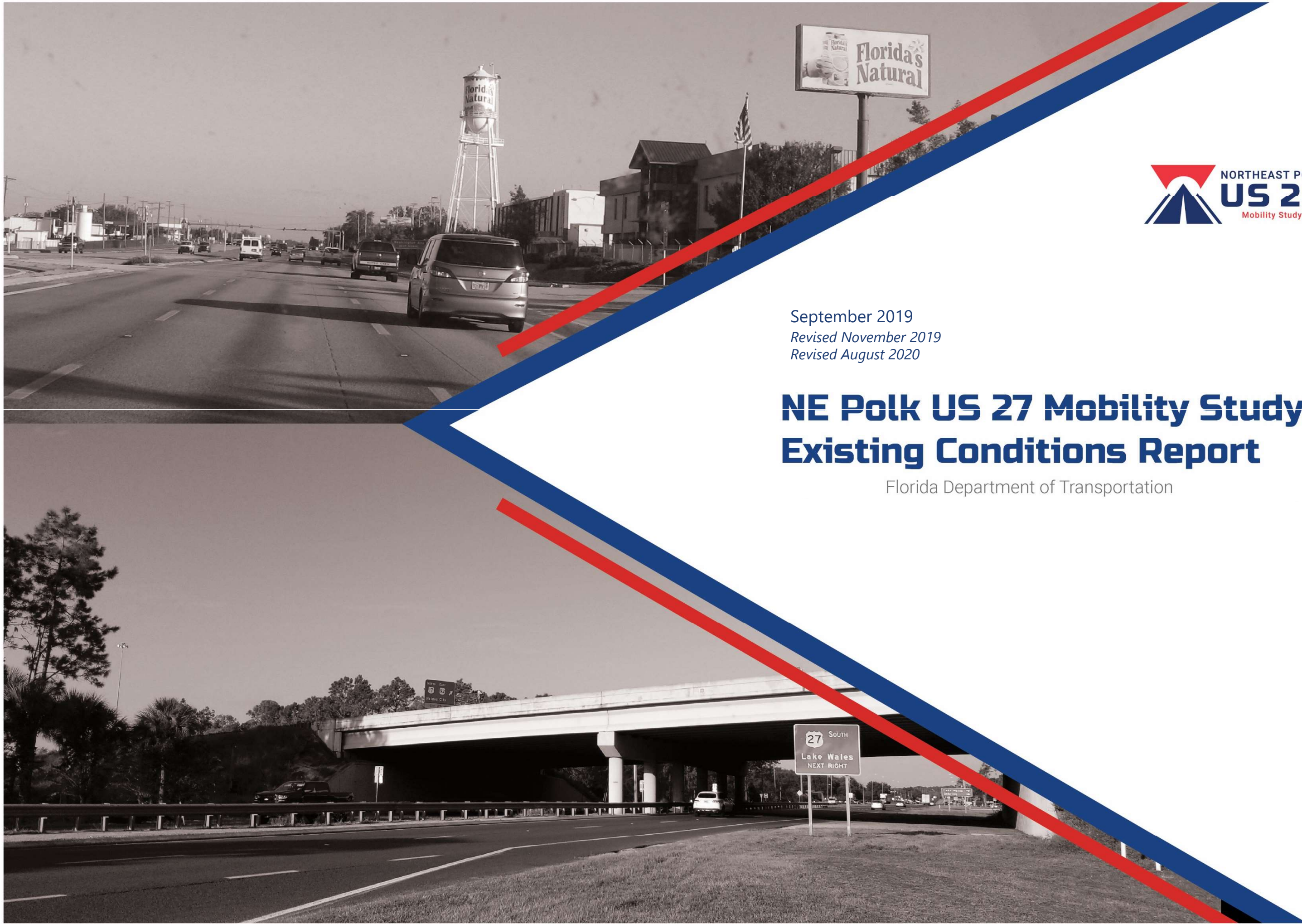




September 2019
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NE Polk US 27 Mobility Study Existing Conditions Report

Florida Department of Transportation

Existing Conditions Report

NE Polk US 27 Mobility Study from SR 60 to the Lake County Line

Polk County, FL

Financial Management Number: 440320-1-22-01

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1 STUDY OVERVIEW

1.1 INTRODUCTION

The NE Polk US 27 Mobility Study is intended to support the Florida Department of Transportation (FDOT) District One and its transportation partners in defining a multimodal program of improvement projects and strategies. The overall objective of the Study is to improve the mobility, safety, and livability along the US 27 corridor. This multimodal plan will address congestion and mobility issues on US 27 by developing Context-Sensitive Solutions, and documenting improvement strategies.

The purpose of the NE Polk US 27 Mobility Study is to engage local and regional project stakeholders to identify mobility needs and establish planning goals and values that lead to implementation of improvement strategies. Through a collaborative regional consensus process, a multimodal program of projects and strategies is being defined that will improve mobility, safety, and livability for all users. This includes an emphasis on freight. Addressing congestion and mobility issues requires context-sensitive solutions that not only look at improving mobility and safety but also balance those improvements with defined community values. The study outcome will include a set of recommended multimodal strategies and improvements.

The Mobility Study is being conducted in three phases.

- *Phase One: Define the Problem.* The goal of this effort is to define the problem(s) through initial stakeholder outreach, data collection, and reviews of previous studies. Existing travel demand and operations characteristics were assessed, and land use and community characteristics evaluated. A roadway safety audit was conducted, and existing or short-term issues and opportunities identified.
- *Phase Two: Define Guiding Principles.* The focus of this effort is establishing a vision for the corridor. This involves developing guiding principles and forming purpose and need statements. In addition, evaluation criteria and measures of success are being defined, and future travel demand and operations characteristics evaluated. The long-range needs are being identified in this phase.

- In the last phase, *Phase Three: Define and Select Alternatives*, efforts will be centered on defining, assessing, evaluating, documenting, and preparing alternatives for implementation. This phase will identify the viable alternatives to be carried forward and determine the appropriate method for programming and implementing projects.

The purpose of the Existing Conditions Report is to document the data collection, research and existing conditions analysis completed for US 27 during Phase I as part of the NE Polk US 27 Mobility Study.

1.2 STUDY AREA

US 27 is part of the Strategic Intermodal System (SIS) and is a critical north/south route for freight traffic throughout the state. The NE Polk US 27 Mobility Study corridor spans a 32-mile section of US 27 from SR 60 (which is the southern limit of the study area) to US 192 at the Polk County/Lake County line (which is the northern limit of the study area). Depicted in **Figure 1-1**, the broader study area includes the study section of US 27, as well as other key crossroads and parallel roadways that have an impact on US 27 and are impacted by conditions on US 27.

Table 1-1 presents the preliminary list of study intersections along the study section of US 27. The intersections along US 27 were reviewed looking at Annual Average Daily Traffic (AADT) available from the FDOT Traffic Online application, number of lanes on the cross streets, pavement condition, signalization/channelization, and access to residential areas. All 33 existing signalized intersections between SR 60 and US 192 were identified as the key study intersections to be analyzed in Phase 1, along with the unsignalized interchanges of US 192 and US 17. In addition, through coordination with FDOT District One Traffic Operations staff, all 14 unsignalized intersections with full median openings on US 27 between SR 60 and US 192 were identified as key study intersections. **Figure 1-2** depicts the location and lane configuration of each study intersection along the US 27 corridor where existing conditions were assessed.

FIGURE 1-1: STUDY AREA REGIONAL MAP

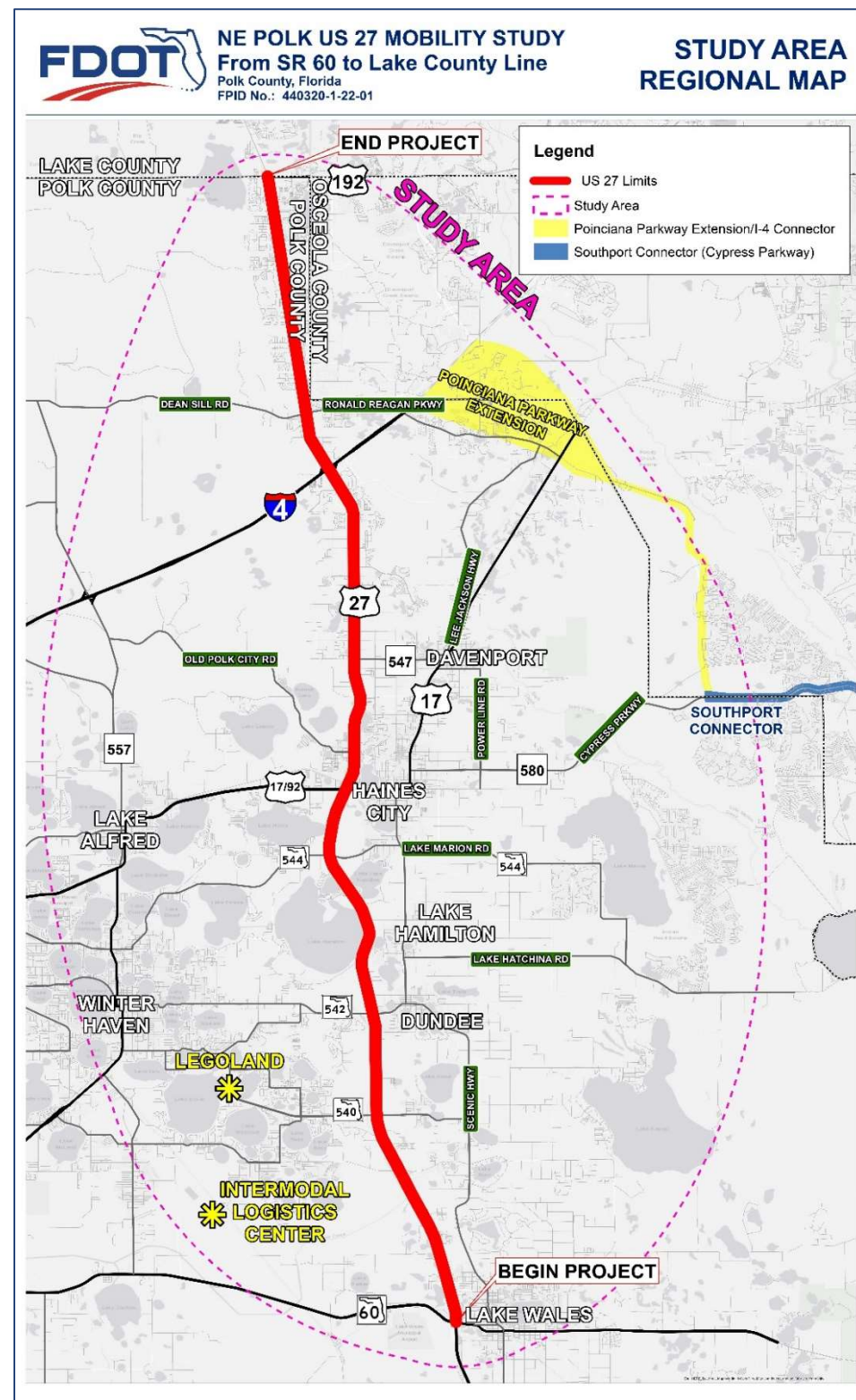


TABLE 1-1: LIST OF STUDY INTERSECTIONS

No.	Intersections (Crossroads)	Paved	Signalized	No. of Directional Lanes on Crossroad	Type
1	US 192	✓	✗	3	Interchange
2	Polo Park Blvd/Polo Park Blvd E	✓	✓	2	Four-leg
3	Florence Villa Grove Rd/Legacy Park Blvd	✓	✓	1	Four-leg
4	Sand Mine Rd	✓	✓	2	Four-leg
5	Student Dr/Highland Reserve Blvd	✓	✓	1	Four-leg
6	Mcfee Dr/California Blvd	✓	✓	2	Four-leg
7	Terra Del Sol/Central Grove Rd	✓	✗	1	Four-leg
8	Four Corners Blvd/Bella Citta Blvd/Tri County Rd	✓	✓	1+	Four-leg
9	Cardiff Ave/Tri County 1 Rd	✓	✗	1	Four-leg
10	Laurel Estates Driveway	✓	✗	1	T
11	Deen Still Rd/Ronald Reagan Pkwy	✓	✓	3	Four-leg
12	Waverly Barn Rd/Dunson Rd	✓	✓	1	Four-leg
13	Access Rd/Ritchie Bros Driveway	✓	✓	1	Four-leg
14	I-4 WB Ramps	✓	✓	1+	Four-leg
15	I-4 EB Ramps/Frontage Rd	✓	✓	1+	Four-leg
16	Home Run Blvd/Victor Posner Blvd	✓	✓	2+	Four-leg
17	Heller Bros Blvd/Deer Creek Blvd	✓	✓	2	Four-leg
18	Minute Maid Ramp Rd 2/Citrus Ridge Dr	✓	✓	1	Four-leg
19	Cottonwood Rd/Holly Hill Grove Rd 2	✓	✓	1	Four-leg
20	Ridgewood Lakes Blvd	✓	✓	2	T
21	Holly Hill Tank Rd/Florida Development Rd	✓	✗	1	Four-leg
22	Massee Rd/Holly Hill Rd	✓	✓	2	Four-leg
23	La Casa Del Sol Blvd	✓	✗	1	T
24	Holly Hill Cutoff Rd/North Blvd W	✓	✗	1	Four-leg
25	Sanders Rd/CR 547/Davenport Blvd	✓	✓	1	Four-leg
26	South Blvd	✓	✗	1	Four-leg

No.	Intersections (Crossroads)	Paved	Signalized	No. of Directional Lanes on Crossroad	Type
27	Section 7 Airport Rd/Parson Rd/Patterson Rd	some	✗	1	Four-leg
28	Bates Rd	✓	✓	1+	Four-leg
29	Glen Este Blvd/Southern Dunes Blvd	✓	✓	2+	Four-leg
30	CR 17/Old Polk City Rd / Main St W	✓	✓	1+	Four-leg
31	Commerce Ave / Pilot Travel Center Entrance	✓	✓	1+	Four-leg
32	W Johnson Ave	✓	✗	1	Four-leg
33	US 17	✓	N/A	2	Interchange
34	SR 544/Scenic Hwy	✓	✓	2+	Four-leg
35	Paradise Island Pl/Sunshine Dr	✓	✗	1	Four-leg
36	Kokomo Rd	✓	✗	1	T
37	Crump Rd/W Main St	✓	✓	1+	Four-leg
38	Frederick Ave	✓	✗	1	Four-leg
39	SR 542/Dundee Rd	✓	✓	1+	Four-leg
40	Lincoln Ave	✓	✗	1	T
41	SR 540/Cypress Gardens Blvd/Waverly Rd	✓	✓	1+	Four-leg
42	Shoppes On The Ridge	✓	✓	2	Four-leg
43	Thompson Nursery Rd / Chalet Suzanne Rd	✓	✓	2+	Four-leg
44	Eagle Ridge Mall Ent S	✓	✓	2	T
45	Tower Point Ent / Vanguard School Ent	✓	✗	1	Four-leg
46	E Mountain Lake Cut Off Rd N	✓	✓	1+	T
47	Washington Ave	✓	✓	1+	Four-leg
48	W Central Ave	✓	✓	1+	Four-leg
49	SR 60 (SBL US 27 onto SR 60)	✓	✓	2	Ramp Signal

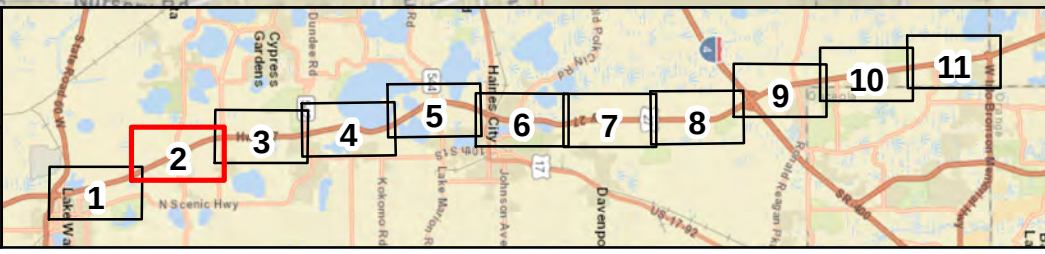
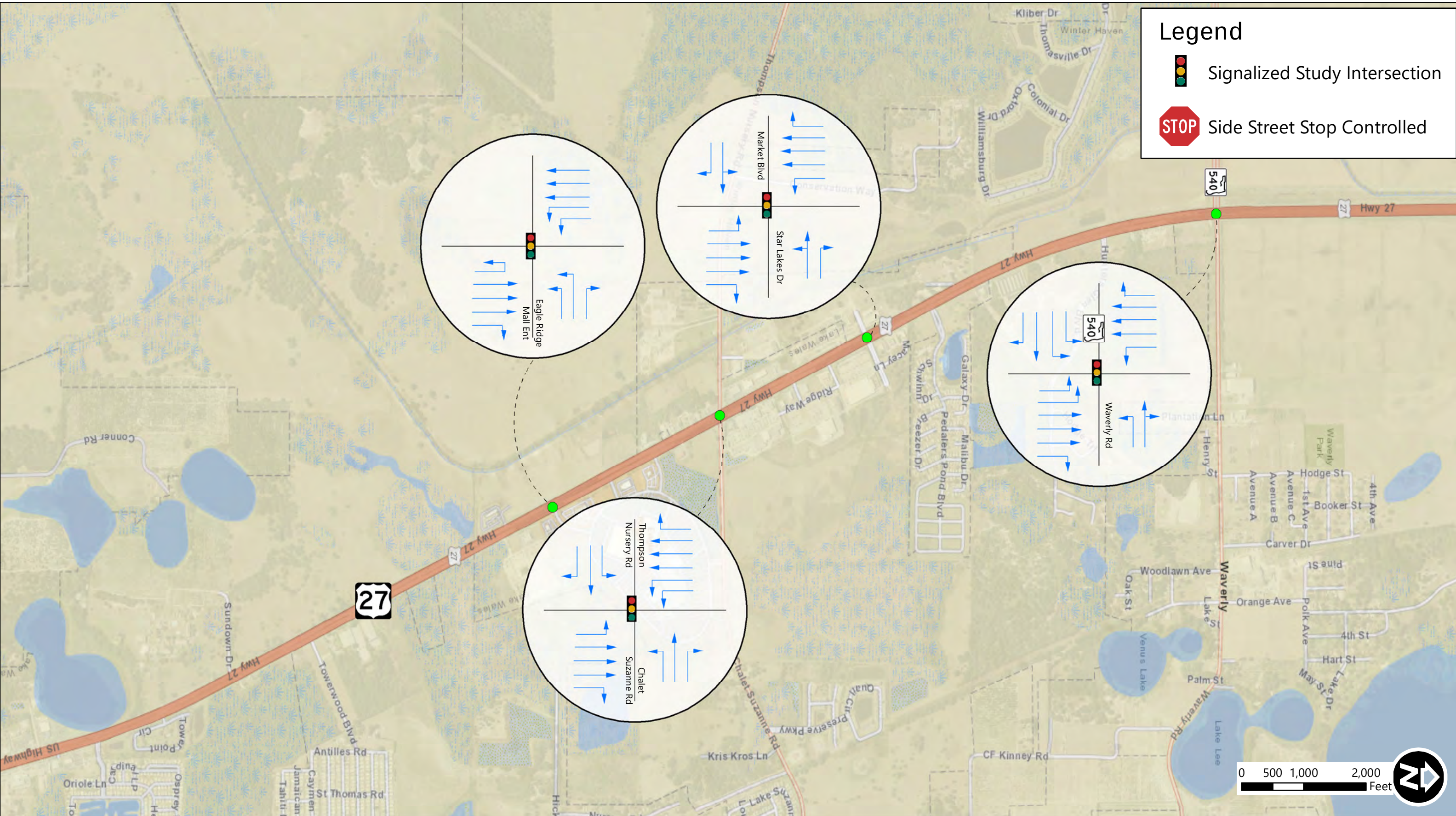
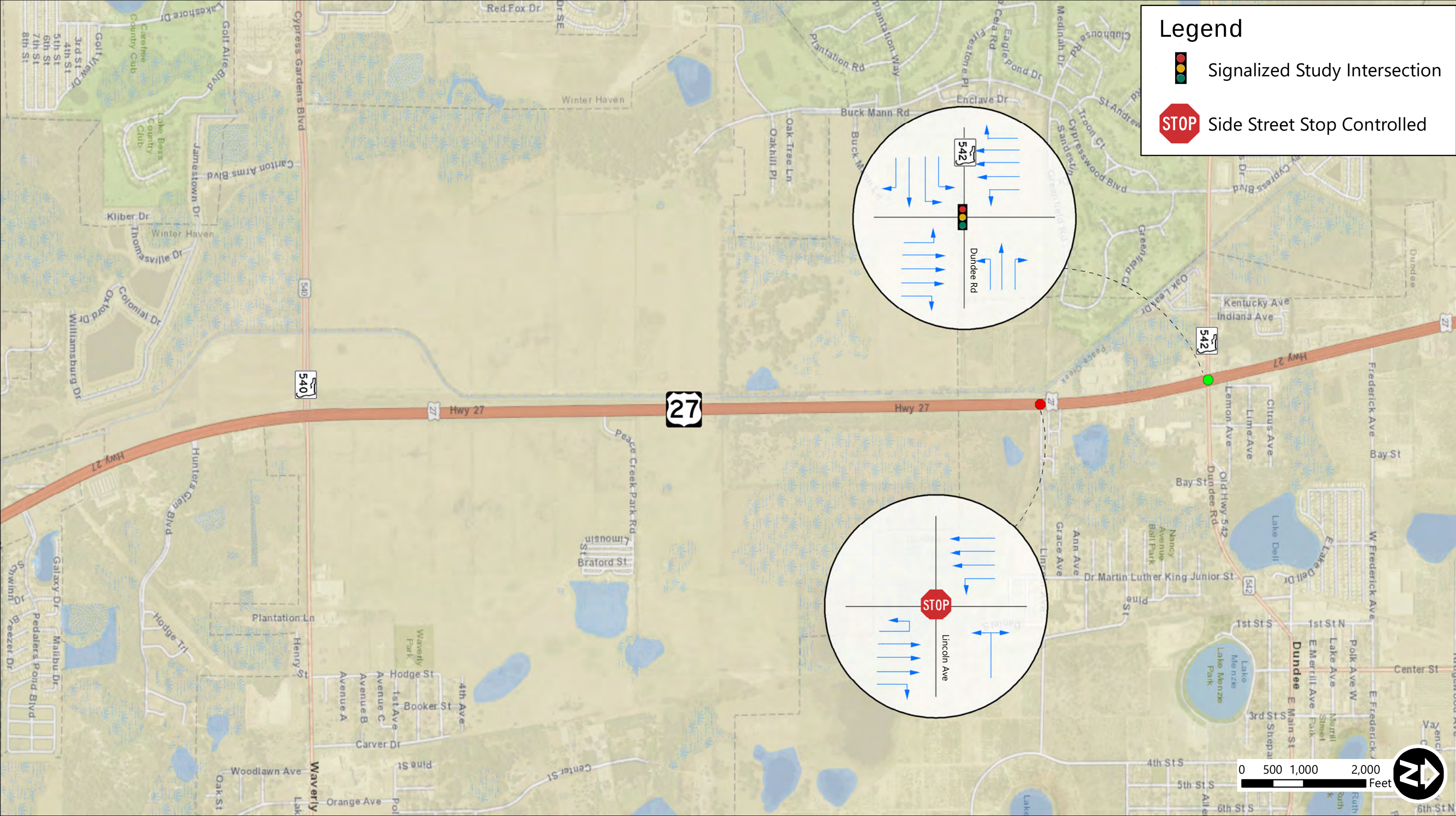


FIGURE 1-2

EXISTING (2018) INTERSECTION

LANE CONFIGURATION

Sheet 2 of 11



NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

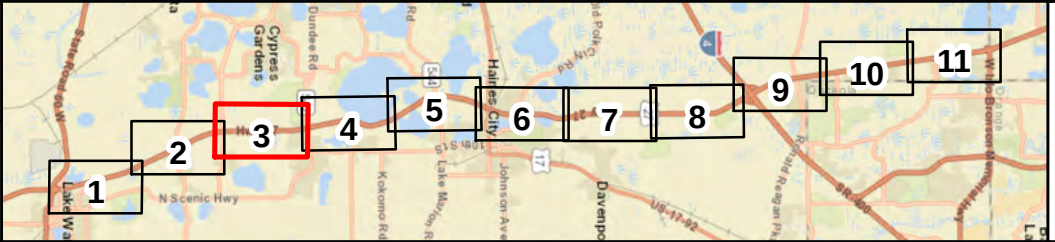


FIGURE 1-2
EXISTING (2018) INTERSECTION
LANE CONFIGURATION
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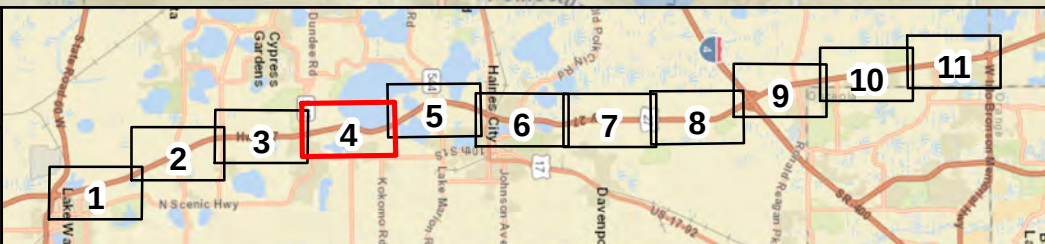
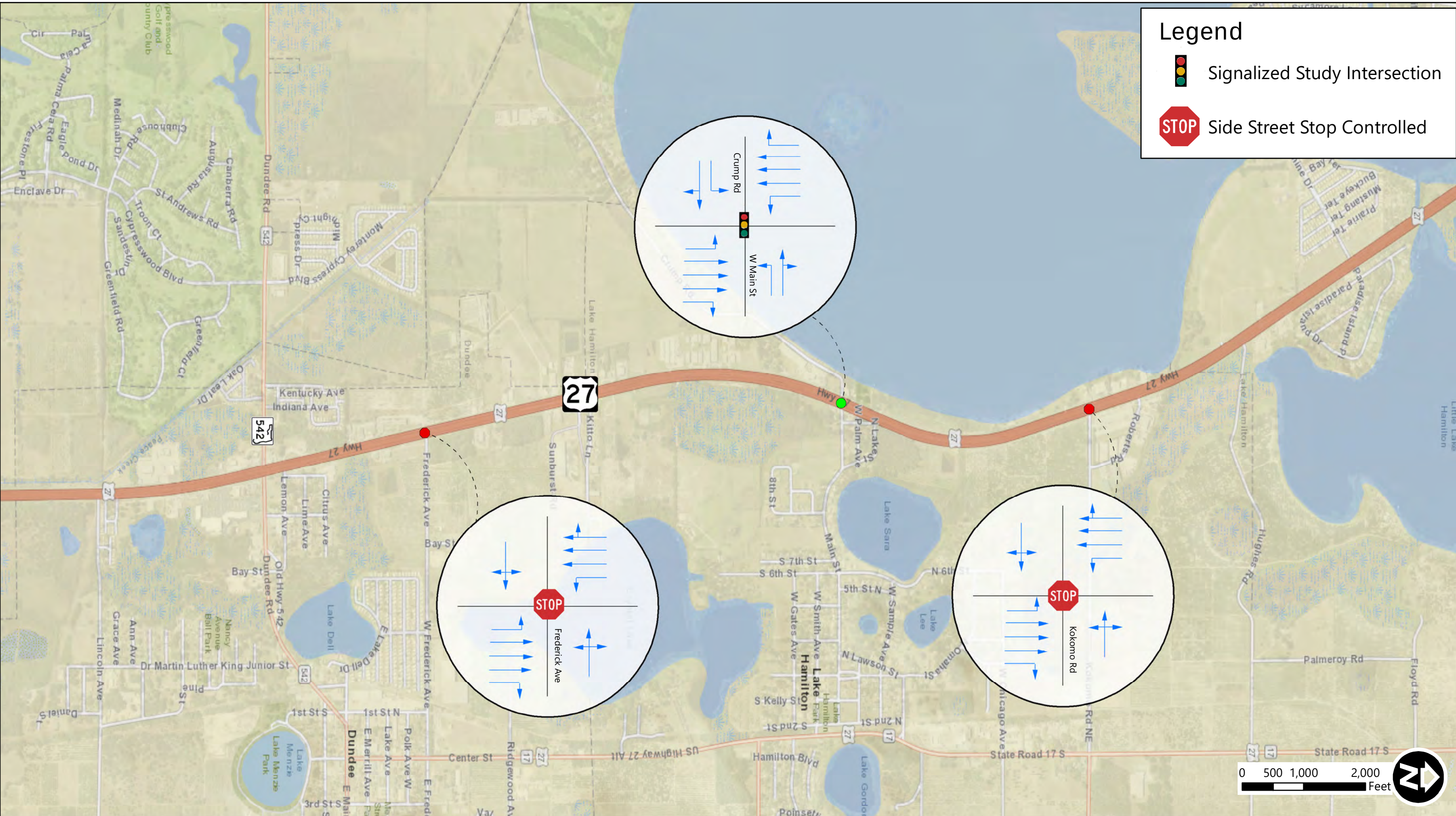
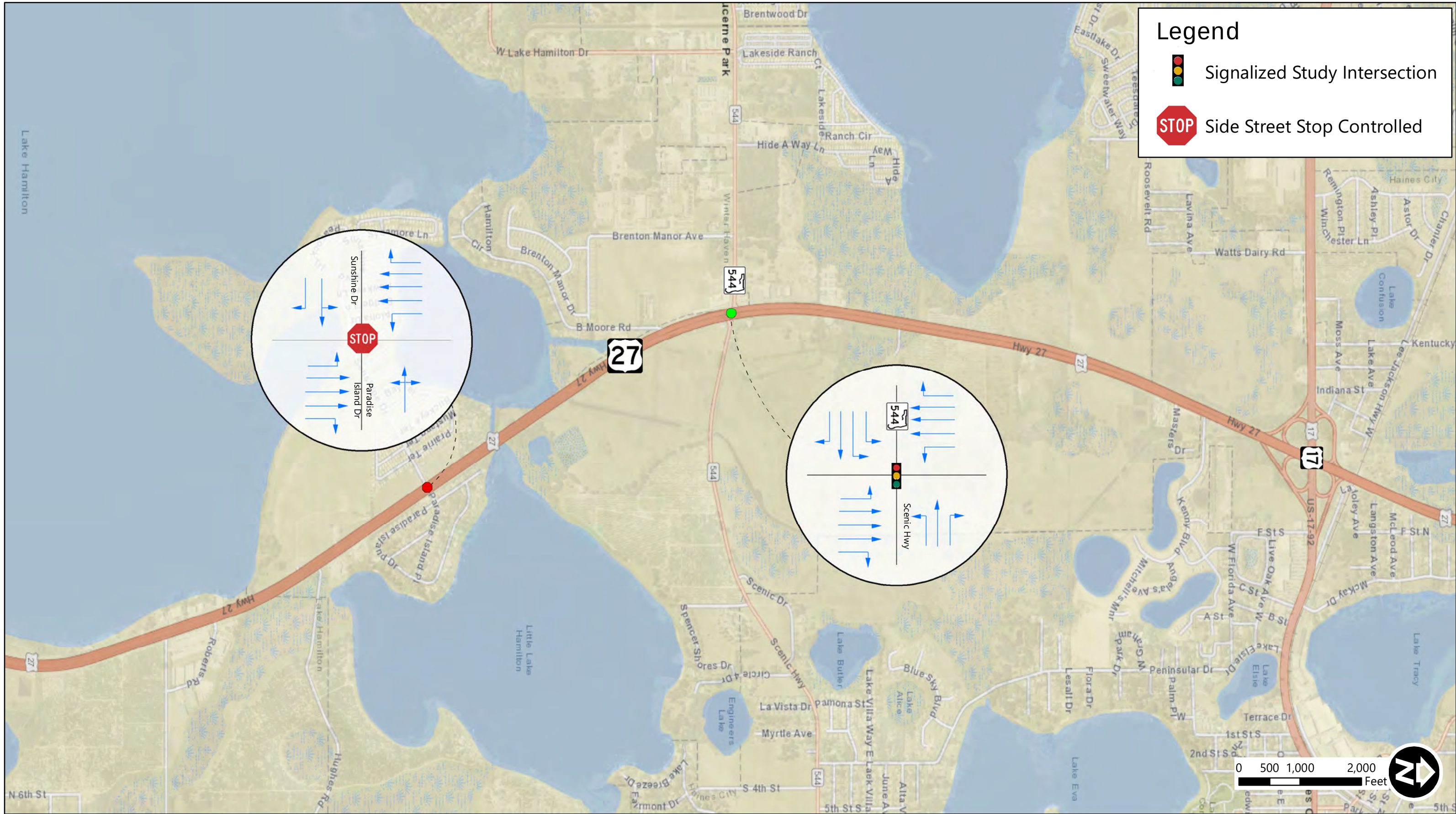


FIGURE 1-2

EXISTING (2018) INTERSECTION

LANE CONFIGURATION

Sheet 4 of 11



NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

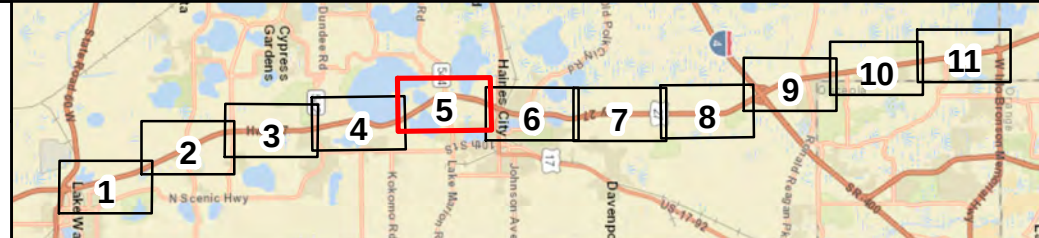


FIGURE 1-2
EXISTING (2018) INTERSECTION
LANE CONFIGURATION
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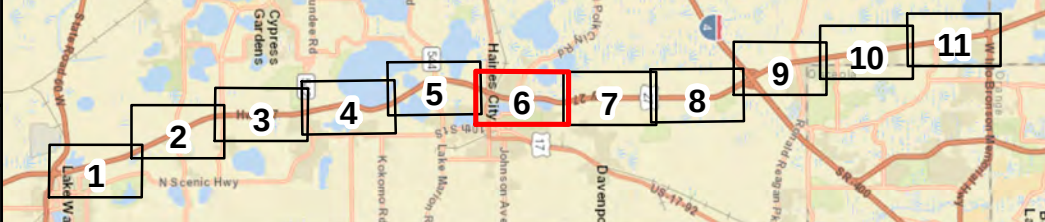
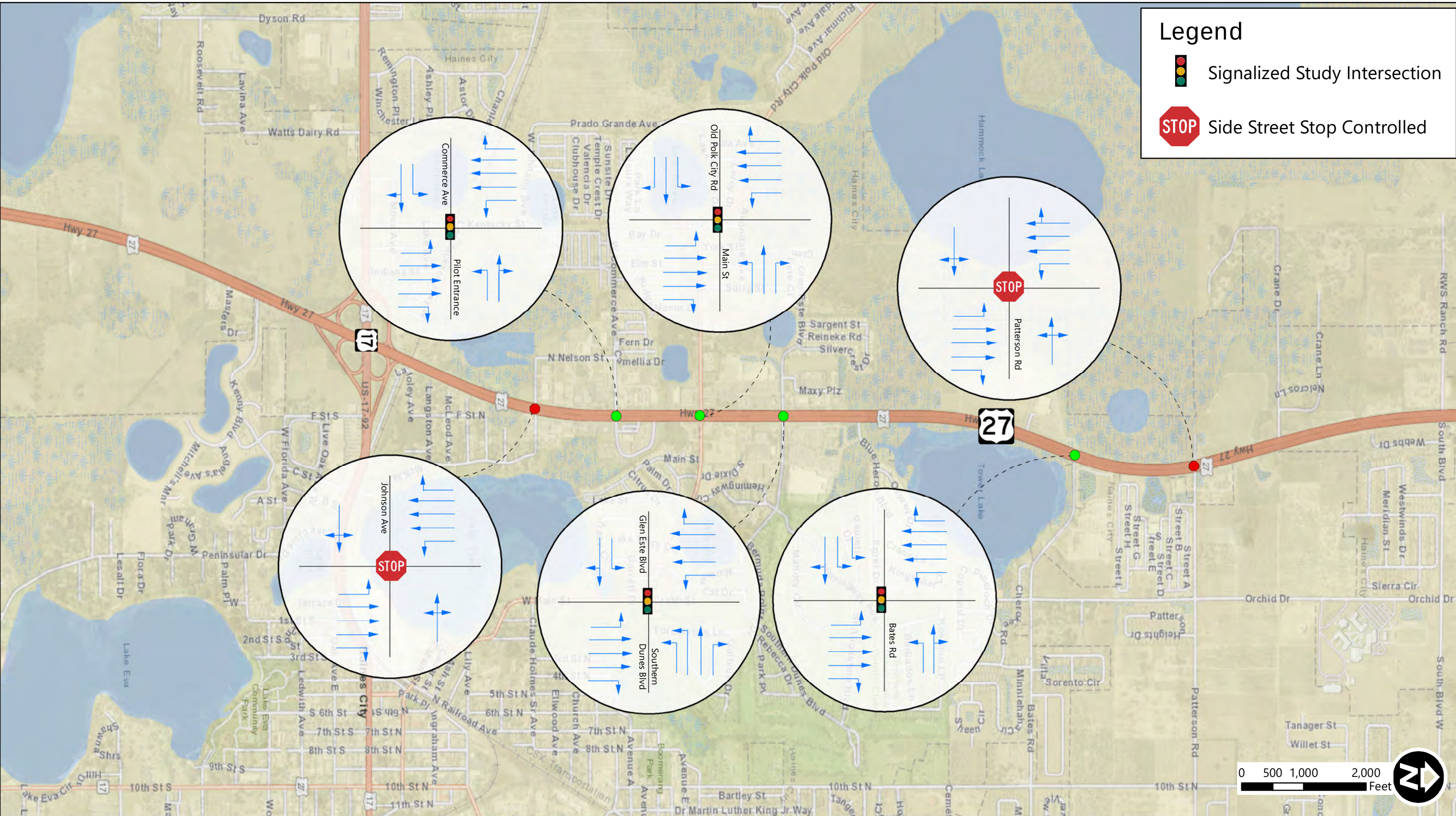
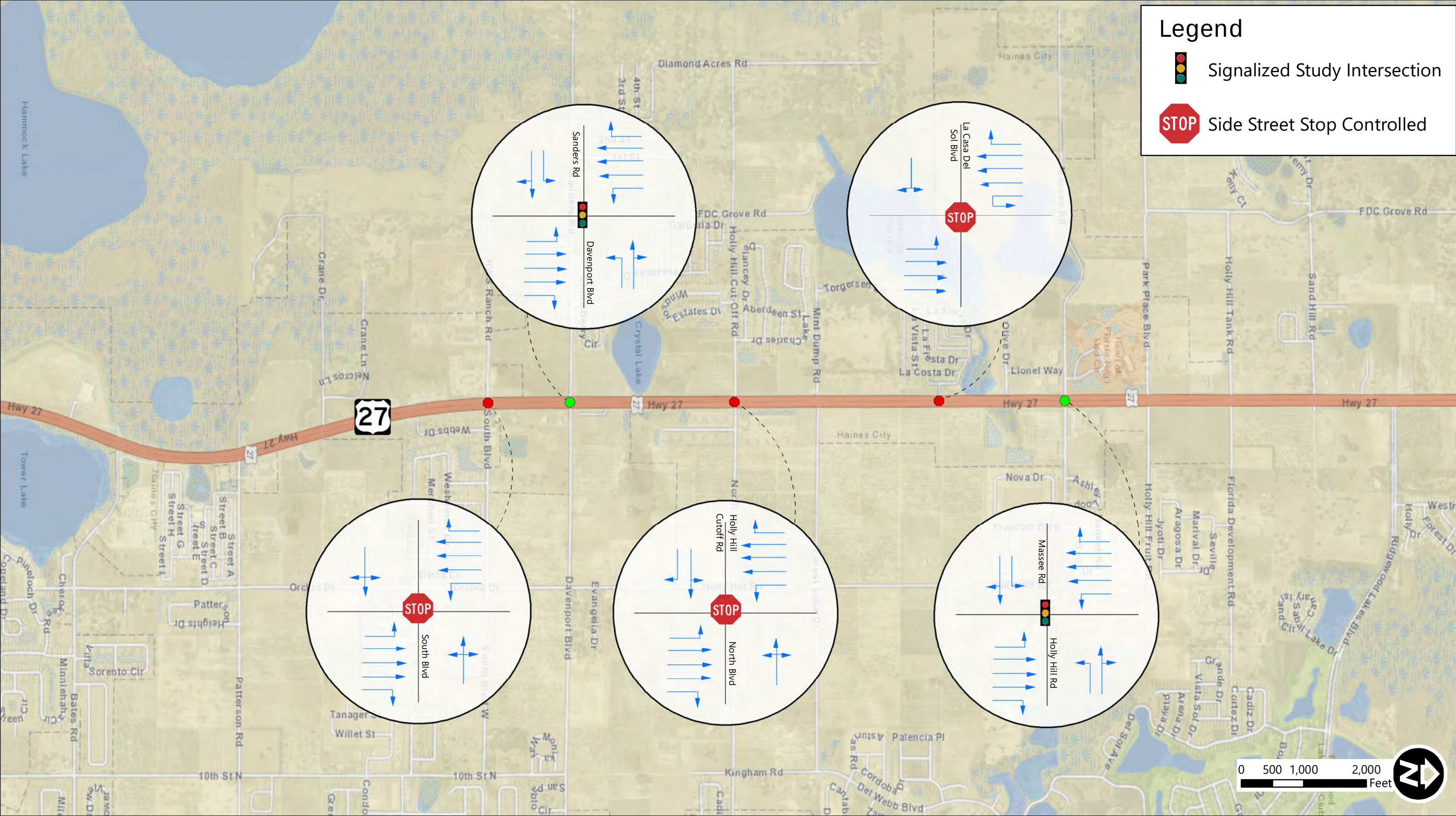


FIGURE 1-2
EXISTING (2018) INTERSECTION
LANE CONFIGURATION
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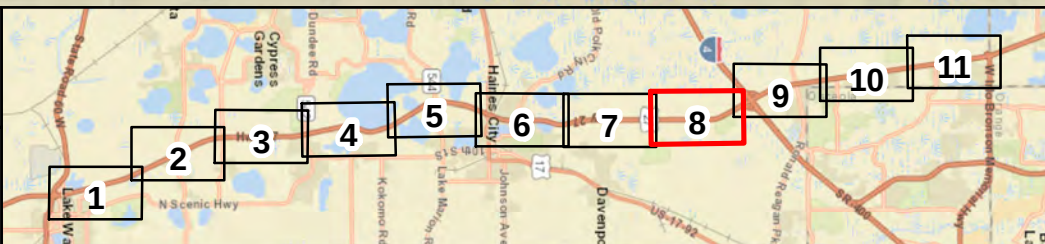
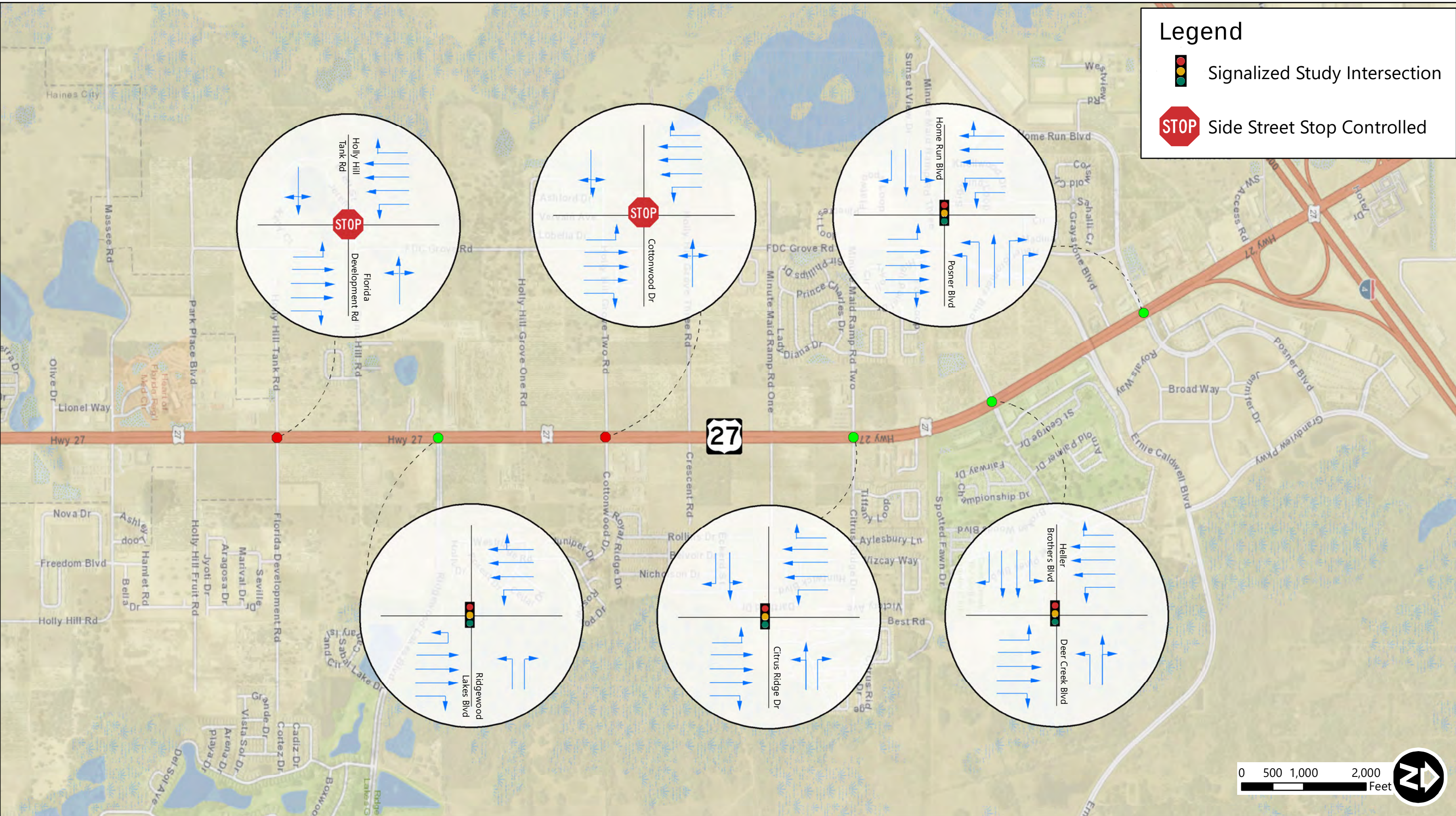


FIGURE 1-2
EXISTING (2018) INTERSECTION
LANE CONFIGURATION
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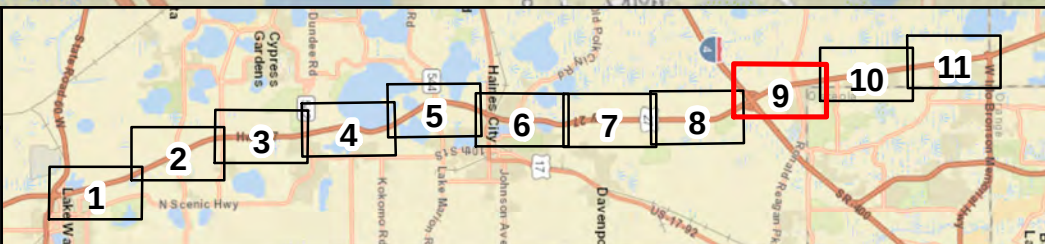
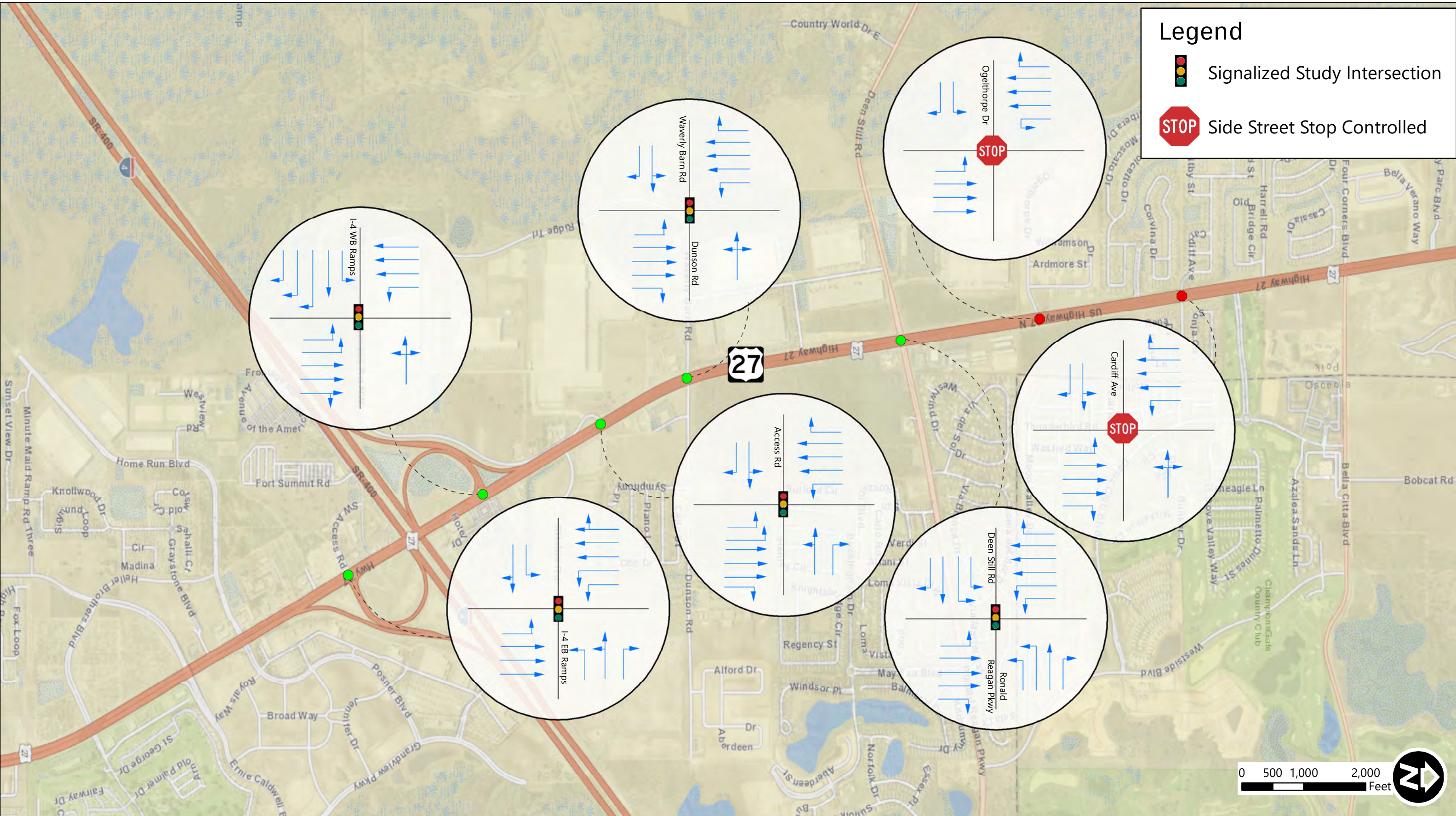


FIGURE 1-2
EXISTING (2018) INTERSECTION
LANE CONFIGURATION
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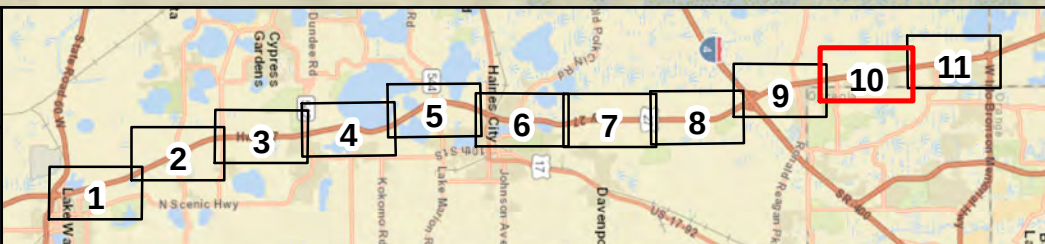
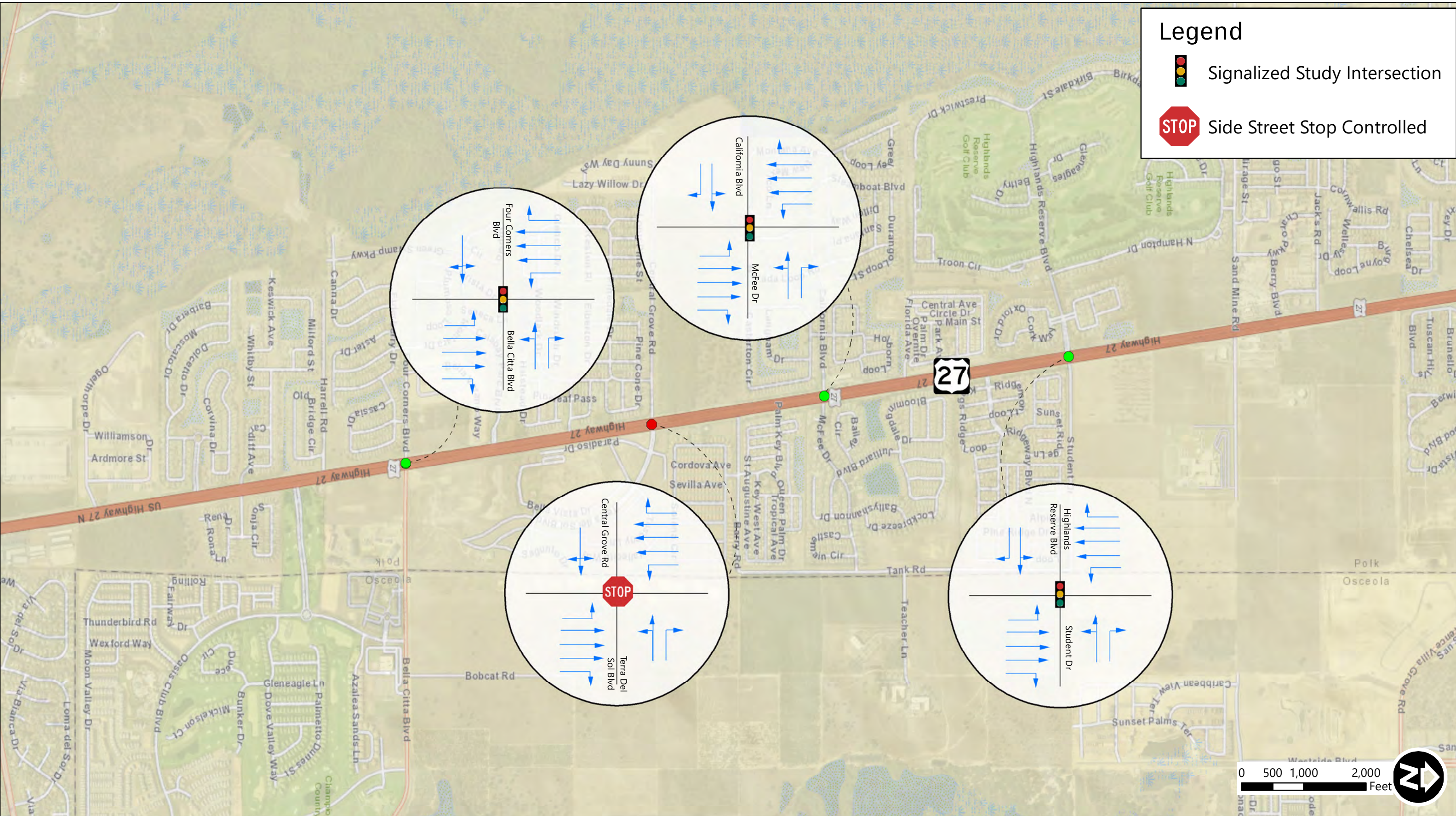


FIGURE 1-2
EXISTING (2018) INTERSECTION
LANE CONFIGURATION
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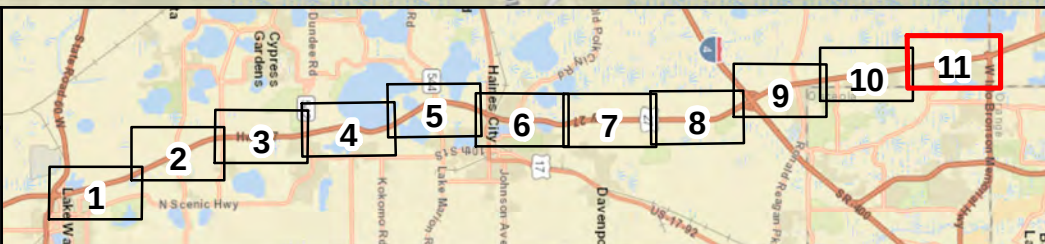
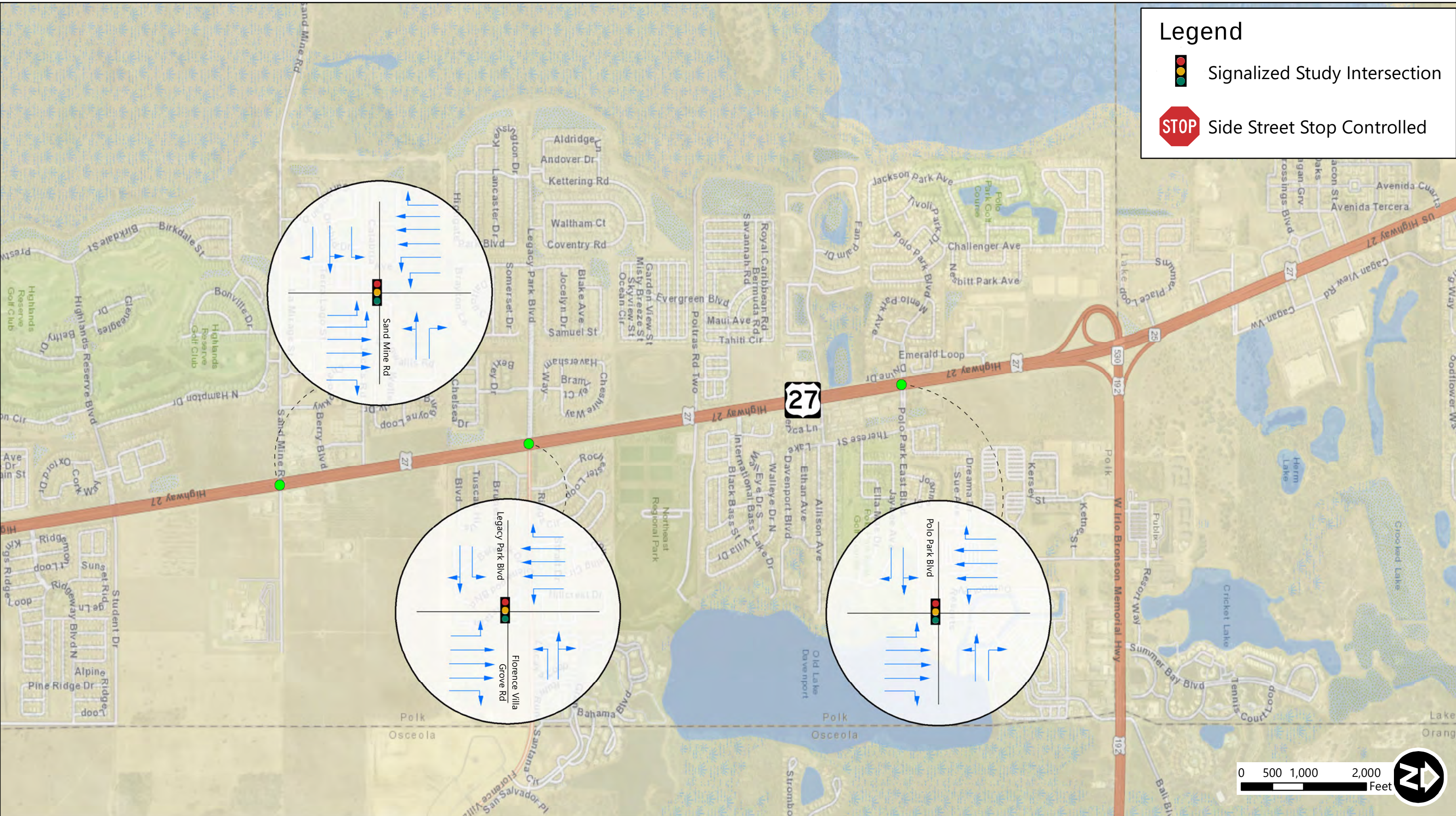


FIGURE 1-2
EXISTING (2018) INTERSECTION
LANE CONFIGURATION
 Sheet 11 of 11

2 OTHER STUDIES AND PLANNED IMPROVEMENTS

2.1 PREVIOUS STUDIES

Available studies and reports previously developed by FDOT and other agencies for transportation facilities within the study area were reviewed. The information from these studies provides historical context and insight into the issues and opportunities surrounding the US 27 corridor and study area. In addition, valid data and analysis documented in other studies was considered and utilized wherever possible for the NE Polk US 27 Mobility Study. This includes traffic count data available from previous FDOT District One Traffic Operations reports, and physical characteristics information for locations along the US 27 corridor from the FDOT Central Office US 27 Multimodal Corridor Study.

Table 2-1 provides a list of the previous and ongoing studies that were reviewed. **Table A-1** in **Appendix A** contains more information about each of the reference files that were reviewed along with brief notes regarding the key information available from each source.

In January and February 2019, available comprehensive plans for Polk County and the municipalities within the study area were obtained. The land use elements and transportation elements were reviewed to ascertain information related to the US 27 corridor and study area. The following comprehensive plans were reviewed:

- Polk County 2030 Comprehensive Plan
- City of Davenport 2030 Comprehensive Plan
- Town of Dundee 2030 Comprehensive Plan
- Village of Highland Park Comprehensive Plan
- Town of Lake Hamilton Comprehensive Plan
- City of Lake Wales 2015 Comprehensive Plan
- City of Winter Haven Comprehensive Plan

Most of the comprehensive plans identified significant expected development within the regional study area along with emerging regional activity centers. In addition, most of the comprehensive plans identified roadway improvement projects needed on US 27 or adjacent to US 27. These included the widening of US 27, nearby intersections, and various interchange projects. Key information from other select studies is summarized below.

Polk Transportation Planning Organization (TPO) Momentum 2040 Long Range Transportation Plan (LRTP)

Polk TPO's long range plan, adopted December 2015, includes the county's multimodal goals, objectives, performance measures, and transportation projects that are needed and can be funded through a year 2040 planning horizon. The Cost Feasible portion of the Plan includes US 27 road widening from the Highlands County line to SR-60, and improvements from Highlands County Line to President's Drive.

Eight US 27 intersection projects are listed as illustrative projects or partially funded through 2040. Improvements to the SR 60 and US 27 interchange are identified as unfunded needs. The plan includes Central Polk Parkway as an illustrative project, and a Complete Streets Future Candidate Corridor is identified on US 17/92 ending at US 27, near Haines City. A SunRail Staging Concept is shown in the LRTP utilizing part of US 27 for an extension, express bus service and a planned station. Several unfunded multi-use trail segments and bicycle/pedestrian corridors end at or intersect US 27, while segments of US 27 are also considered for complete streets or other bicycle/pedestrian improvements.

FDOT District One, Freight Mobility & Trade Plan, 2016

The District's plan defined a regional freight transportation network and identified regional freight investment priorities needed to sustain economic growth in the region. It also provided input to the Florida Freight Mobility and Trade Plan (FMTP) Investment Element. This plan may be used to support requests for federal and state funding for enhancements or improvements to the existing regional freight network. Freight Mobility Corridors (FMCs), Intermodal Logistics Centers (ILCs) and Freight Activity Centers (FACs) within the regional study area are identified, including US 27 as a FMC, the Central Florida CSX ILC located north of SR 60 and west of US 27, and multiple FACs located adjacent to the US 27 corridor between SR 60 and US 192.

TABLE 2-1: PREVIOUS AND ONGOING STUDIES

No.	Name	Type of Document	Date of Document
1	Polk TPO Momentum 2040 Long Range Transportation Plan	County-wide multimodal improvement funding plan	December 2015
2	US 27 PD&E Study (US 27 from the Highlands County line to north of SR 60) PER	FDOT D1 Improvement Project-Concept Plans & Cost	February 2016
3	FDOT D1 Freight Mobility & Trade Plan	Freight Data	2016
4	Central Florida Regional Freight Mobility Study	MetroPlan Orlando Plan of Freight Improvements	2011 / 2012
5	Southeast Florida Regional Freight Plan	Broward, Miami-Dade, Palm Beach MPOs and FDOT	2014
6	My Ride Polk County/TPO Transit Development Plan FY 2017 - FY 2026	Transit Data & Improvements	08/09/17
7	A Technical Report for Evaluation of SunRail Extensions into Polk County	Technical Memorandum for Polk TPO	latest available
8	FDOT Regional Express Lane Network - Central Florida, and West Central Florida Regions	Central Florida Express Lanes Map	latest available from www.floridaexpresslanes.com
9	FDOT Regional Express Lane Network - West Florida Region	West Central Florida Express Lanes Map	latest available from www.floridaexpresslanes.com
10	FDOT Strategic Intermodal System (SIS) Plans (1st 5, 2nd 5, CFP, Needs Plan)	Statewide & Districtwide Multimodal Improvement Funding Plan	Adopted as of July 1, 2018
11	Local Comprehensive Plans Existing & Future Land Use Plans and/or Zoning Maps	City and County wide Land Use Plan	latest available
12	Local Comprehensive Plans Transportation Elements	City and County wide Transportation Network Plan	latest available
13	Local Capital Improvement Plans	County or City-wide Multimodal Improvement Funding Plan	latest available
14	Special District Plans/Maps	CRAs, special funding district boundaries - development or transportation plans	latest available
15	Polk TPO Transportation Improvement Program (TIP) draft FY 2019/2020	Funding plan for transportation projects in Polk County for the next five-year period	July 18, 2019
16	FDOT Five Year Work Program	Statewide & Districtwide Multimodal Improvement Funding Plan	Latest available July 2019, for FY 2020 through FY 2024
17	US 27 PD&E/Design/18-kip ESAL Traffic Forecast Reports	FDOT D1 Traffic Forecast Reports or Tech Memos	completed within last 5 years
18	US 27 Intersection Analysis from Washington Avenue to Home Run Boulevard	FDOT D1 Safety Study	October 2017
19	US 27 Safety Studies	FDOT D1 Safety Studies	completed within last 5 years
20	Central Polk Parkway - FDOT D1 PD&E Study	FDOT D1 SEIR	March 2011

No.	Name	Type of Document	Date of Document
21	FDOT Central Office US 27 Multimodal Corridor Study	FDOT Planning Study	2017-2019
22	Turnpike Feasibility Study of US 27 Managed Lanes	FDOT/Turnpike Feasibility Study	2017-Ongoing
23	US 27 Multimodal Planning and Conceptual Engineering (PACE) Study	FDOT D4 Conceptual Engineering Study (Highway and Rail)	December 2012
24	US 27 Transportation Alternatives Study	FDOT Central Office Planning Study	January 2013
25	Central Florida Regional Planning Council Comprehensive Economic Development Strategy	RPC Plan with Development potential noted in Polk County	2017
26	Central Florida Regional Planning Council Heartland 2060	Overview of 7 Heartland Counties including Polk County	2010
27	How Shall We Grow Document	7 M/TPOs & FDOT Plan - vision for 2050 includes Polk County	2006
28	Central Florida Expressway Authority 2040 Master Plan (Poinciana Parkway Segment)	Master Plan	May 2016
29	Central Florida Expressway Authority Concept Studies (Poinciana Parkway Segment)	Feasibility Studies	April 2017-ongoing
30	Poinciana Parkway PD&E Study - Alternative Corridor Evaluation Study	FDOT D5 ACE Study	November 2015
31	Central Polk Parkway - New Facility from SR 570 to US 17 (FPID 440897-2) PD&E Study	FTE PD&E Study draft documents	February 2018 - ongoing
32	I-4 Beyond the Ultimate Segment 5 Line and Grade Plans (from west of US 27 to west of CR 532)	FDOT Design Plans	March 2017
33	I-4 Beyond the Ultimate Segment 5 (from west of US 27 to west of CR 532) PER	FDOT PD&E Study PER	June 2017
34	I-4 at CR 532 (Champions Gate) IMR	Interchange Access Request (D5)	2018-ongoing
35	I-4 Selected Interchanges Analysis Report including I-4 interchanges at US 27 and CR 532 (Champions Gate)	Interchange Analysis to Identify Interim Improvements	2018-ongoing

FDOT District Four, US 27 Multimodal Planning and Conceptual Engineering (PACE) Study, 2012

This District Four study developed traffic forecasts, conceptual engineering alternatives, cost estimates, and noted environmental impacts to help determine the feasibility of rail along US 27 in south Florida (Miami-Dade, Broward, and Palm Beach counties). Roadway and railroad improvements were studied along 72 miles of US 27 from the Homestead Extension of Florida's Turnpike (HEFT) in Miami-Dade County to the Palm Beach/Hendry County line. Future US 27 roadway widening was shown to be needed, and construction of a new railroad along Krome Avenue to a potential future ILC near Belle Glade was found to be physically feasible. Implementation was predicated on potential future development of a new ILC near Lake Okeechobee, and private funding necessary to operate and maintain freight train service along the railroad.

FDOT District One, Central Polk Parkway PD&E Study, 2011 to present

The Central Polk Parkway (CPP) project was first proposed in 2008. FDOT conducted a PD&E Study for a new 6-lane limited access facility extending from Polk Parkway/SR 570 to SR 60 (western portion), and from SR 60 north to I-4 (eastern portion). A State Environmental Impact (SEIR) document was produced in 2011. The new roadway was planned as a tolled facility and broken into eight segments. The project was considered a long-term alternative that could relieve traffic congestion on US 27 and other roads in the study area. FDOT cancelled work on the project in December 2015, primarily due to the cost of the project and low traffic volumes. However, in January 2018, the Polk TPO voted to support an 8-mile segment of the road from SR 570/Polk Parkway to SR 60 (the western portion). Consequently, Florida's Turnpike Enterprise has funded Project Development and Environment, Design, and Right of Way phases for the CPP from SR 570 to US 17 (the first segment of the western portion).

Central Florida Expressway Authority (CFX) Poinciana Parkway PD&E Study, Ongoing

CFX is currently conducting a Project Development and Environment (PD&E) Study for an extension of the Poinciana Parkway, a new toll road. CFX is evaluating alternatives for a new alignment connecting the existing Poinciana Parkway to CR 532, an interchange with US 17/92, and a potential future I-4 connection. Project information is being shared with FDOT District One for consideration in the NE Polk US 27 Mobility Study.

My Ride - Polk TPO Transit Development Plan (TDP) for FY 2017 – FY 2026

The Transportation Development Plan (TDP) is a guiding document for the Polk County TPO Transportation Improvement Program (TIP), as well as the FDOT five-year work program, for public transportation in the county. The TDP provided transit route information, 2017 average weekday ridership, and population distribution information across Polk County. Six routes are noted in the TDP that run on a portion of the US 27 corridor. They are:

- Route 15 (Winter Haven/Haines City),
- Route 27x (Dundee/Eagle Ridge Mall),
- Route 30 (Legoland),
- Route 35 (Lake Wales/Babson Park/Frostproof),
- Route 416 (Poinciana/Haines City LYNX), and
- Route 427 (US 27/Haines City LYNX).

According to the TDP, for transit market share to increase, service expansion would need to occur. Route 15 [Winter Haven/Haines City] and Route 427 [US 27/Haines City] rank as a priority for service improvements to traditional fixed routes. An express feeder route between the Winter Haven Terminal and Poinciana SunRail Station was also identified as a service expansion priority. A SunRail express feeder is proposed for five stops, along with Park 'n Ride lots.

A Technical Report for Evaluation of SunRail Extensions into Polk County

This technical memorandum prepared for the Polk TPO evaluates a possible extension of SunRail into Polk County, in support of the 2040 Long Range Transportation Plan Update. The memorandum covers the following topics:

- potential staging alternatives
- conceptual site considerations
- conceptual feeder bus services
- ridership propensity analysis
- financial estimates
- institutional considerations.

A proposed SunRail spur was discussed, and alternatives were considered for extending SunRail into Polk County. A potential staging sequence for development of a SunRail extension with 4 phases was noted. Station locations were screened, and 10 possible locations were identified. Conceptual feeder bus services were also identified to support the various staging alternatives.

Since a SunRail extension would utilize existing train tracks through the study area, there is little impact expected to the primary roadway network. However, proposed station locations influence connections along the secondary roadway network and bus service between destinations, as well as where economic development nodes may evolve. These things become important considerations as the study looks at alternative routes that alleviate traffic demand on US 27, especially in the larger context of east/west regional connections.

Given improvements to US 27, the project would significantly enhance connections from Polk County to Orlando International Airport for both passengers and employees. In addition, a spur could potentially provide long distance passenger train options to West Palm Beach, Fort Lauderdale, and Miami if the proposed Virgin Trains Orlando extension project ties into SunRail at the Orlando airport. These connections may increase the value of a SunRail extension into Polk County.

2.2 ONGOING STUDIES BY OTHERS

FDOT Central Office and the Florida's Turnpike Enterprise are conducting studies of portions of US 27 that overlap with the NE Polk US 27 Mobility Study area. While these two studies have different project limits and different objectives than the NE Polk US 27 Mobility Study, their information is being considered in the NE Polk US 27 Mobility Study.

FDOT Central Office conducted a *US 27 Multimodal Corridor Study*, which concluded in early February 2019. The study area was from Miami-Dade County to Central Florida and included the portion of US 27 from the Florida Turnpike interchange in Lake County to the Palmetto Expressway near the city of Hialeah, Dade County. The study area also covered surrounding counties impacted by growth and development along the US 27 corridor. The study was initiated to gather existing conditions data, provide analysis, and gather stakeholders, and. an Existing Conditions Data Study report, dated February 15, 2019, was produced. This report included a series of maps summarizing existing conditions along the corridor, and information for the portion of US 27 from SR 60 to US 192 is being used for the FDOT District One NE Polk US 27 Mobility Study.

Florida's Turnpike Enterprise is evaluating the feasibility of adding limited access lanes to US 27 between SR 60 and I-4. Potential constraints being assessed include the US 27 and I-4 interchange; the US 27 and SR 60 interchange; bridge structures along US 27; and access/driveways along US 27 considering modifications may be needed to accommodate the limited access lanes. This US 27 Feasibility Study, which began in the spring of 2018, has a smaller study area than the NE Polk US 27 Mobility Study and is focused on just one improvement concept: limited access lanes on US 27. Relevant information from the Turnpike's US 27 Feasibility Study will be considered as appropriate in the NE Polk US 27 Mobility Study.

2.3 PLANNED AND PROGRAMMED IMPROVEMENTS

Ongoing and upcoming planned and programmed (aka committed) transportation projects were identified from each of the funding plans that were reviewed. Planned and programmed improvements will be assumed to be in place following the year(s) after construction is funded. This will be considered during the future conditions analysis of the US 27 corridor and surrounding study area.

The latest available local public agency funding plans were obtained in January and February 2019, from each agency's website. The available Capital Improvement Plans/Programs (CIP), or Transportation Improvement Plans/Programs (TIP) for Polk County and for each of the municipalities were obtained, along with the FDOT Five Year Work Program, FDOT Strategic Intermodal System (SIS) funding plans, and the Polk TPO Transportation Improvement Program (TIP). These funding plans were reviewed to identify planned and programmed/funded transportation projects within the study area.

The following local public agency transportation funding plans were reviewed:

- Haines City adopted FY 18/19 budget
- City of Davenport proposed operating budget & Five-Year Capital Improvement Plan
- City of Lake Wales Five Year Capital Improvement Plan
- Winter Haven FY 18/19 operating & FY 19/20 planned operating budget
- Town of Lake Hamilton Capital Improvement Program FY 2017-2022
- Town of Dundee 2018-2019 Annual Adopted Budget
- Highland Park Final 2016 – 2017 Budget Summary
- Polk County FY 2018 & 2019 Biennial Budget

Many of the local municipal plans included transportation projects within the study area. Local public agency projects found from these plans, are noted in **Table A-1** in **Appendix A**. In addition, the Polk TPO 2040 Long

Range Transportation Plan includes maps of proposed local public agency roadway projects. These include maps for the Haines City / Davenport area, and the NE Polk County area which show proposed road improvements located within the regional study area. A copy of these two maps is included in **Appendix A**.

The Polk TPO's latest adopted 5-year Transportation Improvement Plan (TIP) and 2040 LRTP were reviewed and all multimodal improvements in the study area noted. A copy of the relevant LRTP maps and tables is included in **Appendix A**. In addition, projects within the study area from the FDOT District One adopted Work Program for fiscal years 2020 through 2024, and from the SIS 1st Five Year Plan, SIS 2nd Five Year Plan, SIS Cost Feasible Plan, and SIS Multimodal Unfunded Needs Plan were noted. A summary table with the planned and programmed project names, numbers, limits, and brief description of the work was created. **Table 2-2** is provided on the following page.

TABLE 2-2: PLANNED AND PROGRAMMED IMPROVEMENT PROJECTS

Plan	Project #	Project Description	Project Location	Limits (from)	(to)	Funded Phase(s)	Funded Year(s)
Polk TPO TIP Draft FY 2019/2020 (online 7/18/19) & FDOT 5 Year Work Program FY 2020-2024	442116-1	Intersection Lighting	US 27	at Polo Park		PE, CON	2020, 2021
	442115-1	Intersection Lighting	US 27	at Florence Villa Grove Rd		PE, CON	2020, 2021
	442117-1	Intersection Lighting	US 27	at Sandmine Rd		PE, CON	2020, 2021
	201210-3	Add Lanes & Reconstruct	I-4 (SR 400)	West of US 27	east of CR 532	PE, ROW	2020
	445257-1	Miscellaneous Construction	US 17 / 92	south of Ronald Reagan Pkwy		PE, CON	2020
	441553-1	Resurfacing	US 27	Blue Heron Bay	Holly Hill Cutoff	PE, CON, ENV	2020-2022
	444682-1	Flexible Pavement Reconstruct	SR 600 (US 17/92)	west of 9th Street	17th Street	PE, CON	2020, 2024
	431351-1	PD&E/EMO Study	US 17 / 92 Hinson Ave	SR 17 (10th st)	17th St	PL, PD&E	2020
	442333-1	Sidewalk	US 17 / 92	south of Hinson Ave	Johnson Ave	PE, CON	2020, 2022
	440273-1	PD&E/EMO Study	SR 544 (Lucerne Park Rd)	Ave T NW	SR 17	PD&E	2020
	442413-1	Bike Path / Trail	Haines City Trail PH II	Grace Ave	CR544 & Ridge Scenic	PE, CON, ENV	2021-2023
	410666-3	Add Lanes & Reconstruct	SR 542	Buckeye Loop Road	US 27	PE, ROW, RR & Utili, CON, ENV	2020
	440347-1	Sidewalk	SR 17 (Scenic Highway)	East Central Park	Lake Marie Park	PE, CON	2020-2021
FDOT 5 Year Work Program FY 2020-2024	419243-4	Interchange - Add Lanes	US 27	at SR 60		PE, ROW, RR & Util, CON, ENV	2020-2021
	431351-2	Add Lanes & Reconstruct	US 17 / 92 Hinson Ave	SR 17 (10th st)	17th St	PE	2020
	403890-1	Add Lanes & Rehab Pvmt	US 27	Blue Heron Bay Blvd	0.5 mile north of CR 547	ROW, CON	2020
	444625-1	Feasibility Study	SR 600 (US 17/92)	US 27	CR 54	PD&E	2020
	442512-2	PD&E/EMO Study	I-4 (SR 400)	west of SR 570 (Polk Pkwy)	west of US 27 interchange	PD&E	2020
	442805-1	PD&E/EMO Study	PD&E Study for feasibility of toll lanes on US 27	SR 60	I-4	PD&E	2020
	438014-1	Resurfacing	US 27	Ernie Caldwell Blvd	north of Ritchie Bros Entrance	PE, CON, ENV	2020

TABLE 2-2: PLANNED AND PROGRAMMED IMPROVEMENT PROJECTS (CONTINUED)

Plan	Project #	Project Description	Project Location	Limits (from)	(to)	Funded Phase(s)	Funded Year(s)
Polk TPO 2040 Long Range Transportation Plan (adopted 12/10/15, amended 6/9/16)	Tier II (2019 - 2030)						
	26	SR 542/Dundee Rd (Buckeye Loop Rd to US 27)				CON	2019-2020
	42	I-4 (Hillsborough Co/L to Osceola Co/L)				ROW, CON	2019-2020
	96	US 17/92/Hinson Ave (10th St to 17th St)				ROW, CON	2021-2025
	300E	CPP East Corridor (US 17/92 to Interstate 4)				ROW, CON	2019-2025
	312A	312A North Ridge Trail (Deen Still Road to Four Corners Blvd)				CON	2021-2025
	312B	North Ridge Trail (Four Corners Blvd to Sand Mine Road)				CON	2026-2030
	98B	US 27 (CR 630A to Presidents Drive)				ROW, CON	2021-2030
	98C	US 27 (Presidents Dr to SR 60)				CON	2019-2020
	Tier III (2031 - 2040)						
	43	I-4 (Hillsborough Co/L to West of US 27)				PD&E, PE, ROW, CON	2021-2040
	56	SR 544/Lucerne Park Rd (Avenue T to US 27)				PD&E, PE, ROW, CON	2019-2040
	57A	SR 544/Lucerne Park Rd (US 27 to SR 17)				PD&E, PE, ROW, CON	2019-2040
	98A	US 27 (Highlands Co/L to CR 630A)				ROW, CON	2021-2040
	385	30th Street @ Hinson Avenue				PE, ROW, CON	2019-2025
	348	Central Polk Parkway @ US 17/92 - SEE 300E				ROW, CON	2019-2025
	349	Central Polk Parkway @ Interstate 4 -- SEE 300E				ROW, CON	2019-2025

TABLE 2-2: PLANNED AND PROGRAMMED IMPROVEMENT PROJECTS (CONTINUED)

Plan	Project #	Project Description	Project Location	Limits (from)	(to)	Funded Phase(s)	Funded Year(s)
Polk TPO 2040 Long Range Transportation Plan (adopted 12/10/15, amended 6/9/16)	Illustrative Projects						
	299A-D, 300 A-D	Central Polk Parkway (SR 570/Polk Parkway to US 17/92)				n/a	n/a
	102	US 27 @ Dundee Road (SR 542)				n/a	n/a
	100	US 27 @ Cypress Gardens Boulevard (SR 540)				n/a	n/a
	99	US 27 @ SR 60				n/a	n/a
	343	US 27 @ SR 544 (Lucerne Park Road)				n/a	n/a
	344	US 27 @ CR 17				n/a	n/a
	345	US 27 @ CR 547 (Bay Street)				n/a	n/a
	346	US 27 @ Ronald Reagan Parkway				n/a	n/a
FDOT SIS 1st Five Year Plan (2019-2023) adopted July 2018	4192432	US 27 (SR 25) from Highlands County Line to CR 630a				PE, ENV, ROW	2019 - 2023
	4192434	US 27 at SR 60				ENV, ROW, CON	2019-2022
	4192433	US 27 from CR 630a to Presidents Drive				PE, ENV, ROW	2019-2021
	4425122	I-4 (SR 400) from W of SR 570 (Polk Parkway) to W of US 27 Interchange				PD&E	2019
	4425121	I-4 (SR 400) from W of SR 570 (Polk Parkway) to W of US 27 Interchange				Study	2019
	4408973	Central Polk Parkway - from US 17 (SR 35) to SR 60 (TURNPIKE)				PE, ROW	2019
FDOT SIS Cost Feasible Plan (2029-2045), 2018 edition	3331	I-4 from west of US 27 / SR 25 to Polk / Osceola County Line				ROW, CON	FY 2029 to FY 2035
	3382	US 27 from north of Kokomo Rd. to Polk / Lake County Line				PE, ROW	FY 2029 to FY 2035
	3330	I-4 from west of SR 570 Polk Parkway (West) to west of US 27 / SR 25				PE, ROW, CON	FY 2029 to FY 2045
	3353	SR 60 from SR 60A / Van Fleet Dr. to SR 25 / US 27				PD&E, PE	FY 2029 to FY 2040

TABLE 2-2: PLANNED AND PROGRAMMED IMPROVEMENT PROJECTS (CONTINUED)

Plan	Project #	Project Description	Project Location	Limits (from)	(to)	Funded Phase(s)	Funded Year(s)
FDOT 2045 SIS Multimodal Unfunded Needs Plan, June 2017	360	I-4 from East of US 27 / SR 25 to Polk / Osceola County Line				n/a	n/a
	359	I-4 at US 27 / SR 25				n/a	n/a
	393	US 27 from I-4 to Polk / Lake County Line				n/a	n/a
	821	US 27 from CR 547 / Sanders Rd. to I-4				n/a	n/a
	388	US 27 from South of B Moore Rd. to CR 547 / Sanders Rd.				n/a	n/a
	35	US 27 at US 17 / 92				n/a	n/a
	820	US 27 from North of Kokomo Rd. to South of B. Moore Rd.				n/a	n/a
	484	SR 60 from SR 60A / Van Fleet Dr. to SR 25 / US 27				n/a	n/a
	2969	SunRail from Phase II South terminus at Poinciana Parkway to Old Station Location				n/a	n/a
	2970	SunRail from Haines City SunRail Terminus to Lakeland SunRail Station				n/a	n/a
	2971	SunRail from Auburndale SunRail Station to Lakeland SunRail Station				n/a	n/a

3 TRANSPORTATION DATA

3.1 HISTORIC TRAFFIC COUNT DATA

Historic traffic count data available from FDOT, TPO, Polk County, and others was obtained for the project. The major sources of traffic count data from recent projects were mapped to serve as a single source of information. Major recent projects with valuable count data used for this study include:

- All count data from Florida Traffic Online (FTO) sites in the study area
- US 27 Intersection Analysis Study from Washington Avenue to Home Run Boulevard/Posner Boulevard (by FDOT District 1)
- I-4 Selected Interchanges Analysis Report (by FDOT District 1)
- I-4 Beyond the Ultimate Project (Systems Access Modification Report) (by FDOT District 5)
- US 27 PD&E Study from the Highlands County line to SR 60 (by FDOT District 1)

3.2 TRAFFIC DATA COLLECTED

Traffic counts were conducted in association with this study, including 24-, 48-, and 72-hour volume/classification counts and intersection turning movement counts. Such turning movement counts were collected during the AM peak period (6:30am-10:30am) and PM peak period (3:00pm-7:00pm) on a typical weekday in November and December 2018. This data included pedestrian and bicycle counts at each location.

The locations where each type of traffic volume count was collected along with the data sources are depicted in **Figure 3-1**. A list of these counts, along with the source, location, dates and times when each count was conducted, is documented in **Appendix B**. These traffic counts were used to determine the project specific AM and PM peak study hours used in subsequent analyses. The resultant project specific AM peak hour was determined to be between 7:15 AM and 8:15 AM, while the project specific PM peak hour is between 4:45 PM and 5:45 PM.

3.2.1 Machine Counts

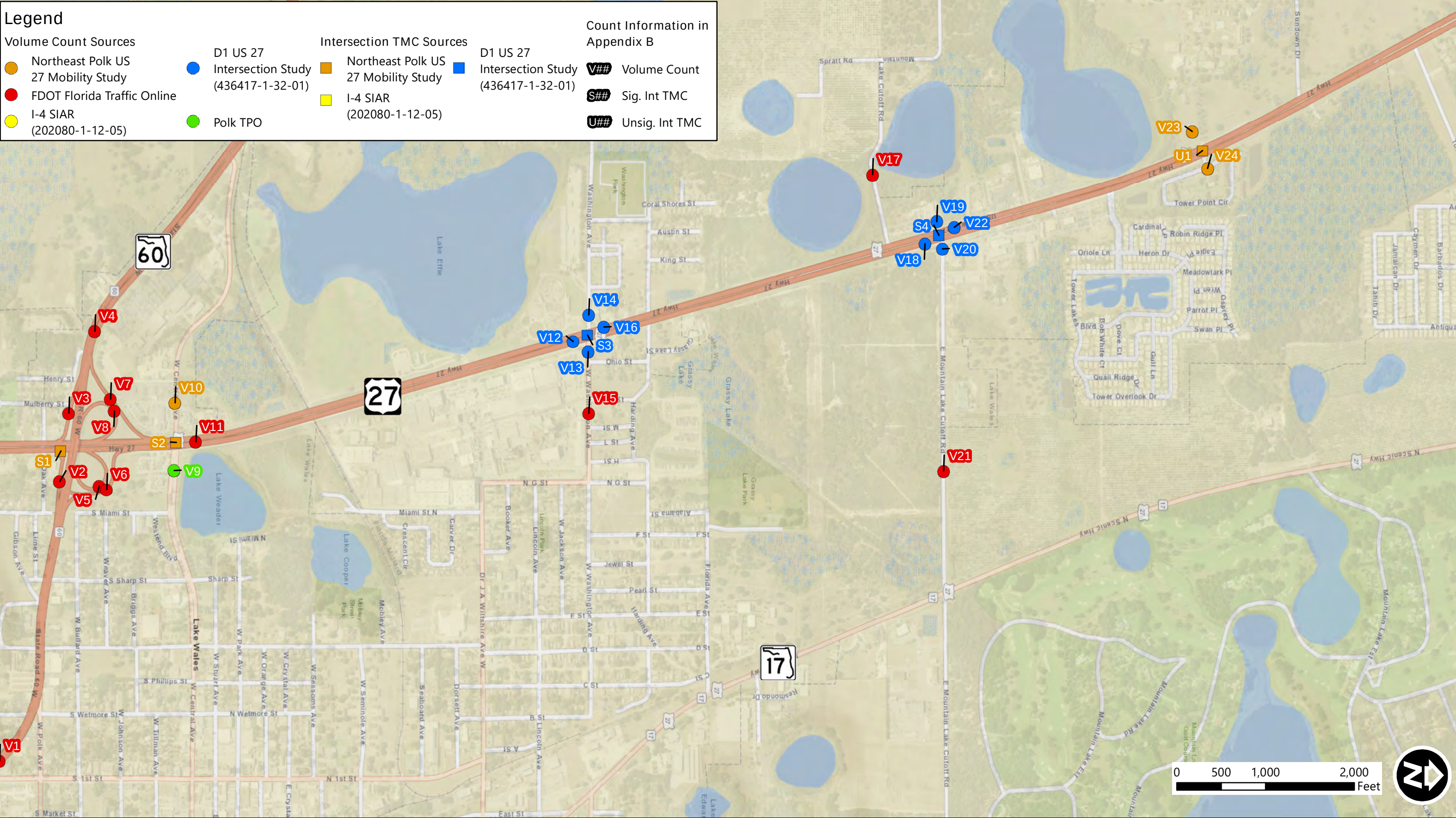
AADT data from FTO and 24-hour, 48-hour, and 72-hour vehicle counts conducted between 2016 and 2019 at the locations identified in **Figure 3-1** were used in the development of the existing year traffic. The count data is included in **Appendix C**.

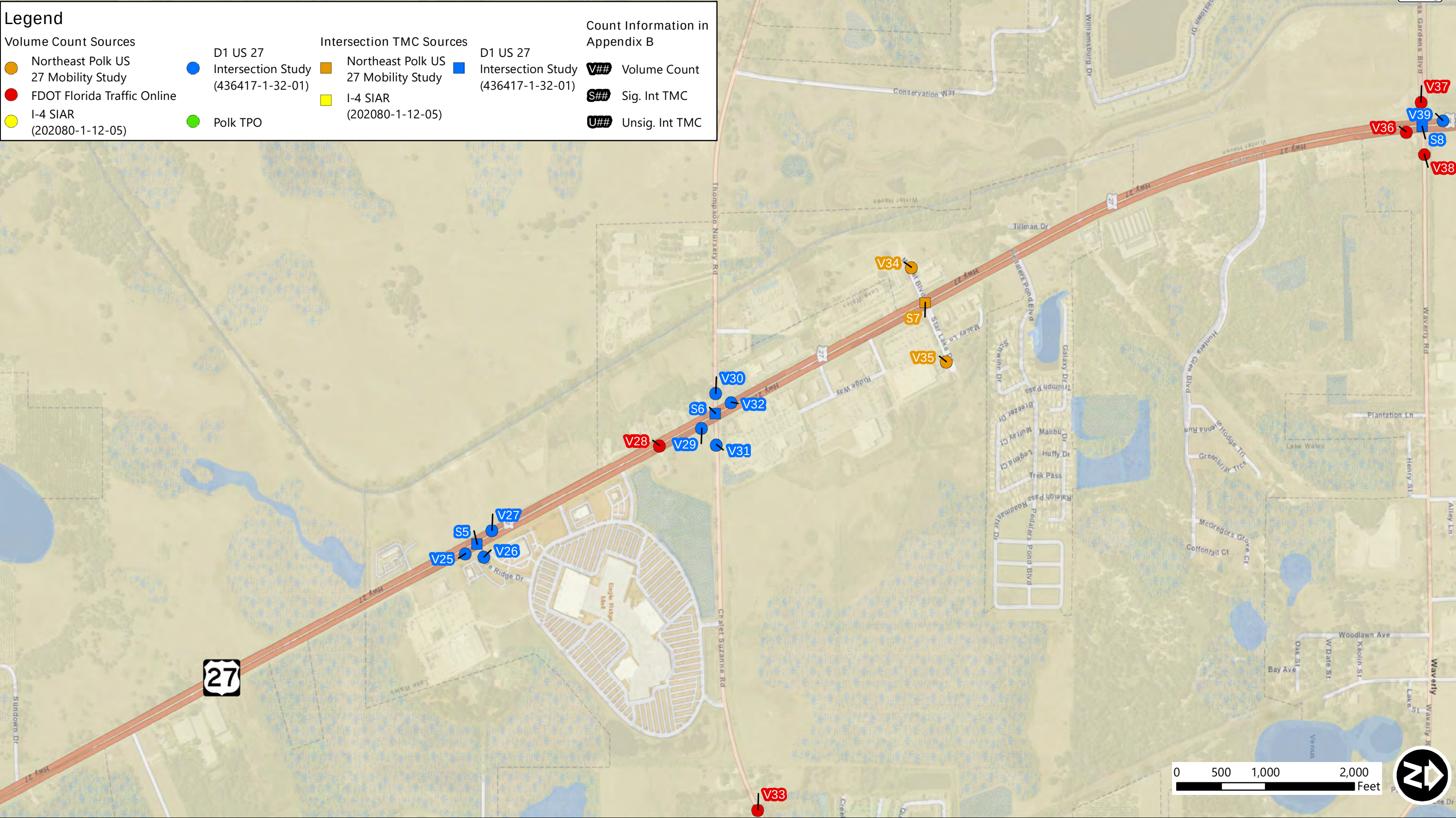
3.2.2 Intersection Turning Movement Counts

Recent intersection turning movement counts that were conducted as part of other studies along the US 27 corridor were obtained and used for this study. Additional intersection turning movement counts were necessary to be collected to augment previous data. These counts come from the following sources:

- I-4 SIAR (202080-1-12-05)
- D1 US 27 Intersection Study (436417-1-32-01)

For study intersections where data was not available, 8-hour turning movement counts were conducted in November and December of 2018. All study intersection turning movement counts and their sources are noted in **Figure 3-1**. The intersection turning movement count data can be found in **Appendix C**.





Legend

Volume Count Sources

- Northeast Polk US 27 Mobility Study
- FDOT Florida Traffic Online
- I-4 SIAR (202080-1-12-05)

Intersection TMC Sources

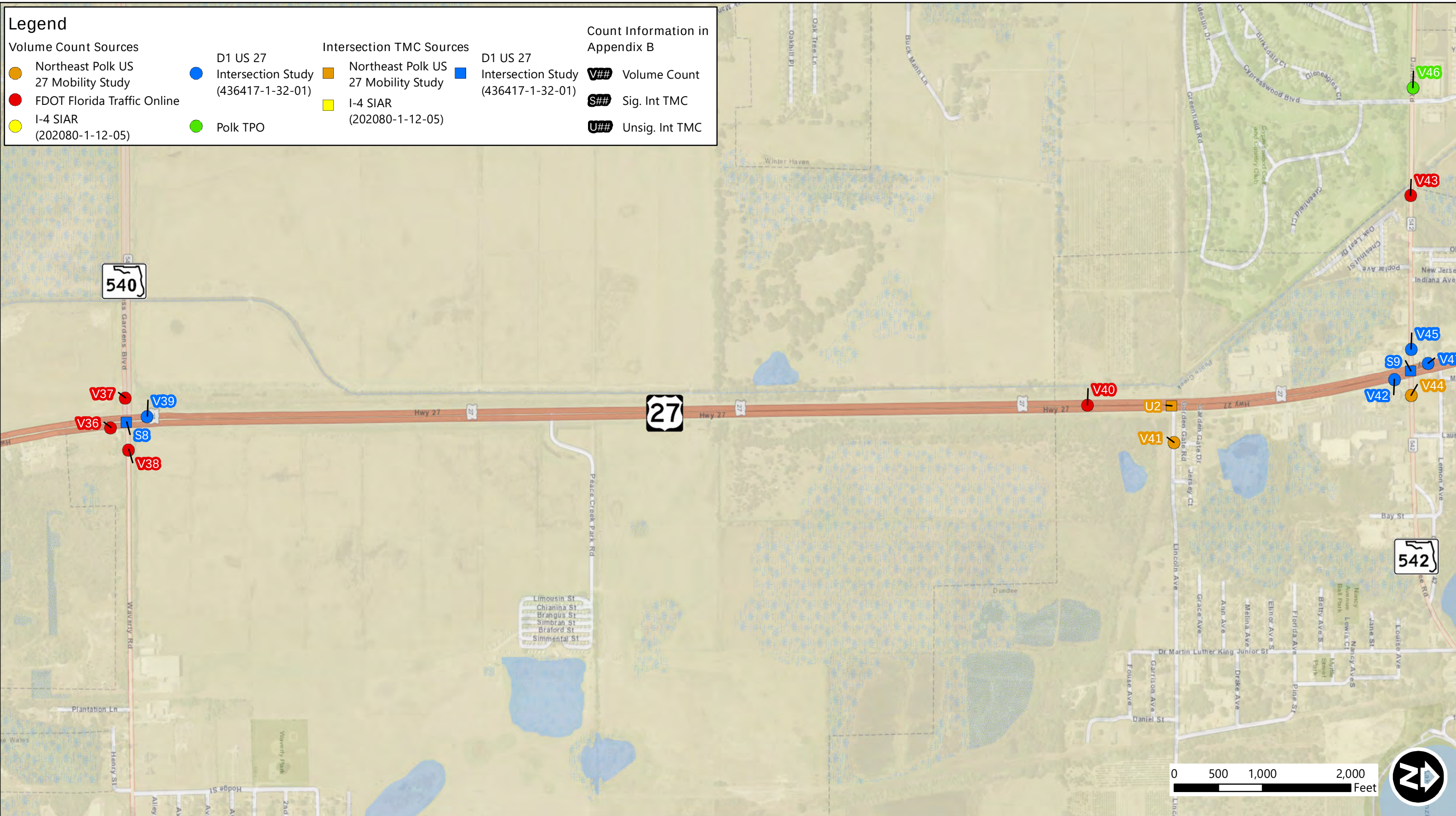
- Northeast Polk US 27 Mobility Study
- I-4 SIAR (202080-1-12-05)

Count Information in Appendix B

- Volume Count
- Sig. Int TMC
- Unsig. Int TMC

D1 US 27 Intersection Study (436417-1-32-01)

- Polk TPO



Northeast Polk US 27 Mobility Study
From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

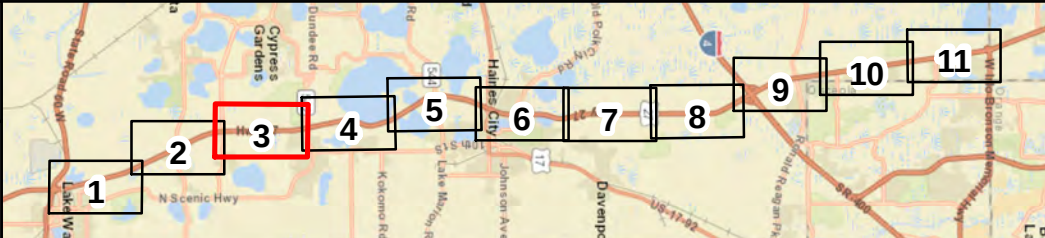
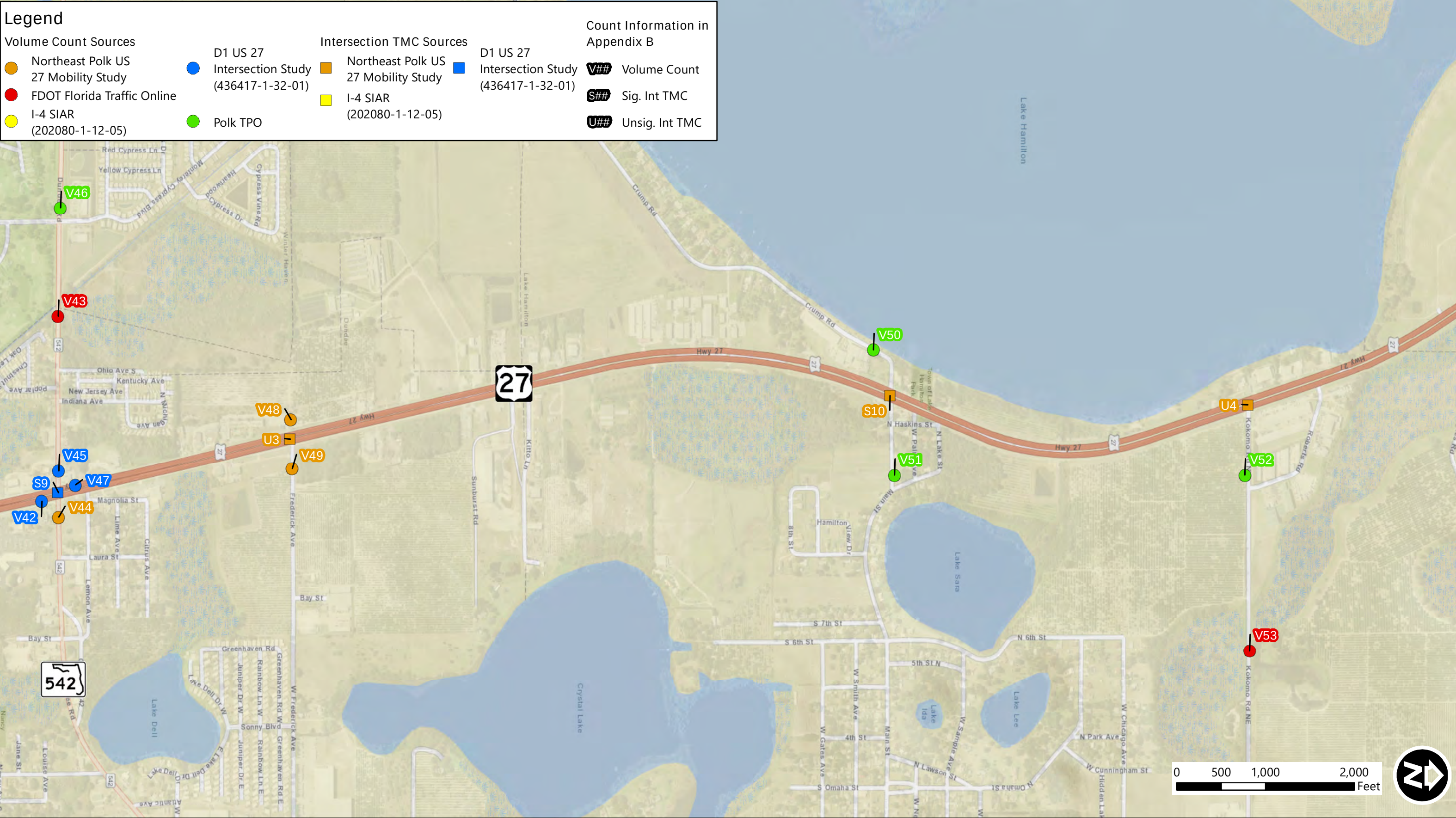


FIGURE 3-1
TRAFFIC COUNT DATA
Sheet 3 of 11



Legend

Volume Count Sources

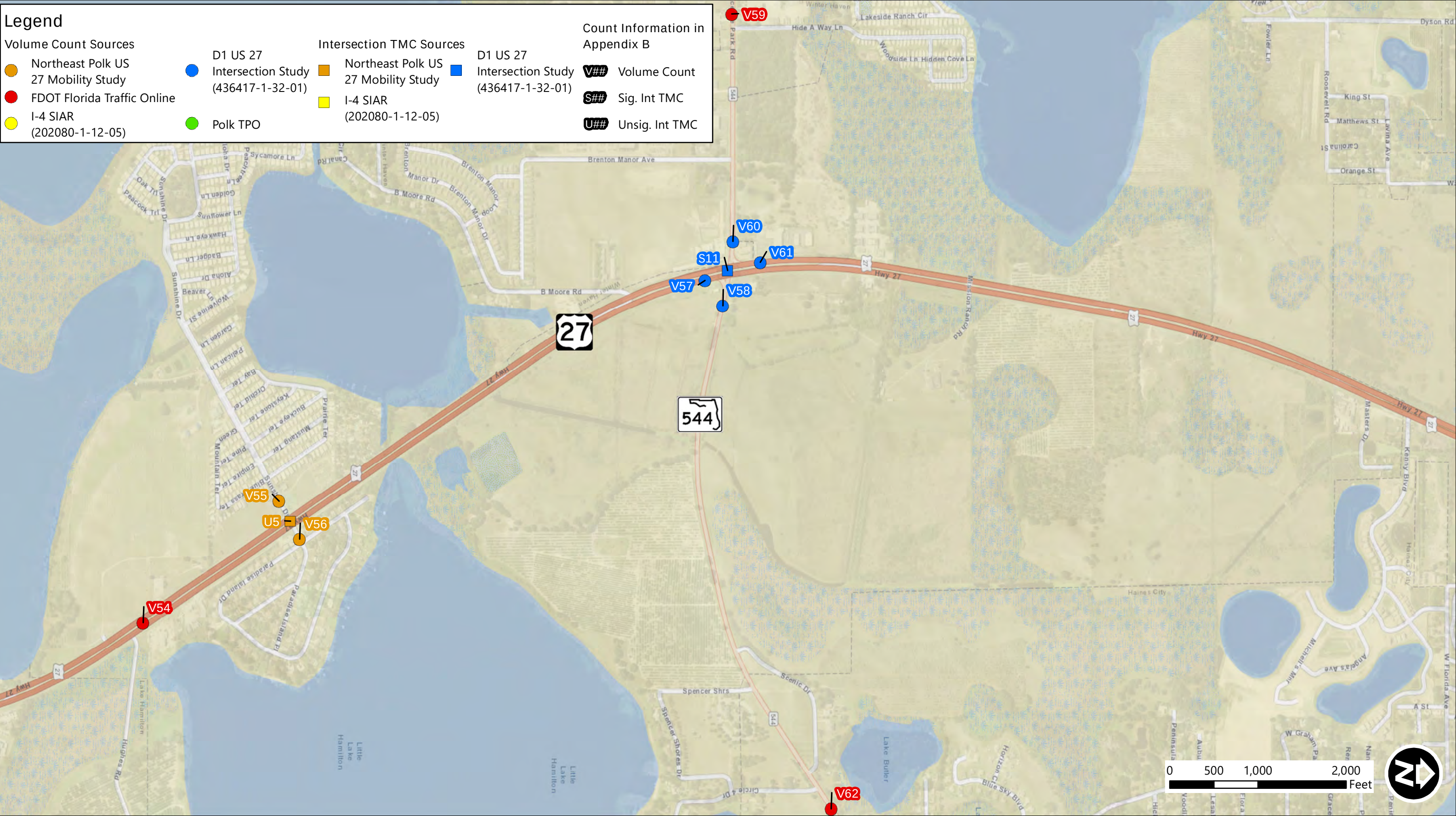
- Northeast Polk US 27 Mobility Study
- FDOT Florida Traffic Online
- I-4 SIAR (202080-1-12-05)

Intersection TMC Sources

- D1 US 27 Intersection Study (436417-1-32-01)
- Northeast Polk US 27 Mobility Study
- I-4 SIAR (202080-1-12-05)

Count Information in Appendix B

- V## Volume Count
- S## Sig. Int TMC
- U## Unsig. Int TMC



NORTHEAST POLK
US 27
 Mobility Study
 Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

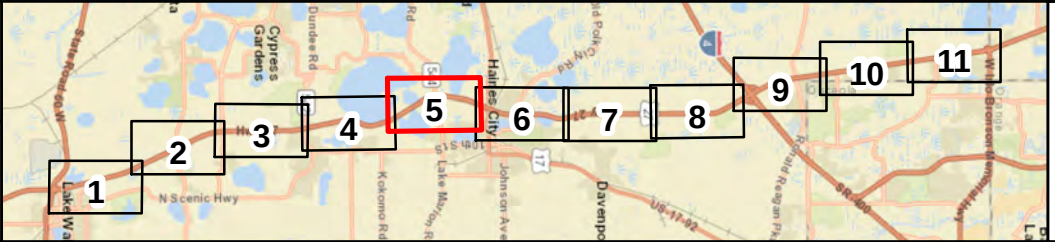
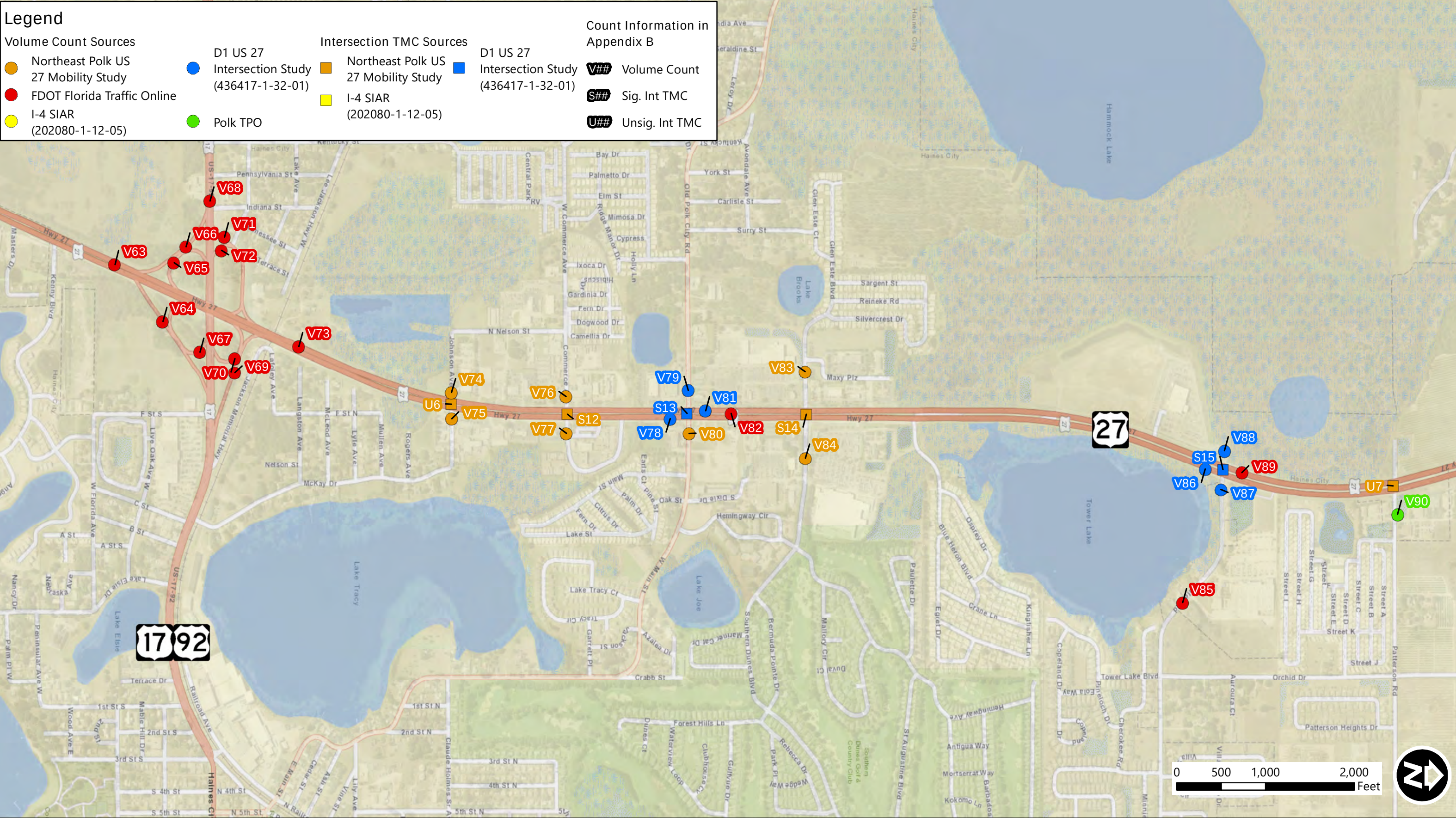


FIGURE 3-1
TRAFFIC COUNT DATA
 Sheet 5 of 11



NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

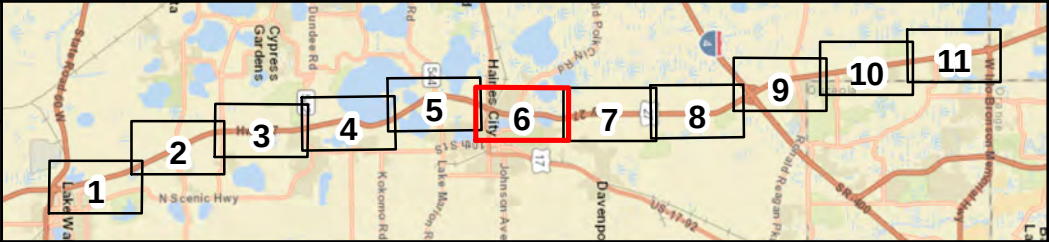
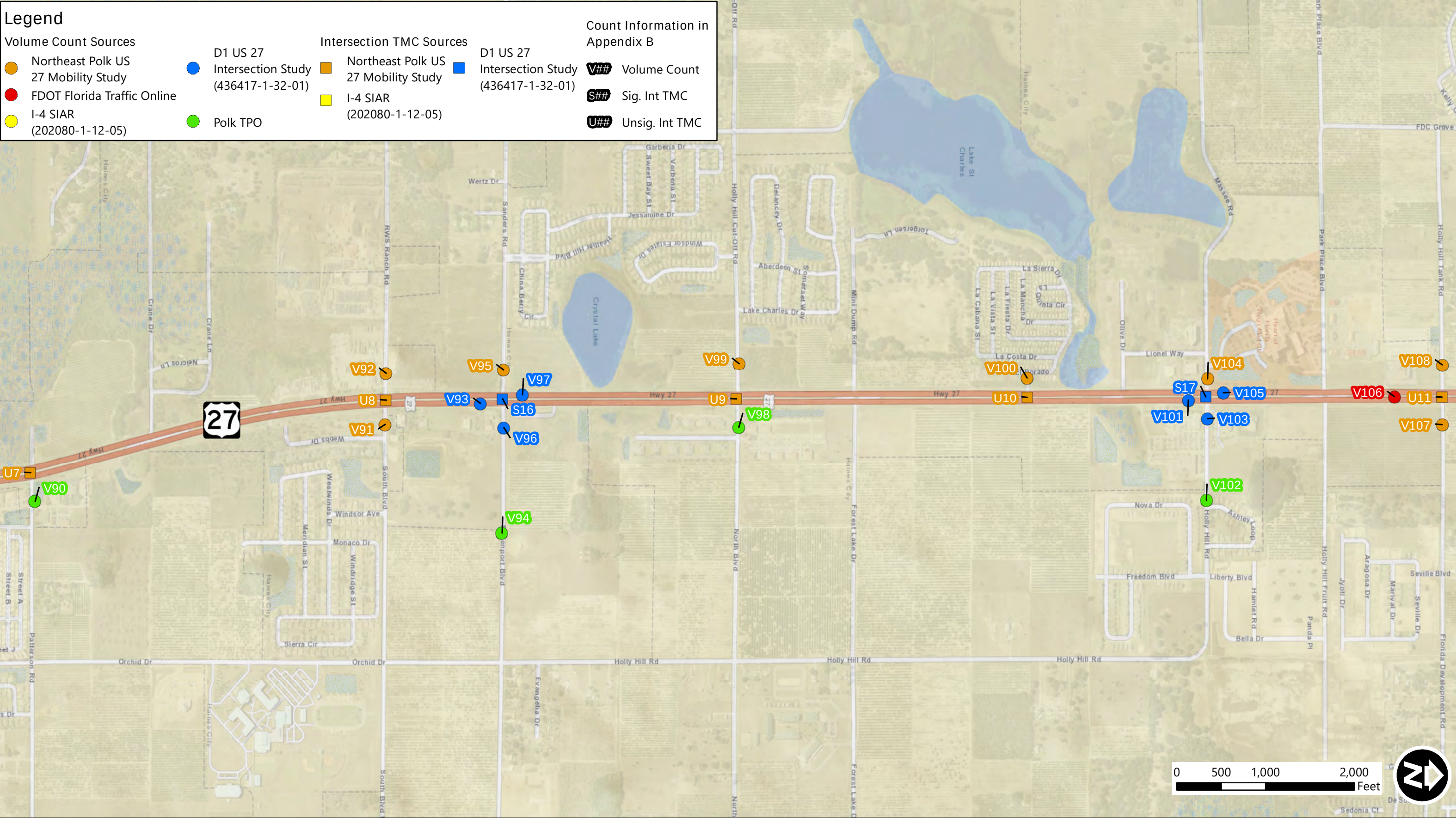
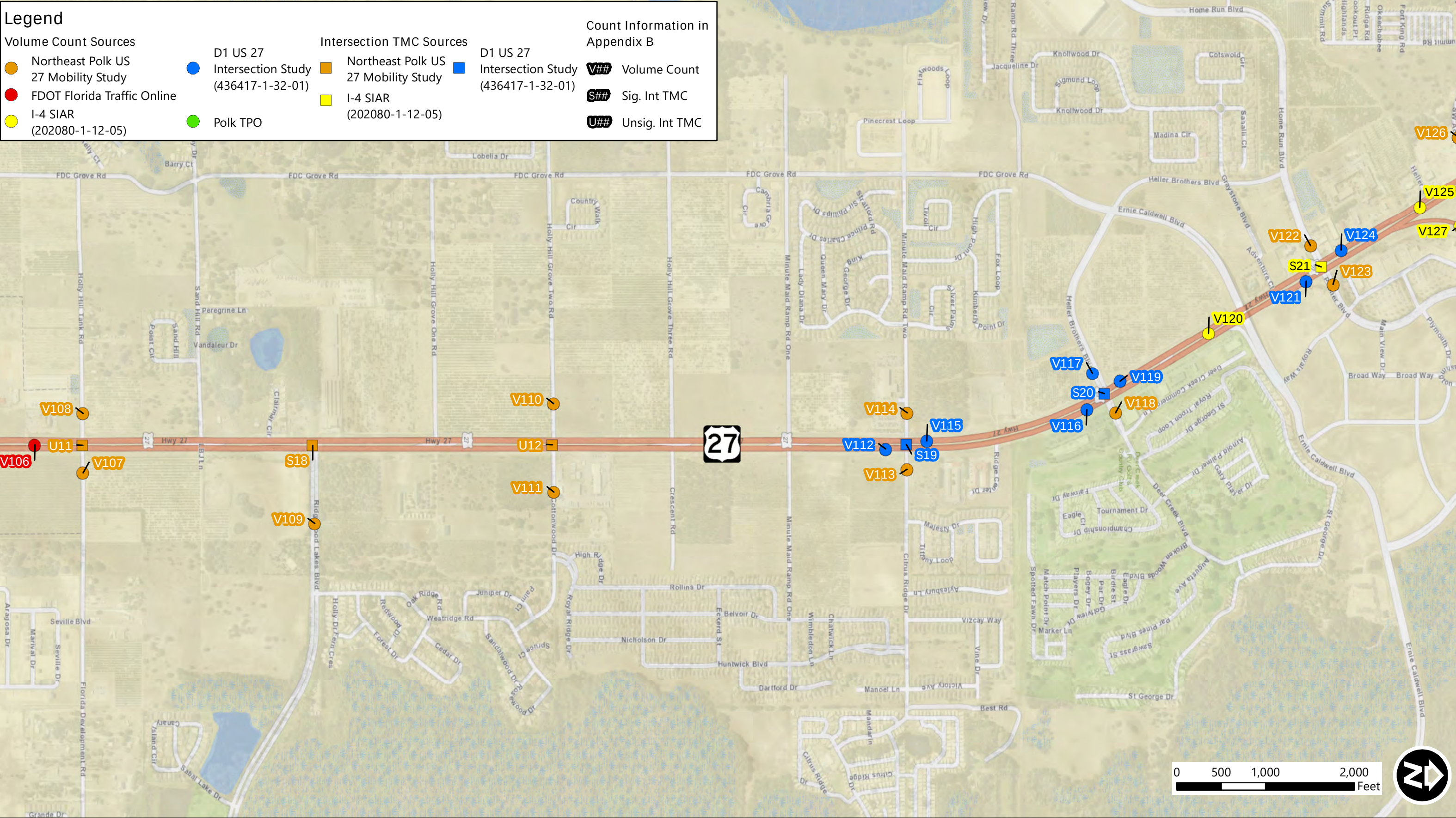
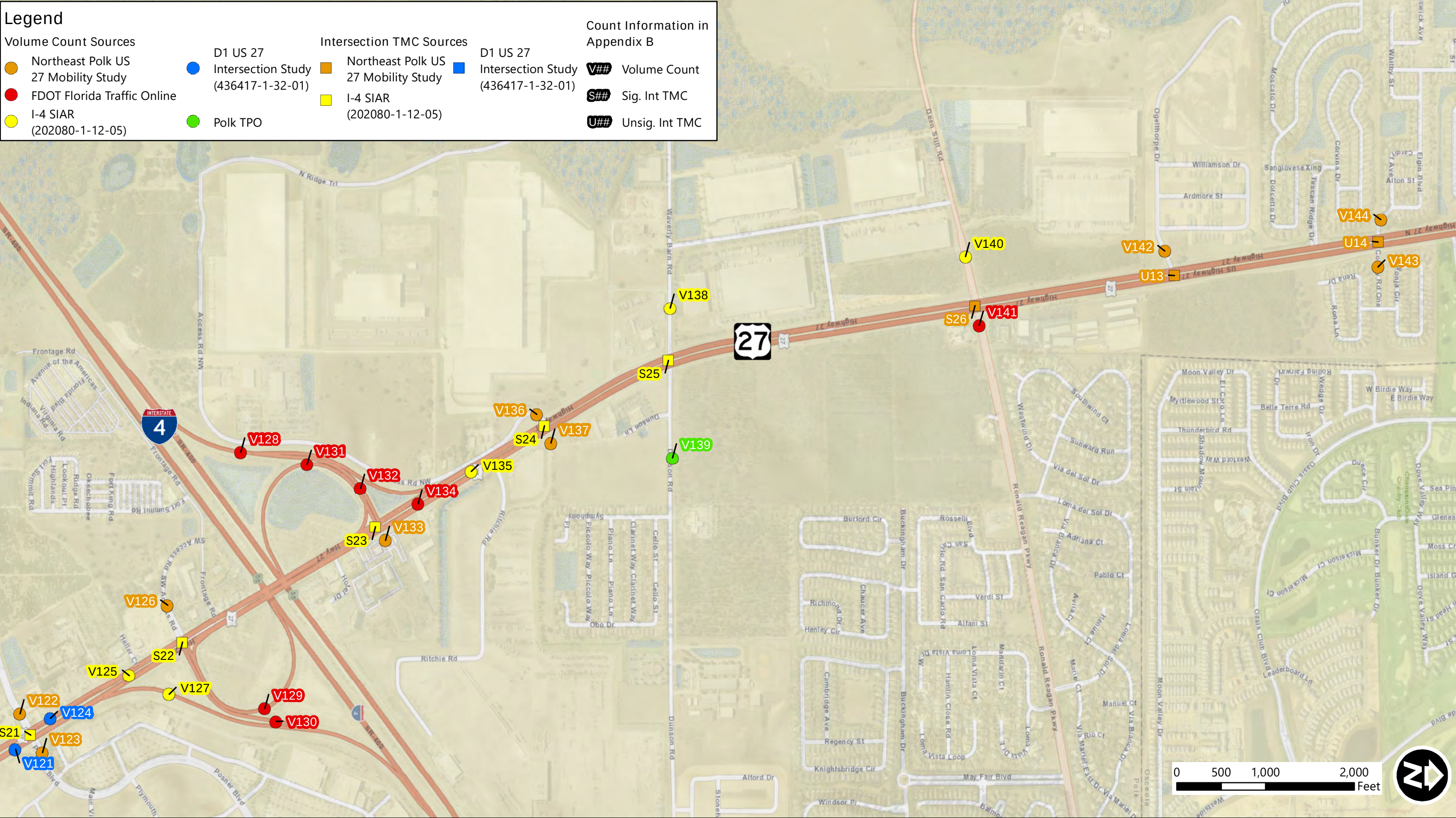


FIGURE 3-1
TRAFFIC COUNT DATA







Legend

Volume Count Sources

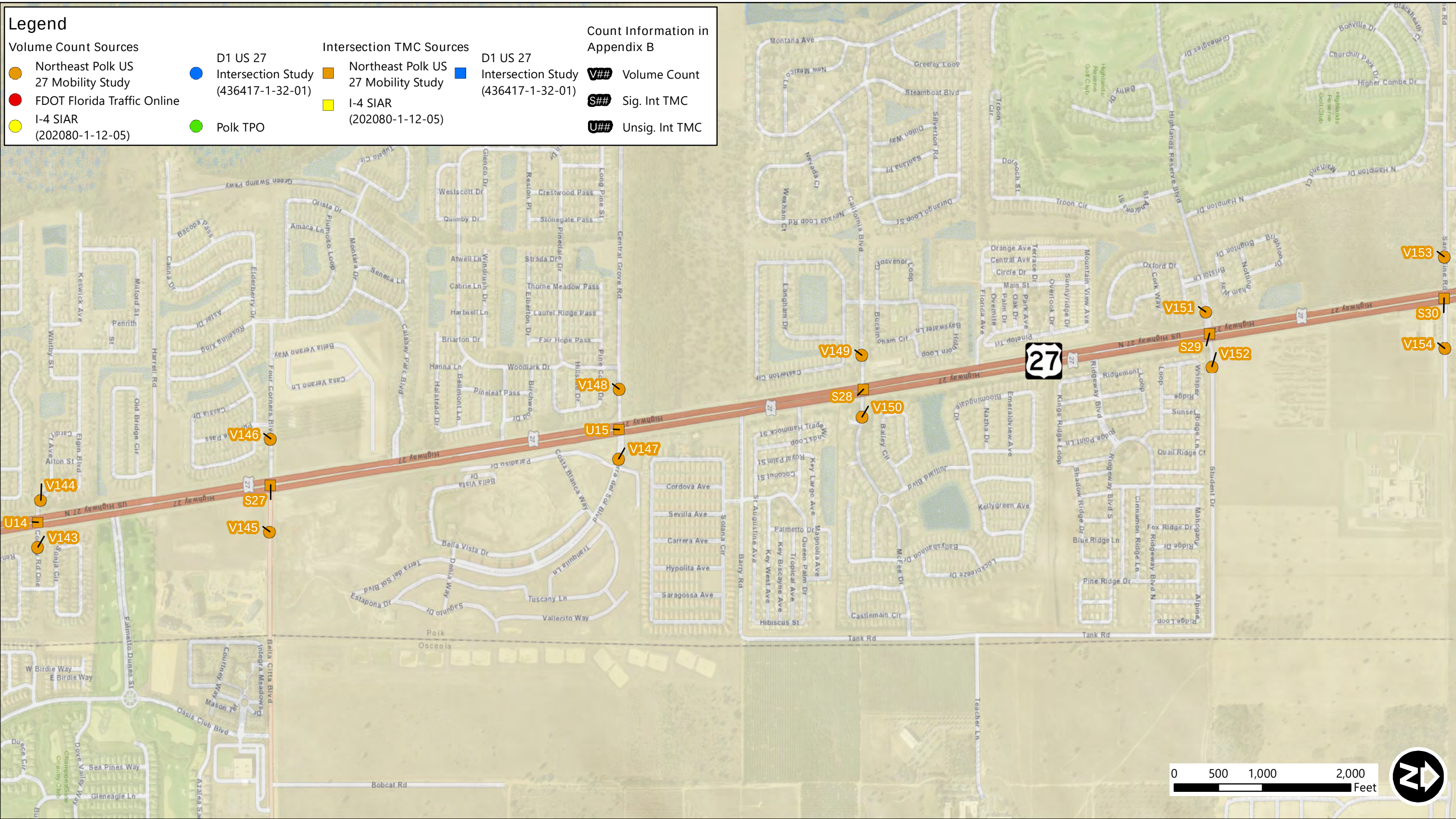
- Northeast Polk US 27 Mobility Study
- FDOT Florida Traffic Online
- I-4 SIAR (202080-1-12-05)

Intersection TMC Sources

- D1 US 27 Intersection Study (436417-1-32-01)
- Northeast Polk US 27 Mobility Study
- I-4 SIAR (202080-1-12-05)

Count Information in Appendix B

- V## Volume Count
- S## Sig. Int TMC
- U## Unsig. Int TMC



Northeast Polk US 27 Mobility Study
From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

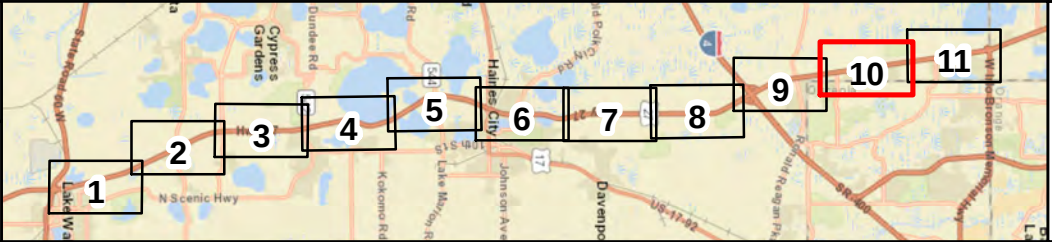


FIGURE 3-1
TRAFFIC COUNT DATA
Sheet 10 of 11

Legend

Volume Count Sources

Northeast Polk US 27 Mobility Study

FDOT Florida Traffic Online

I-4 SIAR (202080-1-12-05)

D1 US 27 Intersection Study (436417-1-32-01)

Polk TPO

Intersection TMC Sources

Northeast Polk US 27 Mobility Study

I-4 SIAR (202080-1-12-05)

Count Information in Appendix B

V##

Volume Count

S##

Sig. Int TMC

U##

Unsig. Int TMC

D1 US 27 Intersection Study (436417-1-32-01)

Northeast Polk US 27 Mobility Study
From SR 60 to US 192
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FIGURE 3-1
TRAFFIC COUNT DATA
Sheet 11 of 11

3.3 EXISTING TRAFFIC DATA AND FACTORS

In order to develop Annual Average Daily Traffic (AADT) volumes, the bi-directional counts were adjusted by appropriate factors based on the type of count and when it was conducted. All volume and classification counts, conducted as part of this study or otherwise, were seasonally adjusted using a seasonal factor appropriate to the week the count was conducted. Additionally, all volume counts were adjusted using an axle adjustment factor appropriate to the week the count was conducted. Traffic adjustment factors are documented in **Appendix D** and calculated AADTs are documented in **Appendix E**.

AADT counts collected prior to 2018 were increased by an assumed 2% annual growth rate to simulate 2018 conditions. All counts were rounded in accordance with rounding standards from the FDOT *Project Traffic Forecasting Handbook* and AASHTO Green Book – A Policy on Geometric Design of Highways and Streets, 6th Edition, 2011.

Turning movement counts conducted earlier than 2018 were also adjusted using an assumed 2% annual growth rate to simulate 2018 conditions. Balancing turning movement volumes along the project corridor was considered but after inspection of each segment between intersections, it was ultimately dismissed. Most roadway segments along the project corridor have potential volume breaks in the form of minor cross road connections and driveway access points. The traffic adjustment factors from the reports in **Appendix D** were used.

Traffic factors that will be carried into future year analysis include K factors, Directional Distribution (D) factors, Truck (T) factors and Peak Hour Factors (PHFs). The K factor is the ratio of traffic volume in the study hour to the Annual Average Daily Traffic (AADT). A 9.0% standard K factor was used for all US 27 segments between SR 60 and US 192, as well as for the other arterial study roadways associated with the project's study intersections. This is consistent with the standard K factors published by FDOT. The K factors for all non-arterial cross streets were calculated by dividing the highest peak hour bi-directional volume, derived from the turning movement counts, by the calculated 2018 AADT. The D factors for US 27 were obtained from FTO count sites within the project study limits, while the D factors for all cross streets were determined from the

existing traffic count data collected. Directional distribution factors that fell outside the acceptable ranges presented in the FDOT *Project Traffic Forecasting Handbook* were adjusted accordingly.

Similarly, T factors for US 27 were obtained from FTO count sites within the project study limits, and factors utilized for all cross streets were determined from the existing count data collected. Historical AADT FTO Reports used to obtain the K, D, and T factors are provided in **Appendix D**.

The K, D, and T factors are summarized in **Table 3-1** for US 27 and **Table 3-2** for the cross streets.

TABLE 3-1: US 27 TRAFFIC FACTORS (2018)

Roadway	Location	Count Station	K Factor	D Factor	T ₂₄ Factor
US 27	1 North of Central Ave	165127	9.00%	51.90%	12.30%
	2 South of Thompson Nursery Rd/Chalet Suzanne Rd	165199	9.00%	51.90%	10.30%
	3 South of SR 540/Cypress Gardens Blvd/Waverly Rd	160146	9.00%	51.90%	9.50%
	4 South of Dundee Rd/SR 542	160100	9.00%	51.90%	11.40%
	5 North of Hughes Rd	160098	9.00%	51.90%	10.30%
	6 South of US 17/US 92	160097	9.00%	51.90%	10.60%
	7 North of US 17/US 92	165051	9.00%	51.90%	10.40%
	8 North of Old Polk City Rd/W Main St	160085	9.00%	51.90%	9.10%
	9 North of Bates Rd	165210	9.00%	51.90%	9.10%
	10 South of Holly Hill Tank Rd/Florida Dev Rd	160310	9.00%	52.10%	7.90%
	11 North of I-4	160127	9.00%	51.90%	8.10%
	12 South of US 192	165209	9.00%	51.90%	6.60%

TABLE 3-2: CROSS STREETS TRAFFIC FACTORS (2018)

Roadway	Intersection	Location	K Factor	D Factor	T _(AM Peak) Factor	T _(PM Peak) Factor
Cross Streets	US 192 ¹	East of US 27	9.0%	54.2%	2.6%	2.6%
	Polo Park Blvd	West of US 27	8.1%	55.1%	0.0%	0.4%
		East of US 27	7.5%	53.9%	1.3%	0.2%
	Florence Villa Grove Rd / Legacy Park Blvd	West of US 27	9.1%	58.6%	2.6%	0.9%
		East of US 27	8.3%	62.6%	2.0%	0.4%
	Sand Mine Rd	West of US 27	6.6%	56.2%	27.2%	2.1%
		East of US 27	32.6%	54.8%	2.9%	0.5%
	Student Dr / Highland Reserve Blvd	West of US 27	6.3%	58.7%	6.1%	0.7%
		East of US 27	25.0%	59.2%	0.7%	0.0%
	McFee Dr / California Blvd	West of US 27	10.2%	65.1%	2.6%	1.2%
		East of US 27	7.2%	66.1%	0.3%	0.2%
	Terra del sol / Central Grove Rd	West of US 27	8.2%	56.4%	6.1%	1.2%
		East of US 27	6.8%	70.0%	0.2%	0.1%
	Four Corners Blvd / Bella Citta Blvd	West of US 27	7.5%	51.0%	3.5%	3.3%
		East of US 27	8.3%	55.7%	0.9%	0.4%
	Cardiff Ave / Tri County 1 Rd	West of US 27	10.9%	62.0%	5.9%	1.8%
		East of US 27	9.4%	59.2%	0.2%	0.0%
	Laurel Estates Driveway	West of US 27	11.3%	60.5%	6.1%	0.7%
	Deen Still Rd	West of US 27	14.3%	54.2%	20.4%	6.3%
		East of US 27	7.8%	51.0%	4.4%	1.7%
	Waverly Barn Rd	West of US 27	13.1%	54.1%	18.2%	11.5%
		East of US 27	19.1%	60.5%	1.3%	0.7%
	Access Rd	West of US 27	8.5%	56.3%	6.0%	8.5%
		East of US 27	2.1%	73.7%	0.1%	0.1%
	I-4 WB Ramps	West of US 27	9.2%	77.8%	8.8%	4.1%
		East of US 27	5.6%	61.5%	0.4%	0.4%
	I-4 EB Ramps (Frontage Rd)	West of US 27	7.1%	51.3%	3.8%	2.1%
		East of US 27	18.7%	80.7%	3.2%	2.1%
	Home Run Blvd / Victor Posner Blvd	West of US 27	10.5%	67.4%	5.2%	3.6%
		East of US 27	7.8%	52.4%	1.2%	0.5%
	Heller Bros. Blvd / Deer Creek Blvd	West of US 27	7.1%	68.7%	3.6%	0.7%
		East of US 27	7.7%	71.8%	0.8%	0.2%
	Minute Maid Ramp Rd 2	West of US 27	6.5%	52.9%	2.1%	2.6%
		East of US 27	8.4%	64.1%	0.8%	0.3%
	Cottonwood Rd	West of US 27	11.6%	67.6%	4.1%	0.0%
		East of US 27	10.4%	60.3%	0.3%	0.4%
	Ridgewood Lakes Blvd	East of US 27	7.2%	60.4%	0.5%	0.2%
	Holly Hill Tank Rd / Florida Development Rd	West of US 27	12.8%	52.2%	13.0%	4.8%
		East of US 27	10.0%	58.5%	0.4%	0.3%
	Massee Rd / Holly Hill Rd	West of US 27	7.3%	57.6%	1.1%	1.1%
		East of US 27	9.4%	51.2%	0.8%	0.2%
	La Casa Del Sol Blvd	West of US 27	4.9%	71.4%	4.8%	0.0%

¹Traffic Factors from Historical AADT Report at FTO Site 110470; T_(AM Peak) and T_(PM Peak) equal to half of T₂₄ from FTO

TABLE 3-2: CROSS STREETS TRAFFIC FACTORS (2018) (CONTINUED)

Roadway	Intersection	Location	K Factor	D Factor	T _(AM Peak) Factor	T _(PM Peak) Factor
Cross Streets	Holly Hill Cutoff Rd / North Blvd W	West of US 27	9.7%	66.9%	4.9%	2.3%
		East of US 27	17.9%	63.6%	0.5%	0.1%
	Sanders Rd / CR 547 / Davenport Blvd	West of US 27	7.9%	74.7%	6.0%	2.3%
		East of US 27	8.1%	51.0%	1.9%	1.0%
	South Blvd	West of US 27	8.9%	66.3%	37.0%	26.3%
		East of US 27	7.3%	58.0%	0.6%	0.2%
	Section 7 Airport Rd / Parson Rd / Patterson Rd	East of US 27	18.2%	67.8%	0.4%	0.3%
	Bates Rd	West of US 27	8.5%	58.3%	1.7%	0.0%
		East of US 27	6.5%	54.5%	1.3%	0.5%
	Glen Este Blvd / Southern Dunes	West of US 27	7.6%	54.1%	2.1%	1.1%
		East of US 27	11.6%	50.6%	1.0%	0.6%
	CR 17 / Old Polk City Rd	West of US 27	8.8%	50.2%	10.3%	5.3%
		East of US 27	9.2%	50.5%	0.6%	0.7%
	Commerce Ave / Pilot Ent	West of US 27	9.0%	52.8%	3.9%	1.8%
		East of US 27	8.8%	64.5%	4.1%	2.5%
	W Johnson Ave	West of US 27	6.8%	54.5%	2.6%	1.1%
		East of US 27	8.8%	62.3%	0.4%	0.3%
	US 17 / US 92 ²	West of US 27	9.0%	54.5%	4.0%	4.0%
		East of US 27	9.0%	54.5%	3.2%	3.2%
	SR 544	West of US 27	7.7%	56.3%	6.2%	4.1%
		East of US 27	7.2%	63.6%	3.3%	1.7%
	Paradise Island Pl / Sunshine Dr	West of US 27	7.8%	53.9%	4.0%	3.9%
		East of US 27	10.9%	66.7%	0.8%	0.2%
	Kokomo Rd	East of US 27	8.7%	65.2%	1.4%	0.8%
		West of US 27	10.2%	50.9%	1.8%	1.3%
	Crump Rd / W Main St	East of US 27	10.9%	64.9%	0.5%	0.3%
		West of US 27	26.3%	100.0%	14.3%	0.0%
	Frederick Ave	East of US 27	13.0%	54.0%	0.7%	0.5%
		West of US 27	8.9%	51.5%	2.3%	2.1%
	SR 542 / Dundee Rd	East of US 27	8.7%	55.7%	2.5%	2.8%
		West of US 27	13.3%	52.5%	0.4%	0.1%
	SR 540	West of US 27	9.0%	52.8%	2.2%	1.2%
		East of US 27	8.1%	57.3%	1.2%	0.6%
	Market Blvd / Star Lake Dr	West of US 27	11.7%	65.1%	5.4%	1.7%
		East of US 27	7.7%	59.7%	0.4%	0.2%
	Thompson Nursey Rd	West of US 27	10.3%	51.9%	6.1%	2.7%
		East of US 27	8.2%	53.4%	1.5%	0.5%
	Eagle Ridge Mall Ent S	East of US 27	7.7%	54.5%	0.7%	0.3%
	Tower Point Ent / Vanguard School Ent	West of US 27	28.7%	100.0%	0.0%	0.0%
		East of US 27	10.1%	63.4%	0.8%	0.4%
	Mt Lake Cut Off Rd N	West of US 27	11.2%	52.6%	0.0%	0.0%
		East of US 27	10.1%	58.0%	1.7%	1.2%

²Traffic Factors from Historical AADT Report at FTO Sites 160035 (West of US 27) and 165056 (East of US 27); T_(AM Peak) and T_(PM Peak) equal to half of T₂₄ from FTO

TABLE 3-2: CROSS STREETS TRAFFIC FACTORS (2018) (CONTINUED)

Roadway	Intersection	Location	K Factor	D Factor	T _(AM Peak) Factor	T _(PM Peak) Factor
Cross Streets	Washington Ave	West of US 27	11.4%	58.6%	40.5%	8.4%
		East of US 27	7.8%	52.6%	5.0%	2.6%
	W Central Ave	West of US 27	10.6%	63.9%	6.2%	3.2%
		East of US 27	8.3%	52.3%	1.2%	0.8%
	SR 60 EB Ramps	West of US 27	8.9%	100.0%	14.9%	7.3%
		East of US 27	8.8%	100.0%	3.6%	1.1%
	SR 60 Mainline ³	West of US 27	9.0%	54.5%	11.1%	11.1%
		East of US 27	9.0%	54.5%	7.6%	7.6%

³ Traffic Factors from Historical AADT Report at FTO Sites 160069 (West of US 27) and 165128 (East of US 27); T_(AM Peak) and T_(PM Peak) equal to half of T₂₄ from FTO

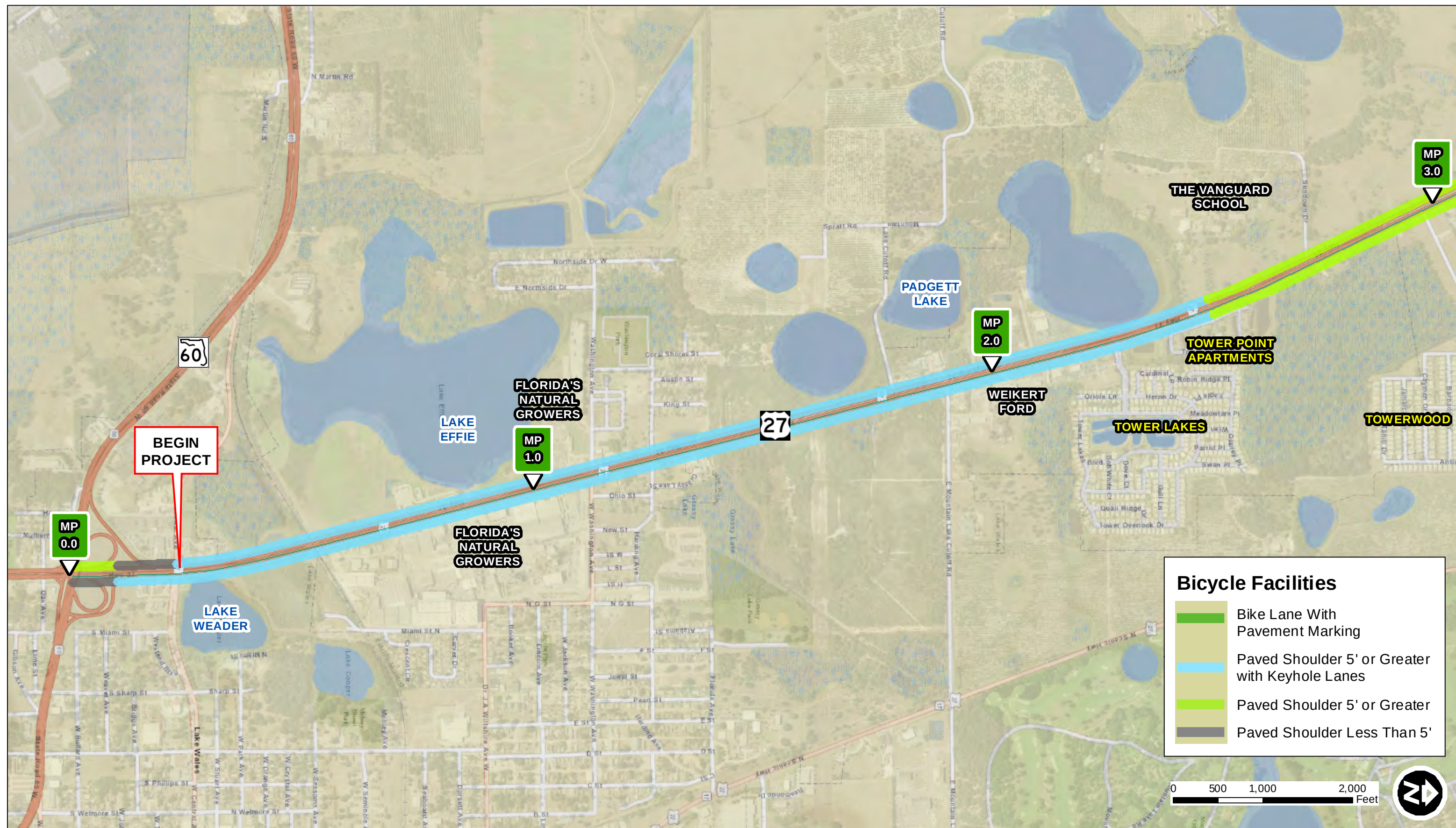
3.4 BICYCLE AND PEDESTRIAN FACILITIES

3.4.1 Bicycle Facilities

For this report, bicycle facilities are considered present if one or more of the following conditions are met:

- Bicycle lane pavement markings
- Bicycle “keyhole” configurations where turn lanes are present
- A minimum 5-foot wide paved shoulder
 - (Note: Current FDOT design standard for new construction projects is a 7-foot wide buffered bicycle lane with double 6-inch white lines.)

Bicycle facilities are considered present on this corridor if there is a paved shoulder 5-foot wide or wider. These facilities are generally not designated as bicycle lanes with pavement markings and therefore not bicycle-exclusive. There are keyhole lanes near intersections with turn lane configurations throughout approximately half of the study area. However, these keyhole lanes do not match the latest FDOT Design Manual (published January 1, 2018), which includes bicycle pavement markings. The various bicycle facility features present along the study corridor are graphically summarized in **Figure 3-2**.



NORTHEAST POLK
US 27
Mobility Study

Northeast Polk US 27 Mobility Study
From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

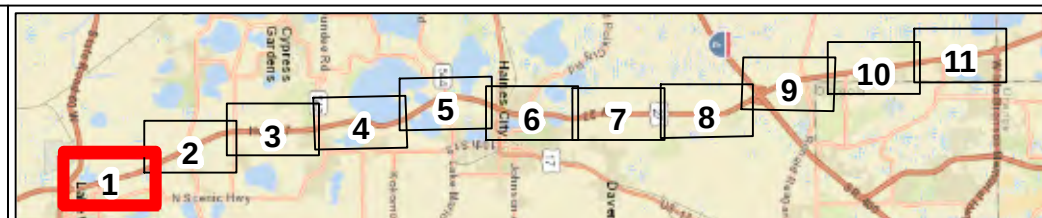


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
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NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
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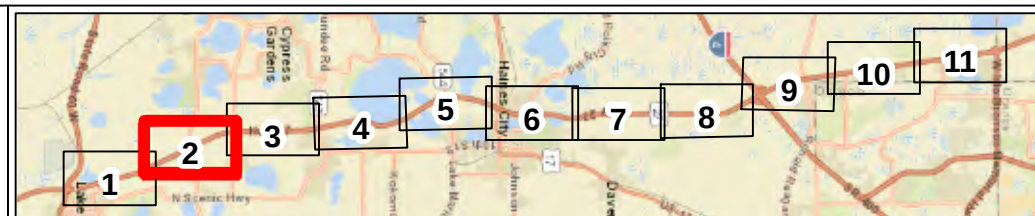
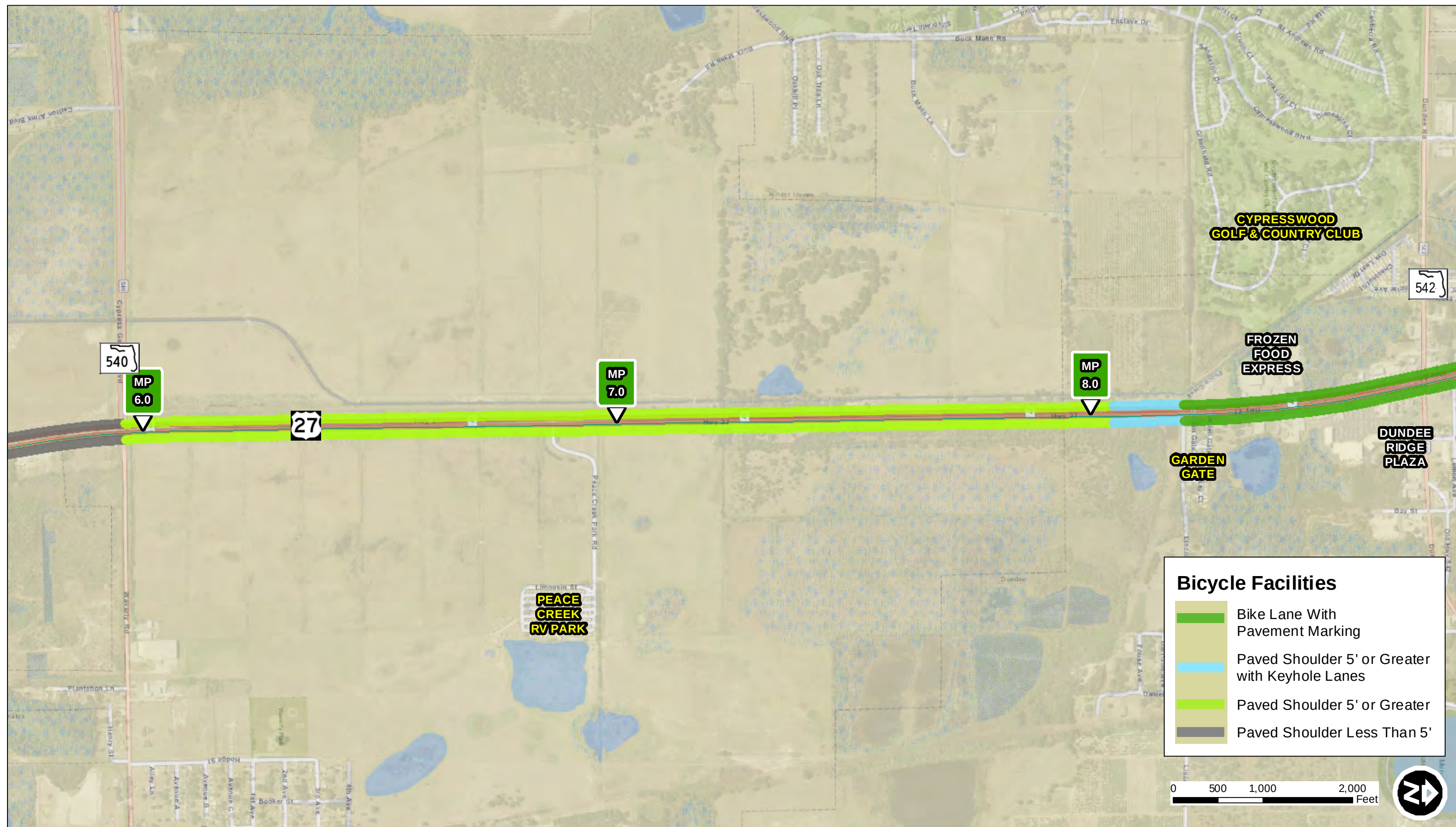


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
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NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
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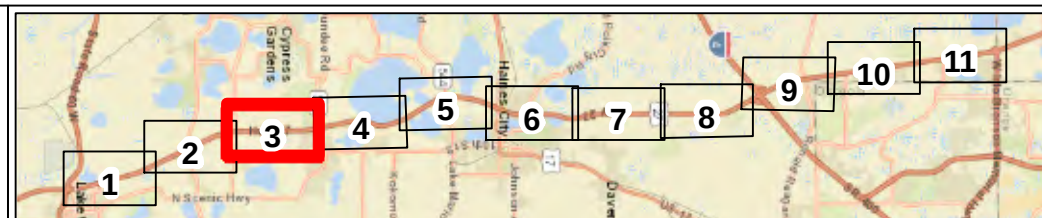
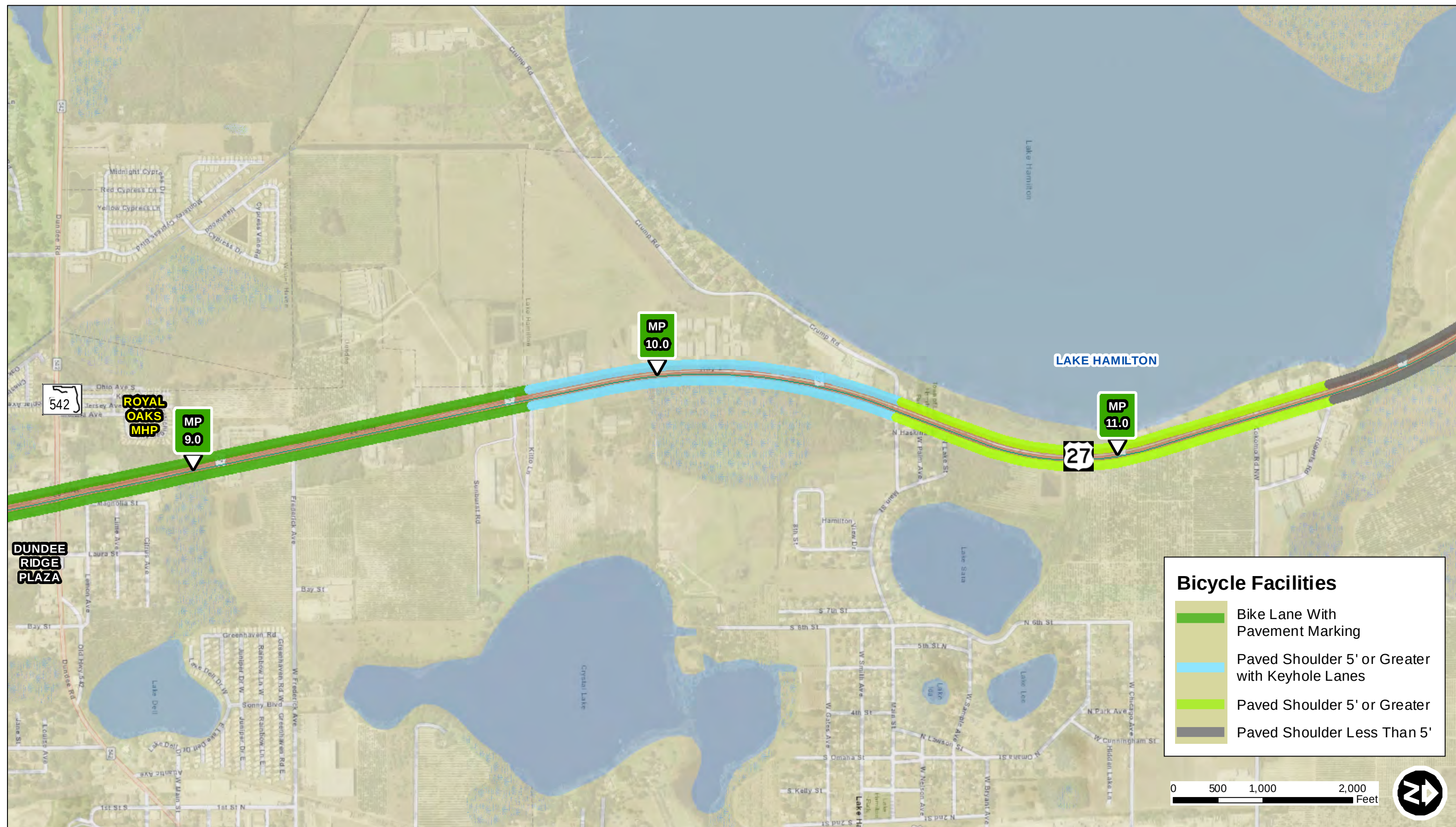


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
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NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
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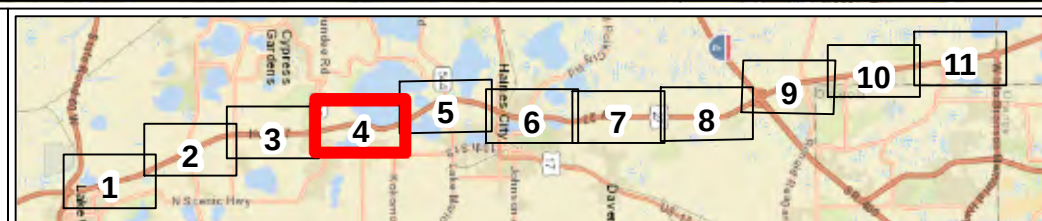
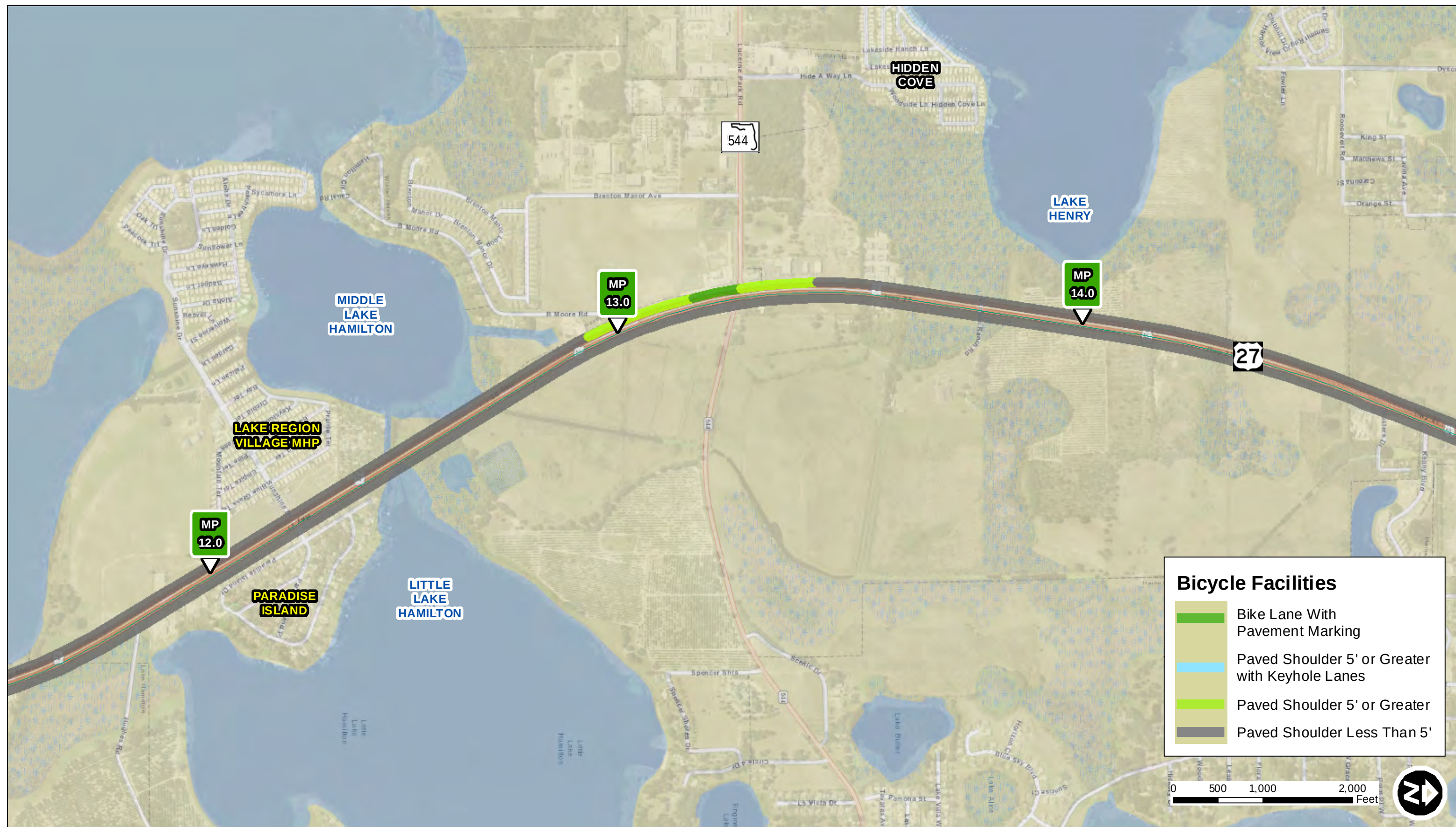


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
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NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
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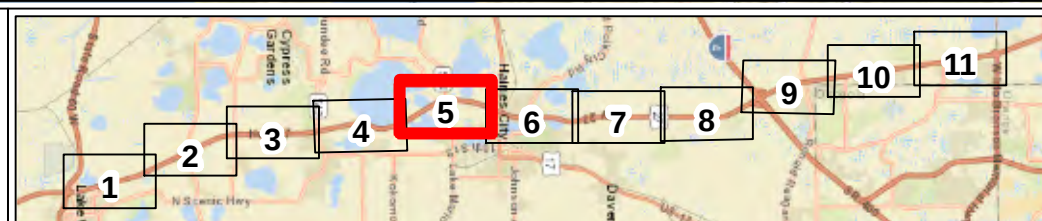
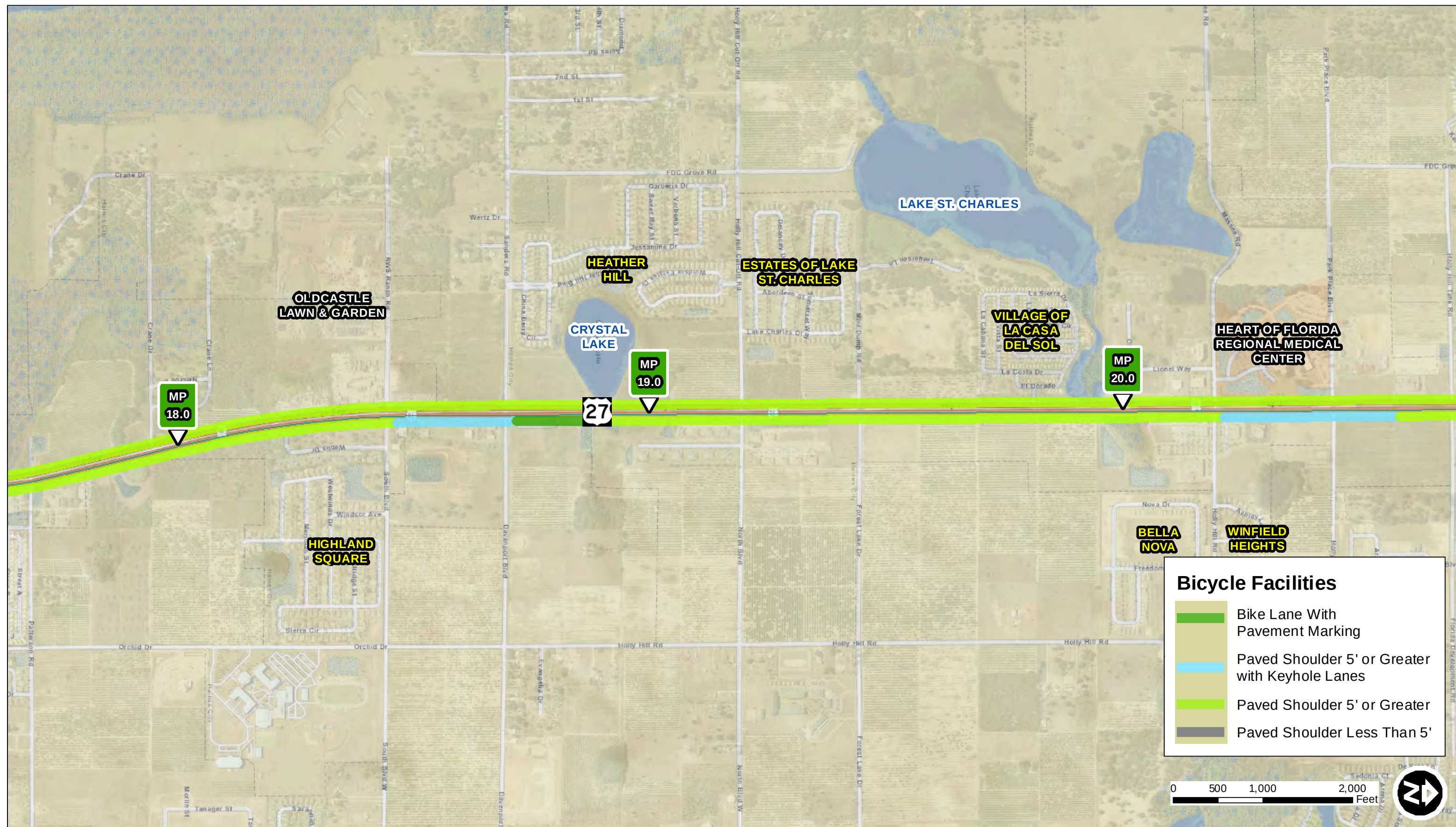


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
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NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

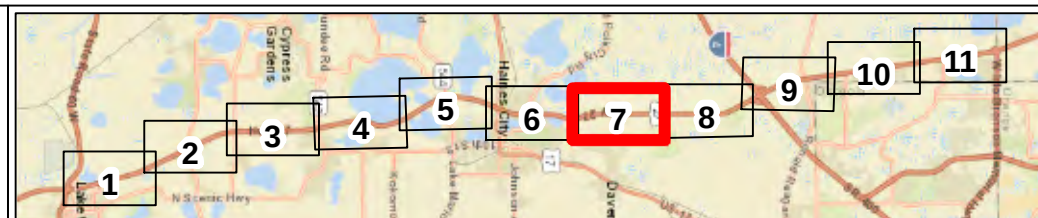
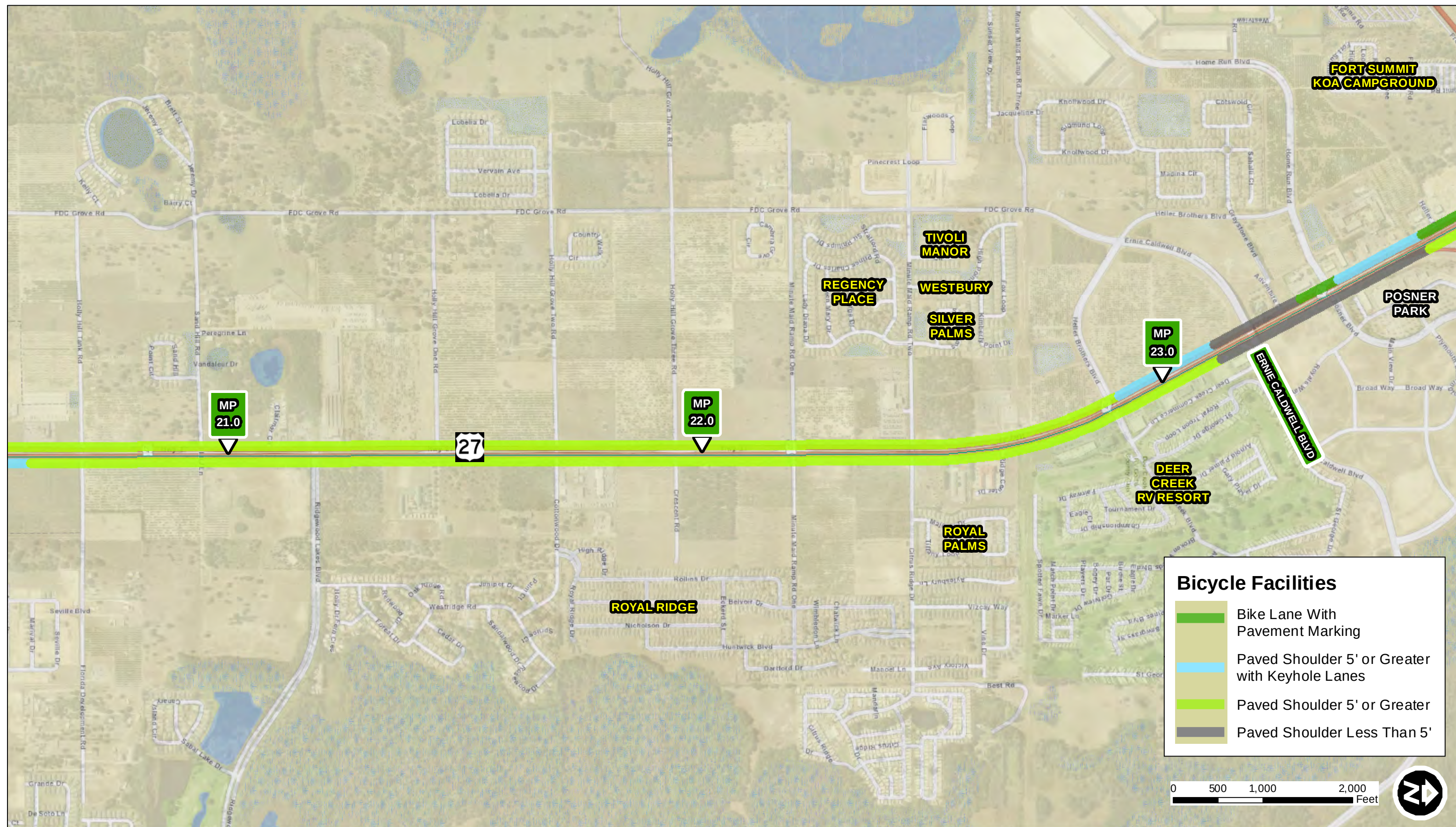


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
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NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

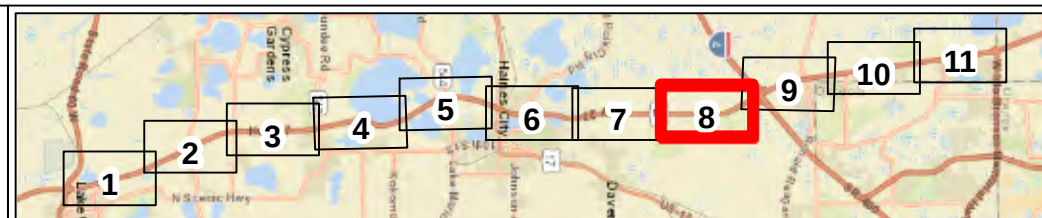


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
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NORTHEAST POLK
US 27
Mobility Study

Northeast Polk US 27 Mobility Study
From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

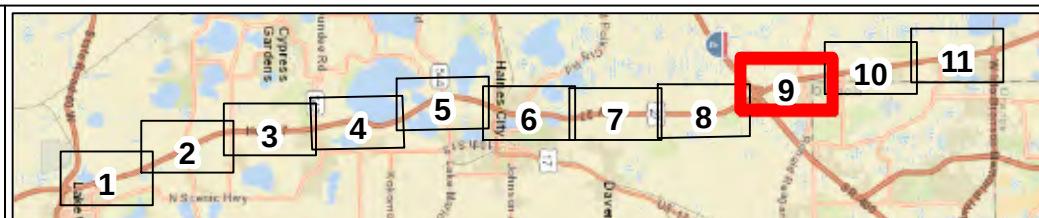


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
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NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

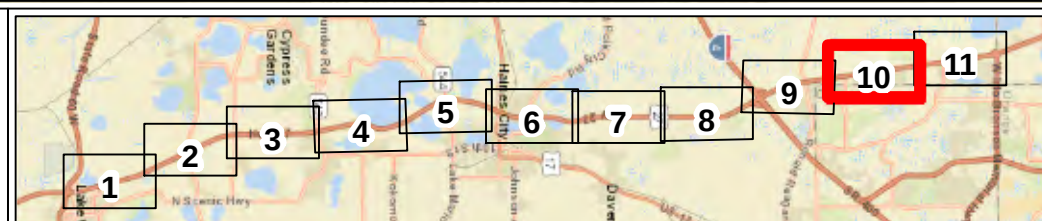
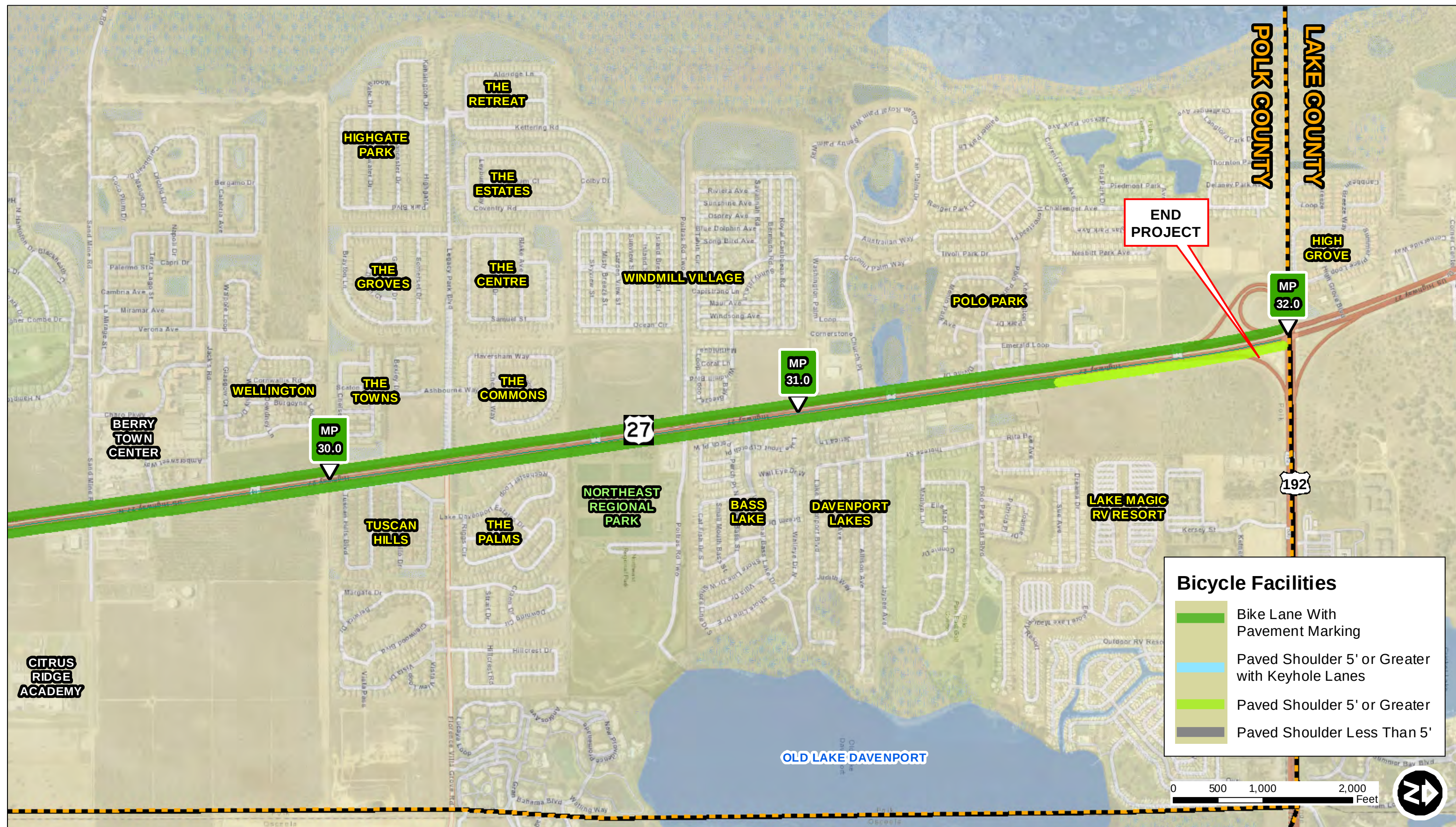


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
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NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

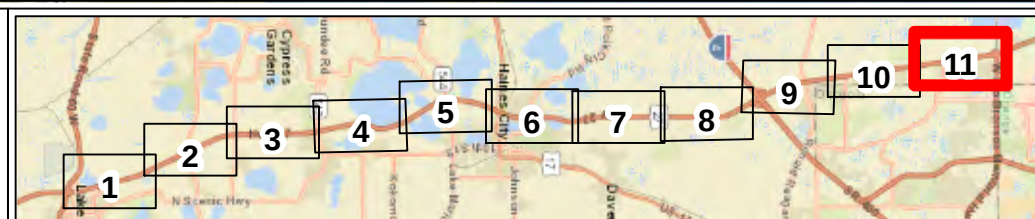


FIGURE 3-2
BICYCLE FACILITIES
US 27 CORRIDOR
 Sheet 11 of 11

3.4.2 Pedestrian Facilities

Pedestrian facilities are typically paved paths available for use by people traveling on foot or while in a wheelchair. The FDOT Design Manual also considers the following to be pedestrian facilities:

- Sidewalks
- Curb ramps
- Crosswalks
- At-grade railroad crossings
- Refuge islands
- Curb extensions
- Pedestrian signals
- Public transit loading zones
- Pedestrian bridges
- Shared use paths
- Street furniture

The primary pedestrian facilities located in the corridor study area are sidewalks. However, sidewalks are largely absent or sporadically located from SR 60 until approximately Mile Post 23, near Ernie Caldwell Boulevard. Per FDOT standards, sidewalks are to be provided on both high speed curbed and flush shoulder roadways within C2T, C3R, C4, C5 or C6 context classifications and within C1, C2 or C3C where demand is demonstrated. The existing and future context classifications within this corridor are C3R, C4, C2 and C3C, which coincides with the classifications where sidewalks are to be provided. (Context classifications are described further in Section 4.5 of this report.)

Sidewalk facilities are present in the following locations:

- Central Avenue to Harding Avenue (both sides)
- South of Lincoln Avenue to Winter Haven/Lake Hamilton boundary (both sides)
- 1,000 feet south of Crump Road to 800 feet north of Crump Road (both sides)

- W Johnson Avenue to Intermart Shopping Center Entrance (both sides)/Blue Heron Boulevard (right side)
- Toyota Entrance (left side)/Bates Road (right side) to Lowes Entrance

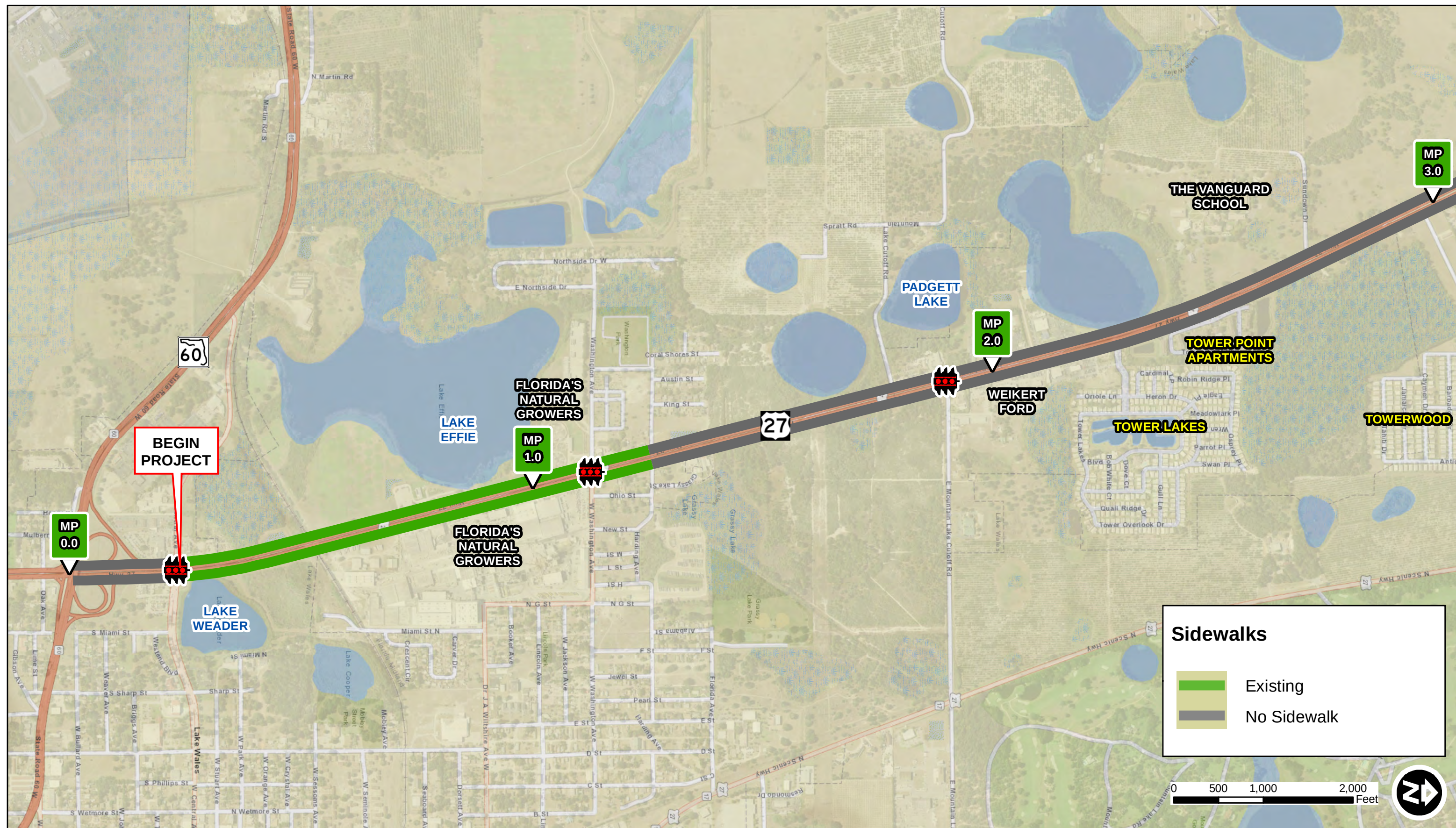
In order of decreasing priority, the location of sidewalks is to be as near the right of way line as possible, outside of the clear zone, five feet beyond the limits of the full width shoulder or at the limits of the full width shoulder.

There are generally sidewalk facilities located on both sides of the corridor from Ernie Caldwell Boulevard to the northern terminus of the study area. Curb cuts are provided where sidewalks meet the roadway.

Pedestrian crossings designated by pavement markings are generally located on all legs of signalized intersections. There are a few exceptions listed and described below:

- Eagle Ridge Mall Entrance – No pedestrian markings across the south and west legs of intersection (appropriate since there is no west leg of the intersection)
- Ridgewood Lakes Road – No pedestrian markings
- Cottonwood Road – No pedestrian markings
- Home Run Boulevard/Posner Boulevard– No pedestrian marking across north leg of intersection
- Frontage Road – No pedestrian marking across south and east legs of intersection
- Hampton Inn Entrance – No pedestrian marking across west and north legs of intersection
- Potras Road 2 – No pedestrian marking across north and south legs of intersection

Figure 3-3 illustrates where existing pedestrian sidewalk facilities are located throughout the corridor.



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

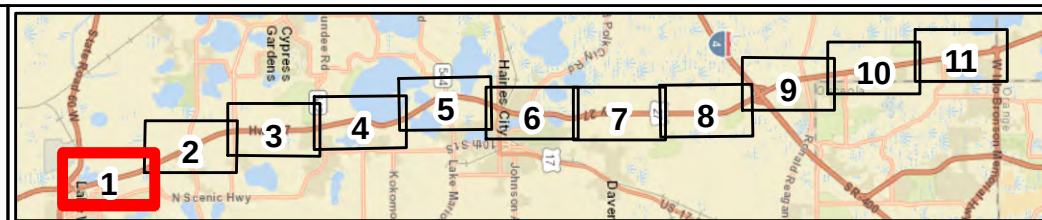
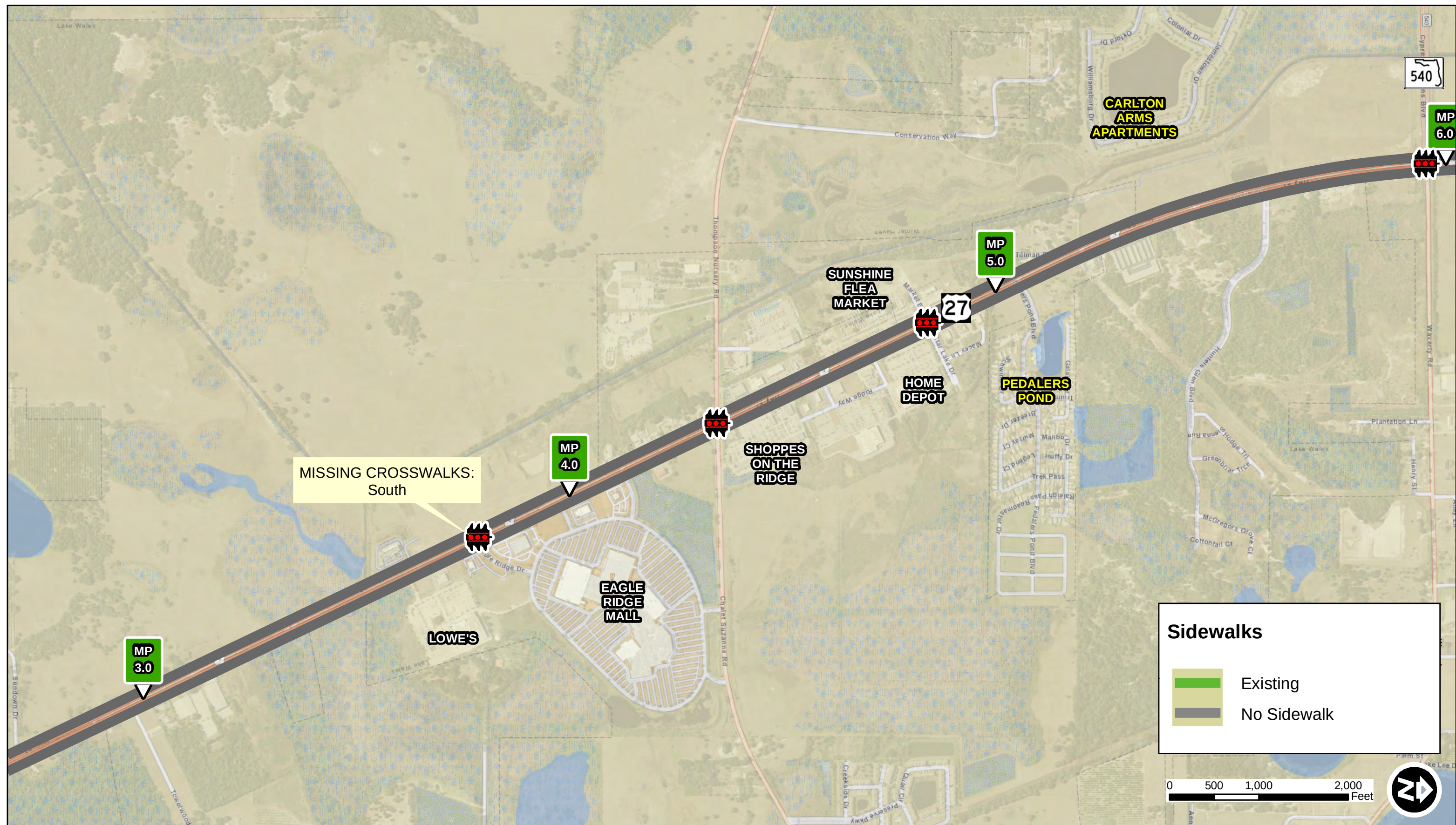


FIGURE 3-3
PEDESTRIAN FACILITIES (SIDEWALK)
US 27 CORRIDOR
 Sheet 1 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

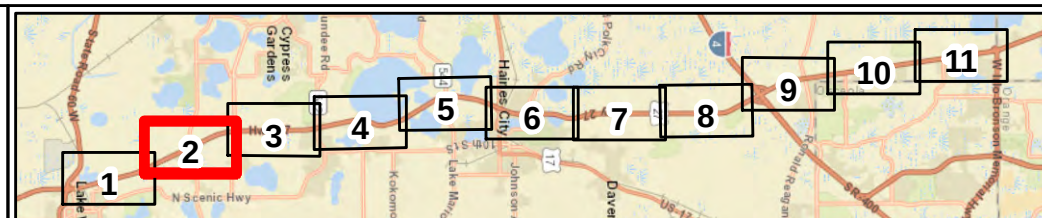
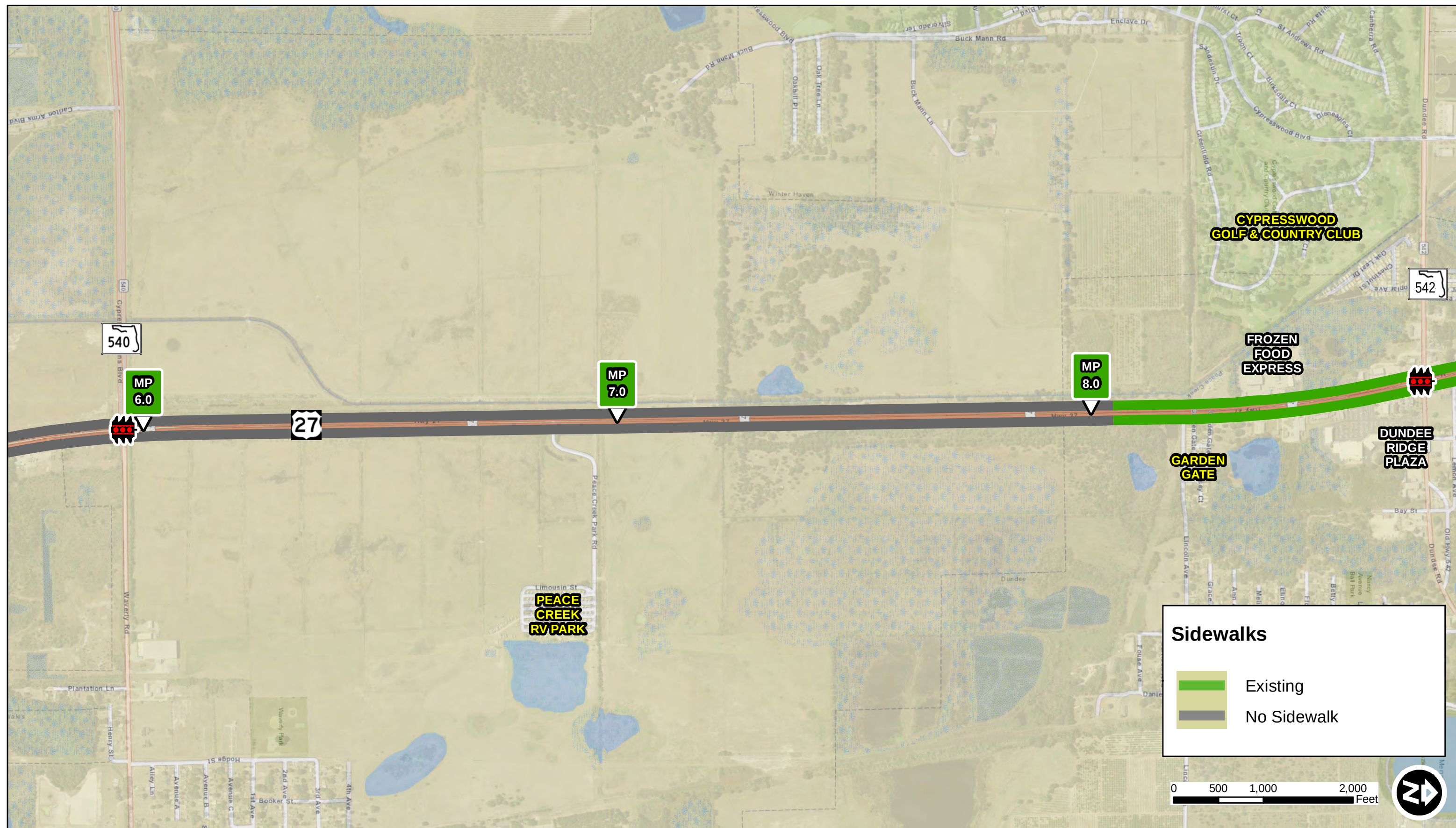


FIGURE 3-3
PEDESTRIAN FACILITIES (SIDEWALK)
US 27 CORRIDOR
 Sheet 2 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

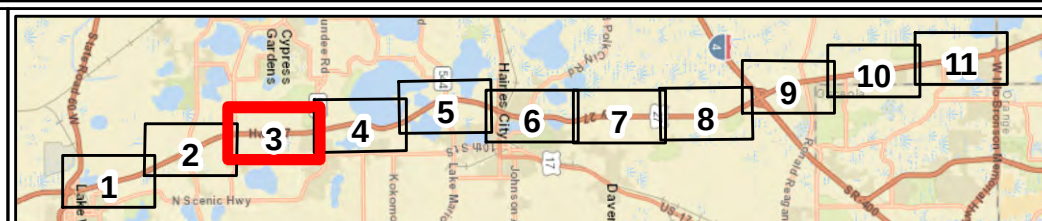
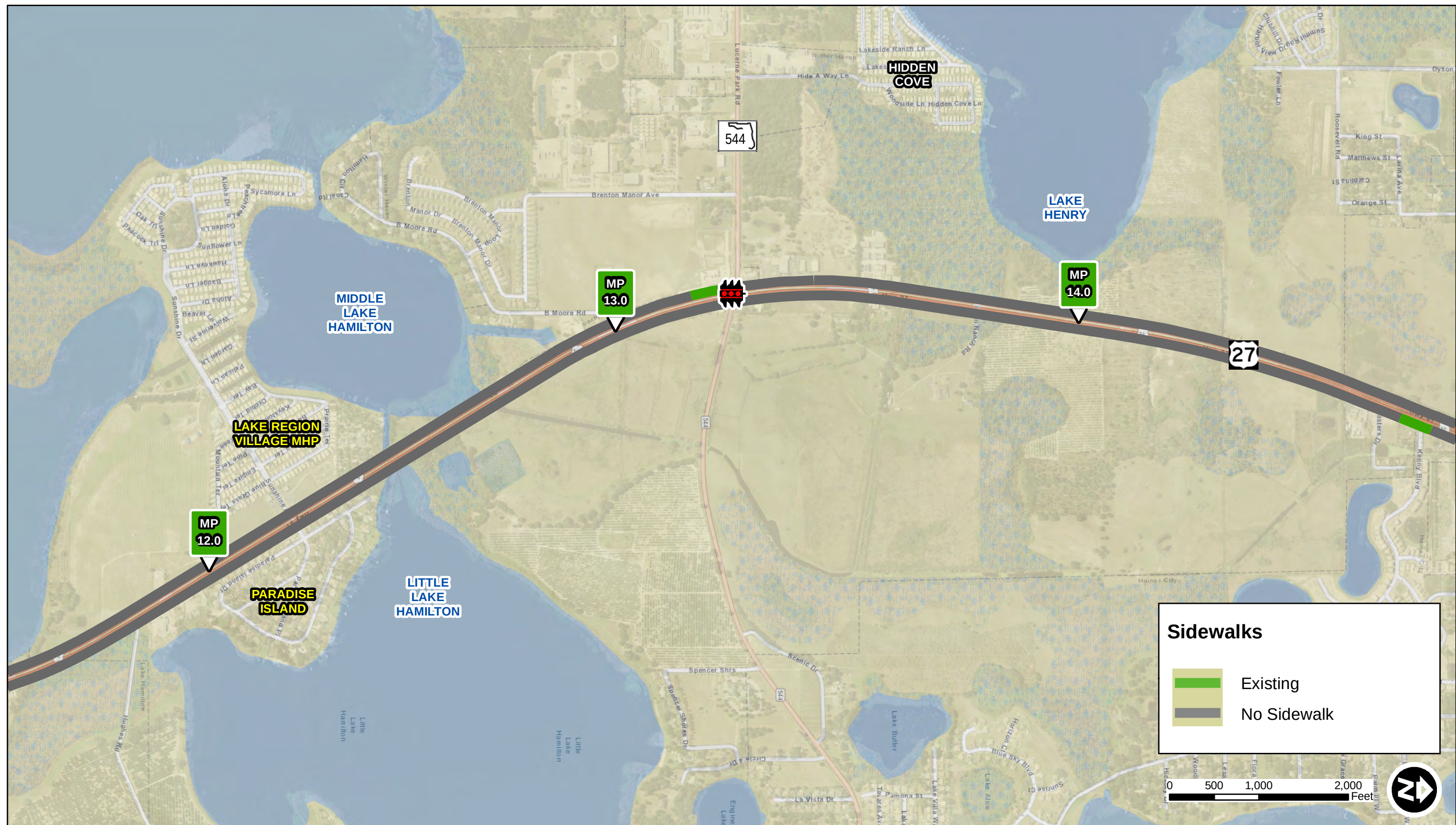


FIGURE 3-3
PEDESTRIAN FACILITIES (SIDEWALK)
US 27 CORRIDOR
 Sheet 3 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

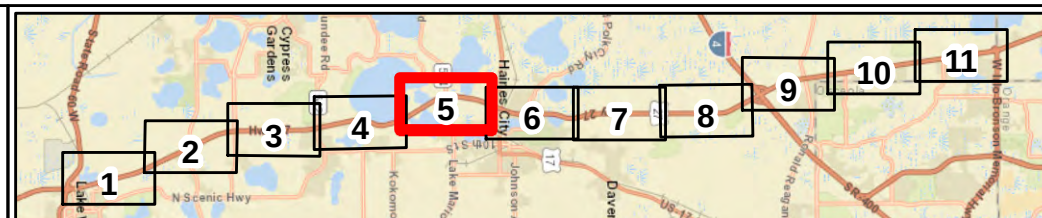
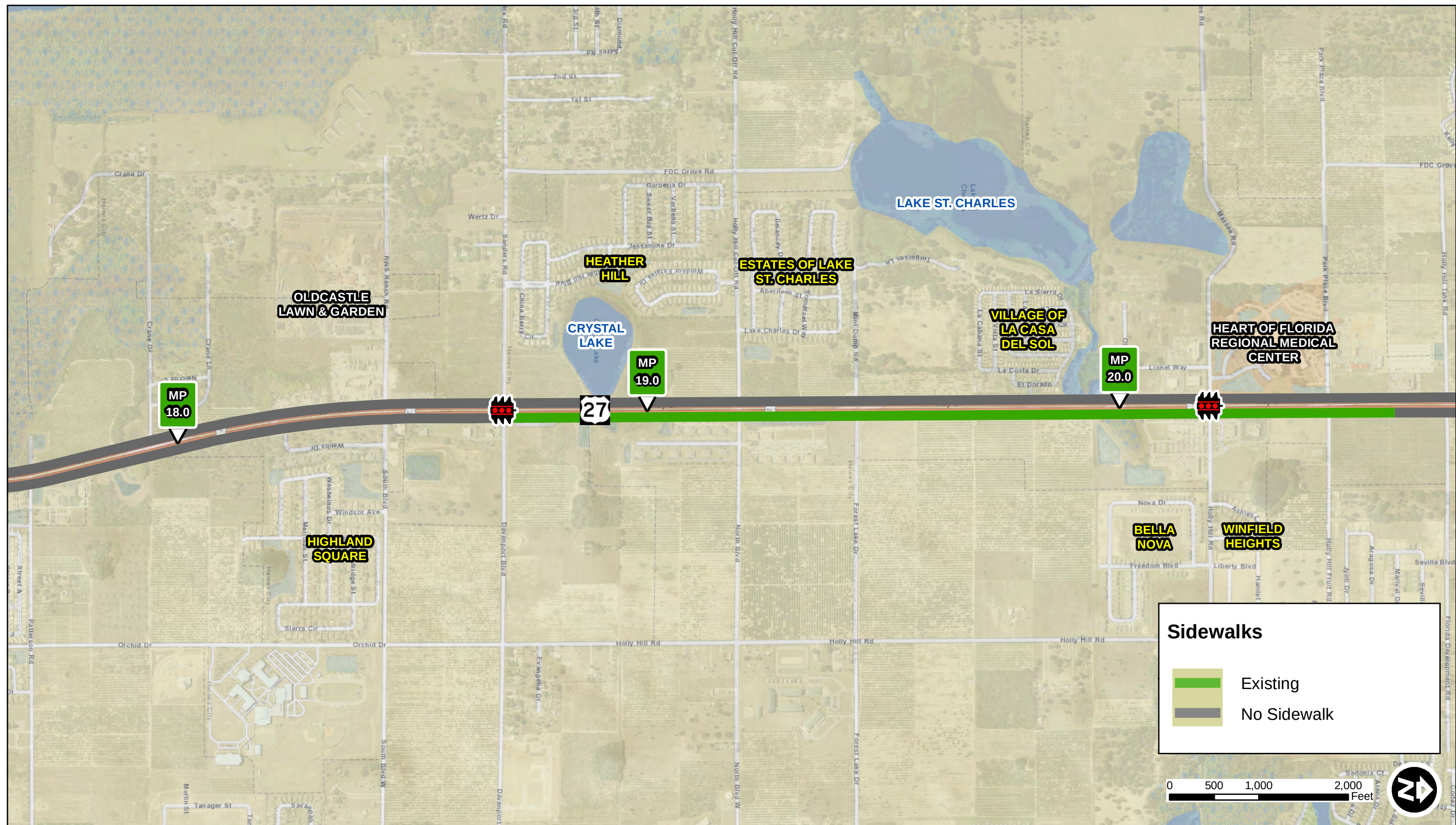


FIGURE 3-3
PEDESTRIAN FACILITIES (SIDEWALK)
US 27 CORRIDOR
 Sheet 5 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

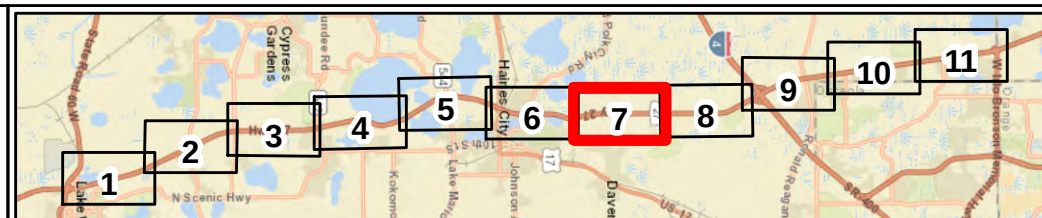
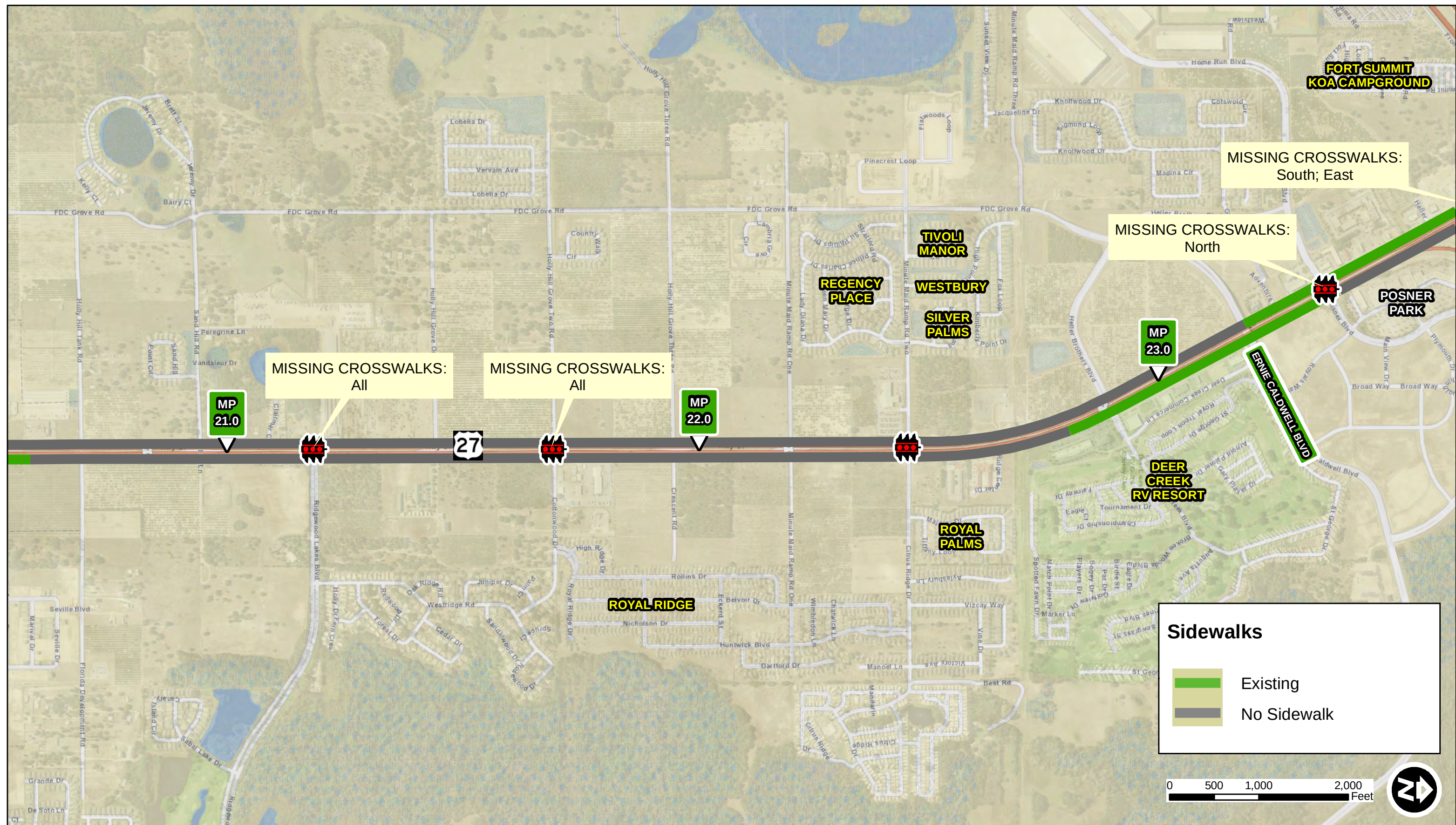


FIGURE 3-3
PEDESTRIAN FACILITIES (SIDEWALK)
US 27 CORRIDOR
 Sheet 7 of 11



NORTHEAST POLK
US 27
Mobility Study

Northeast Polk US 27 Mobility Study
From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

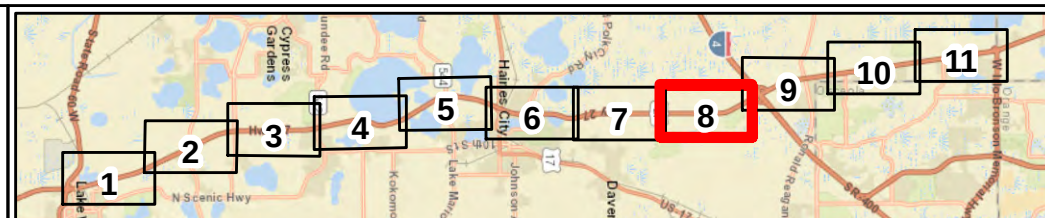
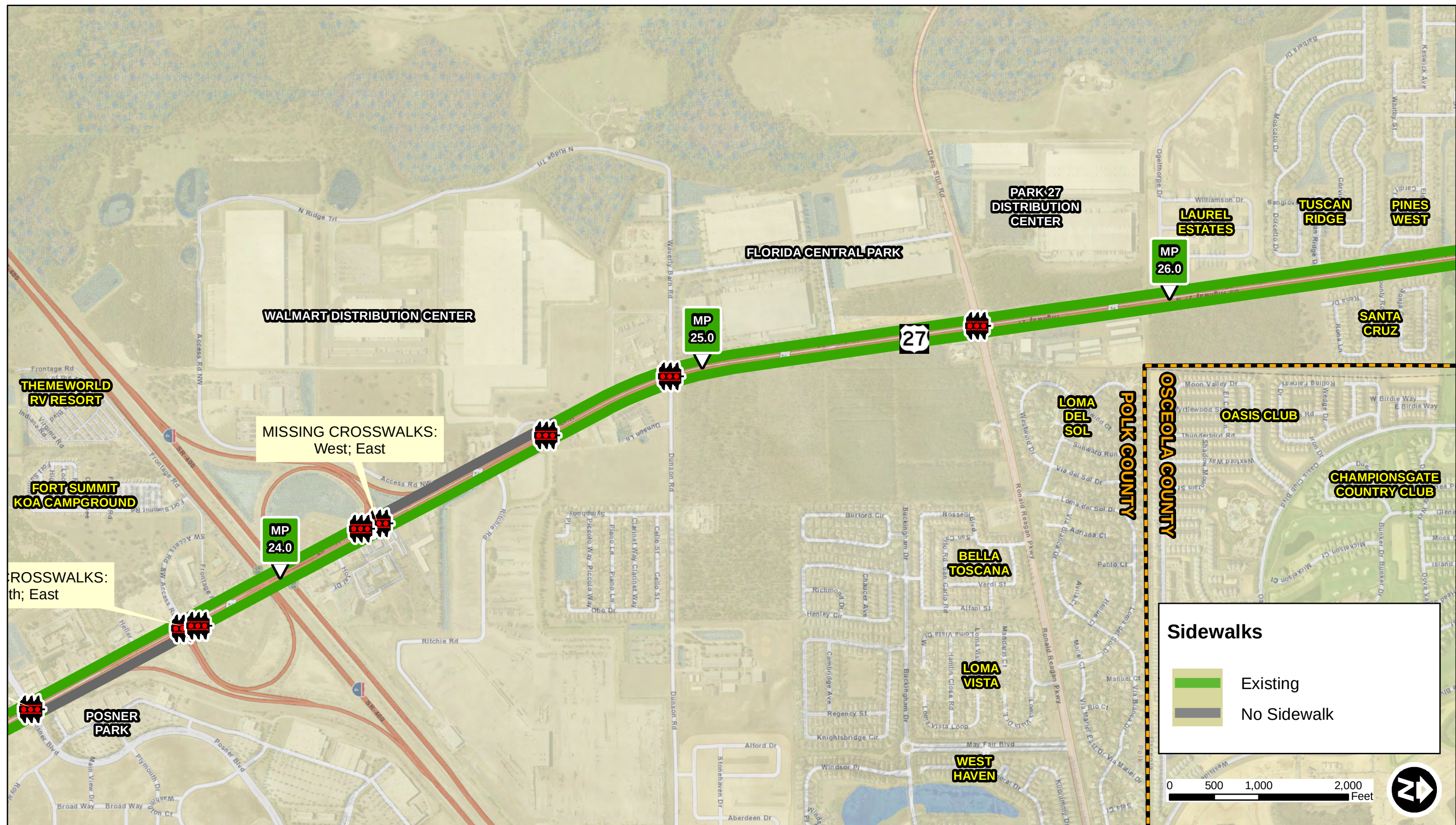
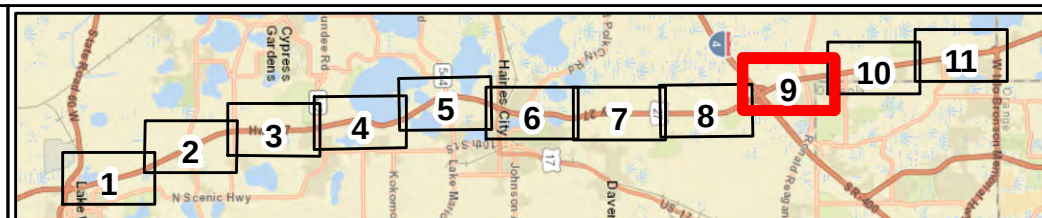


FIGURE 3-3
PEDESTRIAN FACILITIES (SIDEWALK)
US 27 CORRIDOR
Sheet 8 of 11



NORTHEAST POLK
US 27
Mobility Study

Northeast Polk US 27 Mobility Study
From SR 60 to US 192
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**FIGURE 3-3
PEDESTRIAN FACILITIES (SIDEWALK)
US 27 CORRIDOR
Sheet 9 of 11**



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

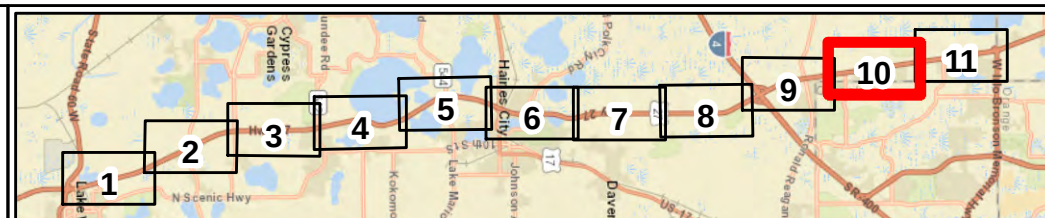
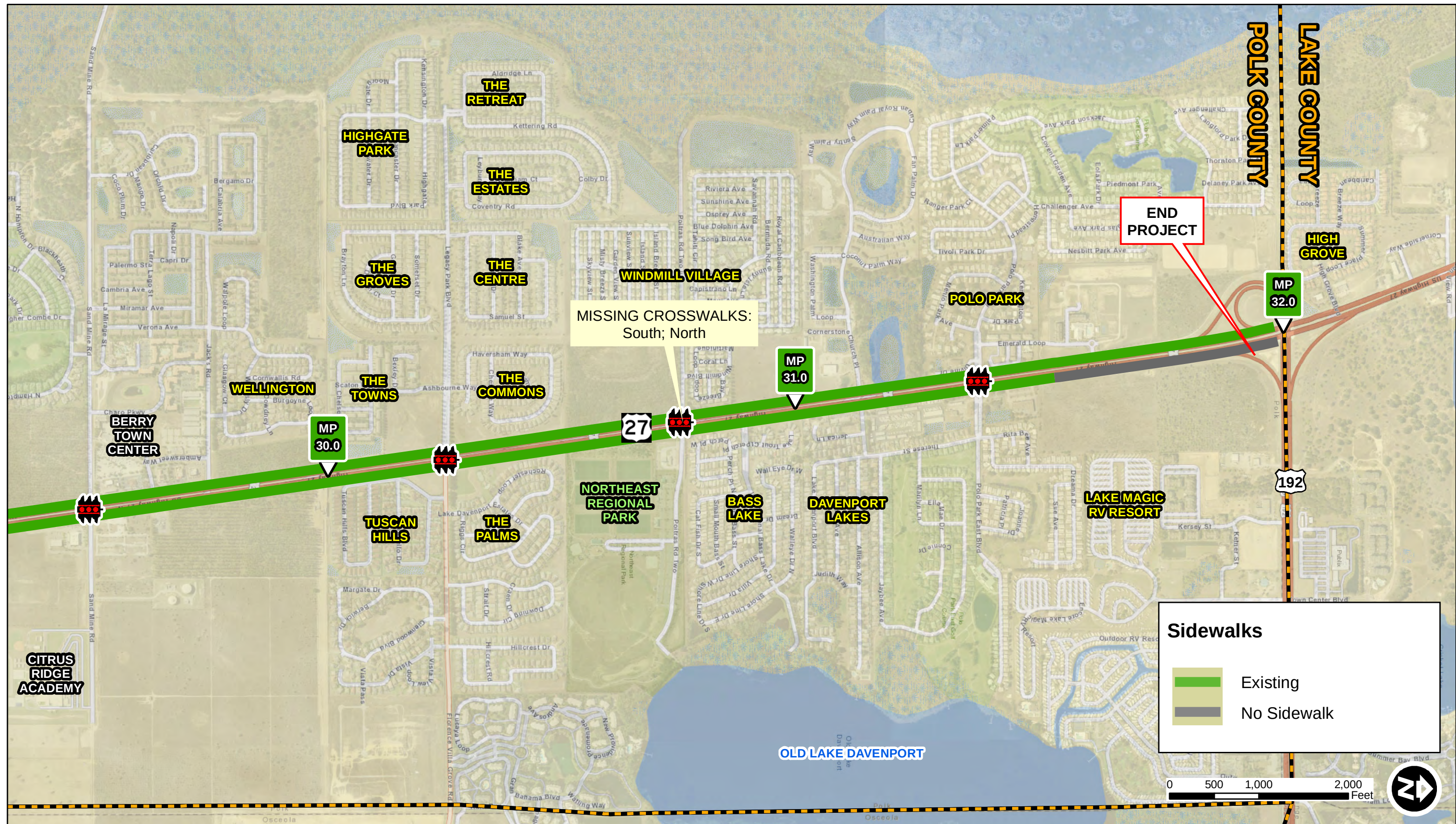


FIGURE 3-3
PEDESTRIAN FACILITIES (SIDEWALK)
US 27 CORRIDOR
 Sheet 10 of 11



NORTHEAST POLK
US 27
Mobility Study

Northeast Polk US 27 Mobility Study
From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

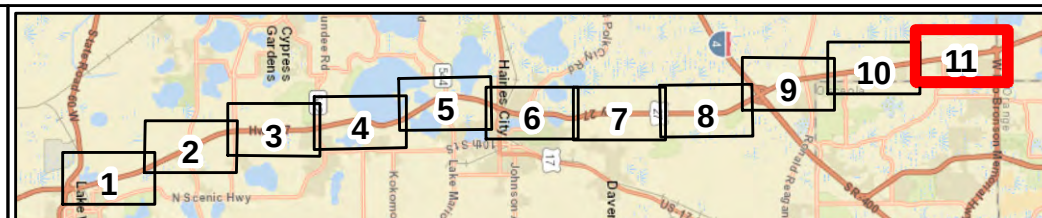


FIGURE 3-3
PEDESTRIAN FACILITIES (SIDEWALK)
US 27 CORRIDOR
Sheet 11 of 11

3.5 TRANSIT FACILITIES

The Lakeland Area Mass Transit District (LAMTD) administers and operates Citrus Connection, which includes all public transportation within Polk County. Citrus Connection provides 24 fixed-route service lines, with a fleet of 41 buses. An additional three routes within the county are paid for by Polk County and operated via a contract with LYNX.

Citrus Connection also operates paratransit service, offering shared rides for those who are unable to use regular fixed-route buses. It is a call ahead, door-to-door service available to senior citizens, disadvantaged citizens, and citizens with disabilities. It uses a specialized fleet of small, wheelchair lift-equipped buses. There are no restrictions on the purpose or number of service trips that may be taken, except that the ride is shared with others traveling at the same time in the same direction. It operates six days a week and reservations are taken from 8:00 am to 5:00 pm weekdays and 8:00 am to 4:00 pm on Saturday. There is no paratransit service on Sunday or most major holidays.

3.5.1 Transit Routes

There are 12 routes serving the east portion of Polk County, an area generally corresponding with the NE Polk US 27 project area study limits. These routes are:

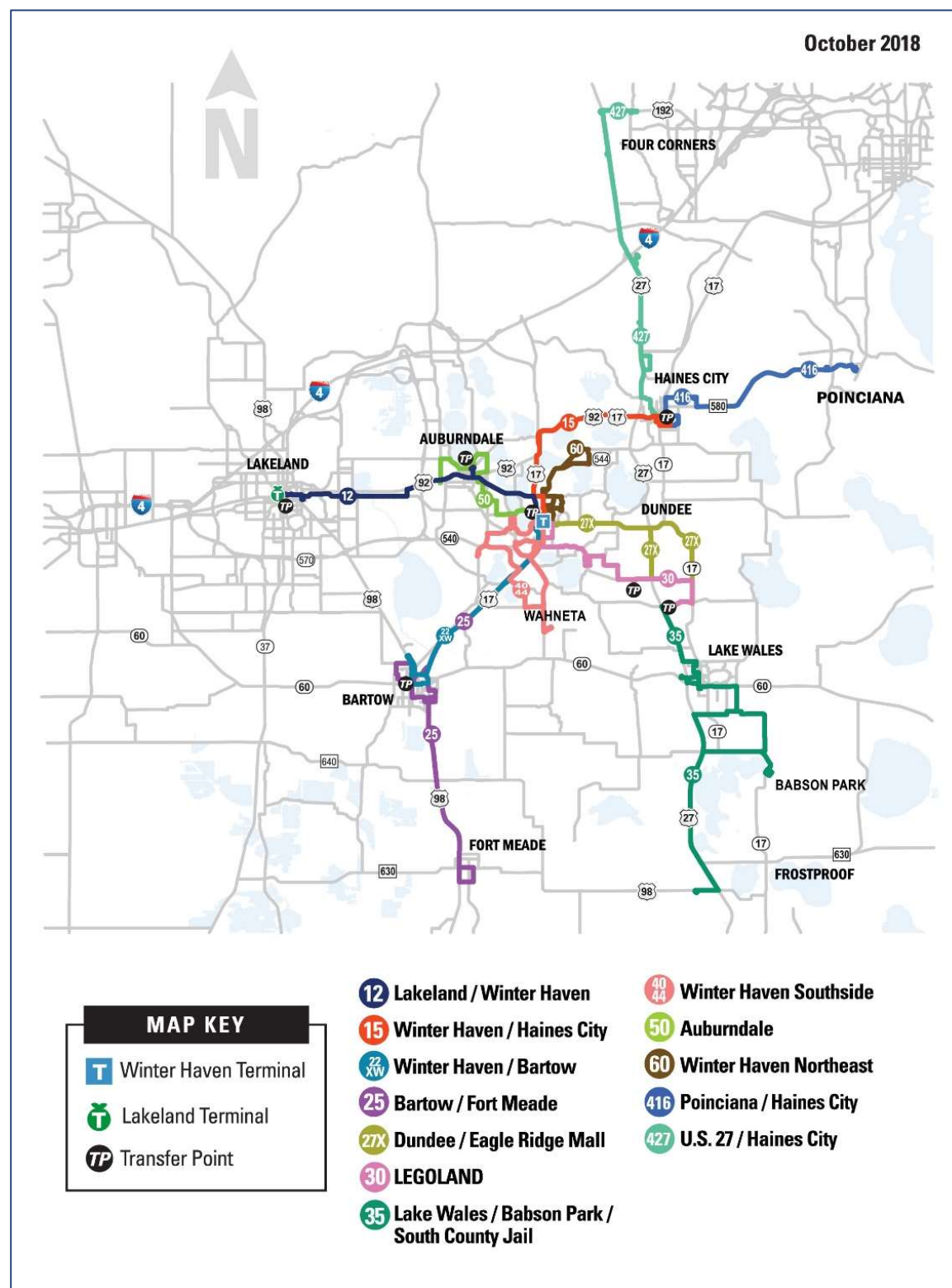
- Route 12 Lakeland / Winter Haven
- Route 15 Winter Haven / Haines City
- Route 22XW Winter Haven / Bartow
- Route 25 Bartow / Fort Meade
- Route 27X Dundee / Eagle Ridge Mall
- Route 30 LEGOLAND
- Route 35 Lake Wales / Babson Park / South County Jail
- Route 40/44 Winter Haven Southside
- Route 50 Auburndale
- Route 60 Winter Haven Northeast
- Route 416 Poinciana / Haines City
- Route 427 US 27 / Haines City

Additionally, two new routes are scheduled to begin service on October 1, 2019:

- Lake Wales/Haines City Express
- Loughman Flex

The existing Citrus Connection bus routes and service plans within the regional study area are provided in **Appendix F**. The transit routes are depicted on **Figure 3-4**.

FIGURE 3-4: TRANSIT ROUTES



SOURCE: Citrus Connection website (www.ridecitrus.com)

3.5.2 Terminals

There are two terminals serving the east county routes:

- Lakeland Downtown Terminal
- Winter Haven Downtown Terminal

3.5.3 Stops

Transit stops along the east county routes provide a wide range of amenities. Some have only a transit identification sign, while others have a combination of benches, shelters, trash cans, and bicycle racks. Not all stops are ADA accessible.

3.5.4 Transfer Locations

Transfer locations between routes are identified as follows:

On Route 12

- Lakeland Downtown Terminal: Routes 1, 3, 10, 14, 15, 22XW, 45, 46, and 58
- Winter Haven Downtown Terminal: Routes 15, 22XW, 27X, 30, 40/44, 50 and 60
- Auburndale Civic Center: Route 50

On Route 15

- Winter Haven Downtown Terminal: Routes 12, 22XW, 27X, 30, 40/44, 50 and 60
- Haines City Plaza: Routes 416 and 427

On Route 22XW

- Winter Haven Downtown Terminal: Routes 12, 15, 27X, 30, 40/44, 50 and 60
- Polk County Courthouse: Route 22XL, 25

On Route 25

- Polk County Courthouse: Route 22XW, 22XL

On Route 27X

- Winter Haven Downtown Terminal: Routes 12, 15, 22XW, 30, 40/44, 50 and 60
- Eagle Ridge Mall: Routes 30 and 35

On Route 30

- Winter Haven Downtown Terminal: Routes 12, 15, 22XW, 27X, 40/44, 50 and 60
- Eagle Ridge Mall: Route 35
- Walmart Supercenter: Route 27X

On Route 35

- Eagle Ridge Mall: Route 30

On Route 40/44

- Winter Haven Downtown Terminal: Routes 12, 15, 22XW, 27X, 30, 50 and 60

On Route 50

- Winter Haven Downtown Terminal: Routes 12, 15, 22XW, 27X, 30, 40/44 and 60
- Auburndale Civic Center: Route 12

On Route 60

- Winter Haven Downtown Terminal: Routes 12, 15, 22XW, 27X, 30, 40/44 and 50

On Route 416

- Haines City Plaza: Routes 15 and 427

On Route 427

- Haines City Plaza: Routes 15 and 416

On Lake Wales/Haines City Express (beginning October 1, 2019)

- Health Dept. at Lake Wales Plaza: Route 35
- Eagle Ridge Mall: Routes 15 and 27X
- Dundee Police Station: Route 27X
- Haines City Plaza: Routes 15, 416 and 427

On Loughman Flex (beginning October 1, 2019)

- Posner Park: Route 427

3.5.5 Service (days and times)

Service span for east county routes is shown in **Table 3-3** below.

TABLE 3-3: TRANSIT SERVICE

Route	Service Span (weekday)	Service Span (weekend)
12	6:15a – 7:03p	7:15a – 4:03 Sat
15	5:45a – 7:00p	6:45a – 3:00p Sat
22XW	5:45a – 7:04p	8:15a – 1:34p Sat
25	5:45a – 5:53p	---
27X	6:00a – 7:05p	---
30	6:15a – 7:00p	7:15a – 4:00p Sat 8:15a – 3:00p Sun
35	6:15a – 7:05p	7:15a – 4:05p Sat
40/44	5:45a – 7:02p	6:45a – 3:02p Sat
50	5:45a – 7:05p	8:15a – 1:35p Sat
60	6:15a – 7:04p	---
416	5:40a – 7:00p	7:05a – 3:20p Sat
427	5:25a – 7:12p	6:50a – 3:33p Sat
Lake Wales/Haines City	TBD	TBD
Loughman Flex (Oct. 1)	TBD	TBD

Note: TBD = To Be Determined

Transit service is generally provided between 6:00 am and 7:00 pm for most routes within the study area on weekdays. Nine of the routes have some service on Saturdays, generally from morning to early afternoon. Route 30 – Legoland, is the only route that has service on Sunday. Service is provided on Route 30 from 8:15 am to 3:00 pm on Sundays.

3.5.6 Headways

Headways for east county routes (based on schedules effective Oct. 1, 2018) are shown in **Table 3-4**.

TABLE 3-4: TRANSIT HEADWAYS

Route	Frequency (weekday)	Frequency (weekend)
12	:60	2:00
15	1:30	3:00
22XW	1:30	4:00
25	1:30	---
27X	varies	---
30	:60	2:00
35	2:00	2:00
40/44	1:30	3:00
50	1:30	4:00
60	:60	---
416	1:30	2:00
427	:60	2:00

Six of the 12 routes have a 1.5-hour headway between busses, four of the routes have an hour between busses, one route has two hours between busses, and one route has variable headways.

3.5.7 Ridership

Utilizing data from the Polk Transit Development Plan, average weekday ridership for east county routes in 2017 is summarized in **Table 3-5**.

TABLE 3-5: TRANSIT RIDERSHIP (2017)

Route	Ridership
12	218
15	293
22XW	121
25	77
27X	2
30	272
35	127
40/44	79
50	130
60	88
416	24
427	92

The highest ridership is on Route 15 which runs between Winter Haven and Haines City along US 17/92. The second highest ridership is on Route 30 which runs between the Winter Haven Downtown Terminal and the Eagle Ridge Mall along portions of Cypress Gardens Road and Waverly Road. Route 427 which runs along US 27 has an average weekday ridership of 92.

3.5.8 Future Plans - SunRail

SunRail is a Central Florida passenger rail system serving the City of Orlando, and Volusia, Seminole, Orange and Osceola counties. It opened in 2014 and has expanded to now include 49 miles and 16 stations in four counties. It makes 40 trips per day. SunRail operates double-decker passenger rail cars on 30-minute headways during morning and afternoon peak periods and on less frequent headways midday. Trains run Monday through Friday, but not on weekends or holidays, although they sometimes run other times in conjunction with special events. There are 16 stations on the line, from DeBary on the north to Poinciana on the south. The system has many on-board amenities, including accommodations for luggage, bicycles, wireless internet and restrooms. Stations are designed to be comfortable and secure, but otherwise modest in construction cost. They include platform canopies to provide shade, ticket vending machines to facilitate fare payment, water fountains, emergency phones and closed-circuit cameras.

A technical memorandum, completed in March 2015 for the Polk County TPO, evaluated the possible extension of SunRail passenger rail service into Polk County. The technical memorandum was completed in support of the 2040 Long Range Transportation Plan Update. The memorandum includes the following topics:

- Potential Staging Alternatives
- Conceptual Site Considerations
- Conceptual Feeder Bus Services
- Ridership Propensity Analysis
- Institutional Considerations

Staging Alternatives

Alternatives were considered that allow for a staged expansion of SunRail beginning with feeder bus service and concluding with rail service across central Polk County. There are several alternatives that can be considered for extending SunRail into Polk County. These include interim alternatives to tie into the Phase II southern terminus at Poinciana. A logical staging sequence for the development of a SunRail extension would include:

1. **Phase I: Using express bus service from select park and ride locations in Polk County to the Poinciana station.** Park and ride facilities should be considered for Haines City, Auburndale, Lakeland and possibly Winter Haven. Express bus service from Haines City and Auburndale would be expected to use US 17/92. Express bus service from Lakeland is likely to be more efficient using I-4 for a major portion of the trip. Ideally, park and ride locations should be near potential future rail park and ride stations.
2. **Phase II: An extension of SunRail service to a new station at Haines City, with supporting express bus service from select park and ride locations, including Auburndale, Lakeland and possibly Winter Haven.** This would amount to an approximate 15-mile extension of the SunRail system. A practical advantage of this alternative is that there are typically only five freight trains per day, both presently and well into the future, on this segment of the CSX A-Line. In support of commuter rail, the Haines City Commission has passed a resolution requesting that SunRail consider future expansion to Haines City and requesting FDOT to participate in or undertake necessary planning and environmental studies.
3. **Phase III: A further extension of SunRail service to an additional station at Auburndale, with supportive express bus service from select park and ride locations, including Lakeland.** This would amount to an additional 13-mile extension from Haines City, and 28-miles from Poinciana. This extension also shares the practical advantage that there are only five freight trains per day, on this segment of the CSX A-Line.
4. **Phase IV: Lastly, a potential extension of SunRail service to Lakeland, also with supportive bus services.** Extending service from Auburndale to Lakeland would amount to an additional 11 miles from Auburndale, or a total of 39 miles from Poinciana. Unfortunately, the segment of CSX between Auburndale and Lakeland currently sees 20 freight train movements per day rising to an estimated 27 freight trains in 2030. This activity of freight operations would make this extension substantially more difficult.

The 2009 FDOT Rail Evaluation Study noted that significant capital investments would be required, including new track with passing sidings from Auburndale to Lakeland, track improvements to Poinciana, stations with

platforms and parking, and additional rail vehicles. It also anticipates conflict between existing and future CSX operations and passenger rail on the rail section west of Auburndale.

Compared to year 2030 SunRail ridership estimates of 2,350 for the Poinciana Station, the FDOT Study estimated year 2030 boardings of 2,130 for a SunRail extension from Poinciana to Lakeland, with 673 in Haines City, 500 in Auburndale and 273 in Lakeland. It also estimated 684 boardings from the SunRail Phase I and II stations traveling west and alighting at a Polk County station. Finally, it estimated that 760 of the 2,130 daily trips would be internal to Polk County.

Conceptual Site Considerations

An initial list of potential station locations was provided, using locational criteria such as accessibility to current development and/or major roadways, amenable track geometry, and absence of environmental constraints. This analysis yielded a total of ten potential stations locations:

- Phase II: Ronald Reagan Boulevard, downtown Davenport, Martin Luther King, Jr. Way/Haines City, old train station/Haines City
- Phase III: Lake Alfred, Auburndale Common
- Phase IV: Combee Road, Lake Parker Road, Lakeland Amtrak Station, Lakeland Bus Depot

To identify the best station area in each phase, each potential station location was evaluated based on eleven criteria:

- Rail Operations – track distance, travel time, additional trains required, capital cost
- Potential Ridership – population, employment
- Development Character – block length, municipal land
- Transportation – roadway intersections, bus routes, freight activity

Conceptual site considerations identified potential parking locations, pedestrian and vehicular access and circulation issues, and order-of-magnitude land development possibilities; all of which confirm the site locations as theoretically viable station locations.

From the findings of the eleven criteria, recommended station areas were identified in each of the three rail phases:

- Phase II: Martin Luther King, Jr. Way or Old Station – These two potential station locations lie close to each other and share many of the same pros and cons. Because they are centrally located, job and housing density are higher than in downtown Davenport or Ronald Reagan Boulevard, both now and as estimated in 2040. Both sites benefit from adjacent investment and have further development potential. Drawbacks of these locations include longer distances, longer travel times and larger capital costs than stations closer to Poinciana. Additionally, these station areas are not municipally owned.
- Phase III: Auburndale Common – This potential station is more centrally located than a station in Lake Alfred. This results in higher densities of both population and employment as well as strong development potential. However, because this site is further from Poinciana, it has more road crossings and a higher capital cost than a Lake Alfred station.
- Phase IV: Lakeland Amtrak – The presence of an existing rail station and potential connections between Amtrak and SunRail are very strong benefits of locating the Phase IV station here. It also occupies a fairly centralized location. Unlike the Lakeland Bus Depot, the Lakeland Amtrak Station has a block length that is long enough to ensure a SunRail train can stop without requiring road closures. Additionally, this station shows promise for transit-oriented development as downtown Lakeland expands to the east.

Conceptual Feeder Bus Services

Conceptual feeder bus services were created to support the various staging alternatives. The Phase I staging alternative consists exclusively of bus service connecting Polk County to the Poinciana SunRail station, while Phases II, III and IV include extensions of SunRail service to Haines City, Auburndale and Lakeland, respectively. Express and feeder bus services were envisioned with the following considerations in mind:

- Existing service patterns – Express and feeder services should connect to major transit hubs or major points of overlap in existing or planned service

- Travel time – Express and feeder service must minimize travel times, avoiding circuitous routes or frequent stops
- Equitable access – Particularly for feeder bus services to future Polk County rail stations, connecting transit-dependent populations to the station should be a priority

Phase I Concept

Phase I focused on limited express service to Poinciana. Limited express service serves dual purposes for Polk County; it provides a connection to SunRail service and helps gauge potential ridership in a rail extension. Existing service patterns and travel time were the primary considerations in locating service, but an additional goal was to create a route or series of routes that would attract and provide justification for rail extension.

In order to minimize travel times and waiting times, a single express service for all of Polk County would be ideal. However, any route connecting Lakeland, Auburndale, Winter Haven and Haines City would be time prohibitive, especially for Lakeland commuters. This severely limits the ridership potential of the service. This same issue occurs when trying to serve both Auburndale and Winter Haven. As a result, three separate routes were suggested, with two of them having priority. The first of the high-priority services connects Lakeland to Poinciana, originating at the Lakeland Bus Depot and using I-4 to connect to Poinciana. This Lakeland Connector would likely be a true express service, with no stops between downtown Lakeland and Poinciana, with a likely travel time of approximately 50 minutes. The second high-priority service would connect Auburndale to Poinciana, passing through Lake Alfred and Haines City via US 17, on the way to Poinciana. Stops would be provided at Haines City, with consideration given for stops in Lake Alfred and Davenport if there is evidence for sufficient ridership. Depending on the number of stops, this service would take between 50 and 55 minutes. A third service could originate in Winter Haven at the bus terminal off NW 6th Street, traveling along US 17, and passing through Lake Alfred on the way to the Haines City bus depot off 17th Street before continuing to Poinciana. Because of some of the redundancy with the Auburndale Connector, this route would be beneficial only if there was sufficient ridership from Winter Haven, or if Haines City requires additional service. This route is expected to be approximately 50 minutes from end-to-end.

All routes would operate during peak AM and PM commuting hours only. Given the length of each route, four buses for each route (or 12 buses total) would be necessary to provide 30-minute headways. At 45- or 60-minute headways, as little as two buses each (or 6 buses total) would be sufficient.

Phases II, III and IV Concept

Phase II focused on improving service to downtown Haines City. Projected 2040 population and auto-dependency were added to the list of considerations in locating service, as there is clear benefit in serving locations with high projected populations or high transit-dependent populations with a direct link to SunRail. There are very few gaps in Polk County transit connectivity, and service for Lakeland, Winter Haven, and even Auburndale is robust and well connected to the respective cities' downtowns. Only Haines City provides opportunity for service upgrades. Based on these variables, as many as four new routes have been identified as feeders to Haines City rail service:

- Connection to Winter Haven via S. 1st Street and Lucerne Park Road/SR 544. This route serves a large population base along its route and could have two or more stops. It is expected to be approximately 20 minutes from end-to-end, with additional stops lengthening the trip. One bus could serve the route with 60-minute headways.
- Connection to Lake Wales, via US 27. This route serves a large auto-dependent population in the heart of Lake Wales, as well as larger population centers north of town. The route is expected to take approximately 25 minutes from end-to-end, with a potential midpoint stop at Cypress Gardens Boulevard. One bus could serve the route with 60-70-minute headways.
- Connection to Ronald Reagan Parkway, via US 92 and CR 547. This route serves auto-dependent populations in Davenport, and new population centers closer to the Parkway. The route would take approximately 20 minutes, so one bus could serve the route with a 45-60-minute headway.
- Connection to Lakeland and Auburndale, via US 92. This route would serve population centers in Lakeland and Auburndale, as well as auto-dependent communities, and would easily connect to major

transit hubs in the region. The route would take approximately forty minutes, so two buses could serve the route with forty-five minute to sixty-minute headways.

For Phases III and IV, existing transit routes provide a high degree of coverage that could connect to new SunRail stations. In fact, the Lakeland and Auburndale express bus service would be removed if rail service extends beyond Haines City. Existing Lakeland-to-Auburndale service could be bolstered if enough ridership interest is found.

Ridership Propensity Analysis

This analysis quantified potential ridership in Polk County and used population projections for the year 2040 and current commuting patterns to and from the county's proposed station areas (including a future Orlando International Airport station, which adds opportunities for air travelers and to interregional rail. The ridership propensity analysis found that ridership is likely to be significantly lower than other SunRail stations. A scenario analysis showed that, with changes in market trends and land use policies, higher ridership can be expected, but it would require additional effort on the part of Polk County communities.

Institutional Considerations

The creation of the Central Florida Commuter Rail Commission involved a myriad of institutional issues, as reflected in the collection of legal documents associated with SunRail. As efforts move forward to extend SunRail service into Polk County many, if not all, of the following agreements may need to be amended to reflect an expanded SunRail system with the participation of Polk County:

- Interlocal governance agreements
- Interlocal funding agreements
- Interlocal operating agreements
- Joint station use agreements between local governments and FDOT

- Agreements with local transit agencies
- Full funding grant agreement between FDOT and the Federal Transit Administration
- Applications to the Federal Railroad Administration
- A host of agreements involving the CSX Railroad, FDOT, and the Central Florida Commuter Rail Commission, describing purchase provisions, operating provisions and many other coordination requirements

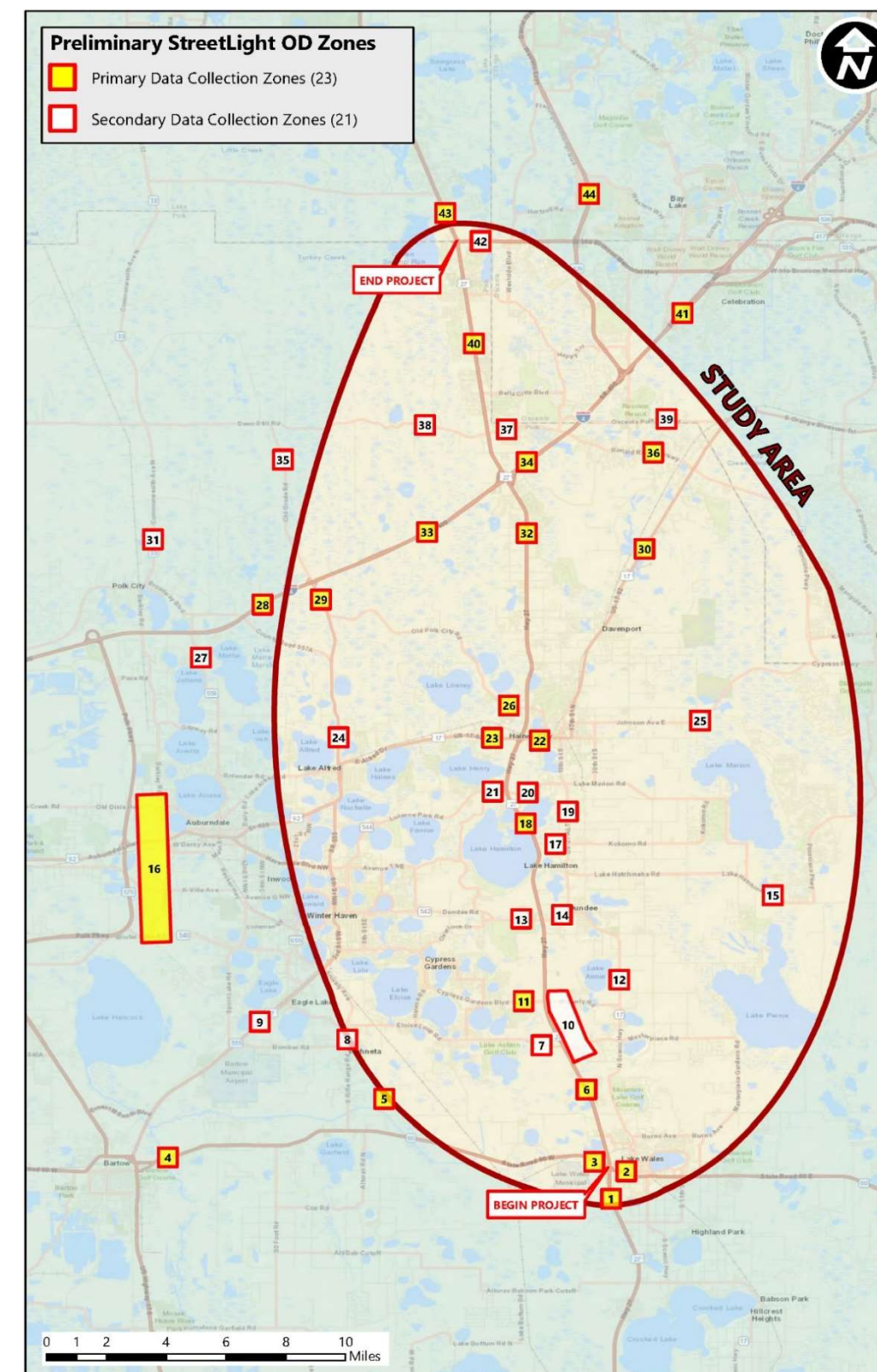
Other Projects

There are other SunRail extension options under consideration. One would be a spur running easterly, beginning just north of the Meadow Wood station and connecting to the intermodal facility at Orlando International Airport. SunRail has already initiated a project development study and has identified the project as part of a potential Phase III of the SunRail system. There is a high degree of physical feasibility for this spur, as it would make use of 3.5 miles of track owned by the City of Orlando and 2.0 miles of new alignment on airport property. This project would significantly enhance connections from Polk County to Orlando International Airport for both passengers and employees. In addition, the spur would tie into the proposed All Aboard Florida/Brightline project, which could potentially provide long distance passenger train options to south Florida. These connections would substantially increase the value of a SunRail extension into Polk County.

3.6 ORIGIN DESTINATION DATA

As a part of this study, Origin-Destination (O-D) data for all vehicular trips on US 27 and other roads within the study area was collected using Streetlight Data. Streetlight is an on-demand mobility analytics platform that utilizes data from mobile devices to conduct analyses like O-D, travel time, and select link studies. This data is used to determine travel patterns of traffic entering and exiting US 27 and/or the study area. Many zones were defined along and near the US 27 corridor to be used for various O-D analyses. The zones are depicted in **Figure 3-5**, and the analysis of the O-D data is summarized in Section 6.1.

FIGURE 3-5: ORIGIN-DESTINATION ZONES



3.7 TRAVEL DEMAND MODEL

3.7.1 Project Model Development

The travel demand model being used for this study is based on the current adopted District One Cost Feasible 2040 Regional Planning Model (D1RPM v1.0.3), with refinements made in conjunction with a May 2018 US 17/92 Haines City traffic study. The D1RPM is a travel demand forecasting tool developed by FDOT District One, with the cooperation of the six District MPO/TPOs in support of their current 2040 Long Range Transportation Plans (LRTP). This model was adopted by the Polk County TPO for use in developing traffic forecasts within the County.

The 2010 base year model validation was refined for the project study area to ensure that the model is replicating base year traffic conditions and counts. The model refinement was performed by Traf-O-Data using the guidelines identified in FDOT *Project Traffic Forecasting Handbook*. Validation criteria including volume over count (v/c) ratios were used to assess the accuracy of the base year model. Additional information relating to the project model development and validation can be found in the March 2019 *Traffic Forecast Modeling Technical Memorandum* prepared by Traf-O-Data included in **Appendix G**.

3.7.2 Forecast Model Development

Build alternative forecasts will be conducted using the D1RPM 2040 No-Build Model as a base. The forecast 2040 No-Build model was developed by applying appropriate base year validation refinements to the 2040 LRTP Cost Feasible model network. This included adding the I-4/CR 532 interchange area (Osceola County) network and socioeconomic data and forecast external station volumes. This data was developed by Traf-O-Data in coordination with FDOT District 5 in March 2019, to achieve consistency with the District 5 model (CFRPM) and Osceola County external station forecasts. Based on coordination with the Polk County TPO and Haines City, the 2040 model socioeconomic (SE) data was refined to reflect planned development within the study area which was not included in the original 2040 SE data.

The base 2040 No-Build network was also revised to include the proposed Southport Connector and the Poinciana Parkway extension to I-4 along the eastern boundary of the model. The 2040 No-Build Model also

assumes the existing configuration for the US 27 corridor. This 2040 network was also revised to include the proposed Central Polk Parkway (CPP) project, from Polk Parkway to 91 Mine Road, consistent with the associated Florida Turnpike (FTE) project model coding.

3.8 TRUCK AND FREIGHT DATA

The following data sources of truck and freight data was obtained and reviewed to summarize the existing truck volume on the US 27 corridor, and freight commodity information in the study area:

- FDOT 2018 Annual Average Daily Traffic (AADT) Report by FDOT Traffic Information (FTI)
- FDOT 2018 Annual Vehicle Classification Report by FTI
- FDOT 2018 Truck AADT GIS Shapefiles by FTI
- Truck AADT from District One Regional Travel Demand Model (D1RPM)
- Freight Analysis Framework (FAF) Data by Federal Highway Administration (FHWA)
- 2011 TranSearch Data from FDOT Forecasting and Trends Office
- Streetlight Data

3.8.1 FDOT 2018 AADT Report for Truck Traffic

The 2018 AADT Report was obtained from FTO, which is FDOT's web-based mapping application that provides traffic count site locations and traffic count data. The 2018 AADT report includes truck factors for count stations where vehicle classification data was collected. **Table 3-6** presents daily traffic volumes and the report truck factor for 12 count stations on US 27 in the study area. Based on the actual truck counts at these stations, the average percentage of truck traffic for the focused US 27 segment is 9.6%, with a minimum of 6.6% south of SR 530/US 192 and a maximum of 12.3% north of Central Avenue in Lake Wales.

TABLE 3-6: FDOT 2018 AADT REPORT T FACTORS

SITE	DESCRIPTION	Two-Way AADT	T Factor
0085	SR25/US27, N OF CR17/OLD POLK CITY RD	52,000 C	9.1F
0097	SR 25/US 27, SOUTH OF SR 600/US 17/92 HAINES CITY	48,000 C	10.6A
0098	SR 25/US 27, NORTH OF HUGHES ROAD LAKE HAMIL	38,000 C	10.3F
0100	SR 25/US 27, 0.7 MI SOUTH OF SR 542/DUNDEE ROAD	35,500 C	11.4A
0127	SR 25/US 27, NORTH OF SR 400/I-4	32,500 C	8.1A
0146	SR 25/US 27, SOUTH OF SR 540/WAVERLY ROAD	40,000 C	9.5A
0310	SR 25/US 27, SOUTH OF HOLLY HILL TANK RD	60,155 C	7.9A
5051	SR 25/US 27, NORTH OF SR 600/US 17/92 HAINES CITY	52,000 C	10.4A
5127	SR 25/US 27, NORTH OF CENTRAL AVENUE LAKE WALES	31,500 C	12.3A
5199	SR 25/US 27, SOUTH OF CR 17A/THOMPSON NURSERY RD	34,500 C	10.3F
5209	SR 25/US 27, SOUTH OF SR 530/US 192	41,500 C	6.6A
5210	SR 25/US 27, NORTH OF BATES ROAD HAINES CITY	51,000 C	9.1A

"K" FACTOR: DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011

AADT FLAGS: C= COMPUTED

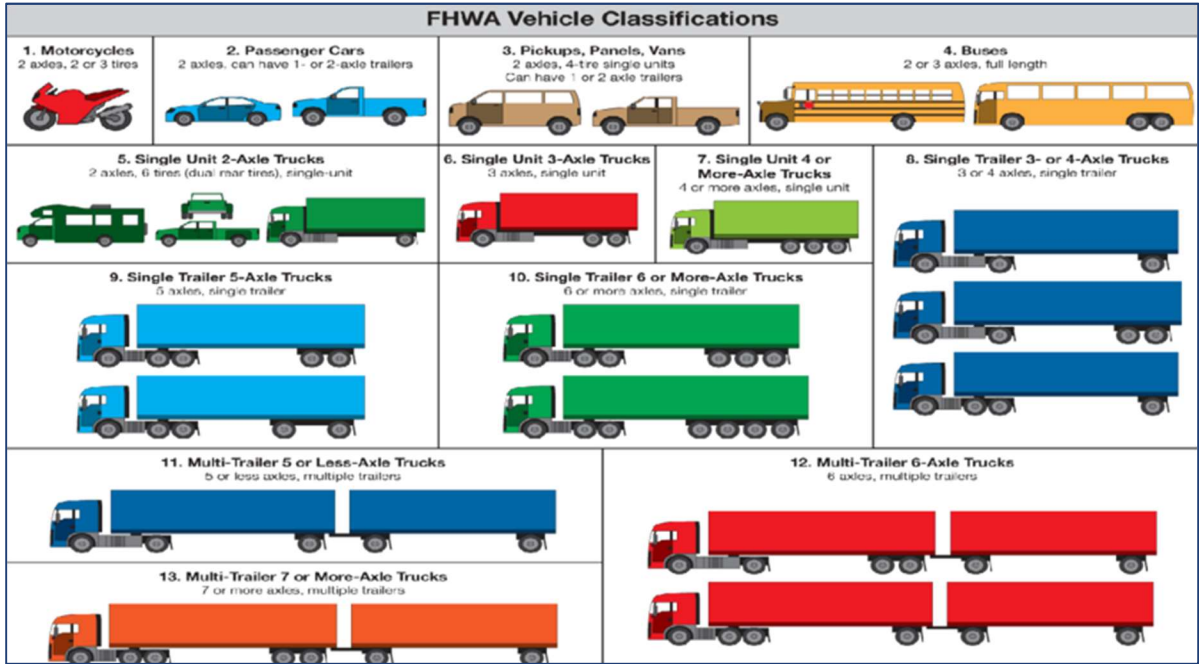
"D/T" FLAGS: A= ACTUAL; F= FACTOR CATG; P= PRIOR YEAR;

The reported truck factors represent the heavy vehicle percentages that comprise all truck categories (class 5-13) and buses (class 4) based on the FHWA vehicle classification scheme.

3.8.2 FDOT 2018 Annual Vehicle Classification Report

The annual vehicle classification report is another product of FTO. The report provides detailed information on annual average vehicle compositions at the sites where classified count data was collected. The vehicle classification system used in the report follows the FHWA's scheme presented in **Figure 3-6**.

FIGURE 3-6: FHWA VEHICLE CLASSIFICATION SCHEME



Classified count data for the US 27 study segment were extracted from the FDOT 2018 annual report and the reports are shown in **Figure 3-7**. For each site, detailed classification and summary of heavy vehicle distributions are reported.

FIGURE 3-7: 2018 ANNUAL VEHICLE CLASSIFICATION DATA FOR US 27

SITE	CO	SEC	SUB	MILEPOST	DESCRIPTION	
0097	16180000			14.860	SR 25/US 27, SOUTH OF SR 600/US 17/92	HAINES CI
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER						
SURVEY TYPE: PORTABLE DURATION: 1 DAYS						
			ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS		
			VOLUME	DAILY	DESIGN HOUR	
CLASS 01 MOTORCYCLES			187	24T&B = 10.60%	DHT = 5.30%	
CLASS 02 CARS			33748	24T = 10.49%		
CLASS 03 PICK-UPS AND VANS			8979	24H = 7.91%	DH3 = 3.96%	
CLASS 04 BUSES			52	24M = 2.69%	DH2 = 1.34%	
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS			1237			
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS			429			
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS			91			
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A			793			
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR			2383			
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR			67			
CLASS 11 5-AXLE MULTI-TRLR			17			
CLASS 12 6-AXLE MULTI-TRLR			10			
CLASS 13 ANY 7 OR MORE AXLE			6			
CLASS 14 NOT USED			0			
CLASS 15 OTHER			0			
			47999			100.01

SITE	CO	SEC	SUB	MILEPOST	DESCRIPTION	
0100	16180000			7.984	SR 25/US 27, 0.7 MI SOUTH OF SR 542/DUNDEE ROAD	
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER						
SURVEY TYPE: PORTABLE DURATION: 1 DAYS						
			ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS		
			VOLUME	DAILY	DESIGN HOUR	
CLASS 01 MOTORCYCLES			148	24T&B = 11.38%	DHT = 5.69%	
CLASS 02 CARS			23183	24T = 10.77%		
CLASS 03 PICK-UPS AND VANS			8128	24H = 7.51%	DH3 = 3.76%	
CLASS 04 BUSES			218	24M = 3.87%	DH2 = 1.93%	
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS			1155			
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS			246			
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS			26			
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A			747			
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR			1505			
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR			91			
CLASS 11 5-AXLE MULTI-TRLR			18			
CLASS 12 6-AXLE MULTI-TRLR			6			
CLASS 13 ANY 7 OR MORE AXLE			28			
CLASS 14 NOT USED			0			
CLASS 15 OTHER			0			
			35499			100.00

SITE	CO	SEC	SUB	MILEPOST	DESCRIPTION	
0127	16180000			24.289	SR 25/US 27, NORTH OF SR 400/I-4	POLK COUNTY
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER						
SURVEY TYPE: PORTABLE DURATION: 1 DAYS						
			ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS		
			VOLUME	DAILY	DESIGN HOUR	
CLASS 01 MOTORCYCLES			173	24T&B = 8.07%	DHT = 4.03%	
CLASS 02 CARS			24130	24T = 7.91%		
CLASS 03 PICK-UPS AND VANS			5576	24H = 5.63%	DH3 = 2.81%	
CLASS 04 BUSES			51	24M = 2.44%	DH2 = 1.22%	
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS			742			
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS			271			
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS			67			
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A			467			
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR			919			
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR			80			
CLASS 11 5-AXLE MULTI-TRLR			7			
CLASS 12 6-AXLE MULTI-TRLR			0			
CLASS 13 ANY 7 OR MORE AXLE			17			
CLASS 14 NOT USED			0			
CLASS 15 OTHER			0			
			32500			100.01

SITE	CO	SEC	SUB	MILEPOST	DESCRIPTION	
0146	16180000			5.914	SR 25/US 27, SOUTH OF SR 540/WAVERLY ROAD	
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER						
SURVEY TYPE: PORTABLE DURATION: 1 DAYS						
			ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS		
			VOLUME	DAILY	DESIGN HOUR	
CLASS 01 MOTORCYCLES			217	24T&B = 9.48%	DHT = 4.74%	
CLASS 02 CARS			28078	24T = 9.22%		
CLASS 03 PICK-UPS AND VANS			7913	24H = 6.59%	DH3 = 3.30%	
CLASS 04 BUSES			103	24M = 2.89%	DH2 = 1.44%	
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS			1051			
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS			254			
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS			24			
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A			667			
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR			1482			
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR			98			
CLASS 11 5-AXLE MULTI-TRLR			16			
CLASS 12 6-AXLE MULTI-TRLR			5			
CLASS 13 ANY 7 OR MORE AXLE			91			
CLASS 14 NOT USED			0			
CLASS 15 OTHER			0			
			39999			100.01

FIGURE 3-7: 2018 ANNUAL VEHICLE CLASSIFICATION DATA FOR US 27 (CONTINUED)

SITE	CO	SEC	SUB	MILEPOST	DESCRIPTION	
0310	16180000			20.543	SR-25/US-27,280' S OF S HOLLY HILL TANK RD,POLK CO	
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER						
SURVEY TYPE: TELEMETERED DURATION: 353 DAYS						
			ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS		
			VOLUME	DAILY	DESIGN HOUR	
CLASS 01 MOTORCYCLES			107	24T&B = 7.89%	DHT = 3.95%	
CLASS 02 CARS			42693	24T = 7.64%		
CLASS 03 PICK-UPS AND VANS			11573	24H = 5.13%	DH3 = 2.56%	
CLASS 04 BUSES			154	24M = 2.76%	DH2 = 1.38%	
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS			1508			
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS			265			
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS			35			
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A			648			
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR			2094			
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR			23			
CLASS 11 5-AXLE MULTI-TRLR			13			
CLASS 12 6-AXLE MULTI-TRLR			4			
CLASS 13 ANY 7 OR MORE AXLE			3			
CLASS 14 NOT USED			0			
CLASS 15 OTHER			1034			
			60154			100.02

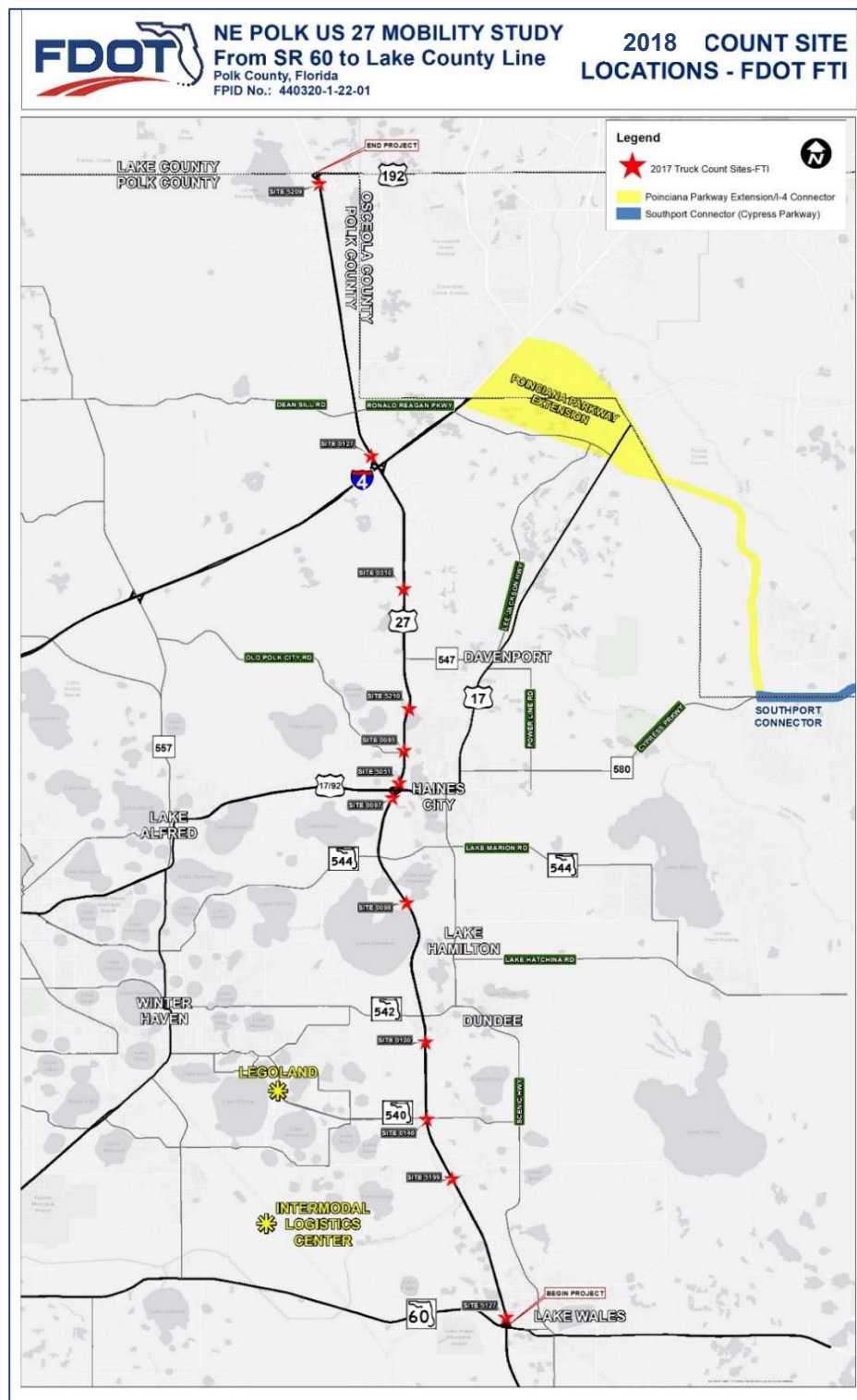
SITE	CO	SEC	SUB	MILEPOST	DESCRIPTION	
5051	16180000			15.290	SR 25/US 27, NORTH OF SR 600/US 17/92	HAINES C
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER						
SURVEY TYPE: PORTABLE DURATION: 1 DAYS						
			ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS		
			VOLUME	DAILY	DESIGN HOUR	
CLASS 01 MOTORCYCLES			319	24T&B = 10.39%	DHT = 5.20%	
CLASS 02 CARS			35097	24T = 9.94%		
CLASS 03 PICK-UPS AND VANS			11180	24H = 7.11%	DH3 = 3.55%	
CLASS 04 BUSES			238	24M = 3.29%	DH2 = 1.64%	
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS			1470			
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS			460			
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS			50			
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A			803			
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR			2210			
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR			97			
CLASS 11 5-AXLE MULTI-TRLR			15			
CLASS 12 6-AXLE MULTI-TRLR			6			
CLASS 13 ANY 7 OR MORE AXLE			57			
CLASS 14 NOT USED			0			
CLASS 15 OTHER			0			
			52002			100.00

SITE	CO	SEC	SUB	MILEPOST	DESCRIPTION	
5127	16180000			0.256	SR 25/US 27, NORTH OF CENTRAL AVENUE	LAKE WALES
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER						
SURVEY TYPE: PORTABLE DURATION: 1 DAYS						
			ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS		
			VOLUME	DAILY	DESIGN HOUR	
CLASS 01 MOTORCYCLES			188	24T&B = 12.32%	DHT = 6.16%	
CLASS 02 CARS			20318	24T = 11.91%		
CLASS 03 PICK-UPS AND VANS			7112	24H = 8.78%	DH3 = 4.39%	
CLASS 04 BUSES			132	24M = 3.55%	DH2 = 1.77%	
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS			985			
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS			465			
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS			149			
CLASS 08 2-AXL TRCTR W/ 1 OR 2-AXL TRLR, 3-AXL TRCTR W/ 1-A			522			
CLASS 09 3-AXLE TRACTOR W/ 2-AXLE TRLR			1414			
CLASS 10 3-AXLE TRACTOR W/ 3-AXLE TRLR			113			
CLASS 11 5-AXLE MULTI-TRLR			6			
CLASS 12 6-AXLE MULTI-TRLR			4			
CLASS 13 ANY 7 OR MORE AXLE			91			
CLASS 14 NOT USED			0			
CLASS 15 OTHER			0			
			31499			100.01

SITE	CO	SEC	SUB	MILEPOST	DESCRIPTION	
5209	16180000			31.716	SR 25/US 27, SOUTH OF SR 530/US 192	
FUNC. CLASS: 14 - URBAN PRINCIPAL ARTERIAL -- OTHER						
SURVEY TYPE: PORTABLE DURATION: 1 DAYS						
			ANNUAL AVERAGE DAILY	SUMMARY DAILY STATISTICS		
			VOLUME	DAILY	DESIGN HOUR	
CLASS 01 MOTORCYCLES			246	24T&B = 6.57%	DHT = 3.28%	
CLASS 02 CARS			31424	24T = 6.36%		
CLASS 03 PICK-UPS AND VANS			7105	24H = 4.88%	DH3 = 2.44%	
CLASS 04 BUSES			84	24M = 1.69%	DH2 = 0.85%	
CLASS 05 2-AXLE, SINGLE UNIT TRUCKS			618			
CLASS 06 3-AXLE, SINGLE UNIT TRUCKS			290			
CLASS 07 4-AXLE, SINGLE UNIT TRUCKS			129			

The vehicle classification count site locations are shown in **Figure 3-8**.

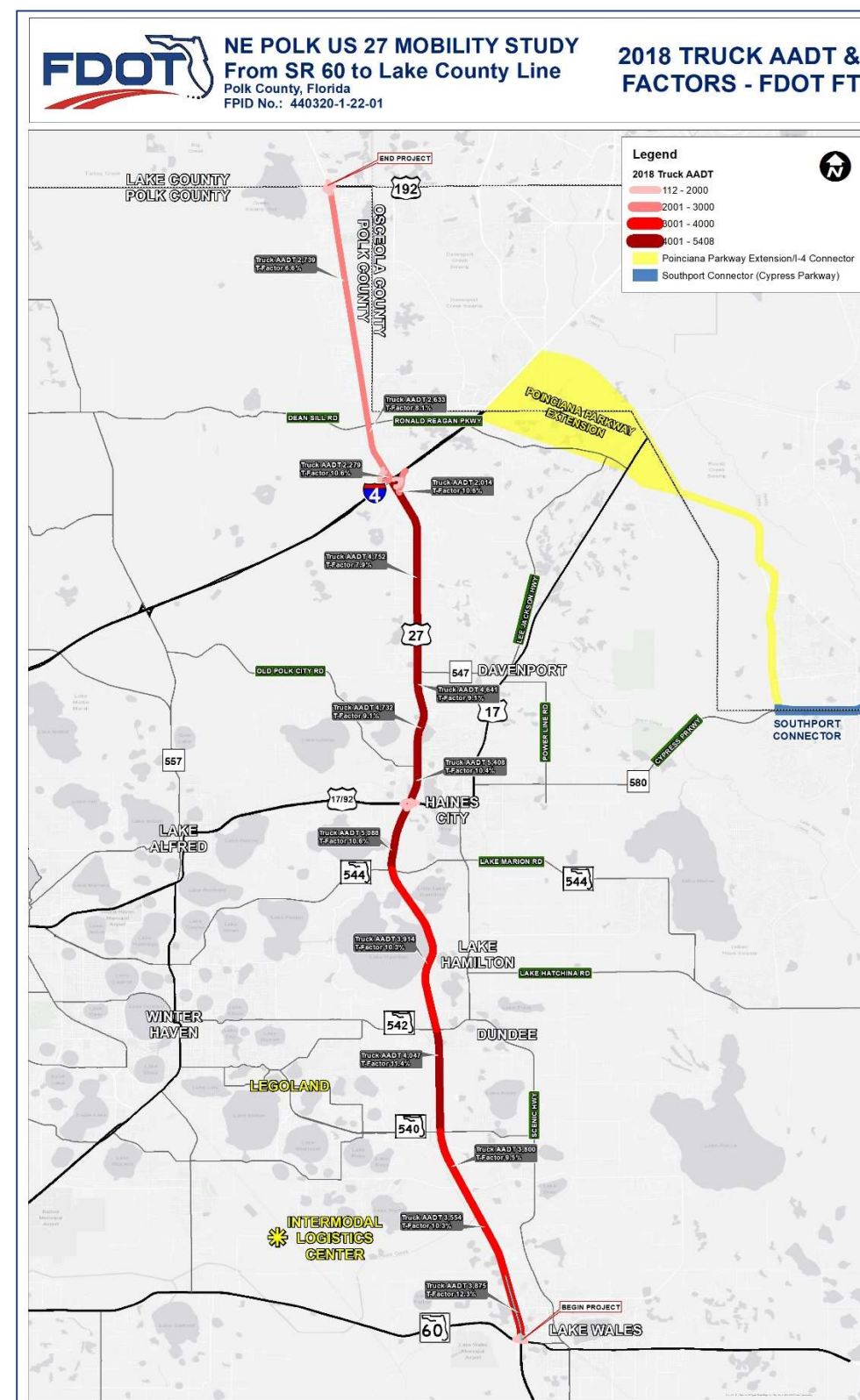
FIGURE 3-8: FDOT 2018 VEHICLE CLASSIFICATION COUNT SITES



3.8.3 FDOT 2018 Truck AADT GIS Shapefiles

Truck AADT GIS shapefiles are among the traffic data provided by FTI. The Truck Volume GIS data provides spatial information for annual average daily heavy vehicle volumes along roadway traffic breaks in the state of Florida. The data is derived from event mapping of traffic characteristics and other information from the FDOT Traffic Characteristics Inventory (TCI) database and is consistent with FTO's AADT and annual vehicle classification reports. **Figure 3-9** depicts extracted truck AADTs on US 27 in the study area.

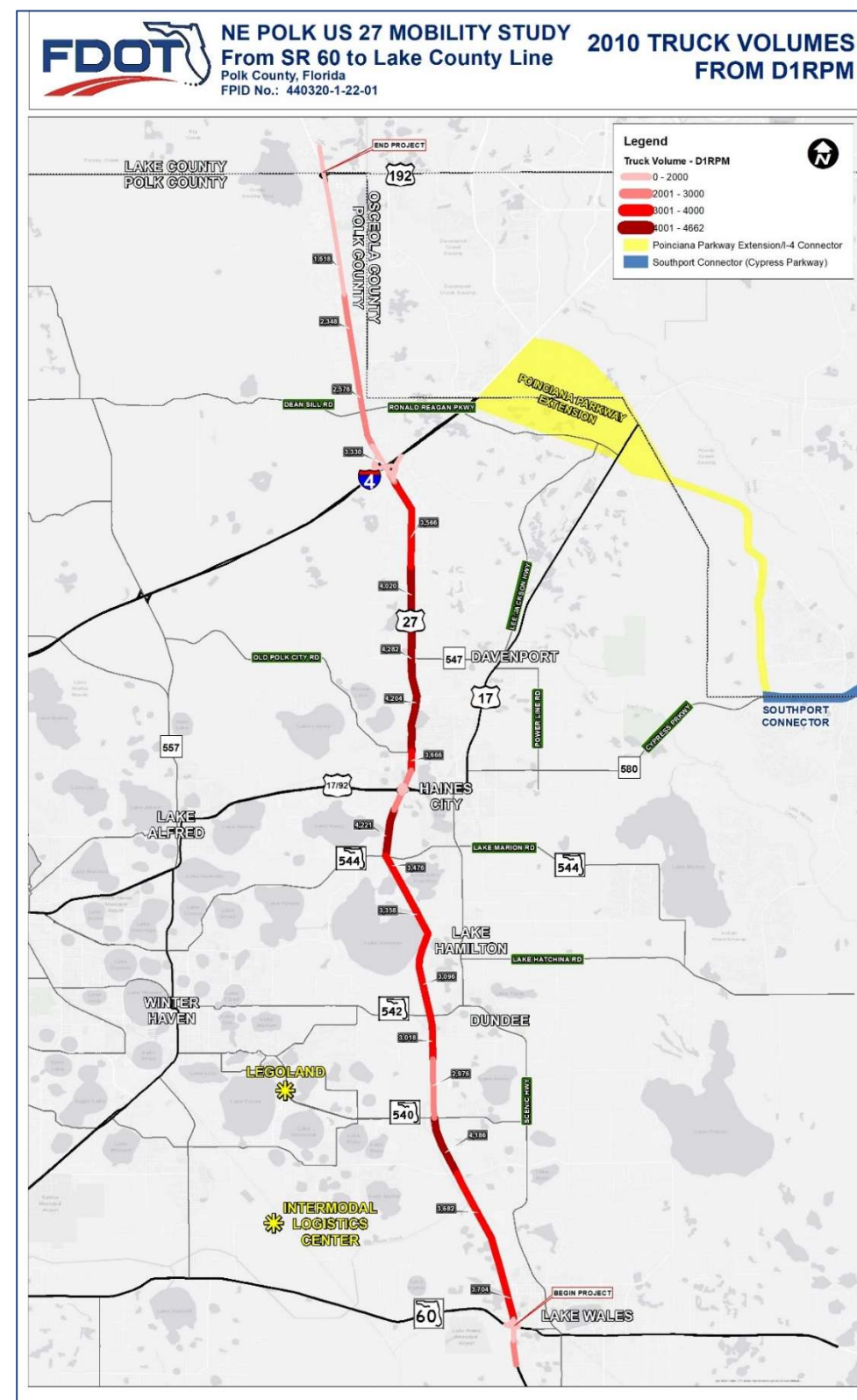
FIGURE 3-9: 2018 TRUCK AADT



3.8.4 D1RPM Truck AADT Estimates

District One's regional travel demand model (D1RPM) is another source for freight traffic data. D1RPM provides both base year (2010) and future year (2040) truck traffic estimates for light, medium and heavy vehicle trucks. The estimation and forecast of heavy vehicle truck traffic in the D1RPM are derived from the Central Office statewide freight model, Freight Supply-Chain Intermodal Model (FreightSIM). A heavy truck Origin-Destination matrix is pre-loaded into the D1RPM from FreightSIM. The volumes of light/medium trucks are estimated in the model and added to the pre-loaded heavy truck trip table and external truck trips to then be assigned to the network. The 2010 base year truck volumes from the latest validated D1RPM for US 27 Study were reviewed and are shown in **Figure 3-10**.

FIGURE 3-10: 2010 TRUCK VOLUMES FROM REGIONAL PLANNING MODEL



The model volumes are typically compared with observed count data for the reasonableness check and validation. D1RPM also provides the forecast truck AADTs for the future year scenario (2040). It can be used as an analysis tool to forecast truck volumes for different types of policy evaluation and planning studies. The model also provides other analytical capabilities such as select link analysis tool to explore different attributes of truck traffic on the US 27 corridor. However, the dependency of the model on FreightSIM for heavy truck estimation is a shortcoming of D1RPM that limits the users' ability to utilize the model for a wider range of analyses. Since the heavy truck trip table is fixed and pre-loaded to the model from FreightSIM, regional changes in heavy truck traffic for many planning studies cannot be captured in D1RPM.

3.8.5 FHWA's Freight Analysis Framework (FAF)

The Freight Analysis Framework dataset is a publicly available product that is developed jointly by the Federal Highway Administration (FHWA) and Bureau of Transportation Statistics (BTS). The latest version, FAF4, with 2012 base year data was updated in 2017 with provisional estimates of commodity flows, network and truck assignments, and regional forecasts from 2020 to 2045. FAF4 is an integrated multimodal data from a variety of freight data sources including the 2012 Commodity Flow Survey (CFS) and international trade data from the Census Bureau. It incorporates commodity flow data from manufacturing, wholesale trade, agriculture, extraction, utility, construction, transportation, service, and other industry sectors to present a comprehensive picture of multimodal freight movement among states and major metropolitan areas. The data include annual commodity flows (quantity, dollar volume, and ton-mile) between FAF origin and destination zones by commodity type for truck, rail, water, air, pipeline, and multiple & mail modes. Due to the coarse zoning system, FAF is best suited for multimodal inter-state or multi-state analysis.

The commodity flows in ton and monetary value are the main products of the FAF data. In addition, FAF estimates multimodal freight flow and assigns commercial truck traffic to a national transportation network. **Figure 3-11** shows 2012 annual commodity flow on US 27 in the study limits and **Figure 3-12** presents estimated 2012 truck traffic.

FIGURE 3-11: 2012 COMMODITY FLOW DATA ON US 27

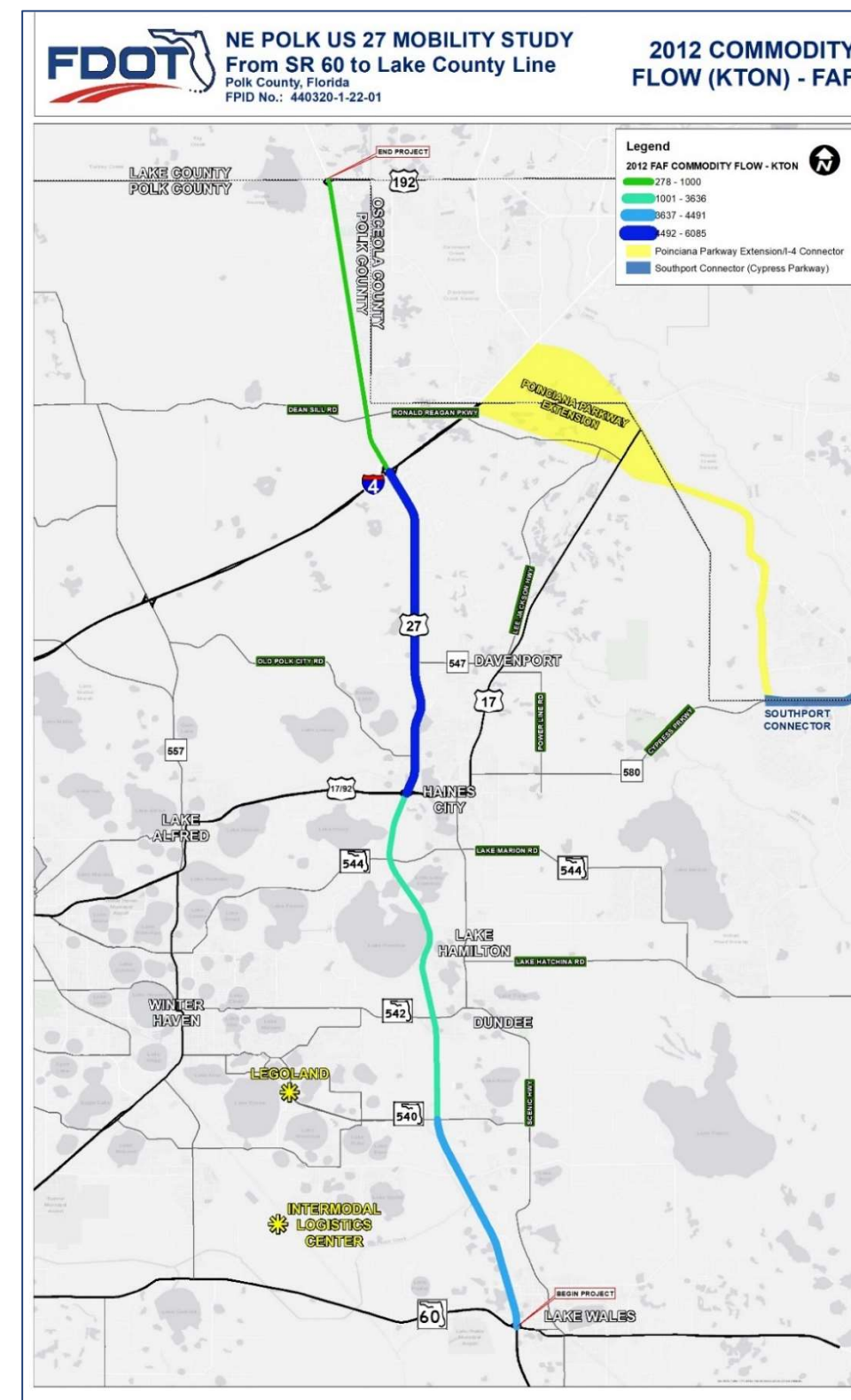
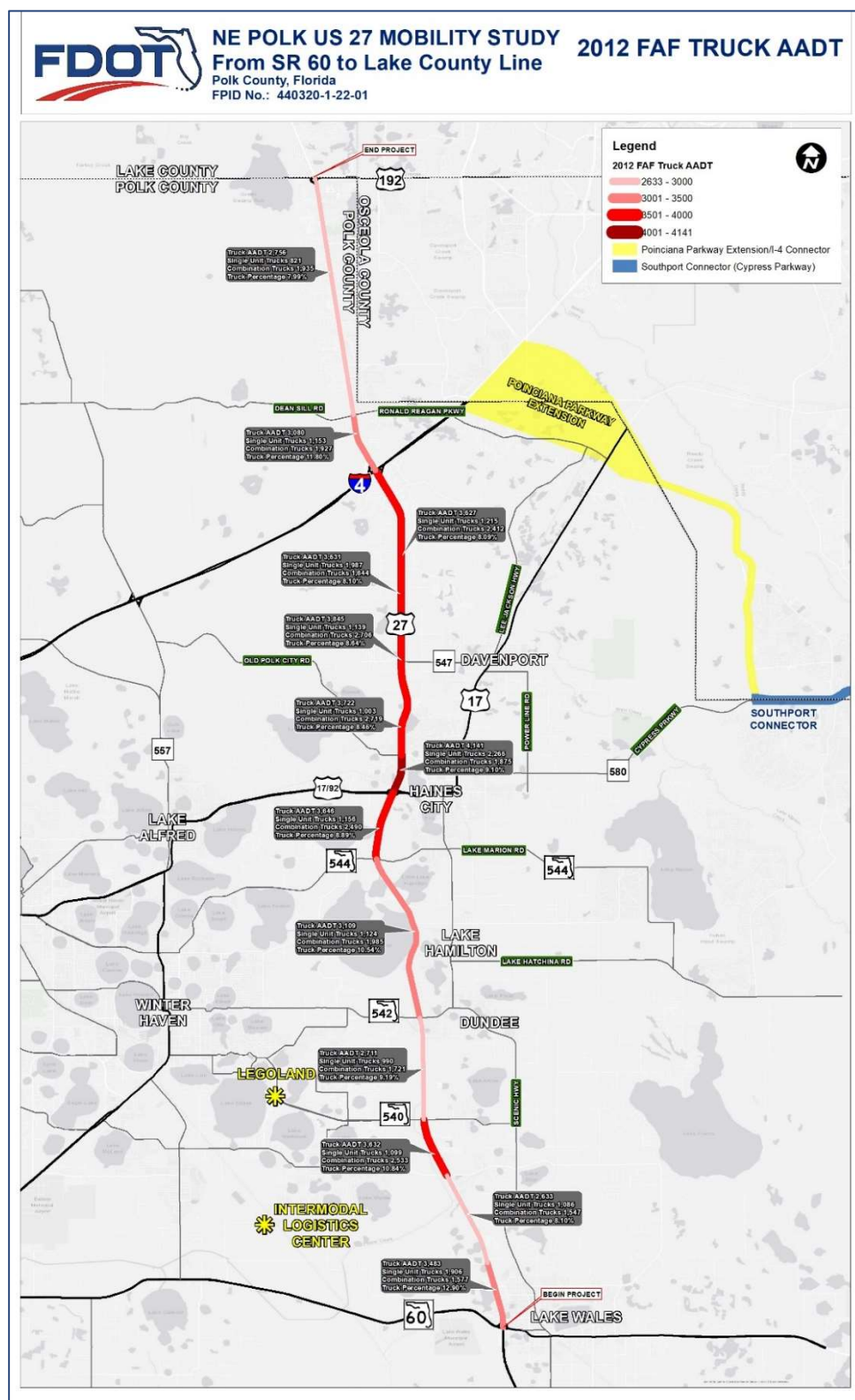


FIGURE 3-12: 2012 FREIGHT ANALYSIS FRAMEWORK TRUCK AADT



3.8.6 TranSearch Data

Similar to FAF data, TRANSEARCH is a multimodal proprietary commodity flow dataset that is developed with the goal of capturing commodity shipments generated by various industry sectors. However, while the FAF data relies primarily on the US Census Commodity Flow Survey of major freight-related industries, the TRANSEARCH has been mainly developed by using economic Input-Output (I/O) models that estimate the amount of each commodity that is produced and consumed in each U.S. County. TRANSEARCH development is also supplemented by trade association and industry reports, U.S. government-collected data and other data from truck carriers, public sources, and other propriety sources.

FDOT owns the 2011 TRANSEARCH data and its forecasts for 2015, 2020, 2025, 2030, 2035 and 2040. The data provides multimodal freight flow information at county level. The 2011 freight facts for the US 27 corridor were extracted and summarized below.

A significant amount of freight is hauled on the US 27 corridor. On average, 5,436,094 tons of freight is transported on the US 27 corridor in the study area which translates to \$5.617 billion of goods. This equals an average of 378,883 annual truckloads passing through this corridor. Based on the Standard Transportation Commodity Code (STCC) classification codes, there were 429 types of commodities hauled on the study section of US 27. **Table 3-7** shows the top 10 commodities by tonnage transported on this section of US 27 which comprise 81% of total freight tonnage hauled on this corridor.

TABLE 3-7: 2011 TOP 10 COMMODITIES BY TONNAGE ON US 27

STCC Commodity Code	Description	Average Annual Tonnage Hauled	
01 21	Citrus Fruits	2,650,324	49%
50 1	Warehouse & Distribution Center	700,941	13%
20 85	Distilled or Blended Liquors	232,480	4%
20 26	Processed Milk	206,983	4%
20 42	Prepared or Canned Feed	132,165	2%
01 39	Misc. Fresh Vegetables	131,432	2%
01 42	Dairy Farm Products	110,444	2%
20 62	Sugar, Refined, Cane or Beet	91,510	2%
32 71	Concrete Products	75,176	1%
20 33	Canned Fruits, vegetables, Etc.	73,053	1%

TranSearch provides information on intermodal freight flows including rail intermodal drayage and air cargo drayage by commodity type and by origin-destination. For example, an average of 13,867 tons of intermodal rail freight drayage have been transported on this section of US 27. The origin-destination information can also be extracted from the data for the freight flows on the corridor. For example, the highest volume of freight tonnage on this corridor is originating from Lee County and going to Orange County which comprises 4% of total annual freight tonnage on the corridor.

The number one commodity transported along the study section of the US 27 corridor is citrus fruits, which accounts for 49% of the corridor's total annual freight tonnage. The freight flow from warehouses and distribution centers is the second highest commodity by tonnage (13%), which represents mixed commodity flows from combined shipments that are usually moved to retail locations.

As the table shows, a significant amount of the transported commodities are perishable food products which require special truck equipment and a shorter delivery window. The amount of secondary freight and manufactured products from warehouses and distribution centers on US 27 is also considerable. These commodities are usually considered higher value freight. These types of commodities show the importance of US 27 as a freight corridor for the region.

3.8.7 StreetLight Data for Commercial Vehicles

The following figures depict Origin-Destination (O-D) data for commercial vehicles in the study area. The data was limited to commercial vehicles by utilizing Global Positioning System (GPS) data rather than Location Based Services (LBS) O-D data (see *Section 6.1 for more information*). **Figure 3-13** depicts the proportional destinations of trips originating from the Central Florida Intermodal Logistics Center (ILC), located in Winter Haven. The Central Florida ILC, which opened in 2014, is a centralized hub for transportation, logistics and distribution serving Orlando, Tampa and other regional Florida markets. It provides rail, intermodal and rail-to-truck transload services.

According to an analysis of the commercial vehicle O-D data obtained through Streetlight, approximately a quarter of the commercial vehicle (truck) trips originating at the ILC proceed west on SR 60. Another quarter proceed west and then north on Rifle Range Road (CR 655), and the remaining trips proceed east on SR 60, the majority of which then head north on US 27.

Figure 3-14 depicts the O-D data for commercial trips originating on US 27 south of SR 60 that continue through the study area. Nearly 15% of trips proceed east on I-4; nearly 7% continue north on US 27; only 1% of trips proceed west on I-4.

Figure 3-15 depicts the O-D data for commercial trips originating on US 27 north of US 192. Nearly 28% of trips proceed east on US 192; nearly 12% proceed west on I-4; just over 6% continue along US 27 past SR 60; only 2% proceed east on I-4.

FIGURE 3-13: INTERMODAL LOGISTICS CENTER COMMERCIAL VEHICLE ORIGIN-DESTINATION MAP

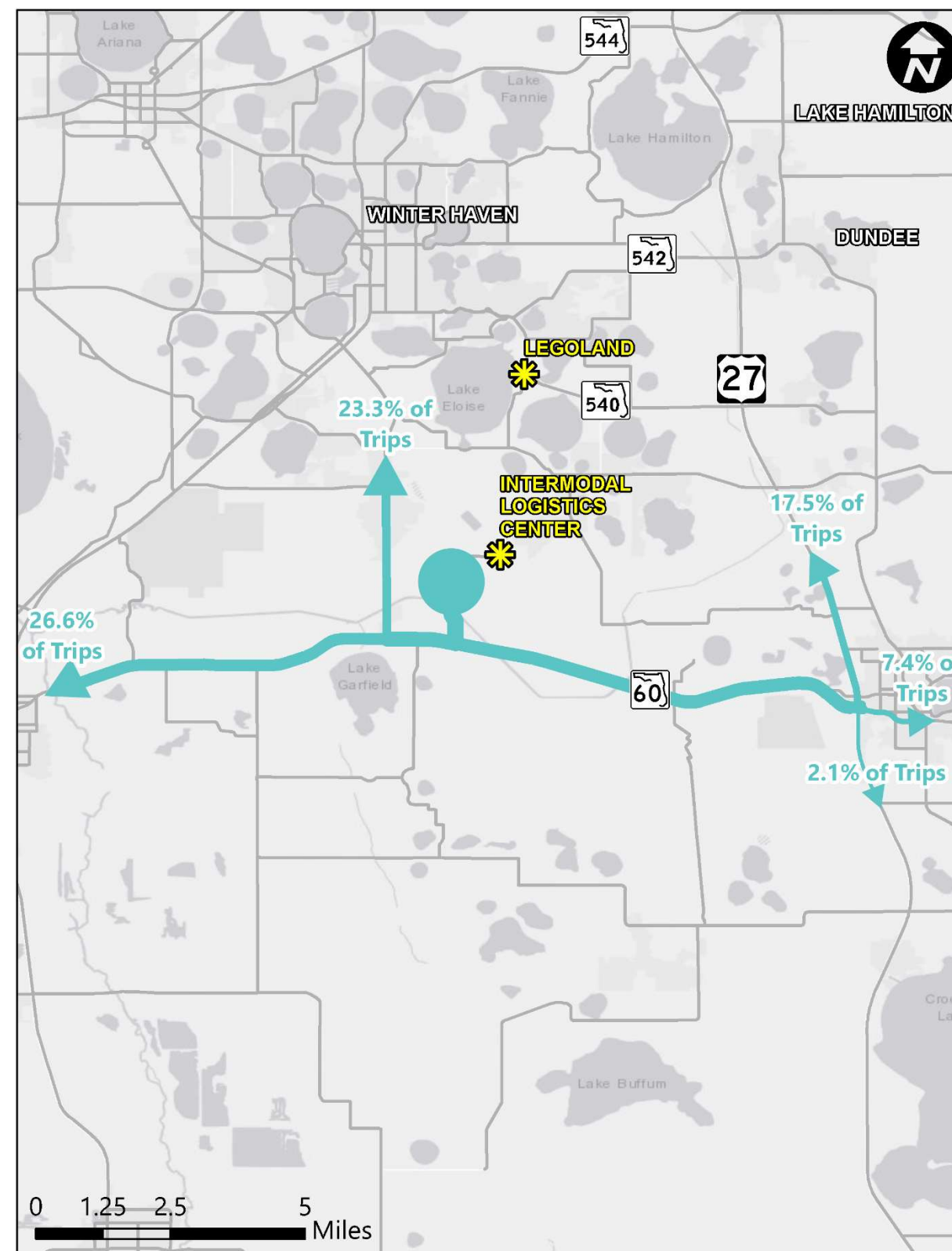


FIGURE 3-14: NORTHBOUND US 27 COMMERCIAL VEHICLE PASS-THROUGH (DAILY) MAP

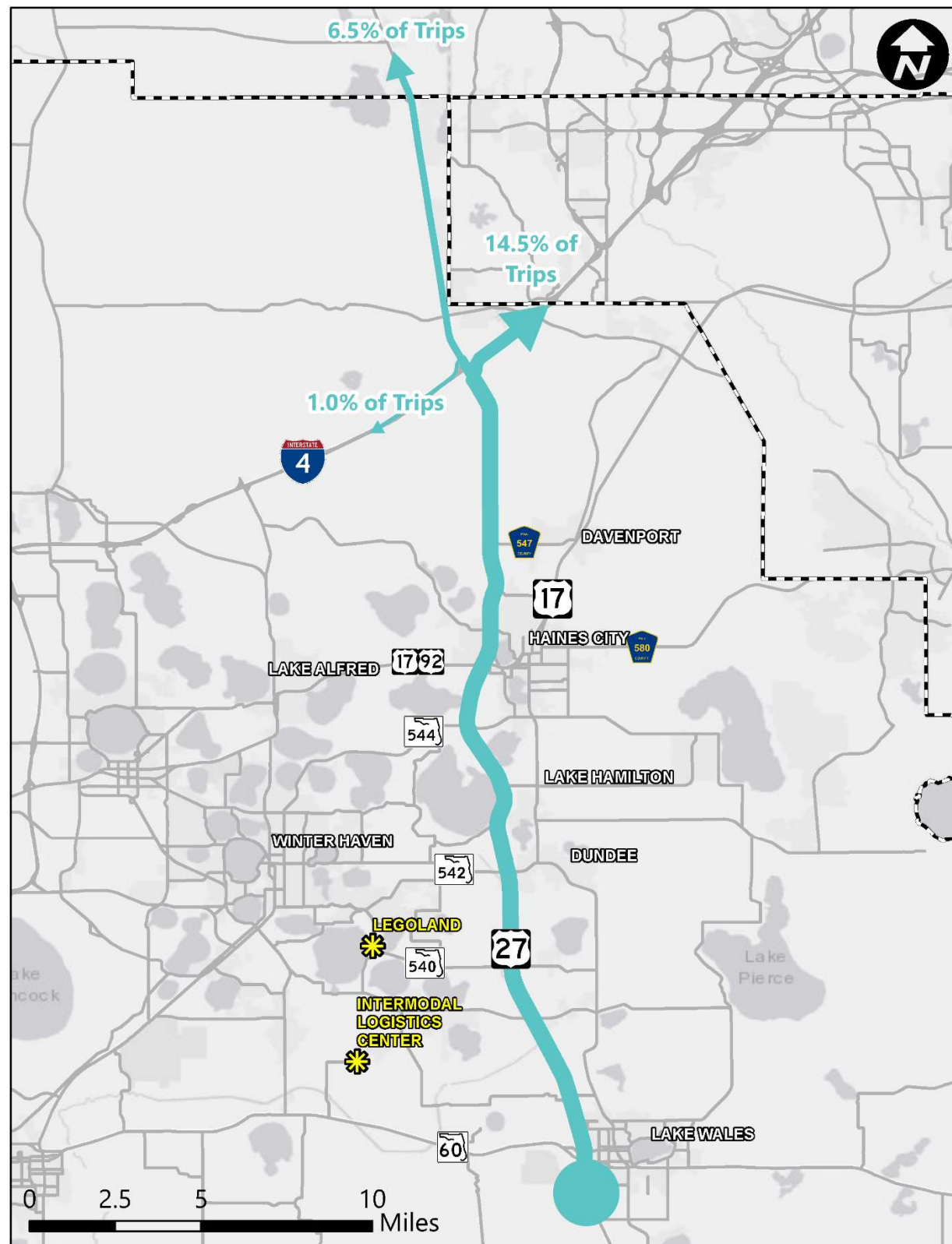
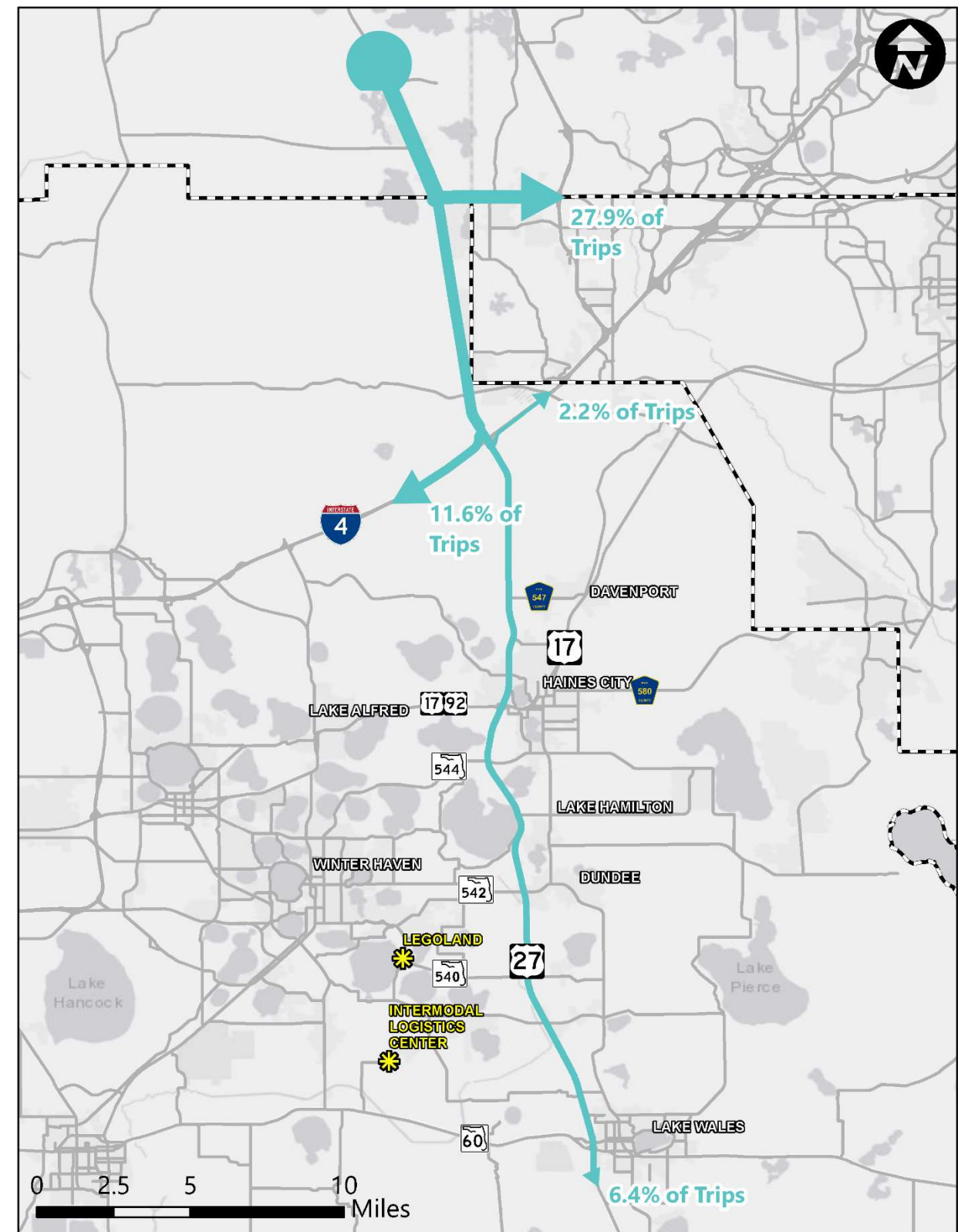


FIGURE 3-15: SOUTHBOUND US 27 COMMERCIAL VEHICLE PASS-THROUGH (DAILY) MAP



3.8.8 Summary of Findings

A summary of reviewed freight data is presented in **Table 3-8**. While some of these data sources only provide freight vehicle trip information others such as FAF and Transearch provide commodity flow information and convert those into vehicle trips. Geographical resolution of these data sources varies from aggregate FAF zones in FAF data to highway network in StreetLight data. Origin-Destination information is provided in all commodity-based data and can be extracted from D1RPM truck tables and StreetLight data. Commodity based data provide multimodal traffic data and commodity/freight information such as commodity type, weight and value.

Although the reviewed data sources are for different base years, they are comparable with respect to truck flows on US 27. All data sources show a significant percentage of truck traffic on the US 27 corridor (around 10%), which is significant considering an average AADT of 43,000 on the corridor. Moreover, the commodity-based data sources show a high tonnage of commodities are transported on this corridor. These are mostly perishable food products or manufactured secondary freight that are usually time sensitive or more valuable. The freight traffic and commodity data, as well as the central location of the US 27 corridor, underline the importance of it as a major freight corridor for the region.

TABLE 3-8: FREIGHT DATA COMPARISON

Data source	Data Type	Geographical Resolution	OD Information	Modal Coverage	Vehicle Classification	Commodity/Freight Information
FDOT 2018 AADT	Vehicle Based	Point/Count Stations	×	Truck Only	×	×
FDOT 2018 Annual Vehicle Classification	Vehicle Based	Point/Count Stations	×	Truck Only	✓	×
FDOT 2018 Truck AADT	Vehicle Based	Major Network Links	×	Truck Only	×	×
D1RPM Truck AADT	Vehicle Based	TAZ / Network Links	✓	Truck Only	×	×
FAF	Commodity Based	FAF zone	✓	Multimodal	✓	✓
Transearch	Commodity Based	County	✓	Multimodal	✓	✓
StreetLight	Vehicle Based	TAZ / Network Links	✓	Truck Only	×	×

4 LAND USE DATA

4.1 LAND USE AND DEVELOPMENT PLANS

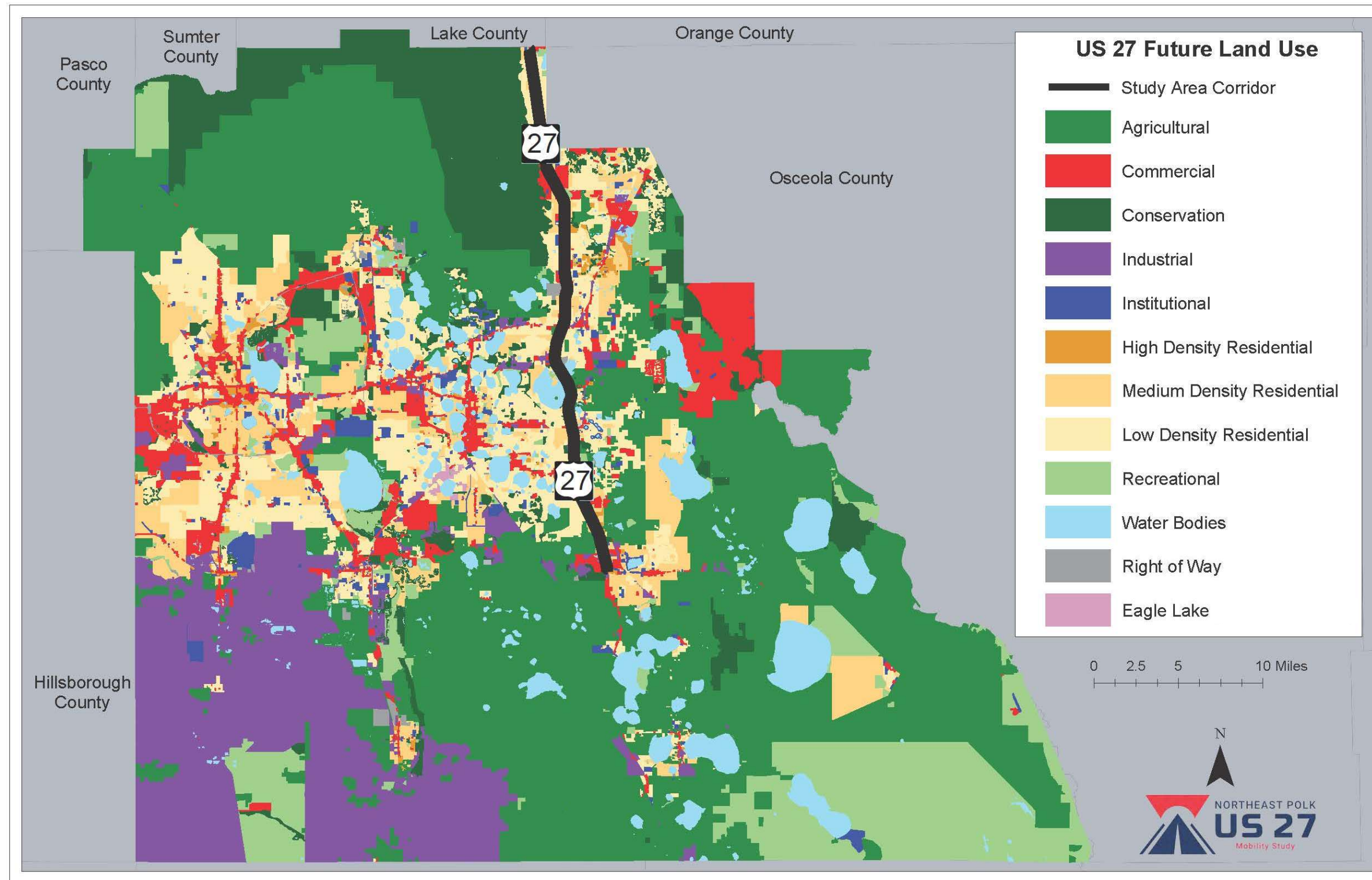
This section documents the current future land use plans of Polk County and the municipal governments within the corridor, as well as the 2045 population and employment forecast currently being developed by the Polk TPO.

4.1.1 Future Land Use Plans

Polk County and each of the municipalities have developed and amended future land use plans for their communities pursuant to state requirements for local governments. These future land use plans are used to guide allowable land uses and serve as a guide for future development activity for an area. **Figure 4-1** illustrates the Future Land Use categories documented in the local Comprehensive Plans.

Generally, the broader study area is surrounded by agricultural and conservation lands. Low and medium density residential development is located along both sides of US 27 between SR 60 and US 192, along with some small areas for institutional, industrial and commercial use. Commercial land uses are primarily situated near SR 60, US 17/92, and I-4. There are multiple large water bodies also located within the study area.

FIGURE 4-1: US 27 FUTURE LAND USE



4.2 DEVELOPMENTS OF REGIONAL IMPACT (DRI)

Pursuant to Section 380.06(1), Florida Statutes, a development of regional impact is defined as "any development which, because of its character, magnitude, or location, would have a substantial effect upon the health, safety or welfare of citizens of more than one county." A development of regional impact is determined, in part, based on the size of the development. Numerical thresholds for different types of development are identified in Section 380.0651, Florida Statutes, and Rule 28-24, Florida Administrative Code. The determination of whether the project was a development of regional impact was based on the size of the project and on whether the development would significantly impact state and regional resources and facilities.

In 2018, statutory provisions related to developments of regional impact (DRI) were amended to eliminate the review process regarding changes to existing DRIs. This change is in addition to statutory changes in 2015 and 2016 that effectively eliminated the DRI review process for new proposed developments that exceed the DRI thresholds and are not exempt from review. Amendments to development orders for existing DRIs are now considered by the local governments that issued the development orders, pursuant to their local development review procedures.

Many times, DRIs are such large regional development projects, that they take many years to fully develop. Their development rights continue long into the future. When forecasting future growth and when evaluating potential concepts, it is important to note where DRI's are located as there may be additional development expected in the future (if they have not yet fully developed), and where they have direct access to US 27. Due to its location, the most critical DRI that could have direct impacts to the corridor alternatives, is the Victor Posner City Center located near the US 27 and I-4 interchange.

According to Polk County GIS data, the DRIs listed in **Table 4-1** are located within the project study area.

TABLE 4-1: DEVELOPMENTS OF REGIONAL IMPACT

DRI	Project No.	Residential	Commercial	Other
Championsgate	1998-001		426,000 GSF retail	4,136 rooms hotel
Clear Springs Mine	1987-026			6,143 ac. mining
Four Corners*	2006-001		1,170,000 GSF retail	
Oak Hill Estates (Providence)	1999-031			2,215 ac. multi-use
Polk Commerce Center	1997-017	11,123 du	6,710,941 GSF retail	
Ridgewood Lakes*	1985-042	5,971 du	381,388 GSF retail	
State Farm*	1990-026		415,000 GSF office	
Stoneybrook South*	2004-004	3,654 du		
Victor Posner City Center*	1986-042			366 ac. multi-use

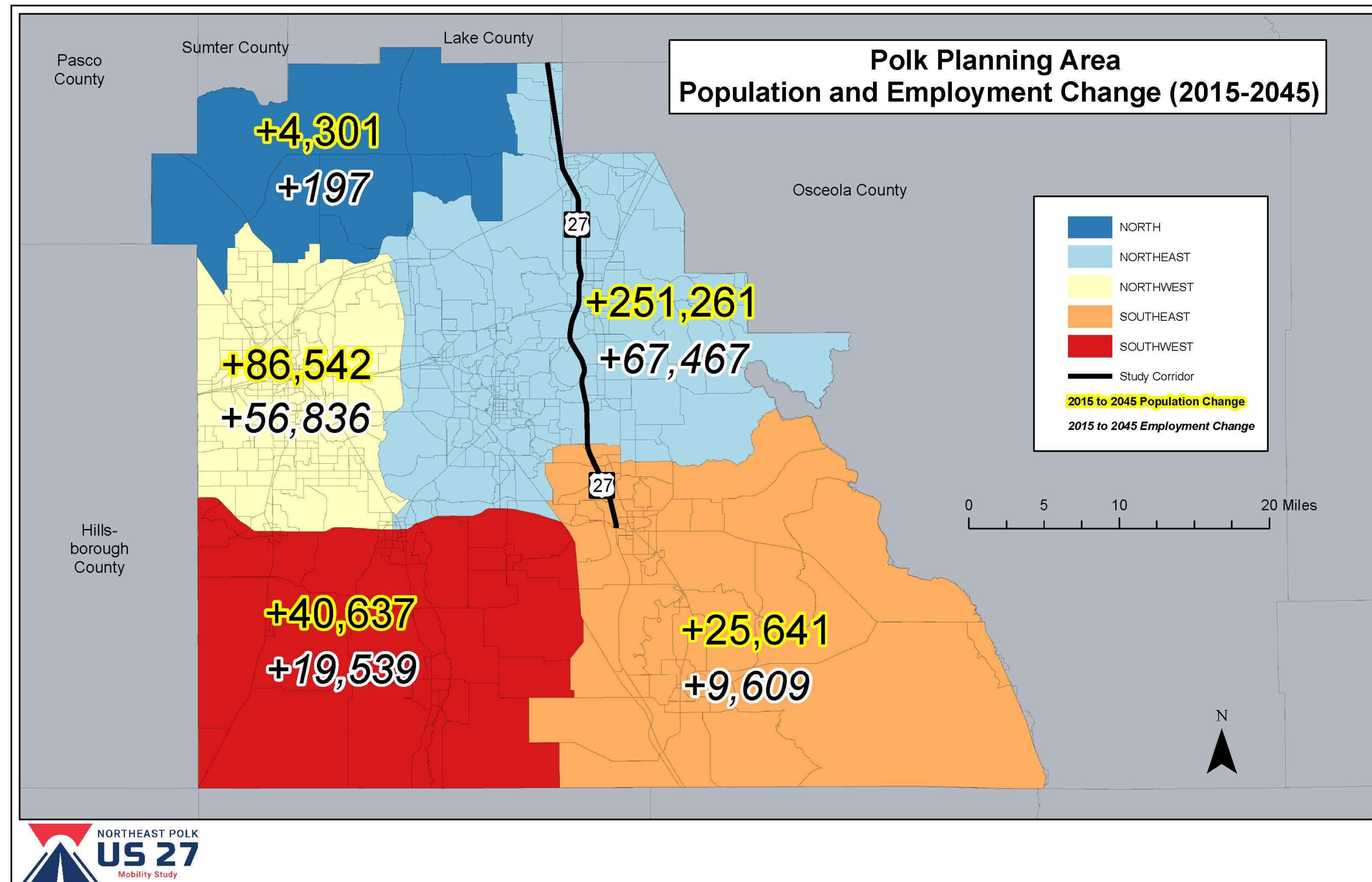
Note: * indicates DRI with direct access to US 27

4.3 POPULATION AND EMPLOYMENT

The 2040 population and employment forecasts used for the travel demand modeling for this project were completed by the Polk Transportation Planning Organization in April 2015. Since that time, Polk County has experienced significant population and associated employment growth. Population growth in the County exceeded 20,000 persons in 2018 alone. A significant share of the population growth is taking place in northeast Polk County.

The Polk TPO developed their 2045 population and employment forecast concurrent with the NE Polk US 27 Mobility Study. Consistent with the 2040 forecast, the 2045 forecast places significant population and employee growth in northeast Polk County as illustrated in **Figure 4-2**. This shows that the County is expecting to add over 250,000 people between 2015 and 2045. Likewise, employment growth is expected to increase in northeast Polk County by over 67,000 employees between 2015 and 2045.

FIGURE 4-2: POLK COUNTY POPULATION AND EMPLOYMENT CHANGE (2015-2045)



Tables 4-2 and 4-3 summarize the population and employment growth in Polk County by Planning Area.

TABLE 4-2: POLK COUNTY POPULATION GROWTH (2015-2045)

Area	Total Population			
	2015	2045	2015-> 2045 Growth	Average Annual Increase (%)
North PA	11,984	16,285	4,301	1.20%
Northeast PA	280,386	531,647	251,261	2.99%
Northwest PA	249,329	335,871	86,542	1.16%
Southeast PA	58,683	84,324	25,641	1.46%
Southwest PA	29,637	70,274	40,637	4.57%
Polk County	630,019	1,038,401	408,382	

TABLE 4-3: POLK COUNTY EMPLOYMENT GROWTH (2015-2045)

Area	Total Employment			
	2015	2045	2015-> 2045 Growth	Average Annual Increase (%)
North PA	817	1,014	197	0.80%
Northeast PA	67,710	135,177	67,467	3.32%
Northwest PA	100,221	157,057	56,836	1.89%
Southeast PA	14,787	24,396	9,609	2.17%
Southwest PA	11,720	31,259	19,539	5.56%
Polk County	195,255	348,903	153,648	

The 2045 population and employment forecast was developed at a traffic analysis zone level. **Figure 4-3** illustrates the forecasted growth in population by TAZ in the study area. **Figure 4-4** illustrates the forecasted employment growth by TAZ in the study area.

FIGURE 4-3: POLK COUNTY POPULATION GROWTH BY TAZ (2015-2045)

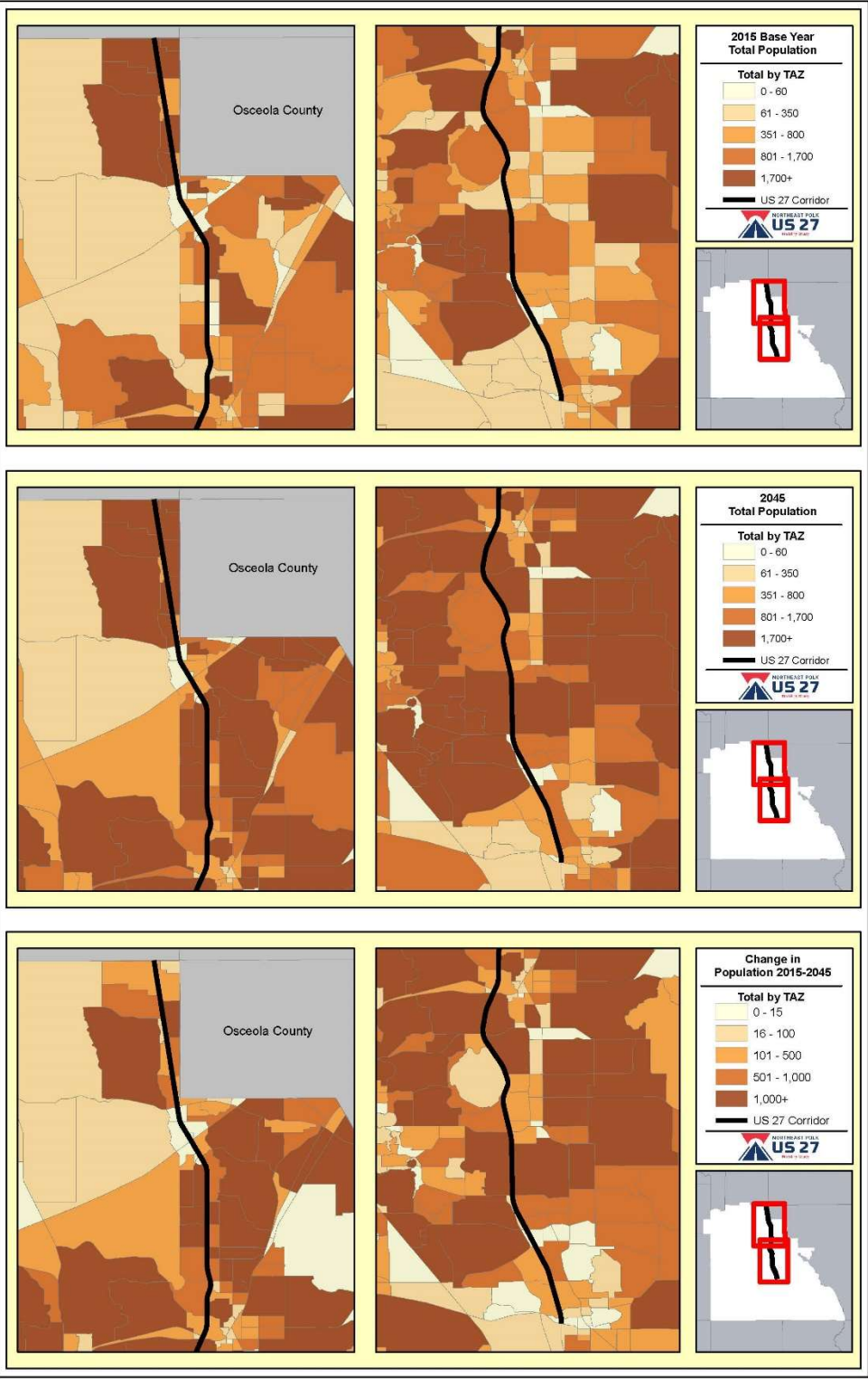
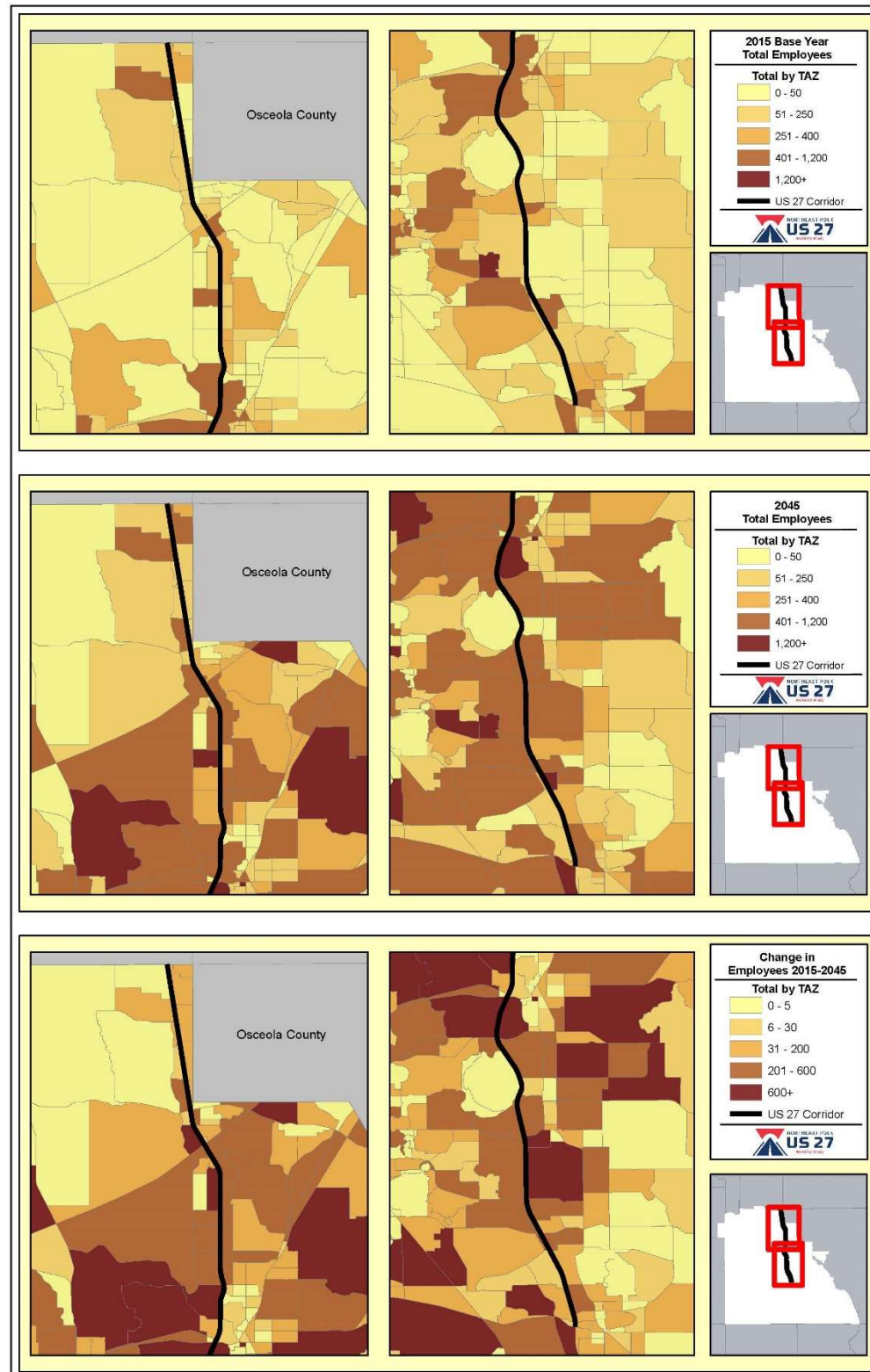


FIGURE 4-4: POLK COUNTY EMPLOYMENT GROWTH BY TAZ (2015-2045)



4.4 FREIGHT ATTRACTORS AND GENERATORS

Freight attractors and generators were identified in the study area using information available from the FDOT District One *Freight Mobility and Trade Plan*, dated 2016, the FDOT District One *Districtwide Freight Activity Center Connector Definition and Evaluation* study completed in 2019, and ongoing FDOT Central Office Advanced Geospatial Analytics project to identify freight activity areas in Florida. The information was obtained from the FDOT District One Freight Coordinator, FDOT Freight Moves Florida website¹, and Central Office freight database maintained by Transportation Data and Analytics Office.

4.4.1 District One Freight Mobility and Trade Plan

The District One *Freight Mobility and Trade Plan* (FMTP) presents an overview of unique freight and logistics characteristics of places within the District including:

- Freight related land uses such as: agricultural (by commodity type), and
- Designated intermodal logistics centers and freight activity centers.

Information from the plan related to US 27 between SR 60 and US-192, including the regional study area surrounding the study corridor, is summarized below.

Land Uses

According to the District One FMTP, citrus is one of the major commodities produced, processed and transported in District One. Ninety percent of citrus is processed into juice in eight processing plants in the District. Polk County is home to five citrus processing plants. Three of these plants: Florida's Natural Growers, Dundee Citrus Growers Association and Haines City Citrus Growers Association, are all either adjacent to US 27 or located within approximately 2 miles from US 27. Mining products, cattle, sugar, vegetables and other fruits are other major products that are produced in District One and transported on US 27.

¹ <https://freightmovesflorida.com/local-regional-initiatives/dfc-interactive-map/district-1/>

The centrality of Polk County between three of the largest metropolitan regions in the State of Florida (Orlando-Tampa-Miami), has made Polk County a prime location for manufacturing, warehouse, distribution center, and 3rd party logistics industry establishments. The City of Lakeland is a major freight hub in Polk County with a high density of manufacturing establishments, warehouses and distribution centers that contributes significantly to freight movements on US 27 in the study area. US 27 is the most significant non-interstate freight corridor in District One.

Intermodal Logistics Centers (ILCs) and Freight Activity Centers (FACs)

The District's primary ILC, the Central Florida ILC, is located in Polk County approximately 5 miles west of US 27 and 1.6 miles north of SR 60 off of Logistics Parkway. It is a 318-Acre Intermodal Terminal that serves as a logistics hub for Central Florida including Tampa, Orlando and Miami Metro areas. It also services many other metro regions across the U.S. including Atlanta, New York, Washington D.C., Boston, Chicago, Detroit, Philadelphia, San Francisco, Cleveland and Los Angeles.

The FTMP identified sixteen Freight Activity Centers (FACs) in Polk County with many located near US 27. However, the FMTP does not provide further details regarding the FACs. Therefore, the more recent *Districtwide Freight Activity Center Connector Definition and Evaluation* study was relied upon to identify the FACs within the study area. This information is summarized in the next section.

4.4.2 Freight Activity Center Connector Definition and Evaluation Study

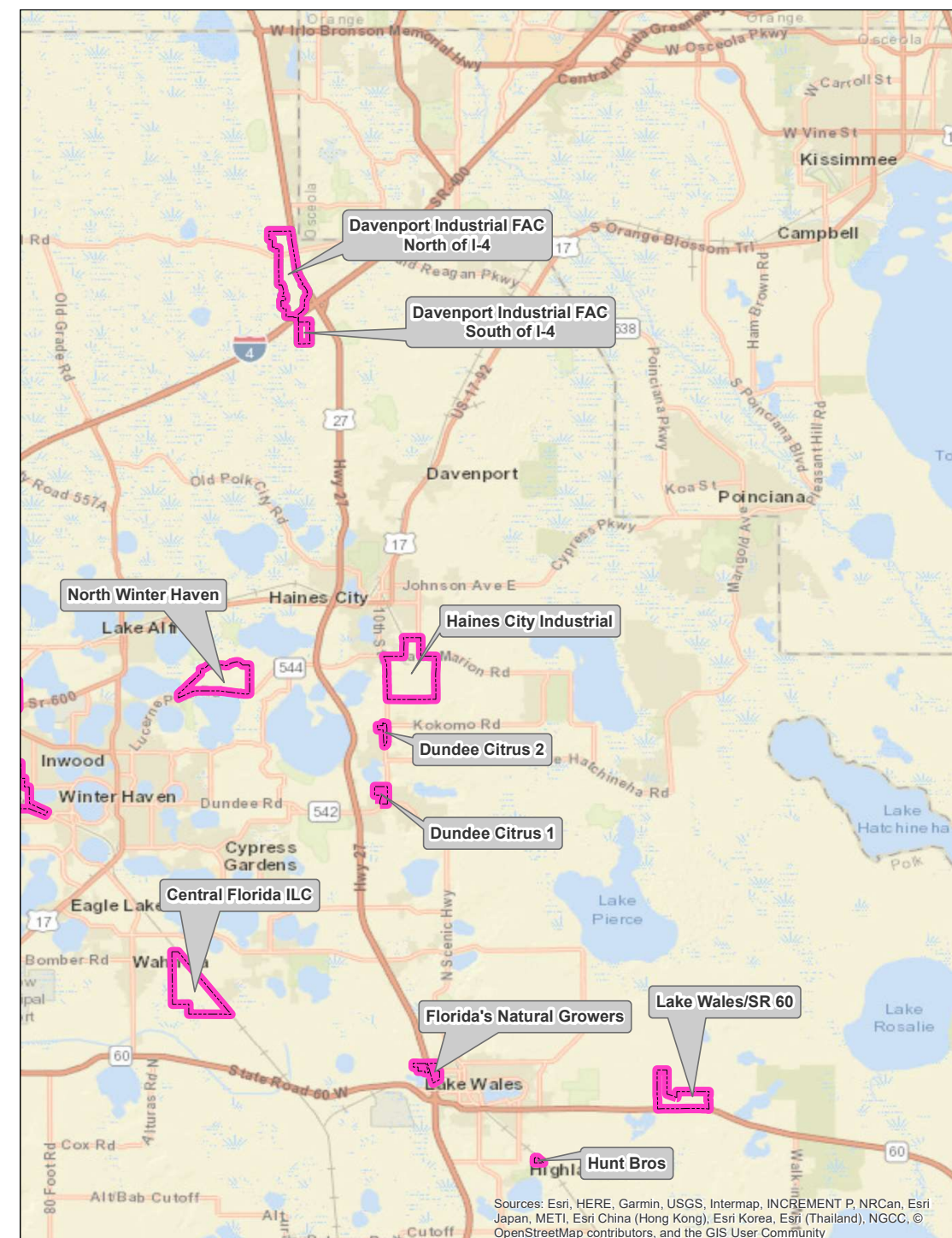
FDOT District One recently completed the *Districtwide Freight Activity Center Connector Definition and Evaluation* study that evaluated Freight Activity Centers (FACs) and their connectors. The study included an evaluation of land use data to identify FACs within FDOT District One, using Department of Revenue (DOR) land use codes and information. The areas with high existing industrial square footage and potential industrial development were explored to identify the following as stated in the evaluation study:

- "FAC's with the greatest building area with DOR land use codes indicating existing industrial and related land uses; and
- FAC's with the greatest land area with DOR land use codes indicating developed industrial and related land area and vacant industrial and related land area."²

From the evaluation study, twenty-one FACs were identified in Polk County from which ten (10) are located near US 27 in the study area (within 5 miles of the US 27 corridor). **Figure 4-5** shows the location of the FACs in the study area. These FACs are considered major freight trip generators and attractors as they comprise major freight generator businesses such as manufacturing, warehouses, distribution centers, and transportation and 3PL business establishments. They are identified and categorized based on the industrial building square footage.

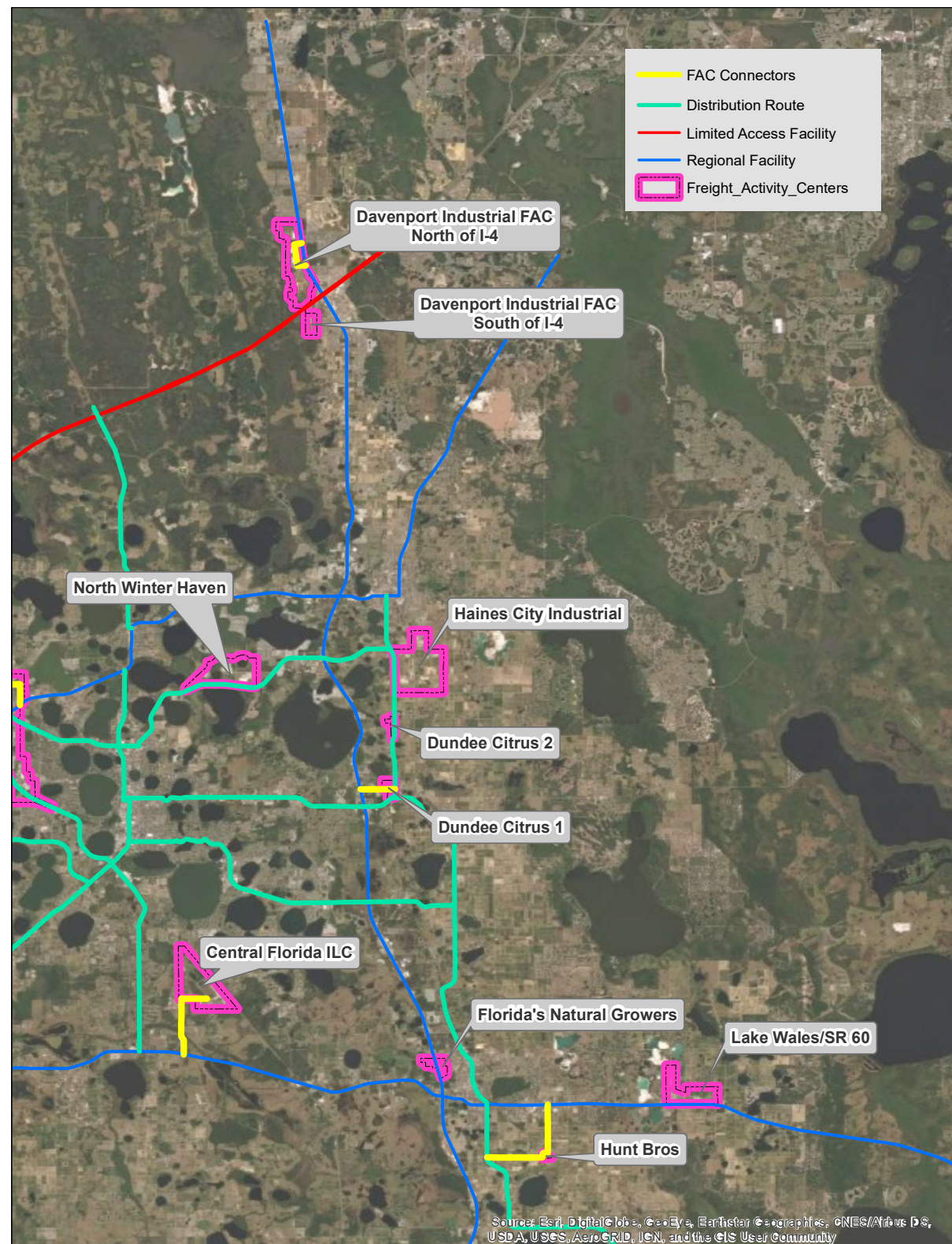
The study also identifies and evaluates the connector roads that provide access to the ten FACs and the Freight Mobility Corridors in District One. **Figure 4-6** shows how the FACs are connected to US 27 through identified FAC connectors, distribution routes and other regional facilities.

FIGURE 4-5: FREIGHT ACTIVITY CENTERS (FACS) IN THE STUDY AREA



² Source: FreightMovesFlorida, 2019 District 1: Districtwide Freight Activity Center Connector Definition & Evaluation, <https://freightmovesflorida.com/resource-repository/?search&resource-categories%5B0%5D=151>

FIGURE 4-6: FAC CONNECTORS



4.5 COMMUNITY PROFILES

Primarily rural in landscape, Polk County supports a growing population that is less diverse than that of the State, with fewer working age adults. When evaluated by age, the fastest growth in the county is for residents age 65 and over. Approximately 77 percent of residents live within either the Lakeland or Winter Haven urbanized areas. The fastest growing areas in the county since 2010 generally occur north of SR 60 and south of I-4 with additional pockets of growth focused just north of Lakeland and along US 27. For municipalities in this area, census data confirms robust growth in population as follows in **Table 4-4**.

TABLE 4-4: MUNICIPALITY POPULATION GROWTH (2010 TO 2016)

Municipality	Population (2010)	Population (2016)	Percent Growth
Auburndale	13,507	15,540	15.1%
Davenport	2,888	3,982	37.9%
Dundee	3,717	4,209	13.2%
Haines City	20,535	23,454	14.2%
Lake Alfred	5,015	5,766	15.0%
Lake Hamilton	1,231	1,382	12.3%
Lake Wales	14,225	15,860	11.5%

Polk County hosts over a quarter million jobs. Employment is distributed across a range of sectors, with health care and retail serving as the primary employers. Most employment is focused near Lakeland and Winter Haven with a large employment center also located in Bartow. Smaller but numerous areas of employment are focused along major roadway corridors including US 27 and SR 60.

Unlike employment, workers are more evenly distributed across the county, but still focused in the Lakeland and Winter Haven urbanized areas and along US 27. The highest poverty rates within the county are found within the municipalities, but a large portion of the population south of SR 60 lives below the poverty level.

Figures 4-7 through 4-12 show the socioeconomic information geographically for the study area, which can be generally summarized as follows:

Figure 4-7: Zero Car Ownership shows areas without access to personal vehicles; these areas are considered transportation disadvantaged and more dependent on public transportation.

Figure 4-8: Population Age 55 and Above shows areas with greater populations of older citizens, who often are disabled or have other health restrictions; these areas are also considered transportation disadvantaged and more dependent on public transportation.

Figure 4-9: Environmental Justice Planning Areas identifies areas with low-income and minority populations; these areas often need better protection from environmental and health hazards, greater community involvement and fair access to decision-making policies.

Figure 4-10: Median Household Income and **Figure 4-11: Persons Above Poverty** show the distribution of personal income; households and persons with lower incomes are often more reliant on public transportation to get to jobs and access goods and services.

Figure 4-12: Racial and Ethnic Dispersion shows locations of predominant minority populations; these segments of the community are often found in rural areas that are more dependent on public transportation.

FIGURE 4-7: AREAS OF ZERO CAR OWNERSHIP IN POLK COUNTY

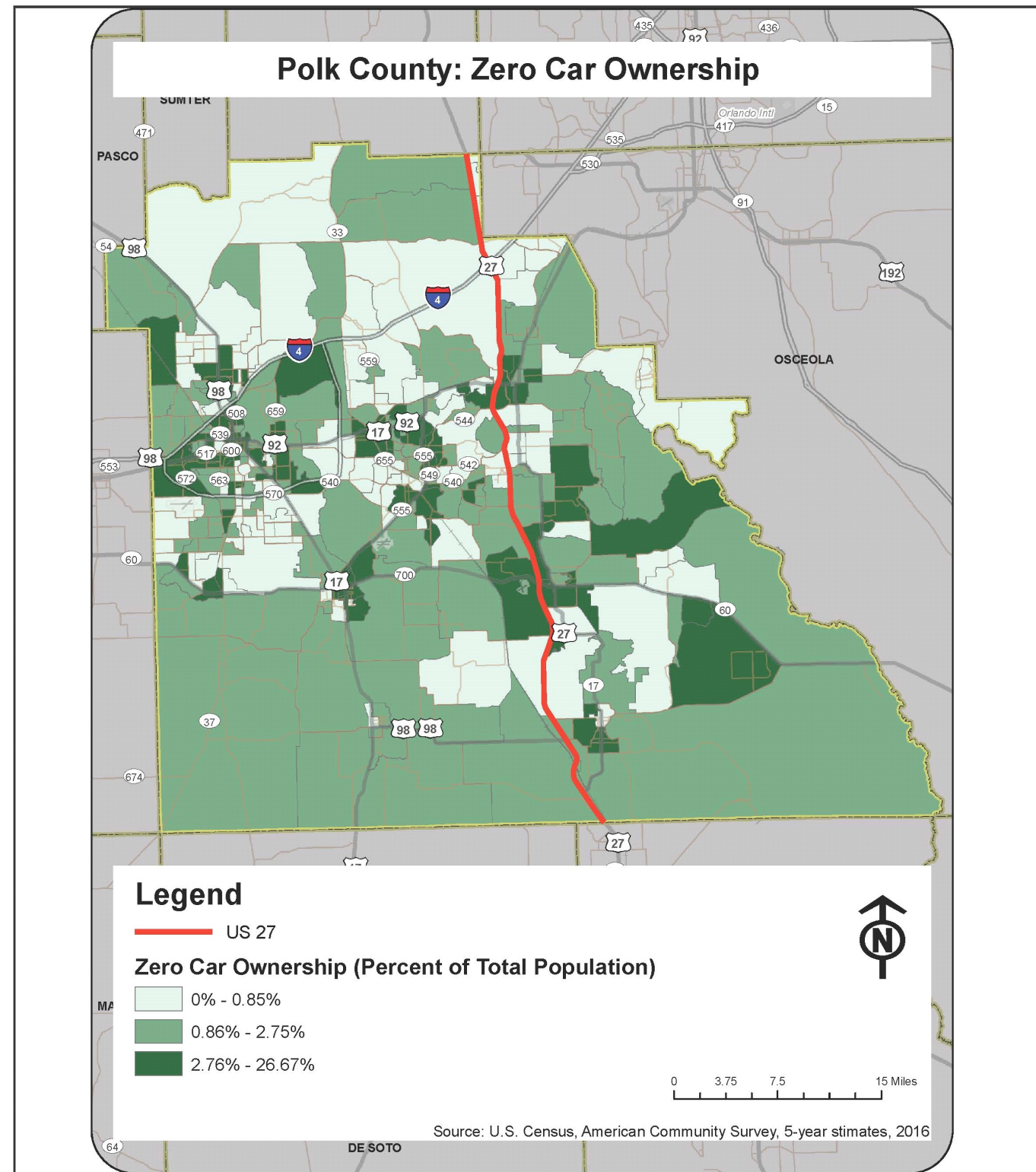


FIGURE 4-8: POPULATION AGE 55 AND OVER IN POLK COUNTY

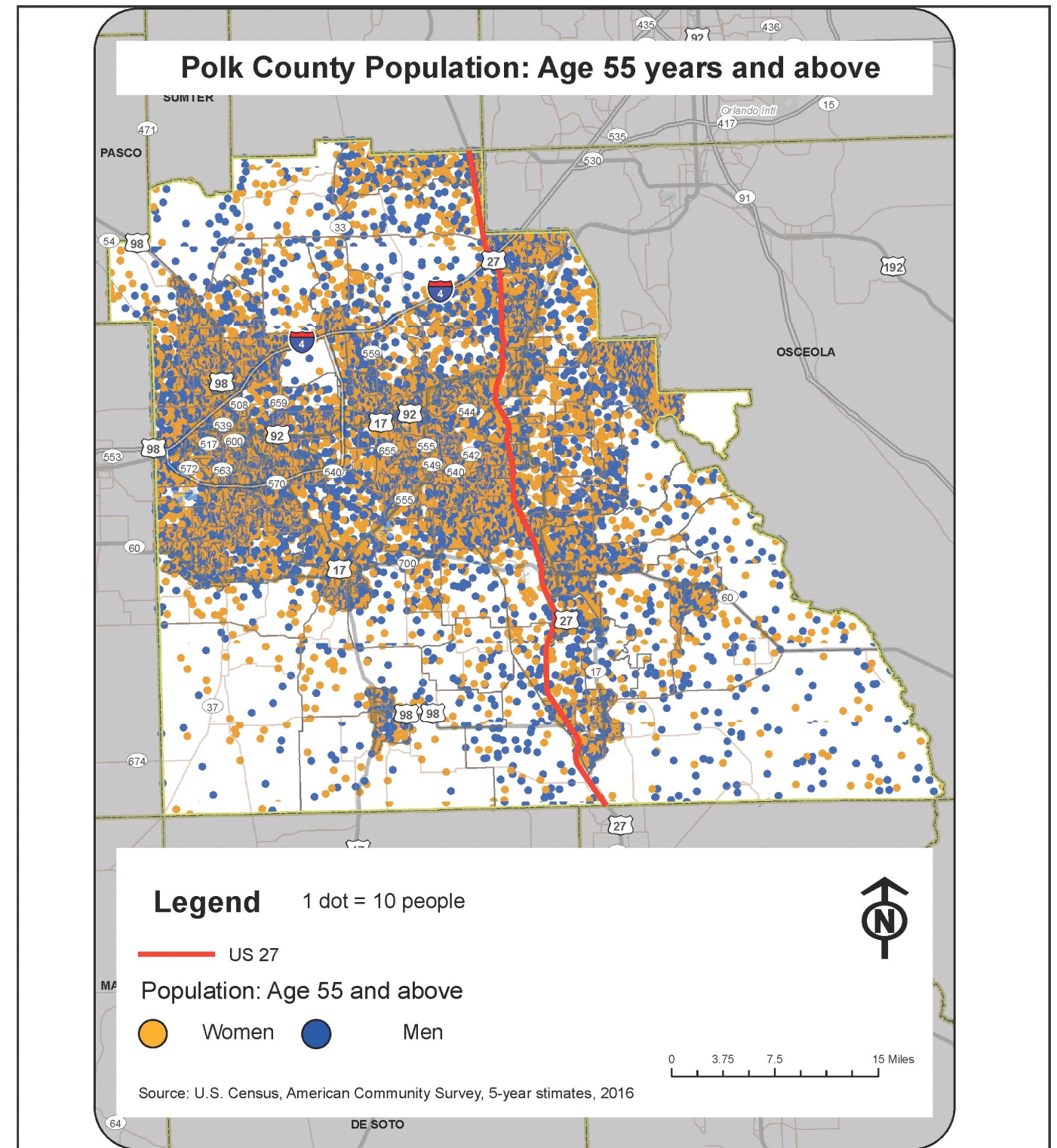


FIGURE 4-9: ENVIRONMENTAL JUSTICE PLANNING AREAS IN POLK COUNTY

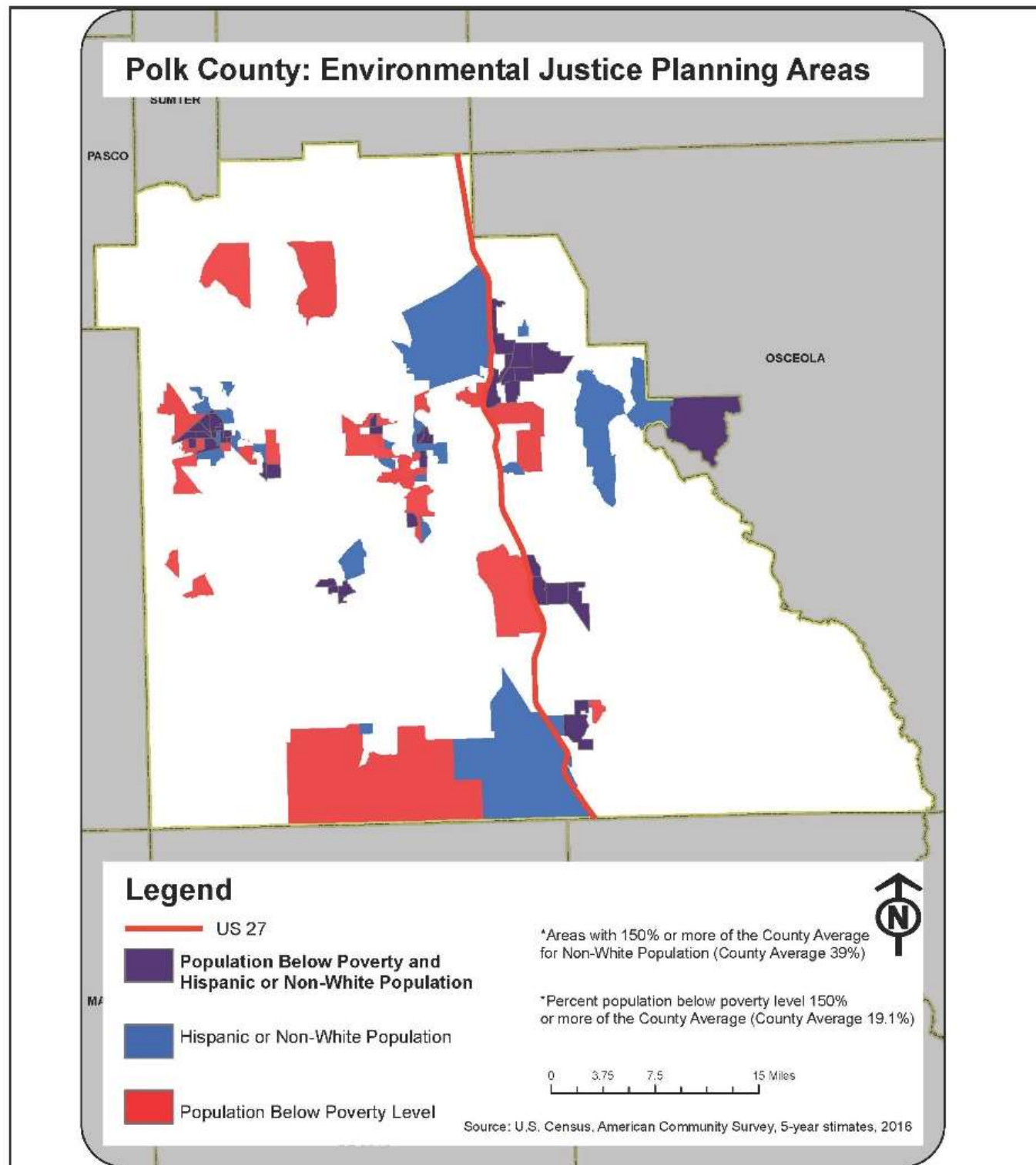


FIGURE 4-10: POLK COUNTY MEDIAN HOUSEHOLD INCOME

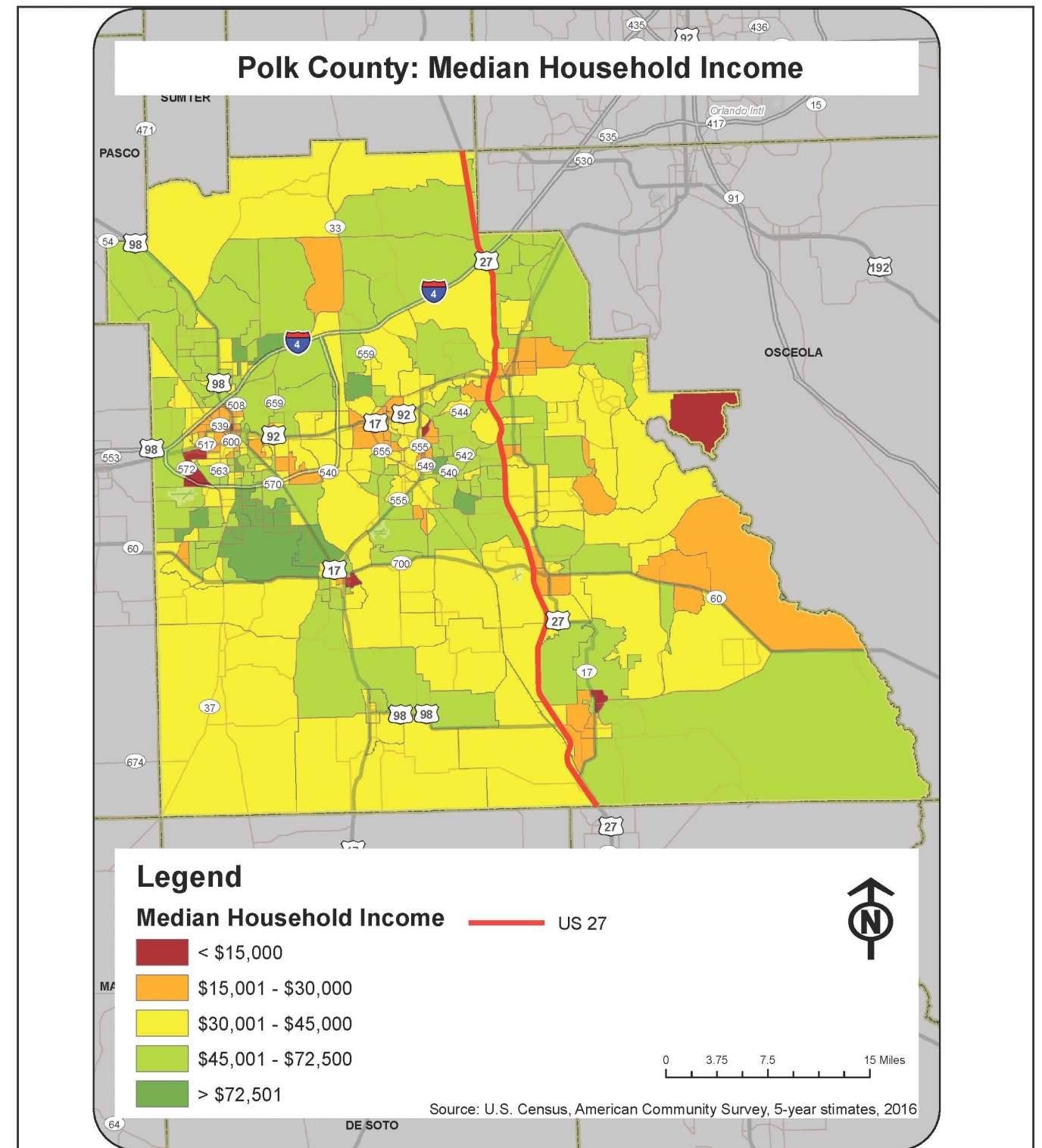


FIGURE 4-11: POLK COUNTY PERSONS BELOW POVERTY

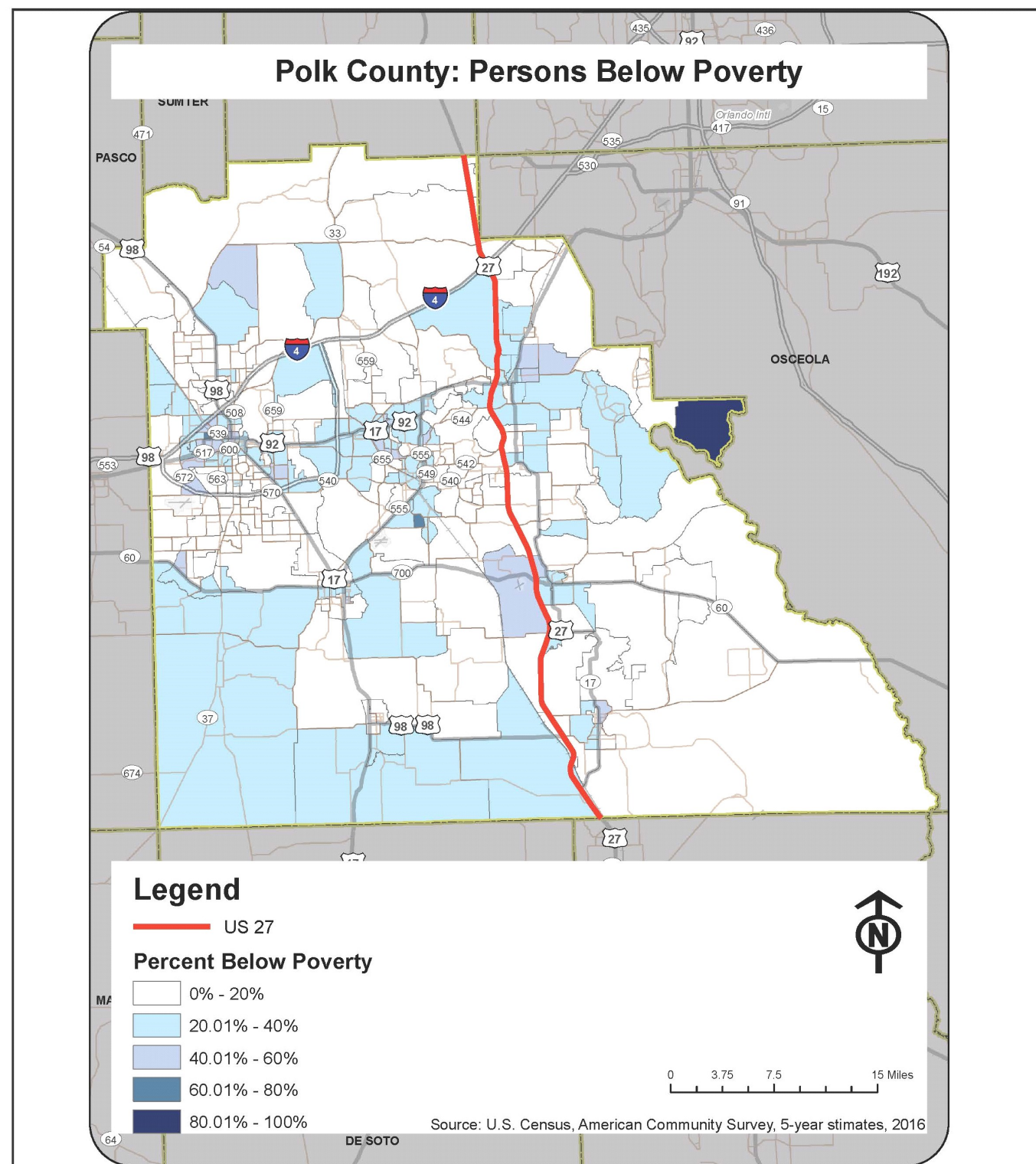
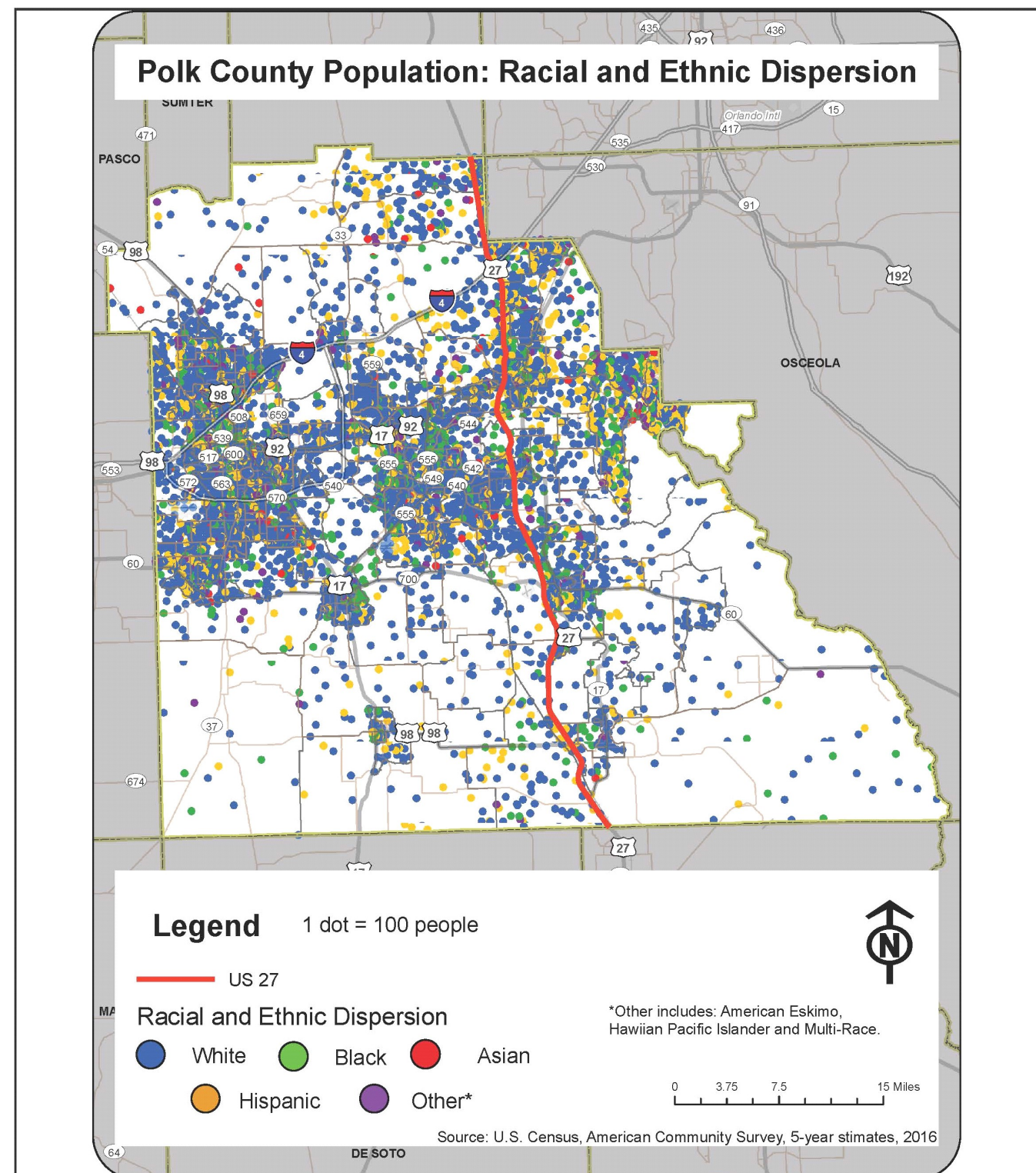


FIGURE 4-12: POLK COUNTY POPULATION RACIAL AND ETHNIC DISPERSION



4.6 COMMUNITY CHARACTERISTICS AND CONTEXT CLASSIFICATIONS

The FDOT context classification system describes the land use, development, and transportation network functionality along a travel corridor. This provides the basis for a qualitative analysis of the general character of the area as part of the FDOT planning process. Recording the existing and future anticipated context classification of a corridor supports the appropriateness of future development of transportation to best provide safe and efficient improvements.

In August 2017, FDOT published the Completing Florida's Streets document, which provides the standards for context classification. **Figure 4-13** illustrates each of the designated classifications by general character.

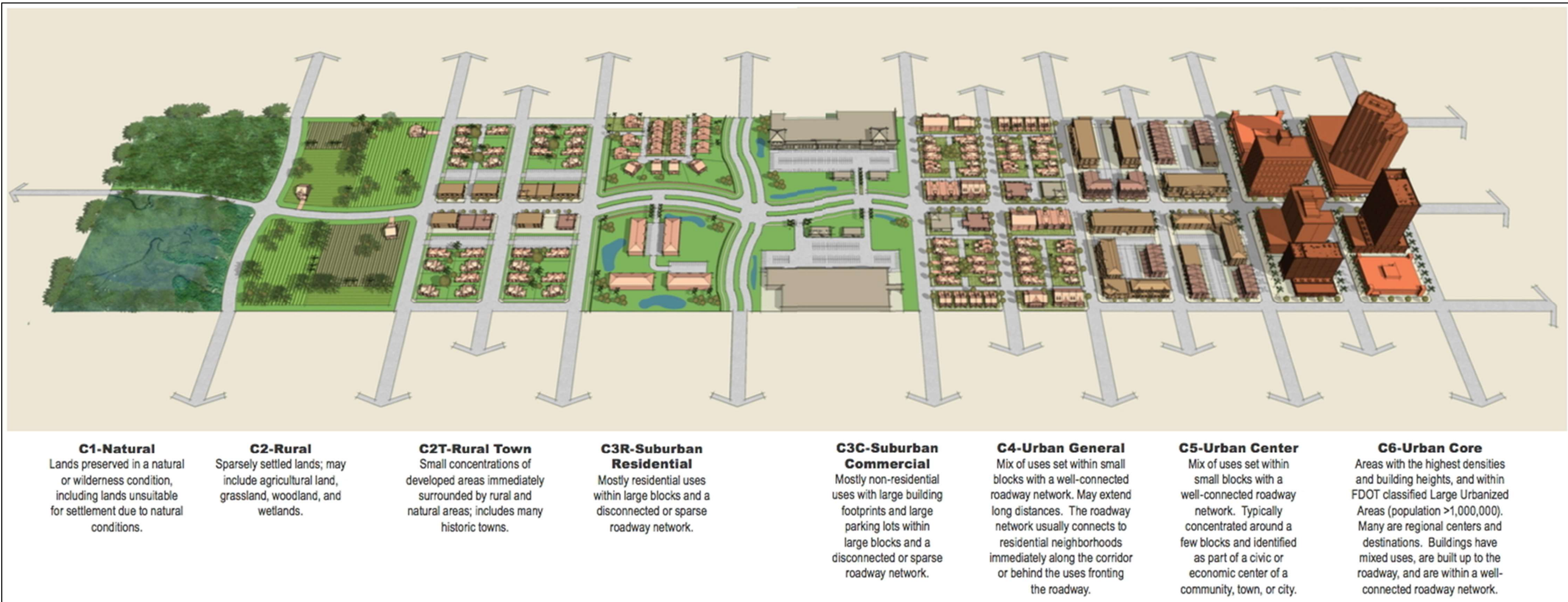
The characteristics of the community within the US 27 Mobility Study area are generally suburban in nature. There are also areas more rural and more urban present along the corridor. Only the area between the Lake Wales Ridge Wildlife Environmental Area to East Mountain Lake Cutoff Rd is expected to remain a rural area, which is due to the presence of the sensitive environmental lands.

As the corridor does travel through several jurisdictions, planning data from Lake Wales, Winter Haven, Dundee, Lake Hamilton, Haines City, and Polk County are continuing to be evaluated throughout this study to maintain consistency with existing and future character and land uses.

Within the US 27 Mobility Study area, the following FDOT context classifications are identified:

- C2 – Rural
- C3C – Suburban Commercial
- C3R – Suburban Residential
- C4 – Urban General

FIGURE 4-13: FDOT CONTEXT CLASSIFICATIONS



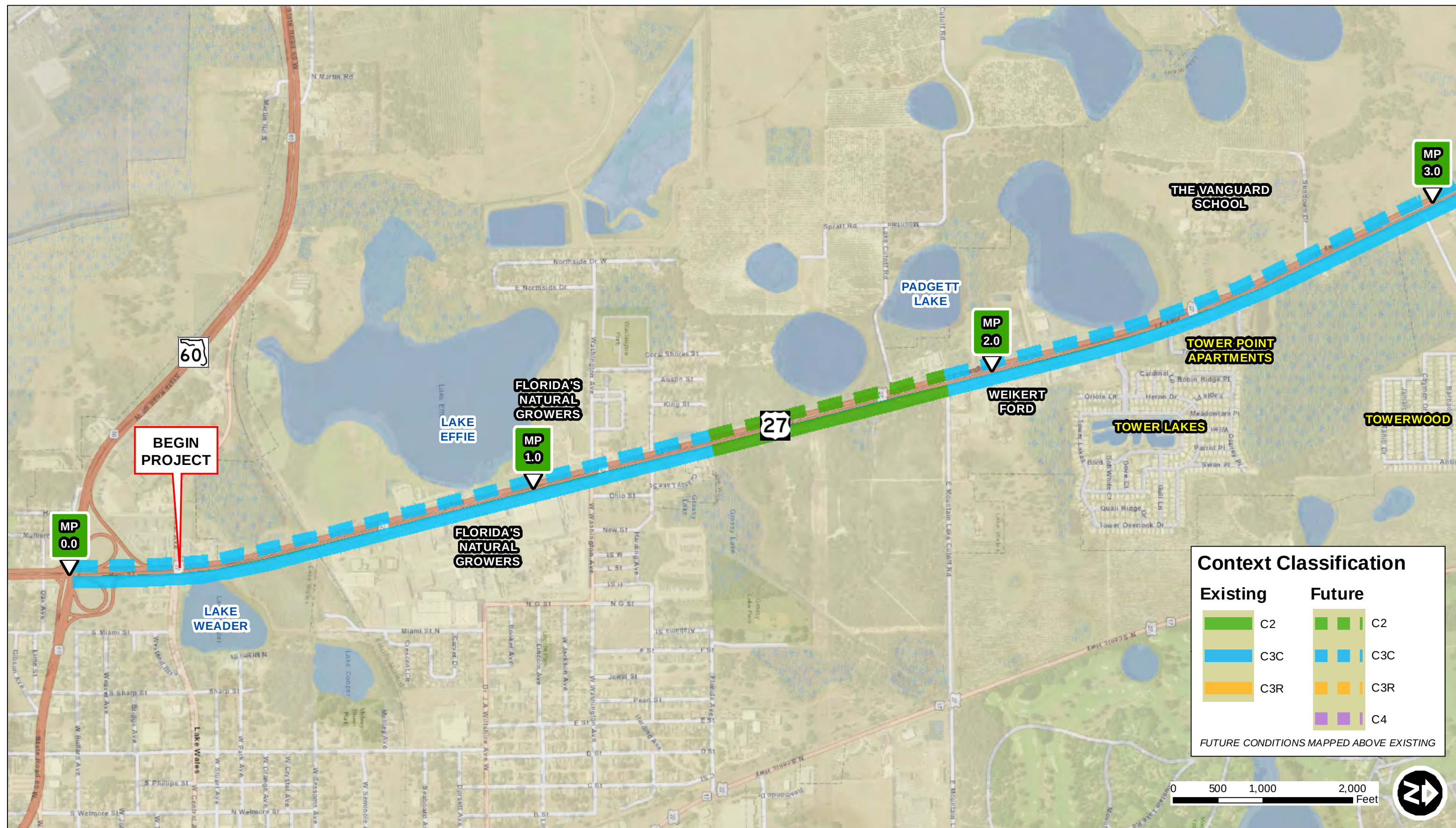
SOURCE: FDOT

Table 4-5 shows the existing and future context classification throughout the study area. For additional information about US 27 context classification, see the Polk County US 27 Context Classification Analysis produced by FDOT District One in May 2019. This document was used to produce this summary.

TABLE 4-5: US 27 EXISTING AND FUTURE CONTEXT CLASSIFICATION

Limits	Existing Context Classification	Future Context Classification	Notes
SR 60 to Lake Wales Ridge Wildlife and Environmental Area	C3C Suburban Commercial	C3C Suburban Commercial	Existing and future land use are primarily industrial and commercial; large blocks and a disjointed roadway network
Lake Wales Ridge Wildlife Environmental Area to E Mountain Lake Cutoff Rd	C2 Rural	C2 Rural	Low employment density; Existing conservation lands
E Mountain Lake Cutoff Rd to Lake Wales Boundary	C3C Suburban Commercial	C3C Suburban Commercial	Existing and future land uses are primarily industrial and commercial; large blocks and a disjointed roadway network
Lake Wales Boundary to Dundee Boundary	C2 Rural	C3C Suburban Commercial	Current low population density; future land use allows increased residential and commercial densities
Dundee Boundary to Frederick Ave	C3C Suburban Commercial	C4 Urban General	Existing LU includes mainly industrial and commercial; future land use allows increased residential and commercial densities
Frederick Ave to Haines City Boundary	C2 Rural	C3C Suburban Commercial	Current low population density; future land use allows increased residential and commercial densities
Haines City Boundary to Davenport Boundary	C3C Suburban Commercial	C3C Suburban Commercial	Existing land uses are primarily industrial and commercial; large blocks and a disjointed roadway network; future land use allows for increased density, however significant conservation areas are present
Davenport Boundary to Florida Pines Blvd	C2 Rural	C3C Suburban Commercial	Current low population density; future land use allows increased residential and commercial densities
Florida Pines Blvd to US 192	C3R Suburban Residential	C3R Suburban Residential	Existing and future land uses are primarily residential with large blocks and a disjointed roadway network

Figure 4-14 provides a visual representation of the existing and future context classification throughout the study area along US 27.



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

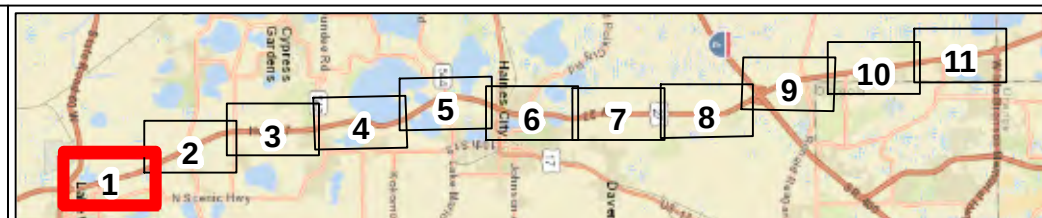
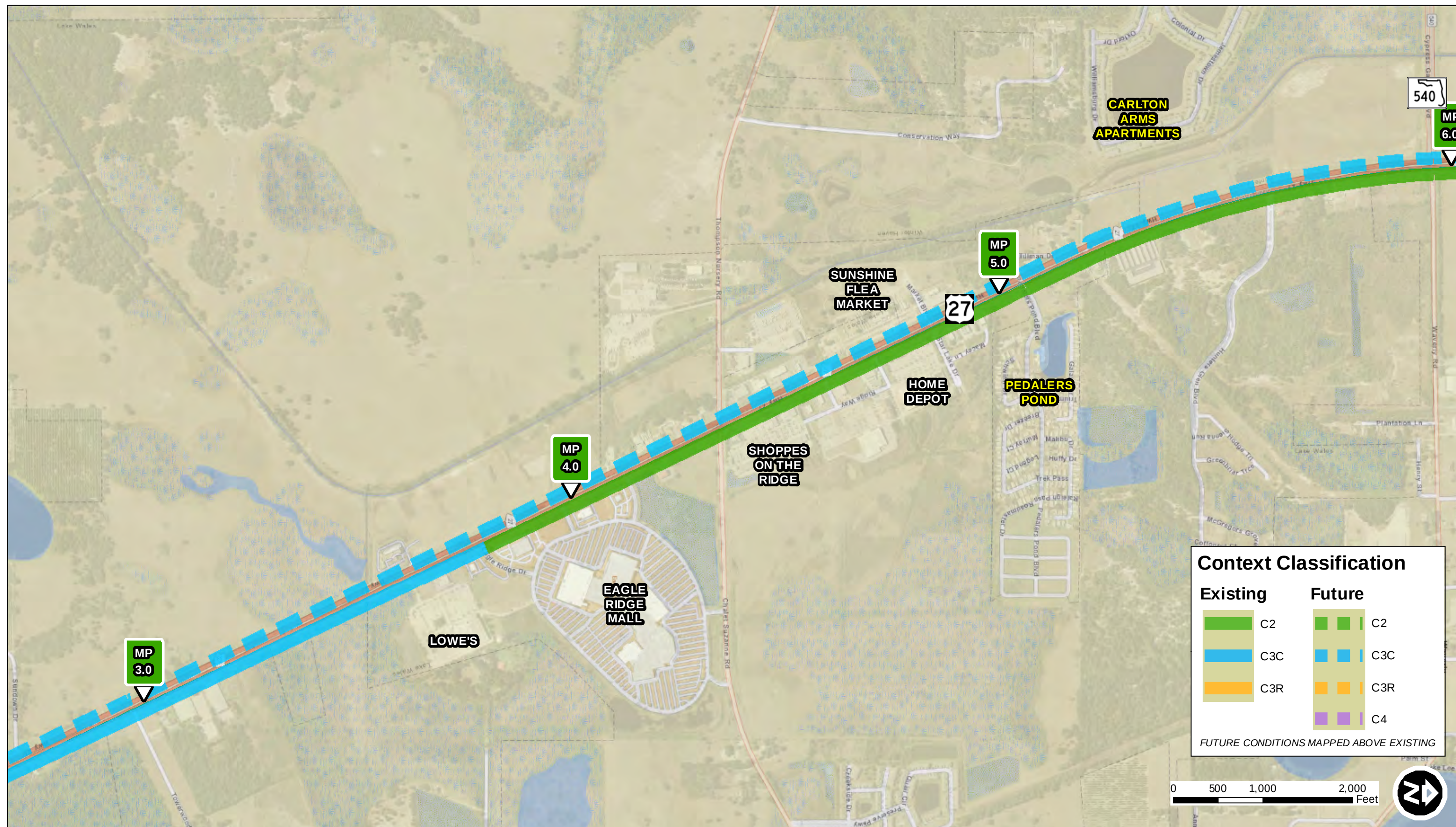


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
 Sheet 1 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

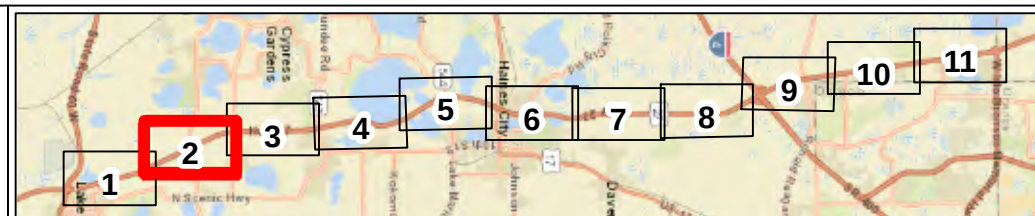
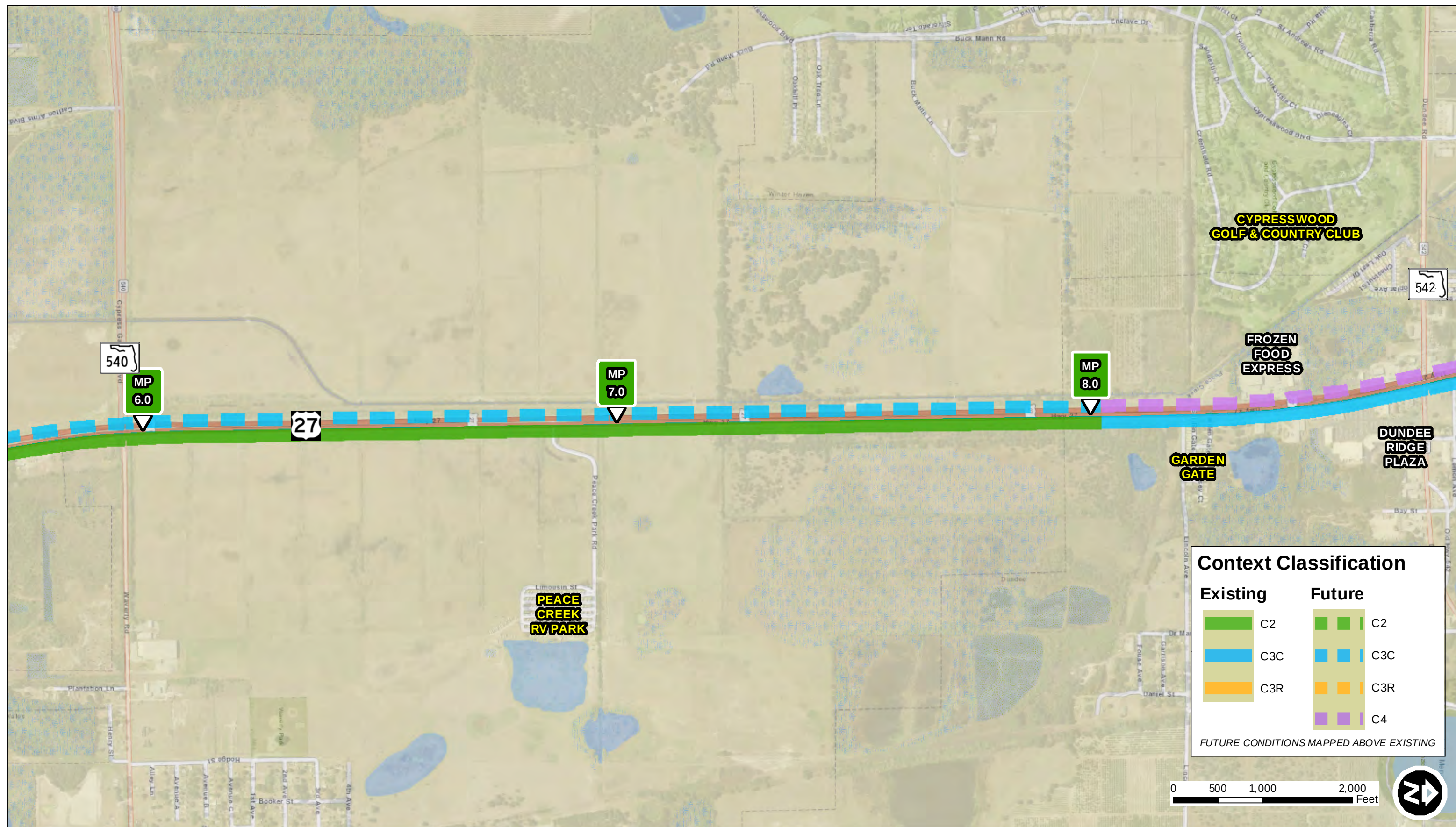


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
 Sheet 2 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

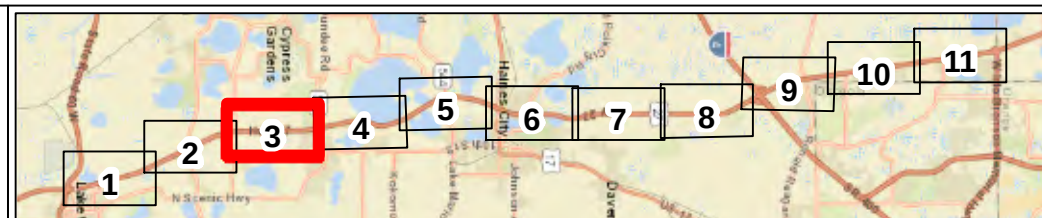
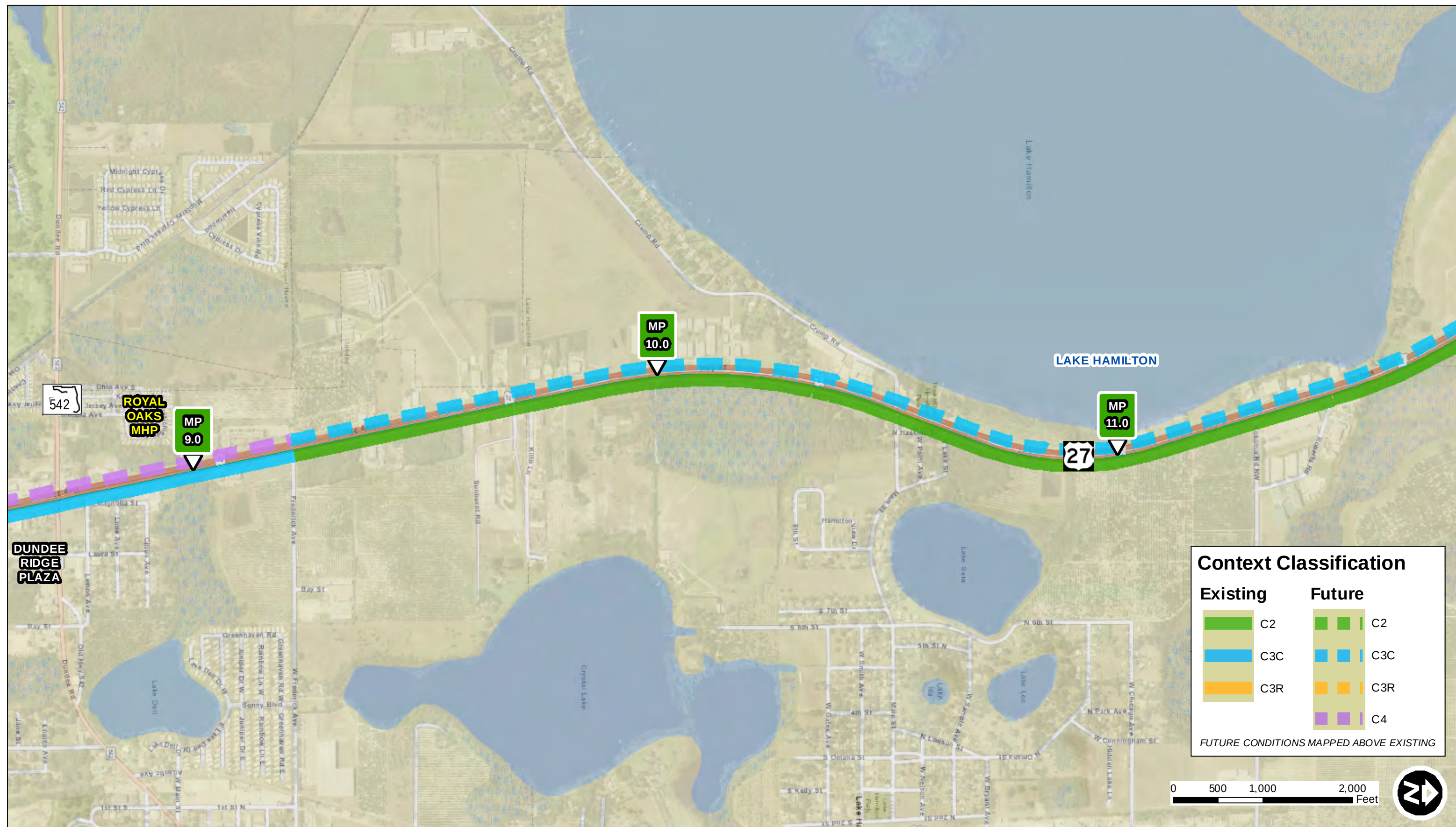


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
 Sheet 3 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

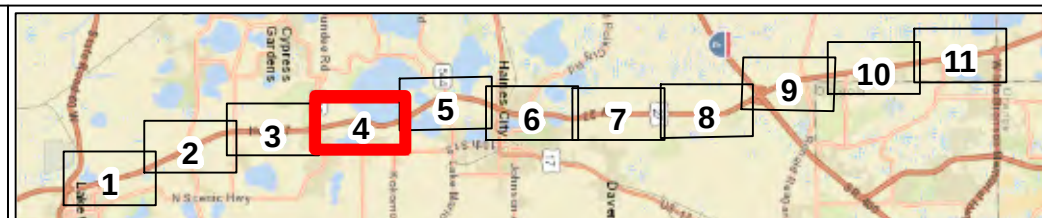
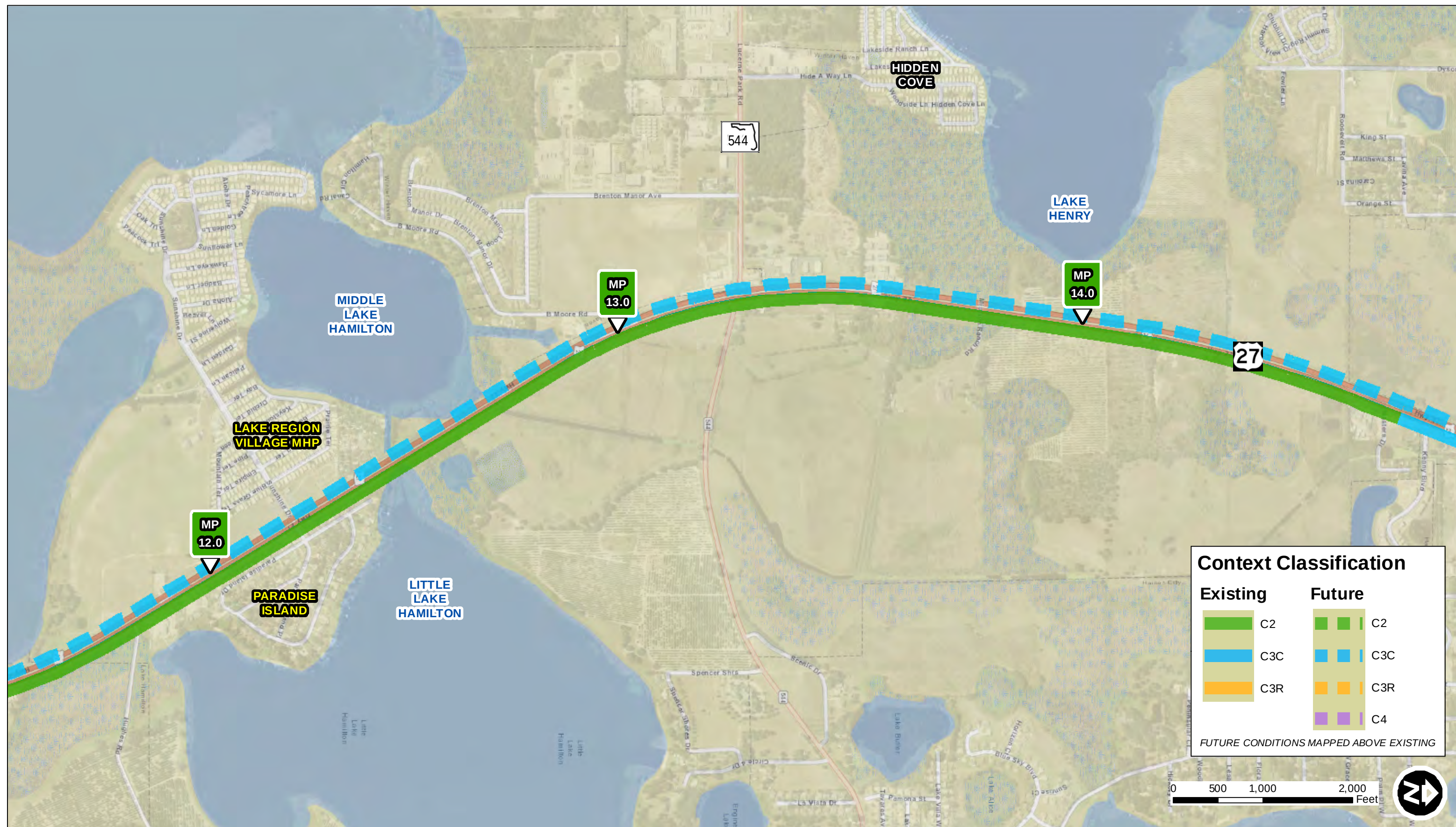


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
 Sheet 4 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

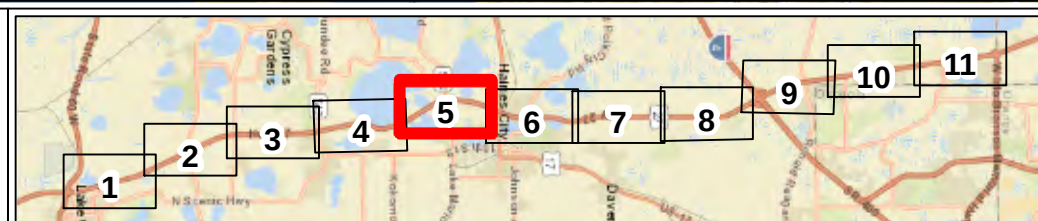
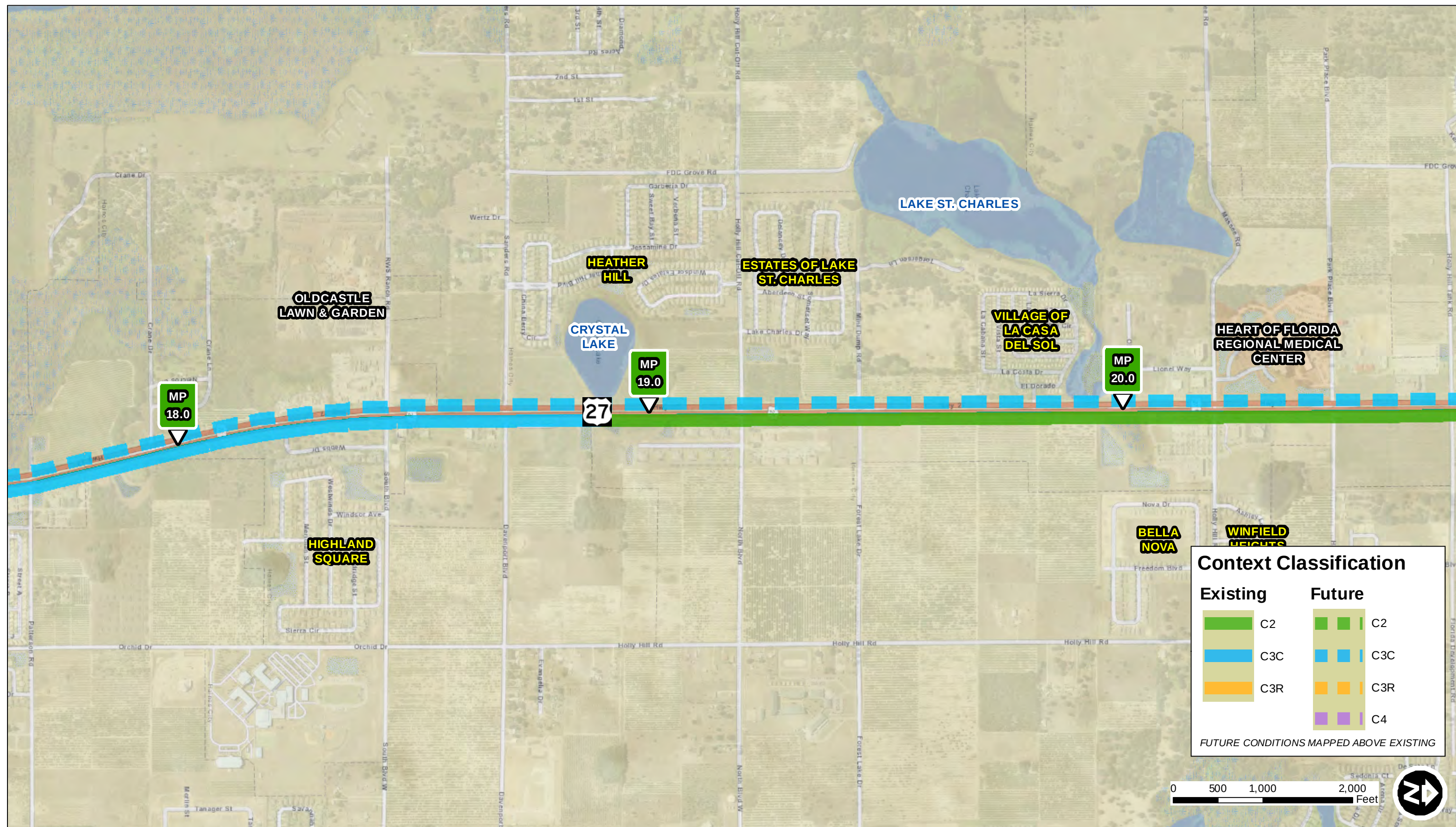


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
 Sheet 5 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

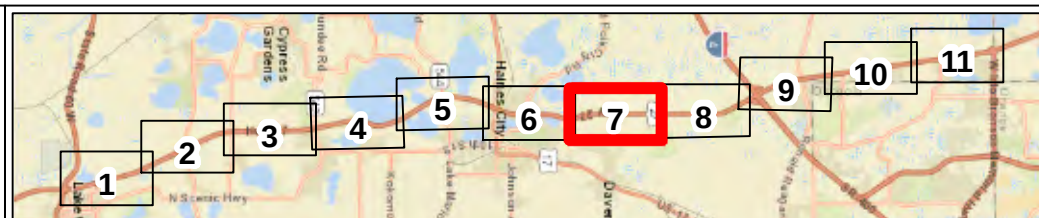
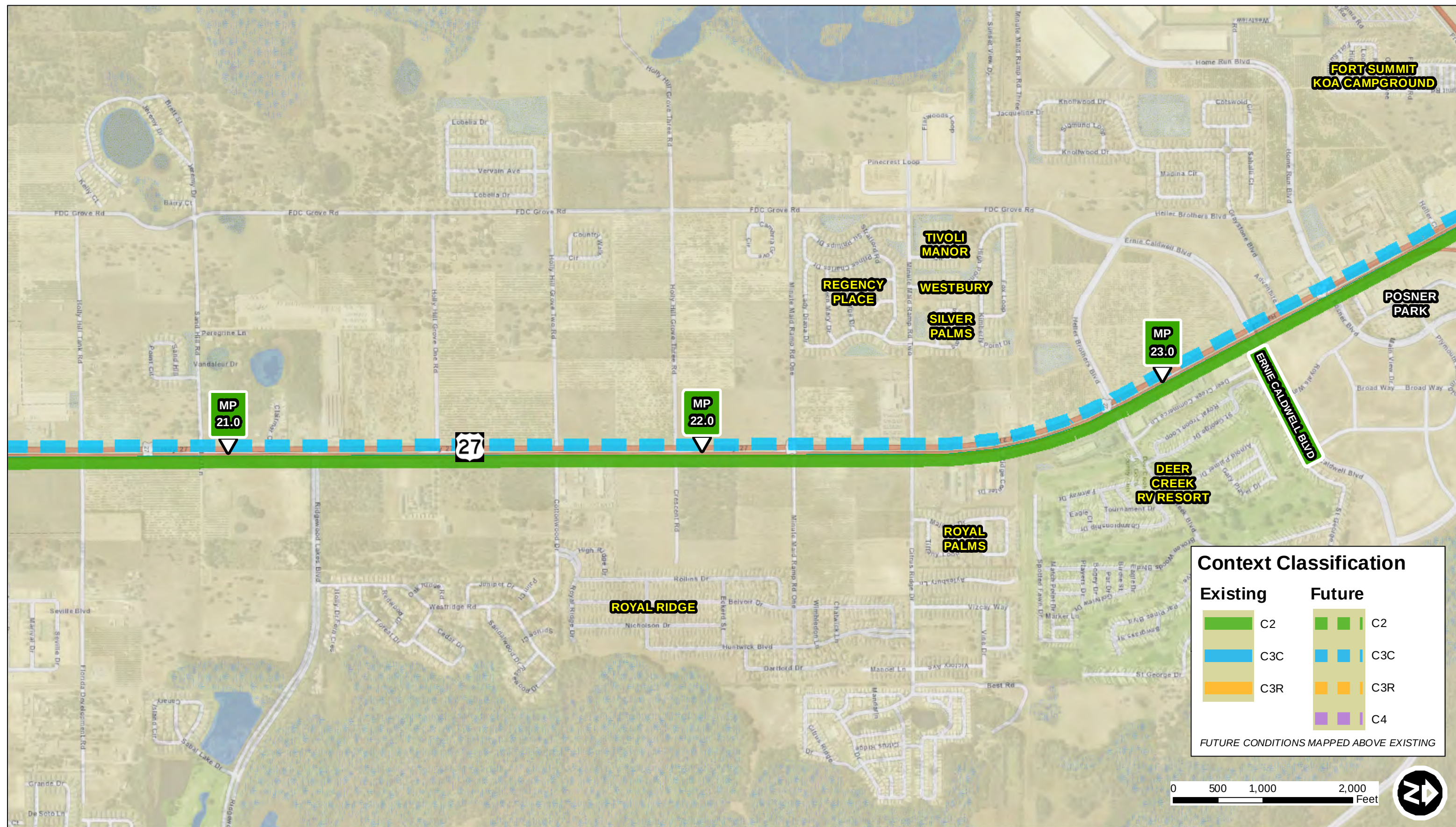


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
 Sheet 7 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

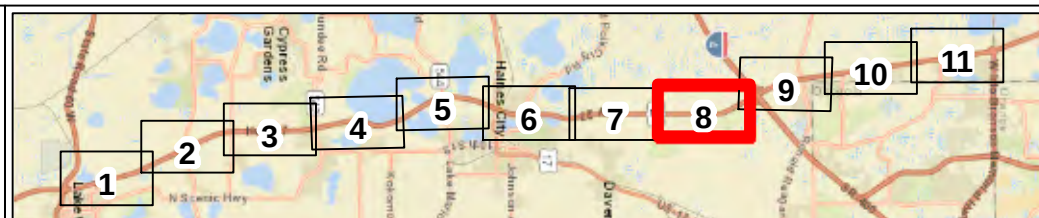


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
 Sheet 8 of 11



NORTHEAST POLK
US 27
Mobility Study

Northeast Polk US 27 Mobility Study
From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

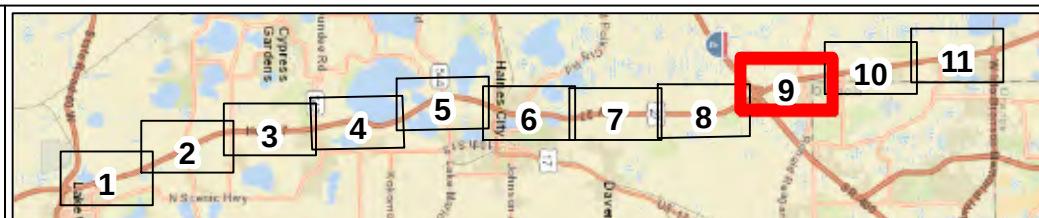


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
Sheet 9 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
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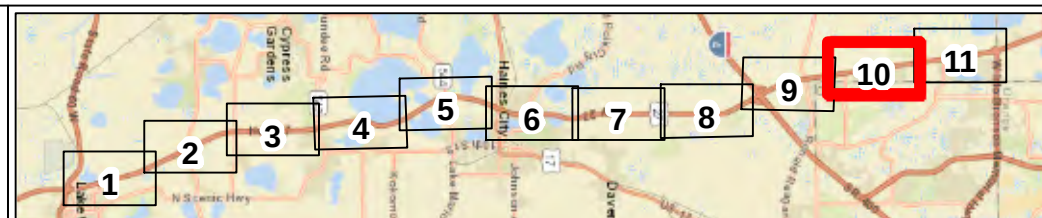
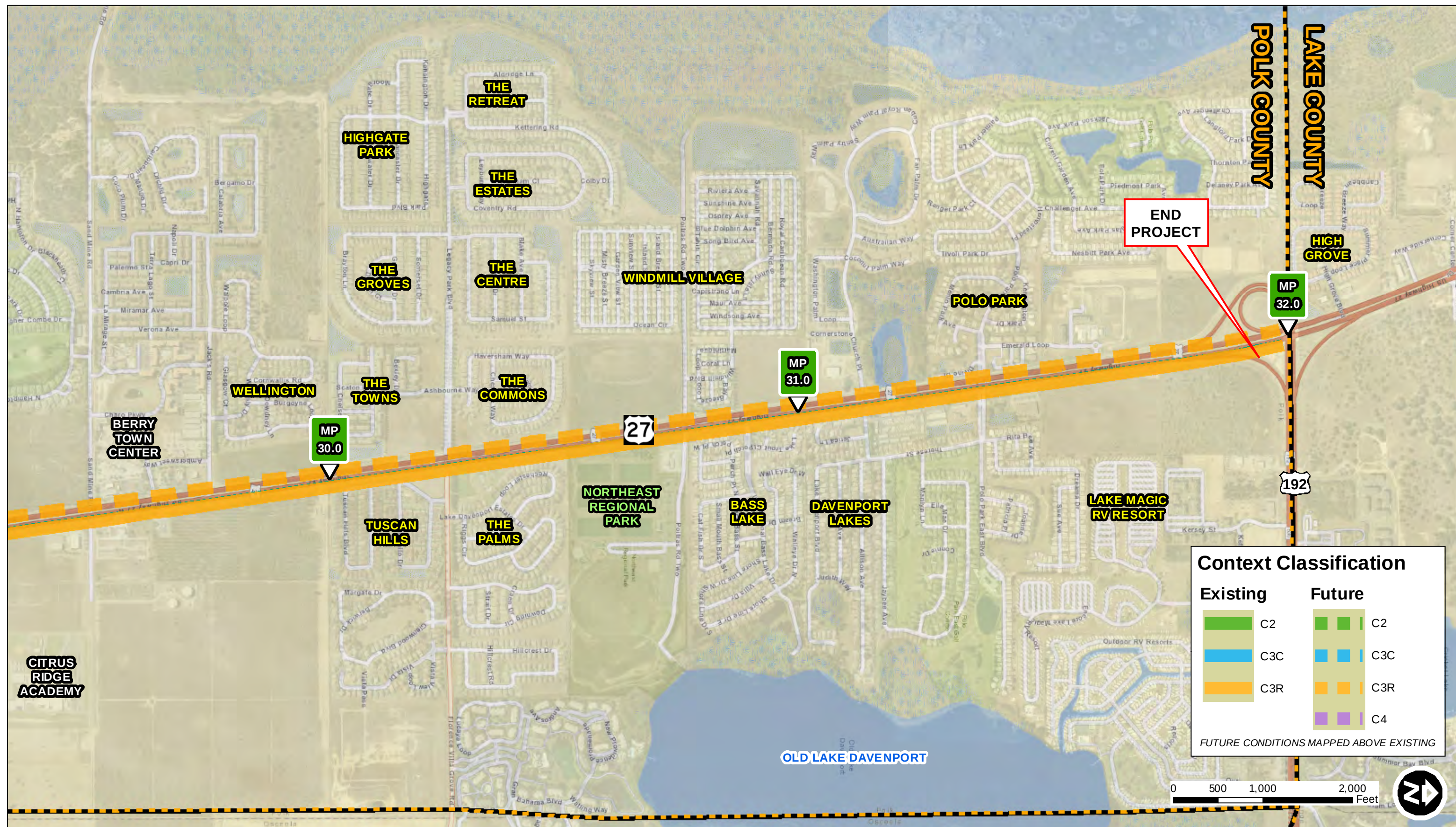


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
 Sheet 10 of 11



NORTHEAST POLK
US 27
 Mobility Study

Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

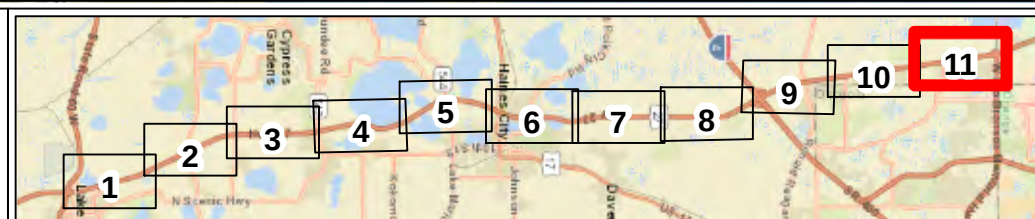


FIGURE 4-14
EXISTING AND FUTURE CONTEXT
CLASSIFICATION US 27 CORRIDOR
 Sheet 11 of 11

5 PHYSICAL CHARACTERISTICS

5.1 RIGHT-OF-WAY INFORMATION

Right-of-way information was collected using the results of the *US 27 Multimodal Corridor Existing Conditions Data Study* produced by FDOT and dated February 2019. This data provides information on the available existing right-of-way along the US 27 corridor. Due to the length of the corridor, the project is separated into ten segments, as shown in **Table 5-1**.

TABLE 5-1: EXISTING US 27 RIGHT-OF-WAY WIDTHS

Segment No.	Limits of Segment	Existing ROW Width Range
1	SR 60 to CR 540A	193' – 236'
2	CR 540A to SR 540	200' – 213'
3	SR 540 to SR 542	200'
4	SR 542 to SR 544	197' – 229'
5	SR 544 to US 17/92	200' – 245'
6	US 17/92 to CR 17 (Old Polk City Road)	199' – 205'
7	CR 17 (Old Polk City Road) to CR 547	200' – 250'
8	CR 547 to I-4	200' – 232'
9	I-4 to CR 54 (Ronald Reagan Pkwy)	215' – 278'
10	CR 54 (Ronald Reagan Pkwy) to US 192	200' – 262'

Source: FDOT US 27 Multimodal Corridor Existing Conditions Data Study, 2019

5.2 BRIDGE STRUCTURES

Existing bridge structures information was also obtained from the *US 27 Multimodal Corridor Existing Conditions Data Study*. This data provides information regarding the existing structures along the US 27 corridor that can be used during development of alternatives to identify potential impacts to the structures. The details of the existing structures are summarized in **Table 5-2**.

TABLE 5-2: EXISTING US 27 STRUCTURES

Structure Type*	Bridge ID	Facility Crossed	Year Built	Year Reconstructed	Last Inspection	Sufficiency Rating
Underpass	160134	US 27	1966	N/A	8/17/2016	83
Underpass	160018	US 27	1966	N/A	8/25/2017	82
Bridge	160345	CSX R/R	2008	N/A	2/17/2016	90.6
Box Culvert	160150	Peace Creek Slough	1958	2004	2/17/2016	70.4
Box Culvert	160202	Lake Hamilton Creek	1958	2012	2/15/2016	67
Box Culvert	160151	Black Hills Canal	1965	1984	2/10/2016	68.7
Bridge	160301	US 17/92	2000	N/A	2/15/2016	100
Bridge	160140	R/R	Unavailable	Unavailable	Unavailable	Unavailable
Underpass	164536	US 27	2015	N/A	6/20/2017	99.4
Bridge	160320	I-4	2004	N/A	2/25/2016	83.6
Bridge	110940	US 192	1971	N/A	1/4/2017	98
Bridge	110036	US 192	1971	2014	1/4/2017	96.4

Source: FDOT US 27 Multimodal Corridor Existing Conditions Data Study, 2019

5.3 PRIMARY UTILITIES

Utility information for US 27 was also obtained from the *US 27 Multimodal Corridor Existing Conditions Data Study*. Information regarding the existing utilities along the US 27 corridor is shown in **Table 5-3**. This information will be used later during development of alternatives to identify potential conflicts with significant utilities.

TABLE 5-3: EXISTING US 27 PRIMARY UTILITIES

Utility Name	Utility Type	Crossroad/Extent	Parallel/Crossing
AT&T	Fiber Optic	US 17/92	Crossing
Florida Gas Transmission	Gas	Washington Avenue	Crossing
Florida Gas Transmission	Gas	Calabay Parc Boulevard	Crossing
Florida Public Utilities	Gas	US 17/92	Crossing
TECO People's Gas	Gas	County Line Road to US 17/92	Parallel
TECO People's Gas	Gas	Polo Park Boulevard to US 192	Parallel

5.4 DRAINAGE STRUCTURES

The *US 27 Multimodal Corridor Existing Conditions Data Study* also provided existing drainage structure information. Data for the existing major drainage structures (greater than 60 inches) along the US 27 corridor was provided. Eleven concrete box structures were noted in the report. This information will be used later during development of alternatives to identify potential impacts to drainage structures. Additional information from that report regarding these drainage structures is provided in **Appendix H**.

5.5 DRIVEWAYS

Under the Florida Department of Transportation (FDOT) Access Management system, US 27 is currently classified as having either a Class 2 or a Class 3 Access Management Classification along most of the project corridor. The exact segments and their respective classifications are shown below in **Table 5-4**.

FDOT Access Management guidelines state that roadways with a posted speed limit of more than 45 miles per hour (mph) and identified as Class 2 should have driveways spaced at least 1,320 feet apart. Roadways identified as Class 3 should have driveways spaced at least 660 feet apart. Roadways identified as Class 5 should have driveways spaced at least 440 feet apart.

North of the I-4 interchange, US 27 primarily has a Class 3 classification and land use is mostly residential so very few businesses have driveways present. Residences do not have direct driveway access to US 27 and instead have access to intersecting side streets. At the I-4 interchange, US 27 has a Class 2 classification and there are multiple driveways along both sides of US 27, between the interchange ramp terminal intersections. These driveways provide access to restaurants, hotels, and gas stations and are typically spaced between 100 and 300 feet apart.

TABLE 5-4: US 27 FDOT ACCESS MANAGEMENT CLASSIFICATION

US 27 Roadway Segments	FDOT Access Management Classification
US 192 to Poitras Rd 2	Class 2
Poitras Rd 2 to Access Rd	Class 3
Access Rd to south of Home Run Blvd	Class 2
South of Home Run Blvd to Blue Heron Blvd	Class 3
Blue Heron Blvd to W Johnson Ave	Class 5
W Johnson Ave to Frederick Ave	Class 3
Frederick Ave to Lincoln Ave	Class 2
Lincoln Ave to SR 60	Class 3

South of the I-4 interchange, US 27 is classified as Class 3 and driveways are few and far between until the area near Haines City. From Blue Heron Boulevard to W Johnson Avenue, US 27 is classified as Class 5 and driveways are typically spaced about 200 to 500 feet apart. South of Haines City in Dundee, US 27 is classified as Class 2 and driveways are typically spaced about 100 to 300 feet apart. In Lake Wales, driveways are spaced further apart than other areas. From Market Boulevard/Star Lake Drive, US 27 is classified as Class 3 and driveways are typically spaced about 300 to 600 feet apart.

Many segments have multiple driveways which do not meet the current spacing standards. Safe access to and from US 27 now and in the future is a concern along the corridor.

6 EXISTING CORRIDOR OPERATIONS SUMMARY

6.1 REGIONAL TRAVEL PATTERNS

Existing Origin-Destination information obtained from StreetLight data was used to identify and summarize existing regional travel patterns of all vehicles entering and exiting US 27 and/or the study area. The zones defined in *Section 3.6* as well as larger sub-regional zones were used for the following O-D analyses.

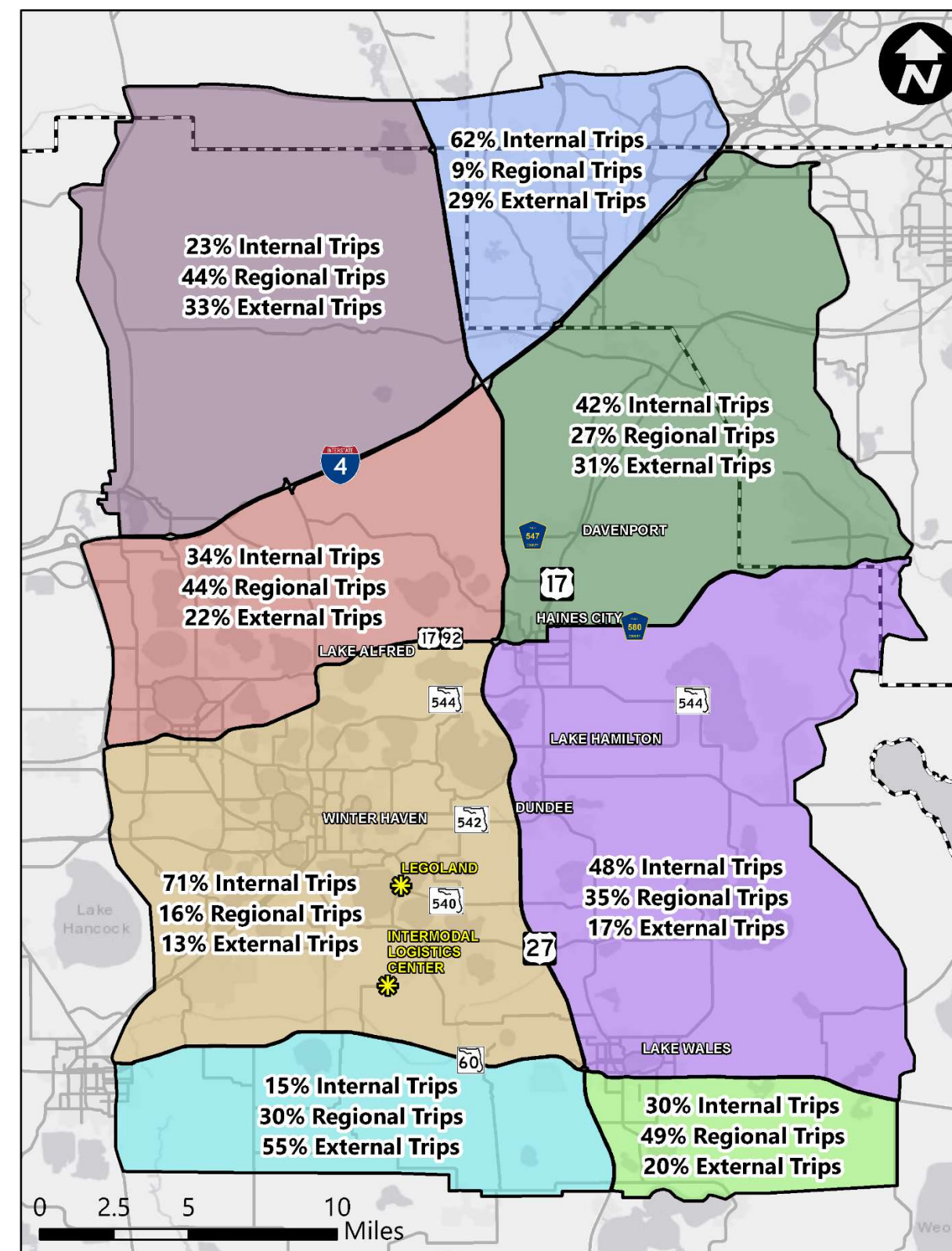
6.1.1 Sub-Regional Zones

The sub-regional zones map (**Figure 6-1**) depicts trip patterns within, between, and out of eight defined sub-regional zones adjacent to US 27.

- Internal trips: Trips that begin in that sub-regional zone and end in that sub-regional zone
- Regional trips: Trips that begin in that sub-regional zone and end in another one of the 8 sub-regional zones
- External trips: Trips that begin in that sub-regional zone and end outside of all 8 sub-regional zones

The light blue zone in the south-west corner has the highest (55%) external trips that are destined outside all 8 sub-regional zones. The tan zone which encompasses LEGOLAND and the Central Florida ILC, has the largest percentage of internal trips (71%), followed by the blue zone in the north-east corner with 62%. This indicates that these zones have a high internal capture and generate a lower percentage of trips that need to travel outside of that zone. This could indicate that more people are able to live and work within the same area, and their trips to work, school, or to the store can be more easily satisfied closer to home. The higher percentage of internal trips could also be related to the geographical size of the sub-regional zone. A trip of 10 miles within this zone could be considered an internal trip while a trip of the same distance could be considered an external trip in a smaller zone. Most of the 8 sub-regional zones show between 27% to 49% of their trips are traveling to one of the other 7 sub-regional zones.

FIGURE 6-1: SUB-REGIONAL ZONES ORIGIN-DESTINATION MAP



6.1.2 Northbound US 27 Pass-Through (Daily)

The “northbound US 27 pass-through” O-D data includes daily trips originating on US 27 south of SR 60. Of the many possible destination zones, this dataset includes I-4 west of US 27, I-4 east of US 27, and US 27 north of US 192 as destinations in order to evaluate the proportion of trips traveling the entirety of US 27 from SR 60 to the I-4 interchange.

As depicted in **Figure 6-2**, 9% of all trips originating on US 27 south of SR 60 proceed east on I-4, while 1.5% of trips proceed north on US 27 and only 0.2% of trips proceed west on I-4. Of the northbound trips traversing the length of US 27 from south of SR 60 to the I-4 interchange, the majority continue east on I-4 rather than traveling north on US 27 or west on I-4.

6.1.3 Southbound US 27 Pass-Through (Daily)

The “southbound US 27 pass-through” O-D data includes daily trips originating on US 27 north of US 192. Of the many possible destination zones, this dataset includes I-4 west of US 27, I-4 east of US 27, and US 27 south of SR 60 as destinations in order to evaluate the proportion of trips on US 27 north of US 192 traveling to other major regional roadway destinations within the study area.

As depicted in **Figure 6-3**, of the southbound trips on US 27 beginning north of US 192, 56.7% proceed east on US 192, while 3.3% proceed west on I-4, and less than one percent proceed east on I-4 and south on US 27 past SR 60. Thus, of trips originating on US 27 north of US 192, more than half continue east on US 192.

6.1.4 Northbound US 27 at I-4 AM Peak Period

The northbound US 27 at I-4 AM Peak Period O-D data includes trips originating on US 27 south of I-4. This dataset, depicted in **Figure 6-4**, considers three destinations:

- I-4 east of US 27
- I-4 west of US 27
- US 27 north of Ronald Reagan Parkway

Of the northbound vehicles originating on US 27 south of the I-4/US 27 interchange, the majority (51.3%) proceed east on I-4, while 13.2% continue north on US 27 and few (3.2%) proceed west on I-4. Thus, it can be inferred that a great deal of AM peak period traffic on northbound US 27 is bound for the Orlando area, east of the study area.

6.1.5 Westbound I-4 at US 27 PM Peak Period

The westbound I-4 at US 27 PM peak period O-D data includes trips originating on I-4 east of US 27. This dataset, depicted in **Figure 6-5**, considers three destinations:

- US 27 north of I-4
- US 27 south of I-4
- I-4 west of US 27

Of the westbound vehicles originating on I-4 east of the I-4/US 27 interchange, the majority (68.7%) continue west on I-4, while 18.8% proceed south on US 27 and few (0.3%) proceed north on US 27. Thus, it can be inferred that a significant portion of westbound traffic on I-4 diverts to US 27 south, which is supported by the traffic counts and field reviews conducted in support of this study.

FIGURE 6-2: NORTHBOUND US 27 PASS-THROUGH (DAILY) MAP

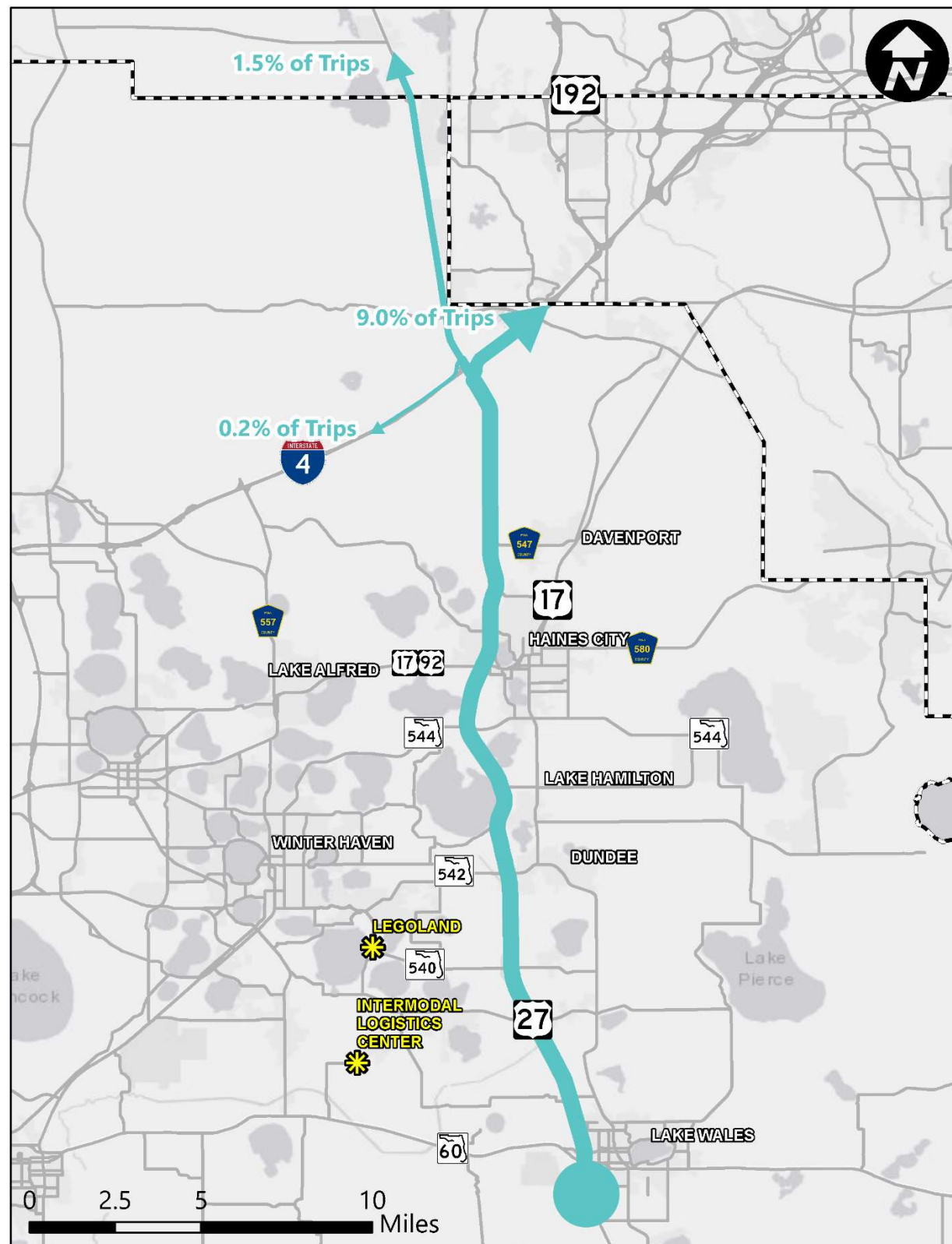


FIGURE 6-3: SOUTHBOUND US 27 PASS-THROUGH (DAILY) MAP

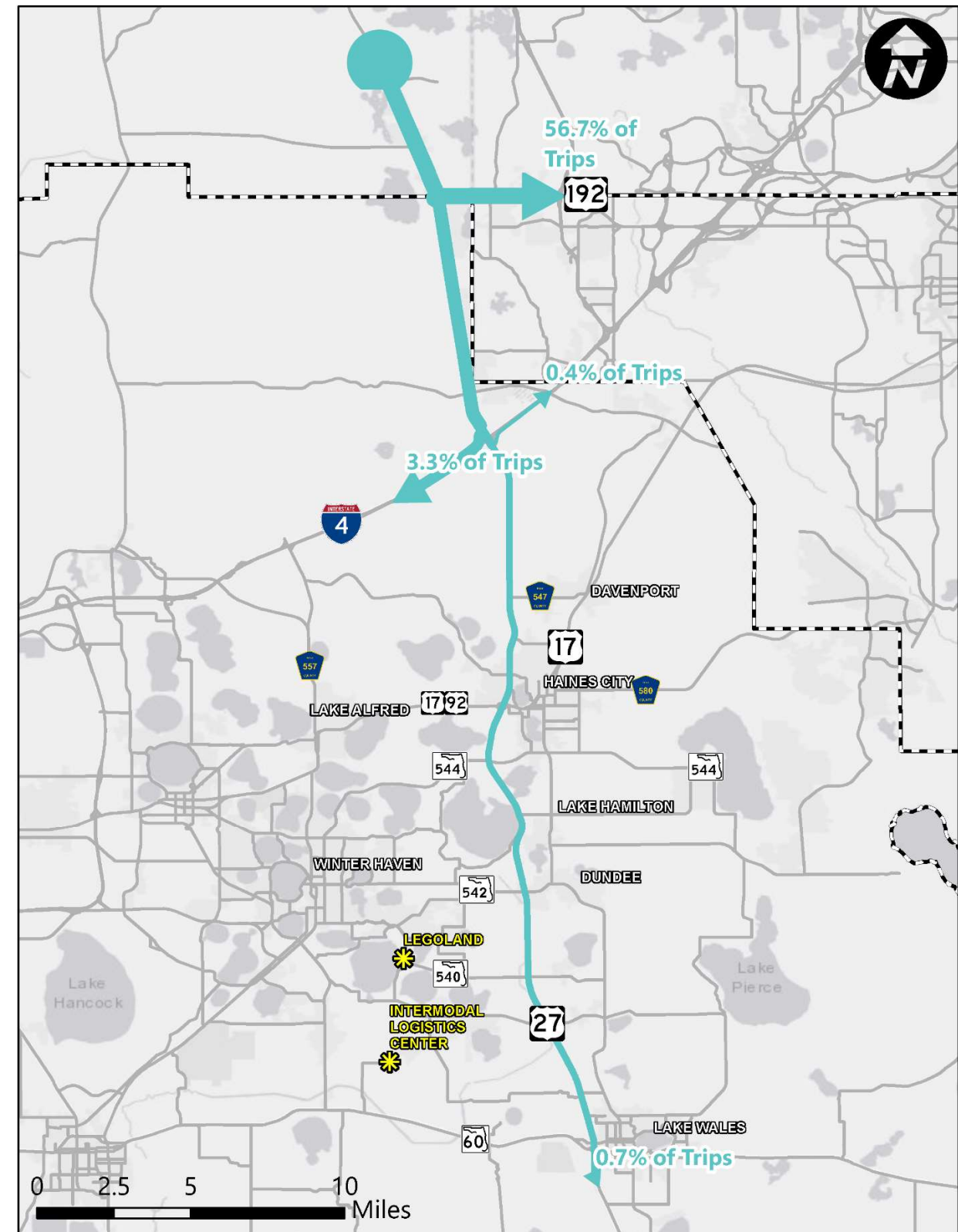


FIGURE 6-4: NORTHBOUND US 27 AT I-4 AM PEAK PERIOD MAP

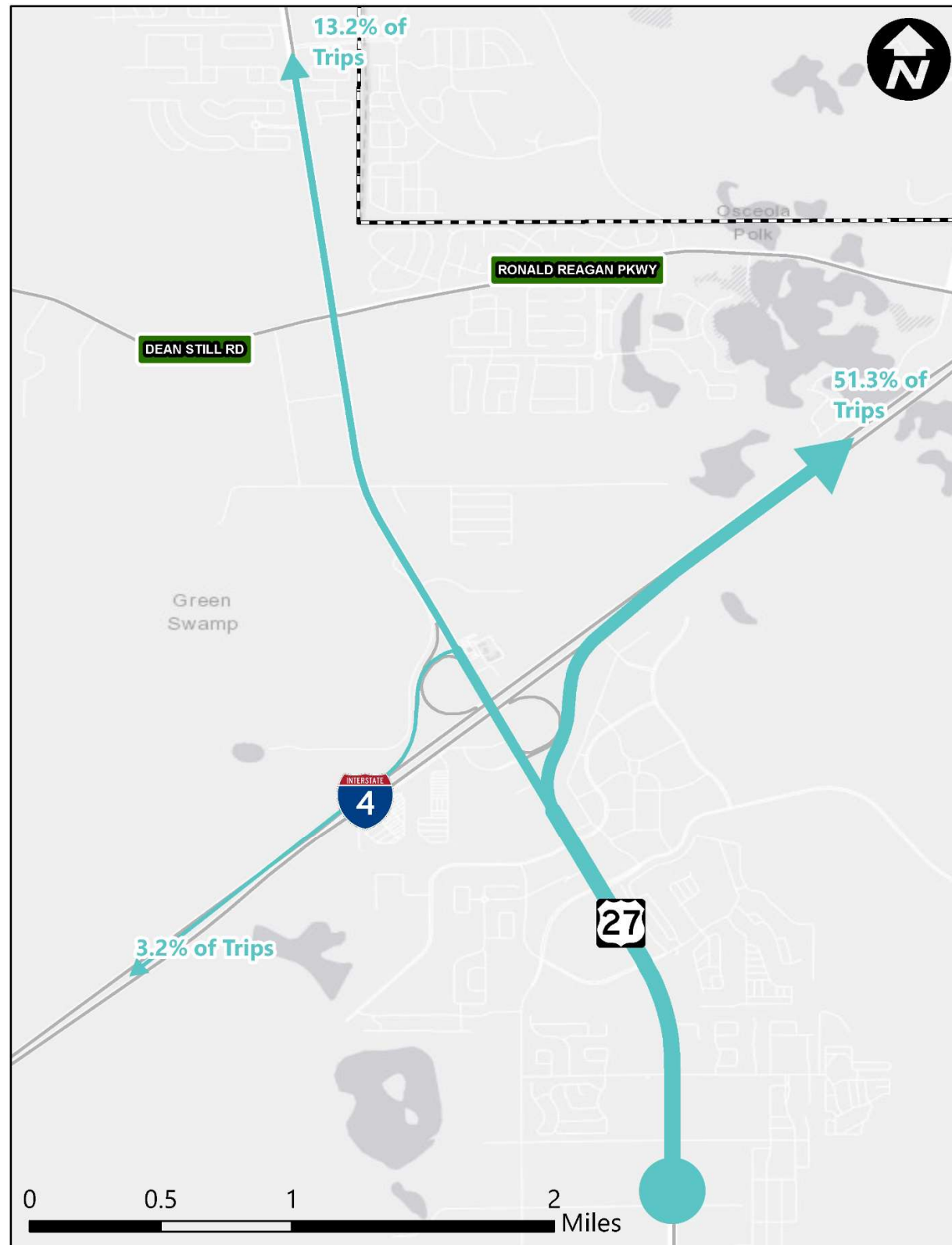
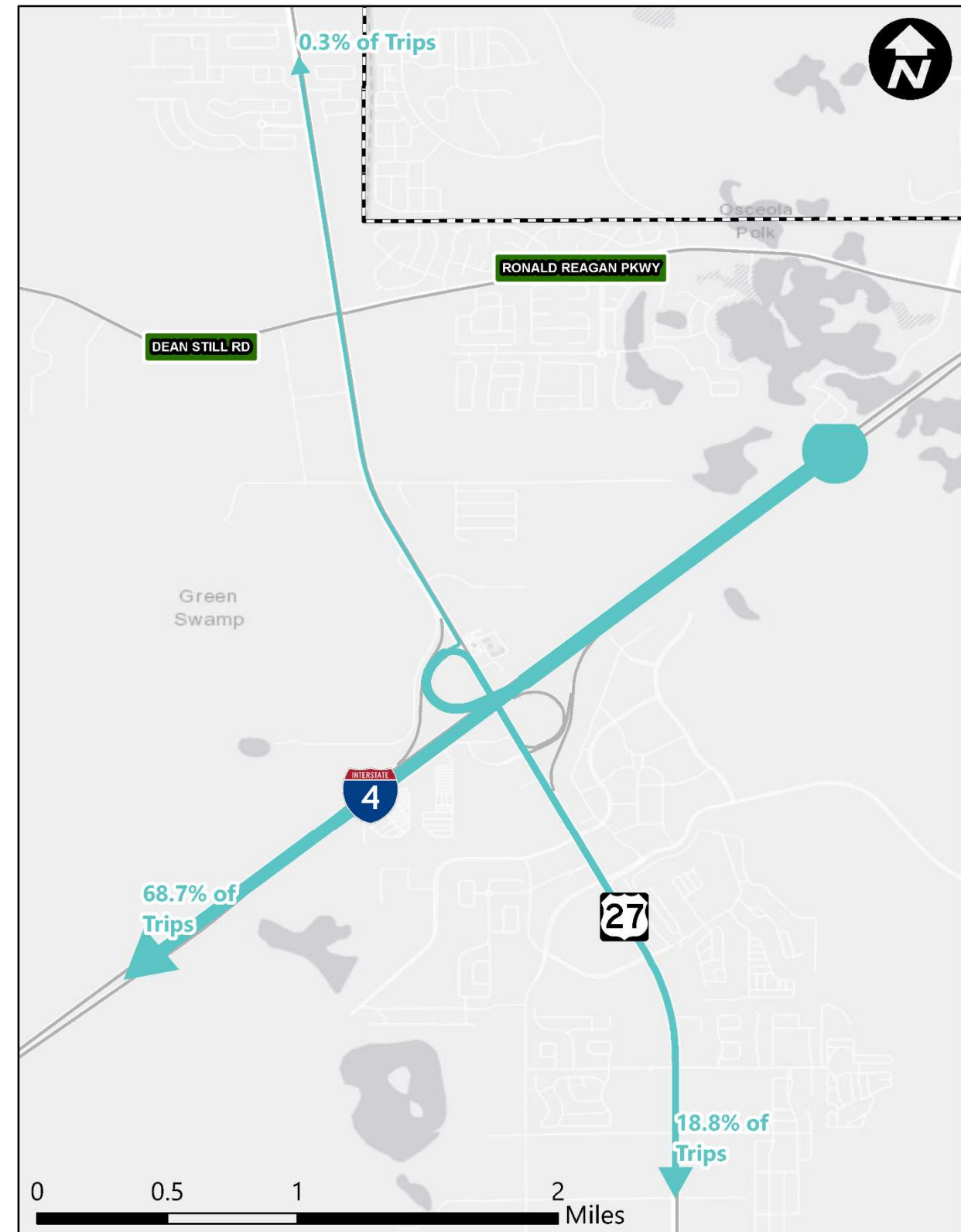


FIGURE 6-5: WESTBOUND I-4 AT US 27 PM PEAK PERIOD MAP



6.2 ROADWAY ANALYSIS

A variety of existing available data sources were utilized in order to identify congested roadway segments. These data sources include the following:

- Recent available FDOT traffic forecasting reports and operational analysis reports for US 27 (**Appendix A**)
- Twenty-four-hour tube counts and AM and PM peak hour turning movement counts collected along the US 27 corridor in 2018 for the study (**Appendix C**)
- The most recent (2018) annual Level of Service (LOS) report for state highways within Polk County available from FDOT District One (**Appendix I**)
- INRIX real-time traffic data from mobile devices
- Google Traffic™ real-time screen captures for “Typical Peak Hour Traffic” congestion during weekday AM and PM peak hours

6.2.1 Existing Traffic Conditions

Existing traffic conditions for the study area were assessed based on three types of analyses.

The US 27 roadway segment LOS analysis, and study intersection AM and PM peak hour LOS analysis, was conducted using recent available traffic count data from FDOT, and supplemented with 2018 traffic counts collected along the US 27 corridor for the study. The results of the US 27 segment LOS analysis and intersection LOS analysis are presented in Sections 6.2.2 and 6.2.3., respectively.

In addition, congestion assessments were completed for the US 27 corridor between SR 60 and US 192 based on RITIS INRIX data and Google Traffic. The results are presented in Section 6.2.4.

For state highways other than US 27 within the northeast Polk County regional study area, the FDOT District One 2018 annual LOS report was reviewed and the daily 2018 LOS results for state highways within the regional study area were summarized in Table I-1 in **Appendix I**. According to the report, SR 60 within the study area is shown to operate at LOS D or better. SR 540 primarily operates at LOS D or better, except for one segment at LOS F from 1st Street to 9th Street. SR 542 operates at LOS D or better, except for one segment

from US 27 to CR 550. SR 544 operates at LOS D or better. US 17/92 operates at LOS D or better except for two segments: 1) from SR 17 to 17th Street, and 2) from Mckeown Avenue to 12th Street. I-4 operates at LOS F east and west of US 27.

6.2.2 Existing Conditions US 27 Roadway Segment LOS Analysis

In order to evaluate roadway segment Levels of Service, US 27 was divided into 13 segments within the study limits. The segmentation was based on a segment to segment AADT variance of 10% or more. For each segment, the highest AADT value was used in conjunction with the FDOT Generalized Level of Service tables and roadway characteristics in order to ascertain the segment LOS. The roadway segment LOS calculations are included in **Appendix J**. **Figure 6-6** depicts the segment Levels of Service as well as AADT values for each segment.

Based on the 2018 AADTs collected for the study corridor and shown in Figure 6-6, the segments of US 27 that are shown to be operating below the FDOT LOS target (LOS D for an urbanized area), are as follows:

- US 27 from Ridge Center Drive to Heller Bros Boulevard/Deer Creek Boulevard (LOS F)
- US 27 from Heller Bros Boulevard/Deer Creek Boulevard to I-4 (LOS F)

Legend

Segment LOS

LOS C

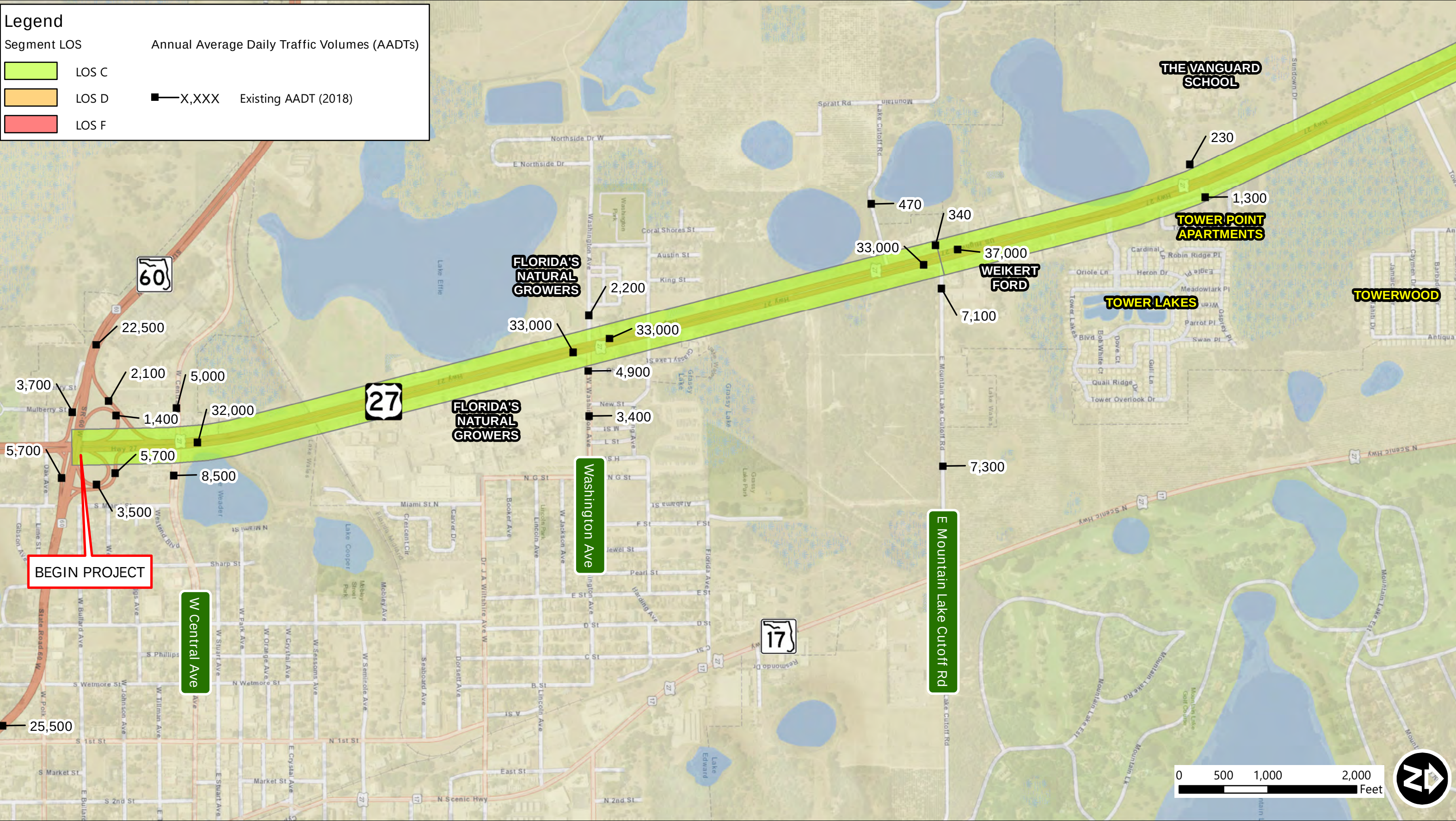
LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)



Legend

Segment LOS

LOS C

LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)

Location / Segment	Existing AADT (2018)	Segment LOS
US 27 (North of SR 60)	24,500	LOS C
US 27 (Between SR 60 and SR 192)	34,500	LOS C
US 27 (Between SR 192 and SR 60)	40,000	LOS C
US 27 (Between SR 60 and SR 192)	5,200	LOS F
US 27 (Between SR 192 and SR 60)	9,700	LOS C
US 27 (Between SR 60 and SR 192)	38,500	LOS C
US 27 (Between SR 192 and SR 60)	12,000	LOS C
US 27 (Between SR 60 and SR 192)	36,000	LOS C
US 27 (Between SR 192 and SR 60)	38,500	LOS C
US 27 (Between SR 60 and SR 192)	36,000	LOS C
US 27 (Between SR 192 and SR 60)	3,200	LOS F
US 27 (Between SR 60 and SR 192)	9,900	LOS C

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US 27

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FIGURE 6-6

EXISTING (2018) AADT & SEGMENT LEVEL OF SERVICE

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Legend

Segment LOS

LOS C

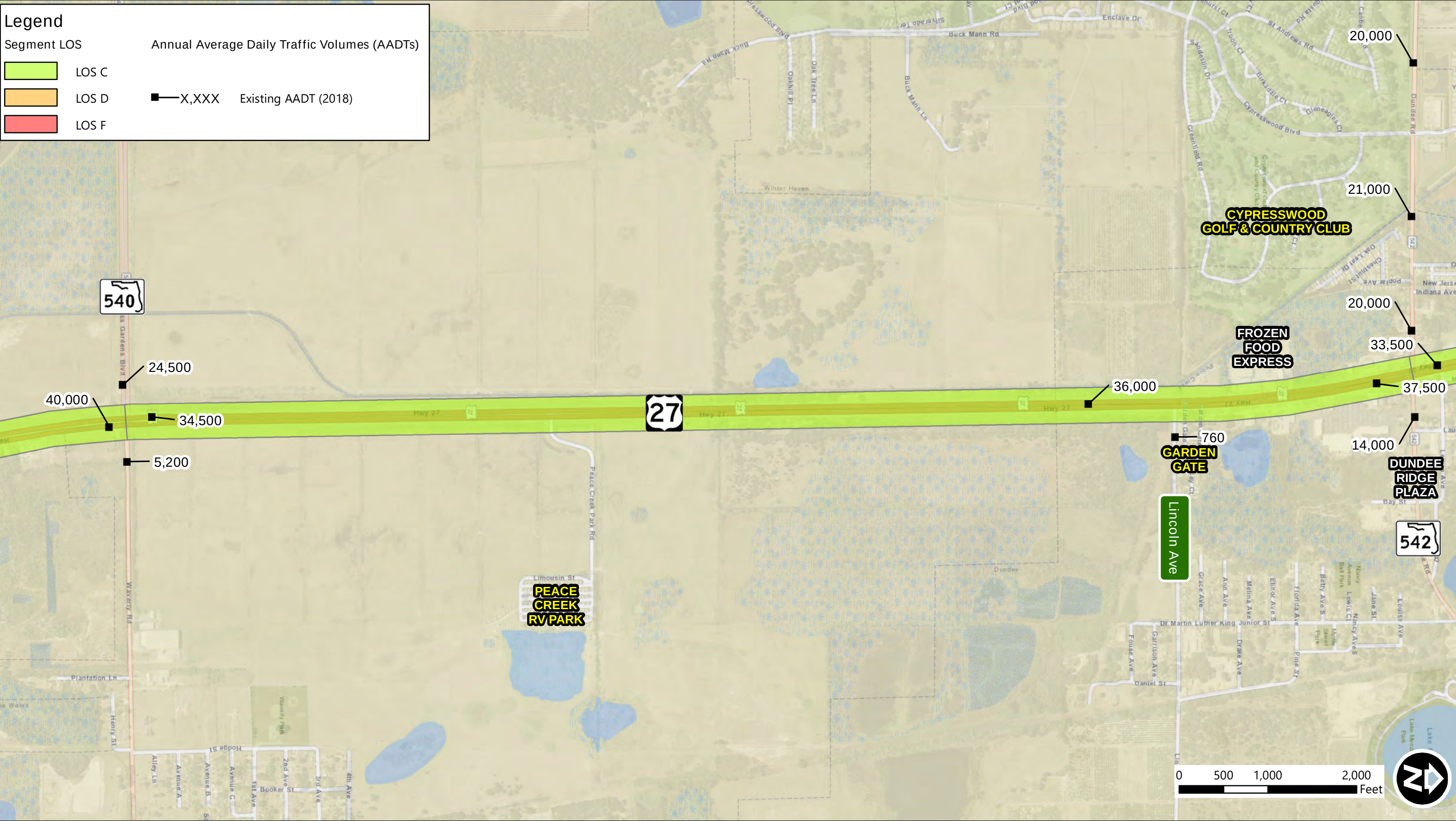
LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)



Legend

Segment LOS

LOS C

LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)

Map Data Summary:

Location / Road	Existing AADT (2018)	Segment LOS
Dundee Rd	20,000	LOS C
Frederick Ave	2,300	LOS C
Crump Rd	2,300	LOS C
Main St	1,600	LOS C
Kokomo Rd	5,500	LOS C
Kokomo Rd	5,200	LOS C
Other locations	33,500, 37,500, 21,000, 80, 20,000, 14,000	LOS C, D, F

NORTHEAST POLK
US 27
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FIGURE 6-6
EXISTING (2018) AADT &
SEGMENT LEVEL OF SERVICE
 Sheet 4 of 11

Legend

Segment LOS

LOS C

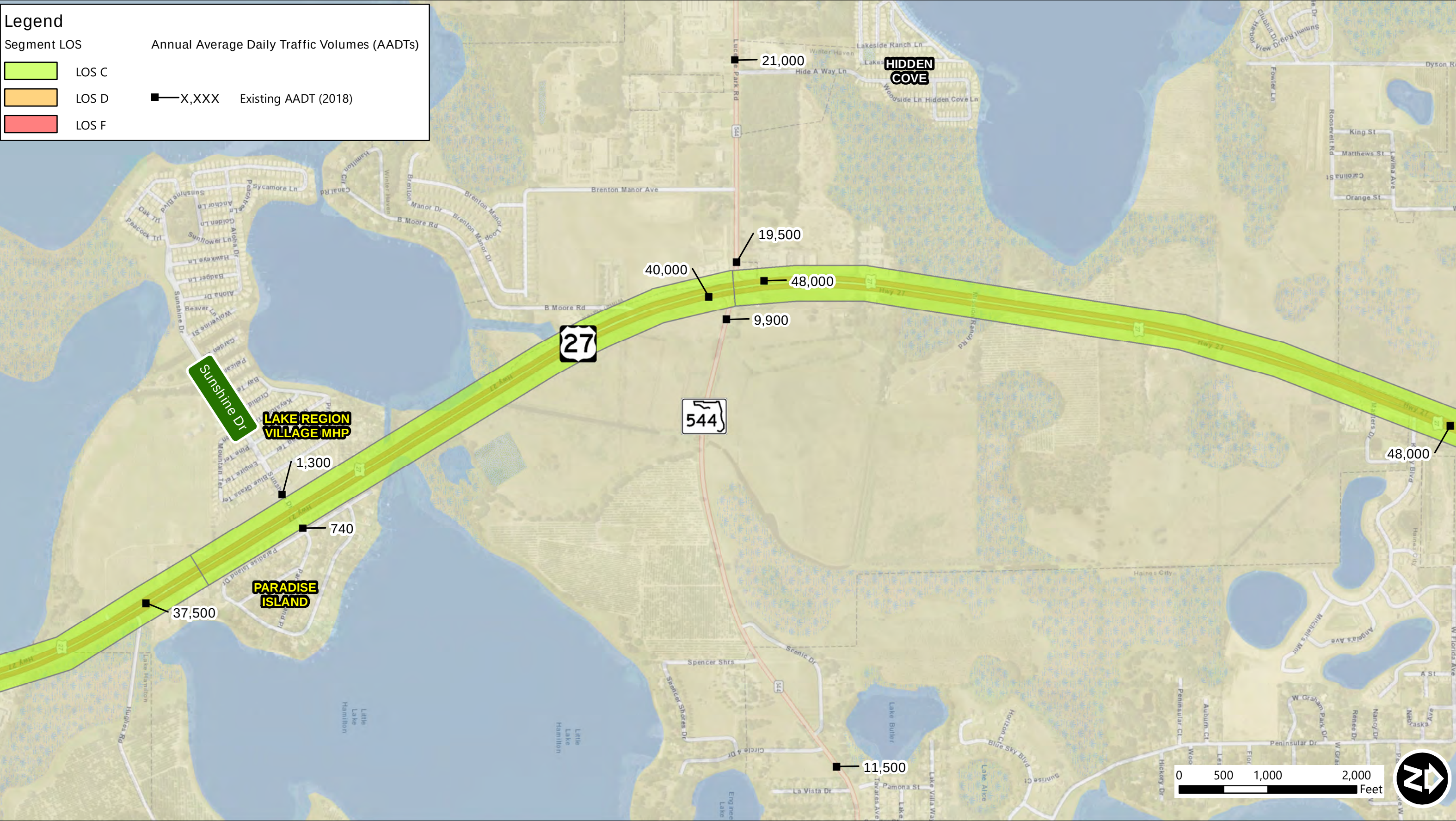
LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)



Legend

Segment LOS

LOS C

LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)

Legend

Segment LOS

- LOS C
- LOS D
- LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX Existing AADT (2018)

Map Labels: Commerce Ave, Old Polk City Rd, W Main St, HAINES CITY RV PARK, LAKE HAMILTON VILLAGE, WALMART, TOYOTA, WEST VIEW RIDGE, Bates Rd, Patterson Rd, US 17 92, US 27, US 192.

AADT Values (from left to right): 26,000, 4,200, 2,300, 2,700, 3,200, 2,100, 51,000, 3,600, 1,300, 4,500, 1,200, 55,000, 6,700, 11,500, 52,500, 5,700, 7,200, 56,500, 710, 51,500, 13,000, 2,200, 12,500.

Scale: 0 500 1,000 2,000 Feet

North Arrow: [North Arrow Icon]

NORTHEAST POLK

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Inset Map Labels: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11.

FIGURE 6-6
EXISTING (2018) AADT &
SEGMENT LEVEL OF SERVICE
 Sheet 6 of 11

Legend

Segment LOS

LOS C

LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)

Segment	LOS	Existing AADT (2018)
Segment 1 (Patterson Rd to RWS Ranch Rd)	LOS C	2,200
Segment 2 (RWS Ranch Rd to Sanders Rd)	LOS D	900
Segment 3 (Sanders Rd to Holly Hill Cutoff Rd)	LOS D	54,500
Segment 4 (Holly Hill Cutoff Rd to Massee Rd)	LOS D	2,300
Segment 5 (Massee Rd to Holly Hill Tank Rd)	LOS D	1,800
Segment 6 (Holly Hill Tank Rd to Florida Development Rd)	LOS D	180
Segment 7 (Patterson Rd to South Blvd)	LOS C	2,200
Segment 8 (South Blvd to Davenport Blvd)	LOS D	3,700
Segment 9 (Davenport Blvd to North Blvd)	LOS D	57,500
Segment 10 (North Blvd to Holly Hill Rd)	LOS D	10,500
Segment 11 (Holly Hill Rd to Florida Development Rd)	LOS D	1,700
Segment 12 (Florida Development Rd to US 192)	LOS D	1,300

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FIGURE 6-6

EXISTING (2018) AADT & SEGMENT LEVEL OF SERVICE

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Legend

Segment LOS

LOS C

LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)

Segment	Level of Service (LOS)	Existing AADT (2018)
Florida Development Rd to Holly Hill Tank Rd	LOS D	60,000
Holly Hill Tank Rd to Holly Hill Grove One Rd	LOS D	1,300
Holly Hill Grove One Rd to Holly Hill Grove Two Rd	LOS D	4,600
Holly Hill Grove Two Rd to Minute Maid Ramp Rd One	LOS D	640
Minute Maid Ramp Rd One to Minute Maid Ramp Rd Two	LOS D	2,300
Minute Maid Ramp Rd Two to Heller Bros Blvd	LOS D	61,500
Heller Bros Blvd to Deer Creek Blvd	LOS F	57,000
Deer Creek Blvd to Home Run Blvd	LOS F	1,900
Home Run Blvd to Fort Summit KOA Campground	LOS F	55,500
Fort Summit KOA Campground to US 192	LOS F	3,700
US 192 to US 90	LOS F	20,000
US 90 to US 17	LOS F	71,500
US 17 to US 1	LOS F	12,500

NORTHEAST POLK

US 27

Mobility Study

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From SR 60 to US 192

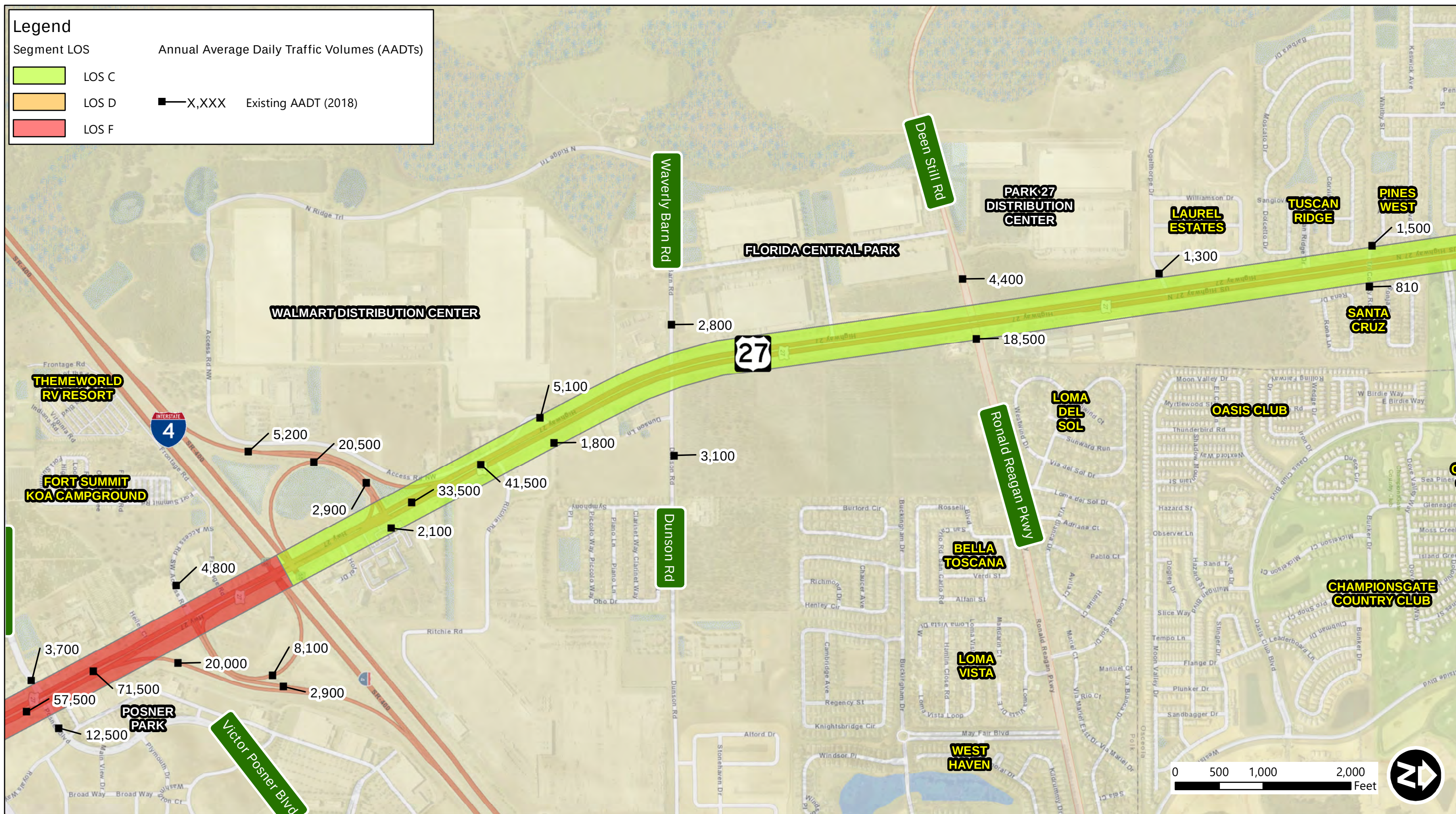
Polk County, Florida

FPID No.: 440320-1

FIGURE 6-6

EXISTING (2018) AADT & SEGMENT LEVEL OF SERVICE

Sheet 8 of 11



Legend

Segment LOS

LOS C

LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)

Segment	Existing AADT (2018)	Segment Level of Service
1	1,500	C
2	810	C
3	3,200	C
4	7,800	D
5	2,100	C
6	590	C
7	2,300	C
8	3,300	C
9	2,200	C
10	2,100	C
11	3,400	C

NORTHEAST POLK

US 27

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FIGURE 6-6

EXISTING (2018) AADT & SEGMENT LEVEL OF SERVICE

Sheet 10 of 11

Legend

Segment LOS

LOS C

LOS D

LOS F

Annual Average Daily Traffic Volumes (AADTs)

X,XXX

Existing AADT (2018)

Segment	LOS	AADT (2018)
SR 60 to Sand Mine Rd	C	3,400
Sand Mine Rd to Legacy Park Blvd	C	11,500
Legacy Park Blvd to Florence Villa Grove Rd	C	7,100
Florence Villa Grove Rd to Polo Park Blvd	C	10,000
Polo Park Blvd to US 192	C	2,900
US 192 to US 27	F	49,000
US 27 to US 192	F	8,600
US 192 to US 27	F	8,700
US 27 to US 192	F	41,500

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FIGURE 6-6
 EXISTING (2018) AADT &
 SEGMENT LEVEL OF SERVICE
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6.2.3 Existing Conditions US 27 Intersection LOS Analysis

Trafficware's *Synchro 10* was used to analyze each of the study intersections and HCM 6th Edition Methodology was used to report the performance measures where possible. For signalized intersections, HCM 6th Edition requires strict adherence to standard dual ring NEMA phasing and operating speeds between 25 miles per hour (mph) and 55 mph. Many cross streets along the corridor were low speed facilities serving as access to residential communities. Additionally, many segments along US 27 have speed limits of 60 mph. In order to produce HCM 6th Edition reports, speed limits outside the HCM 6th Edition speed limit range, were adjusted by a maximum of 5 mph so that HCM 6th Edition LOS results could be reported.

HCM 2000 results were reported where Synchro 10 could not provide HCM 6th Edition results. Synchro 10 Queue Reports were used for those signalized intersections where HCM 6th Edition Methodology could not be applied. Intersection performance was reported using HCM 6th Edition methodology for all intersections except the following three signalized intersections where LOS was reported using HCM 2000:

- US 27 at Eastbound I-4 Ramps
- US 27 at Sand Mine Road
- US 27 at SR 60

For unsignalized intersections, HCM 6th Edition reports provided all relevant performance measures. The HCM 6th Edition, HCM 2000 and Synchro 10 Reports for the signalized and unsignalized intersection AM and PM peak hour analyses are included in **Appendix K**. Traffic signal timing plans used for the signalized intersection analyses are included in **Appendix L**.

Table 6-1 presents the intersection LOS results as well as documents which Synchro reports were used to report the performance measurements. **Figure 6-7** depicts the existing intersection LOS as well as existing intersection turning movement volumes.

Currently, 21 of the 47 study intersections are operating at LOS E or F, which is below the FDOT LOS target D, in either the AM or PM peak hours. In order to reduce delay at the intersections with an overall LOS E or F, minor operational (short-term) improvements were evaluated and are summarized in Section 8.

TABLE 6-1: EXISTING CONDITIONS INTERSECTION ANALYSIS RESULTS

Intersection	Intersection Type	Reports Used	AM						PM					
			Intersection Delay (s) ¹	Intersection LOS ¹	Critical Mvment	Critical Mvment Delay (s)	Critical Mvment LOS	Critical Mvment 95th % Queue Length (ft) ^{2, 3}	Intersection Delay (s) ¹	Intersection LOS ¹	Critical Mvment	Critical Mvment Delay (s)	Critical Mvment LOS	Critical Mvment 95th % Queue Length (ft) ^{2, 3}
SR 60 (SBL US 27 onto SR 60)	Signalized	HCM 2000	9.1	A	SBL	19.8	B	161	8.9	A	SBL	19.2	B	204
W Central Ave	Signalized	HCM 6th	23.3	C	NBL	44.7	D	37.5	26.3	C	NBL	51.4	D	37.5
Washington Ave	Signalized	HCM 6th	13.4	B	WBR	29.1	C	60	15.0	B	EBL	33.5	C	17.5
Mt Lake Cut Off Rd N	Signalized	HCM 6th	28.5	C	NBL	64.9	E	12.5	31.0	C	NBL	69.1	E	20
Tower Point Ent / Vanguard School Ent	Unsignalized	HCM 6th	98.4 (WB)	F (WB)	WBT	149.2	F	80	57.4 (WB)	F (WB)	WBT	103.6	F	35
Eagle Ridge Mall Ent S	Signalized	HCM 6th	14.0	B	SBL	66.2	E	52.5	14.2	B	SBL	75.0	E	40
Thompson Nursey Rd	Signalized	HCM 6th	59.0	E	WBR	299.1	F	562.5	31.5	C	EBR	127.7	F	472.5
Market Blvd / Star Lake Dr	Signalized	HCM 6th	16.8	B	EBT	182.8	F	165	22.4	C	WBL	330.3	F	240
SR 540	Signalized	HCM 6th	53.2	D	EBR	203.7	F	880	98.8	F	EBR	393.2	F	1945
Lincoln Ave	Unsignalized	HCM 6th	32.3 (WB)	D (WB)	WBL	32.3	D	22.5	52.0 (WB)	F (WB)	WBL	52.0	F	45
SR 542 / Dundee Rd	Signalized	HCM 6th	45.4	D	WBL	68.8	E	250	49.5	D	WBL	82.9	F	357.5
Frederick Ave	Unsignalized	HCM 6th	87.1 (WB)	F (WB)	WBT	87.1	F	170	69.5 (WB)	F (WB)	WBT	69.5	F	90
Crump Rd / W Main St	Signalized	HCM 6th	22.0	C	NBL	49.5	D	27.5	20.9	C	NBL	55.5	E	20
Kokomo Rd	Unsignalized	HCM 6th	320.8 (WB)	F (WB)	WBT	320.8	F	500	617.6 (WB)	F (WB)	WBT	617.6	F	400
Paradise Island Pl / Sunshine Dr	Unsignalized	HCM 6th	51.4 (WB)	F (WB)	WBT	51.4	F	30	91.3 (EB)	F (EB)	EBT	143.9	F	52.5
SR 544	Signalized	HCM 6th	41.4	D	NBL	60.1	E	247.5	38.4	D	SBL	62.0	E	177.5
W Johnson Ave	Unsignalized	HCM 6th	58.6 (WB)	F (WB)	WBT	58.6	F	32.5	101.6 (WB)	F (WB)	WBT	101.6	F	57.5
Commerce Ave / Pilot Ent	Signalized	HCM 6th	46.8	D	NBL	93.4	F	55	109.8	F	NBT	202.4	F	1367.5
CR 17 / Old Polk City Rd	Signalized	HCM 6th	19.4	B	EBR	149.6	F	307.5	32.7	C	EBR	170.9	F	460
Glen Este Blvd / Southern Dunes	Signalized	HCM 6th	29.2	C	EBL	87.3	F	112.5	39.8	D	EBT	82.8	F	210
Bates Rd	Signalized	HCM 6th	39.5	D	WBL	255.3	F	662.5	41.3	D	WBL	223.3	F	607.5
Section 7 Airport Rd / Parson Rd / Patterson Rd	Unsignalized	HCM 6th	534.0 (WB)	F (WB)	WBT	534.0	F	367.5	N/A ⁴	N/A⁴	SBL	256.4	F	222.5
South Blvd	Unsignalized	HCM 6th	612.6 (WB)	F (WB)	WBT	612.6	F	290	2276.5 (EB)	F (EB)	EBT	2276.5	F	202.5
Sanders Rd / CR 547 / Davenport Blvd	Signalized	HCM 6th	36.4	D	EBL	172.7	F	162.5	28.3	C	NBL	72.0	E	42.5
Holly Hill Cutoff Rd / North Blvd W	Unsignalized	HCM 6th	1282.4 (WB)	F (WB)	WBT	1282.4	F	345	1148.9 (WB)	F (WB)	WBT	1148.9	F	345
La Casa Del Sol Blvd	Unsignalized	HCM 6th	28.7 (EB)	D (EB)	EBL	41.1	E	5	132.4 (EB)	F (EB)	EBL	201.4	F	20

¹ Overall Intersection Delay and LOS for Signalized Intersections, Worst Approach Delay and LOS for Unsignalized Intersections

² For intersections where HCM 2000 Reports were used for delay and LOS, Synchro 10 Reports were used for 95th Percentile Queue Lengths

³ Synchro 10 Reports 95th Percentile Queue Annotations:

m = Volume for 95th percentile queue is metered by upstream signal

= 95th percentile volume exceeds capacity, queue may be longer

⁴ Exceeds capacity, worst approach delay and LOS not reported in HCM 6th Edition TWSC Report

TABLE 6-1: EXISTING CONDITIONS INTERSECTION ANALYSIS RESULTS (CONTINUED)

Intersection	Intersection Type	Reports Used	AM						PM					
			Intersection Delay (s) ¹	Intersection LOS ¹	Critical Mvment	Critical Mvment Delay (s)	Critical Mvment LOS	Critical Mvment 95th % Queue Length (ft) ^{2, 3}	Intersection Delay (s) ¹	Intersection LOS ¹	Critical Mvment	Critical Mvment Delay (s)	Critical Mvment LOS	Critical Mvment 95th % Queue Length (ft) ^{2, 3}
Massee Rd / Holly Hill Rd	Signalized	HCM 6th	18.5	B	NBL	68.2	E	55	27.9	C	NBL	82.4	F	72.5
Holly Hill Tank Rd / Florida Development Rd	Unsignalized	HCM 6th	264.4 (WB)	F (WB)	WBT	264.4	F	155	597.9 (WB)	F (WB)	WBT	597.9	F	150
Ridgewood Lakes Blvd	Signalized	HCM 6th	11.6	B	NBL	516.9	F	17.5	11.6	B	NBL	412.0	F	12.5
Cottonwood Rd	Unsignalized	HCM 6th	644.4 (WB)	F (WB)	WBT	644.4	F	265	1846.6 (WB)	F (WB)	WBT	1846.6	F	300
Minute Maid Ramp Rd 2	Signalized	HCM 6th	58.7	E	EBL	179.7	F	172.5	27.1	C	EBT	281.1	F	210
Heller Bros. Blvd / Deer Creek Blvd	Signalized	HCM 6th	12.2	B	SBL	73.2	E	20	25.5	C	WBL	120.7	F	307.5
Home Run Blvd / Victor Posner Blvd	Signalized	HCM 6th	33.9	C	EBL	98.6	F	385	35.7	D	NBL	113.1	F	105
I-4 EB Ramps (Frontage Rd)	Signalized	HCM 2000	34.2	C	WBL	57.1	E	113	47.7	D	EBT	104.6	F	#178
I-4 WB Ramps	Signalized	HCM 6th	33.8	C	SBL	70.5	E	30	41.5	D	SBL	115.5	F	100
Access Rd	Signalized	HCM 6th	12.8	B	EBR	43.5	D	57.5	26.3	C	EBL	92.0	F	100
Waverly Barn Rd	Signalized	HCM 6th	36.2	D	NBL	74.3	E	122.5	28.8	C	SBL	62.1	E	72.5
Deen Still Rd	Signalized	HCM 6th	29.3	C	NBL	61.3	E	67.5	31.6	C	NBL	63.1	E	75
Ogelthorpe Dr / Laurel Estates Driveway	Unsignalized	HCM 6th	41.2 (EB)	E (EB)	EBL	70.7	F	40	60.6 (EB)	F (EB)	EBL	114.7	F	42.5
Cardiff Ave / Tri County 1 Rd	Unsignalized	HCM 6th	42.0 (EB)	E (EB)	EBT	79.5	F	50	87.2 (EB)	F (EB)	EBT	175.4	F	57.5
Four Corners Blvd / Bella Citta Blvd	Signalized	HCM 6th	24.0	C	NBL	51.9	D	17.5	23.1	C	NBL	47.3	D	45
Terra del sol / Central Grove Rd	Unsignalized	HCM 6th	194.6 (EB)	F (EB)	EBT	194.6	F	200	339.2 (EB)	F (EB)	EBT	339.2	F	165
McFee Dr / California Blvd	Signalized	HCM 6th	31.7	C	EBL	173.2	F	207.5	27.5	C	EBL	107.5	F	122.5
Student Dr / Highland Reserve Blvd	Signalized	HCM 6th	34.6	C	WBL	335.9	F	352.5	20.6	C	SBL	59.3	E	70
Sand Mine Rd	Signalized	HCM 2000	57.3	E	EBL	85.3	F	#295	33.8	C	WBT	60.1	E	154
Florence Villa Grove Rd / Legacy Park Blvd	Signalized	HCM 6th	36.2	D	SBL	63.1	E	87.5	56.9	E	WBT	113.8	F	887.5
Polo Park Blvd	Signalized	HCM 6th	21.8	C	SBL	49.5	D	32.5	24.1	C	NBL	64.0	E	80

¹ Overall Intersection Delay and LOS for Signalized Intersections, Worst Approach Delay and LOS for Unsignalized Intersections

² For intersections where HCM 2000 Reports were used for delay and LOS, Synchro 10 Reports were used for 95th Percentile Queue Lengths

³ Synchro 10 Reports 95th Percentile Queue Annotations:

- m = Volume for 95th percentile queue is metered by upstream signal
- # = 95th percentile volume exceeds capacity, queue may be longer

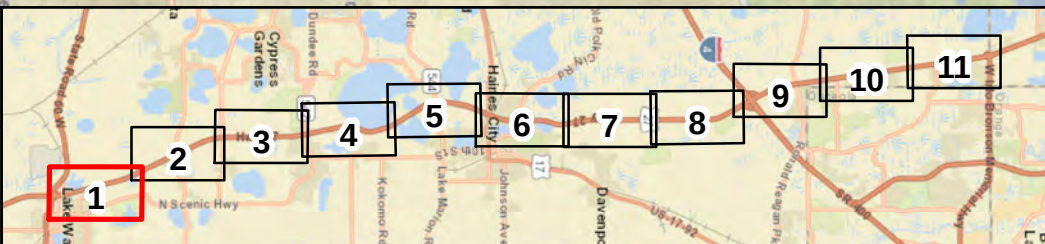
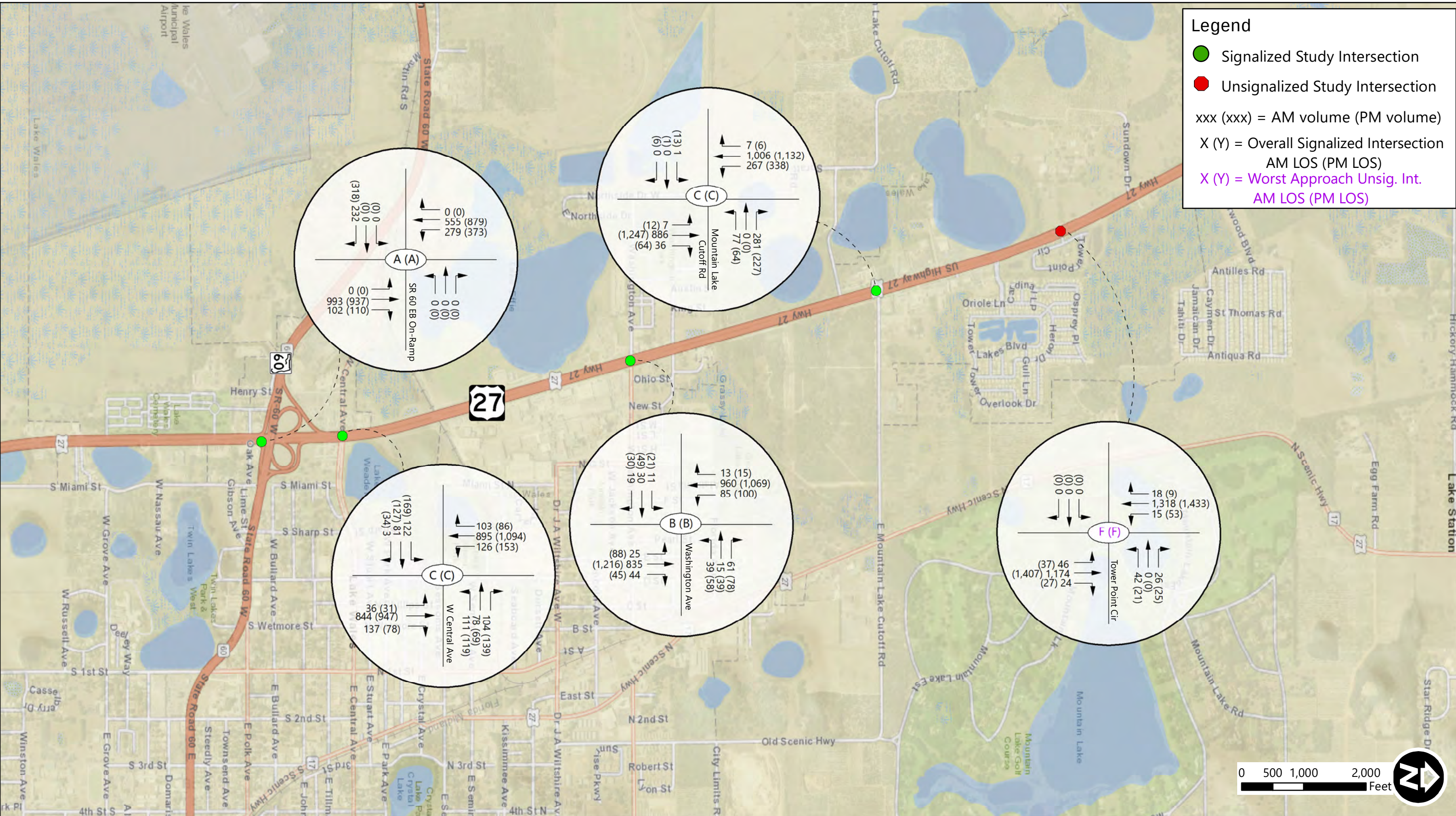


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
Sheet 1 of 11

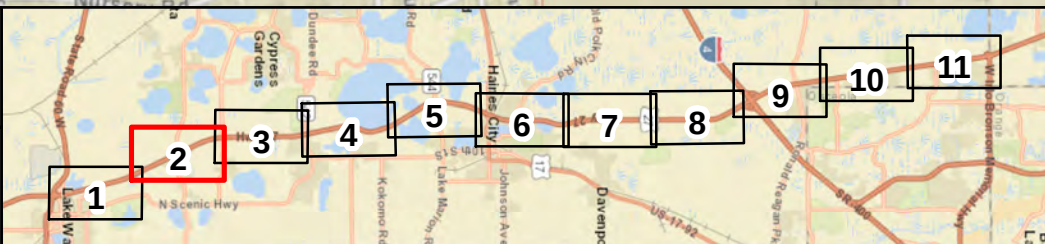
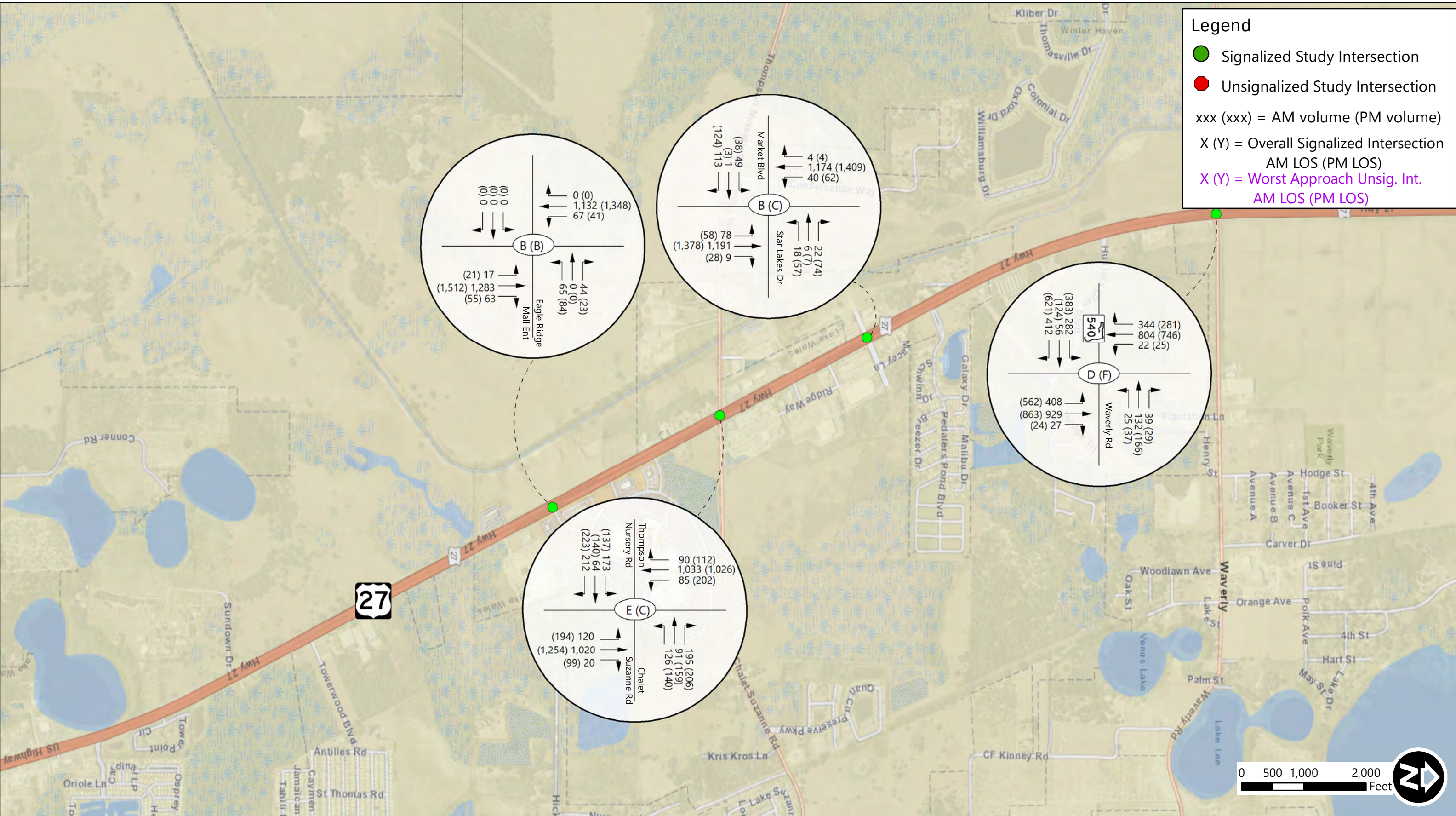
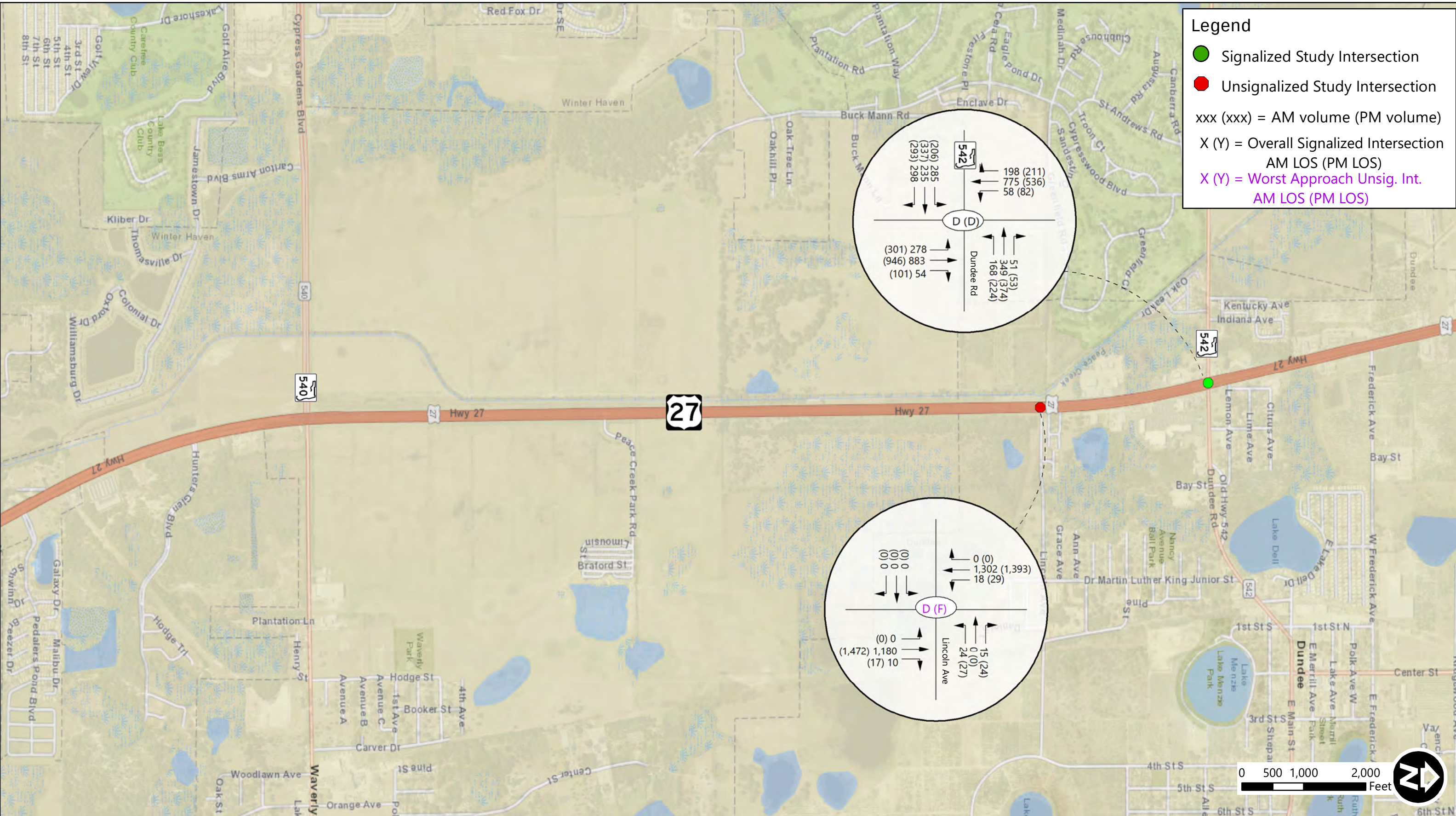


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
Sheet 2 of 11



NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

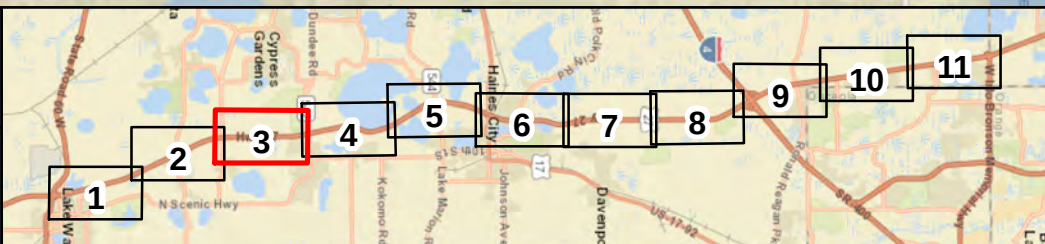


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
Sheet 3 of 11

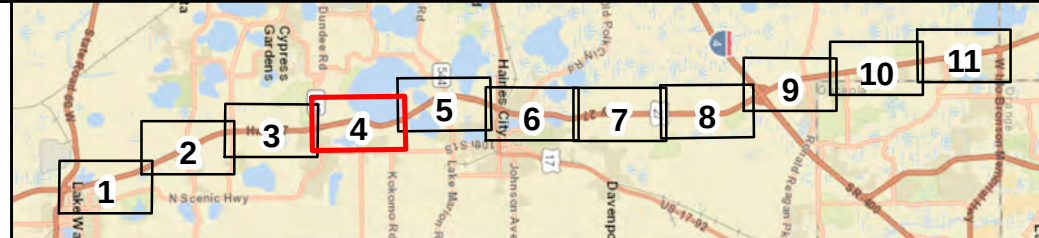
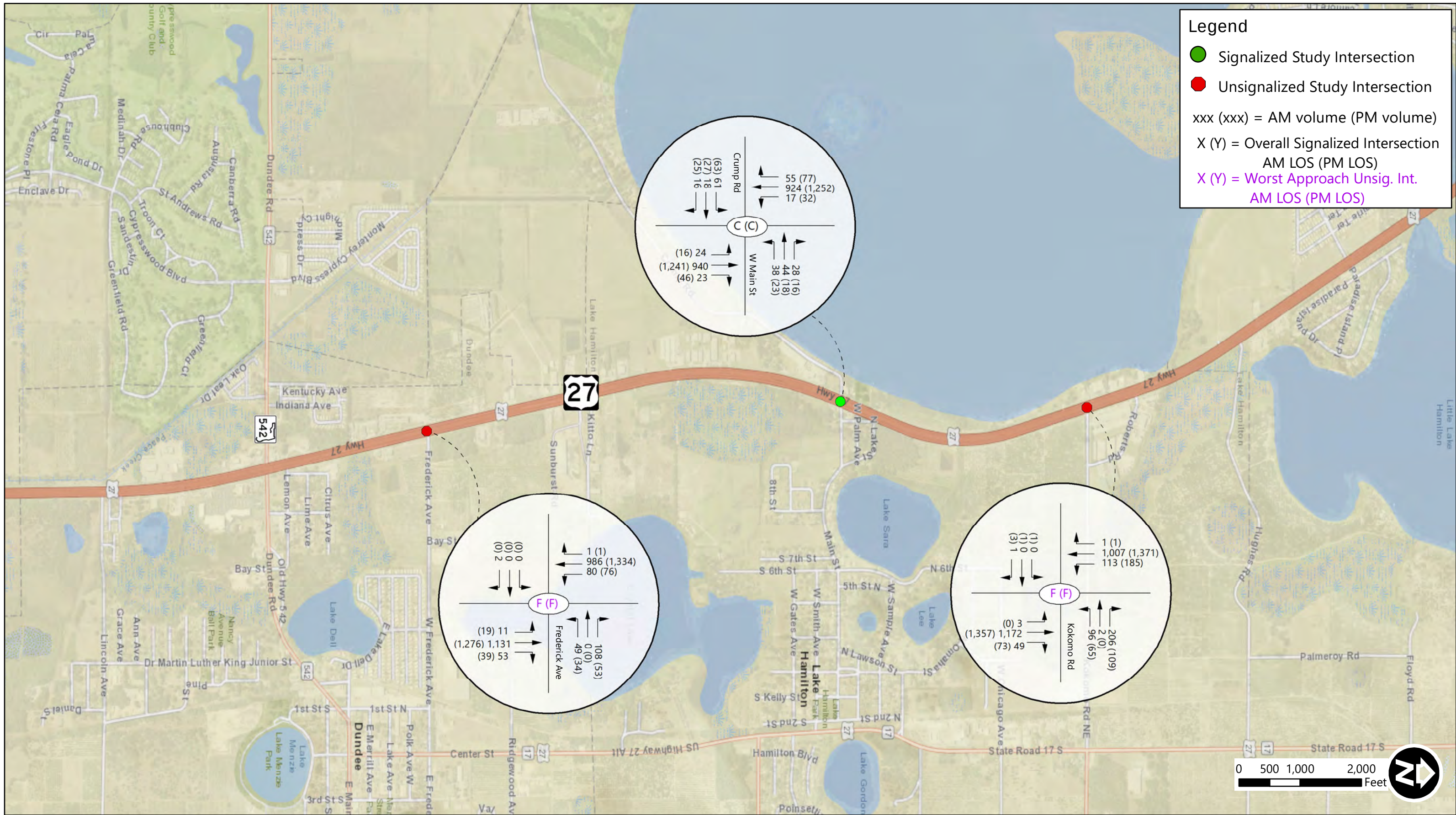
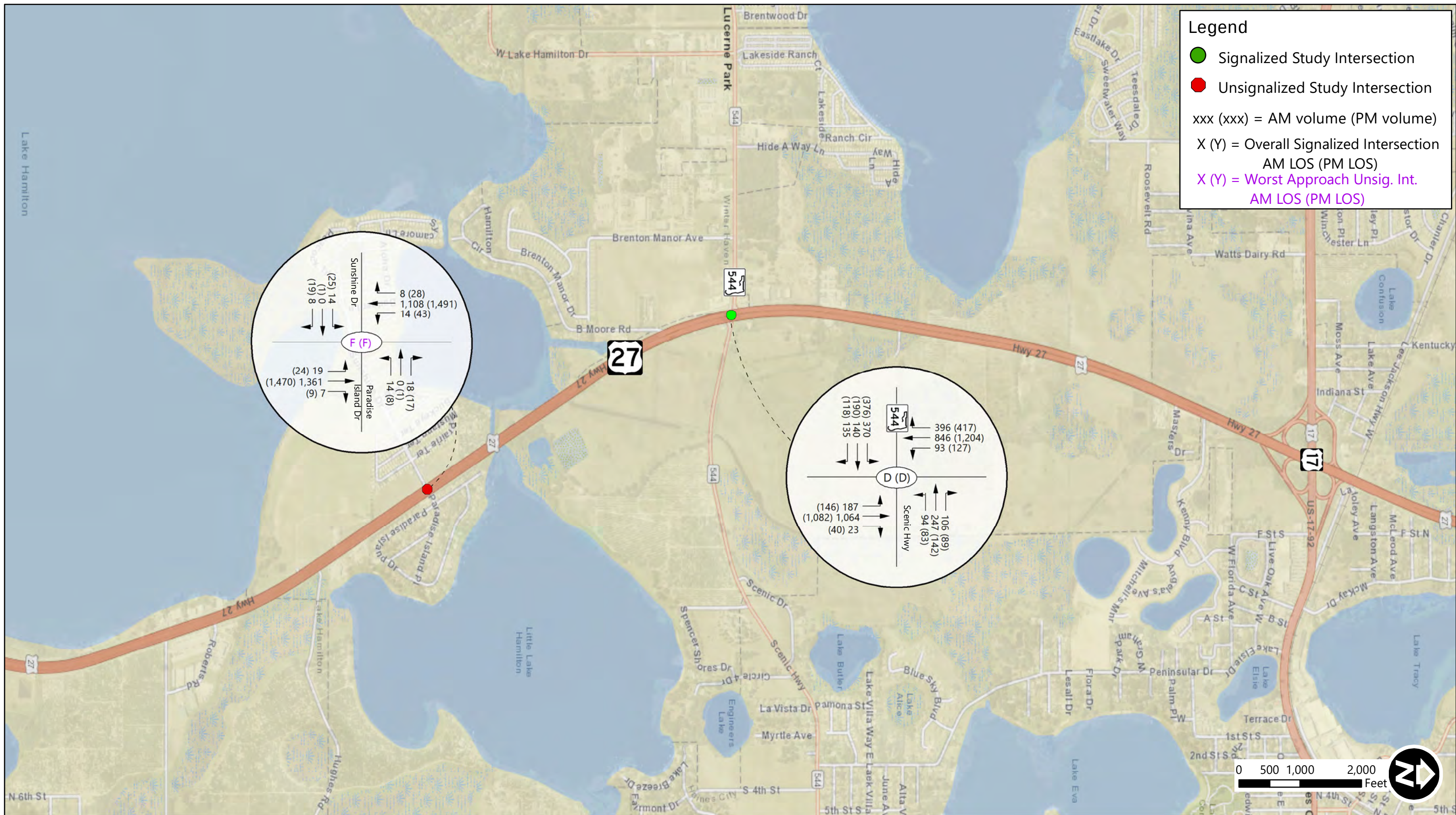


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
 Sheet 4 of 11



NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

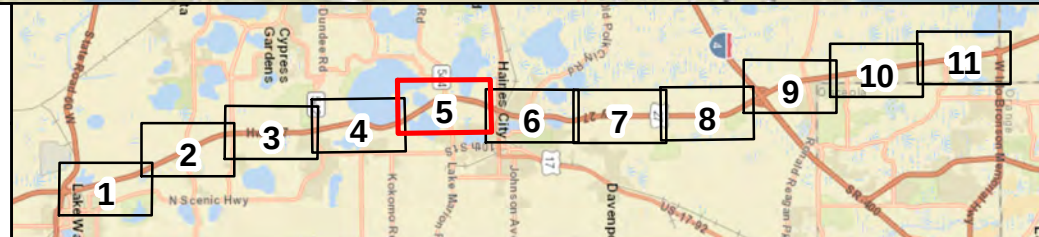


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
 Sheet 5 of 11

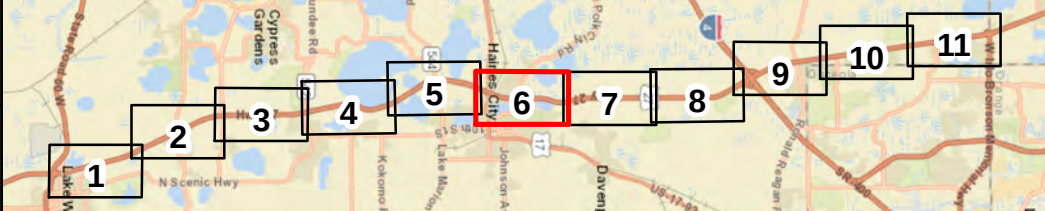
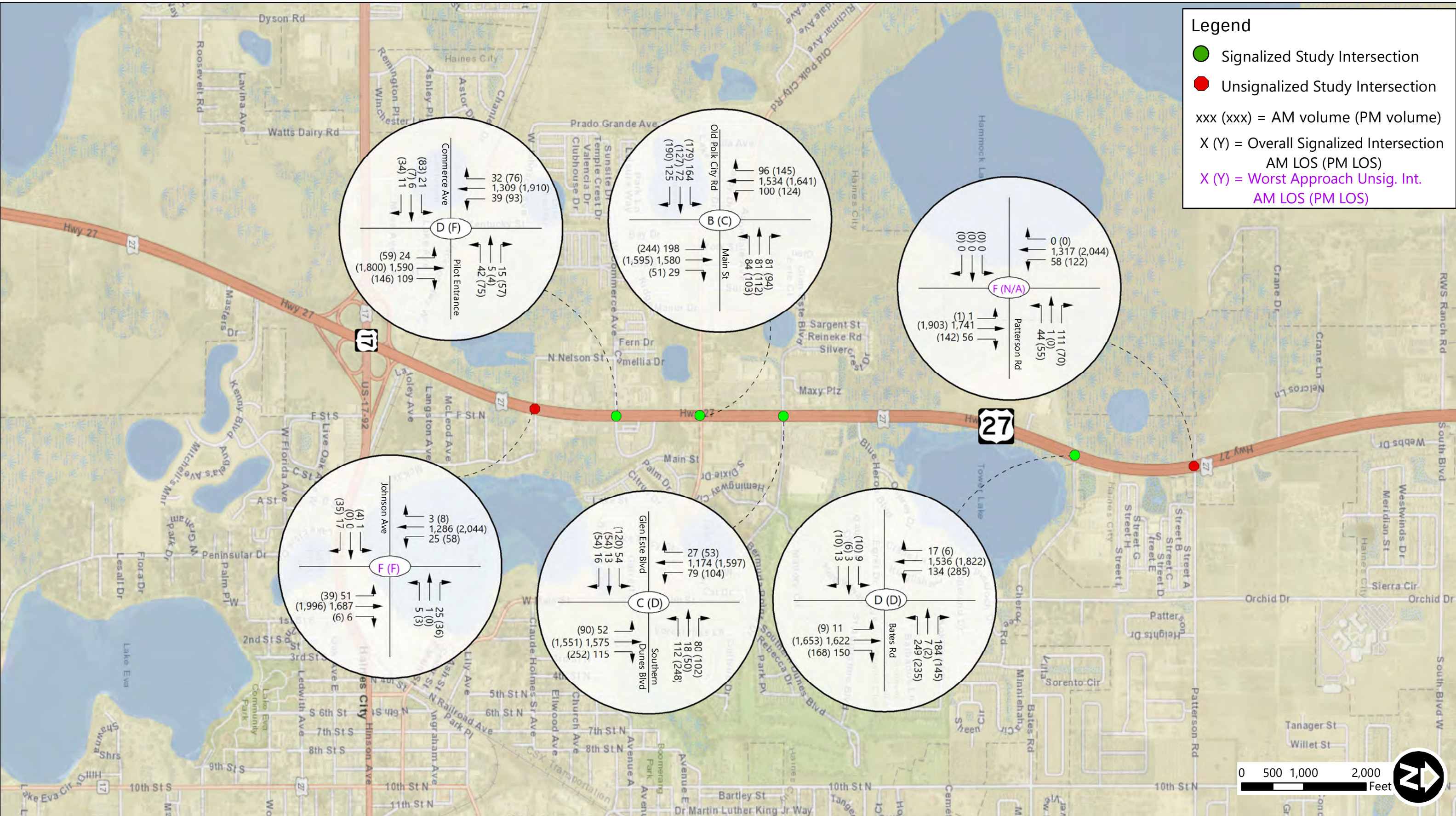
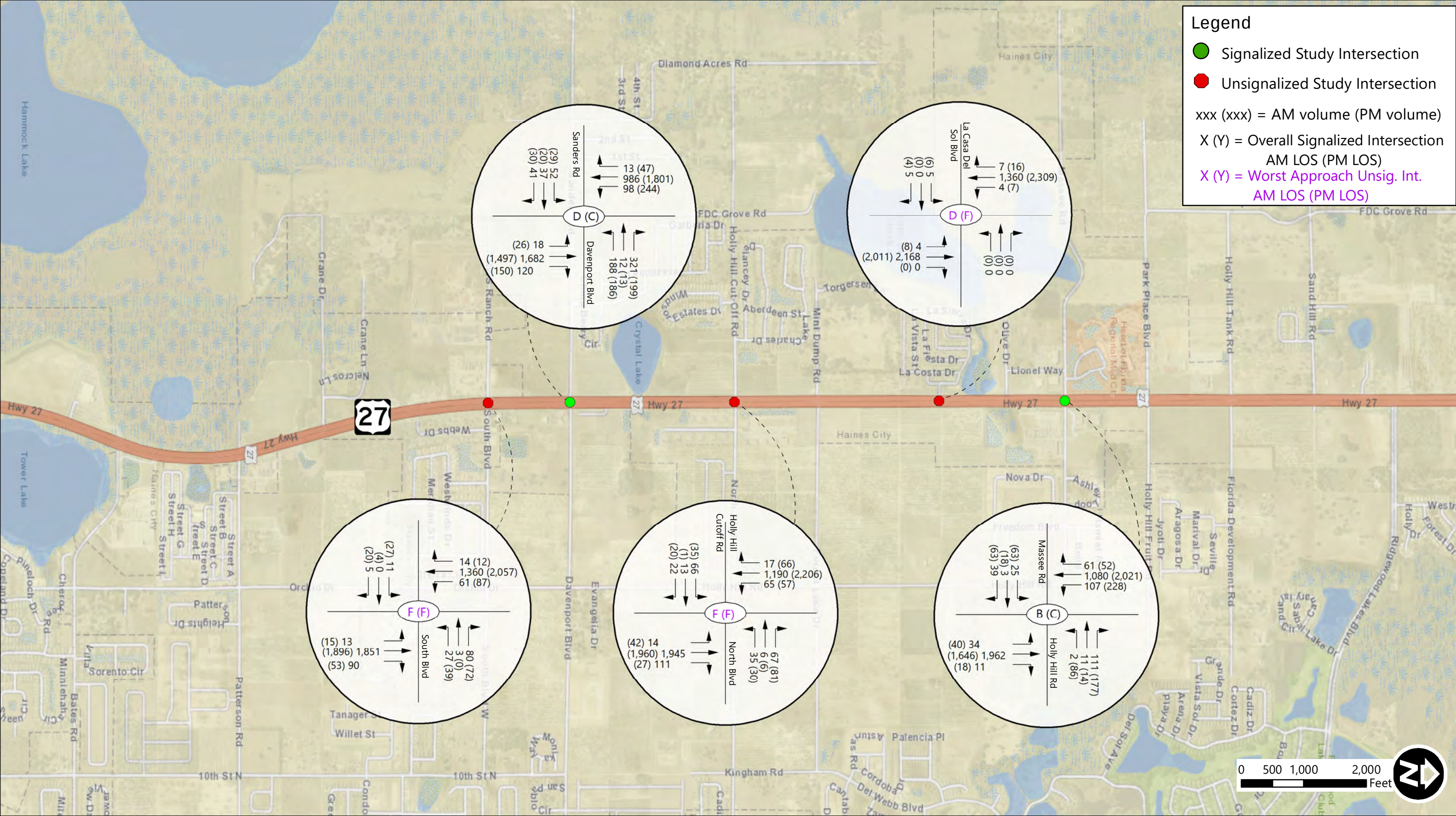


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
Sheet 6 of 11



Legend

- Signalized Study Intersection
- Unsignalized Study Intersection
- xxx (xxx) = AM volume (PM volume)
- X (Y) = Overall Signalized Intersection
AM LOS (PM LOS)
- X (Y) = Worst Approach Unsig. Int.
AM LOS (PM LOS)

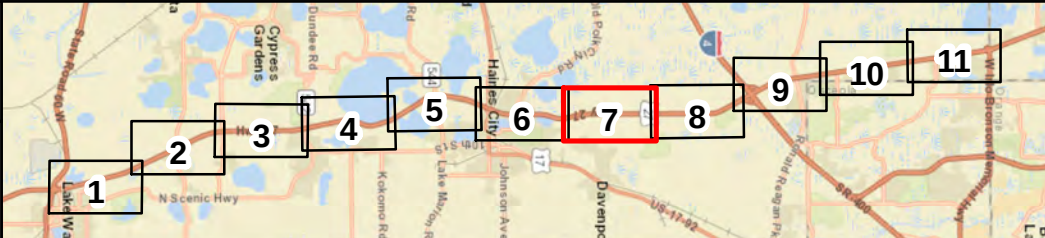


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
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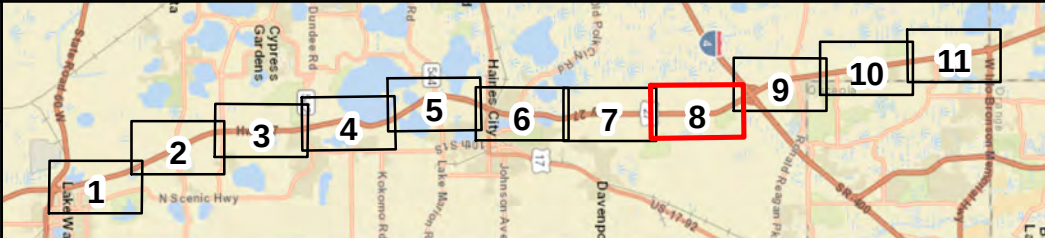
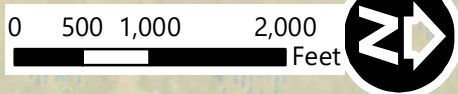
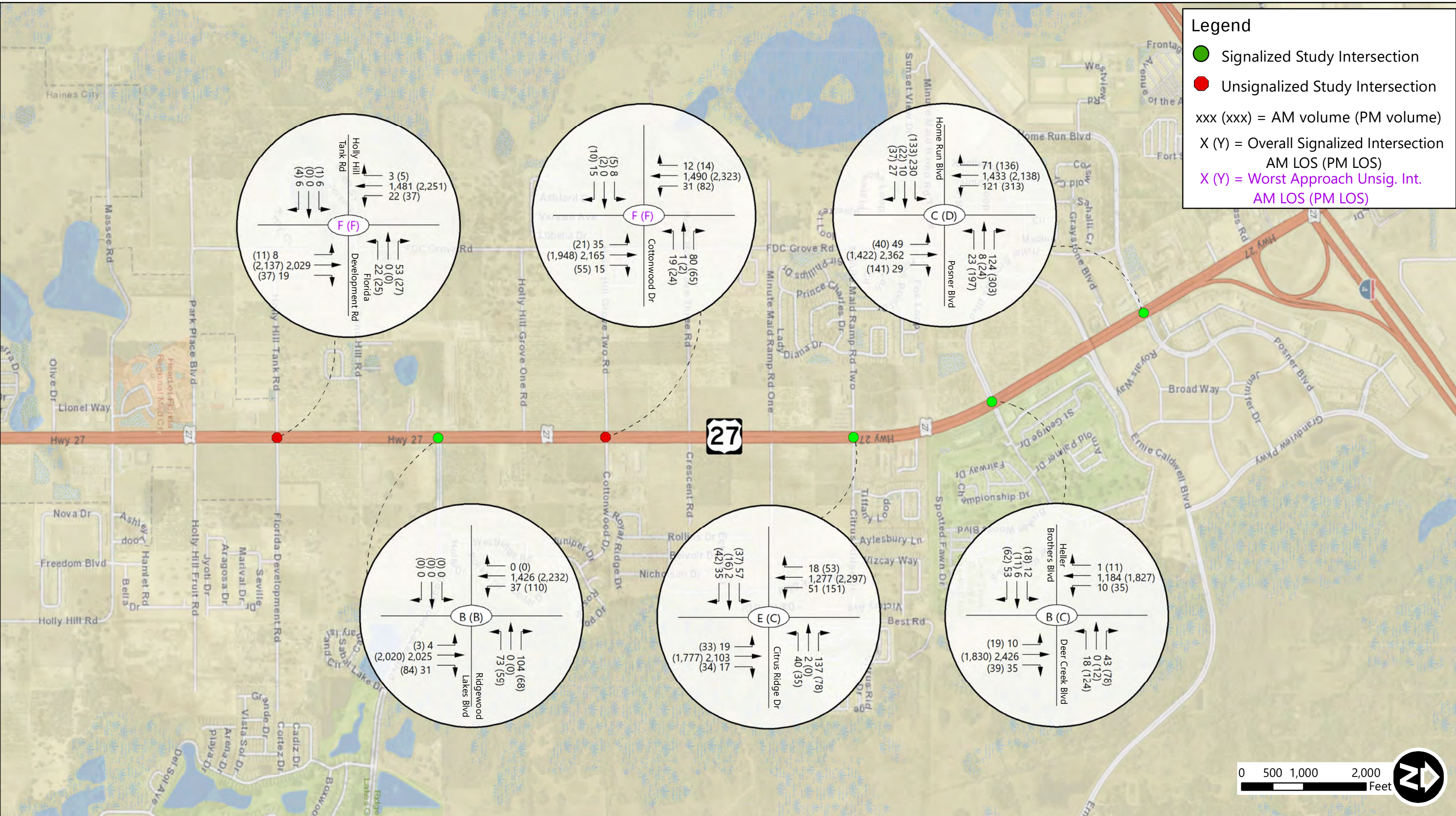
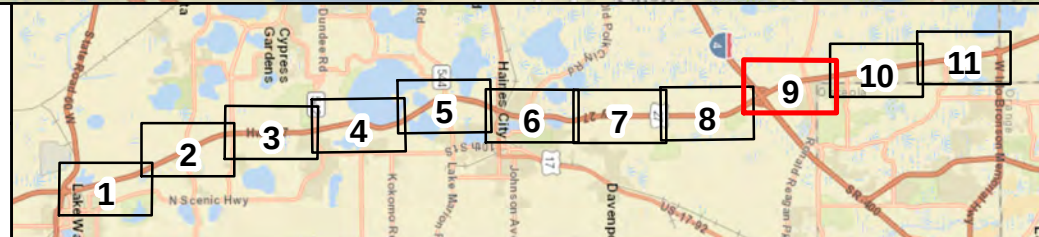
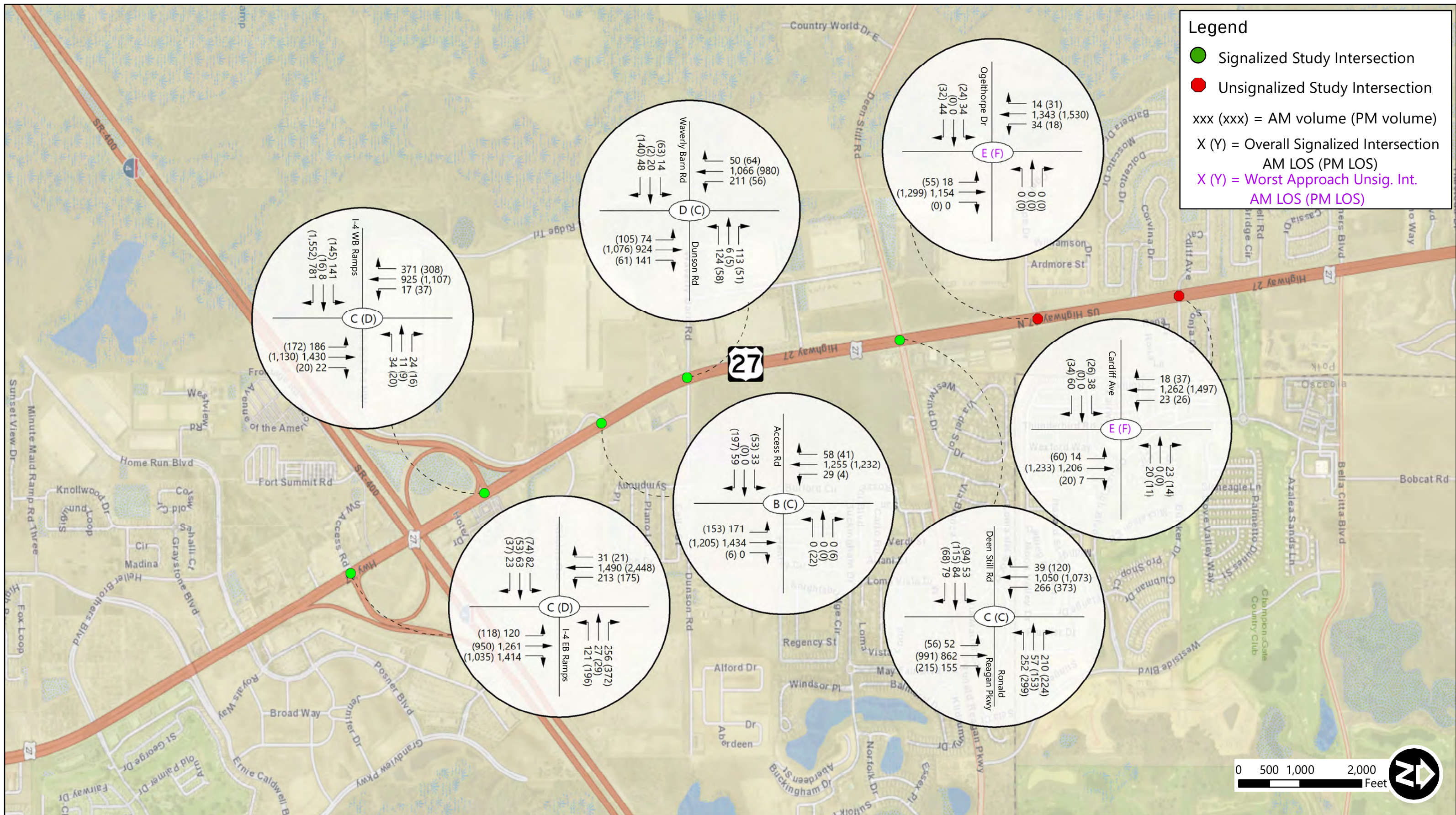


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
Sheet 8 of 11



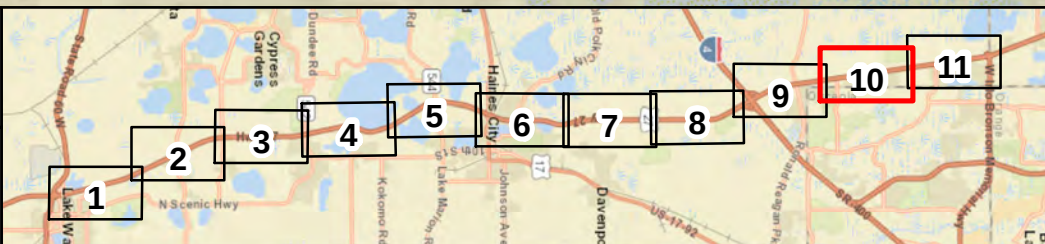
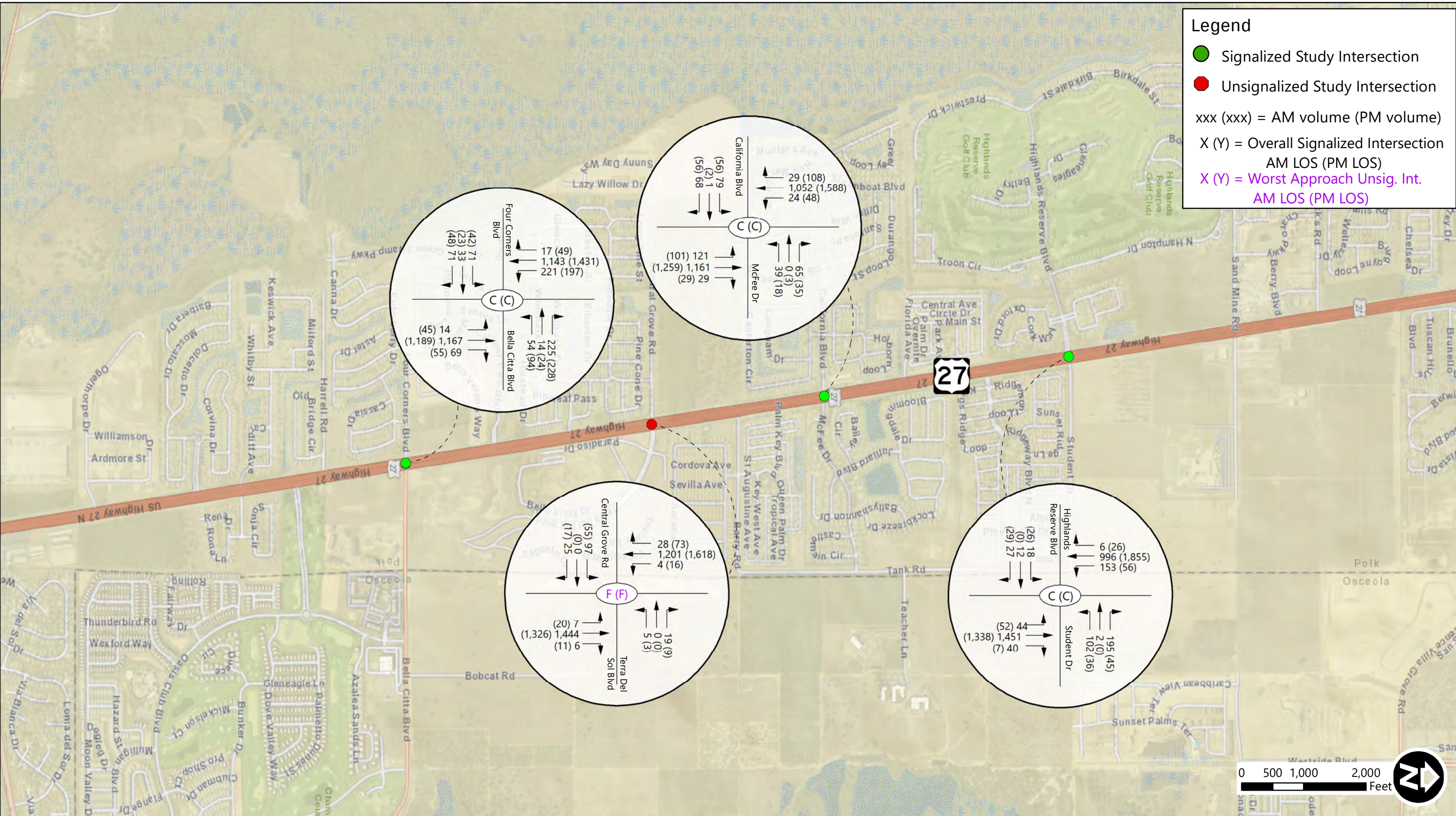


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
Sheet 10 of 11

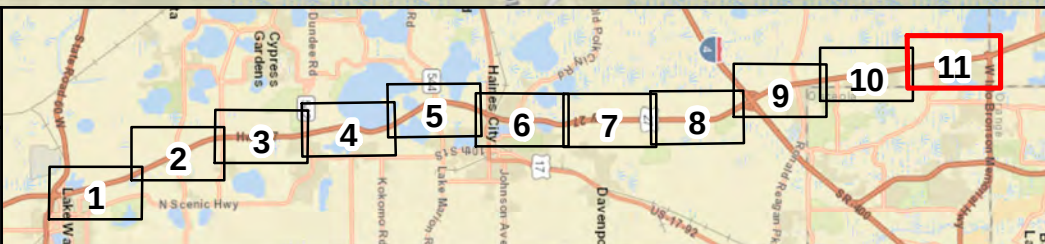
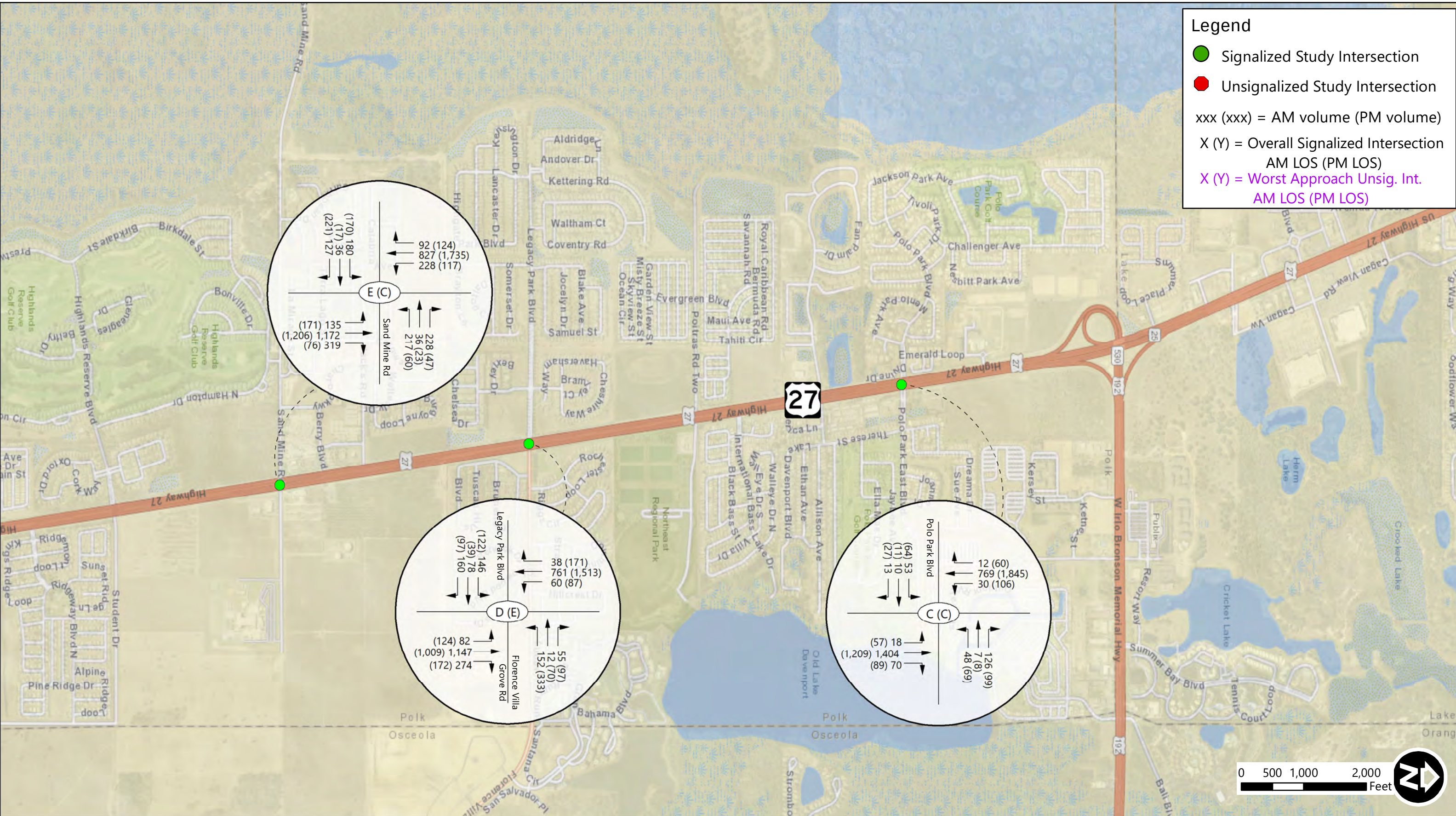
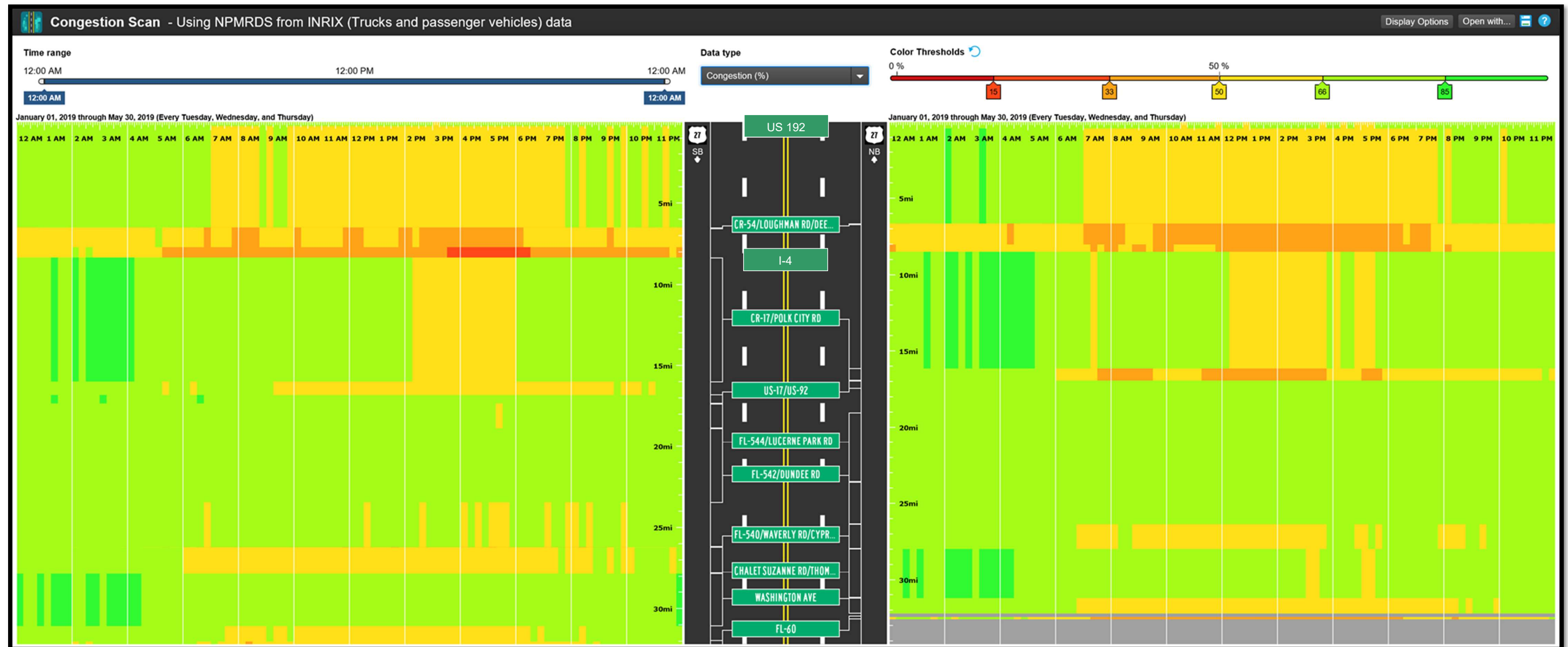


FIGURE 6-7
EXISTING (2018) INTERSECTION TURNING
MOVEMENT VOLUMES & LEVEL OF SERVICE
Sheet 11 of 11

6.2.4 Existing Conditions US 27 Congestion Assessment

Speeds, travel times, and congestion scans were obtained from available INRIX data in the RITIS system. AM and PM peak hours were assessed based on typical weekday (Tuesday - Thursday) data downloaded for the dates of January 1, 2019 through May 31, 2019, during the months when school is in service.

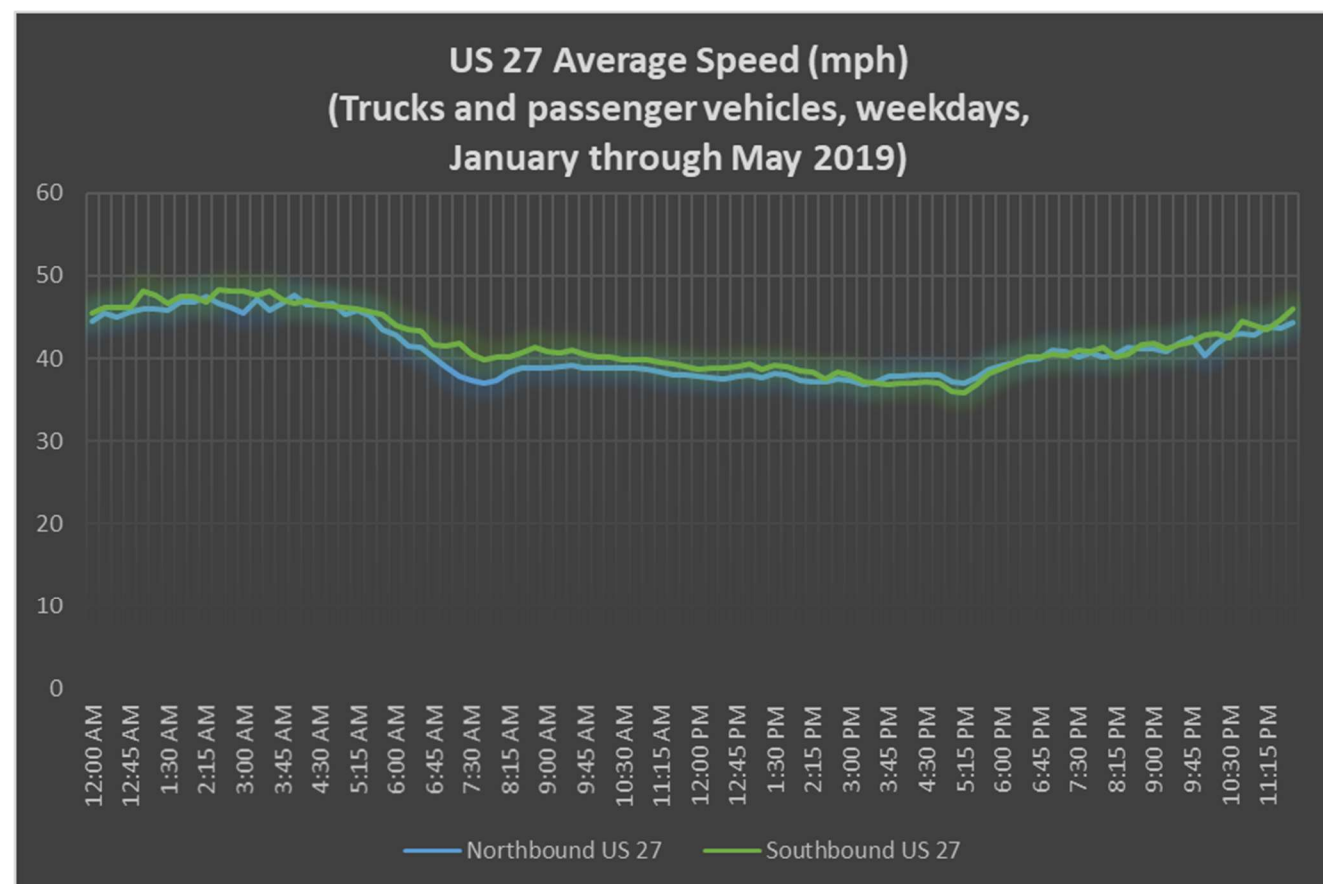
FIGURE 6-8: US 27 CONGESTION SCAN



The congestion scan of US 27 shows that traffic in the southbound direction is somewhat congested from US 192 to I-4 from 7am to 7pm, with heavy congestion frequently occurring between CR-54/Deen Still Road and I-4 between 6:30am and 6pm. The heaviest congestion for southbound traffic on US 27 occurs at I-4 between 3pm and 6pm. In the northbound direction, US 27 traffic typically experiences some noticeable congestion between US 17/92 and Old Polk City Road between 7-9am, 11am-3pm, and 4:30-5:30pm. Northbound also typically experiences some congestion between I-4 and Deen Still Road from 7am-7pm.

Average speeds along US 27 in the northbound and southbound directions for all vehicles were also obtained through RITIS. **Figure 6-9** illustrates how average speed dips down from approximately 45 mph to between 36 and 40 mph in both directions from approximately 6:45am to 6:45pm.

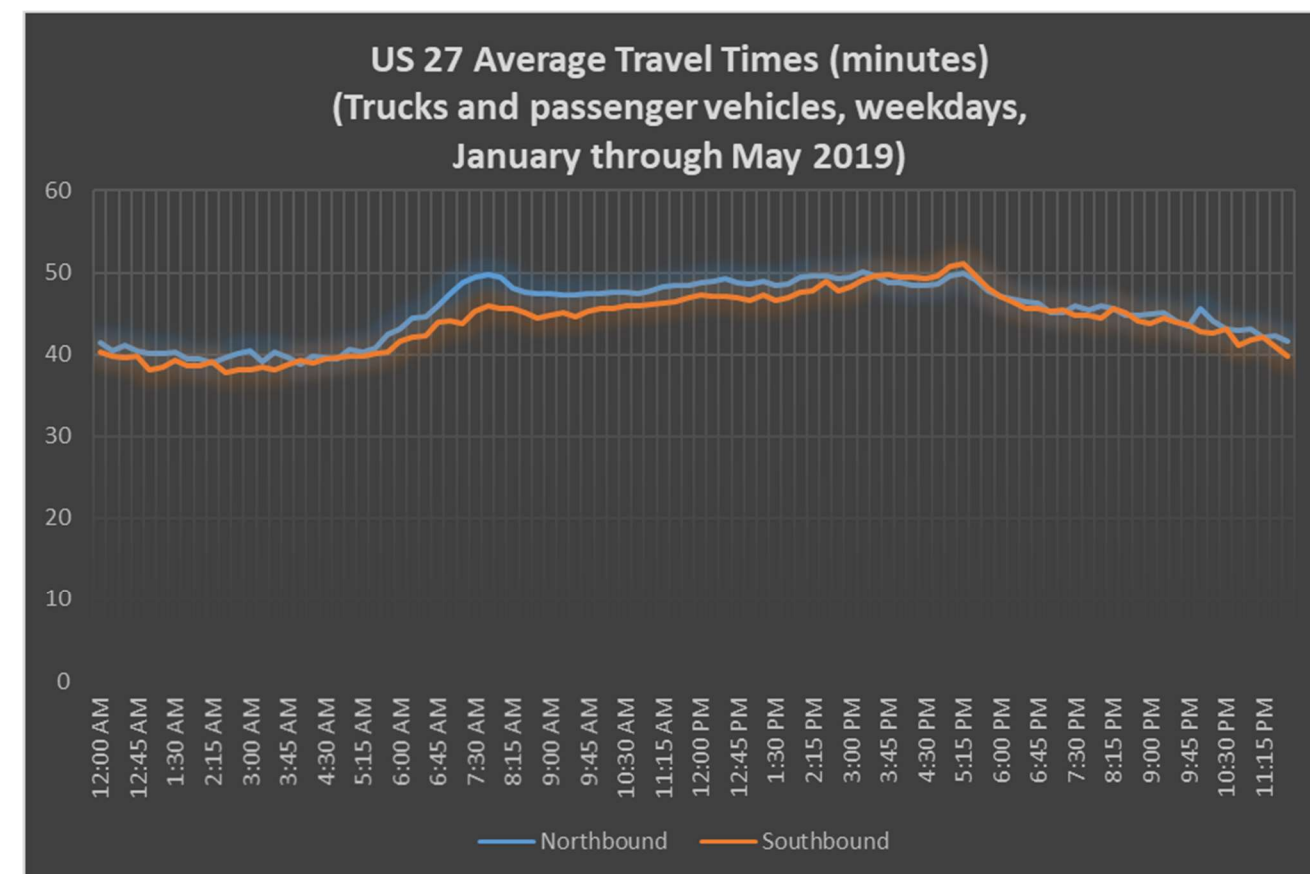
FIGURE 6-9: US 27 AVERAGE SPEED



Note: Source is RITIS INRIX data, pulled for Jan. 1, 2019 through May 31, 2019, weekdays only, on US 27 between SR 60 and US 192

The average travel times along US 27 from US -192 to SR 60, in the northbound and southbound directions, for all vehicles were also obtained through RITIS. **Figure 6-10** illustrates how average travel time is approximately 40 minutes in both directions between 12am and 6am. Between 6am and 5:15pm, travel time increases by 5 to 10 minutes for both northbound and southbound directions. After 5:15pm, travel times gradually decrease back down to approximately 40 minutes.

FIGURE 6-10: US 27 AVERAGE TRAVEL TIME

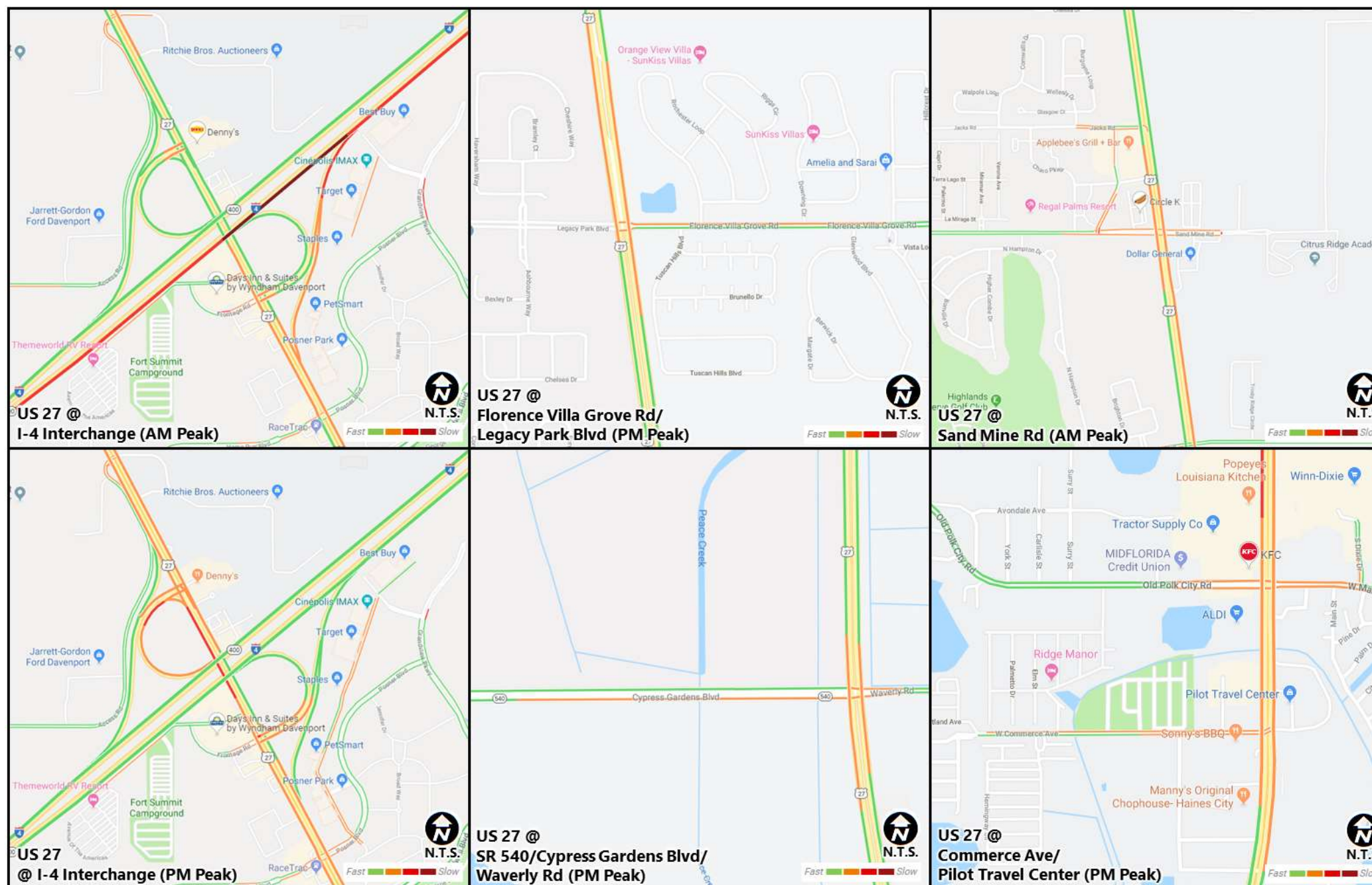


Note: Source is RITIS INRIX data, pulled for Jan. 1, 2019 through May 31, 2019, weekdays only, on US 27 between SR 60 and US 192

Screenshots were taken from Google Maps Typical Traffic Conditions as supporting information to the Existing Conditions analysis results. Each study intersection was observed on Google Maps during both an AM typical weekday condition and PM typical weekday condition and compared to the results obtained from

Synchro. The six intersections in **Figure 6-11** showed poor operational results in the Synchro analysis during the indicated peak hour, and the Google Maps Typical Traffic Conditions screenshots support the results.

FIGURE 6-11: TYPICAL GOOGLE MAPS TRAFFIC CONDITIONS



Screenshots taken from Google Maps; all AM Peak screenshots are from typical Wednesday at 7:45 AM, all PM Peak screenshots are from typical Wednesday at 5:15 PM.

6.3 EXISTING BICYCLE ANALYSIS

To evaluate the quality and Level of Service (LOS) of the bicycle facilities along US 27, the FDOT Quality/Level of Service (Q/LOS) analysis methodology was used. The level of service is generally indicated with a letter grade A through F, with “A” being a facility that is perceived by the user to be optimal, while “F” would be perceived to be the poorest conditions. The average annual daily traffic (AADT) relative to the number of roadway lanes present, along with the coverage of bicycle lanes and/or paved shoulders, are the factors used to determine the bicycle mode LOS.

The existing bicycle facilities along US 27 are shown on **Figure 3-2**, and **Table 6-2** shows a tabular inventory of the existing bicycle infrastructure within the study limits.. The presence of bicycle lanes was determined by whether there were bicycle lane pavement markings or if 5 foot wide (or greater than 5 foot wide) paved shoulder was accompanied by keyhole lanes present at intersections. For each roadway segment, the northbound (NB) and southbound (SB) facilities were considered together. A lack of a bicycle facility on one *or both* sides of a segment was considered to be a wholly deficient segment. As a major arterial roadway, standard facilities should be available for all users.

To determine LOS the AADTs on each segment were compared to the Generalized Service Volume Table (GSVT) two-way maximum service volumes as presented in the FDOT Quality/Level of Service Handbook, based on percent coverage of bicycle facilities. The FDOT two-way maximum service volumes for 0-49% coverage were applied where a designated bicycle lane or paved 5 foot wide (or greater) shoulder does not exist on both sides of the road. If a designated bicycle lane or a paved 5 foot wide (or greater) shoulder exists on both sides of US 27, then coverage was considered to be 100% and the FDOT two-way maximum service volumes for 85-100% coverage were applied. The LOS was determined for each segment. The details of this analysis are summarized in Table M-1 in **Appendix M**.

TABLE 6-2: EXISTING BICYCLE FACILITIES

From	To	Existing Bicycle Facilities	Location ⁽¹⁾
Southern Study Limit	S of US 60 WB Ramp	Paved Shoulder 5-Foot or Greater	SB Side
NB US 27 On Ramp	Central Ave	Paved Shoulder 5-Foot or Greater with Keyhole Lanes	NB Side
Central Ave	Tower Point Cir	Paved Shoulder 5-Foot or Greater with Keyhole Lanes	Both Sides
Tower Point Cir	Eagle Ridge Dr	Paved Shoulder 5-Foot or Greater with Keyhole Lanes	Both Sides
Waverly Rd	S of Lincoln Ave	Paved Shoulder 5-Foot or Greater	Both Sides
S of Lincoln Ave	Lincoln Ave	Paved Shoulder 5-Foot or Greater with Keyhole Lanes	Both Sides
Lincoln Ave	Kitto Ln	Bike Lane with Pavement Marking	Both Sides
Kitto Ln	Crump Rd	Paved Shoulder 5-Foot or Greater with Keyhole Lanes	Both Sides
S of Moore Rd	S of SR 544	Paved Shoulder 5-Foot or Greater	SB Side
S of SR 544	SR 544	Bike Lane with Pavement Marking	SB Side
SR 544	N of SR 544	Paved Shoulder 5-Foot or Greater	SB Side
S of US 17/92	S of Johnson Ave	Paved Shoulder 5-Foot or Greater	Both Sides
Johnson Ave	Miracle Toyota Dealership	Paved Shoulder 5-Foot or Greater with Keyhole Lanes	Both Sides
Miracle Toyota Dealership	Lowes Entrance	Bike Lane with Pavement Marking	SB Side
Miracle Toyota Dealership	S of Bates Ave	Paved Shoulder 5-Foot or Greater with Keyhole Lanes	NB Side
S of Bates Ave	Lowes Entrance	Paved Shoulder 5-Foot or Greater	NB Side
Lowes Entrance	South Blvd	Paved Shoulder 5-Foot or Greater	Both Sides
South Blvd	Davenport Blvd	Paved Shoulder 5-Foot or Greater with Keyhole Lanes	NB Side
Davenport Blvd	Haines City Limit	Bike Lane with Pavement Marking	NB Side
South Blvd	Haines City Limit	Paved Shoulder 5-Foot or Greater	SB Side
Haines City Limit	Holly Hill Rd	Paved Shoulder 5-Foot or Greater	Both Sides
Holly Hill Rd	S of Holly Hill Tank Rd	Paved Shoulder 5-Foot or Greater with Keyhole Lanes	NB Side
Holly Hill Rd	S of Holly Hill Tank Rd	Paved Shoulder 5-Foot or Greater	SB Side
S of Holly Hill Tank Rd	Heller Brothers Blvd	Paved Shoulder 5-Foot or Greater	Both Sides
Heller Brothers Blvd	Access Rd	Various types and sides ⁽²⁾	
Access Rd	S of US 192	Bike Lane with Pavement Marking	Both Sides
S of US 192	US 192	Bike Lane with Pavement Marking	SB Side
S of US 192	US 192	Paved Shoulder 5-Foot or Greater	NB Side

Notes: (1) SB = Southbound; NB = Northbound (2) See Figure 3-2, Sheets 8, 9

Figure 6-12 presents the Bicycle Q/LOS along the US 27 corridor. **Table 6-3** summarizes the distance along US 27 that is considered to have a Q/LOS of C, D, E or F.

TABLE 6-3: NUMBER OF MILES PER BICYCLE Q/LOS LEVEL

Bicycle Q/LOS	Miles of US 27 Corridor
C	23.71 miles
D	4.64 miles
E	3.0 miles
F	0.69 miles

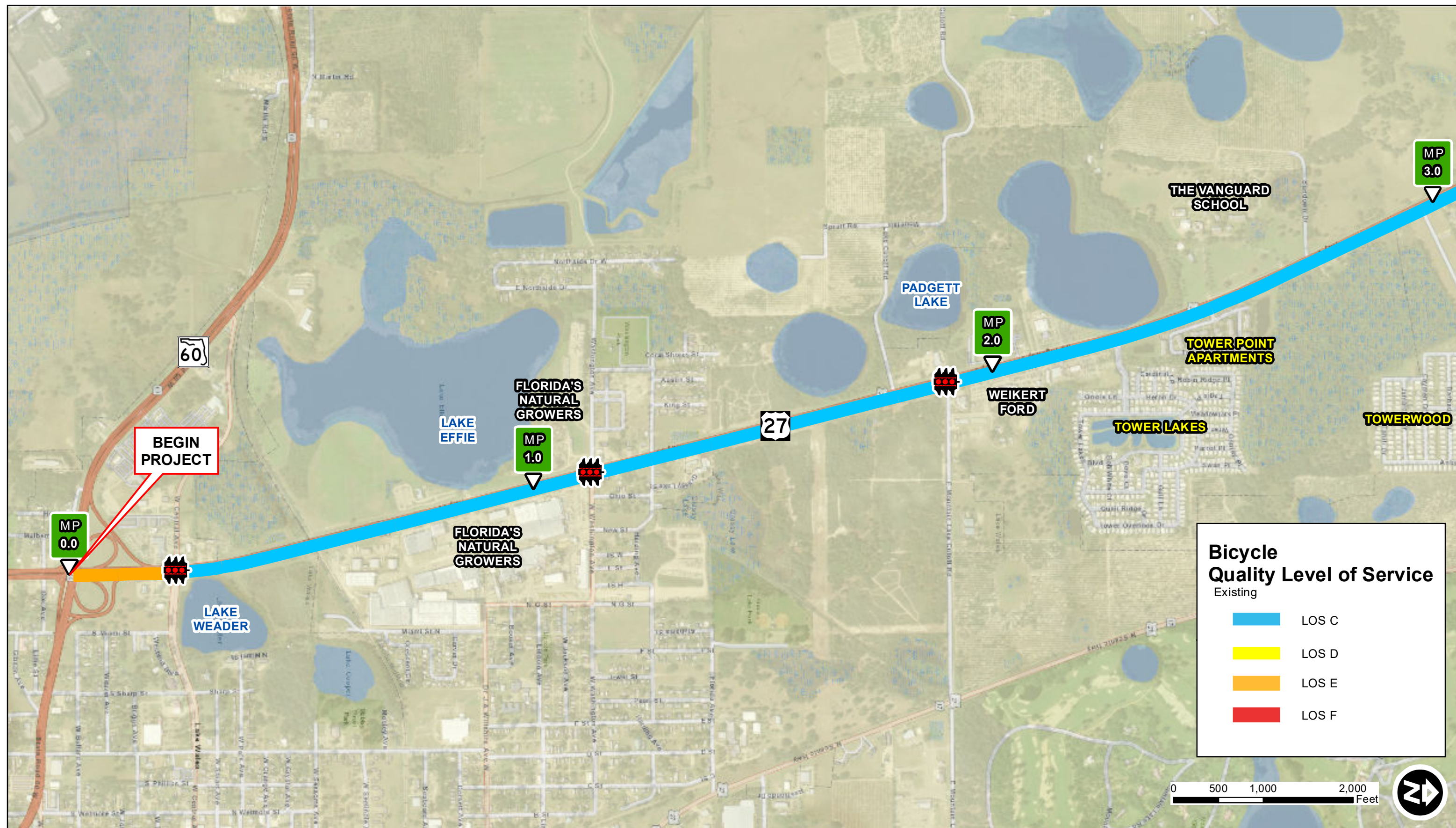
Approximately 88.5% of the US 27 corridor has an acceptable bicycle Q/LOS of D or better. Eleven and a half, or approximately 3.7 miles of US 27 has an undesirable LOS E or F. As daily vehicular traffic on US 27 increases with area and regional population and employment growth, the Q/LOS of existing facilities is expected to degrade.

Segments listed in **Table 6-4** are considered to have deficient bicycle facilities.

TABLE 6-3: DEFICIENT BICYCLE FACILITIES

From	To	Side of Deficiency ⁽¹⁾
Southern Study Limit	NB US 27 On Ramp	NB Only
NB US 27 On Ramp	Central Ave	SB Only
Eagle Ridge Dr	Waverly Rd	Both
Roberts Rd	South of US-17/92	Both <i>(except south of B Moore Rd to north of SR 544 on Left)</i>
Davenport Blvd	Walmart Distribution Center Access Rd NW	Various Sides ⁽²⁾

Notes: (1) SB = Southbound; NB = Northbound (2) See Figure 6-12 Sheets 7, 8, & 9



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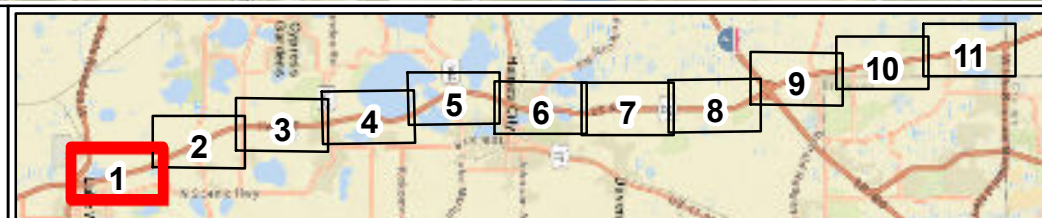
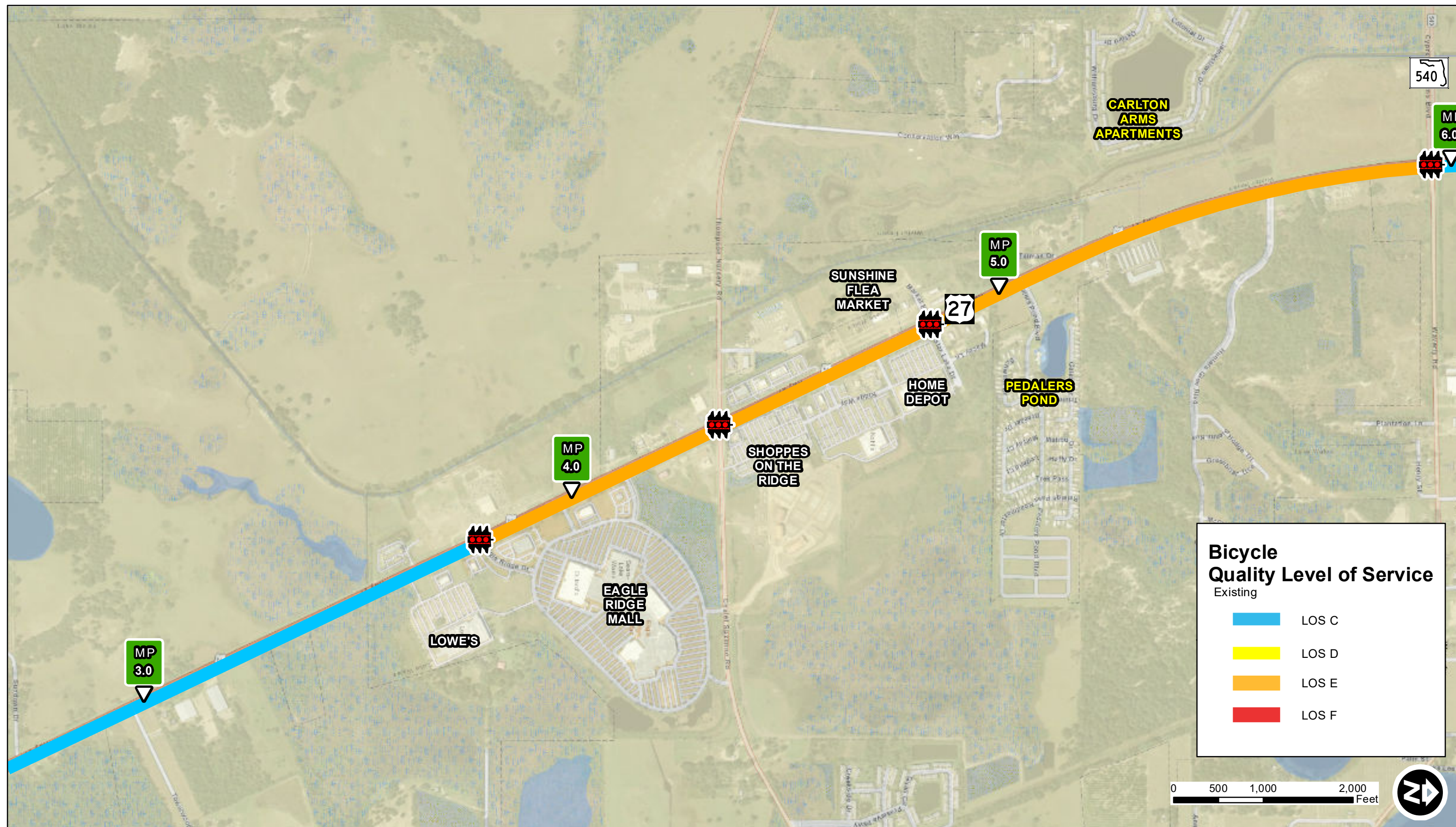


FIGURE 6-12
EXISTING
BICYCLE QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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US 27
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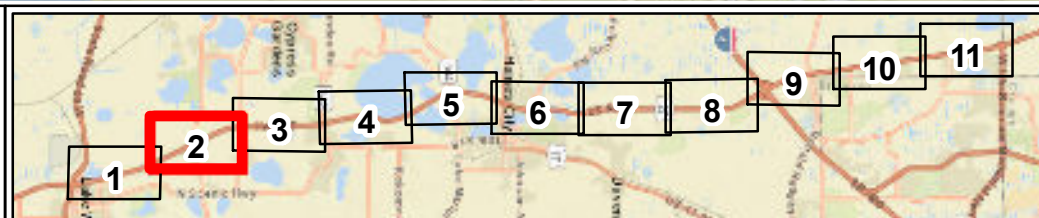
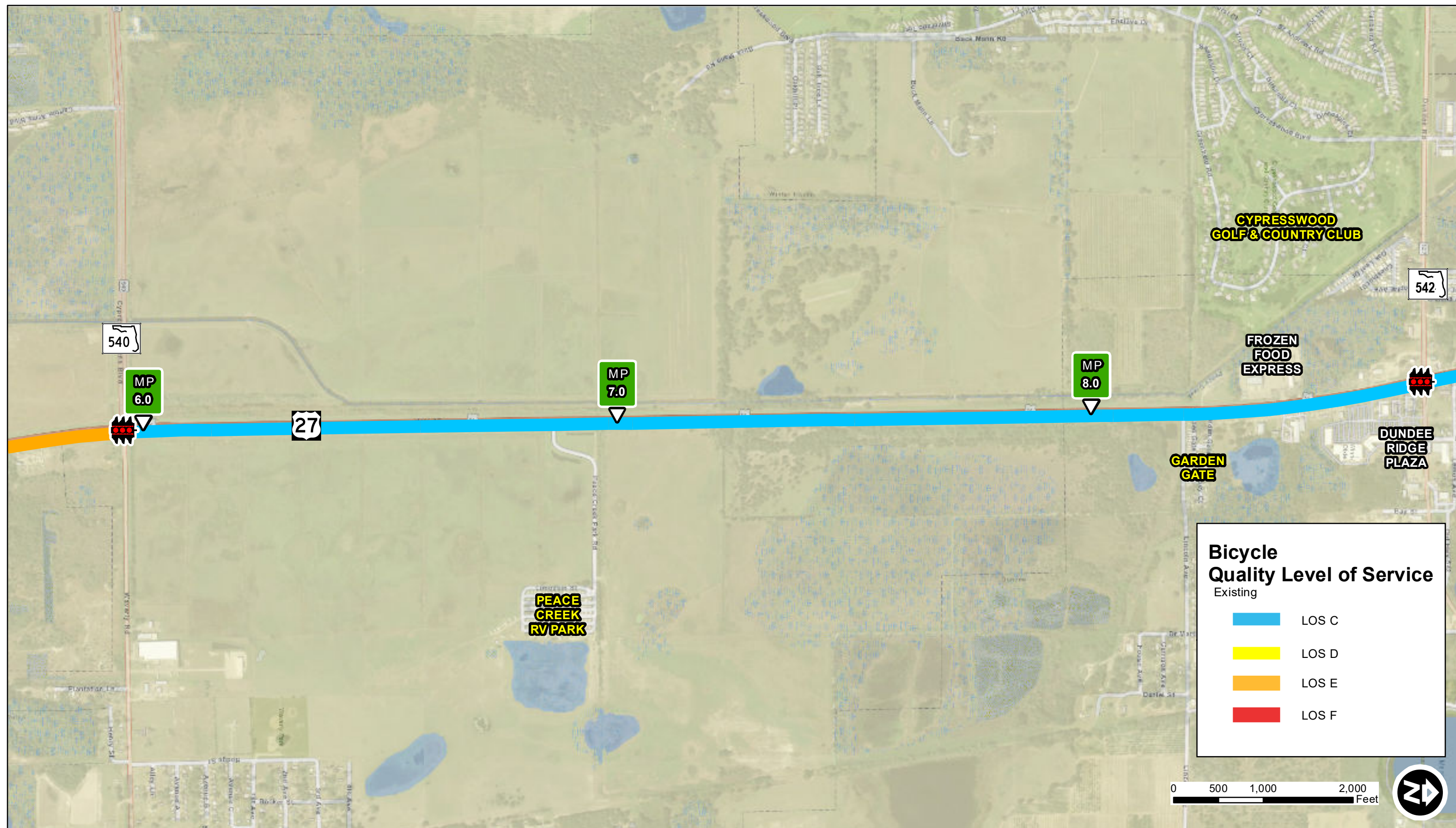


FIGURE 6-12
EXISTING
BICYCLE QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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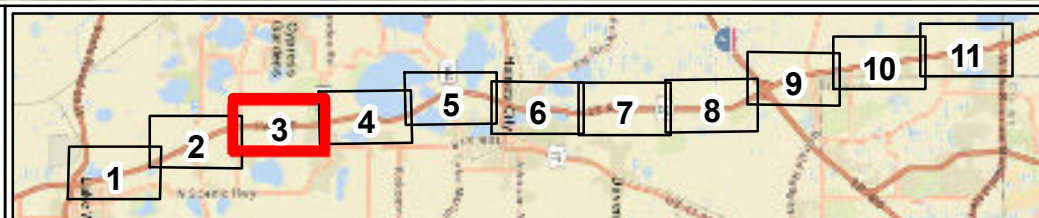
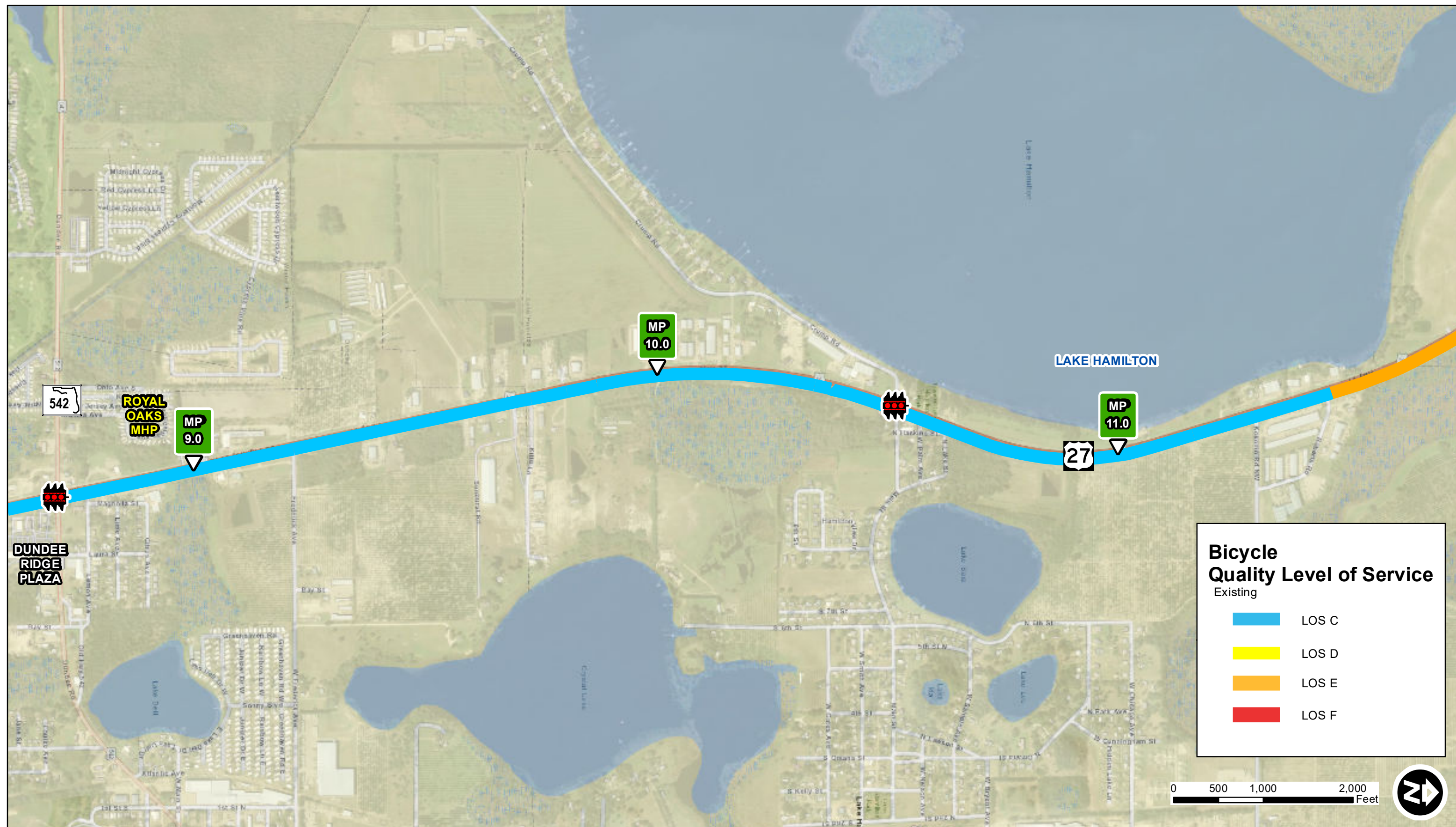


FIGURE 6-12
EXISTING
BICYCLE QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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NORTHEAST POLK
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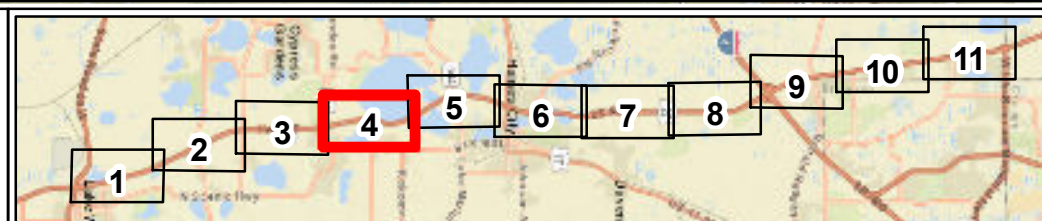
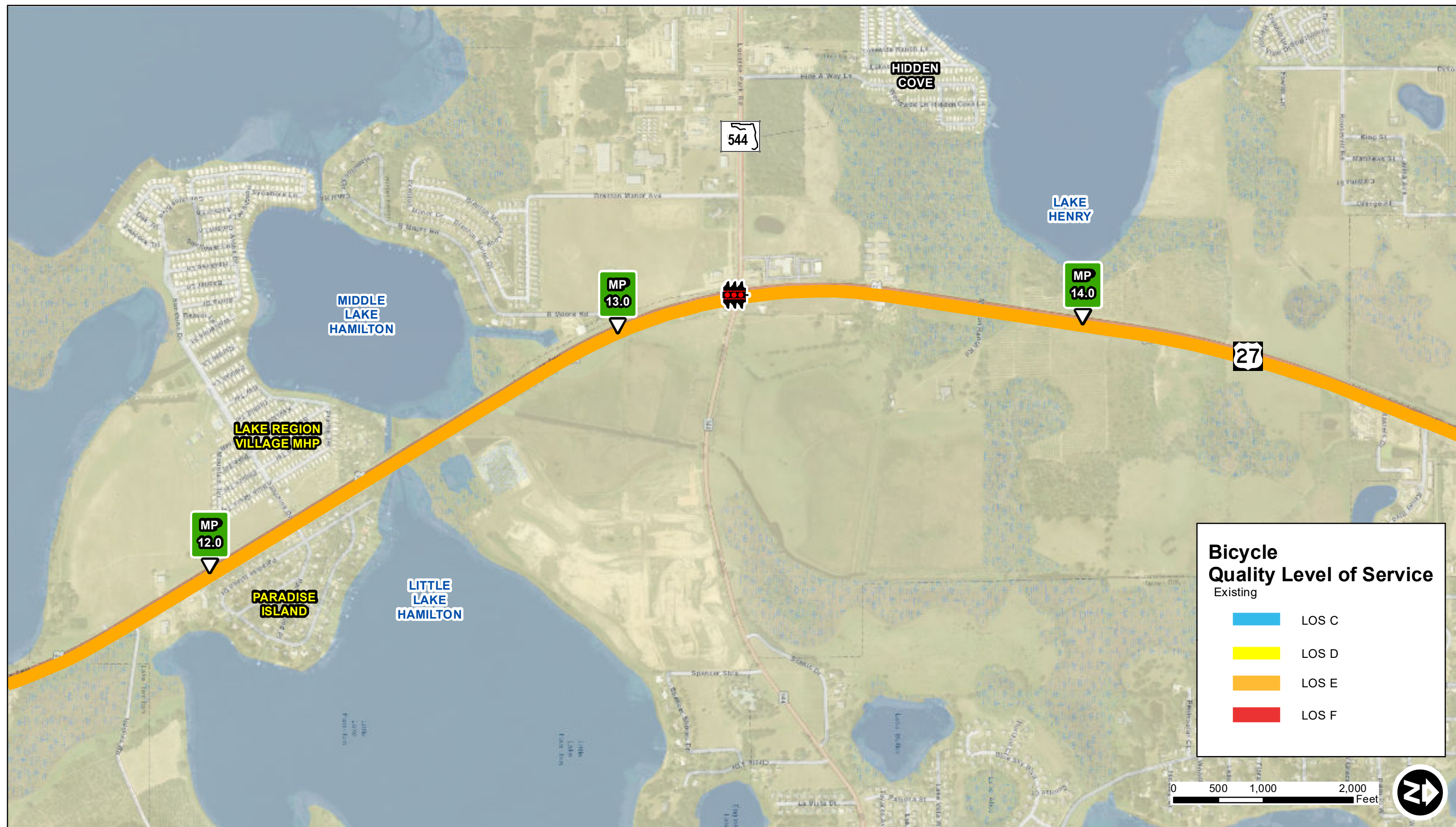


FIGURE 6-12
EXISTING
BICYCLE QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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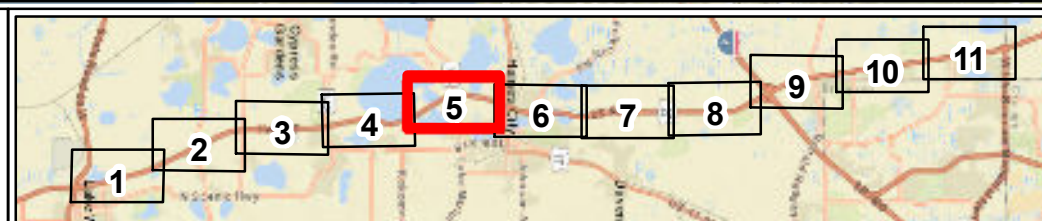
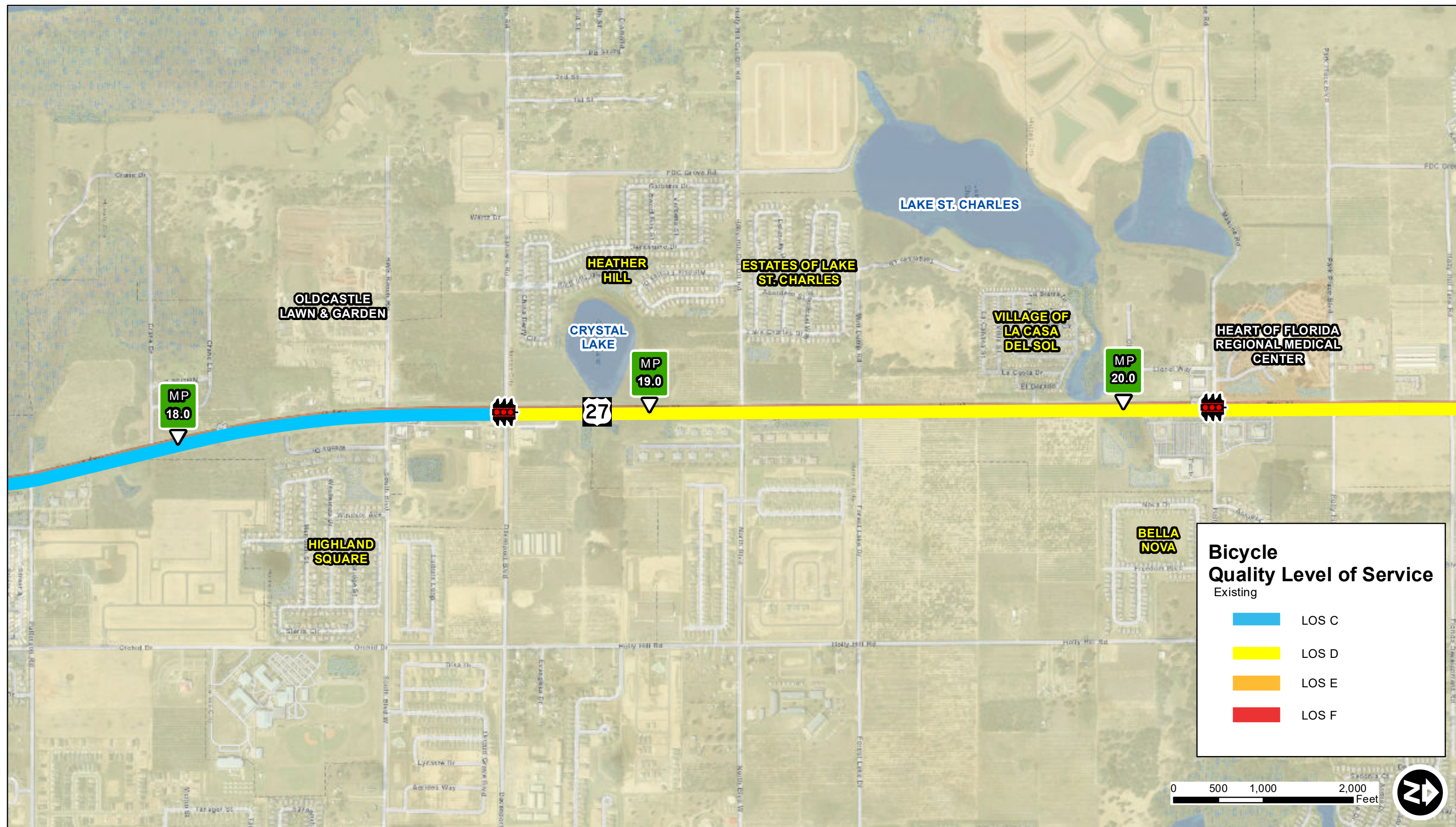


FIGURE 6-12
EXISTING
BICYCLE QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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US 27
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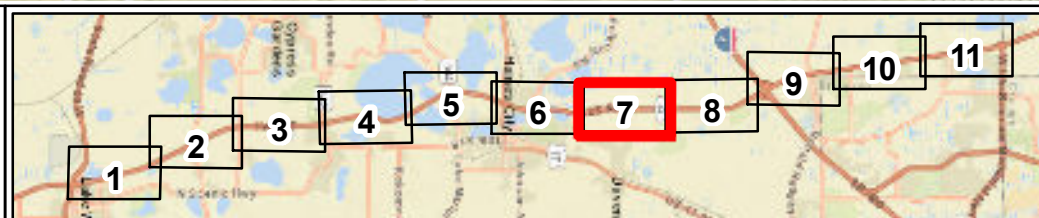
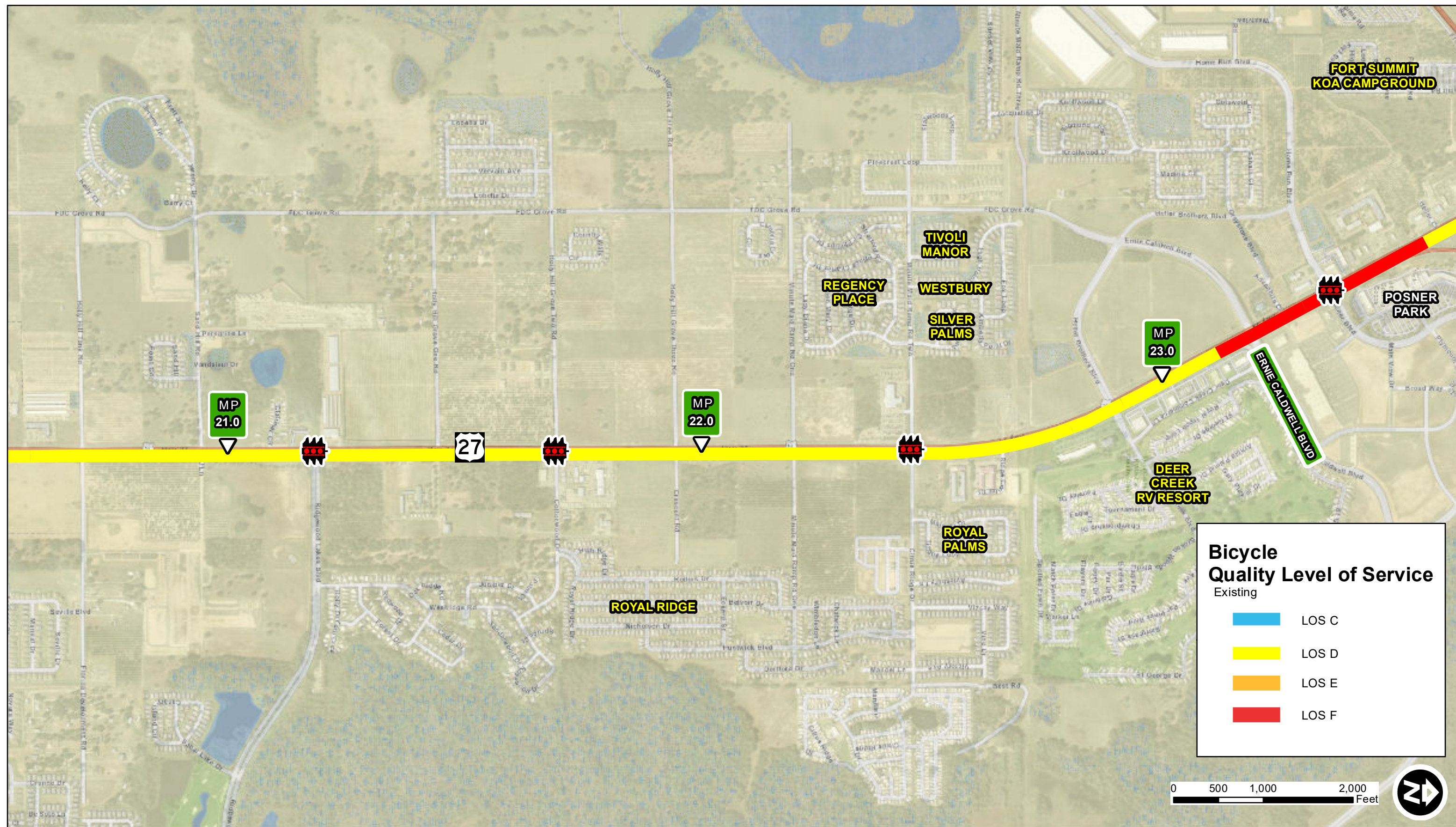


FIGURE 6-12
EXISTING
BICYCLE QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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US 27
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Northeast Polk US 27 Mobility Study
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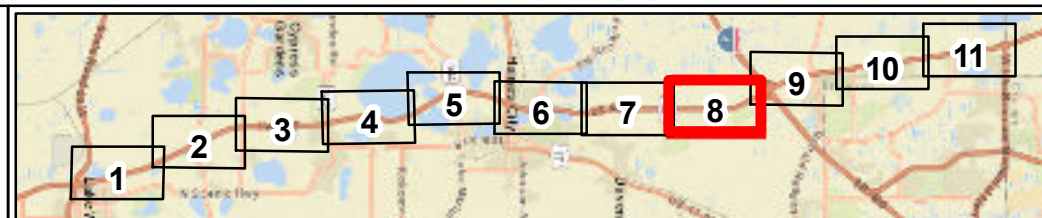
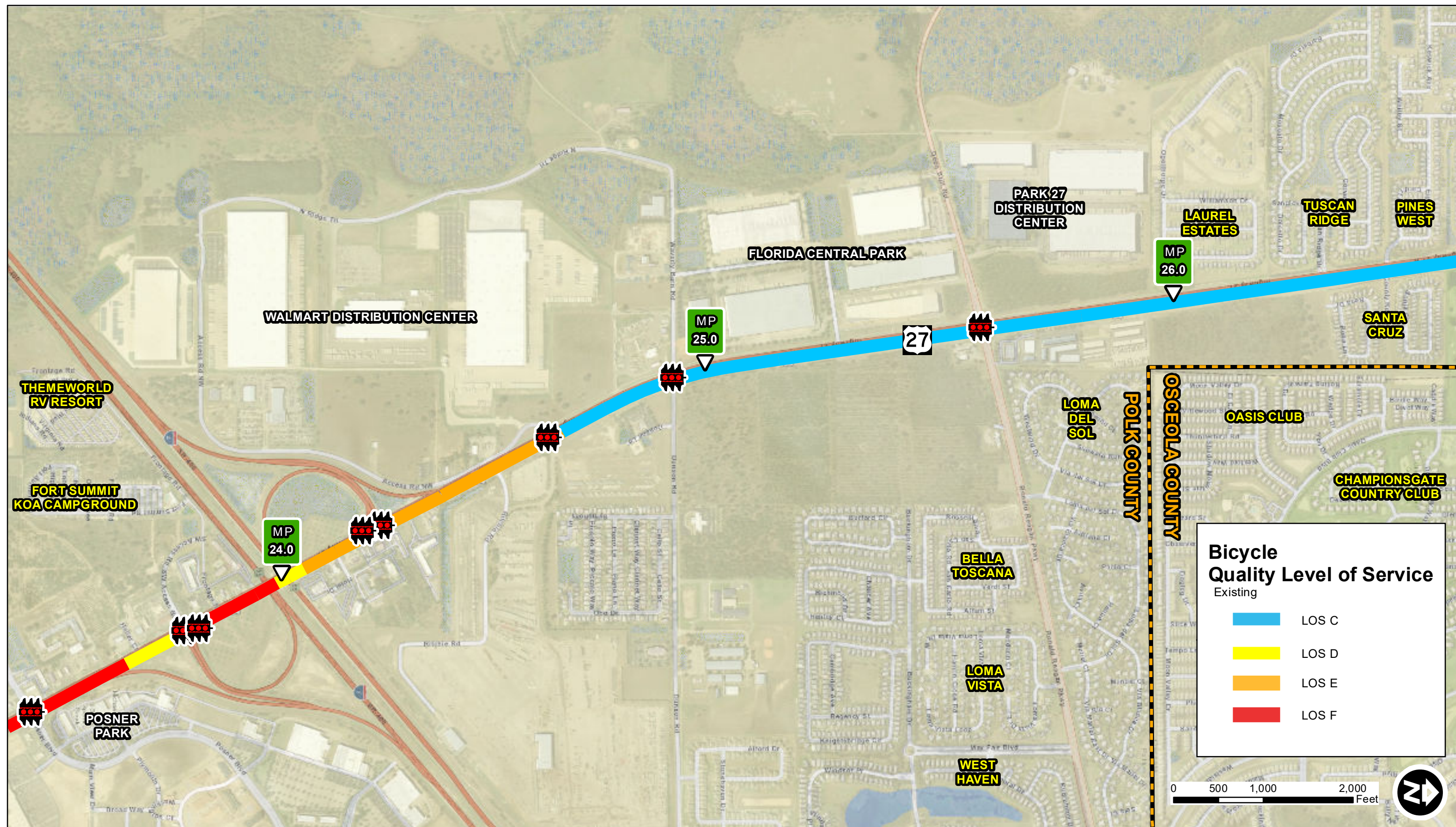
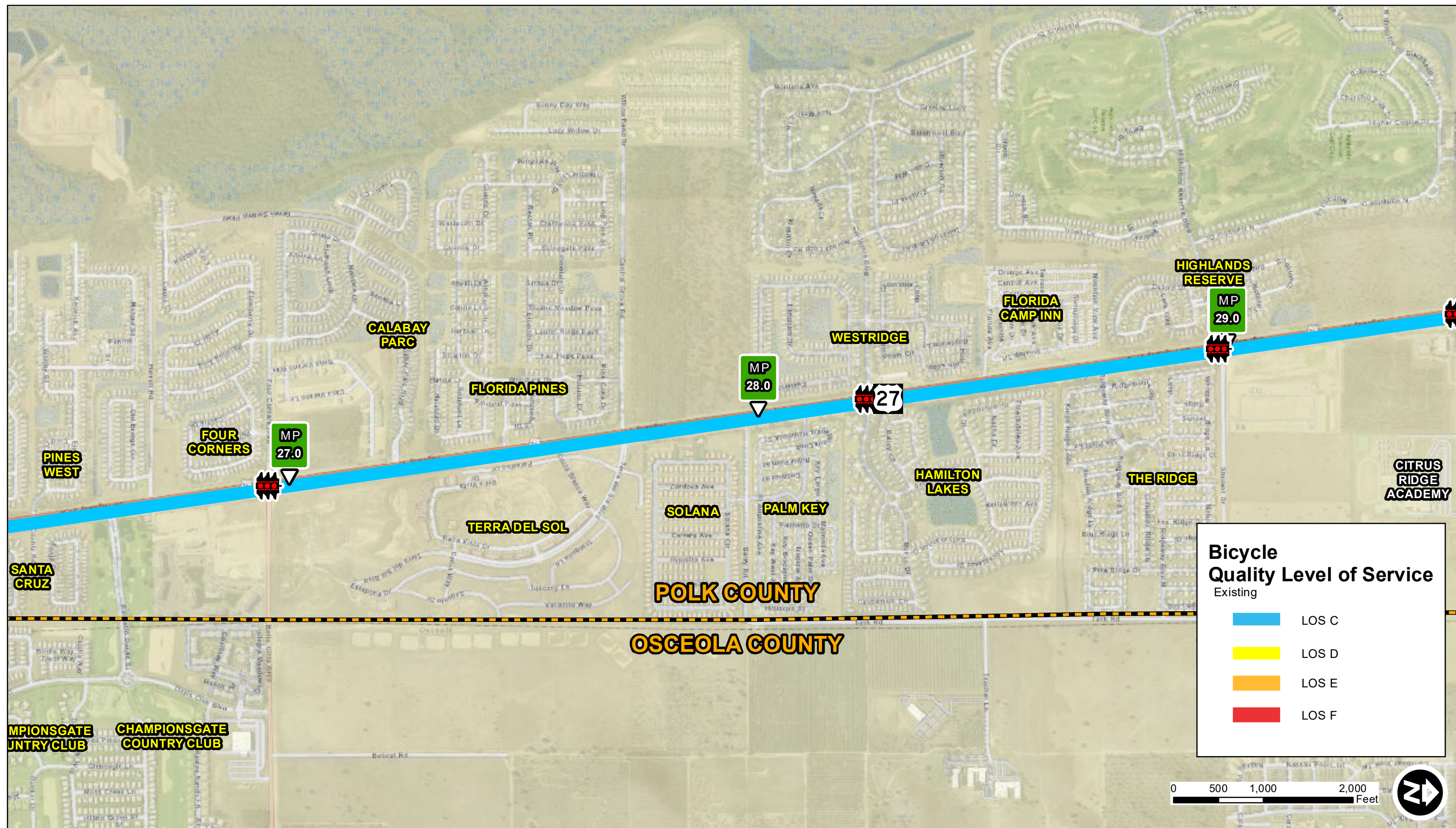


FIGURE 6-12
EXISTING
BICYCLE QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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NORTHEAST POLK
US 27
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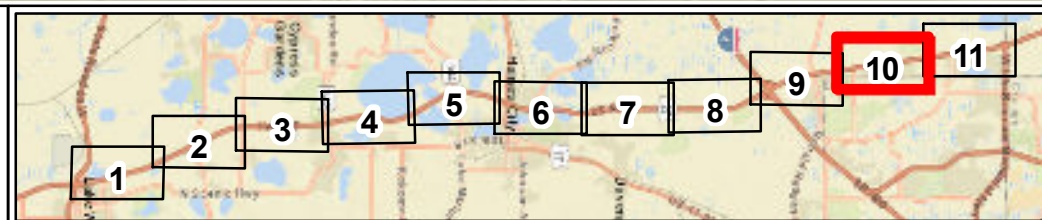
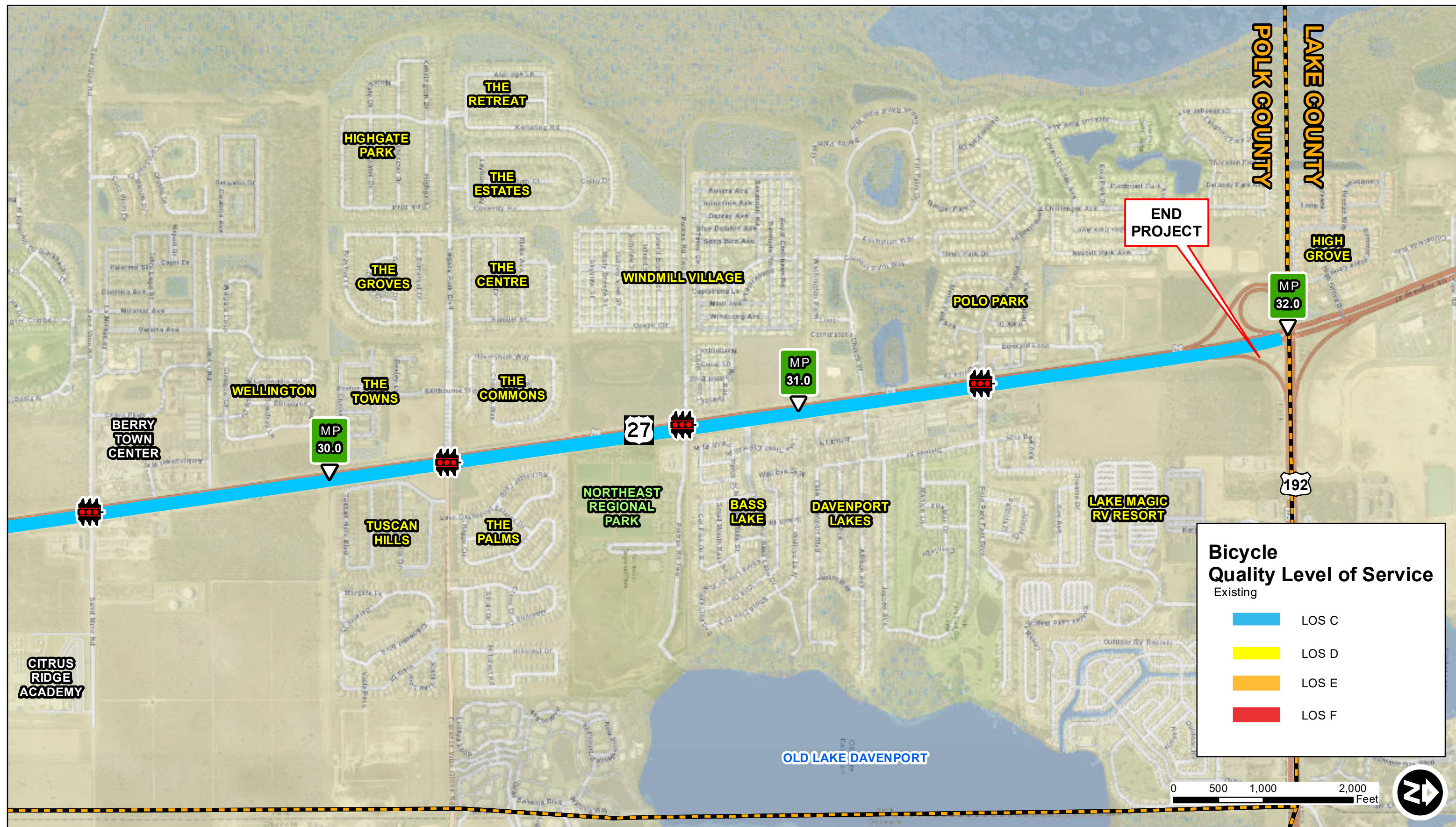


FIGURE 6-12
EXISTING
BICYCLE QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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NORTHEAST POLK
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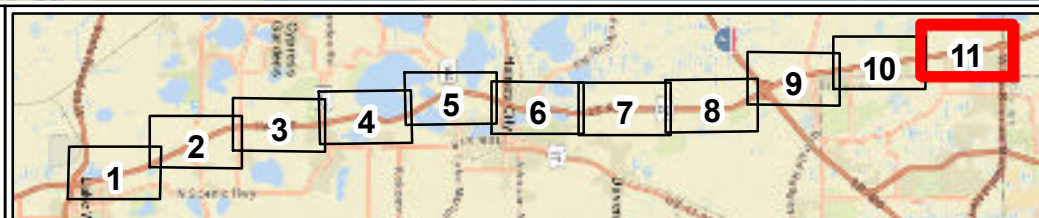


FIGURE 6-12
EXISTING
BICYCLE QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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6.4 EXISTING PEDESTRIAN ANALYSIS

To evaluate the quality of the pedestrian facilities along US 27, the FDOT Q/LOS analysis methodology was used. For pedestrian Q/LOS, each roadway segment was evaluated to note whether sidewalk was present. A lack of facility on one or both sides of a segment was considered to be a wholly deficient segment. As a major arterial roadway, standard facilities should be available for all users.

The FDOT Q/LOS Handbook Table 1 for Urbanized Areas was referenced for Pedestrian Mode to determine the Q/LOS. The FDOT two-way maximum service volumes for 0-49% coverage were applied where a sidewalk does not exist on both sides of the road. Where sidewalk exists on both sides of US 27, then coverage was considered to be 100% and the FDOT two-way maximum service volumes for 85-100% coverage were applied. The AADTs along US 27 were compared to the Generalized Service Volume Table (GSVT) two-way maximum service volume thresholds as presented in the FDOT Quality/Level of Service Handbook. The Pedestrian Mode Q/LOS results were determined for each segment and the details of the analysis are provided in **Table M-2** in Appendix M.

Figure 6-13 shows the pedestrian Q/LOS along the US 27 study corridor. **Table 6-5** summarizes the distance along US 27 that exhibits each Pedestrian facility Q/LOS.

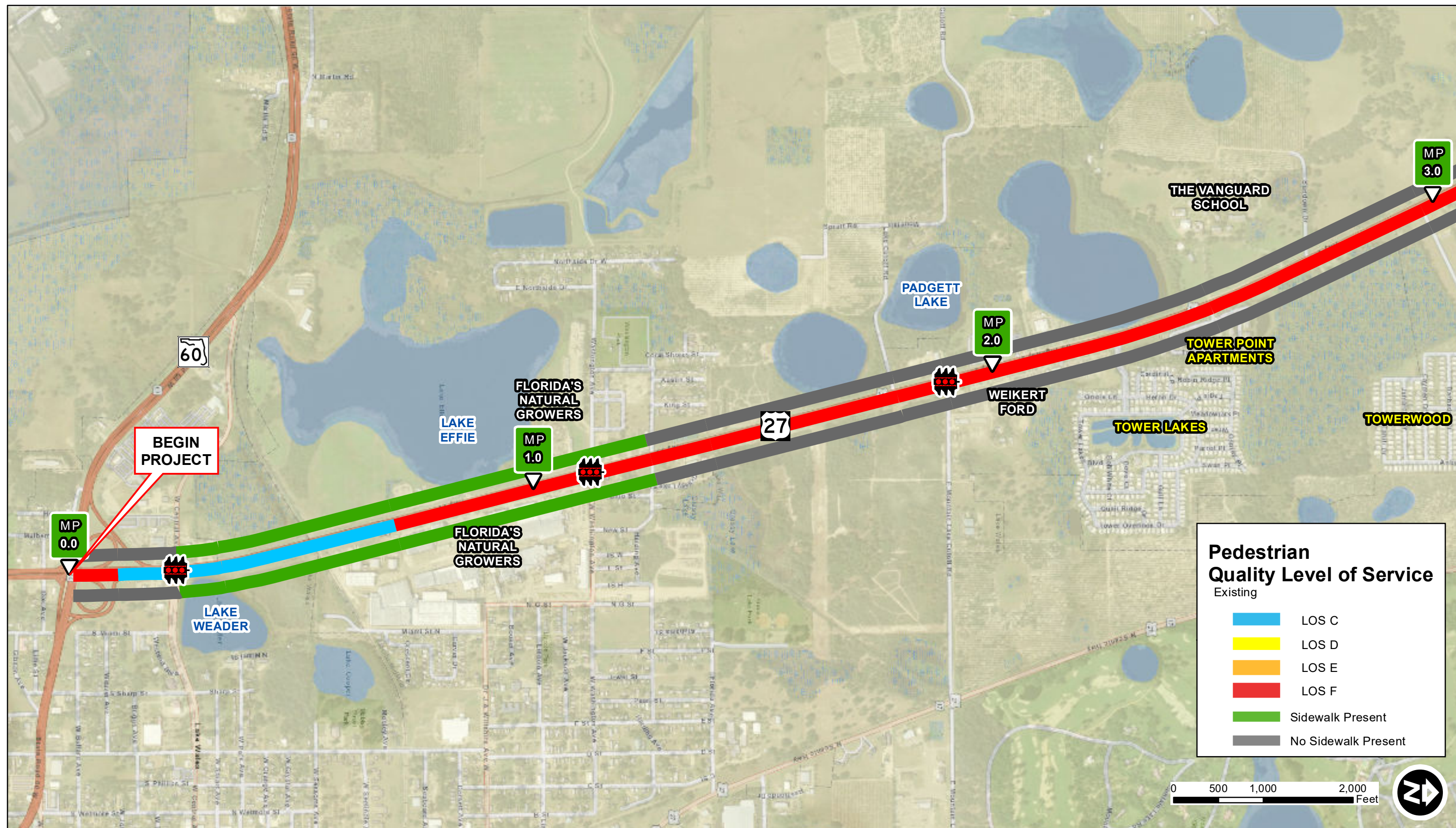
Pedestrian facility Q/LOS is considered acceptable at Q/LOS D or better. Approximately 35% of the corridor has an acceptable pedestrian LOS, while the other 65% of the corridor is below standard at LOS E or F. **Table 6-6** lists the sections of the US 27 corridor with deficient pedestrian facilities. As daily vehicular traffic on US 27 increases with area and regional population and employment growth, the Q/LOS of existing facilities is expected to degrade, and additional segments will fall below acceptable Q/LOS standard D.

TABLE 6-5: DEFICIENT PEDESTRIAN FACILITIES

From	To
Southern Study Limit	Central Ave
Harding Ave	South of Lincoln Ave
Kitto Ln	South of Crump Rd
Lake St	Johnson Ave
North of Glen Este Blvd	Bates Rd
North of Bates Rd	I-4
WB I-4 Off-Ramp	Access Rd NW
North of Polo Park Blvd	US-192

TABLE 6-4: NUMBER OF MILES PER PEDESTRIAN Q/LOS LEVEL

Pedestrian Q/LOS	Miles of US 27 Corridor
C	1.0 miles
D	10.01 miles
E	0.43 miles
F	20.52 miles



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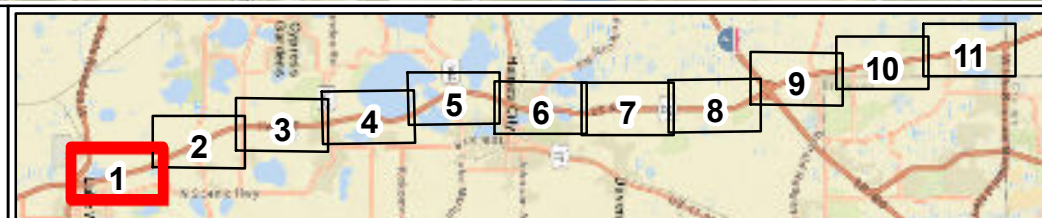
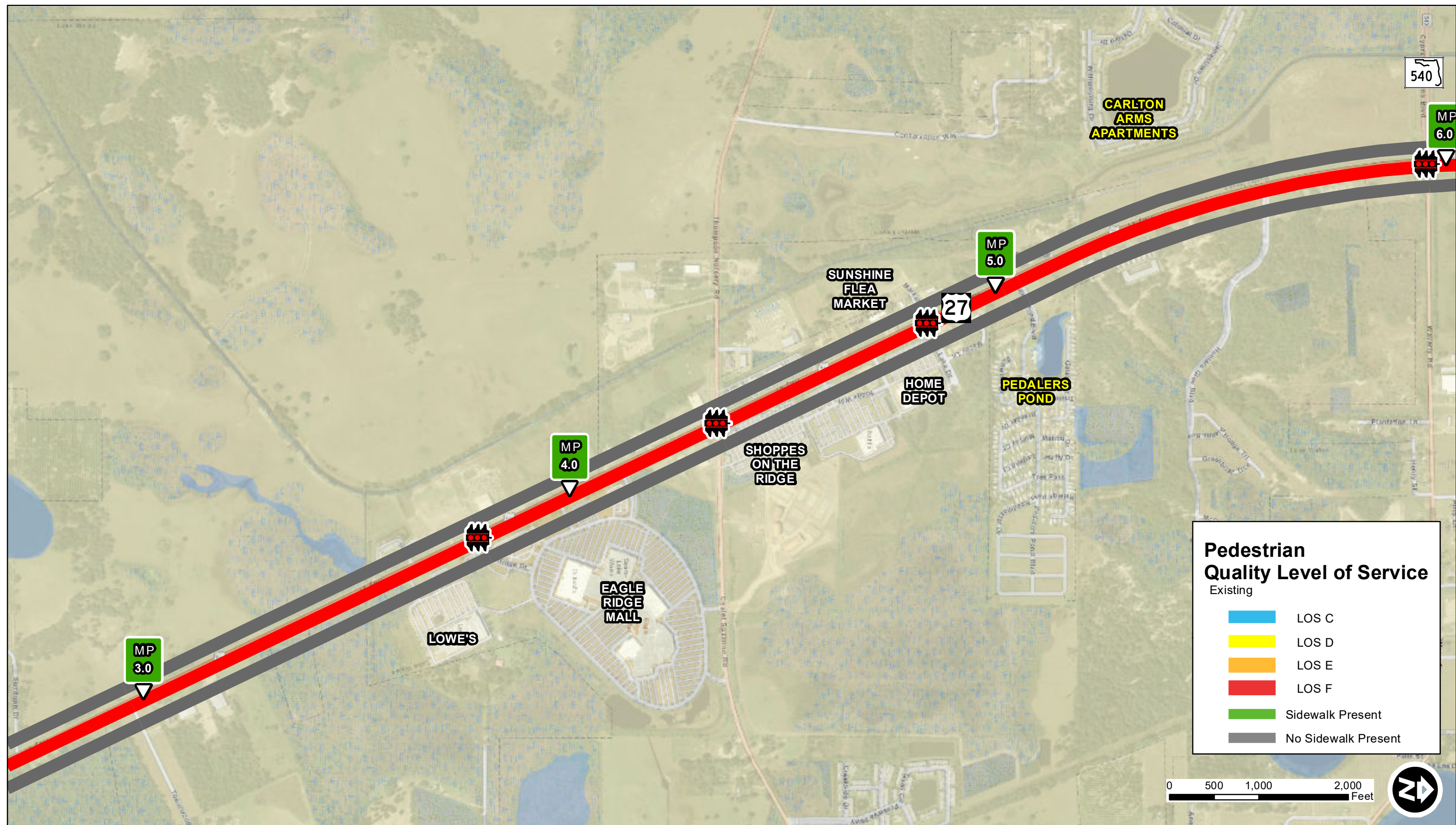


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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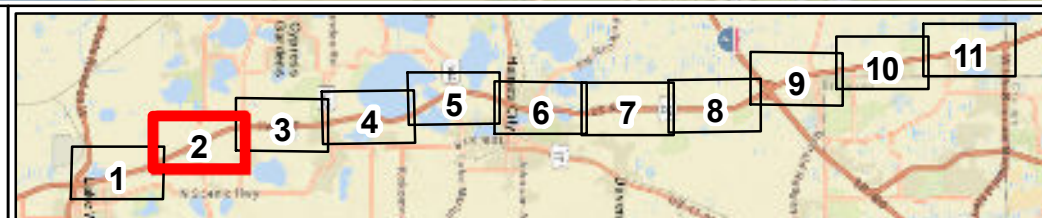
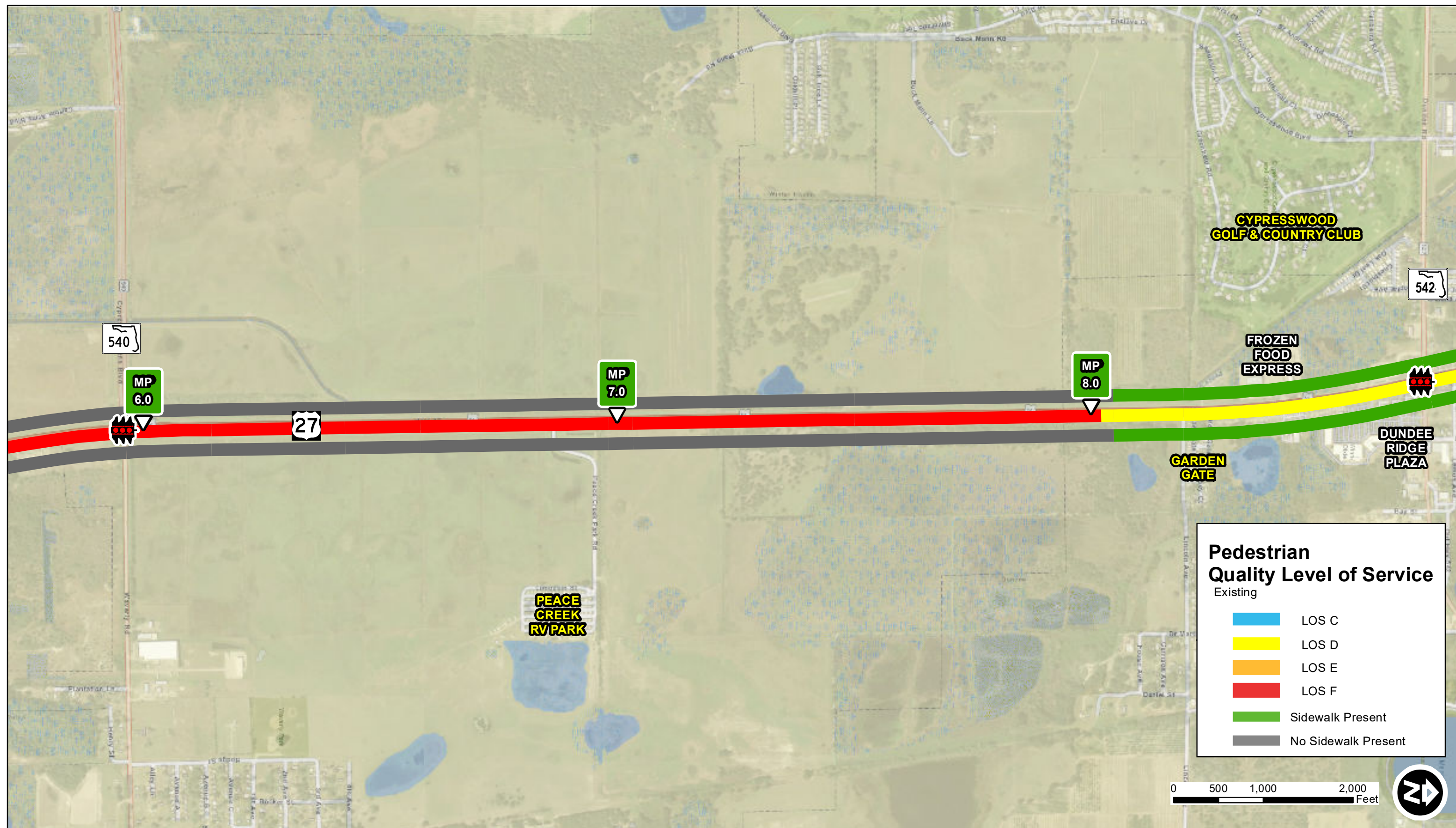


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
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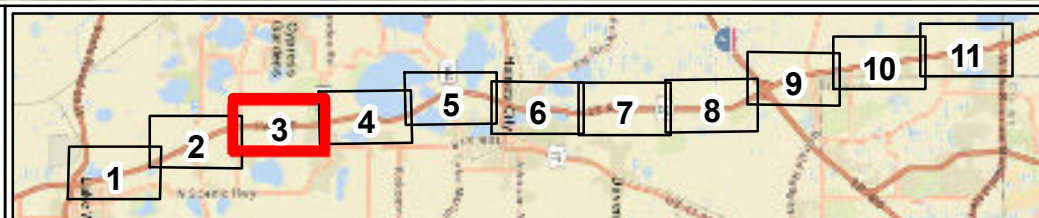
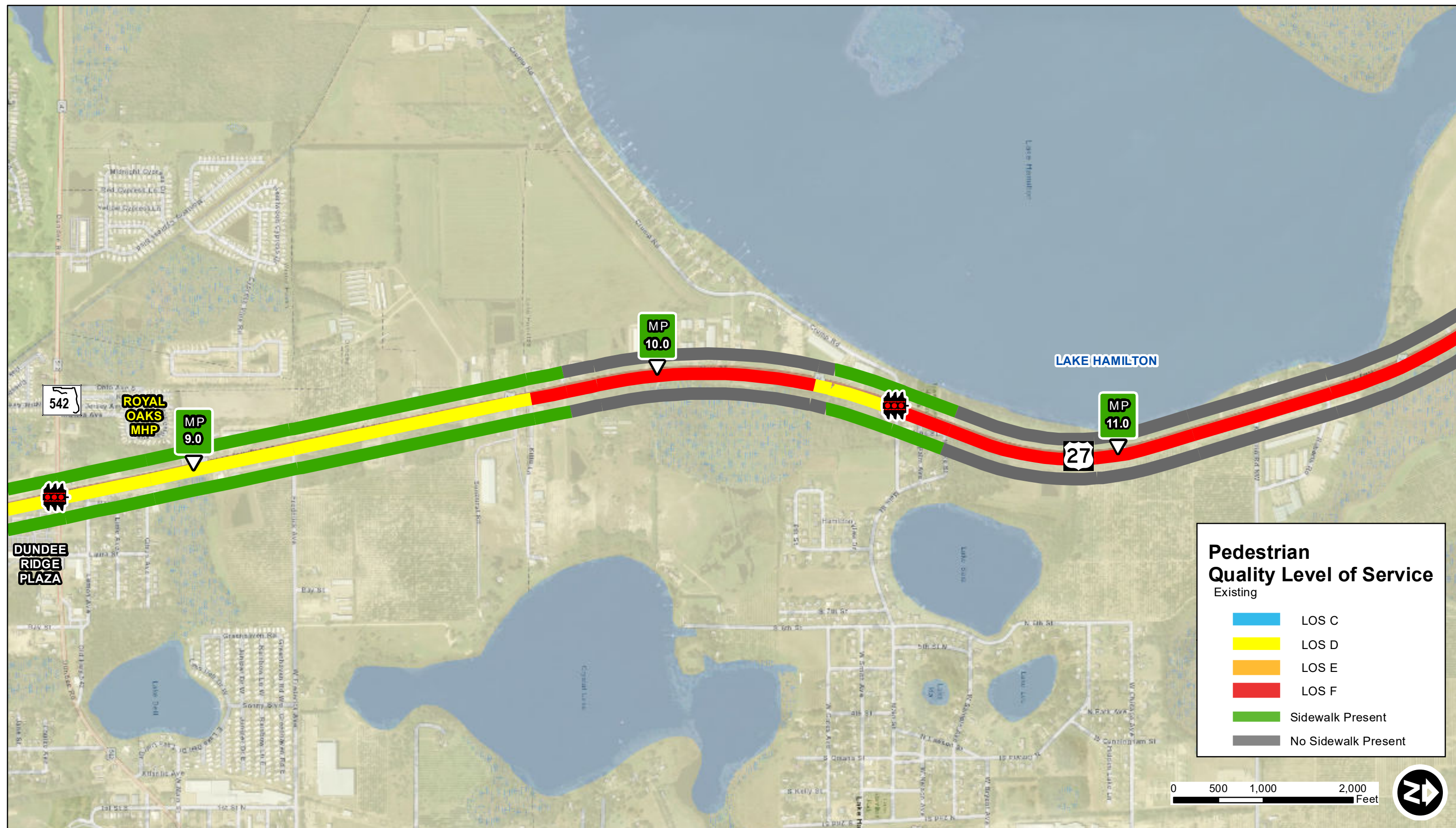


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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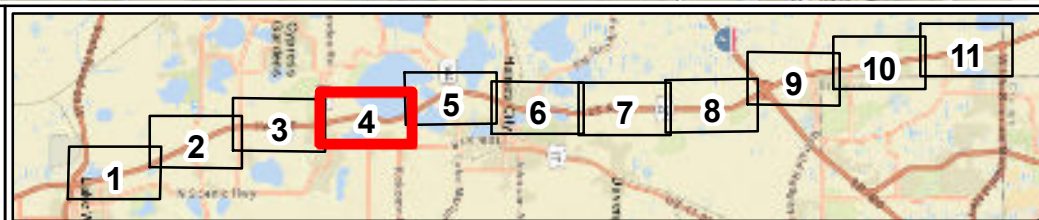
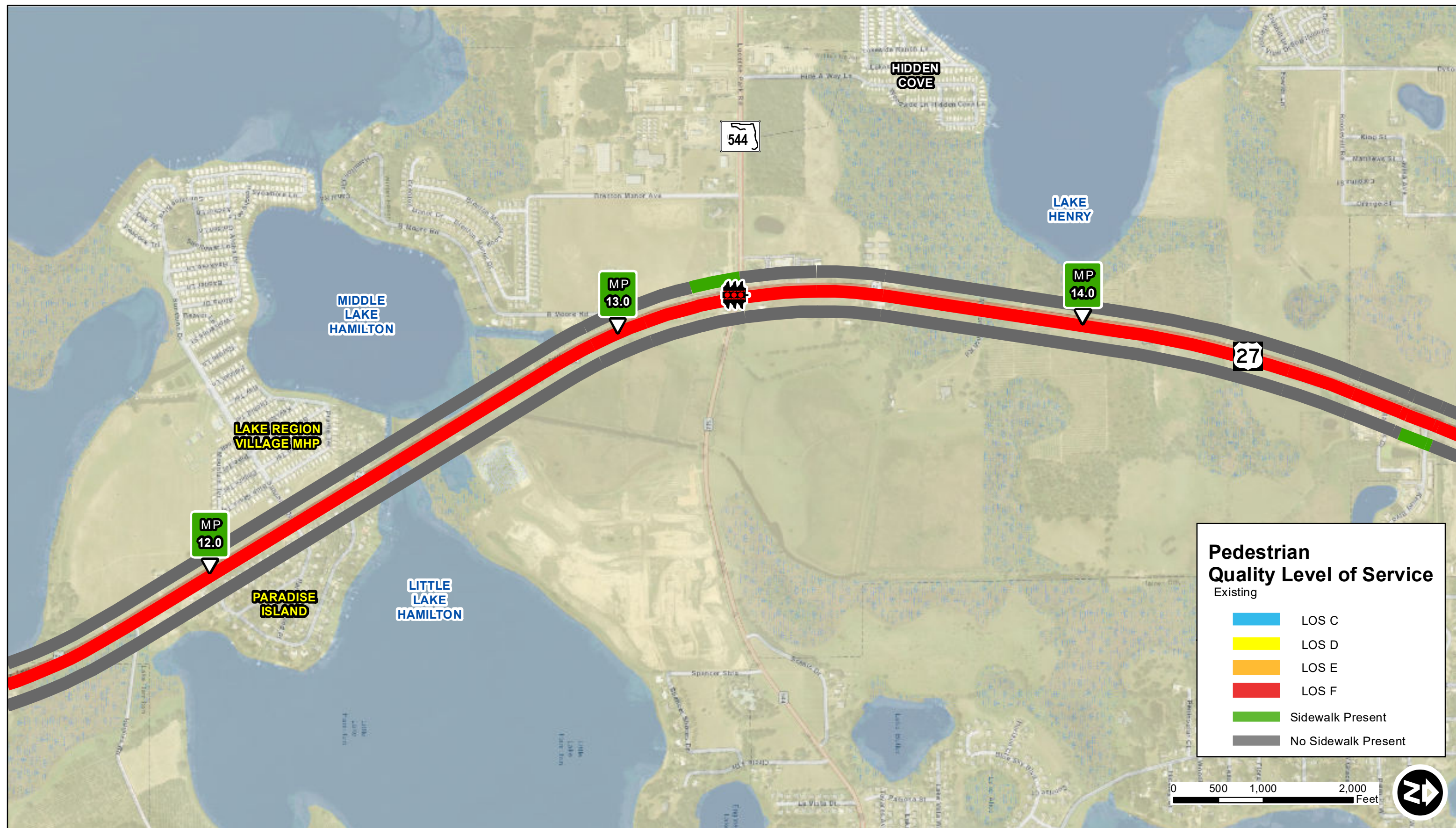


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
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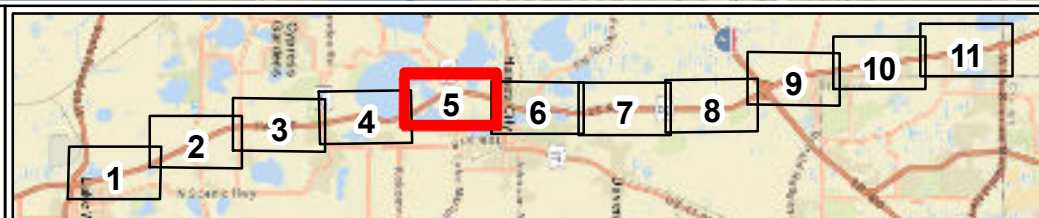
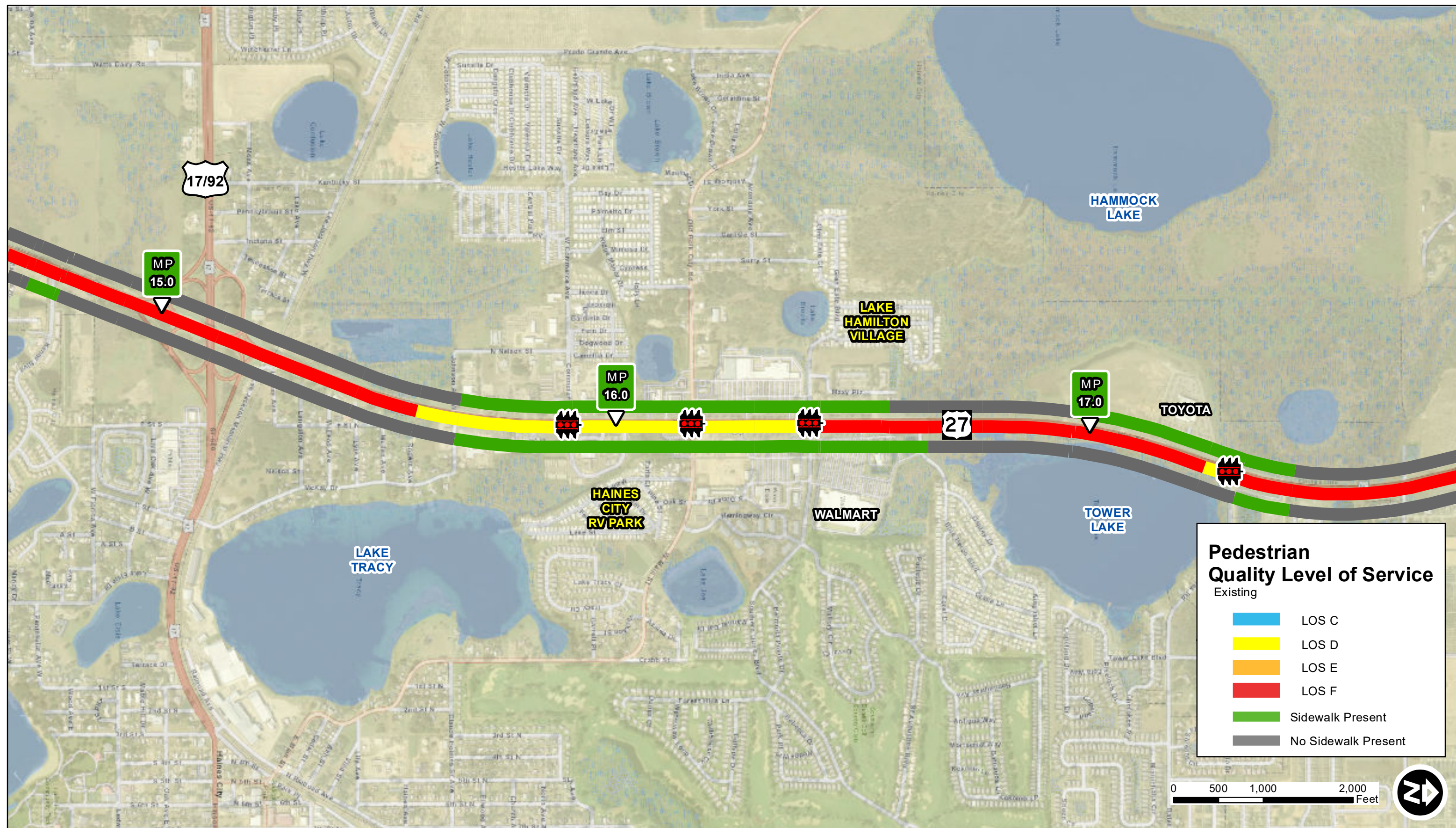


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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US 27
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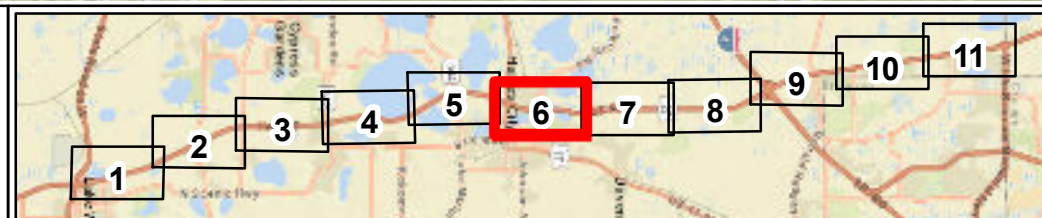
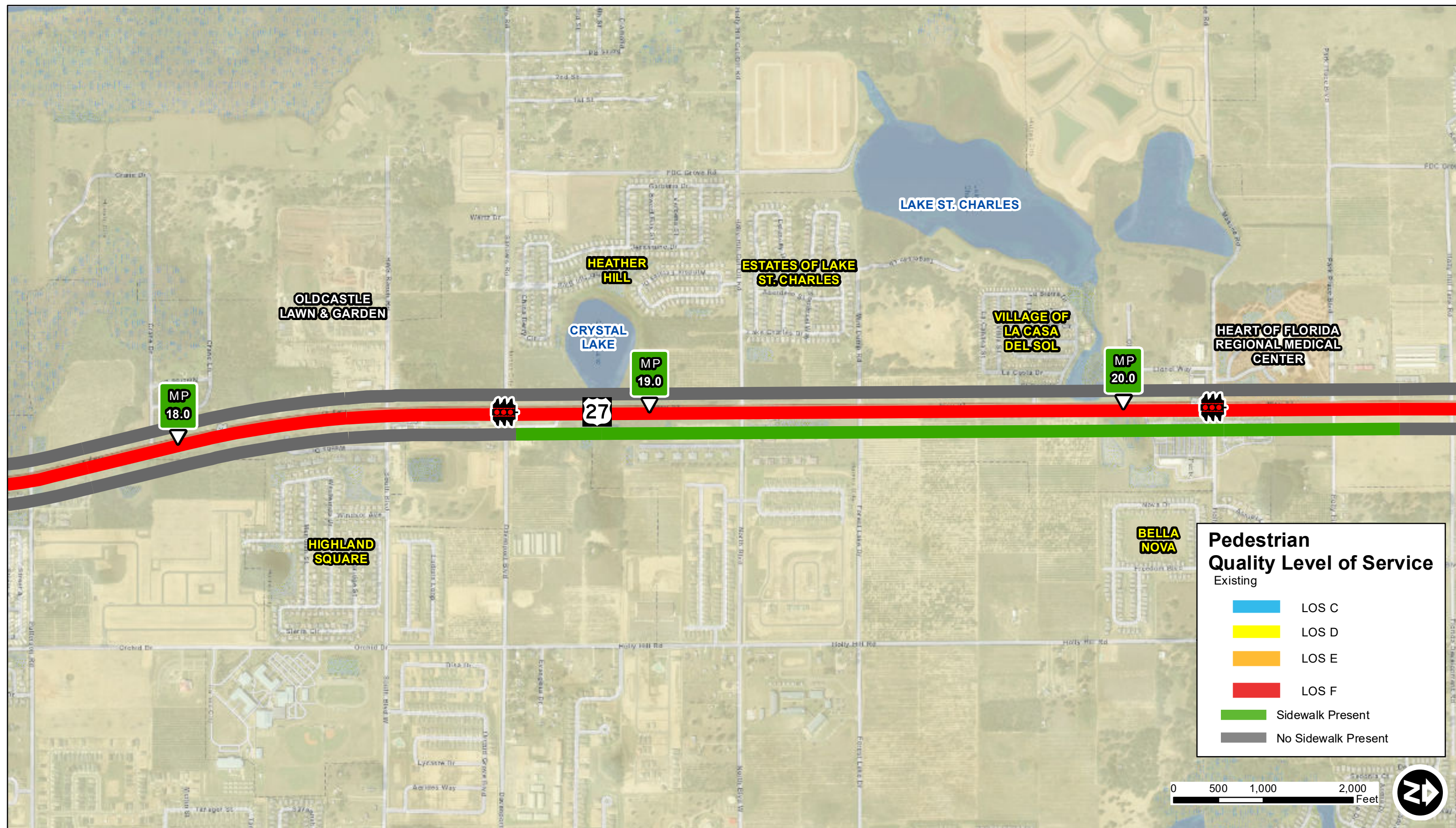


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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US 27
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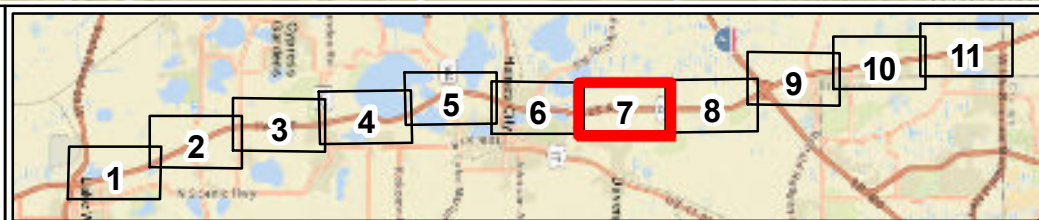
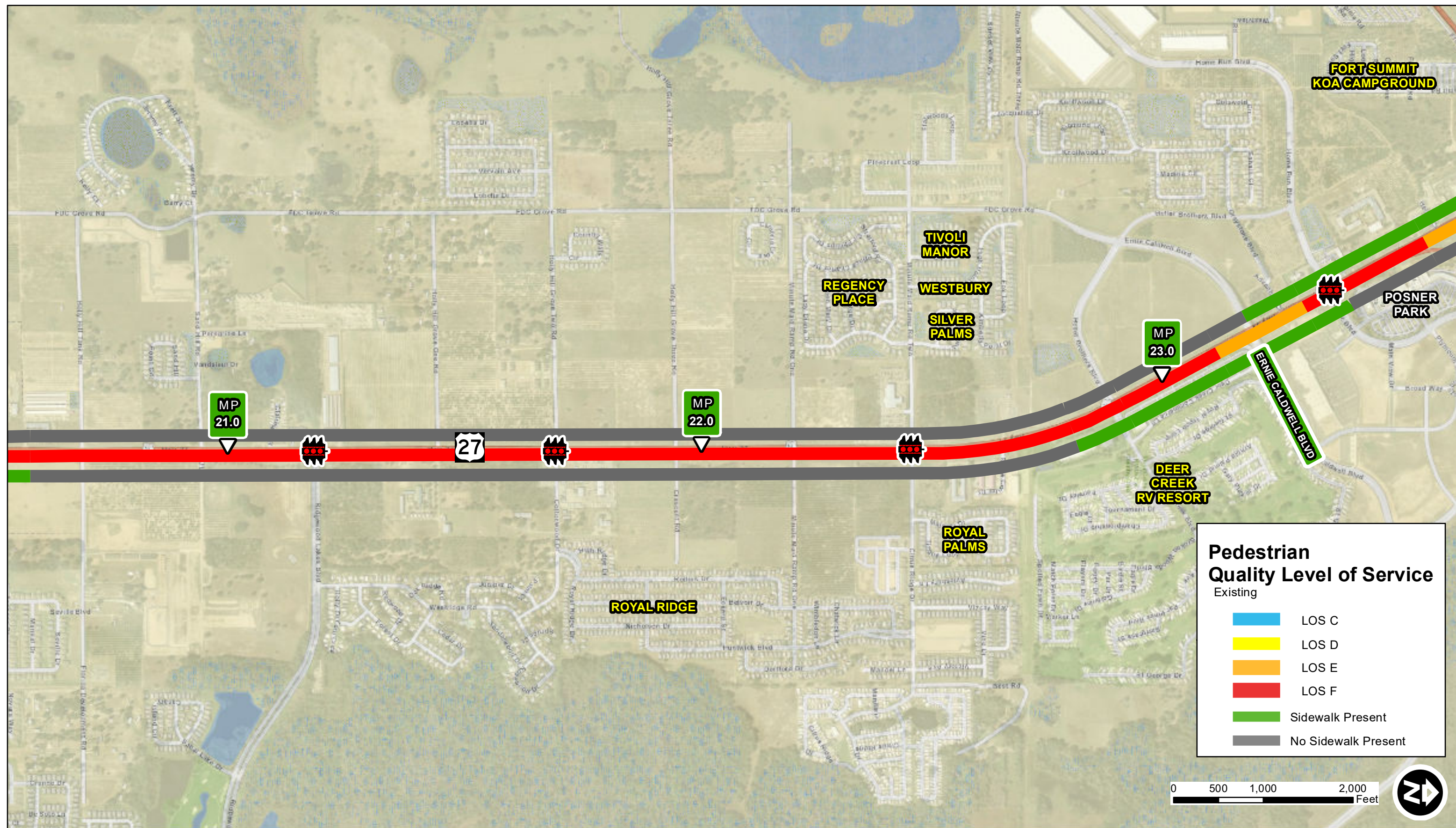


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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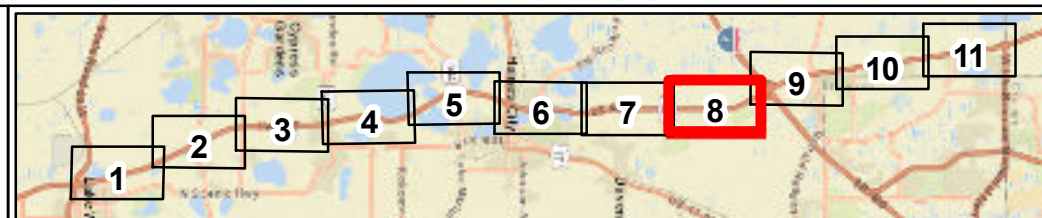
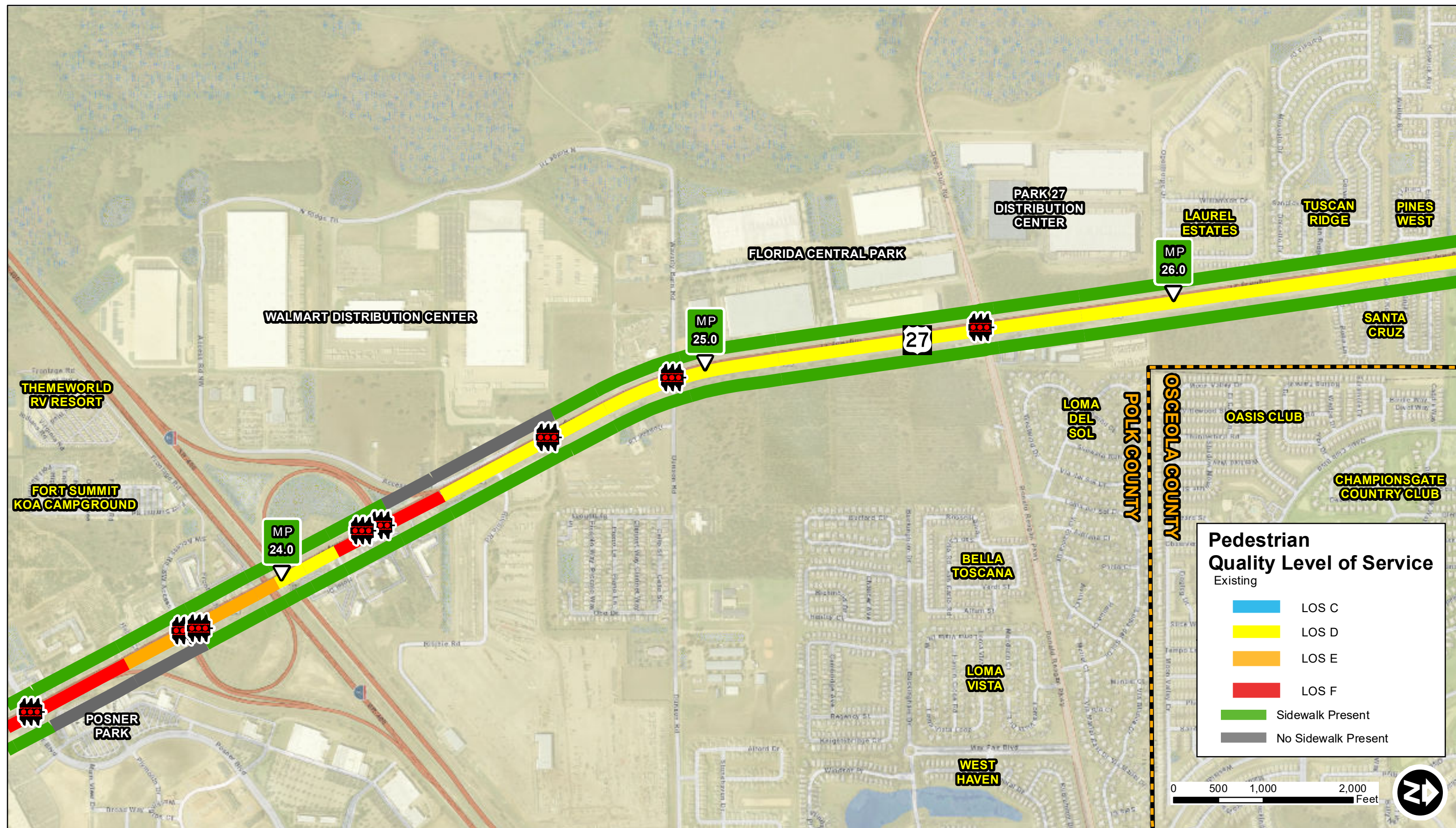


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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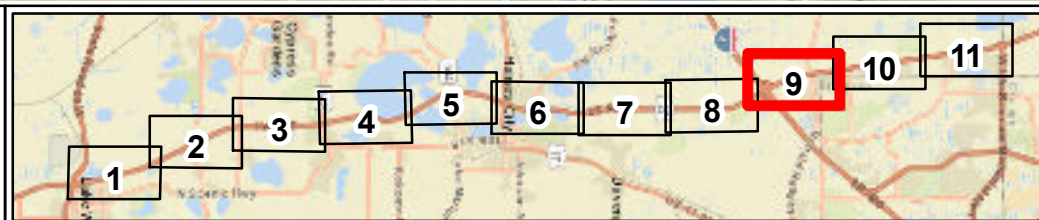
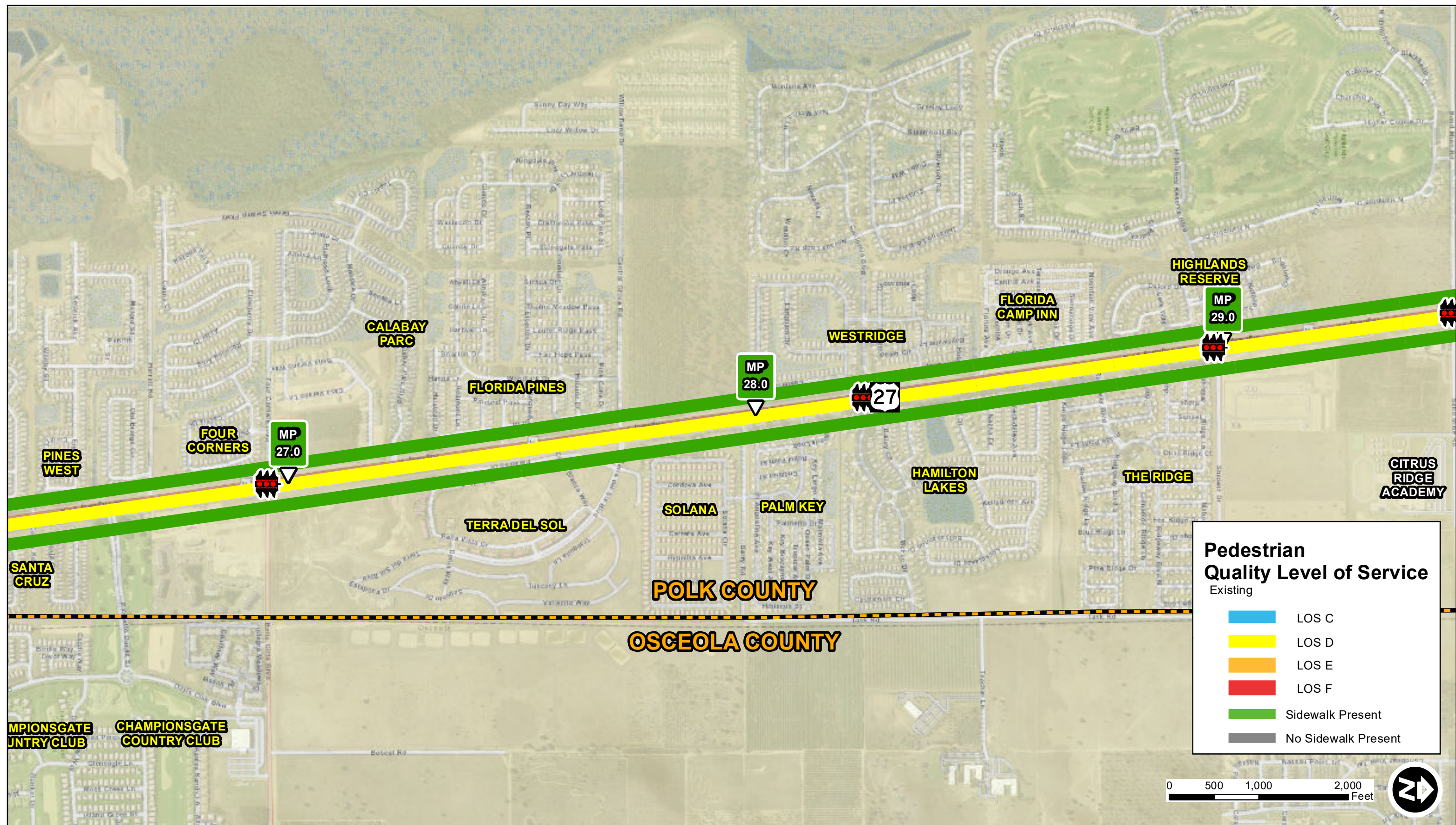


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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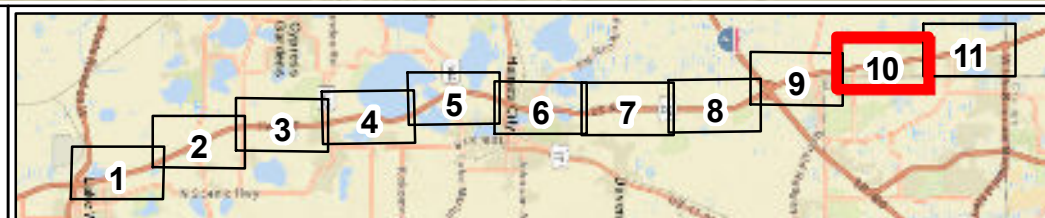
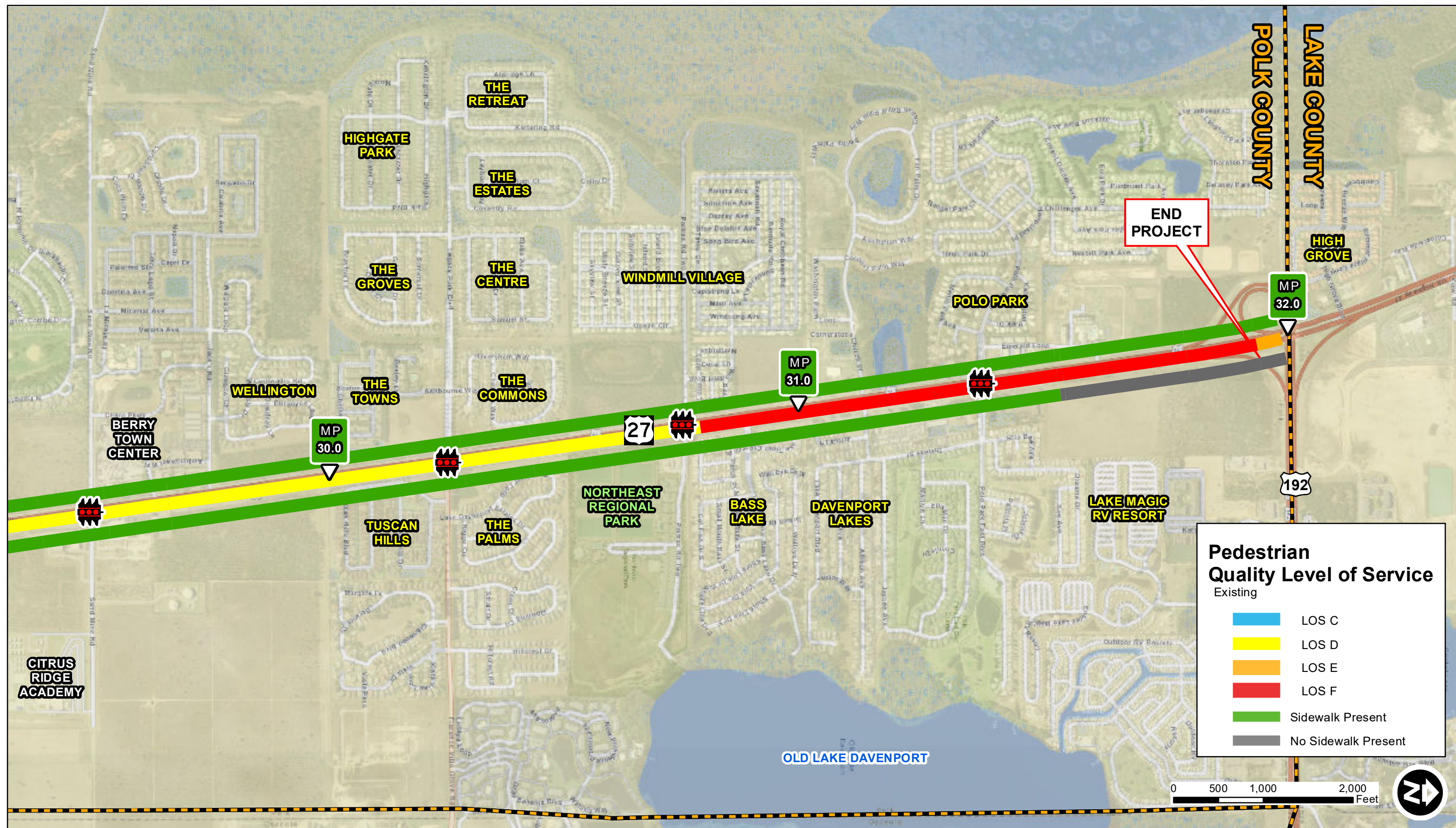


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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US 27
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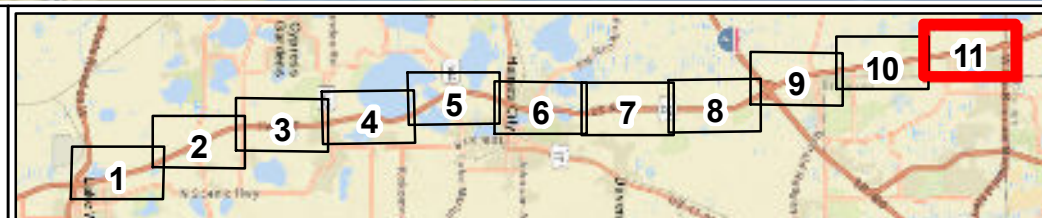


FIGURE 6-13
EXISTING
PEDESTRIAN QUALITY LEVEL OF SERVICE
US 27 CORRIDOR
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7 ROADWAY SAFETY AUDIT

7.1 DATA COLLECTION

7.1.1 Data Collection

Crash data for the study area was obtained from the FDOT State Safety Office Geographic Information System (SSOGis) Crash Query Tool for the years 2013 through 2017 and Signal 4 for the year 2017. Signal4 data was used for more recent data (2017) since CARS data was not available for 2017. The crash data included information including date of crash, location, number of vehicles involved, type of crash, number of injuries and/or fatalities, cause of crash, and estimated economic loss.

Due to the use of the two sources for the year 2017 crash data, Signal 4 crashes were reconciled, and all duplicate records removed compared to the SSOGis 2017 data. The crash data was gathered within a 250-foot buffer around the US 27 corridor between SR 60 and US 192, which included crashes along sidestreets within the buffer.

The crash analysis results reveal that there was a total of 3,451 crashes within the study area during this five-year period (2013-2017). Of these 3,451 crashes, rear-end collisions were the most common crash type, accounting for 47.4% followed by heavy vehicle crashes (14.5%) and angle crashes (12.5%). A total of 136 crashes (3.9%) resulted in a fatality or severe incapacitating injury and 25% occurred during dark conditions.

Table 7-1 summarizes the crash data for the entire study area, spanning from SR 60 to US 192 (SR 530).

Table 7-2 summarizes the crashes by severity along US 27 for this 5-year period. **Table 7-3** summarizes the crashes by lighting conditions.

In addition, **Figure 7-1** on the following pages shows the number of crashes by crash type and severity, per location, for both segments and intersections along the entire length of the US 27 study corridor. Crash summary tables for the highest ranked 10 intersections and two segments along the US 27 study corridor, are included in **Appendix N**.

TABLE 7-1: 5-YEAR CRASH SUMMARY BY CRASH TYPE

Crash Type	2013	2014	2015	2016	2017	Total	%
Rear End	243	296	368	375	354	1,636	47.4%
Angle	73	96	102	135	25	431	12.5%
Left Turn	0	0	0	0	33	33	1.0%
Hit Fixed Obj	23	22	28	23	17	113	3.3%
Sideswipe	36	51	75	61	87	310	9.0%
Heavy Vehicle	90	114	126	115	55	500	14.5%
Pedestrian	2	1	4	3	4	14	0.4%
Head On	2	11	17	10	5	45	1.3%
Bicycle	2	1	2	3	0	8	0.2%
Non-Collision	25	23	17	9	5	79	2.3%
Hit Non-Fixed Obj	6	7	9	7	0	29	0.8%
Right Turn	0	0	0	0	12	12	0.3%
Single Vehicle	0	0	0	0	34	34	1.0%
Run off Road	0	0	0	0	0	0	0.0%
Other	24	28	42	54	41	189	5.5%
Unknown	1	2	2	2	11	18	0.5%
Total	527	652	792	797	683	3,451	100.0%

TABLE 7-2: 5-YEAR CRASH SUMMARY BY SEVERITY

Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	3	6	6	8	8	31	0.9%
Possible Injury	115	162	201	213	135	826	23.9%
Non-Incapacitating Injury	92	99	103	98	75	467	13.5%
Incapacitating Injury	23	24	20	23	15	105	3.0%
Property Damage Only	294	361	461	454	450	2,020	58.5%
Not Coded	0	0	1	1	0	2	0.1%
Total	527	652	792	797	683	3,451	100.0%

Legend

Segment Ranking

★

RSA

●

Crash Location

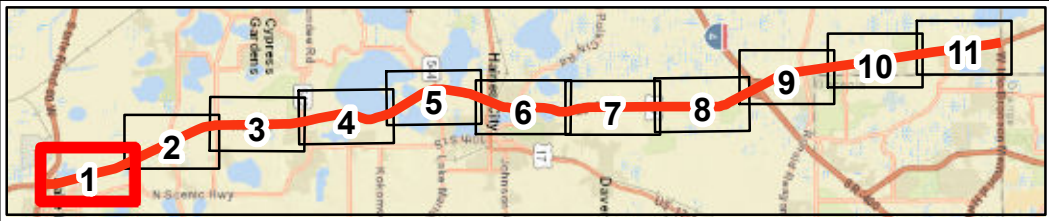
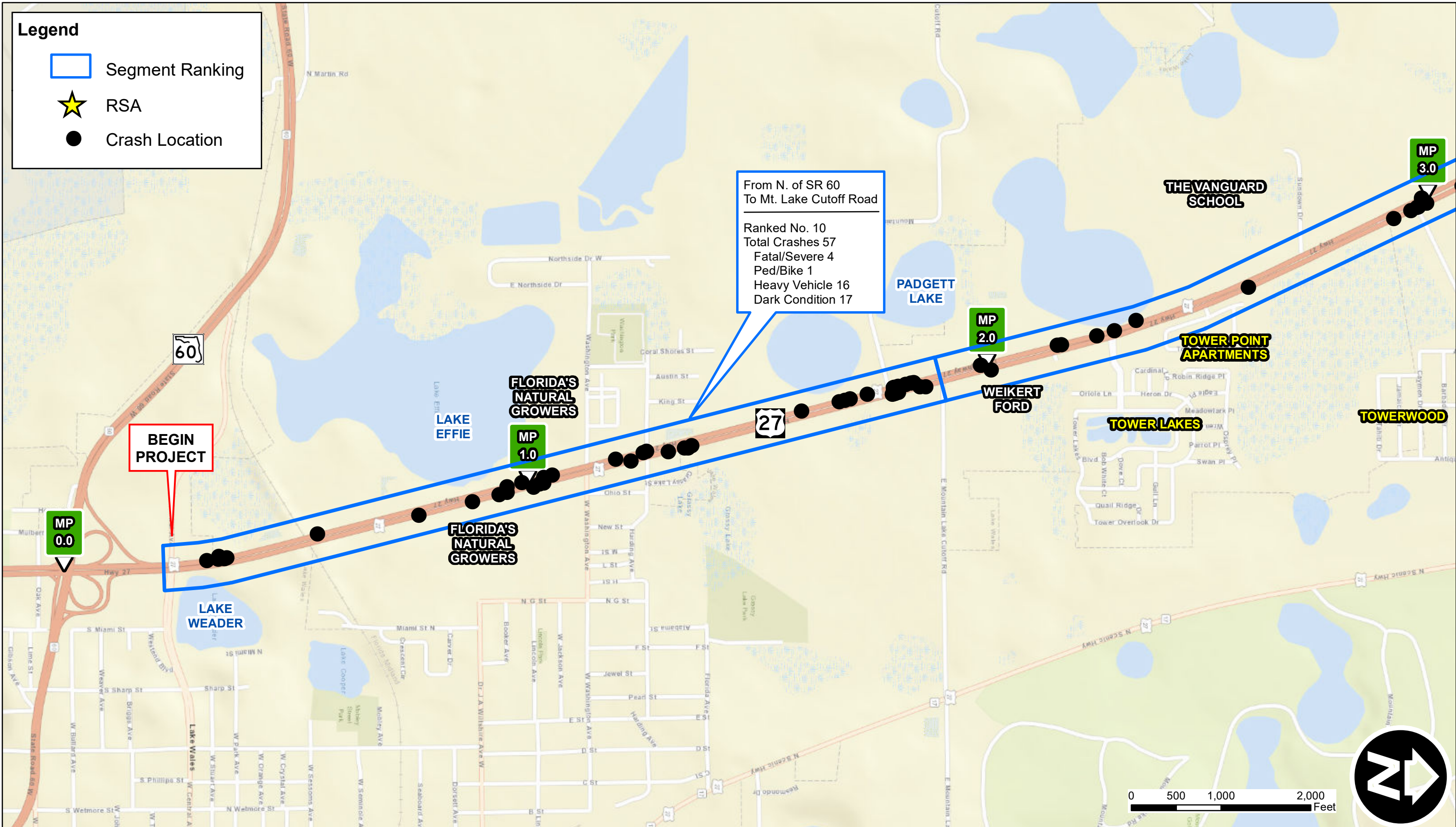


FIGURE 7-1
US 27 SEGMENT CRASHES
(2013 - 2017)
Sheet 1 of 11

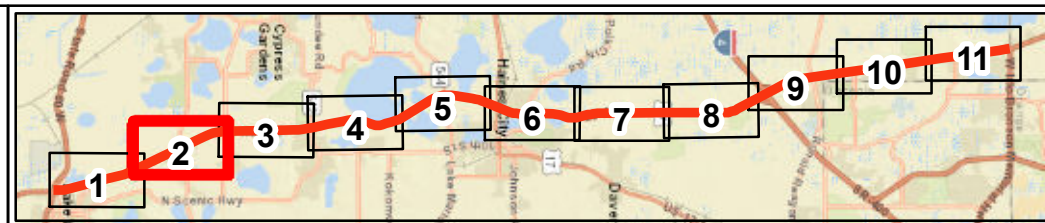
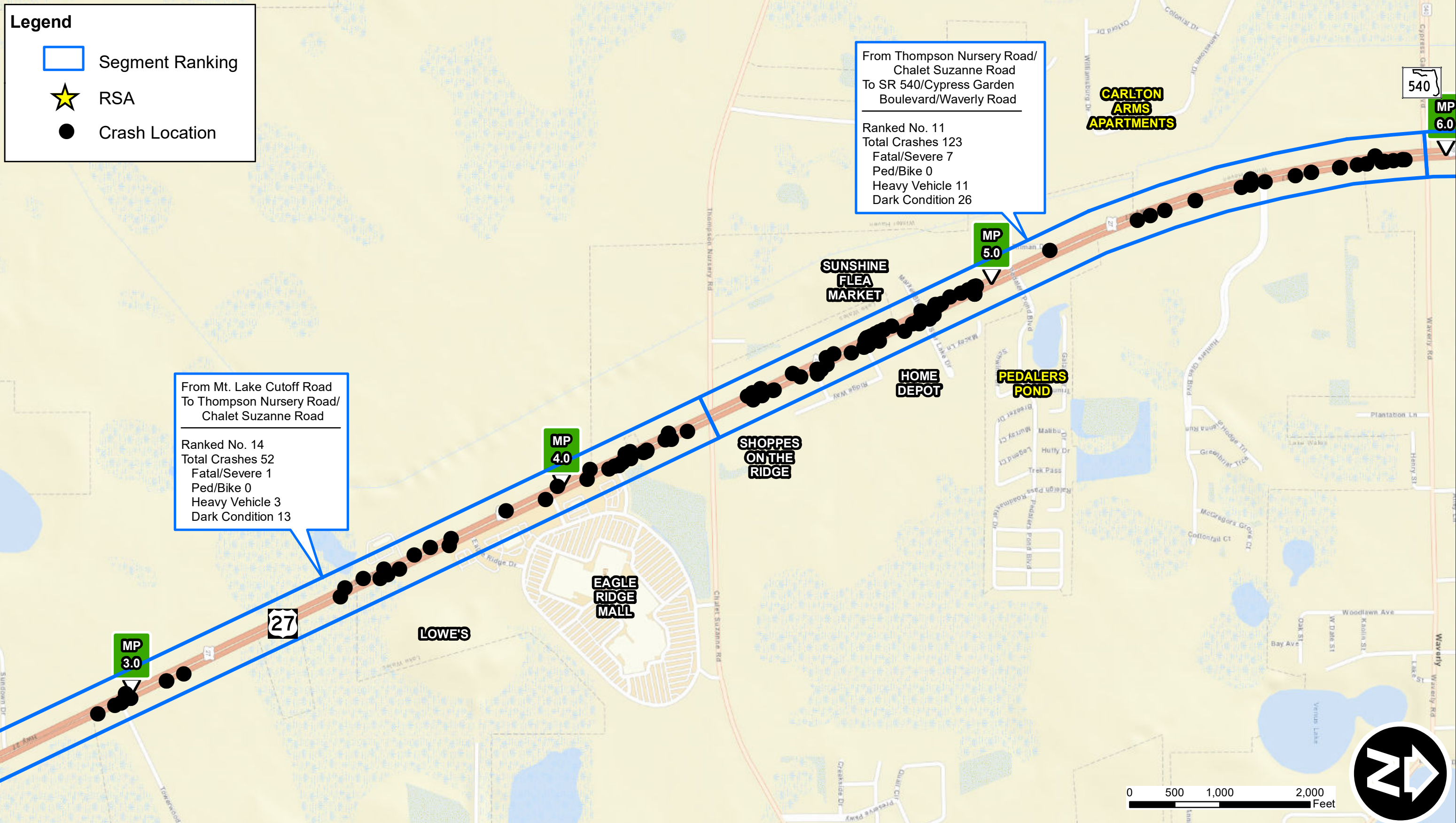
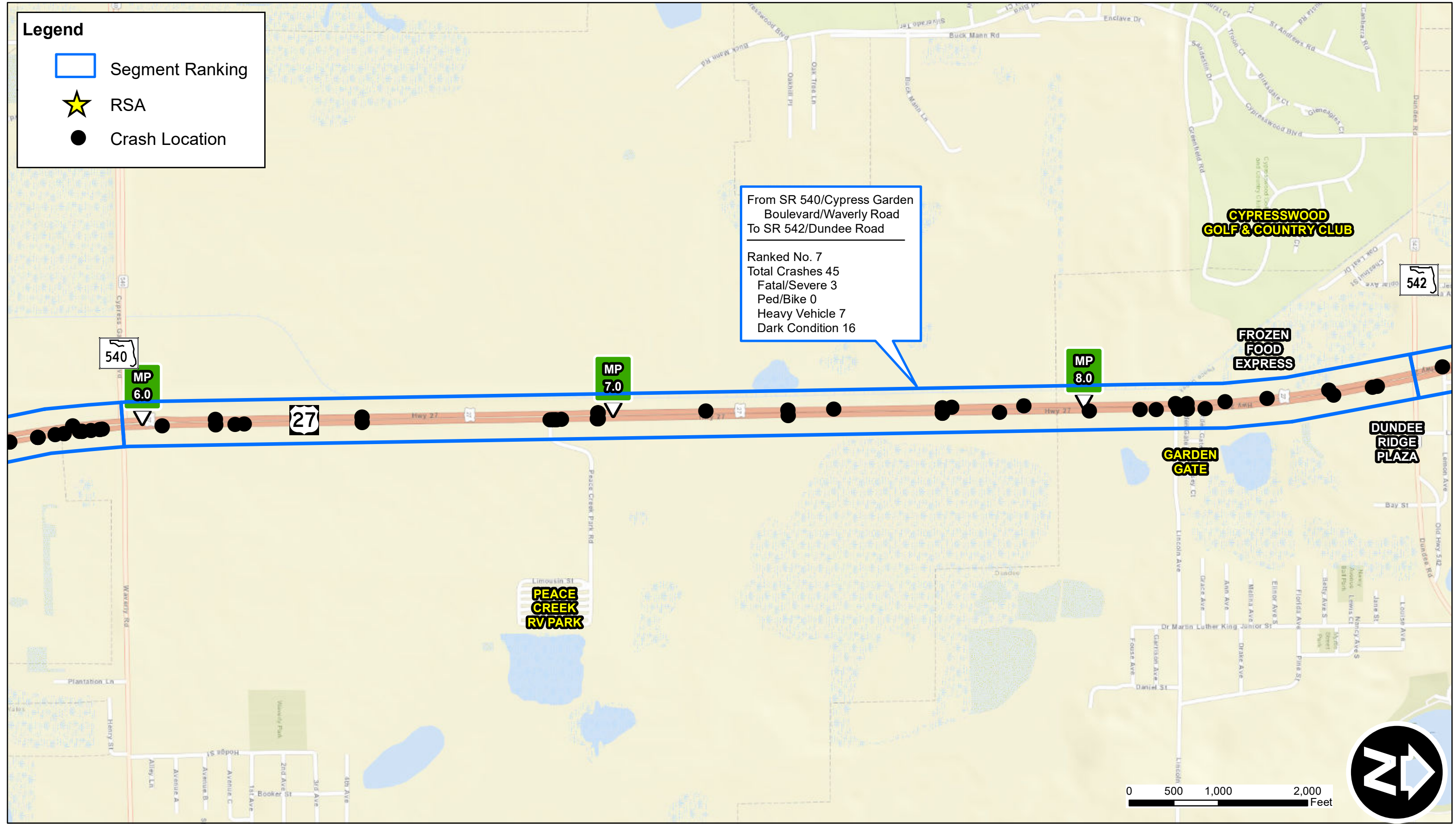


FIGURE 7-1
US 27 SEGMENT CRASHES
 (2013 - 2017)
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Legend

-  Segment Ranking
-  RSA
-  Crash Location



NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

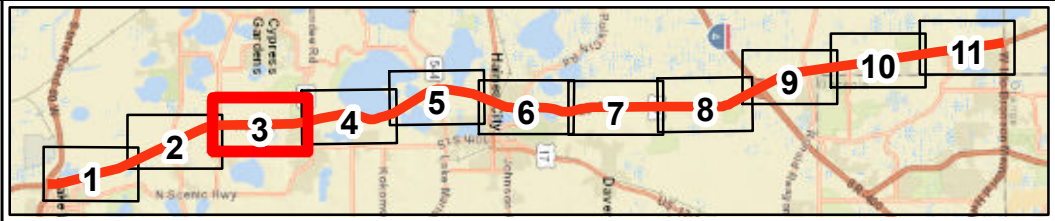


FIGURE 7-1
US 27 SEGMENT CRASHES
(2013 - 2017)
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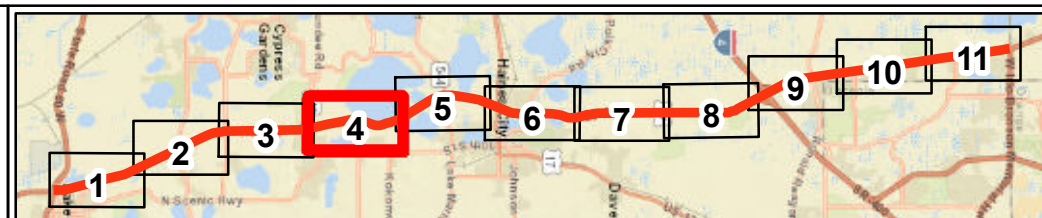
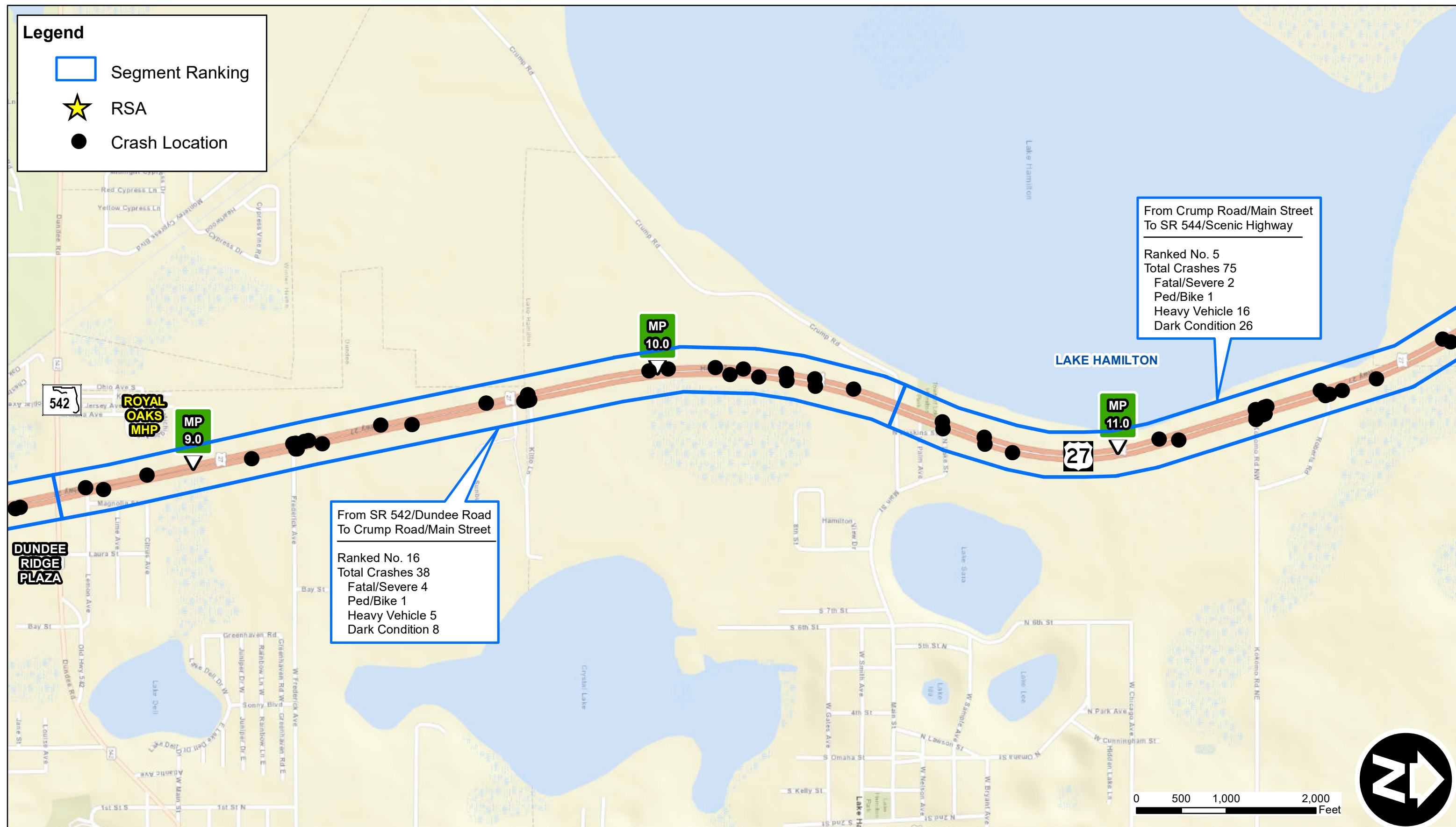
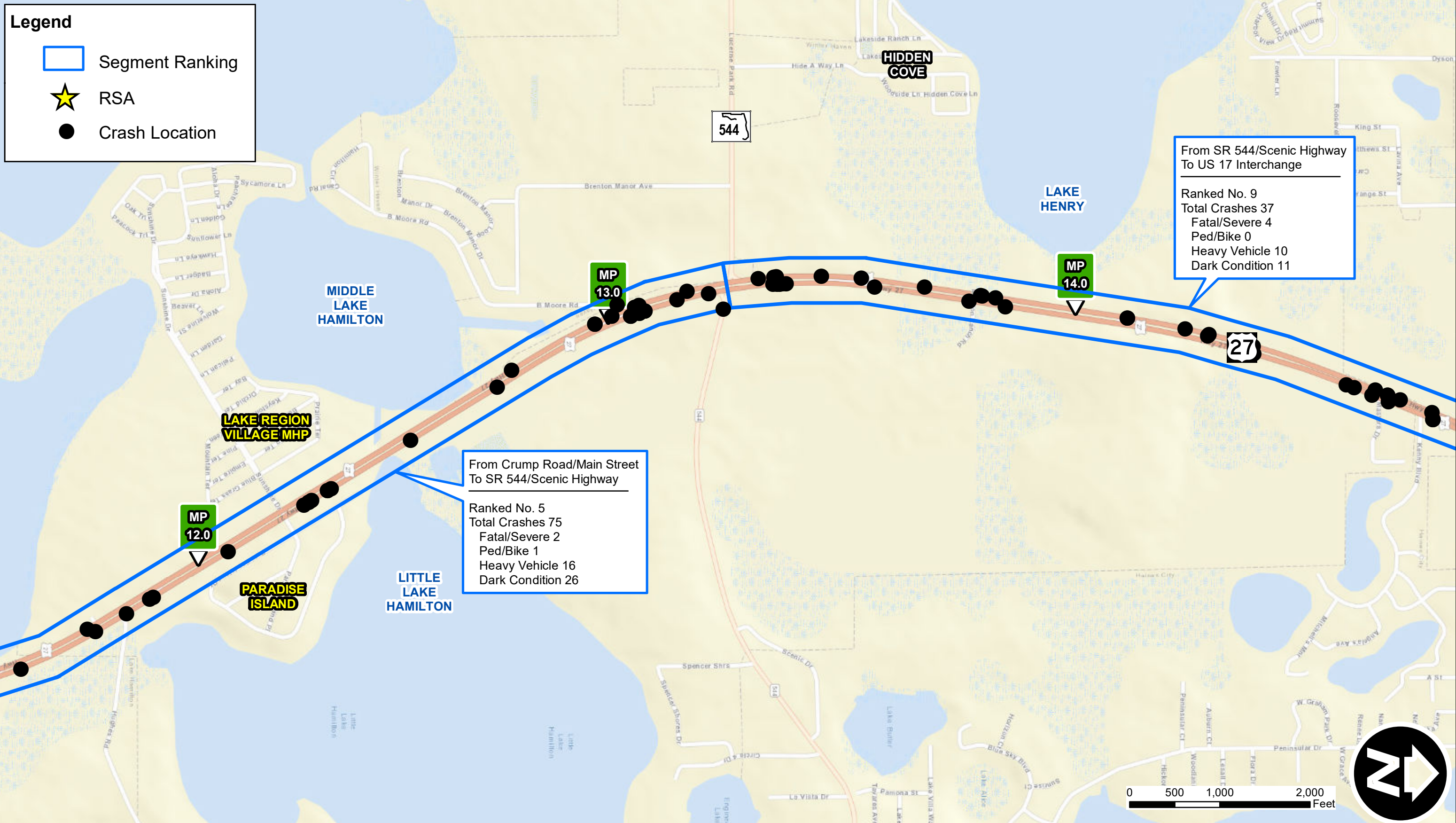


FIGURE 7-1
US 27 SEGMENT CRASHES
(2013 - 2017)
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NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

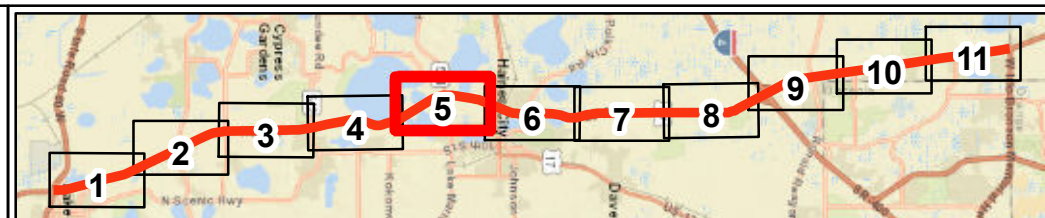
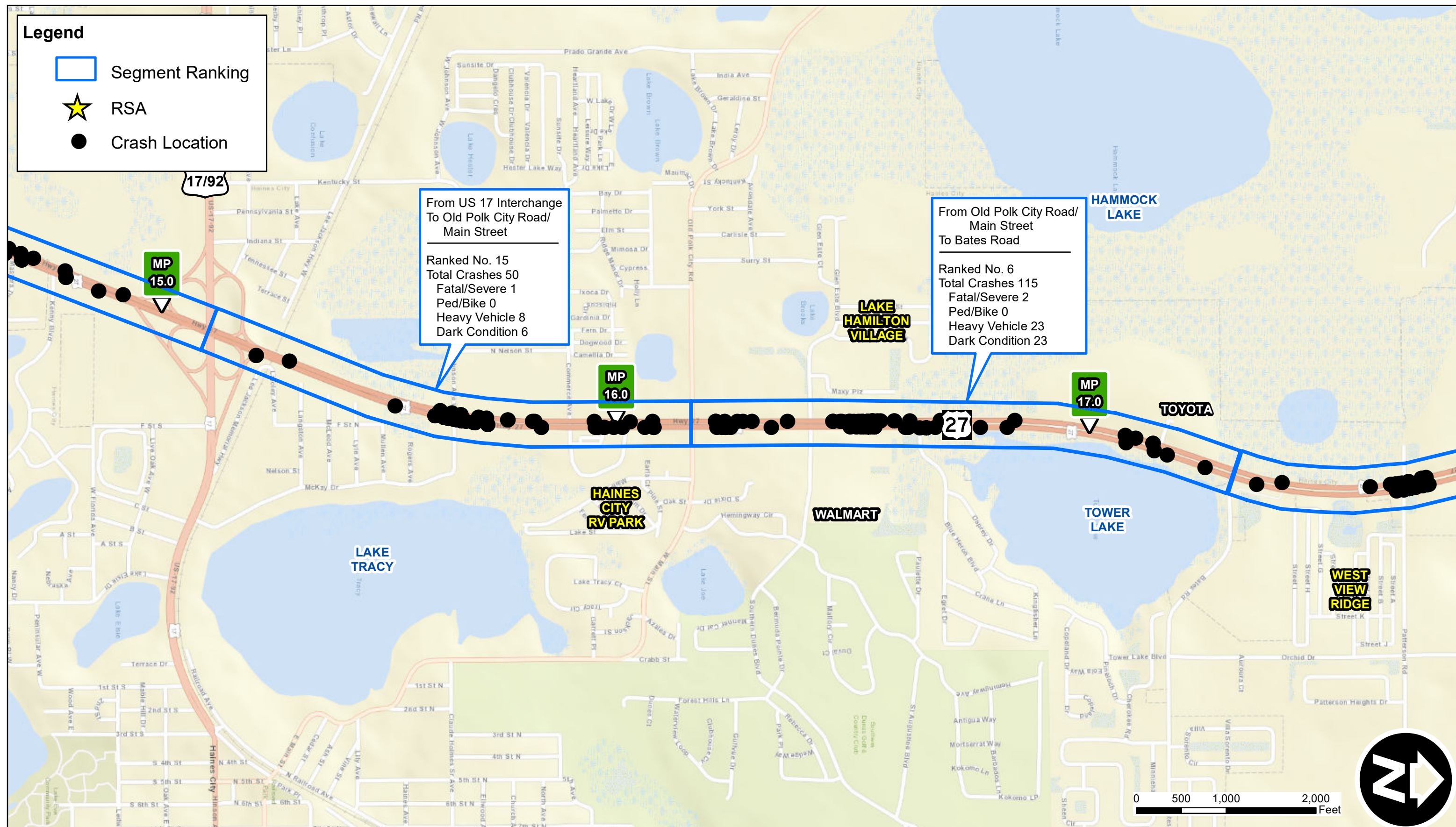


FIGURE 7-1
US 27 SEGMENT CRASHES
 (2013 - 2017)
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NORTHEAST POLK
US 27
Mobility Study

Northeast Polk US 27 Mobility Study
From SR 60 to US 192
Polk County, Florida
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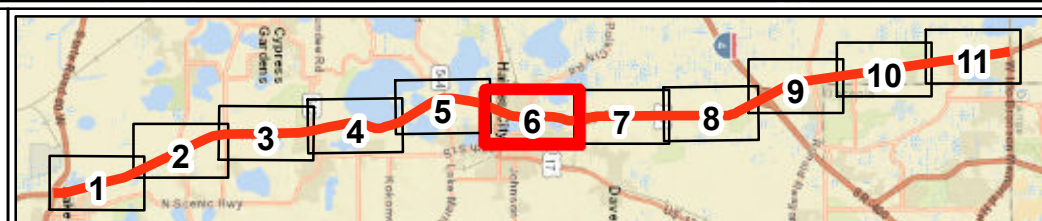
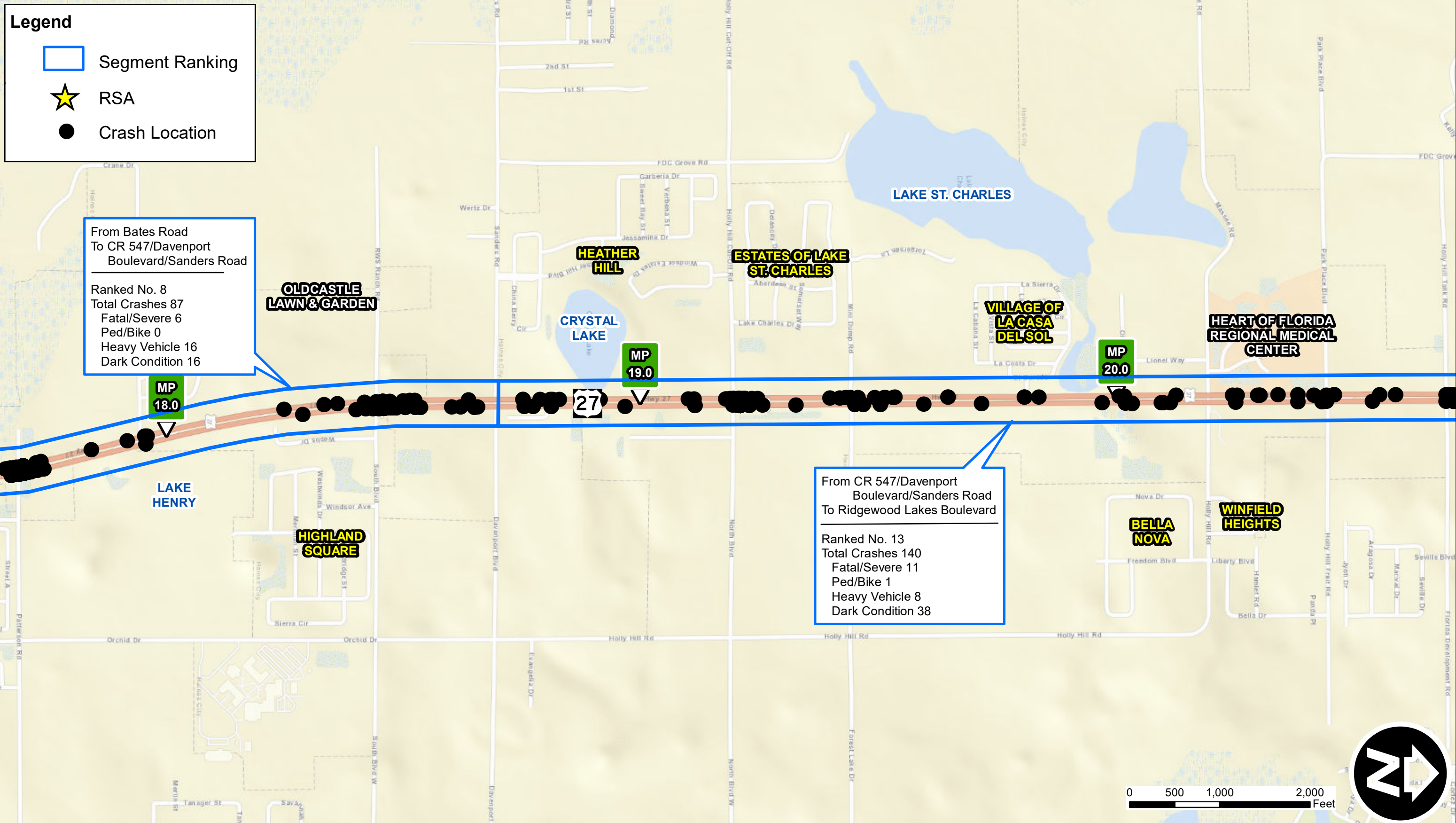


FIGURE 7-1
US 27 SEGMENT CRASHES
(2013 - 2017)
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NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
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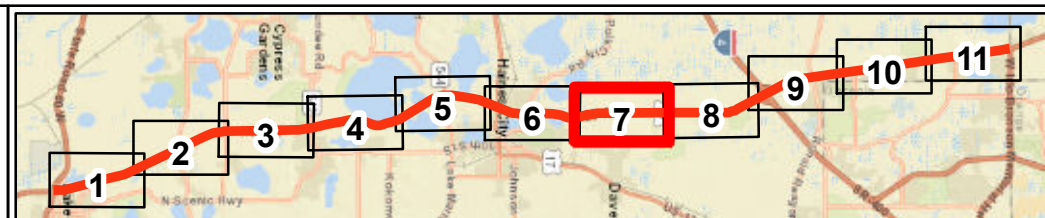


FIGURE 7-1
US 27 SEGMENT CRASHES
 (2013 - 2017)
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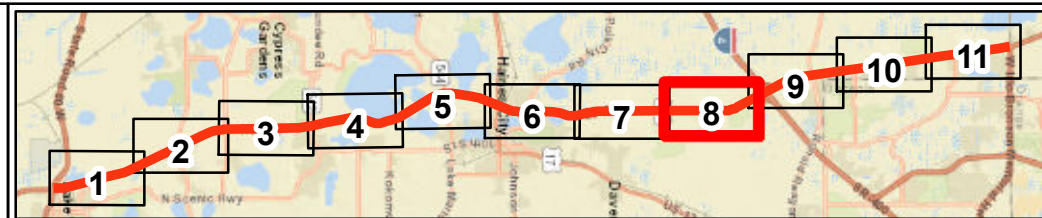
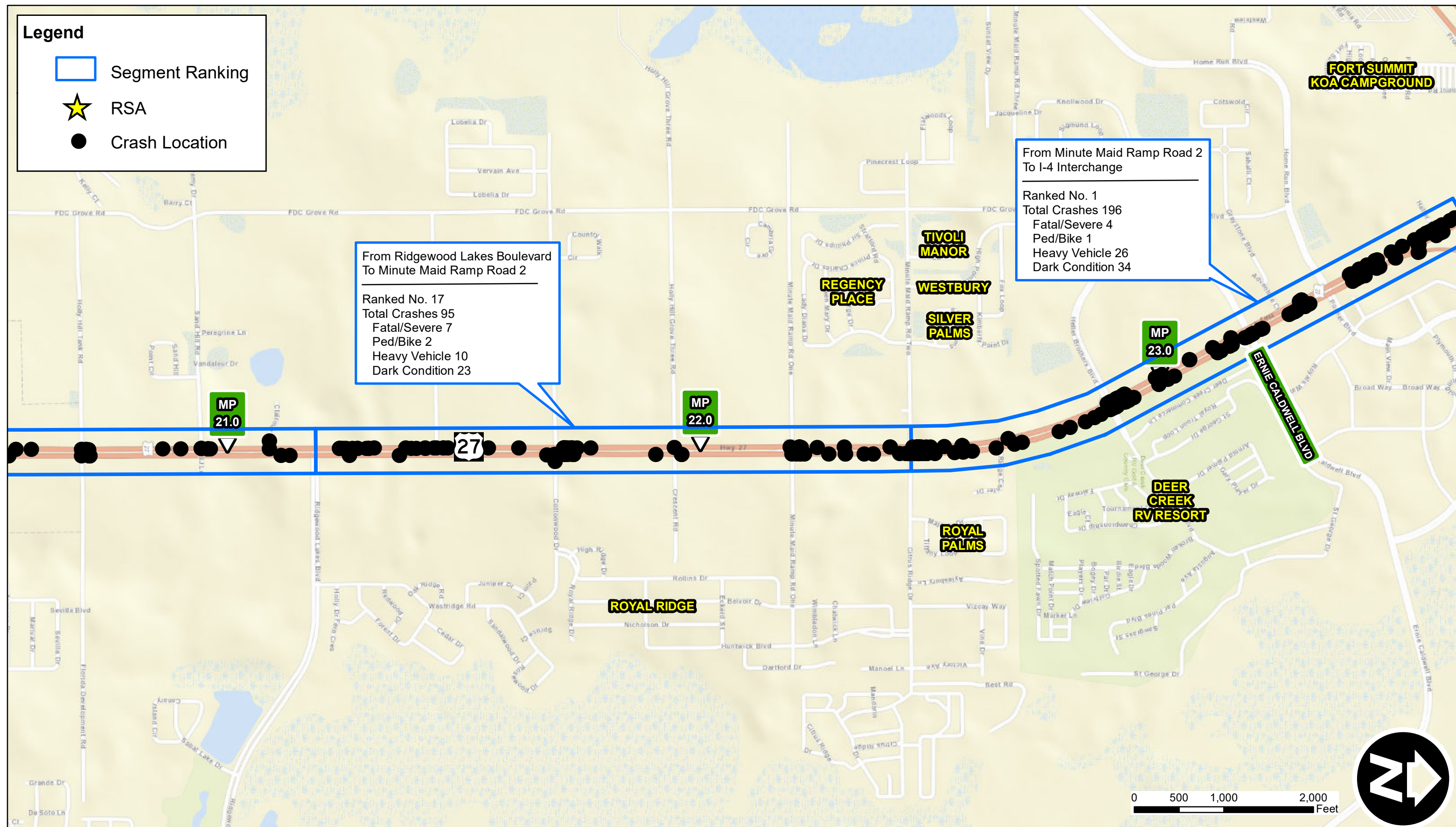


FIGURE 7-1
US 27 SEGMENT CRASHES
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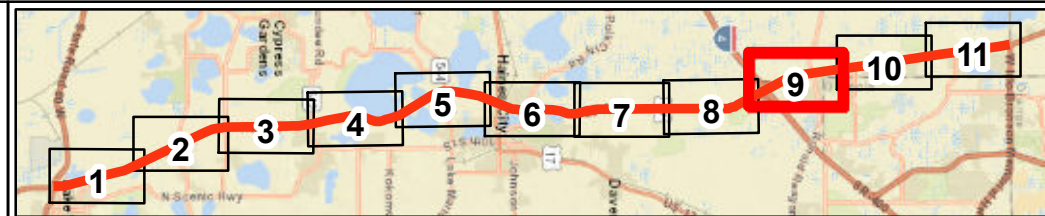
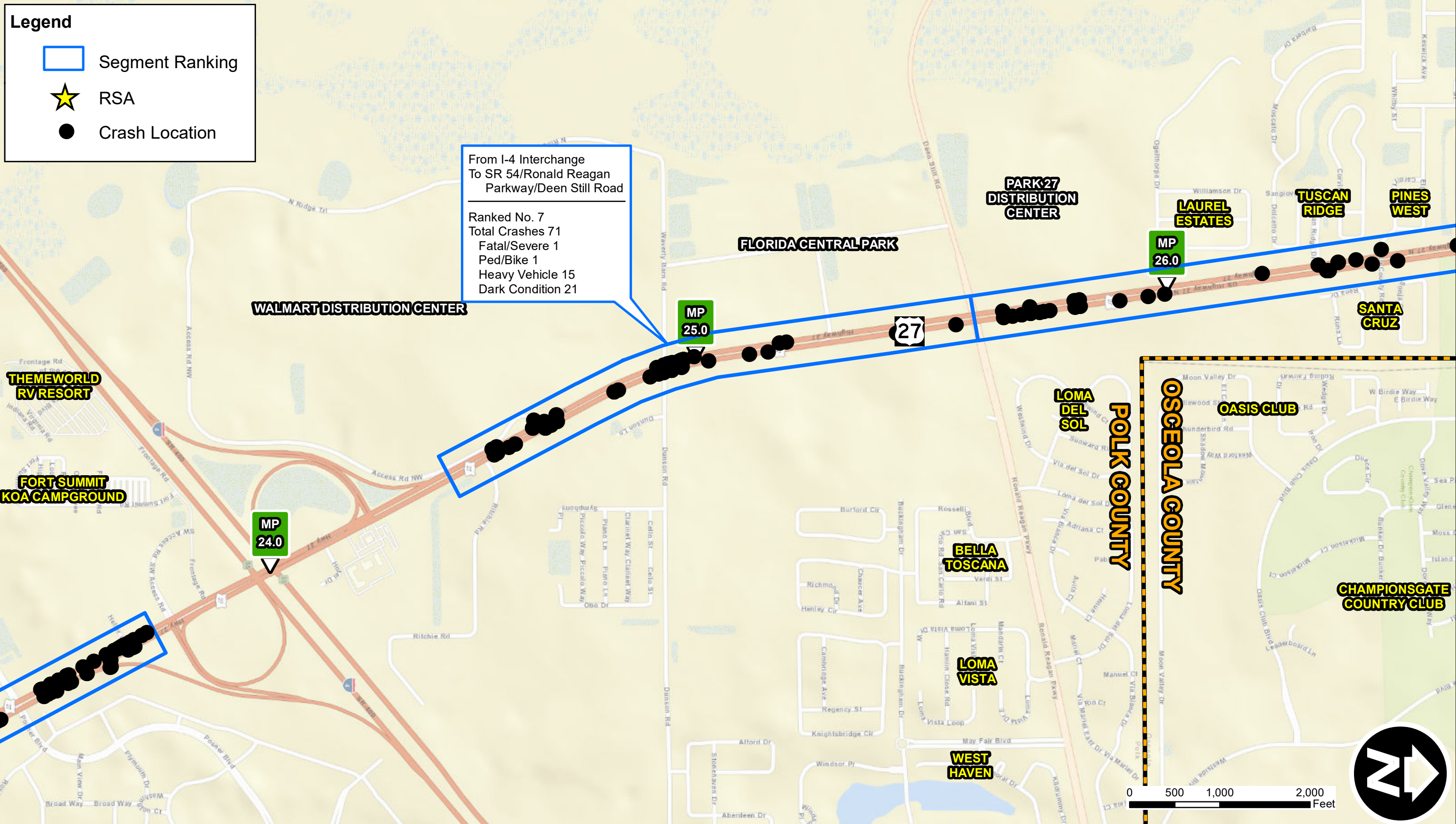
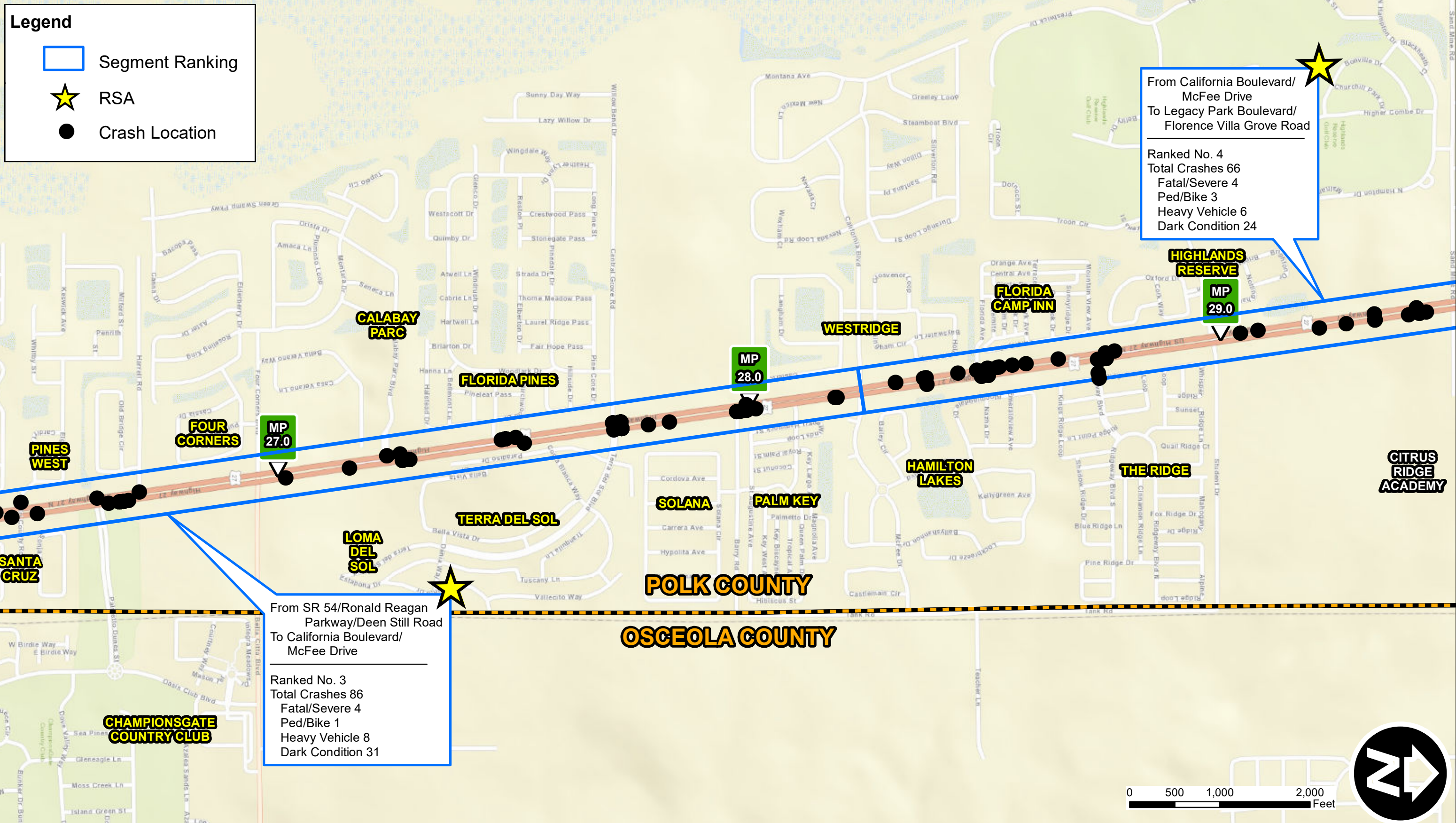


FIGURE 7-1
US 27 SEGMENT CRASHES
 (2013 - 2017)
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NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
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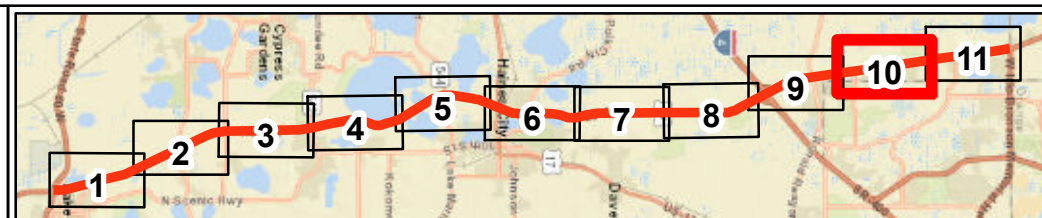
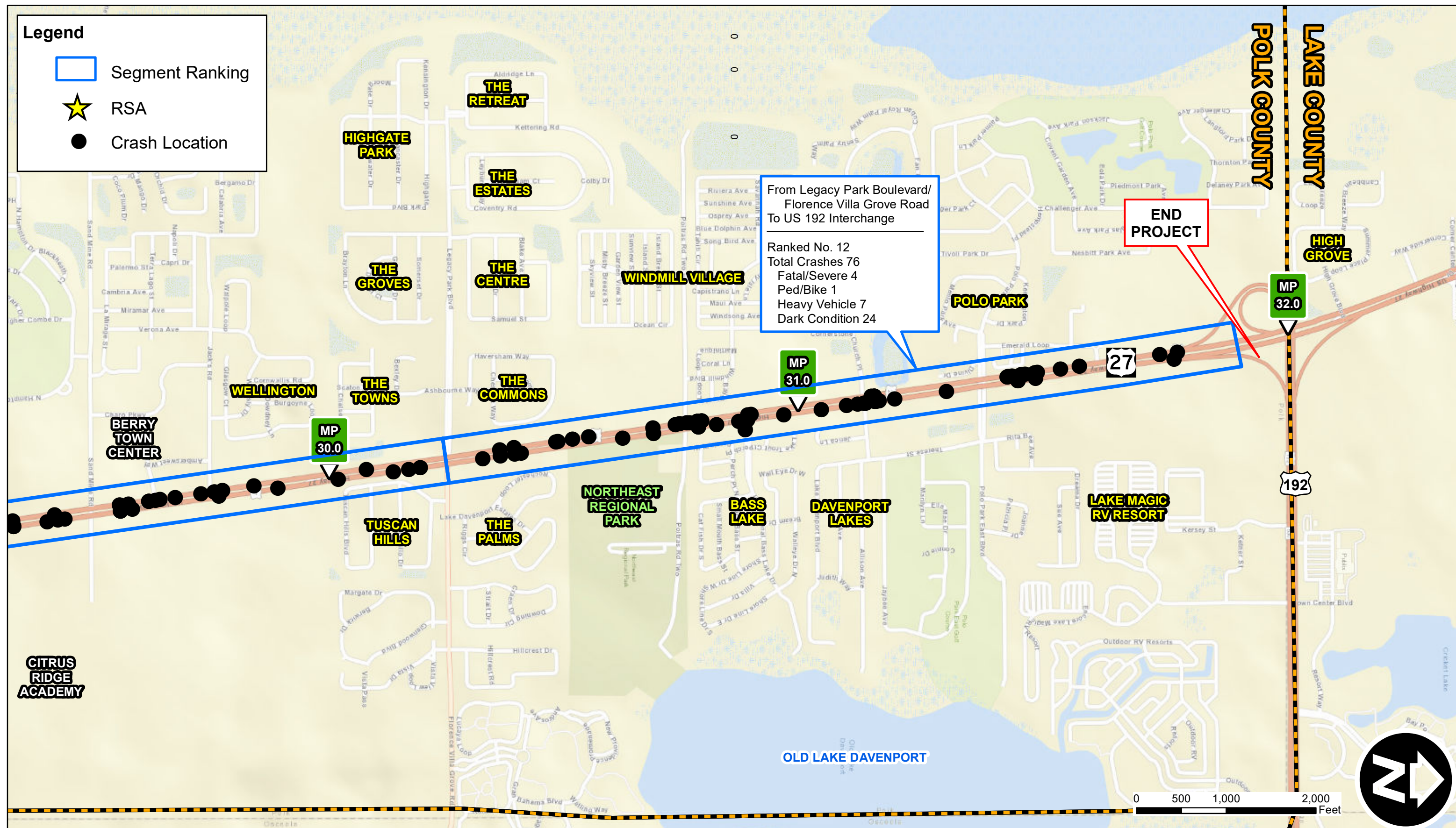


FIGURE 7-1
US 27 SEGMENT CRASHES
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NORTHEAST POLK
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Northeast Polk US 27 Mobility Study
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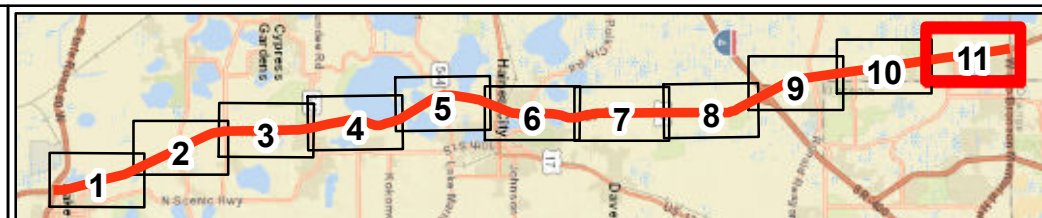
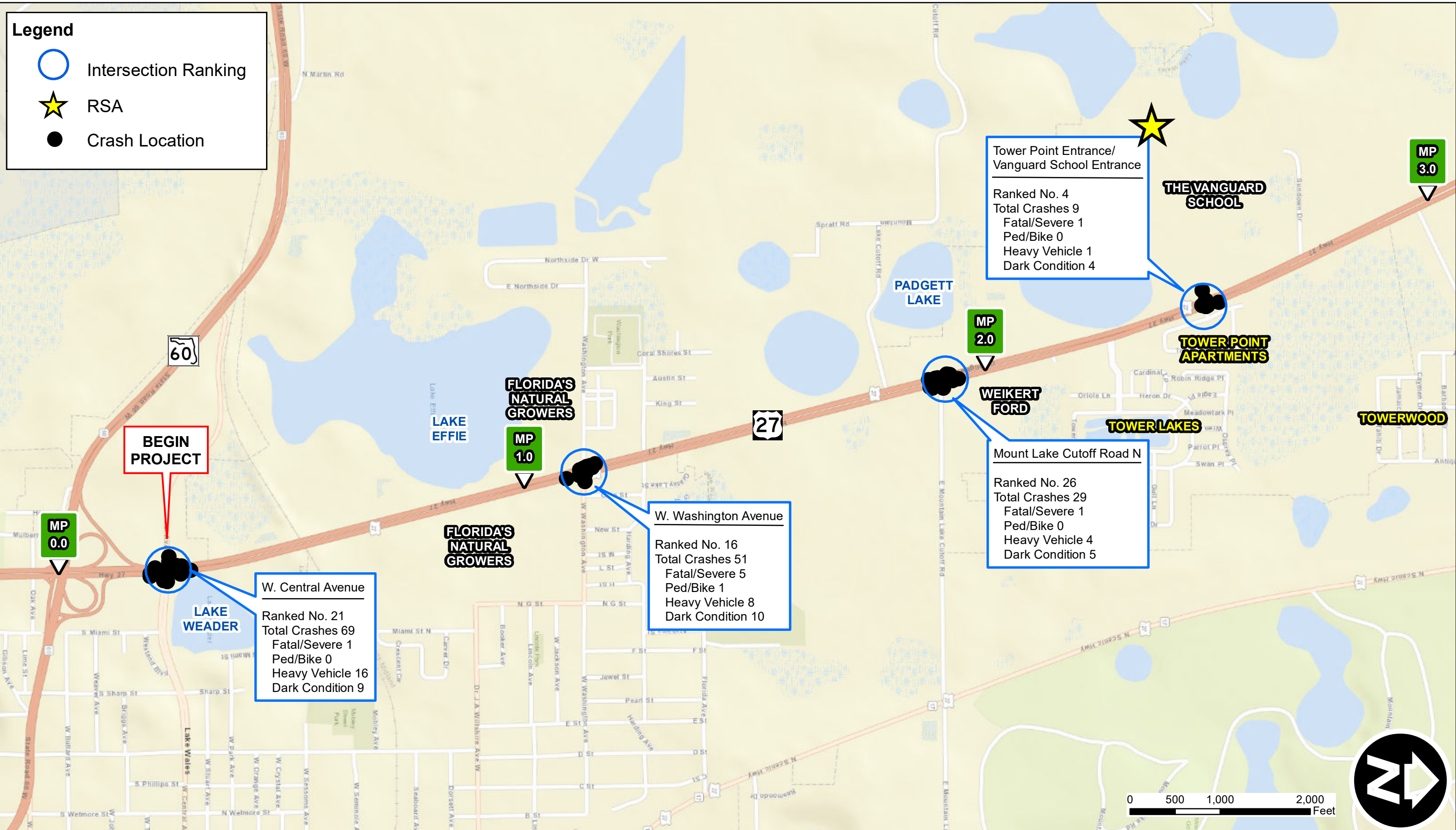
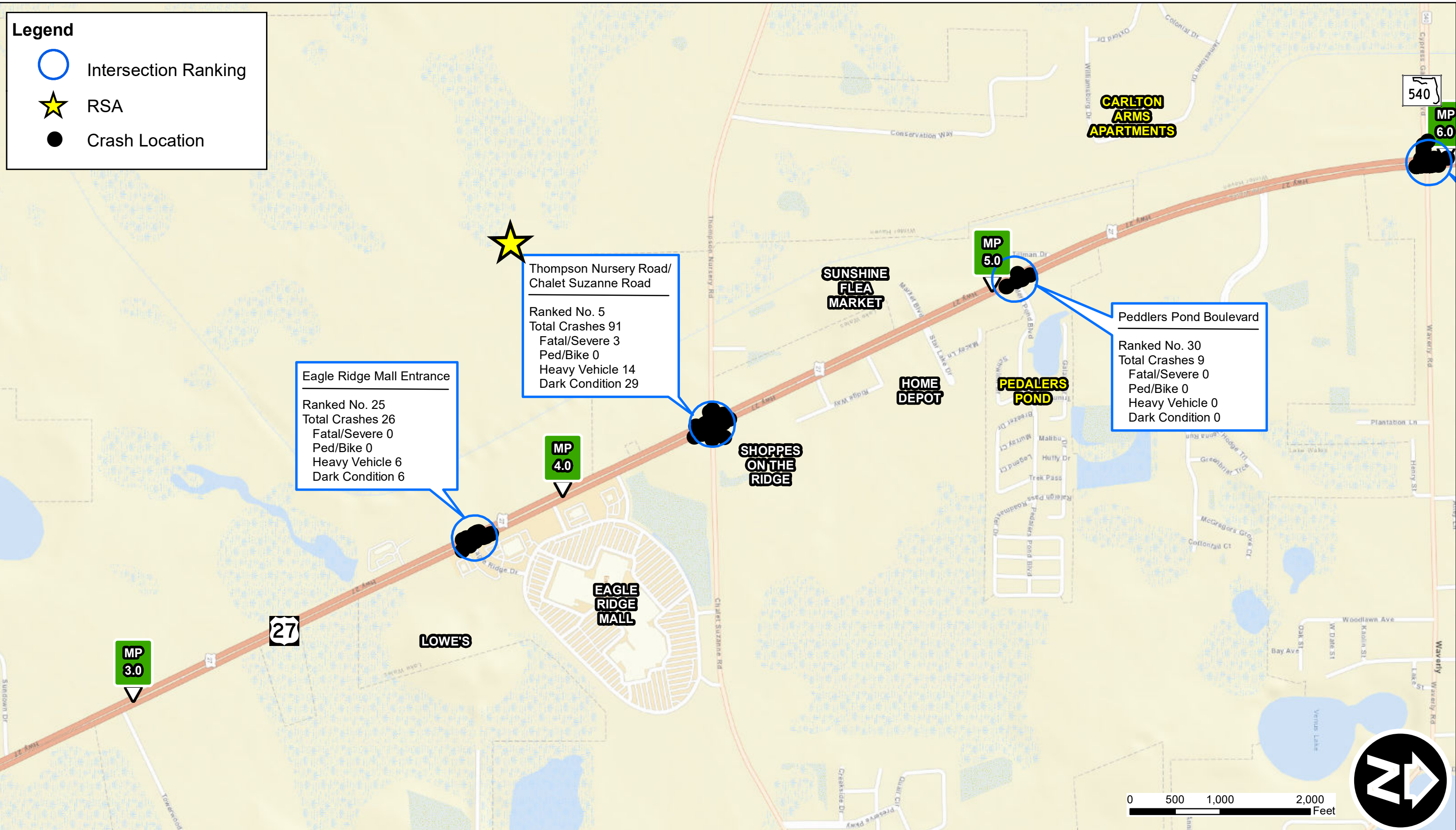


FIGURE 7-1
US 27 SEGMENT CRASHES
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Intersection Ranking

RSA

Crash Location

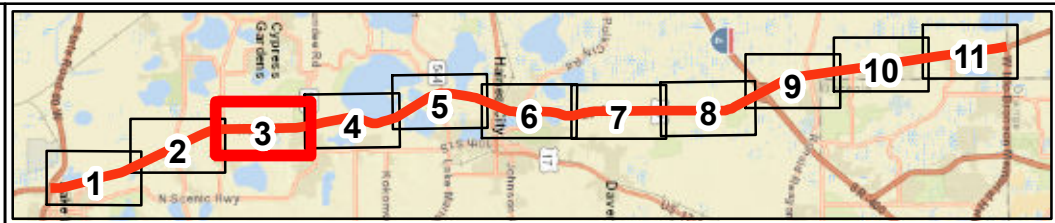
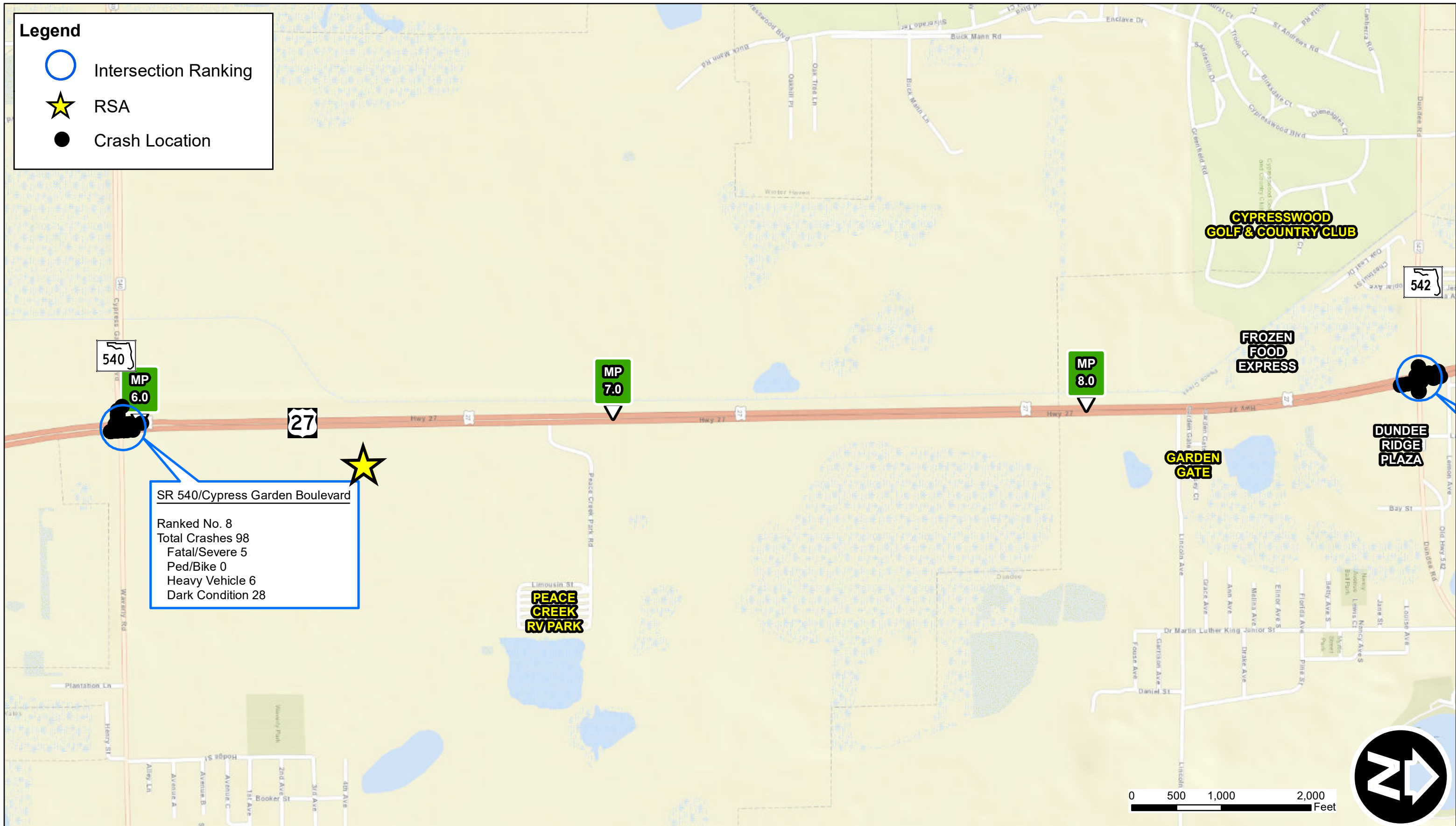
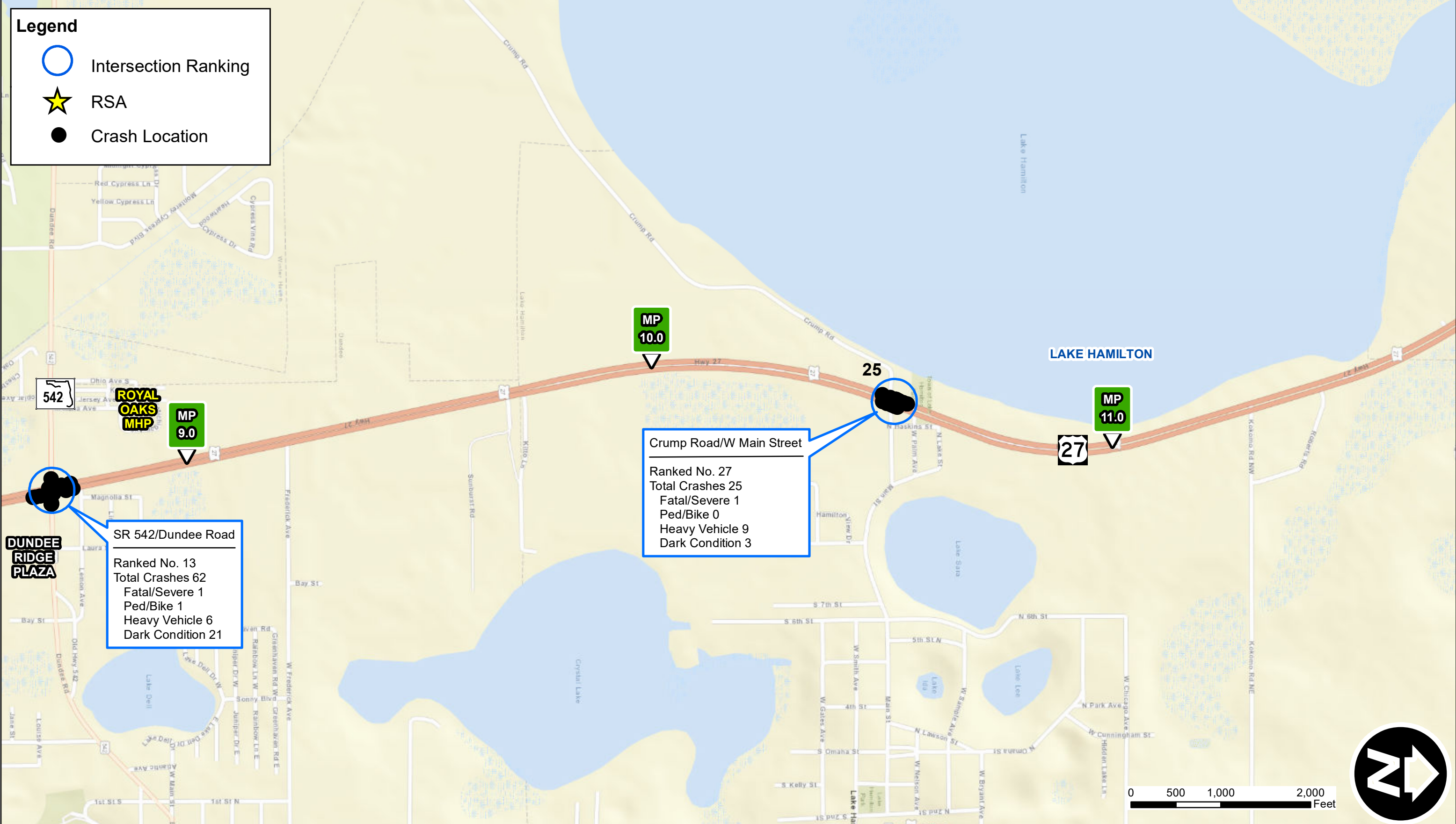


FIGURE 7-2
US 27 INTERSECTION CRASHES
(2013 - 2017)
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NORTHEAST POLK
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Northeast Polk US 27 Mobility Study
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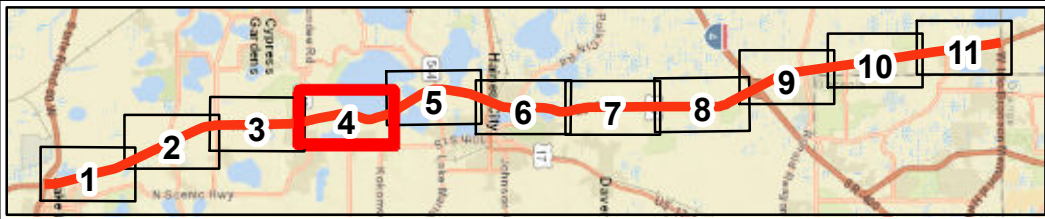
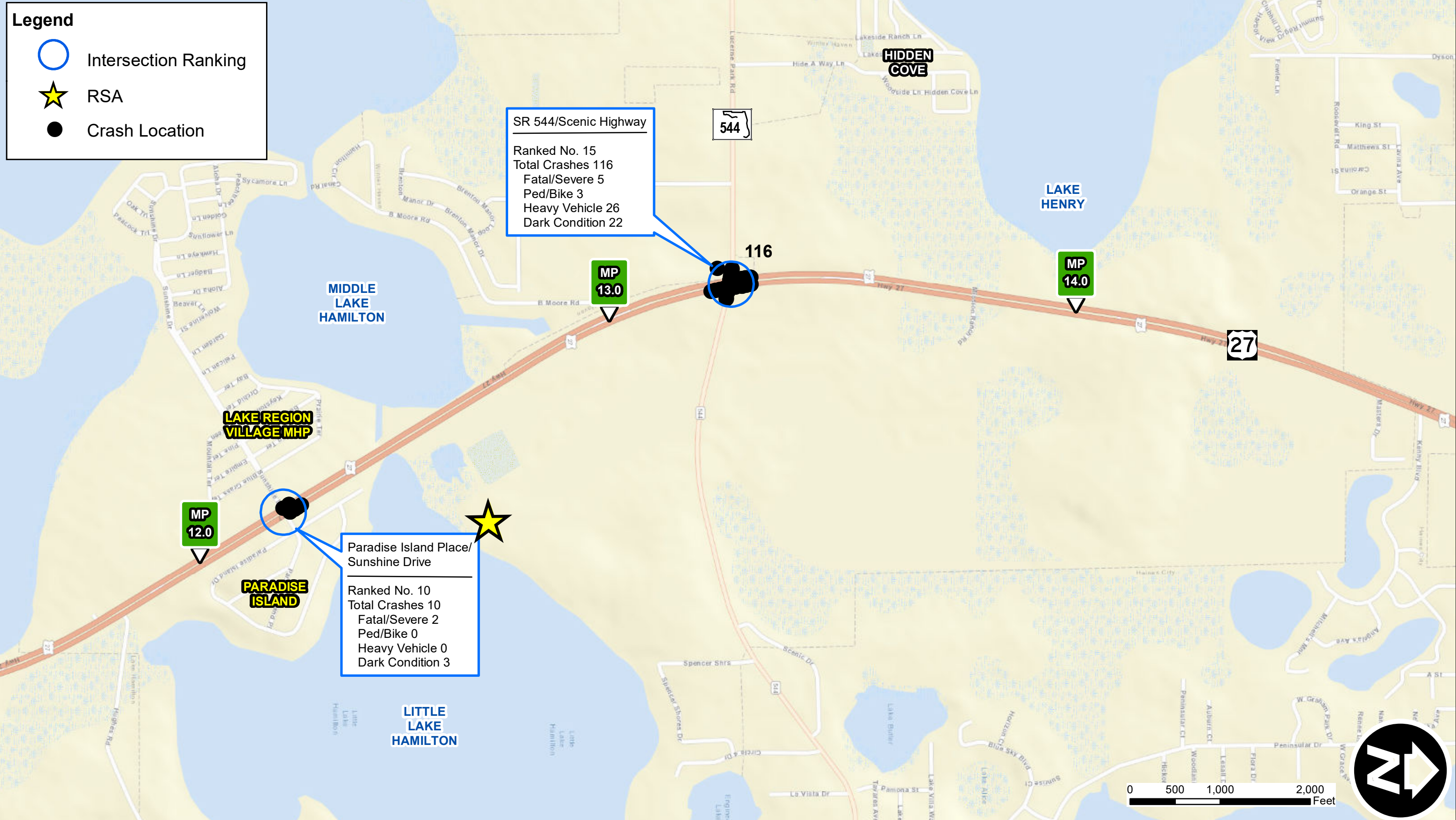
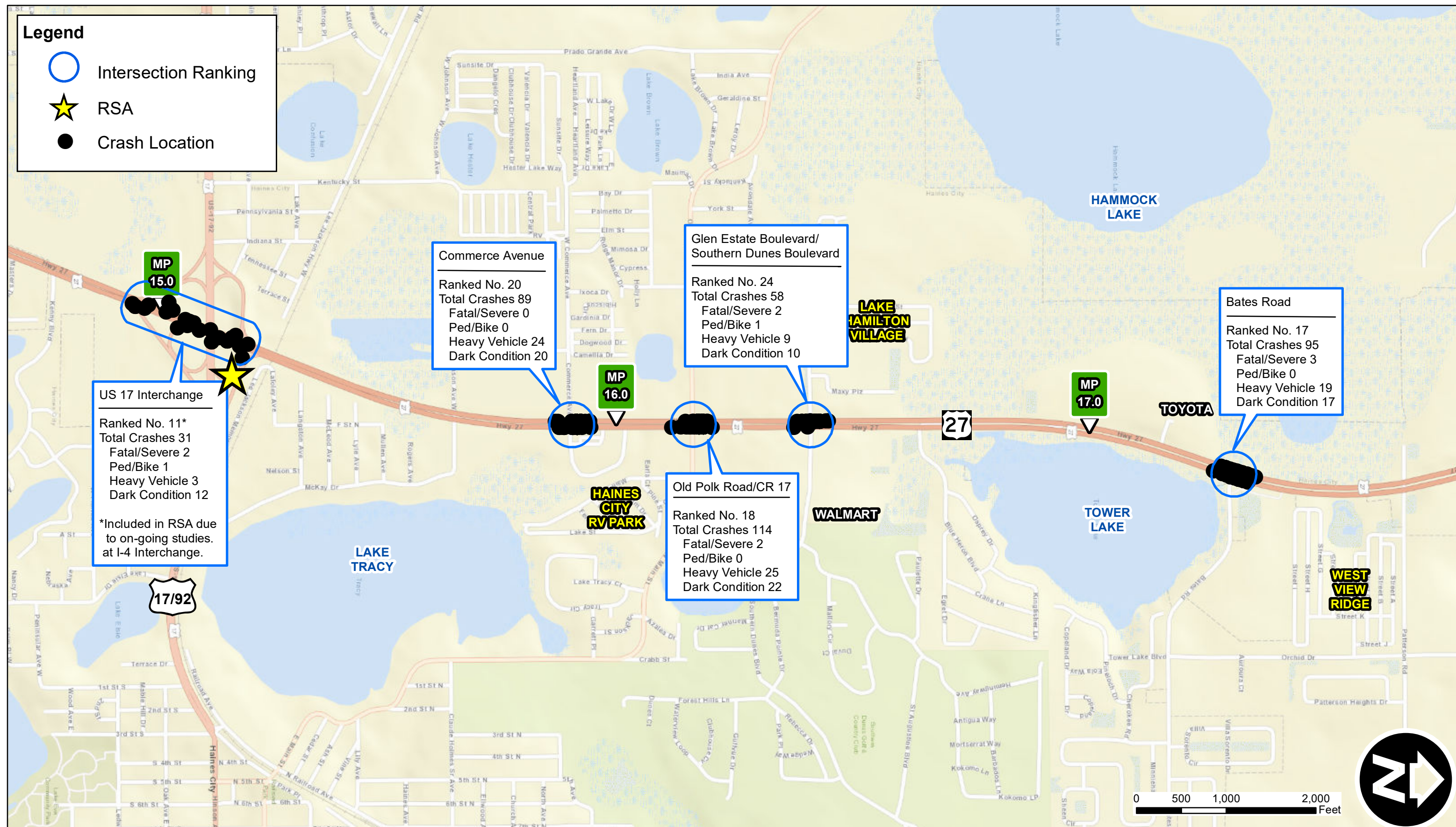


FIGURE 7-2
US 27 INTERSECTION CRASHES
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NORTHEAST POLK Northeast Polk US 27 Mobility Study
US 27 From SR 60 to US 192
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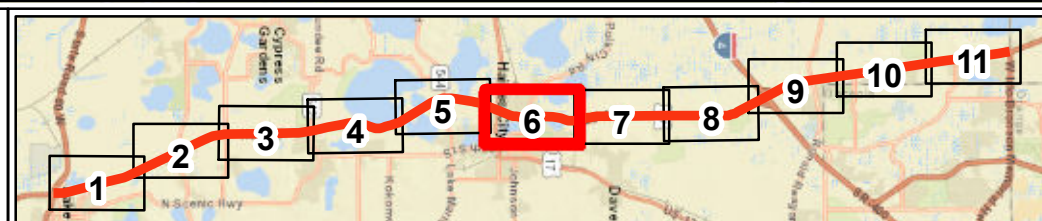


FIGURE 7-2
US 27 INTERSECTION CRASHES
 (2013 - 2017)
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Legend

- Intersection Ranking
- ★ RSA
- Crash Location

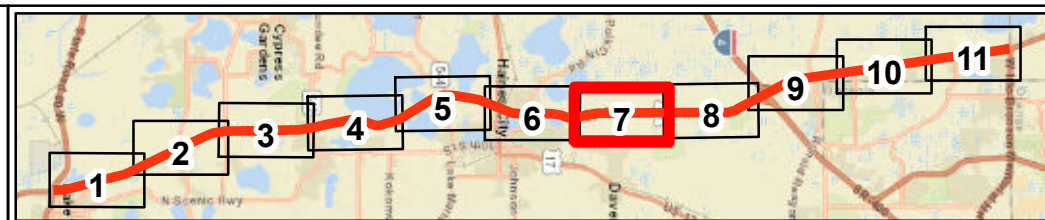
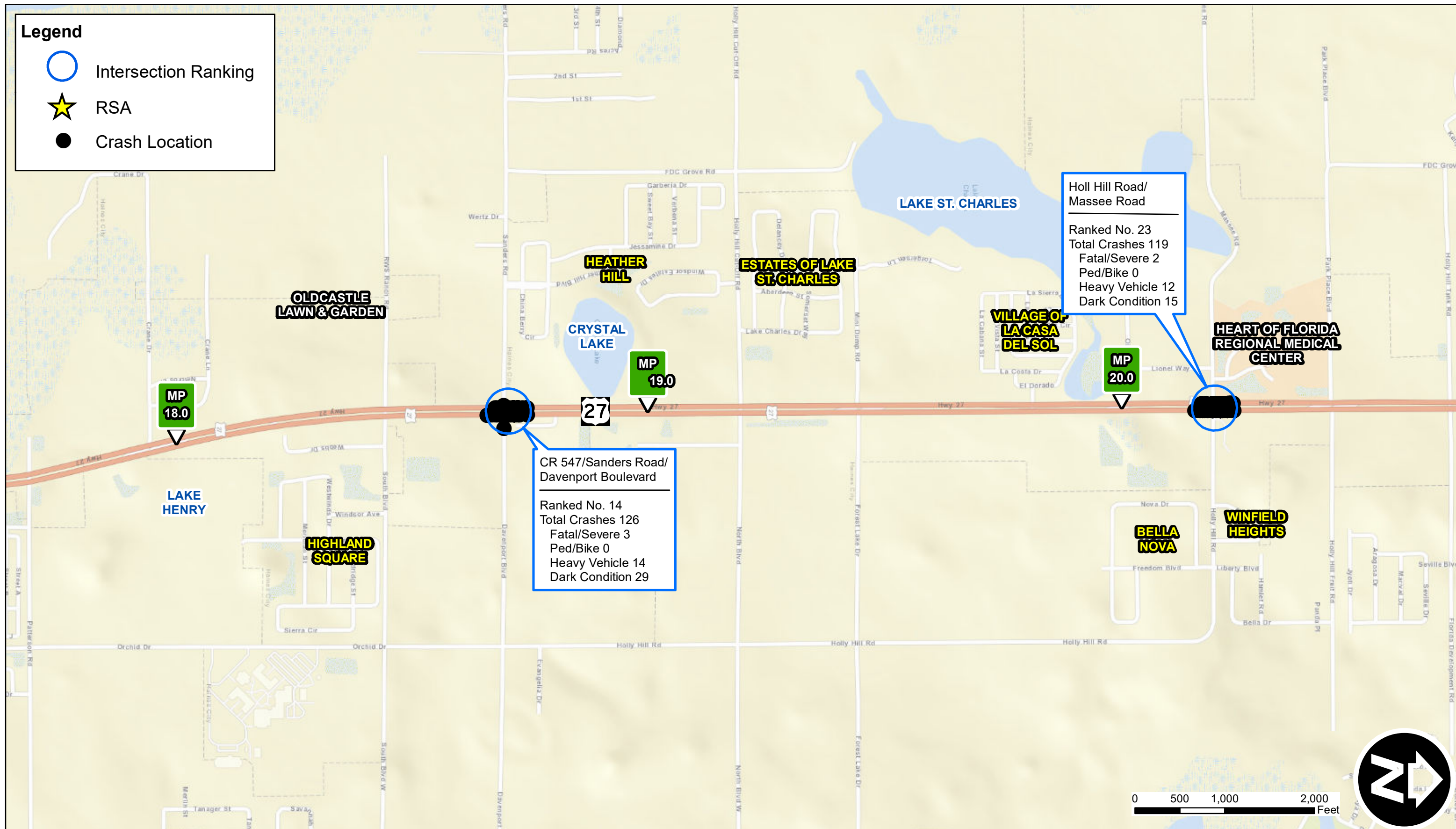
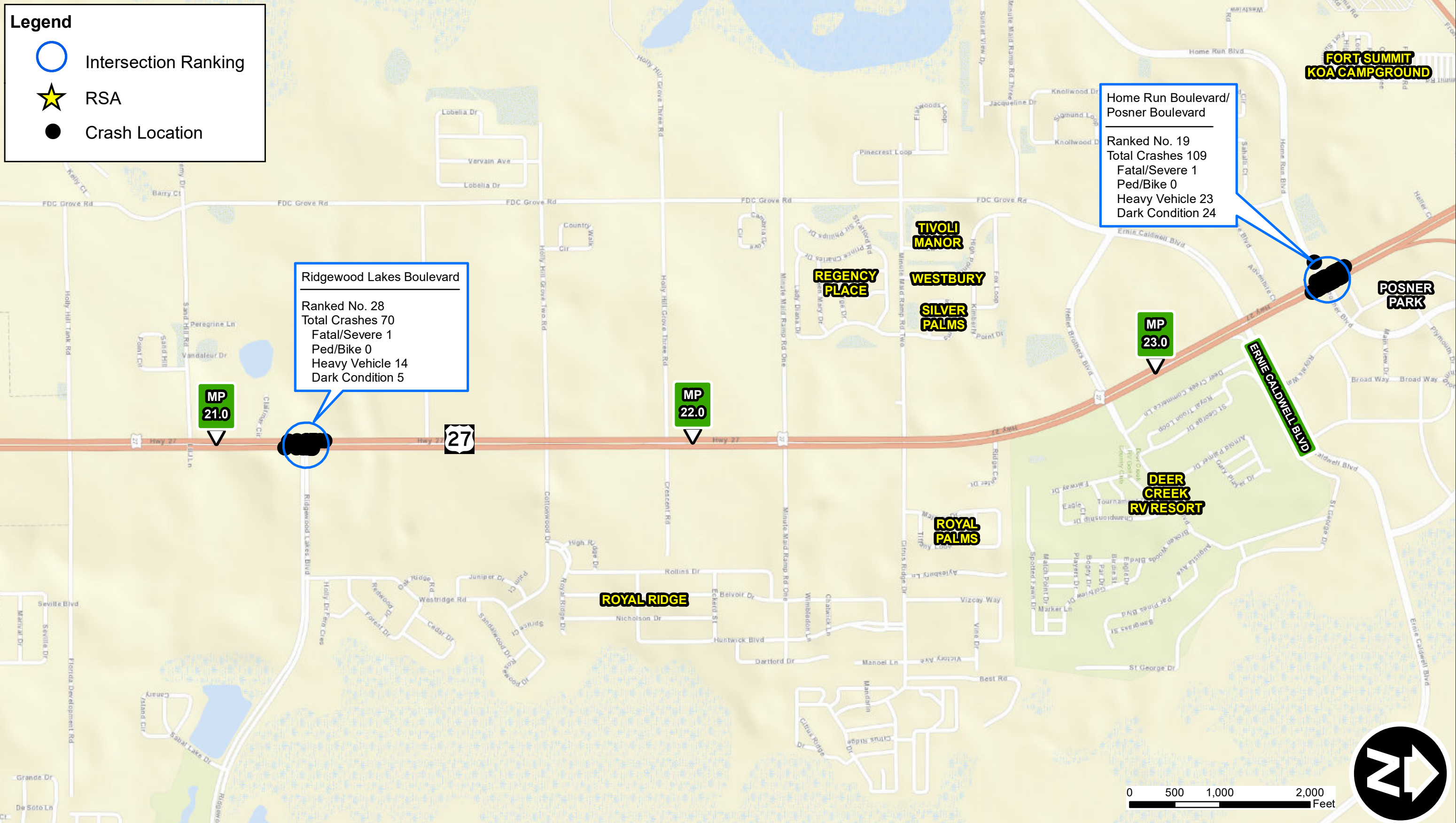


FIGURE 7-2
US 27 INTERSECTION CRASHES
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NORTHEAST POLK
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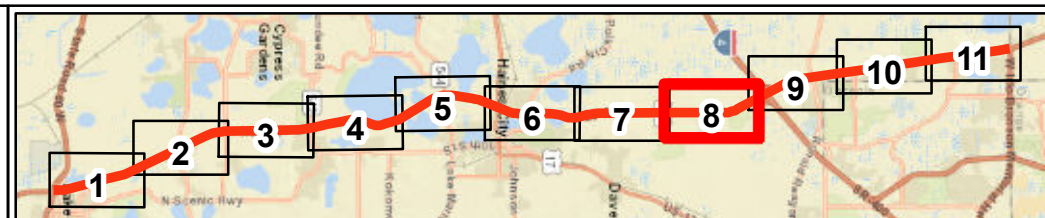
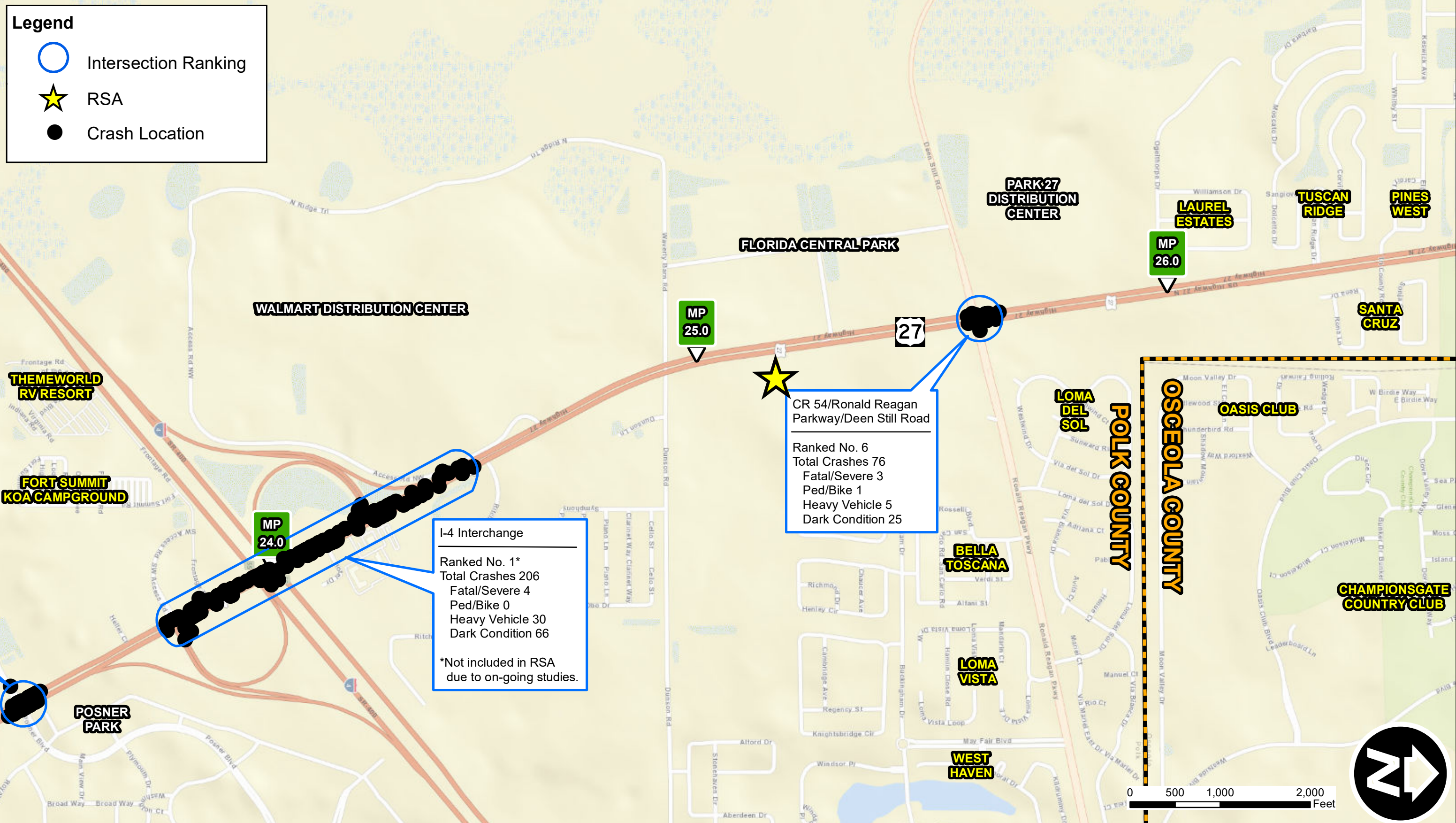


FIGURE 7-2
US 27 INTERSECTION CRASHES
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NORTHEAST POLK
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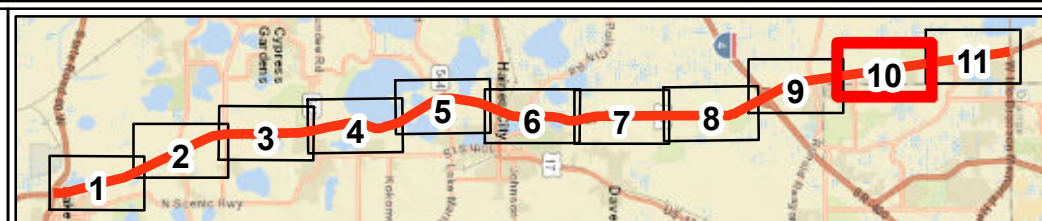
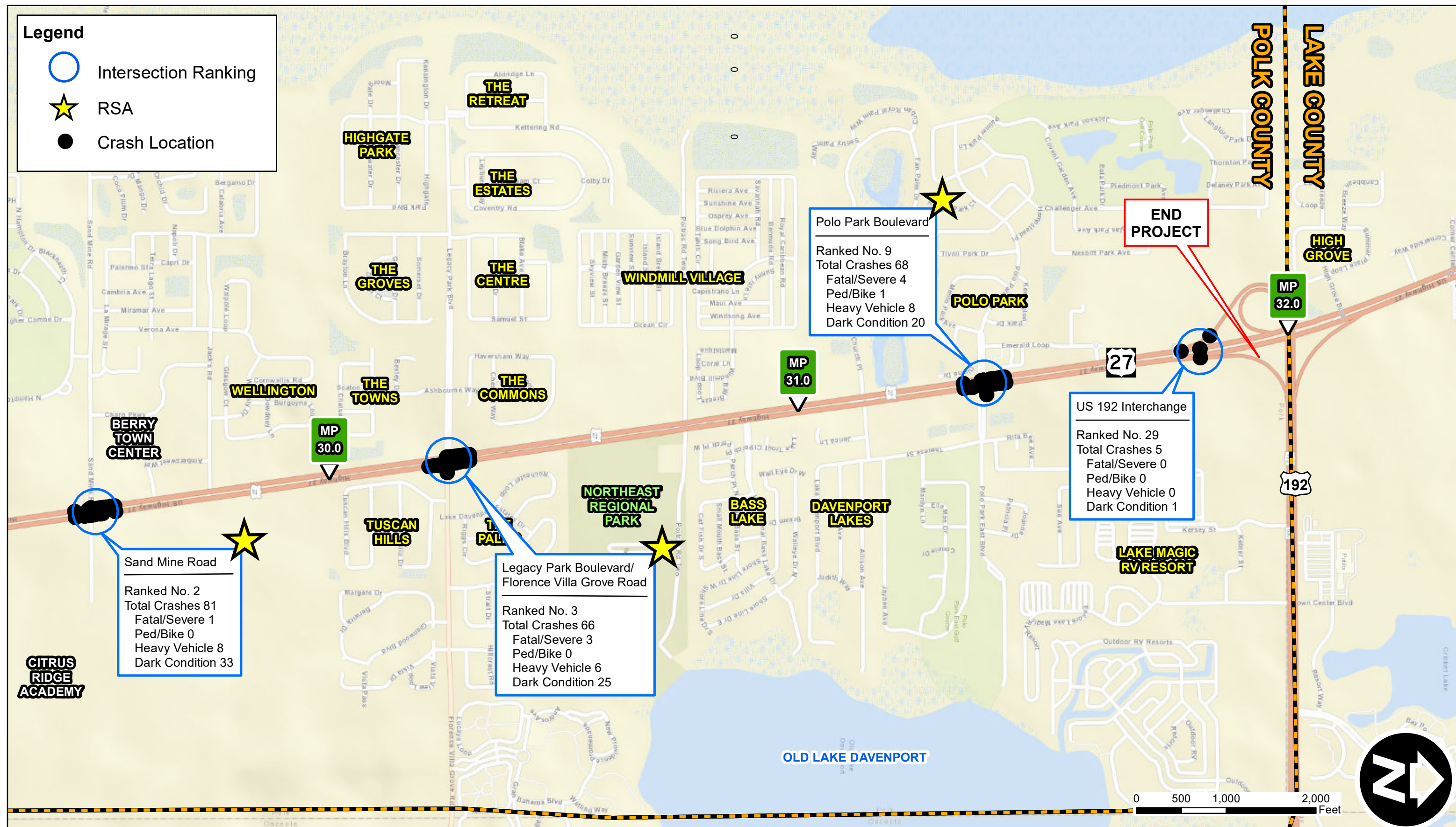


FIGURE 7-2
US 27 INTERSECTION CRASHES
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NORTHEAST POLK
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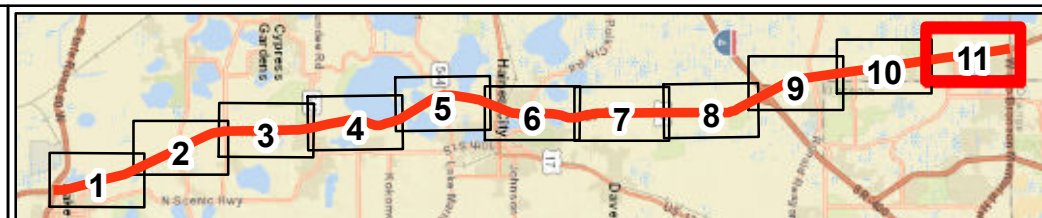


FIGURE 7-2
US 27 INTERSECTION CRASHES
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TABLE 7-3: 5-YEAR CRASH SUMMARY BY LIGHTING CONDITIONS

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	383	459	529	556	471	2,398	69.5%
Dark - Lighted	82	102	138	150	107	579	16.8%
Dusk	10	18	29	26	22	105	3.0%
Dark - Not Lighted	42	45	66	54	63	270	7.8%
Dawn	8	23	22	10	13	76	2.2%
Dark - Unknown Lighting	0	0	8	1	5	14	0.4%
Other	1	4	0	0	2	7	0.2%
Unknown	1	1	0	0	0	2	0.1%
Total	527	652	792	797	683	3,451	100.0%

7.1.2 Corridor-Wide Crash Analysis & Identification of High Crash Locations

Corridor wide daytime and nighttime field inventory was conducted in order to identify any potential correlation between high crashes locations where minimal to no infrastructure is available for pedestrians and bicycles along with data collected and described previously in Section 3, such as existing geometry and AADTs for intersection approaches and within segments along the corridor. The information was used to evaluate high crash locations based on a weighted ranking methodology as follows:

1. Intersections - Available total entering volumes was used to determine which intersections (signalized or unsignalized) were analyzed and ranked. The number of crashes per Million Entering Vehicles (MEVs) was determined for study intersections within the US 27 study corridor. The area of influence was defined as each leg of the intersection, up to 250 feet from the stop bars.

2. Segments - Roadway segments along US 27 between SR 60 and US 192 were defined based on roadway characteristics and volume. The roadway segments along US 27 were then analyzed and ranked according to multiple criteria, including:
 - Number of crashes
 - Vehicular Crashes per mile (annualized)
 - Bike and Ped Crashes per mile
 - Crashes per 10,000 daily trips
 - Percent of severe crashes (fatal and incapacitating injury crashes)
 - Percent of crashes occurring during dark conditions

A composite ranking factor based on the criteria described previously was developed to identify high crash locations. **Tables 7-4, 7-5, and 7-6** provide details of the intersection, segment and a combined composite factor used to rank high crash locations within the study area. Due to on-going and future studies at the ramp junctions and segment for I-4, this area was omitted in consideration of this analysis. The top 10 ranked intersections and top 2 ranked segments were as follows:

1. Tower Point Circle (unsignalized intersection)
2. Thompson Nursery Road / Chalet Suzanne Road (signalized intersection)
3. SR 540 (Cypress Gardens Boulevard) / Waverly Road (signalized intersection)
4. Sunshine Drive / Paradise Island Place (unsignalized intersection)
5. US 17 Interchange (interchange)
6. Deen Still Road / Ronald Reagan Parkway (signalized intersection)
7. California Boulevard / McFee Drive (signalized intersection)
8. Sand Mine Road (signalized intersection)
9. Legacy Park Boulevard / Florence Villa Grove Road (signalized intersection)
10. Polo Park Boulevard (signalized intersection)
11. From Deen Still Road / Ronald Reagan Parkway to California Road / McFee Road (segment)
12. From California Road / McFee Road to Legacy Park Boulevard / Florence Villa Grove Road (segment)

TABLE 7-4: RANKING CRITERIA FOR ROADWAY SEGMENT CRASHES

Seg. ID	From	To	Existing Characteristics				Crash Data 2013-2017					Ranking Factors						Priority Ranking	
			BMP	EMP	Length	2019 AADT*	No. of Crashes	No. of severe injury and fatality crashes	No. of bike and pedestrian crashes	Number of heavy vehicle crashes	Number of crashes under dark conditions	Annual Crashes Per Mile	5-Year Crashes Per 10,000 AADT	Percent of Incapacitating Injury and Fatality Crashes	5-Year Bike and Ped Crashes per Mile	5-Year Heavy Vehicle Crashes per Mile	Percent of Crashes during Dark Conditions	Composite Factor	Ranking
1	N. of SR 60	Mt. Lake Cutoff Road	0.00	1.891	1.89	33,000	57	4	1	16	17	6.0	17.27	7%	0.5	8.5	30%	69.13	9
2	Mt. Lake Cutoff Road	CR 17A/Thompson Nursery/Chalet Suzanne Rd	1.891	4.331	2.44	40,000	52	1	0	3	13	4.3	13.00	2%	0.0	1.6	25%	45.77	16
3	Thompson Nursery/Chalet Suzanne Rd	SR 540/Cypress Gardens Blvd/Waverly Rd	4.331	5.944	1.61	41,000	123	7	0	11	26	15.3	30.00	6%	0.0	5.8	21%	77.90	2
4	SR 540/Cypress Gardens Blvd/Waverly Rd	SR 542/Dundee Rd	5.944	8.694	2.75	37,500	45	3	0	7	16	3.3	12.00	7%	0.0	3.7	36%	61.20	12
5	SR 542/Dundee Rd	Crump Rd/Main St	8.694	10.493	1.80	34,500	38	4	1	5	8	4.2	11.01	11%	0.5	2.6	21%	49.99	15
6	Crump Rd/Main St	SR 544/Scenic Hwy	10.493	13.244	2.75	40,000	75	2	1	16	26	5.5	18.75	3%	0.5	8.5	35%	70.53	6
7	SR 544/Scenic Hwy	US 17	13.244	15.157	1.91	48,000	37	4	0	10	11	3.9	7.71	11%	0.0	5.3	30%	57.41	14
8	US 17	CR 17/Old Polk City Rd/Main St	15.157	16.138	0.98	55,000	50	1	0	8	6	10.2	9.09	2%	0.0	4.2	12%	37.52	17
9	CR 17/Old Polk City Rd/Main St	Bates Rd	16.138	17.291	1.15	56,500	115	2	0	23	23	19.9	20.35	2%	0.0	12.2	20%	74.20	4
10	Bates Rd	CR 547/Davenport Blvd/Sanders Rd	17.291	18.677	1.39	59,500	87	6	0	16	16	12.6	14.62	7%	0.0	8.5	18%	60.92	13
11	CR 547/Davenport Blvd/Sanders Rd	Ridgewood Lakes Blvd	18.677	21.161	2.48	57,000	140	11	1	8	38	11.3	24.56	8%	0.5	4.2	27%	75.59	3
12	Ridgewood Lakes Blvd	Minute Maid Ramp Rd 2	21.161	22.421	1.26	61,500	95	7	2	10	23	15.1	15.45	7%	1.1	5.3	24%	68.45	10
13	Minute Maid Ramp Rd 2	I-4	22.421	23.921	1.50	57,500	196	4	1	26	34	26.1	34.09	2%	0.5	13.7	17%	93.89	1
14	I-4	Ronald Reagan Pkwy/Deen Still Rd	23.921	25.57	1.65	32,000	71	1	1	15	21	8.6	22.19	1%	0.5	7.9	30%	70.25	7
15	Ronald Reagan Pkwy/Deen Still Rd	California Blvd/McFee Dr	25.570	28.211	2.64	41,500	86	4	1	8	31	6.5	20.72	5%	0.5	4.2	36%	72.69	5
16	California Blvd/McFee Dr	Legacy Park Blvd/FV Grove Rd	28.211	30.226	2.02	41,500	66	4	3	6	24	6.6	15.90	6%	1.6	3.2	36%	69.64	8
17	Legacy Park Blvd/FV Grove Rd	US 192	30.226	31.970	1.74	41,500	76	4	1	7	24	8.7	18.31	5%	0.5	3.7	32%	68.10	11

TABLE 7-5: RANKING CRITERIA FOR ROADWAY INTERSECTION CRASHES

Intersection ID	Intersection	Existing Characteristics		Crash Data 2013-2017					Ranking Factors						Priority Ranking	
		Mile Post	2019 Total Intersection Entering AADT	No. of Crashes	No. of severe injury and fatality crashes	Number of bike and pedestrian crashes	Number of heavy vehicle crashes	Number of crashes under dark conditions	Annual Crashes Per Million Entering Vehicles (Intersection Crash Rate)	5-Year Crashes Per 10,000 AADT	Percent of Incapacitating Injury and Fatality Crashes	5-Year Bike and Ped Crashes per 10,000 AADT	5-Year Heavy Vehicle Crashes per 10,000 AADT	Percent of Crashes during Dark Conditions	Composite Factor	Ranking
1	W Central Avenue	0.22	34,900	69	1	0	16	9	1.08	19.77	1.45%	0.00	4.58	13.04%	39.93	21
2	W Washington Avenue	1.118	36,600	51	5	1	8	10	0.76	13.93	9.80%	0.27	2.19	19.61%	46.30	16
3	Mnt Lake Cutoff Road N	1.901	38,900	29	1	0	4	5	0.41	7.46	3.45%	0.00	1.03	17.24%	29.58	26
4	Tower Point Entrance/Vanguard School Entrance	2.47	38,500	9	1	0	1	4	0.13	2.34	11.11%	0.00	0.26	44.44%	58.28	4
5	Eagle Ridge Mall Entrance	3.778	38,900	26	0	0	6	6	0.37	6.68	0.00%	0.00	1.54	23.08%	31.67	25
6	CR 17A/Chalet Suzanne Road/Thompson Nursery Road	4.331	49,100	91	3	0	14	29	1.02	18.53	3.30%	0.00	2.85	31.87%	57.57	5
7	Peddlers Pond Boulevard (Market Pl/Star Blvd)	5.041	42,400	9	0	0	0	0	0.12	2.12	0.00%	0.00	0.00	0.00%	2.24	30
8	SR 540/Cypress Garden Boulevard	5.944	53,050	98	5	0	6	28	1.01	18.47	5.10%	0.00	1.13	28.57%	54.29	8
9	SR 542/Dundee Road	8.684	52,500	62	1	1	6	21	0.65	11.81	1.61%	0.19	1.14	33.87%	49.08	13
10	Crump Road/W Main Street	10.493	35,950	25	1	0	9	3	0.38	6.95	4.00%	0.00	2.50	12.00%	25.84	27
11	Paradise Island Place/Sunshine Drive	12.195	38,270	10	2	0	0	3	0.14	2.61	20.00%	0.00	0.00	30.00%	52.76	10
12	SR 544/Scenic Highway	13.233	58,700	116	5	3	26	22	1.08	19.76	4.31%	0.51	4.43	18.97%	48.55	15
13	US 17	15.138	60,650	31	2	1	3	12	0.28	5.11	6.45%	0.16	0.49	38.71%	51.05	11
14	Commerce Avenue/Pilot Entrance	15.872	57,000	89	0	0	24	20	0.86	15.61	0.00%	0.00	4.21	22.47%	43.15	20
15	CR 17/Old Polk City Road	16.128	62,850	114	2	0	25	22	0.99	18.14	1.75%	0.00	3.98	19.30%	44.16	18
16	Glen Estate Blvd/Southern Dunes Boulevard	16.375	51,950	58	2	1	9	10	0.61	11.16	3.45%	0.19	1.73	17.24%	34.20	24
17	Bates Road	17.281	50,605	95	3	0	19	17	1.03	18.77	3.16%	0.00	3.75	17.89%	44.61	17
18	CR 547/Sanders Road/Davenport Boulevard	18.667	62,400	126	3	0	14	29	1.11	20.19	2.38%	0.00	2.24	23.02%	48.94	14
19	Holly Hill Road/Massee Road	20.154	60,550	119	2	0	12	15	1.08	19.65	1.68%	0.00	1.98	12.61%	37.00	23
20	Ridgewood Lakes Boulevard	21.145	60,300	70	1	0	14	5	0.64	11.61	1.43%	0.00	2.32	7.14%	23.14	28
No Intersection Data within Segment															0.00	31
21	Homerun Boulevard/Victor Posner Boulevard	23.363	66,850	109	1	0	23	24	0.89	16.31	0.92%	0.00	3.44	22.02%	43.57	19
22	I-4	24.199	73,400	206	4	0	30	66	1.54	28.07	1.94%	0.00	4.09	32.04%	67.67	1
23	CR 54/Ronald Reagan Parkway/Deen Still Road	25.551	43,750	76	3	1	5	25	0.95	17.37	3.95%	0.23	1.14	32.89%	56.31	6
24	Four Corners Boulevard/Bella Citta Boulevard	26.911	39,640	64	4	0	5	16	0.88	16.15	6.25%	0.00	1.26	25.00%	49.54	12
25	McFee Drive/California Boulevard	28.185	38,470	44	5	0	4	14	0.63	11.44	11.36%	0.00	1.04	31.82%	56.29	7
26	Student Drive/Highlands Reserve Boulevard	28.937	40,700	26	2	0	0	6	0.35	6.39	7.69%	0.00	0.00	23.08%	37.51	22
27	Sand Mine Road	29.444	45,900	81	1	0	8	33	0.97	17.65	1.23%	0.00	1.74	40.74%	62.33	2
28	Legacy Park Boulevard/Florence Villa Grove Road	30.196	44,380	66	3	0	6	25	0.81	14.87	4.55%	0.00	1.35	37.88%	59.46	3
29	Polo Park Boulevard	31.335	42,170	68	4	1	8	20	0.88	16.13	5.88%	0.24	1.90	29.41%	54.20	9
30	US 192	31.795	35,150	5	0	0	0	1	0.08	1.42	0.00%	0.00	0.00	20.00%	21.50	29

TABLE 7-6: RANKING CRITERIA FOR COMBINED SEGMENT AND INTERSECTION CRASHES

Segment ID	Segment	Segment Priority Ranking		Intersection ID	Intersection	Intersection Priority Ranking		Averaged Intersection Composite Factor	Combined Segment & Intersection Composite Factor	Combined Segment and Intersection Ranking
		Composite Factor	Ranking			Composite Factor	Ranking			
1	N. of SR 60 to Mt. Lake Cut Off Rd	69.13	9	1	W Central Avenue	39.93	21	38.60	107.74	10
				2	W Washington Avenue	46.30	16			
				3	Mnt Lake Cutoff Road N	29.58	26			
2	Mt. Lake Cut Off Rd to Thompson Nursery/Chalet Suzanne Rd	45.77	16	4	Tower Point Entrance/Vanguard School Entrance	58.28	4	49.17	94.94	14
				5	Eagle Ridge Mall Entrance	31.67	25			
				6	CR 17A/Chalet Suzzanne Road/Thompson Nursery Road	57.57	5			
3	Thompson Nursery/Chalet Suzanne Rd to SR 540/Cypress Gardens Blvd/Waverly Rd	77.90	2	7	Peddlers Pond Boulevard (Market Pl/Star Blvd)	2.24	30	28.26	106.16	11
				8	SR 540/Cypress Garden Boulevard	54.29	8			
4	SR 540/Cypress Gardens Blvd/Waverly Rd to SR 542/Dundee Rd	61.20	12	9	SR 542/Dundee Road	49.08	13	49.08	110.28	7
5	SR 542/Dundee Rd to Crump Rd/Main St	49.99	15	10	Crump Road/W Main Street	25.84	27	25.84	75.83	16
6	Crump Rd/Main St to SR 544/Scenic Hwy	70.53	6	11	Paradise Island Place/Sunshine Drive	52.76	10	50.65	121.18	5
				12	SR 544/Scenic Highway	48.55	15			
7	SR 544/Scenic Hwy to US 17	57.41	14	13	US 17	51.05	11	51.05	108.45	9
8	US 17 to CR 17/Old Polk City Rd/Main St	37.52	17	14	Commerce Avenue/Pilot Entrance	43.15	20	43.66	81.17	15
				15	CR 17/Old Polk City Road	44.16	18			
9	CR 17/Old Polk City Rd/Main St to Bates Rd	74.20	4	16	Glen Estate Blvd/Southern Dunes Boulevard	34.20	24	39.40	113.61	6
				17	Bates Road	44.61	17			
10	Bates Rd to CR 547/Davenport Blvd/Sanders Rd	60.92	13	18	CR 547/Sanders Road/Davenport Boulevard	48.94	14	48.94	109.86	8
11	CR 547/Davenport Blvd/Sanders Rd to Ridgewood Lakes Blvd	75.59	3	19	Holly Hill Road/Massee Road	37.00	23	30.07	105.66	13
				20	Ridgewood Lakes Boulevard	23.14	28			
12	Ridgewood Lakes Blvd to Minute Maid Ramp Rd 2	68.45	10	NA	No Intersection Data within this Segment	0.00	31	0	68.45	17
13	Minute Maid Ramp Rd 2 to I-4	93.89	1	21	Homerun Boulevard/Victor Posner Boulevard	43.57	19	55.62	149.51	1
				22	I-4	67.67	1			
14	I-4 to Ronald Reagan Pkwy/Deen Still Rd	70.25	7	23	CR 54/Ronald Reagan Parkway/Deen Still Road	56.31	6	56.31	126.55	2
15	Ronald Reagan Pkwy/Deen Still Rd to California Blvd/McFee Dr	72.69	5	24	Four Corners Boulevard/Bella Citta Boulevard	49.54	12	52.91	125.61	3
				25	McFee Drive/California Boulevard	56.29	7			
16	California Blvd/McFee Dr to Legacy Park Blvd/FV Grove Rd	69.64	8	26	Student Drive/Highlands Reserve Boulevard	37.51	22	53.10	122.74	4
				27	Sand Mine Road	62.33	2			
				28	Legacy Park Boulevard/Florence Villa Grove Road	59.46	3			
17	Legacy Park Blvd/FV Grove Rd to US 192	68.10	11	29	Polo Park Boulevard	54.20	9	37.85	105.95	12
				30	US 192	21.50	29			

7.1.3 Road Safety Audit Field Reviews

Using the top ten ranked intersections and two of the top ranked segments, three (3) audit teams were organized to conduct the road safety field reviews. The members of the teams were invited based on their knowledge and experience. As part of the road safety audit, field reviews were conducted during daytime off-peak times, and a nighttime field audit was also conducted. The teams collected data at the intersections and segments to identify deficiencies of the existing conditions including sidewalks, lighting, crosswalks, transit facilities, signage, and midblock median openings. Potential improvements were identified, and photos of the study locations were taken. The details of the road safety audits were published under a separate document as *FDOT D1 Road Safety Audit: US 27 from North of SR 60 to US 192*, dated June 2019.

7.2 FINDINGS AND COUNTERMEASURES

The top 10 ranked intersections and top two ranked roadway segments were selected for road safety field reviews.

Intersections

1. US 27 and Tower Point Circle Intersection - General findings included no street lighting, no sidewalks, heavy southbound U-turn volume and bus stops with no amenities. The safety countermeasures proposed include converting the full median opening into a bi-directional median opening, improving street lighting, providing additional signage and updating bus stops with pads and shelter/bench amenities including sidewalk connectivity.
2. US 27 and Thompson Nursery Road/Chalet Suzanne Road intersection - General findings included limited sidewalk connectivity, long sidewalk gaps, minimal lighting at intersection, uneven pavement, and missing overhead lighted street sign. The safety countermeasures proposed include installing high visibility crosswalk pavement marking, updating pedestrian assemblies to current ADA standards, installing/filling in sidewalk gaps, improving street lighting, and installation of various signs and signals.

3. US 27 and Cypress Gardens Boulevard/Waverly Road - General findings included rutting of pavement, off-tracking of vehicles onto sidewalks on most corners, missing or damaged detectable warning pads and general maintenance issues such as leftover crash debris or overgrown vegetation. The safety countermeasures proposed include installation of high visibility crosswalks, updating pedestrian assemblies to current ADA standards, repairing pavement rutting and markings, and installation of various signs and signals.
4. US 27 and Sunshine Drive/Paradise Island Place - General findings included higher vehicle travel speeds, no sidewalks, no street lighting, high U-turn volumes from the north and no stop sign on Sunshine Drive. The safety countermeasures proposed include converting the full median opening into a bi-directional median opening, improving street lighting, installing a stop sign on Sunshine Drive and providing additional signage.
5. US 27 and US 17/US 92 interchange - General findings here included a short concrete median wall, short merge/diverge auxiliary lanes northbound and southbound, and no bike or pedestrian facilities. The safety countermeasures proposed include improving lighting to be continuous along the bridge, installing signage and pavement markings for bike lanes, installing sidewalks and building pedestrian paths on both sides of bridge.
6. US 27 and Ronald Reagan Parkway/Deen Still Road - General findings here included high U-turn volumes on east and north leg, missing signal head for northbound and southbound right-turns, faded pavement markings and off-tracking of vehicles onto sidewalks. The safety countermeasures proposed include installing high visibility crosswalks, updating pedestrian assemblies to current ADA standards, repairing pavement markings, repairing cracked or uneven sidewalks, installing bike key hole pavement markings on all four legs, and installation of various signs and signals.
7. US 27 and California Boulevard/McFee Drive - General findings here included no lighting at intersection or along approaches, high U-turn volumes on the northbound approach, and off-tracking

onto sidewalks which has caused damage to the concrete sidewalks. The safety countermeasures include installing high visibility crosswalks, updating pedestrian assemblies to current ADA standards, repairing cracked and uneven sidewalks, installing additional street lighting, and installation of various signs and signals.

8. US 27 and Sand Mine Road - General findings here included off-tracking on the southwest and northwest corners, vehicle speeding, no street lighting and eastbound visibility issues. The safety countermeasures proposed include installing high visibility crosswalks, updating pedestrian assemblies to current ADA standards, realigning crosswalks on north and south approaches, connecting transit shelters south of intersection to inside sidewalk, and install street lighting on US 27.
9. US 27 and Legacy Park Boulevard/Florence Villa Grove Road - General findings here included off-tracking on all approaches, damaged pedestrian crossing signal, no street lighting and no sidewalk connection to Florence Villa Grove Road from US 27. The safety countermeasures proposed include installing high visibility crosswalks, updating pedestrian assemblies to current ADA standards, realigning the crosswalk on the north and south approaches, installing street lighting on US 27, and connecting the sidewalk from US 27 to Florence Villa Grove Road.
10. US 27 and Polo Park Boulevard - General findings here included off-tracking on the southwest and southeast corners, erosion and drainage run-off at the northwest and southwest quadrants, and no street lighting. The safety countermeasures proposed include installing high visibility crosswalks, updating pedestrian assemblies to current ADA standards, realigning the crosswalks of all approaches, installing sidewalk at the southeast quadrant on Polo Park Boulevard, and installing street lighting on US 27.

Segments

1. US 27 from Ronald Reagan Parkway/Deen Still Road to California Boulevard/McFee Drive - Along this roadway segment, three unsignalized intersection and one signalized intersection were also observed. At the intersection of Central Grove Road general findings included severe rutting/drop off on west leg of intersection and possible sight distance issues for northbound and eastbound vehicles. At the intersection of Four Corners Boulevard general findings included rutting and off-tracking on all four corners, faded pavement markings on Bella Citta Boulevard, and non-functioning pedestrian signal in the southwest corner. At the intersection of Elgin Boulevard general findings included no sidewalk connections to bus stops and off-tracking of vehicles in southeast and northwest corners. At the intersection of Ogelthorpe Road general findings included high U-turn volumes in the northbound direction and a school bus stopping in the southbound right-turn lane, blocking the entrance to the road. Southbound cars also did not stop for the school bus.
 - The safety countermeasures proposed along the entire roadway segment include improving sidewalks, improving street lighting, updating bus stops with pads and shelter/bench amenities and determining crossing locations with updates to school signs.
 - The safety countermeasures proposed for the intersection of Central Grove Road include installing high visibility crosswalks, repairing/replacing damaged signage and repainting pavement markings as needed
 - The safety countermeasures proposed for the intersection of Four Corners Boulevard include updating pedestrian assemblies to current ADA standards and considering a split phase signal due to permissive left turn/aggressive drivers.
 - The safety countermeasures proposed at the intersection of Elgin Boulevard include installing high visibility crosswalks, updating pedestrian assemblies to current ADA standards, repairing/replacing damaged signage and repainting pavement markings as needed.
 - The safety countermeasures proposed at the intersection of Ogelthorpe Road include installing high visibility crosswalks, updating pedestrian assemblies to current ADA standards, repairing/replacing damaged signage and repainting pavement markings as needed.

2. US 27 from California Boulevard/McFee Drive to Legacy Park Boulevard/Florence Villa Grove Road - Along this roadway segment, three unsignalized intersection and three signalized intersections were also observed. At the intersection of Florida Avenue general findings included missing detectable warning pad in the northwest corner, rutting/drop off on the west leg of intersection, possible need for handrails adjacent to sidewalks in southwest and northwest quadrants, and no lighting on US 27. At the intersection of Ridgeway Boulevard general findings included rutting on the northeast quadrant and no street lighting. At the intersection of Highlands Boulevard/Student Drive general findings included damaged sidewalk on Student Drive, no street lighting and no transit stops. The intersection of Sand Mine Road was previously reviewed. At the intersection of Jack's Road general findings included painted pavement markings. The intersection of Legacy Park Boulevard/Florence Villa Grove Road was previously reviewed.

- The safety countermeasures proposed along the entire roadway segment include improving sidewalks, improving street lighting, updating bus stops with pads and shelter/bench amenities and determining crossing locations with updates to school signs.
- The safety countermeasures proposed at the intersection of Florida Avenue include installing high visibility crosswalks and updating pedestrian assemblies to current ADA standards.
- The safety countermeasures proposed at the intersection of Ridgeway Boulevard include installing high visibility crosswalks and repairing/retrofitting curb radius to eliminate rutting/off-tracking damage.
- The safety countermeasures proposed at the intersection of Highlands Reserve Boulevard/Student Drive include updating pedestrian assemblies and curb ramps to current ADA standards and considering a split phase signal due to permissive left turn/aggressive drivers.
- The safety countermeasures at the intersection of Sand Mine Road were previously discussed.

- The safety countermeasures at the intersection of Jack's Road include installing high visibility crosswalks, updating curb ramps to current ADA standards, replacing painted pavement striped bulb-out, and installing a posted speed limit sign.
- The safety countermeasures at the intersection of Legacy Park Boulevard/Florence Villa Grove Road were previously discussed.

More detailed findings for each intersection and roadway segment can be found in the separately published *FDOT D1 Road Safety Audit: US 27 from North of SR 60 to US 192*, dated June 2019.

8 SHORT-TERM IMPROVEMENTS

8.1 DEVELOPMENT OF SHORT-TERM IMPROVEMENTS

Short term improvements were determined based on analysis of existing (2018) conditions intersection traffic operations and safety related deficiencies. Short term intersection improvements were developed to address 2018 AM and PM peak hour level of service / delay deficiencies identified at study intersections identified through the Synchro analysis and the recommended improvements resulting from the roadway safety audits.

The improvements were grouped together based on intersection location and type of improvement. Short-term improvement recommendations are summarized in **Table 8-1** below.

TABLE 8-1: SUMMARY OF SHORT-TERM IMPROVEMENTS

No.	Intersection	Intersection Type	Synchro Traffic Operations - Short Term Improvement Recommendations	RSA Safety - Short Term Improvement Recommendations
1	Tower Point Ent / Vanguard School Ent	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	Convert full median opening to bi-directional median opening, maintenance items, improve pavement markings, improve street lighting.
2	Thompson Nursery Rd / Chalet Suzanne Rd	Signalized	N/A	Improve signs and pavement markings; install curbs, signs, and maintenance items; improve street lighting.
3	SR 540 / Cypress Gardens Blvd / Waverly Rd ¹	Signalized	Convert eastbound right-turn lane into a channelized, free-flowing right-turn lane. To accommodate the free-flowing traffic, widening southbound US 27 to provide acceleration lane is recommended.	Install signs, maintenance items, install additional street lighting.
4	Lincoln Ave	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	N/A
5	Frederick Ave	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	N/A
6	Kokomo Rd	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	N/A
7	Sunshine Dr / Paradise Island Pl	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	Convert full median opening to bi-directional median opening, additional signage at full median opening, add stop sign at Sunshine Dr, maintenance items, improve street lighting.
8	US 17/ US 92	Interchange	N/A	Maintenance items; install signs, sidewalks, and pedestrian paths; improve lighting.
9	W Johnson Rd	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	N/A
10	Section 7 Airport Rd / Parson Rd / Patterson Rd	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	N/A
11	South Blvd	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	N/A
12	Holly Hill Cutoff Rd / North Blvd W	Unsignalized	FDOT D1 decision to signalize intersection.	N/A
13	La Casa Del Sol Blvd	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	N/A
14	Holly Hill Tank Rd / Florida Development Rd	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	N/A
15	Holly Hill Grove Rd 2 / Cottonwood Rd	Unsignalized	Signalize intersection. Permitting left-turn phasing for eastbound and westbound approaches, added left-turn lanes for eastbound and westbound approaches.	N/A
16	Ronald Reagan Pkwy / Deen Still Rd	Signalized	N/A	Maintenance items, install signs and pavement markings; install lighting on Deen Still Rd.

¹ Additional Optional Short-Term Improvement Recommendation: Provide an additional eastbound right-turn lane, change phasing to allow eastbound right-turn overlap

TABLE 8-1: SUMMARY OF SHORT-TERM IMPROVEMENTS (CONTINUED)

No.	Intersection	Intersection Type	Synchro Traffic Operations - Short Term Improvement Recommendations	RSA Safety - Short Term Improvement Recommendations
17	Laurel Estates Access / Ogelthorpe Dr	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	Add signage and improve pavement marking at full median opening, replace damaged signs, improve lighting as needed.
18	Elgin Blvd / Santa Cruz Lane / Cardiff Ave	Unsignalized	Convert to a directional median opening, allowing only right-turns from side street.	Add signage and improve pavement marking at full median opening, replace damaged signs, improve street lighting as needed.
19	Four Corners Blvd / Bella Citta Blvd	Signalized	Change signal to operate as split phased for eastbound/westbound.	Repair and add corrects signage, consider split phase signal, improve street lighting as needed.
20	Central Grove Rd / Terra Del Sol Blvd	Unsignalized	Signalize intersection, operate as split phased for eastbound/westbound.	Add sign and improve pavement marking at full median opening, replace damaged signs, improve street lighting as needed.
21	California Blvd / McFee Dr	Signalized	N/A	Maintenance items; install sidewalks, signs, and pavement markings; install additional lighting at intersection.
22	Florida Ave	Unsignalized	N/A	Add signage and improve pavement marking at full median opening, replace damaged signs, improve street lighting as needed.
23	Highlands Reserve Blvd / Student Dr	Signalized	Change signal to operate as split phased for eastbound/westbound.	Install / repair signs and pedestrian assemblies, maintenance items, consider split phase signal, improve street lighting as needed.
24	Sand Mine Rd	Signalized	Dual left-turn lanes on eastbound and westbound approaches, converting right-turn only lanes into shared thru/right-turn lanes, protected left-turns only.	Maintenance items; install signs, curbs, and install lighting on US 27.
25	Legacy Park Blvd / Florence Villa Grove Rd	Signalized	N/A	Maintenance bike lane and realigning crosswalks, install pavement markings, install street lighting on US 27.
26	Polo Park Blvd	Signalized	N/A	Install signs, street lighting on US 27, sidewalk, and pavement markings; maintenance items.

The short-term operational intersection improvements were developed to address specific failures identified at study intersections, focusing on locations where the LOS D target was not met under existing peak hour conditions. For example, the signalized intersections at Sand Mine Road and Cypress Gardens Boulevard are performing at LOS E during one of the study peak hours. Lane repurposing in addition to signal optimization bring performance back to an acceptable LOS D. Most unsignalized intersections are being proposed to be converted into a bi-directional median opening, which would greatly reduce the cross-street approach delays and improve safety. Synchro reports are provided in **Appendix O** showing the AM and PM peak hour intersection operational analysis results, assuming the Short-Term Improvements are in place.

conditions analysis should be completed to determine whether the access management recommendations will complement recommended future improvements for the US 27 corridor. These recommendations are being provided to appropriate FDOT offices for further review and assessment. The short-term improvements are also depicted by type and by location along the US 27 corridor on **Figure 8-1**.

Improvement recommendations require further assessment, include the access management recommendations. These require analysis on a corridor-wide basis. To determine the ultimate locations that should be modified and corresponding upstream and downstream modifications needed along the corridor, an Access Management Plan for the entire section of US 27 is recommended. In addition, the future

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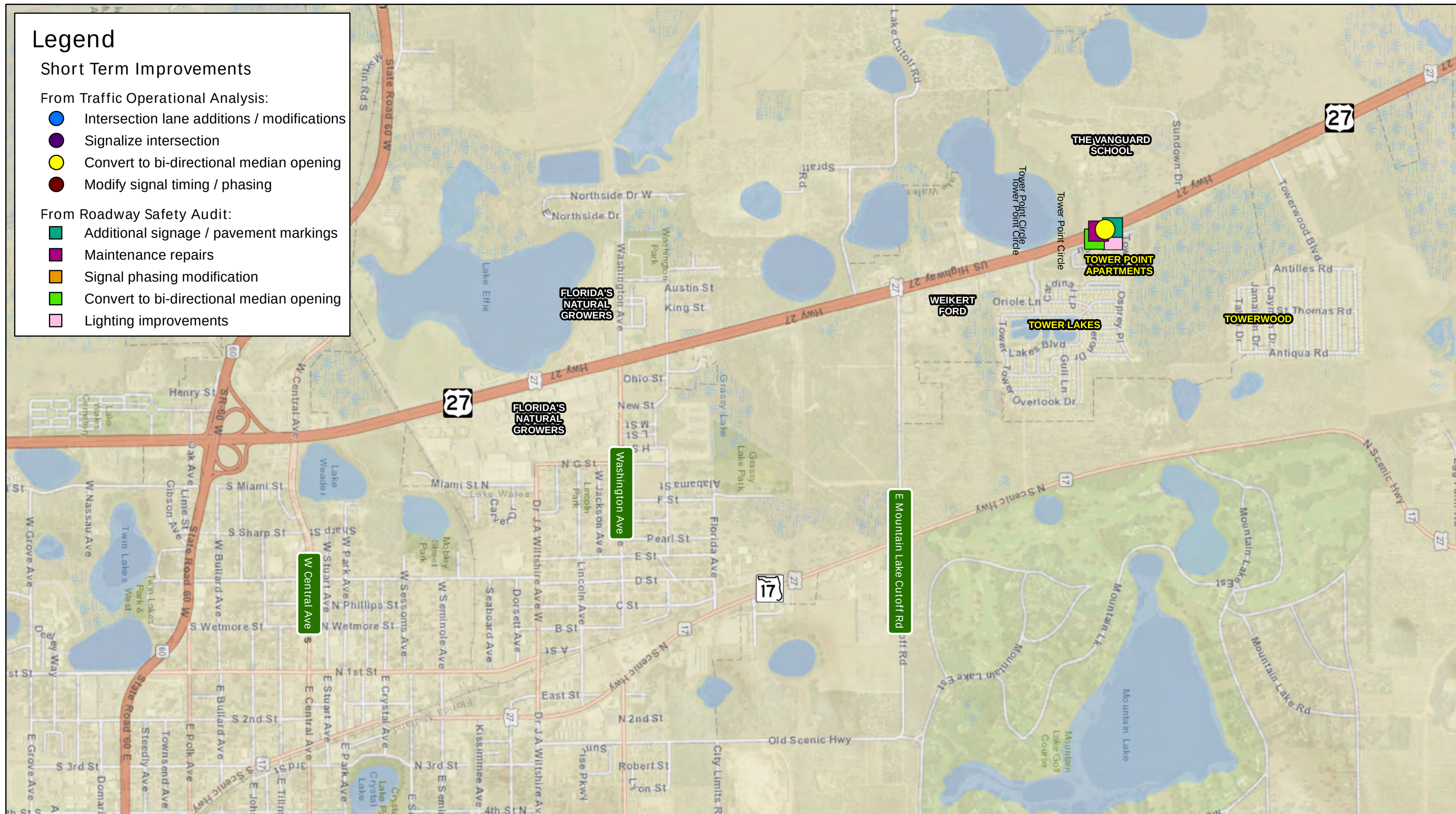
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

- Additional signage / pavement markings
- Maintenance repairs
- Signal phasing modification
- Convert to bi-directional median opening
- Lighting improvements



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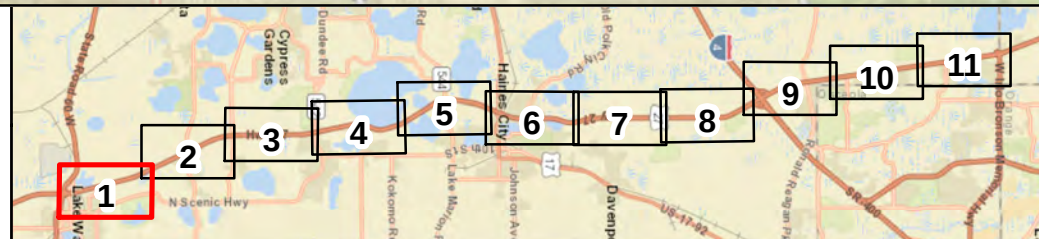


FIGURE 8-1
SHORT TERM IMPROVEMENT
RECOMMENDATIONS
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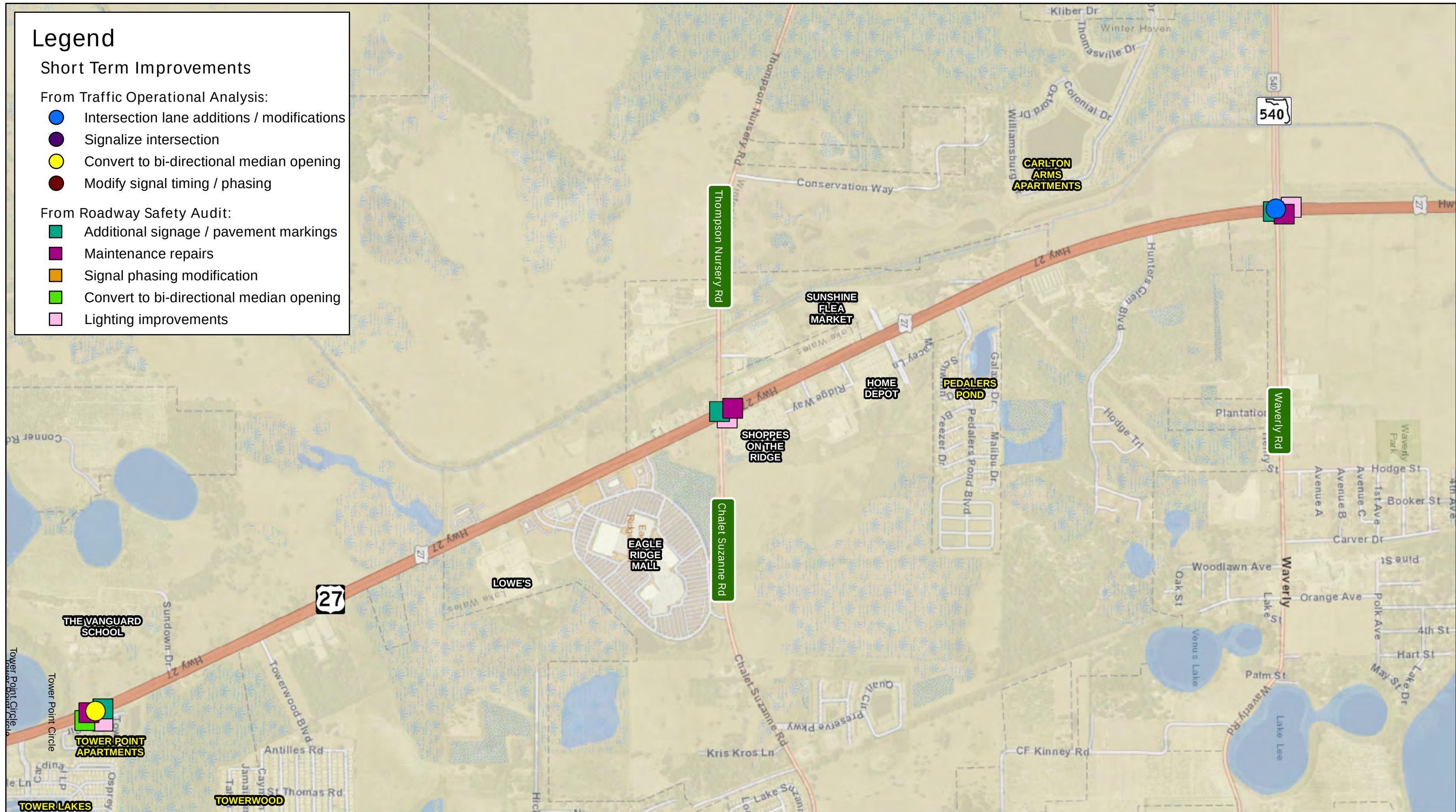
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

-  Additional signage / pavement markings
-  Maintenance repairs
-  Signal phasing modification
-  Convert to bi-directional median opening
-  Lighting improvements



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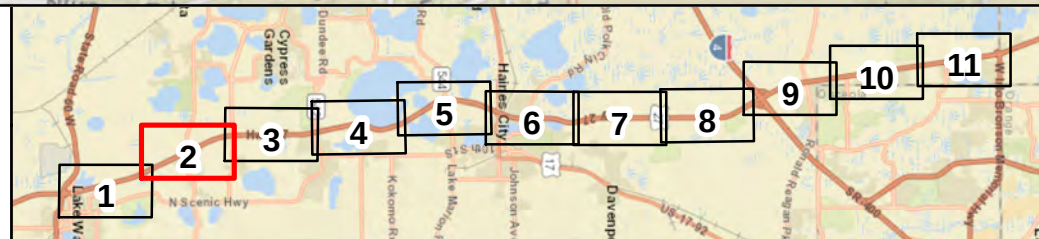


FIGURE 8-1
SHORT TERM IMPROVEMENT
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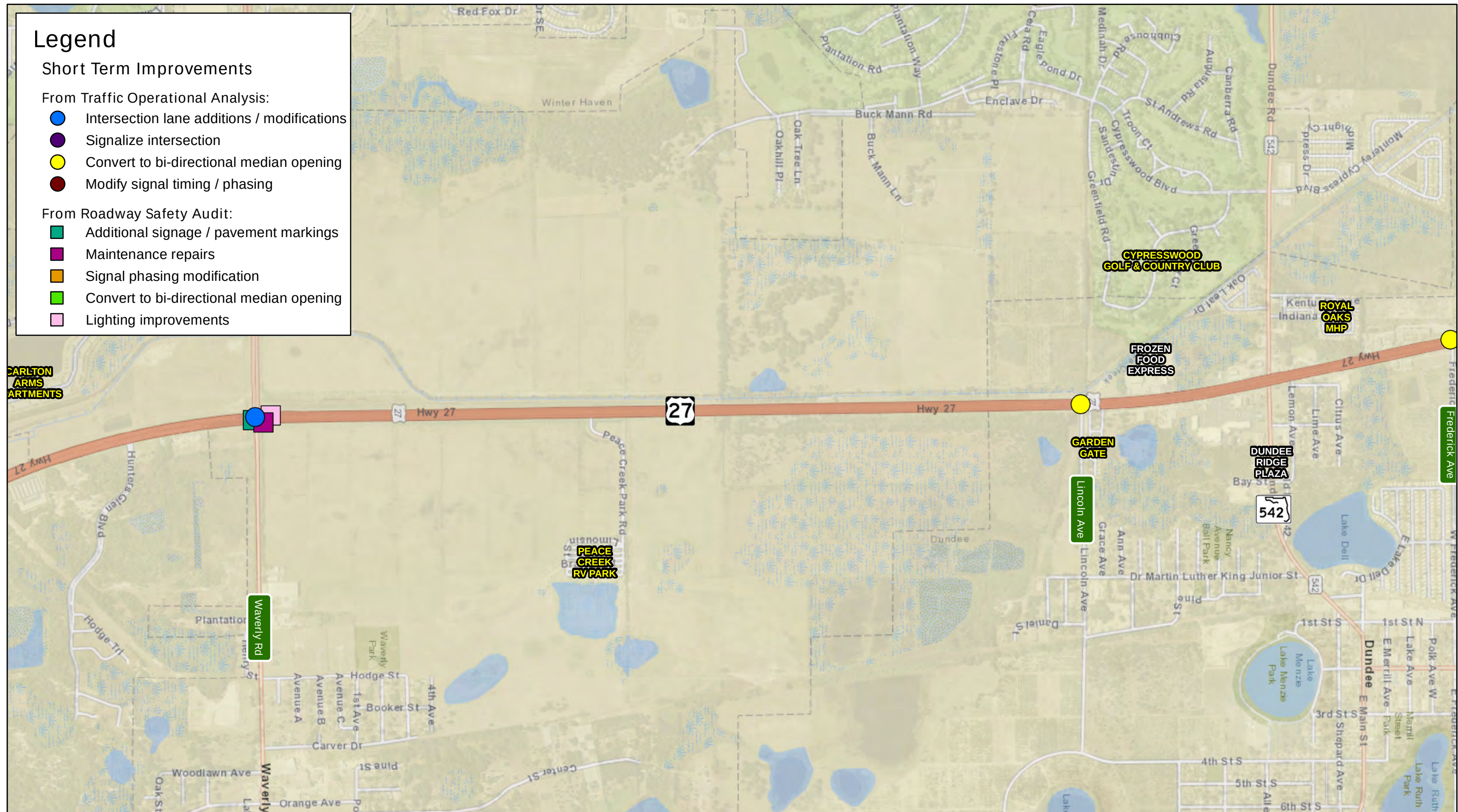
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

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- Maintenance repairs
- Signal phasing modification
- Convert to bi-directional median opening
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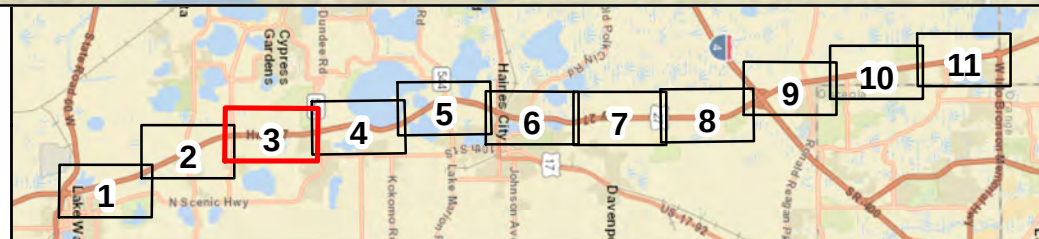


FIGURE 8-1
SHORT TERM IMPROVEMENT
RECOMMENDATIONS
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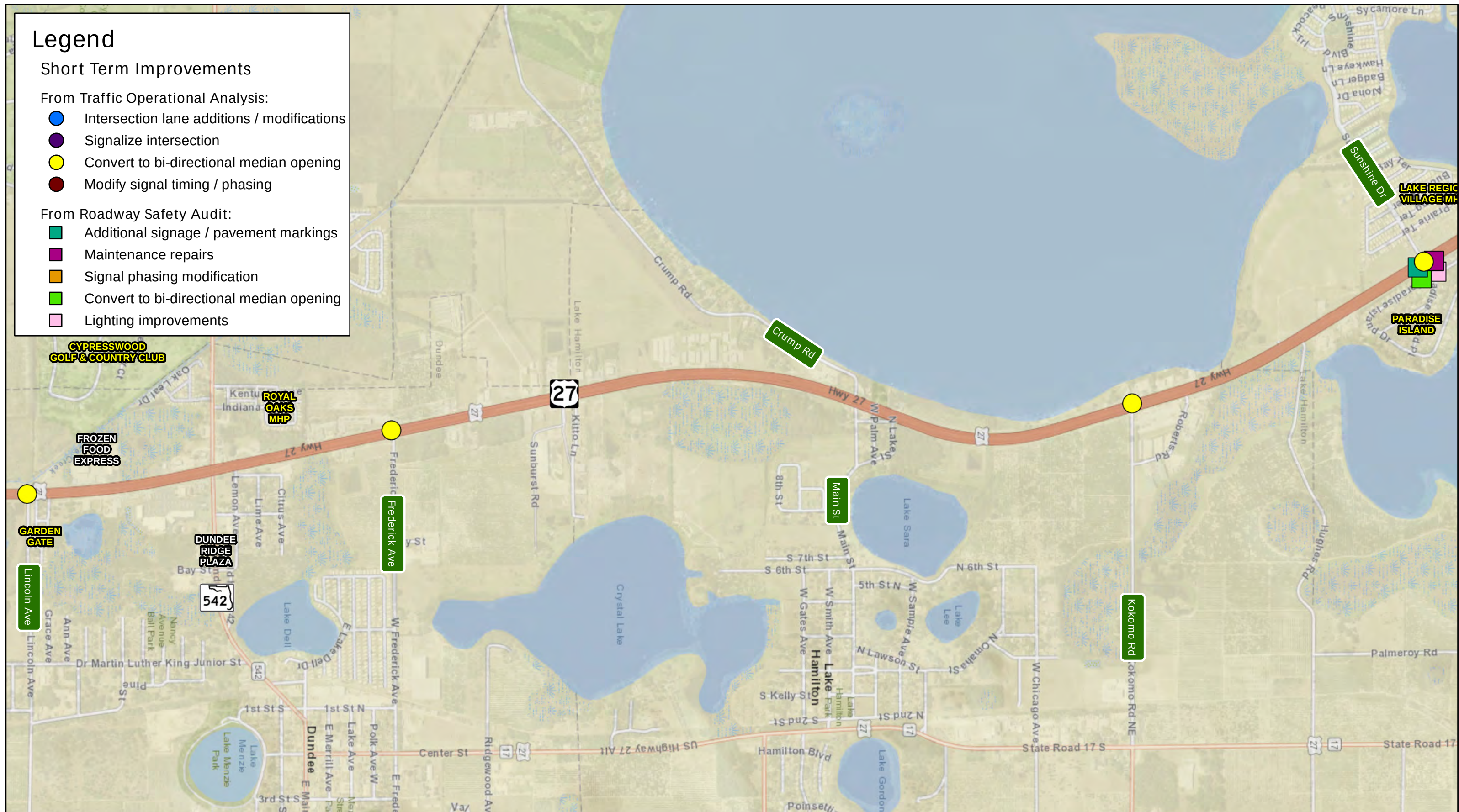
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

- Additional signage / pavement markings
- Maintenance repairs
- Signal phasing modification
- Convert to bi-directional median opening
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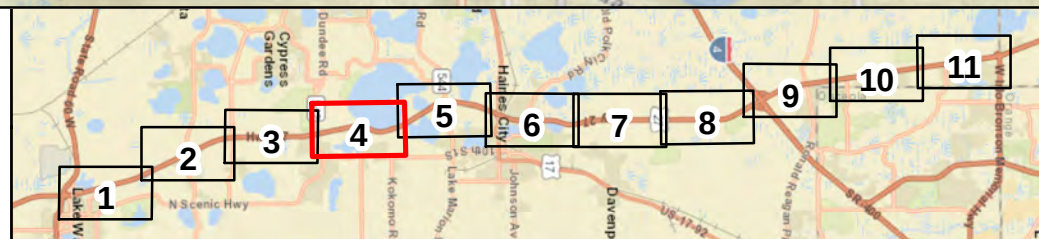


FIGURE 8-1
SHORT TERM IMPROVEMENT
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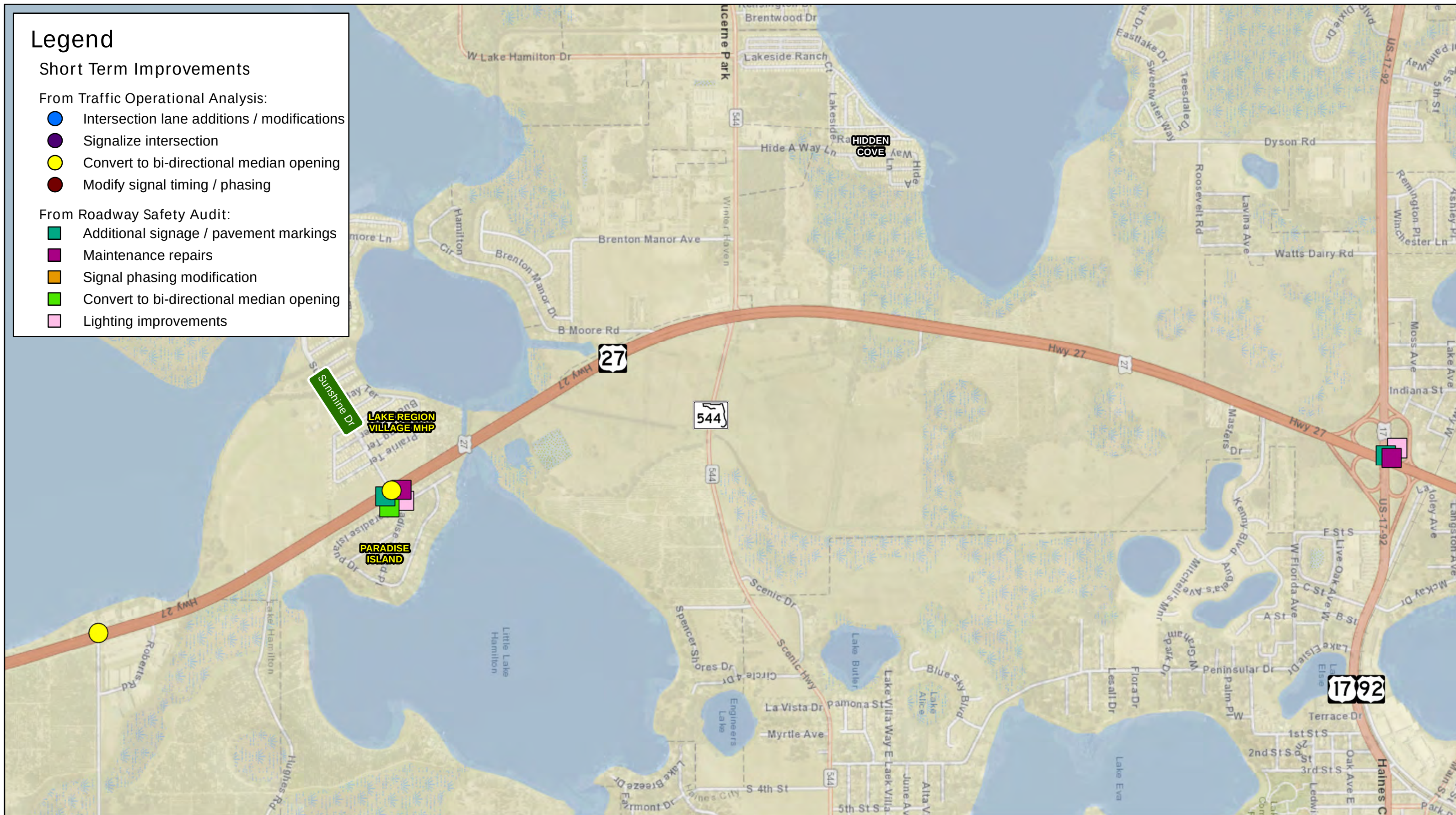
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

- Additional signage / pavement markings
- Maintenance repairs
- Signal phasing modification
- Convert to bi-directional median opening
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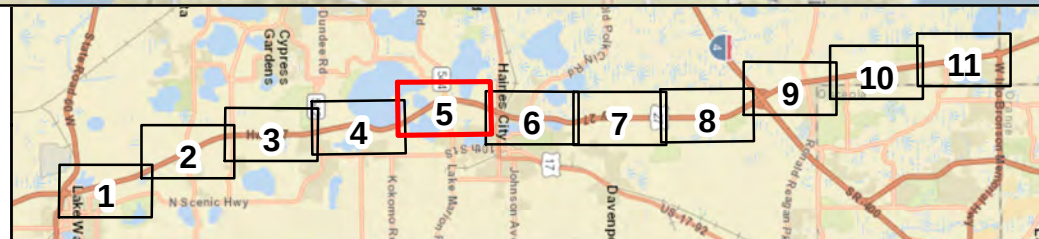


FIGURE 8-1
SHORT TERM IMPROVEMENT
RECOMMENDATIONS
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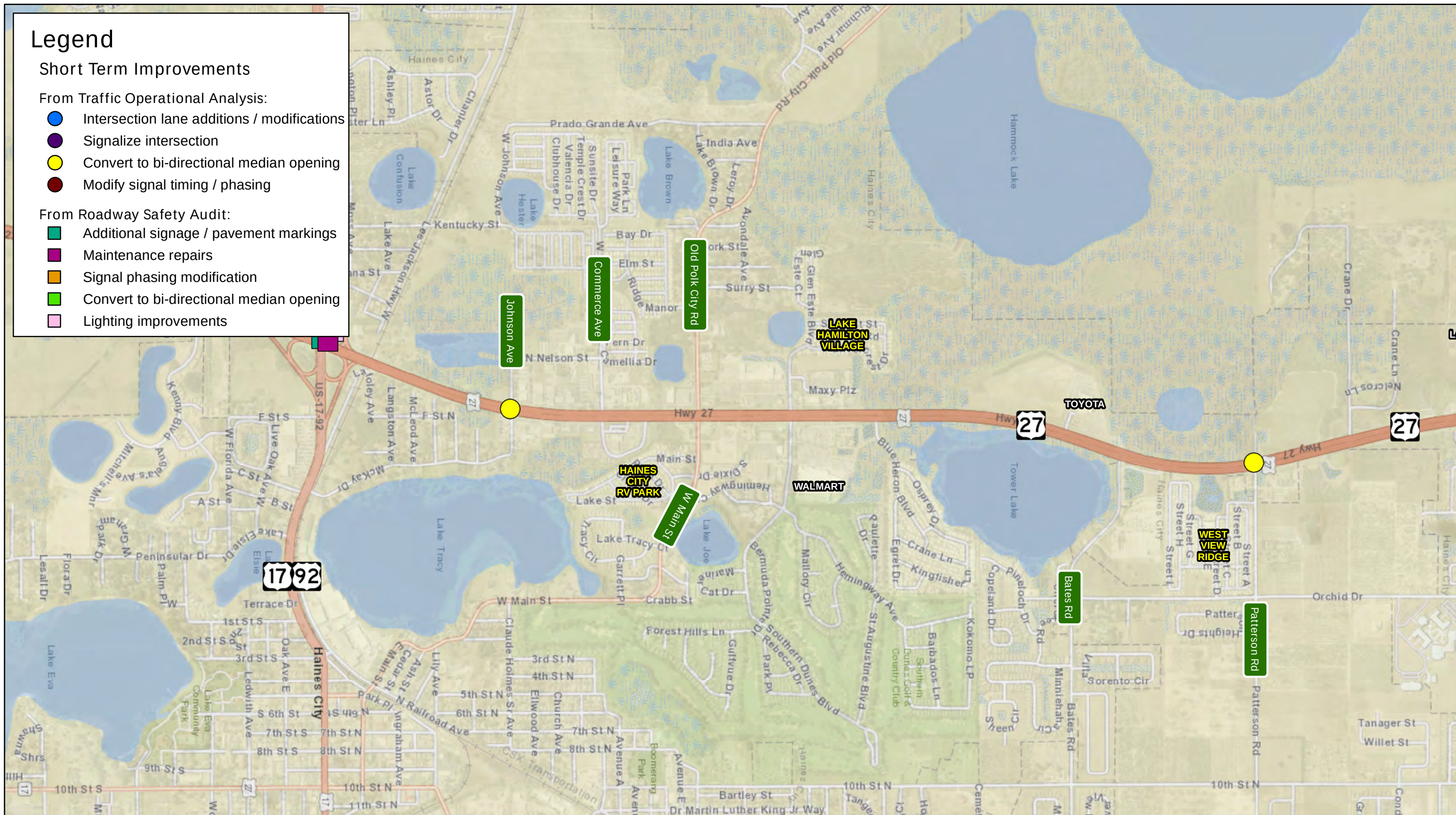
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

- Additional signage / pavement markings
- Maintenance repairs
- Signal phasing modification
- Convert to bi-directional median opening
- Lighting improvements



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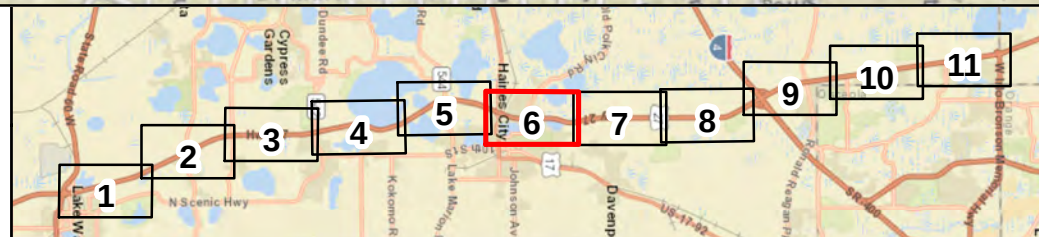


FIGURE 8-1
SHORT TERM IMPROVEMENT
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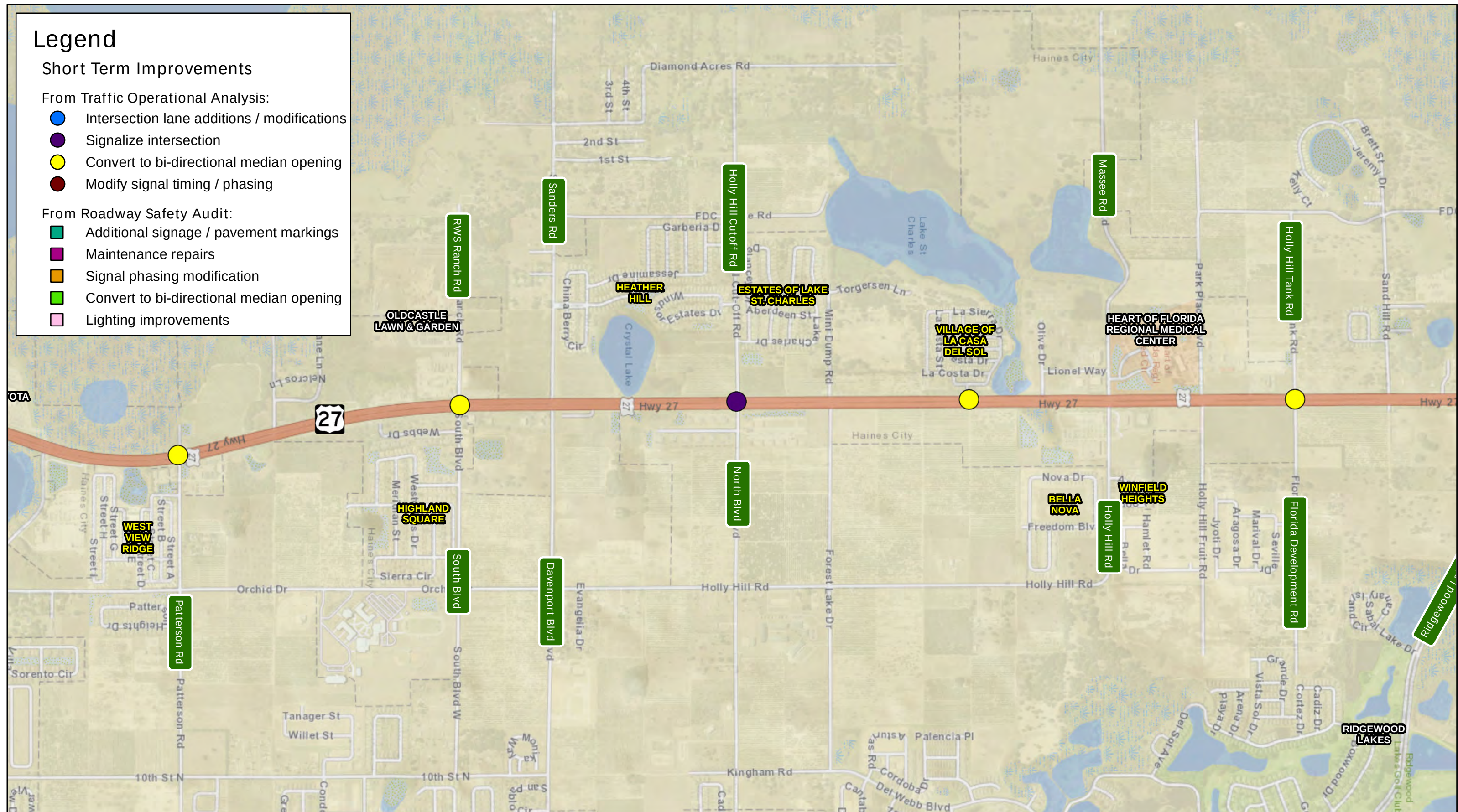
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

- Additional signage / pavement markings
- Maintenance repairs
- Signal phasing modification
- Convert to bi-directional median opening
- Lighting improvements



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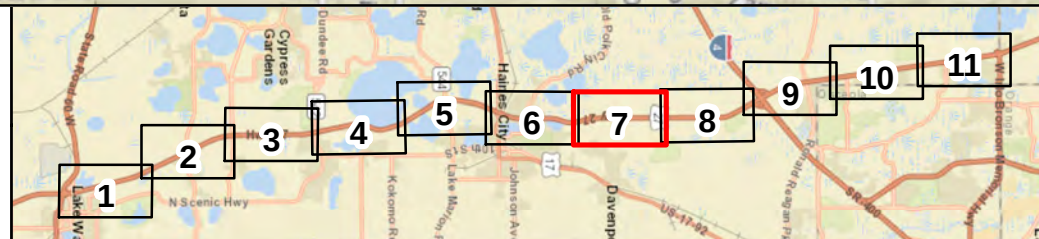


FIGURE 8-1
SHORT TERM IMPROVEMENT
RECOMMENDATIONS
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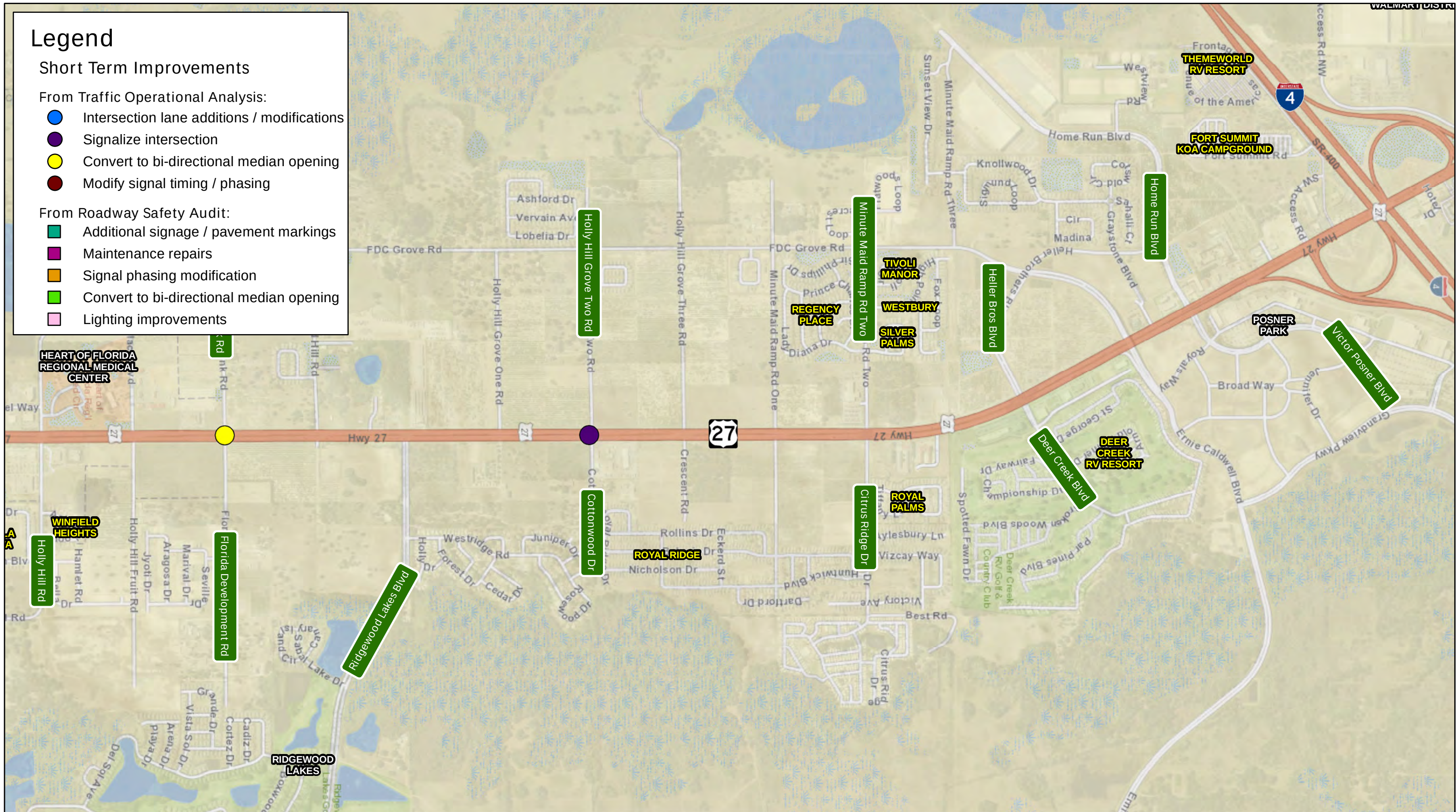
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

- Additional signage / pavement markings
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- Signal phasing modification
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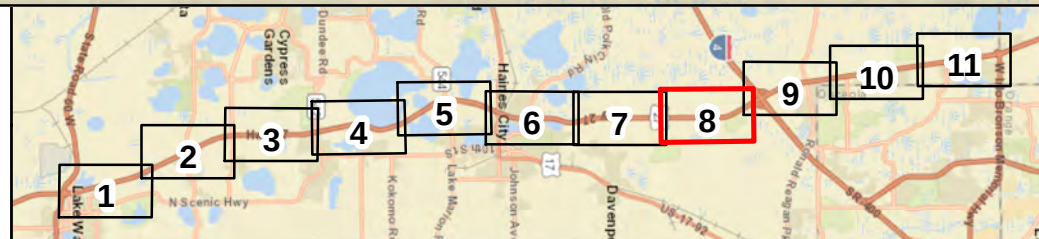


FIGURE 8-1
SHORT TERM IMPROVEMENT
RECOMMENDATIONS
Sheet 8 of 11

Legend

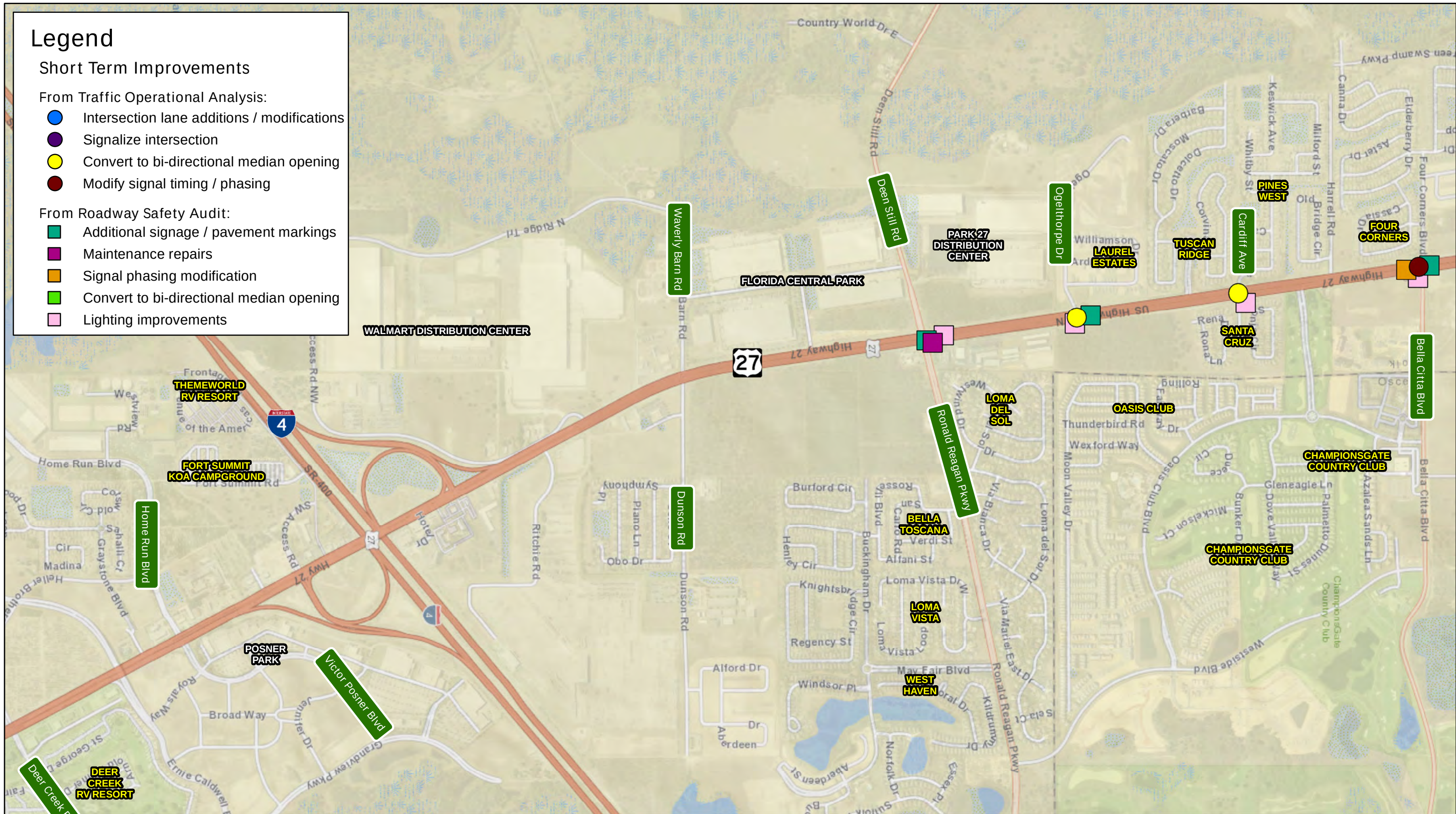
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

- Additional signage / pavement markings
- Maintenance repairs
- Signal phasing modification
- Convert to bi-directional median opening
- Lighting improvements



NORTHEAST POLK
US 27
Mobility Study

Northeast Polk US 27 Mobility Study
From SR 60 to US 192
Polk County, Florida
FPID No.: 440320-1

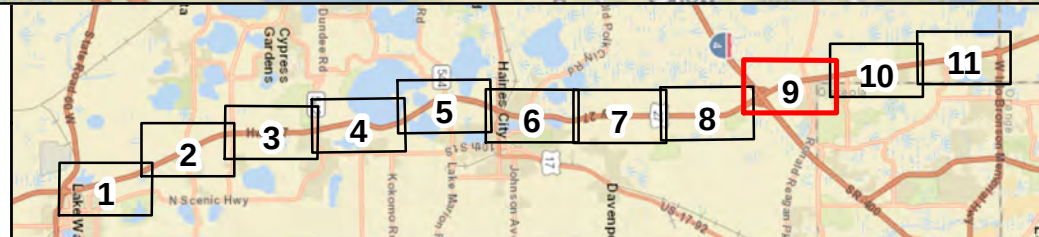


FIGURE 8-1
SHORT TERM IMPROVEMENT
RECOMMENDATIONS
Sheet 9 of 11

Legend

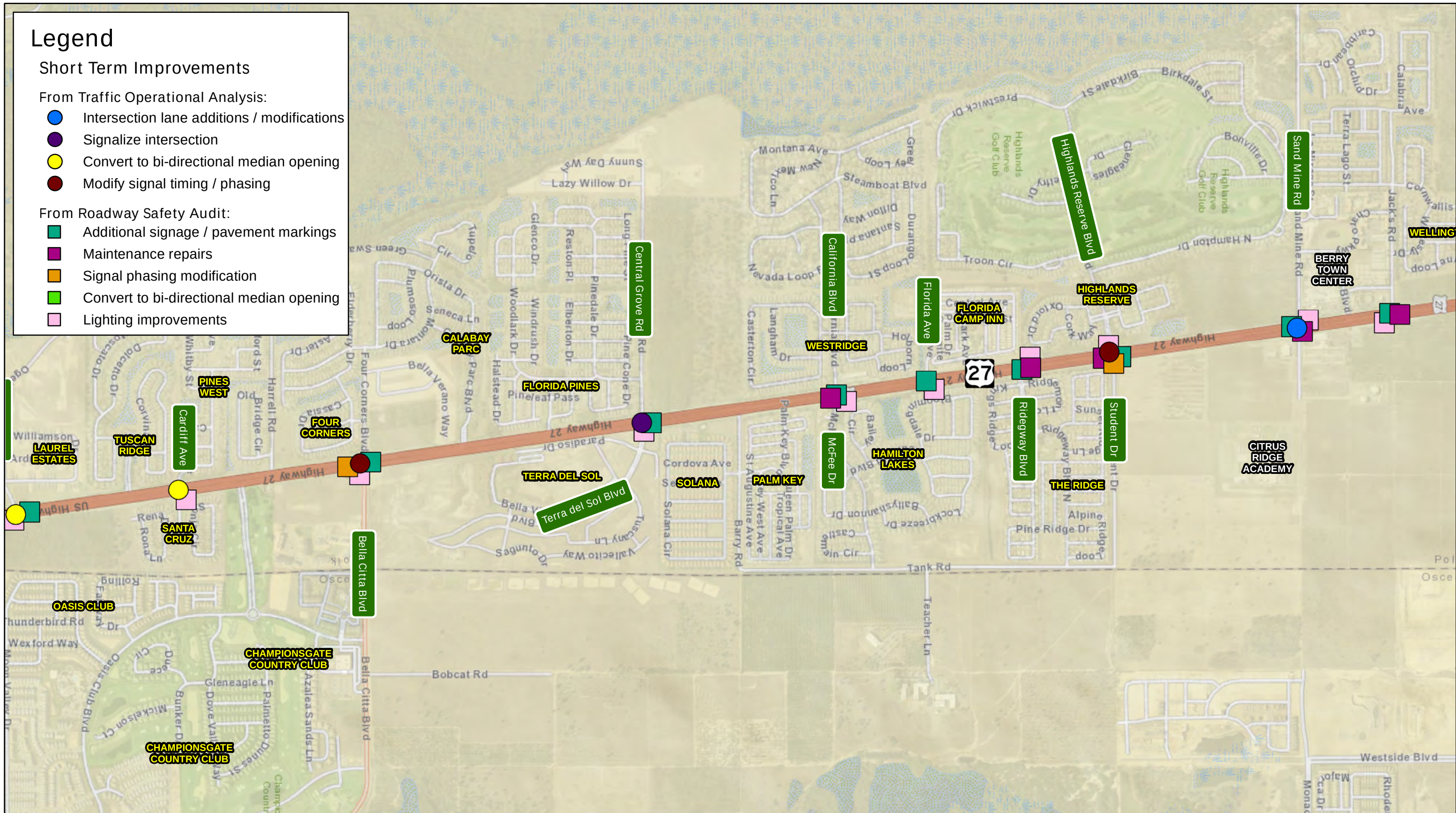
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
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NORTHEAST POLK
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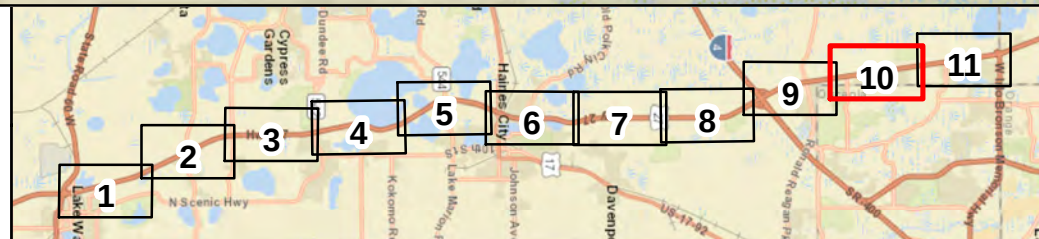


FIGURE 8-1
SHORT TERM IMPROVEMENT
RECOMMENDATIONS
Sheet 10 of 11

Legend

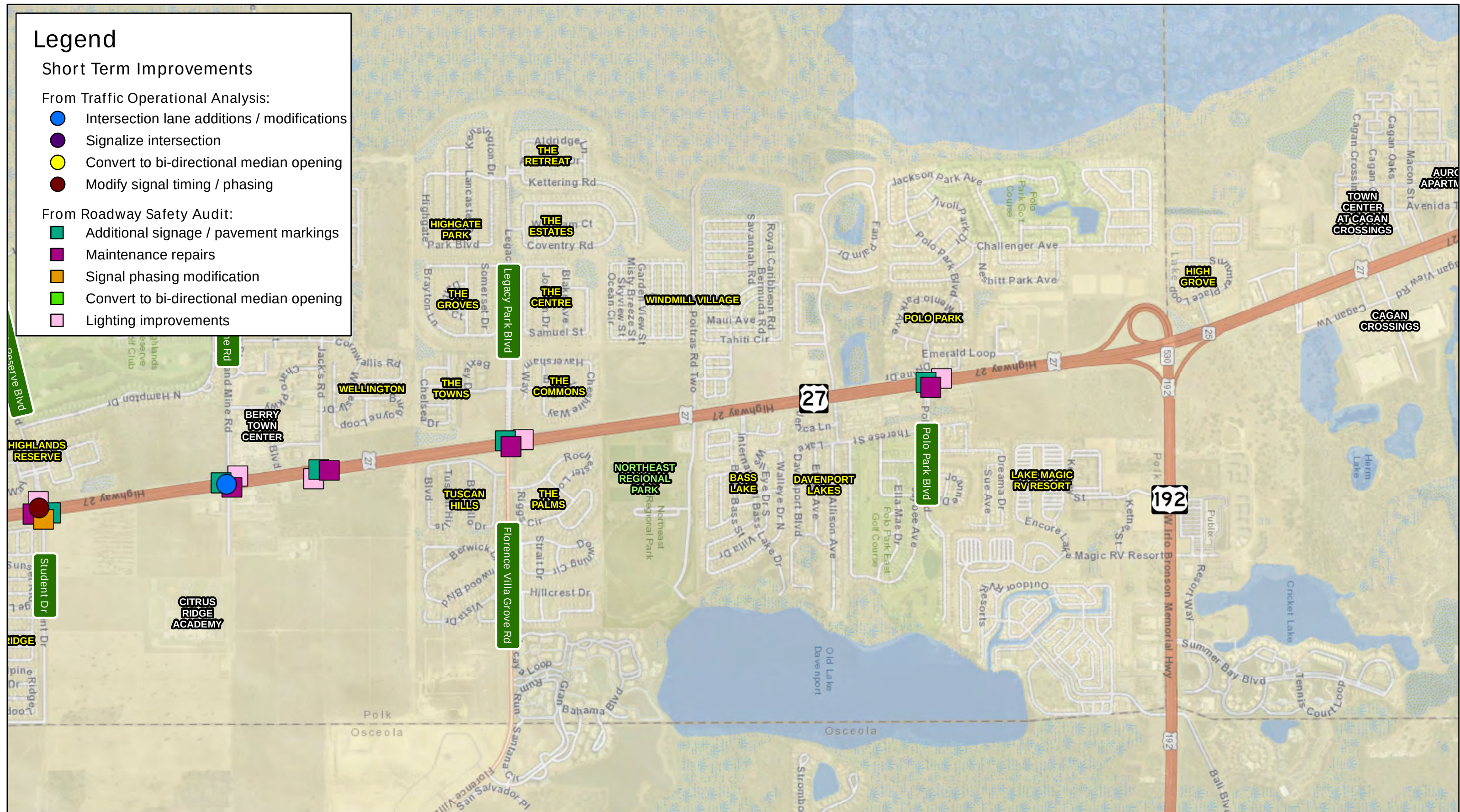
Short Term Improvements

From Traffic Operational Analysis:

- Intersection lane additions / modifications
- Signalize intersection
- Convert to bi-directional median opening
- Modify signal timing / phasing

From Roadway Safety Audit:

- Additional signage / pavement markings
- Maintenance repairs
- Signal phasing modification
- Convert to bi-directional median opening
- Lighting improvements



NORTHEAST POLK
US 27
 Mobility Study
 Northeast Polk US 27 Mobility Study
 From SR 60 to US 192
 Polk County, Florida
 FPID No.: 440320-1

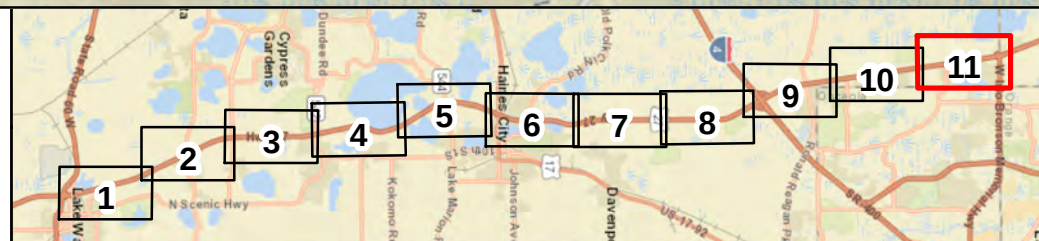


FIGURE 8-1
SHORT TERM IMPROVEMENT
RECOMMENDATIONS
 Sheet 11 of 11

9 EXISTING CONDITIONS SUMMARY

The NE Polk US 27 Mobility Study is intended to support the Florida Department of Transportation (FDOT) District One and its transportation partners in defining a multimodal program of improvement projects and strategies. US 27 is part of the Strategic Intermodal System (SIS) and is a critical north/south route for freight traffic throughout the state. The overall objective of the Study is to improve the mobility, safety, and livability along the US 27 corridor. This multimodal plan will address congestion and mobility issues on US 27 by developing Context-Sensitive Solutions, and documenting improvement strategies.

The purpose of the NE Polk US 27 Mobility Study is to engage local and regional project stakeholders to identify mobility needs and establish planning goals and values that lead to implementation of improvement strategies. The purpose of the Existing Conditions Report is to document the data collection, research and existing conditions analysis completed for US 27 as part of the NE Polk US 27 Mobility Study.

9.1 STUDY AREA

The NE Polk US 27 Mobility Study corridor spans a 32-mile section of US 27 from SR 60 (the southern limit of the study area) to US 192 at the Polk County/Lake County line (the northern limit of the study area). The broader study area includes the area surrounding US 27 several miles to the east and west, along with other key crossroads and parallel roadways which have an impact on US 27 and are impacted by US 27.

Thirty-three existing signalized intersections, the unsignalized interchanges of US 192 and US 17, and 14 unsignalized intersections with full median openings on US 27 between SR 60 and US 192 were identified as the key study intersections for the Existing Conditions Report.

9.2 OTHER STUDIES AND PLANNED IMPROVEMENTS

Available studies and reports previously developed by FDOT and other agencies for transportation facilities within the study area were reviewed, to provide historical context and insight into the issues and opportunities surrounding the US 27 corridor and study area. Valid data and analysis documented in other

studies was considered and utilized wherever possible. Documents reviewed included available comprehensive plans for Polk County and the municipalities within the study area, the Polk TPO 2040 Long Range Transportation Plan, FDOT District One Central Polk Parkway PD&E Study, Central Florida Expressway Authority (CFX) Poinciana Parkway PD&E Study, Polk TPO Transit Development Plan (FY 2017 – FY 2026), FDOT Central Office US 27 Multimodal Corridor Study, and the ongoing Florida's Turnpike Enterprise US 27 limited access managed lanes feasibility study information.

Plans for changes to the roadway network within the broader study area were researched. Ongoing and upcoming planned and programmed (aka committed) transportation projects were identified from each of the funding plans that were reviewed. This included projects from the Polk TPO's latest adopted 5-year Transportation Improvement Plan (TIP), the TPO's adopted 2040 LRTP, FDOT District One adopted Work Program for fiscal years 2020 through 2024, and SIS 1st Five Year Plan, SIS 2nd Five Year Plan, SIS Cost Feasible Plan, and SIS Multimodal Unfunded Needs Plan.

9.3 TRANSPORTATION DATA

Traffic Volumes

Historic traffic count data available from FDOT, TPO, Polk County, and others was obtained for roadway locations within the study area. In addition, traffic counts were conducted in association with this study, including 24-, 48-, and 72-hour volume/classification counts as well as turning movement counts. Such turning movement counts were collected during the AM peak period (6:30am-10:30am) and PM peak period (3:00pm-7:00pm) on a typical weekday, in November or December 2018. This data included pedestrian and bicycle counts at each location. The AM peak hour was determined to be from 7:15 AM – 8:15 AM and the PM peak hour was determined to be from 4:45 PM – 5:45 PM.

Existing (2018) Annual Average Daily Traffic (AADT) volumes were developed from the bi-directional counts. AADTs older than 2018 were adjusted by a 2% annual growth rate.

Existing Bicycle and Pedestrian Facilities

Bicycle facilities were inventoried along US 27 from SR 60 to US 192. The bicycle facilities present on the corridor largely consist of 5-foot paved shoulders, and generally are not designated as bicycle lanes with pavement markings. There are keyhole lanes near intersections with turn lane configurations throughout approximately half of the study area. However, these keyhole lanes do not match the latest FDOT design standard which includes bicycle pavement markings.

Pedestrian facilities were also inventoried along US 27. Sidewalks are sporadically located from SR 60 until approximately Mile Post 23, near Ernie Caldwell Blvd. There are generally sidewalk facilities located on both sides of the corridor from Ernie Caldwell Blvd to the northern terminus of the study area at US 192. Curb cuts are provided where sidewalks meet the roadway. Seven signalized intersections do not have pedestrian crossing pavement markings on all four legs of the intersection.

Existing and Planned Transit

The Lakeland Area Mass Transit District (LAMTD) administers and operates Citrus Connection, which includes all public transportation within Polk County. Citrus Connection provides 24 fixed-route service lines, with a fleet of 41 buses. An additional three routes within the county are paid for by Polk County and operated via a contract with LYNX. Citrus Connection also operates paratransit service, offering shared rides for those who are unable to use regular fixed-route buses. There are twelve existing bus routes serving the NE Polk US 27 project area study limits, and two new routes scheduled to begin service on October 1, 2019. On weekdays transit service is generally provided between 6am and 7pm for most routes within the study area. Nine of the routes have some service on Saturdays, generally from morning to early afternoon. None of the routes have service on Sundays. Six of the 12 routes have a 1.5-hour headway between busses, four of the routes have an hour between busses, one route has two hours between busses, and one route has variable headways.

The highest Citrus Connection bus ridership is on route 15 which runs between Winter Haven and Haines City along US 17/92. The second highest ridership is on route 30 which runs between the Winter Haven Downtown

Terminal and the Eagle Ridge Mall along portions of Cypress Gardens Road and Waverly Road. Route 427 which runs along US 27 has an average weekday ridership of 92.

SunRail is a Central Florida passenger rail system serving the City of Orlando, and Volusia, Seminole, Orange and Osceola counties. It opened in 2014 and has expanded to now include 49 miles and 16 stations in four counties. It makes 40 trips per day. SunRail operates double-decker passenger rail cars on 30-minute headways during morning and afternoon peak periods and on less frequent headways midday. Trains run Monday through Friday.

A technical memorandum, completed in March 2015 for the Polk County TPO, evaluated the possible extension of SunRail passenger rail service into Polk County. The technical memorandum was completed in support of the 2040 Long Range Transportation Plan Update. Key information from the memorandum was summarized including potential staging alternatives for an extension, conceptual site considerations, conceptual feeder bus services, ridership propensity analysis, and other institutional considerations. An initial list of ten potential station locations was provided. Two potential station locations were recommended in Haines City, one station in Auburndale, and one in Lakeland. Funding, adequate ridership, and community development support are three key issues to overcome in trying to move the idea for a SunRail extension forward.

Travel Patterns and Travel Demand Model

As a part of this study, Origin-Destination (O-D) data for all vehicular trips on US 27 and for other roads within the study area, was collected using Streetlight Data. This data was used to determine travel patterns of traffic entering and exiting US 27 and the study area.

The travel demand model that will be used for this study is based on the current adopted District One Cost Feasible 2040 Regional Planning Model (D1RPM v1.0.3), with refinements made in conjunction with a May 2018 US 17/92 Haines City traffic study. The D1RPM is a travel demand forecasting tool developed by FDOT District One, in conjunction with the six District MPO/TPOs in support of their current 2040 Long Range

Transportation Plans (LRTP). This model was adopted by the Polk County TPO for use in developing traffic forecasts within the County.

The 2040 No-Build model was developed by applying appropriate base year validation refinements to the 2040 LRTP Cost Feasible model network. This included adding the I-4/CR 532 interchange area (Osceola County) network and socioeconomic data and forecast external station volumes. The base 2040 No-Build network was also revised to include the proposed Southport Connector, Poinciana Parkway extension to I-4 along the eastern boundary of the model, and the proposed Central Polk Parkway (CPP) project, from Polk Parkway to 91 Mine Road.

Truck and Freight Data

Multiple data sources of truck and freight data was obtained and reviewed to summarize the existing truck volume on the US 27 corridor, and freight commodity information in the study area. Based on the FDOT 2017 truck counts at stations along US 27 between SR 60 and US 192, the average percentage of truck traffic is 9.7%, with a minimum of 6.7% south of SR 530/US 192, and a maximum of 12.3% north of Central Avenue in Lake Wales. Daily truck volumes from the 2017 FDOT counts show the highest truck volume is between I-4 and SR 60, with over 3,000 daily trucks on most of this section of the corridor, and some portions with over 4,000 daily trucks.

On average, 5,436,094 tons of freight is transported on the US 27 corridor in the study area which translates to 5,617 million dollars of goods. This equals an average of 378,883 annual truckloads passing through this corridor. The number one commodity moved on the US 27 corridor in terms of tonnage hauled and average annual value hauled, is citrus fruits which account for 49% total annual freight tonnage. The freight flow from warehouses and distribution centers is the second highest commodity by tonnage and value. This is in keeping with the types of uses in the area, which include citrus processing plants and large regional warehouse and distribution centers.

Streetlight OD data was analyzed to determine travel patterns for commercial vehicles in the area. Approximately 1/4 of the commercial vehicle (truck) trips originating at the Central Florida ILC in Winter

Haven proceed west on SR 60. Another 1/4 proceed west and then north on Rifle Range Road (CR 655), and roughly another 1/4 of the trips proceed east on SR 60, with the majority then heading north on US 27.

9.4 LAND USE DATA

Future Land Use Plans and DRIs

The current future land use plans of Polk County and the municipal governments within the corridor, as well as the 2045 population and employment forecast developed by the Polk TPO were reviewed. Generally, the broader study area is surrounded by agricultural and conservation lands. Low and medium density residential development is located along both sides of US 27 between SR 60 and US 192, along with some small areas for institutional, industrial and commercial use. Commercial land uses are primarily situated near SR 60, US 17/92, and I-4. There are multiple large water bodies also located within the study area.

DRIs are also important areas to note, where additional development can be expected in the future, if they have not yet fully developed. According to Polk County GIS data, there are 9 DRIs located within the study area. Most are approved for retail or multi-use development.

2045 Population and Employment

The Polk TPO developed their 2045 population and employment forecast concurrent with the NE Polk US 27 Mobility Study. Consistent with the 2040 forecast, the 2045 forecast places significant population and employee growth in northeast Polk County. The County is expecting to add over 250,000 people between 2015 and 2045. Likewise, employment growth is expected to increase in northeast Polk County by over 67,000 employees between 2015 and 2045.

Freight Attractors and Generators

Freight attractors and generators were identified in the study area using information available from the FDOT District One *Freight Mobility and Trade Plan*, dated 2016, the FDOT District One *Districtwide Freight Activity Center Connector Definition and Evaluation* study completed in 2019, and ongoing FDOT Central Office Advanced Geospatial Analytics project. According to the District One FMTP, citrus is one of the major

commodities produced, processed and transported in District One. Ninety percent of citrus is processed into juice in eight processing plants in the District. Polk County is home to five citrus processing plants. Three of these plants: Florida's Natural Growers, Dundee Citrus Growers Association and Haines City Citrus Growers Association, are all either adjacent to US 27 or located within approximately 2 miles from US 27. Mining products, cattle, sugar, vegetables and other fruits are other major products that are produced in District One and transported on US 27.

The centrality of Polk County between three of the largest metropolitan regions in the State of Florida (Orlando-Tampa-Miami), has made Polk County a prime location for manufacturing, warehouse, distribution center, and 3rd party logistics industry establishments. The City of Lakeland is a major freight hub in Polk County with a high density of manufacturing establishments, warehouses and distribution centers that contributes significantly to freight movements on US 27 in the study area. US 27 is the most significant non-interstate freight corridor in District One.

Twenty-one Freight Activity Centers (FACs) were identified in Polk County from which ten (10) are located near US 27 in the study area (within 5 miles of the US 27 corridor). These FACs are considered major freight trip generators and attractors as they comprise major freight generator businesses such as manufacturing, warehouses, distribution centers, and transportation and 3PL business establishments. Connector roads that provide access to the ten FACs and the Freight Mobility Corridors in District One were also identified. Figure 4-6 shows how the FACs are connected to US 27 through identified FAC connectors, distribution routes and other regional facilities. These are critical routes that should be maintained with a primary purpose of moving freight and goods.

Community Characteristics and Context Classifications

Primarily rural in landscape, Polk County supports a growing population that is less diverse than that of the State, with fewer working age adults. The fastest growing areas in the county since 2010 generally occur north of SR 60 and south of I-4 with additional pockets of growth focused just north of Lakeland and along US 27. When evaluated by age, the fastest growth in the county is for residents age 65 and over. Polk County hosts over a quarter million jobs. Employment is distributed across a range of sectors, with health care and

retail serving as the primary employers. Most employment is focused near Lakeland and Winter Haven with a large employment center also located in Bartow. Smaller but numerous areas of employment are focused along major roadway corridors including US 27 and SR 60.

The FDOT context classification system describes the land use, development, and transportation network functionality along a travel corridor. This provides the basis for a qualitative analysis of the general character of the area as part of the FDOT planning process. The characteristics of the community within the US 27 Mobility Study area are generally suburban in nature. Only the area between the Lake Wales Ridge Wildlife Environmental Area to East Mountain Lake Cutoff Rd is expected to remain a rural area, which is due to the presence of the sensitive environmental lands. Along the US 27 corridor from SR 60 to US 192, the following FDOT context classifications are identified: C2 – Rural, C3C – Suburban Commercial, C3R – Suburban Residential, and C4 – Urban General.

9.5 PHYSICAL CHARACTERISTICS

Using the results of the *US 27 Multimodal Corridor Existing Conditions Data Study* produced by FDOT and dated February 2019, right-of-way information, bridge structures, utility, and drainage structure information for US 27 between SR 60 and US 192 was summarized. This information will be useful when evaluating potential future corridor improvements.

In addition, the FDOT access management classifications along the US 27 corridor were noted along with the spacing standards. Many segments have multiple driveways which do not meet the current spacing standards. Safe access to and from US 27 now and in the future is a concern along the corridor.

9.6 EXISTING CORRIDOR OPERATIONS

Regional Travel Patterns

Existing Origin-Destination information obtained from StreetLight data was used to identify and summarize existing regional travel patterns of all vehicles entering and exiting US 27 and/or the study area. Internal trips, regional trips, and external trips were analyzed for the study area. The regional travel patterns showed a

significant percentage of traffic travels north on US 27 and east on I-4, and in reverse, from the east on I-4 to the south on US 27.

Roadway Analysis

A variety of existing available data sources were utilized in order to identify “hot spot” locations (congested roadway segments). US 27 roadway segment level of service, and intersection level of service was assessed. In addition, a congestion assessment from RITIS INRIX data and Google Traffic for the US 27 corridor was completed.

Based on 2018 AADTs, US 27 from Blue Heron Blvd to Bates Road, and US 27 from Crane Drive to I-4 are operating at LOS F; below the FDOT LOS target D for an urbanized area.

The congestion scan of US 27 shows that traffic in the southbound direction is somewhat congested from US 192 to I-4 from 7am to 7pm, with heavy congestion frequently occurring between Deen Still Road and I-4 between 6:30am and 6pm. The heaviest congestion for southbound traffic on US 27 occurs at I-4 between 3pm and 6pm. In the northbound direction, US 27 traffic typically experiences some noticeable congestion between US 17/92 and Old Polk City Road between 7-9am, 11am-3pm, and 4:30-5:30pm. Northbound also typically experiences some congestion between I-4 and Deen Still Road from 7am-7pm.

Average speeds along US 27 in the northbound and southbound directions for all vehicles were obtained through RITIS. Average speed on US 27 dips down from approximately 45 mph to between 36 to 40mph in both directions from approximately 6:45am to 6:45pm on weekdays.

Average travel time along US 27 between SR 60 and US 192 is approximately 40 minutes in both directions between 12am and 6am. Between 6am and 5:15pm, travel time increases by 5 to 10 minutes for both northbound and southbound directions. After 5:15pm, travel times gradually decrease back down to approximately 40 minutes.

Based on the existing intersection operational analysis, 17 of the 47 study intersections are operating at LOS E or F, which is below the FDOT LOS target D, in either the AM or PM peak hours. In order to reduce delay at

the intersections with an overall LOS E or F, minor operational (short-term) improvements were evaluated and are summarized in Section 8.

Bicycle and Pedestrian Analysis

Much of the corridor has an acceptable bicycle Q/LOS of C, except for approximately 3.7 miles of US 27 that has an undesirable LOS E or F. Pedestrian facility Q/LOS is acceptable at Q/LOS D for approximately 10 miles, and below standard (at LOS E) for approximately 21 miles.

9.7 CRASH ANALYSIS

Crash data for the study area was obtained for the years 2013 through 2017. The crash data included information including date of crash, location, number of vehicles involved, type of crash, number of injuries and/or fatalities, cause of crash, and estimated economic loss. The crash analysis results reveal that there was a total of 3,451 crashes within the study area during this five-year period (2013-2017). Of these 3,451 crashes, rear-end collisions were the most common crash type, accounting for 47.4% followed by heavy vehicle crashes (14.5%) and angle crashes (12.5%). A total of 136 crashes (3.9%) resulted in a fatality or severe incapacitating injury and 25% occurred during dark conditions.

Segment crash and intersection crash statistics were evaluated. A composite ranking factor based on the criteria described previously was developed to identify high crash locations. Using the top ten ranked intersections and two of the top ranked segments, three (3) audit teams were organized to conduct the road safety field reviews. The teams collected data at the intersections and segments to identify deficiencies of the existing conditions including sidewalks, lighting, crosswalks, transit facilities, signage, and midblock median openings. Potential improvements were identified. The road safety audits were published under a separate document as *FDOT D1 Road Safety Audit: US 27 from North of SR 60 to US 192*, dated June 2019. The recommendations are being considered along with the intersectional operational analysis recommendations as short-term improvements.

9.8 SHORT-TERM IMPROVEMENTS

Short term improvements were identified based on an analysis of existing 2018 traffic operations and safety analysis. Twenty-six intersection locations have operational and/or safety recommendations. The recommendations were grouped into the following categories:

- Intersection lane additions / modifications
- Signalize intersection
- Convert a median opening to a bi-directional median opening
- Modify signal timing / phasing
- Add signs or pavement markings
- Maintenance repairs needed
- Lighting improvement

These recommendations are being reviewed and coordinated with appropriate implementing agencies and offices.

APPENDIX A

**Table A-1 Document Review Summary Table
& Polk TPO 2040 LRTP Pages**

TABLE A-1 NE Polk US 27 Mobility Study - Document Review Summary Table									
#	Author/title	Purpose	Relevant information included	Key maps, figures, tables, etc.	GIS Files, Design Files	Variables/ methodology / key assumptions	Findings & Conclusions	Limitations, Controversies	Implications for US 27 Mobility Study
1	Polk TPO Momentum 2040 Long Range Transportation Plan	Polk TPO's long range plan adopted December 10, 2015, and amended June 9, 2016, includes Polk County multi-modal goals, objectives, and performance measures and the transportation projects that can be funded or are needed through a 2040 horizon.	* Performance Objectives, Policies, Population and Employment Growth. Roadway, transit, rail and complete streets concepts, bicycle and pedestrian projects and needs. * Identifies population growth around study area and significant employment growth in the east planning area, near Haines City. * Shows US 27 (N. of Ritchie Rd to Lake County Line) as committed improvements.	Figure 4: Population Growth Map, Figure 5: Employment Growth Map; Figure 9: Roadway Plan; Figure 13: Roadway Plan. Figure 15: Complete Streets. Figure 18: SunRail Phases. Figure 20: Trail Maps. Fig 21: Bicycle/Pedestrian Priorities Summary.	GIS files on roadway network and projects. Travel demand network file for 2010 & 2040.	Main drivers of growth are population and employment growth around corridor. Assumes consistent funding stream. Aging population, Millennials/Gen Z in the workplace, and TNCs could see significant changes in vehicle usage and transit usage. Does not consider extreme weather events or increase to gas taxes.	The Polk County region will continue to experience growth and strain in it's roadway network. The plan recommends several approaches to reduce congestion and increase capacity. Multiple Complete Streets, transit and ped/bike projects are being proposed along urbanized areas.	Most recent data ranges from 2010-2015. Limited freight, bike/ped data.	* Includes US 27 road widening from Highlands County line to SR-60 and improvements from Highlands County Line to President's Drive in Cost Feasible Plan. * Lists 8 US 27 intersection projects as illustrative projects or partially funded through 2040. Identifies improvements to SR 60 and US 27 as unfunded needs. Includes Central Polk Parkway as Illustrative project. Identifies a future Complete Streets Future Candidate Corridor on US 17/92 ending at US 27, near Haines City. * SunRail Staging Concept shown in LRTP utilizes part of US 27 for extension, express bus service and station (planned). Several multi-use trail unfunded segments and bike/ped corridors end or intersect US-27. * Segments of US 27 are also considered for complete streets or other bike/ped improvements.
2	Polk County Comprehensive Plan	Addresses residential and non-residential uses within unincorporated Polk County.	Development policies and maps.	Future Land Use Maps; Transportation Maps; 2030 Comprehensive Plan Map Series: Development Areas	GIS Data (https://www.polk-county.net/long-range-planning/comprehensive-plan)	Economic growth, land use, housing.	Increase in transit supportive developments and urban growth areas	n/a	Transit supportive region identified along US-27 near Davenport. Increased urban growth areas along US-27, in particular near Waverly. Designation of area north of I-4/US-27 as Regional Activity Center (RACX) and Selected Area Plan (Appendix 2.313).
3	FDOT Regional Express Lane Network - Central Florida Region	Network map shows planned facilities and stage of projects.	Express Lanes locations.	Central Florida Express Lanes Map	n/a	Some segments subject to funding allocation and completed environmental review.	Express lanes network is planned to expand on I-275 and I-4, all the way to Polk Parkway.	Maps do not identify level of improvement or number of lanes.	Express lanes are in planned/design phase along I-4 from Tampa 50th St to Polk Parkway interchange, could impact some US-27 users.
4	FDOT Regional Express Lane Network - West Florida Region	Network map shows planned facilities and stage of projects.	Express Lanes locations.	West Central Florida Express Lanes Map	n/a	Some segments subject to funding allocation and completed environmental review.	New express lanes are planned to begin at the US-27/I-4 interchange.	Maps do not identify level of improvement or number of lanes.	Express lanes are in planned/design phase along I-4/US-27 interchange and will connect to existing Express Lanes in Orlando.
5	City of Davenport 2030 Comprehensive Plan - Future Land Use Element	Compatible use of land uses within the city.	Land use policies.	FLU Maps 1-7.	n/a	Future land use categories as defined by city.	Further development of parcels within the city limits. Full map showing locations of land uses.	n/a	Intersection with SR-547 shows large Commerce Activity Center/Mixed-Use permitted.
6	City of Davenport 2030 Comprehensive Plan - Transportation Element	Transportation system financially feasible and consistent with community needs.	Roadway, transit, pedestrian and bicycle levels of service, policies and projects.	Figures 1.1.1-2: LOS; TE Maps 1-5.	n/a	Transportation policies as adopted by the city.	Full map showing locations of transportation projects. Adopted LOS and ped/bike policies.	n/a	Proposed trail along SR-547. Widening project on US 27 near city. Transit route on Airport Rd. Shows US 27 as evacuation route.
7	Town of Dundee 2030 Comprehensive Plan - Future Land Use Element	Compatible use of land uses within the city.	Land use policies.	FLU Map.	n/a	Future land use categories as defined by Town of Dundee.	Further development of parcels within the city limits. Full map showing locations of land uses.	n/a	Mostly commercial/industrial corridors with low density residential along SR-542.
8	Town of Dundee 2030 Comprehensive Plan - Transportation Element	Transportation system financially feasible and consistent with community needs.	Roadway, transit, pedestrian and bicycle levels of service, policies and projects.	Figures 1.1.1-2: LOS; TE Maps 1-2.	n/a	Transportation policies as adopted by Town of Dundee.	Full map showing locations of transportation projects. Adopted LOS and ped/bike policies.	n/a	Proposed road improvements at US 27 and SR-542. Town proposed new roadway connecting US 27, south of Garden Gate Dr. Proposed transit route and bicycle facilities along US 27 within town boundary.
9	Haines City Future Land Use Map	Compatible use of land uses within the city.	Land use policies.	Future Land Use Map; pp 152-168 (North Ridge SAP).	n/a	Future land use categories as defined by city.	Further development of parcels within the city limits and increase of incorporated land. Full map showing locations of land uses.	n/a	Identifies the North Ridge (NR) Select Area Plan as an urban growth area. Plans call for US 27 interconnection of urban nodes activities and medical centers.
10	Haines City Comprehensive Plan - Traffic Circulation Element	Transportation system financially feasible and consistent with community needs.	Goals, objectives, policies and projects.	Figures 1.1.1-2: LOS; TE Maps 1-5.	n/a	Transportation policies as adopted by the city.	Policies related to land use and transportation are to be coordinated within boundary.	No roadway elements map.	Permits uses as specified on Land Use Element.

TABLE A-1 NE Polk US 27 Mobility Study - Document Review Summary Table									
#	Author/title	Purpose	Relevant information included	Key maps, figures, tables, etc.	GIS Files, Design Files	Variables/ methodology / key assumptions	Findings & Conclusions	Limitations, Controversies	Implications for US 27 Mobility Study
11	Village of Highland Park Future Land Use Map	Compatible use of land uses within the city.	Land use policies.	Comprehensive Plan Future Land Use Chapter.	n/a	Land use policies.	The village is already built out and expects negligible growth.	n/a	No immediate impacts.
12	Village of Highland Park - Traffic Circulation Element	Transportation system financially feasible and consistent with community needs.	Goals, objectives, policies and projects.	Comprehensive Plan Transportation Element Chapter.	n/a	Transportation policies as adopted by the city.	Policies related to land use and transportation are to be coordinated with MPO.	n/a	No planned impacts or projects. Population of 230 residents.
13	Town of Lake Hamilton Zoning Map	Compatible use of land uses within the town.	Zoning policies.	Town of Lake Hamilton - Zoning Map	n/a	Zoning articles adopted by the town.	Policies related to land use and transportation are to be coordinated with MPO.	n/a	No immediate impacts. Adjacent zoning includes industrial, commercial and PUD.
14	Town of Lake Hamilton Comprehensive Plan - Transportation Element	Transportation system financially feasible and consistent with community needs.	Roadway, transit, pedestrian and bicycle levels of service, policies and projects.	Town of Lake Hamilton Florida Comprehensive Plan - Exhibit A	n/a	Adoption of Land Use elements. Expected residential/commercial developments.	Adoption of plans for town. Adoption of Gateway Village PUD.	n/a	Calls for a Planned Unit Development called Gateway Village with new US-27 interchange, between Crump Rd and Frederick Ave. Unknown status.
15	City of Lake Wales Zoning Map	Compatible use of land uses within the town.	Zoning policies.	Zoning - Map 2	n/a	Zoning articles adopted by the city.	Adoption of plans for city.	n/a	Predominantly commercial, limited commercial, business and recreation/conservation.
16	City of Lake Wales 2015 Comprehensive Plan - Transportation Element	Provide a safe and efficient transportation system.	Roadway, transit, pedestrian and bicycle levels of service, rail mode, policies and projects.	Transportation Element - Map 6	n/a	Adoption of Land Use elements. Expected residential/commercial developments.Future Central Polk Parkway.	Identifies SR 27 and SR 60 as key arterials. Identifies 2035 existing intermodal facilities and future roadway expansions.	n/a	Eagle Ridge Mall Transit Superstop near US-17 and CR17A. New intermodal facility by 2035 near US-17/SR-60. CF Kinney will be extended to CR-17A near US-27.
17	City of Winter Haven Zoning Map	Compatible use of land uses within the city.	Zoning policies.	Zoning Map for the City of Winter Haven	n/a	Zoning districts (20) adopted by the city.	Adoption of plans for city.	n/a	Predominantly PUDs (Thomson Nursery Rd), agricultural and commercial near US-27.
18	City of Winter Haven Future Land Use Map	Compatible use of future land uses within the city.	Land Use policies.	2025 Future Land Use Map for the City of Winter Haven	n/a	Land uses (12) adopted by the city.	Adoption of plans for city.	n/a	Predominantly regional activity centers near US-27.
19	City of Winter Haven Comprehensive Plan - Transportation Element	Provide a safe and efficient transportation system.	Roadway, transit, pedestrian and bicycle levels of service, policies and projects.	Transportation Map Series pg.93-118; Table 2.2.7	n/a	Adoption of Land Use elements. Expected residential/commercial developments. Future Central Polk Parkway.	Identifies SR 27 and SR 60 as key arterials. Identifies 2035 existing intermodal facilities and future roadway expansions.	n/a	Planned pedestrian corridors that start/end on US 27. Non-motorized transit goals.
20	Central Florida Regional Planning Council Heartland 2060	Examines future land use planning from a regional perspective for the Central Florida 6-county region, south of Polk.	Regional land use planning and policies.	Opportunities Map p.13, p.15	n/a	Opportunities and Investment Areas	Industrial growth centered around the Polk Gateway Area projects.	n/a	Procures the use of the ILC and the development of the Lake Wales Commer and Technology Park, including roads to the site (unspecified) near US 27.
21	Central Florida Regional Planning Council Comprehensive Economic Development Strategy 2017	Planning strategies to guide economic growth in Polk and nearby counties.	Regional planning and growth, visioning. Development potential noted in Polk County.	2050 Road Map, 5 Regional Action Items	n/a	Economic growth, preservation of agricultural heritage.	Focus on measured growth.	Will require legislation and area coordination to advance regional priorities.	Regional Action Item #3 "Develop Regional Transportation Corridors", pp. 26-27.
22	Haines City Community Redevelopment Agency Development Plan	Plan for redevelopment, economic development and related capital work.	Legal framework and financing mechanism for redevelopment projects within City of Haines City boundaries.	p. 28, Capital Projects.	n/a	Action strategies for economic development, land use-repurpose.	Action strategies followed by capital projects.	Capital funding subject to tax base. Funded transportation projects not fully described in document.	Considers annexation along US-27. Strip commercial land use not desirable along US-27. Some bike/ped projects considerations.

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23	How Shall We Grow? (East Central Florida Regional Planning Council and partners)	Vision for East Central Florida and regional stakeholders (7 Counties & School Board)	Regional planning and growth, visioning. Vision for 2050 includes Polk County. Six regional growth principles when making future public, private, and civic investment decisions.	Central Florida Map including US 27, I-4, Turnpike. Central Florida Highway Capacity Analysis 2006 and 2050 Maps.	n/a	Economic growth, preservation of agricultural heritage.	Increase in corridor congestion, need to connect activity centers while preserving access to recreational areas and maintaining agricultural heritage.	Will require legislation and area coordination to advance regional priorities.	* Preserve "seven jewels" of Central Florida including Green Swamp and Lake Wales Ridge. * Variety of transportation choices: 1. connectivity between centers and regions, 2. congestion relief, 3. choices for moving people and goods, 4. concurrency with new development. * 5 Regional actions, #3. Develop regional transportaiton corridors.
24	City of Haines City Adopted FY18/19 Budget	Local Budget / Capital Improvement Plans	Local Capital Improvement Plans	Transportation Fund, p 7.	n/a	Budget items.	N/A	n/a	Transportation projects (extension, reconstruction) on or near US17/92 for next 5-year CIP.
25	City of Davenport Proposed Operating Budget & Five Year Capital Improvement Plan	Local Budget / Capital Improvement Plans	Local Capital Improvement Plans	Streets budget, p. 34.	n/a	Budget items.	N/A	n/a	Allocated funds to street resurfacing, unspecified facilities.
26	City of Lake Wales 5-Year CIP	Local Budget / Capital Improvement Plans	Local Capital Improvement Plans	5 Year CIP - p 139.	n/a	Budget items.	N/A	n/a	Road/alley resurfacing and sidewalk reconstruction allocated for next 5 years; unspecified facilities. Lighting for Chalet Suzanne Rd.
27	Winter Haven FY 18/19 Operating & FY 19/20 Planned Operating	Local Budget / Capital Improvement Plans	Local Capital Improvement Plans	Capital Improvement Program Detail pp. 313-328.	n/a	Budget items.	N/A	n/a	Several roadway projects including Avenue K & Avenue C, near US 17. New access road to Sea Plane Base budgeted. Cypress Gardens congestion improvements budgeted. Sidewalks and trails within town.
28	Town of Lake Hamilton Capital Improvement Program FY2017-2022	Local Budget / Capital Improvement Plans	Local Capital Improvement Plans	Capital Improvement Program FY2017-2022	n/a	Budget items.	N/A	n/a	US 27 Sewer project for FY17/18. SR 17 Sewer construction for FY18/19.
29	Town of Dundee 2018 – 2019 Annual Adopted Budget	Local Budget / Capital Improvement Plans	Local Capital Improvement Plans	CIP, p. 182.	n/a	Budget items.	N/A	n/a	Dundee Rd (starts at US-27) widening project listed on CIP as unfunded; resurfacing town-wide.
30	Highland Park Final 2016-2017 Budget Summary	Local Budget / Capital Improvement Plans	Available financial document.	Final 2016-2017 Budget Summary	n/a	Budget items.	N/A	No CIP elements available.	No elements available.
31	Polk County FY 2018 & 2019 Biennial Budget	Budget / Capital Improvement Plans	Budget / Capital Improvement Projects	p. 493	n/a	n/a	Unlikely that current revenue sources will fund desired service levels and infrastructure maintenance.	n/a	Partial funding for CR-557 from US 17 to I-4. Four-laning CR 54 and West Pipkin. General sidewalk, pavement and drainage funding.
32	North Ridge Community Redevelopment Area	Plan for redevelopment, economic development and related capital work.	Legal framework and financing mechanism for redevelopment projects within Eloise area boundaries.	Polk County CRA Map	n/a	n/a	Dissolved in 2015.	n/a	None

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33	My Ride - Polk TPO Transit Development Plan (FY 2017-FY 2026)	For Use By: Polk County Citrus Connection, Polk TPO, FDOT. Purpose: The TDP is a guiding document for the Polk County TPO Transportation Improvement Program (TIP), as well as the FDOT five-year work program concerning public transportation in Polk County. The TDP must be consistent with the approved local government comprehensive plans and the TPO's LRTP (Momentum 2040).	Transit route information provided. Population distribution information across Polk County. 2017 average weekday ridership provided.	Fig. 3-1: Incorporated, Urbanized, Rural Areas Fig. 3-7: Percent and Number of Households with No Access to an automobile Fig. 3-8: Location of Employment in Polk County Fig. 3-12: Polk County Commuter Flow Fig. 3-30: Fixed Route Service 2017 Fig. 5-3: 2026 Alternatives - Expanded Service Table 3-13: Fixed Route Service Spans Table 3-24: Average Weekday Ridership Table 6-4: Service Implementation Plan	n/a	See list of relevant information.	Fastest growing areas in Polk County since 2010 generally occur north of SR 60 and south of I-4 with additional pockets of growth focused just north of Lakeland and along US 27. Analysis of trends reveals an environment favorable to transit; however, population and employment densities are fairly low and suburbanization is expected to continue. * Routes on US 27 corridor - Route 15 (Winter Haven/Haines City), Route 27x (Dundee/Eagle Ridge Mall), Route 30 (Legoland), Route 35 (Lake Wales/Babson Park/Frostproof), Route 416 (Poinciana/Haines City LYNX), and Route 427 (US 27/Haines City LYNX). * TBEST results show maintaining the status quo will result in small increases in ridership. To increase the market share for transit, service expansion will need to occur. * Route 15 [Winter Haven/Haines City] and Route 427 [US 27/Haines City] ranked as a priority for service improvements to traditional fixed routes. An express feeder route between the Winter Haven Terminal and Poinciana SunRail Station was also identified as a service expansion priority. SunRail express feeder is proposed for five stops (with Park 'n Ride)	n/a	Although the US 27 corridor is a north/south regional roadway, the mobility study has continually stressed the importance of evaluating east/west connectivity, as the study area has significant movement patterns towards both the Orlando and Tampa urbanized areas, as well as the Lakeland/Bartow area within the County. This document not only confirms that east/west movement but plans to accommodate greater ridership along those travel routes over the next decade with both service improvements and route expansion.
34	A Technical Report for Evaluation of SunRail Extensions into Polk County	For Use By: Polk County TPO Purpose: This technical memorandum evaluates a possible extension of SunRail into Polk County, in support of the 2040 Long Range Transportation Plan Update. The memorandum covers the following topics: potential staging alternatives, conceptual site considerations, conceptual feeder bus services, ridership propensity analysis, financial estimates, and institutional considerations.	Proposed SunRail spur discussed. Alternatives considered for extending SunRail into Polk County, Staging sequence for development of a SunRail extension with 4 phases was noted. Potential station locations were screened. Ten potential station locations were identified. Recommended station areas were identified in each phase of the three rail phases. Conceptual feeder bus services were identified to support the various staging alternatives.	Figure 6: Recommended Station Locations Figure 19: Proposed Phase I Express Bus Routes Figure 22: Map of Feeder Buses	n/a	See list of relevant information.	* Proposed SunRail spur to run easterly, beginning just north of the Meadow Woods Station, to connect with a planned intermodal facility at Orlando International Airport. Interim alternatives to tie into the Phase II SunRail extension to Poinciana. Staging sequence for development of a SunRail extension with 4 phases was noted. * Potential Station Locations: Phase II) Ronald Reagan Parkway, Downtown Davenport, Martin Luther King Jr. Boulevard, Old Train Station, Phase III) Lake Alfred, Auburndale Commons, and Phase IV) Combee Road, Lake Parker Drive, Lakeland Amtrak Station, Lakeland Bus Depot. Recommended station areas in each of the three rail phases: Phase II) Martin Luther King Jr. Boulevard or Old Station, Phase III) Auburndale Commons, and Phase IV) Lakeland Amtrak Station. * The Phase I staging alternative consists exclusively of bus service connecting Polk County to Poinciana Station, while Phases II, III, and IV include extensions of SunRail service to Haines City, Auburndale, and Lakeland, respectively.	n/a	* Since a SunRail extension would utilize existing train tracks through the study area, there is little impact to the primary roadway network due to crossings. However, the proposed station locations for Phases II, III, and IV influence connections along the secondary roadway network and bus service between destinations, as well as where economic development nodes may evolve. These things become important considerations as the study looks at alternative routes to take traffic off US 27, especially in the larger context of east/west regional connections. * If this project moves forward, it would significantly enhance connections from Polk County to Orlando International Airport for both passengers and employees. In addition, the spur would tie into the proposed "All Aboard Florida" project, which could potentially provide long distance passenger train options to West Palm Beach, Fort Lauderdale, and Miami. These connections would substantially increase the value of a SunRail extension into Polk County.

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35	FDOT District One, Freight Mobility & Trade Plan, 2016	The plan was completed to define a regional freight transportation network, identify regional freight investment priorities needed to sustain economic growth in the region, provide input to the Florida FMTP Investment Element, and may be used to support requests for federal and state funding for enhancements or improvements to the existing regional freight network.	Districtwide plan provides data by County and overview of top freight commodities and facilities. Four components: Executive Summary; Freight and Logistics Overview Guide summarizing the freight and logistics infrastructure and operations in the district; Implementation Guide containing strategies, objectives, action items and example projects; and User's Resource Guide. Central Florida ILC in Polk County and multiple FACs noted. Page 20 shows D1 commodity flow imports and exports in type and tonnage by county. Airports and Seaport map pg. 21 and descriptions on pages 22 - 25. Railways listed pg. 26, highest concentration is in Polk County.	Chapter 2 - Citrus production map showing Polk County has highest Citrus production in D1. Chapter 2 - SIS map on pg. 18. Freight Mobility Corridor (FMCs) map on pg 19. Intermodal Logistics Centers (ILCs) and Freight Activity centers (FACs) map and list pg. 20. Page 20 shows D1 commodity flow imports and exports in type and tonnage by county. Airports and Seaport map pg. 21 and descriptions on pages 22 - 25. Railways listed pg. 26, highest concentration is in Polk County.	n/a	n/a	Polk County has highest Citrus production in D1 (13,736 - 16,832 (in 1,000 boxes) and 80.5k acres of land, and 30,603 trucks per yr). Polk County has approx. 94,000 cattle with livestock market in Lakeland. Polk County is one of the top 3 counties in D1 for toal non-citrus fruits harvested. Phosphate mining in Polk County generates truck traffic. Polk County has 19.8M sq ft manufacturing and 50.3M sq ft warehouse/distribution/3PLs.	Does not contain specific construction or maintenance projects intended for the FDOT Work Program.	Polk County freight data is summarized well and gives an overview of what types of freight is moved in the county, and the freight facilities.
36	FDOT Central Office US 27 Multimodal Corridor Study, discontinued December 2018	Purpose and Need: Look into alternate route to interstates, truck percent, truck vs freight rail, appetite for a more controlled facility. Gather existing conditions data, provide analysis, gather stakeholders.	Existing data to be collected and summarized included: Typical sections, AADTs, roadway structures, safety/crash data, evacuation routes, railroad crossings, major utilities, drainage structures, demographics, historical/cultural, DRI's, special generators, community resources, parks and recreational areas, planned programmed improvements.	8/23/17 briefing presentation reviewed. 10/4/17 presentation reviewed.	Crash data spreadsheet provided by Hanson on 12/3/18.	US 27 from Sumter County to Miami-Dade County. Statewide approach. Central Office/ District partnership.	The Existing Conditions Data Study report, dated February 2019 was produced. A series of maps summarizing existing conditions along the corridor was included with the report. Information for the portion of US 27 from SR 60 to US 192 was used for the FDOT District One NE Polk US 27 Mobility Study.	Study canceled after existing conditions data collection completed in December 2018.	Existing conditions information is being used for Mobility Study.
37	US 27 Multimodal Planning and Conceptual Engineering (PACE) Study, FDOT District Four, December 2012	Evaluate feasibility of connecting Port of Miami by rail with inland logistics centers around Lake Okeechobee in western Palm Beach County to remove freight traffic from congested coastal corridors and enhance opportunities for passenger service along south florida east coast railroads.	Background - State Legislature authorized funds in 2008 and directed FDOT to conduct a study to determine the feasibility of a rail corridor along US 27. Phase 1 rail feasibility study was completed March 2010 and provided 10 potential rail corridor alternatives. PACE Study then initiated to analyze travel demand and physical feasibility and costs and impacts. The FDOT D4 Planning and Conceptual Engineering Study (PACE Study) developed traffic forecasts, conceptual engineering alternatives, cost estimates, and noted environmental impacts to help determine feasibility of rail along US 27.	Volume 1 - Executive Summary - overview of key points, benefits and costs. Section 4 - Multimodal traffic forecasts summary of findings page 4-13. Section 5 - analysis of rail corridor alignment alternatives. Section 6 - conceptual engineering alternatives. Section 7 - agency and stakeholder coordination. Section 8 - project costs. Section 9 - recommendations for further study. Volume II - Appendices A-K & O - Environmental analysis maps, cost estimates Volume III - Appendices L, M & N - proposed typical sections and concept plans	Study Area Map on Page 3-1, Vol. I.	* 72 miles of US 27 from HEFT in Miami-Dade County to Palm Beach/Hendry County line. * 2 Alternatives studied: 1) highway only alternative, 2) highway plus new freight railroad alternative. * Trips based on assumed new 50,000 sq ft of warehouse space and rail terminal facilities near Lake Okeechobee. ILCs assumed to add at least 20,400 new trips to US 27 north of I-75 and truck traffic to increase from 21% to 27%.	* Highway Alt - Travel demand showed need for widening highway from 4LD to 6LD between I-75 and Old US 27, and widening from 4LD to 8LD from Old US 27 to Hendry County line. * Multimodal Alt - Freight railroad to connect to existing FEC near HEFT and US 27 to the south. Rail alignment along west side of corridor best from Krome Ave to South Bay. Connect to existing rail on north end at first available connection to avoid running new railroad through South Bay. 4L from HEFT to Griffin Rd, widen to 6LD to Old US 27, widen to 8LD to Hendry County line. * Costs: Highway Only \$763M; Multimodal \$1.3B and maintenance costs for rail \$5.25M per year.	Findings only valid for assumptions made including 50M sq ft new warehouse space by Lake Okeechobee.	Continue to monitor any progress made by stakeholders in moving a PD&E Study forward for a highway or multimodal improvement project.

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38	US 27 Transportation Alternatives Study	Analyze the existing corridor conditions to identify needs and opportunities along the corridor. Identify a range of strategies, or alternative options, for improvements along the corridor.	Provides an assessment of existing corridor conditions and needs and discusses 14 alternative transportation options available for implementation. New location corridors are mentioned as an alternative, and the Central Polk Parkway is noted. Managed lanes and truck only lanes are noted.	Page 16 - Alternative options list of community focused alternatives, freight focused alternatives, and regional capacity focused alternatives.	n/a	Existing conditions information provided.	The 14 alternative options should be considered for the various sections of US 27 throughout the state.	No specific projects are recommended as part of this study.	Many of the alternative options including: access management, TSM&O, tourist-oriented directional signs, interregional transit and commuter services, parallel local relievers, truck only lanes, adding capacity, new location corridors, and managed lanes can be considered within the Mobility Study area.
39	Strategic Intermodal System- First Five Year Plan (FY 18/19-22/23)	List of SIS projects that are funded in the Work Program FY 2018/2019 through FY 2022/2023	List of capacity improvement projects for each FDOT District planned to receive funding through FDOT SIS program.	District 1 SIS Interstate Plan, Non-Interstate Plan, Statewide SIS Modal Plan	GIS files on website: https://www.fdot.gov/planning/systems/programs/mspi/plans/	N/A	n/a	n/a	4 Highway Capacity projects on I-4 and US 27; and 1 rail project near or within study area on CSX.
40	Strategic Intermodal System- Second Five Year Plan (FY 23/24-27/28)	List of SIS projects planned to receive funding in the five years beyond the Adopted Work Program FY 2023/2024 through FY 2027/2028.	List of capacity improvement projects for each FDOT District planned to receive funding through FDOT SIS program.	District 1 SIS Plan, Statewide SIS Modal Plan	GIS files on website: https://www.fdot.gov/planning/systems/programs/mspi/plans/	N/A	n/a	n/a	No projects identified on or near US 27.
41	Strategic Intermodal System Long Range Cost Feasible Plan (FY 2029-2045)	List of SIS projects planned to receive funding in FY 2029-2045.	List of capacity improvement projects for each FDOT District planned to receive funding through FDOT SIS program.	District 1 SIS Long Range Cost Feasible Plan and Map (page 2-3)	GIS files on website: https://www.fdot.gov/planning/systems/programs/mspi/plans/	n/a	n/a	n/a	1 project on SR 60 from SR 60A / Van Fleet Dr. to US 27 with PD&E and PE funds planned for FY 2035/2036 to 2039/2040.
42	Strategic Intermodal System 2045 Multi-Modal Unfunded Needs Plan Update, June 2017	Executive Summary & Technical Mapset. Mapset provides list of capacity improvements on SIS facilities, that are currently unfunded. Includes designated SIS facility projects and potential SIS facility projects.	Tampa Bay Economic Regional Profile. List of unfunded capacity improvement projects for each FDOT District which are unconstrained by cost and funding source or availability.	SIS Multi-Modal Unfunded Needs District 1 Tables and Maps, Highway Improvements Short-Term -District 1, Highway Improvements Mid-Term- District 1, Highway Improvements Long-Term- District 1, Railroad Improvements - District 1	GIS files on website: https://www.fdot.gov/planning/systems/programs/mspi/plans/	n/a	n/a	n/a	List of projects shows two I-4 highway projects, four SR 60 highway projects, five US 27 highway projects within study area. Plan includes four CSX railroad projects, and two Sunrail projects near study area. Includes one US 27 new freight rail project from Palm Beach County to Miami-Dade County. One Turnpike project on Polk Parkway / SR 570 included in plan.
43	Polk TPO Transportation Improvement Program, adopted June 14, 2018 for FY 2018/19-2022/23 & draft FY 2019/2020 as of July 18, 2019	Provides a list of all funded transportation projects in Polk County for the next five year period.	All transportation related projects programmed by Polk TPO along with the estimated cost of the project. Projects programmed are expected to either improve safety, maintain infrastructure conditions, reduce traffic, protect the environment or improve the efficiency of freight movement.	Funding Tables, and Momentum 2040 Regional Multi-Use Trail Network Map (page 138), Crash Severity Traffic Injuries/ Fatalities, Crash Severity Bicycle/Pedestrian, Level of Congestion, Freight Network Level of Congestion	n/a	n/a	Two Landscaping, 4 Resurfacing, 3 Lighting, 1 Aviation Preservation, 1 Rail Capacity Project, 2 Widening and 1 Traffic Signal projects are currently programmed along / near US 27.	n/a	Mobility Study to take into account programmed projects when analyzing future conditions.

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44	Central Florida Regional Freight Mobility Study, 2011/2012	Prepared for MetroPlan Orlando, FDOT D5, Lake-Sumter MPO, Space Coast TPO, and Volusia TPO. Examines different ways to improve and accommodate increasing demand for freight and goods movement throughout Central Florida. The Plan addresses the three primary categories of needs and deficiencies; capacity and congestion, community impacts, and institutional and regulatory bottlenecks.	Polk County is part of the top three trading partners accounting for 29 percent of total inbound and outbound freight flows by weight. Freight volume is expected to increase significantly by 2040 and as such more than 10,000 trucks are forecasted to use US 27 in 2040. Based on the forecasted freight growth, employment in the industrial fields are expected to increase significantly in neighboring counties. This will increase traffic to get in and out of those areas.	Figure 2.3 Industrial Employment Locations for all sectors and Figure 3.2 Forecasted 2040 Truck Volumes	n/a	n/a	Focus on expected freight growth which will lead to increase in congestion.	n/a	Truck volumes are expected to increase > 10,000 by year 2040 on US 27. Industrial employment also expected to increase in neighboring counties. Focus on monitoring traffic flow to prevent future congestion with the expected freight growth using US 27.
45	Southeast Florida Regional Freight Plan, 2014	Prepared for Broward, Miami-Dade, and Palm Beach MPOs and FDOT. Existing Southeast Florida Regional Freight network is highlighted and ways to improve freight congestion are identified for the southeastern region.	The SE Florida Freight Transportation System and cargo flows are identified. On some sections of US 27 in the SEFL counties there is over 20 percent truck traffic. US 27 is identified as a possible new rail corridor. Trade Zones, land use implications, ILCs and warehouse and distribution centers, and global national and state initiatives are identified. Freight system needs and priorities are identified, including for the US 27 corridor.	Top 25 roadway freight needs projects in southeast Florida Table 6.4.	n/a	n/a	Potential traffic increase along the US 27 corridor due to freight movement and growth from Port of Miami and potential future ILCs near Lake Okeechobee, and population increase in neighboring cities.	The three southeast Florida MPOs show different plans for the US 27 corridor in their LRTPs.	This document emphasizes the importance of preparing for the expected increase in freight traffic in coming years. Plans needs to be in place to help prevent serious congestion. Lists needed improvement projects on US 27 in southeast Florida.
46	US 27 PD&E Study (US 27 from the Highlands County line to north of SR 60) PER - March 2017	PD&E to increase capacity on SIS facility by widening from 4 to 6 lanes, redesign intersection of US 27 and SR 60 as a SPUI	New parallel corridors to US 27 ruled out in PER Existing conditions data on environmental constraints within the project's limits (south of Polk Mobility Study area) Public comments focused on water quality, access management, and requests for wildlife underpasses	n/a	Conceptual designs for US 27 and interchange	Constructing a new roadway corridor outside of existing ROW would have prohibitive environmental impacts and cost.	LDCA received - recommended build alternative would widen US 27 from 4 to 6 lanes, and construction of a SPUI at the US 27/SR 60 intersection	Generally outside project limits	Improvements to the US 27/SR 60 interchange, to SR 60, and to US 27 south of the project limits support improvements to US 27 within the Mobility Study area
47	Central Polk Parkway - FDOT D1 PD&E Study - SEIR, March 2011	PD&E for a new six-lane limited access facility extending from Polk Parkway to SR 60 (western portion) and from SR 60 north to I-4 (eastern portion).	Data on social, cultural, environmental, and physical constraints within the study area Detailed analysis of numerous intersection connections and alignments at the link level Public and stakeholder comment information about support for or specific objections to a new roadway	SEIR Table 1-1: Recommended Alternative Evaluation Matrix, Figure 3-2 and Figure 3-3, Alternative Alignments by Link, Table 3-1 Alternatives Evaluation Matrix by Link, Figure 3-4 and 3-5 Preferred Alternative Alignments West and East, respectively	Conceptual design plans for CPP's western and eastern legs	Even with all of the Polk TPO's planned transit and highway improvements, there is still a need for a new roadway with at least four lanes.	Growth insufficient to provide toll revenue to fund CPP construction, \$1B funding shortfall	Public opposition to the project noted, especially the eastern leg. SEIR is 8 years old	Study area similar to the US 27 Polk Mobility Study area, many constraints already mapped by CPP PD&E Study. Preferred alternative alignment already vetted through PD&E process gives "best" alignment for a new corridor through Polk County. Public opposition, environmental constraints, growth projections, and cost factors that hindered the CPP would be similar to those faced by any new alignments proposed by the NE Polk US 27 Mobility Study.
48	Turnpike Feasibility Study of US 27 Managed Lanes - Ongoing	Determine feasibility of adding limited access lanes to US 27	STUDY UNAVAILABLE AS OF 1/30/19	n/a	n/a	n/a	n/a	n/a	n/a
49	I-4 Beyond the Ultimate Segment 5 Line and Grade Plans (from west of US-27 to west of CR 532)	Plans for new interchange	Initial design drawings of proposed I-4 mainline widening and US 27/I-4 interchange design	n/a	Conceptual design layouts for mainline and interchange	n/a	Design includes 6 GULs + 4 ELs for the mainline, and US 27 interchange Alternative 7 (partial cloverleaf with ramp modifications & Posner Blvd. improvements)	Improvements limited to I-4/US 27 and immediate vicinity only	Represents a future existing condition to be considered as US 27 improvements or parallel facilities are developed

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50	I-4 Beyond the Ultimate Segment 5 (from west of US-27 to west of CR 532) PER - June 2017	Reevaluation of original PD&E (1998) to extend proposed express lanes on I-4, which widens I-4 from 6 to 10 lanes with a 44' rail envelope in the median	Reevaluation of original concept (6 GULs and 4 SUL for HOV, SOV throughs) to proposed design (6 GULs plus 4 Els using variable pricing) Social, cultural, natural, and physical constraints identified within the project limits Demographic analysis of the study area Long range cost estimates Includes 2040 peak hour volumes and TMCs at US 27/I-4 Includes traffic operational analysis of US 27 at Deen Still Road, Waverly Barn Road, Access Road, I-4 ramps, and Posner Blvd.	Table 5.10 Evaluation Matrix, Appendix A Concepts	Conceptual design layouts for mainline and interchange	Includes rail envelope assuming HSR connection between Tampa and Orlando	Recommended build alternative includes 6 GULs + 4 ELs for the mainline, and US 27 interchange Alternative 7 (partial cloverleaf with ramp modifications & Posner Blvd. improvements)	Study was a PD&E reevaluation of a widening only - no alternative east/west alignments evaluated Very limited study area analyzed No TSMO strategies on local roads were evaluated	Connecting to an improved I-4 would allow improved east-west travel without a new alignment regional connection Interchange improvements at US 27/I-4 would improve traffic flow on US 27 Grade separating US 27 over Posner Boulevard would improve traffic flow on US 27 and access to I-4
51	Central Florida Expressway Authority 2040 Master Plan (Poinciana Parkway Segment) - 2016	Defines policies CFX will use to evaluate projects and identifies near and long term projects	Provides CFX's policy framework Gives status of identified projects Includes Poinciana Parkway (now completed) and Poinciana/I-4 Connector (PD&E underway in 2016) Provides regional planned improvements map	2040 Master Plan Map Figure 6-1: Central Florida Public Transportation Map Table 5-1: CFX Summary of Potential New Expressway Projects	None	CFX Board developed Master Plan through community outreach, stakeholder meetings, and technical analysis.	n/a	Outdated status updates Plan does not include Polk County	Planned improvements show potential tie in locations (like SunRail and LYNX) that extend into the US 27 corridor New or improved corridors in the US 27 study area could connect to or benefit from new or expanded facilities (Poinciana Parkway I-4 Connector) covered in the Master Plan
52	Central Florida Expressway Authority Concept Studies (Poinciana Parkway Segment) - 2018	Evaluates feasibility of alternative corridors to recommend one or more for advancement into the PD&E Phase	Maps alternatives connecting to I-4 at SR 429 (Reunion), at CR 532 (Championsgate), and a phased approach Summarizes impacts to wetlands, conservation areas, ROW, residential/non-residential parcels as ranges for each location Estimates traffic and cost as ranges for each connection location Maps constraints within the study area Board notes interchanges at US 17/92 and SR 532 would be based on traffic forecasts	Poinciana Parkway I-4 Connector Board Conceptual designs for all alternatives developed	Footprints of alternative alignments	Existing Poinciana Parkway gets widened to 4L CFX owns Poinciana Parkway as a systems project Segment Alternative to CR 532 requires partnerships for widening of CR 532 to 6L and a new interchange at I-4	5 alternative alignments Parkway to CR 532 3 alternative alignments CR 532 to I-4 Phase I = connection to CR 532 (advanced to PD&E)	All corridors outside US 27 study area Numerous alignments evaluated as feasible	Poinciana Parkway I-4 Connector has the potential to tie into the US 27 study area at numerous locations depending on the option selected for advancement through the PD&E phase, such as a connection at US 17/92 , CR 532, or I-4.
53	Poinciana Parkway PD&E Study - ONGOING	Evaluate alternatives for a new alignment connecting Poinciana Parkway to CR 532 compatible with a future I-4 connection	STUDY ONGOING - Anticipated completion end of 2019	PAG Presentation summarizing PD&E dated 8/2018	n/a	5 alternatives to extend Poinciana Parkway to CR 532 will be evaluated Future connection to I-4 as a consideration	n/a	n/a	Poinciana Parkway I-4 Connector has the potential to tie into the US 27 study area at numerous locations depending on the option selected for advancement through the PD&E phase, such as a connection at US 17/92 , CR 532, or I-4.
54	Central Polk Parkway - New Facility from SR 570 to US 17 (FPID 440897-2) PD&E Study	This project is for the first segment of the Central Polk Parkway from the Polk Parkway to US 17. As part of the project a study phase will evaluate a potential realignment to State Road 60 as part of the design of the segment from Polk Parkway to US 17.	STUDY ONGOING	n/a	n/a	n/a	The Turnpike has funded Project Development and Environment, Design, and Right of Way phases for this project at a total of \$43 Million	PD&E study incomplete	This connection between Polk Parkway and US 17 is funded and construction is programmed, so this link should be included as a future existing condition pending the outcome of the PD&E study.

TABLE A-1 NE Polk US 27 Mobility Study - Document Review Summary Table									
#	Author/title	Purpose	Relevant information included	Key maps, figures, tables, etc.	GIS Files, Design Files	Variables/ methodology / key assumptions	Findings & Conclusions	Limitations, Controversies	Implications for US 27 Mobility Study
55	Intersection Analysis Summary and Project Prioritization Analysis Technical Memorandum SR 25 (US 27) from Washington Avenue to Home Run Boulevard/Posner Boulevard (Oct. 24, 2017)	Intersection analysis and project prioritization for 14 signalized intersections on US 27	The report identifies recommended improvements for short-, mid-, and long-term at 14 signalized intersections along US 27 within the Mobility Study area.	Page 24 - Recommended Project Implementation Priority Analysis Summary. Appendix A - Conceptual Improvement Diagrams for Short-, Mid-, and Long-term.	n/a	n/a	The 14 signalized intersections are all identified within the study limits. These improvements should be considered as part of the Mobility Study.	n/a	Based on the 2017 study, the recommendations were based on a Synchro/SimTraffic operational analysis and measures of effectiveness and should be considered in part or whole for the US 27 Mobility Study at these specific 14 signalized intersections. Appendix A Conceptual Improvements illustrate all recommended improvements for the intersections including sidestreet improvements.
56	I-4 at CR 532 (Champions Gate) Interchange Modification Report (IMR)	Identify a solution to address immediate capacity needs to provide relief at CR 532 interchange	Draft IMR under development - MLOU has been completed 9-10-18; Existing and future traffic volumes, design concept	Traffic volume figures, revised concept graphic	Synchro/VISSIM No CAD files	Per MLOU: Existing year 2018/Design year 2040 Project limits: CR 532 from Masters Blvd to I-4 EB Ramps Traffic counts to be conducted Planned & programmed projects to be included Travel demand model - recommended growth rates Future TMCs to be developed via NCHRP 765	Proposed diverging diamond interchange (DDI).	IMR not complete	Operational improvements due to interchange improvements may impact travel patterns (access to I-4) from the general area
57	I-4 Selected Interchanges Analysis Report - including I-4 interchanges at US 27 and CR 532 (Champions Gate)	Identify effective interim low-cost operational improvements to extend the functional life of the system	8 interchanges: Existing and future traffic volumes, traffic analysis, crash data & analysis, alternatives development	Existing and future year traffic volume figures and tables Lane configuration graphics Highway capacity tables Intersection analyses Crash data tables Traffic analysis results tables	n/a	Existing year 2018	n/a	SIAR still in progress	Mobility Study should mention and/or integrate any recommended intersection improvements in the vicinity of I-4 (particularly at US 27)
58	FDOT District One, Five Year Work Program, FY 2020 through FY 2024	Funding for all transportation projects within FDOT District One with State or Federal funds.	List of projects showing amount of funds by phase and year for each project.	Downloaded latest Work program spreadsheet from FDOT online 7/18/19.	n/a	n/a	20 funded projects within study area. 14 are also reported in Polk TPO TIP.	Does not contain a map showing locations of projects.	Mobility Study will assume these projects are completed for future year analysis.

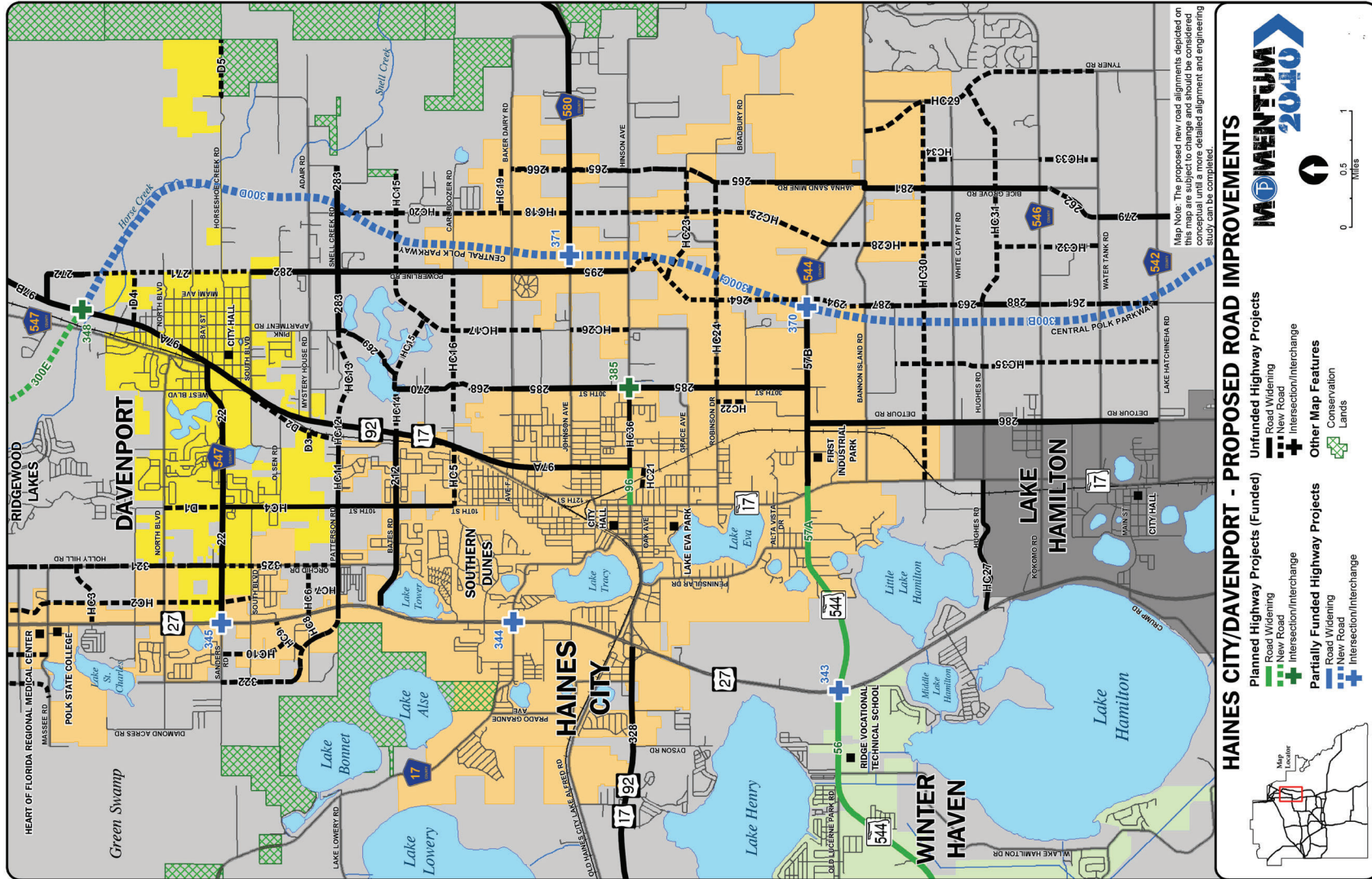
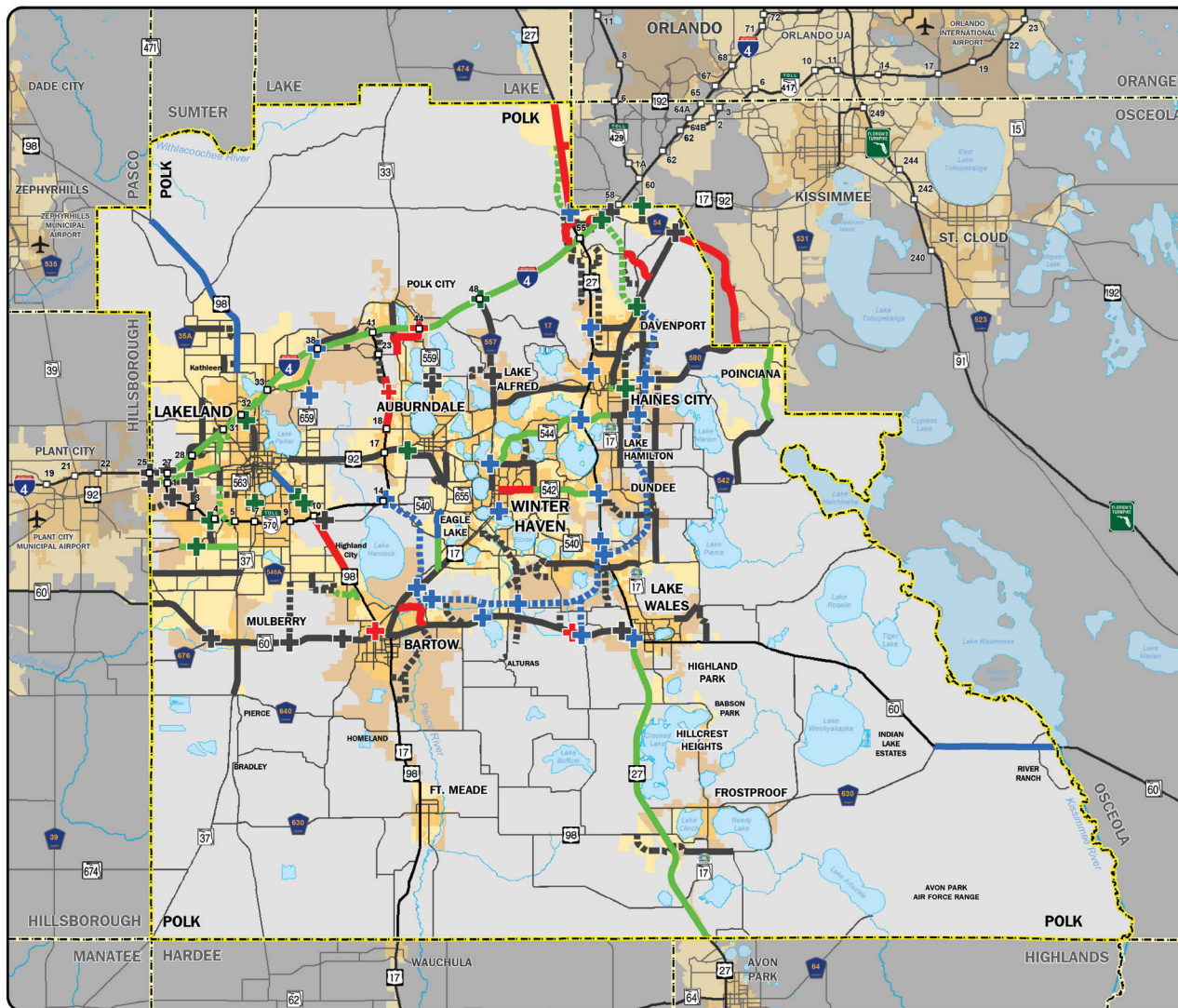


Figure 4-19: Haines City/Davenport Proposed Road Improvements





2040 Cost-Feasible Highway Network

Legend

Tier I - Committed Highway Network 2014 - 2018

- Committed/Under Construction - Highways
- + Committed/Under Construction - Intersection/Interchanges

Tier II + III - Cost-Feasible Highways 2019 - 2040

- New Road
- Road Widening
- + Intersection/Interchange Improvement

Tier IV - Illustrative Projects or Partially Funded through 2040

- New Road
- Road Widening
- + Intersection/Interchange Improvement

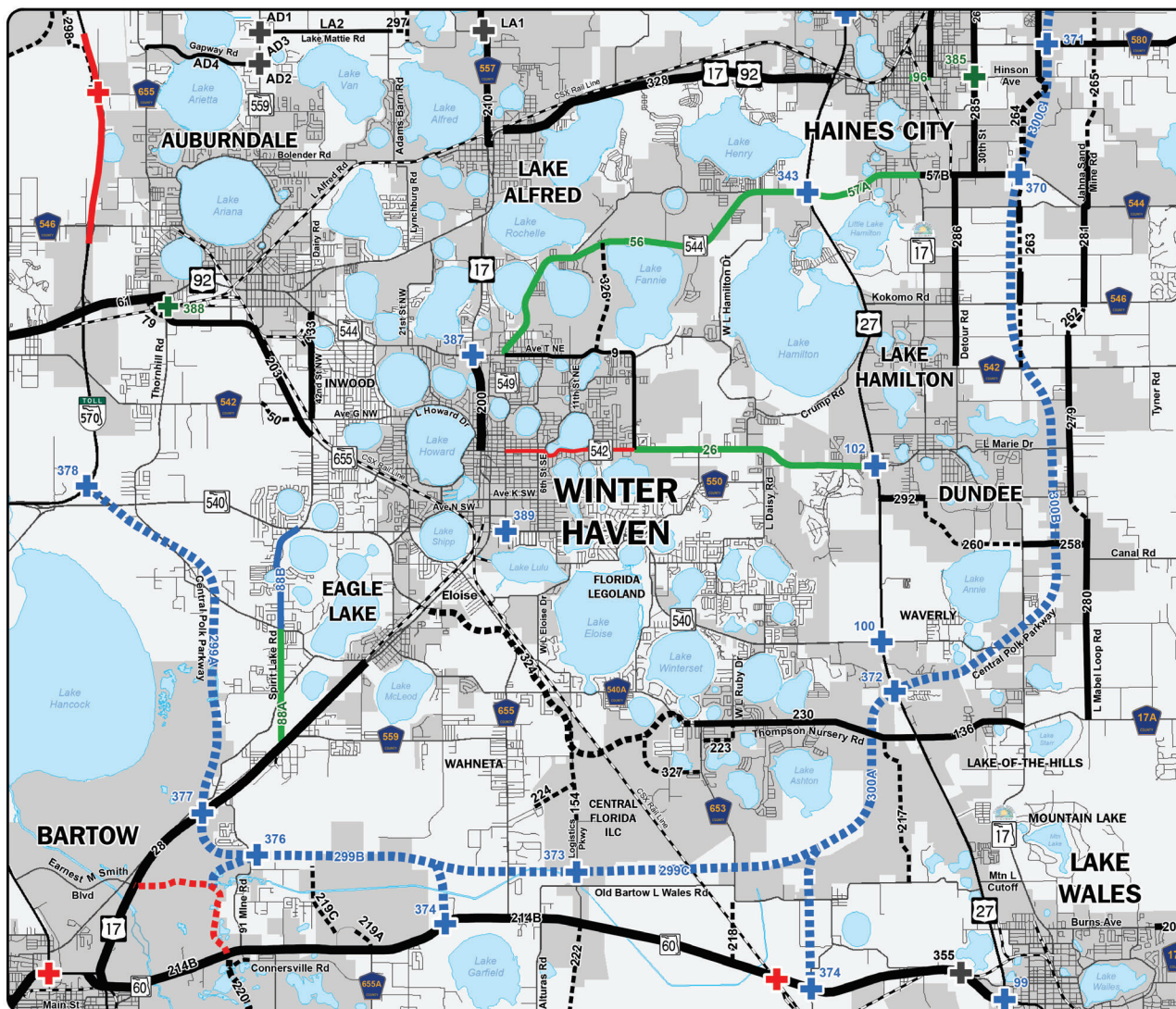
Tier V - Unfunded Needs 2019 - 2040

- New Road
- Road Widening
- + Intersection/Interchange Improvement



Polk Transportation
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Figure 4-4: Roadway Plan (Full County)



2040 Cost-Feasible Highway Network Winter Haven Area

Legend

Tier I - Committed Highway Network 2014 - 2018

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
+	Intersection/Interchange Improvement

Tier II + III - Cost-Feasible Highways 2019 - 2040

Road Widening	New Roads
2 to 4 Lanes	2 Lanes
4 to 6 Lanes	6 Lanes
6 to 10 Lanes	
+	Intersection/Interchange Improvement

Tier IV - Illustrative Projects or Partially Funded through 2040

Road Widening	New Roads
2 to 4 Lanes	6 Lanes
4 to 6 Lanes	
+	Intersection/Interchange Improvement

Tier V & VI - Unfunded Needs 2019 - 2040

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
+	Intersection/Interchange Improvement

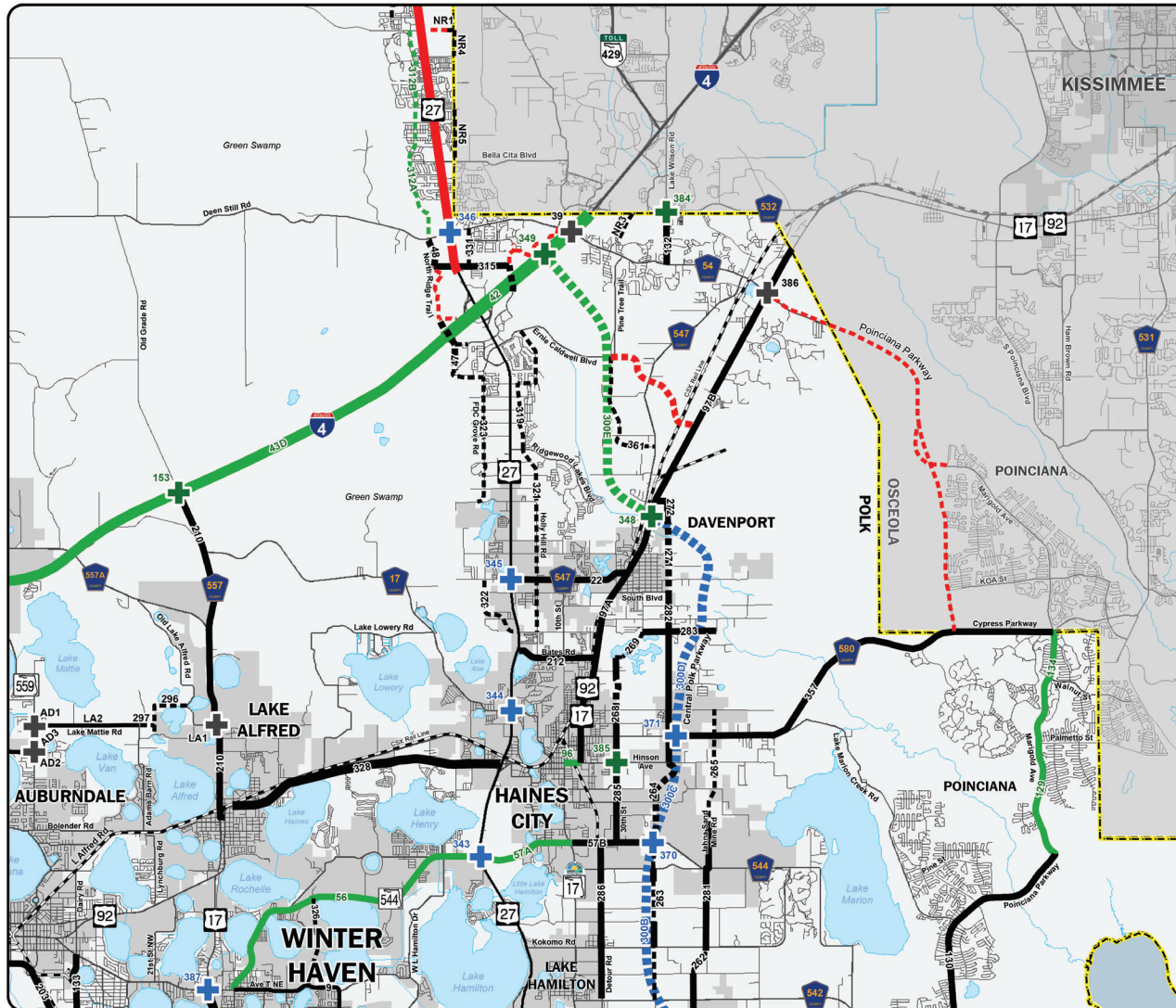


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Figure 4-6: Roadway Plan (Winter Haven Area)

TRANSPORTATION PLAN

MOMENTUM
2040



MOMENTUM
2040

2040 Cost-Feasible Highway Network Northeast Polk County

Legend

Tier I - Committed Highway Network 2014 - 2018

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
+	Intersection/Interchange Improvement

Tier II + III - Cost-Feasible Highways 2019 - 2040

Road Widening	New Roads
2 to 4 Lanes	2 Lanes
4 to 6 Lanes	6 Lanes
6 to 10 Lanes	
+	Intersection/Interchange Improvement

Tier IV - Illustrative Projects or Partially Funded through 2040

Road Widening	New Roads
2 to 4 Lanes	6 Lanes
4 to 6 Lanes	
+	Intersection/Interchange Improvement

Tier V & VI - Unfunded Needs 2019 - 2040

Road Widening	New Roads
2 to 3/4 Lanes	2 Lanes
4 to 6 Lanes	4 Lanes
+	Intersection/Interchange Improvement



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Figure 4-7: Roadway Plan (Northeast Polk County)



Figure 4-8 below lists the project by phase that corresponds to the above maps. This figure is a summary of projects in the transportation plan. A complete listing of projected is contained in Appendix A and Appendix B. For committed projects please refer to the transportation improvement program (TIP) located in Technical Appendix 4.

Tier I: Existing + Committed Roadway Improvements

Bartow Northern Connector (US 98 to US 17)
 Bartow Northern Connector (US 17 to SR 60)
 Bella Citta Blvd (US 27 to Osceola County L)
 Buckingham Drive (Buckingham Drive to Dunson Rd)
 County Line Road (SR 60 to West Pipkin Road)
 CR 35A (Galloway Road to Duff Road)
 CR 37B (CR 540A to SR 570)
 CR 559A (CR 655 to SR 559)
 CR 655 (Berkley Rd) (CR 546 to Pace Road)
 CR 655 (Berkley Rd) (Pace Rd to CR 559A)
 Dunson Rd Ext (Dead End to CR 54)
 Dunson Rd Ext (Dead End to Buckingham Drive)
 Edgewood Extension (Edgewood Drive to SR 573 (Harden))
 Ernie Caldwell Boulevard (FDC Grove Road to Pine Tree Trail)
 Ernie Caldwell Boulevard (Pine Tree Trail to US 17/92)
 Harden Boulevard (W Pipkin Road to SR 570)
 Home Run Blvd Connector (US 27 to Ernie Caldwell)
 Home Run Blvd Connector (Ernie Caldwell to Home Run Blvd)
 Lakeland E-W Connector Rd (SR 33 to SR 570)
 Logistics Parkway (CSX to SR 60)
 North Ridge Trail (NW Access Rd to Dunson Rd)
 NW Access Rd (North Ridge Tr to NW Access Rd)
 Pace Road Extension (SR 570 to CR 655 Berkley Rd)
 Pine Tree Trail (Ernie Caldwell to CR 54)
 Poinciana Parkway (Marigold Avenue to US 17/92)
 Rhododendron Extension (CR 580 to Marigold Ave)
 Sand Mine Road (Sand Mine Rd to Sand Mine Rd)
 SR 33 (End of 2 lane to E Old Combee Rd)
 SR 542 (SR 549/1st St to Buckeye Loop Rd)
 SR 559 Extension (SR 655 to CR 544A)
 SR 570/Polk Parkway (S/O CR 546 to N/O Eastern Toll Plaza)
 SR 570/Polk Parkway (S/O Pace Road to I-4)
 SR 60 (W of US 98 to US 98/17)
 US 27 (CR 546 to SR 544)
 US 27 (SR 540 to SR 542)
 US 27 (Dunson Road to US 192)
 US 27 (SR 542 to CR 546)
 US 98 (SR 540 to Brooks Ave)
 US 98 (N of CR 540A to S of Manor Drive)
 US 98 (SR 60 to S of Manor Drive)
 US 98 (CR 540A to SR 540)
 US 98 (Brooks Ave to Edgewood Drive)
 USF Loop Road (Lakeland E-W to Lakeland E-W)
 Waring Road Extension (W Pipkin Rd to Medulla Rd)

Tier II: Cost Feasible Plan (2019 to 2030)

ID #	Name
26	SR 542/Dundee Rd (Buckeye Loop Rd to US 27)
42	I-4 (Hillsborough Co/L to Osceola Co/L)
64	US 92/New Tampa Hwy (Hillsborough Co/L to Wabash Ave)
96	US 17/92/Hinson Ave (10th St to 17th St)
112	Wabash Ave Extension (Polk Parkway to Ariana St)
134	Marigold Avenue (Coyote Road to CR 580/Cypress Parkway)
234	Pipkin Road West (Medulla Road to Pipkin Road South)
305	Crews Lake Road/E.F. Griffin Road Connector (Crews Lake Road to E.F. Griffin Road)
310	Crevasse - Lakeland Park Drive Connector (Union Drive to Lakeland Park Drive)
362	New E_W Road (E.F. Griffin Road to US 98)
363	New Silver Development Road (New E-W Road to US 98)
300E	CPP East Corridor (US 17/92 to Interstate 4)
312A	North Ridge Trail (Deen Still Road to Four Corners Blvd)
312B	North Ridge Trail (Four Corners Blvd to Sand Mine Road)
88A	Spirit Lake Rd (US 17 to Thornhill Road)
89B	SR 33 (Old Combee Road to North of Tomkow Road)
98B	US 27 (CR 630A to Presidents Drive)
98C	US 27 (Presidents Dr to SR 60)
153	Interstate 4 @ CR 557
384	Lake Wilson Rd @ CR 532
388	SR 655 (Recker Highway), Chambers Rd to US 92 @ Thornhill Rd, 1/2 mi S of SR 655 to SR 655

Tier III: Cost Feasible Plan (2031 to 2040)

ID #	Name
43	I-4 (Hillsborough Co/L to West of US 27)
56	SR 544/Lucerne Park Rd (Avenue T to US 27)
57A	SR 544/Lucerne Park Rd (US 27 to SR 17)
98A	US 27 (Highlands Co/L to CR 630A)
114	Wabash Ave (US 92/Memorial Blvd to 10th St)
115	Wabash Ave Extension (10th St to Interstate Drive)

Tier III: Cost Feasible Plan (2031 to 2040) Cont.

ID #	Name
129	Marigold Avenue (Poinciana Parkway to Coyote Rd)
235	Pipkin Road West (Pipkin Road South to Harden Boulevard/Old 37)
381	US 98 @ Griffin Road
L11	SR 572 (Drane Field Rd) @ Waring Road
382	SR 37 (S Fl Ave) @ Edgewood Drive
L12	West Pipkin Road @ Yates Road
L15	Commerce Point Drive @ US 98
L13	SR 659 (Combee Rd) @ US 98
385	30th Street @ Hinson Avenue
348	Central Polk Parkway @ US 17/92
349	Central Polk Parkway @ Interstate 4

Tier IV: Illustrative Projects

ID #	Name
4	US 98/Bartow Rd (Lake Parker Ave to Edgewood Dr)
88B	Spirit Lake Rd (Thornhill Road to SR 540/Winterlake Rd)
237	US 98 (Daughtery Road W to N of West Socrum Loop Road)
360	US 98 (N of West Socrum Loop Road to SR 471)
299A-D, 300 A-D	Central Polk Parkway (SR 570/Polk Parkway to US 17/92)
102	US 27 @ Dundee Road (SR 542)
100	US 27 @ Cypress Gardens Boulevard (SR 540)
99	US 27 @ SR 60
342	I-4 @ SR 33
343	US 27 @ SR 544 (Lucerne Park Road)
344	US 27 @ CR 17
345	US 27 @ CR 547 (Bay Street)
346	US 27 @ Ronald Reagan Parkway
380	Old Combee Road @ Tenoroc Mine Rd/SR 659
387	US 17 @ SR 544 (Avenue T NE)
389	SR 540 @ US 17 - 1st Street

Figure 4-8: Projects by Phase

APPENDIX B

Traffic Count Summary Tables

(Tube Counts and Turning Movement Counts)

TUBE COUNT SUMMARY TABLE

ID #	Associated Intersection	Location Description	Data Source	Date of Count	Type of Count
V1	US 27 @ SR 60	SR 60 - East of US 27	FTO	01/09/2018	24 Hour Class Count
V2	US 27 @ SR 60	Ramp - NB US 27 to EB SR 60	FTO	01/09/2018	24 Hour Class Count
V3	US 27 @ SR 60	Ramp - EB SR 60 to SB US 27	FTO	01/09/2018	24 Hour Class Count
V4	US 27 @ SR 60	SR 60 - West of US 27	FTO	01/09/2018	24 Hour Class Count
V5	US 27 @ SR 60	Ramp - NB US 27 to WB SR 60	FTO	02/14/2018	24 Hour Class Count
V6	US 27 @ SR 60	Ramp - WB SR 60 to NB US 27	FTO	02/14/2018	24 Hour Class Count
V7	US 27 @ SR 60	Ramp - SB US 27 to WB SR 60	FTO	02/14/2018	24 Hour Class Count
V8	US 27 @ SR 60	Ramp - WB SR 60 to SB US 27	FTO	02/14/2018	24 Hour Class Count
V9	US 27 @ W Central Ave	W Central Ave - East of US 27	TPO	06/11/2015	24 Hour Volume Count
V10	US 27 @ W Central Ave	W Central Ave - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V11	US 27 @ W Central Ave	US 27 - North of W Central Ave	FTO	02/13/2018	24 Hour Class Count
V12	US 27 @ W Washington Ave	US 27 - South of W Washington Ave	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V13	US 27 @ W Washington Ave	W Washington Ave - East of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V14	US 27 @ W Washington Ave	W Washington Ave - West of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V15	US 27 @ W Washington Ave	W Washington Ave - East of New St	FTO	01/10/2018	24 Hour Class Count
V16	US 27 @ W Washington Ave	US 27 - North of Washington Ave	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V17	US 27 @ Mountain Lake Cutoff Rd	Mountain Lake Cutoff Rd - West of US 27	FTO	01/16/2018	24 Hour Volume Count
V18	US 27 @ E Mountain Lake Cutoff Rd	US 27 - South of E Mountain Lake Cutoff Rd	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V19	US 27 @ E Mountain Lake Cutoff Rd	E Mountain Lake Cutoff Rd - West of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V20	US 27 @ E Mountain Lake Cutoff Rd	E Mountain Lake Cutoff Rd - East of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V21	US 27 @ E Mountain Lake Cutoff Rd	E Mountain Lake Cutoff Rd - East of US 27	FTO	01/16/2018	24 Hour Volume Count
V22	US 27 @ E Mountain Lake Cutoff Rd	US 27 - North of E Mountain Lake Cutoff Rd	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V23	US 27 @ Tower Point Circle/Vanguard School	Vanguard School Entrance - West of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V24	US 27 @ Tower Point Circle/Vanguard School	Tower Point Cir - East of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V25	US 27 @ Eagle Ridge Mall Ent S	US 27 - South of Eagle Ridge Mall Ent S	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V26	US 27 @ Eagle Ridge Mall Ent S	Eagle Ridge Mall Ent S - East of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V27	US 27 @ Eagle Ridge Mall Ent S	US 27 - North of Eagle Ridge Mall Ent S	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V28	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	US 27 - South of Thompson Nursery Rd/Chalet Suzanne Rd	FTO	02/13/2018	24 Hour Volume Count
V29	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	US 27 - South of Thompson Nursery Rd/Chalet Suzanne Rd	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V30	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	Thompson Nursery Rd - West of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V31	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	Chalet Suzanne Rd - East of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V32	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	US 27 - North of Thompson Nursery Rd/Chalet Suzanne Rd	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V33	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	Chalet Suzanne Rd - West of Preserve Pkwy	FTO	05/22/2018	24 Hour Class Count
V34	US 27 @ Market Blvd/Star Lake Dr	Market Blvd - West of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V35	US 27 @ Market Blvd/Star Lake Dr	Star Lake Dr - East of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V36	US 27 @ Cypress Gardens Blvd/Waverly Rd/SR 540	US 27 - South of Cypress Gardens Blvd/Waverly Rd/SR 540	FTO	02/13/2018	24 Hour Class Count
V37	US 27 @ Cypress Gardens Blvd/Waverly Rd/SR 540	Cypress Gardens Blvd - West of US 27	FTO	05/08/2018	24 Hour Class Count
V38	US 27 @ Cypress Gardens Blvd/Waverly Rd/SR 540	Waverly Rd - East of US 27	FTO	01/01/2018	AADT
V39	US 27 @ Cypress Gardens Blvd/Waverly Rd/SR 540	US 27 - North of Cypress Gardens Blvd/Waverly Rd/SR 540	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V40	US 27 @ Lincoln Ave	US 27 - South of Lincoln Ave	FTO	04/11/2018	24 Hour Class Count
V41	US 27 @ Lincoln Ave	Lincoln Ave - East of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V42	US 27 @ Dundee Rd/SR 542	US 27 - South of Dundee Rd/SR 542	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V43	US 27 @ Dundee Rd/SR 542	Dundee Rd - West of US 27	FTO	04/11/2018	24 Hour Class Count
V44	US 27 @ Dundee Rd/SR 542	Dundee Rd - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V45	US 27 @ Dundee Rd/SR 542	Dundee Rd - West of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V46	US 27 @ Dundee Rd/SR 542	Dundee Rd - West of US 27	TPO	06/30/2015	24 Hour Volume Count
V47	US 27 @ Dundee Rd/SR 542	US 27 - North of Dundee Rd/SR 542	D1 US 27 Intersection Study (436417-1-32-01)	02/09/2016	24 Hour Approach Volume Count
V48	US 27 @ Frederick Ave	FairBridge Inn Express Dundee - West of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count2
V49	US 27 @ Frederick Ave	Frederick Ave - East of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V50	US 27 @ Crump Rd/Main St	Crump Rd - West of US 27	TPO	06/02/2015	24 Hour Volume Count
V51	US 27 @ Crump Rd/Main St	Main St - East of US 27	TPO	06/18/2015	24 Hour Volume Count
V52	US 27 @ Kokomo Rd	Kokomo Rd - East of US 27	TPO	06/16/2015	24 Hour Volume Count
V53	US 27 @ Kokomo Rd	Kokomo Rd - East of US 27	FTO	01/16/2018	24 Hour Class Count
V54	US 27 @ Hughes Rd	US 27 - North of Hughes Rd	FTO	01/30/2018	24 Hour Volume Count
V55	US 27 @ Paradise Island Pl/Sunshine Dr	Sunshine Dr - West of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V56	US 27 @ Paradise Island Pl/Sunshine Dr	Paradise Island Pl - East of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V57	US 27 @ SR 544	US 27 - South of SR 544	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V58	US 27 @ SR 544	SR 544 - East of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V59	US 27 @ SR 544	SR 544 - West of US 27	FTO	01/30/2018	24 Hour Class Count
V60	US 27 @ SR 544	SR 544 - West of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V61	US 27 @ SR 544	US 27 - North of SR 544	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V62	US 27 @ SR 544	SR 544 - East of US 27	FTO	01/30/2018	24 Hour Volume Count
V63	US 27 @ US 17	US 27 - South of US 17	FTO	07/24/2018	24 Hour Class Count
V64	US 27 @ US 17	Ramp - NB US 27 to EB US 17	FTO	01/23/2018	24 Hour Class Count
V65	US 27 @ US 17	Ramp - SB US 27 to EB US 17	FTO	01/23/2018	24 Hour Class Count
V66	US 27 @ US 17	Ramp - EB US 17 to SB US 27	FTO	01/23/2018	24 Hour Class Count
V67	US 27 @ US 17	Ramp - EB US 17 to NB US 27	FTO	01/23/2018	24 Hour Class Count
V68	US 27 @ US 17	US 17 - West of US 27	FTO	01/23/2018	24 Hour Class Count
V69	US 27 @ US 17	Ramp - WB US 17 to NB US 27	FTO	01/24/2018	24 Hour Class Count
V70	US 27 @ US 17	Ramp - NB US 27 to WB US 17	FTO	01/23/2018	24 Hour Class Count
V71	US 27 @ US 17	Ramp - WB US 17 to SB US 27	FTO	01/23/2018	24 Hour Class Count
V72	US 27 @ US 17	Ramp - SB US 27 to WB US 17	FTO	01/23/2018	24 Hour Class Count
V73	US 27 @ US 17	US 27 - North of US 17	FTO	01/23/2018	24 Hour Class Count
V74	US 27 @ Johnson Ave W	Johnson Ave W - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V75	US 27 @ Johnson Ave W	Johnson Ave W - East of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V76	US 27 @ Commerce Ave	Commerce Ave - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V77	US 27 @ Pilot Travel Center Entrance	Pilot Travel Center Entrance - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V78	US 27 @ Old Polk City Rd/W Main St	US 27 - South of Old Polk City Rd/W Main St	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V79	US 27 @ Old Polk City Rd/W Main St	Old Polk City Rd - West of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V80	US 27 @ Old Polk City Rd/W Main St	W Main St - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V81	US 27 @ Old Polk City Rd/W Main St	US 27 - North of Old Polk City Rd/W Main St	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V82	US 27 @ Old Polk City Rd/W Main St	US 27 - North of W Main St	FTO	04/11/2018	24 Hour Volume Count
V83	US 27 @ Elen Este Blvd/Southern Dunes Blvd	Glen Este Blvd - West of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V84	US 27 @ Elen Este Blvd/Southern Dunes Blvd	Southern Dunes Blvd - East of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V85	US 27 @ Bates Rd	Bates Rd - East of US 27	FTO	06/06/2018	24 Hour Volume Count
V86	US 27 @ Bates Rd	US 27 - South of Bates Rd	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V87	US 27 @ Bates Rd	Bates Rd - East of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V88	US 27 @ Bates Rd	Bates Rd - West of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/24/2016	24 Hour Approach Volume Count
V89	US 27 @ Bates Rd	US 27 - North of Bates Rd	FTO	04/11/2018	24 Hour Volume Count
V90	US 27 @ Patterson Rd	Patterson Rd - East of US 27	TPO	05/21/2015	24 Hour Volume Count
V91	US 27 @ South Blvd	South Blvd - East of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V92	US 27 @ South Blvd	RWS Ranch Rd - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V93	US 27 @ Sanders Rd/Davenport Blvd	US 27 - South of Sanders Rd/Davenport Blvd	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V94	US 27 @ Sanders Rd/Davenport Blvd	Davenport Blvd - East of US 27	TPO	05/21/2015	24 Hour Volume Count
V95	US 27 @ Sanders Rd/Davenport Blvd	Sanders Rd - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V96	US 27 @ Sanders Rd/Davenport Blvd	Davenport Blvd - East of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V97	US 27 @ Sanders Rd/Davenport Blvd	US 27 - North of Sanders Rd/Davenport Blvd	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V98	US 27 @ Holly Hill Cutoff Rd/North Blvd	North Blvd - East of US 27	TPO	05/26/2015	24 Hour Volume Count
V99	US 27 @ Holly Hill Cutoff Rd/North Blvd	Holly Hill Cut-Off Rd - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V100	US 27 @ La Casa del Sol Blvd	La Casa del Sol Blvd - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V101	US 27 @ Massee Rd/Holly Hill Rd	US 27 - South of Massee Rd/Holly Hill Rd	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count

TUBE COUNT SUMMARY TABLE (CONT.)

ID #	Associated Intersection	Location Description	Data Source	Date of Count	Type of Count
V102	US 27 @ Massee Rd/Holly Hill Rd	Holly Hill Rd - East of US 27	TPO	05/26/2015	24 Hour Volume Count
V103	US 27 @ Massee Rd/Holly Hill Rd	Holly Hill Rd - East of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V104	US 27 @ Massee Rd/Holly Hill Rd	Massee Rd - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V105	US 27 @ Massee Rd/Holly Hill Rd	US 27 - North of Massee Rd/Holly Hill Rd	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V106	US 27 @ Holly Hill Tank Rd/Florida Development Rd	US 27 - South of Holly Hill Tank Rd	FTO	12/31/2018	24 Hour Continuous Count
V107	US 27 @ Holly Hill Tank Rd/Florida Development Rd	Florida Development Rd - East of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V108	US 27 @ Holly Hill Tank Rd/Florida Development Rd	Holly Hill Tank Rd - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V109	US 27 @ Ridgewood Lakes Blvd	Ridgewood Lakes Blvd - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V110	US 27 @ Cottonwood Dr/Holly Hill Grove Rd 2	Holly Hill Grove Two Rd - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V111	US 27 @ Cottonwood Dr/Holly Hill Grove Rd 2	Cottonwood Dr - East of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V112	US 27 @ Minute Maid Ramp Rd 2/Citrus Ridge Dr	US 27 - South of Minute Maid Ramp Rd 2/Citrus Ridge Dr	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V113	US 27 @ Minute Maid Ramp Rd 2/Citrus Ridge Dr	Citrus Ridge Dr - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V114	US 27 @ Minute Maid Ramp Rd 2/Citrus Ridge Dr	Minute Maid Ramp Rd 2 - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V115	US 27 @ Minute Maid Ramp Rd 2/Citrus Ridge Dr	US 27 - North of Minute Maid Ramp Rd 2/Citrus Ridge Dr	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V116	US 27 @ Heller Bros Blvd/Deer Creek Blvd	US 27 - South of Heller Bros Blvd/Deer Creek Blvd	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V117	US 27 @ Heller Bros Blvd/Deer Creek Blvd	Heller Bros Blvd - West of US 27	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V118	US 27 @ Heller Bros Blvd/Deer Creek Blvd	Deer Creek Blvd - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V119	US 27 @ Heller Bros Blvd/Deer Creek Blvd	US 27 - North of Heller Bros Blvd/Deer Creek Blvd	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V120	US 27 @ Ernie Caldwell Blvd	US 27 - South of Ernie Caldwell Blvd	I-4 SIAR (202080-1-12-05)	05/04/2016	48 Hour Class Count
V121	US 27 @ Home Run Blvd/Posner Blvd	US 27 - South of Home Run Blvd/Posner Blvd	D1 US 27 Intersection Study (436417-1-32-01)	02/23/2016	24 Hour Approach Volume Count
V122	US 27 @ Home Run Blvd/Posner Blvd	Home Run Blvd - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V123	US 27 @ Home Run Blvd/Posner Blvd	Posner Blvd - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V124	US 27 @ Home Run Blvd/Posner Blvd	US 27 - North of Home Run Blvd/Posner Blvd	I-4 SIAR (202080-1-12-05)	04/26/2016	48 Hour Class Count
V125	US 27 @ I-4	US 27 - South of I-4	I-4 SIAR (202080-1-12-05)	05/08/2018	24 Hour Class Count
V126	US 27 @ SW Access Rd	SW Access Rd - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V127	US 27 @ I-4	Ramp - NB US 27 to EB I-4	I-4 SIAR (202080-1-12-05)	05/08/2018	24 Hour Class Count
V128	US 27 @ I-4	Ramp - SB US 27 to WB I-4	FTO	03/13/2018	24 Hour Volume Count
V129	US 27 @ I-4	Ramp - EB I-4 to US 27	FTO	03/13/2018	24 Hour Volume Count
V130	US 27 @ I-4	Ramp - SB US 27 to EB I-4	FTO	03/13/2018	24 Hour Volume Count
V131	US 27 @ I-4	Ramp - WB I-4 to US 27	FTO	03/13/2018	24 Hour Volume Count
V132	US 27 @ I-4	Ramp - NB US 27 to WB I-4	FTO	03/13/2018	24 Hour Volume Count
V133	US 27 @ I-4	Hampton Inn, Burger King, and Denny's Access Road - East of US 27	Northeast Polk US 27 Mobility Study	02/05/2019	72 Hour Volume Count
V134	US 27 @ I-4	US 27 - North of I-4	FTO	06/27/2018	24 Hour Class Count
V135	US 27 @ I-4	US 27 - North of I-4	I-4 SIAR (202080-1-12-05)	05/08/2018	24 Hour Class Count
V136	US 27 @ Access Rd/Ritchie Bros Driveway	Access Rd NW - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V137	US 27 @ Access Rd/Ritchie Bros Driveway	Ritchie Bros Driveway - East of US 27	Northeast Polk US 27 Mobility Study	02/05/2019	72 Hour Volume Count
V138	US 27 @ Waverly Barn Rd/Dunson Rd	Dunson Rd - West of US 27	I-4 SIAR (202080-1-12-05)	04/26/2016	48 Hour Class Count
V139	US 27 @ Waverly Barn Rd/Dunson Rd	Dunson Rd - East of US 27	TPO	01/01/2017	24 Hour Class Count
V140	US 27 @ Deen Still Rd/Ronald Reagan Pkwy	Deen Still Rd - West of US 27	I-4 SIAR (202080-1-12-05)	04/26/2016	48 Hour Class Count
V141	US 27 @ Deen Still Rd/Ronald Reagan Pkwy	Ronald Reagan Pkwy - East of US 27	FTO	01/01/2018	AADT
V142	US 27 @ Ogelthorpe Dr	Ogelthorpe Dr - West of US 27	Northeast Polk US 27 Mobility Study	02/05/2019	72 Hour Volume Count
V143	US 27 @ Elgin Blvd/Tn County 1 Rd	Tri County 1 Rd - East of US 27	Northeast Polk US 27 Mobility Study	02/05/2019	72 Hour Volume Count
V144	US 27 @ Elgin Blvd/Tn County 1 Rd	Elgin Blvd - West of US 27	Northeast Polk US 27 Mobility Study	02/05/2019	72 Hour Volume Count
V145	US 27 @ Bella Citta Blvd	Bella Citta Blvd - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V146	US 27 @ Four Corners Blvd	Four Corners Blvd - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V147	US 27 @ Central Grove Rd/Terra del Sol Blvd	Terra del Sol Blvd - East of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V148	US 27 @ Central Grove Rd/Terra del Sol Blvd	Central Grove Rd - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V149	US 27 @ California Blvd	California Blvd - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V150	US 27 @ McFee Dr	McFee Dr - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V151	US 27 @ Highlands Reserve Blvd/Student Dr	Highlands Reserve Blvd - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V152	US 27 @ Highlands Reserve Blvd/Student Dr	Student Dr - East of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V153	US 27 @ Sand Mine Rd	Sand Mine Rd - West of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V154	US 27 @ Sand Mine Rd	Sand Mine Rd - East of US 27	Northeast Polk US 27 Mobility Study	01/08/2019	72 Hour Volume Count
V155	US 27 @ Legacy Park Blvd/Florence Villa Grove Rd	Florence Villa Grove Rd - East of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V156	US 27 @ Legacy Park Blvd/Florence Villa Grove Rd	Legacy Park Blvd - West of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V157	US 27 @ Polo Park Blvd/Polo Park East Blvd	Polo Park East Blvd - East of US 27	Northeast Polk US 27 Mobility Study	02/12/2019	72 Hour Volume Count
V158	US 27 @ Polo Park Blvd/Polo Park East Blvd	Polo Park Blvd - West of US 27	Northeast Polk US 27 Mobility Study	02/19/2019	72 Hour Volume Count
V159	US 27 @ US 192	US 27 - South of US 192	FTO	05/09/2018	24 Hour Class Count
V160	US 27 @ US 192	Ramp - WB US 192 to SB US 27	FTO	06/06/2018	24 Hour Volume Count
V161	US 27 @ US 192	Ramp - SB US 27 to EB US 192	FTO	06/05/2018	24 Hour Volume Count
V162	US 27 @ US 192	Ramp - NB US 27 to EB US 192	FTO	05/09/2018	24 Hour Volume Count
V163	US 27 @ US 192	US 192 - East of US 27	FTO	04/11/2018	24 Hour Class Count

TURNING MOVEMENT COUNT SUMMARY TABLE

ID #	Intersection	Data Source	Date of Count	Type of Count
S1	SR 60 (SBL US 27 onto SR 60)	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
S2	W Central Ave	Northeast Polk US 27 Mobility Study	11/15/2018	8 Hour TMC
S3	Washington Ave	D1 US 27 Intersection Study (436417-1-32-01)	03/01/2016	8 Hour TMC
S4	Mt Lake Cut Off Rd N	D1 US 27 Intersection Study (436417-1-32-01)	03/01/2016	8 Hour TMC
U1	Tower Point Ent / Vanguard School Ent	Northeast Polk US 27 Mobility Study	11/15/2018	8 Hour TMC
S5	Eagle Ridge Mall Ent S	D1 US 27 Intersection Study (436417-1-32-01)	03/01/2016	8 Hour TMC
S6	Thompson Nursey Rd	D1 US 27 Intersection Study (436417-1-32-01)	03/03/2016	8 Hour TMC
S7	Market Blvd / Star Lake Dr	Northeast Polk US 27 Mobility Study	11/15/2018	8 Hour TMC
S8	SR 540	D1 US 27 Intersection Study (436417-1-32-01)	03/03/2016	8 Hour TMC
U2	Lincoln Ave	Northeast Polk US 27 Mobility Study	11/15/2018	8 Hour TMC
S9	SR 542 / Dundee Rd	D1 US 27 Intersection Study (436417-1-32-01)	03/03/2016	8 Hour TMC
U3	Frederick Ave	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
S10	Crumpp Rd / W Main St	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
U4	Kokomo Rd	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
U5	Paradise Island Pl / Sunshine Dr	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
S11	SR 544	D1 US 27 Intersection Study (436417-1-32-01)	03/31/2016	8 Hour TMC
U6	W Johnson Ave	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
S12	Commerce Ave / Pilot Ent	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
S13	CR 17 / Old Polk City Rd	D1 US 27 Intersection Study (436417-1-32-01)	03/31/2016	8 Hour TMC
S14	Glen Este Blvd / Southern Dunes	Northeast Polk US 27 Mobility Study	11/28/2018	8 Hour TMC
S15	Bates Rd	D1 US 27 Intersection Study (436417-1-32-01)	03/31/2016	8 Hour TMC
U7	Section 7 Airport Rd / Parson Rd / Patterson Rd	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
U8	South Blvd	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
S16	Sanders Rd / CR 547 / Davenport Blvd	D1 US 27 Intersection Study (436417-1-32-01)	03/17/2016	8 Hour TMC
U9	Holly Hill Cutoff Rd / North Blvd W	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
U10	La Casa Del Sol Blvd	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
S17	Massee Rd / Holly Hill Rd	D1 US 27 Intersection Study (436417-1-32-01)	03/17/2016	8 Hour TMC
U11	Holly Hill Tank Rd / Florida Development Rd	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
S18	Ridgewood Lakes Blvd	Northeast Polk US 27 Mobility Study	11/29/2018	8 Hour TMC
U12	Cottonwood Rd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
S19	Minute Maid Ramp Rd 2	D1 US 27 Intersection Study (436417-1-32-01)	03/17/2016	8 Hour TMC
S20	Heller Bros. Blvd / Deer Creek Blvd	D1 US 27 Intersection Study (436417-1-32-01)	03/29/2016	8 Hour TMC
S21	Home Run Blvd / Victor Posner Blvd	I-4 SIAR (202080-1-12-05)	05/08/2018	4 Hour TMC
S22	I-4 EB Ramps (Frontage Rd)	I-4 SIAR (202080-1-12-05)	05/08/2018	4 Hour TMC
S23	I-4 WB Ramps	I-4 SIAR (202080-1-12-05)	05/08/2018	4 Hour TMC
S24	Access Rd	I-4 SIAR (202080-1-12-05)	05/08/2018	4 Hour TMC
S25	Waverly Barn Rd	I-4 SIAR (202080-1-12-05)	04/26/2016	4 Hour TMC
S26	Deen Still Rd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
U13	Laurel Estates Driveway	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
U14	Cardiff Ave / Tri County 1 Rd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
S27	Four Corners Blvd / Bella Citta Blvd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
U15	Terra del sol / Central Grove Rd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
S28	McFee Dr / California Blvd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
S29	Student Dr / Highland Reserve Blvd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
S30	Sand Mine Rd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
S31	Florence Villa Grove Rd / Legacy Park Blvd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC
S32	Polo Park Blvd	Northeast Polk US 27 Mobility Study	12/13/2018	8 Hour TMC

APPENDIX C
Traffic Count Data
(Tube Counts and Turning Movement Counts)

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&SR60EB
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns														
	US 27 Southbound				US 27 Northbound				SR 60 EB to US 27 SB Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
06:30 AM	41	109	0	150	0	215	8	223	0	0	47	47	420	
06:45 AM	37	115	0	152	0	194	14	208	0	0	60	60	420	
Total	78	224	0	302	0	409	22	431	0	0	107	107	840	
07:00 AM	48	141	0	189	0	219	10	229	0	0	49	49	467	
07:15 AM	65	101	0	166	0	268	32	300	0	0	54	54	520	
07:30 AM	77	132	0	209	0	237	27	264	0	0	56	56	529	
07:45 AM	76	193	0	269	0	277	32	309	0	0	74	74	652	
Total	266	567	0	833	0	1001	101	1102	0	0	233	233	2168	
08:00 AM	73	152	0	225	0	252	15	267	0	0	58	58	550	
08:15 AM	75	130	0	205	0	233	20	253	0	0	75	75	533	
08:30 AM	89	156	0	245	0	252	17	269	0	0	65	65	579	
08:45 AM	54	140	0	194	0	223	31	254	0	0	49	49	497	
Total	291	578	0	869	0	960	83	1043	0	0	247	247	2159	
09:00 AM	64	130	0	194	0	206	24	230	0	0	53	53	477	
09:15 AM	54	115	0	169	0	182	13	195	0	0	47	47	411	
09:30 AM	71	155	0	226	0	208	22	230	0	0	43	43	499	
09:45 AM	84	135	0	219	0	185	28	213	0	0	58	58	490	
Total	273	535	0	808	0	781	87	868	0	0	201	201	1877	
10:00 AM	76	126	0	202	0	184	13	197	0	0	60	60	459	
10:15 AM	56	129	0	185	0	200	20	220	0	0	66	66	471	
*** BREAK ***														
Total	132	255	0	387	0	384	33	417	0	0	126	126	930	
*** BREAK ***														
03:00 PM	90	189	0	279	0	203	21	224	0	0	58	58	561	
03:15 PM	76	213	0	289	0	218	18	236	0	0	61	61	586	
03:30 PM	76	215	0	291	0	269	38	307	0	0	64	64	662	
03:45 PM	81	230	0	311	0	224	24	248	0	0	79	79	638	
Total	323	847	0	1170	0	914	101	1015	0	0	262	262	2447	
04:00 PM	82	231	0	313	0	277	29	306	0	0	75	75	694	
04:15 PM	65	209	0	274	0	219	26	245	0	0	82	82	601	
04:30 PM	98	225	0	323	0	220	27	247	0	0	62	62	632	
04:45 PM	78	215	0	293	0	217	29	246	0	0	86	86	625	
Total	323	880	0	1203	0	933	111	1044	0	0	305	305	2552	
05:00 PM	111	231	0	342	0	304	29	333	0	0	72	72	747	
05:15 PM	94	236	0	330	0	221	24	245	0	0	86	86	661	
05:30 PM	106	234	0	340	0	234	33	267	0	0	87	87	694	
05:45 PM	69	186	0	255	0	236	32	268	0	0	100	100	623	
Total	380	887	0	1267	0	995	118	1113	0	0	345	345	2725	
06:00 PM	96	217	0	313	0	164	18	182	0	0	54	54	549	
06:15 PM	91	213	0	304	0	202	14	216	0	0	57	57	577	
06:30 PM	85	159	0	244	0	171	25	196	0	0	71	71	511	
06:45 PM	67	115	0	182	0	110	10	120	0	0	51	51	353	
Total	339	704	0	1043	0	647	67	714	0	0	233	233	1990	
Grand Total	2405	5477	0	7882	0	7024	723	7747	0	0	2059	2059	17688	
Apprch %	30.5	69.5	0		0	90.7	9.3		0	0	100			
Total %	13.6	31	0	44.6	0	39.7	4.1	43.8	0	0	11.6	11.6		
Passenger Vehicles	2200	4938	0	7138	0	6249	671	6920	0	0	1786	1786	15844	
% Passenger Vehicles	91.5	90.2	0	90.6	0	89	92.8	89.3	0	0	86.7	86.7	89.6	
Heavy Vehicles	191	539	0	730	0	775	52	827	0	0	273	273	1830	
% Heavy Vehicles	7.9	9.8	0	9.3	0	11	7.2	10.7	0	0	13.3	13.3	10.3	
UTurns	14	0	0	14	0	0	0	0	0	0	0	0	14	
% UTurns	0.6	0	0	0.2	0	0	0	0	0	0	0	0	0.1	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
 Weather: Clear
 Comments:

File Name : US27&SR60EB
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 2

	US 27 Southbound				US 27 Northbound				SR 60 EB to US 27 SB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	76	193	0	269	0	277	32	309	0	0	74	74	652
08:00 AM	73	152	0	225	0	252	15	267	0	0	58	58	550
08:15 AM	75	130	0	205	0	233	20	253	0	0	75	75	533
08:30 AM	89	156	0	245	0	252	17	269	0	0	65	65	579
Total Volume	313	631	0	944	0	1014	84	1098	0	0	272	272	2314
% App. Total	33.2	66.8	0		0	92.3	7.7		0	0	100		
PHF	.879	.817	.000	.877	.000	.915	.656	.888	.000	.000	.907	.907	.887
Passenger Vehicles	275	564	0	839	0	914	80	994	0	0	234	234	2067
% Passenger Vehicles	87.9	89.4	0	88.9	0	90.1	95.2	90.5	0	0	86.0	86.0	89.3
Heavy Vehicles	38	67	0	105	0	100	4	104	0	0	38	38	247
% Heavy Vehicles	12.1	10.6	0	11.1	0	9.9	4.8	9.5	0	0	14.0	14.0	10.7
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:45 AM				
+0 mins.	76	193	0	269	0	268	32	300	0	0	74	74	
+15 mins.	73	152	0	225	0	237	27	264	0	0	58	58	
+30 mins.	75	130	0	205	0	277	32	309	0	0	75	75	
+45 mins.	89	156	0	245	0	252	15	267	0	0	65	65	
Total Volume	313	631	0	944	0	1034	106	1140	0	0	272	272	
% App. Total	33.2	66.8	0		0	90.7	9.3		0	0	100		
PHF	.879	.817	.000	.877	.000	.933	.828	.922	.000	.000	.907	.907	
Passenger Vehicles	275	564	0	839	0	952	96	1048	0	0	234	234	
% Passenger Vehicles	87.9	89.4	0	88.9	0	92.1	90.6	91.9	0	0	86	86	
Heavy Vehicles	38	67	0	105	0	82	10	92	0	0	38	38	
% Heavy Vehicles	12.1	10.6	0	11.1	0	7.9	9.4	8.1	0	0	14	14	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	78	215	0	293	0	217	29	246	0	0	86	86	625
05:00 PM	111	231	0	342	0	304	29	333	0	0	72	72	747
05:15 PM	94	236	0	330	0	221	24	245	0	0	86	86	661
05:30 PM	106	234	0	340	0	234	33	267	0	0	87	87	694
Total Volume	389	916	0	1305	0	976	115	1091	0	0	331	331	2727
% App. Total	29.8	70.2	0		0	89.5	10.5		0	0	100		
PHF	.876	.970	.000	.954	.000	.803	.871	.819	.000	.000	.951	.951	.913
Passenger Vehicles	377	858	0	1235	0	878	111	989	0	0	307	307	2531
% Passenger Vehicles	96.9	93.7	0	94.6	0	90.0	96.5	90.7	0	0	92.7	92.7	92.8
Heavy Vehicles	10	58	0	68	0	98	4	102	0	0	24	24	194
% Heavy Vehicles	2.6	6.3	0	5.2	0	10.0	3.5	9.3	0	0	7.3	7.3	7.1
UTurns	2	0	0	2	0	0	0	0	0	0	0	0	2
% UTurns	0.5	0	0	0.2	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				
+0 mins.	78	215	0	293	0	304	29	333	0	0	72	72	
+15 mins.	111	231	0	342	0	221	24	245	0	0	86	86	
+30 mins.	94	236	0	330	0	234	33	267	0	0	87	87	
+45 mins.	106	234	0	340	0	236	32	268	0	0	100	100	
Total Volume	389	916	0	1305	0	995	118	1113	0	0	345	345	
% App. Total	29.8	70.2	0		0	89.4	10.6		0	0	100		
PHF	.876	.970	.000	.954	.000	.818	.894	.836	.000	.000	.863	.863	
Passenger Vehicles	377	858	0	1235	0	901	117	1018	0	0	325	325	
% Passenger Vehicles	96.9	93.7	0	94.6	0	90.6	99.2	91.5	0	0	94.2	94.2	
Heavy Vehicles	10	58	0	68	0	94	1	95	0	0	20	20	

Intersection Turning Movement Count

% Heavy Vehicles	2.6	6.3	0	5.2	0	9.4	0.8	8.5	0	0	5.8	5.8
UTurns	2	0	0	2	0	0	0	0	0	0	0	0
% UTurns	0.5	0	0	0.2	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&SR60EB
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Passenger Vehicles

Start Time	US 27 Southbound				US 27 Northbound				SR 60 EB to US 27 SB Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	35	91	0	126	0	198	7	205	0	0	38	38	369
06:45 AM	28	102	0	130	0	164	11	175	0	0	48	48	353
Total	63	193	0	256	0	362	18	380	0	0	86	86	722
07:00 AM	38	121	0	159	0	200	9	209	0	0	40	40	408
07:15 AM	61	86	0	147	0	248	26	274	0	0	46	46	467
07:30 AM	67	115	0	182	0	221	25	246	0	0	43	43	471
07:45 AM	71	176	0	247	0	255	32	287	0	0	67	67	601
Total	237	498	0	735	0	924	92	1016	0	0	196	196	1947
08:00 AM	70	134	0	204	0	228	13	241	0	0	50	50	495
08:15 AM	60	113	0	173	0	203	19	222	0	0	62	62	457
08:30 AM	74	141	0	215	0	228	16	244	0	0	55	55	514
08:45 AM	47	115	0	162	0	199	25	224	0	0	44	44	430
Total	251	503	0	754	0	858	73	931	0	0	211	211	1896
09:00 AM	60	110	0	170	0	186	22	208	0	0	45	45	423
09:15 AM	48	92	0	140	0	154	10	164	0	0	39	39	343
09:30 AM	61	128	0	189	0	189	20	209	0	0	35	35	433
09:45 AM	72	114	0	186	0	166	27	193	0	0	46	46	425
Total	241	444	0	685	0	695	79	774	0	0	165	165	1624
10:00 AM	66	102	0	168	0	168	13	181	0	0	51	51	400
10:15 AM	49	112	0	161	0	177	19	196	0	0	32	32	389
*** BREAK ***													
Total	115	214	0	329	0	345	32	377	0	0	83	83	789
*** BREAK ***													
03:00 PM	83	179	0	262	0	177	20	197	0	0	49	49	508
03:15 PM	72	189	0	261	0	179	16	195	0	0	54	54	510
03:30 PM	67	190	0	257	0	240	36	276	0	0	57	57	590
03:45 PM	70	217	0	287	0	193	22	215	0	0	73	73	575
Total	292	775	0	1067	0	789	94	883	0	0	233	233	2183
04:00 PM	78	219	0	297	0	248	26	274	0	0	65	65	636
04:15 PM	60	186	0	246	0	195	22	217	0	0	73	73	536
04:30 PM	94	204	0	298	0	192	27	219	0	0	55	55	572
04:45 PM	75	201	0	276	0	187	26	213	0	0	78	78	567
Total	307	810	0	1117	0	822	101	923	0	0	271	271	2311
05:00 PM	107	215	0	322	0	277	29	306	0	0	69	69	697
05:15 PM	93	220	0	313	0	200	23	223	0	0	79	79	615
05:30 PM	102	222	0	324	0	214	33	247	0	0	81	81	652
05:45 PM	67	178	0	245	0	210	32	242	0	0	96	96	583
Total	369	835	0	1204	0	901	117	1018	0	0	325	325	2547
06:00 PM	92	206	0	298	0	147	17	164	0	0	47	47	509
06:15 PM	90	205	0	295	0	173	13	186	0	0	54	54	535
06:30 PM	78	146	0	224	0	134	25	159	0	0	66	66	449
06:45 PM	65	109	0	174	0	99	10	109	0	0	49	49	332
Total	325	666	0	991	0	553	65	618	0	0	216	216	1825
Grand Total	2200	4938	0	7138	0	6249	671	6920	0	0	1786	1786	15844
Apprch %	30.8	69.2	0		0	90.3	9.7		0	0	100		
Total %	13.9	31.2	0	45.1	0	39.4	4.2	43.7	0	0	11.3	11.3	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&SR60EB
Site Code : 18013
Start Date : 12/13/2018
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	US 27 Southbound				US 27 Northbound				SR 60 EB to US 27 SB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:45 AM													
07:45 AM	71	176	0	247	0	255	32	287	0	0	67	67	601
08:00 AM	70	134	0	204	0	228	13	241	0	0	50	50	495
08:15 AM	60	113	0	173	0	203	19	222	0	0	62	62	457
08:30 AM	74	141	0	215	0	228	16	244	0	0	55	55	514
Total Volume	275	564	0	839	0	914	80	994	0	0	234	234	2067
% App. Total	32.8	67.2	0		0	92	8		0	0	100		
PHF	.929	.801	.000	.849	.000	.896	.625	.866	.000	.000	.873	.873	.860

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				07:45 AM			
+0 mins.	71	176	0	247	0	248	26	274	0	0	67	67
+15 mins.	70	134	0	204	0	221	25	246	0	0	50	50
+30 mins.	60	113	0	173	0	255	32	287	0	0	62	62
+45 mins.	74	141	0	215	0	228	13	241	0	0	55	55
Total Volume	275	564	0	839	0	952	96	1048	0	0	234	234
% App. Total	32.8	67.2	0		0	90.8	9.2		0	0	100	
PHF	.929	.801	.000	.849	.000	.933	.750	.913	.000	.000	.873	.873

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	107	215	0	322	0	277	29	306	0	0	69	69	697
05:15 PM	93	220	0	313	0	200	23	223	0	0	79	79	615
05:30 PM	102	222	0	324	0	214	33	247	0	0	81	81	652
05:45 PM	67	178	0	245	0	210	32	242	0	0	96	96	583
Total Volume	369	835	0	1204	0	901	117	1018	0	0	325	325	2547
% App. Total	30.6	69.4	0		0	88.5	11.5		0	0	100		
PHF	.862	.940	.000	.929	.000	.813	.886	.832	.000	.000	.846	.846	.914

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM			
+0 mins.	75	201	0	276	0	277	29	306	0	0	69	69
+15 mins.	107	215	0	322	0	200	23	223	0	0	79	79
+30 mins.	93	220	0	313	0	214	33	247	0	0	81	81
+45 mins.	102	222	0	324	0	210	32	242	0	0	96	96
Total Volume	377	858	0	1235	0	901	117	1018	0	0	325	325
% App. Total	30.5	69.5	0		0	88.5	11.5		0	0	100	
PHF	.881	.966	.000	.953	.000	.813	.886	.832	.000	.000	.846	.846

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&SR60EB
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Heavy Vehicles													
	US 27 Southbound				US 27 Northbound				SR 60 EB to US 27 SB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	6	18	0	24	0	17	1	18	0	0	9	9	51
06:45 AM	9	13	0	22	0	30	3	33	0	0	12	12	67
Total	15	31	0	46	0	47	4	51	0	0	21	21	118
07:00 AM	10	20	0	30	0	19	1	20	0	0	9	9	59
07:15 AM	3	15	0	18	0	20	6	26	0	0	8	8	52
07:30 AM	10	17	0	27	0	16	2	18	0	0	13	13	58
07:45 AM	5	17	0	22	0	22	0	22	0	0	7	7	51
Total	28	69	0	97	0	77	9	86	0	0	37	37	220
08:00 AM	3	18	0	21	0	24	2	26	0	0	8	8	55
08:15 AM	15	17	0	32	0	30	1	31	0	0	13	13	76
08:30 AM	15	15	0	30	0	24	1	25	0	0	10	10	65
08:45 AM	7	25	0	32	0	24	6	30	0	0	5	5	67
Total	40	75	0	115	0	102	10	112	0	0	36	36	263
09:00 AM	3	20	0	23	0	20	2	22	0	0	8	8	53
09:15 AM	5	23	0	28	0	28	3	31	0	0	8	8	67
09:30 AM	8	27	0	35	0	19	2	21	0	0	8	8	64
09:45 AM	11	21	0	32	0	19	1	20	0	0	12	12	64
Total	27	91	0	118	0	86	8	94	0	0	36	36	248
10:00 AM	10	24	0	34	0	16	0	16	0	0	9	9	59
10:15 AM	5	17	0	22	0	23	1	24	0	0	34	34	80
*** BREAK ***													
Total	15	41	0	56	0	39	1	40	0	0	43	43	139
*** BREAK ***													
03:00 PM	6	10	0	16	0	26	1	27	0	0	9	9	52
03:15 PM	4	24	0	28	0	39	2	41	0	0	7	7	76
03:30 PM	9	25	0	34	0	29	2	31	0	0	7	7	72
03:45 PM	10	13	0	23	0	31	2	33	0	0	6	6	62
Total	29	72	0	101	0	125	7	132	0	0	29	29	262
04:00 PM	4	12	0	16	0	29	3	32	0	0	10	10	58
04:15 PM	5	23	0	28	0	24	4	28	0	0	9	9	65
04:30 PM	4	21	0	25	0	28	0	28	0	0	7	7	60
04:45 PM	2	14	0	16	0	30	3	33	0	0	8	8	57
Total	15	70	0	85	0	111	10	121	0	0	34	34	240
05:00 PM	4	16	0	20	0	27	0	27	0	0	3	3	50
05:15 PM	1	16	0	17	0	21	1	22	0	0	7	7	46
05:30 PM	3	12	0	15	0	20	0	20	0	0	6	6	41
05:45 PM	2	8	0	10	0	26	0	26	0	0	4	4	40
Total	10	52	0	62	0	94	1	95	0	0	20	20	177
06:00 PM	4	11	0	15	0	17	1	18	0	0	7	7	40
06:15 PM	1	8	0	9	0	29	1	30	0	0	3	3	42
06:30 PM	6	13	0	19	0	37	0	37	0	0	5	5	61
06:45 PM	1	6	0	7	0	11	0	11	0	0	2	2	20
Total	12	38	0	50	0	94	2	96	0	0	17	17	163
Grand Total	191	539	0	730	0	775	52	827	0	0	273	273	1830
Apprch %	26.2	73.8	0		0	93.7	6.3		0	0	100		
Total %	10.4	29.5	0	39.9	0	42.3	2.8	45.2	0	0	14.9	14.9	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&SR60EB
Site Code : 18013
Start Date : 12/13/2018
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	US 27 Southbound				US 27 Northbound				SR 60 EB to US 27 SB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:30 AM													
09:30 AM	8	27	0	35	0	19	2	21	0	0	8	8	64
09:45 AM	11	21	0	32	0	19	1	20	0	0	12	12	64
10:00 AM	10	24	0	34	0	16	0	16	0	0	9	9	59
10:15 AM	5	17	0	22	0	23	1	24	0	0	34	34	80
Total Volume	34	89	0	123	0	77	4	81	0	0	63	63	267
% App. Total	27.6	72.4	0		0	95.1	4.9		0	0	100		
PHF	.773	.824	.000	.879	.000	.837	.500	.844	.000	.000	.463	.463	.834

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM				08:00 AM				09:30 AM			
+0 mins.	5	23	0	28	0	24	2	26	0	0	8	8
+15 mins.	8	27	0	35	0	30	1	31	0	0	12	12
+30 mins.	11	21	0	32	0	24	1	25	0	0	9	9
+45 mins.	10	24	0	34	0	24	6	30	0	0	34	34
Total Volume	34	95	0	129	0	102	10	112	0	0	63	63
% App. Total	26.4	73.6	0		0	91.1	8.9		0	0	100	
PHF	.773	.880	.000	.921	.000	.850	.417	.903	.000	.000	.463	.463

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	4	24	0	28	0	39	2	41	0	0	7	7	76
03:30 PM	9	25	0	34	0	29	2	31	0	0	7	7	72
03:45 PM	10	13	0	23	0	31	2	33	0	0	6	6	62
04:00 PM	4	12	0	16	0	29	3	32	0	0	10	10	58
Total Volume	27	74	0	101	0	128	9	137	0	0	30	30	268
% App. Total	26.7	73.3	0		0	93.4	6.6		0	0	100		
PHF	.675	.740	.000	.743	.000	.821	.750	.835	.000	.000	.750	.750	.882

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:15 PM				04:00 PM			
+0 mins.	6	10	0	16	0	39	2	41	0	0	10	10
+15 mins.	4	24	0	28	0	29	2	31	0	0	9	9
+30 mins.	9	25	0	34	0	31	2	33	0	0	7	7
+45 mins.	10	13	0	23	0	29	3	32	0	0	8	8
Total Volume	29	72	0	101	0	128	9	137	0	0	34	34
% App. Total	28.7	71.3	0		0	93.4	6.6		0	0	100	
PHF	.725	.720	.000	.743	.000	.821	.750	.835	.000	.000	.850	.850

Intersection Turning Movement Count

City/County: Lake Wales/Polk

Weather: Clear

Comments:

File Name : US27&SR60EB

Site Code : 18013

Start Date : 12/13/2018

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	US 27 Southbound				US 27 Northbound				SR 60 EB to US 27 SB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***													
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
09:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
09:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	0	0	0	0	0	0	0	0	5
*** BREAK ***													
10:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***													
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***													
03:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***													
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***													
06:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
06:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
Grand Total	14	0	0	14	0	0	0	0	0	0	0	0	14
Apprch %	100	0	0		0	0	0		0	0	0		
Total %	100	0	0	100	0	0	0	0	0	0	0	0	

[illegible]

Intersection Turning Movement Count

City/County: Lake Wales/Polk

Weather: Clear

Comments:

File Name : US27&SR60EB

Site Code : 18013

Start Date : 12/13/2018

Page No : 2

	US 27 Southbound				US 27 Northbound				SR 60 EB to US 27 SB Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

[illegible]

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

Intersection Pedestrian & Bicycle Count

Date: 12/13/18

Day: Thursday

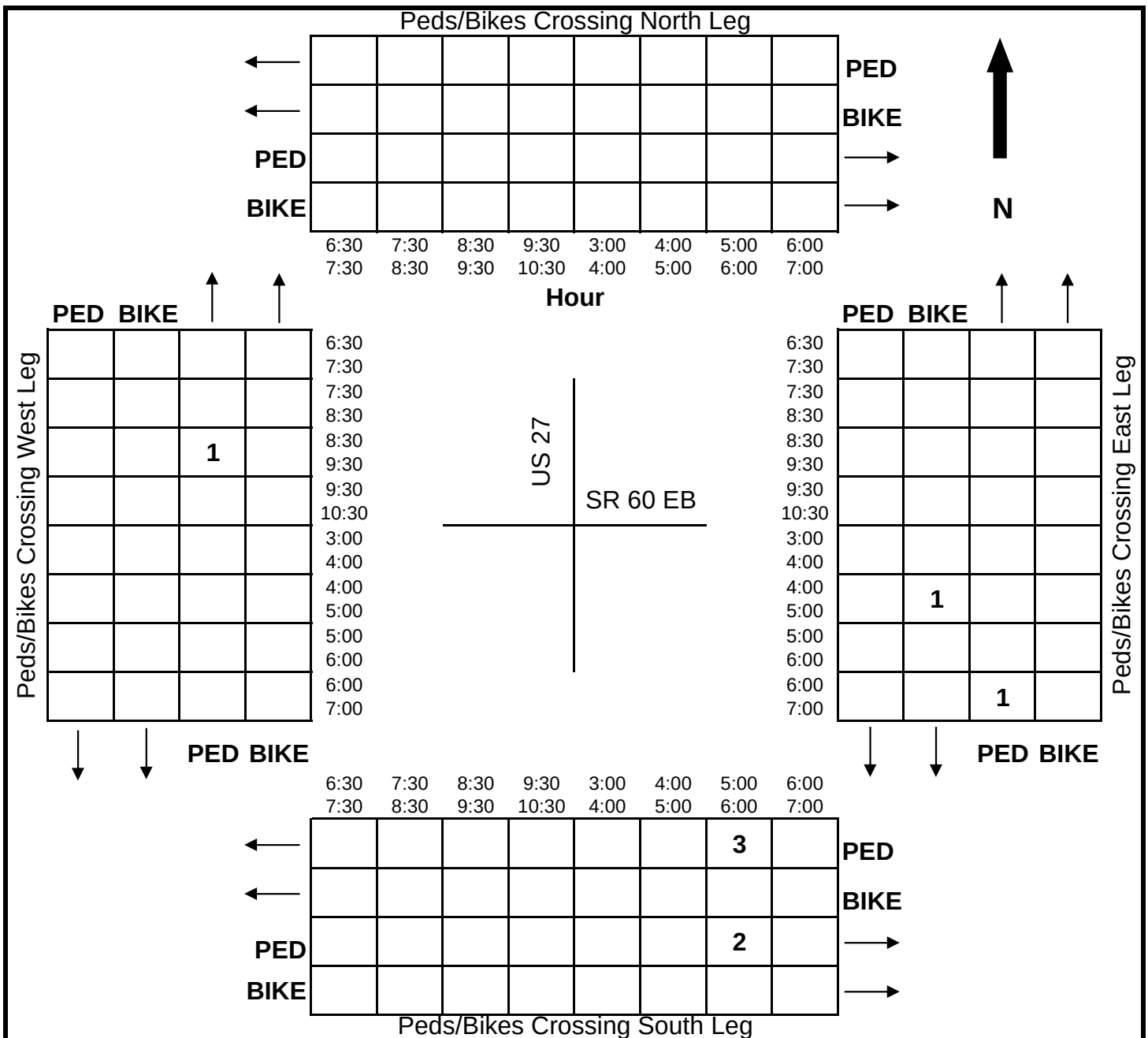
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at SR 60 EB

Comments: _____

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



Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&Central
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	16	188	4	1	209	20	12	0	9	41	1	171	15	4	191	19	9	0	1	29	470
06:45 AM	13	173	6	4	196	18	16	6	16	56	3	187	17	4	211	12	20	0	1	33	496
Total	29	361	10	5	405	38	28	6	25	97	4	358	32	8	402	31	29	0	2	62	966
07:00 AM	18	161	11	5	195	16	11	1	11	39	3	213	18	10	244	28	20	0	0	48	526
07:15 AM	22	213	11	6	252	25	18	5	19	67	7	214	16	11	248	32	23	1	0	56	623
07:30 AM	22	247	17	11	297	25	20	3	23	71	7	259	27	16	309	33	30	1	0	64	741
07:45 AM	46	199	20	10	275	31	23	14	17	85	11	199	27	14	251	32	18	0	0	50	661
Total	108	820	59	32	1019	97	72	23	70	262	28	885	88	51	1052	125	91	2	0	218	2551
08:00 AM	40	264	16	15	335	33	19	5	21	78	12	198	20	10	240	29	13	0	1	43	696
08:15 AM	34	224	9	12	279	24	11	7	26	68	10	199	13	14	236	21	21	0	0	42	625
08:30 AM	31	248	18	3	300	26	12	14	27	79	6	199	22	10	237	26	20	2	0	48	664
08:45 AM	32	174	8	7	221	34	11	9	16	70	10	196	15	16	237	28	23	1	0	52	580
Total	137	910	51	37	1135	117	53	35	90	295	38	792	70	50	950	104	77	3	1	185	2565
09:00 AM	39	205	7	12	263	24	12	6	18	60	7	199	11	12	229	20	21	5	0	46	598
09:15 AM	28	194	9	5	236	32	18	7	23	80	1	181	15	2	199	32	18	2	1	53	568
09:30 AM	26	224	12	8	270	20	20	9	23	72	5	184	15	7	211	21	17	3	2	43	596
09:45 AM	28	190	13	11	242	22	17	6	27	72	6	225	5	12	248	25	21	2	1	49	611
Total	121	813	41	36	1011	98	67	28	91	284	19	789	46	33	887	98	77	12	4	191	2373
10:00 AM	21	176	5	13	215	14	14	7	19	54	9	206	4	16	235	25	20	5	1	51	555
10:15 AM	31	225	6	8	270	13	13	12	25	63	5	191	10	10	216	34	27	2	0	63	612
*** BREAK ***																					
Total	52	401	11	21	485	27	27	19	44	117	14	397	14	26	451	59	47	7	1	114	1167
*** BREAK ***																					
03:00 PM	27	213	10	8	258	27	20	17	24	88	5	210	8	9	232	31	21	3	1	56	634
03:15 PM	28	217	12	3	260	21	14	7	23	65	7	202	13	8	230	28	18	3	1	50	605
03:30 PM	41	210	10	10	271	36	21	11	11	79	13	201	18	10	242	34	28	4	0	66	658
03:45 PM	40	242	15	8	305	32	16	9	17	74	8	203	11	5	227	35	26	2	0	63	669
Total	136	882	47	29	1094	116	71	44	75	306	33	816	50	32	931	128	93	12	2	235	2566
04:00 PM	28	256	12	10	306	36	15	16	25	92	8	235	13	15	271	31	29	6	2	68	737
04:15 PM	26	234	12	11	283	21	17	9	29	76	13	249	11	9	282	35	31	3	1	70	711
04:30 PM	21	245	16	4	286	25	18	20	23	86	8	242	14	10	274	34	26	8	2	70	716
04:45 PM	39	279	10	13	341	39	16	10	25	90	10	255	15	8	288	37	26	7	1	71	790
Total	114	1014	50	38	1216	121	66	55	102	344	39	981	53	42	1115	137	112	24	6	279	2954
05:00 PM	31	290	9	17	347	30	18	15	36	99	5	263	15	2	285	51	42	10	3	106	837
05:15 PM	42	293	10	10	355	24	25	16	17	82	7	221	8	11	247	39	35	7	0	81	765
05:30 PM	46	266	14	6	332	30	12	3	21	66	10	237	12	9	268	47	28	6	1	82	748
05:45 PM	42	253	9	11	315	29	23	10	25	87	5	223	5	7	240	34	28	2	1	65	707
Total	161	1102	42	44	1349	113	78	44	99	334	27	944	40	29	1040	171	133	25	5	334	3057

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&Central
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	28	234	8	8	278	28	18	10	17	73	9	177	9	13	208	35	29	5	0	69	628
06:15 PM	35	256	8	10	309	12	10	2	16	40	7	207	6	7	227	18	19	5	4	46	622
06:30 PM	24	206	9	8	247	7	11	2	9	29	8	174	9	7	198	24	18	2	0	44	518
06:45 PM	20	194	6	3	223	19	8	7	11	45	7	156	2	6	171	18	13	2	3	36	475
Total	107	890	31	29	1057	66	47	21	53	187	31	714	26	33	804	95	79	14	7	195	2243
Grand Total	965	7193	342	271	8771	793	509	275	649	2226	233	6676	419	304	7632	948	738	99	28	1813	20442
Apprch %	11	82	3.9	3.1		35.6	22.9	12.4	29.2		3.1	87.5	5.5	4		52.3	40.7	5.5	1.5		
Total %	4.7	35.2	1.7	1.3	42.9	3.9	2.5	1.3	3.2	10.9	1.1	32.7	2	1.5	37.3	4.6	3.6	0.5	0.1	8.9	
Passenger Vehicles	926	6415	326	256	7923	772	490	273	640	2175	191	6019	414	298	6922	848	721	88	26	1683	18703
% Passenger Vehicles	96	89.2	95.3	94.5	90.3	97.4	96.3	99.3	98.6	97.7	82	90.2	98.8	98	90.7	89.5	97.7	88.9	92.9	92.8	91.5
Heavy Vehicles	12	778	16	15	821	18	19	2	9	48	3	657	5	6	671	100	17	11	2	130	1670
% Heavy Vehicles	1.2	10.8	4.7	5.5	9.4	2.3	3.7	0.7	1.4	2.2	1.3	9.8	1.2	2	8.8	10.5	2.3	11.1	7.1	7.2	8.2
UTurns	27	0	0	0	27	3	0	0	0	3	39	0	0	0	39	0	0	0	0	0	69
% UTurns	2.8	0	0	0	0.3	0.4	0	0	0	0.1	16.7	0	0	0	0.5	0	0	0	0	0	0.3

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	22	247	17	11	297	25	20	3	23	71	7	259	27	16	309	33	30	1	0	64	741
07:45 AM	46	199	20	10	275	31	23	14	17	85	11	199	27	14	251	32	18	0	0	50	661
08:00 AM	40	264	16	15	335	33	19	5	21	78	12	198	20	10	240	29	13	0	1	43	696
08:15 AM	34	224	9	12	279	24	11	7	26	68	10	199	13	14	236	21	21	0	0	42	625
Total Volume	142	934	62	48	1186	113	73	29	87	302	40	855	87	54	1036	115	82	1	1	199	2723
% App. Total	12	78.8	5.2	4		37.4	24.2	9.6	28.8		3.9	82.5	8.4	5.2		57.8	41.2	0.5	0.5		
PHF	.772	.884	.775	.800	.885	.856	.793	.518	.837	.888	.833	.825	.806	.844	.838	.871	.683	.250	.250	.777	.919
Passenger Vehicles	139	828	59	48	1074	108	70	29	87	294	32	766	86	52	936	99	79	0	1	179	2483
% Passenger Vehicles	97.9	88.7	95.2	100	90.6	95.6	95.9	100	100	97.4	80.0	89.6	98.9	96.3	90.3	86.1	96.3	0	100	89.9	91.2
Heavy Vehicles	2	106	3	0	111	4	3	0	0	7	0	89	1	2	92	16	3	1	0	20	230
% Heavy Vehicles	1.4	11.3	4.8	0	9.4	3.5	4.1	0	0	2.3	0	10.4	1.1	3.7	8.9	13.9	3.7	100	0	10.1	8.4
UTurns	1	0	0	0	1	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0	10
% UTurns	0.7	0	0	0	0.1	0.9	0	0	0	0.3	20.0	0	0	0	0.8	0	0	0	0	0	0.4

Intersection Turning Movement Count

City/County: Lake Wales/Polk
 Weather: Clear
 Comments:

File Name : US27&Central
 Site Code : 18013
 Start Date : 11/15/2018
 Page No : 3

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:45 AM					07:00 AM					07:00 AM				
+0 mins.	46	199	20	10	275	31	23	14	17	85	3	213	18	10	244	28	20	0	0	48
+15 mins.	40	264	16	15	335	33	19	5	21	78	7	214	16	11	248	32	23	1	0	56
+30 mins.	34	224	9	12	279	24	11	7	26	68	7	259	27	16	309	33	30	1	0	64
+45 mins.	31	248	18	3	300	26	12	14	27	79	11	199	27	14	251	32	18	0	0	50
Total Volume	151	935	63	40	1189	114	65	40	91	310	28	885	88	51	1052	125	91	2	0	218
% App. Total	12.7	78.6	5.3	3.4		36.8	21	12.9	29.4		2.7	84.1	8.4	4.8		57.3	41.7	0.9	0	
PHF	.821	.885	.788	.667	.887	.864	.707	.714	.843	.912	.636	.854	.815	.797	.851	.947	.758	.500	.000	.852
Passenger Vehicles	145	813	60	40	1058	109	63	40	91	303	27	817	88	50	982	104	88	0	0	192
% Passenger Vehicles	96	87	95.2	100	89	95.6	96.9	100	100	97.7	96.4	92.3	100	98	93.3	83.2	96.7	0	0	88.1
Heavy Vehicles	2	122	3	0	127	4	2	0	0	6	0	68	0	1	69	21	3	2	0	26
% Heavy Vehicles	1.3	13	4.8	0	10.7	3.5	3.1	0	0	1.9	0	7.7	0	2	6.6	16.8	3.3	100	0	11.9
UTurns	4	0	0	0	4	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
% UTurns	2.6	0	0	0	0.3	0.9	0	0	0	0.3	3.6	0	0	0	0.1	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

	04:45 PM	39	279	10	13	341	39	16	10	25	90	10	255	15	8	288	37	26	7	1	71	790
	05:00 PM	31	290	9	17	347	30	18	15	36	99	5	263	15	2	285	51	42	10	3	106	837
	05:15 PM	42	293	10	10	355	24	25	16	17	82	7	221	8	11	247	39	35	7	0	81	765
	05:30 PM	46	266	14	6	332	30	12	3	21	66	10	237	12	9	268	47	28	6	1	82	748
	Total Volume	158	1128	43	46	1375	123	71	44	99	337	32	976	50	30	1088	174	131	30	5	340	3140
	% App. Total	11.5	82	3.1	3.3		36.5	21.1	13.1	29.4		2.9	89.7	4.6	2.8		51.2	38.5	8.8	1.5		
	PHF	.859	.962	.768	.676	.968	.788	.710	.688	.688	.851	.800	.928	.833	.682	.944	.853	.780	.750	.417	.802	.938
	Passenger Vehicles	153	1052	42	44	1291	120	67	44	99	330	25	917	50	30	1022	167	130	29	5	331	2974
	% Passenger Vehicles	96.8	93.3	97.7	95.7	93.9	97.6	94.4	100	100	97.9	78.1	94.0	100	100	93.9	96.0	99.2	96.7	100	97.4	94.7
	Heavy Vehicles	4	76	1	2	83	2	4	0	0	6	1	59	0	0	60	7	1	1	0	9	158
	% Heavy Vehicles	2.5	6.7	2.3	4.3	6.0	1.6	5.6	0	0	1.8	3.1	6.0	0	0	5.5	4.0	0.8	3.3	0	2.6	5.0
	UTurns	1	0	0	0	1	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	8
	% UTurns	0.6	0	0	0	0.1	0.8	0	0	0	0.3	18.8	0	0	0	0.6	0	0	0	0	0	0.3

Intersection Turning Movement Count

City/County: Lake Wales/Polk
 Weather: Clear
 Comments:

File Name : US27&Central
 Site Code : 18013
 Start Date : 11/15/2018
 Page No : 4

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:30 PM					04:15 PM					04:45 PM					
+0 mins.	39	279	10	13	341	25	18	20	23	86	13	249	11	9	282	37	26	7	1	71	
+15 mins.	31	290	9	17	347	39	16	10	25	90	8	242	14	10	274	51	42	10	3	106	
+30 mins.	42	293	10	10	355	30	18	15	36	99	10	255	15	8	288	39	35	7	0	81	
+45 mins.	46	266	14	6	332	24	25	16	17	82	5	263	15	2	285	47	28	6	1	82	
Total Volume	158	1128	43	46	1375	118	77	61	101	357	36	1009	55	29	1129	174	131	30	5	340	
% App. Total	11.5	82	3.1	3.3		33.1	21.6	17.1	28.3		3.2	89.4	4.9	2.6		51.2	38.5	8.8	1.5		
PHF	.859	.962	.768	.676	.968	.756	.770	.763	.701	.902	.692	.959	.917	.725	.980	.853	.780	.750	.417	.802	
Passenger Vehicles	153	1052	42	44	1291	113	74	61	101	349	29	914	54	27	1024	167	130	29	5	331	
% Passenger Vehicles	96.8	93.3	97.7	95.7	93.9	95.8	96.1	100	100	97.8	80.6	90.6	98.2	93.1	90.7	96	99.2	96.7	100	97.4	
Heavy Vehicles	4	76	1	2	83	4	3	0	0	7	1	95	1	2	99	7	1	1	0	9	
% Heavy Vehicles	2.5	6.7	2.3	4.3	6	3.4	3.9	0	0	2	2.8	9.4	1.8	6.9	8.8	4	0.8	3.3	0	2.6	
UTurns	1	0	0	0	1	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	
% UTurns	0.6	0	0	0	0.1	0.8	0	0	0	0.3	16.7	0	0	0	0.5	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&Central
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	16	164	4	1	185	20	10	0	9	39	1	157	15	4	177	16	9	0	0	25	426
06:45 AM	13	152	6	4	175	17	16	6	15	54	2	170	17	4	193	10	18	0	0	28	450
Total	29	316	10	5	360	37	26	6	24	93	3	327	32	8	370	26	27	0	0	53	876
07:00 AM	18	130	11	5	164	15	11	1	11	38	3	196	18	10	227	22	19	0	0	41	470
07:15 AM	22	179	11	5	217	24	17	5	17	63	7	203	16	11	237	25	23	0	0	48	565
07:30 AM	22	221	16	11	270	25	19	3	23	70	7	241	27	16	291	28	29	0	0	57	688
07:45 AM	45	176	20	10	251	29	23	14	17	83	10	177	27	13	227	29	17	0	0	46	607
Total	107	706	58	31	902	93	70	23	68	254	27	817	88	50	982	104	88	0	0	192	2330
08:00 AM	39	238	15	15	307	31	19	5	21	76	8	168	19	10	205	26	13	0	1	40	628
08:15 AM	33	193	8	12	246	23	9	7	26	65	7	180	13	13	213	16	20	0	0	36	560
08:30 AM	28	206	17	3	254	26	12	14	27	79	5	176	22	10	213	18	20	2	0	40	586
08:45 AM	29	147	8	7	191	34	11	9	16	70	7	172	15	16	210	27	22	1	0	50	521
Total	129	784	48	37	998	114	51	35	90	290	27	696	69	49	841	87	75	3	1	166	2295
09:00 AM	35	165	6	11	217	24	11	5	17	57	5	169	10	12	196	17	21	4	0	42	512
09:15 AM	26	163	9	5	203	32	17	7	23	79	0	161	15	2	178	27	17	1	1	46	506
09:30 AM	23	181	12	7	223	19	19	9	23	70	3	165	15	6	189	17	16	2	2	37	519
09:45 AM	27	159	11	9	206	20	17	6	26	69	6	186	5	12	209	22	19	2	1	44	528
Total	111	668	38	32	849	95	64	27	89	275	14	681	45	32	772	83	73	9	4	169	2065
10:00 AM	20	149	4	13	186	14	14	7	19	54	6	192	3	16	217	21	20	3	1	45	502
10:15 AM	27	200	6	7	240	13	11	12	25	61	4	166	10	10	190	30	27	2	0	59	550
*** BREAK ***																					
Total	47	349	10	20	426	27	25	19	44	115	10	358	13	26	407	51	47	5	1	104	1052
*** BREAK ***																					
03:00 PM	27	196	10	8	241	26	20	17	22	85	5	180	8	9	202	27	19	3	1	50	578
03:15 PM	27	184	12	3	226	20	13	7	22	62	5	171	12	8	196	25	18	3	1	47	531
03:30 PM	37	186	9	9	241	36	19	11	11	77	9	180	18	10	217	30	28	3	0	61	596
03:45 PM	38	217	13	6	274	31	16	9	17	73	7	183	11	5	206	33	25	2	0	60	613
Total	129	783	44	26	982	113	68	44	72	297	26	714	49	32	821	115	90	11	2	218	2318
04:00 PM	28	235	12	10	285	35	15	16	25	91	7	205	13	15	240	29	29	6	2	66	682
04:15 PM	26	215	11	9	261	21	17	9	28	75	11	224	11	7	253	32	31	2	1	66	655
04:30 PM	21	228	14	4	267	23	18	20	23	84	8	211	13	10	242	32	26	8	2	68	661
04:45 PM	38	256	10	12	316	38	14	10	25	87	6	237	15	8	266	35	26	7	1	69	738
Total	113	934	47	35	1129	117	64	55	101	337	32	877	52	40	1001	128	112	23	6	269	2736
05:00 PM	30	272	9	16	327	30	18	15	36	99	4	242	15	2	263	48	41	10	3	102	791
05:15 PM	41	275	9	10	335	22	24	16	17	79	7	209	8	11	235	39	35	7	0	81	730
05:30 PM	44	249	14	6	313	30	11	3	21	65	8	229	12	9	258	45	28	5	1	79	715
05:45 PM	42	236	9	11	298	29	23	9	25	86	5	206	5	6	222	34	28	2	1	65	671
Total	157	1032	41	43	1273	111	76	43	99	329	24	886	40	28	978	166	132	24	5	327	2907

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&Central
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Groups Printed- Passenger Vehicles

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	27	222	8	8	265	27	17	10	17	71	7	164	9	13	193	33	29	5	0	67	596
06:15 PM	35	239	8	9	291	12	10	2	16	40	7	197	6	7	217	16	19	5	4	44	592
06:30 PM	23	198	9	7	237	7	11	2	9	29	8	159	9	7	183	22	17	2	0	41	490
06:45 PM	19	184	5	3	211	19	8	7	11	45	6	143	2	6	157	17	12	1	3	33	446
Total	104	843	30	27	1004	65	46	21	53	185	28	663	26	33	750	88	77	13	7	185	2124
Grand Total	926	6415	326	256	7923	772	490	273	640	2175	191	6019	414	298	6922	848	721	88	26	1683	18703
Apprch %	11.7	81	4.1	3.2		35.5	22.5	12.6	29.4		2.8	87	6	4.3		50.4	42.8	5.2	1.5		
Total %	5	34.3	1.7	1.4	42.4	4.1	2.6	1.5	3.4	11.6	1	32.2	2.2	1.6	37	4.5	3.9	0.5	0.1	9	

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	22	179	11	5	217	24	17	5	17	63	7	203	16	11	237	25	23	0	0	48	565
07:30 AM	22	221	16	11	270	25	19	3	23	70	7	241	27	16	291	28	29	0	0	57	688
07:45 AM	45	176	20	10	251	29	23	14	17	83	10	177	27	13	227	29	17	0	0	46	607
08:00 AM	39	238	15	15	307	31	19	5	21	76	8	168	19	10	205	26	13	0	1	40	628
Total Volume	128	814	62	41	1045	109	78	27	78	292	32	789	89	50	960	108	82	0	1	191	2488
% App. Total	12.2	77.9	5.9	3.9		37.3	26.7	9.2	26.7		3.3	82.2	9.3	5.2		56.5	42.9	0	0.5		
PHF	.711	.855	.775	.683	.851	.879	.848	.482	.848	.880	.800	.818	.824	.781	.825	.931	.707	.000	.250	.838	.904

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					07:00 AM					07:00 AM				
+0 mins.	22	221	16	11	270	29	23	14	17	83	3	196	18	10	227	22	19	0	0	41
+15 mins.	45	176	20	10	251	31	19	5	21	76	7	203	16	11	237	25	23	0	0	48
+30 mins.	39	238	15	15	307	23	9	7	26	65	7	241	27	16	291	28	29	0	0	57
+45 mins.	33	193	8	12	246	26	12	14	27	79	10	177	27	13	227	29	17	0	0	46
Total Volume	139	828	59	48	1074	109	63	40	91	303	27	817	88	50	982	104	88	0	0	192
% App. Total	12.9	77.1	5.5	4.5		36	20.8	13.2	30		2.7	83.2	9	5.1		54.2	45.8	0	0	
PHF	.772	.870	.738	.800	.875	.879	.685	.714	.843	.913	.675	.848	.815	.781	.844	.897	.759	.000	.000	.842

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	38	256	10	12	316	38	14	10	25	87	6	237	15	8	266	35	26	7	1	69	738
05:00 PM	30	272	9	16	327	30	18	15	36	99	4	242	15	2	263	48	41	10	3	102	791
05:15 PM	41	275	9	10	335	22	24	16	17	79	7	209	8	11	235	39	35	7	0	81	730
05:30 PM	44	249	14	6	313	30	11	3	21	65	8	229	12	9	258	45	28	5	1	79	715
Total Volume	153	1052	42	44	1291	120	67	44	99	330	25	917	50	30	1022	167	130	29	5	331	2974
% App. Total	11.9	81.5	3.3	3.4		36.4	20.3	13.3	30		2.4	89.7	4.9	2.9		50.5	39.3	8.8	1.5		
PHF	.869	.956	.750	.688	.963	.789	.698	.688	.688	.833	.781	.947	.833	.682	.961	.870	.793	.725	.417	.811	.940

Intersection Turning Movement Count

City/County: Lake Wales/Polk
 Weather: Clear
 Comments:

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	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:30 PM					04:15 PM					04:45 PM					
+0 mins.	38	256	10	12	316	23	18	20	23	84	11	224	11	7	253	35	26	7	1	69	
+15 mins.	30	272	9	16	327	38	14	10	25	87	8	211	13	10	242	48	41	10	3	102	
+30 mins.	41	275	9	10	335	30	18	15	36	99	6	237	15	8	266	39	35	7	0	81	
+45 mins.	44	249	14	6	313	22	24	16	17	79	4	242	15	2	263	45	28	5	1	79	
Total Volume	153	1052	42	44	1291	113	74	61	101	349	29	914	54	27	1024	167	130	29	5	331	
% App. Total	11.9	81.5	3.3	3.4		32.4	21.2	17.5	28.9		2.8	89.3	5.3	2.6		50.5	39.3	8.8	1.5		
PHF	.869	.956	.750	.688	.963	.743	.771	.763	.701	.881	.659	.944	.900	.675	.962	.870	.793	.725	.417	.811	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&Central
Site Code : 18013
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Groups Printed- Heavy Vehicles

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	24	0	0	24	0	2	0	0	2	0	14	0	0	14	3	0	0	1	4	44
06:45 AM	0	21	0	0	21	1	0	0	1	2	0	17	0	0	17	2	2	0	1	5	45
Total	0	45	0	0	45	1	2	0	1	4	0	31	0	0	31	5	2	0	2	9	89
07:00 AM	0	31	0	0	31	1	0	0	0	1	0	17	0	0	17	6	1	0	0	7	56
07:15 AM	0	34	0	1	35	1	1	0	2	4	0	11	0	0	11	7	0	1	0	8	58
07:30 AM	0	26	1	0	27	0	1	0	0	1	0	18	0	0	18	5	1	1	0	7	53
07:45 AM	1	23	0	0	24	2	0	0	0	2	0	22	0	1	23	3	1	0	0	4	53
Total	1	114	1	1	117	4	2	0	2	8	0	68	0	1	69	21	3	2	0	26	220
08:00 AM	1	26	1	0	28	1	0	0	0	1	0	30	1	0	31	3	0	0	0	3	63
08:15 AM	0	31	1	0	32	1	2	0	0	3	0	19	0	1	20	5	1	0	0	6	61
08:30 AM	0	42	1	0	43	0	0	0	0	0	0	23	0	0	23	8	0	0	0	8	74
08:45 AM	0	27	0	0	27	0	0	0	0	0	0	24	0	0	24	1	1	0	0	2	53
Total	1	126	3	0	130	2	2	0	0	4	0	96	1	1	98	17	2	0	0	19	251
09:00 AM	2	40	1	1	44	0	1	1	1	3	1	30	1	0	32	3	0	1	0	4	83
09:15 AM	0	31	0	0	31	0	1	0	0	1	0	20	0	0	20	5	1	1	0	7	59
09:30 AM	0	43	0	1	44	0	1	0	0	1	0	19	0	1	20	4	1	1	0	6	71
09:45 AM	1	31	2	2	36	2	0	0	1	3	0	39	0	0	39	3	2	0	0	5	83
Total	3	145	3	4	155	2	3	1	2	8	1	108	1	1	111	15	4	3	0	22	296
10:00 AM	1	27	1	0	29	0	0	0	0	0	0	14	1	0	15	4	0	2	0	6	50
10:15 AM	2	25	0	1	28	0	2	0	0	2	0	25	0	0	25	4	0	0	0	4	59
*** BREAK ***																					
Total	3	52	1	1	57	0	2	0	0	2	0	39	1	0	40	8	0	2	0	10	109
*** BREAK ***																					
03:00 PM	0	17	0	0	17	1	0	0	2	3	0	30	0	0	30	4	2	0	0	6	56
03:15 PM	0	33	0	0	33	1	1	0	1	3	1	31	1	0	33	3	0	0	0	3	72
03:30 PM	0	24	1	1	26	0	2	0	0	2	0	21	0	0	21	4	0	1	0	5	54
03:45 PM	0	25	2	2	29	1	0	0	0	1	0	20	0	0	20	2	1	0	0	3	53
Total	0	99	3	3	105	3	3	0	3	9	1	102	1	0	104	13	3	1	0	17	235
04:00 PM	0	21	0	0	21	1	0	0	0	1	0	30	0	0	30	2	0	0	0	2	54
04:15 PM	0	19	1	2	22	0	0	0	1	1	0	25	0	2	27	3	0	1	0	4	54
04:30 PM	0	17	2	0	19	2	0	0	0	2	0	31	1	0	32	2	0	0	0	2	55
04:45 PM	1	23	0	1	25	1	2	0	0	3	1	18	0	0	19	2	0	0	0	2	49
Total	1	80	3	3	87	4	2	0	1	7	1	104	1	2	108	9	0	1	0	10	212
05:00 PM	0	18	0	1	19	0	0	0	0	0	0	21	0	0	21	3	1	0	0	4	44
05:15 PM	1	18	1	0	20	1	1	0	0	2	0	12	0	0	12	0	0	0	0	0	34
05:30 PM	2	17	0	0	19	0	1	0	0	1	0	8	0	0	8	2	0	1	0	3	31
05:45 PM	0	17	0	0	17	0	0	1	0	1	0	17	0	1	18	0	0	0	0	0	36
Total	3	70	1	1	75	1	2	1	0	4	0	58	0	1	59	5	1	1	0	7	145

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

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Groups Printed- Heavy Vehicles

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	0	12	0	0	12	1	1	0	0	2	0	13	0	0	13	2	0	0	0	2	29
06:15 PM	0	17	0	1	18	0	0	0	0	0	0	10	0	0	10	2	0	0	0	2	30
06:30 PM	0	8	0	1	9	0	0	0	0	0	0	15	0	0	15	2	1	0	0	3	27
06:45 PM	0	10	1	0	11	0	0	0	0	0	0	13	0	0	13	1	1	1	0	3	27
Total	0	47	1	2	50	1	1	0	0	2	0	51	0	0	51	7	2	1	0	10	113
Grand Total	12	778	16	15	821	18	19	2	9	48	3	657	5	6	671	100	17	11	2	130	1670
Apprch %	1.5	94.8	1.9	1.8		37.5	39.6	4.2	18.8		0.4	97.9	0.7	0.9		76.9	13.1	8.5	1.5		
Total %	0.7	46.6	1	0.9	49.2	1.1	1.1	0.1	0.5	2.9	0.2	39.3	0.3	0.4	40.2	6	1	0.7	0.1	7.8	

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	2	40	1	1	44	0	1	1	1	3	1	30	1	0	32	3	0	1	0	4	83
09:15 AM	0	31	0	0	31	0	1	0	0	1	0	20	0	0	20	5	1	1	0	7	59
09:30 AM	0	43	0	1	44	0	1	0	0	1	0	19	0	1	20	4	1	1	0	6	71
09:45 AM	1	31	2	2	36	2	0	0	1	3	0	39	0	0	39	3	2	0	0	5	83
Total Volume	3	145	3	4	155	2	3	1	2	8	1	108	1	1	111	15	4	3	0	22	296
% App. Total	1.9	93.5	1.9	2.6		25	37.5	12.5	25		0.9	97.3	0.9	0.9		68.2	18.2	13.6	0		
PHF	.375	.843	.375	.500	.881	.250	.750	.250	.500	.667	.250	.692	.250	.250	.712	.750	.500	.750	.000	.786	.892

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM					06:30 AM					09:00 AM					06:45 AM				
+0 mins.	2	40	1	1	44	0	2	0	0	2	1	30	1	0	32	2	2	0	1	5
+15 mins.	0	31	0	0	31	1	0	0	1	2	0	20	0	0	20	6	1	0	0	7
+30 mins.	0	43	0	1	44	1	0	0	0	1	0	19	0	1	20	7	0	1	0	8
+45 mins.	1	31	2	2	36	1	1	0	2	4	0	39	0	0	39	5	1	1	0	7
Total Volume	3	145	3	4	155	3	3	0	3	9	1	108	1	1	111	20	4	2	1	27
% App. Total	1.9	93.5	1.9	2.6		33.3	33.3	0	33.3		0.9	97.3	0.9	0.9		74.1	14.8	7.4	3.7	
PHF	.375	.843	.375	.500	.881	.750	.375	.000	.375	.563	.250	.692	.250	.250	.712	.714	.500	.500	.250	.844

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	17	0	0	17	1	0	0	2	3	0	30	0	0	30	4	2	0	0	6	56
03:15 PM	0	33	0	0	33	1	1	0	1	3	1	31	1	0	33	3	0	0	0	3	72
03:30 PM	0	24	1	1	26	0	2	0	0	2	0	21	0	0	21	4	0	1	0	5	54
03:45 PM	0	25	2	2	29	1	0	0	0	1	0	20	0	0	20	2	1	0	0	3	53
Total Volume	0	99	3	3	105	3	3	0	3	9	1	102	1	0	104	13	3	1	0	17	235
% App. Total	0	94.3	2.9	2.9		33.3	33.3	0	33.3		1	98.1	1	0		76.5	17.6	5.9	0		
PHF	.000	.750	.375	.375	.795	.750	.375	.000	.375	.750	.250	.823	.250	.000	.788	.813	.375	.250	.000	.708	.816

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&Central
Site Code : 18013
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	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:15 PM					03:00 PM					03:45 PM					03:00 PM					
+0 mins.	0	33	0	0	33	1	0	0	2	3	0	20	0	0	20	4	2	0	0	6	
+15 mins.	0	24	1	1	26	1	1	0	1	3	0	30	0	0	30	3	0	0	0	3	
+30 mins.	0	25	2	2	29	0	2	0	0	2	0	25	0	2	27	4	0	1	0	5	
+45 mins.	0	21	0	0	21	1	0	0	0	1	0	31	1	0	32	2	1	0	0	3	
Total Volume	0	103	3	3	109	3	3	0	3	9	0	106	1	2	109	13	3	1	0	17	
% App. Total	0	94.5	2.8	2.8		33.3	33.3	0	33.3		0	97.2	0.9	1.8		76.5	17.6	5.9	0		
PHF	.000	.780	.375	.375	.826	.750	.375	.000	.375	.750	.000	.855	.250	.250	.852	.813	.375	.250	.000	.708	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&Central
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
*** BREAK ***																					
06:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	5
08:15 AM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
08:30 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
08:45 AM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
Total	7	0	0	0	7	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	19
09:00 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
09:15 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
09:30 AM	3	0	0	0	3	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	6
*** BREAK ***																					
Total	7	0	0	0	7	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	12
10:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
10:15 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
Total	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
*** BREAK ***																					
03:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
03:30 PM	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
03:45 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	13
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
05:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&Central
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
Grand Total	27	0	0	0	27	3	0	0	0	3	39	0	0	0	39	0	0	0	0	0	69
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	39.1	0	0	0	39.1	4.3	0	0	0	4.3	56.5	0	0	0	56.5	0	0	0	0	0	

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	5
08:15 AM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
08:30 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
08:45 AM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
Total Volume	7	0	0	0	7	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	19
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.583	.000	.000	.000	.583	.250	.000	.000	.000	.250	.688	.000	.000	.000	.688	.000	.000	.000	.000	.000	.792

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					07:15 AM					08:00 AM					06:30 AM				
+0 mins.	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
+15 mins.	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
+30 mins.	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+45 mins.	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0
Total Volume	10	0	0	0	10	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0	
PHF	.833	.000	.000	.000	.833	.250	.000	.000	.000	.250	.688	.000	.000	.000	.688	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

	03:15 PM					03:30 PM					03:45 PM					04:00 PM				
03:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
03:30 PM	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	8
03:45 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	3
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Total Volume	7	0	0	0	7	0	0	0	0	0	7	0	0	0	7	0	0	0	0	14
% App. Total	100	0	0	0		0	0	0	0	0	100	0	0	0		0	0	0	0	
PHF	.438	.000	.000	.000	.438	.000	.000	.000	.000	.000	.438	.000	.000	.000	.438	.000	.000	.000	.000	.438

Intersection Turning Movement Count

City/County: Lake Wales/Polk
 Weather: Clear
 Comments:

File Name : US27&Central
 Site Code : 18013
 Start Date : 11/15/2018
 Page No : 3

	US 27 Southbound					CENTRAL AVENUE Westbound					US 27 Northbound					CENTRAL AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					04:30 PM					03:30 PM					03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
+15 mins.	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+30 mins.	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+45 mins.	2	0	0	0	2	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0
Total Volume	7	0	0	0	7	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0	
PHF	.438	.000	.000	.000	.438	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 11/15/18

Day: Thursday

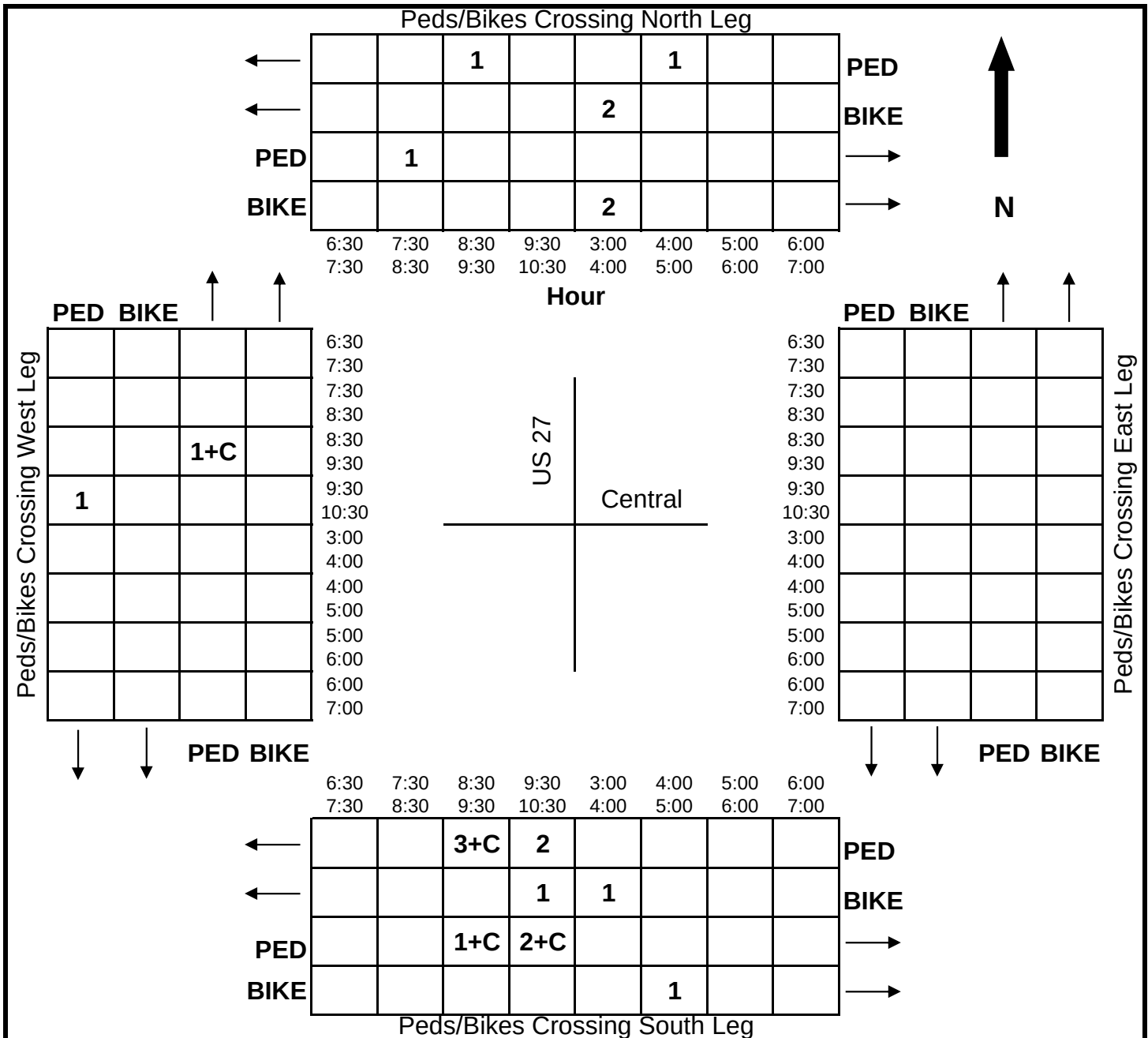
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Central Avenue

Comments: _____

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



VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Lake Wales
 INTERSECTING ROUTE: Washington Avenue
 DATE OF COUNT: 3/1/16
 ROAD CONDITION: Good
 EAST APPROACH: Washington Avenue
 WEST APPROACH: Washington Avenue
 COUNT PERIODS: 7:00 AM - 8:00 AM, 11:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 1.118
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	1	8	189	9	4	211	2	10	171	4	0	187	398	0	2	6	0	0	8	0	7	1	5	10	23	31	429
7:15 AM	0	5	204	10	2	221	2	24	232	5	0	263	484	0	2	7	2	7	18	0	9	1	2	7	19	37	521
7:30 AM	0	5	252	11	4	272	3	21	269	3	0	296	568	0	4	10	0	6	20	0	9	4	5	9	27	47	615
7:45 AM	1	6	218	15	0	240	2	24	321	1	0	348	588	0	3	8	0	5	16	0	15	9	15	10	49	65	653
Total	2	24	863	45	10	944	9	79	993	13	0	1,094	2,038	0	11	31	2	18	62	0	40	15	27	36	118	180	2,218
11:00 AM	7	6	274	3	1	291	0	6	247	1	0	254	545	0	2	11	7	2	22	0	8	9	3	7	27	49	594
11:15 AM	2	6	255	5	6	274	4	14	245	3	0	266	540	0	7	7	3	2	19	0	12	6	14	1	33	52	592
11:30 AM	5	5	282	5	3	300	5	8	271	2	0	286	586	0	2	11	3	4	20	0	16	4	10	8	38	58	644
11:45 AM	3	9	288	9	0	309	3	9	241	2	1	256	565	0	2	10	8	3	23	0	6	7	7	1	21	44	609
Total	17	26	1,099	22	10	1,174	12	37	1,004	8	1	1,062	2,236	0	13	39	21	11	84	0	42	26	34	17	119	203	2,439
12:00 PM	9	12	312	8	7	348	5	14	288	1	2	310	658	1	3	7	2	2	15	0	18	3	11	3	35	50	708
12:15 PM	4	3	284	9	5	305	2	18	277	5	1	303	608	0	3	9	2	2	16	0	11	4	13	6	34	50	658
12:30 PM	6	3	277	3	8	297	3	14	234	0	2	253	550	0	1	4	3	3	11	0	11	15	10	5	41	52	602
12:45 PM	3	7	297	9	2	318	3	9	254	2	0	268	586	0	3	9	5	1	18	0	7	7	14	7	35	53	639
Total	22	25	1,170	29	22	1,268	13	55	1,053	8	5	1,134	2,402	1	10	29	12	8	60	0	47	29	48	21	145	205	2,607
1:00 PM	3	12	234	3	3	255	2	15	289	4	2	312	567	0	4	7	6	2	19	0	14	4	13	9	40	59	626
1:15 PM	2	10	244	10	3	269	4	17	258	2	0	281	550	0	6	9	4	3	22	0	7	8	5	2	22	44	594
1:30 PM	1	6	221	7	0	235	1	21	283	2	1	308	543	0	3	7	5	1	16	0	7	4	7	9	27	43	586
1:45 PM	4	6	256	8	4	278	6	8	221	2	0	237	515	0	4	5	2	2	13	0	10	6	5	11	32	45	560
Total	10	34	955	28	10	1,037	13	61	1,051	10	3	1,138	2,175	0	17	28	17	8	70	0	38	22	30	31	121	191	2,366
2:00 PM	4	2	245	6	5	262	2	17	254	5	2	280	542	0	4	9	8	4	25	0	15	8	11	3	37	62	604
2:15 PM	0	5	263	9	2	279	3	17	263	2	0	285	564	0	5	8	6	4	23	0	12	7	5	6	30	53	617
2:30 PM	3	8	244	5	1	261	2	10	222	2	0	236	497	0	6	2	4	5	17	0	11	4	8	9	32	49	546
2:45 PM	3	5	271	7	5	291	2	22	255	1	1	281	572	0	5	12	3	1	21	0	16	7	21	5	49	70	642
Total	10	20	1,023	27	13	1,093	9	66	994	10	3	1,082	2,175	0	20	31	21	14	86	0	54	26	45	23	148	234	2,409
3:00 PM	4	14	276	7	7	308	1	16	246	2	0	265	573	0	3	10	5	6	24	0	9	10	8	12	39	63	636
3:15 PM	3	10	291	2	4	310	4	24	286	2	1	317	627	0	2	9	5	5	21	0	18	15	16	6	55	76	703
3:30 PM	2	9	271	5	3	290	2	24	278	3	0	307	597	0	6	8	5	1	20	0	6	13	17	9	45	65	662
3:45 PM	3	9	259	11	1	283	2	12	263	2	2	281	564	0	6	10	7	2	25	0	6	5	15	3	29	54	618
Total	12	42	1,097	25	15	1,191	9	76	1,073	9	3	1,170	2,361	0	17	37	22	14	90	0	39	43	56	30	168	258	2,619
4:00 PM	7	4	281	7	2	301	3	14	287	2	0	306	607	0	6	14	7	3	30	0	18	17	16	8	59	89	696
4:15 PM	5	4	270	8	3	290	4	17	298	1	0	320	610	0	4	8	8	3	23	0	14	14	15	7	50	73	683
4:30 PM	1	10	275	9	1	296	0	16	282	6	0	304	600	0	2	13	4	3	22	0	15	5	13	9	42	64	664
4:45 PM	8	7	308	10	6	339	3	21	251	2	0	277	616	0	7	18	5	2	32	0	15	9	14	5	43	75	691
Total	21	25	1,134	34	12	1,226	10	68	1,118	11	0	1,207	2,433	0	19	53	24	11	107	0	62	45	58	29	194	301	2,734
5:00 PM	35	11	340	9	5	400	1	26	272	3	1	303	703	0	3	6	6	0	15	0	13	5	14	10	42	57	760
5:15 PM	7	8	328	19	7	369	3	27	312	5	0	347	716	0	5	14	7	2	28	0	22	10	9	7	48	76	792
5:30 PM	6	9	281	9	7	312	2	20	270	3	2	297	609	0	7	13	7	2	29	0	10	16	14	8	48	77	686
5:45 PM	6	8	260	13	5	292	1	33	251	3	2	290	582	0	3	16	4	4	27	0	13	5	8	7	33	60	642
Total	54	36	1,209	50	24	1,373	7	106	1,105	14	5	1,237	2,610	0	18	49	24	8	99	0	58	36	45	32	171	270	2,880

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Lake Wales
 INTERSECTING ROUTE: Washington Avenue
 DATE OF COUNT: 3/1/16
 ROAD CONDITION: Good
 EAST APPROACH: Washington Avenue
 WEST APPROACH: Washington Avenue
 COUNT PERIODS: 7:00 AM - 8:00 AM, 11:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 1.118
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

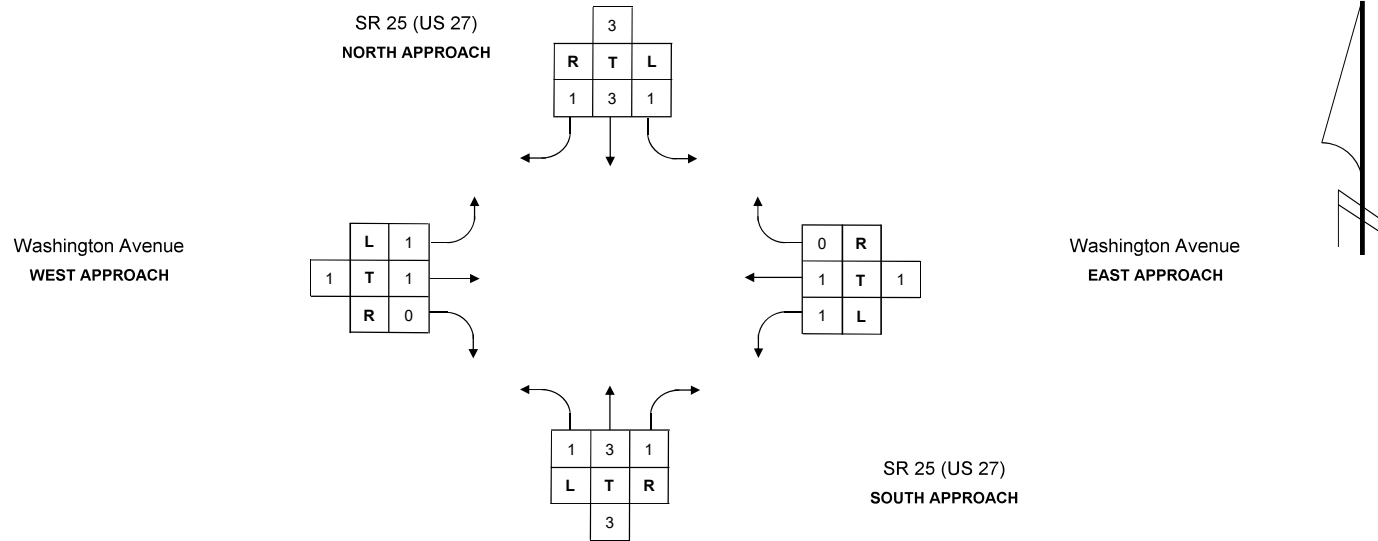
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	3	17	0	1	21	0	1	23	3	0	27	48	0	0	3	0	0	3	0	2	1	0	1	4	7	55
7:15 AM	0	4	21	0	0	25	1	2	18	2	0	23	48	0	0	3	1	1	5	0	3	1	0	0	4	9	57
7:30 AM	0	4	23	2	0	29	1	8	21	2	0	32	61	0	2	5	0	0	7	0	2	1	0	2	5	12	73
7:45 AM	0	3	14	4	0	21	0	3	32	0	0	35	56	0	1	5	0	0	6	0	2	2	2	2	8	14	70
Total	0	14	75	6	1	96	2	14	94	7	0	117	213	0	3	16	1	1	21	0	9	5	2	5	21	42	255
11:00 AM	0	1	32	0	0	33	0	0	32	1	0	33	66	0	0	3	1	0	4	0	2	1	3	0	6	10	76
11:15 AM	0	3	40	2	1	46	1	2	32	1	0	36	82	0	2	1	0	1	4	0	2	0	4	0	6	10	92
11:30 AM	0	2	41	3	0	46	0	1	41	0	0	42	88	0	0	3	0	1	4	0	4	1	2	1	8	12	100
11:45 AM	0	0	42	2	0	44	0	0	28	1	0	29	73	0	1	5	1	0	7	0	2	0	3	0	5	12	85
Total	0	6	155	7	1	169	1	3	133	3	0	140	309	0	3	12	2	2	19	0	10	2	12	1	25	44	353
12:00 PM	0	2	32	6	1	41	0	1	42	1	0	44	85	0	0	2	0	0	2	0	5	2	3	0	10	12	97
12:15 PM	0	0	42	4	1	47	0	0	30	2	0	32	79	0	1	2	0	0	3	0	4	1	2	0	7	10	89
12:30 PM	0	2	37	0	0	39	0	1	23	0	1	25	64	0	0	1	0	0	1	0	4	1	2	1	8	9	73
12:45 PM	0	4	34	2	0	40	1	0	34	2	0	37	77	0	1	5	0	0	6	0	0	1	2	1	4	10	87
Total	0	8	145	12	2	167	1	2	129	5	1	138	305	0	2	10	0	0	12	0	13	5	9	2	29	41	346
1:00 PM	0	1	24	1	0	26	1	0	29	2	1	33	59	0	0	4	2	0	6	0	3	0	2	0	5	11	70
1:15 PM	0	1	30	3	0	34	0	1	34	1	0	36	70	0	1	4	1	0	6	0	1	0	1	0	2	8	78
1:30 PM	0	2	29	2	0	33	0	1	27	1	1	30	63	0	1	0	1	0	2	0	4	1	3	0	8	10	73
1:45 PM	0	2	30	3	0	35	0	1	21	1	0	23	58	0	1	3	0	0	4	0	1	0	1	2	4	8	66
Total	0	6	113	9	0	128	1	3	111	5	2	122	250	0	3	11	4	0	18	0	9	1	7	2	19	37	287
2:00 PM	0	1	24	4	0	29	0	2	18	0	1	21	50	0	0	4	1	0	5	0	4	2	4	1	11	16	66
2:15 PM	0	1	39	3	1	44	0	2	20	1	0	23	67	0	1	2	1	1	5	0	5	1	0	0	6	11	78
2:30 PM	0	2	27	2	0	31	0	0	20	0	0	20	51	0	0	0	2	0	2	0	4	0	1	0	5	7	58
2:45 PM	0	1	27	3	1	32	0	3	19	0	1	23	55	0	2	4	0	0	6	0	2	4	7	0	13	19	74
Total	0	5	117	12	2	136	0	7	77	1	2	87	223	0	3	10	4	1	18	0	15	7	12	1	35	53	276
3:00 PM	0	2	24	3	1	30	0	4	26	1	0	31	61	0	2	4	0	1	7	0	3	1	1	1	6	13	74
3:15 PM	0	1	24	0	3	28	0	1	27	0	0	28	56	0	0	2	1	0	3	0	4	1	3	0	8	11	67
3:30 PM	0	2	22	2	1	27	0	1	21	2	0	24	51	0	1	3	0	0	4	0	1	2	0	0	3	7	58
3:45 PM	0	0	25	6	0	31	1	1	23	1	1	27	58	0	0	1	2	0	3	0	3	1	3	0	7	10	68
Total	0	5	95	11	5	116	1	7	97	4	1	110	226	0	3	10	3	1	17	0	11	5	7	1	24	41	267
4:00 PM	0	0	32	1	0	33	0	1	25	1	0	27	60	0	1	3	1	0	5	0	8	1	2	0	11	16	76
4:15 PM	0	2	17	2	0	21	1	0	18	1	0	20	41	0	1	1	2	0	4	0	2	2	1	1	6	10	51
4:30 PM	0	1	35	3	0	39	0	2	15	0	0	17	56	0	1	2	0	1	4	0	4	2	0	0	6	10	66
4:45 PM	0	0	28	2	0	30	0	1	14	0	0	15	45	0	0	2	0	0	2	0	2	3	3	0	8	10	55
Total	0	3	112	8	0	123	1	4	72	2	0	79	202	0	3	8	3	1	15	0	16	8	6	1	31	46	248
5:00 PM	0	0	17	1	0	18	0	0	14	1	0	15	33	0	0	1	1	0	2	0	1	0	0	1	2	4	37
5:15 PM	0	1	22	0	0	23	0	0	25	3	0	28	51	0	0	2	0	0	2	0	3	0	0	1	4	6	57
5:30 PM	0	0	22	3	2	27	0	0	22	0	0	22	49	0	0	3	0	0	3	0	2	4	0	1	7	10	59
5:45 PM	0	1	22	2	1	26	0	2	15	0	0	17	43	0	0	2	0	2	4	0	2	0	0	0	2	6	49
Total	0	2	83	6	3	94	0	2	76	4	0	82	176	0	0	8	1	2	11	0	8	4	0	3	15	26	202

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Lake Wales	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	Washington Avenue	MILEPOST:	1.118
OBSERVER:	FDA	DATE:	3/1/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/6/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7 - 8	2	24	863	45	10	944	9	79	993	13	0	1,094	2,038	0	11	31	2	18	62	0	40	15	27	36	118	180
11 - 12	17	26	1,099	22	10	1,174	12	37	1,004	8	1	1,062	2,236	0	13	39	21	11	84	0	42	26	34	17	119	203
12 - 13	22	25	1,170	29	22	1,268	13	55	1,053	8	5	1,134	2,402	1	10	29	12	8	60	0	47	29	48	21	145	205
13 - 14	10	34	955	28	10	1,037	13	61	1,051	10	3	1,138	2,175	0	17	28	17	8	70	0	38	22	30	31	121	191
14 - 15	10	20	1,023	27	13	1,093	9	66	994	10	3	1,082	2,175	0	20	31	21	14	86	0	54	26	45	23	148	234
15 - 16	12	42	1,097	25	15	1,191	9	76	1,073	9	3	1,170	2,361	0	17	37	22	14	90	0	39	43	56	30	168	258
16 - 17	21	25	1,134	34	12	1,226	10	68	1,118	11	0	1,207	2,433	0	19	53	24	11	107	0	62	45	58	29	194	301
17 - 18	54	36	1,209	50	24	1,373	7	106	1,105	14	5	1,237	2,610	0	18	49	24	8	99	0	58	36	45	32	171	270
TOTAL	148	232	8,550	260	116	9,306	82	548	8,391	83	20	9,124	18,430	1	125	297	143	92	658	0	380	242	343	219	1,184	1,842

Percentage	1.6%	2.5%	91.9%	2.8%	1.2%	100.0%	0.9%	6.0%	92.0%	0.9%	0.2%	100.0%	N/A	0.2%	19.0%	45.1%	21.7%	14.0%	100.0%	0.0%	32.1%	20.4%	29.0%	18.5%	100.0%	N/A
Maximum	54	42	1,209	50	24	1,373	13	106	1,118	14	5	1,237	2,610	1	20	53	24	18	107	0	62	45	58	36	194	301
Minimum	2	20	863	22	10	944	7	37	993	8	1	1,062	2,038	1	10	28	2	8	60	0	38	15	27	17	118	180
Total Heavy Veh	49		895	71	14	1,029	49		789	31	6	875	1,904	20		85	18	8	131	91		37	55	16	199	330
% Heavy Veh	12.9%		10.5%	22.6%		11.1%	7.8%		9.4%	35.9%		9.6%	10.3%	15.9%		28.6%	11.1%		19.9%	23.9%		15.3%	12.6%		16.8%	17.9%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 1.118
 COUNT HOURS 7:00 AM - 8:00 AM, 11:00 AM - 6:00 PM

CITY Lake Wales
 INTERSECTING ROUTE Washington Avenue
 DATE OF COUNT 3/1/16
 WEATHER Good
 COMPLETED BY DL
 DATE 6/6/16

SR 25 (US 27)

7-8	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	2	0	0	0	0	1	1	4
0	2	0	0	1	0	1	0	4
0	4	0	0	1	0	2	1	8

NORTH APPROACH

Washington Avenue

7-8	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

7-8	1	0	1
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	1	0	1

Washington Avenue

SOUTH APPROACH

7-8	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 1.118
 COUNT HOURS 7:00 AM - 8:00 AM, 11:00 AM - 6:00 PM

CITY Lake Wales
 INTERSECTING ROUTE Washington Avenue
 DATE OF COUNT 3/1/16
 WEATHER Good
 COMPLETED BY DL
 DATE 6/6/16

SR 25 (US 27)

7-8	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	1	0	0	1	0	0	0	2
0	0	0	0	0	0	0	0	0
0	1	0	0	1	0	0	0	2

NORTH APPROACH

Washington Avenue

7-8	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	2	0	2
16-17	0	0	0
17-18	0	0	0
Total	2	0	2

WEST APPROACH

EAST APPROACH

7-8	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

Washington Avenue

SOUTH APPROACH

7-8	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Lake Wales
 INTERSECTING ROUTE: Mountain Lake Cutoff Road North
 DATE OF COUNT: 3/1/16
 ROAD CONDITION: Good
 EAST APPROACH: Mountain Lake Cutoff Road North
 WEST APPROACH: Driveway
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

COUNTY: Polk
 MILEPOST: 1.901
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	194	2	4	201	0	51	190	0	0	241	442	0	0	0	0	0	0	0	16	0	25	34	75	75	517
7:15 AM	0	1	196	10	2	209	6	54	241	0	0	301	510	0	1	0	0	0	1	0	15	0	7	52	74	75	585
7:30 AM	0	4	246	3	4	257	3	62	259	1	0	325	582	0	0	0	0	0	0	0	23	0	29	40	92	92	674
7:45 AM	1	0	234	13	10	258	5	67	296	2	2	372	630	0	0	0	0	0	0	0	27	0	38	57	122	122	752
Total	1	6	870	28	20	925	14	234	986	3	2	1,239	2,164	0	1	0	0	0	1	0	81	0	99	183	363	364	2,528
8:00 AM	1	0	240	11	7	259	2	77	244	1	1	325	584	0	0	0	0	0	0	0	15	0	10	58	83	83	667
8:15 AM	2	2	242	8	9	263	6	59	246	4	0	315	578	0	0	0	0	0	0	0	16	0	4	59	79	79	657
8:30 AM	1	2	235	9	3	250	2	36	218	1	0	257	507	0	2	3	1	0	6	0	21	1	38	34	94	100	607
8:45 AM	0	1	255	13	3	272	6	33	251	0	0	290	562	0	0	0	0	1	1	0	9	1	19	32	61	62	624
Total	4	5	972	41	22	1,044	16	205	959	6	1	1,187	2,231	0	2	3	1	1	7	0	61	2	71	183	317	324	2,555
11:00 AM	3	1	262	7	1	274	5	35	248	2	0	290	564	0	3	0	1	0	4	0	15	1	36	17	69	73	637
11:15 AM	1	4	264	13	1	283	11	53	237	0	1	302	585	0	1	0	0	2	3	0	7	0	45	15	67	70	655
11:30 AM	1	2	296	5	1	305	6	47	272	0	0	325	630	0	2	0	0	2	4	0	15	1	27	21	64	68	698
11:45 AM	1	2	275	16	2	296	11	54	267	2	0	334	630	0	3	0	0	0	3	0	19	0	48	13	80	83	713
Total	6	9	1,097	41	5	1,158	33	189	1,024	4	1	1,251	2,409	0	9	0	1	4	14	0	56	2	156	66	280	294	2,703
12:00 PM	5	2	278	7	7	299	9	53	270	0	0	332	631	0	1	0	0	0	1	0	16	0	30	22	68	69	700
12:15 PM	1	4	329	10	5	349	8	46	278	0	0	332	681	0	1	0	2	0	3	0	13	0	24	20	57	60	741
12:30 PM	0	2	263	2	7	274	9	50	239	1	0	299	573	0	3	1	0	2	6	0	10	1	13	38	62	68	641
12:45 PM	0	2	306	12	9	329	8	42	276	5	0	331	660	0	4	0	1	1	6	0	19	2	26	41	88	94	754
Total	6	10	1,176	31	28	1,251	34	191	1,063	6	0	1,294	2,545	0	9	1	3	3	16	0	58	3	93	121	275	291	2,836
2:00 PM	3	2	267	9	4	285	10	58	278	3	0	349	634	0	1	2	1	1	5	0	7	0	43	23	73	78	712
2:15 PM	4	5	288	12	4	313	6	68	256	1	0	331	644	0	2	0	0	0	2	0	9	0	37	17	63	65	709
2:30 PM	5	4	247	7	4	267	6	72	235	2	0	315	582	0	2	0	0	0	2	0	23	0	36	25	84	86	668
2:45 PM	2	1	273	10	4	290	9	59	256	1	0	325	615	0	3	1	0	0	4	0	11	0	29	39	79	83	698
Total	14	12	1,075	38	16	1,155	31	257	1,025	7	0	1,320	2,475	0	8	3	1	1	13	0	50	0	145	104	299	312	2,787
3:00 PM	3	4	304	16	4	331	6	56	245	1	1	309	640	0	0	0	3	2	5	0	21	0	58	22	101	106	746
3:15 PM	1	0	303	8	4	316	10	66	283	0	0	359	675	0	0	1	0	0	1	0	20	0	51	24	95	96	771
3:30 PM	0	4	283	11	5	303	6	63	305	0	0	374	677	0	3	0	1	0	4	0	15	1	56	15	87	91	768
3:45 PM	3	0	240	12	1	256	7	52	255	2	0	316	572	0	2	0	0	0	2	0	17	0	68	16	101	103	675
Total	7	8	1,130	47	14	1,206	29	237	1,088	3	1	1,358	2,564	0	5	1	4	2	12	0	73	1	233	77	384	396	2,960
4:00 PM	3	0	287	16	5	311	9	64	313	1	0	387	698	0	2	0	0	1	3	0	18	0	32	21	71	74	772
4:15 PM	0	5	282	4	6	297	3	52	254	0	0	309	606	0	2	0	2	1	5	0	18	0	34	31	83	88	694
4:30 PM	1	1	296	8	7	313	7	58	317	0	0	382	695	0	1	0	0	0	1	0	14	0	44	19	77	78	773
4:45 PM	2	0	327	21	2	352	9	60	286	1	0	356	708	0	6	0	0	1	7	0	10	0	33	11	54	61	769
Total	6	6	1,192	49	20	1,273	28	234	1,170	2	0	1,434	2,707	0	11	0	2	3	16	0	60	0	143	82	285	301	3,008
5:00 PM	2	0	330	15	4	351	12	78	275	0	1	366	717	0	5	0	0	2	7	0	19	0	45	22	86	93	810
5:15 PM	3	0	338	20	5	366	25	76	329	4	0	434	800	0	1	0	0	0	1	0	14	0	48	16	78	79	879
5:30 PM	4	1	294	10	7	316	10	79	280	0	0	369	685	0	1	1	2	1	5	0	23	0	43	17	83	88	773
5:45 PM	5	1	248	12	9	275	5	71	267	0	0	343	618	0	1	0	0	0	1	0	14	0	30	25	69	70	688
Total	14	2	1,210	57	25	1,308	52	304	1,151	4	1	1,512	2,820	0	8	1	2	3	14	0	70	0	166	80	316	330	3,150

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Lake Wales
 INTERSECTING ROUTE: Mountain Lake Cutoff Road North
 DATE OF COUNT: 3/1/16
 ROAD CONDITION: Good
 EAST APPROACH: Mountain Lake Cutoff Road North
 WEST APPROACH: Driveway
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

COUNTY: Polk
 MILEPOST: 1.901
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

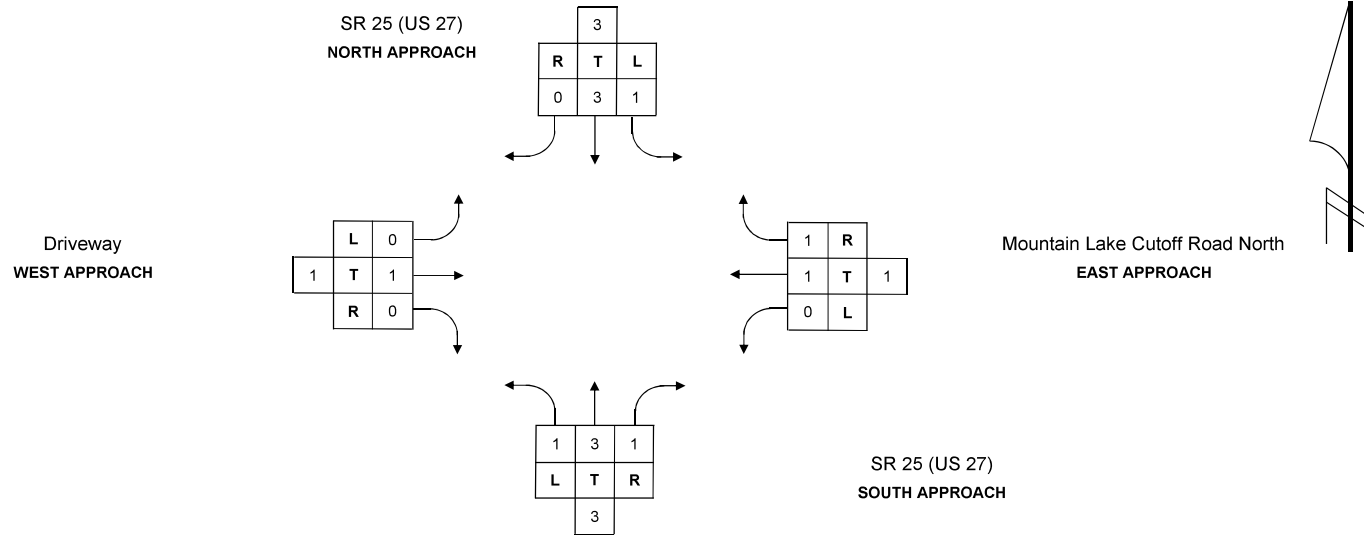
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound												Southbound												NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total	EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total															
7:00 AM	0	0	20	0	0	20	0	1	25	0	0	26	46	0	0	0	0	0	0	0	1	0	0	2	3	3	49												
7:15 AM	0	0	19	3	0	22	0	0	24	0	0	24	46	0	0	0	0	0	0	0	2	0	0	0	2	2	48												
7:30 AM	0	0	25	1	0	26	0	1	26	0	0	27	53	0	0	0	0	0	0	0	1	0	0	1	2	2	55												
7:45 AM	0	0	15	2	1	18	0	1	23	0	0	24	42	0	0	0	0	0	0	0	3	0	4	1	8	8	50												
Total	0	0	79	6	1	86	0	3	98	0	0	101	187	0	0	0	0	0	0	0	7	0	4	4	15	15	202												
8:00 AM	0	0	37	1	0	38	0	3	20	0	0	23	61	0	0	0	0	0	0	0	2	0	0	2	4	4	65												
8:15 AM	0	0	29	0	0	29	0	3	22	0	0	25	54	0	0	0	0	0	0	0	2	0	0	0	2	2	56												
8:30 AM	0	0	30	0	0	30	0	4	28	0	0	32	62	0	0	0	0	0	0	0	2	0	2	2	6	6	68												
8:45 AM	0	0	28	4	1	33	0	2	35	0	0	37	70	0	0	0	0	0	0	0	0	0	1	1	2	2	72												
Total	0	0	124	5	1	130	0	12	105	0	0	117	247	0	0	0	0	0	0	0	6	0	3	5	14	14	261												
11:00 AM	0	0	30	0	0	30	2	1	29	0	0	32	62	0	1	0	0	0	1	0	4	0	1	0	5	6	68												
11:15 AM	0	0	46	0	0	46	0	3	33	0	0	36	82	0	0	0	0	0	0	0	2	0	0	0	2	2	84												
11:30 AM	0	1	43	1	0	45	1	2	44	0	0	47	92	0	0	0	0	0	0	0	3	0	0	1	4	4	96												
11:45 AM	0	0	43	1	2	46	0	2	33	0	0	35	81	0	0	0	0	0	0	0	4	0	4	1	9	9	90												
Total	0	1	162	2	2	167	3	8	139	0	0	150	317	0	1	0	0	0	1	0	13	0	5	2	20	21	338												
12:00 PM	1	0	30	0	0	31	0	2	35	0	0	37	68	0	0	0	0	0	0	0	3	0	0	2	5	5	73												
12:15 PM	0	0	49	1	1	51	0	1	35	0	0	36	87	0	0	0	0	0	0	0	3	0	1	1	5	5	92												
12:30 PM	0	0	37	0	1	38	0	1	21	0	0	22	60	0	0	0	0	0	0	0	1	0	0	0	1	1	61												
12:45 PM	0	0	36	1	0	37	1	1	43	1	0	46	83	0	0	0	0	0	0	0	0	0	1	1	2	2	85												
Total	1	0	152	2	2	157	1	5	134	1	0	141	298	0	0	0	0	0	0	0	7	0	2	4	13	13	311												
2:00 PM	0	0	30	0	0	30	0	2	18	0	0	20	50	0	0	0	0	0	0	0	1	0	1	1	3	3	53												
2:15 PM	0	0	38	3	0	41	0	2	23	0	0	25	66	0	0	0	0	0	0	0	2	0	0	0	2	2	68												
2:30 PM	0	0	29	0	2	31	0	6	23	0	0	29	60	0	0	0	0	0	0	0	1	0	2	0	3	3	63												
2:45 PM	0	0	32	0	0	32	0	2	19	0	0	21	53	0	0	0	0	0	0	0	3	0	1	0	4	4	57												
Total	0	0	129	3	2	134	0	12	83	0	0	95	229	0	0	0	0	0	0	0	7	0	4	1	12	12	241												
3:00 PM	0	0	34	2	0	36	0	1	26	0	0	27	63	0	0	0	0	0	0	0	5	0	1	0	6	6	69												
3:15 PM	1	0	28	1	1	31	0	0	24	0	0	24	55	0	0	0	0	0	0	0	1	0	5	1	7	7	62												
3:30 PM	0	0	20	0	0	20	0	2	24	0	0	26	46	0	0	0	0	0	0	0	2	0	0	1	3	3	49												
3:45 PM	1	0	26	3	0	30	0	2	20	0	0	22	52	0	0	0	0	0	0	0	2	0	0	0	2	2	54												
Total	2	0	108	6	1	117	0	5	94	0	0	99	216	0	0	0	0	0	0	0	10	0	6	2	18	18	234												
4:00 PM	0	0	29	4	2	35	0	0	23	0	0	23	58	0	1	0	0	0	1	0	2	0	0	0	2	3	61												
4:15 PM	0	0	19	0	1	20	0	0	15	0	0	15	35	0	0	0	0	0	0	0	1	0	0	0	1	1	36												
4:30 PM	0	0	35	1	1	37	0	0	20	0	0	20	57	0	0	0	0	0	0	0	2	0	0	0	2	2	59												
4:45 PM	0	0	26	2	0	28	0	2	13	0	0	15	43	0	0	0	0	0	0	0	1	0	1	0	2	2	45												
Total	0	0	109	7	4	120	0	2	71	0	0	73	193	0	1	0	0	0	1	0	6	0	1	0	7	8	201												
5:00 PM	0	0	18	0	0	18	0	4	9	0	0	13	31	0	0	0	0	0	0	0	1	0	1	0	2	2	33												
5:15 PM	0	0	21	0	0	21	0	0	27	0	0	27	48	0	0	0	0	0	0	0	1	0	1	1	3	3	51												
5:30 PM	0	0	26	0	0	26	1	0	20	0	0	21	47	0	0	0	0	0	0	0	2	0	3	0	5	5	52												
5:45 PM	0	0	16	0	0	16	0	2	13	0	0	15	31	0	0	0	0	0	0	0	2	0	0	1	3	3	34												
Total	0	0	81	0	0	81	1	6	69	0	0	76	157	0	0	0	0	0	0	0	6	0	5	2	13	13	170												

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Lake Wales	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	Mountain Lake Cutoff Road North	MILEPOST:	1.901
OBSERVER:	FDA	DATE:	3/1/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/6/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7 - 8	1	6	870	28	20	925	14	234	986	3	2	1,239	2,164	0	1	0	0	0	1	0	81	0	99	183	363	364
8 - 9	4	5	972	41	22	1,044	16	205	959	6	1	1,187	2,231	0	2	3	1	1	7	0	61	2	71	183	317	324
11 - 12	6	9	1,097	41	5	1,158	33	189	1,024	4	1	1,251	2,409	0	9	0	1	4	14	0	56	2	156	66	280	294
12 - 13	6	10	1,176	31	28	1,251	34	191	1,063	6	0	1,294	2,545	0	9	1	3	3	16	0	58	3	93	121	275	291
14 - 15	14	12	1,075	38	16	1,155	31	257	1,025	7	0	1,320	2,475	0	8	3	1	1	13	0	50	0	145	104	299	312
15 - 16	7	8	1,130	47	14	1,206	29	237	1,088	3	1	1,358	2,564	0	5	1	4	2	12	0	73	1	233	77	384	396
16 - 17	6	6	1,192	49	20	1,273	28	234	1,170	2	0	1,434	2,707	0	11	0	2	3	16	0	60	0	143	82	285	301
17 - 18	14	2	1,210	57	25	1,308	52	304	1,151	4	1	1,512	2,820	0	8	1	2	3	14	0	70	0	166	80	316	330
TOTAL	58	58	8,722	332	150	9,320	237	1,851	8,466	35	6	10,595	19,915	0	53	9	14	17	93	0	509	8	1,106	896	2,519	2,612

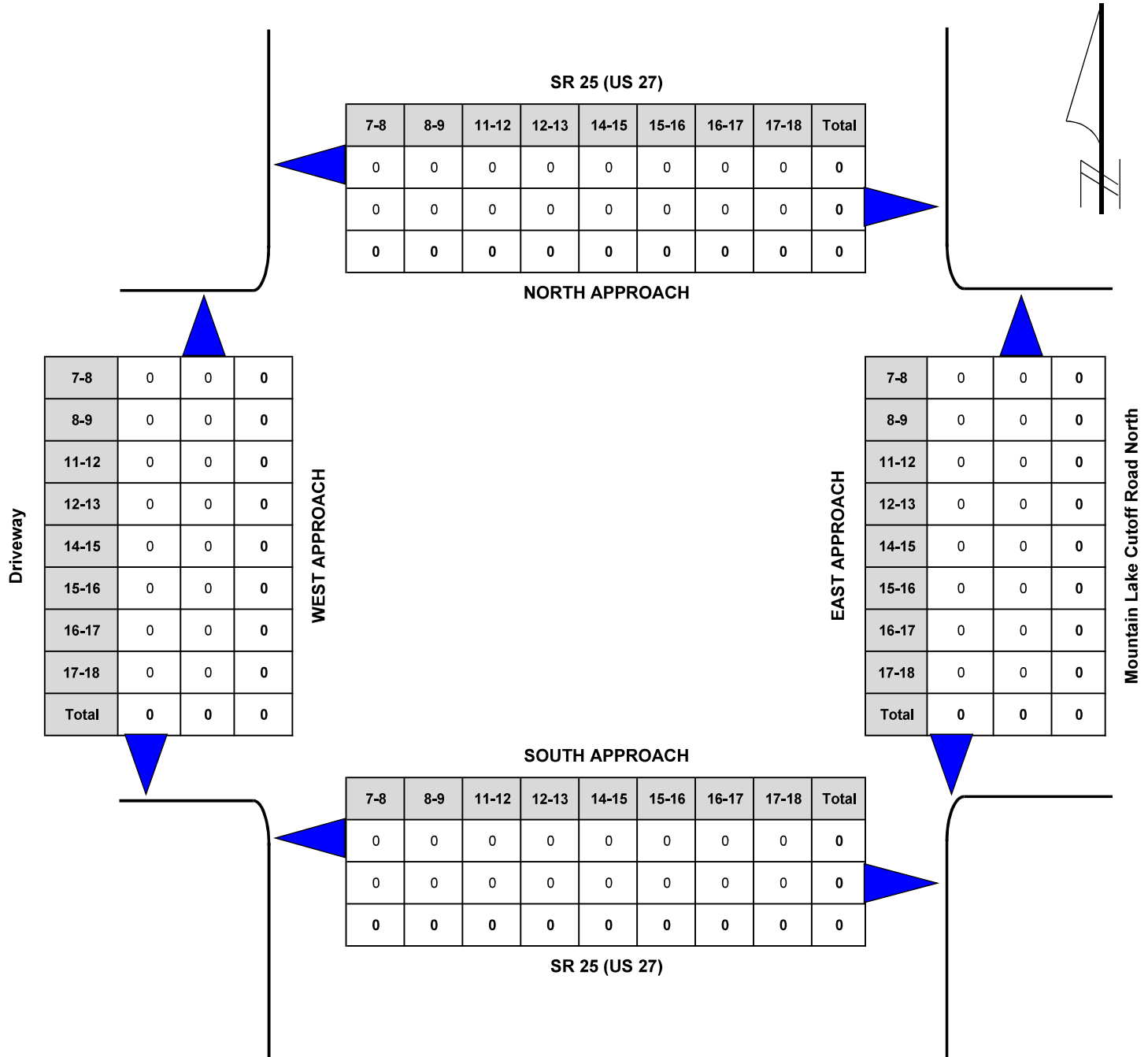
Percentage	0.6%	0.6%	93.6%	3.6%	1.6%	100.0%	2.2%	17.5%	79.9%	0.3%	0.1%	100.0%	N/A	0.0%	57.0%	9.7%	15.1%	18.3%	100.0%	0.0%	20.2%	0.3%	43.9%	35.6%	100.0%	N/A
Maximum	14	12	1,210	57	28	1,308	52	304	1,170	7	2	1,512	2,820	0	11	3	4	4	16	0	81	3	233	183	384	396
Minimum	1	2	870	28	5	925	14	189	959	2	1	1,187	2,164	0	1	1	1	1	1	0	50	1	71	66	275	291
Total Heavy Veh	4		944	31	13	992	58		793	1	0	852	1,844	2		0	0	0	2	62		0	30	20	112	114
% Heavy Veh	3.4%		10.8%	9.1%		10.6%	2.8%		9.4%	2.4%		8.0%	9.3%	3.8%		0.0%	0.0%		2.2%	12.2%		0.0%	2.5%		4.4%	4.4%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 1.901
 COUNT HOURS 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

CITY Lake Wales
 INTERSECTING ROUTE Mountain Lake Cutoff Road North
 DATE OF COUNT 3/1/16
 WEATHER Good
 COMPLETED BY DL
 DATE 6/6/16



FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 1.901
COUNT HOURS 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

CITY Lake Wales
INTERSECTING ROUTE Mountain Lake Cutoff Road North
DATE OF COUNT 3/1/16
WEATHER Good
COMPLETED BY DL
DATE 6/6/16

SR 25 (US 27)

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Driveway

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

SOUTH APPROACH

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

EAST APPROACH

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

Mountain Lake Cutoff Road North

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TowerPoint
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				TOWER POINT CIRCLE Westbound				US 27 Northbound				THE VANGUARD SCHOOL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	4	190	1	195	7	1	12	20	5	256	1	262	0	0	0	0	477
06:45 AM	0	228	1	229	8	0	8	16	8	238	1	247	0	0	0	0	492
Total	4	418	2	424	15	1	20	36	13	494	2	509	0	0	0	0	969
07:00 AM	3	251	3	257	4	0	11	15	6	284	0	290	0	0	0	0	562
07:15 AM	4	279	5	288	7	0	8	15	10	287	5	302	0	0	0	0	605
07:30 AM	5	371	1	377	14	0	7	21	11	348	5	364	0	0	0	0	762
07:45 AM	0	332	10	342	14	0	7	21	16	326	3	345	0	0	0	0	708
Total	12	1233	19	1264	39	0	33	72	43	1245	13	1301	0	0	0	0	2637
08:00 AM	6	377	3	386	8	0	5	13	10	249	12	271	0	0	0	0	670
08:15 AM	12	301	6	319	5	0	12	17	8	292	4	304	0	0	0	0	640
08:30 AM	3	336	1	340	1	0	6	7	7	305	4	316	0	0	0	0	663
08:45 AM	4	270	0	274	6	0	6	12	8	296	2	306	0	0	0	0	592
Total	25	1284	10	1319	20	0	29	49	33	1142	22	1197	0	0	0	0	2565
09:00 AM	3	240	1	244	3	0	2	5	8	281	1	290	0	0	0	0	539
09:15 AM	5	267	0	272	7	0	1	8	12	310	1	323	0	0	0	0	603
09:30 AM	5	263	1	269	4	0	7	11	8	243	3	254	0	0	0	0	534
09:45 AM	2	254	0	256	4	0	0	4	4	295	1	300	0	0	0	0	560
Total	15	1024	2	1041	18	0	10	28	32	1129	6	1167	0	0	0	0	2236
10:00 AM	3	265	3	271	0	0	1	1	5	274	2	281	0	0	0	0	553
10:15 AM	3	272	0	275	1	0	2	3	9	281	2	292	0	0	0	0	570
*** BREAK ***																	
Total	6	537	3	546	1	0	3	4	14	555	4	573	0	0	0	0	1123
*** BREAK ***																	
03:00 PM	5	321	1	327	4	0	8	12	2	336	10	348	0	0	0	0	687
03:15 PM	6	317	1	324	5	0	4	9	7	322	15	344	0	0	0	0	677
03:30 PM	6	314	7	327	8	0	5	13	7	349	10	366	0	0	0	0	706
03:45 PM	11	315	4	330	5	0	6	11	7	318	1	326	0	0	0	0	667
Total	28	1267	13	1308	22	0	23	45	23	1325	36	1384	0	0	0	0	2737
04:00 PM	6	298	5	309	2	0	5	7	5	330	5	340	0	0	0	0	656
04:15 PM	20	345	4	369	5	0	4	9	6	345	2	353	0	0	0	0	731
04:30 PM	12	329	1	342	2	0	6	8	10	384	5	399	0	0	0	0	749
04:45 PM	15	357	5	377	2	0	14	16	13	308	8	329	0	0	0	0	722
Total	53	1329	15	1397	11	0	29	40	34	1367	20	1421	0	0	0	0	2858
05:00 PM	7	347	1	355	7	0	4	11	6	436	7	449	0	0	0	0	815
05:15 PM	18	389	1	408	6	0	2	8	2	339	6	347	0	0	0	0	763
05:30 PM	15	384	2	401	7	0	6	13	17	367	7	391	0	0	0	0	805
05:45 PM	8	318	1	327	5	1	8	14	11	314	9	334	0	0	0	0	675
Total	48	1438	5	1491	25	1	20	46	36	1456	29	1521	0	0	0	0	3058
06:00 PM	11	335	2	348	2	0	2	4	13	284	9	306	0	0	0	0	658
06:15 PM	8	328	2	338	5	0	13	18	2	253	12	267	0	0	0	0	623
06:30 PM	10	272	2	284	7	0	6	13	5	214	8	227	0	0	0	0	524
06:45 PM	9	269	1	279	2	0	9	11	4	234	4	242	0	0	0	0	532
Total	38	1204	7	1249	16	0	30	46	24	985	33	1042	0	0	0	0	2337
Grand Total	229	9734	76	10039	167	2	197	366	252	9698	165	10115	0	0	0	0	20520
Apprch %	2.3	97	0.8		45.6	0.5	53.8		2.5	95.9	1.6		0	0	0		
Total %	1.1	47.4	0.4	48.9	0.8	0	1	1.8	1.2	47.3	0.8	49.3	0	0	0	0	
Passenger Vehicles	167	8950	72	9189	151	2	188	341	62	8977	150	9189	0	0	0	0	18719
% Passenger Vehicles	72.9	91.9	94.7	91.5	90.4	100	95.4	93.2	24.6	92.6	90.9	90.8	0	0	0	0	91.2
Heavy Vehicles	6	784	4	794	12	0	9	21	3	721	15	739	0	0	0	0	1554
% Heavy Vehicles	2.6	8.1	5.3	7.9	7.2	0	4.6	5.7	1.2	7.4	9.1	7.3	0	0	0	0	7.6
UTurns	56	0	0	56	4	0	0	4	187	0	0	187	0	0	0	0	247
% UTurns	24.5	0	0	0.6	2.4	0	0	1.1	74.2	0	0	1.8	0	0	0	0	1.2

Intersection Turning Movement Count

	US 27 Southbound				TOWER POINT CIRCLE Westbound				US 27 Northbound				THE VANGUARD SCHOOL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

07:30 AM	5	371	1	377	14	0	7	21	11	348	5	364	0	0	0	0	762
07:45 AM	0	332	10	342	14	0	7	21	16	326	3	345	0	0	0	0	708
08:00 AM	6	377	3	386	8	0	5	13	10	249	12	271	0	0	0	0	670
08:15 AM	12	301	6	319	5	0	12	17	8	292	4	304	0	0	0	0	640
Total Volume	23	1381	20	1424	41	0	31	72	45	1215	24	1284	0	0	0	0	2780
% App. Total	1.6	97	1.4		56.9	0	43.1		3.5	94.6	1.9		0	0	0		
PHF	.479	.916	.500	.922	.732	.000	.646	.857	.703	.873	.500	.882	.000	.000	.000	.000	.912
Passenger Vehicles	12	1269	20	1301	38	0	31	69	28	1108	22	1158	0	0	0	0	2528
% Passenger Vehicles	52.2	91.9	100	91.4	92.7	0	100	95.8	62.2	91.2	91.7	90.2	0	0	0	0	90.9
Heavy Vehicles	2	112	0	114	3	0	0	3	0	107	2	109	0	0	0	0	226
% Heavy Vehicles	8.7	8.1	0	8.0	7.3	0	0	4.2	0	8.8	8.3	8.5	0	0	0	0	8.1
UTurns	9	0	0	9	0	0	0	0	17	0	0	17	0	0	0	0	26
% UTurns	39.1	0	0	0.6	0	0	0	0	37.8	0	0	1.3	0	0	0	0	0.9

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:00 AM				06:30 AM				
+0 mins.	5	371	1	377	4	0	11	15	6	284	0	290	0	0	0	0	
+15 mins.	0	332	10	342	7	0	8	15	10	287	5	302	0	0	0	0	
+30 mins.	6	377	3	386	14	0	7	21	11	348	5	364	0	0	0	0	
+45 mins.	12	301	6	319	14	0	7	21	16	326	3	345	0	0	0	0	
Total Volume	23	1381	20	1424	39	0	33	72	43	1245	13	1301	0	0	0	0	
% App. Total	1.6	97	1.4		54.2	0	45.8		3.3	95.7	1		0	0	0		
PHF	.479	.916	.500	.922	.696	.000	.750	.857	.672	.894	.650	.894	.000	.000	.000	.000	
Passenger Vehicles	12	1269	20	1301	34	0	32	66	25	1158	10	1193	0	0	0	0	
% Passenger Vehicles	52.2	91.9	100	91.4	87.2	0	97	91.7	58.1	93	76.9	91.7	0	0	0	0	
Heavy Vehicles	2	112	0	114	4	0	1	5	0	87	3	90	0	0	0	0	
% Heavy Vehicles	8.7	8.1	0	8	10.3	0	3	6.9	0	7	23.1	6.9	0	0	0	0	
UTurns	9	0	0	9	1	0	0	1	18	0	0	18	0	0	0	0	
% UTurns	39.1	0	0	0.6	2.6	0	0	1.4	41.9	0	0	1.4	0	0	0	0	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	15	357	5	377	2	0	14	16	13	308	8	329	0	0	0	0	722
05:00 PM	7	347	1	355	7	0	4	11	6	436	7	449	0	0	0	0	815
05:15 PM	18	389	1	408	6	0	2	8	2	339	6	347	0	0	0	0	763
05:30 PM	15	384	2	401	7	0	6	13	17	367	7	391	0	0	0	0	805
Total Volume	55	1477	9	1541	22	0	26	48	38	1450	28	1516	0	0	0	0	3105
% App. Total	3.6	95.8	0.6		45.8	0	54.2		2.5	95.6	1.8		0	0	0		
PHF	.764	.949	.450	.944	.786	.000	.464	.750	.559	.831	.875	.844	.000	.000	.000	.000	.952
Passenger Vehicles	48	1400	9	1457	21	0	23	44	4	1383	26	1413	0	0	0	0	2914
% Passenger Vehicles	87.3	94.8	100	94.5	95.5	0	88.5	91.7	10.5	95.4	92.9	93.2	0	0	0	0	93.8
Heavy Vehicles	2	77	0	79	0	0	3	3	0	67	2	69	0	0	0	0	151
% Heavy Vehicles	3.6	5.2	0	5.1	0	0	11.5	6.3	0	4.6	7.1	4.6	0	0	0	0	4.9
UTurns	5	0	0	5	1	0	0	1	34	0	0	34	0	0	0	0	40
% UTurns	9.1	0	0	0.3	4.5	0	0	2.1	89.5	0	0	2.2	0	0	0	0	1.3

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:30 PM				04:15 PM				03:00 PM				
+0 mins.	15	357	5	377	7	0	6	13	6	345	2	353	0	0	0	0	
+15 mins.	7	347	1	355	5	1	8	14	10	384	5	399	0	0	0	0	
+30 mins.	18	389	1	408	2	0	2	4	13	308	8	329	0	0	0	0	
+45 mins.	15	384	2	401	5	0	13	18	6	436	7	449	0	0	0	0	
Total Volume	55	1477	9	1541	19	1	29	49	35	1473	22	1530	0	0	0	0	
% App. Total	3.6	95.8	0.6		38.8	2	59.2		2.3	96.3	1.4		0	0	0		
PHF	.764	.949	.450	.944	.679	.250	.558	.681	.673	.845	.688	.852	.000	.000	.000	.000	
Passenger Vehicles	48	1400	9	1457	18	1	27	46	6	1376	19	1401	0	0	0	0	

Intersection Turning Movement Count

% Passenger Vehicles	87.3	94.8	100	94.5	94.7	100	93.1	93.9	17.1	93.4	86.4	91.6	0	0	0	0
Heavy Vehicles	2	77	0	79	0	0	2	2	0	97	3	100	0	0	0	0
% Heavy Vehicles	3.6	5.2	0	5.1	0	0	6.9	4.1	0	6.6	13.6	6.5	0	0	0	0
UTurns	5	0	0	5	1	0	0	1	29	0	0	29	0	0	0	0
% UTurns	9.1	0	0	0.3	5.3	0	0	2	82.9	0	0	1.9	0	0	0	0

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TowerPoint
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound				TOWER POINT CIRCLE Westbound				US 27 Northbound				THE VANGUARD SCHOOL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	3	166	1	170	7	1	11	19	1	241	1	243	0	0	0	0	432
06:45 AM	0	207	1	208	8	0	8	16	2	222	1	225	0	0	0	0	449
Total	3	373	2	378	15	1	19	35	3	463	2	468	0	0	0	0	881
07:00 AM	1	219	2	222	3	0	11	14	1	268	0	269	0	0	0	0	505
07:15 AM	0	252	5	257	4	0	7	11	6	270	2	278	0	0	0	0	546
07:30 AM	2	339	1	342	13	0	7	20	7	325	5	337	0	0	0	0	699
07:45 AM	0	308	10	318	14	0	7	21	11	295	3	309	0	0	0	0	648
Total	3	1118	18	1139	34	0	32	66	25	1158	10	1193	0	0	0	0	2398
08:00 AM	3	346	3	352	7	0	5	12	5	225	11	241	0	0	0	0	605
08:15 AM	7	276	6	289	4	0	12	16	5	263	3	271	0	0	0	0	576
08:30 AM	1	290	1	292	1	0	6	7	2	278	3	283	0	0	0	0	582
08:45 AM	3	240	0	243	6	0	6	12	1	269	2	272	0	0	0	0	527
Total	14	1152	10	1176	18	0	29	47	13	1035	19	1067	0	0	0	0	2290
09:00 AM	3	206	1	210	3	0	2	5	0	249	1	250	0	0	0	0	465
09:15 AM	3	231	0	234	6	0	1	7	2	283	1	286	0	0	0	0	527
09:30 AM	4	230	1	235	4	0	7	11	0	228	3	231	0	0	0	0	477
09:45 AM	1	223	0	224	4	0	0	4	1	256	1	258	0	0	0	0	486
Total	11	890	2	903	17	0	10	27	3	1016	6	1025	0	0	0	0	1955
10:00 AM	2	239	2	243	0	0	1	1	0	252	2	254	0	0	0	0	498
10:15 AM	3	246	0	249	1	0	2	3	3	258	2	263	0	0	0	0	515
*** BREAK ***																	
Total	5	485	2	492	1	0	3	4	3	510	4	517	0	0	0	0	1013
*** BREAK ***																	
03:00 PM	3	301	0	304	4	0	8	12	0	306	9	315	0	0	0	0	631
03:15 PM	5	285	1	291	3	0	4	7	0	281	14	295	0	0	0	0	593
03:30 PM	5	298	7	310	6	0	4	10	1	318	8	327	0	0	0	0	647
03:45 PM	6	289	4	299	4	0	6	10	1	301	1	303	0	0	0	0	612
Total	19	1173	12	1204	17	0	22	39	2	1206	32	1240	0	0	0	0	2483
04:00 PM	4	281	5	290	2	0	5	7	0	298	5	303	0	0	0	0	600
04:15 PM	8	320	3	331	4	0	4	8	2	325	2	329	0	0	0	0	668
04:30 PM	9	307	1	317	1	0	5	6	1	351	4	356	0	0	0	0	679
04:45 PM	12	337	5	354	2	0	12	14	2	291	6	299	0	0	0	0	667
Total	33	1245	14	1292	9	0	26	35	5	1265	17	1287	0	0	0	0	2614
05:00 PM	7	327	1	335	7	0	3	10	1	409	7	417	0	0	0	0	762
05:15 PM	16	371	1	388	6	0	2	8	0	328	6	334	0	0	0	0	730
05:30 PM	13	365	2	380	6	0	6	12	1	355	7	363	0	0	0	0	755
05:45 PM	8	306	1	315	5	1	6	12	1	298	7	306	0	0	0	0	633
Total	44	1369	5	1418	24	1	17	42	3	1390	27	1420	0	0	0	0	2880
06:00 PM	11	315	2	328	2	0	2	4	4	275	9	288	0	0	0	0	620
06:15 PM	7	312	2	321	5	0	13	18	0	239	12	251	0	0	0	0	590
06:30 PM	8	268	2	278	7	0	6	13	1	201	8	210	0	0	0	0	501
06:45 PM	9	250	1	260	2	0	9	11	0	219	4	223	0	0	0	0	494
Total	35	1145	7	1187	16	0	30	46	5	934	33	972	0	0	0	0	2205
Grand Total	167	8950	72	9189	151	2	188	341	62	8977	150	9189	0	0	0	0	18719
Apprch %	1.8	97.4	0.8		44.3	0.6	55.1		0.7	97.7	1.6		0	0	0		
Total %	0.9	47.8	0.4	49.1	0.8	0	1	1.8	0.3	48	0.8	49.1	0	0	0	0	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TowerPoint
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

	US 27 Southbound				TOWER POINT CIRCLE Westbound				US 27 Northbound				THE VANGUARD SCHOOL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	339	1	342	13	0	7	20	7	325	5	337	0	0	0	0	699
07:45 AM	0	308	10	318	14	0	7	21	11	295	3	309	0	0	0	0	648
08:00 AM	3	346	3	352	7	0	5	12	5	225	11	241	0	0	0	0	605
08:15 AM	7	276	6	289	4	0	12	16	5	263	3	271	0	0	0	0	576
Total Volume	12	1269	20	1301	38	0	31	69	28	1108	22	1158	0	0	0	0	2528
% App. Total	0.9	97.5	1.5		55.1	0	44.9		2.4	95.7	1.9		0	0	0		
PHF	.429	.917	.500	.924	.679	.000	.646	.821	.636	.852	.500	.859	.000	.000	.000	.000	.904

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:00 AM				06:30 AM				
+0 mins.	2	339	1	342	13	0	7	20	1	268	0	269	0	0	0	0	
+15 mins.	0	308	10	318	14	0	7	21	6	270	2	278	0	0	0	0	
+30 mins.	3	346	3	352	7	0	5	12	7	325	5	337	0	0	0	0	
+45 mins.	7	276	6	289	4	0	12	16	11	295	3	309	0	0	0	0	
Total Volume	12	1269	20	1301	38	0	31	69	25	1158	10	1193	0	0	0	0	
% App. Total	0.9	97.5	1.5		55.1	0	44.9		2.1	97.1	0.8		0	0	0		
PHF	.429	.917	.500	.924	.679	.000	.646	.821	.568	.891	.500	.885	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	12	337	5	354	2	0	12	14	2	291	6	299	0	0	0	0	667
05:00 PM	7	327	1	335	7	0	3	10	1	409	7	417	0	0	0	0	762
05:15 PM	16	371	1	388	6	0	2	8	0	328	6	334	0	0	0	0	730
05:30 PM	13	365	2	380	6	0	6	12	1	355	7	363	0	0	0	0	755
Total Volume	48	1400	9	1457	21	0	23	44	4	1383	26	1413	0	0	0	0	2914
% App. Total	3.3	96.1	0.6		47.7	0	52.3		0.3	97.9	1.8		0	0	0		
PHF	.750	.943	.450	.939	.750	.000	.479	.786	.500	.845	.929	.847	.000	.000	.000	.000	.956

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				05:45 PM				05:00 PM				03:00 PM				
+0 mins.	12	337	5	354	5	1	6	12	1	409	7	417	0	0	0	0	
+15 mins.	7	327	1	335	2	0	2	4	0	328	6	334	0	0	0	0	
+30 mins.	16	371	1	388	5	0	13	18	1	355	7	363	0	0	0	0	
+45 mins.	13	365	2	380	7	0	6	13	1	298	7	306	0	0	0	0	
Total Volume	48	1400	9	1457	19	1	27	47	3	1390	27	1420	0	0	0	0	
% App. Total	3.3	96.1	0.6		40.4	2.1	57.4		0.2	97.9	1.9		0	0	0		
PHF	.750	.943	.450	.939	.679	.250	.519	.653	.750	.850	.964	.851	.000	.000	.000	.000	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TowerPoint
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 27 Southbound				TOWER POINT CIRCLE Westbound				US 27 Northbound				THE VANGUARD SCHOOL Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	24	0	24	0	0	1	1	0	15	0	15	0	0	0	0	40
06:45 AM	0	21	0	21	0	0	0	0	0	16	0	16	0	0	0	0	37
Total	0	45	0	45	0	0	1	1	0	31	0	31	0	0	0	0	77
07:00 AM	1	32	1	34	0	0	0	0	0	16	0	16	0	0	0	0	50
07:15 AM	0	27	0	27	3	0	1	4	0	17	3	20	0	0	0	0	51
07:30 AM	1	32	0	33	1	0	0	1	0	23	0	23	0	0	0	0	57
07:45 AM	0	24	0	24	0	0	0	0	0	31	0	31	0	0	0	0	55
Total	2	115	1	118	4	0	1	5	0	87	3	90	0	0	0	0	213
08:00 AM	1	31	0	32	1	0	0	1	0	24	1	25	0	0	0	0	58
08:15 AM	0	25	0	25	1	0	0	1	0	29	1	30	0	0	0	0	56
08:30 AM	0	46	0	46	0	0	0	0	0	27	1	28	0	0	0	0	74
08:45 AM	0	30	0	30	0	0	0	0	0	27	0	27	0	0	0	0	57
Total	1	132	0	133	2	0	0	2	0	107	3	110	0	0	0	0	245
09:00 AM	0	34	0	34	0	0	0	0	0	32	0	32	0	0	0	0	66
09:15 AM	0	36	0	36	1	0	0	1	0	27	0	27	0	0	0	0	64
09:30 AM	0	33	0	33	0	0	0	0	0	15	0	15	0	0	0	0	48
09:45 AM	0	31	0	31	0	0	0	0	0	39	0	39	0	0	0	0	70
Total	0	134	0	134	1	0	0	1	0	113	0	113	0	0	0	0	248
10:00 AM	0	26	1	27	0	0	0	0	0	22	0	22	0	0	0	0	49
10:15 AM	0	26	0	26	0	0	0	0	1	23	0	24	0	0	0	0	50
*** BREAK ***																	
Total	0	52	1	53	0	0	0	0	1	45	0	46	0	0	0	0	99
*** BREAK ***																	
03:00 PM	0	20	1	21	0	0	0	0	0	30	1	31	0	0	0	0	52
03:15 PM	0	32	0	32	2	0	0	2	1	41	1	43	0	0	0	0	77
03:30 PM	0	16	0	16	1	0	1	2	0	31	2	33	0	0	0	0	51
03:45 PM	1	26	0	27	1	0	0	1	0	17	0	17	0	0	0	0	45
Total	1	94	1	96	4	0	1	5	1	119	4	124	0	0	0	0	225
04:00 PM	0	17	0	17	0	0	0	0	0	32	0	32	0	0	0	0	49
04:15 PM	0	25	1	26	1	0	0	1	0	20	0	20	0	0	0	0	47
04:30 PM	0	22	0	22	0	0	1	1	0	33	1	34	0	0	0	0	57
04:45 PM	2	20	0	22	0	0	2	2	0	17	2	19	0	0	0	0	43
Total	2	84	1	87	1	0	3	4	0	102	3	105	0	0	0	0	196
05:00 PM	0	20	0	20	0	0	1	1	0	27	0	27	0	0	0	0	48
05:15 PM	0	18	0	18	0	0	0	0	0	11	0	11	0	0	0	0	29
05:30 PM	0	19	0	19	0	0	0	0	0	12	0	12	0	0	0	0	31
05:45 PM	0	12	0	12	0	0	2	2	0	16	2	18	0	0	0	0	32
Total	0	69	0	69	0	0	3	3	0	66	2	68	0	0	0	0	140
06:00 PM	0	20	0	20	0	0	0	0	1	9	0	10	0	0	0	0	30
06:15 PM	0	16	0	16	0	0	0	0	0	14	0	14	0	0	0	0	30
06:30 PM	0	4	0	4	0	0	0	0	0	13	0	13	0	0	0	0	17
06:45 PM	0	19	0	19	0	0	0	0	0	15	0	15	0	0	0	0	34
Total	0	59	0	59	0	0	0	0	1	51	0	52	0	0	0	0	111
Grand Total	6	784	4	794	12	0	9	21	3	721	15	739	0	0	0	0	1554
Apprch %	0.8	98.7	0.5		57.1	0	42.9		0.4	97.6	2		0	0	0		
Total %	0.4	50.5	0.3	51.1	0.8	0	0.6	1.4	0.2	46.4	1	47.6	0	0	0	0	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TowerPoint
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

	US 27 Southbound				TOWER POINT CIRCLE Westbound				US 27 Northbound				THE VANGUARD SCHOOL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	46	0	46	0	0	0	0	0	27	1	28	0	0	0	0	74
08:45 AM	0	30	0	30	0	0	0	0	0	27	0	27	0	0	0	0	57
09:00 AM	0	34	0	34	0	0	0	0	0	32	0	32	0	0	0	0	66
09:15 AM	0	36	0	36	1	0	0	1	0	27	0	27	0	0	0	0	64
Total Volume	0	146	0	146	1	0	0	1	0	113	1	114	0	0	0	0	261
% App. Total	0	100	0		100	0	0		0	99.1	0.9		0	0	0		
PHF	.000	.793	.000	.793	.250	.000	.000	.250	.000	.883	.250	.891	.000	.000	.000	.000	.882

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM				07:15 AM				08:15 AM				06:30 AM				
+0 mins.	0	46	0	46	3	0	1	4	0	29	1	30	0	0	0	0	
+15 mins.	0	30	0	30	1	0	0	1	0	27	1	28	0	0	0	0	
+30 mins.	0	34	0	34	0	0	0	0	0	27	0	27	0	0	0	0	
+45 mins.	0	36	0	36	1	0	0	1	0	32	0	32	0	0	0	0	
Total Volume	0	146	0	146	5	0	1	6	0	115	2	117	0	0	0	0	
% App. Total	0	100	0		83.3	0	16.7		0	98.3	1.7		0	0	0		
PHF	.000	.793	.000	.793	.417	.000	.250	.375	.000	.898	.500	.914	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	20	1	21	0	0	0	0	0	30	1	31	0	0	0	0	52
03:15 PM	0	32	0	32	2	0	0	2	1	41	1	43	0	0	0	0	77
03:30 PM	0	16	0	16	1	0	1	2	0	31	2	33	0	0	0	0	51
03:45 PM	1	26	0	27	1	0	0	1	0	17	0	17	0	0	0	0	45
Total Volume	1	94	1	96	4	0	1	5	1	119	4	124	0	0	0	0	225
% App. Total	1	97.9	1		80	0	20		0.8	96	3.2		0	0	0		
PHF	.250	.734	.250	.750	.500	.000	.250	.625	.250	.726	.500	.721	.000	.000	.000	.000	.731

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:15 PM				03:00 PM				
+0 mins.	0	20	1	21	0	0	0	0	1	41	1	43	0	0	0	0	
+15 mins.	0	32	0	32	2	0	0	2	0	31	2	33	0	0	0	0	
+30 mins.	0	16	0	16	1	0	1	2	0	17	0	17	0	0	0	0	
+45 mins.	1	26	0	27	1	0	0	1	0	32	0	32	0	0	0	0	
Total Volume	1	94	1	96	4	0	1	5	1	121	3	125	0	0	0	0	
% App. Total	1	97.9	1		80	0	20		0.8	96.8	2.4		0	0	0		
PHF	.250	.734	.250	.750	.500	.000	.250	.625	.250	.738	.375	.727	.000	.000	.000	.000	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TowerPoint
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- UTurns

Start Time	US 27 Southbound				TOWER POINT CIRCLE Westbound				US 27 Northbound				THE VANGUARD SCHOOL Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	0	0	1	0	0	0	0	4	0	0	4	0	0	0	0	5
06:45 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	6
Total	1	0	0	1	0	0	0	0	10	0	0	10	0	0	0	0	11
07:00 AM	1	0	0	1	1	0	0	1	5	0	0	5	0	0	0	0	7
07:15 AM	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	8
07:30 AM	2	0	0	2	0	0	0	0	4	0	0	4	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
Total	7	0	0	7	1	0	0	1	18	0	0	18	0	0	0	0	26
08:00 AM	2	0	0	2	0	0	0	0	5	0	0	5	0	0	0	0	7
08:15 AM	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
08:30 AM	2	0	0	2	0	0	0	0	5	0	0	5	0	0	0	0	7
08:45 AM	1	0	0	1	0	0	0	0	7	0	0	7	0	0	0	0	8
Total	10	0	0	10	0	0	0	0	20	0	0	20	0	0	0	0	30
09:00 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	8
09:15 AM	2	0	0	2	0	0	0	0	10	0	0	10	0	0	0	0	12
09:30 AM	1	0	0	1	0	0	0	0	8	0	0	8	0	0	0	0	9
09:45 AM	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
Total	4	0	0	4	0	0	0	0	29	0	0	29	0	0	0	0	33
10:00 AM	1	0	0	1	0	0	0	0	5	0	0	5	0	0	0	0	6
10:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	10	0	0	10	0	0	0	0	11
*** BREAK ***																	
03:00 PM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
03:15 PM	1	0	0	1	0	0	0	0	6	0	0	6	0	0	0	0	7
03:30 PM	1	0	0	1	1	0	0	1	6	0	0	6	0	0	0	0	8
03:45 PM	4	0	0	4	0	0	0	0	6	0	0	6	0	0	0	0	10
Total	8	0	0	8	1	0	0	1	20	0	0	20	0	0	0	0	29
04:00 PM	2	0	0	2	0	0	0	0	5	0	0	5	0	0	0	0	7
04:15 PM	12	0	0	12	0	0	0	0	4	0	0	4	0	0	0	0	16
04:30 PM	3	0	0	3	1	0	0	1	9	0	0	9	0	0	0	0	13
04:45 PM	1	0	0	1	0	0	0	0	11	0	0	11	0	0	0	0	12
Total	18	0	0	18	1	0	0	1	29	0	0	29	0	0	0	0	48
05:00 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
05:15 PM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
05:30 PM	2	0	0	2	1	0	0	1	16	0	0	16	0	0	0	0	19
05:45 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	10
Total	4	0	0	4	1	0	0	1	33	0	0	33	0	0	0	0	38
06:00 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	8
06:15 PM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
06:30 PM	2	0	0	2	0	0	0	0	4	0	0	4	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	3	0	0	3	0	0	0	0	18	0	0	18	0	0	0	0	21
Grand Total	56	0	0	56	4	0	0	4	187	0	0	187	0	0	0	0	247
Apprch %	100	0	0		100	0	0		100	0	0		0	0	0		
Total %	22.7	0	0	22.7	1.6	0	0	1.6	75.7	0	0	75.7	0	0	0	0	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TowerPoint
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

	US 27 Southbound				TOWER POINT CIRCLE Westbound				US 27 Northbound				THE VANGUARD SCHOOL Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	1	0	0	1	0	0	0	0	7	0	0	7	0	0	0	0	8
09:00 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	8
09:15 AM	2	0	0	2	0	0	0	0	10	0	0	10	0	0	0	0	12
09:30 AM	1	0	0	1	0	0	0	0	8	0	0	8	0	0	0	0	9
Total Volume	4	0	0	4	0	0	0	0	33	0	0	33	0	0	0	0	37
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.825	.000	.000	.825	.000	.000	.000	.000	.771

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				06:30 AM				08:45 AM				06:30 AM				
+0 mins.	2	0	0	2	0	0	0	0	7	0	0	7	0	0	0	0	
+15 mins.	5	0	0	5	0	0	0	0	8	0	0	8	0	0	0	0	
+30 mins.	2	0	0	2	1	0	0	1	10	0	0	10	0	0	0	0	
+45 mins.	1	0	0	1	0	0	0	0	8	0	0	8	0	0	0	0	
Total Volume	10	0	0	10	1	0	0	1	33	0	0	33	0	0	0	0	
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.825	.000	.000	.825	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	2	0	0	2	0	0	0	0	5	0	0	5	0	0	0	0	7
04:15 PM	12	0	0	12	0	0	0	0	4	0	0	4	0	0	0	0	16
04:30 PM	3	0	0	3	1	0	0	1	9	0	0	9	0	0	0	0	13
04:45 PM	1	0	0	1	0	0	0	0	11	0	0	11	0	0	0	0	12
Total Volume	18	0	0	18	1	0	0	1	29	0	0	29	0	0	0	0	48
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0		
PHF	.375	.000	.000	.375	.250	.000	.000	.250	.659	.000	.000	.659	.000	.000	.000	.000	.750

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				03:00 PM				05:15 PM				03:00 PM				
+0 mins.	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	
+15 mins.	2	0	0	2	0	0	0	0	16	0	0	16	0	0	0	0	
+30 mins.	12	0	0	12	1	0	0	1	10	0	0	10	0	0	0	0	
+45 mins.	3	0	0	3	0	0	0	0	8	0	0	8	0	0	0	0	
Total Volume	21	0	0	21	1	0	0	1	36	0	0	36	0	0	0	0	
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0		
PHF	.438	.000	.000	.438	.250	.000	.000	.250	.563	.000	.000	.563	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

Date: 11/15/18

Day: Thursday

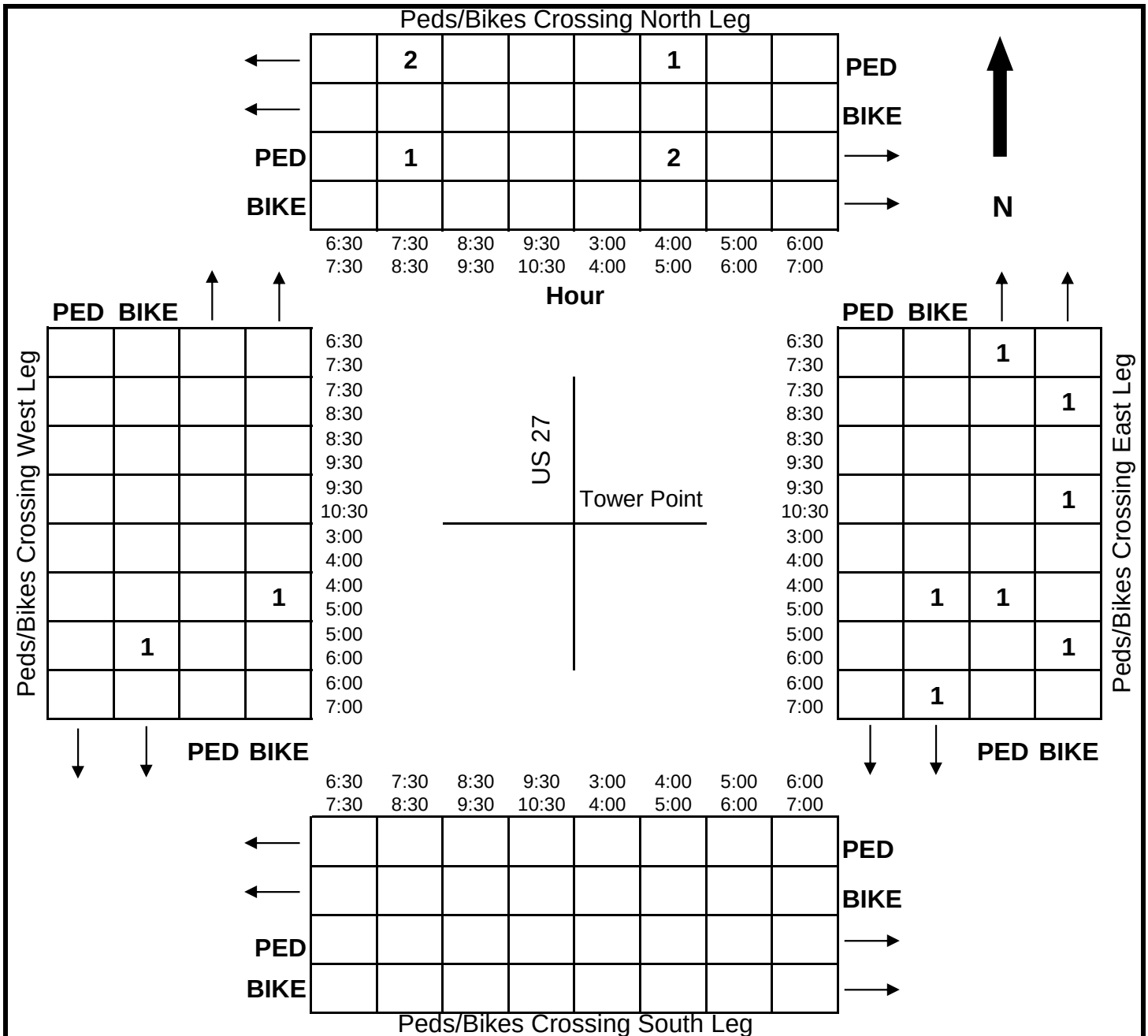
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Tower Point Entrance/Vanguard School Entrance

Comments: _____

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



VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Lake Wales
 INTERSECTING ROUTE: Eagle Ridge Mall Entrance
 DATE OF COUNT: 3/1/16
 ROAD CONDITION: Good
 EAST APPROACH: Eagle Ridge Mall Entrance
 WEST APPROACH: N/A
 COUNT PERIODS: 10:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 3.778
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
10:00 AM	2	0	362	21	0	385	0	11	256	0	0	267	652	0	0	0	0	0	0	0	21	0	1	5	27	27	679
10:15 AM	5	0	319	18	5	347	0	22	305	0	0	327	674	0	0	0	0	0	0	0	15	0	5	7	27	27	701
10:30 AM	5	0	325	16	1	347	1	13	313	0	0	327	674	0	0	0	0	0	0	0	14	0	7	6	27	27	701
10:45 AM	6	0	320	10	1	337	4	18	296	0	0	318	655	0	0	0	0	0	0	0	17	0	4	10	31	31	686
Total	18	0	1,326	65	7	1,416	5	64	1,170	0	0	1,239	2,655	0	0	0	0	0	0	0	67	0	17	28	112	112	2,767
11:00 AM	7	0	304	18	6	335	2	15	282	0	0	299	634	0	0	0	0	0	0	0	13	0	6	10	29	29	663
11:15 AM	10	0	333	20	1	364	1	12	287	0	0	300	664	0	0	0	0	0	0	0	16	0	6	8	30	30	694
11:30 AM	2	0	338	20	2	362	4	16	334	0	0	354	716	0	0	0	0	0	0	0	13	0	4	4	21	21	737
11:45 AM	3	0	302	26	7	338	0	15	334	0	0	349	687	0	0	0	0	0	0	0	15	0	6	11	32	32	719
Total	22	0	1,277	84	16	1,399	7	58	1,237	0	0	1,302	2,701	0	0	0	0	0	0	0	57	0	22	33	112	112	2,813
12:00 PM	4	0	304	17	8	333	4	15	307	0	0	326	659	0	0	0	0	0	0	0	16	0	2	11	29	29	688
12:15 PM	5	0	351	21	12	389	1	13	289	0	0	303	692	0	0	0	0	0	0	0	28	0	8	6	42	42	734
12:30 PM	6	0	312	17	2	337	3	14	296	0	0	313	650	0	0	0	0	0	0	0	24	0	6	10	40	40	690
12:45 PM	7	0	339	24	1	371	0	16	292	0	0	308	679	0	0	0	0	0	0	0	26	0	9	9	44	44	723
Total	22	0	1,306	79	23	1,430	8	58	1,184	0	0	1,250	2,680	0	0	0	0	0	0	0	94	0	25	36	155	155	2,835
1:00 PM	6	0	303	13	3	325	1	14	281	0	0	296	621	0	0	0	0	0	0	0	23	0	10	8	41	41	662
1:15 PM	6	0	306	14	0	326	1	10	314	0	0	325	651	0	0	0	0	0	0	0	17	0	2	6	25	25	676
1:30 PM	5	0	267	13	4	289	3	17	324	0	0	344	633	0	0	0	0	0	0	0	24	0	6	13	43	43	676
1:45 PM	6	0	280	10	2	298	1	19	270	0	0	290	588	0	0	0	0	0	0	0	14	0	0	12	26	26	614
Total	23	0	1,156	50	9	1,238	6	60	1,189	0	0	1,255	2,493	0	0	0	0	0	0	0	78	0	18	39	135	135	2,628
2:00 PM	9	0	297	19	2	327	0	10	329	0	0	339	666	0	0	0	0	0	0	0	27	0	4	7	38	38	704
2:15 PM	3	0	329	10	3	345	0	8	289	0	0	297	642	0	0	0	0	0	0	0	31	0	1	5	37	37	679
2:30 PM	11	0	311	23	1	346	1	9	296	0	0	306	652	0	0	0	0	0	0	0	23	0	9	7	39	39	691
2:45 PM	5	0	321	14	6	346	2	10	295	0	0	307	653	0	0	0	0	0	0	0	22	0	12	7	41	41	694
Total	28	0	1,258	66	12	1,364	3	37	1,209	0	0	1,249	2,613	0	0	0	0	0	0	0	103	0	26	26	155	155	2,768
3:00 PM	9	0	331	21	1	362	2	10	315	0	0	327	689	0	0	0	0	0	0	0	20	0	6	5	31	31	720
3:15 PM	9	0	337	21	2	369	0	14	331	0	0	345	714	0	0	0	0	0	0	0	15	0	4	5	24	24	738
3:30 PM	6	0	324	22	4	356	2	19	360	0	0	381	737	0	0	0	0	0	0	0	21	0	4	3	28	28	765
3:45 PM	9	0	338	19	0	366	1	7	335	0	0	343	709	0	0	0	0	0	0	0	21	0	1	6	28	28	737
Total	33	0	1,330	83	7	1,453	5	50	1,341	0	0	1,396	2,849	0	0	0	0	0	0	0	77	0	15	19	111	111	2,960
4:00 PM	6	0	355	10	2	373	2	8	328	0	0	338	711	0	0	0	0	0	0	0	24	0	7	7	38	38	749
4:15 PM	2	0	353	21	1	377	1	8	332	0	0	341	718	0	0	0	0	0	0	0	21	0	0	2	23	23	741
4:30 PM	7	0	349	14	3	373	4	9	360	0	0	373	746	0	0	0	0	0	0	0	16	0	2	3	21	21	767
4:45 PM	5	0	401	10	3	419	0	6	314	0	0	320	739	0	0	0	0	0	0	0	24	0	0	1	25	25	764
Total	20	0	1,458	55	9	1,542	7	31	1,334	0	0	1,372	2,914	0	0	0	0	0	0	0	85	0	9	13	107	107	3,021
5:00 PM	5	0	390	16	1	412	2	12	325	0	0	339	751	0	0	0	0	0	0	0	26	0	2	1	29	29	780
5:15 PM	4	0	408	18	4	434	0	8	410	0	0	418	852	0	0	0	0	0	0	0	20	0	3	7	30	30	882
5:30 PM	8	0	364	13	4	389	2	12	345	0	0	359	748	0	0	0	0	0	0	0	17	0	0	10	27	27	775
5:45 PM	7	0	313	10	1	331	0	9	315	0	0	324	655	0	0	0	0	0	0	0	25	0	3	7	35	35	690
Total	24	0	1,475	57	10	1,566	4	41	1,395	0	0	1,440	3,006	0	0	0	0	0	0	0	88	0	8	25	121	121	3,127

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Lake Wales
 INTERSECTING ROUTE: Eagle Ridge Mall Entrance
 DATE OF COUNT: 3/1/16
 ROAD CONDITION: Good
 EAST APPROACH: Eagle Ridge Mall Entrance
 WEST APPROACH: N/A
 COUNT PERIODS: 10:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 3.778
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

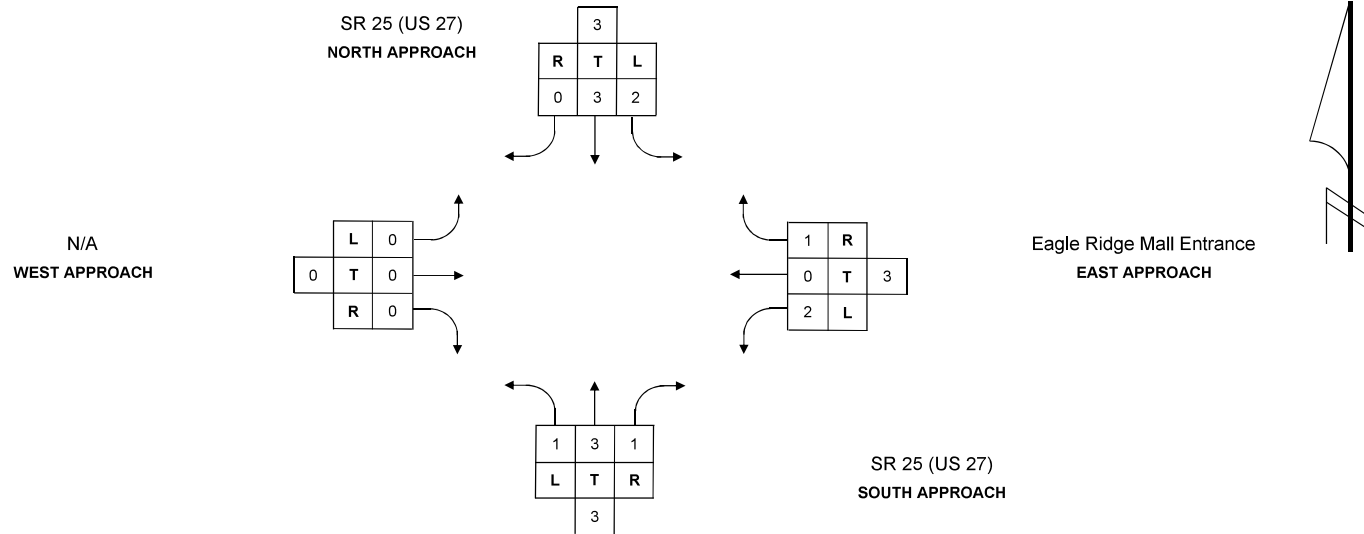
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
10:00 AM	0	0	27	2	0	29	0	2	32	0	0	34	63	0	0	0	0	0	0	0	0	0	0	0	0	0	63
10:15 AM	0	0	28	1	0	29	0	0	48	0	0	48	77	0	0	0	0	0	0	0	0	0	0	0	0	0	77
10:30 AM	0	0	26	0	0	26	0	2	30	0	0	32	58	0	0	0	0	0	0	0	1	0	0	0	1	1	59
10:45 AM	2	0	41	0	0	43	0	0	30	0	0	30	73	0	0	0	0	0	0	0	0	0	1	0	1	1	74
Total	2	0	122	3	0	127	0	4	140	0	0	144	271	0	0	0	0	0	0	0	1	0	1	0	2	2	273
11:00 AM	0	0	29	0	0	29	0	0	32	0	0	32	61	0	0	0	0	0	0	0	1	0	0	0	1	1	62
11:15 AM	0	0	43	0	0	43	0	1	39	0	0	40	83	0	0	0	0	0	0	0	1	0	0	0	1	1	84
11:30 AM	0	0	49	1	0	50	0	0	40	0	0	40	90	0	0	0	0	0	0	0	0	0	0	0	0	0	90
11:45 AM	0	0	43	1	0	44	0	0	37	0	0	37	81	0	0	0	0	0	0	0	1	0	0	0	1	1	82
Total	0	0	164	2	0	166	0	1	148	0	0	149	315	0	0	0	0	0	0	0	3	0	0	0	3	3	318
12:00 PM	0	0	39	0	0	39	0	1	35	0	0	36	75	0	0	0	0	0	0	0	0	0	2	0	2	2	77
12:15 PM	0	0	44	1	0	45	0	0	31	0	0	31	76	0	0	0	0	0	0	0	1	0	0	0	1	2	78
12:30 PM	0	0	47	1	0	48	0	0	24	0	0	24	72	0	0	0	0	0	0	0	1	0	0	0	1	1	73
12:45 PM	1	0	33	0	0	34	0	2	33	0	0	35	69	0	0	0	0	0	0	0	2	0	0	0	2	2	71
Total	1	0	163	2	0	166	0	3	123	0	0	126	292	0	0	0	0	0	0	0	4	0	2	1	7	7	299
1:00 PM	1	0	30	0	0	31	0	0	28	0	0	28	59	0	0	0	0	0	0	0	1	0	0	1	2	2	61
1:15 PM	0	0	28	2	0	30	0	0	37	0	0	37	67	0	0	0	0	0	0	0	0	0	0	0	0	0	67
1:30 PM	0	0	32	2	0	34	0	1	26	0	0	27	61	0	0	0	0	0	0	0	1	0	0	0	1	2	63
1:45 PM	0	0	28	1	0	29	0	0	21	0	0	21	50	0	0	0	0	0	0	0	0	0	0	1	1	1	51
Total	1	0	118	5	0	124	0	1	112	0	0	113	237	0	0	0	0	0	0	0	2	0	0	3	5	5	242
2:00 PM	0	0	34	0	0	34	0	0	24	0	0	24	58	0	0	0	0	0	0	0	1	0	0	0	1	1	59
2:15 PM	0	0	31	0	0	31	0	0	25	0	0	25	56	0	0	0	0	0	0	0	2	0	0	0	2	2	58
2:30 PM	0	0	32	0	0	32	0	0	26	0	0	26	58	0	0	0	0	0	0	0	2	0	0	0	2	2	60
2:45 PM	0	0	37	0	0	37	0	0	21	0	0	21	58	0	0	0	0	0	0	0	0	0	0	0	0	0	58
Total	0	0	134	0	0	134	0	0	96	0	0	96	230	0	0	0	0	0	0	0	5	0	0	0	5	5	235
3:00 PM	0	0	26	0	0	26	0	0	26	0	0	26	52	0	0	0	0	0	0	0	0	0	0	0	0	0	52
3:15 PM	0	0	29	0	0	29	0	0	21	0	0	21	50	0	0	0	0	0	0	0	0	0	0	0	0	0	50
3:30 PM	0	0	25	0	0	25	0	0	26	0	0	26	51	0	0	0	0	0	0	0	1	0	0	0	1	1	52
3:45 PM	0	0	24	0	0	24	0	0	22	0	0	22	46	0	0	0	0	0	0	0	1	0	0	0	1	1	47
Total	0	0	104	0	0	104	0	0	95	0	0	95	199	0	0	0	0	0	0	0	2	0	0	0	2	2	201
4:00 PM	0	0	30	0	0	30	0	0	20	0	0	20	50	0	0	0	0	0	0	0	0	0	0	0	0	0	50
4:15 PM	0	0	21	0	0	21	0	0	19	0	0	19	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40
4:30 PM	0	0	29	0	0	29	0	0	16	0	0	16	45	0	0	0	0	0	0	0	0	0	0	0	0	0	45
4:45 PM	0	0	31	0	0	31	0	0	13	0	0	13	44	0	0	0	0	0	0	0	1	0	0	0	1	1	45
Total	0	0	111	0	0	111	0	0	68	0	0	68	179	0	0	0	0	0	0	0	1	0	0	0	1	1	180
5:00 PM	0	0	17	0	0	17	0	0	13	0	0	13	30	0	0	0	0	0	0	0	1	0	0	0	1	1	31
5:15 PM	0	0	20	1	0	21	0	0	26	0	0	26	47	0	0	0	0	0	0	0	1	0	0	0	1	1	48
5:30 PM	0	0	30	0	0	30	0	0	21	0	0	21	51	0	0	0	0	0	0	0	0	0	0	0	0	0	51
5:45 PM	0	0	23	0	0	23	0	0	17	0	0	17	40	0	0	0	0	0	0	0	0	0	0	0	0	0	40
Total	0	0	90	1	0	91	0	0	77	0	0	77	168	0	0	0	0	0	0	0	2	0	0	0	2	2	170

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Lake Wales	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	Eagle Ridge Mall Entrance	MILEPOST:	3.778
OBSERVER:	FDA	DATE:	3/1/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/6/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
10 - 11	18	0	1,326	65	7	1,416	5	64	1,170	0	0	1,239	2,655	0	0	0	0	0	0	0	67	0	17	28	112	112
11 - 12	22	0	1,277	84	16	1,399	7	58	1,237	0	0	1,302	2,701	0	0	0	0	0	0	0	57	0	22	33	112	112
12 - 13	22	0	1,306	79	23	1,430	8	58	1,184	0	0	1,250	2,680	0	0	0	0	0	0	0	94	0	25	36	155	155
13 - 14	23	0	1,156	50	9	1,238	6	60	1,189	0	0	1,255	2,493	0	0	0	0	0	0	0	78	0	18	39	135	135
14 - 15	28	0	1,258	66	12	1,364	3	37	1,209	0	0	1,249	2,613	0	0	0	0	0	0	0	103	0	26	26	155	155
15 - 16	33	0	1,330	83	7	1,453	5	50	1,341	0	0	1,396	2,849	0	0	0	0	0	0	0	77	0	15	19	111	111
16 - 17	20	0	1,458	55	9	1,542	7	31	1,334	0	0	1,372	2,914	0	0	0	0	0	0	0	85	0	9	13	107	107
17 - 18	24	0	1,475	57	10	1,566	4	41	1,395	0	0	1,440	3,006	0	0	0	0	0	0	0	88	0	8	25	121	121
TOTAL	190	0	10,586	539	93	11,408	45	399	10,059	0	0	10,503	21,911	0	0	0	0	0	0	0	649	0	140	219	1,008	1,008

Percentage	1.7%	0.0%	92.8%	4.7%	0.8%	100.0%	0.4%	3.8%	95.8%	0.0%	0.0%	100.0%	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	64.4%	0.0%	13.9%	21.7%	100.0%	N/A
Maximum	33	0	1,475	84	23	1,566	8	64	1,395	0	0	1,440	3,006	0	0	0	0	0	0	0	103	0	26	39	155	155
Minimum	18	0	1,156	50	7	1,238	3	31	1,170	0	0	1,239	2,493	0	0	0	0	0	0	0	57	0	8	13	107	107
Total Heavy Veh	4		1,006	13	0	1,023	9		859	0	0	868	1,891	0		0	0	0	0	20		0	3	4	27	27
% Heavy Veh	2.1%		9.5%	2.1%		9.0%	2.0%		8.5%	0.0%		8.3%	8.6%	0.0%		0.0%	0.0%	0.0%	0.0%	3.1%		0.0%	1.9%		2.7%	2.7%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 3.778
COUNT HOURS 10:00 AM - 6:00 PM

CITY Lake Wales
INTERSECTING ROUTE Eagle Ridge Mall Entrance
DATE OF COUNT 3/1/16
WEATHER Good
COMPLETED BY DL
DATE 6/6/16

SR 25 (US 27)

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

N/A

10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

10-11	0	0	0
11-12	1	0	1
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	1	0	1

Eagle Ridge Mall Entrance

SOUTH APPROACH

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 3.778
COUNT HOURS 10:00 AM - 6:00 PM

CITY Lake Wales
INTERSECTING ROUTE Eagle Ridge Mall Entrance
DATE OF COUNT 3/1/16
WEATHER Good
COMPLETED BY DL
DATE 6/6/16

SR 25 (US 27)

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

N/A

10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

SOUTH APPROACH

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

EAST APPROACH

10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

Eagle Ridge Mall Entrance

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Lake Wales
 INTERSECTING ROUTE: Thompson Nursery Road/Chalet Suzanne Road
 DATE OF COUNT: 3/3/16
 ROAD CONDITION: Good
 EAST APPROACH: Chalet Suzanne Road
 WEST APPROACH: Thompson Nursery Road
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

COUNTY: Polk
 MILEPOST: 4.331
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	15	224	5	1	245	0	9	172	12	11	204	449	0	25	12	22	14	73	0	24	33	43	10	110	183	632
7:15 AM	0	30	245	2	6	283	1	13	265	8	11	298	581	0	30	12	19	23	84	0	37	30	39	5	111	195	776
7:30 AM	1	38	256	4	3	302	0	24	271	22	9	326	628	0	55	13	26	23	117	0	32	33	52	12	129	246	874
7:45 AM	1	22	298	8	8	337	0	28	307	17	9	361	698	0	42	16	22	40	120	0	35	15	49	15	114	234	932
Total	2	105	1,023	19	18	1,167	1	74	1,015	59	40	1,189	2,356	0	152	53	89	100	394	0	128	111	183	42	464	858	3,214
8:00 AM	0	32	256	7	6	301	0	22	225	12	5	264	565	0	52	25	45	21	143	0	26	16	24	6	72	215	780
8:15 AM	0	19	254	8	5	286	0	16	211	22	10	259	545	0	35	18	42	15	110	1	39	23	48	5	116	226	771
8:30 AM	0	29	268	10	7	314	1	21	213	15	4	254	568	0	24	15	29	9	77	0	19	26	41	10	96	173	741
8:45 AM	1	31	228	19	3	282	0	22	216	14	8	260	542	0	33	14	30	14	91	0	40	22	23	18	103	194	736
Total	1	111	1,006	44	21	1,183	1	81	865	63	27	1,037	2,220	0	144	72	146	59	421	1	124	87	136	39	387	808	3,028
11:00 AM	2	33	310	9	10	364	0	49	236	20	2	307	671	0	29	31	27	12	99	0	40	20	18	36	114	213	884
11:15 AM	1	36	275	25	10	347	0	41	227	10	13	291	638	0	26	25	19	17	87	0	34	33	27	18	112	199	837
11:30 AM	1	31	268	27	9	336	1	45	249	14	12	321	657	0	38	38	25	13	114	0	39	38	13	53	143	257	914
11:45 AM	1	30	228	25	9	293	0	62	238	14	13	327	620	0	23	30	29	13	95	0	44	27	28	43	142	237	857
Total	5	130	1,081	86	38	1,340	1	197	950	58	40	1,246	2,586	0	116	124	100	55	395	0	157	118	86	150	511	906	3,492
12:00 PM	6	40	259	22	16	343	2	50	274	14	10	350	693	0	26	35	29	6	96	0	26	27	21	21	95	191	884
12:15 PM	2	27	265	13	19	326	1	41	259	10	9	320	646	0	46	24	22	8	100	0	48	38	34	14	134	234	880
12:30 PM	4	29	240	17	12	302	0	56	244	18	9	327	629	0	34	29	23	5	91	0	36	32	23	32	123	214	843
12:45 PM	3	38	260	19	14	334	0	43	274	19	9	345	679	0	42	25	31	12	110	0	36	45	14	33	128	238	917
Total	15	134	1,024	71	61	1,305	3	190	1,051	61	37	1,342	2,647	0	148	113	105	31	397	0	146	142	92	100	480	877	3,524
2:00 PM	2	36	286	15	6	345	1	70	337	13	17	438	783	0	25	23	18	23	89	0	45	43	26	26	140	229	1,012
2:15 PM	3	42	299	19	10	373	2	69	305	17	9	402	775	0	30	28	23	14	95	0	32	46	13	30	121	216	991
2:30 PM	0	54	301	17	13	385	2	58	301	17	14	392	777	0	34	25	28	10	97	0	52	38	22	28	140	237	1,014
2:45 PM	1	43	286	18	9	357	1	64	289	21	10	385	742	0	16	24	25	20	85	0	32	36	27	27	122	207	949
Total	6	175	1,172	69	38	1,460	6	261	1,232	68	50	1,617	3,077	0	105	100	94	67	366	0	161	163	88	111	523	889	3,966
3:00 PM	1	33	291	20	12	357	1	54	242	21	13	331	688	0	40	26	23	16	105	0	40	33	37	26	136	241	929
3:15 PM	3	54	302	14	9	382	0	54	276	22	8	360	742	0	46	34	25	28	133	0	28	43	22	27	120	253	995
3:30 PM	0	43	306	20	10	379	1	45	230	11	10	297	676	0	35	35	29	17	116	0	27	41	13	44	125	241	917
3:45 PM	3	42	294	32	21	392	1	42	238	11	2	294	686	0	32	41	20	18	111	1	39	38	17	30	125	236	922
Total	7	172	1,193	86	52	1,510	3	195	986	65	33	1,282	2,792	0	153	136	97	79	465	1	134	155	89	127	506	971	3,763
4:00 PM	0	54	263	26	8	351	0	53	230	22	17	322	673	0	37	22	24	19	102	0	42	38	12	30	122	224	897
4:15 PM	0	56	329	24	8	417	1	45	242	16	9	313	730	0	24	30	32	15	101	0	43	47	26	32	148	249	979
4:30 PM	1	46	295	15	7	364	1	34	256	16	14	321	685	0	37	40	23	17	117	0	38	44	29	26	137	254	939
4:45 PM	3	41	315	23	10	392	3	38	279	14	17	351	743	0	23	32	32	19	106	0	30	40	24	29	123	229	972
Total	4	197	1,202	88	33	1,524	5	170	1,007	68	57	1,307	2,831	0	121	124	111	70	426	0	153	169	91	117	530	956	3,787
5:00 PM	1	58	369	19	9	456	0	48	251	21	8	328	784	0	38	56	20	41	155	0	40	50	28	25	143	298	1,082
5:15 PM	1	54	350	31	14	450	1	64	276	19	8	368	818	0	45	36	38	24	143	0	33	31	24	31	119	262	1,080
5:30 PM	1	42	263	29	6	341	2	53	255	18	11	339	680	0	36	21	29	28	114	0	42	43	21	31	137	251	931
5:45 PM	1	43	279	16	10	349	4	63	254	11	8	340	689	0	35	32	16	27	110	0	34	39	19	34	126	236	925
Total	4	197	1,261	95	39	1,596	7	228	1,036	69	35	1,375	2,971	0	154	145	103	120	522	0	149	163	92	121	525	1,047	4,018

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Lake Wales
 INTERSECTING ROUTE: Thompson Nursery Road/Chalet Suzanne Road
 DATE OF COUNT: 3/3/16
 ROAD CONDITION: Good
 EAST APPROACH: Chalet Suzanne Road
 WEST APPROACH: Thompson Nursery Road
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

COUNTY: Polk
 MILEPOST: 4.331
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

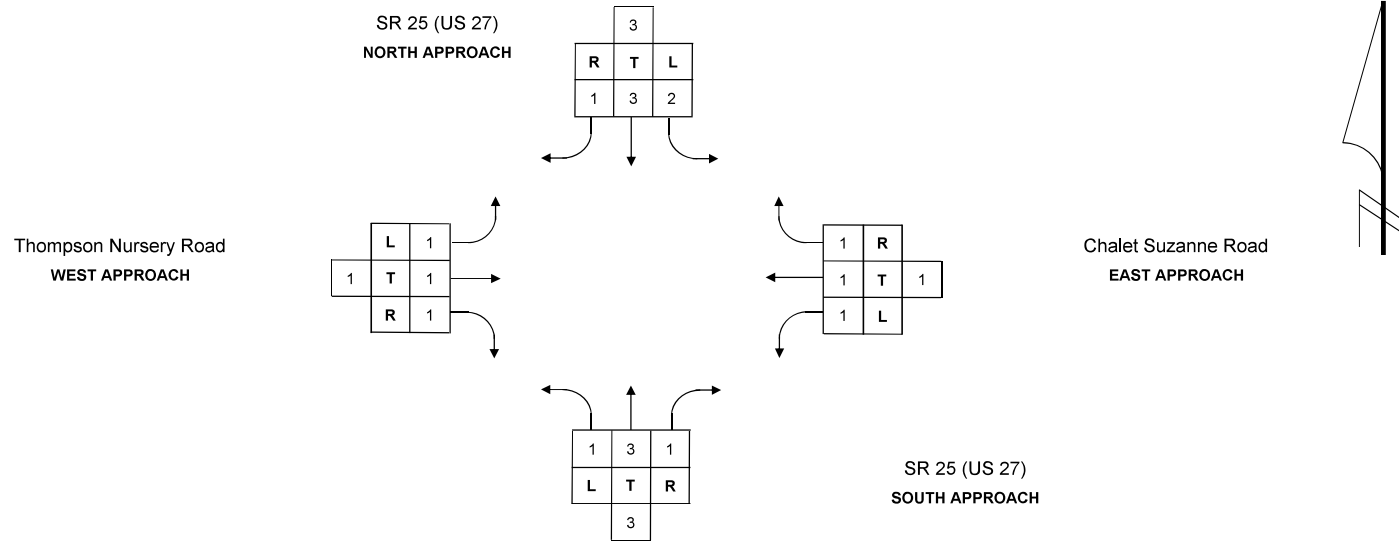
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	0	18	2	0	20	0	0	20	1	1	22	42	0	1	0	4	0	5	0	0	0	1	1	2	7	49
7:15 AM	0	1	21	0	0	22	0	0	28	0	1	29	51	0	1	0	1	0	2	0	1	1	0	0	2	4	55
7:30 AM	0	1	17	1	0	19	0	1	29	1	1	32	51	0	3	0	5	0	8	0	0	2	1	0	3	11	62
7:45 AM	0	4	26	0	3	33	0	0	25	2	0	27	60	0	2	1	2	2	7	0	2	2	3	1	8	15	75
Total	0	6	82	3	3	94	0	1	102	4	3	110	204	0	7	1	12	2	22	0	3	5	5	2	15	37	241
8:00 AM	0	5	17	0	0	22	0	0	25	2	1	28	50	0	1	1	3	0	5	0	1	1	3	0	5	10	60
8:15 AM	0	2	17	0	0	19	0	2	35	2	1	40	59	0	2	0	5	2	9	0	1	1	0	1	3	12	71
8:30 AM	0	6	31	0	1	38	0	1	22	5	0	28	66	0	2	0	2	1	5	0	1	4	0	0	5	10	76
8:45 AM	0	3	25	2	0	30	0	2	24	4	0	30	60	0	2	0	0	2	4	0	0	2	1	0	3	7	67
Total	0	16	90	2	1	109	0	5	106	13	2	126	235	0	7	1	10	5	23	0	3	8	4	1	16	39	274
11:00 AM	0	2	34	0	0	36	0	1	28	2	0	31	67	0	3	0	2	0	5	0	0	0	1	0	1	6	73
11:15 AM	0	2	48	2	0	52	0	0	25	1	0	26	78	0	1	1	1	0	3	0	2	0	0	3	5	8	86
11:30 AM	0	0	31	0	0	31	0	0	33	1	3	37	68	0	4	2	0	0	6	0	1	3	0	0	4	10	78
11:45 AM	0	1	21	1	1	24	0	2	30	2	3	37	61	0	2	0	2	1	5	0	0	0	0	2	2	7	68
Total	0	5	134	3	1	143	0	3	116	6	6	131	274	0	10	3	5	1	19	0	3	3	1	5	12	31	305
12:00 PM	0	4	36	2	0	42	0	0	35	2	0	37	79	0	4	3	2	0	9	0	0	1	0	0	1	10	89
12:15 PM	0	2	24	0	2	28	0	0	22	2	0	24	52	0	3	0	0	0	3	0	2	2	2	0	6	9	61
12:30 PM	0	1	28	0	0	29	0	0	32	2	0	34	63	0	3	0	2	0	5	0	0	1	0	0	1	6	69
12:45 PM	0	2	24	0	0	26	0	0	27	2	0	29	55	0	2	1	0	2	5	0	0	3	1	0	4	9	64
Total	0	9	112	2	2	125	0	0	116	8	0	124	249	0	12	4	4	2	22	0	2	7	3	0	12	34	283
2:00 PM	0	4	34	0	1	39	0	2	28	0	4	34	73	0	0	0	0	0	0	0	0	1	0	1	2	2	75
2:15 PM	0	1	28	1	0	30	0	2	22	1	1	26	56	0	2	0	2	1	5	0	1	0	0	0	1	6	62
2:30 PM	0	0	27	1	0	28	0	2	29	0	0	31	59	0	3	1	2	0	6	0	2	2	0	0	4	10	69
2:45 PM	0	1	26	0	0	27	0	0	18	0	0	18	45	0	1	0	4	0	5	0	0	1	1	2	4	9	54
Total	0	6	115	2	1	124	0	6	97	1	5	109	233	0	6	1	8	1	16	0	3	4	1	3	11	27	260
3:00 PM	0	0	33	0	0	33	0	0	11	1	1	13	46	0	2	0	5	0	7	0	1	1	0	0	2	9	55
3:15 PM	1	2	28	0	0	31	0	1	16	2	0	19	50	0	1	0	1	1	3	0	1	1	0	0	2	5	55
3:30 PM	0	3	28	0	0	31	0	1	13	0	0	14	45	0	2	2	0	2	6	0	2	0	0	0	2	8	53
3:45 PM	0	0	39	0	0	39	0	1	17	0	0	18	57	0	0	0	3	0	3	0	1	0	0	0	1	4	61
Total	1	5	128	0	0	134	0	3	57	3	1	64	198	0	5	2	9	3	19	0	5	2	0	0	7	26	224
4:00 PM	0	1	21	0	1	23	0	3	12	2	0	17	40	0	1	0	0	0	1	0	1	2	0	0	3	4	44
4:15 PM	0	4	38	1	0	43	1	1	6	0	0	8	51	0	0	0	0	0	0	0	2	0	1	1	4	4	55
4:30 PM	0	1	21	0	0	22	0	0	12	3	2	17	39	0	4	0	0	0	4	0	1	5	0	1	7	11	50
4:45 PM	0	0	16	0	1	17	0	0	19	3	0	22	39	0	1	0	1	0	2	0	0	2	0	0	2	4	43
Total	0	6	96	1	2	105	1	4	49	8	2	64	169	0	6	0	1	0	7	0	4	9	1	2	16	23	192
5:00 PM	0	1	26	0	0	27	0	0	12	1	0	13	40	0	1	0	0	0	1	0	1	4	0	0	5	6	46
5:15 PM	0	0	18	0	0	18	0	0	13	2	0	15	33	0	1	0	2	1	4	0	0	1	0	0	1	5	38
5:30 PM	0	1	24	0	0	25	0	0	18	1	0	19	44	0	1	0	1	2	4	0	1	0	0	0	1	5	49
5:45 PM	0	1	17	2	0	20	0	0	9	1	1	11	31	0	1	0	0	0	1	0	0	2	0	0	2	3	34
Total	0	3	85	2	0	90	0	0	52	5	1	58	148	0	4	0	3	3	10	0	2	7	0	0	9	19	167

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Lake Wales	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	Thompson Nursery Road/Chalet Suzanne Road	MILEPOST:	4.331
OBSERVER:	FDA	DATE:	3/3/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/6/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7 - 8	2	105	1,023	19	18	1,167	1	74	1,015	59	40	1,189	2,356	0	152	53	89	100	394	0	128	111	183	42	464	858
8 - 9	1	111	1,006	44	21	1,183	1	81	865	63	27	1,037	2,220	0	144	72	146	59	421	1	124	87	136	39	387	808
11 - 12	5	130	1,081	86	38	1,340	1	197	950	58	40	1,246	2,586	0	116	124	100	55	395	0	157	118	86	150	511	906
12 - 13	15	134	1,024	71	61	1,305	3	190	1,051	61	37	1,342	2,647	0	148	113	105	31	397	0	146	142	92	100	480	877
14 - 15	6	175	1,172	69	38	1,460	6	261	1,232	68	50	1,617	3,077	0	105	100	94	67	366	0	161	163	88	111	523	889
15 - 16	7	172	1,193	86	52	1,510	3	195	986	65	33	1,282	2,792	0	153	136	97	79	465	1	134	155	89	127	506	971
16 - 17	4	197	1,202	88	33	1,524	5	170	1,007	68	57	1,307	2,831	0	121	124	111	70	426	0	153	169	91	117	530	956
17 - 18	4	197	1,261	95	39	1,596	7	228	1,036	69	35	1,375	2,971	0	154	145	103	120	522	0	149	163	92	121	525	1,047
TOTAL	44	1,221	8,962	558	300	11,085	27	1,396	8,142	511	319	10,395	21,480	0	1,093	867	845	581	3,386	2	1,152	1,108	857	807	3,926	7,312

Percentage	0.4%	11.0%	80.8%	5.0%	2.7%	100.0%	0.3%	13.4%	78.3%	4.9%	3.1%	100.0%	N/A	0.0%	32.3%	25.6%	25.0%	17.2%	100.0%	0.1%	29.3%	28.2%	21.8%	20.6%	100.0%	N/A
Maximum	15	197	1,261	95	61	1,596	7	261	1,232	69	57	1,617	3,077	0	154	145	146	120	522	1	161	169	183	150	530	1,047
Minimum	1	105	1,006	19	18	1,167	1	74	865	58	27	1,037	2,220	0	105	53	89	31	366	1	124	87	86	39	387	808
Total Heavy Veh	57		842	15	10	924	23		695	48	20	786	1,710	57		12	52	17	138	25		45	15	13	98	236
% Heavy Veh	4.5%		9.4%		2.9%	8.3%	1.6%		8.5%		8.2%	7.6%	8.0%	5.2%		1.4%	4.8%		4.1%	2.2%		4.1%		1.7%	2.5%	3.2%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 4.331
COUNT HOURS 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

CITY Lake Wales
INTERSECTING ROUTE Thompson Nursery Road/Chalet Suzanne Road
DATE OF COUNT 3/3/16
WEATHER Good
COMPLETED BY DL
DATE 6/6/16

SR 25 (US 27)

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Thompson Nursery Road

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	1	1	2
16-17	0	0	0
17-18	0	0	0
Total	1	1	2

WEST APPROACH

EAST APPROACH

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	1	3	4
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	1	3	4

Chalet Suzanne Road

SOUTH APPROACH

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	3	0	0	0	1	4
0	0	2	1	0	1	1	0	5
0	0	2	4	0	1	1	1	9

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 4.331
COUNT HOURS 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

CITY Lake Wales
INTERSECTING ROUTE Thompson Nursery Road/Chalet Suzanne Road
DATE OF COUNT 3/3/16
WEATHER Good
COMPLETED BY DL
DATE 6/6/16

SR 25 (US 27)

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Thompson Nursery Road

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

Chalet Suzanne Road

SOUTH APPROACH

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	4	164	0	0	168	3	0	1	7	11	13	255	0	0	268	9	2	2	14	27	474
06:45 AM	4	222	1	0	227	1	2	0	3	6	9	261	0	0	270	4	0	1	20	25	528
Total	8	386	1	0	395	4	2	1	10	17	22	516	0	0	538	13	2	3	34	52	1002
07:00 AM	7	213	0	0	220	3	0	0	3	6	12	271	2	0	285	7	0	5	14	26	537
07:15 AM	9	294	0	0	303	3	2	0	4	9	23	303	0	1	327	9	0	3	20	32	671
07:30 AM	10	305	0	0	315	3	1	2	4	10	16	311	1	0	328	10	0	6	27	43	696
07:45 AM	12	334	1	0	347	6	0	2	3	11	27	322	2	2	353	16	0	6	29	51	762
Total	38	1146	1	0	1185	15	3	4	14	36	78	1207	5	3	1293	42	0	20	90	152	2666
08:00 AM	10	277	2	1	290	7	3	3	5	18	14	292	3	0	309	15	1	6	20	42	659
08:15 AM	9	278	1	0	288	5	1	0	4	10	32	275	5	1	313	13	0	6	32	51	662
08:30 AM	16	257	0	0	273	6	3	4	8	21	14	267	2	1	284	13	1	4	21	39	617
08:45 AM	16	250	1	1	268	12	1	3	9	25	20	261	6	3	290	8	2	7	17	34	617
Total	51	1062	4	2	1119	30	8	10	26	74	80	1095	16	5	1196	49	4	23	90	166	2555
09:00 AM	15	249	0	1	265	15	3	4	9	31	25	253	2	1	281	11	0	3	15	29	606
09:15 AM	13	277	1	0	291	7	1	3	8	19	23	248	2	0	273	10	1	10	20	41	624
09:30 AM	14	251	1	2	268	12	2	3	12	29	24	255	2	0	281	14	2	4	15	35	613
09:45 AM	23	268	1	1	293	10	5	11	5	31	13	266	2	0	281	13	1	11	16	41	646
Total	65	1045	3	4	1117	44	11	21	34	110	85	1022	8	1	1116	48	4	28	66	146	2489
10:00 AM	21	289	2	0	312	17	0	4	17	38	12	266	10	0	288	7	3	1	20	31	669
10:15 AM	18	263	1	0	282	5	2	11	11	29	22	236	7	0	265	11	0	3	19	33	609
*** BREAK ***																					
Total	39	552	3	0	594	22	2	15	28	67	34	502	17	0	553	18	3	4	39	64	1278
*** BREAK ***																					
03:00 PM	16	311	3	0	330	20	3	15	8	46	23	353	9	0	385	15	1	15	15	46	807
03:15 PM	16	313	0	1	330	14	5	12	11	42	18	325	9	2	354	10	0	3	12	25	751
03:30 PM	15	300	1	0	316	21	4	7	17	49	23	332	9	0	364	14	0	5	26	45	774
03:45 PM	14	323	1	0	338	8	0	7	13	28	20	375	4	1	400	8	2	1	13	24	790
Total	61	1247	5	1	1314	63	12	41	49	165	84	1385	31	3	1503	47	3	24	66	140	3122
04:00 PM	19	247	0	0	266	16	1	4	12	33	26	310	3	0	339	13	0	6	17	36	674
04:15 PM	13	351	0	0	364	13	2	3	11	29	18	346	4	1	369	15	4	8	14	41	803
04:30 PM	12	329	1	0	342	15	0	1	8	24	17	357	4	0	378	8	1	12	7	28	772
04:45 PM	20	368	1	1	390	22	2	3	14	41	16	367	6	1	390	11	0	6	20	37	858
Total	64	1295	2	1	1362	66	5	11	45	127	77	1380	17	2	1476	47	5	32	58	142	3107
05:00 PM	11	332	0	0	343	8	2	4	11	25	7	373	5	0	385	5	2	9	16	32	785
05:15 PM	18	399	2	0	419	10	1	7	15	33	16	339	11	1	367	16	1	12	23	52	871
05:30 PM	15	354	0	0	369	19	2	3	19	43	21	342	5	0	368	7	0	16	26	49	829
05:45 PM	12	300	1	0	313	12	2	2	10	26	24	317	4	0	345	13	4	2	19	38	722
Total	56	1385	3	0	1444	49	7	16	55	127	68	1371	25	1	1465	41	7	39	84	171	3207

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	12	320	0	0	332	20	1	3	16	40	19	283	4	0	306	10	2	8	12	32	710
06:15 PM	12	349	0	0	361	12	1	1	7	21	16	273	6	0	295	7	0	11	13	31	708
06:30 PM	19	292	2	2	315	17	1	6	11	35	14	244	13	1	272	9	2	9	18	38	660
06:45 PM	6	265	0	0	271	13	1	5	17	36	9	206	1	0	216	4	2	5	16	27	550
Total	49	1226	2	2	1279	62	4	15	51	132	58	1006	24	1	1089	30	6	33	59	128	2628
Grand Total	431	9344	24	10	9809	355	54	134	312	855	586	9484	143	16	10229	335	34	206	586	1161	22054
Apprch %	4.4	95.3	0.2	0.1		41.5	6.3	15.7	36.5		5.7	92.7	1.4	0.2		28.9	2.9	17.7	50.5		
Total %	2	42.4	0.1	0	44.5	1.6	0.2	0.6	1.4	3.9	2.7	43	0.6	0.1	46.4	1.5	0.2	0.9	2.7	5.3	
Passenger Vehicles	414	8547	22	9	8992	347	50	130	309	836	401	8773	135	16	9325	323	33	194	563	1113	20266
% Passenger Vehicles	96.1	91.5	91.7	90	91.7	97.7	92.6	97	99	97.8	68.4	92.5	94.4	100	91.2	96.4	97.1	94.2	96.1	95.9	91.9
Heavy Vehicles	7	797	2	1	807	5	4	4	3	16	14	711	8	0	733	12	1	12	23	48	1604
% Heavy Vehicles	1.6	8.5	8.3	10	8.2	1.4	7.4	3	1	1.9	2.4	7.5	5.6	0	7.2	3.6	2.9	5.8	3.9	4.1	7.3
UTurns	10	0	0	0	10	3	0	0	0	3	171	0	0	0	171	0	0	0	0	0	184
% UTurns	2.3	0	0	0	0.1	0.8	0	0	0	0.4	29.2	0	0	0	1.7	0	0	0	0	0	0.8

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	9	294	0	0	303	3	2	0	4	9	23	303	0	1	327	9	0	3	20	32	671
07:30 AM	10	305	0	0	315	3	1	2	4	10	16	311	1	0	328	10	0	6	27	43	696
07:45 AM	12	334	1	0	347	6	0	2	3	11	27	322	2	2	353	16	0	6	29	51	762
08:00 AM	10	277	2	1	290	7	3	3	5	18	14	292	3	0	309	15	1	6	20	42	659
Total Volume	41	1210	3	1	1255	19	6	7	16	48	80	1228	6	3	1317	50	1	21	96	168	2788
% App. Total	3.3	96.4	0.2	0.1		39.6	12.5	14.6	33.3		6.1	93.2	0.5	0.2		29.8	0.6	12.5	57.1		
PHF	.854	.906	.375	.250	.904	.679	.500	.583	.800	.667	.741	.953	.500	.375	.933	.781	.250	.875	.828	.824	.915
Passenger Vehicles	40	1104	3	0	1147	17	6	6	16	45	57	1140	5	3	1205	48	1	19	90	158	2555
% Passenger Vehicles	97.6	91.2	100	0	91.4	89.5	100	85.7	100	93.8	71.3	92.8	83.3	100	91.5	96.0	100	90.5	93.8	94.0	91.6
Heavy Vehicles	1	106	0	1	108	2	0	1	0	3	3	88	1	0	92	2	0	2	6	10	213
% Heavy Vehicles	2.4	8.8	0	100	8.6	10.5	0	14.3	0	6.3	3.8	7.2	16.7	0	7.0	4.0	0	9.5	6.3	6.0	7.6
UTurns	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	20
% UTurns	0	0	0	0	0	0	0	0	0	0	25.0	0	0	0	1.5	0	0	0	0	0	0.7

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
Start Date : 11/15/2018
Page No : 3

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App- Total	Left	Thru	Right	RTOR	App- Total	Left	Thru	Right	RTOR	App- Total	Left	Thru	Right	RTOR	App- Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					09:30 AM					07:15 AM					07:30 AM					
+0 mins.	9	294	0	0	303	12	2	3	12	29	23	303	0	1	327	10	0	6	27	43	
+15 mins.	10	305	0	0	315	10	5	11	5	31	16	311	1	0	328	16	0	6	29	51	
+30 mins.	12	334	1	0	347	17	0	4	17	38	27	322	2	2	353	15	1	6	20	42	
+45 mins.	10	277	2	1	290	5	2	11	11	29	14	292	3	0	309	13	0	6	32	51	
Total Volume	41	1210	3	1	1255	44	9	29	45	127	80	1228	6	3	1317	54	1	24	108	187	
% App. Total	3.3	96.4	0.2	0.1		34.6	7.1	22.8	35.4		6.1	93.2	0.5	0.2		28.9	0.5	12.8	57.8		
PHF	.854	.906	.375	.250	.904	.647	.450	.659	.662	.836	.741	.953	.500	.375	.933	.844	.250	1.000	.844	.917	
Passenger Vehicles	40	1104	3	0	1147	43	8	28	43	122	57	1140	5	3	1205	53	1	21	102	177	
% Passenger Vehicles	97.6	91.2	100	0	91.4	97.7	88.9	96.6	95.6	96.1	71.2	92.8	83.3	100	91.5	98.1	100	87.5	94.4	94.7	
Heavy Vehicles	1	106	0	1	108	1	1	1	2	5	3	88	1	0	92	1	0	3	6	10	
% Heavy Vehicles	2.4	8.8	0	100	8.6	2.3	11.1	3.4	4.4	3.9	3.8	7.2	16.7	0	7	1.9	0	12.5	5.6	5.3	
UTurns	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	25	0	0	0	1.5	0	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	20	368	1	1	390	22	2	3	14	41	16	367	6	1	390	11	0	6	20	37	858
05:00 PM	11	332	0	0	343	8	2	4	11	25	7	373	5	0	385	5	2	9	16	32	785
05:15 PM	18	399	2	0	419	10	1	7	15	33	16	339	11	1	367	16	1	12	23	52	871
05:30 PM	15	354	0	0	369	19	2	3	19	43	21	342	5	0	368	7	0	16	26	49	829
Total Volume	64	1453	3	1	1521	59	7	17	59	142	60	1421	27	2	1510	39	3	43	85	170	3343
% App. Total	4.2	95.5	0.2	0.1		41.5	4.9	12	41.5		4	94.1	1.8	0.1		22.9	1.8	25.3	50		
PHF	.800	.910	.375	.250	.908	.670	.875	.607	.776	.826	.714	.952	.614	.500	.968	.609	.375	.672	.817	.817	.960
Passenger Vehicles	60	1361	3	1	1425	58	6	17	59	140	46	1348	26	2	1422	37	3	42	85	167	3154
% Passenger Vehicles	93.8	93.7	100	100	93.7	98.3	85.7	100	100	98.6	76.7	94.9	96.3	100	94.2	94.9	100	97.7	100	98.2	94.3
Heavy Vehicles	1	92	0	0	93	0	1	0	0	1	0	73	1	0	74	2	0	1	0	3	171
% Heavy Vehicles	1.6	6.3	0	0	6.1	0	14.3	0	0	0.7	0	5.1	3.7	0	4.9	5.1	0	2.3	0	1.8	5.1
UTurns	3	0	0	0	3	1	0	0	0	1	14	0	0	0	14	0	0	0	0	0	18
% UTurns	4.7	0	0	0	0.2	1.7	0	0	0	0.7	23.3	0	0	0	0.9	0	0	0	0	0	0.5

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
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	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					03:00 PM					04:15 PM					05:00 PM					
+0 mins.	20	368	1	1	390	20	3	15	8	46	18	346	4	1	369	5	2	9	16	32	
+15 mins.	11	332	0	0	343	14	5	12	11	42	17	357	4	0	378	16	1	12	23	52	
+30 mins.	18	399	2	0	419	21	4	7	17	49	16	367	6	1	390	7	0	16	26	49	
+45 mins.	15	354	0	0	369	8	0	7	13	28	7	373	5	0	385	13	4	2	19	38	
Total Volume	64	1453	3	1	1521	63	12	41	49	165	58	1443	19	2	1522	41	7	39	84	171	
% App. Total	4.2	95.5	0.2	0.1		38.2	7.3	24.8	29.7		3.8	94.8	1.2	0.1		24	4.1	22.8	49.1		
PHF	.800	.910	.375	.250	.908	.750	.600	.683	.721	.842	.806	.967	.792	.500	.976	.641	.438	.609	.808	.822	
Passenger Vehicles	60	1361	3	1	1425	63	10	39	49	161	42	1346	17	2	1407	39	7	38	84	168	
% Passenger Vehicles	93.8	93.7	100	100	93.7	100	83.3	95.1	100	97.6	72.4	93.3	89.5	100	92.4	95.1	100	97.4	100	98.2	
Heavy Vehicles	1	92	0	0	93	0	2	2	0	4	0	97	2	0	99	2	0	1	0	3	
% Heavy Vehicles	1.6	6.3	0	0	6.1	0	16.7	4.9	0	2.4	0	6.7	10.5	0	6.5	4.9	0	2.6	0	1.8	
UTurns	3	0	0	0	3	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	
% UTurns	4.7	0	0	0	0.2	0	0	0	0	0	27.6	0	0	0	1.1	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
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Groups Printed- Passenger Vehicles

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	2	141	0	0	143	3	0	1	6	10	6	235	0	0	241	9	1	2	12	24	418
06:45 AM	4	192	1	0	197	1	2	0	3	6	4	244	0	0	248	4	0	1	19	24	475
Total	6	333	1	0	340	4	2	1	9	16	10	479	0	0	489	13	1	3	31	48	893
07:00 AM	7	188	0	0	195	3	0	0	3	6	11	252	2	0	265	7	0	5	14	26	492
07:15 AM	9	269	0	0	278	2	2	0	4	8	17	285	0	1	303	8	0	3	18	29	618
07:30 AM	10	276	0	0	286	3	1	2	4	10	10	294	1	0	305	10	0	6	26	42	643
07:45 AM	12	306	1	0	319	6	0	1	3	10	22	296	1	2	321	16	0	5	27	48	698
Total	38	1039	1	0	1078	14	3	3	14	34	60	1127	4	3	1194	41	0	19	85	145	2451
08:00 AM	9	253	2	0	264	6	3	3	5	17	8	265	3	0	276	14	1	5	19	39	596
08:15 AM	9	250	1	0	260	5	1	0	4	10	25	249	3	1	278	13	0	5	30	48	596
08:30 AM	16	225	0	0	241	5	3	4	8	20	11	241	2	1	255	13	1	3	19	36	552
08:45 AM	15	214	1	1	231	12	1	3	9	25	18	237	6	3	264	8	2	7	17	34	554
Total	49	942	4	1	996	28	8	10	26	72	62	992	14	5	1073	48	4	20	85	157	2298
09:00 AM	15	213	0	1	229	15	3	4	9	31	15	228	2	1	246	11	0	2	14	27	533
09:15 AM	11	242	0	0	253	7	1	3	8	19	14	222	1	0	237	9	1	8	18	36	545
09:30 AM	14	212	1	2	229	12	1	3	11	27	14	236	2	0	252	12	2	4	14	32	540
09:45 AM	21	232	1	1	255	9	5	11	5	30	10	238	2	0	250	11	1	10	15	37	572
Total	61	899	2	4	966	43	10	21	33	107	53	924	7	1	985	43	4	24	61	132	2190
10:00 AM	21	263	1	0	285	17	0	4	17	38	5	236	10	0	251	7	3	1	19	30	604
10:15 AM	18	234	1	0	253	5	2	10	10	27	16	214	7	0	237	11	0	3	17	31	548
*** BREAK ***																					
Total	39	497	2	0	538	22	2	14	27	65	21	450	17	0	488	18	3	4	36	61	1152
*** BREAK ***																					
03:00 PM	15	292	3	0	310	20	3	14	8	45	15	322	9	0	346	15	1	14	15	45	746
03:15 PM	16	288	0	1	305	14	3	12	11	40	9	288	7	2	306	9	0	3	12	24	675
03:30 PM	15	275	1	0	291	21	4	6	17	48	15	304	9	0	328	12	0	5	26	43	710
03:45 PM	14	303	1	0	318	8	0	7	13	28	10	347	4	1	362	8	2	1	13	24	732
Total	60	1158	5	1	1224	63	10	39	49	161	49	1261	29	3	1342	44	3	23	66	136	2863
04:00 PM	19	228	0	0	247	16	1	4	12	33	17	288	3	0	308	13	0	6	17	36	624
04:15 PM	13	331	0	0	344	13	2	3	11	29	15	320	3	1	339	15	4	7	14	40	752
04:30 PM	12	299	1	0	312	15	0	1	8	24	9	332	4	0	345	8	1	12	7	28	709
04:45 PM	17	351	1	1	370	22	2	3	14	41	14	345	5	1	365	11	0	6	20	37	813
Total	61	1209	2	1	1273	66	5	11	45	127	55	1285	15	2	1357	47	5	31	58	141	2898
05:00 PM	11	303	0	0	314	8	1	4	11	24	4	349	5	0	358	5	2	8	16	31	727
05:15 PM	18	378	2	0	398	10	1	7	15	33	12	324	11	1	348	14	1	12	23	50	829
05:30 PM	14	329	0	0	343	18	2	3	19	42	16	330	5	0	351	7	0	16	26	49	785
05:45 PM	11	287	1	0	299	12	2	2	10	26	17	304	4	0	325	13	4	2	19	38	688
Total	54	1297	3	0	1354	48	6	16	55	125	49	1307	25	1	1382	39	7	38	84	168	3029

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
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Groups Printed- Passenger Vehicles

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	12	301	0	0	313	18	1	3	16	38	16	269	4	0	289	10	2	8	10	30	670
06:15 PM	11	336	0	0	347	11	1	1	7	20	11	256	6	0	273	7	0	11	13	31	671
06:30 PM	18	285	2	2	307	17	1	6	11	35	9	230	13	1	253	9	2	9	18	38	633
06:45 PM	5	251	0	0	256	13	1	5	17	36	6	193	1	0	200	4	2	4	16	26	518
Total	46	1173	2	2	1223	59	4	15	51	129	42	948	24	1	1015	30	6	32	57	125	2492
Grand Total	414	8547	22	9	8992	347	50	130	309	836	401	8773	135	16	9325	323	33	194	563	1113	20266
Apprch %	4.6	95.1	0.2	0.1		41.5	6	15.6	37		4.3	94.1	1.4	0.2		29	3	17.4	50.6		
Total %	2	42.2	0.1	0	44.4	1.7	0.2	0.6	1.5	4.1	2	43.3	0.7	0.1	46	1.6	0.2	1	2.8	5.5	

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	9	269	0	0	278	2	2	0	4	8	17	285	0	1	303	8	0	3	18	29	618
07:30 AM	10	276	0	0	286	3	1	2	4	10	10	294	1	0	305	10	0	6	26	42	643
07:45 AM	12	306	1	0	319	6	0	1	3	10	22	296	1	2	321	16	0	5	27	48	698
08:00 AM	9	253	2	0	264	6	3	3	5	17	8	265	3	0	276	14	1	5	19	39	596
Total Volume	40	1104	3	0	1147	17	6	6	16	45	57	1140	5	3	1205	48	1	19	90	158	2555
% App. Total	3.5	96.3	0.3	0		37.8	13.3	13.3	35.6		4.7	94.6	0.4	0.2		30.4	0.6	12	57		
PHF	.833	.902	.375	.000	.899	.708	.500	.500	.800	.662	.648	.963	.417	.375	.938	.750	.250	.792	.833	.823	.915

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					09:30 AM					07:15 AM					07:30 AM				
+0 mins.	9	269	0	0	278	12	1	3	11	27	17	285	0	1	303	10	0	6	26	42
+15 mins.	10	276	0	0	286	9	5	11	5	30	10	294	1	0	305	16	0	5	27	48
+30 mins.	12	306	1	0	319	17	0	4	17	38	22	296	1	2	321	14	1	5	19	39
+45 mins.	9	253	2	0	264	5	2	10	10	27	8	265	3	0	276	13	0	5	30	48
Total Volume	40	1104	3	0	1147	43	8	28	43	122	57	1140	5	3	1205	53	1	21	102	177
% App. Total	3.5	96.3	0.3	0		35.2	6.6	23	35.2		4.7	94.6	0.4	0.2		29.9	0.6	11.9	57.6	
PHF	.833	.902	.375	.000	.899	.632	.400	.636	.632	.803	.648	.963	.417	.375	.938	.828	.250	.875	.850	.922

Intersection Turning Movement Count

City/County: Lake Wales/Polk
 Weather: Clear
 Comments:

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	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App- Total	Left	Thru	Right	RTOR	App- Total	Left	Thru	Right	RTOR	App- Total	Left	Thru	Right	RTOR	App- Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	17	351	1	1	370	22	2	3	14	41	14	345	5	1	365	11	0	6	20	37	813
05:00 PM	11	303	0	0	314	8	1	4	11	24	4	349	5	0	358	5	2	8	16	31	727
05:15 PM	18	378	2	0	398	10	1	7	15	33	12	324	11	1	348	14	1	12	23	50	829
05:30 PM	14	329	0	0	343	18	2	3	19	42	16	330	5	0	351	7	0	16	26	49	785
Total Volume	60	1361	3	1	1425	58	6	17	59	140	46	1348	26	2	1422	37	3	42	85	167	3154
% App. Total	4.2	95.5	0.2	0.1		41.4	4.3	12.1	42.1		3.2	94.8	1.8	0.1		22.2	1.8	25.1	50.9		
PHF	.833	.900	.375	.250	.895	.659	.750	.607	.776	.833	.719	.966	.591	.500	.974	.661	.375	.656	.817	.835	.951

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					03:00 PM					04:45 PM					05:00 PM				
+0 mins.	17	351	1	1	370	20	3	14	8	45	14	345	5	1	365	5	2	8	16	31
+15 mins.	11	303	0	0	314	14	3	12	11	40	4	349	5	0	358	14	1	12	23	50
+30 mins.	18	378	2	0	398	21	4	6	17	48	12	324	11	1	348	7	0	16	26	49
+45 mins.	14	329	0	0	343	8	0	7	13	28	16	330	5	0	351	13	4	2	19	38
Total Volume	60	1361	3	1	1425	63	10	39	49	161	46	1348	26	2	1422	39	7	38	84	168
% App. Total	4.2	95.5	0.2	0.1		39.1	6.2	24.2	30.4		3.2	94.8	1.8	0.1		23.2	4.2	22.6	50	
PHF	.833	.900	.375	.250	.895	.750	.625	.696	.721	.839	.719	.966	.591	.500	.974	.696	.438	.594	.808	.840

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
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Groups Printed- Heavy Vehicles

Start Time	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	23	0	0	24	0	0	0	1	1	0	20	0	0	20	0	1	0	2	3	48
06:45 AM	0	30	0	0	30	0	0	0	0	0	0	17	0	0	17	0	0	0	1	1	48
Total	1	53	0	0	54	0	0	0	1	1	0	37	0	0	37	0	1	0	3	4	96
07:00 AM	0	25	0	0	25	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	45
07:15 AM	0	25	0	0	25	1	0	0	0	1	0	18	0	0	18	1	0	0	2	3	47
07:30 AM	0	29	0	0	29	0	0	0	0	0	1	17	0	0	18	0	0	0	1	1	48
07:45 AM	0	28	0	0	28	0	0	1	0	1	1	26	1	0	28	0	0	1	2	3	60
Total	0	107	0	0	107	1	0	1	0	2	3	80	1	0	84	1	0	1	5	7	200
08:00 AM	1	24	0	1	26	1	0	0	0	1	1	27	0	0	28	1	0	1	1	3	58
08:15 AM	0	28	0	0	28	0	0	0	0	0	1	26	2	0	29	0	0	1	2	3	60
08:30 AM	0	32	0	0	32	1	0	0	0	1	0	26	0	0	26	0	0	1	2	3	62
08:45 AM	1	36	0	0	37	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	61
Total	2	120	0	1	123	2	0	0	0	2	2	103	2	0	107	1	0	3	5	9	241
09:00 AM	0	36	0	0	36	0	0	0	0	0	1	25	0	0	26	0	0	1	1	2	64
09:15 AM	1	35	1	0	37	0	0	0	0	0	3	26	1	0	30	1	0	2	2	5	72
09:30 AM	0	39	0	0	39	0	1	0	1	2	1	19	0	0	20	2	0	0	1	3	64
09:45 AM	1	36	0	0	37	1	0	0	0	1	0	28	0	0	28	2	0	1	1	4	70
Total	2	146	1	0	149	1	1	0	1	3	5	98	1	0	104	5	0	4	5	14	270
10:00 AM	0	26	1	0	27	0	0	0	0	0	1	30	0	0	31	0	0	0	1	1	59
10:15 AM	0	29	0	0	29	0	0	1	1	2	0	22	0	0	22	0	0	0	2	2	55
*** BREAK ***																					
Total	0	55	1	0	56	0	0	1	1	2	1	52	0	0	53	0	0	0	3	3	114
*** BREAK ***																					
03:00 PM	0	19	0	0	19	0	0	1	0	1	0	31	0	0	31	0	0	1	0	1	52
03:15 PM	0	25	0	0	25	0	2	0	0	2	2	37	2	0	41	1	0	0	0	1	69
03:30 PM	0	25	0	0	25	0	0	1	0	1	1	28	0	0	29	2	0	0	0	2	57
03:45 PM	0	20	0	0	20	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	48
Total	0	89	0	0	89	0	2	2	0	4	3	124	2	0	129	3	0	1	0	4	226
04:00 PM	0	19	0	0	19	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	41
04:15 PM	0	20	0	0	20	0	0	0	0	0	0	26	1	0	27	0	0	1	0	1	48
04:30 PM	0	30	0	0	30	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	55
04:45 PM	0	17	0	0	17	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	40
Total	0	86	0	0	86	0	0	0	0	0	0	95	2	0	97	0	0	1	0	1	184
05:00 PM	0	29	0	0	29	0	1	0	0	1	0	24	0	0	24	0	0	1	0	1	55
05:15 PM	0	21	0	0	21	0	0	0	0	0	0	15	0	0	15	2	0	0	0	2	38
05:30 PM	1	25	0	0	26	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	38
05:45 PM	1	13	0	0	14	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	27
Total	2	88	0	0	90	0	1	0	0	1	0	64	0	0	64	2	0	1	0	3	158

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	19	0	0	19	1	0	0	0	1	0	14	0	0	14	0	0	0	2	2	36
06:15 PM	0	13	0	0	13	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	30
06:30 PM	0	7	0	0	7	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	21
06:45 PM	0	14	0	0	14	0	0	0	0	0	0	13	0	0	13	0	0	1	0	1	28
Total	0	53	0	0	53	1	0	0	0	1	0	58	0	0	58	0	0	1	2	3	115
Grand Total	7	797	2	1	807	5	4	4	3	16	14	711	8	0	733	12	1	12	23	48	1604
Apprch %	0.9	98.8	0.2	0.1		31.2	25	25	18.8		1.9	97	1.1	0		25	2.1	25	47.9		
Total %	0.4	49.7	0.1	0.1	50.3	0.3	0.2	0.2	0.2	1	0.9	44.3	0.5	0	45.7	0.7	0.1	0.7	1.4	3	

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	36	0	0	36	0	0	0	0	0	1	25	0	0	26	0	0	1	1	2	64
09:15 AM	1	35	1	0	37	0	0	0	0	0	3	26	1	0	30	1	0	2	2	5	72
09:30 AM	0	39	0	0	39	0	1	0	1	2	1	19	0	0	20	2	0	0	1	3	64
09:45 AM	1	36	0	0	37	1	0	0	0	1	0	28	0	0	28	2	0	1	1	4	70
Total Volume	2	146	1	0	149	1	1	0	1	3	5	98	1	0	104	5	0	4	5	14	270
% App. Total	1.3	98	0.7	0		33.3	33.3	0	33.3		4.8	94.2	1	0		35.7	0	28.6	35.7		
PHF	.500	.936	.250	.000	.955	.250	.250	.000	.250	.375	.417	.875	.250	.000	.867	.625	.000	.500	.625	.700	.938

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:45 AM					09:30 AM					07:45 AM					09:00 AM				
+0 mins.	1	36	0	0	37	0	1	0	1	2	1	26	1	0	28	0	0	1	1	2
+15 mins.	0	36	0	0	36	1	0	0	0	1	1	27	0	0	28	1	0	2	2	5
+30 mins.	1	35	1	0	37	0	0	0	0	0	1	26	2	0	29	2	0	0	1	3
+45 mins.	0	39	0	0	39	0	0	1	1	2	0	26	0	0	26	2	0	1	1	4
Total Volume	2	146	1	0	149	1	1	1	2	5	3	105	3	0	111	5	0	4	5	14
% App. Total	1.3	98	0.7	0		20	20	20	40		2.7	94.6	2.7	0		35.7	0	28.6	35.7	
PHF	.500	.936	.250	.000	.955	.250	.250	.250	.500	.625	.750	.972	.375	.000	.957	.625	.000	.500	.625	.700

Intersection Turning Movement Count

City/County: Lake Wales/Polk
 Weather: Clear
 Comments:

File Name : US27&TheShoppes
 Site Code : 18013
 Start Date : 11/15/2018
 Page No : 3

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	19	0	0	19	0	0	1	0	1	0	31	0	0	31	0	0	1	0	1	52
03:15 PM	0	25	0	0	25	0	2	0	0	2	2	37	2	0	41	1	0	0	0	1	69
03:30 PM	0	25	0	0	25	0	0	1	0	1	1	28	0	0	29	2	0	0	0	2	57
03:45 PM	0	20	0	0	20	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	48
Total Volume	0	89	0	0	89	0	2	2	0	4	3	124	2	0	129	3	0	1	0	4	226
% App. Total	0	100	0	0		0	50	50	0		2.3	96.1	1.6	0		75	0	25	0		
PHF	.000	.890	.000	.000	.890	.000	.250	.500	.000	.500	.375	.838	.250	.000	.787	.375	.000	.250	.000	.500	.819

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					03:00 PM					03:00 PM					03:00 PM				
+0 mins.	0	30	0	0	30	0	0	1	0	1	0	31	0	0	31	0	0	1	0	1
+15 mins.	0	17	0	0	17	0	2	0	0	2	2	37	2	0	41	1	0	0	0	1
+30 mins.	0	29	0	0	29	0	0	1	0	1	1	28	0	0	29	2	0	0	0	2
+45 mins.	0	21	0	0	21	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0
Total Volume	0	97	0	0	97	0	2	2	0	4	3	124	2	0	129	3	0	1	0	4
% App. Total	0	100	0	0		0	50	50	0		2.3	96.1	1.6	0		75	0	25	0	
PHF	.000	.808	.000	.000	.808	.000	.250	.500	.000	.500	.375	.838	.250	.000	.787	.375	.000	.250	.000	.500

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
06:45 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
Total	1	0	0	0	1	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	13
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	15
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	16
09:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
09:15 AM	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7
09:30 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
09:45 AM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
Total	2	0	0	0	2	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0	29
10:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
10:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	12
*** BREAK ***																					
03:00 PM	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	9
03:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
03:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
Total	1	0	0	0	1	0	0	0	0	0	32	0	0	0	32	0	0	0	0	0	33
04:00 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
04:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
04:45 PM	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
Total	3	0	0	0	3	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	25
05:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
Total	0	0	0	0	0	1	0	0	0	1	19	0	0	0	19	0	0	0	0	0	20

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
06:15 PM	1	0	0	0	1	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	7
06:30 PM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
06:45 PM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
Total	3	0	0	0	3	2	0	0	0	2	16	0	0	0	16	0	0	0	0	0	21
Grand Total	10	0	0	0	10	3	0	0	0	3	171	0	0	0	171	0	0	0	0	0	184
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
Total %	5.4	0	0	0	5.4	1.6	0	0	0	1.6	92.9	0	0	0	92.9	0	0	0	0	0	

	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00 AM																					
09:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
09:15 AM	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7
09:30 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
09:45 AM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
Total Volume	2	0	0	0	2	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0	29
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.806

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 AM					06:30 AM					09:00 AM					06:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0
+15 mins.	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0
+45 mins.	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
Total Volume	2	0	0	0	2	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0	0	100	0	0	0		0	0	0	0	
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Lake Wales/Polk
Weather: Clear
Comments:

File Name : US27&TheShoppes
Site Code : 18013
Start Date : 11/15/2018
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	US 27 Southbound					SHOPPES ON THE RIDGE (HOME DEPOT) Westbound					US 27 Northbound					SHOPPES ON THE RIDGE (RACETRAC) Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	9
03:15 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
03:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
03:45 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
Total Volume	1	0	0	0	1	0	0	0	0	0	32	0	0	0	32	0	0	0	0	0	33
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.800	.000	.000	.000	.800	.000	.000	.000	.000	.000	.825

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					05:30 PM					03:15 PM					03:00 PM				
+0 mins.	0	0	0	0	0	1	0	0	0	1	7	0	0	0	7	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	0	0	1	10	0	0	0	10	0	0	0	0	0
+45 mins.	3	0	0	0	3	1	0	0	0	1	9	0	0	0	9	0	0	0	0	0
Total Volume	3	0	0	0	3	3	0	0	0	3	33	0	0	0	33	0	0	0	0	0
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0	
PHF	.250	.000	.000	.000	.250	.750	.000	.000	.000	.750	.825	.000	.000	.000	.825	.000	.000	.000	.000	.000

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Winter Haven
 INTERSECTING ROUTE: SR 540 (Cypress Gardens Boulevard/Waverly Road)
 DATE OF COUNT: 3/3/16
 ROAD CONDITION: Good
 EAST APPROACH: Waverly Road
 WEST APPROACH: SR 540 (Cypress Gardens Boulevard)
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

COUNTY: Polk
 MILEPOST: 5.944
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	74	166	2	1	243	0	3	178	35	16	232	475	0	62	8	48	24	142	0	5	25	10	1	41	183	658
7:15 AM	0	83	227	6	1	317	0	5	198	29	47	279	596	0	73	11	95	19	198	0	9	40	8	1	58	256	852
7:30 AM	1	126	285	4	2	418	0	3	215	59	39	316	734	0	72	12	48	53	185	0	4	42	7	1	54	239	973
7:45 AM	0	112	228	10	4	354	0	9	228	80	25	342	696	0	71	17	86	31	205	0	6	29	8	2	45	250	946
Total	1	395	906	22	8	1,332	0	20	819	203	127	1,169	2,501	0	278	48	277	127	730	0	24	136	33	5	198	928	3,429
8:00 AM	0	100	220	8	2	330	0	6	190	46	31	273	603	0	76	18	63	31	188	0	7	25	10	3	45	233	836
8:15 AM	1	109	209	3	4	326	0	5	166	54	34	259	585	0	52	21	76	25	174	0	9	29	4	0	42	216	801
8:30 AM	0	118	207	4	1	330	0	8	210	37	37	292	622	0	57	13	63	10	143	0	5	31	2	0	38	181	803
8:45 AM	0	86	213	7	2	308	0	5	194	46	27	272	580	1	50	18	64	30	163	0	14	30	9	0	53	216	796
Total	1	413	849	22	9	1,294	0	24	760	183	129	1,096	2,390	1	235	70	266	96	668	0	35	115	25	3	178	846	3,236
11:00 AM	0	138	239	7	6	390	0	6	185	55	30	276	666	0	61	17	108	10	196	0	6	33	6	1	46	242	908
11:15 AM	0	103	194	9	4	310	0	8	190	50	39	287	597	1	61	22	99	15	198	0	8	23	10	3	44	242	839
11:30 AM	0	118	227	8	5	358	0	7	226	35	29	297	655	0	57	26	116	12	211	0	9	34	4	1	48	259	914
11:45 AM	0	146	208	4	7	365	0	7	220	46	23	296	661	0	67	22	119	12	220	0	7	32	3	1	43	263	924
Total	0	505	868	28	22	1,423	0	28	821	186	121	1,156	2,579	1	246	87	442	49	825	0	30	122	23	6	181	1,006	3,585
12:00 PM	0	113	174	5	3	295	0	1	202	46	31	280	575	1	84	26	103	44	258	0	18	23	3	1	45	303	878
12:15 PM	1	122	191	5	8	327	0	6	208	50	27	291	618	0	57	35	96	58	246	0	8	25	4	0	37	283	901
12:30 PM	1	133	215	8	4	361	0	5	195	38	50	288	649	0	70	20	80	55	225	0	5	36	7	0	48	273	922
12:45 PM	0	131	208	6	3	348	0	9	210	37	23	279	627	0	80	30	73	44	227	0	7	23	4	2	36	263	890
Total	2	499	788	24	18	1,331	0	21	815	171	131	1,138	2,469	1	291	111	352	201	956	0	38	107	18	3	166	1,122	3,591
2:00 PM	0	106	227	12	4	349	0	13	210	42	20	285	634	0	82	29	95	68	274	0	11	30	7	2	50	324	958
2:15 PM	0	122	239	12	8	381	0	6	243	65	24	338	719	0	60	38	94	35	227	0	8	32	6	0	46	273	992
2:30 PM	0	142	273	4	7	426	0	8	187	50	19	264	690	0	76	38	86	65	265	0	4	23	3	1	31	296	986
2:45 PM	0	100	232	7	7	346	0	9	208	45	31	293	639	0	68	26	95	42	231	0	9	28	8	2	47	278	917
Total	0	470	971	35	26	1,502	0	36	848	202	94	1,180	2,682	0	286	131	370	210	997	0	32	113	24	5	174	1,171	3,853
3:00 PM	0	145	231	7	4	387	0	7	193	42	32	274	661	0	93	37	100	38	268	0	10	19	5	1	35	303	964
3:15 PM	0	121	262	16	3	402	0	6	198	33	28	265	667	0	95	29	109	40	273	0	11	18	5	2	36	309	976
3:30 PM	0	148	235	11	10	404	0	8	155	31	51	245	649	0	97	36	112	20	265	0	8	30	9	0	47	312	961
3:45 PM	0	109	247	5	6	367	0	8	161	10	34	213	580	0	99	37	111	47	294	0	8	17	4	0	29	323	903
Total	0	523	975	39	23	1,560	0	29	707	116	145	997	2,557	0	384	139	432	145	1,100	0	37	84	23	3	147	1,247	3,804
4:00 PM	0	120	214	10	5	349	0	3	196	39	10	248	597	0	98	47	104	54	303	0	8	30	8	2	48	351	948
4:15 PM	0	121	290	12	6	429	0	6	190	43	16	255	684	0	77	39	107	37	260	0	6	28	7	0	41	301	985
4:30 PM	0	162	217	8	8	395	0	12	155	38	28	233	628	0	103	26	115	35	279	0	8	34	13	2	57	336	964
4:45 PM	0	123	254	11	6	394	0	6	231	46	20	303	697	0	101	29	114	47	291	0	7	32	7	0	46	337	1,034
Total	0	526	975	41	25	1,567	0	27	772	166	74	1,039	2,606	0	379	141	440	173	1,133	0	29	124	35	4	192	1,325	3,931
5:00 PM	0	149	217	7	6	379	0	3	164	48	30	245	624	0	93	23	121	40	277	0	11	51	10	0	72	349	973
5:15 PM	0	179	264	5	6	454	0	12	210	49	27	298	752	0	87	38	113	68	306	0	9	52	8	0	69	375	1,127
5:30 PM	0	130	157	2	6	295	0	5	166	36	35	242	537	1	114	38	95	44	292	0	11	37	5	0	53	345	882
5:45 PM	0	132	199	5	6	342	0	9	172	29	35	245	587	1	88	42	109	35	275	0	10	38	7	0	55	330	917
Total	0	590	837	19	24	1,470	0	29	712	162	127	1,030	2,500	2	382	141	438	187	1,150	0	41	178	30	0	249	1,399	3,899

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Winter Haven
 INTERSECTING ROUTE: SR 540 (Cypress Gardens Boulevard/Waverly Road)
 DATE OF COUNT: 3/3/16
 ROAD CONDITION: Good
 EAST APPROACH: Waverly Road
 WEST APPROACH: SR 540 (Cypress Gardens Boulevard)
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

COUNTY: Polk
 MILEPOST: 5.944
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

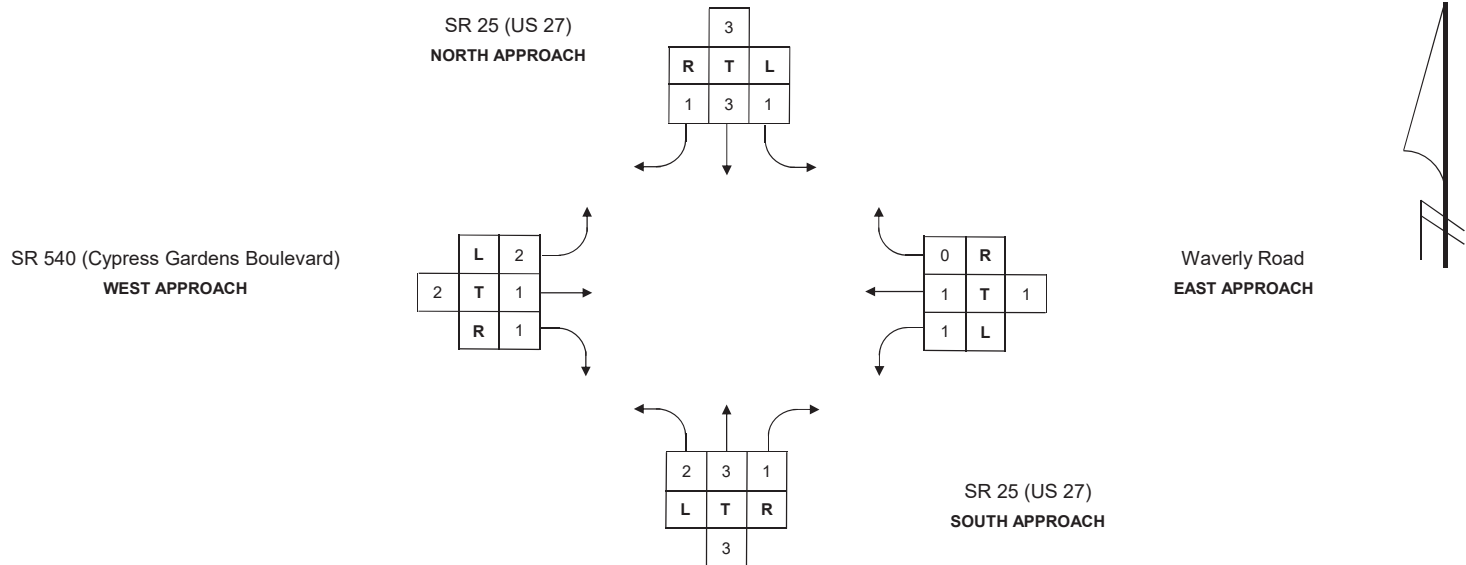
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	14	0	1	16	0	0	22	1	1	24	40	0	1	0	0	0	1	0	0	1	2	0	3	4	44
7:15 AM	0	1	24	0	0	25	0	0	29	1	0	30	55	0	2	0	2	0	4	0	0	2	2	0	4	8	63
7:30 AM	0	3	18	1	0	22	0	0	27	1	0	28	50	0	0	0	2	2	4	0	0	1	1	0	2	6	56
7:45 AM	0	2	22	1	1	26	0	0	25	1	0	26	52	0	5	2	1	0	8	0	0	2	0	0	2	10	62
Total	0	7	78	2	2	89	0	0	103	4	1	108	197	0	8	2	5	2	17	0	0	6	5	0	11	28	225
8:00 AM	0	1	21	0	0	22	0	0	28	0	0	28	50	0	1	0	2	0	3	0	0	3	1	0	4	7	57
8:15 AM	0	0	12	0	0	12	0	0	25	0	1	26	38	0	1	1	5	2	9	0	1	2	0	0	3	12	50
8:30 AM	0	6	23	0	0	29	0	0	31	1	2	34	63	0	1	0	1	0	2	0	2	0	0	0	2	4	67
8:45 AM	0	3	31	0	0	34	0	0	35	3	0	38	72	0	3	0	2	1	6	0	1	1	1	0	3	9	81
Total	0	10	87	0	0	97	0	0	119	4	3	126	223	0	6	1	10	3	20	0	4	6	2	0	12	32	255
11:00 AM	0	2	42	0	0	44	0	0	18	2	0	20	64	0	2	2	3	1	8	0	1	0	1	0	2	10	74
11:15 AM	0	3	41	0	0	44	0	1	24	2	1	28	72	0	1	0	2	0	3	0	1	0	1	0	2	5	77
11:30 AM	0	2	39	0	0	41	0	1	35	0	0	36	77	0	0	0	3	1	4	0	0	0	0	0	0	4	81
11:45 AM	0	5	28	0	1	34	0	1	39	0	1	41	75	0	3	0	0	0	3	0	1	1	0	0	2	5	80
Total	0	12	150	0	1	163	0	3	116	4	2	125	288	0	6	2	8	2	18	0	3	1	2	0	6	24	312
12:00 PM	0	2	32	0	0	34	0	1	23	0	1	25	59	0	1	1	2	0	4	0	0	1	0	0	1	5	64
12:15 PM	0	2	27	0	1	30	0	1	30	1	0	32	62	0	1	0	0	1	2	0	0	1	0	0	1	3	65
12:30 PM	0	3	29	0	0	32	0	2	27	0	2	31	63	0	0	1	2	1	4	0	0	1	0	0	1	5	68
12:45 PM	0	3	32	0	0	35	0	1	29	1	2	33	68	0	1	0	0	0	1	0	1	0	0	0	1	2	70
Total	0	10	120	0	1	131	0	5	109	2	5	121	252	0	3	2	4	2	11	0	1	3	0	0	4	15	267
2:00 PM	0	2	37	1	0	40	0	2	24	0	0	26	66	0	0	0	1	1	2	0	0	0	2	0	2	4	70
2:15 PM	0	2	30	1	0	33	0	0	22	5	0	27	60	0	0	3	4	0	7	0	1	0	0	0	1	8	68
2:30 PM	0	6	25	0	0	31	0	0	22	0	0	22	53	0	4	0	2	0	6	0	1	0	0	0	1	7	60
2:45 PM	0	2	26	0	0	28	0	2	15	1	0	18	46	0	0	1	3	0	4	0	0	3	0	0	3	7	53
Total	0	12	118	2	0	132	0	4	83	6	0	93	225	0	4	4	10	1	19	0	2	3	2	0	7	26	251
3:00 PM	0	3	28	1	0	32	0	3	9	1	0	13	45	0	0	0	0	0	0	0	2	0	0	1	0	3	48
3:15 PM	0	4	34	0	1	39	0	0	15	1	0	16	55	0	2	0	0	0	2	0	0	0	0	0	0	2	57
3:30 PM	0	3	20	1	0	24	0	1	17	0	1	19	43	0	0	2	0	0	2	0	0	0	0	0	0	2	45
3:45 PM	0	2	35	0	0	37	0	1	12	0	1	14	51	0	2	1	1	0	4	0	0	0	1	0	1	5	56
Total	0	12	117	2	1	132	0	5	53	2	2	62	194	0	4	3	1	0	8	0	2	0	2	0	4	12	206
4:00 PM	0	2	20	1	0	23	0	1	9	1	0	11	34	0	4	1	2	0	7	0	0	0	0	0	0	7	41
4:15 PM	0	0	41	2	1	44	0	0	5	0	0	5	49	0	5	1	0	0	6	0	0	1	2	0	3	9	58
4:30 PM	0	0	23	1	1	25	0	1	18	0	1	20	45	0	0	0	2	2	4	0	0	4	0	0	4	8	53
4:45 PM	0	1	19	0	0	20	0	0	18	0	0	18	38	0	0	0	3	0	3	0	1	1	0	0	2	5	43
Total	0	3	103	4	2	112	0	2	50	1	1	54	166	0	9	2	7	2	20	0	1	6	2	0	9	29	195
5:00 PM	0	1	21	0	1	23	0	0	11	2	0	13	36	0	0	1	1	2	4	0	0	0	0	0	0	4	40
5:15 PM	0	3	16	0	0	19	0	1	17	0	0	18	37	0	1	3	1	0	5	0	0	0	1	0	1	6	43
5:30 PM	0	1	18	0	1	20	0	0	10	1	0	11	31	0	2	1	2	0	5	0	0	0	0	0	0	5	36
5:45 PM	0	0	17	0	0	17	0	0	10	0	0	10	27	0	0	0	0	0	0	0	0	1	0	0	1	1	28
Total	0	5	72	0	2	79	0	1	48	3	0	52	131	0	3	5	4	2	14	0	0	1	1	0	2	16	147

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Winter Haven	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	SR 540 (Cypress Gardens Boulevard/Waverly Ro:	MILEPOST:	5.944
OBSERVER:	FDA	DATE:	3/3/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/6/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7 - 8	1	395	906	22	8	1,332	0	20	819	203	127	1,169	2,501	0	278	48	277	127	730	0	24	136	33	5	198	928
8 - 9	1	413	849	22	9	1,294	0	24	760	183	129	1,096	2,390	1	235	70	266	96	668	0	35	115	25	3	178	846
11 - 12	0	505	868	28	22	1,423	0	28	821	186	121	1,156	2,579	1	246	87	442	49	825	0	30	122	23	6	181	1,006
12 - 13	2	499	788	24	18	1,331	0	21	815	171	131	1,138	2,469	1	291	111	352	201	956	0	38	107	18	3	166	1,122
14 - 15	0	470	971	35	26	1,502	0	36	848	202	94	1,180	2,682	0	286	131	370	210	997	0	32	113	24	5	174	1,171
15 - 16	0	523	975	39	23	1,560	0	29	707	116	145	997	2,557	0	384	139	432	145	1,100	0	37	84	23	3	147	1,247
16 - 17	0	526	975	41	25	1,567	0	27	772	166	74	1,039	2,606	0	379	141	440	173	1,133	0	29	124	35	4	192	1,325
17 - 18	0	590	837	19	24	1,470	0	29	712	162	127	1,030	2,500	2	382	141	438	187	1,150	0	41	178	30	0	249	1,399
TOTAL	4	3,921	7,169	230	155	11,479	0	214	6,254	1,389	948	8,805	20,284	5	2,481	868	3,017	1,188	7,559	0	266	979	211	29	1,485	9,044

Percentage	0.0%	34.2%	62.5%	2.0%	1.4%	100.0%	0.0%	2.4%	71.0%	15.8%	10.8%	100.0%	N/A	0.1%	32.8%	11.5%	39.9%	15.7%	100.0%	0.0%	17.9%	65.9%	14.2%	2.0%	100.0%	N/A
Maximum	2	590	975	41	26	1,567	0	36	848	203	145	1,180	2,682	2	384	141	442	210	1,150	0	41	178	35	6	249	1,399
Minimum	1	395	788	19	8	1,294	0	20	707	116	74	997	2,390	1	235	48	266	49	668	0	24	84	18	3	147	846
Total Heavy Veh	71		845	10	9	935	20		681	26	14	741	1,676	43		21	49	14	127	13		26	16	0	55	182
% Heavy Veh	1.8%		11.8%	4.9%		8.1%	9.3%	10.9%		1.7%		8.4%	8.3%	1.7%		2.4%	1.5%		1.7%	4.9%		2.7%	6.7%		3.7%	2.0%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 5.944
 COUNT HOURS 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

CITY Winter Haven
 INTERSECTING ROUTE SR 540 (Cypress Gardens Boulevard/Waverly
 DATE OF COUNT 3/3/16
 WEATHER Good
 COMPLETED BY DL
 DATE 6/6/16

SR 25 (US 27)

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

SR 540 (Cypress Gardens Boulevard)

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

Waverly Road

SOUTH APPROACH

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 5.944
 COUNT HOURS 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 2:00 PM - 6:00 PM

CITY Winter Haven
 INTERSECTING ROUTE SR 540 (Cypress Gardens Boulevard/Waverly
 DATE OF COUNT 3/3/16
 WEATHER Good
 COMPLETED BY DL
 DATE 6/6/16

SR 25 (US 27)

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

SR 540 (Cypress Gardens Boulevard)

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

Waverly Road

SOUTH APPROACH

7-8	8-9	11-12	12-13	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Lincoln
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				LINCOLN AVENUE Westbound				US 27 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	4	197	0	201	4	0	5	9	0	299	2	301	511
06:45 AM	4	219	0	223	4	0	2	6	0	293	0	293	522
Total	8	416	0	424	8	0	7	15	0	592	2	594	1033
07:00 AM	4	279	0	283	3	0	5	8	0	303	3	306	597
07:15 AM	4	335	0	339	3	0	6	9	0	331	2	333	681
07:30 AM	3	362	0	365	9	0	4	13	0	305	2	307	685
07:45 AM	8	342	0	350	8	0	2	10	0	319	2	321	681
Total	19	1318	0	1337	23	0	17	40	0	1258	9	1267	2644
08:00 AM	4	303	0	307	5	0	3	8	0	262	4	266	581
08:15 AM	6	330	0	336	4	0	6	10	0	296	3	299	645
08:30 AM	2	271	0	273	1	0	3	4	0	246	2	248	525
08:45 AM	2	271	0	273	2	0	3	5	0	291	2	293	571
Total	14	1175	0	1189	12	0	15	27	0	1095	11	1106	2322
09:00 AM	3	272	0	275	7	0	6	13	0	232	6	238	526
09:15 AM	4	304	0	308	3	0	2	5	0	248	1	249	562
09:30 AM	1	295	0	296	1	0	1	2	0	258	1	259	557
09:45 AM	3	278	0	281	5	0	2	7	0	307	2	309	597
Total	11	1149	0	1160	16	0	11	27	0	1045	10	1055	2242
10:00 AM	1	306	0	307	4	0	0	4	0	256	2	258	569
10:15 AM	3	320	0	323	5	0	3	8	0	254	1	255	586
*** BREAK ***													
Total	4	626	0	630	9	0	3	12	0	510	3	513	1155
*** BREAK ***													
03:00 PM	5	269	0	274	4	0	0	4	0	325	5	330	608
03:15 PM	5	324	0	329	4	0	4	8	0	350	5	355	692
03:30 PM	5	322	0	327	2	0	2	4	1	334	2	337	668
03:45 PM	5	283	0	288	5	0	3	8	0	317	2	319	615
Total	20	1198	0	1218	15	0	9	24	1	1326	14	1341	2583
04:00 PM	9	291	0	300	3	0	10	13	0	349	5	354	667
04:15 PM	5	346	0	351	6	0	8	14	1	316	1	318	683
04:30 PM	16	352	0	368	5	0	5	10	0	340	5	345	723
04:45 PM	12	332	0	344	6	0	8	14	0	378	4	382	740
Total	42	1321	0	1363	20	0	31	51	1	1383	15	1399	2813
05:00 PM	6	350	0	356	9	0	7	16	0	401	5	406	778
05:15 PM	8	367	0	375	9	0	5	14	0	389	6	395	784
05:30 PM	4	387	0	391	4	0	5	9	0	350	3	353	753
05:45 PM	10	328	0	338	2	0	0	2	0	334	6	340	680
Total	28	1432	0	1460	24	0	17	41	0	1474	20	1494	2995
06:00 PM	5	351	0	356	2	0	4	6	1	310	4	315	677
06:15 PM	7	312	0	319	3	0	0	3	0	302	4	306	628
06:30 PM	9	298	0	307	4	0	2	6	0	258	2	260	573
06:45 PM	3	252	0	255	3	0	3	6	0	216	2	218	479
Total	24	1213	0	1237	12	0	9	21	1	1086	12	1099	2357
Grand Total	170	9848	0	10018	139	0	119	258	3	9769	96	9868	20144
Apprch %	1.7	98.3	0		53.9	0	46.1		0	99	1		
Total %	0.8	48.9	0	49.7	0.7	0	0.6	1.3	0	48.5	0.5	49	
Passenger Vehicles	131	9005	0	9136	127	0	106	233	0	9032	90	9122	18491
% Passenger Vehicles	77.1	91.4	0	91.2	91.4	0	89.1	90.3	0	92.5	93.8	92.4	91.8
Heavy Vehicles	5	843	0	848	12	0	13	25	0	737	6	743	1616
% Heavy Vehicles	2.9	8.6	0	8.5	8.6	0	10.9	9.7	0	7.5	6.2	7.5	8
UTurns	34	0	0	34	0	0	0	0	3	0	0	3	37
% UTurns	20	0	0	0.3	0	0	0	0	100	0	0	0	0.2

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Lincoln
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

	US 27 Southbound				LINCOLN AVENUE Westbound				US 27 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	4	279	0	283	3	0	5	8	0	303	3	306	597
07:15 AM	4	335	0	339	3	0	6	9	0	331	2	333	681
07:30 AM	3	362	0	365	9	0	4	13	0	305	2	307	685
07:45 AM	8	342	0	350	8	0	2	10	0	319	2	321	681
Total Volume	19	1318	0	1337	23	0	17	40	0	1258	9	1267	2644
% App. Total	1.4	98.6	0		57.5	0	42.5		0	99.3	0.7		
PHF	.594	.910	.000	.916	.639	.000	.708	.769	.000	.950	.750	.951	.965
Passenger Vehicles	17	1190	0	1207	20	0	15	35	0	1174	9	1183	2425
% Passenger Vehicles	89.5	90.3	0	90.3	87.0	0	88.2	87.5	0	93.3	100	93.4	91.7
Heavy Vehicles	1	128	0	129	3	0	2	5	0	84	0	84	218
% Heavy Vehicles	5.3	9.7	0	9.6	13.0	0	11.8	12.5	0	6.7	0	6.6	8.2
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	1
% UTurns	5.3	0	0	0.1	0	0	0	0	0	0	0	0	0.0

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:00 AM				
+0 mins.	4	335	0	339	9	0	4	13	0	303	3	306	
+15 mins.	3	362	0	365	8	0	2	10	0	331	2	333	
+30 mins.	8	342	0	350	5	0	3	8	0	305	2	307	
+45 mins.	4	303	0	307	4	0	6	10	0	319	2	321	
Total Volume	19	1342	0	1361	26	0	15	41	0	1258	9	1267	
% App. Total	1.4	98.6	0		63.4	0	36.6		0	99.3	0.7		
PHF	.594	.927	.000	.932	.722	.000	.625	.788	.000	.950	.750	.951	
Passenger Vehicles	17	1225	0	1242	23	0	11	34	0	1174	9	1183	
% Passenger Vehicles	89.5	91.3	0	91.3	88.5	0	73.3	82.9	0	93.3	100	93.4	
Heavy Vehicles	1	117	0	118	3	0	4	7	0	84	0	84	
% Heavy Vehicles	5.3	8.7	0	8.7	11.5	0	26.7	17.1	0	6.7	0	6.6	
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	
% UTurns	5.3	0	0	0.1	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	12	332	0	344	6	0	8	14	0	378	4	382	740
05:00 PM	6	350	0	356	9	0	7	16	0	401	5	406	778
05:15 PM	8	367	0	375	9	0	5	14	0	389	6	395	784
05:30 PM	4	387	0	391	4	0	5	9	0	350	3	353	753
Total Volume	30	1436	0	1466	28	0	25	53	0	1518	18	1536	3055
% App. Total	2	98	0		52.8	0	47.2		0	98.8	1.2		
PHF	.625	.928	.000	.937	.778	.000	.781	.828	.000	.946	.750	.946	.974
Passenger Vehicles	26	1350	0	1376	26	0	25	51	0	1439	18	1457	2884
% Passenger Vehicles	86.7	94.0	0	93.9	92.9	0	100	96.2	0	94.8	100	94.9	94.4
Heavy Vehicles	0	86	0	86	2	0	0	2	0	79	0	79	167
% Heavy Vehicles	0	6.0	0	5.9	7.1	0	0	3.8	0	5.2	0	5.1	5.5
UTurns	4	0	0	4	0	0	0	0	0	0	0	0	4
% UTurns	13.3	0	0	0.3	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:45 PM				
+0 mins.	12	332	0	344	6	0	8	14	0	378	4	382	
+15 mins.	6	350	0	356	5	0	5	10	0	401	5	406	
+30 mins.	8	367	0	375	6	0	8	14	0	389	6	395	
+45 mins.	4	387	0	391	9	0	7	16	0	350	3	353	
Total Volume	30	1436	0	1466	26	0	28	54	0	1518	18	1536	
% App. Total	2	98	0		48.1	0	51.9		0	98.8	1.2		
PHF	.625	.928	.000	.937	.722	.000	.875	.844	.000	.946	.750	.946	
Passenger Vehicles	26	1350	0	1376	22	0	25	47	0	1439	18	1457	
% Passenger Vehicles	86.7	94	0	93.9	84.6	0	89.3	87	0	94.8	100	94.9	
Heavy Vehicles	0	86	0	86	4	0	3	7	0	79	0	79	

Intersection Turning Movement Count

% Heavy Vehicles	0	6	0	5.9	15.4	0	10.7	13	0	5.2	0	5.1
UTurns	4	0	0	4	0	0	0	0	0	0	0	0
% UTurns	13.3	0	0	0.3	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Lincoln
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- Passenger Vehicles														
	US 27 Southbound				LINCOLN AVENUE Westbound				US 27 Northbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
06:30 AM	4	172	0	176	4	0	4	8	0	272	2	274	458	
06:45 AM	2	194	0	196	4	0	2	6	0	272	0	272	474	
Total	6	366	0	372	8	0	6	14	0	544	2	546	932	
07:00 AM	4	243	0	247	3	0	5	8	0	289	3	292	547	
07:15 AM	3	301	0	304	3	0	5	8	0	307	2	309	621	
07:30 AM	3	334	0	337	6	0	3	9	0	285	2	287	633	
07:45 AM	7	312	0	319	8	0	2	10	0	293	2	295	624	
Total	17	1190	0	1207	20	0	15	35	0	1174	9	1183	2425	
08:00 AM	4	278	0	282	5	0	3	8	0	235	4	239	529	
08:15 AM	3	298	0	301	4	0	3	7	0	276	3	279	587	
08:30 AM	1	236	0	237	1	0	3	4	0	217	2	219	460	
08:45 AM	1	230	0	231	2	0	3	5	0	273	2	275	511	
Total	9	1042	0	1051	12	0	12	24	0	1001	11	1012	2087	
09:00 AM	2	239	0	241	4	0	5	9	0	203	3	206	456	
09:15 AM	3	271	0	274	2	0	2	4	0	218	1	219	497	
09:30 AM	1	247	0	248	1	0	1	2	0	236	1	237	487	
09:45 AM	2	249	0	251	5	0	2	7	0	282	2	284	542	
Total	8	1006	0	1014	12	0	10	22	0	939	7	946	1982	
10:00 AM	1	276	0	277	4	0	0	4	0	225	2	227	508	
10:15 AM	2	286	0	288	5	0	3	8	0	231	1	232	528	
*** BREAK ***														
Total	3	562	0	565	9	0	3	12	0	456	3	459	1036	
*** BREAK ***														
03:00 PM	5	242	0	247	4	0	0	4	0	296	5	301	552	
03:15 PM	3	301	0	304	4	0	2	6	0	313	4	317	627	
03:30 PM	5	303	0	308	2	0	2	4	0	300	2	302	614	
03:45 PM	1	259	0	260	5	0	2	7	0	292	2	294	561	
Total	14	1105	0	1119	15	0	6	21	0	1201	13	1214	2354	
04:00 PM	8	263	0	271	3	0	10	13	0	320	4	324	608	
04:15 PM	4	328	0	332	6	0	6	12	0	293	1	294	638	
04:30 PM	11	328	0	339	3	0	4	7	0	313	4	317	663	
04:45 PM	10	313	0	323	6	0	8	14	0	360	4	364	701	
Total	33	1232	0	1265	18	0	28	46	0	1286	13	1299	2610	
05:00 PM	5	325	0	330	7	0	7	14	0	375	5	380	724	
05:15 PM	8	351	0	359	9	0	5	14	0	369	6	375	748	
05:30 PM	3	361	0	364	4	0	5	9	0	335	3	338	711	
05:45 PM	5	309	0	314	1	0	0	1	0	326	6	332	647	
Total	21	1346	0	1367	21	0	17	38	0	1405	20	1425	2830	
06:00 PM	4	332	0	336	2	0	4	6	0	299	4	303	645	
06:15 PM	6	303	0	309	3	0	0	3	0	284	4	288	600	
06:30 PM	7	286	0	293	4	0	2	6	0	244	2	246	545	
06:45 PM	3	235	0	238	3	0	3	6	0	199	2	201	445	
Total	20	1156	0	1176	12	0	9	21	0	1026	12	1038	2235	
Grand Total	131	9005	0	9136	127	0	106	233	0	9032	90	9122	18491	
Apprch %	1.4	98.6	0		54.5	0	45.5		0	99	1			
Total %	0.7	48.7	0	49.4	0.7	0	0.6	1.3	0	48.8	0.5	49.3		

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Lincoln
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

	US 27 Southbound				LINCOLN AVENUE Westbound				US 27 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	4	243	0	247	3	0	5	8	0	289	3	292	547
07:15 AM	3	301	0	304	3	0	5	8	0	307	2	309	621
07:30 AM	3	334	0	337	6	0	3	9	0	285	2	287	633
07:45 AM	7	312	0	319	8	0	2	10	0	293	2	295	624
Total Volume	17	1190	0	1207	20	0	15	35	0	1174	9	1183	2425
% App. Total	1.4	98.6	0		57.1	0	42.9		0	99.2	0.8		
PHF	.607	.891	.000	.895	.625	.000	.750	.875	.000	.956	.750	.957	.958

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM			
+0 mins.	3	301	0	304	3	0	5	8	0	289	3	292
+15 mins.	3	334	0	337	3	0	5	8	0	307	2	309
+30 mins.	7	312	0	319	6	0	3	9	0	285	2	287
+45 mins.	4	278	0	282	8	0	2	10	0	293	2	295
Total Volume	17	1225	0	1242	20	0	15	35	0	1174	9	1183
% App. Total	1.4	98.6	0		57.1	0	42.9		0	99.2	0.8	
PHF	.607	.917	.000	.921	.625	.000	.750	.875	.000	.956	.750	.957

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	10	313	0	323	6	0	8	14	0	360	4	364	701
05:00 PM	5	325	0	330	7	0	7	14	0	375	5	380	724
05:15 PM	8	351	0	359	9	0	5	14	0	369	6	375	748
05:30 PM	3	361	0	364	4	0	5	9	0	335	3	338	711
Total Volume	26	1350	0	1376	26	0	25	51	0	1439	18	1457	2884
% App. Total	1.9	98.1	0		51	0	49		0	98.8	1.2		
PHF	.650	.935	.000	.945	.722	.000	.781	.911	.000	.959	.750	.959	.964

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM			
+0 mins.	10	313	0	323	6	0	8	14	0	360	4	364
+15 mins.	5	325	0	330	7	0	7	14	0	375	5	380
+30 mins.	8	351	0	359	9	0	5	14	0	369	6	375
+45 mins.	3	361	0	364	4	0	5	9	0	335	3	338
Total Volume	26	1350	0	1376	26	0	25	51	0	1439	18	1457
% App. Total	1.9	98.1	0		51	0	49		0	98.8	1.2	
PHF	.650	.935	.000	.945	.722	.000	.781	.911	.000	.959	.750	.959

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Lincoln
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- Heavy Vehicles														
	US 27 Southbound				LINCOLN AVENUE Westbound				US 27 Northbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
06:30 AM	0	25	0	25	0	0	1	1	0	27	0	27	53	
06:45 AM	1	25	0	26	0	0	0	0	0	21	0	21	47	
Total	1	50	0	51	0	0	1	1	0	48	0	48	100	
07:00 AM	0	36	0	36	0	0	0	0	0	14	0	14	50	
07:15 AM	0	34	0	34	0	0	1	1	0	24	0	24	59	
07:30 AM	0	28	0	28	3	0	1	4	0	20	0	20	52	
07:45 AM	1	30	0	31	0	0	0	0	0	26	0	26	57	
Total	1	128	0	129	3	0	2	5	0	84	0	84	218	
08:00 AM	0	25	0	25	0	0	0	0	0	27	0	27	52	
08:15 AM	1	32	0	33	0	0	3	3	0	20	0	20	56	
08:30 AM	0	35	0	35	0	0	0	0	0	29	0	29	64	
08:45 AM	0	41	0	41	0	0	0	0	0	18	0	18	59	
Total	1	133	0	134	0	0	3	3	0	94	0	94	231	
09:00 AM	0	33	0	33	3	0	1	4	0	29	3	32	69	
09:15 AM	0	33	0	33	1	0	0	1	0	30	0	30	64	
09:30 AM	0	48	0	48	0	0	0	0	0	22	0	22	70	
09:45 AM	0	29	0	29	0	0	0	0	0	25	0	25	54	
Total	0	143	0	143	4	0	1	5	0	106	3	109	257	
10:00 AM	0	30	0	30	0	0	0	0	0	31	0	31	61	
10:15 AM	0	34	0	34	0	0	0	0	0	23	0	23	57	
*** BREAK ***														
Total	0	64	0	64	0	0	0	0	0	54	0	54	118	
*** BREAK ***														
03:00 PM	0	27	0	27	0	0	0	0	0	29	0	29	56	
03:15 PM	0	23	0	23	0	0	2	2	0	37	1	38	63	
03:30 PM	0	19	0	19	0	0	0	0	0	34	0	34	53	
03:45 PM	1	24	0	25	0	0	1	1	0	25	0	25	51	
Total	1	93	0	94	0	0	3	3	0	125	1	126	223	
04:00 PM	0	28	0	28	0	0	0	0	0	29	1	30	58	
04:15 PM	0	18	0	18	0	0	2	2	0	23	0	23	43	
04:30 PM	0	24	0	24	2	0	1	3	0	27	1	28	55	
04:45 PM	0	19	0	19	0	0	0	0	0	18	0	18	37	
Total	0	89	0	89	2	0	3	5	0	97	2	99	193	
05:00 PM	0	25	0	25	2	0	0	2	0	26	0	26	53	
05:15 PM	0	16	0	16	0	0	0	0	0	20	0	20	36	
05:30 PM	0	26	0	26	0	0	0	0	0	15	0	15	41	
05:45 PM	0	19	0	19	1	0	0	1	0	8	0	8	28	
Total	0	86	0	86	3	0	0	3	0	69	0	69	158	
06:00 PM	0	19	0	19	0	0	0	0	0	11	0	11	30	
06:15 PM	1	9	0	10	0	0	0	0	0	18	0	18	28	
06:30 PM	0	12	0	12	0	0	0	0	0	14	0	14	26	
06:45 PM	0	17	0	17	0	0	0	0	0	17	0	17	34	
Total	1	57	0	58	0	0	0	0	0	60	0	60	118	
Grand Total	5	843	0	848	12	0	13	25	0	737	6	743	1616	
Apprch %	0.6	99.4	0		48	0	52		0	99.2	0.8			
Total %	0.3	52.2	0	52.5	0.7	0	0.8	1.5	0	45.6	0.4	46		

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Lincoln
Site Code : 18013
Start Date : 11/15/2018
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	US 27 Southbound				LINCOLN AVENUE Westbound				US 27 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:45 AM													
08:45 AM	0	41	0	41	0	0	0	0	0	18	0	18	59
09:00 AM	0	33	0	33	3	0	1	4	0	29	3	32	69
09:15 AM	0	33	0	33	1	0	0	1	0	30	0	30	64
09:30 AM	0	48	0	48	0	0	0	0	0	22	0	22	70
Total Volume	0	155	0	155	4	0	1	5	0	99	3	102	262
% App. Total	0	100	0		80	0	20		0	97.1	2.9		
PHF	.000	.807	.000	.807	.333	.000	.250	.313	.000	.825	.250	.797	.936

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM				07:30 AM				08:30 AM				
+0 mins.	0	41	0	41	3	0	1	4	0	29	0	29	
+15 mins.	0	33	0	33	0	0	0	0	0	18	0	18	
+30 mins.	0	33	0	33	0	0	0	0	0	29	3	32	
+45 mins.	0	48	0	48	0	0	3	3	0	30	0	30	
Total Volume	0	155	0	155	3	0	4	7	0	106	3	109	
% App. Total	0	100	0		42.9	0	57.1		0	97.2	2.8		
PHF	.000	.807	.000	.807	.250	.000	.333	.438	.000	.883	.250	.852	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	0	23	0	23	0	0	2	2	0	37	1	38	63
03:30 PM	0	19	0	19	0	0	0	0	0	34	0	34	53
03:45 PM	1	24	0	25	0	0	1	1	0	25	0	25	51
04:00 PM	0	28	0	28	0	0	0	0	0	29	1	30	58
Total Volume	1	94	0	95	0	0	3	3	0	125	2	127	225
% App. Total	1.1	98.9	0		0	0	100		0	98.4	1.6		
PHF	.250	.839	.000	.848	.000	.000	.375	.375	.000	.845	.500	.836	.893

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM				04:15 PM				03:15 PM				
+0 mins.	0	23	0	23	0	0	2	2	0	37	1	38	
+15 mins.	0	19	0	19	2	0	1	3	0	34	0	34	
+30 mins.	1	24	0	25	0	0	0	0	0	25	0	25	
+45 mins.	0	28	0	28	2	0	0	2	0	29	1	30	
Total Volume	1	94	0	95	4	0	3	7	0	125	2	127	
% App. Total	1.1	98.9	0		57.1	0	42.9		0	98.4	1.6		
PHF	.250	.839	.000	.848	.500	.000	.375	.583	.000	.845	.500	.836	

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Lincoln
Site Code : 18013
Start Date : 11/15/2018
Page No : 1

Groups Printed- UTurns														
	US 27 Southbound				LINCOLN AVENUE Westbound				US 27 Northbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
*** BREAK ***														
06:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
Total	1	0	0	1	0	0	0	0	0	0	0	0	1	
*** BREAK ***														
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
*** BREAK ***														
Total	1	0	0	1	0	0	0	0	0	0	0	0	1	
*** BREAK ***														
08:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
Total	4	0	0	4	0	0	0	0	0	0	0	0	4	
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
*** BREAK ***														
09:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
Total	3	0	0	3	0	0	0	0	0	0	0	0	3	
*** BREAK ***														
10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
*** BREAK ***														
Total	1	0	0	1	0	0	0	0	0	0	0	0	1	
*** BREAK ***														
03:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2	
03:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	
03:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3	
Total	5	0	0	5	0	0	0	0	1	0	0	1	6	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
04:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2	
04:30 PM	5	0	0	5	0	0	0	0	0	0	0	0	5	
04:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	2	
Total	9	0	0	9	0	0	0	0	1	0	0	1	10	
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
*** BREAK ***														
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
05:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	5	
Total	7	0	0	7	0	0	0	0	0	0	0	0	7	
06:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	2	
*** BREAK ***														
06:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	2	
*** BREAK ***														
Total	3	0	0	3	0	0	0	0	1	0	0	1	4	
Grand Total	34	0	0	34	0	0	0	0	3	0	0	3	37	
Apprch %	100	0	0		0	0	0		100	0	0			
Total %	91.9	0	0	91.9	0	0	0	0	8.1	0	0	8.1		

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Lincoln
Site Code : 18013
Start Date : 11/15/2018
Page No : 2

	US 27 Southbound				LINCOLN AVENUE Westbound				US 27 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:15 AM													
08:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	5
% App. Total	100	0	0		0	0	0		0	0	0		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	.625

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				06:30 AM				06:30 AM				
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	
Total Volume	5	0	0	5	0	0	0	0	0	0	0	0	
% App. Total	100	0	0		0	0	0		0	0	0		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	3
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
04:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	2
04:30 PM	5	0	0	5	0	0	0	0	0	0	0	0	5
Total Volume	10	0	0	10	0	0	0	0	1	0	0	1	11
% App. Total	100	0	0		0	0	0		100	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	.550

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM				03:00 PM				03:30 PM				
+0 mins.	3	0	0	3	0	0	0	0	1	0	0	1	
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	
+45 mins.	5	0	0	5	0	0	0	0	1	0	0	1	
Total Volume	10	0	0	10	0	0	0	0	2	0	0	2	
% App. Total	100	0	0		0	0	0		100	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Dundee
 INTERSECTING ROUTE: SR 542/CR 542 (Dundee Road)
 DATE OF COUNT: 3/3/16
 ROAD CONDITION: Good
 EAST APPROACH: CR 542 (Dundee Road)
 WEST APPROACH: SR 542 (Dundee Road)
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:30 AM - 1:30 PM, 2:00 PM - 6:00 PM

COUNTY: Polk
 MILEPOST: 8.684
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	5	59	189	6	15	274	0	12	167	10	18	207	481	0	62	39	31	21	153	0	36	79	9	3	127	280	761
7:15 AM	5	60	242	9	17	333	0	9	203	23	23	258	591	0	79	55	38	21	193	0	40	90	9	2	141	334	925
7:30 AM	8	66	235	14	14	337	0	13	203	27	22	265	602	0	63	54	49	32	198	0	64	93	10	3	170	368	970
7:45 AM	4	64	229	18	20	335	0	24	211	33	28	296	631	0	61	71	68	34	234	0	33	90	8	5	136	370	1,001
Total	22	249	895	47	66	1,279	0	58	784	93	91	1,026	2,305	0	265	219	186	108	778	0	173	352	36	13	574	1,352	3,657
8:00 AM	3	77	207	15	24	326	0	14	184	28	21	247	573	0	92	63	37	29	221	0	37	88	12	4	141	362	935
8:15 AM	1	61	214	7	20	303	1	12	171	30	20	234	537	0	75	64	27	36	202	0	54	104	14	2	174	376	913
8:30 AM	4	81	170	10	6	271	0	11	195	30	16	252	523	0	53	53	38	22	166	0	51	81	12	6	150	316	839
8:45 AM	4	66	202	10	8	290	0	17	161	24	23	225	515	0	57	60	37	35	189	0	50	76	16	5	147	336	851
Total	12	285	793	42	58	1,190	1	54	711	112	80	958	2,148	0	277	240	139	122	778	0	192	349	54	17	612	1,390	3,538
11:30 AM	6	64	188	18	14	290	0	15	238	27	21	301	591	0	65	42	24	20	151	0	41	69	13	12	135	286	877
11:45 AM	9	71	200	19	21	320	0	23	193	22	20	258	578	0	68	64	29	17	178	0	47	67	11	5	130	308	886
Total	15	135	388	37	35	610	0	38	431	49	41	559	1,169	0	133	106	53	37	329	0	88	136	24	17	265	594	1,763
12:00 PM	6	46	200	15	17	284	0	21	197	23	28	269	553	0	50	73	75	15	213	0	50	59	11	6	126	339	892
12:15 PM	6	48	224	22	20	320	0	29	181	27	21	258	578	0	45	57	39	19	160	0	47	69	4	5	125	285	863
12:30 PM	3	40	210	22	12	287	0	19	178	29	14	240	527	0	33	70	40	25	168	0	55	70	20	7	152	320	847
12:45 PM	1	54	204	18	19	296	0	27	184	49	19	279	575	0	56	63	32	21	172	0	46	39	16	10	111	283	858
Total	16	188	838	77	68	1,187	0	96	740	128	82	1,046	2,233	0	184	263	186	80	713	0	198	237	51	28	514	1,227	3,460
1:00 PM	3	56	184	19	18	280	0	19	152	33	15	219	499	0	63	63	24	29	179	0	38	75	19	9	141	320	819
1:15 PM	8	71	227	15	13	334	0	25	190	37	11	263	597	0	53	57	29	34	173	0	49	49	8	6	112	285	882
Total	11	127	411	34	31	614	0	44	342	70	26	482	1,096	0	116	120	53	63	352	0	87	124	27	15	253	605	1,701
2:00 PM	6	60	204	13	21	304	2	18	167	38	19	244	548	0	55	77	28	36	196	0	44	59	15	2	120	316	864
2:15 PM	10	65	236	14	16	341	0	28	170	42	18	258	599	0	54	54	38	23	169	0	39	53	12	7	111	280	879
2:30 PM	4	56	211	13	20	304	1	21	170	35	24	251	555	0	48	71	27	25	171	0	37	89	13	2	141	312	867
2:45 PM	6	64	233	27	23	353	0	12	172	33	31	248	601	0	61	88	35	31	215	0	36	66	16	5	123	338	939
Total	26	245	884	67	80	1,302	3	79	679	148	92	1,001	2,303	0	218	290	128	115	751	0	156	267	56	16	495	1,246	3,549
3:00 PM	0	55	260	21	20	356	0	21	211	21	34	287	643	0	56	71	23	29	179	0	43	62	11	4	120	299	942
3:15 PM	5	64	230	17	21	337	0	24	150	25	22	221	558	0	75	82	28	30	215	0	43	72	14	3	132	347	905
3:30 PM	5	56	236	23	22	342	0	17	147	18	33	215	557	0	54	73	26	35	188	0	51	67	13	7	138	326	883
3:45 PM	7	54	269	17	16	363	0	13	106	15	17	151	514	0	51	78	39	35	203	0	43	78	16	3	140	343	857
Total	17	229	995	78	79	1,398	0	75	614	79	106	874	2,272	0	236	304	116	129	785	0	180	279	54	17	530	1,315	3,587
4:00 PM	3	61	219	15	31	329	0	12	118	20	19	169	498	0	52	83	51	17	203	0	62	73	7	5	147	350	848
4:15 PM	1	80	250	31	20	382	0	17	129	16	21	183	565	0	71	76	38	19	204	0	53	73	12	9	147	351	916
4:30 PM	4	71	212	17	22	326	0	13	124	33	14	184	510	0	52	82	31	28	193	0	67	96	6	9	178	371	881
4:45 PM	3	80	243	30	29	385	0	22	160	24	23	229	614	0	67	88	54	22	231	0	46	96	2	12	156	387	1,001
Total	11	292	924	93	102	1,422	0	64	531	93	77	765	2,187	0	242	329	174	86	831	0	228	338	27	35	628	1,459	3,646
5:00 PM	6	60	228	27	8	329	2	26	131	39	33	231	560	0	52	88	39	42	221	0	61	96	7	7	171	392	952
5:15 PM	2	83	284	21	20	410	1	19	144	35	22	221	631	0	50	91	56	23	220	0	54	100	6	3	163	383	1,014
5:30 PM	1	76	223	26	22	348	3	12	119	25	17	176	524	0	44	81	38	29	192	0	71	95	14	4	184	376	900
5:45 PM	8	78	217	16	24	343	0	28	102	9	29	168	511	0	61	96	37	30	224	0	60	98	7	0	165	389	900
Total	17	297	952	90	74	1,430	6	85	496	108	101	796	2,226	0	207	356	170	124	857	0	246	389	34	14	683	1,540	3,766

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Dundee
 INTERSECTING ROUTE: SR 542/CR 542 (Dundee Road)
 DATE OF COUNT: 3/3/16
 ROAD CONDITION: Good
 EAST APPROACH: CR 542 (Dundee Road)
 WEST APPROACH: SR 542 (Dundee Road)
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:30 AM - 1:30 PM, 2:00 PM - 6:00 PM

COUNTY: Polk
 MILEPOST: 8.684
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

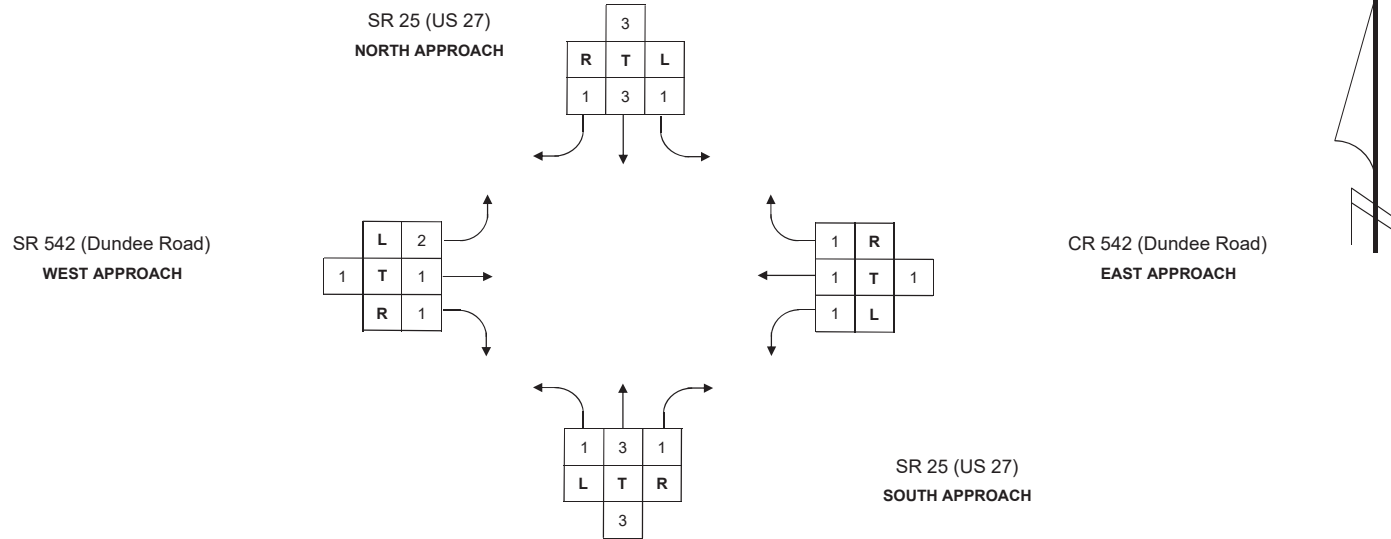
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	19	0	0	20	0	1	18	1	1	21	41	0	0	2	3	0	5	0	4	0	1	0	5	10	51
7:15 AM	0	1	17	1	0	19	0	0	20	0	0	20	39	0	1	2	0	2	5	0	4	2	1	0	7	12	51
7:30 AM	0	1	18	0	2	21	0	0	21	0	0	21	42	0	0	0	3	1	4	0	3	1	0	0	4	8	50
7:45 AM	0	2	16	3	0	21	0	0	23	3	0	26	47	0	3	1	3	3	10	0	0	2	2	0	4	14	61
Total	0	5	70	4	2	81	0	1	82	4	1	88	169	0	4	5	9	6	24	0	11	5	4	0	20	44	213
8:00 AM	0	3	17	1	2	23	0	0	22	0	0	22	45	0	2	1	1	0	4	0	4	1	1	0	6	10	55
8:15 AM	0	0	18	0	1	19	0	0	18	0	0	18	37	0	2	1	1	0	4	0	5	4	3	1	13	17	54
8:30 AM	0	1	20	0	0	21	0	0	28	0	0	28	49	0	1	1	1	1	4	0	4	1	0	0	5	9	58
8:45 AM	0	1	33	2	2	38	0	0	28	0	0	28	66	0	1	4	3	3	11	0	0	2	2	1	5	16	82
Total	0	5	88	3	5	101	0	0	96	0	0	96	197	0	6	7	6	4	23	0	13	8	6	2	29	52	249
11:30 AM	0	0	38	2	0	40	0	2	35	3	0	40	80	0	4	1	0	1	6	0	4	0	3	0	7	13	93
11:45 AM	0	3	26	1	2	32	0	1	24	3	0	28	60	0	3	0	1	0	4	0	4	3	0	0	7	11	71
Total	0	3	64	3	2	72	0	3	59	6	0	68	140	0	7	1	1	1	10	0	8	3	3	0	14	24	164
12:00 PM	0	1	32	0	1	34	0	1	24	2	0	27	61	0	1	1	0	0	2	0	4	4	1	0	9	11	72
12:15 PM	0	4	33	0	2	39	0	1	34	1	0	36	75	0	3	4	1	0	8	0	3	4	0	0	7	15	90
12:30 PM	0	3	22	1	0	26	0	2	24	1	0	27	53	0	3	2	1	3	9	0	3	4	1	0	8	17	70
12:45 PM	0	1	30	0	1	32	0	0	26	1	2	29	61	0	1	0	0	1	2	0	2	0	1	0	3	5	66
Total	0	9	117	1	4	131	0	4	108	5	2	119	250	0	8	7	2	4	21	0	12	12	3	0	27	48	298
1:00 PM	0	3	19	3	1	26	0	2	24	2	1	29	55	0	2	4	1	1	8	0	2	3	1	1	7	15	70
1:15 PM	0	4	22	0	1	27	0	2	23	0	0	25	52	0	0	1	1	2	4	0	1	4	1	0	6	10	62
Total	0	7	41	3	2	53	0	4	47	2	1	54	107	0	2	5	2	3	12	0	3	7	2	1	13	25	132
2:00 PM	0	5	31	1	3	40	0	2	15	3	1	21	61	0	2	0	2	1	5	0	5	0	1	0	6	11	72
2:15 PM	0	1	26	2	1	30	0	2	19	1	0	22	52	0	5	2	2	0	9	0	3	1	1	1	6	15	67
2:30 PM	0	1	20	1	3	25	0	3	17	3	1	24	49	0	4	2	0	0	6	0	2	1	2	0	5	11	60
2:45 PM	0	1	26	0	1	28	0	1	12	0	1	14	42	0	3	2	0	1	6	0	0	1	0	0	1	7	49
Total	0	8	103	4	8	123	0	8	63	7	3	81	204	0	14	6	4	2	26	0	10	3	4	1	18	44	248
3:00 PM	0	0	29	2	0	31	0	3	14	3	1	21	52	0	3	1	1	1	6	0	2	0	0	0	2	8	60
3:15 PM	0	2	32	1	1	36	0	3	13	0	2	18	54	0	2	1	0	0	3	0	2	0	0	0	2	5	59
3:30 PM	0	1	16	0	3	20	0	1	14	1	1	17	37	0	1	0	1	0	2	0	1	0	0	0	1	3	40
3:45 PM	1	2	32	0	1	36	0	0	6	1	1	8	44	0	6	2	1	2	11	0	2	1	3	1	7	18	62
Total	1	5	109	3	5	123	0	7	47	5	5	64	187	0	12	4	3	3	22	0	7	1	3	1	12	34	221
4:00 PM	0	1	25	1	1	28	0	0	10	1	2	13	41	0	4	1	1	0	6	0	3	2	1	0	6	12	53
4:15 PM	1	3	33	1	2	40	0	0	4	0	0	4	44	0	6	2	1	0	9	0	2	0	1	0	3	12	56
4:30 PM	0	3	19	0	2	24	0	1	14	1	0	16	40	0	4	2	1	1	8	0	2	4	0	1	7	15	55
4:45 PM	0	1	16	0	1	18	0	0	12	2	1	15	33	0	5	0	1	0	6	0	2	6	0	1	9	15	48
Total	1	8	93	2	6	110	0	1	40	4	3	48	158	0	19	5	4	1	29	0	9	12	2	2	25	54	212
5:00 PM	0	0	24	2	0	26	0	0	7	1	1	9	35	0	1	0	0	0	1	0	2	2	0	0	4	5	40
5:15 PM	0	1	19	0	1	21	0	0	13	2	1	16	37	0	2	0	0	0	2	0	3	4	0	0	7	9	46
5:30 PM	0	2	19	2	3	26	0	0	8	2	1	11	37	0	1	1	0	0	2	0	3	0	0	0	3	5	42
5:45 PM	0	0	13	0	1	14	0	2	4	0	0	6	20	0	0	0	2	1	3	0	1	1	0	0	2	5	25
Total	0	3	75	4	5	87	0	2	32	5	3	42	129	0	4	1	2	1	8	0	9	7	0	0	16	24	153

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Dundee	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	SR 542/CR 542 (Dundee Road)	MILEPOST:	8.684
OBSERVER:	FDA	DATE:	3/3/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/6/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7:00 - 8:00	22	249	895	47	66	1,279	0	58	784	93	91	1,026	2,305	0	265	219	186	108	778	0	173	352	36	13	574	1,352
8:00 - 9:00	12	285	793	42	58	1,190	1	54	711	112	80	958	2,148	0	277	240	139	122	778	0	192	349	54	17	612	1,390
11:30 - 12:00	15	135	388	37	35	610	0	38	431	49	41	559	1,169	0	133	106	53	37	329	0	88	136	24	17	265	594
12:00 - 13:00	16	188	838	77	68	1,187	0	96	740	128	82	1,046	2,233	0	184	263	186	80	713	0	198	237	51	28	514	1,227
13:00 - 13:30	11	127	411	34	31	614	0	44	342	70	26	482	1,096	0	116	120	53	63	352	0	87	124	27	15	253	605
14:00 - 15:00	26	245	884	67	80	1,302	3	79	679	148	92	1,001	2,303	0	218	290	128	115	751	0	156	267	56	16	495	1,246
15:00 - 16:00	17	229	995	78	79	1,398	0	75	614	79	106	874	2,272	0	236	304	116	129	785	0	180	279	54	17	530	1,315
16:00 - 17:00	11	292	924	93	102	1,422	0	64	531	93	77	765	2,187	0	242	329	174	86	831	0	228	338	27	35	628	1,459
17:00 - 18:00	17	297	952	90	74	1,430	6	85	496	108	101	796	2,226	0	207	356	170	124	857	0	246	389	34	14	683	1,540
TOTAL	147	2,047	7,080	565	593	10,432	10	593	5,328	880	696	7,507	17,939	0	1,878	2,227	1,205	864	6,174	0	1,548	2,471	363	172	4,554	10,728

Percentage	1.4%	19.6%	67.9%	5.4%	5.7%	100.0%	0.1%	7.9%	71.0%	11.7%	9.3%	100.0%	N/A	0.0%	30.4%	36.1%	19.5%	14.0%	100.0%	0.0%	34.0%	54.3%	8.0%	3.8%	100.0%	N/A
Maximum	26	297	995	93	102	1,430	6	96	784	148	106	1,046	2,305	0	277	356	186	129	857	0	246	389	56	35	683	1,540
Minimum	11	127	388	34	31	610	1	38	342	49	26	482	1,096	0	116	106	53	37	329	0	87	124	24	13	253	594
Total Heavy Veh	55		760	27	39	881	30		574	38	18	660	1,541	76		41	33	25	175	82		58	27	7	174	349
% Heavy Veh	2.5%		10.7%	5.7%		8.4%	5.0%		10.8%	3.6%		8.8%	8.6%	4.0%		1.8%	2.8%		2.8%	5.3%		2.3%	6.4%		3.8%	3.3%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)

OBSERVER FDA

COUNTY Polk

MILEPOST 8.684

COUNT HOURS 7:00 AM - 9:00 AM, 11:30 AM - 1:30 PM, 2:00 PM - 6:00 PM

CITY Dundee

INTERSECTING ROUTE SR 542/CR 542 (Dundee Road)

DATE OF COUNT 3/3/16

WEATHER Good

COMPLETED BY DL

DATE 6/6/16

SR 25 (US 27)

7:00 - 8:00	8:00 - 9:00	11:30 - 12:00	12:00 - 13:00	13:00 - 1330	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	Total
1	0	0	0	0	2	2	0	0	5
0	0	0	0	0	2	0	0	3	5
1	0	0	0	0	4	2	0	3	10

NORTH APPROACH

SR 542 (Dundee Road)

WEST APPROACH

7:00 - 8:00	0	0	0
8:00 - 9:00	0	0	0
11:30 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:00 - 1330	0	0	0
14:00 - 15:00	0	0	0
15:00 - 16:00	0	0	0
16:00 - 17:00	0	0	0
17:00 - 18:00	0	0	0
Total	0	0	0

EAST APPROACH

CR 542 (Dundee Road)

7:00 - 8:00	0	1	1
8:00 - 9:00	0	0	0
11:30 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:00 - 1330	0	0	0
14:00 - 15:00	0	2	2
15:00 - 16:00	0	1	1
16:00 - 17:00	0	0	0
17:00 - 18:00	3	2	5
Total	3	6	9

SOUTH APPROACH

7:00 - 8:00	8:00 - 9:00	11:30 - 12:00	12:00 - 13:00	13:00 - 1330	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	Total
0	0	0	0	0	0	0	0	1	1
0	0	0	0	0	2	1	0	0	3
0	0	0	0	0	2	1	0	1	4

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 8.684
COUNT HOURS 7:00 AM - 9:00 AM, 11:30 AM - 1:30 PM, 2:00 PM - 6:00 PM

CITY Dundee
INTERSECTING ROUTE SR 542/CR 542 (Dundee Road)
DATE OF COUNT 3/3/16
WEATHER Good
COMPLETED BY DL
DATE 6/6/16

SR 25 (US 27)

7:00 - 8:00	8:00 - 9:00	11:30 - 12:00	12:00 - 13:00	13:00 - 13:30	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 18:00	Total
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

NORTH APPROACH

SR 542 (Dundee Road)

7:00 - 8:00	2	1	3
8:00 - 9:00	1	0	1
11:30 - 12:00	0	0	0
12:00 - 13:00	1	0	1
13:00 - 13:30	0	1	1
14:00 - 15:00	0	0	0
15:00 - 16:00	0	0	0
16:00 - 17:00	0	0	0
17:00 - 18:00	0	0	0
Total	4	2	6

WEST APPROACH

EAST APPROACH

7-8	0	0	0
8-9	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	2	2
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	2	2

CR 542 (Dundee Road)

SOUTH APPROACH

7-8	8-9	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	1	0	1
1	0	0	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	0	2

SR 25 (US 27)

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Frederick
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				FREDERICK AVENUE Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	7	166	0	173	6	0	25	31	0	223	6	229	0	0	0	0	433
06:45 AM	10	171	0	181	13	0	24	37	2	322	6	330	0	0	1	1	549
Total	17	337	0	354	19	0	49	68	2	545	12	559	0	0	1	1	982
07:00 AM	13	213	0	226	5	0	24	29	0	269	14	283	0	0	0	0	538
07:15 AM	15	233	0	248	11	0	22	33	4	310	7	321	0	0	1	1	603
07:30 AM	28	250	1	279	11	0	30	41	2	298	17	317	0	0	1	1	638
07:45 AM	30	296	0	326	20	0	28	48	1	284	26	311	0	0	0	0	685
Total	86	992	1	1079	47	0	104	151	7	1161	64	1232	0	0	2	2	2464
08:00 AM	9	237	0	246	8	0	31	39	4	274	5	283	0	0	0	0	568
08:15 AM	10	244	0	254	7	0	8	15	3	248	3	254	0	0	0	0	523
08:30 AM	12	276	0	288	12	0	17	29	2	229	5	236	0	0	0	0	553
08:45 AM	9	242	0	251	8	0	17	25	1	233	3	237	0	0	0	0	513
Total	40	999	0	1039	35	0	73	108	10	984	16	1010	0	0	0	0	2157
09:00 AM	14	204	0	218	6	0	18	24	2	243	1	246	0	0	0	0	488
09:15 AM	9	215	0	224	5	0	14	19	1	249	1	251	0	0	0	0	494
09:30 AM	9	208	0	217	6	0	7	13	4	230	8	242	0	0	0	0	472
09:45 AM	6	269	0	275	9	0	10	19	0	247	4	251	0	0	1	1	546
Total	38	896	0	934	26	0	49	75	7	969	14	990	0	0	1	1	2000
10:00 AM	14	259	0	273	6	0	7	13	5	228	6	239	0	0	0	0	525
10:15 AM	14	261	0	275	2	0	10	12	6	210	5	221	0	0	0	0	508
*** BREAK ***																	
Total	28	520	0	548	8	0	17	25	11	438	11	460	0	0	0	0	1033
*** BREAK ***																	
03:00 PM	10	286	0	296	2	0	20	22	5	295	8	308	0	0	0	0	626
03:15 PM	12	302	0	314	4	0	25	29	3	273	6	282	0	0	0	0	625
03:30 PM	28	295	0	323	7	0	17	24	7	282	7	296	0	0	0	0	643
03:45 PM	10	292	0	302	9	0	12	21	6	289	10	305	0	0	0	0	628
Total	60	1175	0	1235	22	0	74	96	21	1139	31	1191	0	0	0	0	2522
04:00 PM	24	299	0	323	8	0	11	19	2	292	15	309	0	0	0	0	651
04:15 PM	17	288	0	305	4	0	12	16	6	315	3	324	0	0	0	0	645
04:30 PM	22	340	0	362	6	0	22	28	4	359	10	373	0	0	1	1	764
04:45 PM	20	325	0	345	11	0	9	20	8	324	9	341	0	0	0	0	706
Total	83	1252	0	1335	29	0	54	83	20	1290	37	1347	0	0	1	1	2766
05:00 PM	23	347	0	370	8	0	17	25	5	329	11	345	0	0	0	0	740
05:15 PM	15	352	0	367	7	0	19	26	4	367	10	381	0	0	0	0	774
05:30 PM	20	351	1	372	9	0	10	19	3	295	10	308	0	0	0	0	699
05:45 PM	24	284	0	308	5	0	8	13	3	276	8	287	0	0	0	0	608
Total	82	1334	1	1417	29	0	54	83	15	1267	39	1321	0	0	0	0	2821
06:00 PM	16	281	0	297	7	0	9	16	9	257	11	277	0	0	1	1	591
06:15 PM	17	271	0	288	6	0	2	8	3	234	6	243	0	0	0	0	539
06:30 PM	12	259	0	271	1	0	1	2	2	231	8	241	0	0	1	1	515
06:45 PM	19	233	0	252	6	0	2	8	4	175	5	184	0	0	0	0	444
Total	64	1044	0	1108	20	0	14	34	18	897	30	945	0	0	2	2	2089
Grand Total	498	8549	2	9049	235	0	488	723	111	8690	254	9055	0	0	7	7	18834
Apprch %	5.5	94.5	0		32.5	0	67.5		1.2	96	2.8		0	0	100		
Total %	2.6	45.4	0	48	1.2	0	2.6	3.8	0.6	46.1	1.3	48.1	0	0	0	0	
Passenger Vehicles	409	7821	2	8232	221	0	456	677	15	7947	244	8206	0	0	5	5	17120
% Passenger Vehicles	82.1	91.5	100	91	94	0	93.4	93.6	13.5	91.4	96.1	90.6	0	0	71.4	71.4	90.9
Heavy Vehicles	31	728	0	759	13	0	32	45	2	743	10	755	0	0	2	2	1561
% Heavy Vehicles	6.2	8.5	0	8.4	5.5	0	6.6	6.2	1.8	8.6	3.9	8.3	0	0	28.6	28.6	8.3
UTurns	58	0	0	58	1	0	0	1	94	0	0	94	0	0	0	0	153
% UTurns	11.6	0	0	0.6	0.4	0	0	0.1	84.7	0	0	1	0	0	0	0	0.8

Intersection Turning Movement Count

	US 27 Southbound				FREDERICK AVENUE Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	15	233	0	248	11	0	22	33	4	310	7	321	0	0	1	1	603
07:30 AM	28	250	1	279	11	0	30	41	2	298	17	317	0	0	1	1	638
07:45 AM	30	296	0	326	20	0	28	48	1	284	26	311	0	0	0	0	685
08:00 AM	9	237	0	246	8	0	31	39	4	274	5	283	0	0	0	0	568
Total Volume	82	1016	1	1099	50	0	111	161	11	1166	55	1232	0	0	2	2	2494
% App. Total	7.5	92.4	0.1		31.1	0	68.9		0.9	94.6	4.5		0	0	100		
PHF	.683	.858	.250	.843	.625	.000	.895	.839	.688	.940	.529	.960	.000	.000	.500	.500	.910
Passenger Vehicles	73	910	1	984	48	0	108	156	3	1076	54	1133	0	0	1	1	2274
% Passenger Vehicles	89.0	89.6	100	89.5	96.0	0	97.3	96.9	27.3	92.3	98.2	92.0	0	0	50.0	50.0	91.2
Heavy Vehicles	3	106	0	109	2	0	3	5	1	90	1	92	0	0	1	1	207
% Heavy Vehicles	3.7	10.4	0	9.9	4.0	0	2.7	3.1	9.1	7.7	1.8	7.5	0	0	50.0	50.0	8.3
UTurns	6	0	0	6	0	0	0	0	7	0	0	7	0	0	0	0	13
% UTurns	7.3	0	0	0.5	0	0	0	0	63.6	0	0	0.6	0	0	0	0	0.5

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				06:45 AM				06:45 AM				
+0 mins.	30	296	0	326	11	0	22	33	2	322	6	330	0	0	1	1	
+15 mins.	9	237	0	246	11	0	30	41	0	269	14	283	0	0	0	0	
+30 mins.	10	244	0	254	20	0	28	48	4	310	7	321	0	0	1	1	
+45 mins.	12	276	0	288	8	0	31	39	2	298	17	317	0	0	1	1	
Total Volume	61	1053	0	1114	50	0	111	161	8	1199	44	1251	0	0	3	3	
% App. Total	5.5	94.5	0		31.1	0	68.9		0.6	95.8	3.5		0	0	100		
PHF	.508	.889	.000	.854	.625	.000	.895	.839	.500	.931	.647	.948	.000	.000	.750	.750	
Passenger Vehicles	51	956	0	1007	48	0	108	156	1	1125	44	1170	0	0	1	1	
% Passenger Vehicles	83.6	90.8	0	90.4	96	0	97.3	96.9	12.5	93.8	100	93.5	0	0	33.3	33.3	
Heavy Vehicles	4	97	0	101	2	0	3	5	2	74	0	76	0	0	2	2	
% Heavy Vehicles	6.6	9.2	0	9.1	4	0	2.7	3.1	25	6.2	0	6.1	0	0	66.7	66.7	
UTurns	6	0	0	6	0	0	0	0	5	0	0	5	0	0	0	0	
% UTurns	9.8	0	0	0.5	0	0	0	0	62.5	0	0	0.4	0	0	0	0	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	22	340	0	362	6	0	22	28	4	359	10	373	0	0	1	1	764
04:45 PM	20	325	0	345	11	0	9	20	8	324	9	341	0	0	0	0	706
05:00 PM	23	347	0	370	8	0	17	25	5	329	11	345	0	0	0	0	740
05:15 PM	15	352	0	367	7	0	19	26	4	367	10	381	0	0	0	0	774
Total Volume	80	1364	0	1444	32	0	67	99	21	1379	40	1440	0	0	1	1	2984
% App. Total	5.5	94.5	0		32.3	0	67.7		1.5	95.8	2.8		0	0	100		
PHF	.870	.969	.000	.976	.727	.000	.761	.884	.656	.939	.909	.945	.000	.000	.250	.250	.964
Passenger Vehicles	67	1276	0	1343	31	0	64	95	2	1279	39	1320	0	0	1	1	2759
% Passenger Vehicles	83.8	93.5	0	93.0	96.9	0	95.5	96.0	9.5	92.7	97.5	91.7	0	0	100	100	92.5
Heavy Vehicles	2	88	0	90	1	0	3	4	0	100	1	101	0	0	0	0	195
% Heavy Vehicles	2.5	6.5	0	6.2	3.1	0	4.5	4.0	0	7.3	2.5	7.0	0	0	0	0	6.5
UTurns	11	0	0	11	0	0	0	0	19	0	0	19	0	0	0	0	30
% UTurns	13.8	0	0	0.8	0	0	0	0	90.5	0	0	1.3	0	0	0	0	1.0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				05:45 PM				
+0 mins.	20	325	0	345	6	0	22	28	4	359	10	373	0	0	0	0	
+15 mins.	23	347	0	370	11	0	9	20	8	324	9	341	0	0	1	1	
+30 mins.	15	352	0	367	8	0	17	25	5	329	11	345	0	0	0	0	
+45 mins.	20	351	1	372	7	0	19	26	4	367	10	381	0	0	1	1	
Total Volume	78	1375	1	1454	32	0	67	99	21	1379	40	1440	0	0	2	2	
% App. Total	5.4	94.6	0.1		32.3	0	67.7		1.5	95.8	2.8		0	0	100		
PHF	.848	.977	.250	.977	.727	.000	.761	.884	.656	.939	.909	.945	.000	.000	.500	.500	
Passenger Vehicles	65	1283	1	1349	31	0	64	95	2	1279	39	1320	0	0	2	2	

Intersection Turning Movement Count

% Passenger Vehicles	83.3	93.3	100	92.8	96.9	0	95.5	96	9.5	92.7	97.5	91.7	0	0	100	100
Heavy Vehicles	3	92	0	95	1	0	3	4	0	100	1	101	0	0	0	0
% Heavy Vehicles	3.8	6.7	0	6.5	3.1	0	4.5	4	0	7.3	2.5	7	0	0	0	0
UTurns	10	0	0	10	0	0	0	0	19	0	0	19	0	0	0	0
% UTurns	12.8	0	0	0.7	0	0	0	0	90.5	0	0	1.3	0	0	0	0

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Frederick
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound				FREDERICK AVENUE Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	6	141	0	147	5	0	24	29	0	201	5	206	0	0	0	0	382
06:45 AM	8	144	0	152	12	0	24	36	0	301	6	307	0	0	0	0	495
Total	14	285	0	299	17	0	48	65	0	502	11	513	0	0	0	0	877
07:00 AM	12	186	0	198	5	0	23	28	0	257	14	271	0	0	0	0	497
07:15 AM	12	206	0	218	10	0	22	32	1	284	7	292	0	0	0	0	542
07:30 AM	26	222	1	249	11	0	28	39	0	283	17	300	0	0	1	1	589
07:45 AM	27	270	0	297	20	0	28	48	1	262	25	288	0	0	0	0	633
Total	77	884	1	962	46	0	101	147	2	1086	63	1151	0	0	1	1	2261
08:00 AM	8	212	0	220	7	0	30	37	1	247	5	253	0	0	0	0	510
08:15 AM	8	219	0	227	6	0	8	14	0	228	3	231	0	0	0	0	472
08:30 AM	8	255	0	263	12	0	15	27	0	211	5	216	0	0	0	0	506
08:45 AM	6	211	0	217	7	0	15	22	1	212	3	216	0	0	0	0	455
Total	30	897	0	927	32	0	68	100	2	898	16	916	0	0	0	0	1943
09:00 AM	9	180	0	189	6	0	17	23	0	213	1	214	0	0	0	0	426
09:15 AM	6	190	0	196	5	0	12	17	0	211	1	212	0	0	0	0	425
09:30 AM	9	185	0	194	6	0	6	12	0	199	7	206	0	0	0	0	412
09:45 AM	6	229	0	235	8	0	7	15	0	215	3	218	0	0	1	1	469
Total	30	784	0	814	25	0	42	67	0	838	12	850	0	0	1	1	1732
10:00 AM	9	231	0	240	4	0	7	11	1	195	6	202	0	0	0	0	453
10:15 AM	10	234	0	244	2	0	7	9	2	194	5	201	0	0	0	0	454
*** BREAK ***																	
Total	19	465	0	484	6	0	14	20	3	389	11	403	0	0	0	0	907
*** BREAK ***																	
03:00 PM	4	270	0	274	2	0	20	22	0	262	7	269	0	0	0	0	565
03:15 PM	8	286	0	294	4	0	22	26	0	254	5	259	0	0	0	0	579
03:30 PM	25	271	0	296	5	0	17	22	0	253	7	260	0	0	0	0	578
03:45 PM	8	274	0	282	7	0	9	16	1	269	9	279	0	0	0	0	577
Total	45	1101	0	1146	18	0	68	86	1	1038	28	1067	0	0	0	0	2299
04:00 PM	20	278	0	298	8	0	9	17	0	265	13	278	0	0	0	0	593
04:15 PM	12	271	0	283	4	0	11	15	1	295	3	299	0	0	0	0	597
04:30 PM	20	321	0	341	6	0	21	27	0	334	10	344	0	0	1	1	713
04:45 PM	18	299	0	317	11	0	9	20	1	302	9	312	0	0	0	0	649
Total	70	1169	0	1239	29	0	50	79	2	1196	35	1233	0	0	1	1	2552
05:00 PM	16	326	0	342	7	0	17	24	0	305	10	315	0	0	0	0	681
05:15 PM	13	330	0	343	7	0	17	24	1	338	10	349	0	0	0	0	716
05:30 PM	18	328	1	347	9	0	10	19	0	274	10	284	0	0	0	0	650
05:45 PM	19	266	0	285	5	0	8	13	0	261	8	269	0	0	0	0	567
Total	66	1250	1	1317	28	0	52	80	1	1178	38	1217	0	0	0	0	2614
06:00 PM	15	263	0	278	7	0	8	15	2	235	11	248	0	0	1	1	542
06:15 PM	15	247	0	262	6	0	2	8	0	220	6	226	0	0	0	0	496
06:30 PM	12	250	0	262	1	0	1	2	1	208	8	217	0	0	1	1	482
06:45 PM	16	226	0	242	6	0	2	8	1	159	5	165	0	0	0	0	415
Total	58	986	0	1044	20	0	13	33	4	822	30	856	0	0	2	2	1935
Grand Total	409	7821	2	8232	221	0	456	677	15	7947	244	8206	0	0	5	5	17120
Apprch %	5	95	0		32.6	0	67.4		0.2	96.8	3		0	0	100		
Total %	2.4	45.7	0	48.1	1.3	0	2.7	4	0.1	46.4	1.4	47.9	0	0	0	0	

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Frederick
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound				FREDERICK AVENUE Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	206	0	218	10	0	22	32	1	284	7	292	0	0	0	0	542
07:30 AM	26	222	1	249	11	0	28	39	0	283	17	300	0	0	1	1	589
07:45 AM	27	270	0	297	20	0	28	48	1	262	25	288	0	0	0	0	633
08:00 AM	8	212	0	220	7	0	30	37	1	247	5	253	0	0	0	0	510
Total Volume	73	910	1	984	48	0	108	156	3	1076	54	1133	0	0	1	1	2274
% App. Total	7.4	92.5	0.1		30.8	0	69.2		0.3	95	4.8		0	0	100		
PHF	.676	.843	.250	.828	.600	.000	.900	.813	.750	.947	.540	.944	.000	.000	.250	.250	.898

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				06:45 AM				06:45 AM				
+0 mins.	27	270	0	297	10	0	22	32	0	301	6	307	0	0	0	0	
+15 mins.	8	212	0	220	11	0	28	39	0	257	14	271	0	0	0	0	
+30 mins.	8	219	0	227	20	0	28	48	1	284	7	292	0	0	0	0	
+45 mins.	8	255	0	263	7	0	30	37	0	283	17	300	0	0	1	1	
Total Volume	51	956	0	1007	48	0	108	156	1	1125	44	1170	0	0	1	1	
% App. Total	5.1	94.9	0		30.8	0	69.2		0.1	96.2	3.8		0	0	100		
PHF	.472	.885	.000	.848	.600	.000	.900	.813	.250	.934	.647	.953	.000	.000	.250	.250	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	20	321	0	341	6	0	21	27	0	334	10	344	0	0	1	1	713
04:45 PM	18	299	0	317	11	0	9	20	1	302	9	312	0	0	0	0	649
05:00 PM	16	326	0	342	7	0	17	24	0	305	10	315	0	0	0	0	681
05:15 PM	13	330	0	343	7	0	17	24	1	338	10	349	0	0	0	0	716
Total Volume	67	1276	0	1343	31	0	64	95	2	1279	39	1320	0	0	1	1	2759
% App. Total	5	95	0		32.6	0	67.4		0.2	96.9	3		0	0	100		
PHF	.838	.967	.000	.979	.705	.000	.762	.880	.500	.946	.975	.946	.000	.000	.250	.250	.963

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				05:45 PM				
+0 mins.	18	299	0	317	6	0	21	27	0	334	10	344	0	0	0	0	
+15 mins.	16	326	0	342	11	0	9	20	1	302	9	312	0	0	1	1	
+30 mins.	13	330	0	343	7	0	17	24	0	305	10	315	0	0	0	0	
+45 mins.	18	328	1	347	7	0	17	24	1	338	10	349	0	0	1	1	
Total Volume	65	1283	1	1349	31	0	64	95	2	1279	39	1320	0	0	2	2	
% App. Total	4.8	95.1	0.1		32.6	0	67.4		0.2	96.9	3		0	0	100		
PHF	.903	.972	.250	.972	.705	.000	.762	.880	.500	.946	.975	.946	.000	.000	.500	.500	

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Frederick
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound				FREDERICK AVENUE Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	25	0	25	1	0	1	2	0	22	1	23	0	0	0	0	50
06:45 AM	1	27	0	28	1	0	0	1	1	21	0	22	0	0	1	1	52
Total	1	52	0	53	2	0	1	3	1	43	1	45	0	0	1	1	102
07:00 AM	0	27	0	27	0	0	1	1	0	12	0	12	0	0	0	0	40
07:15 AM	1	27	0	28	1	0	0	1	1	26	0	27	0	0	1	1	57
07:30 AM	1	28	0	29	0	0	2	2	0	15	0	15	0	0	0	0	46
07:45 AM	0	26	0	26	0	0	0	0	0	22	1	23	0	0	0	0	49
Total	2	108	0	110	1	0	3	4	1	75	1	77	0	0	1	1	192
08:00 AM	1	25	0	26	1	0	1	2	0	27	0	27	0	0	0	0	55
08:15 AM	1	25	0	26	1	0	0	1	0	20	0	20	0	0	0	0	47
08:30 AM	2	21	0	23	0	0	2	2	0	18	0	18	0	0	0	0	43
08:45 AM	2	31	0	33	1	0	2	3	0	21	0	21	0	0	0	0	57
Total	6	102	0	108	3	0	5	8	0	86	0	86	0	0	0	0	202
09:00 AM	3	24	0	27	0	0	1	1	0	30	0	30	0	0	0	0	58
09:15 AM	2	25	0	27	0	0	2	2	0	38	0	38	0	0	0	0	67
09:30 AM	0	23	0	23	0	0	1	1	0	31	1	32	0	0	0	0	56
09:45 AM	0	40	0	40	0	0	3	3	0	32	1	33	0	0	0	0	76
Total	5	112	0	117	0	0	7	7	0	131	2	133	0	0	0	0	257
10:00 AM	1	28	0	29	2	0	0	2	0	33	0	33	0	0	0	0	64
10:15 AM	0	27	0	27	0	0	3	3	0	16	0	16	0	0	0	0	46
*** BREAK ***																	
Total	1	55	0	56	2	0	3	5	0	49	0	49	0	0	0	0	110
*** BREAK ***																	
03:00 PM	1	16	0	17	0	0	0	0	0	33	1	34	0	0	0	0	51
03:15 PM	1	16	0	17	0	0	3	3	0	19	1	20	0	0	0	0	40
03:30 PM	2	24	0	26	2	0	0	2	0	29	0	29	0	0	0	0	57
03:45 PM	1	18	0	19	2	0	3	5	0	20	1	21	0	0	0	0	45
Total	5	74	0	79	4	0	6	10	0	101	3	104	0	0	0	0	193
04:00 PM	3	21	0	24	0	0	2	2	0	27	2	29	0	0	0	0	55
04:15 PM	2	17	0	19	0	0	1	1	0	20	0	20	0	0	0	0	40
04:30 PM	0	19	0	19	0	0	1	1	0	25	0	25	0	0	0	0	45
04:45 PM	0	26	0	26	0	0	0	0	0	22	0	22	0	0	0	0	48
Total	5	83	0	88	0	0	4	4	0	94	2	96	0	0	0	0	188
05:00 PM	1	21	0	22	1	0	0	1	0	24	1	25	0	0	0	0	48
05:15 PM	1	22	0	23	0	0	2	2	0	29	0	29	0	0	0	0	54
05:30 PM	1	23	0	24	0	0	0	0	0	21	0	21	0	0	0	0	45
05:45 PM	0	18	0	18	0	0	0	0	0	15	0	15	0	0	0	0	33
Total	3	84	0	87	1	0	2	3	0	89	1	90	0	0	0	0	180
06:00 PM	1	18	0	19	0	0	1	1	0	22	0	22	0	0	0	0	42
06:15 PM	0	24	0	24	0	0	0	0	0	14	0	14	0	0	0	0	38
06:30 PM	0	9	0	9	0	0	0	0	0	23	0	23	0	0	0	0	32
06:45 PM	2	7	0	9	0	0	0	0	0	16	0	16	0	0	0	0	25
Total	3	58	0	61	0	0	1	1	0	75	0	75	0	0	0	0	137
Grand Total	31	728	0	759	13	0	32	45	2	743	10	755	0	0	2	2	1561
Apprch %	4.1	95.9	0		28.9	0	71.1		0.3	98.4	1.3		0	0	100		
Total %	2	46.6	0	48.6	0.8	0	2	2.9	0.1	47.6	0.6	48.4	0	0	0.1	0.1	

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Frederick
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound				FREDERICK AVENUE Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15 AM																	
09:15 AM	2	25	0	27	0	0	2	2	0	38	0	38	0	0	0	0	67
09:30 AM	0	23	0	23	0	0	1	1	0	31	1	32	0	0	0	0	56
09:45 AM	0	40	0	40	0	0	3	3	0	32	1	33	0	0	0	0	76
10:00 AM	1	28	0	29	2	0	0	2	0	33	0	33	0	0	0	0	64
Total Volume	3	116	0	119	2	0	6	8	0	134	2	136	0	0	0	0	263
% App. Total	2.5	97.5	0		25	0	75		0	98.5	1.5		0	0	0		
PHF	.375	.725	.000	.744	.250	.000	.500	.667	.000	.882	.500	.895	.000	.000	.000	.000	.865

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM				09:30 AM				09:15 AM				06:30 AM				
+0 mins.	2	25	0	27	0	0	1	1	0	38	0	38	0	0	0	0	
+15 mins.	0	23	0	23	0	0	3	3	0	31	1	32	0	0	1	1	
+30 mins.	0	40	0	40	2	0	0	2	0	32	1	33	0	0	0	0	
+45 mins.	1	28	0	29	0	0	3	3	0	33	0	33	0	0	1	1	
Total Volume	3	116	0	119	2	0	7	9	0	134	2	136	0	0	2	2	
% App. Total	2.5	97.5	0		22.2	0	77.8		0	98.5	1.5		0	0	100		
PHF	.375	.725	.000	.744	.250	.000	.583	.750	.000	.882	.500	.895	.000	.000	.500	.500	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	1	16	0	17	0	0	3	3	0	19	1	20	0	0	0	0	40
03:30 PM	2	24	0	26	2	0	0	2	0	29	0	29	0	0	0	0	57
03:45 PM	1	18	0	19	2	0	3	5	0	20	1	21	0	0	0	0	45
04:00 PM	3	21	0	24	0	0	2	2	0	27	2	29	0	0	0	0	55
Total Volume	7	79	0	86	4	0	8	12	0	95	4	99	0	0	0	0	197
% App. Total	8.1	91.9	0		33.3	0	66.7		0	96	4		0	0	0		
PHF	.583	.823	.000	.827	.500	.000	.667	.600	.000	.819	.500	.853	.000	.000	.000	.000	.864

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				03:15 PM				03:00 PM				03:00 PM				
+0 mins.	0	26	0	26	0	0	3	3	0	33	1	34	0	0	0	0	
+15 mins.	1	21	0	22	2	0	0	2	0	19	1	20	0	0	0	0	
+30 mins.	1	22	0	23	2	0	3	5	0	29	0	29	0	0	0	0	
+45 mins.	1	23	0	24	0	0	2	2	0	20	1	21	0	0	0	0	
Total Volume	3	92	0	95	4	0	8	12	0	101	3	104	0	0	0	0	
% App. Total	3.2	96.8	0		33.3	0	66.7		0	97.1	2.9		0	0	0		
PHF	.750	.885	.000	.913	.500	.000	.667	.600	.000	.765	.750	.765	.000	.000	.000	.000	

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Frederick
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound				FREDERICK AVENUE Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
07:30 AM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	7	0	0	7	0	0	0	0	4	0	0	4	0	0	0	0	11
08:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
08:15 AM	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
08:30 AM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	0	0	0	8	0	0	8	0	0	0	0	12
09:00 AM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
09:15 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
09:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	1	0	0	1	7	0	0	7	0	0	0	0	11
10:00 AM	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	8
10:15 AM	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	8
*** BREAK ***																	
Total	8	0	0	8	0	0	0	0	8	0	0	8	0	0	0	0	16
*** BREAK ***																	
03:00 PM	5	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	10
03:15 PM	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	6
03:30 PM	1	0	0	1	0	0	0	0	7	0	0	7	0	0	0	0	8
03:45 PM	1	0	0	1	0	0	0	0	5	0	0	5	0	0	0	0	6
Total	10	0	0	10	0	0	0	0	20	0	0	20	0	0	0	0	30
04:00 PM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
04:15 PM	3	0	0	3	0	0	0	0	5	0	0	5	0	0	0	0	8
04:30 PM	2	0	0	2	0	0	0	0	4	0	0	4	0	0	0	0	6
04:45 PM	2	0	0	2	0	0	0	0	7	0	0	7	0	0	0	0	9
Total	8	0	0	8	0	0	0	0	18	0	0	18	0	0	0	0	26
05:00 PM	6	0	0	6	0	0	0	0	5	0	0	5	0	0	0	0	11
05:15 PM	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
05:30 PM	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
05:45 PM	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
Total	13	0	0	13	0	0	0	0	14	0	0	14	0	0	0	0	27
06:00 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	7
06:15 PM	2	0	0	2	0	0	0	0	3	0	0	3	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
06:45 PM	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
Total	3	0	0	3	0	0	0	0	14	0	0	14	0	0	0	0	17
Grand Total	58	0	0	58	1	0	0	1	94	0	0	94	0	0	0	0	153
Apprch %	100	0	0		100	0	0		100	0	0		0	0	0		
Total %	37.9	0	0	37.9	0.7	0	0	0.7	61.4	0	0	61.4	0	0	0	0	

Intersection Turning Movement Count

City/County: Dundee/Polk
Weather: Clear
Comments:

File Name : US27&Frederick
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound				FREDERICK AVENUE Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:30 AM																	
09:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
09:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
10:00 AM	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	8
10:15 AM	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	8
Total Volume	8	0	0	8	1	0	0	1	12	0	0	12	0	0	0	0	21
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.750	.000	.000	.750	.000	.000	.000	.000	.656

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM				09:00 AM				09:30 AM				06:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	
+45 mins.	4	0	0	4	1	0	0	1	4	0	0	4	0	0	0	0	
Total Volume	8	0	0	8	1	0	0	1	12	0	0	12	0	0	0	0	
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.750	.000	.000	.750	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	3	0	0	3	0	0	0	0	5	0	0	5	0	0	0	0	8
04:30 PM	2	0	0	2	0	0	0	0	4	0	0	4	0	0	0	0	6
04:45 PM	2	0	0	2	0	0	0	0	7	0	0	7	0	0	0	0	9
05:00 PM	6	0	0	6	0	0	0	0	5	0	0	5	0	0	0	0	11
Total Volume	13	0	0	13	0	0	0	0	21	0	0	21	0	0	0	0	34
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.542	.000	.000	.542	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	.773

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				03:00 PM				04:15 PM				03:00 PM				
+0 mins.	3	0	0	3	0	0	0	0	5	0	0	5	0	0	0	0	
+15 mins.	2	0	0	2	0	0	0	0	4	0	0	4	0	0	0	0	
+30 mins.	2	0	0	2	0	0	0	0	7	0	0	7	0	0	0	0	
+45 mins.	6	0	0	6	0	0	0	0	5	0	0	5	0	0	0	0	
Total Volume	13	0	0	13	0	0	0	0	21	0	0	21	0	0	0	0	
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.542	.000	.000	.542	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000	

Intersection Turning Movement Count

City/County: Winter Haven/Polk
Weather: Clear
Comments:

File Name : US27&Crump
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	2	167	6	1	176	4	2	0	2	8	3	249	0	1	253	6	4	0	0	10	447
06:45 AM	0	161	7	1	169	8	4	0	6	18	3	260	2	0	265	13	6	3	0	22	474
Total	2	328	13	2	345	12	6	0	8	26	6	509	2	1	518	19	10	3	0	32	921
07:00 AM	3	216	11	3	233	12	4	1	2	19	3	236	5	2	246	15	2	1	3	21	519
07:15 AM	4	208	3	9	224	6	11	3	5	25	5	290	10	3	308	15	3	0	3	21	578
07:30 AM	1	272	8	9	290	15	15	4	6	40	6	214	0	0	220	17	7	2	4	30	580
07:45 AM	7	251	9	6	273	12	9	2	3	26	8	252	3	2	265	18	5	3	3	29	593
Total	15	947	31	27	1020	45	39	10	16	110	22	992	18	7	1039	65	17	6	13	101	2270
08:00 AM	6	222	5	8	241	6	10	0	6	22	6	213	4	2	225	13	4	2	0	19	507
08:15 AM	2	229	7	5	243	9	8	2	2	21	5	205	4	0	214	9	8	7	3	27	505
08:30 AM	3	240	3	10	256	6	8	1	2	17	5	207	3	1	216	9	3	2	4	18	507
08:45 AM	2	219	6	5	232	3	5	0	2	10	9	205	2	1	217	14	3	2	4	23	482
Total	13	910	21	28	972	24	31	3	12	70	25	830	13	4	872	45	18	13	11	87	2001
09:00 AM	2	178	8	4	192	3	3	0	8	14	9	213	4	1	227	8	0	2	7	17	450
09:15 AM	1	225	10	3	239	6	3	0	1	10	3	217	10	0	230	6	3	2	3	14	493
09:30 AM	1	214	14	3	232	3	3	1	3	10	4	209	5	0	218	8	4	1	2	15	475
09:45 AM	8	248	7	5	268	4	4	0	1	9	5	210	2	3	220	6	4	1	3	14	511
Total	12	865	39	15	931	16	13	1	13	43	21	849	21	4	895	28	11	6	15	60	1929
10:00 AM	5	278	6	5	294	5	5	0	0	10	5	234	0	4	243	8	1	0	3	12	559
10:15 AM	2	257	5	3	267	5	2	1	4	12	3	201	3	0	207	17	0	0	2	19	505
*** BREAK ***																					
Total	7	535	11	8	561	10	7	1	4	22	8	435	3	4	450	25	1	0	5	31	1064
*** BREAK ***																					
03:00 PM	2	302	16	4	324	8	3	0	2	13	4	303	9	1	317	5	8	4	1	18	672
03:15 PM	8	284	14	4	310	5	1	0	4	10	4	240	4	2	250	11	3	2	3	19	589
03:30 PM	7	287	13	3	310	1	0	0	0	1	6	267	5	1	279	14	5	1	1	21	611
03:45 PM	6	249	6	3	264	6	5	1	3	15	7	304	10	1	322	11	6	3	3	23	624
Total	23	1122	49	14	1208	20	9	1	9	39	21	1114	28	5	1168	41	22	10	8	81	2496
04:00 PM	7	302	14	4	327	5	6	5	4	20	9	290	9	0	308	15	3	1	4	23	678
04:15 PM	12	364	17	7	400	10	8	1	8	27	11	330	8	3	352	22	10	2	4	38	817
04:30 PM	8	256	8	3	275	9	6	0	1	16	8	341	5	1	355	11	9	1	2	23	669
04:45 PM	4	306	7	8	325	3	6	1	4	14	3	318	4	3	328	17	6	1	2	26	693
Total	31	1228	46	22	1327	27	26	7	17	77	31	1279	26	7	1343	65	28	5	12	110	2857
05:00 PM	8	352	18	9	387	11	4	0	2	17	7	325	11	5	348	18	4	1	7	30	782
05:15 PM	8	322	14	3	347	4	4	1	5	14	5	338	14	3	360	17	8	3	4	32	753
05:30 PM	13	311	12	8	344	6	5	3	1	15	2	298	4	3	307	13	10	6	2	31	697
05:45 PM	12	279	9	7	307	9	4	0	2	15	2	282	5	2	291	19	4	3	8	34	647
Total	41	1264	53	27	1385	30	17	4	10	61	16	1243	34	13	1306	67	26	13	21	127	2879

Intersection Turning Movement Count

City/County: Winter Haven/Polk
Weather: Clear
Comments:

File Name : US27&Crump
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	10	298	12	5	325	8	5	2	3	18	1	278	11	2	292	13	3	1	4	21	656
06:15 PM	13	246	7	2	268	8	2	2	3	15	3	204	2	0	209	14	7	2	2	25	517
06:30 PM	4	262	5	0	271	10	1	2	2	15	0	206	9	0	215	8	3	4	1	16	517
06:45 PM	2	247	2	1	252	2	2	0	1	5	1	186	2	1	190	10	1	0	0	11	458
Total	29	1053	26	8	1116	28	10	6	9	53	5	874	24	3	906	45	14	7	7	73	2148
Grand Total	173	8252	289	151	8865	212	158	33	98	501	155	8125	169	48	8497	400	147	63	92	702	18565
Apprch %	2	93.1	3.3	1.7		42.3	31.5	6.6	19.6		1.8	95.6	2	0.6		57	20.9	9	13.1		
Total %	0.9	44.4	1.6	0.8	47.8	1.1	0.9	0.2	0.5	2.7	0.8	43.8	0.9	0.3	45.8	2.2	0.8	0.3	0.5	3.8	
Passenger Vehicles	142	7483	282	148	8055	205	157	31	95	488	98	7385	163	47	7693	387	143	62	89	681	16917
% Passenger Vehicles	82.1	90.7	97.6	98	90.9	96.7	99.4	93.9	96.9	97.4	63.2	90.9	96.4	97.9	90.5	96.8	97.3	98.4	96.7	97	91.1
Heavy Vehicles	5	769	7	3	784	7	1	2	3	13	6	740	6	1	753	13	4	1	3	21	1571
% Heavy Vehicles	2.9	9.3	2.4	2	8.8	3.3	0.6	6.1	3.1	2.6	3.9	9.1	3.6	2.1	8.9	3.2	2.7	1.6	3.3	3	8.5
UTurns	26	0	0	0	26	0	0	0	0	0	51	0	0	0	51	0	0	0	0	0	77
% UTurns	15	0	0	0	0.3	0	0	0	0	0	32.9	0	0	0	0.6	0	0	0	0	0	0.4

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	3	216	11	3	233	12	4	1	2	19	3	236	5	2	246	15	2	1	3	21	519
07:15 AM	4	208	3	9	224	6	11	3	5	25	5	290	10	3	308	15	3	0	3	21	578
07:30 AM	1	272	8	9	290	15	15	4	6	40	6	214	0	0	220	17	7	2	4	30	580
07:45 AM	7	251	9	6	273	12	9	2	3	26	8	252	3	2	265	18	5	3	3	29	593
Total Volume	15	947	31	27	1020	45	39	10	16	110	22	992	18	7	1039	65	17	6	13	101	2270
% App. Total	1.5	92.8	3	2.6		40.9	35.5	9.1	14.5		2.1	95.5	1.7	0.7		64.4	16.8	5.9	12.9		
PHF	.536	.870	.705	.750	.879	.750	.650	.625	.667	.688	.688	.855	.450	.583	.843	.903	.607	.500	.813	.842	.957
Passenger Vehicles	14	836	31	27	908	44	39	9	15	107	12	917	17	6	952	64	16	6	12	98	2065
% Passenger Vehicles	93.3	88.3	100	100	89.0	97.8	100	90.0	93.8	97.3	54.5	92.4	94.4	85.7	91.6	98.5	94.1	100	92.3	97.0	91.0
Heavy Vehicles	0	111	0	0	111	1	0	1	1	3	1	75	1	1	78	1	1	0	1	3	195
% Heavy Vehicles	0	11.7	0	0	10.9	2.2	0	10.0	6.3	2.7	4.5	7.6	5.6	14.3	7.5	1.5	5.9	0	7.7	3.0	8.6
UTurns	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	10
% UTurns	6.7	0	0	0	0.1	0	0	0	0	0	40.9	0	0	0	0.9	0	0	0	0	0	0.4

Intersection Turning Movement Count

City/County: Winter Haven/Polk
 Weather: Clear
 Comments:

File Name : US27&Crump
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM					07:15 AM					06:30 AM					07:30 AM				
+0 mins.	1	214	14	3	232	6	11	3	5	25	3	249	0	1	253	17	7	2	4	30
+15 mins.	8	248	7	5	268	15	15	4	6	40	3	260	2	0	265	18	5	3	3	29
+30 mins.	5	278	6	5	294	12	9	2	3	26	3	236	5	2	246	13	4	2	0	19
+45 mins.	2	257	5	3	267	6	10	0	6	22	5	290	10	3	308	9	8	7	3	27
Total Volume	16	997	32	16	1061	39	45	9	20	113	14	1035	17	6	1072	57	24	14	10	105
% App. Total	1.5	94	3	1.5		34.5	39.8	8	17.7		1.3	96.5	1.6	0.6		54.3	22.9	13.3	9.5	
PHF	.500	.897	.571	.800	.902	.650	.750	.563	.833	.706	.700	.892	.425	.500	.870	.792	.750	.500	.625	.875
Passenger Vehicles	11	877	31	15	934	38	45	8	19	110	8	958	16	5	987	56	24	14	10	104
% Passenger Vehicles	68.8	88	96.9	93.8	88	97.4	100	88.9	95	97.3	57.1	92.6	94.1	83.3	92.1	98.2	100	100	100	99
Heavy Vehicles	2	120	1	1	124	1	0	1	1	3	2	77	1	1	81	1	0	0	0	1
% Heavy Vehicles	12.5	12	3.1	6.2	11.7	2.6	0	11.1	5	2.7	14.3	7.4	5.9	16.7	7.6	1.8	0	0	0	1
UTurns	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
% UTurns	18.8	0	0	0	0.3	0	0	0	0	0	28.6	0	0	0	0.4	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	12	364	17	7	400	10	8	1	8	27	11	330	8	3	352	22	10	2	4	38	817
04:30 PM	8	256	8	3	275	9	6	0	1	16	8	341	5	1	355	11	9	1	2	23	669
04:45 PM	4	306	7	8	325	3	6	1	4	14	3	318	4	3	328	17	6	1	2	26	693
05:00 PM	8	352	18	9	387	11	4	0	2	17	7	325	11	5	348	18	4	1	7	30	782
Total Volume	32	1278	50	27	1387	33	24	2	15	74	29	1314	28	12	1383	68	29	5	15	117	2961
% App. Total	2.3	92.1	3.6	1.9		44.6	32.4	2.7	20.3		2.1	95	2	0.9		58.1	24.8	4.3	12.8		
PHF	.667	.878	.694	.750	.867	.750	.750	.500	.469	.685	.659	.963	.636	.600	.974	.773	.725	.625	.536	.770	.906
Passenger Vehicles	25	1183	48	27	1283	31	24	2	14	71	17	1230	28	12	1287	66	28	5	15	114	2755
% Passenger Vehicles	78.1	92.6	96.0	100	92.5	93.9	100	100	93.3	95.9	58.6	93.6	100	100	93.1	97.1	96.6	100	100	97.4	93.0
Heavy Vehicles	1	95	2	0	98	2	0	0	1	3	0	84	0	0	84	2	1	0	0	3	188
% Heavy Vehicles	3.1	7.4	4.0	0	7.1	6.1	0	0	6.7	4.1	0	6.4	0	0	6.1	2.9	3.4	0	0	2.6	6.3
UTurns	6	0	0	0	6	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	18
% UTurns	18.8	0	0	0	0.4	0	0	0	0	0	41.4	0	0	0	0.9	0	0	0	0	0	0.6

Intersection Turning Movement Count

City/County: Winter Haven/Polk
 Weather: Clear
 Comments:

File Name : US27&Crump
 Site Code : 18013
 Start Date : 11/29/2018
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	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					03:45 PM					04:30 PM					05:00 PM					
+0 mins.	4	306	7	8	325	6	5	1	3	15	8	341	5	1	355	18	4	1	7	30	
+15 mins.	8	352	18	9	387	5	6	5	4	20	3	318	4	3	328	17	8	3	4	32	
+30 mins.	8	322	14	3	347	10	8	1	8	27	7	325	11	5	348	13	10	6	2	31	
+45 mins.	13	311	12	8	344	9	6	0	1	16	5	338	14	3	360	19	4	3	8	34	
Total Volume	33	1291	51	28	1403	30	25	7	16	78	23	1322	34	12	1391	67	26	13	21	127	
% App. Total	2.4	92	3.6	2		38.5	32.1	9	20.5		1.7	95	2.4	0.9		52.8	20.5	10.2	16.5		
PHF	.635	.917	.708	.778	.906	.750	.781	.350	.500	.722	.719	.969	.607	.600	.966	.882	.650	.542	.656	.934	
Passenger Vehicles	25	1193	50	27	1295	29	25	7	14	75	12	1235	33	12	1292	67	26	13	21	127	
% Passenger Vehicles	75.8	92.4	98	96.4	92.3	96.7	100	100	87.5	96.2	52.2	93.4	97.1	100	92.9	100	100	100	100	100	
Heavy Vehicles	1	98	1	1	101	1	0	0	2	3	0	87	1	0	88	0	0	0	0	0	
% Heavy Vehicles	3	7.6	2	3.6	7.2	3.3	0	0	12.5	3.8	0	6.6	2.9	0	6.3	0	0	0	0	0	
UTurns	7	0	0	0	7	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	
% UTurns	21.2	0	0	0	0.5	0	0	0	0	0	47.8	0	0	0	0.8	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Winter Haven/Polk
Weather: Clear
Comments:

File Name : US27&Crump
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Passenger Vehicles

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	2	139	5	1	147	4	2	0	2	8	3	229	0	1	233	6	4	0	0	10	398
06:45 AM	0	136	6	1	143	8	4	0	6	18	2	243	2	0	247	13	5	3	0	21	429
Total	2	275	11	2	290	12	6	0	8	26	5	472	2	1	480	19	9	3	0	31	827
07:00 AM	3	188	11	3	205	12	4	1	2	19	1	222	5	2	230	15	1	1	3	20	474
07:15 AM	4	186	3	9	202	6	11	2	4	23	2	264	9	2	277	15	3	0	2	20	522
07:30 AM	0	240	8	9	257	14	15	4	6	39	4	201	0	0	205	16	7	2	4	29	530
07:45 AM	7	222	9	6	244	12	9	2	3	26	5	230	3	2	240	18	5	3	3	29	539
Total	14	836	31	27	908	44	39	9	15	107	12	917	17	6	952	64	16	6	12	98	2065
08:00 AM	2	198	5	8	213	6	10	0	6	22	4	192	4	2	202	13	4	2	0	19	456
08:15 AM	1	202	6	5	214	9	8	2	2	21	3	184	4	0	191	9	8	7	3	27	453
08:30 AM	3	213	3	10	229	6	8	1	2	17	2	188	3	1	194	9	3	2	4	18	458
08:45 AM	2	190	6	4	202	3	5	0	2	10	6	184	2	1	193	14	3	2	4	23	428
Total	8	803	20	27	858	24	31	3	12	70	15	748	13	4	780	45	18	13	11	87	1795
09:00 AM	2	150	8	4	164	3	3	0	8	14	8	182	4	1	195	7	0	2	7	16	389
09:15 AM	1	200	10	3	214	6	3	0	1	10	2	178	7	0	187	5	3	2	3	13	424
09:30 AM	0	188	14	3	205	3	3	1	3	10	2	175	5	0	182	7	4	1	1	13	410
09:45 AM	6	211	6	5	228	4	4	0	1	9	3	185	2	3	193	5	4	1	3	13	443
Total	9	749	38	15	811	16	13	1	13	43	15	720	18	4	757	24	11	6	14	55	1666
10:00 AM	3	246	6	4	259	5	5	0	0	10	3	197	0	4	204	7	1	0	3	11	484
10:15 AM	2	232	5	3	242	5	2	0	4	11	2	180	3	0	185	17	0	0	2	19	457
*** BREAK ***																					
Total	5	478	11	7	501	10	7	0	4	21	5	377	3	4	389	24	1	0	5	30	941
*** BREAK ***																					
03:00 PM	2	284	16	4	306	6	2	0	2	10	4	272	9	1	286	5	8	4	1	18	620
03:15 PM	7	263	14	4	288	4	1	0	4	9	3	225	3	2	233	9	3	2	3	17	547
03:30 PM	7	264	13	3	287	0	0	0	0	0	4	239	5	1	249	14	4	1	0	19	555
03:45 PM	6	232	5	3	246	6	5	1	3	15	5	276	10	1	292	11	6	3	3	23	576
Total	22	1043	48	14	1127	16	8	1	9	34	16	1012	27	5	1060	39	21	10	7	77	2298
04:00 PM	6	281	14	4	305	5	6	5	3	19	5	257	9	0	271	13	3	1	4	21	616
04:15 PM	10	339	17	7	373	9	8	1	7	25	7	304	8	3	322	20	10	2	4	36	756
04:30 PM	8	238	7	3	256	9	6	0	1	16	6	323	5	1	335	11	9	1	2	23	630
04:45 PM	2	279	7	8	296	3	6	1	4	14	1	301	4	3	309	17	5	1	2	25	644
Total	26	1137	45	22	1230	26	26	7	15	74	19	1185	26	7	1237	61	27	5	12	105	2646
05:00 PM	5	327	17	9	358	10	4	0	2	16	3	302	11	5	321	18	4	1	7	30	725
05:15 PM	7	297	14	3	321	4	4	1	5	14	2	309	13	3	327	17	8	3	4	32	694
05:30 PM	11	290	12	7	320	6	5	3	1	15	2	282	4	3	291	13	10	6	2	31	657
05:45 PM	11	259	9	7	286	9	4	0	2	15	1	261	5	2	269	19	4	3	8	34	604
Total	34	1173	52	26	1285	29	17	4	10	60	8	1154	33	13	1208	67	26	13	21	127	2680

Intersection Turning Movement Count

City/County: Winter Haven/Polk
Weather: Clear
Comments:

File Name : US27&Crump
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Passenger Vehicles

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	7	275	12	5	299	8	5	2	3	18	0	253	11	2	266	13	3	0	4	20	603
06:15 PM	10	227	7	2	246	8	2	2	3	15	3	190	2	0	195	13	7	2	2	24	480
06:30 PM	4	251	5	0	260	10	1	2	2	15	0	183	9	0	192	8	3	4	1	16	483
06:45 PM	1	236	2	1	240	2	2	0	1	5	0	174	2	1	177	10	1	0	0	11	433
Total	22	989	26	8	1045	28	10	6	9	53	3	800	24	3	830	44	14	6	7	71	1999
Grand Total	142	7483	282	148	8055	205	157	31	95	488	98	7385	163	47	7693	387	143	62	89	681	16917
Apprch %	1.8	92.9	3.5	1.8		42	32.2	6.4	19.5		1.3	96	2.1	0.6		56.8	21	9.1	13.1		
Total %	0.8	44.2	1.7	0.9	47.6	1.2	0.9	0.2	0.6	2.9	0.6	43.7	1	0.3	45.5	2.3	0.8	0.4	0.5	4	

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	3	188	11	3	205	12	4	1	2	19	1	222	5	2	230	15	1	1	3	20	474
07:15 AM	4	186	3	9	202	6	11	2	4	23	2	264	9	2	277	15	3	0	2	20	522
07:30 AM	0	240	8	9	257	14	15	4	6	39	4	201	0	0	205	16	7	2	4	29	530
07:45 AM	7	222	9	6	244	12	9	2	3	26	5	230	3	2	240	18	5	3	3	29	539
Total Volume	14	836	31	27	908	44	39	9	15	107	12	917	17	6	952	64	16	6	12	98	2065
% App. Total	1.5	92.1	3.4	3		41.1	36.4	8.4	14		1.3	96.3	1.8	0.6		65.3	16.3	6.1	12.2		
PHF	.500	.871	.705	.750	.883	.786	.650	.563	.625	.686	.600	.868	.472	.750	.859	.889	.571	.500	.750	.845	.958

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM					07:15 AM					06:30 AM					07:30 AM				
+0 mins.	0	188	14	3	205	6	11	2	4	23	3	229	0	1	233	16	7	2	4	29
+15 mins.	6	211	6	5	228	14	15	4	6	39	2	243	2	0	247	18	5	3	3	29
+30 mins.	3	246	6	4	259	12	9	2	3	26	1	222	5	2	230	13	4	2	0	19
+45 mins.	2	232	5	3	242	6	10	0	6	22	2	264	9	2	277	9	8	7	3	27
Total Volume	11	877	31	15	934	38	45	8	19	110	8	958	16	5	987	56	24	14	10	104
% App. Total	1.2	93.9	3.3	1.6		34.5	40.9	7.3	17.3		0.8	97.1	1.6	0.5		53.8	23.1	13.5	9.6	
PHF	.458	.891	.554	.750	.902	.679	.750	.500	.792	.705	.667	.907	.444	.625	.891	.778	.750	.500	.625	.897

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	10	339	17	7	373	9	8	1	7	25	7	304	8	3	322	20	10	2	4	36	756
04:30 PM	8	238	7	3	256	9	6	0	1	16	6	323	5	1	335	11	9	1	2	23	630
04:45 PM	2	279	7	8	296	3	6	1	4	14	1	301	4	3	309	17	5	1	2	25	644
05:00 PM	5	327	17	9	358	10	4	0	2	16	3	302	11	5	321	18	4	1	7	30	725
Total Volume	25	1183	48	27	1283	31	24	2	14	71	17	1230	28	12	1287	66	28	5	15	114	2755
% App. Total	1.9	92.2	3.7	2.1		43.7	33.8	2.8	19.7		1.3	95.6	2.2	0.9		57.9	24.6	4.4	13.2		
PHF	.625	.872	.706	.750	.860	.775	.750	.500	.500	.710	.607	.952	.636	.600	.960	.825	.700	.625	.536	.792	.911

Intersection Turning Movement Count

City/County: Winter Haven/Polk
 Weather: Clear
 Comments:

File Name : US27&Crump
 Site Code : 18013
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	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					03:45 PM					04:30 PM					05:00 PM					
+0 mins.	2	279	7	8	296	6	5	1	3	15	6	323	5	1	335	18	4	1	7	30	
+15 mins.	5	327	17	9	358	5	6	5	3	19	1	301	4	3	309	17	8	3	4	32	
+30 mins.	7	297	14	3	321	9	8	1	7	25	3	302	11	5	321	13	10	6	2	31	
+45 mins.	11	290	12	7	320	9	6	0	1	16	2	309	13	3	327	19	4	3	8	34	
Total Volume	25	1193	50	27	1295	29	25	7	14	75	12	1235	33	12	1292	67	26	13	21	127	
% App. Total	1.9	92.1	3.9	2.1		38.7	33.3	9.3	18.7		0.9	95.6	2.6	0.9		52.8	20.5	10.2	16.5		
PHF	.568	.912	.735	.750	.904	.806	.781	.350	.500	.750	.500	.956	.635	.600	.964	.882	.650	.542	.656	.934	

Intersection Turning Movement Count

City/County: Winter Haven/Polk
Weather: Clear
Comments:

File Name : US27&Crump
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Heavy Vehicles

Start Time	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	28	1	0	29	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	49
06:45 AM	0	25	1	0	26	0	0	0	0	0	1	17	0	0	18	0	1	0	0	1	45
Total	0	53	2	0	55	0	0	0	0	0	1	37	0	0	38	0	1	0	0	1	94
07:00 AM	0	28	0	0	28	0	0	0	0	0	0	14	0	0	14	0	1	0	0	1	43
07:15 AM	0	22	0	0	22	0	0	1	1	2	1	26	1	1	29	0	0	0	1	1	54
07:30 AM	0	32	0	0	32	1	0	0	0	1	0	13	0	0	13	1	0	0	0	1	47
07:45 AM	0	29	0	0	29	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	51
Total	0	111	0	0	111	1	0	1	1	3	1	75	1	1	78	1	1	0	1	3	195
08:00 AM	0	24	0	0	24	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	46
08:15 AM	1	27	1	0	29	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	50
08:30 AM	0	27	0	0	27	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	46
08:45 AM	0	29	0	1	30	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	51
Total	1	107	1	1	110	0	0	0	0	0	1	82	0	0	83	0	0	0	0	0	193
09:00 AM	0	28	0	0	28	0	0	0	0	0	0	31	0	0	31	1	0	0	0	1	60
09:15 AM	0	25	0	0	25	0	0	0	0	0	0	39	3	0	42	1	0	0	0	1	68
09:30 AM	0	26	0	0	26	0	0	0	0	0	0	34	0	0	34	1	0	0	1	2	62
09:45 AM	0	37	1	0	38	0	0	0	0	0	1	25	0	0	26	1	0	0	0	1	65
Total	0	116	1	0	117	0	0	0	0	0	1	129	3	0	133	4	0	0	1	5	255
10:00 AM	2	32	0	1	35	0	0	0	0	0	0	37	0	0	37	1	0	0	0	1	73
10:15 AM	0	25	0	0	25	0	0	1	0	1	1	21	0	0	22	0	0	0	0	0	48
*** BREAK ***																					
Total	2	57	0	1	60	0	0	1	0	1	1	58	0	0	59	1	0	0	0	1	121
*** BREAK ***																					
03:00 PM	0	18	0	0	18	2	1	0	0	3	0	31	0	0	31	0	0	0	0	0	52
03:15 PM	0	21	0	0	21	1	0	0	0	1	1	15	1	0	17	2	0	0	0	2	41
03:30 PM	0	23	0	0	23	1	0	0	0	1	0	28	0	0	28	0	1	0	1	2	54
03:45 PM	0	17	1	0	18	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	46
Total	0	79	1	0	80	4	1	0	0	5	1	102	1	0	104	2	1	0	1	4	193
04:00 PM	1	21	0	0	22	0	0	0	1	1	0	33	0	0	33	2	0	0	0	2	58
04:15 PM	0	25	0	0	25	1	0	0	1	2	0	26	0	0	26	2	0	0	0	2	55
04:30 PM	0	18	1	0	19	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	37
04:45 PM	1	27	0	0	28	0	0	0	0	0	0	17	0	0	17	0	1	0	0	1	46
Total	2	91	1	0	94	1	0	0	2	3	0	94	0	0	94	4	1	0	0	5	196
05:00 PM	0	25	1	0	26	1	0	0	0	1	0	23	0	0	23	0	0	0	0	0	50
05:15 PM	0	25	0	0	25	0	0	0	0	0	0	29	1	0	30	0	0	0	0	0	55
05:30 PM	0	21	0	1	22	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	38
05:45 PM	0	20	0	0	20	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	41
Total	0	91	1	1	93	1	0	0	0	1	0	89	1	0	90	0	0	0	0	0	184

Intersection Turning Movement Count

City/County: Winter Haven/Polk
Weather: Clear
Comments:

File Name : US27&Crump
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Heavy Vehicles

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	23	0	0	23	0	0	0	0	0	0	25	0	0	25	0	0	1	0	1	49
06:15 PM	0	19	0	0	19	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	34
06:30 PM	0	11	0	0	11	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	34
06:45 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
Total	0	64	0	0	64	0	0	0	0	0	0	74	0	0	74	1	0	1	0	2	140
Grand Total	5	769	7	3	784	7	1	2	3	13	6	740	6	1	753	13	4	1	3	21	1571
Apprch %	0.6	98.1	0.9	0.4		53.8	7.7	15.4	23.1		0.8	98.3	0.8	0.1		61.9	19	4.8	14.3		
Total %	0.3	48.9	0.4	0.2	49.9	0.4	0.1	0.1	0.2	0.8	0.4	47.1	0.4	0.1	47.9	0.8	0.3	0.1	0.2	1.3	

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15 AM																					
09:15 AM	0	25	0	0	25	0	0	0	0	0	0	39	3	0	42	1	0	0	0	1	68
09:30 AM	0	26	0	0	26	0	0	0	0	0	0	34	0	0	34	1	0	0	1	2	62
09:45 AM	0	37	1	0	38	0	0	0	0	0	1	25	0	0	26	1	0	0	0	1	65
10:00 AM	2	32	0	1	35	0	0	0	0	0	0	37	0	0	37	1	0	0	0	1	73
Total Volume	2	120	1	1	124	0	0	0	0	0	1	135	3	0	139	4	0	0	1	5	268
% App. Total	1.6	96.8	0.8	0.8		0	0	0	0		0.7	97.1	2.2	0		80	0	0	20		
PHF	.250	.811	.250	.250	.816	.000	.000	.000	.000	.000	.250	.865	.250	.000	.827	1.00	.000	.000	.250	.625	.918

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM					06:45 AM					09:15 AM					09:00 AM				
+0 mins.	0	25	0	0	25	0	0	0	0	0	0	39	3	0	42	1	0	0	0	1
+15 mins.	0	26	0	0	26	0	0	0	0	0	0	34	0	0	34	1	0	0	0	1
+30 mins.	0	37	1	0	38	0	0	1	1	2	1	25	0	0	26	1	0	0	1	2
+45 mins.	2	32	0	1	35	1	0	0	0	1	0	37	0	0	37	1	0	0	0	1
Total Volume	2	120	1	1	124	1	0	1	1	3	1	135	3	0	139	4	0	0	1	5
% App. Total	1.6	96.8	0.8	0.8		33.3	0	33.3	33.3		0.7	97.1	2.2	0		80	0	0	20	
PHF	.250	.811	.250	.250	.816	.250	.000	.250	.250	.375	.250	.865	.250	.000	.827	1.000	.000	.000	.250	.625

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	23	0	0	23	1	0	0	0	1	0	28	0	0	28	0	1	0	1	2	54
03:45 PM	0	17	1	0	18	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	46
04:00 PM	1	21	0	0	22	0	0	0	1	1	0	33	0	0	33	2	0	0	0	2	58
04:15 PM	0	25	0	0	25	1	0	0	1	2	0	26	0	0	26	2	0	0	0	2	55
Total Volume	1	86	1	0	88	2	0	0	2	4	0	115	0	0	115	4	1	0	1	6	213
% App. Total	1.1	97.7	1.1	0		50	0	0	50		0	100	0	0		66.7	16.7	0	16.7		
PHF	.250	.860	.250	.000	.880	.500	.000	.000	.500	.500	.000	.871	.000	.000	.871	.500	.250	.000	.250	.750	.918

Intersection Turning Movement Count

City/County: Winter Haven/Polk
 Weather: Clear
 Comments:

File Name : US27&Crump
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					03:00 PM					03:30 PM					03:15 PM					
+0 mins.	1	27	0	0	28	2	1	0	0	3	0	28	0	0	28	2	0	0	0	2	
+15 mins.	0	25	1	0	26	1	0	0	0	1	0	28	0	0	28	0	1	0	1	2	
+30 mins.	0	25	0	0	25	1	0	0	0	1	0	33	0	0	33	0	0	0	0	0	
+45 mins.	0	21	0	1	22	0	0	0	0	0	0	26	0	0	26	2	0	0	0	2	
Total Volume	1	98	1	1	101	4	1	0	0	5	0	115	0	0	115	4	1	0	1	6	
% App. Total	1	97	1	1		80	20	0	0		0	100	0	0		66.7	16.7	0	16.7		
PHF	.250	.907	.250	.250	.902	.500	.250	.000	.000	.417	.000	.871	.000	.000	.871	.500	.250	.000	.250	.750	

Intersection Turning Movement Count

City/County: Winter Haven/Polk
Weather: Clear
Comments:

File Name : US27&Crump
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
*** BREAK ***																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:30 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	10
08:00 AM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	13
09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
09:30 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
09:45 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
04:00 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
04:15 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:45 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total	3	0	0	0	3	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	15
05:00 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
05:15 PM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	7	0	0	0	7	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	15
06:00 PM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
06:15 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
06:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	9

Intersection Turning Movement Count

City/County: Winter Haven/Polk
Weather: Clear
Comments:

File Name : US27&Crump
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Grand Total	26	0	0	0	26	0	0	0	0	0	51	0	0	0	51	0	0	0	0	0	77
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	33.8	0	0	0	33.8	0	0	0	0	0	66.2	0	0	0	66.2	0	0	0	0	0	

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:30 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:00 AM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
Total Volume	5	0	0	0	5	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	13
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.313	.000	.000	.000	.313	.000	.000	.000	.000	.000	.667	.000	.000	.000	.667	.000	.000	.000	.000	.000	.650

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					06:30 AM					07:00 AM					06:30 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+15 mins.	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+45 mins.	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
Total Volume	5	0	0	0	5	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0	0	100	0	0	0		0	0	0	0	
PHF	.313	.000	.000	.000	.313	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:45 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
05:00 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
Total Volume	6	0	0	0	6	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	18
% App. Total	100	0	0	0		0	0	0	0	0	100	0	0	0		0	0	0	0		
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.643

Intersection Turning Movement Count

City/County: Winter Haven/Polk
 Weather: Clear
 Comments:

File Name : US27&Crump
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound					MAIN STREET Westbound					US 27 Northbound					CRUMP ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:30 PM					03:00 PM					03:30 PM					03:00 PM				
+0 mins.	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+15 mins.	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+30 mins.	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
+45 mins.	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
Total Volume	9	0	0	0	9	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 11/29/18

Day: Thursday

Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Crump Road/Main Street

Comments: _____

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

Peds/Bikes Crossing North Leg									
←								PED	↑ N
←								BIKE	
PED								→	
BIKE				1				→	
	6:30	7:30	8:30	9:30	3:00	4:00	5:00	6:00	
	7:30	8:30	9:30	10:30	4:00	5:00	6:00	7:00	
Hour									

Peds/Bikes Crossing West Leg		Peds/Bikes Crossing East Leg	
↑	PED BIKE	↑	PED BIKE
6:30		6:30	
7:30		7:30	
8:30		8:30	
9:30		9:30	
10:30		10:30	
3:00		3:00	
4:00		4:00	
5:00		5:00	
6:00		6:00	
7:00		7:00	
↓	PED BIKE	↓	PED BIKE

Peds/Bikes Crossing South Leg								
←								PED
←			1					BIKE
PED								→
BIKE			1					→
	6:30	7:30	8:30	9:30	3:00	4:00	5:00	6:00
	7:30	8:30	9:30	10:30	4:00	5:00	6:00	7:00

US 27

Crump

Main

Intersection Turning Movement Count

City/County: Lake Hamilton/Polk
Weather: Clear
Comments:

File Name : US27&Kokomo
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				KOKOMO ROAD Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	11	169	0	180	6	0	43	49	0	240	7	247	0	0	0	0	476
06:45 AM	23	204	1	228	6	0	44	50	0	306	14	320	0	0	0	0	598
Total	34	373	1	408	12	0	87	99	0	546	21	567	0	0	0	0	1074
07:00 AM	21	225	1	247	11	0	59	70	0	264	18	282	0	1	0	1	600
07:15 AM	28	244	1	273	18	0	45	63	0	332	7	339	0	0	0	0	675
07:30 AM	21	267	0	288	25	0	58	83	0	304	16	320	0	0	1	1	692
07:45 AM	39	263	0	302	21	1	55	77	1	303	22	326	0	0	0	0	705
Total	109	999	2	1110	75	1	217	293	1	1203	63	1267	0	1	1	2	2672
08:00 AM	28	264	0	292	35	1	54	90	2	269	6	277	0	0	0	0	659
08:15 AM	21	228	1	250	16	0	29	45	0	269	14	283	0	0	0	0	578
08:30 AM	30	265	0	295	22	0	37	59	2	224	15	241	0	0	0	0	595
08:45 AM	25	231	0	256	8	0	26	34	0	223	5	228	0	0	0	0	518
Total	104	988	1	1093	81	1	146	228	4	985	40	1029	0	0	0	0	2350
09:00 AM	28	202	1	231	13	0	24	37	0	249	15	264	1	0	1	2	534
09:15 AM	28	207	0	235	12	0	23	35	0	181	13	194	0	0	1	1	465
09:30 AM	20	223	0	243	12	0	20	32	0	267	14	281	1	0	0	1	557
09:45 AM	28	276	0	304	17	0	25	42	0	219	4	223	0	0	0	0	569
Total	104	908	1	1013	54	0	92	146	0	916	46	962	2	0	2	4	2125
10:00 AM	36	257	1	294	9	0	28	37	0	227	13	240	2	0	0	2	573
10:15 AM	18	256	0	274	13	0	26	39	2	221	13	236	0	0	0	0	549
*** BREAK ***																	
Total	54	513	1	568	22	0	54	76	2	448	26	476	2	0	0	2	1122
*** BREAK ***																	
03:00 PM	39	295	1	335	12	0	21	33	0	275	19	294	0	0	0	0	662
03:15 PM	41	306	0	347	16	0	33	49	0	286	18	304	0	0	1	1	701
03:30 PM	47	289	0	336	15	0	25	40	0	277	15	292	1	0	0	1	669
03:45 PM	35	259	0	294	13	0	33	46	2	287	13	302	0	0	0	0	642
Total	162	1149	1	1312	56	0	112	168	2	1125	65	1192	1	0	1	2	2674
04:00 PM	55	336	1	392	12	0	20	32	0	281	15	296	0	0	0	0	720
04:15 PM	43	298	1	342	17	0	28	45	0	352	19	371	0	0	1	1	759
04:30 PM	42	323	0	365	17	0	28	45	0	346	22	368	0	0	0	0	778
04:45 PM	42	358	1	401	20	0	24	44	0	352	21	373	0	0	0	0	818
Total	182	1315	3	1500	66	0	100	166	0	1331	77	1408	0	0	1	1	3075
05:00 PM	39	368	0	407	20	0	38	58	0	343	18	361	1	1	2	4	830
05:15 PM	66	346	0	412	15	0	25	40	0	372	17	389	0	0	1	1	842
05:30 PM	44	341	0	385	12	0	25	37	0	332	19	351	0	0	0	0	773
05:45 PM	39	298	0	337	12	0	30	42	0	281	20	301	0	0	0	0	680
Total	188	1353	0	1541	59	0	118	177	0	1328	74	1402	1	1	3	5	3125
06:00 PM	54	289	0	343	13	0	22	35	0	257	15	272	0	0	0	0	650
06:15 PM	38	279	0	317	11	0	14	25	0	227	20	247	0	0	0	0	589
06:30 PM	41	248	0	289	6	0	13	19	0	229	22	251	0	0	0	0	559
06:45 PM	26	253	0	279	6	0	14	20	0	176	14	190	0	0	0	0	489
Total	159	1069	0	1228	36	0	63	99	0	889	71	960	0	0	0	0	2287
Grand Total	1096	8667	10	9773	461	2	989	1452	9	8771	483	9263	6	2	8	16	20504
Apprch %	11.2	88.7	0.1		31.7	0.1	68.1		0.1	94.7	5.2		37.5	12.5	50		
Total %	5.3	42.3	0	47.7	2.2	0	4.8	7.1	0	42.8	2.4	45.2	0	0	0	0.1	
Passenger Vehicles	997	7942	8	8947	437	2	947	1386	3	8058	433	8494	5	2	6	13	18840
% Passenger Vehicles	91	91.6	80	91.5	94.8	100	95.8	95.5	33.3	91.9	89.6	91.7	83.3	100	75	81.2	91.9
Heavy Vehicles	54	725	2	781	23	0	42	65	0	713	50	763	1	0	2	3	1612
% Heavy Vehicles	4.9	8.4	20	8	5	0	4.2	4.5	0	8.1	10.4	8.2	16.7	0	25	18.8	7.9
UTurns	45	0	0	45	1	0	0	1	6	0	0	6	0	0	0	0	52
% UTurns	4.1	0	0	0.5	0.2	0	0	0.1	66.7	0	0	0.1	0	0	0	0	0.3

Intersection Turning Movement Count

	US 27 Southbound				KOKOMO ROAD Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	28	244	1	273	18	0	45	63	0	332	7	339	0	0	0	0	675
07:30 AM	21	267	0	288	25	0	58	83	0	304	16	320	0	0	1	1	692
07:45 AM	39	263	0	302	21	1	55	77	1	303	22	326	0	0	0	0	705
08:00 AM	28	264	0	292	35	1	54	90	2	269	6	277	0	0	0	0	659
Total Volume	116	1038	1	1155	99	2	212	313	3	1208	51	1262	0	0	1	1	2731
% App. Total	10	89.9	0.1		31.6	0.6	67.7		0.2	95.7	4		0	0	100		
PHF	.744	.972	.250	.956	.707	.500	.914	.869	.375	.910	.580	.931	.000	.000	.250	.250	.968
Passenger Vehicles	102	938	1	1041	96	2	208	306	1	1135	48	1184	0	0	1	1	2532
% Passenger Vehicles	87.9	90.4	100	90.1	97.0	100	98.1	97.8	33.3	94.0	94.1	93.8	0	0	100	100	92.7
Heavy Vehicles	9	100	0	109	3	0	4	7	0	73	3	76	0	0	0	0	192
% Heavy Vehicles	7.8	9.6	0	9.4	3.0	0	1.9	2.2	0	6.0	5.9	6.0	0	0	0	0	7.0
UTurns	5	0	0	5	0	0	0	0	2	0	0	2	0	0	0	0	7
% UTurns	4.3	0	0	0.4	0	0	0	0	66.7	0	0	0.2	0	0	0	0	0.3

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				08:45 AM			
+0 mins.	28	244	1	273	18	0	45	63	0	264	18	282	0	0	0	0
+15 mins.	21	267	0	288	25	0	58	83	0	332	7	339	1	0	1	2
+30 mins.	39	263	0	302	21	1	55	77	0	304	16	320	0	0	1	1
+45 mins.	28	264	0	292	35	1	54	90	1	303	22	326	1	0	0	1
Total Volume	116	1038	1	1155	99	2	212	313	1	1203	63	1267	2	0	2	4
% App. Total	10	89.9	0.1		31.6	0.6	67.7		0.1	94.9	5		50	0	50	
PHF	.744	.972	.250	.956	.707	.500	.914	.869	.250	.906	.716	.934	.500	.000	.500	.500
Passenger Vehicles	102	938	1	1041	96	2	208	306	1	1139	60	1200	2	0	0	2
% Passenger Vehicles	87.9	90.4	100	90.1	97	100	98.1	97.8	100	94.7	95.2	94.7	100	0	0	50
Heavy Vehicles	9	100	0	109	3	0	4	7	0	64	3	67	0	0	2	2
% Heavy Vehicles	7.8	9.6	0	9.4	3	0	1.9	2.2	0	5.3	4.8	5.3	0	0	100	50
UTurns	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	4.3	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	42	323	0	365	17	0	28	45	0	346	22	368	0	0	0	0	778
04:45 PM	42	358	1	401	20	0	24	44	0	352	21	373	0	0	0	0	818
05:00 PM	39	368	0	407	20	0	38	58	0	343	18	361	1	1	2	4	830
05:15 PM	66	346	0	412	15	0	25	40	0	372	17	389	0	0	1	1	842
Total Volume	189	1395	1	1585	72	0	115	187	0	1413	78	1491	1	1	3	5	3268
% App. Total	11.9	88	0.1		38.5	0	61.5		0	94.8	5.2		20	20	60		
PHF	.716	.948	.250	.962	.900	.000	.757	.806	.000	.950	.886	.958	.250	.250	.375	.313	.970
Passenger Vehicles	177	1304	1	1482	69	0	113	182	0	1320	73	1393	1	1	3	5	3062
% Passenger Vehicles	93.7	93.5	100	93.5	95.8	0	98.3	97.3	0	93.4	93.6	93.4	100	100	100	100	93.7
Heavy Vehicles	4	91	0	95	3	0	2	5	0	93	5	98	0	0	0	0	198
% Heavy Vehicles	2.1	6.5	0	6.0	4.2	0	1.7	2.7	0	6.6	6.4	6.6	0	0	0	0	6.1
UTurns	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
% UTurns	4.2	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0.2

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:30 PM				04:15 PM			
+0 mins.	42	358	1	401	17	0	28	45	0	346	22	368	0	0	1	1
+15 mins.	39	368	0	407	17	0	28	45	0	352	21	373	0	0	0	0
+30 mins.	66	346	0	412	20	0	24	44	0	343	18	361	0	0	0	0
+45 mins.	44	341	0	385	20	0	38	58	0	372	17	389	1	1	2	4
Total Volume	191	1413	1	1605	74	0	118	192	0	1413	78	1491	1	1	3	5
% App. Total	11.9	88	0.1		38.5	0	61.5		0	94.8	5.2		20	20	60	
PHF	.723	.960	.250	.974	.925	.000	.776	.828	.000	.950	.886	.958	.250	.250	.375	.313
Passenger Vehicles	179	1321	1	1501	71	0	114	185	0	1320	73	1393	1	1	3	5

Intersection Turning Movement Count

[illegible]

Intersection Turning Movement Count

City/County: Lake Hamilton/Polk
Weather: Clear
Comments:

File Name : US27&Kokomo
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 27 Southbound				KOKOMO ROAD Westbound				US 27 Northbound				DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	10	142	0	152	6	0	42	48	0	225	5	230	0	0	0	0	430
06:45 AM	23	176	1	200	6	0	43	49	0	284	14	298	0	0	0	0	547
Total	33	318	1	352	12	0	85	97	0	509	19	528	0	0	0	0	977
07:00 AM	19	197	1	217	10	0	59	69	0	252	17	269	0	1	0	1	556
07:15 AM	25	224	1	250	18	0	44	62	0	316	7	323	0	0	0	0	635
07:30 AM	19	240	0	259	24	0	57	81	0	288	15	303	0	0	1	1	644
07:45 AM	35	238	0	273	21	1	55	77	1	283	21	305	0	0	0	0	655
Total	98	899	2	999	73	1	215	289	1	1139	60	1200	0	1	1	2	2490
08:00 AM	23	236	0	259	33	1	52	86	0	248	5	253	0	0	0	0	598
08:15 AM	18	203	0	221	14	0	25	39	0	247	14	261	0	0	0	0	521
08:30 AM	27	235	0	262	20	0	34	54	0	207	13	220	0	0	0	0	536
08:45 AM	21	203	0	224	8	0	25	33	0	200	5	205	0	0	0	0	462
Total	89	877	0	966	75	1	136	212	0	902	37	939	0	0	0	0	2117
09:00 AM	25	174	1	200	12	0	22	34	0	222	9	231	1	0	0	1	466
09:15 AM	24	186	0	210	10	0	21	31	0	155	7	162	0	0	0	0	403
09:30 AM	18	198	0	216	12	0	20	32	0	228	11	239	1	0	0	1	488
09:45 AM	24	238	0	262	14	0	25	39	0	194	3	197	0	0	0	0	498
Total	91	796	1	888	48	0	88	136	0	799	30	829	2	0	0	2	1855
10:00 AM	31	228	0	259	9	0	25	34	0	195	9	204	1	0	0	1	498
10:15 AM	12	236	0	248	11	0	24	35	1	202	10	213	0	0	0	0	496
*** BREAK ***																	
Total	43	464	0	507	20	0	49	69	1	397	19	417	1	0	0	1	994
*** BREAK ***																	
03:00 PM	37	278	1	316	12	0	21	33	0	248	17	265	0	0	0	0	614
03:15 PM	37	289	0	326	16	0	30	46	0	267	15	282	0	0	1	1	655
03:30 PM	44	269	0	313	13	0	22	35	0	251	14	265	1	0	0	1	614
03:45 PM	27	241	0	268	11	0	32	43	1	266	11	278	0	0	0	0	589
Total	145	1077	1	1223	52	0	105	157	1	1032	57	1090	1	0	1	2	2472
04:00 PM	51	314	1	366	11	0	19	30	0	247	13	260	0	0	0	0	656
04:15 PM	38	278	1	317	17	0	26	43	0	327	17	344	0	0	1	1	705
04:30 PM	40	305	0	345	16	0	28	44	0	328	19	347	0	0	0	0	736
04:45 PM	39	332	1	372	18	0	22	40	0	328	21	349	0	0	0	0	761
Total	168	1229	3	1400	62	0	95	157	0	1230	70	1300	0	0	1	1	2858
05:00 PM	38	346	0	384	20	0	38	58	0	321	17	338	1	1	2	4	784
05:15 PM	60	321	0	381	15	0	25	40	0	343	16	359	0	0	1	1	781
05:30 PM	42	322	0	364	12	0	22	34	0	312	19	331	0	0	0	0	729
05:45 PM	34	277	0	311	12	0	30	42	0	261	18	279	0	0	0	0	632
Total	174	1266	0	1440	59	0	115	174	0	1237	70	1307	1	1	3	5	2926
06:00 PM	53	272	0	325	13	0	21	34	0	236	15	251	0	0	0	0	610
06:15 PM	38	263	0	301	11	0	13	24	0	208	20	228	0	0	0	0	553
06:30 PM	39	236	0	275	6	0	12	18	0	206	22	228	0	0	0	0	521
06:45 PM	26	245	0	271	6	0	13	19	0	163	14	177	0	0	0	0	467
Total	156	1016	0	1172	36	0	59	95	0	813	71	884	0	0	0	0	2151
Grand Total	997	7942	8	8947	437	2	947	1386	3	8058	433	8494	5	2	6	13	18840
Apprch %	11.1	88.8	0.1		31.5	0.1	68.3		0	94.9	5.1		38.5	15.4	46.2		
Total %	5.3	42.2	0	47.5	2.3	0	5	7.4	0	42.8	2.3	45.1	0	0	0	0.1	

Intersection Turning Movement Count

City/County: Lake Hamilton/Polk
Weather: Clear
Comments:

File Name : US27&Kokomo
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound				KOKOMO ROAD Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	224	1	250	18	0	44	62	0	316	7	323	0	0	0	0	635
07:30 AM	19	240	0	259	24	0	57	81	0	288	15	303	0	0	1	1	644
07:45 AM	35	238	0	273	21	1	55	77	1	283	21	305	0	0	0	0	655
08:00 AM	23	236	0	259	33	1	52	86	0	248	5	253	0	0	0	0	598
Total Volume	102	938	1	1041	96	2	208	306	1	1135	48	1184	0	0	1	1	2532
% App. Total	9.8	90.1	0.1		31.4	0.7	68		0.1	95.9	4.1		0	0	100		
PHF	.729	.977	.250	.953	.727	.500	.912	.890	.250	.898	.571	.916	.000	.000	.250	.250	.966

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				06:45 AM				
+0 mins.	25	224	1	250	18	0	44	62	0	252	17	269	0	0	0	0	
+15 mins.	19	240	0	259	24	0	57	81	0	316	7	323	0	1	0	1	
+30 mins.	35	238	0	273	21	1	55	77	0	288	15	303	0	0	0	0	
+45 mins.	23	236	0	259	33	1	52	86	1	283	21	305	0	0	1	1	
Total Volume	102	938	1	1041	96	2	208	306	1	1139	60	1200	0	1	1	2	
% App. Total	9.8	90.1	0.1		31.4	0.7	68		0.1	94.9	5		0	50	50		
PHF	.729	.977	.250	.953	.727	.500	.912	.890	.250	.901	.714	.929	.000	.250	.250	.500	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	40	305	0	345	16	0	28	44	0	328	19	347	0	0	0	0	736
04:45 PM	39	332	1	372	18	0	22	40	0	328	21	349	0	0	0	0	761
05:00 PM	38	346	0	384	20	0	38	58	0	321	17	338	1	1	2	4	784
05:15 PM	60	321	0	381	15	0	25	40	0	343	16	359	0	0	1	1	781
Total Volume	177	1304	1	1482	69	0	113	182	0	1320	73	1393	1	1	3	5	3062
% App. Total	11.9	88	0.1		37.9	0	62.1		0	94.8	5.2		20	20	60		
PHF	.738	.942	.250	.965	.863	.000	.743	.784	.000	.962	.869	.970	.250	.250	.375	.313	.976

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:30 PM				04:15 PM				
+0 mins.	39	332	1	372	17	0	26	43	0	328	19	347	0	0	1	1	
+15 mins.	38	346	0	384	16	0	28	44	0	328	21	349	0	0	0	0	
+30 mins.	60	321	0	381	18	0	22	40	0	321	17	338	0	0	0	0	
+45 mins.	42	322	0	364	20	0	38	58	0	343	16	359	1	1	2	4	
Total Volume	179	1321	1	1501	71	0	114	185	0	1320	73	1393	1	1	3	5	
% App. Total	11.9	88	0.1		38.4	0	61.6		0	94.8	5.2		20	20	60		
PHF	.746	.954	.250	.977	.888	.000	.750	.797	.000	.962	.869	.970	.250	.250	.375	.313	

Intersection Turning Movement Count

City/County: Lake Hamilton/Polk
Weather: Clear
Comments:

File Name : US27&Kokomo
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 27 Southbound				KOKOMO ROAD Westbound				US 27 Northbound				DRIVEWAY Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	27	0	28	0	0	1	1	0	15	2	17	0	0	0	0	46
06:45 AM	0	28	0	28	0	0	1	1	0	22	0	22	0	0	0	0	51
Total	1	55	0	56	0	0	2	2	0	37	2	39	0	0	0	0	97
07:00 AM	2	28	0	30	1	0	0	1	0	12	1	13	0	0	0	0	44
07:15 AM	2	20	0	22	0	0	1	1	0	16	0	16	0	0	0	0	39
07:30 AM	0	27	0	27	1	0	1	2	0	16	1	17	0	0	0	0	46
07:45 AM	3	25	0	28	0	0	0	0	0	20	1	21	0	0	0	0	49
Total	7	100	0	107	2	0	2	4	0	64	3	67	0	0	0	0	178
08:00 AM	4	28	0	32	2	0	2	4	0	21	1	22	0	0	0	0	58
08:15 AM	1	25	1	27	2	0	4	6	0	22	0	22	0	0	0	0	55
08:30 AM	2	30	0	32	2	0	3	5	0	17	2	19	0	0	0	0	56
08:45 AM	3	28	0	31	0	0	1	1	0	23	0	23	0	0	0	0	55
Total	10	111	1	122	6	0	10	16	0	83	3	86	0	0	0	0	224
09:00 AM	1	28	0	29	1	0	2	3	0	27	6	33	0	0	1	1	66
09:15 AM	2	21	0	23	2	0	2	4	0	26	6	32	0	0	1	1	60
09:30 AM	1	25	0	26	0	0	0	0	0	39	3	42	0	0	0	0	68
09:45 AM	2	38	0	40	3	0	0	3	0	25	1	26	0	0	0	0	69
Total	6	112	0	118	6	0	4	10	0	117	16	133	0	0	2	2	263
10:00 AM	4	29	1	34	0	0	3	3	0	32	4	36	1	0	0	1	74
10:15 AM	3	20	0	23	2	0	2	4	0	19	3	22	0	0	0	0	49
*** BREAK ***																	
Total	7	49	1	57	2	0	5	7	0	51	7	58	1	0	0	1	123
*** BREAK ***																	
03:00 PM	1	17	0	18	0	0	0	0	0	27	2	29	0	0	0	0	47
03:15 PM	1	17	0	18	0	0	3	3	0	19	3	22	0	0	0	0	43
03:30 PM	2	20	0	22	1	0	3	4	0	26	1	27	0	0	0	0	53
03:45 PM	4	18	0	22	2	0	1	3	0	21	2	23	0	0	0	0	48
Total	8	72	0	80	3	0	7	10	0	93	8	101	0	0	0	0	191
04:00 PM	2	22	0	24	1	0	1	2	0	34	2	36	0	0	0	0	62
04:15 PM	3	20	0	23	0	0	2	2	0	25	2	27	0	0	0	0	52
04:30 PM	0	18	0	18	1	0	0	1	0	18	3	21	0	0	0	0	40
04:45 PM	1	26	0	27	2	0	2	4	0	24	0	24	0	0	0	0	55
Total	6	86	0	92	4	0	5	9	0	101	7	108	0	0	0	0	209
05:00 PM	0	22	0	22	0	0	0	0	0	22	1	23	0	0	0	0	45
05:15 PM	3	25	0	28	0	0	0	0	0	29	1	30	0	0	0	0	58
05:30 PM	1	19	0	20	0	0	3	3	0	20	0	20	0	0	0	0	43
05:45 PM	2	21	0	23	0	0	0	0	0	20	2	22	0	0	0	0	45
Total	6	87	0	93	0	0	3	3	0	91	4	95	0	0	0	0	191
06:00 PM	1	17	0	18	0	0	1	1	0	21	0	21	0	0	0	0	40
06:15 PM	0	16	0	16	0	0	1	1	0	19	0	19	0	0	0	0	36
06:30 PM	2	12	0	14	0	0	1	1	0	23	0	23	0	0	0	0	38
06:45 PM	0	8	0	8	0	0	1	1	0	13	0	13	0	0	0	0	22
Total	3	53	0	56	0	0	4	4	0	76	0	76	0	0	0	0	136
Grand Total	54	725	2	781	23	0	42	65	0	713	50	763	1	0	2	3	1612
Apprch %	6.9	92.8	0.3		35.4	0	64.6		0	93.4	6.6		33.3	0	66.7		
Total %	3.3	45	0.1	48.4	1.4	0	2.6	4	0	44.2	3.1	47.3	0.1	0	0.1	0.2	

Intersection Turning Movement Count

City/County: Lake Hamilton/Polk
Weather: Clear
Comments:

File Name : US27&Kokomo
Site Code : 18013
Start Date : 11/29/2018
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	US 27 Southbound				KOKOMO ROAD Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15 AM																	
09:15 AM	2	21	0	23	2	0	2	4	0	26	6	32	0	0	1	1	60
09:30 AM	1	25	0	26	0	0	0	0	0	39	3	42	0	0	0	0	68
09:45 AM	2	38	0	40	3	0	0	3	0	25	1	26	0	0	0	0	69
10:00 AM	4	29	1	34	0	0	3	3	0	32	4	36	1	0	0	1	74
Total Volume	9	113	1	123	5	0	5	10	0	122	14	136	1	0	1	2	271
% App. Total	7.3	91.9	0.8		50	0	50		0	89.7	10.3		50	0	50		
PHF	.563	.743	.250	.769	.417	.000	.417	.625	.000	.782	.583	.810	.250	.000	.250	.500	.916

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM				08:00 AM				09:15 AM				08:30 AM				
+0 mins.	2	21	0	23	2	0	2	4	0	26	6	32	0	0	0	0	
+15 mins.	1	25	0	26	2	0	4	6	0	39	3	42	0	0	0	0	
+30 mins.	2	38	0	40	2	0	3	5	0	25	1	26	0	0	1	1	
+45 mins.	4	29	1	34	0	0	1	1	0	32	4	36	0	0	1	1	
Total Volume	9	113	1	123	6	0	10	16	0	122	14	136	0	0	2	2	
% App. Total	7.3	91.9	0.8		37.5	0	62.5		0	89.7	10.3		0	0	100		
PHF	.563	.743	.250	.769	.750	.000	.625	.667	.000	.782	.583	.810	.000	.000	.500	.500	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	2	20	0	22	1	0	3	4	0	26	1	27	0	0	0	0	53
03:45 PM	4	18	0	22	2	0	1	3	0	21	2	23	0	0	0	0	48
04:00 PM	2	22	0	24	1	0	1	2	0	34	2	36	0	0	0	0	62
04:15 PM	3	20	0	23	0	0	2	2	0	25	2	27	0	0	0	0	52
Total Volume	11	80	0	91	4	0	7	11	0	106	7	113	0	0	0	0	215
% App. Total	12.1	87.9	0		36.4	0	63.6		0	93.8	6.2		0	0	0		
PHF	.688	.909	.000	.948	.500	.000	.583	.688	.000	.779	.875	.785	.000	.000	.000	.000	.867

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				03:15 PM				03:30 PM				03:00 PM				
+0 mins.	1	26	0	27	0	0	3	3	0	26	1	27	0	0	0	0	
+15 mins.	0	22	0	22	1	0	3	4	0	21	2	23	0	0	0	0	
+30 mins.	3	25	0	28	2	0	1	3	0	34	2	36	0	0	0	0	
+45 mins.	1	19	0	20	1	0	1	2	0	25	2	27	0	0	0	0	
Total Volume	5	92	0	97	4	0	8	12	0	106	7	113	0	0	0	0	
% App. Total	5.2	94.8	0		33.3	0	66.7		0	93.8	6.2		0	0	0		
PHF	.417	.885	.000	.866	.500	.000	.667	.750	.000	.779	.875	.785	.000	.000	.000	.000	

Intersection Turning Movement Count

City/County: Lake Hamilton/Polk
Weather: Clear
Comments:

File Name : US27&Kokomo
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- UTurns

	US 27 Southbound				KOKOMO ROAD Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
08:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	0	0	0	0	4	0	0	4	0	0	0	0	9
09:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
*** BREAK ***																	
Total	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
*** BREAK ***																	
03:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
03:45 PM	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
Total	9	0	0	9	1	0	0	1	1	0	0	1	0	0	0	0	11
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
*** BREAK ***																	
Grand Total	45	0	0	45	1	0	0	1	6	0	0	6	0	0	0	0	52
Apprch %	100	0	0		100	0	0		100	0	0		0	0	0		
Total %	86.5	0	0	86.5	1.9	0	0	1.9	11.5	0	0	11.5	0	0	0	0	

	US 27 Southbound				KOKOMO ROAD Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
08:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
Total Volume	5	0	0	5	0	0	0	0	4	0	0	4	0	0	0	0	9
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.625	.000	.000	.625	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.750

Intersection Turning Movement Count

City/County: Lake Hamilton/Polk
Weather: Clear
Comments:

File Name : US27&Kokomo
Site Code : 18013
Start Date : 11/29/2018
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	US 27 Southbound				KOKOMO ROAD Westbound				US 27 Northbound				DRIVEWAY Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM				06:30 AM				07:45 AM				06:30 AM			
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0
Total Volume	7	0	0	7	0	0	0	0	4	0	0	4	0	0	0	0
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0	
PHF	.875	.000	.000	.875	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
03:45 PM	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	10	0	0	10	1	0	0	1	1	0	0	1	0	0	0	0	12
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0		
PHF	.625	.000	.000	.625	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.600

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	4	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	10	0	0	10	1	0	0	1	1	0	0	1	0	0	0	0
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0	
PHF	.625	.000	.000	.625	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Paradiselsland
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				PARADISE ISLAND DRIVE Westbound				US 27 Northbound				SUNSHINE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	2	197	0	199	1	0	11	12	0	295	1	296	1	0	0	1	508
06:45 AM	5	203	3	211	4	0	12	16	0	358	0	358	2	0	3	5	590
Total	7	400	3	410	5	0	23	28	0	653	1	654	3	0	3	6	1098
07:00 AM	3	263	3	269	1	0	2	3	1	327	1	329	1	0	4	5	606
07:15 AM	3	242	1	246	7	0	7	14	1	368	3	372	0	0	1	1	633
07:30 AM	2	344	1	347	2	0	9	11	4	367	3	374	4	0	3	7	739
07:45 AM	4	281	4	289	2	0	1	3	7	330	0	337	4	0	1	5	634
Total	12	1130	9	1151	12	0	19	31	13	1392	7	1412	9	0	9	18	2612
08:00 AM	5	275	2	282	3	0	2	5	8	338	1	347	6	0	3	9	643
08:15 AM	3	286	2	291	3	0	8	11	2	279	1	282	3	0	5	8	592
08:30 AM	4	258	1	263	2	0	10	12	3	260	1	264	6	0	0	6	545
08:45 AM	6	258	4	268	2	0	3	5	4	270	0	274	5	1	6	12	559
Total	18	1077	9	1104	10	0	23	33	17	1147	3	1167	20	1	14	35	2339
09:00 AM	1	209	6	216	2	0	4	6	4	249	0	253	2	0	3	5	480
09:15 AM	4	243	7	254	2	0	5	7	4	230	2	236	9	0	5	14	511
09:30 AM	6	241	6	253	1	0	4	5	6	258	1	265	14	0	13	27	550
09:45 AM	5	270	10	285	0	0	5	5	4	247	0	251	14	1	14	29	570
Total	16	963	29	1008	5	0	18	23	18	984	3	1005	39	1	35	75	2111
10:00 AM	7	337	7	351	1	0	3	4	11	276	0	287	5	0	6	11	653
10:15 AM	4	219	8	231	1	0	2	3	9	234	0	243	17	1	10	28	505
*** BREAK ***																	
Total	11	556	15	582	2	0	5	7	20	510	0	530	22	1	16	39	1158
*** BREAK ***																	
03:00 PM	9	325	3	337	4	0	1	5	10	315	1	326	3	0	3	6	674
03:15 PM	16	324	9	349	1	0	7	8	7	309	3	319	6	0	3	9	685
03:30 PM	11	353	11	375	4	0	8	12	6	311	3	320	7	1	9	17	724
03:45 PM	8	305	6	319	0	0	8	8	8	315	2	325	6	0	5	11	663
Total	44	1307	29	1380	9	0	24	33	31	1250	9	1290	22	1	20	43	2746
04:00 PM	7	339	8	354	1	0	5	6	9	317	3	329	11	1	6	18	707
04:15 PM	14	380	5	399	1	0	7	8	10	367	7	384	2	0	2	4	795
04:30 PM	9	338	5	352	4	0	2	6	4	340	5	349	2	0	7	9	716
04:45 PM	13	370	6	389	2	1	2	5	5	384	2	391	4	1	4	9	794
Total	43	1427	24	1494	8	1	16	25	28	1408	17	1453	19	2	19	40	3012
05:00 PM	11	367	8	386	2	0	6	8	6	385	2	393	5	0	8	13	800
05:15 PM	11	392	4	407	3	0	7	10	6	423	1	430	7	0	5	12	859
05:30 PM	9	408	11	428	1	0	3	4	8	323	4	335	10	0	3	13	780
05:45 PM	12	314	4	330	4	0	7	11	4	346	5	355	5	1	3	9	705
Total	43	1481	27	1551	10	0	23	33	24	1477	12	1513	27	1	19	47	3144
06:00 PM	9	303	4	316	4	0	2	6	6	278	4	288	4	0	2	6	616
06:15 PM	6	316	5	327	3	0	3	6	6	234	2	242	5	0	1	6	581
06:30 PM	3	292	7	302	3	0	4	7	8	225	2	235	4	1	2	7	551
06:45 PM	2	265	4	271	2	0	1	3	4	206	0	210	1	0	3	4	488
Total	20	1176	20	1216	12	0	10	22	24	943	8	975	14	1	8	23	2236
Grand Total	214	9517	165	9896	73	1	161	235	175	9764	60	9999	175	8	143	326	20456
Apprch %	2.2	96.2	1.7		31.1	0.4	68.5		1.8	97.6	0.6		53.7	2.5	43.9		
Total %	1	46.5	0.8	48.4	0.4	0	0.8	1.1	0.9	47.7	0.3	48.9	0.9	0	0.7	1.6	
Passenger Vehicles	156	8748	158	9062	66	1	151	218	111	8973	57	9141	170	8	138	316	18737
% Passenger Vehicles	72.9	91.9	95.8	91.6	90.4	100	93.8	92.8	63.4	91.9	95	91.4	97.1	100	96.5	96.9	91.6
Heavy Vehicles	10	769	7	786	4	0	10	14	3	791	3	797	4	0	5	9	1606
% Heavy Vehicles	4.7	8.1	4.2	7.9	5.5	0	6.2	6	1.7	8.1	5	8	2.3	0	3.5	2.8	7.9
UTurns	48	0	0	48	3	0	0	3	61	0	0	61	1	0	0	1	113
% UTurns	22.4	0	0	0.5	4.1	0	0	1.3	34.9	0	0	0.6	0.6	0	0	0.3	0.6

Intersection Turning Movement Count

	US 27 Southbound				PARADISE ISLAND DRIVE Westbound				US 27 Northbound				SUNSHINE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	3	242	1	246	7	0	7	14	1	368	3	372	0	0	1	1	633
07:30 AM	2	344	1	347	2	0	9	11	4	367	3	374	4	0	3	7	739
07:45 AM	4	281	4	289	2	0	1	3	7	330	0	337	4	0	1	5	634
08:00 AM	5	275	2	282	3	0	2	5	8	338	1	347	6	0	3	9	643
Total Volume	14	1142	8	1164	14	0	19	33	20	1403	7	1430	14	0	8	22	2649
% App. Total	1.2	98.1	0.7		42.4	0	57.6		1.4	98.1	0.5		63.6	0	36.4		
PHF	.700	.830	.500	.839	.500	.000	.528	.589	.625	.953	.583	.956	.583	.000	.667	.611	.896
Passenger Vehicles	8	1033	7	1048	13	0	15	28	15	1313	5	1333	14	0	7	21	2430
% Passenger Vehicles	57.1	90.5	87.5	90.0	92.9	0	78.9	84.8	75.0	93.6	71.4	93.2	100	0	87.5	95.5	91.7
Heavy Vehicles	3	109	1	113	1	0	4	5	0	90	2	92	0	0	1	1	211
% Heavy Vehicles	21.4	9.5	12.5	9.7	7.1	0	21.1	15.2	0	6.4	28.6	6.4	0	0	12.5	4.5	8.0
UTurns	3	0	0	3	0	0	0	0	5	0	0	5	0	0	0	0	8
% UTurns	21.4	0	0	0.3	0	0	0	0	25.0	0	0	0.3	0	0	0	0	0.3

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				06:30 AM				06:45 AM				09:30 AM			
+0 mins.	2	344	1	347	1	0	11	12	0	358	0	358	14	0	13	27
+15 mins.	4	281	4	289	4	0	12	16	1	327	1	329	14	1	14	29
+30 mins.	5	275	2	282	1	0	2	3	1	368	3	372	5	0	6	11
+45 mins.	3	286	2	291	7	0	7	14	4	367	3	374	17	1	10	28
Total Volume	14	1186	9	1209	13	0	32	45	6	1420	7	1433	50	2	43	95
% App. Total	1.2	98.1	0.7		28.9	0	71.1		0.4	99.1	0.5		52.6	2.1	45.3	
PHF	.700	.862	.563	.871	.464	.000	.667	.703	.375	.965	.583	.958	.735	.500	.768	.819
Passenger Vehicles	8	1069	8	1085	13	0	26	39	4	1343	5	1352	49	2	42	93
% Passenger Vehicles	57.1	90.1	88.9	89.7	100	0	81.2	86.7	66.7	94.6	71.4	94.3	98	100	97.7	97.9
Heavy Vehicles	1	117	1	119	0	0	6	6	0	77	2	79	1	0	1	2
% Heavy Vehicles	7.1	9.9	11.1	9.8	0	0	18.8	13.3	0	5.4	28.6	5.5	2	0	2.3	2.1
UTurns	5	0	0	5	0	0	0	0	2	0	0	2	0	0	0	0
% UTurns	35.7	0	0	0.4	0	0	0	0	33.3	0	0	0.1	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	13	370	6	389	2	1	2	5	5	384	2	391	4	1	4	9	794
05:00 PM	11	367	8	386	2	0	6	8	6	385	2	393	5	0	8	13	800
05:15 PM	11	392	4	407	3	0	7	10	6	423	1	430	7	0	5	12	859
05:30 PM	9	408	11	428	1	0	3	4	8	323	4	335	10	0	3	13	780
Total Volume	44	1537	29	1610	8	1	18	27	25	1515	9	1549	26	1	20	47	3233
% App. Total	2.7	95.5	1.8		29.6	3.7	66.7		1.6	97.8	0.6		55.3	2.1	42.6		
PHF	.846	.942	.659	.940	.667	.250	.643	.675	.781	.895	.563	.901	.650	.250	.625	.904	.941
Passenger Vehicles	35	1450	27	1512	6	1	18	25	10	1416	9	1435	26	1	18	45	3017
% Passenger Vehicles	79.5	94.3	93.1	93.9	75.0	100	100	92.6	40.0	93.5	100	92.6	100	100	90.0	95.7	93.3
Heavy Vehicles	2	87	2	91	2	0	0	2	0	99	0	99	0	0	2	2	194
% Heavy Vehicles	4.5	5.7	6.9	5.7	25.0	0	0	7.4	0	6.5	0	6.4	0	0	10.0	4.3	6.0
UTurns	7	0	0	7	0	0	0	0	15	0	0	15	0	0	0	0	22
% UTurns	15.9	0	0	0.4	0	0	0	0	60.0	0	0	1.0	0	0	0	0	0.7

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				03:15 PM				04:30 PM				03:15 PM			
+0 mins.	13	370	6	389	1	0	7	8	4	340	5	349	6	0	3	9
+15 mins.	11	367	8	386	4	0	8	12	5	384	2	391	7	1	9	17
+30 mins.	11	392	4	407	0	0	8	8	6	385	2	393	6	0	5	11
+45 mins.	9	408	11	428	1	0	5	6	6	423	1	430	11	1	6	18
Total Volume	44	1537	29	1610	6	0	28	34	21	1532	10	1563	30	2	23	55
% App. Total	2.7	95.5	1.8		17.6	0	82.4		1.3	98	0.6		54.5	3.6	41.8	
PHF	.846	.942	.659	.940	.375	.000	.875	.708	.875	.905	.500	.909	.682	.500	.639	.764
Passenger Vehicles	35	1450	27	1512	4	0	26	30	6	1438	10	1454	29	2	22	53

Intersection Turning Movement Count

% Passenger Vehicles	79.5	94.3	93.1	93.9	66.7	0	92.9	88.2	28.6	93.9	100	93	96.7	100	95.7	96.4
Heavy Vehicles	2	87	2	91	1	0	2	3	0	94	0	94	0	0	1	1
% Heavy Vehicles	4.5	5.7	6.9	5.7	16.7	0	7.1	8.8	0	6.1	0	6	0	0	4.3	1.8
UTurns	7	0	0	7	1	0	0	1	15	0	0	15	1	0	0	1
% UTurns	15.9	0	0	0.4	16.7	0	0	2.9	71.4	0	0	1	3.3	0	0	1.8

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Paradiselsland
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 27 Southbound				PARADISE ISLAND DRIVE Westbound				US 27 Northbound				SUNSHINE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	166	0	166	1	0	9	10	0	277	1	278	1	0	0	1	455
06:45 AM	3	179	3	185	4	0	12	16	0	337	0	337	2	0	3	5	543
Total	3	345	3	351	5	0	21	26	0	614	1	615	3	0	3	6	998
07:00 AM	0	232	3	235	1	0	1	2	1	314	1	316	1	0	4	5	558
07:15 AM	1	218	1	220	7	0	4	11	1	344	3	348	0	0	1	1	580
07:30 AM	2	311	1	314	2	0	8	10	2	348	1	351	4	0	3	7	682
07:45 AM	3	258	3	264	2	0	1	3	6	308	0	314	4	0	1	5	586
Total	6	1019	8	1033	12	0	14	26	10	1314	5	1329	9	0	9	18	2406
08:00 AM	2	246	2	250	2	0	2	4	6	313	1	320	6	0	2	8	582
08:15 AM	1	254	2	257	3	0	8	11	1	253	1	255	3	0	5	8	531
08:30 AM	4	233	1	238	1	0	10	11	2	238	1	241	6	0	0	6	496
08:45 AM	4	227	4	235	2	0	3	5	3	245	0	248	5	1	6	12	500
Total	11	960	9	980	8	0	23	31	12	1049	3	1064	20	1	13	34	2109
09:00 AM	1	185	5	191	2	0	4	6	4	221	0	225	2	0	3	5	427
09:15 AM	2	216	6	224	2	0	5	7	3	197	2	202	9	0	5	14	447
09:30 AM	5	218	6	229	1	0	4	5	4	218	1	223	13	0	13	26	483
09:45 AM	4	236	10	250	0	0	5	5	3	221	0	224	14	1	13	28	507
Total	12	855	27	894	5	0	18	23	14	857	3	874	38	1	34	73	1864
10:00 AM	3	295	6	304	1	0	3	4	6	243	0	249	5	0	6	11	568
10:15 AM	2	201	8	211	1	0	2	3	7	217	0	224	17	1	10	28	466
*** BREAK ***																	
Total	5	496	14	515	2	0	5	7	13	460	0	473	22	1	16	39	1034
*** BREAK ***																	
03:00 PM	7	307	3	317	4	0	1	5	6	283	1	290	3	0	3	6	618
03:15 PM	12	304	9	325	1	0	6	7	4	285	3	292	6	0	3	9	633
03:30 PM	9	331	11	351	3	0	8	11	3	281	2	286	7	1	8	16	664
03:45 PM	6	283	6	295	0	0	8	8	6	290	2	298	6	0	5	11	612
Total	34	1225	29	1288	8	0	23	31	19	1139	8	1166	22	1	19	42	2527
04:00 PM	4	319	8	331	0	0	4	4	5	277	3	285	10	1	6	17	637
04:15 PM	13	354	5	372	1	0	6	7	6	339	7	352	2	0	2	4	735
04:30 PM	5	317	5	327	4	0	2	6	1	323	5	329	2	0	7	9	671
04:45 PM	12	344	6	362	1	1	2	4	3	356	2	361	4	1	4	9	736
Total	34	1334	24	1392	6	1	14	21	15	1295	17	1327	18	2	19	39	2779
05:00 PM	9	348	7	364	2	0	6	8	0	364	2	366	5	0	8	13	751
05:15 PM	8	369	4	381	2	0	7	9	2	395	1	398	7	0	4	11	799
05:30 PM	6	389	10	405	1	0	3	4	5	301	4	310	10	0	2	12	731
05:45 PM	11	288	4	303	3	0	7	10	2	319	5	326	4	1	3	8	647
Total	34	1394	25	1453	8	0	23	31	9	1379	12	1400	26	1	17	44	2928
06:00 PM	8	288	3	299	4	0	2	6	4	255	4	263	3	0	2	5	573
06:15 PM	4	298	5	307	3	0	3	6	5	215	2	222	5	0	1	6	541
06:30 PM	3	277	7	287	3	0	4	7	6	204	2	212	4	1	2	7	513
06:45 PM	2	257	4	263	2	0	1	3	4	192	0	196	0	0	3	3	465
Total	17	1120	19	1156	12	0	10	22	19	866	8	893	12	1	8	21	2092
Grand Total	156	8748	158	9062	66	1	151	218	111	8973	57	9141	170	8	138	316	18737
Apprch %	1.7	96.5	1.7		30.3	0.5	69.3		1.2	98.2	0.6		53.8	2.5	43.7		
Total %	0.8	46.7	0.8	48.4	0.4	0	0.8	1.2	0.6	47.9	0.3	48.8	0.9	0	0.7	1.7	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Paradiselsland
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound				PARADISE ISLAND DRIVE Westbound				US 27 Northbound				SUNSHINE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	218	1	220	7	0	4	11	1	344	3	348	0	0	1	1	580
07:30 AM	2	311	1	314	2	0	8	10	2	348	1	351	4	0	3	7	682
07:45 AM	3	258	3	264	2	0	1	3	6	308	0	314	4	0	1	5	586
08:00 AM	2	246	2	250	2	0	2	4	6	313	1	320	6	0	2	8	582
Total Volume	8	1033	7	1048	13	0	15	28	15	1313	5	1333	14	0	7	21	2430
% App. Total	0.8	98.6	0.7		46.4	0	53.6		1.1	98.5	0.4		66.7	0	33.3		
PHF	.667	.830	.583	.834	.464	.000	.469	.636	.625	.943	.417	.949	.583	.000	.583	.656	.891

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				06:30 AM				06:45 AM				09:30 AM				
+0 mins.	2	311	1	314	1	0	9	10	0	337	0	337	13	0	13	26	
+15 mins.	3	258	3	264	4	0	12	16	1	314	1	316	14	1	13	28	
+30 mins.	2	246	2	250	1	0	1	2	1	344	3	348	5	0	6	11	
+45 mins.	1	254	2	257	7	0	4	11	2	348	1	351	17	1	10	28	
Total Volume	8	1069	8	1085	13	0	26	39	4	1343	5	1352	49	2	42	93	
% App. Total	0.7	98.5	0.7		33.3	0	66.7		0.3	99.3	0.4		52.7	2.2	45.2		
PHF	.667	.859	.667	.864	.464	.000	.542	.609	.500	.965	.417	.963	.721	.500	.808	.830	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	12	344	6	362	1	1	2	4	3	356	2	361	4	1	4	9	736
05:00 PM	9	348	7	364	2	0	6	8	0	364	2	366	5	0	8	13	751
05:15 PM	8	369	4	381	2	0	7	9	2	395	1	398	7	0	4	11	799
05:30 PM	6	389	10	405	1	0	3	4	5	301	4	310	10	0	2	12	731
Total Volume	35	1450	27	1512	6	1	18	25	10	1416	9	1435	26	1	18	45	3017
% App. Total	2.3	95.9	1.8		24	4	72		0.7	98.7	0.6		57.8	2.2	40		
PHF	.729	.932	.675	.933	.750	.250	.643	.694	.500	.896	.563	.901	.650	.250	.563	.865	.944

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				03:00 PM				04:30 PM				03:15 PM				
+0 mins.	12	344	6	362	4	0	1	5	1	323	5	329	6	0	3	9	
+15 mins.	9	348	7	364	1	0	6	7	3	356	2	361	7	1	8	16	
+30 mins.	8	369	4	381	3	0	8	11	0	364	2	366	6	0	5	11	
+45 mins.	6	389	10	405	0	0	8	8	2	395	1	398	10	1	6	17	
Total Volume	35	1450	27	1512	8	0	23	31	6	1438	10	1454	29	2	22	53	
% App. Total	2.3	95.9	1.8		25.8	0	74.2		0.4	98.9	0.7		54.7	3.8	41.5		
PHF	.729	.932	.675	.933	.500	.000	.719	.705	.500	.910	.500	.913	.725	.500	.688	.779	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Paradiselsland
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 27 Southbound				PARADISE ISLAND DRIVE Westbound				US 27 Northbound				SUNSHINE DRIVE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	31	0	31	0	0	2	2	0	18	0	18	0	0	0	0	51
06:45 AM	0	24	0	24	0	0	0	0	0	21	0	21	0	0	0	0	45
Total	0	55	0	55	0	0	2	2	0	39	0	39	0	0	0	0	96
07:00 AM	2	31	0	33	0	0	1	1	0	13	0	13	0	0	0	0	47
07:15 AM	2	24	0	26	0	0	3	3	0	24	0	24	0	0	0	0	53
07:30 AM	0	33	0	33	0	0	1	1	0	19	2	21	0	0	0	0	55
07:45 AM	0	23	1	24	0	0	0	0	0	22	0	22	0	0	0	0	46
Total	4	111	1	116	0	0	5	5	0	78	2	80	0	0	0	0	201
08:00 AM	1	29	0	30	1	0	0	1	0	25	0	25	0	0	1	1	57
08:15 AM	0	32	0	32	0	0	0	0	0	26	0	26	0	0	0	0	58
08:30 AM	0	25	0	25	0	0	0	0	0	22	0	22	0	0	0	0	47
08:45 AM	0	31	0	31	0	0	0	0	0	25	0	25	0	0	0	0	56
Total	1	117	0	118	1	0	0	1	0	98	0	98	0	0	1	1	218
09:00 AM	0	24	1	25	0	0	0	0	0	28	0	28	0	0	0	0	53
09:15 AM	0	27	1	28	0	0	0	0	0	33	0	33	0	0	0	0	61
09:30 AM	0	23	0	23	0	0	0	0	1	40	0	41	1	0	0	1	65
09:45 AM	0	34	0	34	0	0	0	0	0	26	0	26	0	0	1	1	61
Total	0	108	2	110	0	0	0	0	1	127	0	128	1	0	1	2	240
10:00 AM	0	42	1	43	0	0	0	0	1	33	0	34	0	0	0	0	77
10:15 AM	0	18	0	18	0	0	0	0	0	17	0	17	0	0	0	0	35
*** BREAK ***																	
Total	0	60	1	61	0	0	0	0	1	50	0	51	0	0	0	0	112
*** BREAK ***																	
03:00 PM	0	18	0	18	0	0	0	0	0	32	0	32	0	0	0	0	50
03:15 PM	1	20	0	21	0	0	1	1	0	24	0	24	0	0	0	0	46
03:30 PM	0	22	0	22	0	0	0	0	0	30	1	31	0	0	1	1	54
03:45 PM	0	22	0	22	0	0	0	0	0	25	0	25	0	0	0	0	47
Total	1	82	0	83	0	0	1	1	0	111	1	112	0	0	1	1	197
04:00 PM	2	20	0	22	1	0	1	2	0	40	0	40	0	0	0	0	64
04:15 PM	0	26	0	26	0	0	1	1	0	28	0	28	0	0	0	0	55
04:30 PM	0	21	0	21	0	0	0	0	0	17	0	17	0	0	0	0	38
04:45 PM	1	26	0	27	1	0	0	1	0	28	0	28	0	0	0	0	56
Total	3	93	0	96	2	0	2	4	0	113	0	113	0	0	0	0	213
05:00 PM	1	19	1	21	0	0	0	0	0	21	0	21	0	0	0	0	42
05:15 PM	0	23	0	23	1	0	0	1	0	28	0	28	0	0	1	1	53
05:30 PM	0	19	1	20	0	0	0	0	0	22	0	22	0	0	1	1	43
05:45 PM	0	26	0	26	0	0	0	0	0	27	0	27	1	0	0	1	54
Total	1	87	2	90	1	0	0	1	0	98	0	98	1	0	2	3	192
06:00 PM	0	15	1	16	0	0	0	0	0	23	0	23	1	0	0	1	40
06:15 PM	0	18	0	18	0	0	0	0	0	19	0	19	0	0	0	0	37
06:30 PM	0	15	0	15	0	0	0	0	1	21	0	22	0	0	0	0	37
06:45 PM	0	8	0	8	0	0	0	0	0	14	0	14	1	0	0	1	23
Total	0	56	1	57	0	0	0	0	1	77	0	78	2	0	0	2	137
Grand Total	10	769	7	786	4	0	10	14	3	791	3	797	4	0	5	9	1606
Apprch %	1.3	97.8	0.9		28.6	0	71.4		0.4	99.2	0.4		44.4	0	55.6		
Total %	0.6	47.9	0.4	48.9	0.2	0	0.6	0.9	0.2	49.3	0.2	49.6	0.2	0	0.3	0.6	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Paradiselsland
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound				PARADISE ISLAND DRIVE Westbound				US 27 Northbound				SUNSHINE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15 AM																	
09:15 AM	0	27	1	28	0	0	0	0	0	33	0	33	0	0	0	0	61
09:30 AM	0	23	0	23	0	0	0	0	1	40	0	41	1	0	0	1	65
09:45 AM	0	34	0	34	0	0	0	0	0	26	0	26	0	0	1	1	61
10:00 AM	0	42	1	43	0	0	0	0	1	33	0	34	0	0	0	0	77
Total Volume	0	126	2	128	0	0	0	0	2	132	0	134	1	0	1	2	264
% App. Total	0	98.4	1.6		0	0	0		1.5	98.5	0		50	0	50		
PHF	.000	.750	.500	.744	.000	.000	.000	.000	.500	.825	.000	.817	.250	.000	.250	.500	.857

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM				06:30 AM				09:15 AM				09:00 AM				
+0 mins.	0	27	1	28	0	0	2	2	0	33	0	33	0	0	0	0	
+15 mins.	0	23	0	23	0	0	0	0	1	40	0	41	0	0	0	0	
+30 mins.	0	34	0	34	0	0	1	1	0	26	0	26	1	0	0	1	
+45 mins.	0	42	1	43	0	0	3	3	1	33	0	34	0	0	1	1	
Total Volume	0	126	2	128	0	0	6	6	2	132	0	134	1	0	1	2	
% App. Total	0	98.4	1.6		0	0	100		1.5	98.5	0		50	0	50		
PHF	.000	.750	.500	.744	.000	.000	.500	.500	.500	.825	.000	.817	.250	.000	.250	.500	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	22	0	22	0	0	0	0	0	30	1	31	0	0	1	1	54
03:45 PM	0	22	0	22	0	0	0	0	0	25	0	25	0	0	0	0	47
04:00 PM	2	20	0	22	1	0	1	2	0	40	0	40	0	0	0	0	64
04:15 PM	0	26	0	26	0	0	1	1	0	28	0	28	0	0	0	0	55
Total Volume	2	90	0	92	1	0	2	3	0	123	1	124	0	0	1	1	220
% App. Total	2.2	97.8	0		33.3	0	66.7		0	99.2	0.8		0	0	100		
PHF	.250	.865	.000	.885	.250	.000	.500	.375	.000	.769	.250	.775	.000	.000	.250	.250	.859

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				03:30 PM				05:15 PM				
+0 mins.	2	20	0	22	1	0	1	2	0	30	1	31	0	0	1	1	
+15 mins.	0	26	0	26	0	0	1	1	0	25	0	25	0	0	1	1	
+30 mins.	0	21	0	21	0	0	0	0	0	40	0	40	1	0	0	1	
+45 mins.	1	26	0	27	1	0	0	1	0	28	0	28	1	0	0	1	
Total Volume	3	93	0	96	2	0	2	4	0	123	1	124	2	0	2	4	
% App. Total	3.1	96.9	0		50	0	50		0	99.2	0.8		50	0	50		
PHF	.375	.894	.000	.889	.500	.000	.500	.500	.000	.769	.250	.775	.500	.000	.500	1.000	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Paradiselsland
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound				PARADISE ISLAND DRIVE Westbound				US 27 Northbound				SUNSHINE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
07:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
07:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	3	0	0	3	0	0	0	0	5
08:00 AM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
08:15 AM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
08:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
08:45 AM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total	6	0	0	6	1	0	0	1	5	0	0	5	0	0	0	0	12
*** BREAK ***																	
09:15 AM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
09:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
09:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	7
10:00 AM	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	8
10:15 AM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
*** BREAK ***																	
Total	6	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	12
*** BREAK ***																	
03:00 PM	2	0	0	2	0	0	0	0	4	0	0	4	0	0	0	0	6
03:15 PM	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	6
03:30 PM	2	0	0	2	1	0	0	1	3	0	0	3	0	0	0	0	6
03:45 PM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
Total	9	0	0	9	1	0	0	1	12	0	0	12	0	0	0	0	22
04:00 PM	1	0	0	1	0	0	0	0	4	0	0	4	1	0	0	1	6
04:15 PM	1	0	0	1	0	0	0	0	4	0	0	4	0	0	0	0	5
04:30 PM	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	7
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	6	0	0	6	0	0	0	0	13	0	0	13	1	0	0	1	20
05:00 PM	1	0	0	1	0	0	0	0	6	0	0	6	0	0	0	0	7
05:15 PM	3	0	0	3	0	0	0	0	4	0	0	4	0	0	0	0	7
05:30 PM	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	6
05:45 PM	1	0	0	1	1	0	0	1	2	0	0	2	0	0	0	0	4
Total	8	0	0	8	1	0	0	1	15	0	0	15	0	0	0	0	24
06:00 PM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
06:15 PM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	3	0	0	3	0	0	0	0	4	0	0	4	0	0	0	0	7
Grand Total	48	0	0	48	3	0	0	3	61	0	0	61	1	0	0	1	113
Apprch %	100	0	0		100	0	0		100	0	0		100	0	0		
Total %	42.5	0	0	42.5	2.7	0	0	2.7	54	0	0	54	0.9	0	0	0.9	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Paradiselsland
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound				PARADISE ISLAND DRIVE Westbound				US 27 Northbound				SUNSHINE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:30 AM																	
09:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
09:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
10:00 AM	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	8
10:15 AM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
Total Volume	8	0	0	8	0	0	0	0	8	0	0	8	0	0	0	0	16
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM				07:45 AM				09:30 AM				06:30 AM				
+0 mins.	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	
+15 mins.	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	
+30 mins.	1	0	0	1	0	0	0	0	4	0	0	4	0	0	0	0	
+45 mins.	4	0	0	4	1	0	0	1	2	0	0	2	0	0	0	0	
Total Volume	8	0	0	8	1	0	0	1	8	0	0	8	0	0	0	0	
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	1	0	0	1	0	0	0	0	6	0	0	6	0	0	0	0	7
05:15 PM	3	0	0	3	0	0	0	0	4	0	0	4	0	0	0	0	7
05:30 PM	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	6
05:45 PM	1	0	0	1	1	0	0	1	2	0	0	2	0	0	0	0	4
Total Volume	8	0	0	8	1	0	0	1	15	0	0	15	0	0	0	0	24
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0		
PHF	.667	.000	.000	.667	.250	.000	.000	.250	.625	.000	.000	.625	.000	.000	.000	.000	.857

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				04:15 PM				03:15 PM				
+0 mins.	2	0	0	2	0	0	0	0	4	0	0	4	0	0	0	0	
+15 mins.	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	
+30 mins.	2	0	0	2	1	0	0	1	2	0	0	2	0	0	0	0	
+45 mins.	2	0	0	2	0	0	0	0	6	0	0	6	1	0	0	1	
Total Volume	9	0	0	9	1	0	0	1	15	0	0	15	1	0	0	1	
% App. Total	100	0	0		100	0	0		100	0	0		100	0	0		
PHF	.750	.000	.000	.750	.250	.000	.000	.250	.625	.000	.000	.625	.250	.000	.000	.250	

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Winter Haven
 INTERSECTING ROUTE: SR 544 (Lucerne Park Road/Scenic Highway)
 DATE OF COUNT: 3/31/16
 ROAD CONDITION: Good
 EAST APPROACH: SR 544 (Scenic Highway)
 WEST APPROACH: SR 544 (Lucerne Park Road)
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 1:45 PM - 5:45 PM

COUNTY: Polk
 MILEPOST: 13.233
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	28	296	5	5	334	0	27	170	44	29	270	604	0	83	24	16	8	131	0	15	64	16	15	110	241	845
7:15 AM	0	31	271	6	11	319	1	24	226	68	25	344	663	0	104	39	24	7	174	0	18	48	22	10	98	272	935
7:30 AM	0	59	254	4	11	328	1	22	214	81	27	345	673	0	85	30	31	4	150	0	28	75	19	10	132	282	955
7:45 AM	0	60	286	11	12	369	5	25	196	79	41	346	715	0	90	39	41	1	171	0	27	65	16	4	112	283	998
Total	0	178	1,107	26	39	1,350	7	98	806	272	122	1,305	2,655	0	362	132	112	20	626	0	88	252	73	39	452	1,078	3,733
8:00 AM	0	39	266	2	10	317	2	14	220	29	51	316	633	0	95	34	22	7	158	0	22	62	12	14	110	268	901
8:15 AM	0	32	291	7	8	338	2	21	179	37	53	292	630	0	79	32	17	4	132	0	15	53	13	8	89	221	851
8:30 AM	0	19	237	3	11	270	2	25	202	36	60	325	595	0	79	31	24	6	140	0	15	57	14	18	104	244	839
8:45 AM	0	26	264	8	7	305	6	28	233	27	33	327	632	0	74	30	16	1	121	0	14	33	8	10	65	186	818
Total	0	116	1,058	20	36	1,230	12	88	834	129	197	1,260	2,490	0	327	127	79	18	551	0	66	205	47	50	368	919	3,409
11:00 AM	0	20	241	3	5	269	5	14	298	47	41	405	674	0	100	32	14	11	157	0	9	30	11	13	63	220	894
11:15 AM	0	33	221	3	9	266	6	13	226	62	48	355	621	0	112	23	9	14	158	0	13	33	17	9	72	230	851
11:30 AM	0	21	256	4	15	296	3	22	235	38	47	345	641	0	101	34	6	17	158	0	10	42	22	3	77	235	876
11:45 AM	0	27	241	7	8	283	6	15	249	32	50	352	635	0	100	29	10	17	156	0	13	25	21	3	62	218	853
Total	0	101	959	17	37	1,114	20	64	1,008	179	186	1,457	2,571	0	413	118	39	59	629	0	45	130	71	28	274	903	3,474
12:00 PM	0	30	209	6	12	257	5	14	227	29	63	338	595	0	89	37	14	18	158	0	21	48	21	12	102	260	855
12:15 PM	0	21	236	3	11	271	3	18	214	31	46	312	583	0	85	36	13	19	153	0	11	30	20	8	69	222	805
12:30 PM	0	33	226	8	11	278	4	26	216	40	55	341	619	0	83	23	5	20	131	0	19	30	15	7	71	202	821
12:45 PM	0	24	241	7	12	284	3	11	224	29	49	316	600	0	94	16	11	27	148	0	14	20	16	11	61	209	809
Total	0	108	912	24	46	1,090	15	69	881	129	213	1,307	2,397	0	351	112	43	84	590	0	65	128	72	38	303	893	3,290
1:45 PM	0	26	236	8	8	278	4	22	245	34	52	357	635	0	116	43	20	16	195	0	23	39	18	7	87	282	917
Total	0	26	236	8	8	278	4	22	245	34	52	357	635	0	116	43	20	16	195	0	23	39	18	7	87	282	917
2:00 PM	0	29	275	12	13	329	3	21	280	37	52	393	722	0	131	53	31	35	250	0	17	37	9	6	69	319	1,041
2:15 PM	0	29	263	10	9	311	3	15	259	57	48	382	693	0	114	45	11	27	197	0	25	43	21	3	92	289	982
2:30 PM	0	28	241	10	14	293	6	21	263	57	31	378	671	0	100	45	12	26	183	0	16	45	9	10	80	263	934
2:45 PM	0	22	268	4	11	305	8	26	243	53	66	396	701	0	110	44	31	4	189	0	24	42	12	8	86	275	976
Total	0	108	1,047	36	47	1,238	20	83	1,045	204	197	1,549	2,787	0	455	187	85	92	819	0	82	167	51	27	327	1,146	3,933
3:00 PM	1	32	252	9	8	302	5	23	220	52	58	358	660	0	104	34	28	14	180	0	24	53	13	6	96	276	936
3:15 PM	0	39	285	6	18	348	5	13	275	50	51	394	742	0	76	43	22	5	146	0	33	44	10	11	98	244	986
3:30 PM	0	38	233	9	12	292	6	24	301	58	38	427	719	0	102	48	34	4	188	0	25	55	9	6	95	283	1,002
3:45 PM	0	34	258	11	10	313	2	21	225	31	60	339	652	0	109	49	17	15	190	0	20	36	9	19	84	274	926
Total	1	143	1,028	35	48	1,255	18	81	1,021	191	207	1,518	2,773	0	391	174	101	38	704	0	102	188	41	42	373	1,077	3,850
4:00 PM	1	40	261	8	11	321	4	24	272	60	50	410	731	0	84	29	13	18	144	0	18	40	8	12	78	222	953
4:15 PM	0	31	261	7	16	315	3	34	311	42	60	450	765	0	99	41	9	25	174	0	30	35	11	14	90	264	1,029
4:30 PM	0	18	316	9	10	353	6	20	273	47	59	405	758	0	90	54	8	27	179	0	20	34	9	8	71	250	1,008
4:45 PM	0	34	278	11	17	340	2	24	305	48	56	435	775	0	106	35	14	16	171	0	21	29	9	19	78	249	1,024
Total	1	123	1,116	35	54	1,329	15	102	1,161	197	225	1,700	3,029	0	379	159	44	86	668	0	89	138	37	53	317	985	4,014
5:00 PM	0	44	293	10	12	359	3	27	307	59	56	452	811	0	89	52	21	7	169	0	30	27	20	7	84	253	1,064
5:15 PM	0	29	249	8	21	307	4	31	287	44	51	417	724	0	91	56	20	12	179	0	14	42	10	13	79	258	982
5:30 PM	0	41	275	11	17	344	3	35	320	62	46	466	810	0	95	49	25	4	173	0	19	46	9	3	77	250	1,060
Total	0	114	817	29	50	1,010	10	93	914	165	153	1,335	2,345	0	275	157	66	23	521	0	63	115	39	23	240	761	3,106

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Winter Haven
 INTERSECTING ROUTE: SR 544 (Lucerne Park Road/Scenic Highway)
 DATE OF COUNT: 3/31/16
 ROAD CONDITION: Good
 EAST APPROACH: SR 544 (Scenic Highway)
 WEST APPROACH: SR 544 (Lucerne Park Road)
 COUNT PERIODS: 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 1:45 PM - 5:45 PM

COUNTY: Polk
 MILEPOST: 13.233
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

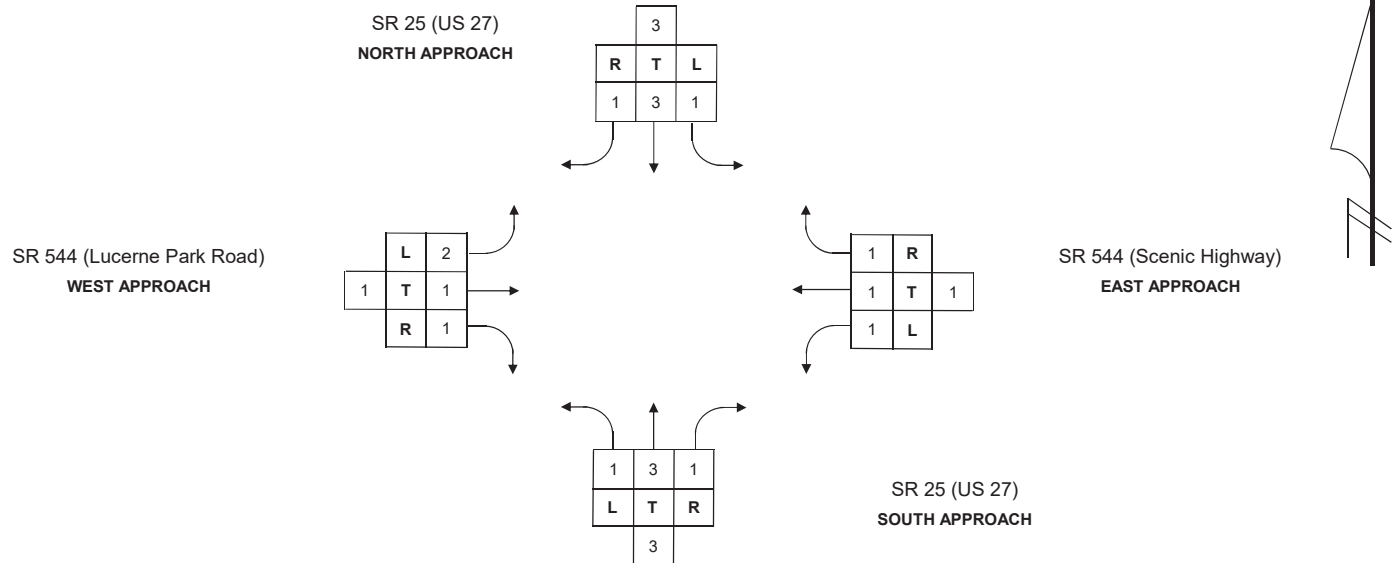
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	3	14	0	0	17	0	4	17	1	2	24	41	0	3	1	1	0	5	0	4	1	5	0	10	15	56
7:15 AM	0	5	21	0	0	26	0	3	19	2	6	30	56	0	6	3	1	0	10	0	0	2	3	0	5	15	71
7:30 AM	0	7	18	0	1	26	0	3	22	4	0	29	55	0	6	1	3	0	10	0	0	4	6	0	10	20	75
7:45 AM	0	3	18	1	2	24	1	2	27	6	2	38	62	0	4	0	1	0	5	0	0	4	3	0	7	12	74
Total	0	18	71	1	3	93	1	12	85	13	10	121	214	0	19	5	6	0	30	0	4	11	17	0	32	62	276
8:00 AM	0	6	22	0	1	29	0	0	31	1	3	35	64	0	9	2	1	0	12	0	1	1	1	0	3	15	79
8:15 AM	0	0	32	2	1	35	0	2	17	8	8	35	70	0	9	0	1	0	10	0	1	1	2	1	5	15	85
8:30 AM	0	1	27	0	0	28	0	6	21	2	8	37	65	0	6	5	5	0	16	0	4	3	2	1	10	26	91
8:45 AM	0	3	41	0	2	46	1	6	32	3	4	46	92	0	10	2	4	0	16	0	3	2	2	2	9	25	117
Total	0	10	122	2	4	138	1	14	101	14	23	153	291	0	34	9	11	0	54	0	9	7	7	4	27	81	372
11:00 AM	0	1	28	0	1	30	0	7	36	5	4	52	82	0	3	5	2	2	12	0	0	3	3	2	8	20	102
11:15 AM	0	3	27	0	0	30	0	5	27	4	5	41	71	0	13	1	1	1	16	0	1	4	6	2	13	29	100
11:30 AM	0	2	23	0	2	27	0	4	29	5	3	41	68	0	8	3	0	2	13	0	2	4	8	0	14	27	95
11:45 AM	0	0	46	1	1	48	0	4	24	3	5	36	84	0	10	1	0	0	11	0	0	3	1	2	6	17	101
Total	0	6	124	1	4	135	0	20	116	17	17	170	305	0	34	10	3	5	52	0	3	14	18	6	41	93	398
12:00 PM	0	0	27	0	1	28	0	2	23	1	2	28	56	0	9	2	1	3	15	0	0	4	4	1	9	24	80
12:15 PM	0	2	44	0	2	48	0	7	27	3	4	41	89	0	10	6	1	0	17	0	0	1	4	2	7	24	113
12:30 PM	0	4	36	0	1	41	1	1	28	3	3	36	77	0	9	3	1	3	16	0	3	0	3	0	6	22	99
12:45 PM	0	2	37	0	0	39	0	2	18	1	6	27	66	0	7	2	1	2	12	0	2	3	2	2	9	21	87
Total	0	8	144	0	4	156	1	12	96	8	15	132	288	0	35	13	4	8	60	0	5	8	13	5	31	91	379
1:45 PM	0	3	32	2	0	37	0	3	28	0	2	33	70	0	11	5	0	0	16	0	0	6	3	0	9	25	95
Total	0	3	32	2	0	37	0	3	28	0	2	33	70	0	11	5	0	0	16	0	0	6	3	0	9	25	95
2:00 PM	0	1	36	0	1	38	0	5	32	7	1	45	83	0	10	5	3	0	18	0	1	2	1	0	4	22	105
2:15 PM	0	0	30	1	0	31	0	1	24	5	1	31	62	0	10	3	2	0	15	0	0	6	2	0	8	23	85
2:30 PM	0	5	33	1	0	39	0	3	27	4	4	38	77	0	4	4	1	3	12	0	0	3	1	0	4	16	93
2:45 PM	0	0	32	0	0	32	0	1	28	3	1	33	65	0	6	3	1	1	11	0	2	6	2	0	10	21	86
Total	0	6	131	2	1	140	0	10	111	19	7	147	287	0	30	15	7	4	56	0	3	17	6	0	26	82	369
3:00 PM	0	1	23	0	1	25	0	0	27	9	7	43	68	0	4	3	1	1	9	0	0	5	4	0	9	18	86
3:15 PM	0	1	31	0	1	33	0	2	22	8	4	36	69	0	4	1	3	0	8	0	0	0	2	0	2	10	79
3:30 PM	0	3	19	0	2	24	1	7	18	5	1	32	56	0	8	1	0	0	9	0	2	2	2	1	7	16	72
3:45 PM	0	2	28	1	1	32	0	1	17	2	5	25	57	0	5	2	1	0	8	0	3	3	1	2	9	17	74
Total	0	7	101	1	5	114	1	10	84	24	17	136	250	0	21	7	5	1	34	0	5	10	9	3	27	61	311
4:00 PM	1	1	24	2	0	28	1	3	28	4	4	40	68	0	3	0	2	2	7	0	0	3	1	0	4	11	79
4:15 PM	0	5	19	0	2	26	0	1	13	3	3	20	46	0	7	1	1	0	9	0	0	0	3	1	4	13	59
4:30 PM	0	1	35	0	0	36	0	2	17	6	3	28	64	0	9	3	1	1	14	0	2	3	2	3	10	24	88
4:45 PM	0	0	19	1	1	21	0	3	19	3	9	34	55	0	9	0	0	2	11	0	1	0	1	3	5	16	71
Total	1	7	97	3	3	111	1	9	77	16	19	122	233	0	28	4	4	5	41	0	3	6	7	7	23	64	297
5:00 PM	0	0	20	0	1	21	0	5	19	4	2	30	51	0	3	0	0	0	3	0	0	0	5	2	7	10	61
5:15 PM	0	0	23	0	0	23	0	0	16	2	2	20	43	0	5	0	3	0	8	0	0	1	2	0	3	11	54
5:30 PM	0	0	18	0	1	19	0	1	20	3	4	28	47	0	4	0	1	0	5	0	1	0	0	1	2	7	54
Total	0	0	61	0	2	63	0	6	55	9	8	78	141	0	12	0	4	0	16	0	1	1	7	3	12	28	169

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Winter Haven	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	SR 544 (Lucerne Park Road/Scenic Highway)	MILEPOST:	13.233
OBSERVER:	FDA	DATE:	3/31/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/6/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7:00 - 8:00	0	178	1,107	26	39	1,350	7	98	806	272	122	1,305	2,655	0	362	132	112	20	626	0	88	252	73	39	452	1,078
8:00 - 9:00	0	116	1,058	20	36	1,230	12	88	834	129	197	1,260	2,490	0	327	127	79	18	551	0	66	205	47	50	368	919
11:00 - 12:00	0	101	959	17	37	1,114	20	64	1,008	179	186	1,457	2,571	0	413	118	39	59	629	0	45	130	71	28	274	903
12:00 - 13:00	0	108	912	24	46	1,090	15	69	881	129	213	1,307	2,397	0	351	112	43	84	590	0	65	128	72	38	303	893
13:45 - 1400	0	26	236	8	8	278	4	22	245	34	52	357	635	0	116	43	20	16	195	0	23	39	18	7	87	282
14:00 - 15:00	0	108	1,047	36	47	1,238	20	83	1,045	204	197	1,549	2,787	0	455	187	85	92	819	0	82	167	51	27	327	1,146
15:00 - 16:00	1	143	1,028	35	48	1,255	18	81	1,021	191	207	1,518	2,773	0	391	174	101	38	704	0	102	188	41	42	373	1,077
16:00 - 17:00	1	123	1,116	35	54	1,329	15	102	1,161	197	225	1,700	3,029	0	379	159	44	86	668	0	89	138	37	53	317	985
17:00 - 17:45	0	114	817	29	50	1,010	10	93	914	165	153	1,335	2,345	0	275	157	66	23	521	0	63	115	39	23	240	761
TOTAL	2	1,017	8,280	230	365	9,894	121	700	7,915	1,500	1,552	11,788	21,682	0	3,069	1,209	589	436	5,303	0	623	1,362	449	307	2,741	8,044

Percentage	0.0%	10.3%	83.7%	2.3%	3.7%	100.0%	1.0%	5.9%	67.1%	12.7%	13.2%	100.0%	N/A	0.0%	57.9%	22.8%	11.1%	8.2%	100.0%	0.0%	22.7%	49.7%	16.4%	11.2%	100.0%	N/A
Maximum	1	178	1,116	36	54	1,350	20	102	1,161	272	225	1,700	3,029	0	455	187	112	92	819	0	102	252	73	53	452	1,146
Minimum	1	26	236	8	8	278	4	22	245	34	52	357	635	0	116	43	20	16	195	0	23	39	18	7	87	282
Total Heavy Veh	66		883	12	26	987	101		753	120	118	1,092	2,079	224		68	44	23	359	33		80	87	28	228	587
% Heavy Veh	6.5%		10.7%	6.4%		10.0%	12.3%		9.5%	7.8%		9.3%	9.6%	7.3%		5.6%	6.5%		6.8%	5.3%		5.9%	15.2%		8.3%	7.3%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 13.233
COUNT HOURS 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 1:45 PM - 5:45 PM

CITY Winter Haven
INTERSECTING ROUTE SR 544 (Lucerne Park Road/Scenic Highway)
DATE OF COUNT 3/31/16
WEATHER Good
COMPLETED BY DL
DATE 6/6/16

SR 25 (US 27)

7:00 - 8:00	8:00 - 9:00	11:00 - 12:00	12:00 - 13:00	13:45 - 1400	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 17:45	Total
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

NORTH APPROACH

SR 544 (Lucerne Park Road)

7:00 - 8:00	0	0	0
8:00 - 9:00	0	0	0
11:00 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:45 - 1400	0	0	0
14:00 - 15:00	0	0	0
15:00 - 16:00	0	0	0
16:00 - 17:00	0	0	0
17:00 - 18:00	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

SR 544 (Scenic Highway)

7:00 - 8:00	0	0	0
8:00 - 9:00	0	0	0
11:00 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:45 - 1400	0	0	0
14:00 - 15:00	0	0	0
15:00 - 16:00	0	0	0
16:00 - 17:00	0	0	0
17:00 - 18:00	0	0	0
Total	0	0	0

SOUTH APPROACH

7:00 - 8:00	8:00 - 9:00	11:00 - 12:00	12:00 - 13:00	13:45 - 1400	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 17:45	Total
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	1	0	1

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 13.233
COUNT HOURS 7:00 AM - 9:00 AM, 11:00 AM - 1:00 PM, 1:45 PM - 5:45 PM

CITY Winter Haven
INTERSECTING ROUTE SR 544 (Lucerne Park Road/Scenic Highway)
DATE OF COUNT 3/31/16
WEATHER Good
COMPLETED BY DL
DATE 6/6/16

SR 25 (US 27)

7:00 - 8:00	8:00 - 9:00	11:00 - 12:00	12:00 - 13:00	13:45 - 1400	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 17:45	Total
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

NORTH APPROACH

SR 544 (Lucerne Park Road)

7:00 - 8:00	0	0	0
8:00 - 9:00	0	0	0
11:00 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:45 - 1400	0	0	0
14:00 - 15:00	0	0	0
15:00 - 16:00	0	0	0
16:00 - 17:00	0	0	0
17:00 - 18:00	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

7:00 - 8:00	0	0	0
8:00 - 9:00	0	0	0
11:00 - 12:00	0	0	0
12:00 - 13:00	0	0	0
13:45 - 1400	0	0	0
14:00 - 15:00	0	0	0
15:00 - 16:00	0	0	0
16:00 - 17:00	0	0	0
17:00 - 18:00	0	0	0
Total	0	0	0

SR 544 (Scenic Highway)

SOUTH APPROACH

7:00 - 8:00	8:00 - 9:00	11:00 - 12:00	12:00 - 13:00	13:45 - 1400	14:00 - 15:00	15:00 - 16:00	16:00 - 17:00	17:00 - 17:45	Total
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0

SR 25 (US 27)

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Johnson
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns																	
	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	5	247	0	252	1	0	6	7	5	429	1	435	0	0	0	0	694
06:45 AM	2	274	1	277	1	0	11	12	10	426	4	440	0	0	2	2	731
Total	7	521	1	529	2	0	17	19	15	855	5	875	0	0	2	2	1425
07:00 AM	9	292	0	301	3	0	9	12	10	423	4	437	0	1	5	6	756
07:15 AM	5	309	1	315	1	1	7	9	4	439	1	444	0	0	4	4	772
07:30 AM	5	371	1	377	1	0	7	8	14	427	2	443	0	0	3	3	831
07:45 AM	9	381	0	390	1	0	9	10	18	460	1	479	0	0	5	5	884
Total	28	1353	2	1383	6	1	32	39	46	1749	8	1803	0	1	17	18	3243
08:00 AM	7	265	1	273	2	0	3	5	17	413	2	432	1	0	6	7	717
08:15 AM	15	421	0	436	3	0	13	16	6	383	0	389	0	0	5	5	846
08:30 AM	9	345	2	356	3	0	7	10	4	371	2	377	0	0	5	5	748
08:45 AM	10	322	0	332	3	2	9	14	5	446	2	453	0	0	3	3	802
Total	41	1353	3	1397	11	2	32	45	32	1613	6	1651	1	0	19	20	3113
09:00 AM	19	305	0	324	5	0	12	17	17	412	2	431	0	0	5	5	777
09:15 AM	14	315	1	330	4	0	13	17	10	382	2	394	0	0	8	8	749
09:30 AM	16	351	2	369	2	0	9	11	12	379	1	392	0	0	7	7	779
09:45 AM	20	387	2	409	3	0	6	9	7	393	1	401	0	0	6	6	825
Total	69	1358	5	1432	14	0	40	54	46	1566	6	1618	0	0	26	26	3130
10:00 AM	12	377	1	390	1	0	10	11	8	407	4	419	0	0	12	12	832
10:15 AM	14	336	0	350	2	0	5	7	9	380	0	389	0	0	10	10	756
*** BREAK ***																	
Total	26	713	1	740	3	0	15	18	17	787	4	808	0	0	22	22	1588
*** BREAK ***																	
03:00 PM	20	441	0	461	1	0	9	10	22	397	3	422	0	0	10	10	903
03:15 PM	16	449	1	466	2	0	10	12	18	470	2	490	1	0	6	7	975
03:30 PM	11	448	1	460	0	0	7	7	17	428	19	464	0	1	11	12	943
03:45 PM	8	431	0	439	1	0	8	9	10	447	6	463	1	0	10	11	922
Total	55	1769	2	1826	4	0	34	38	67	1742	30	1839	2	1	37	40	3743
04:00 PM	10	452	0	462	2	0	10	12	11	438	5	454	0	0	4	4	932
04:15 PM	11	408	0	419	1	0	15	16	10	435	4	449	1	0	6	7	891
04:30 PM	16	514	2	532	1	0	6	7	9	484	4	497	0	0	13	13	1049
04:45 PM	17	514	2	533	0	0	8	8	9	518	3	530	2	0	4	6	1077
Total	54	1888	4	1946	4	0	39	43	39	1875	16	1930	3	0	27	30	3949
05:00 PM	17	531	3	551	0	0	10	10	11	511	0	522	2	0	18	20	1103
05:15 PM	9	531	0	540	2	0	10	12	11	558	1	570	0	0	9	9	1131
05:30 PM	17	531	3	551	1	0	9	10	9	471	2	482	0	0	5	5	1048
05:45 PM	19	496	0	515	0	0	6	6	15	428	0	443	1	0	4	5	969
Total	62	2089	6	2157	3	0	35	38	46	1968	3	2017	3	0	36	39	4251

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Johnson
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	17	456	0	473	1	0	4	5	8	416	0	424	0	0	2	2	904
06:15 PM	14	471	1	486	0	0	9	9	3	339	0	342	1	0	6	7	844
06:30 PM	20	468	1	489	0	0	4	4	7	296	5	308	0	0	3	3	804
06:45 PM	19	413	0	432	1	0	0	1	6	256	3	265	1	0	0	1	699
Total	70	1808	2	1880	2	0	17	19	24	1307	8	1339	2	0	11	13	3251
Grand Total	412	12852	26	13290	49	3	261	313	332	13462	86	13880	11	2	197	210	27693
Apprch %	3.1	96.7	0.2		15.7	1	83.4		2.4	97	0.6		5.2	1	93.8		
Total %	1.5	46.4	0.1	48	0.2	0	0.9	1.1	1.2	48.6	0.3	50.1	0	0	0.7	0.8	
Passenger Vehicles	242	11835	26	12103	43	3	235	281	292	12359	73	12724	8	2	191	201	25309
% Passenger Vehicles	58.7	92.1	100	91.1	87.8	100	90	89.8	88	91.8	84.9	91.7	72.7	100	97	95.7	91.4
Heavy Vehicles	14	1017	0	1031	6	0	26	32	13	1103	13	1129	3	0	6	9	2201
% Heavy Vehicles	3.4	7.9	0	7.8	12.2	0	10	10.2	3.9	8.2	15.1	8.1	27.3	0	3	4.3	7.9
UTurns	156	0	0	156	0	0	0	0	27	0	0	27	0	0	0	0	183
% UTurns	37.9	0	0	1.2	0	0	0	0	8.1	0	0	0.2	0	0	0	0	0.7

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	371	1	377	1	0	7	8	14	427	2	443	0	0	3	3	831
07:45 AM	9	381	0	390	1	0	9	10	18	460	1	479	0	0	5	5	884
08:00 AM	7	265	1	273	2	0	3	5	17	413	2	432	1	0	6	7	717
08:15 AM	15	421	0	436	3	0	13	16	6	383	0	389	0	0	5	5	846
Total Volume	36	1438	2	1476	7	0	32	39	55	1683	5	1743	1	0	19	20	3278
% App. Total	2.4	97.4	0.1		17.9	0	82.1		3.2	96.6	0.3		5	0	95		
PHF	.600	.854	.500	.846	.583	.000	.615	.609	.764	.915	.625	.910	.250	.000	.792	.714	.927
Passenger Vehicles	26	1292	2	1320	7	0	29	36	51	1540	4	1595	0	0	18	18	2969
% Passenger Vehicles	72.2	89.8	100	89.4	100	0	90.6	92.3	92.7	91.5	80.0	91.5	0	0	94.7	90.0	90.6
Heavy Vehicles	2	146	0	148	0	0	3	3	0	143	1	144	1	0	1	2	297
% Heavy Vehicles	5.6	10.2	0	10.0	0	0	9.4	7.7	0	8.5	20.0	8.3	100	0	5.3	10.0	9.1
UTurns	8	0	0	8	0	0	0	0	4	0	0	4	0	0	0	0	12
% UTurns	22.2	0	0	0.5	0	0	0	0	7.3	0	0	0.2	0	0	0	0	0.4

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Johnson
Site Code : 18013
Start Date : 11/29/2018
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	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	09:30 AM				08:45 AM				07:00 AM				09:30 AM				
+0 mins.	16	351	2	369	3	2	9	14	10	423	4	437	0	0	7	7	
+15 mins.	20	387	2	409	5	0	12	17	4	439	1	444	0	0	6	6	
+30 mins.	12	377	1	390	4	0	13	17	14	427	2	443	0	0	12	12	
+45 mins.	14	336	0	350	2	0	9	11	18	460	1	479	0	0	10	10	
Total Volume	62	1451	5	1518	14	2	43	59	46	1749	8	1803	0	0	35	35	
% App. Total	4.1	95.6	0.3		23.7	3.4	72.9		2.6	97	0.4		0	0	100		
PHF	.775	.937	.625	.928	.700	.250	.827	.868	.639	.951	.500	.941	.000	.000	.729	.729	
Passenger Vehicles	33	1273	5	1311	13	2	39	54	43	1611	8	1662	0	0	34	34	
% Passenger Vehicles	53.2	87.7	100	86.4	92.9	100	90.7	91.5	93.5	92.1	100	92.2	0	0	97.1	97.1	
Heavy Vehicles	2	178	0	180	1	0	4	5	0	138	0	138	0	0	1	1	
% Heavy Vehicles	3.2	12.3	0	11.9	7.1	0	9.3	8.5	0	7.9	0	7.7	0	0	2.9	2.9	
UTurns	27	0	0	27	0	0	0	0	3	0	0	3	0	0	0	0	
% UTurns	43.5	0	0	1.8	0	0	0	0	6.5	0	0	0.2	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	16	514	2	532	1	0	6	7	9	484	4	497	0	0	13	13	1049
04:45 PM	17	514	2	533	0	0	8	8	9	518	3	530	2	0	4	6	1077
05:00 PM	17	531	3	551	0	0	10	10	11	511	0	522	2	0	18	20	1103
05:15 PM	9	531	0	540	2	0	10	12	11	558	1	570	0	0	9	9	1131
Total Volume	59	2090	7	2156	3	0	34	37	40	2071	8	2119	4	0	44	48	4360
% App. Total	2.7	96.9	0.3		8.1	0	91.9		1.9	97.7	0.4		8.3	0	91.7		
PHF	.868	.984	.583	.978	.375	.000	.850	.771	.909	.928	.500	.929	.500	.000	.611	.600	.964
Passenger Vehicles	28	1971	7	2006	2	0	30	32	39	1941	6	1986	4	0	44	48	4072
% Passenger Vehicles	47.5	94.3	100	93.0	66.7	0	88.2	86.5	97.5	93.7	75.0	93.7	100	0	100	100	93.4
Heavy Vehicles	1	119	0	120	1	0	4	5	0	130	2	132	0	0	0	0	257
% Heavy Vehicles	1.7	5.7	0	5.6	33.3	0	11.8	13.5	0	6.3	25.0	6.2	0	0	0	0	5.9
UTurns	30	0	0	30	0	0	0	0	1	0	0	1	0	0	0	0	31
% UTurns	50.8	0	0	1.4	0	0	0	0	2.5	0	0	0.0	0	0	0	0	0.7
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				03:30 PM				04:30 PM				04:30 PM				
+0 mins.	17	514	2	533	0	0	7	7	9	484	4	497	0	0	13	13	
+15 mins.	17	531	3	551	1	0	8	9	9	518	3	530	2	0	4	6	
+30 mins.	9	531	0	540	2	0	10	12	11	511	0	522	2	0	18	20	
+45 mins.	17	531	3	551	1	0	15	16	11	558	1	570	0	0	9	9	
Total Volume	60	2107	8	2175	4	0	40	44	40	2071	8	2119	4	0	44	48	
% App. Total	2.8	96.9	0.4		9.1	0	90.9		1.9	97.7	0.4		8.3	0	91.7		
PHF	.882	.992	.667	.987	.500	.000	.667	.688	.909	.928	.500	.929	.500	.000	.611	.600	
Passenger Vehicles	28	1998	8	2034	4	0	37	41	39	1941	6	1986	4	0	44	48	

Intersection Turning Movement Count																
% Passenger Vehicles	46.7	94.8	100	93.5	100	0	92.5	93.2	97.5	93.7	75	93.7	100	0	100	100
Heavy Vehicles	1	109	0	110	0	0	3	3	0	130	2	132	0	0	0	0
% Heavy Vehicles	1.7	5.2	0	5.1	0	0	7.5	6.8	0	6.3	25	6.2	0	0	0	0
UTurns	31	0	0	31	0	0	0	0	1	0	0	1	0	0	0	0
% UTurns	51.7	0	0	1.4	0	0	0	0	2.5	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Johnson
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Groups Printed- Passenger Vehicles

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	5	217	0	222	1	0	6	7	4	398	1	403	0	0	0	0	632
06:45 AM	2	245	1	248	1	0	10	11	9	399	4	412	0	0	2	2	673
Total	7	462	1	470	2	0	16	18	13	797	5	815	0	0	2	2	1305
07:00 AM	7	257	0	264	3	0	8	11	10	391	4	405	0	1	4	5	685
07:15 AM	4	285	1	290	1	1	7	9	4	412	1	417	0	0	4	4	720
07:30 AM	2	330	1	333	1	0	6	7	12	383	2	397	0	0	2	2	739
07:45 AM	8	347	0	355	1	0	7	8	17	425	1	443	0	0	5	5	811
Total	21	1219	2	1242	6	1	28	35	43	1611	8	1662	0	1	15	16	2955
08:00 AM	5	234	1	240	2	0	3	5	16	381	1	398	0	0	6	6	649
08:15 AM	11	381	0	392	3	0	13	16	6	351	0	357	0	0	5	5	770
08:30 AM	7	306	2	315	3	0	6	9	4	342	2	348	0	0	5	5	677
08:45 AM	6	279	0	285	3	2	9	14	5	392	1	398	0	0	3	3	700
Total	29	1200	3	1232	11	2	31	44	31	1466	4	1501	0	0	19	19	2796
09:00 AM	14	273	0	287	5	0	12	17	12	370	2	384	0	0	5	5	693
09:15 AM	9	276	1	286	4	0	11	15	4	334	1	339	0	0	7	7	647
09:30 AM	9	301	2	312	1	0	7	8	10	342	1	353	0	0	6	6	679
09:45 AM	11	341	2	354	2	0	4	6	5	349	1	355	0	0	6	6	721
Total	43	1191	5	1239	12	0	34	46	31	1395	5	1431	0	0	24	24	2740
10:00 AM	6	322	1	329	0	0	8	8	8	357	3	368	0	0	12	12	717
10:15 AM	7	309	0	316	2	0	5	7	8	349	0	357	0	0	10	10	690
*** BREAK ***																	
Total	13	631	1	645	2	0	13	15	16	706	3	725	0	0	22	22	1407
*** BREAK ***																	
03:00 PM	15	413	0	428	0	0	6	6	20	364	0	384	0	0	9	9	827
03:15 PM	6	422	1	429	1	0	9	10	16	426	1	443	1	0	6	7	889
03:30 PM	3	416	1	420	0	0	7	7	15	393	18	426	0	1	11	12	865
03:45 PM	6	403	0	409	1	0	6	7	10	416	6	432	0	0	10	10	858
Total	30	1654	2	1686	2	0	28	30	61	1599	25	1685	1	1	36	38	3439
04:00 PM	4	423	0	427	2	0	9	11	10	399	4	413	0	0	4	4	855
04:15 PM	5	381	0	386	1	0	15	16	8	406	3	417	0	0	5	5	824
04:30 PM	10	480	2	492	1	0	4	5	8	450	3	461	0	0	13	13	971
04:45 PM	6	491	2	499	0	0	7	7	9	484	3	496	2	0	4	6	1008
Total	25	1775	4	1804	4	0	35	39	35	1739	13	1787	2	0	26	28	3658
05:00 PM	8	502	3	513	0	0	9	9	11	485	0	496	2	0	18	20	1038
05:15 PM	4	498	0	502	1	0	10	11	11	522	0	533	0	0	9	9	1055
05:30 PM	10	507	3	520	1	0	8	9	6	437	2	445	0	0	5	5	979
05:45 PM	11	469	0	480	0	0	6	6	14	398	0	412	1	0	4	5	903
Total	33	1976	6	2015	2	0	33	35	42	1842	2	1886	3	0	36	39	3975

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Johnson
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Groups Printed- Passenger Vehicles

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	10	426	0	436	1	0	4	5	6	384	0	390	0	0	2	2	833
06:15 PM	7	454	1	462	0	0	9	9	3	310	0	313	1	0	6	7	791
06:30 PM	10	445	1	456	0	0	4	4	7	273	5	285	0	0	3	3	748
06:45 PM	14	402	0	416	1	0	0	1	4	237	3	244	1	0	0	1	662
Total	41	1727	2	1770	2	0	17	19	20	1204	8	1232	2	0	11	13	3034
Grand Total	242	11835	26	12103	43	3	235	281	292	12359	73	12724	8	2	191	201	25309
Apprch %	2	97.8	0.2		15.3	1.1	83.6		2.3	97.1	0.6		4	1	95		
Total %	1	46.8	0.1	47.8	0.2	0	0.9	1.1	1.2	48.8	0.3	50.3	0	0	0.8	0.8	

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	330	1	333	1	0	6	7	12	383	2	397	0	0	2	2	739
07:45 AM	8	347	0	355	1	0	7	8	17	425	1	443	0	0	5	5	811
08:00 AM	5	234	1	240	2	0	3	5	16	381	1	398	0	0	6	6	649
08:15 AM	11	381	0	392	3	0	13	16	6	351	0	357	0	0	5	5	770
Total Volume	26	1292	2	1320	7	0	29	36	51	1540	4	1595	0	0	18	18	2969
% App. Total	2	97.9	0.2		19.4	0	80.6		3.2	96.6	0.3		0	0	100		
PHF	.591	.848	.500	.842	.583	.000	.558	.563	.750	.906	.500	.900	.000	.000	.750	.750	.915

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				08:15 AM				07:00 AM				09:30 AM				
+0 mins.	2	330	1	333	3	0	13	16	10	391	4	405	0	0	6	6	
+15 mins.	8	347	0	355	3	0	6	9	4	412	1	417	0	0	6	6	
+30 mins.	5	234	1	240	3	2	9	14	12	383	2	397	0	0	12	12	
+45 mins.	11	381	0	392	5	0	12	17	17	425	1	443	0	0	10	10	
Total Volume	26	1292	2	1320	14	2	40	56	43	1611	8	1662	0	0	34	34	
% App. Total	2	97.9	0.2		25	3.6	71.4		2.6	96.9	0.5		0	0	100		
PHF	.591	.848	.500	.842	.700	.250	.769	.824	.632	.948	.500	.938	.000	.000	.708	.708	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	6	491	2	499	0	0	7	7	9	484	3	496	2	0	4	6	1008
05:00 PM	8	502	3	513	0	0	9	9	11	485	0	496	2	0	18	20	1038
05:15 PM	4	498	0	502	1	0	10	11	11	522	0	533	0	0	9	9	1055
05:30 PM	10	507	3	520	1	0	8	9	6	437	2	445	0	0	5	5	979
Total Volume	28	1998	8	2034	2	0	34	36	37	1928	5	1970	4	0	36	40	4080
% App. Total	1.4	98.2	0.4		5.6	0	94.4		1.9	97.9	0.3		10	0	90		
PHF	.700	.985	.667	.978	.500	.000	.850	.818	.841	.923	.417	.924	.500	.000	.500	.500	.967

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&Johnson
 Site Code : 18013
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	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				03:30 PM				04:30 PM				04:30 PM				
+0 mins.	6	491	2	499	0	0	7	7	8	450	3	461	0	0	13	13	
+15 mins.	8	502	3	513	1	0	6	7	9	484	3	496	2	0	4	6	
+30 mins.	4	498	0	502	2	0	9	11	11	485	0	496	2	0	18	20	
+45 mins.	10	507	3	520	1	0	15	16	11	522	0	533	0	0	9	9	
Total Volume	28	1998	8	2034	4	0	37	41	39	1941	6	1986	4	0	44	48	
% App. Total	1.4	98.2	0.4		9.8	0	90.2		2	97.7	0.3		8.3	0	91.7		
PHF	.700	.985	.667	.978	.500	.000	.617	.641	.886	.930	.500	.932	.500	.000	.611	.600	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Johnson
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Heavy Vehicles

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	30	0	30	0	0	0	0	0	31	0	31	0	0	0	0	61
06:45 AM	0	29	0	29	0	0	1	1	0	27	0	27	0	0	0	0	57
Total	0	59	0	59	0	0	1	1	0	58	0	58	0	0	0	0	118
07:00 AM	1	35	0	36	0	0	1	1	0	32	0	32	0	0	1	1	70
07:15 AM	0	24	0	24	0	0	0	0	0	27	0	27	0	0	0	0	51
07:30 AM	0	41	0	41	0	0	1	1	0	44	0	44	0	0	1	1	87
07:45 AM	0	34	0	34	0	0	2	2	0	35	0	35	0	0	0	0	71
Total	1	134	0	135	0	0	4	4	0	138	0	138	0	0	2	2	279
08:00 AM	2	31	0	33	0	0	0	0	0	32	1	33	1	0	0	1	67
08:15 AM	0	40	0	40	0	0	0	0	0	32	0	32	0	0	0	0	72
08:30 AM	0	39	0	39	0	0	1	1	0	29	0	29	0	0	0	0	69
08:45 AM	0	43	0	43	0	0	0	0	0	54	1	55	0	0	0	0	98
Total	2	153	0	155	0	0	1	1	0	147	2	149	1	0	0	1	306
09:00 AM	1	32	0	33	0	0	0	0	2	42	0	44	0	0	0	0	77
09:15 AM	1	39	0	40	0	0	2	2	4	48	1	53	0	0	1	1	96
09:30 AM	0	50	0	50	1	0	2	3	2	37	0	39	0	0	1	1	93
09:45 AM	1	46	0	47	1	0	2	3	0	44	0	44	0	0	0	0	94
Total	3	167	0	170	2	0	6	8	8	171	1	180	0	0	2	2	360
10:00 AM	0	55	0	55	1	0	2	3	0	50	1	51	0	0	0	0	109
10:15 AM	1	27	0	28	0	0	0	0	0	31	0	31	0	0	0	0	59
*** BREAK ***																	
Total	1	82	0	83	1	0	2	3	0	81	1	82	0	0	0	0	168
*** BREAK ***																	
03:00 PM	0	28	0	28	1	0	3	4	1	33	3	37	0	0	1	1	70
03:15 PM	2	27	0	29	1	0	1	2	0	44	1	45	0	0	0	0	76
03:30 PM	1	32	0	33	0	0	0	0	2	35	1	38	0	0	0	0	71
03:45 PM	1	28	0	29	0	0	2	2	0	31	0	31	1	0	0	1	63
Total	4	115	0	119	2	0	6	8	3	143	5	151	1	0	1	2	280
04:00 PM	2	29	0	31	0	0	1	1	0	39	1	40	0	0	0	0	72
04:15 PM	0	27	0	27	0	0	0	0	0	29	1	30	1	0	1	2	59
04:30 PM	0	34	0	34	0	0	2	2	0	34	1	35	0	0	0	0	71
04:45 PM	1	23	0	24	0	0	1	1	0	34	0	34	0	0	0	0	59
Total	3	113	0	116	0	0	4	4	0	136	3	139	1	0	1	2	261
05:00 PM	0	29	0	29	0	0	1	1	0	26	0	26	0	0	0	0	56
05:15 PM	0	33	0	33	1	0	0	1	0	36	1	37	0	0	0	0	71
05:30 PM	0	24	0	24	0	0	1	1	1	34	0	35	0	0	0	0	60
05:45 PM	0	27	0	27	0	0	0	0	0	30	0	30	0	0	0	0	57
Total	0	113	0	113	1	0	2	3	1	126	1	128	0	0	0	0	244

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

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Groups Printed- Heavy Vehicles

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	30	0	30	0	0	0	0	0	32	0	32	0	0	0	0	62
06:15 PM	0	17	0	17	0	0	0	0	0	29	0	29	0	0	0	0	46
06:30 PM	0	23	0	23	0	0	0	0	0	23	0	23	0	0	0	0	46
06:45 PM	0	11	0	11	0	0	0	0	1	19	0	20	0	0	0	0	31
Total	0	81	0	81	0	0	0	0	1	103	0	104	0	0	0	0	185
Grand Total	14	1017	0	1031	6	0	26	32	13	1103	13	1129	3	0	6	9	2201
Apprch %	1.4	98.6	0		18.8	0	81.2		1.2	97.7	1.2		33.3	0	66.7		
Total %	0.6	46.2	0	46.8	0.3	0	1.2	1.5	0.6	50.1	0.6	51.3	0.1	0	0.3	0.4	

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15 AM																	
09:15 AM	1	39	0	40	0	0	2	2	4	48	1	53	0	0	1	1	96
09:30 AM	0	50	0	50	1	0	2	3	2	37	0	39	0	0	1	1	93
09:45 AM	1	46	0	47	1	0	2	3	0	44	0	44	0	0	0	0	94
10:00 AM	0	55	0	55	1	0	2	3	0	50	1	51	0	0	0	0	109
Total Volume	2	190	0	192	3	0	8	11	6	179	2	187	0	0	2	2	392
% App. Total	1	99	0		27.3	0	72.7		3.2	95.7	1.1		0	0	100		
PHF	.500	.864	.000	.873	.750	.000	1.00	.917	.375	.895	.500	.882	.000	.000	.500	.500	.899

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM				09:15 AM				08:45 AM				06:45 AM				
+0 mins.	1	39	0	40	0	0	2	2	0	54	1	55	0	0	0	0	
+15 mins.	0	50	0	50	1	0	2	3	2	42	0	44	0	0	1	1	
+30 mins.	1	46	0	47	1	0	2	3	4	48	1	53	0	0	0	0	
+45 mins.	0	55	0	55	1	0	2	3	2	37	0	39	0	0	1	1	
Total Volume	2	190	0	192	3	0	8	11	8	181	2	191	0	0	2	2	
% App. Total	1	99	0		27.3	0	72.7		4.2	94.8	1		0	0	100		
PHF	.500	.864	.000	.873	.750	.000	1.000	.917	.500	.838	.500	.868	.000	.000	.500	.500	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	2	27	0	29	1	0	1	2	0	44	1	45	0	0	0	0	76
03:30 PM	1	32	0	33	0	0	0	0	2	35	1	38	0	0	0	0	71
03:45 PM	1	28	0	29	0	0	2	2	0	31	0	31	1	0	0	1	63
04:00 PM	2	29	0	31	0	0	1	1	0	39	1	40	0	0	0	0	72
Total Volume	6	116	0	122	1	0	4	5	2	149	3	154	1	0	0	1	282
% App. Total	4.9	95.1	0		20	0	80		1.3	96.8	1.9		100	0	0		
PHF	.750	.906	.000	.924	.250	.000	.500	.625	.250	.847	.750	.856	.250	.000	.000	.250	.928

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&Johnson
 Site Code : 18013
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	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:15 PM				03:00 PM				03:15 PM				03:30 PM				
+0 mins.	2	27	0	29	1	0	3	4	0	44	1	45	0	0	0	0	
+15 mins.	1	32	0	33	1	0	1	2	2	35	1	38	1	0	0	1	
+30 mins.	1	28	0	29	0	0	0	0	0	31	0	31	0	0	0	0	
+45 mins.	2	29	0	31	0	0	2	2	0	39	1	40	1	0	1	2	
Total Volume	6	116	0	122	2	0	6	8	2	149	3	154	2	0	1	3	
% App. Total	4.9	95.1	0		25	0	75		1.3	96.8	1.9		66.7	0	33.3		
PHF	.750	.906	.000	.924	.500	.000	.500	.500	.250	.847	.750	.856	.500	.000	.250	.375	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Johnson
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	0	5
07:45 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	6	0	0	6	0	0	0	0	3	0	0	3	0	0	0	0	9
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	10	0	0	10	0	0	0	0	1	0	0	1	0	0	0	0	11
09:00 AM	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	7
09:15 AM	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	6
09:30 AM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
09:45 AM	8	0	0	8	0	0	0	0	2	0	0	2	0	0	0	0	10
Total	23	0	0	23	0	0	0	0	7	0	0	7	0	0	0	0	30
10:00 AM	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:15 AM	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	7
*** BREAK ***																	
Total	12	0	0	12	0	0	0	0	1	0	0	1	0	0	0	0	13
*** BREAK ***																	
03:00 PM	5	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
03:15 PM	8	0	0	8	0	0	0	0	2	0	0	2	0	0	0	0	10
03:30 PM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	21	0	0	21	0	0	0	0	3	0	0	3	0	0	0	0	24
04:00 PM	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
04:15 PM	6	0	0	6	0	0	0	0	2	0	0	2	0	0	0	0	8
04:30 PM	6	0	0	6	0	0	0	0	1	0	0	1	0	0	0	0	7
04:45 PM	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	26	0	0	26	0	0	0	0	4	0	0	4	0	0	0	0	30
05:00 PM	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	7	0	0	7	0	0	0	0	2	0	0	2	0	0	0	0	9
05:45 PM	8	0	0	8	0	0	0	0	1	0	0	1	0	0	0	0	9
Total	29	0	0	29	0	0	0	0	3	0	0	3	0	0	0	0	32

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Johnson
Site Code : 18013
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Groups Printed- UTurns

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	7	0	0	7	0	0	0	0	2	0	0	2	0	0	0	0	9
06:15 PM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
06:45 PM	5	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
Total	29	0	0	29	0	0	0	0	3	0	0	3	0	0	0	0	32
Grand Total	156	0	0	156	0	0	0	0	27	0	0	27	0	0	0	0	183
Apprch %	100	0	0		0	0	0		100	0	0		0	0	0		
Total %	85.2	0	0	85.2	0	0	0	0	14.8	0	0	14.8	0	0	0	0	

	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	7
09:15 AM	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	6
09:30 AM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
09:45 AM	8	0	0	8	0	0	0	0	2	0	0	2	0	0	0	0	10
Total Volume	23	0	0	23	0	0	0	0	7	0	0	7	0	0	0	0	30
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.719	.000	.000	.719	.000	.000	.000	.000	.583	.000	.000	.583	.000	.000	.000	.000	.750

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM				06:30 AM				09:00 AM				06:30 AM				
+0 mins.	7	0	0	7	0	0	0	0	3	0	0	3	0	0	0	0	
+15 mins.	8	0	0	8	0	0	0	0	2	0	0	2	0	0	0	0	
+30 mins.	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	6	0	0	6	0	0	0	0	2	0	0	2	0	0	0	0	
Total Volume	27	0	0	27	0	0	0	0	7	0	0	7	0	0	0	0	
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.844	.000	.000	.844	.000	.000	.000	.000	.583	.000	.000	.583	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:45 PM

	05:45 PM				06:00 PM				06:15 PM				06:30 PM				
05:45 PM	8	0	0	8	0	0	0	0	1	0	0	1	0	0	0	0	9
06:00 PM	7	0	0	7	0	0	0	0	2	0	0	2	0	0	0	0	9
06:15 PM	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
Total Volume	32	0	0	32	0	0	0	0	3	0	0	3	0	0	0	0	35
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.800	.000	.000	.800	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.875

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Johnson
Site Code : 18013
Start Date : 11/29/2018
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	US 27 Southbound				W JOHNSON AVENUE Westbound				US 27 Northbound				W JOHNSON AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	05:45 PM				03:00 PM				05:15 PM				03:00 PM				
+0 mins.	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	7	0	0	7	0	0	0	0	2	0	0	2	0	0	0	0	
+30 mins.	7	0	0	7	0	0	0	0	1	0	0	1	0	0	0	0	
+45 mins.	10	0	0	10	0	0	0	0	2	0	0	2	0	0	0	0	
Total Volume	32	0	0	32	0	0	0	0	5	0	0	5	0	0	0	0	
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.800	.000	.000	.800	.000	.000	.000	.000	.625	.000	.000	.625	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

Date: 11/29/18

Day: Thursday

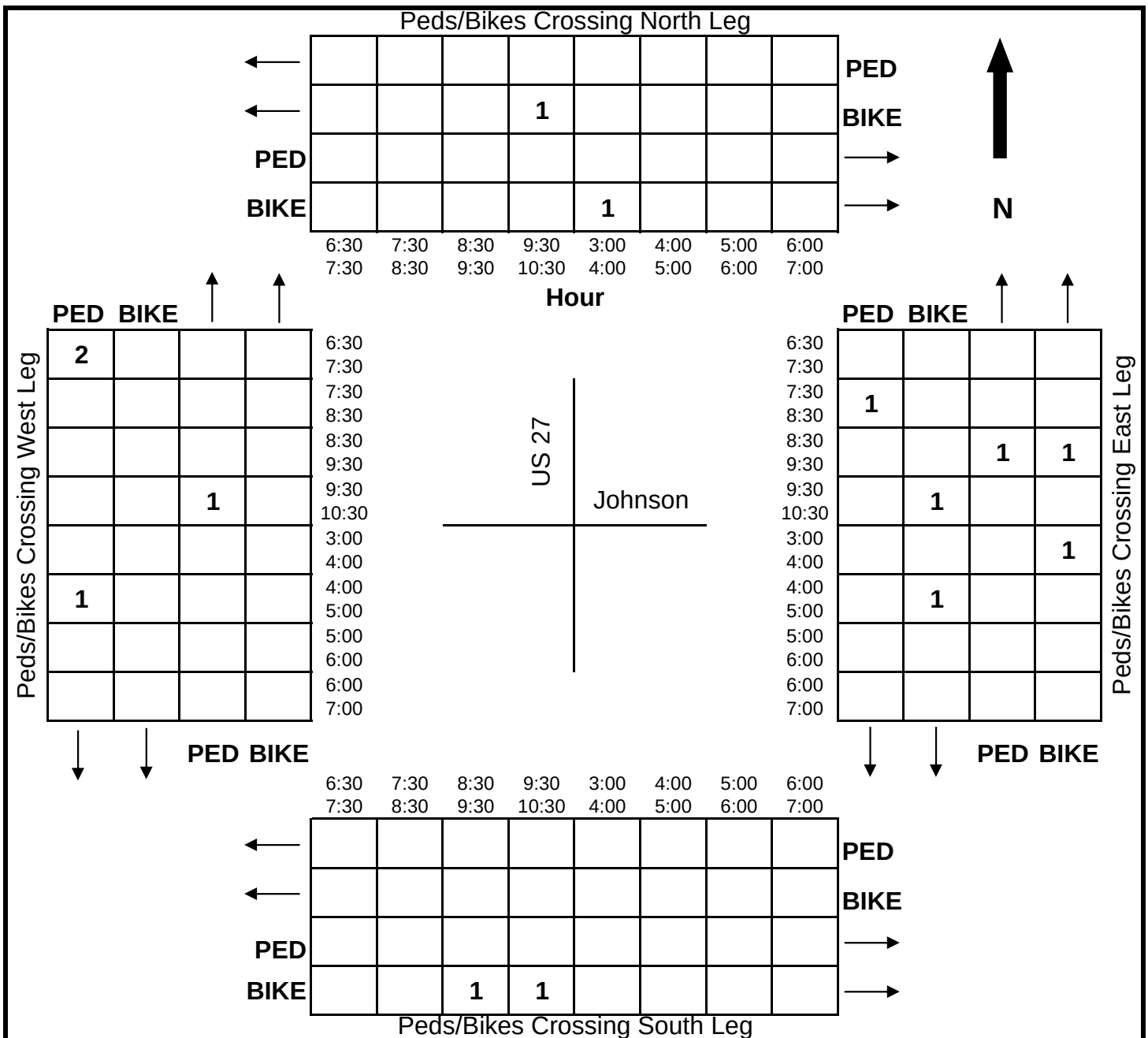
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Johnson Avenue

Comments: _____

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



Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Commerce
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns																					
Start Time	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	5	233	5	0	243	5	0	1	1	7	2	382	19	8	411	3	0	0	1	4	665
06:45 AM	3	268	5	1	277	10	1	0	6	17	2	393	16	11	422	1	0	0	2	3	719
Total	8	501	10	1	520	15	1	1	7	24	4	775	35	19	833	4	0	0	3	7	1384
07:00 AM	11	274	15	2	302	7	2	4	3	16	1	397	17	4	419	1	1	1	1	4	741
07:15 AM	10	311	5	0	326	12	1	0	2	15	1	389	22	10	422	7	1	1	1	10	773
07:30 AM	8	362	4	3	377	13	2	4	2	21	5	413	21	6	445	1	3	1	2	7	850
07:45 AM	11	382	4	4	401	6	2	2	3	13	11	429	13	13	466	11	2	0	2	15	895
Total	40	1329	28	9	1406	38	7	10	10	65	18	1628	73	33	1752	20	7	3	6	36	3259
08:00 AM	11	294	10	3	318	12	0	0	2	14	8	408	14	13	443	3	0	2	2	7	782
08:15 AM	14	375	4	0	393	10	1	4	2	17	6	342	15	8	371	6	0	0	9	15	796
08:30 AM	9	351	5	4	369	9	0	0	1	10	12	314	21	6	353	12	2	1	2	17	749
08:45 AM	9	335	4	0	348	8	1	0	4	13	9	429	30	12	480	8	1	1	6	16	857
Total	43	1355	23	7	1428	39	2	4	9	54	35	1493	80	39	1647	29	3	4	19	55	3184
09:00 AM	15	310	4	0	329	8	0	0	1	9	11	354	18	10	393	15	1	0	4	20	751
09:15 AM	12	307	4	1	324	10	0	1	1	12	7	309	18	7	341	14	1	4	5	24	701
09:30 AM	21	377	3	3	404	12	5	0	3	20	8	340	15	6	369	14	5	4	5	28	821
09:45 AM	22	411	16	2	451	10	2	3	6	21	8	346	15	14	383	12	1	1	3	17	872
Total	70	1405	27	6	1508	40	7	4	11	62	34	1349	66	37	1486	55	8	9	17	89	3145
10:00 AM	23	352	10	3	388	26	1	0	4	31	16	343	19	20	398	7	1	2	7	17	834
10:15 AM	19	312	5	5	341	15	0	1	3	19	12	340	27	12	391	12	2	7	1	22	773
*** BREAK ***																					
Total	42	664	15	8	729	41	1	1	7	50	28	683	46	32	789	19	3	9	8	39	1607
*** BREAK ***																					
03:00 PM	21	463	11	8	503	13	1	2	12	28	20	385	24	8	437	30	2	9	4	45	1013
03:15 PM	28	448	12	5	493	15	2	6	10	33	11	430	23	8	472	20	2	3	2	27	1025
03:30 PM	31	464	14	3	512	14	2	3	5	24	12	309	17	9	347	20	1	4	6	31	914
03:45 PM	22	427	11	8	468	17	1	4	12	34	12	418	16	9	455	18	1	7	2	28	985
Total	102	1802	48	24	1976	59	6	15	39	119	55	1542	80	34	1711	88	6	23	14	131	3937
04:00 PM	21	451	10	3	485	18	0	5	7	30	13	389	12	14	428	33	3	8	5	49	992
04:15 PM	25	440	11	7	483	19	2	1	8	30	17	377	13	13	420	15	0	2	4	21	954
04:30 PM	26	491	12	4	533	12	2	2	8	24	22	419	25	14	480	29	2	4	7	42	1079
04:45 PM	24	488	10	8	530	24	1	11	8	44	17	470	20	17	524	21	1	4	9	35	1133
Total	96	1870	43	22	2031	73	5	19	31	128	69	1655	70	58	1852	98	6	18	25	147	4158
05:00 PM	22	466	27	3	518	16	1	3	11	31	8	457	23	10	498	23	3	3	4	33	1080
05:15 PM	29	508	14	2	553	17	1	7	9	34	14	493	29	11	547	27	2	4	5	38	1172
05:30 PM	21	507	9	5	542	20	1	3	7	31	22	436	20	21	499	15	1	4	2	22	1094
05:45 PM	19	453	11	7	490	22	5	7	8	42	21	393	22	21	457	31	1	5	5	42	1031
Total	91	1934	61	17	2103	75	8	20	35	138	65	1779	94	63	2001	96	7	16	16	135	4377

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Commerce
Site Code : 18013
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	15	434	7	3	459	11	0	1	10	22	15	344	15	7	381	14	1	5	3	23	885
06:15 PM	22	440	6	5	473	17	3	5	3	28	8	315	19	7	349	16	4	0	11	31	881
06:30 PM	28	416	5	2	451	12	5	5	3	25	15	280	13	6	314	10	3	2	5	20	810
06:45 PM	25	405	5	6	441	13	2	3	5	23	13	211	11	9	244	15	2	6	3	26	734
Total	90	1695	23	16	1824	53	10	14	21	98	51	1150	58	29	1288	55	10	13	22	100	3310
Grand Total	582	12555	278	110	13525	433	47	88	170	738	359	12054	602	344	13359	464	50	95	130	739	28361
Apprch %	4.3	92.8	2.1	0.8		58.7	6.4	11.9	23		2.7	90.2	4.5	2.6		62.8	6.8	12.9	17.6		
Total %	2.1	44.3	1	0.4	47.7	1.5	0.2	0.3	0.6	2.6	1.3	42.5	2.1	1.2	47.1	1.6	0.2	0.3	0.5	2.6	
Passenger Vehicles	398	11596	264	109	12367	343	44	69	137	593	194	11195	459	255	12103	447	46	88	124	705	25768
% Passenger Vehicles	68.4	92.4	95	99.1	91.4	79.2	93.6	78.4	80.6	80.4	54	92.9	76.2	74.1	90.6	96.3	92	92.6	95.4	95.4	90.9
Heavy Vehicles	81	959	14	1	1055	90	3	19	33	145	19	859	143	89	1110	17	4	7	6	34	2344
% Heavy Vehicles	13.9	7.6	5	0.9	7.8	20.8	6.4	21.6	19.4	19.6	5.3	7.1	23.8	25.9	8.3	3.7	8	7.4	4.6	4.6	8.3
UTurns	103	0	0	0	103	0	0	0	0	0	146	0	0	0	146	0	0	0	0	0	249
% UTurns	17.7	0	0	0	0.8	0	0	0	0	0	40.7	0	0	0	1.1	0	0	0	0	0	0.9

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	362	4	3	377	13	2	4	2	21	5	413	21	6	445	1	3	1	2	7	850
07:45 AM	11	382	4	4	401	6	2	2	3	13	11	429	13	13	466	11	2	0	2	15	895
08:00 AM	11	294	10	3	318	12	0	0	2	14	8	408	14	13	443	3	0	2	2	7	782
08:15 AM	14	375	4	0	393	10	1	4	2	17	6	342	15	8	371	6	0	0	9	15	796
Total Volume	44	1413	22	10	1489	41	5	10	9	65	30	1592	63	40	1725	21	5	3	15	44	3323
% App. Total	3	94.9	1.5	0.7		63.1	7.7	15.4	13.8		1.7	92.3	3.7	2.3		47.7	11.4	6.8	34.1		
PHF	.786	.925	.550	.625	.928	.788	.625	.625	.750	.774	.682	.928	.750	.769	.925	.477	.417	.375	.417	.733	.928
Passenger Vehicles	30	1284	22	10	1346	27	5	4	7	43	16	1480	44	26	1566	21	5	3	14	43	2998
% Passenger Vehicles	68.2	90.9	100	100	90.4	65.9	100	40.0	77.8	66.2	53.3	93.0	69.8	65.0	90.8	100	100	100	93.3	97.7	90.2
Heavy Vehicles	8	129	0	0	137	14	0	6	2	22	3	112	19	14	148	0	0	0	1	1	308
% Heavy Vehicles	18.2	9.1	0	0	9.2	34.1	0	60.0	22.2	33.8	10.0	7.0	30.2	35.0	8.6	0	0	0	6.7	2.3	9.3
UTurns	6	0	0	0	6	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	17
% UTurns	13.6	0	0	0	0.4	0	0	0	0	0	36.7	0	0	0	0.6	0	0	0	0	0	0.5

Intersection Turning Movement Count

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	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	09:30 AM					09:30 AM					07:15 AM					09:00 AM					
+0 mins.	21	377	3	3	404	12	5	0	3	20	1	389	22	10	422	15	1	0	4	20	
+15 mins.	22	411	16	2	451	10	2	3	6	21	5	413	21	6	445	14	1	4	5	24	
+30 mins.	23	352	10	3	388	26	1	0	4	31	11	429	13	13	466	14	5	4	5	28	
+45 mins.	19	312	5	5	341	15	0	1	3	19	8	408	14	13	443	12	1	1	3	17	
Total Volume	85	1452	34	13	1584	63	8	4	16	91	25	1639	70	42	1776	55	8	9	17	89	
% App. Total	5.4	91.7	2.1	0.8		69.2	8.8	4.4	17.6		1.4	92.3	3.9	2.4		61.8	9	10.1	19.1		
PHF	.924	.883	.531	.650	.878	.606	.400	.333	.667	.734	.568	.955	.795	.808	.953	.917	.400	.563	.850	.795	
Passenger Vehicles	49	1273	31	12	1365	46	7	3	13	69	14	1527	56	30	1627	53	8	9	15	85	
% Passenger Vehicles	57.6	87.7	91.2	92.3	86.2	73	87.5	75	81.2	75.8	56	93.2	80	71.4	91.6	96.4	100	100	88.2	95.5	
Heavy Vehicles	14	179	3	1	197	17	1	1	3	22	2	112	14	12	140	2	0	0	2	4	
% Heavy Vehicles	16.5	12.3	8.8	7.7	12.4	27	12.5	25	18.8	24.2	8	6.8	20	28.6	7.9	3.6	0	0	11.8	4.5	
UTurns	22	0	0	0	22	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	
% UTurns	25.9	0	0	0	1.4	0	0	0	0	0	36	0	0	0	0.5	0	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	24	488	10	8	530	24	1	11	8	44	17	470	20	17	524	21	1	4	9	35	1133
05:00 PM	22	466	27	3	518	16	1	3	11	31	8	457	23	10	498	23	3	3	4	33	1080
05:15 PM	29	508	14	2	553	17	1	7	9	34	14	493	29	11	547	27	2	4	5	38	1172
05:30 PM	21	507	9	5	542	20	1	3	7	31	22	436	20	21	499	15	1	4	2	22	1094
Total Volume	96	1969	60	18	2143	77	4	24	35	140	61	1856	92	59	2068	86	7	15	20	128	4479
% App. Total	4.5	91.9	2.8	0.8		55	2.9	17.1	25		2.9	89.7	4.4	2.9		67.2	5.5	11.7	15.6		
PHF	.828	.969	.556	.563	.969	.802	1.00	.545	.795	.795	.693	.941	.793	.702	.945	.796	.583	.938	.556	.842	.955
Passenger Vehicles	61	1868	59	18	2006	67	4	21	29	121	41	1754	79	50	1924	82	7	15	20	124	4175
% Passenger Vehicles	63.5	94.9	98.3	100	93.6	87.0	100	87.5	82.9	86.4	67.2	94.5	85.9	84.7	93.0	95.3	100	100	100	96.9	93.2
Heavy Vehicles	13	101	1	0	115	10	0	3	6	19	0	102	13	9	124	4	0	0	0	4	262
% Heavy Vehicles	13.5	5.1	1.7	0	5.4	13.0	0	12.5	17.1	13.6	0	5.5	14.1	15.3	6.0	4.7	0	0	0	3.1	5.8
UTurns	22	0	0	0	22	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	42
% UTurns	22.9	0	0	0	1.0	0	0	0	0	0	32.8	0	0	0	1.0	0	0	0	0	0	0.9

Intersection Turning Movement Count

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	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:45 PM					04:30 PM					
+0 mins.	24	488	10	8	530	24	1	11	8	44	17	470	20	17	524	29	2	4	7	42	
+15 mins.	22	466	27	3	518	16	1	3	11	31	8	457	23	10	498	21	1	4	9	35	
+30 mins.	29	508	14	2	553	17	1	7	9	34	14	493	29	11	547	23	3	3	4	33	
+45 mins.	21	507	9	5	542	20	1	3	7	31	22	436	20	21	499	27	2	4	5	38	
Total Volume	96	1969	60	18	2143	77	4	24	35	140	61	1856	92	59	2068	100	8	15	25	148	
% App. Total	4.5	91.9	2.8	0.8		55	2.9	17.1	25		2.9	89.7	4.4	2.9		67.6	5.4	10.1	16.9		
PHF	.828	.969	.556	.563	.969	.802	1.000	.545	.795	.795	.693	.941	.793	.702	.945	.862	.667	.938	.694	.881	
Passenger Vehicles	61	1868	59	18	2006	67	4	21	29	121	41	1754	79	50	1924	93	8	14	25	140	
% Passenger Vehicles	63.5	94.9	98.3	100	93.6	87	100	87.5	82.9	86.4	67.2	94.5	85.9	84.7	93	93	100	93.3	100	94.6	
Heavy Vehicles	13	101	1	0	115	10	0	3	6	19	0	102	13	9	124	7	0	1	0	8	
% Heavy Vehicles	13.5	5.1	1.7	0	5.4	13	0	12.5	17.1	13.6	0	5.5	14.1	15.3	6	7	0	6.7	0	5.4	
UTurns	22	0	0	0	22	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	
% UTurns	22.9	0	0	0	1	0	0	0	0	0	32.8	0	0	0	1	0	0	0	0	0	

Intersection Turning Movement Count

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Weather: Clear
Comments:

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Groups Printed- Passenger Vehicles

Start Time	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	4	206	5	0	215	3	0	0	1	4	1	356	18	6	381	3	0	0	1	4	604
06:45 AM	3	238	5	1	247	8	0	0	3	11	0	370	12	9	391	1	0	0	2	3	652
Total	7	444	10	1	462	11	0	0	4	15	1	726	30	15	772	4	0	0	3	7	1256
07:00 AM	7	240	15	2	264	3	2	3	0	8	1	364	15	2	382	1	0	1	1	3	657
07:15 AM	5	291	4	0	300	7	1	0	0	8	0	368	21	8	397	7	1	1	1	10	715
07:30 AM	7	330	4	3	344	10	2	1	2	15	3	378	16	4	401	1	3	1	1	6	766
07:45 AM	10	348	4	4	366	4	2	1	3	10	6	405	11	8	430	11	2	0	2	15	821
Total	29	1209	27	9	1274	24	7	5	5	41	10	1515	63	22	1610	20	6	3	5	34	2959
08:00 AM	6	265	10	3	284	6	0	0	1	7	5	376	8	10	399	3	0	2	2	7	697
08:15 AM	7	341	4	0	352	7	1	2	1	11	2	321	9	4	336	6	0	0	9	15	714
08:30 AM	7	312	3	4	326	7	0	0	1	8	7	290	16	4	317	9	2	1	2	14	665
08:45 AM	8	296	4	0	308	4	1	0	2	7	2	397	19	7	425	8	1	0	6	15	755
Total	28	1214	21	7	1270	24	2	2	5	33	16	1384	52	25	1477	26	3	3	19	51	2831
09:00 AM	10	271	4	0	285	8	0	0	0	8	2	322	15	7	346	15	1	0	4	20	659
09:15 AM	8	271	4	1	284	7	0	1	0	8	3	272	10	5	290	13	1	4	3	21	603
09:30 AM	12	326	3	3	344	10	5	0	2	17	4	300	13	3	320	14	5	4	5	28	709
09:45 AM	16	361	14	2	393	7	2	2	4	15	3	310	13	9	335	11	1	1	3	16	759
Total	46	1229	25	6	1306	32	7	3	6	48	12	1204	51	24	1291	53	8	9	15	85	2730
10:00 AM	14	302	10	3	329	17	0	0	4	21	8	306	8	17	339	6	1	2	7	16	705
10:15 AM	7	284	4	4	299	12	0	1	3	16	6	316	18	10	350	12	1	6	1	20	685
*** BREAK ***																					
Total	21	586	14	7	628	29	0	1	7	37	14	622	26	27	689	18	2	8	8	36	1390
*** BREAK ***																					
03:00 PM	15	434	10	8	467	13	1	2	9	25	15	357	20	5	397	29	2	8	4	43	932
03:15 PM	22	422	11	5	460	14	2	6	8	30	8	392	19	5	424	20	1	3	2	26	940
03:30 PM	19	434	14	3	470	10	1	3	4	18	4	290	11	8	313	20	1	2	4	27	828
03:45 PM	20	402	10	8	440	17	1	4	11	33	6	389	14	7	416	17	1	6	1	25	914
Total	76	1692	45	24	1837	54	5	15	32	106	33	1428	64	25	1550	86	5	19	11	121	3614
04:00 PM	18	424	9	3	454	12	0	4	7	23	5	363	7	8	383	32	3	8	5	48	908
04:15 PM	17	420	9	7	453	15	2	1	7	25	5	356	11	9	381	14	0	2	4	20	879
04:30 PM	22	464	12	4	502	11	2	2	8	23	14	396	17	11	438	26	2	3	7	38	1001
04:45 PM	14	470	10	8	502	20	1	8	5	34	13	440	17	16	486	18	1	4	9	32	1054
Total	71	1778	40	22	1911	58	5	15	27	105	37	1555	52	44	1688	90	6	17	25	138	3842
05:00 PM	15	440	26	3	484	15	1	3	11	30	6	437	18	9	470	22	3	3	4	32	1016
05:15 PM	17	477	14	2	510	15	1	7	8	31	8	466	26	8	508	27	2	4	5	38	1087
05:30 PM	15	481	9	5	510	17	1	3	5	26	14	411	18	17	460	15	1	4	2	22	1018
05:45 PM	14	427	11	7	459	20	5	6	8	39	15	367	18	17	417	31	1	5	5	42	957
Total	61	1825	60	17	1963	67	8	19	32	126	43	1681	80	51	1855	95	7	16	16	134	4078

Intersection Turning Movement Count

City/County: Haines City/Polk
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Groups Printed- Passenger Vehicles

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	10	404	7	3	424	9	0	0	9	18	9	324	11	4	348	14	1	5	3	23	813
06:15 PM	16	426	5	5	452	14	3	3	2	22	4	289	15	5	313	16	3	0	11	30	817
06:30 PM	18	394	5	2	419	10	5	4	3	22	8	264	8	5	285	10	3	2	5	20	746
06:45 PM	15	395	5	6	421	11	2	2	5	20	7	203	7	8	225	15	2	6	3	26	692
Total	59	1619	22	16	1716	44	10	9	19	82	28	1080	41	22	1171	55	9	13	22	99	3068
Grand Total	398	11596	264	109	12367	343	44	69	137	593	194	11195	459	255	12103	447	46	88	124	705	25768
Apprch %	3.2	93.8	2.1	0.9		57.8	7.4	11.6	23.1		1.6	92.5	3.8	2.1		63.4	6.5	12.5	17.6		
Total %	1.5	45	1	0.4	48	1.3	0.2	0.3	0.5	2.3	0.8	43.4	1.8	1	47	1.7	0.2	0.3	0.5	2.7	

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	5	291	4	0	300	7	1	0	0	8	0	368	21	8	397	7	1	1	1	10	715
07:30 AM	7	330	4	3	344	10	2	1	2	15	3	378	16	4	401	1	3	1	1	6	766
07:45 AM	10	348	4	4	366	4	2	1	3	10	6	405	11	8	430	11	2	0	2	15	821
08:00 AM	6	265	10	3	284	6	0	0	1	7	5	376	8	10	399	3	0	2	2	7	697
Total Volume	28	1234	22	10	1294	27	5	2	6	40	14	1527	56	30	1627	22	6	4	6	38	2999
% App. Total	2.2	95.4	1.7	0.8		67.5	12.5	5	15		0.9	93.9	3.4	1.8		57.9	15.8	10.5	15.8		
PHF	.700	.886	.550	.625	.884	.675	.625	.500	.500	.667	.583	.943	.667	.750	.946	.500	.500	.500	.750	.633	.913

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM					09:30 AM					07:15 AM					09:00 AM				
+0 mins.	12	326	3	3	344	10	5	0	2	17	0	368	21	8	397	15	1	0	4	20
+15 mins.	16	361	14	2	393	7	2	2	4	15	3	378	16	4	401	13	1	4	3	21
+30 mins.	14	302	10	3	329	17	0	0	4	21	6	405	11	8	430	14	5	4	5	28
+45 mins.	7	284	4	4	299	12	0	1	3	16	5	376	8	10	399	11	1	1	3	16
Total Volume	49	1273	31	12	1365	46	7	3	13	69	14	1527	56	30	1627	53	8	9	15	85
% App. Total	3.6	93.3	2.3	0.9		66.7	10.1	4.3	18.8		0.9	93.9	3.4	1.8		62.4	9.4	10.6	17.6	
PHF	.766	.882	.554	.750	.868	.676	.350	.375	.813	.821	.583	.943	.667	.750	.946	.883	.400	.563	.750	.759

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	14	470	10	8	502	20	1	8	5	34	13	440	17	16	486	18	1	4	9	32	1054
05:00 PM	15	440	26	3	484	15	1	3	11	30	6	437	18	9	470	22	3	3	4	32	1016
05:15 PM	17	477	14	2	510	15	1	7	8	31	8	466	26	8	508	27	2	4	5	38	1087
05:30 PM	15	481	9	5	510	17	1	3	5	26	14	411	18	17	460	15	1	4	2	22	1018
Total Volume	61	1868	59	18	2006	67	4	21	29	121	41	1754	79	50	1924	82	7	15	20	124	4175
% App. Total	3	93.1	2.9	0.9		55.4	3.3	17.4	24		2.1	91.2	4.1	2.6		66.1	5.6	12.1	16.1		
PHF	.897	.971	.567	.563	.983	.838	1.00	.656	.659	.890	.732	.941	.760	.735	.947	.759	.583	.938	.556	.816	.960

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&Commerce
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					05:00 PM					04:45 PM					04:30 PM					
+0 mins.	14	470	10	8	502	15	1	3	11	30	13	440	17	16	486	26	2	3	7	38	
+15 mins.	15	440	26	3	484	15	1	7	8	31	6	437	18	9	470	18	1	4	9	32	
+30 mins.	17	477	14	2	510	17	1	3	5	26	8	466	26	8	508	22	3	3	4	32	
+45 mins.	15	481	9	5	510	20	5	6	8	39	14	411	18	17	460	27	2	4	5	38	
Total Volume	61	1868	59	18	2006	67	8	19	32	126	41	1754	79	50	1924	93	8	14	25	140	
% App. Total	3	93.1	2.9	0.9		53.2	6.3	15.1	25.4		2.1	91.2	4.1	2.6		66.4	5.7	10	17.9		
PHF	.897	.971	.567	.563	.983	.838	.400	.679	.727	.808	.732	.941	.760	.735	.947	.861	.667	.875	.694	.921	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Commerce
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Heavy Vehicles

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	1	27	0	0	28	2	0	1	0	3	0	26	1	2	29	0	0	0	0	0	60
06:45 AM	0	30	0	0	30	2	1	0	3	6	1	23	4	2	30	0	0	0	0	0	66
Total	1	57	0	0	58	4	1	1	3	9	1	49	5	4	59	0	0	0	0	0	126
07:00 AM	4	34	0	0	38	4	0	1	3	8	0	33	2	2	37	0	1	0	0	1	84
07:15 AM	5	20	1	0	26	5	0	0	2	7	0	21	1	2	24	0	0	0	0	0	57
07:30 AM	1	32	0	0	33	3	0	3	0	6	0	35	5	2	42	0	0	0	1	1	82
07:45 AM	1	34	0	0	35	2	0	1	0	3	2	24	2	5	33	0	0	0	0	0	71
Total	11	120	1	0	132	14	0	5	5	24	2	113	10	11	136	0	1	0	1	2	294
08:00 AM	3	29	0	0	32	6	0	0	1	7	0	32	6	3	41	0	0	0	0	0	80
08:15 AM	3	34	0	0	37	3	0	2	1	6	1	21	6	4	32	0	0	0	0	0	75
08:30 AM	1	39	2	0	42	2	0	0	0	2	0	24	5	2	31	3	0	0	0	3	78
08:45 AM	1	39	0	0	40	4	0	0	2	6	0	32	11	5	48	0	0	1	0	1	95
Total	8	141	2	0	151	15	0	2	4	21	1	109	28	14	152	3	0	1	0	4	328
09:00 AM	4	39	0	0	43	0	0	0	1	1	2	32	3	3	40	0	0	0	0	0	84
09:15 AM	2	36	0	0	38	3	0	0	1	4	1	37	8	2	48	1	0	0	2	3	93
09:30 AM	5	51	0	0	56	2	0	0	1	3	0	40	2	3	45	0	0	0	0	0	104
09:45 AM	3	50	2	0	55	3	0	1	2	6	0	36	2	5	43	1	0	0	0	1	105
Total	14	176	2	0	192	8	0	1	5	14	3	145	15	13	176	2	0	0	2	4	386
10:00 AM	3	50	0	0	53	9	1	0	0	10	1	37	11	3	52	1	0	0	0	1	116
10:15 AM	3	28	1	1	33	3	0	0	0	3	2	24	9	2	37	0	1	1	0	2	75
*** BREAK ***																					
Total	6	78	1	1	86	12	1	0	0	13	3	61	20	5	89	1	1	1	0	3	191
*** BREAK ***																					
03:00 PM	1	29	1	0	31	0	0	0	3	3	0	28	4	3	35	1	0	1	0	2	71
03:15 PM	2	26	1	0	29	1	0	0	2	3	1	38	4	3	46	0	1	0	0	1	79
03:30 PM	4	30	0	0	34	4	1	0	1	6	1	19	6	1	27	0	0	2	2	4	71
03:45 PM	1	25	1	0	27	0	0	0	1	1	1	29	2	2	34	1	0	1	1	3	65
Total	8	110	3	0	121	5	1	0	7	13	3	114	16	9	142	2	1	4	3	10	286
04:00 PM	2	27	1	0	30	6	0	1	0	7	1	26	5	6	38	1	0	0	0	1	76
04:15 PM	4	20	2	0	26	4	0	0	1	5	3	21	2	4	30	1	0	0	0	1	62
04:30 PM	0	27	0	0	27	1	0	0	0	1	0	23	8	3	34	3	0	1	0	4	66
04:45 PM	4	18	0	0	22	4	0	3	3	10	0	30	3	1	34	3	0	0	0	3	69
Total	10	92	3	0	105	15	0	4	4	23	4	100	18	14	136	8	0	1	0	9	273
05:00 PM	3	26	1	0	30	1	0	0	0	1	0	20	5	1	26	1	0	0	0	1	58
05:15 PM	5	31	0	0	36	2	0	0	1	3	0	27	3	3	33	0	0	0	0	0	72
05:30 PM	1	26	0	0	27	3	0	0	2	5	0	25	2	4	31	0	0	0	0	0	63
05:45 PM	2	26	0	0	28	2	0	1	0	3	0	26	4	4	34	0	0	0	0	0	65
Total	11	109	1	0	121	8	0	1	3	12	0	98	14	12	124	1	0	0	0	1	258

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Commerce
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Groups Printed- Heavy Vehicles

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	1	30	0	0	31	2	0	1	1	4	0	20	4	3	27	0	0	0	0	0	62
06:15 PM	4	14	1	0	19	3	0	2	1	6	0	26	4	2	32	0	1	0	0	1	58
06:30 PM	3	22	0	0	25	2	0	1	0	3	1	16	5	1	23	0	0	0	0	0	51
06:45 PM	4	10	0	0	14	2	0	1	0	3	1	8	4	1	14	0	0	0	0	0	31
Total	12	76	1	0	89	9	0	5	2	16	2	70	17	7	96	0	1	0	0	1	202
Grand Total	81	959	14	1	1055	90	3	19	33	145	19	859	143	89	1110	17	4	7	6	34	2344
Apprch %	7.7	90.9	1.3	0.1		62.1	2.1	13.1	22.8		1.7	77.4	12.9	8		50	11.8	20.6	17.6		
Total %	3.5	40.9	0.6	0	45	3.8	0.1	0.8	1.4	6.2	0.8	36.6	6.1	3.8	47.4	0.7	0.2	0.3	0.3	1.5	

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15 AM																					
09:15 AM	2	36	0	0	38	3	0	0	1	4	1	37	8	2	48	1	0	0	2	3	93
09:30 AM	5	51	0	0	56	2	0	0	1	3	0	40	2	3	45	0	0	0	0	0	104
09:45 AM	3	50	2	0	55	3	0	1	2	6	0	36	2	5	43	1	0	0	0	1	105
10:00 AM	3	50	0	0	53	9	1	0	0	10	1	37	11	3	52	1	0	0	0	1	116
Total Volume	13	187	2	0	202	17	1	1	4	23	2	150	23	13	188	3	0	0	2	5	418
% App. Total	6.4	92.6	1	0		73.9	4.3	4.3	17.4		1.1	79.8	12.2	6.9		60	0	0	40		
PHF	.650	.917	.250	.000	.902	.472	.250	.250	.500	.575	.500	.938	.523	.650	.904	.750	.000	.000	.250	.417	.901

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM					06:45 AM					09:15 AM					08:30 AM				
+0 mins.	2	36	0	0	38	2	1	0	3	6	1	37	8	2	48	3	0	0	0	3
+15 mins.	5	51	0	0	56	4	0	1	3	8	0	40	2	3	45	0	0	1	0	1
+30 mins.	3	50	2	0	55	5	0	0	2	7	0	36	2	5	43	0	0	0	0	0
+45 mins.	3	50	0	0	53	3	0	3	0	6	1	37	11	3	52	1	0	0	2	3
Total Volume	13	187	2	0	202	14	1	4	8	27	2	150	23	13	188	4	0	1	2	7
% App. Total	6.4	92.6	1	0		51.9	3.7	14.8	29.6		1.1	79.8	12.2	6.9		57.1	0	14.3	28.6	
PHF	.650	.917	.250	.000	.902	.700	.250	.333	.667	.844	.500	.938	.523	.650	.904	.333	.000	.250	.250	.583

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	2	26	1	0	29	1	0	0	2	3	1	38	4	3	46	0	1	0	0	1	79
03:30 PM	4	30	0	0	34	4	1	0	1	6	1	19	6	1	27	0	0	2	2	4	71
03:45 PM	1	25	1	0	27	0	0	0	1	1	1	29	2	2	34	1	0	1	1	3	65
04:00 PM	2	27	1	0	30	6	0	1	0	7	1	26	5	6	38	1	0	0	0	1	76
Total Volume	9	108	3	0	120	11	1	1	4	17	4	112	17	12	145	2	1	3	3	9	291
% App. Total	7.5	90	2.5	0		64.7	5.9	5.9	23.5		2.8	77.2	11.7	8.3		22.2	11.1	33.3	33.3		
PHF	.563	.900	.750	.000	.882	.458	.250	.250	.500	.607	1.00	.737	.708	.500	.788	.500	.250	.375	.375	.563	.921

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&Commerce
 Site Code : 18013
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	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM					04:00 PM					03:15 PM					03:00 PM				
+0 mins.	5	31	0	0	36	6	0	1	0	7	1	38	4	3	46	1	0	1	0	2
+15 mins.	1	26	0	0	27	4	0	0	1	5	1	19	6	1	27	0	1	0	0	1
+30 mins.	2	26	0	0	28	1	0	0	0	1	1	29	2	2	34	0	0	2	2	4
+45 mins.	1	30	0	0	31	4	0	3	3	10	1	26	5	6	38	1	0	1	1	3
Total Volume	9	113	0	0	122	15	0	4	4	23	4	112	17	12	145	2	1	4	3	10
% App. Total	7.4	92.6	0	0		65.2	0	17.4	17.4		2.8	77.2	11.7	8.3		20	10	40	30	
PHF	.450	.911	.000	.000	.847	.625	.000	.333	.333	.575	1.000	.737	.708	.500	.788	.500	.250	.500	.375	.625

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Commerce
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- UTurns

Start Time	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
08:00 AM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
08:15 AM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
08:30 AM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
Total	7	0	0	0	7	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	25
09:00 AM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
09:15 AM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
09:30 AM	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
09:45 AM	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
Total	10	0	0	0	10	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	29
10:00 AM	6	0	0	0	6	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	13
10:15 AM	9	0	0	0	9	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	13
*** BREAK ***																					
Total	15	0	0	0	15	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	26
*** BREAK ***																					
03:00 PM	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	10
03:15 PM	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
03:30 PM	8	0	0	0	8	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	15
03:45 PM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
Total	18	0	0	0	18	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	37
04:00 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
04:15 PM	4	0	0	0	4	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	13
04:30 PM	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	12
04:45 PM	6	0	0	0	6	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	10
Total	15	0	0	0	15	0	0	0	0	0	28	0	0	0	28	0	0	0	0	0	43
05:00 PM	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
05:15 PM	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	13
05:30 PM	5	0	0	0	5	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	13
05:45 PM	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	9
Total	19	0	0	0	19	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	41

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Commerce
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- UTurns

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	4	0	0	0	4	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	10
06:15 PM	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
06:30 PM	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	13
06:45 PM	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	11
Total	19	0	0	0	19	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	40
Grand Total	103	0	0	0	103	0	0	0	0	0	146	0	0	0	146	0	0	0	0	0	249
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	41.4	0	0	0	41.4	0	0	0	0	0	58.6	0	0	0	58.6	0	0	0	0	0	

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:30 AM																					
09:30 AM	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8
09:45 AM	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	8
10:00 AM	6	0	0	0	6	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	13
10:15 AM	9	0	0	0	9	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	13
Total Volume	22	0	0	0	22	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	42
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.611	.000	.000	.000	.611	.000	.000	.000	.000	.000	.714	.000	.000	.000	.714	.000	.000	.000	.000	.000	.808

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM					06:30 AM					08:15 AM					06:30 AM				
+0 mins.	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
+15 mins.	3	0	0	0	3	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
+30 mins.	6	0	0	0	6	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+45 mins.	9	0	0	0	9	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
Total Volume	22	0	0	0	22	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.611	.000	.000	.000	.611	.000	.000	.000	.000	.000	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:15 PM

05:15 PM	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	13
05:30 PM	5	0	0	0	5	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	13
05:45 PM	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	9
06:00 PM	4	0	0	0	4	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	10
Total Volume	19	0	0	0	19	0	0	0	0	0	26	0	0	0	26	0	0	0	0	0	45
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.679	.000	.000	.000	.679	.000	.000	.000	.000	.000	.813	.000	.000	.000	.813	.000	.000	.000	.000	.000	.865

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&Commerce
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound					PILOT DRIVEWAY Westbound					US 27 Northbound					W COMMERCE AVENUE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					03:00 PM					03:45 PM					03:00 PM				
+0 mins.	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
+15 mins.	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+30 mins.	7	0	0	0	7	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0
+45 mins.	5	0	0	0	5	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0
Total Volume	22	0	0	0	22	0	0	0	0	0	29	0	0	0	29	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000	.806	.000	.000	.000	.806	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 11/29/18

Day: Thursday

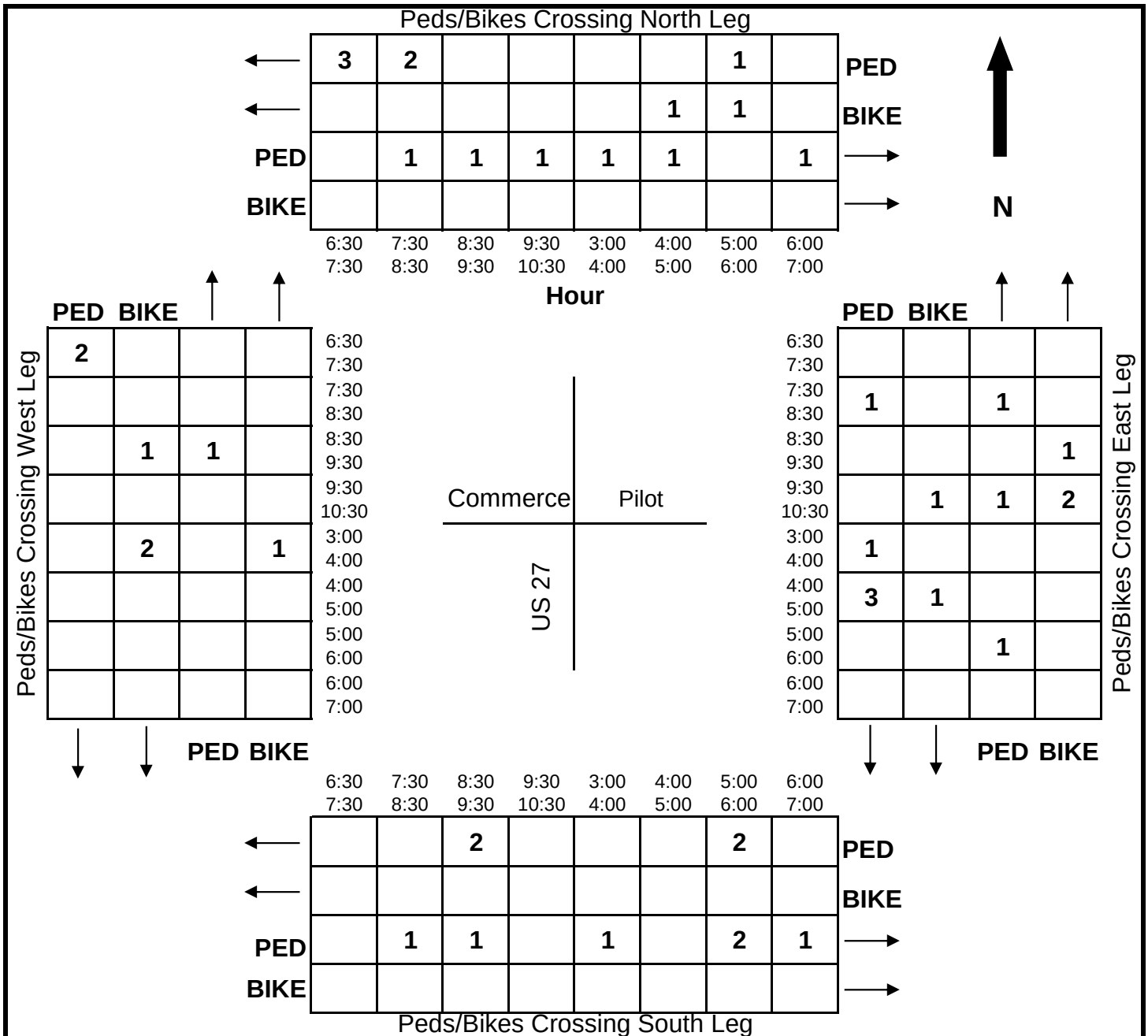
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Commerce Avenue/Pilot Driveway

Comments: _____

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



VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Haines City
 INTERSECTING ROUTE: Main Street West/Old Polk City Road
 DATE OF COUNT: 3/31/16
 ROAD CONDITION: Good
 EAST APPROACH: Main Street West
 WEST APPROACH: Old Polk City Road
 COUNT PERIODS: 10:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 16,128
 COMPLETED BY: ESJ
 DATE COMPLETED: 6/10/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
10:00 AM	3	46	412	8	4	473	1	28	396	22	9	456	929	0	39	16	21	13	89	0	18	17	14	5	54	143	1,072
10:15 AM	6	48	405	5	5	469	3	21	381	10	7	422	891	0	35	22	19	11	87	0	21	20	2	5	48	135	1,026
10:30 AM	8	39	365	10	0	422	0	26	400	19	11	456	878	0	54	19	28	13	114	0	26	20	14	13	73	187	1,065
10:45 AM	8	42	417	6	4	477	1	21	376	15	4	417	894	0	38	16	15	7	76	0	20	25	20	9	74	150	1,044
Total	25	175	1,599	29	13	1,841	5	96	1,553	66	31	1,751	3,592	0	166	73	83	44	366	0	85	82	50	32	249	615	4,207
11:00 AM	13	34	418	9	1	475	6	17	416	31	8	478	953	0	39	31	10	10	90	0	31	20	9	9	69	159	1,112
11:15 AM	7	46	395	13	4	465	0	23	342	17	12	394	859	0	47	19	24	14	104	0	14	24	18	5	61	165	1,024
11:30 AM	9	45	380	17	2	453	4	16	401	28	12	461	914	0	39	15	24	17	95	0	18	32	7	14	71	166	1,080
11:45 AM	13	33	407	11	2	466	0	29	381	21	13	444	910	0	39	26	31	9	105	0	29	28	12	17	86	191	1,101
Total	42	158	1,600	50	9	1,859	10	85	1,540	97	45	1,777	3,636	0	164	91	89	50	394	0	92	104	46	45	287	681	4,317
12:00 PM	15	40	339	14	1	409	1	18	345	31	3	398	807	0	38	21	18	12	89	0	31	24	17	5	77	166	973
12:15 PM	8	43	424	13	0	488	2	22	324	25	3	376	864	0	32	25	20	18	95	0	30	30	19	6	85	180	1,044
12:30 PM	6	46	381	18	4	455	3	27	377	38	1	446	901	0	31	19	34	10	94	0	19	30	18	7	74	168	1,069
12:45 PM	8	57	357	13	12	447	1	24	350	19	7	401	848	0	33	17	24	17	91	0	32	20	16	8	76	167	1,015
Total	37	186	1,501	58	17	1,799	7	91	1,396	113	14	1,621	3,420	0	134	82	96	57	369	0	112	104	70	26	312	681	4,101
1:00 PM	9	41	417	17	5	489	4	16	362	18	12	412	901	0	47	22	24	14	107	0	13	27	15	10	65	172	1,073
1:15 PM	20	37	362	20	3	442	0	27	352	25	14	418	860	0	35	33	20	10	98	0	23	23	7	11	64	162	1,022
1:30 PM	12	40	370	7	4	433	5	19	366	13	7	410	843	0	27	16	23	16	82	0	21	19	10	16	66	148	991
1:45 PM	13	36	417	20	7	493	4	21	358	22	8	413	906	0	41	22	34	15	112	0	24	21	11	13	69	181	1,087
Total	54	154	1,566	64	19	1,857	13	83	1,438	78	41	1,653	3,510	0	150	93	101	55	399	0	81	90	43	50	264	663	4,173
2:00 PM	10	42	389	12	3	456	5	20	385	23	6	439	895	0	42	27	25	14	108	0	20	21	15	1	57	165	1,060
2:15 PM	11	38	412	15	6	482	0	30	400	29	7	466	948	0	44	27	21	19	111	0	24	25	19	10	78	189	1,137
2:30 PM	12	39	395	11	2	459	3	25	382	22	13	445	904	0	52	29	27	26	134	0	25	22	26	14	87	221	1,125
2:45 PM	6	51	344	13	2	416	4	28	397	24	14	467	883	0	43	27	13	29	112	0	27	22	7	17	73	185	1,088
Total	39	170	1,540	51	13	1,813	12	103	1,564	98	40	1,817	3,630	0	181	110	86	88	465	0	96	90	67	42	295	760	4,390
3:00 PM	12	27	369	13	3	424	2	28	373	23	5	431	855	0	43	34	34	14	125	0	24	25	16	10	75	200	1,055
3:15 PM	9	55	404	16	5	489	3	29	421	35	13	501	990	0	35	24	21	9	89	0	25	29	31	7	92	181	1,171
3:30 PM	10	43	393	8	2	456	1	30	393	33	12	469	925	0	34	39	31	16	120	0	20	24	15	9	68	188	1,113
3:45 PM	10	42	338	10	5	405	2	28	372	23	10	435	840	0	50	31	38	15	134	0	24	35	9	7	75	209	1,049
Total	41	167	1,504	47	15	1,774	8	115	1,559	114	40	1,836	3,610	0	162	128	124	54	468	0	93	113	71	33	310	778	4,388
4:00 PM	3	44	394	11	1	453	0	34	399	38	8	479	932	0	42	37	38	22	139	0	32	30	6	10	78	217	1,149
4:15 PM	11	33	354	10	5	413	0	31	424	38	7	500	913	0	42	35	35	27	139	0	29	28	16	8	81	220	1,133
4:30 PM	16	62	338	11	3	430	3	34	449	23	10	519	949	0	37	43	43	16	139	0	22	28	10	10	70	209	1,158
4:45 PM	9	56	422	10	5	502	0	35	427	34	6	502	1,004	0	44	37	32	18	131	0	27	29	14	12	82	213	1,217
Total	39	195	1,508	42	14	1,798	3	134	1,699	133	31	2,000	3,798	0	165	152	148	83	548	0	110	115	46	40	311	859	4,657
5:00 PM	10	54	426	18	2	510	4	25	408	23	3	463	973	0	41	29	35	13	118	0	24	28	17	14	83	201	1,174
5:15 PM	14	48	387	15	4	468	0	27	411	24	14	476	944	0	42	29	38	6	115	0	32	28	13	6	79	194	1,138
5:30 PM	12	44	379	9	5	449	3	31	415	29	14	492	941	0	54	34	36	14	138	0	21	28	11	8	68	206	1,147
5:45 PM	8	34	394	9	3	448	1	17	388	35	5	446	894	0	39	21	22	7	89	0	16	29	14	5	64	153	1,047
Total	44	180	1,586	51	14	1,875	8	100	1,622	111	36	1,877	3,752	0	176	113	131	40	460	0	93	113	55	33	294	754	4,506

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Haines City
 INTERSECTING ROUTE: Main Street West/Old Polk City Road
 DATE OF COUNT: 3/31/16
 ROAD CONDITION: Good
 EAST APPROACH: Main Street West
 WEST APPROACH: Old Polk City Road
 COUNT PERIODS: 10:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 16.128
 COMPLETED BY: ESJ
 DATE COMPLETED: 6/10/16

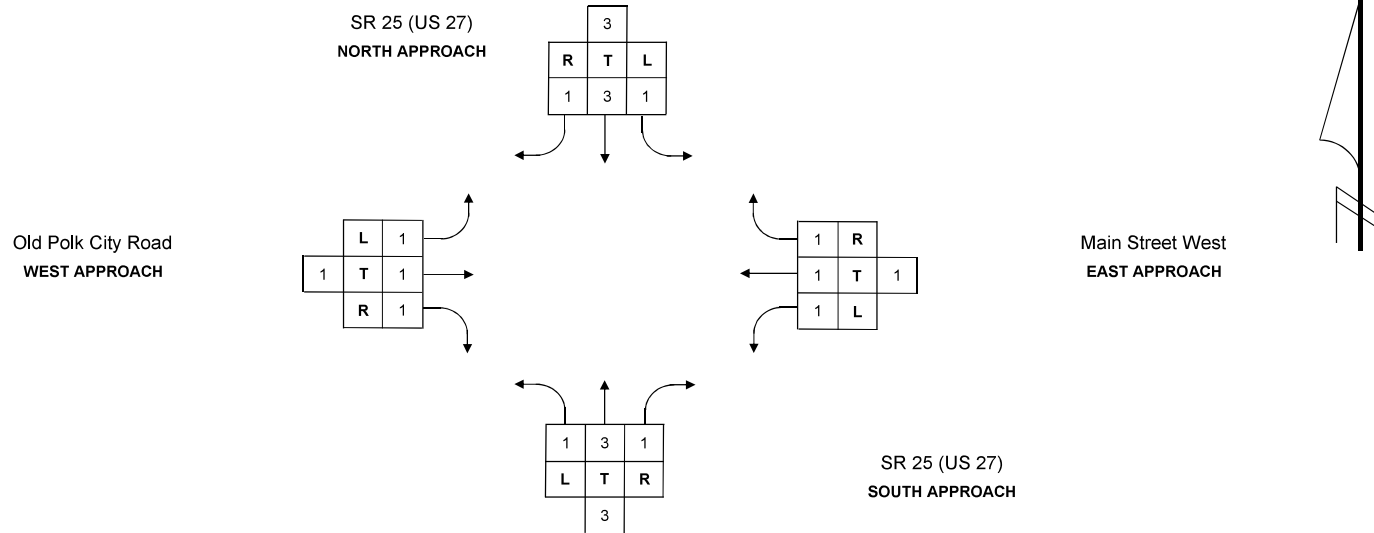
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
10:00 AM	0	7	51	0	0	58	0	0	43	1	0	44	102	0	3	0	2	3	8	0	0	1	1	0	2	10	112
10:15 AM	1	12	47	0	0	60	0	0	25	1	0	26	86	0	2	0	4	2	8	0	2	0	0	0	2	10	96
10:30 AM	0	6	31	1	0	38	0	1	32	0	0	33	71	0	3	1	9	1	14	0	2	1	0	0	3	17	88
10:45 AM	0	7	39	0	0	46	0	0	36	1	0	37	83	0	2	0	5	2	9	0	0	0	2	0	2	11	94
Total	1	32	168	1	0	202	0	1	136	3	0	140	342	0	10	1	20	8	39	0	4	2	3	0	9	48	390
11:00 AM	1	7	37	1	0	46	1	0	48	2	0	51	97	0	3	0	3	1	7	0	0	0	0	0	0	7	104
11:15 AM	0	7	44	0	1	52	0	1	35	0	0	36	88	0	1	1	4	2	8	0	0	1	1	0	2	10	98
11:30 AM	0	7	33	0	0	40	0	0	39	0	0	39	79	0	1	1	5	1	8	0	0	0	0	0	0	8	87
11:45 AM	1	3	51	1	0	56	0	1	28	1	1	31	87	0	0	0	5	1	6	0	0	1	0	0	1	7	94
Total	2	24	165	2	1	194	1	2	150	3	1	157	351	0	5	2	17	5	29	0	0	2	1	0	3	32	383
12:00 PM	0	4	38	1	0	43	0	0	27	0	0	27	70	0	2	0	3	1	6	0	0	0	1	0	1	7	77
12:15 PM	0	5	48	0	0	53	0	1	40	1	0	42	95	0	0	1	2	0	3	0	1	0	0	1	2	5	100
12:30 PM	0	6	47	0	0	53	0	3	25	2	0	30	83	0	0	0	4	1	5	0	0	2	1	0	3	8	91
12:45 PM	0	9	49	0	0	58	0	3	39	1	0	43	101	0	0	0	5	0	5	0	0	0	0	0	0	5	106
Total	0	24	182	1	0	207	0	7	131	4	0	142	349	0	2	1	14	2	19	0	1	2	2	1	6	25	374
1:00 PM	0	7	37	1	0	45	0	1	31	0	1	33	78	0	0	3	2	0	5	0	0	1	0	2	3	8	86
1:15 PM	1	3	37	0	0	41	0	1	40	0	0	41	82	0	1	0	6	0	7	0	1	0	0	1	2	9	91
1:30 PM	0	10	34	0	0	44	0	0	30	0	0	30	74	0	0	0	6	0	6	0	3	0	0	1	4	10	84
1:45 PM	1	10	44	0	2	57	0	0	36	1	0	37	94	0	1	1	5	1	8	0	0	1	0	1	2	10	104
Total	2	30	152	1	2	187	0	2	137	1	1	141	328	0	2	4	19	1	26	0	4	2	0	5	11	37	365
2:00 PM	0	3	24	0	0	27	0	0	38	0	0	38	65	0	2	1	3	2	8	0	1	0	1	0	2	10	75
2:15 PM	0	9	30	0	0	39	0	0	36	1	0	37	76	0	1	0	3	1	5	0	0	2	0	1	3	8	84
2:30 PM	0	5	39	1	0	45	0	0	36	1	1	38	83	0	1	0	5	3	9	0	0	0	1	2	3	12	95
2:45 PM	0	10	22	1	0	33	0	2	25	0	0	27	60	0	0	2	2	3	7	0	1	0	0	1	2	9	69
Total	0	27	115	2	0	144	0	2	135	2	1	140	284	0	4	3	13	9	29	0	2	2	2	4	10	39	323
3:00 PM	1	4	28	0	0	33	0	0	38	2	0	40	73	0	0	0	4	2	6	0	1	0	0	0	1	7	80
3:15 PM	1	7	37	1	0	46	0	1	23	3	0	27	73	0	0	0	5	1	6	0	2	0	1	0	3	9	82
3:30 PM	1	2	28	1	1	33	0	2	27	1	0	30	63	0	2	0	3	2	7	0	0	0	0	0	0	7	70
3:45 PM	1	3	27	0	0	31	0	0	28	2	0	30	61	0	1	0	7	1	9	0	1	0	1	0	2	11	72
Total	4	16	120	2	1	143	0	3	116	8	0	127	270	0	3	0	19	6	28	0	4	0	2	0	6	34	304
4:00 PM	1	0	28	0	0	29	0	2	29	0	0	31	60	0	0	0	5	0	5	0	0	1	0	0	1	6	66
4:15 PM	1	3	27	1	0	32	0	0	27	1	1	29	61	0	1	1	1	2	5	0	1	0	0	0	1	6	67
4:30 PM	0	7	39	1	0	47	0	1	28	1	1	31	78	0	0	0	7	3	10	0	0	0	0	1	1	11	89
4:45 PM	0	6	32	0	0	38	0	0	33	1	0	34	72	0	0	1	0	1	2	0	0	1	0	1	2	4	76
Total	2	16	126	2	0	146	0	3	117	3	2	125	271	0	1	2	13	6	22	0	1	2	0	2	5	27	298
5:00 PM	0	10	17	1	0	28	0	2	21	2	0	25	53	0	1	1	4	2	8	0	1	1	0	0	2	10	63
5:15 PM	0	2	30	1	0	33	0	2	19	0	1	22	55	0	2	1	2	0	5	0	0	0	0	0	0	5	60
5:30 PM	0	7	24	0	0	31	0	0	22	1	0	23	54	0	1	0	5	0	6	0	0	0	0	1	1	7	61
5:45 PM	0	2	22	0	0	24	0	0	22	1	0	23	47	0	0	0	2	0	2	0	0	0	0	0	0	2	49
Total	0	21	93	2	0	116	0	4	84	4	1	93	209	0	4	2	13	2	21	0	1	1	0	1	3	24	233

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Haines City	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	Main Street West/Old Polk City Road	MILEPOST:	16.13
OBSERVER:	FDA	DATE:	3/31/16	COMPLETED BY:	ESJ
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/10/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
10 - 11	25	175	1,599	29	13	1,841	5	96	1,553	66	31	1,751	3,592	0	166	73	83	44	366	0	85	82	50	32	249	615
11 - 12	42	158	1,600	50	9	1,859	10	85	1,540	97	45	1,777	3,636	0	164	91	89	50	394	0	92	104	46	45	287	681
12 - 13	37	186	1,501	58	17	1,799	7	91	1,396	113	14	1,621	3,420	0	134	82	96	57	369	0	112	104	70	26	312	681
13 - 14	54	154	1,566	64	19	1,857	13	83	1,438	78	41	1,653	3,510	0	150	93	101	55	399	0	81	90	43	50	264	663
14 - 15	39	170	1,540	51	13	1,813	12	103	1,564	98	40	1,817	3,630	0	181	110	86	88	465	0	96	90	67	42	295	760
15 - 16	41	167	1,504	47	15	1,774	8	115	1,559	114	40	1,836	3,610	0	162	128	124	54	468	0	93	113	71	33	310	778
16 - 17	39	195	1,508	42	14	1,798	3	134	1,699	133	31	2,000	3,798	0	165	152	148	83	548	0	110	115	46	40	311	859
17 - 18	44	180	1,586	51	14	1,875	8	100	1,622	111	36	1,877	3,752	0	176	113	131	40	460	0	93	113	55	33	294	754
TOTAL	321	1,385	12,404	392	114	14,616	66	807	12,371	810	278	14,332	28,948	0	1,298	842	858	471	3,469	0	762	811	448	301	2,322	5,791

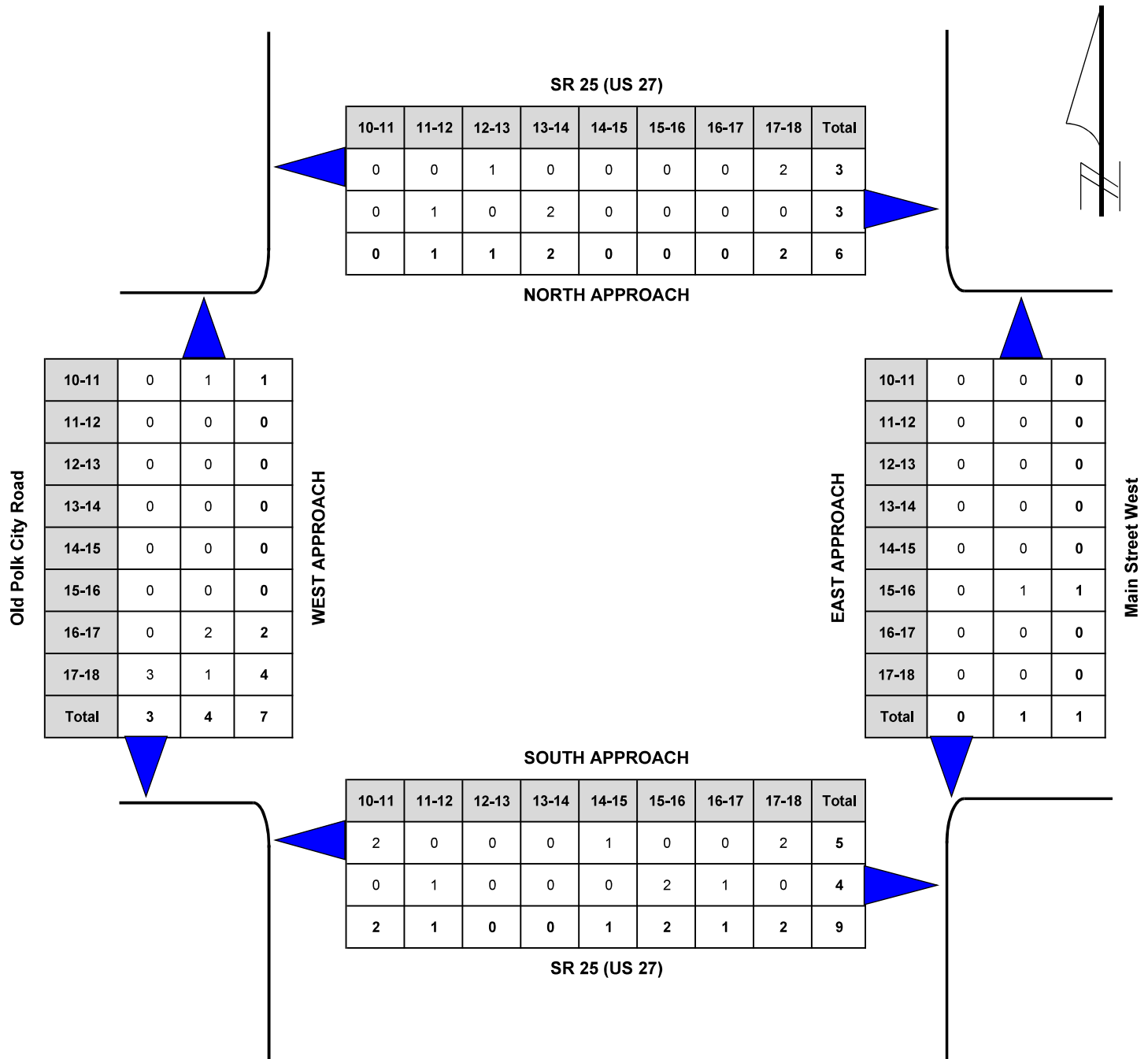
Percentage	2.2%	9.5%	84.9%	2.7%	0.8%	100.0%	0.5%	5.6%	86.3%	5.7%	1.9%	100.0%	N/A	0.0%	37.4%	24.3%	24.7%	13.6%	100.0%	0.0%	32.8%	34.9%	19.3%	13.0%	100.0%	N/A
Maximum	54	195	1,600	64	19	1,875	13	134	1,699	133	45	2,000	3,798	0	181	152	148	88	548	0	112	115	71	50	312	859
Minimum	25	154	1,501	29	9	1,774	3	83	1,396	66	14	1,621	3,420	0	134	73	83	40	366	0	81	82	43	26	249	615
Total Heavy Veh	201		1,121	13	4	1,339	25		1,006	28	6	1,065	2,404	31		15	128	39	213	17		13	10	13	53	266
% Heavy Veh	11.8%		9.0%	3.4%		9.2%	2.9%		8.1%	3.1%		7.4%	8.3%	2.4%		1.8%	12.6%		6.1%	2.2%		1.6%	3.1%		2.3%	4.6%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 16.128
 COUNT HOURS 10:00 AM - 6:00 PM

CITY Haines City
 INTERSECTING ROUTE Main Street West/Old Polk City Road
 DATE OF COUNT 3/31/16
 WEATHER Good
 COMPLETED BY ESJ
 DATE 6/10/16



FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 16.128
COUNT HOURS 10:00 AM - 6:00 PM

CITY Haines City
INTERSECTING ROUTE Main Street West/Old Polk City Road
DATE OF COUNT 3/31/16
WEATHER Good
COMPLETED BY ESJ
DATE 6/10/16

SR 25 (US 27)

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
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	1	1

NORTH APPROACH

Old Polk City Road

10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

SOUTH APPROACH

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	0	1
0	0	0	0	0	1	0	0	1

SR 25 (US 27)

EAST APPROACH

10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	2	2
16-17	0	0	0
17-18	1	0	1
Total	1	2	3

Main Street West

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&GlenEste
Site Code : 18013
Start Date : 11/28/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	8	215	3	3	229	10	3	4	16	33	7	479	21	6	513	3	0	0	2	5	780
06:45 AM	12	268	1	2	283	12	0	6	11	29	16	409	19	1	445	5	2	2	2	11	768
Total	20	483	4	5	512	22	3	10	27	62	23	888	40	7	958	8	2	2	4	16	1548
07:00 AM	19	286	4	3	312	27	3	8	22	60	13	431	25	1	470	8	1	1	0	10	852
07:15 AM	11	301	4	1	317	34	4	5	11	54	8	406	13	9	436	13	2	1	1	17	824
07:30 AM	13	290	2	3	308	28	4	5	18	55	15	420	27	7	469	14	2	2	3	21	853
07:45 AM	31	343	7	0	381	20	5	3	17	45	13	400	30	3	446	8	2	2	4	16	888
Total	74	1220	17	7	1318	109	16	21	68	214	49	1657	95	20	1821	43	7	6	8	64	3417
08:00 AM	26	276	9	2	313	33	6	4	19	62	18	398	25	5	446	21	7	0	4	32	853
08:15 AM	15	277	2	2	296	34	5	4	14	57	9	336	31	9	385	13	5	1	1	20	758
08:30 AM	21	324	9	4	358	23	4	7	20	54	16	344	28	6	394	8	8	8	3	27	833
08:45 AM	24	255	5	5	289	29	6	5	13	53	17	361	25	10	413	15	2	3	1	21	776
Total	86	1132	25	13	1256	119	21	20	66	226	60	1439	109	30	1638	57	22	12	9	100	3220
09:00 AM	17	279	4	6	306	31	4	9	10	54	14	314	38	4	370	14	8	4	7	33	763
09:15 AM	26	260	4	5	295	37	11	7	16	71	24	335	34	10	403	21	6	6	2	35	804
09:30 AM	22	310	6	6	344	46	12	9	13	80	21	326	38	14	399	26	10	3	7	46	869
09:45 AM	29	270	4	7	310	44	3	2	18	67	16	302	33	22	373	23	8	5	0	36	786
Total	94	1119	18	24	1255	158	30	27	57	272	75	1277	143	50	1545	84	32	18	16	150	3222
10:00 AM	34	294	5	8	341	37	8	10	14	69	19	320	37	10	386	20	13	9	1	43	839
10:15 AM	33	290	8	10	341	51	8	5	22	86	18	307	36	17	378	22	8	4	0	34	839
*** BREAK ***																					
Total	67	584	13	18	682	88	16	15	36	155	37	627	73	27	764	42	21	13	1	77	1678
*** BREAK ***																					
03:00 PM	36	396	4	10	446	54	10	12	24	100	21	332	44	20	417	31	16	9	2	58	1021
03:15 PM	49	411	7	7	474	60	9	5	24	98	21	355	54	13	443	41	7	6	8	62	1077
03:30 PM	48	422	17	2	489	72	16	17	20	125	21	306	61	17	405	32	8	6	4	50	1069
03:45 PM	39	401	13	10	463	65	11	10	10	96	25	306	51	15	397	35	11	10	2	58	1014
Total	172	1630	41	29	1872	251	46	44	78	419	88	1299	210	65	1662	139	42	31	16	228	4181
04:00 PM	32	451	5	12	500	61	12	4	12	89	23	305	42	8	378	35	18	18	0	71	1038
04:15 PM	42	401	16	6	465	62	9	11	21	103	21	423	54	12	510	33	20	4	4	61	1139
04:30 PM	33	420	6	12	471	61	10	3	22	96	26	357	53	17	453	25	14	5	1	45	1065
04:45 PM	25	382	4	12	423	78	12	4	20	114	21	352	42	17	432	37	13	14	1	65	1034
Total	132	1654	31	42	1859	262	43	22	75	402	91	1437	191	54	1773	130	65	41	6	242	4276
05:00 PM	18	418	12	7	455	53	18	11	25	107	24	404	47	17	492	37	13	13	0	63	1117
05:15 PM	26	431	7	6	470	71	6	8	17	102	19	433	50	18	520	23	16	11	1	51	1143
05:30 PM	38	415	1	6	460	54	16	7	13	90	29	410	54	15	508	27	14	11	5	57	1115
05:45 PM	37	398	12	6	453	51	17	9	21	98	27	304	51	11	393	30	19	16	2	67	1011
Total	119	1662	32	25	1838	229	57	35	76	397	99	1551	202	61	1913	117	62	51	8	238	4386

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&GlenEste
Site Code : 18013
Start Date : 11/28/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	42	396	10	9	457	48	8	7	32	95	24	299	60	22	405	30	15	11	3	59	1016
06:15 PM	34	359	5	4	402	51	14	8	16	89	24	295	28	20	367	17	14	8	2	41	899
06:30 PM	32	295	5	3	335	67	11	10	17	105	10	256	45	17	328	15	15	8	2	40	808
06:45 PM	17	322	10	5	354	44	9	8	16	77	20	241	30	14	305	21	12	4	3	40	776
Total	125	1372	30	21	1548	210	42	33	81	366	78	1091	163	73	1405	83	56	31	10	180	3499
Grand Total	889	10856	211	184	12140	1448	274	227	564	2513	600	11266	1226	387	13479	703	309	205	78	1295	29427
Apprch %	7.3	89.4	1.7	1.5		57.6	10.9	9	22.4		4.5	83.6	9.1	2.9		54.3	23.9	15.8	6		
Total %	3	36.9	0.7	0.6	41.3	4.9	0.9	0.8	1.9	8.5	2	38.3	4.2	1.3	45.8	2.4	1.1	0.7	0.3	4.4	
Passenger Vehicles	795	9952	205	182	11134	1417	272	222	554	2465	536	10351	1205	379	12471	696	307	201	76	1280	27350
% Passenger Vehicles	89.4	91.7	97.2	98.9	91.7	97.9	99.3	97.8	98.2	98.1	89.3	91.9	98.3	97.9	92.5	99	99.4	98	97.4	98.8	92.9
Heavy Vehicles	16	904	6	2	928	31	2	5	10	48	8	915	21	8	952	7	2	4	2	15	1943
% Heavy Vehicles	1.8	8.3	2.8	1.1	7.6	2.1	0.7	2.2	1.8	1.9	1.3	8.1	1.7	2.1	7.1	1	0.6	2	2.6	1.2	6.6
UTurns	78	0	0	0	78	0	0	0	0	0	56	0	0	0	56	0	0	0	0	0	134
% UTurns	8.8	0	0	0	0.6	0	0	0	0	0	9.3	0	0	0	0.4	0	0	0	0	0	0.5

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	11	301	4	1	317	34	4	5	11	54	8	406	13	9	436	13	2	1	1	17	824
07:30 AM	13	290	2	3	308	28	4	5	18	55	15	420	27	7	469	14	2	2	3	21	853
07:45 AM	31	343	7	0	381	20	5	3	17	45	13	400	30	3	446	8	2	2	4	16	888
08:00 AM	26	276	9	2	313	33	6	4	19	62	18	398	25	5	446	21	7	0	4	32	853
Total Volume	81	1210	22	6	1319	115	19	17	65	216	54	1624	95	24	1797	56	13	5	12	86	3418
% App. Total	6.1	91.7	1.7	0.5		53.2	8.8	7.9	30.1		3	90.4	5.3	1.3		65.1	15.1	5.8	14		
PHF	.653	.882	.611	.500	.865	.846	.792	.850	.855	.871	.750	.967	.792	.667	.958	.667	.464	.625	.750	.672	.962
Passenger Vehicles	71	1112	22	6	1211	108	18	17	64	207	49	1504	92	24	1669	55	13	5	11	84	3171
% Passenger Vehicles	87.7	91.9	100	100	91.8	93.9	94.7	100	98.5	95.8	90.7	92.6	96.8	100	92.9	98.2	100	100	91.7	97.7	92.8
Heavy Vehicles	2	98	0	0	100	7	1	0	1	9	1	120	3	0	124	1	0	0	1	2	235
% Heavy Vehicles	2.5	8.1	0	0	7.6	6.1	5.3	0	1.5	4.2	1.9	7.4	3.2	0	6.9	1.8	0	0	8.3	2.3	6.9
UTurns	8	0	0	0	8	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	12
% UTurns	9.9	0	0	0	0.6	0	0	0	0	0	7.4	0	0	0	0.2	0	0	0	0	0	0.4

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&GlenEste
Site Code : 18013
Start Date : 11/28/2018
Page No : 3

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					09:30 AM					06:30 AM					09:15 AM					
+0 mins.	31	343	7	0	381	46	12	9	13	80	7	479	21	6	513	21	6	6	2	35	
+15 mins.	26	276	9	2	313	44	3	2	18	67	16	409	19	1	445	26	10	3	7	46	
+30 mins.	15	277	2	2	296	37	8	10	14	69	13	431	25	1	470	23	8	5	0	36	
+45 mins.	21	324	9	4	358	51	8	5	22	86	8	406	13	9	436	20	13	9	1	43	
Total Volume	93	1220	27	8	1348	178	31	26	67	302	44	1725	78	17	1864	90	37	23	10	160	
% App. Total	6.9	90.5	2	0.6		58.9	10.3	8.6	22.2		2.4	92.5	4.2	0.9		56.2	23.1	14.4	6.2		
PHF	.750	.889	.750	.500	.885	.873	.646	.650	.761	.878	.688	.900	.780	.472	.908	.865	.712	.639	.357	.870	
Passenger Vehicles	77	1101	26	8	1212	172	30	25	66	293	40	1590	75	16	1721	88	37	23	10	158	
% Passenger Vehicles	82.8	90.2	96.3	100	89.9	96.6	96.8	96.2	98.5	97	90.9	92.2	96.2	94.1	92.3	97.8	100	100	100	98.8	
Heavy Vehicles	3	119	1	0	123	6	1	1	1	9	1	135	3	1	140	2	0	0	0	2	
% Heavy Vehicles	3.2	9.8	3.7	0	9.1	3.4	3.2	3.8	1.5	3	2.3	7.8	3.8	5.9	7.5	2.2	0	0	0	1.2	
UTurns	13	0	0	0	13	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	
% UTurns	14	0	0	0	1	0	0	0	0	0	6.8	0	0	0	0.2	0	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	25	382	4	12	423	78	12	4	20	114	21	352	42	17	432	37	13	14	1	65	1034
05:00 PM	18	418	12	7	455	53	18	11	25	107	24	404	47	17	492	37	13	13	0	63	1117
05:15 PM	26	431	7	6	470	71	6	8	17	102	19	433	50	18	520	23	16	11	1	51	1143
05:30 PM	38	415	1	6	460	54	16	7	13	90	29	410	54	15	508	27	14	11	5	57	1115
Total Volume	107	1646	24	31	1808	256	52	30	75	413	93	1599	193	67	1952	124	56	49	7	236	4409
% App. Total	5.9	91	1.3	1.7		62	12.6	7.3	18.2		4.8	81.9	9.9	3.4		52.5	23.7	20.8	3		
PHF	.704	.955	.500	.646	.962	.821	.722	.682	.750	.906	.802	.923	.894	.931	.938	.838	.875	.875	.350	.908	.964
Passenger Vehicles	100	1565	22	31	1718	254	52	29	74	409	82	1492	189	67	1830	124	55	48	7	234	4191
% Passenger Vehicles	93.5	95.1	91.7	100	95.0	99.2	100	96.7	98.7	99.0	88.2	93.3	97.9	100	93.8	100	98.2	98.0	100	99.2	95.1
Heavy Vehicles	2	81	2	0	85	2	0	1	1	4	1	107	4	0	112	0	1	1	0	2	203
% Heavy Vehicles	1.9	4.9	8.3	0	4.7	0.8	0	3.3	1.3	1.0	1.1	6.7	2.1	0	5.7	0	1.8	2.0	0	0.8	4.6
UTurns	5	0	0	0	5	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	15
% UTurns	4.7	0	0	0	0.3	0	0	0	0	0	10.8	0	0	0	0.5	0	0	0	0	0	0.3

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&GlenEste
 Site Code : 18013
 Start Date : 11/28/2018
 Page No : 4

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:15 PM					04:15 PM					04:45 PM					04:00 PM					
+0 mins.	49	411	7	7	474	62	9	11	21	103	21	352	42	17	432	35	18	18	0	71	
+15 mins.	48	422	17	2	489	61	10	3	22	96	24	404	47	17	492	33	20	4	4	61	
+30 mins.	39	401	13	10	463	78	12	4	20	114	19	433	50	18	520	25	14	5	1	45	
+45 mins.	32	451	5	12	500	53	18	11	25	107	29	410	54	15	508	37	13	14	1	65	
Total Volume	168	1685	42	31	1926	254	49	29	88	420	93	1599	193	67	1952	130	65	41	6	242	
% App. Total	8.7	87.5	2.2	1.6		60.5	11.7	6.9	21		4.8	81.9	9.9	3.4		53.7	26.9	16.9	2.5		
PHF	.857	.934	.618	.646	.963	.814	.681	.659	.880	.921	.802	.923	.894	.931	.938	.878	.813	.569	.375	.852	
Passenger Vehicles	154	1570	41	30	1795	250	49	28	86	413	82	1492	189	67	1830	129	65	41	6	241	
% Passenger Vehicles	91.7	93.2	97.6	96.8	93.2	98.4	100	96.6	97.7	98.3	88.2	93.3	97.9	100	93.8	99.2	100	100	100	99.6	
Heavy Vehicles	2	115	1	1	119	4	0	1	2	7	1	107	4	0	112	1	0	0	0	1	
% Heavy Vehicles	1.2	6.8	2.4	3.2	6.2	1.6	0	3.4	2.3	1.7	1.1	6.7	2.1	0	5.7	0.8	0	0	0	0.4	
UTurns	12	0	0	0	12	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	
% UTurns	7.1	0	0	0	0.6	0	0	0	0	0	10.8	0	0	0	0.5	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&GlenEste
Site Code : 18013
Start Date : 11/28/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	5	197	2	3	207	9	3	4	16	32	5	438	21	5	469	2	0	0	2	4	712
06:45 AM	8	229	1	2	240	12	0	6	11	29	15	382	18	1	416	5	2	2	2	11	696
Total	13	426	3	5	447	21	3	10	27	61	20	820	39	6	885	7	2	2	4	15	1408
07:00 AM	15	255	4	3	277	27	3	8	21	59	13	394	23	1	431	8	1	1	0	10	777
07:15 AM	10	283	4	1	298	31	4	5	10	50	7	376	13	9	405	13	2	1	1	17	770
07:30 AM	13	266	2	3	284	27	3	5	18	53	14	391	26	7	438	14	2	2	3	21	796
07:45 AM	26	317	7	0	350	20	5	3	17	45	11	377	29	3	420	7	2	2	4	15	830
Total	64	1121	17	7	1209	105	15	21	66	207	45	1538	91	20	1694	42	7	6	8	63	3173
08:00 AM	22	246	9	2	279	30	6	4	19	59	17	360	24	5	406	21	7	0	3	31	775
08:15 AM	11	251	2	2	266	34	5	4	14	57	8	308	29	9	354	13	5	1	1	20	697
08:30 AM	18	287	8	4	317	23	4	6	18	51	14	317	25	5	361	8	8	7	3	26	755
08:45 AM	18	223	5	5	251	28	6	5	13	52	17	322	24	10	373	15	2	3	1	21	697
Total	69	1007	24	13	1113	115	21	19	64	219	56	1307	102	29	1494	57	22	11	8	98	2924
09:00 AM	14	249	4	6	273	30	4	9	9	52	13	279	38	4	334	14	8	4	6	32	691
09:15 AM	23	220	4	5	252	34	11	6	16	67	22	309	34	10	375	21	6	6	2	35	729
09:30 AM	19	263	6	6	294	45	12	9	13	79	21	288	37	11	357	26	10	3	7	46	776
09:45 AM	28	225	4	6	263	40	3	2	18	63	15	261	32	21	329	22	8	5	0	35	690
Total	84	957	18	23	1082	149	30	26	56	261	71	1137	141	46	1395	83	32	18	15	148	2886
10:00 AM	28	245	5	8	286	36	8	9	14	67	17	279	37	10	343	19	13	9	1	42	738
10:15 AM	31	255	8	10	304	51	7	5	21	84	17	276	36	17	346	22	8	4	0	34	768
*** BREAK ***																					
Total	59	500	13	18	590	87	15	14	35	151	34	555	73	27	689	41	21	13	1	76	1506
*** BREAK ***																					
03:00 PM	35	370	4	10	419	53	10	12	23	98	19	300	43	20	382	31	16	8	2	57	956
03:15 PM	42	380	7	7	436	59	9	5	24	97	19	319	54	13	405	41	7	6	8	62	1000
03:30 PM	44	398	16	2	460	69	16	16	20	121	20	283	61	16	380	32	8	6	4	50	1011
03:45 PM	37	369	13	10	429	65	11	10	10	96	20	280	49	15	364	35	10	10	2	57	946
Total	158	1517	40	29	1744	246	46	43	77	412	78	1182	207	64	1531	139	41	30	16	226	3913
04:00 PM	31	423	5	11	470	60	12	4	11	87	20	285	42	8	355	34	18	18	0	70	982
04:15 PM	39	363	16	6	424	60	9	11	21	101	20	401	54	12	487	33	20	4	4	61	1073
04:30 PM	28	396	6	12	442	61	10	3	21	95	24	335	53	16	428	25	14	5	1	45	1010
04:45 PM	21	360	3	12	396	77	12	4	19	112	20	316	40	17	393	37	13	14	1	65	966
Total	119	1542	30	41	1732	258	43	22	72	395	84	1337	189	53	1663	129	65	41	6	241	4031
05:00 PM	17	396	11	7	431	52	18	10	25	105	20	383	47	17	467	37	13	13	0	63	1066
05:15 PM	26	419	7	6	458	71	6	8	17	102	19	407	48	18	492	23	16	10	1	50	1102
05:30 PM	36	390	1	6	433	54	16	7	13	90	23	386	54	15	478	27	13	11	5	56	1057
05:45 PM	36	383	11	6	436	51	17	9	21	98	20	279	51	11	361	30	19	16	2	67	962
Total	115	1588	30	25	1758	228	57	34	76	395	82	1455	200	61	1798	117	61	50	8	236	4187

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&GlenEste
Site Code : 18013
Start Date : 11/28/2018
Page No : 2

Groups Printed- Passenger Vehicles

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	39	377	10	9	435	48	8	7	32	95	16	278	60	22	376	29	15	11	3	58	964
06:15 PM	30	340	5	4	379	51	14	8	16	89	21	274	28	20	343	17	14	8	2	41	852
06:30 PM	31	281	5	3	320	65	11	10	17	103	9	240	45	17	311	15	15	7	2	39	773
06:45 PM	14	296	10	5	325	44	9	8	16	77	20	228	30	14	292	20	12	4	3	39	733
Total	114	1294	30	21	1459	208	42	33	81	364	66	1020	163	73	1322	81	56	30	10	177	3322
Grand Total	795	9952	205	182	11134	1417	272	222	554	2465	536	10351	1205	379	12471	696	307	201	76	1280	27350
Apprch %	7.1	89.4	1.8	1.6		57.5	11	9	22.5		4.3	83	9.7	3		54.4	24	15.7	5.9		
Total %	2.9	36.4	0.7	0.7	40.7	5.2	1	0.8	2	9	2	37.8	4.4	1.4	45.6	2.5	1.1	0.7	0.3	4.7	

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	15	255	4	3	277	27	3	8	21	59	13	394	23	1	431	8	1	1	0	10	777
07:15 AM	10	283	4	1	298	31	4	5	10	50	7	376	13	9	405	13	2	1	1	17	770
07:30 AM	13	266	2	3	284	27	3	5	18	53	14	391	26	7	438	14	2	2	3	21	796
07:45 AM	26	317	7	0	350	20	5	3	17	45	11	377	29	3	420	7	2	2	4	15	830
Total Volume	64	1121	17	7	1209	105	15	21	66	207	45	1538	91	20	1694	42	7	6	8	63	3173
% App. Total	5.3	92.7	1.4	0.6		50.7	7.2	10.1	31.9		2.7	90.8	5.4	1.2		66.7	11.1	9.5	12.7		
PHF	.615	.884	.607	.583	.864	.847	.750	.656	.786	.877	.804	.976	.784	.556	.967	.750	.875	.750	.500	.750	.956

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					09:30 AM					06:30 AM					09:15 AM				
+0 mins.	26	317	7	0	350	45	12	9	13	79	5	438	21	5	469	21	6	6	2	35
+15 mins.	22	246	9	2	279	40	3	2	18	63	15	382	18	1	416	26	10	3	7	46
+30 mins.	11	251	2	2	266	36	8	9	14	67	13	394	23	1	431	22	8	5	0	35
+45 mins.	18	287	8	4	317	51	7	5	21	84	7	376	13	9	405	19	13	9	1	42
Total Volume	77	1101	26	8	1212	172	30	25	66	293	40	1590	75	16	1721	88	37	23	10	158
% App. Total	6.4	90.8	2.1	0.7		58.7	10.2	8.5	22.5		2.3	92.4	4.4	0.9		55.7	23.4	14.6	6.3	
PHF	.740	.868	.722	.500	.866	.843	.625	.694	.786	.872	.667	.908	.815	.444	.917	.846	.712	.639	.357	.859

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	21	360	3	12	396	77	12	4	19	112	20	316	40	17	393	37	13	14	1	65	966
05:00 PM	17	396	11	7	431	52	18	10	25	105	20	383	47	17	467	37	13	13	0	63	1066
05:15 PM	26	419	7	6	458	71	6	8	17	102	19	407	48	18	492	23	16	10	1	50	1102
05:30 PM	36	390	1	6	433	54	16	7	13	90	23	386	54	15	478	27	13	11	5	56	1057
Total Volume	100	1565	22	31	1718	254	52	29	74	409	82	1492	189	67	1830	124	55	48	7	234	4191
% App. Total	5.8	91.1	1.3	1.8		62.1	12.7	7.1	18.1		4.5	81.5	10.3	3.7		53	23.5	20.5	3		
PHF	.694	.934	.500	.646	.938	.825	.722	.725	.740	.913	.891	.916	.875	.931	.930	.838	.859	.857	.350	.900	.951

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&GlenEste
 Site Code : 18013
 Start Date : 11/28/2018
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	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM					04:30 PM					04:45 PM					04:00 PM				
+0 mins.	42	380	7	7	436	61	10	3	21	95	20	316	40	17	393	34	18	18	0	70
+15 mins.	44	398	16	2	460	77	12	4	19	112	20	383	47	17	467	33	20	4	4	61
+30 mins.	37	369	13	10	429	52	18	10	25	105	19	407	48	18	492	25	14	5	1	45
+45 mins.	31	423	5	11	470	71	6	8	17	102	23	386	54	15	478	37	13	14	1	65
Total Volume	154	1570	41	30	1795	261	46	25	82	414	82	1492	189	67	1830	129	65	41	6	241
% App. Total	8.6	87.5	2.3	1.7		63	11.1	6	19.8		4.5	81.5	10.3	3.7		53.5	27	17	2.5	
PHF	.875	.928	.641	.682	.955	.847	.639	.625	.820	.924	.891	.916	.875	.931	.930	.872	.813	.569	.375	.861

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&GlenEste
Site Code : 18013
Start Date : 11/28/2018
Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	0	18	1	0	19	1	0	0	0	1	1	41	0	1	43	1	0	0	0	1	64
06:45 AM	1	39	0	0	40	0	0	0	0	0	0	27	1	0	28	0	0	0	0	0	68
Total	1	57	1	0	59	1	0	0	0	1	1	68	1	1	71	1	0	0	0	1	132
07:00 AM	2	31	0	0	33	0	0	0	1	1	0	37	2	0	39	0	0	0	0	0	73
07:15 AM	0	18	0	0	18	3	0	0	1	4	0	30	0	0	30	0	0	0	0	0	52
07:30 AM	0	24	0	0	24	1	1	0	0	2	0	29	1	0	30	0	0	0	0	0	56
07:45 AM	1	26	0	0	27	0	0	0	0	0	1	23	1	0	25	1	0	0	0	1	53
Total	3	99	0	0	102	4	1	0	2	7	1	119	4	0	124	1	0	0	0	1	234
08:00 AM	1	30	0	0	31	3	0	0	0	3	0	38	1	0	39	0	0	0	1	1	74
08:15 AM	0	26	0	0	26	0	0	0	0	0	1	28	2	0	31	0	0	0	0	0	57
08:30 AM	1	37	1	0	39	0	0	1	2	3	0	27	3	1	31	0	0	1	0	1	74
08:45 AM	2	32	0	0	34	1	0	0	0	1	0	39	1	0	40	0	0	0	0	0	75
Total	4	125	1	0	130	4	0	1	2	7	1	132	7	1	141	0	0	1	1	2	280
09:00 AM	0	30	0	0	30	1	0	0	1	2	1	35	0	0	36	0	0	0	1	1	69
09:15 AM	0	40	0	0	40	3	0	1	0	4	1	26	0	0	27	0	0	0	0	0	71
09:30 AM	1	47	0	0	48	1	0	0	0	1	0	38	1	3	42	0	0	0	0	0	91
09:45 AM	0	45	0	1	46	4	0	0	0	4	0	41	1	1	43	1	0	0	0	1	94
Total	1	162	0	1	164	9	0	1	1	11	2	140	2	4	148	1	0	0	1	2	325
10:00 AM	1	49	0	0	50	1	0	1	0	2	0	41	0	0	41	1	0	0	0	1	94
10:15 AM	0	35	0	0	35	0	1	0	1	2	0	31	0	0	31	0	0	0	0	0	68
*** BREAK ***																					
Total	1	84	0	0	85	1	1	1	1	4	0	72	0	0	72	1	0	0	0	1	162
*** BREAK ***																					
03:00 PM	0	26	0	0	26	1	0	0	1	2	0	32	1	0	33	0	0	1	0	1	62
03:15 PM	1	31	0	0	32	1	0	0	0	1	1	36	0	0	37	0	0	0	0	0	70
03:30 PM	1	24	1	0	26	3	0	1	0	4	0	23	0	1	24	0	0	0	0	0	54
03:45 PM	0	32	0	0	32	0	0	0	0	0	0	26	2	0	28	0	1	0	0	1	61
Total	2	113	1	0	116	5	0	1	1	7	1	117	3	1	122	0	1	1	0	2	247
04:00 PM	0	28	0	1	29	1	0	0	1	2	0	20	0	0	20	1	0	0	0	1	52
04:15 PM	1	38	0	0	39	2	0	0	0	2	0	22	0	0	22	0	0	0	0	0	63
04:30 PM	1	24	0	0	25	0	0	0	1	1	0	22	0	1	23	0	0	0	0	0	49
04:45 PM	2	22	1	0	25	1	0	0	1	2	0	36	2	0	38	0	0	0	0	0	65
Total	4	112	1	1	118	4	0	0	3	7	0	100	2	1	103	1	0	0	0	1	229
05:00 PM	0	22	1	0	23	1	0	1	0	2	0	21	0	0	21	0	0	0	0	0	46
05:15 PM	0	12	0	0	12	0	0	0	0	0	0	26	2	0	28	0	0	1	0	1	41
05:30 PM	0	25	0	0	25	0	0	0	0	0	1	24	0	0	25	0	1	0	0	1	51
05:45 PM	0	15	1	0	16	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	41
Total	0	74	2	0	76	1	0	1	0	2	1	96	2	0	99	0	1	1	0	2	179

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&GlenEste
Site Code : 18013
Start Date : 11/28/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	19	0	0	19	0	0	0	0	0	1	21	0	0	22	1	0	0	0	1	42
06:15 PM	0	19	0	0	19	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	40
06:30 PM	0	14	0	0	14	2	0	0	0	2	0	16	0	0	16	0	0	1	0	1	33
06:45 PM	0	26	0	0	26	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	40
Total	0	78	0	0	78	2	0	0	0	2	1	71	0	0	72	2	0	1	0	3	155
Grand Total	16	904	6	2	928	31	2	5	10	48	8	915	21	8	952	7	2	4	2	15	1943
Apprch %	1.7	97.4	0.6	0.2		64.6	4.2	10.4	20.8		0.8	96.1	2.2	0.8		46.7	13.3	26.7	13.3		
Total %	0.8	46.5	0.3	0.1	47.8	1.6	0.1	0.3	0.5	2.5	0.4	47.1	1.1	0.4	49	0.4	0.1	0.2	0.1	0.8	

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15 AM																					
09:15 AM	0	40	0	0	40	3	0	1	0	4	1	26	0	0	27	0	0	0	0	0	71
09:30 AM	1	47	0	0	48	1	0	0	0	1	0	38	1	3	42	0	0	0	0	0	91
09:45 AM	0	45	0	1	46	4	0	0	0	4	0	41	1	1	43	1	0	0	0	1	94
10:00 AM	1	49	0	0	50	1	0	1	0	2	0	41	0	0	41	1	0	0	0	1	94
Total Volume	2	181	0	1	184	9	0	2	0	11	1	146	2	4	153	2	0	0	0	2	350
% App. Total	1.1	98.4	0	0.5		81.8	0	18.2	0		0.7	95.4	1.3	2.6		100	0	0	0		
PHF	.500	.923	.000	.250	.920	.563	.000	.500	.000	.688	.250	.890	.500	.333	.890	.500	.000	.000	.000	.500	.931

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM					09:00 AM					09:30 AM					07:45 AM				
+0 mins.	0	40	0	0	40	1	0	0	1	2	0	38	1	3	42	1	0	0	0	1
+15 mins.	1	47	0	0	48	3	0	1	0	4	0	41	1	1	43	0	0	0	1	1
+30 mins.	0	45	0	1	46	1	0	0	0	1	0	41	0	0	41	0	0	0	0	0
+45 mins.	1	49	0	0	50	4	0	0	0	4	0	31	0	0	31	0	0	1	0	1
Total Volume	2	181	0	1	184	9	0	1	1	11	0	151	2	4	157	1	0	1	1	3
% App. Total	1.1	98.4	0	0.5		81.8	0	9.1	9.1		0	96.2	1.3	2.5		33.3	0	33.3	33.3	
PHF	.500	.923	.000	.250	.920	.563	.000	.250	.250	.688	.000	.921	.500	.333	.913	.250	.000	.250	.250	.750

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	26	0	0	26	1	0	0	1	2	0	32	1	0	33	0	0	1	0	1	62
03:15 PM	1	31	0	0	32	1	0	0	0	1	1	36	0	0	37	0	0	0	0	0	70
03:30 PM	1	24	1	0	26	3	0	1	0	4	0	23	0	1	24	0	0	0	0	0	54
03:45 PM	0	32	0	0	32	0	0	0	0	0	0	26	2	0	28	0	1	0	0	1	61
Total Volume	2	113	1	0	116	5	0	1	1	7	1	117	3	1	122	0	1	1	0	2	247
% App. Total	1.7	97.4	0.9	0		71.4	0	14.3	14.3		0.8	95.9	2.5	0.8		0	50	50	0		
PHF	.500	.883	.250	.000	.906	.417	.000	.250	.250	.438	.250	.813	.375	.250	.824	.000	.250	.250	.000	.500	.882

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&GlenEste
 Site Code : 18013
 Start Date : 11/28/2018
 Page No : 3

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM					03:30 PM					03:00 PM					05:15 PM				
+0 mins.	1	24	1	0	26	3	0	1	0	4	0	32	1	0	33	0	0	1	0	1
+15 mins.	0	32	0	0	32	0	0	0	0	0	1	36	0	0	37	0	1	0	0	1
+30 mins.	0	28	0	1	29	1	0	0	1	2	0	23	0	1	24	0	0	0	0	0
+45 mins.	1	38	0	0	39	2	0	0	0	2	0	26	2	0	28	1	0	0	0	1
Total Volume	2	122	1	1	126	6	0	1	1	8	1	117	3	1	122	1	1	1	0	3
% App. Total	1.6	96.8	0.8	0.8		75	0	12.5	12.5		0.8	95.9	2.5	0.8		33.3	33.3	33.3	0	
PHF	.500	.803	.250	.250	.808	.500	.000	.250	.250	.500	.250	.813	.375	.250	.824	.250	.250	.250	.000	.750

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&GlenEste
Site Code : 18013
Start Date : 11/28/2018
Page No : 1

Groups Printed- UTurns

Start Time	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
06:45 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
Total	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:45 AM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
Total	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
08:00 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
08:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
08:45 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	13	0	0	0	13	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	16
09:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
09:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	9	0	0	0	9	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	11
10:00 AM	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7
10:15 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
Total	7	0	0	0	7	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	10
*** BREAK ***																					
03:00 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
03:15 PM	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
03:30 PM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
03:45 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
Total	12	0	0	0	12	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	21
04:00 PM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
04:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
04:30 PM	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
04:45 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	9	0	0	0	9	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	16
05:00 PM	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
*** BREAK ***																					
05:30 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
05:45 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
Total	4	0	0	0	4	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	20

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&GlenEste
Site Code : 18013
Start Date : 11/28/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	3	0	0	0	3	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	10
06:15 PM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
06:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
06:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	11	0	0	0	11	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	22
Grand Total	78	0	0	0	78	0	0	0	0	0	56	0	0	0	56	0	0	0	0	0	134
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	58.2	0	0	0	58.2	0	0	0	0	0	41.8	0	0	0	41.8	0	0	0	0	0	

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
08:00 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
08:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
Total Volume	13	0	0	0	13	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	17
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.813	.000	.000	.000	.813	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.850

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					06:30 AM					07:15 AM					06:30 AM				
+0 mins.	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+15 mins.	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+30 mins.	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+45 mins.	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
Total Volume	13	0	0	0	13	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.813	.000	.000	.000	.813	.000	.000	.000	.000	.000	1.000	.000	.000	.000	1.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
05:45 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
06:00 PM	3	0	0	0	3	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	10
06:15 PM	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
Total Volume	10	0	0	0	10	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	32
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000	.800

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&GlenEste
 Site Code : 18013
 Start Date : 11/28/2018
 Page No : 3

	US 27 Southbound					SOUTHERN DUNES BOULEVARD Westbound					US 27 Northbound					GLEN ESTE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					03:00 PM					05:30 PM					03:00 PM				
+0 mins.	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
+15 mins.	6	0	0	0	6	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+30 mins.	3	0	0	0	3	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+45 mins.	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
Total Volume	12	0	0	0	12	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.786	.000	.000	.000	.786	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 11/28/18

Day: Wednesday

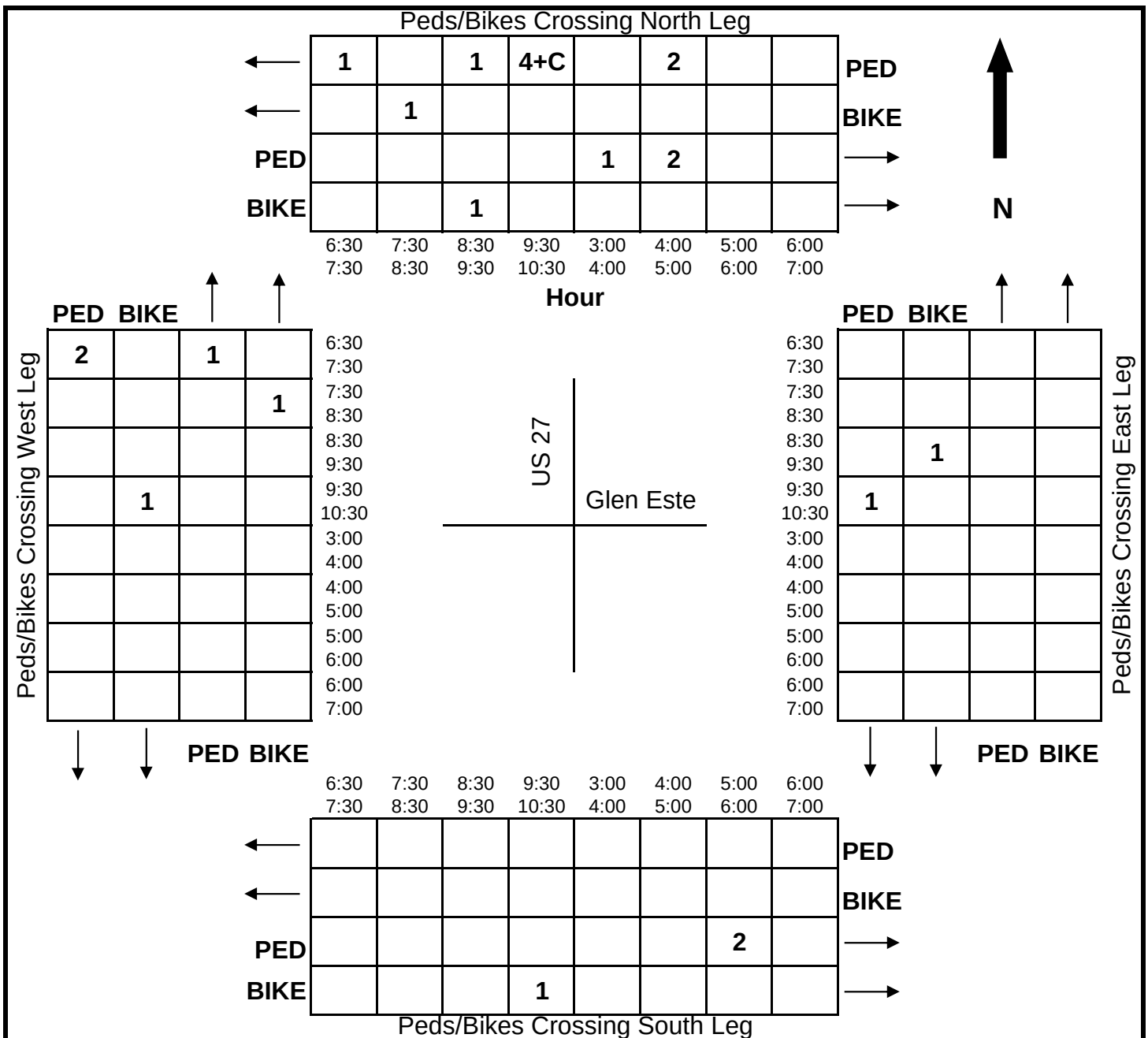
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Glen Este Boulevard/Southern Dunes Boulevard

Comments: _____

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



VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Haines City
 INTERSECTING ROUTE: Bates Road
 DATE OF COUNT: 3/31/16
 ROAD CONDITION: Good
 EAST APPROACH: Bates Road
 WEST APPROACH: Bates Road
 COUNT PERIODS: 10:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 17.281
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
10:00 AM	1	1	412	41	19	474	2	40	359	4	2	407	881	0	3	0	4	0	7	0	75	3	36	5	119	126	1,007
10:15 AM	0	0	407	34	13	454	0	35	385	5	1	426	880	0	2	0	2	0	4	0	74	1	45	9	129	133	1,013
10:30 AM	1	5	405	44	13	468	0	25	388	3	0	416	884	0	2	3	2	0	7	0	54	1	33	12	100	107	991
10:45 AM	0	3	418	33	11	465	0	34	423	2	0	459	924	0	2	0	5	0	7	0	49	2	38	8	97	104	1,028
Total	2	9	1,642	152	56	1,861	2	134	1,555	14	3	1,708	3,569	0	9	3	13	0	25	0	252	7	152	34	445	470	4,039
11:00 AM	1	3	442	45	12	503	0	51	371	1	2	425	928	0	1	0	3	1	5	0	71	2	43	6	122	127	1,055
11:15 AM	0	6	394	39	10	449	0	47	406	2	1	456	905	0	3	2	3	1	9	0	58	1	37	2	98	107	1,012
11:30 AM	0	1	365	41	36	443	0	31	349	2	1	383	826	0	3	1	3	0	7	0	73	0	26	9	108	115	941
11:45 AM	0	5	431	37	11	484	2	39	407	4	1	453	937	0	2	0	2	1	5	0	56	0	39	18	113	118	1,055
Total	1	15	1,632	162	69	1,879	2	168	1,533	9	5	1,717	3,596	0	9	3	11	3	26	0	258	3	145	35	441	467	4,063
12:00 PM	0	1	330	35	14	380	2	46	398	1	0	447	827	0	2	1	3	1	7	0	52	1	33	16	102	109	936
12:15 PM	1	3	406	42	13	465	1	43	350	2	1	397	862	0	2	3	3	0	8	0	43	1	13	25	82	90	952
12:30 PM	0	2	379	39	17	437	1	39	359	3	1	403	840	0	3	1	4	0	8	0	84	4	41	3	132	140	980
12:45 PM	0	2	373	49	15	439	0	22	350	5	0	377	816	0	5	1	4	1	11	0	53	0	46	10	109	120	936
Total	1	8	1,488	165	59	1,721	4	150	1,457	11	2	1,624	3,345	0	12	6	14	2	34	0	232	6	133	54	425	459	3,804
1:00 PM	2	3	398	59	19	481	0	46	353	3	1	403	884	0	0	1	1	3	5	0	54	2	30	14	100	105	989
1:15 PM	0	4	406	50	12	472	0	31	346	3	0	380	852	0	4	0	1	3	8	0	62	0	36	13	111	119	971
1:30 PM	0	2	405	47	11	465	0	38	358	2	1	399	864	0	6	1	3	2	12	0	58	1	33	23	115	127	991
1:45 PM	1	4	411	60	19	495	2	34	317	2	0	355	850	0	5	1	1	3	10	0	71	2	40	26	139	149	999
Total	3	13	1,620	216	61	1,913	2	149	1,374	10	2	1,537	3,450	0	15	3	6	11	35	0	245	5	139	76	465	500	3,950
2:00 PM	2	1	407	38	20	468	0	57	385	5	0	447	915	0	6	0	4	1	11	0	55	0	39	1	95	106	1,021
2:15 PM	0	1	414	46	14	475	0	50	373	2	2	427	902	0	3	0	1	3	7	0	83	1	46	2	132	139	1,041
2:30 PM	1	3	445	54	12	515	2	59	395	4	1	461	976	0	4	0	2	1	7	0	80	3	57	12	152	159	1,135
2:45 PM	0	1	384	38	24	447	0	71	390	2	0	463	910	0	9	0	2	1	12	0	68	0	37	15	120	132	1,042
Total	3	6	1,650	176	70	1,905	2	237	1,543	13	3	1,798	3,703	0	22	0	9	6	37	0	286	4	179	30	499	536	4,239
3:00 PM	0	1	394	55	11	461	0	70	401	1	0	472	933	0	3	0	1	0	4	0	66	1	51	0	118	122	1,055
3:15 PM	0	5	400	43	15	463	1	59	426	1	0	487	950	0	1	3	6	0	10	0	68	3	47	2	120	130	1,080
3:30 PM	0	0	361	43	15	419	0	61	433	4	1	499	918	0	3	0	3	1	7	0	59	1	61	4	125	132	1,050
3:45 PM	0	1	354	33	8	396	1	66	440	3	0	510	906	0	4	0	2	1	7	0	66	0	46	0	112	119	1,025
Total	0	7	1,509	174	49	1,739	2	256	1,700	9	1	1,968	3,707	0	11	3	12	2	28	0	259	5	205	6	475	503	4,210
4:00 PM	0	0	341	14	6	361	1	80	452	4	0	537	898	0	1	2	2	0	5	0	80	1	34	1	116	121	1,019
4:15 PM	2	1	462	46	10	521	1	61	480	2	1	545	1,066	0	3	0	3	1	7	0	76	1	38	3	118	125	1,191
4:30 PM	1	0	385	41	16	443	0	79	501	2	1	583	1,026	0	1	2	2	1	6	0	52	1	31	6	90	96	1,122
4:45 PM	0	1	431	40	12	484	0	74	444	0	1	519	1,003	0	4	2	2	2	10	0	54	0	39	0	93	103	1,106
Total	3	2	1,619	141	44	1,809	2	294	1,877	8	3	2,184	3,993	0	9	6	9	4	28	0	262	3	142	10	417	445	4,438
5:00 PM	0	2	436	43	22	503	2	67	478	0	0	547	1,050	0	1	0	0	0	1	0	70	1	38	5	114	115	1,165
5:15 PM	1	1	384	44	13	443	1	73	513	0	1	588	1,031	0	2	2	2	0	6	0	46	1	21	11	79	85	1,116
5:30 PM	1	3	422	43	17	486	0	71	409	2	2	484	970	0	3	2	2	2	9	0	68	0	24	9	101	110	1,080
5:45 PM	0	2	380	41	28	451	0	70	418	0	0	488	939	0	4	1	2	1	8	0	76	0	17	9	102	110	1,049
Total	2	8	1,622	171	80	1,883	3	281	1,818	2	3	2,107	3,990	0	10	5	6	3	24	0	260	2	100	34	396	420	4,410

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Haines City
 INTERSECTING ROUTE: Bates Road
 DATE OF COUNT: 3/31/16
 ROAD CONDITION: Good
 EAST APPROACH: Bates Road
 WEST APPROACH: Bates Road
 COUNT PERIODS: 10:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 17.281
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

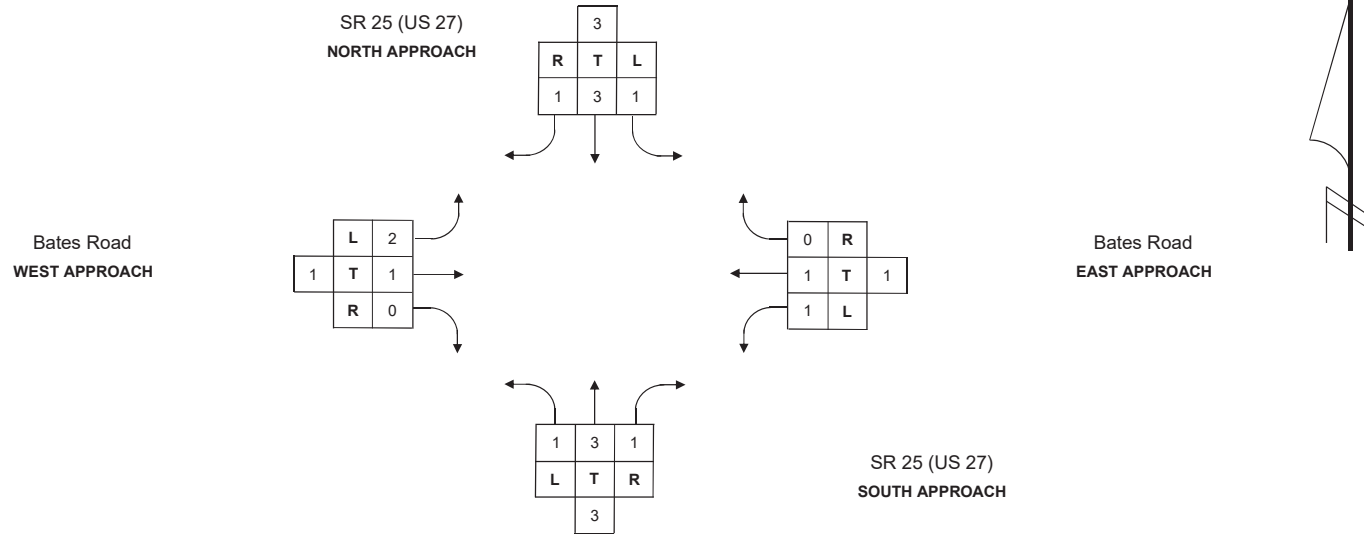
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Total	Westbound					EW Total	Grand Total	
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total		WBU	WBL	WBT	WBR	WBRTOR			Total
10:00 AM	0	0	55	3	0	58	1	1	36	0	1	39	97	0	0	0	0	0	0	0	2	0	1	0	3	3	100	
10:15 AM	0	0	48	2	0	50	0	1	34	0	0	35	85	0	0	0	0	0	0	0	3	0	2	0	5	5	90	
10:30 AM	0	0	32	1	0	33	0	1	36	0	0	37	70	0	0	0	0	0	0	0	1	0	1	0	2	2	72	
10:45 AM	0	0	36	0	0	36	0	0	32	0	0	32	68	0	0	0	0	0	0	0	3	0	2	0	5	5	73	
Total	0	0	171	6	0	177	1	3	138	0	1	143	320	0	0	0	0	0	0	0	9	0	6	0	15	15	335	
11:00 AM	0	0	39	0	0	39	0	1	37	0	0	38	77	0	0	0	0	0	0	0	3	0	1	0	4	4	81	
11:15 AM	0	0	43	0	0	43	0	2	43	0	0	45	88	0	0	0	0	0	0	0	0	0	2	0	2	2	90	
11:30 AM	0	0	29	0	0	29	0	2	27	0	0	29	58	0	0	0	0	0	0	0	2	0	0	1	3	3	61	
11:45 AM	0	0	47	0	0	47	0	2	30	0	0	32	79	0	0	0	0	0	0	0	2	0	1	0	3	3	82	
Total	0	0	158	0	0	158	0	7	137	0	0	144	302	0	0	0	0	0	0	0	7	0	4	1	12	12	314	
12:00 PM	0	0	36	2	0	38	0	3	30	0	0	33	71	0	0	0	0	0	0	0	0	0	2	2	4	4	75	
12:15 PM	0	0	43	0	0	43	0	4	36	0	0	40	83	0	0	0	0	0	0	0	1	0	1	0	2	2	85	
12:30 PM	0	0	42	2	0	44	0	0	31	0	0	31	75	0	0	0	0	0	0	0	2	0	1	0	3	3	78	
12:45 PM	0	0	47	1	0	48	0	1	40	0	0	41	89	0	0	0	0	0	0	0	4	0	2	0	6	6	95	
Total	0	0	168	5	0	173	0	8	137	0	0	145	318	0	0	0	0	0	0	0	7	0	6	2	15	15	333	
1:00 PM	0	0	36	4	0	40	0	2	23	0	0	25	65	0	0	0	0	0	0	0	0	0	1	0	1	1	66	
1:15 PM	0	0	40	1	1	42	0	0	32	0	0	32	74	0	0	0	0	0	0	0	3	0	1	0	4	4	78	
1:30 PM	0	0	40	0	0	40	0	3	29	0	0	32	72	0	0	0	0	0	0	0	0	0	2	0	2	2	74	
1:45 PM	0	0	41	1	1	43	0	1	24	0	0	25	68	0	0	0	0	0	0	0	2	0	1	1	4	4	72	
Total	0	0	157	6	2	165	0	6	108	0	0	114	279	0	0	0	0	0	0	0	5	0	5	1	11	11	290	
2:00 PM	0	0	34	2	0	36	0	2	33	0	0	35	71	0	0	0	0	0	0	0	3	0	2	0	5	5	76	
2:15 PM	0	0	32	1	0	33	0	0	26	0	0	26	59	0	0	0	0	0	0	0	0	0	3	0	3	3	62	
2:30 PM	0	0	44	2	1	47	0	2	31	0	0	33	80	0	0	0	0	0	0	0	3	0	3	0	6	6	86	
2:45 PM	0	0	26	0	0	26	0	5	29	0	0	34	60	0	0	0	0	0	0	0	0	0	1	0	1	1	61	
Total	0	0	136	5	1	142	0	9	119	0	0	128	270	0	0	0	0	0	0	0	6	0	9	0	15	15	285	
3:00 PM	0	0	29	0	0	29	0	2	32	0	0	34	63	0	0	0	0	0	0	0	1	0	2	0	3	3	66	
3:15 PM	0	0	31	1	0	32	0	0	23	0	0	23	55	0	0	0	0	0	0	0	2	0	2	0	4	4	59	
3:30 PM	0	0	32	0	0	32	0	0	28	0	0	28	60	0	0	0	0	0	0	0	2	0	0	0	2	2	62	
3:45 PM	0	0	29	1	0	30	0	0	33	0	0	33	63	0	0	0	0	0	0	0	0	0	2	0	2	2	65	
Total	0	0	121	2	0	123	0	2	116	0	0	118	241	0	0	0	0	0	0	0	5	0	6	0	11	11	252	
4:00 PM	0	0	18	0	0	18	0	4	26	0	0	30	48	0	0	0	0	0	0	0	4	0	0	0	4	4	52	
4:15 PM	0	0	31	3	0	34	0	1	25	0	0	26	60	0	1	0	0	0	1	0	2	0	2	0	4	5	65	
4:30 PM	0	0	30	0	0	30	0	0	28	0	0	28	58	0	0	0	0	0	0	0	1	0	2	0	3	3	61	
4:45 PM	0	0	41	0	1	42	0	1	23	0	0	24	66	0	0	0	0	0	0	0	0	0	1	0	1	1	67	
Total	0	0	120	3	1	124	0	6	102	0	0	108	232	0	1	0	0	0	0	1	0	7	0	5	0	12	13	245
5:00 PM	0	0	18	1	0	19	0	1	26	0	0	27	46	0	0	0	0	0	0	0	0	0	0	0	0	0	46	
5:15 PM	0	0	28	2	0	30	0	0	19	0	0	19	49	0	0	0	0	0	0	0	1	0	0	0	1	1	50	
5:30 PM	0	0	23	1	0	24	0	2	23	0	0	25	49	0	0	0	0	0	0	0	2	0	0	0	2	2	51	
5:45 PM	0	0	17	0	0	17	0	1	19	0	0	20	37	0	0	0	0	0	0	0	2	0	0	0	2	2	39	
Total	0	0	86	4	0	90	0	4	87	0	0	91	181	0	0	0	0	0	0	0	5	0	0	0	5	5	186	

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Haines City	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	Bates Road	MILEPOST:	17.28
OBSERVER:	FDA	DATE:	3/31/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/6/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
10 - 11	2	9	1,642	152	56	1,861	2	134	1,555	14	3	1,708	3,569	0	9	3	13	0	25	0	252	7	152	34	445	470
11 - 12	1	15	1,632	162	69	1,879	2	168	1,533	9	5	1,717	3,596	0	9	3	11	3	26	0	258	3	145	35	441	467
12 - 13	1	8	1,488	165	59	1,721	4	150	1,457	11	2	1,624	3,345	0	12	6	14	2	34	0	232	6	133	54	425	459
13 - 14	3	13	1,620	216	61	1,913	2	149	1,374	10	2	1,537	3,450	0	15	3	6	11	35	0	245	5	139	76	465	500
14 - 15	3	6	1,650	176	70	1,905	2	237	1,543	13	3	1,798	3,703	0	22	0	9	6	37	0	286	4	179	30	499	536
15 - 16	0	7	1,509	174	49	1,739	2	256	1,700	9	1	1,968	3,707	0	11	3	12	2	28	0	259	5	205	6	475	503
16 - 17	3	2	1,619	141	44	1,809	2	294	1,877	8	3	2,184	3,993	0	9	6	9	4	28	0	262	3	142	10	417	445
17 - 18	2	8	1,622	171	80	1,883	3	281	1,818	2	3	2,107	3,990	0	10	5	6	3	24	0	260	2	100	34	396	420
TOTAL	15	68	12,782	1,357	488	14,710	19	1,669	12,857	76	22	14,643	29,353	0	97	29	80	31	237	0	2,054	35	1,195	279	3,563	3,800

Percentage	0.1%	0.5%	86.9%	9.2%	3.3%	100.0%	0.1%	11.4%	87.8%	0.5%	0.2%	100.0%	N/A	0.0%	40.9%	12.2%	33.8%	13.1%	100.0%	0.0%	57.6%	1.0%	33.5%	7.8%	100.0%	N/A
Maximum	3	15	1,650	216	80	1,913	4	294	1,877	14	5	2,184	3,993	0	22	6	14	11	37	0	286	7	205	76	499	536
Minimum	1	2	1,488	141	44	1,721	2	134	1,374	2	1	1,537	3,345	0	9	3	6	2	24	0	232	2	100	6	396	420
Total Heavy Veh	0		1,117	31	4	1,152	46		944	0	1	991	2,143	1		0	0	0	1	51		0	41	4	96	97
% Heavy Veh	0.0%		8.7%	1.9%		7.8%	2.7%		7.3%	1.0%		6.8%	7.3%	1.0%		0.0%	0.0%		0.4%	2.5%		0.0%	3.1%		2.7%	2.6%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 17.281
 COUNT HOURS 10:00 AM - 6:00 PM

CITY Haines City
 INTERSECTING ROUTE Bates Road
 DATE OF COUNT 3/31/16
 WEATHER Good
 COMPLETED BY DL
 DATE 6/6/16

SR 25 (US 27)

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Bates Road

10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

Bates Road

10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	1	0	1
17-18	0	0	0
Total	1	0	1

SOUTH APPROACH

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 17.281
 COUNT HOURS 10:00 AM - 6:00 PM

CITY Haines City
 INTERSECTING ROUTE Bates Road
 DATE OF COUNT 3/31/16
 WEATHER Good
 COMPLETED BY DL
 DATE 6/6/16

SR 25 (US 27)

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	1	0	0	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	1

NORTH APPROACH

Bates Road

10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	1	0	1
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	1	0	1

WEST APPROACH

EAST APPROACH

10-11	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

Bates Road

SOUTH APPROACH

10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1

SR 25 (US 27)

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Patterson
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	34	190	0	224	7	0	42	49	0	493	35	528	0	0	0	0	801
06:45 AM	11	267	0	278	5	0	42	47	0	451	27	478	0	0	0	0	803
Total	45	457	0	502	12	0	84	96	0	944	62	1006	0	0	0	0	1604
07:00 AM	14	274	0	288	9	0	26	35	0	533	12	545	0	0	0	0	868
07:15 AM	10	321	0	331	12	0	37	49	0	468	11	479	0	0	0	0	859
07:30 AM	21	365	0	386	11	1	27	39	0	504	13	517	0	0	0	0	942
07:45 AM	14	375	0	389	10	0	34	44	1	408	18	427	0	0	0	0	860
Total	59	1335	0	1394	42	1	124	167	1	1913	54	1968	0	0	0	0	3529
08:00 AM	15	297	0	312	12	0	16	28	0	415	16	431	0	0	0	0	771
08:15 AM	18	399	0	417	11	0	26	37	1	412	17	430	0	0	0	0	884
08:30 AM	28	317	0	345	11	0	22	33	0	391	20	411	0	0	0	0	789
08:45 AM	22	352	0	374	11	0	17	28	0	421	14	435	0	0	0	0	837
Total	83	1365	0	1448	45	0	81	126	1	1639	67	1707	0	0	0	0	3281
09:00 AM	17	332	0	349	7	0	20	27	1	406	14	421	0	0	0	0	797
09:15 AM	15	325	0	340	11	0	24	35	1	401	14	416	0	0	0	0	791
09:30 AM	10	399	0	409	16	0	14	30	0	417	20	437	0	0	0	0	876
09:45 AM	13	393	0	406	8	0	18	26	1	366	15	382	0	0	0	0	814
Total	55	1449	0	1504	42	0	76	118	3	1590	63	1656	0	0	0	0	3278
10:00 AM	10	349	0	359	10	0	20	30	1	358	19	378	0	0	0	0	767
10:15 AM	26	330	0	356	10	0	38	48	8	385	21	414	0	0	0	0	818
*** BREAK ***																	
Total	36	679	0	715	20	0	58	78	9	743	40	792	0	0	0	0	1585
*** BREAK ***																	
03:00 PM	24	508	0	532	25	0	18	43	1	413	32	446	0	0	0	0	1021
03:15 PM	19	468	0	487	12	0	22	34	3	479	20	502	0	0	0	0	1023
03:30 PM	28	463	0	491	17	0	23	40	0	450	25	475	0	0	0	0	1006
03:45 PM	20	497	0	517	11	0	20	31	0	436	27	463	0	0	0	0	1011
Total	91	1936	0	2027	65	0	83	148	4	1778	104	1886	0	0	0	0	4061
04:00 PM	33	543	0	576	19	0	24	43	1	452	19	472	0	0	0	0	1091
04:15 PM	30	547	0	577	9	0	28	37	0	445	21	466	0	0	0	0	1080
04:30 PM	28	509	0	537	15	0	24	39	0	446	17	463	0	0	0	0	1039
04:45 PM	35	528	0	563	15	0	16	31	0	439	42	481	0	0	0	0	1075
Total	126	2127	0	2253	58	0	92	150	1	1782	99	1882	0	0	0	0	4285
05:00 PM	31	562	0	593	15	0	23	38	0	438	35	473	0	0	0	0	1104
05:15 PM	29	518	0	547	14	0	23	37	1	565	35	601	0	0	0	0	1185
05:30 PM	31	499	0	530	13	0	10	23	0	520	34	554	0	0	0	0	1107
05:45 PM	25	476	0	501	16	0	9	25	0	420	22	442	0	0	0	0	968
Total	116	2055	0	2171	58	0	65	123	1	1943	126	2070	0	0	0	0	4364

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Patterson
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	20	455	0	475	13	0	22	35	0	386	36	422	0	0	0	0	932
06:15 PM	26	475	0	501	11	0	10	21	0	379	14	393	0	0	0	0	915
06:30 PM	36	435	0	471	6	0	12	18	0	304	20	324	0	0	0	0	813
06:45 PM	32	462	0	494	14	0	5	19	2	273	22	297	0	0	0	0	810
Total	114	1827	0	1941	44	0	49	93	2	1342	92	1436	0	0	0	0	3470
Grand Total	725	13230	0	13955	386	1	712	1099	22	13674	707	14403	0	0	0	0	29457
Apprch %	5.2	94.8	0		35.1	0.1	64.8		0.2	94.9	4.9		0	0	0		
Total %	2.5	44.9	0	47.4	1.3	0	2.4	3.7	0.1	46.4	2.4	48.9	0	0	0	0	
Passenger Vehicles	697	12385	0	13082	376	1	677	1054	3	12769	687	13459	0	0	0	0	27595
% Passenger Vehicles	96.1	93.6	0	93.7	97.4	100	95.1	95.9	13.6	93.4	97.2	93.4	0	0	0	0	93.7
Heavy Vehicles	17	845	0	862	9	0	35	44	0	905	20	925	0	0	0	0	1831
% Heavy Vehicles	2.3	6.4	0	6.2	2.3	0	4.9	4	0	6.6	2.8	6.4	0	0	0	0	6.2
UTurns	11	0	0	11	1	0	0	1	19	0	0	19	0	0	0	0	31
% UTurns	1.5	0	0	0.1	0.3	0	0	0.1	86.4	0	0	0.1	0	0	0	0	0.1

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	274	0	288	9	0	26	35	0	533	12	545	0	0	0	0	868
07:15 AM	10	321	0	331	12	0	37	49	0	468	11	479	0	0	0	0	859
07:30 AM	21	365	0	386	11	1	27	39	0	504	13	517	0	0	0	0	942
07:45 AM	14	375	0	389	10	0	34	44	1	408	18	427	0	0	0	0	860
Total Volume	59	1335	0	1394	42	1	124	167	1	1913	54	1968	0	0	0	0	3529
% App. Total	4.2	95.8	0		25.1	0.6	74.3		0.1	97.2	2.7		0	0	0		
PHF	.702	.890	.000	.896	.875	.250	.838	.852	.250	.897	.750	.903	.000	.000	.000	.000	.937
Passenger Vehicles	57	1224	0	1281	41	1	119	161	0	1796	52	1848	0	0	0	0	3290
% Passenger Vehicles	96.6	91.7	0	91.9	97.6	100	96.0	96.4	0	93.9	96.3	93.9	0	0	0	0	93.2
Heavy Vehicles	1	111	0	112	1	0	5	6	0	117	2	119	0	0	0	0	237
% Heavy Vehicles	1.7	8.3	0	8.0	2.4	0	4.0	3.6	0	6.1	3.7	6.0	0	0	0	0	6.7
UTurns	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
% UTurns	1.7	0	0	0.1	0	0	0	0	100	0	0	0.1	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&Patterson
Site Code : 18013
Start Date : 11/29/2018
Page No : 3

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	09:30 AM				06:30 AM				06:30 AM				06:30 AM				
+0 mins.	10	399	0	409	7	0	42	49	0	493	35	528	0	0	0	0	
+15 mins.	13	393	0	406	5	0	42	47	0	451	27	478	0	0	0	0	
+30 mins.	10	349	0	359	9	0	26	35	0	533	12	545	0	0	0	0	
+45 mins.	26	330	0	356	12	0	37	49	0	468	11	479	0	0	0	0	
Total Volume	59	1471	0	1530	33	0	147	180	0	1945	85	2030	0	0	0	0	
% App. Total	3.9	96.1	0		18.3	0	81.7		0	95.8	4.2		0	0	0		
PHF	.567	.922	.000	.935	.688	.000	.875	.918	.000	.912	.607	.931	.000	.000	.000	.000	
Passenger Vehicles	55	1317	0	1372	32	0	128	160	0	1833	84	1917	0	0	0	0	
% Passenger Vehicles	93.2	89.5	0	89.7	97	0	87.1	88.9	0	94.2	98.8	94.4	0	0	0	0	
Heavy Vehicles	3	154	0	157	1	0	19	20	0	112	1	113	0	0	0	0	
% Heavy Vehicles	5.1	10.5	0	10.3	3	0	12.9	11.1	0	5.8	1.2	5.6	0	0	0	0	
UTurns	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	1.7	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	35	528	0	563	15	0	16	31	0	439	42	481	0	0	0	0	1075
05:00 PM	31	562	0	593	15	0	23	38	0	438	35	473	0	0	0	0	1104
05:15 PM	29	518	0	547	14	0	23	37	1	565	35	601	0	0	0	0	1185
05:30 PM	31	499	0	530	13	0	10	23	0	520	34	554	0	0	0	0	1107
Total Volume	126	2107	0	2233	57	0	72	129	1	1962	146	2109	0	0	0	0	4471
% App. Total	5.6	94.4	0		44.2	0	55.8		0	93	6.9		0	0	0		
PHF	.900	.937	.000	.941	.950	.000	.783	.849	.250	.868	.869	.877	.000	.000	.000	.000	.943
Passenger Vehicles	121	2022	0	2143	56	0	70	126	0	1845	142	1987	0	0	0	0	4256
% Passenger Vehicles	96.0	96.0	0	96.0	98.2	0	97.2	97.7	0	94.0	97.3	94.2	0	0	0	0	95.2
Heavy Vehicles	2	85	0	87	0	0	2	2	0	117	4	121	0	0	0	0	210
% Heavy Vehicles	1.6	4.0	0	3.9	0	0	2.8	1.6	0	6.0	2.7	5.7	0	0	0	0	4.7
UTurns	3	0	0	3	1	0	0	1	1	0	0	1	0	0	0	0	5
% UTurns	2.4	0	0	0.1	1.8	0	0	0.8	100	0	0	0.0	0	0	0	0	0.1
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				03:30 PM				04:45 PM				03:00 PM				
+0 mins.	30	547	0	577	17	0	23	40	0	439	42	481	0	0	0	0	
+15 mins.	28	509	0	537	11	0	20	31	0	438	35	473	0	0	0	0	
+30 mins.	35	528	0	563	19	0	24	43	1	565	35	601	0	0	0	0	
+45 mins.	31	562	0	593	9	0	28	37	0	520	34	554	0	0	0	0	
Total Volume	124	2146	0	2270	56	0	95	151	1	1962	146	2109	0	0	0	0	
% App. Total	5.5	94.5	0		37.1	0	62.9		0	93	6.9		0	0	0		
PHF	.886	.955	.000	.957	.737	.000	.848	.878	.250	.868	.869	.877	.000	.000	.000	.000	
Passenger Vehicles	119	2053	0	2172	54	0	91	145	0	1845	142	1987	0	0	0	0	

Intersection Turning Movement Count

% Passenger Vehicles	96	95.7	0	95.7	96.4	0	95.8	96	0	94	97.3	94.2	0	0	0	0
Heavy Vehicles	3	93	0	96	2	0	4	6	0	117	4	121	0	0	0	0
% Heavy Vehicles	2.4	4.3	0	4.2	3.6	0	4.2	4	0	6	2.7	5.7	0	0	0	0
UTurns	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0
% UTurns	1.6	0	0	0.1	0	0	0	0	100	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : airport1
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	27	172	0	199	7	0	37	44	0	458	35	493	0	0	0	0	736
06:45 AM	11	237	0	248	5	0	33	38	0	430	27	457	0	0	0	0	743
Total	38	409	0	447	12	0	70	82	0	888	62	950	0	0	0	0	1479
07:00 AM	14	245	0	259	9	0	23	32	0	500	11	511	0	0	0	0	802
07:15 AM	10	297	0	307	11	0	35	46	0	445	11	456	0	0	0	0	809
07:30 AM	19	336	0	355	11	1	27	39	0	465	13	478	0	0	0	0	872
07:45 AM	14	346	0	360	10	0	34	44	0	386	17	403	0	0	0	0	807
Total	57	1224	0	1281	41	1	119	161	0	1796	52	1848	0	0	0	0	3290
08:00 AM	15	275	0	290	12	0	16	28	0	392	15	407	0	0	0	0	725
08:15 AM	16	373	0	389	9	0	25	34	0	386	16	402	0	0	0	0	825
08:30 AM	27	285	0	312	9	0	22	31	0	370	20	390	0	0	0	0	733
08:45 AM	22	320	0	342	11	0	15	26	0	392	13	405	0	0	0	0	773
Total	80	1253	0	1333	41	0	78	119	0	1540	64	1604	0	0	0	0	3056
09:00 AM	16	292	0	308	7	0	19	26	0	371	14	385	0	0	0	0	719
09:15 AM	15	296	0	311	11	0	24	35	1	360	14	375	0	0	0	0	721
09:30 AM	10	346	0	356	16	0	13	29	0	366	19	385	0	0	0	0	770
09:45 AM	12	353	0	365	8	0	17	25	0	337	15	352	0	0	0	0	742
Total	53	1287	0	1340	42	0	73	115	1	1434	62	1497	0	0	0	0	2952
10:00 AM	8	311	0	319	10	0	20	30	0	322	19	341	0	0	0	0	690
10:15 AM	25	307	0	332	10	0	38	48	0	355	19	374	0	0	0	0	754
*** BREAK ***																	
Total	33	618	0	651	20	0	58	78	0	677	38	715	0	0	0	0	1444
*** BREAK ***																	
03:00 PM	24	479	0	503	25	0	17	42	0	388	30	418	0	0	0	0	963
03:15 PM	18	440	0	458	12	0	22	34	1	442	19	462	0	0	0	0	954
03:30 PM	28	442	0	470	17	0	23	40	0	425	24	449	0	0	0	0	959
03:45 PM	19	476	0	495	10	0	20	30	0	409	26	435	0	0	0	0	960
Total	89	1837	0	1926	64	0	82	146	1	1664	99	1764	0	0	0	0	3836
04:00 PM	33	510	0	543	18	0	23	41	0	425	18	443	0	0	0	0	1027
04:15 PM	30	522	0	552	9	0	25	34	0	417	19	436	0	0	0	0	1022
04:30 PM	27	485	0	512	15	0	21	36	0	424	17	441	0	0	0	0	989
04:45 PM	33	503	0	536	15	0	16	31	0	403	40	443	0	0	0	0	1010
Total	123	2020	0	2143	57	0	85	142	0	1669	94	1763	0	0	0	0	4048
05:00 PM	29	543	0	572	15	0	21	36	0	418	35	453	0	0	0	0	1061
05:15 PM	29	495	0	524	14	0	23	37	0	539	34	573	0	0	0	0	1134
05:30 PM	30	481	0	511	12	0	10	22	0	485	33	518	0	0	0	0	1051
05:45 PM	24	455	0	479	15	0	9	24	0	394	22	416	0	0	0	0	919
Total	112	1974	0	2086	56	0	63	119	0	1836	124	1960	0	0	0	0	4165

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : airport1
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Passenger Vehicles

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	20	439	0	459	12	0	22	34	0	372	36	408	0	0	0	0	901
06:15 PM	26	458	0	484	11	0	10	21	0	351	14	365	0	0	0	0	870
06:30 PM	36	420	0	456	6	0	12	18	0	285	20	305	0	0	0	0	779
06:45 PM	30	446	0	476	14	0	5	19	1	257	22	280	0	0	0	0	775
Total	112	1763	0	1875	43	0	49	92	1	1265	92	1358	0	0	0	0	3325
Grand Total	697	12385	0	13082	376	1	677	1054	3	12769	687	13459	0	0	0	0	27595
Apprch %	5.3	94.7	0		35.7	0.1	64.2		0	94.9	5.1		0	0	0		
Total %	2.5	44.9	0	47.4	1.4	0	2.5	3.8	0	46.3	2.5	48.8	0	0	0	0	

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	14	245	0	259	9	0	23	32	0	500	11	511	0	0	0	0	802
07:15 AM	10	297	0	307	11	0	35	46	0	445	11	456	0	0	0	0	809
07:30 AM	19	336	0	355	11	1	27	39	0	465	13	478	0	0	0	0	872
07:45 AM	14	346	0	360	10	0	34	44	0	386	17	403	0	0	0	0	807
Total Volume	57	1224	0	1281	41	1	119	161	0	1796	52	1848	0	0	0	0	3290
% App. Total	4.4	95.6	0		25.5	0.6	73.9		0	97.2	2.8		0	0	0		
PHF	.750	.884	.000	.890	.932	.250	.850	.875	.000	.898	.765	.904	.000	.000	.000	.000	.943

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				06:30 AM				06:30 AM				
+0 mins.	19	336	0	355	9	0	23	32	0	458	35	493	0	0	0	0	
+15 mins.	14	346	0	360	11	0	35	46	0	430	27	457	0	0	0	0	
+30 mins.	15	275	0	290	11	1	27	39	0	500	11	511	0	0	0	0	
+45 mins.	16	373	0	389	10	0	34	44	0	445	11	456	0	0	0	0	
Total Volume	64	1330	0	1394	41	1	119	161	0	1833	84	1917	0	0	0	0	
% App. Total	4.6	95.4	0		25.5	0.6	73.9		0	95.6	4.4		0	0	0		
PHF	.842	.891	.000	.896	.932	.250	.850	.875	.000	.917	.600	.938	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	33	503	0	536	15	0	16	31	0	403	40	443	0	0	0	0	1010
05:00 PM	29	543	0	572	15	0	21	36	0	418	35	453	0	0	0	0	1061
05:15 PM	29	495	0	524	14	0	23	37	0	539	34	573	0	0	0	0	1134
05:30 PM	30	481	0	511	12	0	10	22	0	485	33	518	0	0	0	0	1051
Total Volume	121	2022	0	2143	56	0	70	126	0	1845	142	1987	0	0	0	0	4256
% App. Total	5.6	94.4	0		44.4	0	55.6		0	92.9	7.1		0	0	0		
PHF	.917	.931	.000	.937	.933	.000	.761	.851	.000	.856	.888	.867	.000	.000	.000	.000	.938

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : airport1
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:15 PM				03:00 PM				04:45 PM				03:00 PM				
+0 mins.	30	522	0	552	25	0	17	42	0	403	40	443	0	0	0	0	
+15 mins.	27	485	0	512	12	0	22	34	0	418	35	453	0	0	0	0	
+30 mins.	33	503	0	536	17	0	23	40	0	539	34	573	0	0	0	0	
+45 mins.	29	543	0	572	10	0	20	30	0	485	33	518	0	0	0	0	
Total Volume	119	2053	0	2172	64	0	82	146	0	1845	142	1987	0	0	0	0	
% App. Total	5.5	94.5	0		43.8	0	56.2		0	92.9	7.1		0	0	0		
PHF	.902	.945	.000	.949	.640	.000	.891	.869	.000	.856	.888	.867	.000	.000	.000	.000	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : airport1
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	7	18	0	25	0	0	5	5	0	35	0	35	0	0	0	0	65
06:45 AM	0	30	0	30	0	0	9	9	0	21	0	21	0	0	0	0	60
Total	7	48	0	55	0	0	14	14	0	56	0	56	0	0	0	0	125
07:00 AM	0	29	0	29	0	0	3	3	0	33	1	34	0	0	0	0	66
07:15 AM	0	24	0	24	1	0	2	3	0	23	0	23	0	0	0	0	50
07:30 AM	1	29	0	30	0	0	0	0	0	39	0	39	0	0	0	0	69
07:45 AM	0	29	0	29	0	0	0	0	0	22	1	23	0	0	0	0	52
Total	1	111	0	112	1	0	5	6	0	117	2	119	0	0	0	0	237
08:00 AM	0	22	0	22	0	0	0	0	0	23	1	24	0	0	0	0	46
08:15 AM	1	26	0	27	2	0	1	3	0	26	1	27	0	0	0	0	57
08:30 AM	0	32	0	32	2	0	0	2	0	21	0	21	0	0	0	0	55
08:45 AM	0	32	0	32	0	0	2	2	0	29	1	30	0	0	0	0	64
Total	1	112	0	113	4	0	3	7	0	99	3	102	0	0	0	0	222
09:00 AM	1	40	0	41	0	0	1	1	0	35	0	35	0	0	0	0	77
09:15 AM	0	29	0	29	0	0	0	0	0	41	0	41	0	0	0	0	70
09:30 AM	0	53	0	53	0	0	1	1	0	51	1	52	0	0	0	0	106
09:45 AM	1	40	0	41	0	0	1	1	0	29	0	29	0	0	0	0	71
Total	2	162	0	164	0	0	3	3	0	156	1	157	0	0	0	0	324
10:00 AM	1	38	0	39	0	0	0	0	0	36	0	36	0	0	0	0	75
10:15 AM	1	23	0	24	0	0	0	0	0	30	2	32	0	0	0	0	56
*** BREAK ***																	
Total	2	61	0	63	0	0	0	0	0	66	2	68	0	0	0	0	131
*** BREAK ***																	
03:00 PM	0	29	0	29	0	0	1	1	0	25	2	27	0	0	0	0	57
03:15 PM	1	28	0	29	0	0	0	0	0	37	1	38	0	0	0	0	67
03:30 PM	0	21	0	21	0	0	0	0	0	25	1	26	0	0	0	0	47
03:45 PM	0	21	0	21	1	0	0	1	0	27	1	28	0	0	0	0	50
Total	1	99	0	100	1	0	1	2	0	114	5	119	0	0	0	0	221
04:00 PM	0	33	0	33	1	0	1	2	0	27	1	28	0	0	0	0	63
04:15 PM	0	25	0	25	0	0	3	3	0	28	2	30	0	0	0	0	58
04:30 PM	1	24	0	25	0	0	3	3	0	22	0	22	0	0	0	0	50
04:45 PM	2	25	0	27	0	0	0	0	0	36	2	38	0	0	0	0	65
Total	3	107	0	110	1	0	7	8	0	113	5	118	0	0	0	0	236
05:00 PM	0	19	0	19	0	0	2	2	0	20	0	20	0	0	0	0	41
05:15 PM	0	23	0	23	0	0	0	0	0	26	1	27	0	0	0	0	50
05:30 PM	0	18	0	18	0	0	0	0	0	35	1	36	0	0	0	0	54
05:45 PM	0	21	0	21	1	0	0	1	0	26	0	26	0	0	0	0	48
Total	0	81	0	81	1	0	2	3	0	107	2	109	0	0	0	0	193

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : airport1
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	16	0	16	1	0	0	1	0	14	0	14	0	0	0	0	31
06:15 PM	0	17	0	17	0	0	0	0	0	28	0	28	0	0	0	0	45
06:30 PM	0	15	0	15	0	0	0	0	0	19	0	19	0	0	0	0	34
06:45 PM	0	16	0	16	0	0	0	0	0	16	0	16	0	0	0	0	32
Total	0	64	0	64	1	0	0	1	0	77	0	77	0	0	0	0	142
Grand Total	17	845	0	862	9	0	35	44	0	905	20	925	0	0	0	0	1831
Apprch %	2	98	0		20.5	0	79.5		0	97.8	2.2		0	0	0		
Total %	0.9	46.1	0	47.1	0.5	0	1.9	2.4	0	49.4	1.1	50.5	0	0	0	0	

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	1	40	0	41	0	0	1	1	0	35	0	35	0	0	0	0	77
09:15 AM	0	29	0	29	0	0	0	0	0	41	0	41	0	0	0	0	70
09:30 AM	0	53	0	53	0	0	1	1	0	51	1	52	0	0	0	0	106
09:45 AM	1	40	0	41	0	0	1	1	0	29	0	29	0	0	0	0	71
Total Volume	2	162	0	164	0	0	3	3	0	156	1	157	0	0	0	0	324
% App. Total	1.2	98.8	0		0	0	100		0	99.4	0.6		0	0	0		
PHF	.500	.764	.000	.774	.000	.000	.750	.750	.000	.765	.250	.755	.000	.000	.000	.000	.764

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM				06:30 AM				08:45 AM				06:30 AM				
+0 mins.	1	40	0	41	0	0	5	5	0	29	1	30	0	0	0	0	
+15 mins.	0	29	0	29	0	0	9	9	0	35	0	35	0	0	0	0	
+30 mins.	0	53	0	53	0	0	3	3	0	41	0	41	0	0	0	0	
+45 mins.	1	40	0	41	1	0	2	3	0	51	1	52	0	0	0	0	
Total Volume	2	162	0	164	1	0	19	20	0	156	2	158	0	0	0	0	
% App. Total	1.2	98.8	0		5	0	95		0	98.7	1.3		0	0	0		
PHF	.500	.764	.000	.774	.250	.000	.528	.556	.000	.765	.500	.760	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	33	0	33	1	0	1	2	0	27	1	28	0	0	0	0	63
04:15 PM	0	25	0	25	0	0	3	3	0	28	2	30	0	0	0	0	58
04:30 PM	1	24	0	25	0	0	3	3	0	22	0	22	0	0	0	0	50
04:45 PM	2	25	0	27	0	0	0	0	0	36	2	38	0	0	0	0	65
Total Volume	3	107	0	110	1	0	7	8	0	113	5	118	0	0	0	0	236
% App. Total	2.7	97.3	0		12.5	0	87.5		0	95.8	4.2		0	0	0		
PHF	.375	.811	.000	.833	.250	.000	.583	.667	.000	.785	.625	.776	.000	.000	.000	.000	.908

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : airport1
Site Code : 18013
Start Date : 11/29/2018
Page No : 3

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				03:45 PM				04:45 PM				03:00 PM				
+0 mins.	0	33	0	33	1	0	0	1	0	36	2	38	0	0	0	0	
+15 mins.	0	25	0	25	1	0	1	2	0	20	0	20	0	0	0	0	
+30 mins.	1	24	0	25	0	0	3	3	0	26	1	27	0	0	0	0	
+45 mins.	2	25	0	27	0	0	3	3	0	35	1	36	0	0	0	0	
Total Volume	3	107	0	110	2	0	7	9	0	117	4	121	0	0	0	0	
% App. Total	2.7	97.3	0		22.2	0	77.8		0	96.7	3.3		0	0	0		
PHF	.375	.811	.000	.833	.500	.000	.583	.750	.000	.813	.500	.796	.000	.000	.000	.000	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : airport1
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
08:15 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
09:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
10:00 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	8
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	9	0	0	9	0	0	0	0	10
*** BREAK ***																	
03:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
*** BREAK ***																	
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	4	1	0	0	1	1	0	0	1	0	0	0	0	6
*** BREAK ***																	
06:45 PM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Grand Total	11	0	0	11	1	0	0	1	19	0	0	19	0	0	0	0	31
Apprch %	100	0	0		100	0	0		100	0	0		0	0	0		
Total %	35.5	0	0	35.5	3.2	0	0	3.2	61.3	0	0	61.3	0	0	0	0	

Intersection Turning Movement Count

	US 27 Southbound				PATTERSON ROAD Westbound				US 27 Northbound				SECTION 7 AIRPORT ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:30 AM																	
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
10:00 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	8
Total Volume	1	0	0	1	0	0	0	0	10	0	0	10	0	0	0	0	11
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.313	.000	.000	.313	.000	.000	.000	.000	.344

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				06:30 AM				09:30 AM				06:30 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	8	0	0	8	0	0	0	0
Total Volume	2	0	0	2	0	0	0	0	10	0	0	10	0	0	0	0
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.313	.000	.000	.313	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	4	0	0	4	1	0	0	1	1	0	0	1	0	0	0	0	6
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.250	.000	.000	.250	.000	.000	.000	.000	.750

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				03:00 PM				03:00 PM			
+0 mins.	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	1	0	0	1	3	0	0	3	0	0	0	0
% App. Total	100	0	0		100	0	0		100	0	0		0	0	0	
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.375	.000	.000	.375	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 11/29/18

Day: Thursday

Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Patterson Road/Section 7 Airport Road

Comments: _____

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

Peds/Bikes Crossing North Leg

Hour: 6:30 7:30 8:30 9:30 3:00 4:00 5:00 6:00
 7:30 8:30 9:30 10:30 4:00 5:00 6:00 7:00

Peds/Bikes Crossing West Leg

PED BIKE

US 27

Peds/Bikes Crossing East Leg

PED BIKE

Peds/Bikes Crossing South Leg

Hour: 6:30 7:30 8:30 9:30 3:00 4:00 5:00 6:00
 7:30 8:30 9:30 10:30 4:00 5:00 6:00 7:00

N

Patterson

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&South
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	26	237	2	265	9	1	22	32	9	526	37	572	1	0	1	2	871
06:45 AM	25	252	5	282	10	0	25	35	6	455	34	495	1	0	3	4	816
Total	51	489	7	547	19	1	47	67	15	981	71	1067	2	0	4	6	1687
07:00 AM	5	270	2	277	12	0	28	40	2	541	18	561	1	0	2	3	881
07:15 AM	9	313	2	324	6	1	24	31	3	482	20	505	2	0	1	3	863
07:30 AM	13	402	2	417	8	0	24	32	2	523	26	551	2	0	2	4	1004
07:45 AM	20	355	3	378	8	1	24	33	2	479	12	493	5	0	0	5	909
Total	47	1340	9	1396	34	2	100	136	9	2025	76	2110	10	0	5	15	3657
08:00 AM	21	332	7	360	6	1	10	17	6	424	35	465	2	0	2	4	846
08:15 AM	23	387	7	417	10	2	12	24	6	444	25	475	3	0	6	9	925
08:30 AM	22	335	7	364	10	0	12	22	7	399	25	431	2	0	6	8	825
08:45 AM	28	331	6	365	15	1	9	25	3	424	18	445	6	0	2	8	843
Total	94	1385	27	1506	41	4	43	88	22	1691	103	1816	13	0	16	29	3439
09:00 AM	11	344	5	360	5	0	16	21	2	410	19	431	2	0	3	5	817
09:15 AM	22	318	5	345	11	0	12	23	0	398	13	411	6	0	1	7	786
09:30 AM	20	367	4	391	10	0	12	22	4	373	19	396	3	0	2	5	814
09:45 AM	19	363	3	385	13	1	19	33	4	367	32	403	5	1	1	7	828
Total	72	1392	17	1481	39	1	59	99	10	1548	83	1641	16	1	7	24	3245
10:00 AM	26	338	7	371	17	0	19	36	4	376	22	402	4	0	4	8	817
10:15 AM	14	328	5	347	12	0	15	27	7	373	25	405	9	0	3	12	791
*** BREAK ***																	
Total	40	666	12	718	29	0	34	63	11	749	47	807	13	0	7	20	1608
*** BREAK ***																	
03:00 PM	14	506	1	521	3	0	17	20	5	503	37	545	3	0	6	9	1095
03:15 PM	20	441	5	466	13	0	20	33	4	472	14	490	3	0	4	7	996
03:30 PM	25	471	5	501	11	0	9	20	2	461	17	480	1	0	6	7	1008
03:45 PM	21	472	7	500	5	0	11	16	2	426	15	443	3	0	3	6	965
Total	80	1890	18	1988	32	0	57	89	13	1862	83	1958	10	0	19	29	4064
04:00 PM	22	534	6	562	7	0	16	23	6	432	9	447	2	0	8	10	1042
04:15 PM	21	536	6	563	13	0	15	28	2	427	21	450	4	0	3	7	1048
04:30 PM	8	480	3	491	11	1	26	38	4	450	10	464	4	0	5	9	1002
04:45 PM	24	559	1	584	11	0	15	26	4	439	9	452	2	0	4	6	1068
Total	75	2109	16	2200	42	1	72	115	16	1748	49	1813	12	0	20	32	4160
05:00 PM	20	494	4	518	13	0	15	28	1	466	16	483	14	3	3	20	1049
05:15 PM	25	566	5	596	6	0	21	27	4	555	16	575	7	0	5	12	1210
05:30 PM	21	502	2	525	10	0	23	33	6	495	14	515	5	1	9	15	1088
05:45 PM	20	474	2	496	0	1	10	11	6	433	7	446	7	2	3	12	965
Total	86	2036	13	2135	29	1	69	99	17	1949	53	2019	33	6	20	59	4312

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&South
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	14	434	4	452	8	0	9	17	1	396	14	411	3	0	3	6	886
06:15 PM	26	512	5	543	6	0	14	20	1	389	9	399	0	0	3	3	965
06:30 PM	13	428	3	444	10	0	6	16	1	315	5	321	5	0	0	5	786
06:45 PM	16	476	1	493	4	2	6	12	1	264	3	268	1	0	3	4	777
Total	69	1850	13	1932	28	2	35	65	4	1364	31	1399	9	0	9	18	3414
Grand Total	614	13157	132	13903	293	12	516	821	117	13917	596	14630	118	7	107	232	29586
Apprch %	4.4	94.6	0.9		35.7	1.5	62.9		0.8	95.1	4.1		50.9	3	46.1		
Total %	2.1	44.5	0.4	47	1	0	1.7	2.8	0.4	47	2	49.4	0.4	0	0.4	0.8	
Passenger Vehicles	567	12343	86	12996	289	11	505	805	75	12977	588	13640	81	7	68	156	27597
% Passenger Vehicles	92.3	93.8	65.2	93.5	98.6	91.7	97.9	98.1	64.1	93.2	98.7	93.2	68.6	100	63.6	67.2	93.3
Heavy Vehicles	16	814	46	876	4	1	11	16	28	940	8	976	37	0	39	76	1944
% Heavy Vehicles	2.6	6.2	34.8	6.3	1.4	8.3	2.1	1.9	23.9	6.8	1.3	6.7	31.4	0	36.4	32.8	6.6
UTurns	31	0	0	31	0	0	0	0	14	0	0	14	0	0	0	0	45
% UTurns	5	0	0	0.2	0	0	0	0	12	0	0	0.1	0	0	0	0	0.2

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	402	2	417	8	0	24	32	2	523	26	551	2	0	2	4	1004
07:45 AM	20	355	3	378	8	1	24	33	2	479	12	493	5	0	0	5	909
08:00 AM	21	332	7	360	6	1	10	17	6	424	35	465	2	0	2	4	846
08:15 AM	23	387	7	417	10	2	12	24	6	444	25	475	3	0	6	9	925
Total Volume	77	1476	19	1572	32	4	70	106	16	1870	98	1984	12	0	10	22	3684
% App. Total	4.9	93.9	1.2		30.2	3.8	66		0.8	94.3	4.9		54.5	0	45.5		
PHF	.837	.918	.679	.942	.800	.500	.729	.803	.667	.894	.700	.900	.600	.000	.417	.611	.917
Passenger Vehicles	68	1360	17	1445	31	3	70	104	12	1756	95	1863	4	0	8	12	3424
% Passenger Vehicles	88.3	92.1	89.5	91.9	96.9	75.0	100	98.1	75.0	93.9	96.9	93.9	33.3	0	80.0	54.5	92.9
Heavy Vehicles	5	116	2	123	1	1	0	2	3	114	3	120	8	0	2	10	255
% Heavy Vehicles	6.5	7.9	10.5	7.8	3.1	25.0	0	1.9	18.8	6.1	3.1	6.0	66.7	0	20.0	45.5	6.9
UTurns	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
% UTurns	5.2	0	0	0.3	0	0	0	0	6.3	0	0	0.1	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&South
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:30 AM				06:30 AM				06:30 AM				09:30 AM				
+0 mins.	13	402	2	417	9	1	22	32	9	526	37	572	3	0	2	5	
+15 mins.	20	355	3	378	10	0	25	35	6	455	34	495	5	1	1	7	
+30 mins.	21	332	7	360	12	0	28	40	2	541	18	561	4	0	4	8	
+45 mins.	23	387	7	417	6	1	24	31	3	482	20	505	9	0	3	12	
Total Volume	77	1476	19	1572	37	2	99	138	20	2004	109	2133	21	1	10	32	
% App. Total	4.9	93.9	1.2		26.8	1.4	71.7		0.9	94	5.1		65.6	3.1	31.2		
PHF	.837	.918	.679	.942	.771	.500	.884	.863	.556	.926	.736	.932	.583	.250	.625	.667	
Passenger Vehicles	68	1360	17	1445	37	2	98	137	19	1877	106	2002	15	1	7	23	
% Passenger Vehicles	88.3	92.1	89.5	91.9	100	100	99	99.3	95	93.7	97.2	93.9	71.4	100	70	71.9	
Heavy Vehicles	5	116	2	123	0	0	1	1	1	127	3	131	6	0	3	9	
% Heavy Vehicles	6.5	7.9	10.5	7.8	0	0	1	0.7	5	6.3	2.8	6.1	28.6	0	30	28.1	
UTurns	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	5.2	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	24	559	1	584	11	0	15	26	4	439	9	452	2	0	4	6	1068
05:00 PM	20	494	4	518	13	0	15	28	1	466	16	483	14	3	3	20	1049
05:15 PM	25	566	5	596	6	0	21	27	4	555	16	575	7	0	5	12	1210
05:30 PM	21	502	2	525	10	0	23	33	6	495	14	515	5	1	9	15	1088
Total Volume	90	2121	12	2223	40	0	74	114	15	1955	55	2025	28	4	21	53	4415
% App. Total	4	95.4	0.5		35.1	0	64.9		0.7	96.5	2.7		52.8	7.5	39.6		
PHF	.900	.937	.600	.932	.769	.000	.804	.864	.625	.881	.859	.880	.500	.333	.583	.663	.912
Passenger Vehicles	81	2038	5	2124	39	0	72	111	9	1836	55	1900	26	4	13	43	4178
% Passenger Vehicles	90.0	96.1	41.7	95.5	97.5	0	97.3	97.4	60.0	93.9	100	93.8	92.9	100	61.9	81.1	94.6
Heavy Vehicles	2	83	7	92	1	0	2	3	4	119	0	123	2	0	8	10	228
% Heavy Vehicles	2.2	3.9	58.3	4.1	2.5	0	2.7	2.6	26.7	6.1	0	6.1	7.1	0	38.1	18.9	5.2
UTurns	7	0	0	7	0	0	0	0	2	0	0	2	0	0	0	0	9
% UTurns	7.8	0	0	0.3	0	0	0	0	13.3	0	0	0.1	0	0	0	0	0.2
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:15 PM				04:45 PM				05:00 PM				
+0 mins.	24	559	1	584	13	0	15	28	4	439	9	452	14	3	3	20	
+15 mins.	20	494	4	518	11	1	26	38	1	466	16	483	7	0	5	12	
+30 mins.	25	566	5	596	11	0	15	26	4	555	16	575	5	1	9	15	
+45 mins.	21	502	2	525	13	0	15	28	6	495	14	515	7	2	3	12	
Total Volume	90	2121	12	2223	48	1	71	120	15	1955	55	2025	33	6	20	59	
% App. Total	4	95.4	0.5		40	0.8	59.2		0.7	96.5	2.7		55.9	10.2	33.9		
PHF	.900	.937	.600	.932	.923	.250	.683	.789	.625	.881	.859	.880	.589	.500	.556	.738	
Passenger Vehicles	81	2038	5	2124	47	1	69	117	9	1836	55	1900	31	6	14	51	

Intersection Turning Movement Count

% Passenger Vehicles	90	96.1	41.7	95.5	97.9	100	97.2	97.5	60	93.9	100	93.8	93.9	100	70	86.4
Heavy Vehicles	2	83	7	92	1	0	2	3	4	119	0	123	2	0	6	8
% Heavy Vehicles	2.2	3.9	58.3	4.1	2.1	0	2.8	2.5	26.7	6.1	0	6.1	6.1	0	30	13.6
UTurns	7	0	0	7	0	0	0	0	2	0	0	2	0	0	0	0
% UTurns	7.8	0	0	0.3	0	0	0	0	13.3	0	0	0.1	0	0	0	0

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&South
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	26	206	2	234	9	1	22	32	9	487	35	531	0	0	1	1	798
06:45 AM	24	222	2	248	10	0	25	35	5	426	34	465	0	0	2	2	750
Total	50	428	4	482	19	1	47	67	14	913	69	996	0	0	3	3	1548
07:00 AM	5	246	2	253	12	0	28	40	2	504	18	524	0	0	2	2	819
07:15 AM	9	290	0	299	6	1	23	30	3	460	19	482	1	0	1	2	813
07:30 AM	12	374	2	388	8	0	24	32	1	482	26	509	1	0	1	2	931
07:45 AM	17	321	3	341	8	0	24	32	0	457	11	468	0	0	0	0	841
Total	43	1231	7	1281	34	1	99	134	6	1903	74	1983	2	0	4	6	3404
08:00 AM	18	308	5	331	5	1	10	16	5	400	34	439	1	0	2	3	789
08:15 AM	21	357	7	385	10	2	12	24	6	417	24	447	2	0	5	7	863
08:30 AM	22	303	6	331	10	0	11	21	4	371	25	400	1	0	3	4	756
08:45 AM	26	304	4	334	15	1	9	25	2	393	18	413	4	0	1	5	777
Total	87	1272	22	1381	40	4	42	86	17	1581	101	1699	8	0	11	19	3185
09:00 AM	11	311	5	327	5	0	16	21	1	378	19	398	2	0	2	4	750
09:15 AM	22	290	1	313	11	0	12	23	0	359	13	372	2	0	0	2	710
09:30 AM	19	311	3	333	9	0	12	21	2	332	19	353	3	0	1	4	711
09:45 AM	16	329	1	346	13	1	19	33	3	329	31	363	4	1	1	6	748
Total	68	1241	10	1319	38	1	59	98	6	1398	82	1486	11	1	4	16	2919
10:00 AM	24	304	4	332	17	0	18	35	2	340	22	364	3	0	3	6	737
10:15 AM	13	305	2	320	12	0	15	27	3	340	25	368	5	0	2	7	722
*** BREAK ***																	
Total	37	609	6	652	29	0	33	62	5	680	47	732	8	0	5	13	1459
*** BREAK ***																	
03:00 PM	14	476	1	491	3	0	15	18	3	473	37	513	3	0	2	5	1027
03:15 PM	15	422	3	440	13	0	20	33	1	439	14	454	1	0	1	2	929
03:30 PM	23	454	4	481	11	0	8	19	0	435	17	452	1	0	5	6	958
03:45 PM	20	449	4	473	5	0	9	14	0	397	15	412	1	0	2	3	902
Total	72	1801	12	1885	32	0	52	84	4	1744	83	1831	6	0	10	16	3816
04:00 PM	21	502	6	529	7	0	16	23	3	404	9	416	0	0	5	5	973
04:15 PM	20	517	2	539	12	0	14	26	1	402	20	423	4	0	1	5	993
04:30 PM	8	456	2	466	11	1	26	38	3	424	10	437	4	0	4	8	949
04:45 PM	23	530	0	553	11	0	14	25	1	403	9	413	1	0	2	3	994
Total	72	2005	10	2087	41	1	70	112	8	1633	48	1689	9	0	12	21	3909
05:00 PM	20	477	3	500	13	0	15	28	1	442	16	459	14	3	1	18	1005
05:15 PM	22	546	1	569	5	0	20	25	2	528	16	546	7	0	4	11	1151
05:30 PM	16	485	1	502	10	0	23	33	5	463	14	482	4	1	6	11	1028
05:45 PM	17	458	2	477	0	1	10	11	4	409	7	420	6	2	3	11	919
Total	75	1966	7	2048	28	1	68	97	12	1842	53	1907	31	6	14	51	4103

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&South
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Passenger Vehicles

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	13	420	2	435	8	0	9	17	1	381	14	396	1	0	2	3	851
06:15 PM	23	496	2	521	6	0	14	20	0	359	9	368	0	0	2	2	911
06:30 PM	12	409	3	424	10	0	6	16	1	295	5	301	4	0	0	4	745
06:45 PM	15	465	1	481	4	2	6	12	1	248	3	252	1	0	1	2	747
Total	63	1790	8	1861	28	2	35	65	3	1283	31	1317	6	0	5	11	3254
Grand Total	567	12343	86	12996	289	11	505	805	75	12977	588	13640	81	7	68	156	27597
Apprch %	4.4	95	0.7		35.9	1.4	62.7		0.5	95.1	4.3		51.9	4.5	43.6		
Total %	2.1	44.7	0.3	47.1	1	0	1.8	2.9	0.3	47	2.1	49.4	0.3	0	0.2	0.6	

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	374	2	388	8	0	24	32	1	482	26	509	1	0	1	2	931
07:45 AM	17	321	3	341	8	0	24	32	0	457	11	468	0	0	0	0	841
08:00 AM	18	308	5	331	5	1	10	16	5	400	34	439	1	0	2	3	789
08:15 AM	21	357	7	385	10	2	12	24	6	417	24	447	2	0	5	7	863
Total Volume	68	1360	17	1445	31	3	70	104	12	1756	95	1863	4	0	8	12	3424
% App. Total	4.7	94.1	1.2		29.8	2.9	67.3		0.6	94.3	5.1		33.3	0	66.7		
PHF	.810	.909	.607	.931	.775	.375	.729	.813	.500	.911	.699	.915	.500	.000	.400	.429	.919

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				06:30 AM				06:30 AM				09:30 AM				
+0 mins.	12	374	2	388	9	1	22	32	9	487	35	531	3	0	1	4	
+15 mins.	17	321	3	341	10	0	25	35	5	426	34	465	4	1	1	6	
+30 mins.	18	308	5	331	12	0	28	40	2	504	18	524	3	0	3	6	
+45 mins.	21	357	7	385	6	1	23	30	3	460	19	482	5	0	2	7	
Total Volume	68	1360	17	1445	37	2	98	137	19	1877	106	2002	15	1	7	23	
% App. Total	4.7	94.1	1.2		27	1.5	71.5		0.9	93.8	5.3		65.2	4.3	30.4		
PHF	.810	.909	.607	.931	.771	.500	.875	.856	.528	.931	.757	.943	.750	.250	.583	.821	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	23	530	0	553	11	0	14	25	1	403	9	413	1	0	2	3	994
05:00 PM	20	477	3	500	13	0	15	28	1	442	16	459	14	3	1	18	1005
05:15 PM	22	546	1	569	5	0	20	25	2	528	16	546	7	0	4	11	1151
05:30 PM	16	485	1	502	10	0	23	33	5	463	14	482	4	1	6	11	1028
Total Volume	81	2038	5	2124	39	0	72	111	9	1836	55	1900	26	4	13	43	4178
% App. Total	3.8	96	0.2		35.1	0	64.9		0.5	96.6	2.9		60.5	9.3	30.2		
PHF	.880	.933	.417	.933	.750	.000	.783	.841	.450	.869	.859	.870	.464	.333	.542	.597	.907

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&South
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:15 PM				05:00 PM				05:00 PM				
+0 mins.	23	530	0	553	12	0	14	26	1	442	16	459	14	3	1	18	
+15 mins.	20	477	3	500	11	1	26	38	2	528	16	546	7	0	4	11	
+30 mins.	22	546	1	569	11	0	14	25	5	463	14	482	4	1	6	11	
+45 mins.	16	485	1	502	13	0	15	28	4	409	7	420	6	2	3	11	
Total Volume	81	2038	5	2124	47	1	69	117	12	1842	53	1907	31	6	14	51	
% App. Total	3.8	96	0.2		40.2	0.9	59		0.6	96.6	2.8		60.8	11.8	27.5		
PHF	.880	.933	.417	.933	.904	.250	.663	.770	.600	.872	.828	.873	.554	.500	.583	.708	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&South
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	31	0	31	0	0	0	0	0	39	2	41	1	0	0	1	73
06:45 AM	1	30	3	34	0	0	0	0	1	29	0	30	1	0	1	2	66
Total	1	61	3	65	0	0	0	0	1	68	2	71	2	0	1	3	139
07:00 AM	0	24	0	24	0	0	0	0	0	37	0	37	1	0	0	1	62
07:15 AM	0	23	2	25	0	0	1	1	0	22	1	23	1	0	0	1	50
07:30 AM	1	28	0	29	0	0	0	0	1	41	0	42	1	0	1	2	73
07:45 AM	3	34	0	37	0	1	0	1	2	22	1	25	5	0	0	5	68
Total	4	109	2	115	0	1	1	2	3	122	2	127	8	0	1	9	253
08:00 AM	0	24	2	26	1	0	0	1	0	24	1	25	1	0	0	1	53
08:15 AM	1	30	0	31	0	0	0	0	0	27	1	28	1	0	1	2	61
08:30 AM	0	32	1	33	0	0	1	1	1	28	0	29	1	0	3	4	67
08:45 AM	1	27	2	30	0	0	0	0	1	31	0	32	2	0	1	3	65
Total	2	113	5	120	1	0	1	2	2	110	2	114	5	0	5	10	246
09:00 AM	0	33	0	33	0	0	0	0	0	32	0	32	0	0	1	1	66
09:15 AM	0	28	4	32	0	0	0	0	0	39	0	39	4	0	1	5	76
09:30 AM	1	56	1	58	1	0	0	1	2	41	0	43	0	0	1	1	103
09:45 AM	2	34	2	38	0	0	0	0	1	38	1	40	1	0	0	1	79
Total	3	151	7	161	1	0	0	1	3	150	1	154	5	0	3	8	324
10:00 AM	1	34	3	38	0	0	1	1	2	36	0	38	1	0	1	2	79
10:15 AM	1	23	3	27	0	0	0	0	3	33	0	36	4	0	1	5	68
*** BREAK ***																	
Total	2	57	6	65	0	0	1	1	5	69	0	74	5	0	2	7	147
*** BREAK ***																	
03:00 PM	0	30	0	30	0	0	2	2	0	30	0	30	0	0	4	4	66
03:15 PM	1	19	2	22	0	0	0	0	3	33	0	36	2	0	3	5	63
03:30 PM	0	17	1	18	0	0	1	1	2	26	0	28	0	0	1	1	48
03:45 PM	0	23	3	26	0	0	2	2	1	29	0	30	2	0	1	3	61
Total	1	89	6	96	0	0	5	5	6	118	0	124	4	0	9	13	238
04:00 PM	0	32	0	32	0	0	0	0	1	28	0	29	2	0	3	5	66
04:15 PM	0	19	4	23	1	0	1	2	1	25	1	27	0	0	2	2	54
04:30 PM	0	24	1	25	0	0	0	0	0	26	0	26	0	0	1	1	52
04:45 PM	0	29	1	30	0	0	1	1	3	36	0	39	1	0	2	3	73
Total	0	104	6	110	1	0	2	3	5	115	1	121	3	0	8	11	245
05:00 PM	0	17	1	18	0	0	0	0	0	24	0	24	0	0	2	2	44
05:15 PM	2	20	4	26	1	0	1	2	1	27	0	28	0	0	1	1	57
05:30 PM	0	17	1	18	0	0	0	0	0	32	0	32	1	0	3	4	54
05:45 PM	0	16	0	16	0	0	0	0	2	24	0	26	1	0	0	1	43
Total	2	70	6	78	1	0	1	2	3	107	0	110	2	0	6	8	198

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&South
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	14	2	16	0	0	0	0	0	15	0	15	2	0	1	3	34
06:15 PM	0	16	3	19	0	0	0	0	0	30	0	30	0	0	1	1	50
06:30 PM	1	19	0	20	0	0	0	0	0	20	0	20	1	0	0	1	41
06:45 PM	0	11	0	11	0	0	0	0	0	16	0	16	0	0	2	2	29
Total	1	60	5	66	0	0	0	0	0	81	0	81	3	0	4	7	154
Grand Total	16	814	46	876	4	1	11	16	28	940	8	976	37	0	39	76	1944
Apprch %	1.8	92.9	5.3		25	6.2	68.8		2.9	96.3	0.8		48.7	0	51.3		
Total %	0.8	41.9	2.4	45.1	0.2	0.1	0.6	0.8	1.4	48.4	0.4	50.2	1.9	0	2	3.9	

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15 AM																	
09:15 AM	0	28	4	32	0	0	0	0	0	39	0	39	4	0	1	5	76
09:30 AM	1	56	1	58	1	0	0	1	2	41	0	43	0	0	1	1	103
09:45 AM	2	34	2	38	0	0	0	0	1	38	1	40	1	0	0	1	79
10:00 AM	1	34	3	38	0	0	1	1	2	36	0	38	1	0	1	2	79
Total Volume	4	152	10	166	1	0	1	2	5	154	1	160	6	0	3	9	337
% App. Total	2.4	91.6	6		50	0	50		3.1	96.2	0.6		66.7	0	33.3		
PHF	.500	.679	.625	.716	.250	.000	.250	.500	.625	.939	.250	.930	.375	.000	.750	.450	.818

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM				07:15 AM				09:15 AM				08:30 AM				
+0 mins.	0	28	4	32	0	0	1	1	0	39	0	39	1	0	3	4	
+15 mins.	1	56	1	58	0	0	0	0	2	41	0	43	2	0	1	3	
+30 mins.	2	34	2	38	0	1	0	1	1	38	1	40	0	0	1	1	
+45 mins.	1	34	3	38	1	0	0	1	2	36	0	38	4	0	1	5	
Total Volume	4	152	10	166	1	1	1	3	5	154	1	160	7	0	6	13	
% App. Total	2.4	91.6	6		33.3	33.3	33.3		3.1	96.2	0.6		53.8	0	46.2		
PHF	.500	.679	.625	.716	.250	.250	.250	.750	.625	.939	.250	.930	.438	.000	.500	.650	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	32	0	32	0	0	0	0	1	28	0	29	2	0	3	5	66
04:15 PM	0	19	4	23	1	0	1	2	1	25	1	27	0	0	2	2	54
04:30 PM	0	24	1	25	0	0	0	0	0	26	0	26	0	0	1	1	52
04:45 PM	0	29	1	30	0	0	1	1	3	36	0	39	1	0	2	3	73
Total Volume	0	104	6	110	1	0	2	3	5	115	1	121	3	0	8	11	245
% App. Total	0	94.5	5.5		33.3	0	66.7		4.1	95	0.8		27.3	0	72.7		
PHF	.000	.813	.375	.859	.250	.000	.500	.375	.417	.799	.250	.776	.375	.000	.667	.550	.839

Intersection Turning Movement Count

City/County: Haines City/Polk
 Weather: Clear
 Comments:

File Name : US27&South
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				03:00 PM				03:00 PM				03:15 PM				
+0 mins.	0	32	0	32	0	0	2	2	0	30	0	30	2	0	3	5	
+15 mins.	0	19	4	23	0	0	0	0	3	33	0	36	0	0	1	1	
+30 mins.	0	24	1	25	0	0	1	1	2	26	0	28	2	0	1	3	
+45 mins.	0	29	1	30	0	0	2	2	1	29	0	30	2	0	3	5	
Total Volume	0	104	6	110	0	0	5	5	6	118	0	124	6	0	8	14	
% App. Total	0	94.5	5.5		0	0	100		4.8	95.2	0		42.9	0	57.1		
PHF	.000	.813	.375	.859	.000	.000	.625	.625	.500	.894	.000	.861	.750	.000	.667	.700	

Intersection Turning Movement Count

City/County: Haines City/Polk
Weather: Clear
Comments:

File Name : US27&South
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
08:00 AM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
09:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
09:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
03:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
03:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	7	0	0	7	0	0	0	0	3	0	0	3	0	0	0	0	10
04:00 PM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	6
*** BREAK ***																	
05:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
05:30 PM	5	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
05:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	9	0	0	9	0	0	0	0	2	0	0	2	0	0	0	0	11
06:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
*** BREAK ***																	
06:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
Grand Total	31	0	0	31	0	0	0	0	14	0	0	14	0	0	0	0	45
Apprch %	100	0	0		0	0	0		100	0	0		0	0	0		
Total %	68.9	0	0	68.9	0	0	0	0	31.1	0	0	31.1	0	0	0	0	

Intersection Turning Movement Count

	US 27 Southbound				RWS RANCH ROAD Westbound				US 27 Northbound				SOUTH BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	8
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.417	.000	.000	.417	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.500

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				06:30 AM				07:45 AM				06:30 AM				
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	
Total Volume	5	0	0	5	0	0	0	0	3	0	0	3	0	0	0	0	
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.417	.000	.000	.417	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:30 PM

05:30 PM	5	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
05:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
Total Volume	12	0	0	12	0	0	0	0	2	0	0	2	0	0	0	0	14
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.600	.000	.000	.600	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.583

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:30 PM				03:00 PM				03:45 PM				03:00 PM				
+0 mins.	5	0	0	5	0	0	0	0	1	0	0	1	0	0	0	0	
+15 mins.	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	0	
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	
Total Volume	12	0	0	12	0	0	0	0	4	0	0	4	0	0	0	0	
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.600	.000	.000	.600	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

Date: 11/29/18

Day: Thursday

Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at South Boulevard/RWS Ranch Road

Comments: _____

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

Peds/Bikes Crossing North Leg

PED	1						
BIKE							

6:30 7:30 8:30 9:30 3:00 4:00 5:00 6:00
7:30 8:30 9:30 10:30 4:00 5:00 6:00 7:00

Hour

Peds/Bikes Crossing West Leg

6:30 7:30 8:30 9:30 10:30 3:00 4:00 5:00 6:00 7:00

PED BIKE

South

US 27

RWS

Peds/Bikes Crossing East Leg

		1	

6:30 7:30 8:30 9:30 10:30 3:00 4:00 5:00 6:00 7:00

PED BIKE

Peds/Bikes Crossing South Leg

PED							
BIKE							

6:30 7:30 8:30 9:30 3:00 4:00 5:00 6:00
7:30 8:30 9:30 10:30 4:00 5:00 6:00 7:00

N

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Davenport
 INTERSECTING ROUTE: Sanders Road/CR 547
 DATE OF COUNT: 3/17/16
 ROAD CONDITION: Good
 EAST APPROACH: CR 547
 WEST APPROACH: Sanders Road
 COUNT PERIODS: 7:00 AM - 8:00 AM, 11:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 18.667
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	1	4	425	38	5	473	0	17	221	2	1	241	714	0	11	5	3	4	23	0	29	3	60	20	112	135	849
7:15 AM	3	2	413	22	18	458	0	27	240	3	1	271	729	0	10	8	4	5	27	0	37	1	36	40	114	141	870
7:30 AM	1	1	451	39	23	515	1	28	274	2	0	305	820	0	17	9	7	10	43	0	64	5	53	31	153	196	1,016
7:45 AM	0	7	469	26	12	514	1	28	295	5	0	329	843	0	16	17	5	5	43	0	67	4	57	38	166	209	1,052
Total	5	14	1,758	125	58	1,960	2	100	1,030	12	2	1,146	3,106	0	54	39	19	24	136	0	197	13	206	129	545	681	3,787
11:00 AM	0	6	441	28	16	491	1	35	394	2	0	432	923	0	8	8	0	3	19	0	65	3	36	26	130	149	1,072
11:15 AM	2	5	408	20	14	449	0	29	387	0	0	416	865	0	3	4	0	3	10	0	46	3	26	23	98	108	973
11:30 AM	0	4	422	22	15	463	1	32	434	7	1	475	938	0	8	4	1	9	22	0	44	1	36	32	113	135	1,073
11:45 AM	1	4	402	20	18	445	0	38	403	9	1	451	896	0	11	6	0	3	20	0	60	9	38	22	129	149	1,045
Total	3	19	1,673	90	63	1,848	2	134	1,618	18	2	1,774	3,622	0	30	22	1	18	71	0	215	16	136	103	470	541	4,163
12:00 PM	2	4	399	21	12	438	0	42	381	8	1	432	870	0	4	6	5	5	20	0	48	3	62	11	124	144	1,014
12:15 PM	1	10	407	20	13	451	0	36	366	5	0	407	858	0	3	9	3	2	17	0	36	4	47	11	98	115	973
12:30 PM	1	5	381	25	8	420	0	41	378	0	3	422	842	0	7	3	4	6	20	0	40	6	55	10	111	131	973
12:45 PM	1	9	417	19	14	460	1	33	431	3	1	469	929	0	6	6	6	4	22	0	32	3	44	11	90	112	1,041
Total	5	28	1,604	85	47	1,769	1	152	1,556	16	5	1,730	3,499	0	20	24	18	17	79	0	156	16	208	43	423	502	4,001
1:00 PM	1	9	361	21	11	403	0	56	373	6	1	436	839	0	5	7	5	5	22	0	30	5	26	36	97	119	958
1:15 PM	0	5	401	24	9	439	1	44	469	1	1	516	955	0	11	7	3	2	23	0	49	4	28	28	109	132	1,087
1:30 PM	1	5	406	24	8	444	0	40	382	1	0	423	867	0	9	2	1	5	17	0	36	3	48	21	108	125	992
1:45 PM	1	8	400	20	8	437	0	45	431	5	2	483	920	0	3	4	1	1	9	0	39	4	42	21	106	115	1,035
Total	3	27	1,568	89	36	1,723	1	185	1,655	13	4	1,858	3,581	0	28	20	10	13	71	0	154	16	144	106	420	491	4,072
2:00 PM	4	5	412	34	17	472	0	50	409	4	0	463	935	0	4	5	0	8	17	0	42	4	40	20	106	123	1,058
2:15 PM	0	14	419	27	10	470	0	53	395	3	3	454	924	0	10	2	0	10	22	0	43	4	59	20	126	148	1,072
2:30 PM	2	5	466	31	12	516	0	48	429	3	1	481	997	0	9	5	0	5	19	0	39	7	45	18	109	128	1,125
2:45 PM	1	9	406	38	14	468	1	45	372	4	3	425	893	0	4	5	0	10	19	0	55	4	32	22	113	132	1,025
Total	7	33	1,703	130	53	1,926	1	196	1,605	14	7	1,823	3,749	0	27	17	0	33	77	0	179	19	176	80	454	531	4,280
3:00 PM	0	6	401	36	13	456	0	69	441	6	3	519	975	0	7	8	1	6	22	0	43	5	37	7	92	114	1,089
3:15 PM	1	13	408	21	14	457	1	62	401	3	3	470	927	0	4	5	1	6	16	0	81	5	30	27	143	159	1,086
3:30 PM	3	10	400	30	13	456	1	65	457	7	2	532	988	0	5	3	1	10	19	0	60	7	29	28	124	143	1,131
3:45 PM	1	10	394	22	19	446	1	57	420	2	3	483	929	0	14	2	1	4	21	0	42	10	44	19	115	136	1,065
Total	5	39	1,603	109	59	1,815	3	253	1,719	18	11	2,004	3,819	0	30	18	4	26	78	0	226	27	140	81	474	552	4,371
4:00 PM	4	9	428	36	13	490	0	67	503	7	5	582	1,072	0	3	1	1	4	9	1	52	7	27	26	113	122	1,194
4:15 PM	3	6	414	38	8	469	1	65	485	7	3	561	1,030	0	3	7	1	5	16	0	54	10	31	30	125	141	1,171
4:30 PM	1	10	415	35	10	471	0	72	471	10	4	557	1,028	0	4	2	2	13	21	0	64	2	41	21	128	149	1,177
4:45 PM	3	15	397	32	6	453	0	72	470	13	1	556	1,009	0	6	5	1	6	18	0	55	2	31	19	107	125	1,134
Total	11	40	1,654	141	37	1,883	1	276	1,929	37	13	2,256	4,139	0	16	15	5	28	64	1	225	21	130	96	473	537	4,676
5:00 PM	0	4	398	36	16	454	0	61	487	5	1	554	1,008	0	6	3	3	4	16	0	52	6	47	17	122	138	1,146
5:15 PM	1	0	399	34	8	442	0	69	478	12	4	563	1,005	0	8	7	8	0	23	0	55	4	24	20	103	126	1,131
5:30 PM	0	4	371	55	7	437	0	53	447	8	5	513	950	0	10	6	5	4	25	0	32	2	34	16	84	109	1,059
5:45 PM	0	0	386	32	5	423	0	60	440	11	5	516	939	0	4	10	3	4	21	0	58	5	24	17	104	125	1,064
Total	1	8	1,554	157	36	1,756	0	243	1,852	36	15	2,146	3,902	0	28	26	19	12	85	0	197	17	129	70	413	498	4,400

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Davenport
 INTERSECTING ROUTE: Sanders Road/CR 547
 DATE OF COUNT: 3/17/16
 ROAD CONDITION: Good
 EAST APPROACH: CR 547
 WEST APPROACH: Sanders Road
 COUNT PERIODS: 7:00 AM - 8:00 AM, 11:00 AM - 6:00 PM

COUNTY: Polk
 MILEPOST: 18.667
 COMPLETED BY: DL
 DATE COMPLETED: 6/6/16

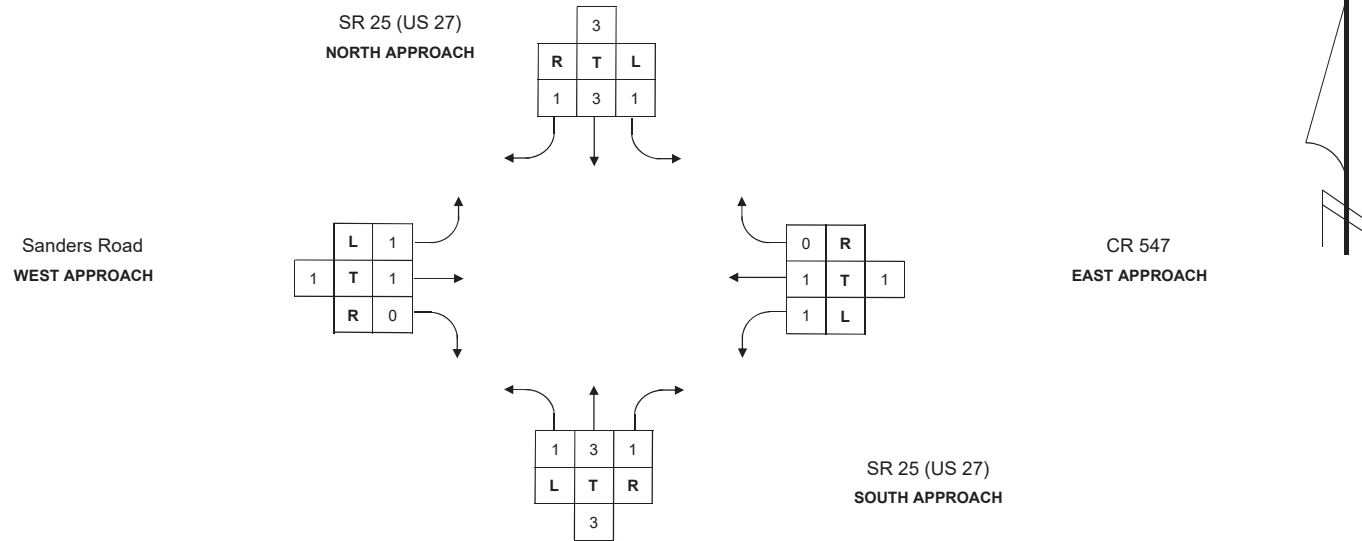
HEAVY VEHICLES (TRUCKS + BUSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	1	26	2	0	29	0	0	28	1	1	30	59	0	0	0	0	0	0	0	1	0	1	0	2	2	61
7:15 AM	0	0	16	0	1	17	0	2	24	0	0	26	43	0	1	0	0	0	1	0	1	0	2	0	3	4	47
7:30 AM	1	0	32	3	1	37	0	0	30	0	0	30	67	0	0	0	0	2	2	0	3	0	2	4	9	11	78
7:45 AM	0	2	27	0	0	29	0	3	25	0	0	28	57	0	0	1	0	1	2	0	2	0	0	1	3	5	62
Total	1	3	101	5	2	112	0	5	107	1	1	114	226	0	1	1	0	3	5	0	7	0	5	5	17	22	248
11:00 AM	0	1	44	3	0	48	0	1	33	0	0	34	82	0	0	0	0	0	0	0	3	0	2	0	5	5	87
11:15 AM	0	0	41	2	1	44	0	0	28	0	0	28	72	0	0	0	0	0	0	0	2	0	2	1	5	5	77
11:30 AM	0	1	39	2	0	42	0	4	35	0	0	39	81	0	1	0	0	0	1	0	2	0	1	2	5	6	87
11:45 AM	0	0	47	1	0	48	0	0	37	0	0	37	85	0	0	0	0	0	0	0	3	0	1	1	5	5	90
Total	0	2	171	8	1	182	0	5	133	0	0	138	320	0	1	0	0	0	1	0	10	0	6	4	20	21	341
12:00 PM	0	0	45	2	3	50	0	3	26	0	0	29	79	0	0	0	0	0	0	0	3	0	6	0	9	9	88
12:15 PM	0	0	32	3	0	35	0	0	43	0	0	43	78	0	0	1	0	0	1	0	3	0	1	0	4	5	83
12:30 PM	0	0	39	1	0	40	0	2	30	0	0	32	72	0	0	0	0	0	0	0	3	1	2	1	7	7	79
12:45 PM	0	1	42	2	0	45	0	3	45	0	0	48	93	0	0	0	0	0	0	0	2	0	1	0	3	3	96
Total	0	1	158	8	3	170	0	8	144	0	0	152	322	0	0	1	0	0	1	0	11	1	10	1	23	24	346
1:00 PM	1	1	39	2	1	44	0	4	27	0	0	31	75	0	0	1	1	0	2	0	1	0	0	1	2	4	79
1:15 PM	0	0	33	3	0	36	0	0	38	0	0	38	74	0	0	0	0	0	0	0	0	0	0	0	0	0	74
1:30 PM	1	0	45	4	0	50	0	1	43	0	0	44	94	0	0	0	0	0	0	0	1	0	3	2	6	6	100
1:45 PM	0	0	36	0	0	36	0	3	25	0	0	28	64	0	0	0	0	0	0	0	2	0	2	0	4	4	68
Total	2	1	153	9	1	166	0	8	133	0	0	141	307	0	0	1	1	0	2	0	4	0	5	3	12	14	321
2:00 PM	0	0	46	3	1	50	0	3	40	0	0	43	93	0	0	0	0	3	3	0	3	0	2	1	6	9	102
2:15 PM	0	1	42	2	0	45	0	3	30	0	0	33	78	0	0	0	0	0	0	0	2	0	2	1	5	5	83
2:30 PM	0	0	36	0	0	36	0	4	34	0	0	38	74	0	0	1	0	0	1	0	0	1	2	0	3	4	78
2:45 PM	0	0	26	1	1	28	0	1	37	0	0	38	66	0	0	1	0	1	2	0	1	0	1	0	2	4	70
Total	0	1	150	6	2	159	0	11	141	0	0	152	311	0	0	2	0	4	6	0	6	1	7	2	16	22	333
3:00 PM	0	0	33	0	1	34	0	0	44	0	0	44	78	0	0	0	0	0	0	0	4	0	2	0	6	6	84
3:15 PM	0	0	25	1	0	26	0	1	20	1	0	22	48	0	0	0	0	1	1	0	3	0	1	1	5	6	54
3:30 PM	0	1	30	0	0	31	0	4	26	0	0	30	61	0	0	1	0	0	1	0	1	0	2	3	6	7	68
3:45 PM	0	1	37	0	1	39	0	0	21	1	0	22	61	0	2	0	1	1	4	0	2	1	1	2	6	10	71
Total	0	2	125	1	2	130	0	5	111	2	0	118	248	0	2	1	1	2	6	0	10	1	6	6	23	29	277
4:00 PM	0	0	33	0	0	33	0	1	39	1	0	41	74	0	0	0	0	0	0	0	0	0	1	2	3	3	77
4:15 PM	0	0	29	2	0	31	0	3	22	0	0	25	56	0	0	0	0	1	1	0	3	0	0	2	5	6	62
4:30 PM	0	1	42	1	0	44	0	2	24	0	0	26	70	0	0	0	1	0	1	0	0	0	0	0	0	1	71
4:45 PM	0	0	26	1	1	28	0	3	23	0	0	26	54	0	0	0	0	0	0	0	0	1	1	0	2	2	56
Total	0	1	130	4	1	136	0	9	108	1	0	118	254	0	0	0	1	1	2	0	3	1	2	4	10	12	266
5:00 PM	0	0	33	0	0	33	0	3	28	0	0	31	64	0	0	1	0	0	1	0	0	0	2	0	2	3	67
5:15 PM	0	0	20	0	0	20	0	2	19	0	0	21	41	0	0	1	0	0	1	0	2	0	1	0	3	4	45
5:30 PM	0	0	22	2	0	24	0	1	16	0	0	17	41	0	0	0	1	0	1	0	1	0	1	0	2	3	44
5:45 PM	0	0	22	2	0	24	0	1	21	0	0	22	46	0	0	0	0	0	0	0	0	0	2	0	2	2	48
Total	0	0	97	4	0	101	0	7	84	0	0	91	192	0	0	2	1	0	3	0	3	0	6	0	9	12	204

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Davenport	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	Sanders Road/CR 547	MILEPOST:	18.667
OBSERVER:	FDA	DATE:	3/17/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/6/16
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7 - 8	5	14	1,758	125	58	1,960	2	100	1,030	12	2	1,146	3,106	0	54	39	19	24	136	0	197	13	206	129	545	681
11 - 12	3	19	1,673	90	63	1,848	2	134	1,618	18	2	1,774	3,622	0	30	22	1	18	71	0	215	16	136	103	470	541
12 - 13	5	28	1,604	85	47	1,769	1	152	1,556	16	5	1,730	3,499	0	20	24	18	17	79	0	156	16	208	43	423	502
13 - 14	3	27	1,568	89	36	1,723	1	185	1,655	13	4	1,858	3,581	0	28	20	10	13	71	0	154	16	144	106	420	491
14 - 15	7	33	1,703	130	53	1,926	1	196	1,605	14	7	1,823	3,749	0	27	17	0	33	77	0	179	19	176	80	454	531
15 - 16	5	39	1,603	109	59	1,815	3	253	1,719	18	11	2,004	3,819	0	30	18	4	26	78	0	226	27	140	81	474	552
16 - 17	11	40	1,654	141	37	1,883	1	276	1,929	37	13	2,256	4,139	0	16	15	5	28	64	1	225	21	130	96	473	537
17 - 18	1	8	1,554	157	36	1,756	0	243	1,852	36	15	2,146	3,902	0	28	26	19	12	85	0	197	17	129	70	413	498
TOTAL	40	208	13,117	926	389	14,680	11	1,539	12,964	164	59	14,737	29,417	0	233	181	76	171	661	1	1,549	145	1,269	708	3,672	4,333

Percentage	0.3%	1.4%	89.4%	6.3%	2.6%	100.0%	0.1%	10.4%	88.0%	1.1%	0.4%	100.0%	N/A	0.0%	35.2%	27.4%	11.5%	25.9%	100.0%	0.0%	42.2%	3.9%	34.6%	19.3%	100.0%	N/A
Maximum	11	40	1,758	157	63	1,960	3	276	1,929	37	15	2,256	4,139	0	54	39	19	33	136	1	226	27	208	129	545	681
Minimum	1	8	1,554	85	36	1,723	1	100	1,030	12	2	1,146	3,106	0	16	15	1	12	64	1	154	13	129	43	413	491
Total Heavy Veh	14		1,085	45	12	1,156	58		961	4	1	1,024	2,180	4		8	4	10	26	54		4	47	25	130	156
% Heavy Veh	5.6%		8.3%		4.3%	7.9%		3.7%	7.4%		2.2%	6.9%	7.4%		1.7%		4.4%	5.7%	3.9%		3.5%		2.8%		3.6%	3.5%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 18.667
 COUNT HOURS 7:00 AM - 8:00 AM, 11:00 AM - 6:00 PM

CITY Davenport
 INTERSECTING ROUTE Sanders Road/CR 547
 DATE OF COUNT 3/17/16
 WEATHER Good
 COMPLETED BY DL
 DATE 6/6/16

SR 25 (US 27)

7-8	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Sanders Road

7-8	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

7-8	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

CR 547

SOUTH APPROACH

7-8	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	1	0	0	0	3	0	0	4
0	0	0	0	0	0	0	0	0
0	1	0	0	0	3	0	0	4

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 18.667
 COUNT HOURS 7:00 AM - 8:00 AM, 11:00 AM - 6:00 PM

CITY Davenport
 INTERSECTING ROUTE Sanders Road/CR 547
 DATE OF COUNT 3/17/16
 WEATHER Good
 COMPLETED BY DL
 DATE 6/6/16

SR 25 (US 27)

7-8	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Sanders Road

7-8	0	0	0
11-12	0	0	0
12-13	1	0	1
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	1	0	1

WEST APPROACH

EAST APPROACH

7-8	0	0	0
11-12	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

CR 547

SOUTH APPROACH

7-8	11-12	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillCutoff
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	2	237	1	240	4	0	17	21	5	560	12	577	17	3	8	28	866
06:45 AM	10	273	0	283	2	0	10	12	2	502	14	518	13	3	7	23	836
Total	12	510	1	523	6	0	27	33	7	1062	26	1095	30	6	15	51	1702
07:00 AM	5	256	1	262	0	0	8	8	7	576	22	605	8	4	14	26	901
07:15 AM	6	279	1	286	9	0	13	22	4	535	25	564	19	3	4	26	898
07:30 AM	18	335	7	360	7	2	19	28	4	488	28	520	12	6	10	28	936
07:45 AM	24	346	6	376	5	1	24	30	1	542	46	589	15	3	6	24	1019
Total	53	1216	15	1284	21	3	64	88	16	2141	121	2278	54	16	34	104	3754
08:00 AM	19	267	4	290	15	3	13	31	5	440	15	460	22	1	3	26	807
08:15 AM	21	373	7	401	9	1	12	22	3	440	17	460	13	0	8	21	904
08:30 AM	22	335	4	361	10	0	8	18	5	427	28	460	8	2	3	13	852
08:45 AM	18	350	6	374	7	0	18	25	3	408	19	430	4	0	3	7	836
Total	80	1325	21	1426	41	4	51	96	16	1715	79	1810	47	3	17	67	3399
09:00 AM	20	308	7	335	6	1	17	24	6	401	20	427	9	1	1	11	797
09:15 AM	23	327	4	354	4	0	19	23	5	446	17	468	7	2	4	13	858
09:30 AM	20	366	1	387	8	1	20	29	3	383	15	401	8	1	4	13	830
09:45 AM	14	345	4	363	9	0	21	30	2	426	18	446	3	0	6	9	848
Total	77	1346	16	1439	27	2	77	106	16	1656	70	1742	27	4	15	46	3333
10:00 AM	18	352	2	372	6	0	15	21	6	389	17	412	3	0	2	5	810
10:15 AM	19	347	2	368	14	0	10	24	1	378	10	389	6	0	5	11	792
*** BREAK ***																	
Total	37	699	4	740	20	0	25	45	7	767	27	801	9	0	7	16	1602
*** BREAK ***																	
03:00 PM	12	487	12	511	15	2	32	49	5	591	32	628	3	1	3	7	1195
03:15 PM	19	458	12	489	18	4	29	51	5	500	15	520	1	3	3	7	1067
03:30 PM	23	513	15	551	9	0	19	28	8	415	14	437	5	1	7	13	1029
03:45 PM	10	522	8	540	9	1	19	29	8	500	13	521	11	2	5	18	1108
Total	64	1980	47	2091	51	7	99	157	26	2006	74	2106	20	7	18	45	4399
04:00 PM	21	605	16	642	11	4	22	37	8	398	8	414	10	1	12	23	1116
04:15 PM	16	555	12	583	14	5	21	40	6	457	11	474	6	1	8	15	1112
04:30 PM	18	508	12	538	11	4	21	36	9	483	4	496	6	2	6	14	1084
04:45 PM	20	582	22	624	8	4	20	32	7	486	9	502	6	0	4	10	1168
Total	75	2250	62	2387	44	17	84	145	30	1824	32	1886	28	4	30	62	4480
05:00 PM	15	567	13	595	12	0	32	44	12	441	2	455	9	0	7	16	1110
05:15 PM	9	589	12	610	4	2	20	26	13	547	10	570	12	0	5	17	1223
05:30 PM	15	536	21	572	7	0	11	18	11	547	7	565	9	1	5	15	1170
05:45 PM	11	510	12	533	4	0	9	13	4	375	3	382	13	0	7	20	948
Total	50	2202	58	2310	27	2	72	101	40	1910	22	1972	43	1	24	68	4451

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillCutoff
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	15	511	25	551	3	1	10	14	9	393	5	407	5	0	2	7	979
06:15 PM	11	493	23	527	3	1	8	12	8	356	3	367	6	1	6	13	919
06:30 PM	9	459	18	486	1	2	4	7	4	345	5	354	12	1	3	16	863
06:45 PM	11	485	18	514	3	1	6	10	9	253	4	266	4	0	6	10	800
Total	46	1948	84	2078	10	5	28	43	30	1347	17	1394	27	2	17	46	3561
Grand Total	494	13476	308	14278	247	40	527	814	188	14428	468	15084	285	43	177	505	30681
Apprch %	3.5	94.4	2.2		30.3	4.9	64.7		1.2	95.7	3.1		56.4	8.5	35		
Total %	1.6	43.9	1	46.5	0.8	0.1	1.7	2.7	0.6	47	1.5	49.2	0.9	0.1	0.6	1.6	
Passenger Vehicles	470	12635	293	13398	241	40	518	799	163	13536	454	14153	282	43	174	499	28849
% Passenger Vehicles	95.1	93.8	95.1	93.8	97.6	100	98.3	98.2	86.7	93.8	97	93.8	98.9	100	98.3	98.8	94
Heavy Vehicles	11	841	15	867	6	0	9	15	5	892	14	911	2	0	3	5	1798
% Heavy Vehicles	2.2	6.2	4.9	6.1	2.4	0	1.7	1.8	2.7	6.2	3	6	0.7	0	1.7	1	5.9
UTurns	13	0	0	13	0	0	0	0	20	0	0	20	1	0	0	1	34
% UTurns	2.6	0	0	0.1	0	0	0	0	10.6	0	0	0.1	0.4	0	0	0.2	0.1

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	256	1	262	0	0	8	8	7	576	22	605	8	4	14	26	901
07:15 AM	6	279	1	286	9	0	13	22	4	535	25	564	19	3	4	26	898
07:30 AM	18	335	7	360	7	2	19	28	4	488	28	520	12	6	10	28	936
07:45 AM	24	346	6	376	5	1	24	30	1	542	46	589	15	3	6	24	1019
Total Volume	53	1216	15	1284	21	3	64	88	16	2141	121	2278	54	16	34	104	3754
% App. Total	4.1	94.7	1.2		23.9	3.4	72.7		0.7	94	5.3		51.9	15.4	32.7		
PHF	.552	.879	.536	.854	.583	.375	.667	.733	.571	.929	.658	.941	.711	.667	.607	.929	.921
Passenger Vehicles	52	1107	11	1170	20	3	64	87	12	2022	117	2151	54	16	32	102	3510
% Passenger Vehicles	98.1	91.0	73.3	91.1	95.2	100	100	98.9	75.0	94.4	96.7	94.4	100	100	94.1	98.1	93.5
Heavy Vehicles	1	109	4	114	1	0	0	1	2	119	4	125	0	0	2	2	242
% Heavy Vehicles	1.9	9.0	26.7	8.9	4.8	0	0	1.1	12.5	5.6	3.3	5.5	0	0	5.9	1.9	6.4
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
% UTurns	0	0	0	0	0	0	0	0	12.5	0	0	0.1	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillCutoff
Site Code : 18013
Start Date : 11/29/2018
Page No : 3

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	09:30 AM				07:15 AM				07:00 AM				07:00 AM				
+0 mins.	20	366	1	387	9	0	13	22	7	576	22	605	8	4	14	26	
+15 mins.	14	345	4	363	7	2	19	28	4	535	25	564	19	3	4	26	
+30 mins.	18	352	2	372	5	1	24	30	4	488	28	520	12	6	10	28	
+45 mins.	19	347	2	368	15	3	13	31	1	542	46	589	15	3	6	24	
Total Volume	71	1410	9	1490	36	6	69	111	16	2141	121	2278	54	16	34	104	
% App. Total	4.8	94.6	0.6		32.4	5.4	62.2		0.7	94	5.3		51.9	15.4	32.7		
PHF	.888	.963	.563	.963	.600	.500	.719	.895	.571	.929	.658	.941	.711	.667	.607	.929	
Passenger Vehicles	67	1257	8	1332	35	6	69	110	12	2022	117	2151	54	16	32	102	
% Passenger Vehicles	94.4	89.1	88.9	89.4	97.2	100	100	99.1	75	94.4	96.7	94.4	100	100	94.1	98.1	
Heavy Vehicles	2	153	1	156	1	0	0	1	2	119	4	125	0	0	2	2	
% Heavy Vehicles	2.8	10.9	11.1	10.5	2.8	0	0	0.9	12.5	5.6	3.3	5.5	0	0	5.9	1.9	
UTurns	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	
% UTurns	2.8	0	0	0.1	0	0	0	0	12.5	0	0	0.1	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	20	582	22	624	8	4	20	32	7	486	9	502	6	0	4	10	1168
05:00 PM	15	567	13	595	12	0	32	44	12	441	2	455	9	0	7	16	1110
05:15 PM	9	589	12	610	4	2	20	26	13	547	10	570	12	0	5	17	1223
05:30 PM	15	536	21	572	7	0	11	18	11	547	7	565	9	1	5	15	1170
Total Volume	59	2274	68	2401	31	6	83	120	43	2021	28	2092	36	1	21	58	4671
% App. Total	2.5	94.7	2.8		25.8	5	69.2		2.1	96.6	1.3		62.1	1.7	36.2		
PHF	.738	.965	.773	.962	.646	.375	.648	.682	.827	.924	.700	.918	.750	.250	.750	.853	.955
Passenger Vehicles	56	2181	65	2302	31	6	83	120	39	1896	28	1963	34	1	21	56	4441
% Passenger Vehicles	94.9	95.9	95.6	95.9	100	100	100	100	90.7	93.8	100	93.8	94.4	100	100	96.6	95.1
Heavy Vehicles	2	93	3	98	0	0	0	0	0	125	0	125	1	0	0	1	224
% Heavy Vehicles	3.4	4.1	4.4	4.1	0	0	0	0	0	6.2	0	6.0	2.8	0	0	1.7	4.8
UTurns	1	0	0	1	0	0	0	0	4	0	0	4	1	0	0	1	6
% UTurns	1.7	0	0	0.0	0	0	0	0	9.3	0	0	0.2	2.8	0	0	1.7	0.1
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				03:00 PM				03:00 PM				03:45 PM				
+0 mins.	20	582	22	624	15	2	32	49	5	591	32	628	11	2	5	18	
+15 mins.	15	567	13	595	18	4	29	51	5	500	15	520	10	1	12	23	
+30 mins.	9	589	12	610	9	0	19	28	8	415	14	437	6	1	8	15	
+45 mins.	15	536	21	572	9	1	19	29	8	500	13	521	6	2	6	14	
Total Volume	59	2274	68	2401	51	7	99	157	26	2006	74	2106	33	6	31	70	
% App. Total	2.5	94.7	2.8		32.5	4.5	63.1		1.2	95.3	3.5		47.1	8.6	44.3		
PHF	.738	.965	.773	.962	.708	.438	.773	.770	.813	.849	.578	.838	.750	.750	.646	.761	
Passenger Vehicles	56	2181	65	2302	49	7	95	151	24	1890	73	1987	33	6	31	70	

Intersection Turning Movement Count

[illegible]

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillCutoff
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	2	213	0	215	3	0	17	20	4	530	12	546	17	3	8	28	809
06:45 AM	10	238	0	248	2	0	10	12	2	481	13	496	13	3	7	23	779
Total	12	451	0	463	5	0	27	32	6	1011	25	1042	30	6	15	51	1588
07:00 AM	5	236	1	242	0	0	8	8	6	536	21	563	8	4	13	25	838
07:15 AM	6	256	0	262	9	0	13	22	2	516	24	542	19	3	4	26	852
07:30 AM	17	307	5	329	6	2	19	27	3	454	27	484	12	6	9	27	867
07:45 AM	24	308	5	337	5	1	24	30	1	516	45	562	15	3	6	24	953
Total	52	1107	11	1170	20	3	64	87	12	2022	117	2151	54	16	32	102	3510
08:00 AM	18	242	4	264	15	3	13	31	4	413	14	431	22	1	3	26	752
08:15 AM	20	348	6	374	9	1	10	20	2	409	17	428	13	0	8	21	843
08:30 AM	22	304	2	328	10	0	8	18	4	404	25	433	8	2	3	13	792
08:45 AM	17	322	5	344	7	0	18	25	3	388	17	408	4	0	3	7	784
Total	77	1216	17	1310	41	4	49	94	13	1614	73	1700	47	3	17	67	3171
09:00 AM	19	276	7	302	6	1	16	23	6	372	19	397	9	1	1	11	733
09:15 AM	20	299	4	323	4	0	19	23	3	403	16	422	7	2	4	13	781
09:30 AM	19	313	1	333	7	1	20	28	2	347	15	364	7	1	4	12	737
09:45 AM	13	310	4	327	9	0	21	30	2	393	18	413	3	0	6	9	779
Total	71	1198	16	1285	26	2	76	104	13	1515	68	1596	26	4	15	45	3030
10:00 AM	16	313	2	331	5	0	14	19	5	358	17	380	3	0	2	5	735
10:15 AM	19	321	1	341	14	0	10	24	1	343	10	354	6	0	5	11	730
*** BREAK ***																	
Total	35	634	3	672	19	0	24	43	6	701	27	734	9	0	7	16	1465
*** BREAK ***																	
03:00 PM	12	458	12	482	14	2	31	47	5	564	32	601	3	1	3	7	1137
03:15 PM	19	431	12	462	17	4	28	49	5	466	14	485	1	3	2	6	1002
03:30 PM	19	489	15	523	9	0	18	27	7	395	14	416	5	1	7	13	979
03:45 PM	8	500	7	515	9	1	18	28	7	465	13	485	11	2	5	18	1046
Total	58	1878	46	1982	49	7	95	151	24	1890	73	1987	20	7	17	44	4164
04:00 PM	21	577	16	614	11	4	22	37	8	373	8	389	10	1	12	23	1063
04:15 PM	16	540	11	567	14	5	20	39	4	427	11	442	6	1	8	15	1063
04:30 PM	16	487	12	515	11	4	21	36	9	464	4	477	6	2	6	14	1042
04:45 PM	20	553	21	594	8	4	20	32	7	450	9	466	5	0	4	9	1101
Total	73	2157	60	2290	44	17	83	144	28	1714	32	1774	27	4	30	61	4269
05:00 PM	14	542	12	568	12	0	32	44	12	414	2	428	8	0	7	15	1055
05:15 PM	7	568	12	587	4	2	20	26	10	524	10	544	12	0	5	17	1174
05:30 PM	15	518	20	553	7	0	11	18	10	508	7	525	9	1	5	15	1111
05:45 PM	11	487	12	510	4	0	9	13	4	354	3	361	13	0	7	20	904
Total	47	2115	56	2218	27	2	72	101	36	1800	22	1858	42	1	24	67	4244

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillCutoff
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Passenger Vehicles

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	14	494	25	533	3	1	10	14	8	376	5	389	5	0	2	7	943
06:15 PM	11	476	23	510	3	1	8	12	5	334	3	342	6	1	6	13	877
06:30 PM	9	440	18	467	1	2	4	7	4	319	5	328	12	1	3	16	818
06:45 PM	11	469	18	498	3	1	6	10	8	240	4	252	4	0	6	10	770
Total	45	1879	84	2008	10	5	28	43	25	1269	17	1311	27	2	17	46	3408
Grand Total	470	12635	293	13398	241	40	518	799	163	13536	454	14153	282	43	174	499	28849
Apprch %	3.5	94.3	2.2		30.2	5	64.8		1.2	95.6	3.2		56.5	8.6	34.9		
Total %	1.6	43.8	1	46.4	0.8	0.1	1.8	2.8	0.6	46.9	1.6	49.1	1	0.1	0.6	1.7	

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	236	1	242	0	0	8	8	6	536	21	563	8	4	13	25	838
07:15 AM	6	256	0	262	9	0	13	22	2	516	24	542	19	3	4	26	852
07:30 AM	17	307	5	329	6	2	19	27	3	454	27	484	12	6	9	27	867
07:45 AM	24	308	5	337	5	1	24	30	1	516	45	562	15	3	6	24	953
Total Volume	52	1107	11	1170	20	3	64	87	12	2022	117	2151	54	16	32	102	3510
% App. Total	4.4	94.6	0.9		23	3.4	73.6		0.6	94	5.4		52.9	15.7	31.4		
PHF	.542	.899	.550	.868	.556	.375	.667	.725	.500	.943	.650	.955	.711	.667	.615	.944	.921

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				07:15 AM				07:00 AM				07:15 AM				
+0 mins.	20	348	6	374	9	0	13	22	6	536	21	563	19	3	4	26	
+15 mins.	22	304	2	328	6	2	19	27	2	516	24	542	12	6	9	27	
+30 mins.	17	322	5	344	5	1	24	30	3	454	27	484	15	3	6	24	
+45 mins.	19	276	7	302	15	3	13	31	1	516	45	562	22	1	3	26	
Total Volume	78	1250	20	1348	35	6	69	110	12	2022	117	2151	68	13	22	103	
% App. Total	5.8	92.7	1.5		31.8	5.5	62.7		0.6	94	5.4		66	12.6	21.4		
PHF	.886	.898	.714	.901	.583	.500	.719	.887	.500	.943	.650	.955	.773	.542	.611	.954	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	20	553	21	594	8	4	20	32	7	450	9	466	5	0	4	9	1101
05:00 PM	14	542	12	568	12	0	32	44	12	414	2	428	8	0	7	15	1055
05:15 PM	7	568	12	587	4	2	20	26	10	524	10	544	12	0	5	17	1174
05:30 PM	15	518	20	553	7	0	11	18	10	508	7	525	9	1	5	15	1111
Total Volume	56	2181	65	2302	31	6	83	120	39	1896	28	1963	34	1	21	56	4441
% App. Total	2.4	94.7	2.8		25.8	5	69.2		2	96.6	1.4		60.7	1.8	37.5		
PHF	.700	.960	.774	.969	.646	.375	.648	.682	.813	.905	.700	.902	.708	.250	.750	.824	.946

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&HollyHillCutoff
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				03:00 PM				03:00 PM				03:45 PM				
+0 mins.	20	553	21	594	14	2	31	47	5	564	32	601	11	2	5	18	
+15 mins.	14	542	12	568	17	4	28	49	5	466	14	485	10	1	12	23	
+30 mins.	7	568	12	587	9	0	18	27	7	395	14	416	6	1	8	15	
+45 mins.	15	518	20	553	9	1	18	28	7	465	13	485	6	2	6	14	
Total Volume	56	2181	65	2302	49	7	95	151	24	1890	73	1987	33	6	31	70	
% App. Total	2.4	94.7	2.8		32.5	4.6	62.9		1.2	95.1	3.7		47.1	8.6	44.3		
PHF	.700	.960	.774	.969	.721	.438	.766	.770	.857	.838	.570	.827	.750	.750	.646	.761	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillCutoff
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	24	1	25	1	0	0	1	0	30	0	30	0	0	0	0	56
06:45 AM	0	35	0	35	0	0	0	0	0	21	1	22	0	0	0	0	57
Total	0	59	1	60	1	0	0	1	0	51	1	52	0	0	0	0	113
07:00 AM	0	20	0	20	0	0	0	0	0	40	1	41	0	0	1	1	62
07:15 AM	0	23	1	24	0	0	0	0	1	19	1	21	0	0	0	0	45
07:30 AM	1	28	2	31	1	0	0	1	1	34	1	36	0	0	1	1	69
07:45 AM	0	38	1	39	0	0	0	0	0	26	1	27	0	0	0	0	66
Total	1	109	4	114	1	0	0	1	2	119	4	125	0	0	2	2	242
08:00 AM	1	25	0	26	0	0	0	0	0	27	1	28	0	0	0	0	54
08:15 AM	1	25	1	27	0	0	2	2	0	31	0	31	0	0	0	0	60
08:30 AM	0	31	2	33	0	0	0	0	0	23	3	26	0	0	0	0	59
08:45 AM	0	28	1	29	0	0	0	0	0	20	2	22	0	0	0	0	51
Total	2	109	4	115	0	0	2	2	0	101	6	107	0	0	0	0	224
09:00 AM	0	32	0	32	0	0	1	1	0	29	1	30	0	0	0	0	63
09:15 AM	0	28	0	28	0	0	0	0	1	43	1	45	0	0	0	0	73
09:30 AM	0	53	0	53	1	0	0	1	0	36	0	36	1	0	0	1	91
09:45 AM	1	35	0	36	0	0	0	0	0	33	0	33	0	0	0	0	69
Total	1	148	0	149	1	0	1	2	1	141	2	144	1	0	0	1	296
10:00 AM	1	39	0	40	1	0	1	2	0	31	0	31	0	0	0	0	73
10:15 AM	0	26	1	27	0	0	0	0	0	35	0	35	0	0	0	0	62
*** BREAK ***																	
Total	1	65	1	67	1	0	1	2	0	66	0	66	0	0	0	0	135
*** BREAK ***																	
03:00 PM	0	29	0	29	1	0	1	2	0	27	0	27	0	0	0	0	58
03:15 PM	0	27	0	27	1	0	1	2	0	34	1	35	0	0	1	1	65
03:30 PM	2	24	0	26	0	0	1	1	1	20	0	21	0	0	0	0	48
03:45 PM	0	22	1	23	0	0	1	1	1	35	0	36	0	0	0	0	60
Total	2	102	1	105	2	0	4	6	2	116	1	119	0	0	1	1	231
04:00 PM	0	28	0	28	0	0	0	0	0	25	0	25	0	0	0	0	53
04:15 PM	0	15	1	16	0	0	1	1	0	30	0	30	0	0	0	0	47
04:30 PM	1	21	0	22	0	0	0	0	0	19	0	19	0	0	0	0	41
04:45 PM	0	29	1	30	0	0	0	0	0	36	0	36	1	0	0	1	67
Total	1	93	2	96	0	0	1	1	0	110	0	110	1	0	0	1	208
05:00 PM	0	25	1	26	0	0	0	0	0	27	0	27	0	0	0	0	53
05:15 PM	2	21	0	23	0	0	0	0	0	23	0	23	0	0	0	0	46
05:30 PM	0	18	1	19	0	0	0	0	0	39	0	39	0	0	0	0	58
05:45 PM	0	23	0	23	0	0	0	0	0	21	0	21	0	0	0	0	44
Total	2	87	2	91	0	0	0	0	0	110	0	110	0	0	0	0	201

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillCutoff
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	1	17	0	18	0	0	0	0	0	17	0	17	0	0	0	0	35
06:15 PM	0	17	0	17	0	0	0	0	0	22	0	22	0	0	0	0	39
06:30 PM	0	19	0	19	0	0	0	0	0	26	0	26	0	0	0	0	45
06:45 PM	0	16	0	16	0	0	0	0	0	13	0	13	0	0	0	0	29
Total	1	69	0	70	0	0	0	0	0	78	0	78	0	0	0	0	148
Grand Total	11	841	15	867	6	0	9	15	5	892	14	911	2	0	3	5	1798
Apprch %	1.3	97	1.7		40	0	60		0.5	97.9	1.5		40	0	60		
Total %	0.6	46.8	0.8	48.2	0.3	0	0.5	0.8	0.3	49.6	0.8	50.7	0.1	0	0.2	0.3	

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15 AM																	
09:15 AM	0	28	0	28	0	0	0	0	1	43	1	45	0	0	0	0	73
09:30 AM	0	53	0	53	1	0	0	1	0	36	0	36	1	0	0	1	91
09:45 AM	1	35	0	36	0	0	0	0	0	33	0	33	0	0	0	0	69
10:00 AM	1	39	0	40	1	0	1	2	0	31	0	31	0	0	0	0	73
Total Volume	2	155	0	157	2	0	1	3	1	143	1	145	1	0	0	1	306
% App. Total	1.3	98.7	0		66.7	0	33.3		0.7	98.6	0.7		100	0	0		
PHF	.500	.731	.000	.741	.500	.000	.250	.375	.250	.831	.250	.806	.250	.000	.000	.250	.841

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:15 AM				07:30 AM				09:15 AM				06:45 AM				
+0 mins.	0	28	0	28	1	0	0	1	1	43	1	45	0	0	0	0	
+15 mins.	0	53	0	53	0	0	0	0	0	36	0	36	0	0	1	1	
+30 mins.	1	35	0	36	0	0	0	0	0	33	0	33	0	0	0	0	
+45 mins.	1	39	0	40	0	0	2	2	0	31	0	31	0	0	1	1	
Total Volume	2	155	0	157	1	0	2	3	1	143	1	145	0	0	2	2	
% App. Total	1.3	98.7	0		33.3	0	66.7		0.7	98.6	0.7		0	0	100		
PHF	.500	.731	.000	.741	.250	.000	.250	.375	.250	.831	.250	.806	.000	.000	.500	.500	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:00 PM

	03:00 PM				03:15 PM				03:30 PM				03:45 PM				
03:00 PM	0	29	0	29	1	0	1	2	0	27	0	27	0	0	0	0	58
03:15 PM	0	27	0	27	1	0	1	2	0	34	1	35	0	0	1	1	65
03:30 PM	2	24	0	26	0	0	1	1	1	20	0	21	0	0	0	0	48
03:45 PM	0	22	1	23	0	0	1	1	1	35	0	36	0	0	0	0	60
Total Volume	2	102	1	105	2	0	4	6	2	116	1	119	0	0	1	1	231
% App. Total	1.9	97.1	1		33.3	0	66.7		1.7	97.5	0.8		0	0	100		
PHF	.250	.879	.250	.905	.500	.000	1.00	.750	.500	.829	.250	.826	.000	.000	.250	.250	.888

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&HollyHillCutoff
 Site Code : 18013
 Start Date : 11/29/2018
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	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				04:45 PM				03:00 PM				
+0 mins.	0	29	0	29	1	0	1	2	0	36	0	36	0	0	0	0	
+15 mins.	0	27	0	27	1	0	1	2	0	27	0	27	0	0	1	1	
+30 mins.	2	24	0	26	0	0	1	1	0	23	0	23	0	0	0	0	
+45 mins.	0	22	1	23	0	0	1	1	0	39	0	39	0	0	0	0	
Total Volume	2	102	1	105	2	0	4	6	0	125	0	125	0	0	1	1	
% App. Total	1.9	97.1	1		33.3	0	66.7		0	100	0		0	0	100		
PHF	.250	.879	.250	.905	.500	.000	1.000	.750	.000	.801	.000	.801	.000	.000	.250	.250	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillCutoff
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	3	0	0	3	0	0	0	0	4
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
09:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
Total	5	0	0	5	0	0	0	0	2	0	0	2	0	0	0	0	7
10:00 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
*** BREAK ***																	
03:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																	
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	4	0	0	4	1	0	0	1	6
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillCutoff
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
06:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
Grand Total	13	0	0	13	0	0	0	0	20	0	0	20	1	0	0	1	34
Apprch %	100	0	0		0	0	0		100	0	0		100	0	0		
Total %	38.2	0	0	38.2	0	0	0	0	58.8	0	0	58.8	2.9	0	0	2.9	

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:15 AM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
09:30 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total Volume	6	0	0	6	0	0	0	0	2	0	0	2	0	0	0	0	8
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.500

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	6	0	0	6	0	0	0	0	3	0	0	3	0	0	0	0
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0	
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.750	.000	.000	.750	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total Volume	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	6
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.750

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&HollyHillCutoff
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound				NORTH BOULEVARD Westbound				US 27 Northbound				HOLLY HILL CUTOFF ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				05:15 PM				04:15 PM				
+0 mins.	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	2	0	0	2	0	0	0	0	1	0	0	1	1	0	0	1	
Total Volume	4	0	0	4	0	0	0	0	5	0	0	5	1	0	0	1	
% App. Total	100	0	0		0	0	0		100	0	0		100	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.417	.000	.000	.417	.250	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

Date: 11/29/18

Day: Thursday

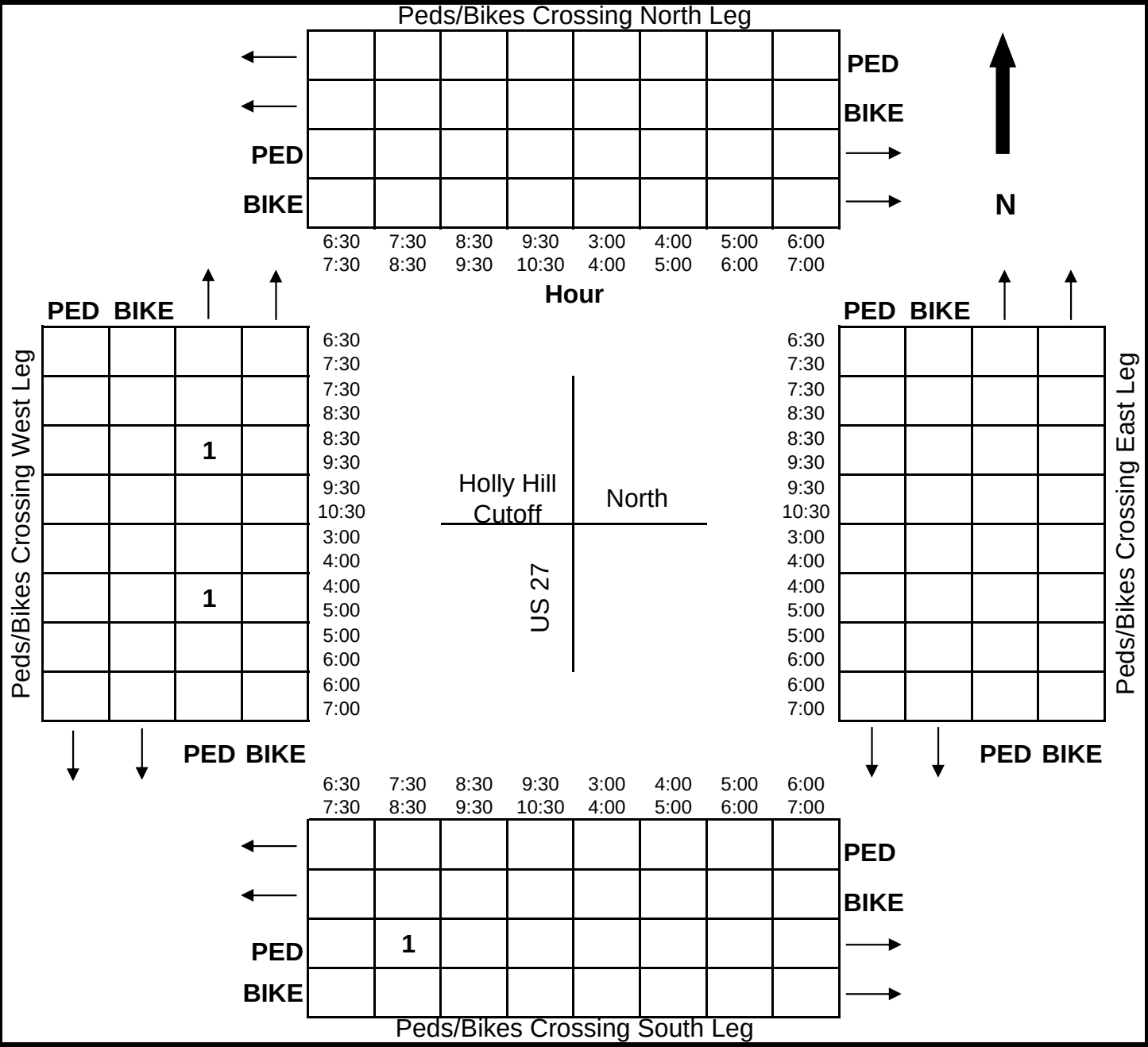
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Holly Hill Cutoff Road/North Boulevard

Comments: _____

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



Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaCasa
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				US 27 Northbound				LA CASA DEL SOL BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	244	0	244	0	662	0	662	0	0	0	0	906
06:45 AM	0	299	1	300	1	554	0	555	0	0	0	0	855
Total	0	543	1	544	1	1216	0	1217	0	0	0	0	1761
07:00 AM	0	267	0	267	0	596	0	596	0	0	2	2	865
07:15 AM	2	311	0	313	0	583	0	583	3	0	1	4	900
07:30 AM	1	374	0	375	1	559	0	560	2	0	0	2	937
07:45 AM	1	402	4	407	0	545	0	545	0	0	3	3	955
Total	4	1354	4	1362	1	2283	0	2284	5	0	6	11	3657
08:00 AM	0	315	3	318	3	548	0	551	0	0	1	1	870
08:15 AM	2	442	0	444	3	533	0	536	2	0	3	5	985
08:30 AM	2	362	1	365	1	456	0	457	2	0	2	4	826
08:45 AM	2	399	0	401	0	519	0	519	2	0	4	6	926
Total	6	1518	4	1528	7	2056	0	2063	6	0	10	16	3607
09:00 AM	3	357	1	361	1	455	0	456	0	0	2	2	819
09:15 AM	3	346	1	350	1	463	0	464	2	0	3	5	819
09:30 AM	5	397	1	403	0	428	0	428	4	0	5	9	840
09:45 AM	2	370	2	374	1	446	0	447	2	0	1	3	824
Total	13	1470	5	1488	3	1792	0	1795	8	0	11	19	3302
10:00 AM	0	368	1	369	4	395	0	399	3	0	8	11	779
10:15 AM	1	362	6	369	5	462	0	467	2	0	8	10	846
*** BREAK ***													
Total	1	730	7	738	9	857	0	866	5	0	16	21	1625
*** BREAK ***													
03:00 PM	3	521	3	527	10	606	0	616	2	0	1	3	1146
03:15 PM	3	496	6	505	4	480	0	484	1	0	4	5	994
03:30 PM	3	538	4	545	8	454	0	462	7	0	4	11	1018
03:45 PM	0	561	4	565	1	521	0	522	5	0	3	8	1095
Total	9	2116	17	2142	23	2061	0	2084	15	0	12	27	4253
04:00 PM	4	615	3	622	5	410	0	415	6	0	2	8	1045
04:15 PM	1	597	2	600	4	411	0	415	4	0	2	6	1021
04:30 PM	0	517	4	521	2	505	0	507	6	0	5	11	1039
04:45 PM	1	644	2	647	3	479	0	482	1	0	0	1	1130
Total	6	2373	11	2390	14	1805	0	1819	17	0	9	26	4235
05:00 PM	1	571	5	577	1	499	0	500	2	0	1	3	1080
05:15 PM	4	586	6	596	3	508	0	511	3	0	2	5	1112
05:30 PM	1	579	4	584	1	587	0	588	0	0	1	1	1173
05:45 PM	1	569	3	573	4	417	0	421	2	0	1	3	997
Total	7	2305	18	2330	9	2011	0	2020	7	0	5	12	4362
06:00 PM	3	537	6	546	0	393	0	393	2	0	3	5	944
06:15 PM	2	564	3	569	1	372	0	373	2	0	0	2	944
06:30 PM	1	507	4	512	1	383	0	384	2	0	1	3	899
06:45 PM	2	502	6	510	2	272	0	274	0	0	2	2	786
Total	8	2110	19	2137	4	1420	0	1424	6	0	6	12	3573
Grand Total	54	14519	86	14659	71	15501	0	15572	69	0	75	144	30375
Apprch %	0.4	99	0.6		0.5	99.5	0		47.9	0	52.1		
Total %	0.2	47.8	0.3	48.3	0.2	51	0	51.3	0.2	0	0.2	0.5	
Passenger Vehicles	0	13621	84	13705	54	14539	0	14593	68	0	75	143	28441
% Passenger Vehicles	0	93.8	97.7	93.5	76.1	93.8	0	93.7	98.6	0	100	99.3	93.6
Heavy Vehicles	0	898	2	900	0	962	0	962	1	0	0	1	1863
% Heavy Vehicles	0	6.2	2.3	6.1	0	6.2	0	6.2	1.4	0	0	0.7	6.1
UTurns	54	0	0	54	17	0	0	17	0	0	0	0	71
% UTurns	100	0	0	0.4	23.9	0	0	0.1	0	0	0	0	0.2

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaCasa
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound				US 27 Northbound				LA CASA DEL SOL BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	1	374	0	375	1	559	0	560	2	0	0	2	937
07:45 AM	1	402	4	407	0	545	0	545	0	0	3	3	955
08:00 AM	0	315	3	318	3	548	0	551	0	0	1	1	870
08:15 AM	2	442	0	444	3	533	0	536	2	0	3	5	985
Total Volume	4	1533	7	1544	7	2185	0	2192	4	0	7	11	3747
% App. Total	0.3	99.3	0.5		0.3	99.7	0		36.4	0	63.6		
PHF	.500	.867	.438	.869	.583	.977	.000	.979	.500	.000	.583	.550	.951
Passenger Vehicles	0	1402	6	1408	4	2059	0	2063	3	0	7	10	3481
% Passenger Vehicles	0	91.5	85.7	91.2	57.1	94.2	0	94.1	75.0	0	100	90.9	92.9
Heavy Vehicles	0	131	1	132	0	126	0	126	1	0	0	1	259
% Heavy Vehicles	0	8.5	14.3	8.5	0	5.8	0	5.7	25.0	0	0	9.1	6.9
UTurns	4	0	0	4	3	0	0	3	0	0	0	0	7
% UTurns	100	0	0	0.3	42.9	0	0	0.1	0	0	0	0	0.2

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				06:30 AM				09:30 AM			
+0 mins.	2	442	0	444	0	662	0	662	4	0	5	9
+15 mins.	2	362	1	365	1	554	0	555	2	0	1	3
+30 mins.	2	399	0	401	0	596	0	596	3	0	8	11
+45 mins.	3	357	1	361	0	583	0	583	2	0	8	10
Total Volume	9	1560	2	1571	1	2395	0	2396	11	0	22	33
% App. Total	0.6	99.3	0.1		0	100	0		33.3	0	66.7	
PHF	.750	.882	.500	.885	.250	.904	.000	.905	.688	.000	.688	.750
Passenger Vehicles	0	1424	2	1426	0	2274	0	2274	11	0	22	33
% Passenger Vehicles	0	91.3	100	90.8	0	94.9	0	94.9	100	0	100	100
Heavy Vehicles	0	136	0	136	0	121	0	121	0	0	0	0
% Heavy Vehicles	0	8.7	0	8.7	0	5.1	0	5.1	0	0	0	0
UTurns	9	0	0	9	1	0	0	1	0	0	0	0
% UTurns	100	0	0	0.6	100	0	0	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	1	644	2	647	3	479	0	482	1	0	0	1	1130
05:00 PM	1	571	5	577	1	499	0	500	2	0	1	3	1080
05:15 PM	4	586	6	596	3	508	0	511	3	0	2	5	1112
05:30 PM	1	579	4	584	1	587	0	588	0	0	1	1	1173
Total Volume	7	2380	17	2404	8	2073	0	2081	6	0	4	10	4495
% App. Total	0.3	99	0.7		0.4	99.6	0		60	0	40		
PHF	.438	.924	.708	.929	.667	.883	.000	.885	.500	.000	.500	.500	.958
Passenger Vehicles	0	2279	17	2296	6	1948	0	1954	6	0	4	10	4260
% Passenger Vehicles	0	95.8	100	95.5	75.0	94.0	0	93.9	100	0	100	100	94.8
Heavy Vehicles	0	101	0	101	0	125	0	125	0	0	0	0	226
% Heavy Vehicles	0	4.2	0	4.2	0	6.0	0	6.0	0	0	0	0	5.0
UTurns	7	0	0	7	2	0	0	2	0	0	0	0	9
% UTurns	100	0	0	0.3	25.0	0	0	0.1	0	0	0	0	0.2

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				03:00 PM				03:30 PM			
+0 mins.	1	644	2	647	10	606	0	616	7	0	4	11
+15 mins.	1	571	5	577	4	480	0	484	5	0	3	8
+30 mins.	4	586	6	596	8	454	0	462	6	0	2	8
+45 mins.	1	579	4	584	1	521	0	522	4	0	2	6
Total Volume	7	2380	17	2404	23	2061	0	2084	22	0	11	33
% App. Total	0.3	99	0.7		1.1	98.9	0		66.7	0	33.3	
PHF	.438	.924	.708	.929	.575	.850	.000	.846	.786	.000	.688	.750
Passenger Vehicles	0	2279	17	2296	18	1931	0	1949	22	0	11	33
% Passenger Vehicles	0	95.8	100	95.5	78.3	93.7	0	93.5	100	0	100	100
Heavy Vehicles	0	101	0	101	0	130	0	130	0	0	0	0

Intersection Turning Movement Count

% Heavy Vehicles	0	4.2	0	4.2	0	6.3	0	6.2	0	0	0	0
UTurns	7	0	0	7	5	0	0	5	0	0	0	0
% UTurns	100	0	0	0.3	21.7	0	0	0.2	0	0	0	0

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaCasa
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Passenger Vehicles

	US 27 Southbound				US 27 Northbound				LA CASA DEL SOL BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	219	0	219	0	625	0	625	0	0	0	0	844
06:45 AM	0	265	1	266	0	529	0	529	0	0	0	0	795
Total	0	484	1	485	0	1154	0	1154	0	0	0	0	1639
07:00 AM	0	246	0	246	0	553	0	553	0	0	2	2	801
07:15 AM	0	284	0	284	0	567	0	567	3	0	1	4	855
07:30 AM	0	345	0	345	1	518	0	519	2	0	0	2	866
07:45 AM	0	359	4	363	0	525	0	525	0	0	3	3	891
Total	0	1234	4	1238	1	2163	0	2164	5	0	6	11	3413
08:00 AM	0	290	2	292	2	516	0	518	0	0	1	1	811
08:15 AM	0	408	0	408	1	500	0	501	1	0	3	4	913
08:30 AM	0	326	1	327	1	432	0	433	2	0	2	4	764
08:45 AM	0	368	0	368	0	491	0	491	2	0	4	6	865
Total	0	1392	3	1395	4	1939	0	1943	5	0	10	15	3353
09:00 AM	0	322	1	323	1	425	0	426	0	0	2	2	751
09:15 AM	0	320	1	321	0	421	0	421	2	0	3	5	747
09:30 AM	0	345	1	346	0	387	0	387	4	0	5	9	742
09:45 AM	0	334	2	336	1	411	0	412	2	0	1	3	751
Total	0	1321	5	1326	2	1644	0	1646	8	0	11	19	2991
10:00 AM	0	322	1	323	4	360	0	364	3	0	8	11	698
10:15 AM	0	334	5	339	4	428	0	432	2	0	8	10	781
*** BREAK ***													
Total	0	656	6	662	8	788	0	796	5	0	16	21	1479
*** BREAK ***													
03:00 PM	0	493	3	496	8	573	0	581	2	0	1	3	1080
03:15 PM	0	467	6	473	3	445	0	448	1	0	4	5	926
03:30 PM	0	516	4	520	6	429	0	435	7	0	4	11	966
03:45 PM	0	533	4	537	1	484	0	485	5	0	3	8	1030
Total	0	2009	17	2026	18	1931	0	1949	15	0	12	27	4002
04:00 PM	0	591	3	594	3	382	0	385	6	0	2	8	987
04:15 PM	0	574	2	576	4	381	0	385	4	0	2	6	967
04:30 PM	0	499	4	503	2	482	0	484	6	0	5	11	998
04:45 PM	0	611	2	613	1	446	0	447	1	0	0	1	1061
Total	0	2275	11	2286	10	1691	0	1701	17	0	9	26	4013
05:00 PM	0	543	5	548	1	466	0	467	2	0	1	3	1018
05:15 PM	0	566	6	572	3	483	0	486	3	0	2	5	1063
05:30 PM	0	559	4	563	1	553	0	554	0	0	1	1	1118
05:45 PM	0	545	3	548	4	389	0	393	2	0	1	3	944
Total	0	2213	18	2231	9	1891	0	1900	7	0	5	12	4143
06:00 PM	0	515	6	521	0	378	0	378	2	0	3	5	904
06:15 PM	0	545	3	548	1	348	0	349	2	0	0	2	899
06:30 PM	0	488	4	492	1	359	0	360	2	0	1	3	855
06:45 PM	0	489	6	495	0	253	0	253	0	0	2	2	750
Total	0	2037	19	2056	2	1338	0	1340	6	0	6	12	3408
Grand Total	0	13621	84	13705	54	14539	0	14593	68	0	75	143	28441
Apprch %	0	99.4	0.6		0.4	99.6	0		47.6	0	52.4		
Total %	0	47.9	0.3	48.2	0.2	51.1	0	51.3	0.2	0	0.3	0.5	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaCasa
Site Code : 18013
Start Date : 11/29/2018
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	US 27 Southbound				US 27 Northbound				LA CASA DEL SOL BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	0	345	0	345	1	518	0	519	2	0	0	2	866
07:45 AM	0	359	4	363	0	525	0	525	0	0	3	3	891
08:00 AM	0	290	2	292	2	516	0	518	0	0	1	1	811
08:15 AM	0	408	0	408	1	500	0	501	1	0	3	4	913
Total Volume	0	1402	6	1408	4	2059	0	2063	3	0	7	10	3481
% App. Total	0	99.6	0.4		0.2	99.8	0		30	0	70		
PHF	.000	.859	.375	.863	.500	.980	.000	.982	.375	.000	.583	.625	.953

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				06:30 AM				09:30 AM			
+0 mins.	0	408	0	408	0	625	0	625	4	0	5	9
+15 mins.	0	326	1	327	0	529	0	529	2	0	1	3
+30 mins.	0	368	0	368	0	553	0	553	3	0	8	11
+45 mins.	0	322	1	323	0	567	0	567	2	0	8	10
Total Volume	0	1424	2	1426	0	2274	0	2274	11	0	22	33
% App. Total	0	99.9	0.1		0	100	0		33.3	0	66.7	
PHF	.000	.873	.500	.874	.000	.910	.000	.910	.688	.000	.688	.750

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	611	2	613	1	446	0	447	1	0	0	1	1061
05:00 PM	0	543	5	548	1	466	0	467	2	0	1	3	1018
05:15 PM	0	566	6	572	3	483	0	486	3	0	2	5	1063
05:30 PM	0	559	4	563	1	553	0	554	0	0	1	1	1118
Total Volume	0	2279	17	2296	6	1948	0	1954	6	0	4	10	4260
% App. Total	0	99.3	0.7		0.3	99.7	0		60	0	40		
PHF	.000	.932	.708	.936	.500	.881	.000	.882	.500	.000	.500	.500	.953

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				03:30 PM			
+0 mins.	0	611	2	613	1	446	0	447	7	0	4	11
+15 mins.	0	543	5	548	1	466	0	467	5	0	3	8
+30 mins.	0	566	6	572	3	483	0	486	6	0	2	8
+45 mins.	0	559	4	563	1	553	0	554	4	0	2	6
Total Volume	0	2279	17	2296	6	1948	0	1954	22	0	11	33
% App. Total	0	99.3	0.7		0.3	99.7	0		66.7	0	33.3	
PHF	.000	.932	.708	.936	.500	.881	.000	.882	.786	.000	.688	.750

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaCasa
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Heavy Vehicles													
	US 27 Southbound				US 27 Northbound				LA CASA DEL SOL BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	25	0	25	0	37	0	37	0	0	0	0	62
06:45 AM	0	34	0	34	0	25	0	25	0	0	0	0	59
Total	0	59	0	59	0	62	0	62	0	0	0	0	121
07:00 AM	0	21	0	21	0	43	0	43	0	0	0	0	64
07:15 AM	0	27	0	27	0	16	0	16	0	0	0	0	43
07:30 AM	0	29	0	29	0	41	0	41	0	0	0	0	70
07:45 AM	0	43	0	43	0	20	0	20	0	0	0	0	63
Total	0	120	0	120	0	120	0	120	0	0	0	0	240
08:00 AM	0	25	1	26	0	32	0	32	0	0	0	0	58
08:15 AM	0	34	0	34	0	33	0	33	1	0	0	1	68
08:30 AM	0	36	0	36	0	24	0	24	0	0	0	0	60
08:45 AM	0	31	0	31	0	28	0	28	0	0	0	0	59
Total	0	126	1	127	0	117	0	117	1	0	0	1	245
09:00 AM	0	35	0	35	0	30	0	30	0	0	0	0	65
09:15 AM	0	26	0	26	0	42	0	42	0	0	0	0	68
09:30 AM	0	52	0	52	0	41	0	41	0	0	0	0	93
09:45 AM	0	36	0	36	0	35	0	35	0	0	0	0	71
Total	0	149	0	149	0	148	0	148	0	0	0	0	297
10:00 AM	0	46	0	46	0	35	0	35	0	0	0	0	81
10:15 AM	0	28	1	29	0	34	0	34	0	0	0	0	63
*** BREAK ***													
Total	0	74	1	75	0	69	0	69	0	0	0	0	144
*** BREAK ***													
03:00 PM	0	28	0	28	0	33	0	33	0	0	0	0	61
03:15 PM	0	29	0	29	0	35	0	35	0	0	0	0	64
03:30 PM	0	22	0	22	0	25	0	25	0	0	0	0	47
03:45 PM	0	28	0	28	0	37	0	37	0	0	0	0	65
Total	0	107	0	107	0	130	0	130	0	0	0	0	237
04:00 PM	0	24	0	24	0	28	0	28	0	0	0	0	52
04:15 PM	0	23	0	23	0	30	0	30	0	0	0	0	53
04:30 PM	0	18	0	18	0	23	0	23	0	0	0	0	41
04:45 PM	0	33	0	33	0	33	0	33	0	0	0	0	66
Total	0	98	0	98	0	114	0	114	0	0	0	0	212
05:00 PM	0	28	0	28	0	33	0	33	0	0	0	0	61
05:15 PM	0	20	0	20	0	25	0	25	0	0	0	0	45
05:30 PM	0	20	0	20	0	34	0	34	0	0	0	0	54
05:45 PM	0	24	0	24	0	28	0	28	0	0	0	0	52
Total	0	92	0	92	0	120	0	120	0	0	0	0	212
06:00 PM	0	22	0	22	0	15	0	15	0	0	0	0	37
06:15 PM	0	19	0	19	0	24	0	24	0	0	0	0	43
06:30 PM	0	19	0	19	0	24	0	24	0	0	0	0	43
06:45 PM	0	13	0	13	0	19	0	19	0	0	0	0	32
Total	0	73	0	73	0	82	0	82	0	0	0	0	155
Grand Total	0	898	2	900	0	962	0	962	1	0	0	1	1863
Apprch %	0	99.8	0.2		0	100	0		100	0	0		
Total %	0	48.2	0.1	48.3	0	51.6	0	51.6	0.1	0	0	0.1	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaCasa
Site Code : 18013
Start Date : 11/29/2018
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	US 27 Southbound				US 27 Northbound				LA CASA DEL SOL BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:15 AM													
09:15 AM	0	26	0	26	0	42	0	42	0	0	0	0	68
09:30 AM	0	52	0	52	0	41	0	41	0	0	0	0	93
09:45 AM	0	36	0	36	0	35	0	35	0	0	0	0	71
10:00 AM	0	46	0	46	0	35	0	35	0	0	0	0	81
Total Volume	0	160	0	160	0	153	0	153	0	0	0	0	313
% App. Total	0	100	0		0	100	0		0	0	0		
PHF	.000	.769	.000	.769	.000	.911	.000	.911	.000	.000	.000	.000	.841

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM				09:15 AM				07:30 AM				
+0 mins.	0	52	0	52	0	42	0	42	0	0	0	0	
+15 mins.	0	36	0	36	0	41	0	41	0	0	0	0	
+30 mins.	0	46	0	46	0	35	0	35	0	0	0	0	
+45 mins.	0	28	1	29	0	35	0	35	1	0	0	1	
Total Volume	0	162	1	163	0	153	0	153	1	0	0	1	
% App. Total	0	99.4	0.6		0	100	0		100	0	0		
PHF	.000	.779	.250	.784	.000	.911	.000	.911	.250	.000	.000	.250	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	28	0	28	0	33	0	33	0	0	0	0	61
03:15 PM	0	29	0	29	0	35	0	35	0	0	0	0	64
03:30 PM	0	22	0	22	0	25	0	25	0	0	0	0	47
03:45 PM	0	28	0	28	0	37	0	37	0	0	0	0	65
Total Volume	0	107	0	107	0	130	0	130	0	0	0	0	237
% App. Total	0	100	0		0	100	0		0	0	0		
PHF	.000	.922	.000	.922	.000	.878	.000	.878	.000	.000	.000	.000	.912

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	28	0	28	0	33	0	33	0	0	0	0	
+15 mins.	0	29	0	29	0	35	0	35	0	0	0	0	
+30 mins.	0	22	0	22	0	25	0	25	0	0	0	0	
+45 mins.	0	28	0	28	0	37	0	37	0	0	0	0	
Total Volume	0	107	0	107	0	130	0	130	0	0	0	0	
% App. Total	0	100	0		0	100	0		0	0	0		
PHF	.000	.922	.000	.922	.000	.878	.000	.878	.000	.000	.000	.000	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaCasa
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- UTurns														
	US 27 Southbound				US 27 Northbound				LA CASA DEL SOL BOULEVARD Eastbound					
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total	
*** BREAK ***														
06:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
Total	0	0	0	0	1	0	0	1	0	0	0	0	1	
*** BREAK ***														
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	
Total	4	0	0	4	0	0	0	0	0	0	0	0	4	
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	
08:15 AM	2	0	0	2	2	0	0	2	0	0	0	0	4	
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	
08:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	
Total	6	0	0	6	3	0	0	3	0	0	0	0	9	
09:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	
09:15 AM	3	0	0	3	1	0	0	1	0	0	0	0	4	
09:30 AM	5	0	0	5	0	0	0	0	0	0	0	0	5	
09:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2	
Total	13	0	0	13	1	0	0	1	0	0	0	0	14	
*** BREAK ***														
10:15 AM	1	0	0	1	1	0	0	1	0	0	0	0	2	
*** BREAK ***														
Total	1	0	0	1	1	0	0	1	0	0	0	0	2	
*** BREAK ***														
03:00 PM	3	0	0	3	2	0	0	2	0	0	0	0	5	
03:15 PM	3	0	0	3	1	0	0	1	0	0	0	0	4	
03:30 PM	3	0	0	3	2	0	0	2	0	0	0	0	5	
*** BREAK ***														
Total	9	0	0	9	5	0	0	5	0	0	0	0	14	
04:00 PM	4	0	0	4	2	0	0	2	0	0	0	0	6	
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
*** BREAK ***														
04:45 PM	1	0	0	1	2	0	0	2	0	0	0	0	3	
Total	6	0	0	6	4	0	0	4	0	0	0	0	10	
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
05:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	4	
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
Total	7	0	0	7	0	0	0	0	0	0	0	0	7	
06:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3	
06:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	2	
06:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1	
06:45 PM	2	0	0	2	2	0	0	2	0	0	0	0	4	
Total	8	0	0	8	2	0	0	2	0	0	0	0	10	
Grand Total	54	0	0	54	17	0	0	17	0	0	0	0	71	
Apprch %	100	0	0		100	0	0		0	0	0			
Total %	76.1	0	0	76.1	23.9	0	0	23.9	0	0	0	0		

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaCasa
Site Code : 18013
Start Date : 11/29/2018
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	US 27 Southbound				US 27 Northbound				LA CASA DEL SOL BOULEVARD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:45 AM													
08:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
09:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
09:15 AM	3	0	0	3	1	0	0	1	0	0	0	0	4
09:30 AM	5	0	0	5	0	0	0	0	0	0	0	0	5
Total Volume	13	0	0	13	1	0	0	1	0	0	0	0	14
% App. Total	100	0	0		100	0	0		0	0	0		
PHF	.650	.000	.000	.650	.250	.000	.000	.250	.000	.000	.000	.000	.700

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:45 AM				07:30 AM				06:30 AM				
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	
+15 mins.	3	0	0	3	0	0	0	0	0	0	0	0	
+30 mins.	3	0	0	3	1	0	0	1	0	0	0	0	
+45 mins.	5	0	0	5	2	0	0	2	0	0	0	0	
Total Volume	13	0	0	13	3	0	0	3	0	0	0	0	
% App. Total	100	0	0		100	0	0		0	0	0		
PHF	.650	.000	.000	.650	.375	.000	.000	.375	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	3	0	0	3	1	0	0	1	0	0	0	0	4
03:30 PM	3	0	0	3	2	0	0	2	0	0	0	0	5
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	4	0	0	4	2	0	0	2	0	0	0	0	6
Total Volume	10	0	0	10	5	0	0	5	0	0	0	0	15
% App. Total	100	0	0		100	0	0		0	0	0		
PHF	.625	.000	.000	.625	.625	.000	.000	.625	.000	.000	.000	.000	.625

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM				03:00 PM				03:00 PM				
+0 mins.	3	0	0	3	2	0	0	2	0	0	0	0	
+15 mins.	3	0	0	3	1	0	0	1	0	0	0	0	
+30 mins.	0	0	0	0	2	0	0	2	0	0	0	0	
+45 mins.	4	0	0	4	0	0	0	0	0	0	0	0	
Total Volume	10	0	0	10	5	0	0	5	0	0	0	0	
% App. Total	100	0	0		100	0	0		0	0	0		
PHF	.625	.000	.000	.625	.625	.000	.000	.625	.000	.000	.000	.000	

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
 STATE ROUTE: SR 25 (US 27)
 OBSERVER: FDA
 WEATHER: Good
 NORTH APPROACH: SR 25 (US 27)
 SOUTH APPROACH: SR 25 (US 27)

CITY: Haines City
 INTERSECTING ROUTE: Holly Hill Road/Massee Road
 DATE OF COUNT: 3/17/16
 ROAD CONDITION: Good
 EAST APPROACH: Holly Hill Road
 WEST APPROACH: Massee Road
 COUNT PERIODS: 7:00 AM - 8:00 AM, 12:00 PM - 7:00 PM

COUNTY: Polk
 MILEPOST: 20.154
 COMPLETED BY: DL
 DATE COMPLETED: 4/22/15

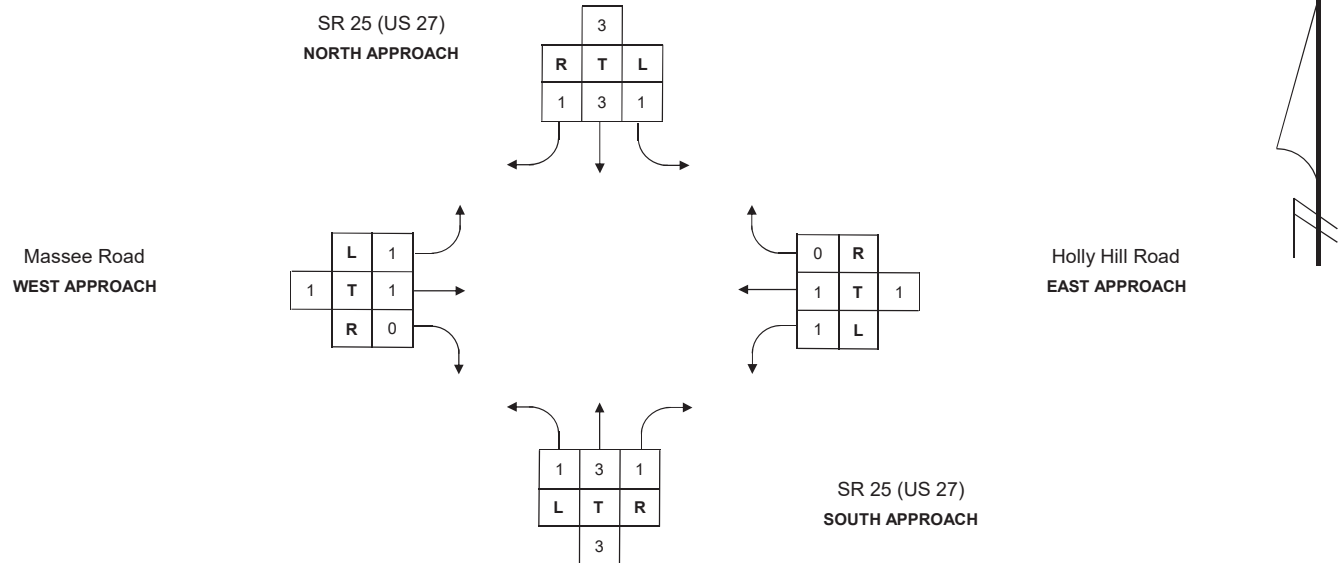
ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	3	543	2	0	548	5	15	242	11	2	275	823	0	5	0	2	7	14	0	0	4	23	6	33	47	870
7:15 AM	0	9	466	4	0	479	3	23	261	8	5	300	779	0	12	0	5	5	22	0	1	1	22	4	28	50	829
7:30 AM	0	5	549	3	0	557	2	35	314	13	6	370	927	0	5	1	5	6	17	0	0	5	20	4	29	46	973
7:45 AM	1	18	493	3	5	520	1	28	312	7	12	360	880	0	4	2	7	4	17	0	1	2	28	9	40	57	937
Total	1	35	2,051	12	5	2,104	11	101	1,129	39	25	1,305	3,409	0	26	3	19	22	70	0	2	12	93	23	130	200	3,609
12:00 PM	0	18	420	7	3	448	10	39	448	12	2	511	959	0	6	7	11	0	24	0	28	1	37	4	70	94	1,053
12:15 PM	1	16	418	2	9	446	5	47	354	9	2	417	863	0	6	8	7	11	32	0	22	2	52	3	79	111	974
12:30 PM	2	18	383	4	6	413	7	40	387	6	1	441	854	0	11	7	12	4	34	0	27	6	41	2	76	110	964
12:45 PM	0	16	424	12	3	455	9	44	478	6	2	539	994	0	6	6	9	1	22	0	23	7	42	4	76	98	1,092
Total	3	68	1,645	25	21	1,762	31	170	1,667	33	7	1,908	3,670	0	29	28	39	16	112	0	100	16	172	13	301	413	4,083
1:00 PM	1	12	395	3	5	416	9	38	409	11	6	473	889	0	15	10	10	1	36	0	22	4	26	13	65	101	990
1:15 PM	0	17	416	6	5	444	5	39	465	9	4	522	966	0	6	11	5	10	32	0	29	8	18	19	74	106	1,072
1:30 PM	5	11	412	9	5	442	5	38	398	10	6	457	899	0	23	3	14	11	51	0	21	5	27	20	73	124	1,023
1:45 PM	0	17	406	7	3	433	4	35	428	7	4	478	911	0	7	7	9	3	26	0	23	5	34	15	77	103	1,014
Total	6	57	1,629	25	18	1,735	23	150	1,700	37	20	1,930	3,665	0	51	31	38	25	145	0	95	22	105	67	289	434	4,099
2:00 PM	3	9	419	4	1	436	12	48	421	10	1	492	928	0	15	2	7	4	28	0	22	7	23	16	68	96	1,024
2:15 PM	0	14	448	7	3	472	6	40	443	12	6	507	979	0	13	10	12	1	36	0	24	5	51	12	92	128	1,107
2:30 PM	2	11	465	5	3	486	13	57	420	9	2	501	987	0	17	9	18	2	46	0	31	4	35	9	79	125	1,112
2:45 PM	1	19	419	9	4	452	7	46	438	5	2	498	950	0	10	7	19	1	37	0	19	1	27	23	70	107	1,057
Total	6	53	1,751	25	11	1,846	38	191	1,722	36	11	1,998	3,844	0	55	28	56	8	147	0	96	17	136	60	309	456	4,300
3:00 PM	2	10	399	6	2	419	4	38	483	13	1	539	958	0	11	3	13	4	31	0	20	5	33	24	82	113	1,071
3:15 PM	0	9	403	4	2	418	4	45	448	6	3	506	924	0	10	8	12	4	34	0	38	4	36	14	92	126	1,050
3:30 PM	0	11	410	4	4	429	10	36	452	7	1	506	935	0	15	3	13	11	42	0	32	6	31	16	85	127	1,062
3:45 PM	1	14	462	6	2	485	7	46	493	13	3	562	1,047	0	18	4	12	4	38	0	21	5	28	17	71	109	1,156
Total	3	44	1,674	20	10	1,751	25	165	1,876	39	8	2,113	3,864	0	54	18	50	23	145	0	111	20	128	71	330	475	4,339
4:00 PM	2	13	439	4	5	463	8	47	485	6	2	548	1,011	0	23	5	22	3	53	0	24	3	32	20	79	132	1,143
4:15 PM	2	8	428	5	6	449	4	59	501	10	2	576	1,025	0	15	6	24	1	46	0	14	0	21	24	59	105	1,130
4:30 PM	1	18	458	3	7	487	10	50	509	10	2	581	1,068	0	20	14	22	1	57	0	5	2	29	11	47	104	1,172
4:45 PM	1	9	472	1	7	490	5	51	552	9	4	621	1,111	0	15	2	9	5	31	0	15	6	27	14	62	93	1,204
Total	6	48	1,797	13	25	1,889	27	207	2,047	35	10	2,326	4,215	0	73	27	77	10	187	0	58	11	109	69	247	434	4,649
5:00 PM	1	11	410	6	3	431	10	52	502	7	5	576	1,007	0	21	7	10	3	41	0	28	5	39	18	90	131	1,138
5:15 PM	2	9	380	6	2	399	5	59	579	12	0	655	1,054	0	15	8	12	3	38	0	25	4	23	27	79	117	1,171
5:30 PM	0	9	458	6	5	478	7	49	479	16	1	552	1,030	0	15	2	12	12	41	0	22	0	21	16	59	100	1,130
5:45 PM	0	7	405	7	2	421	3	32	478	11	3	527	948	0	10	8	5	4	27	0	29	7	32	16	84	111	1,059
Total	3	36	1,653	25	12	1,729	25	192	2,038	46	9	2,310	4,039	0	61	25	39	22	147	0	104	16	115	77	312	459	4,498
6:00 PM	0	13	357	2	1	373	4	64	469	8	0	545	918	0	14	7	5	6	32	0	21	5	10	21	57	89	1,007
6:15 PM	1	21	366	5	1	394	2	43	484	10	4	543	937	0	8	7	5	4	24	0	30	7	18	15	70	94	1,031
6:30 PM	1	16	325	3	1	346	4	42	464	13	4	527	873	0	16	6	14	6	42	0	30	4	22	13	69	111	984
6:45 PM	0	11	356	0	4	371	4	33	470	7	2	516	887	0	13	6	6	6	31	0	17	0	9	18	44	75	962
Total	2	61	1,404	10	7	1,484	14	182	1,887	38	10	2,131	3,615	0	51	26	30	22	129	0	98	16	59	67	240	369	3,984

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:	16180000	CITY:	Haines City	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	Holly Hill Road/Massee Road	MILEPOST:	20.154
OBSERVER:	FDA	DATE:	3/17/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	4/22/15
REMARKS:					



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7 - 8	1	35	2,051	12	5	2,104	11	101	1,129	39	25	1,305	3,409	0	26	3	19	22	70	0	2	12	93	23	130	200
12 - 13	3	68	1,645	25	21	1,762	31	170	1,667	33	7	1,908	3,670	0	29	28	39	16	112	0	100	16	172	13	301	413
13 - 14	6	57	1,629	25	18	1,735	23	150	1,700	37	20	1,930	3,665	0	51	31	38	25	145	0	95	22	105	67	289	434
14 - 15	6	53	1,751	25	11	1,846	38	191	1,722	36	11	1,998	3,844	0	55	28	56	8	147	0	96	17	136	60	309	456
15 - 16	3	44	1,674	20	10	1,751	25	165	1,876	39	8	2,113	3,864	0	54	18	50	23	145	0	111	20	128	71	330	475
16 - 17	6	48	1,797	13	25	1,889	27	207	2,047	35	10	2,326	4,215	0	73	27	77	10	187	0	58	11	109	69	247	434
17 - 18	3	36	1,653	25	12	1,729	25	192	2,038	46	9	2,310	4,039	0	61	25	39	22	147	0	104	16	115	77	312	459
18 - 19	2	61	1,404	10	7	1,484	14	182	1,887	38	10	2,131	3,615	0	51	26	30	22	129	0	98	16	59	67	240	369
TOTAL	30	402	13,604	155	109	14,300	194	1,358	14,066	303	100	16,021	30,321	0	400	186	348	148	1,082	0	664	130	917	447	2,158	3,240

Percentage	0.2%	2.8%	95.1%	1.1%	0.8%	100.0%	1.2%	8.5%	87.8%	1.9%	0.6%	100.0%	N/A	0.0%	37.0%	17.2%	32.2%	13.7%	100.0%	0.0%	30.8%	6.0%	42.5%	20.7%	100.0%	N/A
Maximum	6	68	2,051	25	25	2,104	38	207	2,047	46	25	2,326	4,215	0	73	31	77	25	187	0	111	22	172	77	330	475
Minimum	1	35	1,404	10	5	1,484	11	101	1,129	33	7	1,305	3,409	0	26	3	19	8	70	0	2	11	59	13	130	200
Total Heavy Veh	9		1,036	6	1	1,052	24		967	7	3	1,001	2,053	9		2	7	4	22	9		2	19	9	39	61
% Heavy Veh	2.1%		7.6%	2.7%		7.4%	1.5%		6.9%	2.5%		6.2%	6.8%	2.3%		1.1%	2.2%		2.0%	1.4%		1.5%	2.1%		1.8%	1.9%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 20.154
 COUNT HOURS 7:00 AM - 8:00 AM, 12:00 PM - 7:00 PM

CITY Haines City
 INTERSECTING ROUTE Holly Hill Road/Massee Road
 DATE OF COUNT 3/17/16
 WEATHER Good
 COMPLETED BY DL
 DATE 4/22/15

SR 25 (US 27)

7-8	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Massee Road

7-8	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	1	0	1
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
Total	1	0	1

WEST APPROACH

EAST APPROACH

7-8	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
Total	0	0	0

Holly Hill Road

SOUTH APPROACH

7-8	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
0	0	0	2	0	0	0	2	4
0	0	0	2	0	1	1	1	5
0	0	0	4	0	1	1	3	9

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
 STATE ROUTE SR 25 (US 27)
 OBSERVER FDA
 COUNTY Polk
 MILEPOST 20.154
 COUNT HOURS 7:00 AM - 8:00 AM, 12:00 PM - 7:00 PM

CITY Haines City
 INTERSECTING ROUTE Holly Hill Road/Massee Road
 DATE OF COUNT 3/17/16
 WEATHER Good
 COMPLETED BY DL
 DATE 4/22/15

SR 25 (US 27)

7-8	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Massee Road

7-8	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
Total	0	0	0

WEST APPROACH

EAST APPROACH

7-8	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
Total	0	0	0

Holly Hill Road

SOUTH APPROACH

7-8	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	3	284	0	0	287	9	0	21	0	30	3	598	1	0	602	2	0	0	0	2	921
06:45 AM	9	344	1	0	354	6	0	13	0	19	1	575	5	0	581	0	0	0	0	0	954
Total	12	628	1	0	641	15	0	34	0	49	4	1173	6	0	1183	2	0	0	0	2	1875
07:00 AM	1	290	0	0	291	5	0	12	0	17	1	598	2	0	601	0	0	0	0	0	909
07:15 AM	7	322	0	0	329	7	0	13	0	20	0	554	3	0	557	2	0	1	0	3	909
07:30 AM	6	409	2	0	417	4	0	22	0	26	2	500	11	0	513	3	0	4	0	7	963
07:45 AM	3	430	0	0	433	9	0	10	0	19	3	534	3	0	540	1	0	1	0	2	994
Total	17	1451	2	0	1470	25	0	57	0	82	6	2186	19	0	2211	6	0	6	0	12	3775
08:00 AM	7	366	1	0	374	3	0	10	0	13	3	504	3	0	510	0	0	0	0	0	897
08:15 AM	10	406	1	0	417	6	0	8	0	14	2	459	2	0	463	0	0	0	0	0	894
08:30 AM	5	375	1	0	381	6	0	6	0	12	4	414	3	0	421	0	0	2	0	2	816
08:45 AM	6	407	2	0	415	17	0	5	0	22	7	430	7	0	444	0	0	0	0	0	881
Total	28	1554	5	0	1587	32	0	29	0	61	16	1807	15	0	1838	0	0	2	0	2	3488
09:00 AM	4	336	2	0	342	1	1	4	0	6	2	416	5	0	423	0	0	1	0	1	772
09:15 AM	5	363	2	0	370	7	0	6	0	13	5	423	2	0	430	0	0	2	0	2	815
09:30 AM	1	404	1	0	406	6	1	6	0	13	8	397	3	0	408	0	0	2	0	2	829
09:45 AM	4	396	1	0	401	3	0	3	0	6	9	443	4	0	456	1	0	1	0	2	865
Total	14	1499	6	0	1519	17	2	19	0	38	24	1679	14	0	1717	1	0	6	0	7	3281
10:00 AM	1	344	1	0	346	3	0	8	0	11	6	419	4	0	429	0	0	1	0	1	787
10:15 AM	6	379	2	0	387	6	0	2	0	8	8	392	2	0	402	2	0	2	0	4	801
*** BREAK ***																					
Total	7	723	3	0	733	9	0	10	0	19	14	811	6	0	831	2	0	3	0	5	1588
*** BREAK ***																					
03:00 PM	13	541	0	0	554	2	0	3	0	5	2	601	13	0	616	3	0	2	0	5	1180
03:15 PM	8	542	0	0	550	5	0	7	0	12	1	562	11	0	574	3	0	0	0	3	1139
03:30 PM	12	488	3	0	503	5	0	7	0	12	4	551	6	0	561	2	0	2	0	4	1080
03:45 PM	9	531	2	0	542	5	0	10	0	15	6	488	1	0	495	2	0	2	0	4	1056
Total	42	2102	5	0	2149	17	0	27	0	44	13	2202	31	0	2246	10	0	6	0	16	4455
04:00 PM	12	626	0	0	638	4	0	7	0	11	3	557	9	0	569	1	0	1	0	2	1220
04:15 PM	12	581	1	0	594	8	0	13	0	21	3	406	4	0	413	0	0	3	0	3	1031
04:30 PM	15	535	0	0	550	7	0	8	0	15	1	521	14	0	536	1	0	2	0	3	1104
04:45 PM	12	605	1	0	618	7	0	5	0	12	4	497	5	0	506	0	0	1	0	1	1137
Total	51	2347	2	0	2400	26	0	33	0	59	11	1981	32	0	2024	2	0	7	0	9	4492
05:00 PM	11	553	2	0	566	5	0	7	0	12	0	574	14	0	588	1	0	1	0	2	1168
05:15 PM	5	598	0	0	603	12	0	9	0	21	3	521	11	0	535	0	0	2	0	2	1161
05:30 PM	10	565	2	0	577	2	0	7	0	9	4	611	8	0	623	0	0	0	0	0	1209
05:45 PM	12	524	1	0	537	4	0	3	1	8	1	451	11	0	463	0	0	3	0	3	1011
Total	38	2240	5	0	2283	23	0	26	1	50	8	2157	44	0	2209	1	0	6	0	7	4549

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	14	563	1	0	578	10	0	2	0	12	0	377	16	0	393	1	0	2	0	3	986
06:15 PM	7	547	0	0	554	7	0	5	1	13	4	382	5	0	391	2	0	0	0	2	960
06:30 PM	9	569	3	0	581	7	0	4	1	12	2	331	5	0	338	0	1	0	0	1	932
06:45 PM	4	535	0	0	539	5	0	5	1	11	0	315	5	0	320	0	0	1	0	1	871
Total	34	2214	4	0	2252	29	0	16	3	48	6	1405	31	0	1442	3	1	3	0	7	3749
Grand Total	243	14758	33	0	15034	193	2	251	4	450	102	15401	198	0	15701	27	1	39	0	67	31252
Apprch %	1.6	98.2	0.2	0		42.9	0.4	55.8	0.9		0.6	98.1	1.3	0		40.3	1.5	58.2	0		
Total %	0.8	47.2	0.1	0	48.1	0.6	0	0.8	0	1.4	0.3	49.3	0.6	0	50.2	0.1	0	0.1	0	0.2	
Passenger Vehicles	178	13931	30	0	14139	182	2	230	4	418	34	14427	181	0	14642	24	1	37	0	62	29261
% Passenger Vehicles	73.3	94.4	90.9	0	94	94.3	100	91.6	100	92.9	33.3	93.7	91.4	0	93.3	88.9	100	94.9	0	92.5	93.6
Heavy Vehicles	8	827	3	0	838	11	0	21	0	32	2	974	17	0	993	3	0	2	0	5	1868
% Heavy Vehicles	3.3	5.6	9.1	0	5.6	5.7	0	8.4	0	7.1	2	6.3	8.6	0	6.3	11.1	0	5.1	0	7.5	6
UTurns	57	0	0	0	57	0	0	0	0	0	66	0	0	0	66	0	0	0	0	0	123
% UTurns	23.5	0	0	0	0.4	0	0	0	0	0	64.7	0	0	0	0.4	0	0	0	0	0	0.4

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	1	290	0	0	291	5	0	12	0	17	1	598	2	0	601	0	0	0	0	0	909
07:15 AM	7	322	0	0	329	7	0	13	0	20	0	554	3	0	557	2	0	1	0	3	909
07:30 AM	6	409	2	0	417	4	0	22	0	26	2	500	11	0	513	3	0	4	0	7	963
07:45 AM	3	430	0	0	433	9	0	10	0	19	3	534	3	0	540	1	0	1	0	2	994
Total Volume	17	1451	2	0	1470	25	0	57	0	82	6	2186	19	0	2211	6	0	6	0	12	3775
% App. Total	1.2	98.7	0.1	0		30.5	0	69.5	0		0.3	98.9	0.9	0		50	0	50	0		
PHF	.607	.844	.250	.000	.849	.694	.000	.648	.000	.788	.500	.914	.432	.000	.920	.500	.000	.375	.000	.429	.949
Passenger Vehicles	9	1347	2	0	1358	25	0	51	0	76	2	2072	16	0	2090	4	0	5	0	9	3533
% Passenger Vehicles	52.9	92.8	100	0	92.4	100	0	89.5	0	92.7	33.3	94.8	84.2	0	94.5	66.7	0	83.3	0	75.0	93.6
Heavy Vehicles	0	104	0	0	104	0	0	6	0	6	0	114	3	0	117	2	0	1	0	3	230
% Heavy Vehicles	0	7.2	0	0	7.1	0	0	10.5	0	7.3	0	5.2	15.8	0	5.3	33.3	0	16.7	0	25.0	6.1
UTurns	8	0	0	0	8	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	12
% UTurns	47.1	0	0	0	0.5	0	0	0	0	0	66.7	0	0	0	0.2	0	0	0	0	0	0.3

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
Page No : 3

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					06:30 AM					06:30 AM					07:00 AM					
+0 mins.	6	409	2	0	417	9	0	21	0	30	3	598	1	0	602	0	0	0	0	0	
+15 mins.	3	430	0	0	433	6	0	13	0	19	1	575	5	0	581	2	0	1	0	3	
+30 mins.	7	366	1	0	374	5	0	12	0	17	1	598	2	0	601	3	0	4	0	7	
+45 mins.	10	406	1	0	417	7	0	13	0	20	0	554	3	0	557	1	0	1	0	2	
Total Volume	26	1611	4	0	1641	27	0	59	0	86	5	2325	11	0	2341	6	0	6	0	12	
% App. Total	1.6	98.2	0.2	0		31.4	0	68.6	0		0.2	99.3	0.5	0		50	0	50	0		
PHF	.650	.937	.500	.000	.947	.750	.000	.702	.000	.717	.417	.972	.550	.000	.972	.500	.000	.375	.000	.429	
Passenger Vehicles	20	1495	4	0	1519	26	0	54	0	80	3	2208	8	0	2219	4	0	5	0	9	
% Passenger Vehicles	76.9	92.8	100	0	92.6	96.3	0	91.5	0	93	60	95	72.7	0	94.8	66.7	0	83.3	0	75	
Heavy Vehicles	1	116	0	0	117	1	0	5	0	6	0	117	3	0	120	2	0	1	0	3	
% Heavy Vehicles	3.8	7.2	0	0	7.1	3.7	0	8.5	0	7	0	5	27.3	0	5.1	33.3	0	16.7	0	25	
UTurns	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	
% UTurns	19.2	0	0	0	0.3	0	0	0	0	0	40	0	0	0	0.1	0	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	12	605	1	0	618	7	0	5	0	12	4	497	5	0	506	0	0	1	0	1	1137
05:00 PM	11	553	2	0	566	5	0	7	0	12	0	574	14	0	588	1	0	1	0	2	1168
05:15 PM	5	598	0	0	603	12	0	9	0	21	3	521	11	0	535	0	0	2	0	2	1161
05:30 PM	10	565	2	0	577	2	0	7	0	9	4	611	8	0	623	0	0	0	0	0	1209
Total Volume	38	2321	5	0	2364	26	0	28	0	54	11	2203	38	0	2252	1	0	4	0	5	4675
% App. Total	1.6	98.2	0.2	0		48.1	0	51.9	0		0.5	97.8	1.7	0		20	0	80	0		
PHF	.792	.959	.625	.000	.956	.542	.000	.778	.000	.643	.688	.901	.679	.000	.904	.250	.000	.500	.000	.625	.967
Passenger Vehicles	31	2239	4	0	2274	24	0	27	0	51	6	2077	36	0	2119	1	0	4	0	5	4449
% Passenger Vehicles	81.6	96.5	80.0	0	96.2	92.3	0	96.4	0	94.4	54.5	94.3	94.7	0	94.1	100	0	100	0	100	95.2
Heavy Vehicles	2	82	1	0	85	2	0	1	0	3	0	126	2	0	128	0	0	0	0	0	216
% Heavy Vehicles	5.3	3.5	20.0	0	3.6	7.7	0	3.6	0	5.6	0	5.7	5.3	0	5.7	0	0	0	0	0	4.6
UTurns	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	10
% UTurns	13.2	0	0	0	0.2	0	0	0	0	0	45.5	0	0	0	0.2	0	0	0	0	0	0.2

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
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	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					03:45 PM					04:45 PM					03:00 PM					
+0 mins.	12	626	0	0	638	5	0	10	0	15	4	497	5	0	506	3	0	2	0	5	
+15 mins.	12	581	1	0	594	4	0	7	0	11	0	574	14	0	588	3	0	0	0	3	
+30 mins.	15	535	0	0	550	8	0	13	0	21	3	521	11	0	535	2	0	2	0	4	
+45 mins.	12	605	1	0	618	7	0	8	0	15	4	611	8	0	623	2	0	2	0	4	
Total Volume	51	2347	2	0	2400	24	0	38	0	62	11	2203	38	0	2252	10	0	6	0	16	
% App. Total	2.1	97.8	0.1	0		38.7	0	61.3	0		0.5	97.8	1.7	0		62.5	0	37.5	0		
PHF	.850	.937	.500	.000	.940	.750	.000	.731	.000	.738	.688	.901	.679	.000	.904	.833	.000	.750	.000	.800	
Passenger Vehicles	38	2256	1	0	2295	22	0	32	0	54	6	2077	36	0	2119	10	0	6	0	16	
% Passenger Vehicles	74.5	96.1	50	0	95.6	91.7	0	84.2	0	87.1	54.5	94.3	94.7	0	94.1	100	0	100	0	100	
Heavy Vehicles	3	91	1	0	95	2	0	6	0	8	0	126	2	0	128	0	0	0	0	0	
% Heavy Vehicles	5.9	3.9	50	0	4	8.3	0	15.8	0	12.9	0	5.7	5.3	0	5.7	0	0	0	0	0	
UTurns	10	0	0	0	10	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	
% UTurns	19.6	0	0	0	0.4	0	0	0	0	0	45.5	0	0	0	0.2	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	259	0	0	260	9	0	21	0	30	3	566	1	0	570	2	0	0	0	2	862
06:45 AM	3	307	1	0	311	5	0	12	0	17	0	546	4	0	550	0	0	0	0	0	878
Total	4	566	1	0	571	14	0	33	0	47	3	1112	5	0	1120	2	0	0	0	2	1740
07:00 AM	0	274	0	0	274	5	0	10	0	15	0	561	0	0	561	0	0	0	0	0	850
07:15 AM	4	293	0	0	297	7	0	11	0	18	0	535	3	0	538	0	0	1	0	1	854
07:30 AM	2	384	2	0	388	4	0	20	0	24	1	466	10	0	477	3	0	3	0	6	895
07:45 AM	3	396	0	0	399	9	0	10	0	19	1	510	3	0	514	1	0	1	0	2	934
Total	9	1347	2	0	1358	25	0	51	0	76	2	2072	16	0	2090	4	0	5	0	9	3533
08:00 AM	7	333	1	0	341	3	0	10	0	13	0	476	2	0	478	0	0	0	0	0	832
08:15 AM	8	382	1	0	391	4	0	7	0	11	0	430	2	0	432	0	0	0	0	0	834
08:30 AM	3	338	1	0	342	6	0	4	0	10	1	389	3	0	393	0	0	2	0	2	747
08:45 AM	4	382	2	0	388	15	0	5	0	20	2	407	6	0	415	0	0	0	0	0	823
Total	22	1435	5	0	1462	28	0	26	0	54	3	1702	13	0	1718	0	0	2	0	2	3236
09:00 AM	2	304	2	0	308	1	1	4	0	6	1	380	5	0	386	0	0	1	0	1	701
09:15 AM	1	335	2	0	338	7	0	6	0	13	0	387	2	0	389	0	0	2	0	2	742
09:30 AM	0	359	1	0	360	5	1	6	0	12	1	359	3	0	363	0	0	2	0	2	737
09:45 AM	1	353	1	0	355	3	0	3	0	6	1	401	4	0	406	1	0	1	0	2	769
Total	4	1351	6	0	1361	16	2	19	0	37	3	1527	14	0	1544	1	0	6	0	7	2949
10:00 AM	1	306	1	0	308	3	0	8	0	11	2	382	4	0	388	0	0	1	0	1	708
10:15 AM	3	354	1	0	358	6	0	2	0	8	5	357	2	0	364	2	0	2	0	4	734
*** BREAK ***																					
Total	4	660	2	0	666	9	0	10	0	19	7	739	6	0	752	2	0	3	0	5	1442
*** BREAK ***																					
03:00 PM	13	515	0	0	528	1	0	2	0	3	0	569	12	0	581	3	0	2	0	5	1117
03:15 PM	6	514	0	0	520	5	0	5	0	10	0	522	9	0	531	3	0	0	0	3	1064
03:30 PM	9	469	3	0	481	5	0	7	0	12	1	518	5	0	524	2	0	2	0	4	1021
03:45 PM	7	504	2	0	513	5	0	6	0	11	1	453	1	0	455	2	0	2	0	4	983
Total	35	2002	5	0	2042	16	0	20	0	36	2	2062	27	0	2091	10	0	6	0	16	4185
04:00 PM	9	602	0	0	611	3	0	7	0	10	1	521	6	0	528	0	0	1	0	1	1150
04:15 PM	10	563	1	0	574	7	0	13	0	20	2	372	4	0	378	0	0	2	0	2	974
04:30 PM	10	513	0	0	523	7	0	6	0	13	0	499	13	0	512	1	0	2	0	3	1051
04:45 PM	9	578	0	0	587	6	0	4	0	10	2	466	4	0	472	0	0	1	0	1	1070
Total	38	2256	1	0	2295	23	0	30	0	53	5	1858	27	0	1890	1	0	6	0	7	4245
05:00 PM	11	532	2	0	545	4	0	7	0	11	0	538	13	0	551	1	0	1	0	2	1109
05:15 PM	4	580	0	0	584	12	0	9	0	21	0	498	11	0	509	0	0	2	0	2	1116
05:30 PM	7	549	2	0	558	2	0	7	0	9	4	575	8	0	587	0	0	0	0	0	1154
05:45 PM	10	505	1	0	516	4	0	2	1	7	1	425	10	0	436	0	0	3	0	3	962
Total	32	2166	5	0	2203	22	0	25	1	48	5	2036	42	0	2083	1	0	6	0	7	4341

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
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Groups Printed- Passenger Vehicles

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	12	544	1	0	557	10	0	2	0	12	0	361	16	0	377	1	0	2	0	3	949
06:15 PM	6	532	0	0	538	7	0	5	1	13	3	356	5	0	364	2	0	0	0	2	917
06:30 PM	8	548	2	0	558	7	0	4	1	12	1	308	5	0	314	0	1	0	0	1	885
06:45 PM	4	524	0	0	528	5	0	5	1	11	0	294	5	0	299	0	0	1	0	1	839
Total	30	2148	3	0	2181	29	0	16	3	48	4	1319	31	0	1354	3	1	3	0	7	3590
Grand Total	178	13931	30	0	14139	182	2	230	4	418	34	14427	181	0	14642	24	1	37	0	62	29261
Apprch %	1.3	98.5	0.2	0		43.5	0.5	55	1		0.2	98.5	1.2	0		38.7	1.6	59.7	0		
Total %	0.6	47.6	0.1	0	48.3	0.6	0	0.8	0	1.4	0.1	49.3	0.6	0	50	0.1	0	0.1	0	0.2	

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	274	0	0	274	5	0	10	0	15	0	561	0	0	561	0	0	0	0	0	850
07:15 AM	4	293	0	0	297	7	0	11	0	18	0	535	3	0	538	0	0	1	0	1	854
07:30 AM	2	384	2	0	388	4	0	20	0	24	1	466	10	0	477	3	0	3	0	6	895
07:45 AM	3	396	0	0	399	9	0	10	0	19	1	510	3	0	514	1	0	1	0	2	934
Total Volume	9	1347	2	0	1358	25	0	51	0	76	2	2072	16	0	2090	4	0	5	0	9	3533
% App. Total	0.7	99.2	0.1	0		32.9	0	67.1	0		0.1	99.1	0.8	0		44.4	0	55.6	0		
PHF	.563	.850	.250	.000	.851	.694	.000	.638	.000	.792	.500	.923	.400	.000	.931	.333	.000	.417	.000	.375	.946

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					06:30 AM					06:30 AM					07:00 AM				
+0 mins.	2	384	2	0	388	9	0	21	0	30	3	566	1	0	570	0	0	0	0	0
+15 mins.	3	396	0	0	399	5	0	12	0	17	0	546	4	0	550	0	0	1	0	1
+30 mins.	7	333	1	0	341	5	0	10	0	15	0	561	0	0	561	3	0	3	0	6
+45 mins.	8	382	1	0	391	7	0	11	0	18	0	535	3	0	538	1	0	1	0	2
Total Volume	20	1495	4	0	1519	26	0	54	0	80	3	2208	8	0	2219	4	0	5	0	9
% App. Total	1.3	98.4	0.3	0		32.5	0	67.5	0		0.1	99.5	0.4	0		44.4	0	55.6	0	
PHF	.625	.944	.500	.000	.952	.722	.000	.643	.000	.667	.250	.975	.500	.000	.973	.333	.000	.417	.000	.375

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	9	578	0	0	587	6	0	4	0	10	2	466	4	0	472	0	0	1	0	1	1070
05:00 PM	11	532	2	0	545	4	0	7	0	11	0	538	13	0	551	1	0	1	0	2	1109
05:15 PM	4	580	0	0	584	12	0	9	0	21	0	498	11	0	509	0	0	2	0	2	1116
05:30 PM	7	549	2	0	558	2	0	7	0	9	4	575	8	0	587	0	0	0	0	0	1154
Total Volume	31	2239	4	0	2274	24	0	27	0	51	6	2077	36	0	2119	1	0	4	0	5	4449
% App. Total	1.4	98.5	0.2	0		47.1	0	52.9	0		0.3	98	1.7	0		20	0	80	0		
PHF	.705	.965	.500	.000	.968	.500	.000	.750	.000	.607	.375	.903	.692	.000	.902	.250	.000	.500	.000	.625	.964

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&HollyHillTank
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:00 PM					04:30 PM					04:45 PM					03:00 PM					
+0 mins.	9	602	0	0	611	7	0	6	0	13	2	466	4	0	472	3	0	2	0	5	
+15 mins.	10	563	1	0	574	6	0	4	0	10	0	538	13	0	551	3	0	0	0	3	
+30 mins.	10	513	0	0	523	4	0	7	0	11	0	498	11	0	509	2	0	2	0	4	
+45 mins.	9	578	0	0	587	12	0	9	0	21	4	575	8	0	587	2	0	2	0	4	
Total Volume	38	2256	1	0	2295	29	0	26	0	55	6	2077	36	0	2119	10	0	6	0	16	
% App. Total	1.7	98.3	0	0		52.7	0	47.3	0		0.3	98	1.7	0		62.5	0	37.5	0		
PHF	.950	.937	.250	.000	.939	.604	.000	.722	.000	.655	.375	.903	.692	.000	.902	.833	.000	.750	.000	.800	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	25	0	0	26	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	58
06:45 AM	1	37	0	0	38	1	0	1	0	2	0	29	1	0	30	0	0	0	0	0	70
Total	2	62	0	0	64	1	0	1	0	2	0	61	1	0	62	0	0	0	0	0	128
07:00 AM	0	16	0	0	16	0	0	2	0	2	0	37	2	0	39	0	0	0	0	0	57
07:15 AM	0	29	0	0	29	0	0	2	0	2	0	19	0	0	19	2	0	0	0	2	52
07:30 AM	0	25	0	0	25	0	0	2	0	2	0	34	1	0	35	0	0	1	0	1	63
07:45 AM	0	34	0	0	34	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	58
Total	0	104	0	0	104	0	0	6	0	6	0	114	3	0	117	2	0	1	0	3	230
08:00 AM	0	33	0	0	33	0	0	0	0	0	0	28	1	0	29	0	0	0	0	0	62
08:15 AM	1	24	0	0	25	2	0	1	0	3	1	29	0	0	30	0	0	0	0	0	58
08:30 AM	0	37	0	0	37	0	0	2	0	2	0	25	0	0	25	0	0	0	0	0	64
08:45 AM	0	25	0	0	25	2	0	0	0	2	0	23	1	0	24	0	0	0	0	0	51
Total	1	119	0	0	120	4	0	3	0	7	1	105	2	0	108	0	0	0	0	0	235
09:00 AM	0	32	0	0	32	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	68
09:15 AM	0	28	0	0	28	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	64
09:30 AM	0	45	0	0	45	1	0	0	0	1	0	38	0	0	38	0	0	0	0	0	84
09:45 AM	0	43	0	0	43	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	85
Total	0	148	0	0	148	1	0	0	0	1	0	152	0	0	152	0	0	0	0	0	301
10:00 AM	0	38	0	0	38	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	75
10:15 AM	0	25	1	0	26	0	0	0	0	0	1	35	0	0	36	0	0	0	0	0	62
*** BREAK ***																					
Total	0	63	1	0	64	0	0	0	0	0	1	72	0	0	73	0	0	0	0	0	137
*** BREAK ***																					
03:00 PM	0	26	0	0	26	1	0	1	0	2	0	32	1	0	33	0	0	0	0	0	61
03:15 PM	0	28	0	0	28	0	0	2	0	2	0	40	2	0	42	0	0	0	0	0	72
03:30 PM	0	19	0	0	19	0	0	0	0	0	0	33	1	0	34	0	0	0	0	0	53
03:45 PM	1	27	0	0	28	0	0	4	0	4	0	35	0	0	35	0	0	0	0	0	67
Total	1	100	0	0	101	1	0	7	0	8	0	140	4	0	144	0	0	0	0	0	253
04:00 PM	1	24	0	0	25	1	0	0	0	1	0	36	3	0	39	1	0	0	0	1	66
04:15 PM	0	18	0	0	18	1	0	0	0	1	0	34	0	0	34	0	0	1	0	1	54
04:30 PM	1	22	0	0	23	0	0	2	0	2	0	22	1	0	23	0	0	0	0	0	48
04:45 PM	1	27	1	0	29	1	0	1	0	2	0	31	1	0	32	0	0	0	0	0	63
Total	3	91	1	0	95	3	0	3	0	6	0	123	5	0	128	1	0	1	0	2	231
05:00 PM	0	21	0	0	21	1	0	0	0	1	0	36	1	0	37	0	0	0	0	0	59
05:15 PM	0	18	0	0	18	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	41
05:30 PM	1	16	0	0	17	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	53
05:45 PM	0	19	0	0	19	0	0	1	0	1	0	26	1	0	27	0	0	0	0	0	47
Total	1	74	0	0	75	1	0	1	0	2	0	121	2	0	123	0	0	0	0	0	200

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	19	0	0	19	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	35
06:15 PM	0	15	0	0	15	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	41
06:30 PM	0	21	1	0	22	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	45
06:45 PM	0	11	0	0	11	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	32
Total	0	66	1	0	67	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	153
Grand Total	8	827	3	0	838	11	0	21	0	32	2	974	17	0	993	3	0	2	0	5	1868
Apprch %	1	98.7	0.4	0		34.4	0	65.6	0		0.2	98.1	1.7	0		60	0	40	0		
Total %	0.4	44.3	0.2	0	44.9	0.6	0	1.1	0	1.7	0.1	52.1	0.9	0	53.2	0.2	0	0.1	0	0.3	

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
09:15 AM	0	28	0	0	28	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	64
09:30 AM	0	45	0	0	45	1	0	0	0	1	0	38	0	0	38	0	0	0	0	0	84
09:45 AM	0	43	0	0	43	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	85
10:00 AM	0	38	0	0	38	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	75
Total Volume	0	154	0	0	154	1	0	0	0	1	0	153	0	0	153	0	0	0	0	0	308
% App. Total	0	100	0	0		100	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.856	.000	.000	.856	.250	.000	.000	.000	.250	.000	.911	.000	.000	.911	.000	.000	.000	.000	.000	.906

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 09:15 AM

	09:15 AM					06:45 AM					09:15 AM					06:45 AM				
+0 mins.	0	28	0	0	28	1	0	1	0	2	0	36	0	0	36	0	0	0	0	0
+15 mins.	0	45	0	0	45	0	0	2	0	2	0	38	0	0	38	0	0	0	0	0
+30 mins.	0	43	0	0	43	0	0	2	0	2	0	42	0	0	42	2	0	0	0	2
+45 mins.	0	38	0	0	38	0	0	2	0	2	0	37	0	0	37	0	0	1	0	1
Total Volume	0	154	0	0	154	1	0	7	0	8	0	153	0	0	153	2	0	1	0	3
% App. Total	0	100	0	0		12.5	0	87.5	0		0	100	0	0		66.7	0	33.3	0	
PHF	.000	.856	.000	.000	.856	.250	.000	.875	.000	1.000	.000	.911	.000	.000	.911	.250	.000	.250	.000	.375

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

	03:15 PM					03:30 PM					03:45 PM					04:00 PM				
03:15 PM	0	28	0	0	28	0	0	2	0	2	0	40	2	0	42	0	0	0	0	0
03:30 PM	0	19	0	0	19	0	0	0	0	0	0	33	1	0	34	0	0	0	0	0
03:45 PM	1	27	0	0	28	0	0	4	0	4	0	35	0	0	35	0	0	0	0	0
04:00 PM	1	24	0	0	25	1	0	0	0	1	0	36	3	0	39	1	0	0	0	1
Total Volume	2	98	0	0	100	1	0	6	0	7	0	144	6	0	150	1	0	0	0	1
% App. Total	2	98	0	0		14.3	0	85.7	0		0	96	4	0		100	0	0	0	
PHF	.500	.875	.000	.000	.893	.250	.000	.375	.000	.438	.000	.900	.500	.000	.893	.250	.000	.000	.000	.250

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
Page No : 3

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:00 PM					03:15 PM					03:30 PM					
+0 mins.	0	26	0	0	26	1	0	1	0	2	0	40	2	0	42	0	0	0	0	0	
+15 mins.	0	28	0	0	28	0	0	2	0	2	0	33	1	0	34	0	0	0	0	0	
+30 mins.	0	19	0	0	19	0	0	0	0	0	0	35	0	0	35	1	0	0	0	1	
+45 mins.	1	27	0	0	28	0	0	4	0	4	0	36	3	0	39	0	0	1	0	1	
Total Volume	1	100	0	0	101	1	0	7	0	8	0	144	6	0	150	1	0	1	0	2	
% App. Total	1	99	0	0		12.5	0	87.5	0		0	96	4	0		50	0	50	0		
PHF	.250	.893	.000	.000	.902	.250	.000	.438	.000	.500	.000	.900	.500	.000	.893	.250	.000	.250	.000	.500	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- UTurns

Start Time	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
Total	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
07:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
07:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:30 AM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	8	0	0	0	8	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
08:30 AM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
08:45 AM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
Total	5	0	0	0	5	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	17
09:00 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
09:15 AM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
09:30 AM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
09:45 AM	3	0	0	0	3	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	11
Total	10	0	0	0	10	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	31
10:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
10:15 AM	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5
*** BREAK ***																					
Total	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	9
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
03:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
03:30 PM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
03:45 PM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
Total	6	0	0	0	6	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	17
04:00 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
04:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
04:30 PM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
04:45 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
Total	10	0	0	0	10	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	16
*** BREAK ***																					
05:15 PM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	8

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&HollyHillTank
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
06:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
Grand Total	57	0	0	0	57	0	0	0	0	0	66	0	0	0	66	0	0	0	0	0	123
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	46.3	0	0	0	46.3	0	0	0	0	0	53.7	0	0	0	53.7	0	0	0	0	0	

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15 AM																					
09:15 AM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
09:30 AM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
09:45 AM	3	0	0	0	3	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	11
10:00 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
Total Volume	8	0	0	0	8	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0	32
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.727

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM					06:30 AM					09:15 AM					06:30 AM				
+0 mins.	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
+15 mins.	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+30 mins.	3	0	0	0	3	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0
+45 mins.	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
Total Volume	13	0	0	0	13	0	0	0	0	0	24	0	0	0	24	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.650	.000	.000	.000	.650	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
03:30 PM	3	0	0	0	3	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	6
03:45 PM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
04:00 PM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
Total Volume	8	0	0	0	8	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	19
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.667	.000	.000	.000	.667	.000	.000	.000	.000	.000	.550	.000	.000	.000	.550	.000	.000	.000	.000	.000	.792

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&HollyHillTank
 Site Code : 18013
 Start Date : 11/29/2018
 Page No : 3

	US 27 Southbound					FLORIDA DEVELOPMENT ROAD Westbound					US 27 Northbound					HOLLY HILL TANK ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					03:00 PM					03:00 PM					03:00 PM				
+0 mins.	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+15 mins.	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+30 mins.	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
+45 mins.	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
Total Volume	10	0	0	0	10	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.550	.000	.000	.000	.550	.000	.000	.000	.000	.000

Date:	<u>11/29/18</u>	Day:	<u>Thursday</u>
Count Times:	<u>6:30-10:30am & 3-7pm</u>	Weather:	<u>Clear</u>
Intersection:	<u>US 27 at Holly Hill Tank Road/Florida Development Road</u>		
Comments:	<u></u>		
	<u></u>		

The diagram illustrates the intersection of US 27 and FL Dev Rd, showing the crossing patterns for pedestrians and bicycles. The intersection is divided into four quadrants by US 27 (vertical) and FL Dev Rd (horizontal). The top quadrant is labeled "Peds/Bikes Crossing North Leg". The bottom quadrant is labeled "Peds/Bikes Crossing South Leg". The left quadrant is labeled "Peds/Bikes Crossing West Leg". The right quadrant is labeled "Peds/Bikes Crossing East Leg". Each quadrant contains a 4x4 grid of boxes representing crossing opportunities. Arrows indicate the direction of travel for pedestrians and bicycles. A north arrow is located in the top right corner. The intersection is labeled "Holly Hill Tank" and "FL Dev Rd".

North Leg Crossing Patterns:

- West Side (Left):** Pedestrians and Bicycles crossing from the West Leg to the North Leg. Arrows point left. Labels: PED, BIKE.
- East Side (Right):** Pedestrians and Bicycles crossing from the East Leg to the North Leg. Arrows point right. Labels: PED, BIKE.

South Leg Crossing Patterns:

- West Side (Left):** Pedestrians and Bicycles crossing from the West Leg to the South Leg. Arrows point left. Labels: PED, BIKE.
- East Side (Right):** Pedestrians and Bicycles crossing from the East Leg to the South Leg. Arrows point right. Labels: PED, BIKE.

West Leg Crossing Patterns:

- Top (North):** Pedestrians and Bicycles crossing from the North Leg to the West Leg. Arrows point up. Labels: PED, BIKE.
- Bottom (South):** Pedestrians and Bicycles crossing from the South Leg to the West Leg. Arrows point down. Labels: PED, BIKE.

East Leg Crossing Patterns:

- Top (North):** Pedestrians and Bicycles crossing from the North Leg to the East Leg. Arrows point up. Labels: PED, BIKE.
- Bottom (South):** Pedestrians and Bicycles crossing from the South Leg to the East Leg. Arrows point down. Labels: PED, BIKE.

Intersection Details:

- US 27:** Vertical road, labeled "US 27".
- FL Dev Rd:** Horizontal road, labeled "FL Dev Rd".
- Holly Hill Tank:** Located at the intersection.

Grid Labels:

- Top Grid (North Leg):** Labeled "Peds/Bikes Crossing North Leg".
- Bottom Grid (South Leg):** Labeled "Peds/Bikes Crossing South Leg".
- Left Grid (West Leg):** Labeled "Peds/Bikes Crossing West Leg".
- Right Grid (East Leg):** Labeled "Peds/Bikes Crossing East Leg".

Grid Content:

- Top Grid (North Leg):** 4x4 grid. Labels: PED, BIKE. Arrows: PED (left), BIKE (left), PED (right), BIKE (right).
- Bottom Grid (South Leg):** 4x4 grid. Labels: PED, BIKE. Arrows: PED (left), BIKE (left), PED (right), BIKE (right).
- Left Grid (West Leg):** 4x4 grid. Labels: PED, BIKE. Arrows: PED (up), BIKE (up), PED (down), BIKE (down).
- Right Grid (East Leg):** 4x4 grid. Labels: PED, BIKE. Arrows: PED (up), BIKE (up), PED (down), BIKE (down).

Grid Numbers:

- Top Grid (North Leg):** 2
- Bottom Grid (South Leg):** 1

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&RidgewoodLakes
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 27 Southbound					RIDGEWOOD LAKES BOULEVARD Westbound					US 27 Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	4	278	0	0	282	13	0	4	10	27	0	635	3	0	638	947
06:45 AM	6	316	0	0	322	12	0	8	14	34	0	569	5	1	575	931
Total	10	594	0	0	604	25	0	12	24	61	0	1204	8	1	1213	1878
07:00 AM	5	283	0	0	288	13	0	11	14	38	1	596	4	2	603	929
07:15 AM	7	359	0	0	366	12	0	9	16	37	1	575	4	2	582	985
07:30 AM	5	357	0	0	362	32	0	24	10	66	2	536	6	2	546	974
07:45 AM	13	360	0	0	373	21	0	6	14	41	0	467	7	5	479	893
Total	30	1359	0	0	1389	78	0	50	54	182	4	2174	21	11	2210	3781
08:00 AM	13	394	0	0	407	10	0	17	11	38	1	510	5	1	517	962
08:15 AM	10	377	0	0	387	24	0	12	5	41	1	444	11	2	458	886
08:30 AM	8	353	0	0	361	24	0	11	9	44	2	395	9	3	409	814
08:45 AM	19	376	0	0	395	15	0	13	16	44	0	461	6	4	471	910
Total	50	1500	0	0	1550	73	0	53	41	167	4	1810	31	10	1855	3572
09:00 AM	15	316	0	0	331	16	0	6	11	33	0	400	9	1	410	774
09:15 AM	15	361	0	0	376	23	0	11	17	51	0	393	10	3	406	833
09:30 AM	11	366	0	0	377	14	0	4	13	31	0	386	12	0	398	806
09:45 AM	19	371	0	0	390	22	0	11	13	46	0	431	12	8	451	887
Total	60	1414	0	0	1474	75	0	32	54	161	0	1610	43	12	1665	3300
10:00 AM	12	318	0	0	330	27	0	15	11	53	1	364	6	2	373	756
10:15 AM	13	313	0	0	326	33	0	10	9	52	1	400	14	1	416	794
*** BREAK ***																
Total	25	631	0	0	656	60	0	25	20	105	2	764	20	3	789	1550
*** BREAK ***																
03:00 PM	30	468	0	0	498	16	0	18	5	39	0	548	11	6	565	1102
03:15 PM	17	499	0	0	516	15	0	4	13	32	1	499	20	4	524	1072
03:30 PM	27	518	0	0	545	24	0	6	12	42	1	476	16	13	506	1093
03:45 PM	22	582	0	0	604	14	0	12	8	34	1	506	19	5	531	1169
Total	96	2067	0	0	2163	69	0	40	38	147	3	2029	66	28	2126	4436
04:00 PM	28	501	0	0	529	20	0	19	15	54	0	433	14	5	452	1035
04:15 PM	28	544	0	0	572	19	0	7	7	33	1	444	14	3	462	1067
04:30 PM	23	575	0	0	598	15	0	11	8	34	1	517	16	3	537	1169
04:45 PM	33	597	0	0	630	14	0	7	9	30	1	453	12	7	473	1133
Total	112	2217	0	0	2329	68	0	44	39	151	3	1847	56	18	1924	4404
05:00 PM	22	600	0	0	622	11	0	7	12	30	1	485	19	6	511	1163
05:15 PM	27	539	0	0	566	20	0	11	8	39	1	594	16	6	617	1222
05:30 PM	31	565	0	0	596	16	0	5	11	32	0	550	14	7	571	1199
05:45 PM	24	508	0	0	532	13	0	5	9	27	2	386	21	6	415	974
Total	104	2212	0	0	2316	60	0	28	40	128	4	2015	70	25	2114	4558
06:00 PM	23	577	0	0	600	7	0	3	11	21	4	354	10	1	369	990
06:15 PM	31	534	0	0	565	9	0	6	8	23	1	340	12	5	358	946
06:30 PM	23	529	0	0	552	8	0	1	3	12	0	334	8	3	345	909
06:45 PM	28	530	0	0	558	14	0	3	6	23	2	254	9	7	272	853
Total	105	2170	0	0	2275	38	0	13	28	79	7	1282	39	16	1344	3698
Grand Total	592	14164	0	0	14756	546	0	297	338	1181	27	14735	354	124	15240	31177
Apprch %	4	96	0	0		46.2	0	25.1	28.6		0.2	96.7	2.3	0.8		
Total %	1.9	45.4	0	0	47.3	1.8	0	1	1.1	3.8	0.1	47.3	1.1	0.4	48.9	
Passenger Vehicles	529	13328	0	0	13857	531	0	294	330	1155	0	13818	340	118	14276	29288
% Passenger Vehicles	89.4	94.1	0	0	93.9	97.3	0	99	97.6	97.8	0	93.8	96	95.2	93.7	93.9
Heavy Vehicles	10	836	0	0	846	13	0	3	8	24	0	917	14	6	937	1807
% Heavy Vehicles	1.7	5.9	0	0	5.7	2.4	0	1	2.4	2	0	6.2	4	4.8	6.1	5.8
UTurns	53	0	0	0	53	2	0	0	0	2	27	0	0	0	27	82
% UTurns	9	0	0	0	0.4	0.4	0	0	0	0.2	100	0	0	0	0.2	0.3

Intersection Turning Movement Count

	US 27 Southbound					RIDGEWOOD LAKES BOULEVARD Westbound					US 27 Northbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 06:45 AM

06:45 AM	6	316	0	0	322	12	0	8	14	34	0	569	5	1	575	931
07:00 AM	5	283	0	0	288	13	0	11	14	38	1	596	4	2	603	929
07:15 AM	7	359	0	0	366	12	0	9	16	37	1	575	4	2	582	985
07:30 AM	5	357	0	0	362	32	0	24	10	66	2	536	6	2	546	974
Total Volume	23	1315	0	0	1338	69	0	52	54	175	4	2276	19	7	2306	3819
% App. Total	1.7	98.3	0	0		39.4	0	29.7	30.9		0.2	98.7	0.8	0.3		
PHF	.821	.916	.000	.000	.914	.539	.000	.542	.844	.663	.500	.955	.792	.875	.956	.969
Passenger Vehicles	18	1208	0	0	1226	68	0	52	53	173	0	2156	19	4	2179	3578
% Passenger Vehicles	78.3	91.9	0	0	91.6	98.6	0	100	98.1	98.9	0	94.7	100	57.1	94.5	93.7
Heavy Vehicles	3	107	0	0	110	1	0	0	1	2	0	120	0	3	123	235
% Heavy Vehicles	13.0	8.1	0	0	8.2	1.4	0	0	1.9	1.1	0	5.3	0	42.9	5.3	6.2
UTurns	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	6
% UTurns	8.7	0	0	0	0.1	0	0	0	0	0	100	0	0	0	0.2	0.2

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					06:30 AM				
+0 mins.	13	394	0	0	407	32	0	24	10	66	0	635	3	0	638
+15 mins.	10	377	0	0	387	21	0	6	14	41	0	569	5	1	575
+30 mins.	8	353	0	0	361	10	0	17	11	38	1	596	4	2	603
+45 mins.	19	376	0	0	395	24	0	12	5	41	1	575	4	2	582
Total Volume	50	1500	0	0	1550	87	0	59	40	186	2	2375	16	5	2398
% App. Total	3.2	96.8	0	0		46.8	0	31.7	21.5		0.1	99	0.7	0.2	
PHF	.658	.952	.000	.000	.952	.680	.000	.615	.714	.705	.500	.935	.800	.625	.940
Passenger Vehicles	41	1374	0	0	1415	83	0	59	39	181	0	2253	16	2	2271
% Passenger Vehicles	82	91.6	0	0	91.3	95.4	0	100	97.5	97.3	0	94.9	100	40	94.7
Heavy Vehicles	2	126	0	0	128	4	0	0	1	5	0	122	0	3	125
% Heavy Vehicles	4	8.4	0	0	8.3	4.6	0	0	2.5	2.7	0	5.1	0	60	5.2
UTurns	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2
% UTurns	14	0	0	0	0.5	0	0	0	0	0	100	0	0	0	0.1

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	33	597	0	0	630	14	0	7	9	30	1	453	12	7	473	1133
05:00 PM	22	600	0	0	622	11	0	7	12	30	1	485	19	6	511	1163
05:15 PM	27	539	0	0	566	20	0	11	8	39	1	594	16	6	617	1222
05:30 PM	31	565	0	0	596	16	0	5	11	32	0	550	14	7	571	1199
Total Volume	113	2301	0	0	2414	61	0	30	40	131	3	2082	61	26	2172	4717
% App. Total	4.7	95.3	0	0		46.6	0	22.9	30.5		0.1	95.9	2.8	1.2		
PHF	.856	.959	.000	.000	.958	.763	.000	.682	.833	.840	.750	.876	.803	.929	.880	.965
Passenger Vehicles	103	2222	0	0	2325	59	0	30	38	127	0	1959	61	26	2046	4498
% Passenger Vehicles	91.2	96.6	0	0	96.3	96.7	0	100	95.0	96.9	0	94.1	100	100	94.2	95.4
Heavy Vehicles	0	79	0	0	79	2	0	0	2	4	0	123	0	0	123	206
% Heavy Vehicles	0	3.4	0	0	3.3	3.3	0	0	5.0	3.1	0	5.9	0	0	5.7	4.4
UTurns	10	0	0	0	10	0	0	0	0	0	3	0	0	0	3	13
% UTurns	8.8	0	0	0	0.4	0	0	0	0	0	100	0	0	0	0.1	0.3

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM					03:30 PM					04:45 PM				
+0 mins.	28	544	0	0	572	24	0	6	12	42	1	453	12	7	473
+15 mins.	23	575	0	0	598	14	0	12	8	34	1	485	19	6	511
+30 mins.	33	597	0	0	630	20	0	19	15	54	1	594	16	6	617
+45 mins.	22	600	0	0	622	19	0	7	7	33	0	550	14	7	571
Total Volume	106	2316	0	0	2422	77	0	44	42	163	3	2082	61	26	2172
% App. Total	4.4	95.6	0	0		47.2	0	27	25.8		0.1	95.9	2.8	1.2	
PHF	.803	.965	.000	.000	.961	.802	.000	.579	.700	.755	.750	.876	.803	.929	.880
Passenger Vehicles	91	2219	0	0	2310	75	0	42	41	158	0	1959	61	26	2046

Intersection Turning Movement Count

% Passenger Vehicles	85.8	95.8	0	0	95.4	97.4	0	95.5	97.6	96.9	0	94.1	100	100	94.2
Heavy Vehicles	2	97	0	0	99	1	0	2	1	4	0	123	0	0	123
% Heavy Vehicles	1.9	4.2	0	0	4.1	1.3	0	4.5	2.4	2.5	0	5.9	0	0	5.7
UTurns	13	0	0	0	13	1	0	0	0	1	3	0	0	0	3
% UTurns	12.3	0	0	0	0.5	1.3	0	0	0	0.6	100	0	0	0	0.1

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&RidgewoodLakes
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Passenger Vehicles																
Start Time	US 27 Southbound					RIDGEWOOD LAKES BOULEVARD Westbound					US 27 Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	4	252	0	0	256	12	0	4	10	26	0	597	3	0	600	882
06:45 AM	5	283	0	0	288	11	0	8	14	33	0	545	5	1	551	872
Total	9	535	0	0	544	23	0	12	24	59	0	1142	8	1	1151	1754
07:00 AM	4	266	0	0	270	13	0	11	14	38	0	559	4	0	563	871
07:15 AM	4	333	0	0	337	12	0	9	15	36	0	552	4	1	557	930
07:30 AM	5	326	0	0	331	32	0	24	10	66	0	500	6	2	508	905
07:45 AM	12	331	0	0	343	20	0	6	13	39	0	448	7	5	460	842
Total	25	1256	0	0	1281	77	0	50	52	179	0	2059	21	8	2088	3548
08:00 AM	12	368	0	0	380	8	0	17	11	36	0	485	5	1	491	907
08:15 AM	8	346	0	0	354	23	0	12	5	40	0	413	10	1	424	818
08:30 AM	5	317	0	0	322	23	0	11	8	42	0	374	9	2	385	749
08:45 AM	16	343	0	0	359	15	0	13	16	44	0	432	5	4	441	844
Total	41	1374	0	0	1415	69	0	53	40	162	0	1704	29	8	1741	3318
09:00 AM	10	287	0	0	297	14	0	6	11	31	0	369	8	1	378	706
09:15 AM	12	325	0	0	337	23	0	11	17	51	0	357	10	3	370	758
09:30 AM	11	325	0	0	336	14	0	4	12	30	0	345	12	0	357	723
09:45 AM	18	323	0	0	341	22	0	11	12	45	0	389	11	8	408	794
Total	51	1260	0	0	1311	73	0	32	52	157	0	1460	41	12	1513	2981
10:00 AM	12	288	0	0	300	27	0	15	11	53	0	337	6	2	345	698
10:15 AM	12	291	0	0	303	33	0	10	9	52	0	369	14	1	384	739
*** BREAK ***																
Total	24	579	0	0	603	60	0	25	20	105	0	706	20	3	729	1437
*** BREAK ***																
03:00 PM	27	443	0	0	470	16	0	18	5	39	0	524	11	6	541	1050
03:15 PM	17	473	0	0	490	14	0	4	13	31	0	463	19	4	486	1007
03:30 PM	25	489	0	0	514	24	0	6	11	41	0	445	15	12	472	1027
03:45 PM	19	560	0	0	579	13	0	11	8	32	0	469	19	5	493	1104
Total	88	1965	0	0	2053	67	0	39	37	143	0	1901	64	27	1992	4188
04:00 PM	24	478	0	0	502	20	0	18	15	53	0	411	11	5	427	982
04:15 PM	26	523	0	0	549	18	0	7	7	32	0	413	13	3	429	1010
04:30 PM	17	549	0	0	566	14	0	10	8	32	0	497	14	3	514	1112
04:45 PM	26	572	0	0	598	13	0	7	8	28	0	420	12	7	439	1065
Total	93	2122	0	0	2215	65	0	42	38	145	0	1741	50	18	1809	4169
05:00 PM	22	575	0	0	597	11	0	7	12	30	0	459	19	6	484	1111
05:15 PM	25	525	0	0	550	20	0	11	7	38	0	566	16	6	588	1176
05:30 PM	30	550	0	0	580	15	0	5	11	31	0	514	14	7	535	1146
05:45 PM	20	487	0	0	507	13	0	5	9	27	0	365	20	6	391	925
Total	97	2137	0	0	2234	59	0	28	39	126	0	1904	69	25	1998	4358
06:00 PM	20	559	0	0	579	7	0	3	11	21	0	336	9	1	346	946
06:15 PM	31	517	0	0	548	9	0	6	8	23	0	318	12	5	335	906
06:30 PM	23	515	0	0	538	8	0	1	3	12	0	309	8	3	320	870
06:45 PM	27	509	0	0	536	14	0	3	6	23	0	238	9	7	254	813
Total	101	2100	0	0	2201	38	0	13	28	79	0	1201	38	16	1255	3535
Grand Total	529	13328	0	0	13857	531	0	294	330	1155	0	13818	340	118	14276	29288
Apprch %	3.8	96.2	0	0		46	0	25.5	28.6		0	96.8	2.4	0.8		
Total %	1.8	45.5	0	0	47.3	1.8	0	1	1.1	3.9	0	47.2	1.2	0.4	48.7	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&RidgewoodLakes
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound					RIDGEWOOD LAKES BOULEVARD Westbound					US 27 Northbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:15 AM																
07:15 AM	4	333	0	0	337	12	0	9	15	36	0	552	4	1	557	930
07:30 AM	5	326	0	0	331	32	0	24	10	66	0	500	6	2	508	905
07:45 AM	12	331	0	0	343	20	0	6	13	39	0	448	7	5	460	842
08:00 AM	12	368	0	0	380	8	0	17	11	36	0	485	5	1	491	907
Total Volume	33	1358	0	0	1391	72	0	56	49	177	0	1985	22	9	2016	3584
% App. Total	2.4	97.6	0	0		40.7	0	31.6	27.7		0	98.5	1.1	0.4		
PHF	.688	.923	.000	.000	.915	.563	.000	.583	.817	.670	.000	.899	.786	.450	.905	.963

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					06:30 AM				
+0 mins.	12	368	0	0	380	32	0	24	10	66	0	597	3	0	600
+15 mins.	8	346	0	0	354	20	0	6	13	39	0	545	5	1	551
+30 mins.	5	317	0	0	322	8	0	17	11	36	0	559	4	0	563
+45 mins.	16	343	0	0	359	23	0	12	5	40	0	552	4	1	557
Total Volume	41	1374	0	0	1415	83	0	59	39	181	0	2253	16	2	2271
% App. Total	2.9	97.1	0	0		45.9	0	32.6	21.5		0	99.2	0.7	0.1	
PHF	.641	.933	.000	.000	.931	.648	.000	.615	.750	.686	.000	.943	.800	.500	.946

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	26	572	0	0	598	13	0	7	8	28	0	420	12	7	439	1065
05:00 PM	22	575	0	0	597	11	0	7	12	30	0	459	19	6	484	1111
05:15 PM	25	525	0	0	550	20	0	11	7	38	0	566	16	6	588	1176
05:30 PM	30	550	0	0	580	15	0	5	11	31	0	514	14	7	535	1146
Total Volume	103	2222	0	0	2325	59	0	30	38	127	0	1959	61	26	2046	4498
% App. Total	4.4	95.6	0	0		46.5	0	23.6	29.9		0	95.7	3	1.3		
PHF	.858	.966	.000	.000	.972	.738	.000	.682	.792	.836	.000	.865	.803	.929	.870	.956

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM					03:30 PM					04:45 PM				
+0 mins.	26	572	0	0	598	24	0	6	11	41	0	420	12	7	439
+15 mins.	22	575	0	0	597	13	0	11	8	32	0	459	19	6	484
+30 mins.	25	525	0	0	550	20	0	18	15	53	0	566	16	6	588
+45 mins.	30	550	0	0	580	18	0	7	7	32	0	514	14	7	535
Total Volume	103	2222	0	0	2325	75	0	42	41	158	0	1959	61	26	2046
% App. Total	4.4	95.6	0	0		47.5	0	26.6	25.9		0	95.7	3	1.3	
PHF	.858	.966	.000	.000	.972	.781	.000	.583	.683	.745	.000	.865	.803	.929	.870

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&RidgewoodLakes
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- Heavy Vehicles																
Start Time	US 27 Southbound					RIDGEWOOD LAKES BOULEVARD Westbound					US 27 Northbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	26	0	0	26	1	0	0	0	1	0	38	0	0	38	65
06:45 AM	0	33	0	0	33	1	0	0	0	1	0	24	0	0	24	58
Total	0	59	0	0	59	2	0	0	0	2	0	62	0	0	62	123
07:00 AM	1	17	0	0	18	0	0	0	0	0	0	37	0	2	39	57
07:15 AM	2	26	0	0	28	0	0	0	1	1	0	23	0	1	24	53
07:30 AM	0	31	0	0	31	0	0	0	0	0	0	36	0	0	36	67
07:45 AM	0	29	0	0	29	1	0	0	1	2	0	19	0	0	19	50
Total	3	103	0	0	106	1	0	0	2	3	0	115	0	3	118	227
08:00 AM	0	26	0	0	26	2	0	0	0	2	0	25	0	0	25	53
08:15 AM	0	31	0	0	31	1	0	0	0	1	0	31	1	1	33	65
08:30 AM	1	36	0	0	37	1	0	0	1	2	0	21	0	1	22	61
08:45 AM	1	33	0	0	34	0	0	0	0	0	0	29	1	0	30	64
Total	2	126	0	0	128	4	0	0	1	5	0	106	2	2	110	243
09:00 AM	0	29	0	0	29	2	0	0	0	2	0	31	1	0	32	63
09:15 AM	2	36	0	0	38	0	0	0	0	0	0	36	0	0	36	74
09:30 AM	0	41	0	0	41	0	0	0	1	1	0	41	0	0	41	83
09:45 AM	0	48	0	0	48	0	0	0	1	1	0	42	1	0	43	92
Total	2	154	0	0	156	2	0	0	2	4	0	150	2	0	152	312
10:00 AM	0	30	0	0	30	0	0	0	0	0	0	27	0	0	27	57
10:15 AM	0	22	0	0	22	0	0	0	0	0	0	31	0	0	31	53
*** BREAK ***																
Total	0	52	0	0	52	0	0	0	0	0	0	58	0	0	58	110
*** BREAK ***																
03:00 PM	0	25	0	0	25	0	0	0	0	0	0	24	0	0	24	49
03:15 PM	0	26	0	0	26	0	0	0	0	0	0	36	1	0	37	63
03:30 PM	0	29	0	0	29	0	0	0	1	1	0	31	1	1	33	63
03:45 PM	1	22	0	0	23	0	0	1	0	1	0	37	0	0	37	61
Total	1	102	0	0	103	0	0	1	1	2	0	128	2	1	131	236
04:00 PM	0	23	0	0	23	0	0	1	0	1	0	22	3	0	25	49
04:15 PM	0	21	0	0	21	1	0	0	0	1	0	31	1	0	32	54
04:30 PM	2	26	0	0	28	1	0	1	0	2	0	20	2	0	22	52
04:45 PM	0	25	0	0	25	1	0	0	1	2	0	33	0	0	33	60
Total	2	95	0	0	97	3	0	2	1	6	0	106	6	0	112	215
05:00 PM	0	25	0	0	25	0	0	0	0	0	0	26	0	0	26	51
05:15 PM	0	14	0	0	14	0	0	0	1	1	0	28	0	0	28	43
05:30 PM	0	15	0	0	15	1	0	0	0	1	0	36	0	0	36	52
05:45 PM	0	21	0	0	21	0	0	0	0	0	0	21	1	0	22	43
Total	0	75	0	0	75	1	0	0	1	2	0	111	1	0	112	189
06:00 PM	0	18	0	0	18	0	0	0	0	0	0	18	1	0	19	37
06:15 PM	0	17	0	0	17	0	0	0	0	0	0	22	0	0	22	39
06:30 PM	0	14	0	0	14	0	0	0	0	0	0	25	0	0	25	39
06:45 PM	0	21	0	0	21	0	0	0	0	0	0	16	0	0	16	37
Total	0	70	0	0	70	0	0	0	0	0	0	81	1	0	82	152
Grand Total	10	836	0	0	846	13	0	3	8	24	0	917	14	6	937	1807
Apprch %	1.2	98.8	0	0		54.2	0	12.5	33.3		0	97.9	1.5	0.6		
Total %	0.6	46.3	0	0	46.8	0.7	0	0.2	0.4	1.3	0	50.7	0.8	0.3	51.9	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&RidgewoodLakes
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound					RIDGEWOOD LAKES BOULEVARD Westbound					US 27 Northbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 09:00 AM																
09:00 AM	0	29	0	0	29	2	0	0	0	2	0	31	1	0	32	63
09:15 AM	2	36	0	0	38	0	0	0	0	0	0	36	0	0	36	74
09:30 AM	0	41	0	0	41	0	0	0	1	1	0	41	0	0	41	83
09:45 AM	0	48	0	0	48	0	0	0	1	1	0	42	1	0	43	92
Total Volume	2	154	0	0	156	2	0	0	2	4	0	150	2	0	152	312
% App. Total	1.3	98.7	0	0		50	0	0	50		0	98.7	1.3	0		
PHF	.250	.802	.000	.000	.813	.250	.000	.000	.500	.500	.000	.893	.500	.000	.884	.848

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM					07:45 AM					09:00 AM					
+0 mins.	2	36	0	0	38	1	0	0	1	2	0	31	1	0	32	
+15 mins.	0	41	0	0	41	2	0	0	0	2	0	36	0	0	36	
+30 mins.	0	48	0	0	48	1	0	0	0	1	0	41	0	0	41	
+45 mins.	0	30	0	0	30	1	0	0	1	2	0	42	1	0	43	
Total Volume	2	155	0	0	157	5	0	0	2	7	0	150	2	0	152	
% App. Total	1.3	98.7	0	0		71.4	0	0	28.6		0	98.7	1.3	0		
PHF	.250	.807	.000	.000	.818	.625	.000	.000	.500	.875	.000	.893	.500	.000	.884	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	25	0	0	25	0	0	0	0	0	0	24	0	0	24	49
03:15 PM	0	26	0	0	26	0	0	0	0	0	0	36	1	0	37	63
03:30 PM	0	29	0	0	29	0	0	0	1	1	0	31	1	1	33	63
03:45 PM	1	22	0	0	23	0	0	1	0	1	0	37	0	0	37	61
Total Volume	1	102	0	0	103	0	0	1	1	2	0	128	2	1	131	236
% App. Total	1	99	0	0		0	0	50	50		0	97.7	1.5	0.8		
PHF	.250	.879	.000	.000	.888	.000	.000	.250	.250	.500	.000	.865	.500	.250	.885	.937

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					04:00 PM					03:15 PM					
+0 mins.	0	25	0	0	25	0	0	1	0	1	0	36	1	0	37	
+15 mins.	0	26	0	0	26	1	0	0	0	1	0	31	1	1	33	
+30 mins.	0	29	0	0	29	1	0	1	0	2	0	37	0	0	37	
+45 mins.	1	22	0	0	23	1	0	0	1	2	0	22	3	0	25	
Total Volume	1	102	0	0	103	3	0	2	1	6	0	126	5	1	132	
% App. Total	1	99	0	0		50	0	33.3	16.7		0	95.5	3.8	0.8		
PHF	.250	.879	.000	.000	.888	.750	.000	.500	.250	.750	.000	.851	.417	.250	.892	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&RidgewoodLakes
Site Code : 18013
Start Date : 11/29/2018
Page No : 1

Groups Printed- UTurns																
	US 27 Southbound					RIDGEWOOD LAKES BOULEVARD Westbound					US 27 Northbound					
Start Time	Left	Thru	Right	RTOR	App- Total	Left	Thru	Right	RTOR	App- Total	Left	Thru	Right	RTOR	App- Total	Int. Total
*** BREAK ***																
06:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	6
08:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
08:15 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
08:30 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	7	0	0	0	7	0	0	0	0	0	4	0	0	0	4	11
09:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
09:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																
09:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
*** BREAK ***																
Total	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
*** BREAK ***																
03:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
03:30 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
03:45 PM	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
Total	7	0	0	0	7	2	0	0	0	2	3	0	0	0	3	12
04:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
04:30 PM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
04:45 PM	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
Total	17	0	0	0	17	0	0	0	0	0	3	0	0	0	3	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	6
Total	7	0	0	0	7	0	0	0	0	0	4	0	0	0	4	11
06:00 PM	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
06:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																
06:45 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
Total	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	11
Grand Total	53	0	0	0	53	2	0	0	0	2	27	0	0	0	27	82
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		
Total %	64.6	0	0	0	64.6	2.4	0	0	0	2.4	32.9	0	0	0	32.9	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&RidgewoodLakes
Site Code : 18013
Start Date : 11/29/2018
Page No : 2

	US 27 Southbound					RIDGEWOOD LAKES BOULEVARD Westbound					US 27 Northbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 08:15 AM																
08:15 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
08:30 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total Volume	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	14
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.550	.000	.000	.000	.550	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.700

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM					06:30 AM					06:45 AM				
+0 mins.	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1
+30 mins.	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1
+45 mins.	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2
Total Volume	11	0	0	0	11	0	0	0	0	0	4	0	0	0	4
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0	
PHF	.550	.000	.000	.000	.550	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
04:30 PM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
04:45 PM	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	8
Total Volume	17	0	0	0	17	0	0	0	0	0	3	0	0	0	3	20
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.607	.000	.000	.000	.607	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.625

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM					03:00 PM					05:15 PM				
+0 mins.	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1
+15 mins.	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0
+30 mins.	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2
+45 mins.	7	0	0	0	7	1	0	0	0	1	4	0	0	0	4
Total Volume	17	0	0	0	17	2	0	0	0	2	7	0	0	0	7
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0	
PHF	.607	.000	.000	.000	.607	.500	.000	.000	.000	.500	.438	.000	.000	.000	.438

Intersection Pedestrian & Bicycle Count

Date: 11/29/18

Day: Thursday

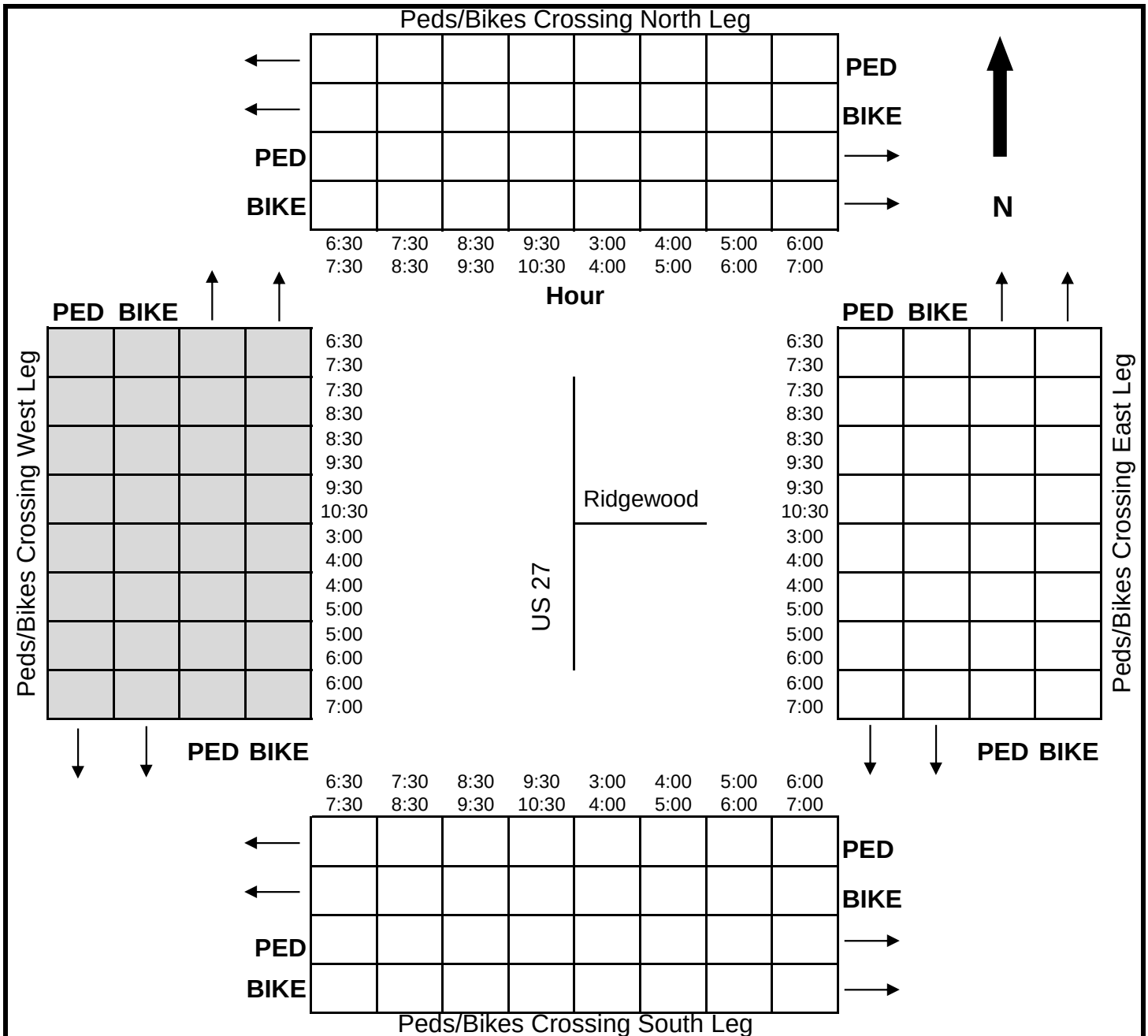
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Ridgewood Lakes Boulevard

Comments: **NO PEDS/BIKES CROSSED INTERSECTION DURING COUNT**

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



Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Cottonwood
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	2	325	4	331	6	0	10	16	0	623	3	626	0	1	6	7	980
06:45 AM	7	323	0	330	10	0	15	25	2	652	5	659	1	0	6	7	1021
Total	9	648	4	661	16	0	25	41	2	1275	8	1285	1	1	12	14	2001
07:00 AM	5	298	2	305	5	0	15	20	3	678	1	682	4	0	5	9	1016
07:15 AM	4	349	4	357	3	0	24	27	1	579	5	585	0	0	3	3	972
07:30 AM	6	386	5	397	5	1	23	29	9	579	4	592	3	0	7	10	1028
07:45 AM	13	429	3	445	8	0	21	29	5	598	2	605	3	0	3	6	1085
Total	28	1462	14	1504	21	1	83	105	18	2434	12	2464	10	0	18	28	4101
08:00 AM	9	388	1	398	4	0	15	19	21	499	5	525	2	0	3	5	947
08:15 AM	14	386	1	401	7	0	15	22	15	518	9	542	3	0	5	8	973
08:30 AM	7	395	3	405	6	0	15	21	1	419	1	421	1	0	6	7	854
08:45 AM	7	406	2	415	5	0	9	14	5	456	6	467	4	0	3	7	903
Total	37	1575	7	1619	22	0	54	76	42	1892	21	1955	10	0	17	27	3677
09:00 AM	8	324	0	332	5	0	10	15	1	429	4	434	1	1	2	4	785
09:15 AM	7	339	1	347	6	0	13	19	5	505	7	517	2	1	2	5	888
09:30 AM	5	355	0	360	4	1	10	15	1	468	6	475	5	0	1	6	856
09:45 AM	3	362	2	367	4	0	7	11	1	421	7	429	0	0	5	5	812
Total	23	1380	3	1406	19	1	40	60	8	1823	24	1855	8	2	10	20	3341
10:00 AM	7	386	0	393	2	0	10	12	1	458	7	466	1	0	4	5	876
10:15 AM	6	392	2	400	5	0	9	14	2	464	6	472	0	0	1	1	887
*** BREAK ***																	
Total	13	778	2	793	7	0	19	26	3	922	13	938	1	0	5	6	1763
*** BREAK ***																	
03:00 PM	11	574	5	590	10	0	13	23	30	498	12	540	0	3	2	5	1158
03:15 PM	20	507	4	531	4	2	8	14	8	521	18	547	1	0	6	7	1099
03:30 PM	21	566	4	591	4	0	18	22	4	546	13	563	1	1	7	9	1185
03:45 PM	18	658	4	680	8	1	9	18	16	501	20	537	0	0	9	9	1244
Total	70	2305	17	2392	26	3	48	77	58	2066	63	2187	2	4	24	30	4686
04:00 PM	20	583	2	605	8	0	12	20	9	536	13	558	0	0	1	1	1184
04:15 PM	19	508	3	530	5	1	20	26	2	507	11	520	1	0	8	9	1085
04:30 PM	19	625	5	649	7	0	9	16	9	497	9	515	1	0	6	7	1187
04:45 PM	26	623	5	654	6	0	18	24	8	540	9	557	0	0	4	4	1239
Total	84	2339	15	2438	26	1	59	86	28	2080	42	2150	2	0	19	21	4695
05:00 PM	27	628	0	655	4	1	17	22	5	469	14	488	2	0	1	3	1168
05:15 PM	19	636	7	662	7	1	19	27	7	516	16	539	2	1	4	7	1235
05:30 PM	13	533	3	549	8	0	14	22	2	504	18	524	1	1	1	3	1098
05:45 PM	19	599	2	620	4	0	17	21	8	516	29	553	1	2	5	8	1202
Total	78	2396	12	2486	23	2	67	92	22	2005	77	2104	6	4	11	21	4703

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Cottonwood
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	9	596	3	608	7	0	11	18	4	418	2	424	1	0	2	3	1053
06:15 PM	21	570	9	600	2	0	10	12	2	391	16	409	5	0	5	10	1031
06:30 PM	17	541	5	563	7	0	5	12	3	352	14	369	0	0	2	2	946
06:45 PM	12	487	7	506	4	0	11	15	1	330	12	343	1	1	1	3	867
Total	59	2194	24	2277	20	0	37	57	10	1491	44	1545	7	1	10	18	3897
Grand Total	401	15077	98	15576	180	8	432	620	191	15988	304	16483	47	12	126	185	32864
Apprch %	2.6	96.8	0.6		29	1.3	69.7		1.2	97	1.8		25.4	6.5	68.1		
Total %	1.2	45.9	0.3	47.4	0.5	0	1.3	1.9	0.6	48.6	0.9	50.2	0.1	0	0.4	0.6	
Passenger Vehicles	350	14216	93	14659	173	8	417	598	51	15122	292	15465	45	11	121	177	30899
% Passenger Vehicles	87.3	94.3	94.9	94.1	96.1	100	96.5	96.5	26.7	94.6	96.1	93.8	95.7	91.7	96	95.7	94
Heavy Vehicles	19	861	5	885	7	0	15	22	1	866	12	879	1	1	5	7	1793
% Heavy Vehicles	4.7	5.7	5.1	5.7	3.9	0	3.5	3.5	0.5	5.4	3.9	5.3	2.1	8.3	4	3.8	5.5
UTurns	32	0	0	32	0	0	0	0	139	0	0	139	1	0	0	1	172
% UTurns	8	0	0	0.2	0	0	0	0	72.8	0	0	0.8	2.1	0	0	0.5	0.5

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	298	2	305	5	0	15	20	3	678	1	682	4	0	5	9	1016
07:15 AM	4	349	4	357	3	0	24	27	1	579	5	585	0	0	3	3	972
07:30 AM	6	386	5	397	5	1	23	29	9	579	4	592	3	0	7	10	1028
07:45 AM	13	429	3	445	8	0	21	29	5	598	2	605	3	0	3	6	1085
Total Volume	28	1462	14	1504	21	1	83	105	18	2434	12	2464	10	0	18	28	4101
% App. Total	1.9	97.2	0.9		20	1	79		0.7	98.8	0.5		35.7	0	64.3		
PHF	.538	.852	.700	.845	.656	.250	.865	.905	.500	.897	.600	.903	.625	.000	.643	.700	.945
Passenger Vehicles	24	1343	12	1379	21	1	78	100	7	2314	11	2332	9	0	18	27	3838
% Passenger Vehicles	85.7	91.9	85.7	91.7	100	100	94.0	95.2	38.9	95.1	91.7	94.6	90.0	0	100	96.4	93.6
Heavy Vehicles	0	119	2	121	0	0	5	5	0	120	1	121	0	0	0	0	247
% Heavy Vehicles	0	8.1	14.3	8.0	0	0	6.0	4.8	0	4.9	8.3	4.9	0	0	0	0	6.0
UTurns	4	0	0	4	0	0	0	0	11	0	0	11	1	0	0	1	16
% UTurns	14.3	0	0	0.3	0	0	0	0	61.1	0	0	0.4	10.0	0	0	3.6	0.4

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Cottonwood
Site Code : 18013
Start Date : 12/13/2018
Page No : 3

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:45 AM				07:00 AM				06:30 AM				06:45 AM				
+0 mins.	13	429	3	445	5	0	15	20	0	623	3	626	1	0	6	7	
+15 mins.	9	388	1	398	3	0	24	27	2	652	5	659	4	0	5	9	
+30 mins.	14	386	1	401	5	1	23	29	3	678	1	682	0	0	3	3	
+45 mins.	7	395	3	405	8	0	21	29	1	579	5	585	3	0	7	10	
Total Volume	43	1598	8	1649	21	1	83	105	6	2532	14	2552	8	0	21	29	
% App. Total	2.6	96.9	0.5		20	1	79		0.2	99.2	0.5		27.6	0	72.4		
PHF	.768	.931	.667	.926	.656	.250	.865	.905	.500	.934	.700	.935	.500	.000	.750	.725	
Passenger Vehicles	38	1475	8	1521	21	1	78	100	4	2407	11	2422	8	0	21	29	
% Passenger Vehicles	88.4	92.3	100	92.2	100	100	94	95.2	66.7	95.1	78.6	94.9	100	0	100	100	
Heavy Vehicles	5	123	0	128	0	0	5	5	0	125	3	128	0	0	0	0	
% Heavy Vehicles	11.6	7.7	0	7.8	0	0	6	4.8	0	4.9	21.4	5	0	0	0	0	
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	33.3	0	0	0.1	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	19	625	5	649	7	0	9	16	9	497	9	515	1	0	6	7	1187
04:45 PM	26	623	5	654	6	0	18	24	8	540	9	557	0	0	4	4	1239
05:00 PM	27	628	0	655	4	1	17	22	5	469	14	488	2	0	1	3	1168
05:15 PM	19	636	7	662	7	1	19	27	7	516	16	539	2	1	4	7	1235
Total Volume	91	2512	17	2620	24	2	63	89	29	2022	48	2099	5	1	15	21	4829
% App. Total	3.5	95.9	0.6		27	2.2	70.8		1.4	96.3	2.3		23.8	4.8	71.4		
PHF	.843	.987	.607	.989	.857	.500	.829	.824	.806	.936	.750	.942	.625	.250	.625	.750	.974
Passenger Vehicles	81	2438	16	2535	22	2	61	85	9	1934	47	1990	5	1	14	20	4630
% Passenger Vehicles	89.0	97.1	94.1	96.8	91.7	100	96.8	95.5	31.0	95.6	97.9	94.8	100	100	93.3	95.2	95.9
Heavy Vehicles	6	74	1	81	2	0	2	4	0	88	1	89	0	0	1	1	175
% Heavy Vehicles	6.6	2.9	5.9	3.1	8.3	0	3.2	4.5	0	4.4	2.1	4.2	0	0	6.7	4.8	3.6
UTurns	4	0	0	4	0	0	0	0	20	0	0	20	0	0	0	0	24
% UTurns	4.4	0	0	0.2	0	0	0	0	69.0	0	0	1.0	0	0	0	0	0.5
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:45 PM				03:15 PM				03:00 PM				
+0 mins.	19	625	5	649	6	0	18	24	8	521	18	547	0	3	2	5	
+15 mins.	26	623	5	654	4	1	17	22	4	546	13	563	1	0	6	7	
+30 mins.	27	628	0	655	7	1	19	27	16	501	20	537	1	1	7	9	
+45 mins.	19	636	7	662	8	0	14	22	9	536	13	558	0	0	9	9	
Total Volume	91	2512	17	2620	25	2	68	95	37	2104	64	2205	2	4	24	30	
% App. Total	3.5	95.9	0.6		26.3	2.1	71.6		1.7	95.4	2.9		6.7	13.3	80		
PHF	.843	.987	.607	.989	.781	.500	.895	.880	.578	.963	.800	.979	.500	.333	.667	.833	
Passenger Vehicles	81	2438	16	2535	23	2	66	91	8	1985	63	2056	2	4	22	28	

Intersection Turning Movement Count

% Passenger Vehicles	89	97.1	94.1	96.8	92	100	97.1	95.8	21.6	94.3	98.4	93.2	100	100	91.7	93.3
Heavy Vehicles	6	74	1	81	2	0	2	4	0	119	1	120	0	0	2	2
% Heavy Vehicles	6.6	2.9	5.9	3.1	8	0	2.9	4.2	0	5.7	1.6	5.4	0	0	8.3	6.7
UTurns	4	0	0	4	0	0	0	0	29	0	0	29	0	0	0	0
% UTurns	4.4	0	0	0.2	0	0	0	0	78.4	0	0	1.3	0	0	0	0

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Cottonwood
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	2	291	4	297	6	0	10	16	0	596	3	599	0	1	6	7	919
06:45 AM	4	292	0	296	10	0	14	24	2	619	3	624	1	0	6	7	951
Total	6	583	4	593	16	0	24	40	2	1215	6	1223	1	1	12	14	1870
07:00 AM	3	275	2	280	5	0	13	18	2	648	1	651	4	0	5	9	958
07:15 AM	3	309	3	315	3	0	22	25	0	544	4	548	0	0	3	3	891
07:30 AM	5	356	4	365	5	1	22	28	3	553	4	560	3	0	7	10	963
07:45 AM	13	403	3	419	8	0	21	29	2	569	2	573	2	0	3	5	1026
Total	24	1343	12	1379	21	1	78	100	7	2314	11	2332	9	0	18	27	3838
08:00 AM	8	362	1	371	4	0	15	19	1	466	5	472	2	0	3	5	867
08:15 AM	10	354	1	365	7	0	15	22	0	493	9	502	3	0	5	8	897
08:30 AM	7	356	3	366	6	0	15	21	0	403	1	404	1	0	6	7	798
08:45 AM	4	365	2	371	5	0	8	13	1	431	6	438	4	0	3	7	829
Total	29	1437	7	1473	22	0	53	75	2	1793	21	1816	10	0	17	27	3391
09:00 AM	8	287	0	295	5	0	10	15	1	394	2	397	1	1	2	4	711
09:15 AM	4	310	1	315	5	0	13	18	1	469	7	477	2	1	2	5	815
09:30 AM	4	322	0	326	4	1	10	15	1	436	6	443	5	0	1	6	790
09:45 AM	1	329	2	332	4	0	7	11	1	388	7	396	0	0	5	5	744
Total	17	1248	3	1268	18	1	40	59	4	1687	22	1713	8	2	10	20	3060
10:00 AM	6	343	0	349	2	0	10	12	1	433	5	439	1	0	4	5	805
10:15 AM	5	356	2	363	5	0	9	14	2	436	6	444	0	0	1	1	822
*** BREAK ***																	
Total	11	699	2	712	7	0	19	26	3	869	11	883	1	0	5	6	1627
*** BREAK ***																	
03:00 PM	7	535	5	547	9	0	13	22	6	465	12	483	0	3	2	5	1057
03:15 PM	18	477	4	499	4	2	8	14	1	502	17	520	1	0	6	7	1040
03:30 PM	21	548	4	573	4	0	18	22	1	506	13	520	1	1	6	8	1123
03:45 PM	15	625	3	643	8	1	8	17	3	468	20	491	0	0	8	8	1159
Total	61	2185	16	2262	25	3	47	75	11	1941	62	2014	2	4	22	28	4379
04:00 PM	18	562	1	581	8	0	12	20	3	509	13	525	0	0	1	1	1127
04:15 PM	17	487	3	507	5	1	17	23	1	480	10	491	0	0	8	8	1029
04:30 PM	18	601	4	623	7	0	9	16	3	472	9	484	1	0	5	6	1129
04:45 PM	24	602	5	631	4	0	18	22	2	519	8	529	0	0	4	4	1186
Total	77	2252	13	2342	24	1	56	81	9	1980	40	2029	1	0	18	19	4471
05:00 PM	24	612	0	636	4	1	16	21	0	452	14	466	2	0	1	3	1126
05:15 PM	15	623	7	645	7	1	18	26	4	491	16	511	2	1	4	7	1189
05:30 PM	13	516	3	532	8	0	14	22	1	484	18	503	1	1	1	3	1060
05:45 PM	15	578	2	595	4	0	16	20	2	492	29	523	1	1	4	6	1144
Total	67	2329	12	2408	23	2	64	89	7	1919	77	2003	6	3	10	19	4519

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Cottonwood
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Passenger Vehicles

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	9	573	3	585	5	0	11	16	1	394	2	397	1	0	2	3	1001
06:15 PM	21	566	9	596	2	0	10	12	2	374	16	392	5	0	4	9	1009
06:30 PM	16	527	5	548	6	0	5	11	2	323	12	337	0	0	2	2	898
06:45 PM	12	474	7	493	4	0	10	14	1	313	12	326	1	1	1	3	836
Total	58	2140	24	2222	17	0	36	53	6	1404	42	1452	7	1	9	17	3744
Grand Total	350	14216	93	14659	173	8	417	598	51	15122	292	15465	45	11	121	177	30899
Apprch %	2.4	97	0.6		28.9	1.3	69.7		0.3	97.8	1.9		25.4	6.2	68.4		
Total %	1.1	46	0.3	47.4	0.6	0	1.3	1.9	0.2	48.9	0.9	50.1	0.1	0	0.4	0.6	

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	275	2	280	5	0	13	18	2	648	1	651	4	0	5	9	958
07:15 AM	3	309	3	315	3	0	22	25	0	544	4	548	0	0	3	3	891
07:30 AM	5	356	4	365	5	1	22	28	3	553	4	560	3	0	7	10	963
07:45 AM	13	403	3	419	8	0	21	29	2	569	2	573	2	0	3	5	1026
Total Volume	24	1343	12	1379	21	1	78	100	7	2314	11	2332	9	0	18	27	3838
% App. Total	1.7	97.4	0.9		21	1	78		0.3	99.2	0.5		33.3	0	66.7		
PHF	.462	.833	.750	.823	.656	.250	.886	.862	.583	.893	.688	.896	.563	.000	.643	.675	.935

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				06:30 AM				06:45 AM				
+0 mins.	13	403	3	419	3	0	22	25	0	596	3	599	1	0	6	7	
+15 mins.	8	362	1	371	5	1	22	28	2	619	3	624	4	0	5	9	
+30 mins.	10	354	1	365	8	0	21	29	2	648	1	651	0	0	3	3	
+45 mins.	7	356	3	366	4	0	15	19	0	544	4	548	3	0	7	10	
Total Volume	38	1475	8	1521	20	1	80	101	4	2407	11	2422	8	0	21	29	
% App. Total	2.5	97	0.5		19.8	1	79.2		0.2	99.4	0.5		27.6	0	72.4		
PHF	.731	.915	.667	.908	.625	.250	.909	.871	.500	.929	.688	.930	.500	.000	.750	.725	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	18	601	4	623	7	0	9	16	3	472	9	484	1	0	5	6	1129
04:45 PM	24	602	5	631	4	0	18	22	2	519	8	529	0	0	4	4	1186
05:00 PM	24	612	0	636	4	1	16	21	0	452	14	466	2	0	1	3	1126
05:15 PM	15	623	7	645	7	1	18	26	4	491	16	511	2	1	4	7	1189
Total Volume	81	2438	16	2535	22	2	61	85	9	1934	47	1990	5	1	14	20	4630
% App. Total	3.2	96.2	0.6		25.9	2.4	71.8		0.5	97.2	2.4		25	5	70		
PHF	.844	.978	.571	.983	.786	.500	.847	.817	.563	.932	.734	.940	.625	.250	.700	.714	.974

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&Cottonwood
 Site Code : 18013
 Start Date : 12/13/2018
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	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:30 PM				04:45 PM				03:15 PM				03:00 PM				
+0 mins.	18	601	4	623	4	0	18	22	1	502	17	520	0	3	2	5	
+15 mins.	24	602	5	631	4	1	16	21	1	506	13	520	1	0	6	7	
+30 mins.	24	612	0	636	7	1	18	26	3	468	20	491	1	1	6	8	
+45 mins.	15	623	7	645	8	0	14	22	3	509	13	525	0	0	8	8	
Total Volume	81	2438	16	2535	23	2	66	91	8	1985	63	2056	2	4	22	28	
% App. Total	3.2	96.2	0.6		25.3	2.2	72.5		0.4	96.5	3.1		7.1	14.3	78.6		
PHF	.844	.978	.571	.983	.719	.500	.917	.875	.667	.975	.788	.979	.500	.333	.688	.875	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Cottonwood
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	34	0	34	0	0	0	0	0	27	0	27	0	0	0	0	61
06:45 AM	0	31	0	31	0	0	1	1	0	33	2	35	0	0	0	0	67
Total	0	65	0	65	0	0	1	1	0	60	2	62	0	0	0	0	128
07:00 AM	0	23	0	23	0	0	2	2	0	30	0	30	0	0	0	0	55
07:15 AM	0	40	1	41	0	0	2	2	0	35	1	36	0	0	0	0	79
07:30 AM	0	30	1	31	0	0	1	1	0	26	0	26	0	0	0	0	58
07:45 AM	0	26	0	26	0	0	0	0	0	29	0	29	0	0	0	0	55
Total	0	119	2	121	0	0	5	5	0	120	1	121	0	0	0	0	247
08:00 AM	1	26	0	27	0	0	0	0	1	33	0	34	0	0	0	0	61
08:15 AM	4	32	0	36	0	0	0	0	0	25	0	25	0	0	0	0	61
08:30 AM	0	39	0	39	0	0	0	0	0	16	0	16	0	0	0	0	55
08:45 AM	3	41	0	44	0	0	1	1	0	25	0	25	0	0	0	0	70
Total	8	138	0	146	0	0	1	1	1	99	0	100	0	0	0	0	247
09:00 AM	0	37	0	37	0	0	0	0	0	35	2	37	0	0	0	0	74
09:15 AM	1	29	0	30	1	0	0	1	0	36	0	36	0	0	0	0	67
09:30 AM	1	33	0	34	0	0	0	0	0	32	0	32	0	0	0	0	66
09:45 AM	0	33	0	33	0	0	0	0	0	33	0	33	0	0	0	0	66
Total	2	132	0	134	1	0	0	1	0	136	2	138	0	0	0	0	273
10:00 AM	0	43	0	43	0	0	0	0	0	25	2	27	0	0	0	0	70
10:15 AM	0	36	0	36	0	0	0	0	0	28	0	28	0	0	0	0	64
*** BREAK ***																	
Total	0	79	0	79	0	0	0	0	0	53	2	55	0	0	0	0	134
*** BREAK ***																	
03:00 PM	0	39	0	39	1	0	0	1	0	33	0	33	0	0	0	0	73
03:15 PM	0	30	0	30	0	0	0	0	0	19	1	20	0	0	0	0	50
03:30 PM	0	18	0	18	0	0	0	0	0	40	0	40	0	0	1	1	59
03:45 PM	1	33	1	35	0	0	1	1	0	33	0	33	0	0	1	1	70
Total	1	120	1	122	1	0	1	2	0	125	1	126	0	0	2	2	252
04:00 PM	0	21	1	22	0	0	0	0	0	27	0	27	0	0	0	0	49
04:15 PM	1	21	0	22	0	0	3	3	0	27	1	28	1	0	0	1	54
04:30 PM	1	24	1	26	0	0	0	0	0	25	0	25	0	0	1	1	52
04:45 PM	1	21	0	22	2	0	0	2	0	21	1	22	0	0	0	0	46
Total	3	87	2	92	2	0	3	5	0	100	2	102	1	0	1	2	201
05:00 PM	2	16	0	18	0	0	1	1	0	17	0	17	0	0	0	0	36
05:15 PM	2	13	0	15	0	0	1	1	0	25	0	25	0	0	0	0	41
05:30 PM	0	17	0	17	0	0	0	0	0	20	0	20	0	0	0	0	37
05:45 PM	0	21	0	21	0	0	1	1	0	24	0	24	0	1	1	2	48
Total	4	67	0	71	0	0	3	3	0	86	0	86	0	1	1	2	162

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Cottonwood
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Heavy Vehicles

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	23	0	23	2	0	0	2	0	24	0	24	0	0	0	0	49
06:15 PM	0	4	0	4	0	0	0	0	0	17	0	17	0	0	1	1	22
06:30 PM	1	14	0	15	1	0	0	1	0	29	2	31	0	0	0	0	47
06:45 PM	0	13	0	13	0	0	1	1	0	17	0	17	0	0	0	0	31
Total	1	54	0	55	3	0	1	4	0	87	2	89	0	0	1	1	149
Grand Total	19	861	5	885	7	0	15	22	1	866	12	879	1	1	5	7	1793
Apprch %	2.1	97.3	0.6		31.8	0	68.2		0.1	98.5	1.4		14.3	14.3	71.4		
Total %	1.1	48	0.3	49.4	0.4	0	0.8	1.2	0.1	48.3	0.7	49	0.1	0.1	0.3	0.4	

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	3	41	0	44	0	0	1	1	0	25	0	25	0	0	0	0	70
09:00 AM	0	37	0	37	0	0	0	0	0	35	2	37	0	0	0	0	74
09:15 AM	1	29	0	30	1	0	0	1	0	36	0	36	0	0	0	0	67
09:30 AM	1	33	0	34	0	0	0	0	0	32	0	32	0	0	0	0	66
Total Volume	5	140	0	145	1	0	1	2	0	128	2	130	0	0	0	0	277
% App. Total	3.4	96.6	0		50	0	50		0	98.5	1.5		0	0	0		
PHF	.417	.854	.000	.824	.250	.000	.250	.500	.000	.889	.250	.878	.000	.000	.000	.000	.936

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				06:45 AM				09:00 AM				06:30 AM				
+0 mins.	4	32	0	36	0	0	1	1	0	35	2	37	0	0	0	0	
+15 mins.	0	39	0	39	0	0	2	2	0	36	0	36	0	0	0	0	
+30 mins.	3	41	0	44	0	0	2	2	0	32	0	32	0	0	0	0	
+45 mins.	0	37	0	37	0	0	1	1	0	33	0	33	0	0	0	0	
Total Volume	7	149	0	156	0	0	6	6	0	136	2	138	0	0	0	0	
% App. Total	4.5	95.5	0		0	0	100		0	98.6	1.4		0	0	0		
PHF	.438	.909	.000	.886	.000	.000	.750	.750	.000	.944	.250	.932	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	39	0	39	1	0	0	1	0	33	0	33	0	0	0	0	73
03:15 PM	0	30	0	30	0	0	0	0	0	19	1	20	0	0	0	0	50
03:30 PM	0	18	0	18	0	0	0	0	0	40	0	40	0	0	1	1	59
03:45 PM	1	33	1	35	0	0	1	1	0	33	0	33	0	0	1	1	70
Total Volume	1	120	1	122	1	0	1	2	0	125	1	126	0	0	2	2	252
% App. Total	0.8	98.4	0.8		50	0	50		0	99.2	0.8		0	0	100		
PHF	.250	.769	.250	.782	.250	.000	.250	.500	.000	.781	.250	.788	.000	.000	.500	.500	.863

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&Cottonwood
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				04:15 PM				03:30 PM				03:30 PM				
+0 mins.	0	39	0	39	0	0	3	3	0	40	0	40	0	0	1	1	
+15 mins.	0	30	0	30	0	0	0	0	0	33	0	33	0	0	1	1	
+30 mins.	0	18	0	18	2	0	0	2	0	27	0	27	0	0	0	0	
+45 mins.	1	33	1	35	0	0	1	1	0	27	1	28	1	0	0	1	
Total Volume	1	120	1	122	2	0	4	6	0	127	1	128	1	0	2	3	
% App. Total	0.8	98.4	0.8		33.3	0	66.7		0	99.2	0.8		33.3	0	66.7		
PHF	.250	.769	.250	.782	.250	.000	.333	.500	.000	.794	.250	.800	.250	.000	.500	.750	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Cottonwood
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
06:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00 AM	2	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
07:15 AM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	6	0	0	6	0	0	0	0	7
07:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	1	4
Total	4	0	0	4	0	0	0	0	11	0	0	11	1	0	0	1	16
08:00 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	19
08:15 AM	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	15
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	39	0	0	39	0	0	0	0	39
*** BREAK ***																	
09:15 AM	2	0	0	2	0	0	0	0	4	0	0	4	0	0	0	0	6
*** BREAK ***																	
09:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	0	0	4	0	0	0	0	4	0	0	4	0	0	0	0	8
10:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
03:00 PM	4	0	0	4	0	0	0	0	24	0	0	24	0	0	0	0	28
03:15 PM	2	0	0	2	0	0	0	0	7	0	0	7	0	0	0	0	9
03:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
03:45 PM	2	0	0	2	0	0	0	0	13	0	0	13	0	0	0	0	15
Total	8	0	0	8	0	0	0	0	47	0	0	47	0	0	0	0	55
04:00 PM	2	0	0	2	0	0	0	0	6	0	0	6	0	0	0	0	8
04:15 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	6
04:45 PM	1	0	0	1	0	0	0	0	6	0	0	6	0	0	0	0	7
Total	4	0	0	4	0	0	0	0	19	0	0	19	0	0	0	0	23
05:00 PM	1	0	0	1	0	0	0	0	5	0	0	5	0	0	0	0	6
05:15 PM	2	0	0	2	0	0	0	0	3	0	0	3	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	4	0	0	4	0	0	0	0	6	0	0	6	0	0	0	0	10
Total	7	0	0	7	0	0	0	0	15	0	0	15	0	0	0	0	22

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Cottonwood
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
*** BREAK ***																	
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
Grand Total	32	0	0	32	0	0	0	0	139	0	0	139	1	0	0	1	172
Apprch %	100	0	0		0	0	0		100	0	0		100	0	0		
Total %	18.6	0	0	18.6	0	0	0	0	80.8	0	0	80.8	0.6	0	0	0.6	

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	0	0	1	0	0	0	0	6	0	0	6	0	0	0	0	7
07:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	1	0	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	19	0	0	19	0	0	0	0	19
08:15 AM	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	15
Total Volume	1	0	0	1	0	0	0	0	43	0	0	43	1	0	0	1	45
% App. Total	100	0	0		0	0	0		100	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.566	.000	.000	.566	.250	.000	.000	.250	.592

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM				06:30 AM				07:30 AM				07:00 AM				
+0 mins.	3	0	0	3	0	0	0	0	6	0	0	6	0	0	0	0	
+15 mins.	2	0	0	2	0	0	0	0	3	0	0	3	0	0	0	0	
+30 mins.	1	0	0	1	0	0	0	0	19	0	0	19	0	0	0	0	
+45 mins.	1	0	0	1	0	0	0	0	15	0	0	15	1	0	0	1	
Total Volume	7	0	0	7	0	0	0	0	43	0	0	43	1	0	0	1	
% App. Total	100	0	0		0	0	0		100	0	0		100	0	0		
PHF	.583	.000	.000	.583	.000	.000	.000	.000	.566	.000	.000	.566	.250	.000	.000	.250	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

	03:00 PM				03:15 PM				03:30 PM				03:45 PM				
03:00 PM	4	0	0	4	0	0	0	0	24	0	0	24	0	0	0	0	28
03:15 PM	2	0	0	2	0	0	0	0	7	0	0	7	0	0	0	0	9
03:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	3
03:45 PM	2	0	0	2	0	0	0	0	13	0	0	13	0	0	0	0	15
Total Volume	8	0	0	8	0	0	0	0	47	0	0	47	0	0	0	0	55
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.490	.000	.000	.490	.000	.000	.000	.000	.491

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&Cottonwood
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound				COTTONWOOD ROAD Westbound				US 27 Northbound				HOLLY HILL GROVE ROAD 2 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	4	0	0	4	0	0	0	0	24	0	0	24	0	0	0	0	
+15 mins.	2	0	0	2	0	0	0	0	7	0	0	7	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	
+45 mins.	2	0	0	2	0	0	0	0	13	0	0	13	0	0	0	0	
Total Volume	8	0	0	8	0	0	0	0	47	0	0	47	0	0	0	0	
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.490	.000	.000	.490	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

Date: 12/13/18

Day: Thursday

Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Cottonwood Road/Holly Hill Grove Rd 2

Comments: _____

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

Peds/Bikes Crossing North Leg								
	6:30-7:30	7:30-8:30	8:30-9:30	9:30-10:30	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00
←								
←			1					
PED								
BIKE								

Peds/Bikes Crossing West Leg		Peds/Bikes Crossing East Leg	
PED	BIKE	PED	BIKE

Peds/Bikes Crossing South Leg								
	6:30-7:30	7:30-8:30	8:30-9:30	9:30-10:30	3:00-4:00	4:00-5:00	5:00-6:00	6:00-7:00
←				1				
←								
PED				1				
BIKE								

Cottonwood

US 27

N ↑

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
STATE ROUTE: SR 25 (US 27)
OBSERVER: FDA
WEATHER: Good
NORTH APPROACH: SR 25 (US 27)
SOUTH APPROACH: SR 25 (US 27)

CITY: Davenport
INTERSECTING ROUTE: Minute Maid Ramp Road 2/Citrus Ridge Drive
DATE OF COUNT: 3/17/16
ROAD CONDITION: Good
EAST APPROACH: Citrus Ridge Drive
WEST APPROACH: Minute Maid Ramp Road 2
COUNT PERIODS: 7:00 AM - 9:00 AM, 12:00 PM - 6:00 PM

COUNTY: Polk
MILEPOST: 22.402
COMPLETED BY: DL
DATE COMPLETED: 6/3/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	4	596	2	1	603	3	6	254	4	1	268	871	0	15	1	3	6	25	0	3	0	39	8	50	75	946
7:15 AM	1	4	517	3	1	526	6	5	308	3	1	323	849	0	17	1	3	7	28	0	9	0	25	15	49	77	926
7:30 AM	0	5	586	5	2	598	5	6	331	1	1	344	942	0	15	0	3	6	24	0	11	0	26	15	52	76	1,018
7:45 AM	0	4	533	5	2	544	12	6	349	6	0	373	917	0	13	1	5	4	23	0	10	0	22	15	47	70	987
Total	1	17	2,232	15	6	2,271	26	23	1,242	14	3	1,308	3,579	0	60	3	14	23	100	0	33	0	112	53	198	298	3,877
8:00 AM	0	6	562	5	2	575	1	12	347	4	3	367	942	0	15	0	2	7	24	0	12	2	13	12	39	63	1,005
8:15 AM	1	8	535	7	1	552	4	4	310	8	6	332	884	0	24	2	4	3	33	0	7	1	10	22	40	73	957
8:30 AM	0	4	527	4	0	535	1	7	357	4	2	371	906	0	18	3	1	7	29	0	13	0	8	20	41	70	976
8:45 AM	0	7	486	4	2	499	4	12	326	5	3	350	849	0	12	1	5	5	23	0	20	1	7	14	42	65	914
Total	1	25	2,110	20	5	2,161	10	35	1,340	21	14	1,420	3,581	0	69	6	12	22	109	0	52	4	38	68	162	271	3,852
12:00 PM	0	6	485	9	0	500	10	16	416	10	1	453	953	0	16	0	9	4	29	0	9	0	11	22	42	71	1,024
12:15 PM	0	6	446	11	5	468	7	12	402	7	4	432	900	0	11	1	4	5	21	0	14	0	2	10	26	47	947
12:30 PM	1	7	498	6	3	515	4	18	431	9	5	467	982	0	12	1	0	2	15	0	9	0	5	22	36	51	1,033
12:45 PM	0	10	412	10	3	435	8	18	468	7	0	501	936	0	12	1	5	3	21	0	12	0	5	16	33	54	990
Total	1	29	1,841	36	11	1,918	29	64	1,717	33	10	1,853	3,771	0	51	3	18	14	86	0	44	0	23	70	137	223	3,994
1:00 PM	1	9	466	6	3	485	5	17	455	15	1	493	978	0	7	2	5	3	17	0	9	0	4	18	31	48	1,026
1:15 PM	0	0	395	4	5	404	6	21	460	3	5	495	899	0	14	3	6	2	25	0	9	0	6	10	25	50	949
1:30 PM	0	7	479	5	1	492	8	21	444	10	2	485	977	0	15	0	3	6	24	0	7	0	4	14	25	49	1,026
1:45 PM	0	7	469	8	3	487	1	18	443	11	0	473	960	0	11	0	4	8	23	0	7	0	1	13	21	44	1,004
Total	1	23	1,809	23	12	1,868	20	77	1,802	39	8	1,946	3,814	0	47	5	18	19	89	0	32	0	15	55	102	191	4,005
2:00 PM	0	10	460	6	3	479	9	21	429	8	4	471	950	0	10	3	4	6	23	0	12	1	3	22	38	61	1,011
2:15 PM	0	6	458	19	4	487	9	14	482	11	1	517	1,004	0	11	1	4	3	19	0	9	2	1	23	35	54	1,058
2:30 PM	0	6	516	9	4	535	6	13	463	7	2	491	1,026	0	7	1	6	6	20	0	6	0	1	25	32	52	1,078
2:45 PM	0	10	485	7	4	506	6	14	478	13	0	511	1,017	0	9	2	1	7	19	0	9	2	1	22	34	53	1,070
Total	0	32	1,919	41	15	2,007	30	62	1,852	39	7	1,990	3,997	0	37	7	15	22	81	0	36	5	6	92	139	220	4,217
3:00 PM	0	9	432	11	1	453	3	18	495	13	2	531	984	0	10	0	2	3	15	0	9	0	2	13	24	39	1,023
3:15 PM	0	12	466	8	6	492	7	17	433	9	2	468	960	0	16	4	4	9	33	0	11	0	19	4	34	67	1,027
3:30 PM	0	7	466	4	8	485	4	35	464	9	2	514	999	0	15	2	7	4	28	0	8	0	20	6	34	62	1,061
3:45 PM	0	13	491	7	5	516	11	24	576	10	1	622	1,138	0	8	3	1	9	21	0	12	1	14	6	33	54	1,192
Total	0	41	1,855	30	20	1,946	25	94	1,968	41	7	2,135	4,081	0	49	9	14	25	97	0	40	1	55	29	125	222	4,303
4:00 PM	0	14	433	9	4	460	6	32	503	14	2	557	1,017	0	13	3	8	4	28	0	16	0	16	8	40	68	1,085
4:15 PM	1	9	513	9	3	535	10	34	588	14	0	646	1,181	0	13	2	9	5	29	0	6	0	2	28	36	65	1,246
4:30 PM	0	6	541	9	3	559	4	24	506	8	1	543	1,102	0	9	0	3	7	19	0	12	0	7	16	35	54	1,156
4:45 PM	0	11	443	9	2	465	4	33	621	8	2	668	1,133	0	8	5	9	4	26	0	21	0	8	11	40	66	1,199
Total	1	40	1,930	36	12	2,019	24	123	2,218	44	5	2,414	4,433	0	43	10	29	20	102	0	55	0	33	63	151	253	4,686
5:00 PM	0	8	468	8	2	486	5	26	599	18	2	650	1,136	0	9	4	4	4	21	0	6	0	2	18	26	47	1,183
5:15 PM	0	9	506	11	2	528	10	32	584	14	2	642	1,170	0	13	4	5	4	26	0	7	0	2	16	25	51	1,221
5:30 PM	0	6	440	8	2	456	14	34	597	9	0	654	1,110	0	9	4	6	8	27	0	3	0	3	21	27	54	1,164
5:45 PM	0	10	499	11	1	521	14	42	584	15	2	657	1,178	0	5	2	7	3	17	0	3	0	7	10	20	37	1,215
Total	0	33	1,913	38	7	1,991	43	134	2,364	56	6	2,603	4,594	0	36	14	22	19	91	0	19	0	14	65	98	189	4,783

VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
STATE ROUTE: SR 25 (US 27)
OBSERVER: FDA
WEATHER: Good
NORTH APPROACH: SR 25 (US 27)
SOUTH APPROACH: SR 25 (US 27)

CITY: Davenport
INTERSECTING ROUTE: Minute Maid Ramp Road 2/Citrus Ridge Drive
DATE OF COUNT: 3/17/16
ROAD CONDITION: Good
EAST APPROACH: Citrus Ridge Drive
WEST APPROACH: Minute Maid Ramp Road 2
COUNT PERIODS: 7:00 AM - 9:00 AM, 12:00 PM - 6:00 PM

COUNTY: Polk
MILEPOST: 22.402
COMPLETED BY: DL
DATE COMPLETED: 6/3/16

HEAVY VEHICLES (TRUCKS + BUSSES)

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	0	28	1	0	29	1	0	28	1	0	30	59	0	0	0	0	0	0	0	0	0	1	2	2	61	
7:15 AM	0	1	20	0	0	21	0	1	33	1	1	36	57	0	0	0	0	0	0	0	0	0	0	0	0	57	
7:30 AM	0	0	28	1	0	29	0	1	38	0	0	39	68	0	0	0	0	0	0	0	0	1	1	2	2	70	
7:45 AM	0	0	21	1	0	22	1	0	22	0	0	23	45	0	0	0	0	0	0	0	2	0	0	0	2	47	
Total	0	1	97	3	0	101	2	2	121	2	1	128	229	0	0	0	0	0	0	0	2	0	2	2	6	6	235
8:00 AM	0	0	32	2	0	34	0	1	35	0	0	36	70	0	0	0	0	0	0	0	0	0	0	0	0	70	
8:15 AM	0	0	28	0	0	28	0	0	30	0	1	31	59	0	0	0	0	2	2	0	2	0	0	0	2	63	
8:30 AM	0	0	38	0	0	38	0	0	39	0	0	39	77	0	1	0	0	0	1	0	0	0	0	0	1	78	
8:45 AM	0	0	42	0	0	42	0	0	37	1	0	38	80	0	0	0	0	0	0	0	0	1	0	0	1	81	
Total	0	0	140	2	0	142	0	1	141	1	1	144	286	0	1	0	0	2	3	0	2	0	1	0	3	6	292
12:00 PM	0	0	51	0	0	51	0	0	39	1	0	40	91	0	0	0	0	0	0	0	0	0	0	0	0	91	
12:15 PM	0	0	33	0	0	33	0	1	37	0	0	38	71	0	0	0	0	0	0	0	0	0	0	0	0	71	
12:30 PM	0	0	50	0	0	50	0	1	41	0	0	42	92	0	0	0	0	0	0	0	0	0	0	0	0	92	
12:45 PM	0	0	44	1	0	45	0	0	41	0	0	41	86	0	0	0	0	0	0	0	0	0	0	0	0	86	
Total	0	0	178	1	0	179	0	2	158	1	0	161	340	0	0	0	0	0	0	0	0	0	0	0	0	0	340
1:00 PM	0	0	43	0	0	43	0	0	30	0	0	30	73	0	1	0	0	0	1	0	1	0	0	1	2	76	
1:15 PM	0	0	31	0	0	31	0	0	37	1	0	38	69	0	0	0	0	0	0	0	0	0	0	0	0	69	
1:30 PM	0	0	49	0	0	49	0	0	40	0	0	40	89	0	1	0	0	0	1	0	0	0	0	0	0	90	
1:45 PM	0	0	46	0	0	46	0	1	38	0	0	39	85	0	0	0	0	0	0	0	0	0	0	0	0	85	
Total	0	0	169	0	0	169	0	1	145	1	0	147	316	0	2	0	0	0	2	0	1	0	0	1	2	4	320
2:00 PM	0	0	41	0	0	41	1	1	45	0	0	47	88	0	0	0	0	1	1	0	0	0	0	0	1	89	
2:15 PM	0	1	49	2	0	52	0	0	33	0	0	33	85	0	0	0	0	0	0	0	1	0	2	3	3	88	
2:30 PM	0	0	35	0	0	35	0	0	45	0	0	45	80	0	0	0	2	1	3	0	0	0	0	0	3	83	
2:45 PM	0	0	40	0	0	40	0	0	49	0	0	49	89	0	0	0	0	0	0	0	0	0	0	0	0	89	
Total	0	1	165	2	0	168	1	1	172	0	0	174	342	0	0	0	2	2	4	0	0	1	0	2	3	7	349
3:00 PM	0	0	34	1	0	35	0	1	45	0	0	46	81	0	0	0	0	0	0	0	1	0	0	1	2	83	
3:15 PM	0	0	37	0	0	37	0	0	21	1	1	23	60	0	0	0	0	0	0	0	0	0	0	0	0	60	
3:30 PM	0	0	35	1	0	36	0	0	23	0	0	23	59	0	0	0	0	0	0	0	0	1	0	1	1	60	
3:45 PM	0	0	42	0	0	42	0	2	36	1	0	39	81	0	0	0	0	0	0	0	0	2	2	4	4	85	
Total	0	0	148	2	0	150	0	3	125	2	1	131	281	0	0	0	0	0	0	0	1	0	3	3	7	7	288
4:00 PM	0	0	43	2	0	45	0	0	32	0	0	32	77	0	0	0	0	0	0	0	1	0	0	0	2	79	
4:15 PM	0	0	37	0	0	37	0	1	19	0	0	20	57	0	0	0	0	0	0	0	0	0	0	1	1	58	
4:30 PM	0	0	38	0	1	39	0	0	23	1	0	24	63	0	0	0	0	0	0	0	0	0	0	1	1	64	
4:45 PM	0	0	25	2	0	27	0	0	20	0	0	20	47	0	1	1	0	0	2	0	2	0	2	0	4	6	53
Total	0	0	143	4	1	148	0	1	94	1	0	96	244	0	1	1	0	0	2	0	3	0	3	2	8	10	254
5:00 PM	0	0	31	0	0	31	0	0	36	0	0	36	67	0	0	0	0	1	1	0	0	0	0	0	1	68	
5:15 PM	0	0	33	0	0	33	0	0	20	1	0	21	54	0	0	0	0	0	0	0	0	0	0	0	0	54	
5:30 PM	0	0	19	0	0	19	0	0	19	0	0	19	38	0	0	0	0	1	1	0	0	0	0	0	1	39	
5:45 PM	0	0	28	0	0	28	0	1	26	0	0	27	55	0	0	0	0	0	0	0	0	0	2	0	2	57	
Total	0	0	111	0	0	111	0	1	101	1	0	103	214	0	0	0	0	2	2	0	0	0	2	0	4	218	

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:16180000

STATE ROUTE:SR 25 (US 27)

OBSERVER:FDA

WEATHER:Good

REMARKS:

CITY:Davenport

INTERSECTING ROUTE:Minute Maid Ramp Road 2/Citrus Ridge Drive

DATE:3/17/16

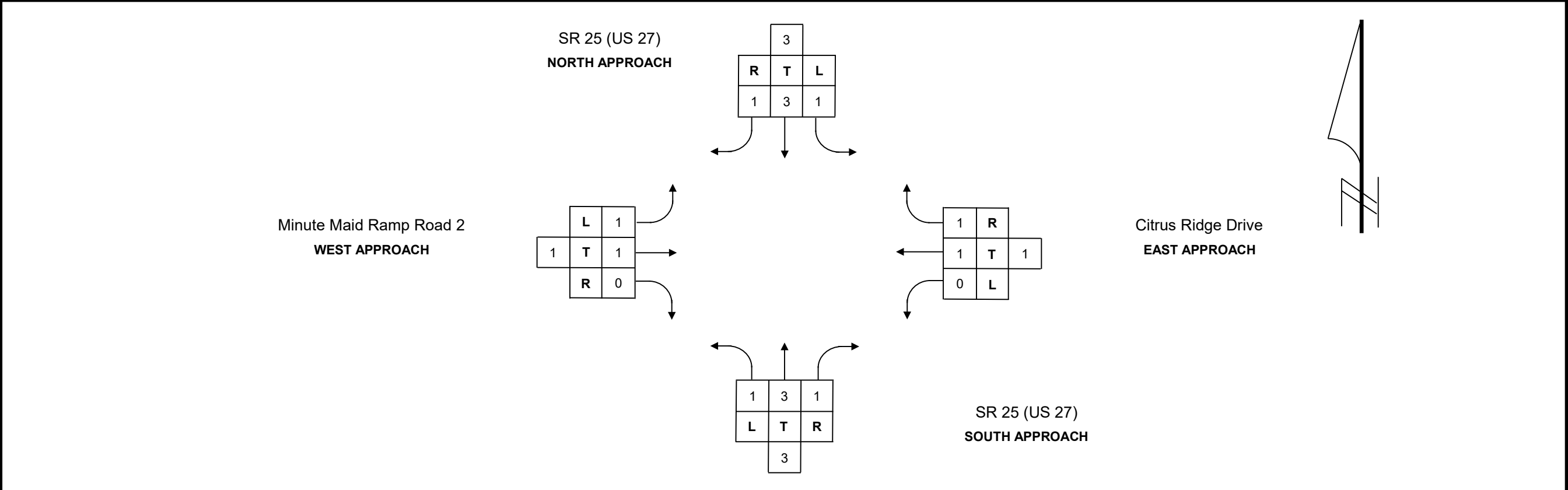
ROAD CONDITION:Good

COUNTY:Polk

MILEPOST:22.402

COMPLETED BY:DL

DATE COMPLETED:6/3/16



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7 - 8	1	17	2,232	15	6	2,271	26	23	1,242	14	3	1,308	3,579	0	60	3	14	23	100	0	33	0	112	53	198	298
8 - 9	1	25	2,110	20	5	2,161	10	35	1,340	21	14	1,420	3,581	0	69	6	12	22	109	0	52	4	38	68	162	271
12 - 13	1	29	1,841	36	11	1,918	29	64	1,717	33	10	1,853	3,771	0	51	3	18	14	86	0	44	0	23	70	137	223
13 - 14	1	23	1,809	23	12	1,868	20	77	1,802	39	8	1,946	3,814	0	47	5	18	19	89	0	32	0	15	55	102	191
14 - 15	0	32	1,919	41	15	2,007	30	62	1,852	39	7	1,990	3,997	0	37	7	15	22	81	0	36	5	6	92	139	220
15 - 16	0	41	1,855	30	20	1,946	25	94	1,968	41	7	2,135	4,081	0	49	9	14	25	97	0	40	1	55	29	125	222
16 - 17	1	40	1,930	36	12	2,019	24	123	2,218	44	5	2,414	4,433	0	43	10	29	20	102	0	55	0	33	63	151	253
17 - 18	0	33	1,913	38	7	1,991	43	134	2,364	56	6	2,603	4,594	0	36	14	22	19	91	0	19	0	14	65	98	189
TOTAL	5	240	15,609	239	88	16,181	207	612	14,503	287	60	15,669	31,850	0	392	57	142	164	755	0	311	10	296	495	1,112	1,867

Percentage	0.0%	1.5%	96.5%	1.5%	0.5%	100.0%	1.3%	3.9%	92.6%	1.8%	0.4%	100.0%	N/A	0.0%	51.9%	7.5%	18.8%	21.7%	100.0%	0.0%	28.0%	0.9%	26.6%	44.5%	100.0%	N/A
Maximum	1	41	2,232	41	20	2,271	43	134	2,364	56	14	2,603	4,594	0	69	14	29	25	109	0	55	5	112	92	198	298
Minimum	1	17	1,809	15	5	1,868	10	23	1,242	14	3	1,308	3,579	0	36	3	12	14	81	0	19	1	6	29	98	189
Total Heavy Veh	2		1,151	14	1	1,168	15		1,057	9	3	1,084	2,252	4		1	2	6	13	9		1	11	10	31	44
% Heavy Veh	0.8%		7.4%	4.6%		7.2%	1.8%		7.3%	3.5%		6.9%	7.1%	1.0%		1.8%	2.6%		1.7%	2.9%		10.0%	2.7%		2.8%	2.4%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 22.402
COUNT HOURS 7:00 AM - 9:00 AM, 12:00 PM - 6:00 PM

CITY Davenport
INTERSECTING ROUTE Minute Maid Ramp Road 2/Citrus Ridge Drive
DATE OF COUNT 3/17/16
WEATHER Good
COMPLETED BY DL
DATE 6/3/16

SR 25 (US 27)

7-8	8-9	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	3	0	0	3
0	0	0	0	5	0	0	0	5
0	0	0	0	5	3	0	0	8

NORTH APPROACH



7-8	0	0	0
8-9	0	0	0
12-13	0	0	0
13-14	0	1	1
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	1	1

WEST APPROACH

7-8	0	0	0
8-9	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

EAST APPROACH

Citrus Ridge Drive

SOUTH APPROACH

7-8	8-9	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

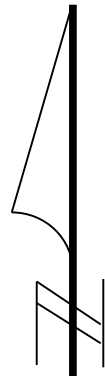
SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 22.402
COUNT HOURS 7:00 AM - 9:00 AM, 12:00 PM - 6:00 PM

CITY Davenport
INTERSECTING ROUTE Minute Maid Ramp Road 2/Citrus Ridge Drive
DATE OF COUNT 3/17/16
WEATHER Good
COMPLETED BY DL
DATE 6/3/16

SR 25 (US 27)

7-8	8-9	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	0	1
0	0	0	0	0	0	1	0	1

NORTH APPROACH



7-8	0	0	0
8-9	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

WEST APPROACH

Minute Maid Ramp Road 2

7-8	0	0	0
8-9	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
Total	0	0	0

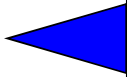
EAST APPROACH

Citrus Ridge Drive

SOUTH APPROACH

7-8	8-9	12-13	13-14	14-15	15-16	16-17	17-18	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)



VEHICLE TURNING MOVEMENT COUNT

SECTION: 16180000
STATE ROUTE: SR 25 (US 27)
OBSERVER: FDA
WEATHER: Good
NORTH APPROACH: SR 25 (US 27)
SOUTH APPROACH: SR 25 (US 27)

CITY: Davenport
INTERSECTING ROUTE: Heller Brothers Boulevard/Deer Creek Boulevard
DATE OF COUNT: 3/29/16
ROAD CONDITION: Good
EAST APPROACH: Deer Creek Boulevard
WEST APPROACH: Heller Brothers Boulevard
COUNT PERIODS: 7:00 AM - 8:00 AM, 12:00 PM - 7:00 PM

COUNTY: Polk
MILEPOST: 22.838
COMPLETED BY: DL
DATE COMPLETED: 6/3/16

ALL VEHICLES / ALL MOVEMENTS

Direction	Northbound						Southbound						NS Total	Eastbound						Westbound						EW Total	Grand Total
Start Time	NBU	NBL	NBT	NBR	NBRTOR	Total	SBU	SBL	SBT	SBR	SBRTOR	Total		EBU	EBL	EBT	EBR	EBRTOR	Total	WBU	WBL	WBT	WBR	WBRTOR	Total		
7:00 AM	0	3	550	1	0	554	0	4	257	0	0	261	815	0	3	0	2	5	10	0	5	0	0	9	14	24	839
7:15 AM	0	1	654	6	0	661	0	0	271	0	0	271	932	0	3	1	6	8	18	0	2	0	4	0	6	24	956
7:30 AM	0	1	613	12	1	627	0	2	335	1	0	338	965	0	4	1	5	9	19	0	5	0	18	1	24	43	1,008
7:45 AM	0	5	638	16	3	662	0	4	335	0	0	339	1,001	0	2	4	7	12	25	0	6	0	11	1	18	43	1,044
Total	0	10	2,455	35	4	2,504	0	10	1,198	1	0	1,209	3,713	0	12	6	20	34	72	0	18	0	33	11	62	134	3,847
12:00 PM	0	4	404	19	9	436	0	14	312	1	0	327	763	0	6	7	3	7	23	2	30	0	17	2	51	74	837
12:15 PM	0	3	425	19	3	450	0	11	393	2	0	406	856	0	2	2	8	4	16	0	30	3	34	4	71	87	943
12:30 PM	0	2	428	29	3	462	0	13	339	1	0	353	815	0	4	4	6	2	16	0	32	1	17	6	56	72	887
12:45 PM	0	3	372	22	4	401	1	19	421	0	0	441	842	0	4	3	7	2	16	0	42	2	21	1	66	82	924
Total	0	12	1,629	89	19	1,749	1	57	1,465	4	0	1,527	3,276	0	16	16	24	15	71	2	134	6	89	13	244	315	3,591
1:00 PM	0	3	424	23	4	454	0	18	395	0	0	413	867	0	4	8	4	4	20	1	44	2	18	5	70	90	957
1:15 PM	0	3	432	27	2	464	0	9	359	0	0	368	832	0	4	1	7	6	18	0	42	0	16	3	61	79	911
1:30 PM	0	2	399	26	0	427	0	8	441	0	0	449	876	0	3	5	9	4	21	0	42	3	12	7	64	85	961
1:45 PM	0	5	364	23	4	396	0	7	428	0	0	435	831	0	4	3	3	9	19	0	34	1	16	5	56	75	906
Total	0	13	1,619	99	10	1,741	0	42	1,623	0	0	1,665	3,406	0	15	17	23	23	78	1	162	6	62	20	251	329	3,735
2:00 PM	0	3	472	15	2	492	1	12	362	3	1	379	871	0	3	1	4	5	13	0	43	1	17	6	67	80	951
2:15 PM	0	6	494	31	0	531	0	10	417	1	1	429	960	0	4	2	9	5	20	0	33	0	10	10	53	73	1,033
2:30 PM	0	4	536	21	1	562	0	11	461	2	0	474	1,036	0	4	5	8	4	21	0	38	1	8	10	57	78	1,114
2:45 PM	0	2	512	20	6	540	0	7	427	1	1	436	976	0	2	3	14	4	23	0	36	2	17	6	61	84	1,060
Total	0	15	2,014	87	9	2,125	1	40	1,667	7	3	1,718	3,843	0	13	11	35	18	77	0	150	4	52	32	238	315	4,158
3:00 PM	0	3	485	22	1	511	0	11	494	3	0	508	1,019	0	4	2	1	15	22	0	24	3	7	2	36	58	1,077
3:15 PM	0	7	486	15	1	509	0	10	465	2	0	477	986	0	2	0	6	8	16	1	29	1	17	0	48	64	1,050
3:30 PM	0	6	403	13	0	422	0	14	427	1	0	442	864	0	5	9	7	8	29	0	31	3	17	0	51	80	944
3:45 PM	0	3	418	8	3	432	0	7	356	0	0	363	795	0	2	0	4	7	13	0	28	1	10	0	39	52	847
Total	0	19	1,792	58	5	1,874	0	42	1,742	6	0	1,790	3,664	0	13	11	18	38	80	1	112	8	51	2	174	254	3,918
4:00 PM	0	4	576	14	5	599	0	6	436	1	0	443	1,042	0	2	1	14	0	17	0	28	0	8	2	38	55	1,097
4:15 PM	0	5	567	4	3	579	0	12	451	0	0	463	1,042	0	3	1	12	4	20	0	31	3	17	1	52	72	1,114
4:30 PM	0	3	506	12	2	523	0	8	489	1	0	498	1,021	0	2	2	9	2	15	0	24	0	9	4	37	52	1,073
4:45 PM	0	6	442	10	2	460	0	5	455	1	0	461	921	0	2	2	12	3	19	0	31	1	18	3	53	72	993
Total	0	18	2,091	40	12	2,161	0	31	1,831	3	0	1,865	4,026	0	9	6	47	9	71	0	114	4	52	10	180	251	4,277
5:00 PM	0	5	494	7	2	508	0	10	431	4	0	445	953	0	7	6	7	11	31	0	42	6	24	0	72	103	1,056
5:15 PM	0	2	474	11	0	487	0	11	502	4	1	518	1,005	0	5	1	5	12	23	0	27	1	10	4	42	65	1,070
5:30 PM	0	6	442	11	1	460	0	9	461	0	1	471	931	0	4	2	5	8	19	0	25	4	19	1	49	68	999
5:45 PM	0	2	429	7	0	438	0	9	457	2	1	469	907	0	3	3	1	9	16	0	17	2	7	7	33	49	956
Total	0	15	1,839	36	3	1,893	0	39	1,851	10	3	1,903	3,796	0	19	12	18	40	89	0	111	13	60	12	196	285	4,081
6:00 PM	0	3	367	10	0	380	0	9	484	0	0	493	873	0	1	1	11	6	19	0	15	1	12	4	32	51	924
6:15 PM	0	3	359	1	1	364	0	8	422	1	0	431	795	0	1	1	15	0	17	0	18	0	12	0	30	47	842
6:30 PM	0	5	263	5	0	273	0	10	458	0	0	468	741	0	2	2	6	6	16	0	20	1	12	2	35	51	792
6:45 PM	0	5	272	10	1	288	0	10	440	1	0	451	739	0	2	3	6	2	13	0	15	0	11	0	26	39	778
Total	0	16	1,261	26	2	1,305	0	37	1,804	2	0	1,843	3,148	0	6	7	38	14	65	0	68	2	47	6	123	188	3,336

VEHICLE TURNING MOVEMENT COUNT					
SECTION:	16180000	CITY:	Davenport	COUNTY:	Polk
STATE ROUTE:	SR 25 (US 27)	INTERSECTING ROUTE:	Heller Brothers Boulevard/Deer Creek Boulevard	MILEPOST:	22.838
OBSERVER:	FDA	DATE OF COUNT:	3/29/16	COMPLETED BY:	DL
WEATHER:	Good	ROAD CONDITION:	Good	DATE COMPLETED:	6/3/16
NORTH APPROACH:	SR 25 (US 27)	EAST APPROACH:	Deer Creek Boulevard		
SOUTH APPROACH:	SR 25 (US 27)	WEST APPROACH:	Heller Brothers Boulevard		
		COUNT PERIODS:	7:00 AM - 8:00 AM, 12:00 PM - 7:00 PM		

[illegible]

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION:16180000

STATE ROUTE:SR 25 (US 27)

OBSERVER:FDA

WEATHER:Good

REMARKS:

CITY:Davenport

INTERSECTING ROUTE:Heller Brothers Boulevard/Deer Creek Boulevard

DATE:3/29/16

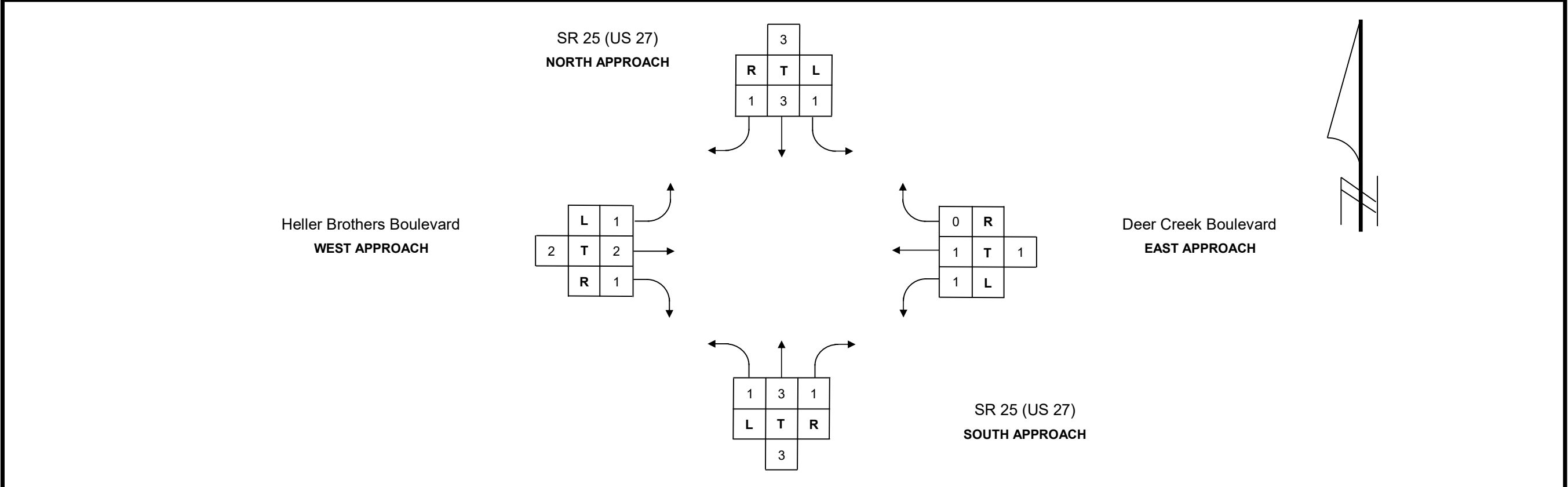
ROAD CONDITION:Good

COUNTY:Polk

MILEPOST:22.838

COMPLETED BY:DL

DATE COMPLETED:6/3/16



TIME	NORTHBOUND						SOUTHBOUND						TOTAL	EASTBOUND						WESTBOUND						TOTAL
BEGIN/END	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	N/S	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	E/W
7 - 8	0	10	2,455	35	4	2,504	0	10	1,198	1	0	1,209	3,713	0	12	6	20	34	72	0	18	0	33	11	62	134
12 - 13	0	12	1,629	89	19	1,749	1	57	1,465	4	0	1,527	3,276	0	16	16	24	15	71	2	134	6	89	13	244	315
13 - 14	0	13	1,619	99	10	1,741	0	42	1,623	0	0	1,665	3,406	0	15	17	23	23	78	1	162	6	62	20	251	329
14 - 15	0	15	2,014	87	9	2,125	1	40	1,667	7	3	1,718	3,843	0	13	11	35	18	77	0	150	4	52	32	238	315
15 - 16	0	19	1,792	58	5	1,874	0	42	1,742	6	0	1,790	3,664	0	13	11	18	38	80	1	112	8	51	2	174	254
16 - 17	0	18	2,091	40	12	2,161	0	31	1,831	3	0	1,865	4,026	0	9	6	47	9	71	0	114	4	52	10	180	251
17 - 18	0	15	1,839	36	3	1,893	0	39	1,851	10	3	1,903	3,796	0	19	12	18	40	89	0	111	13	60	12	196	285
18 - 19	0	16	1,261	26	2	1,305	0	37	1,804	2	0	1,843	3,148	0	6	7	38	14	65	0	68	2	47	6	123	188
TOTAL	0	118	14,700	470	64	15,352	2	298	13,181	33	6	13,520	28,872	0	103	86	223	191	603	4	869	43	446	106	1,468	2,071

Percentage	0.0%	0.8%	95.8%	3.1%	0.4%	100.0%	0.0%	2.2%	97.5%	0.2%	0.0%	100.0%	N/A	0.0%	17.1%	14.3%	37.0%	31.7%	100.0%	0.3%	59.2%	2.9%	30.4%	7.2%	100.0%	N/A
Maximum	0	19	2,455	99	19	2,504	1	57	1,851	10	3	1,903	4,026	0	19	17	47	40	89	2	162	13	89	32	251	329
Minimum	0	10	1,261	26	2	1,305	1	10	1,198	1	3	1,209	3,148	0	6	6	18	9	65	1	18	2	33	2	62	134
Total Heavy Veh	2		1,048	5	1	1,056	13		835	1	1	850	1,906	1		0	6	5	12	9		0	13	3	25	37
% Heavy Veh	1.7%		7.1%	1.1%		6.9%	4.3%		6.3%	5.1%		6.3%	6.6%	1.0%		0.0%	2.7%		2.0%	1.0%		0.0%	2.9%		1.7%	1.8%

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 22.838
COUNT HOURS 7:00 AM - 8:00 AM, 12:00 PM - 7:00 PM

CITY Davenport
INTERSECTING ROUTE Heller Brothers Boulevard/Deer Creek Boulevard
DATE OF COUNT 3/29/16
WEATHER Good
COMPLETED BY DL
DATE 6/3/16

SR 25 (US 27)

7-8	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Heller Brothers Boulevard

7-8	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
Total	0	0	0

WEST APPROACH

SOUTH APPROACH

7-8	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

EAST APPROACH

7-8	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	0	1	1
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
Total	0	1	1

Deer Creek Boulevard

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 16180000
STATE ROUTE SR 25 (US 27)
OBSERVER FDA
COUNTY Polk
MILEPOST 22.838
COUNT HOURS 7:00 AM - 8:00 AM, 12:00 PM - 7:00 PM

CITY Davenport
INTERSECTING ROUTE Heller Brothers Boulevard/Deer Creek Boulevard
DATE OF COUNT 3/29/16
WEATHER Good
COMPLETED BY DL
DATE 6/3/16

SR 25 (US 27)

7-8	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

NORTH APPROACH

Heller Brothers Boulevard

7-8	0	0	0
12-13	0	0	0
13-14	0	0	0
14-15	2	0	2
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	0	0	0
Total	2	0	2

WEST APPROACH

EAST APPROACH

7-8	0	0	0
12-13	0	0	0
13-14	0	1	1
14-15	0	0	0
15-16	0	0	0
16-17	0	0	0
17-18	0	0	0
18-19	1	0	1
Total	1	1	2

Deer Creek Boulevard

SOUTH APPROACH

7-8	12-13	13-14	14-15	15-16	16-17	17-18	18-19	Total
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0

SR 25 (US 27)

US-27 at Home Run
Blvd/Posner Blvd
Tuesday TMC

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639 4851

Count Name: US-27 at Home
Run Blvd/Posner Blvd
Site Code: 1
Start Date: 05-08-2018
Page No: 1

Turning Movement Data

Start Time	Home Run Blvd Eastbound						Posner Blvd Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	70	1	6	0	77	0	2	0	27	0	29	0	10	673	7	0	690	1	10	255	20	0	286	1082
7:15	0	54	4	2	0	60	0	3	0	21	0	24	0	11	622	6	0	639	1	16	312	17	0	346	1069
7:30	0	67	1	10	0	78	0	4	3	31	0	38	0	7	559	5	0	571	2	20	388	13	0	423	1110
7:45	0	53	0	8	0	61	0	7	2	39	0	48	0	16	576	8	0	600	7	45	338	21	0	411	1120
Hourly Total	0	244	6	26	0	276	0	16	5	118	0	139	0	44	2430	26	0	2500	11	91	1293	71	0	1466	4381
8:00	0	51	5	6	0	62	0	9	3	31	0	43	0	14	559	9	0	582	3	25	367	19	0	414	1101
8:15	1	53	3	4	0	61	0	9	1	34	0	44	0	11	521	15	0	547	0	26	335	22	0	383	1035
8:30	0	42	5	6	0	53	0	9	1	36	0	46	0	16	484	26	0	526	0	33	330	14	0	377	1002
8:45	0	38	2	8	2	48	0	10	0	28	0	38	0	7	419	23	0	449	3	40	322	6	0	371	906
Hourly Total	1	184	15	24	2	224	0	37	5	129	0	171	0	48	1983	73	0	2104	6	124	1354	61	0	1545	4044
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	37	2	11	0	50	0	55	8	73	0	136	0	10	406	46	0	462	0	66	479	34	0	579	1227
16:15	0	31	5	6	1	42	0	42	7	77	0	126	0	15	375	35	0	425	0	93	480	29	0	602	1195
16:30	0	43	5	11	0	59	0	55	4	80	0	139	0	12	365	35	0	412	2	75	516	39	1	632	1242
16:45	0	21	8	4	0	33	0	32	2	61	0	95	0	11	371	43	0	425	2	78	566	29	0	675	1228
Hourly Total	0	132	20	32	1	184	0	184	21	291	0	496	0	48	1517	159	0	1724	4	312	2041	131	1	2488	4892
17:00	0	38	6	12	0	56	1	59	7	67	0	134	0	13	335	33	0	381	0	66	512	35	0	613	1184
17:15	0	38	4	12	0	54	0	61	9	83	0	153	0	7	328	29	0	364	3	78	491	37	0	609	1180
17:30	0	33	4	8	0	45	0	40	6	86	0	132	0	8	360	33	0	401	1	79	527	32	0	639	1217
17:45	0	33	4	8	0	45	0	54	4	76	0	134	0	13	334	28	0	375	1	76	527	33	0	637	1191
Hourly Total	0	142	18	40	0	200	1	214	26	312	0	553	0	41	1357	123	0	1521	5	299	2057	137	0	2498	4772
Lights	1	677	58	117	-	853	1	439	54	815	-	1309	0	175	6769	374	-	7318	26	807	6313	375	-	7521	17001
% Lights	100.0	96.4	98.3	95.9	-	96.5	100.0	97.3	94.7	95.9	-	96.3	-	96.7	92.9	98.2	-	93.2	100.0	97.7	93.6	93.8	-	94.0	94.0
Other Vehicles	0	25	1	5	-	31	0	12	3	35	-	50	0	6	518	7	-	531	0	19	432	25	-	476	1088
% Other Vehicles	0.0	3.6	1.7	4.1	-	3.5	0.0	2.7	5.3	4.1	-	3.7	-	3.3	7.1	1.8	-	6.8	0.0	2.3	6.4	6.3	-	6.0	6.0
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Count Name: US-27 at Home
Run Blvd/Posner Blvd
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Start Time	Home Run Blvd Eastbound						Posner Blvd Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15	0	54	4	2	0	60	0	3	0	21	0	24	0	11	622	6	0	639	1	16	312	17	0	346	1069
7:30	0	67	1	10	0	78	0	4	3	31	0	38	0	7	559	5	0	571	2	20	388	13	0	423	1110
7:45	0	53	0	8	0	61	0	7	2	39	0	48	0	16	576	8	0	600	7	45	338	21	0	411	1120
8:00	0	51	5	6	0	62	0	9	3	31	0	43	0	14	559	9	0	582	3	25	367	19	0	414	1101
PHF	0.000	0.840	0.500	0.650	-	0.837	0.000	0.639	0.667	0.782	-	0.797	0.000	0.750	0.931	0.778	-	0.936	0.464	0.589	0.905	0.833	-	0.942	0.982
Lights	0	215	10	26	-	251	0	18	7	114	-	139	0	46	2183	26	-	2255	13	102	1283	63	-	1461	4106
% Lights	-	95.6	100.0	100.0	-	96.2	-	78.3	87.5	93.4	-	90.8	-	95.8	94.3	92.9	-	94.3	100.0	96.2	91.3	90.0	-	91.7	93.3
Other Vehicles	0	10	0	0	-	10	0	5	1	8	-	14	0	2	133	2	-	137	0	4	122	7	-	133	294
% Other Vehicles	-	4.4	0.0	0.0	-	3.8	-	21.7	12.5	6.6	-	9.2	-	4.2	5.7	7.1	-	5.7	0.0	3.8	8.7	10.0	-	8.3	6.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

US-27 at Home Run
Blvd/Posner Blvd
Tuesday TMC

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639 4851

Count Name: US-27 at Home
Run Blvd/Posner Blvd
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Turning Movement Peak Hour Data (16:00)

Start Time	Home Run Blvd Eastbound						Posner Blvd Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:00	0	37	2	11	0	50	0	55	8	73	0	136	0	10	406	46	0	462	0	66	479	34	0	579	1227
16:15	0	31	5	6	1	42	0	42	7	77	0	126	0	15	375	35	0	425	0	93	480	29	0	602	1195
16:30	0	43	5	11	0	59	0	55	4	80	0	139	0	12	365	35	0	412	2	75	516	39	1	632	1242
16:45	0	21	8	4	0	33	0	32	2	61	0	95	0	11	371	43	0	425	2	78	566	29	0	675	1228
PHF	0.000	0.767	0.625	0.727	-	0.780	0.000	0.836	0.656	0.909	-	0.892	0.000	0.800	0.934	0.864	-	0.933	0.500	0.839	0.902	0.840	-	0.921	0.985
Lights	0	129	19	29	-	177	0	181	21	281	-	483	0	47	1394	157	-	1598	4	307	1946	122	-	2379	4637
% Lights	-	97.7	95.0	90.6	-	96.2	-	98.4	100.0	96.6	-	97.4	-	97.9	91.9	98.7	-	92.7	100.0	98.4	95.3	93.1	-	95.6	94.8
Other Vehicles	0	3	1	3	-	7	0	3	0	10	-	13	0	1	123	2	-	126	0	5	95	9	-	109	255
% Other Vehicles	-	2.3	5.0	9.4	-	3.8	-	1.6	0.0	3.4	-	2.6	-	2.1	8.1	1.3	-	7.3	0.0	1.6	4.7	6.9	-	4.4	5.2
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Start Time	Access Rd Eastbound						EB I-4 Ramps Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	17	13	5	0	35	0	15	5	61	0	81	8	13	267	0	0	288	3	42	263	9	0	317	721
7:15	0	17	13	4	0	34	0	12	8	86	0	106	13	13	346	3	0	375	2	44	318	13	0	377	892
7:30	0	24	17	10	0	51	0	29	6	57	0	92	12	12	312	0	0	336	2	46	401	3	0	452	931
7:45	0	20	14	5	1	39	0	43	8	57	0	108	16	21	343	0	0	380	2	53	361	7	0	423	950
Hourly Total	0	78	57	24	1	159	0	99	27	261	0	387	49	59	1268	3	0	1379	9	185	1343	32	0	1569	3494
8:00	0	19	18	4	0	41	0	35	4	51	0	90	12	19	235	0	0	266	6	54	381	7	0	448	845
8:15	0	9	19	8	0	36	0	34	3	47	0	84	29	15	283	1	0	328	6	64	341	7	0	418	866
8:30	0	22	14	6	1	42	0	35	9	40	0	84	17	17	245	0	0	279	9	49	337	11	0	406	811
8:45	0	21	24	6	1	51	0	35	11	51	0	97	15	11	234	0	0	260	7	53	326	4	0	390	798
Hourly Total	0	71	75	24	2	170	0	139	27	189	0	355	73	62	997	1	0	1133	28	220	1385	29	0	1662	3320
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	18	12	9	0	39	0	37	6	55	0	98	12	27	213	0	0	252	4	42	552	2	0	600	989
16:15	0	17	14	5	1	36	0	40	3	67	0	110	9	25	218	0	0	252	6	52	563	7	0	628	1026
16:30	0	17	9	5	2	31	0	37	6	82	0	125	18	15	213	0	0	246	3	44	605	7	0	659	1061
16:45	0	17	11	4	0	32	0	47	7	73	0	127	15	11	212	0	0	238	1	39	625	6	0	671	1068
Hourly Total	0	69	46	23	3	138	0	161	22	277	0	460	54	78	856	0	0	988	14	177	2345	22	0	2558	4144
17:00	0	18	14	13	0	45	0	42	8	89	0	139	14	18	233	0	0	265	3	36	596	5	0	640	1089
17:15	0	16	11	8	1	35	0	51	11	80	1	142	8	16	253	0	0	277	4	47	604	7	0	662	1116
17:30	0	22	16	11	1	49	0	52	2	123	0	177	19	15	233	0	0	267	3	39	575	3	0	620	1113
17:45	0	6	7	5	0	18	0	47	12	78	0	137	16	14	213	0	0	243	7	37	585				

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Start Time	Access Rd Eastbound						EB I-4 Ramps Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	17	11	4	0	32	0	47	7	73	0	127	15	11	212	0	0	238	1	39	625	6	0	671	1068
17:00	0	18	14	13	0	45	0	42	8	89	0	139	14	18	233	0	0	265	3	36	596	5	0	640	1089
17:15	0	16	11	8	1	35	0	51	11	80	1	142	8	16	253	0	0	277	4	47	604	7	0	662	1116
17:30	0	22	16	11	1	49	0	52	2	123	0	177	19	15	233	0	0	267	3	39	575	3	0	620	1113
PHF	0.000	0.830	0.813	0.692	-	0.821	0.000	0.923	0.636	0.742	-	0.826	0.737	0.833	0.920	0.000	-	0.945	0.688	0.856	0.960	0.750	-	0.966	0.983
Lights	0	71	50	36	-	157	0	183	26	329	-	538	55	60	866	0	-	981	11	147	2318	21	-	2497	4173
% Lights	-	97.3	96.2	100.0	-	97.5	-	95.3	92.9	90.1	-	92.0	98.2	100.0	93.0	-	-	93.7	100.0	91.3	96.6	100.0	-	96.3	95.1
Other Vehicles	0	2	2	0	-	4	0	9	2	36	-	47	1	0	65	0	-	66	0	14	82	0	-	96	213
% Other Vehicles	-	2.7	3.8	0.0	-	2.5	-	4.7	7.1	9.9	-	8.0	1.8	0.0	7.0	-	-	6.3	0.0	8.7	3.4	0.0	-	3.7	4.9
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Start Time	WB I-4 Ramps Eastbound						Westbound Approach Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	32	2	151	0	185	0	3	2	10	1	15	0	45	333	5	0	383	0	3	177	0	0	180	763
7:15	0	31	2	185	0	218	0	3	4	9	0	16	0	46	370	5	0	421	0	3	192	0	0	195	850
7:30	0	38	3	207	0	248	0	6	3	8	0	17	0	48	373	7	0	428	1	3	201	0	0	205	898
7:45	0	37	2	185	0	224	0	10	3	4	0	17	0	35	369	5	0	409	0	5	258	0	0	263	913
Hourly Total	0	138	9	728	0	875	0	22	12	31	1	65	0	174	1445	22	0	1641	1	14	828	0	0	843	3424
8:00	0	32	1	189	0	222	0	14	1	3	0	18	0	53	290	5	0	348	1	4	256	0	0	261	849
8:15	0	27	2	159	0	188	0	6	2	5	0	13	0	38	273	1	0	312	2	1	256	0	0	259	772
8:30	0	31	2	175	0	208	0	2	1	3	0	6	0	30	295	5	0	330	3	5	200	0	0	208	752
8:45	0	32	5	183	1	220	0	4	0	7	0	11	0	39	220	3	0	262	4	6	209	0	0	219	712
Hourly Total	0	122	10	706	1	838	0	26	4	18	0	48	0	160	1078	14	0	1252	10	16	921	0	0	947	3085
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	32	4	302	0	338	0	4	3	6	1	13	1	43	228	9	0	281	6	9	292	0	0	307	939
16:15	0	19	3	321	0	343	0	11	4	10	0	25	0	48	253	6	0	307	5	4	293	0	0	302	977
16:30	0	47	5	412	0	464	0	7	1	1	3	9	1	44	258	9	0	312	3	4	238	0	0	245	1030
16:45	0	39	9	390	1	438	0	5	4	2	0	11	0	43	238	8	0	289	0	3	261	0	0	264	1002
Hourly Total	0	137	21	1425	1	1583	0	27	12	19	4	58	2	178	977	32	0	1189	14	20	1084	0	0	1118	3948
17:00	0	37	2	334	0	373	0	8	2	6	0	16	0	43	287	4	0	334	5	7	290	0	0	302	1025
17:15	0	28	2	370	0	400	0	2	0	4	1	6	0	42	298	2	0	342	2	8	260	0	0	270	1018
17:30	0	38	3	428	0	469	0	5	3	4	0	12	0	41	285	6	0	332	5	6	274	0	0	285	1098
17:45	0	23	5	350	0	378	0	5	0	4	0	9	0	27	291	1	0	319	7	6	211	0	0	224	930
Hourly Total	0	126	12	1482	0	1620	0	20	5	18	1	43	0	153	1161	13	0	1327	19	27	1035	0	0	1081	4071
Lights	0	404	51	4089	-	4544	0	92	31	82	-	205	2	595	4296	80	-	4973	41	72	3577	0	-	3690	13412
% Lights	-	77.2	98.1	94.2	-	92.4	-	96.8	93.9	95.3	-	95.8	100.0	89.5	92.2	98.8	-	91.9	93.2	93.5	92.5	-	-	92.5	92.3
Other Vehicles	0	119	1	252	-	372	0	3	2	4	-	9	0	70	365	1	-	436	3	5	291	0	-	299	1116
% Other Vehicles	-	22.8	1.9	5.8	-	7.6	-	3.2	6.1	4.7	-	4.2	0.0	10.5	7.8	1.2	-	8.1	6.8	6.5	7.5	-	-	7.5	7.7
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	33.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	66.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Start Date: 05-08-2018
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Start Time	WB I-4 Ramps Eastbound						Westbound Approach Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	39	9	390	1	438	0	5	4	2	0	11	0	43	238	8	0	289	0	3	261	0	0	264	1002
17:00	0	37	2	334	0	373	0	8	2	6	0	16	0	43	287	4	0	334	5	7	290	0	0	302	1025
17:15	0	28	2	370	0	400	0	2	0	4	1	6	0	42	298	2	0	342	2	8	260	0	0	270	1018
17:30	0	38	3	428	0	469	0	5	3	4	0	12	0	41	285	6	0	332	5	6	274	0	0	285	1098
PHF	0.000	0.910	0.444	0.889	-	0.896	0.000	0.625	0.563	0.667	-	0.703	0.000	0.983	0.930	0.625	-	0.948	0.600	0.750	0.935	0.000	-	0.928	0.943
Lights	0	118	16	1472	-	1606	0	20	8	16	-	44	0	156	1017	20	-	1193	11	21	1029	0	-	1061	3904
% Lights	-	83.1	100.0	96.7	-	95.6	-	100.0	88.9	100.0	-	97.8	-	92.3	91.8	100.0	-	92.0	91.7	87.5	94.8	-	-	94.6	94.2
Other Vehicles	0	24	0	50	-	74	0	0	1	0	-	1	0	13	91	0	-	104	1	3	56	0	-	60	239
% Other Vehicles	-	16.9	0.0	3.3	-	4.4	-	0.0	11.1	0.0	-	2.2	-	7.7	8.2	0.0	-	8.0	8.3	12.5	5.2	-	-	5.4	5.8
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Count Name: US 27 at Access
Rd
Site Code: 4
Start Date: 05-08-2018
Page No: 1

Start Time	Access Rd Eastbound						Access Rd Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	4	0	14	0	18	0	0	0	0	0	0	7	26	312	0	0	345	1	2	249	11	0	263	626
7:15	0	7	0	15	0	22	0	0	0	0	1	0	13	23	410	0	0	446	0	1	271	11	0	283	751
7:30	0	10	0	7	0	17	0	0	0	0	1	0	10	37	351	0	0	398	2	1	304	13	0	320	735
7:45	0	6	0	16	0	22	0	0	0	0	0	0	11	43	353	0	0	407	4	3	320	23	0	350	779
Hourly Total	0	27	0	52	0	79	0	0	0	0	2	0	41	129	1426	0	0	1596	7	7	1144	58	0	1216	2891
8:00	0	9	0	20	0	29	0	0	0	0	0	0	8	23	292	0	0	323	16	1	335	10	0	362	714
8:15	0	6	0	37	0	43	0	5	0	0	0	5	7	21	306	0	0	334	1	1	316	13	0	331	713
8:30	0	9	0	22	0	31	0	1	0	0	0	1	11	22	285	0	0	318	1	3	253	13	0	270	620
8:45	0	12	0	25	0	37	0	4	1	1	0	6	11	30	252	0	0	293	2	0	240	13	0	255	591
Hourly Total	0	36	0	104	0	140	0	10	1	1	0	12	37	96	1135	0	0	1268	20	5	1144	49	0	1218	2638
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	1	0	30	0	31	0	2	2	1	0	5	5	22	285	0	0	312	0	1	326	8	0	335	683
16:15	0	12	0	28	0	40	0	4	1	1	0	6	8	14	266	0	0	288	1	1	289	11	0	302	636
16:30	0	13	0	23	0	36	0	1	0	0	2	1	7	24	283	0	0	314	1	0	272	10	0	283	634
16:45	0	9	0	77	0	86	0	1	0	2	1	3	7	24	263	3	0	297	0	0	302	5	0	307	693
Hourly Total	0	35	0	158	0	193	0	8	3	4	3	15	27	84	1097	3	0	1211	2	2	1189	34	0	1227	2646
17:00	0	18	0	48	0	66	0	12	0	3	0	15	21	23	275	1	0	320	2	0	306	8	0	316	717
17:15	0	10	0	31	0	41	0	6	0	0	1	6	12	21	316	1	0	350	1	0	283	12	0	296	693
17:30	0	15	0	37	0	52	0	3	0	1	0	4	7	35	327	1	0	370	1	0	317	15	0	333	759
17:45	0	13	1	39	0	53	0	2	0	0	0	2	9	26	312	0	0	347	0	0	250	15	0	265	667
Hourly Total	0	56	1	155	0	212	0	23	0	4	1	27	49	105	1230	3	0	1387	4	0	1156	50	0	1210	2836
Lights	0	146	1	414	-	561	0	25	3	7	-	35	148	364											

Count Name: US 27 at Access
Rd
Site Code: 4
Start Date: 05-08-2018
Page No: 2

Start Time	Access Rd Eastbound						Access Rd Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15	0	7	0	15	0	22	0	0	0	0	1	0	13	23	410	0	0	446	0	1	271	11	0	283	751
7:30	0	10	0	7	0	17	0	0	0	0	1	0	10	37	351	0	0	398	2	1	304	13	0	320	735
7:45	0	6	0	16	0	22	0	0	0	0	0	0	11	43	353	0	0	407	4	3	320	23	0	350	779
8:00	0	9	0	20	0	29	0	0	0	0	0	0	8	23	292	0	0	323	16	1	335	10	0	362	714
PHF	0.000	0.800	0.000	0.725	-	0.776	0.000	0.000	0.000	0.000	-	0.000	0.808	0.733	0.857	0.000	-	0.882	0.344	0.500	0.918	0.620	-	0.908	0.956
Lights	0	31	0	50	-	81	0	0	0	0	-	0	40	123	1302	0	-	1465	21	6	1140	52	-	1219	2765
% Lights	-	96.9	-	86.2	-	90.0	-	-	-	-	-	-	95.2	97.6	92.6	-	-	93.1	95.5	100.0	92.7	91.2	-	92.7	92.8
Other Vehicles	0	1	0	8	-	9	0	0	0	0	-	0	2	3	104	0	-	109	1	0	90	5	-	96	214
% Other Vehicles	-	3.1	-	13.8	-	10.0	-	-	-	-	-	-	4.8	2.4	7.4	-	-	6.9	4.5	0.0	7.3	8.8	-	7.3	7.2
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Count Name: US 27 at Access
Rd
Site Code: 4
Start Date: 05-08-2018
Page No: 3

Start Time	Access Rd Eastbound						Access Rd Westbound						US 27 Northbound						US 27 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	9	0	77	0	86	0	1	0	2	1	3	7	24	263	3	0	297	0	0	302	5	0	307	693
17:00	0	18	0	48	0	66	0	12	0	3	0	15	21	23	275	1	0	320	2	0	306	8	0	316	717
17:15	0	10	0	31	0	41	0	6	0	0	1	6	12	21	316	1	0	350	1	0	283	12	0	296	693
17:30	0	15	0	37	0	52	0	3	0	1	0	4	7	35	327	1	0	370	1	0	317	15	0	333	759
PHF	0.000	0.722	0.000	0.627	-	0.712	0.000	0.458	0.000	0.500	-	0.467	0.560	0.736	0.903	0.500	-	0.903	0.500	0.000	0.953	0.667	-	0.940	0.943
Lights	0	48	0	182	-	230	0	20	0	6	-	26	47	83	1078	6	-	1214	4	0	1138	38	-	1180	2650
% Lights	-	92.3	-	94.3	-	93.9	-	90.9	-	100.0	-	92.9	100.0	80.6	91.3	100.0	-	90.8	100.0	-	94.2	95.0	-	94.2	92.6
Other Vehicles	0	4	0	11	-	15	0	2	0	0	-	2	0	20	103	0	-	123	0	0	70	2	-	72	212
% Other Vehicles	-	7.7	-	5.7	-	6.1	-	9.1	-	0.0	-	7.1	0.0	19.4	8.7	0.0	-	9.2	0.0	-	5.8	5.0	-	5.8	7.4
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Roadway Count Summary

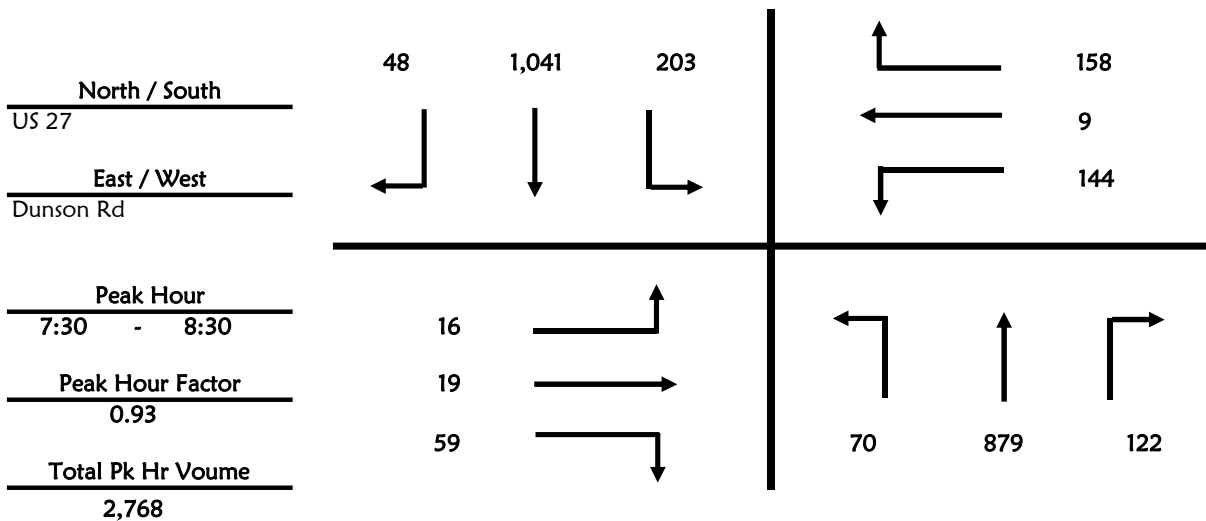
Vanasse Hangen Brustlin, Inc.

County Polk City Davenport
 Intersection US 27 & Dunson Rd
 Date April 26, 2016 All Vehicles
 Time Period 7:00 to 9:00

VHB Project #: 62572.07

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	19	183	11	8	213	16
7:15 - 7:30	18	199	23	14	259	15
7:30 - 7:45	16	255	28	31	265	8
7:45 - 8:00	23	219	52	87	256	8
8:00 - 8:15	14	215	33	71	245	17
8:15 - 8:30	17	190	9	14	275	15
8:30 - 8:45	19	200	5	5	278	10
8:45 - 9:00	11	239	5	6	208	12
	137	1,700	166	236	1,999	101

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	4	0	11	20	3	10
7:15 - 7:30	2	0	5	22	0	13
7:30 - 7:45	4	4	13	17	1	12
7:45 - 8:00	3	5	17	34	5	32
8:00 - 8:15	4	10	11	46	0	52
8:15 - 8:30	5	0	18	47	3	62
8:30 - 8:45	3	1	12	22	0	4
8:45 - 9:00	7	1	8	13	0	5
	32	21	95	221	12	190



Roadway Count Summary

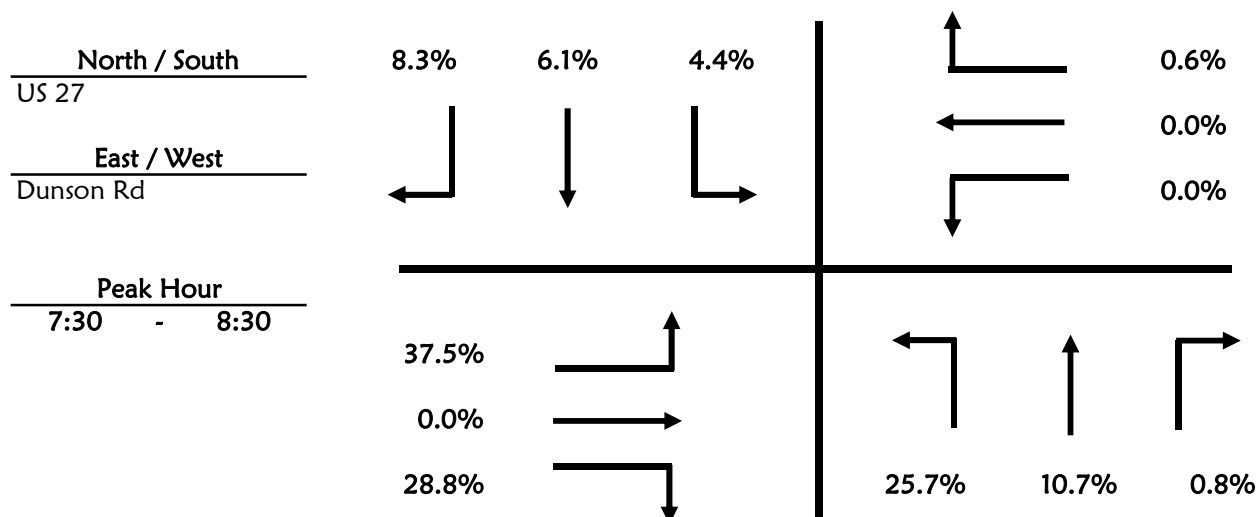
Vanasse Hangen Brustlin, Inc.

County Polk City Davenport
 Intersection US 27 & Dunson Rd
 Date April 26, 2016
 Time Period 7:00 to 9:00 Trucks

VHB Project #: 62572.1

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	3	11	1	0	25	2
7:15 - 7:30	8	26	1	1	21	0
7:30 - 7:45	3	31	0	1	13	0
7:45 - 8:00	5	22	1	7	13	1
8:00 - 8:15	4	19	0	1	18	1
8:15 - 8:30	6	22	0	0	20	2
8:30 - 8:45	6	21	0	0	25	2
8:45 - 9:00	3	28	0	0	20	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	2	0	3	1	1	6
7:15 - 7:30	1	0	0	1	0	4
7:30 - 7:45	2	0	4	0	0	0
7:45 - 8:00	0	0	5	0	0	1
8:00 - 8:15	1	0	2	0	0	0
8:15 - 8:30	3	0	6	0	0	0
8:30 - 8:45	1	0	3	1	0	0
8:45 - 9:00	3	0	2	0	0	0



Roadway Count Summary

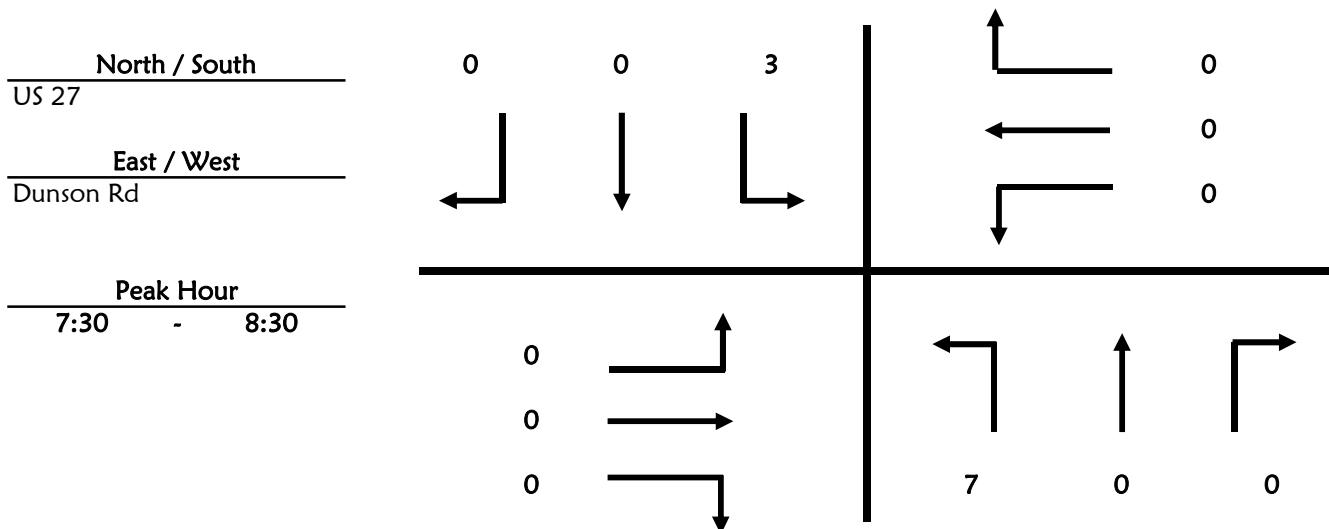
Vanasse Hangen Brustlin, Inc.

County Polk City Davenport
 Intersection US 27 & Dunson Rd
 Date April 26, 2016
 Time Period 7:00 to 9:00 U-Turn & RTOR

VHB Project #: 62572.07

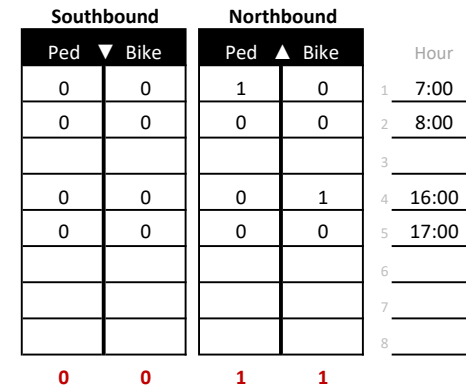
Time Period			Northbound			Southbound		
			Left	Through	Right	Left	Through	Right
7:00	-	7:15	2	0	0	0	0	0
7:15	-	7:30	1	0	0	1	0	0
7:30	-	7:45	0	0	0	0	0	0
7:45	-	8:00	1	0	0	0	0	0
8:00	-	8:15	4	0	0	2	0	0
8:15	-	8:30	2	0	0	1	0	0
8:30	-	8:45	2	0	0	0	0	0
8:45	-	9:00	1	0	0	3	0	0

Time Period			Eastbound			Westbound		
			Left	Through	Right	Left	Through	Right
7:00	-	7:15	0	0	0	0	0	0
7:15	-	7:30	0	0	0	0	0	0
7:30	-	7:45	0	0	0	0	0	0
7:45	-	8:00	0	0	0	0	0	0
8:00	-	8:15	0	0	0	0	0	0
8:15	-	8:30	0	0	0	0	0	0
8:30	-	8:45	0	0	0	0	0	0
8:45	-	9:00	0	0	0	0	0	0



Project #: 62572.07 NB/SB: US 27
Date: 04/26/2016 EB/WB: Dunson Rd

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	7:00	0	0	0	0
2	8:00	0	0	0	0
3					
4	16:00	0	0	0	0
5	17:00	0	0	0	0
6					
7					
8					



7:00 8:00 16:00 17:00

1 2 3 4 5 6 7 8

Hour

Roadway Count Summary

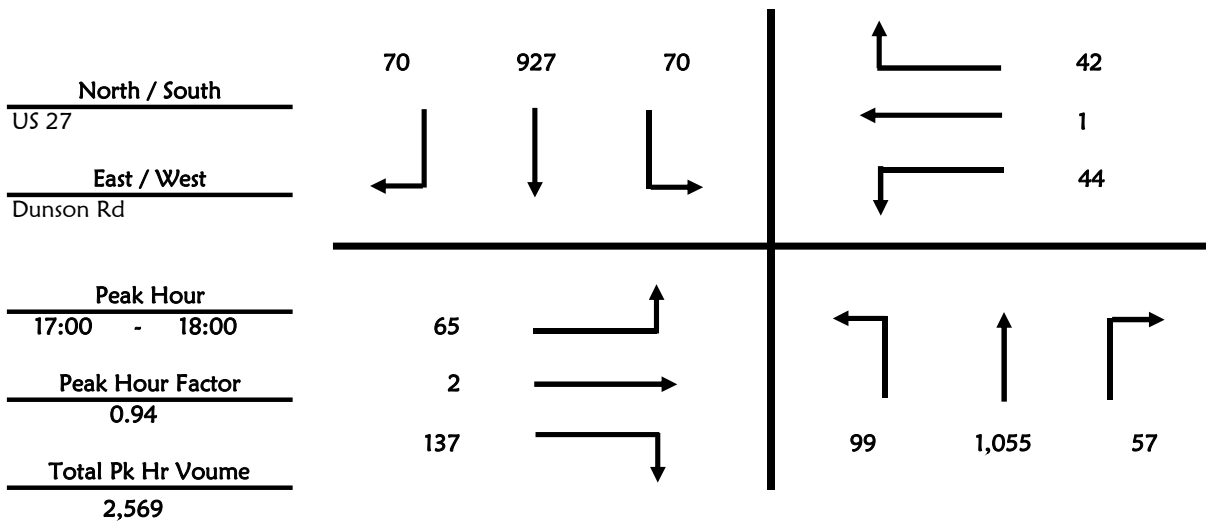
Vanasse Hangen Brustlin, Inc.

County Polk City Davenport
 Intersection US 27 & Dunson Rd
 Date April 26, 2016 All Vehicles
 Time Period 16:00 to 18:00

VHB Project #: 62572.07

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	23	224	13	9	223	13
16:15 - 16:30	10	206	15	18	220	16
16:30 - 16:45	25	222	15	13	230	17
16:45 - 17:00	26	215	12	10	230	20
17:00 - 17:15	19	274	14	15	243	15
17:15 - 17:30	28	236	19	15	245	13
17:30 - 17:45	28	310	14	14	224	14
17:45 - 18:00	24	235	10	26	215	28
	183	1,922	112	120	1,830	136

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	16	2	27	21	0	15
16:15 - 16:30	13	2	37	14	0	14
16:30 - 16:45	9	1	43	16	1	12
16:45 - 17:00	8	1	22	19	4	14
17:00 - 17:15	19	1	38	17	1	15
17:15 - 17:30	17	0	28	14	0	7
17:30 - 17:45	17	0	47	6	0	13
17:45 - 18:00	12	1	24	7	0	7
	111	8	266	114	6	97



Roadway Count Summary

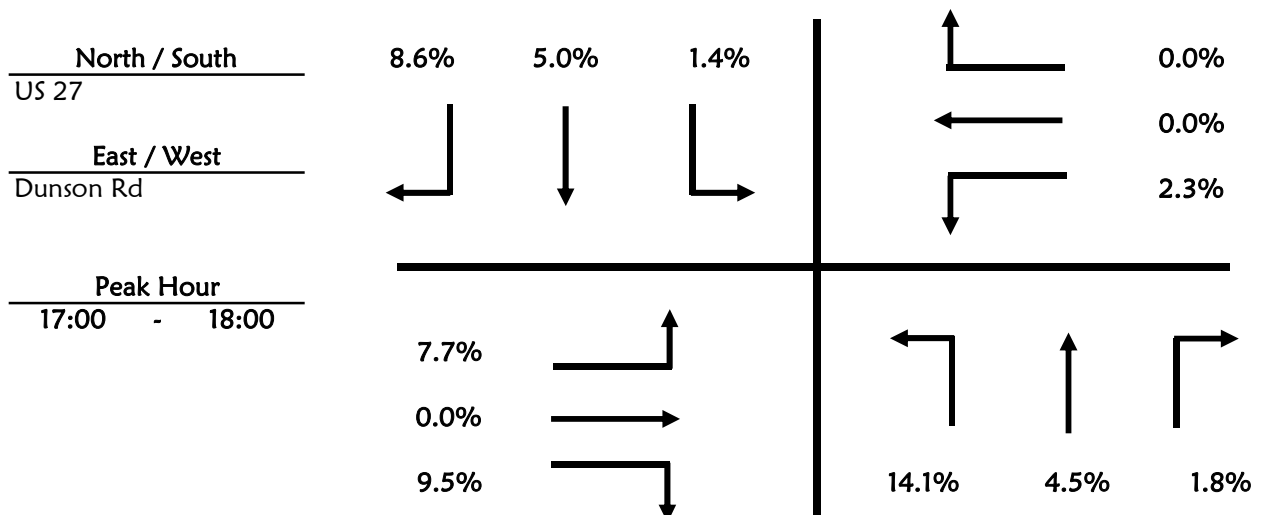
Vanasse Hangen Brustlin, Inc.

County Polk City Davenport
 Intersection US 27 & Dunson Rd
 Date April 26, 2016
 Time Period 16:00 to 18:00 Trucks

VHB Project #: 62572.1

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	5	10	0	2	22	1
16:15 - 16:30	1	13	1	2	11	1
16:30 - 16:45	6	18	0	1	15	3
16:45 - 17:00	4	15	1	0	11	1
17:00 - 17:15	6	13	0	0	18	0
17:15 - 17:30	3	13	1	1	6	4
17:30 - 17:45	5	12	0	0	10	0
17:45 - 18:00	0	9	0	0	12	2

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	1	3	0	0	1
16:15 - 16:30	0	0	1	1	0	1
16:30 - 16:45	1	0	2	0	0	2
16:45 - 17:00	0	1	4	1	0	2
17:00 - 17:15	0	0	1	0	0	0
17:15 - 17:30	5	0	2	0	0	0
17:30 - 17:45	0	0	6	1	0	0
17:45 - 18:00	0	0	4	0	0	0



Roadway Count Summary

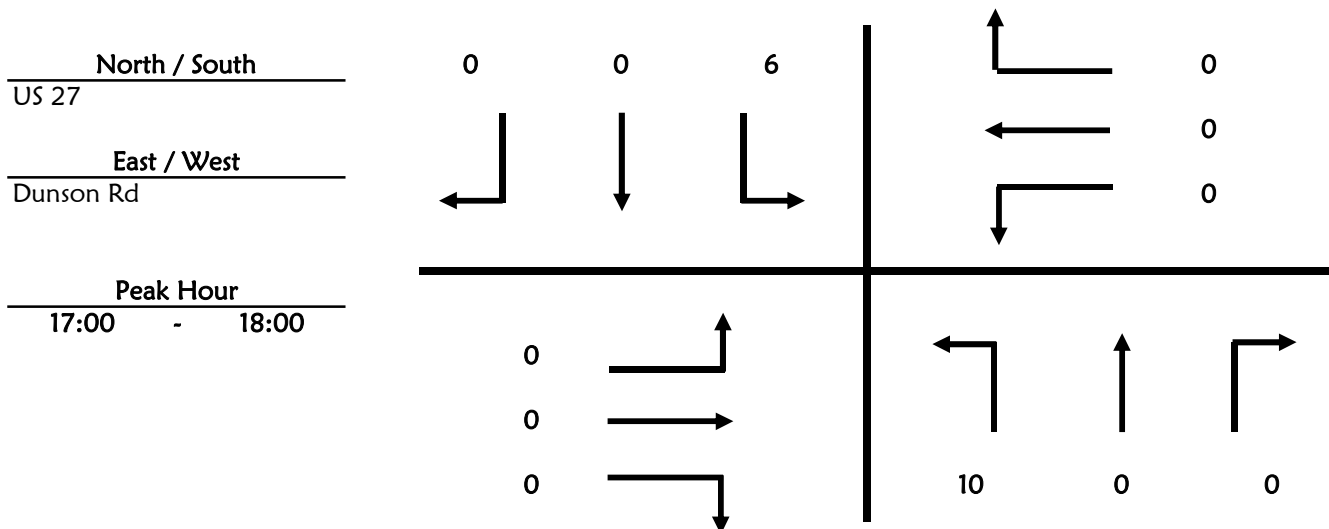
Vanasse Hangen Brustlin, Inc.

County Polk City Davenport
 Intersection US 27 & Dunson Rd
 Date April 26, 2016
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62572.07

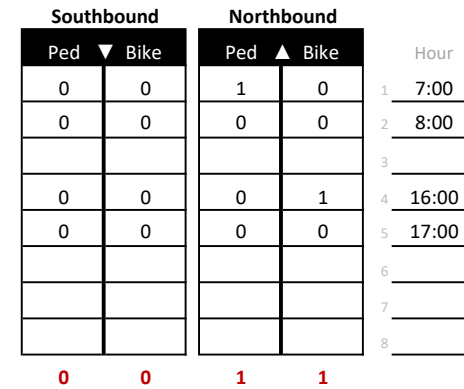
Time Period			Northbound			Southbound		
			Left	Through	Right	Left	Through	Right
16:00	-	16:15	6	0	0	0	0	0
16:15	-	16:30	1	0	0	0	0	0
16:30	-	16:45	3	0	0	0	0	0
16:45	-	17:00	2	0	0	1	0	0
17:00	-	17:15	5	0	0	0	0	0
17:15	-	17:30	0	0	0	1	0	0
17:30	-	17:45	4	0	0	1	0	0
17:45	-	18:00	1	0	0	4	0	0

Time Period			Eastbound			Westbound		
			Left	Through	Right	Left	Through	Right
16:00	-	16:15	0	0	0	0	0	0
16:15	-	16:30	0	0	0	0	0	0
16:30	-	16:45	0	0	0	0	0	0
16:45	-	17:00	0	0	0	0	0	0
17:00	-	17:15	0	0	0	0	0	0
17:15	-	17:30	0	0	0	0	0	0
17:30	-	17:45	0	0	0	0	0	0
17:45	-	18:00	0	0	0	0	0	0



Project #: 62572.07 NB/SB: US 27
Date: 04/26/2016 EB/WB: Dunson Rd

		Southbound		Northbound	
Hour		Ped	▼ Bike	Ped	▲ Bike
1	7:00	0	0	0	0
2	8:00	0	0	0	0
3					
4	16:00	0	0	0	0
5	17:00	0	0	0	0
6					
7					
8					
		0	0	0	0



Timeline diagram showing the sequence of events from 7:00 to 8:00. The timeline is marked with hours 1 through 8. Events are indicated by vertical lines and labels: '7:00' at the start of hour 1, '8:00' at the start of hour 2, '16:00' at the start of hour 4, and '17:00' at the start of hour 5.

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&DeenStill
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	62	196	23	10	291	67	24	38	1	130	21	189	23	2	235	24	34	8	7	73	729
06:45 AM	49	205	36	9	299	55	57	43	2	157	27	259	45	3	334	18	28	10	5	61	851
Total	111	401	59	19	590	122	81	81	3	287	48	448	68	5	569	42	62	18	12	134	1580
07:00 AM	80	235	5	2	322	45	14	43	4	106	9	208	42	0	259	21	26	4	2	53	740
07:15 AM	56	267	6	3	332	61	8	46	1	116	9	266	35	0	310	15	20	6	12	53	811
07:30 AM	76	243	5	1	325	60	12	60	3	135	16	196	26	0	238	14	33	16	6	69	767
07:45 AM	67	325	13	3	408	83	20	49	4	156	11	223	56	2	292	15	17	20	4	56	912
Total	279	1070	29	9	1387	249	54	198	12	513	45	893	159	2	1099	65	96	46	24	231	3230
08:00 AM	78	259	6	4	347	59	19	51	5	134	18	213	41	1	273	11	17	6	12	46	800
08:15 AM	91	216	4	3	314	40	11	53	0	104	15	206	45	2	268	28	21	8	5	62	748
08:30 AM	65	201	1	3	270	37	8	48	1	94	9	203	33	4	249	11	13	3	11	38	651
08:45 AM	72	179	9	2	262	47	17	51	1	116	7	137	28	2	174	7	17	9	7	40	592
Total	306	855	20	12	1193	183	55	203	7	448	49	759	147	9	964	57	68	26	35	186	2791
09:00 AM	60	176	2	3	241	63	11	51	1	126	7	173	27	1	208	10	16	4	8	38	613
09:15 AM	57	171	3	2	233	30	15	50	1	96	7	160	31	2	200	12	20	2	14	48	577
09:30 AM	65	177	7	0	249	44	18	46	3	111	10	142	21	1	174	13	29	12	4	58	592
09:45 AM	74	180	4	6	264	33	9	56	1	99	10	179	19	0	208	13	15	7	7	42	613
Total	256	704	16	11	987	170	53	203	6	432	34	654	98	4	790	48	80	25	33	186	2395
10:00 AM	64	189	6	4	263	44	12	55	2	113	10	138	22	0	170	4	13	5	5	27	573
10:15 AM	52	186	3	5	246	46	10	44	0	100	6	146	19	1	172	5	9	2	8	24	542
*** BREAK ***																					
Total	116	375	9	9	509	90	22	99	2	213	16	284	41	1	342	9	22	7	13	51	1115
*** BREAK ***																					
03:00 PM	63	212	10	1	286	53	29	53	1	136	25	222	34	0	281	11	23	7	12	53	756
03:15 PM	66	263	11	8	348	58	29	55	0	142	12	272	57	1	342	13	19	5	17	54	886
03:30 PM	88	265	22	16	391	75	23	48	2	148	23	242	60	0	325	37	45	2	29	113	977
03:45 PM	96	340	14	3	453	44	22	48	2	116	13	261	42	0	316	17	16	5	11	49	934
Total	313	1080	57	28	1478	230	103	204	5	542	73	997	193	1	1264	78	103	19	69	269	3553
04:00 PM	70	248	6	1	325	62	18	54	2	136	15	266	37	0	318	20	29	3	11	63	842
04:15 PM	94	276	8	8	386	76	22	63	8	169	13	198	30	2	243	18	18	3	8	47	845
04:30 PM	62	254	10	8	334	54	30	43	1	128	11	272	40	3	326	27	27	3	13	70	858
04:45 PM	92	291	17	22	422	82	48	54	2	186	13	281	65	0	359	37	33	11	7	88	1055
Total	318	1069	41	39	1467	274	118	214	13	619	52	1017	172	5	1246	102	107	20	39	268	3600
05:00 PM	91	275	13	7	386	76	30	50	1	157	17	275	64	2	358	27	37	5	11	80	981
05:15 PM	105	257	18	11	391	77	38	62	0	177	14	247	49	2	312	15	15	8	7	45	925
05:30 PM	101	295	23	14	433	76	43	59	5	183	14	229	41	1	285	19	35	13	9	76	977
05:45 PM	100	294	11	14	419	52	33	66	2	153	12	260	63	1	336	19	25	10	9	63	971
Total	397	1121	65	46	1629	281	144	237	8	670	57	1011	217	6	1291	80	112	36	36	264	3854

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&DeenStill
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	63	248	4	5	320	66	21	56	1	144	13	243	33	2	291	14	18	6	5	43	798
06:15 PM	96	248	7	6	357	56	8	39	0	103	12	202	46	3	263	7	11	3	7	28	751
06:30 PM	91	236	8	3	338	47	12	33	2	94	11	201	24	4	240	9	14	0	6	29	701
06:45 PM	73	168	3	3	247	37	4	42	0	83	8	151	21	0	180	9	3	1	16	29	539
Total	323	900	22	17	1262	206	45	170	3	424	44	797	124	9	974	39	46	10	34	129	2789
Grand Total	2419	7575	318	190	10502	1805	675	1609	59	4148	418	6860	1219	42	8539	520	696	207	295	1718	24907
Apprch %	23	72.1	3	1.8		43.5	16.3	38.8	1.4		4.9	80.3	14.3	0.5		30.3	40.5	12	17.2		
Total %	9.7	30.4	1.3	0.8	42.2	7.2	2.7	6.5	0.2	16.7	1.7	27.5	4.9	0.2	34.3	2.1	2.8	0.8	1.2	6.9	
Passenger Vehicles	2128	7163	266	170	9727	1555	627	1509	56	3747	266	6387	1161	40	7854	474	626	141	243	1484	22812
% Passenger Vehicles	88	94.6	83.6	89.5	92.6	86.1	92.9	93.8	94.9	90.3	63.6	93.1	95.2	95.2	92	91.2	89.9	68.1	82.4	86.4	91.6
Heavy Vehicles	112	412	52	20	596	67	48	100	3	218	120	473	58	2	653	43	70	66	52	231	1698
% Heavy Vehicles	4.6	5.4	16.4	10.5	5.7	3.7	7.1	6.2	5.1	5.3	28.7	6.9	4.8	4.8	7.6	8.3	10.1	31.9	17.6	13.4	6.8
UTurns	179	0	0	0	179	183	0	0	0	183	32	0	0	0	32	3	0	0	0	3	397
% UTurns	7.4	0	0	0	1.7	10.1	0	0	0	4.4	7.7	0	0	0	0.4	0.6	0	0	0	0.2	1.6

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	56	267	6	3	332	61	8	46	1	116	9	266	35	0	310	15	20	6	12	53	811
07:30 AM	76	243	5	1	325	60	12	60	3	135	16	196	26	0	238	14	33	16	6	69	767
07:45 AM	67	325	13	3	408	83	20	49	4	156	11	223	56	2	292	15	17	20	4	56	912
08:00 AM	78	259	6	4	347	59	19	51	5	134	18	213	41	1	273	11	17	6	12	46	800
Total Volume	277	1094	30	11	1412	263	59	206	13	541	54	898	158	3	1113	55	87	48	34	224	3290
% App. Total	19.6	77.5	2.1	0.8		48.6	10.9	38.1	2.4		4.9	80.7	14.2	0.3		24.6	38.8	21.4	15.2		
PHF	.888	.842	.577	.688	.865	.792	.738	.858	.650	.867	.750	.844	.705	.375	.898	.917	.659	.600	.708	.812	.902
Passenger Vehicles	253	1036	21	8	1318	248	55	188	13	504	34	837	145	3	1019	45	72	34	26	177	3018
% Passenger Vehicles	91.3	94.7	70.0	72.7	93.3	94.3	93.2	91.3	100	93.2	63.0	93.2	91.8	100	91.6	81.8	82.8	70.8	76.5	79.0	91.7
Heavy Vehicles	18	58	9	3	88	5	4	18	0	27	14	61	13	0	88	10	15	14	8	47	250
% Heavy Vehicles	6.5	5.3	30.0	27.3	6.2	1.9	6.8	8.7	0	5.0	25.9	6.8	8.2	0	7.9	18.2	17.2	29.2	23.5	21.0	7.6
UTurns	6	0	0	0	6	10	0	0	0	10	6	0	0	0	6	0	0	0	0	0	22
% UTurns	2.2	0	0	0	0.4	3.8	0	0	0	1.8	11.1	0	0	0	0.5	0	0	0	0	0	0.7

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&DeenStill
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					06:45 AM					06:30 AM				
+0 mins.	56	267	6	3	332	61	8	46	1	116	27	259	45	3	334	24	34	8	7	73
+15 mins.	76	243	5	1	325	60	12	60	3	135	9	208	42	0	259	18	28	10	5	61
+30 mins.	67	325	13	3	408	83	20	49	4	156	9	266	35	0	310	21	26	4	2	53
+45 mins.	78	259	6	4	347	59	19	51	5	134	16	196	26	0	238	15	20	6	12	53
Total Volume	277	1094	30	11	1412	263	59	206	13	541	61	929	148	3	1141	78	108	28	26	240
% App. Total	19.6	77.5	2.1	0.8		48.6	10.9	38.1	2.4		5.3	81.4	13	0.3		32.5	45	11.7	10.8	
PHF	.888	.842	.577	.688	.865	.792	.738	.858	.650	.867	.565	.873	.822	.250	.854	.813	.794	.700	.542	.822
Passenger Vehicles	253	1036	21	8	1318	248	55	188	13	504	45	857	135	3	1040	71	94	15	22	202
% Passenger Vehicles	91.3	94.7	70	72.7	93.3	94.3	93.2	91.3	100	93.2	73.8	92.2	91.2	100	91.1	91	87	53.6	84.6	84.2
Heavy Vehicles	18	58	9	3	88	5	4	18	0	27	14	72	13	0	99	7	14	13	4	38
% Heavy Vehicles	6.5	5.3	30	27.3	6.2	1.9	6.8	8.7	0	5	23	7.8	8.8	0	8.7	9	13	46.4	15.4	15.8
UTurns	6	0	0	0	6	10	0	0	0	10	2	0	0	0	2	0	0	0	0	0
% UTurns	2.2	0	0	0	0.4	3.8	0	0	0	1.8	3.3	0	0	0	0.2	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

	04:45 PM	05:00 PM	05:15 PM	05:30 PM	Total Volume	% App. Total	PHF	Passenger Vehicles	% Passenger Vehicles	Heavy Vehicles	% Heavy Vehicles	UTurns	% UTurns
	92	291	17	22	422			82	48	54	2	186	
	91	275	13	7	386			76	30	50	1	157	
	105	257	18	11	391			77	38	62	0	177	
	101	295	23	14	433			76	43	59	5	183	
	389	1118	71	54	1632			311	159	225	8	703	
	23.8	68.5	4.4	3.3				44.2	22.6	32	1.1		
	.926	.947	.772	.614	.942			.948	.828	.907	.400	.945	
	345	1086	64	52	1547			261	154	222	8	645	
	88.7	97.1	90.1	96.3	94.8			83.9	96.9	98.7	100	91.7	
	7	32	7	2	48			10	5	3	0	18	
	1.8	2.9	9.9	3.7	2.9			3.2	3.1	1.3	0	2.6	
	37	0	0	0	37			40	0	0	0	40	
	9.5	0	0	0	2.3			12.9	0	0	0	5.7	
	13	281	65	0	359			13	281	65	0	359	
	17	275	64	2	358			17	275	64	2	358	
	14	247	49	2	312			14	247	49	2	312	
	14	229	41	1	285			14	229	41	1	285	
	58	1032	219	5	1314			58	1032	219	5	1314	
	4.4	78.5	16.7	0.4				4.4	78.5	16.7	0.4		
	.853	.918	.842	.625	.915			.853	.918	.842	.625	.915	
	96	119	32	30	277			96	119	32	30	277	
	98.0	99.2	86.5	88.2	95.8			98.0	99.2	86.5	88.2	95.8	
	1	1	5	4	11			1	1	5	4	11	
	1.0	0.8	13.5	11.8	3.8			1.0	0.8	13.5	11.8	3.8	
	1	0	0	0	1			1	0	0	0	1	
	1.0	0	0	0	0.3			1.0	0	0	0	0.3	

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&DeenStill
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 4

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:30 PM					04:45 PM					
+0 mins.	92	291	17	22	422	82	48	54	2	186	11	272	40	3	326	37	33	11	7	88	
+15 mins.	91	275	13	7	386	76	30	50	1	157	13	281	65	0	359	27	37	5	11	80	
+30 mins.	105	257	18	11	391	77	38	62	0	177	17	275	64	2	358	15	15	8	7	45	
+45 mins.	101	295	23	14	433	76	43	59	5	183	14	247	49	2	312	19	35	13	9	76	
Total Volume	389	1118	71	54	1632	311	159	225	8	703	55	1075	218	7	1355	98	120	37	34	289	
% App. Total	23.8	68.5	4.4	3.3		44.2	22.6	32	1.1		4.1	79.3	16.1	0.5		33.9	41.5	12.8	11.8		
PHF	.926	.947	.772	.614	.942	.948	.828	.907	.400	.945	.809	.956	.838	.583	.944	.662	.811	.712	.773	.821	
Passenger Vehicles	345	1086	64	52	1547	261	154	222	8	645	35	1037	214	7	1293	96	119	32	30	277	
% Passenger Vehicles	88.7	97.1	90.1	96.3	94.8	83.9	96.9	98.7	100	91.7	63.6	96.5	98.2	100	95.4	98	99.2	86.5	88.2	95.8	
Heavy Vehicles	7	32	7	2	48	10	5	3	0	18	15	38	4	0	57	1	1	5	4	11	
% Heavy Vehicles	1.8	2.9	9.9	3.7	2.9	3.2	3.1	1.3	0	2.6	27.3	3.5	1.8	0	4.2	1	0.8	13.5	11.8	3.8	
UTurns	37	0	0	0	37	40	0	0	0	40	5	0	0	0	5	1	0	0	0	1	
% UTurns	9.5	0	0	0	2.3	12.9	0	0	0	5.7	9.1	0	0	0	0.4	1	0	0	0	0.3	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&DeenStill
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Passenger Vehicles

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	58	187	23	10	278	66	24	36	1	127	18	179	23	2	222	24	31	5	6	66	693
06:45 AM	43	196	32	8	279	48	56	42	2	148	22	238	43	3	306	17	26	6	4	53	786
Total	101	383	55	18	557	114	80	78	3	275	40	417	66	5	528	41	57	11	10	119	1479
07:00 AM	72	224	5	2	303	44	11	36	3	94	7	189	40	0	236	19	22	2	2	45	678
07:15 AM	53	255	6	2	316	55	8	41	1	105	4	245	30	0	279	11	15	2	10	38	738
07:30 AM	65	226	5	0	296	57	12	55	3	127	12	185	22	0	219	13	30	13	6	62	704
07:45 AM	60	310	7	2	379	79	18	45	4	146	6	205	55	2	268	13	15	17	2	47	840
Total	250	1015	23	6	1294	235	49	177	11	472	29	824	147	2	1002	56	82	34	20	192	2960
08:00 AM	75	248	3	4	330	57	17	47	5	126	12	202	38	1	253	8	12	2	8	30	739
08:15 AM	84	198	1	3	286	35	9	44	0	88	8	182	42	1	233	25	18	5	2	50	657
08:30 AM	49	189	1	2	241	33	8	47	1	89	4	180	29	4	217	7	12	1	5	25	572
08:45 AM	62	169	5	2	238	43	9	47	1	100	2	120	23	2	147	5	14	4	4	27	512
Total	270	804	10	11	1095	168	43	185	7	403	26	684	132	8	850	45	56	12	19	132	2480
09:00 AM	52	163	2	3	220	56	9	46	0	111	2	150	24	1	177	8	11	1	8	28	536
09:15 AM	50	160	2	2	214	25	15	43	1	84	5	136	30	1	172	9	18	1	10	38	508
09:30 AM	59	168	5	0	232	39	17	39	3	98	6	127	19	1	153	13	21	5	3	42	525
09:45 AM	63	160	4	4	231	26	8	52	1	87	6	151	15	0	172	12	11	6	6	35	525
Total	224	651	13	9	897	146	49	180	5	380	19	564	88	3	674	42	61	13	27	143	2094
10:00 AM	56	175	4	4	239	41	7	51	1	100	6	123	20	0	149	3	12	3	3	21	509
10:15 AM	46	173	2	5	226	42	9	37	0	88	3	128	19	1	151	5	8	2	8	23	488
*** BREAK ***																					
Total	102	348	6	9	465	83	16	88	1	188	9	251	39	1	300	8	20	5	11	44	997
*** BREAK ***																					
03:00 PM	54	227	9	1	291	45	23	49	1	118	16	206	33	0	255	9	17	5	8	39	703
03:15 PM	55	248	8	7	318	44	26	52	0	122	10	253	51	1	315	13	19	4	15	51	806
03:30 PM	83	245	19	14	361	64	21	48	2	135	17	234	59	0	310	35	45	2	26	108	914
03:45 PM	84	309	13	2	408	39	20	45	2	106	8	244	40	0	292	14	16	3	11	44	850
Total	276	1029	49	24	1378	192	90	194	5	481	51	937	183	1	1172	71	97	14	60	242	3273
04:00 PM	59	234	4	1	298	42	17	52	2	113	12	257	35	0	304	18	24	1	11	54	769
04:15 PM	73	258	8	8	347	62	22	59	8	151	8	188	30	2	228	17	16	2	8	43	769
04:30 PM	55	234	10	7	306	44	30	42	1	117	6	267	40	3	316	26	26	2	12	66	805
04:45 PM	83	282	16	22	403	70	47	54	2	173	8	271	63	0	342	36	33	10	6	85	1003
Total	270	1008	38	38	1354	218	116	207	13	554	34	983	168	5	1190	97	99	15	37	248	3346
05:00 PM	75	268	11	7	361	61	29	48	1	139	11	261	63	2	337	26	37	4	10	77	914
05:15 PM	95	248	16	10	369	66	37	61	0	164	10	238	48	2	298	15	14	7	7	43	874
05:30 PM	92	285	21	13	411	64	41	59	5	169	8	225	41	1	275	19	35	11	7	72	927
05:45 PM	93	283	9	13	398	46	33	65	2	146	6	251	63	1	321	19	25	8	8	60	925
Total	355	1084	57	43	1539	237	140	233	8	618	35	975	215	6	1231	79	111	30	32	252	3640

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&DeenStill
Site Code : 18013
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Groups Printed- Passenger Vehicles

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	54	241	4	4	303	54	20	54	1	129	7	234	33	2	276	12	17	5	5	39	747
06:15 PM	82	243	4	4	333	44	8	39	0	91	9	187	46	3	245	5	11	2	5	23	692
06:30 PM	80	228	4	2	314	38	12	33	2	85	5	189	24	4	222	9	13	0	5	27	648
06:45 PM	64	154	3	2	223	26	4	41	0	71	2	142	20	0	164	9	2	0	12	23	481
Total	280	866	15	12	1173	162	44	167	3	376	23	752	123	9	907	35	43	7	27	112	2568
Grand Total	2128	7188	266	170	9752	1555	627	1509	56	3747	266	6387	1161	40	7854	474	626	141	243	1484	22837
Apprch %	21.8	73.7	2.7	1.7		41.5	16.7	40.3	1.5		3.4	81.3	14.8	0.5		31.9	42.2	9.5	16.4		
Total %	9.3	31.5	1.2	0.7	42.7	6.8	2.7	6.6	0.2	16.4	1.2	28	5.1	0.2	34.4	2.1	2.7	0.6	1.1	6.5	

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	53	255	6	2	316	55	8	41	1	105	4	245	30	0	279	11	15	2	10	38	738
07:30 AM	65	226	5	0	296	57	12	55	3	127	12	185	22	0	219	13	30	13	6	62	704
07:45 AM	60	310	7	2	379	79	18	45	4	146	6	205	55	2	268	13	15	17	2	47	840
08:00 AM	75	248	3	4	330	57	17	47	5	126	12	202	38	1	253	8	12	2	8	30	739
Total Volume	253	1039	21	8	1321	248	55	188	13	504	34	837	145	3	1019	45	72	34	26	177	3021
% App. Total	19.2	78.7	1.6	0.6		49.2	10.9	37.3	2.6		3.3	82.1	14.2	0.3		25.4	40.7	19.2	14.7		
PHF	.843	.838	.750	.500	.871	.785	.764	.855	.650	.863	.708	.854	.659	.375	.913	.865	.600	.500	.650	.714	.899

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:15 AM					06:30 AM					06:30 AM				
+0 mins.	53	255	6	2	316	55	8	41	1	105	18	179	23	2	222	24	31	5	6	66
+15 mins.	65	226	5	0	296	57	12	55	3	127	22	238	43	3	306	17	26	6	4	53
+30 mins.	60	310	7	2	379	79	18	45	4	146	7	189	40	0	236	19	22	2	2	45
+45 mins.	75	248	3	4	330	57	17	47	5	126	4	245	30	0	279	11	15	2	10	38
Total Volume	253	1039	21	8	1321	248	55	188	13	504	51	851	136	5	1043	71	94	15	22	202
% App. Total	19.2	78.7	1.6	0.6		49.2	10.9	37.3	2.6		4.9	81.6	13	0.5		35.1	46.5	7.4	10.9	
PHF	.843	.838	.750	.500	.871	.785	.764	.855	.650	.863	.580	.868	.791	.417	.852	.740	.758	.625	.550	.765

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	83	282	16	22	403	70	47	54	2	173	8	271	63	0	342	36	33	10	6	85	1003
05:00 PM	75	268	11	7	361	61	29	48	1	139	11	261	63	2	337	26	37	4	10	77	914
05:15 PM	95	248	16	10	369	66	37	61	0	164	10	238	48	2	298	15	14	7	7	43	874
05:30 PM	92	285	21	13	411	64	41	59	5	169	8	225	41	1	275	19	35	11	7	72	927
Total Volume	345	1083	64	52	1544	261	154	222	8	645	37	995	215	5	1252	96	119	32	30	277	3718
% App. Total	22.3	70.1	4.1	3.4		40.5	23.9	34.4	1.2		3	79.5	17.2	0.4		34.7	43	11.6	10.8		
PHF	.908	.950	.762	.591	.939	.932	.819	.910	.400	.932	.841	.918	.853	.625	.915	.667	.804	.727	.750	.815	.927

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&DeenStill
 Site Code : 18013
 Start Date : 12/13/2018
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	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					04:30 PM					04:45 PM					
+0 mins.	83	282	16	22	403	70	47	54	2	173	6	267	40	3	316	36	33	10	6	85	
+15 mins.	75	268	11	7	361	61	29	48	1	139	8	271	63	0	342	26	37	4	10	77	
+30 mins.	95	248	16	10	369	66	37	61	0	164	11	261	63	2	337	15	14	7	7	43	
+45 mins.	92	285	21	13	411	64	41	59	5	169	10	238	48	2	298	19	35	11	7	72	
Total Volume	345	1083	64	52	1544	261	154	222	8	645	35	1037	214	7	1293	96	119	32	30	277	
% App. Total	22.3	70.1	4.1	3.4		40.5	23.9	34.4	1.2		2.7	80.2	16.6	0.5		34.7	43	11.6	10.8		
PHF	.908	.950	.762	.591	.939	.932	.819	.910	.400	.932	.795	.957	.849	.583	.945	.667	.804	.727	.750	.815	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&DeenStill
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Heavy Vehicles

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	3	9	0	0	12	1	0	2	0	3	2	10	0	0	12	0	3	3	1	7	34
06:45 AM	6	9	4	1	20	2	1	1	0	4	5	21	2	0	28	1	2	4	1	8	60
Total	9	18	4	1	32	3	1	3	0	7	7	31	2	0	40	1	5	7	2	15	94
07:00 AM	5	11	0	0	16	0	3	7	1	11	2	19	2	0	23	2	4	2	0	8	58
07:15 AM	2	12	0	1	15	2	0	5	0	7	3	21	5	0	29	4	5	4	2	15	66
07:30 AM	9	17	0	1	27	2	0	5	0	7	4	11	4	0	19	1	3	3	0	7	60
07:45 AM	6	15	6	1	28	1	2	4	0	7	4	18	1	0	23	2	2	3	2	9	67
Total	22	55	6	3	86	5	5	21	1	32	13	69	12	0	94	9	14	12	4	39	251
08:00 AM	1	11	3	0	15	0	2	4	0	6	3	11	3	0	17	3	5	4	4	16	54
08:15 AM	5	18	3	0	26	1	2	9	0	12	7	24	3	1	35	3	3	3	3	12	85
08:30 AM	7	12	0	1	20	1	0	1	0	2	5	23	4	0	32	4	1	2	6	13	67
08:45 AM	8	10	4	0	22	2	8	4	0	14	4	17	5	0	26	2	3	5	3	13	75
Total	21	51	10	1	83	4	12	18	0	34	19	75	15	1	110	12	12	14	16	54	281
09:00 AM	3	13	0	0	16	4	2	5	1	12	5	23	3	0	31	2	5	3	0	10	69
09:15 AM	2	11	1	0	14	1	0	7	0	8	2	24	1	1	28	3	2	1	4	10	60
09:30 AM	3	9	2	0	14	2	1	7	0	10	3	15	2	0	20	0	8	7	1	16	60
09:45 AM	6	20	0	2	28	4	1	4	0	9	4	28	4	0	36	1	4	1	1	7	80
Total	14	53	3	2	72	11	4	23	1	39	14	90	10	1	115	6	19	12	6	43	269
10:00 AM	3	14	2	0	19	0	5	4	1	10	3	15	2	0	20	1	1	2	2	6	55
10:15 AM	3	13	1	0	17	2	1	7	0	10	2	18	0	0	20	0	1	0	0	1	48
*** BREAK ***																					
Total	6	27	3	0	36	2	6	11	1	20	5	33	2	0	40	1	2	2	2	7	103
*** BREAK ***																					
03:00 PM	5	10	1	0	16	2	6	4	0	12	7	16	1	0	24	2	6	2	4	14	66
03:15 PM	5	15	3	1	24	2	3	3	0	8	2	19	6	0	27	0	0	1	2	3	62
03:30 PM	0	20	3	2	25	2	2	0	0	4	2	8	1	0	11	2	0	0	3	5	45
03:45 PM	7	31	1	1	40	4	2	3	0	9	4	17	2	0	23	3	0	2	0	5	77
Total	17	76	8	4	105	10	13	10	0	33	15	60	10	0	85	7	6	5	9	27	250
04:00 PM	5	14	2	0	21	5	1	2	0	8	3	9	2	0	14	2	5	2	0	9	52
04:15 PM	3	18	0	0	21	6	0	4	0	10	5	10	0	0	15	1	2	1	0	4	50
04:30 PM	3	20	0	1	24	3	0	1	0	4	5	5	0	0	10	1	1	1	1	4	42
04:45 PM	1	9	1	0	11	4	1	0	0	5	3	10	2	0	15	1	0	1	1	3	34
Total	12	61	3	1	77	18	2	7	0	27	16	34	4	0	54	5	8	5	2	20	178
05:00 PM	3	7	2	0	12	4	1	2	0	7	4	14	1	0	19	0	0	1	1	2	40
05:15 PM	2	9	2	1	14	0	1	1	0	2	3	9	1	0	13	0	1	1	0	2	31
05:30 PM	1	10	2	1	14	2	2	0	0	4	5	4	0	0	9	0	0	2	2	4	31
05:45 PM	1	11	2	1	15	0	0	1	0	1	5	9	0	0	14	0	0	2	1	3	33
Total	7	37	8	3	55	6	4	4	0	14	17	36	2	0	55	0	1	6	4	11	135

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&DeenStill
Site Code : 18013
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Groups Printed- Heavy Vehicles

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	7	0	1	8	3	1	2	0	6	4	9	0	0	13	1	1	1	0	3	30
06:15 PM	3	5	3	2	13	2	0	0	0	2	1	15	0	0	16	1	0	1	2	4	35
06:30 PM	1	8	4	1	14	1	0	0	0	1	3	12	0	0	15	0	1	0	1	2	32
06:45 PM	0	14	0	1	15	2	0	1	0	3	6	9	1	0	16	0	1	1	4	6	40
Total	4	34	7	5	50	8	1	3	0	12	14	45	1	0	60	2	3	3	7	15	137
Grand Total	112	412	52	20	596	67	48	100	3	218	120	473	58	2	653	43	70	66	52	231	1698
Apprch %	18.8	69.1	8.7	3.4		30.7	22	45.9	1.4		18.4	72.4	8.9	0.3		18.6	30.3	28.6	22.5		
Total %	6.6	24.3	3.1	1.2	35.1	3.9	2.8	5.9	0.2	12.8	7.1	27.9	3.4	0.1	38.5	2.5	4.1	3.9	3.1	13.6	

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	5	18	3	0	26	1	2	9	0	12	7	24	3	1	35	3	3	3	3	12	85
08:30 AM	7	12	0	1	20	1	0	1	0	2	5	23	4	0	32	4	1	2	6	13	67
08:45 AM	8	10	4	0	22	2	8	4	0	14	4	17	5	0	26	2	3	5	3	13	75
09:00 AM	3	13	0	0	16	4	2	5	1	12	5	23	3	0	31	2	5	3	0	10	69
Total Volume	23	53	7	1	84	8	12	19	1	40	21	87	15	1	124	11	12	13	12	48	296
% App. Total	27.4	63.1	8.3	1.2		20	30	47.5	2.5		16.9	70.2	12.1	0.8		22.9	25	27.1	25		
PHF	.719	.736	.438	.250	.808	.500	.375	.528	.250	.714	.750	.906	.750	.250	.886	.688	.600	.650	.500	.923	.871

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					08:45 AM					08:15 AM					08:00 AM				
+0 mins.	9	17	0	1	27	2	8	4	0	14	7	24	3	1	35	3	5	4	4	16
+15 mins.	6	15	6	1	28	4	2	5	1	12	5	23	4	0	32	3	3	3	3	12
+30 mins.	1	11	3	0	15	1	0	7	0	8	4	17	5	0	26	4	1	2	6	13
+45 mins.	5	18	3	0	26	2	1	7	0	10	5	23	3	0	31	2	3	5	3	13
Total Volume	21	61	12	2	96	9	11	23	1	44	21	87	15	1	124	12	12	14	16	54
% App. Total	21.9	63.5	12.5	2.1		20.5	25	52.3	2.3		16.9	70.2	12.1	0.8		22.2	22.2	25.9	29.6	
PHF	.583	.847	.500	.500	.857	.563	.344	.821	.250	.786	.750	.906	.750	.250	.886	.750	.600	.700	.667	.844

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	5	10	1	0	16	2	6	4	0	12	7	16	1	0	24	2	6	2	4	14	66
03:15 PM	5	15	3	1	24	2	3	3	0	8	2	19	6	0	27	0	0	1	2	3	62
03:30 PM	0	20	3	2	25	2	2	0	0	4	2	8	1	0	11	2	0	0	3	5	45
03:45 PM	7	31	1	1	40	4	2	3	0	9	4	17	2	0	23	3	0	2	0	5	77
Total Volume	17	76	8	4	105	10	13	10	0	33	15	60	10	0	85	7	6	5	9	27	250
% App. Total	16.2	72.4	7.6	3.8		30.3	39.4	30.3	0		17.6	70.6	11.8	0		25.9	22.2	18.5	33.3		
PHF	.607	.613	.667	.500	.656	.625	.542	.625	.000	.688	.536	.789	.417	.000	.787	.583	.250	.625	.563	.482	.812

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&DeenStill
 Site Code : 18013
 Start Date : 12/13/2018
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	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:15 PM					03:00 PM					03:00 PM					03:00 PM					
+0 mins.	5	15	3	1	24	2	6	4	0	12	7	16	1	0	24	2	6	2	4	14	
+15 mins.	0	20	3	2	25	2	3	3	0	8	2	19	6	0	27	0	0	1	2	3	
+30 mins.	7	31	1	1	40	2	2	0	0	4	2	8	1	0	11	2	0	0	3	5	
+45 mins.	5	14	2	0	21	4	2	3	0	9	4	17	2	0	23	3	0	2	0	5	
Total Volume	17	80	9	4	110	10	13	10	0	33	15	60	10	0	85	7	6	5	9	27	
% App. Total	15.5	72.7	8.2	3.6		30.3	39.4	30.3	0		17.6	70.6	11.8	0		25.9	22.2	18.5	33.3		
PHF	.607	.645	.750	.500	.688	.625	.542	.625	.000	.688	.536	.789	.417	.000	.787	.583	.250	.625	.563	.482	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&DeenStill
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- UTurns

Start Time	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
Total	1	0	0	0	1	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	7
07:00 AM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
07:15 AM	1	0	0	0	1	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0	7
07:30 AM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	1	0	0	0	1	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	5
Total	7	0	0	0	7	9	0	0	0	9	3	0	0	0	3	0	0	0	0	0	19
08:00 AM	2	0	0	0	2	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	7
08:15 AM	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	6
08:30 AM	9	0	0	0	9	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12
08:45 AM	2	0	0	0	2	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	5
Total	15	0	0	0	15	11	0	0	0	11	4	0	0	0	4	0	0	0	0	0	30
09:00 AM	5	0	0	0	5	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
09:15 AM	5	0	0	0	5	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9
09:30 AM	3	0	0	0	3	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	7
09:45 AM	5	0	0	0	5	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
Total	18	0	0	0	18	13	0	0	0	13	1	0	0	0	1	0	0	0	0	0	32
10:00 AM	5	0	0	0	5	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	9
10:15 AM	3	0	0	0	3	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	6
*** BREAK ***																					
Total	8	0	0	0	8	5	0	0	0	5	2	0	0	0	2	0	0	0	0	0	15
*** BREAK ***																					
03:00 PM	4	0	0	0	4	6	0	0	0	6	2	0	0	0	2	0	0	0	0	0	12
03:15 PM	6	0	0	0	6	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	18
03:30 PM	5	0	0	0	5	9	0	0	0	9	4	0	0	0	4	0	0	0	0	0	18
03:45 PM	5	0	0	0	5	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	7
Total	20	0	0	0	20	28	0	0	0	28	7	0	0	0	7	0	0	0	0	0	55
04:00 PM	6	0	0	0	6	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	21
04:15 PM	18	0	0	0	18	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	26
04:30 PM	4	0	0	0	4	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	11
04:45 PM	8	0	0	0	8	8	0	0	0	8	2	0	0	0	2	0	0	0	0	0	18
Total	36	0	0	0	36	38	0	0	0	38	2	0	0	0	2	0	0	0	0	0	76
05:00 PM	13	0	0	0	13	11	0	0	0	11	2	0	0	0	2	1	0	0	0	1	27
05:15 PM	8	0	0	0	8	11	0	0	0	11	1	0	0	0	1	0	0	0	0	0	20
05:30 PM	8	0	0	0	8	10	0	0	0	10	1	0	0	0	1	0	0	0	0	0	19
05:45 PM	6	0	0	0	6	6	0	0	0	6	1	0	0	0	1	0	0	0	0	0	13
Total	35	0	0	0	35	38	0	0	0	38	5	0	0	0	5	1	0	0	0	1	79

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&DeenStill
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	9	0	0	0	9	9	0	0	0	9	2	0	0	0	2	1	0	0	0	1	21
06:15 PM	11	0	0	0	11	10	0	0	0	10	2	0	0	0	2	1	0	0	0	1	24
06:30 PM	10	0	0	0	10	8	0	0	0	8	3	0	0	0	3	0	0	0	0	0	21
06:45 PM	9	0	0	0	9	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	18
Total	39	0	0	0	39	36	0	0	0	36	7	0	0	0	7	2	0	0	0	2	84
Grand Total	179	0	0	0	179	183	0	0	0	183	32	0	0	0	32	3	0	0	0	3	397
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	45.1	0	0	0	45.1	46.1	0	0	0	46.1	8.1	0	0	0	8.1	0.8	0	0	0	0.8	

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30 AM																					
08:30 AM	9	0	0	0	9	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	12
08:45 AM	2	0	0	0	2	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	5
09:00 AM	5	0	0	0	5	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	8
09:15 AM	5	0	0	0	5	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	9
Total Volume	21	0	0	0	21	12	0	0	0	12	1	0	0	0	1	0	0	0	0	0	34
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.583	.000	.000	.000	.583	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.708

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					09:00 AM					07:15 AM					06:30 AM				
+0 mins.	9	0	0	0	9	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0
+15 mins.	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0
+30 mins.	5	0	0	0	5	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0
+45 mins.	5	0	0	0	5	3	0	0	0	3	3	0	0	0	3	0	0	0	0	0
Total Volume	21	0	0	0	21	13	0	0	0	13	6	0	0	0	6	0	0	0	0	0
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0	
PHF	.583	.000	.000	.000	.583	.813	.000	.000	.000	.813	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	8	0	0	0	8	8	0	0	0	8	2	0	0	0	2	0	0	0	0	0	18
05:00 PM	13	0	0	0	13	11	0	0	0	11	2	0	0	0	2	1	0	0	0	1	27
05:15 PM	8	0	0	0	8	11	0	0	0	11	1	0	0	0	1	0	0	0	0	0	20
05:30 PM	8	0	0	0	8	10	0	0	0	10	1	0	0	0	1	0	0	0	0	0	19
Total Volume	37	0	0	0	37	40	0	0	0	40	6	0	0	0	6	1	0	0	0	1	84
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.712	.000	.000	.000	.712	.909	.000	.000	.000	.909	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250	.778

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&DeenStill
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					RONALD REAGAN PARKWAY Westbound					US 27 Northbound					DEEN STILL ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:15 PM					04:45 PM					05:45 PM					05:30 PM					
+0 mins.	18	0	0	0	18	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	
+15 mins.	4	0	0	0	4	11	0	0	0	11	2	0	0	0	2	0	0	0	0	0	
+30 mins.	8	0	0	0	8	11	0	0	0	11	2	0	0	0	2	1	0	0	0	1	
+45 mins.	13	0	0	0	13	10	0	0	0	10	3	0	0	0	3	1	0	0	0	1	
Total Volume	43	0	0	0	43	40	0	0	0	40	8	0	0	0	8	2	0	0	0	2	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.597	.000	.000	.000	.597	.909	.000	.000	.000	.909	.667	.000	.000	.000	.667	.500	.000	.000	.000	.500	

Intersection Pedestrian & Bicycle Count

Date: 12/13/18

Day: Thursday

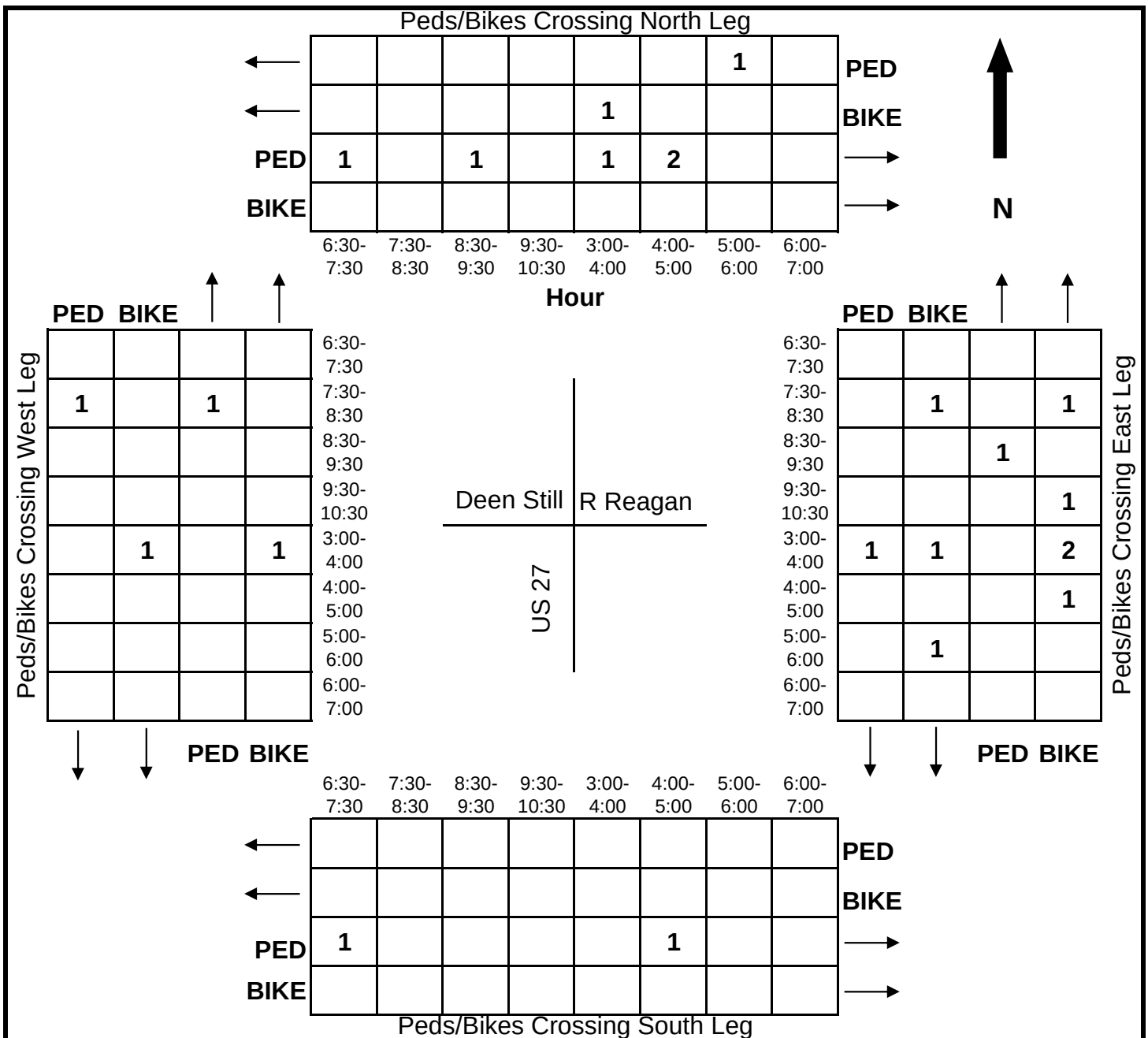
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Deen Still Road/Ronald Reagan Parkway

Comments: _____

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



Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaurelEstates
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				US 27 Northbound				LAUREL ESTATES/OGELTHORPE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	282	0	282	5	233	0	238	1	0	11	12	532
06:45 AM	4	293	0	297	6	312	0	318	6	0	8	14	629
Total	4	575	0	579	11	545	0	556	7	0	19	26	1161
07:00 AM	8	293	1	302	3	303	0	306	4	0	17	21	629
07:15 AM	10	320	5	335	6	302	0	308	8	0	9	17	660
07:30 AM	14	317	1	332	1	317	0	318	12	0	17	29	679
07:45 AM	3	402	2	407	3	299	0	302	7	0	14	21	730
Total	35	1332	9	1376	13	1221	0	1234	31	0	57	88	2698
08:00 AM	8	360	7	375	9	284	0	293	8	0	6	14	682
08:15 AM	5	276	3	284	2	288	0	290	5	0	10	15	589
08:30 AM	4	246	4	254	3	247	0	250	2	0	10	12	516
08:45 AM	0	280	1	281	10	211	0	221	4	0	12	16	518
Total	17	1162	15	1194	24	1030	0	1054	19	0	38	57	2305
09:00 AM	3	211	2	216	11	225	0	236	1	0	6	7	459
09:15 AM	2	233	3	238	6	210	0	216	1	0	7	8	462
09:30 AM	3	250	2	255	6	209	0	215	1	0	6	7	477
09:45 AM	2	253	0	255	9	231	0	240	6	0	9	15	510
Total	10	947	7	964	32	875	0	907	9	0	28	37	1908
10:00 AM	2	275	3	280	13	215	0	228	1	0	5	6	514
10:15 AM	3	222	1	226	7	193	0	200	3	0	8	11	437
*** BREAK ***													
Total	5	497	4	506	20	408	0	428	4	0	13	17	951
*** BREAK ***													
03:00 PM	0	309	4	313	7	300	0	307	6	0	5	11	631
03:15 PM	6	362	7	375	14	331	0	345	3	0	10	13	733
03:30 PM	4	383	9	396	7	349	0	356	2	0	9	11	763
03:45 PM	5	434	10	449	12	294	0	306	0	0	3	3	758
Total	15	1488	30	1533	40	1274	0	1314	11	0	27	38	2885
04:00 PM	6	305	3	314	9	333	0	342	5	0	12	17	673
04:15 PM	4	371	8	383	16	319	0	335	6	0	7	13	731
04:30 PM	6	367	1	374	8	335	0	343	4	0	5	9	726
04:45 PM	8	363	6	377	12	370	0	382	11	0	8	19	778
Total	24	1406	18	1448	45	1357	0	1402	26	0	32	58	2908
05:00 PM	5	403	11	419	11	350	0	361	1	0	5	6	786
05:15 PM	2	380	7	389	18	301	0	319	5	0	9	14	722
05:30 PM	4	448	8	460	16	332	0	348	8	0	11	19	827
05:45 PM	4	383	5	392	15	320	0	335	5	0	11	16	743
Total	15	1614	31	1660	60	1303	0	1363	19	0	36	55	3078
06:00 PM	1	329	7	337	8	309	0	317	2	0	9	11	665
06:15 PM	5	371	7	383	8	252	0	260	6	0	5	11	654
06:30 PM	2	319	9	330	11	240	0	251	1	0	4	5	586
06:45 PM	2	244	5	251	7	189	0	196	1	0	1	2	449
Total	10	1263	28	1301	34	990	0	1024	10	0	19	29	2354
Grand Total	135	10284	142	10561	279	9003	0	9282	136	0	269	405	20248
Apprch %	1.3	97.4	1.3		3	97	0		33.6	0	66.4		
Total %	0.7	50.8	0.7	52.2	1.4	44.5	0	45.8	0.7	0	1.3	2	
Passenger Vehicles	0	9689	137	9826	203	8397	0	8600	131	0	258	389	18815
% Passenger Vehicles	0	94.2	96.5	93	72.8	93.3	0	92.7	96.3	0	95.9	96	92.9
Heavy Vehicles	0	595	5	600	8	606	0	614	4	0	11	15	1229
% Heavy Vehicles	0	5.8	3.5	5.7	2.9	6.7	0	6.6	2.9	0	4.1	3.7	6.1
UTurns	135	0	0	135	68	0	0	68	1	0	0	1	204
% UTurns	100	0	0	1.3	24.4	0	0	0.7	0.7	0	0	0.2	1

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaurelEstates
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

	US 27 Southbound				US 27 Northbound				LAUREL ESTATES/OGELTHORPE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	10	320	5	335	6	302	0	308	8	0	9	17	660
07:30 AM	14	317	1	332	1	317	0	318	12	0	17	29	679
07:45 AM	3	402	2	407	3	299	0	302	7	0	14	21	730
08:00 AM	8	360	7	375	9	284	0	293	8	0	6	14	682
Total Volume	35	1399	15	1449	19	1202	0	1221	35	0	46	81	2751
% App. Total	2.4	96.5	1		1.6	98.4	0		43.2	0	56.8		
PHF	.625	.870	.536	.890	.528	.948	.000	.960	.729	.000	.676	.698	.942
Passenger Vehicles	0	1312	14	1326	14	1115	0	1129	33	0	44	77	2532
% Passenger Vehicles	0	93.8	93.3	91.5	73.7	92.8	0	92.5	94.3	0	95.7	95.1	92.0
Heavy Vehicles	0	87	1	88	3	87	0	90	1	0	2	3	181
% Heavy Vehicles	0	6.2	6.7	6.1	15.8	7.2	0	7.4	2.9	0	4.3	3.7	6.6
UTurns	35	0	0	35	2	0	0	2	1	0	0	1	38
% UTurns	100	0	0	2.4	10.5	0	0	0.2	2.9	0	0	1.2	1.4

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				06:45 AM				07:00 AM				
+0 mins.	10	320	5	335	6	312	0	318	4	0	17	21	
+15 mins.	14	317	1	332	3	303	0	306	8	0	9	17	
+30 mins.	3	402	2	407	6	302	0	308	12	0	17	29	
+45 mins.	8	360	7	375	1	317	0	318	7	0	14	21	
Total Volume	35	1399	15	1449	16	1234	0	1250	31	0	57	88	
% App. Total	2.4	96.5	1		1.3	98.7	0		35.2	0	64.8		
PHF	.625	.870	.536	.890	.667	.973	.000	.983	.646	.000	.838	.759	
Passenger Vehicles	0	1312	14	1326	9	1137	0	1146	29	0	55	84	
% Passenger Vehicles	0	93.8	93.3	91.5	56.2	92.1	0	91.7	93.5	0	96.5	95.5	
Heavy Vehicles	0	87	1	88	2	97	0	99	1	0	2	3	
% Heavy Vehicles	0	6.2	6.7	6.1	12.5	7.9	0	7.9	3.2	0	3.5	3.4	
UTurns	35	0	0	35	5	0	0	5	1	0	0	1	
% UTurns	100	0	0	2.4	31.2	0	0	0.4	3.2	0	0	1.1	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	8	363	6	377	12	370	0	382	11	0	8	19	778
05:00 PM	5	403	11	419	11	350	0	361	1	0	5	6	786
05:15 PM	2	380	7	389	18	301	0	319	5	0	9	14	722
05:30 PM	4	448	8	460	16	332	0	348	8	0	11	19	827
Total Volume	19	1594	32	1645	57	1353	0	1410	25	0	33	58	3113
% App. Total	1.2	96.9	1.9		4	96	0		43.1	0	56.9		
PHF	.594	.890	.727	.894	.792	.914	.000	.923	.568	.000	.750	.763	.941
Passenger Vehicles	0	1542	32	1574	44	1310	0	1354	25	0	32	57	2985
% Passenger Vehicles	0	96.7	100	95.7	77.2	96.8	0	96.0	100	0	97.0	98.3	95.9
Heavy Vehicles	0	52	0	52	0	43	0	43	0	0	1	1	96
% Heavy Vehicles	0	3.3	0	3.2	0	3.2	0	3.0	0	0	3.0	1.7	3.1
UTurns	19	0	0	19	13	0	0	13	0	0	0	0	32
% UTurns	100	0	0	1.2	22.8	0	0	0.9	0	0	0	0	1.0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:15 PM				
+0 mins.	5	403	11	419	16	319	0	335	5	0	9	14	
+15 mins.	2	380	7	389	8	335	0	343	8	0	11	19	
+30 mins.	4	448	8	460	12	370	0	382	5	0	11	16	
+45 mins.	4	383	5	392	11	350	0	361	2	0	9	11	
Total Volume	15	1614	31	1660	47	1374	0	1421	20	0	40	60	
% App. Total	0.9	97.2	1.9		3.3	96.7	0		33.3	0	66.7		
PHF	.750	.901	.705	.902	.734	.928	.000	.930	.625	.000	.909	.789	
Passenger Vehicles	0	1558	31	1589	35	1326	0	1361	20	0	40	60	
% Passenger Vehicles	0	96.5	100	95.7	74.5	96.5	0	95.8	100	0	100	100	

Intersection Turning Movement Count

Heavy Vehicles	0	56	0	56	0	48	0	48	0	0	0	0
% Heavy Vehicles	0	3.5	0	3.4	0	3.5	0	3.4	0	0	0	0
UTurns	15	0	0	15	12	0	0	12	0	0	0	0
% UTurns	100	0	0	0.9	25.5	0	0	0.8	0	0	0	0

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaurelEstates
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Passenger Vehicles

	US 27 Southbound				US 27 Northbound				LAUREL ESTATES/OGELTHORPE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	271	0	271	3	218	0	221	1	0	11	12	504
06:45 AM	0	272	0	272	4	292	0	296	6	0	8	14	582
Total	0	543	0	543	7	510	0	517	7	0	19	26	1086
07:00 AM	0	278	1	279	1	273	0	274	4	0	17	21	574
07:15 AM	0	304	4	308	3	274	0	277	7	0	8	15	600
07:30 AM	0	292	1	293	1	298	0	299	11	0	16	27	619
07:45 AM	0	374	2	376	3	275	0	278	7	0	14	21	675
Total	0	1248	8	1256	8	1120	0	1128	29	0	55	84	2468
08:00 AM	0	342	7	349	7	268	0	275	8	0	6	14	638
08:15 AM	0	254	3	257	2	257	0	259	5	0	9	14	530
08:30 AM	0	228	4	232	1	222	0	223	2	0	9	11	466
08:45 AM	0	259	1	260	4	186	0	190	4	0	11	15	465
Total	0	1083	15	1098	14	933	0	947	19	0	35	54	2099
09:00 AM	0	199	2	201	7	195	0	202	0	0	6	6	409
09:15 AM	0	217	3	220	3	177	0	180	1	0	7	8	408
09:30 AM	0	232	2	234	6	187	0	193	0	0	6	6	433
09:45 AM	0	226	0	226	7	199	0	206	5	0	9	14	446
Total	0	874	7	881	23	758	0	781	6	0	28	34	1696
10:00 AM	0	251	3	254	7	194	0	201	1	0	5	6	461
10:15 AM	0	206	1	207	6	171	0	177	3	0	8	11	395
*** BREAK ***													
Total	0	457	4	461	13	365	0	378	4	0	13	17	856
*** BREAK ***													
03:00 PM	0	292	4	296	7	276	0	283	6	0	5	11	590
03:15 PM	0	338	7	345	10	310	0	320	3	0	10	13	678
03:30 PM	0	358	7	365	4	338	0	342	2	0	8	10	717
03:45 PM	0	396	9	405	8	273	0	281	0	0	2	2	688
Total	0	1384	27	1411	29	1197	0	1226	11	0	25	36	2673
04:00 PM	0	285	3	288	8	321	0	329	5	0	9	14	631
04:15 PM	0	351	7	358	13	304	0	317	6	0	7	13	688
04:30 PM	0	344	1	345	7	330	0	337	4	0	5	9	691
04:45 PM	0	352	6	358	7	358	0	365	11	0	7	18	741
Total	0	1332	17	1349	35	1313	0	1348	26	0	28	54	2751
05:00 PM	0	386	11	397	8	334	0	342	1	0	5	6	745
05:15 PM	0	370	7	377	17	292	0	309	5	0	9	14	700
05:30 PM	0	434	8	442	12	326	0	338	8	0	11	19	799
05:45 PM	0	368	5	373	10	309	0	319	5	0	11	16	708
Total	0	1558	31	1589	47	1261	0	1308	19	0	36	55	2952
06:00 PM	0	320	7	327	6	297	0	303	2	0	9	11	641
06:15 PM	0	356	7	363	6	237	0	243	6	0	5	11	617
06:30 PM	0	304	9	313	9	227	0	236	1	0	4	5	554
06:45 PM	0	230	5	235	6	179	0	185	1	0	1	2	422
Total	0	1210	28	1238	27	940	0	967	10	0	19	29	2234
Grand Total	0	9689	137	9826	203	8397	0	8600	131	0	258	389	18815
Apprch %	0	98.6	1.4		2.4	97.6	0		33.7	0	66.3		
Total %	0	51.5	0.7	52.2	1.1	44.6	0	45.7	0.7	0	1.4	2.1	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaurelEstates
Site Code : 18013
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	US 27 Southbound				US 27 Northbound				LAUREL ESTATES/OGELTHORPE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	0	304	4	308	3	274	0	277	7	0	8	15	600
07:30 AM	0	292	1	293	1	298	0	299	11	0	16	27	619
07:45 AM	0	374	2	376	3	275	0	278	7	0	14	21	675
08:00 AM	0	342	7	349	7	268	0	275	8	0	6	14	638
Total Volume	0	1312	14	1326	14	1115	0	1129	33	0	44	77	2532
% App. Total	0	98.9	1.1		1.2	98.8	0		42.9	0	57.1		
PHF	.000	.877	.500	.882	.500	.935	.000	.944	.750	.000	.688	.713	.938

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				06:45 AM				07:00 AM			
+0 mins.	0	304	4	308	4	292	0	296	4	0	17	21
+15 mins.	0	292	1	293	1	273	0	274	7	0	8	15
+30 mins.	0	374	2	376	3	274	0	277	11	0	16	27
+45 mins.	0	342	7	349	1	298	0	299	7	0	14	21
Total Volume	0	1312	14	1326	9	1137	0	1146	29	0	55	84
% App. Total	0	98.9	1.1		0.8	99.2	0		34.5	0	65.5	
PHF	.000	.877	.500	.882	.563	.954	.000	.958	.659	.000	.809	.778

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	0	352	6	358	7	358	0	365	11	0	7	18	741
05:00 PM	0	386	11	397	8	334	0	342	1	0	5	6	745
05:15 PM	0	370	7	377	17	292	0	309	5	0	9	14	700
05:30 PM	0	434	8	442	12	326	0	338	8	0	11	19	799
Total Volume	0	1542	32	1574	44	1310	0	1354	25	0	32	57	2985
% App. Total	0	98	2		3.2	96.8	0		43.9	0	56.1		
PHF	.000	.888	.727	.890	.647	.915	.000	.927	.568	.000	.727	.750	.934

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				05:15 PM			
+0 mins.	0	386	11	397	13	304	0	317	5	0	9	14
+15 mins.	0	370	7	377	7	330	0	337	8	0	11	19
+30 mins.	0	434	8	442	7	358	0	365	5	0	11	16
+45 mins.	0	368	5	373	8	334	0	342	2	0	9	11
Total Volume	0	1558	31	1589	35	1326	0	1361	20	0	40	60
% App. Total	0	98	2		2.6	97.4	0		33.3	0	66.7	
PHF	.000	.897	.705	.899	.673	.926	.000	.932	.625	.000	.909	.789

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaurelEstates
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Groups Printed- Heavy Vehicles													
	US 27 Southbound				US 27 Northbound				LAUREL ESTATES/OGELTHORPE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	11	0	11	1	15	0	16	0	0	0	0	27
06:45 AM	0	21	0	21	0	20	0	20	0	0	0	0	41
Total	0	32	0	32	1	35	0	36	0	0	0	0	68
07:00 AM	0	15	0	15	0	30	0	30	0	0	0	0	45
07:15 AM	0	16	1	17	2	28	0	30	0	0	1	1	48
07:30 AM	0	25	0	25	0	19	0	19	1	0	1	2	46
07:45 AM	0	28	0	28	0	24	0	24	0	0	0	0	52
Total	0	84	1	85	2	101	0	103	1	0	2	3	191
08:00 AM	0	18	0	18	1	16	0	17	0	0	0	0	35
08:15 AM	0	22	0	22	0	31	0	31	0	0	1	1	54
08:30 AM	0	18	0	18	2	25	0	27	0	0	1	1	46
08:45 AM	0	21	0	21	1	25	0	26	0	0	1	1	48
Total	0	79	0	79	4	97	0	101	0	0	3	3	183
09:00 AM	0	12	0	12	0	30	0	30	1	0	0	1	43
09:15 AM	0	16	0	16	0	33	0	33	0	0	0	0	49
09:30 AM	0	18	0	18	0	22	0	22	1	0	0	1	41
09:45 AM	0	27	0	27	0	32	0	32	1	0	0	1	60
Total	0	73	0	73	0	117	0	117	3	0	0	3	193
10:00 AM	0	24	0	24	0	21	0	21	0	0	0	0	45
10:15 AM	0	16	0	16	1	22	0	23	0	0	0	0	39
*** BREAK ***													
Total	0	40	0	40	1	43	0	44	0	0	0	0	84
*** BREAK ***													
03:00 PM	0	17	0	17	0	24	0	24	0	0	0	0	41
03:15 PM	0	24	0	24	0	21	0	21	0	0	0	0	45
03:30 PM	0	25	2	27	0	11	0	11	0	0	1	1	39
03:45 PM	0	38	1	39	0	21	0	21	0	0	1	1	61
Total	0	104	3	107	0	77	0	77	0	0	2	2	186
04:00 PM	0	20	0	20	0	12	0	12	0	0	3	3	35
04:15 PM	0	20	1	21	0	15	0	15	0	0	0	0	36
04:30 PM	0	23	0	23	0	5	0	5	0	0	0	0	28
04:45 PM	0	11	0	11	0	12	0	12	0	0	1	1	24
Total	0	74	1	75	0	44	0	44	0	0	4	4	123
05:00 PM	0	17	0	17	0	16	0	16	0	0	0	0	33
05:15 PM	0	10	0	10	0	9	0	9	0	0	0	0	19
05:30 PM	0	14	0	14	0	6	0	6	0	0	0	0	20
05:45 PM	0	15	0	15	0	11	0	11	0	0	0	0	26
Total	0	56	0	56	0	42	0	42	0	0	0	0	98
06:00 PM	0	9	0	9	0	12	0	12	0	0	0	0	21
06:15 PM	0	15	0	15	0	15	0	15	0	0	0	0	30
06:30 PM	0	15	0	15	0	13	0	13	0	0	0	0	28
06:45 PM	0	14	0	14	0	10	0	10	0	0	0	0	24
Total	0	53	0	53	0	50	0	50	0	0	0	0	103
Grand Total	0	595	5	600	8	606	0	614	4	0	11	15	1229
Apprch %	0	99.2	0.8		1.3	98.7	0		26.7	0	73.3		
Total %	0	48.4	0.4	48.8	0.7	49.3	0	50	0.3	0	0.9	1.2	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaurelEstates
Site Code : 18013
Start Date : 12/13/2018
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	US 27 Southbound				US 27 Northbound				LAUREL ESTATES/OGELTHORPE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:15 AM													
09:15 AM	0	16	0	16	0	33	0	33	0	0	0	0	49
09:30 AM	0	18	0	18	0	22	0	22	1	0	0	1	41
09:45 AM	0	27	0	27	0	32	0	32	1	0	0	1	60
10:00 AM	0	24	0	24	0	21	0	21	0	0	0	0	45
Total Volume	0	85	0	85	0	108	0	108	2	0	0	2	195
% App. Total	0	100	0		0	100	0		100	0	0		
PHF	.000	.787	.000	.787	.000	.818	.000	.818	.500	.000	.000	.500	.813

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				09:00 AM				08:15 AM			
+0 mins.	0	25	0	25	0	30	0	30	0	0	1	1
+15 mins.	0	28	0	28	0	33	0	33	0	0	1	1
+30 mins.	0	18	0	18	0	22	0	22	0	0	1	1
+45 mins.	0	22	0	22	0	32	0	32	1	0	0	1
Total Volume	0	93	0	93	0	117	0	117	1	0	3	4
% App. Total	0	100	0		0	100	0		25	0	75	
PHF	.000	.830	.000	.830	.000	.886	.000	.886	.250	.000	.750	1.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	17	0	17	0	24	0	24	0	0	0	0	41
03:15 PM	0	24	0	24	0	21	0	21	0	0	0	0	45
03:30 PM	0	25	2	27	0	11	0	11	0	0	1	1	39
03:45 PM	0	38	1	39	0	21	0	21	0	0	1	1	61
Total Volume	0	104	3	107	0	77	0	77	0	0	2	2	186
% App. Total	0	97.2	2.8		0	100	0		0	0	100		
PHF	.000	.684	.375	.686	.000	.802	.000	.802	.000	.000	.500	.500	.762

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:15 PM				03:00 PM				03:15 PM			
+0 mins.	0	24	0	24	0	24	0	24	0	0	0	0
+15 mins.	0	25	2	27	0	21	0	21	0	0	1	1
+30 mins.	0	38	1	39	0	11	0	11	0	0	1	1
+45 mins.	0	20	0	20	0	21	0	21	0	0	3	3
Total Volume	0	107	3	110	0	77	0	77	0	0	5	5
% App. Total	0	97.3	2.7		0	100	0		0	0	100	
PHF	.000	.704	.375	.705	.000	.802	.000	.802	.000	.000	.417	.417

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaurelEstates
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- UTurns													
	US 27 Southbound				US 27 Northbound				LAUREL ESTATES/OGELTHORPE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
06:45 AM	4	0	0	4	2	0	0	2	0	0	0	0	6
Total	4	0	0	4	3	0	0	3	0	0	0	0	7
07:00 AM	8	0	0	8	2	0	0	2	0	0	0	0	10
07:15 AM	10	0	0	10	1	0	0	1	1	0	0	1	12
07:30 AM	14	0	0	14	0	0	0	0	0	0	0	0	14
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
Total	35	0	0	35	3	0	0	3	1	0	0	1	39
08:00 AM	8	0	0	8	1	0	0	1	0	0	0	0	9
08:15 AM	5	0	0	5	0	0	0	0	0	0	0	0	5
08:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	5	0	0	5	0	0	0	0	5
Total	17	0	0	17	6	0	0	6	0	0	0	0	23
09:00 AM	3	0	0	3	4	0	0	4	0	0	0	0	7
09:15 AM	2	0	0	2	3	0	0	3	0	0	0	0	5
09:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
09:45 AM	2	0	0	2	2	0	0	2	0	0	0	0	4
Total	10	0	0	10	9	0	0	9	0	0	0	0	19
10:00 AM	2	0	0	2	6	0	0	6	0	0	0	0	8
10:15 AM	3	0	0	3	0	0	0	0	0	0	0	0	3
*** BREAK ***													
Total	5	0	0	5	6	0	0	6	0	0	0	0	11
*** BREAK ***													
03:15 PM	6	0	0	6	4	0	0	4	0	0	0	0	10
03:30 PM	4	0	0	4	3	0	0	3	0	0	0	0	7
03:45 PM	5	0	0	5	4	0	0	4	0	0	0	0	9
Total	15	0	0	15	11	0	0	11	0	0	0	0	26
04:00 PM	6	0	0	6	1	0	0	1	0	0	0	0	7
04:15 PM	4	0	0	4	3	0	0	3	0	0	0	0	7
04:30 PM	6	0	0	6	1	0	0	1	0	0	0	0	7
04:45 PM	8	0	0	8	5	0	0	5	0	0	0	0	13
Total	24	0	0	24	10	0	0	10	0	0	0	0	34
05:00 PM	5	0	0	5	3	0	0	3	0	0	0	0	8
05:15 PM	2	0	0	2	1	0	0	1	0	0	0	0	3
05:30 PM	4	0	0	4	4	0	0	4	0	0	0	0	8
05:45 PM	4	0	0	4	5	0	0	5	0	0	0	0	9
Total	15	0	0	15	13	0	0	13	0	0	0	0	28
06:00 PM	1	0	0	1	2	0	0	2	0	0	0	0	3
06:15 PM	5	0	0	5	2	0	0	2	0	0	0	0	7
06:30 PM	2	0	0	2	2	0	0	2	0	0	0	0	4
06:45 PM	2	0	0	2	1	0	0	1	0	0	0	0	3
Total	10	0	0	10	7	0	0	7	0	0	0	0	17
Grand Total	135	0	0	135	68	0	0	68	1	0	0	1	204
Apprch %	100	0	0		100	0	0		100	0	0		
Total %	66.2	0	0	66.2	33.3	0	0	33.3	0.5	0	0	0.5	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&LaurelEstates
Site Code : 18013
Start Date : 12/13/2018
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	US 27 Southbound				US 27 Northbound				LAUREL ESTATES/OGELTHORPE DRIVE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 06:45 AM													
06:45 AM	4	0	0	4	2	0	0	2	0	0	0	0	6
07:00 AM	8	0	0	8	2	0	0	2	0	0	0	0	10
07:15 AM	10	0	0	10	1	0	0	1	1	0	0	1	12
07:30 AM	14	0	0	14	0	0	0	0	0	0	0	0	14
Total Volume	36	0	0	36	5	0	0	5	1	0	0	1	42
% App. Total	100	0	0		100	0	0		100	0	0		
PHF	.643	.000	.000	.643	.625	.000	.000	.625	.250	.000	.000	.250	.750

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	06:45 AM				08:30 AM				06:30 AM				
+0 mins.	4	0	0	4	0	0	0	0	0	0	0	0	
+15 mins.	8	0	0	8	5	0	0	5	0	0	0	0	
+30 mins.	10	0	0	10	4	0	0	4	0	0	0	0	
+45 mins.	14	0	0	14	3	0	0	3	1	0	0	1	
Total Volume	36	0	0	36	12	0	0	12	1	0	0	1	
% App. Total	100	0	0		100	0	0		100	0	0		
PHF	.643	.000	.000	.643	.600	.000	.000	.600	.250	.000	.000	.250	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	4	0	0	4	3	0	0	3	0	0	0	0	7
04:30 PM	6	0	0	6	1	0	0	1	0	0	0	0	7
04:45 PM	8	0	0	8	5	0	0	5	0	0	0	0	13
05:00 PM	5	0	0	5	3	0	0	3	0	0	0	0	8
Total Volume	23	0	0	23	12	0	0	12	0	0	0	0	35
% App. Total	100	0	0		100	0	0		0	0	0		
PHF	.719	.000	.000	.719	.600	.000	.000	.600	.000	.000	.000	.000	.673

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				03:00 PM				
+0 mins.	6	0	0	6	5	0	0	5	0	0	0	0	
+15 mins.	4	0	0	4	3	0	0	3	0	0	0	0	
+30 mins.	6	0	0	6	1	0	0	1	0	0	0	0	
+45 mins.	8	0	0	8	4	0	0	4	0	0	0	0	
Total Volume	24	0	0	24	13	0	0	13	0	0	0	0	
% App. Total	100	0	0		100	0	0		0	0	0		
PHF	.750	.000	.000	.750	.650	.000	.000	.650	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

Date: 12/13/18

Day: Thursday

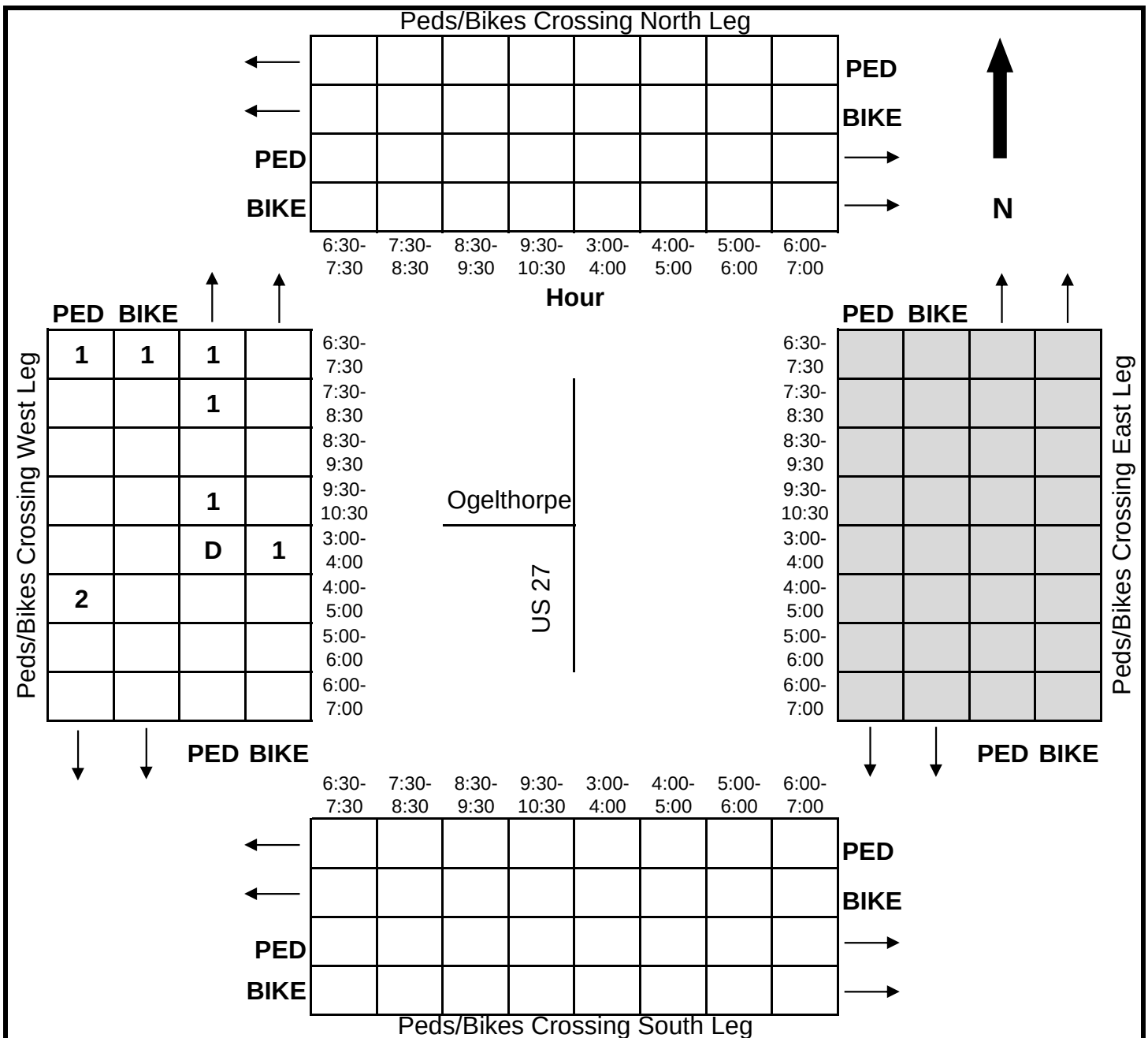
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Ogelthorpe Drive (Laurel Estates)

Comments: _____

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



Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Elgin
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound				TRI COUNTY 1 ROAD Westbound				US 27 Northbound				ELGIN AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	1	267	1	269	7	0	1	8	1	233	1	235	5	0	12	17	529
06:45 AM	6	253	2	261	0	0	5	5	3	314	3	320	4	0	13	17	603
Total	7	520	3	530	7	0	6	13	4	547	4	555	9	0	25	34	1132
07:00 AM	5	254	2	261	6	0	6	12	3	322	2	327	11	0	16	27	627
07:15 AM	4	313	5	322	7	0	10	17	5	304	3	312	9	0	14	23	674
07:30 AM	6	294	2	302	5	0	5	10	3	348	2	353	14	0	15	29	694
07:45 AM	5	368	8	381	6	0	5	11	2	313	1	316	10	0	22	32	740
Total	20	1229	17	1266	24	0	26	50	13	1287	8	1308	44	0	67	111	2735
08:00 AM	9	340	4	353	3	0	4	7	5	291	1	297	7	0	11	18	675
08:15 AM	6	266	1	273	5	0	10	15	13	302	2	317	6	0	9	15	620
08:30 AM	4	226	1	231	2	0	2	4	9	236	1	246	2	0	14	16	497
08:45 AM	3	266	2	271	5	0	3	8	4	209	3	216	2	0	7	9	504
Total	22	1098	8	1128	15	0	19	34	31	1038	7	1076	17	0	41	58	2296
09:00 AM	7	201	0	208	5	0	3	8	8	217	2	227	2	0	7	9	452
09:15 AM	7	231	3	241	2	0	4	6	8	199	6	213	4	0	6	10	470
09:30 AM	4	232	1	237	4	0	2	6	4	210	3	217	3	0	11	14	474
09:45 AM	8	237	3	248	1	0	1	2	11	225	0	236	4	0	5	9	495
Total	26	901	7	934	12	0	10	22	31	851	11	893	13	0	29	42	1891
10:00 AM	8	273	1	282	1	0	1	2	12	196	1	209	1	0	10	11	504
10:15 AM	5	214	3	222	3	0	2	5	10	193	1	204	3	0	1	4	435
*** BREAK ***																	
Total	13	487	4	504	4	0	3	7	22	389	2	413	4	0	11	15	939
*** BREAK ***																	
03:00 PM	11	302	6	319	1	0	6	7	10	300	7	317	1	0	7	8	651
03:15 PM	7	378	10	395	2	1	2	5	13	305	2	320	5	1	8	14	734
03:30 PM	12	343	6	361	4	0	3	7	25	322	3	350	5	0	6	11	729
03:45 PM	9	471	13	493	1	0	2	3	12	277	7	296	10	0	9	19	811
Total	39	1494	35	1568	8	1	13	22	60	1204	19	1283	21	1	30	52	2925
04:00 PM	9	302	11	322	2	0	7	9	15	313	3	331	3	0	6	9	671
04:15 PM	12	335	8	355	3	0	2	5	20	318	6	344	7	0	11	18	722
04:30 PM	7	356	7	370	1	0	4	5	22	309	6	337	11	0	9	20	732
04:45 PM	7	348	12	367	4	0	5	9	12	364	4	380	8	0	9	17	773
Total	35	1341	38	1414	10	0	18	28	69	1304	19	1392	29	0	35	64	2898
05:00 PM	4	388	8	400	4	0	3	7	12	321	5	338	3	0	5	8	753
05:15 PM	11	393	12	416	2	0	5	7	19	283	3	305	7	0	10	17	745
05:30 PM	5	430	7	442	1	0	2	3	19	316	9	344	9	0	11	20	809
05:45 PM	12	385	4	401	3	0	1	4	22	301	7	330	2	0	6	8	743
Total	32	1596	31	1659	10	0	11	21	72	1221	24	1317	21	0	32	53	3050
06:00 PM	10	319	7	336	1	0	5	6	23	289	1	313	6	0	2	8	663
06:15 PM	8	420	13	441	0	0	6	6	10	263	9	282	4	0	1	5	734
06:30 PM	14	268	7	289	2	0	3	5	13	195	7	215	3	0	7	10	519
06:45 PM	5	237	6	248	5	0	0	5	14	169	3	186	3	0	8	11	450
Total	37	1244	33	1314	8	0	14	22	60	916	20	996	16	0	18	34	2366
Grand Total	231	9910	176	10317	98	1	120	219	362	8757	114	9233	174	1	288	463	20232
Apprch %	2.2	96.1	1.7		44.7	0.5	54.8		3.9	94.8	1.2		37.6	0.2	62.2		
Total %	1.1	49	0.9	51	0.5	0	0.6	1.1	1.8	43.3	0.6	45.6	0.9	0	1.4	2.3	
Passenger Vehicles	95	9324	166	9585	97	1	115	213	196	8152	110	8458	172	1	277	450	18706
% Passenger Vehicles	41.1	94.1	94.3	92.9	99	100	95.8	97.3	54.1	93.1	96.5	91.6	98.9	100	96.2	97.2	92.5
Heavy Vehicles	3	586	10	599	1	0	5	6	1	605	4	610	2	0	11	13	1228
% Heavy Vehicles	1.3	5.9	5.7	5.8	1	0	4.2	2.7	0.3	6.9	3.5	6.6	1.1	0	3.8	2.8	6.1
UTurns	133	0	0	133	0	0	0	0	165	0	0	165	0	0	0	0	298
% UTurns	57.6	0	0	1.3	0	0	0	0	45.6	0	0	1.8	0	0	0	0	1.5

Intersection Turning Movement Count

	US 27 Southbound				TRI COUNTY 1 ROAD Westbound				US 27 Northbound				ELGIN AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

07:15 AM	4	313	5	322	7	0	10	17	5	304	3	312	9	0	14	23	674
07:30 AM	6	294	2	302	5	0	5	10	3	348	2	353	14	0	15	29	694
07:45 AM	5	368	8	381	6	0	5	11	2	313	1	316	10	0	22	32	740
08:00 AM	9	340	4	353	3	0	4	7	5	291	1	297	7	0	11	18	675
Total Volume	24	1315	19	1358	21	0	24	45	15	1256	7	1278	40	0	62	102	2783
% App. Total	1.8	96.8	1.4		46.7	0	53.3		1.2	98.3	0.5		39.2	0	60.8		
PHF	.667	.893	.594	.891	.750	.000	.600	.662	.750	.902	.583	.905	.714	.000	.705	.797	.940
Passenger Vehicles	9	1227	16	1252	21	0	22	43	7	1168	6	1181	39	0	59	98	2574
% Passenger Vehicles	37.5	93.3	84.2	92.2	100	0	91.7	95.6	46.7	93.0	85.7	92.4	97.5	0	95.2	96.1	92.5
Heavy Vehicles	0	88	3	91	0	0	2	2	1	88	1	90	1	0	3	4	187
% Heavy Vehicles	0	6.7	15.8	6.7	0	0	8.3	4.4	6.7	7.0	14.3	7.0	2.5	0	4.8	3.9	6.7
UTurns	15	0	0	15	0	0	0	0	7	0	0	7	0	0	0	0	22
% UTurns	62.5	0	0	1.1	0	0	0	0	46.7	0	0	0.5	0	0	0	0	0.8

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				06:45 AM				07:00 AM				
+0 mins.	4	313	5	322	6	0	6	12	3	314	3	320	11	0	16	27	
+15 mins.	6	294	2	302	7	0	10	17	3	322	2	327	9	0	14	23	
+30 mins.	5	368	8	381	5	0	5	10	5	304	3	312	14	0	15	29	
+45 mins.	9	340	4	353	6	0	5	11	3	348	2	353	10	0	22	32	
Total Volume	24	1315	19	1358	24	0	26	50	14	1288	10	1312	44	0	67	111	
% App. Total	1.8	96.8	1.4		48	0	52		1.1	98.2	0.8		39.6	0	60.4		
PHF	.667	.893	.594	.891	.857	.000	.650	.735	.700	.925	.833	.929	.786	.000	.761	.867	
Passenger Vehicles	9	1227	16	1252	24	0	24	48	7	1191	8	1206	43	0	64	107	
% Passenger Vehicles	37.5	93.3	84.2	92.2	100	0	92.3	96	50	92.5	80	91.9	97.7	0	95.5	96.4	
Heavy Vehicles	0	88	3	91	0	0	2	2	1	97	2	100	1	0	3	4	
% Heavy Vehicles	0	6.7	15.8	6.7	0	0	7.7	4	7.1	7.5	20	7.6	2.3	0	4.5	3.6	
UTurns	15	0	0	15	0	0	0	0	6	0	0	6	0	0	0	0	
% UTurns	62.5	0	0	1.1	0	0	0	0	42.9	0	0	0.5	0	0	0	0	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	7	348	12	367	4	0	5	9	12	364	4	380	8	0	9	17	773
05:00 PM	4	388	8	400	4	0	3	7	12	321	5	338	3	0	5	8	753
05:15 PM	11	393	12	416	2	0	5	7	19	283	3	305	7	0	10	17	745
05:30 PM	5	430	7	442	1	0	2	3	19	316	9	344	9	0	11	20	809
Total Volume	27	1559	39	1625	11	0	15	26	62	1284	21	1367	27	0	35	62	3080
% App. Total	1.7	95.9	2.4		42.3	0	57.7		4.5	93.9	1.5		43.5	0	56.5		
PHF	.614	.906	.813	.919	.688	.000	.750	.722	.816	.882	.583	.899	.750	.000	.795	.775	.952
Passenger Vehicles	16	1509	38	1563	11	0	15	26	35	1241	21	1297	27	0	33	60	2946
% Passenger Vehicles	59.3	96.8	97.4	96.2	100	0	100	100	56.5	96.7	100	94.9	100	0	94.3	96.8	95.6
Heavy Vehicles	0	50	1	51	0	0	0	0	0	43	0	43	0	0	2	2	96
% Heavy Vehicles	0	3.2	2.6	3.1	0	0	0	0	0	3.3	0	3.1	0	0	5.7	3.2	3.1
UTurns	11	0	0	11	0	0	0	0	27	0	0	27	0	0	0	0	38
% UTurns	40.7	0	0	0.7	0	0	0	0	43.5	0	0	2.0	0	0	0	0	1.2

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:15 PM				03:45 PM				
+0 mins.	4	388	8	400	2	0	7	9	20	318	6	344	10	0	9	19	
+15 mins.	11	393	12	416	3	0	2	5	22	309	6	337	3	0	6	9	
+30 mins.	5	430	7	442	1	0	4	5	12	364	4	380	7	0	11	18	
+45 mins.	12	385	4	401	4	0	5	9	12	321	5	338	11	0	9	20	
Total Volume	32	1596	31	1659	10	0	18	28	66	1312	21	1399	31	0	35	66	
% App. Total	1.9	96.2	1.9		35.7	0	64.3		4.7	93.8	1.5		47	0	53		
PHF	.667	.928	.646	.938	.625	.000	.643	.778	.750	.901	.875	.920	.705	.000	.795	.825	
Passenger Vehicles	17	1540	31	1588	10	0	17	27	33	1265	20	1318	31	0	32	63	

Intersection Turning Movement Count

% Passenger Vehicles	53.1	96.5	100	95.7	100	0	94.4	96.4	50	96.4	95.2	94.2	100	0	91.4	95.5
Heavy Vehicles	0	56	0	56	0	0	1	1	0	47	1	48	0	0	3	3
% Heavy Vehicles	0	3.5	0	3.4	0	0	5.6	3.6	0	3.6	4.8	3.4	0	0	8.6	4.5
UTurns	15	0	0	15	0	0	0	0	33	0	0	33	0	0	0	0
% UTurns	46.9	0	0	0.9	0	0	0	0	50	0	0	2.4	0	0	0	0

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Elgin
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 27 Southbound				TRI COUNTY 1 ROAD Westbound				US 27 Northbound				ELGIN AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	1	253	1	255	7	0	1	8	1	219	1	221	5	0	12	17	501
06:45 AM	1	235	1	237	0	0	4	4	2	294	2	298	4	0	12	16	555
Total	2	488	2	492	7	0	5	12	3	513	3	519	9	0	24	33	1056
07:00 AM	1	239	2	242	6	0	6	12	2	294	2	298	11	0	16	27	579
07:15 AM	1	297	5	303	7	0	8	15	2	275	2	279	9	0	14	23	620
07:30 AM	2	267	1	270	5	0	5	10	1	328	2	331	14	0	14	28	639
07:45 AM	1	342	6	349	6	0	5	11	1	292	1	294	9	0	20	29	683
Total	5	1145	14	1164	24	0	24	48	6	1189	7	1202	43	0	64	107	2521
08:00 AM	5	321	4	330	3	0	4	7	3	273	1	277	7	0	11	18	632
08:15 AM	2	245	1	248	5	0	10	15	8	271	2	281	6	0	9	15	559
08:30 AM	1	209	1	211	2	0	2	4	7	211	1	219	2	0	14	16	450
08:45 AM	1	245	2	248	5	0	3	8	2	184	3	189	2	0	7	9	454
Total	9	1020	8	1037	15	0	19	34	20	939	7	966	17	0	41	58	2095
09:00 AM	2	188	0	190	5	0	3	8	3	188	2	193	2	0	7	9	400
09:15 AM	1	215	3	219	2	0	4	6	2	164	6	172	4	0	6	10	407
09:30 AM	0	215	1	216	4	0	2	6	1	187	3	191	3	0	11	14	427
09:45 AM	1	210	3	214	1	0	1	2	5	193	0	198	4	0	5	9	423
Total	4	828	7	839	12	0	10	22	11	732	11	754	13	0	29	42	1657
10:00 AM	0	248	1	249	1	0	1	2	5	175	1	181	1	0	10	11	443
10:15 AM	1	199	3	203	3	0	2	5	1	171	1	173	3	0	1	4	385
*** BREAK ***																	
Total	1	447	4	452	4	0	3	7	6	346	2	354	4	0	11	15	828
*** BREAK ***																	
03:00 PM	2	284	5	291	1	0	6	7	8	275	7	290	1	0	7	8	596
03:15 PM	5	356	9	370	2	1	1	4	8	287	1	296	4	1	7	12	682
03:30 PM	3	318	5	326	3	0	3	6	15	310	3	328	5	0	5	10	670
03:45 PM	6	434	12	452	1	0	2	3	9	255	7	271	10	0	7	17	743
Total	16	1392	31	1439	7	1	12	20	40	1127	18	1185	20	1	26	47	2691
04:00 PM	4	283	11	298	2	0	7	9	5	301	3	309	3	0	5	8	624
04:15 PM	9	314	8	331	3	0	1	4	9	304	5	318	7	0	11	18	671
04:30 PM	5	333	6	344	1	0	4	5	10	304	6	320	11	0	9	20	689
04:45 PM	5	339	11	355	4	0	5	9	7	352	4	363	8	0	7	15	742
Total	23	1269	36	1328	10	0	17	27	31	1261	18	1310	29	0	32	61	2726
05:00 PM	3	370	8	381	4	0	3	7	7	305	5	317	3	0	5	8	713
05:15 PM	6	383	12	401	2	0	5	7	9	274	3	286	7	0	10	17	711
05:30 PM	2	417	7	426	1	0	2	3	12	310	9	331	9	0	11	20	780
05:45 PM	6	370	4	380	3	0	1	4	17	290	7	314	2	0	6	8	706
Total	17	1540	31	1588	10	0	11	21	45	1179	24	1248	21	0	32	53	2910
06:00 PM	5	311	7	323	1	0	5	6	12	277	1	290	6	0	2	8	627
06:15 PM	3	405	13	421	0	0	6	6	5	248	9	262	4	0	1	5	694
06:30 PM	8	255	7	270	2	0	3	5	8	182	7	197	3	0	7	10	482
06:45 PM	2	224	6	232	5	0	0	5	9	159	3	171	3	0	8	11	419
Total	18	1195	33	1246	8	0	14	22	34	866	20	920	16	0	18	34	2222
Grand Total	95	9324	166	9585	97	1	115	213	196	8152	110	8458	172	1	277	450	18706
Apprch %	1	97.3	1.7		45.5	0.5	54		2.3	96.4	1.3		38.2	0.2	61.6		
Total %	0.5	49.8	0.9	51.2	0.5	0	0.6	1.1	1	43.6	0.6	45.2	0.9	0	1.5	2.4	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Elgin
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

	US 27 Southbound				TRI COUNTY 1 ROAD Westbound				US 27 Northbound				ELGIN AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	297	5	303	7	0	8	15	2	275	2	279	9	0	14	23	620
07:30 AM	2	267	1	270	5	0	5	10	1	328	2	331	14	0	14	28	639
07:45 AM	1	342	6	349	6	0	5	11	1	292	1	294	9	0	20	29	683
08:00 AM	5	321	4	330	3	0	4	7	3	273	1	277	7	0	11	18	632
Total Volume	9	1227	16	1252	21	0	22	43	7	1168	6	1181	39	0	59	98	2574
% App. Total	0.7	98	1.3		48.8	0	51.2		0.6	98.9	0.5		39.8	0	60.2		
PHF	.450	.897	.667	.897	.750	.000	.688	.717	.583	.890	.750	.892	.696	.000	.738	.845	.942

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				06:45 AM				07:00 AM				
+0 mins.	1	297	5	303	6	0	6	12	2	294	2	298	11	0	16	27	
+15 mins.	2	267	1	270	7	0	8	15	2	294	2	298	9	0	14	23	
+30 mins.	1	342	6	349	5	0	5	10	2	275	2	279	14	0	14	28	
+45 mins.	5	321	4	330	6	0	5	11	1	328	2	331	9	0	20	29	
Total Volume	9	1227	16	1252	24	0	24	48	7	1191	8	1206	43	0	64	107	
% App. Total	0.7	98	1.3		50	0	50		0.6	98.8	0.7		40.2	0	59.8		
PHF	.450	.897	.667	.897	.857	.000	.750	.800	.875	.908	1.000	.911	.768	.000	.800	.922	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	5	339	11	355	4	0	5	9	7	352	4	363	8	0	7	15	742
05:00 PM	3	370	8	381	4	0	3	7	7	305	5	317	3	0	5	8	713
05:15 PM	6	383	12	401	2	0	5	7	9	274	3	286	7	0	10	17	711
05:30 PM	2	417	7	426	1	0	2	3	12	310	9	331	9	0	11	20	780
Total Volume	16	1509	38	1563	11	0	15	26	35	1241	21	1297	27	0	33	60	2946
% App. Total	1	96.5	2.4		42.3	0	57.7		2.7	95.7	1.6		45	0	55		
PHF	.667	.905	.792	.917	.688	.000	.750	.722	.729	.881	.583	.893	.750	.000	.750	.750	.944

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:15 PM				03:45 PM				
+0 mins.	3	370	8	381	1	0	4	5	9	304	5	318	10	0	7	17	
+15 mins.	6	383	12	401	4	0	5	9	10	304	6	320	3	0	5	8	
+30 mins.	2	417	7	426	4	0	3	7	7	352	4	363	7	0	11	18	
+45 mins.	6	370	4	380	2	0	5	7	7	305	5	317	11	0	9	20	
Total Volume	17	1540	31	1588	11	0	17	28	33	1265	20	1318	31	0	32	63	
% App. Total	1.1	97	2		39.3	0	60.7		2.5	96	1.5		49.2	0	50.8		
PHF	.708	.923	.646	.932	.688	.000	.850	.778	.825	.898	.833	.908	.705	.000	.727	.788	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Elgin
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Heavy Vehicles																	
	US 27 Southbound				TRI COUNTY 1 ROAD Westbound				US 27 Northbound				ELGIN AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	14	0	14	0	0	0	0	0	14	0	14	0	0	0	0	28
06:45 AM	1	18	1	20	0	0	1	1	0	20	1	21	0	0	1	1	43
Total	1	32	1	34	0	0	1	1	0	34	1	35	0	0	1	1	71
07:00 AM	1	15	0	16	0	0	0	0	0	28	0	28	0	0	0	0	44
07:15 AM	0	16	0	16	0	0	2	2	1	29	1	31	0	0	0	0	49
07:30 AM	0	27	1	28	0	0	0	0	0	20	0	20	0	0	1	1	49
07:45 AM	0	26	2	28	0	0	0	0	0	21	0	21	1	0	2	3	52
Total	1	84	3	88	0	0	2	2	1	98	1	100	1	0	3	4	194
08:00 AM	0	19	0	19	0	0	0	0	0	18	0	18	0	0	0	0	37
08:15 AM	0	21	0	21	0	0	0	0	0	31	0	31	0	0	0	0	52
08:30 AM	0	17	0	17	0	0	0	0	0	25	0	25	0	0	0	0	42
08:45 AM	0	21	0	21	0	0	0	0	0	25	0	25	0	0	0	0	46
Total	0	78	0	78	0	0	0	0	0	99	0	99	0	0	0	0	177
09:00 AM	0	13	0	13	0	0	0	0	0	29	0	29	0	0	0	0	42
09:15 AM	0	16	0	16	0	0	0	0	0	35	0	35	0	0	0	0	51
09:30 AM	0	17	0	17	0	0	0	0	0	23	0	23	0	0	0	0	40
09:45 AM	0	27	0	27	0	0	0	0	0	32	0	32	0	0	0	0	59
Total	0	73	0	73	0	0	0	0	0	119	0	119	0	0	0	0	192
10:00 AM	0	25	0	25	0	0	0	0	0	21	0	21	0	0	0	0	46
10:15 AM	0	15	0	15	0	0	0	0	0	22	0	22	0	0	0	0	37
*** BREAK ***																	
Total	0	40	0	40	0	0	0	0	0	43	0	43	0	0	0	0	83
*** BREAK ***																	
03:00 PM	0	18	1	19	0	0	0	0	0	25	0	25	0	0	0	0	44
03:15 PM	0	22	1	23	0	0	1	1	0	18	1	19	1	0	1	2	45
03:30 PM	1	25	1	27	1	0	0	1	0	12	0	12	0	0	1	1	41
03:45 PM	0	37	1	38	0	0	0	0	0	22	0	22	0	0	2	2	62
Total	1	102	4	107	1	0	1	2	0	77	1	78	1	0	4	5	192
04:00 PM	0	19	0	19	0	0	0	0	0	12	0	12	0	0	1	1	32
04:15 PM	0	21	0	21	0	0	1	1	0	14	1	15	0	0	0	0	37
04:30 PM	0	23	1	24	0	0	0	0	0	5	0	5	0	0	0	0	29
04:45 PM	0	9	1	10	0	0	0	0	0	12	0	12	0	0	2	2	24
Total	0	72	2	74	0	0	1	1	0	43	1	44	0	0	3	3	122
05:00 PM	0	18	0	18	0	0	0	0	0	16	0	16	0	0	0	0	34
05:15 PM	0	10	0	10	0	0	0	0	0	9	0	9	0	0	0	0	19
05:30 PM	0	13	0	13	0	0	0	0	0	6	0	6	0	0	0	0	19
05:45 PM	0	15	0	15	0	0	0	0	0	11	0	11	0	0	0	0	26
Total	0	56	0	56	0	0	0	0	0	42	0	42	0	0	0	0	98
06:00 PM	0	8	0	8	0	0	0	0	0	12	0	12	0	0	0	0	20
06:15 PM	0	15	0	15	0	0	0	0	0	15	0	15	0	0	0	0	30
06:30 PM	0	13	0	13	0	0	0	0	0	13	0	13	0	0	0	0	26
06:45 PM	0	13	0	13	0	0	0	0	0	10	0	10	0	0	0	0	23
Total	0	49	0	49	0	0	0	0	0	50	0	50	0	0	0	0	99
Grand Total	3	586	10	599	1	0	5	6	1	605	4	610	2	0	11	13	1228
Apprch %	0.5	97.8	1.7		16.7	0	83.3		0.2	99.2	0.7		15.4	0	84.6		
Total %	0.2	47.7	0.8	48.8	0.1	0	0.4	0.5	0.1	49.3	0.3	49.7	0.2	0	0.9	1.1	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Elgin
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

	US 27 Southbound				TRI COUNTY 1 ROAD Westbound				US 27 Northbound				ELGIN AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:15 AM																	
09:15 AM	0	16	0	16	0	0	0	0	0	35	0	35	0	0	0	0	51
09:30 AM	0	17	0	17	0	0	0	0	0	23	0	23	0	0	0	0	40
09:45 AM	0	27	0	27	0	0	0	0	0	32	0	32	0	0	0	0	59
10:00 AM	0	25	0	25	0	0	0	0	0	21	0	21	0	0	0	0	46
Total Volume	0	85	0	85	0	0	0	0	0	111	0	111	0	0	0	0	196
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.787	.000	.787	.000	.000	.000	.000	.000	.793	.000	.793	.000	.000	.000	.000	.831

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				06:30 AM				09:00 AM				07:00 AM				
+0 mins.	0	27	1	28	0	0	0	0	0	29	0	29	0	0	0	0	
+15 mins.	0	26	2	28	0	0	1	1	0	35	0	35	0	0	0	0	
+30 mins.	0	19	0	19	0	0	0	0	0	23	0	23	0	0	1	1	
+45 mins.	0	21	0	21	0	0	2	2	0	32	0	32	1	0	2	3	
Total Volume	0	93	3	96	0	0	3	3	0	119	0	119	1	0	3	4	
% App. Total	0	96.9	3.1		0	0	100		0	100	0		25	0	75		
PHF	.000	.861	.375	.857	.000	.000	.375	.375	.000	.850	.000	.850	.250	.000	.375	.333	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	18	1	19	0	0	0	0	0	25	0	25	0	0	0	0	44
03:15 PM	0	22	1	23	0	0	1	1	0	18	1	19	1	0	1	2	45
03:30 PM	1	25	1	27	1	0	0	1	0	12	0	12	0	0	1	1	41
03:45 PM	0	37	1	38	0	0	0	0	0	22	0	22	0	0	2	2	62
Total Volume	1	102	4	107	1	0	1	2	0	77	1	78	1	0	4	5	192
% App. Total	0.9	95.3	3.7		50	0	50		0	98.7	1.3		20	0	80		
PHF	.250	.689	1.00	.704	.250	.000	.250	.500	.000	.770	.250	.780	.250	.000	.500	.625	.774

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:15 PM				
+0 mins.	0	18	1	19	0	0	0	0	0	25	0	25	1	0	1	2	
+15 mins.	0	22	1	23	0	0	1	1	0	18	1	19	0	0	1	1	
+30 mins.	1	25	1	27	1	0	0	1	0	12	0	12	0	0	2	2	
+45 mins.	0	37	1	38	0	0	0	0	0	22	0	22	0	0	1	1	
Total Volume	1	102	4	107	1	0	1	2	0	77	1	78	1	0	5	6	
% App. Total	0.9	95.3	3.7		50	0	50		0	98.7	1.3		16.7	0	83.3		
PHF	.250	.689	1.000	.704	.250	.000	.250	.500	.000	.770	.250	.780	.250	.000	.625	.750	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Elgin
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound				TRI COUNTY 1 ROAD Westbound				US 27 Northbound				ELGIN AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
06:45 AM	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
Total	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
07:00 AM	3	0	0	3	0	0	0	0	1	0	0	1	0	0	0	0	4
07:15 AM	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	0	5
07:30 AM	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	6
07:45 AM	4	0	0	4	0	0	0	0	1	0	0	1	0	0	0	0	5
Total	14	0	0	14	0	0	0	0	6	0	0	6	0	0	0	0	20
08:00 AM	4	0	0	4	0	0	0	0	2	0	0	2	0	0	0	0	6
08:15 AM	4	0	0	4	0	0	0	0	5	0	0	5	0	0	0	0	9
08:30 AM	3	0	0	3	0	0	0	0	2	0	0	2	0	0	0	0	5
08:45 AM	2	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	4
Total	13	0	0	13	0	0	0	0	11	0	0	11	0	0	0	0	24
09:00 AM	5	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	10
09:15 AM	6	0	0	6	0	0	0	0	6	0	0	6	0	0	0	0	12
09:30 AM	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	7
09:45 AM	7	0	0	7	0	0	0	0	6	0	0	6	0	0	0	0	13
Total	22	0	0	22	0	0	0	0	20	0	0	20	0	0	0	0	42
10:00 AM	8	0	0	8	0	0	0	0	7	0	0	7	0	0	0	0	15
10:15 AM	4	0	0	4	0	0	0	0	9	0	0	9	0	0	0	0	13
*** BREAK ***																	
Total	12	0	0	12	0	0	0	0	16	0	0	16	0	0	0	0	28
*** BREAK ***																	
03:00 PM	9	0	0	9	0	0	0	0	2	0	0	2	0	0	0	0	11
03:15 PM	2	0	0	2	0	0	0	0	5	0	0	5	0	0	0	0	7
03:30 PM	8	0	0	8	0	0	0	0	10	0	0	10	0	0	0	0	18
03:45 PM	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	6
Total	22	0	0	22	0	0	0	0	20	0	0	20	0	0	0	0	42
04:00 PM	5	0	0	5	0	0	0	0	10	0	0	10	0	0	0	0	15
04:15 PM	3	0	0	3	0	0	0	0	11	0	0	11	0	0	0	0	14
04:30 PM	2	0	0	2	0	0	0	0	12	0	0	12	0	0	0	0	14
04:45 PM	2	0	0	2	0	0	0	0	5	0	0	5	0	0	0	0	7
Total	12	0	0	12	0	0	0	0	38	0	0	38	0	0	0	0	50
05:00 PM	1	0	0	1	0	0	0	0	5	0	0	5	0	0	0	0	6
05:15 PM	5	0	0	5	0	0	0	0	10	0	0	10	0	0	0	0	15
05:30 PM	3	0	0	3	0	0	0	0	7	0	0	7	0	0	0	0	10
05:45 PM	6	0	0	6	0	0	0	0	5	0	0	5	0	0	0	0	11
Total	15	0	0	15	0	0	0	0	27	0	0	27	0	0	0	0	42
06:00 PM	5	0	0	5	0	0	0	0	11	0	0	11	0	0	0	0	16
06:15 PM	5	0	0	5	0	0	0	0	5	0	0	5	0	0	0	0	10
06:30 PM	6	0	0	6	0	0	0	0	5	0	0	5	0	0	0	0	11
06:45 PM	3	0	0	3	0	0	0	0	5	0	0	5	0	0	0	0	8
Total	19	0	0	19	0	0	0	0	26	0	0	26	0	0	0	0	45
Grand Total	133	0	0	133	0	0	0	0	165	0	0	165	0	0	0	0	298
Apprch %	100	0	0		0	0	0		100	0	0		0	0	0		
Total %	44.6	0	0	44.6	0	0	0	0	55.4	0	0	55.4	0	0	0	0	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Elgin
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

	US 27 Southbound				TRI COUNTY 1 ROAD Westbound				US 27 Northbound				ELGIN AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:30 AM																	
09:30 AM	4	0	0	4	0	0	0	0	3	0	0	3	0	0	0	0	7
09:45 AM	7	0	0	7	0	0	0	0	6	0	0	6	0	0	0	0	13
10:00 AM	8	0	0	8	0	0	0	0	7	0	0	7	0	0	0	0	15
10:15 AM	4	0	0	4	0	0	0	0	9	0	0	9	0	0	0	0	13
Total Volume	23	0	0	23	0	0	0	0	25	0	0	25	0	0	0	0	48
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.719	.000	.000	.719	.000	.000	.000	.000	.694	.000	.000	.694	.000	.000	.000	.000	.800

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM				06:30 AM				09:30 AM				06:30 AM				
+0 mins.	6	0	0	6	0	0	0	0	3	0	0	3	0	0	0	0	
+15 mins.	4	0	0	4	0	0	0	0	6	0	0	6	0	0	0	0	
+30 mins.	7	0	0	7	0	0	0	0	7	0	0	7	0	0	0	0	
+45 mins.	8	0	0	8	0	0	0	0	9	0	0	9	0	0	0	0	
Total Volume	25	0	0	25	0	0	0	0	25	0	0	25	0	0	0	0	
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.781	.000	.000	.781	.000	.000	.000	.000	.694	.000	.000	.694	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	8	0	0	8	0	0	0	0	10	0	0	10	0	0	0	0	18
03:45 PM	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	6
04:00 PM	5	0	0	5	0	0	0	0	10	0	0	10	0	0	0	0	15
04:15 PM	3	0	0	3	0	0	0	0	11	0	0	11	0	0	0	0	14
Total Volume	19	0	0	19	0	0	0	0	34	0	0	34	0	0	0	0	53
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.594	.000	.000	.594	.000	.000	.000	.000	.773	.000	.000	.773	.000	.000	.000	.000	.736

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				04:00 PM				03:00 PM				
+0 mins.	9	0	0	9	0	0	0	0	10	0	0	10	0	0	0	0	
+15 mins.	2	0	0	2	0	0	0	0	11	0	0	11	0	0	0	0	
+30 mins.	8	0	0	8	0	0	0	0	12	0	0	12	0	0	0	0	
+45 mins.	3	0	0	3	0	0	0	0	5	0	0	5	0	0	0	0	
Total Volume	22	0	0	22	0	0	0	0	38	0	0	38	0	0	0	0	
% App. Total	100	0	0		0	0	0		100	0	0		0	0	0		
PHF	.611	.000	.000	.611	.000	.000	.000	.000	.792	.000	.000	.792	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

Date: 12/13/18

Day: Thursday

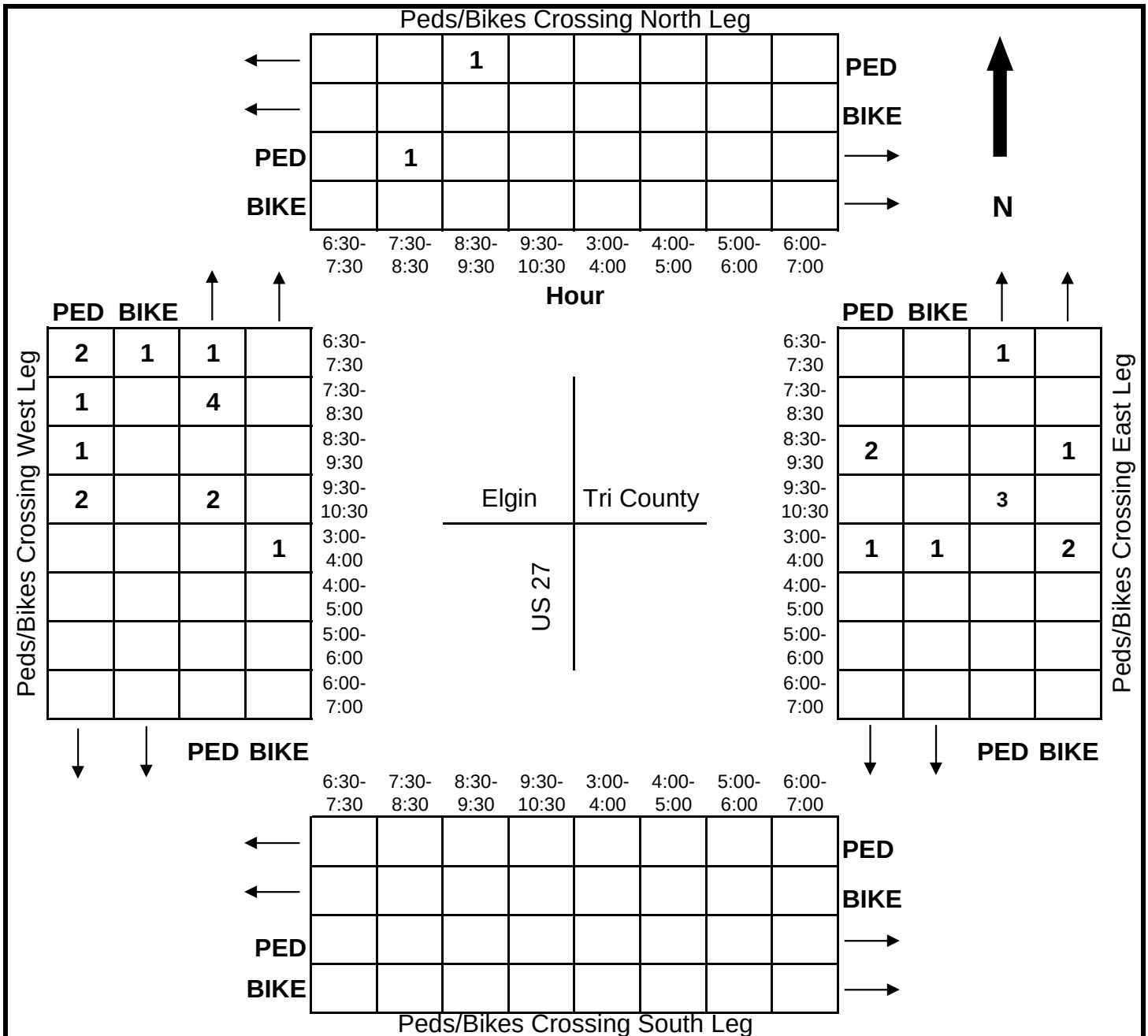
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Elgin Avenue/Tri County 1 Road

Comments: _____

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



Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FourCorners
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	62	243	0	1	306	18	3	14	25	60	5	194	26	15	240	8	13	11	0	32	638
06:45 AM	108	234	2	1	345	31	4	40	29	104	7	215	42	27	291	11	13	15	2	41	781
Total	170	477	2	2	651	49	7	54	54	164	12	409	68	42	531	19	26	26	2	73	1419
07:00 AM	104	176	2	0	282	41	7	71	43	162	4	273	32	28	337	11	8	11	7	37	818
07:15 AM	60	272	2	0	334	23	5	38	36	102	3	278	21	11	313	15	14	12	1	42	791
07:30 AM	41	266	1	3	311	14	3	25	28	70	4	328	14	5	351	28	6	14	3	51	783
07:45 AM	61	346	6	0	413	11	5	44	16	76	3	324	6	5	338	13	9	17	0	39	866
Total	266	1060	11	3	1340	89	20	178	123	410	14	1203	73	49	1339	67	37	54	11	169	3258
08:00 AM	68	307	4	2	381	8	2	12	35	57	5	286	6	4	301	18	5	20	7	50	789
08:15 AM	41	258	4	3	306	8	3	23	24	58	8	280	3	15	306	16	9	7	2	34	704
08:30 AM	49	228	6	2	285	11	5	12	18	46	10	256	2	7	275	10	5	4	4	23	629
08:45 AM	45	231	2	0	278	6	0	12	22	40	3	204	2	3	212	6	9	6	0	21	551
Total	203	1024	16	7	1250	33	10	59	99	201	26	1026	13	29	1094	50	28	37	13	128	2673
09:00 AM	38	185	10	0	233	6	3	6	13	28	6	198	2	1	207	3	4	13	0	20	488
09:15 AM	28	210	2	0	240	13	2	14	18	47	7	210	6	5	228	6	10	5	6	27	542
09:30 AM	27	235	4	1	267	4	1	6	17	28	4	201	2	6	213	12	4	10	4	30	538
09:45 AM	31	206	3	1	241	14	3	12	14	43	7	220	3	3	233	10	3	4	5	22	539
Total	124	836	19	2	981	37	9	38	62	146	24	829	13	15	881	31	21	32	15	99	2107
10:00 AM	23	242	3	0	268	14	2	5	17	38	7	181	3	0	191	7	3	4	5	19	516
10:15 AM	23	188	2	1	214	8	3	14	19	44	6	191	6	2	205	9	7	8	6	30	493
*** BREAK ***																					
Total	46	430	5	1	482	22	5	19	36	82	13	372	9	2	396	16	10	12	11	49	1009
*** BREAK ***																					
03:00 PM	21	287	8	2	318	21	8	44	34	107	6	309	8	9	332	12	7	9	2	30	787
03:15 PM	66	385	7	3	461	21	5	45	23	94	10	293	5	8	316	11	7	8	5	31	902
03:30 PM	75	316	8	2	401	15	5	39	38	97	19	308	14	2	343	4	1	9	4	18	859
03:45 PM	66	447	9	3	525	14	3	19	33	69	12	310	8	2	332	18	4	7	5	34	960
Total	228	1435	32	10	1705	71	21	147	128	367	47	1220	35	21	1323	45	19	33	16	113	3508
04:00 PM	42	305	11	3	361	19	10	29	22	80	11	274	9	4	298	6	8	9	2	25	764
04:15 PM	51	321	8	1	381	12	12	34	26	84	14	269	9	5	297	6	0	10	1	17	779
04:30 PM	57	319	14	1	391	27	5	26	26	84	13	290	5	5	313	10	5	8	3	26	814
04:45 PM	40	342	14	2	398	20	3	31	29	83	11	377	9	6	403	9	6	3	8	26	910
Total	190	1287	47	7	1531	78	30	120	103	331	49	1210	32	20	1311	31	19	30	14	94	3267
05:00 PM	43	378	12	2	435	19	7	31	22	79	15	300	10	6	331	7	6	8	5	26	871
05:15 PM	51	347	4	4	406	32	10	54	15	111	7	276	11	4	298	17	8	8	1	34	849
05:30 PM	71	424	9	4	508	27	5	30	25	87	14	286	4	7	311	11	4	14	3	32	938
05:45 PM	36	367	10	5	418	13	1	27	18	59	5	297	8	2	312	10	1	4	2	17	806
Total	201	1516	35	15	1767	91	23	142	80	336	41	1159	33	19	1252	45	19	34	11	109	3464

City/County: Davenport/Polk
Weather: Clear
Comments:

[illegible][illegible]

Intersection Turning Movement Count

City/County: Davenport/Polk

Weather: Clear

Comments:

File Name : US27&FourCorners

Site Code : 18013

Start Date : 12/13/2018

Page No : 3

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

[illegible]

Intersection Turning Movement Count

City/County: Davenport/Polk

Weather: Clear

Comments:

File Name : US27&FourCorners

Site Code : 18013

Start Date : 12/13/2018

Page No : 4

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																				
	05:00 PM					03:00 PM					04:30 PM					05:30 PM				
+0 mins.	43	378	12	2	435	21	8	44	34	107	13	290	5	5	313	11	4	14	3	32
+15 mins.	51	347	4	4	406	21	5	45	23	94	11	377	9	6	403	10	1	4	2	17
+30 mins.	71	424	9	4	508	15	5	39	38	97	15	300	10	6	331	13	5	12	4	34
+45 mins.	36	367	10	5	418	14	3	19	33	69	7	276	11	4	298	10	11	17	2	40
Total Volume	201	1516	35	15	1767	71	21	147	128	367	46	1243	35	21	1345	44	21	47	11	123
% App. Total	11.4	85.8	2	0.8		19.3	5.7	40.1	34.9		3.4	92.4	2.6	1.6		35.8	17.1	38.2	8.9	
PHF	.708	.894	.729	.750	.870	.845	.656	.817	.842	.857	.767	.824	.795	.875	.834	.846	.477	.691	.688	.769
Passenger Vehicles	195	1460	35	14	1704	68	20	145	125	358	44	1203	35	21	1303	43	21	45	11	120
% Passenger Vehicles	97	96.3	100	93.3	96.4	95.8	95.2	98.6	97.7	97.5	95.7	96.8	100	100	96.9	97.7	100	95.7	100	97.6
Heavy Vehicles	2	56	0	1	59	3	1	2	3	9	2	40	0	0	42	1	0	2	0	3
% Heavy Vehicles	1	3.7	0	6.7	3.3	4.2	4.8	1.4	2.3	2.5	4.3	3.2	0	0	3.1	2.3	0	4.3	0	2.4
UTurns	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	2	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FourCorners
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	60	228	0	1	289	18	3	14	24	59	5	183	26	15	229	8	13	11	0	32	609
06:45 AM	103	215	1	1	320	31	4	40	29	104	6	197	42	27	272	11	13	14	2	40	736
Total	163	443	1	2	609	49	7	54	53	163	11	380	68	42	501	19	26	25	2	72	1345
07:00 AM	102	162	2	0	266	41	7	70	42	160	3	245	31	27	306	11	8	11	7	37	769
07:15 AM	58	256	2	0	316	23	4	38	35	100	3	246	21	11	281	15	14	11	1	41	738
07:30 AM	38	243	1	3	285	12	2	24	28	66	4	308	14	5	331	28	6	12	2	48	730
07:45 AM	59	320	5	0	384	11	5	41	16	73	3	305	5	4	317	13	9	16	0	38	812
Total	257	981	10	3	1251	87	18	173	121	399	13	1104	71	47	1235	67	37	50	10	164	3049
08:00 AM	63	287	4	2	356	8	2	12	33	55	5	265	6	4	280	18	5	20	7	50	741
08:15 AM	39	239	4	3	285	7	3	22	24	56	7	249	3	12	271	16	9	7	2	34	646
08:30 AM	47	207	6	2	262	10	4	12	18	44	10	226	2	5	243	10	5	3	4	22	571
08:45 AM	43	214	2	0	259	5	0	12	22	39	3	178	2	3	186	6	9	6	0	21	505
Total	192	947	16	7	1162	30	9	58	97	194	25	918	13	24	980	50	28	36	13	127	2463
09:00 AM	32	173	10	0	215	5	3	6	13	27	5	166	2	0	173	3	4	13	0	20	435
09:15 AM	24	195	2	0	221	13	2	13	17	45	7	175	5	5	192	6	10	5	6	27	485
09:30 AM	27	213	4	1	245	4	1	6	16	27	4	175	2	6	187	12	4	10	4	30	489
09:45 AM	27	189	3	1	220	11	3	12	13	39	6	190	3	3	202	10	3	4	4	21	482
Total	110	770	19	2	901	33	9	37	59	138	22	706	12	14	754	31	21	32	14	98	1891
10:00 AM	21	217	3	0	241	14	2	5	17	38	6	159	3	0	168	7	3	4	5	19	466
10:15 AM	17	173	2	1	193	8	3	14	19	44	6	169	6	2	183	9	7	8	5	29	449
*** BREAK ***																					
Total	38	390	5	1	434	22	5	19	36	82	12	328	9	2	351	16	10	12	10	48	915
*** BREAK ***																					
03:00 PM	19	267	7	2	295	20	8	42	31	101	6	282	8	9	305	12	7	8	2	29	730
03:15 PM	61	364	6	3	434	20	5	45	23	93	10	271	5	8	294	11	7	7	5	30	851
03:30 PM	70	295	8	2	375	14	4	39	38	95	18	296	14	2	330	4	1	9	3	17	817
03:45 PM	62	408	9	3	482	14	3	19	33	69	12	285	8	1	306	18	4	7	4	33	890
Total	212	1334	30	10	1586	68	20	145	125	358	46	1134	35	20	1235	45	19	31	14	109	3288
04:00 PM	39	292	10	3	344	16	10	29	22	77	11	264	9	4	288	6	8	8	2	24	733
04:15 PM	47	301	8	1	357	11	12	34	26	83	14	254	9	5	282	6	0	9	1	16	738
04:30 PM	56	294	14	1	365	24	5	25	26	80	13	286	5	5	309	10	5	8	3	26	780
04:45 PM	38	332	13	2	385	19	3	31	29	82	10	366	9	6	391	8	6	3	7	24	882
Total	180	1219	45	7	1451	70	30	119	103	322	48	1170	32	20	1270	30	19	28	13	90	3133
05:00 PM	40	365	12	1	418	18	7	31	22	78	14	286	10	6	316	7	6	8	4	25	837
05:15 PM	51	335	4	4	394	31	10	54	15	110	7	265	11	4	287	17	8	8	1	34	825
05:30 PM	68	410	9	4	491	27	5	28	25	85	14	279	4	7	304	11	4	13	3	31	911
05:45 PM	36	350	10	5	401	12	1	27	18	58	5	286	8	2	301	9	1	4	2	16	776
Total	195	1460	35	14	1704	88	23	140	80	331	40	1116	33	19	1208	44	19	33	10	106	3349

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FourCorners
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Passenger Vehicles

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	42	308	6	4	360	12	6	19	16	53	16	269	5	5	295	13	5	12	4	34	742
06:15 PM	46	353	13	2	414	16	9	16	20	61	17	181	10	6	214	10	11	16	2	39	728
06:30 PM	36	282	12	4	334	12	16	17	20	65	6	217	7	7	237	3	4	7	5	19	655
06:45 PM	43	234	13	10	300	10	9	15	14	48	9	151	3	5	168	7	5	2	4	18	534
Total	167	1177	44	20	1408	50	40	67	70	227	48	818	25	23	914	33	25	37	15	110	2659
Grand Total	1514	8721	205	66	10506	497	161	812	744	2214	265	7674	298	211	8448	335	204	284	101	924	22092
Apprch %	14.4	83	2	0.6		22.4	7.3	36.7	33.6		3.1	90.8	3.5	2.5		36.3	22.1	30.7	10.9		
Total %	6.9	39.5	0.9	0.3	47.6	2.2	0.7	3.7	3.4	10	1.2	34.7	1.3	1	38.2	1.5	0.9	1.3	0.5	4.2	

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	102	162	2	0	266	41	7	70	42	160	3	245	31	27	306	11	8	11	7	37	769
07:15 AM	58	256	2	0	316	23	4	38	35	100	3	246	21	11	281	15	14	11	1	41	738
07:30 AM	38	243	1	3	285	12	2	24	28	66	4	308	14	5	331	28	6	12	2	48	730
07:45 AM	59	320	5	0	384	11	5	41	16	73	3	305	5	4	317	13	9	16	0	38	812
Total Volume	257	981	10	3	1251	87	18	173	121	399	13	1104	71	47	1235	67	37	50	10	164	3049
% App. Total	20.5	78.4	0.8	0.2		21.8	4.5	43.4	30.3		1.1	89.4	5.7	3.8		40.9	22.6	30.5	6.1		
PHF	.630	.766	.500	.250	.814	.530	.643	.618	.720	.623	.813	.896	.573	.435	.933	.598	.661	.781	.357	.854	.939

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					06:45 AM					07:00 AM					07:15 AM				
+0 mins.	58	256	2	0	316	31	4	40	29	104	3	245	31	27	306	15	14	11	1	41
+15 mins.	38	243	1	3	285	41	7	70	42	160	3	246	21	11	281	28	6	12	2	48
+30 mins.	59	320	5	0	384	23	4	38	35	100	4	308	14	5	331	13	9	16	0	38
+45 mins.	63	287	4	2	356	12	2	24	28	66	3	305	5	4	317	18	5	20	7	50
Total Volume	218	1106	12	5	1341	107	17	172	134	430	13	1104	71	47	1235	74	34	59	10	177
% App. Total	16.3	82.5	0.9	0.4		24.9	4	40	31.2		1.1	89.4	5.7	3.8		41.8	19.2	33.3	5.6	
PHF	.865	.864	.600	.417	.873	.652	.607	.614	.798	.672	.813	.896	.573	.435	.933	.661	.607	.738	.357	.885

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	38	332	13	2	385	19	3	31	29	82	10	366	9	6	391	8	6	3	7	24	882
05:00 PM	40	365	12	1	418	18	7	31	22	78	14	286	10	6	316	7	6	8	4	25	837
05:15 PM	51	335	4	4	394	31	10	54	15	110	7	265	11	4	287	17	8	8	1	34	825
05:30 PM	68	410	9	4	491	27	5	28	25	85	14	279	4	7	304	11	4	13	3	31	911
Total Volume	197	1442	38	11	1688	95	25	144	91	355	45	1196	34	23	1298	43	24	32	15	114	3455
% App. Total	11.7	85.4	2.3	0.7		26.8	7	40.6	25.6		3.5	92.1	2.6	1.8		37.7	21.1	28.1	13.2		
PHF	.724	.879	.731	.688	.859	.766	.625	.667	.784	.807	.804	.817	.773	.821	.830	.632	.750	.615	.536	.838	.948

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&FourCorners
 Site Code : 18013
 Start Date : 12/13/2018
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	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					03:00 PM					04:30 PM					05:30 PM					
+0 mins.	40	365	12	1	418	20	8	42	31	101	13	286	5	5	309	11	4	13	3	31	
+15 mins.	51	335	4	4	394	20	5	45	23	93	10	366	9	6	391	9	1	4	2	16	
+30 mins.	68	410	9	4	491	14	4	39	38	95	14	286	10	6	316	13	5	12	4	34	
+45 mins.	36	350	10	5	401	14	3	19	33	69	7	265	11	4	287	10	11	16	2	39	
Total Volume	195	1460	35	14	1704	68	20	145	125	358	44	1203	35	21	1303	43	21	45	11	120	
% App. Total	11.4	85.7	2.1	0.8		19	5.6	40.5	34.9		3.4	92.3	2.7	1.6		35.8	17.5	37.5	9.2		
PHF	.717	.890	.729	.700	.868	.850	.625	.806	.822	.886	.786	.822	.795	.875	.833	.827	.477	.703	.688	.769	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FourCorners
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	1	15	0	0	16	0	0	0	1	1	0	11	0	0	11	0	0	0	0	0	28
06:45 AM	3	19	1	0	23	0	0	0	0	0	0	18	0	0	18	0	0	1	0	1	42
Total	4	34	1	0	39	0	0	0	1	1	0	29	0	0	29	0	0	1	0	1	70
07:00 AM	0	14	0	0	14	0	0	1	1	2	1	28	1	1	31	0	0	0	0	0	47
07:15 AM	0	16	0	0	16	0	1	0	1	2	0	32	0	0	32	0	0	1	0	1	51
07:30 AM	0	23	0	0	23	2	1	1	0	4	0	20	0	0	20	0	0	2	1	3	50
07:45 AM	0	26	1	0	27	0	0	3	0	3	0	19	1	1	21	0	0	1	0	1	52
Total	0	79	1	0	80	2	2	5	2	11	1	99	2	2	104	0	0	4	1	5	200
08:00 AM	2	20	0	0	22	0	0	0	2	2	0	21	0	0	21	0	0	0	0	0	45
08:15 AM	0	19	0	0	19	1	0	1	0	2	1	31	0	3	35	0	0	0	0	0	56
08:30 AM	0	21	0	0	21	1	1	0	0	2	0	30	0	2	32	0	0	1	0	1	56
08:45 AM	0	17	0	0	17	1	0	0	0	1	0	26	0	0	26	0	0	0	0	0	44
Total	2	77	0	0	79	3	1	1	2	7	1	108	0	5	114	0	0	1	0	1	201
09:00 AM	1	12	0	0	13	1	0	0	0	1	1	32	0	1	34	0	0	0	0	0	48
09:15 AM	0	15	0	0	15	0	0	1	1	2	0	35	1	0	36	0	0	0	0	0	53
09:30 AM	0	22	0	0	22	0	0	0	1	1	0	26	0	0	26	0	0	0	0	0	49
09:45 AM	1	17	0	0	18	3	0	0	1	4	1	30	0	0	31	0	0	0	1	1	54
Total	2	66	0	0	68	4	0	1	3	8	2	123	1	1	127	0	0	0	1	1	204
10:00 AM	1	25	0	0	26	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	48
10:15 AM	0	15	0	0	15	0	0	0	0	0	0	22	0	0	22	0	0	0	1	1	38
*** BREAK ***																					
Total	1	40	0	0	41	0	0	0	0	0	0	44	0	0	44	0	0	0	1	1	86
*** BREAK ***																					
03:00 PM	0	20	1	0	21	1	0	2	3	6	0	27	0	0	27	0	0	1	0	1	55
03:15 PM	0	21	1	0	22	1	0	0	0	1	0	22	0	0	22	0	0	1	0	1	46
03:30 PM	1	21	0	0	22	1	1	0	0	2	0	12	0	0	12	0	0	0	1	1	37
03:45 PM	0	39	0	0	39	0	0	0	0	0	0	25	0	1	26	0	0	0	1	1	66
Total	1	101	2	0	104	3	1	2	3	9	0	86	0	1	87	0	0	2	2	4	204
04:00 PM	0	13	1	0	14	3	0	0	0	3	0	10	0	0	10	0	0	1	0	1	28
04:15 PM	0	20	0	0	20	1	0	0	0	1	0	15	0	0	15	0	0	1	0	1	37
04:30 PM	0	25	0	0	25	3	0	1	0	4	0	4	0	0	4	0	0	0	0	0	33
04:45 PM	0	10	1	0	11	1	0	0	0	1	1	11	0	0	12	1	0	0	1	2	26
Total	0	68	2	0	70	8	0	1	0	9	1	40	0	0	41	1	0	2	1	4	124
05:00 PM	1	13	0	1	15	1	0	0	0	1	1	14	0	0	15	0	0	0	1	1	32
05:15 PM	0	12	0	0	12	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	24
05:30 PM	1	14	0	0	15	0	0	2	0	2	0	7	0	0	7	0	0	1	0	1	25
05:45 PM	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	29
Total	2	56	0	1	59	2	0	2	0	4	1	43	0	0	44	1	0	1	1	3	110

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FourCorners
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	0	10	0	0	10	0	0	0	0	0	1	12	1	0	14	0	0	0	0	0	24
06:15 PM	0	15	1	0	16	1	0	0	0	1	0	15	0	0	15	0	0	1	0	1	33
06:30 PM	0	13	0	0	13	0	0	0	0	0	0	12	0	0	12	0	0	0	1	1	26
06:45 PM	0	19	0	0	19	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	28
Total	0	57	1	0	58	1	0	0	0	1	1	48	1	0	50	0	0	1	1	2	111
Grand Total	12	578	7	1	598	23	4	12	11	50	7	620	4	9	640	2	0	12	8	22	1310
Apprch %	2	96.7	1.2	0.2		46	8	24	22		1.1	96.9	0.6	1.4		9.1	0	54.5	36.4		
Total %	0.9	44.1	0.5	0.1	45.6	1.8	0.3	0.9	0.8	3.8	0.5	47.3	0.3	0.7	48.9	0.2	0	0.9	0.6	1.7	

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	26	1	0	27	0	0	3	0	3	0	19	1	1	21	0	0	1	0	1	52
08:00 AM	2	20	0	0	22	0	0	0	2	2	0	21	0	0	21	0	0	0	0	0	45
08:15 AM	0	19	0	0	19	1	0	1	0	2	1	31	0	3	35	0	0	0	0	0	56
08:30 AM	0	21	0	0	21	1	1	0	0	2	0	30	0	2	32	0	0	1	0	1	56
Total Volume	2	86	1	0	89	2	1	4	2	9	1	101	1	6	109	0	0	2	0	2	209
% App. Total	2.2	96.6	1.1	0		22.2	11.1	44.4	22.2		0.9	92.7	0.9	5.5		0	0	100	0		
PHF	.250	.827	.250	.000	.824	.500	.250	.333	.250	.750	.250	.815	.250	.500	.779	.000	.000	.500	.000	.500	.933

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					08:30 AM					06:45 AM				
+0 mins.	0	23	0	0	23	0	0	1	1	2	0	30	0	2	32	0	0	1	0	1
+15 mins.	0	26	1	0	27	0	1	0	1	2	0	26	0	0	26	0	0	0	0	0
+30 mins.	2	20	0	0	22	2	1	1	0	4	1	32	0	1	34	0	0	1	0	1
+45 mins.	0	19	0	0	19	0	0	3	0	3	0	35	1	0	36	0	0	2	1	3
Total Volume	2	88	1	0	91	2	2	5	2	11	1	123	1	3	128	0	0	4	1	5
% App. Total	2.2	96.7	1.1	0		18.2	18.2	45.5	18.2		0.8	96.1	0.8	2.3		0	0	80	20	
PHF	.250	.846	.250	.000	.843	.250	.500	.417	.500	.688	.250	.879	.250	.375	.889	.000	.000	.500	.250	.417

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	20	1	0	21	1	0	2	3	6	0	27	0	0	27	0	0	1	0	1	55
03:15 PM	0	21	1	0	22	1	0	0	0	1	0	22	0	0	22	0	0	1	0	1	46
03:30 PM	1	21	0	0	22	1	1	0	0	2	0	12	0	0	12	0	0	0	1	1	37
03:45 PM	0	39	0	0	39	0	0	0	0	0	0	25	0	1	26	0	0	0	1	1	66
Total Volume	1	101	2	0	104	3	1	2	3	9	0	86	0	1	87	0	0	2	2	4	204
% App. Total	1	97.1	1.9	0		33.3	11.1	22.2	33.3		0	98.9	0	1.1		0	0	50	50		
PHF	.250	.647	.500	.000	.667	.750	.250	.250	.250	.375	.000	.796	.000	.250	.806	.000	.000	.500	.500	1.00	.773

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&FourCorners
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:00 PM					03:00 PM					03:00 PM					
+0 mins.	0	20	1	0	21	1	0	2	3	6	0	27	0	0	27	0	0	1	0	1	
+15 mins.	0	21	1	0	22	1	0	0	0	1	0	22	0	0	22	0	0	1	0	1	
+30 mins.	1	21	0	0	22	1	1	0	0	2	0	12	0	0	12	0	0	0	1	1	
+45 mins.	0	39	0	0	39	0	0	0	0	0	0	25	0	1	26	0	0	0	1	1	
Total Volume	1	101	2	0	104	3	1	2	3	9	0	86	0	1	87	0	0	2	2	4	
% App. Total	1	97.1	1.9	0		33.3	11.1	22.2	33.3		0	98.9	0	1.1		0	0	50	50		
PHF	.250	.647	.500	.000	.667	.750	.250	.250	.250	.375	.000	.796	.000	.250	.806	.000	.000	.500	.500	1.000	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FourCorners
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
Total	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
07:00 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
08:00 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:15 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
09:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
09:15 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																					
09:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
10:00 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
10:15 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
*** BREAK ***																					
Total	7	0	0	0	7	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	8
*** BREAK ***																					
03:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30 PM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
03:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	15	0	0	0	15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	16
04:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
05:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	

City/County: Davenport/Polk
Weather: Clear
Comments:

Groups Printed- UTurns																						
	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound						
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	
06:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
*** BREAK ***																						
06:30 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Grand Total	75	0	0	0	75	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	79	
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0			
Total %	94.9	0	0	0	94.9	1.3	0	0	0	1.3	3.8	0	0	0	3.8	0	0	0	0	0		

[illegible]

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:30 AM					06:30 AM					06:30 AM					06:30 AM				
+0 mins.	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
+30 mins.	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	13	0	0	0	13	0	0	0	0	0	1	0	0	0	1	0	0	0	0	
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.650	.000	.000	.000	.650	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30 PM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	5
03:45 PM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	16	0	0	0	16	0	0	0	0	0	1	0	0	0	1	0	0	0	0	17
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.800	.000	.000	.000	.800	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.850

Intersection Turning Movement Count

City/County: Davenport/Polk

Weather: Clear

Comments:

File Name : US27&FourCorners

Site Code : 18013

Start Date : 12/13/2018

Page No : 3

	US 27 Southbound					BELLA CITTA BOULEVARD Westbound					US 27 Northbound					FOUR CORNERS BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:15 PM					05:00 PM					03:00 PM					03:00 PM					
+0 mins.	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
+45 mins.	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total Volume	16	0	0	0	16	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.800	.000	.000	.000	.800	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 12/13/18

Day: Thursday

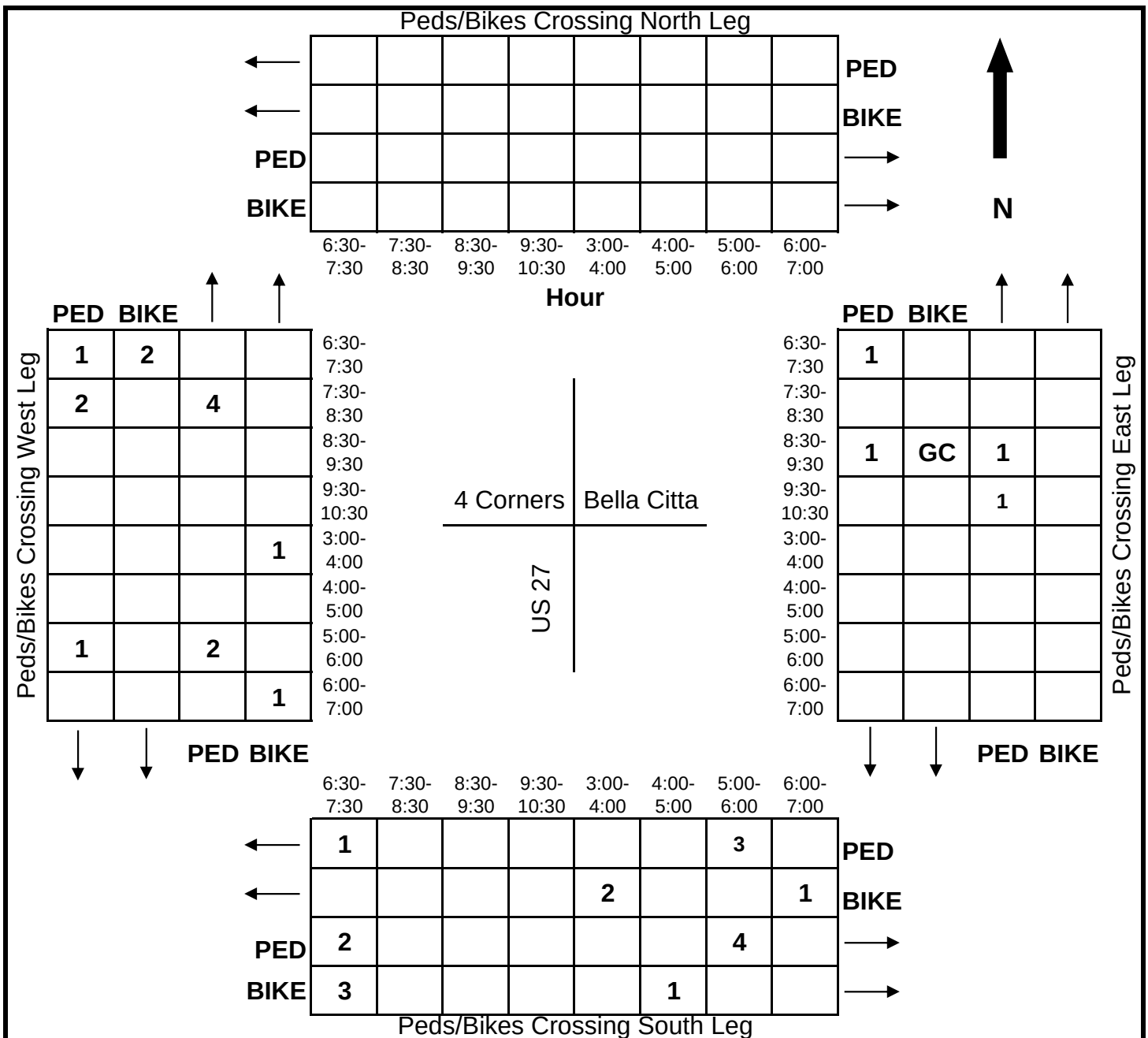
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Four Corners Boulevard/Bella Citta Boulevard

Comments: GC - Golf Cart

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



Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&TerradelSol
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns																	
	US 27 Southbound				TERRA DEL SOL BOULEVARD Westbound				US 27 Northbound				CENTRAL GROVE ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 AM	0	275	2	277	2	0	0	2	2	236	2	240	10	0	4	14	533
06:45 AM	0	298	6	304	2	0	1	3	2	304	0	306	26	0	11	37	650
Total	0	573	8	581	4	0	1	5	4	540	2	546	36	0	15	51	1183
07:00 AM	0	277	3	280	2	1	3	6	8	373	3	384	26	0	3	29	699
07:15 AM	0	277	4	281	1	0	3	4	3	362	2	367	24	0	8	32	684
07:30 AM	0	331	6	337	1	0	4	5	1	411	3	415	34	0	7	41	798
07:45 AM	1	324	11	336	2	0	10	12	1	418	0	419	18	0	6	24	791
Total	1	1209	24	1234	6	1	20	27	13	1564	8	1585	102	0	24	126	2972
08:00 AM	3	319	8	330	1	0	3	4	2	313	1	316	25	0	5	30	680
08:15 AM	3	269	4	276	2	0	2	4	3	293	1	297	10	0	1	11	588
08:30 AM	1	246	8	255	4	0	2	6	3	283	2	288	21	0	4	25	574
08:45 AM	1	266	4	271	4	0	5	9	1	243	2	246	17	0	4	21	547
Total	8	1100	24	1132	11	0	12	23	9	1132	6	1147	73	0	14	87	2389
09:00 AM	3	211	10	224	1	0	2	3	3	208	1	212	15	0	7	22	461
09:15 AM	1	211	5	217	2	0	2	4	4	228	1	233	11	0	5	16	470
09:30 AM	0	232	3	235	1	0	1	2	3	220	2	225	22	0	4	26	488
09:45 AM	0	208	2	210	2	0	1	3	3	237	2	242	8	0	6	14	469
Total	4	862	20	886	6	0	6	12	13	893	6	912	56	0	22	78	1888
10:00 AM	1	231	4	236	2	0	1	3	2	197	1	200	15	0	5	20	459
10:15 AM	0	197	12	209	0	0	1	1	1	227	2	230	14	0	3	17	457
*** BREAK ***																	
Total	1	428	16	445	2	0	2	4	3	424	3	430	29	0	8	37	916
*** BREAK ***																	
03:00 PM	2	303	10	315	0	0	0	0	3	370	1	374	18	0	4	22	711
03:15 PM	3	471	16	490	5	0	4	9	11	343	3	357	12	0	3	15	871
03:30 PM	1	401	14	416	3	0	1	4	5	365	1	371	10	0	4	14	805
03:45 PM	2	415	15	432	2	0	3	5	9	318	2	329	18	0	9	27	793
Total	8	1590	55	1653	10	0	8	18	28	1396	7	1431	58	0	20	78	3180
04:00 PM	2	365	15	382	2	0	2	4	9	339	1	349	10	0	6	16	751
04:15 PM	1	390	11	402	3	0	3	6	5	320	1	326	11	0	4	15	749
04:30 PM	6	375	15	396	3	0	0	3	1	344	2	347	15	0	1	16	762
04:45 PM	1	364	17	382	1	0	1	2	6	397	3	406	12	0	9	21	811
Total	10	1494	58	1562	9	0	6	15	21	1400	7	1428	48	0	20	68	3073
05:00 PM	4	427	25	456	0	0	3	3	5	327	4	336	4	0	1	5	800
05:15 PM	6	416	15	437	1	0	1	2	5	327	2	334	24	0	3	27	800
05:30 PM	6	478	19	503	1	0	4	5	5	330	2	337	17	0	5	22	867
05:45 PM	3	384	19	406	1	0	4	5	4	327	3	334	15	0	5	20	765
Total	19	1705	78	1802	3	0	12	15	19	1311	11	1341	60	0	14	74	3232
06:00 PM	3	358	22	383	2	0	1	3	4	295	0	299	18	0	7	25	710
06:15 PM	4	391	20	415	1	0	1	2	6	246	1	253	12	0	2	14	684
06:30 PM	6	335	14	355	0	0	3	3	3	243	3	249	8	0	3	11	618
06:45 PM	3	272	15	290	1	0	1	2	3	188	0	191	12	2	4	18	501
Total	16	1356	71	1443	4	0	6	10	16	972	4	992	50	2	16	68	2513
Grand Total	67	10317	354	10738	55	1	73	129	126	9632	54	9812	512	2	153	667	21346
Apprch %	0.6	96.1	3.3		42.6	0.8	56.6		1.3	98.2	0.6		76.8	0.3	22.9		
Total %	0.3	48.3	1.7	50.3	0.3	0	0.3	0.6	0.6	45.1	0.3	46	2.4	0	0.7	3.1	
Passenger Vehicles	59	9769	343	10171	54	1	69	124	110	9070	49	9229	505	2	141	648	20172
% Passenger Vehicles	88.1	94.7	96.9	94.7	98.2	100	94.5	96.1	87.3	94.2	90.7	94.1	98.6	100	92.2	97.2	94.5
Heavy Vehicles	0	548	11	559	1	0	4	5	11	562	5	578	5	0	12	17	1159
% Heavy Vehicles	0	5.3	3.1	5.2	1.8	0	5.5	3.9	8.7	5.8	9.3	5.9	1	0	7.8	2.5	5.4
UTurns	8	0	0	8	0	0	0	0	5	0	0	5	2	0	0	2	15
% UTurns	11.9	0	0	0.1	0	0	0	0	4	0	0	0.1	0.4	0	0	0.3	0.1

Intersection Turning Movement Count

	US 27 Southbound				TERRA DEL SOL BOULEVARD Westbound				US 27 Northbound				CENTRAL GROVE ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

[illegible]

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

[illegible]

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

[illegible]

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&TerradelSol
Site Code : 18013
Start Date : 12/13/2018
Page No : 3

	US 27 Southbound				TERRA DEL SOL BOULEVARD Westbound				US 27 Northbound				CENTRAL GROVE ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				03:15 PM				03:00 PM				05:15 PM			
+0 mins.	4	427	25	456	5	0	4	9	3	370	1	374	24	0	3	27
+15 mins.	6	416	15	437	3	0	1	4	11	343	3	357	17	0	5	22
+30 mins.	6	478	19	503	2	0	3	5	5	365	1	371	15	0	5	20
+45 mins.	3	384	19	406	2	0	2	4	9	318	2	329	18	0	7	25
Total Volume	19	1705	78	1802	12	0	10	22	28	1396	7	1431	74	0	20	94
% App. Total	1.1	94.6	4.3		54.5	0	45.5		2	97.6	0.5		78.7	0	21.3	
PHF	.792	.892	.780	.896	.600	.000	.625	.611	.636	.943	.583	.957	.771	.000	.714	.870
Passenger Vehicles	16	1657	78	1751	12	0	9	21	24	1316	6	1346	73	0	19	92
% Passenger Vehicles	84.2	97.2	100	97.2	100	0	90	95.5	85.7	94.3	85.7	94.1	98.6	0	95	97.9
Heavy Vehicles	0	48	0	48	0	0	1	1	2	80	1	83	0	0	1	1
% Heavy Vehicles	0	2.8	0	2.7	0	0	10	4.5	7.1	5.7	14.3	5.8	0	0	5	1.1
UTurns	3	0	0	3	0	0	0	0	2	0	0	2	1	0	0	1
% UTurns	15.8	0	0	0.2	0	0	0	0	7.1	0	0	0.1	1.4	0	0	1.1

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&TerradelSol
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 27 Southbound				TERRA DEL SOL BOULEVARD Westbound				US 27 Northbound				CENTRAL GROVE ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	259	2	261	2	0	0	2	1	230	2	233	10	0	4	14	510
06:45 AM	0	278	5	283	2	0	1	3	1	285	0	286	26	0	11	37	609
Total	0	537	7	544	4	0	1	5	2	515	2	519	36	0	15	51	1119
07:00 AM	0	263	2	265	2	1	3	6	6	347	3	356	26	0	3	29	656
07:15 AM	0	261	3	264	1	0	2	3	3	332	1	336	24	0	5	29	632
07:30 AM	0	306	5	311	1	0	4	5	1	388	3	392	34	0	5	39	747
07:45 AM	1	301	10	312	2	0	10	12	1	399	0	400	18	0	6	24	748
Total	1	1131	20	1152	6	1	19	26	11	1466	7	1484	102	0	19	121	2783
08:00 AM	3	302	8	313	1	0	3	4	2	298	1	301	23	0	5	28	646
08:15 AM	3	248	4	255	2	0	2	4	3	268	1	272	9	0	1	10	541
08:30 AM	0	233	8	241	3	0	2	5	2	259	1	262	21	0	4	25	533
08:45 AM	1	248	4	253	4	0	5	9	1	222	2	225	17	0	4	21	508
Total	7	1031	24	1062	10	0	12	22	8	1047	5	1060	70	0	14	84	2228
09:00 AM	3	199	10	212	1	0	2	3	2	182	1	185	15	0	7	22	422
09:15 AM	1	199	5	205	2	0	2	4	4	199	1	204	11	0	5	16	429
09:30 AM	0	211	3	214	1	0	1	2	3	196	2	201	22	0	3	25	442
09:45 AM	0	194	2	196	2	0	1	3	3	208	1	212	8	0	6	14	425
Total	4	803	20	827	6	0	6	12	12	785	5	802	56	0	21	77	1718
10:00 AM	1	203	4	208	2	0	0	2	2	177	1	180	15	0	5	20	410
10:15 AM	0	185	12	197	0	0	1	1	1	209	2	212	14	0	2	16	426
*** BREAK ***																	
Total	1	388	16	405	2	0	1	3	3	386	3	392	29	0	7	36	836
*** BREAK ***																	
03:00 PM	1	281	8	290	0	0	0	0	3	337	1	341	17	0	4	21	652
03:15 PM	3	451	16	470	5	0	4	9	8	321	3	332	11	0	1	12	823
03:30 PM	1	368	14	383	3	0	1	4	5	355	1	361	10	0	4	14	762
03:45 PM	2	380	12	394	2	0	2	4	8	303	1	312	17	0	8	25	735
Total	7	1480	50	1537	10	0	7	17	24	1316	6	1346	55	0	17	72	2972
04:00 PM	1	356	15	372	2	0	2	4	7	326	1	334	10	0	6	16	726
04:15 PM	0	366	11	377	3	0	3	6	2	307	1	310	11	0	4	15	708
04:30 PM	5	358	14	377	3	0	0	3	1	339	2	342	15	0	1	16	738
04:45 PM	1	355	17	373	1	0	1	2	5	387	3	395	12	0	8	20	790
Total	7	1435	57	1499	9	0	6	15	15	1359	7	1381	48	0	19	67	2962
05:00 PM	2	415	25	442	0	0	3	3	5	314	4	323	4	0	1	5	773
05:15 PM	6	403	15	424	1	0	1	2	5	317	2	324	24	0	3	27	777
05:30 PM	5	465	19	489	1	0	4	5	5	324	1	330	17	0	5	22	846
05:45 PM	3	374	19	396	1	0	3	4	4	316	3	323	15	0	4	19	742
Total	16	1657	78	1751	3	0	11	14	19	1271	10	1300	60	0	13	73	3138
06:00 PM	3	349	22	374	2	0	1	3	4	284	0	288	17	0	7	24	689
06:15 PM	4	381	20	405	1	0	1	2	6	229	1	236	12	0	2	14	657
06:30 PM	6	323	14	343	0	0	3	3	3	233	3	239	8	0	3	11	596
06:45 PM	3	254	15	272	1	0	1	2	3	179	0	182	12	2	4	18	474
Total	16	1307	71	1394	4	0	6	10	16	925	4	945	49	2	16	67	2416
Grand Total	59	9769	343	10171	54	1	69	124	110	9070	49	9229	505	2	141	648	20172
Apprch %	0.6	96	3.4		43.5	0.8	55.6		1.2	98.3	0.5		77.9	0.3	21.8		
Total %	0.3	48.4	1.7	50.4	0.3	0	0.3	0.6	0.5	45	0.2	45.8	2.5	0	0.7	3.2	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&TerradelSol
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

	US 27 Southbound				TERRA DEL SOL BOULEVARD Westbound				US 27 Northbound				CENTRAL GROVE ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	263	2	265	2	1	3	6	6	347	3	356	26	0	3	29	656
07:15 AM	0	261	3	264	1	0	2	3	3	332	1	336	24	0	5	29	632
07:30 AM	0	306	5	311	1	0	4	5	1	388	3	392	34	0	5	39	747
07:45 AM	1	301	10	312	2	0	10	12	1	399	0	400	18	0	6	24	748
Total Volume	1	1131	20	1152	6	1	19	26	11	1466	7	1484	102	0	19	121	2783
% App. Total	0.1	98.2	1.7		23.1	3.8	73.1		0.7	98.8	0.5		84.3	0	15.7		
PHF	.250	.924	.500	.923	.750	.250	.475	.542	.458	.919	.583	.928	.750	.000	.792	.776	.930

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				06:45 AM				
+0 mins.	0	261	3	264	2	1	3	6	6	347	3	356	26	0	11	37	
+15 mins.	0	306	5	311	1	0	2	3	3	332	1	336	26	0	3	29	
+30 mins.	1	301	10	312	1	0	4	5	1	388	3	392	24	0	5	29	
+45 mins.	3	302	8	313	2	0	10	12	1	399	0	400	34	0	5	39	
Total Volume	4	1170	26	1200	6	1	19	26	11	1466	7	1484	110	0	24	134	
% App. Total	0.3	97.5	2.2		23.1	3.8	73.1		0.7	98.8	0.5		82.1	0	17.9		
PHF	.333	.956	.650	.958	.750	.250	.475	.542	.458	.919	.583	.928	.809	.000	.545	.859	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	1	355	17	373	1	0	1	2	5	387	3	395	12	0	8	20	790
05:00 PM	2	415	25	442	0	0	3	3	5	314	4	323	4	0	1	5	773
05:15 PM	6	403	15	424	1	0	1	2	5	317	2	324	24	0	3	27	777
05:30 PM	5	465	19	489	1	0	4	5	5	324	1	330	17	0	5	22	846
Total Volume	14	1638	76	1728	3	0	9	12	20	1342	10	1372	57	0	17	74	3186
% App. Total	0.8	94.8	4.4		25	0	75		1.5	97.8	0.7		77	0	23		
PHF	.583	.881	.760	.883	.750	.000	.563	.600	1.00	.867	.625	.868	.594	.000	.531	.685	.941

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM				03:15 PM				04:30 PM				05:15 PM				
+0 mins.	2	415	25	442	5	0	4	9	1	339	2	342	24	0	3	27	
+15 mins.	6	403	15	424	3	0	1	4	5	387	3	395	17	0	5	22	
+30 mins.	5	465	19	489	2	0	2	4	5	314	4	323	15	0	4	19	
+45 mins.	3	374	19	396	2	0	2	4	5	317	2	324	17	0	7	24	
Total Volume	16	1657	78	1751	12	0	9	21	16	1357	11	1384	73	0	19	92	
% App. Total	0.9	94.6	4.5		57.1	0	42.9		1.2	98	0.8		79.3	0	20.7		
PHF	.667	.891	.780	.895	.600	.000	.563	.583	.800	.877	.688	.876	.760	.000	.679	.852	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&TerradelSol
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 27 Southbound				TERRA DEL SOL BOULEVARD Westbound				US 27 Northbound				CENTRAL GROVE ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
06:30 AM	0	16	0	16	0	0	0	0	1	6	0	7	0	0	0	0	23
06:45 AM	0	20	1	21	0	0	0	0	1	19	0	20	0	0	0	0	41
Total	0	36	1	37	0	0	0	0	2	25	0	27	0	0	0	0	64
07:00 AM	0	14	1	15	0	0	0	0	2	26	0	28	0	0	0	0	43
07:15 AM	0	16	1	17	0	0	1	1	0	30	1	31	0	0	3	3	52
07:30 AM	0	25	1	26	0	0	0	0	0	23	0	23	0	0	2	2	51
07:45 AM	0	23	1	24	0	0	0	0	0	19	0	19	0	0	0	0	43
Total	0	78	4	82	0	0	1	1	2	98	1	101	0	0	5	5	189
08:00 AM	0	17	0	17	0	0	0	0	0	15	0	15	2	0	0	2	34
08:15 AM	0	21	0	21	0	0	0	0	0	25	0	25	1	0	0	1	47
08:30 AM	0	13	0	13	1	0	0	1	1	24	1	26	0	0	0	0	40
08:45 AM	0	18	0	18	0	0	0	0	0	21	0	21	0	0	0	0	39
Total	0	69	0	69	1	0	0	1	1	85	1	87	3	0	0	3	160
09:00 AM	0	12	0	12	0	0	0	0	1	26	0	27	0	0	0	0	39
09:15 AM	0	12	0	12	0	0	0	0	0	29	0	29	0	0	0	0	41
09:30 AM	0	21	0	21	0	0	0	0	0	24	0	24	0	0	1	1	46
09:45 AM	0	14	0	14	0	0	0	0	0	29	1	30	0	0	0	0	44
Total	0	59	0	59	0	0	0	0	1	108	1	110	0	0	1	1	170
10:00 AM	0	28	0	28	0	0	1	1	0	20	0	20	0	0	0	0	49
10:15 AM	0	12	0	12	0	0	0	0	0	18	0	18	0	0	1	1	31
*** BREAK ***																	
Total	0	40	0	40	0	0	1	1	0	38	0	38	0	0	1	1	80
*** BREAK ***																	
03:00 PM	0	22	2	24	0	0	0	0	0	33	0	33	1	0	0	1	58
03:15 PM	0	20	0	20	0	0	0	0	1	22	0	23	1	0	2	3	46
03:30 PM	0	33	0	33	0	0	0	0	0	10	0	10	0	0	0	0	43
03:45 PM	0	35	3	38	0	0	1	1	1	15	1	17	0	0	1	1	57
Total	0	110	5	115	0	0	1	1	2	80	1	83	2	0	3	5	204
04:00 PM	0	9	0	9	0	0	0	0	1	13	0	14	0	0	0	0	23
04:15 PM	0	24	0	24	0	0	0	0	1	13	0	14	0	0	0	0	38
04:30 PM	0	17	1	18	0	0	0	0	0	5	0	5	0	0	0	0	23
04:45 PM	0	9	0	9	0	0	0	0	1	10	0	11	0	0	1	1	21
Total	0	59	1	60	0	0	0	0	3	41	0	44	0	0	1	1	105
05:00 PM	0	12	0	12	0	0	0	0	0	13	0	13	0	0	0	0	25
05:15 PM	0	13	0	13	0	0	0	0	0	10	0	10	0	0	0	0	23
05:30 PM	0	13	0	13	0	0	0	0	0	6	1	7	0	0	0	0	20
05:45 PM	0	10	0	10	0	0	1	1	0	11	0	11	0	0	1	1	23
Total	0	48	0	48	0	0	1	1	0	40	1	41	0	0	1	1	91
06:00 PM	0	9	0	9	0	0	0	0	0	11	0	11	0	0	0	0	20
06:15 PM	0	10	0	10	0	0	0	0	0	17	0	17	0	0	0	0	27
06:30 PM	0	12	0	12	0	0	0	0	0	10	0	10	0	0	0	0	22
06:45 PM	0	18	0	18	0	0	0	0	0	9	0	9	0	0	0	0	27
Total	0	49	0	49	0	0	0	0	0	47	0	47	0	0	0	0	96
Grand Total	0	548	11	559	1	0	4	5	11	562	5	578	5	0	12	17	1159
Apprch %	0	98	2		20	0	80		1.9	97.2	0.9		29.4	0	70.6		
Total %	0	47.3	0.9	48.2	0.1	0	0.3	0.4	0.9	48.5	0.4	49.9	0.4	0	1	1.5	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&TerradelSol
Site Code : 18013
Start Date : 12/13/2018
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	US 27 Southbound				TERRA DEL SOL BOULEVARD Westbound				US 27 Northbound				CENTRAL GROVE ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	14	1	15	0	0	0	0	2	26	0	28	0	0	0	0	43
07:15 AM	0	16	1	17	0	0	1	1	0	30	1	31	0	0	3	3	52
07:30 AM	0	25	1	26	0	0	0	0	0	23	0	23	0	0	2	2	51
07:45 AM	0	23	1	24	0	0	0	0	0	19	0	19	0	0	0	0	43
Total Volume	0	78	4	82	0	0	1	1	2	98	1	101	0	0	5	5	189
% App. Total	0	95.1	4.9		0	0	100		2	97	1		0	0	100		
PHF	.000	.780	1.00	.788	.000	.000	.250	.250	.250	.817	.250	.815	.000	.000	.417	.417	.909

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				06:30 AM				09:00 AM				07:15 AM				
+0 mins.	0	25	1	26	0	0	0	0	1	26	0	27	0	0	3	3	
+15 mins.	0	23	1	24	0	0	0	0	0	29	0	29	0	0	2	2	
+30 mins.	0	17	0	17	0	0	0	0	0	24	0	24	0	0	0	0	
+45 mins.	0	21	0	21	0	0	1	1	0	29	1	30	2	0	0	2	
Total Volume	0	86	2	88	0	0	1	1	1	108	1	110	2	0	5	7	
% App. Total	0	97.7	2.3		0	0	100		0.9	98.2	0.9		28.6	0	71.4		
PHF	.000	.860	.500	.846	.000	.000	.250	.250	.250	.931	.250	.917	.250	.000	.417	.583	

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	22	2	24	0	0	0	0	0	33	0	33	1	0	0	1	58
03:15 PM	0	20	0	20	0	0	0	0	1	22	0	23	1	0	2	3	46
03:30 PM	0	33	0	33	0	0	0	0	0	10	0	10	0	0	0	0	43
03:45 PM	0	35	3	38	0	0	1	1	1	15	1	17	0	0	1	1	57
Total Volume	0	110	5	115	0	0	1	1	2	80	1	83	2	0	3	5	204
% App. Total	0	95.7	4.3		0	0	100		2.4	96.4	1.2		40	0	60		
PHF	.000	.786	.417	.757	.000	.000	.250	.250	.500	.606	.250	.629	.500	.000	.375	.417	.879

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	22	2	24	0	0	0	0	0	33	0	33	1	0	0	1	
+15 mins.	0	20	0	20	0	0	0	0	1	22	0	23	1	0	2	3	
+30 mins.	0	33	0	33	0	0	0	0	0	10	0	10	0	0	0	0	
+45 mins.	0	35	3	38	0	0	1	1	1	15	1	17	0	0	1	1	
Total Volume	0	110	5	115	0	0	1	1	2	80	1	83	2	0	3	5	
% App. Total	0	95.7	4.3		0	0	100		2.4	96.4	1.2		40	0	60		
PHF	.000	.786	.417	.757	.000	.000	.250	.250	.500	.606	.250	.629	.500	.000	.375	.417	

Intersection Turning Movement Count

City/County: Davenport/Polk

Weather: Clear

Comments:

File Name : US27&TerradelSol

Site Code : 18013

Start Date : 12/13/2018

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Groups Printed- UTurns

	US 27 Southbound				TERRA DEL SOL BOULEVARD Westbound				US 27 Northbound				CENTRAL GROVE ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
03:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
*** BREAK ***																	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	1	0	0	0	0	2	0	0	2	1	0	0	1	4
04:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:15 PM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	3	0	0	3	0	0	0	0	3	0	0	3	0	0	0	0	6
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	8	0	0	8	0	0	0	0	5	0	0	5	2	0	0	2	15
Apprch %	100	0	0		0	0	0		100	0	0		100	0	0		
Total %	53.3	0	0	53.3	0	0	0	0	33.3	0	0	33.3	13.3	0	0	13.3	

[illegible]

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

Peak Hour for Each Approach Begins at:																
	07:45 AM				06:45 AM				06:30 AM				06:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&TerradelSol
Site Code : 18013
Start Date : 12/13/2018
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	US 27 Southbound				TERRA DEL SOL BOULEVARD Westbound				US 27 Northbound				CENTRAL GROVE ROAD Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:45 PM																	
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:00 PM	1	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:15 PM	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	3	0	0	3	0	0	0	0	3	0	0	3	1	0	0	1	7
% App. Total	100	0	0		0	0	0		100	0	0		100	0	0		
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.375	.000	.000	.375	.250	.000	.000	.250	.583

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				03:00 PM				03:15 PM				03:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	2	0	0	2	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	0	0	1	0	0	1	1	0	0	1
Total Volume	4	0	0	4	0	0	0	0	3	0	0	3	1	0	0	1
% App. Total	100	0	0		0	0	0		100	0	0		100	0	0	
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.375	.000	.000	.375	.250	.000	.000	.250

[illegible]

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&McFee
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	3	260	3	0	266	12	0	2	8	22	11	226	2	1	240	11	0	6	7	24	552
06:45 AM	1	281	4	2	288	14	0	1	5	20	13	312	4	0	329	10	0	12	13	35	672
Total	4	541	7	2	554	26	0	3	13	42	24	538	6	1	569	21	0	18	20	59	1224
07:00 AM	0	212	2	1	215	17	0	6	9	32	17	312	9	2	340	18	0	4	21	43	630
07:15 AM	4	247	5	0	256	5	0	1	13	19	26	320	7	2	355	21	0	2	12	35	665
07:30 AM	1	276	3	1	281	13	0	6	14	33	25	314	4	0	343	16	1	2	17	36	693
07:45 AM	12	287	9	1	309	11	0	3	19	33	36	324	3	5	368	24	0	8	9	41	751
Total	17	1022	19	3	1061	46	0	16	55	117	104	1270	23	9	1406	79	1	16	59	155	2739
08:00 AM	8	286	5	6	305	12	0	2	10	24	39	251	8	1	299	21	0	9	12	42	670
08:15 AM	9	213	4	4	230	11	0	3	10	24	43	266	6	1	316	13	0	4	10	27	597
08:30 AM	5	222	2	1	230	11	0	1	7	19	32	272	8	1	313	13	0	7	10	30	592
08:45 AM	8	235	4	3	250	6	0	0	10	16	18	230	6	0	254	15	0	10	5	30	550
Total	30	956	15	14	1015	40	0	6	37	83	132	1019	28	3	1182	62	0	30	37	129	2409
09:00 AM	6	177	4	2	189	9	0	0	11	20	17	209	6	0	232	6	1	3	10	20	461
09:15 AM	7	200	10	2	219	11	1	4	5	21	13	207	3	0	223	8	0	1	10	19	482
09:30 AM	6	191	10	3	210	14	3	4	6	27	16	235	3	1	255	19	0	8	11	38	530
09:45 AM	2	219	11	2	234	6	1	0	11	18	12	228	4	2	246	13	1	5	7	26	524
Total	21	787	35	9	852	40	5	8	33	86	58	879	16	3	956	46	2	17	38	103	1997
10:00 AM	3	204	6	4	217	7	2	4	5	18	22	195	2	1	220	12	1	9	6	28	483
10:15 AM	2	203	10	1	216	6	1	1	8	16	17	242	7	2	268	15	0	4	11	30	530
*** BREAK ***																					
Total	5	407	16	5	433	13	3	5	13	34	39	437	9	3	488	27	1	13	17	58	1013
*** BREAK ***																					
03:00 PM	13	284	17	6	320	7	2	4	7	20	32	339	12	3	386	18	2	11	11	42	768
03:15 PM	5	426	21	6	458	14	5	4	5	28	38	279	9	3	329	21	2	7	14	44	859
03:30 PM	10	389	22	11	432	10	3	1	8	22	40	349	10	2	401	12	1	6	7	26	881
03:45 PM	11	398	20	4	433	9	3	7	5	24	49	276	12	4	341	23	2	11	11	47	845
Total	39	1497	80	27	1643	40	13	16	25	94	159	1243	43	12	1457	74	7	35	43	159	3353
04:00 PM	10	355	22	4	391	9	1	2	4	16	42	333	9	2	386	18	1	2	6	27	820
04:15 PM	7	363	19	5	394	8	1	3	5	17	50	297	10	5	362	18	1	3	14	36	809
04:30 PM	19	365	25	3	412	7	0	0	5	12	31	341	6	2	380	20	1	5	3	29	833
04:45 PM	12	358	23	0	393	3	2	6	7	18	28	358	7	2	395	15	1	3	9	28	834
Total	48	1441	89	12	1590	27	4	11	21	63	151	1329	32	11	1523	71	4	13	32	120	3296
05:00 PM	10	442	24	3	479	2	0	1	10	13	25	343	3	1	372	13	0	1	11	25	889
05:15 PM	14	436	21	7	478	5	0	1	6	12	23	312	5	5	345	19	1	5	9	34	869
05:30 PM	14	418	28	6	466	9	1	2	3	15	29	298	5	2	334	11	0	9	11	31	846
05:45 PM	20	406	26	7	459	4	0	4	6	14	15	329	6	1	351	19	1	5	9	34	858
Total	58	1702	99	23	1882	20	1	8	25	54	92	1282	19	9	1402	62	2	20	40	124	3462

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&McFee
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	14	372	23	2	411	3	0	0	5	8	19	290	9	4	322	15	0	7	7	29	770
06:15 PM	17	408	18	10	453	16	0	2	6	24	20	219	9	2	250	18	1	5	6	30	757
06:30 PM	8	325	27	3	363	9	0	1	2	12	21	244	6	0	271	18	0	9	6	33	679
06:45 PM	12	297	16	6	331	2	0	0	4	6	22	182	4	2	210	11	0	2	9	22	569
Total	51	1402	84	21	1558	30	0	3	17	50	82	935	28	8	1053	62	1	23	28	114	2775
Grand Total	273	9755	444	116	10588	282	26	76	239	623	841	8932	204	59	10036	504	18	185	314	1021	22268
Apprch %	2.6	92.1	4.2	1.1		45.3	4.2	12.2	38.4		8.4	89	2	0.6		49.4	1.8	18.1	30.8		
Total %	1.2	43.8	2	0.5	47.5	1.3	0.1	0.3	1.1	2.8	3.8	40.1	0.9	0.3	45.1	2.3	0.1	0.8	1.4	4.6	
Passenger Vehicles	259	9210	438	109	10016	276	26	75	232	609	373	8366	196	56	8991	497	18	180	306	1001	20617
% Passenger Vehicles	94.9	94.4	98.6	94	94.6	97.9	100	98.7	97.1	97.8	44.4	93.7	96.1	94.9	89.6	98.6	100	97.3	97.5	98	92.6
Heavy Vehicles	4	545	6	7	562	6	0	1	7	14	7	566	8	3	584	7	0	5	8	20	1180
% Heavy Vehicles	1.5	5.6	1.4	6	5.3	2.1	0	1.3	2.9	2.2	0.8	6.3	3.9	5.1	5.8	1.4	0	2.7	2.5	2	5.3
UTurns	10	0	0	0	10	0	0	0	0	0	461	0	0	0	461	0	0	0	0	0	471
% UTurns	3.7	0	0	0	0.1	0	0	0	0	0	54.8	0	0	0	4.6	0	0	0	0	0	2.1

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	4	247	5	0	256	5	0	1	13	19	26	320	7	2	355	21	0	2	12	35	665
07:30 AM	1	276	3	1	281	13	0	6	14	33	25	314	4	0	343	16	1	2	17	36	693
07:45 AM	12	287	9	1	309	11	0	3	19	33	36	324	3	5	368	24	0	8	9	41	751
08:00 AM	8	286	5	6	305	12	0	2	10	24	39	251	8	1	299	21	0	9	12	42	670
Total Volume	25	1096	22	8	1151	41	0	12	56	109	126	1209	22	8	1365	82	1	21	50	154	2779
% App. Total	2.2	95.2	1.9	0.7		37.6	0	11	51.4		9.2	88.6	1.6	0.6		53.2	0.6	13.6	32.5		
PHF	.521	.955	.611	.333	.931	.788	.000	.500	.737	.826	.808	.933	.688	.400	.927	.854	.250	.583	.735	.917	.925
Passenger Vehicles	24	1014	20	7	1065	41	0	11	55	107	23	1125	21	7	1176	80	1	20	49	150	2498
% Passenger Vehicles	96.0	92.5	90.9	87.5	92.5	100	0	91.7	98.2	98.2	18.3	93.1	95.5	87.5	86.2	97.6	100	95.2	98.0	97.4	89.9
Heavy Vehicles	0	82	2	1	85	0	0	1	1	2	1	84	1	1	87	2	0	1	1	4	178
% Heavy Vehicles	0	7.5	9.1	12.5	7.4	0	0	8.3	1.8	1.8	0.8	6.9	4.5	12.5	6.4	2.4	0	4.8	2.0	2.6	6.4
UTurns	1	0	0	0	1	0	0	0	0	0	102	0	0	0	102	0	0	0	0	0	103
% UTurns	4.0	0	0	0	0.1	0	0	0	0	0	81.0	0	0	0	7.5	0	0	0	0	0	3.7

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&McFee
Site Code : 18013
Start Date : 12/13/2018
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	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:00 AM					07:00 AM					07:00 AM				
+0 mins.	4	247	5	0	256	17	0	6	9	32	17	312	9	2	340	18	0	4	21	43
+15 mins.	1	276	3	1	281	5	0	1	13	19	26	320	7	2	355	21	0	2	12	35
+30 mins.	12	287	9	1	309	13	0	6	14	33	25	314	4	0	343	16	1	2	17	36
+45 mins.	8	286	5	6	305	11	0	3	19	33	36	324	3	5	368	24	0	8	9	41
Total Volume	25	1096	22	8	1151	46	0	16	55	117	104	1270	23	9	1406	79	1	16	59	155
% App. Total	2.2	95.2	1.9	0.7		39.3	0	13.7	47		7.4	90.3	1.6	0.6		51	0.6	10.3	38.1	
PHF	.521	.955	.611	.333	.931	.676	.000	.667	.724	.886	.722	.980	.639	.450	.955	.823	.250	.500	.702	.901
Passenger Vehicles	24	1014	20	7	1065	46	0	15	53	114	23	1184	22	8	1237	77	1	14	58	150
% Passenger Vehicles	96	92.5	90.9	87.5	92.5	100	0	93.8	96.4	97.4	22.1	93.2	95.7	88.9	88	97.5	100	87.5	98.3	96.8
Heavy Vehicles	0	82	2	1	85	0	0	1	2	3	2	86	1	1	90	2	0	2	1	5
% Heavy Vehicles	0	7.5	9.1	12.5	7.4	0	0	6.2	3.6	2.6	1.9	6.8	4.3	11.1	6.4	2.5	0	12.5	1.7	3.2
UTurns	1	0	0	0	1	0	0	0	0	0	79	0	0	0	79	0	0	0	0	0
% UTurns	4	0	0	0	0.1	0	0	0	0	0	76	0	0	0	5.6	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	10	442	24	3	479	2	0	1	10	13	25	343	3	1	372	13	0	1	11	25	889
05:15 PM	14	436	21	7	478	5	0	1	6	12	23	312	5	5	345	19	1	5	9	34	869
05:30 PM	14	418	28	6	466	9	1	2	3	15	29	298	5	2	334	11	0	9	11	31	846
05:45 PM	20	406	26	7	459	4	0	4	6	14	15	329	6	1	351	19	1	5	9	34	858
Total Volume	58	1702	99	23	1882	20	1	8	25	54	92	1282	19	9	1402	62	2	20	40	124	3462
% App. Total	3.1	90.4	5.3	1.2		37	1.9	14.8	46.3		6.6	91.4	1.4	0.6		50	1.6	16.1	32.3		
PHF	.725	.963	.884	.821	.982	.556	.250	.500	.625	.900	.793	.934	.792	.450	.942	.816	.500	.556	.909	.912	.974
Passenger Vehicles	53	1652	98	23	1826	19	1	8	24	52	62	1240	18	9	1329	61	2	20	39	122	3329
% Passenger Vehicles	91.4	97.1	99.0	100	97.0	95.0	100	100	96.0	96.3	67.4	96.7	94.7	100	94.8	98.4	100	100	97.5	98.4	96.2
Heavy Vehicles	1	50	1	0	52	1	0	0	1	2	1	42	1	0	44	1	0	0	1	2	100
% Heavy Vehicles	1.7	2.9	1.0	0	2.8	5.0	0	0	4.0	3.7	1.1	3.3	5.3	0	3.1	1.6	0	0	2.5	1.6	2.9
UTurns	4	0	0	0	4	0	0	0	0	0	29	0	0	0	29	0	0	0	0	0	33
% UTurns	6.9	0	0	0	0.2	0	0	0	0	0	31.5	0	0	0	2.1	0	0	0	0	0	1.0

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&McFee
Site Code : 18013
Start Date : 12/13/2018
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	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					03:00 PM					04:00 PM					03:00 PM					
+0 mins.	10	442	24	3	479	7	2	4	7	20	42	333	9	2	386	18	2	11	11	42	
+15 mins.	14	436	21	7	478	14	5	4	5	28	50	297	10	5	362	21	2	7	14	44	
+30 mins.	14	418	28	6	466	10	3	1	8	22	31	341	6	2	380	12	1	6	7	26	
+45 mins.	20	406	26	7	459	9	3	7	5	24	28	358	7	2	395	23	2	11	11	47	
Total Volume	58	1702	99	23	1882	40	13	16	25	94	151	1329	32	11	1523	74	7	35	43	159	
% App. Total	3.1	90.4	5.3	1.2		42.6	13.8	17	26.6		9.9	87.3	2.1	0.7		46.5	4.4	22	27		
PHF	.725	.963	.884	.821	.982	.714	.650	.571	.781	.839	.755	.928	.800	.550	.964	.804	.875	.795	.768	.846	
Passenger Vehicles	53	1652	98	23	1826	38	13	16	24	91	83	1285	31	11	1410	70	7	35	38	150	
% Passenger Vehicles	91.4	97.1	99	100	97	95	100	100	96	96.8	55	96.7	96.9	100	92.6	94.6	100	100	88.4	94.3	
Heavy Vehicles	1	50	1	0	52	2	0	0	1	3	1	44	1	0	46	4	0	0	5	9	
% Heavy Vehicles	1.7	2.9	1	0	2.8	5	0	0	4	3.2	0.7	3.3	3.1	0	3	5.4	0	0	11.6	5.7	
UTurns	4	0	0	0	4	0	0	0	0	0	67	0	0	0	67	0	0	0	0	0	
% UTurns	6.9	0	0	0	0.2	0	0	0	0	0	44.4	0	0	0	4.4	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&McFee
Site Code : 18013
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Groups Printed- Heavy Vehicles

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	14	1	0	15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	23
06:45 AM	0	23	0	1	24	0	0	0	0	0	0	17	1	0	18	0	0	1	0	1	43
Total	0	37	1	1	39	0	0	0	0	0	0	25	1	0	26	0	0	1	0	1	66
07:00 AM	0	13	0	0	13	0	0	0	1	1	1	21	0	0	22	0	0	1	0	1	37
07:15 AM	0	19	0	0	19	0	0	0	0	0	0	30	0	1	31	1	0	0	0	1	51
07:30 AM	0	23	0	0	23	0	0	1	1	2	1	20	1	0	22	0	0	0	1	1	48
07:45 AM	0	23	2	0	25	0	0	0	0	0	0	15	0	0	15	1	0	1	0	2	42
Total	0	78	2	0	80	0	0	1	2	3	2	86	1	1	90	2	0	2	1	5	178
08:00 AM	0	17	0	1	18	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	37
08:15 AM	0	19	0	0	19	0	0	0	0	0	0	25	0	0	25	0	0	0	1	1	45
08:30 AM	0	17	0	0	17	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	42
08:45 AM	0	19	0	0	19	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	46
Total	0	72	0	1	73	0	0	0	0	0	0	96	0	0	96	0	0	0	1	1	170
09:00 AM	1	11	0	0	12	0	0	0	0	0	1	21	1	0	23	0	0	0	0	0	35
09:15 AM	0	14	0	0	14	1	0	0	0	1	0	26	0	0	26	0	0	0	0	0	41
09:30 AM	0	18	0	0	18	1	0	0	0	1	0	30	0	0	30	0	0	0	0	0	49
09:45 AM	0	20	0	0	20	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	49
Total	1	63	0	0	64	2	0	0	0	2	1	106	1	0	108	0	0	0	0	0	174
10:00 AM	0	21	0	0	21	0	0	0	0	0	0	19	0	1	20	0	0	0	0	0	41
10:15 AM	0	17	0	0	17	0	0	0	1	1	0	23	0	0	23	0	0	0	0	0	41
*** BREAK ***																					
Total	0	38	0	0	38	0	0	0	1	1	0	42	0	1	43	0	0	0	0	0	82
*** BREAK ***																					
03:00 PM	0	18	1	2	21	0	0	0	0	0	1	34	0	0	35	2	0	0	3	5	61
03:15 PM	1	21	0	0	22	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	42
03:30 PM	1	32	0	1	34	0	0	0	1	1	1	11	1	0	13	0	0	0	0	0	48
03:45 PM	0	29	0	1	30	2	0	0	0	2	0	13	2	1	16	2	0	0	2	4	52
Total	2	100	1	4	107	2	0	0	1	3	2	78	3	1	84	4	0	0	5	9	203
04:00 PM	0	9	0	0	9	1	0	0	1	2	0	14	1	0	15	0	0	0	0	0	26
04:15 PM	0	22	0	1	23	0	0	0	0	0	1	14	0	0	15	0	0	1	0	1	39
04:30 PM	0	17	1	0	18	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	23
04:45 PM	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	20
Total	0	56	1	1	58	1	0	0	1	2	1	44	1	0	46	0	0	2	0	2	108
05:00 PM	1	12	0	0	13	1	0	0	0	1	1	15	0	0	16	0	0	0	1	1	31
05:15 PM	0	12	0	0	12	0	0	0	1	1	0	7	1	0	8	1	0	0	0	1	22
05:30 PM	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	24
05:45 PM	0	12	1	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23
Total	1	50	1	0	52	1	0	0	1	2	1	42	1	0	44	1	0	0	1	2	100

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&McFee
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	20
06:15 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
06:30 PM	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28
06:45 PM	0	20	0	0	20	0	0	0	1	1	0	7	0	0	7	0	0	0	0	0	28
Total	0	51	0	0	51	0	0	0	1	1	0	47	0	0	47	0	0	0	0	0	99
Grand Total	4	545	6	7	562	6	0	1	7	14	7	566	8	3	584	7	0	5	8	20	1180
Apprch %	0.7	97	1.1	1.2		42.9	0	7.1	50		1.2	96.9	1.4	0.5		35	0	25	40		
Total %	0.3	46.2	0.5	0.6	47.6	0.5	0	0.1	0.6	1.2	0.6	48	0.7	0.3	49.5	0.6	0	0.4	0.7	1.7	

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15 AM																					
09:15 AM	0	14	0	0	14	1	0	0	0	1	0	26	0	0	26	0	0	0	0	0	41
09:30 AM	0	18	0	0	18	1	0	0	0	1	0	30	0	0	30	0	0	0	0	0	49
09:45 AM	0	20	0	0	20	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	49
10:00 AM	0	21	0	0	21	0	0	0	0	0	0	19	0	1	20	0	0	0	0	0	41
Total Volume	0	73	0	0	73	2	0	0	0	2	0	104	0	1	105	0	0	0	0	0	180
% App. Total	0	100	0	0		100	0	0	0		0	99	0	1		0	0	0	0		
PHF	.000	.869	.000	.000	.869	.500	.000	.000	.000	.500	.000	.867	.000	.250	.875	.000	.000	.000	.000	.000	.918

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					06:45 AM					09:00 AM					07:00 AM				
+0 mins.	0	19	0	0	19	0	0	0	0	0	1	21	1	0	23	0	0	1	0	1
+15 mins.	0	23	0	0	23	0	0	0	1	1	0	26	0	0	26	1	0	0	0	1
+30 mins.	0	23	2	0	25	0	0	0	0	0	0	30	0	0	30	0	0	0	1	1
+45 mins.	0	17	0	1	18	0	0	1	1	2	0	29	0	0	29	1	0	1	0	2
Total Volume	0	82	2	1	85	0	0	1	2	3	1	106	1	0	108	2	0	2	1	5
% App. Total	0	96.5	2.4	1.2		0	0	33.3	66.7		0.9	98.1	0.9	0		40	0	40	20	
PHF	.000	.891	.250	.250	.850	.000	.000	.250	.500	.375	.250	.883	.250	.000	.900	.500	.000	.500	.250	.625

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	18	1	2	21	0	0	0	0	0	1	34	0	0	35	2	0	0	3	5	61
03:15 PM	1	21	0	0	22	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	42
03:30 PM	1	32	0	1	34	0	0	0	1	1	1	11	1	0	13	0	0	0	0	0	48
03:45 PM	0	29	0	1	30	2	0	0	0	2	0	13	2	1	16	2	0	0	2	4	52
Total Volume	2	100	1	4	107	2	0	0	1	3	2	78	3	1	84	4	0	0	5	9	203
% App. Total	1.9	93.5	0.9	3.7		66.7	0	0	33.3		2.4	92.9	3.6	1.2		44.4	0	0	55.6		
PHF	.500	.781	.250	.500	.787	.250	.000	.000	.250	.375	.500	.574	.375	.250	.600	.500	.000	.000	.417	.450	.832

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&McFee
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					03:15 PM					03:00 PM					03:00 PM				
+0 mins.	0	18	1	2	21	0	0	0	0	0	1	34	0	0	35	2	0	0	3	5
+15 mins.	1	21	0	0	22	0	0	0	1	1	0	20	0	0	20	0	0	0	0	0
+30 mins.	1	32	0	1	34	2	0	0	0	2	1	11	1	0	13	0	0	0	0	0
+45 mins.	0	29	0	1	30	1	0	0	1	2	0	13	2	1	16	2	0	0	2	4
Total Volume	2	100	1	4	107	3	0	0	2	5	2	78	3	1	84	4	0	0	5	9
% App. Total	1.9	93.5	0.9	3.7		60	0	0	40		2.4	92.9	3.6	1.2		44.4	0	0	55.6	
PHF	.500	.781	.250	.500	.787	.375	.000	.000	.500	.625	.500	.574	.375	.250	.600	.500	.000	.000	.417	.450

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&McFee
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	14	1	0	15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	23
06:45 AM	0	23	0	1	24	0	0	0	0	0	0	17	1	0	18	0	0	1	0	1	43
Total	0	37	1	1	39	0	0	0	0	0	0	25	1	0	26	0	0	1	0	1	66
07:00 AM	0	13	0	0	13	0	0	0	1	1	1	21	0	0	22	0	0	1	0	1	37
07:15 AM	0	19	0	0	19	0	0	0	0	0	0	30	0	1	31	1	0	0	0	1	51
07:30 AM	0	23	0	0	23	0	0	1	1	2	1	20	1	0	22	0	0	0	1	1	48
07:45 AM	0	23	2	0	25	0	0	0	0	0	0	15	0	0	15	1	0	1	0	2	42
Total	0	78	2	0	80	0	0	1	2	3	2	86	1	1	90	2	0	2	1	5	178
08:00 AM	0	17	0	1	18	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	37
08:15 AM	0	19	0	0	19	0	0	0	0	0	0	25	0	0	25	0	0	0	1	1	45
08:30 AM	0	17	0	0	17	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	42
08:45 AM	0	19	0	0	19	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	46
Total	0	72	0	1	73	0	0	0	0	0	0	96	0	0	96	0	0	0	1	1	170
09:00 AM	1	11	0	0	12	0	0	0	0	0	1	21	1	0	23	0	0	0	0	0	35
09:15 AM	0	14	0	0	14	1	0	0	0	1	0	26	0	0	26	0	0	0	0	0	41
09:30 AM	0	18	0	0	18	1	0	0	0	1	0	30	0	0	30	0	0	0	0	0	49
09:45 AM	0	20	0	0	20	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	49
Total	1	63	0	0	64	2	0	0	0	2	1	106	1	0	108	0	0	0	0	0	174
10:00 AM	0	21	0	0	21	0	0	0	0	0	0	19	0	1	20	0	0	0	0	0	41
10:15 AM	0	17	0	0	17	0	0	0	1	1	0	23	0	0	23	0	0	0	0	0	41
*** BREAK ***																					
Total	0	38	0	0	38	0	0	0	1	1	0	42	0	1	43	0	0	0	0	0	82
*** BREAK ***																					
03:00 PM	0	18	1	2	21	0	0	0	0	0	1	34	0	0	35	2	0	0	3	5	61
03:15 PM	1	21	0	0	22	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	42
03:30 PM	1	32	0	1	34	0	0	0	1	1	1	11	1	0	13	0	0	0	0	0	48
03:45 PM	0	29	0	1	30	2	0	0	0	2	0	13	2	1	16	2	0	0	2	4	52
Total	2	100	1	4	107	2	0	0	1	3	2	78	3	1	84	4	0	0	5	9	203
04:00 PM	0	9	0	0	9	1	0	0	1	2	0	14	1	0	15	0	0	0	0	0	26
04:15 PM	0	22	0	1	23	0	0	0	0	0	1	14	0	0	15	0	0	1	0	1	39
04:30 PM	0	17	1	0	18	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	23
04:45 PM	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	20
Total	0	56	1	1	58	1	0	0	1	2	1	44	1	0	46	0	0	2	0	2	108
05:00 PM	1	12	0	0	13	1	0	0	0	1	1	15	0	0	16	0	0	0	1	1	31
05:15 PM	0	12	0	0	12	0	0	0	1	1	0	7	1	0	8	1	0	0	0	1	22
05:30 PM	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	24
05:45 PM	0	12	1	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23
Total	1	50	1	0	52	1	0	0	1	2	1	42	1	0	44	1	0	0	1	2	100

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&McFee
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	20
06:15 PM	0	11	0	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
06:30 PM	0	11	0	0	11	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	28
06:45 PM	0	20	0	0	20	0	0	0	1	1	0	7	0	0	7	0	0	0	0	0	28
Total	0	51	0	0	51	0	0	0	1	1	0	47	0	0	47	0	0	0	0	0	99
Grand Total	4	545	6	7	562	6	0	1	7	14	7	566	8	3	584	7	0	5	8	20	1180
Apprch %	0.7	97	1.1	1.2		42.9	0	7.1	50		1.2	96.9	1.4	0.5		35	0	25	40		
Total %	0.3	46.2	0.5	0.6	47.6	0.5	0	0.1	0.6	1.2	0.6	48	0.7	0.3	49.5	0.6	0	0.4	0.7	1.7	

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15 AM																					
09:15 AM	0	14	0	0	14	1	0	0	0	1	0	26	0	0	26	0	0	0	0	0	41
09:30 AM	0	18	0	0	18	1	0	0	0	1	0	30	0	0	30	0	0	0	0	0	49
09:45 AM	0	20	0	0	20	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	49
10:00 AM	0	21	0	0	21	0	0	0	0	0	0	19	0	1	20	0	0	0	0	0	41
Total Volume	0	73	0	0	73	2	0	0	0	2	0	104	0	1	105	0	0	0	0	0	180
% App. Total	0	100	0	0		100	0	0	0		0	99	0	1		0	0	0	0		
PHF	.000	.869	.000	.000	.869	.500	.000	.000	.000	.500	.000	.867	.000	.250	.875	.000	.000	.000	.000	.000	.918

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					06:45 AM					09:00 AM					07:00 AM				
+0 mins.	0	19	0	0	19	0	0	0	0	0	1	21	1	0	23	0	0	1	0	1
+15 mins.	0	23	0	0	23	0	0	0	1	1	0	26	0	0	26	1	0	0	0	1
+30 mins.	0	23	2	0	25	0	0	0	0	0	0	30	0	0	30	0	0	0	1	1
+45 mins.	0	17	0	1	18	0	0	1	1	2	0	29	0	0	29	1	0	1	0	2
Total Volume	0	82	2	1	85	0	0	1	2	3	1	106	1	0	108	2	0	2	1	5
% App. Total	0	96.5	2.4	1.2		0	0	33.3	66.7		0.9	98.1	0.9	0		40	0	40	20	
PHF	.000	.891	.250	.250	.850	.000	.000	.250	.500	.375	.250	.883	.250	.000	.900	.500	.000	.500	.250	.625

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	18	1	2	21	0	0	0	0	0	1	34	0	0	35	2	0	0	3	5	61
03:15 PM	1	21	0	0	22	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	42
03:30 PM	1	32	0	1	34	0	0	0	1	1	1	11	1	0	13	0	0	0	0	0	48
03:45 PM	0	29	0	1	30	2	0	0	0	2	0	13	2	1	16	2	0	0	2	4	52
Total Volume	2	100	1	4	107	2	0	0	1	3	2	78	3	1	84	4	0	0	5	9	203
% App. Total	1.9	93.5	0.9	3.7		66.7	0	0	33.3		2.4	92.9	3.6	1.2		44.4	0	0	55.6		
PHF	.500	.781	.250	.500	.787	.250	.000	.000	.250	.375	.500	.574	.375	.250	.600	.500	.000	.000	.417	.450	.832

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&McFee
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					03:15 PM					03:00 PM					03:00 PM				
+0 mins.	0	18	1	2	21	0	0	0	0	0	1	34	0	0	35	2	0	0	3	5
+15 mins.	1	21	0	0	22	0	0	0	1	1	0	20	0	0	20	0	0	0	0	0
+30 mins.	1	32	0	1	34	2	0	0	0	2	1	11	1	0	13	0	0	0	0	0
+45 mins.	0	29	0	1	30	1	0	0	1	2	0	13	2	1	16	2	0	0	2	4
Total Volume	2	100	1	4	107	3	0	0	2	5	2	78	3	1	84	4	0	0	5	9
% App. Total	1.9	93.5	0.9	3.7		60	0	0	40		2.4	92.9	3.6	1.2		44.4	0	0	55.6	
PHF	.500	.781	.250	.500	.787	.375	.000	.000	.500	.625	.500	.574	.375	.250	.600	.500	.000	.000	.417	.450

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&McFee
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
06:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	14
07:00 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
07:15 AM	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	0	0	0	14
07:30 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	20
07:45 AM	1	0	0	0	1	0	0	0	0	0	35	0	0	0	35	0	0	0	0	0	36
Total	1	0	0	0	1	0	0	0	0	0	79	0	0	0	79	0	0	0	0	0	80
08:00 AM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0	33
08:15 AM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0	33
08:30 AM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	21
08:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
Total	0	0	0	0	0	0	0	0	0	0	94	0	0	0	94	0	0	0	0	0	94
09:00 AM	1	0	0	0	1	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	11
09:15 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
09:30 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
09:45 AM	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
Total	2	0	0	0	2	0	0	0	0	0	32	0	0	0	32	0	0	0	0	0	34
10:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
10:15 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	16
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	18
03:15 PM	1	0	0	0	1	0	0	0	0	0	31	0	0	0	31	0	0	0	0	0	32
03:30 PM	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	23
03:45 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0	33
Total	1	0	0	0	1	0	0	0	0	0	105	0	0	0	105	0	0	0	0	0	106
04:00 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	19
04:15 PM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0	27
04:30 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	12
04:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
Total	0	0	0	0	0	0	0	0	0	0	67	0	0	0	67	0	0	0	0	0	67
05:00 PM	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	9
05:15 PM	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	9
05:30 PM	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	11
05:45 PM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
Total	4	0	0	0	4	0	0	0	0	0	29	0	0	0	29	0	0	0	0	0	33

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&McFee
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
06:15 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
06:30 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
Total	2	0	0	0	2	0	0	0	0	0	25	0	0	0	25	0	0	0	0	0	27
Grand Total	10	0	0	0	10	0	0	0	0	0	461	0	0	0	461	0	0	0	0	0	471
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	2.1	0	0	0	2.1	0	0	0	0	0	97.9	0	0	0	97.9	0	0	0	0	0	

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	0	0	1	0	0	0	0	0	35	0	0	0	35	0	0	0	0	0	36
08:00 AM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0	33
08:15 AM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0	33
08:30 AM	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	21
Total Volume	1	0	0	0	1	0	0	0	0	0	122	0	0	0	122	0	0	0	0	0	123
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.871	.000	.000	.000	.871	.000	.000	.000	.000	.000	.854

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:00 AM					06:30 AM					07:45 AM					06:30 AM				
+0 mins.	1	0	0	0	1	0	0	0	0	0	35	0	0	0	35	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0
+45 mins.	1	0	0	0	1	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0
Total Volume	2	0	0	0	2	0	0	0	0	0	122	0	0	0	122	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.871	.000	.000	.000	.871	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	1	0	0	0	1	0	0	0	0	0	31	0	0	0	31	0	0	0	0	0	32
03:30 PM	0	0	0	0	0	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	23
03:45 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0	33
04:00 PM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	19
Total Volume	1	0	0	0	1	0	0	0	0	0	106	0	0	0	106	0	0	0	0	0	107
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.803	.000	.000	.000	.803	.000	.000	.000	.000	.000	.811

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&McFee
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					MCFEE DRIVE Westbound					US 27 Northbound					CALIFORNIA BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					03:00 PM					03:15 PM					03:00 PM				
+0 mins.	2	0	0	0	2	0	0	0	0	0	31	0	0	0	31	0	0	0	0	0
+15 mins.	1	0	0	0	1	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	33	0	0	0	33	0	0	0	0	0
+45 mins.	1	0	0	0	1	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0
Total Volume	4	0	0	0	4	0	0	0	0	0	106	0	0	0	106	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.803	.000	.000	.000	.803	.000	.000	.000	.000	.000

Intersection Pedestrian & Bicycle Count

Date: 12/13/18

Day: Thursday

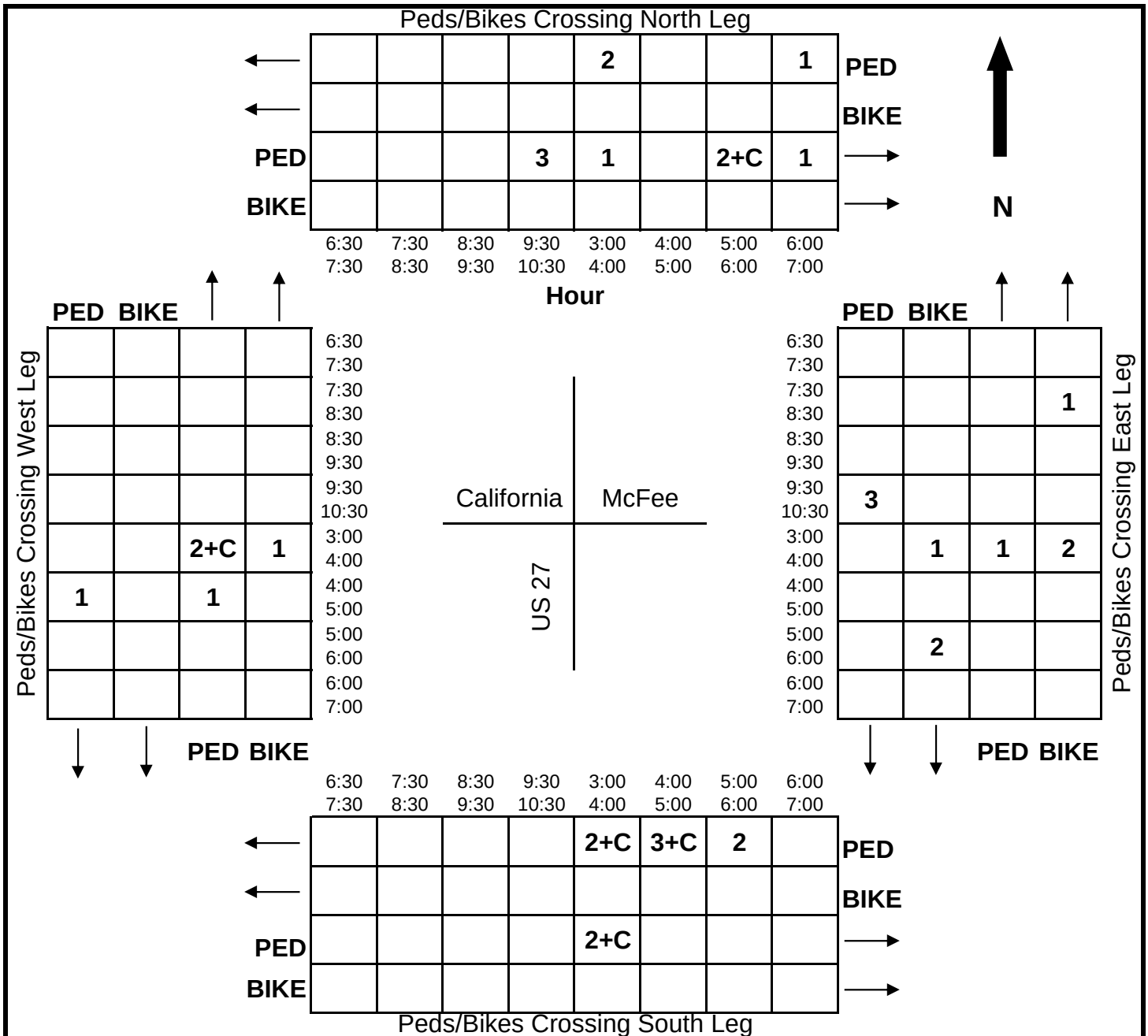
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at California Boulevard/McFee Drive

Comments: _____

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



Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Student
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	4	259	2	0	265	5	0	0	8	13	14	237	1	0	252	4	0	0	5	9	539
06:45 AM	4	214	1	0	219	5	0	3	4	12	16	305	2	0	323	6	0	0	8	14	568
Total	8	473	3	0	484	10	0	3	12	25	30	542	3	0	575	10	0	0	13	23	1107
07:00 AM	11	192	0	1	204	9	0	3	6	18	29	397	3	0	429	6	0	2	3	11	662
07:15 AM	19	227	0	0	246	10	1	11	11	33	10	381	7	2	400	4	2	2	3	11	690
07:30 AM	28	266	1	0	295	32	1	35	20	88	12	433	8	2	455	4	2	1	6	13	851
07:45 AM	64	291	0	1	356	29	0	38	22	89	11	391	10	2	414	7	6	1	4	18	877
Total	122	976	1	2	1101	80	2	87	59	228	62	1602	28	6	1698	21	10	6	16	53	3080
08:00 AM	48	254	2	2	306	35	0	33	33	101	13	306	5	6	330	4	3	6	5	18	755
08:15 AM	25	207	1	1	234	46	2	34	40	122	13	334	0	1	348	11	1	2	3	17	721
08:30 AM	13	229	2	0	244	19	1	11	21	52	7	313	2	1	323	10	0	1	1	12	631
08:45 AM	11	197	2	1	211	7	0	5	7	19	19	271	2	0	292	6	0	2	4	12	534
Total	97	887	7	4	995	107	3	83	101	294	52	1224	9	8	1293	31	4	11	13	59	2641
09:00 AM	11	184	3	0	198	9	2	1	10	22	20	237	0	0	257	6	0	0	6	12	489
09:15 AM	4	212	2	0	218	1	0	3	11	15	9	258	0	0	267	7	1	2	6	16	516
09:30 AM	6	213	4	0	223	3	0	1	4	8	19	255	0	0	274	2	0	0	12	14	519
09:45 AM	6	243	3	0	252	4	0	3	2	9	14	263	4	0	281	13	0	1	5	19	561
Total	27	852	12	0	891	17	2	8	27	54	62	1013	4	0	1079	28	1	3	29	61	2085
10:00 AM	3	215	3	0	221	1	0	2	6	9	6	269	0	0	275	13	0	4	6	23	528
10:15 AM	6	230	4	0	240	5	1	0	2	8	9	272	0	1	282	1	0	2	9	12	542
*** BREAK ***																					
Total	9	445	7	0	461	6	1	2	8	17	15	541	0	1	557	14	0	6	15	35	1070
*** BREAK ***																					
03:00 PM	24	302	4	0	330	8	0	10	6	24	12	297	5	1	315	5	2	3	4	14	683
03:15 PM	35	390	3	2	430	48	5	30	25	108	29	360	3	1	393	6	2	4	2	14	945
03:30 PM	21	430	2	2	455	66	2	38	38	144	21	370	5	0	396	9	0	9	6	24	1019
03:45 PM	34	435	5	1	475	29	4	22	19	74	14	324	1	1	340	6	0	10	3	19	908
Total	114	1557	14	5	1690	151	11	100	88	350	76	1351	14	3	1444	26	4	26	15	71	3555
04:00 PM	17	342	4	0	363	17	0	19	11	47	17	353	3	0	373	6	0	0	2	8	791
04:15 PM	9	445	11	3	468	9	0	6	8	23	16	344	1	1	362	5	0	2	8	15	868
04:30 PM	12	397	6	2	417	6	0	5	10	21	10	357	0	0	367	8	0	0	5	13	818
04:45 PM	11	470	3	1	485	7	0	3	11	21	12	393	0	1	406	6	0	1	6	13	925
Total	49	1654	24	6	1733	39	0	33	40	112	55	1447	4	2	1508	25	0	3	21	49	3402
05:00 PM	18	423	3	1	445	14	0	4	8	26	13	333	0	1	347	8	0	3	9	20	838
05:15 PM	15	516	8	0	539	7	0	3	3	13	17	348	2	0	367	7	0	2	5	14	933
05:30 PM	14	555	7	4	580	10	0	4	11	25	12	320	2	1	335	6	0	2	2	10	950
05:45 PM	9	464	6	2	481	9	0	4	3	16	11	337	3	2	353	5	0	3	4	12	862
Total	56	1958	24	7	2045	40	0	15	25	80	53	1338	7	4	1402	26	0	10	20	56	3583

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Student
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	8	450	5	4	467	6	0	3	10	19	14	334	1	0	349	9	0	0	6	15	850
06:15 PM	7	496	7	0	510	1	0	2	4	7	10	240	0	0	250	7	0	2	4	13	780
06:30 PM	3	360	10	0	373	1	0	0	5	6	9	258	0	0	267	2	0	1	5	8	654
06:45 PM	2	346	4	0	352	1	0	1	2	4	9	218	1	0	228	4	0	1	0	5	589
Total	20	1652	26	4	1702	9	0	6	21	36	42	1050	2	0	1094	22	0	4	15	41	2873
Grand Total	502	10454	118	28	11102	459	19	337	381	1196	447	10108	71	24	10650	203	19	69	157	448	23396
Apprch %	4.5	94.2	1.1	0.3		38.4	1.6	28.2	31.9		4.2	94.9	0.7	0.2		45.3	4.2	15.4	35		
Total %	2.1	44.7	0.5	0.1	47.5	2	0.1	1.4	1.6	5.1	1.9	43.2	0.3	0.1	45.5	0.9	0.1	0.3	0.7	1.9	
Passenger Vehicles	468	9866	115	28	10477	453	18	329	377	1177	254	9484	71	23	9832	200	19	65	151	435	21921
% Passenger Vehicles	93.2	94.4	97.5	100	94.4	98.7	94.7	97.6	99	98.4	56.8	93.8	100	95.8	92.3	98.5	100	94.2	96.2	97.1	93.7
Heavy Vehicles	12	588	3	0	603	6	1	8	4	19	2	624	0	1	627	3	0	4	6	13	1262
% Heavy Vehicles	2.4	5.6	2.5	0	5.4	1.3	5.3	2.4	1	1.6	0.4	6.2	0	4.2	5.9	1.5	0	5.8	3.8	2.9	5.4
UTurns	22	0	0	0	22	0	0	0	0	0	191	0	0	0	191	0	0	0	0	0	213
% UTurns	4.4	0	0	0	0.2	0	0	0	0	0	42.7	0	0	0	1.8	0	0	0	0	0	0.9

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	28	266	1	0	295	32	1	35	20	88	12	433	8	2	455	4	2	1	6	13	851
07:45 AM	64	291	0	1	356	29	0	38	22	89	11	391	10	2	414	7	6	1	4	18	877
08:00 AM	48	254	2	2	306	35	0	33	33	101	13	306	5	6	330	4	3	6	5	18	755
08:15 AM	25	207	1	1	234	46	2	34	40	122	13	334	0	1	348	11	1	2	3	17	721
Total Volume	165	1018	4	4	1191	142	3	140	115	400	49	1464	23	11	1547	26	12	10	18	66	3204
% App. Total	13.9	85.5	0.3	0.3		35.5	0.8	35	28.8		3.2	94.6	1.5	0.7		39.4	18.2	15.2	27.3		
PHF	.645	.875	.500	.500	.836	.772	.375	.921	.719	.820	.942	.845	.575	.458	.850	.591	.500	.417	.750	.917	.913
Passenger Vehicles	155	931	3	4	1093	142	3	137	113	395	26	1370	23	11	1430	24	12	8	17	61	2979
% Passenger Vehicles	93.9	91.5	75.0	100	91.8	100	100	97.9	98.3	98.8	53.1	93.6	100	100	92.4	92.3	100	80.0	94.4	92.4	93.0
Heavy Vehicles	7	87	1	0	95	0	0	3	2	5	1	94	0	0	95	2	0	2	1	5	200
% Heavy Vehicles	4.2	8.5	25.0	0	8.0	0	0	2.1	1.7	1.3	2.0	6.4	0	0	6.1	7.7	0	20.0	5.6	7.6	6.2
UTurns	3	0	0	0	3	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	25
% UTurns	1.8	0	0	0	0.3	0	0	0	0	0	44.9	0	0	0	1.4	0	0	0	0	0	0.8

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&Student
 Site Code : 18013
 Start Date : 12/13/2018
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	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:30 AM					07:00 AM					09:15 AM				
+0 mins.	19	227	0	0	246	32	1	35	20	88	29	397	3	0	429	7	1	2	6	16
+15 mins.	28	266	1	0	295	29	0	38	22	89	10	381	7	2	400	2	0	0	12	14
+30 mins.	64	291	0	1	356	35	0	33	33	101	12	433	8	2	455	13	0	1	5	19
+45 mins.	48	254	2	2	306	46	2	34	40	122	11	391	10	2	414	13	0	4	6	23
Total Volume	159	1038	3	3	1203	142	3	140	115	400	62	1602	28	6	1698	35	1	7	29	72
% App. Total	13.2	86.3	0.2	0.2		35.5	0.8	35	28.8		3.7	94.3	1.6	0.4		48.6	1.4	9.7	40.3	
PHF	.621	.892	.375	.375	.845	.772	.375	.921	.719	.820	.534	.925	.700	.750	.933	.673	.250	.438	.604	.783
Passenger Vehicles	151	949	2	3	1105	142	3	137	113	395	27	1497	28	6	1558	34	1	7	29	71
% Passenger Vehicles	95	91.4	66.7	100	91.9	100	100	97.9	98.3	98.8	43.5	93.4	100	100	91.8	97.1	100	100	100	98.6
Heavy Vehicles	6	89	1	0	96	0	0	3	2	5	1	105	0	0	106	1	0	0	0	1
% Heavy Vehicles	3.8	8.6	33.3	0	8	0	0	2.1	1.7	1.2	1.6	6.6	0	0	6.2	2.9	0	0	0	1.4
UTurns	2	0	0	0	2	0	0	0	0	0	34	0	0	0	34	0	0	0	0	0
% UTurns	1.3	0	0	0	0.2	0	0	0	0	0	54.8	0	0	0	2	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	35	390	3	2	430	48	5	30	25	108	29	360	3	1	393	6	2	4	2	14	945
03:30 PM	21	430	2	2	455	66	2	38	38	144	21	370	5	0	396	9	0	9	6	24	1019
03:45 PM	34	435	5	1	475	29	4	22	19	74	14	324	1	1	340	6	0	10	3	19	908
04:00 PM	17	342	4	0	363	17	0	19	11	47	17	353	3	0	373	6	0	0	2	8	791
Total Volume	107	1597	14	5	1723	160	11	109	93	373	81	1407	12	2	1502	27	2	23	13	65	3663
% App. Total	6.2	92.7	0.8	0.3		42.9	2.9	29.2	24.9		5.4	93.7	0.8	0.1		41.5	3.1	35.4	20		
PHF	.764	.918	.700	.625	.907	.606	.550	.717	.612	.648	.698	.951	.600	.500	.948	.750	.250	.575	.542	.677	.899
Passenger Vehicles	102	1506	14	5	1627	157	11	105	93	366	49	1330	12	2	1393	27	2	21	13	63	3449
% Passenger Vehicles	95.3	94.3	100	100	94.4	98.1	100	96.3	100	98.1	60.5	94.5	100	100	92.7	100	100	91.3	100	96.9	94.2
Heavy Vehicles	1	91	0	0	92	3	0	4	0	7	0	77	0	0	77	0	0	2	0	2	178
% Heavy Vehicles	0.9	5.7	0	0	5.3	1.9	0	3.7	0	1.9	0	5.5	0	0	5.1	0	0	8.7	0	3.1	4.9
UTurns	4	0	0	0	4	0	0	0	0	0	32	0	0	0	32	0	0	0	0	0	36
% UTurns	3.7	0	0	0	0.2	0	0	0	0	0	39.5	0	0	0	2.1	0	0	0	0	0	1.0

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&Student
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 4

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:15 PM					03:15 PM					04:00 PM					03:00 PM					
+0 mins.	15	516	8	0	539	48	5	30	25	108	17	353	3	0	373	5	2	3	4	14	
+15 mins.	14	555	7	4	580	66	2	38	38	144	16	344	1	1	362	6	2	4	2	14	
+30 mins.	9	464	6	2	481	29	4	22	19	74	10	357	0	0	367	9	0	9	6	24	
+45 mins.	8	450	5	4	467	17	0	19	11	47	12	393	0	1	406	6	0	10	3	19	
Total Volume	46	1985	26	10	2067	160	11	109	93	373	55	1447	4	2	1508	26	4	26	15	71	
% App. Total	2.2	96	1.3	0.5		42.9	2.9	29.2	24.9		3.6	96	0.3	0.1		36.6	5.6	36.6	21.1		
PHF	.767	.894	.813	.625	.891	.606	.550	.717	.612	.648	.809	.920	.333	.500	.929	.722	.500	.650	.625	.740	
Passenger Vehicles	41	1933	25	10	2009	157	11	105	93	366	32	1400	4	2	1438	26	4	24	14	68	
% Passenger Vehicles	89.1	97.4	96.2	100	97.2	98.1	100	96.3	100	98.1	58.2	96.8	100	100	95.4	100	100	92.3	93.3	95.8	
Heavy Vehicles	0	52	1	0	53	3	0	4	0	7	0	47	0	0	47	0	0	2	1	3	
% Heavy Vehicles	0	2.6	3.8	0	2.6	1.9	0	3.7	0	1.9	0	3.2	0	0	3.1	0	0	7.7	6.7	4.2	
UTurns	5	0	0	0	5	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	
% UTurns	10.9	0	0	0	0.2	0	0	0	0	0	41.8	0	0	0	1.5	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Student
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	4	242	2	0	248	3	0	0	8	11	7	229	1	0	237	4	0	0	4	8	504
06:45 AM	4	194	1	0	199	5	0	3	4	12	6	293	2	0	301	6	0	0	8	14	526
Total	8	436	3	0	447	8	0	3	12	23	13	522	3	0	538	10	0	0	12	22	1030
07:00 AM	11	179	0	1	191	9	0	3	6	18	9	367	3	0	379	6	0	2	3	11	599
07:15 AM	19	209	0	0	228	10	0	10	11	31	5	350	7	2	364	4	2	2	2	10	633
07:30 AM	27	240	1	0	268	32	1	35	20	88	7	408	8	2	425	4	2	0	6	12	793
07:45 AM	58	269	0	1	328	29	0	37	22	88	6	372	10	2	390	6	6	1	3	16	822
Total	115	897	1	2	1015	80	1	85	59	225	27	1497	28	6	1558	20	10	5	14	49	2847
08:00 AM	47	231	1	2	281	35	0	32	33	100	6	284	5	6	301	4	3	6	5	18	700
08:15 AM	23	191	1	1	216	46	2	33	38	119	7	306	0	1	314	10	1	1	3	15	664
08:30 AM	12	210	2	0	224	19	1	11	21	52	3	286	2	1	292	10	0	1	1	12	580
08:45 AM	10	180	2	1	193	7	0	5	7	19	14	246	2	0	262	6	0	2	4	12	486
Total	92	812	6	4	914	107	3	81	99	290	30	1122	9	8	1169	30	4	10	13	57	2430
09:00 AM	10	170	3	0	183	9	2	1	9	21	14	213	0	0	227	6	0	0	6	12	443
09:15 AM	4	199	1	0	204	1	0	3	10	14	7	230	0	0	237	7	1	2	6	16	471
09:30 AM	5	192	4	0	201	3	0	1	4	8	10	222	0	0	232	2	0	0	12	14	455
09:45 AM	5	220	3	0	228	3	0	3	2	8	11	234	4	0	249	12	0	1	5	18	503
Total	24	781	11	0	816	16	2	8	25	51	42	899	4	0	945	27	1	3	29	60	1872
10:00 AM	3	191	3	0	197	1	0	2	6	9	4	247	0	0	251	13	0	4	6	23	480
10:15 AM	6	212	4	0	222	5	1	0	2	8	7	249	0	0	256	1	0	2	9	12	498
*** BREAK ***																					
Total	9	403	7	0	419	6	1	2	8	17	11	496	0	0	507	14	0	6	15	35	978
*** BREAK ***																					
03:00 PM	22	279	4	0	305	8	0	10	6	24	5	269	5	1	280	5	2	3	3	13	622
03:15 PM	34	367	3	2	406	48	5	28	25	106	19	329	3	1	352	6	2	4	2	14	878
03:30 PM	21	402	2	2	427	63	2	36	38	139	12	358	5	0	375	9	0	8	6	23	964
03:45 PM	32	403	5	1	441	29	4	22	19	74	9	307	1	1	318	6	0	9	3	18	851
Total	109	1451	14	5	1579	148	11	96	88	343	45	1263	14	3	1325	26	4	24	14	68	3315
04:00 PM	15	334	4	0	353	17	0	19	11	47	9	336	3	0	348	6	0	0	2	8	756
04:15 PM	8	418	11	3	440	9	0	6	8	23	8	328	1	1	338	5	0	2	8	15	816
04:30 PM	10	380	6	2	398	6	0	5	10	21	7	351	0	0	358	8	0	0	5	13	790
04:45 PM	11	456	3	1	471	7	0	3	11	21	8	385	0	1	394	6	0	1	6	13	899
Total	44	1588	24	6	1662	39	0	33	40	112	32	1400	4	2	1438	25	0	3	21	49	3261
05:00 PM	15	410	3	1	429	14	0	4	8	26	10	318	0	1	329	8	0	3	9	20	804
05:15 PM	15	503	8	0	526	7	0	3	3	13	11	337	2	0	350	7	0	2	5	14	903
05:30 PM	13	537	6	4	560	10	0	4	11	25	5	308	2	1	316	6	0	2	2	10	911
05:45 PM	8	451	6	2	467	9	0	4	3	16	5	328	3	2	338	5	0	3	4	12	833
Total	51	1901	23	7	1982	40	0	15	25	80	31	1291	7	4	1333	26	0	10	20	56	3451

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Student
Site Code : 18013
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Groups Printed- Passenger Vehicles

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	5	442	5	4	456	6	0	3	10	19	8	320	1	0	329	9	0	0	4	13	817
06:15 PM	6	482	7	0	495	1	0	2	4	7	6	227	0	0	233	7	0	2	4	13	748
06:30 PM	3	349	10	0	362	1	0	0	5	6	5	244	0	0	249	2	0	1	5	8	625
06:45 PM	2	324	4	0	330	1	0	1	2	4	4	203	1	0	208	4	0	1	0	5	547
Total	16	1597	26	4	1643	9	0	6	21	36	23	994	2	0	1019	22	0	4	13	39	2737
Grand Total	468	9866	115	28	10477	453	18	329	377	1177	254	9484	71	23	9832	200	19	65	151	435	21921
Apprch %	4.5	94.2	1.1	0.3		38.5	1.5	28	32		2.6	96.5	0.7	0.2		46	4.4	14.9	34.7		
Total %	2.1	45	0.5	0.1	47.8	2.1	0.1	1.5	1.7	5.4	1.2	43.3	0.3	0.1	44.9	0.9	0.1	0.3	0.7	2	

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	27	240	1	0	268	32	1	35	20	88	7	408	8	2	425	4	2	0	6	12	793
07:45 AM	58	269	0	1	328	29	0	37	22	88	6	372	10	2	390	6	6	1	3	16	822
08:00 AM	47	231	1	2	281	35	0	32	33	100	6	284	5	6	301	4	3	6	5	18	700
08:15 AM	23	191	1	1	216	46	2	33	38	119	7	306	0	1	314	10	1	1	3	15	664
Total Volume	155	931	3	4	1093	142	3	137	113	395	26	1370	23	11	1430	24	12	8	17	61	2979
% App. Total	14.2	85.2	0.3	0.4		35.9	0.8	34.7	28.6		1.8	95.8	1.6	0.8		39.3	19.7	13.1	27.9		
PHF	.668	.865	.750	.500	.833	.772	.375	.926	.743	.830	.929	.839	.575	.458	.841	.600	.500	.333	.708	.847	.906

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:30 AM					07:00 AM					09:15 AM				
+0 mins.	19	209	0	0	228	32	1	35	20	88	9	367	3	0	379	7	1	2	6	16
+15 mins.	27	240	1	0	268	29	0	37	22	88	5	350	7	2	364	2	0	0	12	14
+30 mins.	58	269	0	1	328	35	0	32	33	100	7	408	8	2	425	12	0	1	5	18
+45 mins.	47	231	1	2	281	46	2	33	38	119	6	372	10	2	390	13	0	4	6	23
Total Volume	151	949	2	3	1105	142	3	137	113	395	27	1497	28	6	1558	34	1	7	29	71
% App. Total	13.7	85.9	0.2	0.3		35.9	0.8	34.7	28.6		1.7	96.1	1.8	0.4		47.9	1.4	9.9	40.8	
PHF	.651	.882	.500	.375	.842	.772	.375	.926	.743	.830	.750	.917	.700	.750	.916	.654	.250	.438	.604	.772

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	11	456	3	1	471	7	0	3	11	21	8	385	0	1	394	6	0	1	6	13	899
05:00 PM	15	410	3	1	429	14	0	4	8	26	10	318	0	1	329	8	0	3	9	20	804
05:15 PM	15	503	8	0	526	7	0	3	3	13	11	337	2	0	350	7	0	2	5	14	903
05:30 PM	13	537	6	4	560	10	0	4	11	25	5	308	2	1	316	6	0	2	2	10	911
Total Volume	54	1906	20	6	1986	38	0	14	33	85	34	1348	4	3	1389	27	0	8	22	57	3517
% App. Total	2.7	96	1	0.3		44.7	0	16.5	38.8		2.4	97	0.3	0.2		47.4	0	14	38.6		
PHF	.900	.887	.625	.375	.887	.679	.000	.875	.750	.817	.773	.875	.500	.750	.881	.844	.000	.667	.611	.713	.965

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&Student
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:15 PM					03:15 PM					04:00 PM					03:00 PM					
+0 mins.	15	503	8	0	526	48	5	28	25	106	9	336	3	0	348	5	2	3	3	13	
+15 mins.	13	537	6	4	560	63	2	36	38	139	8	328	1	1	338	6	2	4	2	14	
+30 mins.	8	451	6	2	467	29	4	22	19	74	7	351	0	0	358	9	0	8	6	23	
+45 mins.	5	442	5	4	456	17	0	19	11	47	8	385	0	1	394	6	0	9	3	18	
Total Volume	41	1933	25	10	2009	157	11	105	93	366	32	1400	4	2	1438	26	4	24	14	68	
% App. Total	2	96.2	1.2	0.5		42.9	3	28.7	25.4		2.2	97.4	0.3	0.1		38.2	5.9	35.3	20.6		
PHF	.683	.900	.781	.625	.897	.623	.550	.729	.612	.658	.889	.909	.333	.500	.912	.722	.500	.667	.583	.739	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Student
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	17	0	0	17	2	0	0	0	2	1	8	0	0	9	0	0	0	1	1	29
06:45 AM	0	20	0	0	20	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	32
Total	0	37	0	0	37	2	0	0	0	2	1	20	0	0	21	0	0	0	1	1	61
07:00 AM	0	13	0	0	13	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	43
07:15 AM	0	18	0	0	18	0	1	1	0	2	0	31	0	0	31	0	0	0	1	1	52
07:30 AM	0	26	0	0	26	0	0	0	0	0	0	25	0	0	25	0	0	1	0	1	52
07:45 AM	5	22	0	0	27	0	0	1	0	1	1	19	0	0	20	1	0	0	1	2	50
Total	5	79	0	0	84	0	1	2	0	3	1	105	0	0	106	1	0	1	2	4	197
08:00 AM	1	23	1	0	25	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	48
08:15 AM	1	16	0	0	17	0	0	1	2	3	0	28	0	0	28	1	0	1	0	2	50
08:30 AM	1	19	0	0	20	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	47
08:45 AM	0	17	0	0	17	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	42
Total	3	75	1	0	79	0	0	2	2	4	0	102	0	0	102	1	0	1	0	2	187
09:00 AM	0	14	0	0	14	0	0	0	1	1	0	24	0	0	24	0	0	0	0	0	39
09:15 AM	0	13	1	0	14	0	0	0	1	1	0	28	0	0	28	0	0	0	0	0	43
09:30 AM	0	21	0	0	21	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	54
09:45 AM	0	23	0	0	23	1	0	0	0	1	0	29	0	0	29	1	0	0	0	1	54
Total	0	71	1	0	72	1	0	0	2	3	0	114	0	0	114	1	0	0	0	1	190
10:00 AM	0	24	0	0	24	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	46
10:15 AM	0	18	0	0	18	0	0	0	0	0	0	23	0	1	24	0	0	0	0	0	42
*** BREAK ***																					
Total	0	42	0	0	42	0	0	0	0	0	0	45	0	1	46	0	0	0	0	0	88
*** BREAK ***																					
03:00 PM	2	23	0	0	25	0	0	0	0	0	0	28	0	0	28	0	0	0	1	1	54
03:15 PM	1	23	0	0	24	0	0	2	0	2	0	31	0	0	31	0	0	0	0	0	57
03:30 PM	0	28	0	0	28	3	0	2	0	5	0	12	0	0	12	0	0	1	0	1	46
03:45 PM	0	32	0	0	32	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	50
Total	3	106	0	0	109	3	0	4	0	7	0	88	0	0	88	0	0	2	1	3	207
04:00 PM	0	8	0	0	8	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	25
04:15 PM	0	27	0	0	27	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	43
04:30 PM	0	17	0	0	17	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	23
04:45 PM	0	14	0	0	14	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	22
Total	0	66	0	0	66	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	113
05:00 PM	1	13	0	0	14	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	29
05:15 PM	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	24
05:30 PM	0	18	1	0	19	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	31
05:45 PM	0	13	0	0	13	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	22
Total	1	57	1	0	59	0	0	0	0	0	0	47	0	0	47	0	0	0	0	0	106

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Student
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	8	0	0	8	0	0	0	0	0	0	14	0	0	14	0	0	0	2	2	24
06:15 PM	0	14	0	0	14	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	27
06:30 PM	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	25
06:45 PM	0	22	0	0	22	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	37
Total	0	55	0	0	55	0	0	0	0	0	0	56	0	0	56	0	0	0	2	2	113
Grand Total	12	588	3	0	603	6	1	8	4	19	2	624	0	1	627	3	0	4	6	13	1262
Apprch %	2	97.5	0.5	0		31.6	5.3	42.1	21.1		0.3	99.5	0	0.2		23.1	0	30.8	46.2		
Total %	1	46.6	0.2	0	47.8	0.5	0.1	0.6	0.3	1.5	0.2	49.4	0	0.1	49.7	0.2	0	0.3	0.5	1	

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	18	0	0	18	0	1	1	0	2	0	31	0	0	31	0	0	0	1	1	52
07:30 AM	0	26	0	0	26	0	0	0	0	0	0	25	0	0	25	0	0	1	0	1	52
07:45 AM	5	22	0	0	27	0	0	1	0	1	1	19	0	0	20	1	0	0	1	2	50
08:00 AM	1	23	1	0	25	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	48
Total Volume	6	89	1	0	96	0	1	3	0	4	1	97	0	0	98	1	0	1	2	4	202
% App. Total	6.2	92.7	1	0		0	25	75	0		1	99	0	0		25	0	25	50		
PHF	.300	.856	.250	.000	.889	.000	.250	.750	.000	.500	.250	.782	.000	.000	.790	.250	.000	.250	.500	.500	.971

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM					07:30 AM					09:00 AM					07:30 AM				
+0 mins.	0	18	0	0	18	0	0	0	0	0	0	24	0	0	24	0	0	1	0	1
+15 mins.	0	26	0	0	26	0	0	1	0	1	0	28	0	0	28	1	0	0	1	2
+30 mins.	5	22	0	0	27	0	0	1	0	1	0	33	0	0	33	0	0	0	0	0
+45 mins.	1	23	1	0	25	0	0	1	2	3	0	29	0	0	29	1	0	1	0	2
Total Volume	6	89	1	0	96	0	0	3	2	5	0	114	0	0	114	2	0	2	1	5
% App. Total	6.2	92.7	1	0		0	0	60	40		0	100	0	0		40	0	40	20	
PHF	.300	.856	.250	.000	.889	.000	.000	.750	.250	.417	.000	.864	.000	.000	.864	.500	.000	.500	.250	.625

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	2	23	0	0	25	0	0	0	0	0	0	28	0	0	28	0	0	0	1	1	54
03:15 PM	1	23	0	0	24	0	0	2	0	2	0	31	0	0	31	0	0	0	0	0	57
03:30 PM	0	28	0	0	28	3	0	2	0	5	0	12	0	0	12	0	0	1	0	1	46
03:45 PM	0	32	0	0	32	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1	50
Total Volume	3	106	0	0	109	3	0	4	0	7	0	88	0	0	88	0	0	2	1	3	207
% App. Total	2.8	97.2	0	0		42.9	0	57.1	0		0	100	0	0		0	0	66.7	33.3		
PHF	.375	.828	.000	.000	.852	.250	.000	.500	.000	.350	.000	.710	.000	.000	.710	.000	.000	.500	.250	.750	.908

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&Student
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					03:00 PM					03:00 PM					03:00 PM				
+0 mins.	2	23	0	0	25	0	0	0	0	0	0	28	0	0	28	0	0	0	1	1
+15 mins.	1	23	0	0	24	0	0	2	0	2	0	31	0	0	31	0	0	0	0	0
+30 mins.	0	28	0	0	28	3	0	2	0	5	0	12	0	0	12	0	0	1	0	1
+45 mins.	0	32	0	0	32	0	0	0	0	0	0	17	0	0	17	0	0	1	0	1
Total Volume	3	106	0	0	109	3	0	4	0	7	0	88	0	0	88	0	0	2	1	3
% App. Total	2.8	97.2	0	0		42.9	0	57.1	0		0	100	0	0		0	0	66.7	33.3	
PHF	.375	.828	.000	.000	.852	.250	.000	.500	.000	.350	.000	.710	.000	.000	.710	.000	.000	.500	.250	.750

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Student
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- UTurns

Start Time	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
06:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
Total	0	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	16
07:00 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	20
07:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
07:30 AM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
07:45 AM	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
Total	2	0	0	0	2	0	0	0	0	0	34	0	0	0	34	0	0	0	0	0	36
08:00 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
08:15 AM	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
08:45 AM	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	6
Total	2	0	0	0	2	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	24
09:00 AM	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7
09:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
09:30 AM	1	0	0	0	1	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	10
09:45 AM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
Total	3	0	0	0	3	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	23
10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
10:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
*** BREAK ***																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
03:15 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
03:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
03:45 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
Total	2	0	0	0	2	0	0	0	0	0	31	0	0	0	31	0	0	0	0	0	33
04:00 PM	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	10
04:15 PM	1	0	0	0	1	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	9
04:30 PM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
Total	5	0	0	0	5	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	28
05:00 PM	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	8
05:45 PM	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7
Total	4	0	0	0	4	0	0	0	0	0	22	0	0	0	22	0	0	0	0	0	26

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&Student
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- UTurns

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	9
06:15 PM	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
06:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
Total	4	0	0	0	4	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	23
Grand Total	22	0	0	0	22	0	0	0	0	0	191	0	0	0	191	0	0	0	0	0	213
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
Total %	10.3	0	0	0	10.3	0	0	0	0	0	89.7	0	0	0	89.7	0	0	0	0	0	

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
06:45 AM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
07:00 AM	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	20
07:15 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
Total Volume	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	0	0	0	0	0	41
% App. Total	0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.513	.000	.000	.000	.513	.000	.000	.000	.000	.000	.513

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					06:30 AM					06:30 AM					06:30 AM				
+0 mins.	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0
+15 mins.	1	0	0	0	1	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0
+45 mins.	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
Total Volume	3	0	0	0	3	0	0	0	0	0	41	0	0	0	41	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.513	.000	.000	.000	.513	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	0	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
03:30 PM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
03:45 PM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	7
04:00 PM	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	10
Total Volume	4	0	0	0	4	0	0	0	0	0	32	0	0	0	32	0	0	0	0	0	36
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.800	.000	.000	.000	.800	.000	.000	.000	.000	.000	.900

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&Student
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					STUDENT DRIVE Westbound					US 27 Northbound					HIGHLANDS RESERVE BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM					03:00 PM					03:15 PM					03:00 PM				
+0 mins.	2	0	0	0	2	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0
+15 mins.	2	0	0	0	2	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0
+30 mins.	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
+45 mins.	2	0	0	0	2	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0
Total Volume	7	0	0	0	7	0	0	0	0	0	32	0	0	0	32	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.875	.000	.000	.000	.875	.000	.000	.000	.000	.000	.800	.000	.000	.000	.800	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&SandMine
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	11	241	5	11	268	1	1	0	1	3	13	235	1	5	254	30	2	10	23	65	590
06:45 AM	13	171	10	8	202	3	0	3	1	7	20	258	16	9	303	34	2	8	31	75	587
Total	24	412	15	19	470	4	1	3	2	10	33	493	17	14	557	64	4	18	54	140	1177
07:00 AM	25	203	8	19	255	13	2	4	0	19	25	305	27	21	378	41	2	3	17	63	715
07:15 AM	49	189	8	16	262	20	2	34	0	56	34	296	36	34	400	47	10	7	28	92	810
07:30 AM	79	247	10	16	352	59	12	52	2	125	28	313	78	43	462	48	10	12	14	84	1023
07:45 AM	78	254	12	11	355	75	10	66	3	154	41	336	54	55	486	43	14	12	30	99	1094
Total	231	893	38	62	1224	167	26	156	5	354	128	1250	195	153	1726	179	36	34	89	338	3642
08:00 AM	32	171	8	15	226	72	14	79	1	166	38	276	14	18	346	50	3	17	12	82	820
08:15 AM	14	199	19	13	245	18	2	9	0	29	49	361	7	3	420	43	1	6	20	70	764
08:30 AM	8	185	8	24	225	6	2	2	1	11	51	300	6	1	358	52	0	7	25	84	678
08:45 AM	14	161	5	25	205	10	0	4	3	17	43	217	5	3	268	53	1	13	19	86	576
Total	68	716	40	77	901	106	18	94	5	223	181	1154	32	25	1392	198	5	43	76	322	2838
09:00 AM	11	165	10	13	199	7	3	3	3	16	25	230	3	2	260	58	4	13	15	90	565
09:15 AM	12	203	16	13	244	7	2	2	0	11	31	234	2	3	270	48	2	7	12	69	594
09:30 AM	16	186	9	16	227	5	1	2	0	8	36	233	1	0	270	45	4	11	25	85	590
09:45 AM	18	190	14	20	242	3	1	6	1	11	35	219	3	2	259	53	0	4	28	85	597
Total	57	744	49	62	912	22	7	13	4	46	127	916	9	7	1059	204	10	35	80	329	2346
10:00 AM	18	175	13	21	227	6	1	3	2	12	43	257	1	1	302	66	0	7	26	99	640
10:15 AM	30	216	6	26	278	3	3	4	0	10	41	223	1	0	265	54	1	5	32	92	645
*** BREAK ***																					
Total	48	391	19	47	505	9	4	7	2	22	84	480	2	1	567	120	1	12	58	191	1285
*** BREAK ***																					
03:00 PM	54	253	8	15	330	67	11	55	1	134	27	235	17	18	297	59	9	12	28	108	869
03:15 PM	25	280	14	20	339	106	12	59	3	180	63	357	8	10	438	41	7	9	39	96	1053
03:30 PM	17	350	15	20	402	59	8	18	1	86	63	366	0	3	432	50	5	12	40	107	1027
03:45 PM	25	370	25	11	431	23	2	12	2	39	70	313	5	3	391	43	4	8	45	100	961
Total	121	1253	62	66	1502	255	33	144	7	439	223	1271	30	34	1558	193	25	41	152	411	3910
04:00 PM	29	305	20	10	364	21	5	7	3	36	43	268	6	4	321	69	3	15	35	122	843
04:15 PM	38	411	30	20	499	10	1	13	1	25	52	331	13	8	404	31	5	20	37	93	1021
04:30 PM	30	311	8	26	375	25	3	9	4	41	46	272	16	10	344	47	5	8	59	119	879
04:45 PM	39	435	26	7	507	14	4	13	1	32	53	348	20	20	441	40	6	12	43	101	1081
Total	136	1462	84	63	1745	70	13	42	9	134	194	1219	55	42	1510	187	19	55	174	435	3824
05:00 PM	30	385	15	20	450	22	9	15	3	49	47	293	6	8	354	56	5	12	49	122	975
05:15 PM	21	456	11	13	501	9	3	5	2	19	39	313	5	9	366	44	5	14	51	114	1000
05:30 PM	32	531	19	18	600	17	8	9	1	35	39	302	7	4	352	37	2	10	39	88	1075
05:45 PM	27	405	16	16	464	18	3	11	5	37	51	254	3	10	318	46	5	8	40	99	918
Total	110	1777	61	67	2015	66	23	40	11	140	176	1162	21	31	1390	183	17	44	179	423	3968

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&SandMine
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	24	384	15	20	443	61	9	43	0	113	43	286	7	1	337	53	2	4	51	110	1003
06:15 PM	17	417	13	13	460	19	5	20	2	46	42	282	0	0	324	51	4	12	30	97	927
06:30 PM	15	315	18	18	366	14	1	11	1	27	30	207	3	0	240	37	2	20	39	98	731
06:45 PM	23	300	17	13	353	9	6	6	2	23	36	181	3	3	223	31	5	6	31	73	672
Total	79	1416	63	64	1622	103	21	80	5	209	151	956	13	4	1124	172	13	42	151	378	3333
Grand Total	874	9064	431	527	10896	802	146	579	50	1577	1297	8901	374	311	10883	1500	130	324	1013	2967	26323
Apprch %	8	83.2	4	4.8		50.9	9.3	36.7	3.2		11.9	81.8	3.4	2.9		50.6	4.4	10.9	34.1		
Total %	3.3	34.4	1.6	2	41.4	3	0.6	2.2	0.2	6	4.9	33.8	1.4	1.2	41.3	5.7	0.5	1.2	3.8	11.3	
Passenger Vehicles	535	8612	347	385	9879	764	141	568	49	1522	1107	8434	352	293	10186	1258	125	285	938	2606	24193
% Passenger Vehicles	61.2	95	80.5	73.1	90.7	95.3	96.6	98.1	98	96.5	85.4	94.8	94.1	94.2	93.6	83.9	96.2	88	92.6	87.8	91.9
Heavy Vehicles	13	452	84	142	691	38	5	11	1	55	125	467	22	18	632	242	5	39	75	361	1739
% Heavy Vehicles	1.5	5	19.5	26.9	6.3	4.7	3.4	1.9	2	3.5	9.6	5.2	5.9	5.8	5.8	16.1	3.8	12	7.4	12.2	6.6
UTurns	326	0	0	0	326	0	0	0	0	0	65	0	0	0	65	0	0	0	0	0	391
% UTurns	37.3	0	0	0	3	0	0	0	0	0	5	0	0	0	0.6	0	0	0	0	0	1.5

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	49	189	8	16	262	20	2	34	0	56	34	296	36	34	400	47	10	7	28	92	810
07:30 AM	79	247	10	16	352	59	12	52	2	125	28	313	78	43	462	48	10	12	14	84	1023
07:45 AM	78	254	12	11	355	75	10	66	3	154	41	336	54	55	486	43	14	12	30	99	1094
08:00 AM	32	171	8	15	226	72	14	79	1	166	38	276	14	18	346	50	3	17	12	82	820
Total Volume	238	861	38	58	1195	226	38	231	6	501	141	1221	182	150	1694	188	37	48	84	357	3747
% App. Total	19.9	72.1	3.2	4.9		45.1	7.6	46.1	1.2		8.3	72.1	10.7	8.9		52.7	10.4	13.4	23.5		
PHF	.753	.847	.792	.906	.842	.753	.679	.731	.500	.755	.860	.908	.583	.682	.871	.940	.661	.706	.700	.902	.856
Passenger Vehicles	198	806	16	30	1050	211	37	227	6	481	106	1165	172	143	1586	125	35	39	67	266	3383
% Passenger Vehicles	83.2	93.6	42.1	51.7	87.9	93.4	97.4	98.3	100	96.0	75.2	95.4	94.5	95.3	93.6	66.5	94.6	81.3	79.8	74.5	90.3
Heavy Vehicles	4	55	22	28	109	15	1	4	0	20	30	56	10	7	103	63	2	9	17	91	323
% Heavy Vehicles	1.7	6.4	57.9	48.3	9.1	6.6	2.6	1.7	0	4.0	21.3	4.6	5.5	4.7	6.1	33.5	5.4	18.8	20.2	25.5	8.6
UTurns	36	0	0	0	36	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	41
% UTurns	15.1	0	0	0	3.0	0	0	0	0	0	3.5	0	0	0	0.3	0	0	0	0	0	1.1

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&SandMine
Site Code : 18013
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	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					07:00 AM					09:30 AM				
+0 mins.	25	203	8	19	255	20	2	34	0	56	25	305	27	21	378	45	4	11	25	85
+15 mins.	49	189	8	16	262	59	12	52	2	125	34	296	36	34	400	53	0	4	28	85
+30 mins.	79	247	10	16	352	75	10	66	3	154	28	313	78	43	462	66	0	7	26	99
+45 mins.	78	254	12	11	355	72	14	79	1	166	41	336	54	55	486	54	1	5	32	92
Total Volume	231	893	38	62	1224	226	38	231	6	501	128	1250	195	153	1726	218	5	27	111	361
% App. Total	18.9	73	3.1	5.1		45.1	7.6	46.1	1.2		7.4	72.4	11.3	8.9		60.4	1.4	7.5	30.7	
PHF	.731	.879	.792	.816	.862	.753	.679	.731	.500	.755	.780	.930	.625	.695	.888	.826	.313	.614	.867	.912
Passenger Vehicles	198	843	20	27	1088	211	37	227	6	481	101	1185	186	147	1619	165	5	21	95	286
% Passenger Vehicles	85.7	94.4	52.6	43.5	88.9	93.4	97.4	98.3	100	96	78.9	94.8	95.4	96.1	93.8	75.7	100	77.8	85.6	79.2
Heavy Vehicles	4	50	18	35	107	15	1	4	0	20	25	65	9	6	105	53	0	6	16	75
% Heavy Vehicles	1.7	5.6	47.4	56.5	8.7	6.6	2.6	1.7	0	4	19.5	5.2	4.6	3.9	6.1	24.3	0	22.2	14.4	20.8
UTurns	29	0	0	0	29	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
% UTurns	12.6	0	0	0	2.4	0	0	0	0	0	1.6	0	0	0	0.1	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	39	435	26	7	507	14	4	13	1	32	53	348	20	20	441	40	6	12	43	101	1081
05:00 PM	30	385	15	20	450	22	9	15	3	49	47	293	6	8	354	56	5	12	49	122	975
05:15 PM	21	456	11	13	501	9	3	5	2	19	39	313	5	9	366	44	5	14	51	114	1000
05:30 PM	32	531	19	18	600	17	8	9	1	35	39	302	7	4	352	37	2	10	39	88	1075
Total Volume	122	1807	71	58	2058	62	24	42	7	135	178	1256	38	41	1513	177	18	48	182	425	4131
% App. Total	5.9	87.8	3.4	2.8		45.9	17.8	31.1	5.2		11.8	83	2.5	2.7		41.6	4.2	11.3	42.8		
PHF	.782	.851	.683	.725	.858	.705	.667	.700	.583	.689	.840	.902	.475	.513	.858	.790	.750	.857	.892	.871	.955
Passenger Vehicles	76	1753	69	57	1955	60	24	41	7	132	165	1219	37	38	1459	173	18	47	179	417	3963
% Passenger Vehicles	62.3	97.0	97.2	98.3	95.0	96.8	100	97.6	100	97.8	92.7	97.1	97.4	92.7	96.4	97.7	100	97.9	98.4	98.1	95.9
Heavy Vehicles	4	54	2	1	61	2	0	1	0	3	5	37	1	3	46	4	0	1	3	8	118
% Heavy Vehicles	3.3	3.0	2.8	1.7	3.0	3.2	0	2.4	0	2.2	2.8	2.9	2.6	7.3	3.0	2.3	0	2.1	1.6	1.9	2.9
UTurns	42	0	0	0	42	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	50
% UTurns	34.4	0	0	0	2.0	0	0	0	0	0	4.5	0	0	0	0.5	0	0	0	0	0	1.2

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&SandMine
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 4

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					03:00 PM					03:15 PM					04:30 PM					
+0 mins.	39	435	26	7	507	67	11	55	1	134	63	357	8	10	438	47	5	8	59	119	
+15 mins.	30	385	15	20	450	106	12	59	3	180	63	366	0	3	432	40	6	12	43	101	
+30 mins.	21	456	11	13	501	59	8	18	1	86	70	313	5	3	391	56	5	12	49	122	
+45 mins.	32	531	19	18	600	23	2	12	2	39	43	268	6	4	321	44	5	14	51	114	
Total Volume	122	1807	71	58	2058	255	33	144	7	439	239	1304	19	20	1582	187	21	46	202	456	
% App. Total	5.9	87.8	3.4	2.8		58.1	7.5	32.8	1.6		15.1	82.4	1.2	1.3		41	4.6	10.1	44.3		
PHF	.782	.851	.683	.725	.858	.601	.688	.610	.583	.610	.854	.891	.594	.500	.903	.835	.875	.821	.856	.934	
Passenger Vehicles	76	1753	69	57	1955	238	32	139	7	416	203	1242	16	16	1477	183	21	45	199	448	
% Passenger Vehicles	62.3	97	97.2	98.3	95	93.3	97	96.5	100	94.8	84.9	95.2	84.2	80	93.4	97.9	100	97.8	98.5	98.2	
Heavy Vehicles	4	54	2	1	61	17	1	5	0	23	13	62	3	4	82	4	0	1	3	8	
% Heavy Vehicles	3.3	3	2.8	1.7	3	6.7	3	3.5	0	5.2	5.4	4.8	15.8	20	5.2	2.1	0	2.2	1.5	1.8	
UTurns	42	0	0	0	42	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	
% UTurns	34.4	0	0	0	2	0	0	0	0	0	9.6	0	0	0	1.5	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&SandMine
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	7	233	2	6	248	1	1	0	1	3	10	229	1	5	245	20	2	6	18	46	542
06:45 AM	3	160	2	5	170	3	0	3	0	6	18	249	15	9	291	25	2	6	24	57	524
Total	10	393	4	11	418	4	1	3	1	9	28	478	16	14	536	45	4	12	42	103	1066
07:00 AM	20	193	8	7	228	12	2	4	0	18	20	285	27	21	353	29	2	2	16	49	648
07:15 AM	43	177	1	9	230	20	2	33	0	55	25	279	33	32	369	31	10	6	23	70	724
07:30 AM	72	232	6	7	317	54	11	49	2	116	24	299	74	41	438	27	9	9	11	56	927
07:45 AM	63	241	5	4	313	70	10	66	3	149	32	322	52	53	459	32	13	9	24	78	999
Total	198	843	20	27	1088	156	25	152	5	338	101	1185	186	147	1619	119	34	26	74	253	3298
08:00 AM	20	156	4	10	190	67	14	79	1	161	25	265	13	17	320	35	3	15	9	62	733
08:15 AM	8	188	14	7	217	17	2	9	0	28	36	341	7	2	386	31	1	4	17	53	684
08:30 AM	6	171	5	11	193	5	2	2	1	10	41	282	6	1	330	41	0	6	19	66	599
08:45 AM	7	150	2	11	170	9	0	4	3	16	39	194	5	3	241	39	1	11	16	67	494
Total	41	665	25	39	770	98	18	94	5	215	141	1082	31	23	1277	146	5	36	61	248	2510
09:00 AM	2	158	6	5	171	7	3	3	3	16	17	213	2	2	234	35	4	9	14	62	483
09:15 AM	2	192	9	9	212	7	1	2	0	10	22	221	0	3	246	38	2	6	10	56	524
09:30 AM	2	169	7	14	192	5	1	1	0	7	27	201	1	0	229	35	4	9	20	68	496
09:45 AM	7	177	9	13	206	3	1	6	1	11	31	192	3	2	228	40	0	2	23	65	510
Total	13	696	31	41	781	22	6	12	4	44	97	827	6	7	937	148	10	26	67	251	2013
10:00 AM	4	155	6	12	177	6	0	3	2	11	40	238	1	1	280	52	0	6	23	81	549
10:15 AM	14	202	3	10	229	3	2	4	0	9	33	207	1	0	241	38	1	4	29	72	551
*** BREAK ***																					
Total	18	357	9	22	406	9	2	7	2	20	73	445	2	1	521	90	1	10	52	153	1100
*** BREAK ***																					
03:00 PM	38	233	7	13	291	62	11	54	1	128	23	216	13	16	268	52	9	10	28	99	786
03:15 PM	15	260	13	18	306	104	12	57	3	176	51	334	6	6	397	35	6	8	38	87	966
03:30 PM	9	329	14	17	369	51	7	18	1	77	48	354	0	3	405	49	3	12	39	103	954
03:45 PM	11	348	22	10	391	21	2	10	2	35	68	298	4	3	373	40	4	7	42	93	892
Total	73	1170	56	58	1357	238	32	139	7	416	190	1202	23	28	1443	176	22	37	147	382	3598
04:00 PM	15	298	18	8	339	21	5	7	3	36	36	256	6	4	302	67	3	15	34	119	796
04:15 PM	24	388	28	19	459	10	1	13	1	25	47	318	13	8	386	31	5	19	34	89	959
04:30 PM	22	296	8	25	351	25	3	9	4	41	45	266	16	10	337	46	5	8	57	116	845
04:45 PM	30	421	26	7	484	14	4	13	1	32	51	339	20	20	430	40	6	12	43	101	1047
Total	91	1403	80	59	1633	70	13	42	9	134	179	1179	55	42	1455	184	19	54	168	425	3647
05:00 PM	18	373	15	20	426	21	9	14	3	47	41	282	6	8	337	54	5	12	48	119	929
05:15 PM	13	444	10	13	480	9	3	5	2	19	37	305	5	7	354	43	5	13	51	112	965
05:30 PM	15	515	18	17	565	16	8	9	1	34	36	293	6	3	338	36	2	10	37	85	1022
05:45 PM	12	392	16	16	436	18	3	11	5	37	47	247	3	9	306	46	5	8	40	99	878
Total	58	1724	59	66	1907	64	23	39	11	137	161	1127	20	27	1335	179	17	43	176	415	3794

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&SandMine
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Passenger Vehicles

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	14	375	15	18	422	61	9	43	0	113	40	274	7	1	322	53	2	4	51	110	967
06:15 PM	5	403	13	13	434	19	5	20	2	46	39	270	0	0	309	50	4	11	30	95	884
06:30 PM	4	305	18	18	345	14	1	11	1	27	26	197	3	0	226	37	2	20	39	98	696
06:45 PM	10	278	17	13	318	9	6	6	2	23	32	168	3	3	206	31	5	6	31	73	620
Total	33	1361	63	62	1519	103	21	80	5	209	137	909	13	4	1063	171	13	41	151	376	3167
Grand Total	535	8612	347	385	9879	764	141	568	49	1522	1107	8434	352	293	10186	1258	125	285	938	2606	24193
Apprch %	5.4	87.2	3.5	3.9		50.2	9.3	37.3	3.2		10.9	82.8	3.5	2.9		48.3	4.8	10.9	36		
Total %	2.2	35.6	1.4	1.6	40.8	3.2	0.6	2.3	0.2	6.3	4.6	34.9	1.5	1.2	42.1	5.2	0.5	1.2	3.9	10.8	

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	43	177	1	9	230	20	2	33	0	55	25	279	33	32	369	31	10	6	23	70	724
07:30 AM	72	232	6	7	317	54	11	49	2	116	24	299	74	41	438	27	9	9	11	56	927
07:45 AM	63	241	5	4	313	70	10	66	3	149	32	322	52	53	459	32	13	9	24	78	999
08:00 AM	20	156	4	10	190	67	14	79	1	161	25	265	13	17	320	35	3	15	9	62	733
Total Volume	198	806	16	30	1050	211	37	227	6	481	106	1165	172	143	1586	125	35	39	67	266	3383
% App. Total	18.9	76.8	1.5	2.9		43.9	7.7	47.2	1.2		6.7	73.5	10.8	9		47	13.2	14.7	25.2		
PHF	.688	.836	.667	.750	.828	.754	.661	.718	.500	.747	.828	.905	.581	.675	.864	.893	.673	.650	.698	.853	.847

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					07:00 AM					09:30 AM				
+0 mins.	20	193	8	7	228	20	2	33	0	55	20	285	27	21	353	35	4	9	20	68
+15 mins.	43	177	1	9	230	54	11	49	2	116	25	279	33	32	369	40	0	2	23	65
+30 mins.	72	232	6	7	317	70	10	66	3	149	24	299	74	41	438	52	0	6	23	81
+45 mins.	63	241	5	4	313	67	14	79	1	161	32	322	52	53	459	38	1	4	29	72
Total Volume	198	843	20	27	1088	211	37	227	6	481	101	1185	186	147	1619	165	5	21	95	286
% App. Total	18.2	77.5	1.8	2.5		43.9	7.7	47.2	1.2		6.2	73.2	11.5	9.1		57.7	1.7	7.3	33.2	
PHF	.688	.874	.625	.750	.858	.754	.661	.718	.500	.747	.789	.920	.628	.693	.882	.793	.313	.583	.819	.883

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	30	421	26	7	484	14	4	13	1	32	51	339	20	20	430	40	6	12	43	101	1047
05:00 PM	18	373	15	20	426	21	9	14	3	47	41	282	6	8	337	54	5	12	48	119	929
05:15 PM	13	444	10	13	480	9	3	5	2	19	37	305	5	7	354	43	5	13	51	112	965
05:30 PM	15	515	18	17	565	16	8	9	1	34	36	293	6	3	338	36	2	10	37	85	1022
Total Volume	76	1753	69	57	1955	60	24	41	7	132	165	1219	37	38	1459	173	18	47	179	417	3963
% App. Total	3.9	89.7	3.5	2.9		45.5	18.2	31.1	5.3		11.3	83.6	2.5	2.6		41.5	4.3	11.3	42.9		
PHF	.633	.851	.663	.713	.865	.714	.667	.732	.583	.702	.809	.899	.463	.475	.848	.801	.750	.904	.877	.876	.946

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&SandMine
 Site Code : 18013
 Start Date : 12/13/2018
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	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					03:00 PM					04:15 PM					04:30 PM					
+0 mins.	30	421	26	7	484	62	11	54	1	128	47	318	13	8	386	46	5	8	57	116	
+15 mins.	18	373	15	20	426	104	12	57	3	176	45	266	16	10	337	40	6	12	43	101	
+30 mins.	13	444	10	13	480	51	7	18	1	77	51	339	20	20	430	54	5	12	48	119	
+45 mins.	15	515	18	17	565	21	2	10	2	35	41	282	6	8	337	43	5	13	51	112	
Total Volume	76	1753	69	57	1955	238	32	139	7	416	184	1205	55	46	1490	183	21	45	199	448	
% App. Total	3.9	89.7	3.5	2.9		57.2	7.7	33.4	1.7		12.3	80.9	3.7	3.1		40.8	4.7	10	44.4		
PHF	.633	.851	.663	.713	.865	.572	.667	.610	.583	.591	.902	.889	.688	.575	.866	.847	.875	.865	.873	.941	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&SandMine
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Heavy Vehicles

Start Time	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	8	3	5	17	0	0	0	0	0	2	6	0	0	8	10	0	4	5	19	44
06:45 AM	0	11	8	3	22	0	0	0	1	1	2	9	1	0	12	9	0	2	7	18	53
Total	1	19	11	8	39	0	0	0	1	1	4	15	1	0	20	19	0	6	12	37	97
07:00 AM	0	10	0	12	22	1	0	0	0	1	5	20	0	0	25	12	0	1	1	14	62
07:15 AM	1	12	7	7	27	0	0	1	0	1	9	17	3	2	31	16	0	1	5	22	81
07:30 AM	1	15	4	9	29	5	1	3	0	9	4	14	4	2	24	21	1	3	3	28	90
07:45 AM	2	13	7	7	29	5	0	0	0	5	7	14	2	2	25	11	1	3	6	21	80
Total	4	50	18	35	107	11	1	4	0	16	25	65	9	6	105	60	2	8	15	85	313
08:00 AM	0	15	4	5	24	5	0	0	0	5	10	11	1	1	23	15	0	2	3	20	72
08:15 AM	0	11	5	6	22	1	0	0	0	1	10	20	0	1	31	12	0	2	3	17	71
08:30 AM	0	14	3	13	30	1	0	0	0	1	8	18	0	0	26	11	0	1	6	18	75
08:45 AM	0	11	3	14	28	1	0	0	0	1	2	23	0	0	25	14	0	2	3	19	73
Total	0	51	15	38	104	8	0	0	0	8	30	72	1	2	105	52	0	7	15	74	291
09:00 AM	0	7	4	8	19	0	0	0	0	0	7	17	1	0	25	23	0	4	1	28	72
09:15 AM	0	11	7	4	22	0	1	0	0	1	9	13	2	0	24	10	0	1	2	13	60
09:30 AM	0	17	2	2	21	0	0	1	0	1	5	32	0	0	37	10	0	2	5	17	76
09:45 AM	0	13	5	7	25	0	0	0	0	0	4	27	0	0	31	13	0	2	5	20	76
Total	0	48	18	21	87	0	1	1	0	2	25	89	3	0	117	56	0	9	13	78	284
10:00 AM	0	20	7	9	36	0	1	0	0	1	2	19	0	0	21	14	0	1	3	18	76
10:15 AM	0	14	3	16	33	0	1	0	0	1	7	16	0	0	23	16	0	1	3	20	77
*** BREAK ***																					
Total	0	34	10	25	69	0	2	0	0	2	9	35	0	0	44	30	0	2	6	38	153
*** BREAK ***																					
03:00 PM	1	20	1	2	24	5	0	1	0	6	3	19	4	2	28	7	0	2	0	9	67
03:15 PM	0	20	1	2	23	2	0	2	0	4	5	23	2	4	34	6	1	1	1	9	70
03:30 PM	2	21	1	3	27	8	1	0	0	9	4	12	0	0	16	1	2	0	1	4	56
03:45 PM	0	22	3	1	26	2	0	2	0	4	1	15	1	0	17	3	0	1	3	7	54
Total	3	83	6	8	100	17	1	5	0	23	13	69	7	6	95	17	3	4	5	29	247
04:00 PM	1	7	2	2	12	0	0	0	0	0	3	12	0	0	15	2	0	0	1	3	30
04:15 PM	0	23	2	1	26	0	0	0	0	0	4	13	0	0	17	0	0	1	3	4	47
04:30 PM	0	15	0	1	16	0	0	0	0	0	0	6	0	0	6	1	0	0	2	3	25
04:45 PM	3	14	0	0	17	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	26
Total	4	59	4	4	71	0	0	0	0	0	7	40	0	0	47	3	0	1	6	10	128
05:00 PM	0	12	0	0	12	1	0	1	0	2	3	11	0	0	14	2	0	0	1	3	31
05:15 PM	0	12	1	0	13	0	0	0	0	0	1	8	0	2	11	1	0	1	0	2	26
05:30 PM	1	16	1	1	19	1	0	0	0	1	1	9	1	1	12	1	0	0	2	3	35
05:45 PM	0	13	0	0	13	0	0	0	0	0	0	7	0	1	8	0	0	0	0	0	21
Total	1	53	2	1	57	2	0	1	0	3	5	35	1	4	45	4	0	1	3	8	113

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&SandMine
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	0	9	0	2	11	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	24
06:15 PM	0	14	0	0	14	0	0	0	0	0	1	12	0	0	13	1	0	1	0	2	29
06:30 PM	0	10	0	0	10	0	0	0	0	0	3	10	0	0	13	0	0	0	0	0	23
06:45 PM	0	22	0	0	22	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	37
Total	0	55	0	2	57	0	0	0	0	0	7	47	0	0	54	1	0	1	0	2	113
Grand Total	13	452	84	142	691	38	5	11	1	55	125	467	22	18	632	242	5	39	75	361	1739
Apprch %	1.9	65.4	12.2	20.5		69.1	9.1	20	1.8		19.8	73.9	3.5	2.8		67	1.4	10.8	20.8		
Total %	0.7	26	4.8	8.2	39.7	2.2	0.3	0.6	0.1	3.2	7.2	26.9	1.3	1	36.3	13.9	0.3	2.2	4.3	20.8	

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	12	7	7	27	0	0	1	0	1	9	17	3	2	31	16	0	1	5	22	81
07:30 AM	1	15	4	9	29	5	1	3	0	9	4	14	4	2	24	21	1	3	3	28	90
07:45 AM	2	13	7	7	29	5	0	0	0	5	7	14	2	2	25	11	1	3	6	21	80
08:00 AM	0	15	4	5	24	5	0	0	0	5	10	11	1	1	23	15	0	2	3	20	72
Total Volume	4	55	22	28	109	15	1	4	0	20	30	56	10	7	103	63	2	9	17	91	323
% App. Total	3.7	50.5	20.2	25.7		75	5	20	0		29.1	54.4	9.7	6.8		69.2	2.2	9.9	18.7		
PHF	.500	.917	.786	.778	.940	.750	.250	.333	.000	.556	.750	.824	.625	.875	.831	.750	.500	.750	.708	.813	.897

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM					07:15 AM					09:00 AM					07:15 AM				
+0 mins.	0	17	2	2	21	0	0	1	0	1	7	17	1	0	25	16	0	1	5	22
+15 mins.	0	13	5	7	25	5	1	3	0	9	9	13	2	0	24	21	1	3	3	28
+30 mins.	0	20	7	9	36	5	0	0	0	5	5	32	0	0	37	11	1	3	6	21
+45 mins.	0	14	3	16	33	5	0	0	0	5	4	27	0	0	31	15	0	2	3	20
Total Volume	0	64	17	34	115	15	1	4	0	20	25	89	3	0	117	63	2	9	17	91
% App. Total	0	55.7	14.8	29.6		75	5	20	0		21.4	76.1	2.6	0		69.2	2.2	9.9	18.7	
PHF	.000	.800	.607	.531	.799	.750	.250	.333	.000	.556	.694	.695	.375	.000	.791	.750	.500	.750	.708	.813

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	1	20	1	2	24	5	0	1	0	6	3	19	4	2	28	7	0	2	0	9	67
03:15 PM	0	20	1	2	23	2	0	2	0	4	5	23	2	4	34	6	1	1	1	9	70
03:30 PM	2	21	1	3	27	8	1	0	0	9	4	12	0	0	16	1	2	0	1	4	56
03:45 PM	0	22	3	1	26	2	0	2	0	4	1	15	1	0	17	3	0	1	3	7	54
Total Volume	3	83	6	8	100	17	1	5	0	23	13	69	7	6	95	17	3	4	5	29	247
% App. Total	3	83	6	8		73.9	4.3	21.7	0		13.7	72.6	7.4	6.3		58.6	10.3	13.8	17.2		
PHF	.375	.943	.500	.667	.926	.531	.250	.625	.000	.639	.650	.750	.438	.375	.699	.607	.375	.500	.417	.806	.882

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&SandMine
Site Code : 18013
Start Date : 12/13/2018
Page No : 3

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:00 PM					03:00 PM					03:00 PM					
+0 mins.	1	20	1	2	24	5	0	1	0	6	3	19	4	2	28	7	0	2	0	9	
+15 mins.	0	20	1	2	23	2	0	2	0	4	5	23	2	4	34	6	1	1	1	9	
+30 mins.	2	21	1	3	27	8	1	0	0	9	4	12	0	0	16	1	2	0	1	4	
+45 mins.	0	22	3	1	26	2	0	2	0	4	1	15	1	0	17	3	0	1	3	7	
Total Volume	3	83	6	8	100	17	1	5	0	23	13	69	7	6	95	17	3	4	5	29	
% App. Total	3	83	6	8		73.9	4.3	21.7	0		13.7	72.6	7.4	6.3		58.6	10.3	13.8	17.2		
PHF	.375	.943	.500	.667	.926	.531	.250	.625	.000	.639	.650	.750	.438	.375	.699	.607	.375	.500	.417	.806	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&SandMine
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- UTurns

Start Time	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
06:45 AM	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	13	0	0	0	13	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	14
07:00 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:45 AM	13	0	0	0	13	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	15
Total	29	0	0	0	29	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	31
08:00 AM	12	0	0	0	12	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	15
08:15 AM	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	9
08:30 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
08:45 AM	7	0	0	0	7	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	9
Total	27	0	0	0	27	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	37
09:00 AM	9	0	0	0	9	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	10
09:15 AM	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
09:30 AM	14	0	0	0	14	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	18
09:45 AM	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	44	0	0	0	44	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	49
10:00 AM	14	0	0	0	14	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	15
10:15 AM	16	0	0	0	16	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	17
*** BREAK ***																					
Total	30	0	0	0	30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	32
*** BREAK ***																					
03:00 PM	15	0	0	0	15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	16
03:15 PM	10	0	0	0	10	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	17
03:30 PM	6	0	0	0	6	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	17
03:45 PM	14	0	0	0	14	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	15
Total	45	0	0	0	45	0	0	0	0	0	20	0	0	0	20	0	0	0	0	0	65
04:00 PM	13	0	0	0	13	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	17
04:15 PM	14	0	0	0	14	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	15
04:30 PM	8	0	0	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9
04:45 PM	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	8
Total	41	0	0	0	41	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	49
05:00 PM	12	0	0	0	12	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	15
05:15 PM	8	0	0	0	8	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	9
05:30 PM	16	0	0	0	16	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	18
05:45 PM	15	0	0	0	15	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	19
Total	51	0	0	0	51	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	61

City/County: Davenport/Polk
Weather: Clear
Comments:

Groups Printed- UTurns																						
	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound						
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total	
06:00 PM	10	0	0	0	10	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	12	
06:15 PM	12	0	0	0	12	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	14	
06:30 PM	11	0	0	0	11	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	12	
06:45 PM	13	0	0	0	13	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	15	
Total	46	0	0	0	46	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	53	
Grand Total	326	0	0	0	326	0	0	0	0	0	65	0	0	0	65	0	0	0	0	0	391	
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0			
Total %	83.4	0	0	0	83.4	0	0	0	0		16.6	0	0	0	16.6	0	0	0	0			

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:30 AM																					
09:30 AM	14	0	0	0	14	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	18
09:45 AM	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:00 AM	14	0	0	0	14	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	15
10:15 AM	16	0	0	0	16	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	17
Total Volume	55	0	0	0	55	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	61
% App. Total	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	
PHF	.859	.000	.000	.000	.859	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.000	.000	.000	.000	.000	.847

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM					06:30 AM					07:45 AM					06:30 AM				
+0 mins.	14	0	0	0	14	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+15 mins.	11	0	0	0	11	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
+30 mins.	14	0	0	0	14	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0
+45 mins.	16	0	0	0	16	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
Total Volume	55	0	0	0	55	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0	0	100	0	0	0		0	0	0	0	
PHF	.859	.000	.000	.000	.859	.000	.000	.000	.000	.000	.833	.000	.000	.000	.833	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:15 PM

03:15 PM	10	0	0	0	10	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	17
03:30 PM	6	0	0	0	6	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	17
03:45 PM	14	0	0	0	14	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	15
04:00 PM	13	0	0	0	13	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	17
Total Volume	43	0	0	0	43	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0	66
% App. Total	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	
PHF	.768	.000	.000	.000	.768	.000	.000	.000	.000	.000	.523	.000	.000	.000	.523	.000	.000	.000	.000	.000	.971

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&SandMine
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					SAND MINE ROAD Westbound					US 27 Northbound					SAND MINE ROAD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:30 PM					03:00 PM					03:15 PM					03:00 PM				
+0 mins.	16	0	0	0	16	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+15 mins.	15	0	0	0	15	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0
+30 mins.	10	0	0	0	10	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+45 mins.	12	0	0	0	12	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
Total Volume	53	0	0	0	53	0	0	0	0	0	23	0	0	0	23	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.828	.000	.000	.000	.828	.000	.000	.000	.000	.000	.523	.000	.000	.000	.523	.000	.000	.000	.000	.000

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FlorenceVillaGrove
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:30 AM	12	197	2	0	211	23	2	2	4	31	8	219	27	21	275	19	15	19	9	62	579
06:45 AM	6	163	0	4	173	25	1	6	8	40	10	228	38	12	288	25	18	16	9	68	569
Total	18	360	2	4	384	48	3	8	12	71	18	447	65	33	563	44	33	35	18	130	1148
07:00 AM	12	188	5	2	207	28	2	3	4	37	17	257	37	17	328	29	23	8	16	76	648
07:15 AM	15	207	4	8	234	35	2	9	3	49	17	263	40	31	351	34	31	22	5	92	726
07:30 AM	13	229	4	6	252	44	3	11	4	62	14	322	34	27	397	40	20	41	15	116	827
07:45 AM	20	182	0	7	209	44	2	6	4	56	24	283	40	31	378	39	14	50	9	112	755
Total	60	806	13	23	902	151	9	29	15	204	72	1125	151	106	1454	142	88	121	45	396	2956
08:00 AM	15	175	4	7	201	35	6	12	8	61	30	327	40	42	439	39	16	15	10	80	781
08:15 AM	17	173	6	5	201	38	7	7	7	59	18	293	38	14	363	40	19	7	7	73	696
08:30 AM	13	198	5	7	223	28	7	14	7	56	17	278	22	20	337	34	19	8	10	71	687
08:45 AM	13	181	4	7	205	29	2	8	8	47	11	234	20	18	283	23	11	9	8	51	586
Total	58	727	19	26	830	130	22	41	30	223	76	1132	120	94	1422	136	65	39	35	275	2750
09:00 AM	13	147	9	8	177	17	2	8	7	34	6	230	13	20	269	41	11	5	4	61	541
09:15 AM	9	207	10	2	228	20	3	8	13	44	10	222	29	13	274	30	12	6	7	55	601
09:30 AM	11	183	9	6	209	22	6	14	3	45	7	216	16	16	255	29	8	8	9	54	563
09:45 AM	16	229	12	3	260	24	0	13	3	40	11	232	24	18	285	28	4	5	10	47	632
Total	49	766	40	19	874	83	11	43	26	163	34	900	82	67	1083	128	35	24	30	217	2337
10:00 AM	20	189	6	3	218	15	8	10	7	40	13	243	33	13	302	31	13	8	1	53	613
10:15 AM	12	201	16	6	235	33	1	8	8	50	18	226	31	8	283	39	10	11	9	69	637
*** BREAK ***																					
Total	32	390	22	9	453	48	9	18	15	90	31	469	64	21	585	70	23	19	10	122	1250
*** BREAK ***																					
03:00 PM	14	286	13	9	322	44	12	11	10	77	34	246	38	26	344	16	6	16	13	51	794
03:15 PM	25	282	19	6	332	35	11	11	7	64	46	335	21	25	427	30	13	10	3	56	879
03:30 PM	26	332	21	22	401	46	13	15	11	85	29	307	31	17	384	26	8	13	5	52	922
03:45 PM	19	322	23	14	378	64	17	24	1	106	28	289	14	19	350	19	9	12	17	57	891
Total	84	1222	76	51	1433	189	53	61	29	332	137	1177	104	87	1505	91	36	51	38	216	3486
04:00 PM	18	258	15	17	308	71	9	23	4	107	47	255	20	20	342	28	9	19	8	64	821
04:15 PM	17	331	17	13	378	58	7	19	12	96	39	278	15	20	352	23	9	20	11	63	889
04:30 PM	17	366	13	22	418	77	17	16	1	111	27	243	31	18	319	23	10	11	15	59	907
04:45 PM	23	378	14	23	438	70	14	18	3	105	29	285	17	25	356	33	9	20	9	71	970
Total	75	1333	59	75	1542	276	47	76	20	419	142	1061	83	83	1369	107	37	70	43	257	3587
05:00 PM	15	391	26	19	451	94	19	30	8	151	41	228	21	32	322	31	9	21	5	66	990
05:15 PM	25	394	21	25	465	91	22	14	1	128	29	289	13	23	354	33	10	22	6	71	1018
05:30 PM	28	413	26	24	491	92	18	19	8	137	30	249	29	19	327	30	13	12	6	61	1016
05:45 PM	19	329	22	18	388	73	19	14	0	106	34	226	17	17	294	29	10	11	16	66	854
Total	87	1527	95	86	1795	350	78	77	17	522	134	992	80	91	1297	123	42	66	33	264	3878

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FlorenceVillaGrove
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	29	331	25	12	397	81	15	15	5	116	43	256	27	20	346	20	4	10	26	60	919
06:15 PM	22	309	31	13	375	71	15	15	3	104	41	237	23	27	328	29	7	29	18	83	890
06:30 PM	14	287	25	18	344	48	18	8	7	81	24	193	18	11	246	25	6	14	7	52	723
06:45 PM	16	276	26	14	332	44	6	5	10	65	20	165	18	8	211	14	6	12	6	38	646
Total	81	1203	107	57	1448	244	54	43	25	366	128	851	86	66	1131	88	23	65	57	233	3178
Grand Total	544	8334	433	350	9661	1519	286	396	189	2390	772	8154	835	648	10409	929	382	490	309	2110	24570
Apprch %	5.6	86.3	4.5	3.6		63.6	12	16.6	7.9		7.4	78.3	8	6.2		44	18.1	23.2	14.6		
Total %	2.2	33.9	1.8	1.4	39.3	6.2	1.2	1.6	0.8	9.7	3.1	33.2	3.4	2.6	42.4	3.8	1.6	2	1.3	8.6	
Passenger Vehicles	525	7729	431	347	9032	1485	282	384	183	2334	745	7555	800	618	9718	923	382	475	298	2078	23162
% Passenger Vehicles	96.5	92.7	99.5	99.1	93.5	97.8	98.6	97	96.8	97.7	96.5	92.7	95.8	95.4	93.4	99.4	100	96.9	96.4	98.5	94.3
Heavy Vehicles	9	605	2	3	619	34	4	12	6	56	13	599	35	30	677	4	0	15	11	30	1382
% Heavy Vehicles	1.7	7.3	0.5	0.9	6.4	2.2	1.4	3	3.2	2.3	1.7	7.3	4.2	4.6	6.5	0.4	0	3.1	3.6	1.4	5.6
UTurns	10	0	0	0	10	0	0	0	0	0	14	0	0	0	14	2	0	0	0	2	26
% UTurns	1.8	0	0	0	0.1	0	0	0	0	0	1.8	0	0	0	0.1	0.2	0	0	0	0.1	0.1

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	15	207	4	8	234	35	2	9	3	49	17	263	40	31	351	34	31	22	5	92	726
07:30 AM	13	229	4	6	252	44	3	11	4	62	14	322	34	27	397	40	20	41	15	116	827
07:45 AM	20	182	0	7	209	44	2	6	4	56	24	283	40	31	378	39	14	50	9	112	755
08:00 AM	15	175	4	7	201	35	6	12	8	61	30	327	40	42	439	39	16	15	10	80	781
Total Volume	63	793	12	28	896	158	13	38	19	228	85	1195	154	131	1565	152	81	128	39	400	3089
% App. Total	7	88.5	1.3	3.1		69.3	5.7	16.7	8.3		5.4	76.4	9.8	8.4		38	20.2	32	9.8		
PHF	.788	.866	.750	.875	.889	.898	.542	.792	.594	.919	.708	.914	.963	.780	.891	.950	.653	.640	.650	.862	.934
Passenger Vehicles	62	697	12	26	797	151	13	36	19	219	79	1096	149	125	1449	152	81	121	38	392	2857
% Passenger Vehicles	98.4	87.9	100	92.9	89.0	95.6	100	94.7	100	96.1	92.9	91.7	96.8	95.4	92.6	100	100	94.5	97.4	98.0	92.5
Heavy Vehicles	0	96	0	2	98	7	0	2	0	9	4	99	5	6	114	0	0	7	1	8	229
% Heavy Vehicles	0	12.1	0	7.1	10.9	4.4	0	5.3	0	3.9	4.7	8.3	3.2	4.6	7.3	0	0	5.5	2.6	2.0	7.4
UTurns	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
% UTurns	1.6	0	0	0	0.1	0	0	0	0	0	2.4	0	0	0	0.1	0	0	0	0	0	0.1

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FlorenceVillaGrove
Site Code : 18013
Start Date : 12/13/2018
Page No : 3

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	09:30 AM					07:30 AM					07:30 AM					07:15 AM					
+0 mins.	11	183	9	6	209	44	3	11	4	62	14	322	34	27	397	34	31	22	5	92	
+15 mins.	16	229	12	3	260	44	2	6	4	56	24	283	40	31	378	40	20	41	15	116	
+30 mins.	20	189	6	3	218	35	6	12	8	61	30	327	40	42	439	39	14	50	9	112	
+45 mins.	12	201	16	6	235	38	7	7	7	59	18	293	38	14	363	39	16	15	10	80	
Total Volume	59	802	43	18	922	161	18	36	23	238	86	1225	152	114	1577	152	81	128	39	400	
% App. Total	6.4	87	4.7	2		67.6	7.6	15.1	9.7		5.5	77.7	9.6	7.2		38	20.2	32	9.8		
PHF	.738	.876	.672	.750	.887	.915	.643	.750	.719	.960	.717	.937	.950	.679	.898	.950	.653	.640	.650	.862	
Passenger Vehicles	57	698	43	18	816	154	18	34	23	229	81	1124	148	109	1462	152	81	121	38	392	
% Passenger Vehicles	96.6	87	100	100	88.5	95.7	100	94.4	100	96.2	94.2	91.8	97.4	95.6	92.7	100	100	94.5	97.4	98	
Heavy Vehicles	1	104	0	0	105	7	0	2	0	9	3	101	4	5	113	0	0	7	1	8	
% Heavy Vehicles	1.7	13	0	0	11.4	4.3	0	5.6	0	3.8	3.5	8.2	2.6	4.4	7.2	0	0	5.5	2.6	2	
UTurns	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	
% UTurns	1.7	0	0	0	0.1	0	0	0	0	0	2.3	0	0	0	0.1	0	0	0	0	0	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	23	378	14	23	438	70	14	18	3	105	29	285	17	25	356	33	9	20	9	71	970
05:00 PM	15	391	26	19	451	94	19	30	8	151	41	228	21	32	322	31	9	21	5	66	990
05:15 PM	25	394	21	25	465	91	22	14	1	128	29	289	13	23	354	33	10	22	6	71	1018
05:30 PM	28	413	26	24	491	92	18	19	8	137	30	249	29	19	327	30	13	12	6	61	1016
Total Volume	91	1576	87	91	1845	347	73	81	20	521	129	1051	80	99	1359	127	41	75	26	269	3994
% App. Total	4.9	85.4	4.7	4.9		66.6	14	15.5	3.8		9.5	77.3	5.9	7.3		47.2	15.2	27.9	9.7		
PHF	.813	.954	.837	.910	.939	.923	.830	.675	.625	.863	.787	.909	.690	.773	.954	.962	.788	.852	.722	.947	.981
Passenger Vehicles	84	1535	86	91	1796	343	73	80	19	515	126	1015	80	99	1320	127	41	73	25	266	3897
% Passenger Vehicles	92.3	97.4	98.9	100	97.3	98.8	100	98.8	95.0	98.8	97.7	96.6	100	100	97.1	100	100	97.3	96.2	98.9	97.6
Heavy Vehicles	2	41	1	0	44	4	0	1	1	6	2	36	0	0	38	0	0	2	1	3	91
% Heavy Vehicles	2.2	2.6	1.1	0	2.4	1.2	0	1.2	5.0	1.2	1.6	3.4	0	0	2.8	0	0	2.7	3.8	1.1	2.3
UTurns	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
% UTurns	5.5	0	0	0	0.3	0	0	0	0	0	0.8	0	0	0	0.1	0	0	0	0	0	0.2

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&FlorenceVillaGrove
 Site Code : 18013
 Start Date : 12/13/2018
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	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					05:00 PM					03:00 PM					05:30 PM					
+0 mins.	23	378	14	23	438	94	19	30	8	151	34	246	38	26	344	30	13	12	6	61	
+15 mins.	15	391	26	19	451	91	22	14	1	128	46	335	21	25	427	29	10	11	16	66	
+30 mins.	25	394	21	25	465	92	18	19	8	137	29	307	31	17	384	20	4	10	26	60	
+45 mins.	28	413	26	24	491	73	19	14	0	106	28	289	14	19	350	29	7	29	18	83	
Total Volume	91	1576	87	91	1845	350	78	77	17	522	137	1177	104	87	1505	108	34	62	66	270	
% App. Total	4.9	85.4	4.7	4.9		67	14.9	14.8	3.3		9.1	78.2	6.9	5.8		40	12.6	23	24.4		
PHF	.813	.954	.837	.910	.939	.931	.886	.642	.531	.864	.745	.878	.684	.837	.881	.900	.654	.534	.635	.813	
Passenger Vehicles	84	1535	86	91	1796	346	77	75	16	514	131	1108	97	81	1417	105	34	61	65	265	
% Passenger Vehicles	92.3	97.4	98.9	100	97.3	98.9	98.7	97.4	94.1	98.5	95.6	94.1	93.3	93.1	94.2	97.2	100	98.4	98.5	98.1	
Heavy Vehicles	2	41	1	0	44	4	1	2	1	8	4	69	7	6	86	3	0	1	1	5	
% Heavy Vehicles	2.2	2.6	1.1	0	2.4	1.1	1.3	2.6	5.9	1.5	2.9	5.9	6.7	6.9	5.7	2.8	0	1.6	1.5	1.9	
UTurns	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	
% UTurns	5.5	0	0	0	0.3	0	0	0	0	0	1.5	0	0	0	0.1	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FlorenceVillaGrove
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	11	178	2	0	191	23	2	1	4	30	8	202	26	19	255	19	15	19	8	61	537
06:45 AM	5	141	0	4	150	25	1	6	7	39	10	212	36	11	269	25	18	16	9	68	526
Total	16	319	2	4	341	48	3	7	11	69	18	414	62	30	524	44	33	35	17	129	1063
07:00 AM	12	166	5	2	185	28	2	3	3	36	17	229	35	16	297	29	23	8	16	76	594
07:15 AM	15	180	4	7	206	34	2	9	3	48	16	236	39	28	319	34	31	21	5	91	664
07:30 AM	13	205	4	6	228	44	3	10	4	61	12	292	33	26	363	40	20	39	14	113	765
07:45 AM	20	159	0	6	185	41	2	5	4	52	23	270	38	30	361	39	14	48	9	110	708
Total	60	710	13	21	804	147	9	27	14	197	68	1027	145	100	1340	142	88	116	44	390	2731
08:00 AM	14	153	4	7	178	32	6	12	8	58	28	298	39	41	406	39	16	13	10	78	720
08:15 AM	16	151	6	5	178	37	7	7	7	58	18	264	38	12	332	40	19	7	7	73	641
08:30 AM	12	159	5	7	183	28	7	13	7	55	17	251	21	19	308	34	19	8	10	71	617
08:45 AM	13	157	4	7	181	28	2	8	8	46	11	201	17	17	246	23	11	9	8	51	524
Total	55	620	19	26	720	125	22	40	30	217	74	1014	115	89	1292	136	65	37	35	273	2502
09:00 AM	13	135	9	8	165	16	2	7	7	32	6	199	12	16	233	41	11	5	4	61	491
09:15 AM	9	189	10	2	210	16	3	8	12	39	10	200	27	13	250	29	12	6	7	54	553
09:30 AM	10	163	9	6	188	22	6	14	3	45	7	186	14	16	223	29	8	8	9	54	510
09:45 AM	16	206	12	3	237	23	0	13	3	39	10	198	19	17	244	27	4	5	10	46	566
Total	48	693	40	19	800	77	11	42	25	155	33	783	72	62	950	126	35	24	30	215	2120
10:00 AM	19	156	6	3	184	15	8	10	7	40	13	212	32	13	270	31	13	8	1	53	547
10:15 AM	12	173	16	6	207	29	1	8	8	46	17	200	29	8	254	39	10	11	9	69	576
*** BREAK ***																					
Total	31	329	22	9	391	44	9	18	15	86	30	412	61	21	524	70	23	19	10	122	1123
*** BREAK ***																					
03:00 PM	14	260	13	9	296	43	12	10	10	75	34	224	35	25	318	15	6	14	13	48	737
03:15 PM	25	267	19	6	317	35	11	10	7	63	43	313	19	22	397	30	13	10	2	55	832
03:30 PM	25	305	21	22	373	44	12	14	10	80	28	298	30	16	372	26	8	11	4	49	874
03:45 PM	18	305	23	13	359	64	17	24	1	106	26	273	13	18	330	19	9	12	16	56	851
Total	82	1137	76	50	1345	186	52	58	28	324	131	1108	97	81	1417	90	36	47	35	208	3294
04:00 PM	17	245	15	17	294	69	9	22	3	103	46	247	19	17	329	28	9	18	6	61	787
04:15 PM	17	318	16	13	364	55	7	18	12	92	37	266	15	20	338	23	9	20	11	63	857
04:30 PM	16	346	13	22	397	77	17	16	1	111	25	238	31	17	311	23	10	11	12	56	875
04:45 PM	22	372	14	23	431	69	14	18	3	104	29	279	17	25	350	33	9	20	9	71	956
Total	72	1281	58	75	1486	270	47	74	19	410	137	1030	82	79	1328	107	37	69	38	251	3475
05:00 PM	14	383	26	19	442	91	19	29	8	147	40	214	21	32	307	31	9	20	5	65	961
05:15 PM	22	383	20	25	450	91	22	14	1	128	28	282	13	23	346	33	10	21	6	70	994
05:30 PM	26	397	26	24	473	92	18	19	7	136	29	240	29	19	317	30	13	12	5	60	986
05:45 PM	19	321	22	18	380	72	18	13	0	103	32	221	17	16	286	29	10	11	16	66	835
Total	81	1484	94	86	1745	346	77	75	16	514	129	957	80	90	1256	123	42	64	32	261	3776

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FlorenceVillaGrove
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Passenger Vehicles

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	28	319	25	12	384	81	15	15	5	116	42	244	27	20	333	19	4	10	26	59	892
06:15 PM	22	301	31	13	367	71	14	15	3	103	40	228	23	27	318	27	7	28	18	80	868
06:30 PM	14	274	25	18	331	48	17	8	7	80	23	186	18	11	238	25	6	14	7	52	701
06:45 PM	16	262	26	14	318	42	6	5	10	63	20	152	18	8	198	14	6	12	6	38	617
Total	80	1156	107	57	1400	242	52	43	25	362	125	810	86	66	1087	85	23	64	57	229	3078
Grand Total	525	7729	431	347	9032	1485	282	384	183	2334	745	7555	800	618	9718	923	382	475	298	2078	23162
Apprch %	5.8	85.6	4.8	3.8		63.6	12.1	16.5	7.8		7.7	77.7	8.2	6.4		44.4	18.4	22.9	14.3		
Total %	2.3	33.4	1.9	1.5	39	6.4	1.2	1.7	0.8	10.1	3.2	32.6	3.5	2.7	42	4	1.6	2.1	1.3	9	

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	15	180	4	7	206	34	2	9	3	48	16	236	39	28	319	34	31	21	5	91	664
07:30 AM	13	205	4	6	228	44	3	10	4	61	12	292	33	26	363	40	20	39	14	113	765
07:45 AM	20	159	0	6	185	41	2	5	4	52	23	270	38	30	361	39	14	48	9	110	708
08:00 AM	14	153	4	7	178	32	6	12	8	58	28	298	39	41	406	39	16	13	10	78	720
Total Volume	62	697	12	26	797	151	13	36	19	219	79	1096	149	125	1449	152	81	121	38	392	2857
% App. Total	7.8	87.5	1.5	3.3		68.9	5.9	16.4	8.7		5.5	75.6	10.3	8.6		38.8	20.7	30.9	9.7		
PHF	.775	.850	.750	.929	.874	.858	.542	.750	.594	.898	.705	.919	.955	.762	.892	.950	.653	.630	.679	.867	.934

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:15 AM					07:30 AM					07:30 AM					07:15 AM				
+0 mins.	9	189	10	2	210	44	3	10	4	61	12	292	33	26	363	34	31	21	5	91
+15 mins.	10	163	9	6	188	41	2	5	4	52	23	270	38	30	361	40	20	39	14	113
+30 mins.	16	206	12	3	237	32	6	12	8	58	28	298	39	41	406	39	14	48	9	110
+45 mins.	19	156	6	3	184	37	7	7	7	58	18	264	38	12	332	39	16	13	10	78
Total Volume	54	714	37	14	819	154	18	34	23	229	81	1124	148	109	1462	152	81	121	38	392
% App. Total	6.6	87.2	4.5	1.7		67.2	7.9	14.8	10		5.5	76.9	10.1	7.5		38.8	20.7	30.9	9.7	
PHF	.711	.867	.771	.583	.864	.875	.643	.708	.719	.939	.723	.943	.949	.665	.900	.950	.653	.630	.679	.867

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	22	372	14	23	431	69	14	18	3	104	29	279	17	25	350	33	9	20	9	71	956
05:00 PM	14	383	26	19	442	91	19	29	8	147	40	214	21	32	307	31	9	20	5	65	961
05:15 PM	22	383	20	25	450	91	22	14	1	128	28	282	13	23	346	33	10	21	6	70	994
05:30 PM	26	397	26	24	473	92	18	19	7	136	29	240	29	19	317	30	13	12	5	60	986
Total Volume	84	1535	86	91	1796	343	73	80	19	515	126	1015	80	99	1320	127	41	73	25	266	3897
% App. Total	4.7	85.5	4.8	5.1		66.6	14.2	15.5	3.7		9.5	76.9	6.1	7.5		47.7	15.4	27.4	9.4		
PHF	.808	.967	.827	.910	.949	.932	.830	.690	.594	.876	.788	.900	.690	.773	.943	.962	.788	.869	.694	.937	.980

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&FlorenceVillaGrove
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					04:45 PM					03:15 PM					04:45 PM					
+0 mins.	22	372	14	23	431	69	14	18	3	104	43	313	19	22	397	33	9	20	9	71	
+15 mins.	14	383	26	19	442	91	19	29	8	147	28	298	30	16	372	31	9	20	5	65	
+30 mins.	22	383	20	25	450	91	22	14	1	128	26	273	13	18	330	33	10	21	6	70	
+45 mins.	26	397	26	24	473	92	18	19	7	136	46	247	19	17	329	30	13	12	5	60	
Total Volume	84	1535	86	91	1796	343	73	80	19	515	143	1131	81	73	1428	127	41	73	25	266	
% App. Total	4.7	85.5	4.8	5.1		66.6	14.2	15.5	3.7		10	79.2	5.7	5.1		47.7	15.4	27.4	9.4		
PHF	.808	.967	.827	.910	.949	.932	.830	.690	.594	.876	.777	.903	.675	.830	.899	.962	.788	.869	.694	.937	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FlorenceVillaGrove
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Heavy Vehicles

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	19	0	0	20	0	0	1	0	1	0	17	1	2	20	0	0	0	1	1	42
06:45 AM	1	22	0	0	23	0	0	0	1	1	0	16	2	1	19	0	0	0	0	0	43
Total	2	41	0	0	43	0	0	1	1	2	0	33	3	3	39	0	0	0	1	1	85
07:00 AM	0	22	0	0	22	0	0	0	1	1	0	28	2	1	31	0	0	0	0	0	54
07:15 AM	0	27	0	1	28	1	0	0	0	1	1	27	1	3	32	0	0	1	0	1	62
07:30 AM	0	24	0	0	24	0	0	1	0	1	2	30	1	1	34	0	0	2	1	3	62
07:45 AM	0	23	0	1	24	3	0	1	0	4	1	13	2	1	17	0	0	2	0	2	47
Total	0	96	0	2	98	4	0	2	1	7	4	98	6	6	114	0	0	5	1	6	225
08:00 AM	0	22	0	0	22	3	0	0	0	3	0	29	1	1	31	0	0	2	0	2	58
08:15 AM	1	22	0	0	23	1	0	0	0	1	0	29	0	2	31	0	0	0	0	0	55
08:30 AM	1	39	0	0	40	0	0	1	0	1	0	27	1	1	29	0	0	0	0	0	70
08:45 AM	0	24	0	0	24	1	0	0	0	1	0	33	3	1	37	0	0	0	0	0	62
Total	2	107	0	0	109	5	0	1	0	6	0	118	5	5	128	0	0	2	0	2	245
09:00 AM	0	12	0	0	12	1	0	1	0	2	0	31	1	4	36	0	0	0	0	0	50
09:15 AM	0	18	0	0	18	4	0	0	1	5	0	22	2	0	24	0	0	0	0	0	47
09:30 AM	1	20	0	0	21	0	0	0	0	0	0	30	2	0	32	0	0	0	0	0	53
09:45 AM	0	23	0	0	23	1	0	0	0	1	1	34	5	1	41	0	0	0	0	0	65
Total	1	73	0	0	74	6	0	1	1	8	1	117	10	5	133	0	0	0	0	0	215
10:00 AM	0	33	0	0	33	0	0	0	0	0	0	31	1	0	32	0	0	0	0	0	65
10:15 AM	0	28	0	0	28	4	0	0	0	4	0	26	2	0	28	0	0	0	0	0	60
*** BREAK ***																					
Total	0	61	0	0	61	4	0	0	0	4	0	57	3	0	60	0	0	0	0	0	125
*** BREAK ***																					
03:00 PM	0	26	0	0	26	1	0	1	0	2	0	22	3	1	26	1	0	2	0	3	57
03:15 PM	0	15	0	0	15	0	0	1	0	1	2	22	2	3	29	0	0	0	1	1	46
03:30 PM	0	27	0	0	27	2	1	1	1	5	0	9	1	1	11	0	0	2	1	3	46
03:45 PM	1	17	0	1	19	0	0	0	0	0	2	16	1	1	20	0	0	0	1	1	40
Total	1	85	0	1	87	3	1	3	1	8	4	69	7	6	86	1	0	4	3	8	189
04:00 PM	1	13	0	0	14	2	0	1	1	4	1	8	1	3	13	0	0	1	2	3	34
04:15 PM	0	13	1	0	14	3	0	1	0	4	0	12	0	0	12	0	0	0	0	0	30
04:30 PM	0	20	0	0	20	0	0	0	0	0	0	5	0	1	6	0	0	0	3	3	29
04:45 PM	0	6	0	0	6	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	13
Total	1	52	1	0	54	6	0	2	1	9	1	31	1	4	37	0	0	1	5	6	106
05:00 PM	0	8	0	0	8	3	0	1	0	4	1	14	0	0	15	0	0	1	0	1	28
05:15 PM	1	11	1	0	13	0	0	0	0	0	1	7	0	0	8	0	0	1	0	1	22
05:30 PM	1	16	0	0	17	0	0	0	1	1	0	9	0	0	9	0	0	0	1	1	28
05:45 PM	0	8	0	0	8	1	1	1	0	3	0	5	0	1	6	0	0	0	0	0	17
Total	2	43	1	0	46	4	1	2	1	8	2	35	0	1	38	0	0	2	1	3	95

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FlorenceVillaGrove
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	1	0	0	0	1	25
06:15 PM	0	8	0	0	8	0	1	0	0	1	1	9	0	0	10	2	0	1	0	3	22
06:30 PM	0	13	0	0	13	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	21
06:45 PM	0	14	0	0	14	2	0	0	0	2	0	13	0	0	13	0	0	0	0	0	29
Total	0	47	0	0	47	2	2	0	0	4	1	41	0	0	42	3	0	1	0	4	97
Grand Total	9	605	2	3	619	34	4	12	6	56	13	599	35	30	677	4	0	15	11	30	1382
Apprch %	1.5	97.7	0.3	0.5		60.7	7.1	21.4	10.7		1.9	88.5	5.2	4.4		13.3	0	50	36.7		
Total %	0.7	43.8	0.1	0.2	44.8	2.5	0.3	0.9	0.4	4.1	0.9	43.3	2.5	2.2	49	0.3	0	1.1	0.8	2.2	

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	22	0	0	22	3	0	0	0	3	0	29	1	1	31	0	0	2	0	2	58
08:15 AM	1	22	0	0	23	1	0	0	0	1	0	29	0	2	31	0	0	0	0	0	55
08:30 AM	1	39	0	0	40	0	0	1	0	1	0	27	1	1	29	0	0	0	0	0	70
08:45 AM	0	24	0	0	24	1	0	0	0	1	0	33	3	1	37	0	0	0	0	0	62
Total Volume	2	107	0	0	109	5	0	1	0	6	0	118	5	5	128	0	0	2	0	2	245
% App. Total	1.8	98.2	0	0		83.3	0	16.7	0		0	92.2	3.9	3.9		0	0	100	0		
PHF	.500	.686	.000	.000	.681	.417	.000	.250	.000	.500	.000	.894	.417	.625	.865	.000	.000	.250	.000	.250	.875

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					07:15 AM					08:15 AM					07:15 AM				
+0 mins.	0	23	0	1	24	1	0	0	0	1	0	29	0	2	31	0	0	1	0	1
+15 mins.	0	22	0	0	22	0	0	1	0	1	0	27	1	1	29	0	0	2	1	3
+30 mins.	1	22	0	0	23	3	0	1	0	4	0	33	3	1	37	0	0	2	0	2
+45 mins.	1	39	0	0	40	3	0	0	0	3	0	31	1	4	36	0	0	2	0	2
Total Volume	2	106	0	1	109	7	0	2	0	9	0	120	5	8	133	0	0	7	1	8
% App. Total	1.8	97.2	0	0.9		77.8	0	22.2	0		0	90.2	3.8	6		0	0	87.5	12.5	
PHF	.500	.679	.000	.250	.681	.583	.000	.500	.000	.563	.000	.909	.417	.500	.899	.000	.000	.875	.250	.667

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	26	0	0	26	1	0	1	0	2	0	22	3	1	26	1	0	2	0	3	57
03:15 PM	0	15	0	0	15	0	0	1	0	1	2	22	2	3	29	0	0	0	1	1	46
03:30 PM	0	27	0	0	27	2	1	1	1	5	0	9	1	1	11	0	0	2	1	3	46
03:45 PM	1	17	0	1	19	0	0	0	0	0	2	16	1	1	20	0	0	0	1	1	40
Total Volume	1	85	0	1	87	3	1	3	1	8	4	69	7	6	86	1	0	4	3	8	189
% App. Total	1.1	97.7	0	1.1		37.5	12.5	37.5	12.5		4.7	80.2	8.1	7		12.5	0	50	37.5		
PHF	.250	.787	.000	.250	.806	.375	.250	.750	.250	.400	.500	.784	.583	.500	.741	.250	.000	.500	.750	.667	.829

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&FlorenceVillaGrove
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM					03:30 PM					03:00 PM					03:00 PM				
+0 mins.	0	26	0	0	26	2	1	1	1	5	0	22	3	1	26	1	0	2	0	3
+15 mins.	0	15	0	0	15	0	0	0	0	0	2	22	2	3	29	0	0	0	1	1
+30 mins.	0	27	0	0	27	2	0	1	1	4	0	9	1	1	11	0	0	2	1	3
+45 mins.	1	17	0	1	19	3	0	1	0	4	2	16	1	1	20	0	0	0	1	1
Total Volume	1	85	0	1	87	7	1	3	2	13	4	69	7	6	86	1	0	4	3	8
% App. Total	1.1	97.7	0	1.1		53.8	7.7	23.1	15.4		4.7	80.2	8.1	7		12.5	0	50	37.5	
PHF	.250	.787	.000	.250	.806	.583	.250	.750	.500	.650	.500	.784	.583	.500	.741	.250	.000	.500	.750	.667

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FlorenceVillaGrove
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- UTurns

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
*** BREAK ***																					
08:00 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
*** BREAK ***																					
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
10:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
03:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
04:30 PM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	6
*** BREAK ***																					
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
Total	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	7
*** BREAK ***																					
06:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
*** BREAK ***																					
06:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Grand Total	10	0	0	0	10	0	0	0	0	0	14	0	0	0	14	2	0	0	0	2	26
Apprch %	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0		
Total %	38.5	0	0	0	38.5	0	0	0	0	0	53.8	0	0	0	53.8	7.7	0	0	0	7.7	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&FlorenceVillaGrove
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

	US 27 Southbound					FLORENCE VILLA GROVE ROAD Westbound					US 27 Northbound					LEGACY PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Total Volume	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM					06:30 AM					07:15 AM					09:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1
Total Volume	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		100	0	0	0	
PHF	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.500	.000	.000	.000	.500

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 05:15 PM

	05:15 PM					05:30 PM					05:45 PM					06:00 PM				
05:15 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
06:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
Total Volume	4	0	0	0	4	0	0	0	0	0	4	0	0	0	4	0	0	0	0	8
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	1.00

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					03:00 PM					03:45 PM					03:00 PM				
+0 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+45 mins.	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
Total Volume	5	0	0	0	5	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.625	.000	.000	.000	.625	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.000	.000	.000	.000	.000

Intersection: US 27 and Florence Villa Grove

North Leg: Peds/Bikes Crossing North Leg

Direction	Mode	6:30	7:30	8:30	9:30	3:00	4:00	5:00	6:00
←	PED								
←	BIKE								
→	PED								
→	BIKE								

South Leg: Peds/Bikes Crossing South Leg

Direction	Mode	6:30	7:30	8:30	9:30	3:00	4:00	5:00	6:00
←	PED								
←	BIKE								
→	PED								
→	BIKE								

East Leg: Peds/Bikes Crossing East Leg

Direction	Mode	6:30	7:30	8:30	9:30	3:00	4:00	5:00	6:00
↑	PED								
↑	BIKE								
↓	PED								
↓	BIKE								

West Leg: Peds/Bikes Crossing West Leg

Direction	Mode	6:30	7:30	8:30	9:30	3:00	4:00	5:00	6:00
↑	PED								
↑	BIKE								
↓	PED								
↓	BIKE								

Hour

US 27

Florence Villa Grove

Legend:

- ↑ North
- ↓ South
- ← West
- East

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&PoloPark
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	7	190	0	0	197	13	1	3	16	33	3	256	8	0	267	9	0	1	1	11	508
06:45 AM	8	155	0	0	163	10	0	12	17	39	4	260	10	4	278	10	0	2	8	20	500
Total	15	345	0	0	360	23	1	15	33	72	7	516	18	4	545	19	0	3	9	31	1008
07:00 AM	7	179	1	0	187	11	0	5	21	37	3	311	9	4	327	3	0	1	8	12	563
07:15 AM	6	211	1	2	220	9	1	8	22	40	4	336	13	3	356	6	2	1	4	13	629
07:30 AM	9	224	3	0	236	14	0	4	26	44	3	347	15	7	372	18	2	1	1	22	674
07:45 AM	9	181	5	2	197	16	4	6	26	52	5	393	15	6	419	11	4	1	3	19	687
Total	31	795	10	4	840	50	5	23	95	173	15	1387	52	20	1474	38	8	4	16	66	2553
08:00 AM	7	185	0	0	192	11	2	7	32	52	7	387	11	3	408	20	2	1	2	25	677
08:15 AM	12	192	7	0	211	12	1	3	21	37	11	324	14	3	352	14	2	0	6	22	622
08:30 AM	7	208	5	5	225	11	1	3	15	30	7	338	6	5	356	10	2	4	4	20	631
08:45 AM	12	182	6	3	203	11	1	5	31	48	12	242	13	10	277	12	3	2	5	22	550
Total	38	767	18	8	831	45	5	18	99	167	37	1291	44	21	1393	56	9	7	17	89	2480
09:00 AM	12	172	8	1	193	13	1	6	24	44	10	306	9	5	330	11	2	1	3	17	584
09:15 AM	17	194	11	4	226	11	1	5	20	37	14	269	5	7	295	19	2	3	6	30	588
09:30 AM	10	199	6	2	217	12	2	7	21	42	8	267	12	6	293	24	2	1	11	38	590
09:45 AM	19	227	5	10	261	23	2	9	14	48	10	251	12	13	286	14	2	4	10	30	625
Total	58	792	30	17	897	59	6	27	79	171	42	1093	38	31	1204	68	8	9	30	115	2387
10:00 AM	25	233	4	4	266	14	1	6	23	44	6	289	13	3	311	14	2	1	6	23	644
10:15 AM	13	230	8	0	251	22	1	4	28	55	11	290	15	4	320	15	5	1	10	31	657
*** BREAK ***																					
Total	38	463	12	4	517	36	2	10	51	99	17	579	28	7	631	29	7	2	16	54	1301
*** BREAK ***																					
03:00 PM	17	308	12	1	338	10	5	6	22	43	8	273	7	3	291	9	2	1	8	20	692
03:15 PM	30	373	14	5	422	18	1	7	18	44	9	363	11	13	396	11	2	1	6	20	882
03:30 PM	43	397	11	3	454	32	3	5	25	65	11	321	12	6	350	11	2	2	3	18	887
03:45 PM	32	377	13	8	430	29	2	5	26	62	10	308	12	12	342	15	3	2	4	24	858
Total	122	1455	50	17	1644	89	11	23	91	214	38	1265	42	34	1379	46	9	6	21	82	3319
04:00 PM	25	338	15	6	384	19	1	4	15	39	15	326	15	12	368	11	6	1	3	21	812
04:15 PM	35	428	13	12	488	22	3	6	21	52	15	323	4	8	350	16	5	7	4	32	922
04:30 PM	27	407	13	6	453	27	1	7	22	57	9	288	12	14	323	14	1	4	8	27	860
04:45 PM	22	454	12	4	492	18	0	8	16	42	10	337	17	5	369	16	2	2	4	24	927
Total	109	1627	53	28	1817	86	5	25	74	190	49	1274	48	39	1410	57	14	14	19	104	3521
05:00 PM	28	507	8	8	551	29	2	2	22	55	19	306	15	11	351	20	2	3	4	29	986
05:15 PM	26	497	13	6	542	9	0	3	26	38	16	322	15	6	359	12	2	4	3	21	960
05:30 PM	34	464	7	5	510	16	6	3	23	48	14	294	13	11	332	19	5	5	3	32	922
05:45 PM	25	418	13	7	463	15	3	1	17	36	10	282	11	3	306	13	1	2	2	18	823
Total	113	1886	41	26	2066	69	11	9	88	177	59	1204	54	31	1348	64	10	14	12	100	3691

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&PoloPark
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:00 PM	31	425	18	1	475	13	0	5	12	30	9	258	11	5	283	3	1	0	1	5	793
06:15 PM	20	398	10	5	433	16	6	6	22	50	8	269	10	4	291	7	4	3	2	16	790
06:30 PM	26	397	14	8	445	18	1	2	18	39	8	239	11	8	266	8	4	0	2	14	764
06:45 PM	27	358	6	7	398	12	1	4	21	38	6	201	8	6	221	8	1	1	2	12	669
Total	104	1578	48	21	1751	59	8	17	73	157	31	967	40	23	1061	26	10	4	7	47	3016
Grand Total	628	9708	262	125	10723	516	54	167	683	1420	295	9576	364	210	10445	403	75	63	147	688	23276
Apprch %	5.9	90.5	2.4	1.2		36.3	3.8	11.8	48.1		2.8	91.7	3.5	2		58.6	10.9	9.2	21.4		
Total %	2.7	41.7	1.1	0.5	46.1	2.2	0.2	0.7	2.9	6.1	1.3	41.1	1.6	0.9	44.9	1.7	0.3	0.3	0.6	3	
Passenger Vehicles	465	9100	260	125	9950	495	53	163	668	1379	195	8970	358	205	9728	400	75	62	143	680	21737
% Passenger Vehicles	74	93.7	99.2	100	92.8	95.9	98.1	97.6	97.8	97.1	66.1	93.7	98.4	97.6	93.1	99.3	100	98.4	97.3	98.8	93.4
Heavy Vehicles	7	608	2	0	617	19	1	4	15	39	6	606	6	5	623	2	0	1	4	7	1286
% Heavy Vehicles	1.1	6.3	0.8	0	5.8	3.7	1.9	2.4	2.2	2.7	2	6.3	1.6	2.4	6	0.5	0	1.6	2.7	1	5.5
UTurns	156	0	0	0	156	2	0	0	0	2	94	0	0	0	94	1	0	0	0	1	253
% UTurns	24.8	0	0	0	1.5	0.4	0	0	0	0.1	31.9	0	0	0	0.9	0.2	0	0	0	0.1	1.1

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					Int. Total
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	6	211	1	2	220	9	1	8	22	40	4	336	13	3	356	6	2	1	4	13	629
07:30 AM	9	224	3	0	236	14	0	4	26	44	3	347	15	7	372	18	2	1	1	22	674
07:45 AM	9	181	5	2	197	16	4	6	26	52	5	393	15	6	419	11	4	1	3	19	687
08:00 AM	7	185	0	0	192	11	2	7	32	52	7	387	11	3	408	20	2	1	2	25	677
Total Volume	31	801	9	4	845	50	7	25	106	188	19	1463	54	19	1555	55	10	4	10	79	2667
% App. Total	3.7	94.8	1.1	0.5		26.6	3.7	13.3	56.4		1.2	94.1	3.5	1.2		69.6	12.7	5.1	12.7		
PHF	.861	.894	.450	.500	.895	.781	.438	.781	.828	.904	.679	.931	.900	.679	.928	.688	.625	1.00	.625	.790	.971
Passenger Vehicles	18	709	9	4	740	46	7	24	102	179	15	1359	53	18	1445	55	10	4	10	79	2443
% Passenger Vehicles	58.1	88.5	100	100	87.6	92.0	100	96.0	96.2	95.2	78.9	92.9	98.1	94.7	92.9	100	100	100	100	100	91.6
Heavy Vehicles	2	92	0	0	94	4	0	1	4	9	0	104	1	1	106	0	0	0	0	0	209
% Heavy Vehicles	6.5	11.5	0	0	11.1	8.0	0	4.0	3.8	4.8	0	7.1	1.9	5.3	6.8	0	0	0	0	0	7.8
UTurns	11	0	0	0	11	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	15
% UTurns	35.5	0	0	0	1.3	0	0	0	0	0	21.1	0	0	0	0.3	0	0	0	0	0	0.6

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&PoloPark
Site Code : 18013
Start Date : 12/13/2018
Page No : 3

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM					09:30 AM					07:15 AM					09:30 AM				
+0 mins.	10	199	6	2	217	12	2	7	21	42	4	336	13	3	356	24	2	1	11	38
+15 mins.	19	227	5	10	261	23	2	9	14	48	3	347	15	7	372	14	2	4	10	30
+30 mins.	25	233	4	4	266	14	1	6	23	44	5	393	15	6	419	14	2	1	6	23
+45 mins.	13	230	8	0	251	22	1	4	28	55	7	387	11	3	408	15	5	1	10	31
Total Volume	67	889	23	16	995	71	6	26	86	189	19	1463	54	19	1555	67	11	7	37	122
% App. Total	6.7	89.3	2.3	1.6		37.6	3.2	13.8	45.5		1.2	94.1	3.5	1.2		54.9	9	5.7	30.3	
PHF	.670	.954	.719	.400	.935	.772	.750	.722	.768	.859	.679	.931	.900	.679	.928	.698	.550	.438	.841	.803
Passenger Vehicles	47	790	22	16	875	70	6	25	84	185	15	1359	53	18	1445	66	11	7	37	121
% Passenger Vehicles	70.1	88.9	95.7	100	87.9	98.6	100	96.2	97.7	97.9	78.9	92.9	98.1	94.7	92.9	98.5	100	100	100	99.2
Heavy Vehicles	1	99	1	0	101	1	0	1	2	4	0	104	1	1	106	1	0	0	0	1
% Heavy Vehicles	1.5	11.1	4.3	0	10.2	1.4	0	3.8	2.3	2.1	0	7.1	1.9	5.3	6.8	1.5	0	0	0	0.8
UTurns	19	0	0	0	19	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0
% UTurns	28.4	0	0	0	1.9	0	0	0	0	0	21.1	0	0	0	0.3	0	0	0	0	0

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	22	454	12	4	492	18	0	8	16	42	10	337	17	5	369	16	2	2	4	24	927
05:00 PM	28	507	8	8	551	29	2	2	22	55	19	306	15	11	351	20	2	3	4	29	986
05:15 PM	26	497	13	6	542	9	0	3	26	38	16	322	15	6	359	12	2	4	3	21	960
05:30 PM	34	464	7	5	510	16	6	3	23	48	14	294	13	11	332	19	5	5	3	32	922
Total Volume	110	1922	40	23	2095	72	8	16	87	183	59	1259	60	33	1411	67	11	14	14	106	3795
% App. Total	5.3	91.7	1.9	1.1		39.3	4.4	8.7	47.5		4.2	89.2	4.3	2.3		63.2	10.4	13.2	13.2		
PHF	.809	.948	.769	.719	.951	.621	.333	.500	.837	.832	.776	.934	.882	.750	.956	.838	.550	.700	.875	.828	.962
Passenger Vehicles	79	1871	40	23	2013	69	8	16	86	179	34	1221	60	33	1348	67	11	14	13	105	3645
% Passenger Vehicles	71.8	97.3	100	100	96.1	95.8	100	100	98.9	97.8	57.6	97.0	100	100	95.5	100	100	100	92.9	99.1	96.0
Heavy Vehicles	1	51	0	0	52	2	0	0	1	3	0	38	0	0	38	0	0	0	1	1	94
% Heavy Vehicles	0.9	2.7	0	0	2.5	2.8	0	0	1.1	1.6	0	3.0	0	0	2.7	0	0	0	7.1	0.9	2.5
UTurns	30	0	0	0	30	1	0	0	0	1	25	0	0	0	25	0	0	0	0	0	56
% UTurns	27.3	0	0	0	1.4	1.4	0	0	0	0.5	42.4	0	0	0	1.8	0	0	0	0	0	1.5

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&PoloPark
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 4

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					03:30 PM					03:15 PM					04:15 PM					
+0 mins.	22	454	12	4	492	32	3	5	25	65	9	363	11	13	396	16	5	7	4	32	
+15 mins.	28	507	8	8	551	29	2	5	26	62	11	321	12	6	350	14	1	4	8	27	
+30 mins.	26	497	13	6	542	19	1	4	15	39	10	308	12	12	342	16	2	2	4	24	
+45 mins.	34	464	7	5	510	22	3	6	21	52	15	326	15	12	368	20	2	3	4	29	
Total Volume	110	1922	40	23	2095	102	9	20	87	218	45	1318	50	43	1456	66	10	16	20	112	
% App. Total	5.3	91.7	1.9	1.1		46.8	4.1	9.2	39.9		3.1	90.5	3.4	3		58.9	8.9	14.3	17.9		
PHF	.809	.948	.769	.719	.951	.797	.750	.833	.837	.838	.750	.908	.833	.827	.919	.825	.500	.571	.625	.875	
Passenger Vehicles	79	1871	40	23	2013	93	8	19	84	204	30	1259	50	41	1380	65	10	16	18	109	
% Passenger Vehicles	71.8	97.3	100	100	96.1	91.2	88.9	95	96.6	93.6	66.7	95.5	100	95.3	94.8	98.5	100	100	90	97.3	
Heavy Vehicles	1	51	0	0	52	9	1	1	3	14	0	59	0	2	61	0	0	0	2	2	
% Heavy Vehicles	0.9	2.7	0	0	2.5	8.8	11.1	5	3.4	6.4	0	4.5	0	4.7	4.2	0	0	0	10	1.8	
UTurns	30	0	0	0	30	0	0	0	0	0	15	0	0	0	15	1	0	0	0	1	
% UTurns	27.3	0	0	0	1.4	0	0	0	0	0	33.3	0	0	0	1	1.5	0	0	0	0.9	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&PoloPark
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	1	167	0	0	168	13	1	3	15	32	2	241	8	0	251	9	0	0	1	10	461
06:45 AM	6	137	0	0	143	9	0	12	17	38	3	242	10	4	259	10	0	2	7	19	459
Total	7	304	0	0	311	22	1	15	32	70	5	483	18	4	510	19	0	2	8	29	920
07:00 AM	3	156	1	0	160	10	0	5	20	35	2	283	9	4	298	3	0	1	8	12	505
07:15 AM	5	185	1	2	193	8	1	7	21	37	3	311	12	2	328	6	2	1	4	13	571
07:30 AM	4	202	3	0	209	12	0	4	23	39	3	319	15	7	344	18	2	1	1	22	614
07:45 AM	4	159	5	2	170	15	4	6	26	51	4	372	15	6	397	11	4	1	3	19	637
Total	16	702	10	4	732	45	5	22	90	162	12	1285	51	19	1367	38	8	4	16	66	2327
08:00 AM	5	163	0	0	168	11	2	7	32	52	5	357	11	3	376	20	2	1	2	25	621
08:15 AM	10	169	7	0	186	12	1	3	21	37	9	300	14	3	326	14	2	0	6	22	571
08:30 AM	4	169	5	5	183	11	1	3	15	30	6	306	6	5	323	10	2	4	4	20	556
08:45 AM	10	162	6	3	181	11	1	5	31	48	9	215	12	10	246	12	3	2	5	22	497
Total	29	663	18	8	718	45	5	18	99	167	29	1178	43	21	1271	56	9	7	17	89	2245
09:00 AM	11	158	8	1	178	13	1	6	22	42	8	275	8	5	296	11	2	1	3	17	533
09:15 AM	13	176	11	4	204	11	1	5	20	37	7	240	5	7	259	19	2	3	6	30	530
09:30 AM	6	176	6	2	190	12	2	7	20	41	7	241	11	6	265	24	2	1	11	38	534
09:45 AM	12	206	4	10	232	23	2	9	14	48	4	218	12	12	246	14	2	4	10	30	556
Total	42	716	29	17	804	59	6	27	76	168	26	974	36	30	1066	68	8	9	30	115	2153
10:00 AM	21	200	4	4	229	14	1	5	23	43	4	255	12	3	274	14	2	1	6	23	569
10:15 AM	8	208	8	0	224	21	1	4	27	53	9	265	15	4	293	14	5	1	10	30	600
*** BREAK ***																					
Total	29	408	12	4	453	35	2	9	50	96	13	520	27	7	567	28	7	2	16	53	1169
*** BREAK ***																					
03:00 PM	12	283	12	1	308	10	5	6	22	43	7	252	6	3	268	9	2	1	8	20	639
03:15 PM	27	357	14	5	403	18	1	7	18	44	3	335	11	12	361	11	2	1	6	20	828
03:30 PM	36	371	11	3	421	28	3	5	25	61	7	315	12	6	340	11	2	2	3	18	840
03:45 PM	25	359	13	8	405	27	1	5	25	58	10	298	12	11	331	15	3	2	4	24	818
Total	100	1370	50	17	1537	83	10	23	90	206	27	1200	41	32	1300	46	9	6	21	82	3125
04:00 PM	21	324	14	6	365	17	1	3	14	35	10	311	15	12	348	10	6	1	2	19	767
04:15 PM	26	410	13	12	461	21	3	6	20	50	9	310	4	8	331	15	5	7	3	30	872
04:30 PM	21	391	13	6	431	27	1	7	22	57	5	283	12	14	314	14	1	4	8	27	829
04:45 PM	18	446	12	4	480	18	0	8	16	42	8	330	17	5	360	16	2	2	4	24	906
Total	86	1571	52	28	1737	83	5	24	72	184	32	1234	48	39	1353	55	14	14	17	100	3374
05:00 PM	21	495	8	8	532	29	2	2	21	54	13	293	15	11	332	20	2	3	3	28	946
05:15 PM	18	479	13	6	516	8	0	3	26	37	7	315	15	6	343	12	2	4	3	21	917
05:30 PM	22	451	7	5	485	14	6	3	23	46	6	283	13	11	313	19	5	5	3	32	876
05:45 PM	20	406	13	7	446	14	3	1	17	35	6	279	11	3	299	13	1	2	2	18	798
Total	81	1831	41	26	1979	65	11	9	87	172	32	1170	54	31	1287	64	10	14	11	99	3537

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&PoloPark
Site Code : 18013
Start Date : 12/13/2018
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Groups Printed- Passenger Vehicles

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	20	414	18	1	453	13	0	5	12	30	5	244	11	5	265	3	1	0	1	5	753
06:15 PM	14	390	10	5	419	15	6	5	22	48	4	264	10	3	281	7	4	3	2	16	764
06:30 PM	20	383	14	8	425	18	1	2	18	39	5	229	11	8	253	8	4	0	2	14	731
06:45 PM	21	348	6	7	382	12	1	4	20	37	5	189	8	6	208	8	1	1	2	12	639
Total	75	1535	48	21	1679	58	8	16	72	154	19	926	40	22	1007	26	10	4	7	47	2887
Grand Total	465	9100	260	125	9950	495	53	163	668	1379	195	8970	358	205	9728	400	75	62	143	680	21737
Apprch %	4.7	91.5	2.6	1.3		35.9	3.8	11.8	48.4		2	92.2	3.7	2.1		58.8	11	9.1	21		
Total %	2.1	41.9	1.2	0.6	45.8	2.3	0.2	0.7	3.1	6.3	0.9	41.3	1.6	0.9	44.8	1.8	0.3	0.3	0.7	3.1	

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	5	185	1	2	193	8	1	7	21	37	3	311	12	2	328	6	2	1	4	13	571
07:30 AM	4	202	3	0	209	12	0	4	23	39	3	319	15	7	344	18	2	1	1	22	614
07:45 AM	4	159	5	2	170	15	4	6	26	51	4	372	15	6	397	11	4	1	3	19	637
08:00 AM	5	163	0	0	168	11	2	7	32	52	5	357	11	3	376	20	2	1	2	25	621
Total Volume	18	709	9	4	740	46	7	24	102	179	15	1359	53	18	1445	55	10	4	10	79	2443
% App. Total	2.4	95.8	1.2	0.5		25.7	3.9	13.4	57		1	94	3.7	1.2		69.6	12.7	5.1	12.7		
PHF	.900	.877	.450	.500	.885	.767	.438	.857	.797	.861	.750	.913	.883	.643	.910	.688	.625	1.00	.625	.790	.959

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM					09:30 AM					07:15 AM					09:15 AM				
+0 mins.	6	176	6	2	190	12	2	7	20	41	3	311	12	2	328	19	2	3	6	30
+15 mins.	12	206	4	10	232	23	2	9	14	48	3	319	15	7	344	24	2	1	11	38
+30 mins.	21	200	4	4	229	14	1	5	23	43	4	372	15	6	397	14	2	4	10	30
+45 mins.	8	208	8	0	224	21	1	4	27	53	5	357	11	3	376	14	2	1	6	23
Total Volume	47	790	22	16	875	70	6	25	84	185	15	1359	53	18	1445	71	8	9	33	121
% App. Total	5.4	90.3	2.5	1.8		37.8	3.2	13.5	45.4		1	94	3.7	1.2		58.7	6.6	7.4	27.3	
PHF	.560	.950	.688	.400	.943	.761	.750	.694	.778	.873	.750	.913	.883	.643	.910	.740	1.000	.563	.750	.796

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	18	446	12	4	480	18	0	8	16	42	8	330	17	5	360	16	2	2	4	24	906
05:00 PM	21	495	8	8	532	29	2	2	21	54	13	293	15	11	332	20	2	3	3	28	946
05:15 PM	18	479	13	6	516	8	0	3	26	37	7	315	15	6	343	12	2	4	3	21	917
05:30 PM	22	451	7	5	485	14	6	3	23	46	6	283	13	11	313	19	5	5	3	32	876
Total Volume	79	1871	40	23	2013	69	8	16	86	179	34	1221	60	33	1348	67	11	14	13	105	3645
% App. Total	3.9	92.9	2	1.1		38.5	4.5	8.9	48		2.5	90.6	4.5	2.4		63.8	10.5	13.3	12.4		
PHF	.898	.945	.769	.719	.946	.595	.333	.500	.827	.829	.654	.925	.882	.750	.936	.838	.550	.700	.813	.820	.963

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&PoloPark
 Site Code : 18013
 Start Date : 12/13/2018
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	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:45 PM					03:00 PM					03:15 PM					04:15 PM					
+0 mins.	18	446	12	4	480	10	5	6	22	43	3	335	11	12	361	15	5	7	3	30	
+15 mins.	21	495	8	8	532	18	1	7	18	44	7	315	12	6	340	14	1	4	8	27	
+30 mins.	18	479	13	6	516	28	3	5	25	61	10	298	12	11	331	16	2	2	4	24	
+45 mins.	22	451	7	5	485	27	1	5	25	58	10	311	15	12	348	20	2	3	3	28	
Total Volume	79	1871	40	23	2013	83	10	23	90	206	30	1259	50	41	1380	65	10	16	18	109	
% App. Total	3.9	92.9	2	1.1		40.3	4.9	11.2	43.7		2.2	91.2	3.6	3		59.6	9.2	14.7	16.5		
PHF	.898	.945	.769	.719	.946	.741	.500	.821	.900	.844	.750	.940	.833	.854	.956	.813	.500	.571	.563	.908	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&PoloPark
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	0	23	0	0	23	0	0	0	1	1	1	15	0	0	16	0	0	1	0	1	41
06:45 AM	0	18	0	0	18	1	0	0	0	1	1	18	0	0	19	0	0	0	1	1	39
Total	0	41	0	0	41	1	0	0	1	2	2	33	0	0	35	0	0	1	1	2	80
07:00 AM	0	23	0	0	23	1	0	0	1	2	0	28	0	0	28	0	0	0	0	0	53
07:15 AM	0	26	0	0	26	1	0	1	1	3	0	25	1	1	27	0	0	0	0	0	56
07:30 AM	1	22	0	0	23	2	0	0	3	5	0	28	0	0	28	0	0	0	0	0	56
07:45 AM	0	22	0	0	22	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	44
Total	1	93	0	0	94	5	0	1	5	11	0	102	1	1	104	0	0	0	0	0	209
08:00 AM	1	22	0	0	23	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	53
08:15 AM	0	23	0	0	23	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	47
08:30 AM	0	39	0	0	39	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	71
08:45 AM	0	20	0	0	20	0	0	0	0	0	1	27	1	0	29	0	0	0	0	0	49
Total	1	104	0	0	105	0	0	0	0	0	1	113	1	0	115	0	0	0	0	0	220
09:00 AM	0	14	0	0	14	0	0	0	2	2	0	31	1	0	32	0	0	0	0	0	48
09:15 AM	0	18	0	0	18	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	47
09:30 AM	1	23	0	0	24	0	0	0	1	1	0	26	1	0	27	0	0	0	0	0	52
09:45 AM	0	21	1	0	22	0	0	0	0	0	1	33	0	1	35	0	0	0	0	0	57
Total	1	76	1	0	78	0	0	0	3	3	1	119	2	1	123	0	0	0	0	0	204
10:00 AM	0	33	0	0	33	0	0	1	0	1	0	34	1	0	35	0	0	0	0	0	69
10:15 AM	0	22	0	0	22	1	0	0	1	2	0	25	0	0	25	1	0	0	0	1	50
*** BREAK ***																					
Total	0	55	0	0	55	1	0	1	1	3	0	59	1	0	60	1	0	0	0	1	119
*** BREAK ***																					
03:00 PM	0	25	0	0	25	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	47
03:15 PM	0	16	0	0	16	0	0	0	0	0	0	28	0	1	29	0	0	0	0	0	45
03:30 PM	1	26	0	0	27	4	0	0	0	4	0	6	0	0	6	0	0	0	0	0	37
03:45 PM	0	18	0	0	18	2	1	0	1	4	0	10	0	1	11	0	0	0	0	0	33
Total	1	85	0	0	86	6	1	0	1	8	0	65	1	2	68	0	0	0	0	0	162
04:00 PM	0	14	1	0	15	2	0	1	1	4	0	15	0	0	15	1	0	0	1	2	36
04:15 PM	1	18	0	0	19	1	0	0	1	2	0	13	0	0	13	0	0	0	1	1	35
04:30 PM	0	16	0	0	16	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	22
04:45 PM	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	15
Total	1	56	1	0	58	3	0	1	2	6	1	40	0	0	41	1	0	0	2	3	108
05:00 PM	0	12	0	0	12	0	0	0	1	1	0	13	0	0	13	0	0	0	1	1	27
05:15 PM	1	18	0	0	19	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	27
05:30 PM	0	13	0	0	13	1	0	0	0	1	0	11	0	0	11	0	0	0	0	0	25
05:45 PM	0	12	0	0	12	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	15
Total	1	55	0	0	56	2	0	0	1	3	0	34	0	0	34	0	0	0	1	1	94

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&PoloPark
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- Heavy Vehicles

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	1	11	0	0	12	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	27
06:15 PM	0	8	0	0	8	1	0	1	0	2	0	5	0	1	6	0	0	0	0	0	16
06:30 PM	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	24
06:45 PM	0	10	0	0	10	0	0	0	1	1	0	12	0	0	12	0	0	0	0	0	23
Total	1	43	0	0	44	1	0	1	1	3	1	41	0	1	43	0	0	0	0	0	90
Grand Total	7	608	2	0	617	19	1	4	15	39	6	606	6	5	623	2	0	1	4	7	1286
Apprch %	1.1	98.5	0.3	0		48.7	2.6	10.3	38.5		1	97.3	1	0.8		28.6	0	14.3	57.1		
Total %	0.5	47.3	0.2	0	48	1.5	0.1	0.3	1.2	3	0.5	47.1	0.5	0.4	48.4	0.2	0	0.1	0.3	0.5	

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:30 AM																					
09:30 AM	1	23	0	0	24	0	0	0	1	1	0	26	1	0	27	0	0	0	0	0	52
09:45 AM	0	21	1	0	22	0	0	0	0	0	1	33	0	1	35	0	0	0	0	0	57
10:00 AM	0	33	0	0	33	0	0	1	0	1	0	34	1	0	35	0	0	0	0	0	69
10:15 AM	0	22	0	0	22	1	0	0	1	2	0	25	0	0	25	1	0	0	0	1	50
Total Volume	1	99	1	0	101	1	0	1	2	4	1	118	2	1	122	1	0	0	0	1	228
% App. Total	1	98	1	0		25	0	25	50		0.8	96.7	1.6	0.8		100	0	0	0		
PHF	.250	.750	.250	.000	.765	.250	.000	.250	.500	.500	.250	.868	.500	.250	.871	.250	.000	.000	.000	.250	.826

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					06:45 AM					09:15 AM					06:30 AM				
+0 mins.	0	22	0	0	22	1	0	0	0	1	0	29	0	0	29	0	0	1	0	1
+15 mins.	1	22	0	0	23	1	0	0	1	2	0	26	1	0	27	0	0	0	1	1
+30 mins.	0	23	0	0	23	1	0	1	1	3	1	33	0	1	35	0	0	0	0	0
+45 mins.	0	39	0	0	39	2	0	0	3	5	0	34	1	0	35	0	0	0	0	0
Total Volume	1	106	0	0	107	5	0	1	5	11	1	122	2	1	126	0	0	1	1	2
% App. Total	0.9	99.1	0	0		45.5	0	9.1	45.5		0.8	96.8	1.6	0.8		0	0	50	50	
PHF	.250	.679	.000	.000	.686	.625	.000	.250	.417	.550	.250	.897	.500	.250	.900	.000	.000	.250	.250	.500

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:00 PM

03:00 PM	0	25	0	0	25	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	47
03:15 PM	0	16	0	0	16	0	0	0	0	0	0	28	0	1	29	0	0	0	0	0	45
03:30 PM	1	26	0	0	27	4	0	0	0	4	0	6	0	0	6	0	0	0	0	0	37
03:45 PM	0	18	0	0	18	2	1	0	1	4	0	10	0	1	11	0	0	0	0	0	33
Total Volume	1	85	0	0	86	6	1	0	1	8	0	65	1	2	68	0	0	0	0	0	162
% App. Total	1.2	98.8	0	0		75	12.5	0	12.5		0	95.6	1.5	2.9		0	0	0	0		
PHF	.250	.817	.000	.000	.796	.375	.250	.000	.250	.500	.000	.580	.250	.500	.586	.000	.000	.000	.000	.000	.862

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&PoloPark
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:30 PM					03:00 PM					03:30 PM					
+0 mins.	0	25	0	0	25	4	0	0	0	4	0	21	1	0	22	0	0	0	0	0	
+15 mins.	0	16	0	0	16	2	1	0	1	4	0	28	0	1	29	0	0	0	0	0	
+30 mins.	1	26	0	0	27	2	0	1	1	4	0	6	0	0	6	1	0	0	1	2	
+45 mins.	0	18	0	0	18	1	0	0	1	2	0	10	0	1	11	0	0	0	1	1	
Total Volume	1	85	0	0	86	9	1	1	3	14	0	65	1	2	68	1	0	0	2	3	
% App. Total	1.2	98.8	0	0		64.3	7.1	7.1	21.4		0	95.6	1.5	2.9		33.3	0	0	66.7		
PHF	.250	.817	.000	.000	.796	.563	.250	.250	.750	.875	.000	.580	.250	.500	.586	.250	.000	.000	.500	.375	

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&PoloPark
Site Code : 18013
Start Date : 12/13/2018
Page No : 1

Groups Printed- UTurns

Start Time	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
06:30 AM	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
07:00 AM	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5
07:15 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
07:30 AM	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
Total	14	0	0	0	14	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	17
08:00 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
08:15 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
08:30 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
08:45 AM	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
Total	8	0	0	0	8	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	15
09:00 AM	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
09:15 AM	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	11
09:30 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
09:45 AM	7	0	0	0	7	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	12
Total	15	0	0	0	15	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	30
10:00 AM	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
10:15 AM	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	7
*** BREAK ***																					
Total	9	0	0	0	9	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	13
*** BREAK ***																					
03:00 PM	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	6
03:15 PM	3	0	0	0	3	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	9
03:30 PM	6	0	0	0	6	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	10
03:45 PM	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	21	0	0	0	21	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	32
04:00 PM	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	9
04:15 PM	8	0	0	0	8	0	0	0	0	0	6	0	0	0	6	1	0	0	0	1	15
04:30 PM	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	9
04:45 PM	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
Total	22	0	0	0	22	0	0	0	0	0	16	0	0	0	16	1	0	0	0	1	39
05:00 PM	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	13
05:15 PM	7	0	0	0	7	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	16
05:30 PM	12	0	0	0	12	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0	21
05:45 PM	5	0	0	0	5	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	10
Total	31	0	0	0	31	2	0	0	0	2	27	0	0	0	27	0	0	0	0	0	60

Intersection Turning Movement Count

City/County: Davenport/Polk
Weather: Clear
Comments:

File Name : US27&PoloPark
Site Code : 18013
Start Date : 12/13/2018
Page No : 2

Groups Printed- UTurns

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:00 PM	10	0	0	0	10	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	13
06:15 PM	6	0	0	0	6	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	10
06:30 PM	6	0	0	0	6	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	9
06:45 PM	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	7
Total	28	0	0	0	28	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	39
Grand Total	156	0	0	0	156	2	0	0	0	2	94	0	0	0	94	1	0	0	0	1	253
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	61.7	0	0	0	61.7	0.8	0	0	0	0.8	37.2	0	0	0	37.2	0.4	0	0	0	0.4	

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:15 AM																					
09:15 AM	4	0	0	0	4	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	11
09:30 AM	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	4
09:45 AM	7	0	0	0	7	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	12
10:00 AM	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	6
Total Volume	18	0	0	0	18	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	33
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.643	.000	.000	.000	.643	.000	.000	.000	.000	.000	.536	.000	.000	.000	.536	.000	.000	.000	.000	.000	.688

Peak Hour Analysis From 06:30 AM to 10:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	09:30 AM					06:30 AM					09:00 AM					06:30 AM				
+0 mins.	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
+15 mins.	7	0	0	0	7	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0
+30 mins.	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
+45 mins.	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0
Total Volume	19	0	0	0	19	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0
% App. Total	100	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0	
PHF	.679	.000	.000	.000	.679	.000	.000	.000	.000	.000	.536	.000	.000	.000	.536	.000	.000	.000	.000	.000

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	13
05:15 PM	7	0	0	0	7	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	16
05:30 PM	12	0	0	0	12	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0	21
05:45 PM	5	0	0	0	5	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	10
Total Volume	31	0	0	0	31	2	0	0	0	2	27	0	0	0	27	0	0	0	0	0	60
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		0	0	0	0		
PHF	.646	.000	.000	.000	.646	.500	.000	.000	.000	.500	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.714

Intersection Turning Movement Count

City/County: Davenport/Polk
 Weather: Clear
 Comments:

File Name : US27&PoloPark
 Site Code : 18013
 Start Date : 12/13/2018
 Page No : 3

	US 27 Southbound					POLO PARK BOULEVARD Westbound					US 27 Northbound					POLO PARK BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM					05:00 PM					05:00 PM					03:30 PM				
+0 mins.	7	0	0	0	7	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0
+15 mins.	12	0	0	0	12	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0
+30 mins.	5	0	0	0	5	1	0	0	0	1	8	0	0	0	8	0	0	0	0	0
+45 mins.	10	0	0	0	10	1	0	0	0	1	4	0	0	0	4	1	0	0	0	1
Total Volume	34	0	0	0	34	2	0	0	0	2	27	0	0	0	27	1	0	0	0	1
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0	
PHF	.708	.000	.000	.000	.708	.500	.000	.000	.000	.500	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250

Intersection Pedestrian & Bicycle Count

Date: 12/13/18

Day: Thursday

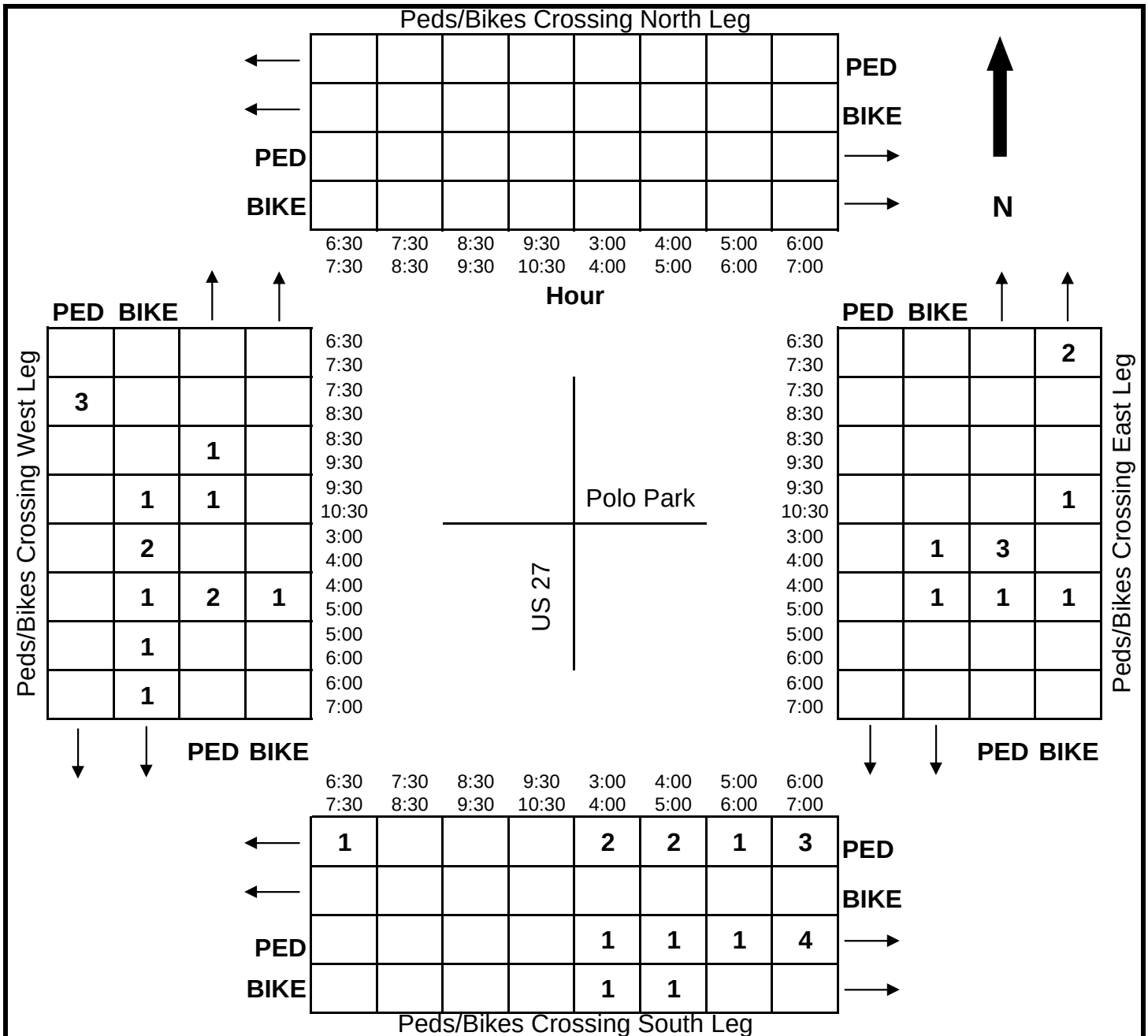
Count Times: 6:30-10:30am & 3-7pm

Weather: Clear

Intersection: US 27 at Polo Park Boulevard

Comments: _____

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



COUNTY: 16
STATION: 5128
DESCRIPTION: SR 60, EAST OF POLK AVENUE LK WALES
START DATE: 01/09/2018
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	22	20	20	22	84	32	32	24	21	109	193	
0100	24	16	22	19	81	14	26	17	11	68	149	
0200	25	18	15	25	83	16	17	11	19	63	146	
0300	33	28	43	31	135	21	20	22	30	93	228	
0400	25	41	61	53	180	35	35	67	59	196	376	
0500	44	100	85	93	322	68	79	115	129	391	713	
0600	67	109	111	117	404	135	117	134	153	539	943	
0700	113	160	209	219	701	147	198	183	187	715	1416	
0800	145	216	198	205	764	182	185	191	200	758	1522	
0900	167	156	179	232	734	189	181	181	178	729	1463	
1000	190	181	179	213	763	184	204	202	206	796	1559	
1100	207	228	200	209	844	202	243	264	255	964	1808	
1200	251	229	195	195	870	225	253	231	266	975	1845	
1300	201	236	230	235	902	231	246	203	243	923	1825	
1400	221	226	213	229	889	221	203	242	262	928	1817	
1500	203	226	228	196	853	248	229	222	227	926	1779	
1600	232	203	219	222	876	245	262	233	241	981	1857	
1700	282	217	219	235	953	245	239	217	216	917	1870	
1800	170	182	181	152	685	209	182	169	146	706	1391	
1900	151	125	150	101	527	154	147	103	105	509	1036	
2000	109	72	80	90	351	85	88	77	70	320	671	
2100	75	63	76	77	291	61	46	50	60	217	508	
2200	60	29	52	44	185	53	48	40	49	190	375	
2300	34	29	36	19	118	33	35	32	32	132	250	
24-HOUR TOTALS:					12595						13145	25740

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	730	789	815	765	815	1551
P.M.	1700	953	1215	981	1615	1907
DAILY	1700	953	1130	997	1615	1907

TRUCK PERCENTAGE	15.54	14.80	15.16
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CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	50	7639	2949	50	429	155	4	277	992	18	8	21	3	0	0	1957 12595
W	39	8269	2892	55	421	135	12	258	949	93	2	9	11	0	0	1945 13145

COUNTY: 16
STATION: 0188
DESCRIPTION: SR. 60:29.577 ON EB
START DATE: 01/09/2018
START TIME: 0000

DIRECTION: E					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	17	14	10	5	46
0100	12	7	9	6	34
0200	8	4	5	7	24
0300	7	11	14	8	40
0400	6	16	18	16	56
0500	14	34	25	38	111
0600	28	37	47	46	158
0700	45	77	107	111	340
0800	72	124	90	107	393
0900	77	63	82	82	304
1000	76	93	72	100	341
1100	102	108	92	109	411
1200	130	98	94	79	401
1300	108	115	95	103	421
1400	95	95	106	119	415
1500	106	95	112	101	414
1600	110	101	98	100	409
1700	136	114	101	105	456
1800	100	91	83	88	362
1900	73	74	76	52	275
2000	48	30	31	45	154
2100	27	36	35	37	135
2200	25	17	20	24	86
2300	17	11	11	6	45

24-HOUR TOTALS: 5831

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	730	414
P.M.	1700	456
DAILY	1700	456

TRUCK PERCENTAGE 9.93 NAN 9.93

CLASSIFICATION SUMMARY DATABASE															
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 TOTTRK TOTVOL
E	11	3991	1250	19	171	64	1	77	243	4	0	0	0	0	0 579 5831

DIRECTION: E					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	10	7	10	9	36
0100	13	10	11	11	45
0200	9	10	6	9	34
0300	11	7	9	13	40
0400	15	12	20	19	66
0500	14	20	23	40	97
0600	37	43	44	49	173
0700	41	60	50	65	216
0800	52	58	56	70	236
0900	54	52	59	42	207
1000	44	38	69	53	204
1100	49	38	45	42	174
1200	43	55	66	57	221
1300	52	49	43	39	183
1400	68	52	67	77	264
1500	57	53	61	67	238
1600	68	60	64	68	260
1700	85	94	85	68	332
1800	68	56	49	63	236
1900	31	46	36	38	151
2000	32	35	27	25	119
2100	26	29	31	35	121
2200	12	19	15	15	61
2300	12	12	14	7	45
24-HOUR TOTALS:					3759

	HOUR	VOLUME
A.M.	815	238
P.M.	1645	332
DAILY	1645	332

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	17	2006	940	26	183	82	5	107	377	4	0	11	1	0	0	796	3759

COUNTY: 16
STATION: 0069
DESCRIPTION: SR 60, WEST OF SR 25/US 27
START DATE: 01/09/2018
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	19	14	21	26	80	29	27	19	22	97	177	
0100	26	21	25	23	95	16	23	18	16	73	168	
0200	25	27	16	31	99	16	23	13	14	66	165	
0300	29	32	36	39	136	20	27	29	29	105	241	
0400	37	38	62	54	191	34	34	57	61	186	377	
0500	47	82	85	104	318	69	88	107	115	379	697	
0600	86	123	120	143	472	157	185	181	203	726	1198	
0700	124	173	182	192	671	238	204	242	208	892	1563	
0800	153	172	175	185	685	193	185	179	173	730	1415	
0900	146	162	161	185	654	168	146	144	163	621	1275	
1000	137	157	173	164	631	142	163	168	162	635	1266	
1100	157	164	173	173	667	158	166	192	155	671	1338	
1200	183	160	175	156	674	193	190	198	220	801	1475	
1300	144	178	169	175	666	206	171	184	210	771	1437	
1400	172	189	171	200	732	180	207	181	198	766	1498	
1500	173	178	187	177	715	220	226	192	200	838	1553	
1600	203	199	185	194	781	240	231	217	214	902	1683	
1700	243	227	242	201	913	237	215	197	177	826	1739	
1800	181	149	155	144	629	170	163	140	133	606	1235	
1900	101	109	107	83	400	108	97	115	85	405	805	
2000	100	82	66	65	313	75	85	62	73	295	608	
2100	63	60	59	78	260	57	55	48	62	222	482	
2200	43	35	38	37	153	45	52	34	28	159	312	
2300	23	35	36	19	113	29	30	32	18	109	222	
24-HOUR TOTALS:					11048						11881	22929

PEAK VOLUME INFORMATION				COMBINED DIRECTIONS			
DIRECTION: E		DIRECTION: W		DIRECTION: E		DIRECTION: W	
A.M.	HOUR	VOLUME		P.M.	HOUR	VOLUME	
	715	700			700	892	
P.M.	1700	913			1600	902	
DAILY	1700	913			1600	902	

TRUCK PERCENTAGE 21.99 22.39 22.20

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	27	6067	2524	34	461	182	10	344	1298	53	8	35	5	0	0	2430 11048
W	30	6483	2708	58	505	193	27	391	1326	121	6	24	9	0	0	2660 11881

COUNTY: 16
STATION: 0185
DESCRIPTION: SR 60;29.400 ON WB
START DATE: 02/14/2018
START TIME: 0000

DIRECTION: N					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	7	2	6	8	23
0100	4	8	6	9	27
0200	7	9	9	15	40
0300	7	15	12	13	47
0400	14	10	22	12	58
0500	22	27	36	42	127
0600	41	49	56	70	216
0700	63	64	84	79	290
0800	59	56	76	50	241
0900	63	71	47	44	225
1000	63	56	43	59	221
1100	47	60	53	61	221
1200	59	55	63	58	235
1300	64	55	43	64	226
1400	44	66	48	71	229
1500	62	57	69	44	232
1600	52	64	70	52	238
1700	81	65	47	61	254
1800	47	54	44	38	183
1900	40	25	29	29	123
2000	20	20	23	17	80
2100	21	15	27	18	81
2200	14	10	13	14	51
2300	10	5	8	6	29
24-HOUR TOTALS:					3697

PEAK VOLUME INFORMATION		
A.M.	HOUR	VOLUME
P.M.	700	290
DAILY	1630	268
	700	290

TRUCK PERCENTAGE	14.42	NAN	14.42
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CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	16	2333	815	11	137	68	2	75	220	7	0	0	13	0	0	533	3697

COUNTY: 16
STATION: 0186
DESCRIPTION: SR 60:29.538 OFF WB
START DATE: 02/14/2018
START TIME: 0900

DIRECTION: N					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	9	10	6	5	30
0100	4	6	5	2	17
0200	9	3	6	4	22
0300	2	5	8	13	28
0400	12	18	21	19	70
0500	25	30	46	51	152
0600	47	59	58	64	228
0700	53	76	101	93	323
0800	87	76	82	82	327
0900	76	78	93	73	320
1000	84	77	108	77	346
1100	96	94	97	117	404
1200	102	110	114	122	448
1300	139	101	110	102	452
1400	117	101	107	95	420
1500	96	112	120	106	434
1600	114	135	118	111	478
1700	124	116	107	113	460
1800	107	81	72	85	345
1900	99	73	61	67	300
2000	33	51	37	52	173
2100	45	24	24	23	116
2200	17	29	14	15	75
2300	16	11	13	16	56
24-HOUR TOTALS:					6024

PEAK VOLUME INFORMATION		
	HOUR	VOLUME
A.M.	715	357
P.M.	1615	488
DAILY	1615	488

TRUCK PERCENTAGE	10.87	NAN	10.87
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CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK
N	24	4025	1320	33	164	109	4	90	233	10	0	0	12	0	0	655
																TOTVOL
																6024

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	HOUR	VOLUME
A.M.	715	190
P.M.	1200	185
DAILY	715	190

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
S	11	1246	470	1	94	59	183	41	139	16	0	0	0	0	0	533	2260

COUNTY: 16
STATION: 0187
DESCRIPTION: SR 60:29.445 OFF WB
START DATE: 02/14/2018
START TIME: 0000

DIRECTION: W					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	1	0	2	1	4
0100	1	0	0	1	2
0200	1	2	0	0	3
0300	0	2	1	0	3
0400	0	2	2	1	5
0500	1	3	5	9	18
0600	8	6	7	5	26
0700	15	13	16	15	59
0800	18	26	19	14	77
0900	14	15	15	26	70
1000	8	16	14	18	56
1100	18	26	25	24	93
1200	12	20	19	32	83
1300	37	35	28	35	135
1400	25	26	29	23	103
1500	30	32	36	25	123
1600	28	25	27	35	115
1700	32	30	29	36	127
1800	21	27	24	21	93
1900	17	22	21	20	80
2000	22	15	13	23	73
2100	6	9	8	14	37
2200	7	10	10	5	32
2300	1	2	2	3	8
24-HOUR TOTALS:					1425

PEAK VOLUME INFORMATION		
A.M.	HOUR	VOLUME
	745	78
P.M.	1300	135
DAILY	1300	135

TRUCK PERCENTAGE	8.63	NAN	8.63
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CLASSIFICATION SUMMARY DATABASE															
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
W	9	972	321	7	49	10	2	15	31	8	0	0	1	0	0
TOTTRK															123
TOTVOL															1425

Traffic Count Station Number	TPO Traffic Count Station Description	Latitude	Longitude	2015 Date Counted	2017 Date Counted	Traffic Count Type	Count Station Direction	2015 Count Station Volume	Count Station Direction	2015 Count Station Volume	2015 ADT 24 Hour	2015 FDOT Seasonal Factor	2015 24 HR AADT Counts	2017 ADT 24 Hour	2017 FDOT Seasonal Factor	2017 24 HR AADT Counts
84	CR 17 (POLK CITY ROAD) - WEST OF US 27	N28°07.282	W081°38.557	42171		24 HR	E	5154	W	4821	9975	1.05	10474			
87	CR 17A (CHALET SUZANNE ROAD) - EAST OF US 27	N27°57.419	W081°37.111	42185		24 HR	E	5390	W	5365	10755	1.07	11508			
103	CR 54 (LOUGHMAN ROAD) - EAST OF US 27	N28°15.279	W081°39.371	42150		24 HR	E	6333	W	7300	13633	1.03	14042			
136	CR 547 (JACKSON HIGHWAY)- EAST OF US 27	N28°09.459	W081°38.138	42146		24 HR	E	5554	W	5356	10910	1.02	11128			
194	CRUMP ROAD - WEST OF US 27	N28°02.629	W081°38.214	42157		24 HR	N	1152	S	1138	2290	1.03	2359			
209	DEEN STILL ROAD E - WEST OF US 27	N28°15.227	W081°39.607	42185		24 HR	E	1328.4	W	1623.6	2952	1.07	3159			
245	LAKE HAMILTON DRIVE - WEST SOUTH OF SR 544 (LUCERNE PARK ROAD)	N28°04.786	W081°39.671	42157		24 HR	N	799	S	900	1699	1.03	1750			
273	MOUNTAIN LAKE CUTOFF - WEST OF US 27	N27°55.343	W081°36.462	42192		24 HR	E	324	W	213	537	1.08	580			
279	OLD BARTOW ROAD - NORTH OF SR 60 (HESPERIDES AVENUE)	N27°54.262	W081°37.004	42194		24 HR	E	380	W	332	712	1.08	769			
293	OLD LUCERNE PARK ROAD -WEST OF SR 544 (LUCERNE PARK ROAD)	N28°04.850	W081°37.938	42157		24 HR	E	1724	W	1629	3353	1.03	3454			
340	THOMPSON NURSERY ROAD -WEST OF US 27	N27°57.443	W081°37.401	42164		24 HR	E	3787	W	4172	7959	1.04	8277			
354	WAVERLY ROAD - EAST OF US 27	N27°58.730	W081°37.750	42187		24 HR	E	2372	W	2284	4656	1.07	4982			
358	CENTRAL AVENUE - WEST OF SR 17 (SCENIC HIGHWAY)	N27°54.075	W081°35.240	42187		24 HR	E	2705	W	2434	5139	1.07	5499			
359	CENTRAL AVENUE - EAST OF US 27	N27°54.021	W081°36.003	42166		24 HR	E	4085	W	4016	8101	1.04	8425			
361	NORTH AVENUE - WEST OF SR 17 (SCENIC HIGHWAY)	N27°54.614	W081°35.326	42192		24 HR	E	1228	W	1243	2471	1.08	2669			
362	PARK AVENUE EAST OF FIRST STREET	N27°54.159	W081°35.302	42192		24 HR	E	491	W	600	1091	1.08	1178			
459	JOHNSON AVE - EAST OF POLK CITY ROAD	N28°6.838	W081°37.860	42227		24 HR	E	26	W	130	156	1.06	165			
460	POLK CITY ROAD -NORTH OF JOHNSON AVENUE	N28°06.963	W081°37.893	42152		24 HR	N	3709	S	4123	7832	1.03	8067			
515	OLD HAINES CITY LAKE ALFRED RD -W/O KENTUCKY ST	N28°06.672	W081°38.944	42157		24 HR	E	139	W	122	261	1.03	269			
526	DUNDEE ROAD - EAST OF US 27	N28°01.134	W081°37.599	42185		24 HR	E	5744	W	6013	11757	1.07	12580			
557	BATES ROAD -EAST OF US 27	N28°08.153	W081°37.949	42146		24 HR	E	6354	W	6555	12909	1.02	13167			
580	CR 546 (KOKOMO ROAD) - EAST OF US 27	N28°3.317	W081°37.982	42171		24 HR	E	2452	W	2721	5173	1.05	5432			
585	HOLLY HILL ROAD -EAST OF US 27	N28°10.764	W081°38.199	42150		24 HR	E	1548	W	1471	3019	1.03	3110			
586	NORTH BLVD -EAST OF US 27	N28°09.898	W081°38.334	42150		24 HR	E	889	W	805	1694	1.03	1745			
587	HOLLY HILL RD -N OF NORTH BLVD	N28°09.918	W081°37.898	42150		24 HR	N	1271	S	1189	2460	1.03	2534			
588	HOLLY HILL RD -N OF CR 547	N28°09.499	W081°37.896	42164		24 HR	N	1362	S	1807	3169	1.04	3296			
590	PATTERSON ROAD- EAST OF US 27	N28°08.594	W081°38.197	42146		24 HR	E	1169	W	1009	2178	1.02	2222			
591	PATTERSON ROAD- WEST OF TENTH STREET	N28°08.586	W081°37.480	42146		24 HR	E	740	W	755	1495	1.02	1525			
593	ORCHID DRIVE- NORTH OF BATES ROAD	N28°08.179	W081°37.882	42146		24 HR	N	735	S	1019	1754	1.02	1789			
604	MAIN STREET - EAST OF US 27	N28°2.668	W081°37.982	42173		24 HR	E	903	W	601	1504	1.05	1579			
630	ERNIE CALDWELL BLVD - EAST OF GRANDVIEW PARKWAY	N28°13.634	W081°38.107	42150		24 HR	E	1324	W	1508	2832	1.03	2917			
636	HELLOER BROTHERS BLVD - WEST OF US 27	N28°13.033	W081°38.642	42150		24 HR	E	241	W	475	716	1.03	737			
1002	SR 542 (DUNDEE ROAD) - WEST OF CYPRESSWOOD BLVD	N28°1.123	W081°38.598	42185		24 HR	E	9072	W	8982	18054	1.07	19318			

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Lakes Wales
 Location: Central Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	3	7	6	12	14	29	43	41	48	50
30	4	4	4	4	2	16	20	48	47	44	54	55
45	8	3	6	2	5	20	20	48	51	36	59	47
00	0	3	0	2	7	25	36	52	68	60	41	49
Hr Total	19	14	13	15	20	73	90	177	209	181	202	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	59	61	64	67	93	39	25	17	13	13	4
30	43	46	69	53	65	84	22	32	18	12	11	5
45	34	46	44	69	67	79	32	17	23	6	11	2
00	52	46	48	78	76	66	42	17	11	9	2	8
Hr Total	184	197	222	264	275	322	135	91	69	40	37	19

24 Hour Total: 3,069
 AM Peak Hour begins: 9:45 AM Peak Volume: 221 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 332 PM Peak Hour Factor: 0.89

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	2	1	8	25	29	39	40	39	39
30	2	2	1	0	3	5	15	42	55	35	46	44
45	1	0	2	0	4	17	35	54	38	29	29	35
00	1	0	2	0	7	25	31	60	46	44	31	40
Hr Total	7	3	6	2	15	55	106	185	178	148	145	158

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	50	31	34	42	35	33	32	11	15	6	4
30	39	37	43	45	42	45	34	11	17	10	3	2
45	34	46	35	54	50	47	28	13	16	4	5	1
00	38	41	45	52	36	39	17	18	7	6	2	3
Hr Total	143	174	154	185	170	166	112	74	51	35	16	10

24 Hour Total: 2,298
 AM Peak Hour begins: 7:30 AM Peak Volume: 208 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 15:15 PM Peak Volume: 193 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	4	9	7	20	39	58	82	81	87	89
30	6	6	5	4	5	21	35	90	102	79	100	99
45	9	3	8	2	9	37	55	102	89	65	88	82
00	1	3	2	2	14	50	67	112	114	104	72	89
Hr Total	26	17	19	17	35	128	196	362	387	329	347	359

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	109	92	98	109	128	72	57	28	28	19	8
30	82	83	112	98	107	129	56	43	35	22	14	7
45	68	92	79	123	117	126	60	30	39	10	16	3
00	90	87	93	130	112	105	59	35	18	15	4	11
Hr Total	327	371	376	449	445	488	247	165	120	75	53	29

24 Hour Total: 5,367
 AM Peak Hour begins: 7:30 AM Peak Volume: 398 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:45 PM Peak Volume: 495 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Lakes Wales
 Location: Central Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	0	9	5	13	46	55	42	37	44
30	0	2	0	8	3	11	19	42	47	37	42	62
45	5	3	6	3	4	19	34	51	39	38	59	57
00	2	3	0	7	10	25	35	55	40	53	60	37
Hr Total	12	12	10	18	26	60	101	194	181	170	198	200

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	46	53	75	70	74	62	32	18	19	3	6
30	57	54	61	58	88	70	39	31	15	15	11	8
45	46	46	55	52	80	81	32	33	12	18	2	4
00	55	53	53	56	69	48	37	23	11	10	13	1
Hr Total	217	199	222	241	307	273	170	119	56	62	29	19

24 Hour Total: 3,096
 AM Peak Hour begins: 10:30 AM Peak Volume: 225 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 311 PM Peak Hour Factor: 0.88

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	1	0	6	19	33	50	36	42	37
30	3	0	0	2	2	17	19	32	47	33	39	37
45	3	1	4	2	7	12	23	54	42	40	34	37
00	4	1	6	1	10	15	28	60	43	36	21	39
Hr Total	13	5	11	6	19	50	89	179	182	145	136	150

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	40	46	32	40	60	28	28	10	8	2	3
30	34	37	48	58	25	35	19	13	12	9	2	4
45	46	42	51	47	45	36	33	10	16	5	7	5
00	44	47	41	28	40	23	21	8	16	11	0	1
Hr Total	159	166	186	165	150	154	101	59	54	33	11	13

24 Hour Total: 2,236
 AM Peak Hour begins: 7:30 AM Peak Volume: 211 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 13:45 PM Peak Volume: 192 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	5	1	9	11	32	79	105	78	79	81
30	3	2	0	10	5	28	38	74	94	70	81	99
45	8	4	10	5	11	31	57	105	81	78	93	94
00	6	4	6	8	20	40	63	115	83	89	81	76
Hr Total	25	17	21	24	45	110	190	373	363	315	334	350

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	86	99	107	110	134	90	60	28	27	5	9
30	91	91	109	116	113	105	58	44	27	24	13	12
45	92	88	106	99	125	117	65	43	28	23	9	9
00	99	100	94	84	109	71	58	31	27	21	13	2
Hr Total	376	365	408	406	457	427	271	178	110	95	40	32

24 Hour Total: 5,332
 AM Peak Hour begins: 7:30 AM Peak Volume: 419 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 481 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Lakes Wales
 Location: Central Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	7	2	2	14	15	39	48	34	31	47
30	1	1	1	4	3	12	20	59	40	43	49	52
45	2	2	0	8	4	24	33	70	45	56	55	57
00	10	3	3	3	11	12	34	62	43	45	50	45
Hr Total	19	10	11	17	20	62	102	230	176	178	185	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	66	49	61	75	86	60	28	16	14	5	3
30	66	55	53	64	74	85	44	24	14	16	7	4
45	62	46	54	63	62	91	39	27	13	9	6	0
00	44	47	52	60	61	64	40	22	13	9	6	6
Hr Total	236	214	208	248	272	326	183	101	56	48	24	13

24 Hour Total: 3,140

AM Peak Hour begins: 7:15

PM Peak Hour begins: 17:00

AM Peak Volume: 239

PM Peak Volume: 326

AM Peak Hour Factor: 0.85

PM Peak Hour Factor: 0.90

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	5	20	31	56	26	43	37
30	1	2	0	2	0	8	24	37	43	40	38	39
45	3	0	0	1	4	13	31	57	28	38	28	41
00	2	2	2	0	6	18	16	51	32	34	35	35
Hr Total	8	5	3	4	10	44	91	176	159	138	144	152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	57	40	52	43	51	34	18	15	18	4	2
30	44	48	33	45	31	37	27	15	13	10	4	4
45	38	50	32	58	41	52	28	22	9	6	3	2
00	46	43	42	35	43	32	20	10	13	8	2	1
Hr Total	175	198	147	190	158	172	109	65	50	42	13	9

24 Hour Total: 2,262

AM Peak Hour begins: 7:30

PM Peak Hour begins: 12:45

AM Peak Volume: 207

PM Peak Volume: 201

AM Peak Hour Factor: 0.91

PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	8	3	2	19	35	70	104	60	74	84
30	2	3	1	6	3	20	44	96	83	83	87	91
45	5	2	0	9	8	37	64	127	73	94	83	98
00	12	5	5	3	17	30	50	113	75	79	85	80
Hr Total	27	15	14	21	30	106	193	406	335	316	329	353

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	123	89	113	118	137	94	46	31	32	9	5
30	110	103	86	109	105	122	71	39	27	26	11	8
45	100	96	86	121	103	143	67	49	22	15	9	2
00	90	90	94	95	104	96	60	32	26	17	8	7
Hr Total	411	412	355	438	430	498	292	166	106	90	37	22

24 Hour Total: 5,402

AM Peak Hour begins: 7:15

PM Peak Hour begins: 16:45

AM Peak Volume: 440

PM Peak Volume: 506

AM Peak Hour Factor: 0.87

PM Peak Hour Factor: 0.88

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Lakes Wales
 Location: Central Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	5	3	6	10	14	38	49	39	39	47
30	2	2	2	5	3	13	20	50	45	41	48	56
45	5	3	4	4	4	21	29	56	45	43	58	54
00	4	3	1	4	9	21	35	56	50	53	50	44
Hr Total	17	12	11	17	22	65	98	200	189	176	195	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	57	54	67	71	84	54	28	17	15	7	4
30	55	52	61	58	76	80	35	29	16	14	10	6
45	47	46	51	61	70	84	34	26	16	11	6	2
00	50	49	51	65	69	59	40	21	12	9	7	5
Hr Total	212	203	217	251	285	307	163	104	60	50	30	17

24 Hour Total: 3,102
 AM Peak Hour begins: 11:15 AM Peak Volume: 213 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 316 PM Peak Hour Factor: 0.94

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	1	0	6	21	31	48	34	41	38
30	2	1	0	1	2	10	19	37	48	36	41	40
45	2	0	2	1	5	14	30	55	36	36	30	38
00	2	1	3	0	8	19	25	57	40	38	29	38
Hr Total	9	4	7	4	15	50	95	180	173	144	142	153

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	49	39	39	42	49	32	26	12	14	4	3
30	39	41	41	49	33	39	27	13	14	10	3	3
45	39	46	39	53	45	45	30	15	14	5	5	3
00	43	44	43	38	40	31	19	12	12	8	1	2
Hr Total	159	179	162	180	159	164	107	66	52	37	13	11

24 Hour Total: 2,265
 AM Peak Hour begins: 7:30 AM Peak Volume: 209 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 14:45 PM Peak Volume: 184 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	6	4	6	17	35	69	97	73	80	85
30	4	4	2	7	4	23	39	87	93	77	89	96
45	7	3	6	5	9	35	59	111	81	79	88	91
00	6	4	4	4	17	40	60	113	91	91	79	82
Hr Total	26	16	18	21	37	115	193	380	362	320	337	354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	106	93	106	112	133	85	54	29	29	11	7
30	94	92	102	108	108	119	62	42	30	24	13	9
45	87	92	90	114	115	129	64	41	30	16	11	5
00	93	92	94	103	108	91	59	33	24	18	8	7
Hr Total	371	383	380	431	444	471	270	170	112	87	43	28

24 Hour Total: 5,367
 AM Peak Hour begins: 7:30 AM Peak Volume: 415 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 489 PM Peak Hour Factor: 0.92

COUNTY: 16
STATION: 5127
DESCRIPTION: SR 25/US 27, NORTH OF CENTRAL AVENUE LAKE WALES
START DATE: 02/13/2018
START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	29	19	17	26	91	43	28	36	26	133	224	
0100	16	24	15	23	78	27	27	27	25	106	184	
0200	25	18	20	23	86	17	17	22	38	94	180	
0300	27	27	29	23	106	23	24	23	28	98	204	
0400	32	49	80	76	237	34	29	44	45	152	389	
0500	74	126	138	161	499	74	76	117	105	372	871	
0600	144	169	204	213	730	127	174	180	198	679	1409	
0700	242	245	300	298	1085	200	240	272	318	1030	2115	
0800	269	251	255	247	1022	217	240	273	267	997	2019	
0900	244	226	262	237	969	255	248	242	224	969	1938	
1000	271	266	276	257	1070	240	235	250	271	996	2066	
1100	238	309	262	316	1125	262	289	303	299	1153	2278	
1200	279	275	272	291	1117	287	309	268	269	1133	2250	
1300	283	288	250	319	1140	283	260	279	264	1086	2226	
1400	246	306	290	298	1140	249	274	310	326	1159	2299	
1500	307	278	291	299	1175	273	284	332	319	1208	2383	
1600	306	304	328	278	1216	324	310	276	344	1254	2470	
1700	359	318	318	288	1283	346	326	301	281	1254	2537	
1800	245	239	225	208	917	294	260	247	187	988	1905	
1900	153	157	149	124	583	215	187	183	155	740	1323	
2000	126	141	89	105	461	139	153	146	136	574	1035	
2100	101	93	65	93	352	124	141	106	96	467	819	
2200	58	66	48	58	230	86	74	72	61	293	523	
2300	33	44	35	32	144	42	57	22	39	160	304	
24-HOUR TOTALS:					16856						17095	33951

PEAK VOLUME INFORMATION						
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	730	1118	745	1048	730	2165
P.M.	1630	1283	1645	1317	1645	2590
DAILY	1630	1283	1645	1317	1645	2590

TRUCK PERCENTAGE 12.24 12.40 12.32

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	110	10981	3701	77	531	362	2	252	728	49	3	1	59	0	0	2064 16856
S	93	10918	3964	65	531	139	159	311	796	73	4	3	39	0	0	2120 17095

Volume Count Report

Data File : D0209001.PRN
 Station : 000002081619
 Identification : 000019247014 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : US 27 south of Washington Avenue

Feb 9 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	39	32	22	35	85	170	206	259	272	213	268
30	23	30	31	28	59	122	163	251	255	263	294	263
45	30	15	22	50	77	125	185	279	256	299	269	298
00	30	38	35	38	88	158	202	286	244	277	332	299
Hr Total	112	122	120	138	259	490	720	1022	1014	1111	1108	1128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	308	303	301	290	354	427	238	161	151	93	104	47
30	301	296	348	323	363	393	273	162	127	102	68	43
45	350	308	325	344	352	293	210	164	116	71	72	36
00	299	308	304	324	337	254	176	133	104	93	36	38
Hr Total	1258	1215	1278	1281	1406	1367	897	620	498	359	280	164

24 Hour Total : 17967

AM peak hour begins : 11:30 AM peak volume : 1206 Peak hour factor : 0.86

PM peak hour begins : 16:30 PM peak volume : 1509 Peak hour factor : 0.88

Volume Count Report

Data File : D0209004.PRN
 Station : 000002081621
 Identification : 000065310014 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : Washington Avenue east of US 27

Feb 9 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	5	5	4	13	34	24	26	34	40	30
30	6	5	8	3	2	16	24	23	30	28	44	45
45	5	10	3	4	6	19	24	36	35	33	31	40
00	3	2	4	0	12	21	18	35	28	28	39	47
Hr Total	30	25	20	12	24	69	100	118	119	123	154	162

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	48	49	42	58	60	59	26	25	25	19	12
30	43	40	44	55	51	44	43	33	28	27	14	9
45	39	39	31	48	63	51	33	30	25	19	12	11
00	28	44	61	46	52	43	36	45	22	16	9	11
Hr Total	143	171	185	191	224	198	171	134	100	87	54	43

24 Hour Total : 2657

AM peak hour begins : 11:15 AM peak volume : 165 Peak hour factor : 0.88

PM peak hour begins : 16:15 PM peak volume : 226 Peak hour factor : 0.90

Volume Count Report

Data File : D0209003.PRN
 Station : 000002081620
 Identification : 000145150006 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : Washington Avenue west of US 27

Feb 9 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	4	1	1	3	10	19	16	11	17	19
30	4	2	0	4	4	3	8	9	16	10	23	24
45	2	2	4	8	4	6	11	22	15	13	10	14
00	2	2	1	1	2	4	8	19	15	16	13	19
Hr Total	15	8	9	14	11	16	37	69	62	50	63	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	13	17	22	21	17	22	15	10	11	3	9
30	30	16	32	24	18	12	19	14	16	7	7	5
45	9	23	23	20	19	12	24	15	10	5	7	12
00	28	14	20	17	21	20	15	12	22	4	6	5
Hr Total	85	66	92	83	79	61	80	56	58	27	23	31

24 Hour Total : 1171

AM peak hour begins : 11:30 AM peak volume : 81 Peak hour factor : 0.68

PM peak hour begins : 14:15 PM peak volume : 97 Peak hour factor : 0.76

COUNTY: 16
STATION: 4678
DESCRIPTION: WASHINGTON AVENUE, EAST OF S.R. 25 / U.S. 27
START DATE: 01/10/2018
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	7	3	3	4	17	3	4	6	4	17	34	
0100	5	9	3	2	19	3	3	4	1	11	30	
0200	1	1	1	0	3	3	3	2	2	10	13	
0300	1	0	3	0	4	2	1	4	2	9	13	
0400	4	3	1	3	11	2	5	2	6	15	26	
0500	9	15	18	18	60	10	9	22	23	64	124	
0600	8	12	7	17	44	29	17	19	21	86	130	
0700	16	20	41	32	109	15	26	32	29	102	211	
0800	26	21	22	8	77	26	27	22	18	93	170	
0900	12	16	17	6	51	16	17	23	20	76	127	
1000	21	18	26	18	83	18	14	19	12	63	146	
1100	20	30	27	27	104	22	19	20	27	88	192	
1200	26	23	23	18	90	26	29	26	17	98	188	
1300	16	36	29	25	106	23	19	26	15	83	189	
1400	23	31	32	42	128	29	19	18	26	92	220	
1500	36	28	33	28	125	47	27	28	40	142	267	
1600	33	38	31	38	140	21	29	37	30	117	257	
1700	52	47	38	49	186	20	29	31	28	108	294	
1800	43	50	23	23	139	55	28	30	26	139	278	
1900	33	24	24	18	99	23	23	19	22	87	186	
2000	16	21	18	22	77	20	27	21	13	81	158	
2100	11	17	9	11	48	13	17	13	12	55	103	
2200	7	10	5	10	32	7	8	11	8	34	66	
2300	7	8	4	7	26	12	4	3	5	24	50	
24-HOUR TOTALS:					1778						1694	3472

PEAK VOLUME INFORMATION				COMBINED DIRECTIONS			
DIRECTION: E		DIRECTION: W		DIRECTION: E		DIRECTION: W	
A.M.	HOUR	VOLUME		P.M.	HOUR	VOLUME	
	730	120			730	234	
P.M.	1700	186			1715	143	
DAILY	1700	186			1730	322	
					1730	322	
TRUCK PERCENTAGE		10.57				10.09	
						10.34	

CLASSIFICATION SUMMARY DATABASE															
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
E	5	1297	288	21	37	19	1	11	99	0	0	0	0	0	0
W	5	1201	317	8	28	20	0	16	98	1	0	0	0	0	0

Volume Count Report

Data File : D0209002.PRN
 Station : 000002081618
 Identification : 000065310011 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : US 27 north of Washington Avenue

Feb 9 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	31	31	27	42	57	114	181	299	241	234	290
30	38	30	32	37	59	105	155	262	260	232	303	283
45	31	22	26	42	66	114	170	343	256	237	272	280
00	22	35	31	50	75	121	208	371	281	284	257	347
Hr Total	123	118	120	156	242	397	647	1157	1096	994	1066	1200

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	316	309	307	317	301	334	282	186	176	86	89	53
30	308	303	295	325	274	349	261	211	120	101	69	54
45	305	293	325	308	348	287	219	173	106	108	63	46
00	279	285	319	348	300	306	215	160	121	91	47	47
Hr Total	1208	1190	1246	1298	1223	1276	977	730	523	386	268	200

24 Hour Total : 17841

AM peak hour begins : 07:15 AM peak volume : 1275 Peak hour factor : 0.86

PM peak hour begins : 16:30 PM peak volume : 1331 Peak hour factor : 0.95

COUNTY: 16
STATION: 4935
DESCRIPTION: MT. LK. CUTOFF RD., W OF US 27
START DATE: 01/16/2018
START TIME: 1300

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	0	0	0	0	0	1	0	0	0	1	1	
0100	0	0	1	0	1	0	1	0	0	1	2	
0200	0	0	0	0	0	0	0	0	0	0	0	
0300	0	0	0	0	0	0	0	0	0	0	0	
0400	1	0	0	3	4	0	0	0	0	0	4	
0500	1	4	3	3	11	2	1	1	2	6	17	
0600	2	3	8	2	15	2	1	1	4	8	23	
0700	9	6	8	10	33	1	5	3	5	14	47	
0800	9	8	6	3	26	8	3	3	5	19	45	
0900	1	2	3	4	10	5	4	2	3	14	24	
1000	0	3	2	1	6	3	1	4	1	9	15	
1100	4	0	4	1	9	3	3	3	2	11	20	
1200	4	5	5	4	18	3	5	3	2	13	31	
1300	3	1	2	2	8	1	7	6	3	17	25	
1400	6	2	10	1	19	5	4	4	9	22	41	
1500	1	6	7	1	15	4	9	3	2	18	33	
1600	4	6	9	9	28	3	5	8	8	24	52	
1700	2	4	5	12	23	2	10	4	6	22	45	
1800	3	2	1	2	8	3	3	3	3	12	20	
1900	1	3	1	1	6	5	3	3	4	15	21	
2000	1	2	1	8	12	7	1	5	0	13	25	
2100	0	0	0	1	1	1	0	1	2	4	5	
2200	1	0	0	0	1	0	0	0	1	1	2	
2300	0	0	0	0	0	0	0	0	0	0	0	
24-HOUR TOTALS:					254						244	498

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	35	715	21	715	54
P.M.	1600	28	1630	28	1600	52
DAILY	730	35	1630	28	715	54

Volume Count Report

Data File : D0209005.PRN
 Station : 000002081617
 Identification : 000065320001 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : US 27 south of E Mountain Lake Cutoff Road

Feb 9 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	30	33	23	32	86	143	202	244	254	249	296
30	30	33	32	32	55	104	171	257	270	260	309	273
45	33	23	24	46	66	118	178	274	269	303	288	293
00	29	31	32	38	78	146	212	306	224	269	293	304
Hr Total	133	117	121	139	231	454	704	1039	1007	1086	1139	1166

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	302	308	304	292	361	398	223	150	154	100	100	51
30	315	295	338	332	328	357	286	149	125	107	86	49
45	354	290	304	350	367	313	225	169	105	87	66	51
00	302	324	332	339	350	243	207	139	109	93	37	35
Hr Total	1273	1217	1278	1313	1406	1311	941	607	493	387	289	186

24 Hour Total : 18037

AM peak hour begins : 11:30 AM peak volume : 1214 Peak hour factor : 0.86

PM peak hour begins : 16:30 PM peak volume : 1472 Peak hour factor : 0.92

Volume Count Report

Data File : D0209007.PRN
 Station : 000002081623
 Identification : 000138590004 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : Car Dealership west of US 27

Feb 9 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	3	5	5
30	0	0	0	0	0	0	1	1	5	3	8	0
45	0	0	0	0	0	0	0	0	3	3	2	4
00	0	0	0	0	0	0	0	0	3	1	1	8
Hr Total	0	0	0	0	0	0	1	1	11	10	16	17

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

24 Hour Total : 181

AM peak hour begins : 11:30 AM peak volume : 25 Peak hour factor : 0.78

PM peak hour begins : 16:30 PM peak volume : 24 Peak hour factor : 0.75

Volume Count Report

Data File : D0209008.PRN
 Station : 000002081622
 Identification : 000019247002 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : E Mountain Lake Cutoff Road east of US 27

Feb 9 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	4	5	8	13	24	64	81	54	52	53
30	1	5	1	2	12	19	40	71	90	46	69	55
45	2	1	5	3	9	22	53	102	79	54	55	74
00	4	4	1	8	16	26	48	105	52	38	60	56
Hr Total	10	12	11	18	45	80	165	342	302	192	236	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	68	78	63	70	101	46	28	25	15	9	5
30	61	57	69	104	64	71	53	28	21	12	7	5
45	51	54	88	124	54	61	44	32	21	11	7	8
00	60	44	62	75	65	53	49	15	28	8	5	5
Hr Total	249	223	297	366	253	286	192	103	95	46	28	23

24 Hour Total : 3812

AM peak hour begins : 07:30 AM peak volume : 378 Peak hour factor : 0.90

PM peak hour begins : 15:15 PM peak volume : 373 Peak hour factor : 0.75

COUNTY: 16
STATION: 4934
DESCRIPTION: MOUNTAIN LAKE RD, W OF SCENIC HWY
START DATE: 01/16/2018
START TIME: 1300

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	6	6	6	7	25	2	3	2	3	10	35	
0100	4	7	4	3	18	0	4	4	4	12	30	
0200	0	3	1	2	6	2	0	2	3	7	13	
0300	3	1	4	7	15	2	2	8	11	23	38	
0400	7	5	2	11	25	9	12	10	20	51	76	
0500	9	13	11	11	44	21	26	33	44	124	168	
0600	13	22	33	46	114	41	57	55	84	237	351	
0700	52	67	76	91	286	86	75	88	117	366	652	
0800	76	78	37	56	247	93	100	73	69	335	582	
0900	46	43	41	37	167	52	59	72	46	229	396	
1000	39	37	53	39	168	45	56	55	70	226	394	
1100	40	39	51	45	175	61	51	54	53	219	394	
1200	72	57	67	58	254	57	71	62	49	239	493	
1300	67	63	48	47	225	59	55	70	71	255	480	
1400	52	71	75	76	274	73	78	56	51	258	532	
1500	67	85	68	66	286	96	82	114	74	366	652	
1600	82	93	80	78	333	84	75	92	72	323	656	
1700	91	94	84	99	368	77	76	91	55	299	667	
1800	82	73	57	51	263	53	47	28	40	168	431	
1900	54	40	38	22	154	33	30	28	28	119	273	
2000	29	35	31	28	123	20	22	19	18	79	202	
2100	16	22	25	14	77	14	5	13	8	40	117	
2200	18	22	18	14	72	7	11	6	5	29	101	
2300	14	15	13	9	51	5	5	5	5	20	71	
24-HOUR TOTALS:					3770						4034	7804

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	321	730	398	730	719
P.M.	1700	368	1500	366	1700	667
DAILY	1700	368	730	398	730	719

Volume Count Report

Data File : D0209006.PRN
 Station : 000002081616
 Identification : 000145150007 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : US 27 north of E Mountain Lake Cutoff Road

Feb 9 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	36	36	31	39	55	123	220	352	258	265	321
30	44	33	29	34	63	111	161	345	307	257	344	327
45	35	24	31	53	73	116	186	361	268	283	288	310
00	28	38	24	42	74	108	229	410	331	319	301	384
Hr Total	141	131	120	160	249	390	699	1336	1258	1117	1198	1342

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	336	341	345	365	382	387	346	244	198	96	98	60
30	334	361	336	374	326	388	306	223	147	127	84	57
45	308	312	381	318	396	352	259	190	123	129	74	48
00	313	314	388	363	333	373	235	183	116	104	55	59
Hr Total	1291	1328	1450	1420	1437	1500	1146	840	584	456	311	224

24 Hour Total : 20128

AM peak hour begins : 07:15 AM peak volume : 1468 Peak hour factor : 0.90

PM peak hour begins : 14:30 PM peak volume : 1508 Peak hour factor : 0.97

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Lake Wales
 Location: Vanguard School west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	2	0	0	0	0
30	0	0	0	0	0	1	0	2	2	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	2	0	0
Hr Total	0	0	0	0	0	1	0	4	2	2	0	0

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

24 Hour Total: 24
 AM Peak Hour begins: 6:30 AM Peak Volume: 4 AM Peak Hour Factor: 0.50
 PM Peak Hour begins: 16:30 PM Peak Volume: 5 PM Peak Hour Factor: 0.42

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	6	22	3	3	0
30	0	0	0	0	0	2	1	12	17	0	0	4
45	0	0	0	0	0	1	3	12	3	4	3	4
00	0	0	0	0	0	0	1	11	2	4	2	3
Hr Total	0	0	0	0	0	3	5	41	44	11	8	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	0	0	4	15	7	4	2	0	0	0	0
30	1	4	0	1	6	7	2	0	1	2	0	0
45	2	2	2	0	2	2	0	1	0	0	3	0
00	1	2	4	12	8	2	0	1	3	1	0	3
Hr Total	7	8	6	17	31	18	6	4	4	3	3	3

24 Hour Total: 233
 AM Peak Hour begins: 7:30 AM Peak Volume: 62 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 15:45 PM Peak Volume: 35 PM Peak Hour Factor: 0.58

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	8	22	3	3	0
30	0	0	0	0	0	3	1	14	19	0	0	4
45	0	0	0	0	0	1	3	12	3	4	3	4
00	0	0	0	0	0	0	1	11	2	6	2	3
Hr Total	0	0	0	0	0	4	5	45	46	13	8	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	2	0	7	16	8	4	3	0	0	0	0
30	1	4	0	1	6	8	2	0	1	2	0	0
45	2	2	3	0	2	2	0	1	0	0	4	1
00	1	2	4	12	11	2	0	1	3	1	0	3
Hr Total	7	10	7	20	35	20	6	5	4	3	4	4

24 Hour Total: 257
 AM Peak Hour begins: 7:30 AM Peak Volume: 64 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 15:45 PM Peak Volume: 36 PM Peak Hour Factor: 0.56

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Lake Wales
 Location: Vanguard School west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

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	1	0	0	0	2	0
45	0	0	0	0	0	0	0	0	1	0	0	1
00	0	0	0	0	0	0	0	0	5	1	0	0
Hr Total	0	0	0	0	0	0	1	0	6	1	2	1

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	2	0	0	1	0	0	0	0	0	0	0
30	0	0	0	0	2	0	0	0	3	0	0	0
45	0	0	0	2	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	1	0	0	0	0
Hr Total	2	2	0	2	3	0	0	1	3	0	0	0

24 Hour Total: 24
 AM Peak Hour begins: 8:00 AM Peak Volume: 6 AM Peak Hour Factor: 0.30
 PM Peak Hour begins: 15:30 PM Peak Volume: 5 PM Peak Hour Factor: 0.63

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	2	0	0	0	0	7	14	6	2	4
30	0	0	0	0	0	3	2	8	11	6	3	7
45	0	0	0	0	0	0	4	17	3	1	5	3
00	0	0	0	0	0	0	0	12	4	4	2	0
Hr Total	1	2	2	0	0	3	6	44	32	17	12	14

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

24 Hour Total: 247
 AM Peak Hour begins: 7:30 AM Peak Volume: 54 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 15:15 PM Peak Volume: 26 PM Peak Hour Factor: 0.54

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	2	0	0	0	0	7	14	6	2	4
30	0	0	0	0	0	3	3	8	11	6	5	7
45	0	0	0	0	0	0	4	17	4	1	5	4
00	0	0	0	0	0	0	0	12	9	5	2	0
Hr Total	1	2	2	0	0	3	7	44	38	18	14	15

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	5	4	4	13	7	2	1	0	2	0	0
30	0	0	6	4	5	1	1	3	4	1	0	3
45	5	2	0	6	3	0	2	1	2	0	0	2
00	1	3	6	6	5	2	0	3	1	1	0	1
Hr Total	15	10	16	20	26	10	5	8	7	4	0	6

24 Hour Total: 271
 AM Peak Hour begins: 7:30 AM Peak Volume: 54 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 15:30 PM Peak Volume: 30 PM Peak Hour Factor: 0.58

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Lake Wales
 Location: Vanguard School west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

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	2
30	0	0	0	0	0	0	0	0	0	0	1	2
45	0	0	0	0	0	0	1	0	5	0	0	0
00	0	0	0	0	0	0	0	1	0	0	0	0
Hr Total	0	0	0	0	0	0	1	1	5	0	1	4

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	0	0	0	0	1	0	0	0	0	0	0
30	0	0	0	1	2	0	0	0	0	0	0	1
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	2	0	0	0	0	0	0	0	1	0	0
Hr Total	1	2	0	1	2	1	0	0	0	1	0	1

24 Hour Total: 21
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:15

AM Peak Volume: 6
 PM Peak Volume: 3
 AM Peak Hour Factor: 0.30
 PM Peak Hour Factor: 0.38

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	4	20	4	0	2
30	0	0	0	0	0	2	1	14	12	0	1	6
45	0	0	0	0	0	1	4	11	9	5	0	2
00	0	0	0	0	0	0	2	16	3	1	3	4
Hr Total	0	0	0	0	0	3	7	45	44	10	4	14

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

24 Hour Total: 255
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45

AM Peak Volume: 61
 PM Peak Volume: 33
 AM Peak Hour Factor: 0.76
 PM Peak Hour Factor: 0.55

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	4	20	4	0	4
30	0	0	0	0	0	2	1	14	12	0	2	8
45	0	0	0	0	0	1	5	11	14	5	0	2
00	0	0	0	0	0	0	2	17	3	1	3	4
Hr Total	0	0	0	0	0	3	8	46	49	10	5	18

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

24 Hour Total: 276
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:45

AM Peak Volume: 63
 PM Peak Volume: 34
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.53

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Lake Wales
 Location: Vanguard School west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

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	1	0	0	0	1
30	0	0	0	0	0	0	0	1	1	0	1	1
45	0	0	0	0	0	0	0	0	2	0	0	0
00	0	0	0	0	0	0	0	0	2	1	0	0
Hr Total	0	0	0	0	0	0	1	2	4	1	1	2

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	1	0	1	1	1	0	0	0	0	0	0
30	0	0	0	0	1	0	0	0	1	0	0	0
45	0	0	0	1	0	0	0	0	0	0	0	0
00	0	1	0	0	1	0	0	0	0	0	0	0
Hr Total	1	2	0	2	3	1	0	1	1	0	0	1

24 Hour Total: 23
 AM Peak Hour begins: 8:00 AM Peak Volume: 4 AM Peak Hour Factor: 0.54
 PM Peak Hour begins: 16:00 PM Peak Volume: 3 PM Peak Hour Factor: 0.56

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	0	0	0	6	19	4	2	2
30	0	0	0	0	0	2	1	11	13	2	1	6
45	0	0	0	0	0	1	4	13	5	3	3	3
00	0	0	0	0	0	0	1	13	3	3	2	2
Hr Total	0	1	1	0	0	3	6	43	40	13	8	13

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	1	2	3	12	10	2	2	1	1	0	0
30	3	2	3	5	4	4	2	1	2	1	0	2
45	3	3	3	2	2	1	1	1	1	0	1	1
00	1	3	5	8	8	1	0	2	2	1	0	1
Hr Total	10	9	12	18	26	17	6	6	5	4	1	4

24 Hour Total: 245
 AM Peak Hour begins: 7:30 AM Peak Volume: 58 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 15:15 PM Peak Volume: 27 PM Peak Hour Factor: 0.55

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	0	0	0	6	19	4	2	3
30	0	0	0	0	0	3	2	12	14	2	2	6
45	0	0	0	0	0	1	4	13	7	3	3	3
00	0	0	0	0	0	0	1	13	5	4	2	2
Hr Total	0	1	1	0	0	3	7	45	44	14	9	15

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	3	2	4	13	10	2	3	1	1	0	0
30	3	2	3	5	5	5	2	1	3	1	0	2
45	3	3	3	3	2	1	1	1	1	0	1	1
00	1	3	5	8	9	1	0	2	2	1	0	1
Hr Total	11	11	13	20	29	18	6	6	6	4	1	5

24 Hour Total: 268
 AM Peak Hour begins: 7:30 AM Peak Volume: 59 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 16:00 PM Peak Volume: 29 PM Peak Hour Factor: 0.56

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Lake Wales
 Location: Tower Point Circle east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	1	2	0	2	5	2	13	7	3	8
30	2	1	1	0	1	1	5	10	10	5	5	6
45	2	0	0	2	1	2	2	5	5	2	4	7
00	2	1	1	0	3	4	5	10	0	4	7	3
Hr Total	7	5	3	4	5	9	17	27	28	18	19	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	9	12	12	18	20	16	13	13	14	6	9
30	8	13	7	11	14	18	13	12	6	9	10	5
45	6	8	11	16	15	10	22	11	5	10	4	4
00	7	15	6	10	17	25	11	12	10	6	6	1
Hr Total	26	45	36	49	64	73	62	48	34	39	26	19

24 Hour Total: 687
 AM Peak Hour begins: 7:15 AM Peak Volume: 38 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 17:45 PM Peak Volume: 76 PM Peak Hour Factor: 0.76

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	3	10	16	18	10	1	5	8
30	2	1	1	1	2	3	24	36	13	10	5	6
45	1	0	2	1	4	13	19	28	12	9	9	7
00	1	2	1	2	5	7	19	23	12	11	7	6
Hr Total	4	4	4	5	14	33	78	105	47	31	26	27

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	9	5	12	13	11	10	15	4	7	1	3
30	9	12	5	13	17	14	12	7	8	5	5	4
45	15	6	30	10	22	18	8	13	7	6	2	2
00	8	17	6	15	11	29	12	2	9	7	1	2
Hr Total	39	44	46	50	63	72	42	37	28	25	9	11

24 Hour Total: 844
 AM Peak Hour begins: 7:00 AM Peak Volume: 105 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 17:00 PM Peak Volume: 72 PM Peak Hour Factor: 0.62

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	4	1	3	3	12	21	20	23	8	8	16
30	4	2	2	1	3	4	29	46	23	15	10	12
45	3	0	2	3	5	15	21	33	17	11	13	14
00	3	3	2	2	8	11	24	33	12	15	14	9
Hr Total	11	9	7	9	19	42	95	132	75	49	45	51

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	18	17	24	31	31	26	28	17	21	7	12
30	17	25	12	24	31	32	25	19	14	14	15	9
45	21	14	41	26	37	28	30	24	12	16	6	6
00	15	32	12	25	28	54	23	14	19	13	7	3
Hr Total	65	89	82	99	127	145	104	85	62	64	35	30

24 Hour Total: 1,531
 AM Peak Hour begins: 7:15 AM Peak Volume: 135 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 17:00 PM Peak Volume: 145 PM Peak Hour Factor: 0.67

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Lake Wales
 Location: Tower Point Circle east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	1	0	1	4	5	12	8	5	6
30	2	1	1	0	0	2	4	15	6	5	3	2
45	3	0	1	1	1	2	4	5	8	2	6	6
00	0	1	0	0	1	2	6	8	6	4	5	4
Hr Total	9	2	3	2	2	7	18	33	32	19	19	18

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	7	11	15	9	14	16	12	14	8	7	9
30	9	13	9	11	22	14	13	20	9	10	10	5
45	5	9	6	13	15	10	14	11	16	6	5	4
00	12	8	10	18	13	16	11	16	14	9	7	3
Hr Total	30	37	36	57	59	54	54	59	53	33	29	21

24 Hour Total: 686
 AM Peak Hour begins: 7:15 AM Peak Volume: 40 AM Peak Hour Factor: 0.67
 PM Peak Hour begins: 15:45 PM Peak Volume: 64 PM Peak Hour Factor: 0.73

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	2	4	11	28	8	8	6	6
30	2	0	1	2	4	7	14	25	23	13	7	5
45	2	1	2	2	7	10	21	31	11	5	9	6
00	3	0	2	2	1	10	20	28	13	5	5	7
Hr Total	8	1	5	6	14	31	66	112	55	31	27	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	10	9	6	13	9	5	8	6	8	2
30	10	13	9	9	21	19	8	13	9	0	8	5
45	11	10	12	10	8	17	24	8	3	5	1	1
00	11	9	15	16	20	19	22	7	8	9	1	0
Hr Total	37	38	46	44	55	68	63	33	28	20	18	8

24 Hour Total: 838
 AM Peak Hour begins: 7:00 AM Peak Volume: 112 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 69 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	1	2	5	15	33	20	16	11	12
30	4	1	2	2	4	9	18	40	29	18	10	7
45	5	1	3	3	8	12	25	36	19	7	15	12
00	3	1	2	2	2	12	26	36	19	9	10	11
Hr Total	17	3	8	8	16	38	84	145	87	50	46	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	13	21	24	15	27	25	17	22	14	15	11
30	19	26	18	20	43	33	21	33	18	10	18	10
45	16	19	18	23	23	27	38	19	19	11	6	5
00	23	17	25	34	33	35	33	23	22	18	8	3
Hr Total	67	75	82	101	114	122	117	92	81	53	47	29

24 Hour Total: 1,524
 AM Peak Hour begins: 7:00 AM Peak Volume: 145 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 126 PM Peak Hour Factor: 0.73

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Lake Wales
 Location: Tower Point Circle east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	1	1	2	5	6	11	3	4	2
30	1	2	1	0	0	0	4	11	13	6	9	3
45	0	0	0	2	1	2	4	4	2	5	4	5
00	3	4	1	0	0	4	2	7	5	7	3	4
Hr Total	7	6	2	3	2	8	15	28	31	21	20	14

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	2	9	20	13	7	17	13	7	11	9	8
30	4	9	9	9	18	23	16	20	15	10	8	8
45	5	7	10	17	18	16	18	14	8	7	1	9
00	8	3	6	19	15	18	11	14	9	8	4	1
Hr Total	22	21	34	65	64	64	62	61	39	36	22	26

24 Hour Total: 673
 AM Peak Hour begins: 7:30 AM Peak Volume: 35 AM Peak Hour Factor: 0.67
 PM Peak Hour begins: 17:15 PM Peak Volume: 74 PM Peak Hour Factor: 0.80

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	1	3	3	10	16	22	14	3	5
30	0	1	0	2	0	9	20	29	12	2	11	5
45	2	0	2	0	3	14	17	37	13	11	6	5
00	1	1	0	2	4	9	23	19	13	11	8	11
Hr Total	4	3	4	5	10	35	70	101	60	38	28	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	5	7	15	19	14	23	11	12	5	3	4
30	7	5	15	8	10	19	10	17	10	5	5	1
45	3	9	14	14	9	16	9	10	7	7	4	1
00	11	10	7	8	14	21	13	8	10	8	5	3
Hr Total	24	29	43	45	52	70	55	46	39	25	17	9

24 Hour Total: 838
 AM Peak Hour begins: 7:15 AM Peak Volume: 107 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 17:15 PM Peak Volume: 79 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	2	4	5	15	22	33	17	7	7
30	1	3	1	2	0	9	24	40	25	8	20	8
45	2	0	2	2	4	16	21	41	15	16	10	10
00	4	5	1	2	4	13	25	26	18	18	11	15
Hr Total	11	9	6	8	12	43	85	129	91	59	48	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	7	16	35	32	21	40	24	19	16	12	12
30	11	14	24	17	28	42	26	37	25	15	13	9
45	8	16	24	31	27	32	27	24	15	14	5	10
00	19	13	13	27	29	39	24	22	19	16	9	4
Hr Total	46	50	77	110	116	134	117	107	78	61	39	35

24 Hour Total: 1,511
 AM Peak Hour begins: 7:15 AM Peak Volume: 140 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 17:15 PM Peak Volume: 153 PM Peak Hour Factor: 0.91

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Lake Wales
 Location: Tower Point Circle east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	1	0	2	5	4	12	6	4	5
30	2	1	1	0	0	1	4	12	10	5	6	4
45	2	0	0	2	1	2	3	5	5	3	5	6
00	2	2	1	0	1	3	4	8	4	5	5	4
Hr Total	8	4	3	3	3	8	17	29	30	19	19	19

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	11	16	13	14	16	13	11	11	7	9
30	7	12	8	10	18	18	14	17	10	10	9	6
45	5	8	9	15	16	12	18	12	10	8	3	6
00	9	9	7	16	15	20	11	14	11	8	6	2
Hr Total	26	34	35	57	62	64	59	56	42	36	26	22

24 Hour Total: 682
 AM Peak Hour begins: 7:15 AM Peak Volume: 37 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 17:45 PM Peak Volume: 68 PM Peak Hour Factor: 0.86

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	1	3	6	12	21	13	8	5	6
30	1	1	1	2	2	6	19	30	16	8	8	5
45	2	0	2	1	5	12	19	32	12	8	8	6
00	2	1	1	2	3	9	21	23	13	9	7	8
Hr Total	5	3	4	5	13	33	71	106	54	33	27	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	7	7	12	13	13	14	10	8	6	4	3
30	9	10	10	10	16	17	10	12	9	3	6	3
45	10	8	19	11	13	17	14	10	6	6	2	1
00	10	12	9	13	15	23	16	6	9	8	2	2
Hr Total	33	37	45	46	57	70	53	39	32	23	15	9

24 Hour Total: 840
 AM Peak Hour begins: 7:00 AM Peak Volume: 106 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:15 PM Peak Volume: 71 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	2	3	7	17	25	25	14	9	12
30	3	2	2	2	2	7	24	42	26	14	13	9
45	3	0	2	3	6	14	22	37	17	11	13	12
00	3	3	2	2	5	12	25	32	16	14	12	12
Hr Total	13	7	7	8	16	41	88	135	84	53	46	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	13	18	28	26	26	30	23	19	17	11	12
30	16	22	18	20	34	36	24	30	19	13	15	9
45	15	16	28	27	29	29	32	22	15	14	6	7
00	19	21	17	29	30	43	27	20	20	16	8	3
Hr Total	59	71	80	103	119	134	113	95	74	59	40	31

24 Hour Total: 1,522
 AM Peak Hour begins: 7:15 AM Peak Volume: 136 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:15 PM Peak Volume: 138 PM Peak Hour Factor: 0.81

Volume Count Report

Data File : D0209009.PRN
 Station : 000002081614
 Identification : 000140510021 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : US 27 south of Eagle Ridge Mall

Feb 9 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	32	33	20	43	88	165	241	310	304	302	348
30	31	39	32	30	62	118	198	310	319	305	329	318
45	33	21	29	47	64	133	211	329	339	318	350	356
00	23	31	37	42	103	163	237	348	272	310	349	351
Hr Total	125	123	131	139	272	502	811	1228	1240	1237	1330	1373

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	352	353	368	346	394	441	298	184	185	101	103	52
30	404	345	428	389	377	434	291	167	130	135	83	57
45	369	332	348	410	426	368	271	182	128	91	66	52
00	335	341	378	395	394	297	248	152	127	106	49	29
Hr Total	1460	1371	1522	1540	1591	1540	1108	685	570	433	301	190

24 Hour Total : 20822

AM peak hour begins : 11:30 AM peak volume : 1463 Peak hour factor : 0.91

PM peak hour begins : 16:30 PM peak volume : 1695 Peak hour factor : 0.96

Volume Count Report

Data File : D0209011.PRN
 Station : 000002081615
 Identification : 000138590001 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : Eagle Ridge Mall east of US 27

Feb 9 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	2	0	0	0	0	2	7	12	39	39
30	0	0	0	3	0	0	1	3	10	11	25	29
45	0	0	0	1	0	1	0	6	13	13	17	42
00	0	1	0	0	1	0	2	11	11	23	29	27
Hr Total	0	4	2	4	1	1	3	22	41	59	110	137

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	44	43	43	35	34	34	29	27	21	9	2
30	38	35	42	40	37	28	34	25	20	21	5	4
45	24	45	42	31	46	33	38	28	16	17	5	3
00	38	47	73	29	40	40	15	17	9	17	4	6
Hr Total	137	171	200	143	158	135	121	99	72	76	23	15

24 Hour Total : 1734

AM peak hour begins : 11:30 AM peak volume : 144 Peak hour factor : 0.86

PM peak hour begins : 14:00 PM peak volume : 200 Peak hour factor : 0.68

Volume Count Report

Data File : D0209010.PRN
 Station : 000002081613
 Identification : 000065320003 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : US 27 north of Eagle Ridge Mall

Feb 9 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	33	34	30	41	63	116	237	369	259	287	325
30	41	36	25	32	59	95	159	330	284	271	323	334
45	41	21	30	58	72	112	178	370	289	255	284	341
00	26	39	25	39	74	119	209	392	289	298	290	369
Hr Total	150	129	114	159	246	389	662	1329	1231	1083	1184	1369

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	335	306	352	360	359	349	342	247	175	91	106	62
30	326	331	318	346	321	368	266	194	129	123	73	52
45	304	306	366	327	372	371	224	188	113	109	79	48
00	326	327	355	371	341	346	254	171	120	105	53	51
Hr Total	1291	1270	1391	1404	1393	1434	1086	800	537	428	311	213

24 Hour Total : 19603

AM peak hour begins : 07:15 AM peak volume : 1461 Peak hour factor : 0.93

PM peak hour begins : 17:00 PM peak volume : 1434 Peak hour factor : 0.97

COUNTY: 16
STATION: 5199
DESCRIPTION: SR 25/US 27, SOUTH OF CR 17A/THOMPSON NURSERY ROAD
START DATE: 02/13/2018
START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	35	22	28	31	116	41	49	37	38	165	281	
0100	26	24	28	26	104	34	40	35	30	139	243	
0200	34	23	24	32	113	31	25	40	29	125	238	
0300	26	38	40	27	131	34	37	30	31	132	263	
0400	43	62	79	93	277	38	48	53	56	195	472	
0500	104	125	168	182	579	91	81	126	111	409	988	
0600	210	211	229	265	915	125	173	166	238	702	1617	
0700	284	298	315	318	1215	249	292	362	345	1248	2463	
0800	347	290	327	306	1270	290	275	295	298	1158	2428	
0900	273	302	325	264	1164	279	273	267	266	1085	2249	
1000	343	289	357	339	1328	272	302	299	327	1200	2528	
1100	343	343	354	359	1399	343	288	383	306	1320	2719	
1200	349	349	361	334	1393	312	337	312	330	1291	2684	
1300	341	323	358	332	1354	326	317	300	323	1266	2620	
1400	302	373	370	331	1376	311	362	361	353	1387	2763	
1500	424	342	413	389	1568	347	388	332	390	1457	3025	
1600	361	372	422	403	1558	381	368	300	372	1421	2979	
1700	404	435	384	334	1557	394	370	373	335	1472	3029	
1800	334	296	289	282	1201	315	314	289	228	1146	2347	
1900	248	178	180	163	769	248	240	230	211	929	1698	
2000	162	172	120	128	582	182	176	170	179	707	1289	
2100	120	111	107	101	439	177	153	139	125	594	1033	
2200	64	76	51	60	251	103	95	85	77	360	611	
2300	41	55	43	45	184	58	69	47	49	223	407	
24-HOUR TOTALS:					20843						20131	40974

PEAK VOLUME INFORMATION						
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	745	1282	715	1289	715	2567
P.M.	1630	1664	1645	1509	1645	3135
DAILY	1630	1664	1645	1509	1645	3135

Volume Count Report

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*****
Data File       : D0209012.PRN
Station        : 000002081612
Identification  : 001540900014      Interval   : 15 minutes
Start date     : Feb  9, 16          Start time  : 00:00
Stop date      : Feb  9, 16          Stop time   : 24:00
City/Town      : Lake Wales          County      : Polk
Location       : US 27 south of Chalet Suzanne Road
*****
  
```

Feb 9

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	34	26	18	43	90	166	246	290	302	314	339
30	36	39	32	32	59	115	193	308	324	294	311	322
45	31	21	36	45	59	126	215	343	346	319	349	363
00	23	32	37	45	93	169	218	326	271	310	335	312
Hr Total	122	126	131	140	254	500	792	1223	1231	1225	1309	1336

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	340	365	371	361	408	433	289	197	189	119	98	50
30	381	334	436	389	396	440	286	188	146	139	83	49
45	363	344	358	417	411	388	273	178	150	109	70	52
00	338	334	378	383	410	295	228	159	116	98	45	40
Hr Total	1422	1377	1543	1550	1625	1556	1076	722	601	465	296	191

24 Hour Total : 20813

AM peak hour begins : 11:30 AM peak volume : 1396 Peak hour factor : 0.92

PM peak hour begins : 16:30 PM peak volume : 1694 Peak hour factor : 0.96

Volume Count Report

Data File : D0209014.PRN
 Station : 000002081611
 Identification : 000158000002 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : Thompson Nursery Road west of US 27

Feb 9 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	6	7	25	37	80	143	77	99	72
30	5	2	3	0	7	11	37	96	88	73	91	86
45	4	2	4	7	9	33	67	106	101	89	74	81
00	5	2	5	7	19	35	63	132	93	85	80	88
Hr Total	17	9	14	20	42	104	204	414	425	324	344	327

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	105	76	114	109	103	91	51	39	14	17	10
30	95	95	77	98	81	97	60	40	33	29	13	7
45	62	80	102	106	97	119	64	30	23	12	9	13
00	90	86	80	106	86	109	58	41	28	18	8	4
Hr Total	348	366	335	424	373	428	273	162	123	73	47	34

24 Hour Total : 5230

AM peak hour begins : 07:15 AM peak volume : 477 Peak hour factor : 0.83

PM peak hour begins : 17:00 PM peak volume : 428 Peak hour factor : 0.90

Volume Count Report

Data File : D0209015.PRN
 Station : 000002081609
 Identification : 000025620001 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : Chalet Suzanne Road east of US 27

Feb 9 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	6	4	5	30	45	85	97	86	73	105
30	5	2	3	3	9	35	65	96	74	85	93	118
45	5	3	1	1	14	39	66	138	102	89	99	110
00	6	2	2	6	8	35	65	114	74	97	88	131
Hr Total	20	9	12	14	36	139	241	433	347	357	353	464

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	129	139	124	116	120	95	82	61	38	32	9
30	119	108	127	129	111	135	89	59	53	32	13	12
45	97	112	135	143	103	106	92	64	39	27	9	6
00	117	94	130	136	123	108	76	52	30	40	12	2
Hr Total	458	443	531	532	453	469	352	257	183	137	66	29

24 Hour Total : 6335

AM peak hour begins : 11:30 AM peak volume : 485 Peak hour factor : 0.93

PM peak hour begins : 15:00 PM peak volume : 532 Peak hour factor : 0.93

Volume Count Report

Data File : D0209013.PRN
 Station : 000002081610
 Identification : 000065310003 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Lake Wales County : Polk
 Location : US 27 north of Chalet Suzanne Road

Feb 9 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	30	35	26	38	62	104	217	330	276	320	343
30	49	39	24	35	61	102	157	314	281	268	314	339
45	40	24	31	61	74	102	184	343	283	278	313	381
00	30	40	29	34	71	124	203	366	271	303	344	377
Hr Total	165	133	119	156	244	390	648	1240	1165	1125	1291	1440

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	362	329	358	382	387	415	378	283	200	109	102	59
30	346	352	380	383	382	408	303	234	146	130	88	61
45	351	307	400	360	398	384	275	222	123	123	90	53
00	390	350	375	393	366	362	293	187	131	117	61	56
Hr Total	1449	1338	1513	1518	1533	1569	1249	926	600	479	341	229

24 Hour Total : 20860

AM peak hour begins : 11:30 AM peak volume : 1466 Peak hour factor : 0.96

PM peak hour begins : 16:30 PM peak volume : 1587 Peak hour factor : 0.96

COUNTY: 16
STATION: 4756
DESCRIPTION: CR 17A/MASTERPIECE RD, 0.75 MI E OF US 27
START DATE: 05/22/2018
START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	18	8	12	6	44	4	10	3	9	26	70	
0100	11	13	3	2	29	7	2	3	0	12	41	
0200	1	5	4	3	13	2	3	4	6	15	28	
0300	2	5	1	4	12	5	6	8	9	28	40	
0400	7	6	5	5	23	10	10	18	20	58	81	
0500	3	9	8	8	28	24	31	44	65	164	192	
0600	24	23	18	27	92	52	63	86	94	295	387	
0700	24	36	46	63	169	104	99	125	81	409	578	
0800	48	49	37	47	181	94	83	73	84	334	515	
0900	37	35	40	50	162	71	70	71	79	291	453	
1000	69	63	73	62	267	98	99	71	104	372	639	
1100	77	76	75	108	336	84	95	93	105	377	713	
1200	75	78	89	55	297	68	89	64	73	294	591	
1300	64	87	72	85	308	88	60	86	83	317	625	
1400	85	63	82	83	313	72	58	63	80	273	586	
1500	92	97	91	93	373	78	71	63	84	296	669	
1600	104	123	101	99	427	91	67	75	69	302	729	
1700	117	118	120	114	469	68	91	82	76	317	786	
1800	96	94	92	99	381	59	69	60	65	253	634	
1900	90	70	74	55	289	53	40	40	45	178	467	
2000	70	71	59	53	253	41	37	39	27	144	397	
2100	58	46	46	33	183	22	18	5	22	67	250	
2200	35	26	22	27	110	14	14	16	8	52	162	
2300	20	20	16	10	66	11	10	5	5	31	97	
24-HOUR TOTALS:					4825						4905	9730

PEAK VOLUME INFORMATION						COMBINED DIRECTIONS					
DIRECTION: E			DIRECTION: W								
A.M.	HOUR	VOLUME	A.M.	HOUR	VOLUME	P.M.	HOUR	VOLUME	P.M.	HOUR	VOLUME
P.M.	730	206	P.M.	645	422	DAILY	1700	786	DAILY	1700	786
DAILY	1700	469	DAILY	1300	317	DAILY	1700	786	DAILY	1700	786
TRUCK PERCENTAGE		4.99			5.34			5.17			

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	16	3290	1278	23	122	18	1	66	9	2	0	0	0	0	0	241 4825
W	19	3354	1270	34	126	12	3	77	7	1	0	0	2	0	0	262 4905

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Lake Wales
 Location: Market Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	8	4	15	17	19	34	26	22	41
30	3	1	4	5	4	20	19	37	29	27	24	34
45	3	6	1	5	1	12	29	38	22	37	29	32
00	2	3	1	1	6	16	19	39	28	30	19	27
Hr Total	11	13	8	19	15	63	84	133	113	120	94	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	35	24	37	29	23	22	18	10	15	3	5
30	27	30	35	32	28	29	26	19	15	18	10	1
45	43	22	26	25	27	32	15	20	10	10	4	2
00	23	30	34	26	41	26	26	11	9	4	10	4
Hr Total	132	117	119	120	125	110	89	68	44	47	27	12

24 Hour Total: 1,817
 AM Peak Hour begins: 7:15 AM Peak Volume: 148 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 12:00 PM Peak Volume: 132 PM Peak Hour Factor: 0.77

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	7	2	5	8	6	7	12
30	1	5	2	3	1	4	10	10	7	13	3	16
45	0	1	0	0	2	10	5	9	15	16	15	13
00	0	2	1	1	2	5	3	13	18	7	11	13
Hr Total	2	8	4	5	6	26	20	37	48	42	36	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	13	15	13	10	6	4	3	2	6	3	0
30	21	6	14	13	12	5	6	4	2	5	2	1
45	11	13	10	3	8	9	3	7	3	0	2	1
00	10	16	22	7	4	5	7	2	2	2	1	1
Hr Total	54	48	61	36	34	25	20	16	9	13	8	3

24 Hour Total: 615
 AM Peak Hour begins: 11:30 AM Peak Volume: 59 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 14:00 PM Peak Volume: 61 PM Peak Hour Factor: 0.69

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	9	5	22	19	24	42	32	29	53
30	4	6	6	8	5	24	29	47	36	40	27	50
45	3	7	1	5	3	22	34	47	37	53	44	45
00	2	5	2	2	8	21	22	52	46	37	30	40
Hr Total	13	21	12	24	21	89	104	170	161	162	130	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	48	39	50	39	29	26	21	12	21	6	5
30	48	36	49	45	40	34	32	23	17	23	12	2
45	54	35	36	28	35	41	18	27	13	10	6	3
00	33	46	56	33	45	31	33	13	11	6	11	5
Hr Total	186	165	180	156	159	135	109	84	53	60	35	15

24 Hour Total: 2,432
 AM Peak Hour begins: 11:45 AM Peak Volume: 193 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 14:15 PM Peak Volume: 191 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Lake Wales
 Location: Market Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	4	9	4	6	28	28	20	31	29
30	4	6	2	2	3	16	19	33	24	22	19	24
45	1	8	4	3	4	18	20	61	24	20	23	25
00	4	3	2	3	7	17	24	37	29	30	23	27
Hr Total	11	18	10	12	23	55	69	159	105	92	96	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	28	25	20	36	37	25	34	13	15	11	8
30	35	28	36	32	41	42	20	17	13	9	4	7
45	29	27	31	35	32	36	21	22	17	10	6	4
00	35	33	37	33	37	28	20	14	5	5	6	4
Hr Total	133	116	129	120	146	143	86	87	48	39	27	23

24 Hour Total: 1,852
 AM Peak Hour begins: 7:00 AM Peak Volume: 159 AM Peak Hour Factor: 0.65
 PM Peak Hour begins: 16:45 PM Peak Volume: 152 PM Peak Hour Factor: 0.90

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	2	1	1	3	11	10	1	17	5
30	1	5	1	3	1	6	6	13	7	14	9	23
45	0	3	0	0	1	7	6	11	8	9	8	11
00	3	1	0	1	3	3	5	19	10	6	8	11
Hr Total	5	10	2	6	6	17	20	54	35	30	42	50

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	10	16	8	12	17	7	9	7	2	2	0
30	14	16	9	14	10	14	10	8	7	9	1	1
45	14	13	11	4	10	13	8	8	3	1	0	0
00	7	8	7	14	9	7	7	6	0	4	2	4
Hr Total	54	47	43	40	41	51	32	31	17	16	5	5

24 Hour Total: 659
 AM Peak Hour begins: 11:15 AM Peak Volume: 64 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 12:00 PM Peak Volume: 54 PM Peak Hour Factor: 0.71

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	3	6	10	5	9	39	38	21	48	34
30	5	11	3	5	4	22	25	46	31	36	28	47
45	1	11	4	3	5	25	26	72	32	29	31	36
00	7	4	2	4	10	20	29	56	39	36	31	38
Hr Total	16	28	12	18	29	72	89	213	140	122	138	155

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	38	41	28	48	54	32	43	20	17	13	8
30	49	44	45	46	51	56	30	25	20	18	5	8
45	43	40	42	39	42	49	29	30	20	11	6	4
00	42	41	44	47	46	35	27	20	5	9	8	8
Hr Total	187	163	172	160	187	194	118	118	65	55	32	28

24 Hour Total: 2,511
 AM Peak Hour begins: 7:00 AM Peak Volume: 213 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 16:45 PM Peak Volume: 205 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Lake Wales
 Location: Market Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	3	3	1	8	23	30	33	20	16	34
30	9	6	0	2	3	10	27	37	22	20	36	30
45	0	0	0	6	2	11	27	41	36	16	23	26
00	3	1	0	7	9	16	25	44	31	25	31	26
Hr Total	15	11	3	18	15	45	102	152	122	81	106	116

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	29	31	34	42	41	32	28	18	12	6	9
30	23	24	24	32	30	48	28	18	12	13	5	11
45	35	29	34	33	26	43	24	16	8	13	4	8
00	38	29	27	17	37	45	10	11	15	7	9	8
Hr Total	109	111	116	116	135	177	94	73	53	45	24	36

24 Hour Total: 1,875
 AM Peak Hour begins: 7:15 AM Peak Volume: 155 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 177 PM Peak Hour Factor: 0.92

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	2	0	1	7	7	5	7	9	9
30	1	1	3	2	0	3	3	9	23	2	14	8
45	1	0	0	1	2	2	5	9	9	12	6	10
00	0	0	1	0	1	4	11	14	11	9	12	5
Hr Total	3	3	4	5	3	10	26	39	48	30	41	32

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	6	10	12	10	13	13	4	8	3	2	1
30	17	11	6	12	13	18	7	7	4	3	2	3
45	16	9	14	6	7	17	3	2	3	2	1	6
00	15	11	8	9	9	6	1	4	5	2	1	4
Hr Total	59	37	38	39	39	54	24	17	20	10	6	14

24 Hour Total: 601
 AM Peak Hour begins: 7:30 AM Peak Volume: 51 AM Peak Hour Factor: 0.55
 PM Peak Hour begins: 12:00 PM Peak Volume: 59 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	6	3	5	1	9	30	37	38	27	25	43
30	10	7	3	4	3	13	30	46	45	22	50	38
45	1	0	0	7	4	13	32	50	45	28	29	36
00	3	1	1	7	10	20	36	58	42	34	43	31
Hr Total	18	14	7	23	18	55	128	191	170	111	147	148

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	35	41	46	52	54	45	32	26	15	8	10
30	40	35	30	44	43	66	35	25	16	16	7	14
45	51	38	48	39	33	60	27	18	11	15	5	14
00	53	40	35	26	46	51	11	15	20	9	10	12
Hr Total	168	148	154	155	174	231	118	90	73	55	30	50

24 Hour Total: 2,476
 AM Peak Hour begins: 7:15 AM Peak Volume: 192 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:00 PM Peak Volume: 231 PM Peak Hour Factor: 0.88

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Lake Wales
 Location: Market Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	5	5	9	15	26	32	22	23	35
30	5	4	2	3	3	15	22	36	25	23	26	29
45	1	5	2	5	2	14	25	47	27	24	25	28
00	3	2	1	4	7	16	23	40	29	28	24	27
Hr Total	12	14	7	16	18	54	85	148	113	98	99	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	31	27	30	36	34	26	27	14	14	7	7
30	28	27	32	32	33	40	25	18	13	13	6	6
45	36	26	30	31	28	37	20	19	12	11	5	5
00	32	31	33	25	38	33	19	12	10	5	8	5
Hr Total	125	115	121	119	135	143	90	76	48	44	26	24

24 Hour Total: 1,848
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45

AM Peak Volume: 154
 PM Peak Volume: 149
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.94

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	2	1	3	4	8	8	5	11	9
30	1	4	2	3	1	4	6	11	12	10	9	16
45	0	1	0	0	2	6	5	10	11	12	10	11
00	1	1	1	1	2	4	6	15	13	7	10	10
Hr Total	3	7	3	5	5	18	22	43	44	34	40	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	10	14	11	11	12	8	5	6	4	2	0
30	17	11	10	13	12	12	8	6	4	6	2	2
45	14	12	12	4	8	13	5	6	3	1	1	2
00	11	12	12	10	7	6	5	4	2	3	1	3
Hr Total	56	44	47	38	38	43	25	21	15	13	6	7

24 Hour Total: 625
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 12:00

AM Peak Volume: 52
 PM Peak Volume: 56
 AM Peak Hour Factor: 0.75
 PM Peak Hour Factor: 0.80

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	3	7	5	12	19	33	39	27	34	43
30	6	8	4	6	4	20	28	46	37	33	35	45
45	2	6	2	5	4	20	31	56	38	37	35	39
00	4	3	2	4	9	20	29	55	42	36	35	36
Hr Total	16	21	10	22	23	72	107	191	157	132	138	164

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	40	40	41	46	46	34	32	19	18	9	8
30	46	38	41	45	45	52	32	24	18	19	8	8
45	49	38	42	35	37	50	25	25	15	12	6	7
00	43	42	45	35	46	39	24	16	12	8	10	8
Hr Total	180	159	169	157	173	187	115	97	64	57	32	31

24 Hour Total: 2,473
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45

AM Peak Volume: 197
 PM Peak Volume: 193
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Lake Wales
 Location: Star Lake Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	1	2	0	4	6	18	19	27	39
30	3	0	1	1	1	1	3	7	14	26	25	38
45	0	2	1	0	0	2	4	13	20	31	34	39
00	1	0	0	0	6	4	4	10	16	37	39	38
Hr Total	6	2	3	2	9	7	15	36	68	113	125	154

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	42	31	31	23	21	13	10	8	5	5	4
30	39	37	24	38	26	23	24	20	9	4	2	1
45	46	26	26	22	31	19	15	15	13	6	0	2
00	41	29	33	30	16	17	19	8	11	5	4	1
Hr Total	168	134	114	121	96	80	71	53	41	20	11	8

24 Hour Total: 1,457
 AM Peak Hour begins: 11:30 AM Peak Volume: 158 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:00 PM Peak Volume: 168 PM Peak Hour Factor: 0.91

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	2	1	0	1	3	9	18	17	28	58
30	5	0	1	0	0	4	5	13	17	26	37	67
45	3	1	1	0	2	0	7	14	16	31	43	53
00	0	1	0	1	0	1	3	11	30	37	46	56
Hr Total	9	4	4	2	2	6	18	47	81	111	154	234

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	55	37	50	35	20	29	24	12	15	6	7
30	56	47	49	34	39	35	28	28	11	4	5	1
45	65	57	47	45	52	30	12	22	19	11	2	8
00	60	51	43	30	40	25	24	19	16	3	4	1
Hr Total	237	210	176	159	166	110	93	93	58	33	17	17

24 Hour Total: 2,041
 AM Peak Hour begins: 11:00 AM Peak Volume: 234 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 12:00 PM Peak Volume: 237 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	3	2	2	1	7	15	36	36	55	97
30	8	0	2	1	1	5	8	20	31	52	62	105
45	3	3	2	0	2	2	11	27	36	62	77	92
00	1	1	0	1	6	5	7	21	46	74	85	94
Hr Total	15	6	7	4	11	13	33	83	149	224	279	388

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	97	68	81	58	41	42	34	20	20	11	11
30	95	84	73	72	65	58	52	48	20	8	7	2
45	111	83	73	67	83	49	27	37	32	17	2	10
00	101	80	76	60	56	42	43	27	27	8	8	2
Hr Total	405	344	290	280	262	190	164	146	99	53	28	25

24 Hour Total: 3,498
 AM Peak Hour begins: 11:45 AM Peak Volume: 398 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:00 PM Peak Volume: 405 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Lake Wales
 Location: Star Lake Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	1	0	5	14	14	27	23	35
30	4	1	0	0	1	0	6	11	16	32	18	34
45	0	0	0	0	3	2	4	24	19	31	21	42
00	0	2	0	1	7	1	11	21	18	41	48	45
Hr Total	4	4	1	1	12	3	26	70	67	131	110	156

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	37	28	32	28	21	14	13	6	8	2	3
30	47	43	33	36	27	27	19	8	9	4	4	4
45	29	29	29	18	21	24	25	13	8	3	0	3
00	50	39	29	25	31	20	18	11	16	6	3	0
Hr Total	168	148	119	111	107	92	76	45	39	21	9	10

24 Hour Total: 1,530
 AM Peak Hour begins: 11:30 AM Peak Volume: 176 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:00 PM Peak Volume: 168 PM Peak Hour Factor: 0.84

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	5	0	0	0	0	2	8	22	37	41	50
30	1	1	0	0	2	1	3	14	20	36	44	46
45	3	1	1	0	1	2	7	14	18	23	34	56
00	1	1	1	0	2	3	10	25	22	36	35	49
Hr Total	6	8	2	0	5	6	22	61	82	132	154	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	40	61	53	40	34	33	25	19	21	3	6
30	69	64	47	50	51	41	17	8	12	8	10	1
45	51	64	34	32	44	32	28	21	13	8	3	1
00	44	51	36	50	32	32	25	24	15	2	2	0
Hr Total	238	219	178	185	167	139	103	78	59	39	18	8

24 Hour Total: 2,110
 AM Peak Hour begins: 11:30 AM Peak Volume: 248 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 13:15 PM Peak Volume: 240 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	6	1	0	1	0	7	22	36	64	64	85
30	5	2	0	0	3	1	9	25	36	68	62	80
45	3	1	1	0	4	4	11	38	37	54	55	98
00	1	3	1	1	9	4	21	46	40	77	83	94
Hr Total	10	12	3	1	17	9	48	131	149	263	264	357

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	77	89	85	68	55	47	38	25	29	5	9
30	116	107	80	86	78	68	36	16	21	12	14	5
45	80	93	63	50	65	56	53	34	21	11	3	4
00	94	90	65	75	63	52	43	35	31	8	5	0
Hr Total	406	367	297	296	274	231	179	123	98	60	27	18

24 Hour Total: 3,640
 AM Peak Hour begins: 11:30 AM Peak Volume: 424 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 12:00 PM Peak Volume: 406 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Lake Wales
 Location: Star Lake Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	1	2	0	5	7	19	18	34	33
30	3	0	0	0	2	2	4	6	14	25	21	43
45	0	0	0	0	1	5	6	15	16	18	27	33
00	0	0	0	0	3	5	6	11	21	26	33	45
Hr Total	4	1	1	1	8	12	21	39	70	87	115	154

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	26	37	28	32	19	13	13	11	6	7	2
30	46	33	37	30	22	14	21	5	10	7	3	2
45	45	30	27	23	22	21	24	13	8	8	3	0
00	39	21	29	26	22	20	20	13	7	4	3	1
Hr Total	168	110	130	107	98	74	78	44	36	25	16	5

24 Hour Total: 1,404
 AM Peak Hour begins: 11:30 AM Peak Volume: 162 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:00 PM Peak Volume: 168 PM Peak Hour Factor: 0.91

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	2	0	1	6	7	17	27	26	43
30	1	0	4	0	0	3	5	9	24	26	37	40
45	5	1	2	0	1	0	4	12	17	19	43	43
00	1	0	0	3	2	3	10	16	24	33	49	43
Hr Total	14	2	6	5	3	7	25	44	82	105	155	169

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	59	46	46	39	34	25	28	21	17	6	5
30	50	46	56	33	38	36	29	17	12	9	7	3
45	58	47	48	37	23	27	24	22	13	9	3	1
00	47	52	43	31	37	34	25	8	12	8	2	2
Hr Total	208	204	193	147	137	131	103	75	58	43	18	11

24 Hour Total: 1,945
 AM Peak Hour begins: 11:30 AM Peak Volume: 189 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 12:15 PM Peak Volume: 214 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	1	3	2	1	11	14	36	45	60	76
30	4	0	4	0	2	5	9	15	38	51	58	83
45	5	1	2	0	2	5	10	27	33	37	70	76
00	1	0	0	3	5	8	16	27	45	59	82	88
Hr Total	18	3	7	6	11	19	46	83	152	192	270	323

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	85	83	74	71	53	38	41	32	23	13	7
30	96	79	93	63	60	50	50	22	22	16	10	5
45	103	77	75	60	45	48	48	35	21	17	6	1
00	86	73	72	57	59	54	45	21	19	12	5	3
Hr Total	376	314	323	254	235	205	181	119	94	68	34	16

24 Hour Total: 3,349
 AM Peak Hour begins: 11:45 AM Peak Volume: 378 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:00 PM Peak Volume: 376 PM Peak Hour Factor: 0.91

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Lake Wales
 Location: Star Lake Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	1	2	0	5	9	17	21	28	36
30	3	0	0	0	1	1	4	8	15	28	21	38
45	0	1	0	0	1	3	5	17	18	27	27	38
00	0	1	0	0	5	3	7	14	18	35	40	43
Hr Total	5	2	2	1	10	7	21	48	68	110	117	155

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	35	32	30	28	20	13	12	8	6	5	3
30	44	38	31	35	25	21	21	11	9	5	3	2
45	40	28	27	21	25	21	21	14	10	6	1	2
00	43	30	30	27	23	19	19	11	11	5	3	1
Hr Total	168	131	121	113	100	82	75	47	39	22	12	8

24 Hour Total: 1,464
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 12:00

AM Peak Volume: 165
 PM Peak Volume: 168
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.95

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	1	0	1	4	8	19	27	32	50
30	2	0	2	0	1	3	4	12	20	29	39	51
45	4	1	1	0	1	1	6	13	17	24	40	51
00	1	1	0	1	1	2	8	17	25	35	43	49
Hr Total	10	5	4	2	3	6	22	51	82	116	154	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	51	48	50	38	29	29	26	17	18	5	6
30	58	52	51	39	43	37	25	18	12	7	7	2
45	58	56	43	38	40	30	21	22	15	9	3	3
00	50	51	41	37	36	30	25	17	14	4	3	1
Hr Total	228	211	182	164	157	127	100	82	58	38	18	12

24 Hour Total: 2,032
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 12:00

AM Peak Volume: 219
 PM Peak Volume: 228
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	2	2	1	8	17	36	48	60	86
30	6	1	2	0	2	4	9	20	35	57	61	89
45	4	2	2	0	3	4	11	31	35	51	67	89
00	1	1	0	2	7	6	15	31	44	70	83	92
Hr Total	14	7	6	4	13	14	42	99	150	226	271	356

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	86	80	80	66	50	42	38	26	24	10	9
30	102	90	82	74	68	59	46	29	21	12	10	4
45	98	84	70	59	64	51	43	35	25	15	4	5
00	94	81	71	64	59	49	44	28	26	9	6	2
Hr Total	396	342	303	277	257	209	175	129	97	60	30	20

24 Hour Total: 3,496
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 12:00

AM Peak Volume: 394
 PM Peak Volume: 396
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.97

COUNTY: 16
STATION: 0146
DESCRIPTION: SR 25/US 27, SOUTH OF SR 540/WAVERLY ROAD
START DATE: 02/13/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	37	26	24	23	110	53	40	34	31	158	268	
0100	31	23	21	27	102	38	33	32	26	129	231	
0200	16	26	21	27	90	23	33	30	22	108	198	
0300	23	34	52	44	153	21	29	25	31	106	259	
0400	47	44	72	93	256	42	54	49	64	209	465	
0500	101	131	149	185	566	74	95	97	116	382	948	
0600	214	254	303	278	1049	139	171	194	234	738	1787	
0700	270	388	395	353	1406	228	298	341	337	1204	2610	
0800	328	352	365	294	1339	293	285	274	300	1152	2491	
0900	287	325	319	314	1245	286	280	286	320	1172	2417	
1000	305	327	329	315	1276	312	279	335	345	1271	2547	
1100	337	342	357	342	1378	366	320	356	327	1369	2747	
1200	331	348	358	369	1406	352	377	354	385	1468	2874	
1300	336	369	378	335	1418	332	319	340	336	1327	2745	
1400	367	329	418	345	1459	350	421	396	341	1508	2967	
1500	395	390	417	378	1580	387	426	384	399	1596	3176	
1600	366	377	396	397	1536	405	396	340	453	1594	3130	
1700	377	422	384	350	1533	425	422	407	369	1623	3156	
1800	355	346	268	265	1234	334	361	301	297	1293	2527	
1900	258	182	193	178	811	256	262	221	218	957	1768	
2000	140	189	144	127	600	199	211	168	181	759	1359	
2100	156	120	110	89	475	143	145	109	142	539	1014	
2200	84	78	72	72	306	94	122	96	83	395	701	
2300	43	54	43	29	169	73	67	54	50	244	413	
24-HOUR TOTALS:					21497						21301	42798

PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S			
A.M.	HOUR	VOLUME		HOUR	VOLUME	COMBINED DIRECTIONS	
	715	1464		715	1269		
P.M.	1630	1592		1645	1707		
DAILY	1630	1592		1645	1707		

TRUCK PERCENTAGE	9.64	9.31	9.48
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CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	118	15141	4165	50	554	147	5	320	881	51	10	2	53	0	0	2073 21497
S	114	14901	4302	60	571	125	21	394	705	54	7	3	44	0	0	1984 21301

COUNTY: 16
STATION: 0123
DESCRIPTION: SR 540, WEST OF SR 25/US 27
START DATE: 05/08/2018
START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	19	26	13	13	71	36	20	17	31	104	175	
0100	9	12	6	11	38	13	8	13	14	48	86	
0200	8	14	10	13	45	11	4	3	16	34	79	
0300	8	14	16	16	54	14	7	18	10	49	103	
0400	16	18	27	28	89	9	17	18	22	66	155	
0500	43	60	62	67	232	21	35	40	65	161	393	
0600	92	102	125	151	470	61	74	128	136	399	869	
0700	180	206	211	186	783	188	193	212	268	861	1644	
0800	180	155	155	160	650	232	187	179	211	809	1459	
0900	136	128	146	159	569	178	209	185	178	750	1319	
1000	159	177	164	188	688	195	210	208	198	811	1499	
1100	157	217	194	200	768	190	176	168	211	745	1513	
1200	203	192	202	224	821	189	203	216	190	798	1619	
1300	185	225	192	207	809	197	201	219	217	834	1643	
1400	187	216	226	226	855	173	218	201	195	787	1642	
1500	248	219	236	232	935	213	204	236	237	890	1825	
1600	224	257	245	260	986	201	216	243	215	875	1861	
1700	263	264	305	250	1082	260	274	225	234	993	2075	
1800	245	233	184	160	822	192	179	163	149	683	1505	
1900	167	180	150	127	624	147	143	130	123	543	1167	
2000	139	120	113	92	464	135	115	99	85	434	898	
2100	96	87	79	88	350	99	97	81	79	356	706	
2200	94	63	42	39	238	63	51	50	51	215	453	
2300	41	39	32	20	132	36	28	31	24	119	251	
24-HOUR TOTALS:					12575						12364	24939

PEAK VOLUME INFORMATION							
DIRECTION: E				DIRECTION: W			
A.M.	HOUR	VOLUME		HOUR	VOLUME	COMBINED DIRECTIONS	
P.M.	700	783		715	905	715	1688
DAILY	1645	1092		1700	993	1700	2075
	1645	1092		1700	993	1700	2075

TRUCK PERCENTAGE		3.54		3.92		3.73	

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	51	9652	2427	38	202	22	5	103	72	3	0	0	0	0	0	445	12575
W	51	9363	2465	31	241	29	6	120	56	2	0	0	0	0	0	485	12364

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 4354 - WAVERLY RD, EAST OF US 27 PC 354

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2018	5200 X		0		0	9.00	54.50	12.80
2017	5000 T					9.00	54.50	12.90
2016	4800 S	E	2500	W	2300	9.00	53.30	7.10
2015	4600 F	E	2400	W	2200	9.00	55.70	7.10
2014	4400 C	E	2300	W	2100	9.00	55.60	7.10
2013	3900 F	E	2000	W	1900	9.00	55.90	6.10
2012	3900 C	E	2000	W	1900	9.00	55.80	6.10
2011	4000 C	E	2100	W	1900	9.00	55.70	7.10
2010	4400 S	E	2300	W	2100	9.55	56.07	8.00
2009	4400 F	E	2300	W	2100	9.36	56.35	8.00
2008	4400 C	E	2300	W	2100	9.78	55.29	8.00

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

2.1 Traffic Volumes

Twenty-four-hour machine approach counts were collected on the approaches to the intersection. According to these counts, approximately 24,000 northbound, 19,000 southbound, 12,500 eastbound, and 2,500 westbound vehicles approached the intersection on the day of the count. The turning movement count periods selected include the hours 7:00 to 9:00 AM, 11:00 AM to 1:00 PM, and 2:00 to 6:00 PM.

Table 2 Summary of 24-Hour Machine Approach Counts

TIME BEGIN	NB	SB	N/S TOTAL	EB	WB	E/W TOTAL	GRAND TOTAL
0:00	135	175	310	57	6	63	373
1:00	154	142	296	31	11	42	338
2:00	152	122	274	30	10	40	314
3:00	171	159	330	49	16	65	395
4:00	272	217	489	81	26	107	596
5:00	586	373	959	204	52	256	1,215
6:00	1,011	682	1,693	423	97	520	2,213
7:00	1,544	1,230	2,774	761	189	950	3,724
8:00	1,504	1,118	2,622	610	162	772	3,394
9:00	1,389	1,091	2,480	599	121	720	3,200
10:00	1,465	1,196	2,661	720	172	892	3,553
11:00	1,520	1,281	2,801	847	196	1,043	3,844
12:00	1,627	1,208	2,835	939	162	1,101	3,936
13:00	1,689	1,199	2,888	858	164	1,022	3,910
14:00	1,790	1,283	3,073	1,010	163	1,173	4,246
15:00	1,752	1,340	3,092	918	167	1,085	4,177
16:00	1,740	1,367	3,107	1,078	175	1,253	4,360
17:00	1,713	1,388	3,101	989	189	1,178	4,279
18:00	1,288	1,057	2,345	877	161	1,038	3,383
19:00	862	757	1,619	615	92	707	2,326
20:00	677	482	1,159	388	82	470	1,629
21:00	551	410	961	282	49	331	1,292
22:00	366	332	698	188	25	213	911
23:00	223	213	436	112	25	137	573
TOTAL	24,181	18,822	43,003	12,666	2,512	15,178	58,181

The 8-hour turning movement count reveals that the peak traffic volume occurs from 4:30 to 5:30 PM with a total of 4,098 vehicles per hour (vph) approaching the intersection. Table 3 on the following page summarizes the combined passenger and heavy vehicle turning movement volumes.

COUNTY: 16
STATION: 0100
DESCRIPTION: SR 25/US 27, 0.7 MI SOUTH OF SR 542/DUNDEE ROAD
START DATE: 04/11/2018
START TIME: 1100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	35	28	20	25	108	59	48	53	40	200	308	
0100	22	30	29	25	106	30	22	30	25	107	213	
0200	24	25	25	16	90	32	22	24	31	109	199	
0300	34	31	48	39	152	22	25	28	34	109	261	
0400	43	54	88	105	290	33	41	53	47	174	464	
0500	110	154	174	213	651	71	81	89	110	351	1002	
0600	226	276	255	290	1047	102	147	159	181	589	1636	
0700	304	325	358	346	1333	238	239	318	347	1142	2475	
0800	321	304	286	269	1180	252	268	261	245	1026	2206	
0900	262	266	270	262	1060	265	281	262	308	1116	2176	
1000	291	264	243	263	1061	303	279	274	294	1150	2211	
1100	249	271	278	246	1044	265	263	264	264	1056	2100	
1200	244	251	255	288	1038	300	279	281	267	1127	2165	
1300	273	282	281	258	1094	222	248	293	244	1007	2101	
1400	282	291	266	277	1116	287	279	294	280	1140	2256	
1500	290	308	335	298	1231	286	274	312	298	1170	2401	
1600	310	332	336	309	1287	334	334	316	315	1299	2586	
1700	359	369	340	334	1402	331	405	340	304	1380	2782	
1800	284	308	293	261	1146	282	271	289	237	1079	2225	
1900	232	182	154	179	747	208	237	208	195	848	1595	
2000	161	159	157	130	607	176	199	164	133	672	1279	
2100	152	109	103	91	455	131	125	132	117	505	960	
2200	75	84	59	46	264	80	112	87	83	362	626	
2300	44	56	36	29	165	82	68	69	53	272	437	
24-HOUR TOTALS:					18674						17990	36664

PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S			
A.M.	HOUR	VOLUME		HOUR	VOLUME	COMBINED	DIRECTIONS
	715	1350		730	1185	730	2514
P.M.	1700	1402		1645	1391	1700	2782
DAILY	1700	1402		1645	1391	1700	2782

TRUCK PERCENTAGE 11.58 11.18 11.38

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	79	12210	4223	114	616	114	12	400	841	40	9	3	13	0	0	2162 18674
S	74	11733	4172	111	577	140	15	372	713	54	10	3	16	0	0	2011 17990

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Dundee
 Location: Lincoln Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	1	0	0	2	7	6	2	3	5
30	1	0	0	0	0	2	4	5	5	6	3	5
45	0	1	0	2	0	3	3	8	2	2	4	3
00	1	3	2	0	0	2	6	5	5	6	3	5
Hr Total	5	4	3	3	0	7	15	25	18	16	13	18

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	4	9	6	18	6	10	14	6	6	2	4
30	5	7	5	10	5	8	8	3	1	2	4	5
45	5	5	3	10	7	6	10	6	3	1	2	0
00	5	5	7	10	11	3	7	8	3	1	4	1
Hr Total	22	21	24	36	41	23	35	31	13	10	12	10

24 Hour Total: 405
 AM Peak Hour begins: 6:45 AM Peak Volume: 26 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:15 PM Peak Volume: 48 PM Peak Hour Factor: 0.67

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	0	1	6	4	4	3	5	5	4
30	0	0	1	0	0	1	1	14	8	10	3	2
45	1	0	2	0	1	4	4	12	3	4	5	3
00	0	0	0	0	0	2	4	9	12	8	5	1
Hr Total	3	0	4	0	2	13	13	39	26	27	18	10

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	6	3	4	14	6	10	9	6	3	4	3
30	5	6	5	8	8	11	6	7	0	6	3	3
45	6	4	11	9	10	7	5	2	1	5	1	1
00	5	5	10	5	6	9	4	5	4	0	1	2
Hr Total	24	21	29	26	38	33	25	23	11	14	9	9

24 Hour Total: 417
 AM Peak Hour begins: 7:00 AM Peak Volume: 39 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 16:00 PM Peak Volume: 38 PM Peak Hour Factor: 0.68

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	2	1	1	6	6	11	9	7	8	9
30	1	0	1	0	0	3	5	19	13	16	6	7
45	1	1	2	2	1	7	7	20	5	6	9	6
00	1	3	2	0	0	4	10	14	17	14	8	6
Hr Total	8	4	7	3	2	20	28	64	44	43	31	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	10	12	10	32	12	20	23	12	9	6	7
30	10	13	10	18	13	19	14	10	1	8	7	8
45	11	9	14	19	17	13	15	8	4	6	3	1
00	10	10	17	15	17	12	11	13	7	1	5	3
Hr Total	46	42	53	62	79	56	60	54	24	24	21	19

24 Hour Total: 822
 AM Peak Hour begins: 7:00 AM Peak Volume: 64 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 15:15 PM Peak Volume: 84 PM Peak Hour Factor: 0.66

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Dundee
 Location: Lincoln Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	0	4	5	7	7	3	7
30	1	1	1	1	0	4	2	12	3	2	4	12
45	1	1	0	1	0	2	10	5	6	0	4	10
00	0	0	0	0	0	2	4	8	1	2	4	6
Hr Total	3	3	2	2	0	8	20	30	17	11	15	35

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	6	7	7	8	12	8	13	4	1	2	3
30	1	6	2	7	5	11	8	5	8	2	4	1
45	3	6	7	9	9	10	9	11	7	3	1	0
00	5	9	11	7	14	11	8	5	4	2	4	3
Hr Total	12	27	27	30	36	44	33	34	23	8	11	7

24 Hour Total: 438
 AM Peak Hour begins: 11:00 AM Peak Volume: 35 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 16:45 PM Peak Volume: 47 PM Peak Hour Factor: 0.84

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	7	2	7	12	7	4	2
30	1	2	0	1	0	2	4	13	15	2	6	4
45	0	1	0	6	0	3	9	20	11	13	5	4
00	2	0	0	0	0	4	5	6	8	6	2	8
Hr Total	4	3	0	7	1	16	20	46	46	28	17	18

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	8	6	10	15	9	8	3	7	4	1	1
30	5	6	3	7	7	13	5	8	4	1	1	0
45	4	7	3	8	4	9	4	5	3	4	1	0
00	3	9	5	12	7	6	10	1	3	2	3	1
Hr Total	18	30	17	37	33	37	27	17	17	11	6	2

24 Hour Total: 458
 AM Peak Hour begins: 7:30 AM Peak Volume: 53 AM Peak Hour Factor: 0.66
 PM Peak Hour begins: 15:15 PM Peak Volume: 42 PM Peak Hour Factor: 0.70

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	1	7	6	12	19	14	7	9
30	2	3	1	2	0	6	6	25	18	4	10	16
45	1	2	0	7	0	5	19	25	17	13	9	14
00	2	0	0	0	0	6	9	14	9	8	6	14
Hr Total	7	6	2	9	1	24	40	76	63	39	32	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	14	13	17	23	21	16	16	11	5	3	4
30	6	12	5	14	12	24	13	13	12	3	5	1
45	7	13	10	17	13	19	13	16	10	7	2	0
00	8	18	16	19	21	17	18	6	7	4	7	4
Hr Total	30	57	44	67	69	81	60	51	40	19	17	9

24 Hour Total: 896
 AM Peak Hour begins: 7:15 AM Peak Volume: 83 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:45 PM Peak Volume: 85 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Dundee
 Location: Lincoln Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	0	0	2	8	7	7	7
30	0	0	2	0	0	2	8	6	5	3	5	5
45	0	0	3	2	0	2	6	3	4	6	7	9
00	0	1	0	0	0	7	7	4	5	4	4	14
Hr Total	2	2	6	3	0	11	21	15	22	20	23	35

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	10	5	3	8	9	8	10	6	5	4	2
30	8	5	11	9	4	6	8	5	7	4	3	0
45	8	5	3	6	9	4	10	6	6	4	4	1
00	8	7	4	8	9	8	5	3	4	5	0	4
Hr Total	28	27	23	26	30	27	31	24	23	18	11	7

24 Hour Total: 435
 AM Peak Hour begins: 11:00 AM Peak Volume: 35 AM Peak Hour Factor: 0.63
 PM Peak Hour begins: 12:15 PM Peak Volume: 34 PM Peak Hour Factor: 0.85

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	5	2	8	7	12	6	4
30	1	0	1	0	0	2	4	15	8	4	10	4
45	1	0	1	4	0	4	7	16	4	6	3	2
00	1	0	0	2	1	3	5	7	10	5	2	10
Hr Total	3	0	3	6	2	14	18	46	29	27	21	20

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	4	8	3	15	6	5	4	3	2	2	1
30	4	7	6	10	6	11	7	7	3	1	1	1
45	7	5	8	4	13	5	10	5	3	2	1	1
00	5	9	9	9	5	8	8	3	3	3	1	3
Hr Total	22	25	31	26	39	30	30	19	12	8	5	6

24 Hour Total: 442
 AM Peak Hour begins: 7:00 AM Peak Volume: 46 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 15:45 PM Peak Volume: 43 PM Peak Hour Factor: 0.72

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	1	1	5	2	10	15	19	13	11
30	1	0	3	0	0	4	12	21	13	7	15	9
45	1	0	4	6	0	6	13	19	8	12	10	11
00	1	1	0	2	1	10	12	11	15	9	6	24
Hr Total	5	2	9	9	2	25	39	61	51	47	44	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	14	13	6	23	15	13	14	9	7	6	3
30	12	12	17	19	10	17	15	12	10	5	4	1
45	15	10	11	10	22	9	20	11	9	6	5	2
00	13	16	13	17	14	16	13	6	7	8	1	7
Hr Total	50	52	54	52	69	57	61	43	35	26	16	13

24 Hour Total: 877
 AM Peak Hour begins: 7:15 AM Peak Volume: 66 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 15:45 PM Peak Volume: 72 PM Peak Hour Factor: 0.78

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Dundee
 Location: Lincoln Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	0	2	5	7	5	4	6
30	1	0	1	0	0	3	5	8	4	4	4	7
45	0	1	1	2	0	2	6	5	4	3	5	7
00	0	1	1	0	0	4	6	6	4	4	4	8
Hr Total	3	3	4	3	0	9	19	23	19	16	17	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	7	7	5	11	9	9	12	5	4	3	3
30	5	6	6	9	5	8	8	4	5	3	4	2
45	5	5	4	8	8	7	10	8	5	3	2	0
00	6	7	7	8	11	7	7	5	4	3	3	3
Hr Total	21	25	25	31	36	31	33	30	20	12	11	8

24 Hour Total: 426
 AM Peak Hour begins: 11:00 AM Peak Volume: 29 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:30 PM Peak Volume: 37 PM Peak Hour Factor: 0.82

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	1	6	3	6	7	8	5	3
30	1	1	1	0	0	2	3	14	10	5	6	3
45	1	0	1	3	0	4	7	16	6	8	4	3
00	1	0	0	1	0	3	5	7	10	6	3	6
Hr Total	3	1	2	4	2	14	17	44	34	27	19	16

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	6	6	6	15	7	8	5	5	3	2	2
30	5	6	5	8	7	12	6	7	2	3	2	1
45	6	5	7	7	9	7	6	4	2	4	1	1
00	4	8	8	9	6	8	7	3	3	2	2	2
Hr Total	21	25	26	30	37	33	27	20	13	11	7	6

24 Hour Total: 439
 AM Peak Hour begins: 7:15 AM Peak Volume: 45 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 15:45 PM Peak Volume: 39 PM Peak Hour Factor: 0.67

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	1	1	6	5	11	14	13	9	10
30	1	1	2	1	0	4	8	22	15	9	10	11
45	1	1	2	5	0	6	13	21	10	10	9	10
00	1	1	1	1	0	7	10	13	14	10	7	15
Hr Total	7	4	6	7	2	23	36	67	53	43	36	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	13	13	11	26	16	16	18	11	7	5	5
30	9	12	11	17	12	20	14	12	8	5	5	3
45	11	11	12	15	17	14	16	12	8	6	3	1
00	10	15	15	17	17	15	14	8	7	4	4	5
Hr Total	42	50	50	60	72	65	60	49	33	23	18	14

24 Hour Total: 865
 AM Peak Hour begins: 7:15 AM Peak Volume: 70 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:15 PM Peak Volume: 75 PM Peak Hour Factor: 0.72

Volume Count Report

Data File : D0209020.PRN
 Station : 000002081601
 Identification : 000140510022 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Dundee County : Polk
 Location : US 27 south of Dundee Road

Feb 9 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	24	19	38	44	95	190	269	367	278	276	300
30	33	47	48	43	54	147	227	352	337	304	280	331
45	27	28	37	48	81	114	274	329	321	262	314	314
00	30	24	37	56	87	210	242	373	293	314	328	309
Hr Total	121	123	141	185	266	566	933	1323	1318	1158	1198	1254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	343	368	329	379	350	385	255	193	155	130	89	47
30	364	350	344	346	383	404	266	210	149	121	86	55
45	340	300	420	386	393	362	285	178	144	90	73	46
00	350	330	377	406	352	278	270	168	135	76	50	36
Hr Total	1397	1348	1470	1517	1478	1429	1076	749	583	417	298	184

24 Hour Total : 20532

AM peak hour begins : 07:15 AM peak volume : 1421 Peak hour factor : 0.95

PM peak hour begins : 16:30 PM peak volume : 1534 Peak hour factor : 0.95

COUNTY: 16
STATION: 0033
DESCRIPTION: SR 542, WEST OF SR 25/US 27 DUNDEE
START DATE: 04/11/2018
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	24	12	15	11	62	16	12	18	14	60	122	
0100	11	15	12	10	48	9	4	5	3	21	69	
0200	11	9	11	8	39	10	13	11	9	43	82	
0300	12	8	21	10	51	3	4	14	15	36	87	
0400	16	16	19	29	80	10	8	25	22	65	145	
0500	29	58	57	75	219	39	32	51	65	187	406	
0600	102	91	129	138	460	81	90	111	140	422	882	
0700	154	196	209	216	775	165	165	223	205	758	1533	
0800	167	158	167	162	654	180	214	222	208	824	1478	
0900	148	138	137	146	569	150	145	154	162	611	1180	
1000	148	135	147	145	575	175	134	140	128	577	1152	
1100	154	165	148	158	625	140	151	147	165	603	1228	
1200	185	180	199	165	729	141	146	187	127	601	1330	
1300	149	150	157	170	626	142	168	172	164	646	1272	
1400	152	166	179	213	710	173	180	189	194	736	1446	
1500	188	152	209	222	771	188	177	177	229	771	1542	
1600	230	202	225	192	849	176	217	218	222	833	1682	
1700	192	212	222	228	854	217	218	247	233	915	1769	
1800	204	164	165	161	694	183	195	157	159	694	1388	
1900	119	130	120	124	493	139	119	102	84	444	937	
2000	120	96	131	114	461	114	124	88	77	403	864	
2100	92	79	77	51	299	86	87	48	74	295	594	
2200	46	50	41	30	167	53	49	55	51	208	375	
2300	40	45	35	24	144	41	23	23	15	102	246	
24-HOUR TOTALS:					10954						10855	21809

PEAK VOLUME INFORMATION						COMBINED DIRECTIONS	
DIRECTION: E			DIRECTION: W				
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME	
	715	788	800	824	730	1572	
P.M.	1545	879	1700	915	1700	1769	
DAILY	1545	879	1700	915	1700	1769	
TRUCK PERCENTAGE		5.60			5.38		
					5.49		

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	38	7574	2729	34	270	54	1	186	68	0	0	0	0	0	0	613 10954
W	45	7621	2605	30	251	60	9	176	52	5	0	0	1	0	0	584 10855

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Dundee Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	5	5	5	2	4	38	72	98	67	82	89
30	11	4	3	4	8	13	47	94	106	87	82	100
45	6	2	3	1	10	20	59	112	81	77	87	114
00	8	7	3	1	7	45	75	126	102	74	108	120
Hr Total	40	18	14	11	27	82	219	404	387	305	359	423

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	138	145	142	151	148	154	102	64	51	38	23
30	139	110	107	148	154	191	142	109	67	45	49	26
45	97	108	160	150	148	187	127	102	69	46	17	18
00	126	125	131	185	180	151	123	83	45	37	42	15
Hr Total	481	481	543	625	633	677	546	396	245	179	146	82

24 Hour Total: 7,323

AM Peak Hour begins: 11:30

PM Peak Hour begins: 16:45

AM Peak Volume: 492

PM Peak Volume: 706

AM Peak Hour Factor: 0.88

PM Peak Hour Factor: 0.92

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	3	4	5	19	41	77	127	140	115	123	108
30	3	1	6	7	14	46	84	165	121	107	126	131
45	5	4	3	5	21	41	117	159	135	130	131	117
00	6	2	3	10	19	55	110	147	135	104	102	108
Hr Total	26	10	16	27	73	183	388	598	531	456	482	464

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	122	110	127	139	141	89	83	60	24	21	6
30	111	129	122	144	164	137	102	65	60	23	22	9
45	118	116	129	149	142	136	84	45	45	31	12	4
00	128	104	121	125	134	94	75	53	26	23	19	16
Hr Total	490	471	482	545	579	508	350	246	191	101	74	35

24 Hour Total: 7,326

AM Peak Hour begins: 7:15

PM Peak Hour begins: 16:15

AM Peak Volume: 611

PM Peak Volume: 581

AM Peak Hour Factor: 0.93

PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	8	9	10	21	45	115	199	238	182	205	197
30	14	5	9	11	22	59	131	259	227	194	208	231
45	11	6	6	6	31	61	176	271	216	207	218	231
00	14	9	6	11	26	100	185	273	237	178	210	228
Hr Total	66	28	30	38	100	265	607	1,002	918	761	841	887

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	252	260	255	269	290	289	243	185	124	75	59	29
30	250	239	229	292	318	328	244	174	127	68	71	35
45	215	224	289	299	290	323	211	147	114	77	29	22
00	254	229	252	310	314	245	198	136	71	60	61	31
Hr Total	971	952	1,025	1,170	1,212	1,185	896	642	436	280	220	117

24 Hour Total: 14,649

AM Peak Hour begins: 7:15

PM Peak Hour begins: 16:45

AM Peak Volume: 1,041

PM Peak Volume: 1,254

AM Peak Hour Factor: 0.95

PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Dundee Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	1	5	5	10	39	69	102	66	77	122
30	9	7	2	2	5	15	38	123	101	86	82	106
45	21	8	4	3	4	16	63	109	92	81	87	109
00	11	3	10	5	5	39	78	89	96	82	98	132
Hr Total	48	22	17	15	19	80	218	390	391	315	344	469

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	130	110	164	160	198	142	108	89	56	34	27
30	116	106	132	139	182	180	164	103	74	59	45	22
45	93	144	121	140	196	167	143	74	66	45	26	15
00	104	110	130	168	182	130	143	92	72	38	18	16
Hr Total	435	490	493	611	720	675	592	377	301	198	123	80

24 Hour Total: 7,423
 AM Peak Hour begins: 11:30 AM Peak Volume: 479 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 758 PM Peak Hour Factor: 0.96

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	4	2	12	39	78	151	140	103	100	109
30	7	2	2	7	18	43	99	166	140	105	117	100
45	7	3	7	8	20	52	102	154	140	102	110	128
00	3	4	5	9	25	54	105	166	116	144	114	113
Hr Total	22	14	18	26	75	188	384	637	536	454	441	450

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	107	131	123	149	152	101	62	80	37	8	13
30	131	115	124	132	154	130	105	69	61	27	22	9
45	106	119	119	142	160	134	87	54	43	23	26	8
00	94	98	139	142	164	124	75	89	32	23	12	9
Hr Total	454	439	513	539	627	540	368	274	216	110	68	39

24 Hour Total: 7,432
 AM Peak Hour begins: 7:00 AM Peak Volume: 637 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:15 PM Peak Volume: 630 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	5	7	17	49	117	220	242	169	177	231
30	16	9	4	9	23	58	137	289	241	191	199	206
45	28	11	11	11	24	68	165	263	232	183	197	237
00	14	7	15	14	30	93	183	255	212	226	212	245
Hr Total	70	36	35	41	94	268	602	1,027	927	769	785	919

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	237	241	287	309	350	243	170	169	93	42	40
30	247	221	256	271	336	310	269	172	135	86	67	31
45	199	263	240	282	356	301	230	128	109	68	52	23
00	198	208	269	310	346	254	218	181	104	61	30	25
Hr Total	889	929	1,006	1,150	1,347	1,215	960	651	517	308	191	119

24 Hour Total: 14,855
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,049 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,388 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Dundee Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	5	10	4	5	42	81	123	73	72	109
30	8	10	7	4	5	19	53	100	110	82	85	92
45	9	4	0	4	7	43	64	110	90	98	84	119
00	6	4	2	2	7	26	61	98	90	86	91	114
Hr Total	38	24	14	20	23	93	220	389	413	339	332	434

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	120	106	168	158	157	134	99	76	58	32	21
30	107	126	140	160	170	155	133	114	111	56	49	19
45	136	144	124	160	172	164	146	94	64	26	30	18
00	140	126	161	218	161	167	107	91	53	44	24	19
Hr Total	488	516	531	706	661	643	520	398	304	184	135	77

24 Hour Total: 7,502

AM Peak Hour begins: 11:30

PM Peak Hour begins: 15:45

AM Peak Volume: 445

PM Peak Volume: 718

AM Peak Hour Factor: 0.93

PM Peak Hour Factor: 0.82

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	4	4	16	27	73	143	158	110	114	114
30	2	2	5	4	23	44	107	157	159	106	94	130
45	4	8	6	10	21	47	95	171	148	132	101	150
00	0	7	3	9	25	49	124	147	120	121	97	136
Hr Total	17	24	18	27	85	167	399	618	585	469	406	530

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	133	122	138	141	136	99	68	40	24	15	14
30	108	125	126	155	142	122	98	58	42	23	28	11
45	128	136	110	177	176	101	88	49	33	25	29	12
00	120	114	132	126	119	122	80	48	27	35	16	8
Hr Total	498	508	490	596	578	481	365	223	142	107	88	45

24 Hour Total: 7,466

AM Peak Hour begins: 7:30

PM Peak Hour begins: 14:45

AM Peak Volume: 635

PM Peak Volume: 602

AM Peak Hour Factor: 0.93

PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	13	9	14	20	32	115	224	281	183	186	223
30	10	12	12	8	28	63	160	257	269	188	179	222
45	13	12	6	14	28	90	159	281	238	230	185	269
00	6	11	5	11	32	75	185	245	210	207	188	250
Hr Total	55	48	32	47	108	260	619	1,007	998	808	738	964

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	247	253	228	306	299	293	233	167	116	82	47	35
30	215	251	266	315	312	277	231	172	153	79	77	30
45	264	280	234	337	348	265	234	143	97	51	59	30
00	260	240	293	344	280	289	187	139	80	79	40	27
Hr Total	986	1,024	1,021	1,302	1,239	1,124	885	621	446	291	223	122

24 Hour Total: 14,968

AM Peak Hour begins: 7:30

PM Peak Hour begins: 15:45

AM Peak Volume: 1,076

PM Peak Volume: 1,303

AM Peak Hour Factor: 0.96

PM Peak Hour Factor: 0.94

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Dundee Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	5	4	7	4	6	40	74	108	69	77	107
30	9	7	4	3	6	16	46	106	106	85	83	99
45	12	5	2	3	7	26	62	110	88	85	86	114
00	8	5	5	3	6	37	71	104	96	81	99	122
Hr Total	42	21	15	15	23	85	219	394	397	320	345	442

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	129	120	158	156	168	143	103	76	55	35	24
30	121	114	126	149	169	175	146	109	84	53	48	22
45	109	132	135	150	172	173	139	90	66	39	24	17
00	123	120	141	190	174	149	124	89	57	40	28	17
Hr Total	468	496	522	647	671	665	553	390	283	187	135	80

24 Hour Total: 7,416
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 16:45

AM Peak Volume: 472
 PM Peak Volume: 690
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.98

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	4	4	16	36	76	140	146	109	112	110
30	4	2	4	6	18	44	97	163	140	106	112	120
45	5	5	5	8	21	47	105	161	141	121	114	132
00	3	4	4	9	23	53	113	153	124	123	104	119
Hr Total	22	16	17	27	78	179	390	618	551	460	443	481

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	121	121	129	143	143	96	71	60	28	15	11
30	117	123	124	144	153	130	102	64	54	24	24	10
45	117	124	119	156	159	124	86	49	40	26	22	8
00	114	105	131	131	139	113	77	63	28	27	16	11
Hr Total	481	473	495	560	595	510	361	248	183	106	77	40

24 Hour Total: 7,408
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:00

AM Peak Volume: 623
 PM Peak Volume: 595
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	8	10	19	42	116	214	254	178	189	217
30	13	9	8	9	24	60	143	268	246	191	195	220
45	17	10	8	10	28	73	167	272	229	207	200	246
00	11	9	9	12	29	89	184	258	220	204	203	241
Hr Total	64	37	32	42	101	264	609	1,012	948	779	788	923

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	248	250	241	287	299	311	240	174	136	83	49	35
30	237	237	250	293	322	305	248	173	138	78	72	32
45	226	256	254	306	331	296	225	139	107	65	47	25
00	237	226	271	321	313	263	201	152	85	67	44	28
Hr Total	949	968	1,017	1,207	1,266	1,175	914	638	466	293	211	119

24 Hour Total: 14,824
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:15

AM Peak Volume: 1,051
 PM Peak Volume: 1,277
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.96

Volume Count Report

Data File : D0209022.PRN
 Station : 000002081604
 Identification : 000019247001 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Dundee County : Polk
 Location : Dundee Road west of US 27

Feb 9 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	8	6	18	28	83	151	187	118	130	158
30	8	10	8	9	18	51	85	184	179	128	146	157
45	8	12	6	10	15	37	128	228	157	149	163	164
00	7	11	6	12	13	55	147	209	162	159	170	172
Hr Total	33	41	28	37	64	171	443	772	685	554	609	651

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	165	166	171	174	191	207	170	103	102	66	41	24
30	197	183	165	196	201	214	152	114	80	73	35	35
45	172	167	161	214	178	219	147	95	72	50	44	19
00	156	173	179	215	167	182	108	88	65	59	30	14
Hr Total	690	689	676	799	737	822	577	400	319	248	150	92

24 Hour Total : 10287

AM peak hour begins : 07:15 AM peak volume : 808 Peak hour factor : 0.89

PM peak hour begins : 17:00 PM peak volume : 822 Peak hour factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : June 30, 2015 Start Time 00:00
 Stop Date : June 30, 2015 Stop Time 24:00
 County : Polk Station Number 1002
 Location : #1002 - SR 542 (DUNDEE ROAD) WEST OF CYPRESSWOOD BOULEVARD

30-Jun-15 Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	9	9	12	23	60	128	137	115	105	133
30	14	8	9	9	14	24	60	118	141	120	120	139
45	12	7	7	10	23	31	87	158	116	113	136	122
00	10	6	7	9	15	52	98	152	138	126	115	154
Hr Total	58	31	32	37	64	130	305	556	532	474	476	548

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	145	127	140	158	199	173	111	95	59	47	48
30	160	145	173	155	179	224	154	109	84	88	36	36
45	129	137	136	175	176	193	130	117	106	72	38	38
00	135	134	141	191	207	174	124	73	95	75	24	20
Hr Total	568	561	577	661	720	790	581	410	380	294	145	142

24 Hour Total : 9,072
 AM Peak Hour begins : 7:30 AM Peak Volume : 588 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:45 PM Peak Volume : 823 PM Peak Hour Factor : 0.92

30-Jun-15 Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	7	5	5	11	38	49	118	174	157	153	141
30	15	6	5	5	12	41	97	172	168	134	136	127
45	13	7	4	14	12	53	121	204	172	146	131	129
00	12	5	7	13	15	67	128	188	172	162	131	162
Hr Total	58	25	21	37	50	199	395	682	686	599	551	559

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	136	115	129	134	160	140	82	75	62	35	32
30	161	134	125	148	178	162	139	87	72	55	37	22
45	136	149	149	151	159	209	126	67	52	82	47	18
00	138	133	159	138	148	173	89	68	52	49	38	20
Hr Total	585	552	548	566	619	704	494	304	251	248	157	92

24 Hour Total : 8,982
 AM Peak Hour begins : 7:15 AM Peak Volume : 738 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 17:00 PM Peak Volume : 704 PM Peak Hour Factor : 0.84

30-Jun-15 Total Volume for All Lanes												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	17	14	14	23	61	109	246	311	272	258	274
30	29	14	14	14	26	65	157	290	309	254	256	266
45	25	14	11	24	35	84	208	362	288	259	267	251
00	22	11	14	22	30	119	226	340	310	288	246	316
Hr Total	116	56	53	74	114	329	700	1,238	1,218	1,073	1,027	1,107

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	281	242	269	292	359	313	193	170	121	82	80
30	321	279	298	303	357	386	293	196	156	143	73	58
45	265	286	285	326	335	402	256	184	158	154	85	56
00	273	267	300	329	355	347	213	141	147	124	62	40
Hr Total	1,153	1,113	1,125	1,227	1,339	1,494	1,075	714	631	542	302	234

24 Hour Total : 18,054
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,322 AM Peak Hour Factor : 0.91
 PM Peak Hour begins : 16:45 PM Peak Volume : 1,502 PM Peak Hour Factor : 0.93

Volume Count Report

Data File : D0209021.PRN
 Station : 000002081603
 Identification : 000065310004 Interval : 15 minutes
 Start date : Feb 9, 16 Start time : 00:00
 Stop date : Feb 9, 16 Stop time : 24:00
 City/Town : Dundee County : Polk
 Location : US 27 north of Dundee Road

Feb 9 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	50	42	35	33	63	99	244	260	230	297	292
30	43	35	21	29	65	83	155	228	253	271	282	282
45	42	29	20	55	60	100	171	307	260	240	282	333
00	36	40	34	26	54	97	187	332	236	289	306	298
Hr Total	180	154	117	145	212	343	612	1111	1009	1030	1167	1205

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	251	320	309	283	353	302	241	152	105	103	70
30	306	305	316	312	358	389	303	175	137	135	95	54
45	292	287	305	339	351	380	255	174	126	97	84	44
00	283	302	321	307	324	286	229	187	112	81	80	61
Hr Total	1166	1145	1262	1267	1316	1408	1089	777	527	418	362	229

24 Hour Total : 18251

AM peak hour begins : 11:30 AM peak volume : 1222 Peak hour factor : 0.92

PM peak hour begins : 16:45 PM peak volume : 1446 Peak hour factor : 0.93

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Dundee
 Location: Fairbridge Inn Express west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

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	3	0	0	0	0
45	0	0	0	0	0	0	1	0	3	1	1	0
00	1	1	0	0	0	0	0	0	0	2	0	2
Hr Total	1	1	0	0	0	0	1	3	3	3	1	2

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

24 Hour Total: 52
 AM Peak Hour begins: 6:30 AM Peak Volume: 4 AM Peak Hour Factor: 0.33
 PM Peak Hour begins: 15:00 PM Peak Volume: 8 PM Peak Hour Factor: 0.67

Westbound Volume

Tuesday, February 19, 2019

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

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

24 Hour Total: 39
 AM Peak Hour begins: 7:15 AM Peak Volume: 4 AM Peak Hour Factor: 0.50
 PM Peak Hour begins: 17:00 PM Peak Volume: 7 PM Peak Hour Factor: 0.58

Total Volume for All Lanes

Tuesday, February 19, 2019

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

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

24 Hour Total: 91
 AM Peak Hour begins: 11:30 AM Peak Volume: 8 AM Peak Hour Factor: 0.50
 PM Peak Hour begins: 15:00 PM Peak Volume: 13 PM Peak Hour Factor: 0.65

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Dundee
 Location: Fairbridge Inn Express west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

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

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

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Westbound Volume

Wednesday, February 20, 2019

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

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

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Wednesday, February 20, 2019

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

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

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Dundee
 Location: Fairbridge Inn Express west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

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

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

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Westbound Volume

Thursday, February 21, 2019

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

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

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Total Volume for All Lanes

Thursday, February 21, 2019

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

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

24 Hour Total: 0
 AM Peak Hour begins: 0:00 AM Peak Volume: 0 AM Peak Hour Factor: #DIV/0!
 PM Peak Hour begins: 12:00 PM Peak Volume: 0 PM Peak Hour Factor: #DIV/0!

Volume Count Report

3-Day Average

Start Date: February 19, 2019 Start Time: 00:00
 Stop Date: February 21, 2019 Stop Time: 24:00
 City: Dundee County: Polk
 Location: Fairbridge Inn Express west of US 27

Eastbound Volume

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	3	0	0	0	0
45	0	0	0	0	0	0	1	0	3	1	1	0
00	1	1	0	0	0	0	0	0	0	2	0	2
Hr Total	1	1	0	0	0	0	1	3	3	3	1	2

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

24 Hour Total: 52
 AM Peak Hour begins: 6:30 AM Peak Volume: 4 AM Peak Hour Factor: 0.33
 PM Peak Hour begins: 15:00 PM Peak Volume: 8 PM Peak Hour Factor: 0.67

Westbound Volume

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	1	0	0	0
30	0	0	0	0	0	0	0	2	0	1	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	1	0	0	0	0	0	0	1	1	1	1	1
Hr Total	1	0	0	0	0	0	0	3	2	2	1	1

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

24 Hour Total: 39
 AM Peak Hour begins: 7:15 AM Peak Volume: 4 AM Peak Hour Factor: 0.50
 PM Peak Hour begins: 17:00 PM Peak Volume: 7 PM Peak Hour Factor: 0.58

Total Volume for All Lanes

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	1	0	0	0
30	0	0	0	0	0	0	0	5	0	1	0	0
45	0	0	0	0	0	0	1	0	3	1	1	0
00	2	1	0	0	0	0	0	1	1	3	1	3
Hr Total	2	1	0	0	0	0	1	6	5	5	2	3

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

24 Hour Total: 91
 AM Peak Hour begins: 11:30 AM Peak Volume: 8 AM Peak Hour Factor: 0.50
 PM Peak Hour begins: 15:00 PM Peak Volume: 13 PM Peak Hour Factor: 0.65

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Dundee
 Location: Frederick Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	0	1	1	4	31	12	11	10	14
30	1	0	3	3	2	7	10	17	14	17	14	14
45	6	3	0	1	2	2	8	34	12	18	14	16
00	3	2	1	2	0	2	16	48	8	10	13	15
Hr Total	15	9	5	6	5	12	38	130	46	56	51	59

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	26	15	30	38	34	21	13	11	8	7	10
30	13	21	16	19	30	37	23	16	8	10	6	4
45	15	31	29	31	26	35	16	21	11	6	7	6
00	16	18	39	35	33	35	18	17	13	8	10	1
Hr Total	57	96	99	115	127	141	78	67	43	32	30	21

24 Hour Total: 1,338
 AM Peak Hour begins: 7:00 AM Peak Volume: 130 AM Peak Hour Factor: 0.68
 PM Peak Hour begins: 17:00 PM Peak Volume: 141 PM Peak Hour Factor: 0.95

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	2	6	23	24	36	21	20	16	12
30	1	0	1	3	6	17	38	32	24	19	15	17
45	3	1	2	3	16	14	23	52	25	24	14	20
00	1	2	3	3	12	24	46	50	15	16	12	11
Hr Total	7	4	7	11	40	78	131	170	85	79	57	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	19	17	29	17	23	17	11	11	4	3	2
30	16	13	17	36	21	18	11	5	6	6	4	3
45	11	20	17	22	31	15	9	8	4	3	0	3
00	14	21	16	17	25	21	8	8	7	6	2	4
Hr Total	55	73	67	104	94	77	45	32	28	19	9	12

24 Hour Total: 1,344
 AM Peak Hour begins: 7:00 AM Peak Volume: 170 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 15:00 PM Peak Volume: 104 PM Peak Hour Factor: 0.72

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	2	2	7	24	28	67	33	31	26	26
30	2	0	4	6	8	24	48	49	38	36	29	31
45	9	4	2	4	18	16	31	86	37	42	28	36
00	4	4	4	5	12	26	62	98	23	26	25	26
Hr Total	22	13	12	17	45	90	169	300	131	135	108	119

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	45	32	59	55	57	38	24	22	12	10	12
30	29	34	33	55	51	55	34	21	14	16	10	7
45	26	51	46	53	57	50	25	29	15	9	7	9
00	30	39	55	52	58	56	26	25	20	14	12	5
Hr Total	112	169	166	219	221	218	123	99	71	51	39	33

24 Hour Total: 2,682
 AM Peak Hour begins: 7:00 AM Peak Volume: 300 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 16:30 PM Peak Volume: 227 PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Dundee
 Location: Frederick Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	3	0	2	2	2	27	18	18	10	11
30	7	0	1	0	0	6	5	24	16	8	21	13
45	4	0	2	1	3	3	17	36	6	6	13	19
00	4	2	1	1	1	5	19	40	17	9	15	15
Hr Total	15	4	7	2	6	16	43	127	57	41	59	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	22	19	24	29	40	20	12	8	10	6	4
30	17	14	20	23	32	24	25	21	9	6	7	4
45	15	14	32	34	33	41	23	11	9	7	11	3
00	22	19	23	32	24	27	17	14	16	6	10	5
Hr Total	62	69	94	113	118	132	85	58	42	29	34	16

24 Hour Total: 1,287
 AM Peak Hour begins: 7:00 AM Peak Volume: 127 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:00 PM Peak Volume: 132 PM Peak Hour Factor: 0.80

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	2	7	20	24	37	37	19	15	20
30	0	1	0	4	7	12	33	39	22	18	15	12
45	0	0	5	1	11	17	31	62	24	18	12	11
00	4	1	3	2	10	29	33	54	26	17	18	17
Hr Total	5	2	8	9	35	78	121	192	109	72	60	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	12	15	24	21	30	15	11	4	10	5	3
30	16	17	6	26	25	15	7	7	9	4	2	3
45	15	17	16	21	20	16	12	9	8	6	0	2
00	12	9	24	15	25	23	10	3	11	3	5	3
Hr Total	60	55	61	86	91	84	44	30	32	23	12	11

24 Hour Total: 1,340
 AM Peak Hour begins: 7:00 AM Peak Volume: 192 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 16:15 PM Peak Volume: 100 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	3	2	9	22	26	64	55	37	25	31
30	7	1	1	4	7	18	38	63	38	26	36	25
45	4	0	7	2	14	20	48	98	30	24	25	30
00	8	3	4	3	11	34	52	94	43	26	33	32
Hr Total	20	6	15	11	41	94	164	319	166	113	119	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	34	34	48	50	70	35	23	12	20	11	7
30	33	31	26	49	57	39	32	28	18	10	9	7
45	30	31	48	55	53	57	35	20	17	13	11	5
00	34	28	47	47	49	50	27	17	27	9	15	8
Hr Total	122	124	155	199	209	216	129	88	74	52	46	27

24 Hour Total: 2,627
 AM Peak Hour begins: 7:00 AM Peak Volume: 319 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 16:15 PM Peak Volume: 229 PM Peak Hour Factor: 0.82

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Dundee
 Location: Frederick Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	1	1	1	1	9	20	10	18	11	10
30	4	0	1	0	1	5	6	24	12	11	10	13
45	4	1	0	0	3	1	13	41	26	20	11	8
00	6	0	0	2	5	6	16	43	13	18	14	18
Hr Total	19	2	2	3	10	13	44	128	61	67	46	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	19	21	21	42	34	28	18	10	11	10	6
30	13	15	18	24	35	25	22	15	9	8	3	6
45	18	21	23	26	30	40	25	15	11	15	7	8
00	14	18	34	36	33	28	22	17	15	4	4	4
Hr Total	66	73	96	107	140	127	97	65	45	38	24	24

24 Hour Total: 1,346
 AM Peak Hour begins: 7:00 AM Peak Volume: 128 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 15:45 PM Peak Volume: 143 PM Peak Hour Factor: 0.85

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	4	3	22	20	38	45	24	23	10
30	2	1	2	3	5	24	32	40	22	16	5	26
45	1	0	2	4	11	11	36	52	23	20	17	15
00	4	1	1	7	12	26	27	41	23	17	13	13
Hr Total	9	3	6	18	31	83	115	171	113	77	58	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	10	11	24	14	22	12	13	8	3	2	2
30	10	13	12	42	26	21	9	14	0	9	6	4
45	9	13	17	22	28	7	11	11	9	4	7	2
00	20	17	20	20	11	11	15	13	11	4	1	3
Hr Total	63	53	60	108	79	61	47	51	28	20	16	11

24 Hour Total: 1,345
 AM Peak Hour begins: 7:15 AM Peak Volume: 178 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:45 PM Peak Volume: 108 PM Peak Hour Factor: 0.64

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	2	5	4	23	29	58	55	42	34	20
30	6	1	3	3	6	29	38	64	34	27	15	39
45	5	1	2	4	14	12	49	93	49	40	28	23
00	10	1	1	9	17	32	43	84	36	35	27	31
Hr Total	28	5	8	21	41	96	159	299	174	144	104	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	29	32	45	56	56	40	31	18	14	12	8
30	23	28	30	66	61	46	31	29	9	17	9	10
45	27	34	40	48	58	47	36	26	20	19	14	10
00	34	35	54	56	44	39	37	30	26	8	5	7
Hr Total	129	126	156	215	219	188	144	116	73	58	40	35

24 Hour Total: 2,691
 AM Peak Hour begins: 7:00 AM Peak Volume: 299 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 15:45 PM Peak Volume: 231 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Dundee
 Location: Frederick Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	0	1	1	5	26	13	16	10	12
30	4	0	2	1	1	6	7	22	14	12	15	13
45	5	1	1	1	3	2	13	37	15	15	13	14
00	4	1	1	2	2	4	17	44	13	12	14	16
Hr Total	16	5	5	4	7	14	42	128	55	55	52	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	22	18	25	36	36	23	14	10	10	8	7
30	14	17	18	22	32	29	23	17	9	8	5	5
45	16	22	28	30	30	39	21	16	10	9	8	6
00	17	18	32	34	30	30	19	16	15	6	8	3
Hr Total	62	79	96	112	128	133	87	63	43	33	29	20

24 Hour Total: 1,324
 AM Peak Hour begins: 7:00 AM Peak Volume: 128 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 15:30 PM Peak Volume: 133 PM Peak Hour Factor: 0.92

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	3	5	22	23	37	34	21	18	14
30	1	1	1	3	6	18	34	37	23	18	12	18
45	1	0	3	3	13	14	30	55	24	21	14	15
00	3	1	2	4	11	26	35	48	21	17	14	14
Hr Total	7	3	7	13	35	80	122	178	102	76	58	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	14	14	26	17	25	15	12	8	6	3	2
30	14	14	12	35	24	18	9	9	5	6	4	3
45	12	17	17	22	26	13	11	9	7	4	2	2
00	15	16	20	17	20	18	11	8	10	4	3	3
Hr Total	59	60	63	99	88	74	45	38	29	21	12	11

24 Hour Total: 1,343
 AM Peak Hour begins: 7:00 AM Peak Volume: 178 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 14:45 PM Peak Volume: 102 PM Peak Hour Factor: 0.74

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	3	7	23	28	63	48	37	28	26
30	5	1	3	4	7	24	41	59	37	30	27	32
45	6	2	4	3	15	16	43	92	39	35	27	30
00	7	3	3	6	13	31	52	92	34	29	28	30
Hr Total	23	8	12	16	42	93	164	306	157	131	110	117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	36	33	51	54	61	38	26	17	15	11	9
30	28	31	30	57	56	47	32	26	14	14	9	8
45	28	39	45	52	56	51	32	25	17	14	11	8
00	33	34	52	52	50	48	30	24	24	10	11	7
Hr Total	121	140	159	211	216	207	132	101	73	54	42	32

24 Hour Total: 2,667
 AM Peak Hour begins: 7:00 AM Peak Volume: 306 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:15 PM Peak Volume: 224 PM Peak Hour Factor: 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : June 2, 2015 Start Time 00:00
 Stop Date : June 2, 2015 Stop Time 24:00
 County : Polk Station Number 0
 Location : #194 - CRUMP ROAD - WEST OF US 27

2-Jun-15 Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	8	21	13	14	10	6
30	3	0	3	0	0	8	10	17	18	21	7	17
45	0	1	0	1	0	11	22	20	10	28	21	20
00	4	1	0	0	0	11	14	40	22	20	8	14
Hr Total	7	3	4	1	0	32	54	98	63	82	46	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	18	22	22	33	17	28	11	7	4	4	1
30	6	18	22	26	28	31	17	8	6	3	0	6
45	17	17	21	10	25	24	7	4	3	3	6	10
00	24	26	21	26	38	35	14	4	7	0	1	0
Hr Total	71	79	86	85	124	106	66	28	22	10	11	17

24 Hour Total : 1,152
 AM Peak Hour begins : 7:00 AM Peak Volume : 98 AM Peak Hour Factor : 0.60
 PM Peak Hour begins : 16:00 PM Peak Volume : 124 PM Peak Hour Factor : 0.82

2-Jun-15 Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	1	0	1	4	15	24	22	22	22
30	0	0	1	0	2	2	11	22	17	19	23	12
45	2	0	2	1	1	4	15	42	27	12	16	17
00	0	0	2	1	1	6	16	30	17	7	15	20
Hr Total	4	3	6	3	4	13	46	109	85	60	76	71

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	15	10	34	27	25	10	11	3	9	2	2
30	22	27	12	20	31	26	17	10	5	4	6	0
45	23	19	9	21	30	27	7	8	11	7	0	1
00	12	20	18	24	21	19	12	14	4	3	1	0
Hr Total	76	81	49	99	109	97	46	43	23	23	9	3

24 Hour Total : 1,138
 AM Peak Hour begins : 7:15 AM Peak Volume : 118 AM Peak Hour Factor : 0.70
 PM Peak Hour begins : 15:45 PM Peak Volume : 112 PM Peak Hour Factor : 0.90

2-Jun-15 Total Volume for All Lanes												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	1	0	2	12	36	37	36	32	28
30	3	0	4	0	2	10	21	39	35	40	30	29
45	2	1	2	2	1	15	37	62	37	40	37	37
00	4	1	2	1	1	17	30	70	39	27	23	34
Hr Total	11	6	10	4	4	45	100	207	148	142	122	127

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	33	32	56	60	42	38	22	10	13	6	3
30	28	45	34	46	59	57	34	18	11	7	6	6
45	40	36	30	31	55	51	14	12	14	10	6	11
00	36	46	39	50	59	54	26	18	11	3	2	0
Hr Total	147	160	135	184	233	203	112	71	45	33	20	20

24 Hour Total : 2,290
 AM Peak Hour begins : 7:15 AM Peak Volume : 207 AM Peak Hour Factor : 0.74
 PM Peak Hour begins : 16:00 PM Peak Volume : 233 PM Peak Hour Factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : June 18, 2015 Start Time 00:00
 Stop Date : June 18, 2015 Stop Time 24:00
 County : Polk Station Number 0
 Location : #604 - MAIN STREET EAST OF US 27

18-Jun-15 Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	0	1	1	10	8	9	9	7
30	1	0	2	1	1	0	6	8	9	5	11	15
45	1	0	0	0	1	1	6	17	13	14	20	8
00	3	1	1	0	0	0	4	9	11	6	10	14
Hr Total	7	1	3	2	2	2	17	44	41	34	50	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	11	14	16	17	25	24	19	8	7	6	3
30	8	17	6	12	15	25	28	16	11	9	3	1
45	14	15	21	20	14	28	18	15	9	5	2	3
00	6	12	17	20	26	31	21	10	13	10	7	4
Hr Total	42	55	58	68	72	109	91	60	41	31	18	11

24 Hour Total : 903
 AM Peak Hour begins : 10:30 AM Peak Volume : 52 AM Peak Hour Factor : 0.65
 PM Peak Hour begins : 17:30 PM Peak Volume : 111 PM Peak Hour Factor : 0.90

18-Jun-15 Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	2	11	13	6	14	7	8
30	0	0	0	0	2	5	12	15	14	12	5	9
45	0	1	0	0	2	5	14	21	15	17	8	13
00	1	0	0	1	2	11	9	16	13	9	6	7
Hr Total	3	3	0	1	6	23	46	65	48	52	26	37

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	11	11	12	8	5	3	6	7	0	0	1
30	4	6	12	6	16	9	3	8	5	3	0	2
45	13	12	4	7	7	13	10	8	4	3	0	1
00	4	8	10	10	8	7	8	2	4	2	0	0
Hr Total	29	37	37	35	39	34	24	24	20	8	0	4

24 Hour Total : 601
 AM Peak Hour begins : 7:00 AM Peak Volume : 65 AM Peak Hour Factor : 0.77
 PM Peak Hour begins : 13:30 PM Peak Volume : 43 PM Peak Hour Factor : 0.90

18-Jun-15 Total Volume for All Lanes												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	0	1	0	3	12	23	14	23	16	15
30	1	0	2	1	3	5	18	23	23	17	16	24
45	1	1	0	0	3	6	20	38	28	31	28	21
00	4	1	1	1	2	11	13	25	24	15	16	21
Hr Total	10	4	3	3	8	25	63	109	89	86	76	81

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	22	25	28	25	30	27	25	15	7	6	4
30	12	23	18	18	31	34	31	24	16	12	3	3
45	27	27	25	27	21	41	28	23	13	8	2	4
00	10	20	27	30	34	38	29	12	17	12	7	4
Hr Total	71	92	95	103	111	143	115	84	61	39	18	15

24 Hour Total : 1,504
 AM Peak Hour begins : 7:00 AM Peak Volume : 109 AM Peak Hour Factor : 0.72
 PM Peak Hour begins : 17:00 PM Peak Volume : 143 PM Peak Hour Factor : 0.87

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : June 16, 2015 Start Time 00:00
 Stop Date : June 16, 2015 Stop Time 24:00
 County : Polk Station Number 0
 Location : #580 - CR 546 (KOKOMO RD) E OF US 27

16-Jun-15 Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	3	5	8	0	6	14	33	22	28	34
30	8	5	2	1	2	3	10	29	26	24	20	32
45	9	6	1	6	5	8	19	39	24	18	35	40
00	9	5	0	3	4	15	38	51	17	24	22	32
Hr Total	37	21	6	15	19	26	73	133	100	88	105	138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	30	42	53	66	56	61	27	23	17	16	18
30	39	37	32	46	60	60	49	34	32	17	19	11
45	50	45	48	51	48	51	53	27	20	15	16	13
00	41	24	29	39	57	60	40	24	13	21	15	12
Hr Total	164	136	151	189	231	227	203	112	88	70	66	54

24 Hour Total : 2,452
 AM Peak Hour begins : 11:45 AM Peak Volume : 155 AM Peak Hour Factor : 0.78
 PM Peak Hour begins : 17:15 PM Peak Volume : 232 PM Peak Hour Factor : 0.95

16-Jun-15 Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	4	4	22	38	65	55	34	28	30
30	9	4	9	3	12	24	45	70	59	26	28	37
45	6	3	0	13	14	31	56	66	35	30	37	41
00	1	2	4	5	27	29	69	69	45	40	42	30
Hr Total	22	13	15	25	57	106	208	270	194	130	135	138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	33	34	30	43	50	41	45	30	24	17	20
30	28	43	21	41	32	59	42	28	26	16	20	10
45	38	28	34	25	42	34	31	37	35	16	14	6
00	20	36	14	33	36	42	39	25	20	18	9	9
Hr Total	120	140	103	129	153	185	153	135	111	74	60	45

24 Hour Total : 2,721
 AM Peak Hour begins : 6:45 AM Peak Volume : 270 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:30 PM Peak Volume : 187 PM Peak Hour Factor : 0.79

16-Jun-15 Total Volume for All Lanes												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	5	9	12	22	44	79	88	56	56	64
30	17	9	11	4	14	27	55	99	85	50	48	69
45	15	9	1	19	19	39	75	105	59	48	72	81
00	10	7	4	8	31	44	107	120	62	64	64	62
Hr Total	59	34	21	40	76	132	281	403	294	218	240	276

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	63	76	83	109	106	102	72	53	41	33	38
30	67	80	53	87	92	119	91	62	58	33	39	21
45	88	73	82	76	90	85	84	64	55	31	30	19
00	61	60	43	72	93	102	79	49	33	39	24	21
Hr Total	284	276	254	318	384	412	356	247	199	144	126	99

24 Hour Total : 5,173
 AM Peak Hour begins : 7:15 AM Peak Volume : 412 AM Peak Hour Factor : 0.86
 PM Peak Hour begins : 17:00 PM Peak Volume : 412 PM Peak Hour Factor : 0.87

COUNTY: 16
STATION: 4703
DESCRIPTION: KOKOMO ROAD (DUNDEE), EAST OF S.R. 25 / U.S. 27
START DATE: 01/16/2018
START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	10	3	6	10	29	4	0	10	1	15	44	
0100	9	8	7	5	29	3	7	0	3	13	42	
0200	2	4	0	0	6	3	2	2	3	10	16	
0300	6	7	4	2	19	8	4	9	7	28	47	
0400	5	4	5	5	19	8	14	14	17	53	72	
0500	3	4	11	17	35	30	23	37	45	135	170	
0600	10	18	26	33	87	46	43	50	71	210	297	
0700	27	35	31	32	125	82	66	60	72	280	405	
0800	22	35	28	23	108	66	53	53	39	211	319	
0900	20	22	25	25	92	50	35	36	39	160	252	
1000	15	27	28	36	106	29	33	35	34	131	237	
1100	36	32	33	27	128	37	32	40	33	142	270	
1200	35	27	26	39	127	38	36	40	39	153	280	
1300	29	34	36	33	132	35	30	46	39	150	282	
1400	58	56	35	51	200	32	40	35	44	151	351	
1500	36	43	50	50	179	30	36	46	36	148	327	
1600	44	60	57	55	216	39	32	40	46	157	373	
1700	62	69	61	79	271	36	28	41	34	139	410	
1800	44	60	42	26	172	28	24	26	27	105	277	
1900	51	31	31	29	142	18	13	20	19	70	212	
2000	27	35	33	31	126	10	13	10	14	47	173	
2100	27	20	21	14	82	11	9	16	13	49	131	
2200	12	21	9	12	54	11	9	2	9	31	85	
2300	13	10	18	15	56	6	5	1	1	13	69	
24-HOUR TOTALS:					2540						2601	5141

PEAK VOLUME INFORMATION				COMBINED DIRECTIONS			
DIRECTION: E		DIRECTION: W		DIRECTION: E		DIRECTION: W	
A.M.	HOUR	VOLUME		A.M.	HOUR	VOLUME	
	645	126			645	405	
P.M.	1700	271			1700	410	
DAILY	1700	271			1700	410	

TRUCK PERCENTAGE 10.20 11.73 10.97

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	11	1616	654	8	94	22	1	72	60	0	0	0	2	0	0	259 2540
W	8	1639	649	9	116	26	2	91	59	2	0	0	0	0	0	305 2601

COUNTY: 16
STATION: 0098
DESCRIPTION: SR 25/US 27, NORTH OF HUGHES ROAD LAKE HAMILTO
START DATE: 01/30/2018
START TIME: 0900

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	29	26	35	41	131	70	58	45	47	220	351	
0100	31	47	29	38	145	58	36	39	45	178	323	
0200	63	36	27	32	158	37	44	35	32	148	306	
0300	45	56	46	73	220	44	38	37	56	175	395	
0400	80	99	112	113	404	26	43	72	59	200	604	
0500	133	189	216	264	802	69	92	113	120	394	1196	
0600	307	328	367	350	1352	123	162	208	242	735	2087	
0700	343	362	409	388	1502	220	296	339	363	1218	2720	
0800	370	365	319	338	1392	262	276	279	293	1110	2502	
0900	322	270	356	329	1277	289	238	279	367	1173	2450	
1000	263	326	275	310	1174	251	356	334	311	1252	2426	
1100	288	337	304	329	1258	295	295	329	277	1196	2454	
1200	301	333	317	308	1259	297	338	317	314	1266	2525	
1300	345	334	354	344	1377	305	292	271	304	1172	2549	
1400	358	305	393	311	1367	379	359	339	359	1436	2803	
1500	353	392	342	372	1459	318	378	345	324	1365	2824	
1600	329	368	363	397	1457	391	313	349	396	1449	2906	
1700	385	399	376	322	1482	434	403	404	337	1578	3060	
1800	322	315	262	206	1105	284	336	297	280	1197	2302	
1900	180	161	187	158	686	254	240	226	191	911	1597	
2000	163	148	128	134	573	231	178	156	141	706	1279	
2100	113	111	107	98	429	167	117	113	121	518	947	
2200	95	87	71	59	312	119	110	95	71	395	707	
2300	72	62	31	44	209	65	74	89	58	286	495	
24-HOUR TOTALS:					21530						20278	41808

PEAK VOLUME INFORMATION						
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	730	1532	715	1260	715	2789
P.M.	1645	1557	1645	1637	1645	3194
DAILY	1645	1557	1645	1637	1645	3194

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Haines City
 Location: Sunshine Dr west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	1	10	25	24	13
30	0	0	0	0	1	2	3	8	14	15	15	20
45	0	0	0	1	0	2	5	9	24	24	21	18
00	0	0	0	0	0	3	6	14	15	26	19	15
Hr Total	0	0	0	1	1	8	15	32	63	90	79	66

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	18	21	6	18	10	7	4	1	0	13	0
30	20	7	20	10	15	6	7	2	4	0	31	0
45	21	14	12	11	11	6	8	2	1	0	0	0
00	23	24	14	16	12	6	7	1	1	2	0	1
Hr Total	87	63	67	43	56	28	29	9	7	2	44	1

24 Hour Total: 791
 AM Peak Hour begins: 9:00 AM Peak Volume: 90 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 12:00 PM Peak Volume: 87 PM Peak Hour Factor: 0.95

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	0	1	1	3	12	14	18
30	0	0	0	0	0	0	0	2	6	15	16	17
45	0	0	0	0	2	0	1	4	8	16	15	14
00	0	0	0	0	0	0	2	7	10	20	29	19
Hr Total	0	0	0	1	2	0	4	14	27	63	74	68

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	13	27	19	22	15	11	19	4	2	3	1
30	15	14	14	18	19	11	10	9	1	6	2	1
45	9	22	15	13	14	11	20	5	6	2	2	0
00	22	15	22	18	12	13	26	5	2	0	0	0
Hr Total	67	64	78	68	67	50	67	38	13	10	7	2

24 Hour Total: 784
 AM Peak Hour begins: 10:30 AM Peak Volume: 79 AM Peak Hour Factor: 0.68
 PM Peak Hour begins: 13:15 PM Peak Volume: 78 PM Peak Hour Factor: 0.72

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	2	2	13	37	38	31
30	0	0	0	0	1	2	3	10	20	30	31	37
45	0	0	0	1	2	2	6	13	32	40	36	32
00	0	0	0	0	0	3	8	21	25	46	48	34
Hr Total	0	0	0	2	3	8	19	46	90	153	153	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	31	48	25	40	25	18	23	5	2	16	1
30	35	21	34	28	34	17	17	11	5	6	33	1
45	30	36	27	24	25	17	28	7	7	2	2	0
00	45	39	36	34	24	19	33	6	3	2	0	1
Hr Total	154	127	145	111	123	78	96	47	20	12	51	3

24 Hour Total: 1,575
 AM Peak Hour begins: 9:30 AM Peak Volume: 155 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 13:30 PM Peak Volume: 157 PM Peak Hour Factor: 0.82

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Haines City
 Location: Sunshine Dr west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	1	3	7	15	18	28	11
30	0	0	0	0	0	3	1	18	15	23	22	9
45	0	0	0	0	0	4	3	8	12	16	18	13
00	0	0	0	0	0	1	7	7	20	15	13	11
Hr Total	0	0	0	0	2	9	14	40	62	72	81	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	20	20	16	12	18	8	8	2	0	0	0
30	21	23	9	10	8	8	10	6	1	0	0	0
45	19	14	10	15	15	13	5	3	0	0	0	0
00	28	20	16	15	12	11	4	1	2	0	0	0
Hr Total	82	77	55	56	47	50	27	18	5	0	0	0

24 Hour Total: 741
 AM Peak Hour begins: 9:45 AM Peak Volume: 83 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 12:30 PM Peak Volume: 90 PM Peak Hour Factor: 0.80

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	0	3	2	8	16	14
30	2	0	0	0	0	0	1	4	7	11	16	20
45	0	0	0	0	0	1	2	7	3	15	18	11
00	0	0	0	0	1	0	4	1	12	9	12	13
Hr Total	2	0	0	0	1	2	7	15	24	43	62	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	19	25	19	8	17	6	9	8	3	3	1
30	17	10	12	18	19	14	15	11	5	1	2	0
45	12	19	24	14	15	14	12	9	2	4	1	2
00	22	24	13	22	11	9	8	13	6	2	0	0
Hr Total	60	72	74	73	53	54	41	42	21	10	6	3

24 Hour Total: 723
 AM Peak Hour begins: 10:30 AM Peak Volume: 64 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 13:45 PM Peak Volume: 85 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	2	3	10	17	26	44	25
30	2	0	0	0	0	3	2	22	22	34	38	29
45	0	0	0	0	0	5	5	15	15	31	36	24
00	0	0	0	0	1	1	11	8	32	24	25	24
Hr Total	2	0	0	0	3	11	21	55	86	115	143	102

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	39	45	35	20	35	14	17	10	3	3	1
30	38	33	21	28	27	22	25	17	6	1	2	0
45	31	33	34	29	30	27	17	12	2	4	1	2
00	50	44	29	37	23	20	12	14	8	2	0	0
Hr Total	142	149	129	129	100	104	68	60	26	10	6	3

24 Hour Total: 1,464
 AM Peak Hour begins: 10:00 AM Peak Volume: 143 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 12:15 PM Peak Volume: 158 PM Peak Hour Factor: 0.79

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Haines City
 Location: Sunshine Dr west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	2	1	7	11	25	10
30	0	0	0	0	2	4	5	9	10	11	15	17
45	0	0	0	0	0	0	2	7	11	25	18	26
00	0	0	0	0	0	2	2	8	20	20	16	24
Hr Total	0	0	0	1	2	7	11	25	48	67	74	77

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	21	14	10	12	7	12	2	0	5	0	0
30	15	16	16	12	16	5	4	4	1	1	0	0
45	16	16	17	17	11	7	4	2	1	0	0	0
00	19	12	15	18	6	15	4	4	1	1	0	0
Hr Total	72	65	62	57	45	34	24	12	3	7	0	0

24 Hour Total: 693
 AM Peak Hour begins: 11:15 AM Peak Volume: 89 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 12:00 PM Peak Volume: 72 PM Peak Hour Factor: 0.82

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	2	4	11	10	17
30	0	0	0	0	1	0	1	1	2	9	12	18
45	0	0	0	0	1	0	1	4	3	13	13	15
00	0	0	0	0	0	3	4	2	9	7	18	9
Hr Total	0	0	0	0	2	3	6	9	18	40	53	59

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	17	17	18	14	15	7	6	8	3	2	2
30	19	16	16	21	21	9	7	10	5	2	0	1
45	22	16	16	14	9	24	3	3	2	2	2	0
00	15	17	21	17	12	11	10	5	3	3	3	0
Hr Total	73	66	70	70	56	59	27	24	18	10	7	3

24 Hour Total: 673
 AM Peak Hour begins: 10:45 AM Peak Volume: 68 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 14:30 PM Peak Volume: 76 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	2	3	11	22	35	27
30	0	0	0	0	3	4	6	10	12	20	27	35
45	0	0	0	0	1	0	3	11	14	38	31	41
00	0	0	0	0	0	5	6	10	29	27	34	33
Hr Total	0	0	0	1	4	10	17	34	66	107	127	136

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	38	31	28	26	22	19	8	8	8	2	2
30	34	32	32	33	37	14	11	14	6	3	0	1
45	38	32	33	31	20	31	7	5	3	2	2	0
00	34	29	36	35	18	26	14	9	4	4	3	0
Hr Total	145	131	132	127	101	93	51	36	21	17	7	3

24 Hour Total: 1,366
 AM Peak Hour begins: 11:15 AM Peak Volume: 148 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:00 PM Peak Volume: 145 PM Peak Hour Factor: 0.93

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Haines City
 Location: Sunshine Dr west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	1	2	3	11	18	26	11
30	0	0	0	0	1	3	3	12	13	16	17	15
45	0	0	0	0	0	2	3	8	16	22	19	19
00	0	0	0	0	0	2	5	10	18	20	16	17
Hr Total	0	0	0	1	2	8	13	32	58	76	78	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	20	18	11	14	12	9	5	1	2	4	0
30	19	15	15	11	13	6	7	4	2	0	10	0
45	19	15	13	14	12	9	6	2	1	0	0	0
00	23	19	15	16	10	11	5	2	1	1	0	0
Hr Total	80	68	61	52	49	37	27	13	5	3	15	0

24 Hour Total: 742
 AM Peak Hour begins: 9:30 AM Peak Volume: 85 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 12:15 PM Peak Volume: 80 PM Peak Hour Factor: 0.86

Westbound Volume

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	2	3	10	13	16
30	1	0	0	0	0	0	1	2	5	12	15	18
45	0	0	0	0	1	0	1	5	5	15	15	13
00	0	0	0	0	0	1	3	3	10	12	20	14
Hr Total	1	0	0	0	2	2	6	13	23	49	63	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	16	23	19	15	16	8	11	7	3	3	1
30	17	13	14	19	20	11	11	10	4	3	1	1
45	14	19	18	14	13	16	12	6	3	3	2	1
00	20	19	19	19	12	11	15	8	4	2	1	0
Hr Total	67	67	74	70	59	54	45	35	17	10	7	3

24 Hour Total: 727
 AM Peak Hour begins: 10:30 AM Peak Volume: 70 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 13:30 PM Peak Volume: 75 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	1	1	2	5	14	28	39	28
30	1	0	0	0	1	3	4	14	18	28	32	34
45	0	0	0	0	1	2	5	13	20	36	34	32
00	0	0	0	0	0	3	8	13	29	32	36	30
Hr Total	1	0	0	1	3	10	19	45	81	125	141	124

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	36	41	29	29	27	17	16	8	4	7	1
30	36	29	29	30	33	18	18	14	6	3	12	1
45	33	34	31	28	25	25	17	8	4	3	2	1
00	43	37	34	35	22	22	20	10	5	3	1	0
Hr Total	147	136	135	122	108	92	72	48	22	13	21	3

24 Hour Total: 1,468
 AM Peak Hour begins: 10:00 AM Peak Volume: 141 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:15 PM Peak Volume: 148 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Haines City
 Location: Paradise Island Pl east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	6	2	4	5	6	6
30	0	0	0	0	0	2	2	4	1	0	6	5
45	1	0	0	1	2	0	2	4	5	4	3	7
00	0	0	0	0	2	1	1	2	6	6	4	5
Hr Total	1	0	1	1	4	4	11	12	16	15	19	23

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	5	12	5	13	10	13	8	6	4	1	0
30	5	2	4	10	9	4	8	5	0	2	1	0
45	6	5	7	6	23	9	14	3	5	3	3	3
00	3	10	9	7	8	18	8	3	3	3	2	0
Hr Total	18	22	32	28	53	41	43	19	14	12	7	3

24 Hour Total: 399
 AM Peak Hour begins: 11:00 AM Peak Volume: 23 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 16:00 PM Peak Volume: 53 PM Peak Hour Factor: 0.58

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	6	13	11	15	6	3	7
30	0	0	0	1	1	5	5	6	6	10	4	7
45	1	0	0	0	4	6	8	14	3	5	10	8
00	1	0	0	1	4	5	9	13	5	12	9	6
Hr Total	2	0	0	2	11	22	35	44	29	33	26	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	1	6	5	7	12	4	8	4	4	1	0
30	7	8	12	8	5	6	6	3	1	2	2	0
45	5	4	9	7	5	10	7	5	0	0	0	1
00	6	4	5	10	5	4	2	11	1	1	1	0
Hr Total	23	17	32	30	22	32	19	27	6	7	4	1

24 Hour Total: 452
 AM Peak Hour begins: 7:15 AM Peak Volume: 48 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 16:45 PM Peak Volume: 33 PM Peak Hour Factor: 0.69

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	2	7	19	13	19	11	9	13
30	0	0	0	1	1	7	7	10	7	10	10	12
45	2	0	0	1	6	6	10	18	8	9	13	15
00	1	0	0	1	6	6	10	15	11	18	13	11
Hr Total	3	0	1	3	15	26	46	56	45	48	45	51

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	6	18	10	20	22	17	16	10	8	2	0
30	12	10	16	18	14	10	14	8	1	4	3	0
45	11	9	16	13	28	19	21	8	5	3	3	4
00	9	14	14	17	13	22	10	14	4	4	3	0
Hr Total	41	39	64	58	75	73	62	46	20	19	11	4

24 Hour Total: 851
 AM Peak Hour begins: 7:15 AM Peak Volume: 62 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 15:45 PM Peak Volume: 79 PM Peak Hour Factor: 0.71

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Haines City
 Location: Paradise Island Pl east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	2	2	3	1	3	6	3
30	1	0	0	0	0	0	1	6	5	3	6	9
45	2	0	0	0	2	1	3	2	2	4	8	6
00	0	0	3	0	2	3	2	4	3	4	5	5
Hr Total	4	0	3	0	4	6	8	15	11	14	25	23

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	8	7	8	9	16	14	4	3	2	1	1
30	4	6	4	10	13	13	4	14	4	2	1	1
45	4	11	6	7	11	10	3	3	2	2	6	3
00	9	8	6	11	8	12	9	6	4	1	1	0
Hr Total	27	33	23	36	41	51	30	27	13	7	9	5

24 Hour Total: 415
 AM Peak Hour begins: 11:15 AM Peak Volume: 30 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 17:00 PM Peak Volume: 51 PM Peak Hour Factor: 0.80

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	7	7	8	8	8	5	8
30	0	0	0	1	2	4	6	12	3	1	10	4
45	0	0	0	0	2	4	10	14	8	1	7	3
00	0	0	0	0	3	3	13	6	8	11	4	3
Hr Total	0	0	0	1	9	18	36	40	27	21	26	18

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	7	4	4	12	6	8	6	1	1	1	0
30	7	11	6	4	8	11	6	4	2	3	1	0
45	2	10	10	11	12	4	2	6	1	1	1	0
00	7	10	11	11	10	5	4	3	2	0	2	0
Hr Total	18	38	31	30	42	26	20	19	6	5	5	0

24 Hour Total: 436
 AM Peak Hour begins: 6:45 AM Peak Volume: 47 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 15:45 PM Peak Volume: 43 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	2	9	9	11	9	11	11	11
30	1	0	0	1	2	4	7	18	8	4	16	13
45	2	0	0	0	4	5	13	16	10	5	15	9
00	0	0	3	0	5	6	15	10	11	15	9	8
Hr Total	4	0	3	1	13	24	44	55	38	35	51	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	15	11	12	21	22	22	10	4	3	2	1
30	11	17	10	14	21	24	10	18	6	5	2	1
45	6	21	16	18	23	14	5	9	3	3	7	3
00	16	18	17	22	18	17	13	9	6	1	3	0
Hr Total	45	71	54	66	83	77	50	46	19	12	14	5

24 Hour Total: 851
 AM Peak Hour begins: 6:45 AM Peak Volume: 60 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 15:45 PM Peak Volume: 87 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Haines City
 Location: Paradise Island Pl east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	5	3	3	3	4	7
30	2	3	1	0	1	0	2	1	5	4	2	6
45	0	0	0	0	1	2	2	2	3	7	5	8
00	0	0	0	0	0	2	4	6	2	3	4	8
Hr Total	3	3	1	0	2	4	13	12	13	17	15	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	6	8	14	16	4	9	10	6	4	3	1
30	6	5	5	8	18	8	6	7	4	3	2	1
45	3	2	11	4	19	17	7	3	6	2	1	1
00	8	3	11	12	9	13	4	4	1	4	0	0
Hr Total	25	16	35	38	62	42	26	24	17	13	6	3

24 Hour Total: 419
 AM Peak Hour begins: 11:15 AM Peak Volume: 30 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 15:45 PM Peak Volume: 65 PM Peak Hour Factor: 0.86

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	3	7	6	7	6	5	8
30	0	0	0	1	1	7	6	11	8	6	7	9
45	0	0	0	0	3	3	13	10	9	5	6	7
00	0	1	1	0	5	10	8	12	6	7	3	2
Hr Total	0	1	1	1	11	23	34	39	30	24	21	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	11	11	5	6	6	8	3	5	1	0	1
30	4	8	5	5	1	7	3	6	0	1	2	1
45	3	8	8	7	7	4	2	1	2	2	1	4
00	9	9	5	9	7	10	7	0	0	1	0	0
Hr Total	22	36	29	26	21	27	20	10	7	5	3	6

24 Hour Total: 423
 AM Peak Hour begins: 7:15 AM Peak Volume: 40 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 12:45 PM Peak Volume: 36 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	2	3	12	9	10	9	9	15
30	2	3	1	1	2	7	8	12	13	10	9	15
45	0	0	0	0	4	5	15	12	12	12	11	15
00	0	1	1	0	5	12	12	18	8	10	7	10
Hr Total	3	4	2	1	13	27	47	51	43	41	36	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	17	19	19	22	10	17	13	11	5	3	2
30	10	13	10	13	19	15	9	13	4	4	4	2
45	6	10	19	11	26	21	9	4	8	4	2	5
00	17	12	16	21	16	23	11	4	1	5	0	0
Hr Total	47	52	64	64	83	69	46	34	24	18	9	9

24 Hour Total: 842
 AM Peak Hour begins: 11:00 AM Peak Volume: 55 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:45 PM Peak Volume: 88 PM Peak Hour Factor: 0.85

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Haines City
 Location: Paradise Island PI east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	4	3	3	4	5	5
30	1	1	0	0	0	1	2	4	4	2	5	7
45	1	0	0	0	2	1	2	3	3	5	5	7
00	0	0	1	0	1	2	2	4	4	4	4	6
Hr Total	3	1	2	0	3	5	11	13	13	15	20	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	6	9	9	13	10	12	7	5	3	2	1
30	5	4	4	9	13	8	6	9	3	2	1	1
45	4	6	8	6	18	12	8	3	4	2	3	2
00	7	7	9	10	8	14	7	4	3	3	1	0
Hr Total	23	24	30	34	52	45	33	23	15	11	7	4

24 Hour Total: 411
 AM Peak Hour begins: 11:15 AM Peak Volume: 27 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:45 PM Peak Volume: 54 PM Peak Hour Factor: 0.76

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	5	9	8	10	7	4	8
30	0	0	0	1	1	5	6	10	6	6	7	7
45	0	0	0	0	3	4	10	13	7	4	8	6
00	0	0	0	0	4	6	10	10	6	10	5	4
Hr Total	1	0	0	1	10	21	35	41	29	26	24	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	6	7	5	8	8	7	6	3	2	1	0
30	6	9	8	6	5	8	5	4	1	2	2	0
45	3	7	9	8	8	6	4	4	1	1	1	2
00	7	8	7	10	7	6	4	5	1	1	1	0
Hr Total	21	30	31	29	28	28	20	19	6	6	4	2

24 Hour Total: 437
 AM Peak Hour begins: 7:15 AM Peak Volume: 43 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 15:15 PM Peak Volume: 32 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	2	6	13	11	13	10	10	13
30	1	1	0	1	2	6	7	13	9	8	12	13
45	1	0	0	0	5	5	13	15	10	9	13	13
00	0	0	1	0	5	8	12	14	10	14	10	10
Hr Total	3	1	2	2	14	26	46	54	42	41	44	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	13	16	14	21	18	19	13	8	5	2	1
30	11	13	12	15	18	16	11	13	4	4	3	1
45	8	13	17	14	26	18	12	7	5	3	4	4
00	14	15	16	20	16	21	11	9	4	3	2	0
Hr Total	44	54	61	63	80	73	53	42	21	16	11	6

24 Hour Total: 848
 AM Peak Hour begins: 7:15 AM Peak Volume: 56 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:45 PM Peak Volume: 85 PM Peak Hour Factor: 0.82

Volume Count Report

```

*****
Data File       : D0224001.PRN
Station        : 000002241605
Identification  : 000019247013      Interval   : 15 minutes
Start date     : Feb 24, 16         Start time  : 19:00
Stop date      : Feb 25, 16         Stop time   : 19:00
City/Town      : Winter Haven       County      : Polk
Location       : US 27 south of SR 544
*****
  
```

Feb 24/Feb 25

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	26	22	40	77	143	229	312	337	319	290	339
30	26	36	28	29	85	166	302	337	392	280	354	311
45	40	34	19	67	91	192	299	360	350	300	295	333
00	33	28	19	67	110	226	321	407	302	325	284	315
Hr Total	139	124	88	203	363	727	1151	1416	1381	1224	1223	1298

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	363	315	365	358	398	417	399	224	164	110	75	45
30	318	346	360	456	404	453	346	206	148	145	74	47
45	342	344	361	346	360	475	299	162	146	111	76	52
00	319	386	374	434	447	420	275	186	131	112	43	41
Hr Total	1342	1391	1460	1594	1609	1765	1319	778	589	478	268	185

24 Hour Total : 22115

AM peak hour begins : 07:30 AM peak volume : 1496 Peak hour factor : 0.92

PM peak hour begins : 16:45 PM peak volume : 1792 Peak hour factor : 0.94

Volume Count Report

Data File : D0224004.PRN
 Station : 000002241606
 Identification : 000025620001 Interval : 15 minutes
 Start date : Feb 24, 16 Start time : 19:00
 Stop date : Feb 25, 16 Stop time : 19:00
 City/Town : Winter Haven County : Polk
 Location : SR 544 east of US 27

Feb 24/Feb 25 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	11	7	8	26	38	111	103	99	78	104
30	8	5	3	8	24	21	66	124	91	101	81	98
45	3	7	9	10	23	42	83	118	82	88	86	92
00	4	5	8	20	19	35	106	116	102	92	66	75
Hr Total	21	24	31	45	74	124	293	469	378	380	311	369

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	82	90	90	76	114	64	55	43	18	35	11
30	100	81	121	107	102	85	62	51	33	26	21	9
45	82	91	91	85	94	84	68	48	27	22	14	5
00	88	84	103	96	80	58	52	57	16	18	8	9
Hr Total	349	338	405	378	352	341	246	211	119	84	78	34

24 Hour Total : 5454

AM peak hour begins : 07:00 AM peak volume : 469 Peak hour factor : 0.95

PM peak hour begins : 14:00 PM peak volume : 405 Peak hour factor : 0.84

COUNTY: 16
STATION: 3106
DESCRIPTION: SR 544 W OF HIDDEN COVE, 0.5 MI W OF SR 25/US 27
START DATE: 01/30/2018
START TIME: 0900

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	20	21	19	18	78	22	19	23	31	95	173	
0100	16	18	19	16	69	31	20	9	8	68	137	
0200	22	24	26	23	95	12	14	9	17	52	147	
0300	17	19	11	28	75	16	27	28	31	102	177	
0400	33	25	25	46	129	28	37	32	53	150	279	
0500	42	70	75	106	293	28	42	56	59	185	478	
0600	118	157	151	119	545	55	86	121	113	375	920	
0700	149	180	223	208	760	165	176	184	188	713	1473	
0800	172	169	161	155	657	175	159	169	144	647	1304	
0900	119	138	156	144	557	175	132	145	142	594	1151	
1000	157	153	148	142	600	151	157	150	149	607	1207	
1100	129	170	158	142	599	128	179	159	139	605	1204	
1200	209	171	171	172	723	141	158	173	184	656	1379	
1300	155	181	184	171	691	148	164	173	169	654	1345	
1400	173	179	169	168	689	197	203	212	202	814	1503	
1500	204	178	193	168	743	217	210	226	181	834	1577	
1600	190	204	169	204	767	183	194	199	212	788	1555	
1700	232	233	180	170	815	197	209	169	173	748	1563	
1800	165	132	135	121	553	178	169	154	114	615	1168	
1900	115	89	104	88	396	113	120	107	93	433	829	
2000	76	79	67	60	282	94	87	73	56	310	592	
2100	62	52	47	40	201	75	85	61	58	279	480	
2200	46	58	30	28	162	45	43	40	38	166	328	
2300	27	37	26	24	114	31	29	37	27	124	238	
24-HOUR TOTALS:					10593						10614	21207

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	783	715	723	715	1506
P.M.	1645	849	1445	855	1630	1655
DAILY	1645	849	1445	855	1630	1655
TRUCK PERCENTAGE		9.43	9.46		9.44	

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	25	7492	2077	35	217	97	8	162	458	16	0	0	6	0	0	999 10593
W	34	7375	2201	35	210	113	10	167	459	9	0	0	1	0	0	1004 10614

Volume Count Report

```

*****
Data File       : D0224003.PRN
Station        : 000002241608
Identification  : 000019247012      Interval   : 15 minutes
Start date     : Feb 24, 16         Start time  : 19:00
Stop date      : Feb 25, 16         Stop time   : 19:00
City/Town      : Winter Haven       County      : Polk
Location       : SR 544 west of US 27
*****
  
```

Feb 24/Feb 25

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	17	22	12	15	44	96	136	181	167	159	150
30	23	12	19	17	35	43	104	185	138	133	158	139
45	16	10	18	14	17	55	146	200	181	155	168	183
00	14	12	26	24	37	65	140	180	152	161	179	164
Hr Total	75	51	85	67	104	207	486	701	652	616	664	636

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	160	283	193	166	204	116	103	79	69	55	32
30	160	154	230	207	200	199	159	104	87	50	44	23
45	180	201	221	185	209	201	134	90	89	67	35	31
00	159	176	186	184	189	203	139	81	65	65	23	26
Hr Total	681	691	920	769	764	807	548	378	320	251	157	112

24 Hour Total : 10742

AM peak hour begins : 07:15 AM peak volume : 746 Peak hour factor : 0.93

PM peak hour begins : 14:00 PM peak volume : 920 Peak hour factor : 0.81

Volume Count Report

```

*****
Data File       : D0224002.PRN
Station        : 000002241607
Identification  : 000145150007      Interval   : 15 minutes
Start date     : Feb 24, 16         Start time  : 19:00
Stop date      : Feb 25, 16         Stop time   : 19:00
City/Town      : Winter Haven       County      : Polk
Location       : US 27 north of SR 544
*****
  
```

Feb 24/Feb 25

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	94	82	51	71	38	88	163	311	424	387	473	461
30	66	65	52	57	73	89	180	365	399	397	409	422
45	80	47	44	81	96	137	244	425	428	414	438	486
00	72	40	52	59	95	106	317	500	420	479	394	414
Hr Total	312	234	199	268	302	420	904	1601	1671	1677	1714	1783

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	405	406	416	450	447	485	405	295	223	151	147	96
30	401	390	441	456	449	465	399	297	202	182	118	78
45	402	410	482	481	431	426	407	228	202	178	114	105
00	392	407	404	444	460	443	375	243	180	144	107	89
Hr Total	1600	1613	1743	1831	1787	1819	1586	1063	807	655	486	368

24 Hour Total : 26443

AM peak hour begins : 09:45 AM peak volume : 1799 Peak hour factor : 0.94

PM peak hour begins : 16:30 PM peak volume : 1841 Peak hour factor : 0.95

COUNTY: 16
STATION: 0021
DESCRIPTION: SR 544 SOUTHWEST OF CIRCLE 4 DRIVE, HAINES CITY
START DATE: 01/30/2018
START TIME: 0900

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	21	18	16	21	76	7	9	1	16	33	109	
0100	12	19	17	13	61	10	9	17	13	49	110	
0200	21	19	11	25	76	27	6	9	15	57	133	
0300	10	18	15	38	81	10	25	22	22	79	160	
0400	17	30	21	39	107	19	28	31	43	121	228	
0500	22	34	55	46	157	48	34	52	56	190	347	
0600	49	73	110	86	318	67	47	109	101	324	642	
0700	56	75	111	117	359	133	144	127	131	535	894	
0800	85	76	89	83	333	119	115	101	97	432	765	
0900	66	71	72	79	288	111	85	94	89	379	667	
1000	81	78	82	81	322	109	88	95	87	379	701	
1100	84	82	101	77	344	98	128	116	84	426	770	
1200	95	97	106	119	417	84	82	76	100	342	759	
1300	79	88	90	84	341	114	86	95	94	389	730	
1400	142	103	97	87	429	100	129	115	86	430	859	
1500	110	107	123	100	440	124	112	98	98	432	872	
1600	115	119	100	110	444	111	118	97	96	422	866	
1700	123	107	136	87	453	108	87	93	83	371	824	
1800	82	93	89	88	352	72	70	77	50	269	621	
1900	72	66	57	53	248	72	59	41	43	215	463	
2000	48	52	68	41	209	29	33	24	25	111	320	
2100	52	32	47	38	169	32	33	27	31	123	292	
2200	28	39	34	20	121	29	22	19	15	85	206	
2300	26	20	29	22	97	16	19	20	11	66	163	
24-HOUR TOTALS:					6242						6259	12501

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	389	700	535	715	909
P.M.	1645	476	1415	454	1530	882
DAILY	1645	476	700	535	715	909

COUNTY: 16
STATION: 0097
DESCRIPTION: SR 25/US 27, SOUTH OF SR 600/US 17/92 HAINES CI
START DATE: 07/24/2018
START TIME: 1400

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	47	41	40	32	160	99	92	86	83	360	520	
0100	39	45	35	44	163	90	76	65	53	284	447	
0200	34	34	28	34	130	50	38	45	58	191	321	
0300	41	57	44	66	208	47	56	45	54	202	410	
0400	92	112	112	121	437	48	40	85	60	233	670	
0500	193	215	231	304	943	68	79	127	104	378	1321	
0600	289	375	319	407	1390	127	148	190	222	687	2077	
0700	349	401	409	336	1495	224	268	306	333	1131	2626	
0800	359	342	331	364	1396	298	274	305	307	1184	2580	
0900	311	337	312	328	1288	261	279	323	302	1165	2453	
1000	324	336	304	285	1249	291	277	313	314	1195	2444	
1100	307	344	374	294	1319	290	317	324	311	1242	2561	
1200	331	309	347	316	1303	326	341	352	312	1331	2634	
1300	313	322	345	316	1296	312	280	332	340	1264	2560	
1400	339	343	330	310	1322	312	353	367	331	1363	2685	
1500	363	319	413	315	1410	371	331	359	401	1462	2872	
1600	342	348	359	347	1396	421	414	390	421	1646	3042	
1700	357	368	426	307	1458	454	447	428	394	1723	3181	
1800	320	304	274	270	1168	410	431	298	368	1507	2675	
1900	257	230	260	228	975	303	271	281	233	1088	2063	
2000	183	221	166	141	711	217	223	196	180	816	1527	
2100	151	136	133	122	542	173	185	220	161	739	1281	
2200	101	105	95	84	385	173	142	127	119	561	946	
2300	70	71	54	47	242	117	125	108	123	473	715	
24-HOUR TOTALS:					22386						22225	44611

PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S			
A.M.	HOUR	VOLUME		HOUR	VOLUME	COMBINED DIRECTIONS	
P.M.	1645	1498		1645	1750	1645	3248
DAILY	645	1566		1645	1750	1645	3248
TRUCK PERCENTAGE	10.71			10.48		10.60	

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	81	15664	4243	27	607	196	42	337	1138	30	12	4	5	0	0	2398 22386
S	93	15701	4102	21	543	203	43	400	1077	32	4	5	1	0	0	2329 22225

COUNTY: 16
STATION: 0179
DESCRIPTION: US 17 EB ON RAMP
START DATE: 01/23/2018
START TIME: 1400

DIRECTION: E					
TIME	1ST	2ND	3RD	4TH	TOTAL

0000	10	5	4	6	25
0100	8	4	1	3	16
0200	1	3	3	3	10
0300	3	2	3	1	9
0400	0	4	7	11	22
0500	3	13	11	10	37
0600	23	26	37	42	128
0700	48	46	39	52	185
0800	47	41	43	39	170
0900	50	31	35	39	155
1000	30	32	42	50	154
1100	34	41	49	46	170
1200	54	48	40	45	187
1300	54	53	46	40	193
1400	40	40	44	46	170
1500	40	63	42	56	201
1600	43	53	62	52	210
1700	55	72	40	56	223
1800	46	33	46	30	155
1900	27	34	34	26	121
2000	25	18	12	25	80
2100	18	15	12	11	56
2200	6	8	7	4	25
2300	7	6	6	7	26

24-HOUR TOTALS:					2728

PEAK VOLUME INFORMATION		
A.M.	HOUR	VOLUME
	700	185
P.M.	1630	241
DAILY	1630	241

TRUCK PERCENTAGE	9.09	NAN	9.09

CLASSIFICATION SUMMARY DATABASE															
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
E	9	1941	530	15	64	25	1	63	78	2	0	0	0	0	0
															TOTTRK TOTVOL
															248 2728

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COUNTY: 16
STATION: 0181
DESCRIPTION: US 17 EB OFF RAMP
START DATE: 01/23/2018
START TIME: 1400

DIRECTION: S					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	2	1	2	0	5
0100	2	2	3	2	9
0200	2	1	3	4	10
0300	1	0	2	2	5
0400	2	8	4	5	19
0500	10	12	11	16	49
0600	19	32	30	29	110
0700	45	44	72	70	231
0800	37	45	42	36	160
0900	26	27	30	42	125
1000	36	45	40	29	150
1100	45	34	34	37	150
1200	25	37	47	31	140
1300	30	41	41	40	152
1400	41	26	38	32	137
1500	48	51	55	35	189
1600	42	38	65	48	193
1700	44	53	40	35	172
1800	31	27	28	23	109
1900	17	13	21	10	61
2000	12	12	10	16	50
2100	13	10	9	9	41
2200	8	10	6	5	29
2300	4	3	9	2	18
24-HOUR TOTALS:					2314

PEAK VOLUME INFORMATION		
A.M.	HOUR	VOLUME
	700	231
P.M.	1630	210
DAILY	700	231

TRUCK PERCENTAGE	12.79	NAN	12.79
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CLASSIFICATION SUMMARY DATABASE															
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
S	10	1443	565	21	84	31	1	82	74	1	0	0	2	0	0
														TOTTRK	TOTVOL
														296	2314

COUNTY: 16
STATION: 0180
DESCRIPTION: US 17 EB OFF RAMP
START DATE: 01/23/2018
START TIME: 1400

DIRECTION: N					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	6	5	2	3	16
0100	3	2	4	1	10
0200	2	0	4	3	9
0300	3	4	10	6	23
0400	8	12	9	13	42
0500	13	11	26	46	96
0600	48	57	68	63	236
0700	48	43	76	86	253
0800	60	67	71	76	274
0900	73	75	88	77	313
1000	67	64	81	87	299
1100	71	77	72	59	279
1200	73	79	70	74	296
1300	73	81	81	74	309
1400	12	76	76	66	230
1500	82	63	62	63	270
1600	64	73	69	71	277
1700	74	85	65	65	289
1800	68	56	61	35	220
1900	45	41	31	23	140
2000	20	31	16	24	91
2100	20	20	20	17	77
2200	12	14	12	9	47
2300	10	6	8	4	28
24-HOUR TOTALS:					4124

PEAK VOLUME INFORMATION		
	HOUR	VOLUME
A.M.	845	312
P.M.	1245	309
DAILY	1030	316

TRUCK PERCENTAGE	8.07	NAN	8.07
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CLASSIFICATION SUMMARY DATABASE															
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
N	18	2890	883	21	111	38	0	80	82	1	0	0	0	0	0
TOTTRK	333														
TOTVOL	4124														

COUNTY: 16
STATION: 0035
DESCRIPTION: SR 600/US 17/92, WEST OF KENTUCKY AV HAINES CI
START DATE: 01/23/2018
START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	19	12	12	12	55	13	19	20	20	72	127	
0100	11	13	18	9	51	14	5	15	11	45	96	
0200	7	8	12	16	43	5	5	11	12	33	76	
0300	6	11	24	13	54	18	11	10	17	56	110	
0400	15	27	26	34	102	16	18	36	38	108	210	
0500	46	53	80	111	290	40	70	91	80	281	571	
0600	113	183	198	180	674	97	134	152	189	572	1246	
0700	181	183	284	281	929	213	286	258	265	1022	1951	
0800	225	213	202	206	846	224	218	210	176	828	1674	
0900	188	163	198	199	748	154	173	162	164	653	1401	
1000	175	209	197	213	794	185	193	211	186	775	1569	
1100	211	202	206	198	817	192	197	213	215	817	1634	
1200	221	200	220	184	825	205	199	209	195	808	1633	
1300	209	218	253	231	911	205	223	220	229	877	1788	
1400	223	207	241	215	886	252	276	261	256	1045	1931	
1500	234	239	256	218	947	273	271	256	235	1035	1982	
1600	226	239	264	266	995	236	287	267	259	1049	2044	
1700	259	292	228	247	1026	280	259	229	221	989	2015	
1800	232	203	223	166	824	187	214	172	155	728	1552	
1900	137	125	117	81	460	141	145	122	109	517	977	
2000	87	104	69	83	343	113	109	63	76	361	704	
2100	81	70	58	74	283	84	63	75	68	290	573	
2200	61	44	41	35	181	58	43	38	32	171	352	
2300	26	28	31	15	100	22	26	37	22	107	207	
24-HOUR TOTALS:					13184						13239	26423

		PEAK VOLUME INFORMATION			
DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	
A.M.	730	1003	715	1033	715 2006
P.M.	1630	1081	1615	1093	1630 2146
DAILY	1630	1081	1615	1093	1630 2146

TRUCK PERCENTAGE	7.80	8.01	7.90
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CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	59	9067	3030	70	353	137	9	259	191	8	0	0	1	0	0	1028	13184
W	45	9108	3026	75	358	133	9	258	220	6	0	0	1	0	0	1060	13239

	DIRECTION: N				
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	4	6	3	1	14
0100	2	5	4	5	16
0200	5	3	6	3	17
0300	2	5	5	8	20
0400	6	5	16	18	45
0500	16	28	36	41	121
0600	41	53	44	43	181
0700	51	38	41	57	187
0800	56	47	55	60	218
0900	49	57	61	56	223
1000	45	56	58	72	231
1100	63	60	65	77	265
1200	82	52	74	54	262
1300	60	66	67	56	249
1400	60	62	51	57	230
1500	59	61	67	60	247
1600	58	75	67	57	257
1700	56	40	62	45	203
1800	55	54	56	39	204
1900	33	43	34	37	147
2000	28	40	24	25	117
2100	19	23	16	16	74
2200	17	9	12	9	47
2300	12	8	2	4	26
24-HOUR TOTALS:					3601

	HOUR	VOLUME
A.M.	845	227
P.M.	1200	262
DAILY	1145	285

CLASSIFICATION SUMMARY DATABASE																	
DIR N	1 13	2 2554	3 774	4 28	5 90	6 17	7 1	8 50	9 74	10 0	11 0	12 0	13 0	14 0	15 0	TOTTRK 260	TOTVOL 3601

GENERATED BY SPS 5.0.48P

COUNTY: 16
STATION: 0178
DESCRIPTION: US 17 WB ON RAMP
START DATE: 01/23/2018
START TIME: 1400

DIRECTION: W					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	5	3	4	1	13
0100	2	4	0	2	8
0200	2	0	2	1	5
0300	3	4	1	2	10
0400	3	5	6	5	19
0500	3	10	9	13	35
0600	15	28	24	37	104
0700	38	52	55	53	198
0800	40	49	37	30	156
0900	21	41	22	25	109
1000	23	23	23	19	88
1100	24	23	41	20	108
1200	41	40	33	27	141
1300	30	33	36	34	133
1400	50	45	38	46	179
1500	49	50	47	44	190
1600	37	53	41	45	176
1700	64	52	45	42	203
1800	30	31	24	27	112
1900	19	23	16	11	69
2000	12	20	8	13	53
2100	18	5	10	6	39
2200	7	4	4	5	20
2300	4	5	3	2	14
24-HOUR TOTALS:					2182

PEAK VOLUME INFORMATION		
A.M.	HOUR	VOLUME
	715	200
P.M.	1645	206
DAILY	1645	206

TRUCK PERCENTAGE	13.38	NAN	13.38
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CLASSIFICATION SUMMARY DATABASE															
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
W	11	1359	520	11	74	60	6	67	67	3	0	0	4	0	0
														TOTTRK	TOTVOL
														292	2182

COUNTY: 16
STATION: 0176
DESCRIPTION: US 17 WB OFF RAMP
START DATE: 01/23/2018
START TIME: 1400

DIRECTION: S					
TIME	1ST	2ND	3RD	4TH	TOTAL
0000	5	3	3	1	12
0100	3	2	4	3	12
0200	4	3	3	1	11
0300	3	6	1	5	15
0400	3	1	6	9	19
0500	8	9	11	7	35
0600	15	18	29	24	86
0700	36	42	48	44	170
0800	48	35	36	30	149
0900	36	40	29	24	129
1000	32	32	30	36	130
1100	40	51	42	31	164
1200	38	35	36	40	149
1300	42	43	34	44	163
1400	47	49	49	40	185
1500	53	42	45	46	186
1600	53	44	42	48	187
1700	66	54	55	39	214
1800	49	36	36	42	163
1900	33	23	26	32	114
2000	28	29	21	17	95
2100	16	18	19	14	67
2200	15	15	12	13	55
2300	8	5	6	2	21
24-HOUR TOTALS:					2531

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	715	182
P.M.	1645	223
DAILY	1645	223

TRUCK PERCENTAGE 7.47 NAN 7.47

CLASSIFICATION SUMMARY DATABASE															
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 TOTTRK TOTVOL
S	13	1814	515	1	65	23	0	40	58	2	0	0	0	0	0 189 2531

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COUNTY: 16
STATION: 5051
DESCRIPTION: SR 25/US 27, NORTH OF SR 600/US 17/92 HAINES C
START DATE: 01/23/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	53	42	31	29	155	97	71	81	60	309	464	
0100	41	43	48	36	168	54	52	35	44	185	353	
0200	37	31	39	38	145	26	31	47	38	142	287	
0300	41	45	47	65	198	38	29	41	49	157	355	
0400	77	98	127	155	457	42	60	54	77	233	690	
0500	175	225	267	366	1033	75	72	121	124	392	1425	
0600	374	448	409	488	1719	145	187	250	225	807	2526	
0700	426	435	456	445	1762	273	328	392	351	1344	3106	
0800	463	393	430	412	1698	340	313	322	338	1313	3011	
0900	400	396	389	382	1567	334	324	405	405	1468	3035	
1000	396	406	404	412	1618	380	381	380	387	1528	3146	
1100	438	417	449	426	1730	377	351	447	399	1574	3304	
1200	481	408	425	400	1714	389	429	434	378	1630	3344	
1300	426	439	416	424	1705	454	389	446	434	1723	3428	
1400	453	468	394	413	1728	398	466	485	414	1763	3491	
1500	465	441	390	412	1708	422	456	419	477	1774	3482	
1600	402	467	425	452	1746	469	478	456	488	1891	3637	
1700	424	485	449	446	1804	522	528	464	453	1967	3771	
1800	412	404	331	293	1440	422	401	423	373	1619	3059	
1900	255	254	240	209	958	317	292	262	277	1148	2106	
2000	170	161	148	164	643	305	234	203	196	938	1581	
2100	129	130	134	101	494	200	171	159	160	690	1184	
2200	70	93	80	76	319	174	119	113	143	549	868	
2300	65	62	62	31	220	115	99	97	83	394	614	
24-HOUR TOTALS:					26729						25538	52267

PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S			
A.M.	HOUR	VOLUME		HOUR	VOLUME	COMBINED DIRECTIONS	
P.M.	645	1805		715	1411	HOUR	VOLUME
DAILY	1645	1810		1645	2002	1645	3812
	1645	1810		1645	2002	1645	3812
TRUCK PERCENTAGE		10.82				9.95	
						10.39	

CLASSIFICATION SUMMARY DATABASE																	
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	150	18085	5603	133	744	238	29	417	1230	53	9	3	35	0	0	2891	26729
S	171	17192	5634	106	734	224	21	390	991	44	6	3	22	0	0	2541	25538

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Johnson Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	0	1	0	5	7	5	9	12	11
30	0	1	5	0	0	1	1	8	7	10	16	27
45	1	1	0	1	0	1	0	3	22	12	15	25
00	0	0	0	0	0	2	4	9	16	20	16	25
Hr Total	1	2	7	1	1	4	10	27	50	51	59	88

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	26	5	12	12	35	9	8	2	0	2	0
30	10	9	14	5	12	15	7	2	0	1	1	1
45	9	14	34	10	28	8	6	1	0	0	1	3
00	22	13	3	5	15	28	9	2	2	5	1	2
Hr Total	48	62	56	32	67	86	31	13	4	6	5	6

24 Hour Total: 717
 AM Peak Hour begins: 11:00 AM Peak Volume: 88 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 16:30 PM Peak Volume: 93 PM Peak Hour Factor: 0.66

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	1	0	1	11	17	13	17	11
30	0	0	1	0	2	5	4	7	12	10	10	13
45	0	0	0	1	2	2	5	11	15	11	9	17
00	0	1	1	0	1	3	11	20	8	14	17	13
Hr Total	0	2	2	1	6	10	21	49	52	48	53	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	14	14	24	15	17	9	9	4	3	0	1
30	16	8	19	17	14	13	8	5	6	4	1	1
45	14	19	17	20	9	17	3	6	4	7	2	3
00	13	20	14	22	11	19	7	4	1	1	2	1
Hr Total	52	61	64	83	49	66	27	24	15	15	5	6

24 Hour Total: 765
 AM Peak Hour begins: 7:45 AM Peak Volume: 64 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 15:00 PM Peak Volume: 83 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	2	0	2	0	6	18	22	22	29	22
30	0	1	6	0	2	6	5	15	19	20	26	40
45	1	1	0	2	2	3	5	14	37	23	24	42
00	0	1	1	0	1	5	15	29	24	34	33	38
Hr Total	1	4	9	2	7	14	31	76	102	99	112	142

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	40	19	36	27	52	18	17	6	3	2	1
30	26	17	33	22	26	28	15	7	6	5	2	2
45	23	33	51	30	37	25	9	7	4	7	3	6
00	35	33	17	27	26	47	16	6	3	6	3	3
Hr Total	100	123	120	115	116	152	58	37	19	21	10	12

24 Hour Total: 1,482
 AM Peak Hour begins: 11:00 AM Peak Volume: 142 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 17:00 PM Peak Volume: 152 PM Peak Hour Factor: 0.73

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Johnson Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	2	2	4	4	7	9	10	19
30	0	0	0	0	1	0	2	7	11	16	10	15
45	0	0	0	0	1	4	1	7	15	11	15	19
00	0	0	0	0	0	3	1	3	6	6	10	5
Hr Total	1	0	0	0	4	9	8	21	39	42	45	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	26	26	14	13	27	19	5	5	0	1	2
30	14	27	7	9	5	10	14	4	7	0	2	1
45	8	22	17	10	23	8	5	6	3	2	0	0
00	20	9	8	13	13	11	2	1	1	4	6	0
Hr Total	48	84	58	46	54	56	40	16	16	6	9	3

24 Hour Total: 663
 AM Peak Hour begins: 10:45 AM Peak Volume: 63 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 12:45 PM Peak Volume: 95 PM Peak Hour Factor: 0.88

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	1	2	1	9	19	6	7	6
30	0	0	0	0	1	2	2	11	9	8	10	14
45	1	0	0	0	1	5	3	4	17	5	3	18
00	0	0	0	0	0	5	11	21	22	8	9	9
Hr Total	1	1	0	0	3	14	17	45	67	27	29	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	10	11	17	19	11	10	6	6	3	5	0
30	16	23	17	10	17	16	10	7	3	2	3	0
45	13	19	19	23	23	11	8	6	3	5	3	2
00	19	17	18	26	14	12	12	7	1	2	1	0
Hr Total	71	69	65	76	73	50	40	26	13	12	12	2

24 Hour Total: 760
 AM Peak Hour begins: 8:00 AM Peak Volume: 67 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 15:30 PM Peak Volume: 85 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	3	4	5	13	26	15	17	25
30	0	0	0	0	2	2	4	18	20	24	20	29
45	1	0	0	0	2	9	4	11	32	16	18	37
00	0	0	0	0	0	8	12	24	28	14	19	14
Hr Total	2	1	0	0	7	23	25	66	106	69	74	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	36	37	31	32	38	29	11	11	3	6	2
30	30	50	24	19	22	26	24	11	10	2	5	1
45	21	41	36	33	46	19	13	12	6	7	3	2
00	39	26	26	39	27	23	14	8	2	6	7	0
Hr Total	119	153	123	122	127	106	80	42	29	18	21	5

24 Hour Total: 1,423
 AM Peak Hour begins: 10:45 AM Peak Volume: 110 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 12:45 PM Peak Volume: 166 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Johnson Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	1	2	3	9	7	5	19
30	4	0	0	0	0	1	2	9	18	6	4	20
45	0	0	0	3	0	0	1	7	15	11	5	19
00	1	0	1	1	0	3	3	3	9	11	9	24
Hr Total	6	0	1	4	1	5	8	22	51	35	23	82

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	13	9	7	13	22	13	5	0	7	4	1
30	17	12	16	14	14	19	3	4	0	3	0	1
45	17	14	7	13	27	16	11	0	2	2	0	0
00	38	21	12	20	9	6	8	1	1	0	1	2
Hr Total	81	60	44	54	63	63	35	10	3	12	5	4

24 Hour Total: 672
 AM Peak Hour begins: 11:00 AM Peak Volume: 82 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 12:15 PM Peak Volume: 85 PM Peak Hour Factor: 0.56

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	1	3	0	7	11	10	8	25
30	1	0	0	0	1	1	4	9	10	9	13	13
45	0	0	1	1	3	6	6	9	6	8	15	19
00	0	0	0	1	1	6	9	20	7	14	16	16
Hr Total	3	0	1	3	6	16	19	45	34	41	52	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	17	14	18	19	20	12	7	4	4	1	1
30	27	12	15	17	17	10	9	11	2	2	1	0
45	15	19	7	10	12	16	11	6	5	4	2	0
00	21	7	19	17	16	17	11	3	5	5	4	0
Hr Total	85	55	55	62	64	63	43	27	16	15	8	1

24 Hour Total: 787
 AM Peak Hour begins: 11:30 AM Peak Volume: 84 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 12:00 PM Peak Volume: 85 PM Peak Hour Factor: 0.79

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	1	2	4	2	10	20	17	13	44
30	5	0	0	0	1	2	6	18	28	15	17	33
45	0	0	1	4	3	6	7	16	21	19	20	38
00	1	0	1	2	1	9	12	23	16	25	25	40
Hr Total	9	0	2	7	7	21	27	67	85	76	75	155

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	30	23	25	32	42	25	12	4	11	5	2
30	44	24	31	31	31	29	12	15	2	5	1	1
45	32	33	14	23	39	32	22	6	7	6	2	0
00	59	28	31	37	25	23	19	4	6	5	5	2
Hr Total	166	115	99	116	127	126	78	37	19	27	13	5

24 Hour Total: 1,459
 AM Peak Hour begins: 11:00 AM Peak Volume: 155 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:00 PM Peak Volume: 166 PM Peak Hour Factor: 0.70

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Johnson Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	1	1	4	5	7	8	9	16
30	1	0	2	0	0	1	2	8	12	11	10	21
45	0	0	0	1	0	2	1	6	17	11	12	21
00	0	0	0	0	0	3	3	5	10	12	12	18
Hr Total	3	1	3	2	2	6	9	23	47	43	42	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	22	13	11	13	28	14	6	2	2	2	1
30	14	16	12	9	10	15	8	3	2	1	1	1
45	11	17	19	11	26	11	7	2	2	1	0	1
00	27	14	8	13	12	15	6	1	1	3	3	1
Hr Total	59	69	53	44	61	68	35	13	8	8	6	4

24 Hour Total: 684
 AM Peak Hour begins: 11:00 AM Peak Volume: 76 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:45 PM Peak Volume: 81 PM Peak Hour Factor: 0.76

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	2	1	9	16	10	11	14
30	0	0	0	0	1	3	3	9	10	9	11	13
45	0	0	0	1	2	4	5	8	13	8	9	18
00	0	0	0	0	1	5	10	20	12	12	14	13
Hr Total	1	1	1	1	5	13	19	46	51	39	45	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	14	13	20	18	16	10	7	5	3	2	1
30	20	14	17	15	16	13	9	8	4	3	2	0
45	14	19	14	18	15	15	7	6	4	5	2	2
00	18	15	17	22	14	16	10	5	2	3	2	0
Hr Total	69	62	61	74	62	60	37	26	15	14	8	3

24 Hour Total: 771
 AM Peak Hour begins: 11:30 AM Peak Volume: 68 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 15:00 PM Peak Volume: 74 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	2	3	4	14	23	18	20	30
30	2	0	2	0	2	3	5	17	22	20	21	34
45	1	0	0	2	2	6	5	14	30	19	21	39
00	0	0	1	1	1	7	13	25	23	24	26	31
Hr Total	4	2	4	3	7	19	28	70	98	81	87	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	35	26	31	30	44	24	13	7	6	4	2
30	33	30	29	24	26	28	17	11	6	4	3	1
45	25	36	34	29	41	25	15	8	6	7	3	3
00	44	29	25	34	26	31	16	6	4	6	5	2
Hr Total	128	130	114	118	123	128	72	39	22	22	15	7

24 Hour Total: 1,455
 AM Peak Hour begins: 11:00 AM Peak Volume: 134 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 12:45 PM Peak Volume: 146 PM Peak Hour Factor: 0.82

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Johnson Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	5	2	0	1	9	9	4	8	12
30	2	1	3	0	0	2	2	5	12	9	10	9
45	1	1	1	0	0	1	12	2	4	13	15	9
00	0	0	3	0	2	2	8	11	10	10	7	10
Hr Total	5	2	7	5	4	5	23	27	35	36	40	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	16	12	26	5	9	16	4	8	3	2
30	12	11	15	18	14	6	7	23	3	5	4	3
45	8	12	11	12	13	9	14	9	4	4	6	7
00	7	8	9	14	15	7	15	8	4	4	3	1
Hr Total	37	41	51	56	68	27	45	56	15	21	16	13

24 Hour Total: 675
 AM Peak Hour begins: 10:15 AM Peak Volume: 44 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 15:15 PM Peak Volume: 70 PM Peak Hour Factor: 0.67

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	2	0	2	5	9	13	16	18	11
30	1	0	2	0	2	1	7	16	6	8	6	14
45	0	0	0	1	0	5	6	10	16	18	12	6
00	0	0	5	2	3	10	8	9	15	12	16	11
Hr Total	2	0	8	5	5	18	26	44	50	54	52	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	10	14	12	18	15	3	3	2	3	1	2
30	12	9	13	11	25	5	5	7	6	9	4	1
45	11	13	12	11	20	5	3	11	1	2	6	4
00	14	16	8	13	12	4	6	5	4	8	2	1
Hr Total	54	48	47	47	75	29	17	26	13	22	13	8

24 Hour Total: 705
 AM Peak Hour begins: 8:45 AM Peak Volume: 57 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 15:45 PM Peak Volume: 76 PM Peak Hour Factor: 0.76

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	7	2	2	6	18	22	20	26	23
30	3	1	5	0	2	3	9	21	18	17	16	23
45	1	1	1	1	0	6	18	12	20	31	27	15
00	0	0	8	2	5	12	16	20	25	22	23	21
Hr Total	7	2	15	10	9	23	49	71	85	90	92	82

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	20	30	24	44	20	12	19	6	11	4	4
30	24	20	28	29	39	11	12	30	9	14	8	4
45	19	25	23	23	33	14	17	20	5	6	12	11
00	21	24	17	27	27	11	21	13	8	12	5	2
Hr Total	91	89	98	103	143	56	62	82	28	43	29	21

24 Hour Total: 1,380
 AM Peak Hour begins: 9:15 AM Peak Volume: 96 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 15:45 PM Peak Volume: 143 PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Johnson Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	2	0	0	2	8	4	12	6	17
30	2	0	0	1	3	0	4	2	10	9	9	14
45	2	0	0	0	3	0	8	5	6	9	11	4
00	2	0	2	1	1	2	10	11	7	6	10	17
Hr Total	7	2	2	4	7	2	24	26	27	36	36	52

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	12	11	4	10	17	11	13	8	5	4	5
30	15	15	10	29	14	12	8	10	2	8	1	4
45	10	11	10	11	14	9	15	9	5	8	2	7
00	6	16	11	14	2	14	16	4	4	4	1	3
Hr Total	38	54	42	58	40	52	50	36	19	25	8	19

24 Hour Total: 666
 AM Peak Hour begins: 10:30 AM Peak Volume: 52 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 15:15 PM Peak Volume: 64 PM Peak Hour Factor: 0.55

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	1	0	2	6	12	6	12	13	15
30	0	0	0	0	1	2	11	9	5	11	8	21
45	0	0	0	2	3	2	4	15	6	11	12	8
00	0	0	1	2	1	7	6	11	3	6	15	10
Hr Total	0	1	2	5	5	13	27	47	20	40	48	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	12	10	9	10	11	8	10	8	7	7	2
30	13	10	12	14	16	14	6	8	3	4	3	1
45	14	14	12	11	14	8	2	4	3	2	1	3
00	10	18	12	17	5	6	6	7	2	4	6	0
Hr Total	45	54	46	51	45	39	22	29	16	17	17	6

24 Hour Total: 649
 AM Peak Hour begins: 10:30 AM Peak Volume: 63 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 15:45 PM Peak Volume: 57 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	1	3	0	2	8	20	10	24	19	32
30	2	0	0	1	4	2	15	11	15	20	17	35
45	2	0	0	2	6	2	12	20	12	20	23	12
00	2	0	3	3	2	9	16	22	10	12	25	27
Hr Total	7	3	4	9	12	15	51	73	47	76	84	106

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	24	21	13	20	28	19	23	16	12	11	7
30	28	25	22	43	30	26	14	18	5	12	4	5
45	24	25	22	22	28	17	17	13	8	10	3	10
00	16	34	23	31	7	20	22	11	6	8	7	3
Hr Total	83	108	88	109	85	91	72	65	35	42	25	25

24 Hour Total: 1,315
 AM Peak Hour begins: 10:30 AM Peak Volume: 115 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 15:15 PM Peak Volume: 116 PM Peak Hour Factor: 0.67

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Johnson Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	1	3	1	2	8	8	5	17	10
30	2	3	1	2	0	0	3	8	8	12	9	9
45	1	3	1	0	0	0	16	6	4	12	10	13
00	1	1	1	4	0	2	11	12	5	17	5	13
Hr Total	7	7	4	7	3	3	32	34	25	46	41	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	15	7	6	8	10	9	15	4	5	4	4
30	7	16	6	14	14	11	9	15	6	3	2	2
45	7	6	13	17	9	8	7	13	6	5	5	2
00	16	10	14	14	11	7	14	11	3	2	5	4
Hr Total	40	47	40	51	42	36	39	54	19	15	16	12

24 Hour Total: 665
 AM Peak Hour begins: 9:15 AM Peak Volume: 58 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 18:45 PM Peak Volume: 57 PM Peak Hour Factor: 0.95

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	1	6	11	13	15	10	11	11
30	2	3	1	1	2	2	6	8	6	10	12	16
45	1	0	0	0	0	5	21	13	23	13	15	9
00	0	0	3	3	2	6	7	18	13	21	10	13
Hr Total	4	3	5	4	5	19	45	52	57	54	48	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	14	7	9	10	10	4	4	4	5	5	2
30	6	9	13	14	14	11	8	9	3	18	2	1
45	7	6	15	14	11	9	9	7	2	9	2	2
00	10	11	5	15	14	6	4	5	5	14	1	1
Hr Total	39	40	40	52	49	36	25	25	14	46	10	6

24 Hour Total: 727
 AM Peak Hour begins: 7:45 AM Peak Volume: 62 AM Peak Hour Factor: 0.67
 PM Peak Hour begins: 15:15 PM Peak Volume: 53 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	2	1	4	7	13	21	23	15	28	21
30	4	6	2	3	2	2	9	16	14	22	21	25
45	2	3	1	0	0	5	37	19	27	25	25	22
00	1	1	4	7	2	8	18	30	18	38	15	26
Hr Total	11	10	9	11	8	22	77	86	82	100	89	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	29	14	15	18	20	13	19	8	10	9	6
30	13	25	19	28	28	22	17	24	9	21	4	3
45	14	12	28	31	20	17	16	20	8	14	7	4
00	26	21	19	29	25	13	18	16	8	16	6	5
Hr Total	79	87	80	103	91	72	64	79	33	61	26	18

24 Hour Total: 1,392
 AM Peak Hour begins: 9:15 AM Peak Volume: 113 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 15:15 PM Peak Volume: 106 PM Peak Hour Factor: 0.85

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Johnson Ave east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	3	2	0	2	8	7	7	10	13
30	2	1	1	1	1	1	3	5	10	10	9	11
45	1	1	1	0	1	0	12	4	5	11	12	9
00	1	0	2	2	1	2	10	11	7	11	7	13
Hr Total	6	4	4	5	5	3	26	29	29	39	39	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	12	11	7	15	11	10	15	5	6	4	4
30	11	14	10	20	14	10	8	16	4	5	2	3
45	8	10	11	13	12	9	12	10	5	6	4	5
00	10	11	11	14	9	9	15	8	4	3	3	3
Hr Total	38	47	44	55	50	38	45	49	18	20	13	15

24 Hour Total: 669
 AM Peak Hour begins: 11:00 AM Peak Volume: 46 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 15:15 PM Peak Volume: 62 PM Peak Hour Factor: 0.77

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	3	7	11	11	13	14	12
30	1	1	1	0	2	2	8	11	6	10	9	17
45	0	0	0	1	1	4	10	13	15	14	13	8
00	0	0	3	2	2	8	7	13	10	13	14	11
Hr Total	2	1	5	5	5	17	33	48	42	49	49	48

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	12	10	10	13	12	5	6	5	5	4	2
30	10	9	13	13	18	10	6	8	4	10	3	1
45	11	11	13	12	15	7	5	7	2	4	3	3
00	11	15	8	15	10	5	5	6	4	9	3	1
Hr Total	46	47	44	50	56	35	21	27	14	28	13	7

24 Hour Total: 694
 AM Peak Hour begins: 10:30 AM Peak Volume: 56 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 15:45 PM Peak Volume: 61 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	4	2	4	9	20	18	20	24	25
30	3	2	2	1	3	2	11	16	16	20	18	28
45	2	1	1	1	2	4	22	17	20	25	25	16
00	1	0	5	4	3	10	17	24	18	24	21	25
Hr Total	8	5	9	10	10	20	59	77	71	89	88	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	24	22	17	27	23	15	20	10	11	8	6
30	22	23	23	33	32	20	14	24	8	16	5	4
45	19	21	24	25	27	16	17	18	7	10	7	8
00	21	26	20	29	20	15	20	13	7	12	6	3
Hr Total	84	95	89	105	106	73	66	75	32	49	27	21

24 Hour Total: 1,362
 AM Peak Hour begins: 10:30 AM Peak Volume: 99 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:45 PM Peak Volume: 116 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Haines City
 Location: Commerce Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	3	9	12	22	23	30	34
30	0	0	0	2	2	0	10	14	16	33	34	38
45	0	0	1	2	2	4	4	17	24	37	25	39
00	1	1	0	0	3	3	15	14	22	33	35	39
Hr Total	2	1	1	4	7	10	38	57	84	126	124	150

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	38	35	33	36	51	30	13	9	5	5	3
30	38	40	36	38	43	32	27	14	8	8	1	1
45	43	46	43	25	33	32	29	12	15	4	2	2
00	48	44	31	35	39	23	16	14	8	3	3	0
Hr Total	180	168	145	131	151	138	102	53	40	20	11	6

24 Hour Total: 1,749
 AM Peak Hour begins: 11:15 AM Peak Volume: 167 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 12:00 PM Peak Volume: 180 PM Peak Hour Factor: 0.88

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	4	0	0	0	6	18	13	16	29	35
30	1	0	1	1	0	0	9	14	13	22	16	16
45	0	1	0	0	1	1	7	8	15	22	30	32
00	0	0	0	2	2	3	13	14	17	18	24	32
Hr Total	3	2	5	3	3	4	35	54	58	78	99	115

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	27	24	29	29	29	17	11	11	8	5	3
30	30	47	28	35	27	25	19	14	14	3	6	3
45	37	31	28	36	23	24	20	9	6	3	3	0
00	34	27	45	42	33	20	23	15	9	2	4	0
Hr Total	136	132	125	142	112	98	79	49	40	16	18	6

24 Hour Total: 1,412
 AM Peak Hour begins: 11:30 AM Peak Volume: 129 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:30 PM Peak Volume: 145 PM Peak Hour Factor: 0.77

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	4	0	0	3	15	30	35	39	59	69
30	1	0	1	3	2	0	19	28	29	55	50	54
45	0	1	1	2	3	5	11	25	39	59	55	71
00	1	1	0	2	5	6	28	28	39	51	59	71
Hr Total	5	3	6	7	10	14	73	111	142	204	223	265

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	65	59	62	65	80	47	24	20	13	10	6
30	68	87	64	73	70	57	46	28	22	11	7	4
45	80	77	71	61	56	56	49	21	21	7	5	2
00	82	71	76	77	72	43	39	29	17	5	7	0
Hr Total	316	300	270	273	263	236	181	102	80	36	29	12

24 Hour Total: 3,161
 AM Peak Hour begins: 11:45 AM Peak Volume: 305 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 12:00 PM Peak Volume: 316 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Haines City
 Location: Commerce Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	5	7	10	22	27	27	35
30	1	2	1	0	2	1	4	14	22	32	31	56
45	6	0	0	2	1	3	10	9	21	37	41	47
00	0	1	0	0	1	1	11	10	29	29	36	50
Hr Total	7	3	1	2	6	10	32	43	94	125	135	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	36	27	33	33	43	20	21	18	6	6	1
30	57	32	35	25	25	33	30	23	15	6	3	0
45	42	35	26	33	57	39	23	14	5	4	5	0
00	36	40	30	25	33	19	24	12	4	5	5	2
Hr Total	186	143	118	116	148	134	97	70	42	21	19	3

24 Hour Total: 1,743
 AM Peak Hour begins: 11:30 AM Peak Volume: 205 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:00 PM Peak Volume: 186 PM Peak Hour Factor: 0.82

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	1	2	4	11	18	14	19	39
30	2	1	0	0	0	3	6	17	12	19	28	27
45	3	0	2	0	1	1	9	5	22	26	25	29
00	1	1	0	3	3	2	21	22	10	25	23	26
Hr Total	6	2	3	4	5	8	40	55	62	84	95	121

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	33	36	26	40	30	17	11	11	6	3	2
30	35	39	35	28	33	21	20	13	4	1	1	1
45	28	24	44	28	36	22	23	10	12	5	3	1
00	30	32	29	31	19	28	16	11	6	4	8	0
Hr Total	136	128	144	113	128	101	76	45	33	16	15	4

24 Hour Total: 1,424
 AM Peak Hour begins: 11:30 AM Peak Volume: 133 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 13:45 PM Peak Volume: 147 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	3	7	11	21	40	41	46	74
30	3	3	1	0	2	4	10	31	34	51	59	83
45	9	0	2	2	2	4	19	14	43	63	66	76
00	1	2	0	3	4	3	32	32	39	54	59	76
Hr Total	13	5	4	6	11	18	72	98	156	209	230	309

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	69	63	59	73	73	37	32	29	12	9	3
30	92	71	70	53	58	54	50	36	19	7	4	1
45	70	59	70	61	93	61	46	24	17	9	8	1
00	66	72	59	56	52	47	40	23	10	9	13	2
Hr Total	322	271	262	229	276	235	173	115	75	37	34	7

24 Hour Total: 3,167
 AM Peak Hour begins: 11:30 AM Peak Volume: 338 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:00 PM Peak Volume: 322 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Haines City
 Location: Commerce Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	1	3	4	6	8	21	23	42	36
30	1	1	1	1	2	1	5	10	26	22	22	40
45	0	0	0	1	0	2	12	10	26	31	45	43
00	0	0	0	1	2	3	11	20	24	38	42	69
Hr Total	1	3	1	4	7	10	34	48	97	114	151	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	48	39	33	34	37	25	10	10	9	3	5
30	48	30	34	32	26	33	22	13	13	14	5	5
45	51	33	46	40	39	38	25	11	8	10	4	0
00	38	49	30	27	28	26	20	13	7	5	0	0
Hr Total	186	160	149	132	127	134	92	47	38	38	12	10

24 Hour Total: 1,783
 AM Peak Hour begins: 11:30 AM Peak Volume: 209 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 12:00 PM Peak Volume: 186 PM Peak Hour Factor: 0.91

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	1	0	2	3	17	13	18	17	28
30	1	1	2	0	0	2	8	11	17	17	30	29
45	1	0	1	2	0	2	6	7	12	16	23	33
00	0	0	2	4	1	3	16	25	30	15	22	48
Hr Total	5	2	5	7	1	9	33	60	72	66	92	138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	38	25	51	35	21	17	15	10	5	9	1
30	53	34	24	45	31	30	16	11	9	13	2	1
45	36	26	37	31	19	26	7	16	5	11	3	1
00	40	30	35	37	27	19	16	11	6	5	1	1
Hr Total	162	128	121	164	112	96	56	53	30	34	15	4

24 Hour Total: 1,465
 AM Peak Hour begins: 11:30 AM Peak Volume: 167 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 14:30 PM Peak Volume: 168 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	0	2	3	6	9	25	34	41	59	64
30	2	2	3	1	2	3	13	21	43	39	52	69
45	1	0	1	3	0	4	18	17	38	47	68	76
00	0	0	2	5	3	6	27	45	54	53	64	117
Hr Total	6	5	6	11	8	19	67	108	169	180	243	326

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	86	64	84	69	58	42	25	20	14	12	6
30	101	64	58	77	57	63	38	24	22	27	7	6
45	87	59	83	71	58	64	32	27	13	21	7	1
00	78	79	65	64	55	45	36	24	13	10	1	1
Hr Total	348	288	270	296	239	230	148	100	68	72	27	14

24 Hour Total: 3,248
 AM Peak Hour begins: 11:45 AM Peak Volume: 387 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 12:15 PM Peak Volume: 352 PM Peak Hour Factor: 0.87

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Haines City
 Location: Commerce Ave west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	2	4	7	10	22	24	33	35
30	1	1	1	1	2	1	6	13	21	29	29	45
45	2	0	0	2	1	3	9	12	24	35	37	43
00	0	1	0	0	2	2	12	15	25	33	38	53
Hr Total	3	2	1	3	7	10	35	49	92	122	137	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	41	34	33	34	44	25	15	12	7	5	3
30	48	34	35	32	31	33	26	17	12	9	3	2
45	45	38	38	33	43	36	26	12	9	6	4	1
00	41	44	30	29	33	23	20	13	6	4	3	1
Hr Total	184	157	137	126	142	135	97	57	40	26	14	6

24 Hour Total: 1,758
 AM Peak Hour begins: 11:30 AM Peak Volume: 194 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:00 PM Peak Volume: 184 PM Peak Hour Factor: 0.91

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	1	0	1	4	15	15	16	22	34
30	1	1	1	0	0	2	8	14	14	19	25	24
45	1	0	1	1	1	1	7	7	16	21	26	31
00	0	0	1	3	2	3	17	20	19	19	23	35
Hr Total	5	2	4	5	3	7	36	56	64	76	95	125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	33	28	35	35	27	17	12	11	6	6	2
30	39	40	29	36	30	25	18	13	9	6	3	2
45	34	27	36	32	26	24	17	12	8	6	3	1
00	35	30	36	37	26	22	18	12	7	4	4	0
Hr Total	145	129	130	140	117	98	70	49	34	22	16	5

24 Hour Total: 1,434
 AM Peak Hour begins: 11:30 AM Peak Volume: 143 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 12:00 PM Peak Volume: 145 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	1	2	5	12	25	36	40	55	69
30	2	2	2	1	2	2	14	27	35	48	54	69
45	3	0	1	2	2	4	16	19	40	56	63	74
00	1	1	1	3	4	5	29	35	44	53	61	88
Hr Total	8	4	5	8	10	17	71	106	156	198	232	300

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	73	62	68	69	70	42	27	23	13	10	5
30	87	74	64	68	62	58	45	29	21	15	6	4
45	79	65	75	64	69	60	42	24	17	12	7	1
00	75	74	67	66	60	45	38	25	13	8	7	1
Hr Total	329	286	267	266	259	234	167	106	74	48	30	11

24 Hour Total: 3,192
 AM Peak Hour begins: 11:45 AM Peak Volume: 341 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 12:00 PM Peak Volume: 329 PM Peak Hour Factor: 0.94

Start Date: 11/29/2018

Start Time: 6:30:00 AM

Site Code: 18013

Comment 1: City/County: Haines City/Polk

Comment 2: Weather: Clear

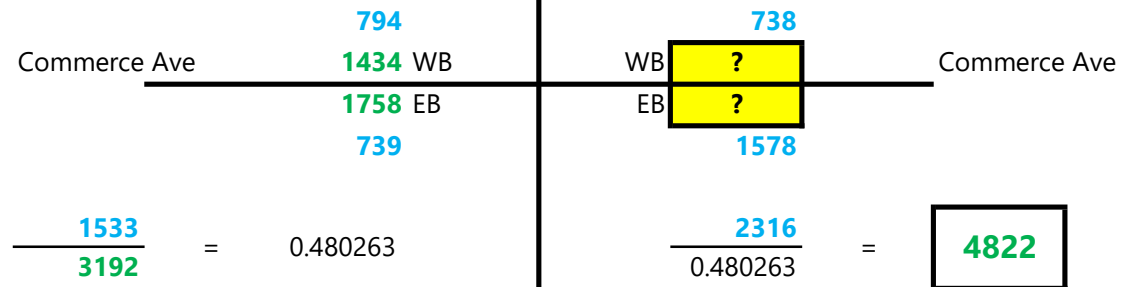
Comment 3: Comments:

Comment 4:

	W COMMERCE AVENUE Eastbound			PILOT DRIVEWAY Westbound			US 27 Southbound			US 27 Northbound		
	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
06:30 AM	3	0	1	5	0	2	5	233	5	2	382	27
06:45 AM	1	0	2	10	1	6	3	268	6	2	393	27
07:00 AM	1	1	2	7	2	7	11	274	17	1	397	21
07:15 AM	7	1	2	12	1	2	10	311	5	1	389	32
07:30 AM	1	3	3	13	2	6	8	362	7	5	413	27
07:45 AM	11	2	2	6	2	5	11	382	8	11	429	26
08:00 AM	3	0	4	12	0	2	11	294	13	8	408	27
08:15 AM	6	0	9	10	1	6	14	375	4	6	342	23
08:30 AM	12	2	3	9	0	1	9	351	9	12	314	27
08:45 AM	8	1	7	8	1	4	9	335	4	9	429	42
09:00 AM	15	1	4	8	0	1	15	310	4	11	354	28
09:15 AM	14	1	9	10	0	2	12	307	5	7	309	25
09:30 AM	14	5	9	12	5	3	21	377	6	8	340	21
09:45 AM	12	1	4	10	2	9	22	411	18	8	346	29
10:00 AM	7	1	9	26	1	4	23	352	13	16	343	39
10:15 AM	12	2	8	15	0	4	19	312	10	12	340	39
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	30	2	13	13	1	14	21	463	19	20	385	32
03:15 PM	20	2	5	15	2	16	28	448	17	11	430	31
03:30 PM	20	1	10	14	2	8	31	464	17	12	309	26
03:45 PM	18	1	9	17	1	16	22	427	19	12	418	25
04:00 PM	33	3	13	18	0	12	21	451	13	13	389	26
04:15 PM	15	0	6	19	2	9	25	440	18	17	377	26
04:30 PM	29	2	11	12	2	10	26	491	16	22	419	39
04:45 PM	21	1	13	24	1	19	24	488	18	17	470	37
05:00 PM	23	3	7	16	1	14	22	466	30	8	457	33
05:15 PM	27	2	9	17	1	16	29	508	16	14	493	40
05:30 PM	15	1	6	20	1	10	21	507	14	22	436	41
05:45 PM	31	1	10	22	5	15	19	453	18	21	393	43
06:00 PM	14	1	8	11	0	11	15	434	10	15	344	22
06:15 PM	16	4	11	17	3	8	22	440	11	8	315	26
06:30 PM	10	3	7	12	5	8	28	416	7	15	280	19
06:45 PM	15	2	9	13	2	8	25	405	11	13	211	20

#77 Calculations

8 Hour TMC Volume
Daily Tube Count Volume



Volume Count Report

Data File : D0224005.PRN
 Station : 000002241602
 Identification : 000025620003 Interval : 15 minutes
 Start date : Feb 24, 16 Start time : 18:30
 Stop date : Feb 25, 16 Stop time : 18:30
 City/Town : Haines City County : Polk
 Location : US 27 south of Old Polk City Road/Main Street

Feb 24/Feb 25 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	37	33	43	92	165	283	446	398	470	452	452
30	48	34	30	45	118	203	401	414	490	450	493	464
45	35	51	40	44	103	252	377	437	444	437	440	474
00	58	36	38	73	143	282	424	466	460	440	467	496
Hr Total	195	158	141	205	456	902	1485	1763	1792	1797	1852	1886

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	499	471	463	458	510	596	565	285	250	156	149	61
30	513	508	511	504	538	567	474	315	233	157	118	68
45	539	486	524	561	536	605	355	251	192	172	118	78
00	485	519	525	491	472	651	325	267	184	166	82	59
Hr Total	2036	1984	2023	2014	2056	2419	1719	1118	859	651	467	266

24 Hour Total : 30244

AM peak hour begins : 11:30 AM peak volume : 1982 Peak hour factor : 0.92

PM peak hour begins : 17:00 PM peak volume : 2419 Peak hour factor : 0.93

Volume Count Report

Data File : D0224007.PRN
 Station : 000002241604
 Identification : 001540900003 Interval : 15 minutes
 Start date : Feb 24, 16 Start time : 18:30
 Stop date : Feb 25, 16 Stop time : 18:30
 City/Town : Haines City County : Polk
 Location : Old Polk City Road west of US 27

Feb 24/Feb 25 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	12	11	7	12	14	41	102	101	89	90	124
30	9	7	8	14	18	38	62	109	90	78	81	108
45	14	5	11	9	18	39	107	134	87	102	86	93
00	7	7	7	13	18	45	84	138	92	97	75	96
Hr Total	44	31	37	43	66	136	294	483	370	366	332	421

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	88	93	104	99	119	120	82	53	32	28	16
30	102	94	95	99	115	108	113	63	42	43	19	12
45	90	94	95	107	117	133	86	50	43	46	16	13
00	102	110	106	130	109	106	89	53	32	26	16	12
Hr Total	400	386	389	440	440	466	408	248	170	147	79	53

24 Hour Total : 6249

AM peak hour begins : 07:00 AM peak volume : 483 Peak hour factor : 0.88

PM peak hour begins : 17:30 PM peak volume : 472 Peak hour factor : 0.89

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Haines City
 Location: Main St east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	2	5	3	10	10	23	48	31	60	40
30	2	7	0	2	3	6	12	26	43	37	35	45
45	11	1	0	1	3	9	13	35	40	44	52	54
00	5	1	3	0	2	9	13	53	58	66	58	57
Hr Total	28	12	5	8	11	34	48	137	189	178	205	196

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	65	63	71	85	79	88	56	26	24	17	14
30	55	57	70	65	78	92	67	49	25	17	14	9
45	65	74	72	74	73	74	72	42	31	32	7	13
00	54	63	51	66	81	89	59	43	24	11	8	6
Hr Total	221	259	256	276	317	334	286	190	106	84	46	42

24 Hour Total: 3,468
 AM Peak Hour begins: 9:45 AM Peak Volume: 213 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:15 PM Peak Volume: 343 PM Peak Hour Factor: 0.93

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	2	2	6	15	25	33	56	38	62	58
30	3	3	3	4	5	18	33	46	41	54	54	55
45	4	3	1	4	7	23	35	45	45	55	59	65
00	1	0	4	4	14	25	33	55	60	50	54	65
Hr Total	18	9	10	14	32	81	126	179	202	197	229	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	82	76	58	56	81	84	37	37	23	17	9
30	56	47	62	63	78	62	64	40	22	18	17	3
45	64	56	75	66	85	71	60	45	29	17	10	1
00	67	68	78	76	89	76	55	24	22	14	12	3
Hr Total	255	253	291	263	308	290	263	146	110	72	56	16

24 Hour Total: 3,663
 AM Peak Hour begins: 11:30 AM Peak Volume: 254 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:15 PM Peak Volume: 333 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	6	4	7	9	25	35	56	104	69	122	98
30	5	10	3	6	8	24	45	72	84	91	89	100
45	15	4	1	5	10	32	48	80	85	99	111	119
00	6	1	7	4	16	34	46	108	118	116	112	122
Hr Total	46	21	15	22	43	115	174	316	391	375	434	439

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	147	139	129	141	160	172	93	63	47	34	23
30	111	104	132	128	156	154	131	89	47	35	31	12
45	129	130	147	140	158	145	132	87	60	49	17	14
00	121	131	129	142	170	165	114	67	46	25	20	9
Hr Total	476	512	547	539	625	624	549	336	216	156	102	58

24 Hour Total: 7,131
 AM Peak Hour begins: 11:45 AM Peak Volume: 477 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:15 PM Peak Volume: 644 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Haines City
 Location: Main St east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	3	2	3	5	8	18	48	43	45	70
30	5	0	1	4	2	8	9	25	39	43	57	52
45	6	1	2	4	3	5	14	32	32	39	57	68
00	6	10	1	1	5	10	18	53	32	58	55	58
Hr Total	23	15	7	11	13	28	49	128	151	183	214	248

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	57	0	69	79	80	76	52	30	32	14	12
30	65	62	0	78	98	94	72	55	38	17	10	7
45	57	61	71	77	81	75	76	45	24	27	17	8
00	64	10	55	74	80	80	57	43	21	12	14	8
Hr Total	235	190	126	298	338	329	281	195	113	88	55	35

24 Hour Total: 3,353
 AM Peak Hour begins: 11:00 AM Peak Volume: 248 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:15 PM Peak Volume: 339 PM Peak Hour Factor: 0.86

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	1	4	15	30	37	54	59	62	70
30	2	0	3	7	5	20	25	42	46	55	55	90
45	3	2	0	6	2	25	43	40	54	61	62	66
00	2	0	0	3	10	28	21	59	41	51	61	73
Hr Total	10	4	4	17	21	88	119	178	195	226	240	299

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	61	69	85	86	67	76	60	35	24	17	2
30	78	78	55	82	71	72	62	31	27	19	10	2
45	57	58	83	80	82	69	53	42	30	9	11	10
00	61	73	83	91	102	74	42	36	12	21	6	2
Hr Total	249	270	290	338	341	282	233	169	104	73	44	16

24 Hour Total: 3,810
 AM Peak Hour begins: 11:00 AM Peak Volume: 299 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:00 PM Peak Volume: 341 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	4	3	7	20	38	55	102	102	107	140
30	7	0	4	11	7	28	34	67	85	98	112	142
45	9	3	2	10	5	30	57	72	86	100	119	134
00	8	10	1	4	15	38	39	112	73	109	116	131
Hr Total	33	19	11	28	34	116	168	306	346	409	454	547

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	118	69	154	165	147	152	112	65	56	31	14
30	143	140	55	160	169	166	134	86	65	36	20	9
45	114	119	154	157	163	144	129	87	54	36	28	18
00	125	83	138	165	182	154	99	79	33	33	20	10
Hr Total	484	460	416	636	679	611	514	364	217	161	99	51

24 Hour Total: 7,163
 AM Peak Hour begins: 11:00 AM Peak Volume: 547 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:00 PM Peak Volume: 679 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Haines City
 Location: Main St east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	1	1	4	7	9	17	44	43	57	49
30	8	3	1	3	7	7	22	29	35	46	33	53
45	5	0	0	0	4	5	17	41	47	40	54	54
00	7	3	1	5	2	10	19	54	39	45	66	58
Hr Total	29	8	3	9	17	29	67	141	165	174	210	214

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	71	69	70	97	84	71	63	46	24	26	7
30	54	69	82	84	88	65	51	50	35	24	11	4
45	50	78	73	78	87	74	80	55	30	23	11	11
00	60	61	70	70	95	98	59	53	28	20	20	14
Hr Total	221	279	294	302	367	321	261	221	139	91	68	36

24 Hour Total: 3,666
 AM Peak Hour begins: 11:30 AM Peak Volume: 223 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:00 PM Peak Volume: 367 PM Peak Hour Factor: 0.95

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	2	3	18	39	37	45	44	56	58
30	4	1	2	2	4	18	27	42	54	48	59	49
45	2	1	3	4	6	26	24	46	42	54	38	61
00	2	2	1	3	6	28	31	73	46	48	53	56
Hr Total	12	6	8	11	19	90	121	198	187	194	206	224

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	63	66	78	81	71	67	45	27	22	16	4
30	74	67	80	82	76	70	65	42	36	25	15	4
45	62	73	83	81	96	70	65	49	20	18	8	4
00	58	68	80	75	72	61	47	34	15	17	11	9
Hr Total	255	271	309	316	325	272	244	170	98	82	50	21

24 Hour Total: 3,689
 AM Peak Hour begins: 11:30 AM Peak Volume: 252 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:45 PM Peak Volume: 328 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	3	3	7	25	48	54	89	87	113	107
30	12	4	3	5	11	25	49	71	89	94	92	102
45	7	1	3	4	10	31	41	87	89	94	92	115
00	9	5	2	8	8	38	50	127	85	93	119	114
Hr Total	41	14	11	20	36	119	188	339	352	368	416	438

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	134	135	148	178	155	138	108	73	46	42	11
30	128	136	162	166	164	135	116	92	71	49	26	8
45	112	151	156	159	183	144	145	104	50	41	19	15
00	118	129	150	145	167	159	106	87	43	37	31	23
Hr Total	476	550	603	618	692	593	505	391	237	173	118	57

24 Hour Total: 7,355
 AM Peak Hour begins: 11:30 AM Peak Volume: 475 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:00 PM Peak Volume: 692 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Haines City
 Location: Main St east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	2	3	3	7	9	19	47	39	54	53
30	5	3	1	3	4	7	14	27	39	42	42	50
45	7	1	1	2	3	6	15	36	40	41	54	59
00	6	5	2	2	3	10	17	53	43	56	60	58
Hr Total	27	12	5	9	14	30	55	135	168	178	210	219

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	64	44	70	87	81	78	57	34	27	19	11
30	58	63	51	76	88	84	63	51	33	19	12	7
45	57	71	72	76	80	74	76	47	28	27	12	11
00	59	45	59	70	85	89	58	46	24	14	14	9
Hr Total	226	243	225	292	341	328	276	202	119	88	56	38

24 Hour Total: 3,496
 AM Peak Hour begins: 11:30 AM Peak Volume: 225 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:00 PM Peak Volume: 341 PM Peak Hour Factor: 0.97

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	2	2	4	16	31	36	52	47	60	62
30	3	1	3	4	5	19	28	43	47	52	56	65
45	3	2	1	5	5	25	34	44	47	57	53	64
00	2	1	2	3	10	27	28	62	49	50	56	65
Hr Total	13	6	7	14	24	86	122	185	195	206	225	255

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	69	70	74	74	73	76	47	33	23	17	5
30	69	64	66	76	75	68	64	38	28	21	14	3
45	61	62	80	76	88	70	59	45	26	15	10	5
00	62	70	80	81	88	70	48	31	16	17	10	5
Hr Total	253	265	297	306	325	281	247	162	104	76	50	18

24 Hour Total: 3,721
 AM Peak Hour begins: 11:30 AM Peak Volume: 259 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:00 PM Peak Volume: 325 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	4	4	8	23	40	55	98	86	114	115
30	8	5	3	7	9	26	43	70	86	94	98	115
45	10	3	2	6	8	31	49	80	87	98	107	123
00	8	5	3	5	13	37	45	116	92	106	116	122
Hr Total	40	18	12	23	38	117	177	320	363	384	435	475

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	133	114	144	161	154	154	104	67	50	36	16
30	127	127	116	151	163	152	127	89	61	40	26	10
45	118	133	152	152	168	144	135	93	55	42	21	16
00	121	114	139	151	173	159	106	78	41	32	24	14
Hr Total	479	507	522	598	665	609	523	364	223	163	106	55

24 Hour Total: 7,216
 AM Peak Hour begins: 11:30 AM Peak Volume: 484 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:00 PM Peak Volume: 665 PM Peak Hour Factor: 0.96

Volume Count Report

Data File : D0224006.PRN
 Station : 000002241601
 Identification : 000145150006 Interval : 15 minutes
 Start date : Feb 24, 16 Start time : 18:30
 Stop date : Feb 25, 16 Stop time : 18:30
 City/Town : Haines City County : Polk
 Location : US 27 north of Old Polk City Road/Main Street

Feb 24/Feb 25 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	94	97	45	70	51	68	157	330	401	424	475	479
30	88	78	40	52	65	92	192	377	405	409	427	521
45	86	44	53	61	82	118	230	436	400	423	516	499
00	89	39	50	49	89	113	261	426	419	520	451	474
Hr Total	357	258	188	232	287	391	840	1569	1625	1776	1869	1973

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	499	478	442	467	499	535	498	355	238	177	159	121
30	493	467	565	536	555	504	473	327	212	204	150	105
45	454	440	487	533	541	543	404	275	207	182	113	123
00	446	468	458	517	537	513	356	284	202	181	105	94
Hr Total	1892	1853	1952	2053	2132	2095	1731	1241	859	744	527	443

24 Hour Total : 28887

AM peak hour begins : 11:15 AM peak volume : 1993 Peak hour factor : 0.96

PM peak hour begins : 16:15 PM peak volume : 2168 Peak hour factor : 0.98

COUNTY: 16
STATION: 0085
DESCRIPTION: SR25/US27, N OF CR17/OLD POLK CITY RD HAINES CI
START DATE: 04/11/2018
START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	72	65	43	44	224	127	99	134	93	453	677	
0100	46	31	59	39	175	67	59	63	50	239	414	
0200	50	47	44	48	189	42	45	54	53	194	383	
0300	45	77	70	70	262	34	53	57	43	187	449	
0400	99	130	136	156	521	55	65	76	75	271	792	
0500	190	272	261	337	1060	79	111	105	118	413	1473	
0600	427	477	511	409	1824	168	190	217	292	867	2691	
0700	484	409	558	459	1910	290	322	384	341	1337	3247	
0800	470	469	444	456	1839	328	363	355	361	1407	3246	
0900	447	387	462	450	1746	378	318	413	414	1523	3269	
1000	415	465	381	414	1675	405	365	489	385	1644	3319	
1100	399	401	425	403	1628	409	453	440	430	1732	3360	
1200	426	421	447	467	1761	482	417	416	424	1739	3500	
1300	417	480	457	490	1844	400	445	460	424	1729	3573	
1400	444	466	494	424	1828	428	499	491	477	1895	3723	
1500	420	430	460	441	1751	464	540	524	503	2031	3782	
1600	402	427	436	443	1708	491	593	610	527	2221	3929	
1700	463	495	433	444	1835	538	511	543	445	2037	3872	
1800	408	357	391	392	1548	532	463	396	396	1787	3335	
1900	327	371	291	261	1250	390	382	356	348	1476	2726	
2000	255	267	262	211	995	274	298	283	252	1107	2102	
2100	212	214	181	177	784	263	248	222	212	945	1729	
2200	135	177	137	91	540	200	197	178	141	716	1256	
2300	93	78	81	58	310	135	133	150	151	569	879	
24-HOUR TOTALS:					29207						28519	57726

PEAK VOLUME INFORMATION						
DIRECTION: N			DIRECTION: S		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
P.M.	730	1956	845	1470	730	3372
DAILY	1345	1894	1615	2268	1615	4037
	730	1956	1615	2268	1615	4037

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Haines City
 Location: Glen Este Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	5	8	3	4	1	9	14	38	53	50	64
30	11	8	1	3	1	5	7	16	20	47	59	63
45	10	4	1	3	2	6	11	28	26	49	72	78
00	12	3	1	2	0	9	10	39	24	63	53	49
Hr Total	35	20	11	11	7	21	37	97	108	212	234	254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	70	78	75	66	64	44	51	40	30	21	9
30	97	73	62	66	60	63	49	54	41	38	19	11
45	80	64	84	65	56	59	59	39	32	22	10	10
00	74	67	69	70	62	54	57	40	32	16	16	8
Hr Total	314	274	293	276	244	240	209	184	145	106	66	38

24 Hour Total: 3,436
 AM Peak Hour begins: 11:30 AM Peak Volume: 287 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 12:15 PM Peak Volume: 321 PM Peak Hour Factor: 0.83

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	0	4	2	8	25	25	38	45	62
30	13	2	2	1	1	7	8	18	32	45	51	61
45	5	5	2	3	0	4	16	31	30	54	66	73
00	3	5	2	0	7	5	20	42	47	63	51	58
Hr Total	24	14	8	4	12	18	52	116	134	200	213	254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	64	49	55	58	57	53	45	34	20	14	8
30	73	59	66	66	50	53	49	30	30	16	12	9
45	81	61	72	83	54	44	37	35	34	15	6	6
00	75	55	50	61	67	46	48	30	17	15	11	5
Hr Total	303	239	237	265	229	200	187	140	115	66	43	28

24 Hour Total: 3,101
 AM Peak Hour begins: 11:30 AM Peak Volume: 278 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:00 PM Peak Volume: 303 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	7	10	3	8	3	17	39	63	91	95	126
30	24	10	3	4	2	12	15	34	52	92	110	124
45	15	9	3	6	2	10	27	59	56	103	138	151
00	15	8	3	2	7	14	30	81	71	126	104	107
Hr Total	59	34	19	15	19	39	89	213	242	412	447	508

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	134	127	130	124	121	97	96	74	50	35	17
30	170	132	128	132	110	116	98	84	71	54	31	20
45	161	125	156	148	110	103	96	74	66	37	16	16
00	149	122	119	131	129	100	105	70	49	31	27	13
Hr Total	617	513	530	541	473	440	396	324	260	172	109	66

24 Hour Total: 6,537
 AM Peak Hour begins: 11:45 AM Peak Volume: 575 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 12:00 PM Peak Volume: 617 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Haines City
 Location: Glen Este Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	3	1	3	5	7	20	28	29	47	43
30	4	4	2	2	0	4	9	18	16	43	55	56
45	5	5	0	3	3	5	12	29	27	44	44	51
00	3	1	2	1	3	10	8	25	33	39	61	69
Hr Total	17	13	7	7	9	24	36	92	104	155	207	219

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	61	70	72	62	73	70	53	42	32	14	17
30	75	85	66	68	62	70	70	52	35	29	27	11
45	74	65	70	60	64	75	59	49	36	23	12	6
00	81	65	77	41	71	60	64	48	24	22	16	10
Hr Total	296	276	283	241	259	278	263	202	137	106	69	44

24 Hour Total: 3,344
 AM Peak Hour begins: 11:30 AM Peak Volume: 261 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 12:30 PM Peak Volume: 301 PM Peak Hour Factor: 0.89

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	2	8	1	21	20	43	50	51
30	2	3	1	2	1	4	9	24	28	39	38	61
45	3	1	0	2	0	5	12	22	40	49	36	84
00	5	3	0	2	9	10	19	39	34	48	50	48
Hr Total	11	7	1	7	12	27	41	106	122	179	174	244

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	67	52	52	61	51	51	53	42	16	18	9
30	81	62	55	63	46	60	48	55	36	20	13	7
45	80	51	48	57	76	65	58	35	29	14	12	9
00	67	63	62	47	50	66	38	35	23	20	7	4
Hr Total	275	243	217	219	233	242	195	178	130	70	50	29

24 Hour Total: 3,012
 AM Peak Hour begins: 11:30 AM Peak Volume: 260 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 12:15 PM Peak Volume: 295 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	3	2	5	13	8	41	48	72	97	94
30	6	7	3	4	1	8	18	42	44	82	93	117
45	8	6	0	5	3	10	24	51	67	93	80	135
00	8	4	2	3	12	20	27	64	67	87	111	117
Hr Total	28	20	8	14	21	51	77	198	226	334	381	463

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	128	122	124	123	124	121	106	84	48	32	26
30	156	147	121	131	108	130	118	107	71	49	40	18
45	154	116	118	117	140	140	117	84	65	37	24	15
00	148	128	139	88	121	126	102	83	47	42	23	14
Hr Total	571	519	500	460	492	520	458	380	267	176	119	73

24 Hour Total: 6,356
 AM Peak Hour begins: 11:45 AM Peak Volume: 540 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 12:15 PM Peak Volume: 586 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Haines City
 Location: Glen Este Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	2	1	1	3	9	19	19	34	57	68
30	5	3	1	1	1	2	11	16	20	40	47	59
45	3	1	2	2	1	12	5	23	41	39	60	59
00	2	0	1	3	1	5	22	25	34	40	56	64
Hr Total	18	6	6	7	4	22	47	83	114	153	220	250

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	69	67	70	63	60	63	42	52	40	23	17
30	63	72	55	69	69	69	45	63	38	26	22	13
45	78	61	75	63	60	67	53	53	29	32	21	10
00	65	68	58	54	76	54	58	43	28	24	15	10
Hr Total	282	270	255	256	268	250	219	201	147	122	81	50

24 Hour Total: 3,331
 AM Peak Hour begins: 11:30 AM Peak Volume: 262 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 12:30 PM Peak Volume: 284 PM Peak Hour Factor: 0.91

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	6	4	0	4	10	18	29	50	47	69
30	4	1	2	0	3	4	11	19	35	45	51	56
45	4	1	1	3	1	7	14	33	44	44	59	67
00	4	1	1	2	4	10	19	24	27	64	63	71
Hr Total	22	6	10	9	8	25	54	94	135	203	220	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	68	52	58	71	48	64	46	28	26	23	12
30	60	49	71	57	73	76	56	47	23	28	11	11
45	64	62	57	59	73	60	65	37	24	16	13	7
00	67	62	59	60	73	57	52	42	31	21	10	2
Hr Total	255	241	239	234	290	241	237	172	106	91	57	32

24 Hour Total: 3,244
 AM Peak Hour begins: 11:00 AM Peak Volume: 263 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:00 PM Peak Volume: 290 PM Peak Hour Factor: 0.99

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	5	8	5	1	7	19	37	48	84	104	137
30	9	4	3	1	4	6	22	35	55	85	98	115
45	7	2	3	5	2	19	19	56	85	83	119	126
00	6	1	2	5	5	15	41	49	61	104	119	135
Hr Total	40	12	16	16	12	47	101	177	249	356	440	513

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	140	137	119	128	134	108	127	88	80	66	46	29
30	123	121	126	126	142	145	101	110	61	54	33	24
45	142	123	132	122	133	127	118	90	53	48	34	17
00	132	130	117	114	149	111	110	85	59	45	25	12
Hr Total	537	511	494	490	558	491	456	373	253	213	138	82

24 Hour Total: 6,575
 AM Peak Hour begins: 11:45 AM Peak Volume: 540 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:00 PM Peak Volume: 558 PM Peak Hour Factor: 0.94

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Haines City
 Location: Glen Este Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	4	2	3	3	8	18	28	39	51	58
30	7	5	1	2	1	4	9	17	19	43	54	59
45	6	3	1	3	2	8	9	27	31	44	59	63
00	6	1	1	2	1	8	13	30	30	47	57	61
Hr Total	23	13	8	8	7	22	40	91	109	173	220	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	67	72	72	64	66	59	49	45	34	19	14
30	78	77	61	68	64	67	55	56	38	31	23	12
45	77	63	76	63	60	67	57	47	32	26	14	9
00	73	67	68	55	70	56	60	44	28	21	16	9
Hr Total	297	273	277	258	257	256	230	196	143	111	72	44

24 Hour Total: 3,370
 AM Peak Hour begins: 11:30 AM Peak Volume: 270 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 12:00 PM Peak Volume: 297 PM Peak Hour Factor: 0.95

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	3	2	2	5	6	21	25	44	47	61
30	6	2	2	1	2	5	9	20	32	43	47	59
45	4	2	1	3	0	5	14	29	38	49	54	75
00	4	3	1	1	7	8	19	35	36	58	55	59
Hr Total	19	9	6	7	11	23	49	105	130	194	202	254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	66	51	55	63	52	56	48	35	21	18	10
30	71	57	64	62	56	63	51	44	30	21	12	9
45	75	58	59	66	68	56	53	36	29	15	10	7
00	70	60	57	56	63	56	46	36	24	19	9	4
Hr Total	278	241	231	239	251	228	206	163	117	76	50	30

24 Hour Total: 3,119
 AM Peak Hour begins: 11:30 AM Peak Volume: 267 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 12:15 PM Peak Volume: 282 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	7	3	5	8	15	39	53	82	99	119
30	13	7	3	3	2	9	18	37	50	86	100	119
45	10	6	2	5	2	13	23	55	69	93	112	137
00	10	4	2	3	8	16	33	65	66	106	111	120
Hr Total	42	22	14	15	17	46	89	196	239	367	423	495

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	133	123	127	127	118	115	97	79	55	38	24
30	150	133	125	130	120	130	106	100	68	52	35	21
45	152	121	135	129	128	123	110	83	61	41	25	16
00	143	127	125	111	133	112	106	79	52	39	25	13
Hr Total	575	514	508	497	508	484	437	359	260	187	122	74

24 Hour Total: 6,489
 AM Peak Hour begins: 11:45 AM Peak Volume: 552 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 12:15 PM Peak Volume: 578 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Haines City
 Location: Southern Dunes Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	3	3	3	5	5	14	20	46	46	61	84
30	10	4	1	6	4	12	20	21	40	54	70	75
45	10	5	5	2	2	11	10	23	57	41	81	83
00	17	4	4	9	6	7	26	41	48	59	60	88
Hr Total	52	16	13	20	17	35	70	105	191	200	272	330

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	85	80	60	93	83	80	73	51	29	26	15
30	83	84	79	101	89	80	80	57	54	49	23	14
45	82	81	83	103	75	92	88	48	42	30	13	11
00	100	73	79	90	91	83	62	55	36	37	18	14
Hr Total	353	323	321	354	348	338	310	233	183	145	80	54

24 Hour Total: 4,363

AM Peak Hour begins: 11:30

PM Peak Hour begins: 15:15

AM Peak Volume: 342

PM Peak Volume: 387

AM Peak Hour Factor: 0.97

PM Peak Hour Factor: 0.94

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	1	7	13	29	52	40	66	65	82
30	4	4	2	4	3	18	29	50	63	57	79	75
45	3	4	3	5	4	12	27	54	55	52	49	72
00	6	5	3	3	9	20	34	30	46	54	85	93
Hr Total	18	17	12	13	23	63	119	186	204	229	278	322

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	70	64	69	71	58	70	43	23	22	15	12
30	93	68	78	76	55	58	53	49	29	20	11	8
45	75	71	71	87	77	62	44	40	30	26	19	11
00	70	74	76	76	70	50	67	56	27	16	16	6
Hr Total	316	283	289	308	273	228	234	188	109	84	61	37

24 Hour Total: 3,894

AM Peak Hour begins: 11:30

PM Peak Hour begins: 12:00

AM Peak Volume: 336

PM Peak Volume: 316

AM Peak Hour Factor: 0.90

PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	7	7	4	12	18	43	72	86	112	126	166
30	14	8	3	10	7	30	49	71	103	111	149	150
45	13	9	8	7	6	23	37	77	112	93	130	155
00	23	9	7	12	15	27	60	71	94	113	145	181
Hr Total	70	33	25	33	40	98	189	291	395	429	550	652

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	155	144	129	164	141	150	116	74	51	41	27
30	176	152	157	177	144	138	133	106	83	69	34	22
45	157	152	154	190	152	154	132	88	72	56	32	22
00	170	147	155	166	161	133	129	111	63	53	34	20
Hr Total	669	606	610	662	621	566	544	421	292	229	141	91

24 Hour Total: 8,257

AM Peak Hour begins: 11:45

PM Peak Hour begins: 15:15

AM Peak Volume: 680

PM Peak Volume: 697

AM Peak Hour Factor: 0.94

PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Haines City
 Location: Southern Dunes Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	7	3	4	8	16	27	45	39	47	78
30	8	0	3	3	3	6	16	29	38	48	51	81
45	5	5	1	2	4	5	17	24	47	59	91	83
00	9	6	7	9	6	12	17	36	52	72	75	89
Hr Total	30	20	18	17	17	31	66	116	182	218	264	331

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	87	73	73	71	61	76	73	40	60	38	19
30	89	66	92	76	80	66	91	56	54	30	35	12
45	92	83	78	95	86	85	60	70	53	33	26	12
00	78	79	88	106	86	76	64	53	48	29	16	15
Hr Total	334	315	331	350	323	288	291	252	195	152	115	58

24 Hour Total: 4,314

AM Peak Hour begins: 11:30

PM Peak Hour begins: 15:30

AM Peak Volume: 336

PM Peak Volume: 352

AM Peak Hour Factor: 0.94

PM Peak Hour Factor: 0.83

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	2	6	6	11	35	57	43	53	67	82
30	5	3	2	5	7	13	22	50	42	59	57	70
45	5	3	3	5	3	9	30	36	48	59	64	88
00	3	3	3	4	5	17	46	60	47	52	66	76
Hr Total	20	14	10	20	21	50	133	203	180	223	254	316

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	86	69	83	61	55	63	41	30	24	30	10
30	82	72	53	64	58	69	60	48	24	19	10	8
45	91	59	75	59	85	61	68	40	19	13	13	9
00	70	75	70	76	58	55	53	27	23	14	8	10
Hr Total	317	292	267	282	262	240	244	156	96	70	61	37

24 Hour Total: 3,768

AM Peak Hour begins: 11:30

PM Peak Hour begins: 12:15

AM Peak Volume: 320

PM Peak Volume: 329

AM Peak Hour Factor: 0.91

PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	14	9	9	10	19	51	84	88	92	114	160
30	13	3	5	8	10	19	38	79	80	107	108	151
45	10	8	4	7	7	14	47	60	95	118	155	171
00	12	9	10	13	11	29	63	96	99	124	141	165
Hr Total	50	34	28	37	38	81	199	319	362	441	518	647

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	173	142	156	132	116	139	114	70	84	68	29
30	171	138	145	140	138	135	151	104	78	49	45	20
45	183	142	153	154	171	146	128	110	72	46	39	21
00	148	154	158	182	144	131	117	80	71	43	24	25
Hr Total	651	607	598	632	585	528	535	408	291	222	176	95

24 Hour Total: 8,082

AM Peak Hour begins: 11:45

PM Peak Hour begins: 12:15

AM Peak Volume: 668

PM Peak Volume: 675

AM Peak Hour Factor: 0.91

PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Haines City
 Location: Southern Dunes Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	4	2	1	5	15	24	43	54	43	76
30	9	5	3	3	1	5	19	20	53	48	69	77
45	11	6	4	3	4	13	16	39	37	52	87	77
00	4	4	8	9	4	7	34	32	61	69	96	105
Hr Total	37	22	19	17	10	30	84	115	194	223	295	335

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	71	68	76	87	58	77	79	52	42	25	25
30	79	87	78	76	84	81	68	62	50	52	21	18
45	75	79	71	82	73	97	77	66	49	46	32	14
00	71	83	77	70	77	77	80	48	53	31	22	9
Hr Total	302	320	294	304	321	313	302	255	204	171	100	66

24 Hour Total: 4,333
 AM Peak Hour begins: 11:30 AM Peak Volume: 338 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 17:15 PM Peak Volume: 332 PM Peak Hour Factor: 0.86

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	6	3	3	7	22	46	49	57	66	67
30	5	3	6	3	8	11	34	40	47	59	60	64
45	4	3	2	5	6	15	27	54	52	55	69	73
00	5	8	4	5	7	13	49	40	44	60	55	87
Hr Total	21	20	18	16	24	46	132	180	192	231	250	291

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	80	76	66	71	71	64	54	38	23	22	6
30	74	80	68	48	81	69	58	47	32	22	13	13
45	90	76	84	85	63	55	61	33	28	32	21	11
00	71	76	62	64	60	76	45	29	36	14	10	6
Hr Total	315	312	290	263	275	271	228	163	134	91	66	36

24 Hour Total: 3,865
 AM Peak Hour begins: 11:30 AM Peak Volume: 314 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:30 PM Peak Volume: 321 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	13	10	5	4	12	37	70	92	111	109	143
30	14	8	9	6	9	16	53	60	100	107	129	141
45	15	9	6	8	10	28	43	93	89	107	156	150
00	9	12	12	14	11	20	83	72	105	129	151	192
Hr Total	58	42	37	33	34	76	216	295	386	454	545	626

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	151	144	142	158	129	141	133	90	65	47	31
30	153	167	146	124	165	150	126	109	82	74	34	31
45	165	155	155	167	136	152	138	99	77	78	53	25
00	142	159	139	134	137	153	125	77	89	45	32	15
Hr Total	617	632	584	567	596	584	530	418	338	262	166	102

24 Hour Total: 8,198
 AM Peak Hour begins: 11:45 AM Peak Volume: 667 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 13:00 PM Peak Volume: 632 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date: February 19, 2019 Start Time: 00:00
 Stop Date: February 21, 2019 Stop Time: 24:00
 City: Haines City County: Polk
 Location: Southern Dunes Blvd east of US 27

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	5	3	3	6	15	24	45	46	50	79
30	9	3	2	4	3	8	18	23	44	50	63	78
45	9	5	3	2	3	10	14	29	47	51	86	81
00	10	5	6	9	5	9	26	36	54	67	77	94
Hr Total	40	19	17	18	15	32	73	112	189	214	277	332

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	81	74	70	84	67	78	75	48	44	30	20
30	84	79	83	84	84	76	80	58	53	44	26	15
45	83	81	77	93	78	91	75	61	48	36	24	12
00	83	78	81	89	85	79	69	52	46	32	19	13
Hr Total	330	319	315	336	331	313	301	247	194	156	98	59

24 Hour Total: 4,337
 AM Peak Hour begins: 11:30 AM Peak Volume: 339 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:15 PM Peak Volume: 350 PM Peak Hour Factor: 0.94

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	4	3	5	10	29	52	44	59	66	77
30	5	3	3	4	6	14	28	47	51	58	65	70
45	4	3	3	5	4	12	28	48	52	55	61	78
00	5	5	3	4	7	17	43	43	46	55	69	85
Hr Total	20	17	13	16	23	53	128	190	192	228	261	310

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	79	70	73	68	61	66	46	30	23	22	9
30	83	73	66	63	65	65	57	48	28	20	11	10
45	85	69	77	77	75	59	58	38	26	24	18	10
00	70	75	69	72	63	60	55	37	29	15	11	7
Hr Total	316	296	282	284	270	246	235	169	113	82	63	37

24 Hour Total: 3,842
 AM Peak Hour begins: 11:30 AM Peak Volume: 323 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 12:15 PM Peak Volume: 317 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	9	6	9	16	44	75	89	105	116	156
30	14	6	6	8	9	22	47	70	94	108	129	147
45	13	9	6	7	8	22	42	77	99	106	147	159
00	15	10	10	13	12	25	69	80	99	122	146	179
Hr Total	59	36	30	34	37	85	201	302	381	441	538	642

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	160	143	142	151	129	143	121	78	67	52	29
30	167	152	149	147	149	141	137	106	81	64	38	24
45	168	150	154	170	153	151	133	99	74	60	41	23
00	153	153	151	161	147	139	124	89	74	47	30	20
Hr Total	646	615	597	620	601	559	536	416	307	238	161	96

24 Hour Total: 8,179
 AM Peak Hour begins: 11:45 AM Peak Volume: 672 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:15 PM Peak Volume: 648 PM Peak Hour Factor: 0.96

COUNTY: 16
STATION: 0174
DESCRIPTION: BATES RD, E OF US 27
START DATE: 06/06/2018
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	31	27	36	20	114	15	21	9	7	52	166	
0100	23	24	14	13	74	9	6	10	4	29	103	
0200	14	7	3	4	28	6	5	6	6	23	51	
0300	7	6	12	13	38	9	14	15	23	61	99	
0400	8	6	9	11	34	24	24	30	33	111	145	
0500	12	7	8	7	34	50	66	75	117	308	342	
0600	9	21	11	31	72	125	106	111	105	447	519	
0700	40	35	46	62	183	95	103	104	114	416	599	
0800	54	69	60	52	235	104	96	100	97	397	632	
0900	59	53	61	65	238	91	114	85	93	383	621	
1000	83	74	88	83	328	96	103	121	113	433	761	
1100	86	93	89	95	363	114	114	117	96	441	804	
1200	95	107	101	114	417	89	108	107	101	405	822	
1300	120	78	89	98	385	83	125	84	112	404	789	
1400	109	105	107	104	425	87	82	92	92	353	778	
1500	119	109	92	104	424	74	94	86	94	348	772	
1600	111	105	129	148	493	94	62	85	95	336	829	
1700	127	155	133	105	520	82	86	95	88	351	871	
1800	129	116	118	126	489	81	84	77	86	328	817	
1900	109	95	109	101	414	70	95	63	55	283	697	
2000	84	93	79	90	346	74	49	56	50	229	575	
2100	71	63	56	58	248	40	47	38	38	163	411	
2200	49	52	40	45	186	27	28	19	22	96	282	
2300	46	41	50	46	183	18	24	16	18	76	259	
24-HOUR TOTALS:					6271						6473	12744

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
	745	245	715	425	745	659
P.M.	1645	563	1230	416	1645	921
DAILY	1645	563	1030	462	1645	921

Volume Count Report

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*****
Data File       : D0224009.PRN
Station        : 000002241609
Identification  : 000178560003      Interval   : 15 minutes
Start date     : Feb 24, 16         Start time  : 20:00
Stop date      : Feb 25, 16         Stop time   : 20:00
City/Town      : Haines City        County      : Polk
Location       : US 27 south of Bates Road
*****
  
```

Feb 24/Feb 25

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	40	39	51	100	162	277	448	406	414	478	510
30	46	31	42	59	135	211	412	459	487	483	506	404
45	46	44	39	58	118	236	457	420	419	412	439	493
00	48	30	36	70	129	304	452	532	511	448	444	537
Hr Total	195	145	156	238	482	913	1598	1859	1823	1757	1867	1944

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	489	495	498	471	553	566	531	394	276	188	154	74
30	501	487	559	506	559	543	516	385	230	174	116	80
45	545	502	514	574	553	569	425	296	210	189	117	90
00	467	537	497	489	477	558	413	297	195	152	82	72
Hr Total	2002	2021	2068	2040	2142	2236	1885	1372	911	703	469	316

24 Hour Total : 31142

AM peak hour begins : 11:30 AM peak volume : 2020 Peak hour factor : 0.93

PM peak hour begins : 17:00 PM peak volume : 2236 Peak hour factor : 0.98

Volume Count Report

Data File : D0224012.PRN
 Station : 000002241611
 Identification : 000140510022 Interval : 15 minutes
 Start date : Feb 24, 16 Start time : 20:00
 Stop date : Feb 25, 16 Stop time : 20:00
 City/Town : Haines City County : Polk
 Location : Bates Road east of US 27

Feb 24/Feb 25 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	0	7	18	32	118	134	123	101	127	124
30	4	6	4	13	28	62	118	126	114	112	106	109
45	11	3	3	12	17	65	126	126	117	122	110	103
00	5	4	2	14	26	93	122	143	113	114	117	112
Hr Total	33	20	9	46	89	252	484	529	467	449	460	448

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	104	110	124	118	101	115	82	59	43	44	8
30	111	109	151	143	106	110	92	83	49	24	29	10
45	98	123	136	93	121	85	73	59	44	35	17	14
00	84	97	107	131	114	77	75	75	46	39	11	8
Hr Total	402	433	504	491	459	373	355	299	198	141	101	40

24 Hour Total : 7082

AM peak hour begins : 07:00 AM peak volume : 529 Peak hour factor : 0.92

PM peak hour begins : 14:15 PM peak volume : 518 Peak hour factor : 0.86

Volume Count Report

Data File : D0224011.PRN
 Station : 000002241610
 Identification : 000065310005 Interval : 15 minutes
 Start date : Feb 24, 16 Start time : 20:00
 Stop date : Feb 25, 16 Stop time : 20:00
 City/Town : Haines City County : Polk
 Location : Toyota Dealership west of US 27

Feb 24/Feb 25 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	3	5	9	3
30	0	0	2	0	0	0	0	1	2	10	8	15
45	0	0	2	0	0	0	1	0	0	6	6	11
00	0	0	0	0	1	0	0	5	4	9	10	11
Hr Total	0	0	4	0	1	0	1	6	9	30	33	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	12	9	6	10	12	13	3	10	0	0	0
30	13	11	9	4	3	9	1	2	1	0	0	0
45	17	14	9	8	6	6	4	2	0	1	0	0
00	10	4	9	10	4	11	8	4	1	3	0	0
Hr Total	49	41	36	28	23	38	26	11	12	4	0	0

24 Hour Total : 392

AM peak hour begins : 11:15 AM peak volume : 46 Peak hour factor : 0.77

PM peak hour begins : 12:15 PM peak volume : 52 Peak hour factor : 0.76

COUNTY: 16
STATION: 5210
DESCRIPTION: SR 25/US 27, NORTH OF BATES ROAD HAINES CITY
START DATE: 04/11/2018
START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	66	59	42	36	203	138	103	150	102	493	696	
0100	47	40	55	30	172	70	65	65	59	259	431	
0200	53	41	52	55	201	38	51	55	58	202	403	
0300	49	84	82	69	284	30	52	63	44	189	473	
0400	104	139	150	168	561	52	69	69	68	258	819	
0500	241	290	353	377	1261	80	97	104	131	412	1673	
0600	525	511	541	503	2080	164	171	190	267	792	2872	
0700	494	466	546	512	2018	278	306	389	361	1334	3352	
0800	500	453	485	467	1905	318	368	325	361	1372	3277	
0900	431	389	418	424	1662	367	284	380	391	1422	3084	
1000	442	437	388	391	1658	402	345	446	397	1590	3248	
1100	397	401	407	369	1574	415	410	398	376	1599	3173	
1200	424	395	404	420	1643	450	383	400	398	1631	3274	
1300	431	441	440	471	1783	362	432	433	393	1620	3403	
1400	396	490	397	415	1698	450	428	510	459	1847	3545	
1500	409	423	414	431	1677	449	550	517	458	1974	3651	
1600	380	421	395	402	1598	511	549	556	488	2104	3702	
1700	433	472	415	413	1733	537	480	549	427	1993	3726	
1800	380	378	329	349	1436	536	445	411	390	1782	3218	
1900	305	333	272	249	1159	408	354	366	318	1446	2605	
2000	233	249	213	191	886	286	328	253	261	1128	2014	
2100	201	188	165	163	717	262	244	217	227	950	1667	
2200	121	156	133	87	497	204	200	177	153	734	1231	
2300	95	69	85	54	303	138	148	155	177	618	921	
24-HOUR TOTALS:					28709						27749	56458

PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME		HOUR	VOLUME	HOUR	VOLUME
	715	2024		730	1436	730	3447
P.M.	1330	1797		1615	2130	1615	3781
DAILY	600	2080		1615	2130	1615	3781

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 21, 2015 Start Time 00:00
 Stop Date : May 21, 2015 Stop Time 24:00
 County : Polk Station Number 0
 Location : #590 - PATTERSON ROAD - EAST OF US 27

21-May-15

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	0	0	0	3	15	4	11	11	19	16
30	3	1	0	2	0	3	47	3	10	16	13	16
45	6	3	0	0	0	7	47	9	18	11	8	19
00	2	1	0	2	3	9	10	6	12	12	14	22
Hr Total	15	9	0	4	3	22	119	22	51	50	54	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	15	18	22	23	30	23	16	12	9	5	4
30	9	17	26	19	30	23	16	18	8	8	8	5
45	14	12	21	16	25	21	27	11	17	10	10	8
00	9	24	19	24	14	27	14	11	12	15	7	5
Hr Total	42	68	84	81	92	101	80	56	49	42	30	22

24 Hour Total : 1,169
 AM Peak Hour begins : 6:00
 PM Peak Hour begins : 15:45

AM Peak Volume : 119
 PM Peak Volume : 102
 AM Peak Hour Factor : 0.63
 PM Peak Hour Factor : 0.85

21-May-15

Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	2	7	4	14	20	24	14	15	6
30	2	1	1	3	1	8	17	27	14	26	22	12
45	0	0	0	3	1	9	31	21	23	12	8	9
00	0	1	1	3	4	13	27	26	20	7	9	8
Hr Total	3	2	3	11	13	34	89	94	81	59	54	35

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	23	30	14	8	5	11	12	7	10	18	3
30	10	20	23	14	4	10	15	8	7	2	6	2
45	11	14	27	18	15	11	5	7	5	2	2	2
00	18	16	22	17	11	7	8	4	15	19	3	0
Hr Total	49	73	102	63	38	33	39	31	34	33	29	7

24 Hour Total : 1,009
 AM Peak Hour begins : 6:30
 PM Peak Hour begins : 14:00

AM Peak Volume : 105
 PM Peak Volume : 102
 AM Peak Hour Factor : 0.85
 PM Peak Hour Factor : 0.85

21-May-15

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	2	7	7	29	24	35	25	34	22
30	5	2	1	5	1	11	64	30	24	42	35	28
45	6	3	0	3	1	16	78	30	41	23	16	28
00	2	2	1	5	7	22	37	32	32	19	23	30
Hr Total	18	11	3	15	16	56	208	116	132	109	108	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	38	48	36	31	35	34	28	19	19	23	7
30	19	37	49	33	34	33	31	26	15	10	14	7
45	25	26	48	34	40	32	32	18	22	12	12	10
00	27	40	41	41	25	34	22	15	27	34	10	5
Hr Total	91	141	186	144	130	134	119	87	83	75	59	29

24 Hour Total : 2,178
 AM Peak Hour begins : 6:00
 PM Peak Hour begins : 14:00

AM Peak Volume : 208
 PM Peak Volume : 186
 AM Peak Hour Factor : 0.67
 PM Peak Hour Factor : 0.95

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Haines City
 Location: RWS Ranch Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	1	1	3	5	27	26	37	52	32	38
30	3	7	0	3	7	6	47	34	51	40	45	32
45	4	1	0	2	5	14	72	31	49	46	29	33
00	4	0	2	4	11	32	68	51	49	46	29	34
Hr Total	20	10	3	10	26	57	214	142	186	184	135	137

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	31	53	26	45	38	29	19	19	12	10	11
30	33	37	48	23	40	35	16	18	20	14	5	7
45	46	39	33	40	49	28	22	15	11	11	7	6
00	40	39	43	28	28	29	21	23	16	10	13	4
Hr Total	145	146	177	117	162	130	88	75	66	47	35	28

24 Hour Total: 2,340
 AM Peak Hour begins: 6:00 AM Peak Volume: 214 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 13:30 PM Peak Volume: 179 PM Peak Hour Factor: 0.84

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	1	1	3	3	16	46	24	21	32	29
30	1	3	0	1	2	3	23	27	27	33	28	36
45	1	1	0	4	4	8	41	26	30	27	40	28
00	1	2	2	1	3	12	44	30	30	34	37	35
Hr Total	7	8	3	7	12	26	124	129	111	115	137	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	33	46	37	35	26	18	10	4	9	3	3
30	31	34	59	37	23	23	11	6	9	6	4	4
45	29	18	42	44	41	19	6	6	12	3	1	2
00	23	25	37	21	30	16	11	6	8	3	1	0
Hr Total	114	110	184	139	129	84	46	28	33	21	9	9

24 Hour Total: 1,713
 AM Peak Hour begins: 6:30 AM Peak Volume: 158 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:00 PM Peak Volume: 184 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	2	2	6	8	43	72	61	73	64	67
30	4	10	0	4	9	9	70	61	78	73	73	68
45	5	2	0	6	9	22	113	57	79	73	69	61
00	5	2	4	5	14	44	112	81	79	80	66	69
Hr Total	27	18	6	17	38	83	338	271	297	299	272	265

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	64	99	63	80	64	47	29	23	21	13	14
30	64	71	107	60	63	58	27	24	29	20	9	11
45	75	57	75	84	90	47	28	21	23	14	8	8
00	63	64	80	49	58	45	32	29	24	13	14	4
Hr Total	259	256	361	256	291	214	134	103	99	68	44	37

24 Hour Total: 4,053
 AM Peak Hour begins: 6:15 AM Peak Volume: 367 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 14:00 PM Peak Volume: 361 PM Peak Hour Factor: 0.84

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Haines City
 Location: RWS Ranch Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	4	1	2	10	27	32	41	50	47	38
30	5	6	0	2	5	6	51	35	51	33	38	45
45	2	0	2	4	5	20	63	45	44	35	43	33
00	7	1	2	1	8	17	72	58	44	31	37	24
Hr Total	22	9	8	8	20	53	213	170	180	149	165	140

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	36	36	48	35	40	36	25	22	14	6	6
30	40	45	33	54	50	27	33	20	21	11	11	8
45	31	42	48	47	24	39	30	29	16	16	8	5
00	37	41	40	43	16	33	30	15	16	13	6	10
Hr Total	146	164	157	192	125	139	129	89	75	54	31	29

24 Hour Total: 2,467
 AM Peak Hour begins: 6:15 AM Peak Volume: 218 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 15:00 PM Peak Volume: 192 PM Peak Hour Factor: 0.89

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	0	3	9	18	43	42	23	47	26
30	2	2	1	1	6	9	18	27	32	25	29	38
45	0	0	1	3	4	15	33	35	30	34	29	28
00	1	2	3	0	2	11	34	31	24	22	27	45
Hr Total	3	7	5	4	15	44	103	136	128	104	132	137

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	31	68	38	29	34	14	11	8	4	1	2
30	42	28	53	35	33	14	14	9	14	7	3	0
45	25	26	47	36	40	26	14	6	6	3	3	2
00	15	30	29	27	22	32	8	2	7	1	4	1
Hr Total	114	115	197	136	124	106	50	28	35	15	11	5

24 Hour Total: 1,754
 AM Peak Hour begins: 11:30 AM Peak Volume: 147 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 13:45 PM Peak Volume: 198 PM Peak Hour Factor: 0.73

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	4	1	5	19	45	75	83	73	94	64
30	7	8	1	3	11	15	69	62	83	58	67	83
45	2	0	3	7	9	35	96	80	74	69	72	61
00	8	3	5	1	10	28	106	89	68	53	64	69
Hr Total	25	16	13	12	35	97	316	306	308	253	297	277

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	67	104	86	64	74	50	36	30	18	7	8
30	82	73	86	89	83	41	47	29	35	18	14	8
45	56	68	95	83	64	65	44	35	22	19	11	7
00	52	71	69	70	38	65	38	17	23	14	10	11
Hr Total	260	279	354	328	249	245	179	117	110	69	42	34

24 Hour Total: 4,221
 AM Peak Hour begins: 6:15 AM Peak Volume: 346 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 13:45 PM Peak Volume: 356 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Haines City
 Location: RWS Ranch Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	9	2	1	9	6	38	45	45	44	40	39
30	4	6	1	2	7	4	56	33	55	42	50	27
45	2	1	2	4	15	22	72	42	56	50	39	36
00	7	1	1	3	6	23	67	54	49	53	35	38
Hr Total	20	17	6	10	37	55	233	174	205	189	164	140

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	29	53	34	45	28	32	19	23	10	16	8
30	44	45	41	70	39	45	18	20	11	12	8	13
45	38	41	30	39	46	34	23	20	18	12	8	8
00	43	57	36	23	25	29	35	18	15	11	16	9
Hr Total	163	172	160	166	155	136	108	77	67	45	48	38

24 Hour Total: 2,585
 AM Peak Hour begins: 6:15 AM Peak Volume: 240 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 13:15 PM Peak Volume: 196 PM Peak Hour Factor: 0.86

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	3	3	7	15	64	27	23	26	26
30	2	6	2	1	5	4	20	34	26	31	27	27
45	1	2	0	2	9	8	40	33	28	20	43	32
00	1	2	0	1	3	5	48	35	25	22	31	42
Hr Total	8	10	2	7	20	24	123	166	106	96	127	127

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	28	60	28	32	33	22	9	13	4	4	2
30	37	29	64	36	43	21	18	10	5	9	6	2
45	37	28	61	28	47	37	5	5	2	3	4	3
00	33	41	30	21	29	14	13	3	3	4	5	3
Hr Total	144	126	215	113	151	105	58	27	23	20	19	10

24 Hour Total: 1,827
 AM Peak Hour begins: 6:30 AM Peak Volume: 186 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 13:45 PM Peak Volume: 226 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	2	4	12	13	53	109	72	67	66	65
30	6	12	3	3	12	8	76	67	81	73	77	54
45	3	3	2	6	24	30	112	75	84	70	82	68
00	8	3	1	4	9	28	115	89	74	75	66	80
Hr Total	28	27	8	17	57	79	356	340	311	285	291	267

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	57	113	62	77	61	54	28	36	14	20	10
30	81	74	105	106	82	66	36	30	16	21	14	15
45	75	69	91	67	93	71	28	25	20	15	12	11
00	76	98	66	44	54	43	48	21	18	15	21	12
Hr Total	307	298	375	279	306	241	166	104	90	65	67	48

24 Hour Total: 4,412
 AM Peak Hour begins: 6:15 AM Peak Volume: 412 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 13:45 PM Peak Volume: 407 PM Peak Hour Factor: 0.90

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Haines City
 Location: RWS Ranch Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	2	1	5	7	31	34	41	49	40	38
30	4	6	0	2	6	5	51	34	52	38	44	35
45	3	1	1	3	8	19	69	39	50	44	37	34
00	6	1	2	3	8	24	69	54	47	43	34	32
Hr Total	21	12	6	9	28	55	220	162	190	174	155	139

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	32	47	36	42	35	32	21	21	12	11	8
30	39	42	41	49	43	36	22	19	17	12	8	9
45	38	41	37	42	40	34	25	21	15	13	8	6
00	40	46	40	31	23	30	29	19	16	11	12	8
Hr Total	151	161	165	158	147	135	108	80	69	49	38	32

24 Hour Total: 2,464
 AM Peak Hour begins: 6:15 AM Peak Volume: 224 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 13:15 PM Peak Volume: 176 PM Peak Hour Factor: 0.93

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	1	3	6	16	51	31	22	35	27
30	2	4	1	1	4	5	20	29	28	30	28	34
45	1	1	0	3	6	10	38	31	29	27	37	29
00	1	2	2	1	3	9	42	32	26	26	32	41
Hr Total	6	8	3	6	16	31	117	144	115	105	132	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	31	58	34	32	31	18	10	8	6	3	2
30	37	30	59	36	33	19	14	8	9	7	4	2
45	30	24	50	36	43	27	8	6	7	3	3	2
00	24	32	32	23	27	21	11	4	6	3	3	1
Hr Total	124	117	199	129	135	98	51	28	30	19	13	8

24 Hour Total: 1,765
 AM Peak Hour begins: 6:30 AM Peak Volume: 160 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 13:45 PM Peak Volume: 199 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	3	2	8	13	47	85	72	71	75	65
30	6	10	1	3	11	11	72	63	81	68	72	68
45	3	2	2	6	14	29	107	71	79	71	74	63
00	7	3	3	3	11	33	111	86	74	69	65	73
Hr Total	27	20	9	15	43	86	337	306	305	279	287	270

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	63	105	70	74	66	50	31	30	18	13	11
30	76	73	99	85	76	55	37	28	27	20	12	11
45	69	65	87	78	82	61	33	27	22	16	10	9
00	64	78	72	54	50	51	39	22	22	14	15	9
Hr Total	275	278	363	288	282	233	160	108	100	67	51	40

24 Hour Total: 4,229
 AM Peak Hour begins: 6:15 AM Peak Volume: 375 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 13:45 PM Peak Volume: 369 PM Peak Hour Factor: 0.88

Start Date: 11/29/2018

Start Time: 6:30:00 AM

Site Code: 18013

Comment 1: City/County: Haines City/Polk

Comment 2: Weather: Clear

Comment 3: Comments:

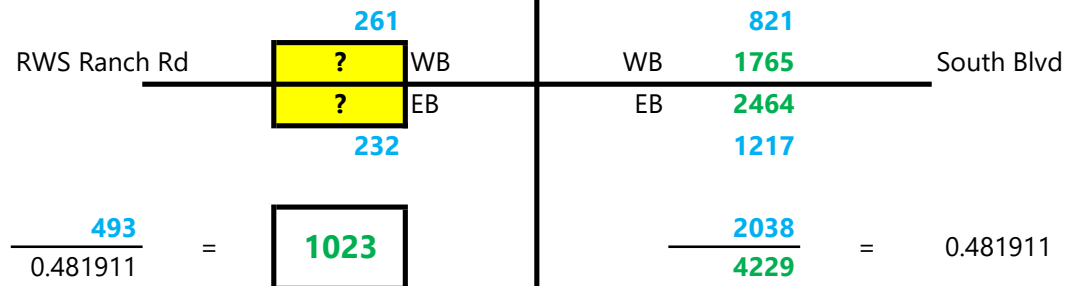
Comment 4:

	SOUTH BOULEVARD Eastbound			RWS RANCH ROAD Westbound			US 27 Southbound			US 27 Northbound		
	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBT	SBR	NBL	NBT	NBR
06:30 AM	1	0	1	9	1	22	26	237	2	9	526	37
06:45 AM	1	0	3	10	0	25	25	252	5	6	455	34
07:00 AM	1	0	2	12	0	28	5	270	2	2	541	18
07:15 AM	2	0	1	6	1	24	9	313	2	3	482	20
07:30 AM	2	0	2	8	0	24	13	402	2	2	523	26
07:45 AM	5	0	0	8	1	24	20	355	3	2	479	12
08:00 AM	2	0	2	6	1	10	21	332	7	6	424	35
08:15 AM	3	0	6	10	2	12	23	387	7	6	444	25
08:30 AM	2	0	6	10	0	12	22	335	7	7	399	25
08:45 AM	6	0	2	15	1	9	28	331	6	3	424	18
09:00 AM	2	0	3	5	0	16	11	344	5	2	410	19
09:15 AM	6	0	1	11	0	12	22	318	5	0	398	13
09:30 AM	3	0	2	10	0	12	20	367	4	4	373	19
09:45 AM	5	1	1	13	1	19	19	363	3	4	367	32
10:00 AM	4	0	4	17	0	19	26	338	7	4	376	22
10:15 AM	9	0	3	12	0	15	14	328	5	7	373	25
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	3	0	6	3	0	17	14	506	1	5	503	37
03:15 PM	3	0	4	13	0	20	20	441	5	4	472	14
03:30 PM	1	0	6	11	0	9	25	471	5	2	461	17
03:45 PM	3	0	3	5	0	11	21	472	7	2	426	15
04:00 PM	2	0	8	7	0	16	22	534	6	6	432	9
04:15 PM	4	0	3	13	0	15	21	536	6	2	427	21
04:30 PM	4	0	5	11	1	26	8	480	3	4	450	10
04:45 PM	2	0	4	11	0	15	24	559	1	4	439	9
05:00 PM	14	3	3	13	0	15	20	494	4	1	466	16
05:15 PM	7	0	5	6	0	21	25	566	5	4	555	16
05:30 PM	5	1	9	10	0	23	21	502	2	6	495	14
05:45 PM	7	2	3	0	1	10	20	474	2	6	433	7
06:00 PM	3	0	3	8	0	9	14	434	4	1	396	14
06:15 PM	0	0	3	6	0	14	26	512	5	1	389	9
06:30 PM	5	0	0	10	0	6	13	428	3	1	315	5
06:45 PM	1	0	3	4	2	6	16	476	1	1	264	3

#92 Calculations

8 Hour TMC Volume

Daily Tube Count Volume



Volume Count Report

```

*****
Data File       : D0223017.PRN
Station        : 000002231617
Identification  : 000065310003      Interval       : 15 minutes
Start date     : Feb 23, 16         Start time    : 17:30
Stop date      : Feb 24, 16         Stop time     : 17:30
City/Town      : Davenport          County         : Polk
Location       : US 27 south of Sanders Road/Davenport Boulevard
*****
  
```

Feb 23/Feb 24

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	30	30	55	84	197	391	487	458	455	435	459
30	55	33	48	68	141	252	450	493	454	401	439	482
45	59	50	52	62	135	294	486	614	466	402	488	612
00	40	40	55	96	150	323	480	549	421	457	515	512
Hr Total	196	153	185	281	510	1066	1807	2143	1799	1715	1877	2065

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	512	561	649	569	473	580	409	300	243	162	123	97
30	470	559	585	597	522	532	416	247	238	198	150	92
45	525	616	565	520	484	494	402	292	189	168	103	54
00	573	573	671	485	480	400	311	256	204	145	83	72
Hr Total	2080	2309	2470	2171	1959	2006	1538	1095	874	673	459	315

24 Hour Total : 31746

AM peak hour begins : 07:00 AM peak volume : 2143 Peak hour factor : 0.87

PM peak hour begins : 14:00 PM peak volume : 2470 Peak hour factor : 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 21, 2015 Start Time 00:00
 Stop Date : May 21, 2015 Stop Time 24:00
 County : Polk Station Number 0
 Location : #136 - CR 547 (JACKSON HIGHWAY) - EAST OF US 27

21-May-15

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	12	10	6	10	19	37	68	68	57	56	71
30	16	14	11	4	6	25	66	78	58	61	68	81
45	21	6	9	11	14	24	70	90	57	51	70	81
00	11	9	7	8	9	31	95	106	60	80	60	65
Hr Total	65	41	37	29	39	99	268	342	243	249	254	298

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	67	82	87	103	121	121	103	69	53	41	45
30	75	68	78	103	95	103	101	85	64	59	38	27
45	54	80	82	79	81	102	89	65	59	62	39	33
00	67	62	83	128	116	100	110	59	52	58	34	18
Hr Total	286	277	325	397	395	426	421	312	244	232	152	123

24 Hour Total : 5,554
 AM Peak Hour begins : 7:00
 PM Peak Hour begins : 16:45

AM Peak Volume : 342 AM Peak Hour Factor : 0.81
 PM Peak Volume : 442 PM Peak Hour Factor : 0.91

21-May-15

Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	8	1	11	29	81	119	105	77	52	93
30	4	4	1	7	26	51	80	117	85	78	60	73
45	4	7	7	8	21	51	94	133	75	88	65	79
00	4	2	5	6	17	67	98	114	93	88	70	72
Hr Total	21	17	21	22	75	198	353	483	358	331	247	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	63	96	101	91	84	76	49	41	35	34	24
30	83	63	92	78	68	61	55	66	40	48	32	16
45	65	88	62	91	90	75	58	67	49	35	19	15
00	76	85	66	96	74	75	67	67	48	32	14	8
Hr Total	319	299	316	366	323	295	256	249	178	150	99	63

24 Hour Total : 5,356
 AM Peak Hour begins : 7:00
 PM Peak Hour begins : 15:00

AM Peak Volume : 483 AM Peak Hour Factor : 0.91
 PM Peak Volume : 366 PM Peak Hour Factor : 0.91

21-May-15

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	16	18	7	21	48	118	187	173	134	108	164
30	20	18	12	11	32	76	146	195	143	139	128	154
45	25	13	16	19	35	75	164	223	132	139	135	160
00	15	11	12	14	26	98	193	220	153	168	130	137
Hr Total	86	58	58	51	114	297	621	825	601	580	501	615

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	185	130	178	188	194	205	197	152	110	88	75	69
30	158	131	170	181	163	164	156	151	104	107	70	43
45	119	168	144	170	171	177	147	132	108	97	58	48
00	143	147	149	224	190	175	177	126	100	90	48	26
Hr Total	605	576	641	763	718	721	677	561	422	382	251	186

24 Hour Total : 10,910
 AM Peak Hour begins : 7:00
 PM Peak Hour begins : 15:15

AM Peak Volume : 825 AM Peak Hour Factor : 0.93
 PM Peak Volume : 769 PM Peak Hour Factor : 0.86

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Sanders Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	0	2	7	13	27	21	8	21	18
30	0	3	2	1	3	8	31	39	24	18	23	17
45	0	1	1	0	4	11	32	35	21	22	14	17
00	1	5	3	4	6	13	24	43	19	14	16	18
Hr Total	2	9	8	5	15	39	100	144	85	62	74	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	20	23	27	19	19	21	21	3	2	9	3
30	17	15	15	14	21	27	15	15	4	5	3	3
45	19	18	25	20	14	19	20	13	3	3	3	4
00	24	24	25	20	18	23	17	7	7	7	3	5
Hr Total	80	77	88	81	72	88	73	56	17	17	18	15

24 Hour Total: 1,295
 AM Peak Hour begins: 7:00 AM Peak Volume: 144 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 14:15 PM Peak Volume: 92 PM Peak Hour Factor: 0.85

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	1	2	1	5	6	18	10	13	15
30	2	3	2	0	0	2	1	7	11	12	10	18
45	4	2	3	1	1	7	3	15	10	13	10	16
00	0	4	2	0	0	2	8	19	5	11	20	12
Hr Total	10	12	10	2	3	12	17	47	44	46	53	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	17	17	22	21	30	34	25	20	15	6	9
30	16	18	21	23	20	22	32	23	13	10	8	4
45	14	12	20	37	33	27	25	23	14	16	10	4
00	14	20	28	24	25	34	27	14	12	8	7	7
Hr Total	59	67	86	106	99	113	118	85	59	49	31	24

24 Hour Total: 1,213
 AM Peak Hour begins: 10:45 AM Peak Volume: 69 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:30 PM Peak Volume: 127 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	5	1	4	8	18	33	39	18	34	33
30	2	6	4	1	3	10	32	46	35	30	33	35
45	4	3	4	1	5	18	35	50	31	35	24	33
00	1	9	5	4	6	15	32	62	24	25	36	30
Hr Total	12	21	18	7	18	51	117	191	129	108	127	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	37	40	49	40	49	55	46	23	17	15	12
30	33	33	36	37	41	49	47	38	17	15	11	7
45	33	30	45	57	47	46	45	36	17	19	13	8
00	38	44	53	44	43	57	44	21	19	15	10	12
Hr Total	139	144	174	187	171	201	191	141	76	66	49	39

24 Hour Total: 2,508
 AM Peak Hour begins: 7:15 AM Peak Volume: 197 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:15 PM Peak Volume: 207 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Sanders Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	3	5	22	34	21	15	23	12
30	3	1	0	1	3	9	27	38	20	27	17	21
45	0	1	4	0	2	11	29	33	29	14	17	18
00	2	1	3	4	5	19	21	37	14	24	16	17
Hr Total	7	3	7	5	13	44	99	142	84	80	73	68

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	21	20	19	27	17	15	14	8	7	5	1
30	11	16	20	15	24	25	14	9	12	6	5	1
45	16	12	29	16	9	34	18	8	8	8	7	2
00	12	13	31	22	27	19	16	10	5	7	2	0
Hr Total	52	62	100	72	87	95	63	41	33	28	19	4

24 Hour Total: 1,281
 AM Peak Hour begins: 7:00 AM Peak Volume: 142 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 103 PM Peak Hour Factor: 0.76

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	2	0	2	0	7	12	20	9	2	15
30	6	2	1	0	0	4	2	7	15	13	15	19
45	5	6	0	3	1	5	3	10	21	11	10	14
00	3	2	2	0	0	3	7	8	8	15	7	16
Hr Total	22	14	5	3	3	12	19	37	64	48	34	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	18	19	22	20	31	30	17	16	10	7	4
30	8	14	21	34	24	39	32	19	17	19	8	5
45	11	13	25	29	24	32	26	15	15	14	8	10
00	15	13	17	29	27	27	21	32	19	13	8	3
Hr Total	44	58	82	114	95	129	109	83	67	56	31	22

24 Hour Total: 1,215
 AM Peak Hour begins: 7:45 AM Peak Volume: 64 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 16:45 PM Peak Volume: 129 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	2	0	5	5	29	46	41	24	25	27
30	9	3	1	1	3	13	29	45	35	40	32	40
45	5	7	4	3	3	16	32	43	50	25	27	32
00	5	3	5	4	5	22	28	45	22	39	23	33
Hr Total	29	17	12	8	16	56	118	179	148	128	107	132

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	39	39	41	47	48	45	31	24	17	12	5
30	19	30	41	49	48	64	46	28	29	25	13	6
45	27	25	54	45	33	66	44	23	23	22	15	12
00	27	26	48	51	54	46	37	42	24	20	10	3
Hr Total	96	120	182	186	182	224	172	124	100	84	50	26

24 Hour Total: 2,496
 AM Peak Hour begins: 7:00 AM Peak Volume: 179 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:45 PM Peak Volume: 232 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Sanders Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	2	5	4	5	25	33	19	22	12	20
30	1	0	0	0	3	9	18	38	24	22	9	16
45	1	0	3	0	1	13	25	25	20	25	18	18
00	1	2	2	3	4	15	26	48	15	22	20	15
Hr Total	3	4	7	8	12	42	94	144	78	91	59	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	19	23	19	13	14	20	11	6	7	5	2
30	28	14	12	11	18	23	16	13	9	9	1	2
45	14	20	21	16	25	18	13	18	2	6	2	2
00	18	12	22	30	21	14	13	13	8	12	1	0
Hr Total	73	65	78	76	77	69	62	55	25	34	9	6

24 Hour Total: 1,240

AM Peak Hour begins: 7:00

PM Peak Hour begins: 15:45

AM Peak Volume: 144

PM Peak Volume: 86

AM Peak Hour Factor: 0.75

PM Peak Hour Factor: 0.72

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	4	1	0	4	8	9	13	14	9
30	3	2	0	2	0	3	3	7	17	9	13	12
45	1	1	1	0	0	5	0	7	10	10	11	12
00	7	5	3	0	1	2	9	13	13	8	12	15
Hr Total	15	9	4	6	2	10	16	35	49	40	50	48

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	9	10	18	27	27	27	24	13	14	10	10
30	13	19	23	26	39	23	28	24	11	16	11	5
45	23	7	16	31	18	32	44	20	12	12	6	10
00	16	15	20	36	29	35	34	22	10	5	4	6
Hr Total	62	50	69	111	113	117	133	90	46	47	31	31

24 Hour Total: 1,184

AM Peak Hour begins: 8:15

PM Peak Hour begins: 17:45

AM Peak Volume: 53

PM Peak Volume: 134

AM Peak Hour Factor: 0.78

PM Peak Hour Factor: 0.76

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	9	5	5	29	41	28	35	26	29
30	4	2	0	2	3	12	21	45	41	31	22	28
45	2	1	4	0	1	18	25	32	30	35	29	30
00	8	7	5	3	5	17	35	61	28	30	32	30
Hr Total	18	13	11	14	14	52	110	179	127	131	109	117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	28	33	37	40	41	47	35	19	21	15	12
30	41	33	35	37	57	46	44	37	20	25	12	7
45	37	27	37	47	43	50	57	38	14	18	8	12
00	34	27	42	66	50	49	47	35	18	17	5	6
Hr Total	135	115	147	187	190	186	195	145	71	81	40	37

24 Hour Total: 2,424

AM Peak Hour begins: 7:00

PM Peak Hour begins: 15:30

AM Peak Volume: 179

PM Peak Volume: 210

AM Peak Hour Factor: 0.73

PM Peak Hour Factor: 0.80

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Sanders Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	2	3	6	20	31	20	15	19	17
30	1	1	1	1	3	9	25	38	23	22	16	18
45	0	1	3	0	2	12	29	31	23	20	16	18
00	1	3	3	4	5	16	24	43	16	20	17	17
Hr Total	4	5	7	6	13	42	98	143	82	78	69	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	20	22	22	20	17	19	15	6	5	6	2
30	19	15	16	13	21	25	15	12	8	7	3	2
45	16	17	25	17	16	24	17	13	4	6	4	3
00	18	16	26	24	22	19	15	10	7	9	2	2
Hr Total	68	68	89	76	79	84	66	51	25	26	15	8

24 Hour Total: 1,272
 AM Peak Hour begins: 7:00 AM Peak Volume: 143 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 14:00 PM Peak Volume: 89 PM Peak Hour Factor: 0.85

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	2	2	0	5	9	16	11	10	13
30	4	2	1	1	0	3	2	7	14	11	13	16
45	3	3	1	1	1	6	2	11	14	11	10	14
00	3	4	2	0	0	2	8	13	9	11	13	14
Hr Total	16	12	6	4	3	11	17	40	52	45	46	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	15	15	21	23	29	30	22	16	13	8	8
30	12	17	22	28	28	28	31	22	14	15	9	5
45	16	11	20	32	25	30	32	19	14	14	8	8
00	15	16	22	30	27	32	27	23	14	9	6	5
Hr Total	55	58	79	110	102	120	120	86	57	51	31	26

24 Hour Total: 1,204
 AM Peak Hour begins: 11:00 AM Peak Volume: 58 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:45 PM Peak Volume: 125 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	3	3	5	6	25	40	36	26	28	30
30	5	4	2	1	3	12	27	45	37	34	29	34
45	4	4	4	1	3	17	31	42	37	32	27	32
00	5	6	5	4	5	18	32	56	25	31	30	31
Hr Total	20	17	14	10	16	53	115	183	135	122	114	127

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	35	37	42	42	46	49	37	22	18	14	10
30	31	32	37	41	49	53	46	34	22	22	12	7
45	32	27	45	50	41	54	49	32	18	20	12	11
00	33	32	48	54	49	51	43	33	20	17	8	7
Hr Total	123	126	168	187	181	204	186	137	82	77	46	34

24 Hour Total: 2,476
 AM Peak Hour begins: 7:00 AM Peak Volume: 183 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 17:15 PM Peak Volume: 207 PM Peak Hour Factor: 0.96

Volume Count Report

```

*****
Data File       : D0223020.PRN
Station        : 000002231620
Identification  : 000019247014      Interval   : 15 minutes
Start date     : Feb 23, 16         Start time  : 17:30
Stop date      : Feb 24, 16         Stop time   : 17:30
City/Town      : Davenport          County      : Polk
Location       : Davenport Boulevard east of US 27
*****

```

Feb 23/Feb 24

Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	7	8	12	35	69	96	137	67	79	71
30	11	1	5	8	19	44	97	119	126	67	72	70
45	4	6	5	11	23	51	117	145	91	86	82	113
00	9	4	8	13	19	67	114	151	75	77	85	81
Hr Total	35	13	25	40	73	197	397	511	429	297	318	335

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	117	109	87	76	81	79	50	48	32	19	17
30	91	80	97	85	71	83	77	54	34	27	23	8
45	81	95	90	100	79	80	68	54	24	24	26	13
00	93	94	94	96	96	84	80	46	34	33	15	8
Hr Total	359	386	390	368	322	328	304	204	140	116	83	46

24 Hour Total : 5716

AM peak hour begins : 07:30 AM peak volume : 559 Peak hour factor : 0.93

PM peak hour begins : 13:30 PM peak volume : 395 Peak hour factor : 0.91

Volume Count Report

```

*****
Data File       : D0223018.PRN
Station        : 000002231618
Identification  : 000065310004      Interval   : 15 minutes
Start date     : Feb 23, 16         Start time  : 17:30
Stop date      : Feb 24, 16         Stop time   : 17:30
City/Town      : Davenport          County      : Polk
Location       : US 27 north of Sanders Road/Davenport Boulevard
*****
  
```

Feb 23/Feb 24

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	129	100	51	51	52	65	147	311	372	327	392	509
30	123	78	49	60	45	81	217	302	385	380	433	454
45	92	66	50	39	67	121	300	336	351	460	468	472
00	86	52	54	61	83	110	304	384	334	409	472	492
Hr Total	430	296	204	211	247	377	968	1333	1442	1576	1765	1927

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	477	508	519	634	629	614	524	421	271	245	195	126
30	443	460	484	545	543	644	477	401	220	198	176	147
45	393	521	481	612	577	530	510	315	242	215	152	129
00	411	472	632	597	582	531	464	253	229	199	152	121
Hr Total	1724	1961	2116	2388	2331	2319	1975	1390	962	857	675	523

24 Hour Total : 29997

AM peak hour begins : 11:00 AM peak volume : 1927 Peak hour factor : 0.95

PM peak hour begins : 14:45 PM peak volume : 2423 Peak hour factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 26, 2015 Start Time 00:00
 Stop Date : May 26, 2015 Stop Time 24:00
 County : Polk Station Number 586
 Location : #586 - NORTH BLVD - EAST OF US 27

26-May-15 Eastbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	2	0	1	0	8	11	9	8	12	11
30	3	3	4	2	1	0	2	16	13	13	12	25
45	1	1	2	0	1	4	6	17	13	8	21	14
00	2	1	0	1	1	1	14	18	8	9	16	11
Hr Total	12	6	8	3	4	5	30	62	43	38	61	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	11	10	23	25	33	16	11	2	7	1	3
30	20	13	14	12	24	17	7	10	19	4	9	3
45	12	10	13	12	14	20	9	14	8	4	4	6
00	10	13	20	11	6	25	8	5	5	7	6	3
Hr Total	59	47	57	58	69	95	40	40	34	22	20	15

24 Hour Total : 889
 AM Peak Hour begins : 10:30 AM Peak Volume : 73 AM Peak Hour Factor : 0.73
 PM Peak Hour begins : 17:00 PM Peak Volume : 95 PM Peak Hour Factor : 0.72

26-May-15 Westbound Volume												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	2	0	5	13	12	32	10	12	22
30	0	2	0	0	0	9	7	20	15	10	9	10
45	2	0	0	0	1	11	8	26	20	14	21	13
00	0	0	1	0	1	10	5	35	15	22	17	22
Hr Total	2	2	1	2	2	35	33	93	82	56	59	67

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	16	12	13	9	13	3	1	6	0	0	1
30	11	14	14	26	16	5	0	13	8	7	2	2
45	10	13	14	26	10	3	2	6	2	4	1	1
00	9	7	17	19	5	1	5	8	2	1	0	0
Hr Total	43	50	57	84	40	22	10	28	18	12	3	4

24 Hour Total : 805
 AM Peak Hour begins : 7:15 AM Peak Volume : 113 AM Peak Hour Factor : 0.81
 PM Peak Hour begins : 15:00 PM Peak Volume : 84 PM Peak Hour Factor : 0.81

26-May-15 Total Volume for All Lanes												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	2	2	1	5	21	23	41	18	24	33
30	3	5	4	2	1	9	9	36	28	23	21	35
45	3	1	2	0	2	15	14	43	33	22	42	27
00	2	1	1	1	2	11	19	53	23	31	33	33
Hr Total	14	8	9	5	6	40	63	155	125	94	120	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	27	22	36	34	46	19	12	8	7	1	4
30	31	27	28	38	40	22	7	23	27	11	11	5
45	22	23	27	38	24	23	11	20	10	8	5	7
00	19	20	37	30	11	26	13	13	7	8	6	3
Hr Total	102	97	114	142	109	117	50	68	52	34	23	19

24 Hour Total : 1,694
 AM Peak Hour begins : 7:15 AM Peak Volume : 173 AM Peak Hour Factor : 0.82
 PM Peak Hour begins : 14:45 PM Peak Volume : 149 PM Peak Hour Factor : 0.98

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Haines City
 Location: Holly Hill Cutoff Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	1	5	7	19	19	19	17	5	13
30	1	1	1	2	3	13	19	17	16	13	19	18
45	0	0	1	1	5	12	24	27	18	6	12	11
00	1	1	2	0	5	15	23	32	12	12	8	14
Hr Total	2	2	6	4	18	47	85	95	65	48	44	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	8	18	11	8	12	13	13	5	5	5	3
30	15	12	13	9	11	14	18	7	4	5	3	5
45	6	9	17	7	7	18	13	10	8	4	4	1
00	9	15	16	18	9	15	12	7	6	3	1	4
Hr Total	49	44	64	45	35	59	56	37	23	17	13	13

24 Hour Total: 927
 AM Peak Hour begins: 7:00 AM Peak Volume: 95 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 14:00 PM Peak Volume: 64 PM Peak Hour Factor: 0.89

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	0	0	2	5	9	9	5	10	10
30	3	2	0	1	1	3	3	6	2	8	9	11
45	4	2	0	2	1	0	8	8	11	7	5	11
00	3	1	0	0	2	5	4	8	2	9	7	10
Hr Total	13	8	1	3	4	10	20	31	24	29	31	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	18	17	21	26	18	28	12	13	11	6	3
30	12	23	15	17	27	23	24	17	13	8	14	9
45	8	8	17	21	24	23	29	19	20	17	11	9
00	12	15	12	18	23	23	28	27	12	19	7	3
Hr Total	42	64	61	77	100	87	109	75	58	55	38	24

24 Hour Total: 1,006
 AM Peak Hour begins: 11:30 AM Peak Volume: 43 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 18:00 PM Peak Volume: 109 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	3	1	5	9	24	28	28	22	15	23
30	4	3	1	3	4	16	22	23	18	21	28	29
45	4	2	1	3	6	12	32	35	29	13	17	22
00	4	2	2	0	7	20	27	40	14	21	15	24
Hr Total	15	10	7	7	22	57	105	126	89	77	75	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	26	35	32	34	30	41	25	18	16	11	6
30	27	35	28	26	38	37	42	24	17	13	17	14
45	14	17	34	28	31	41	42	29	28	21	15	10
00	21	30	28	36	32	38	40	34	18	22	8	7
Hr Total	91	108	125	122	135	146	165	112	81	72	51	37

24 Hour Total: 1,933
 AM Peak Hour begins: 7:00 AM Peak Volume: 126 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 18:00 PM Peak Volume: 165 PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Haines City
 Location: Holly Hill Cutoff Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	4	5	17	26	20	18	6	9
30	1	0	1	3	4	11	23	25	19	12	9	13
45	1	0	4	1	3	8	25	23	13	9	17	20
00	1	0	0	2	7	10	21	30	15	9	14	9
Hr Total	3	0	5	6	18	34	86	104	67	48	46	51

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	18	9	9	15	20	14	7	5	5	6	1
30	7	16	11	14	11	13	10	9	6	10	5	6
45	14	21	13	19	14	24	20	9	6	5	6	2
00	8	20	11	10	10	13	5	6	6	5	2	4
Hr Total	46	75	44	52	50	70	49	31	23	25	19	13

24 Hour Total: 965
 AM Peak Hour begins: 7:00 AM Peak Volume: 104 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 13:00 PM Peak Volume: 75 PM Peak Hour Factor: 0.89

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	0	1	1	0	2	10	13	5	14	13
30	4	3	1	1	0	3	4	12	6	7	14	10
45	4	1	2	1	0	2	4	7	9	8	8	15
00	4	5	1	1	1	3	4	7	6	11	10	10
Hr Total	20	11	4	4	2	8	14	36	34	31	46	48

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	12	15	21	27	25	19	20	11	11	14	11
30	11	17	12	28	21	24	18	22	15	11	12	4
45	7	13	16	27	26	18	23	19	12	16	13	9
00	18	14	19	20	20	23	20	21	21	8	7	4
Hr Total	49	56	62	96	94	90	80	82	59	46	46	28

24 Hour Total: 1,046
 AM Peak Hour begins: 11:30 AM Peak Volume: 49 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 15:15 PM Peak Volume: 102 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	0	1	5	5	19	36	33	23	20	22
30	5	3	2	4	4	14	27	37	25	19	23	23
45	5	1	6	2	3	10	29	30	22	17	25	35
00	5	5	1	3	8	13	25	37	21	20	24	19
Hr Total	23	11	9	10	20	42	100	140	101	79	92	99

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	30	24	30	42	45	33	27	16	16	20	12
30	18	33	23	42	32	37	28	31	21	21	17	10
45	21	34	29	46	40	42	43	28	18	21	19	11
00	26	34	30	30	30	36	25	27	27	13	9	8
Hr Total	95	131	106	148	144	160	129	113	82	71	65	41

24 Hour Total: 2,011
 AM Peak Hour begins: 7:00 AM Peak Volume: 140 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 160 PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Haines City
 Location: Holly Hill Cutoff Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	2	0	4	6	17	25	15	10	11	14
30	0	0	1	1	7	10	28	29	16	19	20	7
45	3	0	1	3	2	11	18	31	19	11	13	9
00	0	2	1	2	5	16	13	24	15	22	19	9
Hr Total	5	2	5	6	18	43	76	109	65	62	63	39

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	14	15	14	16	18	10	7	6	8	6	3
30	8	14	13	14	15	18	20	14	8	6	5	1
45	14	19	16	17	12	17	11	13	2	5	3	1
00	21	19	16	6	11	16	14	11	2	5	4	3
Hr Total	62	66	60	51	54	69	55	45	18	24	18	8

24 Hour Total: 1,023
 AM Peak Hour begins: 7:00 AM Peak Volume: 109 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 69 PM Peak Hour Factor: 0.96

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	1	0	0	2	9	8	10	8	9	12
30	5	3	0	1	2	5	3	13	6	13	7	9
45	4	0	5	2	0	1	6	9	11	11	7	9
00	1	2	1	2	2	2	3	5	9	6	8	16
Hr Total	21	11	7	5	4	10	21	35	36	38	31	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	13	17	21	22	13	28	16	21	11	10	9
30	10	14	20	25	27	19	24	38	19	16	11	7
45	14	8	11	21	23	31	20	17	15	7	11	14
00	20	15	15	25	29	24	23	15	12	9	17	6
Hr Total	57	50	63	92	101	87	95	86	67	43	49	36

24 Hour Total: 1,091
 AM Peak Hour begins: 11:30 AM Peak Volume: 48 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 17:30 PM Peak Volume: 107 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	3	0	4	8	26	33	25	18	20	26
30	5	3	1	2	9	15	31	42	22	32	27	16
45	7	0	6	5	2	12	24	40	30	22	20	18
00	1	4	2	4	7	18	16	29	24	28	27	25
Hr Total	26	13	12	11	22	53	97	144	101	100	94	85

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	27	32	35	38	31	38	23	27	19	16	12
30	18	28	33	39	42	37	44	52	27	22	16	8
45	28	27	27	38	35	48	31	30	17	12	14	15
00	41	34	31	31	40	40	37	26	14	14	21	9
Hr Total	119	116	123	143	155	156	150	131	85	67	67	44

24 Hour Total: 2,114
 AM Peak Hour begins: 7:00 AM Peak Volume: 144 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:30 PM Peak Volume: 170 PM Peak Hour Factor: 0.89

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Haines City
 Location: Holly Hill Cutoff Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	0	4	6	18	23	18	15	7	12
30	1	0	1	2	5	11	23	24	17	15	16	13
45	1	0	2	2	3	10	22	27	17	9	14	13
00	1	1	1	1	6	14	19	29	14	14	14	11
Hr Total	3	1	5	5	18	41	82	103	66	53	51	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	13	14	11	13	17	12	9	5	6	6	2
30	10	14	12	12	12	15	16	10	6	7	4	4
45	11	16	15	14	11	20	15	11	5	5	4	1
00	13	18	14	11	10	15	10	8	5	4	2	4
Hr Total	52	62	56	49	46	66	53	38	21	22	17	11

24 Hour Total: 972
 AM Peak Hour begins: 7:00 AM Peak Volume: 103 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:00 PM Peak Volume: 66 PM Peak Hour Factor: 0.84

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	1	0	0	1	5	9	11	6	11	12
30	4	3	0	1	1	4	3	10	5	9	10	10
45	4	1	2	2	0	1	6	8	10	9	7	12
00	3	3	1	1	2	3	4	7	6	9	8	12
Hr Total	18	10	4	4	3	9	18	34	31	33	36	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	14	16	21	25	19	25	16	15	11	10	8
30	11	18	16	23	25	22	22	26	16	12	12	7
45	10	10	15	23	24	24	24	18	16	13	12	11
00	17	15	15	21	24	23	24	21	15	12	10	4
Hr Total	49	57	62	88	98	88	95	81	61	48	44	29

24 Hour Total: 1,048
 AM Peak Hour begins: 11:30 AM Peak Volume: 47 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:00 PM Peak Volume: 98 PM Peak Hour Factor: 0.98

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	2	1	5	7	23	32	29	21	18	24
30	5	3	1	3	6	15	27	34	22	24	26	23
45	5	1	4	3	4	11	28	35	27	17	21	25
00	3	4	2	2	7	17	23	35	20	23	22	23
Hr Total	21	11	9	9	21	51	101	137	97	85	87	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	28	30	32	38	35	37	25	20	17	16	10
30	21	32	28	36	37	37	38	36	22	19	17	11
45	21	26	30	37	35	44	39	29	21	18	16	12
00	29	33	30	32	34	38	34	29	20	16	13	8
Hr Total	102	118	118	138	145	154	148	119	83	70	61	41

24 Hour Total: 2,019
 AM Peak Hour begins: 7:00 AM Peak Volume: 137 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 17:30 PM Peak Volume: 157 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: La Casa del Sol Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	1	5	6	14	10
30	0	0	0	0	0	0	1	3	2	7	8	9
45	0	0	0	0	1	1	0	6	10	10	15	14
00	0	0	0	0	0	1	2	3	5	18	7	11
Hr Total	0	0	0	0	1	2	4	13	22	41	44	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	9	13	4	2	7	3	4	0	0	1	0
30	5	8	17	4	4	4	5	1	0	2	0	0
45	10	5	9	12	6	5	3	2	0	0	0	1
00	10	8	5	8	7	4	4	1	1	0	0	0
Hr Total	43	30	44	28	19	20	15	8	1	2	1	1

24 Hour Total: 383
 AM Peak Hour begins: 9:45 AM Peak Volume: 55 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 13:45 PM Peak Volume: 47 PM Peak Hour Factor: 0.69

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	1	0	3	3	8	11
30	0	0	0	0	0	0	0	2	4	4	7	9
45	0	0	0	0	0	0	0	0	3	7	4	9
00	1	0	0	0	0	2	0	5	7	6	7	8
Hr Total	1	1	0	0	0	2	1	7	17	20	26	37

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	8	10	5	11	8	14	7	6	2	0	0
30	6	13	11	9	9	3	7	3	8	1	1	1
45	6	11	10	12	11	5	5	2	3	0	0	1
00	12	10	14	7	4	7	7	10	1	3	1	1
Hr Total	29	42	45	33	35	23	33	22	18	6	2	3

24 Hour Total: 403
 AM Peak Hour begins: 11:00 AM Peak Volume: 37 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 14:00 PM Peak Volume: 45 PM Peak Hour Factor: 0.80

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	2	1	8	9	22	21
30	0	0	0	0	0	0	1	5	6	11	15	18
45	0	0	0	0	1	1	0	6	13	17	19	23
00	1	0	0	0	0	3	2	8	12	24	14	19
Hr Total	1	1	0	0	1	4	5	20	39	61	70	81

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	17	23	9	13	15	17	11	6	2	1	0
30	11	21	28	13	13	7	12	4	8	3	1	1
45	16	16	19	24	17	10	8	4	3	0	0	2
00	22	18	19	15	11	11	11	11	2	3	1	1
Hr Total	72	72	89	61	54	43	48	30	19	8	3	4

24 Hour Total: 786
 AM Peak Hour begins: 11:15 AM Peak Volume: 83 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 14:00 PM Peak Volume: 89 PM Peak Hour Factor: 0.79

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: La Casa del Sol Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	3	3	7	19	8
30	0	0	0	0	0	0	2	6	6	6	7	12
45	0	0	0	0	0	0	1	3	7	12	18	8
00	0	0	0	0	0	4	1	1	5	11	12	6
Hr Total	0	0	0	0	0	4	5	13	21	36	56	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	14	11	12	9	5	11	2	2	0	1	0
30	8	12	13	8	7	7	0	1	2	0	1	0
45	11	15	15	4	14	5	4	1	1	2	0	0
00	12	10	9	7	7	4	5	0	0	0	0	0
Hr Total	44	51	48	31	37	21	20	4	5	2	2	0

24 Hour Total: 434
 AM Peak Hour begins: 10:00 AM Peak Volume: 56 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 12:45 PM Peak Volume: 53 PM Peak Hour Factor: 0.88

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	3	5	3	5	6
30	1	2	0	0	0	0	0	1	2	5	9	11
45	3	0	0	0	0	0	0	2	1	2	12	8
00	0	0	0	0	0	1	0	2	6	8	10	28
Hr Total	4	2	0	0	0	1	0	8	14	18	36	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	7	9	4	8	6	6	9	7	5	2	0
30	10	8	12	7	16	11	10	3	7	1	3	1
45	8	16	18	5	7	3	10	1	1	2	1	0
00	11	13	17	9	11	10	4	3	3	1	0	1
Hr Total	39	44	56	25	42	30	30	16	18	9	6	2

24 Hour Total: 453
 AM Peak Hour begins: 11:15 AM Peak Volume: 57 AM Peak Hour Factor: 0.51
 PM Peak Hour begins: 14:00 PM Peak Volume: 56 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	6	8	10	24	14
30	1	2	0	0	0	0	2	7	8	11	16	23
45	3	0	0	0	0	0	1	5	8	14	30	16
00	0	0	0	0	0	5	1	3	11	19	22	34
Hr Total	4	2	0	0	0	5	5	21	35	54	92	87

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	21	20	16	17	11	17	11	9	5	3	0
30	18	20	25	15	23	18	10	4	9	1	4	1
45	19	31	33	9	21	8	14	2	2	4	1	0
00	23	23	26	16	18	14	9	3	3	1	0	1
Hr Total	83	95	104	56	79	51	50	20	23	11	8	2

24 Hour Total: 887
 AM Peak Hour begins: 11:15 AM Peak Volume: 96 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 14:00 PM Peak Volume: 104 PM Peak Hour Factor: 0.79

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: La Casa del Sol Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	1	2	2	9	10	8	8
30	0	0	0	0	1	0	2	3	2	5	11	7
45	0	0	0	0	0	1	1	5	9	10	11	11
00	1	0	0	0	0	1	2	8	4	9	9	10
Hr Total	1	0	1	0	1	3	7	18	24	34	39	36

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	9	9	7	10	5	5	2	1	3	1	0
30	9	8	10	5	12	5	1	0	1	0	1	0
45	13	4	6	4	10	2	5	1	2	0	0	0
00	7	11	9	13	4	7	2	1	0	0	0	0
Hr Total	38	32	34	29	36	19	13	4	4	3	2	0

24 Hour Total: 378
 AM Peak Hour begins: 9:45 AM Peak Volume: 39 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:45 PM Peak Volume: 45 PM Peak Hour Factor: 0.87

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	0	0	3	5	5	11
30	1	0	0	0	0	0	1	0	4	1	4	11
45	0	0	0	0	0	0	0	0	4	4	6	4
00	0	0	0	0	0	1	1	5	4	4	13	6
Hr Total	3	0	0	0	0	1	2	5	15	14	28	32

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	4	5	13	11	7	7	6	7	4	5	0
30	8	8	11	8	8	7	2	9	8	0	0	3
45	9	13	7	14	9	8	10	4	3	6	0	0
00	11	7	9	3	11	6	3	7	5	4	0	0
Hr Total	37	32	32	38	39	28	22	26	23	14	5	3

24 Hour Total: 399
 AM Peak Hour begins: 10:30 AM Peak Volume: 41 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 14:45 PM Peak Volume: 44 PM Peak Hour Factor: 0.79

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	0	0	1	2	2	12	15	13	19
30	1	0	0	0	1	0	3	3	6	6	15	18
45	0	0	0	0	0	1	1	5	13	14	17	15
00	1	0	0	0	0	2	3	13	8	13	22	16
Hr Total	4	0	1	0	1	4	9	23	39	48	67	68

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	13	14	20	21	12	12	8	8	7	6	0
30	17	16	21	13	20	12	3	9	9	0	1	3
45	22	17	13	18	19	10	15	5	5	6	0	0
00	18	18	18	16	15	13	5	8	5	4	0	0
Hr Total	75	64	66	67	75	47	35	30	27	17	7	3

24 Hour Total: 777
 AM Peak Hour begins: 10:30 AM Peak Volume: 76 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 15:45 PM Peak Volume: 76 PM Peak Hour Factor: 0.90

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: La Casa del Sol Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	2	6	8	14	9
30	0	0	0	0	0	0	2	4	3	6	9	9
45	0	0	0	0	0	1	1	5	9	11	15	11
00	0	0	0	0	0	2	2	4	5	13	9	9
Hr Total	0	0	0	0	1	3	5	15	22	37	46	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	11	11	8	7	6	6	3	1	1	1	0
30	7	9	13	6	8	5	2	1	1	1	1	0
45	11	8	10	7	10	4	4	1	1	1	0	0
00	10	10	8	9	6	5	4	1	0	0	0	0
Hr Total	42	38	42	29	31	20	16	5	3	2	2	0

24 Hour Total: 398
 AM Peak Hour begins: 9:45 AM Peak Volume: 50 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 13:45 PM Peak Volume: 44 PM Peak Hour Factor: 0.83

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	1	4	4	6	9
30	1	1	0	0	0	0	0	1	3	3	7	10
45	1	0	0	0	0	0	0	1	3	4	7	7
00	0	0	0	0	0	1	0	4	6	6	10	14
Hr Total	3	1	0	0	0	1	1	7	15	17	30	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	6	8	7	10	7	9	7	7	4	2	0
30	8	10	11	8	11	7	6	5	8	1	1	2
45	8	13	12	10	9	5	8	2	2	3	0	0
00	11	10	13	6	9	8	5	7	3	3	0	1
Hr Total	35	39	44	32	39	27	28	21	20	10	4	3

24 Hour Total: 418
 AM Peak Hour begins: 11:00 AM Peak Volume: 41 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 14:00 PM Peak Volume: 44 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	2	3	9	11	20	18
30	1	1	0	0	0	0	2	5	7	9	15	20
45	1	0	0	0	0	1	1	5	11	15	22	18
00	1	0	0	0	0	3	2	8	10	19	19	23
Hr Total	3	1	0	0	1	4	6	21	38	54	76	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	17	19	15	17	13	15	10	8	5	3	0
30	15	19	25	14	19	12	8	6	9	1	2	2
45	19	21	22	17	19	9	12	4	3	3	0	1
00	21	20	21	16	15	13	8	7	3	3	0	1
Hr Total	77	77	86	61	69	47	44	27	23	12	6	3

24 Hour Total: 817
 AM Peak Hour begins: 11:15 AM Peak Volume: 82 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 14:00 PM Peak Volume: 86 PM Peak Hour Factor: 0.88

Volume Count Report

```

*****
Data File       : D0223013.PRN
Station        : 000002231613
Identification  : 000158000002      Interval    : 15 minutes
Start date     : Feb 23, 16          Start time   : 16:15
Stop date      : Feb 24, 16          Stop time    : 16:15
City/Town      : Davenport           County       : Polk
Location       : US 27 south of Massee Road/Holly Hill Road
*****
  
```

Feb 23/Feb 24

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	32	29	49	92	186	430	507	516	450	459	380
30	46	32	49	72	154	277	467	570	484	414	390	467
45	63	40	44	57	136	316	536	572	497	477	406	481
00	37	39	60	100	176	362	544	577	459	412	433	486
Hr Total	197	143	182	278	558	1141	1977	2226	1956	1753	1688	1814

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	507	444	481	455	419	432	358	284	232	165	141	95
30	408	500	546	534	482	426	375	229	237	174	120	93
45	458	499	439	427	521	500	418	256	198	159	133	60
00	482	515	544	449	471	387	317	256	190	144	87	55
Hr Total	1855	1958	2010	1865	1893	1745	1468	1025	857	642	481	303

24 Hour Total : 30015

AM peak hour begins : 07:15 AM peak volume : 2235 Peak hour factor : 0.97

PM peak hour begins : 13:30 PM peak volume : 2041 Peak hour factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 26, 2015 Start Time 00:00
 Stop Date : May 26, 2015 Stop Time 24:00
 County : Polk Station Number 585
 Location : #585 - HOLLY HILL ROAD - EAST OF US 27

26-May-15

Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	2	1	1	1	2	11	36	13	29	27
30	1	0	1	0	0	2	3	18	35	23	18	23
45	2	1	1	1	1	1	10	42	29	32	14	17
00	2	0	1	3	0	1	10	66	12	25	23	28
Hr Total	5	3	5	5	2	5	25	137	112	93	84	95

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	18	27	50	57	29	23	23	13	10	5	5
30	15	35	33	46	38	18	15	19	11	11	4	4
45	18	27	25	47	30	27	25	17	11	8	6	0
00	17	34	24	41	22	20	12	19	11	5	5	2
Hr Total	65	114	109	184	147	94	75	78	46	34	20	11

24 Hour Total : 1,548
 AM Peak Hour begins : 7:30
 PM Peak Hour begins : 15:15

AM Peak Volume : 179
 PM Peak Volume : 191
 AM Peak Hour Factor : 0.68
 PM Peak Hour Factor : 0.84

26-May-15

Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	4	0	4	2	2	10	37	0	0	107	0
30	4	4	0	0	2	10	14	33	2	2	6	0
45	0	0	2	0	4	10	21	2	2	4	49	0
00	0	0	0	2	6	16	35	4	0	29	2	129
Hr Total	4	8	2	6	14	37	80	76	4	35	164	129

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	12	18	45	0	47	31	8	21	18	6	2
30	21	31	18	33	10	35	29	16	20	6	2	6
45	27	23	18	4	33	45	45	20	16	6	2	2
00	31	33	10	0	39	27	21	25	6	8	6	2
Hr Total	111	99	62	82	82	154	127	68	62	37	16	12

24 Hour Total : 1,471
 AM Peak Hour begins : 11:45
 PM Peak Hour begins : 16:45

AM Peak Volume : 209
 PM Peak Volume : 166
 AM Peak Hour Factor : 0.41
 PM Peak Hour Factor : 0.89

26-May-15

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	6	2	5	3	3	12	48	36	13	136	27
30	5	4	1	0	2	12	17	51	37	25	24	23
45	2	1	3	1	5	11	31	44	31	36	63	17
00	2	0	1	5	6	17	45	70	12	54	25	157
Hr Total	9	11	7	11	16	42	105	213	116	128	248	224

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	30	45	95	57	76	54	31	34	28	11	7
30	36	66	51	79	48	53	44	35	31	17	6	10
45	45	50	43	51	63	72	70	37	27	14	8	2
00	48	67	34	41	61	47	33	44	17	13	11	4
Hr Total	176	213	171	266	229	248	202	146	108	71	36	23

24 Hour Total : 3,019
 AM Peak Hour begins : 11:45
 PM Peak Hour begins : 15:00

AM Peak Volume : 285
 PM Peak Volume : 266
 AM Peak Hour Factor : 0.45
 PM Peak Hour Factor : 0.70

Volume Count Report

```

*****
Data File       : D0223016.PRN
Station        : 000002231616
Identification  : 000138590001      Interval   : 15 minutes
Start date     : Feb 23, 16          Start time  : 16:15
Stop date      : Feb 24, 16          Stop time   : 16:15
City/Town      : Davenport           County      : Polk
Location       : Holly Hill Road east of US 27
*****
  
```

Feb 23/Feb 24 Westbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	0	1	2	6	13	32	36	40	39	41
30	1	1	0	0	3	5	16	35	39	35	35	59
45	0	0	1	3	0	8	18	29	38	47	38	52
00	1	0	1	4	3	8	27	44	30	39	39	62
Hr Total	8	2	2	8	8	27	74	140	143	161	151	214

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	82	65	65	63	87	62	55	25	18	17	6
30	72	71	70	77	61	69	67	46	41	19	9	4
45	74	82	54	78	69	70	63	39	33	12	3	3
00	60	80	65	65	81	64	53	33	21	13	3	6
Hr Total	280	315	254	285	274	290	245	173	120	62	32	19

24 Hour Total : 3287

AM peak hour begins : 11:30 AM peak volume : 260 Peak hour factor : 0.88

PM peak hour begins : 13:00 PM peak volume : 315 Peak hour factor : 0.96

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Massee Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	3	4	1	6	16	18	22	26	29
30	6	2	2	1	2	1	6	18	14	20	25	34
45	4	2	2	3	3	0	10	20	11	13	33	34
00	1	2	3	0	3	5	9	18	14	28	34	31
Hr Total	12	7	8	7	12	7	31	72	57	83	118	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	30	38	61	54	59	37	43	24	8	12	15
30	29	26	35	51	39	64	31	49	17	11	9	6
45	36	18	41	58	64	45	34	33	21	7	5	5
00	23	31	36	37	42	34	35	32	20	13	8	1
Hr Total	127	105	150	207	199	202	137	157	82	39	34	27

24 Hour Total: 2,008
 AM Peak Hour begins: 11:15 AM Peak Volume: 138 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:30 PM Peak Volume: 229 PM Peak Hour Factor: 0.89

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	0	0	0	5	13	22	32	40	30	28
30	2	2	3	0	0	2	21	25	28	19	31	29
45	2	1	0	0	1	9	37	32	40	35	25	19
00	1	0	0	1	4	14	33	33	34	34	33	32
Hr Total	7	6	3	1	5	30	104	112	134	128	119	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	25	31	33	31	27	33	24	10	5	4	8
30	30	27	33	37	27	25	33	15	6	6	6	2
45	39	44	35	25	24	24	35	22	10	6	4	5
00	22	29	29	32	34	28	16	12	10	6	7	2
Hr Total	117	125	128	127	116	104	117	73	36	23	21	17

24 Hour Total: 1,761
 AM Peak Hour begins: 8:15 AM Peak Volume: 142 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 13:30 PM Peak Volume: 137 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	1	3	4	6	19	38	50	62	56	57
30	8	4	5	1	2	3	27	43	42	39	56	63
45	6	3	2	3	4	9	47	52	51	48	58	53
00	2	2	3	1	7	19	42	51	48	62	67	63
Hr Total	19	13	11	8	17	37	135	184	191	211	237	236

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	55	69	94	85	86	70	67	34	13	16	23
30	59	53	68	88	66	89	64	64	23	17	15	8
45	75	62	76	83	88	69	69	55	31	13	9	10
00	45	60	65	69	76	62	51	44	30	19	15	3
Hr Total	244	230	278	334	315	306	254	230	118	62	55	44

24 Hour Total: 3,769
 AM Peak Hour begins: 11:45 AM Peak Volume: 262 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 16:30 PM Peak Volume: 339 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Massee Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	2	0	2	10	15	9	23	23	26
30	7	7	3	1	2	0	3	15	28	26	27	33
45	8	2	4	1	2	1	8	22	55	25	26	27
00	2	4	4	4	6	4	9	17	31	22	39	25
Hr Total	19	15	13	8	10	7	30	69	123	96	115	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	37	36	48	44	66	29	31	27	27	9	12
30	33	27	38	42	52	47	26	46	18	19	9	2
45	29	32	39	51	53	45	18	35	18	10	7	8
00	27	31	44	50	60	36	40	20	24	9	9	8
Hr Total	153	127	157	191	209	194	113	132	87	65	34	30

24 Hour Total: 2,108
 AM Peak Hour begins: 11:15 AM Peak Volume: 149 AM Peak Hour Factor: 0.58
 PM Peak Hour begins: 16:15 PM Peak Volume: 231 PM Peak Hour Factor: 0.88

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	2	2	3	15	19	25	31	26	25
30	3	1	2	0	0	3	22	34	44	28	32	28
45	1	2	1	1	1	7	25	23	75	41	29	26
00	3	2	0	2	5	9	32	45	56	38	32	32
Hr Total	12	7	3	5	8	22	94	121	200	138	119	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	34	33	23	23	25	28	11	7	5	5	1
30	35	44	30	26	25	25	33	12	8	9	1	1
45	28	32	22	26	30	25	39	20	7	6	2	2
00	25	28	49	35	32	27	15	16	9	9	6	1
Hr Total	122	138	134	110	110	102	115	59	31	29	14	5

24 Hour Total: 1,809
 AM Peak Hour begins: 8:15 AM Peak Volume: 206 AM Peak Hour Factor: 0.69
 PM Peak Hour begins: 13:00 PM Peak Volume: 138 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	2	4	2	5	25	34	34	54	49	51
30	10	8	5	1	2	3	25	49	72	54	59	61
45	9	4	5	2	3	8	33	45	130	66	55	53
00	5	6	4	6	11	13	41	62	87	60	71	57
Hr Total	31	22	16	13	18	29	124	190	323	234	234	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	71	69	71	67	91	57	42	34	32	14	13
30	68	71	68	68	77	72	59	58	26	28	10	3
45	57	64	61	77	83	70	57	55	25	16	9	10
00	52	59	93	85	92	63	55	36	33	18	15	9
Hr Total	275	265	291	301	319	296	228	191	118	94	48	35

24 Hour Total: 3,917
 AM Peak Hour begins: 8:15 AM Peak Volume: 343 AM Peak Hour Factor: 0.66
 PM Peak Hour begins: 16:15 PM Peak Volume: 343 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Massee Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	0	3	1	4	7	12	11	14	27	30
30	3	2	1	2	3	4	6	23	15	22	26	32
45	6	2	3	1	1	2	8	20	24	23	33	30
00	2	2	1	0	2	3	11	16	14	24	27	38
Hr Total	12	9	5	6	7	13	32	71	64	83	113	130

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	23	40	43	50	64	24	40	17	25	10	14
30	42	45	49	36	38	37	34	52	29	35	7	9
45	37	49	40	48	60	39	38	34	24	16	8	5
00	28	46	35	39	60	49	25	21	13	7	5	5
Hr Total	156	163	164	166	208	189	121	147	83	83	30	33

24 Hour Total: 2,088

AM Peak Hour begins: 11:30

PM Peak Hour begins: 16:15

AM Peak Volume: 159

PM Peak Volume: 222

AM Peak Hour Factor: 0.81

PM Peak Hour Factor: 0.87

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	0	3	3	3	10	23	33	24	29	32
30	2	0	1	1	1	7	21	31	30	24	41	27
45	1	1	1	0	2	6	25	30	27	46	32	28
00	2	2	0	2	3	11	31	47	31	26	23	47
Hr Total	8	8	2	6	9	27	87	131	121	120	125	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	33	32	24	20	20	30	19	10	10	4	3
30	53	29	28	29	17	20	32	16	15	5	2	2
45	39	38	36	26	28	24	33	16	17	4	1	1
00	40	28	20	32	20	32	31	18	14	8	4	1
Hr Total	170	128	116	111	85	96	126	69	56	27	11	7

24 Hour Total: 1,780

AM Peak Hour begins: 11:30

PM Peak Hour begins: 12:00

AM Peak Volume: 166

PM Peak Volume: 170

AM Peak Hour Factor: 0.78

PM Peak Hour Factor: 0.80

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	8	0	6	4	7	17	35	44	38	56	62
30	5	2	2	3	4	11	27	54	45	46	67	59
45	7	3	4	1	3	8	33	50	51	69	65	58
00	4	4	1	2	5	14	42	63	45	50	50	85
Hr Total	20	17	7	12	16	40	119	202	185	203	238	264

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	56	72	67	70	84	54	59	27	35	14	17
30	95	74	77	65	55	57	66	68	44	40	9	11
45	76	87	76	74	88	63	71	50	41	20	9	6
00	68	74	55	71	80	81	56	39	27	15	9	6
Hr Total	326	291	280	277	293	285	247	216	139	110	41	40

24 Hour Total: 3,868

AM Peak Hour begins: 11:45

PM Peak Hour begins: 12:00

AM Peak Volume: 343

PM Peak Volume: 326

AM Peak Hour Factor: 0.90

PM Peak Hour Factor: 0.86

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Massee Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	3	2	2	8	14	13	20	25	28
30	5	4	2	1	2	2	5	19	19	23	26	33
45	6	2	3	2	2	1	9	21	30	20	31	30
00	2	3	3	1	4	4	10	17	20	25	33	31
Hr Total	14	10	9	7	10	9	31	71	81	87	115	123

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	30	38	51	49	63	30	38	23	20	10	14
30	35	33	41	43	43	49	30	49	21	22	8	6
45	34	33	40	52	59	43	30	34	21	11	7	6
00	26	36	38	42	54	40	33	24	19	10	7	5
Hr Total	145	132	157	188	205	195	124	145	84	62	33	30

24 Hour Total: 2,068
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 16:30

AM Peak Volume: 147
 PM Peak Volume: 225
 AM Peak Hour Factor: 0.73
 PM Peak Hour Factor: 0.89

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	0	2	2	4	13	21	30	32	28	28
30	2	1	2	0	0	4	21	30	34	24	35	28
45	1	1	1	0	1	7	29	28	47	41	29	24
00	2	1	0	2	4	11	32	42	40	33	29	37
Hr Total	9	7	3	4	7	26	95	121	152	129	121	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	31	32	27	25	24	30	18	9	7	4	4
30	39	33	30	31	23	23	33	14	10	7	3	2
45	35	38	31	26	27	24	36	19	11	5	2	3
00	29	28	33	33	29	29	21	15	11	8	6	1
Hr Total	136	130	126	116	104	101	119	67	41	26	15	10

24 Hour Total: 1,783
 AM Peak Hour begins: 8:15
 PM Peak Hour begins: 12:00

AM Peak Volume: 153
 PM Peak Volume: 136
 AM Peak Hour Factor: 0.81
 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	1	4	3	6	20	36	43	51	54	57
30	8	5	4	2	3	6	26	49	53	46	61	61
45	7	3	4	2	3	8	38	49	77	61	59	55
00	4	4	3	3	8	15	42	59	60	57	63	68
Hr Total	23	17	11	11	17	35	126	192	233	216	236	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	61	70	77	74	87	60	56	32	27	15	18
30	74	66	71	74	66	73	63	63	31	28	11	7
45	69	71	71	78	86	67	66	53	32	16	9	9
00	55	64	71	75	83	69	54	40	30	17	13	6
Hr Total	282	262	283	304	309	296	243	212	125	89	48	40

24 Hour Total: 3,851
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:30

AM Peak Volume: 295
 PM Peak Volume: 329
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.94

Volume Count Report

```

*****
Data File       : D0223014.PRN
Station        : 000002231614
Identification  : 000065310014      Interval   : 15 minutes
Start date     : Feb 23, 16          Start time  : 16:15
Stop date      : Feb 24, 16          Stop time   : 16:15
City/Town      : Davenport           County      : Polk
Location       : US 27 north of Massee Road/Holly Hill Road
*****
  
```

Feb 23/Feb 24

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	122	99	55	54	48	71	153	324	414	378	372	462
30	118	85	48	57	47	82	246	344	413	393	411	465
45	98	61	49	44	68	118	315	385	374	448	434	487
00	87	56	54	70	85	130	351	425	393	391	415	511
Hr Total	425	301	206	225	248	401	1065	1478	1594	1610	1632	1925

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	440	507	530	585	683	649	542	505	287	241	179	120
30	451	492	488	553	637	673	571	399	240	216	188	161
45	395	597	561	581	645	623	532	314	264	212	149	147
00	471	500	576	646	624	648	462	285	260	201	149	130
Hr Total	1757	2096	2155	2365	2589	2593	2107	1503	1051	870	665	558

24 Hour Total : 31419

AM peak hour begins : 11:00 AM peak volume : 1925 Peak hour factor : 0.94

PM peak hour begins : 15:45 PM peak volume : 2611 Peak hour factor : 0.96

DATE 03/14/19

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

COUNTY NAME: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	579	596	390	277	345	456	632	741	905	1021	1240	1283	1425	1486	1589	1531	1361	1342	1187	996	667	508	453	276	21286H		
2	T	150	145	166	295	632	1338	2034	1918	1805	1731	1850	2000	2078	2016	2081	1991	1862	2051	1571	1215	866	605	497	336	31233N		
3	W	194	208	155	282	574	1248	2017	1959	1757	1599	1644	1690	1878	1891	1983	1914	1822	1876	1572	1132	846	652	486	302	29681A		
4	R	204	180	195	306	547	1280	2297	2168	1953	1805	1793	1992	1858	1944	2206	2084	2090	2043	1592	1289	768	633	490	297	32014N		
5	F	168	152	218	274	562	1329	2216	2142	1935	1777	1823	1989	1995	2048	2212	2216	2166	2066	1836	1430	1031	811	606	368	33370N		
6	A	216	149	226	265	415	859	1175	1227	1301	1425	1641	1697	2135	2003	1886	1933	1862	1881	1630	1442	898	772	612	365	28015A		
7	S	252	170	197	242	348	586	731	838	1127	1340	1491	1599	1735	1843	1868	1701	1760	1462	1363	1030	752	564	403	279	23681N		
8	M	164	147	153	265	637	1431	2411	2313	1967	1720	1792	1836	1856	1842	2143	2078	1907	2006	1468	1071	762	555	402	257	31183N		
9	T	201	171	167	296	577	1406	2403	2351	1971	1682	1652	1754	1895	1866	2155	1993	1918	1883	1456	1107	848	617	456	262	31087N		
10	W	173	151	199	314	580	1403	2462	2455	1923	1737	1760	1813	1860	1865	2108	2018	1986	1982	1463	1076	777	640	474	286	31505N		
11	R	167	197	174	286	587	1384	2442	2440	2004	1770	1727	1834	1860	1788	2163	2164	1991	1994	1556	1099	822	652	463	288	31852N		
12	F	177	189	181	291	568	1349	2358	2346	1923	1862	1805	1924	1999	1966	2258	2201	2121	2020	1795	1424	1054	830	636	402	33679N		
13	A	287	189	167	212	423	814	1252	1338	1432	1725	1912	1906	1984	2010	2038	1907	1738	1818	1595	1349	926	772	619	412	28825N		
14	S	258	153	148	165	340	578	761	922	1051	1271	1566	1620	1810	1928	1908	1700	1632	1618	1458	1152	828	605	486	289	24247N		
15	M	178	138	165	237	574	1310	1950	1727	1674	1658	1885	1963	2087	1949	1985	1888	1898	1917	1631	1031	768	610	448	290	29961N		
16	T	170	168	175	281	559	1440	2421	2390	1924	1902	1896	1868	1944	1894	2130	2010	2024	2116	1500	1100	810	617	432	224	31995N		
17	W																									20605B		
18	R																									20387B		
19	F																									22064B		
20	A																									18403B		
21	S																									15265B		
22	M																									20527B		
23	T																									20365B		
24	W																									20636B		
25	R																									23420B		
26	F	150	166	207	283	554	1354	2332	2274	1996	1899	1941	1935	1947	1931	2304	2351	2076	1928	1922	1429	1088	856	660	385	33968N		
27	A	225	206	183	247	375	826	1170	1416	1627	1784	1819	1931	1986	2009	2080	1965	1864	1779	1770	1490	1097	815	614	383	29661N		
28	S	249	163	130	168	321	588	783	1001	1165	1420	1641	1673	1888	1888	1864	1624	1576	1420	1158	938	722	524	438	264	23606N		
29	M	170	142	167	267	575	1383	2337	2233	1818	1775	1799	2042	2004	1843	1806	1812	1925	1998	1436	1037	735	539	443	269	30555N		
30	T	154	187	176	260	562	1407	2543	2332	1979	1818	1763	1831	1914	1733	2184	2005	1933	2072	1506	1120	767	595	469	279	31589N		
31	W	138	168	188	297	580	1347	2551	2294	1900	1780	1749	1856	1856	1800	2088	2121	2004	1901	1496	1045	874	647	444	264	31388N		
=====																												
WEEKDAY AVERAGE =				31237	SATURDAY AVERAGE =				28834	SUNDAY AVERAGE =				23845	NUMBER OF GOOD DAYS				22	TOTAL MONTHLY COUNT =				654381				
MONTHLY AVERAGE =				29838																								

COMMENTS:

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

01/01: NEW YEARS DAY
 01/08: NCAA NTL CHAMP GAME @ 8PM
 01/15: MARTIN LUTHER KING JR 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: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	672	956	781	412	234	185	256	336	477	640	1018	1222	1345	1423	1470	1576	1569	1470	1380	1405	974	823	658	593	21875H			
2	T	585	265	174	176	235	339	644	1123	1193	1418	1671	1676	1809	2000	1940	2320	2324	2407	2058	1672	1226	870	855	803	29783A			
3	W	622	357	248	215	237	314	744	1212	1352	1298	1436	1559	1592	1755	2007	2079	2201	2301	2011	1473	1212	905	778	734	28642N			
4	R	559	342	204	190	249	353	938	1343	1499	1489	1709	1731	1769	1978	1983	2171	2412	2428	2101	1718	1256	1020	801	739	30982N			
5	F	593	293	222	191	219	355	965	1306	1520	1511	1694	1651	1827	1992	2205	2318	2416	2351	2105	1721	1380	1059	942	857	31693N			
6	A	660	435	277	237	209	246	430	665	873	1208	1427	1544	1627	1689	1726	2068	1988	1902	1857	1525	1302	1186	1074	859	27014N			
7	S	720	485	279	207	188	168	319	427	640	941	1294	1469	1537	1683	1654	1907	1913	1777	1803	1401	1119	938	750	607	24226N			
8	M	457	315	179	176	242	403	1047	1441	1563	1513	1528	1635	1746	1810	2028	2243	2438	2394	2142	1444	1072	848	699	588	29951N			
9	T	431	363	193	198	226	361	1080	1387	1488	1492	1469	1619	1734	1764	2004	2277	2327	2445	2098	1599	1187	944	771	609	30066N			
10	W	493	277	219	188	226	352	1075	1487	1581	1389	1441	1579	1611	1950	2123	2304	2308	2373	2150	1542	1214	1002	757	701	30342N			
11	R	504	259	223	200	212	409	1098	1466	1629	1534	1600	1675	1670	1890	2114	2242	2357	2409	2084	1752	1203	964	767	674	30935N			
12	F	543	300	227	191	210	360	1047	1419	1611	1430	1703	1758	1717	2048	2118	2280	2044	2310	2180	1882	1412	1119	963	900	31772N			
13	A	730	378	287	253	205	242	498	703	974	1331	1571	1627	1744	1802	1876	2140	2002	1898	1822	1402	1352	1171	999	880	27887N			
14	S	740	402	291	212	153	153	320	477	653	1094	1425	1500	1626	1604	1810	1764	1809	1831	1771	1362	1142	720	946	722	24527N			
15	M	512	293	210	211	174	333	729	1099	1274	1482	1679	1792	1761	1823	2117	2154	2125	2175	2028	1620	1237	879	697	541	28945N			
16	T	509	260	183	160	202	399	1077	1515	1574	1493	1643	1591	1638	1924	2012	2316	2417	2269	2199	1460	1073	957	769	653	30293N			
17	W																									25834B			
18	R	477	274	179	166	200	359	1059	1408	1606	1501	1560	1613	1569	1887	1986	2256	2356	2352	2010	1618	1078	991	735	690	29930N			
19	F	513	265	204	177	214	369	1010	1420	1556	1535	1710	1663	1790	1947	2104	2288	2362	2338	1997	1730	1411	1136	932	864	31535N			
20	A	668	360	285	216	186	242	480	705	1000	1380	1596	1667	1721	1812	1882	1903	1915	1921	1846	1400	1314	1169	1063	943	27674N			
21	S	697	416	280	215	158	156	338	463	713	1167	1459	1485	1626	1579	1847	1814	1792	1754	1677	1366	1083	942	751	602	24380N			
22	M	501	247	207	160	207	408	1088	1417	1650	1672	1717	1599	1673	1704	2052	2083	2246	2339	1997	1558	1097	879	752	578	29831N			
23	T	452	219	191	180	213	380	1108	1462	1551	1589	1600	1641	1654	1938	1917	2217	2465	2322	2010	1543	1044	885	723	575	29879N			
24	W	540	256	163	174	175	378	1099	1414	1629	1519	1533	1603	1654	1823	2039	2252	2405	2221	2024	1552	1171	1047	762	629	30062N			
25	R																									28819B			
26	F	531	257	212	188	203	389	1094	1448	1614	1590	1732	1679	1779	1852	2139	2246	2281	2281	2080	1654	1460	1253	984	796	31742N			
27	A	714	424	279	210	181	223	451	801	1016	1409	1682	1710	1793	1858	1861	2038	2003	1977	1720	1490	1376	1261	1093	918	28488N			
28	S	686	484	299	273	151	182	290	451	726	1095	1367	1447	1584	1642	1847	1833	1778	1649	1509	1277	1139	945	603	541	23798N			
29	M	500	318	170	166	235	384	1031	1414	1569	1554	1654	1650	1727	1885	1621	1944	2446	2307	2022	1437	969	909	658	536	29106N			
30	T	500	241	170	183	229	389	1055	1481	1510	1539	1624	1626	1670	1846	2035	2187	2337	2278	2090	1635	1098	868	713	598	29902N			
31	W	495	233	172	171	209	365	1080	1480	1525	1435	1538	1507	1631	1837	2100	2267	2336	2319	2000	1638	1086	990	799	608	29821N			
=====																													
WEEKDAY AVERAGE =					29989	SATURDAY AVERAGE =					27766	SUNDAY AVERAGE =					24233	NUMBER OF GOOD DAYS					29	TOTAL MONTHLY COUNT =					835081
MONTHLY AVERAGE =					28849																								

COMMENTS:

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

01/01: NEW YEARS DAY
 01/08: NCAA NTL CHAMP GAME @ 8PM
 01/15: MARTIN LUTHER KING JR 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: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	164	165	161	294	565	1394	2432	2311	1905	1801	1838	1880	1949	1856	2188	2172	1965	2042	1612	1068	859	637	450	265	31973N																				
2	F	152	169	176	279	538	1333	2431	2214	1923	1903	1960	1975	2013	2059	2310	2267	2203	2218	1900	1439	1078	785	635	370	34330N																				
3	A	237	176	189	224	421	734	1240	1392	1535	1754	1836	2048	2004	2054	2012	1932	1951	1878	1663	1451	1001	774	609	420	29535N																				
4	S	231	148	140	166	333	552	762	987	1182	1323	1556	1619	1776	1826	1881	1593	1590	1460	1105	743	589	562	698	383	23205S																				
5	M	205	148	148	268	562	1384	2392	2192	2104	1809	1814	1936	1951	1915	2117	2018	2002	1961	1625	1099	793	585	395	266	31689N																				
6	T	164	178	170	241	589	1432	2503	2392	2093	1890	1900	1952	1980	1766	2078	1977	2037	1986	1655	1151	826	624	384	263	32231N																				
7	W	175	144	198	321	599	1353	2522	2346	1938	1805	1842	1883	1965	1873	2172	2163	2035	2027	1455	1071	833	623	440	293	32076N																				
8	R	149	149	204	302	600	1416	2474	2298	1931	1813	1845	1945	1890	1777	2295	2094	2079	2055	1549	1216	839	666	502	321	32409N																				
9	F	195	179	190	272	577	1320	2427	2329	2044	1828	1988	2020	1960	2062	2332	2211	2121	2164	1840	1500	1100	799	671	508	34637N																				
10	A	249	170	180	242	396	802	1241	1380	1644	1860	1992	2002	1991	2013	2155	2060	2024	1917	1752	1467	1115	810	670	410	30542N																				
11	S	276	180	165	194	340	571	772	1022	1195	1551	1734	1720	1935	1910	1895	1724	1739	1541	1420	1266	841	604	450	271	25316N																				
12	M	130	139	171	267	598	1457	2459	2608	2292	2184	1920	1968	1910	1871	2166	2108	1994	2136	1583	1107	797	619	453	285	33222N																				
13	T	151	186	155	315	600	1421	2433	2415	2092	1946	1889	1923	1912	1938	2210	2272	2120	2121	1589	1196	879	664	494	296	33217N																				
14	W	183	167	151	320	596	1391	2490	2370	1980	1888	2011	2021	2081	2075	2122	1684	1840	2233	1688	1294	916	680	516	264	32961N																				
15	R	183	168	177	327	592	1429	2505	2353	2035	2037	1858	1874	2013	1818	2221	2137	2046	2105	1727	1221	967	719	523	325	33360N																				
16	F	175	178	210	278	572	1381	2336	2318	2058	1997	2020	2106	2089	2021	2230	2254	2297	2178	2127	1630	1289	962	669	434	35809N																				
17	A	250	156	183	242	441	777	1293	1351	1632	1854	1938	2158	2128	2253	2252	2286	2040	1920	1859	1610	1147	929	673	494	31866N																				
18	S	259	165	134	178	361	597	886	1093	1305	1581	1834	2283	2119	2156	2120	1896	1732	1705	1449	1421	970	704	545	294	27787N																				
19	M	177	165	141	272	615	1439	2277	2126	1965	1947	2009	2020	1991	1988	2100	1980	2011	1954	1621	1321	873	715	472	288	32467N																				
20	T	177	165	181	294	611	1476	2621	2427	2064	1953	1848	1893	2000	1991	2209	2172	1965	2118	1629	1143	875	643	466	263	33184N																				
21	W	164	163	195	335	616	1510	2542	2439	2135	1748	1921	1994	2002	1923	2244	2154	2190	2072	1648	1232	955	777	507	287	33753N																				
22	R	157	162	175	318	634	1465	2595	2459	2082	2025	1961	1989	2038	1945	2370	2169	2212	1939	1871	1308	932	749	555	293	34403N																				
23	F	210	202	205	306	624	1395	2393	2361	2060	2101	2092	2032	2104	2142	2308	2273	2344	2402	2088	1780	1202	911	748	488	36771N																				
24	A	270	245	209	284	440	860	1352	1481	1689	1917	1954	2142	2383	2323	2306	2263	2290	2219	1974	1749	1156	862	694	461	33523N																				
25	S	293	226	186	255	361	614	786	1060	1313	1658	1851	1820	1933	2090	2014	1778	1767	1738	1433	1225	904	695	512	308	26820N																				
26	M	170	144	160	268	620	1463	2408	2308	2067	1983	1983	2126	2093	2038	2143	2090	1934	2040	1689	1199	883	701	469	298	33277N																				
27	T	178	182	171	311	637	1450	2595	2471	2145	1956	1943	2049	2001	1990	2240	2162	2086	2135	1621	1137	934	751	499	304	33948N																				
28	W	185	176	178	320	616	1434	2596	2506	2073	1995	2000	1947	2061	2039	2227	2182	2064	2140	1669	1346	961	696	457	264	34132N																				
WEEKDAY AVERAGE		= 33493					SATURDAY AVERAGE =					31367					SUNDAY AVERAGE =					25782					NUMBER OF GOOD DAYS					28					TOTAL MONTHLY COUNT =					898443				
MONTHLY AVERAGE		= 32087																																												

COMMENTS:

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

02/04: SUPERBOWL - PHILADELPHIA EAGLES VS NE PATRIOTS - MINNEAPOLIS, MN -6:30 PM
 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: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	526	261	169	202	191	366	1064	1492	1605	1620	1761	1728	1763	1929	2082	2232	2338	2357	2077	1602	1238	926	777	686	30992N											
2	F	473	220	196	187	207	345	1067	1415	1588	1610	1676	1857	1745	1926	2246	2234	2466	2316	2096	1766	1404	1219	979	856	32094N											
3	A	610	403	278	208	208	191	465	771	1030	1477	1756	1840	1782	1856	1948	2119	1975	2007	1720	1531	1364	1191	1126	917	28773N											
4	S	660	442	286	229	146	168	337	495	717	1194	1450	1486	1672	1689	1856	1867	1725	1602	1493	1151	822	690	717	678	23572S											
5	M	468	284	179	175	238	357	1078	1450	1626	1561	1682	1626	1755	1830	1942	2220	2381	2390	2101	1538	1054	874	716	572	30097N											
6	T	514	228	175	156	232	395	1098	1500	1608	1588	1638	1662	1575	1823	2120	2237	2365	2396	2033	1525	1364	1003	805	615	30655N											
7	W	509	286	184	166	244	359	1149	1527	1599	1449	1657	1604	1622	1897	2091	2283	2396	2191	2071	1596	1217	999	762	583	30441N											
8	R	538	295	196	198	191	402	1119	1516	1601	1609	1740	1696	1874	2071	2285	2488	2501	2327	2073	1636	1309	1012	749	656	32082N											
9	F	537	260	215	196	218	418	1057	1465	1624	1621	1762	1783	1829	1895	2138	2263	2295	2182	2038	1704	1417	1221	1172	874	32184N											
10	A	707	408	292	203	211	241	461	757	999	1493	1793	1711	1828	1857	1992	2009	1871	1906	1739	1662	1403	1300	1200	1065	29108N											
11	S	749	519	307	224	157	165	311	492	690	1231	1552	1582	1632	1643	1834	1743	1618	1796	1769	1466	1264	997	756	665	25162N											
12	M	497	282	199	194	212	416	1087	1378	1639	1636	1742	1653	1811	1799	2062	2237	2346	2304	2082	1600	1190	993	691	630	30680N											
13	T	510	270	174	210	205	437	1090	1483	1667	1707	1684	1689	1716	1768	2149	2303	2443	2447	2042	1618	1353	1057	778	663	31463N											
14	W	544	255	197	192	239	379	1129	1466	1589	1473	1704	1671	1754	1949	2167	2218	2360	2356	2001	1587	1357	1148	941	841	31517S											
15	R	554	316	219	187	197	407	1103	1553	1608	1703	1817	1826	1657	1970	2039	2294	2285	2272	2093	1725	1356	1127	879	774	31961N											
16	F	592	346	232	192	223	390	1015	1392	1615	1742	1851	1824	1864	2019	2058	2209	2387	2309	2119	1747	1542	1344	1096	884	32992N											
17	A	833	537	332	200	196	266	471	788	1103	1559	1631	1682	1742	1813	1954	1951	1991	1944	1864	1630	1421	1357	1211	1140	29616N											
18	S	841	518	313	258	193	174	359	514	814	1314	1951	2199	2022	1972	1912	1918	1815	1825	1746	1540	1378	1204	1016	840	28636A											
19	M	568	352	229	226	222	377	754	1267	1553	1788	1799	1772	1849	1860	2100	2328	2273	2308	1946	1774	1356	1050	787	669	31207N											
20	T	523	289	190	176	231	377	1060	1482	1664	1793	1850	1728	1843	1902	2037	2245	2307	2322	2135	1799	1228	964	808	711	31664N											
21	W	499	310	186	165	217	419	1097	1500	1670	1653	1891	1787	1767	2010	2096	2247	2374	2363	2203	1693	1186	1051	843	709	31936N											
22	R	569	275	211	220	202	420	1131	1563	1784	1830	1773	1833	1829	2033	2013	2237	2410	2343	2222	1793	1414	1159	892	832	32988N											
23	F	553	312	240	163	227	398	1116	1486	1686	1796	1834	1901	1932	2047	2181	2230	2390	2387	2192	1790	1440	1323	1107	915	33646N											
24	A	742	451	292	258	234	260	557	911	1220	1657	1657	1566	1711	1768	1879	1994	2016	2010	1909	1668	1489	1305	1214	1086	29854N											
25	S	853	471	390	281	180	196	363	556	842	1387	1611	1645	1630	1674	1778	1843	1846	1785	1787	1536	1441	1097	893	708	26793N											
26	M	491	329	202	172	259	362	847	1439	1612	1683	1871	1773	1857	1930	2054	2278	2343	2450	2089	1835	1326	1030	806	589	31627N											
27	T	565	259	183	175	239	435	1095	1504	1655	1721	1723	1720	1816	1940	2106	2270	2390	2405	2230	1730	1225	1051	812	745	31994N											
28	W	559	284	187	181	259	392	1074	1491	1769	1741	1800	1744	1790	1988	2171	2311	2321	2400	2251	1755	1353	1104	940	745	32610N											
WEEKDAY AVERAGE		= 31742				SATURDAY AVERAGE				= 29338				SUNDAY AVERAGE				= 26041				NUMBER OF GOOD DAYS				28				TOTAL MONTHLY COUNT				= 856344			
MONTHLY AVERAGE		= 30584																																			

COMMENTS:

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

02/04: SUPERBOWL - PHILADELPHIA EAGLES VS NE PATRIOTS - MINNEAPOLIS, MN -6:30 PM
 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: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	182	173	189	286	637	1502	2525	2501	2068	1955	2028	2021	2063	2104	2222	2114	2105	1965	1576	1315	892	764	497	324	34008N
2	F	173	170	204	286	630	1384	2386	2364	2019	2047	1978	2042	1986	2098	2442	2352	2154	2226	2019	1648	1194	923	688	383	35796N
3	A	230	191	173	262	443	785	1312	1615	1742	1866	1969	2036	2049	2246	2265	2239	2089	2143	2038	1717	1184	844	743	446	32627N
4	S	294	170	161	211	348	607	823	1105	1284	1498	1751	1822	1995	1993	1954	1824	1743	1702	1585	1265	957	700	481	291	26564N
5	M	183	151	168	289	652	1525	2412	2506	2115	1923	1888	1976	1956	1913	2244	2160	1995	2043	1638	1208	895	640	419	289	33188N
6	T	183	160	190	305	675	1428	2605	2582	2070	1897	2016	2045	2008	2012	2222	2172	1994	2115	1539	1231	867	683	509	308	33816N
7	W	147	158	191	303	630	1486	2363	2154	1756	1851	2174	2090	2013	2085	2313	2237	2159	2106	1622	1203	881	729	492	272	33415N
8	R	164	159	182	286	641	1490	2589	2373	2071	1929	1962	2080	2032	1990	2312	2234	2161	2199	1606	1277	884	739	535	294	34189N
9	F	176	184	186	307	650	1390	2458	2315	1975	2066	2077	1986	2109	2057	2475	2270	2307	2336	2171	2051	1504	917	700	489	37156N
10	A	252	163	168	258	463	840	1357	1512	1669	2008	2221	2208	2277	2191	2357	2213	2298	2005	1853	1594	1140	838	651	422	32958N
11	S																									26043B
12	M	230	125	172	268	679	1525	2376	2226	1949	1849	1917	2035	2127	2029	2364	2150	2062	1887	1748	1327	1001	690	478	313	33527N
13	T	182	179	181	269	643	1478	2545	2442	2116	1928	2000	2034	2066	2027	2266	2214	2112	2141	1660	1487	1095	823	525	312	34725N
14	W	174	183	191	309	636	1461	2475	2425	2081	1969	1957	2127	2113	2202	2345	2097	2183	2134	1828	1461	1137	765	538	345	35136N
15	R	200	168	186	300	630	1463	2541	2387	2135	1897	2052	2185	2054	2128	2343	2172	2257	2107	1801	1480	1184	885	621	348	35524N
16	F	202	183	191	279	654	1362	2337	2249	2094	1923	2068	2096	2217	2142	2278	2343	2368	2348	2134	2153	1475	1095	850	466	37507N
17	A	282	205	210	289	508	852	1273	1443	1666	1769	1979	2187	2230	2411	2318	2371	2066	2020	1737	1749	1405	1094	854	583	33501N
18	S	511	250	188	211	394	669	859	1088	1295	1733	1919	1967	2129	2221	2007	1851	1723	1532	1375	1335	1126	777	584	378	28122A
19	M	204	164	147	286	659	1517	2262	2267	1933	1906	1829	1940	1920	1960	2191	2050	2070	1965	1661	1322	965	713	500	293	32724N
20	T	175	194	192	271	659	1430	2358	2272	1928	1826	1841	1948	1879	1909	2151	2064	1863	1602	1164	1041	839	651	439	313	31009A
21	W	173	176	183	301	685	1401	2455	2269	1963	1967	1816	1966	1980	1988	2261	2162	2022	2043	1750	1400	1021	788	528	321	33619N
22	R	179	175	195	302	642	1449	2369	2243	2109	1913	1942	2010	2046	2052	2131	2177	2150	2124	1778	1411	1136	838	563	338	34272N
23	F	175	192	204	295	645	1368	2202	2325	2159	2031	2130	2140	2157	2124	2387	2346	2281	2305	2018	1859	1357	962	763	415	36840N
24	A	269	220	151	266	500	913	1299	1422	1672	1821	1991	2088	2158	2135	2309	2097	2062	2001	1740	1536	1361	938	716	496	32161N
25	S	293	163	156	236	409	640	843	1069	1208	1483	1754	1804	1915	2030	2007	1940	1738	1685	1450	1291	1173	782	548	332	26949N
26	M	187	162	135	309	637	1559	2221	2141	1929	1915	2014	2015	1984	2085	2152	1995	1950	2023	1590	1359	1094	752	480	322	33010N
27	T	190	206	177	298	677	1467	2444	2254	2040	2073	2062	2071	2044	887	2030	2063	1964	1951	1550	1321	1170	812	515	326	32592A
28	W	214	181	193	316	662	1482	2441	2217	2053	1924	2072	2034	2193	1984	2032	2064	1961	2056	1635	1473	1232	850	547	350	34166N
29	R	206	174	197	289	652	1484	2381	2301	1924	1969	2087	2058	2105	2031	2116	2091	2092	1989	1661	1522	1363	937	621	379	34629N
30	F	172	168	191	309	648	1280	2215	2086	1921	1947	1990	2196	2107	2221	2239	2287	2230	1982	1793	1685	1365	962	666	442	35102N
31	A	247	190	204	256	487	752	1162	1313	1569	1830	2016	2202	2213	2171	2189	2047	1944	1735	1653	1554	1526	1015	717	515	31507N

WEEKDAY AVERAGE = 34247 SATURDAY AVERAGE = 32551 SUNDAY AVERAGE = 27212 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1000339
MONTHLY AVERAGE = 33000

COMMENTS:

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

03/11: DAYLIGHT SAVING TIME BEGINS

03/17: ST. PATRICK'S DAY

03/26-30: 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: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	507	247	197	240	239	438	1138	1521	1686	1790	1833	1742	1860	1968	2134	2318	2382	2305	2094	1864	1339	1110	883	744	32579N
2 F	526	317	208	191	230	381	1107	1462	1714	1671	1701	1772	1826	1976	2243	2247	2457	2351	2173	1814	1601	1328	1133	1015	33444N
3 A	714	390	278	221	216	287	506	847	1150	1561	1645	1703	1812	1915	1892	1976	1855	1963	1837	1668	1523	1364	1275	1161	29759N
4 S	817	477	327	267	153	180	394	543	776	1330	1582	1566	1627	1661	1887	1711	1760	1886	1871	1511	1505	1101	806	634	26372N
5 M	538	279	175	191	239	406	1061	1536	1629	1661	1782	1710	1816	1915	2004	2172	2351	2371	2089	1704	1260	966	759	586	31200N
6 T	508	267	175	180	223	413	1125	1484	1594	1720	1756	1604	1813	1992	2007	2332	2328	2402	2188	1762	1320	1038	843	712	31786N
7 W	484	275	191	204	216	365	1092	1505	1741	1711	1751	1626	1728	1835	2179	2238	2387	2468	2137	1794	1338	1090	920	650	31925N
8 R																									31427B
9 F																									21531B
10 A																									19074B
11 S																									16960B
12 M																									21315B
13 T																									21522B
14 W																									22026B
15 R																									22003B
16 F																									22031B
17 A																									19002B
18 S																									16931B
19 M																									20649B
20 T																									19535B
21 W																									21130B
22 R																									21535B
23 F																									21998B
24 A																									19145B
25 S																									17144B
26 M																									20719B
27 T																									25225B
28 W	637	469	223	257	273	355	706	1215	1296	1555	1808	1817	1790	1868	1822	2052	2074	2178	2100	1716	1459	1170	901	799	30540N
29 R	582	355	221	239	239	368	731	1228	1378	1583	1493	1493	1604	1941	1971	2243	2343	2305	2130	1686	1545	1245	1094	931	30948N
30 F	609	412	237	241	233	255	641	1088	1248	1632	1700	1701	1864	1972	2100	2240	2130	2123	1936	1662	1445	1319	1134	1079	31001N
31 A	835	543	335	253	201	221	444	695	980	1438	1686	1839	1839	1911	2088	1978	1986	2012	1932	1658	1586	1496	1288	1148	30392N

WEEKDAY AVERAGE = 31641 SATURDAY AVERAGE = 30076 SUNDAY AVERAGE = 26372 NUMBER OF GOOD DAYS 11 TOTAL MONTHLY COUNT = 339946
MONTHLY AVERAGE = 30665

COMMENTS:

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

03/11: DAYLIGHT SAVING TIME BEGINS
03/17: ST. PATRICK'S DAY
03/26-30: 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: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27,280' S OF S HOLLY HILL TANK RD,POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	296	188	145	195	331	604	730	1011	1127	1371	1533	1622	1687	1856	1711	1704	1607	1541	1537	1569	1267	831	569	356	25388S			
2	M	229	137	162	284	677	1517	2399	2320	2145	1954	2028	2092	2076	1881	2252	2168	2045	2018	1745	1472	986	681	479	289	34036N			
3	T	174	195	183	303	709	1583	2523	2604	1892	1819	1947	1959	1927	1926	2249	2207	2024	2054	1687	1544	1079	814	522	332	34256N			
4	W	185	176	221	296	692	1547	2581	2647	2286	1993	1997	1995	1956	1900	2222	2122	1877	2176	1722	1568	1129	776	510	355	34929N			
5	R																									30947B			
6	F	191	165	213	311	675	1494	2550	2425	2038	1990	2058	1992	2018	2017	2461	2223	2208	2082	2013	1816	1347	1016	714	463	36480N			
7	A	316	196	212	274	502	945	1315	1512	1716	2022	1926	2138	2185	2312	2310	2278	2127	1949	1642	1697	1366	928	702	482	33052N			
8	S	286	166	157	223	407	661	857	1176	1267	1452	1689	1719	1827	1941	2147	1966	1792	1693	1306	1244	1005	709	531	320	26541N			
9	M	214	150	171	278	676	1607	2516	2450	2107	1834	1875	1921	1856	1816	2193	2111	1824	1898	1428	1159	938	755	447	278	32502N			
10	T	147	164	204	336	692	1563	2581	2476	1965	1773	1832	1718	1589	1618	1981	1899	1723	1661	1250	1057	815	652	447	271	30414N			
11	W	184	130	212	320	646	1551	2532	2459	2089	1842	1871	1776	1825	1897	2093	2048	1933	1983	1584	1272	942	779	577	289	32834N			
12	R	182	153	209	306	635	1549	2537	2495	2090	1913	1962	1870	1837	1858	2144	2024	1973	1920	1584	1271	936	795	542	344	33129N			
13	F	199	152	213	316	617	1506	2462	2317	2028	1922	2016	1909	2004	2010	2274	2231	2219	2173	2037	1857	1313	1021	723	441	35960N			
14	A	251	185	189	250	501	890	1272	1559	1746	1936	1907	2064	2098	2195	2251	2198	2021	1842	1760	1625	1127	1009	801	465	32142N			
15	S	328	181	154	204	374	609	735	1059	1163	1419	1637	1538	1793	1702	1728	1508	1432	1322	1068	1071	780	588	428	288	23109N			
16	M	156	131	158	261	676	1647	2409	2461	1912	1946	1780	1856	1934	1891	2102	2033	1952	1877	1500	1034	904	603	447	297	31967N			
17	T	186	171	154	265	624	1547	2617	2519	1888	1784	1791	1764	1806	1828	2142	1959	1862	1896	1506	1114	937	704	479	269	31812N			
18	W	190	126	164	321	652	1493	2547	2488	1914	1862	1745	1843	1856	1793	2230	2079	1921	1955	1503	1141	943	772	549	298	32385N			
19	R	166	153	173	304	652	1505	2597	2423	1988	1785	1865	1867	1887	1868	2162	2044	2009	1943	1513	1214	978	777	551	330	32754N			
20	F	184	175	186	320	663	1476	2442	2338	2010	1780	1953	1894	1935	1987	2140	2244	2047	2176	1953	1611	1232	987	719	458	34910N			
21	A	263	229	202	248	453	886	1238	1527	1589	1835	1843	1898	2123	2049	2098	1866	1804	1725	1673	1551	1177	913	698	433	30321N			
22	S	335	224	196	224	363	594	804	1032	1113	1318	1594	1635	1899	1976	2028	1608	1509	1404	1252	1060	858	681	463	306	24476N			
23	M	190	134	145	251	674	1573	2368	2366	1848	1779	1779	1806	1749	1728	2130	1938	1766	1728	1406	1110	893	631	450	282	30724N			
24	T	161	180	172	272	681	1497	2507	2514	1836	1827	1783	1781	1690	1740	2064	1917	1870	1851	1450	1137	949	653	477	289	31298N			
25	W	162	167	195	292	656	1567	2509	2470	1959	1821	1791	1726	1837	1765	2036	1926	2003	1859	1530	1120	901	832	515	324	31963N			
26	R	186	156	221	318	698	1587	2500	2495	1956	1671	1811	1814	1878	1887	2113	1957	2031	1861	1574	1257	1001	862	595	332	32761N			
27	F	179	167	194	292	653	1460	2512	2348	1927	1910	2002	2041	1917	2031	2401	2333	2204	2176	2009	1568	1285	1087	708	498	35902N			
28	A	252	228	205	246	449	853	1303	1597	1715	1878	2040	1806	2133	1976	2004	2013	1853	1701	1620	1442	1314	934	650	491	30703N			
29	S	269	172	161	295	394	649	774	1072	1270	1414	1615	1642	1667	1791	1821	1581	1477	1453	1429	1188	965	719	528	314	24660N			
30	M	192	147	154	274	629	1636	2314	2444	1962	1832	1787	1788	1699	1788	2042	1960	1753	1919	1501	1019	976	662	469	328	31275N			
=====																													
WEEKDAY AVERAGE =					33154	SATURDAY AVERAGE =					31555	SUNDAY AVERAGE =					24835	NUMBER OF GOOD DAYS					29	TOTAL MONTHLY COUNT =					912683
MONTHLY AVERAGE =					31737																								

COMMENTS:
"B"=====> BAD DAY 04/01: EASTER SUNDAY; 04/17: FEDERAL TAX DAY
"N"=====> NORMAL DAY 04/27-29: LEESBURG BIKE FEST - LEESBURG
"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
APRIL 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	955	494	357	214	165	226	397	469	688	1233	1516	1549	1576	1591	1665	1700	1671	1797	1588	1420	1284	1116	972	710	25353N													
2	M	553	286	226	205	245	379	1054	1385	1636	1713	1860	1725	1825	1935	1868	2270	2384	2333	2112	1586	1268	1128	876	714	31566N													
3	T	589	334	195	223	225	401	1102	1404	1547	1469	1643	1662	1808	1878	2061	2244	2054	2231	2070	1804	1348	1092	882	829	31095N													
4	W	610	338	229	226	251	378	1039	1432	1678	1781	1811	1699	1775	1965	2005	2157	2205	2273	2195	1679	1362	893	901	761	31643N													
5	R																									29105B													
6	F	628	345	227	200	246	385	999	1418	1448	1764	1734	1871	1857	2055	1963	2319	2203	2396	2144	1822	1543	1375	1187	1032	33161N													
7	A	806	439	308	238	167	236	516	750	1010	1414	1702	1776	1800	1735	1857	1945	1852	1973	1938	1644	1408	1384	1196	1021	29115N													
8	S	790	525	365	276	510	555	397	533	743	1141	1459	1609	1601	1658	1687	1810	1861	1923	1734	1406	1308	1091	902	646	26530A													
9	M	520	294	196	213	222	378	1015	1480	1631	1605	1688	1536	1662	1803	1910	2246	2332	2339	2102	1546	1212	962	786	695	30373N													
10	T	505	272	188	178	225	419	1075	1453	1522	1450	1657	1470	1665	1761	1794	1963	2151	2123	1799	1270	1081	893	720	640	28274N													
11	W	514	262	197	173	236	403	1000	1458	1534	1535	1521	1557	1683	1810	1997	2152	2312	2397	2150	1723	1338	1110	855	796	30713N													
12	R	576	273	192	197	239	399	1125	1491	1580	1586	1672	1566	1598	1833	1917	2153	2332	2314	2127	1702	1245	1182	952	783	31034N													
13	F	561	315	206	187	224	425	1034	1487	1604	1510	1606	1584	1739	1900	2046	2272	2211	2420	2134	1739	1454	1305	1211	1001	32175N													
14	A	829	428	280	265	197	352	500	713	1000	1339	1491	1520	1592	1837	1734	1852	1863	1944	1930	1588	1371	1424	1270	1119	28438A													
15	S	890	527	382	235	181	175	324	480	692	1114	1314	1436	1481	1688	1755	1624	1671	1529	1559	1328	1009	935	698	643	23670N													
16	M	505	291	168	170	252	409	1077	1432	1615	1526	1538	1568	1602	1791	1956	2225	2331	2269	2104	1538	1222	979	762	678	30008N													
17	T	486	307	170	161	255	393	1050	1479	1560	1501	1620	1353	1609	1694	1956	1866	2259	2429	2019	1498	1197	988	809	693	29352N													
18	W	585	259	166	199	253	396	1031	1464	1652	1502	1551	1494	1592	1842	1884	2054	2115	2357	2015	1566	1302	1059	872	736	29946N													
19	R	604	271	200	185	259	406	1026	1489	1618	1526	1532	1510	1593	1906	1803	2163	2367	2415	2112	1674	1210	1155	905	754	30683N													
20	F	578	285	239	169	216	385	1003	1426	1570	1549	1510	1617	1707	1858	1936	2186	2189	2307	2031	1758	1542	1284	1112	988	31445N													
21	A	664	477	297	252	192	237	517	769	1016	1332	1487	1576	1577	1633	1585	1734	1832	1823	1712	1538	1364	1191	1282	1140	27227N													
22	S	977	479	338	262	167	171	313	473	656	1170	1375	1316	1415	1493	1629	1717	1766	1812	1736	1529	1270	1001	824	631	24520N													
23	M	515	278	212	195	242	408	1043	1463	1524	1528	1471	1450	1618	1778	1917	2100	2152	2286	2084	1364	1175	875	712	620	29010N													
24	T	515	275	177	203	243	410	1076	1424	1580	1446	1509	1436	1593	1673	1811	2076	2179	2315	1996	1450	1209	1023	775	665	29059N													
25	W	570	258	196	190	218	397	1100	1456	1549	1483	1555	1511	1501	1680	1942	2110	2095	2371	2048	1672	1216	1060	906	751	29835N													
26	R	496	259	210	209	198	412	1045	1536	1561	1288	1650	1503	1586	1675	1917	2102	2226	2317	2109	1643	1185	1029	930	732	29818N													
27	F	546	461	252	204	259	410	1016	1425	1674	1507	1595	1572	1703	1868	1974	2155	2319	2278	2038	1802	1430	1279	1149	1000	31916A													
28	A	769	563	327	268	230	244	482	721	945	1333	1385	1591	1556	1682	1730	1877	1875	1927	1758	1523	1507	1426	1255	1186	28160N													
29	S	859	515	394	302	171	179	317	464	682	1159	1401	1441	1658	1605	1766	1830	1847	1795	1714	1603	1374	1101	905	723	25805N													
30	M	568	316	228	191	244	394	1039	1444	1622	1480	1531	1477	1637	1734	1893	2155	2145	2383	2106	1540	1152	932	821	711	29743N													
=====																																							
WEEKDAY AVERAGE =				30561				SATURDAY AVERAGE =				28235				SUNDAY AVERAGE =				25176				NUMBER OF GOOD DAYS				29				TOTAL MONTHLY COUNT =				849667			
MONTHLY AVERAGE =				29459																																			

COMMENTS:

"B"=====> BAD DAY 04/01: EASTER SUNDAY; 04/17: FEDERAL TAX DAY
 "N"=====> NORMAL DAY 04/27-29: LEESBURG BIKE FEST - LEESBURG
 "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
MAY 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	158	143	186	289	672	1521	2559	2451	1882	1743	1758	1816	1805	1770	2027	1859	1916	1887	1515	1089	948	683	459	312	31448N		
2	W	165	148	194	290	660	1498	2590	2476	1891	1792	1680	1853	1638	1780	2117	1968	1875	1953	1478	1139	939	750	454	333	31661N		
3	R	173	144	209	330	659	1526	2532	2448	1953	1736	1806	1860	1806	1857	2135	1925	1932	1838	1629	1223	1000	785	518	343	32367N		
4	F	177	182	209	292	672	1502	2425	2367	1944	1958	1933	1876	1892	1899	2167	2132	2054	2117	1845	1446	1260	980	729	510	34568N		
5	A	243	198	192	259	457	890	1274	1494	1500	1804	1890	1924	2051	1917	2072	1944	1869	1659	1419	1356	1183	910	637	451	29593N		
6	S	288	196	167	186	337	649	809	1073	1129	1386	1494	1453	1537	1732	1753	1520	1416	1331	1247	1067	883	661	485	272	23071N		
7	M	173	143	127	276	650	1556	2484	2385	1953	1810	1820	1713	1822	1700	2067	1933	1760	1909	1425	1109	873	645	454	296	31083N		
8	T	194	191	158	277	636	1515	2577	2431	2105	1845	1656	1720	1757	1835	1997	1971	1863	1859	1457	1025	1023	696	489	288	31565N		
9	W	182	164	218	306	685	1506	2685	2433	2019	1818	1715	1712	1781	1740	2068	1921	1831	1858	1429	1072	951	756	466	307	31623N		
10	R	196	167	177	310	642	1578	2594	2434	1976	1809	1774	1761	1754	1799	2073	1976	1832	1861	1474	1164	967	742	503	346	31909N		
11	F	211	174	201	292	652	1442	2470	2302	1951	1968	1948	1775	1957	2029	2209	2094	2134	2099	1845	1555	1289	1030	694	438	34759N		
12	A	272	195	192	227	437	850	1274	1494	1579	1724	1807	1889	1960	2032	2060	1933	1818	1731	1638	1583	1188	976	687	470	30016N		
13	S	245	203	142	169	316	549	769	974	1106	1414	1614	1620	1736	1911	1925	1767	1633	1442	1363	1230	982	784	538	321	24753N		
14	M	183	126	147	253	639	1483	2304	2333	1734	1636	1589	1651	1638	1696	1966	1902	1778	1715	1333	1004	761	560	391	324	29146N		
15	T	178	162	163	268	712	1491	2575	2422	1908	1885	1725	1737	1835	1727	2078	1889	1788	1800	1337	1054	798	583	449	282	30846N		
16	W	176	168	168	330	634	1513	2527	2484	1982	1784	1660	1734	1908	1722	1775	1837	1815	1827	1411	1132	835	725	508	346	31001N		
17	R	204	149	206	297	661	1484	2582	2362	1894	1772	1753	1686	1802	1802	1943	1802	1630	1704	1385	1060	940	752	534	317	30721N		
18	F	167	162	184	321	636	1461	2474	2235	1907	1921	1783	1828	1888	1927	2141	2119	2029	2101	1679	1414	1224	967	657	480	33705N		
19	A	301	224	213	256	472	802	1236	1407	1434	1610	1676	1846	1794	1744	1753	1664	1626	1520	1356	1289	1043	896	659	430	27251N		
20	S	253	163	126	198	358	637	823	942	1029	1213	1395	1458	1548	1708	1703	1501	1423	1373	1247	1022	842	651	466	287	22366N		
21	M	202	143	166	325	615	1492	2409	2295	1822	1761	1701	1691	1774	1768	1957	2007	1740	1921	1456	1033	791	640	473	314	30496N		
22	T	174	188	176	262	645	1536	2591	2377	1867	1824	1779	1782	1656	1823	1995	1898	1796	1812	1399	1015	867	744	509	351	31066N		
23	W	201	143	166	297	652	1580	2475	2395	1922	1938	1769	1657	1802	1756	1895	1910	1896	1872	1499	1128	894	785	561	327	31520N		
24	R	212	155	202	301	638	1502	2408	2386	1783	1797	1731	1762	1895	1888	2040	1987	1908	1888	1450	1219	998	799	579	354	31882N		
25	F	185	161	214	327	611	1486	2241	2121	1799	1845	1983	1974	1904	1934	2035	2157	2144	2025	1868	1674	1280	965	750	490	34173N		
26	A	301	201	203	235	427	807	1184	1410	1456	1720	1751	1757	1909	1911	1994	1777	1569	1553	1478	1448	1067	865	651	481	28155N		
27	S	305	190	157	186	310	595	763	914	952	1186	1371	1420	1501	1663	1546	1502	1391	1229	1065	1018	950	708	549	384	21855N		
28	M	196	126	124	200	380	750	963	1095	1083	1277	1436	1493	1589	1637	1615	1533	1294	1262	1144	1053	933	720	425	266	22594H		
29	T	198	153	193	280	686	1515	2426	2065	1918	1765	1745	1641	1804	1822	1761	1876	1780	1849	1263	1153	881	678	457	336	30245N		
30	W	175	171	184	317	656	1499	2329	2059	1733	1649	1639	1545	1768	1617	1683	1681	1681	1788	1389	1079	817	683	474	343	28959N		
31	R	180	146	187	312	670	1462	2312	2075	1857	1723	1756	1739	1770	1823	1921	1906	1771	1805	1433	1162	913	740	482	318	30463N		
=====																												
WEEKDAY AVERAGE =				31217	SATURDAY AVERAGE =				28754	SUNDAY AVERAGE =				23011	NUMBER OF GOOD DAYS				31	TOTAL MONTHLY COUNT =				924860				
MONTHLY AVERAGE =				29693																								

COMMENTS:

"B"====> BAD DAY 05/02-12: COLLEGES & UNIVERSITIES - END OF 2018 SPRING SEMESTER
"N"====> NORMAL DAY 05/13: MOTHER'S DAY; 05/28: MEMORIAL DAY
"A"====> ATYPICAL DAY 05/24: PUBLIC SCHOOLS 2017-18 YEAR CLOSURES
"H"====> ATYPICAL DAY (HOLIDAY) 05/26-28: TS ALBERTO IMPACTS TRAFFIC
"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
MAY 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	538	290	194	211	190	389	1103	1443	1593	1509	1417	1413	1575	1712	1831	1968	2190	2327	2190	1463	1162	956	808	714	29186N													
2	W	547	290	203	204	239	368	1073	1458	1590	1478	1483	1366	1543	1699	1843	2098	2275	2325	2055	1520	1236	1038	824	761	29516N													
3	R	512	262	209	230	231	351	1043	1437	1564	1486	1603	1513	1567	1690	1895	2013	2287	2286	2102	1669	1254	1042	889	803	29938N													
4	F	596	328	204	188	241	346	1021	1420	1565	1547	1560	1645	1645	1821	1950	2073	2211	2256	2018	1610	1577	1144	1182	1034	31182N													
5	A	784	483	324	230	194	258	503	777	1035	1305	1511	1488	1532	1576	1675	1768	1805	1784	1766	1379	1333	1166	1181	1078	26935N													
6	S	857	477	367	254	161	165	338	500	644	993	1215	1333	1521	1469	1625	1579	1693	1801	1723	1426	1171	977	827	673	23789N													
7	M	507	280	198	204	240	375	1077	1483	1546	1414	1469	1483	1598	1681	1838	2034	2255	2302	2052	1439	1230	928	778	602	29013N													
8	T	565	350	177	200	242	422	1065	1481	1523	1458	1506	1364	1544	1673	1938	2012	2114	2434	1985	1479	1170	1015	857	756	29330N													
9	W	541	285	190	192	209	422	1034	1468	1632	1355	1525	1482	1560	1662	1811	2065	2199	2180	2076	1571	1202	1005	815	758	29239N													
10	R	511	331	178	237	223	399	1065	1453	1535	1551	1538	1479	1531	1713	1722	2116	2198	2374	2078	1594	1261	1035	928	727	29777N													
11	F	553	331	231	174	239	361	1025	1420	1589	1480	1552	1621	1618	1792	2038	2043	2042	2171	2143	1805	1508	1259	1110	1012	31117N													
12	A	793	446	304	218	201	201	439	736	962	1376	1522	1558	1613	1723	1884	1837	1935	1753	1876	1577	1410	1326	1217	1109	28016N													
13	S	862	497	325	228	135	163	359	517	631	1106	1479	1439	1617	1704	1674	1604	1494	1595	1676	1373	1240	1086	859	681	24344N													
14	M	501	276	180	168	223	357	940	1351	1416	1449	1416	1392	1537	1636	1617	2094	2055	2166	1943	1281	1045	794	697	636	27170N													
15	T	570	275	198	178	237	380	1047	1591	1515	1402	1515	1466	1492	1722	1858	2052	2194	2264	1937	1401	1124	884	754	674	28730N													
16	W	479	326	195	198	233	358	975	1591	1582	1317	1464	1433	1471	1662	1180	1602	2154	2264	2025	1540	1129	1026	790	735	27729A													
17	R	524	309	276	207	201	349	971	1493	1552	1464	1466	1521	1634	1775	1702	1898	2030	2142	1978	1580	1080	971	842	732	28697N													
18	F	614	299	257	178	235	355	941	1415	1565	1434	1518	1651	1660	1802	2034	2101	2195	2240	2023	1745	1323	1122	1064	966	30737N													
19	A	732	536	303	242	175	231	469	690	920	1276	1455	1457	1400	1513	1632	1753	1544	1727	1613	1486	1198	1049	1049	877	25327N													
20	S	727	430	290	186	157	167	321	448	627	1026	1226	1324	1401	1512	1557	1655	1681	1689	1664	1310	1019	847	780	767	22811N													
21	M	512	294	232	170	224	395	886	1105	1342	1376	1568	1441	1589	1682	1865	2032	2237	2382	1965	1324	1037	885	817	721	28081N													
22	T	580	259	145	218	239	386	1044	1486	1526	1466	1405	1540	1541	1716	1752	2145	2211	2219	1916	1506	1114	910	884	752	28960N													
23	W	574	257	199	207	207	365	976	1478	1634	1438	1434	1455	1534	1788	1756	2095	2246	2269	1932	1597	1184	1022	894	753	29294N													
24	R	594	328	212	227	230	370	950	1400	1537	1412	1407	1423	1596	1697	1908	2028	2123	2284	2035	1660	1243	1071	957	822	29514N													
25	F	630	432	269	219	213	378	794	1301	1356	1469	1536	1605	1593	1841	1984	2108	2082	2214	1933	1768	1371	1200	1071	1085	30452N													
26	A	739	431	319	218	190	240	427	709	910	1274	1542	1533	1555	1555	1617	1726	1585	1708	1690	1416	1300	1175	1103	1031	25993N													
27	S	827	439	374	192	160	162	290	431	584	899	1035	1126	1263	1387	1465	1536	1554	1641	1462	1247	1088	988	859	906	21915N													
28	M	695	371	254	211	162	207	333	512	652	879	1323	1443	1508	1553	1659	1684	1665	1787	1680	1368	1142	936	865	729	23618H													
29	T	571	314	166	198	203	394	779	1238	1390	1413	1562	1465	1495	1605	1806	1911	2000	2044	2057	1662	1205	932	803	716	27929N													
30	W	531	375	206	181	227	366	785	1182	1317	1476	1435	1306	1431	1514	1811	1905	2057	2209	1747	1355	1079	1006	783	746	27030N													
31	R	606	321	225	215	217	351	779	1260	1452	1339	1373	1444	1678	1637	1775	1823	2119	2328	1942	1582	1281	928	892	799	28366N													
=====																																							
WEEKDAY AVERAGE =				28898				SATURDAY AVERAGE =				26568				SUNDAY AVERAGE =				23215				NUMBER OF GOOD DAYS				31				TOTAL MONTHLY COUNT =				863735			
MONTHLY AVERAGE =				27753																																			

COMMENTS:

"B"====> BAD DAY 05/02-12: COLLEGES & UNIVERSITIES - END OF 2018 SPRING SEMESTER
 "N"====> NORMAL DAY 05/13: MOTHER'S DAY; 05/28: MEMORIAL DAY
 "A"====> ATYPICAL DAY 05/24: PUBLIC SCHOOLS 2017-18 YEAR CLOSURES
 "H"====> ATYPICAL DAY (HOLIDAY) 05/26-28: TS ALBERTO IMPACTS TRAFFIC
 "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
JUNE 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	214	175	197	353	656	1472	2248	2075	1871	1884	1951	1920	1948	1926	2005	1925	1945	1902	1701	1533	1149	1001	691	486	33228N		
2	A	283	203	201	262	454	918	1232	1455	1594	1676	1804	1788	1812	1859	1847	1768	1668	1600	1541	1407	1234	946	695	505	28752N		
3	S	295	181	138	188	339	647	832	1105	1230	1387	1404	1556	1558	1709	1677	1455	1414	1482	1243	1086	879	701	493	334	23333N		
4	M	222	147	170	284	616	1585	2274	2168	1840	1804	1739	1763	1800	1714	1816	1756	1743	1839	1382	1167	960	732	467	345	30333N		
5	T	170	186	165	300	667	1515	2334	2254	1860	1740	1704	1813	1727	1792	1831	1752	1756	1749	1380	1216	872	697	491	292	30263N		
6	W	184	171	197	310	670	1504	2365	2207	1758	1725	1721	1679	1785	1745	1765	1733	1787	1721	1441	1106	971	768	473	296	30082N		
7	R	206	167	198	307	693	1532	2317	2123	1824	1730	1734	1707	1764	1879	1807	1843	1889	1819	1528	1166	897	756	493	334	30713N		
8	F	180	142	210	309	604	1436	2207	2166	1764	1775	1852	1817	1888	1940	1947	1953	1781	1949	1652	1285	1061	862	606	397	31783N		
9	A	267	185	186	256	436	832	1216	1409	1524	1693	1762	1696	1806	1831	1873	1785	1657	1615	1413	1437	1198	901	773	474	28225N		
10	S	290	168	165	203	335	656	824	1064	1128	1490	1553	1603	1687	1787	1834	1535	1550	1428	1385	1188	1072	803	545	316	24609N		
11	M	189	155	157	287	629	1563	2203	2098	1878	1778	1708	1745	1803	1800	1834	1765	1734	1860	1466	1041	865	674	466	293	29991N		
12	T	157	193	180	279	685	1470	2346	2173	1812	1834	1759	1743	1770	1807	1800	1760	1751	1856	1520	1191	892	729	484	305	30496N		
13	W	180	170	208	302	663	1491	2322	2187	1857	1796	1754	1715	1703	1761	1832	1799	1759	1865	1495	1144	864	729	483	318	30397N		
14	R	195	149	211	323	642	1510	2305	2259	2040	1872	1753	1678	1872	1821	1859	1789	1879	1878	1486	1273	905	771	561	386	31417N		
15	F	200	152	215	286	609	1432	2247	2046	1844	1875	1856	1891	1866	1962	1952	1990	1895	2049	1685	1425	1176	904	672	464	32693N		
16	A	229	196	204	230	424	854	1216	1390	1582	1696	1843	1877	1955	2006	2012	1885	1828	1747	1589	1429	1267	957	682	506	29604N		
17	S	284	188	128	180	322	597	792	1028	1173	1373	1551	1617	1633	1778	1825	1632	1613	1590	1435	1199	996	853	660	344	24791N		
18	M	206	155	164	287	668	1544	2205	2148	1889	1838	1770	1840	1819	1806	1873	1771	1747	1813	1441	1149	904	703	512	295	30547N		
19	T	189	167	200	280	669	1525	2358	2239	1894	1786	1688	1734	1784	1863	1868	1679	1809	1850	1527	1204	932	746	489	315	30795N		
20	W	181	163	188	325	626	1549	2383	2080	1907	1782	1735	1799	1833	1797	1797	1821	1785	1791	1547	1171	883	747	497	315	30702N		
21	R	210	151	211	303	636	1569	2309	2109	1851	1854	1701	1758	1766	1879	1791	1846	1755	1823	1421	1248	1035	778	529	310	30843N		
22	F	229	158	199	320	612	1448	2226	2152	1888	1950	1855	1961	1895	1992	1998	2039	1888	2023	1726	1488	1239	972	736	457	33451N		
23	A	275	173	188	216	447	855	1163	1447	1562	1746	1784	1737	1894	1985	2012	1716	1493	1520	1535	1342	1116	931	669	442	28248N		
24	S	290	183	152	179	334	622	815	1071	1193	1394	1526	1533	1716	1775	1791	1564	1514	1243	1191	1108	777	699	484	335	23489N		
25	M	190	144	184	287	639	1569	2238	2141	1964	1737	1764	1734	1679	1831	1847	1891	1731	1822	1381	1194	1002	694	532	318	30513N		
26	T	191	189	160	309	702	1581	2302	2245	1944	1777	1725	1687	1810	1769	1751	1736	1704	1793	1443	1279	928	729	488	291	30533N		
27	W	172	164	191	303	661	1509	2355	2183	1870	1737	1700	1754	1762	1813	1816	1763	1888	1889	1421	1170	1026	743	508	326	30724N		
28	R	188	161	204	307	690	1534	2301	2181	1968	1752	1829	1785	1869	1913	1850	1796	1791	1846	1457	1352	1008	800	556	332	31470N		
29	F	204	184	208	352	624	1400	2205	2164	1907	1875	1897	1926	1783	1872	2010	2042	1997	2106	1655	1382	1167	922	697	398	32977N		
30	A	262	193	216	268	462	859	1260	1466	1571	1659	1832	1740	1791	1792	1943	1779	1641	1547	1402	1419	1166	926	717	475	28386N		
=====																												
WEEKDAY AVERAGE =				31056	SATURDAY AVERAGE =				28643	SUNDAY AVERAGE =				24056	NUMBER OF GOOD DAYS				30	TOTAL MONTHLY COUNT =				893388				
MONTHLY AVERAGE =				29711																								

COMMENTS:

"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
JUNE 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	658	334	300	189	218	343	700	1199	1448	1489	1645	1552	1638	1668	1802	2068	2034	2297	2014	1759	1319	1254	1085	1043	30056N																								
2	A	801	437	300	248	197	220	454	682	893	1260	1412	1564	1531	1843	1697	1940	1769	1855	1730	1579	1349	1171	1175	1148	27255N																								
3	S	836	473	352	263	156	194	331	514	663	1055	1248	1379	1320	1371	1651	1739	1672	1608	1676	1401	1160	952	894	777	23685N																								
4	M	552	384	227	163	224	343	821	1285	1464	1452	1540	1436	1662	1641	1857	1900	2109	2274	2062	1618	1176	974	807	800	28771N																								
5	T	571	314	204	183	228	359	781	1279	1375	1502	1410	1435	1558	1641	1457	1998	2213	2314	1961	1473	1176	1012	849	771	28064N																								
6	W	607	348	181	237	208	375	777	1259	1333	1439	1418	1389	1588	1715	1743	1957	2252	2220	1959	1453	1120	1004	851	817	28250N																								
7	R	618	298	228	256	177	339	715	1349	1426	1433	1492	1469	1632	1697	1847	2012	2114	2285	2010	1520	1329	1056	908	784	28994N																								
8	F	665	342	228	236	234	328	742	1208	1435	1372	1600	1581	1580	1815	1823	2035	2024	2152	1997	1582	1373	1141	1029	946	29468N																								
9	A	735	469	295	200	193	275	434	784	885	1247	1491	1504	1544	1513	1637	1817	1660	1685	1740	1500	1268	1316	1199	1119	26510N																								
10	S	870	514	383	270	189	182	358	506	636	1111	1351	1375	1540	1556	1670	1748	1763	1751	1793	1448	1222	1095	963	788	25082N																								
11	M	570	308	227	206	193	350	809	1261	1406	1465	1583	1530	1562	1595	1745	2043	2045	2047	2013	1544	1108	909	841	741	28101N																								
12	T	581	342	211	204	206	361	805	1338	1437	1551	1501	1439	1560	1698	1716	1761	2122	2376	2078	1580	1231	983	890	765	28736N																								
13	W	660	322	211	211	219	348	772	1372	1392	1517	1472	1407	1627	1607	1744	1985	2349	2270	1908	1653	1239	997	875	758	28915N																								
14	R	584	344	236	245	206	342	745	1279	1367	1494	1494	1527	1551	1737	1803	2011	2177	2258	1976	1698	1283	1114	932	873	29276N																								
15	F	612	360	250	228	218	345	741	1206	1357	1480	1531	1643	1701	1851	2031	2007	2176	1959	1983	1786	1440	1314	1117	1140	30476N																								
16	A	768	509	340	207	209	251	437	733	894	1343	1424	1541	1605	1640	1745	1889	1776	1764	1835	1620	1434	1316	1166	1242	27688N																								
17	S	844	514	363	235	168	185	332	465	663	1087	1418	1451	1493	1590	1742	1713	1587	1740	1484	1483	1408	1163	1037	829	24994N																								
18	M	668	322	211	197	208	348	760	1282	1343	1505	1565	1518	1596	1732	1749	2048	2109	2259	1844	1684	1261	971	813	713	28706N																								
19	T	640	310	202	205	225	369	768	1309	1376	1490	1522	1531	1552	1630	1799	1977	2225	2246	1947	1673	1220	1071	935	796	29018N																								
20	W	542	347	216	231	196	352	809	1322	1416	1451	1544	1546	1513	1688	1932	1929	2144	2316	1965	1726	1279	995	718	944	29121N																								
21	R	572	330	219	258	213	348	788	1323	1411	1494	1550	1464	1578	1665	1789	1985	2512	2437	2248	1857	1271	1079	938	900	30229N																								
22	F	628	389	236	266	231	353	777	1218	1438	1446	1589	1665	1673	1852	1910	1954	2113	2122	1993	1747	1468	1257	1231	1090	30646N																								
23	A	867	509	339	275	191	251	489	700	954	1256	1436	1463	1524	1445	1515	1607	1719	1680	1627	1577	1336	1226	1076	956	26018N																								
24	S	1156	568	377	242	177	152	331	498	637	1012	1267	1328	1524	1549	1604	1646	1595	1632	1606	1364	1251	1021	861	763	24161A																								
25	M	623	345	239	222	225	376	822	1246	1437	1521	1575	1471	1588	1674	1810	1981	2154	2154	2089	1681	1214	950	900	792	29089N																								
26	T	573	317	221	217	213	394	780	1366	1445	1470	1516	1525	1601	1557	1808	1918	2047	2372	2086	1638	1148	1028	885	797	28922N																								
27	W	556	324	209	206	247	326	774	1316	1486	1517	1455	1481	1592	1663	1738	1848	2086	2358	1816	1658	1279	1069	925	785	28714N																								
28	R	585	448	219	239	229	343	775	1294	1357	1537	1546	1474	1588	1686	1866	1624	1926	2280	2014	1652	1195	1141	972	910	28900N																								
29	F	644	342	263	233	253	349	757	1236	1367	1388	1599	1550	1709	1593	1854	1904	1933	2099	1924	1646	1392	1276	1105	1058	29474N																								
30	A	801	499	294	243	203	233	471	750	973	1354	1437	1527	1579	1493	1528	1753	1797	1877	1680	1401	1334	1161	849	915	26152N																								
=====																																																		
WEEKDAY AVERAGE =						29095					SATURDAY AVERAGE =					26725					SUNDAY AVERAGE =					24481					NUMBER OF GOOD DAYS					30					TOTAL MONTHLY COUNT =					843471				
MONTHLY AVERAGE =						28097																																												

COMMENTS:

"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: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	276	191	139	229	373	617	823	1067	1274	1393	1497	1485	1616	1765	1795	1558	1462	1454	1336	1281	1006	748	560	370	24315N
2 M	217	180	145	321	657	1566	2121	2034	1882	1771	1721	1718	1819	1794	1820	1769	1754	1831	1443	1241	1029	756	522	351	30462N
3 T	215	192	185	290	654	1510	2203	2129	1779	1860	1838	1853	1858	1902	1938	1796	1636	1660	1351	1485	1153	889	606	372	31354N
4 W	224	167	197	214	405	710	1108	1107	1168	1240	1409	1493	1502	1557	1425	1395	1217	1127	1018	907	849	964	1351	461	23215H
5 R	253	184	191	325	654	1384	2079	2022	1803	1754	1781	1768	1924	1806	1928	1793	1846	1965	1451	1235	915	667	471	320	30519N
6 F	200	186	238	339	622	1423	2049	2023	1808	1805	1777	1913	1975	1955	2169	2120	1970	1927	1682	1649	1132	902	673	388	32925N
7 A	237	191	198	249	452	815	1193	1448	1566	1715	1776	1787	1815	2016	1976	1796	1653	1610	1484	1352	1106	948	726	450	28559N
8 S	245	164	140	229	343	588	854	1049	1121	1364	1539	1506	1663	1792	1792	1579	1635	1429	1264	1227	1007	771	535	352	24188N
9 M	214	137	157	297	674	1594	2177	2118	1897	1800	1791	1789	1872	1791	1803	1887	1712	1837	1454	1155	972	651	514	331	30624N
10 T	181	189	149	313	671	1500	2322	2249	1916	1725	1750	1659	1840	1825	1854	1749	1808	1765	1487	1272	1038	807	540	315	30924N
11 W	185	174	205	332	696	1524	2290	2208	1854	1879	1814	1738	1770	1771	1820	1764	1782	1894	1489	1278	1039	802	560	330	31198N
12 R	210	153	189	310	700	1523	2252	2130	1843	1622	1967	1725	1880	1731	1909	1879	1859	1898	1567	1324	995	831	533	330	31360N
13 F	220	183	218	331	681	1439	2122	2054	1872	1863	1889	1837	1958	1919	2029	1997	1931	1939	1863	1476	1171	915	688	420	33015N
14 A	281	208	210	246	490	870	1221	1434	1467	1676	1708	1740	1845	1809	1837	1810	1572	1726	1545	1446	1297	998	701	492	28629N
15 S	302	207	144	203	345	648	779	1056	1226	1360	1485	1416	1614	1705	1733	1683	1472	1353	1349	1229	996	803	538	349	23995N
16 M	201	155	175	283	726	1630	2213	2076	1859	1824	1845	1758	1792	1776	1860	1884	1663	1835	1457	1140	897	695	509	293	30546N
17 T	181	207	187	306	703	1523	2253	2166	1864	1718	1744	1846	1753	1783	1855	1793	1770	1869	1536	1164	847	718	492	321	30599N
18 W	198	150	204	322	740	1514	2257	2092	1830	1772	1775	1806	1687	1691	1739	1812	1753	1745	1406	1194	977	837	483	326	30310N
19 R	212	183	212	336	709	1491	2336	2106	1867	1734	1816	1754	1865	1828	1893	1797	1857	1891	1523	1302	988	832	516	347	31395N
20 F	225	178	215	328	704	1765	2561	2414	1945	1850	1831	1828	1840	1896	2047	1870	1909	1932	1701	1510	1222	979	694	447	33891A
21 A	290	161	218	265	463	926	1163	1329	1421	1666	1717	1799	1831	1791	1927	1911	1759	1551	1451	1459	1312	946	716	474	28546N
22 S	293	172	159	213	342	604	792	988	1125	1298	1480	1505	1662	1822	1704	1597	1563	1300	1304	1144	931	765	482	305	23550N
23 M	195	145	172	289	702	1617	2030	2014	1828	1670	1735	1786	1786	1732	1816	1805	1689	1788	1430	1304	964	711	518	308	30034N
24 T	203	195	185	290	717	1536	2337	2160	1860	1835	1717	1756	1693	1788	1878	1748	1738	1799	1450	1195	1017	746	503	342	30688N
25 W	202	149	217	316	680	1497	2312	2214	1929	1789	1737	1805	1552	1776	1845	1774	1846	1777	1462	1284	1038	824	530	333	30888N
26 R	194	169	216	373	694	1473	2257	2150	1780	1744	1792	1736	1821	1813	1798	1823	1786	1923	1616	1241	1044	833	560	373	31209N
27 F	202	160	218	318	696	1363	2060	1970	2004	1837	1955	1856	1908	2004	2041	2103	2041	1970	1803	1652	1179	992	741	464	33537N
28 A	271	180	214	285	467	878	1212	1450	1526	1619	1781	1712	1870	1957	1967	1773	1860	1746	1407	1414	982	853	682	435	28541N
29 S	265	201	153	192	378	590	840	1007	1160	1415	1620	1606	1620	1849	1850	1654	1417	1352	1181	1085	959	745	514	345	23998N
30 M	195	129	168	328	701	1574	2128	1981	1873	1871	1784	1761	1829	1771	1958	1816	1774	1809	1494	1170	924	669	509	308	30524N
31 T	204	173	188	306	709	1459	2330	2155	1830	1887	1668	1837	1800	1813	1858	1893	1808	1835	1476	1095	814	707	525	328	30698N

WEEKDAY AVERAGE = 30931 SATURDAY AVERAGE = 28569 SUNDAY AVERAGE = 24009 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 914236
MONTHLY AVERAGE = 29605

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: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	1029	521	365	233	165	184	326	517	651	1071	1272	1378	1534	1544	1634	1726	1734	1838	1739	1505	1232	1154	982	874	25208N									
2	M	572	312	218	208	219	375	773	1197	1416	1500	1539	1491	1666	1776	1898	2028	2185	1998	2017	1724	1233	1035	855	824	29059N									
3	T	621	341	196	205	236	369	733	1288	1303	1539	1616	1535	1677	1674	1973	1569	2122	2301	2055	1627	1304	1095	1014	887	29280N									
4	W	670	460	261	242	199	222	396	587	742	1046	1212	1384	1459	1409	1532	1501	1615	1486	1235	1223	1128	917	977	887	22790H									
5	R	685	428	260	215	197	332	665	1150	1401	1494	1538	1576	1632	1733	1818	1956	2222	2193	1901	1593	1137	1056	864	872	28918N									
6	F	623	413	301	206	223	315	709	1173	1281	1480	1571	1586	1774	1709	1934	2026	2194	2111	2041	1797	1405	1236	1029	1091	30228N									
7	A	785	486	298	227	186	216	453	746	970	1258	1522	1507	1525	1671	1622	1753	1791	1925	1652	1465	1315	1258	1172	1090	26893N									
8	S	802	520	362	244	175	193	339	527	680	1081	1338	1400	1503	1608	1716	1775	1740	1739	1733	1479	1180	1121	967	817	25039N									
9	M	584	368	238	209	212	382	824	1242	1394	1502	1573	1542	1663	1660	1742	2044	2161	2328	2130	1524	1167	975	871	773	29108N									
10	T	555	307	216	213	202	385	795	1296	1428	1504	1426	1529	1659	1564	1784	1820	2081	2447	1978	1671	1252	1095	931	849	28987N									
11	W	553	413	191	195	253	316	767	1294	1401	1513	1585	1443	1621	1734	1808	1937	2156	2133	2101	1728	1168	1074	954	768	29106N									
12	R	586	426	215	203	236	383	797	1258	1490	1483	1581	1571	1564	1771	1831	1976	2135	2344	2014	1706	1343	1082	919	939	29853N									
13	F	702	369	268	226	249	350	724	1220	1417	1391	1564	1665	1764	1793	1878	2026	2098	2283	2085	1800	1445	1246	1125	1019	30707N									
14	A	875	488	347	249	223	246	488	762	939	1352	1438	1515	1582	1594	1699	1778	1808	1900	1743	1503	1286	1143	1225	1217	27400N									
15	S	932	587	442	294	177	165	352	487	650	1021	1272	1393	1349	1582	1704	1651	1574	1723	1718	1483	1233	1107	959	790	24645N									
16	M	593	345	227	226	253	362	782	1236	1320	1587	1603	1530	1741	1730	1733	2006	2152	2256	2219	1643	1102	1015	846	773	29280N									
17	T	562	332	223	218	194	374	735	1298	1366	1471	1570	1484	1417	1633	1934	1933	2111	2277	2002	1741	1263	1015	883	772	28808N									
18	W	637	323	226	220	218	367	785	1258	1357	1536	1559	1483	1489	1534	1808	1988	1926	2295	2008	1648	1168	885	752	925	28395N									
19	R	638	416	232	202	227	372	786	1297	1399	1495	1580	1476	1677	1775	1784	1927	2153	2299	2149	1586	1279	1129	999	891	29768N									
20	F	679	391	277	207	219	340	696	1266	1372	1453	1527	1574	1668	1842	1856	2043	2134	2226	2007	1742	1332	1129	1115	1012	30107N									
21	A	826	533	341	270	227	259	438	708	835	1276	1551	1501	1536	1482	1621	1809	1773	1936	1633	1559	1307	1201	1283	1145	27050N									
22	S	875	546	380	316	172	180	324	440	672	1039	1303	1357	1481	1460	1723	1722	1762	1542	1599	1443	1256	955	911	742	24200N									
23	M	572	410	228	205	236	397	708	1220	1330	1391	1648	1524	1557	1704	1878	1962	2178	2351	2102	1532	1137	1069	876	759	28974N									
24	T	602	384	234	209	233	398	748	1245	1401	1416	1464	1546	1504	1660	1841	1994	2180	2302	1980	1706	1285	1003	877	861	29073N									
25	W	588	370	259	209	223	357	732	1373	1326	1507	1555	1598	1487	1716	1763	2044	2115	2263	2000	1753	1263	1062	899	860	29322N									
26	R	631	373	255	251	218	366	766	1235	1395	1445	1562	1597	1640	1528	1453	2079	2030	2289	2065	1660	1304	1078	968	901	29089N									
27	F	697	448	289	221	239	352	778	1215	1441	1526	1665	1619	1697	1786	1864	2141	2231	2338	1966	1812	1414	1255	1152	1092	31238N									
28	A	749	518	346	242	192	245	469	731	959	1399	1434	1559	1515	1764	1717	1955	1752	1815	1728	1480	1319	1212	1143	1010	27253N									
29	S	751	558	296	274	153	171	324	524	660	1070	1367	1450	1522	1626	1723	1390	1560	1673	1672	1552	1194	1062	871	761	24204N									
30	M	585	299	199	189	203	388	805	1257	1333	1542	1590	1561	1603	1738	1775	2022	2215	2250	2143	1652	1221	1028	869	809	29276N									
31	T	556	302	205	228	212	378	819	1259	1385	1531	1531	1523	1596	1675	1796	1736	2006	2179	2168	1645	1381	1050	852	794	28807N									
=====																																			
WEEKDAY AVERAGE =						29102		SATURDAY AVERAGE =						27149		SUNDAY AVERAGE =						24659		NUMBER OF GOOD DAYS				31		TOTAL MONTHLY COUNT =				872065	
MONTHLY AVERAGE =						28188																													

COMMENTS:

"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: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	204	175	219	308	690	1572	2254	2135	1867	1795	1834	1751	1811	1861	1944	1824	1847	1880	1497	1238	929	723	540	311	31209N
2 R	208	157	240	309	642	1509	2316	2152	1889	1755	1856	1783	1818	1845	1976	1907	1944	1926	1609	1394	1038	824	531	385	32013N
3 F	202	218	218	322	697	1451	2156	2126	1915	1968	1956	2022	1950	2044	1978	2072	2032	2001	1808	1660	1296	982	706	429	34209N
4 A	291	186	206	269	424	860	1271	1437	1624	1782	1918	1927	1898	2021	1835	1800	1708	1711	1598	1479	1296	947	742	504	29734N
5 S	304	174	151	194	344	624	821	1067	1158	1410	1519	1624	1638	1786	1754	1620	1653	1471	1261	1164	975	706	557	352	24327N
6 M	200	116	169	322	696	1657	2267	2153	1870	1834	1725	1808	1831	1820	1799	1885	1935	1906	1557	1246	864	658	506	325	31149N
7 T	215	179	208	287	680	1581	2361	2164	1938	1833	1737	1783	1841	1805	1874	1853	1868	2064	1501	1156	909	710	518	315	31380N
8 W	197	156	205	320	632	1550	2390	2199	1938	1695	1766	1804	1782	1866	1849	1864	1879	2013	1572	1228	864	738	519	334	31360N
9 R	197	143	203	314	654	1547	2284	2131	1856	1759	1825	1839	1955	1894	2052	1933	1930	2084	1747	1211	869	740	546	367	32080N
10 F	215	152	226	322	677	1445	2235	2183	1904	1955	1826	2021	1879	1861	2044	2033	1972	1978	1872	1505	1212	932	707	470	33626N
11 A	270	188	192	281	473	882	1210	1441	1504	1697	1725	2009	2092	1990	1963	1936	1776	1658	1544	1419	1204	999	753	493	29699N
12 S	284	181	161	202	347	628	830	965	1149	1361	1572	1619	1718	1803	1695	1644	1432	1438	1253	1078	870	656	473	317	23676N
13 M	151	127	160	287	692	1617	2368	2509	1947	1870	1777	1701	1774	1710	2096	1859	1929	1988	1382	1079	838	650	435	338	31284N
14 T	164	150	186	314	691	1589	2653	2461	1975	1728	1720	1706	1701	1808	2019	1866	1797	1970	1420	985	815	666	419	302	31105N
15 W	167	163	215	305	702	1642	2602	2407	1962	1766	1719	1757	1664	1833	1936	1916	1869	2009	1442	1175	931	712	486	298	31678N
16 R	179	169	207	320	685	1581	2654	2398	1848	1771	1740	1787	1816	1808	2044	1930	1908	1977	1622	1199	910	659	509	316	32037N
17 F	188	137	203	311	636	1489	2505	2377	1933	1831	1983	1811	998	1905	2131	2035	1995	1996	1791	1580	1212	1029	856	477	33409A
18 A	255	167	201	252	443	845	1252	1518	1480	1667	1874	1928	2065	2005	1950	1807	1826	1670	1560	1367	1161	960	723	487	29463N
19 S	252	178	131	161	360	663	838	1016	1073	1299	1495	1580	1662	1743	1677	1479	1421	1514	1207	1033	833	622	472	275	22984N
20 M	179	124	152	311	734	1703	2487	2312	1954	1795	1704	1697	1806	1742	2053	1813	1797	1996	1482	1069	827	646	453	293	31129N
21 T	179	151	182	321	661	1603	2593	2488	1901	1726	1653	1668	1700	1773	2036	1916	1817	1974	1348	934	779	685	425	297	30810N
22 W	162	151	223	317	684	1594	2636	2490	1901	1770	1744	1665	1768	1808	1955	1911	1857	1918	1357	1024	826	721	466	290	31238N
23 R	178	138	218	341	682	1566	2608	2427	1973	1831	1750	1754	1770	1853	2092	1919	1773	1944	1491	1006	813	688	535	331	31681N
24 F	145	145	223	333	657	1487	2466	2338	1948	1868	1805	1838	1849	1906	2027	2152	2014	2030	1670	1334	977	865	685	424	33186N
25 A	248	205	187	234	459	912	1186	1360	1486	1712	1767	1834	1862	1883	1790	1795	1696	1710	1386	1249	1049	849	712	432	28003N
26 S	275	170	141	186	332	606	803	938	1049	1339	1507	1560	1594	1704	1657	1480	1544	1509	1264	1137	881	657	465	280	23078N
27 M	172	138	154	304	692	1728	2477	2341	1974	1775	1776	1655	1763	1708	1973	1792	1795	1824	1227	923	722	588	465	260	30226N
28 T	158	169	194	310	703	1604	2741	2469	1881	1698	1703	1611	1656	1745	2017	1863	1811	1831	1173	958	664	592	447	277	30275N
29 W	137	150	204	314	717	1607	2655	2391	1901	1732	1585	1747	1798	1705	1980	1826	1791	1941	1382	967	793	679	434	282	30718N
30 R	170	157	219	323	726	1608	2640	2426	1895	1723	1765	1811	1759	1750	2057	1887	1907	1702	1589	1087	828	728	499	323	31579N
31 F	185	170	229	312	699	1490	2530	2253	2011	1887	1887	1824	1905	1965	2203	2305	2171	2251	2005	1642	1336	1013	840	535	35648N

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WEEKDAY AVERAGE = 31795 SATURDAY AVERAGE = 29225 SUNDAY AVERAGE = 23516 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 943993

MONTHLY AVERAGE = 30245

COMMENTS:

"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: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	599	363	223	223	214	363	803	1325	1393	1556	1646	1472	1656	1693	1836	2041	2080	1964	1932	1720	1438	1037	926	770	29273N
2 R	606	352	258	267	232	359	795	1352	1360	1570	1561	1504	1681	1735	1859	2028	2259	2290	2153	1736	1317	1070	981	948	30273N
3 F	659	351	298	248	240	342	750	1201	1349	1477	1659	1679	1730	1921	1956	2067	2142	2284	2079	1773	1489	1173	1121	1102	31090N
4 A	921	466	339	268	207	247	441	748	936	1324	1517	1647	1637	1593	1557	1799	1943	2033	1795	1634	1484	1382	1240	1239	28397N
5 S	1011	562	371	243	159	184	356	466	678	1128	1330	1465	1487	1601	1704	1770	1652	1933	1775	1518	1303	1171	1039	830	25736N
6 M	614	332	201	218	229	390	887	1300	1415	1550	1565	1583	1763	1788	1935	2133	2327	2474	2133	1554	1228	1091	855	812	30377N
7 T	562	327	223	254	216	397	837	1285	1431	1454	1554	1675	1652	1663	1873	2107	2206	2411	2097	1704	1238	1042	910	659	29777N
8 W	770	332	196	205	263	383	870	1343	1352	1532	1518	1560	1662	1729	1857	2055	2320	2438	2087	1584	1278	1089	921	843	30187N
9 R	606	318	284	216	218	372	796	1419	1466	1572	1588	1664	1840	1873	1960	2202	2202	2254	2009	1631	1271	1032	907	841	30541N
10 F	610	345	270	248	236	337	804	1314	1416	1451	1671	1619	1593	1817	1971	2121	2295	2340	2059	1774	1370	1190	1139	1058	31048N
11 A	822	461	333	238	215	253	481	740	945	1427	1464	1547	1542	1645	1788	1913	1824	1968	1866	1621	1444	1281	1192	1155	28165N
12 S	822	487	349	252	172	169	353	501	673	1015	1292	1432	1170	1390	1734	1721	1698	1830	1701	1515	1198	1105	860	680	24119N
13 M	493	262	187	214	196	439	1261	1395	1552	1568	1596	1590	1631	1801	1889	2089	2284	2178	1919	1384	1318	941	794	718	29699N
14 T	497	297	203	210	271	408	1145	1456	1515	1479	1431	1514	1629	1735	1877	1878	2229	2063	2006	1702	1212	911	785	756	29209N
15 W	545	346	242	222	219	362	1159	1500	1565	1521	1467	1488	1653	1759	1865	2114	2394	2356	2124	1488	1170	981	850	801	30191N
16 R	501	326	256	262	236	430	1046	1525	1597	1474	1424	1556	1684	1727	1870	1969	2425	2406	2093	1491	1285	1006	868	760	30217N
17 F	568	369	270	255	238	415	1070	1444	1540	1441	1469	1575	905	1853	1830	2148	2275	2375	2074	1872	1357	1300	1159	994	30796A
18 A	789	453	343	241	213	233	484	825	949	1248	1457	1500	1540	1590	1684	1831	1839	1945	1760	1437	1371	1366	1238	1074	27410N
19 S	817	506	342	236	158	168	365	460	615	1016	1277	1363	1487	1579	1646	1759	1729	1774	1647	1399	1247	973	829	701	24093N
20 M	464	281	155	218	221	424	1151	1465	1553	1381	1539	1422	1694	1734	1791	2350	2204	2422	2049	1505	1102	948	833	667	29573N
21 T	494	284	186	193	264	410	1123	1491	1495	1474	1525	1465	1632	1683	1814	2160	2305	2521	1708	1493	1166	933	840	619	29278N
22 W	494	283	219	223	226	392	1083	1420	1618	1472	1442	1506	1521	1776	1858	2225	2331	2468	1994	1431	1116	952	824	706	29580N
23 R	504	325	276	213	218	393	1096	1523	1612	1441	1512	1550	1633	1702	1801	2238	2367	2293	1687	1779	1208	971	801	721	29864N
24 F	600	305	255	201	249	350	1057	1477	1600	1349	1541	1568	1657	1729	1800	2180	2139	2155	2075	1730	1202	1153	1058	976	30406N
25 A	728	419	314	229	199	262	503	807	974	1302	1499	1494	1573	1687	1735	1773	1534	1929	1750	1408	1251	1136	1096	1032	26634N
26 S	771	449	361	210	170	176	329	466	653	969	1321	1371	1361	1495	1534	1488	1881	1829	1668	1452	1155	969	867	709	23654N
27 M	529	258	189	204	229	433	1056	1424	1577	1475	1501	1474	1629	1665	1801	2063	2271	2166	2016	1428	1043	920	799	608	28758N
28 T	482	243	206	219	236	406	1043	1554	1545	1380	1449	1439	1584	1691	1765	1683	2260	2229	1957	1558	1083	915	776	583	28286N
29 W	451	280	178	239	232	371	1099	1472	1622	1389	1539	1436	1683	1969	2150	2156	2455	2307	1997	1526	1060	879	840	656	29986N
30 R	563	328	224	260	202	397	1094	1628	1491	1460	1360	1569	1697	1800	1809	2046	2012	2395	2064	1522	1163	1105	803	770	29762N
31 F	503	308	266	228	242	420	1048	1417	1526	1496	1542	1514	1760	1894	1992	2389	2300	2399	2056	1772	1512	1306	1238	1119	32247N

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WEEKDAY AVERAGE =	29966	SATURDAY AVERAGE =	27652	SUNDAY AVERAGE =	24401	NUMBER OF GOOD DAYS	31	TOTAL MONTHLY COUNT =	898626
MONTHLY AVERAGE =	28841								

COMMENTS:

"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
SEPTEMBER 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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		327	179	214	253	417	828	1142	1260	1386	1578	1807	2082	2347	2131	2179	2004	2020	1963	1711	1384	1212	938	633	510	30505A
2 S		261	180	143	181	314	625	803	977	1081	1335	1566	1617	1699	1819	1586	1492	1585	1504	1216	1056	911	743	523	334	23551N
3 M		197	130	136	234	383	748	1007	1085	1055	1317	1532	1645	1614	1608	1914	1598	1333	1363	1126	975	788	620	432	281	23121H
4 T		151	158	201	311	715	1659	2626	2361	2006	1747	1662	1738	1751	1818	1952	1872	1878	1903	1341	991	797	647	433	308	31026N
5 W		145	164	168	331	700	1558	2573	2409	1873	1703	1699	1643	1789	1778	1927	1803	1870	1974	1400	1080	869	668	461	299	30884N
6 R		184	146	200	339	662	1581	2487	2334	1886	1746	1659	1725	1765	1694	1969	1931	1829	1979	1454	1072	832	715	492	306	30987N
7 F		186	160	161	336	653	1479	2439	2312	1857	1820	1805	1823	1908	1842	2148	2112	1938	2077	1738	1420	1150	877	738	415	33394N
8 A		260	193	172	241	419	902	1240	1339	1406	1586	1734	1808	1857	1819	1779	1704	1615	1814	1552	1265	976	835	650	436	27602N
9 S		251	165	118	152	341	627	794	931	1031	1258	1420	1660	1607	1631	1528	1454	1392	1436	1258	1065	797	602	448	244	22210N
10 M		165	114	164	281	704	1660	2515	2363	1813	1622	1604	1647	1741	1732	1955	1791	1858	1939	1368	984	754	565	423	270	30032N
11 T																										17164B
12 W		140	144	173	307	658	1556	2561	2351	1843	1573	1602	1738	1801	1792	1907	1785	1818	1872	1370	1036	862	667	447	325	30328N
13 R		167	153	194	315	655	1528	2587	2347	1898	1585	1680	1719	1758	1729	1973	1866	1871	1951	1396	1038	810	640	464	310	30634N
14 F		143	142	191	320	652	1490	2487	2364	1876	1728	1743	1833	1874	1869	2226	2066	2141	2194	1917	1482	1203	936	651	485	34013N
15 A		255	154	173	235	418	827	1185	1370	1429	1721	1804	1765	1799	1789	1835	1786	1751	1717	1634	1373	1117	814	688	451	28090N
16 S		390	224	150	175	335	624	804	925	1069	1317	1491	1543	1564	1801	1653	1490	1525	1578	1401	1059	879	653	431	287	23368A
17 M		171	144	148	276	680	1605	2338	2211	1852	1676	1660	1808	1842	1817	1799	1832	1866	1903	1415	1016	784	593	494	297	30227N
18 T		166	118	175	332	671	1512	2654	2399	1887	1711	1723	1807	1694	1577	2000	1900	1784	2041	1318	1097	857	654	429	293	30799N
19 W		160	150	170	328	633	1492	2620	2409	1797	1674	1682	1739	1650	1621	1942	1867	1797	1942	1269	1047	821	649	459	267	30185N
20 R		159	128	201	303	635	1505	2560	2368	1812	1671	1735	1693	1760	1792	2034	1955	1984	1997	1587	1218	927	686	506	328	31544N
21 F		170	185	208	300	650	1397	2461	2318	1870	1810	1793	1893	1815	1764	2169	2128	2055	2096	1726	1470	1154	898	799	446	33575N
22 A		238	179	182	230	434	834	1205	1421	1405	1630	1764	1828	1816	1874	1913	1749	1836	1761	1611	1448	1210	901	761	475	28705N
23 S		291	190	142	187	350	599	819	908	1083	1301	1523	1475	1640	1763	1696	1488	1494	1550	1266	1153	915	660	471	288	23252N
24 M		185	128	163	316	721	1641	2204	2434	1808	1721	1615	1698	1720	1706	1949	1807	1888	2038	1408	1017	749	597	436	274	30223N
25 T		172	142	174	325	628	1551	2630	2329	1878	1670	1633	1667	1721	1701	1953	1919	1861	1928	1423	1072	820	608	421	270	30496N
26 W		155	145	170	326	657	1517	2606	2377	1900	1730	1713	1713	1772	1724	1920	1957	1877	2081	1284	1250	996	725	470	295	31360N
27 R		167	161	196	333	724	1518	2522	2422	1887	1789	1727	1717	1730	1742	1967	1966	1887	1963	1529	1209	879	668	478	314	31495N
28 F		174	125	179	329	678	1483	2400	2261	1823	1830	1759	1871	1899	1865	2102	2186	2077	2152	1788	1581	1176	952	738	444	33872N
29 A		258	167	195	240	432	865	1306	1319	1430	1662	1825	1806	1797	1998	1952	1878	1703	1753	1691	1539	1165	896	623	505	29005N
30 S		260	161	163	191	386	684	844	940	1081	1342	1582	1512	1652	1720	1714	1632	1544	1507	1333	1161	910	702	440	286	23747N

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WEEKDAY AVERAGE = 30949 SATURDAY AVERAGE = 28781 SUNDAY AVERAGE = 23226 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 848230

MONTHLY AVERAGE = 29536

COMMENTS:

09/03: LABOR 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
SEPTEMBER 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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		722	482	319	274	246	236	438	756	1002	1376	1345	1585	1714	1531	1732	1777	1760	1856	1765	1480	1325	1186	1176	1134	27217N
2 S		891	568	394	281	174	192	314	473	677	1121	1285	1478	1462	1097	808	1355	1722	1750	1726	1274	1110	1018	990	814	22974A
3 M		576	320	224	208	159	203	341	482	696	1013	1396	1501	1503	1567	1649	1740	1788	1814	1696	1319	1118	950	753	593	23609H
4 T		445	302	218	191	229	397	1103	1419	1614	1390	1486	1454	1565	1759	1874	2273	2343	2399	2020	1457	1124	971	782	601	29416N
5 W		407	266	199	201	235	363	1066	1507	1469	1414	1417	1432	1565	1662	1941	2221	2333	2394	1902	1458	1120	1033	833	623	29061N
6 R		507	266	212	210	263	380	1062	1532	1582	1344	1433	1434	1538	1730	1833	2188	2206	2306	2142	1527	1113	1006	748	741	29303N
7 F		522	282	186	228	257	367	1075	1460	1529	1314	1482	1504	1687	1788	2019	2106	2293	2353	2163	1684	1284	1205	985	953	30726N
8 A		705	475	310	243	210	244	478	713	927	1187	1458	1439	1535	1596	1699	1661	1747	1803	1714	1395	1281	1084	1083	891	25878N
9 S		815	522	370	221	178	169	311	487	668	1014	1264	1363	1461	1499	1551	1606	1747	1855	1710	1335	1162	887	783	564	23542N
10 M		430	242	210	177	219	411	1060	1494	1521	1369	1452	1513	1624	1667	1876	2201	2323	2368	2042	1372	1080	897	791	646	28985N
11 T																										20300B
12 W		526	308	242	173	271	380	1040	1531	1581	1322	1422	1447	1557	1702	1906	2129	2315	2398	2172	1529	1161	1036	799	669	29616N
13 R		516	363	214	256	230	383	1064	1535	1536	1484	1505	1426	1553	1703	1897	2153	2109	2334	2170	1542	1107	969	826	709	29584N
14 F		535	312	237	208	222	380	1039	1434	1578	1501	1435	1499	1716	1718	2011	2279	2334	2363	2076	1702	1356	1185	1140	1018	31278N
15 A		777	495	347	276	223	227	479	682	890	1233	1394	1535	1499	1645	1684	1795	1794	1770	1840	1489	1278	1241	1205	970	26768N
16 S		873	560	400	312	188	179	298	471	630	983	1227	1323	1427	1432	1563	1613	1662	1764	1593	1377	1237	984	834	709	23639N
17 M		551	316	247	187	220	355	815	1357	1453	1409	1488	1525	1583	1668	1804	2159	2195	2428	2065	1551	1175	937	791	642	28921N
18 T		478	277	178	185	263	369	1114	1486	1511	1424	1279	1390	1465	1703	1840	2217	2274	2413	2056	1512	1171	935	820	643	29003N
19 W		550	310	192	206	261	388	1019	1479	1569	1383	1374	1392	1472	1753	1845	2013	2339	2237	1952	1616	1121	985	765	676	28897N
20 R		485	298	212	233	250	351	1063	1511	1596	1461	1511	1512	1517	1763	1804	2192	2294	2296	2185	1614	1179	1044	817	727	29915N
21 F		632	386	267	266	235	353	1003	1454	1556	1454	1614	1533	1740	1683	1927	2215	2269	2290	2001	1831	1401	1226	1085	944	31365N
22 A		729	477	337	275	244	213	528	790	1005	1388	1568	1548	1619	1617	1717	1964	1817	1907	1768	1496	1351	1235	1185	997	27775N
23 S		769	504	359	261	155	189	344	483	639	952	1249	1367	1432	1442	1596	1733	1742	1863	1612	1484	1284	990	752	615	23816N
24 M		495	312	216	197	219	390	993	1543	1584	1449	1524	1453	1566	1726	1784	2142	2382	2291	2071	1472	1094	899	712	589	29103N
25 T		540	271	154	197	277	399	1068	1443	1504	1400	1337	1381	1415	1659	1795	2082	2405	2379	2115	1406	1203	1043	756	648	28877N
26 W		515	291	187	218	255	340	1100	1530	1582	1340	1336	1375	1516	1674	1880	2210	2453	2494	2065	1621	1239	1034	798	715	29768N
27 R		525	336	225	231	254	369	1029	1506	1607	1533	1508	1470	1602	1733	1804	2126	2311	2408	2072	1614	1155	962	929	767	30076N
28 F		546	291	218	259	255	352	970	1356	1661	1433	1513	1504	1586	1777	1993	2291	2443	2303	2043	1971	1463	1303	1006	976	31513N
29 A		771	443	333	274	218	242	434	759	1104	1448	1517	1492	1519	1662	1714	1948	1887	1864	1763	1581	1466	1282	1236	959	27916N
30 S		793	495	324	262	197	201	315	472	636	1053	1314	1452	1556	1554	1759	1689	1856	1959	1770	1525	1371	1035	772	655	25015N

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WEEKDAY AVERAGE = 29406 SATURDAY AVERAGE = 27111 SUNDAY AVERAGE = 23797 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 813556

MONTHLY AVERAGE = 28277

COMMENTS:

"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
OCTOBER 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	177	130	170	327	691	1660	2378	2341	1836	1753	1681	1721	1799	1758	1978	1926	1923	2000	1368	1035	788	662	443	258	30803N		
2	T	163	139	195	294	676	1565	2582	2382	1880	1742	1685	1624	1779	1676	1969	1901	1877	1990	1317	1073	781	637	432	288	30647N		
3	W	159	126	182	313	627	1574	2596	2377	1903	1716	1726	1782	1923	1894	1896	1954	1829	1923	1442	1091	869	644	473	281	31300N		
4	R	179	143	196	327	680	1492	2549	2385	1869	1698	1695	1750	1886	1797	2105	1929	1971	2067	1533	1142	877	721	562	371	31924N		
5	F	212	157	199	344	655	1421	2552	2260	1864	1860	1886	1824	1774	1911	2158	2158	2105	2218	1910	1605	1095	874	687	430	34159N		
6	A	275	187	176	253	418	869	1207	1470	1489	1587	1753	1825	1907	1993	1905	1905	1782	1830	1626	1472	1248	1114	700	439	29430N		
7	S	307	232	169	229	371	663	815	932	1120	1290	1581	1517	1696	1779	1689	1619	1500	1610	1322	1189	963	815	465	278	24151N		
8	M	197	115	168	302	697	1659	2487	2288	1934	1839	1703	1773	1724	1669	1913	1987	1958	2032	1411	987	779	621	444	285	30972N		
9	T	162	140	205	317	680	1561	2578	2312	1930	1772	1832	1700	1755	1818	2007	1998	1909	1983	1438	1090	808	627	466	277	31365N		
10	W	167	142	179	345	671	1514	2591	2238	1913	1663	1599	1709	1748	1786	1886	1808	1844	1931	1373	993	792	601	483	276	30252N		
11	R	149	141	181	331	678	1590	2521	2424	1845	1771	1656	1786	1862	1788	2145	1900	1982	2097	1599	1153	882	646	545	332	32004N		
12	F	212	153	211	317	718	1524	2485	2317	1985	1908	1926	1948	1886	1929	2217	2174	2072	2396	2009	1789	1197	937	708	446	35464N		
13	A	252	169	192	218	448	903	1227	1408	1551	1712	1819	2115	2225	2126	2120	2174	1966	1868	1641	1591	1200	1018	672	464	31079N		
14	S	284	203	151	216	354	615	830	961	1112	1344	1623	1697	1669	1847	1754	1633	1630	1536	1274	1137	965	789	501	314	24439N		
15	M	180	174	176	300	700	1630	2276	2105	1871	1794	1859	1910	1887	1830	1959	2005	1993	2067	1461	1037	802	665	483	313	31477N		
16	T	176	146	208	317	711	1658	2366	2152	1950	1786	1706	1752	1784	1723	2061	2074	1887	2017	1492	1094	821	649	470	288	31288N		
17	W	145	156	210	325	693	1559	2607	2411	1848	1731	1627	1764	1855	1822	2008	2029	1961	2042	1416	1167	886	691	417	301	31671N		
18	R	162	136	220	325	658	1570	2480	2152	1907	1893	1810	1773	1896	1837	2103	2100	1929	2234	1622	1259	863	693	520	322	32464N		
19	F	169	169	235	325	687	1471	2464	2343	1972	1872	1850	1979	1954	2007	2186	2260	2312	2378	2099	1655	1254	999	760	502	35902N		
20	A	478	197	183	273	479	808	1184	1470	1538	1784	1802	1894	1865	1923	2085	1900	1672	1833	1765	1503	1219	1081	687	405	30028A		
21	S	248	176	120	203	354	607	800	944	1163	1297	1586	1558	1794	1818	1810	1682	1513	1544	1310	1295	933	801	522	311	24389N		
22	M	170	127	168	281	716	1694	2463	2309	1954	1746	1731	1687	1796	1735	2065	1961	1874	2083	1476	1134	738	620	487	298	31313N		
23	T	168	132	180	273	742	1668	2733	2309	1999	1810	1746	1712	1795	1752	2052	1993	1926	2073	1500	1182	832	604	437	273	31891N		
24	W	177	135	229	297	719	1621	2544	2356	1933	1727	1802	1803	1825	1805	1983	1896	1964	2087	1410	1183	844	663	485	283	31771N		
25	R	174	138	217	309	703	1611	2553	2239	1950	1767	1704	1789	1866	1856	2132	2030	2023	2188	1550	1141	898	661	523	319	32341N		
26	F	177	150	203	345	690	1538	2439	2255	1945	1832	1895	1999	1931	1895	2309	2315	2218	2441	2066	1681	1111	1008	728	519	35690N		
27	A	305	191	183	279	435	787	1328	1465	1587	1698	1800	1919	1905	1926	1863	1864	1785	1819	1753	1558	1164	1085	736	524	29959N		
28	S	304	251	177	192	322	558	808	1065	1150	1409	1574	1647	1791	1831	1789	1620	1561	1601	1423	1195	993	754	507	302	24824N		
29	M	174	163	156	299	689	1702	2463	2188	2018	1701	1691	1743	1833	1884	1982	1970	1925	2055	1378	1127	787	566	457	273	31224N		
30	T	158	161	185	290	744	1596	2604	2353	1963	1720	1776	1860	1833	1818	2085	1994	1906	2170	1565	1163	891	663	431	301	32230N		
31	W	170	140	188	299	647	1570	2603	2281	1861	1775	1715	1815	1775	1835	2052	2032	2071	2171	1550	1224	947	819	557	383	32480N		
=====																												
WEEKDAY AVERAGE =				32325	SATURDAY AVERAGE =				30124	SUNDAY AVERAGE =				24451	NUMBER OF GOOD DAYS				31	TOTAL MONTHLY COUNT =				958931				
MONTHLY AVERAGE =				30886																								

COMMENTS:
10/31: HALLOWEEN

"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
OCTOBER 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	469	346	237	210	220	378	1125	1497	1588	1396	1482	1555	1552	1668	1779	2155	2371	2267	2230	1560	1174	901	785	587	29532N													
2	T	485	255	180	218	270	396	1040	1410	1530	1383	1502	1476	1513	1699	1833	2151	2255	2253	2090	1611	1143	1037	799	629	29158N													
3	W	457	317	213	203	269	385	1052	1451	1551	1426	1327	1576	1577	1825	1966	2096	2294	2483	2090	1516	1188	1028	863	681	29834N													
4	R	534	329	272	268	263	382	1040	1493	1567	1438	1461	1535	1620	1805	2016	2118	2397	2472	2089	1695	1235	1084	888	743	30744N													
5	F	566	407	315	259	252	358	980	1480	1518	1466	1439	1605	1616	1860	1975	2183	2284	2457	2100	1823	1396	1242	1038	978	31597N													
6	A	776	501	350	269	227	228	432	762	892	1382	1576	1643	1712	1746	1851	1835	1907	1846	1677	1554	1397	1332	1259	1074	28228N													
7	S	810	612	397	287	173	216	339	496	659	1114	1395	1459	1596	1645	1706	1787	1683	1777	1800	1457	1340	1144	862	673	25427N													
8	M	556	298	229	221	222	437	1019	1403	1633	1475	1538	1494	1618	1659	1898	2218	2327	2365	2037	1628	1207	928	765	604	29779N													
9	T	552	274	207	292	243	367	1041	1483	1575	1476	1459	1480	1619	1738	1966	2211	2292	2536	2245	1667	1282	1003	783	675	30466N													
10	W	545	291	211	270	247	381	1012	1510	1564	1364	1453	1527	1518	1753	1807	2050	2366	2307	2008	1492	1089	970	751	661	29147N													
11	R	535	325	327	255	213	347	1094	1494	1570	1562	1621	1501	1529	1718	1852	2098	2257	2277	2204	1774	1212	1075	851	778	30469N													
12	F	574	383	270	332	242	382	1027	1478	1596	1422	1563	1586	1699	1911	1969	1162	2485	2384	2121	1921	1568	1277	1065	977	31394A													
13	A	743	501	375	289	195	283	470	721	955	1306	1510	1616	1605	1705	1686	1821	1876	1952	1782	1628	1432	1341	1185	1050	28027N													
14	S	887	567	448	289	158	176	303	465	630	1100	1400	1517	1527	1590	1671	1754	1919	1804	1797	1516	1299	1053	876	650	25396N													
15	M	540	395	278	225	235	424	859	1345	1531	1529	1569	1627	1662	1825	1993	2184	2285	2310	2271	1749	1305	1046	795	673	30655N													
16	T	538	285	237	224	262	434	1042	1425	1488	1526	1474	1462	1607	1696	1905	2189	2265	2459	2112	1702	1212	1046	818	619	30027N													
17	W	519	374	291	199	201	381	1018	1481	1573	1363	1392	1420	1615	1803	1983	2147	2487	2386	2135	1628	1185	998	881	755	30215N													
18	R	557	366	343	274	221	371	1125	1516	1566	1503	1444	1597	1675	1749	1948	2177	2349	2235	2243	1697	1301	1011	844	820	30932N													
19	F	656	394	336	288	222	372	973	1501	1511	1507	1607	1577	1801	1971	2130	2194	2328	2345	2171	1809	1621	1355	1097	1013	32779N													
20	A	846	498	401	280	219	297	500	714	974	1424	1689	1712	1734	1652	1840	1764	1879	1895	1696	1670	1405	1261	1220	1018	28588N													
21	S	854	521	392	300	235	205	345	462	661	1064	1422	1562	1644	1694	1812	1782	1954	1859	1885	1509	1413	1122	872	687	26256N													
22	M	522	340	263	227	272	414	1051	1470	1639	1460	1492	1570	1606	1807	1954	2117	2486	2502	2081	1629	1252	931	806	625	30516N													
23	T	475	255	284	240	221	402	1083	1528	1532	1481	1431	1562	1554	1780	1874	2256	2452	2562	2195	1587	1223	915	814	734	30440N													
24	W	522	341	245	253	204	386	1099	1504	1606	1356	1441	1406	1506	1733	1926	2223	2322	2518	2176	1711	1250	980	826	717	30251N													
25	R	569	325	311	280	230	387	1052	1553	1618	1456	1488	1554	1623	1771	1949	2238	2302	2471	2233	1707	1263	1021	942	704	31047N													
26	F	595	375	322	275	230	409	1029	1567	1766	1499	1683	1615	1817	1852	2101	2265	2360	2311	2117	1832	1432	1231	1138	931	32752N													
27	A	771	588	472	287	197	240	454	787	942	1404	1635	1696	1704	1785	1860	2012	1904	1986	1779	1623	1401	1322	1152	1040	29041N													
28	S	840	571	400	314	196	235	323	465	661	1134	1509	1481	1639	1789	1820	1880	1977	1783	1825	1641	1364	1085	891	678	26501N													
29	M	575	369	259	212	262	394	1064	1521	1608	1464	1527	1529	1610	1811	1970	2273	2390	1825	1714	1500	1304	965	831	720	29697N													
30	T	484	285	238	228	193	437	1107	1431	1562	1474	1618	1503	1604	1802	1972	2352	2410	2505	2123	1714	1241	1107	814	730	30934N													
31	W	546	371	247	230	176	375	1055	1470	1613	1523	1512	1592	1645	1870	2020	2305	2477	2451	2073	1534	1153	1234	952	724	31148N													
=====																																							
WEEKDAY AVERAGE =				30658				SATURDAY AVERAGE =				28471				SUNDAY AVERAGE =				25895				NUMBER OF GOOD DAYS				31				TOTAL MONTHLY COUNT =				920977			
MONTHLY AVERAGE =				29665																																			

COMMENTS:
10/31: HALLOWEEN

"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
NOVEMBER 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	185	140	205	292	680	1597	2494	2329	2040	1784	1763	1913	1892	1884	2091	2136	1978	2277	1600	1291	840	669	454	314	32848N
2 F	183	174	207	317	672	1506	2439	2286	2029	1893	1876	1984	2073	2114	2362	2385	2276	2083	1807	1403	1037	827	656	403	34992N
3 A	284	194	224	252	420	863	1228	1465	1455	1692	1885	1906	2191	2248	2142	2033	1944	2028	1923	1572	1068	876	648	485	31026N
4 S	281	156	108	228	353	707	858	1074	1360	1598	1644	1844	1875	1827	1863	1616	1625	1632	1404	1150	850	788	673	420	25934A
5 M	282	153	151	343	709	1808	2717	2669	2153	2055	2003	2048	1903	1782	2101	2011	2057	2174	1613	913	732	564	430	272	33643N
6 T	163	159	223	325	691	1669	2627	2395	1965	1877	1931	1882	1908	1924	2121	2006	1938	2031	1348	907	728	605	423	301	32147N
7 W	147	138	220	318	717	1696	2627	2448	1995	1772	1840	1807	1997	1948	1959	2062	1938	1988	1407	995	737	649	465	271	32141N
8 R	169	167	205	306	721	1670	1882	2736	1907	1864	1895	1963	1925	1876	2085	2093	2033	2175	1668	1008	791	677	461	337	32614N
9 F	167	153	224	316	700	1634	2528	2137	2001	2136	2045	1868	2032	2046	2262	2289	2317	2506	2271	1560	1114	885	616	433	36240N
10 A	257	169	183	251	464	915	1277	1577	1693	1920	1889	2107	1981	2043	1905	1935	1961	1975	1825	1377	1004	827	630	407	30572N
11 S	263	183	136	179	385	698	888	1087	1346	1555	1771	1753	1826	1894	1889	1690	1618	1626	1534	1044	816	579	437	281	25478N
12 M	181	136	155	342	730	1721	2260	2107	1909	1873	1901	1977	2001	1940	1959	1995	1839	2060	1511	992	733	601	461	289	31673N
13 T	158	143	209	304	750	1778	2670	2403	2140	1864	1729	1836	1854	1871	2070	2009	1957	2095	1403	963	761	581	449	282	32279N
14 W	182	154	203	372	784	1700	2675	2421	1970	1826	1774	1908	1863	1880	2117	2024	2063	2130	1510	979	779	608	476	315	32713N
15 R	172	155	214	321	737	1720	2572	2477	2014	1920	1869	1853	1894	1977	2183	2237	1989	2145	1632	1100	810	684	540	330	33545N
16 F	196	180	202	345	740	1576	2592	2376	2004	1939	2001	1976	1989	1965	2331	2416	2403	2529	2195	1534	1172	926	659	434	36680N
17 A	265	204	232	268	536	1013	1396	1525	1671	1853	1927	2061	2105	2178	2091	2024	2190	2300	2067	1456	1010	823	685	535	32415N
18 S	270	177	140	208	377	741	952	1166	1292	1570	1731	1713	1829	1982	1865	1710	1752	1760	1615	1131	821	690	516	372	26380N
19 M	204	179	179	396	749	1729	2333	2071	1998	1969	1976	2044	1989	1943	1978	1942	2005	2174	1657	1212	790	645	512	319	32993N
20 T	180	160	234	360	743	1682	2400	2120	1963	1975	2027	1902	2147	2042	1978	2093	2036	2230	1823	1284	877	733	577	376	33942N
21 W	206	177	211	377	720	1546	2368	2021	1881	1918	2059	2158	2155	2134	2322	2416	2341	2341	2005	1580	1147	996	655	508	36242A
22 R	281	200	198	240	379	758	912	928	1000	1214	1464	1662	1671	1714	1626	1593	1849	2016	1984	1781	1534	1269	968	720	27961H
23 F	361	235	198	262	525	1074	1428	1620	1692	1997	2009	2143	2322	2320	2270	2319	1999	2151	1907	1582	1056	849	639	465	33423A
24 A	238	195	217	247	441	906	1177	1324	1382	1818	1948	1974	2173	2174	2191	2081	2079	2025	1865	1484	983	840	632	414	30808N
25 S	266	197	201	249	407	759	906	1095	1233	1416	1805	1801	1891	2063	1849	1818	1722	1777	1501	1093	740	643	466	276	26174N
26 M	187	147	174	348	799	1829	2570	2430	2031	1904	1890	1910	1964	1858	2085	2063	2001	2193	1352	979	678	613	452	282	32739N
27 T	154	158	222	311	733	1789	2509	2409	1970	1814	1853	1913	1936	1860	2117	2097	1972	2266	1466	986	762	620	453	279	32649N
28 W	177	122	201	319	687	1798	2511	2363	1893	1805	1732	1913	2002	1871	2175	2018	2005	2169	1385	995	847	605	469	283	32345N
29 R	192	131	211	273	698	1757	2508	2281	1938	1741	1744	1853	1817	2009	1845	2272	2065	2300	1484	1047	840	667	482	297	32452N
30 F	171	172	176	319	708	1669	2460	2306	1979	1966	1870	2034	2026	2015	2391	2250	2350	2412	1901	1403	990	835	691	416	35510N

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WEEKDAY AVERAGE = 33226 SATURDAY AVERAGE = 31205 SUNDAY AVERAGE = 25992 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 960558

MONTHLY AVERAGE = 31904

COMMENTS:

"B"=====> BAD DAY 11/04: DAYLIGHT SAVING TIME ENDS; 11/06: 2018 MID-TERM ELECTION DAY
 "N"=====> NORMAL DAY 11/11 (OBSERVED 11/12): VETERAN'S DAY
 "A"=====> ATYPICAL DAY 11/22: THANKSGIVING
 "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
NOVEMBER 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	525	353	307	269	271	423	1051	1512	1644	1553	1564	1646	1722	1872	2071	2257	2399	2309	2287	1686	1182	1003	933	704	31543N
2	F	626	415	346	237	221	378	1045	1458	1559	1555	1798	1750	1902	2054	2142	2341	2194	2088	2055	1837	1519	1205	1060	963	32748A
3	A	671	463	316	256	201	289	500	868	1110	1499	1742	1784	1897	1853	1892	2051	1970	2129	1869	1611	1487	1267	1270	1076	30071N
4	S	830	319	226	223	683	513	424	636	866	1305	1525	1653	1649	1868	1911	1866	1854	1966	1831	1356	1068	888	779	604	26843A
5	M	471	268	252	163	232	419	1151	1595	1629	1788	1708	1651	1773	1822	2014	2282	2336	2378	2114	1650	1082	956	771	661	31166N
6	T	591	282	195	207	288	413	1140	1576	1614	1558	1526	1622	1701	1793	2026	2306	2372	2407	2171	1560	1120	932	778	645	30823N
7	W	507	274	293	221	225	404	1112	1591	1645	1436	1470	1580	1690	1946	1933	2165	2070	2300	2250	1708	1238	957	828	688	30531N
8	R	520	280	197	264	298	402	1102	1612	1601	1614	1581	1583	1782	1794	2071	2219	2339	2382	2195	1682	1218	1048	837	744	31365N
9	F	585	338	319	283	254	404	1073	1538	1638	1624	1689	1673	1773	1984	2048	2184	2433	2377	2115	1743	1428	1338	1147	937	32925N
10	A	798	486	362	236	223	271	514	919	1024	1426	1638	1581	1626	1741	1748	2023	1979	1954	2036	1599	1417	1230	1167	1072	29070N
11	S	809	492	353	251	191	217	360	589	788	1284	1440	1465	1609	1726	1706	1859	1889	1994	1796	1448	1386	1130	896	725	26403N
12	M	507	296	266	174	220	364	753	1250	1529	1482	1679	1600	1692	1833	2000	2195	2241	2380	2386	1608	1282	982	762	612	30093N
13	T	556	299	210	246	271	445	1101	1511	1594	1544	1544	1494	1662	1773	1856	2042	2361	2583	2197	1699	1087	956	754	626	30411N
14	W	575	339	219	237	228	407	1120	1603	1623	1445	1569	1562	1716	1798	2158	2351	2246	2604	2109	1601	1201	971	896	604	31182N
15	R	523	294	233	224	313	386	1122	1630	1757	1749	1678	1651	1762	1917	2019	1938	2254	2316	2252	1860	1386	1037	875	711	31887N
16	F	573	355	276	321	268	409	1039	1532	1600	1565	1582	1695	1825	1931	2138	2266	2346	2247	1946	1789	1521	1350	1174	926	32674A
17	A	831	473	362	296	227	360	518	783	1065	1465	1571	1650	1678	1731	1822	1931	1875	1929	1949	1640	1499	1335	1237	1094	29321N
18	S	870	572	366	328	255	247	383	585	827	1293	1595	1664	1806	1796	1863	1870	1985	1974	1820	1512	1309	1170	1087	775	27952N
19	M	600	334	200	201	257	480	851	1390	1547	1722	1827	1740	1781	1914	2140	2156	2375	2462	2236	1701	1216	1042	819	684	31675N
20	T	620	315	196	242	354	430	883	1327	1464	1685	1746	1797	1923	1927	2006	2307	2328	2395	2310	1667	1488	1106	1103	826	32445N
21	W	669	422	242	321	210	351	677	1427	1465	1671	1870	1917	1929	1979	2044	2345	2414	2392	2290	1902	1530	1153	1252	1125	33597A
22	R	768	447	333	299	276	266	389	627	778	1159	1465	1555	1657	1733	1604	1634	1679	1910	1686	1496	1496	1310	1278	1049	26894H
23	F	716	528	253	228	239	404	572	827	970	1413	1675	1772	1826	1974	1929	2129	1926	2231	1972	1649	1375	1260	1298	1161	30327A
24	A	835	548	344	230	209	381	451	683	942	1357	1679	1741	1783	1711	1958	1905	2043	2103	1971	1569	1371	1331	1266	1076	29487A
25	S	811	547	406	264	163	339	367	593	750	1227	1656	1753	1839	1812	1882	1913	1992	2108	1920	1418	1203	1156	874	725	27718A
26	M	506	320	207	202	215	527	1162	1693	1650	1653	1626	1764	1686	1948	2042	2206	2488	2320	2109	1572	1023	862	799	629	31209N
27	T	492	272	226	188	255	558	1135	1542	1640	1459	1512	1648	1750	1836	2055	2195	2475	2552	2268	1691	1071	986	853	724	31383N
28	W	532	296	232	184	215	512	1113	1556	1668	1522	1523	1643	1737	1883	2101	2326	2431	2400	2232	1591	1118	877	792	713	31197N
29	R	535	261	219	209	229	508	1119	1491	1632	1565	1575	1642	1732	1915	1997	2214	2378	2381	2257	1616	1149	956	831	752	31163N
30	F	544	302	217	231	268	509	1095	1564	1689	1622	1646	1806	1864	1984	2274	2349	2552	2522	2172	1768	1230	1158	1134	966	33466N

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WEEKDAY AVERAGE = 31385 SATURDAY AVERAGE = 29487 SUNDAY AVERAGE = 27229 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 917569

MONTHLY AVERAGE = 30520

COMMENTS:

"B"=====> BAD DAY 11/04: DAYLIGHT SAVING TIME ENDS; 11/06: 2018 MID-TERM ELECTION DAY
 "N"=====> NORMAL DAY 11/11 (OBSERVED 11/12): VETERAN'S DAY
 "A"=====> ATYPICAL DAY 11/22: THANKSGIVING
 "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
DECEMBER 2018

COUNTY NAME: POLK STATION: 0310 DIRECTION: N LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	264	180	158	271	497	1025	1266	1360	1480	1756	1766	2046	2006	2068	1968	1956	1792	2038	1687	1374	1170	875	663	440	30106N		
2	S	270	205	164	212	382	760	886	1003	1113	1437	1628	1690	1937	1916	1825	1710	1695	1708	1410	1054	763	596	426	308	25098N		
3	M	217	146	162	294	707	1741	2676	2397	1970	1920	1881	1933	1993	1943	2205	2112	2035	2133	1520	1017	827	599	449	297	33174N		
4	T	185	145	204	285	709	1834	2415	2412	2010	1773	1883	1887	1852	1900	2127	2140	2016	2238	1475	1072	818	645	496	287	32808N		
5	W	150	170	196	301	667	1759	2530	2347	2043	1771	1941	1916	1914	1917	2104	2120	2104	2218	1519	1099	851	669	475	284	33065N		
6	R	166	145	204	321	686	1721	2557	2338	1951	1865	1814	2009	1906	1963	2133	2211	2076	2169	1725	1104	852	665	512	330	33423N		
7	F	164	177	206	301	684	1620	2422	2357	1985	1755	2021	2025	2043	2022	2397	2311	2319	2509	2143	1580	1166	877	680	433	36197N		
8	A	240	203	189	242	465	955	1275	1392	1564	1710	1944	1975	2069	2099	2017	2003	1956	2138	1799	1694	1118	916	692	505	31160N		
9	S	265	157	172	225	354	655	836	969	1157	1349	1443	1354	1443	1623	1743	1517	1570	1623	1305	946	760	553	437	289	22745N		
10	M	202	167	165	310	726	1765	2520	2341	1875	1855	1840	1944	1952	1883	2097	2071	2071	2213	1536	1033	781	625	449	284	32705N		
11	T	160	159	228	315	680	1652	2554	2383	1985	1709	1875	1916	1910	1947	2159	2109	1947	2078	1468	1003	823	638	458	278	32434N		
12	W	157	168	232	325	671	1581	2639	2356	1964	1814	1843	1953	2042	1950	2214	2159	2054	2171	1534	1132	794	667	432	299	33151N		
13	R	193	164	247	310	704	1580	2548	2328	2007	1898	1857	2036	2047	2017	2216	2231	2191	2226	1585	1218	811	674	484	310	33882N		
14	F	209	176	228	321	685	1463	2465	2254	2011	1886	1900	2136	1973	2098	2298	1916	2083	2350	1669	1395	1037	792	670	370	34385N		
15	A	241	182	220	273	492	889	1170	1428	1442	1788	1861	2117	2296	2393	2243	2160	2184	2139	1769	1310	999	826	766	428	31616N		
16	S	287	192	177	224	348	654	899	1001	1202	1493	1763	1826	1883	2071	1907	1741	1842	1876	1436	1059	795	611	508	329	26124N		
17	M	218	180	181	330	704	1716	2458	2369	1995	1933	1932	2050	2027	1996	2278	2218	2092	2301	1691	1135	822	693	455	318	34092N		
18	T	168	167	255	302	698	1586	2573	2339	2019	1968	1925	2006	1959	2077	2217	2137	2209	2234	1620	1189	767	708	546	317	33986N		
19	W	192	174	238	380	704	1605	2566	2311	2010	1989	2030	2080	2113	1958	2257	2205	2252	2318	1506	1069	845	729	501	319	34351N		
20	R	193	173	255	331	683	1466	2263	2100	1800	1386	1413	1551	1601	1624	1982	1948	1909	1889	1426	1118	812	692	510	328	29453N		
21	F	213	196	239	354	631	1506	2339	2175	2066	2057	2185	2256	2370	2226	2386	2667	2436	2436	2213	1511	1234	984	679	478	37837N		
22	A	304	229	244	336	520	869	1292	1418	1656	1975	2133	2253	2420	2414	2467	2277	2282	2180	1974	1747	1185	887	732	509	34303N		
23	S	362	235	204	243	388	661	900	1076	1360	1702	1845	1803	2238	2483	2188	2217	2020	2027	1807	1579	1123	866	665	500	30492A		
24	M	282	221	253	284	476	835	1196	1419	1486	1669	2004	2047	2087	2111	2008	1888	1799	1729	1601	1439	1058	883	738	631	30144A		
25	T	530	391	242	197	285	392	554	698	799	911	1040	1285	1303	1501	1541	1486	1526	1565	1723	1491	1135	882	622	410	22509H		
26	W	282	188	176	378	675	1472	1944	1904	1822	1928	2045	2216	2471	2432	2426	2331	2174	2316	1716	1281	1055	872	643	414	35161A		
27	R	246	203	240	345	683	1453	1979	2006	1919	2060	2190	2259	2466	2419	2381	2369	2113	2219	1751	1404	1119	960	566	383	35733A		
28	F	246	186	198	377	631	1346	1994	1993	1839	2011	2232	2269	2332	2377	2509	2639	2358	2424	1999	1523	1192	935	704	467	36781N		
29	A	303	206	170	332	467	895	1185	1337	1492	1738	1923	2016	2235	2279	2286	2151	2322	2110	1992	1655	1257	1114	759	490	32714N		
30	S	288	175	172	234	388	726	920	1082	1281	1573	1796	1858	1979	2221	2171	2043	1961	1735	1628	1379	1070	873	565	370	28488A		
31	M	257	185	178	303	542	1063	1435	1688	1553	1740	1962	2013	2042	2102	2112	2039	1894	1675	1559	1318	1173	1224	684	332	31073A		
=====																												
WEEKDAY AVERAGE =				33205	SATURDAY AVERAGE =				31980	SUNDAY AVERAGE =				26589	NUMBER OF GOOD DAYS				31	TOTAL MONTHLY COUNT =				989190				
MONTHLY AVERAGE =				32085																								

COMMENTS:

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

12/06-16: COLLEGES & UNIVERSITIES - 2018 FALL SEMESTER ENDS
 12/21-01/04: 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: POLK STATION: 0310 DIRECTION: S LANE: 0
DESCRIPTION: SR-25/US-27, 280' S OF S HOLLY HILL TANK RD, POLK CO
LOCATION: COUNTY 16 SECTION 180 SUBSECTION 000 MILEPOST 20.543 ROUTES: US-27 SR-25

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	748	484	347	250	196	396	553	830	986	1391	1539	1618	1783	1815	1894	1938	1973	2074	1983	1479	1281	1215	1248	1017	29038A		
2	S	731	491	342	224	211	335	380	545	658	1118	1296	1452	1580	1645	1693	1915	1859	2054	1863	1452	1160	1001	909	715	25629N		
3	M	487	294	275	213	222	473	1121	1577	1815	1704	1683	1664	1726	1876	2128	2373	2381	2482	2313	1461	1063	899	783	650	31663N		
4	T	514	232	228	203	266	516	1096	1596	1644	1553	1494	1613	1716	1820	2036	2334	2310	2314	2104	1659	1135	946	879	686	30894N		
5	W	538	296	283	270	237	431	1060	1620	1681	1515	1553	1609	1758	1867	2077	2423	2414	2412	2197	1728	1202	1023	901	732	31827N		
6	R	623	329	214	304	260	401	1084	1546	1712	1523	1679	1585	1768	1904	2056	2291	2365	2406	2216	1636	1371	1032	959	716	31980A		
7	F	579	355	310	249	239	408	1066	1529	1695	1622	1643	1681	1728	1986	2162	2373	2452	2472	2215	1804	1515	1259	1170	1130	33642N		
8	A	804	444	428	254	173	281	496	846	1009	1386	1622	1657	1753	1773	1875	1773	2074	2059	1924	1653	1370	1341	1271	1120	29386N		
9	S	815	512	445	249	183	193	366	523	762	1006	1155	1196	1301	1486	1693	1671	1891	1857	1657	1256	1071	913	878	588	23667N		
10	M	467	266	183	179	204	483	1111	1607	1653	1628	1465	1475	1900	1913	2098	2389	2516	2422	2249	1497	1124	907	815	695	31246N		
11	T	493	240	203	237	324	369	1103	1507	1655	1436	1560	1489	1731	1921	1963	2314	2372	2448	2310	1696	1195	974	839	684	31063N		
12	W	479	266	217	241	333	405	1088	1526	1648	1466	1567	1570	1704	1937	2093	2323	2361	2515	2281	1708	1210	1027	879	772	31616N		
13	R	514	286	239	269	263	400	1190	1488	1801	1544	1626	1628	1780	1933	2113	2433	2386	2466	2147	1728	1248	1068	984	870	32404N		
14	F	602	349	338	235	248	405	1091	1457	1724	1526	1611	1708	1793	2023	2086	2323	2325	2407	1937	1805	1315	1159	1040	984	32491N		
15	A	763	488	311	228	217	273	522	768	991	1328	1523	1705	1680	1817	1871	2012	1996	2078	1935	1586	1417	1249	1303	1202	29263N		
16	S	970	609	424	269	190	192	373	530	690	1112	1510	1559	1664	1786	1927	2053	1905	1888	1856	1527	1289	1266	988	769	27346N		
17	M	557	334	187	197	221	454	1094	1533	1678	1565	1704	1689	1884	2004	2048	2472	2400	2494	2333	1854	1335	1019	945	693	32694N		
18	T	590	321	257	245	246	407	1115	1567	1609	1471	1614	1709	1785	1961	2124	2382	2456	2438	2120	1756	1472	1103	953	766	32467N		
19	W	583	309	328	227	221	412	1129	1517	1706	1601	1613	1644	1958	2013	2186	2398	2326	2366	2131	1695	1476	1149	950	782	32720N		
20	R	680	334	235	264	203	381	1053	1423	1558	1265	1297	1384	1348	1601	1791	2188	2258	2140	1878	1347	1110	1001	950	878	28567N		
21	F	602	402	297	210	253	402	1021	1506	1621	1699	1899	1851	2094	2054	2106	2523	2433	2546	2325	1859	1628	1447	1238	1221	35237N		
22	A	865	568	399	300	226	294	502	814	1086	1557	1765	2007	2063	2089	2028	2179	2160	2161	2054	1902	1675	1463	1500	1466	33123N		
23	S	931	627	412	277	198	212	361	582	803	1328	1714	1893	1885	1816	2038	1918	2066	2166	2007	1775	1553	1360	1376	1257	30555A		
24	M	843	497	278	215	186	287	481	773	1030	1479	1767	2020	2199	2122	2177	2138	2148	2019	1813	1577	1396	1160	1076	969	30650A		
25	T	800	533	286	142	90	113	219	346	469	840	1032	1159	1329	1384	1333	1397	1488	1471	1300	1292	1288	1126	958	777	21172H		
26	W	602	316	184	166	183	337	674	1061	1260	1659	1817	1784	1826	1841	2038	2193	2391	2384	2127	1740	1425	1260	1063	1061	31392A		
27	R	830	411	276	250	232	373	713	1210	1438	1665	1897	1949	1990	2065	2256	2193	2373	2330	2196	1775	1467	1341	1037	1076	33343A		
28	F	905	430	308	258	259	362	648	1200	1463	1619	1930	1993	1917	2096	2153	2226	2415	2377	2199	1842	1343	1181	1100	1169	33393A		
29	A	1085	554	395	267	218	275	497	728	969	1413	1714	1835	1668	1894	2064	1915	1924	1795	1866	1689	1528	1292	1239	1183	30007N		
30	S	1093	607	425	255	179	220	341	532	697	1223	1492	1659	1701	1681	1870	1932	1975	1996	1930	1495	1387	1219	1056	1111	28076A		
31	M	795	488	275	213	185	306	516	937	1215	1416	1780	1761	1996	2124	2196	2302	2151	2131	1727	1499	1232	1127	673	701	29746A		
=====																												
WEEKDAY AVERAGE =				31451	SATURDAY AVERAGE =				30163	SUNDAY AVERAGE =				27055	NUMBER OF GOOD DAYS				31	TOTAL MONTHLY COUNT =				946297				
MONTHLY AVERAGE =				30639																								

COMMENTS:

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

12/06-16: COLLEGES & UNIVERSITIES - 2018 FALL SEMESTER ENDS
 12/21-01/04: 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.

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Florida Development Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	2	1	2	7	7	9	7	8	2
30	3	1	1	0	0	2	4	5	7	3	5	2
45	2	3	1	2	0	1	4	9	3	2	7	5
00	0	1	2	0	1	1	4	8	5	8	3	6
Hr Total	8	5	4	4	2	6	19	29	24	20	23	15

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	5	8	10	18	20	26	17	12	6	10	4
30	10	8	13	14	16	10	18	16	14	12	5	7
45	5	7	8	15	24	22	25	10	9	9	8	2
00	9	6	10	16	24	27	20	7	10	2	3	1
Hr Total	33	26	39	55	82	79	89	50	45	29	26	14

24 Hour Total: 726
 AM Peak Hour begins: 7:30 AM Peak Volume: 33 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:45 PM Peak Volume: 96 PM Peak Hour Factor: 0.89

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	3	1	5	21	19	22	11	6	4
30	0	1	0	4	3	7	20	19	13	9	15	8
45	0	0	0	3	2	10	21	18	17	8	6	2
00	1	1	1	1	3	5	20	24	13	4	4	11
Hr Total	1	2	1	11	9	27	82	80	65	32	31	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	3	8	13	15	16	11	8	7	6	3	1
30	8	5	13	7	11	18	7	8	8	4	4	4
45	9	12	15	9	7	6	13	15	10	6	0	0
00	9	10	13	9	14	8	3	7	5	2	2	1
Hr Total	28	30	49	38	47	48	34	38	30	18	9	6

24 Hour Total: 741
 AM Peak Hour begins: 7:15 AM Peak Volume: 83 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:30 PM Peak Volume: 55 PM Peak Hour Factor: 0.76

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	5	2	7	28	26	31	18	14	6
30	3	2	1	4	3	9	24	24	20	12	20	10
45	2	3	1	5	2	11	25	27	20	10	13	7
00	1	2	3	1	4	6	24	32	18	12	7	17
Hr Total	9	7	5	15	11	33	101	109	89	52	54	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	8	16	23	33	36	37	25	19	12	13	5
30	18	13	26	21	27	28	25	24	22	16	9	11
45	14	19	23	24	31	28	38	25	19	15	8	2
00	18	16	23	25	38	35	23	14	15	4	5	2
Hr Total	61	56	88	93	129	127	123	88	75	47	35	20

24 Hour Total: 1,467
 AM Peak Hour begins: 7:15 AM Peak Volume: 114 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:45 PM Peak Volume: 135 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Florida Development Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	2	1	1	4	8	14	2	6	5
30	1	1	0	0	0	1	3	5	7	9	4	10
45	5	2	2	2	1	0	3	8	1	6	4	7
00	2	0	2	0	1	1	4	7	7	9	12	10
Hr Total	14	6	5	4	3	3	14	28	29	26	26	32

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	10	14	8	22	19	27	20	8	8	8	6
30	9	14	9	11	10	20	20	15	12	12	7	6
45	3	9	11	17	18	28	19	13	10	7	8	2
00	3	5	11	13	26	18	16	12	7	8	7	3
Hr Total	22	38	45	49	76	85	82	60	37	35	30	17

24 Hour Total: 766
 AM Peak Hour begins: 7:30 AM Peak Volume: 36 AM Peak Hour Factor: 0.64
 PM Peak Hour begins: 16:45 PM Peak Volume: 93 PM Peak Hour Factor: 0.83

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	0	3	2	3	24	18	27	7	12	9
30	0	0	0	2	1	6	21	18	16	7	7	15
45	0	2	1	5	2	7	24	18	5	6	10	11
00	0	0	2	0	3	6	15	24	9	14	11	4
Hr Total	1	5	3	10	8	22	84	78	57	34	40	39

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	3	11	11	7	8	10	7	6	4	2	1
30	5	12	16	12	11	11	6	11	9	4	2	3
45	7	11	13	14	10	7	12	7	9	4	5	1
00	9	11	5	9	10	18	9	11	2	4	2	0
Hr Total	32	37	45	46	38	44	37	36	26	16	11	5

24 Hour Total: 754
 AM Peak Hour begins: 7:15 AM Peak Volume: 87 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 13:45 PM Peak Volume: 51 PM Peak Hour Factor: 0.80

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	1	5	3	4	28	26	41	9	18	14
30	1	1	0	2	1	7	24	23	23	16	11	25
45	5	4	3	7	3	7	27	26	6	12	14	18
00	2	0	4	0	4	7	19	31	16	23	23	14
Hr Total	15	11	8	14	11	25	98	106	86	60	66	71

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	13	25	19	29	27	37	27	14	12	10	7
30	14	26	25	23	21	31	26	26	21	16	9	9
45	10	20	24	31	28	35	31	20	19	11	13	3
00	12	16	16	22	36	36	25	23	9	12	9	3
Hr Total	54	75	90	95	114	129	119	96	63	51	41	22

24 Hour Total: 1,520
 AM Peak Hour begins: 7:15 AM Peak Volume: 121 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 17:15 PM Peak Volume: 139 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Florida Development Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	2	1	2	2	9	6	16	2	4	4
30	2	1	2	0	2	2	4	6	7	5	5	4
45	2	1	1	1	0	1	3	11	6	6	3	15
00	5	0	1	0	0	1	2	13	2	5	6	6
Hr Total	15	8	6	2	4	6	18	36	31	18	18	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	3	12	17	14	18	21	16	12	10	3	2
30	5	12	9	9	17	21	19	16	13	7	6	5
45	11	7	11	24	11	18	20	20	9	11	14	5
00	12	11	11	12	15	18	27	14	13	7	2	0
Hr Total	38	33	43	62	57	75	87	66	47	35	25	12

24 Hour Total: 771
 AM Peak Hour begins: 7:30 AM Peak Volume: 47 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 18:00 PM Peak Volume: 87 PM Peak Hour Factor: 0.81

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	2	2	11	14	14	27	12	6	10
30	1	1	1	2	4	7	28	17	16	8	9	15
45	0	0	1	1	2	4	29	22	9	12	6	14
00	0	1	1	2	3	11	16	27	17	15	8	8
Hr Total	7	5	5	7	11	33	87	80	69	47	29	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	7	17	13	10	10	13	12	9	3	2	1
30	3	8	12	12	10	8	4	8	9	4	3	3
45	7	6	10	6	12	12	16	10	5	8	3	3
00	4	10	8	12	5	11	10	13	2	6	1	1
Hr Total	21	31	47	43	37	41	43	43	25	21	9	8

24 Hour Total: 796
 AM Peak Hour begins: 7:15 AM Peak Volume: 93 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 13:45 PM Peak Volume: 49 PM Peak Hour Factor: 0.72

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	4	3	4	13	23	20	43	14	10	14
30	3	2	3	2	6	9	32	23	23	13	14	19
45	2	1	2	2	2	5	32	33	15	18	9	29
00	5	1	2	2	3	12	18	40	19	20	14	14
Hr Total	22	13	11	9	15	39	105	116	100	65	47	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	10	29	30	24	28	34	28	21	13	5	3
30	8	20	21	21	27	29	23	24	22	11	9	8
45	18	13	21	30	23	30	36	30	14	19	17	8
00	16	21	19	24	20	29	37	27	15	13	3	1
Hr Total	59	64	90	105	94	116	130	109	72	56	34	20

24 Hour Total: 1,567
 AM Peak Hour begins: 7:15 AM Peak Volume: 139 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 18:00 PM Peak Volume: 130 PM Peak Hour Factor: 0.88

Volume Count Report

3-Day Average

Start Date: February 12, 2019 Start Time: 00:00
 Stop Date: February 14, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: Florida Development Rd east of US 27

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	1	2	1	2	7	7	13	4	6	4
30	2	1	1	0	1	2	4	5	7	6	5	5
45	3	2	1	2	0	1	3	9	3	5	5	9
00	2	0	2	0	1	1	3	9	5	7	7	7
Hr Total	12	6	5	3	3	5	17	31	28	21	22	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	6	11	12	18	19	25	18	11	8	7	4
30	8	11	10	11	14	17	19	16	13	10	6	6
45	6	8	10	19	18	23	21	14	9	9	10	3
00	8	7	11	14	22	21	21	11	10	6	4	1
Hr Total	31	32	42	55	72	80	86	59	43	33	27	14

24 Hour Total: 754
 AM Peak Hour begins: 7:30 AM Peak Volume: 39 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 17:30 PM Peak Volume: 87 PM Peak Hour Factor: 0.89

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	3	2	6	20	17	25	10	8	8
30	0	1	0	3	3	7	23	18	15	8	10	13
45	0	1	1	3	2	7	25	19	10	9	7	9
00	0	1	1	1	3	7	17	25	13	11	8	8
Hr Total	3	4	3	9	9	27	84	79	64	38	33	37

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	4	12	12	11	11	11	9	7	4	2	1
30	5	8	14	10	11	12	6	9	9	4	3	3
45	8	10	13	10	10	8	14	11	8	6	3	1
00	7	10	9	10	10	12	7	10	3	4	2	1
Hr Total	27	33	47	42	41	44	38	39	27	18	10	6

24 Hour Total: 764
 AM Peak Hour begins: 7:15 AM Peak Volume: 88 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 13:45 PM Peak Volume: 49 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	2	4	3	8	26	24	38	14	14	11
30	2	2	1	3	3	8	27	23	22	14	15	18
45	3	3	2	5	2	8	28	29	14	13	12	18
00	3	1	3	1	4	8	20	34	18	18	15	15
Hr Total	15	10	8	13	12	32	101	110	92	59	56	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	10	23	24	29	30	36	27	18	12	9	5
30	13	20	24	22	25	29	25	25	22	14	9	9
45	14	17	23	28	27	31	35	25	17	15	13	4
00	15	18	19	24	31	33	28	21	13	10	6	2
Hr Total	58	65	89	98	112	124	124	98	70	51	37	21

24 Hour Total: 1,518
 AM Peak Hour begins: 7:15 AM Peak Volume: 125 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:15 PM Peak Volume: 130 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Holly Hill Tank Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

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

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

24 Hour Total: 118
 AM Peak Hour begins: 11:00 AM Peak Volume: 13 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:00 PM Peak Volume: 20 PM Peak Hour Factor: 0.63

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	1	1	0	3	3
30	0	0	0	0	0	0	1	1	1	1	0	2
45	1	0	0	0	0	0	0	2	1	2	0	3
00	0	0	0	0	0	0	0	2	3	2	3	1
Hr Total	2	0	0	0	0	0	1	6	6	5	6	9

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

24 Hour Total: 82
 AM Peak Hour begins: 10:45 AM Peak Volume: 11 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:00 PM Peak Volume: 10 PM Peak Hour Factor: 0.63

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	0	0	0	2	3	2	4	4	6
30	1	0	0	0	0	0	1	1	2	2	3	6
45	1	1	0	0	0	0	1	4	2	2	1	5
00	0	0	0	0	0	0	0	2	4	3	4	5
Hr Total	6	1	0	0	0	0	4	10	10	11	12	22

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

24 Hour Total: 200
 AM Peak Hour begins: 11:00 AM Peak Volume: 22 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:00 PM Peak Volume: 30 PM Peak Hour Factor: 0.63

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Holly Hill Tank Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

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

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

24 Hour Total: 130
 AM Peak Hour begins: 11:30 AM Peak Volume: 14 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 16:30 PM Peak Volume: 19 PM Peak Hour Factor: 0.95

Westbound Volume

Wednesday, February 13, 2019

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	1	3
30	0	0	0	0	0	0	1	0	0	2	0	0
45	1	0	0	0	0	0	0	1	0	0	0	0
00	0	0	0	0	0	0	0	0	3	0	0	0
Hr Total	1	0	0	0	0	0	1	1	3	2	1	3

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

24 Hour Total: 66
 AM Peak Hour begins: 8:30 AM Peak Volume: 5 AM Peak Hour Factor: 0.42
 PM Peak Hour begins: 16:15 PM Peak Volume: 9 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Wednesday, February 13, 2019

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

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

24 Hour Total: 196
 AM Peak Hour begins: 11:45 AM Peak Volume: 19 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 26 PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Holly Hill Tank Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	0	0	1	0	1	2	4
30	0	0	0	0	2	0	0	0	0	0	3	1
45	0	0	0	0	0	0	1	3	2	0	6	2
00	0	1	0	0	0	1	0	1	2	2	0	9
Hr Total	3	1	0	0	2	1	1	5	4	3	11	16

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

24 Hour Total: 120
 AM Peak Hour begins: 11:00 AM Peak Volume: 16 AM Peak Hour Factor: 0.44
 PM Peak Hour begins: 14:00 PM Peak Volume: 12 PM Peak Hour Factor: 0.75

Westbound Volume

Thursday, February 14, 2019

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

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

24 Hour Total: 86
 AM Peak Hour begins: 9:45 AM Peak Volume: 13 AM Peak Hour Factor: 0.54
 PM Peak Hour begins: 19:15 PM Peak Volume: 9 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	0	0	1	2	1	6	5
30	0	0	0	0	2	0	1	0	1	1	4	2
45	0	0	0	0	0	0	1	4	3	1	12	4
00	1	1	0	0	0	1	0	1	4	4	2	10
Hr Total	4	1	0	0	2	1	2	6	10	7	24	21

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

24 Hour Total: 206
 AM Peak Hour begins: 9:45 AM Peak Volume: 26 AM Peak Hour Factor: 0.54
 PM Peak Hour begins: 19:30 PM Peak Volume: 19 PM Peak Hour Factor: 0.43

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Holly Hill Tank Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	1	1	1	3	2	3
30	1	0	0	0	1	0	0	0	0	1	2	3
45	0	0	0	0	1	0	1	2	1	0	3	2
00	0	0	0	0	0	0	0	0	1	1	1	6
Hr Total	3	1	0	0	2	0	2	4	4	5	9	14

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

24 Hour Total: 123
 AM Peak Hour begins: 11:00 AM Peak Volume: 14 AM Peak Hour Factor: 0.57
 PM Peak Hour begins: 15:00 PM Peak Volume: 13 PM Peak Hour Factor: 0.77

Westbound Volume

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	1	0	3	2
30	0	0	0	0	0	0	1	0	1	1	0	1
45	1	0	0	0	0	0	0	1	1	1	2	2
00	0	0	0	0	0	0	0	1	3	1	2	1
Hr Total	1	0	0	0	0	0	1	3	5	4	7	6

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

24 Hour Total: 78
 AM Peak Hour begins: 10:30 AM Peak Volume: 7 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 15:00 PM Peak Volume: 8 PM Peak Hour Factor: 0.72

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	1	2	2	3	4	5
30	1	0	0	0	1	0	1	1	1	2	3	4
45	1	0	0	0	1	0	1	4	2	1	5	4
00	0	0	0	0	0	0	0	1	4	2	3	7
Hr Total	4	1	0	0	2	0	3	7	9	8	15	19

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

24 Hour Total: 201
 AM Peak Hour begins: 11:15 AM Peak Volume: 20 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 15:00 PM Peak Volume: 21 PM Peak Hour Factor: 0.75

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Ridgewood Lakes Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	1	2	3	2	4	30	22	24	38
30	6	1	0	0	0	1	7	13	20	24	30	34
45	1	2	0	2	0	5	6	22	26	31	46	37
00	5	1	2	0	5	1	6	13	19	29	39	64
Hr Total	17	5	4	3	7	10	21	52	95	106	139	173

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	36	42	45	59	36	52	36	21	20	13	6
30	38	50	43	55	48	45	44	32	24	10	10	6
45	41	46	51	59	60	43	39	20	22	10	14	4
00	40	41	52	61	45	49	45	23	28	17	7	0
Hr Total	154	173	188	220	212	173	180	111	95	57	44	16

24 Hour Total: 2,255
 AM Peak Hour begins: 11:30 AM Peak Volume: 174 AM Peak Hour Factor: 0.68
 PM Peak Hour begins: 15:15 PM Peak Volume: 234 PM Peak Hour Factor: 0.96

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	3	0	2	15	27	34	55	53	49	48
30	7	1	1	2	1	7	18	48	46	50	50	49
45	2	2	0	1	3	16	28	62	53	55	56	63
00	1	2	0	1	6	19	44	46	44	55	54	62
Hr Total	10	6	4	4	12	57	117	190	198	213	209	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	63	54	54	55	42	24	16	11	8	11	5
30	38	44	36	47	49	50	18	16	13	6	2	1
45	49	60	50	37	49	43	24	9	10	12	4	1
00	68	43	63	67	48	51	18	11	16	6	3	1
Hr Total	216	210	203	205	201	186	84	52	50	32	20	8

24 Hour Total: 2,709
 AM Peak Hour begins: 11:15 AM Peak Volume: 235 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 12:45 PM Peak Volume: 235 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	5	1	4	18	29	38	85	75	73	86
30	13	2	1	2	1	8	25	61	66	74	80	83
45	3	4	0	3	3	21	34	84	79	86	102	100
00	6	3	2	1	11	20	50	59	63	84	93	126
Hr Total	27	11	8	7	19	67	138	242	293	319	348	395

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	99	96	99	114	78	76	52	32	28	24	11
30	76	94	79	102	97	95	62	48	37	16	12	7
45	90	106	101	96	109	86	63	29	32	22	18	5
00	108	84	115	128	93	100	63	34	44	23	10	1
Hr Total	370	383	391	425	413	359	264	163	145	89	64	24

24 Hour Total: 4,964
 AM Peak Hour begins: 11:15 AM Peak Volume: 405 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 15:45 PM Peak Volume: 448 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Ridgewood Lakes Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	3	0	1	4	16	17	32	32	38
30	1	6	0	1	1	2	3	18	13	38	24	41
45	6	1	0	0	5	0	9	16	30	33	29	45
00	3	0	0	0	5	0	10	18	24	34	37	42
Hr Total	12	8	1	4	11	3	26	68	84	137	122	166

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	37	39	62	54	45	31	40	28	21	14	7
30	38	45	37	52	54	43	41	28	27	18	10	6
45	40	50	52	53	43	44	35	23	24	14	5	7
00	31	40	54	55	45	41	43	33	21	11	9	1
Hr Total	153	172	182	222	196	173	150	124	100	64	38	21

24 Hour Total: 2,237

AM Peak Hour begins: 11:15

PM Peak Hour begins: 15:00

AM Peak Volume: 172

PM Peak Volume: 222

AM Peak Hour Factor: 0.96

PM Peak Hour Factor: 0.90

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	2	4	8	25	37	48	50	40	60
30	0	3	1	2	2	9	29	40	49	51	53	57
45	0	1	0	1	5	16	25	66	44	59	72	56
00	1	0	5	1	4	14	48	40	43	43	66	52
Hr Total	1	7	6	6	15	47	127	183	184	203	231	225

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	53	44	86	50	44	41	17	12	5	3	1
30	59	55	50	62	41	28	15	27	15	1	5	6
45	65	54	53	64	52	23	20	16	9	8	3	2
00	52	56	50	40	43	22	27	8	12	7	3	1
Hr Total	227	218	197	252	186	117	103	68	48	21	14	10

24 Hour Total: 2,696

AM Peak Hour begins: 10:30

PM Peak Hour begins: 14:45

AM Peak Volume: 255

PM Peak Volume: 262

AM Peak Hour Factor: 0.89

PM Peak Hour Factor: 0.76

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	1	5	4	9	29	53	65	82	72	98
30	1	9	1	3	3	11	32	58	62	89	77	98
45	6	2	0	1	10	16	34	82	74	92	101	101
00	4	0	5	1	9	14	58	58	67	77	103	94
Hr Total	13	15	7	10	26	50	153	251	268	340	353	391

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	90	83	148	104	89	72	57	40	26	17	8
30	97	100	87	114	95	71	56	55	42	19	15	12
45	105	104	105	117	95	67	55	39	33	22	8	9
00	83	96	104	95	88	63	70	41	33	18	12	2
Hr Total	380	390	379	474	382	290	253	192	148	85	52	31

24 Hour Total: 4,933

AM Peak Hour begins: 10:30

PM Peak Hour begins: 14:45

AM Peak Volume: 400

PM Peak Volume: 483

AM Peak Hour Factor: 0.97

PM Peak Hour Factor: 0.82

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Ridgewood Lakes Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	3	0	1	7	11	26	32	38	34
30	3	5	2	1	0	2	3	12	16	37	32	39
45	2	1	0	0	2	0	4	14	34	22	35	38
00	4	1	1	1	5	2	13	22	32	31	34	33
Hr Total	11	7	4	5	7	5	27	59	108	122	139	144

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	45	50	46	58	46	53	37	23	19	11	6
30	38	61	46	41	45	44	41	30	32	19	15	10
45	49	30	60	61	41	53	41	31	19	17	9	5
00	47	42	48	48	45	55	35	26	17	14	10	1
Hr Total	170	178	204	196	189	198	170	124	91	69	45	22

24 Hour Total: 2,294
 AM Peak Hour begins: 11:15 AM Peak Volume: 146 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 15:30 PM Peak Volume: 212 PM Peak Hour Factor: 0.87

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	2	3	2	8	26	39	58	58	56	53
30	1	0	5	1	1	15	30	46	51	64	56	59
45	2	0	1	2	0	13	35	50	50	45	51	44
00	0	0	0	3	8	11	55	63	42	45	50	53
Hr Total	5	4	8	9	11	47	146	198	201	212	213	209

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	54	59	38	45	53	29	14	14	3	3	3
30	57	69	46	57	45	37	30	19	5	7	5	2
45	53	58	47	40	45	40	25	13	11	2	6	2
00	46	47	41	42	32	37	19	10	8	4	0	3
Hr Total	225	228	193	177	167	167	103	56	38	16	14	10

24 Hour Total: 2,657
 AM Peak Hour begins: 11:15 AM Peak Volume: 225 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 13:15 PM Peak Volume: 233 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	3	6	2	9	33	50	84	90	94	87
30	4	5	7	2	1	17	33	58	67	101	88	98
45	4	1	1	2	2	13	39	64	84	67	86	82
00	4	1	1	4	13	13	68	85	74	76	84	86
Hr Total	16	11	12	14	18	52	173	257	309	334	352	353

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	99	109	84	103	99	82	51	37	22	14	9
30	95	130	92	98	90	81	71	49	37	26	20	12
45	102	88	107	101	86	93	66	44	30	19	15	7
00	93	89	89	90	77	92	54	36	25	18	10	4
Hr Total	395	406	397	373	356	365	273	180	129	85	59	32

24 Hour Total: 4,951
 AM Peak Hour begins: 11:45 AM Peak Volume: 388 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:30 PM Peak Volume: 424 PM Peak Hour Factor: 0.82

Volume Count Report

3-Day Average

Start Date: January 8, 2019 Start Time: 00:00
 Stop Date: January 10, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: Ridgewood Lakes Blvd east of US 27

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	2	1	2	4	10	24	29	31	37
30	3	4	1	1	0	2	4	14	16	33	29	38
45	3	1	0	1	2	2	6	17	30	29	37	40
00	4	1	1	0	5	1	10	18	25	31	37	46
Hr Total	13	7	3	4	8	6	25	60	96	122	133	161

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	39	44	51	57	42	45	38	24	20	13	6
30	38	52	42	49	49	44	42	30	28	16	12	7
45	43	42	54	58	48	47	38	25	22	14	9	5
00	39	41	51	55	45	48	41	27	22	14	9	1
Hr Total	159	174	191	213	199	181	167	120	95	63	42	20

24 Hour Total: 2,262
 AM Peak Hour begins: 11:15 AM Peak Volume: 163 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:15 PM Peak Volume: 219 PM Peak Hour Factor: 0.95

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	2	2	3	10	26	37	54	54	48	54
30	3	1	2	2	1	10	26	45	49	55	53	55
45	1	1	0	1	3	15	29	59	49	53	60	54
00	1	1	2	2	6	15	49	50	43	48	57	56
Hr Total	5	6	6	6	13	50	130	190	194	209	218	219

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	57	52	59	50	46	31	16	12	5	6	3
30	51	56	44	55	45	38	21	21	11	5	4	3
45	56	57	50	47	49	35	23	13	10	7	4	2
00	55	49	51	50	41	37	21	10	12	6	2	2
Hr Total	223	219	198	211	185	157	97	59	45	23	16	9

24 Hour Total: 2,687
 AM Peak Hour begins: 11:15 AM Peak Volume: 225 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 12:45 PM Peak Volume: 225 PM Peak Hour Factor: 0.98

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	4	3	12	30	47	78	82	80	90
30	6	5	3	2	2	12	30	59	65	88	82	93
45	4	2	0	2	5	17	36	77	79	82	96	94
00	5	1	3	2	11	16	59	67	68	79	93	102
Hr Total	19	12	9	10	21	56	155	250	290	331	351	380

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	96	96	110	107	89	77	53	36	25	18	9
30	89	108	86	105	94	82	63	51	39	20	16	10
45	99	99	104	105	97	82	61	37	32	21	14	7
00	95	90	103	104	86	85	62	37	34	20	11	2
Hr Total	382	393	389	424	384	338	263	178	141	86	58	29

24 Hour Total: 4,949
 AM Peak Hour begins: 11:45 AM Peak Volume: 389 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:00 PM Peak Volume: 424 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Holly Hill Grove Rd 2 west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	1	0	7	6	5	4	11	4
30	0	0	0	0	1	4	8	4	4	6	3	5
45	1	0	0	4	4	3	5	5	4	6	7	4
00	2	0	0	0	2	2	6	3	7	8	7	3
Hr Total	4	0	0	5	8	9	26	18	20	24	28	16

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

24 Hour Total: 336
 AM Peak Hour begins: 9:15 AM Peak Volume: 31 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 14:30 PM Peak Volume: 25 PM Peak Hour Factor: 0.78

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	0	1	1	5	6	2	7	3
30	3	0	1	0	0	1	1	4	8	6	3	5
45	1	1	1	1	1	0	2	3	8	5	5	2
00	2	0	2	0	0	1	2	3	3	5	3	6
Hr Total	7	3	4	1	1	3	6	15	25	18	18	16

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	7	1	5	9	3	6	7	6	3	4	2
30	2	5	9	7	7	8	12	2	8	4	0	4
45	6	6	7	8	5	8	5	6	5	7	4	4
00	4	8	6	9	11	2	8	14	5	4	4	6
Hr Total	17	26	23	29	32	21	31	29	24	18	12	16

24 Hour Total: 395
 AM Peak Hour begins: 7:45 AM Peak Volume: 25 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 19:30 PM Peak Volume: 34 PM Peak Hour Factor: 0.61

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	1	1	1	8	11	11	6	18	7
30	3	0	1	0	1	5	9	8	12	12	6	10
45	2	1	1	5	5	3	7	8	12	11	12	6
00	4	0	2	0	2	3	8	6	10	13	10	9
Hr Total	11	3	4	6	9	12	32	33	45	42	46	32

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	12	6	11	13	7	12	9	8	5	6	6
30	7	14	13	15	12	9	15	5	13	7	1	7
45	13	10	10	9	11	13	6	7	9	10	5	7
00	7	13	14	16	14	9	9	16	8	4	7	7
Hr Total	36	49	43	51	50	38	42	37	38	26	19	27

24 Hour Total: 731
 AM Peak Hour begins: 9:15 AM Peak Volume: 54 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 15:15 PM Peak Volume: 53 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Holly Hill Grove Rd 2 west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	1	2	5	4	11	7	6	5
30	0	0	0	0	1	2	3	12	2	2	3	9
45	1	0	0	3	2	1	12	6	3	5	2	3
00	0	1	0	0	1	5	6	5	6	3	6	7
Hr Total	2	3	0	3	5	10	26	27	22	17	17	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	7	6	1	3	2	3	4	2	3	0	1
30	8	5	3	1	6	4	3	1	2	2	1	4
45	5	3	6	7	1	3	4	2	4	7	0	0
00	3	5	6	5	3	8	4	3	1	1	0	0
Hr Total	24	20	21	14	13	17	14	10	9	13	1	5

24 Hour Total: 317
 AM Peak Hour begins: 6:30 AM Peak Volume: 34 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 12:00 PM Peak Volume: 24 PM Peak Hour Factor: 0.75

Westbound Volume

Wednesday, February 13, 2019

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	2	7	5	8	9	9	7	9	6	4	5
30	3	3	5	5	7	3	7	6	7	5	5	5
45	7	6	8	8	6	9	12	9	3	3	2	3
00	8	4	5	7	4	7	9	9	10	3	3	5
Hr Total	26	15	25	25	25	28	37	31	29	17	14	18

24 Hour Total: 403
 AM Peak Hour begins: 11:15 AM Peak Volume: 28 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 18:00 PM Peak Volume: 37 PM Peak Hour Factor: 0.77

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	0	1	1	3	5	9	15	10	12	7
30	1	0	0	0	1	3	5	15	6	4	8	16
45	1	1	0	3	3	2	16	13	12	12	3	7
00	1	2	1	0	3	6	9	9	7	7	8	16
Hr Total	5	6	1	4	8	14	35	46	40	33	31	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	9	13	6	11	11	12	11	11	9	4	6
30	11	8	8	6	13	7	10	7	9	7	6	9
45	12	9	14	15	7	12	16	11	7	10	2	3
00	11	9	11	12	7	15	13	12	11	4	3	5
Hr Total	50	35	46	39	38	45	51	41	38	30	15	23

24 Hour Total: 720
 AM Peak Hour begins: 11:15 AM Peak Volume: 55 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:45 PM Peak Volume: 53 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Holly Hill Grove Rd 2 west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	1	4	11	2	6	1	5
30	0	0	0	0	4	4	6	3	2	2	9	7
45	1	0	1	1	3	3	7	8	5	9	4	6
00	0	1	0	0	1	2	8	3	7	3	3	7
Hr Total	1	1	1	1	9	10	25	25	16	20	17	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	3	3	5	8	2	3	3	2	2	2	1
30	6	5	1	5	1	4	7	6	1	2	4	2
45	3	2	1	9	6	7	3	8	3	1	1	0
00	6	6	6	7	6	4	3	3	2	1	1	1
Hr Total	22	16	11	26	21	17	16	20	8	6	8	4

24 Hour Total: 326
 AM Peak Hour begins: 6:15 AM Peak Volume: 32 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 15:15 PM Peak Volume: 29 PM Peak Hour Factor: 0.81

Westbound Volume

Thursday, February 14, 2019

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	2	10	4	7	8	10	9	4	8	1
30	4	3	9	8	7	7	6	5	4	3	4	1
45	8	5	6	8	8	10	11	6	3	1	6	0
00	4	6	1	5	4	10	6	10	2	8	6	4
Hr Total	21	20	18	31	23	34	31	31	18	16	24	6

24 Hour Total: 401
 AM Peak Hour begins: 11:15 AM Peak Volume: 23 AM Peak Hour Factor: 0.52
 PM Peak Hour begins: 17:15 PM Peak Volume: 35 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	0	2	1	5	18	8	11	5	9
30	1	1	0	0	4	4	8	6	8	7	16	18
45	1	2	1	1	4	4	8	11	10	13	7	11
00	2	2	2	1	1	4	17	6	12	8	5	9
Hr Total	7	7	3	2	11	13	38	41	38	39	33	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	9	5	15	12	9	11	13	11	6	10	2
30	10	8	10	13	8	11	13	11	5	5	8	3
45	11	7	7	17	14	17	14	14	6	2	7	0
00	10	12	7	12	10	14	9	13	4	9	7	5
Hr Total	43	36	29	57	44	51	47	51	26	22	32	10

24 Hour Total: 727
 AM Peak Hour begins: 6:45 AM Peak Volume: 52 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 15:00 PM Peak Volume: 57 PM Peak Hour Factor: 0.84

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Holly Hill Grove Rd 2 west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	1	5	7	6	6	6	5
30	0	0	0	0	2	3	6	6	3	3	5	7
45	1	0	0	3	3	2	8	6	4	7	4	4
00	1	1	0	0	1	3	7	4	7	5	5	6
Hr Total	2	1	0	3	7	10	26	23	19	20	21	22

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

24 Hour Total: 326
 AM Peak Hour begins: 6:30 AM Peak Volume: 28 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:15 PM Peak Volume: 22 PM Peak Hour Factor: 0.86

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	1	1	6	5	3	6	3
30	2	0	0	0	0	1	2	3	6	4	5	8
45	0	1	0	0	1	1	2	4	7	5	3	4
00	2	1	2	0	1	1	5	3	3	5	2	6
Hr Total	5	4	2	1	2	3	9	17	22	18	16	20

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	5	3	7	7	6	8	8	8	4	5	3
30	3	4	8	7	7	6	8	4	6	4	3	3
45	7	6	7	8	6	9	9	7	4	4	4	2
00	5	6	4	7	6	6	8	11	6	5	4	5
Hr Total	21	20	22	28	27	28	33	30	24	17	17	13

24 Hour Total: 400
 AM Peak Hour begins: 11:15 AM Peak Volume: 23 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 18:15 PM Peak Volume: 33 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	1	1	2	6	13	11	9	12	8
30	2	0	0	0	2	4	7	10	9	8	10	15
45	1	1	1	3	4	3	10	11	11	12	7	8
00	2	1	2	0	2	4	11	7	10	9	8	11
Hr Total	8	5	3	4	9	13	35	40	41	38	37	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	10	8	11	12	9	12	11	10	7	7	5
30	9	10	10	11	11	9	13	8	9	6	5	6
45	12	9	10	14	11	14	12	11	7	7	5	3
00	9	11	11	13	10	13	10	14	8	6	6	6
Hr Total	43	40	39	49	44	45	47	43	34	26	22	20

24 Hour Total: 726
 AM Peak Hour begins: 11:15 AM Peak Volume: 46 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:30 PM Peak Volume: 51 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Cottonwood Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	0	1	0	3	4	10	23	17	6	16
30	8	1	1	0	1	4	5	7	11	8	15	24
45	9	1	3	1	2	2	8	13	12	10	11	12
00	6	1	0	1	2	5	11	17	8	17	14	19
Hr Total	34	7	4	3	5	14	28	47	54	52	46	71

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	19	16	22	37	38	27	26	17	26	5	5
30	20	14	18	27	47	44	23	22	10	19	14	5
45	25	26	34	28	32	24	30	24	27	11	8	8
00	13	25	17	31	27	31	32	16	19	13	10	12
Hr Total	78	84	85	108	143	137	112	88	73	69	37	30

24 Hour Total: 1,409
 AM Peak Hour begins: 11:15 AM Peak Volume: 75 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 15:45 PM Peak Volume: 147 PM Peak Hour Factor: 0.78

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	0	2	9	21	30	20	19	15	14
30	5	2	2	0	1	8	18	34	23	12	10	14
45	2	1	2	1	6	11	22	35	23	17	12	14
00	0	0	2	2	2	17	18	21	11	11	16	13
Hr Total	10	4	7	3	11	45	79	120	77	59	53	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	13	12	17	13	13	13	15	7	8	5	4
30	16	19	8	11	24	19	12	7	6	4	6	3
45	15	22	15	19	20	19	11	12	6	11	1	4
00	14	16	18	25	18	13	13	9	11	4	3	1
Hr Total	69	70	53	72	75	64	49	43	30	27	15	12

24 Hour Total: 1,102
 AM Peak Hour begins: 7:00 AM Peak Volume: 120 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 15:45 PM Peak Volume: 82 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	1	1	2	12	25	40	43	36	21	30
30	13	3	3	0	2	12	23	41	34	20	25	38
45	11	2	5	2	8	13	30	48	35	27	23	26
00	6	1	2	3	4	22	29	38	19	28	30	32
Hr Total	44	11	11	6	16	59	107	167	131	111	99	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	32	28	39	50	51	40	41	24	34	10	9
30	36	33	26	38	71	63	35	29	16	23	20	8
45	40	48	49	47	52	43	41	36	33	22	9	12
00	27	41	35	56	45	44	45	25	30	17	13	13
Hr Total	147	154	138	180	218	201	161	131	103	96	52	42

24 Hour Total: 2,511
 AM Peak Hour begins: 7:15 AM Peak Volume: 170 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:45 PM Peak Volume: 229 PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Cottonwood Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	2	1	0	4	5	6	17	19	8	12
30	7	1	4	0	1	1	7	11	11	10	15	15
45	4	3	3	1	2	2	7	10	9	15	11	17
00	3	2	1	3	0	3	11	11	10	7	13	16
Hr Total	22	8	10	5	3	10	30	38	47	51	47	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	21	20	30	30	27	32	30	25	16	8	9
30	25	20	32	36	28	42	35	30	24	19	8	6
45	21	19	33	29	26	40	26	19	29	14	7	8
00	12	22	26	30	36	35	29	32	20	7	11	9
Hr Total	75	82	111	125	120	144	122	111	98	56	34	32

24 Hour Total: 1,441
 AM Peak Hour begins: 11:30 AM Peak Volume: 75 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 17:15 PM Peak Volume: 149 PM Peak Hour Factor: 0.89

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	1	8	21	19	23	16	11	12
30	1	1	2	0	5	13	18	25	11	16	11	20
45	2	1	0	2	7	10	23	34	8	17	5	14
00	1	2	0	1	2	12	33	19	12	15	8	20
Hr Total	8	5	2	3	15	43	95	97	54	64	35	66

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	19	15	17	25	14	21	13	10	11	2	2
30	23	15	20	20	22	23	13	12	11	6	2	1
45	18	13	20	27	11	21	18	13	12	5	7	0
00	18	23	22	17	25	20	15	15	12	7	3	1
Hr Total	74	70	77	81	83	78	67	53	45	29	14	4

24 Hour Total: 1,162
 AM Peak Hour begins: 6:45 AM Peak Volume: 111 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 15:30 PM Peak Volume: 91 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	3	2	1	1	12	26	25	40	35	19	24
30	8	2	6	0	6	14	25	36	22	26	26	35
45	6	4	3	3	9	12	30	44	17	32	16	31
00	4	4	1	4	2	15	44	30	22	22	21	36
Hr Total	30	13	12	8	18	53	125	135	101	115	82	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	40	35	47	55	41	53	43	35	27	10	11
30	48	35	52	56	50	65	48	42	35	25	10	7
45	39	32	53	56	37	61	44	32	41	19	14	8
00	30	45	48	47	61	55	44	47	32	14	14	10
Hr Total	149	152	188	206	203	222	189	164	143	85	48	36

24 Hour Total: 2,603
 AM Peak Hour begins: 11:45 AM Peak Volume: 155 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:15 PM Peak Volume: 234 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Cottonwood Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	0	2	2	5	10	9	14	13	19
30	4	5	1	0	1	3	8	8	24	10	14	14
45	3	4	2	2	4	5	9	12	12	11	13	25
00	1	0	3	0	1	5	9	9	10	15	12	18
Hr Total	15	12	7	2	8	15	31	39	55	50	52	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	24	11	30	35	40	26	30	32	10	10	10
30	35	17	31	35	45	39	26	30	24	20	14	9
45	21	19	28	30	28	38	35	26	20	20	10	7
00	12	26	32	25	33	33	24	28	19	14	15	7
Hr Total	91	86	102	120	141	150	111	114	95	64	49	33

24 Hour Total: 1,518
 AM Peak Hour begins: 11:30 AM Peak Volume: 101 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 16:45 PM Peak Volume: 150 PM Peak Hour Factor: 0.94

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	1	1	12	19	27	21	9	9	16
30	0	1	0	2	4	8	14	25	13	8	14	20
45	2	1	0	1	5	15	27	35	15	15	17	18
00	0	2	1	0	5	14	18	23	16	9	19	19
Hr Total	5	6	1	4	15	49	78	110	65	41	59	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	14	17	25	15	26	22	13	16	2	11	3
30	23	25	22	21	19	25	12	10	6	5	4	4
45	20	20	15	28	20	25	17	18	5	7	4	2
00	24	15	22	18	22	23	16	16	12	19	3	3
Hr Total	83	74	76	92	76	99	67	57	39	33	22	12

24 Hour Total: 1,236
 AM Peak Hour begins: 7:00 AM Peak Volume: 110 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:00 PM Peak Volume: 99 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	1	1	3	14	24	37	30	23	22	35
30	4	6	1	2	5	11	22	33	37	18	28	34
45	5	5	2	3	9	20	36	47	27	26	30	43
00	1	2	4	0	6	19	27	32	26	24	31	37
Hr Total	20	18	8	6	23	64	109	149	120	91	111	149

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	38	28	55	50	66	48	43	48	12	21	13
30	58	42	53	56	64	64	38	40	30	25	18	13
45	41	39	43	58	48	63	52	44	25	27	14	9
00	36	41	54	43	55	56	40	44	31	33	18	10
Hr Total	174	160	178	212	217	249	178	171	134	97	71	45

24 Hour Total: 2,754
 AM Peak Hour begins: 11:30 AM Peak Volume: 177 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 17:00 PM Peak Volume: 249 PM Peak Hour Factor: 0.94

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Cottonwood Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	1	1	1	3	5	9	16	17	9	16
30	6	2	2	0	1	3	7	9	15	9	15	18
45	5	3	3	1	3	3	8	12	11	12	12	18
00	3	1	1	1	1	4	10	12	9	13	13	18
Hr Total	24	9	7	3	5	13	30	41	52	51	48	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	21	16	27	34	35	28	29	25	17	8	8
30	27	17	27	33	40	42	28	27	19	19	12	7
45	22	21	32	29	29	34	30	23	25	15	8	8
00	12	24	25	29	32	33	28	25	19	11	12	9
Hr Total	81	84	99	118	135	144	115	104	89	63	40	32

24 Hour Total: 1,456
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 17:00

AM Peak Volume: 82
 PM Peak Volume: 144
 AM Peak Hour Factor: 0.77
 PM Peak Hour Factor: 0.86

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	0	1	10	20	25	21	15	12	14
30	2	1	1	1	3	10	17	28	16	12	12	18
45	2	1	1	1	6	12	24	35	15	16	11	15
00	0	1	1	1	3	14	23	21	13	12	14	17
Hr Total	8	5	3	3	14	46	84	109	65	55	49	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	15	15	20	18	18	19	14	11	7	6	3
30	21	20	17	17	22	22	12	10	8	5	4	3
45	18	18	17	25	17	22	15	14	8	8	4	2
00	19	18	21	20	22	19	15	13	12	10	3	2
Hr Total	75	71	69	82	78	80	61	51	38	30	17	9

24 Hour Total: 1,167
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 15:30

AM Peak Volume: 111
 PM Peak Volume: 84
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	1	1	2	13	25	34	38	31	21	30
30	8	4	3	1	4	12	23	37	31	21	26	36
45	7	4	3	3	9	15	32	46	26	28	23	33
00	4	2	2	2	4	19	33	33	22	25	27	35
Hr Total	31	14	10	7	19	59	114	150	117	106	97	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	37	30	47	52	53	47	42	36	24	14	11
30	47	37	44	50	62	64	40	37	27	24	16	9
45	40	40	48	54	46	56	46	37	33	23	12	10
00	31	42	46	49	54	52	43	39	31	21	15	11
Hr Total	157	155	168	199	213	224	176	155	127	93	57	41

24 Hour Total: 2,623
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:45

AM Peak Volume: 161
 PM Peak Volume: 226
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.88

Volume Count Report

```

*****
Data File       : D0223009.PRN
Station        : 000002231610
Identification  : 000065320003      Interval      : 15 minutes
Start date     : Feb 23, 16          Start time    : 15:00
Stop date      : Feb 24, 16          Stop time     : 15:00
City/Town      : Davenport           County        : Polk
Location       : US 27 south of Minute Maid Ramp Road 2/Citrus Ridge Drive
*****
  
```

Feb 23/Feb 24

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	38	32	46	102	171	450	654	550	422	478	432
30	49	33	45	74	158	279	493	642	497	505	442	487
45	61	41	52	62	143	314	569	618	545	469	449	482
00	46	42	64	110	189	404	555	681	484	482	430	555
Hr Total	219	154	193	292	592	1168	2067	2595	2076	1878	1799	1956

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	646	631	645	537	536	496	425	326	228	171	148	93
30	918	589	694	545	524	488	397	269	241	173	127	80
45	782	646	572	516	533	511	453	266	213	189	127	71
00	557	636	515	496	481	386	335	259	177	140	96	59
Hr Total	2903	2502	2426	2094	2074	1881	1610	1120	859	673	498	303

24 Hour Total : 33932

AM peak hour begins : 11:30 AM peak volume : 2601 Peak hour factor : 0.71

PM peak hour begins : 12:00 PM peak volume : 2903 Peak hour factor : 0.79

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Citrus Ridge Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	7	4	2	2	3	6	16	22	17	18	37
30	7	2	3	2	0	6	5	11	20	21	17	31
45	3	4	2	6	0	1	5	18	21	12	21	27
00	10	4	2	1	1	2	7	14	21	23	22	31
Hr Total	36	17	11	11	3	12	23	59	84	73	78	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	22	33	44	44	53	34	39	29	24	22	15
30	20	26	41	56	48	43	48	31	18	27	16	12
45	29	33	34	48	35	42	35	34	28	16	14	10
00	27	32	42	36	49	50	38	26	24	25	19	6
Hr Total	107	113	150	184	176	188	155	130	99	92	71	43

24 Hour Total: 2,041
 AM Peak Hour begins: 11:00 AM Peak Volume: 126 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 14:45 PM Peak Volume: 190 PM Peak Hour Factor: 0.85

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	6	3	12	34	53	39	37	27	28
30	2	4	0	4	9	15	46	65	49	34	45	36
45	0	3	2	6	5	22	35	49	27	44	32	38
00	2	2	2	3	9	31	34	50	38	32	24	33
Hr Total	4	9	5	19	26	80	149	217	153	147	128	135

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	27	28	29	29	31	24	17	13	9	11	6
30	29	24	50	28	35	27	25	20	14	9	2	2
45	31	34	31	30	33	27	31	16	12	5	7	4
00	48	50	42	37	26	25	23	15	7	9	7	4
Hr Total	149	135	151	124	123	110	103	68	46	32	27	16

24 Hour Total: 2,156
 AM Peak Hour begins: 7:00 AM Peak Volume: 217 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 13:30 PM Peak Volume: 162 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	7	5	8	5	15	40	69	61	54	45	65
30	9	6	3	6	9	21	51	76	69	55	62	67
45	3	7	4	12	5	23	40	67	48	56	53	65
00	12	6	4	4	10	33	41	64	59	55	46	64
Hr Total	40	26	16	30	29	92	172	276	237	220	206	261

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	49	61	73	73	84	58	56	42	33	33	21
30	49	50	91	84	83	70	73	51	32	36	18	14
45	60	67	65	78	68	69	66	50	40	21	21	14
00	75	82	84	73	75	75	61	41	31	34	26	10
Hr Total	256	248	301	308	299	298	258	198	145	124	98	59

24 Hour Total: 4,197
 AM Peak Hour begins: 7:00 AM Peak Volume: 276 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 14:45 PM Peak Volume: 319 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Citrus Ridge Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	4	2	2	5	5	7	19	11	16	24
30	6	4	2	5	2	1	1	10	18	24	19	22
45	5	2	2	0	4	3	7	15	21	16	25	33
00	8	2	3	3	1	2	10	19	11	20	23	28
Hr Total	25	12	11	10	9	11	23	51	69	71	83	107

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	28	29	48	46	41	36	45	24	26	25	11
30	27	39	39	40	40	40	38	29	30	23	13	15
45	22	30	28	56	60	46	45	33	20	25	8	9
00	21	37	37	44	63	58	31	25	19	22	18	10
Hr Total	93	134	133	188	209	185	150	132	93	96	64	45

24 Hour Total: 2,004
 AM Peak Hour begins: 11:30 AM Peak Volume: 111 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 16:00 PM Peak Volume: 209 PM Peak Hour Factor: 0.83

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	4	3	15	26	45	43	27	33	39
30	3	3	1	1	8	17	39	61	48	28	32	27
45	2	6	2	8	8	22	57	59	40	30	28	30
00	3	0	2	3	9	19	36	39	29	28	41	24
Hr Total	13	9	6	16	28	73	158	204	160	113	134	120

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	44	40	28	21	26	20	17	15	27	7	7
30	26	31	33	36	34	29	22	18	10	7	4	8
45	40	30	27	30	22	31	35	19	11	13	9	6
00	41	40	28	32	27	29	23	8	25	9	4	2
Hr Total	135	145	128	126	104	115	100	62	61	56	24	23

24 Hour Total: 2,113
 AM Peak Hour begins: 7:00 AM Peak Volume: 204 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 12:30 PM Peak Volume: 156 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	5	6	5	20	31	52	62	38	49	63
30	9	7	3	6	10	18	40	71	66	52	51	49
45	7	8	4	8	12	25	64	74	61	46	53	63
00	11	2	5	6	10	21	46	58	40	48	64	52
Hr Total	38	21	17	26	37	84	181	255	229	184	217	227

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	72	69	76	67	67	56	62	39	53	32	18
30	53	70	72	76	74	69	60	47	40	30	17	23
45	62	60	55	86	82	77	80	52	31	38	17	15
00	62	77	65	76	90	87	54	33	44	31	22	12
Hr Total	228	279	261	314	313	300	250	194	154	152	88	68

24 Hour Total: 4,117
 AM Peak Hour begins: 7:15 AM Peak Volume: 265 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:00 PM Peak Volume: 314 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Citrus Ridge Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	3	2	2	1	5	12	17	15	14	23
30	11	7	3	4	2	5	5	11	17	30	18	35
45	12	3	3	2	1	2	7	17	17	17	20	31
00	5	2	2	3	4	3	10	21	26	21	21	39
Hr Total	35	17	11	11	9	11	27	61	77	83	73	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	28	26	45	31	45	46	38	29	20	25	15
30	31	30	33	39	64	39	28	27	27	22	11	17
45	45	35	34	52	44	52	52	35	23	26	13	8
00	27	29	43	60	53	41	36	39	21	19	12	10
Hr Total	130	122	136	196	192	177	162	139	100	87	61	50

24 Hour Total: 2,095
 AM Peak Hour begins: 11:15 AM Peak Volume: 132 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:30 PM Peak Volume: 207 PM Peak Hour Factor: 0.81

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	4	4	13	40	56	45	35	42	38
30	0	2	2	3	8	17	45	52	42	31	35	27
45	5	7	2	5	10	26	47	55	30	31	29	30
00	2	1	5	10	12	18	23	50	28	32	36	41
Hr Total	9	12	9	22	34	74	155	213	145	129	142	136

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	41	27	39	50	44	33	16	11	10	12	7
30	32	34	28	22	34	35	30	23	15	10	7	5
45	27	38	25	46	30	23	23	18	11	13	2	2
00	37	36	36	50	34	34	15	14	8	9	4	3
Hr Total	139	149	116	157	148	136	101	71	45	42	25	17

24 Hour Total: 2,226
 AM Peak Hour begins: 7:00 AM Peak Volume: 213 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:30 PM Peak Volume: 180 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	7	3	6	6	14	45	68	62	50	56	61
30	11	9	5	7	10	22	50	63	59	61	53	62
45	17	10	5	7	11	28	54	72	47	48	49	61
00	7	3	7	13	16	21	33	71	54	53	57	80
Hr Total	44	29	20	33	43	85	182	274	222	212	215	264

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	69	53	84	81	89	79	54	40	30	37	22
30	63	64	61	61	98	74	58	50	42	32	18	22
45	72	73	59	98	74	75	75	53	34	39	15	10
00	64	65	79	110	87	75	51	53	29	28	16	13
Hr Total	269	271	252	353	340	313	263	210	145	129	86	67

24 Hour Total: 4,321
 AM Peak Hour begins: 11:45 AM Peak Volume: 285 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:30 PM Peak Volume: 387 PM Peak Hour Factor: 0.88

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Citrus Ridge Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	4	2	2	3	5	12	19	14	16	28
30	8	4	3	4	1	4	4	11	18	25	18	29
45	7	3	2	3	2	2	6	17	20	15	22	30
00	8	3	2	2	2	2	9	18	19	21	22	33
Hr Total	32	15	11	11	7	11	24	57	77	76	78	120

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	26	29	46	40	46	39	41	27	23	24	14
30	26	32	38	45	51	41	38	29	25	24	13	15
45	32	33	32	52	46	47	44	34	24	22	12	9
00	25	33	41	47	55	50	35	30	21	22	16	9
Hr Total	110	123	140	189	192	183	156	134	97	92	65	46

24 Hour Total: 2,047
 AM Peak Hour begins: 11:00
 PM Peak Hour begins: 16:15

AM Peak Volume: 120
 PM Peak Volume: 198
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.90

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	5	3	13	33	51	42	33	34	35
30	2	3	1	3	8	16	43	59	46	31	37	30
45	2	5	2	6	8	23	46	54	32	35	30	33
00	2	1	3	5	10	23	31	46	32	31	34	33
Hr Total	9	10	7	19	29	76	154	211	153	130	135	130

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	37	32	32	33	34	26	17	13	15	10	7
30	29	30	37	29	34	30	26	20	13	9	4	5
45	33	34	28	35	28	27	30	18	11	10	6	4
00	42	42	35	40	29	29	20	12	13	9	5	3
Hr Total	141	143	132	136	125	120	101	67	51	43	25	19

24 Hour Total: 2,165
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 13:30

AM Peak Volume: 211
 PM Peak Volume: 145
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	4	7	5	16	39	63	62	47	50	63
30	10	7	4	6	10	20	47	70	65	56	55	59
45	9	8	4	9	9	25	53	71	52	50	52	63
00	10	4	5	8	12	25	40	64	51	52	56	65
Hr Total	41	25	18	30	36	87	178	268	229	205	213	251

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	63	61	78	74	80	64	57	40	39	34	20
30	55	61	75	74	85	71	64	49	38	33	18	20
45	65	67	60	87	75	74	74	52	35	33	18	13
00	67	75	76	86	84	79	55	42	35	31	21	12
Hr Total	251	266	271	325	317	304	257	201	148	135	91	65

24 Hour Total: 4,212
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 15:30

AM Peak Volume: 268
 PM Peak Volume: 332
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Minute Maid Ramp Rd 2 west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	2	2	10	22	41	24	20	15	30
30	1	0	1	1	5	8	32	37	35	21	28	25
45	4	1	0	6	5	11	16	33	29	30	28	31
00	2	0	0	3	2	7	39	30	32	32	25	31
Hr Total	12	1	2	12	14	36	109	141	120	103	96	117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	27	26	30	26	32	34	17	15	11	5	2
30	26	29	19	25	27	29	29	13	9	6	6	4
45	22	32	38	31	32	27	19	12	14	6	5	3
00	32	39	31	32	28	47	20	14	10	6	7	3
Hr Total	109	127	114	118	113	135	102	56	48	29	23	12

24 Hour Total: 1,749
 AM Peak Hour begins: 6:45 AM Peak Volume: 150 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:15 PM Peak Volume: 137 PM Peak Hour Factor: 0.73

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	0	0	0	1	2	10	15	14	14	16
30	6	2	2	1	1	1	1	15	20	14	18	22
45	4	4	0	2	2	1	6	12	20	24	24	23
00	5	3	3	1	1	3	6	17	22	7	17	17
Hr Total	20	13	5	4	4	6	15	54	77	59	73	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	18	26	24	24	33	43	24	19	12	7	2
30	18	13	31	23	21	29	32	23	14	13	4	4
45	22	15	25	37	30	27	18	14	14	13	7	4
00	23	21	27	32	36	20	27	20	16	6	9	4
Hr Total	80	67	109	116	111	109	120	81	63	44	27	14

24 Hour Total: 1,349
 AM Peak Hour begins: 10:30 AM Peak Volume: 79 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 16:30 PM Peak Volume: 128 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	1	2	2	11	24	51	39	34	29	46
30	7	2	3	2	6	9	33	52	55	35	46	47
45	8	5	0	8	7	12	22	45	49	54	52	54
00	7	3	3	4	3	10	45	47	54	39	42	48
Hr Total	32	14	7	16	18	42	124	195	197	162	169	195

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	45	52	54	50	65	77	41	34	23	12	4
30	44	42	50	48	48	58	61	36	23	19	10	8
45	44	47	63	68	62	54	37	26	28	19	12	7
00	55	60	58	64	64	67	47	34	26	12	16	7
Hr Total	189	194	223	234	224	244	222	137	111	73	50	26

24 Hour Total: 3,098
 AM Peak Hour begins: 8:00 AM Peak Volume: 197 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:30 PM Peak Volume: 259 PM Peak Hour Factor: 0.84

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Minute Maid Ramp Rd 2 west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	6	2	9	24	33	24	41	26	23
30	3	1	1	3	2	12	23	42	23	24	27	31
45	2	0	0	3	4	6	23	35	33	25	38	18
00	3	2	0	6	2	19	32	33	30	35	28	28
Hr Total	9	3	2	18	10	46	102	143	110	125	119	100

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	31	25	34	39	31	36	22	20	6	5	2
30	39	28	23	25	43	36	30	13	16	9	8	4
45	19	41	38	33	27	33	22	16	7	5	5	2
00	26	26	27	36	35	33	19	9	8	9	4	3
Hr Total	107	126	113	128	144	133	107	60	51	29	22	11

24 Hour Total: 1,818
 AM Peak Hour begins: 7:00 AM Peak Volume: 143 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:30 PM Peak Volume: 151 PM Peak Hour Factor: 0.88

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	2	2	1	1	5	7	22	16	15
30	6	0	0	2	0	3	2	15	13	14	18	19
45	13	0	2	4	3	1	3	9	23	20	19	17
00	6	2	2	0	1	0	9	19	21	21	24	15
Hr Total	31	6	6	8	6	5	15	48	64	77	77	66

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	24	20	29	25	22	34	27	14	19	11	5
30	18	20	26	30	24	25	14	25	15	9	7	5
45	23	23	20	32	32	31	26	15	15	8	8	4
00	31	22	33	29	34	35	23	11	15	11	9	9
Hr Total	93	89	99	120	115	113	97	78	59	47	35	23

24 Hour Total: 1,377
 AM Peak Hour begins: 8:30 AM Peak Volume: 80 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 17:15 PM Peak Volume: 125 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	3	8	4	10	25	38	31	63	42	38
30	9	1	1	5	2	15	25	57	36	38	45	50
45	15	0	2	7	7	7	26	44	56	45	57	35
00	9	4	2	6	3	19	41	52	51	56	52	43
Hr Total	40	9	8	26	16	51	117	191	174	202	196	166

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	55	45	63	64	53	70	49	34	25	16	7
30	57	48	49	55	67	61	44	38	31	18	15	9
45	42	64	58	65	59	64	48	31	22	13	13	6
00	57	48	60	65	69	68	42	20	23	20	13	12
Hr Total	200	215	212	248	259	246	204	138	110	76	57	34

24 Hour Total: 3,195
 AM Peak Hour begins: 8:30 AM Peak Volume: 208 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:15 PM Peak Volume: 263 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Minute Maid Ramp Rd 2 west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	3	4	6	10	21	34	22	22	28	38
30	0	1	1	4	4	10	31	42	20	37	27	30
45	6	1	2	3	8	12	21	36	36	21	24	28
00	4	0	0	9	3	21	38	41	25	17	22	24
Hr Total	13	4	6	20	21	53	111	153	103	97	101	120

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	19	27	23	39	39	23	19	19	7	4	7
30	28	17	25	30	20	26	34	15	10	6	7	6
45	31	22	25	27	32	27	29	18	9	5	3	3
00	29	26	26	42	33	38	23	12	4	6	2	6
Hr Total	118	84	103	122	124	130	109	64	42	24	16	22

24 Hour Total: 1,760
 AM Peak Hour begins: 7:00 AM Peak Volume: 153 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:15 PM Peak Volume: 138 PM Peak Hour Factor: 0.82

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	3	0	2	0	3	12	18	19	20	12
30	5	3	3	5	3	2	2	14	9	15	11	20
45	7	3	1	8	1	3	3	16	17	16	17	20
00	6	3	2	4	0	3	12	12	21	16	20	22
Hr Total	23	11	9	17	6	8	20	54	65	66	68	74

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	23	16	26	22	15	33	23	14	16	9	5
30	28	22	23	27	24	27	23	28	13	15	9	5
45	20	25	28	33	26	27	32	18	19	12	7	5
00	19	17	18	26	31	26	23	26	17	7	7	6
Hr Total	82	87	85	112	103	95	111	95	63	50	32	21

24 Hour Total: 1,357
 AM Peak Hour begins: 11:30 AM Peak Volume: 85 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 17:45 PM Peak Volume: 114 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	6	4	8	10	24	46	40	41	48	50
30	5	4	4	9	7	12	33	56	29	52	38	50
45	13	4	3	11	9	15	24	52	53	37	41	48
00	10	3	2	13	3	24	50	53	46	33	42	46
Hr Total	36	15	15	37	27	61	131	207	168	163	169	194

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	42	43	49	61	54	56	42	33	23	13	12
30	56	39	48	57	44	53	57	43	23	21	16	11
45	51	47	53	60	58	54	61	36	28	17	10	8
00	48	43	44	68	64	64	46	38	21	13	9	12
Hr Total	200	171	188	234	227	225	220	159	105	74	48	43

24 Hour Total: 3,117
 AM Peak Hour begins: 7:00 AM Peak Volume: 207 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:15 PM Peak Volume: 246 PM Peak Hour Factor: 0.90

Volume Count Report

3-Day Average

Start Date: January 8, 2019 Start Time: 00:00
 Stop Date: January 10, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: Minute Maid Ramp Rd 2 west of US 27

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	4	3	10	22	36	23	28	23	30
30	1	1	1	3	4	10	29	40	26	27	27	29
45	4	1	1	4	6	10	20	35	33	25	30	26
00	3	1	0	6	2	16	36	35	29	28	25	28
Hr Total	11	3	3	17	15	45	107	146	111	108	105	112

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	26	26	29	35	34	31	19	18	8	5	4
30	31	25	22	27	30	30	31	14	12	7	7	5
45	24	32	34	30	30	29	23	15	10	5	4	3
00	29	30	28	37	32	39	21	12	7	7	4	4
Hr Total	111	112	110	123	127	133	106	60	47	27	20	15

24 Hour Total: 1,776
 AM Peak Hour begins: 6:45 AM Peak Volume: 147 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 133 PM Peak Hour Factor: 0.84

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	1	1	1	2	9	13	18	17	14
30	6	2	2	3	1	2	2	15	14	14	16	20
45	8	2	1	5	2	2	4	12	20	20	20	20
00	6	3	2	2	1	2	9	16	21	15	20	18
Hr Total	25	10	7	10	5	6	17	52	69	67	73	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	22	21	26	24	23	37	25	16	16	9	4
30	21	18	27	27	23	27	23	25	14	12	7	5
45	22	21	24	34	29	28	25	16	16	11	7	4
00	24	20	26	29	34	27	24	19	16	8	8	6
Hr Total	85	81	98	116	110	106	109	85	62	47	31	19

24 Hour Total: 1,361
 AM Peak Hour begins: 11:30 AM Peak Volume: 77 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:15 PM Peak Volume: 119 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	3	5	5	10	24	45	37	46	40	45
30	7	2	3	5	5	12	30	55	40	42	43	49
45	12	3	2	9	8	11	24	47	53	45	50	46
00	9	3	2	8	3	18	45	51	50	43	45	46
Hr Total	36	13	10	26	20	51	124	198	180	176	178	185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	47	47	55	58	57	68	44	34	24	14	8
30	52	43	49	53	53	57	54	39	26	19	14	9
45	46	53	58	64	60	57	49	31	26	16	12	7
00	53	50	54	66	66	66	45	31	23	15	13	10
Hr Total	196	193	208	239	237	238	215	145	109	74	52	34

24 Hour Total: 3,137
 AM Peak Hour begins: 7:00 AM Peak Volume: 198 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:15 PM Peak Volume: 249 PM Peak Hour Factor: 0.92

Volume Count Report

Data File : D0223010.PRN
 Station : 000002231609
 Identification : 000178560002 Interval : 15 minutes
 Start date : Feb 23, 16 Start time : 15:00
 Stop date : Feb 24, 16 Stop time : 15:00
 City/Town : Davenport County : Polk
 Location : US 27 north of Minute Maid Ramp Road 2/Citrus Ridge Drive

Feb 23/Feb 24 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	127	111	65	77	57	60	170	329	378	354	389	447
30	151	79	52	46	51	90	278	352	395	372	418	436
45	109	68	55	44	73	121	301	341	340	409	395	487
00	93	64	57	61	81	135	356	451	382	328	450	424
Hr Total	480	322	229	228	262	406	1105	1473	1495	1463	1652	1794

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	433	469	465	559	584	664	532	462	311	253	237	166
30	400	497	511	556	674	654	662	410	292	260	207	181
45	386	529	488	571	578	623	560	356	295	260	185	160
00	432	475	548	652	580	647	499	322	299	229	172	160
Hr Total	1651	1970	2012	2338	2416	2588	2253	1550	1197	1002	801	667

24 Hour Total : 31354

AM peak hour begins : 10:45 AM peak volume : 1820 Peak hour factor : 0.93

PM peak hour begins : 17:00 PM peak volume : 2588 Peak hour factor : 0.97

Volume Count Report

Data File : D0223006.PRN
 Station : 000002231606
 Identification : 000145150006 Interval : 15 minutes
 Start date : Feb 23, 16 Start time : 14:00
 Stop date : Feb 24, 16 Stop time : 14:00
 City/Town : Davenport County : Polk
 Location : US 27 south of Heller Brothers Boulevard/Deer Creek Boulevard

Feb 23/Feb 24 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	42	30	58	123	194	574	733	679	518	519	533
30	49	41	49	78	164	308	593	667	623	535	549	488
45	63	39	54	71	155	366	696	835	632	512	511	557
00	52	47	57	115	216	475	681	759	517	584	522	548
Hr Total	233	169	190	322	658	1343	2544	2994	2451	2149	2101	2126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	329	596	584	518	569	460	468	344	262	182	167	91
30	456	560	563	577	536	555	423	274	279	189	158	88
45	631	518	607	544	525	537	457	290	227	201	141	82
00	519	573	545	479	564	443	346	254	198	157	98	67
Hr Total	1935	2247	2299	2118	2194	1995	1694	1162	966	729	564	328

24 Hour Total : 35511

AM peak hour begins : 07:00 AM peak volume : 2994 Peak hour factor : 0.90

PM peak hour begins : 13:45 PM peak volume : 2327 Peak hour factor : 0.96

Volume Count Report

Data File : D0223005.PRN
 Station : 000002231608
 Identification : 000025620003 Interval : 15 minutes
 Start date : Feb 23, 16 Start time : 14:00
 Stop date : Feb 24, 16 Stop time : 14:00
 City/Town : Davenport County : Polk
 Location : Heller Brothers Boulevard west of US 27

Feb 23/Feb 24 Eastbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	0	10	14	19	8	11	12
30	2	0	0	1	1	3	15	20	14	11	20	10
45	0	1	0	0	3	3	17	15	8	15	8	26
00	1	1	0	0	0	7	11	17	10	8	11	14
Hr Total	4	2	0	1	5	13	53	66	51	42	50	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	17	22	18	22	17	27	12	5	4	4	4
30	21	27	19	26	14	15	27	13	6	7	4	3
45	19	10	16	21	12	33	19	16	6	8	5	4
00	17	18	16	16	17	23	21	7	6	3	4	2
Hr Total	80	72	73	81	65	88	94	48	23	22	17	13

24 Hour Total : 1025

AM peak hour begins : 11:30 AM peak volume : 84 Peak hour factor : 0.81

PM peak hour begins : 17:30 PM peak volume : 110 Peak hour factor : 0.83

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Deer Creek Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	0	0	4	1	19	31	37	32
30	1	0	0	0	0	1	0	8	30	29	33	40
45	0	0	0	0	0	3	5	14	28	38	29	40
00	0	0	0	0	0	3	1	26	17	25	29	40
Hr Total	2	1	1	0	0	7	10	49	94	123	128	152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	40	34	34	28	15	18	5	10	2	0	2
30	33	38	28	38	20	14	9	6	7	1	0	1
45	33	32	36	38	23	10	9	3	6	2	2	1
00	48	51	31	29	24	11	13	8	1	1	0	0
Hr Total	147	161	129	139	95	50	49	22	24	6	2	4

24 Hour Total: 1,395
 AM Peak Hour begins: 11:15 AM Peak Volume: 153 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 13:00 PM Peak Volume: 161 PM Peak Hour Factor: 0.79

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	0	2	4	3	9	17	43	49	62
30	6	0	2	0	4	5	5	11	31	49	51	58
45	3	0	1	0	3	8	10	9	29	49	69	48
00	2	3	0	0	2	5	4	15	35	49	69	68
Hr Total	13	6	5	0	11	22	22	44	112	190	238	236

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	58	59	60	78	64	41	25	13	16	7	6
30	69	66	66	62	58	51	36	38	24	8	15	7
45	75	65	64	63	52	46	30	31	13	9	15	4
00	72	67	45	47	60	43	32	31	15	14	2	0
Hr Total	285	256	234	232	248	204	139	125	65	47	39	17

24 Hour Total: 2,790
 AM Peak Hour begins: 10:30 AM Peak Volume: 258 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 12:00 PM Peak Volume: 285 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	3	0	2	4	7	10	36	74	86	94
30	7	0	2	0	4	6	5	19	61	78	84	98
45	3	0	1	0	3	11	15	23	57	87	98	88
00	2	3	0	0	2	8	5	41	52	74	98	108
Hr Total	15	7	6	0	11	29	32	93	206	313	366	388

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	98	93	94	106	79	59	30	23	18	7	8
30	102	104	94	100	78	65	45	44	31	9	15	8
45	108	97	100	101	75	56	39	34	19	11	17	5
00	120	118	76	76	84	54	45	39	16	15	2	0
Hr Total	432	417	363	371	343	254	188	147	89	53	41	21

24 Hour Total: 4,185
 AM Peak Hour begins: 11:45 AM Peak Volume: 420 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 12:00 PM Peak Volume: 432 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Deer Creek Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	3	2	22	27	35	27
30	0	1	2	0	0	0	2	10	18	21	28	36
45	0	0	0	0	0	2	2	10	20	33	30	34
00	0	0	0	0	1	2	1	19	30	38	39	36
Hr Total	0	1	2	0	1	4	8	41	90	119	132	133

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	43	30	42	26	12	11	8	9	8	3	4
30	38	33	38	40	24	18	15	5	5	2	2	1
45	33	41	35	29	20	20	6	9	10	2	2	0
00	38	32	45	34	22	22	10	3	5	2	0	2
Hr Total	160	149	148	145	92	72	42	25	29	14	7	7

24 Hour Total: 1,421
 AM Peak Hour begins: 11:30 AM Peak Volume: 159 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 14:30 PM Peak Volume: 162 PM Peak Hour Factor: 0.90

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	0	0	3	7	7	14	44	68	64
30	2	0	5	0	4	2	9	9	22	42	43	68
45	2	1	0	1	1	7	7	13	29	41	56	61
00	2	0	0	1	1	11	7	15	39	44	58	62
Hr Total	11	2	7	2	6	23	30	44	104	171	225	255

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	74	69	68	76	81	38	30	20	14	10	8
30	59	57	57	55	65	53	44	29	19	24	5	5
45	66	72	65	58	48	49	37	26	18	8	9	5
00	63	74	59	57	57	44	23	26	11	11	4	6
Hr Total	252	277	250	238	246	227	142	111	68	57	28	24

24 Hour Total: 2,800
 AM Peak Hour begins: 11:00 AM Peak Volume: 255 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 13:00 PM Peak Volume: 277 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	0	0	3	10	9	36	71	103	91
30	2	1	7	0	4	2	11	19	40	63	71	104
45	2	1	0	1	1	9	9	23	49	74	86	95
00	2	0	0	1	2	13	8	34	69	82	97	98
Hr Total	11	3	9	2	7	27	38	85	194	290	357	388

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	117	99	110	102	93	49	38	29	22	13	12
30	97	90	95	95	89	71	59	34	24	26	7	6
45	99	113	100	87	68	69	43	35	28	10	11	5
00	101	106	104	91	79	66	33	29	16	13	4	8
Hr Total	412	426	398	383	338	299	184	136	97	71	35	31

24 Hour Total: 4,221
 AM Peak Hour begins: 11:15 AM Peak Volume: 412 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 13:00 PM Peak Volume: 426 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Deer Creek Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	0	5	3	16	20	27	28
30	0	0	0	0	0	0	0	13	24	35	33	40
45	0	0	0	0	0	1	3	8	20	33	34	43
00	0	0	0	0	1	5	1	27	33	29	21	31
Hr Total	1	1	0	0	2	6	9	51	93	117	115	142

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	46	39	30	28	13	11	14	6	2	0	3
30	41	30	35	33	23	15	8	14	2	4	2	2
45	41	34	51	32	27	11	16	8	8	2	0	1
00	33	39	35	37	20	14	9	3	4	2	1	0
Hr Total	154	149	160	132	98	53	44	39	20	10	3	6

24 Hour Total: 1,405
 AM Peak Hour begins: 11:30 AM Peak Volume: 154 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 13:45 PM Peak Volume: 164 PM Peak Hour Factor: 0.80

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	0	0	0	2	8	14	20	50	49	58
30	6	0	3	1	2	3	5	6	28	28	43	58
45	4	0	3	1	3	7	8	11	38	40	75	60
00	3	2	0	2	4	5	7	17	32	41	41	51
Hr Total	18	7	6	4	9	17	28	48	118	159	208	227

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	74	53	59	50	87	39	35	28	19	13	10
30	76	61	71	67	52	47	41	30	24	24	7	2
45	67	62	63	50	56	42	38	25	14	13	7	9
00	71	60	62	45	40	27	28	22	21	6	7	6
Hr Total	280	257	249	221	198	203	146	112	87	62	34	27

24 Hour Total: 2,725
 AM Peak Hour begins: 11:30 AM Peak Volume: 253 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 12:15 PM Peak Volume: 288 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	0	0	1	2	13	17	36	70	76	86
30	6	0	3	1	2	3	5	19	52	63	76	98
45	4	0	3	1	3	8	11	19	58	73	109	103
00	3	2	0	2	5	10	8	44	65	70	62	82
Hr Total	19	8	6	4	11	23	37	99	211	276	323	369

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	120	92	89	78	100	50	49	34	21	13	13
30	117	91	106	100	75	62	49	44	26	28	9	4
45	108	96	114	82	83	53	54	33	22	15	7	10
00	104	99	97	82	60	41	37	25	25	8	8	6
Hr Total	434	406	409	353	296	256	190	151	107	72	37	33

24 Hour Total: 4,130
 AM Peak Hour begins: 11:45 AM Peak Volume: 412 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:15 PM Peak Volume: 449 PM Peak Hour Factor: 0.94

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Deer Creek Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	0	4	2	19	26	33	29
30	0	0	1	0	0	0	1	10	24	28	31	39
45	0	0	0	0	0	2	3	11	23	35	31	39
00	0	0	0	0	1	3	1	24	27	31	30	36
Hr Total	1	1	1	0	1	6	9	47	92	120	125	142

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	43	34	35	27	13	13	9	8	4	1	3
30	37	34	34	37	22	16	11	8	5	2	1	1
45	36	36	41	33	23	14	10	7	8	2	1	1
00	40	41	37	33	22	16	11	5	3	2	0	1
Hr Total	154	153	146	139	95	58	45	29	24	10	4	6

24 Hour Total: 1,407

AM Peak Hour begins: 11:15

PM Peak Hour begins: 12:15

AM Peak Volume: 154

PM Peak Volume: 156

AM Peak Hour Factor: 0.94

PM Peak Hour Factor: 0.91

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	1	0	1	3	6	10	17	46	55	61
30	5	0	3	0	3	3	6	9	27	40	46	61
45	3	0	1	1	2	7	8	11	32	43	67	56
00	2	2	0	1	2	7	6	16	35	45	56	60
Hr Total	14	5	6	2	9	21	27	45	111	173	224	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	69	60	62	68	77	39	30	20	16	10	8
30	68	61	65	61	58	50	40	32	22	19	9	5
45	69	66	64	57	52	46	35	27	15	10	10	6
00	69	67	55	50	52	38	28	26	16	10	4	4
Hr Total	272	263	244	230	231	211	142	116	73	55	34	23

24 Hour Total: 2,772

AM Peak Hour begins: 11:30

PM Peak Hour begins: 12:15

AM Peak Volume: 251

PM Peak Volume: 275

AM Peak Hour Factor: 0.92

PM Peak Hour Factor: 0.99

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	2	0	1	3	10	12	36	72	88	90
30	5	0	4	0	3	4	7	19	51	68	77	100
45	3	0	1	1	2	9	12	22	55	78	98	95
00	2	2	0	1	3	10	7	40	62	75	86	96
Hr Total	15	6	7	2	10	26	36	92	204	293	349	382

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	112	95	98	95	91	53	39	29	20	11	11
30	105	95	98	98	81	66	51	41	27	21	10	6
45	105	102	105	90	75	59	45	34	23	12	12	7
00	108	108	92	83	74	54	38	31	19	12	5	5
Hr Total	426	416	390	369	326	270	187	145	98	65	38	28

24 Hour Total: 4,179

AM Peak Hour begins: 11:45

PM Peak Hour begins: 12:15

AM Peak Volume: 414

PM Peak Volume: 430

AM Peak Hour Factor: 0.96

PM Peak Hour Factor: 0.96

Volume Count Report

Data File : D0223008.PRN
 Station : 000002231605
 Identification : 001540900005 Interval : 15 minutes
 Start date : Feb 23, 16 Start time : 14:00
 Stop date : Feb 24, 16 Stop time : 14:00
 City/Town : Davenport County : Polk
 Location : US 27 north of Heller Brothers Boulevard/Deer Creek Boulevard

Feb 23/Feb 24 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	125	113	63	74	56	60	166	312	380	345	358	425
30	150	85	52	49	47	84	249	333	355	350	357	411
45	103	65	53	44	67	110	288	324	337	358	353	473
00	91	58	56	65	87	123	332	409	348	306	396	411
Hr Total	469	321	224	232	257	377	1035	1378	1420	1359	1464	1720

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	404	420	566	579	613	655	535	445	296	242	226	141
30	371	453	505	529	679	665	663	390	290	237	199	187
45	368	481	475	612	595	708	526	351	303	261	169	161
00	387	453	489	665	630	660	501	313	288	227	177	152
Hr Total	1530	1807	2035	2385	2517	2688	2225	1499	1177	967	771	641

24 Hour Total : 30498

AM peak hour begins : 11:00 AM peak volume : 1720 Peak hour factor : 0.91

PM peak hour begins : 17:00 PM peak volume : 2688 Peak hour factor : 0.95

TRAFFIC COUNT DATA

VHB PROJECT NO: 62572.07
LOCATION CODE: 5
COUNT LOCATION: US-27 south of Ernie Caldwell Blvd
EQUIPMENT ID: P120/P228

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
Start Date: 05/04/2016 Start Time: Midnight
End Date: 05/06/2016 End Time: Midnight

VOLUMES:

Average Daily:	51,051	Peak Hour Start Time:	3:30 PM
Daily Truck Avg:	3,939	Average Peak Hour:	3,560
		Max Hour Truck Avg:	306
		Peak Hour Truck Avg:	239

TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	7.0%	D=	53.1%
T Max Hour	8.6%	T daily	7.7%
T med (max)	3.1%	T med Daily	2.4%
T heavy (max)	5.5%	T heavy Daily	5.3%
T Peak Hour	6.7%		
T med Peak Hour	2.3%		
T heavy Peak Hour	4.4%		

Volume Count Report

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*****
Data File       : D0223001.PRN
Station        : 000002231602
Identification  : 000019247013      Interval       : 15 minutes
Start date     : Feb 23, 16         Start time    : 13:15
Stop date      : Feb 24, 16         Stop time     : 13:15
City/Town      : Davenport          County         : Polk
Location       : US 27 south of Home Run Boulevard/Posner Boulevard
*****
  
```

Feb 23/Feb 24

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	41	26	58	109	178	477	605	541	442	426	432
30	52	37	51	70	163	296	517	617	555	468	412	380
45	66	42	55	74	144	335	546	680	517	436	453	484
00	47	45	55	113	200	406	580	610	468	476	413	507
Hr Total	227	165	187	315	616	1215	2120	2512	2081	1822	1704	1803

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	319	528	521	507	513	472	429	313	246	165	149	95
30	411	501	574	521	501	531	380	267	264	164	146	82
45	586	444	610	472	536	464	418	275	208	177	125	80
00	466	468	483	512	497	431	350	238	181	147	111	63
Hr Total	1782	1941	2188	2012	2047	1898	1577	1093	899	653	531	320

24 Hour Total : 31708

AM peak hour begins : 07:00 AM peak volume : 2512 Peak hour factor : 0.92

PM peak hour begins : 14:00 PM peak volume : 2188 Peak hour factor : 0.90

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Home Run Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	6	1	8	19	43	64	35	31	28	30
30	2	6	4	3	12	20	37	55	42	34	32	21
45	3	3	4	4	9	27	36	60	25	27	24	40
00	3	1	2	2	9	34	57	46	26	39	32	28
Hr Total	13	13	16	10	38	100	173	225	128	131	116	119

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	35	31	24	17	36	21	27	16	9	7	5
30	25	27	23	34	31	32	30	34	8	6	9	3
45	37	25	41	31	32	19	24	17	8	21	10	6
00	37	27	34	26	29	33	23	16	9	10	9	1
Hr Total	125	114	129	115	109	120	98	94	41	46	35	15

24 Hour Total: 2,123
 AM Peak Hour begins: 6:45 AM Peak Volume: 236 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:30 PM Peak Volume: 136 PM Peak Hour Factor: 0.92

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	8	12	1	5	7	8	13	21	16	18	28
30	6	5	6	4	5	5	13	15	19	16	15	25
45	5	2	2	0	5	9	13	19	26	17	9	22
00	7	2	1	3	4	10	20	35	11	12	18	26
Hr Total	27	17	21	8	19	31	54	82	77	61	60	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	29	33	39	31	40	35	34	20	23	20	7
30	14	23	26	31	29	35	41	23	18	27	16	5
45	38	19	31	28	32	44	38	31	19	24	17	12
00	18	17	19	44	36	27	42	27	27	15	16	10
Hr Total	98	88	109	142	128	146	156	115	84	89	69	34

24 Hour Total: 1,816
 AM Peak Hour begins: 7:45 AM Peak Volume: 101 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 18:00 PM Peak Volume: 156 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	11	18	2	13	26	51	77	56	47	46	58
30	8	11	10	7	17	25	50	70	61	50	47	46
45	8	5	6	4	14	36	49	79	51	44	33	62
00	10	3	3	5	13	44	77	81	37	51	50	54
Hr Total	40	30	37	18	57	131	227	307	205	192	176	220

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	64	64	63	48	76	56	61	36	32	27	12
30	39	50	49	65	60	67	71	57	26	33	25	8
45	75	44	72	59	64	63	62	48	27	45	27	18
00	55	44	53	70	65	60	65	43	36	25	25	11
Hr Total	223	202	238	257	237	266	254	209	125	135	104	49

24 Hour Total: 3,939
 AM Peak Hour begins: 7:00 AM Peak Volume: 307 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 272 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Home Run Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	9	3	8	18	41	67	47	46	22	28
30	0	1	1	3	6	20	35	58	38	35	31	34
45	3	3	7	5	13	27	30	61	33	31	24	30
00	3	2	2	8	10	29	42	62	30	19	27	35
Hr Total	14	9	19	19	37	94	148	248	148	131	104	127

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	25	32	30	28	26	18	20	15	17	4	7
30	29	25	33	21	33	33	25	14	7	15	6	4
45	34	26	37	32	34	30	17	22	11	5	3	7
00	37	29	38	30	27	33	23	15	11	12	10	4
Hr Total	134	105	140	113	122	122	83	71	44	49	23	22

24 Hour Total: 2,126
 AM Peak Hour begins: 7:00 AM Peak Volume: 248 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 14:00 PM Peak Volume: 140 PM Peak Hour Factor: 0.92

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	7	0	3	8	8	12	23	10	18	22
30	7	7	4	1	1	5	13	20	29	24	10	18
45	5	1	3	0	4	3	12	15	16	12	19	13
00	5	4	2	0	4	9	23	31	22	11	13	22
Hr Total	24	15	16	1	12	25	56	78	90	57	60	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	35	36	30	38	33	35	32	27	17	12	18
30	25	14	25	41	41	32	48	30	25	19	12	8
45	20	31	27	30	35	29	41	25	24	20	11	16
00	13	30	48	27	30	37	26	22	23	14	15	7
Hr Total	76	110	136	128	144	131	150	109	99	70	50	49

24 Hour Total: 1,761
 AM Peak Hour begins: 7:45 AM Peak Volume: 99 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 17:45 PM Peak Volume: 161 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	16	3	11	26	49	79	70	56	40	50
30	7	8	5	4	7	25	48	78	67	59	41	52
45	8	4	10	5	17	30	42	76	49	43	43	43
00	8	6	4	8	14	38	65	93	52	30	40	57
Hr Total	38	24	35	20	49	119	204	326	238	188	164	202

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	60	68	60	66	59	53	52	42	34	16	25
30	54	39	58	62	74	65	73	44	32	34	18	12
45	54	57	64	62	69	59	58	47	35	25	14	23
00	50	59	86	57	57	70	49	37	34	26	25	11
Hr Total	210	215	276	241	266	253	233	180	143	119	73	71

24 Hour Total: 3,887
 AM Peak Hour begins: 7:00 AM Peak Volume: 326 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 14:00 PM Peak Volume: 276 PM Peak Hour Factor: 0.80

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Home Run Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	3	4	14	18	35	56	43	35	36	27
30	2	1	6	0	12	26	36	53	46	15	19	30
45	2	5	1	6	4	22	42	64	33	32	27	27
00	9	11	3	9	10	24	51	51	19	36	30	34
Hr Total	15	20	13	19	40	90	164	224	141	118	112	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	24	41	28	32	28	26	21	13	8	9	8
30	40	33	32	35	32	25	22	22	15	9	8	8
45	41	28	31	43	25	28	25	16	12	10	6	4
00	10	33	33	43	26	34	28	19	12	17	6	2
Hr Total	131	118	137	149	115	115	101	78	52	44	29	22

24 Hour Total: 2,165
 AM Peak Hour begins: 6:45 AM Peak Volume: 224 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:15 PM Peak Volume: 153 PM Peak Hour Factor: 0.89

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	7	2	0	7	13	10	32	19	30	27
30	6	3	3	3	1	5	16	22	27	19	19	12
45	5	8	1	4	4	10	11	17	11	10	10	31
00	7	7	1	1	2	10	26	16	20	17	16	21
Hr Total	31	22	12	10	7	32	66	65	90	65	75	91

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	29	18	36	52	31	38	28	23	17	21	7
30	13	24	25	34	39	39	30	39	22	16	19	17
45	15	31	29	36	41	40	33	24	25	26	16	13
00	15	16	26	41	34	44	35	28	16	13	10	5
Hr Total	62	100	98	147	166	154	136	119	86	72	66	42

24 Hour Total: 1,814
 AM Peak Hour begins: 7:30 AM Peak Volume: 92 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 15:45 PM Peak Volume: 173 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	10	6	14	25	48	66	75	54	66	54
30	8	4	9	3	13	31	52	75	73	34	38	42
45	7	13	2	10	8	32	53	81	44	42	37	58
00	16	18	4	10	12	34	77	67	39	53	46	55
Hr Total	46	42	25	29	47	122	230	289	231	183	187	209

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	53	59	64	84	59	64	49	36	25	30	15
30	53	57	57	69	71	64	52	61	37	25	27	25
45	56	59	60	79	66	68	58	40	37	36	22	17
00	25	49	59	84	60	78	63	47	28	30	16	7
Hr Total	193	218	235	296	281	269	237	197	138	116	95	64

24 Hour Total: 3,979
 AM Peak Hour begins: 6:45 AM Peak Volume: 299 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:30 PM Peak Volume: 318 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Home Run Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	6	3	10	18	40	62	42	37	29	28
30	1	3	4	2	10	22	36	55	42	28	27	28
45	3	4	4	5	9	25	36	62	30	30	25	32
00	5	5	2	6	10	29	50	53	25	31	30	32
Hr Total	14	14	16	16	38	95	162	232	139	127	111	121

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	28	35	27	26	30	22	23	15	11	7	7
30	31	28	29	30	32	30	26	23	10	10	8	5
45	37	26	36	35	30	26	22	18	10	12	6	6
00	28	30	35	33	27	33	25	17	11	13	8	2
Hr Total	130	112	135	126	115	119	94	81	46	46	29	20

24 Hour Total: 2,138
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 14:00

AM Peak Volume: 232
 PM Peak Volume: 135
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.93

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	9	1	3	7	10	12	25	15	22	26
30	6	5	4	3	2	5	14	19	25	20	15	18
45	5	4	2	1	4	7	12	17	18	13	13	22
00	6	4	1	1	3	10	23	27	18	13	16	23
Hr Total	27	18	16	6	13	29	59	75	86	61	65	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	31	29	35	40	35	36	31	23	19	18	11
30	17	20	25	35	36	35	40	31	22	21	16	10
45	24	27	29	31	36	38	37	27	23	23	15	14
00	15	21	31	37	33	36	34	26	22	14	14	7
Hr Total	79	99	114	139	146	144	147	114	90	77	62	42

24 Hour Total: 1,797
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 15:45

AM Peak Volume: 95
 PM Peak Volume: 150
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	15	4	13	26	49	74	67	52	51	54
30	8	8	8	5	12	27	50	74	67	48	42	47
45	8	7	6	6	13	33	48	79	48	43	38	54
00	11	9	4	8	13	39	73	80	43	45	45	55
Hr Total	41	32	32	22	51	124	220	307	225	188	176	210

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	59	64	62	66	65	58	54	38	30	24	17
30	49	49	55	65	68	65	65	54	32	31	23	15
45	62	53	65	67	66	63	59	45	33	35	21	19
00	43	51	66	70	61	69	59	42	33	27	22	10
Hr Total	209	212	250	265	261	263	241	195	135	123	91	61

24 Hour Total: 3,935
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 15:30

AM Peak Volume: 307
 PM Peak Volume: 271
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Posner Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	5	5	9	7	26	26	55	66	119	147
30	14	12	7	6	7	10	28	37	43	81	137	143
45	9	4	7	7	4	19	17	37	65	85	154	130
00	5	17	2	11	15	17	24	39	72	94	119	159
Hr Total	35	39	21	29	35	53	95	139	235	326	529	579

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	139	102	112	124	128	131	113	84	43	29	8
30	139	126	143	109	122	105	149	115	75	40	17	9
45	136	150	122	138	134	124	128	83	62	42	20	11
00	150	143	152	140	128	135	98	75	54	36	8	9
Hr Total	577	558	519	499	508	492	506	386	275	161	74	37

24 Hour Total: 6,707
 AM Peak Hour begins: 11:15 AM Peak Volume: 584 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 12:00 PM Peak Volume: 577 PM Peak Hour Factor: 0.95

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	3	5	7	11	3	16	28	33	40	71	107
30	8	3	9	9	2	5	17	23	46	54	93	106
45	16	7	6	1	10	6	24	19	40	65	81	114
00	12	4	3	8	3	19	27	41	44	62	95	114
Hr Total	49	17	23	25	26	33	84	111	163	221	340	441

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	148	167	156	116	117	114	108	82	101	34	24
30	136	128	151	135	128	109	75	55	73	32	19	
45	127	168	155	134	114	133	118	94	71	69	23	16
00	147	136	122	145	122	122	91	106	88	53	23	11
Hr Total	539	580	595	570	480	500	432	383	296	296	112	70

24 Hour Total: 6,386
 AM Peak Hour begins: 11:30 AM Peak Volume: 493 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 13:30 PM Peak Volume: 622 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	9	10	12	20	10	42	54	88	106	190	254
30	22	15	16	15	9	15	45	60	89	135	230	249
45	25	11	13	8	14	25	41	56	105	150	235	244
00	17	21	5	19	18	36	51	80	116	156	214	273
Hr Total	84	56	44	54	61	86	179	250	398	547	869	1,020

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	287	269	268	240	245	245	221	166	144	63	32
30	275	254	294	244	250	233	258	190	130	113	49	28
45	263	318	277	272	248	257	246	177	133	111	43	27
00	297	279	274	285	250	257	189	181	142	89	31	20
Hr Total	1,116	1,138	1,114	1,069	988	992	938	769	571	457	186	107

24 Hour Total: 13,093
 AM Peak Hour begins: 11:45 AM Peak Volume: 1,092 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 13:30 PM Peak Volume: 1,160 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Posner Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	2	1	2	1	22	39	29	59	83	122
30	5	4	0	5	1	4	21	22	50	66	100	115
45	10	4	2	1	5	2	25	24	58	101	117	150
00	12	1	7	2	2	22	31	50	77	92	138	139
Hr Total	27	12	11	9	10	29	99	135	214	318	438	526

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	160	111	142	132	158	149	129	61	40	23	5
30	161	126	117	154	167	126	116	81	81	41	20	11
45	143	152	149	153	129	138	119	61	71	35	8	6
00	146	145	168	130	130	125	101	101	51	16	4	9
Hr Total	578	583	545	579	558	547	485	372	264	132	55	31

24 Hour Total: 6,557
 AM Peak Hour begins: 11:30 AM Peak Volume: 578 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 14:45 PM Peak Volume: 617 PM Peak Hour Factor: 0.92

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	1	5	4	8	15	28	36	40	59	83
30	12	9	7	2	3	11	22	14	43	47	66	95
45	6	6	5	2	4	6	16	20	35	56	67	109
00	8	2	3	1	0	23	20	46	47	52	92	119
Hr Total	33	21	16	10	11	48	73	108	161	195	284	406

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	133	117	135	139	153	123	100	76	96	41	14
30	119	120	143	146	133	135	144	76	72	65	34	14
45	119	128	133	151	137	129	124	77	84	59	14	30
00	153	134	152	152	126	115	107	82	74	29	14	13
Hr Total	486	515	545	584	535	532	498	335	306	249	103	71

24 Hour Total: 6,125
 AM Peak Hour begins: 11:30 AM Peak Volume: 442 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:15 PM Peak Volume: 588 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	3	6	6	9	37	67	65	99	142	205
30	17	13	7	7	4	15	43	36	93	113	166	210
45	16	10	7	3	9	8	41	44	93	157	184	259
00	20	3	10	3	2	45	51	96	124	144	230	258
Hr Total	60	33	27	19	21	77	172	243	375	513	722	932

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	223	293	228	277	271	311	272	229	137	136	64	19
30	280	246	260	300	300	261	260	157	153	106	54	25
45	262	280	282	304	266	267	243	138	155	94	22	36
00	299	279	320	282	256	240	208	183	125	45	18	22
Hr Total	1,064	1,098	1,090	1,163	1,093	1,079	983	707	570	381	158	102

24 Hour Total: 12,682
 AM Peak Hour begins: 11:45 AM Peak Volume: 1,023 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 14:45 PM Peak Volume: 1,201 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Posner Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	7	5	6	4	10	14	28	49	73	96	146
30	2	4	4	0	10	15	16	23	50	67	132	149
45	8	9	2	2	5	17	19	28	54	71	137	154
00	16	11	0	11	14	18	33	45	72	112	165	165
Hr Total	31	31	11	19	33	60	82	124	225	323	530	614

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	171	153	142	173	134	151	125	70	57	25	20
30	156	148	148	138	127	125	137	122	69	45	12	22
45	174	157	170	155	171	163	131	107	50	61	14	10
00	195	158	154	152	163	139	141	111	55	35	12	3
Hr Total	707	634	625	587	634	561	560	465	244	198	63	55

24 Hour Total: 7,416
 AM Peak Hour begins: 11:30 AM Peak Volume: 657 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:00 PM Peak Volume: 707 PM Peak Hour Factor: 0.91

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	1	14	8	13	19	24	31	45	42	85	105
30	2	4	8	6	5	10	21	22	41	50	72	112
45	12	2	4	1	8	10	10	17	32	61	89	117
00	6	1	0	5	2	25	29	40	41	53	78	128
Hr Total	37	8	26	20	28	64	84	110	159	206	324	462

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	139	153	147	148	142	150	115	103	83	26	25
30	122	147	135	140	155	151	129	115	81	89	30	19
45	143	142	149	146	161	117	128	97	84	74	19	22
00	148	171	140	145	136	129	125	95	87	56	18	20
Hr Total	542	599	577	578	600	539	532	422	355	302	93	86

24 Hour Total: 6,753
 AM Peak Hour begins: 11:30 AM Peak Volume: 496 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 13:15 PM Peak Volume: 613 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	8	19	14	17	29	38	59	94	115	181	251
30	4	8	12	6	15	25	37	45	91	117	204	261
45	20	11	6	3	13	27	29	45	86	132	226	271
00	22	12	0	16	16	43	62	85	113	165	243	293
Hr Total	68	39	37	39	61	124	166	234	384	529	854	1,076

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	310	306	289	321	276	301	240	173	140	51	45
30	278	295	283	278	282	276	266	237	150	134	42	41
45	317	299	319	301	332	280	259	204	134	135	33	32
00	343	329	294	297	299	268	266	206	142	91	30	23
Hr Total	1,249	1,233	1,202	1,165	1,234	1,100	1,092	887	599	500	156	141

24 Hour Total: 14,169
 AM Peak Hour begins: 11:45 AM Peak Volume: 1,199 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 12:30 PM Peak Volume: 1,265 PM Peak Hour Factor: 0.92

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Posner Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	4	4	5	6	21	31	44	66	99	138
30	7	7	4	4	6	10	22	27	48	71	123	136
45	9	6	4	3	5	13	20	30	59	86	136	145
00	11	10	3	8	10	19	29	45	74	99	141	154
Hr Total	31	27	14	19	26	47	92	133	225	322	499	573

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	157	122	132	143	140	144	122	72	47	26	11
30	152	133	136	134	139	119	134	106	75	42	16	14
45	151	153	147	149	145	142	126	84	61	46	14	9
00	164	149	158	141	140	133	113	96	53	29	8	7
Hr Total	621	592	563	555	567	533	517	408	261	164	64	41

24 Hour Total: 6,893
 AM Peak Hour begins: 11:30 AM Peak Volume: 605 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 12:15 PM Peak Volume: 623 PM Peak Hour Factor: 0.95

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	3	7	7	9	10	18	29	38	41	72	98
30	7	5	8	6	3	9	20	20	43	50	77	104
45	11	5	5	1	7	7	17	19	36	61	79	113
00	9	2	2	5	2	22	25	42	44	56	88	120
Hr Total	40	15	22	18	22	48	80	110	161	207	316	436

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	140	146	146	134	137	129	108	87	93	34	21
30	126	132	143	140	139	138	127	89	69	76	32	17
45	130	146	146	144	137	126	123	89	80	67	19	23
00	149	147	138	147	128	122	108	94	83	46	18	15
Hr Total	522	565	572	577	538	524	487	380	319	282	103	76

24 Hour Total: 6,421
 AM Peak Hour begins: 11:30 AM Peak Volume: 477 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 13:30 PM Peak Volume: 582 PM Peak Hour Factor: 0.99

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	11	11	14	16	39	60	82	107	171	237
30	14	12	12	9	9	18	42	47	91	122	200	240
45	20	11	9	5	12	20	37	48	95	146	215	258
00	20	12	5	13	12	41	55	87	118	155	229	275
Hr Total	71	43	36	37	48	96	172	242	386	530	815	1,009

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	297	268	278	277	277	273	230	159	140	59	32
30	278	265	279	274	277	257	261	195	144	118	48	31
45	281	299	293	292	282	268	249	173	141	113	33	32
00	313	296	296	288	268	255	221	190	136	75	26	22
Hr Total	1,143	1,156	1,135	1,132	1,105	1,057	1,004	788	580	446	167	117

24 Hour Total: 13,315
 AM Peak Hour begins: 11:45 AM Peak Volume: 1,105 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 12:45 PM Peak Volume: 1,174 PM Peak Hour Factor: 0.94

TRAFFIC COUNT DATA

VHB PROJECT NO: 62572.07
LOCATION CODE: 4
COUNT LOCATION: US-27: between I-4 EB ramps and Home Run Blvd-Posner Blvd
EQUIPMENT ID: P161/P214

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
Start Date: 04/26/2016 Start Time: Midnight
End Date: 04/28/2016 End Time: Midnight

VOLUMES:

Average Daily:	55,457	Peak Hour Start Time:	5:00 PM
Daily Truck Avg:	7,121	Average Peak Hour:	3,825
		Max Hour Truck Avg:	554
		Peak Hour Truck Avg:	416

TRAVEL CHARACTERISTICS:

K MEASURED

K= 6.9%

T Max Hour 14.5%
T med (max) 8.1%
T heavy (max) 6.4%

T Peak Hour 10.9%
T med Peak Hour 6.1%
T heavy Peak Hour 4.7%

D MEASURED

D= 53.3%

T daily 12.8%
T med Daily 7.2%
T heavy Daily 5.6%

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150011020000

Station ID: 161601122100

US-27 SIO I-4

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/18	2	32	2	1	1	2	0	1	1	0	0	0	0	0	0	42
00:15	0	24	1	1	1	0	0	0	2	0	0	0	0	0	0	29
00:30	0	21	5	0	1	0	0	0	4	0	0	0	0	0	0	31
00:45	2	19	2	1	1	2	0	1	2	0	0	0	0	0	0	30
01:00	4	96	10	3	4	4	0	2	9	0	0	0	0	0	0	132
01:15	1	20	2	3	1	2	0	0	2	0	0	0	0	0	0	31
01:30	0	20	2	2	0	1	0	0	1	0	0	1	0	0	0	27
01:45	1	20	2	5	1	1	0	1	2	0	0	0	0	0	0	33
02:00	1	33	2	5	0	1	0	0	1	0	0	0	0	0	0	43
02:15	3	93	8	15	2	5	0	1	6	0	0	1	0	0	0	134
02:30	0	24	2	1	0	0	0	2	3	0	0	0	0	0	0	32
02:45	2	14	2	3	0	2	0	3	5	0	0	1	0	0	0	32
03:00	1	12	1	3	1	1	0	0	4	0	0	0	0	0	0	23
03:15	1	13	1	2	0	1	0	0	6	2	0	0	0	0	0	26
03:30	4	63	6	9	1	4	0	5	18	2	0	1	0	0	0	113
03:45	1	14	1	0	0	1	0	0	6	0	0	0	0	0	0	23
04:00	0	21	3	2	0	2	0	0	9	0	0	0	0	0	0	37
04:15	1	19	5	1	0	0	0	1	2	1	1	0	0	0	0	31
04:30	0	16	3	0	0	1	0	0	4	0	0	0	0	0	0	24
04:45	2	70	12	3	0	4	0	1	21	1	1	0	0	0	0	115
05:00	1	13	1	0	0	1	0	1	7	0	0	0	0	0	0	24
05:15	2	27	7	1	1	1	0	3	3	0	0	0	0	0	0	45
05:30	2	31	5	3	1	1	0	4	5	0	0	0	0	0	0	52
05:45	1	36	6	1	2	1	0	0	3	0	0	0	0	0	0	50
06:00	6	107	19	5	4	4	0	8	18	0	0	0	0	0	0	171
06:15	0	43	8	1	2	3	0	0	3	1	0	0	0	0	0	61
06:30	0	47	10	5	4	0	0	0	6	0	0	0	0	0	0	72
06:45	2	74	21	5	9	1	1	0	3	0	0	0	0	0	0	116
07:00	1	83	17	7	5	0	0	3	3	0	0	0	0	0	0	119
07:15	3	247	56	18	20	4	1	3	15	1	0	0	0	0	0	368
07:30	2	114	23	4	9	1	0	2	10	1	0	0	0	0	0	166
07:45	1	182	42	5	4	0	0	2	6	1	0	0	0	0	0	243
08:00	0	227	49	6	11	1	0	4	9	1	0	0	0	0	0	308
08:15	1	244	40	8	10	5	0	1	2	1	0	0	0	0	0	312
08:30	4	767	154	23	34	7	0	9	27	4	0	0	0	0	0	1029
08:45	1	276	42	14	10	1	2	3	7	1	0	0	0	0	0	357
09:00	2	287	54	6	5	7	0	3	2	1	0	0	0	0	0	367
09:15	6	307	39	4	3	4	5	6	3	0	0	0	0	0	0	377
09:30	4	292	44	4	6	3	1	4	4	2	0	0	0	0	0	364
09:45	13	1162	179	28	24	15	8	16	16	4	0	0	0	0	0	1465
10:00	7	237	37	2	6	7	1	5	7	0	0	0	1	0	0	310
10:15	7	245	41	1	12	10	2	4	9	2	0	0	0	0	0	333
10:30	3	232	48	6	11	8	1	6	9	2	0	0	1	0	0	327
10:45	3	183	38	1	5	8	0	2	8	2	0	0	0	0	0	250
11:00	20	897	164	10	34	33	4	17	33	6	0	0	2	0	0	1220
11:15	5	181	34	1	6	6	1	3	8	0	0	0	0	0	0	245
11:30	1	199	32	4	4	2	1	1	8	0	0	0	0	0	0	252
11:45	2	137	34	1	4	3	0	3	10	0	0	0	0	0	0	194
12:00	3	149	27	0	8	3	1	3	9	1	0	0	0	0	0	204
12:15	11	666	127	6	22	14	3	10	35	1	0	0	0	0	0	895
12:30	1	138	33	4	2	3	0	2	5	0	0	0	0	0	0	188
12:45	4	163	36	4	10	3	2	4	3	1	0	0	0	0	0	230
13:00	3	148	24	1	8	4	1	0	11	0	0	0	0	0	0	200
13:15	2	148	26	1	3	4	0	2	10	1	0	0	0	0	0	197
13:30	10	597	119	10	23	14	3	8	29	2	0	0	0	0	0	815
13:45	0	183	25	0	4	2	0	2	7	0	0	0	0	0	0	223
14:00	3	164	36	0	9	4	0	2	4	1	0	0	0	0	0	223
14:15	2	120	41	1	3	1	0	3	7	1	0	0	0	0	0	179
14:30	5	158	33	2	7	8	0	3	14	2	0	0	1	0	0	233
14:45	10	625	135	3	23	15	0	10	32	4	0	0	1	0	0	858
Total	90	5390	989	133	191	123	19	90	259	25	1	2	3	0	0	7315
Percent	1.2%	73.7%	13.5%	1.8%	2.6%	1.7%	0.3%	1.2%	3.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150011020000

Station ID: 161601122100

US-27 SIO I-4

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	5	182	34	4	9	6	1	6	12	1	0	0	0	0	0	260
12:15	6	188	35	2	5	6	2	1	8	0	0	0	0	0	0	253
12:30	5	201	33	1	2	3	1	1	8	0	0	0	0	0	0	255
12:45	2	191	50	0	7	5	0	3	3	0	0	0	0	0	0	261
	18	762	152	7	23	20	4	11	31	1	0	0	0	0	0	1029
13:00	2	180	32	3	8	1	1	0	10	1	0	0	0	0	0	238
13:15	0	171	42	1	6	0	0	1	4	1	0	0	0	0	0	226
13:30	1	187	40	2	3	3	0	3	5	0	0	0	0	0	0	244
13:45	3	183	48	2	6	6	0	0	7	0	0	0	0	0	0	255
	6	721	162	8	23	10	1	4	26	2	0	0	0	0	0	963
14:00	4	201	33	3	5	4	2	1	9	1	0	0	0	0	0	263
14:15	0	231	24	12	5	2	1	3	6	1	0	0	0	0	0	285
14:30	8	228	34	11	2	5	1	1	6	0	0	0	0	0	0	296
14:45	0	208	34	5	10	3	0	7	6	0	0	0	1	0	0	274
	12	868	125	31	22	14	4	12	27	2	0	0	1	0	0	1118
15:00	2	209	39	2	5	2	0	3	7	1	0	0	0	0	0	270
15:15	5	241	40	4	8	5	0	2	8	0	0	0	2	0	0	315
15:30	4	203	35	1	5	3	1	4	7	1	0	0	0	0	0	264
15:45	4	206	39	4	13	4	0	4	7	0	0	0	0	0	0	281
	15	859	153	11	31	14	1	13	29	2	0	0	2	0	0	1130
16:00	7	222	26	5	6	4	0	1	2	1	0	0	0	0	0	274
16:15	3	215	34	3	6	4	1	3	9	0	0	0	0	0	0	278
16:30	5	223	33	1	9	6	2	6	4	2	0	0	0	0	0	291
16:45	1	181	21	4	8	4	1	2	4	0	0	0	1	0	0	227
	16	841	114	13	29	18	4	12	19	3	0	0	1	0	0	1070
17:00	4	226	26	2	9	6	0	0	9	0	0	0	1	0	0	283
17:15	1	227	30	1	7	1	2	0	4	0	0	0	0	0	0	273
17:30	3	239	23	2	10	1	0	0	11	1	0	0	0	0	0	290
17:45	5	211	26	3	2	3	1	1	2	0	0	0	0	0	0	254
	13	903	105	8	28	11	3	1	26	1	0	0	1	0	0	1100
18:00	1	164	20	2	10	3	1	0	7	0	0	0	0	0	0	208
18:15	5	181	23	2	9	2	0	1	6	0	0	0	1	0	0	230
18:30	1	166	24	1	5	1	2	0	1	1	0	0	0	0	0	202
18:45	0	181	25	0	5	1	0	0	6	0	0	0	0	0	0	218
	7	692	92	5	29	7	3	1	20	1	0	0	1	0	0	858
19:00	4	162	19	1	3	3	0	2	10	0	0	0	0	0	0	204
19:15	2	148	23	3	4	1	0	0	3	0	0	0	0	0	0	184
19:30	4	144	19	1	5	2	1	1	5	0	0	0	0	0	0	182
19:45	2	152	24	1	9	1	1	0	4	0	0	0	0	0	0	194
	12	606	85	6	21	7	2	3	22	0	0	0	0	0	0	764
20:00	2	139	15	0	3	0	0	1	6	0	0	0	0	0	0	166
20:15	3	156	25	3	3	3	0	0	3	0	0	0	0	0	0	196
20:30	3	156	16	0	3	4	0	0	2	0	0	0	1	0	0	185
20:45	0	133	16	0	0	1	0	1	7	0	0	0	0	0	0	158
	8	584	72	3	9	8	0	2	18	0	0	0	1	0	0	705
21:00	1	126	12	0	4	1	0	0	5	0	0	0	0	0	0	149
21:15	1	103	7	0	3	1	0	0	3	0	0	0	0	0	0	118
21:30	1	93	13	1	0	1	0	1	3	0	0	0	0	0	0	113
21:45	0	101	9	0	2	0	1	0	6	0	0	0	0	0	0	119
	3	423	41	1	9	3	1	1	17	0	0	0	0	0	0	499
22:00	2	78	8	1	1	2	0	0	5	0	0	0	0	0	0	97
22:15	2	60	10	1	2	0	0	0	0	0	0	0	0	0	0	75
22:30	2	52	4	2	0	3	0	0	7	0	0	0	0	0	0	70
22:45	1	55	3	2	1	1	0	0	2	0	0	0	0	0	0	65
	7	245	25	6	4	6	0	0	14	0	0	0	0	0	0	307
23:00	0	49	6	2	1	0	0	0	2	0	0	0	0	0	0	60
23:15	0	34	5	1	0	0	0	1	0	0	0	0	0	0	0	41
23:30	2	44	2	0	0	2	0	0	1	0	0	0	0	0	0	51
23:45	2	32	3	0	0	1	0	0	1	0	1	0	0	0	0	40
	4	159	16	3	1	3	0	1	4	0	1	0	0	0	0	192
Total	121	7663	1142	102	229	121	23	61	253	12	1	0	7	0	0	9735
Percent	1.2%	78.7%	11.7%	1.0%	2.4%	1.2%	0.2%	0.6%	2.6%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	
Grand Total	211	13053	2131	235	420	244	42	151	512	37	2	2	10	0	0	17050
Percent	1.2%	76.6%	12.5%	1.4%	2.5%	1.4%	0.2%	0.9%	3.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150011020000

Station ID: 161601122100

US-27 SIO I-4

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
8	6	165	13	0	2	6	2	1	6	1	0	0	0	0	0	202
00:15	0	165	8	2	1	2	0	0	5	0	0	0	0	0	0	183
00:30	2	149	10	1	4	1	0	0	10	0	1	0	0	0	0	178
00:45	1	148	14	0	2	2	0	2	1	0	0	0	0	0	0	170
	9	627	45	3	9	11	2	3	22	1	1	0	0	0	0	733
01:00	2	188	16	1	2	3	0	0	10	1	0	1	0	0	0	224
01:15	1	78	3	0	0	0	0	0	6	1	0	0	0	0	0	89
01:30	1	61	5	2	2	3	0	2	3	0	0	0	0	0	0	79
01:45	3	41	6	1	4	0	1	1	11	0	0	0	0	0	0	68
	7	368	30	4	8	6	1	3	30	2	0	1	0	0	0	460
02:00	3	48	4	1	1	2	0	2	6	0	0	0	1	0	0	68
02:15	3	35	4	3	0	2	0	0	5	1	0	1	0	0	0	54
02:30	0	40	5	1	1	0	0	1	9	0	0	0	0	0	0	57
02:45	0	50	2	1	0	1	0	0	3	0	0	0	0	0	0	57
	6	173	15	6	2	5	0	3	23	1	0	1	1	0	0	236
03:00	0	42	3	3	1	2	0	0	13	1	0	0	0	0	0	65
03:15	2	53	7	1	1	1	0	0	10	0	0	0	0	0	0	75
03:30	4	38	4	1	0	3	0	2	5	0	1	1	0	0	0	59
03:45	1	37	6	1	1	2	0	0	10	0	0	1	0	0	0	59
	7	170	20	6	3	8	0	2	38	1	1	2	0	0	0	258
04:00	3	60	4	3	1	1	0	0	7	0	0	0	0	0	0	79
04:15	1	39	7	4	0	2	0	0	11	1	0	1	0	0	0	66
04:30	4	47	7	0	0	3	0	1	10	1	1	1	2	0	0	77
04:45	2	37	8	1	0	3	0	3	10	0	0	0	0	0	0	64
	10	183	26	8	1	9	0	4	38	2	1	2	2	0	0	286
05:00	1	51	9	2	3	1	0	0	9	0	0	0	0	0	0	76
05:15	1	57	18	5	5	3	0	2	8	1	0	0	0	0	0	100
05:30	3	78	8	2	2	3	0	2	10	0	0	1	0	0	0	109
05:45	7	122	23	5	5	4	2	0	6	0	0	0	0	0	0	174
	12	308	58	14	15	11	2	4	33	1	0	1	0	0	0	459
06:00	4	118	15	7	5	9	1	3	16	3	0	0	1	0	0	182
06:15	3	172	29	12	7	5	0	4	11	2	0	0	0	0	0	245
06:30	3	242	36	6	7	7	3	5	15	2	0	0	1	0	0	327
06:45	7	232	42	8	7	6	1	1	12	4	0	0	0	0	0	320
	17	764	122	33	26	27	5	13	54	11	0	0	2	0	0	1074
07:00	3	238	53	5	10	3	1	4	13	0	0	0	0	0	0	330
07:15	6	275	42	6	10	2	2	3	5	4	0	0	1	0	0	356
07:30	5	314	57	8	10	5	1	8	10	5	0	0	0	0	0	423
07:45	7	338	64	7	8	3	1	5	13	1	0	0	0	0	0	447
	21	1165	216	26	38	13	5	20	41	10	0	0	1	0	0	1556
08:00	6	343	64	7	19	6	1	1	12	1	0	0	0	0	0	460
08:15	2	304	48	6	11	5	1	2	12	6	0	0	2	0	0	399
08:30	10	304	49	2	10	8	2	5	11	1	0	0	1	0	0	403
08:45	1	249	33	2	15	4	0	6	13	4	0	0	3	0	0	330
	19	1200	194	17	55	23	4	14	48	12	0	0	6	0	0	1592
09:00	5	277	60	5	11	6	0	5	14	2	0	0	1	0	0	386
09:15	2	277	51	9	9	2	3	5	13	3	0	0	1	0	0	375
09:30	9	316	47	8	11	10	2	8	17	1	0	0	1	0	0	430
09:45	5	318	58	5	11	9	2	4	11	2	0	0	1	0	0	426
	21	1188	216	27	42	27	7	22	55	8	0	0	4	0	0	1617
10:00	3	324	67	3	13	7	0	2	18	1	0	0	1	0	0	439
10:15	1	290	53	3	14	2	1	9	20	1	0	0	0	0	0	394
10:30	8	281	51	2	10	9	4	5	18	2	0	0	1	0	0	391
10:45	7	301	63	5	13	10	1	4	25	3	0	0	1	0	0	433
	19	1196	234	13	50	28	6	20	81	7	0	0	3	0	0	1657
11:00	5	258	41	1	9	8	3	8	11	3	0	0	0	0	0	347
11:15	5	300	43	3	6	9	2	1	19	1	0	0	0	0	0	389
11:30	5	287	54	4	8	4	1	4	12	1	0	0	1	0	0	381
11:45	5	268	57	5	11	9	1	3	21	3	0	0	2	0	0	385
	20	1113	195	13	34	30	7	16	63	8	0	0	3	0	0	1502
Total	168	8455	1371	170	283	198	39	124	526	64	3	7	22	0	0	11430
Percent	1.5%	74.0%	12.0%	1.5%	2.5%	1.7%	0.3%	1.1%	4.6%	0.6%	0.0%	0.1%	0.2%	0.0%	0.0%	

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150011020000

Station ID: 161601122100

US-27 SIO I-4

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	271	63	4	7	5	0	2	24	0	0	0	1	0	0	381
12:15	8	295	73	4	10	14	0	4	26	3	0	0	2	0	0	439
12:30	7	348	72	0	18	5	0	2	23	3	0	0	1	0	0	479
12:45	4	338	68	4	12	13	2	3	29	0	0	0	1	0	0	474
	23	1252	276	12	47	37	2	11	102	6	0	0	5	0	0	1773
13:00	3	296	64	2	17	9	5	1	22	3	0	0	0	0	0	422
13:15	11	388	55	6	15	5	2	3	17	4	0	0	0	0	0	506
13:30	10	346	50	4	9	6	2	3	18	2	0	0	0	0	0	450
13:45	5	370	51	3	14	3	2	2	11	4	0	0	3	0	0	468
	29	1400	220	15	55	23	11	9	68	13	0	0	3	0	0	1846
14:00	12	374	67	9	12	8	3	6	19	1	0	0	1	0	0	512
14:15	6	397	58	3	9	7	2	2	18	3	0	0	0	0	0	505
14:30	2	397	59	3	12	8	0	4	24	1	0	0	0	0	0	510
14:45	7	416	62	6	14	5	2	3	7	3	1	0	0	0	0	526
	27	1584	246	21	47	28	7	15	68	8	1	0	1	0	0	2053
15:00	14	403	73	2	17	5	0	9	9	7	0	0	2	0	0	541
15:15	4	468	56	11	9	6	0	3	13	4	0	0	0	0	0	574
15:30	9	417	73	3	15	5	2	3	9	2	0	0	2	0	0	540
15:45	8	480	59	3	9	7	1	7	14	3	0	0	2	0	0	593
	35	1768	261	19	50	23	3	22	45	16	0	0	6	0	0	2248
16:00	2	493	69	10	12	10	1	3	14	4	0	0	0	0	0	618
16:15	3	451	69	4	13	3	1	4	11	1	0	0	1	0	0	561
16:30	10	504	57	9	14	10	0	6	15	3	0	0	0	0	0	628
16:45	8	544	67	4	13	10	6	1	11	3	0	0	2	0	0	669
	23	1992	262	27	52	33	8	14	51	11	0	0	3	0	0	2476
17:00	0	517	80	8	13	3	2	4	7	1	0	0	0	0	0	635
17:15	7	531	68	1	16	11	2	5	15	4	0	0	1	0	0	661
17:30	4	528	73	5	12	4	3	5	10	3	0	0	0	0	0	647
17:45	9	558	59	3	16	8	4	5	5	4	0	0	3	0	0	674
	20	2134	280	17	57	26	11	19	37	12	0	0	4	0	0	2617
18:00	2	561	64	3	7	6	3	6	12	2	0	0	1	0	0	667
18:15	6	445	55	4	14	9	1	3	10	9	0	0	5	0	0	561
18:30	7	501	68	8	27	4	0	3	9	3	1	0	1	0	0	632
18:45	8	440	58	7	13	5	2	3	5	4	0	0	2	0	0	547
	23	1947	245	22	61	24	6	15	36	18	1	0	9	0	0	2407
19:00	3	408	60	3	7	7	2	3	10	4	0	0	1	0	0	508
19:15	8	424	50	6	10	9	1	4	8	4	0	0	0	0	0	524
19:30	7	378	55	3	9	5	5	0	4	0	0	0	1	0	0	467
19:45	7	340	37	2	10	5	1	1	5	0	0	0	1	0	0	409
	25	1550	202	14	36	26	9	8	27	8	0	0	3	0	0	1908
20:00	5	304	29	1	6	3	2	1	4	0	0	0	0	0	0	355
20:15	6	297	28	3	9	4	1	3	14	1	0	0	1	0	0	367
20:30	5	310	44	0	2	2	0	2	11	3	0	0	0	0	0	379
20:45	3	284	35	2	6	2	0	2	7	1	0	0	1	0	0	343
	19	1195	136	6	23	11	3	8	36	5	0	0	2	0	0	1444
21:00	3	272	27	0	2	7	3	1	4	2	0	0	0	0	0	321
21:15	2	279	31	0	3	3	0	1	7	1	1	0	0	0	0	328
21:30	2	266	22	0	5	0	0	0	7	2	0	1	0	0	0	305
21:45	4	257	23	3	2	0	0	1	10	0	0	0	0	0	0	300
	11	1074	103	3	12	10	3	3	28	5	1	1	0	0	0	1254
22:00	1	237	26	0	3	2	1	1	6	1	0	0	1	0	0	279
22:15	0	218	20	0	4	1	2	0	3	1	0	0	0	0	0	249
22:30	3	241	19	0	0	2	1	1	5	1	0	0	0	0	0	273
22:45	5	203	13	0	0	2	0	3	7	1	0	0	0	0	0	234
	9	899	78	0	7	7	4	5	21	4	0	0	1	0	0	1035
23:00	1	203	19	0	0	1	1	1	4	1	0	0	0	0	0	231
23:15	3	187	14	0	0	3	1	0	3	0	0	1	0	0	0	212
23:30	6	196	20	1	1	0	0	0	8	1	0	0	0	0	0	233
23:45	3	224	14	1	1	0	2	0	6	0	0	0	1	0	0	252
	13	810	67	2	2	4	4	1	21	2	0	1	1	0	0	928
Total	257	17605	2376	158	449	252	71	130	540	108	3	2	38	0	0	21989
Percent	1.2%	80.1%	10.8%	0.7%	2.0%	1.1%	0.3%	0.6%	2.5%	0.5%	0.0%	0.0%	0.2%	0.0%	0.0%	
Grand Total	425	26060	3747	328	732	450	110	254	1066	172	6	9	60	0	0	33419
Percent	1.3%	78.0%	11.2%	1.0%	2.2%	1.3%	0.3%	0.8%	3.2%	0.5%	0.0%	0.0%	0.2%	0.0%	0.0%	

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150817000000
Station ID: 161601311100
US-27 NB TO EB I-4 RAMP

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/18	2	19	2	0	3	1	0	0	4	0	0	0	0	0	0	31
00:15	1	22	5	0	1	0	0	0	12	0	0	0	0	0	0	41
00:30	0	22	3	1	2	0	0	0	7	1	0	0	0	0	0	36
00:45	0	22	4	0	0	0	0	0	8	0	0	0	0	0	0	34
01:00	3	85	14	1	6	1	0	0	31	1	0	0	0	0	0	142
01:15	3	21	4	0	0	0	0	0	8	0	0	0	0	0	0	36
01:30	6	20	5	2	2	0	0	0	6	0	0	1	0	0	0	42
01:45	1	23	2	0	0	0	0	0	6	2	0	0	0	0	0	34
02:00	1	14	1	1	2	0	0	1	4	0	0	0	0	0	0	24
02:15	11	78	12	3	4	0	0	1	24	2	0	1	0	0	0	136
02:30	0	16	6	1	2	0	0	1	4	0	1	0	0	0	0	31
02:45	2	16	4	2	2	1	0	0	7	0	0	0	0	0	0	34
03:00	2	18	7	0	1	0	0	0	2	0	0	0	0	0	0	30
03:15	2	20	1	0	1	0	0	0	4	0	0	0	0	0	0	28
03:30	6	70	18	3	6	1	0	1	17	0	1	0	0	0	0	123
03:45	0	20	6	0	1	2	0	0	7	0	0	0	0	0	0	36
04:00	2	33	6	0	1	2	0	0	3	0	0	0	0	0	0	47
04:15	3	58	6	0	1	0	0	0	7	0	0	2	0	0	0	77
04:30	2	41	3	1	1	0	0	0	11	0	0	0	0	0	0	59
04:45	7	152	21	1	4	4	0	0	28	0	0	2	0	0	0	219
05:00	2	58	11	0	3	0	0	0	10	0	0	1	0	0	0	85
05:15	4	107	20	1	0	0	1	0	10	0	0	0	0	0	0	143
05:30	0	138	17	1	3	0	0	2	8	0	0	0	0	0	0	169
05:45	4	108	29	1	6	2	0	1	11	0	0	0	0	0	0	162
06:00	10	411	77	3	12	2	1	3	39	0	0	1	0	0	0	559
06:15	2	141	40	0	12	0	0	1	18	0	0	0	0	0	0	214
06:30	4	238	56	1	10	0	0	3	10	0	0	0	0	0	0	322
06:45	1	239	61	3	10	0	0	3	12	0	0	0	0	0	0	329
07:00	3	251	66	6	20	2	0	2	9	1	0	0	0	0	0	360
07:15	10	869	223	10	52	2	0	9	49	1	0	0	0	0	0	1225
07:30	4	401	113	3	17	1	0	2	8	0	1	0	0	0	0	550
07:45	4	436	95	0	17	3	1	3	8	0	0	0	0	0	0	567
08:00	10	356	78	1	8	3	1	8	10	0	0	0	1	0	0	476
08:15	1	379	70	2	16	1	0	3	10	0	0	0	0	0	0	482
08:30	19	1572	356	6	58	8	2	16	36	0	1	0	1	0	0	2075
08:45	6	324	42	7	11	5	0	4	6	1	0	0	1	0	0	407
09:00	18	271	39	6	12	3	1	10	6	1	0	0	8	0	0	375
09:15	6	285	31	2	9	1	0	9	10	1	0	0	2	0	0	356
09:30	9	243	35	17	9	5	0	6	5	1	1	0	3	0	0	334
09:45	39	1123	147	32	41	14	1	29	27	4	1	0	14	0	0	1472
10:00	11	227	30	12	9	5	1	13	9	3	0	0	1	0	0	321
10:15	9	173	18	5	4	4	2	7	5	1	0	0	5	0	0	233
10:30	9	200	23	6	5	3	1	9	5	3	1	0	2	0	0	267
10:45	5	218	33	3	16	2	1	5	11	0	0	0	1	0	0	295
11:00	34	818	104	26	34	14	5	34	30	7	1	0	9	0	0	1116
11:15	7	187	23	8	8	4	1	5	5	1	0	0	2	0	0	251
11:30	4	207	37	9	13	3	1	1	13	1	0	0	0	0	0	289
11:45	3	219	43	0	7	1	0	1	15	0	0	0	0	0	0	289
12:00	3	217	41	5	5	0	0	0	10	0	0	0	0	0	0	281
12:15	17	830	144	22	33	8	2	7	43	2	0	0	2	0	0	1110
12:30	1	218	43	2	8	2	0	3	13	0	0	0	0	0	0	290
12:45	1	189	29	4	3	1	0	2	21	0	0	0	0	0	0	250
13:00	1	193	28	2	4	3	0	2	15	0	0	0	0	0	0	248
13:15	6	197	36	3	11	1	0	3	14	0	0	0	0	0	0	271
13:30	9	797	136	11	26	7	0	10	63	0	0	0	0	0	0	1059
13:45	5	187	26	0	4	4	0	1	15	0	1	0	0	0	0	243
14:00	2	202	26	2	5	2	1	2	17	0	1	1	0	0	0	261
14:15	6	197	40	6	5	1	0	4	18	0	0	0	0	0	0	277
14:30	2	184	34	1	12	1	0	2	14	0	0	0	0	0	0	250
14:45	15	770	126	9	26	8	1	9	64	0	2	1	0	0	0	1031
Total	180	7575	1378	127	302	69	12	119	451	17	6	5	26	0	0	10267
Percent	1.8%	73.8%	13.4%	1.2%	2.9%	0.7%	0.1%	1.2%	4.4%	0.2%	0.1%	0.0%	0.3%	0.0%	0.0%	

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150817000000
Station ID: 161601311100
US-27 NB TO EB I-4 RAMP

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	190	36	2	5	0	0	3	15	0	0	0	0	0	0	255
12:15	2	188	34	8	4	1	2	2	18	0	0	0	0	0	0	259
12:30	2	209	38	4	3	4	0	0	11	0	0	0	0	0	0	271
12:45	3	193	40	2	1	2	0	2	18	0	0	0	0	0	0	261
	11	780	148	16	13	7	2	7	62	0	0	0	0	0	0	1046
13:00	2	224	27	2	6	4	0	2	13	0	0	0	0	0	0	280
13:15	4	191	33	2	4	2	0	0	16	0	0	0	1	0	0	253
13:30	1	185	28	2	3	1	0	0	16	0	0	0	0	0	0	236
13:45	3	225	36	8	10	0	1	3	20	0	0	0	0	0	0	306
	10	825	124	14	23	7	1	5	65	0	0	0	1	0	0	1075
14:00	1	213	37	0	6	2	0	1	14	0	0	0	1	0	0	275
14:15	3	241	36	6	5	0	0	2	10	0	0	0	0	0	0	303
14:30	4	218	32	3	6	2	0	3	23	0	0	0	0	0	0	291
14:45	0	196	27	3	3	3	0	0	17	0	0	0	0	0	0	249
	8	868	132	12	20	7	0	6	64	0	0	0	1	0	0	1118
15:00	1	194	25	5	3	1	0	0	9	0	0	0	0	0	0	238
15:15	7	245	36	5	7	1	1	3	22	0	0	0	0	0	0	327
15:30	3	231	40	2	5	3	2	2	15	0	0	0	0	0	0	303
15:45	2	215	31	1	8	1	0	2	13	1	0	0	0	0	0	274
	13	885	132	13	23	6	3	7	59	1	0	0	0	0	0	1142
16:00	1	194	39	4	8	1	0	5	8	0	0	0	0	0	0	260
16:15	1	217	38	0	6	0	1	1	11	0	0	0	0	0	0	275
16:30	4	205	39	0	5	0	0	2	13	0	0	0	1	0	0	269
16:45	4	186	30	3	3	2	0	1	13	0	0	0	0	0	0	242
	10	802	146	7	22	3	1	9	45	0	0	0	1	0	0	1046
17:00	2	221	27	0	4	1	0	1	13	0	0	0	0	0	0	269
17:15	4	183	34	1	9	0	1	3	11	0	0	0	0	0	0	246
17:30	1	200	33	1	11	1	0	0	11	0	0	0	0	0	0	258
17:45	1	197	30	1	5	2	1	0	16	0	0	0	0	0	0	253
	8	801	124	3	29	4	2	4	51	0	0	0	0	0	0	1026
18:00	3	169	30	3	3	0	0	2	8	0	0	0	0	0	0	218
18:15	4	192	26	1	9	1	0	2	7	0	0	0	0	0	0	242
18:30	2	169	20	0	10	0	0	4	14	0	0	0	0	0	0	219
18:45	3	151	20	0	6	1	0	3	12	0	0	0	0	0	0	196
	12	681	96	4	28	2	0	11	41	0	0	0	0	0	0	875
19:00	0	120	12	1	2	0	0	2	11	0	0	0	0	0	0	148
19:15	0	111	19	2	3	1	0	3	9	0	0	0	0	0	0	148
19:30	1	112	9	3	3	1	0	0	9	0	0	0	0	0	0	138
19:45	3	79	17	0	1	0	0	2	8	1	0	0	0	0	0	111
	4	422	57	6	9	2	0	7	37	1	0	0	0	0	0	545
20:00	0	75	8	0	3	0	0	0	7	0	0	0	0	0	0	93
20:15	3	95	15	2	4	0	0	1	11	0	2	0	0	0	0	133
20:30	5	84	16	0	1	0	0	2	8	0	1	0	0	0	0	117
20:45	1	75	16	0	1	0	0	1	14	0	1	0	0	0	0	109
	9	329	55	2	9	0	0	4	40	0	4	0	0	0	0	452
21:00	1	95	17	2	1	0	0	1	6	0	0	0	0	0	0	123
21:15	3	99	11	1	2	1	0	1	6	0	1	0	0	0	0	125
21:30	3	83	10	1	2	0	0	1	8	0	1	0	0	0	0	109
21:45	1	75	8	0	3	0	0	0	1	0	0	0	0	0	0	88
	8	352	46	4	8	1	0	3	21	0	2	0	0	0	0	445
22:00	1	73	6	0	0	1	0	0	6	0	0	0	0	0	0	87
22:15	0	69	14	0	2	0	0	1	10	0	0	0	0	0	0	96
22:30	0	67	6	1	0	1	0	0	8	0	0	0	0	0	0	83
22:45	4	51	4	1	0	0	0	1	4	1	0	0	0	0	0	66
	5	260	30	2	2	2	0	2	28	1	0	0	0	0	0	332
23:00	0	42	2	0	0	0	0	0	5	0	0	0	0	0	0	49
23:15	5	37	4	0	0	1	0	0	12	0	0	0	0	0	0	59
23:30	1	29	7	0	0	0	0	1	7	0	0	0	0	0	0	45
23:45	0	32	6	0	0	1	0	0	5	0	0	0	0	0	0	44
	6	140	19	0	0	2	0	1	29	0	0	0	0	0	0	197
Total	104	7145	1109	83	186	43	9	66	542	3	6	0	3	0	0	9299
Percent	1.1%	76.8%	11.9%	0.9%	2.0%	0.5%	0.1%	0.7%	5.8%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	284	14720	2487	210	488	112	21	185	993	20	12	5	29	0	0	19566
Percent	1.5%	75.2%	12.7%	1.1%	2.5%	0.6%	0.1%	0.9%	5.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	

Volume Count Report

Start Date: January 8, 2019 Start Time: 00:00
 Stop Date: January 8, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: SW Access Rd/Frontage Rd west of US 27

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	4	7	7	35	45	56	69	42	39	44
30	10	6	5	8	13	28	36	45	45	50	43	42
45	6	8	3	9	11	22	48	53	48	51	58	50
00	6	3	3	7	12	30	47	45	39	48	40	48
Hr Total	35	21	15	31	43	115	176	199	201	191	180	184

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	43	46	39	41	42	42	28	14	20	13	12
30	35	52	36	38	27	41	30	32	20	13	14	7
45	44	56	54	51	43	47	38	35	25	17	8	8
00	59	45	39	35	22	41	29	17	33	15	12	10
Hr Total	165	196	175	163	133	171	139	112	92	65	47	37

24 Hour Total: 2,886
 AM Peak Hour begins: 7:15 AM Peak Volume: 212 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 12:45 PM Peak Volume: 210 PM Peak Hour Factor: 0.89

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	2	3	2	9	28	28	48	35	42	33
30	9	3	1	1	4	11	15	33	28	29	39	34
45	8	7	2	3	9	15	37	23	30	33	38	34
00	1	3	8	1	17	20	32	32	20	39	36	42
Hr Total	29	17	13	8	32	55	112	116	126	136	155	143

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	27	40	24	26	37	33	22	19	18	15	11
30	27	26	32	33	32	29	28	19	16	11	10	4
45	40	33	40	35	22	33	26	24	24	15	18	8
00	24	35	22	41	28	28	30	21	20	19	8	6
Hr Total	130	121	134	133	108	127	117	86	79	63	51	29

24 Hour Total: 2,120
 AM Peak Hour begins: 9:45 AM Peak Volume: 158 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 13:45 PM Peak Volume: 147 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	8	6	10	9	44	73	84	117	77	81	77
30	19	9	6	9	17	39	51	78	73	79	82	76
45	14	15	5	12	20	37	85	76	78	84	96	84
00	7	6	11	8	29	50	79	77	59	87	76	90
Hr Total	64	38	28	39	75	170	288	315	327	327	335	327

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	70	86	63	67	79	75	50	33	38	28	23
30	62	78	68	71	59	70	58	51	36	24	24	11
45	84	89	94	86	65	80	64	59	49	32	26	16
00	83	80	61	76	50	69	59	38	53	34	20	16
Hr Total	295	317	309	296	241	298	256	198	171	128	98	66

24 Hour Total: 5,006
 AM Peak Hour begins: 7:15 AM Peak Volume: 348 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 13:15 PM Peak Volume: 333 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: January 9, 2019 Start Time: 00:00
 Stop Date: January 9, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location SW Access Rd/Frontage Rd west of US 27

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	5	4	11	24	41	54	57	39	38	48
30	4	7	7	8	13	22	43	54	70	40	40	41
45	7	9	5	5	14	31	45	57	63	42	43	32
00	7	4	5	3	8	27	35	50	58	39	44	35
Hr Total	23	22	22	20	46	104	164	215	248	160	165	156

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	47	41	48	38	54	31	29	25	15	26	9
30	44	51	42	46	27	45	43	26	22	9	19	11
45	60	43	37	47	29	32	38	43	23	17	13	8
00	53	43	42	59	33	44	40	38	17	13	13	8
Hr Total	202	184	162	200	127	175	152	136	87	54	71	36

24 Hour Total: 2,931
 AM Peak Hour begins: 8:00 AM Peak Volume: 248 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 12:30 PM Peak Volume: 211 PM Peak Hour Factor: 0.88

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	4	5	7	30	28	34	25	27	29
30	8	5	3	2	4	14	35	35	28	27	25	36
45	7	4	3	3	7	16	21	29	35	22	22	32
00	9	3	0	2	6	15	33	33	22	27	25	32
Hr Total	29	14	7	11	22	52	119	125	119	101	99	129

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	25	18	25	31	36	36	30	20	25	21	8
30	39	37	32	31	20	29	37	25	12	15	8	9
45	39	32	33	27	38	29	31	36	20	20	10	13
00	44	36	36	35	38	25	29	30	21	21	10	4
Hr Total	159	130	119	118	127	119	133	121	73	81	49	34

24 Hour Total: 2,090
 AM Peak Hour begins: 11:30 AM Peak Volume: 140 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:00 PM Peak Volume: 159 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	6	8	16	31	71	82	91	64	65	77
30	12	12	10	10	17	36	78	89	98	67	65	77
45	14	13	8	8	21	47	66	86	98	64	65	64
00	16	7	5	5	14	42	68	83	80	66	69	67
Hr Total	52	36	29	31	68	156	283	340	367	261	264	285

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	72	59	73	69	90	67	59	45	40	47	17
30	83	88	74	77	47	74	80	51	34	24	27	20
45	99	75	70	74	67	61	69	79	43	37	23	21
00	97	79	78	94	71	69	69	68	38	34	23	12
Hr Total	361	314	281	318	254	294	285	257	160	135	120	70

24 Hour Total: 5,021
 AM Peak Hour begins: 7:45 AM Peak Volume: 370 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:00 PM Peak Volume: 361 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: January 10, 2019 Start Time: 00:00
 Stop Date: January 10, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location SW Access Rd/Frontage Rd west of US 27

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	6	6	11	34	41	51	54	47	46	63
30	8	2	4	5	6	22	42	64	50	49	46	45
45	8	4	8	8	13	20	48	51	46	37	39	45
00	6	9	3	8	15	25	45	48	47	36	50	34
Hr Total	35	21	21	27	45	101	176	214	197	169	181	187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	50	55	47	34	45	48	26	34	21	22	18
30	57	66	45	52	40	40	31	41	26	12	16	13
45	40	50	52	34	43	40	41	30	25	23	12	11
00	58	46	39	54	31	43	35	38	21	15	13	13
Hr Total	207	212	191	187	148	168	155	135	106	71	63	55

24 Hour Total: 3,072
 AM Peak Hour begins: 7:15 AM Peak Volume: 217 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 12:45 PM Peak Volume: 224 PM Peak Hour Factor: 0.85

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	6	3	14	26	39	32	40	33	26
30	6	5	2	2	3	7	25	31	21	28	32	34
45	10	3	1	7	10	12	24	22	38	24	34	39
00	4	4	3	2	10	13	39	25	33	36	33	38
Hr Total	25	16	10	17	26	46	114	117	124	128	132	137

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	28	39	38	29	31	42	37	21	20	23	13
30	47	39	29	32	31	28	42	38	19	12	12	10
45	27	26	39	35	27	37	40	27	22	17	19	13
00	38	38	31	39	36	26	29	31	27	14	14	10
Hr Total	153	131	138	144	123	122	153	133	89	63	68	46

24 Hour Total: 2,255
 AM Peak Hour begins: 11:30 AM Peak Volume: 165 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:00 PM Peak Volume: 153 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	10	10	12	14	48	67	90	86	87	79	89
30	14	7	6	7	9	29	67	95	71	77	78	79
45	18	7	9	15	23	32	72	73	84	61	73	84
00	10	13	6	10	25	38	84	73	80	72	83	72
Hr Total	60	37	31	44	71	147	290	331	321	297	313	324

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	78	94	85	63	76	90	63	55	41	45	31
30	104	105	74	84	71	68	73	79	45	24	28	23
45	67	76	91	69	70	77	81	57	47	40	31	24
00	96	84	70	93	67	69	64	69	48	29	27	23
Hr Total	360	343	329	331	271	290	308	268	195	134	131	101

24 Hour Total: 5,327
 AM Peak Hour begins: 11:30 AM Peak Volume: 353 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 12:00 PM Peak Volume: 360 PM Peak Hour Factor: 0.87

Volume Count Report

3-Day Average

Start Date: January 8, 2019 Start Time: 00:00
 Stop Date: January 10, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: SW Access Rd/Frontage Rd west of US 27

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	5	6	10	31	42	54	60	43	41	52
30	7	5	5	7	11	24	40	54	55	46	43	43
45	7	7	5	7	13	24	47	54	52	43	47	42
00	6	5	4	6	12	27	42	48	48	41	45	39
Hr Total	31	21	19	26	45	107	172	209	215	173	175	176

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	47	47	45	38	47	40	28	24	19	20	13
30	45	56	41	45	31	42	35	33	23	11	16	10
45	48	50	48	44	38	40	39	36	24	19	11	9
00	57	45	40	49	29	43	35	31	24	14	13	10
Hr Total	191	197	176	183	136	171	149	128	95	63	60	43

24 Hour Total: 2,963
 AM Peak Hour begins: 7:30 AM Peak Volume: 216 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:45 PM Peak Volume: 209 PM Peak Hour Factor: 0.92

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	2	4	3	10	28	32	38	33	34	29
30	8	4	2	2	4	11	25	33	26	28	32	35
45	8	5	2	4	9	14	27	25	34	26	31	35
00	5	3	4	2	11	16	35	30	25	34	31	37
Hr Total	28	16	10	12	27	51	115	119	123	122	129	136

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	27	32	29	29	35	37	30	20	21	20	11
30	38	34	31	32	28	29	36	27	16	13	10	8
45	35	30	37	32	29	33	32	29	22	17	16	11
00	35	36	30	38	34	26	29	27	23	18	11	7
Hr Total	147	127	130	132	119	123	134	113	80	69	56	36

24 Hour Total: 2,155
 AM Peak Hour begins: 11:30 AM Peak Volume: 149 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 12:00 PM Peak Volume: 147 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	7	10	13	41	70	85	98	76	75	81
30	15	9	7	9	14	35	65	87	81	74	75	77
45	15	12	7	12	21	39	74	78	87	70	78	77
00	11	9	7	8	23	43	77	78	73	75	76	76
Hr Total	59	37	29	38	71	158	287	329	338	295	304	312

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	73	80	74	66	82	77	57	44	40	40	24
30	83	90	72	77	59	71	70	60	38	24	26	18
45	83	80	85	76	67	73	71	65	46	36	27	20
00	92	81	70	88	63	69	64	58	46	32	23	17
Hr Total	339	325	306	315	255	294	283	241	175	132	116	79

24 Hour Total: 5,118
 AM Peak Hour begins: 7:45 AM Peak Volume: 343 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:30 PM Peak Volume: 339 PM Peak Hour Factor: 0.92

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150817000000
Station ID: 161601311100
US-27 NB TO EB I-4 RAMP

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
8	2	19	2	0	3	1	0	0	4	0	0	0	0	0	0	31
00:15	1	22	5	0	1	0	0	0	12	0	0	0	0	0	0	41
00:30	0	22	3	1	2	0	0	0	7	1	0	0	0	0	0	36
00:45	0	22	4	0	0	0	0	0	8	0	0	0	0	0	0	34
	3	85	14	1	6	1	0	0	31	1	0	0	0	0	0	142
01:00	3	21	4	0	0	0	0	0	8	0	0	0	0	0	0	36
01:15	6	20	5	2	2	0	0	0	6	0	0	1	0	0	0	42
01:30	1	23	2	0	0	0	0	0	6	2	0	0	0	0	0	34
01:45	1	14	1	1	2	0	0	1	4	0	0	0	0	0	0	24
	11	78	12	3	4	0	0	1	24	2	0	1	0	0	0	136
02:00	0	16	6	1	2	0	0	1	4	0	1	0	0	0	0	31
02:15	2	16	4	2	2	1	0	0	7	0	0	0	0	0	0	34
02:30	2	18	7	0	1	0	0	0	2	0	0	0	0	0	0	30
02:45	2	20	1	0	1	0	0	0	4	0	0	0	0	0	0	28
	6	70	18	3	6	1	0	1	17	0	1	0	0	0	0	123
03:00	0	20	6	0	1	2	0	0	7	0	0	0	0	0	0	36
03:15	2	33	6	0	1	2	0	0	3	0	0	0	0	0	0	47
03:30	3	58	6	0	1	0	0	0	7	0	0	2	0	0	0	77
03:45	2	41	3	1	1	0	0	0	11	0	0	0	0	0	0	59
	7	152	21	1	4	4	0	0	28	0	0	2	0	0	0	219
04:00	2	58	11	0	3	0	0	0	10	0	0	1	0	0	0	85
04:15	4	107	20	1	0	0	1	0	10	0	0	0	0	0	0	143
04:30	0	138	17	1	3	0	0	2	8	0	0	0	0	0	0	169
04:45	4	108	29	1	6	2	0	1	11	0	0	0	0	0	0	162
	10	411	77	3	12	2	1	3	39	0	0	1	0	0	0	559
05:00	2	141	40	0	12	0	0	1	18	0	0	0	0	0	0	214
05:15	4	238	56	1	10	0	0	3	10	0	0	0	0	0	0	322
05:30	1	239	61	3	10	0	0	3	12	0	0	0	0	0	0	329
05:45	3	251	66	6	20	2	0	2	9	1	0	0	0	0	0	360
	10	869	223	10	52	2	0	9	49	1	0	0	0	0	0	1225
06:00	4	401	113	3	17	1	0	2	8	0	1	0	0	0	0	550
06:15	4	436	95	0	17	3	1	3	8	0	0	0	0	0	0	567
06:30	10	356	78	1	8	3	1	8	10	0	0	0	1	0	0	476
06:45	1	379	70	2	16	1	0	3	10	0	0	0	0	0	0	482
	19	1572	356	6	58	8	2	16	36	0	1	0	1	0	0	2075
07:00	6	324	42	7	11	5	0	4	6	1	0	0	1	0	0	407
07:15	18	271	39	6	12	3	1	10	6	1	0	0	8	0	0	375
07:30	6	285	31	2	9	1	0	9	10	1	0	0	2	0	0	356
07:45	9	243	35	17	9	5	0	6	5	1	1	0	3	0	0	334
	39	1123	147	32	41	14	1	29	27	4	1	0	14	0	0	1472
08:00	11	227	30	12	9	5	1	13	9	3	0	0	1	0	0	321
08:15	9	173	18	5	4	4	2	7	5	1	0	0	5	0	0	233
08:30	9	200	23	6	5	3	1	9	5	3	1	0	2	0	0	267
08:45	5	218	33	3	16	2	1	5	11	0	0	0	1	0	0	295
	34	818	104	26	34	14	5	34	30	7	1	0	9	0	0	1116
09:00	7	187	23	8	8	4	1	5	5	1	0	0	2	0	0	251
09:15	4	207	37	9	13	3	1	1	13	1	0	0	0	0	0	289
09:30	3	219	43	0	7	1	0	1	15	0	0	0	0	0	0	289
09:45	3	217	41	5	5	0	0	0	10	0	0	0	0	0	0	281
	17	830	144	22	33	8	2	7	43	2	0	0	2	0	0	1110
10:00	1	218	43	2	8	2	0	3	13	0	0	0	0	0	0	290
10:15	1	189	29	4	3	1	0	2	21	0	0	0	0	0	0	250
10:30	1	193	28	2	4	3	0	2	15	0	0	0	0	0	0	248
10:45	6	197	36	3	11	1	0	3	14	0	0	0	0	0	0	271
	9	797	136	11	26	7	0	10	63	0	0	0	0	0	0	1059
11:00	5	187	26	0	4	4	0	1	15	0	1	0	0	0	0	243
11:15	2	202	26	2	5	2	1	2	17	0	1	1	0	0	0	261
11:30	6	197	40	6	5	1	0	4	18	0	0	0	0	0	0	277
11:45	2	184	34	1	12	1	0	2	14	0	0	0	0	0	0	250
	15	770	126	9	26	8	1	9	64	0	2	1	0	0	0	1031
Total	180	7575	1378	127	302	69	12	119	451	17	6	5	26	0	0	10267
Percent	1.8%	73.8%	13.4%	1.2%	2.9%	0.7%	0.1%	1.2%	4.4%	0.2%	0.1%	0.0%	0.3%	0.0%	0.0%	

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150817000000
Station ID: 161601311100
US-27 NB TO EB I-4 RAMP

EB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	190	36	2	5	0	0	3	15	0	0	0	0	0	0	255
12:15	2	188	34	8	4	1	2	2	18	0	0	0	0	0	0	259
12:30	2	209	38	4	3	4	0	0	11	0	0	0	0	0	0	271
12:45	3	193	40	2	1	2	0	2	18	0	0	0	0	0	0	261
	11	780	148	16	13	7	2	7	62	0	0	0	0	0	0	1046
13:00	2	224	27	2	6	4	0	2	13	0	0	0	0	0	0	280
13:15	4	191	33	2	4	2	0	0	16	0	0	0	1	0	0	253
13:30	1	185	28	2	3	1	0	0	16	0	0	0	0	0	0	236
13:45	3	225	36	8	10	0	1	3	20	0	0	0	0	0	0	306
	10	825	124	14	23	7	1	5	65	0	0	0	1	0	0	1075
14:00	1	213	37	0	6	2	0	1	14	0	0	0	1	0	0	275
14:15	3	241	36	6	5	0	0	2	10	0	0	0	0	0	0	303
14:30	4	218	32	3	6	2	0	3	23	0	0	0	0	0	0	291
14:45	0	196	27	3	3	3	0	0	17	0	0	0	0	0	0	249
	8	868	132	12	20	7	0	6	64	0	0	0	1	0	0	1118
15:00	1	194	25	5	3	1	0	0	9	0	0	0	0	0	0	238
15:15	7	245	36	5	7	1	1	3	22	0	0	0	0	0	0	327
15:30	3	231	40	2	5	3	2	2	15	0	0	0	0	0	0	303
15:45	2	215	31	1	8	1	0	2	13	1	0	0	0	0	0	274
	13	885	132	13	23	6	3	7	59	1	0	0	0	0	0	1142
16:00	1	194	39	4	8	1	0	5	8	0	0	0	0	0	0	260
16:15	1	217	38	0	6	0	1	1	11	0	0	0	0	0	0	275
16:30	4	205	39	0	5	0	0	2	13	0	0	0	1	0	0	269
16:45	4	186	30	3	3	2	0	1	13	0	0	0	0	0	0	242
	10	802	146	7	22	3	1	9	45	0	0	0	1	0	0	1046
17:00	2	221	27	0	4	1	0	1	13	0	0	0	0	0	0	269
17:15	4	183	34	1	9	0	1	3	11	0	0	0	0	0	0	246
17:30	1	200	33	1	11	1	0	0	11	0	0	0	0	0	0	258
17:45	1	197	30	1	5	2	1	0	16	0	0	0	0	0	0	253
	8	801	124	3	29	4	2	4	51	0	0	0	0	0	0	1026
18:00	3	169	30	3	3	0	0	2	8	0	0	0	0	0	0	218
18:15	4	192	26	1	9	1	0	2	7	0	0	0	0	0	0	242
18:30	2	169	20	0	10	0	0	4	14	0	0	0	0	0	0	219
18:45	3	151	20	0	6	1	0	3	12	0	0	0	0	0	0	196
	12	681	96	4	28	2	0	11	41	0	0	0	0	0	0	875
19:00	0	120	12	1	2	0	0	2	11	0	0	0	0	0	0	148
19:15	0	111	19	2	3	1	0	3	9	0	0	0	0	0	0	148
19:30	1	112	9	3	3	1	0	0	9	0	0	0	0	0	0	138
19:45	3	79	17	0	1	0	0	2	8	1	0	0	0	0	0	111
	4	422	57	6	9	2	0	7	37	1	0	0	0	0	0	545
20:00	0	75	8	0	3	0	0	0	7	0	0	0	0	0	0	93
20:15	3	95	15	2	4	0	0	1	11	0	2	0	0	0	0	133
20:30	5	84	16	0	1	0	0	2	8	0	1	0	0	0	0	117
20:45	1	75	16	0	1	0	0	1	14	0	1	0	0	0	0	109
	9	329	55	2	9	0	0	4	40	0	4	0	0	0	0	452
21:00	1	95	17	2	1	0	0	1	6	0	0	0	0	0	0	123
21:15	3	99	11	1	2	1	0	1	6	0	1	0	0	0	0	125
21:30	3	83	10	1	2	0	0	1	8	0	1	0	0	0	0	109
21:45	1	75	8	0	3	0	0	0	1	0	0	0	0	0	0	88
	8	352	46	4	8	1	0	3	21	0	2	0	0	0	0	445
22:00	1	73	6	0	0	1	0	0	6	0	0	0	0	0	0	87
22:15	0	69	14	0	2	0	0	1	10	0	0	0	0	0	0	96
22:30	0	67	6	1	0	1	0	0	8	0	0	0	0	0	0	83
22:45	4	51	4	1	0	0	0	1	4	1	0	0	0	0	0	66
	5	260	30	2	2	2	0	2	28	1	0	0	0	0	0	332
23:00	0	42	2	0	0	0	0	0	5	0	0	0	0	0	0	49
23:15	5	37	4	0	0	1	0	0	12	0	0	0	0	0	0	59
23:30	1	29	7	0	0	0	0	1	7	0	0	0	0	0	0	45
23:45	0	32	6	0	0	1	0	0	5	0	0	0	0	0	0	44
	6	140	19	0	0	2	0	1	29	0	0	0	0	0	0	197
Total	104	7145	1109	83	186	43	9	66	542	3	6	0	3	0	0	9299
Percent	1.1%	76.8%	11.9%	0.9%	2.0%	0.5%	0.1%	0.7%	5.8%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	284	14720	2487	210	488	112	21	185	993	20	12	5	29	0	0	19566
Percent	1.5%	75.2%	12.7%	1.1%	2.5%	0.6%	0.1%	0.9%	5.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	

COUNTY: 16
STATION: 7127
DESCRIPTION: SR400/I-4, WB ON RAMP FROM US-27 SB
START DATE: 03/13/2018
START TIME: 1500

TIME	DIRECTION: W				TOTAL
	1ST	2ND	3RD	4TH	
0000	23	29	23	11	86
0100	27	23	22	18	90
0200	16	17	10	13	56
0300	14	18	24	11	67
0400	20	10	11	28	69
0500	22	36	43	56	157
0600	46	91	88	89	314
0700	113	129	137	81	460
0800	94	134	129	108	465
0900	130	123	100	93	446
1000	116	94	128	102	440
1100	75	117	118	111	421
1200	95	83	124	87	389
1300	91	83	109	96	379
1400	80	96	100	90	366
1500	101	121	74	112	408
1600	91	124	110	115	440
1700	146	103	89	77	415
1800	62	79	80	67	288
1900	66	60	46	56	228
2000	52	47	48	33	180
2100	44	39	39	29	151
2200	41	25	30	24	120
2300	27	29	33	26	115

24-HOUR TOTALS: 6550

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	815	501
P.M.	1615	495
DAILY	815	501

COUNTY: 16
STATION: 7130
DESCRIPTION: SR400/I-4, EB OFF RAMP TO US-27
START DATE: 03/13/2018
START TIME: 1500

DIRECTION: E
TIME 1ST 2ND 3RD 4TH TOTAL

0000 34 33 30 23 120
0100 22 20 14 18 74
0200 17 25 18 16 76
0300 23 19 17 10 69
0400 17 24 22 23 86
0500 39 50 54 76 219
0600 75 124 131 182 512
0700 129 124 120 131 504
0800 150 124 141 122 537
0900 113 115 141 138 507
1000 127 145 129 123 524
1100 138 149 171 143 601
1200 150 160 163 193 666
1300 162 186 156 125 629
1400 141 172 157 176 646
1500 172 152 145 156 625
1600 152 144 169 152 617
1700 159 165 213 184 721
1800 186 167 130 105 588
1900 105 109 91 121 426
2000 117 107 129 80 433
2100 80 89 86 83 338
2200 70 55 39 39 203
2300 61 65 45 38 209

24-HOUR TOTALS: 9930

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	555
P.M.	1730	750
DAILY	1730	750

COUNTY: 16
STATION: 7132
DESCRIPTION: SR400/I-4, EB ON RAMP FROM US-27
START DATE: 03/13/2018
START TIME: 1300

```

-----
DIRECTION: E
TIME    1ST    2ND    3RD    4TH    TOTAL
-----
0000      14      10      11      10      45
0100       2       7      17       9      35
0200       8       9      11       7      35
0300       8      16      14      16      54
0400      16      19      22      22      79
0500      24      27      45      51     147
0600      50      54      41      45     190
0700      53      44      50      44     191
0800      64     113      59      70     306
0900      45      57      44      55     201
1000      60      70      52      45     227
1100      54      57      82      58     251
1200      51      59      67      62     239
1300      64      52      53      47     216
1400      60      68      56      35     219
1500      35      61      47      40     183
1600      45      57      49      36     187
1700      49      41      44      39     173
1800      43      41      33      38     155
1900      42      28      32      27     129
2000      29      25      28      28     110
2100      21      22      30      31     104
2200      21      27      29      26     103
2300      23      26      19      23      91
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24-HOUR TOTALS: 3670

PEAK VOLUME INFORMATION

```

      HOUR    VOLUME
A.M.    800      306
P.M.   1215      252
DAILY   800      306

```

COUNTY: 16
 STATION: 7128
 DESCRIPTION: SR400/I-4, WB OFF RAMP TO US 27
 START DATE: 03/13/2018
 START TIME: 1500

```

-----
              DIRECTION: W
TIME    1ST    2ND    3RD    4TH    TOTAL
-----
0000    184    209    167    178    738
0100    112     80     74     92    358
0200     95     70     44     55    264
0300     57     79     71     52    259
0400     56     70     89     75    290
0500    106     90    109    108    413
0600    137    158    220    235    750
0700    198    267    269    250    984
0800    233    280    241    287   1041
0900    280    260    293    244   1077
1000    294    349    340    321   1304
1100    322    334    322    316   1294
1200    324    306    287    353   1270
1300    293    324    343    342   1302
1400    341    448    343    409   1541
1500    404    390    419    363   1576
1600    428    374    407    384   1593
1700    390    400    448    426   1664
1800    437    442    385    351   1615
1900    387    387    339    353   1466
2000    356    369    334    282   1341
2100    327    326    277    281   1211
2200    266    268    261    246   1041
2300    249    248    214    218    929
-----
24-HOUR TOTALS:                25321
-----
  
```

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	845	1120
P.M.	1730	1753
DAILY	1730	1753

COUNTY: 16
STATION: 7129
DESCRIPTION: SR400/I-4, WB ON RAMP FROM US-27 NB
START DATE: 03/13/2018
START TIME: 1400

DIRECTION: W					
TIME	1ST	2ND	3RD	4TH	TOTAL

0000	21	8	12	11	52
0100	9	11	7	6	33
0200	10	4	6	8	28
0300	10	3	11	5	29
0400	7	16	10	16	49
0500	19	29	34	25	107
0600	38	35	39	26	138
0700	64	65	54	55	238
0800	62	59	63	56	240
0900	53	40	45	63	201
1000	55	65	50	53	223
1100	65	77	55	52	249
1200	59	61	60	53	233
1300	61	71	61	59	252
1400	53	58	68	71	250
1500	55	52	51	54	212
1600	64	49	66	54	233
1700	61	55	49	38	203
1800	46	29	53	31	159
1900	32	18	34	31	115
2000	28	40	28	25	121
2100	30	29	19	22	100
2200	7	21	15	10	53
2300	13	14	18	14	59

24-HOUR TOTALS: 3577

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	800	240
P.M.	1300	252
DAILY	1300	252

Volume Count Report

Start Date: February 5, 2019
 Stop Date: February 5, 2019
 City: Davenport
 Location: Denny's Access east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	2	4	2	0	1	7	11	14	19	7	11
30	8	2	3	2	1	4	7	18	20	17	20	18
45	3	0	1	2	1	6	6	12	13	15	15	26
00	6	0	2	2	3	5	13	20	6	14	23	17
Hr Total	27	4	10	8	5	16	33	61	53	65	65	72

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	23	12	16	25	25	23	15	28	13	13	13
30	23	21	19	15	18	13	19	18	13	11	14	6
45	24	22	21	14	13	14	15	12	12	9	8	8
00	11	21	15	18	17	21	16	22	14	12	13	3
Hr Total	79	87	67	63	73	73	73	67	67	45	48	30

24 Hour Total: 1,191
 AM Peak Hour begins: 11:30 AM Peak Volume: 87 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 13:00 PM Peak Volume: 87 PM Peak Hour Factor: 0.95

Westbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	1	2	1	1	8	19	15	15	13	16
30	7	1	3	2	3	4	11	16	20	9	19	14
45	3	0	3	2	2	6	8	16	20	12	13	19
00	4	1	1	0	4	8	21	17	7	12	24	12
Hr Total	19	5	8	6	10	19	48	68	62	48	69	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	19	20	6	23	17	16	12	25	7	4	8
30	27	21	17	21	14	10	23	7	11	11	16	9
45	23	18	17	15	19	12	15	11	14	9	10	8
00	17	20	16	17	16	15	12	13	9	10	7	4
Hr Total	85	78	70	59	72	54	66	43	59	37	37	29

24 Hour Total: 1,112
 AM Peak Hour begins: 11:30 AM Peak Volume: 76 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 12:15 PM Peak Volume: 86 PM Peak Hour Factor: 0.80

Total Volume for All Lanes

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	5	5	4	1	2	15	30	29	34	20	27
30	15	3	6	4	4	8	18	34	40	26	39	32
45	6	0	4	4	3	12	14	28	33	27	28	45
00	10	1	3	2	7	13	34	37	13	26	47	29
Hr Total	46	9	18	14	15	35	81	129	115	113	134	133

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	42	32	22	48	42	39	27	53	20	17	21
30	50	42	36	36	32	23	42	25	24	22	30	15
45	47	40	38	29	32	26	30	23	26	18	18	16
00	28	41	31	35	33	36	28	35	23	22	20	7
Hr Total	164	165	137	122	145	127	139	110	126	82	85	59

24 Hour Total: 2,303
 AM Peak Hour begins: 11:45 AM Peak Volume: 165 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 12:15 PM Peak Volume: 167 PM Peak Hour Factor: 0.84

Volume Count Report

Start Date: February 6, 2019
 Stop Date: February 6, 2019
 City: Davenport
 Location: Denny's Access east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	5	3	1	4	3	12	15	7	18	20	18
30	2	5	1	0	3	3	7	12	9	10	14	14
45	9	3	1	1	2	4	11	14	17	25	19	16
00	6	1	3	0	1	11	12	23	13	7	19	21
Hr Total	18	14	8	2	10	21	42	64	46	60	72	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	24	15	20	14	19	13	25	12	17	20	10
30	22	22	23	18	21	22	18	10	14	13	17	9
45	24	20	14	21	17	14	23	14	13	16	15	7
00	18	21	18	10	18	15	22	16	12	14	15	3
Hr Total	91	87	70	69	70	70	76	65	51	60	67	29

24 Hour Total: 1,231
 AM Peak Hour begins: 11:30 AM Peak Volume: 86 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 12:00 PM Peak Volume: 91 PM Peak Hour Factor: 0.84

Westbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	2	2	2	1	10	21	13	18	15	9
30	1	8	1	0	3	1	14	17	9	9	19	21
45	2	2	1	0	3	4	9	27	18	17	12	15
00	6	1	4	1	6	7	16	26	14	18	22	22
Hr Total	11	15	8	3	14	13	49	91	54	62	68	67

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	16	15	13	17	13	12	14	11	12	16	9
30	32	31	19	21	10	16	19	5	14	6	8	11
45	38	18	19	14	14	17	27	6	8	13	13	9
00	16	19	16	21	18	17	17	6	11	6	12	10
Hr Total	108	84	69	69	59	63	75	31	44	37	49	39

24 Hour Total: 1,182
 AM Peak Hour begins: 7:00 AM Peak Volume: 91 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 12:00 PM Peak Volume: 108 PM Peak Hour Factor: 0.71

Total Volume for All Lanes

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	9	5	3	6	4	22	36	20	36	35	27
30	3	13	2	0	6	4	21	29	18	19	33	35
45	11	5	2	1	5	8	20	41	35	42	31	31
00	12	2	7	1	7	18	28	49	27	25	41	43
Hr Total	29	29	16	5	24	34	91	155	100	122	140	136

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	40	30	33	31	32	25	39	23	29	36	19
30	54	53	42	39	31	38	37	15	28	19	25	20
45	62	38	33	35	31	31	50	20	21	29	28	16
00	34	40	34	31	36	32	39	22	23	20	27	13
Hr Total	199	171	139	138	129	133	151	96	95	97	116	68

24 Hour Total: 2,413
 AM Peak Hour begins: 11:45 AM Peak Volume: 208 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 12:00 PM Peak Volume: 199 PM Peak Hour Factor: 0.80

Volume Count Report

Start Date: February 7, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Denny's Access east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	3	1	0	3	4	14	16	10	7	12
30	4	0	3	2	1	4	18	14	14	14	11	23
45	4	2	1	3	0	8	9	13	15	15	10	17
00	8	4	2	3	3	7	13	19	18	10	13	15
Hr Total	21	8	9	9	4	22	44	60	63	49	41	67

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	16	24	21	15	15	18	20	25	24	17	11
30	23	29	21	22	22	20	17	11	22	14	14	10
45	16	21	19	12	20	15	12	30	19	12	19	10
00	25	19	20	20	11	11	15	21	8	15	15	7
Hr Total	92	85	84	75	68	61	62	82	74	65	65	38

24 Hour Total: 1,248
 AM Peak Hour begins: 11:15 AM Peak Volume: 83 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 19:30 PM Peak Volume: 98 PM Peak Hour Factor: 0.82

Westbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	4	1	2	2	9	22	15	23	11	9
30	4	1	1	3	2	6	14	24	16	14	10	14
45	1	1	2	3	4	5	7	9	14	12	14	34
00	9	2	2	5	3	10	9	26	12	16	16	17
Hr Total	19	5	9	12	11	23	39	81	57	65	51	74

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	19	31	15	24	9	14	13	19	19	11	13
30	18	22	24	27	17	9	11	16	20	17	10	9
45	24	24	19	25	17	18	19	10	10	6	13	8
00	25	19	20	16	15	15	17	16	12	10	9	7
Hr Total	78	84	94	83	73	51	61	55	61	52	43	37

24 Hour Total: 1,218
 AM Peak Hour begins: 7:00 AM Peak Volume: 81 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 13:30 PM Peak Volume: 98 PM Peak Hour Factor: 0.79

Total Volume for All Lanes

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	7	2	2	5	13	36	31	33	18	21
30	8	1	4	5	3	10	32	38	30	28	21	37
45	5	3	3	6	4	13	16	22	29	27	24	51
00	17	6	4	8	6	17	22	45	30	26	29	32
Hr Total	40	13	18	21	15	45	83	141	120	114	92	141

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	35	55	36	39	24	32	33	44	43	28	24
30	41	51	45	49	39	29	28	27	42	31	24	19
45	40	45	38	37	37	33	31	40	29	18	32	18
00	50	38	40	36	26	26	32	37	20	25	24	14
Hr Total	170	169	178	158	141	112	123	137	135	117	108	75

24 Hour Total: 2,466
 AM Peak Hour begins: 11:30 AM Peak Volume: 163 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 13:15 PM Peak Volume: 189 PM Peak Hour Factor: 0.86

Volume Count Report

3-Day Average

Start Date: February 5, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Denny's Access east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	3	1	1	2	8	13	12	16	11	14
30	5	2	2	1	2	4	11	15	14	14	15	18
45	5	2	1	2	1	6	9	13	15	18	15	20
00	7	2	2	2	2	8	13	21	12	10	18	18
Hr Total	22	9	9	6	6	20	40	62	54	58	59	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	21	17	19	18	20	18	20	22	18	17	11
30	23	24	21	18	20	18	18	13	16	13	15	8
45	21	21	18	16	17	14	17	19	15	12	14	8
00	18	20	18	16	15	16	18	20	11	14	14	4
Hr Total	87	86	74	69	70	68	70	71	64	57	60	32

24 Hour Total: 1,223
 AM Peak Hour begins: 11:30 AM Peak Volume: 85 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 12:00 PM Peak Volume: 87 PM Peak Hour Factor: 0.86

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	2	2	1	9	21	14	19	13	11
30	4	3	2	2	3	4	13	19	15	11	16	16
45	2	1	2	2	3	5	8	17	17	14	13	23
00	6	1	2	2	4	8	15	23	11	15	21	17
Hr Total	16	8	8	7	12	18	45	80	58	58	63	67

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	18	22	11	21	13	14	13	18	13	10	10
30	26	25	20	23	14	12	18	9	15	11	11	10
45	28	20	18	18	17	16	20	9	11	9	12	8
00	19	19	17	18	16	16	15	12	11	9	9	7
Hr Total	90	82	78	70	68	56	67	43	55	42	43	35

24 Hour Total: 1,171
 AM Peak Hour begins: 11:30 AM Peak Volume: 82 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 12:15 PM Peak Volume: 91 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	6	3	3	4	17	34	27	34	24	25
30	9	6	4	3	4	7	24	34	29	24	31	35
45	7	3	3	4	4	11	17	30	32	32	28	42
00	13	3	5	4	7	16	28	44	23	26	39	35
Hr Total	38	17	17	13	18	38	85	142	112	116	122	137

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	39	39	30	39	33	32	33	40	31	27	21
30	48	49	41	41	34	30	36	22	31	24	26	18
45	50	41	36	34	33	30	37	28	25	22	26	17
00	37	40	35	34	32	31	33	31	22	22	24	11
Hr Total	178	168	151	139	138	124	138	114	119	99	103	67

24 Hour Total: 2,394
 AM Peak Hour begins: 11:45 AM Peak Volume: 175 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:00 PM Peak Volume: 178 PM Peak Hour Factor: 0.89

COUNTY: 16
STATION: 0127
DESCRIPTION: SR 25/US 27, NORTH OF SR 400/I-4 POLK COUNTY
START DATE: 06/27/2018
START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	61	50	42	41	194	47	54	42	31	174	368	
0100	36	32	27	27	122	27	32	25	30	114	236	
0200	22	35	23	24	104	18	35	34	32	119	223	
0300	14	29	33	29	105	28	34	39	30	131	236	
0400	31	39	47	46	163	33	43	53	49	178	341	
0500	57	48	78	81	264	62	69	99	112	342	606	
0600	101	132	169	192	594	145	156	163	195	659	1253	
0700	190	188	199	227	804	176	255	247	270	948	1752	
0800	178	246	180	204	808	248	264	245	250	1007	1815	
0900	206	172	217	174	769	252	247	247	233	979	1748	
1000	178	166	195	181	720	260	240	225	251	976	1696	
1100	189	178	184	191	742	183	184	217	214	798	1540	
1200	213	199	213	176	801	237	243	239	223	942	1743	
1300	228	197	197	226	848	241	261	202	243	947	1795	
1400	221	216	195	195	827	231	238	234	225	928	1755	
1500	225	248	218	248	939	224	243	266	264	997	1936	
1600	220	253	287	260	1020	283	252	270	287	1092	2112	
1700	253	298	311	263	1125	302	311	320	284	1217	2342	
1800	271	237	208	202	918	262	276	286	239	1063	1981	
1900	212	162	180	193	747	241	217	161	145	764	1511	
2000	208	189	187	157	741	160	153	158	115	586	1327	
2100	140	159	173	130	602	117	102	111	81	411	1013	
2200	111	103	116	98	428	103	88	98	54	343	771	
2300	94	87	58	90	329	77	62	78	54	271	600	
24-HOUR TOTALS:					14714						15986	30700

PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S			
A.M.	HOUR	VOLUME		HOUR	VOLUME	COMBINED DIRECTIONS	
	730	850		730	1029		
P.M.	1715	1143		1645	1220		
DAILY	1715	1143		1645	1220		
TRUCK PERCENTAGE		8.38		7.78			8.07

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	85	10974	2422	14	340	162	11	223	448	28	2	0	5	0	0	1233 14714
S	78	11820	2845	34	361	94	52	218	420	48	5	0	11	0	0	1243 15986

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150000640000

Station ID: 161602122100

US-27 N/O I-4

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/18	4	46	8	0	0	3	0	1	4	0	0	0	0	0	0	66
00:15	1	40	2	0	2	1	0	0	2	0	1	0	0	0	0	49
00:30	0	43	3	1	1	3	0	0	5	0	0	2	0	0	0	58
00:45	3	40	3	0	3	2	0	0	3	0	1	0	0	0	0	55
01:00	8	169	16	1	6	9	0	1	14	0	2	2	0	0	0	228
01:15	0	29	5	4	1	1	0	2	7	0	1	2	0	0	0	52
01:30	1	21	4	2	1	2	0	1	2	0	0	0	0	0	0	34
01:45	3	23	3	5	0	2	0	0	8	0	0	0	0	0	0	44
02:00	1	46	3	6	0	1	0	0	1	1	0	0	0	0	0	59
02:15	5	119	15	17	2	6	0	3	18	1	1	2	0	0	0	189
02:30	1	42	5	3	0	1	0	1	9	0	0	0	0	0	0	62
02:45	3	15	2	5	2	2	0	1	4	0	2	1	0	0	0	37
03:00	2	20	3	5	4	1	0	0	5	0	0	0	0	0	0	40
03:15	0	23	4	0	0	0	0	0	5	0	0	0	0	0	0	32
03:30	6	100	14	13	6	4	0	2	23	0	2	1	0	0	0	171
03:45	3	12	4	2	2	2	0	0	3	1	0	0	0	0	0	29
04:00	1	23	7	1	0	1	0	0	11	0	1	1	0	0	0	46
04:15	2	23	7	1	0	1	0	1	11	1	0	0	0	0	0	47
04:30	1	15	6	1	1	1	0	0	8	0	0	0	0	0	0	33
04:45	7	73	24	5	3	5	0	1	33	2	1	1	0	0	0	155
05:00	4	16	4	1	2	3	0	2	5	0	0	0	0	0	0	37
05:15	2	20	7	2	1	0	0	2	11	0	0	1	0	0	0	46
05:30	1	31	10	3	0	0	0	6	9	0	0	0	0	0	0	60
05:45	0	57	7	1	2	1	0	0	7	0	0	0	0	0	0	75
06:00	7	124	28	7	5	4	0	10	32	0	0	1	0	0	0	218
06:15	0	48	10	3	5	3	0	1	11	0	0	1	0	0	0	82
06:30	2	43	8	4	6	4	0	1	10	0	0	0	0	0	0	78
06:45	3	75	40	6	6	5	0	5	8	0	2	0	0	0	0	150
07:00	3	76	25	6	5	1	0	2	12	0	0	0	0	0	0	130
07:15	8	242	83	19	22	13	0	9	41	0	2	1	0	0	0	440
07:30	5	113	33	5	7	6	0	1	8	0	0	0	0	0	0	178
07:45	4	211	55	5	9	5	0	3	11	3	0	0	0	0	0	306
08:00	6	261	56	8	20	5	2	5	17	4	1	1	0	0	0	386
08:15	1	287	84	3	20	3	3	2	13	2	0	1	0	0	0	419
08:30	16	872	228	21	56	19	5	11	49	9	1	2	0	0	0	1289
08:45	4	267	69	11	18	4	0	6	11	4	0	1	0	0	0	395
09:00	3	294	66	7	18	1	0	7	7	0	0	0	0	0	0	403
09:15	6	331	68	7	8	9	1	8	11	2	0	0	0	0	0	451
09:30	7	299	60	4	12	5	3	8	4	2	0	0	1	0	0	405
09:45	20	1191	263	29	56	19	4	29	33	8	0	1	1	0	0	1654
10:00	5	228	57	1	15	7	5	5	19	1	0	0	0	0	0	343
10:15	7	209	45	2	17	8	1	10	21	3	0	0	0	0	0	323
10:30	4	232	71	5	9	10	7	5	21	2	0	0	1	0	0	367
10:45	3	185	51	1	15	7	2	6	15	1	0	0	0	0	0	286
11:00	19	854	224	9	56	32	15	26	76	7	0	0	1	0	0	1319
11:15	3	183	63	5	5	10	2	6	11	0	0	0	0	0	0	288
11:30	4	219	47	6	11	4	2	5	12	1	0	0	0	0	0	311
11:45	2	137	55	3	7	8	3	3	13	0	0	0	0	0	0	231
12:00	3	137	51	4	11	7	1	6	16	1	0	0	0	0	0	237
12:15	12	676	216	18	34	29	8	20	52	2	0	0	0	0	0	1067
12:30	5	145	52	2	9	12	0	2	15	2	0	0	0	0	0	244
12:45	5	151	52	9	9	4	4	1	13	1	0	0	1	0	0	250
13:00	4	170	36	3	6	5	1	1	15	0	0	0	0	0	0	241
13:15	8	135	35	5	7	8	1	4	12	0	0	0	0	0	0	215
13:30	22	601	175	19	31	29	6	8	55	3	0	0	1	0	0	950
13:45	5	176	33	0	9	11	4	3	11	4	0	0	0	0	0	256
14:00	2	172	36	3	7	3	3	3	15	2	0	0	0	0	0	246
14:15	9	119	53	2	6	9	1	2	15	0	0	0	0	0	0	216
14:30	5	158	48	3	6	8	2	6	16	2	0	0	0	0	0	254
14:45	21	625	170	8	28	31	10	14	57	8	0	0	0	0	0	972
Total	151	5646	1456	166	305	200	48	134	483	40	9	11	3	0	0	8652
Percent	1.7%	65.3%	16.8%	1.9%	3.5%	2.3%	0.6%	1.5%	5.6%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150000640000

Station ID: 161602122100

US-27 NVO I-4

NB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	172	33	2	5	13	2	8	18	2	0	0	0	0	0	259
12:15	6	164	40	7	11	10	4	3	17	0	0	0	1	0	0	263
12:30	4	207	41	2	4	5	4	6	8	0	0	0	0	0	0	281
12:45	6	205	43	5	8	8	3	4	23	1	0	0	0	0	0	306
	20	748	157	16	28	36	13	21	66	3	0	0	1	0	0	1109
13:00	5	162	47	2	14	3	1	3	15	0	0	0	2	0	0	254
13:15	4	197	56	2	8	2	2	2	10	0	0	0	0	0	0	283
13:30	3	160	42	4	7	6	3	7	15	0	0	0	1	0	0	248
13:45	3	200	61	2	6	3	1	0	18	0	0	0	0	0	0	294
	15	719	206	10	35	14	7	12	58	0	0	0	3	0	0	1079
14:00	7	198	45	5	14	5	2	5	15	1	0	0	0	0	0	297
14:15	1	226	40	11	8	6	2	4	18	0	0	0	0	0	0	316
14:30	9	240	39	10	6	2	1	4	11	2	0	0	0	0	0	324
14:45	3	248	40	6	11	3	2	6	10	0	1	0	0	0	0	330
	20	912	164	32	39	16	7	19	54	3	1	0	0	0	0	1267
15:00	4	246	43	3	12	5	5	5	14	1	0	0	2	0	0	340
15:15	5	242	34	3	9	7	4	6	12	1	0	0	0	0	0	323
15:30	3	200	57	1	7	2	0	4	9	1	0	0	1	0	0	285
15:45	7	229	52	8	15	7	1	4	16	1	0	0	0	0	0	340
	19	917	186	15	43	21	10	19	51	4	0	0	3	0	0	1288
16:00	6	194	50	5	13	7	3	0	9	0	0	0	0	0	0	287
16:15	5	208	46	2	6	4	0	1	12	2	0	0	1	0	0	287
16:30	3	234	42	3	10	5	0	7	12	0	0	0	2	0	0	318
16:45	6	210	42	4	11	4	1	4	16	2	0	0	0	0	0	300
	20	846	180	14	40	20	4	12	49	4	0	0	3	0	0	1192
17:00	10	266	39	5	14	8	3	1	16	0	0	0	0	0	0	362
17:15	2	268	45	1	12	6	2	2	7	2	0	0	0	0	0	347
17:30	6	280	36	1	9	8	0	1	6	1	0	0	0	0	0	348
17:45	3	253	51	4	8	6	0	1	9	0	0	0	0	0	0	335
	21	1067	171	11	43	28	5	5	38	3	0	0	0	0	0	1392
18:00	3	189	29	4	9	5	1	1	8	1	0	0	0	0	0	250
18:15	5	189	38	3	10	4	0	1	9	2	0	0	0	0	0	261
18:30	4	224	37	3	8	1	1	1	8	1	1	0	0	0	0	289
18:45	0	180	39	2	11	2	0	0	12	0	0	0	0	0	0	246
	12	782	143	12	38	12	2	3	37	4	1	0	0	0	0	1046
19:00	6	195	38	2	9	6	1	3	6	0	0	0	0	0	0	266
19:15	3	160	31	1	6	1	1	2	7	2	0	0	0	0	0	214
19:30	0	174	28	2	8	2	0	3	11	0	0	1	0	0	0	229
19:45	6	188	28	1	8	5	0	2	7	1	0	0	0	0	0	246
	15	717	125	6	31	14	2	10	31	3	0	1	0	0	0	955
20:00	3	154	25	3	8	3	0	5	13	1	0	0	0	0	0	215
20:15	4	162	28	2	7	4	0	1	9	2	0	0	0	0	0	219
20:30	4	176	27	3	2	4	1	0	6	0	0	0	0	0	0	223
20:45	2	137	17	0	0	2	0	2	11	1	0	0	0	0	0	172
	13	629	97	8	17	13	1	8	39	4	0	0	0	0	0	829
21:00	2	142	22	0	2	2	0	0	8	0	0	0	0	0	0	178
21:15	1	120	14	0	4	1	0	0	10	0	0	0	0	0	0	150
21:30	0	116	17	0	3	0	0	0	7	0	0	0	0	0	0	143
21:45	0	109	18	1	1	1	0	2	5	0	0	0	0	0	0	137
	3	487	71	1	10	4	0	2	30	0	0	0	0	0	0	608
22:00	3	91	9	0	2	3	0	0	9	0	1	1	0	0	0	119
22:15	2	92	12	2	0	0	0	0	6	0	0	0	0	0	0	114
22:30	1	89	11	1	0	1	0	0	9	0	0	0	0	0	0	112
22:45	0	70	11	3	3	0	0	1	4	0	0	1	0	0	0	93
	6	342	43	6	5	4	0	1	28	0	1	2	0	0	0	438
23:00	1	87	12	2	0	2	0	0	3	0	0	0	0	0	0	107
23:15	1	55	10	1	2	1	0	1	2	0	0	0	0	0	0	73
23:30	1	54	6	1	0	1	0	0	1	0	0	0	0	0	0	64
23:45	3	44	4	1	0	1	0	0	6	0	0	0	0	0	0	59
	6	240	32	5	2	5	0	1	12	0	0	0	0	0	0	303
Total	170	8406	1575	136	331	187	51	113	493	28	3	3	10	0	0	11506
Percent	1.5%	73.1%	13.7%	1.2%	2.9%	1.6%	0.4%	1.0%	4.3%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	
Grand Total	321	14052	3031	302	636	387	99	247	976	68	12	14	13	0	0	20158
Percent	1.6%	69.7%	15.0%	1.5%	3.2%	1.9%	0.5%	1.2%	4.8%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150000640000

Station ID: 161602122100

US-27 N/O I-4

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
8	3	66	4	0	6	1	0	0	6	0	0	0	0	0	0	86
00:15	1	75	4	2	2	0	0	0	3	0	0	0	0	0	0	87
00:30	2	54	8	2	2	1	0	1	9	0	0	0	0	0	0	79
00:45	2	52	4	0	3	1	0	0	1	0	2	0	0	0	0	65
8	247	20	4	13	3	0	1	19	0	2	0	0	0	0	0	317
01:00	2	34	5	1	0	2	0	2	4	0	0	2	0	0	0	52
01:15	1	22	8	0	2	0	0	0	4	0	0	0	0	0	0	37
01:30	1	28	4	0	0	0	0	0	8	0	1	1	0	0	0	43
01:45	4	22	0	1	0	2	0	1	8	0	2	0	0	0	0	40
8	106	17	2	2	4	0	3	24	0	3	3	0	0	0	0	172
02:00	2	30	8	2	3	1	0	0	3	0	0	1	0	0	0	50
02:15	2	14	1	2	5	1	0	0	5	0	0	0	0	0	0	30
02:30	0	33	1	1	3	0	0	2	5	0	0	0	0	0	0	45
02:45	7	27	1	4	12	2	0	0	2	0	0	2	0	0	0	57
11	104	11	9	23	4	0	2	15	0	0	3	0	0	0	0	182
03:00	1	33	3	1	2	3	0	0	8	0	1	0	0	0	0	52
03:15	2	23	5	0	1	1	0	0	8	0	0	0	0	0	0	40
03:30	1	28	5	1	5	1	0	1	2	1	0	0	0	0	0	45
03:45	1	24	2	3	6	0	0	1	6	0	0	1	0	0	0	44
5	108	15	5	14	5	0	2	24	1	1	1	0	0	0	0	181
04:00	1	70	10	1	9	1	0	0	5	1	1	0	0	0	0	99
04:15	1	41	11	4	12	4	0	3	10	0	0	0	0	0	0	86
04:30	2	33	10	0	1	4	0	2	13	3	0	0	0	0	0	68
04:45	3	46	12	1	2	4	0	3	9	0	0	0	0	0	0	80
7	190	43	6	24	13	0	8	37	4	1	0	0	0	0	0	333
05:00	3	51	21	1	3	3	0	2	10	1	0	0	0	0	0	95
05:15	4	69	10	0	1	5	0	0	6	0	0	0	0	0	0	95
05:30	1	88	8	2	2	1	0	2	10	0	0	0	0	0	0	114
05:45	3	92	31	4	3	2	1	4	14	0	0	0	0	0	0	154
11	300	70	7	9	11	1	8	40	1	0	0	0	0	0	0	458
06:00	5	137	33	8	6	3	0	6	9	0	0	0	1	0	0	208
06:15	2	162	40	4	3	2	3	0	6	0	0	0	0	0	0	222
06:30	2	194	33	5	12	1	2	3	4	0	0	0	0	0	0	256
06:45	7	192	46	2	10	4	2	4	7	2	0	0	0	0	0	276
16	685	152	19	31	10	7	13	26	2	0	0	1	0	0	0	962
07:00	0	216	49	0	5	3	3	5	17	1	0	0	0	0	0	299
07:15	4	239	45	5	7	1	2	4	10	1	0	0	1	0	0	319
07:30	4	240	54	1	9	6	1	5	5	1	0	0	0	0	0	326
07:45	2	275	62	6	12	3	1	5	9	1	0	0	0	0	0	376
10	970	210	12	33	13	7	19	41	4	0	0	1	0	0	0	1320
08:00	4	229	56	5	8	6	1	4	7	1	0	0	0	0	0	321
08:15	3	281	64	5	17	8	0	3	11	2	0	0	0	0	0	394
08:30	2	223	40	0	15	3	2	4	7	2	0	0	0	0	0	298
08:45	5	192	47	0	18	15	1	8	4	2	0	0	2	0	0	294
14	925	207	10	58	32	4	19	29	7	0	0	2	0	0	0	1307
09:00	3	186	59	1	19	7	0	2	18	2	0	0	0	0	0	297
09:15	5	195	48	3	9	6	1	7	9	0	0	0	0	0	0	283
09:30	6	198	54	1	9	4	1	2	7	4	0	0	2	0	0	288
09:45	10	205	61	4	14	4	1	6	6	0	0	0	0	0	0	311
24	784	222	9	51	21	3	17	40	6	0	0	2	0	0	0	1179
10:00	3	188	60	3	12	10	1	5	11	1	0	0	0	0	0	294
10:15	3	191	46	0	12	6	1	3	11	1	0	0	0	0	0	274
10:30	6	198	54	2	13	13	2	8	10	1	0	0	1	0	0	308
10:45	4	202	59	1	19	4	1	2	14	0	0	0	0	0	0	306
16	779	219	6	56	33	5	18	46	3	0	0	1	0	0	0	1182
11:00	4	171	55	2	5	6	0	2	9	0	0	0	0	0	0	254
11:15	5	193	48	2	7	6	2	1	12	1	0	0	0	0	0	277
11:30	2	202	58	1	11	11	0	5	7	0	0	0	0	0	0	297
11:45	9	202	60	4	5	10	1	6	8	1	0	0	1	0	0	307
20	768	221	9	28	33	3	14	36	2	0	0	1	0	0	0	1135
Total	150	5966	1407	98	342	182	30	124	377	30	7	7	8	0	0	8728
Percent	1.7%	68.4%	16.1%	1.1%	3.9%	2.1%	0.3%	1.4%	4.3%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	

8250, Pascal Dr
Punta Gorda, FL 33950

Ph# (941) 639 2818, Fax# (941) 639 4851

Site Code: 150000640000

Station ID: 161602122100

US-27 NVO I-4

SB

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	3	180	58	3	12	6	1	8	14	0	0	0	1	0	0	286
12:15	9	189	51	0	12	10	2	4	13	2	0	0	0	0	0	292
12:30	6	208	50	1	11	8	0	9	11	1	0	0	0	0	0	305
12:45	2	148	46	0	10	9	0	8	18	1	0	0	0	0	0	242
	20	725	205	4	45	33	3	29	56	4	0	0	1	0	0	1125
13:00	4	182	59	3	13	9	1	5	12	0	0	0	2	0	0	290
13:15	7	226	45	4	10	7	2	6	13	1	0	0	0	0	0	321
13:30	4	192	52	3	9	9	0	8	12	1	0	0	1	0	0	291
13:45	1	254	46	1	7	7	0	7	8	0	0	0	0	0	0	331
	16	854	202	11	39	32	3	26	45	2	0	0	3	0	0	1233
14:00	5	193	47	1	15	2	2	3	12	0	0	0	0	0	0	280
14:15	5	218	58	0	7	10	1	6	11	0	0	0	1	0	0	317
14:30	5	230	50	3	10	10	1	4	10	1	0	0	0	0	0	324
14:45	4	188	64	3	11	3	2	4	10	0	0	0	0	0	0	289
	19	829	219	7	43	25	6	17	43	1	0	0	1	0	0	1210
15:00	6	249	56	2	13	4	1	7	7	0	0	0	0	0	0	345
15:15	7	240	59	5	9	7	2	4	4	0	0	0	0	0	0	337
15:30	2	330	62	4	13	8	0	9	5	0	0	0	0	0	0	433
15:45	8	337	53	13	19	7	0	5	6	0	0	0	1	0	0	449
	23	1156	230	24	54	26	3	25	22	0	0	0	1	0	0	1564
16:00	9	274	41	6	11	6	2	6	8	2	0	0	2	0	0	367
16:15	4	270	42	3	10	10	0	8	11	0	0	0	0	0	0	358
16:30	7	228	61	2	5	7	0	5	10	0	0	0	0	0	0	325
16:45	6	313	67	3	9	8	0	8	9	1	0	0	0	0	0	424
	26	1085	211	14	35	31	2	27	38	3	0	0	2	0	0	1474
17:00	4	296	61	1	14	5	0	4	5	0	1	0	1	0	0	392
17:15	3	275	60	3	9	3	0	3	3	0	0	0	0	0	0	359
17:30	7	278	57	1	4	6	0	8	2	0	0	0	0	0	0	363
17:45	2	203	55	0	11	2	0	5	5	1	0	0	0	0	0	284
	16	1052	233	5	38	16	0	20	15	1	1	0	1	0	0	1398
18:00	1	246	47	2	6	2	0	2	6	0	0	0	0	0	0	312
18:15	3	224	49	0	14	8	1	3	7	0	0	0	0	0	0	309
18:30	1	195	48	1	8	1	0	7	3	0	0	0	0	0	0	264
18:45	3	146	41	1	5	3	0	6	4	0	0	0	0	0	0	209
	8	811	185	4	33	14	1	18	20	0	0	0	0	0	0	1094
19:00	3	163	37	1	4	3	0	0	7	0	0	0	0	0	0	218
19:15	6	225	43	1	9	4	0	2	7	0	1	0	0	0	0	298
19:30	5	147	36	0	10	5	0	3	5	0	0	0	0	0	0	211
19:45	2	139	23	0	7	1	0	2	10	0	0	0	0	0	0	184
	16	674	139	2	30	13	0	7	29	0	1	0	0	0	0	911
20:00	3	143	46	0	4	4	0	1	1	0	0	0	1	0	0	203
20:15	1	148	28	0	4	0	0	4	9	0	0	1	0	0	0	195
20:30	0	141	28	0	4	1	0	4	6	0	0	0	1	0	0	185
20:45	1	106	23	0	4	0	0	1	13	0	0	1	0	0	0	149
	5	538	125	0	16	5	0	10	29	0	0	2	2	0	0	732
21:00	4	89	16	1	3	2	0	1	3	0	1	0	0	0	0	120
21:15	3	123	25	0	2	1	0	0	4	0	1	1	0	0	0	160
21:30	2	91	14	0	2	1	1	2	7	0	1	0	0	0	0	121
21:45	0	72	11	3	0	0	0	1	5	0	0	1	0	0	0	93
	9	375	66	4	7	4	1	4	19	0	3	2	0	0	0	494
22:00	4	102	17	0	0	0	0	1	2	1	0	0	0	0	0	127
22:15	1	67	12	0	0	3	0	1	4	0	1	0	0	0	0	89
22:30	2	80	15	1	2	1	0	0	4	0	0	1	0	0	0	106
22:45	2	63	5	2	0	2	0	0	5	0	1	0	0	0	0	80
	9	312	49	3	2	6	0	2	15	1	2	1	0	0	0	402
23:00	3	69	11	0	0	2	0	1	4	0	0	0	0	0	0	90
23:15	2	52	8	2	2	2	0	2	3	0	1	1	0	0	0	75
23:30	2	113	21	0	1	0	0	0	5	0	2	0	0	0	0	144
23:45	5	70	9	0	2	1	0	0	3	0	1	0	0	0	0	91
	12	304	49	2	5	5	0	3	15	0	4	1	0	0	0	400
Total	179	8715	1913	80	347	210	19	188	346	12	11	6	11	0	0	12037
Percent	1.5%	72.4%	15.9%	0.7%	2.9%	1.7%	0.2%	1.6%	2.9%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	
Grand Total	329	14681	3320	178	689	392	49	312	723	42	18	13	19	0	0	20765
Percent	1.6%	70.7%	16.0%	0.9%	3.3%	1.9%	0.2%	1.5%	3.5%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	

Volume Count Report

Start Date: February 12, 2019 Start Time: 00:00
 Stop Date: February 12, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: Access Rd (McDonalds) west of US 27

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	1	9	4	10	17	22	40	38	27	38
30	8	6	12	8	11	6	17	27	58	55	36	40
45	19	7	5	6	2	10	9	28	53	33	41	67
00	5	5	4	9	4	10	32	42	51	32	35	45
Hr Total	41	23	22	32	21	36	75	119	202	158	139	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	52	49	77	56	99	42	32	17	36	8	14
30	76	54	55	56	33	69	35	12	16	13	16	11
45	43	45	51	65	42	43	27	20	20	11	14	15
00	54	52	52	47	41	36	36	21	16	19	15	9
Hr Total	226	203	207	245	172	247	140	85	69	79	53	49

24 Hour Total: 2,833
 AM Peak Hour begins: 11:30 AM Peak Volume: 241 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 16:45 PM Peak Volume: 252 PM Peak Hour Factor: 0.64

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	3	3	6	6	37	49	63	39	41	48
30	8	9	6	23	4	12	45	51	56	39	40	35
45	5	5	4	5	9	33	73	58	42	42	37	36
00	6	2	7	0	8	40	51	72	52	60	44	40
Hr Total	28	21	20	31	27	91	206	230	213	180	162	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	55	49	52	32	56	32	16	18	17	12	9
30	49	26	66	48	36	47	30	17	16	9	10	7
45	42	41	67	39	45	62	23	15	15	17	20	10
00	60	57	59	39	39	31	25	23	27	12	14	12
Hr Total	215	179	241	178	152	196	110	71	76	55	56	38

24 Hour Total: 2,935
 AM Peak Hour begins: 7:30 AM Peak Volume: 249 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:15 PM Peak Volume: 244 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	10	4	12	10	16	54	71	103	77	68	86
30	16	15	18	31	15	18	62	78	114	94	76	75
45	24	12	9	11	11	43	82	86	95	75	78	103
00	11	7	11	9	12	50	83	114	103	92	79	85
Hr Total	69	44	42	63	48	127	281	349	415	338	301	349

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	107	98	129	88	155	74	48	35	53	20	23
30	125	80	121	104	69	116	65	29	32	22	26	18
45	85	86	118	104	87	105	50	35	35	28	34	25
00	114	109	111	86	80	67	61	44	43	31	29	21
Hr Total	441	382	448	423	324	443	250	156	145	134	109	87

24 Hour Total: 5,768
 AM Peak Hour begins: 11:30 AM Peak Volume: 430 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:15 PM Peak Volume: 479 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date:	February 13, 2019	Start Time:	00:00
Stop Date:	February 13, 2019	Stop Time:	24:00
City:	Davenport	County:	Polk
Location	Access Rd (McDonalds) west of US 27		

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	6	6	13	7	2	15	14	48	39	32	38
30	23	6	10	8	7	13	14	23	44	39	37	34
45	6	7	7	12	2	7	17	28	50	45	33	45
00	14	10	5	4	10	12	24	54	51	39	47	43
Hr Total	61	29	28	37	26	34	70	119	193	162	149	160

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	45	50	52	53	63	44	35	22	26	12	23
30	68	42	32	62	38	53	34	25	22	21	15	14
45	51	54	36	57	59	45	27	29	13	16	13	14
00	64	40	47	49	56	39	28	17	23	11	12	22
Hr Total	239	181	165	220	206	200	133	106	80	74	52	73

24 Hour Total:	2,797	AM Peak Volume:	212	AM Peak Hour Factor:	0.78
AM Peak Hour begins:	11:30	PM Peak Volume:	239	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	12:00				

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	7	3	2	7	29	41	65	28	35	51
30	3	4	4	13	4	12	49	34	64	34	48	32
45	4	4	8	4	7	26	67	42	65	35	39	55
00	3	6	10	4	14	36	64	61	33	34	34	51
Hr Total	16	19	29	24	27	81	209	178	227	131	156	189

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	53	51	33	41	44	30	24	19	20	22	19
30	68	47	32	47	43	57	29	20	16	10	12	8
45	51	51	58	51	31	54	28	21	12	13	17	7
00	54	41	56	32	41	46	29	10	14	8	25	9
Hr Total	254	192	197	163	156	201	116	75	61	51	76	43

24 Hour Total:	2,871	AM Peak Volume:	255	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:45	PM Peak Volume:	254	PM Peak Hour Factor:	0.78
PM Peak Hour begins:	12:00				

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	11	13	16	9	9	44	55	113	67	67	89
30	26	10	14	21	11	25	63	57	108	73	85	66
45	10	11	15	16	9	33	84	70	115	80	72	100
00	17	16	15	8	24	48	88	115	84	73	81	94
Hr Total	77	48	57	61	53	115	279	297	420	293	305	349

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	98	101	85	94	107	74	59	41	46	34	42
30	136	89	64	109	81	110	63	45	38	31	27	22
45	102	105	94	108	90	99	55	50	25	29	30	21
00	118	81	103	81	97	85	57	27	37	19	37	31
Hr Total	493	373	362	383	362	401	249	181	141	125	128	116

24 Hour Total:	5,668	AM Peak Volume:	469	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	11:45	PM Peak Volume:	493	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:00				

Volume Count Report

Start Date: February 14, 2019 Start Time: 00:00
 Stop Date: February 14, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: Access Rd (McDonalds) west of US 27

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	13	11	11	11	5	22	23	37	44	35	52
30	21	5	13	12	7	12	21	37	56	41	34	35
45	17	3	12	9	6	11	23	30	64	43	38	57
00	11	7	22	6	15	12	19	37	41	41	35	43
Hr Total	65	28	58	38	39	40	85	127	198	169	142	187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	46	50	56	32	70	56	35	25	27	20	22
30	41	56	53	52	55	40	25	19	20	6	10	36
45	61	36	38	49	52	32	20	30	15	18	20	23
00	60	55	31	66	59	37	23	17	24	11	30	19
Hr Total	212	193	172	223	198	179	124	101	84	62	80	100

24 Hour Total: 2,904
 AM Peak Hour begins: 8:15 AM Peak Volume: 205 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 16:15 PM Peak Volume: 236 PM Peak Hour Factor: 0.84

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	10	6	8	15	40	41	59	31	35	57
30	14	5	8	22	9	12	46	45	50	30	38	40
45	9	4	20	7	15	29	60	53	50	44	36	52
00	11	11	7	8	12	30	58	72	44	50	58	34
Hr Total	45	30	45	43	44	86	204	211	203	155	167	183

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	55	44	43	39	41	25	19	16	16	12	19
30	61	41	44	38	39	39	33	25	14	17	17	20
45	54	42	41	39	44	66	18	18	24	15	20	8
00	41	50	55	32	46	34	27	28	15	13	28	7
Hr Total	206	188	184	152	168	180	103	90	69	61	77	54

24 Hour Total: 2,948
 AM Peak Hour begins: 7:30 AM Peak Volume: 234 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 12:15 PM Peak Volume: 211 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	23	21	17	19	20	62	64	96	75	70	109
30	35	10	21	34	16	24	67	82	106	71	72	75
45	26	7	32	16	21	40	83	83	114	87	74	109
00	22	18	29	14	27	42	77	109	85	91	93	77
Hr Total	110	58	103	81	83	126	289	338	401	324	309	370

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	101	94	99	71	111	81	54	41	43	32	41
30	102	97	97	90	94	79	58	44	34	23	27	56
45	115	78	79	88	96	98	38	48	39	33	40	31
00	101	105	86	98	105	71	50	45	39	24	58	26
Hr Total	418	381	356	375	366	359	227	191	153	123	157	154

24 Hour Total: 5,852
 AM Peak Hour begins: 7:45 AM Peak Volume: 425 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 12:15 PM Peak Volume: 419 PM Peak Hour Factor: 0.91

Volume Count Report

3-Day Average

Start Date: February 12, 2019 Start Time: 00:00
 Stop Date: February 14, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: Access Rd (McDonalds) west of US 27

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	8	6	11	7	6	18	20	42	40	31	43
30	17	6	12	9	8	10	17	29	53	45	36	36
45	14	6	8	9	3	9	16	29	56	40	37	56
00	10	7	10	6	10	11	25	44	48	37	39	44
Hr Total	56	27	36	36	29	37	77	122	198	163	143	179

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	48	50	62	47	77	47	34	21	30	13	20
30	62	51	47	57	42	54	31	19	19	13	14	20
45	52	45	42	57	51	40	25	26	16	15	16	17
00	59	49	43	54	52	37	29	18	21	14	19	17
Hr Total	226	192	181	229	192	209	132	97	78	72	62	74

24 Hour Total: 2,845
 AM Peak Hour begins: 11:30 AM Peak Volume: 215 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 16:30 PM Peak Volume: 234 PM Peak Hour Factor: 0.76

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	7	7	4	5	9	35	44	62	33	37	52
30	8	6	6	19	6	12	47	43	57	34	42	36
45	6	4	11	5	10	29	67	51	52	40	37	48
00	7	6	8	4	11	35	58	68	43	48	45	42
Hr Total	30	23	31	33	33	86	206	206	214	155	162	177

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	54	48	43	37	47	29	20	18	18	15	16
30	59	38	47	44	39	48	31	21	15	12	13	12
45	49	45	55	43	40	61	23	18	17	15	19	8
00	52	49	57	34	42	37	27	20	19	11	22	9
Hr Total	225	186	207	164	159	192	110	79	69	56	70	45

24 Hour Total: 2,918
 AM Peak Hour begins: 7:45 AM Peak Volume: 240 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:00 PM Peak Volume: 225 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	15	13	15	13	15	53	63	104	73	68	95
30	26	12	18	29	14	22	64	72	109	79	78	72
45	20	10	19	14	14	39	83	80	108	81	75	104
00	17	14	18	10	21	47	83	113	91	85	84	85
Hr Total	85	50	67	68	61	123	283	328	412	318	305	356

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	102	98	104	84	124	76	54	39	47	29	35
30	121	89	94	101	81	102	62	39	35	25	27	32
45	101	90	97	100	91	101	48	44	33	30	35	26
00	111	98	100	88	94	74	56	39	40	25	41	26
Hr Total	451	379	389	394	351	401	242	176	146	127	131	119

24 Hour Total: 5,763
 AM Peak Hour begins: 7:45 AM Peak Volume: 434 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 12:00 PM Peak Volume: 451 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: February 5, 2019
 Stop Date: February 5, 2019
 City: Davenport
 Location: Ritchie Bros DW east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	0	4	29	21	16	24	22
30	0	0	0	1	0	1	3	23	15	28	25	35
45	0	1	1	0	2	0	4	16	21	27	27	18
00	0	0	0	1	0	3	16	19	25	20	22	27
Hr Total	1	1	1	2	3	4	27	87	82	91	98	102

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	23	8	21	20	7	13	4	4	1	0	1
30	31	35	12	20	6	3	11	7	0	2	0	0
45	23	21	26	27	14	5	5	4	1	0	5	0
00	30	35	17	8	9	9	18	3	1	0	0	11
Hr Total	100	114	63	76	49	24	47	18	6	3	5	12

24 Hour Total: 1,016
 AM Peak Hour begins: 10:30 AM Peak Volume: 106 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 13:00 PM Peak Volume: 114 PM Peak Hour Factor: 0.81

Westbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	2	9	19	15	30	20
30	0	0	1	1	0	1	1	3	18	12	10	24
45	0	1	0	0	0	0	3	5	7	14	27	12
00	0	0	0	0	0	2	5	6	17	17	21	17
Hr Total	1	1	1	1	0	3	11	23	61	58	88	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	22	15	18	17	20	18	11	0	1	0	0
30	27	25	13	28	16	12	17	12	0	4	0	0
45	23	13	23	19	12	9	12	4	1	1	0	0
00	24	27	19	14	9	14	7	4	0	1	4	2
Hr Total	94	87	70	79	54	55	54	31	1	7	4	2

24 Hour Total: 859
 AM Peak Hour begins: 10:30 AM Peak Volume: 92 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 12:15 PM Peak Volume: 96 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	1	0	6	38	40	31	54	42
30	0	0	1	2	0	2	4	26	33	40	35	59
45	0	2	1	0	2	0	7	21	28	41	54	30
00	0	0	0	1	0	5	21	25	42	37	43	44
Hr Total	2	2	2	3	3	7	38	110	143	149	186	175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	45	23	39	37	27	31	15	4	2	0	1
30	58	60	25	48	22	15	28	19	0	6	0	0
45	46	34	49	46	26	14	17	8	2	1	5	0
00	54	62	36	22	18	23	25	7	1	1	4	13
Hr Total	194	201	133	155	103	79	101	49	7	10	9	14

24 Hour Total: 1,875
 AM Peak Hour begins: 10:30 AM Peak Volume: 198 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 12:30 PM Peak Volume: 205 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: February 6, 2019
 Stop Date: February 6, 2019
 City: Davenport
 Location: Ritchie Bros DW east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	2	20	21	37	26	48
30	3	1	0	2	0	3	7	17	19	38	15	19
45	1	0	1	1	1	2	9	27	15	35	27	21
00	2	0	0	0	1	2	18	30	21	24	25	25
Hr Total	6	1	1	3	2	8	36	94	76	134	93	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	18	28	16	10	10	14	6	0	0	2	0
30	24	32	14	20	10	7	5	4	0	0	0	3
45	26	29	13	23	12	7	5	2	3	0	0	0
00	28	21	25	11	14	13	9	0	2	1	0	0
Hr Total	99	100	80	70	46	37	33	12	5	1	2	3

24 Hour Total: 1,055
 AM Peak Hour begins: 9:00 AM Peak Volume: 134 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 13:15 PM Peak Volume: 110 PM Peak Hour Factor: 0.86

Westbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	0	4	20	16	20	21
30	4	0	1	1	1	1	4	8	22	19	13	17
45	0	0	0	0	1	0	3	7	14	23	37	42
00	0	0	0	0	2	2	3	7	26	15	24	33
Hr Total	5	0	1	1	4	3	10	26	82	73	94	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	24	16	26	23	11	26	5	1	5	0	0
30	19	33	20	31	20	10	14	9	0	2	1	0
45	39	18	13	14	11	17	11	9	3	0	1	1
00	26	26	24	16	20	12	18	1	3	0	0	0
Hr Total	110	101	73	87	74	50	69	24	7	7	2	1

24 Hour Total: 1,017
 AM Peak Hour begins: 11:30 AM Peak Volume: 120 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 12:30 PM Peak Volume: 122 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	2	24	41	53	46	69
30	7	1	1	3	1	4	11	25	41	57	28	36
45	1	0	1	1	2	2	12	34	29	58	64	63
00	2	0	0	0	3	4	21	37	47	39	49	58
Hr Total	11	1	2	4	6	11	46	120	158	207	187	226

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	42	44	42	33	21	40	11	1	5	2	0
30	43	65	34	51	30	17	19	13	0	2	1	3
45	65	47	26	37	23	24	16	11	6	0	1	1
00	54	47	49	27	34	25	27	1	5	1	0	0
Hr Total	209	201	153	157	120	87	102	36	12	8	4	4

24 Hour Total: 2,072
 AM Peak Hour begins: 11:00 AM Peak Volume: 226 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 12:30 PM Peak Volume: 226 PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: February 7, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Ritchie Bros DW east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	7	23	40	23	30	40
30	3	0	0	0	1	5	4	22	18	22	29	19
45	2	0	0	0	0	4	18	20	18	21	22	22
00	0	0	0	0	0	4	14	35	12	26	25	28
Hr Total	5	0	0	0	1	15	43	100	88	92	106	109

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	22	14	20	10	7	8	9	2	0	0	2
30	31	19	24	22	15	13	8	5	3	0	0	1
45	22	15	21	17	5	13	6	6	2	4	3	1
00	19	33	16	23	6	12	4	3	0	1	5	8
Hr Total	110	89	75	82	36	45	26	23	7	5	8	12

24 Hour Total: 1,077
 AM Peak Hour begins: 11:30 AM Peak Volume: 119 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 12:00 PM Peak Volume: 110 PM Peak Hour Factor: 0.72

Westbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	2	4	5	9	20	25	32
30	0	0	0	0	0	1	2	9	5	18	26	27
45	0	1	0	0	0	2	4	12	27	20	35	18
00	0	0	0	0	0	2	6	10	19	13	19	26
Hr Total	1	1	0	0	0	7	16	36	60	71	105	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	32	20	16	19	18	5	9	3	0	0	1
30	21	19	32	15	14	25	19	6	1	0	0	0
45	31	29	25	29	12	8	9	13	6	2	0	0
00	18	13	18	15	8	21	9	5	0	0	2	1
Hr Total	106	93	95	75	53	72	42	33	10	2	2	2

24 Hour Total: 985
 AM Peak Hour begins: 10:30 AM Peak Volume: 113 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 12:00 PM Peak Volume: 106 PM Peak Hour Factor: 0.74

Total Volume for All Lanes

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	4	11	28	49	43	55	72
30	3	0	0	0	1	6	6	31	23	40	55	46
45	2	1	0	0	0	6	22	32	45	41	57	40
00	0	0	0	0	0	6	20	45	31	39	44	54
Hr Total	6	1	0	0	1	22	59	136	148	163	211	212

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	54	34	36	29	25	13	18	5	0	0	3
30	52	38	56	37	29	38	27	11	4	0	0	1
45	53	44	46	46	17	21	15	19	8	6	3	1
00	37	46	34	38	14	33	13	8	0	1	7	9
Hr Total	216	182	170	157	89	117	68	56	17	7	10	14

24 Hour Total: 2,062
 AM Peak Hour begins: 11:45 AM Peak Volume: 233 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 12:00 PM Peak Volume: 216 PM Peak Hour Factor: 0.73

Volume Count Report

3-Day Average

Start Date: February 5, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Ritchie Bros DW east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	4	24	27	25	27	37
30	2	0	0	1	0	3	5	21	17	29	23	24
45	1	0	1	0	1	2	10	21	18	28	25	20
00	1	0	0	0	0	3	16	28	19	23	24	27
Hr Total	4	1	1	2	2	9	35	94	82	106	99	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	21	17	19	13	8	12	6	2	0	1	1
30	29	29	17	21	10	8	8	5	1	1	0	1
45	24	22	20	22	10	8	5	4	2	1	3	0
00	26	30	19	14	10	11	10	2	1	1	2	6
Hr Total	103	101	73	76	44	35	35	18	6	3	5	9

24 Hour Total: 1,049
 AM Peak Hour begins: 10:30
 PM Peak Hour begins: 12:00

AM Peak Volume: 110
 PM Peak Volume: 103
 AM Peak Hour Factor: 0.75
 PM Peak Hour Factor: 0.90

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	2	6	16	17	25	24
30	1	0	1	1	0	1	2	7	15	16	16	23
45	0	1	0	0	0	1	3	8	16	19	33	24
00	0	0	0	0	1	2	5	8	21	15	21	25
Hr Total	2	1	1	1	1	4	12	28	68	67	96	96

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	26	17	20	20	16	16	8	1	2	0	0
30	22	26	22	25	17	16	17	9	0	2	0	0
45	31	20	20	21	12	11	11	9	3	1	0	0
00	23	22	20	15	12	16	11	3	1	0	2	1
Hr Total	103	94	79	80	60	59	55	29	6	5	3	2

24 Hour Total: 954
 AM Peak Hour begins: 10:30
 PM Peak Hour begins: 12:30

AM Peak Volume: 101
 PM Peak Volume: 105
 AM Peak Hour Factor: 0.77
 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	2	6	30	43	42	52	61
30	3	0	1	2	1	4	7	27	32	46	39	47
45	1	1	1	0	1	3	14	29	34	47	58	44
00	1	0	0	0	1	5	21	36	40	38	45	52
Hr Total	6	1	1	2	3	13	48	122	150	173	195	204

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	47	34	39	33	24	28	15	3	2	1	1
30	51	54	38	45	27	23	25	14	1	3	0	1
45	55	42	40	43	22	20	16	13	5	2	3	1
00	48	52	40	29	22	27	22	5	2	1	4	7
Hr Total	206	195	152	156	104	94	90	47	12	8	8	11

24 Hour Total: 2,003
 AM Peak Hour begins: 10:30
 PM Peak Hour begins: 12:00

AM Peak Volume: 212
 PM Peak Volume: 206
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.94

TRAFFIC COUNT DATA

VHB PROJECT NO: 62572.07
LOCATION CODE: 3
COUNT LOCATION: Dunson Rd.: west of US-27
EQUIPMENT ID: P235

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
Start Date: 04/26/2016 Start Time: Midnight
End Date: 04/28/2016 End Time: Midnight

VOLUMES:

Average Daily:	2,777	Peak Hour Start Time:	3:15 PM
Daily Truck Avg:	876	Average Peak Hour:	258
		Max Hour Truck Avg:	87
		Peak Hour Truck Avg:	50

TRAVEL CHARACTERISTICS:

K MEASURED

K= 9.3%

T Max Hour 33.5%

T med (max) 11.8%

T heavy (max) 21.7%

T Peak Hour 19.2%

T med Peak Hour 6.8%

T heavy Peak Hour 12.4%

D MEASURED

D= 60.3%

T daily 31.5%

T med Daily 8.5%

T heavy Daily 23.1%

ANNUAL VEHICLE CLASSIFICATION REPORT

VHB PROJECT NO: 62295.01

LOCATION CODE: 2

COUNT LOCATION: Dunson Road east of Dunson L

EQUIPMENT ID: P260/P260

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	27	0.86%
Class 2	Cars	2,712	85.99%
Class 3	Pick-Ups & Vans	199	6.31%
Class 4	Buses	65	2.06%
Class 5	2 Axle, Single Unit Trucks	99	3.14%
Class 6	3 Axle, Single Unit Trucks	25	0.79%
Class 7	4 Axle, Single Unit Trucks	4	0.13%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	10	0.32%
Class 9	3 Axle Tractor with 2 Axle Trailer	5	0.16%
Class 10	3 Axle Tractor with 3 Axle Trailer	1	0.03%
Class 11	5 Axle Multi Trailer	2	0.06%
Class 12	6 Axle Multi Trailer	2	0.06%
Class 13	7 or more Axles	3	0.10%
Class 14	Not Used	0	0.00%
TOTALS		3,154	100.00%

TRAFFIC COUNT DATA

VHB PROJECT NO: 62572.07
LOCATION CODE: 1
COUNT LOCATION: Deen Still Rd: west of US-27
EQUIPMENT ID: P248

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
Start Date: 04/26/2016 Start Time: Midnight
End Date: 04/28/2016 End Time: Midnight

VOLUMES:

Average Daily:	4,362	Peak Hour Start Time:	2:15 PM
Daily Truck Avg:	1,017	Average Peak Hour:	306
		Max Hour Truck Avg:	138
		Peak Hour Truck Avg:	55

TRAVEL CHARACTERISTICS:

K MEASURED

K=	7.0%
T Max Hour	44.9%
T med (max)	32.8%
T heavy (max)	12.1%
T Peak Hour	17.8%
T med Peak Hour	11.6%
T heavy Peak Hour	6.2%

D MEASURED

D=	66.8%
T daily	23.3%
T med Daily	14.6%
T heavy Daily	8.7%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 4103 - CR 54/LOUGHMAN ROAD, EAST OF US 27 PC 103

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	18600	S	E 9100		W 9500	9.00	54.50	8.00
2017	17800	F	E 8700		W 9100	9.00	54.50	8.00
2016	16800	C	E 8200		W 8600	9.00	53.30	8.00
2015	11100	S	E 5400		W 5700	9.00	55.70	8.40
2014	10700	F	E 5200		W 5500	9.00	55.60	8.40
2013	10500	C	E 5100		W 5400	9.00	55.90	8.40
2012	13000	S	E 6400		W 6600	9.00	55.80	6.30
2011	13100	F	E 6400		W 6700	9.00	55.70	6.30
2010	13100	C	E 6400		W 6700	9.55	56.07	6.30
2009	15200	F	E 7300		W 7900	9.36	56.35	5.30
2008	15400	C	E 7400		W 8000	9.78	55.29	5.30

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

Volume Count Report

Start Date: February 5, 2019
 Stop Date: February 5, 2019
 City: Davenport
 Location: Ogelthorpe Dr west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	1	2	3	15	20	17	9	8	7
30	0	0	1	3	2	4	6	21	13	6	11	12
45	0	0	0	3	4	4	18	29	17	17	8	14
00	0	1	1	4	1	15	9	19	8	8	10	5
Hr Total	0	3	2	11	9	26	48	89	55	40	37	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	7	10	7	13	9	6	6	6	6	2	3
30	12	4	9	10	11	21	11	4	4	7	2	1
45	11	12	21	12	11	11	7	6	5	2	1	0
00	11	10	18	4	11	13	5	3	2	3	2	4
Hr Total	44	33	58	33	46	54	29	19	17	18	7	8

24 Hour Total: 724
 AM Peak Hour begins: 7:00 AM Peak Volume: 89 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 14:00 PM Peak Volume: 58 PM Peak Hour Factor: 0.69

Westbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	1	1	0	1	8	4	8	5	6	5
30	0	3	1	0	0	2	1	13	8	9	3	5
45	5	0	0	2	2	0	3	6	7	8	10	7
00	2	0	1	3	0	0	1	10	8	3	9	6
Hr Total	12	4	3	6	2	3	13	33	31	25	28	23

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	5	7	13	15	17	13	15	3	9	10	1
30	8	10	11	17	12	24	11	24	5	7	6	5
45	14	15	12	25	17	30	20	13	6	10	5	7
00	9	10	14	14	10	17	13	10	4	5	5	7
Hr Total	43	40	44	69	54	88	57	62	18	31	26	20

24 Hour Total: 735
 AM Peak Hour begins: 7:15 AM Peak Volume: 37 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 17:00 PM Peak Volume: 88 PM Peak Hour Factor: 0.73

Total Volume for All Lanes

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	1	2	2	4	23	24	25	14	14	12
30	0	3	2	3	2	6	7	34	21	15	14	17
45	5	0	0	5	6	4	21	35	24	25	18	21
00	2	1	2	7	1	15	10	29	16	11	19	11
Hr Total	12	7	5	17	11	29	61	122	86	65	65	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	12	17	20	28	26	19	21	9	15	12	4
30	20	14	20	27	23	45	22	28	9	14	8	6
45	25	27	33	37	28	41	27	19	11	12	6	7
00	20	20	32	18	21	30	18	13	6	8	7	11
Hr Total	87	73	102	102	100	142	86	81	35	49	33	28

24 Hour Total: 1,459
 AM Peak Hour begins: 7:15 AM Peak Volume: 123 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 142 PM Peak Hour Factor: 0.79

Volume Count Report

Start Date: February 6, 2019
 Stop Date: February 6, 2019
 City: Davenport
 Location: Ogelthorpe Dr west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	1	5	16	21	25	7	7	4
30	0	0	0	1	4	3	8	22	10	12	7	13
45	1	0	0	1	1	6	14	29	12	7	3	6
00	2	1	0	1	4	13	13	24	9	6	12	10
Hr Total	3	1	0	4	10	27	51	96	56	32	29	33

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	17	5	8	12	10	12	3	7	4	0	0
30	12	16	9	5	8	10	10	7	6	4	0	0
45	13	13	10	12	6	11	5	0	2	2	6	0
00	10	13	9	16	5	14	10	4	4	1	2	0
Hr Total	48	59	33	41	31	45	37	14	19	11	8	0

24 Hour Total: 688
 AM Peak Hour begins: 7:15 AM Peak Volume: 100 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 13:00 PM Peak Volume: 59 PM Peak Hour Factor: 0.87

Westbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	1	0	1	0	4	4	11	7	10	5
30	3	1	0	1	0	0	1	8	12	9	5	3
45	1	0	0	0	1	1	2	5	6	3	2	5
00	2	1	0	1	1	1	4	10	7	4	5	10
Hr Total	14	5	1	2	3	2	11	27	36	23	22	23

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	10	6	11	15	15	17	12	12	8	3	5
30	6	10	12	12	16	24	8	20	9	10	6	6
45	12	15	13	19	9	18	19	10	9	3	6	5
00	11	9	11	13	18	16	13	5	6	9	5	5
Hr Total	42	44	42	55	58	73	57	47	36	30	20	21

24 Hour Total: 694
 AM Peak Hour begins: 7:45 AM Peak Volume: 39 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 16:45 PM Peak Volume: 75 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	1	1	2	5	20	25	36	14	17	9
30	3	1	0	2	4	3	9	30	22	21	12	16
45	2	0	0	1	2	7	16	34	18	10	5	11
00	4	2	0	2	5	14	17	34	16	10	17	20
Hr Total	17	6	1	6	13	29	62	123	92	55	51	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	27	11	19	27	25	29	15	19	12	3	5
30	18	26	21	17	24	34	18	27	15	14	6	6
45	25	28	23	31	15	29	24	10	11	5	12	5
00	21	22	20	29	23	30	23	9	10	10	7	5
Hr Total	90	103	75	96	89	118	94	61	55	41	28	21

24 Hour Total: 1,382
 AM Peak Hour begins: 7:15 AM Peak Volume: 134 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:15 PM Peak Volume: 122 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: February 7, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Ogelthorpe Dr west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	2	1	2	13	20	11	9	8	10
30	0	1	0	1	0	9	8	25	10	6	11	9
45	1	0	1	3	3	6	14	32	12	16	7	11
00	1	1	0	1	3	17	12	27	17	10	13	14
Hr Total	2	2	2	7	7	34	47	104	50	41	39	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	6	13	19	6	11	10	6	7	3	0	1
30	11	5	17	10	8	17	14	8	6	2	2	1
45	11	7	14	12	7	13	7	6	6	4	2	2
00	10	13	9	13	8	12	8	7	2	1	5	1
Hr Total	38	31	53	54	29	53	39	27	21	10	9	5

24 Hour Total: 748
 AM Peak Hour begins: 7:00 AM Peak Volume: 104 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 14:15 PM Peak Volume: 59 PM Peak Hour Factor: 0.78

Westbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	4	2	0	0	9	7	7	6	9	10
30	1	2	1	1	0	1	1	8	10	11	10	6
45	1	1	0	0	0	0	2	5	7	10	7	10
00	4	2	0	1	1	1	3	9	7	4	8	8
Hr Total	11	5	5	4	1	2	15	29	31	31	34	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	8	9	17	21	23	23	9	10	12	6	6
30	9	5	12	15	10	10	21	16	11	8	8	5
45	11	10	17	17	11	17	12	22	6	6	10	2
00	7	16	8	18	15	22	12	10	8	5	5	0
Hr Total	35	39	46	67	57	72	68	57	35	31	29	13

24 Hour Total: 751
 AM Peak Hour begins: 10:15 AM Peak Volume: 35 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:30 PM Peak Volume: 83 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	5	4	1	2	22	27	18	15	17	20
30	1	3	1	2	0	10	9	33	20	17	21	15
45	2	1	1	3	3	6	16	37	19	26	14	21
00	5	3	0	2	4	18	15	36	24	14	21	22
Hr Total	13	7	7	11	8	36	62	133	81	72	73	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	14	22	36	27	34	33	15	17	15	6	7
30	20	10	29	25	18	27	35	24	17	10	10	6
45	22	17	31	29	18	30	19	28	12	10	12	4
00	17	29	17	31	23	34	20	17	10	6	10	1
Hr Total	73	70	99	121	86	125	107	84	56	41	38	18

24 Hour Total: 1,499
 AM Peak Hour begins: 7:00 AM Peak Volume: 133 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:30 PM Peak Volume: 132 PM Peak Hour Factor: 0.94

Volume Count Report

3-Day Average

Start Date: February 5, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Ogelthorpe Dr west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	1	3	15	20	18	8	8	7
30	0	0	0	2	2	5	7	23	11	8	10	11
45	1	0	0	2	3	5	15	30	14	13	6	10
00	1	1	0	2	3	15	11	23	11	8	12	10
Hr Total	2	2	1	7	9	29	49	96	54	38	35	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	9	11	10	10	9	5	7	4	1	1
30	12	8	12	8	9	16	12	6	5	4	1	1
45	12	11	15	12	8	12	6	4	4	3	3	1
00	10	12	12	11	8	13	8	5	3	2	3	2
Hr Total	43	41	48	43	35	51	35	20	19	13	8	4

24 Hour Total: 720
 AM Peak Hour begins: 7:00 AM Peak Volume: 96 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 17:00 PM Peak Volume: 51 PM Peak Hour Factor: 0.79

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	2	1	0	0	7	5	9	6	8	7
30	1	2	1	1	0	1	1	10	10	10	6	5
45	2	0	0	1	1	0	2	5	7	7	6	7
00	3	1	0	2	1	1	3	10	7	4	7	8
Hr Total	12	5	3	4	2	2	13	30	33	26	28	27

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	8	7	14	17	18	18	12	8	10	6	4
30	8	8	12	15	13	19	13	20	8	8	7	5
45	12	13	14	20	12	22	17	15	7	6	7	5
00	9	12	11	15	14	18	13	8	6	6	5	4
Hr Total	40	41	44	64	56	78	61	55	30	31	25	18

24 Hour Total: 727
 AM Peak Hour begins: 7:45 AM Peak Volume: 35 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 78 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	2	2	2	4	22	25	26	14	16	14
30	1	2	1	2	2	6	8	32	21	18	16	16
45	3	0	0	3	4	6	18	35	20	20	12	18
00	4	2	1	4	3	16	14	33	19	12	19	18
Hr Total	14	7	4	11	11	31	62	126	86	64	63	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	18	17	25	27	28	27	17	15	14	7	5
30	19	17	23	23	22	35	25	26	14	13	8	6
45	24	24	29	32	20	33	23	19	11	9	10	5
00	19	24	23	26	22	31	20	13	9	8	8	6
Hr Total	83	82	92	106	92	128	96	75	49	44	33	22

24 Hour Total: 1,447
 AM Peak Hour begins: 7:15 AM Peak Volume: 127 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:00 PM Peak Volume: 128 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: February 5, 2019
 Stop Date: February 5, 2019
 City: Davenport
 Location: Tri County 1 Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	3	0	0	0	2	6	4	2	2	6
30	1	1	0	0	0	1	1	3	7	3	4	4
45	3	3	2	1	0	1	4	4	3	3	3	9
00	0	3	0	0	0	1	3	1	2	7	3	3
Hr Total	5	8	5	1	0	3	10	14	16	15	12	22

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	2	7	11	7	7	15	10	4	6	1	7
30	7	5	12	11	9	16	4	11	9	5	3	3
45	6	4	6	13	11	8	7	5	2	7	2	1
00	1	2	6	9	6	16	10	14	4	2	3	6
Hr Total	20	13	31	44	33	47	36	40	19	20	9	17

24 Hour Total: 440
 AM Peak Hour begins: 11:30 AM Peak Volume: 25 AM Peak Hour Factor: 0.69
 PM Peak Hour begins: 17:15 PM Peak Volume: 55 PM Peak Hour Factor: 0.86

Westbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	3	0	0	4	11	11	8	4	6	3
30	0	0	2	0	2	1	8	13	5	4	3	6
45	1	1	0	0	1	5	12	13	9	6	4	2
00	0	2	0	3	2	4	10	10	9	12	7	6
Hr Total	1	3	5	3	5	14	41	47	31	26	20	17

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	7	3	8	12	8	6	2	0	4	2	0
30	14	5	8	13	10	7	9	5	4	3	1	0
45	5	3	6	10	4	6	3	2	2	0	0	1
00	3	5	4	2	6	10	3	0	2	2	2	0
Hr Total	32	20	21	33	32	31	21	9	8	9	5	1

24 Hour Total: 435
 AM Peak Hour begins: 6:45 AM Peak Volume: 47 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:15 PM Peak Volume: 37 PM Peak Hour Factor: 0.71

Total Volume for All Lanes

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	6	0	0	4	13	17	12	6	8	9
30	1	1	2	0	2	2	9	16	12	7	7	10
45	4	4	2	1	1	6	16	17	12	9	7	11
00	0	5	0	3	2	5	13	11	11	19	10	9
Hr Total	6	11	10	4	5	17	51	61	47	41	32	39

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	9	10	19	19	15	21	12	4	10	3	7
30	21	10	20	24	19	23	13	16	13	8	4	3
45	11	7	12	23	15	14	10	7	4	7	2	2
00	4	7	10	11	12	26	13	14	6	4	5	6
Hr Total	52	33	52	77	65	78	57	49	27	29	14	18

24 Hour Total: 875
 AM Peak Hour begins: 6:45 AM Peak Volume: 63 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:15 PM Peak Volume: 84 PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: February 6, 2019
 Stop Date: February 6, 2019
 City: Davenport
 Location: Tri County 1 Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	0	0	0	1	5	3	5	1	2
30	2	2	0	0	0	1	0	6	4	1	6	9
45	2	1	0	0	1	1	1	4	5	2	4	6
00	1	2	2	0	0	1	8	2	3	2	2	8
Hr Total	5	5	4	0	1	3	10	17	15	10	13	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	7	7	9	7	6	11	5	10	11	7	5
30	3	6	3	18	10	7	11	13	3	7	6	3
45	6	5	7	11	13	15	12	5	7	5	5	2
00	9	8	8	5	15	16	17	8	5	5	3	2
Hr Total	23	26	25	43	45	44	51	31	25	28	21	12

24 Hour Total: 482
 AM Peak Hour begins: 11:15 AM Peak Volume: 28 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 17:30 PM Peak Volume: 53 PM Peak Hour Factor: 0.83

Westbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	2	9	15	7	9	7	6
30	1	2	1	1	0	4	6	20	8	4	9	4
45	0	0	0	0	2	4	9	9	2	1	10	10
00	0	1	0	1	2	3	13	11	7	5	6	9
Hr Total	2	3	1	2	5	13	37	55	24	19	32	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	11	6	9	7	10	10	6	6	0	4	1
30	3	5	2	8	9	6	6	4	1	2	2	0
45	6	5	8	8	10	11	5	3	5	2	5	0
00	10	6	2	13	7	7	6	7	2	3	2	1
Hr Total	21	27	18	38	33	34	27	20	14	7	13	2

24 Hour Total: 476
 AM Peak Hour begins: 6:30 AM Peak Volume: 57 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 15:45 PM Peak Volume: 39 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	0	1	2	10	20	10	14	8	8
30	3	4	1	1	0	5	6	26	12	5	15	13
45	2	1	0	0	3	5	10	13	7	3	14	16
00	1	3	2	1	2	4	21	13	10	7	8	17
Hr Total	7	8	5	2	6	16	47	72	39	29	45	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	18	13	18	14	16	21	11	16	11	11	6
30	6	11	5	26	19	13	17	17	4	9	8	3
45	12	10	15	19	23	26	17	8	12	7	10	2
00	19	14	10	18	22	23	23	15	7	8	5	3
Hr Total	44	53	43	81	78	78	78	51	39	35	34	14

24 Hour Total: 958
 AM Peak Hour begins: 6:45 AM Peak Volume: 80 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 17:30 PM Peak Volume: 87 PM Peak Hour Factor: 0.84

Volume Count Report

Start Date: February 7, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Tri County 1 Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	0	0	0	2	8	5	5	3	1
30	1	2	1	0	0	1	0	4	7	2	0	0
45	0	0	1	1	0	1	3	6	4	1	7	4
00	1	2	0	0	1	0	6	1	5	3	4	1
Hr Total	6	4	3	1	1	2	11	19	21	11	14	6

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	4	6	4	6	6	6	8	8	7	4	6
30	4	6	7	7	10	7	11	10	4	8	5	2
45	6	5	11	8	16	10	11	8	9	1	6	3
00	7	13	7	6	11	14	8	10	8	8	5	4
Hr Total	25	28	31	25	43	37	36	36	29	24	20	15

24 Hour Total: 448
 AM Peak Hour begins: 6:45 AM Peak Volume: 24 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 16:00 PM Peak Volume: 43 PM Peak Hour Factor: 0.67

Westbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	0	2	4	10	11	6	11	2	7
30	3	1	1	1	0	4	4	16	7	8	4	3
45	2	0	0	0	0	4	9	10	4	7	6	8
00	0	0	0	2	3	4	8	9	4	4	9	12
Hr Total	5	1	3	3	5	16	31	46	21	30	21	30

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	6	9	6	3	8	4	8	3	4	2	1
30	6	8	4	8	11	6	3	6	4	3	5	0
45	7	9	5	5	11	3	10	5	1	2	3	0
00	8	6	5	6	3	5	3	4	2	2	2	1
Hr Total	23	29	23	25	28	22	20	23	10	11	12	2

24 Hour Total: 440
 AM Peak Hour begins: 7:00 AM Peak Volume: 46 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 16:15 PM Peak Volume: 33 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	3	0	2	4	12	19	11	16	5	8
30	4	3	2	1	0	5	4	20	14	10	4	3
45	2	0	1	1	0	5	12	16	8	8	13	12
00	1	2	0	2	4	4	14	10	9	7	13	13
Hr Total	11	5	6	4	6	18	42	65	42	41	35	36

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	15	10	9	14	10	16	11	11	6	7
30	10	14	11	15	21	13	14	16	8	11	10	2
45	13	14	16	13	27	13	21	13	10	3	9	3
00	15	19	12	12	14	19	11	14	10	10	7	5
Hr Total	48	57	54	50	71	59	56	59	39	35	32	17

24 Hour Total: 888
 AM Peak Hour begins: 6:45 AM Peak Volume: 69 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:15 PM Peak Volume: 76 PM Peak Hour Factor: 0.70

Volume Count Report

3-Day Average

Start Date: February 5, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Tri County 1 Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	2	0	0	0	2	6	4	4	2	3
30	1	2	0	0	0	1	0	4	6	2	3	4
45	2	1	1	1	0	1	3	5	4	2	5	6
00	1	2	1	0	0	1	6	1	3	4	3	4
Hr Total	5	6	4	1	1	3	10	17	17	12	13	18

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	4	7	8	7	6	11	8	7	8	4	6
30	5	6	7	12	10	10	9	11	5	7	5	3
45	6	5	8	11	13	11	10	6	6	4	4	2
00	6	8	7	7	11	15	12	11	6	5	4	4
Hr Total	23	22	29	37	40	43	41	36	24	24	17	15

24 Hour Total: 457
 AM Peak Hour begins: 11:30 AM Peak Volume: 21 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:15 PM Peak Volume: 47 PM Peak Hour Factor: 0.77

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	0	1	3	10	12	7	8	5	5
30	1	1	1	1	1	3	6	16	7	5	5	4
45	1	0	0	0	1	4	10	11	5	5	7	7
00	0	1	0	2	2	4	10	10	7	7	7	9
Hr Total	3	2	3	3	5	14	36	49	25	25	24	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	8	6	8	7	9	7	5	3	3	3	1
30	8	6	5	10	10	6	6	5	3	3	3	0
45	6	6	6	8	8	7	6	3	3	1	3	0
00	7	6	4	7	5	7	4	4	2	2	2	1
Hr Total	25	25	21	32	31	29	23	17	11	9	10	2

24 Hour Total: 450
 AM Peak Hour begins: 6:45 AM Peak Volume: 50 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 15:45 PM Peak Volume: 33 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	4	0	1	3	12	19	11	12	7	8
30	3	3	2	1	1	4	6	21	13	7	9	9
45	3	2	1	1	1	5	13	15	9	7	11	13
00	1	3	1	2	3	4	16	11	10	11	10	13
Hr Total	8	8	7	3	6	17	47	66	43	37	37	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	12	13	16	14	15	17	13	10	11	7	7
30	12	12	12	22	20	16	15	16	8	9	7	3
45	12	10	14	18	22	18	16	9	9	6	7	2
00	13	13	11	14	16	23	16	14	8	7	6	5
Hr Total	48	48	50	69	71	72	64	53	35	33	27	16

24 Hour Total: 907
 AM Peak Hour begins: 6:45 AM Peak Volume: 71 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 17:15 PM Peak Volume: 74 PM Peak Hour Factor: 0.82

Volume Count Report

Start Date: February 5, 2019
 Stop Date: February 5, 2019
 City: Davenport
 Location: Elgin Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	2	2	6	17	23	22	12	8	11
30	0	2	0	0	5	4	11	21	15	15	6	7
45	2	1	0	0	5	7	22	24	10	12	15	9
00	1	0	0	0	5	14	21	26	10	5	7	13
Hr Total	3	4	0	2	17	31	71	94	57	44	36	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	13	13	10	9	12	18	5	7	5	3	1
30	15	10	9	13	10	12	13	14	7	4	4	5
45	7	9	10	11	19	9	9	6	3	2	4	1
00	7	9	18	14	14	10	9	2	2	5	5	1
Hr Total	36	41	50	48	52	43	49	27	19	16	16	8

24 Hour Total: 804
 AM Peak Hour begins: 7:00 AM Peak Volume: 94 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:30 PM Peak Volume: 57 PM Peak Hour Factor: 0.75

Westbound Volume

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	0	1	0	0	4	12	3	5	6
30	2	2	2	1	1	0	1	11	10	9	5	5
45	3	6	1	1	0	0	1	9	3	6	8	13
00	4	0	0	1	2	7	6	8	12	5	4	7
Hr Total	15	11	4	3	4	7	8	32	37	23	22	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	9	7	11	16	26	13	16	13	5	6	4
30	6	12	16	20	20	22	15	15	19	10	6	3
45	6	9	10	23	15	15	26	17	13	9	10	5
00	13	13	15	20	16	18	15	17	9	7	7	5
Hr Total	35	43	48	74	67	81	69	65	54	31	29	17

24 Hour Total: 810
 AM Peak Hour begins: 7:15 AM Peak Volume: 40 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:00 PM Peak Volume: 81 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Tuesday, February 5, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	1	2	3	6	17	27	34	15	13	17
30	2	4	2	1	6	4	12	32	25	24	11	12
45	5	7	1	1	5	7	23	33	13	18	23	22
00	5	0	0	1	7	21	27	34	22	10	11	20
Hr Total	18	15	4	5	21	38	79	126	94	67	58	71

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	22	20	21	25	38	31	21	20	10	9	5
30	21	22	25	33	30	34	28	29	26	14	10	8
45	13	18	20	34	34	24	35	23	16	11	14	6
00	20	22	33	34	30	28	24	19	11	12	12	6
Hr Total	71	84	98	122	119	124	118	92	73	47	45	25

24 Hour Total: 1,614
 AM Peak Hour begins: 7:15 AM Peak Volume: 133 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:30 PM Peak Volume: 136 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: February 6, 2019
 Stop Date: February 6, 2019
 City: Davenport
 Location: Elgin Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	1	2	7	9	19	24	9	10	6
30	0	0	1	0	8	5	16	20	8	11	20	13
45	0	2	1	1	6	11	17	26	12	8	11	17
00	0	0	0	2	3	11	22	28	10	8	7	8
Hr Total	3	4	2	4	19	34	64	93	54	36	48	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	13	10	9	12	17	10	8	5	2	5	4
30	7	13	14	14	10	6	4	13	1	3	5	3
45	11	18	10	17	9	10	11	9	8	2	3	3
00	7	8	13	17	12	24	12	3	4	2	2	0
Hr Total	36	52	47	57	43	57	37	33	18	9	15	10

24 Hour Total: 819
 AM Peak Hour begins: 7:15 AM Peak Volume: 98 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:15 PM Peak Volume: 60 PM Peak Hour Factor: 0.88

Westbound Volume

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	1	1	1	1	1	3	9	13	6	7
30	9	5	1	0	0	1	1	7	10	5	14	10
45	2	4	1	2	0	2	0	13	6	6	4	6
00	2	0	1	1	1	5	6	8	4	4	5	11
Hr Total	21	11	4	4	2	9	8	31	29	28	29	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	12	10	12	14	24	29	21	8	11	16	6
30	7	14	16	16	25	18	8	14	16	13	9	1
45	14	10	10	26	8	17	15	13	13	11	4	2
00	16	12	20	22	18	18	13	13	13	9	10	5
Hr Total	47	48	56	76	65	77	65	61	50	44	39	14

24 Hour Total: 852
 AM Peak Hour begins: 7:30 AM Peak Volume: 40 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 15:30 PM Peak Volume: 87 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, February 6, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	1	2	3	8	10	22	33	22	16	13
30	9	5	2	0	8	6	17	27	18	16	34	23
45	2	6	2	3	6	13	17	39	18	14	15	23
00	2	0	1	3	4	16	28	36	14	12	12	19
Hr Total	24	15	6	8	21	43	72	124	83	64	77	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	25	20	21	26	41	39	29	13	13	21	10
30	14	27	30	30	35	24	12	27	17	16	14	4
45	25	28	20	43	17	27	26	22	21	13	7	5
00	23	20	33	39	30	42	25	16	17	11	12	5
Hr Total	83	100	103	133	108	134	102	94	68	53	54	24

24 Hour Total: 1,671
 AM Peak Hour begins: 7:15 AM Peak Volume: 135 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 15:30 PM Peak Volume: 143 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: February 7, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Elgin Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	0	7	11	24	20	13	12	8
30	2	1	0	1	5	3	14	32	14	10	15	7
45	0	1	1	0	2	7	17	29	13	11	11	7
00	0	0	1	1	5	16	18	28	16	9	11	6
Hr Total	4	2	2	3	12	33	60	113	63	43	49	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	9	12	12	11	18	12	6	6	5	4	2
30	10	8	17	11	7	7	12	9	4	2	5	0
45	9	12	12	8	12	14	14	9	2	2	3	2
00	8	10	14	11	10	13	12	3	8	5	3	0
Hr Total	41	39	55	42	40	52	50	27	20	14	15	4

24 Hour Total: 811
 AM Peak Hour begins: 7:00 AM Peak Volume: 113 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 14:00 PM Peak Volume: 55 PM Peak Hour Factor: 0.81

Westbound Volume

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	2	1	1	1	2	6	5	8	10	6
30	2	4	2	1	0	0	0	8	9	3	8	10
45	2	0	1	1	2	2	2	8	13	11	6	11
00	1	0	2	0	2	4	5	7	6	10	6	7
Hr Total	12	7	7	3	5	7	9	29	33	32	30	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	6	6	20	10	18	13	12	14	10	9	3
30	8	8	13	11	15	17	17	16	12	17	9	8
45	14	9	18	18	26	19	20	15	9	11	11	4
00	8	5	14	21	13	28	16	19	9	9	8	2
Hr Total	42	28	51	70	64	82	66	62	44	47	37	17

24 Hour Total: 818
 AM Peak Hour begins: 11:15 AM Peak Volume: 40 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:00 PM Peak Volume: 82 PM Peak Hour Factor: 0.73

Total Volume for All Lanes

Thursday, February 7, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	2	2	1	8	13	30	25	21	22	14
30	4	5	2	2	5	3	14	40	23	13	23	17
45	2	1	2	1	4	9	19	37	26	22	17	18
00	1	0	3	1	7	20	23	35	22	19	17	13
Hr Total	16	9	9	6	17	40	69	142	96	75	79	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	15	18	32	21	36	25	18	20	15	13	5
30	18	16	30	22	22	24	29	25	16	19	14	8
45	23	21	30	26	38	33	34	24	11	13	14	6
00	16	15	28	32	23	41	28	22	17	14	11	2
Hr Total	83	67	106	112	104	134	116	89	64	61	52	21

24 Hour Total: 1,629
 AM Peak Hour begins: 7:00 AM Peak Volume: 142 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:00 PM Peak Volume: 134 PM Peak Hour Factor: 0.82

Volume Count Report

3-Day Average

Start Date: February 5, 2019
 Stop Date: February 7, 2019
 City: Davenport
 Location: Elgin Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	1	7	12	22	22	11	10	8
30	1	1	0	0	6	4	14	24	12	12	14	9
45	1	1	1	0	4	8	19	26	12	10	12	11
00	0	0	0	1	4	14	20	27	12	7	8	9
Hr Total	3	3	1	3	16	33	65	100	58	41	44	37

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	12	12	10	11	16	13	6	6	4	4	2
30	11	10	13	13	9	8	10	12	4	3	5	3
45	9	13	11	12	13	11	11	8	4	2	3	2
00	7	9	15	14	12	16	11	3	5	4	3	0
Hr Total	38	44	51	49	45	51	45	29	19	13	15	7

24 Hour Total: 811
 AM Peak Hour begins: 7:15 AM Peak Volume: 100 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 14:00 PM Peak Volume: 51 PM Peak Hour Factor: 0.84

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	1	1	1	1	4	9	8	7	6
30	4	4	2	1	0	0	1	9	10	6	9	8
45	2	3	1	1	1	1	1	10	7	8	6	10
00	2	0	1	1	2	5	6	8	7	6	5	8
Hr Total	16	10	5	3	4	8	8	31	33	28	27	33

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	9	8	14	13	23	18	16	12	9	10	4
30	7	11	15	16	20	19	13	15	16	13	8	4
45	11	9	13	22	16	17	20	15	12	10	8	4
00	12	10	16	21	16	21	15	16	10	8	8	4
Hr Total	41	40	52	73	65	80	67	63	49	41	35	16

24 Hour Total: 827
 AM Peak Hour begins: 11:15 AM Peak Volume: 37 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 80 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	1	2	2	7	13	26	31	19	17	15
30	5	5	2	1	6	4	14	33	22	18	23	17
45	3	5	2	2	5	10	20	36	19	18	18	21
00	3	0	1	2	6	19	26	35	19	14	13	17
Hr Total	19	13	6	6	20	40	73	131	91	69	71	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	21	19	25	24	38	32	23	18	13	14	7
30	18	22	28	28	29	27	23	27	20	16	13	7
45	20	22	23	34	30	28	32	23	16	12	12	6
00	20	19	31	35	28	37	26	19	15	12	12	4
Hr Total	79	84	102	122	110	131	112	92	68	54	50	23

24 Hour Total: 1,638
 AM Peak Hour begins: 7:15 AM Peak Volume: 135 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 131 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Bella Citta Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	2	6	4	20	49	177	86	39	38	39
30	14	2	2	4	8	15	69	77	69	53	32	47
45	6	3	5	3	12	18	142	68	54	42	50	52
00	5	2	2	4	23	46	188	70	59	45	38	40
Hr Total	31	8	11	17	47	99	448	392	268	179	158	178

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	55	97	54	57	59	66	29	27	18	13	14
30	58	39	119	96	70	51	51	17	17	16	12	12
45	46	48	93	106	60	52	47	17	17	14	13	9
00	37	77	49	74	56	65	45	35	27	18	8	9
Hr Total	204	219	358	330	243	227	209	98	88	66	46	44

24 Hour Total: 3,968
 AM Peak Hour begins: 6:30 AM Peak Volume: 584 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 13:45 PM Peak Volume: 386 PM Peak Hour Factor: 0.81

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	8	6	5	1	11	22	183	68	37	46	44
30	19	6	4	4	3	7	35	76	54	43	38	39
45	10	7	5	6	5	13	65	76	47	35	53	53
00	10	5	6	7	5	15	96	76	37	35	37	48
Hr Total	56	26	21	22	14	46	218	411	206	150	174	184

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	44	63	89	83	85	78	43	41	40	35	20
30	46	54	138	78	80	83	64	54	38	25	23	28
45	54	61	186	74	64	68	56	42	26	42	32	18
00	52	47	100	86	74	68	51	41	34	42	24	17
Hr Total	206	206	487	327	301	304	249	180	139	149	114	83

24 Hour Total: 4,273
 AM Peak Hour begins: 6:45 AM Peak Volume: 431 AM Peak Hour Factor: 0.59
 PM Peak Hour begins: 14:15 PM Peak Volume: 513 PM Peak Hour Factor: 0.69

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	9	8	11	5	31	71	360	154	76	84	83
30	33	8	6	8	11	22	104	153	123	96	70	86
45	16	10	10	9	17	31	207	144	101	77	103	105
00	15	7	8	11	28	61	284	146	96	80	75	88
Hr Total	87	34	32	39	61	145	666	803	474	329	332	362

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	99	160	143	140	144	144	72	68	58	48	34
30	104	93	257	174	150	134	115	71	55	41	35	40
45	100	109	279	180	124	120	103	59	43	56	45	27
00	89	124	149	160	130	133	96	76	61	60	32	26
Hr Total	410	425	845	657	544	531	458	278	227	215	160	127

24 Hour Total: 8,241
 AM Peak Hour begins: 6:30 AM Peak Volume: 1,004 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 14:00 PM Peak Volume: 845 PM Peak Hour Factor: 0.76

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Bella Citta Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	2	3	7	22	41	184	91	44	38	44
30	5	1	1	6	5	19	71	89	73	59	48	36
45	10	1	4	5	10	17	116	79	52	41	53	59
00	9	3	1	3	18	48	184	76	53	62	45	38
Hr Total	36	9	8	17	40	106	412	428	269	206	184	177

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	115	39	72	55	46	60	28	28	24	13	13
30	64	95	58	58	54	59	42	37	30	25	14	12
45	65	67	60	81	52	57	52	39	28	27	17	9
00	82	60	64	70	67	56	43	36	20	19	8	12
Hr Total	271	337	221	281	228	218	197	140	106	95	52	46

24 Hour Total: 4,084
 AM Peak Hour begins: 6:30 AM Peak Volume: 573 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 12:45 PM Peak Volume: 359 PM Peak Hour Factor: 0.78

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	18	9	3	6	11	24	156	65	35	40	32
30	13	5	10	3	1	12	31	104	56	40	40	50
45	19	4	2	9	2	12	79	76	41	39	34	45
00	10	6	4	5	4	20	117	69	43	51	44	44
Hr Total	62	33	25	20	13	55	251	405	205	165	158	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	73	78	62	94	70	68	44	38	35	46	17
30	52	226	92	70	68	98	63	51	38	43	49	19
45	40	105	62	83	65	78	72	40	44	30	19	20
00	42	94	85	83	67	78	51	37	39	38	28	14
Hr Total	195	498	317	298	294	324	254	172	159	146	142	70

24 Hour Total: 4,432
 AM Peak Hour begins: 6:30 AM Peak Volume: 456 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 13:15 PM Peak Volume: 503 PM Peak Hour Factor: 0.56

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	22	11	6	13	33	65	340	156	79	78	76
30	18	6	11	9	6	31	102	193	129	99	88	86
45	29	5	6	14	12	29	195	155	93	80	87	104
00	19	9	5	8	22	68	301	145	96	113	89	82
Hr Total	98	42	33	37	53	161	663	833	474	371	342	348

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	188	117	134	149	116	128	72	66	59	59	30
30	116	321	150	128	122	157	105	88	68	68	63	31
45	105	172	122	164	117	135	124	79	72	57	36	29
00	124	154	149	153	134	134	94	73	59	57	36	26
Hr Total	466	835	538	579	522	542	451	312	265	241	194	116

24 Hour Total: 8,516
 AM Peak Hour begins: 6:30 AM Peak Volume: 1,029 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 13:00 PM Peak Volume: 835 PM Peak Hour Factor: 0.65

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Bella Citta Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	4	9	5	16	48	183	90	46	48	35
30	6	3	3	2	6	23	58	77	59	44	45	41
45	10	4	1	9	17	12	125	81	69	40	55	31
00	3	5	4	9	17	31	182	91	46	51	44	40
Hr Total	27	16	12	29	45	82	413	432	264	181	192	147

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	54	104	59	61	66	81	36	34	20	12	12
30	40	39	107	77	56	66	54	41	25	24	15	6
45	44	54	82	99	65	64	48	26	26	18	17	13
00	50	69	72	88	64	57	55	29	31	18	13	10
Hr Total	182	216	365	323	246	253	238	132	116	80	57	41

24 Hour Total: 4,089

AM Peak Hour begins: 6:30

PM Peak Hour begins: 14:00

AM Peak Volume: 567

PM Peak Volume: 365

AM Peak Hour Factor: 0.77

PM Peak Hour Factor: 0.85

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	8	5	4	7	9	19	163	58	33	46	42
30	21	7	3	2	3	6	38	109	50	34	44	44
45	12	9	10	3	6	9	68	71	42	41	49	48
00	11	4	5	7	9	11	100	71	44	38	45	54
Hr Total	62	28	23	16	25	35	225	414	194	146	184	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	45	57	98	85	63	71	42	56	32	33	18
30	47	44	164	92	63	96	60	44	47	28	25	20
45	52	62	186	78	76	65	56	40	42	30	27	20
00	43	58	99	88	60	78	66	43	44	43	22	19
Hr Total	193	209	506	356	284	302	253	169	189	133	107	77

24 Hour Total: 4,318

AM Peak Hour begins: 6:45

PM Peak Hour begins: 14:15

AM Peak Volume: 443

PM Peak Volume: 547

AM Peak Hour Factor: 0.68

PM Peak Hour Factor: 0.74

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	12	9	13	12	25	67	346	148	79	94	77
30	27	10	6	4	9	29	96	186	109	78	89	85
45	22	13	11	12	23	21	193	152	111	81	104	79
00	14	9	9	16	26	42	282	162	90	89	89	94
Hr Total	89	44	35	45	70	117	638	846	458	327	376	335

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	99	161	157	146	129	152	78	90	52	45	30
30	87	83	271	169	119	162	114	85	72	52	40	26
45	96	116	268	177	141	129	104	66	68	48	44	33
00	93	127	171	176	124	135	121	72	75	61	35	29
Hr Total	375	425	871	679	530	555	491	301	305	213	164	118

24 Hour Total: 8,407

AM Peak Hour begins: 6:30

PM Peak Hour begins: 14:00

AM Peak Volume: 1,007

PM Peak Volume: 871

AM Peak Hour Factor: 0.73

PM Peak Hour Factor: 0.80

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Bella Citta Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	3	6	5	19	46	181	89	43	41	39
30	8	2	2	4	6	19	66	81	67	52	42	41
45	9	3	3	6	13	16	128	76	58	41	53	47
00	6	3	2	5	19	42	185	79	53	53	42	39
Hr Total	31	11	10	21	44	96	424	417	267	189	178	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	75	80	62	58	57	69	31	30	21	13	13
30	54	58	95	77	60	59	49	32	24	22	14	10
45	52	56	78	95	59	58	49	27	24	20	16	10
00	56	69	62	77	62	59	48	33	26	18	10	10
Hr Total	219	257	315	311	239	233	215	123	103	80	52	44

24 Hour Total: 4,047
 AM Peak Hour begins: 6:30 AM Peak Volume: 575 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 13:45 PM Peak Volume: 322 PM Peak Hour Factor: 0.85

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	7	4	5	10	22	167	64	35	44	39
30	18	6	6	3	2	8	35	96	53	39	41	44
45	14	7	6	6	4	11	71	74	43	38	45	49
00	10	5	5	6	6	15	104	72	41	41	42	49
Hr Total	60	29	23	19	17	45	231	410	202	154	172	181

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	54	66	83	87	73	72	43	45	36	38	18
30	48	108	131	80	70	92	62	50	41	32	32	22
45	49	76	145	78	68	70	61	41	37	34	26	19
00	46	66	95	86	67	75	56	40	39	41	25	17
Hr Total	198	304	437	327	293	310	252	174	162	143	121	77

24 Hour Total: 4,341
 AM Peak Hour begins: 6:45 AM Peak Volume: 442 AM Peak Hour Factor: 0.66
 PM Peak Hour begins: 14:15 PM Peak Volume: 454 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	14	9	10	10	30	68	349	153	78	85	79
30	26	8	8	7	9	27	101	177	120	91	82	86
45	22	9	9	12	17	27	198	150	102	79	98	96
00	16	8	7	12	25	57	289	151	94	94	84	88
Hr Total	91	40	33	40	61	141	656	827	469	342	350	348

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	129	146	145	145	130	141	74	75	56	51	31
30	102	166	226	157	130	151	111	81	65	54	46	32
45	100	132	223	174	127	128	110	68	61	54	42	30
00	102	135	156	163	129	134	104	74	65	59	34	27
Hr Total	417	562	751	638	532	543	467	297	266	223	173	120

24 Hour Total: 8,388
 AM Peak Hour begins: 6:30 AM Peak Volume: 1,013 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 14:00 PM Peak Volume: 751 PM Peak Hour Factor: 0.83

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Four Corners Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	2	1	10	28	26	42	30	32	42
30	4	2	1	0	5	11	38	51	37	35	19	22
45	2	2	1	5	5	20	34	58	27	27	28	15
00	1	3	1	3	3	22	41	32	29	25	32	34
Hr Total	9	9	4	10	14	63	141	167	135	117	111	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	27	31	28	33	23	20	12	15	7	9	3
30	22	40	29	29	35	30	22	8	14	9	6	1
45	27	21	34	26	36	33	30	17	9	5	4	2
00	37	31	26	22	23	23	16	10	8	8	1	1
Hr Total	122	119	120	105	127	109	88	47	46	29	20	7

24 Hour Total: 1,832
 AM Peak Hour begins: 7:15 AM Peak Volume: 183 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 12:30 PM Peak Volume: 131 PM Peak Hour Factor: 0.82

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	1	1	2	2	8	14	22	7	17	9
30	5	2	0	0	1	1	4	7	20	16	15	21
45	4	4	1	2	0	3	10	25	18	16	10	31
00	4	3	3	1	0	4	15	15	18	15	19	14
Hr Total	24	14	5	4	3	10	37	61	78	54	61	75

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	26	28	33	27	42	54	23	25	24	11	8
30	21	27	27	29	32	37	39	31	20	18	17	6
45	25	22	29	44	33	29	51	21	17	18	17	11
00	16	16	29	27	37	32	23	28	15	18	7	8
Hr Total	92	91	113	133	129	140	167	103	77	78	52	33

24 Hour Total: 1,634
 AM Peak Hour begins: 11:15 AM Peak Volume: 96 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 17:45 PM Peak Volume: 176 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	2	3	3	12	36	40	64	37	49	51
30	9	4	1	0	6	12	42	58	57	51	34	43
45	6	6	2	7	5	23	44	83	45	43	38	46
00	5	6	4	4	3	26	56	47	47	40	51	48
Hr Total	33	23	9	14	17	73	178	228	213	171	172	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	53	59	61	60	65	74	35	40	31	20	11
30	43	67	56	58	67	67	61	39	34	27	23	7
45	52	43	63	70	69	62	81	38	26	23	21	13
00	53	47	55	49	60	55	39	38	23	26	8	9
Hr Total	214	210	233	238	256	249	255	150	123	107	72	40

24 Hour Total: 3,466
 AM Peak Hour begins: 7:15 AM Peak Volume: 252 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 17:45 PM Peak Volume: 271 PM Peak Hour Factor: 0.84

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Four Corners Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	1	1	16	29	40	43	31	31	31
30	0	2	2	0	5	13	36	42	28	28	26	22
45	1	0	2	5	2	14	31	62	34	31	23	26
00	2	2	1	1	5	24	40	54	27	42	23	35
Hr Total	3	7	5	7	13	67	136	198	132	132	103	114

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	31	36	37	31	24	24	17	11	12	6	3
30	29	30	26	32	24	20	27	17	9	3	7	2
45	28	35	26	31	22	26	16	13	14	3	3	1
00	22	36	22	36	24	22	18	11	10	3	3	3
Hr Total	116	132	110	136	101	92	85	58	44	21	19	9

24 Hour Total: 1,840
 AM Peak Hour begins: 7:15 AM Peak Volume: 201 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 13:15 PM Peak Volume: 137 PM Peak Hour Factor: 0.95

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	1	3	2	4	13	20	20	29	16
30	7	3	3	1	1	1	3	11	28	11	10	20
45	5	2	1	1	0	1	11	22	19	14	13	26
00	1	5	1	0	1	5	8	14	18	17	24	23
Hr Total	18	14	6	3	5	9	26	60	85	62	76	85

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	23	19	25	34	27	51	22	29	18	17	9
30	16	31	28	29	24	32	24	23	22	11	21	6
45	19	26	31	39	32	33	38	27	23	20	8	4
00	17	27	39	37	27	37	40	28	17	18	8	4
Hr Total	79	107	117	130	117	129	153	100	91	67	54	23

24 Hour Total: 1,616
 AM Peak Hour begins: 11:15 AM Peak Volume: 96 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:15 PM Peak Volume: 153 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	7	1	2	4	18	33	53	63	51	60	47
30	7	5	5	1	6	14	39	53	56	39	36	42
45	6	2	3	6	2	15	42	84	53	45	36	52
00	3	7	2	1	6	29	48	68	45	59	47	58
Hr Total	21	21	11	10	18	76	162	258	217	194	179	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	54	55	62	65	51	75	39	40	30	23	12
30	45	61	54	61	48	52	51	40	31	14	28	8
45	47	61	57	70	54	59	54	40	37	23	11	5
00	39	63	61	73	51	59	58	39	27	21	11	7
Hr Total	195	239	227	266	218	221	238	158	135	88	73	32

24 Hour Total: 3,456
 AM Peak Hour begins: 7:30 AM Peak Volume: 271 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:15 PM Peak Volume: 269 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Four Corners Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	2	5	9	25	49	35	35	27	32
30	3	2	2	1	4	15	39	35	27	40	29	41
45	1	0	2	5	4	14	30	64	27	39	24	41
00	3	1	1	7	2	18	53	40	23	29	24	28
Hr Total	10	4	5	15	15	56	147	188	112	143	104	142

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	20	32	32	30	30	27	15	9	10	7	4
30	24	21	37	29	24	30	16	14	13	10	9	2
45	29	28	30	25	22	28	23	11	13	10	5	3
00	25	22	42	28	28	33	17	14	10	8	3	1
Hr Total	105	91	141	114	104	121	83	54	45	38	24	10

24 Hour Total: 1,871
 AM Peak Hour begins: 6:45 AM Peak Volume: 201 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 14:00 PM Peak Volume: 141 PM Peak Hour Factor: 0.84

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	1	1	1	0	6	13	22	8	28	17
30	8	4	5	1	1	0	8	13	26	9	23	21
45	1	3	2	1	1	2	12	15	24	22	19	13
00	5	0	2	2	0	7	7	22	15	16	17	18
Hr Total	23	8	10	5	3	9	33	63	87	55	87	69

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	20	29	27	35	35	28	30	30	20	16	5
30	16	21	26	37	35	29	35	39	34	18	13	8
45	21	25	24	42	25	36	37	26	21	21	8	6
00	24	24	34	41	34	36	35	29	23	19	13	7
Hr Total	88	90	113	147	129	136	135	124	108	78	50	26

24 Hour Total: 1,676
 AM Peak Hour begins: 7:45 AM Peak Volume: 94 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:15 PM Peak Volume: 155 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	2	1	3	6	9	31	62	57	43	55	49
30	11	6	7	2	5	15	47	48	53	49	52	62
45	2	3	4	6	5	16	42	79	51	61	43	54
00	8	1	3	9	2	25	60	62	38	45	41	46
Hr Total	33	12	15	20	18	65	180	251	199	198	191	211

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	40	61	59	65	65	55	45	39	30	23	9
30	40	42	63	66	59	59	51	53	47	28	22	10
45	50	53	54	67	47	64	60	37	34	31	13	9
00	49	46	76	69	62	69	52	43	33	27	16	8
Hr Total	193	181	254	261	233	257	218	178	153	116	74	36

24 Hour Total: 3,547
 AM Peak Hour begins: 7:00 AM Peak Volume: 251 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 14:45 PM Peak Volume: 268 PM Peak Hour Factor: 0.88

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Four Corners Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	2	2	12	27	38	40	32	30	35
30	2	2	2	0	5	13	38	43	31	34	25	28
45	1	1	2	5	4	16	32	61	29	32	25	27
00	2	2	1	4	3	21	45	42	26	32	26	32
Hr Total	7	7	5	11	14	62	141	184	126	131	106	123

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	26	33	32	31	26	24	15	12	10	7	3
30	25	30	31	30	28	27	22	13	12	7	7	2
45	28	28	30	27	27	29	23	14	12	6	4	2
00	28	30	30	29	25	26	17	12	9	6	2	2
Hr Total	114	114	124	118	111	107	85	53	45	29	21	9

24 Hour Total: 1,848
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 14:00

AM Peak Volume: 187
 PM Peak Volume: 124
 AM Peak Hour Factor: 0.76
 PM Peak Hour Factor: 0.94

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	1	1	2	1	6	13	21	12	25	14
30	7	3	3	1	1	1	5	10	25	12	16	21
45	3	3	1	1	0	2	11	21	20	17	14	23
00	3	3	2	1	0	5	10	17	17	16	20	18
Hr Total	22	12	7	4	4	9	32	61	83	57	75	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	23	25	28	32	35	44	25	28	21	15	7
30	18	26	27	32	30	33	33	31	25	16	17	7
45	22	24	28	42	30	33	42	25	20	20	11	7
00	19	22	34	35	33	35	33	28	18	18	9	6
Hr Total	86	96	114	137	125	135	152	109	92	74	52	27

24 Hour Total: 1,642
 AM Peak Hour begins: 11:15
 PM Peak Hour begins: 17:45

AM Peak Volume: 90
 PM Peak Volume: 154
 AM Peak Hour Factor: 0.81
 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	1	3	4	13	33	52	61	44	55	49
30	9	5	4	1	6	14	43	53	55	46	41	49
45	5	4	3	6	4	18	43	82	50	50	39	51
00	5	5	3	5	4	27	55	59	43	48	46	51
Hr Total	29	19	12	15	18	71	173	246	210	188	181	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	49	58	61	63	60	68	40	40	30	22	11
30	43	57	58	62	58	59	54	44	37	23	24	8
45	50	52	58	69	57	62	65	38	32	26	15	9
00	47	52	64	64	58	61	50	40	28	25	12	8
Hr Total	201	210	238	255	236	242	237	162	137	104	73	36

24 Hour Total: 3,490
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:15

AM Peak Volume: 258
 PM Peak Volume: 258
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Terra del Sol Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	2	0	1	0	4	4	4	4	5
30	0	4	1	0	1	0	0	1	6	2	1	3
45	3	2	0	0	0	1	1	3	1	4	2	2
00	3	1	0	0	0	1	3	1	1	1	2	3
Hr Total	9	8	2	2	1	3	4	9	12	11	9	13

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

24 Hour Total: 329
 AM Peak Hour begins: 7:30 AM Peak Volume: 14 AM Peak Hour Factor: 0.58
 PM Peak Hour begins: 21:30 PM Peak Volume: 35 PM Peak Hour Factor: 0.88

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	1	2	6	3	6	3	8
30	0	0	0	0	2	2	4	6	4	7	2	5
45	3	2	0	0	1	2	4	10	8	7	6	4
00	2	0	1	0	1	2	3	9	7	7	3	2
Hr Total	6	2	2	1	4	7	13	31	22	27	14	19

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	8	6	6	3	1	2	2	4	2	1	0
30	8	7	9	5	2	5	8	1	2	1	1	2
45	5	8	5	3	8	8	6	2	0	5	2	1
00	3	6	5	4	6	5	5	1	2	3	1	3
Hr Total	22	29	25	18	19	19	21	6	8	11	5	6

24 Hour Total: 337
 AM Peak Hour begins: 7:00 AM Peak Volume: 31 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 13:00 PM Peak Volume: 29 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	3	0	2	2	10	7	10	7	13
30	0	4	1	0	3	2	4	7	10	9	3	8
45	6	4	0	0	1	3	5	13	9	11	8	6
00	5	1	1	0	1	3	6	10	8	8	5	5
Hr Total	15	10	4	3	5	10	17	40	34	38	23	32

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	11	13	12	7	7	6	12	8	5	11	3
30	11	8	12	12	8	10	12	6	7	6	9	5
45	10	10	12	4	15	11	10	8	3	13	7	6
00	7	9	15	10	12	12	13	7	9	12	5	5
Hr Total	37	38	52	38	42	40	41	33	27	36	32	19

24 Hour Total: 666
 AM Peak Hour begins: 7:00 AM Peak Volume: 40 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 14:00 PM Peak Volume: 52 PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Terra del Sol Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	5	4	5	6	6	4	7	5	5	4	2
30	5	7	3	6	4	8	3	5	10	15	5	3
45	3	4	7	2	7	5	7	8	10	4	0	6
00	3	8	4	2	6	3	8	6	7	9	3	3
Hr Total	17	24	18	15	23	22	22	26	32	33	12	14

24 Hour Total: 325
 AM Peak Hour begins: 11:30 AM Peak Volume: 17 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 20:30 PM Peak Volume: 37 PM Peak Hour Factor: 0.62

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	2	2	3	6	3	6	7	6
30	0	0	0	0	1	3	2	6	8	13	2	4
45	0	0	0	1	1	0	4	4	4	6	4	5
00	0	0	0	1	2	2	7	4	11	3	2	4
Hr Total	1	0	0	3	6	7	16	20	26	28	15	19

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

24 Hour Total: 318
 AM Peak Hour begins: 8:45 AM Peak Volume: 36 AM Peak Hour Factor: 0.69
 PM Peak Hour begins: 12:45 PM Peak Volume: 29 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	1	2	2	3	9	6	8	8	9
30	1	2	0	1	1	3	2	7	11	15	5	5
45	1	1	0	2	1	0	5	4	9	9	5	7
00	1	1	1	2	3	3	8	4	15	8	4	8
Hr Total	5	5	3	6	7	8	18	24	41	40	22	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	14	10	6	6	10	12	10	9	6	5	3
30	9	16	9	12	6	15	8	6	11	18	8	3
45	6	9	9	5	10	9	11	12	14	10	3	10
00	9	13	7	8	9	9	11	6	10	10	3	6
Hr Total	38	52	35	31	31	43	42	34	44	44	19	22

24 Hour Total: 643
 AM Peak Hour begins: 8:30 AM Peak Volume: 47 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 13:00 PM Peak Volume: 52 PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Terra del Sol Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	2	1	0	0	4	4	4	4	2
30	4	1	1	1	0	3	3	2	7	1	2	2
45	1	0	0	0	0	2	2	2	3	5	1	8
00	2	1	0	0	1	0	3	2	2	5	4	7
Hr Total	11	4	3	3	2	5	8	10	16	15	11	19

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	5	3	7	4	5	4	6	8	6	4	6
30	4	2	8	7	5	4	8	3	7	4	13	7
45	4	3	5	8	3	6	4	6	9	10	11	4
00	0	2	7	3	5	2	5	6	4	8	4	6
Hr Total	8	12	23	25	17	17	21	21	28	28	32	23

24 Hour Total: 362
 AM Peak Hour begins: 11:00 AM Peak Volume: 19 AM Peak Hour Factor: 0.59
 PM Peak Hour begins: 21:45 PM Peak Volume: 36 PM Peak Hour Factor: 0.69

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	2	3	2	10	7	6	5	6
30	4	0	2	1	1	2	3	8	2	5	3	6
45	1	0	1	0	2	2	8	8	9	3	7	7
00	0	0	0	1	0	3	2	9	6	4	5	4
Hr Total	6	0	3	3	5	10	15	35	24	18	20	23

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	6	5	3	7	5	2	1	5	0	0	2
30	5	1	5	8	5	4	5	2	4	1	0	0
45	7	7	6	4	6	6	5	3	4	1	3	5
00	7	4	6	3	6	6	0	3	1	1	1	4
Hr Total	29	18	22	18	24	21	12	9	14	3	4	11

24 Hour Total: 347
 AM Peak Hour begins: 7:00 AM Peak Volume: 35 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:00 PM Peak Volume: 29 PM Peak Hour Factor: 0.73

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	2	3	3	3	2	14	11	10	9	8
30	8	1	3	2	1	5	6	10	9	6	5	8
45	2	0	1	0	2	4	10	10	12	8	8	15
00	2	1	0	1	1	3	5	11	8	9	9	11
Hr Total	17	4	6	6	7	15	23	45	40	33	31	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	11	8	10	11	10	6	7	13	6	4	8
30	9	3	13	15	10	8	13	5	11	5	13	7
45	11	10	11	12	9	12	9	9	13	11	14	9
00	7	6	13	6	11	8	5	9	5	9	5	10
Hr Total	37	30	45	43	41	38	33	30	42	31	36	34

24 Hour Total: 709
 AM Peak Hour begins: 7:00 AM Peak Volume: 45 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 14:45 PM Peak Volume: 50 PM Peak Hour Factor: 0.83

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Terra del Sol Blvd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	1	0	0	0	4	4	3	3	3
30	2	2	1	1	0	1	1	1	5	2	2	2
45	2	1	0	0	0	1	1	2	3	4	1	4
00	2	1	0	0	1	1	2	1	2	4	3	5
Hr Total	8	6	3	3	1	3	5	8	14	13	9	14

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	4	5	6	5	6	4	8	6	5	6	4
30	4	3	5	7	5	6	5	4	7	8	9	4
45	4	3	6	4	6	5	5	7	7	7	5	5
00	2	4	7	4	6	4	7	6	6	9	4	4
Hr Total	13	15	23	20	21	20	21	25	26	29	24	17

24 Hour Total: 339
 AM Peak Hour begins: 11:30 AM Peak Volume: 16 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 21:30 PM Peak Volume: 31 PM Peak Hour Factor: 0.88

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	1	2	2	7	4	6	5	7
30	1	0	1	0	1	2	3	7	5	8	2	5
45	1	1	0	0	1	1	5	7	7	5	6	5
00	1	0	0	1	1	2	4	7	8	5	3	3
Hr Total	4	1	2	2	5	8	15	29	24	24	16	20

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	8	6	3	3	3	4	2	4	1	1	1
30	6	6	7	6	3	5	6	1	2	2	1	1
45	5	7	4	3	6	6	5	3	3	4	3	3
00	5	5	5	4	5	6	3	1	2	2	1	3
Hr Total	24	25	21	17	17	20	18	8	11	8	5	8

24 Hour Total: 334
 AM Peak Hour begins: 8:30 AM Peak Volume: 29 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:45 PM Peak Volume: 25 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	2	2	2	2	11	8	9	8	10
30	3	2	1	1	2	3	4	8	10	10	4	7
45	3	2	0	1	1	2	7	9	10	9	7	9
00	3	1	1	1	2	3	6	8	10	8	6	8
Hr Total	12	6	4	5	6	11	19	36	38	37	25	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	12	10	9	8	9	8	10	10	6	7	5
30	10	9	11	13	8	11	11	6	10	10	10	5
45	9	10	11	7	11	11	10	10	10	11	8	8
00	8	9	12	8	11	10	10	7	8	10	4	7
Hr Total	37	40	44	37	38	40	39	32	38	37	29	25

24 Hour Total: 673
 AM Peak Hour begins: 8:15 AM Peak Volume: 40 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 14:30 PM Peak Volume: 45 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Central Grove Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	4	8	27	36	28	18	20	22
30	1	0	1	0	4	8	16	32	30	8	12	12
45	2	2	0	3	6	18	35	45	20	21	19	18
00	1	0	1	2	5	16	31	32	24	13	12	15
Hr Total	6	3	2	5	19	50	109	145	102	60	63	67

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	18	12	23	17	18	17	19	7	10	9	1
30	9	13	21	21	20	19	12	6	10	7	1	4
45	17	11	21	28	26	20	17	8	9	6	4	1
00	24	22	12	26	17	15	10	9	8	4	3	0
Hr Total	69	64	66	98	80	72	56	42	34	27	17	6

24 Hour Total: 1,262
 AM Peak Hour begins: 7:00 AM Peak Volume: 145 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:00 PM Peak Volume: 98 PM Peak Hour Factor: 0.88

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	2	0	0	1	4	9	12	10	5	12
30	3	0	1	1	1	2	5	9	16	9	3	14
45	0	4	0	0	1	2	3	10	9	5	11	14
00	5	3	3	0	1	1	8	11	7	10	9	13
Hr Total	8	9	6	1	3	6	20	39	44	34	28	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	6	8	22	27	30	36	21	10	10	8	8
30	12	13	18	33	30	31	21	20	11	13	8	3
45	17	21	16	25	24	40	23	8	8	10	10	9
00	11	16	19	25	21	26	10	16	8	12	6	3
Hr Total	49	56	61	105	102	127	90	65	37	45	32	23

24 Hour Total: 1,043
 AM Peak Hour begins: 11:00 AM Peak Volume: 53 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:15 PM Peak Volume: 133 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	0	4	9	31	45	40	28	25	34
30	4	0	2	1	5	10	21	41	46	17	15	26
45	2	6	0	3	7	20	38	55	29	26	30	32
00	6	3	4	2	6	17	39	43	31	23	21	28
Hr Total	14	12	8	6	22	56	129	184	146	94	91	120

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	24	20	45	44	48	53	40	17	20	17	9
30	21	26	39	54	50	50	33	26	21	20	9	7
45	34	32	37	53	50	60	40	16	17	16	14	10
00	35	38	31	51	38	41	20	25	16	16	9	3
Hr Total	118	120	127	203	182	199	146	107	71	72	49	29

24 Hour Total: 2,305
 AM Peak Hour begins: 7:00 AM Peak Volume: 184 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:15 PM Peak Volume: 204 PM Peak Hour Factor: 0.85

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Central Grove Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	2	5	25	27	27	20	19	16
30	3	0	2	1	6	9	18	41	24	18	11	14
45	1	2	0	3	5	16	32	51	16	23	12	16
00	1	2	1	3	7	13	27	31	26	15	19	14
Hr Total	6	5	3	8	20	43	102	150	93	76	61	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	16	21	26	17	11	11	13	7	10	5	3
30	23	19	23	18	13	20	18	7	8	6	4	0
45	24	13	20	15	15	22	12	5	7	8	4	6
00	16	11	25	24	24	23	17	10	4	6	3	0
Hr Total	83	59	89	83	69	76	58	35	26	30	16	9

24 Hour Total: 1,260

AM Peak Hour begins: 7:00

PM Peak Hour begins: 14:15

AM Peak Volume: 150

PM Peak Volume: 94

AM Peak Hour Factor: 0.74

PM Peak Hour Factor: 0.90

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	2	1	0	1	5	9	14	10	9	10
30	1	0	1	1	0	1	2	9	13	6	14	7
45	4	2	0	0	1	1	5	9	13	12	13	15
00	2	0	1	1	1	1	4	10	5	12	12	9
Hr Total	13	3	4	3	2	4	16	37	45	40	48	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	16	14	27	17	34	18	13	16	13	8	2
30	8	20	12	21	27	29	21	20	20	13	8	11
45	8	11	23	21	26	26	30	15	23	16	9	6
00	13	13	16	11	30	20	22	17	4	8	4	3
Hr Total	38	60	65	80	100	109	91	65	63	50	29	22

24 Hour Total: 1,028

AM Peak Hour begins: 7:45

PM Peak Hour begins: 16:30

AM Peak Volume: 50

PM Peak Volume: 119

AM Peak Hour Factor: 0.89

PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	2	2	2	6	30	36	41	30	28	26
30	4	0	3	2	6	10	20	50	37	24	25	21
45	5	4	0	3	6	17	37	60	29	35	25	31
00	3	2	2	4	8	14	31	41	31	27	31	23
Hr Total	19	8	7	11	22	47	118	187	138	116	109	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	32	35	53	34	45	29	26	23	23	13	5
30	31	39	35	39	40	49	39	27	28	19	12	11
45	32	24	43	36	41	48	42	20	30	24	13	12
00	29	24	41	35	54	43	39	27	8	14	7	3
Hr Total	121	119	154	163	169	185	149	100	89	80	45	31

24 Hour Total: 2,288

AM Peak Hour begins: 7:15

PM Peak Hour begins: 16:45

AM Peak Volume: 192

PM Peak Volume: 196

AM Peak Hour Factor: 0.80

PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Central Grove Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	2	6	26	35	24	15	23	17
30	0	0	2	0	8	10	15	38	15	11	16	14
45	2	1	1	6	10	8	23	55	16	22	18	15
00	1	2	1	2	4	15	29	34	33	18	18	13
Hr Total	4	3	4	9	24	39	93	162	88	66	75	59

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	13	14	27	20	17	20	15	12	9	6	5
30	24	21	29	12	24	29	11	17	7	4	5	5
45	18	16	24	32	25	41	11	10	15	5	4	5
00	16	14	14	15	18	16	28	11	10	4	3	2
Hr Total	75	64	81	86	87	103	70	53	44	22	18	17

24 Hour Total: 1,346
 AM Peak Hour begins: 7:00 AM Peak Volume: 162 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 17:15 PM Peak Volume: 106 PM Peak Hour Factor: 0.65

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	0	0	0	2	1	7	24	13	3	13
30	4	0	1	1	1	2	2	8	7	8	6	11
45	2	4	2	1	0	0	7	11	8	12	12	13
00	3	2	3	0	1	5	8	9	8	9	8	9
Hr Total	13	8	6	2	2	9	18	35	47	42	29	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	11	15	25	16	27	42	20	14	12	7	10
30	17	13	15	16	27	23	23	16	12	13	9	11
45	15	15	23	29	28	38	32	18	20	15	14	6
00	19	12	19	25	25	25	21	23	10	7	11	7
Hr Total	59	51	72	95	96	113	118	77	56	47	41	34

24 Hour Total: 1,116
 AM Peak Hour begins: 7:15 AM Peak Volume: 52 AM Peak Hour Factor: 0.54
 PM Peak Hour begins: 17:15 PM Peak Volume: 128 PM Peak Hour Factor: 0.76

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	1	2	8	27	42	48	28	26	30
30	4	0	3	1	9	12	17	46	22	19	22	25
45	4	5	3	7	10	8	30	66	24	34	30	28
00	4	4	4	2	5	20	37	43	41	27	26	22
Hr Total	17	11	10	11	26	48	111	197	135	108	104	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	24	29	52	36	44	62	35	26	21	13	15
30	41	34	44	28	51	52	34	33	19	17	14	16
45	33	31	47	61	53	79	43	28	35	20	18	11
00	35	26	33	40	43	41	49	34	20	11	14	9
Hr Total	134	115	153	181	183	216	188	130	100	69	59	51

24 Hour Total: 2,462
 AM Peak Hour begins: 7:15 AM Peak Volume: 203 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 17:15 PM Peak Volume: 234 PM Peak Hour Factor: 0.74

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Central Grove Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	3	6	26	33	26	18	21	18
30	1	0	2	0	6	9	16	37	23	12	13	13
45	2	2	0	4	7	14	30	50	17	22	16	16
00	1	1	1	2	5	15	29	32	28	15	16	14
Hr Total	5	4	3	7	21	44	101	152	94	67	66	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	16	16	25	18	15	16	16	9	10	7	3
30	19	18	24	17	19	23	14	10	8	6	3	3
45	20	13	22	25	22	28	13	8	10	6	4	4
00	19	16	17	22	20	18	18	10	7	5	3	1
Hr Total	76	62	79	89	79	84	61	43	35	26	17	11

24 Hour Total: 1,289
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 15:00

AM Peak Volume: 152
 PM Peak Volume: 89
 AM Peak Hour Factor: 0.76
 PM Peak Hour Factor: 0.88

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	0	0	1	3	8	17	11	6	12
30	3	0	1	1	1	2	3	9	12	8	8	11
45	2	3	1	0	1	1	5	10	10	10	12	14
00	3	2	2	0	1	2	7	10	7	10	10	10
Hr Total	11	7	5	2	2	6	18	37	45	39	35	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	11	12	25	20	30	32	18	13	12	8	7
30	12	15	15	23	28	28	22	19	14	13	8	8
45	13	16	21	25	26	35	28	14	17	14	11	7
00	14	14	18	20	25	24	18	19	7	9	7	4
Hr Total	49	56	66	93	99	116	100	69	52	47	34	26

24 Hour Total: 1,062
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45

AM Peak Volume: 49
 PM Peak Volume: 118
 AM Peak Hour Factor: 0.73
 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	1	3	8	29	41	43	29	26	30
30	4	0	3	1	7	11	19	46	35	20	21	24
45	4	5	1	4	8	15	35	60	27	32	28	30
00	4	3	3	3	6	17	36	42	34	26	26	24
Hr Total	17	10	8	9	23	50	119	189	140	106	101	109

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	27	28	50	38	46	48	34	22	21	14	10
30	31	33	39	40	47	50	35	29	23	19	12	11
45	33	29	42	50	48	62	42	21	27	20	15	11
00	33	29	35	42	45	42	36	29	15	14	10	5
Hr Total	124	118	145	182	178	200	161	112	87	74	51	37

24 Hour Total: 2,352
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45

AM Peak Volume: 191
 PM Peak Volume: 203
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.82

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: California Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	2	2	5	11	34	36	38	21	28	31
30	1	1	0	6	9	15	30	45	45	33	28	33
45	2	3	3	1	7	22	37	42	30	26	30	29
00	0	1	0	1	7	17	45	41	25	18	27	24
Hr Total	5	5	5	10	28	65	146	164	138	98	113	117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	19	21	42	28	20	15	13	21	7	8	7
30	29	29	32	27	21	23	23	15	10	9	4	5
45	27	24	27	29	26	20	24	16	5	8	5	4
00	24	28	24	27	25	16	22	15	7	8	1	3
Hr Total	111	100	104	125	100	79	84	59	43	32	18	19

24 Hour Total: 1,768
 AM Peak Hour begins: 6:45 AM Peak Volume: 168 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 14:15 PM Peak Volume: 125 PM Peak Hour Factor: 0.74

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	0	0	2	2	5	13	15	16	20	18
30	8	1	1	3	0	1	5	12	19	20	12	22
45	5	3	1	1	0	2	6	15	20	16	22	17
00	3	3	3	1	3	4	13	10	14	17	17	35
Hr Total	22	11	5	5	5	9	29	50	68	69	71	92

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	19	24	34	45	41	45	27	20	19	9	18
30	23	24	31	32	43	51	45	34	17	9	14	10
45	32	33	38	33	38	37	36	44	28	11	12	14
00	26	24	41	32	34	37	45	35	26	19	10	14
Hr Total	105	100	134	131	160	166	171	140	91	58	45	56

24 Hour Total: 1,793
 AM Peak Hour begins: 11:30 AM Peak Volume: 99 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 18:00 PM Peak Volume: 171 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	2	2	7	13	39	49	53	37	48	49
30	9	2	1	9	9	16	35	57	64	53	40	55
45	7	6	4	2	7	24	43	57	50	42	52	46
00	3	4	3	2	10	21	58	51	39	35	44	59
Hr Total	27	16	10	15	33	74	175	214	206	167	184	209

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	38	45	76	73	61	60	40	41	26	17	25
30	52	53	63	59	64	74	68	49	27	18	18	15
45	59	57	65	62	64	57	60	60	33	19	17	18
00	50	52	65	59	59	53	67	50	33	27	11	17
Hr Total	216	200	238	256	260	245	255	199	134	90	63	75

24 Hour Total: 3,561
 AM Peak Hour begins: 7:30 AM Peak Volume: 225 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 14:15 PM Peak Volume: 269 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: California Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	4	8	9	28	50	40	27	26	21
30	3	2	0	1	6	16	39	38	36	35	34	25
45	2	0	1	1	3	17	32	42	25	27	29	27
00	0	1	0	1	8	18	44	49	33	22	34	26
Hr Total	8	4	3	7	25	60	143	179	134	111	123	99

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	31	28	28	19	30	18	19	14	5	6	3
30	26	24	31	31	27	33	26	18	5	12	3	0
45	24	39	25	26	27	17	26	15	10	14	9	2
00	25	34	31	29	25	14	21	11	8	8	3	5
Hr Total	101	128	115	114	98	94	91	63	37	39	21	10

24 Hour Total: 1,807
 AM Peak Hour begins: 7:00 AM Peak Volume: 179 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 13:30 PM Peak Volume: 132 PM Peak Hour Factor: 0.85

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	3	1	2	4	5	16	14	20	21	16
30	4	1	3	0	0	2	2	15	15	15	12	24
45	5	2	2	2	1	1	9	15	15	19	18	25
00	4	2	3	0	2	6	12	13	10	21	23	21
Hr Total	25	9	11	3	5	13	28	59	54	75	74	86

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	29	20	33	45	44	52	26	24	29	19	11
30	15	41	34	24	34	43	40	31	27	22	25	13
45	20	29	33	37	43	33	26	29	22	14	13	4
00	18	36	37	36	55	44	49	23	27	18	11	5
Hr Total	86	135	124	130	177	164	167	109	100	83	68	33

24 Hour Total: 1,818
 AM Peak Hour begins: 11:15 AM Peak Volume: 103 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 16:30 PM Peak Volume: 185 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	5	5	5	10	13	33	66	54	47	47	37
30	7	3	3	1	6	18	41	53	51	50	46	49
45	7	2	3	3	4	18	41	57	40	46	47	52
00	4	3	3	1	10	24	56	62	43	43	57	47
Hr Total	33	13	14	10	30	73	171	238	188	186	197	185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	60	48	61	64	74	70	45	38	34	25	14
30	41	65	65	55	61	76	66	49	32	34	28	13
45	44	68	58	63	70	50	52	44	32	28	22	6
00	43	70	68	65	80	58	70	34	35	26	14	10
Hr Total	187	263	239	244	275	258	258	172	137	122	89	43

24 Hour Total: 3,625
 AM Peak Hour begins: 7:00 AM Peak Volume: 238 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:30 PM Peak Volume: 300 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: California Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	2	1	5	8	30	36	39	19	35	34
30	2	1	1	2	7	19	35	44	28	19	35	31
45	1	1	1	7	4	21	30	48	28	25	26	34
00	1	0	2	2	4	19	46	51	25	23	30	24
Hr Total	7	2	6	12	20	67	141	179	120	86	126	123

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	14	32	36	30	21	22	19	11	9	7	4
30	25	22	26	37	25	21	25	15	15	6	9	2
45	25	31	22	32	27	21	23	14	11	8	3	6
00	28	20	30	27	27	31	19	14	13	9	2	3
Hr Total	115	87	110	132	109	94	89	62	50	32	21	15

24 Hour Total: 1,805
 AM Peak Hour begins: 7:15 AM Peak Volume: 182 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 14:45 PM Peak Volume: 135 PM Peak Hour Factor: 0.91

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	0	1	1	1	3	12	19	13	28	20
30	7	3	3	2	2	1	3	20	26	25	23	21
45	3	1	2	2	0	3	4	11	16	12	17	11
00	2	3	0	0	2	7	16	7	13	11	22	27
Hr Total	22	10	5	5	5	12	26	50	74	61	90	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	15	26	24	47	29	54	36	34	21	14	5
30	20	24	26	31	43	44	41	26	16	19	13	10
45	35	28	40	43	36	36	59	29	23	18	9	13
00	16	17	33	33	54	46	45	32	29	19	9	12
Hr Total	99	84	125	131	180	155	199	123	102	77	45	40

24 Hour Total: 1,799
 AM Peak Hour begins: 10:00 AM Peak Volume: 90 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 17:45 PM Peak Volume: 200 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	3	2	2	6	9	33	48	58	32	63	54
30	9	4	4	4	9	20	38	64	54	44	58	52
45	4	2	3	9	4	24	34	59	44	37	43	45
00	3	3	2	2	6	26	62	58	38	34	52	51
Hr Total	29	12	11	17	25	79	167	229	194	147	216	202

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	29	58	60	77	50	76	55	45	30	21	9
30	45	46	52	68	68	65	66	41	31	25	22	12
45	60	59	62	75	63	57	82	43	34	26	12	19
00	44	37	63	60	81	77	64	46	42	28	11	15
Hr Total	214	171	235	263	289	249	288	185	152	109	66	55

24 Hour Total: 3,604
 AM Peak Hour begins: 7:15 AM Peak Volume: 239 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:45 PM Peak Volume: 301 PM Peak Hour Factor: 0.92

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: California Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	2	2	6	9	31	41	39	22	30	29
30	2	1	0	3	7	17	35	42	36	29	32	30
45	2	1	2	3	5	20	33	44	28	26	28	30
00	0	1	1	1	6	18	45	47	28	21	30	25
Hr Total	7	4	5	10	24	64	143	174	131	98	121	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	21	27	35	26	24	18	17	15	7	7	5
30	27	25	30	32	24	26	25	16	10	9	5	2
45	25	31	25	29	27	19	24	15	9	10	6	4
00	26	27	28	28	26	20	21	13	9	8	2	4
Hr Total	109	105	110	124	102	89	88	61	43	34	20	15

24 Hour Total: 1,793
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 14:45

AM Peak Volume: 174
 PM Peak Volume: 124
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.88

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	1	1	2	2	4	14	16	16	23	18
30	6	2	2	2	1	1	3	16	20	20	16	22
45	4	2	2	2	0	2	6	14	17	16	19	18
00	3	3	2	0	2	6	14	10	12	16	21	28
Hr Total	23	10	7	4	5	11	28	53	65	68	78	86

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	21	23	30	46	38	50	30	26	23	14	11
30	19	30	30	29	40	46	42	30	20	17	17	11
45	29	30	37	38	39	35	40	34	24	14	11	10
00	20	26	37	34	48	42	46	30	27	19	10	10
Hr Total	97	106	128	131	172	162	179	124	98	73	53	43

24 Hour Total: 1,803
 AM Peak Hour begins: 11:15
 PM Peak Hour begins: 18:00

AM Peak Volume: 96
 PM Peak Volume: 179
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	3	3	8	12	35	54	55	39	53	47
30	8	3	3	5	8	18	38	58	56	49	48	52
45	6	3	3	5	5	22	39	58	45	42	47	48
00	3	3	3	2	9	24	59	57	40	37	51	52
Hr Total	30	14	12	14	29	75	171	227	196	167	199	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	42	50	66	71	62	69	47	41	30	21	16
30	46	55	60	61	64	72	67	46	30	26	23	13
45	54	61	62	67	66	55	65	49	33	24	17	14
00	46	53	65	61	73	63	67	43	37	27	12	14
Hr Total	206	211	237	254	275	251	267	185	141	107	73	58

24 Hour Total: 3,597
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:00

AM Peak Volume: 229
 PM Peak Volume: 275
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: McFee Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	5	2	1	0	0	2	13	17	15	14	14
30	8	1	3	2	0	1	3	13	14	19	7	18
45	6	1	0	1	0	1	9	8	13	14	10	13
00	5	2	1	0	0	5	6	16	8	13	13	19
Hr Total	21	9	6	4	0	7	20	50	52	61	44	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	14	16	32	35	27	17	17	18	14	10	9
30	12	14	22	29	22	26	29	21	10	13	8	9
45	17	12	24	25	19	43	20	22	13	15	7	2
00	18	20	25	31	17	29	28	20	16	10	8	5
Hr Total	62	60	87	117	93	125	94	80	57	52	33	25

24 Hour Total: 1,223
 AM Peak Hour begins: 11:15 AM Peak Volume: 65 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:00 PM Peak Volume: 125 PM Peak Hour Factor: 0.73

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	2	5	21	26	24	17	28	16
30	1	2	1	2	2	4	27	22	22	27	20	22
45	1	1	2	2	1	3	20	30	16	25	17	24
00	4	4	2	0	2	7	27	37	21	17	20	23
Hr Total	7	7	5	4	7	19	95	115	83	86	85	85

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	12	31	31	24	24	18	10	6	9	5	3
30	12	22	17	21	23	19	15	12	4	3	8	3
45	24	20	18	29	19	17	17	8	12	6	5	1
00	18	15	21	21	14	21	6	5	3	6	2	3
Hr Total	78	69	87	102	80	81	56	35	25	24	20	10

24 Hour Total: 1,265
 AM Peak Hour begins: 7:00 AM Peak Volume: 115 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 14:45 PM Peak Volume: 102 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	2	1	2	5	23	39	41	32	42	30
30	9	3	4	4	2	5	30	35	36	46	27	40
45	7	2	2	3	1	4	29	38	29	39	27	37
00	9	6	3	0	2	12	33	53	29	30	33	42
Hr Total	28	16	11	8	7	26	115	165	135	147	129	149

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	26	47	63	59	51	35	27	24	23	15	12
30	24	36	39	50	45	45	44	33	14	16	16	12
45	41	32	42	54	38	60	37	30	25	21	12	3
00	36	35	46	52	31	50	34	25	19	16	10	8
Hr Total	140	129	174	219	173	206	150	115	82	76	53	35

24 Hour Total: 2,488
 AM Peak Hour begins: 7:30 AM Peak Volume: 168 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 15:00 PM Peak Volume: 219 PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: McFee Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	2	2	2	0	3	11	21	9	12	8
30	3	3	3	2	1	1	3	10	9	9	13	14
45	7	4	0	0	0	3	5	8	14	12	11	10
00	4	0	2	0	1	4	7	15	11	21	13	12
Hr Total	20	9	7	4	4	8	18	44	55	51	49	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	19	17	16	37	20	33	20	15	8	14	5
30	11	29	29	23	19	33	23	17	19	20	10	8
45	18	14	25	31	14	28	20	26	18	13	10	6
00	16	16	21	19	26	32	22	23	12	12	5	5
Hr Total	64	78	92	89	96	113	98	86	64	53	39	24

24 Hour Total: 1,209
 AM Peak Hour begins: 7:45 AM Peak Volume: 59 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 17:15 PM Peak Volume: 126 PM Peak Hour Factor: 0.95

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	2	2	3	14	25	28	21	24	10
30	0	2	1	1	3	2	16	32	20	23	16	21
45	2	0	3	0	3	3	20	23	19	18	17	17
00	2	3	0	0	1	7	30	42	22	22	17	18
Hr Total	6	5	4	3	9	15	80	122	89	84	74	66

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	21	24	21	17	21	20	15	8	6	3	1
30	28	15	22	23	19	16	7	10	8	6	5	4
45	25	25	29	29	9	24	14	12	11	9	6	4
00	9	20	18	23	11	22	9	10	3	2	3	4
Hr Total	90	81	93	96	56	83	50	47	30	23	17	13

24 Hour Total: 1,236
 AM Peak Hour begins: 7:15 AM Peak Volume: 125 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 15:00 PM Peak Volume: 96 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	2	4	4	3	17	36	49	30	36	18
30	3	5	4	3	4	3	19	42	29	32	29	35
45	9	4	3	0	3	6	25	31	33	30	28	27
00	6	3	2	0	2	11	37	57	33	43	30	30
Hr Total	26	14	11	7	13	23	98	166	144	135	123	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	40	41	37	54	41	53	35	23	14	17	6
30	39	44	51	46	38	49	30	27	27	26	15	12
45	43	39	54	60	23	52	34	38	29	22	16	10
00	25	36	39	42	37	54	31	33	15	14	8	9
Hr Total	154	159	185	185	152	196	148	133	94	76	56	37

24 Hour Total: 2,445
 AM Peak Hour begins: 7:15 AM Peak Volume: 179 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:15 PM Peak Volume: 208 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: McFee Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	3	0	2	1	2	10	14	12	8	10
30	7	1	4	0	0	0	5	8	7	13	16	19
45	2	2	5	0	1	1	6	7	19	15	16	21
00	4	4	2	0	0	3	6	14	12	9	18	15
Hr Total	17	11	14	0	3	5	19	39	52	49	58	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	21	11	13	24	25	19	23	14	15	12	10
30	16	14	23	26	36	16	29	22	15	13	7	6
45	12	19	24	32	10	19	21	17	9	9	6	4
00	24	13	27	22	31	22	27	24	18	17	12	3
Hr Total	73	67	85	93	101	82	96	86	56	54	37	23

24 Hour Total: 1,185
 AM Peak Hour begins: 11:15 AM Peak Volume: 76 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:30 PM Peak Volume: 114 PM Peak Hour Factor: 0.79

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	1	0	1	3	13	30	25	14	18	27
30	4	2	3	2	1	2	14	21	30	21	22	21
45	2	2	3	1	1	3	18	33	18	17	20	20
00	2	4	2	0	2	6	21	35	22	16	26	20
Hr Total	12	12	9	3	5	14	66	119	95	68	86	88

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	16	20	18	17	18	24	11	11	4	5	5
30	19	15	20	26	17	21	9	4	5	9	3	3
45	17	20	27	19	19	17	17	8	2	9	3	0
00	16	23	20	24	19	16	10	3	9	5	5	2
Hr Total	72	74	87	87	72	72	60	26	27	27	16	10

24 Hour Total: 1,207
 AM Peak Hour begins: 7:30 AM Peak Volume: 123 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 14:30 PM Peak Volume: 91 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	4	0	3	4	15	40	39	26	26	37
30	11	3	7	2	1	2	19	29	37	34	38	40
45	4	4	8	1	2	4	24	40	37	32	36	41
00	6	8	4	0	2	9	27	49	34	25	44	35
Hr Total	29	23	23	3	8	19	85	158	147	117	144	153

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	37	31	31	41	43	43	34	25	19	17	15
30	35	29	43	52	53	37	38	26	20	22	10	9
45	29	39	51	51	29	36	38	25	11	18	9	4
00	40	36	47	46	50	38	37	27	27	22	17	5
Hr Total	145	141	172	180	173	154	156	112	83	81	53	33

24 Hour Total: 2,392
 AM Peak Hour begins: 7:30 AM Peak Volume: 165 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 15:30 PM Peak Volume: 191 PM Peak Hour Factor: 0.90

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: McFee Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	2	1	1	0	2	11	17	12	11	11
30	6	2	3	1	0	1	4	10	10	14	12	17
45	5	2	2	0	0	2	7	8	15	14	12	15
00	4	2	2	0	0	4	6	15	10	14	15	15
Hr Total	19	10	9	3	2	7	19	44	53	54	50	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	18	15	20	32	24	23	20	16	12	12	8
30	13	19	25	26	26	25	27	20	15	15	8	8
45	16	15	24	29	14	30	20	22	13	12	8	4
00	19	16	24	24	25	28	26	22	15	13	8	4
Hr Total	66	68	88	100	97	107	96	84	59	53	36	24

24 Hour Total: 1,206
 AM Peak Hour begins: 11:15
 PM Peak Hour begins: 15:15

AM Peak Volume: 65
 PM Peak Volume: 111
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.87

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	2	4	16	27	26	17	23	18
30	2	2	2	2	2	3	19	25	24	24	19	21
45	2	1	3	1	2	3	19	29	18	20	18	20
00	3	4	1	0	2	7	26	38	22	18	21	20
Hr Total	8	8	6	3	7	16	80	119	89	79	82	80

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	16	25	23	19	21	21	12	8	6	4	3
30	20	17	20	23	20	19	10	9	6	6	5	3
45	22	22	25	26	16	19	16	9	8	8	5	2
00	14	19	20	23	15	20	8	6	5	4	3	3
Hr Total	80	75	89	95	69	79	55	36	27	25	18	11

24 Hour Total: 1,236
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 15:00

AM Peak Volume: 119
 PM Peak Volume: 95
 AM Peak Hour Factor: 0.78
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	3	2	3	4	18	38	43	29	35	28
30	8	4	5	3	2	3	23	35	34	37	31	38
45	7	3	4	1	2	5	26	36	33	34	30	35
00	7	6	3	0	2	11	32	53	32	33	36	36
Hr Total	28	18	15	6	9	23	99	163	142	133	132	137

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	34	40	44	51	45	44	32	24	19	16	11
30	33	36	44	49	45	44	37	29	20	21	14	11
45	38	37	49	55	30	49	36	31	22	20	12	6
00	34	36	44	47	39	47	34	28	20	17	12	7
Hr Total	146	143	177	195	166	185	151	120	86	78	54	35

24 Hour Total: 2,442
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 15:15

AM Peak Volume: 168
 PM Peak Volume: 202
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Highlands Reserve Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	3	6	11	13	27	23	27	26
30	1	1	1	0	3	10	8	25	19	22	31	21
45	4	0	2	0	1	3	6	21	16	26	15	21
00	0	0	1	1	5	7	12	24	17	23	30	37
Hr Total	5	1	4	1	12	26	37	83	79	94	103	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	34	31	16	18	28	15	5	4	1	4	5
30	24	22	27	26	29	22	14	8	6	5	1	0
45	18	24	26	25	13	11	18	7	4	4	1	0
00	24	25	25	15	14	16	12	8	6	5	2	0
Hr Total	90	105	109	82	74	77	59	28	20	15	8	5

24 Hour Total: 1,222

AM Peak Hour begins: 9:30

PM Peak Hour begins: 13:45

AM Peak Volume: 107

PM Peak Volume: 109

AM Peak Hour Factor: 0.86

PM Peak Hour Factor: 0.88

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	0	1	3	11	12	16	16	11
30	1	2	1	0	1	0	0	5	14	15	12	18
45	4	1	0	0	1	1	4	10	20	22	20	13
00	3	1	1	0	3	2	4	13	10	21	19	19
Hr Total	10	5	2	1	5	4	11	39	56	74	67	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	20	28	17	24	15	16	15	14	7	7	4
30	19	14	19	27	20	27	13	24	10	19	8	9
45	8	23	27	30	19	20	18	19	17	9	6	5
00	22	22	15	14	23	20	14	14	18	9	10	4
Hr Total	76	79	89	88	86	82	61	72	59	44	31	22

24 Hour Total: 1,124

AM Peak Hour begins: 11:30

PM Peak Hour begins: 13:45

AM Peak Volume: 78

PM Peak Volume: 96

AM Peak Hour Factor: 0.72

PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	3	7	14	24	39	39	43	37
30	2	3	2	0	4	10	8	30	33	37	43	39
45	8	1	2	0	2	4	10	31	36	48	35	34
00	3	1	2	1	8	9	16	37	27	44	49	56
Hr Total	15	6	6	2	17	30	48	122	135	168	170	166

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	54	59	33	42	43	31	20	18	8	11	9
30	43	36	46	53	49	49	27	32	16	24	9	9
45	26	47	53	55	32	31	36	26	21	13	7	5
00	46	47	40	29	37	36	26	22	24	14	12	4
Hr Total	166	184	198	170	160	159	120	100	79	59	39	27

24 Hour Total: 2,346

AM Peak Hour begins: 11:30

PM Peak Hour begins: 13:45

AM Peak Volume: 184

PM Peak Volume: 205

AM Peak Hour Factor: 0.82

PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Highlands Reserve Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	1	3	4	6	14	26	19	22	27
30	0	0	2	0	3	4	7	18	17	21	24	30
45	0	0	0	2	0	7	6	19	23	29	20	33
00	1	2	1	2	2	10	16	25	18	21	26	24
Hr Total	4	2	4	5	8	25	35	76	84	90	92	114

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	30	23	21	14	21	23	8	5	2	3	4
30	21	20	20	15	30	22	20	10	8	8	2	3
45	23	18	21	19	20	30	11	13	9	2	3	3
00	20	27	30	24	20	23	14	3	5	1	2	2
Hr Total	93	95	94	79	84	96	68	34	27	13	10	12

24 Hour Total: 1,244
 AM Peak Hour begins: 10:45 AM Peak Volume: 116 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:15 PM Peak Volume: 98 PM Peak Hour Factor: 0.82

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	3	2	2	0	3	10	13	10	14	13
30	3	1	0	0	0	1	1	5	11	9	17	14
45	3	3	1	0	0	2	1	5	13	13	14	15
00	3	2	0	0	1	1	4	9	16	19	24	15
Hr Total	9	9	4	2	3	4	9	29	53	51	69	57

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	22	20	32	23	21	26	20	21	14	13	5
30	13	29	26	24	18	24	22	24	21	14	5	12
45	16	16	20	17	18	20	23	14	14	13	12	7
00	29	19	21	25	26	18	14	17	15	9	5	2
Hr Total	73	86	87	98	85	83	85	75	71	50	35	26

24 Hour Total: 1,153
 AM Peak Hour begins: 10:00 AM Peak Volume: 69 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 14:15 PM Peak Volume: 99 PM Peak Hour Factor: 0.77

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	4	3	5	4	9	24	39	29	36	40
30	3	1	2	0	3	5	8	23	28	30	41	44
45	3	3	1	2	0	9	7	24	36	42	34	48
00	4	4	1	2	3	11	20	34	34	40	50	39
Hr Total	13	11	8	7	11	29	44	105	137	141	161	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	52	43	53	37	42	49	28	26	16	16	9
30	34	49	46	39	48	46	42	34	29	22	7	15
45	39	34	41	36	38	50	34	27	23	15	15	10
00	49	46	51	49	46	41	28	20	20	10	7	4
Hr Total	166	181	181	177	169	179	153	109	98	63	45	38

24 Hour Total: 2,397
 AM Peak Hour begins: 10:45 AM Peak Volume: 182 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 14:15 PM Peak Volume: 191 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: February 14, 2019 Start Time: 00:00
 Stop Date: February 14, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: Highlands Reserve Blvd west of US 27

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	3	6	9	16	29	23	35	25
30	2	0	1	0	4	5	14	16	17	27	29	26
45	1	1	0	3	1	4	9	29	23	33	31	30
00	1	1	1	2	2	4	19	26	25	33	20	22
Hr Total	5	2	2	5	10	19	51	87	94	116	115	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	22	25	23	11	16	22	11	2	8	3	7
30	28	30	20	16	19	20	17	15	15	4	6	1
45	20	28	20	17	29	29	21	9	8	5	1	1
00	22	24	32	19	15	8	19	11	3	2	2	1
Hr Total	102	104	97	75	74	73	79	46	28	19	12	10

24 Hour Total: 1,328
 AM Peak Hour begins: 9:30 AM Peak Volume: 130 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 13:15 PM Peak Volume: 107 PM Peak Hour Factor: 0.89

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	1	1	0	1	5	12	14	9	17	21
30	5	3	1	0	0	2	6	7	17	19	26	20
45	4	1	0	1	1	0	7	9	15	12	15	24
00	2	0	1	0	2	5	12	10	14	20	24	17
Hr Total	15	6	3	2	3	8	30	38	60	60	82	82

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	14	31	13	18	26	21	19	20	17	22	10
30	21	18	13	25	19	24	19	24	9	15	9	2
45	20	19	28	31	25	27	22	17	13	10	13	2
00	20	13	23	23	19	16	19	15	17	12	14	5
Hr Total	84	64	95	92	81	93	81	75	59	54	58	19

24 Hour Total: 1,244
 AM Peak Hour begins: 10:45 AM Peak Volume: 89 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:15 PM Peak Volume: 97 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	1	3	7	14	28	43	32	52	46
30	7	3	2	0	4	7	20	23	34	46	55	46
45	5	2	0	4	2	4	16	38	38	45	46	54
00	3	1	2	2	4	9	31	36	39	53	44	39
Hr Total	20	8	5	7	13	27	81	125	154	176	197	185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	36	56	36	29	42	43	30	22	25	25	17
30	49	48	33	41	38	44	36	39	24	19	15	3
45	40	47	48	48	54	56	43	26	21	15	14	3
00	42	37	55	42	34	24	38	26	20	14	16	6
Hr Total	186	168	192	167	155	166	160	121	87	73	70	29

24 Hour Total: 2,572
 AM Peak Hour begins: 9:45 AM Peak Volume: 206 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 14:00 PM Peak Volume: 192 PM Peak Hour Factor: 0.86

Volume Count Report

3-Day Average

Start Date: February 12, 2019 Start Time: 00:00
 Stop Date: February 14, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: Highlands Reserve Blvd west of US 27

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	3	5	9	14	27	22	28	26
30	1	0	1	0	3	6	10	20	18	23	28	26
45	2	0	1	2	1	5	7	23	21	29	22	28
00	1	1	1	2	3	7	16	25	20	26	25	28
Hr Total	5	2	3	4	10	23	41	82	86	100	103	107

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	29	26	20	14	22	20	8	4	4	3	5
30	24	24	22	19	26	21	17	11	10	6	3	1
45	20	23	22	20	21	23	17	10	7	4	2	1
00	22	25	29	19	16	16	15	7	5	3	2	1
Hr Total	95	101	100	79	77	82	69	36	25	16	10	9

24 Hour Total: 1,265
 AM Peak Hour begins: 9:30 AM Peak Volume: 111 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 13:00 PM Peak Volume: 101 PM Peak Hour Factor: 0.88

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	1	1	1	4	11	13	12	16	15
30	3	2	1	0	0	1	2	6	14	14	18	17
45	4	2	0	0	1	1	4	8	16	16	16	17
00	3	1	1	0	2	3	7	11	13	20	22	17
Hr Total	11	7	3	2	4	5	17	35	56	62	73	67

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	19	26	21	22	21	21	18	18	13	14	6
30	18	20	19	25	19	25	18	24	13	16	7	8
45	15	19	25	26	21	22	21	17	15	11	10	5
00	24	18	20	21	23	18	16	15	17	10	10	4
Hr Total	78	76	90	93	84	86	76	74	63	49	41	22

24 Hour Total: 1,174
 AM Peak Hour begins: 11:30 AM Peak Volume: 74 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:15 PM Peak Volume: 94 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	2	4	6	12	25	40	33	44	41
30	4	2	2	0	4	7	12	25	32	38	46	43
45	5	2	1	2	1	6	11	31	37	45	38	45
00	3	2	2	2	5	10	22	36	33	46	48	45
Hr Total	16	8	6	5	14	29	58	117	142	162	176	174

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	47	53	41	36	42	41	26	22	16	17	12
30	42	44	42	44	45	46	35	35	23	22	10	9
45	35	43	47	46	41	46	38	26	22	14	12	6
00	46	43	49	40	39	34	31	23	21	13	12	5
Hr Total	173	178	190	171	161	168	144	110	88	65	51	31

24 Hour Total: 2,438
 AM Peak Hour begins: 11:15 AM Peak Volume: 183 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 14:00 PM Peak Volume: 190 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Student Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	0	0	0	19	48	8	7	9
30	0	0	2	0	0	1	3	27	26	11	8	10
45	1	0	0	0	3	0	7	35	18	13	10	6
00	1	0	0	5	1	2	14	75	16	8	4	11
Hr Total	2	1	3	5	4	3	24	156	108	40	29	36

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	15	14	37	14	11	8	7	2	3	1	2
30	15	8	18	40	13	12	17	4	1	2	5	2
45	11	6	19	27	13	19	8	4	4	1	1	4
00	6	10	20	12	22	17	8	2	1	1	0	1
Hr Total	41	39	71	116	62	59	41	17	8	7	7	9

24 Hour Total: 888
 AM Peak Hour begins: 7:15 AM Peak Volume: 185 AM Peak Hour Factor: 0.62
 PM Peak Hour begins: 14:45 PM Peak Volume: 124 PM Peak Hour Factor: 0.78

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	4	25	113	19	7	12
30	0	0	0	0	0	5	7	40	88	16	19	16
45	0	0	0	0	4	4	12	80	40	14	10	22
00	1	0	1	1	5	3	8	83	21	3	14	16
Hr Total	1	0	1	2	9	13	31	228	262	52	50	66

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	17	11	42	32	21	25	4	19	1	0	5
30	12	4	11	126	16	13	9	4	7	4	4	2
45	10	14	12	89	21	21	8	5	0	0	2	1
00	23	12	10	43	30	18	3	2	3	1	0	1
Hr Total	58	47	44	300	99	73	45	15	29	6	6	9

24 Hour Total: 1,446
 AM Peak Hour begins: 7:30 AM Peak Volume: 364 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:00 PM Peak Volume: 300 PM Peak Hour Factor: 0.60

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	1	0	1	4	44	161	27	14	21
30	0	0	2	0	0	6	10	67	114	27	27	26
45	1	0	0	0	7	4	19	115	58	27	20	28
00	2	0	1	6	6	5	22	158	37	11	18	27
Hr Total	3	1	4	7	13	16	55	384	370	92	79	102

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	32	25	79	46	32	33	11	21	4	1	7
30	27	12	29	166	29	25	26	8	8	6	9	4
45	21	20	31	116	34	40	16	9	4	1	3	5
00	29	22	30	55	52	35	11	4	4	2	0	2
Hr Total	99	86	115	416	161	132	86	32	37	13	13	18

24 Hour Total: 2,334
 AM Peak Hour begins: 7:30 AM Peak Volume: 548 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:00 PM Peak Volume: 416 PM Peak Hour Factor: 0.63

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Student Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	0	0	0	0	16	60	4	4	9
30	1	0	1	0	1	0	1	28	35	5	7	4
45	0	2	0	0	0	0	6	35	16	6	3	7
00	1	0	1	1	0	1	14	75	9	12	10	9
Hr Total	2	5	2	1	1	1	21	154	120	27	24	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	14	30	8	13	11	10	4	5	2	1	2
30	10	20	34	15	11	16	5	3	4	2	0	4
45	13	13	18	10	11	15	6	1	4	0	1	0
00	12	22	9	24	19	10	4	4	4	7	2	3
Hr Total	45	69	91	57	54	52	25	12	17	11	4	9

24 Hour Total: 833
 AM Peak Hour begins: 7:30 AM Peak Volume: 205 AM Peak Hour Factor: 0.68
 PM Peak Hour begins: 13:45 PM Peak Volume: 104 PM Peak Hour Factor: 0.76

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	3	5	16	106	16	10	6
30	0	1	0	0	1	2	10	43	111	11	5	10
45	0	0	0	0	5	2	7	67	63	8	21	23
00	2	0	2	1	1	1	15	96	19	6	6	10
Hr Total	2	1	2	1	9	8	37	222	299	41	42	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	14	37	19	31	12	17	6	0	1	2	6
30	10	9	120	19	23	13	12	2	3	1	2	0
45	8	15	111	16	14	15	9	5	8	2	1	2
00	19	6	21	23	18	15	5	1	4	4	2	1
Hr Total	51	44	289	77	86	55	43	14	15	8	7	9

24 Hour Total: 1,411
 AM Peak Hour begins: 7:30 AM Peak Volume: 380 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:00 PM Peak Volume: 289 PM Peak Hour Factor: 0.60

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	0	0	2	3	5	32	166	20	14	15
30	1	1	1	0	2	2	11	71	146	16	12	14
45	0	2	0	0	5	2	13	102	79	14	24	30
00	3	0	3	2	1	2	29	171	28	18	16	19
Hr Total	4	6	4	2	10	9	58	376	419	68	66	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	28	67	27	44	23	27	10	5	3	3	8
30	20	29	154	34	34	29	17	5	7	3	2	4
45	21	28	129	26	25	30	15	6	12	2	2	2
00	31	28	30	47	37	25	9	5	8	11	4	4
Hr Total	96	113	380	134	140	107	68	26	32	19	11	18

24 Hour Total: 2,244
 AM Peak Hour begins: 7:30 AM Peak Volume: 585 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:00 PM Peak Volume: 380 PM Peak Hour Factor: 0.62

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Student Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	0	1	0	21	56	8	9	6
30	0	0	1	1	1	0	0	20	27	7	5	20
45	0	1	0	0	0	0	6	56	24	3	10	8
00	0	0	0	0	0	2	19	77	19	13	11	9
Hr Total	0	2	2	1	1	3	25	174	126	31	35	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	11	16	31	19	16	8	3	2	2	2	1
30	5	13	10	39	17	12	8	4	1	1	4	4
45	18	11	22	34	16	14	4	2	4	1	0	2
00	12	11	26	21	17	21	1	2	2	2	2	0
Hr Total	41	46	74	125	69	63	21	11	9	6	8	7

24 Hour Total: 923
 AM Peak Hour begins: 7:30 AM Peak Volume: 216 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 14:45 PM Peak Volume: 130 PM Peak Hour Factor: 0.83

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	0	5	6	22	102	24	10	7
30	0	0	0	0	0	3	3	45	107	16	11	17
45	0	1	0	0	3	5	5	70	59	15	11	28
00	0	1	1	2	3	5	19	80	35	10	8	12
Hr Total	1	2	2	3	6	18	33	217	303	65	40	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	11	18	26	38	21	16	4	2	1	1	6
30	10	11	9	114	34	25	9	3	3	1	1	0
45	16	18	13	125	20	12	8	4	5	2	0	0
00	22	11	12	40	20	18	4	5	1	0	0	0
Hr Total	57	51	52	305	112	76	37	16	11	4	2	6

24 Hour Total: 1,483
 AM Peak Hour begins: 7:30 AM Peak Volume: 359 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 15:15 PM Peak Volume: 317 PM Peak Hour Factor: 0.63

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	1	0	6	6	43	158	32	19	13
30	0	0	1	1	1	3	3	65	134	23	16	37
45	0	2	0	0	3	5	11	126	83	18	21	36
00	0	1	1	2	3	7	38	157	54	23	19	21
Hr Total	1	4	4	4	7	21	58	391	429	96	75	107

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	22	34	57	57	37	24	7	4	3	3	7
30	15	24	19	153	51	37	17	7	4	2	5	4
45	34	29	35	159	36	26	12	6	9	3	0	2
00	34	22	38	61	37	39	5	7	3	2	2	0
Hr Total	98	97	126	430	181	139	58	27	20	10	10	13

24 Hour Total: 2,406
 AM Peak Hour begins: 7:30 AM Peak Volume: 575 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:00 PM Peak Volume: 430 PM Peak Hour Factor: 0.68

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Student Dr east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	1	0	0	0	0	19	55	7	7	8
30	0	0	1	0	1	0	1	25	29	8	7	11
45	0	1	0	0	1	0	6	42	19	7	8	7
00	1	0	0	2	0	2	16	76	15	11	8	10
Hr Total	1	3	2	2	2	2	23	161	118	33	29	36

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	13	20	25	15	13	9	5	3	2	1	2
30	10	14	21	31	14	13	10	4	2	2	3	3
45	14	10	20	24	13	16	6	2	4	1	1	2
00	10	14	18	19	19	16	4	3	2	3	1	1
Hr Total	42	51	79	99	62	58	29	13	11	8	6	8

24 Hour Total: 881
 AM Peak Hour begins: 7:30 AM Peak Volume: 202 AM Peak Hour Factor: 0.67
 PM Peak Hour begins: 15:00 PM Peak Volume: 99 PM Peak Hour Factor: 0.79

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	1	3	5	21	107	20	9	8
30	0	0	0	0	0	3	7	43	102	14	12	14
45	0	0	0	0	4	4	8	72	54	12	14	24
00	1	0	1	1	3	3	14	86	25	6	9	13
Hr Total	1	1	2	2	8	13	34	222	288	53	44	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	14	22	29	34	18	19	5	7	1	1	6
30	11	8	47	86	24	17	10	3	4	2	2	1
45	11	16	45	77	18	16	8	5	4	1	1	1
00	21	10	14	35	23	17	4	3	3	2	1	1
Hr Total	55	47	128	227	99	68	42	15	18	6	5	8

24 Hour Total: 1,447
 AM Peak Hour begins: 7:30 AM Peak Volume: 368 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 15:15 PM Peak Volume: 232 PM Peak Hour Factor: 0.67

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	1	1	1	3	5	40	162	26	16	16
30	0	0	1	0	1	4	8	68	131	22	18	26
45	0	1	0	0	5	4	14	114	73	20	22	31
00	2	0	2	3	3	5	30	162	40	17	18	22
Hr Total	3	4	4	4	10	15	57	384	406	85	73	96

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	27	42	54	49	31	28	9	10	3	2	7
30	21	22	67	118	38	30	20	7	6	4	5	4
45	25	26	65	100	32	32	14	7	8	2	2	3
00	31	24	33	54	42	33	8	5	5	5	2	2
Hr Total	98	99	207	327	161	126	71	28	30	14	11	16

24 Hour Total: 2,328
 AM Peak Hour begins: 7:30 AM Peak Volume: 569 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:00 PM Peak Volume: 327 PM Peak Hour Factor: 0.69

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Sand Mine Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	5	3	9	33	48	60	108	71	120	91
30	4	2	2	6	30	46	57	94	123	102	93	120
45	5	9	7	5	38	60	80	70	120	95	85	100
00	8	10	3	10	37	59	86	108	88	110	106	97
Hr Total	25	29	17	24	114	198	271	332	439	378	404	408

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	112	110	116	147	95	93	74	50	36	21	22
30	102	78	114	86	102	116	95	74	47	34	35	20
45	122	95	89	105	91	111	87	66	55	24	23	10
00	115	87	101	97	91	104	78	64	43	29	16	10
Hr Total	440	372	414	404	431	426	353	278	195	123	95	62

24 Hour Total: 6,232

AM Peak Hour begins: 7:45

AM Peak Volume: 459

AM Peak Hour Factor: 0.93

PM Peak Hour begins: 12:15

PM Peak Volume: 451

PM Peak Hour Factor: 0.92

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	7	16	12	35	43	43	61	128	95	90	93
30	16	13	22	33	28	34	43	57	97	101	77	82
45	21	5	17	30	55	50	64	102	86	118	82	85
00	15	10	13	34	49	42	82	141	67	73	135	95
Hr Total	71	35	68	109	167	169	232	361	378	387	384	355

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	85	63	97	97	109	96	64	58	46	31	35
30	113	74	82	103	85	86	98	71	63	42	43	27
45	111	77	111	93	89	97	95	74	61	46	27	15
00	90	94	74	99	116	97	79	59	51	36	44	20
Hr Total	422	330	330	392	387	389	368	268	233	170	145	97

24 Hour Total: 6,247

AM Peak Hour begins: 7:30

AM Peak Volume: 468

AM Peak Hour Factor: 0.83

PM Peak Hour begins: 12:00

PM Peak Volume: 422

PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	15	21	15	44	76	91	121	236	166	210	184
30	20	15	24	39	58	80	100	151	220	203	170	202
45	26	14	24	35	93	110	144	172	206	213	167	185
00	23	20	16	44	86	101	168	249	155	183	241	192
Hr Total	96	64	85	133	281	367	503	693	817	765	788	763

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	197	173	213	244	204	189	138	108	82	52	57
30	215	152	196	189	187	202	193	145	110	76	78	47
45	233	172	200	198	180	208	182	140	116	70	50	25
00	205	181	175	196	207	201	157	123	94	65	60	30
Hr Total	862	702	744	796	818	815	721	546	428	293	240	159

24 Hour Total: 12,479

AM Peak Hour begins: 7:45

AM Peak Volume: 911

AM Peak Hour Factor: 0.91

PM Peak Hour begins: 12:00

PM Peak Volume: 862

PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: January 9, 2019
Stop Date: January 9, 2019
City: Davenport
Location: Sand Mine Rd west of US 27

Start Time: 00:00
Stop Time: 24:00
County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	12	5	5	7	47	48	71	129	84	111	104
30	5	2	3	9	32	42	56	75	115	112	94	108
45	3	2	6	5	46	49	73	76	96	85	100	93
00	3	3	2	9	54	57	91	97	102	75	96	109
Hr Total	24	19	16	28	139	195	268	319	442	356	401	414

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	106	98	109	106	121	110	70	39	35	27	22
30	102	120	129	113	107	112	104	51	37	30	26	16
45	99	109	113	96	105	103	78	61	55	36	12	12
00	72	98	99	124	99	93	82	75	47	23	17	11
Hr Total	385	433	439	442	417	429	374	257	178	124	82	61

24 Hour Total: 6,242

AM Peak Hour begins: 8:00

PM Peak Hour begins: 14:15

AM Peak Volume: 442

PM Peak Volume: 450

AM Peak Hour Factor: 0.86

PM Peak Hour Factor: 0.87

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	7	19	7	25	30	44	78	113	90	83	92
30	23	8	9	20	32	34	48	76	107	73	82	84
45	16	13	14	43	56	39	57	76	82	83	86	94
00	8	10	28	21	35	67	46	120	73	106	103	85
Hr Total	68	38	70	91	148	170	195	350	375	352	354	355

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	91	97	110	84	88	97	69	48	45	48	23
30	83	91	100	112	80	87	100	60	70	52	34	23
45	96	89	105	108	92	76	87	76	57	42	32	17
00	99	87	104	101	68	95	69	76	54	38	20	13
Hr Total	356	358	406	431	324	346	353	281	229	177	134	76

24 Hour Total: 6,037

AM Peak Hour begins: 7:45

PM Peak Hour begins: 14:45

AM Peak Volume: 422

PM Peak Volume: 434

AM Peak Hour Factor: 0.88

PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	19	24	12	32	77	92	149	242	174	194	196
30	28	10	12	29	64	76	104	151	222	185	176	192
45	19	15	20	48	102	88	130	152	178	168	186	187
00	11	13	30	30	89	124	137	217	175	181	199	194
Hr Total	92	57	86	119	287	365	463	669	817	708	755	769

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	197	195	219	190	209	207	139	87	80	75	45
30	185	211	229	225	187	199	204	111	107	82	60	39
45	195	198	218	204	197	179	165	137	112	78	44	29
00	171	185	203	225	167	188	151	151	101	61	37	24
Hr Total	741	791	845	873	741	775	727	538	407	301	216	137

24 Hour Total: 12,279

AM Peak Hour begins: 7:45

PM Peak Hour begins: 15:00

AM Peak Volume: 859

PM Peak Volume: 873

AM Peak Hour Factor: 0.89

PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Sand Mine Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	7	12	15	47	68	89	99	107	115	118
30	9	5	2	5	23	38	66	79	96	80	105	116
45	5	6	11	12	43	57	79	96	109	99	123	130
00	1	10	3	8	34	51	75	107	91	96	100	111
Hr Total	27	25	23	37	115	193	288	371	395	382	443	475

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	116	99	102	115	106	97	73	37	35	36	28
30	104	117	96	132	117	81	97	69	50	33	18	27
45	110	107	104	109	92	106	78	72	47	21	17	14
00	119	99	112	109	91	109	89	71	39	30	15	15
Hr Total	436	439	411	452	415	402	361	285	173	119	86	84

24 Hour Total: 6,437
 AM Peak Hour begins: 11:00 AM Peak Volume: 475 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:15 PM Peak Volume: 465 PM Peak Hour Factor: 0.88

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	17	7	29	31	65	61	67	102	88	102	99
30	20	14	8	28	44	58	43	73	108	90	95	114
45	15	12	22	35	49	45	57	80	92	111	112	96
00	10	11	26	28	48	87	51	114	78	115	111	94
Hr Total	61	54	63	120	172	255	212	334	380	404	420	403

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	96	102	85	101	84	98	83	55	36	38	30
30	108	83	87	99	93	97	99	75	62	50	31	25
45	97	102	104	112	80	101	86	75	51	68	40	23
00	96	93	118	113	89	85	97	70	48	49	26	29
Hr Total	404	374	411	409	363	367	380	303	216	203	135	107

24 Hour Total: 6,550
 AM Peak Hour begins: 10:30 AM Peak Volume: 436 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 15:15 PM Peak Volume: 425 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	21	14	41	46	112	129	156	201	195	217	217
30	29	19	10	33	67	96	109	152	204	170	200	230
45	20	18	33	47	92	102	136	176	201	210	235	226
00	11	21	29	36	82	138	126	221	169	211	211	205
Hr Total	88	79	86	157	287	448	500	705	775	786	863	878

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	206	212	201	187	216	190	195	156	92	71	74	58
30	212	200	183	231	210	178	196	144	112	83	49	52
45	207	209	208	221	172	207	164	147	98	89	57	37
00	215	192	230	222	180	194	186	141	87	79	41	44
Hr Total	840	813	822	861	778	769	741	588	389	322	221	191

24 Hour Total: 12,987
 AM Peak Hour begins: 10:30 AM Peak Volume: 893 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 890 PM Peak Hour Factor: 0.96

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Sand Mine Rd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	6	7	10	42	55	73	112	87	115	104
30	6	3	2	7	28	42	60	83	111	98	97	115
45	4	6	8	7	42	55	77	81	108	93	103	108
00	4	8	3	9	42	56	84	104	94	94	101	106
Hr Total	25	24	19	30	123	195	276	341	425	372	416	432

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	111	102	109	123	107	100	72	42	35	28	24
30	103	105	113	110	109	103	99	65	45	32	26	21
45	110	104	102	103	96	107	81	66	52	27	17	12
00	102	95	104	110	94	102	83	70	43	27	16	12
Hr Total	420	415	421	433	421	419	363	273	182	122	88	69

24 Hour Total: 6,304
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 15:15

AM Peak Volume: 436
 PM Peak Volume: 446
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.91

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	10	14	16	30	46	49	69	114	91	92	95
30	20	12	13	27	35	42	45	69	104	88	85	93
45	17	10	18	36	53	45	59	86	87	104	93	92
00	11	10	22	28	44	65	60	125	73	98	116	91
Hr Total	67	42	67	107	162	198	213	348	378	381	386	371

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	91	87	97	94	94	97	72	54	42	39	29
30	101	83	90	105	86	90	99	69	65	48	36	25
45	101	89	107	104	87	91	89	75	56	52	33	18
00	95	91	99	104	91	92	82	68	51	41	30	21
Hr Total	394	354	382	411	358	367	367	284	226	183	138	93

24 Hour Total: 6,278
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 15:00

AM Peak Volume: 430
 PM Peak Volume: 411
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.98

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	18	20	23	41	88	104	142	226	178	207	199
30	26	15	15	34	63	84	104	151	215	186	182	208
45	22	16	26	43	96	100	137	167	195	197	196	199
00	15	18	25	37	86	121	144	229	166	192	217	197
Hr Total	92	67	86	136	285	393	489	689	803	753	802	803

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	202	202	190	206	217	201	197	144	96	78	67	53
30	204	188	203	215	195	193	198	133	110	80	62	46
45	212	193	209	208	183	198	170	141	109	79	50	30
00	197	186	203	214	185	194	165	138	94	68	46	33
Hr Total	814	769	804	843	779	786	730	557	408	305	226	162

24 Hour Total: 12,582
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 15:15

AM Peak Volume: 866
 PM Peak Volume: 854
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.99

Volume Count Report

Start Date: January 8, 2019
 Stop Date: January 8, 2019
 City: Davenport
 Location: Sand Mine Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	2	3	57	46	13	11	9
30	0	0	0	0	1	2	8	135	22	9	7	13
45	0	0	0	1	4	0	22	233	11	12	10	12
00	0	0	0	0	3	3	39	188	10	8	7	12
Hr Total	0	0	1	1	9	7	72	613	89	42	35	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	19	44	75	15	31	6	7	13	6	3	1
30	22	14	44	36	13	23	12	15	6	5	3	0
45	22	21	48	22	20	19	15	11	3	3	0	1
00	17	31	79	12	30	18	9	8	3	3	0	1
Hr Total	71	85	215	145	78	91	42	41	25	17	6	3

24 Hour Total: 1,734

AM Peak Hour begins: 7:00

PM Peak Hour begins: 14:15

AM Peak Volume: 613

PM Peak Volume: 246

AM Peak Hour Factor: 0.66

PM Peak Hour Factor: 0.78

Westbound Volume

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	0	0	0	0	13	136	6	10	11
30	0	0	0	0	1	4	0	48	33	13	12	8
45	0	0	0	2	1	1	6	147	13	13	13	10
00	0	0	0	1	5	0	6	180	15	10	9	14
Hr Total	0	0	2	3	7	5	12	388	197	42	44	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	20	18	187	37	32	14	9	11	3	5	0
30	15	21	27	140	21	40	10	13	8	7	3	0
45	23	27	23	53	24	34	21	15	4	5	1	0
00	23	16	37	29	39	26	14	11	9	3	1	4
Hr Total	79	84	105	409	121	132	59	48	32	18	10	4

24 Hour Total: 1,844

AM Peak Hour begins: 7:15

PM Peak Hour begins: 14:45

AM Peak Volume: 511

PM Peak Volume: 417

AM Peak Hour Factor: 0.71

PM Peak Hour Factor: 0.56

Total Volume for All Lanes

Tuesday, January 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	3	0	1	2	3	70	182	19	21	20
30	0	0	0	0	2	6	8	183	55	22	19	21
45	0	0	0	3	5	1	28	380	24	25	23	22
00	0	0	0	1	8	3	45	368	25	18	16	26
Hr Total	0	0	3	4	16	12	84	1,001	286	84	79	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	39	62	262	52	63	20	16	24	9	8	1
30	37	35	71	176	34	63	22	28	14	12	6	0
45	45	48	71	75	44	53	36	26	7	8	1	1
00	40	47	116	41	69	44	23	19	12	6	1	5
Hr Total	150	169	320	554	199	223	101	89	57	35	16	7

24 Hour Total: 3,578

AM Peak Hour begins: 7:15

PM Peak Hour begins: 14:45

AM Peak Volume: 1,113

PM Peak Volume: 629

AM Peak Hour Factor: 0.73

PM Peak Hour Factor: 0.60

Volume Count Report

Start Date: January 9, 2019
 Stop Date: January 9, 2019
 City: Davenport
 Location: Sand Mine Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	2	4	54	40	7	9	15
30	1	1	0	0	0	2	9	134	19	12	11	15
45	0	0	0	2	3	0	20	219	15	7	7	18
00	0	0	0	2	3	5	41	174	11	8	8	15
Hr Total	1	1	0	4	7	9	74	581	85	34	35	63

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	17	37	66	13	19	27	16	4	9	2	4
30	19	15	44	47	18	16	17	11	3	3	6	0
45	8	29	50	15	14	29	20	15	5	3	2	0
00	12	27	97	21	28	36	14	10	2	1	0	0
Hr Total	54	88	228	149	73	100	78	52	14	16	10	4

24 Hour Total: 1,760
 AM Peak Hour begins: 7:00 AM Peak Volume: 581 AM Peak Hour Factor: 0.66
 PM Peak Hour begins: 14:30 PM Peak Volume: 260 PM Peak Hour Factor: 0.67

Westbound Volume

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	0	14	143	13	13	10
30	1	0	0	0	1	3	1	51	24	12	18	24
45	1	2	0	0	3	1	5	125	14	17	13	19
00	0	0	0	0	6	0	8	173	9	10	4	17
Hr Total	4	2	0	0	10	4	14	363	190	52	48	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	17	15	146	26	39	28	36	24	8	3	1
30	21	17	26	154	15	23	13	13	12	7	1	1
45	17	29	33	88	16	20	15	13	8	8	4	0
00	13	12	35	42	24	28	16	11	1	1	0	5
Hr Total	72	75	109	430	81	110	72	73	45	24	8	7

24 Hour Total: 1,863
 AM Peak Hour begins: 7:15 AM Peak Volume: 492 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 15:00 PM Peak Volume: 430 PM Peak Hour Factor: 0.70

Total Volume for All Lanes

Wednesday, January 9, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	1	2	4	68	183	20	22	25
30	2	1	0	0	1	5	10	185	43	24	29	39
45	1	2	0	2	6	1	25	344	29	24	20	37
00	0	0	0	2	9	5	49	347	20	18	12	32
Hr Total	5	3	0	4	17	13	88	944	275	86	83	133

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	34	52	212	39	58	55	52	28	17	5	5
30	40	32	70	201	33	39	30	24	15	10	7	1
45	25	58	83	103	30	49	35	28	13	11	6	0
00	25	39	132	63	52	64	30	21	3	2	0	5
Hr Total	126	163	337	579	154	210	150	125	59	40	18	11

24 Hour Total: 3,623
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,059 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 14:45 PM Peak Volume: 648 PM Peak Hour Factor: 0.76

Volume Count Report

Start Date: January 10, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Sand Mine Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	1	1	2	4	62	48	5	8	11
30	1	0	0	0	0	1	6	139	23	8	7	16
45	0	0	0	0	5	2	17	204	3	9	7	16
00	0	2	0	1	1	1	37	194	13	13	16	17
Hr Total	2	4	0	2	7	6	64	599	87	35	38	60

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	8	36	88	17	15	25	15	3	1	2	3
30	15	22	51	48	21	10	14	12	5	3	0	1
45	16	26	47	25	17	16	7	9	5	2	0	1
00	15	37	86	16	28	29	23	16	9	3	0	1
Hr Total	64	93	220	177	83	70	69	52	22	9	2	6

24 Hour Total: 1,771
 AM Peak Hour begins: 7:00 AM Peak Volume: 599 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 14:15 PM Peak Volume: 272 PM Peak Hour Factor: 0.77

Westbound Volume

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	4	0	0	3	0	14	146	10	16	20
30	1	0	0	0	1	2	0	56	27	7	7	14
45	1	1	0	0	1	1	2	140	16	10	11	13
00	0	0	0	0	5	2	8	173	10	10	15	18
Hr Total	3	1	4	0	7	8	10	383	199	37	49	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	24	27	182	37	32	16	32	30	2	6	0
30	18	22	30	134	34	24	17	16	11	8	2	2
45	18	15	20	48	18	28	20	9	4	1	1	0
00	17	19	65	39	37	16	10	9	4	3	0	4
Hr Total	76	80	142	403	126	100	63	66	49	14	9	6

24 Hour Total: 1,900
 AM Peak Hour begins: 7:15 AM Peak Volume: 515 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 14:45 PM Peak Volume: 429 PM Peak Hour Factor: 0.59

Total Volume for All Lanes

Thursday, January 10, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	4	1	1	5	4	76	194	15	24	31
30	2	0	0	0	1	3	6	195	50	15	14	30
45	1	1	0	0	6	3	19	344	19	19	18	29
00	0	2	0	1	6	3	45	367	23	23	31	35
Hr Total	5	5	4	2	14	14	74	982	286	72	87	125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	32	63	270	54	47	41	47	33	3	8	3
30	33	44	81	182	55	34	31	28	16	11	2	3
45	34	41	67	73	35	44	27	18	9	3	1	1
00	32	56	151	55	65	45	33	25	13	6	0	5
Hr Total	140	173	362	580	209	170	132	118	71	23	11	12

24 Hour Total: 3,671
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,100 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 14:45 PM Peak Volume: 676 PM Peak Hour Factor: 0.63

Volume Count Report

3-Day Average

Start Date: January 8, 2019
 Stop Date: January 10, 2019
 City: Davenport
 Location: Sand Mine Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	1	2	4	58	45	8	9	12
30	1	0	0	0	0	2	8	136	21	10	8	15
45	0	0	0	1	4	1	20	219	10	9	8	15
00	0	1	0	1	2	3	39	185	11	10	10	15
Hr Total	1	2	0	2	8	7	70	598	87	37	36	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	15	39	76	15	22	19	13	7	5	2	3
30	19	17	46	44	17	16	14	13	5	4	3	0
45	15	25	48	21	17	21	14	12	4	3	1	1
00	15	32	87	16	29	28	15	11	5	2	0	1
Hr Total	63	89	221	157	78	87	63	48	20	14	6	4

24 Hour Total: 1,755
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 14:15

AM Peak Volume: 598
 PM Peak Volume: 258
 AM Peak Hour Factor: 0.68
 PM Peak Hour Factor: 0.74

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	0	0	1	0	14	142	10	13	14
30	1	0	0	0	1	3	0	52	28	11	12	15
45	1	1	0	1	2	1	4	137	14	13	12	14
00	0	0	0	0	5	1	7	175	11	10	9	16
Hr Total	2	1	2	1	8	6	12	378	195	44	47	59

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	20	20	172	33	34	19	26	22	4	5	0
30	18	20	28	143	23	29	13	14	10	7	2	1
45	19	24	25	63	19	27	19	12	5	5	2	0
00	18	16	46	37	33	23	13	10	5	2	0	4
Hr Total	76	80	119	414	109	114	65	62	42	19	9	6

24 Hour Total: 1,869
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 14:45

AM Peak Volume: 506
 PM Peak Volume: 423
 AM Peak Hour Factor: 0.72
 PM Peak Hour Factor: 0.62

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	1	3	4	71	186	18	22	25
30	1	0	0	0	1	5	8	188	49	20	21	30
45	1	1	0	2	6	2	24	356	24	23	20	29
00	0	1	0	1	8	4	46	361	23	20	20	31
Hr Total	3	3	2	3	16	13	82	976	282	81	83	116

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	35	59	248	48	56	39	38	28	10	7	3
30	37	37	74	186	41	45	28	27	15	11	5	1
45	35	49	74	84	36	49	33	24	10	7	3	1
00	32	47	133	53	62	51	29	22	9	5	0	5
Hr Total	139	168	340	571	187	201	128	111	62	33	15	10

24 Hour Total: 3,624
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 14:45

AM Peak Volume: 1,091
 PM Peak Volume: 651
 AM Peak Hour Factor: 0.76
 PM Peak Hour Factor: 0.66

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Florence Villa Grove Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	2	9	2	7	23	54	119	138	101	68	81
30	7	6	2	3	1	26	65	119	126	59	79	92
45	10	7	1	7	9	26	94	145	104	75	72	95
00	7	3	3	2	10	31	100	162	97	86	81	81
Hr Total	34	18	15	14	27	106	313	545	465	321	300	349

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	80	103	109	112	106	71	90	47	34	23	21
30	85	109	76	136	90	108	89	54	45	38	32	20
45	90	93	107	113	105	88	67	60	41	41	21	16
00	83	63	82	96	82	87	65	63	43	30	22	12
Hr Total	350	345	368	454	389	389	292	267	176	143	98	69

24 Hour Total: 5,847
 AM Peak Hour begins: 7:30 AM Peak Volume: 571 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:15 PM Peak Volume: 457 PM Peak Hour Factor: 0.84

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	4	3	9	8	24	46	64	63	70	65
30	12	10	3	8	2	5	33	56	67	57	69	57
45	13	5	2	2	4	6	54	87	52	62	63	57
00	8	4	1	3	4	16	48	86	73	55	63	58
Hr Total	45	26	10	16	19	35	159	275	256	237	265	237

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	59	95	73	109	115	149	78	50	46	30	16
30	69	63	68	107	129	133	133	76	49	39	33	29
45	63	72	86	108	118	130	120	64	57	32	29	21
00	73	71	128	120	108	143	95	55	37	40	29	26
Hr Total	279	265	377	408	464	521	497	273	193	157	121	92

24 Hour Total: 5,227
 AM Peak Hour begins: 7:30 AM Peak Volume: 304 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 17:15 PM Peak Volume: 555 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	9	13	5	16	31	78	165	202	164	138	146
30	19	16	5	11	3	31	98	175	193	116	148	149
45	23	12	3	9	13	32	148	232	156	137	135	152
00	15	7	4	5	14	47	148	248	170	141	144	139
Hr Total	79	44	25	30	46	141	472	820	721	558	565	586

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	139	198	182	221	221	220	168	97	80	53	37
30	154	172	144	243	219	241	222	130	94	77	65	49
45	153	165	193	221	223	218	187	124	98	73	50	37
00	156	134	210	216	190	230	160	118	80	70	51	38
Hr Total	629	610	745	862	853	910	789	540	369	300	219	161

24 Hour Total: 11,074
 AM Peak Hour begins: 7:30 AM Peak Volume: 875 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 910 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Florence Villa Grove Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	6	0	12	10	53	133	145	75	97	86
30	19	9	0	8	6	20	57	128	114	70	92	100
45	9	3	4	1	20	23	81	129	104	104	98	80
00	10	4	2	8	13	33	105	147	80	81	97	94
Hr Total	42	19	12	17	51	86	296	537	443	330	384	360

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	105	91	100	83	96	92	73	44	46	37	26
30	110	82	98	97	91	120	83	48	59	46	30	21
45	81	121	108	92	107	105	79	63	49	41	27	22
00	109	95	80	98	108	93	96	38	46	43	13	15
Hr Total	396	403	377	387	389	414	350	222	198	176	107	84

24 Hour Total: 6,080
 AM Peak Hour begins: 7:15 AM Peak Volume: 549 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:30 PM Peak Volume: 431 PM Peak Hour Factor: 0.90

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	13	3	6	8	6	18	64	48	58	60	47
30	10	10	4	4	6	4	31	59	60	62	78	69
45	9	6	4	2	7	12	50	72	56	51	77	59
00	4	5	5	6	5	13	32	67	45	66	74	63
Hr Total	50	34	16	18	26	35	131	262	209	237	289	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	80	73	94	107	125	141	84	83	52	32	34
30	68	67	71	85	110	133	146	61	68	37	26	22
45	76	79	86	93	108	142	113	76	68	39	32	19
00	81	84	115	80	144	140	100	101	36	31	22	23
Hr Total	310	310	345	352	469	540	500	322	255	159	112	98

24 Hour Total: 5,317
 AM Peak Hour begins: 10:00 AM Peak Volume: 289 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:30 PM Peak Volume: 569 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	16	9	6	20	16	71	197	193	133	157	133
30	29	19	4	12	12	24	88	187	174	132	170	169
45	18	9	8	3	27	35	131	201	160	155	175	139
00	14	9	7	14	18	46	137	214	125	147	171	157
Hr Total	92	53	28	35	77	121	427	799	652	567	673	598

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	185	164	194	190	221	233	157	127	98	69	60
30	178	149	169	182	201	253	229	109	127	83	56	43
45	157	200	194	185	215	247	192	139	117	80	59	41
00	190	179	195	178	252	233	196	139	82	74	35	38
Hr Total	706	713	722	739	858	954	850	544	453	335	219	182

24 Hour Total: 11,397
 AM Peak Hour begins: 7:00 AM Peak Volume: 799 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 973 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Florence Villa Grove Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	3	2	5	11	53	108	155	81	100	84
30	12	9	2	5	10	12	68	121	133	86	100	99
45	13	8	4	5	8	18	102	143	118	74	107	82
00	9	8	2	5	10	46	106	125	88	115	109	91
Hr Total	49	32	11	17	33	87	329	497	494	356	416	356

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	77	87	89	140	92	77	73	54	60	37	34
30	87	85	80	139	87	107	97	76	64	41	40	21
45	91	103	87	104	131	122	96	62	52	34	31	17
00	89	77	97	98	106	118	96	61	54	48	28	12
Hr Total	353	342	351	430	464	439	366	272	224	183	136	84

24 Hour Total: 6,321
 AM Peak Hour begins: 7:30 AM Peak Volume: 556 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:15 PM Peak Volume: 481 PM Peak Hour Factor: 0.86

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	10	2	3	4	7	20	53	64	54	78	70
30	19	8	3	1	3	3	41	63	67	79	72	56
45	5	2	2	3	3	7	43	71	65	71	59	83
00	21	7	4	4	11	13	49	71	59	59	74	68
Hr Total	71	27	11	11	21	30	153	258	255	263	283	277

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	78	84	83	128	134	127	114	64	45	38	45
30	63	67	71	80	109	154	115	95	60	51	54	27
45	65	59	71	101	126	123	138	89	63	48	43	28
00	67	82	104	131	114	119	121	82	64	42	41	27
Hr Total	267	286	330	395	477	530	501	380	251	186	176	127

24 Hour Total: 5,566
 AM Peak Hour begins: 9:15 AM Peak Volume: 287 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 530 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	17	5	5	9	18	73	161	219	135	178	154
30	31	17	5	6	13	15	109	184	200	165	172	155
45	18	10	6	8	11	25	145	214	183	145	166	165
00	30	15	6	9	21	59	155	196	147	174	183	159
Hr Total	120	59	22	28	54	117	482	755	749	619	699	633

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	155	171	172	268	226	204	187	118	105	75	79
30	150	152	151	219	196	261	212	171	124	92	94	48
45	156	162	158	205	257	245	234	151	115	82	74	45
00	156	159	201	229	220	237	217	143	118	90	69	39
Hr Total	620	628	681	825	941	969	867	652	475	369	312	211

24 Hour Total: 11,887
 AM Peak Hour begins: 7:30 AM Peak Volume: 829 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 969 PM Peak Hour Factor: 0.93

Volume Count Report

3-Day Average

Start Date: February 12, 2019 Start Time: 00:00
 Stop Date: February 14, 2019 Stop Time: 24:00
 City: Davenport County: Polk
 Location: Florence Villa Grove Rd east of US 27

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	6	1	8	15	53	120	146	86	88	84
30	13	8	1	5	6	19	63	123	124	72	90	97
45	11	6	3	4	12	22	92	139	109	84	92	86
00	9	5	2	5	11	37	104	145	88	94	96	89
Hr Total	42	23	13	16	37	93	313	526	467	336	367	355

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	87	94	99	112	98	80	79	48	47	32	27
30	94	92	85	124	89	112	90	59	56	42	34	21
45	87	106	101	103	114	105	81	62	47	39	26	18
00	94	78	86	97	99	99	86	54	48	40	21	13
Hr Total	366	363	365	424	414	414	336	254	199	167	114	79

24 Hour Total: 6,083
 AM Peak Hour begins: 7:30 AM Peak Volume: 554 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 436 PM Peak Hour Factor: 0.88

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	3	4	7	7	21	54	59	58	69	61
30	14	9	3	4	4	4	35	59	65	66	73	61
45	9	4	3	2	5	8	49	77	58	61	66	66
00	11	5	3	4	7	14	43	75	59	60	70	63
Hr Total	55	29	12	15	22	33	148	265	240	246	279	251

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	72	84	83	115	125	139	92	66	48	33	32
30	67	66	70	91	116	140	131	77	59	42	38	26
45	68	70	81	101	117	132	124	76	63	40	35	23
00	74	79	116	110	122	134	105	79	46	38	31	25
Hr Total	285	287	351	385	470	530	499	325	233	167	136	106

24 Hour Total: 5,370
 AM Peak Hour begins: 10:00 AM Peak Volume: 279 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:15 PM Peak Volume: 545 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	14	9	5	15	22	74	174	205	144	158	144
30	26	17	5	10	9	23	98	182	189	138	163	158
45	20	10	6	7	17	31	141	216	166	146	159	152
00	20	10	6	9	18	51	147	219	147	154	166	152
Hr Total	97	52	25	31	59	126	460	791	707	581	646	606

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	168	160	178	183	226	223	219	171	114	94	66	59
30	161	158	155	215	205	252	221	137	115	84	72	47
45	155	176	182	204	232	237	204	138	110	78	61	41
00	167	157	202	208	221	233	191	133	93	78	52	38
Hr Total	652	650	716	809	884	944	835	579	432	335	250	185

24 Hour Total: 11,453
 AM Peak Hour begins: 7:30 AM Peak Volume: 829 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 944 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Legacy Park Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	4	6	12	18	45	68	83	64	58	46
30	4	4	1	4	11	23	56	93	66	64	62	56
45	5	6	2	3	9	37	80	133	62	52	60	43
00	3	2	2	7	10	37	81	110	59	73	41	46
Hr Total	17	14	9	20	42	115	262	404	270	253	221	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	46	59	50	62	89	61	51	30	24	12	11
30	45	51	47	45	56	77	57	32	57	46	19	6
45	49	52	51	47	51	51	67	30	25	16	12	11
00	44	60	56	50	81	77	48	35	37	17	15	4
Hr Total	193	209	213	192	250	294	233	148	149	103	58	32

24 Hour Total: 3,892
 AM Peak Hour begins: 7:15 AM Peak Volume: 419 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 16:30 PM Peak Volume: 298 PM Peak Hour Factor: 0.84

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	8	5	2	1	6	17	41	33	28	28
30	18	13	4	7	3	9	10	32	28	21	31	37
45	16	11	6	2	1	8	15	23	34	22	26	47
00	20	5	8	4	4	8	14	29	31	36	42	40
Hr Total	69	35	26	18	10	26	45	101	134	112	127	152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	41	70	59	72	119	102	66	76	61	45	20
30	48	50	35	67	77	108	89	84	69	58	38	24
45	55	51	70	75	81	100	75	61	66	37	32	17
00	36	48	61	91	104	116	64	75	43	51	25	26
Hr Total	180	190	236	292	334	443	330	286	254	207	140	87

24 Hour Total: 3,834
 AM Peak Hour begins: 11:30 AM Peak Volume: 176 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:00 PM Peak Volume: 443 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	8	12	11	14	19	51	85	124	97	86	74
30	22	17	5	11	14	32	66	125	94	85	93	93
45	21	17	8	5	10	45	95	156	96	74	86	90
00	23	7	10	11	14	45	95	139	90	109	83	86
Hr Total	86	49	35	38	52	141	307	505	404	365	348	343

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	87	129	109	134	208	163	117	106	85	57	31
30	93	101	82	112	133	185	146	116	126	104	57	30
45	104	103	121	122	132	151	142	91	91	53	44	28
00	80	108	117	141	185	193	112	110	80	68	40	30
Hr Total	373	399	449	484	584	737	563	434	403	310	198	119

24 Hour Total: 7,726
 AM Peak Hour begins: 7:15 AM Peak Volume: 544 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 17:00 PM Peak Volume: 737 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Legacy Park Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	0	6	5	20	51	83	80	49	56	64
30	7	5	5	3	15	22	56	87	64	57	47	39
45	8	6	4	3	16	24	57	148	63	48	62	52
00	4	1	2	9	10	44	84	106	49	60	59	53
Hr Total	22	17	11	21	46	110	248	424	256	214	224	208

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	65	66	39	63	62	71	43	27	33	17	14
30	49	63	66	54	61	66	83	66	52	31	18	10
45	48	55	60	50	62	60	63	36	31	38	19	8
00	53	45	55	66	58	54	39	36	39	17	14	12
Hr Total	201	228	247	209	244	242	256	181	149	119	68	44

24 Hour Total: 3,989
 AM Peak Hour begins: 7:00 AM Peak Volume: 424 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 17:45 PM Peak Volume: 271 PM Peak Hour Factor: 0.82

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	12	8	9	4	3	5	15	50	26	32	29
30	21	14	10	6	3	1	5	22	43	22	31	35
45	15	14	6	5	3	8	17	28	30	19	35	47
00	16	3	6	1	3	7	20	46	25	31	29	32
Hr Total	76	43	30	21	13	19	47	111	148	98	127	143

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	38	56	70	88	89	119	92	78	57	45	27
30	38	47	52	77	87	97	98	59	83	64	38	30
45	53	44	67	84	71	88	77	68	68	50	29	20
00	46	48	61	86	79	104	87	72	63	57	29	24
Hr Total	162	177	236	317	325	378	381	291	292	228	141	101

24 Hour Total: 3,905
 AM Peak Hour begins: 7:45 AM Peak Volume: 169 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 17:30 PM Peak Volume: 409 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	17	8	15	9	23	56	98	130	75	88	93
30	28	19	15	9	18	23	61	109	107	79	78	74
45	23	20	10	8	19	32	74	176	93	67	97	99
00	20	4	8	10	13	51	104	152	74	91	88	85
Hr Total	98	60	41	42	59	129	295	535	404	312	351	351

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	103	122	109	151	151	190	135	105	90	62	41
30	87	110	118	131	148	163	181	125	135	95	56	40
45	101	99	127	134	133	148	140	104	99	88	48	28
00	99	93	116	152	137	158	126	108	102	74	43	36
Hr Total	363	405	483	526	569	620	637	472	441	347	209	145

24 Hour Total: 7,894
 AM Peak Hour begins: 7:15 AM Peak Volume: 567 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:30 PM Peak Volume: 677 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Legacy Park Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	5	4	6	18	50	79	96	67	82	63
30	6	2	0	4	17	17	65	97	70	64	56	60
45	8	7	7	6	7	22	84	123	60	58	58	60
00	3	4	2	5	11	44	85	131	65	67	54	54
Hr Total	30	20	14	19	41	101	284	430	291	256	250	237

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	47	63	57	72	80	71	43	41	37	15	13
30	55	56	62	53	75	91	96	58	35	30	22	20
45	63	56	59	80	60	68	60	34	38	37	31	10
00	50	61	63	66	58	70	47	45	43	15	16	8
Hr Total	243	220	247	256	265	309	274	180	157	119	84	51

24 Hour Total: 4,378
 AM Peak Hour begins: 7:15 AM Peak Volume: 447 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 17:00 PM Peak Volume: 309 PM Peak Hour Factor: 0.85

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	13	6	8	1	5	7	19	47	28	40	37
30	23	13	13	3	0	3	14	29	39	23	31	30
45	12	10	3	5	3	7	15	31	36	27	50	57
00	13	11	3	4	2	8	15	25	30	28	39	46
Hr Total	71	47	25	20	6	23	51	104	152	106	160	170

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	51	39	67	99	110	123	64	75	52	39	29
30	45	54	69	95	68	89	98	72	68	55	61	43
45	49	38	70	89	84	118	77	93	86	61	46	36
00	47	37	91	110	87	102	87	72	76	50	39	28
Hr Total	210	180	269	361	338	419	385	301	305	218	185	136

24 Hour Total: 4,242
 AM Peak Hour begins: 11:30 AM Peak Volume: 217 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:30 PM Peak Volume: 441 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	20	11	12	7	23	57	98	143	95	122	100
30	29	15	13	7	17	20	79	126	109	87	87	90
45	20	17	10	11	10	29	99	154	96	85	108	117
00	16	15	5	9	13	52	100	156	95	95	93	100
Hr Total	101	67	39	39	47	124	335	534	443	362	410	407

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	98	102	124	171	190	194	107	116	89	54	42
30	100	110	131	148	143	180	194	130	103	85	83	63
45	112	94	129	169	144	186	137	127	124	98	77	46
00	97	98	154	176	145	172	134	117	119	65	55	36
Hr Total	453	400	516	617	603	728	659	481	462	337	269	187

24 Hour Total: 8,620
 AM Peak Hour begins: 7:15 AM Peak Volume: 579 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:30 PM Peak Volume: 746 PM Peak Hour Factor: 0.96

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Legacy Park Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	3	5	8	19	49	77	86	60	65	58
30	6	4	2	4	14	21	59	92	67	62	55	52
45	7	6	4	4	11	28	74	135	62	53	60	52
00	3	2	2	7	10	42	83	116	58	67	51	51
Hr Total	23	17	11	20	43	109	265	419	272	241	232	212

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	53	63	49	66	77	68	46	33	31	15	13
30	50	57	58	51	64	78	79	52	48	36	20	12
45	53	54	57	59	58	60	63	33	31	30	21	10
00	49	55	58	61	66	67	45	39	40	16	15	8
Hr Total	212	219	236	219	253	282	254	170	152	114	70	42

24 Hour Total: 4,086
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00

AM Peak Volume: 429
 PM Peak Volume: 282
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.90

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	10	7	7	2	3	6	17	46	29	33	31
30	21	13	9	5	2	4	10	28	37	22	31	34
45	14	12	5	4	2	8	16	27	33	23	37	50
00	16	6	6	3	3	8	16	33	29	32	37	39
Hr Total	72	42	27	20	10	23	48	105	145	105	138	155

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	43	55	65	86	106	115	74	76	57	43	25
30	44	50	52	80	77	98	95	72	73	59	46	32
45	52	44	69	83	79	102	76	74	73	49	36	24
00	43	44	71	96	90	107	79	73	61	53	31	26
Hr Total	184	182	247	323	332	413	365	293	284	218	155	108

24 Hour Total: 3,994
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 17:15

AM Peak Volume: 178
 PM Peak Volume: 422
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	15	10	13	10	22	55	94	132	89	99	89
30	26	17	11	9	16	25	69	120	103	84	86	86
45	21	18	9	8	13	35	89	162	95	75	97	102
00	20	9	8	10	13	49	100	149	86	98	88	90
Hr Total	95	59	38	40	53	131	312	525	417	346	370	367

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	96	118	114	152	183	182	120	109	88	58	38
30	93	107	110	130	141	176	174	124	121	95	65	44
45	106	99	126	142	136	162	140	107	105	80	56	34
00	92	100	129	156	156	174	124	112	100	69	46	34
Hr Total	396	401	483	542	585	695	620	462	435	331	225	150

24 Hour Total: 8,080
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00

AM Peak Volume: 563
 PM Peak Volume: 695
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: February 12, 2019
 Stop Date: February 12, 2019
 City: Davenport
 Location: Polo Park Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	3	2	1	5	13	21	24	33	31	42
30	6	4	5	4	7	7	17	18	29	45	49	40
45	7	6	4	0	5	8	20	27	21	41	46	48
00	7	6	2	2	6	13	17	22	29	44	38	41
Hr Total	25	21	14	8	19	33	67	88	103	163	164	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	48	52	35	53	37	51	31	29	19	14	9
30	50	50	36	56	53	42	43	37	20	18	13	15
45	40	33	43	52	60	32	48	26	17	17	14	5
00	57	35	39	49	34	35	41	25	25	22	12	4
Hr Total	190	166	170	192	200	146	183	119	91	76	53	33

24 Hour Total: 2,495
 AM Peak Hour begins: 11:30 AM Peak Volume: 182 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:45 PM Peak Volume: 215 PM Peak Hour Factor: 0.90

Westbound Volume

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	9	11	2	3	16	35	48	52	46	51	52
30	1	6	6	6	7	12	33	52	61	65	57	62
45	7	2	7	3	3	17	45	46	37	45	53	60
00	4	10	6	4	10	24	50	56	43	52	56	42
Hr Total	21	27	30	15	23	69	163	202	193	208	217	216

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	68	65	54	59	51	54	37	33	18	16	13
30	62	64	54	51	65	58	55	41	14	11	14	12
45	64	50	48	60	53	45	50	27	24	18	11	5
00	62	40	58	52	54	58	41	28	23	21	15	11
Hr Total	250	222	225	217	231	212	200	133	94	68	56	41

24 Hour Total: 3,333
 AM Peak Hour begins: 10:45 AM Peak Volume: 230 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 12:30 PM Peak Volume: 258 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Tuesday, February 12, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	14	14	4	4	21	48	69	76	79	82	94
30	7	10	11	10	14	19	50	70	90	110	106	102
45	14	8	11	3	8	25	65	73	58	86	99	108
00	11	16	8	6	16	37	67	78	72	96	94	83
Hr Total	46	48	44	23	42	102	230	290	296	371	381	387

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	116	117	89	112	88	105	68	62	37	30	22
30	112	114	90	107	118	100	98	78	34	29	27	27
45	104	83	91	112	113	77	98	53	41	35	25	10
00	119	75	97	101	88	93	82	53	48	43	27	15
Hr Total	440	388	395	409	431	358	383	252	185	144	109	74

24 Hour Total: 5,828
 AM Peak Hour begins: 11:30 AM Peak Volume: 408 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 12:30 PM Peak Volume: 453 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: February 13, 2019
 Stop Date: February 13, 2019
 City: Davenport
 Location: Polo Park Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	9	2	3	7	8	11	20	28	34	38	23
30	11	2	1	2	0	7	15	26	19	26	39	41
45	9	4	4	4	5	9	10	29	25	32	41	48
00	4	6	3	3	2	8	16	29	23	40	42	47
Hr Total	31	21	10	12	14	32	52	104	95	132	160	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	47	47	44	32	47	39	26	22	20	14	12
30	35	53	47	44	51	47	55	16	24	23	18	13
45	45	39	47	59	44	43	28	30	14	17	12	2
00	42	40	50	44	44	45	27	25	18	19	12	13
Hr Total	177	179	191	191	171	182	149	97	78	79	56	40

24 Hour Total: 2,412
 AM Peak Hour begins: 11:15 AM Peak Volume: 191 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 14:45 PM Peak Volume: 197 PM Peak Hour Factor: 0.83

Westbound Volume

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	4	4	8	15	18	44	57	38	49	39
30	12	2	6	4	2	12	33	54	35	47	51	56
45	4	11	5	4	6	21	44	57	46	58	68	50
00	5	10	3	4	13	24	44	61	53	44	60	59
Hr Total	29	31	18	16	29	72	139	216	191	187	228	204

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	65	55	52	45	54	41	28	11	16	20	16
30	62	58	56	55	69	52	41	32	33	13	16	14
45	65	58	65	47	47	40	44	26	22	25	10	3
00	56	59	51	60	61	48	32	27	14	14	14	7
Hr Total	226	240	227	214	222	194	158	113	80	68	60	40

24 Hour Total: 3,202
 AM Peak Hour begins: 7:15 AM Peak Volume: 229 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:15 PM Peak Volume: 248 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Wednesday, February 13, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	17	6	7	15	23	29	64	85	72	87	62
30	23	4	7	6	2	19	48	80	54	73	90	97
45	13	15	9	8	11	30	54	86	71	90	109	98
00	9	16	6	7	15	32	60	90	76	84	102	106
Hr Total	60	52	28	28	43	104	191	320	286	319	388	363

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	112	102	96	77	101	80	54	33	36	34	28
30	97	111	103	99	120	99	96	48	57	36	34	27
45	110	97	112	106	91	83	72	56	36	42	22	5
00	98	99	101	104	105	93	59	52	32	33	26	20
Hr Total	403	419	418	405	393	376	307	210	158	147	116	80

24 Hour Total: 5,614
 AM Peak Hour begins: 11:45 AM Peak Volume: 411 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 12:30 PM Peak Volume: 431 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: February 14, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Polo Park Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	8	6	1	2	8	17	19	31	28	49	55
30	3	3	1	2	3	5	14	20	27	68	51	45
45	3	5	8	1	2	9	18	28	29	36	33	50
00	5	6	0	5	5	17	15	33	33	53	52	54
Hr Total	16	22	15	9	12	39	64	100	120	185	185	204

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	46	50	55	63	57	55	29	28	29	16	15
30	38	56	40	46	45	48	51	39	28	22	19	17
45	49	41	54	72	51	48	41	30	19	11	10	11
00	54	40	45	72	56	55	49	22	28	18	14	9
Hr Total	191	183	189	245	215	208	196	120	103	80	59	52

24 Hour Total: 2,812
 AM Peak Hour begins: 9:15 AM Peak Volume: 206 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 15:15 PM Peak Volume: 253 PM Peak Hour Factor: 0.88

Westbound Volume

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	14	7	2	2	17	38	42	53	55	81	60
30	7	10	4	7	6	12	33	56	45	71	67	66
45	1	10	5	10	7	20	38	67	59	62	58	74
00	6	5	2	6	10	22	54	43	38	57	71	49
Hr Total	23	39	18	25	25	71	163	208	195	245	277	249

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	64	53	59	56	53	58	42	35	36	94	15
30	48	67	57	51	70	50	57	40	33	21	15	9
45	49	48	59	65	62	47	42	36	16	16	19	19
00	78	53	50	77	59	76	39	31	32	16	17	5
Hr Total	250	232	219	252	247	226	196	149	116	89	145	48

24 Hour Total: 3,707
 AM Peak Hour begins: 10:00 AM Peak Volume: 277 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:30 PM Peak Volume: 268 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Thursday, February 14, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	22	13	3	4	25	55	61	84	83	130	115
30	10	13	5	9	9	17	47	76	72	139	118	111
45	4	15	13	11	9	29	56	95	88	98	91	124
00	11	11	2	11	15	39	69	76	71	110	123	103
Hr Total	39	61	33	34	37	110	227	308	315	430	462	453

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	110	103	114	119	110	113	71	63	65	110	30
30	86	123	97	97	115	98	108	79	61	43	34	26
45	98	89	113	137	113	95	83	66	35	27	29	30
00	132	93	95	149	115	131	88	53	60	34	31	14
Hr Total	441	415	408	497	462	434	392	269	219	169	204	100

24 Hour Total: 6,519
 AM Peak Hour begins: 9:15 AM Peak Volume: 477 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 15:30 PM Peak Volume: 520 PM Peak Hour Factor: 0.87

Volume Count Report

3-Day Average

Start Date: February 12, 2019
 Stop Date: February 14, 2019
 City: Davenport
 Location: Polo Park Rd east of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	4	2	3	7	14	20	28	32	39	40
30	7	3	2	3	3	6	15	21	25	46	46	42
45	6	5	5	2	4	9	16	28	25	36	40	49
00	5	6	2	3	4	13	16	28	28	46	44	47
Hr Total	24	21	13	10	15	35	61	97	106	160	170	178

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	47	50	45	49	47	48	29	26	23	15	12
30	41	53	41	49	50	46	50	31	24	21	17	15
45	45	38	48	61	52	41	39	29	17	15	12	6
00	51	38	45	55	45	45	39	24	24	20	13	9
Hr Total	186	176	183	209	195	179	176	112	91	78	56	42

24 Hour Total: 2,573
 AM Peak Hour begins: 11:15
 PM Peak Hour begins: 15:30

AM Peak Volume: 187
 PM Peak Volume: 215
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.88

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	10	7	3	4	16	30	45	54	46	60	50
30	7	6	5	6	5	12	33	54	47	61	58	61
45	4	8	6	6	5	19	42	57	47	55	60	61
00	5	8	4	5	11	23	49	53	45	51	62	50
Hr Total	24	32	22	19	26	71	155	209	193	213	241	223

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	66	58	55	53	53	51	36	26	23	43	15
30	57	63	56	52	68	53	51	38	27	15	15	12
45	59	52	57	57	54	44	45	30	21	20	13	9
00	65	51	53	63	58	61	37	29	23	17	15	8
Hr Total	242	231	224	228	233	211	185	132	97	75	87	43

24 Hour Total: 3,414
 AM Peak Hour begins: 10:00
 PM Peak Hour begins: 12:30

AM Peak Volume: 241
 PM Peak Volume: 253
 AM Peak Hour Factor: 0.97
 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	18	11	5	8	23	44	65	82	78	100	90
30	13	9	8	8	8	18	48	75	72	107	105	103
45	10	13	11	7	9	28	58	85	72	91	100	110
00	10	14	5	8	15	36	65	81	73	97	106	97
Hr Total	48	54	35	28	41	105	216	306	299	373	410	401

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	113	107	100	103	100	99	64	53	46	58	27
30	98	116	97	101	118	99	101	68	51	36	32	27
45	104	90	105	118	106	85	84	58	37	35	25	15
00	116	89	98	118	103	106	76	53	47	37	28	16
Hr Total	428	407	407	437	429	389	361	244	187	153	143	85

24 Hour Total: 5,987
 AM Peak Hour begins: 11:15
 PM Peak Hour begins: 15:30

AM Peak Volume: 420
 PM Peak Volume: 457
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: February 19, 2019
 Stop Date: February 19, 2019
 City: Davenport
 Location: Polo Park Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	1	2	2	7	14	15	40	33	31
30	3	1	0	3	2	4	6	20	28	19	29	19
45	1	1	1	1	3	4	7	20	41	35	33	44
00	2	0	0	1	1	11	18	25	25	35	42	32
Hr Total	9	2	2	6	8	21	38	79	109	129	137	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	38	23	23	34	30	27	20	10	17	9	3
30	33	47	23	26	33	24	17	25	10	33	8	4
45	39	27	33	32	27	35	20	13	10	21	2	4
00	28	31	43	23	20	25	23	16	11	3	1	1
Hr Total	131	143	122	104	114	114	87	74	41	74	20	12

24 Hour Total: 1,702
 AM Peak Hour begins: 11:30 AM Peak Volume: 140 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 12:30 PM Peak Volume: 152 PM Peak Hour Factor: 0.81

Westbound Volume

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	3	0	0	1	3	4	19	16	23	32
30	4	0	0	0	0	0	1	8	9	17	23	35
45	1	1	1	0	0	2	1	10	14	20	24	21
00	2	2	0	0	1	2	5	11	13	24	16	34
Hr Total	8	3	4	0	1	5	10	33	55	77	86	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	26	34	41	41	34	36	22	17	12	7	0
30	29	40	30	33	42	28	22	28	14	15	9	6
45	22	36	23	41	31	29	26	17	11	10	5	5
00	32	21	36	34	31	25	23	24	12	9	4	1
Hr Total	117	123	123	149	145	116	107	91	54	46	25	12

24 Hour Total: 1,512
 AM Peak Hour begins: 11:15 AM Peak Volume: 124 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:30 PM Peak Volume: 158 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Tuesday, February 19, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	4	1	2	3	10	18	34	56	56	63
30	7	1	0	3	2	4	7	28	37	36	52	54
45	2	2	2	1	3	6	8	30	55	55	57	65
00	4	2	0	1	2	13	23	36	38	59	58	66
Hr Total	17	5	6	6	9	26	48	112	164	206	223	248

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	64	57	64	75	64	63	42	27	29	16	3
30	62	87	53	59	75	52	39	53	24	48	17	10
45	61	63	56	73	58	64	46	30	21	31	7	9
00	60	52	79	57	51	50	46	40	23	12	5	2
Hr Total	248	266	245	253	259	230	194	165	95	120	45	24

24 Hour Total: 3,214
 AM Peak Hour begins: 11:30 AM Peak Volume: 258 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 15:30 PM Peak Volume: 280 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: February 20, 2019
 Stop Date: February 20, 2019
 City: Davenport
 Location: Polo Park Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	1	3	6	20	21	40	40	35
30	0	1	1	3	0	1	6	14	39	36	31	28
45	1	1	0	0	5	5	7	20	26	41	22	42
00	1	1	1	3	2	5	11	14	51	46	44	40
Hr Total	5	3	3	6	8	14	30	68	137	163	137	145

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	39	37	29	22	28	17	22	13	20	5	0
30	32	46	27	28	26	39	29	13	16	8	6	4
45	35	31	37	30	33	19	32	10	8	8	1	2
00	35	39	27	33	32	29	25	11	16	3	1	1
Hr Total	133	155	128	120	113	115	103	56	53	39	13	7

24 Hour Total: 1,754
 AM Peak Hour begins: 8:45 AM Peak Volume: 168 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 12:30 PM Peak Volume: 155 PM Peak Hour Factor: 0.84

Westbound Volume

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	0	2	3	0	14	29	39	37
30	0	1	1	1	0	0	2	8	13	25	29	26
45	1	1	1	0	0	1	5	10	17	22	22	36
00	1	1	1	1	0	2	6	13	28	28	28	30
Hr Total	6	4	3	2	0	5	16	31	72	104	118	129

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	32	34	21	23	40	26	26	18	17	10	3
30	23	19	30	33	36	23	24	27	13	7	5	4
45	30	24	31	47	38	22	33	17	20	9	6	1
00	33	25	31	34	38	35	35	11	14	9	4	2
Hr Total	118	100	126	135	135	120	118	81	65	42	25	10

24 Hour Total: 1,565
 AM Peak Hour begins: 11:00 AM Peak Volume: 129 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 16:15 PM Peak Volume: 152 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Wednesday, February 20, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	1	0	1	5	9	20	35	69	79	72
30	0	2	2	4	0	1	8	22	52	61	60	54
45	2	2	1	0	5	6	12	30	43	63	44	78
00	2	2	2	4	2	7	17	27	79	74	72	70
Hr Total	11	7	6	8	8	19	46	99	209	267	255	274

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	71	71	50	45	68	43	48	31	37	15	3
30	55	65	57	61	62	62	53	40	29	15	11	8
45	65	55	68	77	71	41	65	27	28	17	7	3
00	68	64	58	67	70	64	60	22	30	12	5	3
Hr Total	251	255	254	255	248	235	221	137	118	81	38	17

24 Hour Total: 3,319
 AM Peak Hour begins: 9:15 AM Peak Volume: 277 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:15 PM Peak Volume: 271 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: February 21, 2019
 Stop Date: February 21, 2019
 City: Davenport
 Location: Polo Park Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	0	3	6	10	15	26	26	42	36
30	1	1	0	3	1	6	11	18	21	33	32	25
45	1	2	0	1	4	3	12	22	25	38	26	37
00	0	0	0	2	2	8	15	20	31	34	31	35
Hr Total	6	3	0	6	10	23	48	75	103	131	131	133

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	35	23	32	21	34	22	13	14	15	3	4
30	32	37	34	31	28	28	23	14	11	7	9	4
45	39	43	32	21	32	25	38	30	7	7	2	0
00	38	32	23	33	25	30	28	11	11	4	3	3
Hr Total	152	147	112	117	106	117	111	68	43	33	17	11

24 Hour Total: 1,703
 AM Peak Hour begins: 9:15 AM Peak Volume: 147 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 12:45 PM Peak Volume: 153 PM Peak Hour Factor: 0.89

Westbound Volume

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	1	1	3	20	14	26	34
30	2	3	2	0	0	1	5	8	8	16	18	22
45	2	1	0	1	0	1	7	8	11	22	22	32
00	0	0	0	0	0	5	7	6	18	35	17	33
Hr Total	7	4	2	1	0	8	20	25	57	87	83	121

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	32	32	48	32	30	32	19	23	15	11	4
30	39	30	23	39	32	33	24	17	14	15	14	2
45	27	33	35	32	34	37	24	26	10	15	5	2
00	24	22	38	30	30	28	28	20	18	4	4	7
Hr Total	128	117	128	149	128	128	108	82	65	49	34	15

24 Hour Total: 1,546
 AM Peak Hour begins: 11:30 AM Peak Volume: 142 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 14:30 PM Peak Volume: 160 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Thursday, February 21, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	0	0	0	3	7	11	18	46	40	68	70
30	3	4	2	3	1	7	16	26	29	49	50	47
45	3	3	0	2	4	4	19	30	36	60	48	69
00	0	0	0	2	2	13	22	26	49	69	48	68
Hr Total	13	7	2	7	10	31	68	100	160	218	214	254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	67	55	80	53	64	54	32	37	30	14	8
30	71	67	57	70	60	61	47	31	25	22	23	6
45	66	76	67	53	66	62	62	56	17	22	7	2
00	62	54	61	63	55	58	56	31	29	8	7	10
Hr Total	280	264	240	266	234	245	219	150	108	82	51	26

24 Hour Total: 3,249
 AM Peak Hour begins: 11:30 AM Peak Volume: 289 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 12:00 PM Peak Volume: 280 PM Peak Hour Factor: 0.86

Volume Count Report

3-Day Average

Start Date: February 19, 2019
 Stop Date: February 21, 2019
 City: Davenport
 Location: Polo Park Blvd west of US 27

Start Time: 00:00
 Stop Time: 24:00
 County: Polk

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	2	4	8	16	21	35	38	34
30	1	1	0	3	1	4	8	17	29	29	31	24
45	1	1	0	1	4	4	9	21	31	38	27	41
00	1	0	0	2	2	8	15	20	36	38	39	36
Hr Total	7	3	2	6	9	19	39	74	116	141	135	135

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	37	28	28	26	31	22	18	12	17	6	2
30	32	43	28	28	29	30	23	17	12	16	8	4
45	38	34	34	28	31	26	30	18	8	12	2	2
00	34	34	31	30	26	28	25	13	13	3	2	2
Hr Total	139	148	121	114	111	115	100	66	46	49	17	10

24 Hour Total: 1,720
 AM Peak Hour begins: 9:30
 PM Peak Hour begins: 12:30

AM Peak Volume: 145
 PM Peak Volume: 152
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.88

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	0	1	2	2	18	20	29	34
30	2	1	1	0	0	0	3	8	10	19	23	28
45	1	1	1	0	0	1	4	9	14	21	23	30
00	1	1	0	0	0	3	6	10	20	29	20	32
Hr Total	7	4	3	1	0	6	15	30	61	89	96	124

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	30	33	37	32	35	31	22	19	15	9	2
30	30	30	28	35	37	28	23	24	14	12	9	4
45	26	31	30	40	34	29	28	20	14	11	5	3
00	30	23	35	33	33	29	29	18	15	7	4	3
Hr Total	121	113	126	144	136	121	111	85	61	46	28	12

24 Hour Total: 1,541
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 14:45

AM Peak Volume: 127
 PM Peak Volume: 147
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	2	0	2	5	10	19	38	55	68	68
30	3	2	1	3	1	4	10	25	39	49	54	52
45	2	2	1	1	4	5	13	30	45	59	50	71
00	2	1	1	2	2	11	21	30	55	67	59	68
Hr Total	14	6	5	7	9	25	54	104	178	230	231	259

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	67	61	65	58	65	53	41	32	32	15	5
30	63	73	56	63	66	58	46	41	26	28	17	8
45	64	65	64	68	65	56	58	38	22	23	7	5
00	63	57	66	62	59	57	54	31	27	11	6	5
Hr Total	260	262	246	258	247	237	211	151	107	94	45	22

24 Hour Total: 3,261
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 12:45

AM Peak Volume: 271
 PM Peak Volume: 268
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.92

COUNTY: 16
STATION: 5209
DESCRIPTION: SR 25/US 27, SOUTH OF SR 530/US 192
START DATE: 05/09/2018
START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	62	54	31	36	183	90	89	93	69	341	524	
0100	32	35	35	47	149	56	44	50	56	206	355	
0200	28	20	26	25	99	46	37	43	38	164	263	
0300	29	29	55	38	151	27	42	27	28	124	275	
0400	50	52	73	69	244	29	33	49	53	164	408	
0500	114	136	135	156	541	53	56	62	103	274	815	
0600	206	261	299	286	1052	124	129	191	159	603	1655	
0700	259	328	392	369	1348	180	209	236	220	845	2193	
0800	366	364	349	357	1436	237	220	236	242	935	2371	
0900	324	330	313	314	1281	194	227	230	248	899	2180	
1000	312	305	267	309	1193	245	236	231	256	968	2161	
1100	305	279	291	299	1174	239	236	249	279	1003	2177	
1200	279	253	286	270	1088	263	292	281	287	1123	2211	
1300	262	238	285	332	1117	302	282	296	272	1152	2269	
1400	250	279	255	256	1040	312	287	336	353	1288	2328	
1500	278	288	331	268	1165	377	420	352	351	1500	2665	
1600	323	286	302	307	1218	406	425	449	412	1692	2910	
1700	320	300	302	282	1204	488	463	443	456	1850	3054	
1800	268	261	215	269	1013	399	398	350	368	1515	2528	
1900	264	209	211	236	920	374	349	298	271	1292	2212	
2000	164	192	164	173	693	261	218	237	200	916	1609	
2100	151	144	126	101	522	252	222	217	185	876	1398	
2200	142	121	87	64	414	187	175	156	152	670	1084	
2300	72	61	71	63	267	155	164	161	127	607	874	
24-HOUR TOTALS:					19512						21007	40519

PEAK VOLUME INFORMATION							
DIRECTION: N				DIRECTION: S			
A.M.	HOUR	VOLUME		HOUR	VOLUME	COMBINED	DIRECTIONS
	730	1491		800	935	730	2404
P.M.	1630	1229		1700	1850	1700	3054
DAILY	730	1491		1700	1850	1700	3054
TRUCK PERCENTAGE		6.39		6.73		6.57	

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
N	121	14697	3447	36	294	137	47	232	405	92	1	0	3	0	0	1247 19512
S	119	15984	3490	46	309	146	79	239	574	18	0	0	3	0	0	1414 21007

COUNTY: 16
STATION: 7133
DESCRIPTION: US 27, SB ON RAMP FROM US 192
START DATE: 06/06/2018
START TIME: 0000

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                                DIRECTION: S
TIME      1ST      2ND      3RD      4TH      TOTAL
-----
0000       72       50       55       41       218
0100       36       37       27       25       125
0200       21       17       18       17        73
0300       20       23       10        6        59
0400        9       17       19       16        61
0500       24       22       23       27        96
0600       30       25       42       26       123
0700       62       48       56       58       224
0800       63       63       75       67       268
0900       91       84       66       91       332
1000       72       78       79       81       310
1100       68       72       98       80       318
1200       89       97      107      106       399
1300       82      130      117      109       438
1400      109      123      136      130       498
1500      131      148      152      201       632
1600      152      195      206      190       743
1700      244      236      242      238       960
1800      221      205      210      150       786
1900      152      115      129      126       522
2000      144       90      108      119       461
2100       99       94      103      121       417
2200      137       86      101       91       415
2300       87       64       79       70       300
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24-HOUR TOTALS:                               8778
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PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	830	317
P.M.	1700	960
DAILY	1700	960

COUNTY: 16
STATION: 7134
DESCRIPTION: US 27, SB OFF RAMP TO US 192
START DATE: 06/05/2018
START TIME: 2100

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-----
DIRECTION: S
TIME    1ST    2ND    3RD    4TH    TOTAL
-----
0000     41     46     35     30     152
0100     25     29     19     16     89
0200     30     22     23     23     98
0300     23     35     45     41    144
0400     49     86     89     97    321
0500    118    161    192    226    697
0600    225    316    334    330   1205
0700    380    454    412    375   1621
0800    410    371    306    281   1368
0900    247    260    236    222    965
1000    225    225    252    219    921
1100    215    235    209    197    856
1200    236    257    233    228    954
1300    246    252    263    215    976
1400    223    245    234    205    907
1500    251    274    218    218    961
1600    178    209    203    181    771
1700    217    201    201    185    804
1800    185    179    138    144    646
1900    166    172    141    138    617
2000    140    118    133    106    497
2100    115    102    120     95    432
2200     98     94     93     53    338
2300     65     65     45     29    204
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24-HOUR TOTALS: 16544

PEAK VOLUME INFORMATION

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      HOUR    VOLUME
A.M.    715    1651
P.M.   1245     989
DAILY    715    1651

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COUNTY: 16
STATION: 7135
DESCRIPTION: US 27, NB OFF RAMP TO US 192
START DATE: 05/09/2018
START TIME: 1200

TIME	DIRECTION: N				TOTAL
	1ST	2ND	3RD	4TH	
0000	18	21	9	10	58
0100	10	18	14	14	56
0200	9	10	9	12	40
0300	12	18	28	15	73
0400	23	35	73	66	197
0500	93	116	130	117	456
0600	160	163	205	192	720
0700	189	252	243	249	933
0800	219	224	233	219	895
0900	181	163	179	155	678
1000	181	148	144	150	623
1100	148	124	145	136	553
1200	130	110	115	120	475
1300	119	103	119	135	476
1400	97	112	109	121	439
1500	129	123	150	84	486
1600	111	115	112	118	456
1700	119	100	118	103	440
1800	105	98	85	93	381
1900	98	76	80	78	332
2000	56	69	57	66	248
2100	54	52	39	29	174
2200	48	36	30	24	138
2300	19	20	29	20	88

24-HOUR TOTALS: 9415

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	715	963
P.M.	1445	523
DAILY	715	963

COUNTY: 11
STATION: 0470
DESCRIPTION: ON US-192, 0.326 MI. E OF US-27 OVERPASS (RVL) HPM
START DATE: 04/11/2018
START TIME: 0000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	50	53	42	28	173	182	154	147	125	608	781	
0100	33	33	24	33	123	86	75	83	57	301	424	
0200	29	22	39	30	120	50	48	41	38	177	297	
0300	29	44	52	62	187	24	24	22	22	92	279	
0400	61	113	158	120	452	27	27	42	41	137	589	
0500	165	250	292	296	1003	41	47	44	56	188	1191	
0600	405	481	537	470	1893	83	90	102	159	434	2327	
0700	594	671	695	679	2639	152	173	204	193	722	3361	
0800	679	627	619	353	2278	215	188	222	261	886	3164	
0900	381	414	395	365	1555	230	237	267	229	963	2518	
1000	296	340	305	340	1281	231	276	254	235	996	2277	
1100	364	354	361	353	1432	223	261	297	278	1059	2491	
1200	371	379	371	358	1479	290	315	283	289	1177	2656	
1300	343	381	359	317	1400	350	322	345	379	1396	2796	
1400	359	397	348	333	1437	366	333	359	412	1470	2907	
1500	356	335	353	350	1394	432	440	462	531	1865	3259	
1600	288	339	324	309	1260	495	531	560	561	2147	3407	
1700	306	285	280	262	1133	639	641	619	613	2512	3645	
1800	267	246	253	239	1005	592	567	536	496	2191	3196	
1900	231	222	192	195	840	474	456	423	366	1719	2559	
2000	199	200	174	145	718	363	372	321	340	1396	2114	
2100	156	146	136	112	550	278	303	337	363	1281	1831	
2200	97	112	100	86	395	396	330	304	264	1294	1689	
2300	70	74	58	44	246	309	248	232	235	1024	1270	
24-HOUR TOTALS:					24993						26035	51028

PEAK VOLUME INFORMATION						
DIRECTION: E			DIRECTION: W		COMBINED DIRECTIONS	
A.M.	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
P.M.	1200	1479	1700	2512	1700	3645
DAILY	715	2724	1700	2512	1700	3645
TRUCK PERCENTAGE		4.56			5.25	4.91

CLASSIFICATION SUMMARY DATABASE																
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK TOTVOL
E	63	21039	2749	118	453	82	80	91	209	104	0	1	2	0	2	1140 24993
W	71	21431	3165	105	487	196	6	171	346	48	0	0	8	0	1	1367 26035

APPENDIX D

FDOT Florida Traffic Online Reports and Factors

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1601 SR17, CR630A-MURRAY RD	1602 SR17, MURRAY RD-BURNS AVE	1603 SR540, US98-THORNHILL RD	1604 SR17, BURNS-CR546
1	01/01/2017 - 01/07/2017	0.88	0.98	0.96	0.88
2	01/08/2017 - 01/14/2017	0.88	0.98	0.96	0.88
3	01/15/2017 - 01/21/2017	0.88	0.98	0.96	0.88
4	01/22/2017 - 01/28/2017	0.88	0.98	0.96	0.89
5	01/29/2017 - 02/04/2017	0.89	0.98	0.96	0.91
6	02/05/2017 - 02/11/2017	0.89	0.98	0.96	0.92
7	02/12/2017 - 02/18/2017	0.89	0.98	0.96	0.93
8	02/19/2017 - 02/25/2017	0.89	0.98	0.96	0.92
9	02/26/2017 - 03/04/2017	0.89	0.98	0.96	0.91
10	03/05/2017 - 03/11/2017	0.88	0.98	0.96	0.89
11	03/12/2017 - 03/18/2017	0.88	0.98	0.96	0.88
12	03/19/2017 - 03/25/2017	0.88	0.98	0.96	0.88
13	03/26/2017 - 04/01/2017	0.88	0.98	0.96	0.88
14	04/02/2017 - 04/08/2017	0.88	0.98	0.96	0.88
15	04/09/2017 - 04/15/2017	0.88	0.98	0.96	0.88
16	04/16/2017 - 04/22/2017	0.88	0.98	0.96	0.88
17	04/23/2017 - 04/29/2017	0.88	0.98	0.96	0.88
18	04/30/2017 - 05/06/2017	0.87	0.98	0.96	0.87
19	05/07/2017 - 05/13/2017	0.87	0.98	0.96	0.87
20	05/14/2017 - 05/20/2017	0.87	0.98	0.96	0.87
21	05/21/2017 - 05/27/2017	0.87	0.98	0.96	0.87
22	05/28/2017 - 06/03/2017	0.88	0.98	0.96	0.88
23	06/04/2017 - 06/10/2017	0.88	0.98	0.96	0.88
24	06/11/2017 - 06/17/2017	0.88	0.98	0.96	0.88
25	06/18/2017 - 06/24/2017	0.88	0.98	0.96	0.88
26	06/25/2017 - 07/01/2017	0.89	0.98	0.96	0.89
27	07/02/2017 - 07/08/2017	0.89	0.98	0.96	0.89
28	07/09/2017 - 07/15/2017	0.89	0.98	0.96	0.89
29	07/16/2017 - 07/22/2017	0.89	0.98	0.96	0.89
30	07/23/2017 - 07/29/2017	0.89	0.98	0.96	0.89
31	07/30/2017 - 08/05/2017	0.89	0.98	0.96	0.89
32	08/06/2017 - 08/12/2017	0.89	0.98	0.96	0.89
33	08/13/2017 - 08/19/2017	0.89	0.98	0.96	0.89
34	08/20/2017 - 08/26/2017	0.89	0.98	0.96	0.89
35	08/27/2017 - 09/02/2017	0.90	0.98	0.96	0.90
36	09/03/2017 - 09/09/2017	0.90	0.98	0.96	0.90
37	09/10/2017 - 09/16/2017	0.90	0.98	0.96	0.90
38	09/17/2017 - 09/23/2017	0.90	0.98	0.96	0.90
39	09/24/2017 - 09/30/2017	0.90	0.98	0.96	0.90
40	10/01/2017 - 10/07/2017	0.89	0.98	0.96	0.89
41	10/08/2017 - 10/14/2017	0.89	0.98	0.96	0.89
42	10/15/2017 - 10/21/2017	0.89	0.98	0.96	0.89
43	10/22/2017 - 10/28/2017	0.89	0.98	0.96	0.89
44	10/29/2017 - 11/04/2017	0.89	0.98	0.96	0.89
45	11/05/2017 - 11/11/2017	0.89	0.98	0.96	0.89
46	11/12/2017 - 11/18/2017	0.89	0.98	0.96	0.89
47	11/19/2017 - 11/25/2017	0.89	0.98	0.96	0.89
48	11/26/2017 - 12/02/2017	0.89	0.98	0.96	0.89
49	12/03/2017 - 12/09/2017	0.89	0.98	0.96	0.89
50	12/10/2017 - 12/16/2017	0.88	0.98	0.96	0.88
51	12/17/2017 - 12/23/2017	0.88	0.98	0.96	0.88
52	12/24/2017 - 12/30/2017	0.88	0.98	0.96	0.88
53	12/31/2017 - 12/31/2017	0.88	0.98	0.96	0.88

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1605 SR33, MAIN-CR659	1610 SR37, SR60-SR570PKWY	1611 SR37, SR570PKWY-BYPASS	1613 SR60A, W MAIN-FLAMNGO
1	01/01/2017 - 01/07/2017	0.99	0.98	0.99	0.98
2	01/08/2017 - 01/14/2017	0.99	0.98	0.99	0.96
3	01/15/2017 - 01/21/2017	0.99	0.98	0.99	0.93
4	01/22/2017 - 01/28/2017	0.99	0.98	0.99	0.93
5	01/29/2017 - 02/04/2017	0.99	0.98	0.99	0.94
6	02/05/2017 - 02/11/2017	0.99	0.98	0.99	0.94
7	02/12/2017 - 02/18/2017	0.99	0.98	0.99	0.94
8	02/19/2017 - 02/25/2017	0.99	0.98	0.99	0.94
9	02/26/2017 - 03/04/2017	0.99	0.98	0.99	0.94
10	03/05/2017 - 03/11/2017	0.99	0.98	0.99	0.93
11	03/12/2017 - 03/18/2017	0.99	0.98	0.99	0.93
12	03/19/2017 - 03/25/2017	0.99	0.98	0.99	0.93
13	03/26/2017 - 04/01/2017	0.99	0.98	0.99	0.93
14	04/02/2017 - 04/08/2017	0.99	0.98	0.99	0.92
15	04/09/2017 - 04/15/2017	0.99	0.98	0.99	0.92
16	04/16/2017 - 04/22/2017	0.99	0.98	0.99	0.92
17	04/23/2017 - 04/29/2017	0.99	0.98	0.99	0.91
18	04/30/2017 - 05/06/2017	0.99	0.98	0.99	0.91
19	05/07/2017 - 05/13/2017	0.99	0.98	0.99	0.90
20	05/14/2017 - 05/20/2017	0.99	0.98	0.99	0.90
21	05/21/2017 - 05/27/2017	0.99	0.98	0.99	0.92
22	05/28/2017 - 06/03/2017	0.99	0.98	0.99	0.94
23	06/04/2017 - 06/10/2017	0.99	0.98	0.99	0.96
24	06/11/2017 - 06/17/2017	0.99	0.98	0.99	0.98
25	06/18/2017 - 06/24/2017	0.99	0.98	0.99	0.97
26	06/25/2017 - 07/01/2017	0.99	0.98	0.99	0.96
27	07/02/2017 - 07/08/2017	0.99	0.98	0.99	0.95
28	07/09/2017 - 07/15/2017	0.99	0.98	0.99	0.94
29	07/16/2017 - 07/22/2017	0.99	0.98	0.99	0.94
30	07/23/2017 - 07/29/2017	0.99	0.98	0.99	0.94
31	07/30/2017 - 08/05/2017	0.99	0.98	0.99	0.94
32	08/06/2017 - 08/12/2017	0.99	0.98	0.99	0.94
33	08/13/2017 - 08/19/2017	0.99	0.98	0.99	0.94
34	08/20/2017 - 08/26/2017	0.99	0.98	0.99	0.94
35	08/27/2017 - 09/02/2017	0.99	0.98	0.99	0.94
36	09/03/2017 - 09/09/2017	0.99	0.98	0.99	0.94
37	09/10/2017 - 09/16/2017	0.99	0.98	0.99	0.94
38	09/17/2017 - 09/23/2017	0.99	0.98	0.99	0.94
39	09/24/2017 - 09/30/2017	0.99	0.98	0.99	0.94
40	10/01/2017 - 10/07/2017	0.99	0.98	0.99	0.94
41	10/08/2017 - 10/14/2017	0.99	0.98	0.99	0.94
42	10/15/2017 - 10/21/2017	0.99	0.98	0.99	0.94
43	10/22/2017 - 10/28/2017	0.99	0.98	0.99	0.94
44	10/29/2017 - 11/04/2017	0.99	0.98	0.99	0.94
45	11/05/2017 - 11/11/2017	0.99	0.98	0.99	0.94
46	11/12/2017 - 11/18/2017	0.99	0.98	0.99	0.94
47	11/19/2017 - 11/25/2017	0.99	0.98	0.99	0.95
48	11/26/2017 - 12/02/2017	0.99	0.98	0.99	0.96
49	12/03/2017 - 12/09/2017	0.99	0.98	0.99	0.97
50	12/10/2017 - 12/16/2017	0.99	0.98	0.99	0.98
51	12/17/2017 - 12/23/2017	0.99	0.98	0.99	0.96
52	12/24/2017 - 12/30/2017	0.99	0.98	0.99	0.95
53	12/31/2017 - 12/31/2017	0.99	0.98	0.99	0.93

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1615 SR60, CR17B-MAMMOTH R	1616 SR60, SR60A-US27	1617 SR539, SR563- I-4	1618 SR540, US17-US27
1	01/01/2017 - 01/07/2017	0.98	0.98	0.98	0.98
2	01/08/2017 - 01/14/2017	0.96	0.96	0.98	0.98
3	01/15/2017 - 01/21/2017	0.93	0.93	0.98	0.98
4	01/22/2017 - 01/28/2017	0.92	0.93	0.98	0.98
5	01/29/2017 - 02/04/2017	0.91	0.94	0.98	0.98
6	02/05/2017 - 02/11/2017	0.90	0.94	0.98	0.98
7	02/12/2017 - 02/18/2017	0.89	0.94	0.98	0.98
8	02/19/2017 - 02/25/2017	0.89	0.92	0.98	0.98
9	02/26/2017 - 03/04/2017	0.90	0.91	0.98	0.98
10	03/05/2017 - 03/11/2017	0.90	0.89	0.98	0.98
11	03/12/2017 - 03/18/2017	0.90	0.87	0.98	0.98
12	03/19/2017 - 03/25/2017	0.91	0.88	0.98	0.98
13	03/26/2017 - 04/01/2017	0.92	0.89	0.98	0.98
14	04/02/2017 - 04/08/2017	0.92	0.90	0.98	0.98
15	04/09/2017 - 04/15/2017	0.93	0.91	0.98	0.98
16	04/16/2017 - 04/22/2017	0.93	0.91	0.98	0.98
17	04/23/2017 - 04/29/2017	0.93	0.92	0.98	0.98
18	04/30/2017 - 05/06/2017	0.93	0.92	0.98	0.98
19	05/07/2017 - 05/13/2017	0.93	0.93	0.98	0.98
20	05/14/2017 - 05/20/2017	0.93	0.93	0.98	0.98
21	05/21/2017 - 05/27/2017	0.94	0.94	0.98	0.98
22	05/28/2017 - 06/03/2017	0.96	0.96	0.98	0.98
23	06/04/2017 - 06/10/2017	0.97	0.97	0.98	0.98
24	06/11/2017 - 06/17/2017	0.98	0.98	0.98	0.98
25	06/18/2017 - 06/24/2017	0.97	0.97	0.98	0.98
26	06/25/2017 - 07/01/2017	0.96	0.96	0.98	0.98
27	07/02/2017 - 07/08/2017	0.95	0.95	0.98	0.98
28	07/09/2017 - 07/15/2017	0.94	0.94	0.98	0.98
29	07/16/2017 - 07/22/2017	0.94	0.94	0.98	0.98
30	07/23/2017 - 07/29/2017	0.94	0.94	0.98	0.98
31	07/30/2017 - 08/05/2017	0.94	0.94	0.98	0.98
32	08/06/2017 - 08/12/2017	0.94	0.94	0.98	0.98
33	08/13/2017 - 08/19/2017	0.94	0.94	0.98	0.98
34	08/20/2017 - 08/26/2017	0.94	0.94	0.98	0.98
35	08/27/2017 - 09/02/2017	0.94	0.94	0.98	0.98
36	09/03/2017 - 09/09/2017	0.94	0.94	0.98	0.98
37	09/10/2017 - 09/16/2017	0.94	0.94	0.98	0.98
38	09/17/2017 - 09/23/2017	0.94	0.94	0.98	0.98
39	09/24/2017 - 09/30/2017	0.94	0.94	0.98	0.98
40	10/01/2017 - 10/07/2017	0.94	0.94	0.98	0.98
41	10/08/2017 - 10/14/2017	0.94	0.94	0.98	0.98
42	10/15/2017 - 10/21/2017	0.94	0.94	0.98	0.98
43	10/22/2017 - 10/28/2017	0.94	0.94	0.98	0.98
44	10/29/2017 - 11/04/2017	0.94	0.94	0.98	0.98
45	11/05/2017 - 11/11/2017	0.94	0.94	0.98	0.98
46	11/12/2017 - 11/18/2017	0.94	0.94	0.98	0.98
47	11/19/2017 - 11/25/2017	0.95	0.95	0.98	0.98
48	11/26/2017 - 12/02/2017	0.96	0.96	0.98	0.98
49	12/03/2017 - 12/09/2017	0.97	0.97	0.98	0.98
50	12/10/2017 - 12/16/2017	0.98	0.98	0.98	0.98
51	12/17/2017 - 12/23/2017	0.96	0.96	0.98	0.98
52	12/24/2017 - 12/30/2017	0.95	0.95	0.98	0.98
53	12/31/2017 - 12/31/2017	0.93	0.93	0.98	0.98

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1619 SR659/COMBEE, CR546-SR33	1620 SR544, US92-OLD LUCERNE	1621 SR546, I-4 - CR563	1622 SR559, US92-LK MATTIE
1	01/01/2017 - 01/07/2017	0.92	0.98	0.96	0.79
2	01/08/2017 - 01/14/2017	0.92	0.96	0.96	0.79
3	01/15/2017 - 01/21/2017	0.92	0.93	0.96	0.79
4	01/22/2017 - 01/28/2017	0.92	0.93	0.96	0.79
5	01/29/2017 - 02/04/2017	0.92	0.94	0.96	0.79
6	02/05/2017 - 02/11/2017	0.92	0.94	0.96	0.79
7	02/12/2017 - 02/18/2017	0.92	0.94	0.96	0.79
8	02/19/2017 - 02/25/2017	0.92	0.94	0.96	0.79
9	02/26/2017 - 03/04/2017	0.92	0.94	0.96	0.79
10	03/05/2017 - 03/11/2017	0.92	0.94	0.96	0.79
11	03/12/2017 - 03/18/2017	0.92	0.94	0.96	0.79
12	03/19/2017 - 03/25/2017	0.92	0.94	0.96	0.79
13	03/26/2017 - 04/01/2017	0.92	0.95	0.96	0.79
14	04/02/2017 - 04/08/2017	0.92	0.95	0.96	0.79
15	04/09/2017 - 04/15/2017	0.92	0.95	0.96	0.79
16	04/16/2017 - 04/22/2017	0.92	0.95	0.96	0.79
17	04/23/2017 - 04/29/2017	0.92	0.94	0.96	0.79
18	04/30/2017 - 05/06/2017	0.92	0.94	0.96	0.79
19	05/07/2017 - 05/13/2017	0.92	0.93	0.96	0.79
20	05/14/2017 - 05/20/2017	0.92	0.93	0.96	0.79
21	05/21/2017 - 05/27/2017	0.92	0.94	0.96	0.79
22	05/28/2017 - 06/03/2017	0.92	0.96	0.96	0.79
23	06/04/2017 - 06/10/2017	0.92	0.97	0.96	0.79
24	06/11/2017 - 06/17/2017	0.92	0.98	0.96	0.79
25	06/18/2017 - 06/24/2017	0.92	0.97	0.96	0.79
26	06/25/2017 - 07/01/2017	0.92	0.96	0.96	0.79
27	07/02/2017 - 07/08/2017	0.92	0.95	0.96	0.79
28	07/09/2017 - 07/15/2017	0.92	0.94	0.96	0.79
29	07/16/2017 - 07/22/2017	0.92	0.94	0.96	0.79
30	07/23/2017 - 07/29/2017	0.92	0.94	0.96	0.79
31	07/30/2017 - 08/05/2017	0.92	0.94	0.96	0.79
32	08/06/2017 - 08/12/2017	0.92	0.94	0.96	0.79
33	08/13/2017 - 08/19/2017	0.92	0.94	0.96	0.79
34	08/20/2017 - 08/26/2017	0.92	0.94	0.96	0.79
35	08/27/2017 - 09/02/2017	0.92	0.94	0.96	0.79
36	09/03/2017 - 09/09/2017	0.92	0.94	0.96	0.79
37	09/10/2017 - 09/16/2017	0.92	0.94	0.96	0.79
38	09/17/2017 - 09/23/2017	0.92	0.94	0.96	0.79
39	09/24/2017 - 09/30/2017	0.92	0.94	0.96	0.79
40	10/01/2017 - 10/07/2017	0.92	0.94	0.96	0.79
41	10/08/2017 - 10/14/2017	0.92	0.94	0.96	0.79
42	10/15/2017 - 10/21/2017	0.92	0.94	0.96	0.79
43	10/22/2017 - 10/28/2017	0.92	0.94	0.96	0.79
44	10/29/2017 - 11/04/2017	0.92	0.94	0.96	0.79
45	11/05/2017 - 11/11/2017	0.92	0.94	0.96	0.79
46	11/12/2017 - 11/18/2017	0.92	0.94	0.96	0.79
47	11/19/2017 - 11/25/2017	0.92	0.95	0.96	0.79
48	11/26/2017 - 12/02/2017	0.92	0.96	0.96	0.79
49	12/03/2017 - 12/09/2017	0.92	0.97	0.96	0.79
50	12/10/2017 - 12/16/2017	0.92	0.98	0.96	0.79
51	12/17/2017 - 12/23/2017	0.92	0.96	0.96	0.79
52	12/24/2017 - 12/30/2017	0.92	0.95	0.96	0.79
53	12/31/2017 - 12/31/2017	0.92	0.93	0.96	0.79

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	SR 563	1623	SR572 AND SWINDEL	1624	US 17, SPIRIT LK-SR540	1625	SR659, MAIN-MEMORIAL	1626
1	01/01/2017 - 01/07/2017		0.98		0.93		0.91		0.94
2	01/08/2017 - 01/14/2017		0.98		0.93		0.91		0.94
3	01/15/2017 - 01/21/2017		0.98		0.93		0.91		0.94
4	01/22/2017 - 01/28/2017		0.98		0.93		0.91		0.94
5	01/29/2017 - 02/04/2017		0.99		0.93		0.91		0.94
6	02/05/2017 - 02/11/2017		0.99		0.93		0.91		0.94
7	02/12/2017 - 02/18/2017		0.99		0.93		0.91		0.94
8	02/19/2017 - 02/25/2017		0.99		0.93		0.92		0.94
9	02/26/2017 - 03/04/2017		0.99		0.93		0.93		0.94
10	03/05/2017 - 03/11/2017		0.99		0.93		0.93		0.94
11	03/12/2017 - 03/18/2017		0.99		0.93		0.94		0.94
12	03/19/2017 - 03/25/2017		0.99		0.93		0.93		0.94
13	03/26/2017 - 04/01/2017		0.99		0.93		0.92		0.94
14	04/02/2017 - 04/08/2017		0.99		0.93		0.91		0.94
15	04/09/2017 - 04/15/2017		0.99		0.93		0.90		0.94
16	04/16/2017 - 04/22/2017		0.99		0.93		0.91		0.94
17	04/23/2017 - 04/29/2017		0.99		0.93		0.92		0.94
18	04/30/2017 - 05/06/2017		0.98		0.93		0.92		0.94
19	05/07/2017 - 05/13/2017		0.98		0.93		0.93		0.94
20	05/14/2017 - 05/20/2017		0.98		0.93		0.94		0.94
21	05/21/2017 - 05/27/2017		0.98		0.93		0.93		0.94
22	05/28/2017 - 06/03/2017		0.98		0.93		0.92		0.94
23	06/04/2017 - 06/10/2017		0.98		0.93		0.91		0.94
24	06/11/2017 - 06/17/2017		0.98		0.93		0.90		0.94
25	06/18/2017 - 06/24/2017		0.98		0.93		0.90		0.94
26	06/25/2017 - 07/01/2017		0.98		0.93		0.90		0.94
27	07/02/2017 - 07/08/2017		0.98		0.93		0.90		0.94
28	07/09/2017 - 07/15/2017		0.98		0.93		0.90		0.94
29	07/16/2017 - 07/22/2017		0.98		0.93		0.90		0.94
30	07/23/2017 - 07/29/2017		0.98		0.93		0.90		0.94
31	07/30/2017 - 08/05/2017		0.98		0.93		0.90		0.94
32	08/06/2017 - 08/12/2017		0.98		0.93		0.90		0.94
33	08/13/2017 - 08/19/2017		0.98		0.93		0.90		0.94
34	08/20/2017 - 08/26/2017		0.98		0.93		0.90		0.94
35	08/27/2017 - 09/02/2017		0.98		0.93		0.90		0.94
36	09/03/2017 - 09/09/2017		0.98		0.93		0.90		0.94
37	09/10/2017 - 09/16/2017		0.98		0.93		0.90		0.94
38	09/17/2017 - 09/23/2017		0.98		0.93		0.90		0.94
39	09/24/2017 - 09/30/2017		0.98		0.93		0.90		0.94
40	10/01/2017 - 10/07/2017		0.98		0.93		0.90		0.94
41	10/08/2017 - 10/14/2017		0.98		0.93		0.90		0.94
42	10/15/2017 - 10/21/2017		0.98		0.93		0.90		0.94
43	10/22/2017 - 10/28/2017		0.98		0.93		0.90		0.94
44	10/29/2017 - 11/04/2017		0.98		0.93		0.91		0.94
45	11/05/2017 - 11/11/2017		0.98		0.93		0.91		0.94
46	11/12/2017 - 11/18/2017		0.98		0.93		0.91		0.94
47	11/19/2017 - 11/25/2017		0.98		0.93		0.91		0.94
48	11/26/2017 - 12/02/2017		0.98		0.93		0.91		0.94
49	12/03/2017 - 12/09/2017		0.98		0.93		0.91		0.94
50	12/10/2017 - 12/16/2017		0.98		0.93		0.91		0.94
51	12/17/2017 - 12/23/2017		0.98		0.93		0.91		0.94
52	12/24/2017 - 12/30/2017		0.98		0.93		0.91		0.94
53	12/31/2017 - 12/31/2017		0.98		0.93		0.91		0.94

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1627 US92, SR655-SR544	1628 US92, SR544-US17	1629 US92, SR563-GARY RD	1630 SR600, SR33-LK PARKER
1	01/01/2017 - 01/07/2017	0.91	0.91	0.97	1.00
2	01/08/2017 - 01/14/2017	0.91	0.91	0.97	1.00
3	01/15/2017 - 01/21/2017	0.91	0.91	0.97	1.00
4	01/22/2017 - 01/28/2017	0.91	0.91	0.97	1.00
5	01/29/2017 - 02/04/2017	0.91	0.91	0.97	1.00
6	02/05/2017 - 02/11/2017	0.91	0.91	0.97	1.00
7	02/12/2017 - 02/18/2017	0.91	0.91	0.97	1.00
8	02/19/2017 - 02/25/2017	0.91	0.91	0.97	1.00
9	02/26/2017 - 03/04/2017	0.91	0.91	0.97	1.00
10	03/05/2017 - 03/11/2017	0.91	0.91	0.97	1.00
11	03/12/2017 - 03/18/2017	0.91	0.91	0.97	1.00
12	03/19/2017 - 03/25/2017	0.91	0.91	0.97	1.00
13	03/26/2017 - 04/01/2017	0.91	0.92	0.97	1.00
14	04/02/2017 - 04/08/2017	0.90	0.92	0.97	1.00
15	04/09/2017 - 04/15/2017	0.90	0.92	0.97	1.00
16	04/16/2017 - 04/22/2017	0.90	0.92	0.97	1.00
17	04/23/2017 - 04/29/2017	0.90	0.91	0.97	1.00
18	04/30/2017 - 05/06/2017	0.90	0.91	0.97	1.00
19	05/07/2017 - 05/13/2017	0.90	0.90	0.97	1.00
20	05/14/2017 - 05/20/2017	0.90	0.90	0.97	1.00
21	05/21/2017 - 05/27/2017	0.90	0.90	0.97	1.00
22	05/28/2017 - 06/03/2017	0.90	0.91	0.97	1.00
23	06/04/2017 - 06/10/2017	0.90	0.91	0.97	1.00
24	06/11/2017 - 06/17/2017	0.90	0.91	0.97	1.00
25	06/18/2017 - 06/24/2017	0.90	0.91	0.97	1.00
26	06/25/2017 - 07/01/2017	0.90	0.91	0.97	1.00
27	07/02/2017 - 07/08/2017	0.90	0.90	0.97	1.00
28	07/09/2017 - 07/15/2017	0.90	0.90	0.97	1.00
29	07/16/2017 - 07/22/2017	0.90	0.90	0.97	1.00
30	07/23/2017 - 07/29/2017	0.90	0.90	0.97	1.00
31	07/30/2017 - 08/05/2017	0.90	0.90	0.97	1.00
32	08/06/2017 - 08/12/2017	0.90	0.90	0.97	1.00
33	08/13/2017 - 08/19/2017	0.90	0.90	0.97	1.00
34	08/20/2017 - 08/26/2017	0.90	0.90	0.97	1.00
35	08/27/2017 - 09/02/2017	0.90	0.90	0.97	1.00
36	09/03/2017 - 09/09/2017	0.90	0.90	0.97	1.00
37	09/10/2017 - 09/16/2017	0.90	0.90	0.97	1.00
38	09/17/2017 - 09/23/2017	0.90	0.90	0.97	1.00
39	09/24/2017 - 09/30/2017	0.90	0.90	0.97	1.00
40	10/01/2017 - 10/07/2017	0.90	0.90	0.97	1.00
41	10/08/2017 - 10/14/2017	0.90	0.90	0.97	1.00
42	10/15/2017 - 10/21/2017	0.90	0.90	0.97	1.00
43	10/22/2017 - 10/28/2017	0.90	0.90	0.97	1.00
44	10/29/2017 - 11/04/2017	0.91	0.91	0.97	1.00
45	11/05/2017 - 11/11/2017	0.91	0.91	0.97	1.00
46	11/12/2017 - 11/18/2017	0.91	0.91	0.97	1.00
47	11/19/2017 - 11/25/2017	0.91	0.91	0.97	1.00
48	11/26/2017 - 12/02/2017	0.91	0.91	0.97	1.00
49	12/03/2017 - 12/09/2017	0.91	0.91	0.97	1.00
50	12/10/2017 - 12/16/2017	0.91	0.91	0.97	1.00
51	12/17/2017 - 12/23/2017	0.91	0.91	0.97	1.00
52	12/24/2017 - 12/30/2017	0.91	0.91	0.97	1.00
53	12/31/2017 - 12/31/2017	0.91	0.91	0.97	1.00

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1631 I4, US98-OSCEOLA C/L	1632 I4, HILLS C/L-US98	1633 US17/92, SR555-HAINES CITY	1634 SR542, CR550-US27
1	01/01/2017 - 01/07/2017	0.87	0.88	0.91	0.97
2	01/08/2017 - 01/14/2017	0.87	0.88	0.91	0.97
3	01/15/2017 - 01/21/2017	0.87	0.88	0.91	0.97
4	01/22/2017 - 01/28/2017	0.87	0.88	0.91	0.97
5	01/29/2017 - 02/04/2017	0.87	0.88	0.91	0.97
6	02/05/2017 - 02/11/2017	0.87	0.88	0.91	0.97
7	02/12/2017 - 02/18/2017	0.87	0.88	0.91	0.97
8	02/19/2017 - 02/25/2017	0.87	0.88	0.91	0.97
9	02/26/2017 - 03/04/2017	0.87	0.88	0.91	0.97
10	03/05/2017 - 03/11/2017	0.87	0.88	0.91	0.97
11	03/12/2017 - 03/18/2017	0.87	0.88	0.91	0.97
12	03/19/2017 - 03/25/2017	0.87	0.88	0.92	0.97
13	03/26/2017 - 04/01/2017	0.87	0.88	0.92	0.97
14	04/02/2017 - 04/08/2017	0.87	0.88	0.93	0.97
15	04/09/2017 - 04/15/2017	0.87	0.88	0.93	0.97
16	04/16/2017 - 04/22/2017	0.87	0.88	0.93	0.97
17	04/23/2017 - 04/29/2017	0.87	0.88	0.93	0.97
18	04/30/2017 - 05/06/2017	0.87	0.88	0.92	0.97
19	05/07/2017 - 05/13/2017	0.87	0.88	0.92	0.97
20	05/14/2017 - 05/20/2017	0.87	0.88	0.92	0.97
21	05/21/2017 - 05/27/2017	0.87	0.88	0.92	0.97
22	05/28/2017 - 06/03/2017	0.87	0.88	0.91	0.97
23	06/04/2017 - 06/10/2017	0.87	0.88	0.91	0.97
24	06/11/2017 - 06/17/2017	0.87	0.88	0.90	0.97
25	06/18/2017 - 06/24/2017	0.87	0.88	0.90	0.97
26	06/25/2017 - 07/01/2017	0.87	0.88	0.90	0.97
27	07/02/2017 - 07/08/2017	0.87	0.88	0.90	0.97
28	07/09/2017 - 07/15/2017	0.87	0.88	0.90	0.97
29	07/16/2017 - 07/22/2017	0.87	0.88	0.90	0.97
30	07/23/2017 - 07/29/2017	0.87	0.88	0.90	0.97
31	07/30/2017 - 08/05/2017	0.87	0.88	0.90	0.97
32	08/06/2017 - 08/12/2017	0.87	0.88	0.90	0.97
33	08/13/2017 - 08/19/2017	0.87	0.88	0.90	0.97
34	08/20/2017 - 08/26/2017	0.87	0.88	0.90	0.97
35	08/27/2017 - 09/02/2017	0.87	0.88	0.90	0.97
36	09/03/2017 - 09/09/2017	0.87	0.88	0.90	0.97
37	09/10/2017 - 09/16/2017	0.87	0.88	0.90	0.97
38	09/17/2017 - 09/23/2017	0.87	0.88	0.90	0.97
39	09/24/2017 - 09/30/2017	0.87	0.88	0.90	0.97
40	10/01/2017 - 10/07/2017	0.87	0.88	0.90	0.97
41	10/08/2017 - 10/14/2017	0.87	0.88	0.90	0.97
42	10/15/2017 - 10/21/2017	0.87	0.88	0.90	0.97
43	10/22/2017 - 10/28/2017	0.87	0.88	0.90	0.97
44	10/29/2017 - 11/04/2017	0.87	0.88	0.91	0.97
45	11/05/2017 - 11/11/2017	0.87	0.88	0.91	0.97
46	11/12/2017 - 11/18/2017	0.87	0.88	0.91	0.97
47	11/19/2017 - 11/25/2017	0.87	0.88	0.91	0.97
48	11/26/2017 - 12/02/2017	0.87	0.88	0.91	0.97
49	12/03/2017 - 12/09/2017	0.87	0.88	0.91	0.97
50	12/10/2017 - 12/16/2017	0.87	0.88	0.91	0.97
51	12/17/2017 - 12/23/2017	0.87	0.88	0.91	0.97
52	12/24/2017 - 12/30/2017	0.87	0.88	0.91	0.97
53	12/31/2017 - 12/31/2017	0.87	0.88	0.91	0.97

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1635 SR549, SR542-544	1637 US17, SR540-SR544	1638 US17, MANN RD-SPIRIT LK	1639 US98, SR60-US17
1	01/01/2017 - 01/07/2017	0.99	0.91	0.83	0.91
2	01/08/2017 - 01/14/2017	0.99	0.91	0.83	0.90
3	01/15/2017 - 01/21/2017	0.99	0.91	0.82	0.89
4	01/22/2017 - 01/28/2017	0.99	0.91	0.82	0.89
5	01/29/2017 - 02/04/2017	0.99	0.91	0.83	0.90
6	02/05/2017 - 02/11/2017	0.99	0.91	0.83	0.90
7	02/12/2017 - 02/18/2017	0.99	0.91	0.83	0.90
8	02/19/2017 - 02/25/2017	0.99	0.91	0.83	0.90
9	02/26/2017 - 03/04/2017	0.99	0.91	0.84	0.90
10	03/05/2017 - 03/11/2017	0.99	0.91	0.84	0.90
11	03/12/2017 - 03/18/2017	0.99	0.91	0.84	0.90
12	03/19/2017 - 03/25/2017	0.99	0.92	0.84	0.90
13	03/26/2017 - 04/01/2017	0.99	0.93	0.84	0.90
14	04/02/2017 - 04/08/2017	0.99	0.94	0.83	0.90
15	04/09/2017 - 04/15/2017	0.99	0.95	0.83	0.90
16	04/16/2017 - 04/22/2017	0.99	0.94	0.84	0.90
17	04/23/2017 - 04/29/2017	0.99	0.93	0.85	0.90
18	04/30/2017 - 05/06/2017	0.99	0.92	0.87	0.90
19	05/07/2017 - 05/13/2017	0.99	0.91	0.88	0.90
20	05/14/2017 - 05/20/2017	0.99	0.90	0.89	0.90
21	05/21/2017 - 05/27/2017	0.99	0.91	0.88	0.90
22	05/28/2017 - 06/03/2017	0.99	0.92	0.86	0.91
23	06/04/2017 - 06/10/2017	0.99	0.92	0.85	0.91
24	06/11/2017 - 06/17/2017	0.99	0.93	0.83	0.91
25	06/18/2017 - 06/24/2017	0.99	0.92	0.84	0.91
26	06/25/2017 - 07/01/2017	0.99	0.92	0.84	0.91
27	07/02/2017 - 07/08/2017	0.99	0.91	0.85	0.91
28	07/09/2017 - 07/15/2017	0.99	0.90	0.85	0.91
29	07/16/2017 - 07/22/2017	0.99	0.90	0.85	0.91
30	07/23/2017 - 07/29/2017	0.99	0.90	0.85	0.91
31	07/30/2017 - 08/05/2017	0.99	0.90	0.84	0.90
32	08/06/2017 - 08/12/2017	0.99	0.90	0.84	0.90
33	08/13/2017 - 08/19/2017	0.99	0.90	0.84	0.90
34	08/20/2017 - 08/26/2017	0.99	0.90	0.85	0.91
35	08/27/2017 - 09/02/2017	0.99	0.90	0.86	0.91
36	09/03/2017 - 09/09/2017	0.99	0.90	0.86	0.92
37	09/10/2017 - 09/16/2017	0.99	0.90	0.87	0.92
38	09/17/2017 - 09/23/2017	0.99	0.90	0.86	0.92
39	09/24/2017 - 09/30/2017	0.99	0.90	0.86	0.91
40	10/01/2017 - 10/07/2017	0.99	0.90	0.85	0.91
41	10/08/2017 - 10/14/2017	0.99	0.90	0.85	0.90
42	10/15/2017 - 10/21/2017	0.99	0.90	0.84	0.90
43	10/22/2017 - 10/28/2017	0.99	0.90	0.84	0.90
44	10/29/2017 - 11/04/2017	0.99	0.91	0.84	0.90
45	11/05/2017 - 11/11/2017	0.99	0.91	0.83	0.90
46	11/12/2017 - 11/18/2017	0.99	0.91	0.83	0.90
47	11/19/2017 - 11/25/2017	0.99	0.91	0.83	0.90
48	11/26/2017 - 12/02/2017	0.99	0.91	0.83	0.91
49	12/03/2017 - 12/09/2017	0.99	0.91	0.83	0.91
50	12/10/2017 - 12/16/2017	0.99	0.91	0.83	0.91
51	12/17/2017 - 12/23/2017	0.99	0.91	0.83	0.90
52	12/24/2017 - 12/30/2017	0.99	0.91	0.82	0.90
53	12/31/2017 - 12/31/2017	0.99	0.91	0.82	0.89

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1640 SR600, US92-MAIN	1641 US92, HILS C/L-WABASH	1642 US98, SR60A-SR570	1643 BYPASS, MAIN-S FLA
1	01/01/2017 - 01/07/2017	0.91	0.89	0.91	0.96
2	01/08/2017 - 01/14/2017	0.91	0.89	0.90	0.96
3	01/15/2017 - 01/21/2017	0.91	0.89	0.89	0.96
4	01/22/2017 - 01/28/2017	0.91	0.89	0.89	0.96
5	01/29/2017 - 02/04/2017	0.92	0.89	0.90	0.96
6	02/05/2017 - 02/11/2017	0.92	0.89	0.90	0.96
7	02/12/2017 - 02/18/2017	0.92	0.89	0.90	0.96
8	02/19/2017 - 02/25/2017	0.92	0.89	0.90	0.96
9	02/26/2017 - 03/04/2017	0.92	0.89	0.90	0.96
10	03/05/2017 - 03/11/2017	0.91	0.89	0.90	0.96
11	03/12/2017 - 03/18/2017	0.91	0.89	0.90	0.96
12	03/19/2017 - 03/25/2017	0.92	0.89	0.90	0.96
13	03/26/2017 - 04/01/2017	0.93	0.89	0.90	0.96
14	04/02/2017 - 04/08/2017	0.93	0.89	0.90	0.96
15	04/09/2017 - 04/15/2017	0.94	0.89	0.90	0.96
16	04/16/2017 - 04/22/2017	0.93	0.89	0.90	0.96
17	04/23/2017 - 04/29/2017	0.92	0.89	0.90	0.96
18	04/30/2017 - 05/06/2017	0.92	0.89	0.91	0.96
19	05/07/2017 - 05/13/2017	0.91	0.89	0.91	0.96
20	05/14/2017 - 05/20/2017	0.90	0.89	0.91	0.96
21	05/21/2017 - 05/27/2017	0.90	0.89	0.91	0.96
22	05/28/2017 - 06/03/2017	0.90	0.89	0.91	0.96
23	06/04/2017 - 06/10/2017	0.90	0.89	0.91	0.96
24	06/11/2017 - 06/17/2017	0.90	0.89	0.91	0.96
25	06/18/2017 - 06/24/2017	0.90	0.89	0.91	0.96
26	06/25/2017 - 07/01/2017	0.90	0.89	0.91	0.96
27	07/02/2017 - 07/08/2017	0.90	0.89	0.91	0.96
28	07/09/2017 - 07/15/2017	0.90	0.89	0.91	0.96
29	07/16/2017 - 07/22/2017	0.90	0.89	0.91	0.96
30	07/23/2017 - 07/29/2017	0.90	0.89	0.91	0.96
31	07/30/2017 - 08/05/2017	0.90	0.89	0.90	0.96
32	08/06/2017 - 08/12/2017	0.90	0.89	0.90	0.96
33	08/13/2017 - 08/19/2017	0.90	0.89	0.90	0.96
34	08/20/2017 - 08/26/2017	0.90	0.89	0.91	0.96
35	08/27/2017 - 09/02/2017	0.90	0.89	0.91	0.96
36	09/03/2017 - 09/09/2017	0.90	0.89	0.92	0.96
37	09/10/2017 - 09/16/2017	0.90	0.89	0.92	0.96
38	09/17/2017 - 09/23/2017	0.90	0.89	0.92	0.96
39	09/24/2017 - 09/30/2017	0.90	0.89	0.91	0.96
40	10/01/2017 - 10/07/2017	0.90	0.89	0.91	0.96
41	10/08/2017 - 10/14/2017	0.90	0.89	0.90	0.96
42	10/15/2017 - 10/21/2017	0.90	0.89	0.90	0.96
43	10/22/2017 - 10/28/2017	0.90	0.89	0.90	0.96
44	10/29/2017 - 11/04/2017	0.91	0.89	0.90	0.96
45	11/05/2017 - 11/11/2017	0.91	0.89	0.90	0.96
46	11/12/2017 - 11/18/2017	0.91	0.89	0.90	0.96
47	11/19/2017 - 11/25/2017	0.91	0.89	0.90	0.96
48	11/26/2017 - 12/02/2017	0.91	0.89	0.91	0.96
49	12/03/2017 - 12/09/2017	0.91	0.89	0.91	0.96
50	12/10/2017 - 12/16/2017	0.91	0.89	0.91	0.96
51	12/17/2017 - 12/23/2017	0.91	0.89	0.90	0.96
52	12/24/2017 - 12/30/2017	0.91	0.89	0.90	0.96
53	12/31/2017 - 12/31/2017	0.91	0.89	0.89	0.96

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1645 US98, SR570-MAIN	1646 US98, CARPNTR-SOCRUM	1647 US98, BYPASS-CARPNTN	1648 SR 33, SR659 - I-4
1	01/01/2017 - 01/07/2017	0.91	0.93	0.97	0.83
2	01/08/2017 - 01/14/2017	0.90	0.93	0.97	0.82
3	01/15/2017 - 01/21/2017	0.89	0.93	0.97	0.81
4	01/22/2017 - 01/28/2017	0.89	0.93	0.97	0.81
5	01/29/2017 - 02/04/2017	0.90	0.93	0.97	0.82
6	02/05/2017 - 02/11/2017	0.90	0.93	0.97	0.82
7	02/12/2017 - 02/18/2017	0.90	0.93	0.97	0.82
8	02/19/2017 - 02/25/2017	0.90	0.93	0.97	0.82
9	02/26/2017 - 03/04/2017	0.90	0.93	0.97	0.83
10	03/05/2017 - 03/11/2017	0.90	0.93	0.97	0.83
11	03/12/2017 - 03/18/2017	0.90	0.93	0.97	0.83
12	03/19/2017 - 03/25/2017	0.90	0.93	0.97	0.83
13	03/26/2017 - 04/01/2017	0.90	0.93	0.97	0.84
14	04/02/2017 - 04/08/2017	0.90	0.93	0.97	0.84
15	04/09/2017 - 04/15/2017	0.90	0.93	0.97	0.84
16	04/16/2017 - 04/22/2017	0.90	0.93	0.97	0.84
17	04/23/2017 - 04/29/2017	0.90	0.93	0.97	0.83
18	04/30/2017 - 05/06/2017	0.89	0.93	0.97	0.83
19	05/07/2017 - 05/13/2017	0.89	0.93	0.97	0.82
20	05/14/2017 - 05/20/2017	0.89	0.93	0.97	0.82
21	05/21/2017 - 05/27/2017	0.90	0.93	0.97	0.82
22	05/28/2017 - 06/03/2017	0.90	0.93	0.97	0.82
23	06/04/2017 - 06/10/2017	0.91	0.93	0.97	0.81
24	06/11/2017 - 06/17/2017	0.91	0.93	0.97	0.81
25	06/18/2017 - 06/24/2017	0.91	0.93	0.97	0.81
26	06/25/2017 - 07/01/2017	0.91	0.93	0.97	0.82
27	07/02/2017 - 07/08/2017	0.91	0.93	0.97	0.82
28	07/09/2017 - 07/15/2017	0.91	0.93	0.97	0.82
29	07/16/2017 - 07/22/2017	0.91	0.93	0.97	0.82
30	07/23/2017 - 07/29/2017	0.91	0.93	0.97	0.82
31	07/30/2017 - 08/05/2017	0.90	0.93	0.97	0.81
32	08/06/2017 - 08/12/2017	0.90	0.93	0.97	0.81
33	08/13/2017 - 08/19/2017	0.90	0.93	0.97	0.81
34	08/20/2017 - 08/26/2017	0.91	0.93	0.97	0.81
35	08/27/2017 - 09/02/2017	0.91	0.93	0.97	0.82
36	09/03/2017 - 09/09/2017	0.92	0.93	0.97	0.82
37	09/10/2017 - 09/16/2017	0.92	0.93	0.97	0.82
38	09/17/2017 - 09/23/2017	0.92	0.93	0.97	0.82
39	09/24/2017 - 09/30/2017	0.91	0.93	0.97	0.82
40	10/01/2017 - 10/07/2017	0.91	0.93	0.97	0.81
41	10/08/2017 - 10/14/2017	0.90	0.93	0.97	0.81
42	10/15/2017 - 10/21/2017	0.90	0.93	0.97	0.81
43	10/22/2017 - 10/28/2017	0.90	0.93	0.97	0.81
44	10/29/2017 - 11/04/2017	0.90	0.93	0.97	0.82
45	11/05/2017 - 11/11/2017	0.90	0.93	0.97	0.82
46	11/12/2017 - 11/18/2017	0.90	0.93	0.97	0.82
47	11/19/2017 - 11/25/2017	0.90	0.93	0.97	0.82
48	11/26/2017 - 12/02/2017	0.91	0.93	0.97	0.83
49	12/03/2017 - 12/09/2017	0.91	0.93	0.97	0.83
50	12/10/2017 - 12/16/2017	0.91	0.93	0.97	0.83
51	12/17/2017 - 12/23/2017	0.90	0.93	0.97	0.82
52	12/24/2017 - 12/30/2017	0.90	0.93	0.97	0.82
53	12/31/2017 - 12/31/2017	0.89	0.93	0.97	0.81

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1649 SR700/LK PARKER, US98-US92	1650 SR33, I-4, CR 655	1651 US27, SR60-US17/92	1652 LOUGHMAN ROAD
1	01/01/2017 - 01/07/2017	0.99	0.83	0.94	0.94
2	01/08/2017 - 01/14/2017	0.99	0.82	0.94	0.94
3	01/15/2017 - 01/21/2017	0.99	0.81	0.93	0.93
4	01/22/2017 - 01/28/2017	0.99	0.81	0.93	0.93
5	01/29/2017 - 02/04/2017	0.99	0.82	0.93	0.93
6	02/05/2017 - 02/11/2017	0.99	0.82	0.93	0.93
7	02/12/2017 - 02/18/2017	0.99	0.82	0.93	0.93
8	02/19/2017 - 02/25/2017	0.99	0.82	0.93	0.93
9	02/26/2017 - 03/04/2017	0.99	0.83	0.93	0.93
10	03/05/2017 - 03/11/2017	0.99	0.83	0.93	0.93
11	03/12/2017 - 03/18/2017	0.99	0.83	0.93	0.93
12	03/19/2017 - 03/25/2017	0.99	0.84	0.93	0.93
13	03/26/2017 - 04/01/2017	0.99	0.85	0.93	0.94
14	04/02/2017 - 04/08/2017	0.99	0.85	0.92	0.94
15	04/09/2017 - 04/15/2017	0.99	0.86	0.92	0.94
16	04/16/2017 - 04/22/2017	0.99	0.85	0.92	0.94
17	04/23/2017 - 04/29/2017	0.99	0.84	0.92	0.94
18	04/30/2017 - 05/06/2017	0.99	0.84	0.92	0.93
19	05/07/2017 - 05/13/2017	0.99	0.83	0.92	0.93
20	05/14/2017 - 05/20/2017	0.99	0.82	0.92	0.93
21	05/21/2017 - 05/27/2017	0.99	0.82	0.92	0.93
22	05/28/2017 - 06/03/2017	0.99	0.82	0.93	0.93
23	06/04/2017 - 06/10/2017	0.99	0.81	0.93	0.93
24	06/11/2017 - 06/17/2017	0.99	0.81	0.93	0.93
25	06/18/2017 - 06/24/2017	0.99	0.81	0.93	0.93
26	06/25/2017 - 07/01/2017	0.99	0.82	0.94	0.94
27	07/02/2017 - 07/08/2017	0.99	0.82	0.94	0.94
28	07/09/2017 - 07/15/2017	0.99	0.82	0.94	0.94
29	07/16/2017 - 07/22/2017	0.99	0.82	0.94	0.94
30	07/23/2017 - 07/29/2017	0.99	0.82	0.94	0.94
31	07/30/2017 - 08/05/2017	0.99	0.81	0.94	0.94
32	08/06/2017 - 08/12/2017	0.99	0.81	0.94	0.94
33	08/13/2017 - 08/19/2017	0.99	0.81	0.94	0.94
34	08/20/2017 - 08/26/2017	0.99	0.81	0.94	0.94
35	08/27/2017 - 09/02/2017	0.99	0.82	0.94	0.94
36	09/03/2017 - 09/09/2017	0.99	0.82	0.94	0.94
37	09/10/2017 - 09/16/2017	0.99	0.82	0.94	0.94
38	09/17/2017 - 09/23/2017	0.99	0.82	0.94	0.94
39	09/24/2017 - 09/30/2017	0.99	0.82	0.94	0.94
40	10/01/2017 - 10/07/2017	0.99	0.81	0.94	0.94
41	10/08/2017 - 10/14/2017	0.99	0.81	0.94	0.94
42	10/15/2017 - 10/21/2017	0.99	0.81	0.94	0.94
43	10/22/2017 - 10/28/2017	0.99	0.81	0.94	0.94
44	10/29/2017 - 11/04/2017	0.99	0.82	0.94	0.94
45	11/05/2017 - 11/11/2017	0.99	0.82	0.94	0.94
46	11/12/2017 - 11/18/2017	0.99	0.82	0.94	0.94
47	11/19/2017 - 11/25/2017	0.99	0.82	0.94	0.94
48	11/26/2017 - 12/02/2017	0.99	0.83	0.94	0.94
49	12/03/2017 - 12/09/2017	0.99	0.83	0.94	0.94
50	12/10/2017 - 12/16/2017	0.99	0.83	0.94	0.94
51	12/17/2017 - 12/23/2017	0.99	0.82	0.94	0.94
52	12/24/2017 - 12/30/2017	0.99	0.82	0.93	0.93
53	12/31/2017 - 12/31/2017	0.99	0.81	0.93	0.93

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	1653 US 27, I-4 - CR 54	1654 US17/92, FLETCHER-CR580	1655 US27, HIGHLANDS C/L-CR 64	1656 US 27, CR 640 - SR 60
1	01/01/2017 - 01/07/2017	0.94	0.91	0.88	0.88
2	01/08/2017 - 01/14/2017	0.94	0.91	0.88	0.88
3	01/15/2017 - 01/21/2017	0.93	0.91	0.88	0.88
4	01/22/2017 - 01/28/2017	0.93	0.91	0.87	0.88
5	01/29/2017 - 02/04/2017	0.93	0.91	0.87	0.89
6	02/05/2017 - 02/11/2017	0.93	0.91	0.86	0.89
7	02/12/2017 - 02/18/2017	0.93	0.91	0.85	0.89
8	02/19/2017 - 02/25/2017	0.93	0.91	0.86	0.89
9	02/26/2017 - 03/04/2017	0.93	0.91	0.87	0.89
10	03/05/2017 - 03/11/2017	0.93	0.91	0.87	0.88
11	03/12/2017 - 03/18/2017	0.93	0.91	0.88	0.88
12	03/19/2017 - 03/25/2017	0.93	0.92	0.88	0.88
13	03/26/2017 - 04/01/2017	0.94	0.93	0.88	0.89
14	04/02/2017 - 04/08/2017	0.94	0.94	0.88	0.89
15	04/09/2017 - 04/15/2017	0.94	0.95	0.88	0.89
16	04/16/2017 - 04/22/2017	0.94	0.94	0.88	0.89
17	04/23/2017 - 04/29/2017	0.94	0.93	0.88	0.88
18	04/30/2017 - 05/06/2017	0.93	0.92	0.87	0.88
19	05/07/2017 - 05/13/2017	0.93	0.91	0.87	0.87
20	05/14/2017 - 05/20/2017	0.93	0.90	0.87	0.87
21	05/21/2017 - 05/27/2017	0.93	0.90	0.87	0.87
22	05/28/2017 - 06/03/2017	0.93	0.90	0.88	0.88
23	06/04/2017 - 06/10/2017	0.93	0.90	0.88	0.88
24	06/11/2017 - 06/17/2017	0.93	0.90	0.88	0.88
25	06/18/2017 - 06/24/2017	0.93	0.90	0.88	0.88
26	06/25/2017 - 07/01/2017	0.94	0.90	0.89	0.89
27	07/02/2017 - 07/08/2017	0.94	0.90	0.89	0.89
28	07/09/2017 - 07/15/2017	0.94	0.90	0.89	0.89
29	07/16/2017 - 07/22/2017	0.94	0.90	0.89	0.89
30	07/23/2017 - 07/29/2017	0.94	0.90	0.89	0.89
31	07/30/2017 - 08/05/2017	0.94	0.90	0.89	0.89
32	08/06/2017 - 08/12/2017	0.94	0.90	0.89	0.89
33	08/13/2017 - 08/19/2017	0.94	0.90	0.89	0.89
34	08/20/2017 - 08/26/2017	0.94	0.90	0.89	0.89
35	08/27/2017 - 09/02/2017	0.94	0.90	0.90	0.90
36	09/03/2017 - 09/09/2017	0.94	0.90	0.90	0.90
37	09/10/2017 - 09/16/2017	0.94	0.90	0.90	0.90
38	09/17/2017 - 09/23/2017	0.94	0.90	0.90	0.90
39	09/24/2017 - 09/30/2017	0.94	0.90	0.90	0.90
40	10/01/2017 - 10/07/2017	0.94	0.90	0.89	0.89
41	10/08/2017 - 10/14/2017	0.94	0.90	0.89	0.89
42	10/15/2017 - 10/21/2017	0.94	0.90	0.89	0.89
43	10/22/2017 - 10/28/2017	0.94	0.90	0.89	0.89
44	10/29/2017 - 11/04/2017	0.94	0.91	0.89	0.89
45	11/05/2017 - 11/11/2017	0.94	0.91	0.89	0.89
46	11/12/2017 - 11/18/2017	0.94	0.91	0.89	0.89
47	11/19/2017 - 11/25/2017	0.94	0.91	0.89	0.89
48	11/26/2017 - 12/02/2017	0.94	0.91	0.89	0.89
49	12/03/2017 - 12/09/2017	0.94	0.91	0.89	0.89
50	12/10/2017 - 12/16/2017	0.94	0.91	0.88	0.88
51	12/17/2017 - 12/23/2017	0.94	0.91	0.88	0.88
52	12/24/2017 - 12/30/2017	0.93	0.91	0.88	0.88
53	12/31/2017 - 12/31/2017	0.93	0.91	0.88	0.88

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	SR557 AT I-4	1665 US27, US92-CR17	1666 US17, CR657-MANN RD	1667 US98, SOCRUM LP-SR471
1	01/01/2017 - 01/07/2017	0.88	0.94	0.83	0.87
2	01/08/2017 - 01/14/2017	0.88	0.94	0.83	0.87
3	01/15/2017 - 01/21/2017	0.88	0.93	0.82	0.87
4	01/22/2017 - 01/28/2017	0.88	0.93	0.82	0.87
5	01/29/2017 - 02/04/2017	0.88	0.93	0.83	0.87
6	02/05/2017 - 02/11/2017	0.88	0.93	0.83	0.87
7	02/12/2017 - 02/18/2017	0.88	0.93	0.83	0.87
8	02/19/2017 - 02/25/2017	0.88	0.93	0.83	0.87
9	02/26/2017 - 03/04/2017	0.88	0.93	0.84	0.87
10	03/05/2017 - 03/11/2017	0.88	0.93	0.84	0.87
11	03/12/2017 - 03/18/2017	0.88	0.93	0.84	0.87
12	03/19/2017 - 03/25/2017	0.88	0.93	0.84	0.87
13	03/26/2017 - 04/01/2017	0.88	0.93	0.84	0.87
14	04/02/2017 - 04/08/2017	0.88	0.93	0.83	0.87
15	04/09/2017 - 04/15/2017	0.88	0.93	0.83	0.87
16	04/16/2017 - 04/22/2017	0.88	0.93	0.83	0.87
17	04/23/2017 - 04/29/2017	0.88	0.93	0.83	0.87
18	04/30/2017 - 05/06/2017	0.88	0.93	0.84	0.87
19	05/07/2017 - 05/13/2017	0.88	0.93	0.84	0.87
20	05/14/2017 - 05/20/2017	0.88	0.93	0.84	0.87
21	05/21/2017 - 05/27/2017	0.88	0.93	0.84	0.87
22	05/28/2017 - 06/03/2017	0.88	0.93	0.84	0.87
23	06/04/2017 - 06/10/2017	0.88	0.93	0.83	0.87
24	06/11/2017 - 06/17/2017	0.88	0.93	0.83	0.87
25	06/18/2017 - 06/24/2017	0.88	0.93	0.84	0.87
26	06/25/2017 - 07/01/2017	0.88	0.94	0.84	0.87
27	07/02/2017 - 07/08/2017	0.88	0.94	0.85	0.87
28	07/09/2017 - 07/15/2017	0.88	0.94	0.85	0.87
29	07/16/2017 - 07/22/2017	0.88	0.94	0.85	0.87
30	07/23/2017 - 07/29/2017	0.88	0.94	0.85	0.87
31	07/30/2017 - 08/05/2017	0.88	0.94	0.84	0.87
32	08/06/2017 - 08/12/2017	0.88	0.94	0.84	0.87
33	08/13/2017 - 08/19/2017	0.88	0.94	0.84	0.87
34	08/20/2017 - 08/26/2017	0.88	0.94	0.85	0.87
35	08/27/2017 - 09/02/2017	0.88	0.94	0.86	0.87
36	09/03/2017 - 09/09/2017	0.88	0.94	0.86	0.87
37	09/10/2017 - 09/16/2017	0.88	0.94	0.87	0.87
38	09/17/2017 - 09/23/2017	0.88	0.94	0.86	0.87
39	09/24/2017 - 09/30/2017	0.88	0.94	0.86	0.87
40	10/01/2017 - 10/07/2017	0.88	0.94	0.85	0.87
41	10/08/2017 - 10/14/2017	0.88	0.94	0.85	0.87
42	10/15/2017 - 10/21/2017	0.88	0.94	0.84	0.87
43	10/22/2017 - 10/28/2017	0.88	0.94	0.84	0.87
44	10/29/2017 - 11/04/2017	0.88	0.94	0.84	0.87
45	11/05/2017 - 11/11/2017	0.88	0.94	0.83	0.87
46	11/12/2017 - 11/18/2017	0.88	0.94	0.83	0.87
47	11/19/2017 - 11/25/2017	0.88	0.94	0.83	0.87
48	11/26/2017 - 12/02/2017	0.88	0.94	0.83	0.87
49	12/03/2017 - 12/09/2017	0.88	0.94	0.83	0.87
50	12/10/2017 - 12/16/2017	0.88	0.94	0.83	0.87
51	12/17/2017 - 12/23/2017	0.88	0.94	0.83	0.87
52	12/24/2017 - 12/30/2017	0.88	0.93	0.82	0.87
53	12/31/2017 - 12/31/2017	0.88	0.93	0.82	0.87

2017 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 16 - POLK

WEEK	DATES	US92, GARY	1669 RD-SR655
1	01/01/2017 - 01/07/2017		0.95
2	01/08/2017 - 01/14/2017		0.95
3	01/15/2017 - 01/21/2017		0.95
4	01/22/2017 - 01/28/2017		0.95
5	01/29/2017 - 02/04/2017		0.95
6	02/05/2017 - 02/11/2017		0.95
7	02/12/2017 - 02/18/2017		0.95
8	02/19/2017 - 02/25/2017		0.95
9	02/26/2017 - 03/04/2017		0.95
10	03/05/2017 - 03/11/2017		0.95
11	03/12/2017 - 03/18/2017		0.95
12	03/19/2017 - 03/25/2017		0.95
13	03/26/2017 - 04/01/2017		0.95
14	04/02/2017 - 04/08/2017		0.95
15	04/09/2017 - 04/15/2017		0.95
16	04/16/2017 - 04/22/2017		0.95
17	04/23/2017 - 04/29/2017		0.95
18	04/30/2017 - 05/06/2017		0.95
19	05/07/2017 - 05/13/2017		0.95
20	05/14/2017 - 05/20/2017		0.95
21	05/21/2017 - 05/27/2017		0.95
22	05/28/2017 - 06/03/2017		0.95
23	06/04/2017 - 06/10/2017		0.95
24	06/11/2017 - 06/17/2017		0.95
25	06/18/2017 - 06/24/2017		0.95
26	06/25/2017 - 07/01/2017		0.95
27	07/02/2017 - 07/08/2017		0.95
28	07/09/2017 - 07/15/2017		0.95
29	07/16/2017 - 07/22/2017		0.95
30	07/23/2017 - 07/29/2017		0.95
31	07/30/2017 - 08/05/2017		0.95
32	08/06/2017 - 08/12/2017		0.95
33	08/13/2017 - 08/19/2017		0.95
34	08/20/2017 - 08/26/2017		0.95
35	08/27/2017 - 09/02/2017		0.95
36	09/03/2017 - 09/09/2017		0.95
37	09/10/2017 - 09/16/2017		0.95
38	09/17/2017 - 09/23/2017		0.95
39	09/24/2017 - 09/30/2017		0.95
40	10/01/2017 - 10/07/2017		0.95
41	10/08/2017 - 10/14/2017		0.95
42	10/15/2017 - 10/21/2017		0.95
43	10/22/2017 - 10/28/2017		0.95
44	10/29/2017 - 11/04/2017		0.95
45	11/05/2017 - 11/11/2017		0.95
46	11/12/2017 - 11/18/2017		0.95
47	11/19/2017 - 11/25/2017		0.95
48	11/26/2017 - 12/02/2017		0.95
49	12/03/2017 - 12/09/2017		0.95
50	12/10/2017 - 12/16/2017		0.95
51	12/17/2017 - 12/23/2017		0.95
52	12/24/2017 - 12/30/2017		0.95
53	12/31/2017 - 12/31/2017		0.95

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1600 POLK COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2017 - 01/07/2017	0.97	1.02
2	01/08/2017 - 01/14/2017	0.99	1.04
3	01/15/2017 - 01/21/2017	1.01	1.06
4	01/22/2017 - 01/28/2017	0.99	1.04
* 5	01/29/2017 - 02/04/2017	0.98	1.03
* 6	02/05/2017 - 02/11/2017	0.96	1.01
* 7	02/12/2017 - 02/18/2017	0.95	1.00
* 8	02/19/2017 - 02/25/2017	0.94	0.99
* 9	02/26/2017 - 03/04/2017	0.93	0.98
*10	03/05/2017 - 03/11/2017	0.92	0.97
*11	03/12/2017 - 03/18/2017	0.92	0.97
*12	03/19/2017 - 03/25/2017	0.93	0.98
*13	03/26/2017 - 04/01/2017	0.94	0.99
*14	04/02/2017 - 04/08/2017	0.95	1.00
*15	04/09/2017 - 04/15/2017	0.96	1.01
*16	04/16/2017 - 04/22/2017	0.97	1.02
*17	04/23/2017 - 04/29/2017	0.98	1.03
18	04/30/2017 - 05/06/2017	0.99	1.04
19	05/07/2017 - 05/13/2017	0.99	1.04
20	05/14/2017 - 05/20/2017	1.00	1.05
21	05/21/2017 - 05/27/2017	1.02	1.07
22	05/28/2017 - 06/03/2017	1.04	1.09
23	06/04/2017 - 06/10/2017	1.05	1.11
24	06/11/2017 - 06/17/2017	1.07	1.13
25	06/18/2017 - 06/24/2017	1.07	1.13
26	06/25/2017 - 07/01/2017	1.07	1.13
27	07/02/2017 - 07/08/2017	1.08	1.14
28	07/09/2017 - 07/15/2017	1.08	1.14
29	07/16/2017 - 07/22/2017	1.07	1.13
30	07/23/2017 - 07/29/2017	1.07	1.13
31	07/30/2017 - 08/05/2017	1.07	1.13
32	08/06/2017 - 08/12/2017	1.06	1.12
33	08/13/2017 - 08/19/2017	1.06	1.12
34	08/20/2017 - 08/26/2017	1.07	1.13
35	08/27/2017 - 09/02/2017	1.07	1.13
36	09/03/2017 - 09/09/2017	1.08	1.14
37	09/10/2017 - 09/16/2017	1.08	1.14
38	09/17/2017 - 09/23/2017	1.06	1.12
39	09/24/2017 - 09/30/2017	1.05	1.11
40	10/01/2017 - 10/07/2017	1.03	1.08
41	10/08/2017 - 10/14/2017	1.01	1.06
42	10/15/2017 - 10/21/2017	1.00	1.05
43	10/22/2017 - 10/28/2017	0.99	1.04
44	10/29/2017 - 11/04/2017	0.99	1.04
45	11/05/2017 - 11/11/2017	0.99	1.04
46	11/12/2017 - 11/18/2017	0.99	1.04
47	11/19/2017 - 11/25/2017	0.98	1.03
48	11/26/2017 - 12/02/2017	0.98	1.03
49	12/03/2017 - 12/09/2017	0.98	1.03
50	12/10/2017 - 12/16/2017	0.97	1.02
51	12/17/2017 - 12/23/2017	0.98	1.03
52	12/24/2017 - 12/30/2017	1.00	1.05
53	12/31/2017 - 12/31/2017	1.01	1.06

* PEAK SEASON

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1_1600_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1601 SR37, S OF POLK PKWY

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2017 - 01/07/2017	0.97	1.00
2	01/08/2017 - 01/14/2017	1.00	1.03
3	01/15/2017 - 01/21/2017	1.02	1.05
4	01/22/2017 - 01/28/2017	1.01	1.04
5	01/29/2017 - 02/04/2017	0.99	1.02
* 6	02/05/2017 - 02/11/2017	0.98	1.01
* 7	02/12/2017 - 02/18/2017	0.96	0.99
* 8	02/19/2017 - 02/25/2017	0.96	0.99
* 9	02/26/2017 - 03/04/2017	0.97	1.00
*10	03/05/2017 - 03/11/2017	0.97	1.00
*11	03/12/2017 - 03/18/2017	0.97	1.00
*12	03/19/2017 - 03/25/2017	0.97	1.00
*13	03/26/2017 - 04/01/2017	0.97	1.00
*14	04/02/2017 - 04/08/2017	0.97	1.00
*15	04/09/2017 - 04/15/2017	0.97	1.00
*16	04/16/2017 - 04/22/2017	0.97	1.00
*17	04/23/2017 - 04/29/2017	0.98	1.01
*18	04/30/2017 - 05/06/2017	0.98	1.01
19	05/07/2017 - 05/13/2017	0.99	1.02
20	05/14/2017 - 05/20/2017	0.99	1.02
21	05/21/2017 - 05/27/2017	1.01	1.04
22	05/28/2017 - 06/03/2017	1.03	1.06
23	06/04/2017 - 06/10/2017	1.04	1.07
24	06/11/2017 - 06/17/2017	1.06	1.09
25	06/18/2017 - 06/24/2017	1.07	1.10
26	06/25/2017 - 07/01/2017	1.08	1.11
27	07/02/2017 - 07/08/2017	1.09	1.12
28	07/09/2017 - 07/15/2017	1.10	1.13
29	07/16/2017 - 07/22/2017	1.08	1.11
30	07/23/2017 - 07/29/2017	1.06	1.09
31	07/30/2017 - 08/05/2017	1.05	1.08
32	08/06/2017 - 08/12/2017	1.03	1.06
33	08/13/2017 - 08/19/2017	1.01	1.04
34	08/20/2017 - 08/26/2017	1.01	1.04
35	08/27/2017 - 09/02/2017	1.02	1.05
36	09/03/2017 - 09/09/2017	1.02	1.05
37	09/10/2017 - 09/16/2017	1.02	1.05
38	09/17/2017 - 09/23/2017	1.01	1.04
39	09/24/2017 - 09/30/2017	1.00	1.03
40	10/01/2017 - 10/07/2017	0.99	1.02
41	10/08/2017 - 10/14/2017	0.98	1.01
42	10/15/2017 - 10/21/2017	0.97	1.00
43	10/22/2017 - 10/28/2017	0.98	1.01
44	10/29/2017 - 11/04/2017	0.99	1.02
45	11/05/2017 - 11/11/2017	0.99	1.02
46	11/12/2017 - 11/18/2017	1.00	1.03
47	11/19/2017 - 11/25/2017	0.99	1.02
48	11/26/2017 - 12/02/2017	0.99	1.02
49	12/03/2017 - 12/09/2017	0.98	1.01
50	12/10/2017 - 12/16/2017	0.97	1.00
51	12/17/2017 - 12/23/2017	0.99	1.02
52	12/24/2017 - 12/30/2017	1.00	1.03
53	12/31/2017 - 12/31/2017	1.02	1.05

* PEAK SEASON

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1_1601_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1602 US 17, S OF BARTOW

WEEK	DATES	SF	MOCF: 0.93 PSCF
1	01/01/2017 - 01/07/2017	1.00	1.08
2	01/08/2017 - 01/14/2017	1.00	1.08
3	01/15/2017 - 01/21/2017	1.01	1.09
4	01/22/2017 - 01/28/2017	0.99	1.06
5	01/29/2017 - 02/04/2017	0.97	1.04
* 6	02/05/2017 - 02/11/2017	0.95	1.02
* 7	02/12/2017 - 02/18/2017	0.93	1.00
* 8	02/19/2017 - 02/25/2017	0.93	1.00
* 9	02/26/2017 - 03/04/2017	0.92	0.99
*10	03/05/2017 - 03/11/2017	0.92	0.99
*11	03/12/2017 - 03/18/2017	0.91	0.98
*12	03/19/2017 - 03/25/2017	0.92	0.99
*13	03/26/2017 - 04/01/2017	0.93	1.00
*14	04/02/2017 - 04/08/2017	0.93	1.00
*15	04/09/2017 - 04/15/2017	0.94	1.01
*16	04/16/2017 - 04/22/2017	0.95	1.02
*17	04/23/2017 - 04/29/2017	0.96	1.03
*18	04/30/2017 - 05/06/2017	0.96	1.03
19	05/07/2017 - 05/13/2017	0.97	1.04
20	05/14/2017 - 05/20/2017	0.98	1.05
21	05/21/2017 - 05/27/2017	1.00	1.08
22	05/28/2017 - 06/03/2017	1.02	1.10
23	06/04/2017 - 06/10/2017	1.04	1.12
24	06/11/2017 - 06/17/2017	1.07	1.15
25	06/18/2017 - 06/24/2017	1.07	1.15
26	06/25/2017 - 07/01/2017	1.08	1.16
27	07/02/2017 - 07/08/2017	1.09	1.17
28	07/09/2017 - 07/15/2017	1.10	1.18
29	07/16/2017 - 07/22/2017	1.09	1.17
30	07/23/2017 - 07/29/2017	1.08	1.16
31	07/30/2017 - 08/05/2017	1.07	1.15
32	08/06/2017 - 08/12/2017	1.07	1.15
33	08/13/2017 - 08/19/2017	1.06	1.14
34	08/20/2017 - 08/26/2017	1.07	1.15
35	08/27/2017 - 09/02/2017	1.07	1.15
36	09/03/2017 - 09/09/2017	1.08	1.16
37	09/10/2017 - 09/16/2017	1.09	1.17
38	09/17/2017 - 09/23/2017	1.07	1.15
39	09/24/2017 - 09/30/2017	1.05	1.13
40	10/01/2017 - 10/07/2017	1.04	1.12
41	10/08/2017 - 10/14/2017	1.02	1.10
42	10/15/2017 - 10/21/2017	1.01	1.09
43	10/22/2017 - 10/28/2017	1.01	1.09
44	10/29/2017 - 11/04/2017	1.01	1.09
45	11/05/2017 - 11/11/2017	1.01	1.09
46	11/12/2017 - 11/18/2017	1.01	1.09
47	11/19/2017 - 11/25/2017	1.01	1.09
48	11/26/2017 - 12/02/2017	1.00	1.08
49	12/03/2017 - 12/09/2017	1.00	1.08
50	12/10/2017 - 12/16/2017	1.00	1.08
51	12/17/2017 - 12/23/2017	1.00	1.08
52	12/24/2017 - 12/30/2017	1.00	1.08
53	12/31/2017 - 12/31/2017	1.01	1.09

* PEAK SEASON

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1_1602_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1603 US 27

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2017 - 01/07/2017	0.96	1.01
2	01/08/2017 - 01/14/2017	0.98	1.03
3	01/15/2017 - 01/21/2017	0.99	1.04
* 4	01/22/2017 - 01/28/2017	0.98	1.03
* 5	01/29/2017 - 02/04/2017	0.97	1.02
* 6	02/05/2017 - 02/11/2017	0.95	1.00
* 7	02/12/2017 - 02/18/2017	0.94	0.99
* 8	02/19/2017 - 02/25/2017	0.94	0.99
* 9	02/26/2017 - 03/04/2017	0.93	0.98
*10	03/05/2017 - 03/11/2017	0.93	0.98
*11	03/12/2017 - 03/18/2017	0.92	0.97
*12	03/19/2017 - 03/25/2017	0.93	0.98
*13	03/26/2017 - 04/01/2017	0.95	1.00
*14	04/02/2017 - 04/08/2017	0.96	1.01
*15	04/09/2017 - 04/15/2017	0.98	1.03
*16	04/16/2017 - 04/22/2017	0.99	1.04
17	04/23/2017 - 04/29/2017	1.00	1.05
18	04/30/2017 - 05/06/2017	1.01	1.06
19	05/07/2017 - 05/13/2017	1.02	1.07
20	05/14/2017 - 05/20/2017	1.03	1.08
21	05/21/2017 - 05/27/2017	1.05	1.11
22	05/28/2017 - 06/03/2017	1.06	1.12
23	06/04/2017 - 06/10/2017	1.08	1.14
24	06/11/2017 - 06/17/2017	1.09	1.15
25	06/18/2017 - 06/24/2017	1.09	1.15
26	06/25/2017 - 07/01/2017	1.09	1.15
27	07/02/2017 - 07/08/2017	1.09	1.15
28	07/09/2017 - 07/15/2017	1.09	1.15
29	07/16/2017 - 07/22/2017	1.08	1.14
30	07/23/2017 - 07/29/2017	1.08	1.14
31	07/30/2017 - 08/05/2017	1.08	1.14
32	08/06/2017 - 08/12/2017	1.07	1.13
33	08/13/2017 - 08/19/2017	1.07	1.13
34	08/20/2017 - 08/26/2017	1.07	1.13
35	08/27/2017 - 09/02/2017	1.06	1.12
36	09/03/2017 - 09/09/2017	1.06	1.12
37	09/10/2017 - 09/16/2017	1.06	1.12
38	09/17/2017 - 09/23/2017	1.04	1.09
39	09/24/2017 - 09/30/2017	1.03	1.08
40	10/01/2017 - 10/07/2017	1.02	1.07
41	10/08/2017 - 10/14/2017	1.00	1.05
42	10/15/2017 - 10/21/2017	0.99	1.04
43	10/22/2017 - 10/28/2017	0.99	1.04
44	10/29/2017 - 11/04/2017	0.98	1.03
45	11/05/2017 - 11/11/2017	0.98	1.03
46	11/12/2017 - 11/18/2017	0.97	1.02
47	11/19/2017 - 11/25/2017	0.97	1.02
48	11/26/2017 - 12/02/2017	0.97	1.02
49	12/03/2017 - 12/09/2017	0.96	1.01
50	12/10/2017 - 12/16/2017	0.96	1.01
51	12/17/2017 - 12/23/2017	0.97	1.02
52	12/24/2017 - 12/30/2017	0.98	1.03
53	12/31/2017 - 12/31/2017	0.99	1.04

* PEAK SEASON

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1_1603_PKSEASON.TXT

2017 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1604 POLK I4

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2017 - 01/07/2017	1.00	1.04
2	01/08/2017 - 01/14/2017	1.01	1.05
3	01/15/2017 - 01/21/2017	1.02	1.06
4	01/22/2017 - 01/28/2017	1.01	1.05
5	01/29/2017 - 02/04/2017	1.00	1.04
6	02/05/2017 - 02/11/2017	0.99	1.03
7	02/12/2017 - 02/18/2017	0.98	1.02
* 8	02/19/2017 - 02/25/2017	0.97	1.01
* 9	02/26/2017 - 03/04/2017	0.96	1.00
* 10	03/05/2017 - 03/11/2017	0.95	0.99
* 11	03/12/2017 - 03/18/2017	0.94	0.98
* 12	03/19/2017 - 03/25/2017	0.95	0.99
* 13	03/26/2017 - 04/01/2017	0.96	1.00
* 14	04/02/2017 - 04/08/2017	0.96	1.00
* 15	04/09/2017 - 04/15/2017	0.97	1.01
* 16	04/16/2017 - 04/22/2017	0.97	1.01
* 17	04/23/2017 - 04/29/2017	0.97	1.01
* 18	04/30/2017 - 05/06/2017	0.98	1.02
* 19	05/07/2017 - 05/13/2017	0.98	1.02
* 20	05/14/2017 - 05/20/2017	0.98	1.02
21	05/21/2017 - 05/27/2017	0.99	1.03
22	05/28/2017 - 06/03/2017	1.00	1.04
23	06/04/2017 - 06/10/2017	1.01	1.05
24	06/11/2017 - 06/17/2017	1.02	1.06
25	06/18/2017 - 06/24/2017	1.02	1.06
26	06/25/2017 - 07/01/2017	1.01	1.05
27	07/02/2017 - 07/08/2017	1.01	1.05
28	07/09/2017 - 07/15/2017	1.00	1.04
29	07/16/2017 - 07/22/2017	1.01	1.05
30	07/23/2017 - 07/29/2017	1.01	1.05
31	07/30/2017 - 08/05/2017	1.02	1.06
32	08/06/2017 - 08/12/2017	1.02	1.06
33	08/13/2017 - 08/19/2017	1.03	1.07
34	08/20/2017 - 08/26/2017	1.06	1.10
35	08/27/2017 - 09/02/2017	1.09	1.14
36	09/03/2017 - 09/09/2017	1.11	1.16
37	09/10/2017 - 09/16/2017	1.14	1.19
38	09/17/2017 - 09/23/2017	1.11	1.16
39	09/24/2017 - 09/30/2017	1.08	1.13
40	10/01/2017 - 10/07/2017	1.04	1.08
41	10/08/2017 - 10/14/2017	1.01	1.05
42	10/15/2017 - 10/21/2017	0.98	1.02
43	10/22/2017 - 10/28/2017	0.99	1.03
44	10/29/2017 - 11/04/2017	0.99	1.03
45	11/05/2017 - 11/11/2017	1.00	1.04
46	11/12/2017 - 11/18/2017	1.00	1.04
47	11/19/2017 - 11/25/2017	1.00	1.04
48	11/26/2017 - 12/02/2017	1.00	1.04
49	12/03/2017 - 12/09/2017	1.00	1.04
50	12/10/2017 - 12/16/2017	1.00	1.04
51	12/17/2017 - 12/23/2017	1.01	1.05
52	12/24/2017 - 12/30/2017	1.01	1.05
53	12/31/2017 - 12/31/2017	1.02	1.06

* PEAK SEASON

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 11 - LAKE

SITE: 0470 - ON US-192, 0.326 MI. E OF US-27 OVERPASS (RVL) HPMS SAMPLE 2018

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	47000	C	E 23000		W 24000	9.00	54.20	5.20
2017	56000	C	E 27000		W 29000	9.00	54.20	5.90
2016	51000	C	E 25000		W 26000	9.00	53.90	4.00
2015	52000	C	E 25500		W 26500	9.00	54.60	6.70
2014	43500	F	E 21500		W 22000	9.00	54.50	3.70
2013	43500	C	E 21500		W 22000	9.00	54.70	3.70
2012	40000	C	E 20000		W 20000	9.00	55.10	3.30
2011	39000	C	E 19000		W 20000	9.00	54.20	3.10
2010	37000	C	E 18000		W 19000	9.86	54.75	3.90
2009	35000	C	E 16500		W 18500	9.96	54.94	3.90
2008	50000	C	E 25000		W 25000	10.42	55.39	3.90
2007	44000	C	E 22000		W 22000	10.24	59.56	5.00
2006	42500	C	E 21500		W 21000	10.23	59.48	6.70
2005	52000	C	E 26000		W 26000	10.30	57.70	4.80
2004	40500	C	E 20000		W 20500	10.10	57.60	5.70
2003	36000	C	E 18000		W 18000	9.80	55.30	5.30

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0035 - SR 600/US 17/92, WEST OF KENTUCKY AV HAINES CITY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	27000	C	E 13500		W 13500	9.00	54.50	7.90
2017	25000	C	E 12500		W 12500	9.00	54.50	7.10
2016	23000	C	E 11500		W 11500	9.00	53.30	7.90
2015	22000	C	E 11000		W 11000	9.00	55.70	8.20
2014	20500	C	E 10500		W 10000	9.00	55.60	7.80
2013	19800	F	E 10000		W 9800	9.00	55.90	7.40
2012	19800	C	E 10000		W 9800	9.00	55.80	7.40
2011	19800	F	E 9900		W 9900	9.00	55.70	7.30
2010	20000	C	E 10000		W 10000	9.55	56.07	7.30
2009	19500	F	E 9800		W 9700	9.36	56.35	9.70
2008	19900	C	E 10000		W 9900	9.78	55.29	9.70
2007	21000	C	E 10500		W 10500	9.66	55.30	11.40
2006	24000	C	E 12000		W 12000	9.62	55.83	9.50
2005	24000	C	E 12000		W 12000	9.30	54.80	10.30
2004	23500	C	E 11500		W 12000	9.50	55.70	10.30
2003	21000	C	E 10000		W 11000	9.30	55.20	9.20

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: 16 - POLK

SITE: 0069 - SR 60, WEST OF SR 25/US 27

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	23000	C	E 11000		W 12000	9.00	54.50	22.20
2017	23500	C	E 11500		W 12000	9.00	54.50	20.90
2016	20500	C	E 10000		W 10500	9.00	53.30	25.50
2015	20300	C	E 9800		W 10500	9.00	55.70	20.60
2014	18800	F	E 9000		W 9800	9.00	55.60	25.00
2013	18400	C	E 8800		W 9600	9.00	55.90	25.00
2012	17600	C	E 8500		W 9100	9.00	55.80	24.30
2011	18600	F	E 9100		W 9500	9.00	55.70	24.30
2010	18800	C	E 9200		W 9600	9.55	56.07	24.30
2009	18400	C	E 9000		W 9400	9.36	56.35	21.50
2008	18600	C	E 9300		W 9300	9.78	55.29	21.80
2007	21000	C	E 10500		W 10500	9.66	55.30	21.60
2006	21500	C	E 10500		W 11000	9.62	55.83	24.40
2005	20000	C	E 10000		W 10000	9.30	54.80	23.30
2004	20300	C	E 9800		W 10500	9.50	55.70	23.30
2003	19600	C	E 9700		W 9900	9.30	55.20	20.10

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0085 - SR25/US27, N OF CR17/OLD POLK CITY RD HAINES CITY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	52000	C	N 26500		S 25500	9.00	51.90	9.10
2017	49000	C	N 25000		S 24000	9.00	52.00	7.70
2016	57000	C	N 28500		S 28500	9.00	52.10	7.70
2015	50000	C	N 25000		S 25000	9.00	52.00	7.70
2014	47500	F	N 24000		S 23500	9.00	52.10	8.40
2013	46500	C	N 23500		S 23000	9.00	52.50	8.40
2012	44000	C	N 22500		S 21500	9.00	52.10	8.40
2011	45000	F	N 23000		S 22000	9.00	52.30	8.10
2010	45000	C	N 23000		S 22000	9.09	54.24	8.10
2009	48000	C	N 24000		S 24000	8.99	53.28	7.00
2008	46500	C	N 23000		S 23500	9.32	52.85	8.30
2007	49500	C	N 25000		S 24500	9.77	54.93	9.40
2006	41500	F	N 21000		S 20500	9.70	54.49	14.30
2005	39500	C	N 20000		S 19500	8.70	52.30	14.30
2004	44000	C	N 22500		S 21500	8.30	51.20	14.30
2003	39500	C	N 21000		S 18500	8.80	52.30	16.50

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0097 - SR 25/US 27, SOUTH OF SR 600/US 17/92 HAINES CITY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	48000	C	N 24000		S 24000	9.00	51.90	10.60
2017	45000	C	N 22500		S 22500	9.00	52.00	10.50
2016	47500	C	N 24000		S 23500	9.00	52.10	10.30
2015	41500	C	N 21000		S 20500	9.00	52.00	11.60
2014	42000	S	N 21000		S 21000	9.00	52.10	8.90
2013	41000	F	N 20500		S 20500	9.00	52.50	8.90
2012	41000	C	N 20500		S 20500	9.00	52.10	8.90
2011	37000	F	N 19000		S 18000	9.00	52.30	11.30
2010	37000	C	N 19000		S 18000	9.09	54.24	11.30
2009	38500	C	N 19500		S 19000	8.99	53.28	10.80
2008	39000	C	N 19000		S 20000	9.32	52.85	11.20
2007	39000	C	N 19000		S 20000	9.77	54.93	13.60
2006	39500	F	N 20000		S 19500	9.70	54.49	15.10
2005	37500	C	N 19000		S 18500	8.70	52.30	15.10
2004	37000	C	N 19500		S 17500	8.30	51.20	15.10
2003	36500	C	N 18500		S 18000	8.80	52.30	16.10

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0098 - SR 25/US 27, NORTH OF HUGHES ROAD LAKE HAMILTON

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	38000	C	N 19500		S 18500	9.00	51.90	10.30
2017	34000	C	N 17500		S 16500	9.00	52.00	11.60
2016	38500	C	N 19500		S 19000	9.00	52.10	11.60
2015	35000	C	N 18000		S 17000	9.00	52.00	11.60
2014	32000	C	N 16500		S 15500	9.00	52.10	11.60
2013	29500	F	N 15000		S 14500	9.00	52.50	10.60
2012	29500	C	N 15000		S 14500	9.00	52.10	10.60
2011	29000	S	N 14500		S 14500	9.00	52.30	13.90
2010	29000	F	N 14500		S 14500	9.09	54.24	13.90
2009	29000	C	N 14500		S 14500	8.99	53.28	13.90
2008	30000	C	N 15500		S 14500	9.32	52.85	16.20
2007	31000	C	N 15500		S 15500	9.77	54.93	15.20
2006	30000	C	N 15000		S 15000	9.70	54.49	16.90
2005	30000	C	N 14500		S 15500	8.70	52.30	15.10
2004	31500	C	N 16000		S 15500	8.30	51.20	15.10
2003	28500	C	N 14500		S 14000	8.80	52.30	18.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0100 - SR 25/US 27, 0.7 MI SOUTH OF SR 542/DUNDEE ROAD

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2018	35500 C	N	18000	S 17500	9.00	51.90	11.40
2017	37000 C	N	19000	S 18000	9.00	52.00	11.30
2016	35000 C	N	18000	S 17000	9.00	52.10	9.50
2015	34000 C	N	17500	S 16500	9.00	52.00	11.80
2014	33000 C	N	17000	S 16000	9.00	52.10	9.60
2013	29500 F	N	15000	S 14500	9.00	52.50	9.10
2012	29500 C	N	15000	S 14500	9.00	52.10	9.10
2011	28500 F	N	14500	S 14000	9.00	52.30	12.40
2010	28500 C	N	14500	S 14000	9.09	54.24	12.40
2009	28000 C	N	14000	S 14000	8.99	53.28	14.40
2008	31000 C	N	15500	S 15500	9.32	52.85	13.50
2007	31000 C	N	15500	S 15500	9.77	54.93	16.10
2006	32000 C	N	15500	S 16500	9.70	54.49	16.10
2005	30500 C	N	15500	S 15000	8.70	52.30	16.60
2004	30000 C	N	15000	S 15000	8.30	51.20	16.60
2003	29000 C	N	14000	S 15000	8.80	52.30	17.10

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0127 - SR 25/US 27, NORTH OF SR 400/I-4 POLK COUNTY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	32500	C	N 15500		S 17000	9.00	51.90	8.10
2017	31000	C	N 15000		S 16000	9.00	52.00	9.60
2016	32000	C	N 15500		S 16500	9.00	52.10	9.70
2015	27500	C	N 13500		S 14000	9.00	52.00	9.10
2014	25500	S	N 12500		S 13000	9.00	52.10	12.20
2013	25500	F	N 12500		S 13000	9.00	52.50	12.20
2012	25500	C	N 12500		S 13000	9.00	52.10	12.20
2011	34500	F	N 16500		S 18000	9.00	52.30	8.60
2010	34500	C	N 16500		S 18000	9.09	54.24	8.60
2009	35000	C	N 17000		S 18000	8.99	53.28	8.90
2008	33000	C	N 16500		S 16500	9.32	52.85	11.70
2007	31000	C	N 15500		S 15500	9.77	54.93	14.40
2006	38000	C	N 18500		S 19500	9.70	54.49	13.40
2005	38000	C	N 17000		S 21000	8.70	52.30	18.90
2004	26500	C	N 13000		S 13500	8.30	51.20	18.90
2003	23500	C	N 11500		S 12000	8.80	52.30	19.30

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 0146 - SR 25/US 27, SOUTH OF SR 540/WAVERLY ROAD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	40000	C	N 20000		S 20000	9.00	51.90	9.50
2017	40500	C	N 20500		S 20000	9.00	52.00	10.60
2016	40000	C	N 20500		S 19500	9.00	52.10	9.60
2015	37500	C	N 19000		S 18500	9.00	52.00	10.50
2014	34500	S	N 17500		S 17000	9.00	52.10	10.80
2013	33500	F	N 17000		S 16500	9.00	52.50	10.80
2012	33500	C	N 17000		S 16500	9.00	52.10	10.80
2011	34500	F	N 17000		S 17500	9.00	52.30	9.10
2010	34500	C	N 17000		S 17500	9.09	54.24	9.10
2009	33000	C	N 16500		S 16500	8.99	53.28	11.20
2008	35000	C	N 17500		S 17500	9.32	52.85	10.00
2007	38000	C	N 19000		S 19000	9.77	54.93	9.60
2006	39500	C	N 20000		S 19500	9.70	54.49	12.90
2005	35000	C	N 17500		S 17500	8.70	52.30	12.90
2004	36000	C	N 17500		S 18500	8.30	51.20	12.90
2003	34000	C	N 17000		S 17000	8.80	52.30	16.20

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: 16 - POLK

SITE: 0310 - SR-25/US-27,280' S OF S HOLLY HILL TANK RD,POLK CO

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----	-----	-----	-----	-----
2018	60155 C	N	30860	S 29295	9.00	52.10	7.90
2017	58237 C	N	29730	S 28507	9.00	52.10	8.20
2016	55599 C	N	28275	S 27324	9.00	52.50	8.10
2015	52535 C	N	26621	S 25914	9.00	52.30	8.10
2014	48178 C	N	24356	S 23822	9.00	52.40	8.30
2013	45246 C	N	22830	S 22416	9.00	53.30	8.20
2012	44834 C	N	22730	S 22104	9.00	52.30	8.10
2011	44534 C	N	22521	S 22013	9.00	52.90	8.40
2010	45250 C	N	22862	S 22388	8.83	55.29	8.30
2009	44635 C	N	22484	S 22151	9.00	54.13	8.60
2008	44487 C	N	22415	S 22072	9.11	53.23	8.50
2007	42819 C	N	21484	S 21335	8.18	51.18	10.70
2006	43043 C	N	21638	S 21405	8.18	51.18	10.70
2005	39535 C	N	20027	S 19508	8.20	51.20	12.40
2004	39938 C	N	20231	S 19707	8.30	51.20	12.40
2003	37155 C	N	18816	S 18339	8.60	51.80	11.00

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
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COUNTY: 16 - POLK

SITE: 5051 - SR 25/US 27, NORTH OF SR 600/US 17/92

HAINES CITY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	52000	C	N 26500		S 25500	9.00	51.90	10.40
2017	50500	C	N 26000		S 24500	9.00	52.00	9.50
2016	52500	C	N 27000		S 25500	9.00	52.10	9.40
2015	48500	C	N 25000		S 23500	9.00	55.70	10.30
2014	48000	C	N 24500		S 23500	9.00	55.60	8.90
2013	45500	F	N 23000		S 22500	9.00	55.90	9.10
2012	45500	C	N 23000		S 22500	9.00	55.80	9.10
2011	43000	F	N 22000		S 21000	9.00	55.70	9.90
2010	43000	C	N 22000		S 21000	9.55	56.07	9.90
2009	48000	C	N 24500		S 23500	9.36	56.35	7.80
2008	44000	C	N 22500		S 21500	9.78	55.29	16.20
2007	45500	C	N 23000		S 22500	9.66	55.30	16.20
2006	40000	C	N 20500		S 19500	9.62	55.83	16.20
2005	42000	C	N 22000		S 20000	9.30	54.80	14.40
2004	42000	C	N 21000		S 21000	9.50	55.70	14.40
2003	42500	C	N 21500		S 21000	9.30	55.20	14.40

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 16 - POLK

SITE: 5056 - SR 600/US 17/92, WEST OF 9TH STREET HAINES CITY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	26500	C	E 13000		W 13500	9.00	54.50	6.40
2017	25500	C	E 12500		W 13000	9.00	54.50	5.60
2016	25500	C	E 12500		W 13000	9.00	53.30	5.40
2015	25000	C	E 13000		W 12000	9.00	55.70	6.70
2014	23000	C	E 12000		W 11000	9.00	55.60	5.80
2013	22000	F	E 11000		W 11000	9.00	55.90	7.40
2012	22000	C	E 11000		W 11000	9.00	55.80	7.40
2011	16700	F	E 8100		W 8600	9.00	55.70	5.50
2010	16900	C	E 8200		W 8700	9.55	56.07	5.50
2009	18000	C	E 8700		W 9300	9.36	56.35	5.20
2008	17700	C	E 8800		W 8900	9.78	55.29	6.10
2007	18100	C	E 8900		W 9200	9.66	55.30	7.40
2006	21500	C	E 10500		W 11000	9.62	55.83	6.60
2005	21000	C	E 10500		W 10500	9.30	54.80	8.20
2004	19000	C	E 9000		W 10000	9.50	55.70	8.20
2003	17100	C	E 8300		W 8800	9.30	55.20	8.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 16 - POLK

SITE: 5127 - SR 25/US 27, NORTH OF CENTRAL AVENUE LAKE WALES

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	31500	C	N 15500		S 16000	9.00	51.90	12.30
2017	31000	C	N 15500		S 15500	9.00	52.00	12.30
2016	31500	C	N 16000		S 15500	9.00	52.10	10.10
2015	29500	C	N 14500		S 15000	9.00	52.00	12.40
2014	29000	C	N 14500		S 14500	9.00	52.10	10.90
2013	29500	C	N 14500		S 15000	9.00	52.50	11.40
2012	27000	C	N 13500		S 13500	9.00	52.10	12.90
2011	28000	F	N 14500		S 13500	9.00	52.30	11.30
2010	28000	C	N 14500		S 13500	9.09	54.24	11.30
2009	28000	C	N 14000		S 14000	8.99	53.28	12.50
2008	30500	F	N 15500		S 15000	9.32	52.85	16.10
2007	30500	C	N 15500		S 15000	9.77	54.93	16.10
2006	30000	C	N 15000		S 15000	9.70	54.49	16.60
2005	29500	C	N 15000		S 14500	8.70	52.30	16.30
2004	27500	C	N 14000		S 13500	8.30	51.20	16.30
2003	27500	C	N 14000		S 13500	8.80	52.30	17.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 5128 - SR 60, EAST OF POLK AVENUE LK WALES

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	26000	C	E 12500		W 13500	9.00	54.50	15.20
2017	23000	C	E 11500		W 11500	9.00	54.50	16.30
2016	24500	C	E 12500		W 12000	9.00	53.30	15.90
2015	22500	C	E 11000		W 11500	9.00	55.70	15.30
2014	21500	C	E 10500		W 11000	9.00	55.60	16.20
2013	21500	C	E 10500		W 11000	9.00	55.90	16.90
2012	20200	C	E 9700		W 10500	9.00	55.80	18.20
2011	19600	F	E 9700		W 9900	9.00	55.70	20.60
2010	19800	C	E 9800		W 10000	9.55	56.07	20.60
2009	19900	C	E 9900		W 10000	9.36	56.35	16.10
2008	20500	C	E 10000		W 10500	9.78	55.29	18.60
2007	22500	C	E 11000		W 11500	9.66	55.30	16.50
2006	24500	C	E 12000		W 12500	9.62	55.83	17.90
2005	22500	C	E 11000		W 11500	9.30	54.80	21.80
2004	26500	C	E 14000		W 12500	9.50	55.70	21.80
2003	22500	C	E 11000		W 11500	9.30	55.20	19.70

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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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 5199 - SR 25/US 27, SOUTH OF CR 17A/THOMPSON NURSERY ROAD

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2018	34500	C	N 17500		S 17000	9.00	51.90	10.30
2017	39000	C	N 20000		S 19000	9.00	52.00	10.50
2016	40500	C	N 20500		S 20000	9.00	52.10	10.50
2015	35500	C	N 18000		S 17500	9.00	52.00	10.50
2014	34000	C	N 17000		S 17000	9.00	52.10	10.00
2013	32500	F	N 16000		S 16500	9.00	52.50	8.10
2012	32500	C	N 16000		S 16500	9.00	52.10	8.10
2011	32000	S	N 16000		S 16000	9.00	52.30	10.90
2010	32000	F	N 16000		S 16000	9.09	54.24	10.90
2009	32000	C	N 16000		S 16000	8.99	53.28	10.90
2008	30500	C	N 15500		S 15000	9.32	52.85	10.60
2007	29000	C	N 14500		S 14500	9.77	54.93	8.90
2006	37500	C	N 19000		S 18500	9.70	54.49	16.80
2005	36000	C	N 18000		S 18000	8.70	52.30	16.80
2004	30000	C	N 15000		S 15000	8.30	51.20	16.80
2003	30000	C	N 15000		S 15000	8.80	52.30	17.00

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 5209 - SR 25/US 27, SOUTH OF SR 530/US 192

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2018	41500	C	N 20000	S 21500	9.00	51.90	6.60
2017	39500	C	N 19500	S 20000	9.00	52.00	6.70
2016	42000	E			9.00	52.10	8.90
2015	40000	S	N 20000	S 20000	9.00	52.00	7.40
2014	38000	F	N 19000	S 19000	9.00	52.10	7.40
2013	37000	C	N 18500	S 18500	9.00	52.50	7.40
2012	34500	C	N 17500	S 17000	9.00	52.10	8.00
2011	35000	F	N 17500	S 17500	9.00	52.30	8.00
2010	35000	C	N 17500	S 17500	9.09	54.24	8.00
2009	33500	C	N 17000	S 16500	8.99	53.28	8.70
2008	38000	C	N 19000	S 19000	9.32	52.85	10.30
2007	34500	C	N 17000	S 17500	9.77	54.93	11.90
2006	38500	C	N 19000	S 19500	9.70	54.49	12.80
2005	38000	C	N 19000	S 19000	8.70	52.30	16.80
2004	33500	C	N 16500	S 17000	8.30	51.20	16.80
2003	27500	C	N 14000	S 13500	8.80	52.30	16.90

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 5210 - SR 25/US 27, NORTH OF BATES ROAD

HAINES CITY

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
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2018	51000	C	N 26000		S 25000	9.00	51.90	9.10
2017	48000	C	N 25000		S 23000	9.00	52.00	8.00
2016	53500	C	N 27000		S 26500	9.00	52.10	8.00
2015	49000	C	N 24500		S 24500	9.00	52.00	8.00
2014	45500	F	N 22500		S 23000	9.00	52.10	7.50
2013	44500	C	N 22000		S 22500	9.00	52.50	7.50
2012	44500	C	N 23000		S 21500	9.00	52.10	8.60
2011	47000	F	N 24000		S 23000	9.00	52.30	7.80
2010	47000	C	N 24000		S 23000	9.09	54.24	7.80
2009	47500	C	N 24000		S 23500	8.99	53.28	8.60
2008	48500	C	N 25000		S 23500	9.32	52.85	9.80
2007	47500	C	N 24000		S 23500	9.77	54.93	9.80
2006	45500	C	N 23500		S 22000	9.70	54.49	10.70
2005	46000	F	N 23500		S 22500	8.70	52.30	14.40
2004	45000	C	N 23000		S 22000	8.30	51.20	14.40
2003	39500	C	N 20500		S 19000	8.80	52.30	15.90

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APPENDIX E

Existing AADT Calculation Table

Existing AADT Calculation Table

ID #	Associated Intersection	Location Description	Most Recent Count	Type of Count Used	Data Source Used	Bi-Directional Volume to Use	FTO SF Report to Use	SF	FTO AF Report to Use	AF	Final AADT
1	US 27 @ SR 60	SR 60 - East of US 27	01/09/2018	24 Hour Class Count	FTO	25,740	Polk Countywide	0.99	1616 SR 60, SR60A-US 27	N/A	25,500
2	US 27 @ SR 60	Ramp - NB US 27 to EB SR 60	01/09/2018	24 Hour Class Count	FTO	5,831	US 27	0.98	1651 US 27, SR 60-US 17/92	N/A	5,700
3	US 27 @ SR 60	Ramp - EB SR 60 to SB US 27	01/09/2018	24 Hour Class Count	FTO	3,759	Polk Countywide	0.99	1651 US 27, SR 60-US 17/92	N/A	3,700
4	US 27 @ SR 60	SR 60 - West of US 27	01/09/2018	24 Hour Class Count	FTO	22,929	Polk Countywide	0.99	1616 SR 60, SR60A-US 27	N/A	22,500
5	US 27 @ SR 60	Ramp - NB US 27 to WB SR 60	02/14/2018	24 Hour Class Count	FTO	3,697	US 27	0.94	1651 US 27, SR 60-US 17/92	N/A	3,500
6	US 27 @ SR 60	Ramp - WB SR 60 to NB US 27	02/14/2018	24 Hour Class Count	FTO	6,024	Polk Countywide	0.95	1651 US 27, SR 60-US 17/92	N/A	5,700
7	US 27 @ SR 60	Ramp - SB US 27 to WB SR 60	02/14/2018	24 Hour Class Count	FTO	2,260	US 27	0.94	1651 US 27, SR 60-US 17/92	N/A	2,100
8	US 27 @ SR 60	Ramp - WB SR 60 to SB US 27	02/14/2018	24 Hour Class Count	FTO	1,425	Polk Countywide	0.95	1651 US 27, SR 60-US 17/92	N/A	1,400
9	US 27 @ W Central Ave	W Central Ave - East of US 27	06/11/2015	24 Hour Volume Count	TPO	8,101	Polk Countywide	1.07	1651 US 27, SR 60-US 17/92	0.93	8,500
10	US 27 @ W Central Ave	W Central Ave - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	5,367	Polk Countywide	0.99	1651 US 27, SR 60-US 17/92	0.94	5,000
11	US 27 @ W Central Ave	US 27 - North of W Central Ave	02/13/2018	24 Hour Class Count	FTO	33,951	US 27	0.94	1651 US 27, SR 60-US 17/92	N/A	32,000
12	US 27 @ W Washington Ave	US 27 - South of W Washington Ave	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	35,934	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	33,000
13	US 27 @ W Washington Ave	W Washington Ave - East of US 27	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	5,314	Polk Countywide	0.96	1651 US 27, SR 60-US 17/92	0.93	4,900
14	US 27 @ W Washington Ave	W Washington Ave - West of US 27	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	2,342	Polk Countywide	0.96	1651 US 27, SR 60-US 17/92	0.93	2,200
15	US 27 @ W Washington Ave	W Washington Ave - East of New St	01/10/2018	24 Hour Class Count	FTO	3,472	Polk Countywide	0.99	1651 US 27, SR 60-US 17/92	N/A	3,400
16	US 27 @ W Washington Ave	US 27 - North of Washington Ave	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	35,682	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	33,000
17	US 27 @ Mountain Lake Cutoff Rd	Mountain Lake Cutoff Rd - West of US 27	01/16/2018	24 Hour Volume Count	FTO	498	Polk Countywide	1.01	1651 US 27, SR 60-US 17/92	0.93	470
18	US 27 @ E Mountain Lake Cutoff Rd	US 27 - South of E Mountain Lake Cutoff Rd	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	36,074	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	33,000
19	US 27 @ E Mountain Lake Cutoff Rd	E Mountain Lake Cutoff Rd - West of US 27	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	362	Polk Countywide	0.96	1651 US 27, SR 60-US 17/92	0.93	340
20	US 27 @ E Mountain Lake Cutoff Rd	E Mountain Lake Cutoff Rd - East of US 27	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	7,624	Polk Countywide	0.96	1651 US 27, SR 60-US 17/92	0.93	7,100
21	US 27 @ E Mountain Lake Cutoff Rd	E Mountain Lake Cutoff Rd - East of US 27	01/16/2018	24 Hour Volume Count	FTO	7,804	Polk Countywide	1.01	1651 US 27, SR 60-US 17/92	0.93	7,300
22	US 27 @ E Mountain Lake Cutoff Rd	US 27 - North of E Mountain Lake Cutoff Rd	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	40,256	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	37,000
23	US 27 @ Tower Point Circle/Vanguard School	Vanguard School Entrance - West of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	268	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	230
24	US 27 @ Tower Point Circle/Vanguard School	Tower Point Cir - East of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	1,522	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	1,300
25	US 27 @ Eagle Ridge Mall Ent S	US 27 - South of Eagle Ridge Mall Ent S	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	41,644	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	38,500
26	US 27 @ Eagle Ridge Mall Ent S	Eagle Ridge Mall Ent S - East of US 27	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	3,468	Polk Countywide	0.96	1651 US 27, SR 60-US 17/92	0.93	3,200
27	US 27 @ Eagle Ridge Mall Ent S	US 27 - North of Eagle Ridge Mall Ent S	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	39,206	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	36,000
28	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	US 27 - South of Thompson Nursery Rd/Chalet Suzanne Rd	02/13/2018	24 Hour Volume Count	FTO	40,974	US 27	0.94	1651 US 27, SR 60-US 17/92	0.93	36,000
29	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	US 27 - South of Thompson Nursery Rd/Chalet Suzanne Rd	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	41,626	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	38,000
30	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	Thompson Nursery Rd - West of US 27	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	10,460	Polk Countywide	0.96	1651 US 27, SR 60-US 17/92	0.93	9,700
31	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	Chalet Suzanne Rd - East of US 27	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	12,670	Polk Countywide	0.96	1651 US 27, SR 60-US 17/92	0.93	12,000
32	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	US 27 - North of Thompson Nursery Rd/Chalet Suzanne Rd	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	41,720	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	38,500
33	US 27 @ Thompson Nursery Rd/Chalet Suzanne Rd	Chalet Suzanne Rd - West of Preserve Pkwy	05/22/2018	24 Hour Class Count	FTO	9,730	Polk Countywide	1.02	1651 US 27, SR 60-US 17/92	N/A	9,900
34	US 27 @ Market Blvd/Star Lake Dr	Market Blvd - West of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,473	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	2,200
35	US 27 @ Market Blvd/Star Lake Dr	Star Lake Dr - East of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	3,496	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	3,100
36	US 27 @ Cypress Gardens Blvd/Waverly Rd/SR 540	US 27 - South of Cypress Gardens Blvd/Waverly Rd/SR 540	02/13/2018	24 Hour Class Count	FTO	42,798	US 27	0.94	1651 US 27, SR 60-US 17/92	N/A	40,000
37	US 27 @ Cypress Gardens Blvd/Waverly Rd/SR 540	Cypress Gardens Blvd - West of US 27	05/08/2018	24 Hour Class Count	FTO	24,939	Polk Countywide	0.99	1618 SR 540, US 17-US 27	N/A	24,500
38	US 27 @ Cypress Gardens Blvd/Waverly Rd/SR 540	Waverly Rd - East of US 27	01/01/2018	AADT	FTO	5,200	Polk Countywide	0.97	1651 US 27, SR 60-US 17/92	N/A	5,200
39	US 27 @ Cypress Gardens Blvd/Waverly Rd/SR 540	US 27 - North of Cypress Gardens Blvd/Waverly Rd/SR 540	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	37,644	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	34,500
40	US 27 @ Lincoln Ave	US 27 - South of Lincoln Ave	04/11/2018	24 Hour Class Count	FTO	36,664	US 27	0.98	1651 US 27, SR 60-US 17/92	N/A	36,000
41	US 27 @ Lincoln Ave	Lincoln Ave - East of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	865	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	760
42	US 27 @ Dundee Rd/SR 542	US 27 - South of Dundee Rd/SR 542	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	41,064	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	37,500
43	US 27 @ Dundee Rd/SR 542	Dundee Rd - West of US 27	04/11/2018	24 Hour Class Count	FTO	21,809	Polk Countywide	0.96	1634 SR 542, CR 550-US 27	N/A	21,000
44	US 27 @ Dundee Rd/SR 542	Dundee Rd - East of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	14,824	Polk Countywide	0.99	1634 SR 542, CR 550-US 27	0.97	14,000
45	US 27 @ Dundee Rd/SR 542	Dundee Rd - West of US 27	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	20,574	Polk Countywide	0.96	1634 SR 542, CR 550-US 27	0.97	20,000
46	US 27 @ Dundee Rd/SR 542	Dundee Rd - West of US 27	06/30/2015	24 Hour Volume Count	TPO	18,054	Polk Countywide	1.07	1634 SR 542, CR 550-US 27	0.97	20,000
47	US 27 @ Dundee Rd/SR 542	US 27 - North of Dundee Rd/SR 542	02/09/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	36,502	US 27	0.95	1651 US 27, SR 60-US 17/92	0.93	33,500
48	US 27 @ Frederick Ave	FairBridge Inn Express Dundee - West of US 27	02/19/2019	72 Hour Volume Count2	Adams Traffic, Inc.	91	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	80
49	US 27 @ Frederick Ave	Frederick Ave - East of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,667	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	2,300
50	US 27 @ Crump Rd/Main St	Crump Rd - West of US 27	06/02/2015	24 Hour Volume Count	TPO	2,290	Polk Countywide	1.04	1651 US 27, SR 60-US 17/92	0.93	2,300
51	US 27 @ Crump Rd/Main St	Main St - East of US 27	06/18/2015	24 Hour Volume Count	TPO	1,504	Polk Countywide	1.07	1651 US 27, SR 60-US 17/92	0.93	1,600
52	US 27 @ Kokomo Rd	Kokomo Rd - East of US 27	06/16/2015	24 Hour Volume Count	TPO	5,173	Polk Countywide	1.07	1651 US 27, SR 60-US 17/92	0.93	5,500
53	US 27 @ Kokomo Rd	Kokomo Rd - East of US 27	01/16/2018	24 Hour Class Count	FTO	5,141	Polk Countywide	1.01	1651 US 27, SR 60-US 17/92	N/A	5,200
54	US 27 @ Hughes Rd	US 27 - North of Hughes Rd	01/30/2018	24 Hour Volume Count	FTO	41,808	US 27	0.97	1651 US 27, SR 60-US 17/92	0.93	37,500
55	US 27 @ Paradise Island Pl/Sunshine Dr	Sunshine Dr - West of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	1,468	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	1,300
56	US 27 @ Paradise Island Pl/Sunshine Dr	Paradise Island Pl - East of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	848	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	740
57	US 27 @ SR 544	US 27 - South of SR 544	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	44,230	US 27	0.94	1651 US 27, SR 60-US 17/92	0.93	40,000
58	US 27 @ SR 544	SR 544 - East of US 27	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	10,908	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	9,900
59	US 27 @ SR 544	SR 544 - West of US 27	01/30/2018	24 Hour Class Count	FTO	21,207	Polk Countywide	0.98	1651 US 27, SR 60-US 17/92	N/A	21,000
60	US 27 @ SR 544	SR 544 - West of US 27	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	21,484	Polk Countywide	0.94	1651 US 27, SR 60-US 17/92	0.93	19,500
61	US 27 @ SR 544	US 27 - North of SR 544	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	52,886	US 27	0.94	1651 US 27, SR 60-US 17/92	0.93	48,000
62	US 27 @ SR 544	SR 544 - East of US 27	01/30/2018	24 Hour Volume Count	FTO	12,501	Polk Countywide	0.98	1651 US 27, SR 60-US 17/92	0.93	11,500
63	US 27 @ US 17	US 27 - South of US 17	07/24/2018	24 Hour Class Count	FTO	44,611	US 27	1.08	1651 US 27, SR 60-US 17/92	N/A	48,000
64	US 27 @ US 17	Ramp - NB US 27 to EB US 17	01/23/2018	24 Hour Class Count	FTO	2,728	US 27	0.98	1651 US 27, SR 60-US 17/92	N/A	2,700
65	US 27 @ US 17	Ramp - SB US 27 to EB US 17	01/23/2018	24 Hour Class Count	FTO	3,282	US 27	0.98	1651 US 27, SR 60-US 17/92	N/A	3,200
66	US 27 @ US 17	Ramp - EB US 17 to SB US 27	01/23/2018	24 Hour Class Count	FTO	2,314	Polk Countywide	0.99	1651 US 27, SR 60-US 17/92	N/A	2,300
67	US 27 @ US 17	Ramp - EB US 17 to NB US 27	01/23/2018	24 Hour Class Count	FTO	4,124	Polk Countywide	0.99	1651 US 27, SR 60-US 17/92	N/A	4,100
68	US 27 @ US 17	US 17 - West of US 27	01/23/2018	24 Hour Class Count	FTO	26,423	Polk Countywide	0.99	1633, US 17/92, SR 555-Haines City	N/A	26,000
69	US 27 @ US 17	Ramp - WB US 17 to NB US 27	01/24/2018	24 Hour Class Count	FTO	3,601	Polk Countywide	0.99	1651 US 27, SR 60-US 17/92	N/A	3,600
70	US 27 @ US 17	Ramp - NB US 27 to WB US 17	01/23/2018	24 Hour Class Count	FTO	2,182	US 27	0.98	1651 US 27, SR 60-US 17/92	N/A	2,100
71	US 27 @ US 17	Ramp - WB US 17 to SB US 27	01/23/2018	24 Hour Class Count	FTO	2,531	Polk Countywide	0.99	1651 US 27, SR 60-US 17/92	N/A	2,500

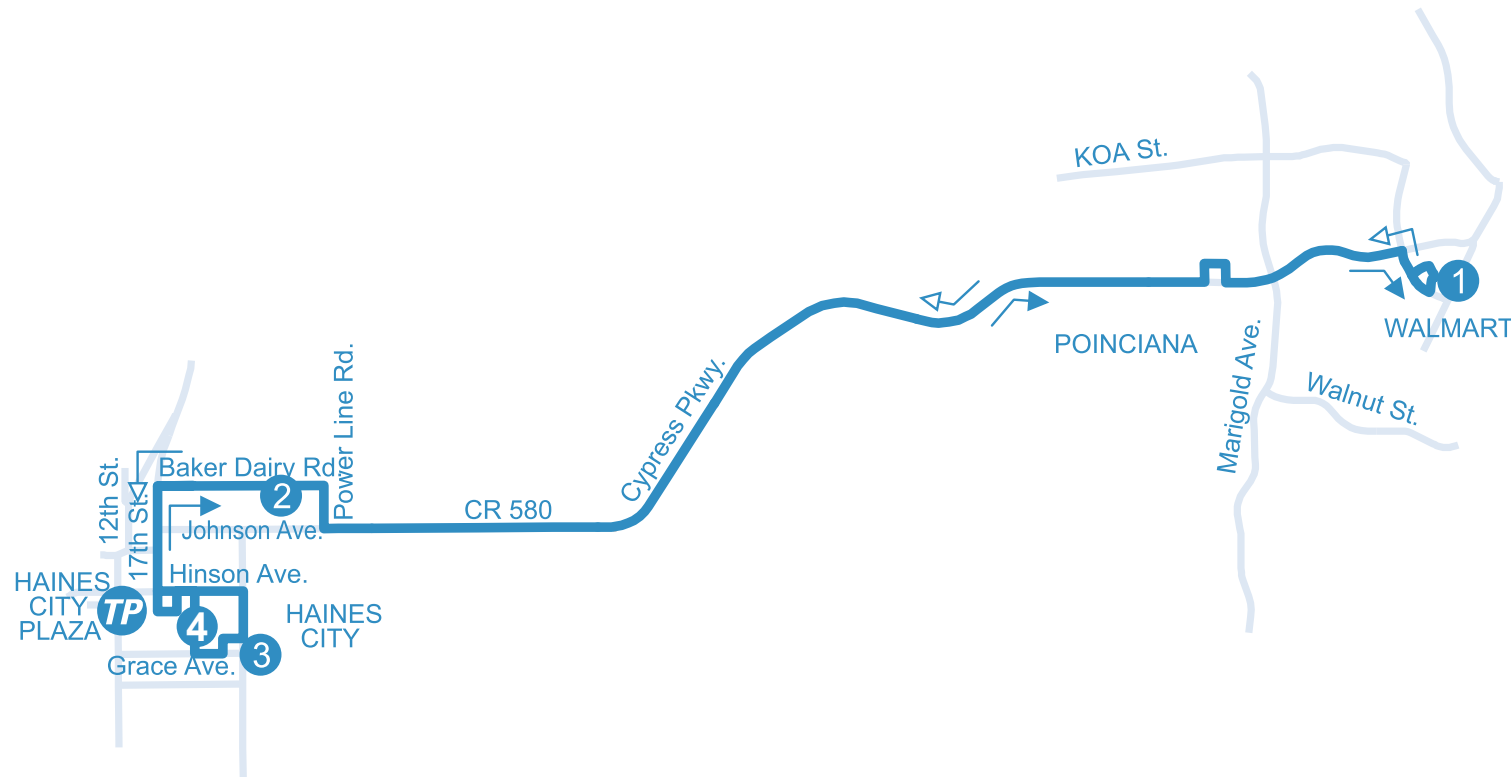
72	US 27 @ US 17	Ramp - SB US 27 to WB US 17	01/23/2018	24 Hour Class Count	FTO	4,297	US 27	0.98	1651 US 27, SR 60-US 17/92	N/A	4,200
73	US 27 @ US 17	US 27 - North of US 17	01/23/2018	24 Hour Class Count	FTO	52,267	US 27	0.98	1666 US 27, US 92-CR 17	N/A	51,000
74	US 27 @ Johnson Ave W	Johnson Ave W - West of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	1,455	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	1,300
75	US 27 @ Johnson Ave W	Johnson Ave W - East of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	1,362	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	1,200
76	US 27 @ Commerce Ave	Commerce Ave - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	3,192	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	3,000
77	US 27 @ Pilot Travel Center Entrance	Pilot Travel Center Entrance - East of US 27	01/08/2019	72 Hour Volume Count3	Adams Traffic, Inc.	4,822	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	4,500
78	US 27 @ Old Polk City Rd/W Main St	US 27 - South of Old Polk City Rd/W Main St	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	60,488	US 27	0.94	1666 US 27, US 92-CR 17	0.93	55,000
79	US 27 @ Old Polk City Rd/W Main St	Old Polk City Rd - West of US 27	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	12,498	Polk Countywide	0.94	1666 US 27, US 92-CR 17	0.93	11,500
80	US 27 @ Old Polk City Rd/W Main St	W Main St - East of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	7,216	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	6,700
81	US 27 @ Old Polk City Rd/W Main St	US 27 - North of Old Polk City Rd/W Main St	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	57,774	US 27	0.94	1666 US 27, US 92-CR 17	0.93	52,500
82	US 27 @ Old Polk City Rd/W Main St	US 27 - North of W Main St	04/11/2018	24 Hour Volume Count	FTO	57,726	US 27	0.98	1666 US 27, US 92-CR 17	0.93	52,500
83	US 27 @ Elen Este Blvd/Southern Dunes Blvd	Glen Este Blvd - West of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	6,489	Polk Countywide	0.94	1666 US 27, US 92-CR 17	0.93	5,700
84	US 27 @ Elen Este Blvd/Southern Dunes Blvd	Southern Dunes Blvd - East of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	8,179	Polk Countywide	0.94	1666 US 27, US 92-CR 17	0.93	7,200
85	US 27 @ Bates Rd	Bates Rd - East of US 27	06/06/2018	24 Hour Volume Count	FTO	12,744	Polk Countywide	1.05	1666 US 27, US 92-CR 17	0.93	12,500
86	US 27 @ Bates Rd	US 27 - South of Bates Rd	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	62,284	US 27	0.94	1666 US 27, US 92-CR 17	0.93	56,500
87	US 27 @ Bates Rd	Bates Rd - East of US 27	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	14,164	Polk Countywide	0.94	1666 US 27, US 92-CR 17	0.93	13,000
88	US 27 @ Bates Rd	Bates Rd - West of US 27	02/24/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	784	Polk Countywide	0.94	1666 US 27, US 92-CR 17	0.93	710
89	US 27 @ Bates Rd	US 27 - North of Bates Rd	04/11/2018	24 Hour Volume Count	FTO	56,458	US 27	0.98	1666 US 27, US 92-CR 17	0.93	51,500
90	US 27 @ Patterson Rd	Patterson Rd - East of US 27	05/21/2015	24 Hour Volume Count	TPO	2,178	Polk Countywide	1.02	1666 US 27, US 92-CR 17	0.93	2,200
91	US 27 @ South Blvd	South Blvd - East of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	4,229	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	3,700
92	US 27 @ South Blvd	RWS Ranch Rd - West of US 27	02/12/2019	72 Hour Volume Count3	Adams Traffic, Inc.	1,023	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	900
93	US 27 @ Sanders Rd/Davenport Blvd	US 27 - South of Sanders Rd/Davenport Blvd	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	63,492	US 27	0.94	1666 US 27, US 92-CR 17	0.93	57,500
94	US 27 @ Sanders Rd/Davenport Blvd	Davenport Blvd - East of US 27	05/21/2015	24 Hour Volume Count	TPO	10,910	Polk Countywide	1.02	1666 US 27, US 92-CR 17	0.93	11,000
95	US 27 @ Sanders Rd/Davenport Blvd	Sanders Rd - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,476	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	2,300
96	US 27 @ Sanders Rd/Davenport Blvd	Davenport Blvd - East of US 27	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	11,432	Polk Countywide	0.94	1666 US 27, US 92-CR 17	0.93	10,500
97	US 27 @ Sanders Rd/Davenport Blvd	US 27 - North of Sanders Rd/Davenport Blvd	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	59,994	US 27	0.94	1666 US 27, US 92-CR 17	0.93	54,500
98	US 27 @ Holly Hill Cutoff Rd/North Blvd	North Blvd - East of US 27	05/26/2015	24 Hour Volume Count	TPO	1,694	Polk Countywide	1.02	1666 US 27, US 92-CR 17	0.93	1,700
99	US 27 @ Holly Hill Cutoff Rd/North Blvd	Holly Hill Cut-Off Rd - West of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,019	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	1,800
100	US 27 @ La Casa del Sol Blvd	La Casa del Sol Blvd - West of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	817	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	720
101	US 27 @ Massee Rd/Holly Hill Rd	US 27 - South of Massee Rd/Holly Hill Rd	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	60,030	US 27	0.94	1666 US 27, US 92-CR 17	0.93	54,500
102	US 27 @ Massee Rd/Holly Hill Rd	Holly Hill Rd - East of US 27	05/26/2015	24 Hour Volume Count	TPO	3,019	Polk Countywide	1.02	1666 US 27, US 92-CR 17	0.93	3,000
103	US 27 @ Massee Rd/Holly Hill Rd	Holly Hill Rd - East of US 27	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	6,574	Polk Countywide	0.94	1666 US 27, US 92-CR 17	0.93	6,000
104	US 27 @ Massee Rd/Holly Hill Rd	Massee Rd - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	3,851	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	3,600
105	US 27 @ Massee Rd/Holly Hill Rd	US 27 - North of Massee Rd/Holly Hill Rd	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	62,838	US 27	0.94	1666 US 27, US 92-CR 17	0.93	57,000
106	US 27 @ Holly Hill Tank Rd/Florida Development Rd	US 27 - South of Holly Hill Tank Rd	12/31/2018	24 Hour Continuous Count	FTO	60,155	US 27	0.99	1666 US 27, US 92-CR 17	N/A	60,000
107	US 27 @ Holly Hill Tank Rd/Florida Development Rd	Florida Development Rd - East of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	1,518	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	1,300
108	US 27 @ Holly Hill Tank Rd/Florida Development Rd	Holly Hill Tank Rd - West of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	201	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	180
109	US 27 @ Ridgewood Lakes Blvd	Ridgewood Lakes Blvd - East of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	4,949	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	4,600
110	US 27 @ Cottonwood Dr/Holly Hill Grove Rd 2	Holly Hill Grove Two Rd - West of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	726	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	640
111	US 27 @ Cottonwood Dr/Holly Hill Grove Rd 2	Cottonwood Dr - East of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,623	Polk Countywide	0.95	1666 US 27, US 92-CR 17	0.93	2,300
112	US 27 @ Minute Maid Ramp Rd 2/Citrus Ridge Dr	US 27 - South of Minute Maid Ramp Rd 2/Citrus Ridge Dr	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	67,864	US 27	0.94	1666 US 27, US 92-CR 17	0.93	61,500
113	US 27 @ Minute Maid Ramp Rd 2/Citrus Ridge Dr	Citrus Ridge Dr - East of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	4,212	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	3,900
114	US 27 @ Minute Maid Ramp Rd 2/Citrus Ridge Dr	Minute Maid Ramp Rd 2 - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	3,137	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	2,900
115	US 27 @ Minute Maid Ramp Rd 2/Citrus Ridge Dr	US 27 - North of Minute Maid Ramp Rd 2/Citrus Ridge Dr	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	62,708	US 27	0.94	1666 US 27, US 92-CR 17	0.93	57,000
116	US 27 @ Heller Bros Blvd/Deer Creek Blvd	US 27 - South of Heller Bros Blvd/Deer Creek Blvd	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	71,022	US 27	0.94	1666 US 27, US 92-CR 17	0.93	64,500
117	US 27 @ Heller Bros Blvd/Deer Creek Blvd	Heller Bros Blvd - West of US 27	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	2,050	Polk Countywide	0.94	1666 US 27, US 92-CR 17	0.93	1,900
118	US 27 @ Heller Bros Blvd/Deer Creek Blvd	Deer Creek Blvd - East of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	4,179	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	3,900
119	US 27 @ Heller Bros Blvd/Deer Creek Blvd	US 27 - North of Heller Bros Blvd/Deer Creek Blvd	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	60,996	US 27	0.94	1666 US 27, US 92-CR 17	0.93	55,500
120	US 27 @ Ernie Caldwell Blvd	US 27 - South of Ernie Caldwell Blvd	05/04/2016	48 Hour Class Count	I-4 SIAR	51,051	US 27	1.01	1666 US 27, US 92-CR 17	N/A	53,500
121	US 27 @ Home Run Blvd/Posner Blvd	US 27 - South of Home Run Blvd/Posner Blvd	02/23/2016	24 Hour Approach Volume Count1	Faller, Davis & Associates, Inc. IA TWO	63,416	US 27	0.94	1666 US 27, US 92-CR 17	0.93	57,500
122	US 27 @ Home Run Blvd/Posner Blvd	Home Run Blvd - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	3,935	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	3,700
123	US 27 @ Home Run Blvd/Posner Blvd	Posner Blvd - East of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	13,315	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	12,500
124	US 27 @ Home Run Blvd/Posner Blvd	US 27 - North of Home Run Blvd/Posner Blvd	04/26/2016	48 Hour Class Count	I-4 SIAR	55,457	US 27	1	1666 US 27, US 92-CR 17	N/A	57,500
125	US 27 @ I-4	US 27 - South of I-4	05/08/2018	24 Hour Class Count	I-4 SIAR	70,035	US 27	1.02	1666 US 27, US 92-CR 17	N/A	71,500
126	US 27 @ SW Access Rd	SW Access Rd - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	5,118	Polk Countywide	0.99	1666 US 27, US 92-CR 17	0.94	4,800
127	US 27 @ I-4	Ramp - NB US 27 to EB I-4	05/08/2018	24 Hour Class Count	I-4 SIAR	19,566	US 27	1.02	1631 I-4,US 98-Osceola C/L	N/A	20,000
128	US 27 @ I-4	Ramp - SB US 27 to WB I-4	03/13/2018	24 Hour Volume Count	FTO	6,550	US 27	0.92	1631 I-4,US 98-Osceola C/L	0.87	5,200
129	US 27 @ I-4	Ramp - EB I-4 to US 27	03/13/2018	24 Hour Volume Count	FTO	9,930	Polk I-4	0.94	1631 I-4,US 98-Osceola C/L	0.87	8,100
130	US 27 @ I-4	Ramp - SB US 27 to EB I-4	03/13/2018	24 Hour Volume Count	FTO	3,670	US 27	0.92	1631 I-4,US 98-Osceola C/L	0.87	2,900
131	US 27 @ I-4	Ramp - WB I-4 to US 27	03/13/2018	24 Hour Volume Count	FTO	25,321	Polk I-4	0.94	1631 I-4,US 98-Osceola C/L	0.87	20,500
132	US 27 @ I-4	Ramp - NB US 27 to WB I-4	03/13/2018	24 Hour Volume Count	FTO	3,577	US 27	0.92	1631 I-4,US 98-Osceola C/L	0.87	2,900
133	US 27 @ I-4	Hampton Inn, Burger King, and Denny's Access Road - East of US 27	02/05/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,394	Polk Countywide	0.96	1653 US 27, I-4-CR 54	0.93	2,100
134	US 27 @ I-4	US 27 - North of I-4	06/27/2018	24 Hour Class Count	FTO	30,700	US 27	1.09	1653 US 27, I-4-CR 54	N/A	33,500
135	US 27 @ I-4	US 27 - North of I-4	05/08/2018	24 Hour Class Count	I-4 SIAR	40,923	US 27	1.02	1653 US 27, I-4-CR 54	N/A	41,500
136	US 27 @ Access Rd/Ritchie Bros Driveway	Access Rd NW - West of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	5,763	Polk Countywide	0.95	1653 US 27, I-4-CR 54	0.93	5,100
137	US 27 @ Access Rd/Ritchie Bros Driveway	Ritchie Bros Driveway - East of US 27	02/05/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,003	Polk Countywide	0.96	1653 US 27, I-4-CR 54	0.93	1,800
138	US 27 @ Waverly Barn Rd/Dunson Rd	Dunson Rd - West of US 27	04/26/2016	48 Hour Class Count	I-4 SIAR	2,777	Polk Countywide	0.98	1653 US 27, I-4-CR 54	N/A	2,800
139	US 27 @ Waverly Barn Rd/Dunson Rd	Dunson Rd - East of US 27	01/01/2017	24 Hour Class Count	TPO	3,154	Polk Countywide	0.97	1653 US 27, I-4-CR 54	N/A	3,100
140	US 27 @ Deen Still Rd/Ronald Reagan Pkwy	Deen Still Rd - West of US 27	04/26/2016	48 Hour Class Count	I-4 SIAR	4,362	Polk Countywide	0.98	1653 US 27, I-4-CR 54	N/A	4,400
141	US 27 @ Deen Still Rd/Ronald Reagan Pkwy	Ronald Reagan Pkwy - East of US 27	01/01/2018	AADT	FTO	18,600	Polk Countywide	0.97	1653 US 27, I-4-CR 54	N/A	18,500
142	US 27 @ Ogelthorpe Dr	Ogelthorpe Dr - West of US 27	02/05/2019	72 Hour Volume Count	Adams Traffic, Inc.	1,447	Polk Countywide	0.96	1653 US 27, I-4-CR 54	0.93	1,300
143	US 27 @ Elgin Blvd/Tri County 1 Rd	Tri County 1 Rd - East of US 27	02/05/2019	72 Hour Volume Count	Adams Traffic, Inc.	907	Polk Countywide	0.96	1653 US 27, I-4-CR 54	0.93	810
144	US 27 @ Elgin Blvd/Tri County 1 Rd	Elgin Blvd - West of US 27	02/05/2019	72 Hour Volume Count	Adams Traffic, Inc.	1,638	Polk Countywide	0.96	1653 US 27, I-4-CR 54	0.93	1,500

145	US 27 @ Bella Citta Blvd	Bella Citta Blvd - East of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	8,388	Polk Countywide	0.99	1653 US 27, I-4-CR 54	0.94	7,800
146	US 27 @ Four Corners Blvd	Four Corners Blvd - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	3,490	Polk Countywide	0.99	1653 US 27, I-4-CR 54	0.94	3,200
147	US 27 @ Central Grove Rd/Terra del Sol Blvd	Terra del Sol Blvd - East of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	673	Polk Countywide	0.95	1653 US 27, I-4-CR 54	0.93	590
148	US 27 @ Central Grove Rd/Terra del Sol Blvd	Central Grove Rd - West of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,352	Polk Countywide	0.95	1653 US 27, I-4-CR 54	0.93	2,100
149	US 27 @ California Blvd	California Blvd - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	3,597	Polk Countywide	0.99	1653 US 27, I-4-CR 54	0.94	3,300
150	US 27 @ McFee Dr	McFee Dr - East of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,442	Polk Countywide	0.99	1653 US 27, I-4-CR 54	0.94	2,300
151	US 27 @ Highlands Reserve Blvd/Student Dr	Highlands Reserve Blvd - West of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,438	Polk Countywide	0.95	1653 US 27, I-4-CR 54	0.93	2,200
152	US 27 @ Highlands Reserve Blvd/Student Dr	Student Dr - East of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	2,328	Polk Countywide	0.95	1653 US 27, I-4-CR 54	0.93	2,100
153	US 27 @ Sand Mine Rd	Sand Mine Rd - West of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	12,582	Polk Countywide	0.99	1653 US 27, I-4-CR 54	0.94	11,500
154	US 27 @ Sand Mine Rd	Sand Mine Rd - East of US 27	01/08/2019	72 Hour Volume Count	Adams Traffic, Inc.	3,624	Polk Countywide	0.99	1653 US 27, I-4-CR 54	0.94	3,400
155	US 27 @ Legacy Park Blvd/Florence Villa Grove Rd	Florence Villa Grove Rd - East of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	11,453	Polk Countywide	0.95	1653 US 27, I-4-CR 54	0.93	10,000
156	US 27 @ Legacy Park Blvd/Florence Villa Grove Rd	Legacy Park Blvd - West of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	8,080	Polk Countywide	0.95	1653 US 27, I-4-CR 54	0.93	7,100
157	US 27 @ Polo Park Blvd/Polo Park East Blvd	Polo Park East Blvd - East of US 27	02/12/2019	72 Hour Volume Count	Adams Traffic, Inc.	5,987	Polk Countywide	0.95	1653 US 27, I-4-CR 54	0.93	5,300
158	US 27 @ Polo Park Blvd/Polo Park East Blvd	Polo Park Blvd - West of US 27	02/19/2019	72 Hour Volume Count	Adams Traffic, Inc.	3,261	Polk Countywide	0.94	1653 US 27, I-4-CR 54	0.93	2,900
159	US 27 @ US 192	US 27 - South of US 192	05/09/2018	24 Hour Class Count	FTO	40,519	US 27	1.02	1653 US 27, I-4-CR 54	N/A	41,500
160	US 27 @ US 192	Ramp - WB US 192 to SB US 27	06/06/2018	24 Hour Volume Count	FTO	8,778	Polk Countywide	1.05	1653 US 27, I-4-CR 54	0.93	8,600
161	US 27 @ US 192	Ramp - SB US 27 to EB US 192	06/05/2018	24 Hour Volume Count	FTO	16,544	Polk Countywide	1.05	1653 US 27, I-4-CR 54	0.93	16,000
162	US 27 @ US 192	Ramp - NB US 27 to EB US 192	05/09/2018	24 Hour Volume Count	FTO	9,415	Polk Countywide	0.99	1653 US 27, I-4-CR 54	0.93	8,700
163	US 27 @ US 192	US 192 - East of US 27	04/11/2018	24 Hour Class Count	FTO	51,028	Polk Countywide	0.96	1653 US 27, I-4-CR 54	N/A	49,000

APPENDIX F

Citrus Connection Bus Routes and Service Plans

Monday, April 1, 2019



	1 Depart Walmart Supercenter at Poinciana	2 Power Line Rd. & Baker Dairy Rd.	3 Haines City High School	4 Arrive Haines City Plaza
WEEKDAYS	WESTBOUND			
	5:40	5:55	6:10	6:15
	7:10	7:30	---	7:45
	8:40	9:00	---	9:15
	10:10	10:30	---	10:45
	11:40	12:00	---	12:15
	1:10	1:30	---	1:45
	2:40	3:00	---	3:15
	4:10	4:30	---	4:45
	5:40	6:00	---	6:15

SATURDAY	7:05	7:25	---	7:40
	9:00	9:20	---	9:35
	12:00	12:20	---	12:35
	2:00	2:20	---	2:35

TP Transfer Points

TRANSFER POINTS PUNTOS DE TRANSFERENCIA

Haines City Plaza: Rt 15 and 427

➔ From Haines City to Poinciana
Desde Haines City hacia Poinciana

➔ From Poinciana to Haines City
Desde Poinciana hacia Haines City

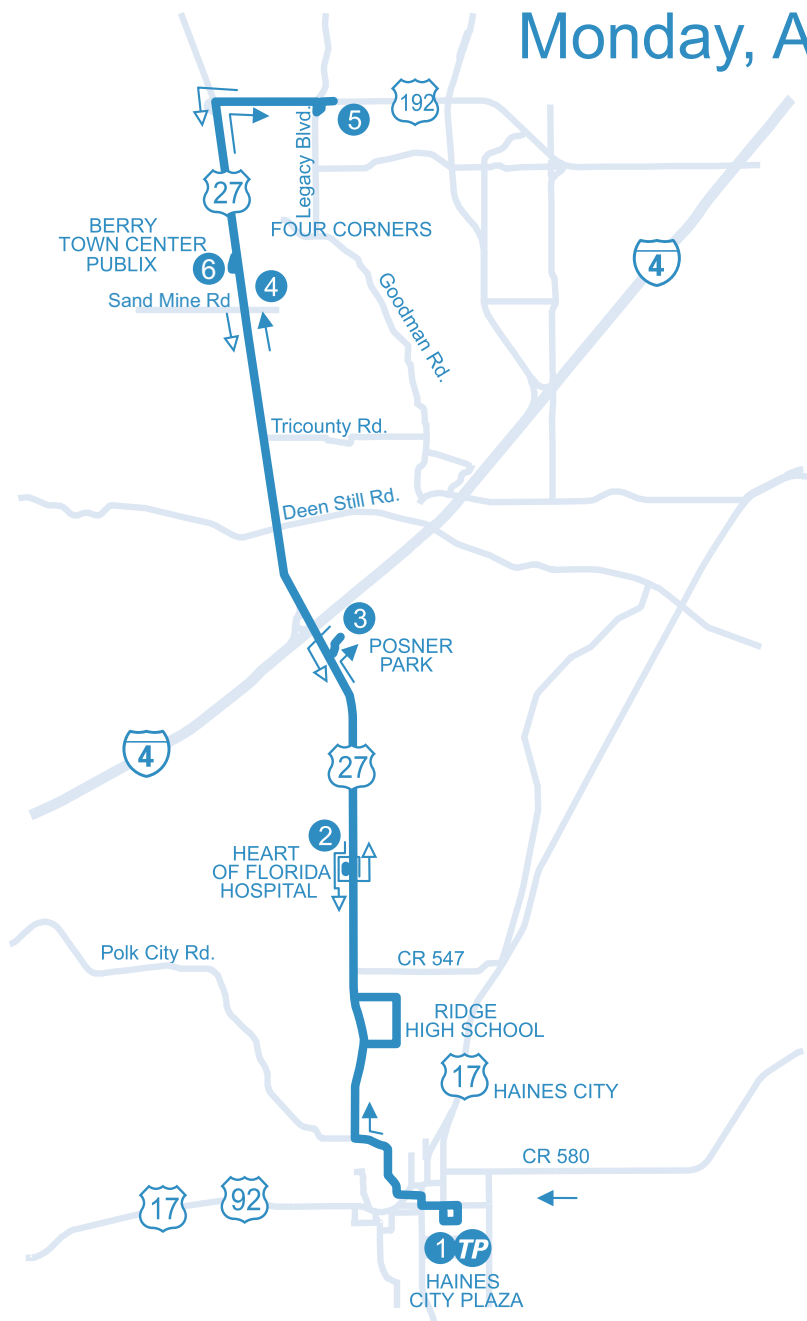
	4 Depart Haines City Plaza	3 Haines City High School	2 Power Line Rd. & Baker Dairy Rd.	1 Arrive Walmart Supercenter at Poinciana
WEEKDAYS	EASTBOUND			
	6:25	---	6:40	7:00
	7:55	---	8:10	8:30
	9:25	---	9:40	10:00
	10:55	---	11:10	11:30
	12:25	---	12:40	1:00
	1:55	2:00	2:15	2:35
	3:25	---	3:40	4:00
	4:55	---	5:10	5:30
	6:25	6:30	6:45	7:00

SATURDAY	7:50	---	8:00	8:25
	9:45	---	9:55	10:20
	12:45	---	12:55	1:20
	2:45	---	2:55	3:20

For More Information CALL Para más información llame al
855.POLKBUS (765-5287)

WWW.RIDECITRUS.COM

Monday, April 1, 2019



WEEKDAYS	5	6	3	2	1
	Depart at Legacy Blvd.	Publix at Berry Town Center	Posner Park	Heart of Florida Hospital	Arrive Haines City Plaza
	SOUTHBOUND				
	5:25	5:36	5:52	6:00	6:16
	6:25	6:36	6:52	7:00	7:16
	7:25	7:36	7:52	8:00	8:16
	8:25	8:36	8:52	9:00	9:16
	9:25	9:37	9:53	10:01	10:17
	10:25	10:37	10:53	11:01	11:17
	11:25	11:37	11:53	12:01	12:17
WEEKDAYS	1	2	3	4	5
	Depart Haines City Plaza	Heart of Florida Hospital	Posner Park	U.S. 27 & Sand Mine Rd.	Arrive at Legacy Blvd.
	NORTHBOUND				
	6:25	6:40	6:49	7:04	7:15
	7:25	7:40	7:49	8:04	8:15
	8:25	8:42	8:51	9:06	9:17
	9:25	9:42	9:51	10:06	10:17
	10:25	10:42	10:51	11:06	11:17
	11:25	11:42	11:51	12:06	12:17
	12:25	12:42	12:51	1:06	1:17
SATURDAY	1:25	1:42	1:51	2:06	2:17
	2:25	2:42	2:51	3:04	3:17
	3:25	3:42	3:51	4:04	4:17
	4:25*	4:40	4:48	5:01	5:13
	5:25	5:44	5:53	6:06	6:16
	6:25	6:40	6:49	7:02	7:12
	7:50	8:05	8:13	8:26	8:38
	9:45	10:00	10:08	10:21	10:33
	12:45	1:00	1:08	1:21	1:33
	2:45	3:00	3:08	3:21	3:33

*This trip will serve Ridge High School

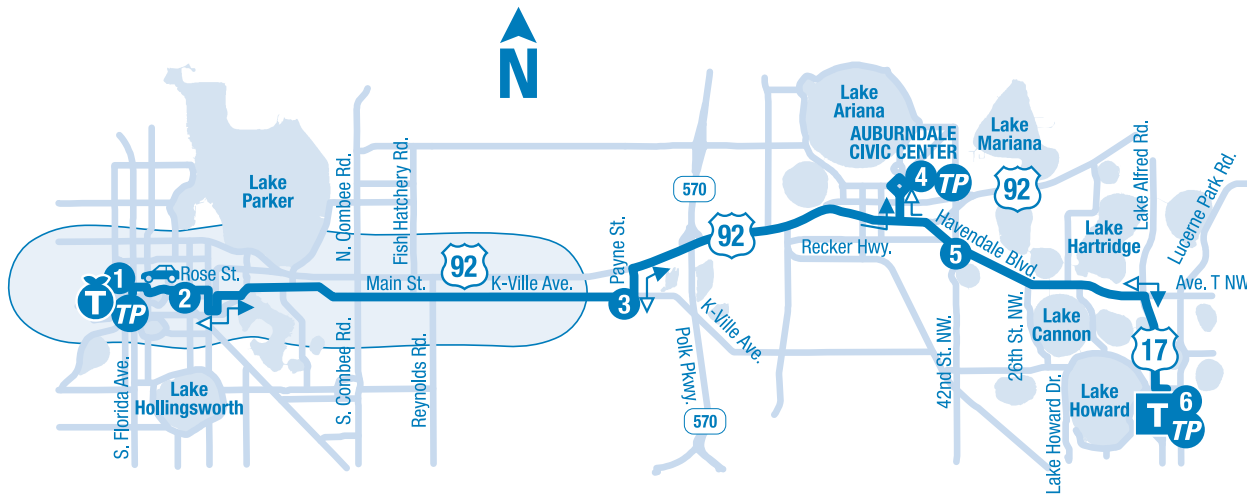
TP Transfer Points

TRANSFER POINTS PUNTOS DE TRANSFERENCIA
Haines City Plaza: Rt 15 and 416

- ➡ From Haines City to Legacy Blvd.
Desde Haines City hacia Legacy Blvd.
- From Legacy Blvd. to Haines City
Desde Legacy Blvd. hacia Haines City

For More Information CALL Para más información llame al
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Transfer Points



Winter Haven Terminal



Lakeland Terminal



Park & Ride

TRANSFER POINTS PUNTOS DE TRANSFERENCIA**Lakeland Downtown Terminal:** Rt 1, 3, 10, 14, 15, 22XL, 45, 46 and 58 weekdays. Rt 1 Saturdays.**Winter Haven Downtown Terminal:** Rt 15, 22XW, 27X, 30, 40/44, 50 and 60**Auburndale Civic Center:** RT 50

➔ From Lakeland Terminal to Winter Haven Terminal
Desde la Terminal de Lakeland hacia la Terminal de Winter Haven

➔ From Winter Haven Terminal to Lakeland Terminal
Desde la Terminal de Winter Haven hacia la Terminal de Lakeland



SATURDAYS ONLY, ADA comparable service ¾ mile from the bus route.
SÁBADO SOLAMENTE, Servicio comparable ADA ¾ de milla desde la ruta de autobus.

	Depart Lakeland Downtown Terminal 1	Park & Ride at Rose St. 2	Payne St. & K-Ville Ave. 3	Auburndale Civic Center 4	Havendale Blvd. & 42nd St. NW. 5	Arrive Winter Haven Downtown Terminal 6
WEEKDAYS	EASTBOUND					
	6:15	6:18	6:32	6:43	6:50	7:00
	7:15	7:18	7:32	7:43	7:50	8:00
	8:15	8:18	8:32	8:43	8:50	9:00
	9:15	9:18	9:32	9:43	9:50	10:00
	10:15	10:18	10:32	10:43	10:50	11:00
	11:15	11:18	11:32	11:43	11:50	12:00
	12:15	12:18	12:32	12:43	12:50	1:00
	1:15	1:18	1:32	1:43	1:50	2:00
	2:15	2:18	2:32	2:43	2:50	3:00
	3:15	3:18	3:32	3:43	3:50	4:00
	4:15	4:18	4:32	4:43	4:50	5:00
	5:15	5:18	5:32	5:43	5:50	6:00
	6:15	6:18	6:32	6:43	6:50	7:00

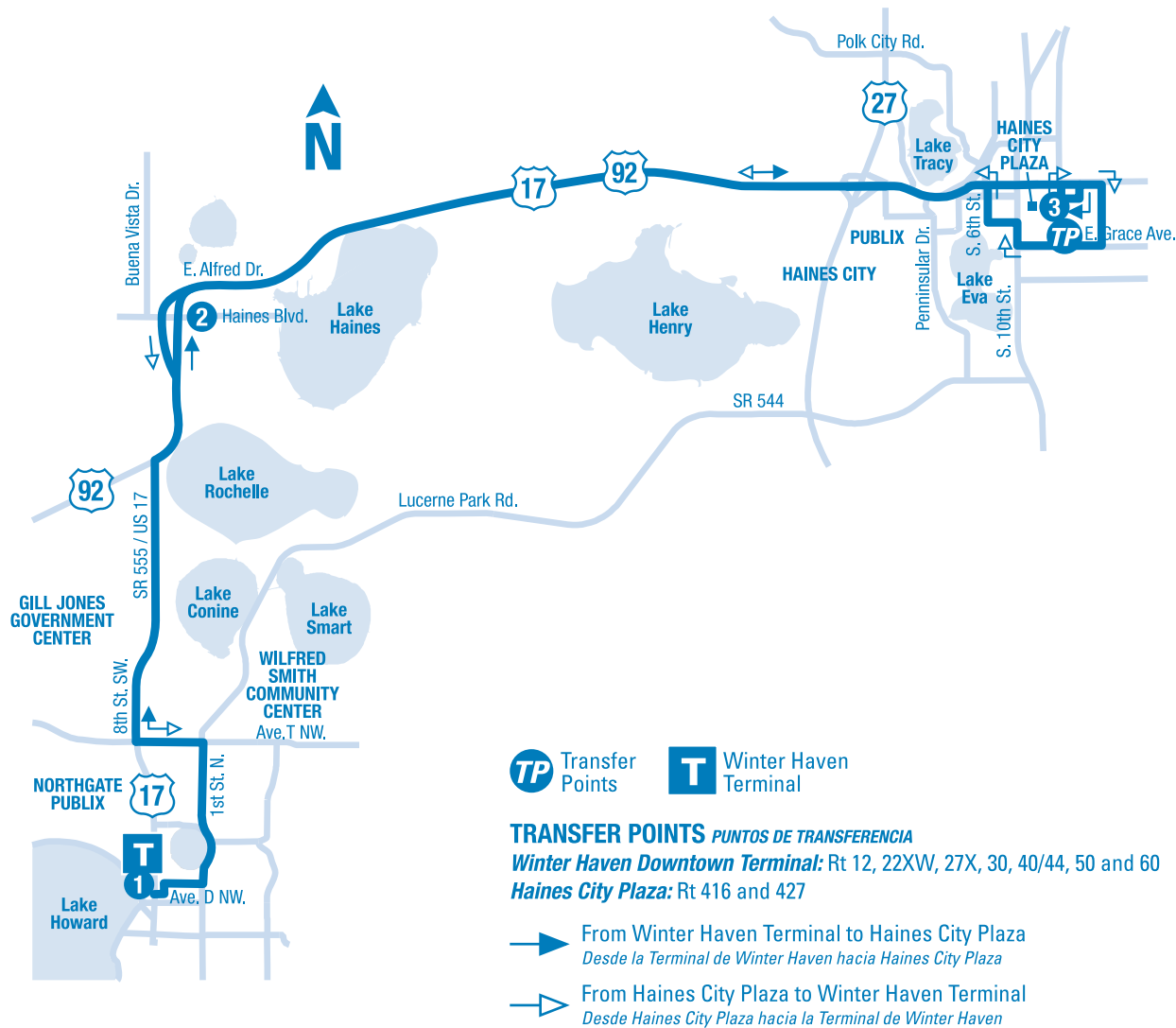
	EASTBOUND					
SATURDAY	7:15	7:18	7:32	7:43	7:50	8:00
	9:15	9:18	9:32	9:43	9:50	10:00
	12:15	12:18	12:32	12:43	12:50	1:00
	2:15	2:18	2:32	2:43	2:50	3:00

	Depart Winter Haven Downtown Terminal 6	Havendale Blvd. & Charlotte Rd. 5	Auburndale Civic Center 4	Payne St. & K-Ville Ave. 3	Park & Ride at Rose St. 2	Arrive Lakeland Downtown Terminal 1
WEEKDAYS	WESTBOUND					
	6:15	6:26	6:33	6:46	7:00	7:03
	7:15	7:26	7:33	7:46	8:00	8:03
	8:15	8:26	8:33	8:46	9:00	9:03
	9:15	9:26	9:33	9:46	10:00	10:03
	10:15	10:26	10:33	10:46	11:00	11:03
	11:15	11:26	11:33	11:46	12:00	12:03
	12:15	12:26	12:33	12:46	1:00	1:03
	1:15	1:26	1:33	1:46	2:00	2:03
	2:15	2:26	2:33	2:46	3:00	3:03
	3:15	3:26	3:33	3:46	4:00	4:03
	4:15	4:26	4:33	4:46	5:00	5:03
	5:15	5:26	5:33	5:46	6:00	6:03
	6:15	6:26	6:33	6:46	7:00	7:03

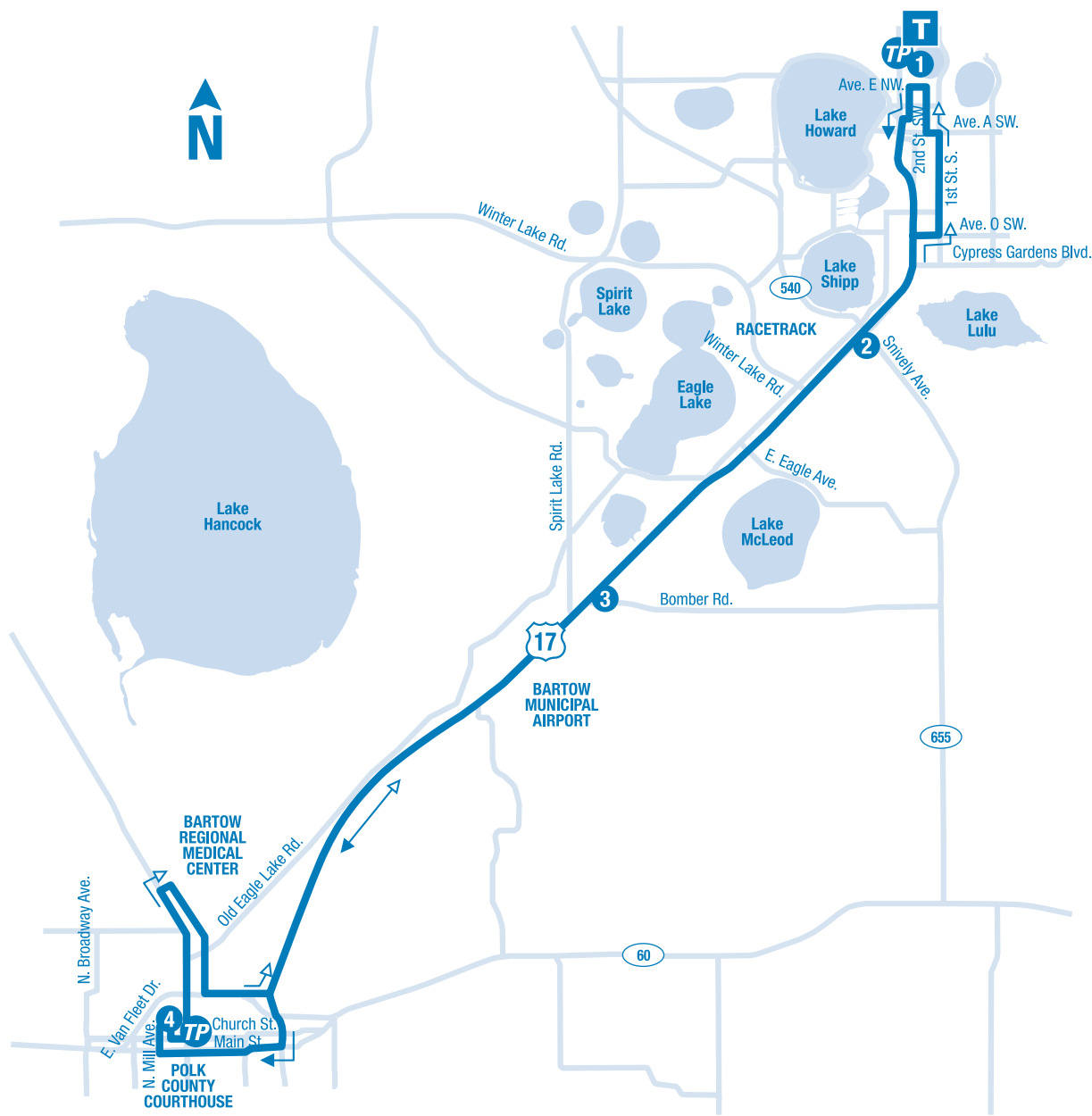
	WESTBOUND					
SATURDAY	8:15	8:26	8:33	8:46	9:00	9:03
	10:15	10:26	10:33	10:46	11:00	11:03
	1:15	1:26	1:33	1:46	2:00	2:03
	3:15	3:26	3:33	3:46	4:00	4:03

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	Depart Winter Haven Downtown Terminal 1	Hwy. 17/92 & Haines Blvd. (Lake Alfred) 2	Arrive Haines City Plaza 3		Depart Haines City Plaza 3	Hwy. 17/92 & Haines Blvd. (Lake Alfred) 2	Arrive Winter Haven Downtown Terminal 1	
	NORTHBOUND				SOUTHBOUND			
WEEKDAYS	5:45	6:01	6:15		6:25	6:45	7:00	
	7:15	7:31	7:45		7:55	8:15	8:30	
	8:45	9:01	9:15		9:25	9:45	10:00	
	10:15	10:31	10:45		10:55	11:15	11:30	
	11:45	12:01	12:15		12:25	12:45	1:00	
	1:15	1:31	1:45		1:55	2:15	2:30	
	2:45	3:01	3:15		3:25	3:45	4:00	
	4:15	4:31	4:45		4:55	5:15	5:30	
	5:45	6:01	6:15		6:25	6:45	7:00	
SATURDAY	6:45	7:01	7:15		7:25	7:45	8:00	
	9:45	10:01	10:15		10:25	10:45	11:00	
	1:45	2:01	2:15		2:25	2:45	3:00	

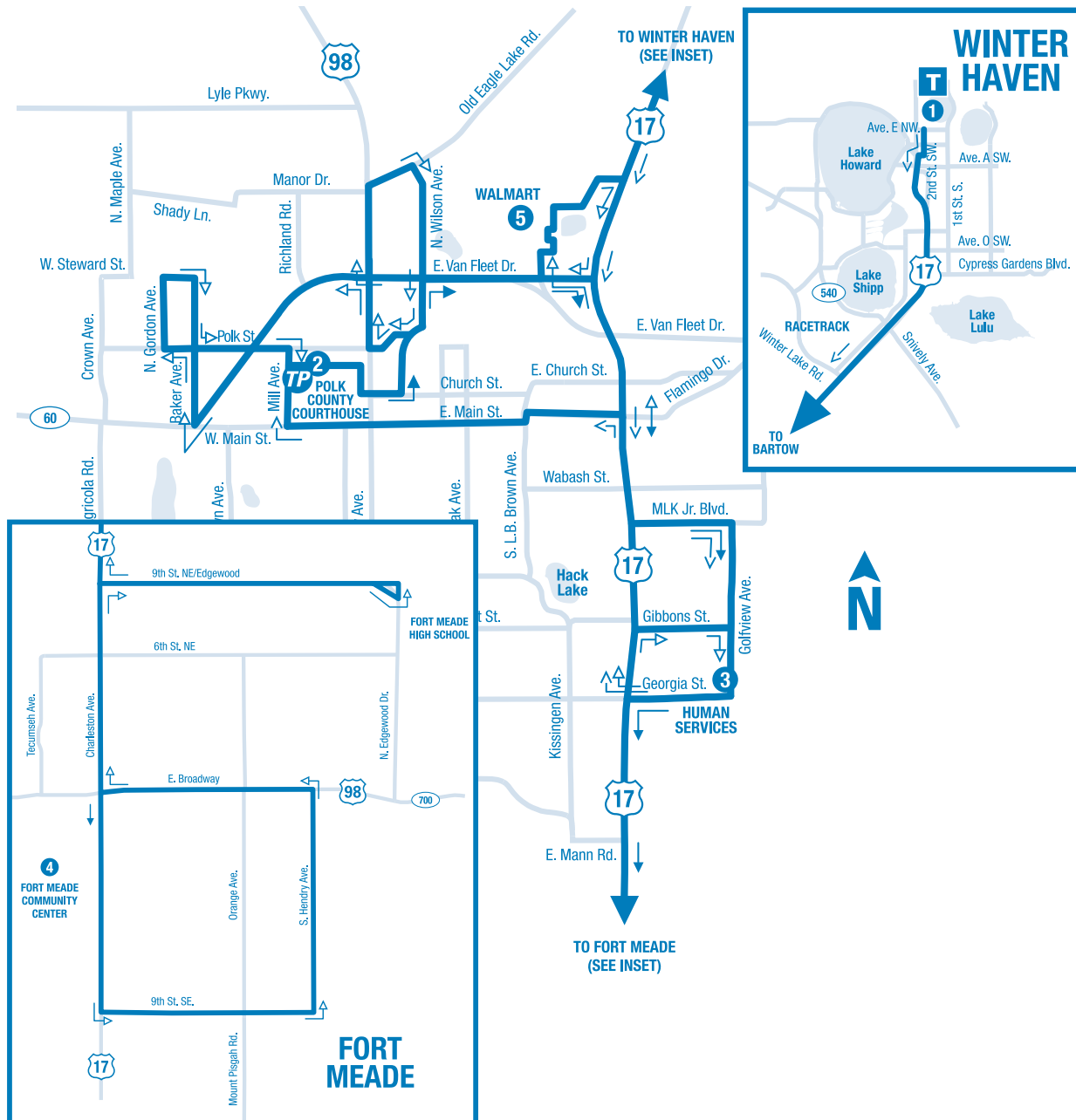


WEEKDAYS	SOUTHBOUND				NORTHBOUND			
	1	2	3	4	4	3	2	1
	5:45	5:53	6:00	6:14	6:30	6:47	6:52	7:04
	7:15	7:23	7:30	7:44	8:00	8:17	8:22	8:34
WEEKDAYS	8:45	8:53	9:00	9:14	9:30	9:47	9:52	10:04
	10:15	10:23	10:30	10:44	11:00	11:17	11:22	11:34
	11:45	11:53	12:00	12:14	12:30	12:47	12:52	1:04
	1:15	1:23	1:30	1:44	2:00	2:17	2:22	2:34
	2:45	2:53	3:00	3:14	3:30	3:47	3:52	4:04
	4:15	4:23	4:30	4:44	5:00	5:17	5:22	5:34
	5:45	5:53	6:00	6:14	6:30	6:47	6:52	7:04
SAT.	8:15	8:23	8:30	8:44	9:00	9:17	9:22	9:34
	12:15	12:23	12:30	12:44	1:00	1:17	1:22	1:34

TP Transfer Points **T** Winter Haven Terminal

TRANSFER POINTS PUNTOS DE TRANSFERENCIA
Winter Haven Downtown Terminal: Rt 12, 15, 27X, 30, 40/44, 50 and 60
Polk County Courthouse: Rt 22XL and 25 Weekdays.

- ➡ From Winter Haven Terminal to Polk County Courthouse
Desde la Terminal de Winter Haven hacia la Corte del Condado de Polk
- ➡ From Polk County Courthouse to Winter Haven Terminal
Desde la Corte del Condado de Polk hacia la Terminal de Winter Haven



WEEKDAYS

Depart Winter Haven Downtown Terminal	Polk County Courthouse	Human Services in Bartow	Fort Meade Community Center	Human Services in Bartow	Walmart in Bartow	Arrive Polk County Courthouse
1	2	3	4	3	5	2
5:45	---	---	---	6:10	---	6:20
---	6:30	6:40	6:55	7:23	7:31	7:53
---	8:00	8:10	8:25	8:53	9:01	9:23
---	9:30	9:40	9:55	10:23	10:31	10:53
---	11:00	11:10	11:25	11:53	12:01	12:23
---	12:30	12:40	12:55	1:23	1:31	1:53
---	2:00	2:10	2:25	2:53	3:01	3:23
---	3:30	3:40	3:55	4:23	4:31	4:53
---	5:00	5:10	5:25	5:53	---	---

TP Transfer Points

T Winter Haven Terminal

TRANSFER POINTS PUNTOS DE TRANSFERENCIA

Polk County Courthouse: Rt 22XL and 22XW

- First trip only: From Winter Haven Terminal to Polk County Courthouse
Primer viaje solamente: Desde Winter Haven Terminal hacia la Corte del Condado de Polk
- From Polk County Courthouse to Fort Meade Community Center
Desde la Corte del Condado de Polk hacia el Centro Comunitario de Fort Meade
- From Fort Meade Community Center to Polk County Courthouse
Desde el Centro Comunitario en Fort Meade hacia la Corte del Condado de Polk

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27X

DUNDEE / EAGLE RIDGE MALL

EFFECTIVE OCTOBER 1, 2018 / EFECTIVO OCTUBRE 1, 2018

WEEKDAYS

Depart Dundee Town Hall	2
Arrive Eagle Ridge Mall	3
SOUTHBOUND	
6:00	6:10
11:00	11:10

WEEKDAYS

Depart Winter Haven Terminal	1
Arrive Dundee Town Hall	2
EASTBOUND	
10:40	11:00

Depart Eagle Ridge Mall	2	
Walmart Supercenter	4	
Arrive Dundee Police Station	5	
NORTHBOUND		
11:15	---	11:30
---	6:55	7:05

Depart Dundee Police Station	5
Arrive Winter Haven Terminal	1
WESTBOUND	
11:30	11:50

TP Transfer Points

T Winter Haven Terminal

TRANSFER POINTS

PUNTOS DE TRANSFERENCIA

Winter Haven Downtown Terminal:

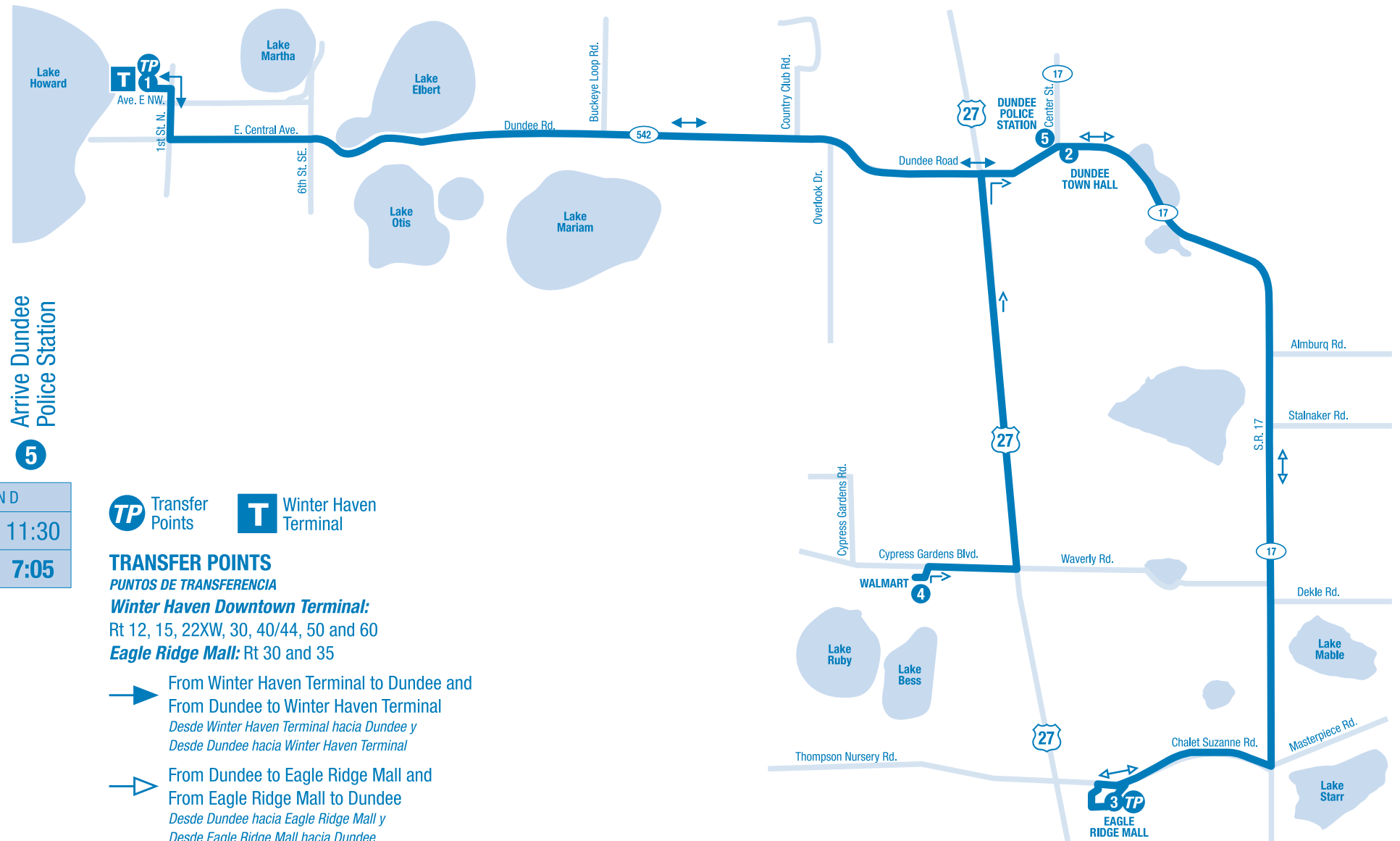
Rt 12, 15, 22XW, 30, 40/44, 50 and 60

Eagle Ridge Mall: Rt 30 and 35

➔ From Winter Haven Terminal to Dundee and
From Dundee to Winter Haven Terminal
*Desde Winter Haven Terminal hacia Dundee y
Desde Dundee hacia Winter Haven Terminal*

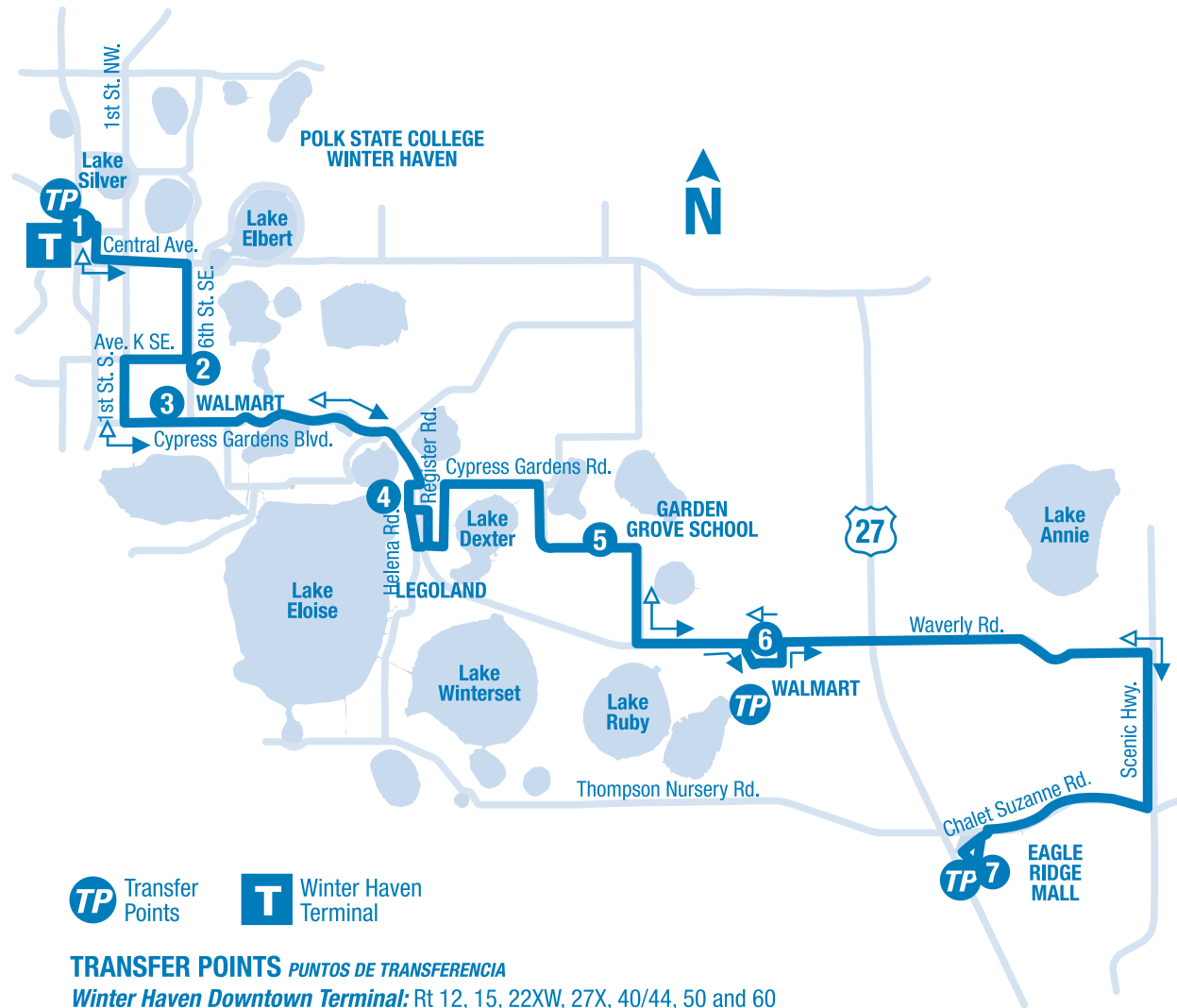
➤ From Dundee to Eagle Ridge Mall and
From Eagle Ridge Mall to Dundee
*Desde Dundee hacia Eagle Ridge Mall y
Desde Eagle Ridge Mall hacia Dundee*

➤ From Walmart Supercenter to Dundee
Desde Walmart Supercenter hacia Dundee



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TP Transfer Points
T Winter Haven Terminal

TRANSFER POINTS PUNTOS DE TRANSFERENCIA

Winter Haven Downtown Terminal: Rt 12, 15, 22XW, 27X, 40/44, 50 and 60

Eagle Ridge Mall: Rt 35

Walmart Supercenter: Rt 27X

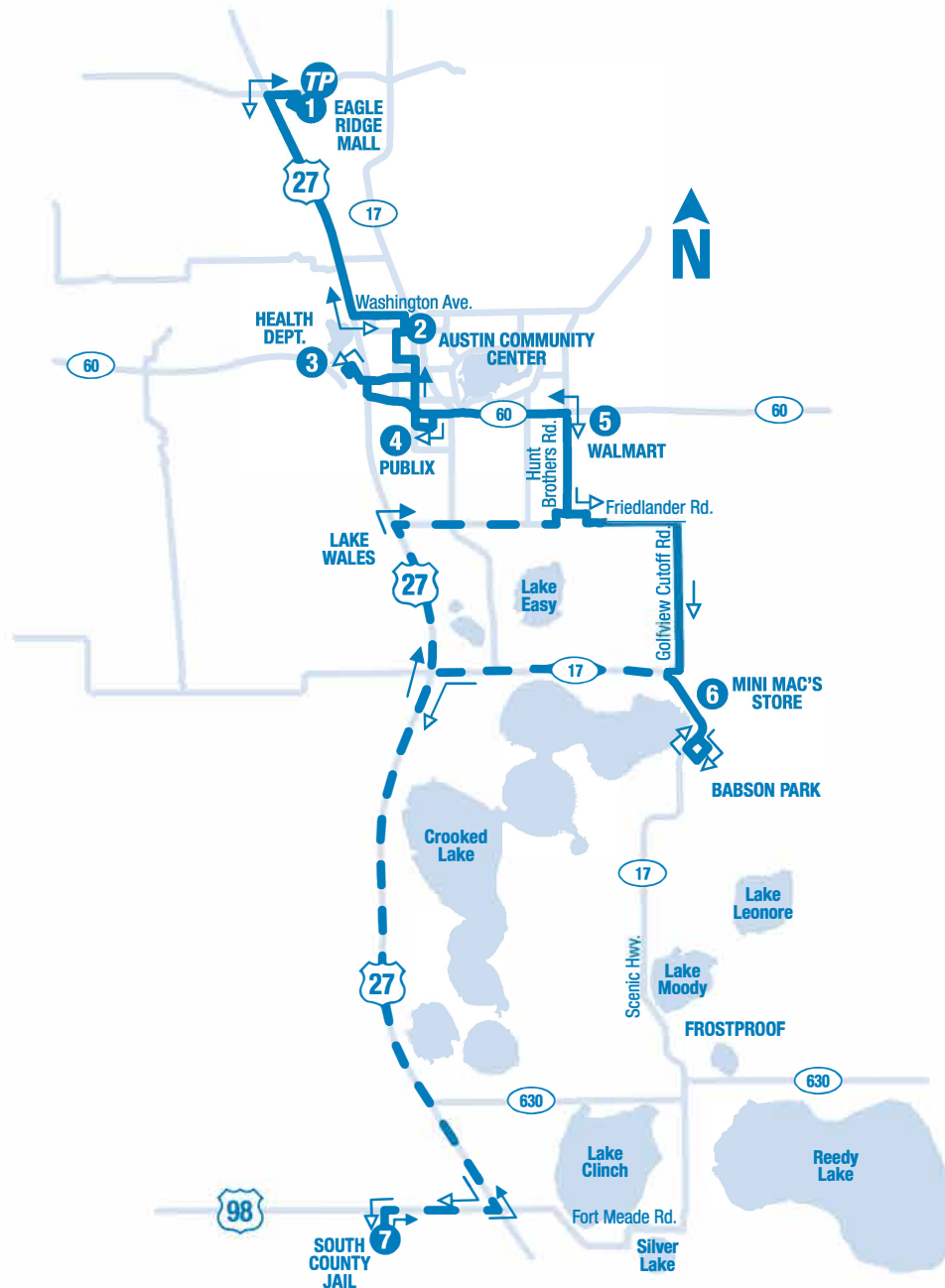
➔ From Winter Haven Terminal to Eagle Ridge Mall
 Desde la Terminal de Winter Haven hacia Eagle Ridge Mall

➤ From Eagle Ridge Mall to Winter Haven Terminal
 Desde Eagle Ridge Mall hacia la Terminal de Winter Haven

	1	2	3	4	5	6	7		7	6	5	4	3	2	1
	Depart Winter Haven Downtown Terminal	6th St. SE. & Ave. K SE	Walmart at Cypress Grds. Blvd. & 4th St. SE.	LEGOLAND	Cypress Gardens Rd. at Garden Grove School	Walmart Supercenter	Arrive Eagle Ridge Mall		Depart Eagle Ridge Mall	Walmart Supercenter	Cypress Gardens Rd. at Garden Grove School	LEGOLAND	Walmart at Cypress Grds. Blvd. & 4th St. SE.	6th St. SE. & Ave. K SE.	Arrive Winter Haven Downtown Terminal
								WESTBOUND							
WEEKDAYS	6:15	6:23	6:29	6:35	6:47	6:52	7:03	6:15	6:27	6:30	6:40	6:48	6:52	7:00	
	7:15	7:23	7:29	7:35	7:47	7:52	8:03	7:15	7:27	7:30	7:40	7:48	7:52	8:00	
	8:15	8:23	8:29	8:35	8:47	8:52	9:03	8:15	8:27	8:30	8:40	8:48	8:52	9:00	
	9:15	9:23	9:29	9:35	9:47	9:52	10:03	9:15	9:27	9:30	9:40	9:48	9:52	10:00	
	10:15	10:23	10:29	10:35	10:47	10:52	11:03	10:15	10:27	10:30	10:40	10:48	10:52	11:00	
	11:15	11:23	11:29	11:35	11:47	11:52	12:03	11:15	11:27	11:30	11:40	11:48	11:52	12:00	
	12:15	12:23	12:29	12:35	12:47	12:52	1:03	12:15	12:27	12:30	12:40	12:48	12:52	1:00	
SATURDAY	1:15	1:23	1:29	1:35	1:47	1:52	2:03	1:15	1:27	1:30	1:40	1:48	1:52	2:00	
	2:15	2:23	2:29	2:35	2:47	2:52	3:03	2:15	2:27	2:30	2:40	2:48	2:52	3:00	
	3:15	3:23	3:29	3:35	3:47	3:52	4:03	3:15	3:27	3:30	3:40	3:48	3:52	4:00	
	4:15	4:23	4:29	4:35	4:47	4:52	5:03	4:15	4:27	4:30	4:40	4:48	4:52	5:00	
	5:15	5:23	5:29	5:35	5:47	5:52	6:03	5:15	5:27	5:30	5:40	5:48	5:52	6:00	
	6:15	6:23	6:29	6:35	6:47	6:52	---	6:15	6:27	6:30	6:40	6:48	6:52	7:00	
SUNDAY	7:15	7:23	7:29	7:35	7:47	7:52	8:03	8:15	8:27	8:30	8:40	8:48	8:52	9:00	
	9:15	9:23	9:29	9:35	9:47	9:52	10:03	10:15	10:27	10:30	10:40	10:48	10:52	11:00	
	12:15	12:23	12:29	12:35	12:47	12:52	1:03	1:15	1:27	1:30	1:40	1:48	1:52	2:00	
	2:15	2:23	2:29	2:35	2:47	2:52	3:03	3:15	3:27	3:30	3:40	3:48	3:52	4:00	
SUNDAY	8:15	8:23	8:29	8:35	8:47	8:52	9:03	9:15	9:27	9:30	9:40	9:48	9:52	10:00	
	10:15	10:23	10:29	10:35	10:47	10:52	11:03	11:15	11:27	11:30	11:40	11:48	11:52	12:00	
	1:15	1:23	1:29	1:35	1:47	1:52	2:03	2:15	2:27	2:30	2:40	2:48	2:52	3:00	

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WEEKDAYS

Depart Eagle Ridge Mall 1	Austin Community Center 2	Health Department at Lake Wales Plaza 3	Publix Southgate at Lake Wales 4	Walmart at Lake Wales 5	Mini Mac's Store at Babson Park 6	South County Jail 7	Walmart at Lake Wales 5	Publix Southgate at Lake Wales 4	Austin Community Center 2	Arrive at Eagle Ridge Mall 1
6:15	6:27	6:33	---	6:42	---	---	---	6:49	6:55	7:07
7:15	7:27	7:33	7:39	7:47	8:01	8:20	8:40	8:47	8:53	9:05
9:15	9:27	9:33	9:39	9:47	10:01	10:20	10:40	10:47	10:53	11:05
11:15	11:27	11:33	11:39	11:47	12:01	12:20	12:40	12:47	12:53	1:05
1:15	1:27	1:33	1:39	1:47	2:01	2:20	2:40	2:47	2:53	3:05
3:15	3:27	3:33	3:39	3:47	4:01	4:20	4:40	4:47	4:53	5:05
5:15	5:27	5:33	5:39	5:47	6:01	6:20	6:40	6:47	6:53	7:05

SATURDAY

7:15	7:27	7:33	7:39	7:47	8:01	8:20	8:40	8:47	8:53	9:05
9:15	9:27	9:33	9:39	9:47	10:01	10:20	10:40	10:47	10:53	11:05
12:15	12:27	12:33	12:39	12:47	1:01	1:20	1:40	1:47	1:53	2:05
2:15	2:27	2:33	2:39	2:47	3:01	3:20	3:40	3:47	3:53	4:05

TP Transfer Points

--- Express Service

TRANSFER POINTS PUNTOS DE TRANSFERENCIA

Eagle Ridge Mall: Rt 30

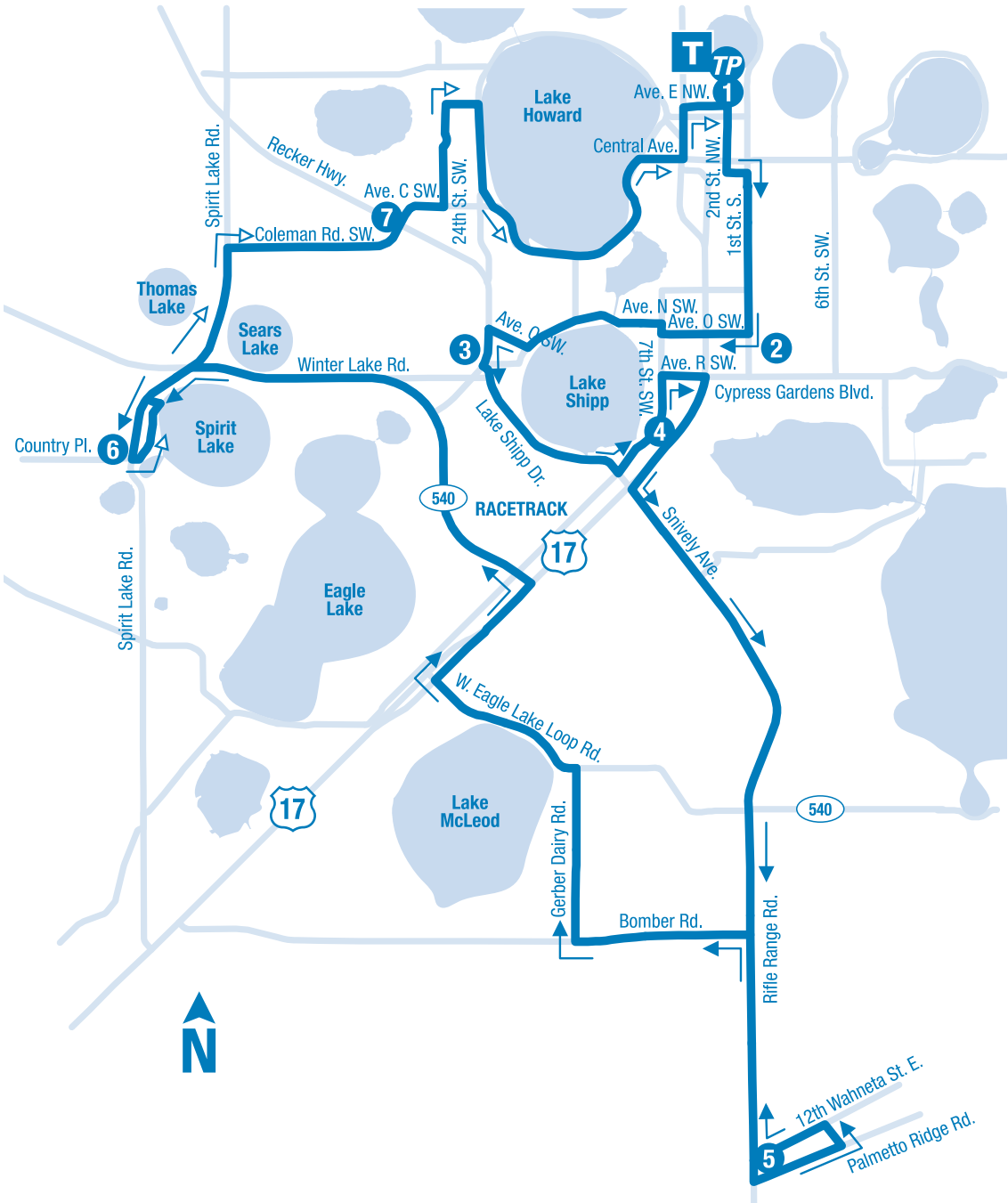
➤ From Eagle Ridge Mall to South County Jail
Desde Eagle Ridge Mall hacia la Carcel del Sur del Condado

➤ From South County Jail to Eagle Ridge Mall
Desde la Carcel del Sur del Condado hacia Eagle Ridge Mall

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40/44 WINTER HAVEN SOUTHSIDE



EFFECTIVE OCTOBER 1, 2018 / EFECTIVO OCTUBRE 1, 2018

	Depart Winter Haven Downtown Terminal	Ave. O SW. & 1st St. S.	Recker Hwy. & Abbey Ln.	Amtrak Winter Haven Station	Rifle Range Rd. & Palmetto Ridge Rd.	Spirit Lake Rd. & Country Pl.	Coleman Rd. SW. & Recker Hwy.	Arrive Winter Haven Downtown Terminal
	1	2	3	4	5	6	7	1
WEEKDAYS	5:45	5:52	5:59	6:02	6:18	6:39	6:46	7:02
	7:15	7:22	7:29	7:32	7:48	8:09	8:16	8:32
	8:45	8:52	8:59	9:02	9:18	9:39	9:46	10:02
	10:15	10:22	10:29	10:32	10:48	11:09	11:16	11:32
	11:45	11:52	11:59	12:02	12:18	12:39	12:46	1:02
	1:15	1:22	1:29	1:32	1:48	2:09	2:16	2:32
	2:45	2:52	2:59	3:02	3:18	3:39	3:46	4:02
	4:15	4:22	4:29	4:32	4:48	5:09	5:16	5:32
	5:45	5:52	5:59	6:02	6:18	6:39	6:46	7:02
SATURDAY	6:45	6:52	6:59	7:02	7:18	7:39	7:46	8:02
	9:45	9:52	9:59	10:02	10:18	10:39	10:46	11:02
	1:45	1:52	1:59	2:02	2:18	2:39	2:46	3:02

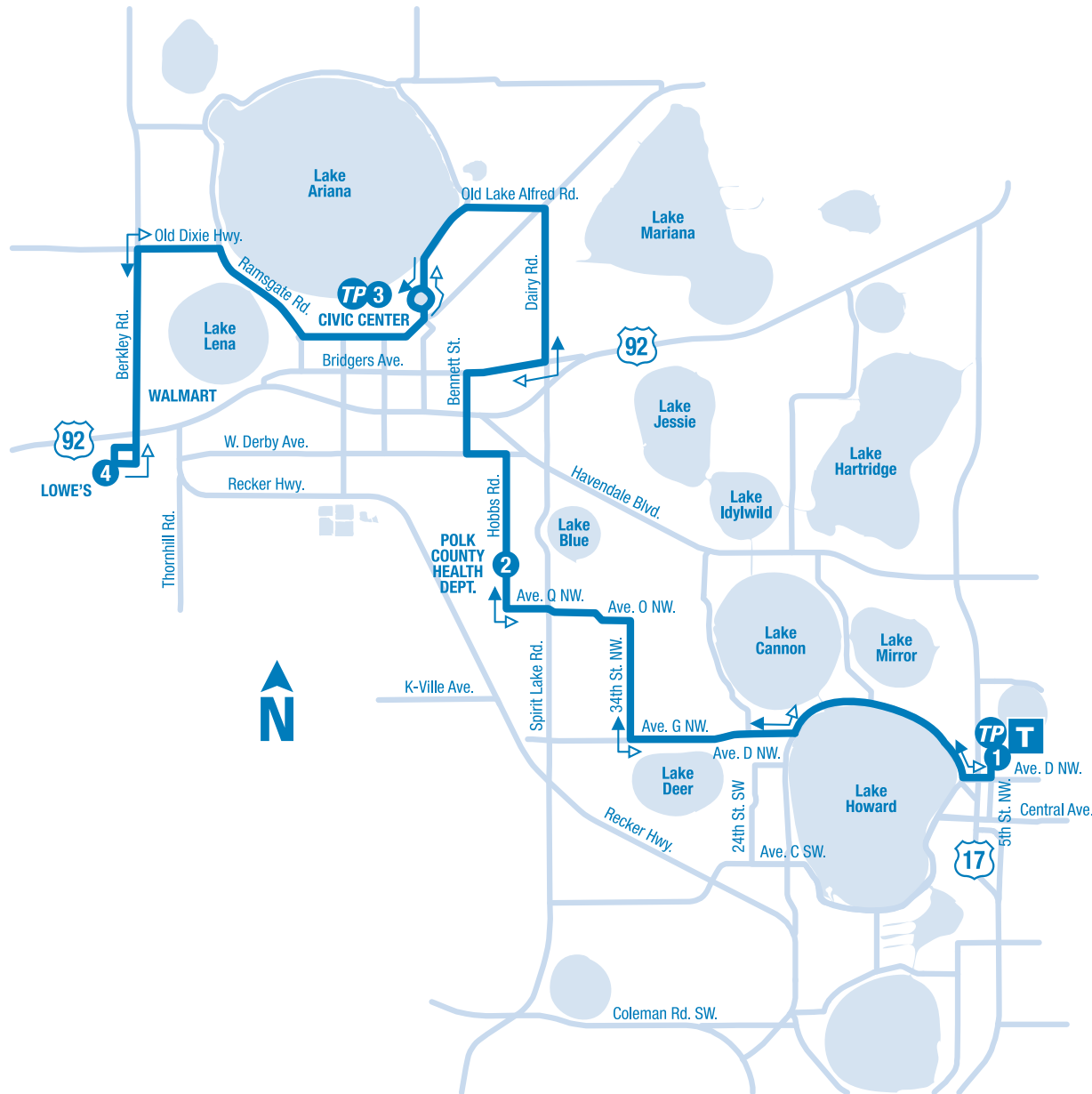
TP Transfer Points T Winter Haven Terminal

TRANSFER POINTS PUNTOS DE TRANSFERENCIA Winter Haven Downtown Terminal: Rt 12, 15, 22XW, 27X, 30, 50 and 60

- ➡ From Winter Haven Terminal to Spirit Lake Rd. & Country Pl. Desde la Terminal de Winter Haven hacia Spirit Lake Rd & Country Pl
- ➡ From Spirit Lake Rd. & Country Pl. to Winter Haven Terminal Desde Spirit Lake Rd & Country Pl hacia la Terminal de Winter Haven

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	Depart Winter Haven Downtown Terminal 1	Health Department in Auburndale 2	Auburndale Civic Center 3	Lowe's Auburndale 4	Auburndale Civic Center 3	Health Department in Auburndale 2	Arrive Winter Haven Downtown Terminal 1
WEEKDAYS	5:45	5:57	6:12	6:27	6:40	6:52	7:05
	7:15	7:27	7:42	7:57	8:10	8:22	8:35
	8:45	8:57	9:12	9:27	9:40	9:52	10:05
	10:15	10:27	10:42	10:57	11:10	11:22	11:35
	11:45	11:57	12:12	12:27	12:40	12:52	1:05
	1:15	1:27	1:42	1:57	2:10	2:22	2:35
	2:45	2:57	3:12	3:27	3:40	3:52	4:05
	4:15	4:27	4:42	4:57	5:10	5:22	5:35
	5:45	5:57	6:12	6:27	6:40	6:52	7:05
SAT.	8:15	8:27	8:42	8:57	9:10	9:22	9:35
	12:15	12:27	12:42	12:57	1:10	1:22	1:35

TP Transfer Points

T Winter Haven Terminal

TRANSFER POINTS PUNTOS DE TRANSFERENCIA

Winter Haven Downtown Terminal: Rt 12, 15, 22XW, 27X, 30, 40/44 and 60

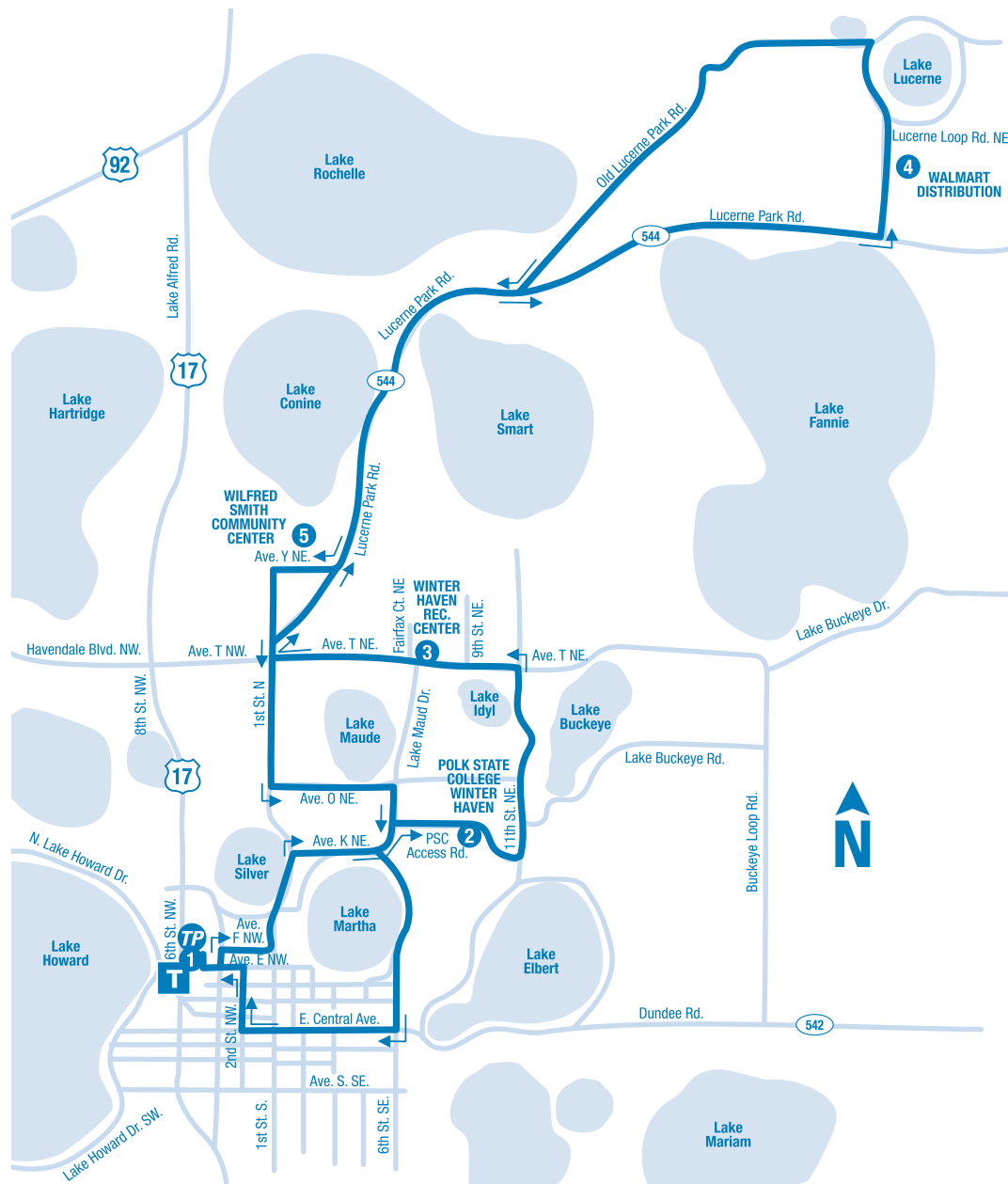
Auburndale Civic Center: Rt 12

➔ From Winter Haven Terminal to Lowe's
Desde la Terminal de Winter Haven hacia Lowe's

➔ From Lowe's to Winter Haven Terminal
Desde Lowe's hacia la Terminal de Winter Haven

For More Information CALL *Para más información llame al*
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WEEKDAYS	1	2	3	4	5	1
	Depart Winter Haven Downtown Terminal	Polk State College in Winter Haven	Winter Haven Rec & Cultural Center	Walmart Distribution Center at Lucerne Loop Rd.	Wilfred Smith Community Center	Arrive Winter Haven Downtown Terminal
	6:15	6:21	6:25	6:35	6:44	7:04
	7:15	7:21	7:25	7:35	7:44	8:04
	8:15	8:21	8:25	8:35	8:44	9:04
	9:15	9:21	9:25	9:35	9:44	10:04
	10:15	10:21	10:25	10:35	10:44	11:04
	11:15	11:21	11:25	11:35	11:44	12:04
	12:15	12:21	12:25	12:35	12:44	1:04
	1:15	1:21	1:25	1:35	1:44	2:04
	2:15	2:21	2:25	2:35	2:44	3:04
	3:15	3:21	3:25	3:35	3:44	4:04
	4:15	4:21	4:25	4:35	4:44	5:04
	5:15	5:21	5:25	5:35	5:44	6:04
6:15	6:21	6:25	6:35	6:44	7:04	



Winter Haven
Terminal

TRANSFER POINTS *PUNTOS DE TRANSFERENCIA*

Winter Haven Downtown Terminal: Rt 12, 15, 22XW, 27X, 30, 40/44 and 50

➡ **From Winter Haven Terminal to Winter Haven Terminal**
Desde la Terminal de Winter Haven hacia la Terminal de Winter Haven

For More Information CALL *Para más información llame al*
855.POLKBUS (765-5287)

WWW.RIDECITRUS.COM



March 5, 2019

Mr. Jim Freeman
Polk County Manager
330 West Church Street
Bartow, FL 33830

Re: Confirmation of Funding for Services in Eastern Polk County

Dear Mr. Freeman,

Following the decision by the Polk County Commission during the County Retreat in February of 2019, we refined and developed the Loughman Route and the Lake Wales/Haines City Express. Please look over the enclosed documents and confirm these routes will still be acceptable. Enclosed is the route and times for the Lake Wales-Haines City Express. The Route for the Loughman Flex will remain the same, however the exact timing has not been confirmed by Lynx but it will be serviced for twelve hours Monday through Friday. The budget of \$660,000 for the routes will be added to the FY 19-20 budget for transit services and the annual Interlocal Government Agreement.

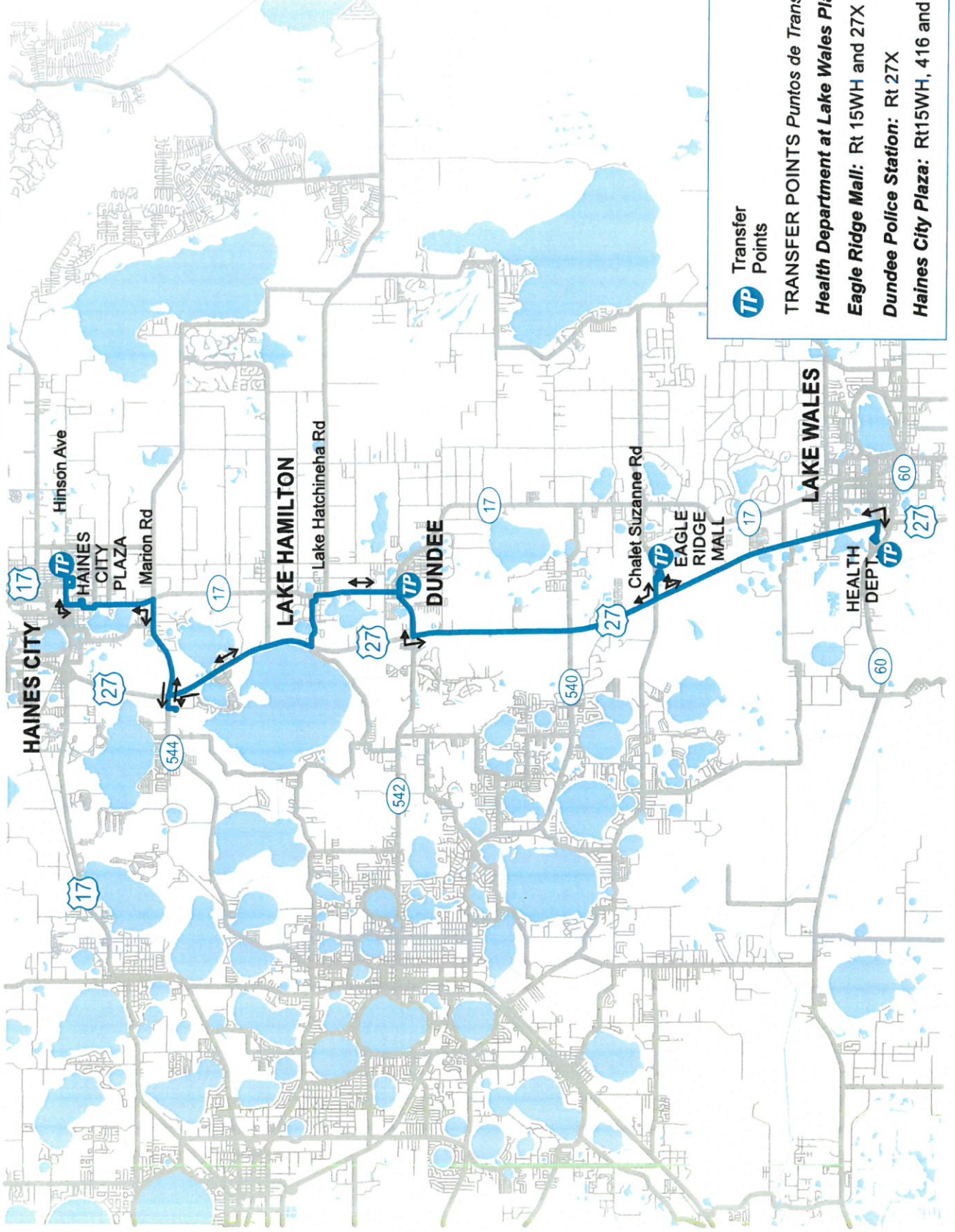
Sincerely,

A handwritten signature in blue ink, appearing to read "T. Phillips", is written over a light blue circular stamp.

Tom Phillips
Executive Director

Attachments

LAKE WALES/HAINES CITY EXPRESS



Oct-19

NEW ROUTE LAKE WALES/HAINES CITY EXPRESS - WEEKDAY

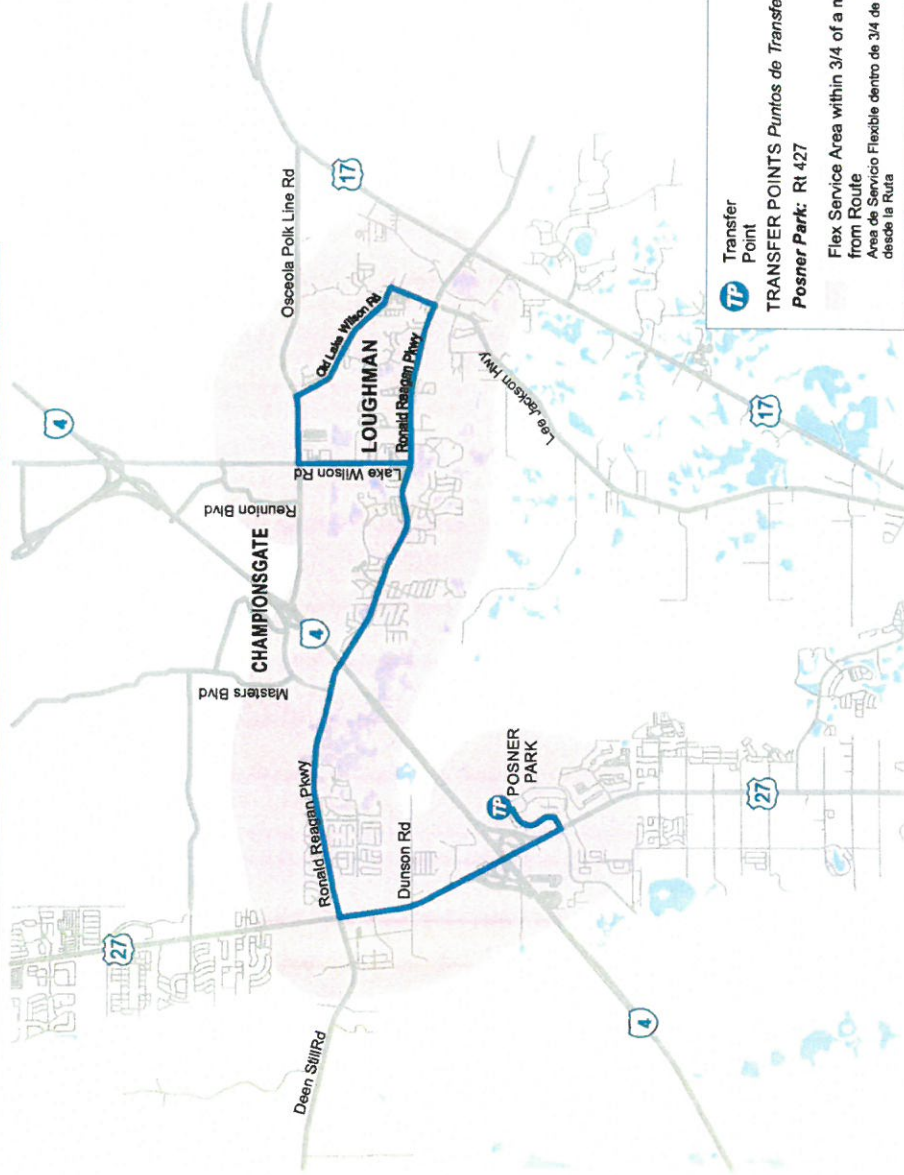
STARTING	ENDING	RECOVERY TIME	REV HOURS	REV. MILES	CITY MILES	CITY NAME	CITY MILES	CITY NAME	CITY MILES	CITY NAME	CITY MILES	CITY NAME	
7:15 AM	8:05 AM	10	1.00	21.30	6.21	Lake Wales	2.36	Dundee	2.72	Lake Hamilton	3.55	Haines City	North
8:15 AM	9:05 AM	10	1.00	20.90	6.20	Lake Wales	2.37	Dundee	2.73	Lake Hamilton	3.13	Haines City	South
9:15 AM	10:05 AM	10	1.00	21.30	6.21	Lake Wales	2.36	Dundee	2.72	Lake Hamilton	3.55	Haines City	North
10:15 AM	11:05 AM	10	1.00	20.90	6.20	Lake Wales	2.37	Dundee	2.73	Lake Hamilton	3.13	Haines City	South
11:15 AM	12:05 PM	10	1.00	21.30	6.21	Lake Wales	2.36	Dundee	2.72	Lake Hamilton	3.55	Haines City	North
12:15 PM	1:05 PM	10	1.00	20.90	6.20	Lake Wales	2.37	Dundee	2.73	Lake Hamilton	3.13	Haines City	South
1:15 PM	2:05 PM	10	1.00	21.30	6.21	Lake Wales	2.36	Dundee	2.72	Lake Hamilton	3.55	Haines City	North
2:15 PM	3:05 PM	10	1.00	20.90	6.20	Lake Wales	2.37	Dundee	2.73	Lake Hamilton	3.13	Haines City	South
3:15 PM	4:05 PM	10	1.00	21.30	6.21	Lake Wales	2.36	Dundee	2.72	Lake Hamilton	3.55	Haines City	North
4:15 PM	5:05 PM	10	1.00	20.90	6.20	Lake Wales	2.37	Dundee	2.73	Lake Hamilton	3.13	Haines City	South
5:15 PM	6:05 PM	10	1.00	21.30	6.21	Lake Wales	2.36	Dundee	2.72	Lake Hamilton	3.55	Haines City	North
6:15 PM	7:05 PM	0	0.83	20.90	6.20	Lake Wales	2.37	Dundee	2.73	Lake Hamilton	3.13	Haines City	South
TOTAL			11.83	253.20	74.46		28.38		32.70		40.08		
PERCENTAGE				100.0%	29.4%		11.2%		12.9%		15.8%		

City	Total Miles	Cost per Mile	Total Cost	City Cost
Lake Wales	18,615	\$6.75	\$125,651.25	\$25,130.25
Dundee	7,095	\$6.75	\$47,891.25	\$9,578.25
Lake Hamilton	8,175	\$6.75	\$55,181.25	\$11,036.25
Haines City	10,020	\$6.75	\$67,635.00	\$13,527.00

LOUGHMAN FLEX



Expand Service



APPENDIX G

US 27 Traffic Forecast Modeling Technical Memorandum

TECHNICAL MEMORANDUM

TRAFFIC FORECAST MODELING

US 27 FROM SR 60 TO LAKE COUNTY

POLK COUNTY, FLORIDA

March 2019



Traffic Forecast Modeling Technical Memorandum

US 27 from SR 60 to Lake County

Polk County, Florida

Introduction

This Technical Memorandum presents the details of the development of a Traffic Forecast model in support of a traffic study for US 27 from SR-60 to the Lake County Line in Polk County, Florida. A map showing this study area is shown below.

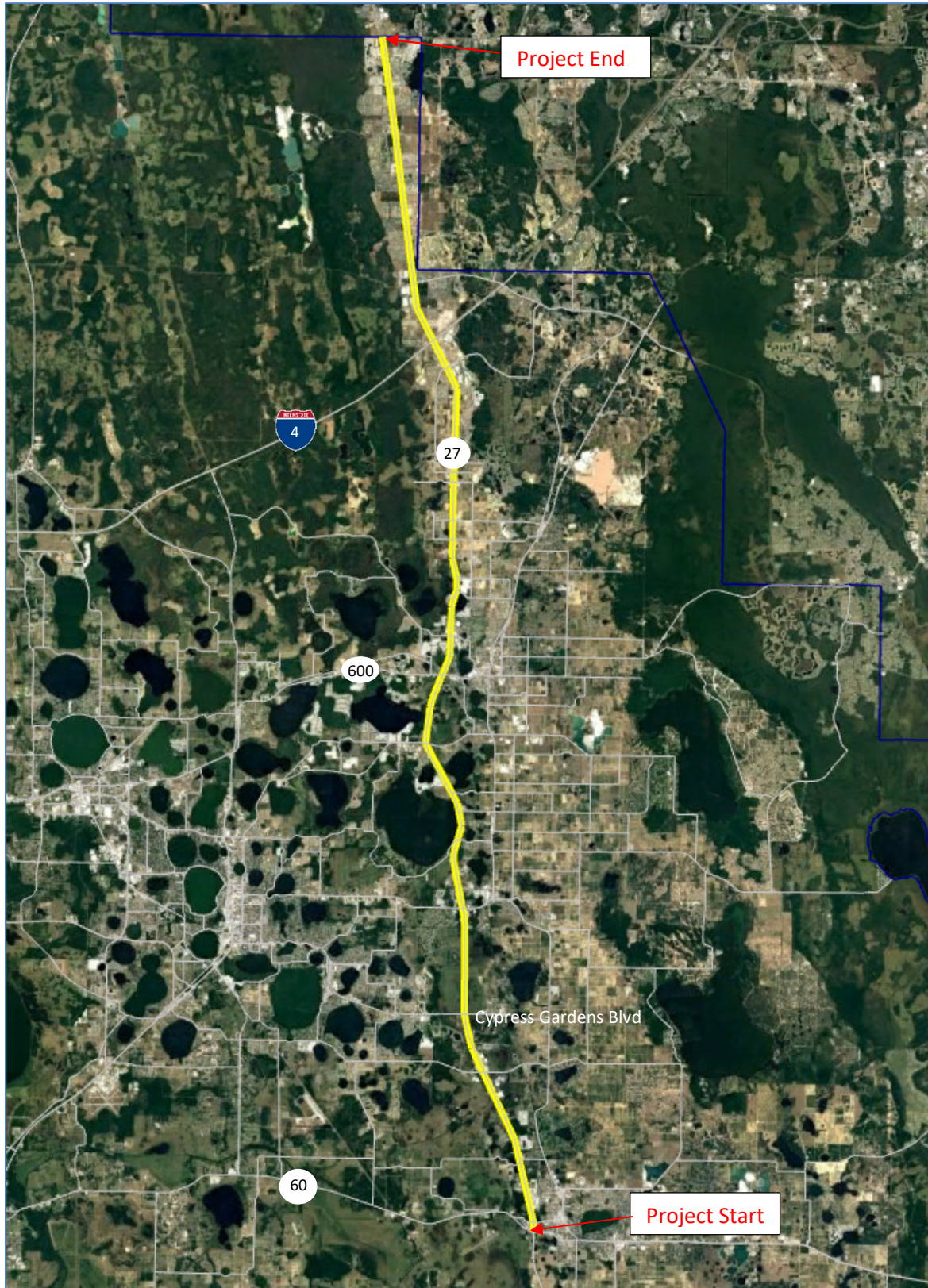
This effort involved conducting a sub-area base year (2010) validation refinement for the study area, as well as development of a refined forecast (2040) Cost Feasible No-Build model.

The traffic model applied for this study was based on the current adopted District 1 Cost Feasible 2040 Regional Planning Model (D1RPM v1.0.3), with refinements made in conjunction with a May 2018 US 17/92 Haines City traffic study (documentation attached). The D1RPM is a travel demand forecasting tool developed by FDOT District 1, in conjunction with the six District MPO/TPOs in support of their current 2040 Long Range Transportation Plans (LRTP). This model was adopted by the Polk County MPO for use in developing traffic forecasts within the County.

Model Sub-Area Validation

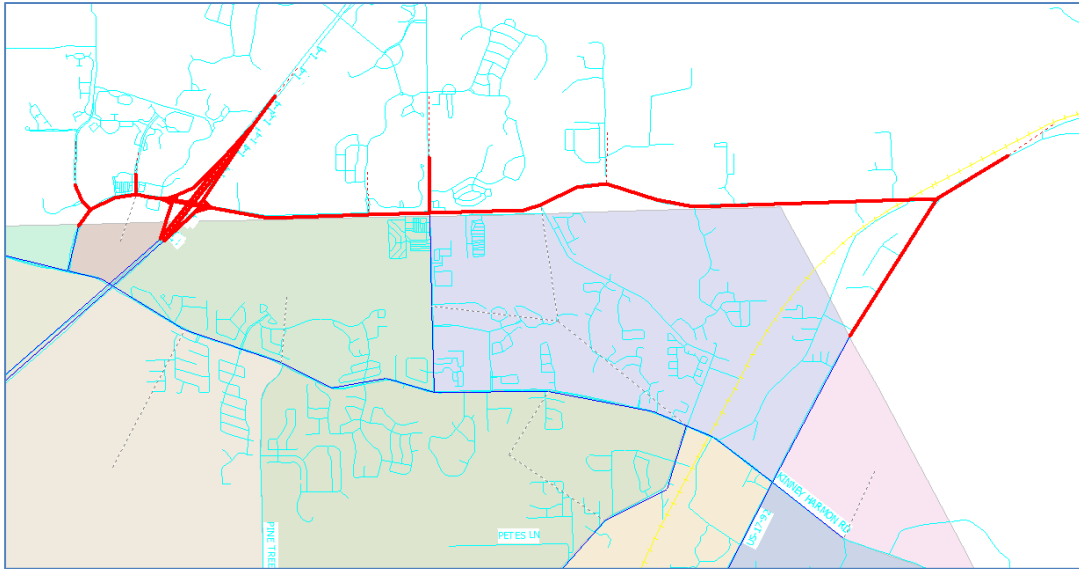
The 2010 base year model validation was refined for the project study area to ensure that the base year model is replicating base year traffic conditions and counts. The model refinement was performed by using the guidelines identified in “FDOT Project Traffic Forecasting Handbook”. Validation criteria including volume over count (v/c) ratios were used to assess the accuracy of the base year model.

Study Area Map



The following revisions were incorporated into the 2010 Base Year model as part of the sub-area validation effort:

- Add Osceola County CR 532 interchange area network (see graphic below)



- Add screenlines (27 & 83) for study area roadways with counts
- CR 532 from I-4 to CR 54 – FT 23 to FT 25
- CR 532 from Lake Wilson Rd to I-4 – FT 22 to FT 23
- US 27 from Ridgewood Lakes Blvd to I-4 – FT 21 to FT 23
- US 27 from Johnson Ave to Blue Heron Blvd – FT 22 to FT 23
- US 27 from SR 60 to Washington Ave – FT 21 to FT 22
- US 27 from Lakeside Dr to SR 60 – FT 21 to FT 22
- SR 60 from Logistics Pkwy to E of Lake Wales Rd - FT 21 to 29
- SR 60 from Capps Rd to Stokes Rd - FT 21 to 29
- SR 544 from Lake Hamilton Dr to US 27 – FT 31 to FT 41
- SR 544 from to US 27 to SR 17 – FT 42 to FT 36
- TAZ 476, 534, 651, 652, 696, 570 - revise centroid loading
- TAZ 522, 525, 572, 602, 286, 511 - revise centroid loading
- TAZ 699, 700, 701 – Add Osceola County zones
- Refine External Station data (EETRIPS, INTEXT, SPECGEN_A)
 - Stations - 5641, 5647, 5648, 5649, 5650, 5661, 5662, 5663

- Turn Penalty - Champions Gate N of Ronald Reagan Pkwy (.5 min)
- Turn Penalty – I-4/US 27, WB to SB and NB to EB (.5 min)
- Turn Penalty – I-4/US 27, WB to SB and NB to EB (1 min)
- Turn Penalty – US 27/Central Ave, EB to NB and SB to WB (1 min)
- Turn Prohibitors – US 27/SR 60 and US 27/US 17-92
- Socioeconomic Data (ZONEDATA) – Add 2010 SE data for Osceola zones: 699, 700, 701
- TAZ 344, 452, 473, 486, 488, 510 - revise centroid loading

The following tables and plots show the resulting level of validation performance for the US 27 study area.

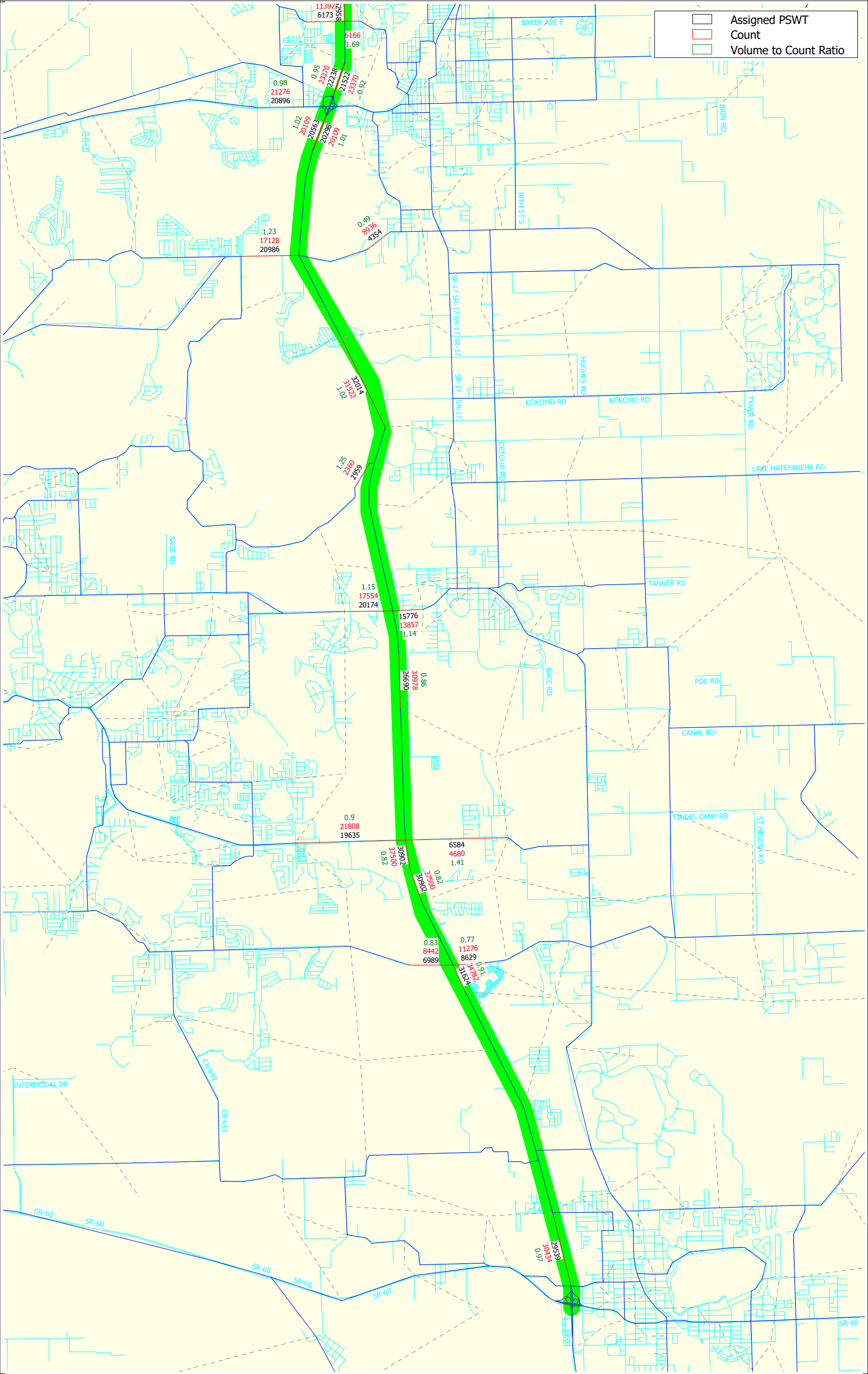
Root Mean Square Error (RMSE)

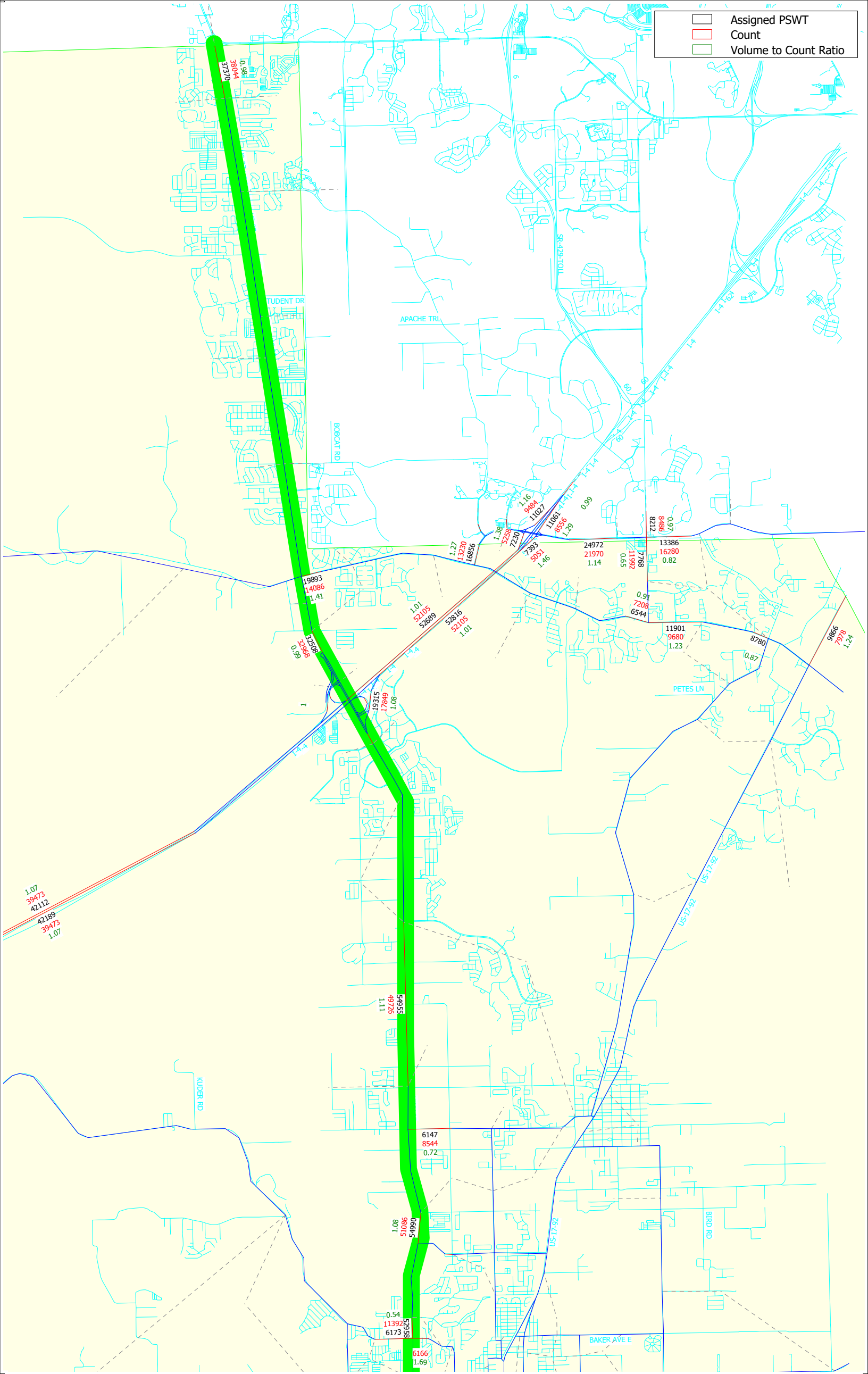
Statistic	Acceptable	Preferable	Actual
RMSE: LT 5000 VPD	100%	45%	36%
RMSE: 5000-9999 VPD	45%	35%	16%
RMSE: 10000-14900 VPD	35%	27%	14%
RMSE: 15000-19999 VPD	30%	25%	31%
RMSE: 20000-29999 VPD	27%	15%	4%
RMSE: 30000-49999 VPD	25%	15%	11%
RMSE: 50000-59999 VPD	20%	10%	15%
RMSE: 60000+ VPD	19%	10%	4%
RMSE: Study Area	45%	35%	12%
RMSE: US 27			8%

ROADWAY	AT	FT	ANODE	BNODE	VOLUME	COUNT	VOL/CNT
BATES RD	31	45	7471	9467	5,739	4,436	1.29
BATES RD	31	45	9467	7471	4,899	4,436	1.1
CF 54	33	22	6045	8501	4,453	5,043	0.88
CF 54	33	22	8501	6045	4,329	5,043	0.86
CHALET SUZANNE RD	31	43	6007	7627	4323	5,638	0.77
CHALET SUZANNE RD	31	43	7627	6007	4,307	5,638	0.76
Champions Gate	33	25	36003	36004	9,055	7,680	1.18
Champions Gate	33	25	36004	36003	8,696	7,680	1.13
CR 17	31	46	6207	6210	5,456	3,083	1.77
CR 17	31	43	6207	9443	2,713	5,696	0.48
CR 17	31	46	6210	6207	4,959	3,083	1.61
CR 17	31	43	9443	6207	3,460	5,696	0.61
CR 532	33	25	6031	9414	8249	6,615	1.25
CR 532	33	25	9414	6031	8,607	6,615	1.3
CR 54	31	22	6040	9428	10,154	7,043	1.44
CR 54	33	22	6909	8558	6,057	4,840	1.25
CR 54	33	22	8558	6909	5,845	4,840	1.21
CR 54	31	22	9428	6040	9,738	7,043	1.38
CR 547	31	43	6104	9472	2,843	4,272	0.67
CR 547	31	43	9472	6104	3,305	4,272	0.77
CRUMP RD	31	46	9400	9401	1,456	1,180	1.23
CRUMP RD	31	46	9401	9400	1,504	1,180	1.27
DUNDEE RD	31	32	7299	8555	7,879	6,929	1.14
DUNDEE RD	31	32	8555	7299	7,898	6,928	1.14
I-4	31	12	6059	6069	42,112	39,473	1.07
I-4	31	12	7197	6050	52,689	52,105	1.01
I-4	31	12	8167	8168	42,189	39,473	1.07
I-4	31	12	8174	7200	52,816	52,105	1.01
I-4	31	12	36031	40167	56,485	56,958	0.99
I-4	31	12	40167	36031	56,486	56,958	0.99
I-4 ramp	31	76	7888	7916	19,138	16,667	1.15
I-4 ramp	33	71	7899	7996	8,560	8,602	1
I-4 ramp	33	76	7904	7912	8,687	5,914	1.47
I-4 ramp	33	71	7922	7918	19,315	17,849	1.08
I-4/CR 532 NB OFF RAMP	33	75	7200	36034	7,393	5,051	1.46
I-4/CR 532 NB ON RAMP	33	71	36028	36029	11,061	8,556	1.29
I-4/CR 532 SB OFF RAMP	33	75	8176	36032	11,027	9,484	1.16
I-4/CR 532 SB ON RAMP	33	71	36030	7197	7,230	5,258	1.38
Lake Wilson Rd	33	46	9504	28026	4,004	5,996	0.67
Lake Wilson Rd	33	46	9504	36027	4,106	4,243	0.97
Lake Wilson Rd	33	46	28026	9504	3,764	5,996	0.63
Lake Wilson Rd	33	46	36027	9504	4,106	4,243	0.97
Legends Blvd	33	44	36004	36005	1,201	797	1.51
Legends Blvd	33	44	36005	36004	1,202	797	1.51
Masters Blvd	33	23	36001	36002	1,846	1,959	0.94
Masters Blvd	33	23	36002	36001	1,846	1,959	0.94
Osceola Polk Line Rd	33	31	9504	36018	6,817	8,140	0.84

ROADWAY	AT	FT	ANODE	BNODE	VOLUME	COUNT	VOL/CNT
Osceola Polk Line Rd	33	23	36016	36017	12,729	10,985	1.16
Osceola Polk Line Rd	33	23	36017	36016	12,242	10,985	1.11
Osceola Polk Line Rd	33	31	36018	9504	6,571	8,140	0.81
RONALD REAGAN PKWY	33	22	6909	8560	3,243	3,604	0.9
RONALD REAGAN PKWY	33	22	8560	6909	3,300	3,604	0.92
SR 25-US 27	31	21	6008	7627	15,804	17,391	0.91
SR 25-US 27	31	21	6062	9485	27,320	24,863	1.1
SR 25-US 27	31	21	6126	6164	27,542	25,543	1.08
SR 25-US 27	31	21	6164	6126	27,447	25,543	1.07
SR 25-US 27	31	23	6204	6207	26,943	23,936	1.13
SR 25-US 27	31	23	6207	6204	26,015	23,936	1.09
SR 25-US 27	31	21	6557	6739	16,007	15,761	1.02
SR 25-US 27	31	22	6607	6720	20,298	20,109	1.01
SR 25-US 27	31	22	6615	6627	22,238	23,370	0.95
SR 25-US 27	31	22	6684	6625	20,563	20,109	1.02
SR 25-US 27	31	22	6737	6614	21,522	23,370	0.92
SR 25-US 27	31	21	6739	6557	16,007	15,761	1.02
SR 25-US 27	31	21	7046	88416	15,481	18,750	0.83
SR 25-US 27	31	21	7440	8958	13,351	15,489	0.86
SR 25-US 27	31	21	7523	88416	15,423	18,750	0.82
SR 25-US 27	31	21	7627	6008	15,819	17,391	0.91
SR 25-US 27	31	22	7722	7782	14,774	15,217	0.97
SR 25-US 27	31	22	7782	7722	14,764	15,217	0.97
SR 25-US 27	31	21	7897	9523	12,309	11,797	1.04
SR 25-US 27	31	21	8958	7440	13,339	15,489	0.86
SR 25-US 27	31	21	9485	6062	27,633	24,863	1.11
SR 25-US 27	31	21	9523	7897	13,103	11,797	1.11
SR 25-US 27	31	21	88416	7046	15,423	18,750	0.82
SR 25-US 27	31	21	88416	7523	15,481	18,750	0.83
SR 25-US 27	31	21	6061	7930	16,048	16,484	0.97
SR 25-US 27	31	21	7930	6061	16,461	16,484	1
SR 25-US 27	31	23	9421	9422	30,738	30,707	1
SR 25-US 27	31	23	9422	9421	30,274	30,707	0.99
SR 25-US 27	31	21	9439	28027	18,685	19,022	0.98
SR 25-US 27	31	21	28027	9439	18,685	19,022	0.98
SR 540	31	23	7523	7525	9,842	10,904	0.9
SR 540	31	32	7523	7530	3,292	2,340	1.41
SR 540	31	23	7525	7523	9,793	10,904	0.9
SR 540	31	32	7530	7523	3,291	2,340	1.41
SR 542	31	33	7299	7303	10,123	8,777	1.15
SR 542	31	33	7303	7299	10,052	8,777	1.15
SR 544	31	36	6398	6412	2,297	4,468	0.51
SR 544	31	36	6412	6398	2,058	4,468	0.46
SR 544	31	41	6413	9355	10,334	8,564	1.21
SR 544	31	41	9355	6413	10,651	8,564	1.24
SR 60	42	21	7801	28127	9,851	10,000	0.99
SR 60	42	21	7828	7835	9,331	10,532	0.89

ROADWAY	AT	FT	ANODE	BNODE	VOLUME	COUNT	VOL/CNT
SR 60	42	21	7835	7828	8,434	10,532	0.8
SR 60	42	21	28127	7801	9,883	10,000	0.99
SR 600-US 17/92	31	22	6299	6300	10,593	10,638	1
SR 600-US 17/92	31	22	6300	6299	10,300	10,638	0.97
THOMPSON NUSERY RD	31	43	7627	8551	3,489	4,221	0.83
THOMPSON NUSERY RD	31	43	8551	7627	3,501	4,221	0.83
US 17-92	33	35	6048	36024	4,810	3,989	1.21
US 17-92	33	31	10396	36025	8,609	8,969	0.96
US 17-92	33	35	36024	6048	5,057	3,989	1.27
US 17-92	33	31	36025	10396	8,610	8,969	0.96
US 27/SR 60 EB OFF RAMP	42	73	6888	6884	5,421	3,684	1.47
US 27/SR 60 EB ON RAMP	42	77	6828	6830	5,369	5,684	0.94
US 27/SR 60 EB TO SB RAMP	42	73	6811	6959	294	1,158	0.25
US 27/SR 60 NB TO WB RAMP	42	77	6966	6976	3,881	3,579	1.08
US 27/SR 60 SB TO WB RAMP	42	77	6939	6954	1,490	2,000	0.75
US 27/SR 60 WB TO NB RAMP	42	73	6925	6933	4,148	5,368	0.77
Study Area					1,368,390	1,353,465	1.01
US 27					585,497	594,378	0.99
I-4					302,777	297,072	1.02

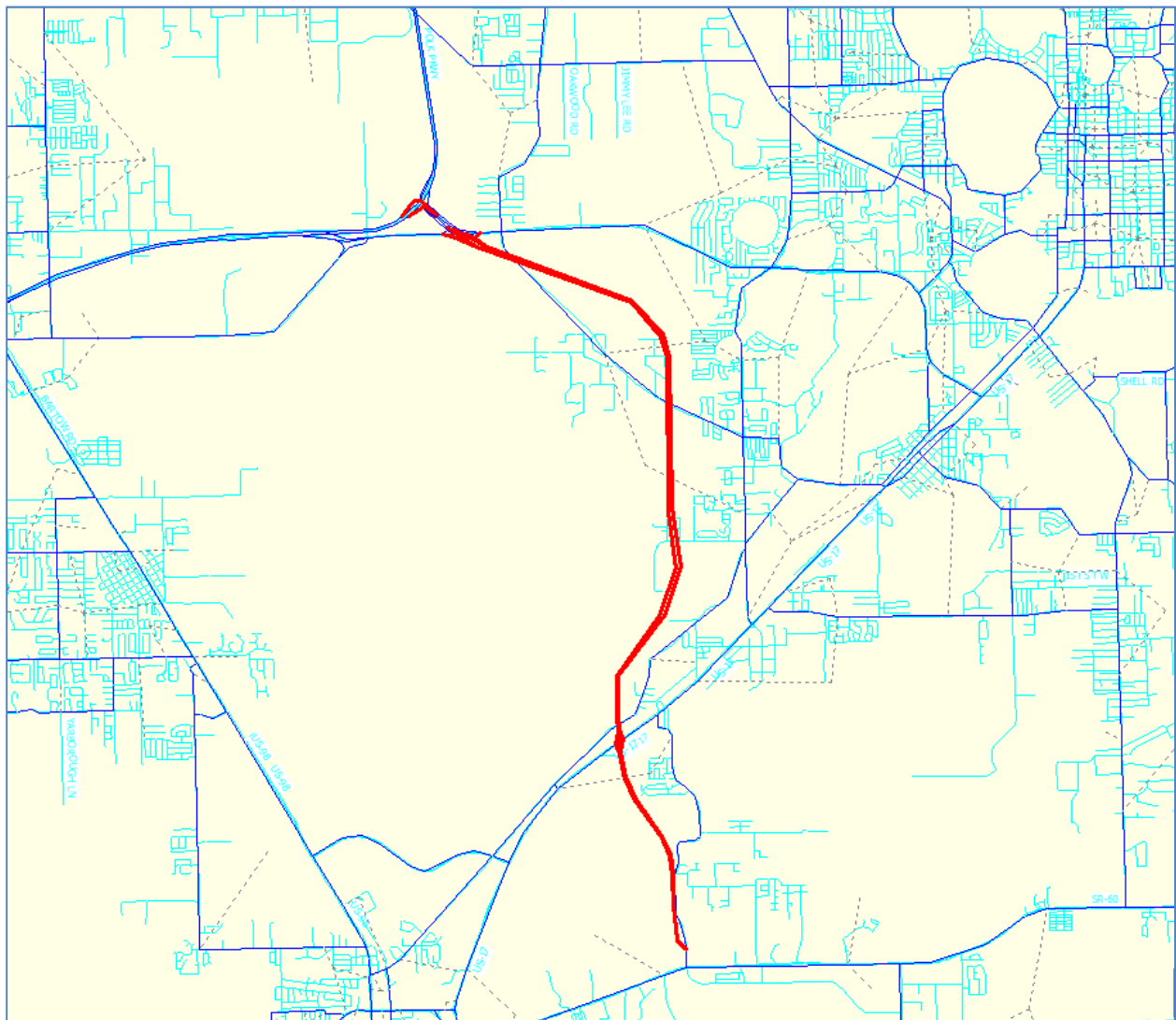




Forecast Model Development

A forecast 2040 No-build model network was developed by applying appropriate base year validation refinements to the 2040 LRTP Cost Feasible model network. This included adding the I-4/CR 532 interchange area (Osceola County) network and socioeconomic data, and forecast external station volumes. This data was developed in coordination with FDOT District 5, to achieve consistency with the District 5 model (CFRPM) and Osceola County external station forecasts.

This 2040 network was also revised to include the proposed Central Polk Parkway (CPP) project, from Polk Parkway to 91 Mine Road, consistent with the associated Florida Turnpike (FTE) project model coding (see graphic below).



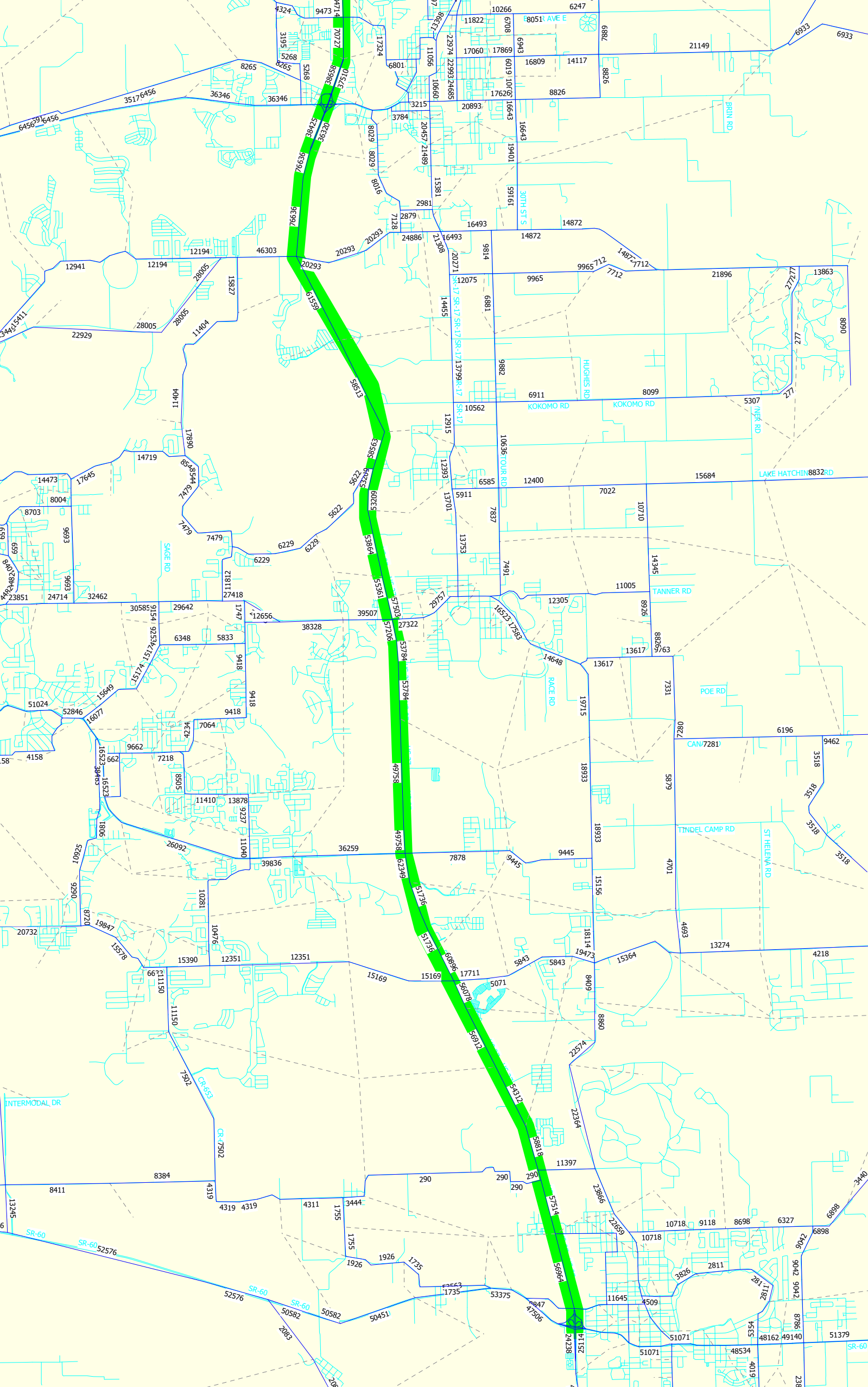
Based on coordination with the Polk County TPO and Haines City, the 2040 model socioeconomic (SE) data was refined to reflect planned development within the study area which was not included in the original 2040 SE data. Information provided by the Polk TPO was used to adjust industrial employment for TAZs (457, 674 and 650) near the interchange of I-4/US 27, as shown in the table below.

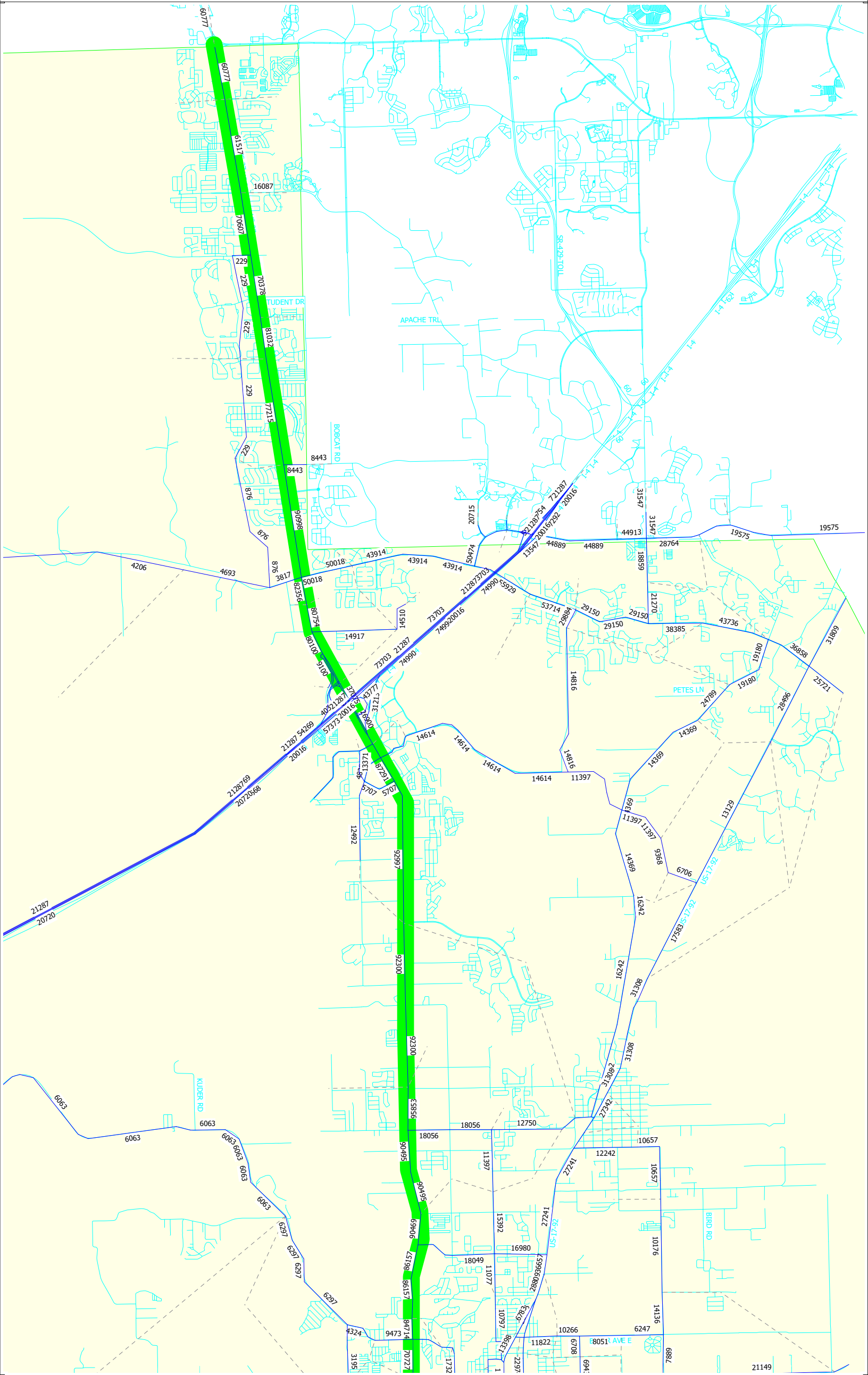
TAZ	INDUSTRIAL		ORIGINAL EMPLOYMENT				REVISED EMPLOYMENT			
	KSF	EMP	IND	COMM	SERV	TOT	IND	COMM	SERV	TOT
457	1294	1294	271	274	364	909	656	274	364	1294
674	1855	1854	449	121	33	603	1700	121	33	1854
650	2796	2796	308	194	44	546	2558	194	44	2796

The 2040 socioeconomic data also reflects development information received from Haines City. These developments and the associated land use changes are documented in the attached US 17/92 Haines City modeling technical memorandum.

The following plots show the resulting Peak Season Weekday Traffic (PSWT) volumes for the study area.

D1RPM v1.0.5 US - 27 No-Build Model - 2040 PSWT Volumes





ATTACHMENTS

TECHNICAL MEMORANDUM

TRAFFIC FORECAST MODELING

US 17/92 (HINSON AVE)

HAINES CITY

POLK COUNTY, FLORIDA

May 2018



Traffic Forecast Modeling Technical Memorandum

US 17/ US 19 Study

Polk County, Florida

Introduction

This Technical Memorandum presents the details of the Model Traffic Forecasts developed in support of the model validation study US 17-19 (Hinson Ave. between 10th St. S and 17th St. N) in Polk County, Florida.

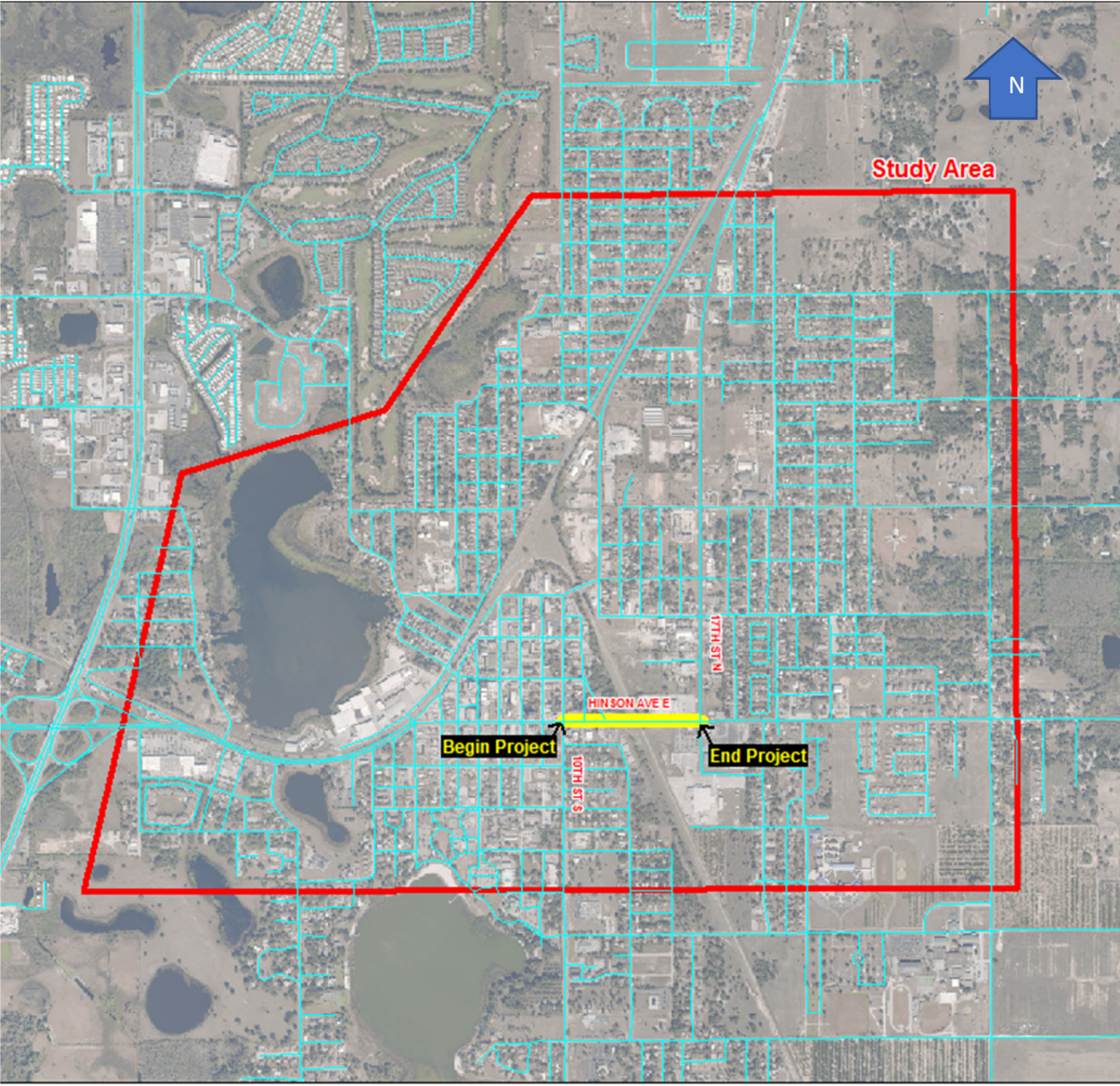
This effort involved conducting a sub-area base year (2010) validation refinement for the study area, as well as development of a refined No-Build 2040 forecast model.

The traffic model applied for this study was based on the current adopted District 1 Cost Feasible 2040 One Regional Planning Model (D1RPM v1.0.3). The D1RPM is a travel demand forecasting tool developed by FDOT District 1, in conjunction with the six District MPO/TPOs in support of their current 2040 Long Range Transportation Plans (LRTP). This model was adopted by the Polk County MPO for use in developing traffic forecasts within the County.

Model Sub-Area Validation

The original 2010 base year model validation was refined for the project study area to ensure that the base year model is replicating 2010 traffic conditions and counts. The model refinement was performed by using the guidelines identified in “FDOT Project Traffic Forecasting Handbook”. Validation criteria including volume over count (v/c) ratios were used to assess the accuracy of the base year model.

Study Area Map



The following network revisions were incorporated as part of the sub-area validation effort:

- Add Screenline 74 for study area
- W Main St from Cedar St to 2nd St N - FT 43 to FT 46
- Add 10th/12th St from Hinson to N Lee Jackson Hwy (AT 31-FT 46-LN 01)
- Add MLK Jr Way/10th St N from Citrus Ave to Bates Rd (AT 31-FT 46-LN 01)
- TAZ 500, 495, 499, 490, 484, 542, 684 and 502 - Revise Centroid Loading
- Refine/Supplement Traffic Counts
- Add Claude Holmes Sr Ave from Main St to 7th St N (AT 31-FT 46-LN 01)
- Add Oak Ave from 1st St S to 10th ST S (AT 31-FT 48-LN 01)
- Hinson Ave from Lee Jackson Hwy to 3rd St S - FT 24 to FT 25
- 5th St/Palmetto/Polk City Rd from Hinson to Jim Johnson Rd - FT 46 to FT 47
- Refine Assignment Volume Composition to/from Osceola County
 - External Station 5661 (Marigold) – revise external station volume composition (IE, SPC_GEN, EE)
 - External Station 5651 (CR 580) – revise external station volume composition (IE, SPC_GEN, EE)
 - TAZ 563 – revise centroid volume composition (ZONEDATA, EE to 5651)
 - TAZ 554, revise centroid volume composition (ZONEDATA, EE to 5651)
 - Add Country Club Rd from Walnut St to CR 580 (AT 52-FT 46-LN 01)
 - TAZ 563, 504, 679, 509 - Revise centroid loading
- 5th St/Main St from Hinson to Jim Johnson Rd - FT 46 to FT 48
- Main St from US 27 to Azalea Dr - FT 43 to FT 46
- Add Time Penalty on CR 580 (6771-6235-9581*) - 3 min
- Main St from Johnson Ave to US 27 - FT 46 to FT 47

These revisions resulted in improved validation performance for US 17-19. The following tables and plots show the original 2010 model level of validation, as well as the level of validation after model sub-area refinement.

Original Study Area Validation

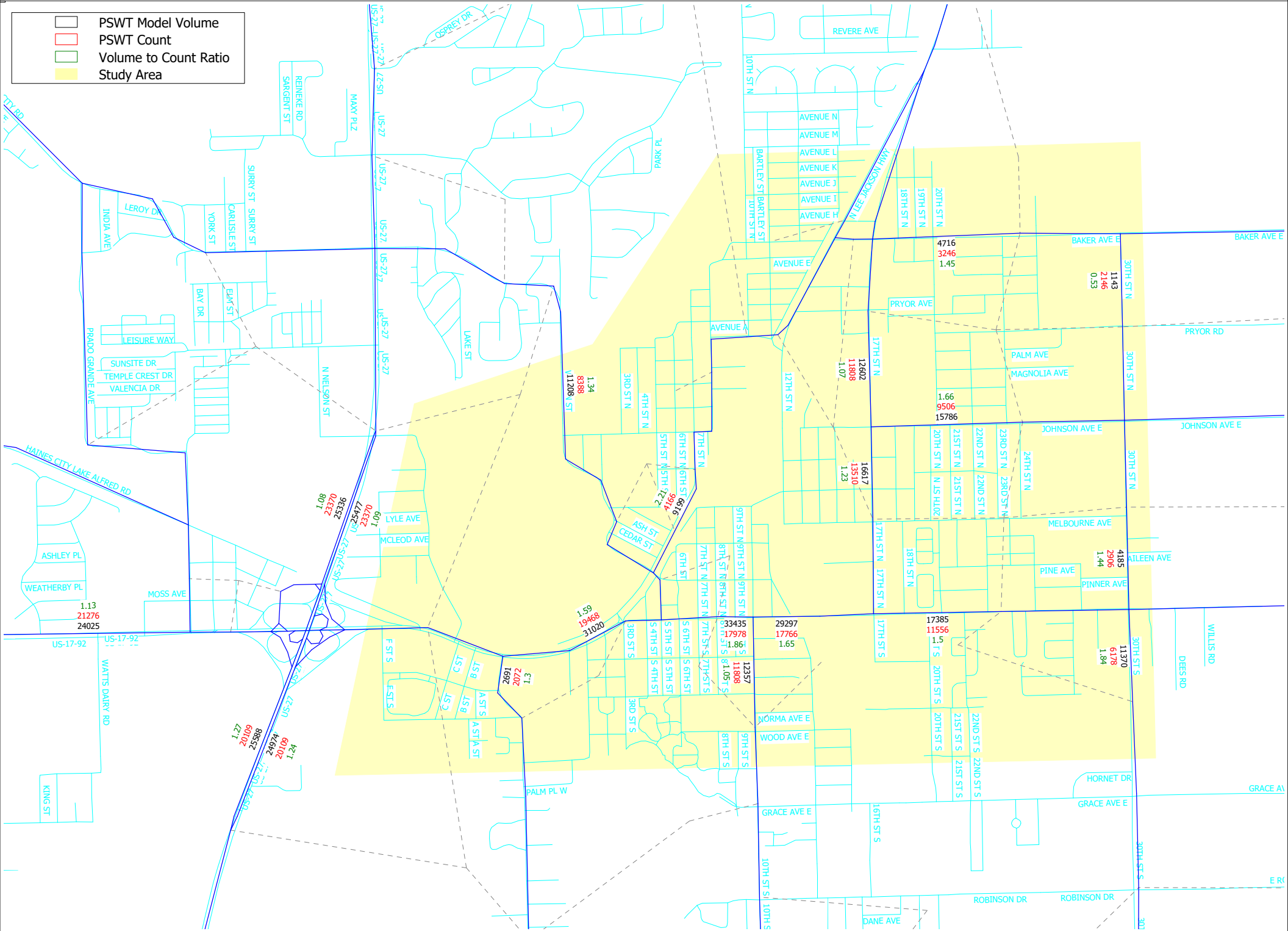
SL	Name	AT	FT	Anode	Bnode	Volume	Count	V/C
92	Lake Elsie Dr	31	48	6156	6296	1347	1,036	1.30
92	SR 600-US 17/92	31	24	6213	6241	6,337	5,904	1.07
92	CR 580	31	43	6240	6241	8,095	4,753	1.70
92	SR 600-US 17/92	31	24	6241	6213	6,265	5,904	1.06
92	CR 580	31	43	6241	6240	7,692	4,753	1.62
92	SR 600-US 17/92	42	24	6241	6272	8,548	6,755	1.27
92	Main St	31	46	6249	8557	5,158	4,194	1.23
92	Railroad Ave	31	46	6270	9486	4,359	2,083	2.09
92	30th St	31	43	6271	6290	2,204	1,453	1.52
92	SR 600-US 17/92	42	24	6272	6241	8,070	6,755	1.19
92	30th St	31	43	6290	6271	1,981	1,453	1.36
92	30th St	31	43	6290	9497	5,618	3,089	1.82
92	SR 600-US 17/92	14	25	6292	6294	16,789	8,989	1.87
92	Hinson A	31	43	6293	9495	8,942	5,778	1.55
92	SR 600-US 17/92	14	25	6294	6292	16,645	8,989	1.85
92	SR 17	31	36	6294	6315	6,252	5,904	1.06
92	SR 600-US 17/92	14	34	6294	6595	14,647	8,883	1.65
92	Lake Elsie Dr	31	48	6296	6156	1,343	1,036	1.30
92	SR 600-US 17/92	31	22	6299	6300	12030	10,638	1.01
92	SR 600-US 17/92	31	22	6300	6299	11994	10,638	0.95
92	SR 600-US 17/92	21	24	6303	6306	15,657	9,734	1.61
92	SR 600-US 17/92	21	24	6306	6303	15,364	9,734	1.58
92	SR 17	31	36	6315	6294	6,105	5,904	1.03
92	SR 600-US 17/92	14	34	6595	6294	14,649	8,883	1.65
92	SR 25-US 27	31	21	6607	6720	24,974	20,109	1.24
92	SR 25-US 27	31	22	6615	6627	25,336	23,370	1.08
92	SR 25-US 27	31	21	6684	6625	25,588	20,109	1.27
92	SR 25-US 27	31	22	6737	6614	25,477	23,370	1.09
92	30th St	31	43	6745	9506	669	1,073	0.62
92	Baker Ave	31	47	6751	6752	2,498	1,623	1.54
92	Baker Ave	31	47	6752	6751	2,219	1,623	1.37
92	Main St	31	46	8557	6249	6,051	4,194	1.44
92	Railroad Ave	31	46	9486	6270	4,839	2,083	2.32
92	Hinson A	31	43	9495	6293	8,444	5,778	1.46
92	30th St	31	43	9497	6290	5,752	3,089	1.86
92	30th St	31	43	9506	6745	474	1,073	0.44
92	Study Area Total					338,412	250,736	1.35

Refined Study Area Validation

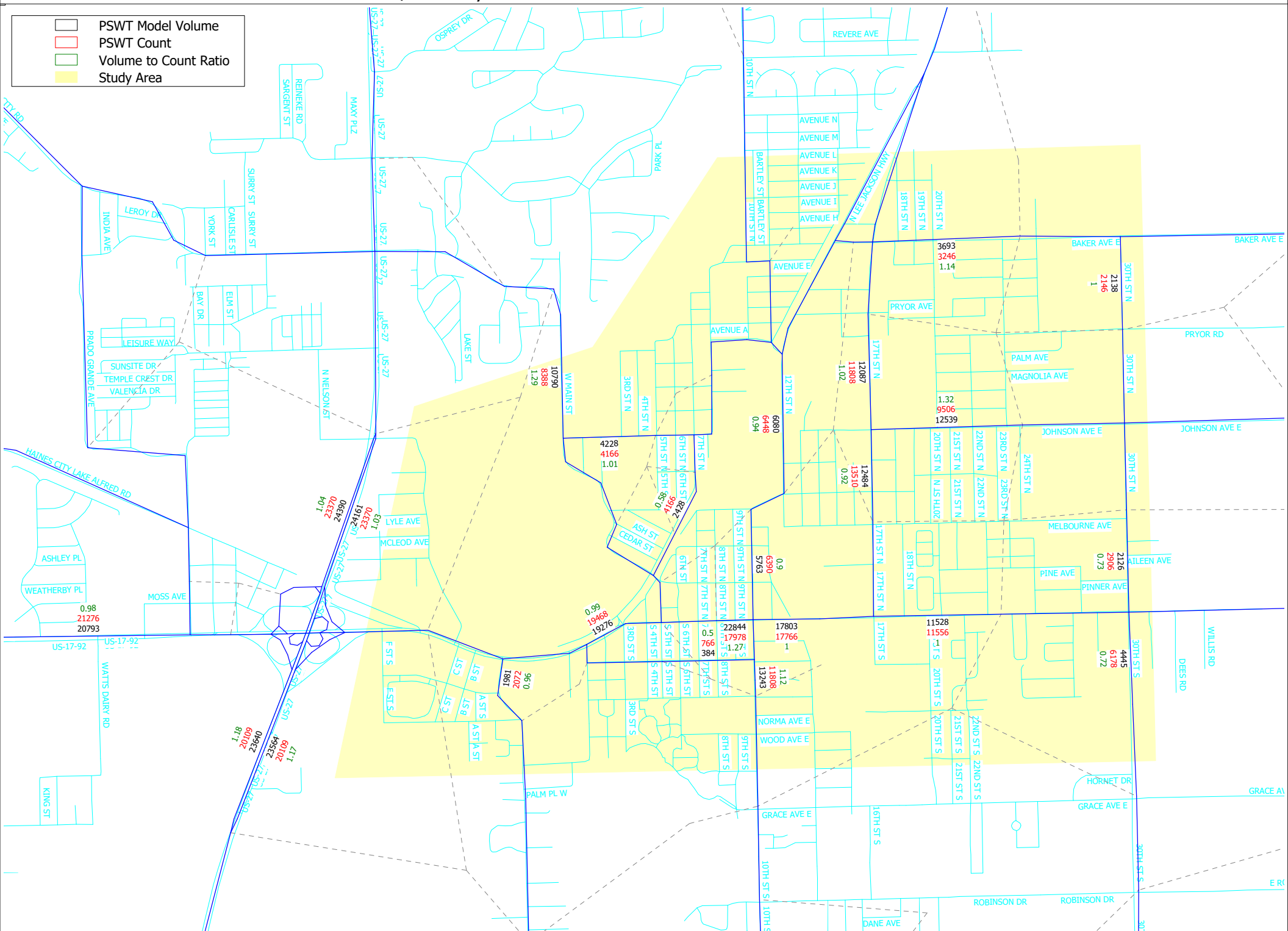
SL	Name	AT	FT	Anode	Bnode	Volume	Count	V/C
92	Lake Elsie Dr	31	48	6156	6296	962	1,036	0.93
92	SR 600-US 17/92	31	24	6213	6241	5914	5,904	1.00
92	12th St	31	46	6214	40154	3045	3,224	0.94
92	CR 580	31	43	6240	6241	5942	4,753	1.25
92	SR 600-US 17/92	31	24	6241	6213	6172	5,904	1.05
92	CR 580	31	43	6241	6240	6597	4,753	1.39
92	SR 600-US 17/92	42	24	6241	6272	5786	6,755	0.86
92	7th St N	31	46	6270	9486	1218	2,083	0.58
92	30th St	31	43	6271	6290	1054	1,453	0.73
92	SR 600-US 17/92	42	24	6272	6241	6699	6,755	0.99
92	30th St	31	43	6290	6271	1073	1,453	0.74
92	30th St	31	43	6290	9497	2280	3,089	0.74
92	SR 600-US 17/92	14	25	6292	6294	11717	8,989	1.30
92	Hinson Ave	31	43	6293	9495	5769	5,778	1.00
92	SR 600-US 17/92	14	25	6294	6292	11130	8,989	1.24
92	SR 600-US 17/92	14	34	6294	6595	9231	8,883	1.04
92	10th St N	31	46	6294	40153	2876	3,195	0.90
92	Lake Elsie Dr	31	48	6296	6156	1018	1,036	0.98
92	SR 600-US 17/92	31	22	6299	6300	10706	10,638	1.01
92	SR 600-US 17/92	31	22	6300	6299	10087	10,638	0.95
92	US 17/92	21	25	6303	40155	9592	9,734	0.99
92	SR 17	31	36	6315	40163	6690	5,904	1.13
92	SR 600-US 17/92	14	34	6595	6294	8571	8,883	0.96
92	SR 25-US 27	31	21	6607	6720	23564	20,109	1.17
92	SR 25-US 27	31	22	6615	6627	24390	23,370	1.04
92	SR 25-US 27	31	21	6684	6625	23640	20,109	1.18
92	SR 25-US 27	31	22	6737	6614	24161	23,370	1.03
92	30th St	31	43	6745	9506	1070	1,073	1.00
92	Baker Ave	31	47	6751	6752	1848	1,623	1.14
92	Baker Ave	31	47	6752	6751	1843	1,623	1.14
92	Main St	31	46	8557	40160	5740	4,194	1.37
92	7th St N	31	46	9486	6270	1210	2,083	0.58
92	Hinson Ave	31	43	9495	6293	5758	5,778	1.00
92	30th St	31	43	9497	6290	2164	3,089	0.70
92	30th St	31	43	9506	6745	1068	1,073	1.00
92	10th St N	31	46	40153	6294	2888	3,195	0.90
92	12th St	31	46	40154	6214	3033	3,224	0.94
92	US 17/92	21	25	40155	6303	9685	9,734	0.99
92	Main St	31	46	40160	8557	5050	4,194	1.20
92	Johnson Ave	31	46	40160	40161	2145	2,083	1.03
92	Johnson Ave	31	46	40161	40160	2084	2,083	1.00
92	SR 17	31	36	40163	6315	6552	5,904	1.11
92	Oak Ave	31	48	40163	40164	230	383	0.60
92	Oak Ave	31	48	40164	40163	153	383	0.40
92	Study Area Total					282,405	268,506	1.05

D1RPM v1.0.3 2010 Base Year Model - US 17/92 Study Original Validation

- PSWT Model Volume
- PSWT Count
- Volume to Count Ratio
- Study Area



D1RPM v1.0.3 2010 Base Year Model - US 17/92 Study Refined Validation



Forecast Model Development

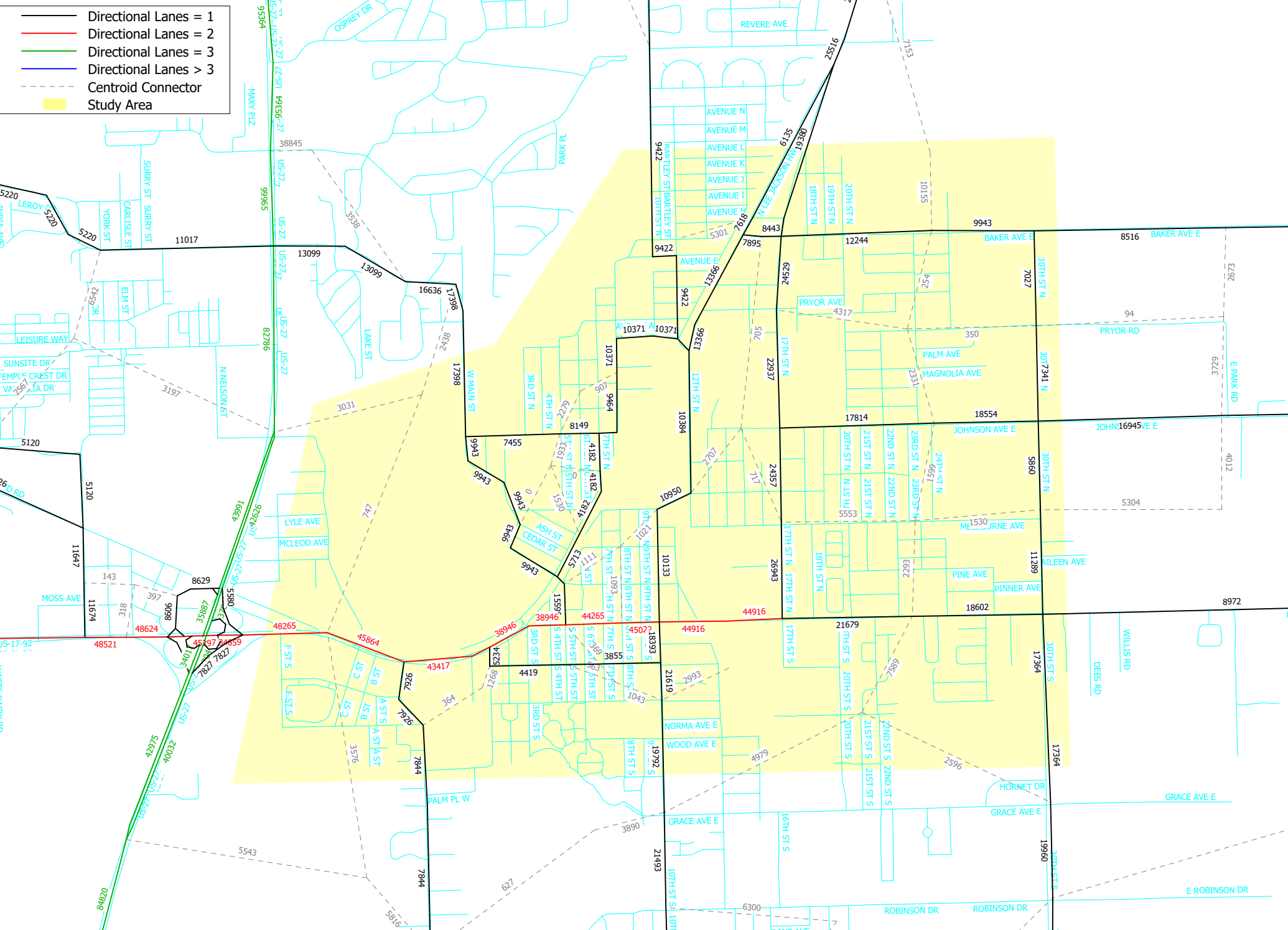
Forecast model networks were developed by applying appropriate base year validation refinements to the 2040 LRTP Cost Feasible model network. The 2040 model input data was refined to include the following changes:

- Apply base year adjustments applied as appropriate
- Refine Poinciana Pkwy location/coding
- Remove Marigold external station
- Refine Assignment Volume Composition to/from Osceola County consistent with base year modification adjustment proportions.
- Add Osceola SE data (TAZ 1255 to 1261) to new Osceola TAZ 548 (1/2 + 15000 EE to CR 580 external 5651).
- Revise 2040 ZONEDATA as shown in the table below to reflect planned development information provided by Haines City (attached).

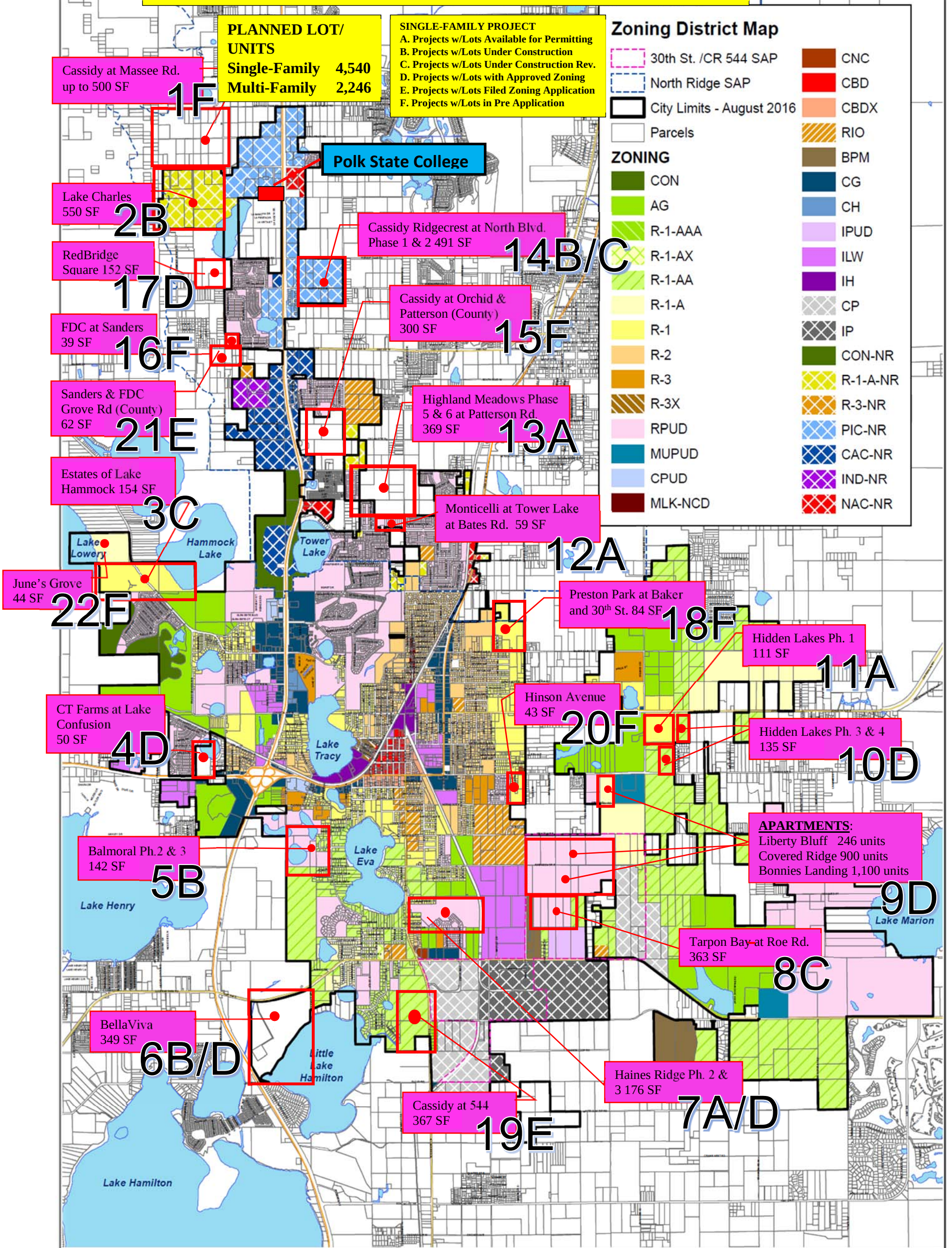
2010-2040				
Development	TAZ	DU	DU Growth	Added DU
BellaViva	494	349	382	334
Cassidy at 544	494	367		
Cassidy at Massee Rd	696	500	0	500
Cassidy Ridgecrest at North Blvd	677	491	67	424

The following plot shows the resulting 2040 PSWT volume projections.

D1RPM v1.0.3 2040 Cost Feasible Model Refined for US 17/92 Study - PSWI Volumes



DEVELOPMENT MAP (as of 4-12-18)



This is to certify that this Official Zoning Map supersedes and replaces the Official Zoning Map adopted August 15, 2013 as part of Ordinance No. 13-1457 of the City of Haines City, Florida.

Haines City Zoning Districts

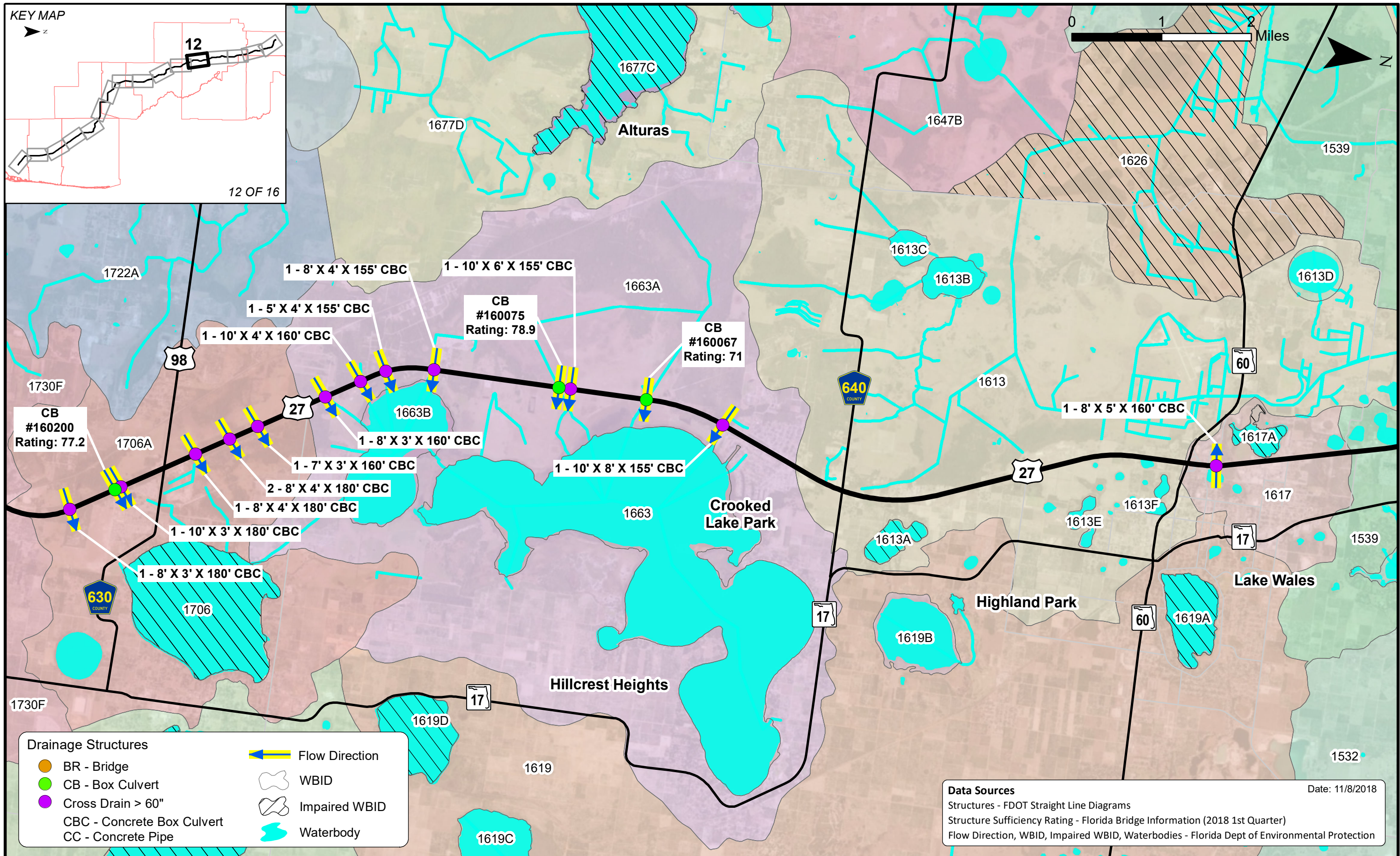
Adopted June 16, 2016
Ordinance No. 16-1533

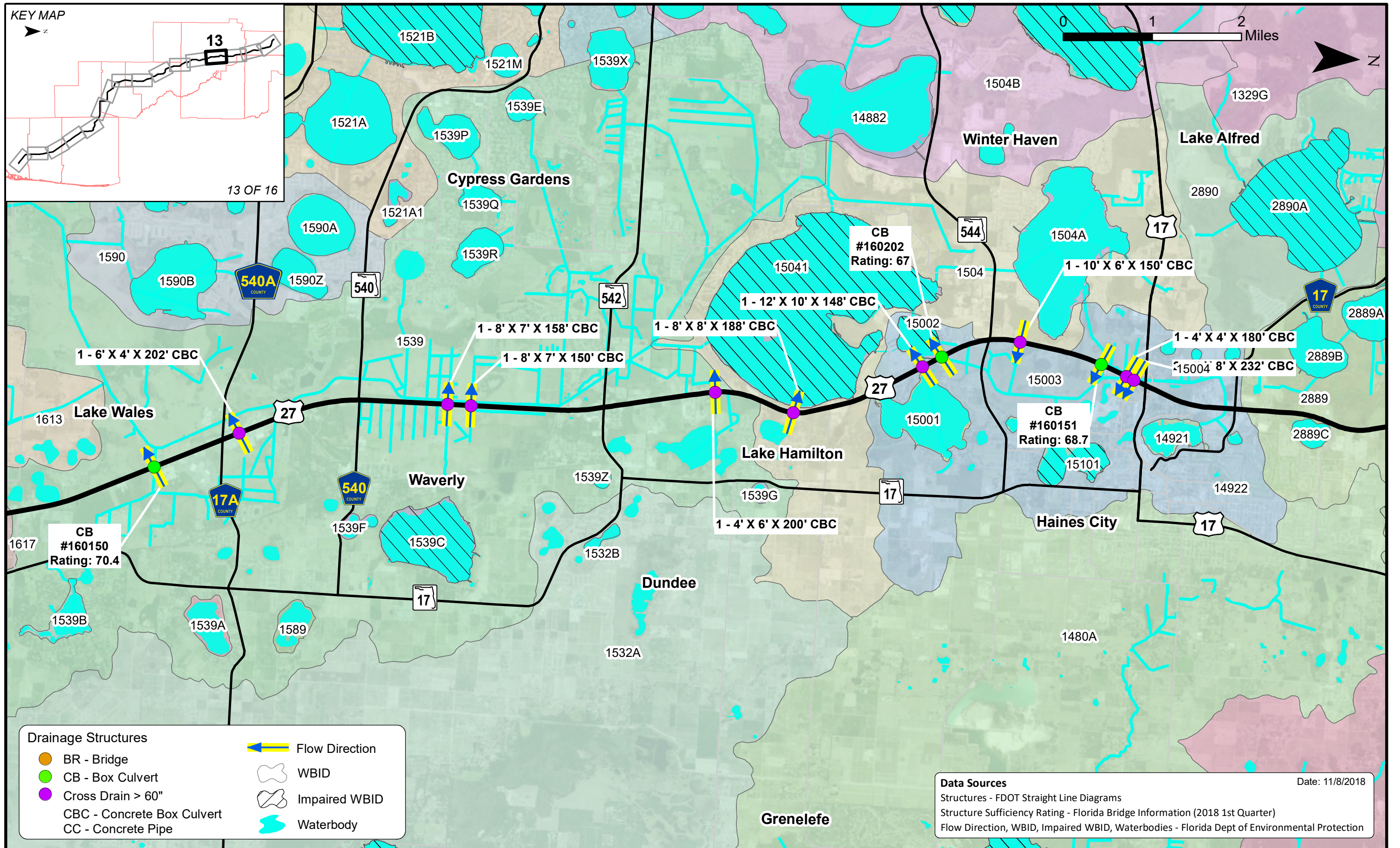
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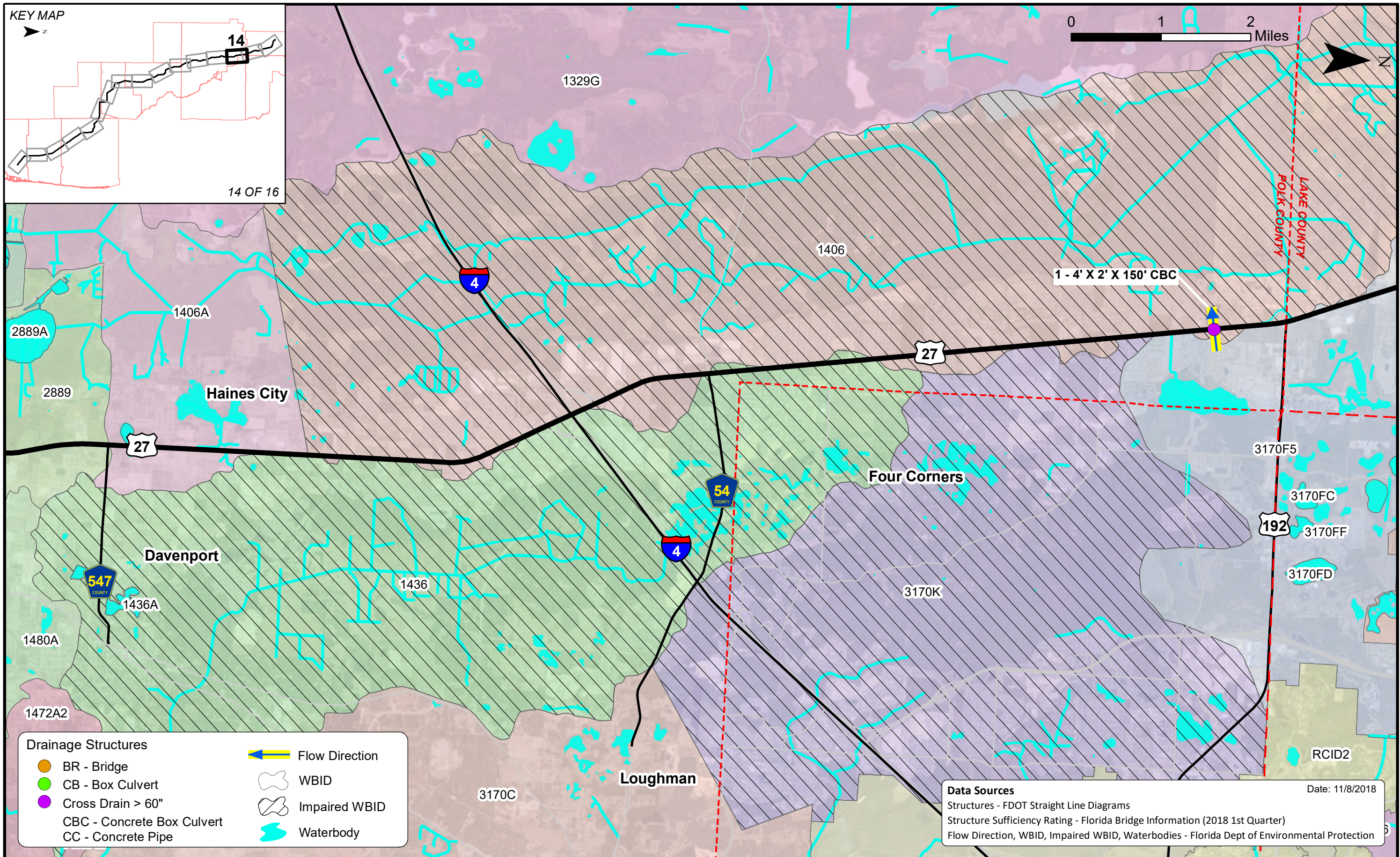


APPENDIX H

Major Drainage Structure Locations







APPENDIX I

FDOT District One Annual 2018 LOS Report

Table I-1: 2018 Annual LOS Update Summary for US 27 Mobility Study (Other State Roadways)

Roadway Segment					
Road Name	To	From	Number of Lanes	AADT	LOS
SR 60	Godwin Rd	US 27	4	23,656	B
	US 27	SR 17	4	26,000	C
SR 540	SR 555 (US 17)	1st St S	4	36,000	C
	1st St	9th St	4	43,500	F
	SR 555 (US 17)	9th St	4	41,665	D
	Overlook Dr	W. Lake Ruby Dr	4	34,000	C
	W. Lake Ruby Dr	US 27	4	25,000	C
	9th St SE	Overlook Dr	4	38,500	C
SR 542	1st St	6th St	2	12,600	D
	6th St	14th St	2	11,800	D
	14th St	Carl Floyd Rd	2	12,108	D
	Carl Floyd Rd	CR 550	2	16,300	C
	CR 550	US 27	2	21,000	F
SR 544	Ave Y NE	Lucerne Park Rd	2	18,100	D
	Old Lucerne Loop Rd	Old Lucerne Park Rd	2	13,593	C
	Old Lucerne Park Rd	US 27	2	21,000	C
	US 27	10th St S	2	10,900	C
US 17-92	Bridgers Ave	SR 555/US 17	4	19,700	C
	E. Echo St	N. Seminole Ave	3	17,000	D
	N. Seminole Ave	Lee Jackson Rd	4	21,000	B
	Lee Jackson Rd	Fletcher Tr. PK. Rd	4	20,500	B
	Fletcher Tr. PK. Rd	US 27	4	27,000	B
	US 27	SR 17	4	26,500	C
	SR 17	17th St	2	20,300	F
	Hinson Ave	Johnson Ave	2	15,700	C
	Johnson Ave	Mckeown Ave	2	15,400	C
	Mckeown Ave	12th St	2	15,400	F
	12th St	W. Bay St	2	14,700	C
I-4	CR 557	US 27	6	105,000	F
	US 27	Osceola County Line	6	131,000	F

Source: Preliminary Annual LOS Update information from FDOT District 1, received May 2019 (subject to change)

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	SIS	Functional Classification	Posted Speed	Area Type	Facility Type	FDOT LOS Std.	County LOS Std.	City LOS Std.	Year 2018										Deficiency Determination
																Arterial Class	Divided/ UnDivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Daily				
																						Capacity	Volume	LOS		
**	16003000	SR 563	SIKES BLVD	West Lime St	0.000	SR 539/Kathleen Rd	0.466	0.466	Minor Arterial	40	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	29,727	C		
	16003000	SR 563	MLK JR AVE	SR 539/Kathleen Rd	0.466	US 92/Memorial Blvd	1.048	0.582	Collector	40	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	7,000	C		
	16003001	SR 563	HARDEN BLVD	Beginning at Curb & Gutter	6.136	SR 570	6.520	0.384	Minor Arterial	45	UA	A	D	D	E	1	D	2W	WL	WR	6	62,895	23,500	C		
	16003001	SR 563	HARDEN BLVD	SR 570	6.520	Beacon Rd	8.077	1.557	Minor Arterial	50	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	39,500	C	Near Capacity	
	16003001	SR 563	SIKES BLVD/HARDEN BLVD	Beacon Rd	8.077	Lime St	10.000	1.923	Minor Arterial	45	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	29,889	C		
	16004101	SR 539	KATHLEEN RD	SR 563/MLK JR Ave	0.000	W. Pear St	0.382	0.382	Minor Arterial	40	UA	A	D	D		1	D	2W	WL	WR	4	41,790	24,000	C		
	16004000	SR 539	KATHLEEN RD	Pear St	0.449	I-4	2.583	2.134	Minor Arterial	45	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	32,000	C		
	16006000	SR 659	COMBEE ROAD	US 98	0.000	Idlewild St	3.740	3.740	Minor Arterial	40	UA	A	D	D		1	U	2W	WL	WR	2	18,585	16,541	C		
	16006000	SR 659	COMBEE ROAD	Idlewild St	3.740	S. of SR 33	7.571	3.831	Minor Arterial	55	UA	H	D	D	D		U	2W	WL	WR	2	24,200	13,340	C		
	16006100	SR 659	COMBEE ROAD	S. of SR 33	0.000	SR 33	0.054	0.054	Minor Arterial	40	UA	H	D	D			D	2W	WL	WR	2	25,410	9,200	C		
	16010000	US 92	US 92(NEW TAMPA HWY)	Hillsborough County Line	0.000	SR 572/Airport Rd	2.290	2.290	Principal Arterial-other	55	UA	A	D	D	D	1	D	2W	WL	WR	2	19,514	11,355	C		
	16010000	US 92	US 92(NEW TAMPA HWY)	SR 572/Airport Rd	2.290	US 92/Wabash Ave	4.131	1.841	Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	2	19,514	17,900	C	Near Capacity	
	16010000	US 92	GEORGE JENKINS BLVD	US 92/Wabash Ave	4.131	Sloan Avenue	5.337	1.206	Principal Arterial-other	45	UA	A	D	D	E	1	U	2W	WL	WR	4	39,700	16,700	C		
	16011000	SR 572	AIRPORT RD	US 92/New Tampa Hwy	0.000	SR 572/Drane Field Rd	2.739	2.739	Minor Arterial/Collector	50	UA	A	D	D	D	1	D	2W	WL	WR	2	19,514	11,363	C		
	16011000	SR 572	DRANE FIELD RD	SR 572/Drane Field Rd	2.739	Pipkin Creek Rd	4.674	1.935	Collector	50	UA	A	D	D	D	1	D	2W	WL	WR	2	19,514	12,315	C		
	16020000	US 92	US 92	SR 600/Main St	0.338	Waterloo Ave	0.448	0.110	Collector	30	UA	A	D			2	U	2W	0L	0R	3	18,070	3,000	C		
	16020000	US 92	US 92	Waterloo Ave	0.448	SR 35/Bartow Rd	0.510	0.062	Collector	35	UA	A	D			2	U	2W	0L	0R	4	24,300	3,000	C		
	16020000	US 92	US 92	SR 35/Bartow Rd	0.510	Lake Parker Ave	0.880	0.370	Principal Arterial-other	35	UA	A	D			2	U	2W	0L	0R	4	24,300	4,700	C		
	16020000	US 92	AUBURNDALE HWY/US92	US 92/Memorial Blvd	2.249	Old Dixie Hwy	6.256	4.007	Principal Arterial-other	50	UA	A	D	D		1	D	2W	WL	WR	4	41,790	29,624	C		
	16020000	US 92	AUBURNDALE HWY/US92	Old Dixie Hwy	6.256	W. of Walker Rd	9.122	2.866	Principal Arterial-other	50	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	30,346	C		
	16020000	US 92	AUBURNDALE HWY/US92	W. of Walker Rd	9.122	SR 544/Havendale Blvd	11.066	1.944	Principal Arterial-other	50	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	33,787	C		
	16020000	US 92	MAGNOLIA AVE/US 92	SR 544/Havendale Blvd	11.066	Bridgers Ave	11.813	0.747	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	14,046	C		
	16020000	US 92	US 92	Bridgers Ave	11.813	SR 555/US 17	14.410	2.597	Principal Arterial-other	55	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	19,700	C		
	16020000	US 17	S.LAKE SHORE WAY	SR 555/US 17	14.410	E. Echo St	15.096	0.686	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	0R	6	59,900	34,500	C		
	16020000	US 17 NB	S.LAKE SHORE WAY	E. Echo St	15.096	N. Seminole Ave	15.852	0.756	Principal Arterial-other	35	UA	A	D	D	D	2	U	1W	WL	WR	3	31,500	17,000	D		
	16020000	US 17	HINSON AVE E/US 17/92	N. Seminole Ave	15.852	SR 25/US 27	21.230	5.378	Principal Arterial-other	60	UA	H	D	D	D		D	2W	WL	WR	4	65,600	22,240	B		
	16020000	US 17	HINSON AVE E/US 17/92	SR 25/US 27	21.230	SR 600/US 92/17th St	22.770	1.540	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	25,349	C		
	16020102	US 17	SHINN BLVD	Seminole Ave	0.000	E. Echo St	0.816	0.816	Principal Arterial-other	35	UA	A	D	D		2	U	1W	0L	WR	3	31,500	17,000	D		
	16030000	US 17	SR 35/US 17	Hardee County Line	0.000	Old Bowling Green Rd	4.753	4.753	SIS	Principal Arterial-other	65	RDA	H	C	D		D	2W	WL	WR	4	40,700	11,124	B		
	16030000	US 17	SR 35/US 17/CHARLESTON AVE	Old Bowling Green Rd	4.753	Bergquist Rd	5.800	1.047	SIS	Principal Arterial-other	65	RDA	H	C	D	D		D	2W	WL	WR	4	40,700	13,700	B	
	16030000	US 17	SR 35/US 17/CHARLESTON AVE	Bergquist Rd	5.800	CR 630/US 98	7.575	1.775	SIS	Principal Arterial-other	50	TA	A	C	D	D	1	D	2W	WL	WR	4	35,700	13,700	C	
	16030000	US 17	US 17/CHARLESTON AVE	CR 630/US 98	7.575	9th Street	8.306	0.731	SIS	Principal Arterial-other	40	TA	A	C	D	D	1	D	2W	WL	WR	4	35,700	19,700	C	
	16030000	US 17	US 17	9th Street	8.306	CR 640	12.642	4.336	SIS	Principal Arterial-other	60	TA	H	C	D	D		D	2W	WL	WR	4	49,600	19,700	B	
	16030000	US 17	US 17	CR 640	12.642	Mann Rd	16.433	3.791	SIS	Principal Arterial-other	60	UA	H	D	D	D		D	2W	WL	WR	4	65,600	18,100	B	
	16030000	US 17	S.L.HOLLAND	Mann Rd	16.433	E. Main St	17.918	1.485	SIS	Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	0R	4	39,800	23,398	C	
	16030000	US 17	S.L.HOLLAND	SR 60A/Van Fleet Dr	18.423	Crossover Rd	20.733	2.310	Principal Arterial-other	60	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	23,000	C		
	16030000	US 17	EAST AVE	Crossover Rd	20.733	W. Crystal Beach Rd	24.954	4.221	Principal Arterial-other	60	UA	A	D	D		1	D	2W	WL	WR	4	41,790	23,864	C		
	16030000	US 17	5TH ST	W. Crystal Beach Rd	24.954	E. Gilbert St	25.836	0.882	Principal Arterial-other	45	UA	A	D	D	D	1	U	1W	WL	0R	3	35,940	12,500	C		
	16030000	US 17	SR 555/US 17	E. Gilbert St	25.836	SR 540/Cypress Garden Blvd	27.786	1.950	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	35,727	C		
	16030000	US 17	6TH ST NW	SR 540/Cypress Garden Blvd	27.786	Ave G SW	28.514	0.728	Principal Arterial-other	40	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	26,500	C		
	16030000	US 17	8TH ST SW/SR 555/US 17	Ave A SW	29.063	SR 600/US 92	32.878	3.815	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	25,463	C		
	16030101	US 17	4TH ST	E. Gilbert St	0.000	Crystal Beach Rd	0.885	0.885	Principal Arterial-other	45	UA	A	D	D	D	1	U	1W	WL	WR	3	37,737	11,500	C		
	16030201	US 17	SR 555/6TH ST SW	Ave G SW	0.000	Ave A SW	0.497	0.497	Principal Arterial-other	40	UA	A	D	D	D	1	U	2W	WL	0R	4	37,810	24,500	C		
	16030301	US 17	S.L.HOLLAND PARKWAY	Main St	0.000	SR 60A/Auto Zone Ln	0.508	0.508	SIS	Principal Arterial-other	35	UA	A	D	D	D	2	D	2W	WL	WR	4	34,020	24,500	D	
	16040000	US 98	SR 700/E BROADWAY	US 17/Charleston Ave	0.000	SR 25/US 27	15.064	15.064	Principal Arterial-other	60	RDA	H	C	C	D		U	2W	WL	WR	2	16,400	4,313	B		
	16050000	US 17/92	17TH ST/US 17/92	SR 600/Hinson Ave	0.000	12th St	1.476	1.476	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	2	19,514	15,502	C		
	16050000	US 17/92	US 17/92	12th St	1.476	CR 547/W. Bay St	3.814	2.338	Principal Arterial-other	50	UA	A	D	D	D	1	U	2W	WL	WR	2	18,585	14,700	C		
	16050000	US 17/92	US 17/92	CR 547/W. Bay St	3.814	Lem Carnes Rd	5.835	2.021	Principal Arterial-other	50	UA	H	D	D	D		U	2W	WL	0R	2	24,200	14,000	C		
	16050000	US 17/92	US 17/92	Lem Carnes Rd	5.835	Sunny Acres Rd	7.624	1.789	Principal Arterial-other	55	TA	H	C	D			U	2W	WL	WR	2	17,300	14,000	C		
	16050000	US 17/92	US 17/92	Sunny Acres Rd	7.624	Osceola County Line	10.750	3.126	Principal Arterial-other	55	TA	H	C	D				D	2W	WL	WR	2	18,165	14,000	C	

DAILY

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	TRIP Improvement	Year 2024 (E+C)					Year 2040						Standard K Factor	Existing D Factor	Existing T ₂₄ Factor		
									Thru Lanes	LOS Std	Daily			Thru Lanes	LOS Std	Daily								
											Capacity	Volume	LOS			Capacity	Trend Volume	Trend LOS	Model Volume	Model LOS				
**	16003000	SR 563	SIKES BLVD	West Lime St	0.000	SR 539/Kathleen Rd	0.466	0.466		4	D	41,790	31,476	C	4	D	41,790	36,273	C	36,358	C	9.00%	54.50%	3.05%
	16003000	SR 563	MLK JR AVE	SR 539/Kathleen Rd	0.466	US 92/Memorial Blvd	1.048	0.582		4	D	41,790	7,400	C	4	D	41,790	8,500	C	23,946	C	9.00%	54.50%	3.60%
	16003001	SR 563	HARDEN BLVD	Beginning at Curb & Gutter	6.136	SR 570	6.520	0.384		6	D	62,895	24,900	C	6	D	62,895	28,700	C	19,945	C	9.00%	57.20%	3.10%
	16003001	SR 563	HARDEN BLVD	SR 570	6.520	Beacon Rd	8.077	1.557		4	D	41,790	43,400	F	4	D	41,790	53,700	F	31,527	C	9.00%	54.50%	3.30%
	16003001	SR 563	SIKES BLVD/HARDEN BLVD	Beacon Rd	8.077	Lime St	10.000	1.923		4	D	41,790	31,673	C	4	D	41,790	36,445	C	31,680	C	9.00%	54.50%	3.40%
**	16004101	SR 539	KATHLEEN RD	SR 563/MLK JR Ave	0.000	W. Pear St	0.382	0.382		4	D	41,790	25,400	C	4	D	41,790	29,300	C	29,750	C	9.00%	54.50%	5.50%
	16004000	SR 539	KATHLEEN RD	Pear St	0.449	I-4	2.583	2.134		4	D	41,790	34,709	C	4	D	41,790	41,928	F	40,665	D	9.00%	54.50%	4.64%
	16006000	SR 659	COMBEE ROAD	US 98	0.000	Idlewild St	3.740	3.740		2	D	18,585	17,514	C	2	D	18,585	20,188	F	20,685	F	9.00%	54.50%	10.81%
	16006000	SR 659	COMBEE ROAD	Idlewild St	3.740	S. of SR 33	7.571	3.831		2	D	24,200	14,169	C	2	D	24,200	16,239	C	13,920	C	9.00%	54.50%	15.66%
	16006100	SR 659	COMBEE ROAD	S. of SR 33	0.000	SR 33	0.054	0.054		2	D	25,410	9,800	C	2	D	25,410	11,200	C	9,263	C	9.00%	54.50%	16.00%
**	16010000	US 92	US 92(NEW TAMPA HWY)	Hillsborough County Line	0.000	SR 572/Airport Rd	2.290	2.290		2	D	19,514	12,055	C	4	D	41,790	13,869	C	15,171	C	9.00%	54.50%	14.29%
	16010000	US 92	US 92(NEW TAMPA HWY)	SR 572/Airport Rd	2.290	US 92/Wabash Ave	4.131	1.841		2	D	19,514	19,000	D	4	D	41,790	21,800	C	28,751	C	9.00%	54.50%	10.00%
	16010000	US 92	GEORGE JENKINS BLVD	US 92/Wabash Ave	4.131	Sloan Avenue	5.337	1.206		4	D	39,700	17,700	C	4	D	39,700	20,400	C	22,064	C	9.00%	54.50%	6.60%
	16011000	SR 572	AIRPORT RD	US 92/New Tampa Hwy	0.000	SR 572/Drane Field Rd	2.739	2.739		2	D	19,514	12,594	C	2	D	19,514	15,955	C	14,150	C	9.00%	54.50%	8.51%
	16011000	SR 572	DRANE FIELD RD	SR 572/Drane Field Rd	2.739	Pipkin Creek Rd	4.674	1.935		2	D	19,514	13,024	C	2	D	19,514	15,029	C	13,816	C	9.00%	54.50%	7.62%
**	16020000	US 92	US 92	SR 600/Main St	0.338	Waterloo Ave	0.448	0.110		3	D	18,070	3,200	C	4	D	32,400	3,700	C	17,388	D	9.00%	54.50%	9.70%
	16020000	US 92	US 92	Waterloo Ave	0.448	SR 35/Bartow Rd	0.510	0.062		4	D	24,300	3,200	C	4	D	24,300	3,700	C	22,282	D	9.00%	54.50%	9.70%
	16020000	US 92	US 92	SR 35/Bartow Rd	0.510	Lake Parker Ave	0.880	0.370		4	D	24,300	5,000	C	4	D	24,300	5,700	C	28,857	F	9.00%	54.50%	9.70%
	16020000	US 92	AUBURNDALE HWY /US92	US 92/Memorial Blvd	2.249	Old Dixie Hwy	6.256	4.007		4	D	41,790	31,424	C	4	D	41,790	36,148	C	36,228	C	9.00%	54.50%	6.50%
	16020000	US 92	AUBURNDALE HWY /US92	Old Dixie Hwy	6.256	W. of Walker Rd	9.122	2.866		4	D	41,790	32,168	C	4	D	41,790	37,022	C	35,710	C	9.00%	54.50%	8.02%
**	16020000	US 92	AUBURNDALE HWY /US92	W. of Walker Rd	9.122	SR 544/Havendale Blvd	11.066	1.944		6	D	62,895	35,802	C	6	D	62,895	41,192	C	41,765	C	9.00%	54.50%	9.70%
	16020000	US 92	MAGNOLIA AVE/US 92	SR 544/Havendale Blvd	11.066	Bridgers Ave	11.813	0.747		4	D	41,790	14,886	C	4	D	41,790	17,147	C	22,233	C	9.00%	54.50%	10.93%
	16020000	US 92	US 92	Bridgers Ave	11.813	SR 555/US 17	14.410	2.597		4	D	41,790	20,900	C	4	D	41,790	24,000	C	31,372	C	9.00%	54.50%	8.60%
	16020000	US 17	S.LAKE SHORE WAY	SR 555/US 17	14.410	E. Echo St	15.096	0.686		6	D	59,900	37,700	C	6	D	59,900	46,300	C	50,837	C	9.00%	54.50%	8.10%
	16020000	US 17 NB	S.LAKE SHORE WAY	E. Echo St	15.096	N. Seminole Ave	15.852	0.756		3	D	31,500	19,000	D	3	D	31,500	24,500	D	22,770	D	9.00%	99.90%	8.80%
**	16020000	US 17	HINSON AVE E/US 17/92	N. Seminole Ave	15.852	SR 25/US 27	21.230	5.378		4	D	65,600	23,560	B	4	D	65,600	27,113	B	40,222	C	9.00%	54.50%	8.39%
	16020000	US 17	HINSON AVE E/US 17/92	SR 25/US 27	21.230	SR 600/US 92/17th St	22.770	1.540		4	D	41,790	27,281	C	4	D	41,790	32,454	C	49,178	F	9.00%	54.50%	6.47%
	16020102	US 17	SHINN BLVD	Seminole Ave	0.000	E. Echo St.	0.816	0.816		3	D	31,500	21,200	D	3	D	31,500	32,200	F	18,654	D	9.00%	99.90%	8.80%
	16030000	US 17	SR 35/US 17	Hardee County Line	0.000	Old Bowling Green Rd	4.753	4.753		4	C	40,700	11,980	B	4	C	40,700	14,127	B	16,666	B	9.50%	54.42%	19.91%
	16030000	US 17	SR 35/US 17/CHARLESTON AVE	Old Bowling Green Rd	4.753	Bergquist Rd	5.800	1.047		4	C	40,700	14,500	B	4	C	40,700	16,700	B	26,494	C	9.00%	55.60%	20.80%
**	16030000	US 17	SR 35/US 17/CHARLESTON AVE	Bergquist Rd	5.800	CR 630/US 98	7.575	1.775		4	C	35,700	14,500	C	4	C	35,700	16,700	C	26,494	C	9.00%	55.60%	20.80%
	16030000	US 17	US 17/CHARLESTON AVE	CR 630/US 98	7.575	9th Street	8.306	0.731		4	C	35,700	20,900	C	4	C	35,700	24,000	C	32,023	C	9.00%	55.60%	16.10%
	16030000	US 17	US 17	9th Street	8.306	CR 640	12.642	4.336		4	C	49,600	20,900	B	4	C	49,600	24,000	B	32,023	B	9.00%	55.60%	16.10%
	16030000	US 17	US 17	CR 640	12.642	Mann Rd	16.433	3.791		4	D	65,600	19,200	B	4	D	65,600	22,100	B	28,878	B	9.50%	55.60%	17.70%
	16030000	US 17	S L HOLLAND	Mann Rd	16.433	E. Main St	17.918	1.485		4	D	39,800	24,835	C	4	D	39,800	28,551	C	43,402	F	9.00%	55.60%	14.14%
**	16030000	US 17	S L HOLLAND	SR 60A /Van Fleet Dr	18.423	Crossover Rd	20.733	2.310		4	D	41,790	24,400	C	4	D	41,790	28,100	C	35,117	C	9.00%	54.50%	11.50%
	16030000	US 17	EAST AVE	Crossover Rd	20.733	W. Crystal Beach Rd	24.954	4.221		4	D	41,790	25,307	C	4	D	41,790	29,136	C	34,642	C	9.00%	54.50%	10.38%
	16030000	US 17	5TH ST	W. Crystal Beach Rd	24.954	E. Gilbert St	25.836	0.882		3	D	35,940	13,400	C	3	D	35,940	15,900	C	15,569	C	9.00%	99.90%	7.30%
	16030000	US 17	SR 555/US 17	E. Gilbert St	25.836	SR 540/Cypress Garden Blvd	27.786	1.950		6	D	62,895	39,479	C	6	D	62,895	49,507	C	41,330	C	9.00%	54.50%	6.47%
	16030000	US 17	6TH ST NW	SR 540 /Cypress Garden Blvd	27.786	Ave G SW	28.514	0.728		4	D	41,790	28,900	C	4	D	41,790	35,400	C	24,935	C	9.00%	54.50%	5.20%
**	16030000	US 17	8TH ST SW/SR 555/US 17	Ave A SW	29.063	SR 600/US 92	32.878	3.815		4	D	41,790	27,051	C	4	D	41,790	31,260	C	37,826	C	9.00%	54.50%	5.85%
	16030101	US 17	4TH ST	E. Gilbert St	0.000	Crystal Beach Rd	0.885	0.885		3	D	37,737	12,300	C	3	D	37,737	14,600	C	16,098	C	9.00%	99.90%	7.80%
	16030201	US 17	SR 555/6TH ST SW	Ave G SW	0.000	Ave A SW	0.497	0.497		4	D	39,800	26,000	C	4	D	39,800	29,900	C	27,069	C	9.00%	54.50%	5.40%
	16030301	US 17	S L HOLLAND PARKWAY	Main St	0.000	SR 60A/ Auto Zone Ln	0.508	0.508		4	D	34,020	26,000	D	4	D	34,020	29,900	D	33,387	D	9.00%	54.50%	12.60%
	16040000	US 98	SR 700/E BROADWAY	US 17 / Charleston Ave	0.000	SR 25/US 27	15.064	15.064		2	C	16,400	4,571	B	2	C	16,400	5,249	B	8,284	B	9.00%	54.50%	13.55%
**	16050000	US 17/92	17TH ST /US 17/92	SR 600/Hinson Ave	0.000	12th St	1.476	1.476		2	D	19,514	16,666	C	2	D	19,514	19,729	F	26,171	F	9.00%	54.50%	7.90%
	16050000	US 17/92	US 17/92	12th St	1.476	CR 547/W. Bay St	3.814	2.338		2	D	18,585	15,600	C	2	D	18,585	17,900	D	37,281	F	9.00%	54.50%	10.00%
	16050000	US 17/92	US 17/92	CR 547/W. Bay St	3.814	Lem Carnes Rd	5.835	2.021		2	D	24,200	14,800	C	2	D	24,200	17,100	D	25,404	E	9.50%	54.50%	12.80%
	16050000	US 17/92	US 17/92	Lem Carnes Rd	5.835	Sunny Acres Rd	7.624	1.789		2	C	17,300	14,800	C	2	C	17,300	17,100	C	25,404	E	9.50%	54.50%	12.80%
	16050000	US 17/92	US 17/92	Sunny Acres Rd	7.624	Osceola County Line	10.750	3.126		2	C	18,165	14,800	C	2	C	18,165	17,100	C	25,404	D	9.50%	54.50%	12.80%

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	SIS	Functional Classification	Posted Speed	Area Type	Facility Type	FDOT LOS Std.	County LOS Std.	City LOS Std.	Year 2018										Deficiency Determination
																Arterial Class	Divided/ UnDivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Daily				
																						Capacity	Volume	LOS		
16060000	US 98	SR 35 (BROADWAY AVE)	SR 60A/Van Fleet Dr	0.521	Lyle Pkwy	1.130	0.609	SIS	Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	6	62,895	40,000	C		
16060000	US 98	US 98 (BARTOW RD)	Lyle Pkwy	1.130	E F Griffin Rd	4.257	3.127	SIS	Principal Arterial-other	60	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	45,000	C		
16060000	US 98	US 98 (BARTOW RD)	E F Griffin Rd	4.257	SR 570	8.131	3.874	SIS	Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	6	62,895	44,922	C		
16060000	US 98	US 98 (BARTOW RD)	SR 570	8.131	S. Lake Parker Ave	11.687	3.556		Principal Arterial-other	50	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	41,862	F	Over Capacity	
16060000	US 98	US 98 (BARTOW RD)	S. Lake Parker Ave	11.687	SR 600/E. Main St	12.222	0.535		Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	32,486	C		
16070000	SR 33	LAKELAND HILLS BLVD	SR 546/Memorial Blvd/US 92	0.747	Socrum Loop Rd	3.678	2.931		Minor Arterial	45	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	29,000	C		
16070000	SR 33	SR 33	Socrum Loop Rd	3.678	SR 659/Combee Rd	6.793	3.115		Minor Arterial	45	UA	A	D	D	E	1	D	2W	WL	WR	2	19,514	16,800	C		
16070000	SR 33	SR 33	SR 659/Combee Rd	6.793	I-4	8.420	1.627		Minor Arterial	60	UA	A	D	D	E	1	D	2W	WL	WR	2	19,514	10,900	C		
16070000	SR 33	SR 33/COMMON WEALTH AVE	I-4	8.420	SR 559/Broadway Blvd	14.449	6.029		Minor Arterial	60	UA	H	D	D	D		U	2W	WL	WR	2	24,200	12,042	C		
16070000	SR 33	SR 33	SR 559/Broadway Blvd	14.449	Lake County Line	27.138	12.689		Minor Arterial	60	RDA	H	C	C			U	2W	WL	WR	2	16,400	8,034	B		
16090000	SR 17	SCENIC HWY	SR 25/SR700/US 27/US 98	0.000	CR 630A/Fort Meade Rd	4.213	4.213		Major Collector	55	RDA	H	C	D			U	2W	WL	WR	2	16,400	3,400	B		
16090000	SR 17	SCENIC HWY	CR 630A/Fort Meade Rd	4.213	CR 630	6.020	1.807		Major Collector	40	UA	A	D	D	D	1	U	2W	WL	WR	2	18,585	6,300	C		
16090000	SR 17	SCENIC HWY	CR 630	6.020	Murray Rd	10.534	4.514		Major Collector	55	RDA	H	C	D	D		U	2W	WL	WR	2	16,400	2,900	B		
**	16090000	SR 17	SCENIC HWY	Murray Rd	10.534	CR 640	14.971	4.437		Major Collector	55	RDA	H	C	D	C		U	2W	WL	WR	2	16,400	6,500	B	
16090000	SR 17	SCENIC HWY	CR 640	14.971	CR 17B/Hunt Bros Rd	17.291	2.320		Major Collector	55	RDA	H	C	D	C		U	2W	WL	OR	2	16,400	4,200	B		
16090000	SR 17	SCENIC HWY	CR 17B/Hunt Bros Rd	17.291	Polk Ave	19.019	1.728		Major Collector	55	UA	H	D	D	D		U	2W	OL	OR	2	24,200	4,456	B		
16090000	SR 17	SCENIC HWY	Polk Ave	19.019	CR 17A/Burns Ave	20.285	1.266		Major Collector	30	UA	A	D	D	D	2	U	2W	WL	WR	2	15,540	9,162	D		
16090000	SR 17	SCENIC HWY	CR 17A/Burns Ave	20.285	Old Scenic Hwy	21.139	0.854		Major Collector	45	UA	A	D	D	D	1	U	2W	WL	WR	2	18,585	12,900	C		
16090000	SR 17	SCENIC HWY	Old Scenic Hwy	21.139	CR 17A/Masterpiece Rd	23.734	2.595		Major Collector	55	UA	A	D	D		1	U	2W	WL	OR	2	17,700	8,900	C		
16090000	SR 17	SCENIC HWY	CR 17A/Masterpiece Rd	23.734	C F Kinney Rd	24.338	0.604		Major Collector	45	UA	A	D	D		1	D	2W	WL	WR	2	19,514	6,900	C		
16090000	SR 17	SCENIC HWY	C F Kinney Rd	24.338	Lake Trask Rd	27.273	2.935		Major Collector	55	UA	H	D	D			U	2W	WL	WR	2	24,200	7,136	B		
16090000	SR 17		Lake Trask Rd	27.273	CR 546/Kokomo Rd	31.314	4.041		Major Collector	45	UA	A	D	D	D/C	1	U	2W	WL	WR	2	18,585	8,350	C		
16090000	SR 17	10TH ST S	CR 546/Kokomo Rd	31.314	SR 544/Scenic Hwy	33.339	2.025		Major Collector	55	UA	A	D	D	E	1	U	2W	WL	WR	2	18,585	8,200	C		
16090000	SR 17	10TH ST S	SR 544/Scenic Hwy	33.339	US 17/92/Hinson Ave	34.880	1.541		Major Collector	45	UA	A	D	D	E	1	D	2W	WL	WR	2	19,514	10,112	C		
16100000	SR 546	W MEMORIAL BLVD	I-4	0.027	SR 546 Connector	0.311	0.284		Principal Arterial-other	55	UA	A	D	D	E	1	U	1W	OL	OR	1	8,921	7,300	C		
16100000	SR 546	W MEMORIAL BLVD	SR 546 Connector	0.311	E. of SR 546 Connector	0.414	0.103		Principal Arterial-other	55	UA	A	D	D	E	1	U	1W	WL	OR	2	23,880	7,300	C		
16100000	US 92	US 92/MEMORIAL BLVD	E. of SR 546 Connector	0.414	Walker Ave	3.149	2.735		Principal Arterial-other	55	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	22,081	C		
16100000	US 92	E MEMORIAL BLVD	Walker Ave	3.149	SR 33	3.928	0.779		Principal Arterial-other	40	UA	A	D	D	E	1	D	2W	WL	WR	6	62,895	27,863	C		
16100000	US 92	E MEMORIAL BLVD	SR 33	3.928	E. of SR 600/US 92	5.854	1.926		Principal Arterial-other	35	UA	A	D	D	E	2	D	2W	WL	WR	4	34,020	35,039	E	Over Capacity	
16100001	US 92	WABASH AVE	SR 600/US 92	0.000	SR 546/Memorial Blvd	0.912	0.912		Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	15,700	C		
16100102	SR 546	MEMORIAL BLVD	SR 546 (Main Line)	0.000	SR 546 Connector	0.099	0.099		Principal Arterial-other	45	UA	A	D	D	E	1	U	1W	OL	OR	2	23,880	7,300	C		
16100102	SR 546	MEMORIAL BLVD	SR 546 Connector	0.099	I-4	0.264	0.165		Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	OL	OR	3	29,192	10,200	C		
16110000	SR 60	SR 60	Hillsborough County Line	0.000	CR 676/Nichols Rd	4.250	4.250	SIS	Principal Arterial-other	60	UA	H	D	D			D	2W	WL	WR	4	65,600	22,000	B		
16110000	SR 60	SR 60	CR 676/Nichols Rd	4.250	Diesel Rd	5.310	1.060	SIS	Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	4	41,790	20,500	C		
16110000	SR 60	W CANAL ST	Diesel Rd	5.310	SR 37/Church Ave	5.816	0.506	SIS	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	OR	4	39,800	21,500	C		
16110000	SR 60	E CANAL ST	SR 37/Church Ave	5.816	NE 12th Ave	6.514	0.698	SIS	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	20,500	C		
16110000	SR 60	CANAL ST	Diesel Rd	5.310	NE 12th Ave	6.514	1.204	SIS	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	20,920	C		
16110000	SR 60	E CANAL ST/SR 60	NE 12th Ave	6.514	Bonnie Mine Rd	8.825	2.311	SIS	Principal Arterial-other	65	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	20,500	C		
16110000	SR 60	SR 60	Bonnie Mine Rd	8.825	CR 555/Agicola Rd	12.896	4.071	SIS	Principal Arterial-other	65	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	19,100	C		
16110000	SR 60	SR 60	SR 60A/Van Fleet Dr	15.388	Peace River	15.416	0.028	SIS	Principal Arterial-other	45	UA	H	D	D	D		D	2W	WL	OR	4	65,600	27,000	B		
16110000	SR 60	SR 60	Peace River	15.416	CR 655/Rifle Range Rd	21.318	5.902	SIS	Principal Arterial-other	55	UA	H	D	D	D		D	2W	WL	WR	4	65,600	27,000	B		
16110000	SR 60	SR 60	CR 655/Rifle Range Rd	21.318	Godwin Rd	27.354	6.036	SIS	Principal Arterial-other	65	UA	H	D	D			D	2W	WL	WR	4	65,600	24,000	B		
16110000	SR 60	SR 60	SR 60A/Van Fleet Dr	15.388	Godwin Rd	27.354	11.966	SIS	Principal Arterial-other	65	UA	H	D	D	D		D	2W	WL	WR	4	65,600	25,487	B		
16110000	SR 60	SR 60	Godwin Rd	27.354	W. of Central Ave	28.696	1.342	SIS	Principal Arterial-other	55	UA	H	D	D			D	2W	WL	OR	4	65,600	24,000	B		
16110000	SR 60	SR 60	W. of Central Ave	28.696	SR 25/US 27	29.400	0.704	SIS	Principal Arterial-other	55	UA	H	D	D	C		D	2W	WL	WR	4	65,600	23,000	B		
16110000	SR 60	SR 60	Godwin Rd	27.354	SR 25/US 27	29.400	2.046	SIS	Principal Arterial-other	55	UA	H	D	D	C		D	2W	WL	WR	4	65,600	23,656	B		
16110000	SR 60	SR 60	SR 25/US 27	29.400	SR 17	30.632	1.232	SIS	Principal Arterial-other	40	UA	A	D	D	C	1	D	2W	WL	WR	4	41,790	26,000	C		
**	16118000	SR 540	SR 540/WINTERLAKE RD	SR 700/SR 35/US 98	0.000	W. of Travis-Votech Ent.	0.417	0.417		Minor Arterial	40	UA	A	D	D		1	D	2W	WL	WR	3	30,652	17,900	C	
**	16118000	SR 540	SR 540/WINTERLAKE RD	W. of Travis-Votech Ent.	0.417	Reynolds Rd	0.492	0.075		Minor Arterial	40	UA	A	D	D		1	D	2W	WL	WR	2	19,514	17,900	C	Near Capacity
**	16118000	SR 540	SR 540/WINTERLAKE RD	Reynolds Rd	0.492	PCC/USF Ent.	0.609	0.117		Minor Arterial	40	TA	A	C	C		1	D	2W	WL	WR	2	15,876	12,900	C	
**	16118000	SR 540	SR 540/WINTERLAKE RD	PCC/USF Ent.	0.609	Ramp from Polk Parkway	3.537	2.928		Minor Arterial	60	RDA	H	C	C		U	2W	WL	WR	2	16,400	12,900	C		
**	16118000	SR 540	SR 540/WINTERLAKE RD	SR 700/SR 35/US 98	0.000	Ramp from Polk Parkway	3.537	3.537		Minor Arterial	60	RDA	A	C	C		1	U	2W	WL	WR	2	13,545	13,596	D	Over Capacity
**	16118000	SR 540	TERA LANE/CROSSTOWER DR	Tera Ln	8.946	SR 620	9.392	0.446		Major Collector	45	UA	A	D	D	D	1	U	2W	OL	OR	2	14,160	950	C	
**	16119000	SR 540	WINTER LAKE ROAD	Ramp to SR 540	3.537	Decastrol Rd	3.883	0.346		Minor Arterial	45	RDA	A	C	D		1	U	2W	WL	WR	2	13,545	30,500	F	Over Capacity
**	16119000	SR 540	WINTER LAKE ROAD	Decastrol Rd	3.883	Thornhill Rd	5.140	1.257		Minor Arterial	60	RDA	A	C	D		1	D	2W	WL	WR	4	30,765	30,500	C	Near Capacity

DAILY

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	TRIP Improvement	Year 2024 (E+C)					Year 2040						Standard K Factor	Existing D Factor	Existing T ₂₄ Factor		
									Thru Lanes	LOS Std	Daily			Thru Lanes	LOS Std	Daily								
											Capacity	Volume	LOS			Capacity	Trend Volume	Trend LOS	Model Volume	Model LOS				
16060000	US 98	SR 35 (BROADWAY AVE)	SR 60A / Van Fleet Dr	0.521	Lyle Pkwy	1.130	0.609		6	D	62,895	42,400	C	6	D	62,895	48,800	C	68,834	F	9.00%	54.50%	11.60%	
16060000	US 98	US 98 (BARTOW RD)	Lyle Pkwy	1.130	E F Griffin Rd	4.257	3.127		6	D	62,895	48,800	C	6	D	62,895	59,000	C	61,290	C	9.00%	54.50%	10.70%	
16060000	US 98	US 98 (BARTOW RD)	E F Griffin Rd	4.257	SR 570	8.131	3.874		6	D	62,895	49,627	C	6	D	62,895	62,035	D	61,737	D	9.00%	54.50%	10.19%	
16060000	US 98	US 98 (BARTOW RD)	SR 570	8.131	S. Lake Parker Ave	11.687	3.556		6	D	62,895	44,394	C	4	D	41,790	51,148	F	49,431	F	9.00%	54.50%	8.54%	
16060000	US 98	US 98 (BARTOW RD)	S. Lake Parker Ave	11.687	SR 600/E. Main St	12.222	0.535		6	D	62,895	37,592	C	4	D	41,790	51,167	F	48,646	F	9.00%	54.50%	12.40%	
16070000	SR 33	LAKELAND HILLS BLVD	SR 546/Memorial Blvd /US 92	0.747	Socrum Loop Rd	3.678	2.931		4	D	41,790	31,293	C	4	D	41,790	37,471	C	41,690	D	9.00%	54.50%	2.91%	
16070000	SR 33	SR 33	Socrum Loop Rd	3.678	SR 659/Combee Rd	6.793	3.115		6	D	62,895	17,800	C	4	D	41,790	20,500	C	25,817	C	9.00%	54.50%	4.00%	
16070000	SR 33	SR 33	SR 659 /Combee Rd	6.793	I-4	8.420	1.627		2	D	19,514	11,600	C	4	D	41,790	13,300	C	19,674	C	9.00%	54.50%	17.80%	
16070000	SR 33	SR 33 /COMMON WEALTH AVE	I-4	8.420	SR 559/Broadway Blvd	14.449	6.029		2	D	24,200	12,730	C	2	D	24,200	14,692	C	20,493	D	9.00%	54.50%	8.94%	
16070000	SR 33	SR 33	SR 559 /Broadway Blvd	14.449	Lake County Line	27.138	12.689		2	C	16,400	8,592	B	2	C	16,400	10,017	C	10,638	C	9.50%	56.54%	20.25%	
16090000	SR 17	SCENIC HWY	SR 25/SR700/US 27 /US 98	0.000	CR 630A/Fort Meade Rd	4.213	4.213		2	C	16,400	3,600	B	2	C	16,400	4,100	B	7,261	B	9.50%	54.50%	5.30%	
16090000	SR 17	SCENIC HWY	CR 630A/Fort Meade Rd	4.213	CR 630	6.020	1.807		2	D	18,585	6,700	C	2	D	18,585	7,700	C	9,402	C	9.00%	54.50%	5.30%	
16090000	SR 17	SCENIC HWY	CR 630	6.020	Murray Rd	10.534	4.514		2	C	16,400	3,100	B	2	C	16,400	3,500	B	6,110	B	9.00%	54.50%	5.30%	
**	16090000	SR 17	SCENIC HWY	Murray Rd	10.534	CR 640	14.971	4.437		2	C	16,400	6,900	B	2	C	16,400	7,900	B	5,810	B	9.50%	54.50%	5.30%
16090000	SR 17	SCENIC HWY	CR 640	14.971	CR 17B/Hunt Bros Rd	17.291	2.320		2	C	16,400	4,500	B	2	C	16,400	5,100	B	5,655	B	9.00%	54.50%	5.30%	
16090000	SR 17	SCENIC HWY	CR 17B/Hunt Bros Rd	17.291	Polk Ave	19.019	1.728		2	D	24,200	4,756	B	2	D	24,200	5,442	B	8,146	B	9.00%	54.50%	4.62%	
16090000	SR 17	SCENIC HWY	Polk Ave	19.019	CR 17A/ Burns Ave	20.285	1.266		2	D	15,540	9,732	D	2	D	15,540	11,202	D	16,506	F	9.00%	54.50%	5.30%	
16090000	SR 17	SCENIC HWY	CR 17A/ Burns Ave	20.285	Old Scenic Hwy	21.139	0.854		2	D	18,585	13,700	C	2	D	18,585	15,700	C	21,566	F	9.00%	54.50%	5.80%	
16090000	SR 17	SCENIC HWY	Old Scenic Hwy	21.139	CR 17A/ Masterpiece Rd	23.734	2.595		2	D	17,700	9,400	C	2	D	17,700	10,900	C	21,297	F	9.00%	54.50%	5.30%	
16090000	SR 17	SCENIC HWY	CR 17A/ Masterpiece Rd	23.734	C F Kinney Rd	24.338	0.604		2	D	19,514	7,300	C	2	D	19,514	8,500	C	17,874	C	9.00%	54.50%	5.30%	
16090000	SR 17	SCENIC HWY	C F Kinney Rd	24.338	Lake Trask Rd	27.273	2.935		2	D	24,200	7,536	B	2	D	24,200	8,736	C	18,265	D	9.00%	54.50%	5.30%	
16090000	SR 17		Lake Trask Rd	27.273	CR 546/Kokomo Rd	31.314	4.041		2	D	18,585	8,838	C	2	D	18,585	10,200	C	17,315	C	9.00%	54.50%	9.30%	
16090000	SR 17	10TH ST S	CR 546/Kokomo Rd	31.314	SR 544/Scenic Hwy	33.339	2.025		2	D	18,585	8,700	C	2	D	18,585	10,000	C	21,344	F	9.00%	54.50%	9.30%	
16090000	SR 17	10TH ST S	SR 544/Scenic Hwy	33.339	US 17/92/Hinson Ave	34.880	1.541		2	D	19,514	10,745	C	2	D	19,514	12,374	C	20,160	F	9.00%	54.50%	7.08%	
16100000	SR 546	W MEMORIAL BLVD	I-4	0.027	SR 546 Connector	0.311	0.284		1	D	8,921	8,200	C	1	D	8,921	10,500	F	13,950	F	9.00%	99.90%	13.10%	
16100000	SR 546	W MEMORIAL BLVD	SR 546 Connector	0.311	E. of SR 546 Connector	0.414	0.103		2	D	23,880	8,200	C	2	D	23,880	10,500	C	13,950	C	9.00%	99.90%	13.10%	
16100000	US 92	US 92/MEMORIAL BLVD	E. of SR 546 Connector	0.414	Walker Ave	3.149	2.735		4	D	41,790	23,404	C	4	D	41,790	26,961	C	34,636	C	9.00%	54.50%	8.28%	
16100000	US 92	E MEMORIAL BLVD	Walker Ave	3.149	SR 33	3.928	0.779		6	D	62,895	29,523	C	6	D	62,895	33,992	C	38,284	C	9.00%	54.50%	7.21%	
16100000	US 92	E MEMORIAL BLVD	SR 33	3.928	E. of SR 600/US 92	5.854	1.926		4	D	34,020	37,166	F	4	D	34,020	42,789	F	41,984	F	9.00%	54.50%	6.40%	
16100001	US 92	WABASH AVE	SR 600/US 92	0.000	SR 546/Memorial Blvd	0.912	0.912		4	D	41,790	16,600	C	4	D	41,790	19,200	C	21,641	C	9.00%	54.50%	8.40%	
16100102	SR 546	MEMORIAL BLVD	SR 546 (Main Line)	0.000	SR 546 Connector	0.099	0.099		2	D	23,880	10,000	C	2	D	23,880	17,300	C	17,970	C	9.00%	99.90%	10.20%	
16100102	SR 546	MEMORIAL BLVD	SR 546 Connector	0.099	I-4	0.264	0.165		4	D	39,800	14,600	C	4	D	39,800	26,300	C	21,762	C	9.00%	54.50%	7.80%	
16110000	SR 60	SR 60	Hillsborough County Line	0.000	CR 676/Nichols Rd	4.250	4.250		4	D	65,600	23,300	B	4	D	65,600	26,800	B	42,219	C	9.00%	54.50%	17.00%	
16110000	SR 60	SR 60	CR 676/Nichols Rd	4.250	Diesel Rd	5.310	1.060		4	D	41,790	21,700	C	4	D	41,790	25,000	C	42,684	F	9.00%	54.50%	16.90%	
16110000	SR 60	W CANAL ST	Diesel Rd	5.310	SR 37/Church Ave	5.816	0.506		4	D	39,800	22,800	C	4	D	39,800	26,200	C	42,684	F	9.00%	54.50%	17.50%	
16110000	SR 60	E CANAL ST	SR 37/Church Ave	5.816	NE 12th Ave	6.514	0.698		4	D	41,790	21,700	C	4	D	41,790	25,000	C	32,367	C	9.00%	54.50%	18.10%	
16110000	SR 60	CANAL ST	Diesel Rd	5.310	NE 12th Ave	6.514	1.204		4	D	41,790	22,162	C	4	D	41,790	25,504	C	36,703	C	9.00%	54.50%	17.85%	
16110000	SR 60	E CANAL ST /SR 60	NE 12th Ave	6.514	Bonnie Mine Rd	8.825	2.311		4	D	41,790	21,700	C	4	D	41,790	25,000	C	32,367	C	9.00%	54.50%	18.10%	
16110000	SR 60	SR 60	Bonnie Mine Rd	8.825	CR 555/Aggicola Rd	12.896	4.071		4	D	41,790	20,200	C	4	D	41,790	23,300	C	32,063	C	9.00%	54.50%	15.50%	
16110000	SR 60	SR 60	SR 60A / Van Fleet Dr	15.388	Peace River	15.416	0.028		4	D	65,600	28,600	B	4	D	65,600	32,900	B	51,206	C	9.00%	54.50%	17.10%	
16110000	SR 60	SR 60	Peace River	15.416	CR 655/Rifle Range Rd	21.318	5.902		4	D	65,600	28,600	B	4	D	65,600	32,900	B	51,206	C	9.00%	54.50%	17.10%	
16110000	SR 60	SR 60	CR 655/Rifle Range Rd	21.318	Godwin Rd	27.354	6.036		4	D	65,600	25,400	B	4	D	65,600	29,300	B	56,428	D	9.00%	54.50%	22.00%	
16110000	SR 60	SR 60	SR 60A / Van Fleet Dr	15.388	Godwin Rd	27.354	11.966		4	D	65,600	26,986	B	4	D	65,600	31,084	B	53,840	D	9.00%	54.50%	19.57%	
16110000	SR 60	SR 60	Godwin Rd	27.354	W. of Central Ave	28.696	1.342		4	D	65,600	25,400	B	4	D	65,600	29,300	B	56,428	D	9.00%	54.50%	22.00%	
16110000	SR 60	SR 60	W. of Central Ave	28.696	SR 25/US 27	29.400	0.704		4	D	65,600	24,400	B	4	D	65,600	28,100	B	38,024	C	9.00%	54.50%	22.20%	
16110000	SR 60	SR 60	Godwin Rd	27.354	SR 25/US 27	29.400	2.046		4	D	65,600	25,056	B	4	D	65,600	28,887	B	50,095	C	9.00%	54.50%	22.07%	
16110000	SR 60	SR 60	SR 25/US 27	29.400	SR 17	30.632	1.232		4	D	41,790	27,600	C	4	D	41,790	31,700	C	46,501	F	9.00%	54.50%	15.20%	
**	16118000	SR 540	SR 540/WINTERLAKE RD	0.000	W. of Travis-Votech Ent.	0.417	0.417		3	D	30,652	19,000	C	3	D	30,652	21,800	C	13,921	C	9.00%	54.50%	11.80%	
**	16118000	SR 540	SR 540/WINTERLAKE RD	W. of Travis-Votech Ent.	0.492	Reynolds Rd	0.075		2	D	19,514	19,000	D	2	D	19,514	21,800	F	13,921	C	9.00%	54.50%	11.80%	
**	16118000	SR 540	SR 540/WINTERLAKE RD	Reynolds Rd	0.492	PCC/USF Ent.	0.117		2	C	15,876	13,700	C	2	C	15,876	15,700	C	9,567	C	9.50%	54.50%	8.40%	
**	16118000	SR 540	SR 540/WINTERLAKE RD	PCC/USF Ent.	0.609	Ramp from Polk Parkway	3.537	2.928		2	C	16,400	13,700	C	2	C	16,400	15,700	C	9,567	C	9.50%	54.50%	8.40%
**	16118000	SR 540	SR 540/WINTERLAKE RD	SR 700 /SR 35/US 98	0.000	Ramp from Polk Parkway	3.537	3.537		2	C	13,545	14,437	D	2	C	13,545	16,549	F	10,173	C	9.43%	54.50%	8.87%
**	16118000	SR 540	TERA LANE/CROSSTOWER DR	Tera Ln	8.946	SR 620	9.392	0.446		2	D	14,160	1,000	C	4	D	29,850	1,200	C	0	A	9.00%	54.50%	3.70%
**	16119000	SR 540	WINTER LAKE ROAD	Ramp to SR 540	3.537	Decastrol Rd	3.883	0.346		2	C	13,545	34,900	F	4	C	29,227	46,800	F	8,059	C	9.50%	54.50%	9.30%
**</																								

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	SIS	Functional Classification	Posted Speed	Area Type	Facility Type	FDOT LOS Std.	County LOS Std.	City LOS Std.	Year 2018										Deficiency Determination
																Arterial Class	Divided/ UnDivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Daily				
																						Capacity	Volume	LOS		
**	16119000	SR 540	WINTER LAKE ROAD	Thornhill Rd	5.140	St. Paul Dr	7.586	2.446	Minor Arterial	50	TA	A	C	D		1	D	2W	WL	WR	4	35,700	24,500	C		
	16119000	SR 540	WINTER LAKE ROAD	St. Paul Dr	7.586	Spirit Lake Rd	7.754	0.168	Minor Arterial	50	UA	A	D	D		1	D	2W	WL	WR	4	41,790	24,500	C		
	16119000	SR 540	WINTER LAKE ROAD	Spirit Lake Rd	7.754	Frontage Rd	7.883	0.129	Minor Arterial	50	UA	A	D	D		1	D	2W	WL	WR	4	41,790	24,500	C		
	16119000	SR 540	WINTER LAKE ROAD	Frontage Rd	7.883	Crystal Beach Rd	8.366	0.483	Minor Arterial	60	UA	A	D	D		1	D	2W	WL	OR	4	39,800	24,500	C		
	16119000	SR 540	WINTER LAKE ROAD	Crystal Beach Rd	8.366	SR 620	9.235	0.869	Minor Arterial	60	UA	A	D	D		1	D	2W	WL	WR	4	41,790	24,500	C		
**	16119000	SR 540	WINTER LAKE ROAD	SR 620	9.235	SR 555/US 17	10.488	1.253	Minor Arterial	60	UA	A	D	D		1	D	2W	WL	WR	4	41,790	22,000	C		
**	16119000	SR 540	WINTER LAKE ROAD	Decastrol Rd	3.883	SR 555/US 17	10.488	6.605	Minor Arterial	60	UA	A	D	D		1	D	2W	WL	WR	4	41,790	25,168	C		
	16120000	SR 655	LAKE SHIPP DR	SR 555/US 17	0.000	7th St SW	0.103	0.103	Major Collector	30	UA	A	D	D		2	D	2W	WL	WR	3	25,168	11,800	D		
	16120000	SR 655	LAKE SHIPP DR	7th St SW	0.103	Sertoma Park Ent.	1.101	0.998	Major Collector	40	UA	A	D	D		1	U	2W	WL	OR	2	17,700	11,800	C		
	16120000	SR 655	LAKE SHIPP DR	SR 555/US 17	0.000	Sertoma Park Ent.	1.101	1.101	Major Collector	40	UA	A	D	D		1	U	2W	WL	WR	2	18,585	11,800	C		
	16120000	SR 655	RECKER HWY	Ave O SW	1.380	CR 542/K Ville Ave	4.056	2.676	Minor Arterial	50	UA	A	D	D	D	1	D	2W	WL	WR	2	19,514	15,411	C		
**	16120000	SR 655	RECKER HWY	CR 542/K Ville Ave	4.056	McKean St	5.738	1.682	Minor Arterial	55	UA	A	D	D	D	1	U	2W	WL	WR	2	18,585	13,000	C		
	16120000	SR 655	RECKER HWY	McKean St	5.738	Thornhill Rd	6.764	1.026	Minor Arterial	55	UA	A	D	D	D	1	U	2W	WL	OR	2	17,700	8,800	C		
	16120000	SR 655	RECKER HWY	Thornhill Rd	6.764	SR 600/US 92	7.125	0.361	Minor Arterial	35	UA	A	D	D	D	2	D	2W	WL	WR	2	16,317	13,600	D		
	16120001	SR 655	LAKE SHIPP DR/RECKER HWY	Sertoma Park Ent.	0.000	SR 620	0.084	0.084	Collector	40	UA	A	D	D	D	1	U	2W	OL	OR	2	14,160	11,800	C		
	16121000	SR 620	SR 620	SR 540	0.000	SR 655/Recker Hwy	0.410	0.410	Minor Arterial	45	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	6,900	C		
**	16121000	SR 620	SR 620	SR 655/Recker Hwy	0.410	SR 655/ Ave O SW	0.627	0.217	Minor Arterial	45	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	15,000	C		
	16130000	SR 60	SR 60/HESPERIDES ST	SR 17	0.000	Capps Rd	3.080	3.080	SIS Principal Arterial-other	45	UA	A	D	D	C	1	D	2W	WL	WR	4	41,790	25,009	C		
	16130000	SR 60	SR 60	Capps Rd	3.080	E. of CR 630	18.620	15.540	SIS Principal Arterial-other	65	RDA	H	C	C			D	2W	WL	WR	4	40,700	12,128	B		
	16130000	SR 60	SR 60	E. of CR 630	18.620	Osceola County Line	25.623	7.003	SIS Principal Arterial-other	55	RDA	H	C	C			U	2W	WL	WR	2	16,400	9,200	C		
	16140000	SR 544	HAVENDALE BLVD	SR 600/US 92	0.000	SR 555/US 17	3.183	3.183	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	27,645	C		
**	16140000	SR 544	AVE T NW	SR 555/US 17	3.183	SR 549/1st St NE	3.681	0.498	Minor Arterial	35	UA	A	D	D	D	2	D	2W	WL	WR	4	34,020	24,000	D		
	16140000	SR 544	LUCERNE PK RD	SR 549/1st St NE	3.681	Old Lucerne Park Rd	5.728	2.047	Minor Arterial	55	UA	H	D	D	D		U	2W	WL	WR	2	24,200	18,030	D		
	16140000	SR 544	LUCERNE PK RD	Old Lucerne Park Rd	5.728	Lucerne Loop Rd	7.265	1.537	Minor Arterial	55	UA	H	D	D	D		D	2W	WL	WR	2	25,410	13,800	C		
	16140000	SR 544	SR 544	Lucerne Loop Rd	7.265	Old Lucerne Park Rd	8.944	1.679	Minor Arterial	55	UA	H	D	D	D		D	2W	WL	WR	2	25,410	13,593	C		
	16140000	SR 544	SR 544	Old Lucerne Park Rd	8.944	SR 25/US 27	9.853	0.909	Minor Arterial	50	UA	A	D	D	D	1	D	2W	WL	WR	2	19,514	21,000	F	Over Capacity	
**	16140000	SR 544	SR 544/LUCERNE PK RD	Old Lucerne Park Rd	5.728	SR 25/US 27	9.853	4.125	Minor Arterial	55	UA	H	D	D	D		D	2W	WL	WR	2	25,410	15,302	C		
	16140000	SR 544	SR 544	SR 25/US 27	9.853	La Vista Dr	11.012	1.159	Major Collector	55	UA	A	D	D	E	1	U	2W	WL	WR	2	18,585	10,900	C		
	16140000	SR 544	SR 544	La Vista Dr	11.012	4th St S	11.239	0.227	Major Collector	45	UA	A	D	D	E	1	U	2W	OL	OR	3	22,005	10,900	C		
	16140000	SR 544	SR 544	4th St S	11.239	9th St S	11.483	0.244	Major Collector	45	UA	A	D	D	E	1	U	2W	OL	OR	4	29,850	10,900	C		
	16140000	SR 544	SR 544	9th St S	11.483	10th St S/ SR 17	11.647	0.164	Major Collector	45	UA	A	D	D	E	1	D	2W	WL	WR	2	19,514	10,900	C		
**	16140000	SR 544	SR 544	SR 25/US 27	9.853	10th St S/ SR 17	11.647	1.794	Major Collector	45	UA	A	D	D	E	1	U	2W	WL	WR	2	18,585	10,900	C		
	16160000	SR 559	MAIN ST	SR 600/US 92	0.000	SR 559/Shelby St	0.682	0.682	Minor Arterial	30	UA	A	D	D	D	2	U	2W	WL	WR	2	15,540	7,222	C		
	16160000	SR 559	MAIN ST	SR 559/Shelby St	0.682	SR 559/Lake Stella Dr	0.830	0.148	Minor Arterial	25	UA	A	D	D	D	2	U	1W	OL	OR	1	7,104	3,500	C		
	16160000	SR 559	LAKE ARIANA DR	SR 559/Lake Stella Dr	0.830	Bolender Rd	2.416	1.586	Minor Arterial	35	UA	H	D	D	D		U	2W	OL	OR	2	24,200	10,023	C		
	16160000	SR 559	SR 559	Bolender Rd	2.416	Sutton Rd	4.924	2.508	Minor Arterial	55	UA	H	D	D	D		U	2W	WL	OR	2	24,200	10,100	C		
**	16160000	SR 559	SR 559	Walker Grove Ent.	5.679	CR 559A/ Audale Cut Off Rd	6.796	1.117	Minor Arterial	45	UA	H	D	D			U	2W	WL	WR	2	24,200	9,300	C		
	16160000	SR 559	SR 559	CR 559A/ Audale Cut Off Rd	6.796	Bay Lake Resort Dr	7.394	0.598	Minor Arterial	55	UA	H	D	D			U	2W	WL	WR	2	24,200	9,300	C		
	16160000	SR 559	SR 559	Bay Lake Resort Dr	7.394	0.12 miles N. of I-4	7.616	0.222	Minor Arterial	55	UA	H	D	D			D	2W	WL	WR	2	25,410	16,200	C		
	16160000	SR 559	SR 559/BROADWAY BLVD	0.12 miles N. of I-4	7.616	SR 33	10.068	2.452	Minor Arterial	55	UA	A	D	D	D	1	U	2W	WL	WR	2	18,585	5,100	C		
	16160101	SR 559	SR 559/LK STELLA DR	SR 559/Main St	0.000	SR 559/Shelby St	0.213	0.213	Minor Arterial	25	UA	A	D	E	D	2	U	1W	OL	OR	1	7,104	3,400	C		
**	16160201	SR 559	SR 559	Sutton Rd	0.000	Walker Groves Ent.	0.667	0.667	Minor Arterial	45	UA	A	D	D		1	U	2W	WL	WR	2	18,585	8,200	C		
	16161000	SR 559	Main Street	SR 655/Recker Highway	0.000	SR 600/US 92/Magnolia Ave	0.941	0.941	Minor Arterial	30	UA	A	D	E	D	2	U	2W	WL	WR	2	15,540	5,153	C		
	16170000	US 27	US 27	Highlands County Line	0.000	SR 17/Scenic Hwy	2.585	2.585	SIS Principal Arterial-other	65	RDA	A	C	D		1	D	2W	WL	WR	4	30,765	19,800	C		
	16170000	US 27	US 27	SR 17/Scenic Hwy	2.585	CSX RR	4.784	2.199	SIS Principal Arterial-other	65	RDA	H	C	D			D	2W	WL	WR	4	40,700	19,700	B		
	16170000	US 27	US 27	CSX RR	4.784	SR 700/US 98/CR 630	6.851	2.067	SIS Principal Arterial-other	60	TA	A	C	D		1	D	2W	WL	WR	4	35,700	19,700	C		
**	16170000	US 27	US 27	SR 700/US 98/CR 630	6.851	Sunshine Dr	13.834	6.983	SIS Principal Arterial-other	65	RDA	H	C	D			D	2W	WL	WR	4	40,700	18,700	B		
	16170000	US 27	US 27	Sunshine Dr	13.834	Candle Drive	16.755	2.921	SIS Principal Arterial-other	65	TA	A	C	D		1	D	2W	WL	WR	4	35,700	23,143	C		
	16170000	US 27	US 27	Candle Drive	16.755	SR 60	18.838	2.083	SIS Principal Arterial-other	60	RDA	H	C	D			D	2W	WL	WR	4	40,700	25,644	B		
	16180000	US 27	US 27	Mt Lake Cut Off Rd N	1.901	Towerview Blvd	2.961	1.060	SIS Principal Arterial-other	60	UA	A	D	D	C	1	D	2W	WL	WR	6	62,895	34,500	C		
	16180000	US 27	US 27	SR 60	0.000	Towerview Blvd	2.961	2.961	SIS Principal Arterial-other	60	UA	A	D	D	C	1	D	2W	WL	WR	6	62,895	32,693	C		
**	16180000	US 27	US 27	Towerview Blvd	2.961	CR 17A/Chalet Suzzane Rd	4.331	1.370	SIS Principal Arterial-other	60	UA	A	D	D	C	1	D	2W	WL	WR	6	62,895	34,500	C		
	16180000	US 27	US 27	CR 17A/Chalet Suzzane Rd	4.331	SR 540/Waverly Rd	5.944	1.613	SIS Principal Arterial-other	60	UA	A	D	D	C	1	D	2W	WL	WR	6	62,895	40,000	C		
	16180000	US 27	US 27	SR 540/Waverly Rd	5.944	S of Peace Creek Park Rd	6.233	0.289	SIS Principal Arterial-other	60	UA	A	D	D		1	D	2W	WL	WR	6	62,895	35,500	C		
	16180000	US 27	US 27	Towerwood Blvd	2.961	S of Peace Creek Park Rd	6.233	3.272	SIS Principal Arterial-other	60	UA	A	D	D		1	D	2W	WL	WR	6	62,895	37,300	C		
	16180000	US 27	US 27	S of Peace Creek Park Rd	6.233	SR 542/Dundee Rd	8.684	2.451</																		

DAILY

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	TRIP Improvement	Year 2024 (E+C)					Year 2040						Standard K Factor	Existing D Factor	Existing T ₂₄ Factor			
									Thru Lanes	LOS Std	Daily			Thru Lanes	LOS Std	Daily									
											Capacity	Volume	LOS			Capacity	Trend Volume	Trend LOS	Model Volume	Model LOS					
**	16119000	SR 540	WINTER LAKE ROAD	Thornhill Rd	5.140	St. Paul Dr	7.586	2.446			4	C	35,700	28,800	C	4	C	35,700	40,400	F	26,889	C	9.50%	54.50%	6.80%
	16119000	SR 540	WINTER LAKE ROAD	St. Paul Dr	7.586	Spirit Lake Rd	7.754	0.168			4	D	41,790	28,800	C	4	D	41,790	40,400	D	26,889	C	9.50%	54.50%	6.80%
	16119000	SR 540	WINTER LAKE ROAD	Spirit Lake Rd	7.754	Frontage Rd	7.883	0.129			4	D	41,790	27,500	C	4	D	41,790	35,500	C	23,427	C	9.00%	54.50%	6.20%
	16119000	SR 540	WINTER LAKE ROAD	Frontage Rd	7.883	Crystal Beach Rd	8.366	0.483			4	D	39,800	27,500	C	4	D	39,800	35,500	C	23,427	C	9.00%	54.50%	6.20%
	16119000	SR 540	WINTER LAKE ROAD	Crystal Beach Rd	8.366	SR 620	9.235	0.869			4	D	41,790	27,500	C	4	D	41,790	35,500	C	23,427	C	9.00%	54.50%	6.20%
**	16119000	SR 540	WINTER LAKE ROAD	SR 620	9.235	SR 555/US 17	10.488	1.253			4	D	41,790	24,900	C	4	D	41,790	32,600	C	14,735	C	9.00%	54.50%	8.50%
**	16119000	SR 540	WINTER LAKE ROAD	Decastrol Rd	3.883	SR 555/US 17	10.488	6.605			4	D	41,790	28,930	C	4	D	41,790	39,040	C	20,224	C	9.29%	54.50%	7.46%
	16120000	SR 655	LAKE SHIPP DR	SR 555/US 17	0.000	7th St SW	0.103	0.103			3	D	25,168	12,500	D	3	D	25,168	14,400	D	20,219	D	9.00%	54.50%	6.90%
	16120000	SR 655	LAKE SHIPP DR	7th St SW	0.103	Sertoma Park Ent.	1.101	0.998			2	D	17,700	12,500	C	2	D	17,700	14,400	C	20,219	F	9.00%	54.50%	6.90%
	16120000	SR 655	LAKE SHIPP DR	SR 555/US 17	0.000	Sertoma Park Ent.	1.101	1.101			2	D	18,585	12,500	C	2	D	18,585	14,400	C	20,219	F	9.00%	54.50%	6.90%
	16120000	SR 655	RECKER HWY	Ave O SW	1.380	CR 542/K Ville Ave	4.056	2.676			2	D	19,514	16,340	C	2	D	19,514	18,796	D	22,158	F	9.00%	54.50%	8.65%
**	16120000	SR 655	RECKER HWY	CR 542/K Ville Ave	4.056	McKean St	5.738	1.682			2	D	18,585	13,800	C	2	D	18,585	15,900	C	14,341	C	9.00%	54.50%	10.90%
	16120000	SR 655	RECKER HWY	McKean St	5.738	Thornhill Rd	6.764	1.026			2	D	17,700	9,300	C	2	D	17,700	10,700	C	10,243	C	9.00%	54.50%	7.40%
	16120000	SR 655	RECKER HWY	Thornhill Rd	6.764	SR 600/US 92	7.125	0.361			2	D	16,317	14,400	D	2	D	16,317	16,600	E	11,921	D	9.00%	54.50%	8.10%
	16120001	SR 655	LAKE SHIPP DR/RECKER HWY	Sertoma Park Ent.	0.000	SR 620	0.084	0.084			2	D	14,160	12,500	C	2	D	14,160	14,400	F	20,219	F	9.00%	54.50%	6.90%
	16121000	SR 620	SR 620	SR 540	0.000	SR 655/Recker Hwy	0.410	0.410			4	D	41,790	7,300	C	4	D	41,790	8,400	C	27,768	C	9.00%	54.50%	9.40%
**	16121000	SR 620	SR 620	SR 655/Recker Hwy	0.410	SR 655/Ave O SW	0.627	0.217			4	D	41,790	16,800	C	4	D	41,790	21,600	C	26,464	C	9.00%	54.50%	8.00%
	16130000	SR 60	SR 60/HESPERIDES ST	SR 17	0.000	Capps Rd	3.080	3.080			4	D	41,790	26,509	C	4	D	41,790	30,511	C	40,371	D	9.00%	54.50%	16.14%
	16130000	SR 60	SR 60	Capps Rd	3.080	E. of CR 630	18.620	15.540			4	C	40,700	12,964	B	4	C	40,700	15,196	B	27,401	C	9.50%	54.50%	19.09%
	16130000	SR 60	SR 60	E. of CR 630	18.620	Osceola County Line	25.623	7.003			2	C	16,400	9,900	C	4	C	38,665	11,800	B	17,896	B	9.50%	54.50%	6.30%
	16140000	SR 544	HAVENDALE BLVD	SR 600/US 92	0.000	SR 555/US 17	3.183	3.183			6	D	62,895	29,288	C	6	D	62,895	33,723	C	43,932	C	9.00%	54.50%	6.27%
**	16140000	SR 544	AVE T NW	SR 555/US 17	3.183	SR 549/1st St NE	3.681	0.498			4	D	34,020	25,400	D	4	D	34,020	29,300	D	39,595	F	9.00%	54.50%	5.80%
	16140000	SR 544	LUCERNE PK RD	SR 549/1st St NE	3.681	Old Lucerne Park Rd	5.728	2.047			2	D	24,200	19,284	D	4	D	62,320	22,622	B	37,873	C	9.00%	54.50%	7.02%
	16140000	SR 544	LUCERNE PK RD	Old Lucerne Park Rd	5.728	Lucerne Loop Rd	7.265	1.537			2	D	25,410	14,600	C	4	D	65,600	16,800	B	25,637	B	9.00%	54.50%	8.60%
	16140000	SR 544	SR 544	Lucerne Loop Rd	7.265	Old Lucerne Park Rd	8.944	1.679			2	D	25,410	14,400	C	2	D	25,410	16,600	C	28,155	E	9.00%	52.50%	9.70%
	16140000	SR 544	SR 544	Old Lucerne Park Rd	8.944	SR 25/US 27	9.853	0.909			2	D	19,514	22,500	F	4	D	41,790	26,600	C	44,766	F	9.00%	54.50%	9.40%
**	16140000	SR 544	SR 544/LUCERNE PK RD	Old Lucerne Park Rd	5.728	SR 25/US 27	9.853	4.125			2	D	25,410	16,259	C	4	D	65,600	18,878	B	30,877	B	9.00%	53.69%	9.22%
	16140000	SR 544	SR 544	SR 25/US 27	9.853	La Vista Dr	11.012	1.159			2	D	18,585	11,600	C	4	D	41,790	13,300	C	20,019	C	9.00%	54.50%	12.80%
	16140000	SR 544	SR 544	La Vista Dr	11.012	4th St S	11.239	0.227			3	D	22,005	11,600	C	4	D	39,800	13,300	C	20,019	C	9.00%	54.50%	12.80%
	16140000	SR 544	SR 544	4th St S	11.239	9th St S	11.483	0.244			4	D	29,850	11,600	C	4	D	29,850	13,300	C	20,019	C	9.00%	54.50%	12.80%
	16140000	SR 544	SR 544	9th St S	11.483	10th St S/SR 17	11.647	0.164			2	D	19,514	11,600	C	4	D	41,790	13,300	C	20,019	C	9.00%	54.50%	12.80%
**	16140000	SR 544	SR 544	SR 25/US 27	9.853	10th St S/SR 17	11.647	1.794			2	D	18,585	11,600	C	4	D	41,790	13,300	C	20,019	C	9.00%	54.50%	12.80%
	16160000	SR 559	MAIN ST	SR 600/US 92	0.000	SR 559/Shelby St	0.682	0.682			2	D	15,540	7,632	C	2	D	15,540	8,819	D	14,406	D	9.00%	54.50%	9.17%
	16160000	SR 559	MAIN ST	SR 559/Shelby St	0.682	SR 559/Lake Stella Dr	0.830	0.148			1	D	7,104	3,700	D	1	D	7,104	4,300	D	7,057	D	9.00%	99.90%	12.10%
	16160000	SR 559	LAKE ARIANA DR	SR 559/Lake Stella Dr	0.830	Bolender Rd	2.416	1.586			2	D	24,200	10,611	C	2	D	24,200	12,251	C	16,417	C	9.00%	54.50%	12.10%
	16160000	SR 559	SR 559	Bolender Rd	2.416	Sutton Rd	4.924	2.508			2	D	24,200	10,900	C	2	D	24,200	13,100	C	19,131	D	9.00%	54.50%	12.10%
**	16160000	SR 559	SR 559	Walker Grove Ent.	5.679	CR 559A/Audale Cut Off Rd	6.796	1.117			2	D	24,200	10,200	C	4	D	62,320	12,600	B	17,275	B	9.00%	54.50%	12.10%
	16160000	SR 559	SR 559	CR 559A/Audale Cut Off Rd	6.796	Bay Lake Resort Dr	7.394	0.598			2	D	24,200	10,200	C	4	D	62,320	12,600	B	17,275	B	9.00%	54.50%	12.10%
	16160000	SR 559	SR 559	Bay Lake Resort Dr	7.394	0.12 miles N. of I-4	7.616	0.222			2	D	25,410	17,500	C	4	D	65,600	21,000	B	28,331	B	9.00%	54.50%	16.20%
	16160000	SR 559	SR 559/BROADWAY BLVD	0.12 miles N. of I-4	7.616	SR 33	10.068	2.452			2	D	18,585	5,400	C	2	D	18,585	6,200	C	21,950	F	9.00%	54.50%	13.90%
	16160101	SR 559	SR 559/LK STELLA DR	SR 559/Main St	0.000	SR 559/Shelby St	0.213	0.213			1	D	7,104	3,600	D	1	D	7,104	4,100	D	6,509	D	9.00%	99.90%	12.10%
**	16160201	SR 559	SR 559	Sutton Rd	0.000	Walker Groves Ent.	0.667	0.667			2	D	18,585	9,200	C	2	D	18,585	11,800	C	14,566	C	9.00%	54.50%	12.10%
	16161000	SR 559	Main Street	SR 655/Recker Highway	0.000	SR 600/US 92/Magnolia Ave	0.941	0.941			2	D	15,540	7,753	D	2	D	15,540	14,521	D	772	C	9.00%	54.50%	11.99%
	16170000	US 27	US 27	Highlands County Line	0.000	SR 17/Scenic Hwy	2.585	2.585			4	C	30,765	21,000	C	6	C	47,460	24,200	C	35,477	C	9.50%	51.90%	20.20%
	16170000	US 27	US 27	SR 17/Scenic Hwy	2.585	CSX RR	4.784	2.199			4	C	40,700	20,900	B	6	C	61,000	24,000	B	35,869	B	9.00%	51.90%	19.10%
	16170000	US 27	US 27	CSX RR	4.784	SR 700/US 98/CR 630	6.851	2.067			4	C	35,700	20,900	C	6	C	54,705	24,000	C	35,869	C	9.00%	51.90%	19.10%
**	16170000	US 27	US 27	SR 700/US 98/CR 630	6.851	Sunshine Dr	13.834	6.983			4	C	40,700	19,800	B	6	C	61,000	22,800	B	41,729	C	9.50%	51.90%	19.80%
	16170000	US 27	US 27	Sunshine Dr	13.834	Candle Drive	16.755	2.921			6	C	54,705	23,511	C	6	C	54,705	24,592	C	44,701	C	9.18%	51.71%	15.32%
	16170000	US 27	US 27	Candle Drive	16.755	SR 60	18.838	2.083			6	C	61,000	25,600	B	6	C	61,000	25,600	B	46,374	C	9.00%	51.60%	12.80%
	16180000	US 27	US 27	Mt Lake Cut Off Rd N	1.901	Towerview Blvd	2.961	1.060			6	D	62,895	36,700	C	6	D	62,895	42,400	C	60,353	C	9.00%	51.90%	10.30%
	16180000	US 27	US 27	SR 60	0.000	Towerview Blvd	2.961	2.961			6	D	62,895	34,712	C	6	D	62,895	39,990	C	60,266	C	9.00%		

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	SIS	Functional Classification	Posted Speed	Area Type	Facility Type	FDOT LOS Std.	County LOS Std.	City LOS Std.	Year 2018											Deficiency Determination
																Arterial Class	Divided/UnDivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Daily					
																						Capacity	Volume	LOS			
16180000	US 27	US 27	SR 542/Dundee Rd	8.684	N. of CR 546/Kokomo Road	11.377	2.693	SIS	Principal Arterial-other	60	UA	A	D	D	C	1	D	2W	WL	WR	6	62,895	38,000	C			
16180000	US 27	US 27	N. of CR 546/Kokomo Road	11.377	S. of B Moore Rd	12.898	1.521	SIS	Principal Arterial-other	60	UA	A	D	D	C	1	D	2W	WL	WR	6	62,895	38,000	C			
16180000	US 27	US 27	S. of B Moore Rd	12.898	SR 544/Scenic Hwy	13.233	0.335	SIS	Principal Arterial-other	60	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	38,000	C			
16180000	US 27	US 27	SR 544/Scenic Hwy	13.233	SR 600/US 17/92	15.100	1.867	SIS	Principal Arterial-other	60	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	48,000	C			
16180000	US 27	US 27	S. of B Moore Rd	12.898	SR 600/US 17/92	15.100	2.202	SIS	Principal Arterial-other	60	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	46,479	C			
16180000	US 27	US 27	SR 600/US 17/92	15.100	CR 17/Old Polk City Rd	16.128	1.028	SIS	Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	52,000	C			
16180000	US 27	US 27	CR 17/Old Polk City Rd	16.128	Bates Rd	17.281	1.153	SIS	Principal Arterial-other	55	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	52,000	C			
16180000	US 27	US 27	Bates Rd	17.281	CR 547/Sanders Rd	18.667	1.386	SIS	Principal Arterial-other	55	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	51,000	C			
16180000	US 27	US 27	SR 600/US 17/92	15.100	CR 547/Sanders Rd	18.667	3.567	SIS	Principal Arterial-other	55	UA	A	D	D	D	1	D	2W	WL	WR	6	62,895	51,611	C			
16180000	US 27	US 27	CR 547/Sanders Rd	18.667	I-4	23.950	5.283	SIS	Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	6	62,895	60,155	C	Near Capacity		
16180000	US 27	US 27	I-4	23.950	N. of Ritchie Rd	24.599	0.649	SIS	Principal Arterial-other	45	TA	A	D	D		1	D	2W	WL	WR	6	56,175	32,500	C			
16180000	US 27	US 27	N. of Ritchie Rd	24.599	CR 54/Ronald Reagan Pkwy	25.551	0.952	SIS	Principal Arterial-other	55	TA	A	D	D		1	D	2W	WL	WR	6	56,175	32,500	C			
16180000	US 27	US 27	CR 54/Ronald Reagan Pkwy	25.551	S. of Barry Rd	27.803	2.252	SIS	Principal Arterial-other	60	TA	A	D	D		1	D	2W	WL	WR	6	56,175	41,500	C			
16180000	US 27	US 27	N. of Ritchie Rd	24.599	S. of Barry Rd	27.803	3.204	SIS	Principal Arterial-other	60	TA	A	D	D		1	D	2W	WL	WR	6	56,175	37,760	C			
16180000	US 27	US 27	S. of Barry Rd	27.803	Lake County Line	31.970	4.167	SIS	Principal Arterial-other	55	TA	A	D	D		1	D	2W	WL	WR	6	56,175	41,500	C			
16190000	SR 674	WIMAUMA ROAD	Hillsborough County Line	0.000	SR 37	2.128	2.128		Major Collector	60	RDA	H	C	C			U	2W	0L	0R	2	16,400	2,400	B			
16210000	US 98	N. FLORIDA AVE	Main St	0.000	SR 546/Memorial Blvd	0.745	0.745		Principal Arterial-other	40	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	26,411	C			
16210000	US 98	N. FLORIDA AVE/PROVIDENCE	SR 546/Memorial Blvd	0.745	CR 582/Griffin Rd	2.678	1.933		Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	35,702	C			
16210000	US 98	PROVIDENCE RD	CR 582/Griffin Rd	2.678	Carpenters Way/Foxwood Blvd	4.198	1.520		Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	6	62,895	50,076	C			
16210000	US 98	PROVIDENCE RD	Carpenters Way/Foxwood Blvd	4.198	Norton Rd	5.875	1.677		Principal Arterial-other	50	UA	A	D	D	E	1	D	2W	WL	WR	6	62,895	40,500	C			
16210000	US 98	PROVIDENCE RD	Norton Rd	5.875	CR 35A/Hall Rd	8.661	2.786		Principal Arterial-other	55	UA	A	D	D		1	D	2W	WL	WR	4	41,790	39,135	C	Near Capacity		
16210000	US 98	SR 35/US 98	CR 35A/Hall Rd	8.661	Rock Ridge Rd	11.215	2.554		Principal Arterial-other	60	UA	A	D	D		1	U	2W	WL	WR	2	18,585	16,600	C			
16210000	US 98	SR 35/US 98	Rock Ridge Rd	11.215	SR 471	16.308	5.093		Principal Arterial-other	60	RDA	H	C	C			U	2W	WL	WR	2	16,400	11,700	C			
16210000	US 98	SR 35/US 98	SR 471	16.308	CR 54/Pasco County Line	17.750	1.442		Principal Arterial-other	60	RDA	H	C	C			U	2W	WL	WR	2	16,400	10,200	C			
16250000	SR 37	SR 37	Manatee County Line	0.000	Ft. Green Mine Rd	1.976	1.976		Minor Arterial	60	RDA	H	C	C			U	2W	0L	WR	2	16,400	3,900	B			
16250000	SR 37	SR 37	Ft. Green Mine Rd	1.976	SR 674/Wimauma Rd	4.547	2.571		Minor Arterial	60	RDA	H	C	C			U	2W	0L	0R	2	16,400	4,200	B			
16250000	SR 37	SR 37	SR 674/Wimauma Rd	4.547	CR 630	7.561	3.014		Minor Arterial	60	RDA	H	C	C			U	2W	WL	WR	2	16,400	6,500	B			
16250000	SR 37	SR 37	CR 630	7.561	CR 640/Pinecrest Rd	15.137	7.576		Minor Arterial	60	RDA	H	C	C			U	2W	WL	WR	2	16,400	8,100	B			
16250000	SR 37	SR 37	CR 640/Pinecrest Rd	15.137	Old Hwy 37	16.066	0.929		Minor Arterial	60	RDA	H	C	D			U	2W	WL	WR	2	16,400	12,000	C			
16250000	SR 37	SR 37	Old Hwy 37	16.066	SW 4th St	17.986	1.920		Minor Arterial	45	UA	H	D	D			U	2W	WL	WR	2	24,200	11,900	C			
16250000	SR 37	SR 37/CHURCH AVE	SW 4th St	17.986	Lakeside Mobile Manor	18.835	0.849		Minor Arterial	35	UA	A	D	D	E	2	D	2W	WL	0R	4	32,400	18,714	D			
16250000	SR 37	SR 37	Lakeside Mobile Manor	18.835	Shepherd Rd	21.207	2.372		Minor Arterial	55	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	29,500	C			
16250000	SR 37	SR 37	Shepherd Rd	21.207	CR 540A/Christina Rd	22.284	1.077		Minor Arterial	55	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	36,000	C			
16250000	SR 37	SR 37	CR 540A/Christina Rd	22.284	Schoolhouse Rd/Fitzgerald Rd	23.305	1.021		Minor Arterial	45	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	40,000	D	Near Capacity		
16250000	SR 37	SR 37	Schoolhouse Rd/Fitzgerald Rd	23.305	Alamo Dr	24.413	1.108		Minor Arterial	45	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	41,500	D	Near Capacity		
16250000	SR 37	S FLORIDA AVE	Alamo Dr	24.413	Eastway Dr	25.586	1.173		Minor Arterial	45	UA	A	D	D	E	1	D	2W	WL	WR	6	62,895	40,193	C			
16250000	SR 37	S FLORIDA AVE	Eastway Dr	25.586	Main St	28.693	3.107		Minor Arterial	40	UA	A	D	D	E	1	D	2W	WL	0R	4	39,800	29,624	C			
16261000	US 98	VAN FLEET DR	CR 555/Agricola Rd	0.000	SR 700/SR 555/US 17/98	1.994	1.994	SIS	Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	26,589	C			
16261101	SR 60A	VAN FLEET DR	SR 700/US 98	0.000	SR 60/Flamingo Dr	0.896	0.896	SIS	Principal Arterial-other	45	UA	A	D	D	E	1	D	2W	WL	WR	4	41,790	25,000	C			
16280000	SR 542	CENTRAL AVE SE/LK ELBERT D	SR 549/1st St	0.380	14th St	1.686	1.306		Minor Arterial	30	UA	A	D	D	D	2	U	2W	WL	WR	2	15,540	12,108	D			
16280000	SR 542	DUNDEE RD	14th St	1.686	SR 25/US 27	6.338	4.652		Minor Arterial	50	UA	A	D	D	D	1	U	2W	WL	WR	2	18,585	18,177	D	Near Capacity		
16290000	SR 557	SR 557	I-4	6.230	N. of I-4	6.729	0.499		Major Collector	45	RDA	H	C	D			D	2W	WL	WR	2	17,220	11,300	C			
16293000	SR 549	FIRST STREET N	SR 542/Central Ave	1.251	SR 544/Ave T	2.782	1.531		Minor Arterial	40	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	25,097	C			
16300000	SR 540	CYPRESS GARDENS BLVD	SR 555/US 17	0.000	9th St SE	1.042	1.042		Principal Arterial-other	40	UA	A	D	D	D	1	D	2W	WL	WR	4	41,790	41,665	D	Near Capacity		
16300000	SR 540	CYPRESS GARDENS BLVD	CR 550/Overlook Dr	2.482	CR 540A/W. Lake Ruby Dr	5.407	2.925		Principal Arterial-other	55	UA	A	D	D	D	1	D	2W	WL	WR	4	41,7					

DAILY

	State	Local							Year 2024 (E+C)					Year 2040						Standard	Existing	Existing	
Section	Road	Road	From	From	To	To	Section	TRIP	Thru	LOS	Daily			Thru	LOS	Daily					K	D	T ₂₄
No.	No.	Name		M.P.		M.P.	Length	Improvement	Lanes	Std	Capacity	Volume	LOS	Lanes	Std	Capacity	Trend Volume	Trend LOS	Model Volume	Model LOS	Factor	Factor	Factor
16180000	US 27	US 27	SR 542/Dundee Rd	8.684	N. of CR 546/Kokomo Road	11.377	2.693		6	D	62,895	40,700	C	6	D	62,895	48,100	C	61,490	D	9.00%	51.90%	10.30%
16180000	US 27	US 27	N. of CR 546/Kokomo Road	11.377	S. of B Moore Rd	12.898	1.521		6	D	62,895	40,700	C	6	D	62,895	48,100	C	61,490	D	9.00%	51.90%	10.30%
16180000	US 27	US 27	S. of B Moore Rd	12.898	SR 544/Scenic Hwy	13.233	0.335		6	D	62,895	40,700	C	6	D	62,895	48,100	C	61,490	D	9.00%	51.90%	10.30%
16180000	US 27	US 27	SR 544/Scenic Hwy	13.233	SR 600/US 17/92	15.100	1.867		6	D	62,895	52,100	C	6	D	62,895	63,200	F	76,868	F	9.00%	51.90%	10.60%
16180000	US 27	US 27	S. of B Moore Rd	12.898	SR 600/US 17/92	15.100	2.202		6	D	62,895	50,366	C	6	D	62,895	60,903	C	74,528	F	9.00%	51.90%	10.55%
16180000	US 27	US 27	SR 600/US 17/92	15.100	CR 17/Old Polk City Rd	16.128	1.028		6	D	62,895	56,300	C	6	D	62,895	67,800	F	80,853	F	9.00%	51.90%	10.40%
16180000	US 27	US 27	CR 17/Old Polk City Rd	16.128	Bates Rd	17.281	1.153		6	D	62,895	57,500	C	6	D	62,895	72,300	F	81,618	F	9.00%	51.90%	9.10%
16180000	US 27	US 27	Bates Rd	17.281	CR 547/Sanders Rd	18.667	1.386		6	D	62,895	54,300	C	6	D	62,895	63,000	F	82,925	F	9.00%	51.90%	9.10%
16180000	US 27	US 27	SR 600/US 17/92	15.100	CR 547/Sanders Rd	18.667	3.567		6	D	62,895	55,911	C	6	D	62,895	67,389	F	81,905	F	9.00%	51.90%	9.47%
16180000	US 27	US 27	CR 547/Sanders Rd	18.667	I-4	23.950	5.283		6	D	62,895	68,300	F	6	D	62,895	89,900	F	9,696	C	9.00%	52.10%	7.90%
16180000	US 27	US 27	I-4	23.950	N. of Ritchie Rd	24.599	0.649		6	D	56,175	37,300	C	6	D	56,175	50,000	C	75,009	F	9.00%	51.90%	8.10%
16180000	US 27	US 27	N. of Ritchie Rd	24.599	CR 54/Ronald Reagan Pkwy	25.551	0.952		6	D	56,175	37,300	C	6	D	56,175	50,000	C	75,009	F	9.00%	51.90%	8.10%
16180000	US 27	US 27	CR 54/Ronald Reagan Pkwy	25.551	S. of Barry Rd	27.803	2.252		6	D	56,175	48,600	C	6	D	56,175	67,500	F	83,675	F	9.00%	51.90%	6.60%
16180000	US 27	US 27	N. of Ritchie Rd	24.599	S. of Barry Rd	27.803	3.204		6	D	56,175	43,905	C	6	D	56,175	60,228	F	80,074	F	9.00%	51.90%	7.22%
16180000	US 27	US 27	S. of Barry Rd	27.803	Lake County Line	31.970	4.167		6	D	56,175	48,600	C	6	D	56,175	67,500	F	83,675	F	9.00%	51.90%	6.60%
16190000	SR 674	WIMAUMA ROAD	Hillsborough County Line	0.000	SR 37	2.128	2.128		2	C	16,400	2,600	B	2	C	16,400	3,000	B	3,418	B	9.50%	57.20%	12.80%
16210000	US 98	N. FLORIDA AVE	Main St	0.000	SR 546/Memorial Blvd	0.745	0.745		4	D	41,790	28,006	C	4	D	41,790	32,242	C	37,465	C	9.00%	54.50%	3.94%
16210000	US 98	N. FLORIDA AVE/PROVIDENCE	SR 546/Memorial Blvd	0.745	CR 582/Griffin Rd	2.678	1.933		4	D	41,790	37,876	C	4	D	41,790	43,596	F	50,048	F	9.00%	54.50%	4.70%
16210000	US 98	PROVIDENCE RD	CR 582/Griffin Rd	2.678	Carpenters Way/Foxwood Blvd	4.198	1.520		6	D	62,895	53,176	C	6	D	62,895	61,340	D	66,438	F	9.00%	54.50%	6.72%
16210000	US 98	PROVIDENCE RD	Carpenters Way/Foxwood Blvd	4.198	Norton Rd	5.875	1.677		6	D	62,895	42,900	C	6	D	62,895	49,400	C	64,838	F	9.00%	54.50%	9.20%
16210000	US 98	PROVIDENCE RD	Norton Rd	5.875	CR 35A/Hall Rd	8.661	2.786		4	D	41,790	41,990	F	4	D	41,790	49,491	F	53,402	F	9.00%	54.50%	9.20%
16210000	US 98	SR 35/US 98	CR 35A/Hall Rd	8.661	Rock Ridge Rd	11.215	2.554		2	D	18,585	17,600	C	2	D	18,585	20,300	F	23,181	F	9.00%	54.50%	16.50%
16210000	US 98	SR 35/US 98	Rock Ridge Rd	11.215	SR 471	16.308	5.093		2	C	16,400	12,400	C	2	C	16,400	14,300	C	25,462	E	9.50%	54.50%	13.10%
16210000	US 98	SR 35/US 98	SR 471	16.308	CR 54/Pasco County Line	17.750	1.442		2	C	16,400	10,800	C	2	C	16,400	12,400	C	15,253	C	9.50%	54.50%	13.10%
16250000	SR 37	SR 37	Manatee County Line	0.000	Ft. Green Mine Rd	1.976	1.976		2	C	16,400	4,900	B	2	C	16,400	7,600	B	3,751	B	9.50%	57.20%	5.50%
16250000	SR 37	SR 37	Ft. Green Mine Rd	1.976	SR 674/Wimauma Rd	4.547	2.571		2	C	16,400	4,500	B	2	C	16,400	5,100	B	3,751	B	9.50%	57.20%	5.50%
16250000	SR 37	SR 37	SR 674/Wimauma Rd	4.547	CR 630	7.561	3.014		2	C	16,400	6,900	B	2	C	16,400	7,900	B	3,653	B	9.50%	57.20%	5.50%
16250000	SR 37	SR 37	CR 630	7.561	CR 640/Pinecrest Rd	15.137	7.576		2	C	16,400	8,600	B	2	C	16,400	9,900	C	3,741	B	9.50%	57.20%	5.50%
16250000	SR 37	SR 37	CR 640/Pinecrest Rd	15.137	Old Hwy 37	16.066	0.929		2	C	16,400	12,700	C	2	C	16,400	14,600	C	5,685	B	9.50%	57.20%	5.50%
16250000	SR 37	SR 37	Old Hwy 37	16.066	SW 4th St	17.986	1.920		2	D	24,200	12,600	C	2	D	24,200	14,500	C	18,422	D	9.17%	57.20%	14.81%
16250000	SR 37	SR 37/CHURCH AVE	SW 4th St	17.986	Lakeside Mobile Manor	18.835	0.849		4	D	32,400	19,809	D	4	D	32,400	22,820	D	30,073	D	9.00%	57.20%	9.93%
16250000	SR 37	SR 37	Lakeside Mobile Manor	18.835	Shepherd Rd	21.207	2.372		4	D	41,790	32,200	C	4	D	41,790	39,400	C	38,539	C	9.00%	57.20%	5.50%
16250000	SR 37	SR 37	Shepherd Rd	21.207	CR 540A/Christina Rd	22.284	1.077		4	D	41,790	38,200	C	4	D	41,790	43,900	F	43,424	F	9.00%	57.20%	5.50%
16250000	SR 37	SR 37	CR 540A/Christina Rd	22.284	Schoolhouse Rd/Fitzgerald Rd	23.305	1.021		4	D	41,790	42,400	F	4	D	41,790	48,800	F	40,130	D	9.00%	57.20%	5.50%
16250000	SR 37	SR 37	Schoolhouse Rd/Fitzgerald Rd	23.305	Alamo Dr	24.413	1.108		4	D	41,790	44,000	F	4	D	41,790	50,600	F	43,626	F	9.00%	57.20%	5.50%
16250000	SR 37	S FLORIDA AVE	Alamo Dr	24.413	Eastway Dr	25.586	1.173		6	D	62,895	42,618	C	6	D	62,895	49,013	C	48,830	C	9.00%	56.70%	3.64%
16250000	SR 37	S FLORIDA AVE	Eastway Dr	25.586	Main St	28.693	3.107		4	D	39,800	31,425	C	4	D	39,800	36,148	C	43,811	F	9.00%	54.50%	2.56%
16261000	US 98	VAN FLEET DR	CR 555/Agricola Rd	0.000	SR 700/SR 555/US 17/98	1.994	1.994		4	D	41,790	28,290	C	4	D	41,790	32,921	C	42,940	F	9.00%	54.50%	12.86%
16261101	SR 60A	VAN FLEET DR	SR 700/US 98	0.000	SR 60/Flamingo Dr	0.896	0.896		4	D	41,790	26,900	C	4	D	41,790	32,100	C	40,671	D	9.00%	54.50%	17.20%
16280000	SR 542	CENTRAL AVE SE/LK ELBERT D	SR 549/1st St	0.380	14th St	1.686	1.306		3	D	23,930	12,847	D	2	D	15,540	14,785	D	25,806	F	9.00%	54.50%	3.67%
16280000	SR 542	DUNDEE RD	14th St	1.686	SR 25/US 27	6.338	4.652		4	D	41,790	19,297	C	4	D	41,790	22,177	C	35,227	C	9.00%	54.50%	4.42%
16290000	SR 557	SR 557	I-4	6.230	N. of I-4	6.729	0.499		2	C	17,220	12,600	C	2	C	17,220	16,100	C	11,721	C	9.50%	54.50%	14.50%
16293000	SR 549	FIRST STREET N	SR 542/Central Ave	1.251	SR 544/Ave T	2.782	1.531		4	D	41,790	26,622	C	4	D	41,790	30,629	C	38,967	C	9.00%	54.50%	4.04%
16300000	SR 540	CYPRESS GARDENS BLVD	SR 555/US 17	0.000	9th St SE	1.042	1.042		4	D	41,790	45,746	F	4	D	41,790	56,539	F	46,646	F	9.00%	54.50%	3.70%</

YEAR 2018 POLK COUNTY LEVEL OF SERVICE SPREADSHEET -

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	SIS	Functional Classification	Posted Speed	Area Type	Facility Type	FDOT LOS Std.	County LOS Std.	City LOS Std.	Year 2018										Deficiency Determination
																Arterial Class	Divided/UnDivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Daily				
																						Capacity	Volume	LOS		
16320000	I-4	I-4	Old Combee Rd	8.920	SR 33	12.340	3.420	SIS	Principal Arterial-Interstate	70	UA	F	D	D	C	F	D	2W		0A	6	111,800	92,000	C		
16320000	I-4	I-4	SR 33	12.340	SR 570	15.657	3.317	SIS	Principal Arterial-Interstate	70	RDA	F	C	D	C	F	D	2W		0A	6	64,000	87,500	E	Over Capacity	
16320000	I-4	I-4	SR 570	15.657	CR 655	16.940	1.283	SIS	Principal Arterial-Interstate	70	UA	F	D	D	C	F	D	2W		0A	6	111,800	100,611	D		
16320000	I-4	I-4	CR 655	16.940	SR 559	18.430	1.490	SIS	Principal Arterial-Interstate	70	UA	F	D	D	C	F	D	2W		0A	6	111,800	100,611	D		
16320000	I-4	I-4	SR 559	18.430	CR 557	22.430	4.000	SIS	Principal Arterial-Interstate	70	RDA	F	C	D		F	D	2W		0A	6	64,000	97,000	F	Over Capacity	
16320000	I-4	I-4	CR 557	22.430	SR 25/US 27	29.180	6.750	SIS	Principal Arterial-Interstate	70	RDA	F	D	D		F	D	2W		0A	6	78,300	105,000	F	Over Capacity	
16320000	I-4	I-4	SR 25/US 27	29.180	Osceola County Line	32.022	2.842	SIS	Principal Arterial-Interstate	65	UA	F	D	D		F	D	2W		0A	6	111,800	131,000	F	Over Capacity	
16330000	SR 471	SR 471	SR 35/SR 700/US 98	0.000	Sumter County Line	4.430	4.430		Minor Arterial	60	RDA	H	C	C			U	2W	WL	WR	2	16,400	3,800	B		
16331000	SR 700	SLAKE PARKER AVE	SR 700/SR 35/US 98	0.000	SR 700/SR 546/US 92/Memorial Blv	1.136	1.136		Principal Arterial-other	45	UA	A	D	D	D	1	D	2W	WL	0R	4	39,800	10,596	C		

Legend
Aggregated segment
Single count segment

** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.

DAILY

Section No.	State Road No.	Local Road Name	From	From M.P.	To	To M.P.	Section Length	TRIP Improvement	Year 2024 (E+C)					Year 2040							Standard K Factor	Existing D Factor	Existing T ₂₄ Factor
									Thru Lanes	LOS Std	Daily			Thru Lanes	LOS Std	Daily							
											Capacity	Volume	LOS			Capacity	Trend Volume	Trend LOS	Model Volume	Model LOS			
16320000	I-4	I-4	Old Combee Rd	8.920	SR 33	12.340	3.420		6	D	111,800	101,700	D	10	D	187,688	127,700	C	129,878	C	9.00%	51.80%	13.10%
16320000	I-4	I-4	SR 33	12.340	SR 570	15.657	3.317		6	C	64,000	96,700	F	10	C	109,580	121,100	D	119,295	D	9.50%	51.80%	13.70%
16320000	I-4	I-4	SR 570	15.657	CR 655	16.940	1.283		6	D	111,800	100,600	D	10	D	187,688	100,600	B	121,407	C	9.00%	52.40%	10.30%
16320000	I-4	I-4	CR 655	16.940	SR 559	18.430	1.490		6	D	111,800	100,600	D	10	D	187,688	100,600	B	121,407	C	9.00%	52.40%	10.30%
16320000	I-4	I-4	SR 559	18.430	CR 557	22.430	4.000		6	C	64,000	108,600	F	10	C	109,580	139,500	E	128,591	D	9.50%	51.80%	15.30%
16320000	I-4	I-4	CR 557	22.430	SR 25/US 27	29.180	6.750		6	D	78,300	117,300	F	10	D	133,738	150,000	E	141,172	E	9.50%	51.80%	13.40%
16320000	I-4	I-4	SR 25/US 27	29.180	Osceola County Line	32.022	2.842		6	D	111,800	148,700	F	10	D	187,688	195,700	E	166,013	D	9.00%	51.80%	13.40%
16330000	SR 471	SR 471	SR 35/SR 700/US 98	0.000	Sumter County Line	4.430	4.430		2	C	16,400	4,000	B	2	C	16,400	4,600	B	4,174	B	9.50%	54.50%	13.10%
16331000	SR 700	SLAKE PARKER AVE	SR 700/SR 35/US 98	0.000	SR 700/SR 546/US 92/Memorial Blv	1.136	1.136		4	D	39,800	11,246	C	4	D	39,800	12,925	C	14,224	C	9.00%	54.50%	4.80%

Legend
Aggregated segment
Single count segment

** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.

APPENDIX J

US 27 Roadway Segment LOS Calculations

Table J-1						
	US 27 Segment	AADT	LOS	Roadway Characteristics	LOS C Threshold ³	LOS D Threshold ³
1	From W Central Avenue to E Mountain Lake Cutoff Road ¹	32,000	C	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
		33,000				
		33,000				
		33,000				
2	From E Mountain Lake Cutoff Road to Cypress Gardens Boulevard (SR 540) ¹	37,000	C	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
		38,500				
		36,000				
		38,000				
		38,500				
		40,000				
3	From Cypress Gardens Boulevard to Dundee Road (SR 542) ¹	34,500	C	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
		36,000				
		37,500				
4	From Dundee Road (SR 542) to just north of Hughes Road ¹	33,500	C	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
		37,500				
5	Just south of Scenic Highway (SR 544)	40,000	C	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
6	From Scenic Highway (SR 544) to US 17/92 ¹	48,000	C	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
		48,000				
7	From US 17/92 to just north of Old Polk City Road ¹	51,000	C	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
		55,000				
		52,500				
8	Just south of Bates Road ¹	56,500	C	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
9	Just north of Bates Road ¹	51,500	C	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
10	From just south of Davenport Boulevard to just north of Minute Maid Ramp Road 2/ Citrus Ridge Drive ¹	57,500	D	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
		54,500				
		54,500				
		57,000				
		60,000				
		61,500				
		57,000				
11	Just south of Heller Brothers Boulevard/ Deer Creek Boulevard ¹	64,500	F	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
12	Just north of Heller Brothers Boulevard/ Deer Creek Boulevard to I-4 ¹	55,500	F	Class I, 6 lane divided, right turn lanes (+5%)	61,320	62,895
		53,500				
		57,500				
		71,500				
13	From I-4 to US 192 ²	33,500	C	Class I, 6 lane divided, right turn lanes (+5%)	54,705	56,175
		41,500				
		41,500				

1: FDOT Generalized Annual Average Daily Volumes for Florida's Urbanized Areas (Table 1)

2: FDOT Generalized Annual Average Daily Volumes for Florida's Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas (Table 2)

3: LOS thresholds for state signalized arterials, class I (Table 1 or 2, based on area type - refer to above footnotes)

APPENDIX K

US 27 Existing Conditions AM and PM Peak Hour Intersection Analysis Synchro 10 Reports

HCM 6th TWSC

18: US 27 & Central Grove Rd/Terra del Sol Blvd

09/17/2019

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	0	25	5	0	19	7	1444	6	4	1201	28
Future Vol, veh/h	97	0	25	5	0	19	7	1444	6	4	1201	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	605	-	460	550	-	420
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	0	20	0	0	5	0	6	17	0	6	11
Mvmt Flow	104	0	27	5	0	20	8	1553	6	4	1291	30
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1936	2874	646	2093	2898	777	1321	0	0	1559	0	0
Stage 1	1299	1299	-	1569	1569	-	-	-	-	-	-	-
Stage 2	637	1575	-	524	1329	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.5	7.5	6.4	6.5	7.2	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	7.34	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4	4.1	3.8	4	3.95	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	~ 70	17	323	57	16	286	278	-	-	213	-	-
Stage 1	123	234	-	81	173	-	-	-	-	-	-	-
Stage 2	393	172	-	465	226	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 63	16	323	50	15	286	278	-	-	213	-	-
Mov Cap-2 Maneuver	~ 100	94	-	70	93	-	-	-	-	-	-	-
Stage 1	119	230	-	79	168	-	-	-	-	-	-	-
Stage 2	354	167	-	418	222	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	194.6		27.4		0.1		0.1					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	278	-	-	116	70	286	213	-	-			
HCM Lane V/C Ratio	0.027	-	-	1.131	0.077	0.071	0.02	-	-			
HCM Control Delay (s)	18.3	-	-	194.6	60.7	18.6	22.2	-	-			
HCM Lane LOS	C	-	-	F	F	C	C	-	-			
HCM 95th %tile Q(veh)	0.1	-	-	8	0.2	0.2	0.1	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC

24: US 27 & Cardiff Ave/Tri County 1 Rd

09/17/2019

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕↕↕	↕	↕	↕↕↕	↕
Traffic Vol, veh/h	38	0	60	20	0	23	14	1206	7	23	1262	18
Future Vol, veh/h	38	0	60	20	0	23	14	1206	7	23	1262	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	580	-	430	515	-	435
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	0	5	0	0	9	7	7	14	0	7	17
Mvmt Flow	40	0	64	21	0	24	15	1283	7	24	1343	19
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1934	2711	672	1898	2723	642	1362	0	0	1290	0	0
Stage 1	1391	1391	-	1313	1313	-	-	-	-	-	-	-
Stage 2	543	1320	-	585	1410	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.5	7.2	6.4	6.5	7.28	5.44	-	-	5.3	-	-
Critical Hdwy Stg 1	7.36	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4	3.95	3.8	4	3.99	3.17	-	-	3.1	-	-
Pot Cap-1 Maneuver	69	21	336	75	21	344	249	-	-	288	-	-
Stage 1	105	211	-	122	230	-	-	-	-	-	-	-
Stage 2	446	228	-	427	207	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	18	336	54	18	344	249	-	-	288	-	-
Mov Cap-2 Maneuver	86	96	-	94	96	-	-	-	-	-	-	-
Stage 1	99	193	-	115	216	-	-	-	-	-	-	-
Stage 2	389	214	-	317	190	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	42		38		0.2		0.3					
HCM LOS	E		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	249	-	-	86	336	154	288	-	-			
HCM Lane V/C Ratio	0.06	-	-	0.47	0.19	0.297	0.085	-	-			
HCM Control Delay (s)	20.4	-	-	79.5	18.2	38	18.7	-	-			
HCM Lane LOS	C	-	-	F	C	E	C	-	-			
HCM 95th %tile Q(veh)	0.2	-	-	2	0.7	1.2	0.3	-	-			

HCM 6th TWSC

30: US 27 & Laurel Estates Entrance

09/17/2019

Intersection							
Int Delay, s/veh	1.6						
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	34	44	18	1154	34	1343	14
Future Vol, veh/h	34	44	18	1154	34	1343	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	550	-	495	-	325
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	3	5	17	7	0	6	7
Mvmt Flow	36	47	19	1228	36	1429	15
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	2030	715	1444	0	896	-	0
Stage 1	1501	-	-	-	-	-	-
Stage 2	529	-	-	-	-	-	-
Critical Hdwy	5.76	7.2	5.64	-	5.6	-	-
Critical Hdwy Stg 1	6.66	-	-	-	-	-	-
Critical Hdwy Stg 2	6.06	-	-	-	-	-	-
Follow-up Hdwy	3.83	3.95	3.27	-	2.3	-	-
Pot Cap-1 Maneuver	89	315	206	-	510	-	-
Stage 1	117	-	-	-	-	-	-
Stage 2	505	-	-	-	-	-	-
Platoon blocked, %				-	-	-	-
Mov Cap-1 Maneuver	75	315	206	-	510	-	-
Mov Cap-2 Maneuver	89	-	-	-	-	-	-
Stage 1	99	-	-	-	-	-	-
Stage 2	505	-	-	-	-	-	-
Approach	EB	NB		SB			
HCM Control Delay, s	41.2	0.4		0.3			
HCM LOS	E						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	206	-	89	315	510	-	-
HCM Lane V/C Ratio	0.093	-	0.406	0.149	0.071	-	-
HCM Control Delay (s)	24.3	-	70.7	18.4	12.6	-	-
HCM Lane LOS	C	-	F	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.6	0.5	0.2	-	-

HCM 6th TWSC

55: US 27 & Holly Hill Grove Rd 2/Cottonwood Rd

09/17/2019

Intersection												
Int Delay, s/veh	18											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Vol, veh/h	8	0	15	19	1	80	35	2165	15	31	1490	12
Future Vol, veh/h	8	0	15	19	1	80	35	2165	15	31	1490	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	505	-	485	515	-	450
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	4	3	5	7	3	8	17
Mvmt Flow	9	0	16	20	1	86	38	2328	16	33	1602	13
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2676	4088	801	3111	4085	1164	1615	0	0	2344	0	0
Stage 1	1668	1668	-	2404	2404	-	-	-	-	-	-	-
Stage 2	1008	2420	-	707	1681	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.18	5.36	-	-	5.36	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.94	3.13	-	-	3.13	-	-
Pot Cap-1 Maneuver	24	3	284	~ 13	3	159	193	-	-	82	-	-
Stage 1	68	155	-	~ 20	66	-	-	-	-	-	-	-
Stage 2	236	64	-	361	152	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 6	1	284	~ 7	~ 1	159	193	-	-	82	-	-
Mov Cap-2 Maneuver	27	14	-	~ 14	25	-	-	-	-	-	-	-
Stage 1	55	93	-	~ 16	53	-	-	-	-	-	-	-
Stage 2	85	51	-	203	91	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	89.1		\$ 644.4		0.4			1.5				
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	193	-	-	66	53	82	-	-				
HCM Lane V/C Ratio	0.195	-	-	0.375	2.029	0.407	-	-				
HCM Control Delay (s)	28.1	-	-	89.1	\$ 644.4	76.2	-	-				
HCM Lane LOS	D	-	-	F	F	F	-	-				
HCM 95th %tile Q(veh)	0.7	-	-	1.4	10.6	1.6	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC

61: US 27 & Holly Hill Tank Rd/Florida Development Rd

09/17/2019

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	6	22	0	53	8	2029	19	22	1481	3
Future Vol, veh/h	6	0	6	22	0	53	8	2029	19	22	1481	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	495	-	380	490	-	430
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	33	0	17	0	0	8	0	5	11	0	8	0
Mvmt Flow	6	0	6	23	0	56	8	2136	20	23	1559	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2475	3777	780	2822	3760	1068	1562	0	0	2156	0	0
Stage 1	1605	1605	-	2152	2152	-	-	-	-	-	-	-
Stage 2	870	2172	-	670	1608	-	-	-	-	-	-	-
Critical Hdwy	7.06	6.5	7.44	6.4	6.5	7.26	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	7.96	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	7.36	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.13	4	4.07	3.8	4	3.98	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	21	4	266	~ 20	4	179	212	-	-	107	-	-
Stage 1	55	166	-	31	88	-	-	-	-	-	-	-
Stage 2	233	86	-	380	166	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	3	266	~ 16	3	179	212	-	-	107	-	-
Mov Cap-2 Maneuver	39	39	-	27	47	-	-	-	-	-	-	-
Stage 1	53	130	-	30	85	-	-	-	-	-	-	-
Stage 2	154	83	-	291	130	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	69.6		264.4		0.1		0.7					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	212	-	-	68	68	107	-	-				
HCM Lane V/C Ratio	0.04	-	-	0.186	1.161	0.216	-	-				
HCM Control Delay (s)	22.7	-	-	69.6	264.4	47.7	-	-				
HCM Lane LOS	C	-	-	F	F	E	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.6	6.2	0.8	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC

67: US 27 & La Casa Del Sol Blvd

09/17/2019

Intersection								
Int Delay, s/veh	0.1							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR	
Lane Configurations								
Traffic Vol, veh/h	5	5	4	2168	4	1360	7	
Future Vol, veh/h	5	5	4	2168	4	1360	7	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	-	None	
Storage Length	0	0	510	-	510	-	400	
Veh in Median Storage, #	1	-	-	0	-	0	-	
Grade, %	0	-	-	0	-	0	-	
Peak Hour Factor	96	96	96	96	96	96	96	
Heavy Vehicles, %	0	0	0	5	0	9	14	
Mvmt Flow	5	5	4	2258	4	1417	7	
Major/Minor	Minor2		Major1		Major2			
Conflicting Flow All	2336	709	1424	0	1649	-	0	
Stage 1	1425	-	-	-	-	-	-	
Stage 2	911	-	-	-	-	-	-	
Critical Hdwy	5.7	7.1	5.3	-	5.6	-	-	
Critical Hdwy Stg 1	6.6	-	-	-	-	-	-	
Critical Hdwy Stg 2	6	-	-	-	-	-	-	
Follow-up Hdwy	3.8	3.9	3.1	-	2.3	-	-	
Pot Cap-1 Maneuver	63	327	248	-	195	-	-	
Stage 1	134	-	-	-	-	-	-	
Stage 2	323	-	-	-	-	-	-	
Platoon blocked, %				-		-	-	
Mov Cap-1 Maneuver	61	327	248	-	195	-	-	
Mov Cap-2 Maneuver	105	-	-	-	-	-	-	
Stage 1	129	-	-	-	-	-	-	
Stage 2	323	-	-	-	-	-	-	
Approach	EB		NB		SB			
HCM Control Delay, s	28.7		0		0.1			
HCM LOS	D							
Minor Lane/Major Mvmt	NBL		NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	248		-	105	327	195	-	-
HCM Lane V/C Ratio	0.017		-	0.05	0.016	0.021	-	-
HCM Control Delay (s)	19.8		-	41.1	16.2	23.9	-	-
HCM Lane LOS	C		-	E	C	C	-	-
HCM 95th %tile Q(veh)	0.1		-	0.2	0	0.1	-	-

HCM 6th TWSC

69: US 27 & Holly Hill Cutoff Rd/North Blvd W

09/17/2019

Intersection												
Int Delay, s/veh	41.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Vol, veh/h	66	13	22	35	6	67	14	1945	111	65	1190	17
Future Vol, veh/h	66	13	22	35	6	67	14	1945	111	65	1190	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	295	-	420	510	-	470
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	5	3	0	0	14	5	4	3	9	24
Mvmt Flow	73	14	24	39	7	74	16	2161	123	72	1322	19

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2366	3782	661	2873	3678	1081	1341	0	0	2284	0	0
Stage 1	1466	1466	-	2193	2193	-	-	-	-	-	-	-
Stage 2	900	2316	-	680	1485	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.2	6.46	6.5	7.1	5.58	-	-	5.36	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.76	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.95	3.83	4	3.9	3.24	-	-	3.13	-	-
Pot Cap-1 Maneuver	~ 38	~ 4	342	~ 17	~ 5	186	239	-	-	88	-	-
Stage 1	95	194	-	~ 27	84	-	-	-	-	-	-	-
Stage 2	275	73	-	368	190	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 5	~ 1	342	~ 13	~ 1	186	239	-	-	88	-	-
Mov Cap-2 Maneuver	~ 38	~ 4	-	~ 16	14	-	-	-	-	-	-	-
Stage 1	89	35	-	~ 25	78	-	-	-	-	-	-	-
Stage 2	141	68	-	~ 36	35	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		\$ 1282.4	0.1	6.9
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	239	-	-	+	342	36	88	-	-
HCM Lane V/C Ratio	0.065	-	-	-	0.071	3.333	0.821	-	-
HCM Control Delay (s)	21.1	-	-	-	16.5	\$ 1282.4	134.9	-	-
HCM Lane LOS	C	-	-	-	C	F	F	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2	13.8	4.3	-	-

Notes												
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon									

HCM 6th TWSC
75: US 27 & South Blvd

AM Peak Hour

09/17/2019

Intersection												
Int Delay, s/veh	23.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Vol, veh/h	11	0	5	27	3	80	13	1851	90	61	1360	14
Future Vol, veh/h	11	0	5	27	3	80	13	1851	90	61	1360	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	400	-	300	510	-	260
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	73	0	20	4	33	1	23	6	3	7	8	29
Mvmt Flow	12	0	6	30	3	89	14	2057	100	68	1511	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2499	3832	756	2825	3748	1029	1527	0	0	2157	0	0
Stage 1	1647	1647	-	2085	2085	-	-	-	-	-	-	-
Stage 2	852	2185	-	740	1663	-	-	-	-	-	-	-
Critical Hdwy	7.86	6.5	7.5	6.48	7.16	7.12	5.76	-	-	5.44	-	-
Critical Hdwy Stg 1	8.76	5.5	-	7.38	6.16	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.16	5.5	-	6.78	6.16	-	-	-	-	-	-	-
Follow-up Hdwy	4.53	4	4.1	3.84	4.33	3.91	3.33	-	-	3.17	-	-
Pot Cap-1 Maneuver	~ 11	4	271	~ 18	~ 2	200	175	-	-	97	-	-
Stage 1	34	158	-	33	64	-	-	-	-	-	-	-
Stage 2	188	85	-	336	112	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	1	271	~ 7	~ 1	200	175	-	-	97	-	-
Mov Cap-2 Maneuver	13	8	-	~ 23	13	-	-	-	-	-	-	-
Stage 1	31	47	-	30	59	-	-	-	-	-	-	-
Stage 2	91	78	-	98	33	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 462.8	\$ 612.6	0.2	4.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	175	-	-	19 61	97	-	-
HCM Lane V/C Ratio	0.083	-	-	0.936 2.004	0.699	-	-
HCM Control Delay (s)	27.4	-	-	\$ 462.8 \$ 612.6	101.9	-	-
HCM Lane LOS	D	-	-	F F	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	2.5 11.6	3.5	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC

78: US 27 & Section 7 Airport Rd/Patterson Rd

09/17/2019

Intersection												
Int Delay, s/veh	26											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	1	111	1	1741	56	58	1317	0
Future Vol, veh/h	0	0	0	44	1	111	1	1741	56	58	1317	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	345	-	280	405	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	2	0	2	0	6	4	2	8	0
Mvmt Flow	0	0	0	48	1	122	1	1913	62	64	1447	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2343	3552	724	2622	3490	957	1447	0	0	1975	0	0
Stage 1	1575	1575	-	1915	1915	-	-	-	-	-	-	-
Stage 2	768	1977	-	707	1575	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.44	6.5	7.14	5.3	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.34	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.74	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.82	4	3.92	3.1	-	-	3.12	-	-
Pot Cap-1 Maneuver	40	6	319	~ 26	7	222	241	-	-	129	-	-
Stage 1	80	172	-	~ 44	117	-	-	-	-	-	-	-
Stage 2	331	109	-	357	172	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	3	319	~ 16	4	222	241	-	-	129	-	-
Mov Cap-2 Maneuver	42	28	-	~ 36	47	-	-	-	-	-	-	-
Stage 1	80	87	-	~ 44	117	-	-	-	-	-	-	-
Stage 2	147	109	-	180	87	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		\$ 534		0		2.4					
HCM LOS	A		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	241	-	-	-	89	129	-	-				
HCM Lane V/C Ratio	0.005	-	-	-	1.926	0.494	-	-				
HCM Control Delay (s)	20	-	-	0	\$ 534	57.5	-	-				
HCM Lane LOS	C	-	-	A	F	F	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	14.7	2.3	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC

93: US 27 & W Johnson Ave

09/17/2019

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	↕
Traffic Vol, veh/h	1	0	17	5	1	25	51	1687	6	25	1286	3
Future Vol, veh/h	1	0	17	5	1	25	51	1687	6	25	1286	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	305	-	220	300	-	290
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	100	0	6	0	0	12	0	8	17	8	10	0
Mvmt Flow	1	0	19	5	1	27	56	1854	7	27	1413	3
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2321	3440	707	2585	3436	927	1416	0	0	1861	0	0
Stage 1	1467	1467	-	1966	1966	-	-	-	-	-	-	-
Stage 2	854	1973	-	619	1470	-	-	-	-	-	-	-
Critical Hdwy	8.4	6.5	7.22	6.4	6.5	7.34	5.3	-	-	5.46	-	-
Critical Hdwy Stg 1	9.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	8.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.8	4	3.96	3.8	4	4.02	3.1	-	-	3.18	-	-
Pot Cap-1 Maneuver	11	7	317	28	7	217	250	-	-	137	-	-
Stage 1	39	194	-	42	110	-	-	-	-	-	-	-
Stage 2	160	109	-	408	193	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	7	4	317	19	4	217	250	-	-	137	-	-
Mov Cap-2 Maneuver	22	40	-	29	44	-	-	-	-	-	-	-
Stage 1	30	156	-	33	85	-	-	-	-	-	-	-
Stage 2	107	85	-	308	155	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	27.2		58.6		0.7		0.7					
HCM LOS	D		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	250	-	-	182	100	137	-	-				
HCM Lane V/C Ratio	0.224	-	-	0.109	0.341	0.201	-	-				
HCM Control Delay (s)	23.5	-	-	27.2	58.6	37.8	-	-				
HCM Lane LOS	C	-	-	D	F	E	-	-				
HCM 95th %tile Q(veh)	0.8	-	-	0.4	1.3	0.7	-	-				

HCM 6th Signalized Intersection Summary

3: US 27 & Polo Park Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	53	10	13	48	7	126	18	1404	70	30	769	12
Future Volume (veh/h)	53	10	13	48	7	126	18	1404	70	30	769	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1841	1900	1796	1856	1796	1737	1900
Adj Flow Rate, veh/h	55	10	13	49	7	130	19	1447	72	31	793	12
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	4	0	7	3	7	11	0
Cap, veh/h	109	20	114	177	25	173	39	2008	644	53	2003	680
Arrive On Green	0.07	0.07	0.07	0.11	0.11	0.11	0.02	0.41	0.41	0.03	0.42	0.42
Sat Flow, veh/h	1542	280	1610	1593	228	1560	1810	4904	1572	1711	4742	1610
Grp Volume(v), veh/h	65	0	13	56	0	130	19	1447	72	31	793	12
Grp Sat Flow(s),veh/h/ln	1823	0	1610	1820	0	1560	1810	1635	1572	1711	1581	1610
Q Serve(g_s), s	2.8	0.0	0.6	2.3	0.0	6.7	0.9	20.4	2.3	1.5	9.6	0.4
Cycle Q Clear(g_c), s	2.8	0.0	0.6	2.3	0.0	6.7	0.9	20.4	2.3	1.5	9.6	0.4
Prop In Lane	0.85		1.00	0.87		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	0	114	202	0	173	39	2008	644	53	2003	680
V/C Ratio(X)	0.50	0.00	0.11	0.28	0.00	0.75	0.49	0.72	0.11	0.59	0.40	0.02
Avail Cap(c_a), veh/h	552	0	488	552	0	473	439	4755	1525	415	4598	1561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	0.0	35.9	33.6	0.0	35.6	39.9	20.4	15.1	39.5	16.5	13.9
Incr Delay (d2), s/veh	3.0	0.0	0.4	0.7	0.0	6.4	9.3	0.4	0.1	10.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	0.5	1.9	0.0	5.1	0.8	10.8	1.3	1.3	5.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.0	0.0	36.4	34.4	0.0	42.0	49.2	20.8	15.1	49.5	16.7	13.9
LnGrp LOS	D	A	D	C	A	D	D	C	B	D	B	B
Approach Vol, veh/h		78			186			1538			836	
Approach Delay, s/veh		39.4			39.7			20.9			17.8	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	41.7		13.4	10.1	42.8		16.3				
Change Period (Y+Rc), s	* 8.6	* 7.9		7.6	* 8.3	7.9		7.1				
Max Green Setting (Gmax), s	* 20	* 80		25.0	* 20	80.0		25.0				
Max Q Clear Time (g_c+I1), s	3.5	22.4		4.8	2.9	11.6		8.7				
Green Ext Time (p_c), s	0.0	11.4		0.3	0.0	5.5		0.6				

Intersection Summary

HCM 6th Ctrl Delay 21.8

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

6: US 27 & Legacy Park Blvd/Florence Villa Grove Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	78	160	152	12	55	82	1147	274	60	761	38
Future Volume (veh/h)	146	78	160	152	12	55	82	1147	274	60	761	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1826	1781	1841	1900	1722	1826
Adj Flow Rate, veh/h	157	84	172	163	13	59	88	1233	295	65	818	41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	5	8	4	0	12	5
Cap, veh/h	326	100	205	203	16	73	112	1574	505	85	1471	484
Arrive On Green	0.18	0.18	0.18	0.17	0.17	0.17	0.06	0.32	0.32	0.05	0.31	0.31
Sat Flow, veh/h	1810	556	1139	1220	97	442	1739	4863	1560	1810	4701	1547
Grp Volume(v), veh/h	157	0	256	235	0	0	88	1233	295	65	818	41
Grp Sat Flow(s), veh/h/ln	1810	0	1695	1759	0	0	1739	1621	1560	1810	1567	1547
Q Serve(g_s), s	8.2	0.0	15.4	13.6	0.0	0.0	5.3	24.3	16.7	3.8	15.3	2.0
Cycle Q Clear(g_c), s	8.2	0.0	15.4	13.6	0.0	0.0	5.3	24.3	16.7	3.8	15.3	2.0
Prop In Lane	1.00		0.67	0.69		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	0	306	292	0	0	112	1574	505	85	1471	484
V/C Ratio(X)	0.48	0.00	0.84	0.80	0.00	0.00	0.79	0.78	0.58	0.77	0.56	0.08
Avail Cap(c_a), veh/h	514	0	481	666	0	0	247	2761	885	257	2669	878
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	41.8	42.4	0.0	0.0	48.7	32.4	29.8	49.8	30.2	25.6
Incr Delay (d2), s/veh	1.1	0.0	7.3	7.2	0.0	0.0	11.4	0.6	0.7	13.3	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	0.0	11.3	10.6	0.0	0.0	4.5	13.7	9.8	3.5	9.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.0	0.0	49.1	49.6	0.0	0.0	60.1	33.0	30.5	63.1	30.4	25.7
LnGrp LOS	D	A	D	D	A	A	E	C	C	E	C	C
Approach Vol, veh/h		413			235			1616			924	
Approach Delay, s/veh		45.7			49.6			34.0			32.5	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.8	40.8		24.3	13.7	41.9		25.9				
Change Period (Y+Rc), s	8.0	7.7		* 6.7	8.7	* 7.7		6.8				
Max Green Setting (Gmax), s	15.0	60.0		* 40	15.0	* 60		30.0				
Max Q Clear Time (g_c+I1), s	7.3	17.3		15.6	5.8	26.3		17.4				
Green Ext Time (p_c), s	0.1	4.3		2.0	0.1	7.9		1.7				

Intersection Summary

HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
9: US 27 & Sand Mine Rd

09/17/2019

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th Signalized Intersection Summary

12: US 27 & Highlands Reserve Blvd/Student Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	12	27	102	2	195	44	1451	40	153	996	6
Future Volume (veh/h)	18	12	27	102	2	195	44	1451	40	153	996	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1737	1159	1159	1870	1870	1811	1900	1841	1767	1648
Adj Flow Rate, veh/h	20	13	30	113	2	217	49	1612	44	170	1107	7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	11	50	50	2	2	6	0	4	9	17
Cap, veh/h	61	26	311	75	0	335	68	2098	683	204	2453	710
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.04	0.42	0.42	0.12	0.51	0.51
Sat Flow, veh/h	0	123	1472	0	2	1585	1781	4944	1610	1753	4823	1397
Grp Volume(v), veh/h	33	0	30	115	0	217	49	1612	44	170	1107	7
Grp Sat Flow(s),veh/h/ln	123	0	1472	2	0	1585	1781	1648	1610	1753	1608	1397
Q Serve(g_s), s	0.0	0.0	1.6	0.0	0.0	11.8	2.6	26.4	1.5	9.0	13.9	0.2
Cycle Q Clear(g_c), s	20.0	0.0	1.6	20.0	0.0	11.8	2.6	26.4	1.5	9.0	13.9	0.2
Prop In Lane	0.61		1.00	0.98		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	87	0	311	76	0	335	68	2098	683	204	2453	710
V/C Ratio(X)	0.38	0.00	0.10	1.52	0.00	0.65	0.72	0.77	0.06	0.83	0.45	0.01
Avail Cap(c_a), veh/h	87	0	311	76	0	335	282	3133	1020	278	3057	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	30.1	47.2	0.0	34.1	45.0	23.3	16.1	40.9	14.8	11.5
Incr Delay (d2), s/veh	2.7	0.0	0.1	288.6	0.0	4.3	13.2	0.6	0.0	14.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	1.0	14.1	0.0	8.5	2.4	13.9	0.9	7.9	7.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	30.2	335.9	0.0	38.4	58.2	23.9	16.2	55.5	14.9	11.5
LnGrp LOS	C	A	C	F	A	D	E	C	B	E	B	B
Approach Vol, veh/h		63			332			1705			1284	
Approach Delay, s/veh		32.6			141.5			24.7			20.3	
Approach LOS		C			F			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.5	47.7		27.5	11.5	55.7		27.5				
Change Period (Y+Rc), s	8.5	7.5		7.5	7.9	7.5		7.5				
Max Green Setting (Gmax), s	15.0	60.0		20.0	15.0	60.0		20.0				
Max Q Clear Time (g_c+I1), s	11.0	28.4		22.0	4.6	15.9		22.0				
Green Ext Time (p_c), s	0.1	11.8		0.0	0.0	7.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			34.6									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary

15: US 27 & California Blvd/McFee Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	79	1	68	39	0	65	121	1161	29	24	1052	29
Future Volume (veh/h)	79	1	68	39	0	65	121	1161	29	24	1052	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1856	1900	1900	1856	1885	1796	1796	1900	1781	1752
Adj Flow Rate, veh/h	85	1	73	42	0	70	130	1248	31	26	1131	31
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	3	0	0	3	1	7	7	0	8	10
Cap, veh/h	78	0	517	79	0	517	165	1877	583	48	1527	466
Arrive On Green	0.33	0.33	0.33	0.33	0.00	0.33	0.09	0.38	0.38	0.03	0.31	0.31
Sat Flow, veh/h	0	1	1572	0	0	1572	1795	4904	1522	1810	4863	1485
Grp Volume(v), veh/h	86	0	73	42	0	70	130	1248	31	26	1131	31
Grp Sat Flow(s),veh/h/ln	1	0	1572	0	0	1572	1795	1635	1522	1810	1621	1485
Q Serve(g_s), s	0.0	0.0	3.0	0.0	0.0	2.9	6.5	19.2	1.2	1.3	19.0	1.3
Cycle Q Clear(g_c), s	30.0	0.0	3.0	30.0	0.0	2.9	6.5	19.2	1.2	1.3	19.0	1.3
Prop In Lane	0.99		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	79	0	517	79	0	517	165	1877	583	48	1527	466
V/C Ratio(X)	1.09	0.00	0.14	0.53	0.00	0.14	0.79	0.66	0.05	0.54	0.74	0.07
Avail Cap(c_a), veh/h	79	0	517	79	0	517	492	4299	1335	496	4264	1302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	0.0	21.6	45.6	0.0	21.5	40.5	23.3	17.7	43.9	28.0	21.9
Incr Delay (d2), s/veh	127.7	0.0	0.1	6.7	0.0	0.1	8.0	0.4	0.0	9.3	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.3	0.0	2.0	2.0	0.0	1.9	5.5	10.8	0.7	1.2	10.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	173.2	0.0	21.7	52.3	0.0	21.6	48.6	23.7	17.8	53.1	28.6	22.0
LnGrp LOS	F	A	C	D	A	C	D	C	B	D	C	C
Approach Vol, veh/h		159			112			1409			1188	
Approach Delay, s/veh		103.6			33.1			25.8			29.0	
Approach LOS		F			C			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	42.9		37.7	16.9	36.6		37.7				
Change Period (Y+Rc), s	8.2	8.0		7.7	8.5	* 8		7.7				
Max Green Setting (Gmax), s	25.0	80.0		30.0	25.0	* 80		30.0				
Max Q Clear Time (g_c+I1), s	3.3	21.2		32.0	8.5	21.0		32.0				
Green Ext Time (p_c), s	0.0	8.9		0.0	0.3	7.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay 31.7
 HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

21: US 27 & 4 Corners Blvd/Tri County Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	33	71	54	14	225	14	1167	69	221	1143	17
Future Volume (veh/h)	71	33	71	54	14	225	14	1167	69	221	1143	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1693	1693	1856	1900	1781	1856	1885	1796	1811
Adj Flow Rate, veh/h	76	35	76	58	15	242	15	1255	74	238	1229	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	14	14	3	0	8	3	1	7	6
Cap, veh/h	131	65	94	218	47	297	32	1694	548	285	2399	751
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.02	0.35	0.35	0.16	0.49	0.49
Sat Flow, veh/h	378	346	496	754	250	1572	1810	4863	1572	1795	4904	1535
Grp Volume(v), veh/h	187	0	0	73	0	242	15	1255	74	238	1229	18
Grp Sat Flow(s), veh/h/ln	1221	0	0	1004	0	1572	1810	1621	1572	1795	1635	1535
Q Serve(g_s), s	7.6	0.0	0.0	0.0	0.0	12.5	0.7	19.3	2.7	10.9	14.5	0.5
Cycle Q Clear(g_c), s	13.0	0.0	0.0	5.5	0.0	12.5	0.7	19.3	2.7	10.9	14.5	0.5
Prop In Lane	0.41		0.41	0.79		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	290	0	0	265	0	297	32	1694	548	285	2399	751
V/C Ratio(X)	0.65	0.00	0.00	0.28	0.00	0.82	0.47	0.74	0.14	0.84	0.51	0.02
Avail Cap(c_a), veh/h	522	0	0	469	0	555	638	3432	1110	739	3460	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.6	0.0	0.0	30.1	0.0	33.1	41.4	24.3	18.9	34.7	14.8	11.2
Incr Delay (d2), s/veh	2.4	0.0	0.0	0.6	0.0	5.5	10.5	0.5	0.1	6.4	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	0.0	2.3	0.0	8.9	0.7	10.7	1.6	8.5	7.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.0	0.0	0.0	30.6	0.0	38.5	51.9	24.9	19.0	41.1	14.9	11.2
LnGrp LOS	D	A	A	C	A	D	D	C	B	D	B	B
Approach Vol, veh/h		187			315			1344			1485	
Approach Delay, s/veh		36.0			36.7			24.8			19.1	
Approach LOS		D			D			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.5	49.6		24.9	22.5	37.6		24.9				
Change Period (Y+Rc), s	9.0	8.0		* 8.9	9.0	8.0		* 8.9				
Max Green Setting (Gmax), s	30.0	60.0		* 30	35.0	60.0		* 30				
Max Q Clear Time (g_c+I1), s	2.7	16.5		14.5	12.9	21.3		15.0				
Green Ext Time (p_c), s	0.0	8.0		1.0	0.6	8.3		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				24.0								
HCM 6th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

27: US 27 & Waverly Barn Rd/Dunson Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	14	20	48	124	6	113	74	924	141	211	1066	50
Future Volume (veh/h)	14	20	48	124	6	113	74	924	141	211	1066	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1559	1900	1900	1900	1485	1737	1885	1826	1811	1841
Adj Flow Rate, veh/h	15	22	53	136	7	124	81	1015	155	232	1171	55
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	23	0	0	0	28	11	1	5	6	4
Cap, veh/h	47	69	82	177	9	162	100	1291	435	283	1791	565
Arrive On Green	0.06	0.06	0.06	0.20	0.20	0.20	0.07	0.27	0.27	0.16	0.36	0.36
Sat Flow, veh/h	755	1107	1321	873	45	796	1414	4742	1598	1739	4944	1560
Grp Volume(v), veh/h	37	0	53	267	0	0	81	1015	155	232	1171	55
Grp Sat Flow(s),veh/h/ln	1862	0	1321	1713	0	0	1414	1581	1598	1739	1648	1560
Q Serve(g_s), s	2.0	0.0	4.1	15.3	0.0	0.0	5.9	20.6	8.1	13.4	20.6	2.4
Cycle Q Clear(g_c), s	2.0	0.0	4.1	15.3	0.0	0.0	5.9	20.6	8.1	13.4	20.6	2.4
Prop In Lane	0.41		1.00	0.51		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	0	82	348	0	0	100	1291	435	283	1791	565
V/C Ratio(X)	0.32	0.00	0.64	0.77	0.00	0.00	0.81	0.79	0.36	0.82	0.65	0.10
Avail Cap(c_a), veh/h	404	0	287	1359	0	0	288	2377	801	691	2487	785
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	0.0	47.7	39.2	0.0	0.0	47.7	35.1	30.5	42.1	27.7	21.9
Incr Delay (d2), s/veh	1.6	0.0	8.2	7.4	0.0	0.0	26.6	0.7	0.3	11.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	2.7	11.5	0.0	0.0	4.9	11.9	5.3	10.4	11.9	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	0.0	55.9	46.6	0.0	0.0	74.3	35.8	30.9	53.7	28.0	22.0
LnGrp LOS	D	A	E	D	A	A	E	D	C	D	C	C
Approach Vol, veh/h	90			267			1251			1458		
Approach Delay, s/veh	52.8			46.6			37.7			31.9		
Approach LOS	D			D			D			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.6	36.2		13.9	16.2	45.5		28.5				
Change Period (Y+Rc), s	* 8.6	7.8		7.4	8.8	* 7.8		7.4				
Max Green Setting (Gmax), s	* 41	52.2		22.6	21.2	* 52		82.6				
Max Q Clear Time (g_c+I1), s	15.4	22.6		6.1	7.9	22.6		17.3				
Green Ext Time (p_c), s	1.6	5.7		0.3	0.3	6.5		3.8				
Intersection Summary												
HCM 6th Ctrl Delay	36.2											
HCM 6th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

32: US 27 & Deen Still Rd/Ronald Reagan Pkwy

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	84	79	252	57	210	52	862	155	266	1050	39
Future Volume (veh/h)	53	84	79	252	57	210	52	862	155	266	1050	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1648	1500	1870	1796	1781	1530	1796	1781	1811	1826	1441
Adj Flow Rate, veh/h	59	93	88	280	63	233	58	958	172	296	1167	43
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	19	17	27	2	7	8	25	7	8	6	5	31
Cap, veh/h	134	178	137	382	328	275	69	1414	435	402	1800	441
Arrive On Green	0.04	0.11	0.11	0.11	0.18	0.18	0.05	0.29	0.29	0.12	0.36	0.36
Sat Flow, veh/h	2990	1648	1271	3456	1796	1510	1457	4904	1510	3346	4985	1221
Grp Volume(v), veh/h	59	93	88	280	63	233	58	958	172	296	1167	43
Grp Sat Flow(s),veh/h/ln	1495	1648	1271	1728	1796	1510	1457	1635	1510	1673	1662	1221
Q Serve(g_s), s	1.6	4.4	5.5	6.5	2.5	12.4	3.3	14.4	7.6	7.1	16.3	1.9
Cycle Q Clear(g_c), s	1.6	4.4	5.5	6.5	2.5	12.4	3.3	14.4	7.6	7.1	16.3	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	178	137	382	328	275	69	1414	435	402	1800	441
V/C Ratio(X)	0.44	0.52	0.64	0.73	0.19	0.85	0.84	0.68	0.39	0.74	0.65	0.10
Avail Cap(c_a), veh/h	719	495	382	831	540	454	350	3536	1089	1206	3595	880
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	35.1	35.6	35.8	28.8	32.9	39.3	26.2	23.8	35.3	22.2	17.6
Incr Delay (d2), s/veh	2.3	2.4	4.9	2.7	0.3	7.7	22.0	0.4	0.4	2.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	3.3	3.2	4.9	1.8	8.4	2.7	8.7	4.6	5.0	9.3	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	37.4	40.4	38.5	29.1	40.5	61.3	26.6	24.2	38.0	22.4	17.7
LnGrp LOS	D	D	D	D	C	D	E	C	C	D	C	B
Approach Vol, veh/h		240			576			1188			1506	
Approach Delay, s/veh		39.4			38.3			27.9			25.4	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.6	31.6	17.0	16.0	12.6	37.6	10.8	22.2				
Change Period (Y+Rc), s	* 8.6	7.6	* 7.8	* 7	* 8.6	7.6	7.1	7.0				
Max Green Setting (Gmax), s	* 30	60.0	* 20	* 25	* 20	60.0	20.0	25.0				
Max Q Clear Time (g_c+I1), s	9.1	16.4	8.5	7.5	5.3	18.3	3.6	14.4				
Green Ext Time (p_c), s	0.9	5.5	0.7	0.6	0.1	6.7	0.1	0.8				

Intersection Summary

HCM 6th Ctrl Delay	29.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

35: US 27 & Access Rd/Ritchie Bros Driveway

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	0	59	0	0	0	171	1434	0	29	1255	58
Future Volume (veh/h)	33	0	59	0	0	0	171	1434	0	29	1255	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1693	1900	1900	1900	1856	1796	1900	1856	1796	1767
Adj Flow Rate, veh/h	34	0	61	0	0	0	178	1494	0	30	1307	60
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	14	0	0	0	3	7	0	3	7	9
Cap, veh/h	206	0	97	0	128	109	293	2734		57	2457	750
Arrive On Green	0.07	0.00	0.07	0.00	0.00	0.00	0.09	0.56	0.00	0.03	0.50	0.50
Sat Flow, veh/h	1440	0	1434	0	1900	1610	3428	4904	1610	1767	4904	1497
Grp Volume(v), veh/h	34	0	61	0	0	0	178	1494	0	30	1307	60
Grp Sat Flow(s),veh/h/ln	1440	0	1434	0	1900	1610	1714	1635	1610	1767	1635	1497
Q Serve(g_s), s	1.5	0.0	2.7	0.0	0.0	0.0	3.3	12.8	0.0	1.1	11.9	1.4
Cycle Q Clear(g_c), s	1.5	0.0	2.7	0.0	0.0	0.0	3.3	12.8	0.0	1.1	11.9	1.4
Prop In Lane	1.00		1.00	0.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	0	97	0	128	109	293	2734		57	2457	750
V/C Ratio(X)	0.16	0.00	0.63	0.00	0.00	0.00	0.61	0.55		0.53	0.53	0.08
Avail Cap(c_a), veh/h	765	0	653	0	865	733	1821	3349		939	3349	1022
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	29.9	0.0	0.0	0.0	29.1	9.3	0.0	31.4	11.2	8.5
Incr Delay (d2), s/veh	0.8	0.0	13.6	0.0	0.0	0.0	2.0	0.4	0.0	7.5	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	2.3	0.0	0.0	0.0	2.4	6.0	0.0	1.0	6.1	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	0.0	43.5	0.0	0.0	0.0	31.1	9.6	0.0	38.9	11.6	8.6
LnGrp LOS	C	A	D	A	A	A	C	A		D	B	A
Approach Vol, veh/h	95					0			1672		A	
Approach Delay, s/veh	38.7					0.0			11.9		12.0	
Approach LOS	D								B		B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.4	40.6		11.8	9.7	44.3		11.8				
Change Period (Y+Rc), s	* 7.8	7.6		7.4	7.6	7.6		7.4				
Max Green Setting (Gmax), s	* 35	45.0		30.0	35.0	45.0		30.0				
Max Q Clear Time (g_c+I1), s	5.3	13.9		0.0	3.1	14.8		4.7				
Green Ext Time (p_c), s	0.6	19.1		0.0	0.1	20.8		0.7				

Intersection Summary

HCM 6th Ctrl Delay 12.8

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

38: US 27 & WB I-4 Ramps/Driveway

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	8	781	34	11	24	186	1430	22	17	925	0
Future Volume (veh/h)	141	8	781	34	11	24	186	1430	22	17	925	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1589	1900	1737	1900	1900	1900	1752	1811	1811	1900	1796	0
Adj Flow Rate, veh/h	147	8	814	35	11	25	194	1490	23	18	964	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	0	11	0	0	0	10	6	6	0	7	0
Cap, veh/h	220	277	1073	46	14	33	563	2768	43	34	1896	0
Arrive On Green	0.15	0.15	0.15	0.05	0.05	0.05	0.12	0.37	0.37	0.02	0.39	0.00
Sat Flow, veh/h	1513	1900	3356	861	271	615	3237	5016	77	1810	5065	0
Grp Volume(v), veh/h	147	8	814	71	0	0	194	979	534	18	964	0
Grp Sat Flow(s), veh/h/ln	1513	1900	1119	1746	0	0	1618	1648	1797	1810	1635	0
Q Serve(g_s), s	11.0	0.4	5.3	4.8	0.0	0.0	6.6	28.0	28.1	1.2	18.0	0.0
Cycle Q Clear(g_c), s	11.0	0.4	5.3	4.8	0.0	0.0	6.6	28.0	28.1	1.2	18.0	0.0
Prop In Lane	1.00		1.00	0.49		0.35	1.00		0.04	1.00		0.00
Lane Grp Cap(c), veh/h	220	277	1073	92	0	0	563	1819	992	34	1896	0
V/C Ratio(X)	0.67	0.03	0.76	0.77	0.00	0.00	0.34	0.54	0.54	0.53	0.51	0.00
Avail Cap(c_a), veh/h	262	329	1166	194	0	0	563	1819	992	160	1896	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	48.5	44.0	36.7	56.1	0.0	0.0	46.7	25.8	25.8	58.3	28.1	0.0
Incr Delay (d2), s/veh	8.2	0.1	3.5	12.5	0.0	0.0	1.7	1.1	2.1	12.2	1.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	0.4	11.8	4.4	0.0	0.0	5.0	17.3	18.9	1.2	11.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.7	44.1	40.1	68.6	0.0	0.0	48.4	26.9	27.9	70.5	29.1	0.0
LnGrp LOS	E	D	D	E	A	A	D	C	C	E	C	A
Approach Vol, veh/h	969			71			1707			982		
Approach Delay, s/veh	42.7			68.6			29.7			29.8		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	28.3	55.0		13.0	9.7	73.6		23.7				
Change Period (Y+Rc), s	* 7.4	8.6		* 6.7	7.4	* 7.4		6.2				
Max Green Setting (Gmax), s	* 11	46.4		* 13	10.6	* 48		20.8				
Max Q Clear Time (g_c+I1), s	8.6	20.0		6.8	3.2	30.1		13.0				
Green Ext Time (p_c), s	0.2	12.2		0.1	0.0	13.8		4.4				

Intersection Summary

HCM 6th Ctrl Delay 33.8

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

41: US 27 & Frontage Rd/EB I-4 Ramps

09/17/2019

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th Signalized Intersection Summary

44: US 27 & Home Run Blvd/Posner Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	10	27	23	8	124	49	2362	29	121	1433	71
Future Volume (veh/h)	230	10	27	23	8	124	49	2362	29	121	1433	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1900	1900	1574	1707	1811	1841	1811	1811	1856	1767	1767
Adj Flow Rate, veh/h	235	10	28	23	8	127	50	2410	30	123	1462	72
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	4	0	0	22	13	6	4	6	6	3	9	9
Cap, veh/h	244	342	290	65	99	457	64	2939	37	380	2499	123
Arrive On Green	0.14	0.18	0.18	0.02	0.06	0.06	0.04	0.46	0.46	0.11	0.53	0.53
Sat Flow, veh/h	1753	1900	1610	2908	1707	2701	1753	6390	80	3428	4708	232
Grp Volume(v), veh/h	235	10	28	23	8	127	50	1762	678	123	998	536
Grp Sat Flow(s),veh/h/ln	1753	1900	1610	1454	1707	1351	1753	1558	1797	1714	1608	1725
Q Serve(g_s), s	16.0	0.5	1.7	0.9	0.5	0.0	3.4	39.2	39.3	4.0	25.4	25.4
Cycle Q Clear(g_c), s	16.0	0.5	1.7	0.9	0.5	0.0	3.4	39.2	39.3	4.0	25.4	25.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.04	1.00		0.13
Lane Grp Cap(c), veh/h	244	342	290	65	99	457	64	2149	827	380	1707	916
V/C Ratio(X)	0.96	0.03	0.10	0.35	0.08	0.28	0.78	0.82	0.82	0.32	0.58	0.58
Avail Cap(c_a), veh/h	244	342	290	380	115	482	187	2149	827	380	1707	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	40.5	41.0	57.8	53.5	43.5	57.3	28.1	28.1	49.2	19.2	19.2
Incr Delay (d2), s/veh	47.2	0.0	0.1	3.3	0.3	0.3	17.9	3.6	8.9	0.5	1.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	15.4	0.4	1.3	0.7	0.4	3.0	3.2	20.5	24.7	3.0	14.0	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.6	40.6	41.2	61.1	53.8	43.8	75.2	31.7	37.0	49.7	20.6	21.9
LnGrp LOS	F	D	D	E	D	D	E	C	D	D	C	C
Approach Vol, veh/h	273				158				2490		1657	
Approach Delay, s/veh	90.6				46.8				34.1		23.2	
Approach LOS	F				D				C		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.7	62.0	9.0	28.3	11.6	71.1	23.4	13.9				
Change Period (Y+Rc), s	7.4	6.8	* 6.3	* 6.7	* 7.2	* 7.4	6.7	* 6.9				
Max Green Setting (Gmax), s	12.6	55.2	* 16	* 9.3	* 13	* 55	16.7	* 8.1				
Max Q Clear Time (g_c+l1), s	6.0	41.3	2.9	3.7	5.4	27.4	18.0	2.5				
Green Ext Time (p_c), s	0.2	13.4	0.0	0.0	0.0	19.6	0.0	0.2				

Intersection Summary

HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

47: US 27 & Heller Bros Blvd/Deer Creek Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	6	53	18	0	43	10	2426	35	10	1184	1
Future Volume (veh/h)	12	6	53	18	0	43	10	2426	35	10	1184	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1811	1811	1900	1900	1900	1841	1900	1900	1781	1900
Adj Flow Rate, veh/h	13	7	58	20	0	47	11	2637	38	11	1287	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	6	6	0	0	0	4	0	0	8	0
Cap, veh/h	27	207	88	35	0	102	381	3230	1035	23	2164	717
Arrive On Green	0.01	0.06	0.06	0.02	0.00	0.06	0.42	1.00	1.00	0.01	0.45	0.45
Sat Flow, veh/h	1810	3610	1535	1725	0	1610	1810	5025	1610	1810	4863	1610
Grp Volume(v), veh/h	13	7	58	20	0	47	11	2637	38	11	1287	1
Grp Sat Flow(s),veh/h/ln	1810	1805	1535	1725	0	1610	1810	1675	1610	1810	1621	1610
Q Serve(g_s), s	0.9	0.2	4.4	1.4	0.0	3.4	0.4	0.0	0.0	0.7	24.0	0.0
Cycle Q Clear(g_c), s	0.9	0.2	4.4	1.4	0.0	3.4	0.4	0.0	0.0	0.7	24.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	207	88	35	0	102	381	3230	1035	23	2164	717
V/C Ratio(X)	0.49	0.03	0.66	0.57	0.00	0.46	0.03	0.82	0.04	0.48	0.59	0.00
Avail Cap(c_a), veh/h	115	439	187	152	0	236	381	3230	1035	172	2164	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.7	53.4	55.4	58.3	0.0	54.3	27.5	0.0	0.0	58.8	25.1	9.9
Incr Delay (d2), s/veh	13.3	0.1	8.1	13.9	0.0	3.3	0.0	2.4	0.1	14.3	1.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.2	3.4	1.3	0.0	2.6	0.3	1.3	0.0	0.8	13.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	53.5	63.5	72.1	0.0	57.5	27.6	2.4	0.1	73.2	26.3	9.9
LnGrp LOS	E	D	E	E	A	E	C	A	A	E	C	A
Approach Vol, veh/h	78			67			2686			1299		
Approach Delay, s/veh	64.0			61.9			2.5			26.7		
Approach LOS	E			E			A			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.9	62.0	9.2	15.0	10.1	85.7	9.8	14.3				
Change Period (Y+Rc), s	* 8.6	* 8.6	7.4	7.4	* 8.6	* 8.6	7.4	7.4				
Max Green Setting (Gmax), s	* 9.4	* 53	7.6	17.6	* 11	* 51	10.6	14.6				
Max Q Clear Time (g_c+I1), s	2.4	26.0	2.9	5.4	2.7	2.0	3.4	6.4				
Green Ext Time (p_c), s	0.0	16.9	0.0	0.1	0.0	46.3	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay 12.2

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

51: US 27 & Minute Maid Ramp Rd 2/Citrus Ridge Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	2	35	40	2	137	19	2103	17	51	1277	18
Future Volume (veh/h)	57	2	35	40	2	137	19	2103	17	51	1277	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1885	1826	1826	1544	1781	1752	1737
Adj Flow Rate, veh/h	59	2	36	41	2	141	20	2168	18	53	1316	19
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	1	5	5	24	8	10	11
Cap, veh/h	59	1	441	59	2	438	35	1973	518	119	2092	644
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.02	0.40	0.40	0.14	0.88	0.88
Sat Flow, veh/h	0	4	1610	0	6	1598	1739	4985	1309	1697	4782	1472
Grp Volume(v), veh/h	61	0	36	43	0	141	20	2168	18	53	1316	19
Grp Sat Flow(s), veh/h/ln	4	0	1610	6	0	1598	1739	1662	1309	1697	1594	1472
Q Serve(g_s), s	0.0	0.0	2.0	0.0	0.0	8.4	1.4	47.5	1.0	3.4	9.2	0.2
Cycle Q Clear(g_c), s	32.9	0.0	2.0	32.9	0.0	8.4	1.4	47.5	1.0	3.4	9.2	0.2
Prop In Lane	0.97		1.00	0.95		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	0	441	60	0	438	35	1973	518	119	2092	644
V/C Ratio(X)	1.01	0.00	0.08	0.71	0.00	0.32	0.57	1.10	0.03	0.44	0.63	0.03
Avail Cap(c_a), veh/h	60	0	441	60	0	438	167	1973	518	233	2092	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.4	0.0	32.3	58.8	0.0	34.7	58.3	36.3	22.2	49.4	4.8	4.2
Incr Delay (d2), s/veh	120.3	0.0	0.1	32.9	0.0	0.4	13.5	53.0	0.1	2.6	1.4	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.0	1.4	3.3	0.0	5.9	1.3	38.2	0.6	2.6	3.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	179.7	0.0	32.4	91.7	0.0	35.1	71.8	89.2	22.3	52.0	6.2	4.3
LnGrp LOS	F	A	C	F	A	D	E	F	C	D	A	A
Approach Vol, veh/h	97			184			2206			1388		
Approach Delay, s/veh	125.0			48.3			88.5			8.0		
Approach LOS	F			D			F			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	61.0		40.0	16.9	55.0		40.0				
Change Period (Y+Rc), s	8.5	* 8.5		* 7.1	8.5	7.5		* 7.1				
Max Green Setting (Gmax), s	11.5	* 53		* 33	16.5	47.5		* 33				
Max Q Clear Time (g_c+I1), s	3.4	11.2		34.9	5.4	49.5		34.9				
Green Ext Time (p_c), s	0.0	7.9		0.0	0.1	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay 58.7

HCM 6th LOS E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

58: US 27 & Hotel Driveway/Ridgewood Lakes Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	0	73	0	104	4	2025	31	37	1426	0
Future Volume (veh/h)	0	0	0	73	0	104	4	2025	31	37	1426	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1841	0	1870	1900	1826	1856	1826	1781	1781
Adj Flow Rate, veh/h				75	0	107	4	2088	32	38	1470	0
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				4	0	2	0	5	3	5	8	8
Cap, veh/h				173	0	156	3	2717	857	65	3379	0
Arrive On Green				0.10	0.00	0.10	0.00	0.55	0.55	0.04	0.69	0.00
Sat Flow, veh/h				1753	0	1585	1810	4985	1572	1739	5024	0
Grp Volume(v), veh/h				75	0	107	4	2088	32	38	1470	0
Grp Sat Flow(s),veh/h/ln				1753	0	1585	1810	1662	1572	1739	1621	0
Q Serve(g_s), s				2.9	0.0	4.6	0.1	23.3	0.7	1.5	9.4	0.0
Cycle Q Clear(g_c), s				2.9	0.0	4.6	0.1	23.3	0.7	1.5	9.4	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				173	0	156	3	2717	857	65	3379	0
V/C Ratio(X)				0.43	0.00	0.69	1.57	0.77	0.04	0.59	0.44	0.00
Avail Cap(c_a), veh/h				863	0	780	382	4208	1327	612	4105	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				30.2	0.0	31.0	35.5	12.7	7.5	33.7	4.7	0.0
Incr Delay (d2), s/veh				1.7	0.0	5.2	481.4	0.2	0.0	8.3	0.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				2.3	0.0	7.6	0.7	10.0	0.3	1.3	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.9	0.0	36.2	516.9	12.9	7.5	41.9	4.8	0.0
LnGrp LOS				C	A	D	F	B	A	D	A	A
Approach Vol, veh/h					182			2124			1508	
Approach Delay, s/veh					34.4			13.7			5.7	
Approach LOS					C			B			A	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	10.6	46.7		13.7	0.0	57.4						
Change Period (Y+Rc), s	8.0	8.0		* 6.7	8.0	8.0						
Max Green Setting (Gmax), s	25.0	60.0		* 35	15.0	60.0						
Max Q Clear Time (g_c+l1), s	3.5	25.3		6.6	0.0	11.4						
Green Ext Time (p_c), s	0.1	13.4		0.6	0.0	7.9						

Intersection Summary

HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

64: US 27 & Massee Rd/Holly Hill Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	3	39	2	11	111	34	1962	11	107	1080	61
Future Volume (veh/h)	25	3	39	2	11	111	34	1962	11	107	1080	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1826	1767	1856	1752	1870
Adj Flow Rate, veh/h	27	3	42	2	12	119	37	2110	12	115	1161	66
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	5	9	3	10	2
Cap, veh/h	114	13	177	190	17	173	55	2956	888	144	3077	1020
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.03	0.59	0.59	0.08	0.64	0.64
Sat Flow, veh/h	1279	108	1518	1383	150	1483	1810	4985	1497	1767	4782	1585
Grp Volume(v), veh/h	27	0	45	2	0	131	37	2110	12	115	1161	66
Grp Sat Flow(s), veh/h/ln	1279	0	1627	1383	0	1633	1810	1662	1497	1767	1594	1585
Q Serve(g_s), s	2.4	0.0	2.9	0.1	0.0	8.8	2.3	34.0	0.4	7.3	13.0	1.8
Cycle Q Clear(g_c), s	11.1	0.0	2.9	3.0	0.0	8.8	2.3	34.0	0.4	7.3	13.0	1.8
Prop In Lane	1.00		0.93	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	0	190	190	0	190	55	2956	888	144	3077	1020
V/C Ratio(X)	0.24	0.00	0.24	0.01	0.00	0.69	0.68	0.71	0.01	0.80	0.38	0.06
Avail Cap(c_a), veh/h	245	0	357	332	0	358	238	3194	959	465	3694	1224
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.7	0.0	45.7	47.1	0.0	48.3	54.7	16.4	9.5	51.4	9.6	7.6
Incr Delay (d2), s/veh	1.1	0.0	0.6	0.0	0.0	4.4	13.5	1.0	0.0	9.7	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	1.4	0.0	2.1	0.1	0.0	6.7	2.2	16.5	0.2	6.2	6.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.7	0.0	46.4	47.1	0.0	52.7	68.2	17.3	9.5	61.1	9.7	7.6
LnGrp LOS	D	A	D	D	A	D	E	B	A	E	A	A
Approach Vol, veh/h	72			133			2159			1342		
Approach Delay, s/veh	49.5			52.6			18.1			14.0		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	81.1		20.8	17.8	75.4		20.8				
Change Period (Y+Rc), s	* 8.6	7.8		* 7.5	* 8.5	* 7.8		* 7.5				
Max Green Setting (Gmax), s	* 15	88.0		* 25	* 30	* 73		* 25				
Max Q Clear Time (g_c+I1), s	4.3	15.0		13.1	9.3	36.0		10.8				
Green Ext Time (p_c), s	0.0	22.9		0.2	0.2	31.5		0.5				

Intersection Summary

HCM 6th Ctrl Delay 18.5

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

72: US 27 & Sanders Rd/Davenport Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	37	41	188	12	321	18	1682	120	98	986	13
Future Volume (veh/h)	52	37	41	188	12	321	18	1682	120	98	986	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1856	1856	1841	1900	1900	1574	1811	1841	1826	1752	1678
Adj Flow Rate, veh/h	58	41	46	209	13	357	20	1869	133	109	1096	14
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	3	4	0	0	22	6	4	5	10	15
Cap, veh/h	59	170	191	278	12	332	30	2522	796	135	2714	807
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.02	0.51	0.51	0.08	0.57	0.57
Sat Flow, veh/h	1012	798	896	1289	57	1562	1499	4944	1560	1739	4782	1422
Grp Volume(v), veh/h	58	0	87	209	0	370	20	1869	133	109	1096	14
Grp Sat Flow(s),veh/h/ln	1012	0	1694	1289	0	1619	1499	1648	1560	1739	1594	1422
Q Serve(g_s), s	0.0	0.0	5.2	19.6	0.0	26.0	1.6	36.4	5.6	7.5	15.7	0.5
Cycle Q Clear(g_c), s	26.0	0.0	5.2	24.8	0.0	26.0	1.6	36.4	5.6	7.5	15.7	0.5
Prop In Lane	1.00		0.53	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	0	360	278	0	344	30	2522	796	135	2714	807
V/C Ratio(X)	0.98	0.00	0.24	0.75	0.00	1.07	0.66	0.74	0.17	0.81	0.40	0.02
Avail Cap(c_a), veh/h	59	0	360	278	0	344	184	2710	855	356	3012	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	0.0	39.9	50.2	0.0	48.1	59.5	23.6	16.0	55.5	14.8	11.5
Incr Delay (d2), s/veh	111.6	0.0	0.3	10.9	0.0	69.8	22.0	1.3	0.2	10.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	0.0	4.0	11.3	0.0	24.5	1.4	18.8	3.4	6.4	8.8	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	172.7	0.0	40.3	61.1	0.0	117.9	81.5	24.9	16.3	66.2	15.0	11.6
LnGrp LOS	F	A	D	E	A	F	F	C	B	E	B	B
Approach Vol, veh/h	145		579				2022		1219			
Approach Delay, s/veh	93.3		97.4				24.9		19.6			
Approach LOS	F		F				C		B			
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.1	77.0	34.2		18.1	69.9	34.2					
Change Period (Y+Rc), s	* 8.6	7.6	* 8.2		* 8.6	7.6	* 8.2					
Max Green Setting (Gmax), s	* 15	77.0	* 26		* 25	67.0	* 26					
Max Q Clear Time (g_c+I1), s	3.6	17.7	28.0		9.5	38.4	28.0					
Green Ext Time (p_c), s	0.0	19.1	0.0		0.2	23.9	0.0					
Intersection Summary												
HCM 6th Ctrl Delay	36.4											
HCM 6th LOS	D											
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

81: US 27 & Miracle Toyota/Bates Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	3	13	249	7	184	11	1622	150	134	1536	17
Future Volume (veh/h)	9	3	13	249	7	184	11	1622	150	134	1536	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1841	1900	1900	1900	1752	1841	1856	1767	1811
Adj Flow Rate, veh/h	9	3	13	254	7	188	11	1655	153	137	1567	17
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	4	0	0	0	10	4	3	9	6
Cap, veh/h	37	15	63	188	9	233	22	2656	866	161	3063	975
Arrive On Green	0.01	0.05	0.05	0.11	0.15	0.15	0.01	0.56	0.56	0.09	0.64	0.64
Sat Flow, veh/h	3510	311	1347	1753	58	1561	1810	4782	1560	1767	4823	1535
Grp Volume(v), veh/h	9	0	16	254	0	195	11	1655	153	137	1567	17
Grp Sat Flow(s),veh/h/ln	1755	0	1658	1753	0	1619	1810	1594	1560	1767	1608	1535
Q Serve(g_s), s	0.4	0.0	1.4	16.1	0.0	17.5	0.9	35.3	3.9	11.5	26.3	0.6
Cycle Q Clear(g_c), s	0.4	0.0	1.4	16.1	0.0	17.5	0.9	35.3	3.9	11.5	26.3	0.6
Prop In Lane	1.00		0.81	1.00		0.96	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	37	0	77	188	0	242	22	2656	866	161	3063	975
V/C Ratio(X)	0.25	0.00	0.21	1.35	0.00	0.81	0.50	0.62	0.18	0.85	0.51	0.02
Avail Cap(c_a), veh/h	206	0	109	188	0	242	142	2656	866	373	3063	975
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.6	0.0	68.8	67.0	0.0	61.7	73.6	22.7	4.8	67.1	14.8	10.1
Incr Delay (d2), s/veh	3.4	0.0	1.3	188.3	0.0	17.8	16.1	1.1	0.4	11.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	1.1	26.5	0.0	13.0	0.9	18.3	4.7	9.4	13.7	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.1	0.0	70.1	255.3	0.0	79.4	89.7	23.8	5.3	78.7	15.4	10.1
LnGrp LOS	E	A	E	F	A	E	F	C	A	E	B	B
Approach Vol, veh/h	25			449			1819			1721		
Approach Delay, s/veh	72.6			178.9			22.6			20.4		
Approach LOS	E			F			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	102.9	7.8	29.3	22.0	90.9	23.0	14.1				
Change Period (Y+Rc), s	8.2	7.6	* 6.2	* 6.9	* 8.3	7.6	* 6.9	7.1				
Max Green Setting (Gmax), s	11.8	82.4	* 8.8	* 18	* 32	62.4	* 16	9.9				
Max Q Clear Time (g_c+l1), s	2.9	28.3	2.4	19.5	13.5	37.3	18.1	3.4				
Green Ext Time (p_c), s	0.0	8.3	0.0	0.0	0.3	8.4	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 39.5

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

84: US 27 & Glen Este Blvd/Southern Dunes Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	13	16	112	18	80	52	1575	115	79	1174	27
Future Volume (veh/h)	54	13	16	112	18	80	52	1575	115	79	1174	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1900	1900	1811	1811	1885	1870	1796	1856	1856	1781	1900
Adj Flow Rate, veh/h	56	14	17	117	19	83	54	1641	120	82	1223	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	0	6	6	1	2	7	3	3	8	0
Cap, veh/h	72	36	44	163	132	116	427	3088	990	102	2176	720
Arrive On Green	0.04	0.05	0.05	0.05	0.07	0.07	0.24	0.63	0.63	0.06	0.45	0.45
Sat Flow, veh/h	1781	781	948	3346	1811	1598	1781	4904	1572	1767	4863	1610
Grp Volume(v), veh/h	56	0	31	117	19	83	54	1641	120	82	1223	28
Grp Sat Flow(s),veh/h/ln	1781	0	1729	1673	1811	1598	1781	1635	1572	1767	1621	1610
Q Serve(g_s), s	4.7	0.0	2.6	5.2	1.5	7.6	3.6	27.9	4.6	6.9	27.9	1.1
Cycle Q Clear(g_c), s	4.7	0.0	2.6	5.2	1.5	7.6	3.6	27.9	4.6	6.9	27.9	1.1
Prop In Lane	1.00		0.55	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	72	0	81	163	132	116	427	3088	990	102	2176	720
V/C Ratio(X)	0.77	0.00	0.38	0.72	0.14	0.71	0.13	0.53	0.12	0.81	0.56	0.04
Avail Cap(c_a), veh/h	217	0	150	348	132	116	427	3088	990	166	2176	720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.3	0.0	69.4	70.3	65.2	68.0	44.7	15.5	11.1	69.8	30.6	13.6
Incr Delay (d2), s/veh	16.0	0.0	3.0	5.8	0.5	18.6	0.6	0.7	0.3	13.7	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.5	0.0	2.2	4.3	1.3	6.7	2.9	14.7	3.1	6.2	15.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.3	0.0	72.4	76.1	65.7	86.6	45.3	16.1	11.4	83.5	31.7	13.7
LnGrp LOS	F	A	E	E	E	F	D	B	B	F	C	B
Approach Vol, veh/h					219				1815			
Approach Delay, s/veh	82.0				79.2				16.7			
Approach LOS	F				E				B			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	42.9	74.0	12.8	20.3	15.5	101.3	16.7	16.4				
Change Period (Y+Rc), s	6.9	6.9	* 6.7	* 9.4	6.9	6.9	* 9.4	* 9.4				
Max Green Setting (Gmax), s	24.1	67.1	* 18	* 11	14.1	77.1	* 16	* 13				
Max Q Clear Time (g_c+I1), s	5.6	29.9	6.7	9.6	8.9	29.9	7.2	4.6				
Green Ext Time (p_c), s	0.1	18.7	0.1	0.0	0.1	31.5	0.2	0.0				

Intersection Summary

HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

87: US 27 & Old Polk City Rd/Main St W

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	72	125	84	81	81	198	1580	29	100	1534	96
Future Volume (veh/h)	164	72	125	84	81	81	198	1580	29	100	1534	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1885	1574	1826	1870	1841	1648	1737	1856	1885	1767	1856
Adj Flow Rate, veh/h	167	73	128	86	83	83	202	1612	30	102	1565	98
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	1	22	5	2	4	17	11	3	1	9	3
Cap, veh/h	224	180	127	216	125	104	221	2793	926	122	2475	807
Arrive On Green	0.09	0.10	0.10	0.06	0.07	0.07	0.28	1.00	1.00	0.14	1.00	1.00
Sat Flow, veh/h	1725	1885	1334	1739	1870	1560	1570	4742	1572	1795	4823	1572
Grp Volume(v), veh/h	167	73	128	86	83	83	202	1612	30	102	1565	98
Grp Sat Flow(s),veh/h/ln	1725	1885	1334	1739	1870	1560	1570	1581	1572	1795	1608	1572
Q Serve(g_s), s	12.9	5.5	14.3	6.8	6.5	7.9	18.7	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear(g_c), s	12.9	5.5	14.3	6.8	6.5	7.9	18.7	0.0	0.0	8.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	224	180	127	216	125	104	221	2793	926	122	2475	807
V/C Ratio(X)	0.74	0.41	1.01	0.40	0.66	0.80	0.92	0.58	0.03	0.83	0.63	0.12
Avail Cap(c_a), veh/h	224	180	127	265	161	134	336	2793	926	175	2475	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	63.9	67.9	60.5	68.3	69.0	53.1	0.0	0.0	63.9	0.0	0.0
Incr Delay (d2), s/veh	12.7	1.5	81.7	1.2	6.6	21.8	21.3	0.9	0.1	20.1	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	4.9	12.3	5.6	6.0	6.8	12.0	0.4	0.0	7.6	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	65.3	149.6	61.7	74.9	90.8	74.3	0.9	0.1	84.1	1.2	0.3
LnGrp LOS	E	E	F	E	E	F	E	A	A	F	A	A
Approach Vol, veh/h	368			252			1844			1765		
Approach Delay, s/veh	98.0			75.6			8.9			6.0		
Approach LOS	F			E			A			A		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.0	83.9	20.0	17.1	17.6	95.2	15.7	21.4				
Change Period (Y+Rc), s	7.9	6.9	7.1	7.1	7.4	6.9	7.1	7.1				
Max Green Setting (Gmax), s	32.1	63.1	12.9	12.9	14.6	81.1	12.9	12.9				
Max Q Clear Time (g_c+I1), s	20.7	2.0	14.9	9.9	10.3	2.0	8.8	16.3				
Green Ext Time (p_c), s	0.4	36.0	0.0	0.2	0.1	41.6	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay	19.4											
HCM 6th LOS	B											
Notes												

HCM 6th Signalized Intersection Summary

90: US 27 & Commerce Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	6	11	42	5	15	24	1590	109	39	1309	32
Future Volume (veh/h)	21	6	11	42	5	15	24	1590	109	39	1309	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1337	1900	1900	1781	1796	1559	1515	1767	1856
Adj Flow Rate, veh/h	23	7	12	46	5	16	26	1728	118	42	1423	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	38	0	0	8	7	23	26	9	3
Cap, veh/h	70	24	42	60	19	60	37	1671	450	222	2260	737
Arrive On Green	0.04	0.04	0.04	0.05	0.05	0.05	0.02	0.34	0.34	0.31	0.94	0.94
Sat Flow, veh/h	1810	629	1078	1273	398	1273	1697	4904	1321	1443	4823	1572
Grp Volume(v), veh/h	23	0	19	46	0	21	26	1728	118	42	1423	35
Grp Sat Flow(s),veh/h/ln	1810	0	1706	1273	0	1671	1697	1635	1321	1443	1608	1572
Q Serve(g_s), s	1.9	0.0	1.6	5.4	0.0	1.8	2.3	51.1	9.7	3.2	6.8	0.2
Cycle Q Clear(g_c), s	1.9	0.0	1.6	5.4	0.0	1.8	2.3	51.1	9.7	3.2	6.8	0.2
Prop In Lane	1.00		0.63	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	70	0	66	60	0	79	37	1671	450	222	2260	737
V/C Ratio(X)	0.33	0.00	0.29	0.76	0.00	0.27	0.69	1.03	0.26	0.19	0.63	0.05
Avail Cap(c_a), veh/h	211	0	199	254	0	333	141	1671	450	222	2260	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.2	0.0	70.1	70.6	0.0	68.9	72.8	49.5	35.8	45.0	2.7	2.5
Incr Delay (d2), s/veh	2.7	0.0	2.4	18.0	0.0	1.8	20.6	31.4	1.4	1.9	1.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	1.4	3.7	0.0	1.5	2.2	34.0	5.9	2.2	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.9	0.0	72.5	88.6	0.0	70.7	93.4	80.9	37.2	46.9	4.1	2.6
LnGrp LOS	E	A	E	F	A	E	F	F	D	D	A	A
Approach Vol, veh/h	42			67			1872			1500		
Approach Delay, s/veh	72.7			83.0			78.3			5.2		
Approach LOS	E			F			E			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.8	77.2		14.2	30.0	58.0		13.3				
Change Period (Y+Rc), s	7.5	6.9		* 7.1	6.9	6.9		7.5				
Max Green Setting (Gmax), s	12.5	61.1		* 30	23.1	51.1		17.5				
Max Q Clear Time (g_c+I1), s	4.3	8.8		7.4	5.2	53.1		3.9				
Green Ext Time (p_c), s	0.0	28.2		0.2	0.1	0.0		0.1				

Intersection Summary

HCM 6th Ctrl Delay 46.8

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM Signalized Intersection Capacity Analysis

3: US 27 & Polo Park Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	53	10	13	48	7	126	18	1404	70	30	769	12
Future Volume (vph)	53	10	13	48	7	126	18	1404	70	30	769	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.6	7.6		7.1	7.1	8.3	7.6	7.6	8.6	7.9	7.9
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1823	1615		1701	1553	1805	4848	1568	1687	4673	1615
Flt Permitted		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1823	1615		1701	1553	1805	4848	1568	1687	4673	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	55	10	13	49	7	130	19	1447	72	31	793	12
RTOR Reduction (vph)	0	0	12	0	0	116	0	0	41	0	0	7
Lane Group Flow (vph)	0	65	1	0	56	14	19	1447	31	31	793	5
Heavy Vehicles (%)	0%	0%	0%	8%	0%	4%	0%	7%	3%	7%	11%	0%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		7.5	7.5		10.0	10.0	2.5	40.5	40.5	4.4	42.4	42.4
Effective Green, g (s)		7.5	7.5		10.0	10.0	2.5	40.5	40.5	4.4	42.4	42.4
Actuated g/C Ratio		0.08	0.08		0.11	0.11	0.03	0.43	0.43	0.05	0.45	0.45
Clearance Time (s)		7.6	7.6		7.1	7.1	8.3	7.6	7.6	8.6	7.9	7.9
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	2.7	2.7	3.0	3.0	3.0
Lane Grp Cap (vph)		146	129		182	166	48	2104	680	79	2123	733
v/s Ratio Prot		c0.04			c0.03		0.01	c0.30		c0.02	0.17	
v/s Ratio Perm			0.00			0.01			0.02			0.00
v/c Ratio		0.45	0.01		0.31	0.08	0.40	0.69	0.05	0.39	0.37	0.01
Uniform Delay, d1		40.9	39.5		38.5	37.5	44.7	21.3	15.2	43.2	16.7	13.9
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.2	0.0		1.0	0.2	5.3	0.9	0.0	3.2	0.1	0.0
Delay (s)		43.1	39.5		39.4	37.7	50.0	22.2	15.3	46.4	16.8	13.9
Level of Service		D	D		D	D	D	C	B	D	B	B
Approach Delay (s)		42.5			38.2			22.2			17.9	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			22.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			93.3				Sum of lost time (s)			30.9		
Intersection Capacity Utilization			59.3%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: US 27 & Legacy Park Blvd/Florence Villa Grove Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	146	78	160	152	12	55	82	1147	274	60	761	38
Future Volume (vph)	146	78	160	152	12	55	82	1147	274	60	761	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.7		8.0	7.5	7.5	8.7	7.7	7.7
Lane Util. Factor	1.00	1.00			1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.90			0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1653			1698		1719	4803	1553	1805	4631	1538
Flt Permitted	0.95	1.00			0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1653			1698		1719	4803	1553	1805	4631	1538
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	157	84	172	163	13	59	88	1233	295	65	818	41
RTOR Reduction (vph)	0	42	0	0	7	0	0	0	191	0	0	27
Lane Group Flow (vph)	157	214	0	0	228	0	88	1233	104	65	818	14
Heavy Vehicles (%)	0%	0%	5%	5%	0%	4%	5%	8%	4%	0%	12%	5%
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	23.0	23.0			25.3		12.1	47.0	47.0	8.6	44.0	44.0
Effective Green, g (s)	23.0	23.0			25.3		12.1	47.0	47.0	8.6	44.0	44.0
Actuated g/C Ratio	0.17	0.17			0.19		0.09	0.35	0.35	0.06	0.33	0.33
Clearance Time (s)	6.8	6.8			6.7		8.0	7.5	7.5	8.7	7.7	7.7
Vehicle Extension (s)	3.0	3.0			4.0		3.0	2.4	2.4	3.0	2.4	2.4
Lane Grp Cap (vph)	310	284			321		155	1689	546	116	1525	506
v/s Ratio Prot	0.09	c0.13			c0.13		c0.05	c0.26		0.04	0.18	
v/s Ratio Perm									0.07			0.01
v/c Ratio	0.51	0.75			0.71		0.57	0.73	0.19	0.56	0.54	0.03
Uniform Delay, d1	50.2	52.6			50.7		58.2	37.8	30.1	60.7	36.5	30.3
Progression Factor	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	10.7			7.5		4.7	1.5	0.1	6.1	0.3	0.0
Delay (s)	51.5	63.3			58.2		62.9	39.3	30.2	66.7	36.8	30.3
Level of Service	D	E			E		E	D	C	E	D	C
Approach Delay (s)		58.8			58.2			38.9			38.6	
Approach LOS		E			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			42.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			133.6				Sum of lost time (s)			29.7		
Intersection Capacity Utilization			77.4%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: US 27 & Sand Mine Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	36	127	217	36	228	135	1172	319	228	827	92
Future Volume (vph)	180	36	127	217	36	228	135	1172	319	228	827	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.1	7.1	8.7	7.7	7.7	8.6	7.6	7.6
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.97	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1289	1409	1346		1726	1583	2894	4940	1538	3433	4893	1062
Flt Permitted	0.95	0.97	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1289	1409	1346		1726	1583	2894	4940	1538	3433	4893	1062
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	209	42	148	252	42	265	157	1363	371	265	962	107
RTOR Reduction (vph)	0	0	129	0	0	209	0	0	238	0	0	80
Lane Group Flow (vph)	125	126	19	0	294	56	157	1363	133	265	962	27
Heavy Vehicles (%)	33%	6%	20%	6%	3%	2%	21%	5%	5%	2%	6%	52%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4			3			2			6
Actuated Green, G (s)	22.0	22.0	22.0		35.6	35.6	36.1	59.7	59.7	19.3	42.9	42.9
Effective Green, g (s)	22.0	22.0	22.0		35.6	35.6	36.1	59.7	59.7	19.3	42.9	42.9
Actuated g/C Ratio	0.13	0.13	0.13		0.21	0.21	0.22	0.36	0.36	0.12	0.26	0.26
Clearance Time (s)	7.0	7.0	7.0		7.1	7.1	8.7	7.7	7.7	8.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.9	2.9	3.0	2.7	2.7
Lane Grp Cap (vph)	169	185	177		367	337	625	1765	549	396	1256	272
v/s Ratio Prot	c0.10	0.09			c0.17		0.05	c0.28		0.08	c0.20	
v/s Ratio Perm			0.01			0.04			0.09			0.03
v/c Ratio	0.74	0.68	0.11		0.80	0.17	0.25	0.77	0.24	0.67	0.77	0.10
Uniform Delay, d1	69.7	69.2	63.9		62.3	53.6	54.2	47.6	37.7	70.8	57.4	47.3
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.5	9.9	0.3		11.9	0.2	0.2	2.1	0.2	4.3	2.8	0.1
Delay (s)	85.3	79.0	64.2		74.2	53.8	54.5	49.8	37.9	75.0	60.2	47.5
Level of Service	F	E	E		E	D	D	D	D	E	E	D
Approach Delay (s)		75.5			64.6			47.8			62.1	
Approach LOS		E			E			D			E	
Intersection Summary												
HCM 2000 Control Delay			57.3									
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			167.0									
Intersection Capacity Utilization			69.2%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: US 27 & Highlands Reserve Blvd/Student Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	18	12	27	102	2	195	44	1451	40	153	996	6
Future Volume (vph)	18	12	27	102	2	195	44	1451	40	153	996	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5	7.5		7.5	7.5	7.9	7.5	7.5	8.5	7.5	7.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1779	1455		1795	1583	1770	4893	1615	1736	4759	1380
Flt Permitted		0.75	1.00		0.71	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1372	1455		1329	1583	1770	4893	1615	1736	4759	1380
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	20	13	30	113	2	217	49	1612	44	170	1107	7
RTOR Reduction (vph)	0	0	26	0	0	186	0	0	24	0	0	3
Lane Group Flow (vph)	0	33	4	0	115	31	49	1612	20	170	1107	4
Heavy Vehicles (%)	6%	0%	11%	0%	50%	2%	2%	6%	0%	4%	9%	17%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)		13.2	13.2		13.2	13.2	5.1	43.3	43.3	13.4	52.2	52.2
Effective Green, g (s)		13.2	13.2		13.2	13.2	5.1	43.3	43.3	13.4	52.2	52.2
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.05	0.46	0.46	0.14	0.56	0.56
Clearance Time (s)		7.5	7.5		7.5	7.5	7.9	7.5	7.5	8.5	7.5	7.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	2.7	2.7	3.0	2.7	2.7
Lane Grp Cap (vph)		193	205		187	223	96	2268	748	249	2659	771
v/s Ratio Prot							0.03	c0.33		c0.10	c0.23	
v/s Ratio Perm		0.02	0.00		c0.09	0.02			0.01			0.00
v/c Ratio		0.17	0.02		0.61	0.14	0.51	0.71	0.03	0.68	0.42	0.01
Uniform Delay, d1		35.3	34.5		37.7	35.1	42.9	20.0	13.6	38.0	11.8	9.1
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.4	0.0		5.9	0.3	4.5	1.0	0.0	7.5	0.1	0.0
Delay (s)		35.7	34.6		43.6	35.4	47.5	21.1	13.6	45.5	11.9	9.1
Level of Service		D	C		D	D	D	C	B	D	B	A
Approach Delay (s)		35.2			38.2			21.6			16.4	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			21.5									
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			93.4									
Intersection Capacity Utilization			68.5%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: US 27 & California Blvd/McFee Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	79	1	68	39	0	65	121	1161	29	24	1052	29
Future Volume (vph)	79	1	68	39	0	65	121	1161	29	24	1052	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.7	7.7		7.7	7.7	8.5	8.0	8.0	8.2	7.6	7.6
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1758	1568		1805	1568	1787	4848	1509	1805	4803	1468
Flt Permitted		0.70	1.00		0.70	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1287	1568		1332	1568	1787	4848	1509	1805	4803	1468
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	85	1	73	42	0	70	130	1248	31	26	1131	31
RTOR Reduction (vph)	0	0	63	0	0	60	0	0	15	0	0	18
Lane Group Flow (vph)	0	86	10	0	42	10	130	1248	16	26	1131	13
Heavy Vehicles (%)	3%	0%	3%	0%	0%	3%	1%	7%	7%	0%	8%	10%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)		11.1	11.1		11.1	11.1	11.5	42.4	42.4	2.8	33.8	33.8
Effective Green, g (s)		11.1	11.1		11.1	11.1	11.5	42.4	42.4	2.8	33.8	33.8
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.14	0.53	0.53	0.03	0.42	0.42
Clearance Time (s)		7.7	7.7		7.7	7.7	8.5	8.0	8.0	8.2	7.6	7.6
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	2.7	2.7	3.0	2.7	2.7
Lane Grp Cap (vph)		178	217		184	217	256	2563	797	63	2024	618
v/s Ratio Prot							c0.07	c0.26		0.01	c0.24	
v/s Ratio Perm		c0.07	0.01		0.03	0.01			0.01			0.01
v/c Ratio		0.48	0.05		0.23	0.04	0.51	0.49	0.02	0.41	0.56	0.02
Uniform Delay, d1		31.9	30.0		30.7	30.0	31.7	12.0	9.0	37.9	17.6	13.5
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.1	0.1		0.6	0.1	1.6	0.1	0.0	4.3	0.3	0.0
Delay (s)		34.0	30.1		31.4	30.0	33.3	12.1	9.0	42.2	17.9	13.6
Level of Service		C	C		C	C	C	B	A	D	B	B
Approach Delay (s)		32.2			30.5			14.0			18.3	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			17.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			80.2				Sum of lost time (s)			23.9		
Intersection Capacity Utilization			58.0%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

21: US 27 & 4 Corners Blvd/Tri County Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	33	71	54	14	225	14	1167	69	221	1143	17
Future Volume (vph)	71	33	71	54	14	225	14	1167	69	221	1143	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.9			8.9	8.9	9.0	8.0	8.0	9.0	8.0	8.0
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1711			1723	1568	1805	4803	1568	1787	4848	1524
Flt Permitted		0.83			0.62	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1458			1115	1568	1805	4803	1568	1787	4848	1524
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	76	35	76	58	15	242	15	1255	74	238	1229	18
RTOR Reduction (vph)	0	17	0	0	0	201	0	0	44	0	0	8
Lane Group Flow (vph)	0	170	0	0	73	41	15	1255	30	238	1229	10
Heavy Vehicles (%)	0%	0%	7%	4%	14%	3%	0%	8%	3%	1%	7%	6%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Actuated Green, G (s)		18.2			18.2	18.2	2.5	43.2	43.2	20.0	60.7	60.7
Effective Green, g (s)		18.2			18.2	18.2	2.5	43.2	43.2	20.0	60.7	60.7
Actuated g/C Ratio		0.17			0.17	0.17	0.02	0.40	0.40	0.19	0.57	0.57
Clearance Time (s)		8.9			8.9	8.9	9.0	8.0	8.0	9.0	8.0	8.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.6	2.6	3.0	2.6	2.6
Lane Grp Cap (vph)		247			189	265	42	1933	631	333	2742	862
v/s Ratio Prot							0.01	c0.26		c0.13	0.25	
v/s Ratio Perm		c0.12			0.07	0.03			0.02			0.01
v/c Ratio		0.69			0.39	0.15	0.36	0.65	0.05	0.71	0.45	0.01
Uniform Delay, d1		41.9			39.6	38.0	51.6	25.9	19.5	41.0	13.6	10.2
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		7.8			1.3	0.3	5.1	0.7	0.0	7.1	0.1	0.0
Delay (s)		49.7			40.9	38.3	56.8	26.6	19.5	48.1	13.6	10.2
Level of Service		D			D	D	E	C	B	D	B	B
Approach Delay (s)		49.7			38.9			26.6			19.1	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay		25.7										
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		107.3										
Intersection Capacity Utilization		73.1%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: US 27 & Waverly Barn Rd/Dunson Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	14	20	48	124	6	113	74	924	141	211	1066	50
Future Volume (vph)	14	20	48	124	6	113	74	924	141	211	1066	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	7.4		7.4		8.8	7.8	7.8	8.6	7.6	7.6
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1666	1313		1696		1410	4673	1599	1719	4893	1553
Flt Permitted		0.98	1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1666	1313		1696		1410	4673	1599	1719	4893	1553
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	15	22	53	136	7	124	81	1015	155	232	1171	55
RTOR Reduction (vph)	0	0	49	0	16	0	0	0	110	0	0	34
Lane Group Flow (vph)	0	37	4	0	251	0	81	1015	45	232	1171	21
Heavy Vehicles (%)	29%	0%	23%	1%	0%	4%	28%	11%	1%	5%	6%	4%
Turn Type	Split	NA	Prot	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases								2				6
Actuated Green, G (s)		9.3	9.3		30.5		16.1	41.0	41.0	27.9	52.8	52.8
Effective Green, g (s)		9.3	9.3		30.5		16.1	41.0	41.0	27.9	52.8	52.8
Actuated g/C Ratio		0.07	0.07		0.22		0.12	0.29	0.29	0.20	0.38	0.38
Clearance Time (s)		7.4	7.4		7.4		8.8	7.8	7.8	8.6	7.6	7.6
Vehicle Extension (s)		3.0	3.0		5.0		5.0	2.4	2.4	5.0	2.4	2.4
Lane Grp Cap (vph)		110	87		369		162	1369	468	342	1846	586
v/s Ratio Prot		c0.02	0.00		c0.15		0.06	c0.22		c0.13	c0.24	
v/s Ratio Perm									0.03			0.01
v/c Ratio		0.34	0.04		0.68		0.50	0.74	0.10	0.68	0.63	0.04
Uniform Delay, d1		62.4	61.1		50.2		58.1	44.7	36.0	51.8	35.6	27.5
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.8	0.2		6.4		5.0	2.1	0.1	6.8	0.6	0.0
Delay (s)		64.2	61.3		56.6		63.1	46.7	36.0	58.7	36.3	27.5
Level of Service		E	E		E		E	D	D	E	D	C
Approach Delay (s)		62.5			56.6			46.5			39.5	
Approach LOS		E			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			44.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			139.9			Sum of lost time (s)			31.2			
Intersection Capacity Utilization			72.3%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

32: US 27 & Deen Still Rd/Ronald Reagan Pkwy

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	84	79	252	57	210	52	862	155	266	1050	39
Future Volume (vph)	53	84	79	252	57	210	52	862	155	266	1050	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	6.8	6.8	7.8	7.0	7.0	8.6	7.6	7.6	8.6	7.6	7.6
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2943	1624	1272	3433	1776	1495	1444	4848	1495	3303	4940	1233
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2943	1624	1272	3433	1776	1495	1444	4848	1495	3303	4940	1233
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	59	93	88	280	63	233	58	958	172	296	1167	43
RTOR Reduction (vph)	0	0	77	0	0	184	0	0	121	0	0	27
Lane Group Flow (vph)	59	93	11	280	63	49	58	958	51	296	1167	16
Heavy Vehicles (%)	19%	17%	27%	2%	7%	8%	25%	7%	8%	6%	5%	31%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	6.4	13.7	13.7	14.5	22.3	22.3	8.5	31.6	31.6	15.4	38.5	38.5
Effective Green, g (s)	6.4	13.7	13.7	14.5	22.3	22.3	8.5	31.6	31.6	15.4	38.5	38.5
Actuated g/C Ratio	0.06	0.13	0.13	0.14	0.21	0.21	0.08	0.30	0.30	0.15	0.36	0.36
Clearance Time (s)	7.1	6.8	6.8	7.8	7.0	7.0	8.6	7.6	7.6	8.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.4	2.4	3.0	2.4	2.4
Lane Grp Cap (vph)	177	209	164	469	373	314	115	1445	445	479	1794	447
v/s Ratio Prot	0.02	c0.06		c0.08	0.04		0.04	0.20		c0.09	c0.24	
v/s Ratio Perm			0.01			0.03			0.03			0.01
v/c Ratio	0.33	0.44	0.07	0.60	0.17	0.16	0.50	0.66	0.12	0.62	0.65	0.03
Uniform Delay, d1	47.8	42.6	40.5	43.0	34.3	34.2	46.7	32.5	27.0	42.5	28.1	21.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	1.5	0.2	2.0	0.2	0.2	3.5	1.0	0.1	2.4	0.7	0.0
Delay (s)	48.9	44.1	40.7	45.1	34.5	34.4	50.2	33.6	27.1	44.9	28.9	21.8
Level of Service	D	D	D	D	C	C	D	C	C	D	C	C
Approach Delay (s)		44.1			39.6			33.4			31.8	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			34.5				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			106.0				Sum of lost time (s)			30.8		
Intersection Capacity Utilization			60.8%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: US 27 & Access Rd/Ritchie Bros Driveway

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	0	59	0	0	0	171	1434	0	29	1255	58
Future Volume (vph)	33	0	59	0	0	0	171	1434	0	29	1255	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	7.4				7.8	7.6		7.6	7.6	7.6
Lane Util. Factor		1.00	1.00				0.97	0.91		1.00	0.91	1.00
Frt		1.00	0.85				1.00	1.00		1.00	1.00	0.85
Flt Protected		0.95	1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1752	1417				3400	4848		1752	4848	1482
Flt Permitted		0.76	1.00				0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)		1397	1417				3400	4848		1752	4848	1482
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	34	0	61	0	0	0	178	1494	0	30	1307	60
RTOR Reduction (vph)	0	0	56	0	0	0	0	0	0	0	0	29
Lane Group Flow (vph)	0	34	5	0	0	0	178	1494	0	30	1307	31
Heavy Vehicles (%)	3%	0%	14%	0%	0%	0%	3%	7%	0%	3%	7%	9%
Turn Type	Perm	NA	Perm			Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)		7.4	7.4				10.0	51.4		2.9	44.1	44.1
Effective Green, g (s)		7.4	7.4				10.0	51.4		2.9	44.1	44.1
Actuated g/C Ratio		0.09	0.09				0.12	0.61		0.03	0.52	0.52
Clearance Time (s)		7.4	7.4				7.8	7.6		7.6	7.6	7.6
Vehicle Extension (s)		5.0	5.0				3.0	5.0		3.0	5.0	5.0
Lane Grp Cap (vph)		122	124				403	2955		60	2536	775
v/s Ratio Prot							c0.05	c0.31		0.02	0.27	
v/s Ratio Perm		c0.02	0.00									0.02
v/c Ratio		0.28	0.04				0.44	0.51		0.50	0.52	0.04
Uniform Delay, d1		36.0	35.2				34.6	9.3		40.0	13.1	9.8
Progression Factor		1.00	1.00				1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		2.6	0.3				0.8	0.3		6.4	0.4	0.0
Delay (s)		38.6	35.5				35.3	9.6		46.4	13.5	9.8
Level of Service		D	D				D	A		D	B	A
Approach Delay (s)		36.6			0.0			12.3			14.0	
Approach LOS		D			A			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			84.3				Sum of lost time (s)			22.8		
Intersection Capacity Utilization			54.9%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: US 27 & WB I-4 Ramps/Driveway

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	8	781	34	11	24	186	1430	22	17	925	0
Future Volume (vph)	141	8	781	34	11	24	186	1430	22	17	925	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2	7.4		6.7		7.4	7.0		7.4	8.6	
Lane Util. Factor	1.00	1.00	0.76		1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85		0.95		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1492	1900	3317		1665		3183	4883		1805	4848	
Flt Permitted	0.95	1.00	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1492	1900	3317		1665		3183	4883		1805	4848	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	147	8	814	35	11	25	194	1490	23	18	964	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	1	0	0	0	0
Lane Group Flow (vph)	147	8	814	0	54	0	194	1512	0	18	964	0
Heavy Vehicles (%)	21%	0%	11%	3%	0%	13%	10%	6%	5%	0%	7%	0%
Turn Type	Split	NA	pt+ov	Split	NA		Prot	NA		Prot	NA	
Protected Phases	8	8	18	4	4		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	20.8	20.8	43.2		8.2		15.0	60.5		3.2	47.1	
Effective Green, g (s)	20.8	20.8	43.2		8.2		15.0	60.5		3.2	47.1	
Actuated g/C Ratio	0.17	0.17	0.36		0.07		0.12	0.50		0.03	0.39	
Clearance Time (s)	6.2	6.2			6.7		7.4	7.0		7.4	8.6	
Vehicle Extension (s)	5.0	5.0			3.0		4.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	258	329	1194		113		397	2461		48	1902	
v/s Ratio Prot	0.10	0.00	c0.25		c0.03		0.06	c0.31		0.01	c0.20	
v/s Ratio Perm												
v/c Ratio	0.57	0.02	0.68		0.48		0.49	0.61		0.38	0.51	
Uniform Delay, d1	45.5	41.2	32.6		53.8		48.9	21.4		57.4	27.6	
Progression Factor	1.00	1.00	1.00		1.00		1.03	0.92		1.00	1.00	
Incremental Delay, d2	4.7	0.1	2.1		3.2		3.5	1.0		4.9	1.0	
Delay (s)	50.2	41.2	34.7		57.0		54.0	20.7		62.3	28.6	
Level of Service	D	D	C		E		D	C		E	C	
Approach Delay (s)		37.1			57.0			24.5			29.2	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.6				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			28.9		
Intersection Capacity Utilization			63.4%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

41: US 27 & Frontage Rd/EB I-4 Ramps

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	82	63	23	121	27	256	120	1261	0	213	1490	31
Future Volume (vph)	82	63	23	121	27	256	120	1261	0	213	1490	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	9.2	9.2		6.2	6.2	7.2	7.7	8.3		7.2	6.8	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.91		0.97	0.91	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	1729		1517	1594	1468	1752	4940		3213	4795	
Flt Permitted	0.95	1.00		0.95	0.97	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1719	1729		1517	1594	1468	1752	4940		3213	4795	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	85	65	24	125	28	264	124	1300	0	220	1536	32
RTOR Reduction (vph)	0	12	0	0	0	152	0	0	0	0	2	0
Lane Group Flow (vph)	85	77	0	76	77	112	124	1300	0	220	1566	0
Heavy Vehicles (%)	5%	6%	4%	13%	4%	10%	3%	5%	0%	9%	8%	0%
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	3	3		4	4	5	1	6		5	2	
Permitted Phases						4						
Actuated Green, G (s)	13.8	13.8		12.5	12.5	26.0	16.3	49.3		13.5	47.5	
Effective Green, g (s)	13.8	13.8		12.5	12.5	26.0	16.3	49.3		13.5	47.5	
Actuated g/C Ratio	0.12	0.12		0.10	0.10	0.22	0.14	0.41		0.11	0.40	
Clearance Time (s)	9.2	9.2		6.2	6.2	7.2	7.7	8.3		7.2	6.8	
Vehicle Extension (s)	6.0	6.0		6.0	6.0	3.0	3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	197	198		158	166	318	237	2029		361	1898	
v/s Ratio Prot	c0.05	0.04		c0.05	0.05	0.04	0.07	c0.26		0.07	c0.33	
v/s Ratio Perm						0.04						
v/c Ratio	0.43	0.39		0.48	0.46	0.35	0.52	0.64		0.61	0.83	
Uniform Delay, d1	49.4	49.2		50.7	50.6	39.9	48.2	28.3		50.7	32.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.62	0.44		0.81	1.26	
Incremental Delay, d2	4.2	3.6		6.4	5.7	0.7	5.8	1.1		2.3	3.4	
Delay (s)	53.7	52.8		57.1	56.3	40.5	35.8	13.7		43.6	44.4	
Level of Service	D	D		E	E	D	D	B		D	D	
Approach Delay (s)		53.2			46.5			15.6			44.3	
Approach LOS		D			D			B			D	
Intersection Summary												
HCM 2000 Control Delay			34.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			30.9		
Intersection Capacity Utilization			67.1%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

44: US 27 & Home Run Blvd/Posner Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	10	27	23	8	124	49	2362	29	121	1433	71
Future Volume (vph)	230	10	27	23	8	124	49	2362	29	121	1433	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.7	6.7	6.3	6.9	7.4	7.2	6.8		7.4	6.9	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.86		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	1900	1615	2870	1681	2682	1736	6154		3400	4723	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1736	1900	1615	2870	1681	2682	1736	6154		3400	4723	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	235	10	28	23	8	127	50	2410	30	123	1462	72
RTOR Reduction (vph)	0	0	23	0	0	111	0	1	0	0	4	0
Lane Group Flow (vph)	235	10	5	23	8	16	50	2439	0	123	1530	0
Heavy Vehicles (%)	4%	0%	0%	22%	13%	6%	4%	6%	7%	3%	9%	10%
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	22.0	19.5	19.5	4.2	1.5	15.5	7.7	55.1		14.0	61.5	
Effective Green, g (s)	22.0	19.5	19.5	4.2	1.5	15.5	7.7	55.1		14.0	61.5	
Actuated g/C Ratio	0.18	0.16	0.16	0.04	0.01	0.13	0.06	0.46		0.12	0.51	
Clearance Time (s)	6.3	6.7	6.7	6.3	6.9	7.4	7.2	6.8		7.4	6.9	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	318	308	262	100	21	511	111	2825		396	2420	
v/s Ratio Prot	c0.14	0.01		c0.01	0.00	0.00	0.03	c0.40		0.04	c0.32	
v/s Ratio Perm			0.00			0.00						
v/c Ratio	0.74	0.03	0.02	0.23	0.38	0.03	0.45	0.86		0.31	0.63	
Uniform Delay, d1	46.3	42.3	42.2	56.3	58.8	45.7	54.1	29.1		48.6	21.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.09	0.52		0.38	0.03	
Incremental Delay, d2	8.7	0.0	0.0	1.2	11.2	0.0	2.1	2.8		0.3	0.7	
Delay (s)	55.0	42.4	42.2	57.5	69.9	45.7	60.8	17.9		18.7	1.5	
Level of Service	D	D	D	E	E	D	E	B		B	A	
Approach Delay (s)		53.2			48.7			18.8			2.7	
Approach LOS		D			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			16.1									
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			75.7%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

47: US 27 & Heller Bros Blvd/Deer Creek Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			  	
Traffic Volume (vph)	12	6	53	18	0	43	10	2426	35	10	1184	1
Future Volume (vph)	12	6	53	18	0	43	10	2426	35	10	1184	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	7.4	7.4	7.4		8.6	8.6	8.6	8.6	8.6	8.6
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1524	1703	1335		1805	4988	1615	1805	4803	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1524	1703	1335		1805	4988	1615	1805	4803	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	7	58	20	0	47	11	2637	38	11	1287	1
RTOR Reduction (vph)	0	0	55	0	45	0	0	0	13	0	0	0
Lane Group Flow (vph)	13	7	3	20	2	0	11	2637	25	11	1287	1
Heavy Vehicles (%)	0%	0%	6%	6%	0%	21%	0%	4%	0%	0%	8%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	2.9	5.6	5.6	3.3	6.0		1.9	77.6	77.6	1.5	77.2	77.2
Effective Green, g (s)	2.9	5.6	5.6	3.3	6.0		1.9	77.6	77.6	1.5	77.2	77.2
Actuated g/C Ratio	0.02	0.05	0.05	0.03	0.05		0.02	0.65	0.65	0.01	0.64	0.64
Clearance Time (s)	7.4	7.4	7.4	7.4	7.4		8.6	8.6	8.6	8.6	8.6	8.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	43	168	71	46	66		28	3225	1044	22	3089	1038
v/s Ratio Prot	c0.01	0.00		c0.01	c0.00		0.01	c0.53		0.01	c0.27	
v/s Ratio Perm			0.00						0.02			0.00
v/c Ratio	0.30	0.04	0.04	0.43	0.04		0.39	0.82	0.02	0.50	0.42	0.00
Uniform Delay, d1	57.6	54.6	54.6	57.4	54.2		58.5	15.9	7.6	58.9	10.4	7.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.67	0.29	1.00	1.33	0.37	1.00
Incremental Delay, d2	3.9	0.1	0.2	6.5	0.2		7.3	2.0	0.0	14.6	0.4	0.0
Delay (s)	61.5	54.7	54.8	63.9	54.5		46.6	6.6	7.6	93.2	4.2	7.6
Level of Service	E	D	D	E	D		D	A	A	F	A	A
Approach Delay (s)		55.9			57.3			6.8			5.0	
Approach LOS		E			E			A			A	

Intersection Summary

HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	32.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

51: US 27 & Minute Maid Ramp Rd 2/Citrus Ridge Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	2	35	40	2	137	19	2103	17	51	1277	18
Future Volume (vph)	57	2	35	40	2	137	19	2103	17	51	1277	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.1	7.1		7.1	7.1	8.5	7.5	7.5	8.5	7.5	7.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1812	1615		1731	1599	1719	4940	1302	1671	4715	1455
Flt Permitted		0.70	1.00		0.69	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1333	1615		1254	1599	1719	4940	1302	1671	4715	1455
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	59	2	36	41	2	141	20	2168	18	53	1316	19
RTOR Reduction (vph)	0	0	33	0	0	128	0	0	8	0	0	6
Lane Group Flow (vph)	0	61	3	0	43	13	20	2168	10	53	1316	13
Heavy Vehicles (%)	0%	0%	0%	5%	0%	1%	5%	5%	24%	8%	10%	11%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)		11.0	11.0		11.0	11.0	3.3	69.3	69.3	16.6	82.6	82.6
Effective Green, g (s)		11.0	11.0		11.0	11.0	3.3	69.3	69.3	16.6	82.6	82.6
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.03	0.58	0.58	0.14	0.69	0.69
Clearance Time (s)		7.1	7.1		7.1	7.1	8.5	7.5	7.5	8.5	7.5	7.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	2.4	2.4	3.0	2.4	2.4
Lane Grp Cap (vph)		122	148		114	146	47	2852	751	231	3245	1001
v/s Ratio Prot							0.01	c0.44		0.03	c0.28	
v/s Ratio Perm		c0.05	0.00		0.03	0.01			0.01			0.01
v/c Ratio		0.50	0.02		0.38	0.09	0.43	0.76	0.01	0.23	0.41	0.01
Uniform Delay, d1		51.9	49.6		51.3	49.9	57.4	19.1	10.8	46.0	8.1	5.9
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.81	1.04	1.00
Incremental Delay, d2		3.2	0.1		2.1	0.3	6.1	2.0	0.0	0.5	0.4	0.0
Delay (s)		55.1	49.7		53.4	50.2	63.5	21.1	10.8	37.7	8.8	5.9
Level of Service		E	D		D	D	E	C	B	D	A	A
Approach Delay (s)		53.1			50.9			21.4			9.9	
Approach LOS		D			D			C			A	
Intersection Summary												
HCM 2000 Control Delay		19.4										
HCM 2000 Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		120.0										
Intersection Capacity Utilization		73.0%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

58: US 27 & Hotel Driveway/Ridgewood Lakes Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	0	0	0	73	0	104	4	2025	31	37	1426	0
Future Volume (vph)	0	0	0	73	0	104	4	2025	31	37	1426	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.7		6.7	8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor				1.00		1.00	1.00	0.91	1.00	1.00	0.91	
Frt				1.00		0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected				0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)				1736		1583	1805	4940	1568	1719	4803	
Flt Permitted				0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)				1736		1583	1805	4940	1568	1719	4803	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	75	0	107	4	2088	32	38	1470	0
RTOR Reduction (vph)	0	0	0	0	0	96	0	0	13	0	0	0
Lane Group Flow (vph)	0	0	0	75	0	11	4	2088	19	38	1470	0
Heavy Vehicles (%)	0%	0%	0%	4%	0%	2%	0%	5%	3%	5%	8%	0%
Turn Type				Prot		Prot	Prot	NA	Perm	Prot	NA	
Protected Phases				4		4	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)				9.8		9.8	1.0	56.2	56.2	4.6	59.8	
Effective Green, g (s)				9.8		9.8	1.0	56.2	56.2	4.6	59.8	
Actuated g/C Ratio				0.11		0.11	0.01	0.60	0.60	0.05	0.64	
Clearance Time (s)				6.7		6.7	8.0	8.0	8.0	8.0	8.0	
Vehicle Extension (s)				3.0		3.0	3.0	2.1	2.1	3.0	2.1	
Lane Grp Cap (vph)				182		166	19	2975	944	84	3078	
v/s Ratio Prot				c0.04		0.01	0.00	c0.42		c0.02	c0.31	
v/s Ratio Perm									0.01			
v/c Ratio				0.41		0.07	0.21	0.70	0.02	0.45	0.48	
Uniform Delay, d1				39.1		37.6	45.8	12.8	7.5	43.1	8.7	
Progression Factor				1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2				1.5		0.2	5.5	0.6	0.0	3.8	0.1	
Delay (s)				40.6		37.8	51.2	13.4	7.5	47.0	8.7	
Level of Service				D		D	D	B	A	D	A	
Approach Delay (s)		0.0			38.9			13.4			9.7	
Approach LOS		A			D			B			A	
Intersection Summary												
HCM 2000 Control Delay			13.1			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			93.3			Sum of lost time (s)			22.7			
Intersection Capacity Utilization			57.8%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

64: US 27 & Massee Rd/Holly Hill Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	3	39	2	11	111	34	1962	11	107	1080	61
Future Volume (vph)	25	3	39	2	11	111	34	1962	11	107	1080	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5		7.5	7.5		8.6	7.6	7.6	8.5	7.8	7.8
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.86		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1589		1805	1556		1805	4940	1482	1752	4715	1583
Flt Permitted	0.57	1.00		0.73	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1088	1589		1383	1556		1805	4940	1482	1752	4715	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	27	3	42	2	12	119	37	2110	12	115	1161	66
RTOR Reduction (vph)	0	39	0	0	110	0	0	0	5	0	0	21
Lane Group Flow (vph)	27	6	0	2	21	0	37	2110	7	115	1161	45
Heavy Vehicles (%)	0%	0%	3%	0%	0%	6%	0%	5%	9%	3%	10%	2%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8					6			2
Actuated Green, G (s)	8.8	8.8		8.8	8.8		5.3	75.6	75.6	13.1	83.1	83.1
Effective Green, g (s)	8.8	8.8		8.8	8.8		5.3	75.6	75.6	13.1	83.1	83.1
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.04	0.62	0.62	0.11	0.69	0.69
Clearance Time (s)	7.5	7.5		7.5	7.5		8.6	7.6	7.6	8.5	7.8	7.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	79	115		100	113		78	3083	925	189	3235	1086
v/s Ratio Prot		0.00			0.01		0.02	c0.43		c0.07	c0.25	
v/s Ratio Perm	c0.02			0.00					0.01			0.03
v/c Ratio	0.34	0.05		0.02	0.18		0.47	0.68	0.01	0.61	0.36	0.04
Uniform Delay, d1	53.4	52.3		52.1	52.8		56.5	14.9	8.6	51.6	7.9	6.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.6	0.2		0.1	0.8		4.5	0.8	0.0	5.5	0.1	0.0
Delay (s)	56.0	52.5		52.2	53.6		61.0	15.7	8.6	57.0	8.1	6.2
Level of Service	E	D		D	D		E	B	A	E	A	A
Approach Delay (s)		53.8			53.5			16.5			12.2	
Approach LOS		D			D			B			B	

Intersection Summary

HCM 2000 Control Delay	17.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	121.1	Sum of lost time (s)	23.9
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

72: US 27 & Sanders Rd/Davenport Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	37	41	188	12	321	18	1682	120	98	986	13
Future Volume (vph)	52	37	41	188	12	321	18	1682	120	98	986	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.2	8.2		8.2	8.2		8.6	7.6	7.6	8.6	7.6	7.6
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.92		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1664		1736	1579		1480	4893	1553	1719	4715	1404
Flt Permitted	0.15	1.00		0.70	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	287	1664		1280	1579		1480	4893	1553	1719	4715	1404
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	58	41	46	209	13	357	20	1869	133	109	1096	14
RTOR Reduction (vph)	0	28	0	0	176	0	0	0	63	0	0	6
Lane Group Flow (vph)	58	59	0	209	194	0	20	1869	70	109	1096	8
Heavy Vehicles (%)	2%	3%	7%	4%	0%	3%	22%	6%	4%	5%	10%	15%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4					6			2
Actuated Green, G (s)	26.0	26.0		26.0	26.0		3.5	71.3	71.3	13.6	81.4	81.4
Effective Green, g (s)	26.0	26.0		26.0	26.0		3.5	71.3	71.3	13.6	81.4	81.4
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.03	0.53	0.53	0.10	0.60	0.60
Clearance Time (s)	8.2	8.2		8.2	8.2		8.6	7.6	7.6	8.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	55	319		245	303		38	2578	818	172	2836	844
v/s Ratio Prot		0.04			0.12		0.01	c0.38		c0.06	c0.23	
v/s Ratio Perm	c0.20			0.16					0.05			0.01
v/c Ratio	1.05	0.18		0.85	0.64		0.53	0.72	0.09	0.63	0.39	0.01
Uniform Delay, d1	54.7	45.8		52.8	50.3		65.1	24.5	15.9	58.5	14.0	10.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	137.5	0.3		23.8	4.4		12.5	1.3	0.1	7.4	0.2	0.0
Delay (s)	192.1	46.0		76.6	54.7		77.6	25.8	15.9	65.9	14.2	10.8
Level of Service	F	D		E	D		E	C	B	E	B	B
Approach Delay (s)		104.5			62.6			25.6			18.8	
Approach LOS		F			E			C			B	
Intersection Summary												
HCM 2000 Control Delay			31.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			135.3			Sum of lost time (s)			24.4			
Intersection Capacity Utilization			91.4%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

81: US 27 & Miracle Toyota/Bates Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	3	13	249	7	184	11	1622	150	134	1536	17
Future Volume (vph)	9	3	13	249	7	184	11	1622	150	134	1536	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	7.1		6.9	6.8		8.2	7.6	7.6	8.3	7.6	7.6
Lane Util. Factor	0.97	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.88		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	1668		1736	1580		1805	4715	1553	1752	4759	1524
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	1668		1736	1580		1805	4715	1553	1752	4759	1524
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	9	3	13	254	7	188	11	1655	153	137	1567	17
RTOR Reduction (vph)	0	13	0	0	150	0	0	0	79	0	0	7
Lane Group Flow (vph)	9	3	0	254	45	0	11	1655	74	137	1567	10
Heavy Vehicles (%)	0%	0%	0%	4%	0%	3%	0%	10%	4%	3%	9%	6%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	1.3	3.0		27.9	30.6		3.0	72.1	72.1	17.1	86.3	86.3
Effective Green, g (s)	1.3	3.0		27.9	30.6		3.0	72.1	72.1	17.1	86.3	86.3
Actuated g/C Ratio	0.01	0.02		0.19	0.20		0.02	0.48	0.48	0.11	0.58	0.58
Clearance Time (s)	6.2	7.1		6.9	6.8		8.2	7.6	7.6	8.3	7.6	7.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	2.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	30	33		322	322		36	2266	746	199	2738	876
v/s Ratio Prot	c0.00	0.00		c0.15	c0.03		0.01	c0.35		c0.08	c0.33	
v/s Ratio Perm									0.05			0.01
v/c Ratio	0.30	0.10		0.79	0.14		0.31	0.73	0.10	0.69	0.57	0.01
Uniform Delay, d1	73.9	72.2		58.2	48.9		72.5	31.2	21.2	63.9	20.2	13.6
Progression Factor	1.00	1.00		1.00	1.00		1.54	0.67	1.67	1.00	1.00	1.00
Incremental Delay, d2	5.6	1.3		12.1	0.2		4.2	1.9	0.2	9.5	0.9	0.0
Delay (s)	79.5	73.5		70.3	49.1		115.5	22.7	35.6	73.4	21.0	13.6
Level of Service	E	E		E	D		F	C	D	E	C	B
Approach Delay (s)		75.6			61.1			24.3			25.1	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.1			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			29.9			
Intersection Capacity Utilization			78.1%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

84: US 27 & Glen Este Blvd/Southern Dunes Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	13	16	112	18	80	52	1575	115	79	1174	27
Future Volume (vph)	54	13	16	112	18	80	52	1575	115	79	1174	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	7.0		9.4	9.4	9.4	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1688		3303	1792	1599	1770	4848	1568	1752	4803	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1688		3303	1792	1599	1770	4848	1568	1752	4803	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	56	14	17	117	19	83	54	1641	120	82	1223	28
RTOR Reduction (vph)	0	16	0	0	0	78	0	0	48	0	0	14
Lane Group Flow (vph)	56	15	0	117	19	5	54	1641	72	82	1223	14
Heavy Vehicles (%)	2%	0%	6%	6%	6%	1%	2%	7%	3%	3%	8%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	8.9	4.9		13.2	9.5	9.5	24.1	89.4	89.4	12.3	77.6	77.6
Effective Green, g (s)	8.9	4.9		13.2	9.5	9.5	24.1	89.4	89.4	12.3	77.6	77.6
Actuated g/C Ratio	0.06	0.03		0.09	0.06	0.06	0.16	0.60	0.60	0.08	0.52	0.52
Clearance Time (s)	6.7	7.0		9.4	9.4	9.4	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	105	55		290	113	101	284	2889	934	143	2484	835
v/s Ratio Prot	0.03	c0.01		c0.04	c0.01		0.03	c0.34		0.05	c0.25	
v/s Ratio Perm						0.00			0.05			0.01
v/c Ratio	0.53	0.26		0.40	0.17	0.05	0.19	0.57	0.08	0.57	0.49	0.02
Uniform Delay, d1	68.5	70.8		64.7	66.5	66.0	54.5	18.5	12.8	66.3	23.4	17.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.75	0.33	0.22	0.93	0.65	1.00
Incremental Delay, d2	5.1	2.6		0.9	0.7	0.2	1.2	0.7	0.1	4.7	0.6	0.0
Delay (s)	73.7	73.4		65.6	67.2	66.2	41.8	6.8	2.9	66.4	15.9	17.7
Level of Service	E	E		E	E	E	D	A	A	E	B	B
Approach Delay (s)		73.6			66.0			7.6			19.0	
Approach LOS		E			E			A			B	
Intersection Summary												
HCM 2000 Control Delay			17.4				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			30.2		
Intersection Capacity Utilization			64.0%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

87: US 27 & Old Polk City Rd/Main St W

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	72	125	84	81	81	198	1580	29	100	1534	96
Future Volume (vph)	164	72	125	84	81	81	198	1580	29	100	1534	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1	7.1	7.1	7.1	7.1	7.9	6.9	6.9	7.4	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1703	1881	1324	1719	1863	1553	1543	4673	1568	1787	4759	1568
Flt Permitted	0.61	1.00	1.00	0.71	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1093	1881	1324	1284	1863	1553	1543	4673	1568	1787	4759	1568
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	167	73	128	86	83	83	202	1612	30	102	1565	98
RTOR Reduction (vph)	0	0	117	0	0	77	0	0	13	0	0	51
Lane Group Flow (vph)	167	73	11	86	83	6	202	1612	17	102	1565	47
Heavy Vehicles (%)	6%	1%	22%	5%	2%	4%	17%	11%	3%	1%	9%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	25.5	12.8	12.8	22.1	11.1	11.1	24.6	85.0	85.0	12.7	72.6	72.6
Effective Green, g (s)	25.5	12.8	12.8	22.1	11.1	11.1	24.6	85.0	85.0	12.7	72.6	72.6
Actuated g/C Ratio	0.17	0.09	0.09	0.15	0.07	0.07	0.16	0.57	0.57	0.08	0.48	0.48
Clearance Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	7.9	6.9	6.9	7.4	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	237	160	112	221	137	114	253	2648	888	151	2303	758
v/s Ratio Prot	c0.06	0.04		0.03	0.04		c0.13	c0.34		0.06	c0.33	
v/s Ratio Perm	c0.06		0.01	0.03		0.00			0.01			0.03
v/c Ratio	0.70	0.46	0.10	0.39	0.61	0.05	0.80	0.61	0.02	0.68	0.68	0.06
Uniform Delay, d1	57.4	65.3	63.3	57.4	67.3	64.6	60.3	21.5	14.2	66.6	29.8	20.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.48	0.27	1.00	1.17	0.51	1.00
Incremental Delay, d2	9.2	2.1	0.4	1.1	7.4	0.2	13.7	0.9	0.0	10.9	1.6	0.2
Delay (s)	66.6	67.3	63.7	58.5	74.7	64.8	103.0	6.6	14.3	89.1	16.9	20.7
Level of Service	E	E	E	E	E	E	F	A	B	F	B	C
Approach Delay (s)		65.7			65.9			17.3			21.3	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			26.1				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			29.0		
Intersection Capacity Utilization			74.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

90: US 27 & Commerce Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	6	11	42	5	15	24	1590	109	39	1309	32
Future Volume (vph)	21	6	11	42	5	15	24	1590	109	39	1309	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5		7.1	7.1		7.5	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.91		1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1627		1308	1239		1671	4848	1313	1433	4759	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1627		1308	1239		1671	4848	1313	1433	4759	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	7	12	46	5	16	26	1728	118	42	1423	35
RTOR Reduction (vph)	0	11	0	0	15	0	0	0	55	0	0	12
Lane Group Flow (vph)	23	8	0	46	6	0	26	1728	63	42	1423	23
Heavy Vehicles (%)	0%	0%	9%	38%	0%	47%	8%	7%	23%	26%	9%	3%
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	6.5	6.5		9.5	9.5		5.4	79.6	79.6	26.0	99.6	99.6
Effective Green, g (s)	6.5	6.5		9.5	9.5		5.4	79.6	79.6	26.0	99.6	99.6
Actuated g/C Ratio	0.04	0.04		0.06	0.06		0.04	0.53	0.53	0.17	0.66	0.66
Clearance Time (s)	7.5	7.5		7.1	7.1		7.5	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	78	70		82	78		60	2572	696	248	3159	1041
v/s Ratio Prot	c0.01	0.00		c0.04	0.00		0.02	c0.36		0.03	c0.30	
v/s Ratio Perm									0.05			0.01
v/c Ratio	0.29	0.11		0.56	0.08		0.43	0.67	0.09	0.17	0.45	0.02
Uniform Delay, d1	69.5	69.0		68.2	66.1		70.8	25.7	17.3	52.8	12.1	8.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.54	0.27	1.00
Incremental Delay, d2	2.1	0.7		8.5	0.4		5.0	1.4	0.3	1.2	0.4	0.0
Delay (s)	71.6	69.6		76.7	66.5		75.8	27.1	17.6	29.5	3.6	8.6
Level of Service	E	E		E	E		E	C	B	C	A	A
Approach Delay (s)		70.7			73.5			27.2			4.4	
Approach LOS		E			E			C			A	
Intersection Summary												
HCM 2000 Control Delay			18.8				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			29.0		
Intersection Capacity Utilization			53.1%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

3: US 27 & Polo Park Blvd

09/17/2019

	→	↘	←	↖	↙	↑	↗	↘	↓	↖
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	65	13	56	130	19	1447	72	31	793	12
v/c Ratio	0.31	0.04	0.29	0.45	0.13	0.67	0.09	0.20	0.35	0.01
Control Delay	47.9	0.3	48.3	14.3	50.0	23.3	0.8	49.6	16.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	0.3	48.3	14.3	50.0	23.3	0.8	49.6	16.5	0.0
Queue Length 50th (ft)	37	0	32	0	11	267	0	18	85	0
Queue Length 95th (ft)	93	0	84	59	40	383	5	56	182	0
Internal Link Dist (ft)	523		755			3073			1565	
Turn Bay Length (ft)					520		525	690		495
Base Capacity (vph)	584	601	545	586	463	4142	1357	433	3993	1397
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.02	0.10	0.22	0.04	0.35	0.05	0.07	0.20	0.01
Intersection Summary										

Queues

6: US 27 & Legacy Park Blvd/Florence Villa Grove Rd

09/17/2019



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	157	256	235	88	1233	295	65	818	41
v/c Ratio	0.50	0.78	0.71	0.56	0.72	0.40	0.45	0.56	0.07
Control Delay	59.8	61.5	63.9	79.5	42.8	5.5	76.8	40.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.8	61.5	63.9	79.5	42.8	5.5	76.8	40.3	0.3
Queue Length 50th (ft)	124	172	186	74	353	0	55	215	0
Queue Length 95th (ft)	245	#356	335	163	507	69	127	313	0
Internal Link Dist (ft)		705	1149		1958			2785	
Turn Bay Length (ft)				750		525	660		470
Base Capacity (vph)	430	432	545	204	2289	894	215	2226	799
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.59	0.43	0.43	0.54	0.33	0.30	0.37	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

9: US 27 & Sand Mine Rd

09/17/2019



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	125	126	148	294	265	157	1363	371	265	962	107
v/c Ratio	0.74	0.68	0.49	0.81	0.49	0.25	0.78	0.47	0.67	0.77	0.31
Control Delay	100.1	93.7	16.1	82.8	9.2	59.3	52.8	5.5	83.8	64.1	11.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.1	93.7	16.1	82.8	9.2	59.3	52.8	5.5	83.8	64.1	11.0
Queue Length 50th (ft)	142	142	0	317	0	76	503	0	150	372	0
Queue Length 95th (ft)	#295	#276	67	482	65	126	619	56	228	477	49
Internal Link Dist (ft)		609		739			1294			1909	
Turn Bay Length (ft)	370		290		360	660		460	525		430
Base Capacity (vph)	199	217	333	533	672	645	2442	947	636	2418	579
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.58	0.44	0.55	0.39	0.24	0.56	0.39	0.42	0.40	0.18

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

12: US 27 & Highlands Reserve Blvd/Student Dr

09/17/2019



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	30	115	217	49	1612	44	170	1107	7
v/c Ratio	0.17	0.10	0.59	0.52	0.31	0.75	0.06	0.66	0.40	0.01
Control Delay	39.1	0.6	52.1	10.4	48.5	24.0	0.1	53.2	12.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.1	0.6	52.1	10.4	48.5	24.0	0.1	53.2	12.9	0.0
Queue Length 50th (ft)	17	0	63	0	27	280	0	92	140	0
Queue Length 95th (ft)	49	0	137	66	73	375	0	#223	213	0
Internal Link Dist (ft)	475		828			1994			1229	
Turn Bay Length (ft)				275	555		490	850		510
Base Capacity (vph)	314	421	304	529	304	3362	1145	298	3302	992
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.07	0.38	0.41	0.16	0.48	0.04	0.57	0.34	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

15: US 27 & California Blvd/McFee Dr

09/17/2019



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	86	73	42	70	130	1248	31	26	1131	31
v/c Ratio	0.45	0.24	0.21	0.23	0.47	0.46	0.03	0.16	0.63	0.05
Control Delay	39.5	7.4	33.3	6.7	37.0	12.2	0.1	38.0	21.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.5	7.4	33.3	6.7	37.0	12.2	0.1	38.0	21.5	0.2
Queue Length 50th (ft)	35	0	17	0	53	88	0	11	150	0
Queue Length 95th (ft)	93	28	52	25	126	227	0	40	239	0
Internal Link Dist (ft)	480		432			1300			1833	
Turn Bay Length (ft)					475		490	580		480
Base Capacity (vph)	525	693	543	693	607	4692	1463	613	4651	1424
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.11	0.08	0.10	0.21	0.27	0.02	0.04	0.24	0.02
Intersection Summary										

Queues

21: US 27 & 4 Corners Blvd/Tri County Rd

09/17/2019



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	187	73	242	15	1255	74	238	1229	18
v/c Ratio	0.68	0.37	0.51	0.13	0.73	0.12	0.68	0.43	0.02
Control Delay	50.2	46.2	9.3	56.8	32.0	2.1	51.0	13.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	46.2	9.3	56.8	32.0	2.1	51.0	13.5	0.1
Queue Length 50th (ft)	98	40	0	9	247	0	139	120	0
Queue Length 95th (ft)	219	106	72	38	404	13	285	282	0
Internal Link Dist (ft)	480	613			1341			1935	
Turn Bay Length (ft)			300	560		435	510		425
Base Capacity (vph)	462	342	650	555	2957	1007	641	3298	1071
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.21	0.37	0.03	0.42	0.07	0.37	0.37	0.02

Intersection Summary

Queues

27: US 27 & Waverly Barn Rd/Dunson Rd

09/17/2019

	→	↘	←	↙	↑	↗	↘	↓	↙
Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	37	53	267	81	1015	155	232	1171	55
v/c Ratio	0.34	0.24	0.70	0.50	0.75	0.27	0.68	0.64	0.09
Control Delay	79.2	2.7	59.2	75.5	50.4	7.3	66.0	38.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	2.7	59.2	75.5	50.4	7.3	66.0	38.6	0.3
Queue Length 50th (ft)	33	0	209	70	304	0	198	317	0
Queue Length 95th (ft)	86	0	370	153	453	58	350	452	1
Internal Link Dist (ft)	772		1275		602			1716	
Turn Bay Length (ft)		130		515		465	470		470
Base Capacity (vph)	275	334	1034	218	1787	707	521	2595	869
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.16	0.26	0.37	0.57	0.22	0.45	0.45	0.06
Intersection Summary									

Queues

32: US 27 & Deen Still Rd/Ronald Reagan Pkwy

09/17/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	93	88	280	63	233	58	958	172	296	1167	43
v/c Ratio	0.26	0.49	0.28	0.58	0.16	0.46	0.41	0.69	0.31	0.60	0.63	0.08
Control Delay	52.5	55.2	2.2	48.3	38.8	8.4	56.8	36.5	5.3	47.9	30.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.5	55.2	2.2	48.3	38.8	8.4	56.8	36.5	5.3	47.9	30.4	0.3
Queue Length 50th (ft)	18	56	0	87	34	0	35	201	0	91	236	0
Queue Length 95th (ft)	47	129	0	159	84	69	91	305	43	165	354	0
Internal Link Dist (ft)	852			1457			1614			1024		
Turn Bay Length (ft)	175		275	475			525		755	770		505
Base Capacity (vph)	586	404	459	684	458	558	287	2899	968	987	3446	899
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.23	0.19	0.41	0.14	0.42	0.20	0.33	0.18	0.30	0.34	0.05
Intersection Summary												

Queues

35: US 27 & Access Rd/Ritchie Bros Driveway

09/17/2019

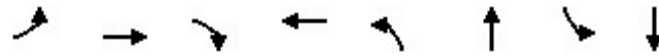


Lane Group	EBT	EBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	34	61	178	1494	30	1307	60
v/c Ratio	0.19	0.23	0.41	0.44	0.19	0.54	0.08
Control Delay	38.1	4.7	37.7	9.6	40.4	15.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	4.7	37.7	9.6	40.4	15.3	1.1
Queue Length 50th (ft)	17	0	45	102	15	164	0
Queue Length 95th (ft)	47	14	81	251	43	231	8
Internal Link Dist (ft)	417			824		793	
Turn Bay Length (ft)			755		730		655
Base Capacity (vph)	570	638	1622	3307	835	2974	947
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.10	0.11	0.45	0.04	0.44	0.06
Intersection Summary							

Queues

38: US 27 & WB I-4 Ramps/Driveway

09/17/2019



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	147	8	814	71	194	1513	18	964
v/c Ratio	0.57	0.02	0.78	0.48	0.69	0.56	0.18	0.45
Control Delay	55.2	41.5	43.8	50.1	66.1	19.2	57.4	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.2	41.5	43.8	50.1	66.1	19.2	57.4	25.4
Queue Length 50th (ft)	106	5	250	40	80	331	14	194
Queue Length 95th (ft)	176	20	316	86	#125	499	38	250
Internal Link Dist (ft)		790		193		1174		1131
Turn Bay Length (ft)	630		630		635		380	
Base Capacity (vph)	258	329	1039	200	281	2699	159	2135
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.02	0.78	0.35	0.69	0.56	0.11	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

41: US 27 & Frontage Rd/EB I-4 Ramps

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	85	89	76	77	264	124	1300	220	1568
v/c Ratio	0.43	0.42	0.48	0.46	0.49	0.52	0.64	0.61	0.83
Control Delay	55.7	47.7	61.1	59.9	13.2	36.2	14.3	46.9	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	47.7	61.1	59.9	13.2	36.2	14.3	46.9	45.4
Queue Length 50th (ft)	62	55	57	58	41	80	85	80	461
Queue Length 95th (ft)	112	106	113	113	115	m110	242	m97	526
Internal Link Dist (ft)		399		520			794		1142
Turn Bay Length (ft)						430		675	
Base Capacity (vph)	240	253	167	176	581	237	2029	476	1900
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.35	0.46	0.44	0.45	0.52	0.64	0.46	0.83

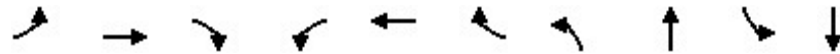
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

44: US 27 & Home Run Blvd/Posner Blvd

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	235	10	28	23	8	127	50	2440	123	1534
v/c Ratio	0.74	0.04	0.06	0.15	0.08	0.24	0.39	0.77	0.34	0.57
Control Delay	61.3	47.0	0.3	55.8	55.2	1.0	63.2	13.8	20.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.3	47.0	0.3	55.8	55.2	1.0	63.2	13.8	20.6	1.1
Queue Length 50th (ft)	169	7	0	8	6	0	34	463	39	5
Queue Length 95th (ft)	#339	23	0	22	23	0	m47	472	m45	16
Internal Link Dist (ft)		350			415			919		989
Turn Bay Length (ft)	155			225		250	460		700	
Base Capacity (vph)	318	260	469	375	113	535	185	3181	357	2696
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.04	0.06	0.06	0.07	0.24	0.27	0.77	0.34	0.57

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

47: US 27 & Heller Bros Blvd/Deer Creek Blvd

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	13	7	58	20	47	11	2637	38	11	1287	1
v/c Ratio	0.14	0.03	0.17	0.20	0.13	0.11	0.69	0.03	0.12	0.35	0.00
Control Delay	56.9	53.8	1.0	58.0	0.7	37.4	5.3	0.0	73.9	3.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	53.8	1.0	58.0	0.7	37.4	5.3	0.0	73.9	3.1	0.0
Queue Length 50th (ft)	10	2	0	15	0	8	42	0	9	4	0
Queue Length 95th (ft)	31	11	0	41	0	m13	#860	m0	m17	97	m0
Internal Link Dist (ft)		744			705		988			1686	
Turn Bay Length (ft)	250		320			470		640	410		445
Base Capacity (vph)	114	439	426	150	456	141	3825	1281	171	3670	1277
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.02	0.14	0.13	0.10	0.08	0.69	0.03	0.06	0.35	0.00

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

51: US 27 & Minute Maid Ramp Rd 2/Citrus Ridge Dr

09/17/2019



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	61	36	43	141	20	2168	18	53	1316	19
v/c Ratio	0.50	0.11	0.38	0.44	0.20	0.71	0.02	0.27	0.38	0.02
Control Delay	65.3	0.7	59.5	6.2	57.9	19.2	0.1	41.0	8.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	0.7	59.5	6.2	57.9	19.2	0.1	41.0	8.2	0.1
Queue Length 50th (ft)	46	0	32	0	15	435	0	27	126	0
Queue Length 95th (ft)	88	0	68	20	41	552	0	61	101	0
Internal Link Dist (ft)	580		907			1933			1156	
Turn Bay Length (ft)		225		210	470		400	465		470
Base Capacity (vph)	365	584	344	579	164	3064	851	229	3446	1094
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.06	0.13	0.24	0.12	0.71	0.02	0.23	0.38	0.02

Intersection Summary

Queues

58: US 27 & Hotel Driveway/Ridgewood Lakes Blvd

09/17/2019

							
Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	75	107	4	2088	32	38	1470
v/c Ratio	0.38	0.33	0.03	0.69	0.03	0.25	0.45
Control Delay	45.8	4.7	45.8	14.6	0.1	46.1	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	4.7	45.8	14.6	0.1	46.1	7.3
Queue Length 50th (ft)	42	0	2	312	0	21	99
Queue Length 95th (ft)	93	15	14	430	0	57	233
Internal Link Dist (ft)				1296			1226
Turn Bay Length (ft)			450		450	490	
Base Capacity (vph)	719	750	320	3509	1157	508	3959
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.14	0.01	0.60	0.03	0.07	0.37
Intersection Summary							

Queues

64: US 27 & Massee Rd/Holly Hill Rd

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	27	45	2	131	37	2110	12	115	1161	66
v/c Ratio	0.33	0.29	0.02	0.58	0.31	0.70	0.01	0.59	0.35	0.06
Control Delay	64.4	22.0	52.5	22.7	60.6	17.6	0.0	63.1	8.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.4	22.0	52.5	22.7	60.6	17.6	0.0	63.1	8.3	0.8
Queue Length 50th (ft)	20	2	1	9	27	363	0	84	132	0
Queue Length 95th (ft)	52	41	10	72	65	517	0	151	191	8
Internal Link Dist (ft)		370		595		946			1244	
Turn Bay Length (ft)	115		260		500		405	485		385
Base Capacity (vph)	232	372	295	426	231	3091	985	448	3578	1224
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.12	0.01	0.31	0.16	0.68	0.01	0.26	0.32	0.05

Intersection Summary

Queues

72: US 27 & Sanders Rd/Davenport Blvd

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	58	87	209	370	20	1869	133	109	1096	14
v/c Ratio	1.02	0.24	0.82	0.76	0.24	0.75	0.15	0.61	0.37	0.02
Control Delay	178.7	30.1	75.4	31.0	66.7	28.3	1.4	70.6	13.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	178.7	30.1	75.4	31.0	66.7	28.3	1.4	70.6	13.3	0.0
Queue Length 50th (ft)	~52	37	172	125	17	446	0	90	130	0
Queue Length 95th (ft)	#152	89	#324	#261	45	551	16	153	231	0
Internal Link Dist (ft)		564		1033		617			1275	
Turn Bay Length (ft)	150		755		525		570	620		410
Base Capacity (vph)	57	361	256	490	170	2524	884	330	2972	924
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.24	0.82	0.76	0.12	0.74	0.15	0.33	0.37	0.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

81: US 27 & Miracle Toyota/Bates Rd

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	9	16	254	195	11	1655	153	137	1567	17
v/c Ratio	0.07	0.17	0.81	0.41	0.14	0.68	0.17	0.69	0.51	0.02
Control Delay	70.1	37.9	77.3	10.9	108.8	20.2	2.1	80.9	16.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	37.9	77.3	10.9	108.8	20.2	2.1	80.9	16.1	0.1
Queue Length 50th (ft)	4	3	229	5	10	531	24	131	247	0
Queue Length 95th (ft)	14	29	#485	83	m23	637	31	198	388	0
Internal Link Dist (ft)		453		641		1884			923	
Turn Bay Length (ft)	270		300		485		230	680		450
Base Capacity (vph)	205	122	315	471	141	2421	891	370	3048	1023
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.13	0.81	0.41	0.08	0.68	0.17	0.37	0.51	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

84: US 27 & Glen Este Blvd/Southern Dunes Blvd

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	31	117	19	83	54	1641	120	82	1223	28
v/c Ratio	0.47	0.30	0.40	0.20	0.30	0.19	0.55	0.12	0.57	0.48	0.03
Control Delay	79.4	46.2	69.0	72.2	2.9	42.2	6.8	0.3	74.4	15.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.4	46.2	69.0	72.2	2.9	42.2	6.8	0.3	74.4	15.4	0.0
Queue Length 50th (ft)	54	13	57	18	0	49	114	0	77	308	0
Queue Length 95th (ft)	100	49	90	47	0	m80	148	m2	m112	312	m0
Internal Link Dist (ft)		445		786			590			2740	
Turn Bay Length (ft)	150		200		200	455		455	450		450
Base Capacity (vph)	215	161	372	126	296	284	2977	1026	172	2572	941
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.19	0.31	0.15	0.28	0.19	0.55	0.12	0.48	0.48	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

87: US 27 & Old Polk City Rd/Main St W

09/17/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	167	73	128	86	83	83	202	1612	30	102	1565	98
v/c Ratio	0.70	0.46	0.45	0.39	0.60	0.29	0.80	0.61	0.03	0.68	0.68	0.11
Control Delay	69.7	74.8	5.7	54.8	85.2	2.4	107.8	6.8	0.1	99.1	17.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.7	74.8	5.7	54.8	85.2	2.4	107.8	6.8	0.1	99.1	17.6	0.3
Queue Length 50th (ft)	144	69	0	70	80	0	206	68	0	97	161	0
Queue Length 95th (ft)	#224	125	6	122	138	0	291	67	m0	160	561	1
Internal Link Dist (ft)		705			678			505			599	
Turn Bay Length (ft)	455		430	295		380	655		395	510		420
Base Capacity (vph)	239	163	289	242	160	308	330	2647	947	173	2302	858
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.45	0.44	0.36	0.52	0.27	0.61	0.61	0.03	0.59	0.68	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

90: US 27 & Commerce Ave

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	19	46	21	26	1728	118	42	1423	35
v/c Ratio	0.24	0.20	0.49	0.20	0.30	0.63	0.15	0.19	0.42	0.03
Control Delay	74.1	43.1	82.9	35.4	76.3	25.1	2.5	31.6	3.7	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.1	43.1	82.9	35.4	76.3	25.1	2.5	31.6	3.7	0.0
Queue Length 50th (ft)	22	7	44	5	25	433	0	38	56	0
Queue Length 95th (ft)	54	35	87	33	58	542	26	m47	68	m0
Internal Link Dist (ft)		470		565		631			699	
Turn Bay Length (ft)					480		415	465		625
Base Capacity (vph)	210	200	260	259	139	2762	806	220	3391	1157
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.10	0.18	0.08	0.19	0.63	0.15	0.19	0.42	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th TWSC

6: US 27 & Sunshine Dr/Paradise Island Dr

09/17/2019

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	8	14	0	18	19	1361	7	14	1108	8
Future Vol, veh/h	14	0	8	14	0	18	19	1361	7	14	1108	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	400	-	355	400	-	415
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	13	7	0	22	0	6	29	21	10	13
Mvmt Flow	16	0	9	16	0	20	21	1512	8	16	1231	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1910	2825	616	2078	2826	756	1240	0	0	1520	0	0
Stage 1	1263	1263	-	1554	1554	-	-	-	-	-	-	-
Stage 2	647	1562	-	524	1272	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.36	6.54	6.5	7.54	5.3	-	-	5.72	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.44	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.84	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	4.03	3.87	4	4.12	3.1	-	-	3.31	-	-
Pot Cap-1 Maneuver	74	18	351	53	18	268	304	-	-	180	-	-
Stage 1	132	243	-	77	176	-	-	-	-	-	-	-
Stage 2	392	174	-	450	241	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	61	15	351	46	15	268	304	-	-	180	-	-
Mov Cap-2 Maneuver	102	87	-	64	89	-	-	-	-	-	-	-
Stage 1	123	221	-	72	164	-	-	-	-	-	-	-
Stage 2	338	162	-	400	220	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	35.2		51.4		0.2		0.3					
HCM LOS	E		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	304	-	-	102	351	112	180	-	-			
HCM Lane V/C Ratio	0.069	-	-	0.153	0.025	0.317	0.086	-	-			
HCM Control Delay (s)	17.7	-	-	46.5	15.5	51.4	26.9	-	-			
HCM Lane LOS	C	-	-	E	C	F	D	-	-			
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.1	1.2	0.3	-	-			

HCM 6th TWSC

9: US 27 & Michelin Driveway/Kokomo Rd

09/17/2019

Intersection												
Int Delay, s/veh	37.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	96	2	206	3	1172	49	113	1007	1
Future Vol, veh/h	0	0	1	96	2	206	3	1172	49	113	1007	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	630	-	675	630	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	3	0	2	0	6	6	8	10	0
Mvmt Flow	0	0	1	99	2	212	3	1208	51	116	1038	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1761	2485	520	1861	2485	604	1039	0	0	1208	0	0
Stage 1	1271	1271	-	1214	1214	-	-	-	-	-	-	-
Stage 2	490	1214	-	647	1271	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.46	6.5	7.14	5.3	-	-	5.46	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.76	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.83	4	3.92	3.1	-	-	3.18	-	-
Pot Cap-1 Maneuver	91	30	433	~ 77	30	378	381	-	-	295	-	-
Stage 1	131	241	-	140	257	-	-	-	-	-	-	-
Stage 2	487	257	-	386	241	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	18	433	~ 53	18	378	381	-	-	295	-	-
Mov Cap-2 Maneuver	62	73	-	101	91	-	-	-	-	-	-	-
Stage 1	130	146	-	139	255	-	-	-	-	-	-	-
Stage 2	210	255	-	234	146	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	13.3		\$ 320.8		0		2.5					
HCM LOS	B		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	381	-	-	433	200	295	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.002	1.567	0.395	-	-				
HCM Control Delay (s)	14.5	-	-	13.3	\$ 320.8	24.9	-	-				
HCM Lane LOS	B	-	-	B	F	C	-	-				
HCM 95th %tile Q(veh)	0	-	-	0	20	1.8	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC

15: US 27 & FairBridge Inn Express/Frederick Ave

09/17/2019

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Vol, veh/h	0	0	2	49	0	108	11	1131	53	80	986	1
Future Vol, veh/h	0	0	2	49	0	108	11	1131	53	80	986	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	340	-	360	340	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	50	4	0	3	9	8	2	4	10	0
Mvmt Flow	0	0	2	54	0	119	12	1243	58	88	1084	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1782	2586	543	1877	2528	622	1085	0	0	1301	0	0
Stage 1	1261	1261	-	1267	1267	-	-	-	-	-	-	-
Stage 2	521	1325	-	610	1261	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	8.1	6.48	6.5	7.16	5.48	-	-	5.38	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.38	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.78	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	4.4	3.84	4	3.93	3.19	-	-	3.14	-	-
Pot Cap-1 Maneuver	88	26	330	74	28	366	337	-	-	274	-	-
Stage 1	133	244	-	127	242	-	-	-	-	-	-	-
Stage 2	467	227	-	404	244	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	17	330	54	18	366	337	-	-	274	-	-
Mov Cap-2 Maneuver	92	74	-	96	92	-	-	-	-	-	-	-
Stage 1	128	166	-	122	233	-	-	-	-	-	-	-
Stage 2	304	219	-	272	166	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	16		87.1		0.1		1.8					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	337	-	-	330	195	274	-	-				
HCM Lane V/C Ratio	0.036	-	-	0.007	0.885	0.321	-	-				
HCM Control Delay (s)	16.1	-	-	16	87.1	24.2	-	-				
HCM Lane LOS	C	-	-	C	F	C	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0	6.8	1.3	-	-				

HCM 6th TWSC

21: US 27 & Lincoln Ave

09/17/2019

Intersection							
Int Delay, s/veh	0.6						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↔	↑↑↑	↔	↔	↑↑↑
Traffic Vol, veh/h	24	15	0	1180	10	18	1302
Future Vol, veh/h	24	15	0	1180	10	18	1302
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	215	-	235	235	-
Veh in Median Storage, #	1	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	13	13	0	8	0	6	9
Mvmt Flow	25	16	0	1229	10	19	1356
Major/Minor	Minor1	Major1		Major2			
Conflicting Flow All	1809	615	990	0	0	1239	0
Stage 1	1229	-	-	-	-	-	-
Stage 2	580	-	-	-	-	-	-
Critical Hdwy	5.96	7.36	5.6	-	-	5.42	-
Critical Hdwy Stg 1	6.86	-	-	-	-	-	-
Critical Hdwy Stg 2	6.26	-	-	-	-	-	-
Follow-up Hdwy	3.93	4.03	2.3	-	-	3.16	-
Pot Cap-1 Maneuver	105	351	453	-	-	289	-
Stage 1	160	-	-	-	-	-	-
Stage 2	451	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	98	351	453	-	-	289	-
Mov Cap-2 Maneuver	130	-	-	-	-	-	-
Stage 1	149	-	-	-	-	-	-
Stage 2	451	-	-	-	-	-	-
Approach	WB	NB		SB			
HCM Control Delay, s	32.3	0		0.2			
HCM LOS	D						
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	453	-	-	172	289		
HCM Lane V/C Ratio	-	-	-	0.236	0.065		
HCM Control Delay (s)	0	-	-	32.3	18.3		
HCM Lane LOS	A	-	-	D	C		
HCM 95th %tile Q(veh)	0	-	-	0.9	0.2		

HCM 6th TWSC

34: US 27 & Vanguard School Ent/Tower Point Ent

09/17/2019

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	42	0	26	46	1174	24	15	1318	18
Future Vol, veh/h	0	0	0	42	0	26	46	1174	24	15	1318	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	280	-	525	510	-	380
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	12	0	4	0	8	17	13	8	0
Mvmt Flow	0	0	0	47	0	29	51	1304	27	17	1464	20
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2122	2931	732	2026	2924	652	1484	0	0	1331	0	0
Stage 1	1498	1498	-	1406	1406	-	-	-	-	-	-	-
Stage 2	624	1433	-	620	1518	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.64	6.5	7.18	5.3	-	-	5.56	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.54	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.94	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.92	4	3.94	3.1	-	-	3.23	-	-
Pot Cap-1 Maneuver	55	15	316	54	16	348	231	-	-	244	-	-
Stage 1	90	187	-	94	208	-	-	-	-	-	-	-
Stage 2	405	201	-	382	183	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	40	11	316	~ 42	12	348	231	-	-	244	-	-
Mov Cap-2 Maneuver	61	76	-	64	68	-	-	-	-	-	-	-
Stage 1	70	174	-	73	162	-	-	-	-	-	-	-
Stage 2	289	157	-	355	170	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		98.4		0.9		0.2					
HCM LOS	A		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	231	-	-	- 64 348	244	-	-					
HCM Lane V/C Ratio	0.221	-	-	- 0.729 0.083	0.068	-	-					
HCM Control Delay (s)	25	-	-	0 149.2 16.3	20.8	-	-					
HCM Lane LOS	C	-	-	A F C	C	-	-					
HCM 95th %tile Q(veh)	0.8	-	-	- 3.2 0.3	0.2	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th Signalized Intersection Summary

3: US 27 & SR 544

11/01/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	370	140	135	94	247	106	187	1064	23	93	846	396
Future Volume (veh/h)	370	140	135	94	247	106	187	1064	23	93	846	396
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1841	1841	1885	1841	1722	1737	1796	1841	1752	1722	1811
Adj Flow Rate, veh/h	389	147	142	99	260	112	197	1120	0	98	891	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	4	4	1	4	12	11	7	4	10	12	6
Cap, veh/h	492	439	372	411	333	264	237	1457		145	1161	
Arrive On Green	0.15	0.24	0.24	0.09	0.18	0.18	0.14	0.30	0.00	0.09	0.25	0.00
Sat Flow, veh/h	3319	1841	1560	1795	1841	1459	1654	4904	1560	1668	4701	1535
Grp Volume(v), veh/h	389	147	142	99	260	112	197	1120	0	98	891	0
Grp Sat Flow(s),veh/h/ln	1659	1841	1560	1795	1841	1459	1654	1635	1560	1668	1567	1535
Q Serve(g_s), s	12.4	7.2	8.3	4.7	14.7	7.4	12.7	22.7	0.0	6.2	19.2	0.0
Cycle Q Clear(g_c), s	12.4	7.2	8.3	4.7	14.7	7.4	12.7	22.7	0.0	6.2	19.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	492	439	372	411	333	264	237	1457		145	1161	
V/C Ratio(X)	0.79	0.34	0.38	0.24	0.78	0.42	0.83	0.77		0.68	0.77	
Avail Cap(c_a), veh/h	911	589	499	748	589	467	454	2243		458	2151	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.9	34.5	34.9	31.0	42.7	39.7	45.5	35.0	0.0	48.4	38.2	0.0
Incr Delay (d2), s/veh	4.1	1.0	1.4	0.4	8.3	2.3	14.5	0.7	0.0	11.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	5.8	5.7	3.5	11.4	4.9	9.9	13.3	0.0	5.3	11.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	35.4	36.3	31.4	51.0	42.0	60.1	35.7	0.0	59.6	39.1	0.0
LnGrp LOS	D	D	D	C	D	D	E	D		E	D	
Approach Vol, veh/h	678			471			1317			A		
Approach Delay, s/veh	43.4			44.7			39.4			41.1		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.9	34.9	23.3	27.3	18.4	40.4	17.0	33.5				
Change Period (Y+Rc), s	* 8.2	7.9	* 7.1	7.5	* 8.9	7.9	7.5	7.5				
Max Green Setting (Gmax), s	* 30	50.0	* 30	35.0	* 30	50.0	30.0	35.0				
Max Q Clear Time (g_c+I1), s	14.7	21.2	14.4	16.7	8.2	24.7	6.7	10.3				
Green Ext Time (p_c), s	1.0	5.0	1.8	3.0	0.5	6.4	0.4	2.4				

Intersection Summary

HCM 6th Ctrl Delay 41.4

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

12: US 27 & Crump Rd/W Main St

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	18	16	38	44	28	24	940	23	17	924	55
Future Volume (veh/h)	61	18	16	38	44	28	24	940	23	17	924	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1900	1900	1856	1900	1900	1781	1767	1767	1900	1737	1900
Adj Flow Rate, veh/h	64	19	17	40	46	29	25	989	24	18	973	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	0	3	0	0	8	9	9	0	11	0
Cap, veh/h	196	102	91	201	124	78	45	1842	572	37	1783	605
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.03	0.38	0.38	0.02	0.38	0.38
Sat Flow, veh/h	1781	924	827	1767	1090	687	1697	4823	1497	1810	4742	1610
Grp Volume(v), veh/h	64	0	36	40	0	75	25	989	24	18	973	58
Grp Sat Flow(s),veh/h/ln	1781	0	1751	1767	0	1776	1697	1608	1497	1810	1581	1610
Q Serve(g_s), s	2.7	0.0	1.5	1.7	0.0	3.2	1.2	13.0	0.8	0.8	13.1	1.9
Cycle Q Clear(g_c), s	2.7	0.0	1.5	1.7	0.0	3.2	1.2	13.0	0.8	0.8	13.1	1.9
Prop In Lane	1.00		0.47	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	0	192	201	0	202	45	1842	572	37	1783	605
V/C Ratio(X)	0.33	0.00	0.19	0.20	0.00	0.37	0.56	0.54	0.04	0.48	0.55	0.10
Avail Cap(c_a), veh/h	655	0	644	650	0	654	520	3549	1102	555	3489	1185
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	33.0	32.8	0.0	33.4	39.2	19.6	15.8	39.5	20.0	16.5
Incr Delay (d2), s/veh	1.0	0.0	0.5	0.5	0.0	1.1	10.3	0.5	0.1	9.5	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	0.0	1.2	1.3	0.0	2.5	1.1	7.6	0.5	0.8	7.6	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.5	0.0	33.4	33.3	0.0	34.6	49.5	20.1	15.9	49.0	20.5	16.6
LnGrp LOS	C	A	C	C	A	C	D	C	B	D	C	B
Approach Vol, veh/h	100			115			1038			1049		
Approach Delay, s/veh	34.1			34.1			20.7			20.8		
Approach LOS	C			C			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	37.9		16.0	9.9	38.3		17.4				
Change Period (Y+Rc), s	8.2	7.2		7.0	8.2	7.2		8.1				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+l1), s	3.2	15.1		4.7	2.8	15.0		5.2				
Green Ext Time (p_c), s	0.0	15.5		0.3	0.0	15.4		0.5				

Intersection Summary

HCM 6th Ctrl Delay 22.0

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

18: US 27 & SR 542/Dundee Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	235	298	168	349	51	278	883	54	58	775	198
Future Volume (veh/h)	285	235	298	168	349	51	278	883	54	58	775	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1841	1796	1870	1781	1856	1796	1767	1900	1737	1870
Adj Flow Rate, veh/h	297	245	310	175	364	53	290	920	56	60	807	206
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	4	7	2	8	3	7	9	0	11	2
Cap, veh/h	361	420	350	203	437	353	323	1752	535	79	1046	350
Arrive On Green	0.10	0.22	0.22	0.12	0.23	0.23	0.18	0.36	0.36	0.04	0.22	0.22
Sat Flow, veh/h	3456	1870	1560	1711	1870	1510	1767	4904	1497	1810	4742	1585
Grp Volume(v), veh/h	297	245	310	175	364	53	290	920	56	60	807	206
Grp Sat Flow(s),veh/h/ln	1728	1870	1560	1711	1870	1510	1767	1635	1497	1810	1581	1585
Q Serve(g_s), s	9.7	13.4	22.1	11.5	21.3	3.2	18.4	17.1	2.9	3.8	18.4	13.4
Cycle Q Clear(g_c), s	9.7	13.4	22.1	11.5	21.3	3.2	18.4	17.1	2.9	3.8	18.4	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	361	420	350	203	437	353	323	1752	535	79	1046	350
V/C Ratio(X)	0.82	0.58	0.88	0.86	0.83	0.15	0.90	0.53	0.10	0.76	0.77	0.59
Avail Cap(c_a), veh/h	451	553	461	268	553	446	461	2218	677	315	2145	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.4	39.8	43.1	49.7	41.9	35.0	45.9	29.2	24.7	54.4	42.1	40.1
Incr Delay (d2), s/veh	9.6	1.3	14.9	19.1	8.5	0.2	15.4	0.2	0.1	14.1	0.9	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	10.2	14.7	10.0	16.0	2.1	14.1	10.5	1.8	3.5	11.3	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	41.1	58.0	68.8	50.4	35.2	61.3	29.4	24.7	68.5	43.0	41.3
LnGrp LOS	E	D	E	E	D	D	E	C	C	E	D	D
Approach Vol, veh/h	852				592				1266			
Approach Delay, s/veh	53.8				54.5				36.5			
Approach LOS	D				D				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.9	32.6	19.4	34.1	13.2	48.3	20.5	33.0				
Change Period (Y+Rc), s	* 7.9	7.2	7.4	* 7.2	8.2	7.2	* 6.8	* 7.2				
Max Green Setting (Gmax), s	* 30	52.0	15.0	* 34	20.0	52.0	* 18	* 34				
Max Q Clear Time (g_c+I1), s	20.4	20.4	11.7	23.3	5.8	19.1	13.5	24.1				
Green Ext Time (p_c), s	0.6	5.0	0.3	1.7	0.1	5.3	0.2	1.7				

Intersection Summary

HCM 6th Ctrl Delay 45.4

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

23: US 27 & Cypress Gardens Blvd/Waverly Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	56	412	25	132	39	408	929	27	22	804	344
Future Volume (veh/h)	282	56	412	25	132	39	408	929	27	22	804	344
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1900	1811	1811	1870	1767	1796	1900	1707	1885
Adj Flow Rate, veh/h	303	60	443	27	142	42	439	999	29	24	865	370
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	4	2	0	6	6	2	9	7	0	13	1
Cap, veh/h	395	389	335	48	171	51	541	2101	663	44	1372	470
Arrive On Green	0.12	0.21	0.21	0.03	0.13	0.13	0.16	0.44	0.44	0.02	0.29	0.29
Sat Flow, veh/h	3428	1841	1585	1810	1343	397	3456	4823	1522	1810	4661	1598
Grp Volume(v), veh/h	303	60	443	27	0	184	439	999	29	24	865	370
Grp Sat Flow(s), veh/h/ln	1714	1841	1585	1810	0	1740	1728	1608	1522	1810	1554	1598
Q Serve(g_s), s	8.7	2.7	21.4	1.5	0.0	10.4	12.4	14.9	1.1	1.3	16.2	21.5
Cycle Q Clear(g_c), s	8.7	2.7	21.4	1.5	0.0	10.4	12.4	14.9	1.1	1.3	16.2	21.5
Prop In Lane	1.00		1.00	1.00		0.23	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	389	335	48	0	222	541	2101	663	44	1372	470
V/C Ratio(X)	0.77	0.15	1.32	0.57	0.00	0.83	0.81	0.48	0.04	0.55	0.63	0.79
Avail Cap(c_a), veh/h	1189	389	335	359	0	345	1199	3107	981	359	3002	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	32.4	39.8	48.6	0.0	42.9	41.1	20.3	16.4	48.7	30.8	32.7
Incr Delay (d2), s/veh	3.2	0.2	163.9	10.2	0.0	9.4	3.0	0.1	0.0	10.2	0.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	2.1	35.2	1.4	0.0	8.5	8.9	8.6	0.6	1.2	9.5	12.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	32.6	203.7	58.7	0.0	52.3	44.1	20.4	16.4	58.9	31.2	35.1
LnGrp LOS	D	C	F	E	A	D	D	C	B	E	C	D
Approach Vol, veh/h		806			211			1467			1259	
Approach Delay, s/veh		131.9			53.1			27.4			32.9	
Approach LOS		F			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.8	37.7	18.6	19.8	10.5	52.0	10.2	28.2				
Change Period (Y+Rc), s	9.0	8.0	7.0	6.9	* 8.1	8.0	7.5	6.9				
Max Green Setting (Gmax), s	35.0	65.0	35.0	20.0	* 20	65.0	20.0	20.0				
Max Q Clear Time (g_c+I1), s	14.4	23.5	10.7	12.4	3.3	16.9	3.5	23.4				
Green Ext Time (p_c), s	1.4	6.3	1.0	0.5	0.0	6.1	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	53.2
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

26: US 27 & Market Blvd/Star Lake Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	49	1	113	18	6	22	78	1191	9	40	1174	4
Future Volume (veh/h)	49	1	113	18	6	22	78	1191	9	40	1174	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1796	1900	1900	1826	1841	1796	1737	1856	1767	1530
Adj Flow Rate, veh/h	54	1	124	20	7	24	86	1309	10	44	1290	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	7	0	0	5	4	7	11	3	9	25
Cap, veh/h	55	1	270	48	10	275	107	3003	902	57	2799	752
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.12	1.00	1.00	0.03	0.58	0.58
Sat Flow, veh/h	0	3	1522	0	58	1547	1753	4904	1472	1767	4823	1296
Grp Volume(v), veh/h	55	0	124	27	0	24	86	1309	10	44	1290	4
Grp Sat Flow(s),veh/h/ln	3	0	1522	58	0	1547	1753	1635	1472	1767	1608	1296
Q Serve(g_s), s	0.0	0.0	9.5	0.0	0.0	1.7	6.2	0.0	0.0	3.2	19.9	0.2
Cycle Q Clear(g_c), s	23.1	0.0	9.5	23.1	0.0	1.7	6.2	0.0	0.0	3.2	19.9	0.2
Prop In Lane	0.98		1.00	0.74		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	55	0	270	58	0	275	107	3003	902	57	2799	752
V/C Ratio(X)	0.99	0.00	0.46	0.46	0.00	0.09	0.80	0.44	0.01	0.77	0.46	0.01
Avail Cap(c_a), veh/h	55	0	270	58	0	275	293	3003	902	232	2799	752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	0.0	47.9	56.4	0.0	44.6	56.3	0.0	0.0	62.4	15.6	11.5
Incr Delay (d2), s/veh	118.0	0.0	1.2	5.6	0.0	0.1	12.8	0.5	0.0	19.6	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	0.0	6.7	1.8	0.0	1.2	5.2	0.2	0.0	3.1	10.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	182.8	0.0	49.1	62.0	0.0	44.8	69.0	0.5	0.0	82.0	16.2	11.5
LnGrp LOS	F	A	D	E	A	D	E	A	A	F	B	B
Approach Vol, veh/h		179			51			1405			1338	
Approach Delay, s/veh		90.1			53.9			4.7			18.3	
Approach LOS		F			D			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.3	83.7		30.0	12.1	87.9		30.0				
Change Period (Y+Rc), s	8.3	8.3		6.9	7.9	8.3		6.9				
Max Green Setting (Gmax), s	21.7	61.7		23.1	17.1	66.7		23.1				
Max Q Clear Time (g_c+I1), s	8.2	21.9		25.1	5.2	2.0		25.1				
Green Ext Time (p_c), s	0.1	20.3		0.0	0.0	25.6		0.0				

Intersection Summary

HCM 6th Ctrl Delay 16.8

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

29: US 27 & Thompson Nursery Rd/Chalet Suzanne Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	64	212	126	91	195	120	1020	20	85	1033	90
Future Volume (veh/h)	173	64	212	126	91	195	120	1020	20	85	1033	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1856	1811	1856	1796	1841	1767	1781	1826	1885	1752	1767
Adj Flow Rate, veh/h	192	71	236	140	101	217	133	1133	22	94	1148	100
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	4	3	6	3	7	4	9	8	5	1	10	9
Cap, veh/h	293	231	191	305	163	142	157	1949	620	351	1914	599
Arrive On Green	0.11	0.12	0.12	0.09	0.09	0.09	0.06	0.27	0.27	0.20	0.80	0.80
Sat Flow, veh/h	1753	1856	1535	1767	1796	1560	1682	4863	1547	3483	4782	1497
Grp Volume(v), veh/h	192	71	236	140	101	217	133	1133	22	94	1148	100
Grp Sat Flow(s),veh/h/ln	1753	1856	1535	1767	1796	1560	1682	1621	1547	1742	1594	1497
Q Serve(g_s), s	12.7	4.5	16.2	9.2	7.0	8.3	10.2	26.3	0.8	3.0	12.0	2.0
Cycle Q Clear(g_c), s	12.7	4.5	16.2	9.2	7.0	8.3	10.2	26.3	0.8	3.0	12.0	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	231	191	305	163	142	157	1949	620	351	1914	599
V/C Ratio(X)	0.66	0.31	1.23	0.46	0.62	1.53	0.84	0.58	0.04	0.27	0.60	0.17
Avail Cap(c_a), veh/h	299	231	191	385	238	206	208	1949	620	351	1914	599
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	51.8	56.9	47.7	56.9	28.8	60.0	38.1	10.1	47.9	9.0	8.0
Incr Delay (d2), s/veh	5.0	0.7	142.0	1.5	3.8	270.3	20.7	1.3	0.1	1.9	1.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	3.8	21.5	7.4	5.9	22.5	9.0	16.2	0.9	2.4	4.8	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	52.5	198.9	49.2	60.7	299.1	80.7	39.4	10.2	49.7	10.4	8.6
LnGrp LOS	D	D	F	D	E	F	F	D	B	D	B	A
Approach Vol, veh/h	499				458				1288		1342	
Approach Delay, s/veh	121.4				170.1				43.1		13.0	
Approach LOS	F				F				D		B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.1	60.9	22.5	19.6	22.0	60.0	18.2	24.0				
Change Period (Y+Rc), s	* 8.9	* 8.9	7.8	7.8	8.9	* 7.9	6.8	7.8				
Max Green Setting (Gmax), s	* 16	* 49	15.2	17.2	13.1	* 52	17.2	16.2				
Max Q Clear Time (g_c+I1), s	12.2	14.0	14.7	10.3	5.0	28.3	11.2	18.2				
Green Ext Time (p_c), s	0.1	17.6	0.0	0.7	0.1	13.3	0.2	0.0				

Intersection Summary

HCM 6th Ctrl Delay 59.0

HCM 6th LOS E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

32: US 27 & Eagle Ridge Mall Ent S

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	65	0	44	17	1283	63	67	1132	0
Future Volume (veh/h)	0	0	0	65	0	44	17	1283	63	67	1132	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No		No		No		No		No
Adj Sat Flow, veh/h/ln				1870	0	1870	1870	1767	1826	1811	1722	0
Adj Flow Rate, veh/h				66	0	44	18	1296	64	68	1143	0
Peak Hour Factor				0.99	0.92	0.99	0.92	0.99	0.99	0.99	0.99	0.92
Percent Heavy Veh, %				2	0	2	2	9	5	6	12	0
Cap, veh/h				183	0	84	327	3538	1135	118	2788	0
Arrive On Green				0.05	0.00	0.05	0.18	0.73	0.73	0.04	0.59	0.00
Sat Flow, veh/h				3456	0	1585	1781	4823	1547	3346	4856	0
Grp Volume(v), veh/h				66	0	44	18	1296	64	68	1143	0
Grp Sat Flow(s),veh/h/ln				1728	0	1585	1781	1608	1547	1673	1567	0
Q Serve(g_s), s				2.4	0.0	3.5	1.1	12.7	1.5	2.6	17.0	0.0
Cycle Q Clear(g_c), s				2.4	0.0	3.5	1.1	12.7	1.5	2.6	17.0	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				183	0	84	327	3538	1135	118	2788	0
V/C Ratio(X)				0.36	0.00	0.53	0.06	0.37	0.06	0.58	0.41	0.00
Avail Cap(c_a), veh/h				494	0	227	327	3538	1135	414	2788	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				59.4	0.0	60.0	43.8	6.3	4.8	61.8	14.2	0.0
Incr Delay (d2), s/veh				1.2	0.0	5.0	0.1	0.3	0.1	4.4	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				2.0	0.0	5.8	0.8	6.2	0.7	2.1	9.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				60.6	0.0	65.0	43.9	6.6	4.9	66.2	14.7	0.0
LnGrp LOS				E	A	E	D	A	A	E	B	A
Approach Vol, veh/h					110			1378			1211	
Approach Delay, s/veh					62.4			7.0			17.6	
Approach LOS					E			A			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	31.7	85.0		13.3	13.5	103.3						
Change Period (Y+Rc), s	7.9	7.9		6.4	* 8.9	7.9						
Max Green Setting (Gmax), s	12.1	77.1		18.6	* 16	72.1						
Max Q Clear Time (g_c+l1), s	3.1	19.0		5.5	4.6	14.7						
Green Ext Time (p_c), s	0.0	20.0		0.2	0.1	25.1						
Intersection Summary												
HCM 6th Ctrl Delay				14.0								
HCM 6th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

37: US 27 & Huston Kia/E Mountain Lake Cutoff Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	0	77	0	281	7	886	36	267	1006	7
Future Volume (veh/h)	1	0	0	77	0	281	7	886	36	267	1006	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1856	1900	1752	1618	1870	1767	1767
Adj Flow Rate, veh/h	1	0	0	87	0	316	8	996	40	300	1130	8
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	3	0	10	19	2	9	9
Cap, veh/h	274	0	0	412	0	354	18	1588	455	339	2533	18
Arrive On Green	0.23	0.00	0.00	0.23	0.00	0.23	0.01	0.33	0.33	0.19	0.51	0.51
Sat Flow, veh/h	893	0	0	1505	0	1572	1810	4782	1372	1781	4941	35
Grp Volume(v), veh/h	1	0	0	87	0	316	8	996	40	300	735	403
Grp Sat Flow(s),veh/h/ln	893	0	0	1505	0	1572	1810	1594	1372	1781	1608	1760
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	19.3	0.4	17.4	2.0	16.3	14.3	14.3
Cycle Q Clear(g_c), s	4.0	0.0	0.0	3.9	0.0	19.3	0.4	17.4	2.0	16.3	14.3	14.3
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	274	0	0	412	0	354	18	1588	455	339	1648	902
V/C Ratio(X)	0.00	0.00	0.00	0.21	0.00	0.89	0.44	0.63	0.09	0.88	0.45	0.45
Avail Cap(c_a), veh/h	357	0	0	523	0	476	548	2412	692	539	1648	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	0.0	31.3	0.0	37.2	48.8	27.9	22.8	39.1	15.3	15.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	15.2	16.1	0.9	0.2	10.3	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	3.0	0.0	13.8	0.5	10.2	1.1	12.1	8.1	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	0.0	31.5	0.0	52.4	64.9	28.8	23.0	49.3	15.7	16.0
LnGrp LOS	C	A	A	C	A	D	E	C	C	D	B	B
Approach Vol, veh/h	1			403			1044			1438		
Approach Delay, s/veh	32.9			47.9			28.9			22.8		
Approach LOS	C			D			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	58.8		30.3	27.9	40.9		30.3				
Change Period (Y+Rc), s	9.0	8.0		8.0	9.0	8.0		8.0				
Max Green Setting (Gmax), s	30.0	50.0		30.0	30.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	2.4	16.3		21.3	18.3	19.4		6.0				
Green Ext Time (p_c), s	0.0	15.4		1.0	0.6	13.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	28.5											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

40: US 27 & Washington Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	30	19	39	15	61	25	835	44	85	960	13
Future Volume (veh/h)	11	30	19	39	15	61	25	835	44	85	960	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1500	1159	1159	1559	1411	1411	1070	1767	1693	1633	1767	1100
Adj Flow Rate, veh/h	13	35	22	46	18	72	29	982	0	100	1129	15
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	27	50	50	23	33	33	56	9	14	18	9	54
Cap, veh/h	175	84	53	202	31	124	235	2110		365	2276	440
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.03	0.44	0.00	0.07	0.47	0.47
Sat Flow, veh/h	1048	665	418	1122	247	987	1019	4823	1434	1555	4823	932
Grp Volume(v), veh/h	13	0	57	46	0	90	29	982	0	100	1129	15
Grp Sat Flow(s),veh/h/ln	1048	0	1084	1122	0	1233	1019	1608	1434	1555	1608	932
Q Serve(g_s), s	0.7	0.0	3.0	2.5	0.0	4.3	1.0	9.0	0.0	2.1	10.1	0.5
Cycle Q Clear(g_c), s	5.0	0.0	3.0	5.5	0.0	4.3	1.0	9.0	0.0	2.1	10.1	0.5
Prop In Lane	1.00		0.39	1.00		0.80	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	136	202	0	155	235	2110		365	2276	440
V/C Ratio(X)	0.07	0.00	0.42	0.23	0.00	0.58	0.12	0.47		0.27	0.50	0.03
Avail Cap(c_a), veh/h	464	0	435	511	0	495	612	3870		886	3870	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	25.1	27.7	0.0	25.7	9.6	12.4	0.0	9.0	11.3	8.8
Incr Delay (d2), s/veh	0.2	0.0	2.0	0.6	0.0	3.4	0.2	0.3	0.0	0.4	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	1.5	1.2	0.0	2.4	0.3	4.5	0.0	1.0	4.9	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.2	0.0	27.2	28.2	0.0	29.1	9.8	12.7	0.0	9.4	11.7	8.9
LnGrp LOS	C	A	C	C	A	C	A	B		A	B	A
Approach Vol, veh/h	70				136				1011		A	
Approach Delay, s/veh	27.4				28.8				12.6		11.5	
Approach LOS	C				C				B		B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.2	37.6		14.5	12.3	35.5		14.5				
Change Period (Y+Rc), s	8.2	8.2		* 6.7	8.2	8.2		* 6.7				
Max Green Setting (Gmax), s	25.0	50.0		* 25	25.0	50.0		* 25				
Max Q Clear Time (g_c+I1), s	3.0	12.1		7.5	4.1	11.0		7.0				
Green Ext Time (p_c), s	0.0	17.3		0.6	0.2	14.6		0.3				

Intersection Summary

HCM 6th Ctrl Delay 13.4

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

43: US 27 & W Central Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	81	3	111	78	104	36	844	137	126	895	103
Future Volume (veh/h)	122	81	3	111	78	104	36	844	137	126	895	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1870	1870	1841	1856	1870	1900	1767	1885	1870	1722	1856
Adj Flow Rate, veh/h	133	88	3	121	85	113	39	917	0	137	973	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	14	2	2	4	3	2	0	9	1	2	12	3
Cap, veh/h	317	219	7	335	202	173	66	1677		226	1837	614
Arrive On Green	0.09	0.12	0.12	0.08	0.11	0.11	0.04	0.35	0.00	0.07	0.39	0.39
Sat Flow, veh/h	1612	1798	61	1753	1856	1585	1810	4823	1598	3456	4701	1572
Grp Volume(v), veh/h	133	0	91	121	85	113	39	917	0	137	973	112
Grp Sat Flow(s),veh/h/ln	1612	0	1859	1753	1856	1585	1810	1608	1598	1728	1567	1572
Q Serve(g_s), s	5.5	0.0	3.5	4.6	3.3	5.3	1.6	11.8	0.0	3.0	12.3	3.6
Cycle Q Clear(g_c), s	5.5	0.0	3.5	4.6	3.3	5.3	1.6	11.8	0.0	3.0	12.3	3.6
Prop In Lane	1.00		0.03	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	0	226	335	202	173	66	1677		226	1837	614
V/C Ratio(X)	0.42	0.00	0.40	0.36	0.42	0.65	0.59	0.55		0.61	0.53	0.18
Avail Cap(c_a), veh/h	581	0	722	645	720	615	585	3120		1118	3041	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	31.3	27.2	32.2	33.0	36.7	20.3	0.0	35.1	18.1	15.4
Incr Delay (d2), s/veh	0.9	0.0	1.6	0.7	2.0	5.9	8.0	0.6	0.0	2.6	0.5	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.8	0.0	2.9	3.4	2.8	4.0	1.5	7.1	0.0	2.2	7.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.7	0.0	33.0	27.9	34.1	38.9	44.7	20.9	0.0	37.7	18.6	15.7
LnGrp LOS	C	A	C	C	C	D	D	C		D	B	B
Approach Vol, veh/h		224			319			956	A		1222	
Approach Delay, s/veh		29.8			33.4			21.9			20.5	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	37.8	14.1	15.2	13.5	34.5	13.1	16.2				
Change Period (Y+Rc), s	* 7.3	7.6	* 6.8	* 6.8	* 8.4	* 7.6	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 25	50.0	* 20	* 30	* 25	* 50	* 20	* 30				
Max Q Clear Time (g_c+l1), s	3.6	14.3	7.5	7.3	5.0	13.8	6.6	5.5				
Green Ext Time (p_c), s	0.1	15.2	0.2	1.1	0.4	13.0	0.2	0.6				

Intersection Summary

HCM 6th Ctrl Delay 23.3

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
46: US 27 & EB SR 60 On Ramp

09/17/2019

HCM 6th Edition methodology does not support current ring-barrier structure.

HCM Signalized Intersection Capacity Analysis

3: US 27 & SR 544

11/01/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	140	135	94	247	106	187	1064	23	93	846	396
Future Volume (vph)	370	140	135	94	247	106	187	1064	23	93	846	396
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.5	7.5	7.5	7.5	7.5	8.2	7.9	7.9	8.9	7.9	7.9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3273	1827	1553	1787	1827	1442	1626	4848	1553	1641	4631	1524
Flt Permitted	0.95	1.00	1.00	0.66	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3273	1827	1553	1248	1827	1442	1626	4848	1553	1641	4631	1524
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	389	147	142	99	260	112	197	1120	24	98	891	417
RTOR Reduction (vph)	0	0	104	0	0	90	0	0	17	0	0	308
Lane Group Flow (vph)	389	147	38	99	260	22	197	1120	7	98	891	109
Heavy Vehicles (%)	7%	4%	4%	1%	4%	12%	11%	7%	4%	10%	12%	6%
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8	4		4			6			2
Actuated Green, G (s)	23.6	38.4	38.4	40.2	27.7	27.7	24.2	44.4	44.4	16.5	37.4	37.4
Effective Green, g (s)	23.6	38.4	38.4	40.2	27.7	27.7	24.2	44.4	44.4	16.5	37.4	37.4
Actuated g/C Ratio	0.16	0.27	0.27	0.28	0.19	0.19	0.17	0.31	0.31	0.11	0.26	0.26
Clearance Time (s)	7.1	7.5	7.5	7.5	7.5	7.5	8.2	7.9	7.9	8.9	7.9	7.9
Vehicle Extension (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	2.6	2.6	5.0	2.6	2.6
Lane Grp Cap (vph)	537	488	415	396	352	278	274	1498	480	188	1206	396
v/s Ratio Prot	c0.12	0.08		0.02	c0.14		c0.12	c0.23		0.06	0.19	
v/s Ratio Perm			0.02	0.05		0.01			0.00			0.07
v/c Ratio	0.72	0.30	0.09	0.25	0.74	0.08	0.72	0.75	0.02	0.52	0.74	0.27
Uniform Delay, d1	56.9	41.9	39.5	39.4	54.5	47.5	56.5	44.6	34.4	59.8	48.6	42.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.1	0.7	0.2	0.5	9.5	0.3	10.7	2.0	0.0	4.9	2.3	0.3
Delay (s)	62.1	42.6	39.7	39.9	64.0	47.7	67.2	46.6	34.4	64.7	50.9	42.6
Level of Service	E	D	D	D	E	D	E	D	C	E	D	D
Approach Delay (s)		53.2			55.1			49.4			49.4	
Approach LOS		D			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			50.7				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			143.6				Sum of lost time (s)			31.8		
Intersection Capacity Utilization			82.0%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: US 27 & Crump Rd/W Main St

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	18	16	38	44	28	24	940	23	17	924	55
Future Volume (vph)	61	18	16	38	44	28	24	940	23	17	924	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		8.1	8.1		8.2	7.2	7.2	8.2	7.2	7.2
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1717		1752	1743		1671	4759	1482	1805	4673	1615
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1717		1752	1743		1671	4759	1482	1805	4673	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	64	19	17	40	46	29	25	989	24	18	973	58
RTOR Reduction (vph)	0	15	0	0	15	0	0	0	14	0	0	33
Lane Group Flow (vph)	64	21	0	40	61	0	25	989	10	18	973	25
Heavy Vehicles (%)	2%	0%	6%	3%	0%	7%	8%	9%	9%	0%	11%	0%
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	8.0	8.0		8.1	8.1		2.6	37.4	37.4	2.4	37.2	37.2
Effective Green, g (s)	8.0	8.0		8.1	8.1		2.6	37.4	37.4	2.4	37.2	37.2
Actuated g/C Ratio	0.09	0.09		0.09	0.09		0.03	0.43	0.43	0.03	0.43	0.43
Clearance Time (s)	7.0	7.0		8.1	8.1		8.2	7.2	7.2	8.2	7.2	7.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	163	158		164	163		50	2060	641	50	2011	695
v/s Ratio Prot	c0.04	0.01		0.02	c0.03		c0.01	0.21		0.01	c0.21	
v/s Ratio Perm									0.01			0.02
v/c Ratio	0.39	0.13		0.24	0.37		0.50	0.48	0.02	0.36	0.48	0.04
Uniform Delay, d1	36.9	36.0		36.3	36.8		41.3	17.5	14.0	41.2	17.7	14.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.4		0.8	1.4		7.7	0.4	0.0	4.4	0.4	0.0
Delay (s)	38.5	36.4		37.1	38.2		48.9	17.9	14.0	45.6	18.1	14.3
Level of Service	D	D		D	D		D	B	B	D	B	B
Approach Delay (s)		37.7			37.8			18.6			18.3	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			20.3			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			86.4			Sum of lost time (s)			30.5			
Intersection Capacity Utilization			44.6%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

18: US 27 & SR 542/Dundee Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	235	298	168	349	51	278	883	54	58	775	198
Future Volume (vph)	285	235	298	168	349	51	278	883	54	58	775	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.2	7.2	6.8	7.1	7.1	7.9	7.2	7.2	8.2	7.2	7.2
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1863	1553	1687	1863	1495	1752	4848	1482	1805	4673	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1863	1553	1687	1863	1495	1752	4848	1482	1805	4673	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	297	245	310	175	364	53	290	920	56	60	807	206
RTOR Reduction (vph)	0	0	244	0	0	41	0	0	35	0	0	156
Lane Group Flow (vph)	297	245	66	175	364	12	290	920	21	60	807	50
Heavy Vehicles (%)	2%	2%	4%	7%	2%	8%	3%	7%	9%	0%	11%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	15.0	28.7	28.7	17.7	30.9	30.9	27.2	51.2	51.2	8.4	32.7	32.7
Effective Green, g (s)	15.0	28.7	28.7	17.7	30.9	30.9	27.2	51.2	51.2	8.4	32.7	32.7
Actuated g/C Ratio	0.11	0.21	0.21	0.13	0.23	0.23	0.20	0.38	0.38	0.06	0.24	0.24
Clearance Time (s)	7.4	7.2	7.2	6.8	7.1	7.1	7.9	7.2	7.2	8.2	7.2	7.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)	380	394	329	220	425	341	351	1833	560	111	1128	382
v/s Ratio Prot	0.09	0.13		c0.10	c0.20		c0.17	0.19		0.03	c0.17	
v/s Ratio Perm			0.04			0.01			0.01			0.03
v/c Ratio	0.78	0.62	0.20	0.80	0.86	0.04	0.83	0.50	0.04	0.54	0.72	0.13
Uniform Delay, d1	58.6	48.4	43.9	57.1	50.1	40.7	51.8	32.3	26.6	61.6	47.1	40.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.0	3.0	0.3	17.8	15.5	0.0	14.6	0.2	0.0	5.3	2.0	0.1
Delay (s)	68.6	51.5	44.2	74.9	65.6	40.7	66.5	32.5	26.6	66.9	49.1	40.3
Level of Service	E	D	D	E	E	D	E	C	C	E	D	D
Approach Delay (s)		54.8			66.1			40.0			48.4	
Approach LOS		D			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			49.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			135.4				Sum of lost time (s)			29.9		
Intersection Capacity Utilization			86.6%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

23: US 27 & Cypress Gardens Blvd/Waverly Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	56	412	25	132	39	408	929	27	22	804	344
Future Volume (vph)	282	56	412	25	132	39	408	929	27	22	804	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.9	6.9	7.5	6.9		9.0	8.0	8.0	8.1	8.0	8.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	1827	1583	1805	1716		3433	4759	1509	1805	4590	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	1827	1583	1805	1716		3433	4759	1509	1805	4590	1599
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	303	60	443	27	142	42	439	999	29	24	865	370
RTOR Reduction (vph)	0	0	311	0	5	0	0	0	17	0	0	265
Lane Group Flow (vph)	303	60	132	27	179	0	439	999	12	24	865	105
Heavy Vehicles (%)	3%	4%	2%	0%	6%	10%	2%	9%	7%	0%	13%	1%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	17.1	35.0	35.0	4.8	23.2		21.9	54.9	54.9	4.7	36.8	36.8
Effective Green, g (s)	17.1	35.0	35.0	4.8	23.2		21.9	54.9	54.9	4.7	36.8	36.8
Actuated g/C Ratio	0.13	0.27	0.27	0.04	0.18		0.17	0.42	0.42	0.04	0.28	0.28
Clearance Time (s)	7.0	6.9	6.9	7.5	6.9		9.0	8.0	8.0	8.1	8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.6	2.6	3.0	2.6	2.6
Lane Grp Cap (vph)	447	492	426	66	306		578	2011	637	65	1300	452
v/s Ratio Prot	c0.09	0.03		0.01	c0.10		c0.13	0.21		0.01	c0.19	
v/s Ratio Perm			0.08						0.01			0.07
v/c Ratio	0.68	0.12	0.31	0.41	0.59		0.76	0.50	0.02	0.37	0.67	0.23
Uniform Delay, d1	53.8	35.8	37.8	61.2	48.9		51.5	27.4	21.8	61.2	41.1	35.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	0.1	0.4	4.1	2.8		5.7	0.2	0.0	3.5	1.2	0.2
Delay (s)	57.8	36.0	38.2	65.3	51.8		57.2	27.6	21.8	64.7	42.3	35.9
Level of Service	E	D	D	E	D		E	C	C	E	D	D
Approach Delay (s)		45.4			53.5			36.3			40.9	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			40.8			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			129.9			Sum of lost time (s)			31.4			
Intersection Capacity Utilization			77.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

26: US 27 & Market Blvd/Star Lake Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1	113	18	6	22	78	1191	9	40	1174	4
Future Volume (vph)	49	1	113	18	6	22	78	1191	9	40	1174	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9	6.9		6.9	6.9	8.3	8.3	8.3	7.9	8.3	8.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1743	1509		1694	1538	1736	4848	1455	1752	4759	1292
Flt Permitted		0.71	1.00		0.75	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1298	1509		1311	1538	1736	4848	1455	1752	4759	1292
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	54	1	124	20	7	24	86	1309	10	44	1290	4
RTOR Reduction (vph)	0	0	113	0	0	22	0	0	3	0	0	1
Lane Group Flow (vph)	0	55	11	0	27	2	86	1309	7	44	1290	3
Heavy Vehicles (%)	4%	0%	7%	11%	0%	5%	4%	7%	11%	3%	9%	25%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)		11.1	11.1		11.1	11.1	11.8	88.2	88.2	7.6	83.6	83.6
Effective Green, g (s)		11.1	11.1		11.1	11.1	11.8	88.2	88.2	7.6	83.6	83.6
Actuated g/C Ratio		0.09	0.09		0.09	0.09	0.09	0.68	0.68	0.06	0.64	0.64
Clearance Time (s)		6.9	6.9		6.9	6.9	8.3	8.3	8.3	7.9	8.3	8.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)		110	128		111	131	157	3289	987	102	3060	830
v/s Ratio Prot							c0.05	c0.27		0.03	c0.27	
v/s Ratio Perm		c0.04	0.01		0.02	0.00			0.00			0.00
v/c Ratio		0.50	0.08		0.24	0.02	0.55	0.40	0.01	0.43	0.42	0.00
Uniform Delay, d1		56.8	54.8		55.5	54.4	56.5	9.2	6.8	59.1	11.4	8.3
Progression Factor		1.00	1.00		1.00	1.00	1.15	0.20	1.00	1.00	1.00	1.00
Incremental Delay, d2		3.5	0.3		1.1	0.0	3.3	0.3	0.0	2.9	0.4	0.0
Delay (s)		60.3	55.0		56.7	54.5	68.4	2.2	6.8	62.0	11.8	8.3
Level of Service		E	E		E	D	E	A	A	E	B	A
Approach Delay (s)		56.7			55.6			6.3			13.4	
Approach LOS		E			E			A			B	
Intersection Summary												
HCM 2000 Control Delay			13.4				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)				23.5		
Intersection Capacity Utilization			56.0%			ICU Level of Service				B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

29: US 27 & Thompson Nursery Rd/Chalet Suzanne Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	173	64	212	126	91	195	120	1020	20	85	1033	90
Future Volume (vph)	173	64	212	126	91	195	120	1020	20	85	1033	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	7.8	7.8	6.8	7.8	7.8	8.9	7.9	7.9	8.9	7.9	7.9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	1845	1524	1752	1776	1553	1656	4803	1538	3467	4715	1482
Flt Permitted	0.63	1.00	1.00	0.71	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1158	1845	1524	1311	1776	1553	1656	4803	1538	3467	4715	1482
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	192	71	236	140	101	217	133	1133	22	94	1148	100
RTOR Reduction (vph)	0	0	210	0	0	195	0	0	12	0	0	57
Lane Group Flow (vph)	192	71	26	140	101	22	133	1133	10	94	1148	43
Heavy Vehicles (%)	4%	3%	6%	3%	7%	4%	9%	8%	5%	1%	10%	9%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	28.7	14.3	14.3	27.3	13.1	13.1	14.6	57.0	57.0	13.1	55.5	55.5
Effective Green, g (s)	28.7	14.3	14.3	27.3	13.1	13.1	14.6	57.0	57.0	13.1	55.5	55.5
Actuated g/C Ratio	0.22	0.11	0.11	0.21	0.10	0.10	0.11	0.44	0.44	0.10	0.43	0.43
Clearance Time (s)	7.8	7.8	7.8	6.8	7.8	7.8	8.9	7.9	7.9	8.9	7.9	7.9
Vehicle Extension (s)	3.0	3.0	3.0	4.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	319	202	167	323	178	156	185	2105	674	349	2012	632
v/s Ratio Prot	c0.07	0.04		0.05	0.06		0.08	c0.24		0.03	c0.24	
v/s Ratio Perm	c0.07		0.02	0.04		0.01			0.01			0.03
v/c Ratio	0.60	0.35	0.16	0.43	0.57	0.14	0.72	0.54	0.01	0.27	0.57	0.07
Uniform Delay, d1	44.4	53.6	52.4	44.1	55.7	53.3	55.7	26.8	20.6	54.0	28.2	22.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.76	1.00	0.79	0.67	1.00
Incremental Delay, d2	3.2	1.1	0.4	1.3	4.1	0.4	12.1	1.0	0.0	1.8	1.1	0.2
Delay (s)	47.6	54.6	52.8	45.4	59.9	53.7	60.7	21.4	20.7	44.6	20.1	22.2
Level of Service	D	D	D	D	E	D	E	C	C	D	C	C
Approach Delay (s)		51.1			52.5			25.4			22.0	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			31.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			130.0				Sum of lost time (s)			32.4		
Intersection Capacity Utilization			63.4%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

32: US 27 & Eagle Ridge Mall Ent S

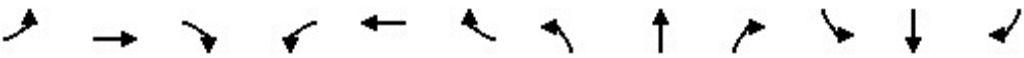
09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	65	0	44	17	1283	63	67	1132	0
Future Volume (vph)	0	0	0	65	0	44	17	1283	63	67	1132	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.4		6.4	7.9	7.9	7.9	8.9	7.9	
Lane Util. Factor				0.97		1.00	1.00	0.91	1.00	0.97	0.91	
Frt				1.00		0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected				0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)				3433		1583	1770	4759	1538	3303	4631	
Flt Permitted				0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)				3433		1583	1770	4759	1538	3303	4631	
Peak-hour factor, PHF	0.92	0.92	0.92	0.99	0.92	0.99	0.92	0.99	0.99	0.99	0.99	0.92
Adj. Flow (vph)	0	0	0	66	0	44	18	1296	64	68	1143	0
RTOR Reduction (vph)	0	0	0	0	0	42	0	0	18	0	0	0
Lane Group Flow (vph)	0	0	0	66	0	2	18	1296	46	68	1143	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	9%	5%	6%	12%	2%
Turn Type				Prot		Prot	Prot	NA	Perm	Prot	NA	
Protected Phases				4		4	1	6		5	2	
Permitted Phases						4			6			
Actuated Green, G (s)				6.7		6.7	4.8	93.2	93.2	6.9	96.3	
Effective Green, g (s)				6.7		6.7	4.8	93.2	93.2	6.9	96.3	
Actuated g/C Ratio				0.05		0.05	0.04	0.72	0.72	0.05	0.74	
Clearance Time (s)				6.4		6.4	7.9	7.9	7.9	8.9	7.9	
Vehicle Extension (s)				3.0		3.0	3.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)				176		81	65	3411	1102	175	3430	
v/s Ratio Prot				c0.02		0.00	0.01	c0.27		0.02	c0.25	
v/s Ratio Perm									0.03			
v/c Ratio				0.38		0.03	0.28	0.38	0.04	0.39	0.33	
Uniform Delay, d1				59.6		58.6	60.9	7.2	5.4	59.5	5.8	
Progression Factor				1.00		1.00	1.00	1.00	1.00	1.17	0.37	
Incremental Delay, d2				1.3		0.1	2.3	0.3	0.1	1.2	0.2	
Delay (s)				61.0		58.7	63.2	7.5	5.4	70.7	2.3	
Level of Service				E		E	E	A	A	E	A	
Approach Delay (s)		0.0			60.1			8.1			6.2	
Approach LOS		A			E			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.4									
HCM 2000 Volume to Capacity ratio			0.40									
Actuated Cycle Length (s)			130.0									
Intersection Capacity Utilization			42.5%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: US 27 & Huston Kia/E Mountain Lake Cutoff Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↑↑↑	↔	↔	↑↑↑	
Traffic Volume (vph)	1	0	0	77	0	281	7	886	36	267	1006	7
Future Volume (vph)	1	0	0	77	0	281	7	886	36	267	1006	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0			8.0	8.0	9.0	8.0	8.0	9.0	8.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	
Frt		1.00			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.95			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1805			1641	1568	1805	4715	1357	1770	4756	
Flt Permitted		0.70			0.76	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1331			1308	1568	1805	4715	1357	1770	4756	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1	0	0	87	0	316	8	996	40	300	1130	8
RTOR Reduction (vph)	0	0	0	0	0	275	0	0	24	0	0	0
Lane Group Flow (vph)	0	1	0	0	87	41	8	996	16	300	1138	0
Heavy Vehicles (%)	0%	0%	0%	10%	0%	3%	0%	10%	19%	2%	9%	0%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4			6			
Actuated Green, G (s)		13.2			13.2	13.2	1.1	41.2	41.2	21.8	61.9	
Effective Green, g (s)		13.2			13.2	13.2	1.1	41.2	41.2	21.8	61.9	
Actuated g/C Ratio		0.13			0.13	0.13	0.01	0.41	0.41	0.22	0.61	
Clearance Time (s)		8.0			8.0	8.0	9.0	8.0	8.0	9.0	8.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)		173			170	204	19	1919	552	381	2909	
v/s Ratio Prot							0.00	c0.21		c0.17	0.24	
v/s Ratio Perm		0.00			c0.07	0.03			0.01			
v/c Ratio		0.01			0.51	0.20	0.42	0.52	0.03	0.79	0.39	
Uniform Delay, d1		38.3			41.0	39.3	49.7	22.6	18.0	37.5	10.0	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0			2.6	0.5	14.4	0.5	0.0	10.3	0.2	
Delay (s)		38.3			43.6	39.8	64.1	23.0	18.0	47.8	10.2	
Level of Service		D			D	D	E	C	B	D	B	
Approach Delay (s)		38.3			40.6			23.2			18.1	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			23.1				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			101.2				Sum of lost time (s)			25.0		
Intersection Capacity Utilization			62.9%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

40: US 27 & Washington Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	30	19	39	15	61	25	835	44	85	960	13
Future Volume (vph)	11	30	19	39	15	61	25	835	44	85	960	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7		6.7	6.7		8.2	8.2	8.2	8.2	8.2	8.2
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.94		1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1421	1326		1467	1449		1157	4759	1417	1530	4759	1049
Flt Permitted	0.70	1.00		0.72	1.00		0.24	1.00	1.00	0.24	1.00	1.00
Satd. Flow (perm)	1045	1326		1112	1449		292	4759	1417	392	4759	1049
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	13	35	22	46	18	72	29	982	52	100	1129	15
RTOR Reduction (vph)	0	20	0	0	65	0	0	0	26	0	0	7
Lane Group Flow (vph)	13	37	0	46	25	0	29	982	26	100	1129	8
Heavy Vehicles (%)	27%	50%	11%	23%	33%	11%	56%	9%	14%	18%	9%	54%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	7.0	7.0		7.0	7.0		38.3	36.1	36.1	46.9	40.4	40.4
Effective Green, g (s)	7.0	7.0		7.0	7.0		38.3	36.1	36.1	46.9	40.4	40.4
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.53	0.50	0.50	0.65	0.56	0.56
Clearance Time (s)	6.7	6.7		6.7	6.7		8.2	8.2	8.2	8.2	8.2	8.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	100	127		107	139		180	2363	703	354	2644	582
v/s Ratio Prot		0.03			0.02		0.00	0.21		c0.03	c0.24	
v/s Ratio Perm	0.01			c0.04			0.08		0.02	0.16		0.01
v/c Ratio	0.13	0.29		0.43	0.18		0.16	0.42	0.04	0.28	0.43	0.01
Uniform Delay, d1	30.1	30.5		31.0	30.2		8.3	11.6	9.4	5.1	9.4	7.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	1.3		2.8	0.6		0.4	0.2	0.0	0.4	0.2	0.0
Delay (s)	30.7	31.8		33.7	30.8		8.8	11.9	9.4	5.6	9.6	7.3
Level of Service	C	C		C	C		A	B	A	A	A	A
Approach Delay (s)		31.6			31.8			11.7			9.3	
Approach LOS		C			C			B			A	

Intersection Summary

HCM 2000 Control Delay	12.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	72.7	Sum of lost time (s)	23.1
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

43: US 27 & W Central Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	81	3	111	78	104	36	844	137	126	895	103
Future Volume (vph)	122	81	3	111	78	104	36	844	137	126	895	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8	6.8	7.3	7.2	7.2	8.4	7.6	7.6
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1583	1815		1736	1845	1583	1805	4759	1599	3433	4631	1568
Flt Permitted	0.70	1.00		0.51	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1170	1815		937	1845	1583	1805	4759	1599	3433	4631	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	133	88	3	121	85	113	39	917	149	137	973	112
RTOR Reduction (vph)	0	1	0	0	0	98	0	0	95	0	0	65
Lane Group Flow (vph)	133	90	0	121	85	15	39	917	54	137	973	47
Heavy Vehicles (%)	14%	2%	67%	4%	3%	2%	0%	9%	1%	2%	12%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Actuated Green, G (s)	21.4	9.7		28.4	13.2	13.2	4.9	36.2	36.2	9.7	41.7	41.7
Effective Green, g (s)	21.4	9.7		28.4	13.2	13.2	4.9	36.2	36.2	9.7	41.7	41.7
Actuated g/C Ratio	0.21	0.10		0.28	0.13	0.13	0.05	0.36	0.36	0.10	0.42	0.42
Clearance Time (s)	6.8	6.8		6.8	6.8	6.8	7.3	7.2	7.2	8.4	7.6	7.6
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	298	176		387	243	208	88	1722	578	333	1931	653
v/s Ratio Prot	c0.05	c0.05		0.05	c0.05		0.02	0.19		c0.04	c0.21	
v/s Ratio Perm	0.04			0.04		0.01			0.03			0.03
v/c Ratio	0.45	0.51		0.31	0.35	0.07	0.44	0.53	0.09	0.41	0.50	0.07
Uniform Delay, d1	33.7	42.9		27.6	39.5	38.0	46.2	25.2	21.1	42.5	21.5	17.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	3.3		0.5	1.2	0.2	3.5	0.6	0.1	0.8	0.4	0.1
Delay (s)	34.8	46.2		28.1	40.7	38.2	49.8	25.8	21.2	43.3	21.9	17.6
Level of Service	C	D		C	D	D	D	C	C	D	C	B
Approach Delay (s)		39.4			35.0			26.0			23.9	
Approach LOS		D			D			C			C	

Intersection Summary

HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	29.2
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

46: US 27 & EB SR 60 On Ramp

09/17/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↗	↖	↑↑
Traffic Volume (vph)	0	0	993	102	279	555
Future Volume (vph)	0	0	993	102	279	555
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.0	7.0	7.5	7.0
Lane Util. Factor			0.91	1.00	1.00	0.95
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			4803	1468	1687	3223
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			4803	1468	1687	3223
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	1155	119	324	645
RTOR Reduction (vph)	0	0	0	67	0	0
Lane Group Flow (vph)	0	0	1155	52	324	645
Heavy Vehicles (%)	0%	0%	8%	10%	7%	12%
Turn Type			NA	Perm	Prot	NA
Protected Phases			6		5	2
Permitted Phases				6		6
Actuated Green, G (s)			22.7	22.7	15.1	52.3
Effective Green, g (s)			22.7	22.7	15.1	52.3
Actuated g/C Ratio			0.43	0.43	0.29	1.00
Clearance Time (s)			7.0	7.0	7.5	7.0
Vehicle Extension (s)			1.8	1.8	3.0	1.8
Lane Grp Cap (vph)			2084	637	487	3223
v/s Ratio Prot			c0.24		c0.19	0.20
v/s Ratio Perm				0.04		
v/c Ratio			0.55	0.08	0.67	0.20
Uniform Delay, d1			11.0	8.7	16.4	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.2	0.0	3.4	0.0
Delay (s)			11.2	8.7	19.8	0.0
Level of Service			B	A	B	A
Approach Delay (s)	0.0		11.0			6.6
Approach LOS	A		B			A
Intersection Summary						
HCM 2000 Control Delay			9.1	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.60			
Actuated Cycle Length (s)			52.3	Sum of lost time (s)		14.5
Intersection Capacity Utilization			46.7%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

Queues

3: US 27 & SR 544

11/01/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	389	147	142	99	260	112	197	1120	24	98	891	417
v/c Ratio	0.73	0.30	0.28	0.25	0.74	0.30	0.72	0.75	0.04	0.53	0.74	0.59
Control Delay	68.2	46.1	7.9	31.9	71.4	8.6	76.1	49.9	0.1	75.4	54.8	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	46.1	7.9	31.9	71.4	8.6	76.1	49.9	0.1	75.4	54.8	7.8
Queue Length 50th (ft)	184	111	0	59	236	0	179	351	0	90	290	0
Queue Length 95th (ft)	281	202	58	115	392	45	315	479	0	173	390	93
Internal Link Dist (ft)	1150			1149			1391			1147		
Turn Bay Length (ft)	470		220	590		405	790		850	780		900
Base Capacity (vph)	701	528	550	601	461	457	348	1772	645	351	1676	817
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.28	0.26	0.16	0.56	0.25	0.57	0.63	0.04	0.28	0.53	0.51
Intersection Summary												

Queues

12: US 27 & Crump Rd/W Main St

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	64	36	40	75	25	989	24	18	973	58
v/c Ratio	0.24	0.13	0.15	0.27	0.16	0.40	0.03	0.11	0.41	0.07
Control Delay	40.3	27.0	39.4	34.1	43.7	18.7	0.1	43.9	19.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	27.0	39.4	34.1	43.7	18.7	0.1	43.9	19.1	0.1
Queue Length 50th (ft)	26	8	16	24	11	115	0	8	113	0
Queue Length 95th (ft)	85	43	59	85	45	231	0	36	231	0
Internal Link Dist (ft)		485		806		2493			2005	
Turn Bay Length (ft)	350		180		655		795	655		585
Base Capacity (vph)	760	747	753	758	598	3707	1182	646	3640	1286
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.05	0.05	0.10	0.04	0.27	0.02	0.03	0.27	0.05

Intersection Summary

Queues

18: US 27 & SR 542/Dundee Rd

09/17/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	297	245	310	175	364	53	290	920	56	60	807	206
v/c Ratio	0.77	0.61	0.54	0.78	0.85	0.11	0.81	0.50	0.09	0.45	0.75	0.39
Control Delay	73.6	56.0	8.5	82.4	68.8	0.5	70.7	34.1	0.3	73.3	53.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	56.0	8.5	82.4	68.8	0.5	70.7	34.1	0.3	73.3	53.5	7.7
Queue Length 50th (ft)	136	198	0	155	310	0	247	238	0	53	254	0
Queue Length 95th (ft)	#229	311	83	#310	#487	0	#423	304	0	106	310	65
Internal Link Dist (ft)		864			1053			1172			1291	
Turn Bay Length (ft)	280		400	500		350	900		705	795		680
Base Capacity (vph)	389	479	629	229	514	546	397	2263	762	272	1838	747
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.51	0.49	0.76	0.71	0.10	0.73	0.41	0.07	0.22	0.44	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

23: US 27 & Cypress Gardens Blvd/Waverly Rd

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	303	60	443	27	184	439	999	29	24	865	370
v/c Ratio	0.64	0.12	0.59	0.25	0.66	0.72	0.47	0.04	0.22	0.70	0.53
Control Delay	58.1	40.3	8.5	65.5	61.7	56.1	26.3	0.1	65.3	44.7	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.1	40.3	8.5	65.5	61.7	56.1	26.3	0.1	65.3	44.7	6.6
Queue Length 50th (ft)	117	37	10	21	132	168	219	0	18	226	0
Queue Length 95th (ft)	191	89	120	58	#285	260	291	0	55	316	78
Internal Link Dist (ft)		858			1055		2266			5858	
Turn Bay Length (ft)	190			35		335		665	175		640
Base Capacity (vph)	979	551	775	297	287	989	3170	1057	297	2456	1027
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.11	0.57	0.09	0.64	0.44	0.32	0.03	0.08	0.35	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

26: US 27 & Market Blvd/Star Lake Dr

09/17/2019



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	55	124	27	24	86	1309	10	44	1290	4
v/c Ratio	0.50	0.51	0.24	0.10	0.55	0.39	0.01	0.38	0.42	0.00
Control Delay	71.3	16.7	59.2	0.9	75.5	2.3	0.0	66.5	12.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.3	16.7	59.2	0.9	75.5	2.3	0.0	66.5	12.6	0.0
Queue Length 50th (ft)	45	0	22	0	71	63	0	36	180	0
Queue Length 95th (ft)	88	58	51	0	m125	64	m0	75	261	0
Internal Link Dist (ft)	482		712			1232			3485	
Turn Bay Length (ft)					800		450	565		595
Base Capacity (vph)	230	370	232	364	289	3350	1036	230	3061	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.34	0.12	0.07	0.30	0.39	0.01	0.19	0.42	0.00

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

29: US 27 & Thompson Nursery Rd/Chalet Suzanne Rd

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	192	71	236	140	101	217	133	1133	22	94	1148	100
v/c Ratio	0.60	0.35	0.60	0.42	0.57	0.56	0.72	0.54	0.03	0.27	0.57	0.14
Control Delay	47.0	58.4	11.3	40.2	67.8	8.8	68.6	22.0	0.1	44.9	20.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	58.4	11.3	40.2	67.8	8.8	68.6	22.0	0.1	44.9	20.9	0.4
Queue Length 50th (ft)	133	56	0	92	83	0	109	254	0	38	132	0
Queue Length 95th (ft)	195	105	60	143	139	42	#188	319	0	59	156	0
Internal Link Dist (ft)		807			1077			1465			1211	
Turn Bay Length (ft)	555		585	630		235	660		475	685		865
Base Capacity (vph)	330	229	414	373	234	427	210	2105	775	349	2011	735
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.31	0.57	0.38	0.43	0.51	0.63	0.54	0.03	0.27	0.57	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

32: US 27 & Eagle Ridge Mall Ent S

09/17/2019



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	66	44	18	1296	64	68	1143
v/c Ratio	0.31	0.16	0.16	0.36	0.05	0.33	0.31
Control Delay	61.7	1.3	58.6	7.7	0.4	71.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	1.3	58.6	7.7	0.4	71.3	2.2
Queue Length 50th (ft)	27	0	15	150	0	22	7
Queue Length 95th (ft)	51	0	40	197	4	m41	21
Internal Link Dist (ft)				3301			1344
Turn Bay Length (ft)			590		595	655	
Base Capacity (vph)	491	382	164	3580	1183	409	3699
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.12	0.11	0.36	0.05	0.17	0.31

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

37: US 27 & Huston Kia/E Mountain Lake Cutoff Rd

09/17/2019



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	87	316	8	996	40	300	1138
v/c Ratio	0.01	0.48	0.64	0.07	0.60	0.07	0.73	0.36
Control Delay	41.0	50.5	11.6	50.9	27.1	0.2	46.7	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.0	50.5	11.6	50.9	27.1	0.2	46.7	8.5
Queue Length 50th (ft)	1	48	0	5	170	0	160	83
Queue Length 95th (ft)	6	114	79	22	264	0	312	207
Internal Link Dist (ft)	175	1358			2007			1431
Turn Bay Length (ft)			170	415		415	795	
Base Capacity (vph)	439	431	728	595	2590	796	583	3186
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.20	0.43	0.01	0.38	0.05	0.51	0.36
Intersection Summary								

Queues

40: US 27 & Washington Ave

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	13	57	46	90	29	982	52	100	1129	15
v/c Ratio	0.09	0.28	0.29	0.34	0.12	0.38	0.06	0.25	0.36	0.02
Control Delay	31.6	24.8	35.6	15.5	6.4	14.0	0.4	6.3	9.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	24.8	35.6	15.5	6.4	14.0	0.4	6.3	9.5	0.1
Queue Length 50th (ft)	5	13	18	7	4	109	0	13	66	0
Queue Length 95th (ft)	21	48	52	45	12	149	1	30	163	0
Internal Link Dist (ft)		525		598		2047			1938	
Turn Bay Length (ft)					490		500	380		395
Base Capacity (vph)	425	552	451	631	551	3614	1101	731	3614	822
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.10	0.10	0.14	0.05	0.27	0.05	0.14	0.31	0.02
Intersection Summary										

Queues

43: US 27 & W Central Ave

09/17/2019

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	133	91	121	85	113	39	917	149	137	973	112
v/c Ratio	0.43	0.41	0.33	0.39	0.37	0.27	0.56	0.23	0.39	0.48	0.15
Control Delay	31.7	47.7	29.0	48.3	9.4	51.1	27.4	5.0	47.1	22.2	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.7	47.7	29.0	48.3	9.4	51.1	27.4	5.0	47.1	22.2	3.5
Queue Length 50th (ft)	58	50	52	47	0	22	160	0	39	165	0
Queue Length 95th (ft)	130	119	118	114	40	66	244	42	86	252	28
Internal Link Dist (ft)		548		778			600			2554	
Turn Bay Length (ft)	265		345			415		525	400		355
Base Capacity (vph)	445	588	464	597	602	487	2569	931	926	2535	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.15	0.26	0.14	0.19	0.08	0.36	0.16	0.15	0.38	0.12
Intersection Summary											

Queues

46: US 27 & EB SR 60 On Ramp

09/17/2019

	↑	↗	↘	↓
Lane Group	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1155	119	324	645
v/c Ratio	0.56	0.17	0.67	0.20
Control Delay	12.9	3.4	24.1	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.9	3.4	24.1	0.1
Queue Length 50th (ft)	89	0	82	0
Queue Length 95th (ft)	147	23	161	0
Internal Link Dist (ft)	1163			513
Turn Bay Length (ft)			480	
Base Capacity (vph)	4670	1431	913	3223
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.25	0.08	0.35	0.20
Intersection Summary				

HCM 6th TWSC

18: US 27 & Central Grove Rd/Terra del Sol Blvd

09/17/2019

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕↕↕	↕	↕	↕↕↕	↕
Traffic Vol, veh/h	55	0	17	3	0	9	20	1326	11	16	1618	73
Future Vol, veh/h	55	0	17	3	0	9	20	1326	11	16	1618	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	605	-	460	550	-	420
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	0	5	3	9	0	3	0
Mvmt Flow	58	0	18	3	0	9	21	1396	12	17	1703	77
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2337	3187	852	2153	3252	698	1780	0	0	1408	0	0
Stage 1	1737	1737	-	1438	1438	-	-	-	-	-	-	-
Stage 2	600	1450	-	715	1814	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.22	6.4	6.5	7.1	5.4	-	-	5.3	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.96	3.8	4	3.9	3.15	-	-	3.1	-	-
Pot Cap-1 Maneuver	~ 40	10	254	52	9	332	156	-	-	252	-	-
Stage 1	61	143	-	100	200	-	-	-	-	-	-	-
Stage 2	419	198	-	357	131	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 33	8	254	41	7	332	156	-	-	252	-	-
Mov Cap-2 Maneuver	~ 47	69	-	73	61	-	-	-	-	-	-	-
Stage 1	~ 53	133	-	87	173	-	-	-	-	-	-	-
Stage 2	352	171	-	309	122	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s\$	339.2		26.3		0.5		0.2					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	156	-	-	58 73 332	252	-	-					
HCM Lane V/C Ratio	0.135	-	-	1.307 0.043 0.029	0.067	-	-					
HCM Control Delay (s)	31.6	-	-	\$ 339.2 56.5 16.2	20.3	-	-					
HCM Lane LOS	D	-	-	F F C	C	-	-					
HCM 95th %tile Q(veh)	0.5	-	-	6.6 0.1 0.1	0.2	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC

24: US 27 & Cardiff Ave/Tri County 1 Rd

09/17/2019

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	0	34	11	0	14	60	1233	20	26	1497	37
Future Vol, veh/h	26	0	34	11	0	14	60	1233	20	26	1497	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	580	-	430	515	-	435
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	6	0	0	0	0	3	0	0	3	3
Mvmt Flow	27	0	36	12	0	15	63	1298	21	27	1576	39
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2275	3075	788	2108	3093	649	1615	0	0	1319	0	0
Stage 1	1630	1630	-	1424	1424	-	-	-	-	-	-	-
Stage 2	645	1445	-	684	1669	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.22	6.4	6.5	7.1	5.3	-	-	5.3	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.96	3.8	4	3.9	3.1	-	-	3.1	-	-
Pot Cap-1 Maneuver	44	12	280	56	12	357	199	-	-	279	-	-
Stage 1	73	162	-	102	204	-	-	-	-	-	-	-
Stage 2	393	199	-	372	155	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	7	280	34	7	357	199	-	-	279	-	-
Mov Cap-2 Maneuver	44	60	-	59	48	-	-	-	-	-	-	-
Stage 1	50	146	-	70	139	-	-	-	-	-	-	-
Stage 2	257	136	-	293	140	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	87.2		47.2		1.4		0.3					
HCM LOS	F		E									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	199	-	-	44	280	111	279	-	-			
HCM Lane V/C Ratio	0.317	-	-	0.622	0.128	0.237	0.098	-	-			
HCM Control Delay (s)	31.3	-	-	175.4	19.7	47.2	19.3	-	-			
HCM Lane LOS	D	-	-	F	C	E	C	-	-			
HCM 95th %tile Q(veh)	1.3	-	-	2.3	0.4	0.9	0.3	-	-			

HCM 6th TWSC

30: US 27 & Laurel Estates Entrance

09/17/2019

Intersection								
Int Delay, s/veh	1.8							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR	
Lane Configurations								
Traffic Vol, veh/h	24	32	55	1299	18	1530	31	
Future Vol, veh/h	24	32	55	1299	18	1530	31	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	-	None	
Storage Length	0	0	550	-	495	-	325	
Veh in Median Storage, #	1	-	-	0	-	0	-	
Grade, %	0	-	-	0	-	0	-	
Peak Hour Factor	94	94	94	94	94	94	94	
Heavy Vehicles, %	0	3	0	3	0	3	0	
Mvmt Flow	26	34	59	1382	19	1628	33	
Major/Minor	Minor2	Major1		Major2				
Conflicting Flow All	2337	814	1661	0	1009	-	0	
Stage 1	1666	-	-	-	-	-	-	
Stage 2	671	-	-	-	-	-	-	
Critical Hdwy	5.7	7.16	5.3	-	5.6	-	-	
Critical Hdwy Stg 1	6.6	-	-	-	-	-	-	
Critical Hdwy Stg 2	6	-	-	-	-	-	-	
Follow-up Hdwy	3.8	3.93	3.1	-	2.3	-	-	
Pot Cap-1 Maneuver	63	274	189	-	442	-	-	
Stage 1	95	-	-	-	-	-	-	
Stage 2	432	-	-	-	-	-	-	
Platoon blocked, %				-		-	-	
Mov Cap-1 Maneuver	41	274	189	-	442	-	-	
Mov Cap-2 Maneuver	56	-	-	-	-	-	-	
Stage 1	63	-	-	-	-	-	-	
Stage 2	432	-	-	-	-	-	-	
Approach	EB	NB		SB				
HCM Control Delay, s	60.6	1.3		0.2				
HCM LOS	F							
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR	
Capacity (veh/h)	189	-	56	274	442	-	-	
HCM Lane V/C Ratio	0.31	-	0.456	0.124	0.043	-	-	
HCM Control Delay (s)	32.4	-	114.7	20	13.5	-	-	
HCM Lane LOS	D	-	F	C	B	-	-	
HCM 95th %tile Q(veh)	1.2	-	1.7	0.4	0.1	-	-	

HCM 6th TWSC

55: US 27 & Holly Hill Grove Rd 2/Cottonwood Rd

09/17/2019

Intersection												
Int Delay, s/veh	40.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	↕
Traffic Vol, veh/h	5	2	10	24	2	65	21	1948	55	82	2323	14
Future Vol, veh/h	5	2	10	24	2	65	21	1948	55	82	2323	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	505	-	485	515	-	450
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	8	0	3	0	4	2	6	3	0
Mvmt Flow	5	2	10	25	2	68	22	2029	57	85	2420	15

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3447	4720	1210	3212	4678	1015	2435	0	0	2086	0	0
Stage 1	2590	2590	-	2073	2073	-	-	-	-	-	-	-
Stage 2	857	2130	-	1139	2605	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.56	6.5	7.16	5.3	-	-	5.42	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.46	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.86	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.88	4	3.93	3.1	-	-	3.16	-	-
Pot Cap-1 Maneuver	8	~ 1	152	~ 10	~ 1	201	77	-	-	107	-	-
Stage 1	15	52	-	32	97	-	-	-	-	-	-	-
Stage 2	292	91	-	184	52	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 1	0	152	~ 3	0	201	77	-	-	107	-	-
Mov Cap-2 Maneuver	8	22	-	~ 6	~ -12	-	-	-	-	-	-	-
Stage 1	11	11	-	~ 23	69	-	-	-	-	-	-	-
Stage 2	134	65	-	29	11	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	372.1	1846.6	0.7	3.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	77	-	-	22	22	107	-
HCM Lane V/C Ratio	0.284	-	-	0.805	4.309	0.798	-
HCM Control Delay (s)	69.3	-	-	372.1	1846.6	112.2	-
HCM Lane LOS	F	-	-	F	F	F	-
HCM 95th %tile Q(veh)	1	-	-	2.3	12	4.5	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC

61: US 27 & Holly Hill Tank Rd/Florida Development Rd

09/17/2019

Intersection												
Int Delay, s/veh	7.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	↕
Traffic Vol, veh/h	1	0	4	25	0	27	11	2137	37	37	2251	5
Future Vol, veh/h	1	0	4	25	0	27	11	2137	37	37	2251	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	495	-	380	490	-	430
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	8	0	4	0	6	5	5	4	20
Mvmt Flow	1	0	4	26	0	28	11	2203	38	38	2321	5
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3300	4660	1161	3229	4627	1102	2326	0	0	2241	0	0
Stage 1	2397	2397	-	2225	2225	-	-	-	-	-	-	-
Stage 2	903	2263	-	1004	2402	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.56	6.5	7.18	5.3	-	-	5.4	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.46	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.86	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.88	4	3.94	3.1	-	-	3.15	-	-
Pot Cap-1 Maneuver	10	1	164	~ 9	1	175	88	-	-	90	-	-
Stage 1	20	66	-	~ 24	81	-	-	-	-	-	-	-
Stage 2	274	78	-	224	66	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	5	1	164	~ 5	1	175	88	-	-	90	-	-
Mov Cap-2 Maneuver	16	16	-	~ 17	18	-	-	-	-	-	-	-
Stage 1	18	38	-	~ 21	71	-	-	-	-	-	-	-
Stage 2	202	68	-	126	38	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	73			\$ 597.9			0.3			1.2		
HCM LOS	F			F								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	88	-	-	58	32	90	-	-				
HCM Lane V/C Ratio	0.129	-	-	0.089	1.675	0.424	-	-				
HCM Control Delay (s)	51.9	-	-	73	\$ 597.9	71.7	-	-				
HCM Lane LOS	F	-	-	F	F	F	-	-				
HCM 95th %tile Q(veh)	0.4	-	-	0.3	6	1.7	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC

67: US 27 & La Casa Del Sol Blvd

09/17/2019

Intersection							
Int Delay, s/veh	0.4						
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	6	4	8	2011	7	2309	16
Future Vol, veh/h	6	4	8	2011	7	2309	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	0	510	-	510	-	400
Veh in Median Storage, #	1	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	6	0	4	0
Mvmt Flow	6	4	8	2095	7	2405	17
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	3273	1203	2422	0	1529	-	0
Stage 1	2419	-	-	-	-	-	-
Stage 2	854	-	-	-	-	-	-
Critical Hdwy	5.7	7.1	5.3	-	5.6	-	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-
Follow-up Hdwy	3.8	3.9	3.1	-	2.3	-	-
Pot Cap-1 Maneuver	19	154	78	-	227	-	-
Stage 1	31	-	-	-	-	-	-
Stage 2	346	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	17	154	78	-	227	-	-
Mov Cap-2 Maneuver	24	-	-	-	-	-	-
Stage 1	27	-	-	-	-	-	-
Stage 2	346	-	-	-	-	-	-
Approach	EB		NB		SB		
HCM Control Delay, s	132.4		0.2		0.1		
HCM LOS	F						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBU	SBT	SBR
Capacity (veh/h)	78	-	24	154	227	-	-
HCM Lane V/C Ratio	0.107	-	0.26	0.027	0.032	-	-
HCM Control Delay (s)	56.6	-	201.4	29	21.4	-	-
HCM Lane LOS	F	-	F	D	C	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	0.1	0.1	-	-

HCM 6th TWSC

69: US 27 & Holly Hill Cutoff Rd/North Blvd W

09/17/2019

Intersection												
Int Delay, s/veh	31.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔		↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Vol, veh/h	35	1	20	30	6	81	42	1960	27	57	2206	66
Future Vol, veh/h	35	1	20	30	6	81	42	1960	27	57	2206	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	295	-	420	510	-	470
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	0	0	0	0	0	0	6	0	4	4	5
Mvmt Flow	37	1	21	32	6	85	44	2063	28	60	2322	69

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3358	4621	1161	3200	4662	1032	2391	0	0	2091	0	0
Stage 1	2442	2442	-	2151	2151	-	-	-	-	-	-	-
Stage 2	916	2179	-	1049	2511	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.5	7.1	6.4	6.5	7.1	5.3	-	-	5.38	-	-
Critical Hdwy Stg 1	7.36	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4	3.9	3.8	4	3.9	3.1	-	-	3.14	-	-
Pot Cap-1 Maneuver	~ 8	~ 1	164	~ 11	~ 1	200	81	-	-	110	-	-
Stage 1	~ 18	63	-	~ 31	89	-	-	-	-	-	-	-
Stage 2	263	86	-	222	58	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 2	0	164	~ 3	0	200	81	-	-	110	-	-
Mov Cap-2 Maneuver	~ 9	~ 69	-	~ 11	~ 29	-	-	-	-	-	-	-
Stage 1	~ 8	29	-	~ 14	41	-	-	-	-	-	-	-
Stage 2	58	39	-	85	26	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s		\$ 1148.9	1.9	1.7
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	81	-	-	+	164	40	110	-	-
HCM Lane V/C Ratio	0.546	-	-	-	0.128	3.079	0.545	-	-
HCM Control Delay (s)	93.4	-	-	-	30.2	1148.9	71.4	-	-
HCM Lane LOS	F	-	-	-	D	F	F	-	-
HCM 95th %tile Q(veh)	2.4	-	-	-	0.4	13.8	2.6	-	-

Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon						

HCM 6th TWSC
75: US 27 & South Blvd

PM Peak Hour

09/17/2019

Intersection												
Int Delay, s/veh	30.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↑↑↑	↔	↔	↑↑↑	↔
Traffic Vol, veh/h	27	4	20	39	0	72	15	1896	53	87	2057	12
Future Vol, veh/h	27	4	20	39	0	72	15	1896	53	87	2057	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	400	-	300	510	-	260
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	7	0	40	3	0	3	27	6	0	2	4	58
Mvmt Flow	30	4	22	43	0	79	16	2084	58	96	2260	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3318	4626	1130	3214	4581	1042	2273	0	0	2142	0	0
Stage 1	2452	2452	-	2116	2116	-	-	-	-	-	-	-
Stage 2	866	2174	-	1098	2465	-	-	-	-	-	-	-
Critical Hdwy	6.54	6.5	7.9	6.46	6.5	7.16	5.84	-	-	5.34	-	-
Critical Hdwy Stg 1	7.44	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.84	5.5	-	6.76	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.87	4	4.3	3.83	4	3.93	3.37	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 8	~ 1	128	~ 10	1	193	65	-	-	106	-	-
Stage 1	~ 17	62	-	~ 31	92	-	-	-	-	-	-	-
Stage 2	276	86	-	203	61	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 1	0	128	~ 2	0	193	65	-	-	106	-	-
Mov Cap-2 Maneuver	~ 8	7	-	~ -37	~ -11	-	-	-	-	-	-	-
Stage 1	~ 13	6	-	~ 23	69	-	-	-	-	-	-	-
Stage 2	123	65	-	~ 4	6	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$ 2276.5			0.6	5.5
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	65	-	-	12	+	106	-
HCM Lane V/C Ratio	0.254	-	-	4.67	-	0.902	-
HCM Control Delay (s)	78.3	-	-	\$ 2276.5	-	136.4	-
HCM Lane LOS	F	-	-	F	-	F	-
HCM 95th %tile Q(veh)	0.9	-	-	8.1	-	5.4	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC

78: US 27 & Section 7 Airport Rd/Patterson Rd

09/17/2019

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	
Traffic Vol, veh/h	0	0	0	55	0	70	1	1903	142	122	2044	0
Future Vol, veh/h	0	0	0	55	0	70	1	1903	142	122	2044	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	345	-	280	405	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	3	0	6	3	2	4	0
Mvmt Flow	0	0	0	59	0	74	1	2024	151	130	2174	0
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	3246	4611	1087	3156	4460	1012	2174	0	0	2175	0	0
Stage 1	2434	2434	-	2026	2026	-	-	-	-	-	-	-
Stage 2	812	2177	-	1130	2434	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.16	5.3	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.93	3.1	-	-	3.12	-	-
Pot Cap-1 Maneuver	10	1	184	~ 12	1	202	105	-	-	~ 102	-	-
Stage 1	19	63	-	~ 38	102	-	-	-	-	-	-	-
Stage 2	311	86	-	198	63	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	0	184	-	0	202	105	-	-	~ 102	-	-
Mov Cap-2 Maneuver	13	0	-	~	-	-	-	-	-	-	-	-
Stage 1	19	0	-	~ 38	101	-	-	-	-	-	-	-
Stage 2	194	85	-	-	0	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	0					0			14.4			
HCM LOS	A		-									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	105	-	-	-	-	~ 102	-	-				
HCM Lane V/C Ratio	0.01	-	-	-	-	1.272	-	-				
HCM Control Delay (s)	39.6	-	-	0	-	256.4	-	-				
HCM Lane LOS	E	-	-	A	-	F	-	-				
HCM 95th %tile Q(veh)	0	-	-	-	-	8.9	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined			*: All major volume in platoon				

HCM 6th TWSC
93: US 27 & W Johnson Ave

PM Peak Hour

09/17/2019

Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	↕
Traffic Vol, veh/h	4	0	35	3	0	36	39	1996	6	58	2044	8
Future Vol, veh/h	4	0	35	3	0	36	39	1996	6	58	2044	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	305	-	220	300	-	290
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	33	0	8	3	6	17	2	5	0
Mvmt Flow	4	0	36	3	0	38	41	2079	6	60	2129	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3163	4416	1065	3133	4418	1040	2137	0	0	2085	0	0
Stage 1	2249	2249	-	2161	2161	-	-	-	-	-	-	-
Stage 2	914	2167	-	972	2257	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	7.06	6.5	7.26	5.36	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.96	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	4.13	4	3.98	3.13	-	-	3.12	-	-
Pot Cap-1 Maneuver	12	2	190	7	2	187	105	-	-	113	-	-
Stage 1	26	79	-	20	88	-	-	-	-	-	-	-
Stage 2	269	87	-	198	78	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 4	1	190	~ 2	1	187	105	-	-	113	-	-
Mov Cap-2 Maneuver	13	~ -8	-	9	~ -4	-	-	-	-	-	-	-
Stage 1	16	37	-	12	54	-	-	-	-	-	-	-
Stage 2	131	53	-	75	37	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	91.2		101.6		1.1		1.9	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	105	-	-	79 74	113	-	-
HCM Lane V/C Ratio	0.387	-	-	0.514 0.549	0.535	-	-
HCM Control Delay (s)	59.4	-	-	91.2 101.6	68.6	-	-
HCM Lane LOS	F	-	-	F F	F	-	-
HCM 95th %tile Q(veh)	1.6	-	-	2.2 2.3	2.5	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th Signalized Intersection Summary

3: US 27 & Polo Park Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	64	11	27	69	8	99	57	1209	89	106	1845	60
Future Volume (veh/h)	64	11	27	69	8	99	57	1209	89	106	1845	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1841	1900	1900	1885	1900	1856	1900	1885	1856	1900
Adj Flow Rate, veh/h	67	11	28	72	8	103	59	1259	93	110	1922	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	4	0	0	1	0	3	0	1	3	0
Cap, veh/h	99	16	99	144	16	140	77	2403	764	139	2594	824
Arrive On Green	0.06	0.06	0.06	0.09	0.09	0.09	0.04	0.47	0.47	0.08	0.51	0.51
Sat Flow, veh/h	1565	257	1560	1636	182	1598	1810	5066	1610	1795	5066	1610
Grp Volume(v), veh/h	78	0	28	80	0	103	59	1259	93	110	1922	62
Grp Sat Flow(s),veh/h/ln	1822	0	1560	1818	0	1598	1810	1689	1610	1795	1689	1610
Q Serve(g_s), s	4.4	0.0	1.8	4.4	0.0	6.6	3.4	18.3	3.4	6.3	31.4	2.1
Cycle Q Clear(g_c), s	4.4	0.0	1.8	4.4	0.0	6.6	3.4	18.3	3.4	6.3	31.4	2.1
Prop In Lane	0.86		1.00	0.90		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	116	0	99	159	0	140	77	2403	764	139	2594	824
V/C Ratio(X)	0.67	0.00	0.28	0.50	0.00	0.74	0.76	0.52	0.12	0.79	0.74	0.08
Avail Cap(c_a), veh/h	433	0	371	432	0	380	344	3855	1225	342	3855	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	46.9	45.8	0.0	46.8	49.8	19.3	15.4	47.6	20.2	13.0
Incr Delay (d2), s/veh	6.6	0.0	1.5	2.4	0.0	7.3	14.3	0.2	0.1	9.5	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	1.3	3.8	0.0	5.3	3.2	10.5	2.0	5.5	16.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.8	0.0	48.5	48.2	0.0	54.0	64.0	19.5	15.5	57.2	20.6	13.1
LnGrp LOS	D	A	D	D	A	D	E	B	B	E	C	B
Approach Vol, veh/h		106			183			1411			2094	
Approach Delay, s/veh		53.1			51.5			21.1			22.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.8	57.8		14.3	12.8	61.7		16.3				
Change Period (Y+Rc), s	* 8.6	* 7.9		7.6	* 8.3	7.9		7.1				
Max Green Setting (Gmax), s	* 20	* 80		25.0	* 20	80.0		25.0				
Max Q Clear Time (g_c+I1), s	8.3	20.3		6.4	5.4	33.4		8.6				
Green Ext Time (p_c), s	0.2	9.2		0.4	0.1	20.5		0.7				

Intersection Summary

HCM 6th Ctrl Delay 24.1

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

6: US 27 & Legacy Park Blvd/Florence Villa Grove Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	39	97	333	70	97	124	1009	172	87	1513	171
Future Volume (veh/h)	122	39	97	333	70	97	124	1009	172	87	1513	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1870	1856	1900	1870	1856	1885
Adj Flow Rate, veh/h	124	40	99	340	71	99	127	1030	176	89	1544	174
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	0	0	0	2	3	0	2	3	1
Cap, veh/h	183	49	121	319	67	93	149	1858	590	110	1770	558
Arrive On Green	0.10	0.10	0.10	0.27	0.27	0.27	0.08	0.37	0.37	0.06	0.35	0.35
Sat Flow, veh/h	1810	485	1199	1186	248	345	1781	5066	1610	1781	5066	1598
Grp Volume(v), veh/h	124	0	139	510	0	0	127	1030	176	89	1544	174
Grp Sat Flow(s),veh/h/ln	1810	0	1684	1779	0	0	1781	1689	1610	1781	1689	1598
Q Serve(g_s), s	9.8	0.0	12.0	40.0	0.0	0.0	10.5	24.0	11.5	7.3	42.4	11.8
Cycle Q Clear(g_c), s	9.8	0.0	12.0	40.0	0.0	0.0	10.5	24.0	11.5	7.3	42.4	11.8
Prop In Lane	1.00		0.71	0.67		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	183	0	170	479	0	0	149	1858	590	110	1770	558
V/C Ratio(X)	0.68	0.00	0.82	1.07	0.00	0.00	0.85	0.55	0.30	0.81	0.87	0.31
Avail Cap(c_a), veh/h	365	0	340	479	0	0	180	2046	650	180	2046	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	0.0	65.4	54.3	0.0	0.0	67.1	37.4	33.4	68.8	45.2	35.3
Incr Delay (d2), s/veh	4.3	0.0	9.1	59.5	0.0	0.0	26.6	0.2	0.2	13.1	3.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	9.5	35.5	0.0	0.0	9.6	14.6	7.8	6.6	24.4	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	0.0	74.6	113.8	0.0	0.0	93.8	37.6	33.6	81.9	49.0	35.5
LnGrp LOS	E	A	E	F	A	A	F	D	C	F	D	D
Approach Vol, veh/h	263			510			1333			1807		
Approach Delay, s/veh	71.8			113.8			42.4			49.4		
Approach LOS	E			F			D			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	20.4	59.6		46.7	17.9	62.2		21.8				
Change Period (Y+Rc), s	8.0	7.7		* 6.7	8.7	* 7.7		6.8				
Max Green Setting (Gmax), s	15.0	60.0		* 40	15.0	* 60		30.0				
Max Q Clear Time (g_c+I1), s	12.5	44.4		42.0	9.3	26.0		14.0				
Green Ext Time (p_c), s	0.1	7.5		0.0	0.1	5.9		1.0				

Intersection Summary

HCM 6th Ctrl Delay 56.9

HCM 6th LOS E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th Signalized Intersection Summary

12: US 27 & Highlands Reserve Blvd/Student Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	26	0	29	36	0	45	52	1338	7	56	1885	26
Future Volume (veh/h)	26	0	29	36	0	45	52	1338	7	56	1885	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1856	1900	1870	1856	1841
Adj Flow Rate, veh/h	27	0	30	38	0	47	54	1394	7	58	1964	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	3	0	2	3	4
Cap, veh/h	78	0	346	78	0	346	73	2482	789	75	2523	777
Arrive On Green	0.22	0.00	0.22	0.22	0.00	0.22	0.04	0.49	0.49	0.04	0.50	0.50
Sat Flow, veh/h	1	0	1610	1	0	1610	1810	5066	1610	1781	5066	1560
Grp Volume(v), veh/h	27	0	30	38	0	47	54	1394	7	58	1964	27
Grp Sat Flow(s),veh/h/ln	1	0	1610	1	0	1610	1810	1689	1610	1781	1689	1560
Q Serve(g_s), s	0.0	0.0	1.4	0.0	0.0	2.2	2.7	18.0	0.2	3.0	29.5	0.8
Cycle Q Clear(g_c), s	20.0	0.0	1.4	20.0	0.0	2.2	2.7	18.0	0.2	3.0	29.5	0.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	0	346	78	0	346	73	2482	789	75	2523	777
V/C Ratio(X)	0.35	0.00	0.09	0.49	0.00	0.14	0.74	0.56	0.01	0.77	0.78	0.03
Avail Cap(c_a), veh/h	78	0	346	78	0	346	292	3269	1039	287	3269	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	0.0	29.2	46.5	0.0	29.5	44.1	16.7	12.1	44.1	19.1	11.9
Incr Delay (d2), s/veh	2.7	0.0	0.1	4.7	0.0	0.2	13.4	0.2	0.0	15.2	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	0.0	1.0	1.8	0.0	1.5	2.6	9.9	0.1	2.8	14.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	0.0	29.3	51.2	0.0	29.7	57.6	16.9	12.2	59.3	20.0	11.9
LnGrp LOS	D	A	C	D	A	C	E	B	B	E	B	B
Approach Vol, veh/h	57			85			1455			2049		
Approach Delay, s/veh	38.7			39.3			18.3			21.0		
Approach LOS	D			D			B			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	53.1		27.5	11.7	53.8		27.5				
Change Period (Y+Rc), s	8.5	7.5		7.5	7.9	7.5		7.5				
Max Green Setting (Gmax), s	15.0	60.0		20.0	15.0	60.0		20.0				
Max Q Clear Time (g_c+I1), s	5.0	20.0		22.0	4.7	31.5		22.0				
Green Ext Time (p_c), s	0.1	9.9		0.0	0.1	14.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay	20.6											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

15: US 27 & California Blvd/McFee Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	56	2	56	18	3	35	101	1259	29	48	1588	108
Future Volume (veh/h)	56	2	56	18	3	35	101	1259	29	48	1588	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1841	1900	1900	1856	1885	1856	1856	1870	1856	1900
Adj Flow Rate, veh/h	58	2	58	19	3	36	104	1298	30	49	1637	111
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	4	0	0	3	1	3	3	2	3	0
Cap, veh/h	70	1	436	66	6	439	131	2338	726	63	2134	678
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.07	0.46	0.46	0.04	0.42	0.42
Sat Flow, veh/h	13	5	1560	12	22	1572	1795	5066	1572	1781	5066	1610
Grp Volume(v), veh/h	60	0	58	22	0	36	104	1298	30	49	1637	111
Grp Sat Flow(s),veh/h/ln	18	0	1560	34	0	1572	1795	1689	1572	1781	1689	1610
Q Serve(g_s), s	0.3	0.0	3.0	0.3	0.0	1.8	6.1	19.8	1.1	2.9	29.6	4.6
Cycle Q Clear(g_c), s	29.9	0.0	3.0	29.9	0.0	1.8	6.1	19.8	1.1	2.9	29.6	4.6
Prop In Lane	0.97		1.00	0.86		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	71	0	436	72	0	439	131	2338	726	63	2134	678
V/C Ratio(X)	0.84	0.00	0.13	0.30	0.00	0.08	0.79	0.56	0.04	0.77	0.77	0.16
Avail Cap(c_a), veh/h	73	0	438	74	0	441	420	3789	1176	416	3789	1205
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	0.0	28.8	45.9	0.0	28.4	48.8	20.8	15.8	51.1	26.5	19.2
Incr Delay (d2), s/veh	54.7	0.0	0.1	2.3	0.0	0.1	10.2	0.2	0.0	17.7	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.0	2.1	1.2	0.0	1.3	5.3	11.3	0.7	2.8	16.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.5	0.0	29.0	48.2	0.0	28.5	58.9	21.0	15.8	68.8	27.0	19.3
LnGrp LOS	F	A	C	D	A	C	E	C	B	E	C	B
Approach Vol, veh/h		118			58			1432			1797	
Approach Delay, s/veh		68.9			36.0			23.7			27.6	
Approach LOS		E			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	57.6		37.6	16.4	53.2		37.6				
Change Period (Y+Rc), s	8.2	8.0		7.7	8.5	* 8		7.7				
Max Green Setting (Gmax), s	25.0	80.0		30.0	25.0	* 80		30.0				
Max Q Clear Time (g_c+I1), s	4.9	21.8		31.9	8.1	31.6		31.9				
Green Ext Time (p_c), s	0.1	9.3		0.0	0.2	13.8		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			27.5									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

21: US 27 & 4 Corners Blvd/Tri County Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	23	48	94	24	228	45	1189	55	197	1431	49
Future Volume (veh/h)	42	23	48	94	24	228	45	1189	55	197	1431	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1885	1841	1856	1900	1885	1856	1841
Adj Flow Rate, veh/h	44	24	51	99	25	240	47	1252	58	207	1506	52
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	1	4	3	0	1	3	4
Cap, veh/h	109	68	86	257	56	297	71	1746	555	255	2260	696
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.04	0.34	0.34	0.14	0.45	0.45
Sat Flow, veh/h	254	364	463	945	304	1598	1753	5066	1610	1795	5066	1560
Grp Volume(v), veh/h	119	0	0	124	0	240	47	1252	58	207	1506	52
Grp Sat Flow(s),veh/h/ln	1081	0	0	1249	0	1598	1753	1689	1610	1795	1689	1560
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	11.4	2.1	17.0	1.9	8.8	18.5	1.5
Cycle Q Clear(g_c), s	9.8	0.0	0.0	7.6	0.0	11.4	2.1	17.0	1.9	8.8	18.5	1.5
Prop In Lane	0.37		0.43	0.80		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	263	0	0	314	0	297	71	1746	555	255	2260	696
V/C Ratio(X)	0.45	0.00	0.00	0.40	0.00	0.81	0.66	0.72	0.10	0.81	0.67	0.07
Avail Cap(c_a), veh/h	540	0	0	590	0	606	665	3843	1221	794	3843	1183
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	0.0	29.2	0.0	30.9	37.4	22.6	17.6	32.9	17.3	12.6
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.8	0.0	5.2	9.9	0.5	0.1	6.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.0	0.0	3.8	0.0	8.3	1.8	9.8	1.1	7.0	9.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	0.0	0.0	30.0	0.0	36.1	47.3	23.0	17.7	39.0	17.5	12.6
LnGrp LOS	C	A	A	C	A	D	D	C	B	D	B	B
Approach Vol, veh/h		119			364			1357			1765	
Approach Delay, s/veh		30.6			34.0			23.6			19.9	
Approach LOS		C			C			C			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	43.3		23.6	20.2	35.3		23.6				
Change Period (Y+Rc), s	9.0	8.0		* 8.9	9.0	8.0		* 8.9				
Max Green Setting (Gmax), s	30.0	60.0		* 30	35.0	60.0		* 30				
Max Q Clear Time (g_c+I1), s	4.1	20.5		13.4	10.8	19.0		11.8				
Green Ext Time (p_c), s	0.1	10.8		1.3	0.5	8.2		0.6				

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

27: US 27 & Waverly Barn Rd/Dunson Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	63	2	140	58	5	51	105	1076	61	56	980	64
Future Volume (veh/h)	63	2	140	58	5	51	105	1076	61	56	980	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1159	1159	1752	1900	1900	1900	1633	1826	1856	1870	1826	1781
Adj Flow Rate, veh/h	68	2	151	62	5	55	113	1157	66	60	1054	69
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	50	50	10	0	0	0	18	5	3	2	5	8
Cap, veh/h	140	4	193	92	7	82	145	1697	535	82	1449	439
Arrive On Green	0.13	0.13	0.13	0.11	0.11	0.11	0.09	0.34	0.34	0.05	0.29	0.29
Sat Flow, veh/h	1074	32	1485	873	70	774	1555	4985	1572	1781	4985	1510
Grp Volume(v), veh/h	70	0	151	122	0	0	113	1157	66	60	1054	69
Grp Sat Flow(s),veh/h/ln	1105	0	1485	1717	0	0	1555	1662	1572	1781	1662	1510
Q Serve(g_s), s	4.9	0.0	8.1	5.6	0.0	0.0	5.9	16.5	2.4	2.7	15.7	2.8
Cycle Q Clear(g_c), s	4.9	0.0	8.1	5.6	0.0	0.0	5.9	16.5	2.4	2.7	15.7	2.8
Prop In Lane	0.97		1.00	0.51		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	144	0	193	181	0	0	145	1697	535	82	1449	439
V/C Ratio(X)	0.49	0.00	0.78	0.67	0.00	0.00	0.78	0.68	0.12	0.73	0.73	0.16
Avail Cap(c_a), veh/h	303	0	406	1718	0	0	399	3152	994	893	3164	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	0.0	34.8	35.6	0.0	0.0	36.6	23.4	18.7	38.9	26.3	21.8
Incr Delay (d2), s/veh	2.5	0.0	6.7	9.0	0.0	0.0	17.2	0.3	0.1	23.2	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	5.8	5.0	0.0	0.0	4.9	9.5	1.4	2.9	9.4	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.9	0.0	41.5	44.5	0.0	0.0	53.8	23.7	18.8	62.1	26.8	21.9
LnGrp LOS	D	A	D	D	A	A	D	C	B	E	C	C
Approach Vol, veh/h		221			122			1336			1183	
Approach Delay, s/veh		39.7			44.5			26.0			28.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	35.9		18.1	16.5	31.8		16.1				
Change Period (Y+Rc), s	* 8.6	7.8		7.4	8.8	* 7.8		7.4				
Max Green Setting (Gmax), s	* 41	52.2		22.6	21.2	* 52		82.6				
Max Q Clear Time (g_c+I1), s	4.7	18.5		10.1	7.9	17.7		7.6				
Green Ext Time (p_c), s	0.3	6.5		0.7	0.5	5.8		1.6				

Intersection Summary

HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

32: US 27 & Deen Still Rd/Ronald Reagan Pkwy

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	115	68	299	153	224	56	991	215	373	1073	120
Future Volume (veh/h)	94	115	68	299	153	224	56	991	215	373	1073	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1707	1856	1856	1885	1530	1841	1870	1870	1856	1781
Adj Flow Rate, veh/h	101	124	73	322	165	241	60	1066	231	401	1154	129
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	13	3	3	1	25	4	2	2	3	8
Cap, veh/h	177	193	148	417	335	288	72	1437	453	510	1944	579
Arrive On Green	0.05	0.10	0.10	0.12	0.18	0.18	0.05	0.29	0.29	0.15	0.38	0.38
Sat Flow, veh/h	3483	1885	1447	3428	1856	1598	1457	5025	1585	3456	5066	1510
Grp Volume(v), veh/h	101	124	73	322	165	241	60	1066	231	401	1154	129
Grp Sat Flow(s), veh/h/ln	1742	1885	1447	1714	1856	1598	1457	1675	1585	1728	1689	1510
Q Serve(g_s), s	2.6	5.7	4.3	8.2	7.2	13.2	3.7	17.4	11.0	10.1	16.4	5.2
Cycle Q Clear(g_c), s	2.6	5.7	4.3	8.2	7.2	13.2	3.7	17.4	11.0	10.1	16.4	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	193	148	417	335	288	72	1437	453	510	1944	579
V/C Ratio(X)	0.57	0.64	0.49	0.77	0.49	0.84	0.83	0.74	0.51	0.79	0.59	0.22
Avail Cap(c_a), veh/h	770	521	400	758	513	442	322	3334	1052	1146	3361	1002
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	39.0	38.4	38.5	33.3	35.8	42.6	29.3	27.0	37.2	22.2	18.8
Incr Delay (d2), s/veh	2.9	3.6	2.5	3.1	1.1	8.2	20.5	0.5	0.6	2.7	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	4.9	2.8	6.2	5.7	9.3	3.0	10.5	7.1	7.4	9.7	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	42.6	40.9	41.6	34.5	44.0	63.1	29.8	27.6	39.9	22.4	18.9
LnGrp LOS	D	D	D	D	C	D	E	C	C	D	C	B
Approach Vol, veh/h		298			728			1357			1684	
Approach Delay, s/veh		42.9			40.8			30.9			26.3	
Approach LOS		D			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.9	33.5	18.8	16.2	13.1	42.3	11.7	23.3				
Change Period (Y+Rc), s	* 8.6	7.6	* 7.8	* 7	* 8.6	7.6	7.1	7.0				
Max Green Setting (Gmax), s	* 30	60.0	* 20	* 25	* 20	60.0	20.0	25.0				
Max Q Clear Time (g_c+I1), s	12.1	19.4	10.2	7.7	5.7	18.4	4.6	15.2				
Green Ext Time (p_c), s	1.2	6.5	0.8	0.7	0.1	6.8	0.2	1.2				

Intersection Summary

HCM 6th Ctrl Delay	31.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

35: US 27 & Access Rd/Ritchie Bros Driveway

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	0	197	22	0	6	153	1205	6	4	1232	41
Future Volume (veh/h)	53	0	197	22	0	6	153	1205	6	4	1232	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1811	1900	1900	1900	1707	1767	1900	1900	1811	1826
Adj Flow Rate, veh/h	56	0	210	23	0	6	163	1282	0	4	1311	44
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	6	0	0	0	13	9	0	0	6	5
Cap, veh/h	73	0	467	73	0	490	237	2222		10	1923	602
Arrive On Green	0.30	0.00	0.30	0.30	0.00	0.30	0.08	0.46	0.00	0.01	0.39	0.39
Sat Flow, veh/h	0	0	1535	0	0	1610	3155	4823	1610	1810	4944	1547
Grp Volume(v), veh/h	56	0	210	23	0	6	163	1282	0	4	1311	44
Grp Sat Flow(s),veh/h/ln	0	0	1535	0	0	1610	1577	1608	1610	1810	1648	1547
Q Serve(g_s), s	0.0	0.0	10.9	0.0	0.0	0.3	5.0	19.2	0.0	0.2	21.7	1.8
Cycle Q Clear(g_c), s	30.0	0.0	10.9	30.0	0.0	0.3	5.0	19.2	0.0	0.2	21.7	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	73	0	467	73	0	490	237	2222		10	1923	602
V/C Ratio(X)	0.77	0.00	0.45	0.31	0.00	0.01	0.69	0.58		0.42	0.68	0.07
Avail Cap(c_a), veh/h	73	0	467	73	0	490	1121	2222		643	2259	707
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.2	0.0	27.6	49.2	0.0	23.9	44.4	19.5	0.0	48.8	25.0	18.9
Incr Delay (d2), s/veh	42.7	0.0	1.4	5.1	0.0	0.0	3.5	0.6	0.0	26.8	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	7.3	1.2	0.0	0.2	3.6	10.9	0.0	0.3	12.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.0	0.0	29.0	54.4	0.0	23.9	48.0	20.1	0.0	75.7	26.1	19.0
LnGrp LOS	F	A	C	D	A	C	D	C		E	C	B
Approach Vol, veh/h	266			29			1445			A		
Approach Delay, s/veh	42.3			48.1			23.3			26.0		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.2	45.9		37.4	8.1	53.0		37.4				
Change Period (Y+Rc), s	* 7.8	7.6		7.4	7.6	7.6		7.4				
Max Green Setting (Gmax), s	* 35	45.0		30.0	35.0	45.0		30.0				
Max Q Clear Time (g_c+I1), s	7.0	23.7		32.0	2.2	21.2		32.0				
Green Ext Time (p_c), s	0.5	14.6		0.0	0.0	15.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

38: US 27 & WB I-4 Ramps/Driveway

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	16	1552	20	9	16	172	1130	20	37	1107	0
Future Volume (veh/h)	145	16	1552	20	9	16	172	1130	20	37	1107	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1648	1900	1856	1737	1737	1737	1781	1781	1781	1737	1826	0
Adj Flow Rate, veh/h	153	17	1634	21	9	17	181	1189	21	39	1165	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	17	0	3	11	11	11	8	8	8	11	5	0
Cap, veh/h	374	453	1786	26	11	21	856	2702	48	49	1558	0
Arrive On Green	0.24	0.24	0.24	0.04	0.04	0.04	0.52	1.00	1.00	0.03	0.31	0.00
Sat Flow, veh/h	1570	1900	3585	714	306	578	3291	4921	87	1654	5149	0
Grp Volume(v), veh/h	153	17	1634	47	0	0	181	783	427	39	1165	0
Grp Sat Flow(s), veh/h/ln	1570	1900	1195	1597	0	0	1646	1621	1766	1654	1662	0
Q Serve(g_s), s	15.6	1.3	30.4	5.5	0.0	0.0	5.6	0.0	0.0	4.5	39.8	0.0
Cycle Q Clear(g_c), s	15.6	1.3	30.4	5.5	0.0	0.0	5.6	0.0	0.0	4.5	39.8	0.0
Prop In Lane	1.00		1.00	0.45		0.36	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	374	453	1786	59	0	0	856	1780	970	49	1558	0
V/C Ratio(X)	0.41	0.04	0.91	0.80	0.00	0.00	0.21	0.44	0.44	0.79	0.75	0.00
Avail Cap(c_a), veh/h	403	488	1853	171	0	0	856	1780	970	153	1558	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	61.1	55.6	43.9	90.8	0.0	0.0	35.1	0.0	0.0	91.6	58.6	0.0
Incr Delay (d2), s/veh	1.5	0.1	7.8	20.9	0.0	0.0	0.6	0.8	1.5	23.9	3.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	10.6	1.2	13.0	4.8	0.0	0.0	4.0	0.4	0.7	4.0	23.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.6	55.7	51.8	111.7	0.0	0.0	35.7	0.8	1.5	115.5	61.9	0.0
LnGrp LOS	E	E	D	F	A	A	D	A	A	F	E	A
Approach Vol, veh/h	1804			47			1391			1204		
Approach Delay, s/veh	52.7			111.7			5.5			63.6		
Approach LOS	D			F			A			E		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	56.8	68.0		13.7	13.1	111.7		51.5				
Change Period (Y+Rc), s	* 7.4	8.6		* 6.7	7.4	* 7.4		6.2				
Max Green Setting (Gmax), s	* 33	59.4		* 20	17.6	* 76		48.8				
Max Q Clear Time (g_c+I1), s	7.6	41.8		7.5	6.5	2.0		32.4				
Green Ext Time (p_c), s	0.9	11.3		0.1	0.0	23.4		12.8				

Intersection Summary

HCM 6th Ctrl Delay 41.5

HCM 6th LOS D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

41: US 27 & Frontage Rd/EB I-4 Ramps

09/17/2019

HCM 6th Edition methodology expects strict NEMA phasing.

HCM 6th Signalized Intersection Summary

44: US 27 & Home Run Blvd/Posner Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	22	37	197	24	303	40	1422	141	313	2138	136
Future Volume (veh/h)	133	22	37	197	24	303	40	1422	141	313	2138	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1826	1856	1885	1781	1870	1826	1767	1767	1885	1841	1841
Adj Flow Rate, veh/h	136	22	38	201	24	309	41	1451	144	319	2182	139
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	5	3	1	8	2	5	9	9	1	4	4
Cap, veh/h	155	104	89	245	66	799	53	2718	269	869	3368	213
Arrive On Green	0.09	0.06	0.06	0.07	0.04	0.04	0.03	0.48	0.48	0.25	0.70	0.70
Sat Flow, veh/h	1781	1826	1572	3483	1781	2790	1739	5662	561	3483	4830	305
Grp Volume(v), veh/h	136	22	38	201	24	309	41	1168	427	319	1508	813
Grp Sat Flow(s), veh/h/ln	1781	1826	1572	1742	1781	1395	1739	1519	1666	1742	1675	1786
Q Serve(g_s), s	14.3	2.2	4.4	10.8	2.5	0.0	4.4	34.0	34.1	14.4	47.1	48.0
Cycle Q Clear(g_c), s	14.3	2.2	4.4	10.8	2.5	0.0	4.4	34.0	34.1	14.4	47.1	48.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		0.17
Lane Grp Cap(c), veh/h	155	104	89	245	66	799	53	2188	799	869	2336	1245
V/C Ratio(X)	0.87	0.21	0.43	0.82	0.37	0.39	0.78	0.53	0.53	0.37	0.65	0.65
Avail Cap(c_a), veh/h	278	128	110	544	123	889	145	2188	799	869	2336	1245
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.7	85.5	86.6	87.1	89.3	54.4	91.5	34.5	34.6	58.9	15.8	16.0
Incr Delay (d2), s/veh	14.0	1.0	3.2	6.6	3.4	0.3	21.6	0.9	2.6	0.3	1.4	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	1.9	3.4	8.8	2.2	10.1	4.2	18.5	20.5	10.5	24.3	26.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.7	86.5	89.8	93.8	92.7	54.7	113.1	35.5	37.1	59.2	17.2	18.6
LnGrp LOS	F	F	F	F	F	D	F	D	D	E	B	B
Approach Vol, veh/h		196			534			1636			2640	
Approach Delay, s/veh		96.3			71.1			37.8			22.7	
Approach LOS		F			E			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	54.8	98.0	19.7	17.5	12.9	139.9	23.3	13.9				
Change Period (Y+Rc), s	7.4	6.8	* 6.3	* 6.7	* 7.2	* 7.4	6.7	* 6.9				
Max Green Setting (Gmax), s	28.6	91.2	* 30	* 13	* 16	* 1E2	29.7	* 13				
Max Q Clear Time (g_c+I1), s	16.4	36.1	12.8	6.4	6.4	50.0	16.3	4.5				
Green Ext Time (p_c), s	0.8	31.5	0.6	0.1	0.0	47.0	0.3	0.9				

Intersection Summary

HCM 6th Ctrl Delay 35.7

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

47: US 27 & Heller Bros Blvd/Deer Creek Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			  			  	
Traffic Volume (veh/h)	18	11	62	124	12	78	19	1830	39	35	1827	11
Future Volume (veh/h)	18	11	62	124	12	78	19	1830	39	35	1827	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1870	1900	1900	1900	1900	1796	1856	1900	1841	1900
Adj Flow Rate, veh/h	19	11	65	129	12	81	20	1906	41	36	1903	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	2	0	0	0	0	7	3	0	4	0
Cap, veh/h	30	186	82	147	25	166	308	3300	1058	47	2655	851
Arrive On Green	0.02	0.05	0.05	0.08	0.12	0.12	0.34	1.00	1.00	0.03	0.53	0.53
Sat Flow, veh/h	1810	3610	1585	1810	212	1431	1810	4904	1572	1810	5025	1610
Grp Volume(v), veh/h	19	11	65	129	0	93	20	1906	41	36	1903	11
Grp Sat Flow(s),veh/h/ln	1810	1805	1585	1810	0	1642	1810	1635	1572	1810	1675	1610
Q Serve(g_s), s	2.0	0.6	7.7	13.4	0.0	10.1	1.4	0.0	0.0	3.8	54.6	0.5
Cycle Q Clear(g_c), s	2.0	0.6	7.7	13.4	0.0	10.1	1.4	0.0	0.0	3.8	54.6	0.5
Prop In Lane	1.00		1.00	1.00		0.87	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	30	186	82	147	0	191	308	3300	1058	47	2655	851
V/C Ratio(X)	0.63	0.06	0.80	0.88	0.00	0.49	0.06	0.58	0.04	0.77	0.72	0.01
Avail Cap(c_a), veh/h	168	277	122	168	0	204	308	3300	1058	175	2655	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.8	85.7	89.1	86.3	0.0	78.7	52.4	0.0	0.0	92.0	34.0	13.1
Incr Delay (d2), s/veh	19.7	0.1	19.3	34.4	0.0	1.9	0.1	0.7	0.1	22.5	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.5	6.5	12.3	0.0	7.9	1.2	0.4	0.0	3.7	29.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	112.5	85.9	108.4	120.7	0.0	80.6	52.5	0.7	0.1	114.5	35.7	13.2
LnGrp LOS	F	F	F	F	A	F	D	A	A	F	D	B
Approach Vol, veh/h		95			222			1967			1950	
Approach Delay, s/veh		106.6			103.9			1.3			37.0	
Approach LOS		F			F			A			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	41.0	109.0	10.6	29.5	13.5	136.5	22.8	17.2				
Change Period (Y+Rc), s	* 8.6	* 8.6	7.4	7.4	* 8.6	* 8.6	7.4	7.4				
Max Green Setting (Gmax), s	* 16	* 1E2	17.6	23.6	* 18	* 98	17.6	14.6				
Max Q Clear Time (g_c+l1), s	3.4	56.6	4.0	12.1	5.8	2.0	15.4	9.7				
Green Ext Time (p_c), s	0.0	34.2	0.0	0.3	0.0	57.8	0.1	0.1				

Intersection Summary

HCM 6th Ctrl Delay 25.5

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

51: US 27 & Minute Maid Ramp Rd 2/Citrus Ridge Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	37	16	42	35	0	78	33	1777	34	151	2297	53
Future Volume (veh/h)	37	16	42	35	0	78	33	1777	34	151	2297	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1826	1900	1900	1856	1900	1811	1811	1900	1841	1870
Adj Flow Rate, veh/h	38	16	43	36	0	80	34	1813	35	154	2344	54
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	6	5	0	0	3	0	6	6	0	4	2
Cap, veh/h	36	10	354	43	0	360	44	2485	771	172	2853	900
Arrive On Green	0.23	0.23	0.23	0.23	0.00	0.23	0.02	0.50	0.50	0.19	1.00	1.00
Sat Flow, veh/h	16	42	1547	22	0	1572	1810	4944	1535	1810	5025	1585
Grp Volume(v), veh/h	54	0	43	36	0	80	34	1813	35	154	2344	54
Grp Sat Flow(s),veh/h/ln	58	0	1547	22	0	1572	1810	1648	1535	1810	1675	1585
Q Serve(g_s), s	0.7	0.0	4.2	0.7	0.0	7.9	3.5	54.7	2.2	15.8	0.0	0.0
Cycle Q Clear(g_c), s	43.5	0.0	4.2	43.5	0.0	7.9	3.5	54.7	2.2	15.8	0.0	0.0
Prop In Lane	0.70		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	45	0	354	43	0	360	44	2485	771	172	2853	900
V/C Ratio(X)	1.19	0.00	0.12	0.84	0.00	0.22	0.77	0.73	0.05	0.90	0.82	0.06
Avail Cap(c_a), veh/h	49	0	358	46	0	363	186	2485	771	262	2853	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	87.4	0.0	58.1	95.0	0.0	59.5	92.1	37.1	24.0	76.1	0.0	0.0
Incr Delay (d2), s/veh	193.8	0.0	0.2	71.9	0.0	0.3	23.6	1.9	0.1	22.0	2.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	0.0	3.0	4.8	0.0	5.7	3.5	29.3	1.5	12.1	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	281.1	0.0	58.3	166.9	0.0	59.9	115.7	39.0	24.2	98.0	2.8	0.1
LnGrp LOS	F	A	E	F	A	E	F	D	C	F	A	A
Approach Vol, veh/h	97			116			1882			2552		
Approach Delay, s/veh	182.3			93.1			40.1			8.5		
Approach LOS	F			F			D			A		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	13.2	116.4	50.8		26.5	103.0	50.8					
Change Period (Y+Rc), s	8.5	* 8.5	* 7.1		8.5	7.5	* 7.1					
Max Green Setting (Gmax), s	19.5	* 1E2	* 44		27.5	95.5	* 44					
Max Q Clear Time (g_c+I1), s	5.5	2.0	45.5		17.8	56.7	45.5					
Green Ext Time (p_c), s	0.0	26.5	0.0		0.2	12.9	0.0					

Intersection Summary

HCM 6th Ctrl Delay 27.1

HCM 6th LOS C

Notes

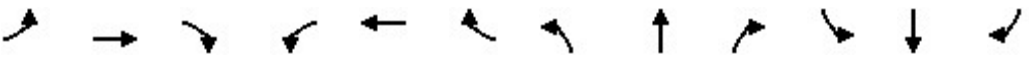
User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

58: US 27 & Hotel Driveway/Ridgewood Lakes Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	0	0	0	59	0	68	3	2020	84	110	2232	0
Future Volume (veh/h)	0	0	0	59	0	68	3	2020	84	110	2232	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1856	0	1856	1900	1811	1900	1900	1856	1856
Adj Flow Rate, veh/h				61	0	70	3	2082	87	113	2301	0
Peak Hour Factor				0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %				3	0	3	0	6	0	0	3	3
Cap, veh/h				151	0	135	2	2650	863	148	3660	0
Arrive On Green				0.09	0.00	0.09	0.00	0.54	0.54	0.08	0.72	0.00
Sat Flow, veh/h				1767	0	1572	1810	4944	1610	1810	5233	0
Grp Volume(v), veh/h				61	0	70	3	2082	87	113	2301	0
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1810	1648	1610	1810	1689	0
Q Serve(g_s), s				2.5	0.0	3.3	0.1	25.9	2.0	4.7	17.7	0.0
Cycle Q Clear(g_c), s				2.5	0.0	3.3	0.1	25.9	2.0	4.7	17.7	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				151	0	135	2	2650	863	148	3660	0
V/C Ratio(X)				0.40	0.00	0.52	1.27	0.79	0.10	0.76	0.63	0.00
Avail Cap(c_a), veh/h				807	0	718	354	3871	1261	590	3966	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				33.2	0.0	33.5	38.3	14.2	8.7	34.4	5.4	0.0
Incr Delay (d2), s/veh				1.7	0.0	3.1	373.7	0.4	0.0	7.8	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				2.0	0.0	0.2	0.5	11.5	1.0	3.9	4.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.9	0.0	36.6	412.0	14.7	8.7	42.2	5.6	0.0
LnGrp LOS				C	A	D	F	B	A	D	A	A
Approach Vol, veh/h					131			2172			2414	
Approach Delay, s/veh					35.8			15.0			7.3	
Approach LOS					D			B			A	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	14.3	49.1		13.3	0.0	63.4						
Change Period (Y+Rc), s	8.0	8.0		* 6.7	8.0	8.0						
Max Green Setting (Gmax), s	25.0	60.0		* 35	15.0	60.0						
Max Q Clear Time (g_c+I1), s	6.7	27.9		5.3	0.0	19.7						
Green Ext Time (p_c), s	0.2	13.2		0.4	0.0	16.6						

Intersection Summary

HCM 6th Ctrl Delay 11.6

HCM 6th LOS B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

64: US 27 & Massee Rd/Holly Hill Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	18	63	86	14	177	40	1646	18	228	2021	52
Future Volume (veh/h)	63	18	63	86	14	177	40	1646	18	228	2021	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1811	1811	1900	1900	1900	1900	1796	1900	1885	1841	1870
Adj Flow Rate, veh/h	65	19	65	89	14	182	41	1697	19	235	2084	54
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	6	6	0	0	0	0	7	0	1	4	2
Cap, veh/h	138	65	224	237	21	275	54	2393	786	264	3040	959
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.03	0.49	0.49	0.15	0.60	0.60
Sat Flow, veh/h	1187	360	1230	1335	116	1512	1810	4904	1610	1795	5025	1585
Grp Volume(v), veh/h	65	0	84	89	0	196	41	1697	19	235	2084	54
Grp Sat Flow(s),veh/h/ln	1187	0	1590	1335	0	1628	1810	1635	1610	1795	1675	1585
Q Serve(g_s), s	7.0	0.0	5.9	8.0	0.0	14.6	2.9	35.3	0.8	16.7	36.5	1.8
Cycle Q Clear(g_c), s	21.6	0.0	5.9	14.0	0.0	14.6	2.9	35.3	0.8	16.7	36.5	1.8
Prop In Lane	1.00		0.77	1.00		0.93	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	0	289	237	0	296	54	2393	786	264	3040	959
V/C Ratio(X)	0.47	0.00	0.29	0.38	0.00	0.66	0.76	0.71	0.02	0.89	0.69	0.06
Avail Cap(c_a), veh/h	150	0	305	251	0	313	208	2749	903	414	3396	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	0.0	46.0	52.0	0.0	49.5	62.7	26.1	17.3	54.5	17.4	10.5
Incr Delay (d2), s/veh	2.5	0.0	0.6	1.0	0.0	4.8	19.7	1.1	0.0	13.8	0.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	4.3	4.9	0.0	10.3	2.9	18.6	0.5	13.0	18.2	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.1	0.0	46.6	53.0	0.0	54.3	82.4	27.2	17.3	68.2	18.1	10.6
LnGrp LOS	E	A	D	D	A	D	F	C	B	E	B	B
Approach Vol, veh/h	149			285			1757			2373		
Approach Delay, s/veh	53.3			53.9			28.3			22.9		
Approach LOS	D			D			C			C		
Timer - Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	12.5	86.6	31.2		27.7	71.3	31.2					
Change Period (Y+Rc), s	* 8.6	7.8	* 7.5		* 8.5	* 7.8	* 7.5					
Max Green Setting (Gmax), s	* 15	88.0	* 25		* 30	* 73	* 25					
Max Q Clear Time (g_c+I1), s	4.9	38.5	23.6		18.7	37.3	16.6					
Green Ext Time (p_c), s	0.0	40.3	0.1		0.5	25.8	0.9					

Intersection Summary

HCM 6th Ctrl Delay 27.9

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

72: US 27 & Sanders Rd/Davenport Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	20	30	186	13	199	26	1497	150	244	1801	47
Future Volume (veh/h)	29	20	30	186	13	199	26	1497	150	244	1801	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1752	1752	1870	1781	1781	1900	1811	1870	1841	1826	1900
Adj Flow Rate, veh/h	30	20	31	190	13	203	27	1528	153	249	1838	48
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	10	10	2	8	8	0	6	2	4	5	0
Cap, veh/h	120	115	179	274	17	267	44	2259	724	278	2944	951
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.02	0.46	0.46	0.16	0.59	0.59
Sat Flow, veh/h	1184	619	960	1354	92	1432	1810	4944	1585	1753	4985	1610
Grp Volume(v), veh/h	30	0	51	190	0	216	27	1528	153	249	1838	48
Grp Sat Flow(s), veh/h/ln	1184	0	1579	1354	0	1524	1810	1648	1585	1753	1662	1610
Q Serve(g_s), s	3.0	0.0	3.3	16.9	0.0	16.5	1.8	29.8	7.1	17.1	29.4	1.5
Cycle Q Clear(g_c), s	19.5	0.0	3.3	20.2	0.0	16.5	1.8	29.8	7.1	17.1	29.4	1.5
Prop In Lane	1.00		0.61	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	120	0	294	274	0	284	44	2259	724	278	2944	951
V/C Ratio(X)	0.25	0.00	0.17	0.69	0.00	0.76	0.61	0.68	0.21	0.90	0.62	0.05
Avail Cap(c_a), veh/h	150	0	334	308	0	323	221	2698	865	357	3126	1010
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	0.0	42.0	50.5	0.0	47.4	59.3	26.2	20.1	50.7	16.3	10.6
Incr Delay (d2), s/veh	1.1	0.0	0.3	5.7	0.0	9.0	12.7	0.9	0.3	20.6	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	0.0	2.4	10.0	0.0	11.1	1.7	16.3	4.5	13.6	15.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.7	0.0	42.3	56.2	0.0	56.4	72.0	27.1	20.4	71.3	16.9	10.7
LnGrp LOS	E	A	D	E	A	E	E	C	C	E	B	B
Approach Vol, veh/h	81				406				1708			
Approach Delay, s/veh	48.0				56.3				27.2			
Approach LOS	D				E				C			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	80.1		31.1	28.0	63.7		31.1				
Change Period (Y+Rc), s	* 8.6	7.6		* 8.2	* 8.6	7.6		* 8.2				
Max Green Setting (Gmax), s	* 15	77.0		* 26	* 25	67.0		* 26				
Max Q Clear Time (g_c+l1), s	3.8	31.4		22.2	19.1	31.8		21.5				
Green Ext Time (p_c), s	0.0	33.7		0.7	0.3	24.3		0.1				

Intersection Summary

HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

81: US 27 & Miracle Toyota/Bates Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 	 		 	  		 		
Traffic Volume (veh/h)	10	6	10	235	2	145	9	1653	168	285	1822	6
Future Volume (veh/h)	10	6	10	235	2	145	9	1653	168	285	1822	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1885	1900	1900	1900	1796	1870	1885	1826	1900
Adj Flow Rate, veh/h	10	6	10	245	2	151	9	1722	175	297	1898	6
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	0	0	7	2	1	5	0
Cap, veh/h	40	30	50	193	3	237	19	2295	742	321	3175	1026
Arrive On Green	0.01	0.05	0.05	0.11	0.15	0.15	0.01	0.47	0.47	0.18	0.64	0.64
Sat Flow, veh/h	3510	640	1067	1795	21	1592	1810	4904	1585	1795	4985	1610
Grp Volume(v), veh/h	10	0	16	245	0	153	9	1722	175	297	1898	6
Grp Sat Flow(s),veh/h/ln	1755	0	1708	1795	0	1613	1810	1635	1585	1795	1662	1610
Q Serve(g_s), s	0.4	0.0	1.4	16.1	0.0	13.4	0.7	43.2	6.1	24.4	33.5	0.2
Cycle Q Clear(g_c), s	0.4	0.0	1.4	16.1	0.0	13.4	0.7	43.2	6.1	24.4	33.5	0.2
Prop In Lane	1.00		0.63	1.00		0.99	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	40	0	80	193	0	240	19	2295	742	321	3175	1026
V/C Ratio(X)	0.25	0.00	0.20	1.27	0.00	0.64	0.48	0.75	0.24	0.93	0.60	0.01
Avail Cap(c_a), veh/h	206	0	113	193	0	240	142	2295	742	379	3175	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.5	0.0	68.8	66.9	0.0	60.1	73.8	32.7	9.1	60.6	16.0	9.9
Incr Delay (d2), s/veh	3.2	0.0	1.2	156.3	0.0	5.5	17.5	2.3	0.7	25.9	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	1.1	24.3	0.0	9.8	0.8	23.2	6.8	19.0	17.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.7	0.0	70.0	223.3	0.0	65.6	91.3	35.0	9.8	86.5	16.8	9.9
LnGrp LOS	E	A	E	F	A	E	F	D	A	F	B	A
Approach Vol, veh/h	26			398			1906			2201		
Approach Delay, s/veh	72.6			162.6			33.0			26.2		
Approach LOS	E			F			C			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	103.1	7.9	29.2	35.1	77.8	23.0	14.1				
Change Period (Y+Rc), s	8.2	7.6	* 6.2	* 6.9	* 8.3	7.6	* 6.9	7.1				
Max Green Setting (Gmax), s	11.8	82.4	* 8.8	* 18	* 32	62.4	* 16	9.9				
Max Q Clear Time (g_c+l1), s	2.7	35.5	2.4	15.4	26.4	45.2	18.1	3.4				
Green Ext Time (p_c), s	0.0	11.3	0.0	0.2	0.4	7.6	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay 41.3

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

84: US 27 & Glen Este Blvd/Southern Dunes Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	54	54	248	50	102	90	1551	252	104	1597	53
Future Volume (veh/h)	120	54	54	248	50	102	90	1551	252	104	1597	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1870	1885	1900	1870	1885	1796	1870	1870	1826	1841
Adj Flow Rate, veh/h	125	56	56	258	52	106	94	1616	262	108	1664	55
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	2	2	1	0	2	1	7	2	2	5	4
Cap, veh/h	149	68	68	313	199	166	346	2649	856	131	2097	656
Arrive On Green	0.08	0.08	0.08	0.09	0.10	0.10	0.19	0.54	0.54	0.07	0.42	0.42
Sat Flow, veh/h	1810	858	858	3483	1900	1585	1795	4904	1585	1781	4985	1560
Grp Volume(v), veh/h	125	0	112	258	52	106	94	1616	262	108	1664	55
Grp Sat Flow(s),veh/h/ln	1810	0	1716	1742	1900	1585	1795	1635	1585	1781	1662	1560
Q Serve(g_s), s	10.2	0.0	9.6	10.9	3.8	9.6	6.7	33.9	13.7	9.0	43.5	2.2
Cycle Q Clear(g_c), s	10.2	0.0	9.6	10.9	3.8	9.6	6.7	33.9	13.7	9.0	43.5	2.2
Prop In Lane	1.00		0.50	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	0	136	313	199	166	346	2649	856	131	2097	656
V/C Ratio(X)	0.84	0.00	0.82	0.83	0.26	0.64	0.27	0.61	0.31	0.83	0.79	0.08
Avail Cap(c_a), veh/h	281	0	206	478	199	166	346	2649	856	274	2097	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.8	0.0	68.0	67.1	61.8	64.4	51.5	23.6	19.0	68.5	37.8	12.8
Incr Delay (d2), s/veh	11.6	0.0	14.8	7.0	0.7	8.0	1.9	1.1	0.9	12.2	3.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	0.0	8.4	9.0	3.4	7.7	5.6	18.2	9.2	7.9	24.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.5	0.0	82.8	74.1	62.5	72.4	53.5	24.7	19.9	80.7	41.0	13.1
LnGrp LOS	E	A	F	E	E	E	D	C	B	F	D	B
Approach Vol, veh/h		237			416			1972			1827	
Approach Delay, s/veh		81.1			72.2			25.4			42.5	
Approach LOS		F			E			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	35.8	70.0	19.1	25.1	17.9	87.9	22.9	21.3				
Change Period (Y+Rc), s	6.9	6.9	* 6.7	* 9.4	6.9	6.9	* 9.4	* 9.4				
Max Green Setting (Gmax), s	18.1	63.1	* 23	* 16	23.1	58.1	* 21	* 18				
Max Q Clear Time (g_c+I1), s	8.7	45.5	12.2	11.6	11.0	35.9	12.9	11.6				
Green Ext Time (p_c), s	0.1	14.5	0.2	0.2	0.2	18.2	0.5	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			39.8									
HCM 6th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

87: US 27 & Old Polk City Rd/Main St W

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	127	190	103	112	94	244	1595	51	124	1641	145
Future Volume (veh/h)	179	127	190	103	112	94	244	1595	51	124	1641	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1796	1885	1870	1870	1752	1811	1841	1856	1811	1856
Adj Flow Rate, veh/h	186	132	198	107	117	98	254	1661	53	129	1709	151
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	7	1	2	2	10	6	4	3	6	3
Cap, veh/h	255	217	176	221	145	123	273	2673	843	152	2273	723
Arrive On Green	0.11	0.12	0.12	0.07	0.08	0.08	0.33	1.00	1.00	0.11	0.61	0.61
Sat Flow, veh/h	1781	1870	1522	1795	1870	1585	1668	4944	1560	1767	4944	1572
Grp Volume(v), veh/h	186	132	198	107	117	98	254	1661	53	129	1709	151
Grp Sat Flow(s),veh/h/ln	1781	1870	1522	1795	1870	1585	1668	1648	1560	1767	1648	1572
Q Serve(g_s), s	14.2	10.1	17.4	8.1	9.2	9.1	22.1	0.0	0.0	10.7	37.3	6.4
Cycle Q Clear(g_c), s	14.2	10.1	17.4	8.1	9.2	9.1	22.1	0.0	0.0	10.7	37.3	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	217	176	221	145	123	273	2673	843	152	2273	723
V/C Ratio(X)	0.73	0.61	1.12	0.48	0.81	0.80	0.93	0.62	0.06	0.85	0.75	0.21
Avail Cap(c_a), veh/h	255	217	176	290	198	168	357	2673	843	290	2273	723
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	63.1	66.3	58.4	68.1	68.1	49.6	0.0	0.0	65.5	23.0	17.0
Incr Delay (d2), s/veh	10.1	4.9	104.6	1.6	15.9	17.1	26.3	1.1	0.1	12.2	2.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.5	8.8	18.4	6.9	8.8	7.7	14.7	0.5	0.1	8.9	18.4	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	68.0	170.9	60.1	84.0	85.2	76.0	1.1	0.1	77.7	25.3	17.6
LnGrp LOS	E	E	F	E	F	F	E	A	A	E	C	B
Approach Vol, veh/h	516			322			1968			1989		
Approach Delay, s/veh	106.6			76.4			10.7			28.1		
Approach LOS	F			E			B			C		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	32.4	75.9	23.0	18.7	20.3	88.0	17.2	24.5				
Change Period (Y+Rc), s	7.9	6.9	7.1	7.1	7.4	6.9	7.1	7.1				
Max Green Setting (Gmax), s	32.1	57.1	15.9	15.9	24.6	65.1	15.9	12.9				
Max Q Clear Time (g_c+I1), s	24.1	39.3	16.2	11.2	12.7	2.0	10.1	19.4				
Green Ext Time (p_c), s	0.4	15.4	0.0	0.4	0.2	38.7	0.1	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			32.7									
HCM 6th LOS			C									
Notes												

HCM 6th Signalized Intersection Summary

90: US 27 & Commerce Ave

09/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	7	34	75	4	57	59	1800	146	93	1910	76
Future Volume (veh/h)	83	7	34	75	4	57	59	1800	146	93	1910	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1900	1900	1707	1900	1900	1900	1811	1693	1693	1826	1885
Adj Flow Rate, veh/h	86	7	35	78	4	59	61	1875	152	97	1990	79
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	0	0	13	0	0	0	6	14	14	5	1
Cap, veh/h	112	18	89	104	7	97	78	1421	412	248	1964	630
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	0.04	0.29	0.29	0.31	0.79	0.79
Sat Flow, veh/h	1739	275	1377	1626	103	1523	1810	4944	1434	1612	4985	1598
Grp Volume(v), veh/h	86	0	42	78	0	63	61	1875	152	97	1990	79
Grp Sat Flow(s), veh/h/ln	1739	0	1652	1626	0	1626	1810	1648	1434	1612	1662	1598
Q Serve(g_s), s	7.3	0.0	3.7	7.1	0.0	5.7	5.0	43.1	12.7	7.1	59.1	1.7
Cycle Q Clear(g_c), s	7.3	0.0	3.7	7.1	0.0	5.7	5.0	43.1	12.7	7.1	59.1	1.7
Prop In Lane	1.00		0.83	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	112	0	106	104	0	104	78	1421	412	248	1964	630
V/C Ratio(X)	0.77	0.00	0.40	0.75	0.00	0.61	0.78	1.32	0.37	0.39	1.01	0.13
Avail Cap(c_a), veh/h	319	0	303	302	0	302	151	1421	412	248	1964	630
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.1	0.0	67.4	69.1	0.0	68.4	71.0	53.5	42.6	46.4	15.9	9.8
Incr Delay (d2), s/veh	10.5	0.0	2.4	10.5	0.0	5.6	15.2	149.0	2.5	4.6	23.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	6.5	0.0	2.9	5.9	0.0	4.6	4.7	54.7	8.3	5.3	15.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.6	0.0	69.7	79.5	0.0	74.0	86.2	202.4	45.1	50.9	39.5	10.2
LnGrp LOS	E	A	E	E	A	E	F	F	D	D	F	B
Approach Vol, veh/h	128			141			2088			2166		
Approach Delay, s/veh	76.3			77.1			187.6			38.9		
Approach LOS	E			E			F			D		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	66.0		16.7	30.0	50.0		17.2				
Change Period (Y+Rc), s	7.5	6.9		* 7.1	6.9	6.9		7.5				
Max Green Setting (Gmax), s	12.5	53.1		* 28	23.1	43.1		27.5				
Max Q Clear Time (g_c+I1), s	7.0	61.1		9.1	9.1	45.1		9.3				
Green Ext Time (p_c), s	0.0	0.0		0.5	0.2	0.0		0.4				

Intersection Summary

HCM 6th Ctrl Delay 109.8

HCM 6th LOS F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM Signalized Intersection Capacity Analysis

3: US 27 & Polo Park Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	64	11	27	69	8	99	57	1209	89	106	1845	60
Future Volume (vph)	64	11	27	69	8	99	57	1209	89	106	1845	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.6	7.6		7.1	7.1	8.3	7.6	7.6	8.6	7.9	7.9
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1822	1553		1770	1599	1805	5036	1615	1787	5036	1615
Flt Permitted		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1822	1553		1770	1599	1805	5036	1615	1787	5036	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	67	11	28	72	8	103	59	1259	93	110	1922	62
RTOR Reduction (vph)	0	0	25	0	0	93	0	0	51	0	0	32
Lane Group Flow (vph)	0	78	3	0	80	10	59	1259	42	110	1922	31
Heavy Vehicles (%)	0%	0%	4%	3%	0%	1%	0%	3%	0%	1%	3%	0%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		11.6	11.6		11.9	11.9	8.1	55.5	55.5	14.0	61.4	61.4
Effective Green, g (s)		11.6	11.6		11.9	11.9	8.1	55.5	55.5	14.0	61.4	61.4
Actuated g/C Ratio		0.09	0.09		0.10	0.10	0.07	0.45	0.45	0.11	0.50	0.50
Clearance Time (s)		7.6	7.6		7.1	7.1	8.3	7.6	7.6	8.6	7.9	7.9
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	2.7	2.7	3.0	3.0	3.0
Lane Grp Cap (vph)		170	145		170	153	118	2255	723	201	2495	800
v/s Ratio Prot		c0.04			c0.05		0.03	0.25		c0.06	c0.38	
v/s Ratio Perm			0.00			0.01			0.03			0.02
v/c Ratio		0.46	0.02		0.47	0.06	0.50	0.56	0.06	0.55	0.77	0.04
Uniform Delay, d1		53.2	51.0		53.0	50.9	55.9	25.2	19.4	52.0	25.5	16.1
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.0	0.1		2.1	0.2	3.3	0.3	0.0	3.0	1.5	0.0
Delay (s)		55.1	51.0		55.1	51.1	59.3	25.4	19.4	55.0	27.0	16.1
Level of Service		E	D		E	D	E	C	B	D	C	B
Approach Delay (s)		54.1			52.8			26.5			28.2	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			29.4				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			123.9				Sum of lost time (s)			30.9		
Intersection Capacity Utilization			70.4%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

6: US 27 & Legacy Park Blvd/Florence Villa Grove Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	122	39	97	333	70	97	124	1009	172	87	1513	171
Future Volume (vph)	122	39	97	333	70	97	124	1009	172	87	1513	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8			6.7		8.0	7.5	7.5	8.7	7.7	7.7
Lane Util. Factor	1.00	1.00			1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.89			0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1662			1772		1770	5036	1615	1770	5036	1599
Flt Permitted	0.95	1.00			0.97		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1662			1772		1770	5036	1615	1770	5036	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	124	40	99	340	71	99	127	1030	176	89	1544	174
RTOR Reduction (vph)	0	56	0	0	4	0	0	0	113	0	0	113
Lane Group Flow (vph)	124	83	0	0	506	0	127	1030	63	89	1544	61
Heavy Vehicles (%)	0%	0%	3%	1%	0%	2%	2%	3%	0%	2%	3%	1%
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	16.0	16.0			40.3		14.3	55.3	55.3	12.4	53.9	53.9
Effective Green, g (s)	16.0	16.0			40.3		14.3	55.3	55.3	12.4	53.9	53.9
Actuated g/C Ratio	0.10	0.10			0.26		0.09	0.36	0.36	0.08	0.35	0.35
Clearance Time (s)	6.8	6.8			6.7		8.0	7.5	7.5	8.7	7.7	7.7
Vehicle Extension (s)	3.0	3.0			4.0		3.0	2.4	2.4	3.0	2.4	2.4
Lane Grp Cap (vph)	187	173			464		164	1811	581	142	1766	560
v/s Ratio Prot	c0.07	0.05			c0.29		c0.07	0.20		0.05	c0.31	
v/s Ratio Perm									0.04			0.04
v/c Ratio	0.66	0.48			1.09		0.77	0.57	0.11	0.63	0.87	0.11
Uniform Delay, d1	66.3	64.9			56.7		68.1	39.6	32.8	68.4	46.7	33.7
Progression Factor	1.00	1.00			1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.5	2.1			68.2		20.1	0.3	0.1	8.4	5.1	0.1
Delay (s)	74.8	67.1			124.9		88.2	39.9	32.8	76.8	51.8	33.7
Level of Service	E	E			F		F	D	C	E	D	C
Approach Delay (s)		70.7			124.9			43.6			51.3	
Approach LOS		E			F			D			D	
Intersection Summary												
HCM 2000 Control Delay			59.6				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			153.7				Sum of lost time (s)		29.7			
Intersection Capacity Utilization			96.5%				ICU Level of Service		F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: US 27 & Sand Mine Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	17	221	60	23	47	171	1206	76	117	1735	124
Future Volume (vph)	170	17	221	60	23	47	171	1206	76	117	1735	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		7.1	7.1	8.7	7.7	7.7	8.6	7.6	7.6
Lane Util. Factor	0.95	0.95	1.00		1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1681	1706	1583		1795	1583	3400	5036	1538	3400	5036	1583
Flt Permitted	0.95	0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1681	1706	1583		1795	1583	3400	5036	1538	3400	5036	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	177	18	230	62	24	49	178	1256	79	122	1807	129
RTOR Reduction (vph)	0	0	205	0	0	44	0	0	40	0	0	53
Lane Group Flow (vph)	97	98	25	0	87	5	178	1256	39	122	1807	76
Heavy Vehicles (%)	2%	0%	2%	3%	0%	2%	3%	3%	5%	3%	3%	2%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4			3			2			6
Actuated Green, G (s)	14.6	14.6	14.6		12.9	12.9	13.5	65.5	65.5	11.0	63.0	63.0
Effective Green, g (s)	14.6	14.6	14.6		12.9	12.9	13.5	65.5	65.5	11.0	63.0	63.0
Actuated g/C Ratio	0.11	0.11	0.11		0.10	0.10	0.10	0.49	0.49	0.08	0.47	0.47
Clearance Time (s)	7.0	7.0	7.0		7.1	7.1	8.7	7.7	7.7	8.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	2.9	2.9	3.0	2.7	2.7
Lane Grp Cap (vph)	182	185	171		172	151	341	2454	749	278	2360	742
v/s Ratio Prot	c0.06	0.06			c0.05		0.05	c0.25		0.04	c0.36	
v/s Ratio Perm			0.02			0.00			0.03			0.05
v/c Ratio	0.53	0.53	0.15		0.51	0.03	0.52	0.51	0.05	0.44	0.77	0.10
Uniform Delay, d1	56.7	56.7	54.3		57.7	55.1	57.4	23.5	18.1	58.8	29.6	19.9
Progression Factor	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	2.7	0.4		2.3	0.1	1.4	0.2	0.0	1.1	1.5	0.1
Delay (s)	59.7	59.4	54.6		60.1	55.2	58.8	23.7	18.1	59.9	31.1	20.0
Level of Service	E	E	D		E	E	E	C	B	E	C	B
Approach Delay (s)		56.9			58.3			27.5			32.1	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			33.8				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			134.4				Sum of lost time (s)			30.4		
Intersection Capacity Utilization			71.1%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: US 27 & Highlands Reserve Blvd/Student Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	26	0	29	36	0	45	52	1338	7	56	1885	26
Future Volume (vph)	26	0	29	36	0	45	52	1338	7	56	1885	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.5	7.5		7.5	7.5	7.9	7.5	7.5	8.5	7.5	7.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1805	1615		1805	1615	1805	5036	1615	1770	5036	1553
Flt Permitted		0.73	1.00		0.74	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1391	1615		1405	1615	1805	5036	1615	1770	5036	1553
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	27	0	30	38	0	47	54	1394	7	58	1964	27
RTOR Reduction (vph)	0	0	28	0	0	43	0	0	3	0	0	12
Lane Group Flow (vph)	0	27	2	0	38	4	54	1394	4	58	1964	15
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	3%	0%	2%	3%	4%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)		6.4	6.4		6.4	6.4	6.5	47.1	47.1	6.7	47.9	47.9
Effective Green, g (s)		6.4	6.4		6.4	6.4	6.5	47.1	47.1	6.7	47.9	47.9
Actuated g/C Ratio		0.08	0.08		0.08	0.08	0.08	0.56	0.56	0.08	0.57	0.57
Clearance Time (s)		7.5	7.5		7.5	7.5	7.9	7.5	7.5	8.5	7.5	7.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	2.7	2.7	3.0	2.7	2.7
Lane Grp Cap (vph)		106	123		107	123	140	2833	908	141	2882	888
v/s Ratio Prot							0.03	0.28		c0.03	c0.39	
v/s Ratio Perm		0.02	0.00		c0.03	0.00			0.00			0.01
v/c Ratio		0.25	0.02		0.36	0.03	0.39	0.49	0.00	0.41	0.68	0.02
Uniform Delay, d1		36.4	35.7		36.7	35.8	36.7	11.1	8.0	36.6	12.6	7.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.3	0.1		2.0	0.1	1.8	0.1	0.0	1.9	0.6	0.0
Delay (s)		37.7	35.8		38.7	35.9	38.5	11.2	8.0	38.6	13.2	7.7
Level of Service		D	D		D	D	D	B	A	D	B	A
Approach Delay (s)		36.7			37.1			12.2			13.8	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay		14.1										
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		83.7										
Intersection Capacity Utilization		67.7%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: US 27 & California Blvd/McFee Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	56	2	56	18	3	35	101	1259	29	48	1588	108
Future Volume (vph)	56	2	56	18	3	35	101	1259	29	48	1588	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.7	7.7		7.7	7.7	8.5	8.0	8.0	8.2	7.6	7.6
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.95	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1778	1553		1732	1568	1787	5036	1568	1770	5036	1615
Flt Permitted		0.72	1.00		0.71	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1337	1553		1288	1568	1787	5036	1568	1770	5036	1615
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	58	2	58	19	3	36	104	1298	30	49	1637	111
RTOR Reduction (vph)	0	0	52	0	0	33	0	0	14	0	0	56
Lane Group Flow (vph)	0	60	6	0	22	3	104	1298	16	49	1637	55
Heavy Vehicles (%)	2%	0%	4%	6%	0%	3%	1%	3%	3%	2%	3%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)		8.1	8.1		8.1	8.1	11.4	46.5	46.5	6.6	41.8	41.8
Effective Green, g (s)		8.1	8.1		8.1	8.1	11.4	46.5	46.5	6.6	41.8	41.8
Actuated g/C Ratio		0.10	0.10		0.10	0.10	0.13	0.55	0.55	0.08	0.49	0.49
Clearance Time (s)		7.7	7.7		7.7	7.7	8.5	8.0	8.0	8.2	7.6	7.6
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	2.7	2.7	3.0	2.7	2.7
Lane Grp Cap (vph)		127	147		122	149	239	2751	856	137	2473	793
v/s Ratio Prot							c0.06	c0.26		0.03	c0.33	
v/s Ratio Perm		c0.04	0.00		0.02	0.00			0.01			0.03
v/c Ratio		0.47	0.04		0.18	0.02	0.44	0.47	0.02	0.36	0.66	0.07
Uniform Delay, d1		36.5	35.0		35.4	34.9	33.9	11.8	8.8	37.2	16.3	11.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.8	0.1		0.7	0.1	1.3	0.1	0.0	1.6	0.6	0.0
Delay (s)		39.2	35.1		36.2	35.0	35.2	11.9	8.9	38.8	17.0	11.4
Level of Service		D	D		D	C	D	B	A	D	B	B
Approach Delay (s)		37.2			35.4			13.5			17.2	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			16.7				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			85.1				Sum of lost time (s)				23.9	
Intersection Capacity Utilization			66.0%				ICU Level of Service				C	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

21: US 27 & 4 Corners Blvd/Tri County Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	23	48	94	24	228	45	1189	55	197	1431	49
Future Volume (vph)	42	23	48	94	24	228	45	1189	55	197	1431	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.9			8.9	8.9	9.0	8.0	8.0	9.0	8.0	8.0
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.94			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1701			1784	1599	1736	5036	1615	1787	5036	1553
Flt Permitted		0.83			0.75	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1432			1384	1599	1736	5036	1615	1787	5036	1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	24	51	99	25	240	47	1252	58	207	1506	52
RTOR Reduction (vph)	0	18	0	0	0	201	0	0	36	0	0	27
Lane Group Flow (vph)	0	101	0	0	124	39	47	1252	22	207	1506	25
Heavy Vehicles (%)	2%	0%	6%	3%	0%	1%	4%	3%	0%	1%	3%	4%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Actuated Green, G (s)		15.6			15.6	15.6	7.0	36.0	36.0	17.3	46.3	46.3
Effective Green, g (s)		15.6			15.6	15.6	7.0	36.0	36.0	17.3	46.3	46.3
Actuated g/C Ratio		0.16			0.16	0.16	0.07	0.38	0.38	0.18	0.49	0.49
Clearance Time (s)		8.9			8.9	8.9	9.0	8.0	8.0	9.0	8.0	8.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	2.6	2.6	3.0	2.6	2.6
Lane Grp Cap (vph)		235			227	263	128	1912	613	326	2459	758
v/s Ratio Prot							0.03	0.25		c0.12	c0.30	
v/s Ratio Perm		0.07			c0.09	0.02			0.01			0.02
v/c Ratio		0.43			0.55	0.15	0.37	0.65	0.04	0.63	0.61	0.03
Uniform Delay, d1		35.6			36.4	33.9	41.8	24.3	18.5	35.8	17.7	12.6
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.3			2.7	0.3	1.8	0.7	0.0	4.0	0.4	0.0
Delay (s)		36.8			39.0	34.2	43.6	25.0	18.5	39.8	18.1	12.6
Level of Service		D			D	C	D	C	B	D	B	B
Approach Delay (s)		36.8			35.8			25.4			20.5	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay		24.4										
HCM 2000 Volume to Capacity ratio		0.66										
Actuated Cycle Length (s)		94.8										
Intersection Capacity Utilization		68.6%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

27: US 27 & Waverly Barn Rd/Dunson Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	63	2	140	58	5	51	105	1076	61	56	980	64
Future Volume (vph)	63	2	140	58	5	51	105	1076	61	56	980	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	7.4		7.4		8.8	7.8	7.8	8.6	7.6	7.6
Lane Util. Factor		1.00	1.00		1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.95	1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1659	1468		1684		1530	4940	1568	1770	4940	1495
Flt Permitted		0.95	1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1659	1468		1684		1530	4940	1568	1770	4940	1495
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	68	2	151	62	5	55	113	1157	66	60	1054	69
RTOR Reduction (vph)	0	0	136	0	17	0	0	0	40	0	0	47
Lane Group Flow (vph)	0	70	15	0	105	0	113	1157	26	60	1054	22
Heavy Vehicles (%)	8%	50%	10%	3%	0%	4%	18%	5%	3%	2%	5%	8%
Turn Type	Split	NA	Prot	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4	4	8	8		5	2		1	6	
Permitted Phases								2				6
Actuated Green, G (s)		10.9	10.9		15.3		17.4	42.7	42.7	9.6	34.9	34.9
Effective Green, g (s)		10.9	10.9		15.3		17.4	42.7	42.7	9.6	34.9	34.9
Actuated g/C Ratio		0.10	0.10		0.14		0.16	0.39	0.39	0.09	0.32	0.32
Clearance Time (s)		7.4	7.4		7.4		8.8	7.8	7.8	8.6	7.6	7.6
Vehicle Extension (s)		3.0	3.0		5.0		5.0	2.4	2.4	5.0	2.4	2.4
Lane Grp Cap (vph)		164	145		234		242	1922	610	154	1571	475
v/s Ratio Prot		c0.04	0.01		c0.06		c0.07	c0.23		0.03	c0.21	
v/s Ratio Perm									0.02			0.01
v/c Ratio		0.43	0.10		0.45		0.47	0.60	0.04	0.39	0.67	0.05
Uniform Delay, d1		46.5	45.0		43.3		41.9	26.7	20.8	47.3	32.4	25.9
Progression Factor		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.8	0.3		2.8		3.0	0.4	0.0	3.4	1.0	0.0
Delay (s)		48.2	45.3		46.2		44.9	27.2	20.8	50.7	33.4	25.9
Level of Service		D	D		D		D	C	C	D	C	C
Approach Delay (s)		46.2			46.2			28.3			33.9	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay			32.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			109.7			Sum of lost time (s)			31.2			
Intersection Capacity Utilization			58.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

32: US 27 & Deen Still Rd/Ronald Reagan Pkwy

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	115	68	299	153	224	56	991	215	373	1073	120
Future Volume (vph)	94	115	68	299	153	224	56	991	215	373	1073	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	6.8	6.8	7.8	7.0	7.0	8.6	7.6	7.6	8.6	7.6	7.6
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3467	1881	1429	3400	1845	1599	1444	4988	1583	3433	5036	1495
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3467	1881	1429	3400	1845	1599	1444	4988	1583	3433	5036	1495
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	101	124	73	322	165	241	60	1066	231	401	1154	129
RTOR Reduction (vph)	0	0	64	0	0	196	0	0	160	0	0	78
Lane Group Flow (vph)	101	124	9	322	165	45	60	1066	71	401	1154	51
Heavy Vehicles (%)	1%	1%	13%	3%	3%	1%	25%	4%	2%	2%	3%	8%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	9.2	13.6	13.6	16.7	21.6	21.6	9.0	35.9	35.9	19.6	46.5	46.5
Effective Green, g (s)	9.2	13.6	13.6	16.7	21.6	21.6	9.0	35.9	35.9	19.6	46.5	46.5
Actuated g/C Ratio	0.08	0.12	0.12	0.14	0.19	0.19	0.08	0.31	0.31	0.17	0.40	0.40
Clearance Time (s)	7.1	6.8	6.8	7.8	7.0	7.0	8.6	7.6	7.6	8.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.4	2.4	3.0	2.4	2.4
Lane Grp Cap (vph)	273	219	166	486	341	296	111	1535	487	577	2008	596
v/s Ratio Prot	0.03	c0.07		c0.09	c0.09		0.04	c0.21		c0.12	c0.23	
v/s Ratio Perm			0.01			0.03			0.04			0.03
v/c Ratio	0.37	0.57	0.05	0.66	0.48	0.15	0.54	0.69	0.15	0.69	0.57	0.09
Uniform Delay, d1	51.0	48.7	45.8	47.3	42.5	39.8	51.8	35.5	29.2	45.7	27.3	21.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	3.3	0.1	3.4	1.1	0.2	5.3	1.2	0.1	3.6	0.3	0.0
Delay (s)	51.8	52.0	45.9	50.7	43.6	40.1	57.1	36.8	29.3	49.3	27.7	21.9
Level of Service	D	D	D	D	D	D	E	D	C	D	C	C
Approach Delay (s)		50.5			45.6			36.4			32.4	
Approach LOS		D			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			37.4				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			116.6				Sum of lost time (s)			30.8		
Intersection Capacity Utilization			70.2%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

35: US 27 & Access Rd/Ritchie Bros Driveway

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	0	197	22	0	6	153	1205	6	4	1232	41
Future Volume (vph)	53	0	197	22	0	6	153	1205	6	4	1232	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.4	7.4		7.4	7.4	7.8	7.6	7.6	7.6	7.6	7.6
Lane Util. Factor		1.00	1.00		1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.95	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1671	1524		1656	1615	3099	4759	1615	1805	4893	1538
Flt Permitted		0.74	1.00		0.72	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1306	1524		1256	1615	3099	4759	1615	1805	4893	1538
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	56	0	210	23	0	6	163	1282	6	4	1311	44
RTOR Reduction (vph)	0	0	183	0	0	5	0	0	2	0	0	22
Lane Group Flow (vph)	0	56	27	0	23	1	163	1282	4	4	1311	22
Heavy Vehicles (%)	8%	0%	6%	9%	0%	0%	13%	9%	0%	0%	6%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)		11.3	11.3		11.3	11.3	10.0	54.3	54.3	1.1	45.2	45.2
Effective Green, g (s)		11.3	11.3		11.3	11.3	10.0	54.3	54.3	1.1	45.2	45.2
Actuated g/C Ratio		0.13	0.13		0.13	0.13	0.11	0.61	0.61	0.01	0.51	0.51
Clearance Time (s)		7.4	7.4		7.4	7.4	7.8	7.6	7.6	7.6	7.6	7.6
Vehicle Extension (s)		5.0	5.0		5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)		165	192		158	204	347	2893	982	22	2476	778
v/s Ratio Prot							c0.05	c0.27		0.00	c0.27	
v/s Ratio Perm		c0.04	0.02		0.02	0.00			0.00			0.01
v/c Ratio		0.34	0.14		0.15	0.00	0.47	0.44	0.00	0.18	0.53	0.03
Uniform Delay, d1		35.6	34.7		34.7	34.1	37.2	9.4	6.9	43.7	14.9	11.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.6	0.7		0.9	0.0	1.0	0.2	0.0	4.0	0.4	0.0
Delay (s)		38.1	35.4		35.6	34.1	38.2	9.6	6.9	47.6	15.3	11.1
Level of Service		D	D		D	C	D	A	A	D	B	B
Approach Delay (s)		36.0			35.3			12.8			15.2	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			16.1				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			89.3				Sum of lost time (s)			22.8		
Intersection Capacity Utilization			60.5%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: US 27 & WB I-4 Ramps/Driveway

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	16	1552	20	9	16	172	1130	20	37	1107	0
Future Volume (vph)	145	16	1552	20	9	16	172	1130	20	37	1107	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	6.2	6.2		6.7		7.4	7.0		7.4	8.6	
Lane Util. Factor	1.00	1.00	0.76		1.00		0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85		0.95		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1543	1900	3575		1731		3242	4796		1626	4940	
Flt Permitted	0.95	1.00	1.00		0.98		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1543	1900	3575		1731		3242	4796		1626	4940	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	153	17	1634	21	9	17	181	1189	21	39	1165	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	1	0	0	0	0
Lane Group Flow (vph)	153	17	1634	0	36	0	181	1209	0	39	1165	0
Heavy Vehicles (%)	17%	0%	3%	0%	11%	0%	8%	8%	0%	11%	5%	0%
Turn Type	Split	NA	pt+ov	Split	NA		Prot	NA		Prot	NA	
Protected Phases	8	8	8 1	4	4		1	6		5	2	
Permitted Phases												
Actuated Green, G (s)	48.8	48.8	90.3		8.2		34.1	96.9		8.8	70.0	
Effective Green, g (s)	48.8	48.8	82.9		8.2		34.1	96.9		8.8	70.0	
Actuated g/C Ratio	0.26	0.26	0.44		0.04		0.18	0.51		0.05	0.37	
Clearance Time (s)	6.2	6.2			6.7		7.4	7.0		7.4	8.6	
Vehicle Extension (s)	5.0	5.0			3.0		4.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	396	488	1559		74		581	2445		75	1820	
v/s Ratio Prot	0.10	0.01	c0.46		c0.02		0.06	0.25		0.02	c0.24	
v/s Ratio Perm												
v/c Ratio	0.39	0.03	1.05		0.48		0.31	0.49		0.52	0.64	
Uniform Delay, d1	58.2	52.9	53.5		88.8		67.7	30.5		88.5	49.6	
Progression Factor	1.00	1.00	1.00		1.00		1.27	1.56		1.00	1.00	
Incremental Delay, d2	1.3	0.1	36.5		4.8		1.3	0.7		6.4	1.7	
Delay (s)	59.6	53.0	90.1		93.7		67.0	31.2		94.9	51.3	
Level of Service	E	D	F		F		F	D		F	D	
Approach Delay (s)		87.2			93.7			53.2			52.7	
Approach LOS		F			F			D			D	
Intersection Summary												
HCM 2000 Control Delay			67.3				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			190.0				Sum of lost time (s)			28.9		
Intersection Capacity Utilization			81.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

41: US 27 & Frontage Rd/EB I-4 Ramps

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	53	37	196	29	372	118	950	0	175	2448	21
Future Volume (vph)	74	53	37	196	29	372	118	950	0	175	2448	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	9.2	9.2		6.2	6.2	7.2	7.7	8.3		7.2	6.8	
Lane Util. Factor	1.00	1.00		0.95	0.95	1.00	1.00	0.91		0.97	0.91	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1741		1633	1649	1468	1787	4848		3242	5031	
Flt Permitted	0.95	1.00		0.95	0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1752	1741		1633	1649	1468	1787	4848		3242	5031	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	76	54	38	200	30	380	120	969	0	179	2498	21
RTOR Reduction (vph)	0	13	0	0	0	94	0	0	0	0	0	0
Lane Group Flow (vph)	76	79	0	114	116	286	120	969	0	179	2519	0
Heavy Vehicles (%)	3%	4%	0%	5%	7%	10%	1%	7%	0%	8%	3%	0%
Turn Type	Split	NA		Split	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	3	3		4	4	5	1	6		5	2	
Permitted Phases						4						
Actuated Green, G (s)	13.3	13.3		18.6	18.6	43.3	19.3	102.5		24.7	108.9	
Effective Green, g (s)	13.3	13.3		18.6	18.6	43.3	19.3	102.5		24.7	108.9	
Actuated g/C Ratio	0.07	0.07		0.10	0.10	0.23	0.10	0.54		0.13	0.57	
Clearance Time (s)	9.2	9.2		6.2	6.2	7.2	7.7	8.3		7.2	6.8	
Vehicle Extension (s)	6.0	6.0		6.0	6.0	3.0	3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	122	121		159	161	334	181	2615		421	2883	
v/s Ratio Prot	0.04	c0.05		0.07	0.07	c0.11	c0.07	0.20		0.06	c0.50	
v/s Ratio Perm						0.08						
v/c Ratio	0.62	0.65		0.72	0.72	0.86	0.66	0.37		0.43	0.87	
Uniform Delay, d1	85.9	86.1		83.1	83.2	70.4	82.2	25.2		76.1	34.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.88	0.51		0.92	1.16	
Incremental Delay, d2	15.7	18.5		19.9	20.0	18.8	16.7	0.4		0.4	2.3	
Delay (s)	101.6	104.6		103.0	103.2	89.2	89.5	13.2		70.4	42.3	
Level of Service	F	F		F	F	F	F	B		E	D	
Approach Delay (s)		103.3			94.4			21.6			44.2	
Approach LOS		F			F			C			D	
Intersection Summary												
HCM 2000 Control Delay			47.7				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			190.0				Sum of lost time (s)			30.9		
Intersection Capacity Utilization			84.8%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

44: US 27 & Home Run Blvd/Posner Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	22	37	197	24	303	40	1422	141	313	2138	136
Future Volume (vph)	133	22	37	197	24	303	40	1422	141	313	2138	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3	6.7	6.7	6.3	6.9	7.4	7.2	6.8		7.4	6.9	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.86		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1810	1568	3467	1759	2787	1719	5955		3467	4943	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1810	1568	3467	1759	2787	1719	5955		3467	4943	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	136	22	38	201	24	309	41	1451	144	319	2182	139
RTOR Reduction (vph)	0	0	36	0	0	128	0	7	0	0	3	0
Lane Group Flow (vph)	136	22	2	201	24	181	41	1588	0	319	2318	0
Heavy Vehicles (%)	2%	5%	3%	1%	8%	2%	5%	9%	1%	1%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8						
Actuated Green, G (s)	22.1	11.4	11.4	16.5	5.6	35.7	8.7	104.8		30.1	126.3	
Effective Green, g (s)	22.1	11.4	11.4	16.5	5.6	35.7	8.7	104.8		30.1	126.3	
Actuated g/C Ratio	0.12	0.06	0.06	0.09	0.03	0.19	0.05	0.55		0.16	0.66	
Clearance Time (s)	6.3	6.7	6.7	6.3	6.9	7.4	7.2	6.8		7.4	6.9	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0		3.0	5.0	
Lane Grp Cap (vph)	205	108	94	301	51	632	78	3284		549	3285	
v/s Ratio Prot	c0.08	0.01		c0.06	0.01	0.05	0.02	c0.27		0.09	c0.47	
v/s Ratio Perm			0.00			0.02						
v/c Ratio	0.66	0.20	0.02	0.67	0.47	0.29	0.53	0.48		0.58	0.71	
Uniform Delay, d1	80.4	85.0	84.1	84.1	90.7	66.2	88.6	26.1		74.1	20.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.90		0.75	0.19	
Incremental Delay, d2	7.8	0.9	0.1	5.5	6.7	0.3	5.2	0.4		0.8	0.6	
Delay (s)	88.2	85.9	84.2	89.6	97.5	66.5	76.3	24.0		56.2	4.5	
Level of Service	F	F	F	F	F	E	E	C		E	A	
Approach Delay (s)		87.2			76.6			25.3			10.7	
Approach LOS		F			E			C			B	
Intersection Summary												
HCM 2000 Control Delay			25.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			190.0			Sum of lost time (s)				27.4		
Intersection Capacity Utilization			79.9%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

47: US 27 & Heller Bros Blvd/Deer Creek Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	11	62	124	12	78	19	1830	39	35	1827	11
Future Volume (vph)	18	11	62	124	12	78	19	1830	39	35	1827	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	7.4	7.4	7.4		8.6	8.6	8.6	8.6	8.6	8.6
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3610	1583	1805	1613		1805	4848	1568	1805	4988	1615
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3610	1583	1805	1613		1805	4848	1568	1805	4988	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	19	11	65	129	12	81	20	1906	41	36	1903	11
RTOR Reduction (vph)	0	0	63	0	71	0	0	0	15	0	0	4
Lane Group Flow (vph)	19	11	2	129	23	0	20	1906	26	36	1903	7
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%	0%	7%	3%	0%	4%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	5.2	7.0	7.0	21.8	23.6		9.8	121.2	121.2	8.0	119.4	119.4
Effective Green, g (s)	5.2	7.0	7.0	21.8	23.6		9.8	121.2	121.2	8.0	119.4	119.4
Actuated g/C Ratio	0.03	0.04	0.04	0.11	0.12		0.05	0.64	0.64	0.04	0.63	0.63
Clearance Time (s)	7.4	7.4	7.4	7.4	7.4		8.6	8.6	8.6	8.6	8.6	8.6
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	49	133	58	207	200		93	3092	1000	76	3134	1014
v/s Ratio Prot	c0.01	0.00		c0.07	0.01		0.01	c0.39		0.02	c0.38	
v/s Ratio Perm			0.00						0.02			0.00
v/c Ratio	0.39	0.08	0.04	0.62	0.12		0.22	0.62	0.03	0.47	0.61	0.01
Uniform Delay, d1	90.8	88.4	88.3	80.2	73.9		86.4	20.5	12.7	88.9	21.2	13.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.91	0.52	1.00	1.09	0.68	1.00
Incremental Delay, d2	5.0	0.3	0.3	5.7	0.3		1.0	0.8	0.0	3.6	0.7	0.0
Delay (s)	95.9	88.7	88.6	85.9	74.2		79.4	11.5	12.7	100.5	15.1	13.2
Level of Service	F	F	F	F	E		E	B	B	F	B	B
Approach Delay (s)		90.0			81.0			12.2			16.7	
Approach LOS		F			F			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.6			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			190.0			Sum of lost time (s)			32.0			
Intersection Capacity Utilization			67.5%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

51: US 27 & Minute Maid Ramp Rd 2/Citrus Ridge Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	37	16	42	35	0	78	33	1777	34	151	2297	53
Future Volume (vph)	37	16	42	35	0	78	33	1777	34	151	2297	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.1	7.1		7.1	7.1	8.5	7.5	7.5	8.5	7.5	7.5
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.97	1.00		0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1767	1538		1703	1568	1805	4893	1524	1805	4988	1583
Flt Permitted		0.77	1.00		0.72	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1405	1538		1294	1568	1805	4893	1524	1805	4988	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	38	16	43	36	0	80	34	1813	35	154	2344	54
RTOR Reduction (vph)	0	0	40	0	0	75	0	0	12	0	0	12
Lane Group Flow (vph)	0	54	3	0	36	5	34	1813	23	154	2344	42
Heavy Vehicles (%)	3%	6%	5%	6%	0%	3%	0%	6%	6%	0%	4%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)		12.5	12.5		12.5	12.5	7.9	125.1	125.1	29.3	146.5	146.5
Effective Green, g (s)		12.5	12.5		12.5	12.5	7.9	125.1	125.1	29.3	146.5	146.5
Actuated g/C Ratio		0.07	0.07		0.07	0.07	0.04	0.66	0.66	0.15	0.77	0.77
Clearance Time (s)		7.1	7.1		7.1	7.1	8.5	7.5	7.5	8.5	7.5	7.5
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	2.4	2.4	3.0	2.4	2.4
Lane Grp Cap (vph)		92	101		85	103	75	3221	1003	278	3846	1220
v/s Ratio Prot							0.02	c0.37		0.09	c0.47	
v/s Ratio Perm		c0.04	0.00		0.03	0.00			0.02			0.03
v/c Ratio		0.59	0.03		0.42	0.05	0.45	0.56	0.02	0.55	0.61	0.03
Uniform Delay, d1		86.2	83.1		85.3	83.2	88.9	17.6	11.3	74.3	9.4	5.1
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.79	0.18	0.01
Incremental Delay, d2		9.2	0.1		3.4	0.2	4.3	0.7	0.0	2.2	0.7	0.0
Delay (s)		95.5	83.2		88.7	83.4	93.2	18.3	11.3	61.1	2.3	0.1
Level of Service		F	F		F	F	F	B	B	E	A	A
Approach Delay (s)		90.0			85.0			19.6			5.8	
Approach LOS		F			F			B			A	
Intersection Summary												
HCM 2000 Control Delay		15.1										
HCM 2000 Volume to Capacity ratio		0.63										
Actuated Cycle Length (s)		190.0										
Intersection Capacity Utilization		77.4%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

58: US 27 & Hotel Driveway/Ridgewood Lakes Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	  
Traffic Volume (vph)	0	0	0	59	0	68	3	2020	84	110	2232	0
Future Volume (vph)	0	0	0	59	0	68	3	2020	84	110	2232	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.7		6.7	8.0	8.0	8.0	8.0	8.0	
Lane Util. Factor				1.00		1.00	1.00	0.91	1.00	1.00	0.91	
Frt				1.00		0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected				0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)				1752		1568	1805	4893	1615	1805	5036	
Flt Permitted				0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)				1752		1568	1805	4893	1615	1805	5036	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	0	61	0	70	3	2082	87	113	2301	0
RTOR Reduction (vph)	0	0	0	0	0	65	0	0	35	0	0	0
Lane Group Flow (vph)	0	0	0	61	0	5	3	2082	52	113	2301	0
Heavy Vehicles (%)	0%	0%	0%	3%	0%	3%	0%	6%	0%	0%	3%	0%
Turn Type				Prot		Prot	Prot	NA	Perm	Prot	NA	
Protected Phases				4		4	5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)				7.4		7.4	1.1	63.4	63.4	11.8	74.1	
Effective Green, g (s)				7.4		7.4	1.1	63.4	63.4	11.8	74.1	
Actuated g/C Ratio				0.07		0.07	0.01	0.60	0.60	0.11	0.70	
Clearance Time (s)				6.7		6.7	8.0	8.0	8.0	8.0	8.0	
Vehicle Extension (s)				3.0		3.0	3.0	2.1	2.1	3.0	2.1	
Lane Grp Cap (vph)				123		110	18	2946	972	202	3543	
v/s Ratio Prot				c0.03		0.00	0.00	c0.43		c0.06	c0.46	
v/s Ratio Perm									0.03			
v/c Ratio				0.50		0.04	0.17	0.71	0.05	0.56	0.65	
Uniform Delay, d1				47.2		45.7	51.6	14.5	8.6	44.3	8.5	
Progression Factor				1.00		1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2				3.1		0.2	4.3	0.7	0.0	3.3	0.3	
Delay (s)				50.3		45.8	56.0	15.2	8.6	47.6	8.8	
Level of Service				D		D	E	B	A	D	A	
Approach Delay (s)		0.0			47.9			15.0			10.7	
Approach LOS		A			D			B			B	
Intersection Summary												
HCM 2000 Control Delay			13.7									
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			105.3									
Intersection Capacity Utilization			67.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

64: US 27 & Massee Rd/Holly Hill Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	18	63	86	14	177	40	1646	18	228	2021	52
Future Volume (vph)	63	18	63	86	14	177	40	1646	18	228	2021	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5		7.5	7.5		8.6	7.6	7.6	8.5	7.8	7.8
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.88		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1657		1805	1620		1805	4848	1615	1787	4988	1583
Flt Permitted	0.37	1.00		0.70	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	683	1657		1335	1620		1805	4848	1615	1787	4988	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	65	19	65	89	14	182	41	1697	19	235	2084	54
RTOR Reduction (vph)	0	57	0	0	160	0	0	0	9	0	0	19
Lane Group Flow (vph)	65	27	0	89	36	0	41	1697	10	235	2084	35
Heavy Vehicles (%)	2%	6%	0%	0%	0%	1%	0%	7%	0%	1%	4%	2%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8					6			2
Actuated Green, G (s)	15.9	15.9		15.9	15.9		7.0	70.5	70.5	22.2	85.4	85.4
Effective Green, g (s)	15.9	15.9		15.9	15.9		7.0	70.5	70.5	22.2	85.4	85.4
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.05	0.53	0.53	0.17	0.65	0.65
Clearance Time (s)	7.5	7.5		7.5	7.5		8.6	7.6	7.6	8.5	7.8	7.8
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	82	199		160	194		95	2585	861	300	3222	1022
v/s Ratio Prot		0.02			0.02		0.02	0.35		c0.13	c0.42	
v/s Ratio Perm	c0.10			0.07					0.01			0.02
v/c Ratio	0.79	0.13		0.56	0.18		0.43	0.66	0.01	0.78	0.65	0.03
Uniform Delay, d1	56.5	52.0		54.8	52.3		60.7	22.2	14.5	52.7	14.2	8.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	39.3	0.3		4.1	0.5		3.1	0.8	0.0	12.5	0.6	0.0
Delay (s)	95.9	52.3		59.0	52.8		63.8	23.0	14.5	65.2	14.8	8.5
Level of Service	F	D		E	D		E	C	B	E	B	A
Approach Delay (s)		71.3			54.7			23.8			19.7	
Approach LOS		E			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			25.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			132.2			Sum of lost time (s)			23.9			
Intersection Capacity Utilization			87.9%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

72: US 27 & Sanders Rd/Davenport Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	29	20	30	186	13	199	26	1497	150	244	1801	47
Future Volume (vph)	29	20	30	186	13	199	26	1497	150	244	1801	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	8.2	8.2		8.2	8.2		8.6	7.6	7.6	8.6	7.6	7.6
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.91		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1633		1770	1580		1805	4893	1583	1736	4940	1615
Flt Permitted	0.43	1.00		0.72	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	817	1633		1348	1580		1805	4893	1583	1736	4940	1615
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	30	20	31	190	13	203	27	1528	153	249	1838	48
RTOR Reduction (vph)	0	26	0	0	169	0	0	0	79	0	0	19
Lane Group Flow (vph)	30	25	0	190	47	0	27	1528	74	249	1838	29
Heavy Vehicles (%)	0%	10%	3%	2%	8%	3%	0%	6%	2%	4%	5%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4				6				2
Actuated Green, G (s)	22.3	22.3		22.3	22.3		4.8	64.3	64.3	22.1	81.6	81.6
Effective Green, g (s)	22.3	22.3		22.3	22.3		4.8	64.3	64.3	22.1	81.6	81.6
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.04	0.48	0.48	0.17	0.61	0.61
Clearance Time (s)	8.2	8.2		8.2	8.2		8.6	7.6	7.6	8.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	136	273		225	264		65	2363	764	288	3028	990
v/s Ratio Prot		0.02			0.03		0.01	c0.31		c0.14	0.37	
v/s Ratio Perm	0.04			c0.14					0.05			0.02
v/c Ratio	0.22	0.09		0.84	0.18		0.42	0.65	0.10	0.86	0.61	0.03
Uniform Delay, d1	47.9	46.8		53.7	47.5		62.8	25.9	18.7	54.0	15.9	10.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.1		24.0	0.3		4.3	0.8	0.1	22.6	0.5	0.0
Delay (s)	48.7	47.0		77.8	47.9		67.0	26.7	18.8	76.6	16.4	10.2
Level of Service	D	D		E	D		E	C	B	E	B	B
Approach Delay (s)		47.6			61.9			26.6			23.3	
Approach LOS		D			E			C			C	

Intersection Summary

HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	133.1	Sum of lost time (s)	24.4
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

81: US 27 & Miracle Toyota/Bates Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	6	10	235	2	145	9	1653	168	285	1822	6
Future Volume (vph)	10	6	10	235	2	145	9	1653	168	285	1822	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.2	7.1		6.9	6.8		8.2	7.6	7.6	8.3	7.6	7.6
Lane Util. Factor	0.97	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.91		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3502	1722		1787	1603		1805	4848	1583	1787	4940	1615
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3502	1722		1787	1603		1805	4848	1583	1787	4940	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	10	6	10	245	2	151	9	1722	175	297	1898	6
RTOR Reduction (vph)	0	10	0	0	122	0	0	0	103	0	0	2
Lane Group Flow (vph)	10	6	0	245	31	0	9	1722	72	297	1898	4
Heavy Vehicles (%)	0%	0%	0%	1%	0%	1%	0%	7%	2%	1%	5%	0%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	2.6	3.0		27.1	28.5		1.5	61.5	61.5	28.5	88.6	88.6
Effective Green, g (s)	2.6	3.0		27.1	28.5		1.5	61.5	61.5	28.5	88.6	88.6
Actuated g/C Ratio	0.02	0.02		0.18	0.19		0.01	0.41	0.41	0.19	0.59	0.59
Clearance Time (s)	6.2	7.1		6.9	6.8		8.2	7.6	7.6	8.3	7.6	7.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	2.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	60	34		322	304		18	1987	649	339	2917	953
v/s Ratio Prot	0.00	c0.00		c0.14	0.02		0.00	c0.36		c0.17	0.38	
v/s Ratio Perm									0.05			0.00
v/c Ratio	0.17	0.18		0.76	0.10		0.50	0.87	0.11	0.88	0.65	0.00
Uniform Delay, d1	72.6	72.3		58.4	50.2		73.9	40.5	27.3	59.0	20.4	12.6
Progression Factor	1.00	1.00		1.00	1.00		1.49	0.65	1.50	1.00	1.00	1.00
Incremental Delay, d2	1.3	2.6		10.1	0.1		16.4	4.4	0.3	21.5	1.1	0.0
Delay (s)	73.9	74.9		68.5	50.3		126.6	30.6	41.3	80.5	21.6	12.6
Level of Service	E	E		E	D		F	C	D	F	C	B
Approach Delay (s)		74.5			61.5			32.0			29.5	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			33.6			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			29.9			
Intersection Capacity Utilization			86.3%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

84: US 27 & Glen Este Blvd/Southern Dunes Blvd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 				  			  	
Traffic Volume (vph)	120	54	54	248	50	102	90	1551	252	104	1597	53
Future Volume (vph)	120	54	54	248	50	102	90	1551	252	104	1597	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	7.0		9.4	9.4	9.4	6.9	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1723		3467	1900	1583	1787	4848	1583	1770	4940	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1723		3467	1900	1583	1787	4848	1583	1770	4940	1553
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	125	56	56	258	52	106	94	1616	262	108	1664	55
RTOR Reduction (vph)	0	25	0	0	0	96	0	0	130	0	0	28
Lane Group Flow (vph)	125	87	0	258	52	10	94	1616	133	108	1664	27
Heavy Vehicles (%)	0%	2%	2%	1%	0%	2%	1%	7%	2%	2%	5%	4%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases						4			6			2
Actuated Green, G (s)	15.7	12.8		16.4	13.8	13.8	18.1	76.1	76.1	14.5	72.5	72.5
Effective Green, g (s)	15.7	12.8		16.4	13.8	13.8	18.1	76.1	76.1	14.5	72.5	72.5
Actuated g/C Ratio	0.10	0.09		0.11	0.09	0.09	0.12	0.51	0.51	0.10	0.48	0.48
Clearance Time (s)	6.7	7.0		9.4	9.4	9.4	6.9	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	188	147		379	174	145	215	2459	803	171	2387	750
v/s Ratio Prot	0.07	c0.05		c0.07	c0.03		0.05	c0.33		0.06	c0.34	
v/s Ratio Perm						0.01			0.08			0.02
v/c Ratio	0.66	0.59		0.68	0.30	0.07	0.44	0.66	0.17	0.63	0.70	0.04
Uniform Delay, d1	64.6	66.1		64.3	63.6	62.2	61.2	27.3	19.9	65.2	30.2	20.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.65	0.35	0.10	0.87	0.72	1.00
Incremental Delay, d2	8.6	6.3		5.0	1.0	0.2	4.9	1.1	0.3	6.0	1.4	0.1
Delay (s)	73.2	72.4		69.3	64.6	62.4	44.5	10.6	2.4	62.4	23.2	20.4
Level of Service	E	E		E	E	E	D	B	A	E	C	C
Approach Delay (s)		72.8			66.9			11.2			25.4	
Approach LOS		E			E			B			C	
Intersection Summary												
HCM 2000 Control Delay			25.5									
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			150.0									
Intersection Capacity Utilization			68.9%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

87: US 27 & Old Polk City Rd/Main St W

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	127	190	103	112	94	244	1595	51	124	1641	145
Future Volume (vph)	179	127	190	103	112	94	244	1595	51	124	1641	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.1	7.1	7.1	7.1	7.1	7.9	6.9	6.9	7.4	6.9	6.9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1509	1787	1863	1583	1641	4893	1553	1752	4893	1568
Flt Permitted	0.47	1.00	1.00	0.65	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	866	1863	1509	1214	1863	1583	1641	4893	1553	1752	4893	1568
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	186	132	198	107	117	98	254	1661	53	129	1709	151
RTOR Reduction (vph)	0	0	176	0	0	89	0	0	26	0	0	86
Lane Group Flow (vph)	186	132	22	107	117	9	254	1661	27	129	1709	65
Heavy Vehicles (%)	2%	2%	7%	1%	2%	2%	10%	6%	4%	3%	6%	3%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	31.9	16.6	16.6	26.1	13.7	13.7	27.4	76.2	76.2	16.3	64.6	64.6
Effective Green, g (s)	31.9	16.6	16.6	26.1	13.7	13.7	27.4	76.2	76.2	16.3	64.6	64.6
Actuated g/C Ratio	0.21	0.11	0.11	0.17	0.09	0.09	0.18	0.51	0.51	0.11	0.43	0.43
Clearance Time (s)	7.1	7.1	7.1	7.1	7.1	7.1	7.9	6.9	6.9	7.4	6.9	6.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	276	206	166	258	170	144	299	2485	788	190	2107	675
v/s Ratio Prot	c0.07	0.07		0.03	0.06		c0.15	c0.34		0.07	c0.35	
v/s Ratio Perm	c0.07		0.01	0.04		0.01			0.02			0.04
v/c Ratio	0.67	0.64	0.13	0.41	0.69	0.06	0.85	0.67	0.03	0.68	0.81	0.10
Uniform Delay, d1	52.1	63.8	60.2	54.4	66.1	62.3	59.3	27.5	18.5	64.3	37.4	25.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.50	0.26	1.00	1.17	0.43	0.56
Incremental Delay, d2	6.4	6.6	0.4	1.1	11.0	0.2	13.5	0.9	0.1	6.9	2.6	0.2
Delay (s)	58.4	70.5	60.6	55.5	77.1	62.5	102.7	8.2	18.5	82.0	18.8	14.3
Level of Service	E	E	E	E	E	E	F	A	B	F	B	B
Approach Delay (s)		62.3			65.5			20.6			22.5	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			28.9				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			29.0		
Intersection Capacity Utilization			85.2%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

90: US 27 & Commerce Ave

09/20/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	7	34	75	4	57	59	1800	146	93	1910	76
Future Volume (vph)	83	7	34	75	4	57	59	1800	146	93	1910	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5		7.1	7.1		7.5	6.9	6.9	6.9	6.9	6.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.88		1.00	0.86		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	1662		1597	1420		1805	4893	1417	1583	4940	1599
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1719	1662		1597	1420		1805	4893	1417	1583	4940	1599
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	86	7	35	78	4	59	61	1875	152	97	1990	79
RTOR Reduction (vph)	0	32	0	0	54	0	0	0	71	0	0	33
Lane Group Flow (vph)	86	10	0	78	9	0	61	1875	81	97	1990	46
Heavy Vehicles (%)	5%	0%	0%	13%	0%	16%	0%	6%	14%	14%	5%	1%
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	12.8	12.8		12.7	12.7		9.1	71.6	71.6	24.5	86.4	86.4
Effective Green, g (s)	12.8	12.8		12.7	12.7		9.1	71.6	71.6	24.5	86.4	86.4
Actuated g/C Ratio	0.09	0.09		0.08	0.08		0.06	0.48	0.48	0.16	0.58	0.58
Clearance Time (s)	7.5	7.5		7.1	7.1		7.5	6.9	6.9	6.9	6.9	6.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	146	141		135	120		109	2335	676	258	2845	921
v/s Ratio Prot	c0.05	0.01		c0.05	0.01		0.03	c0.38		0.06	c0.40	
v/s Ratio Perm									0.06			0.03
v/c Ratio	0.59	0.07		0.58	0.07		0.56	0.80	0.12	0.38	0.70	0.05
Uniform Delay, d1	66.1	63.1		66.1	63.2		68.5	33.2	21.7	55.9	22.6	13.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.51	0.25	1.00
Incremental Delay, d2	6.0	0.2		5.9	0.3		6.1	3.0	0.4	2.9	1.0	0.1
Delay (s)	72.0	63.3		71.9	63.5		74.6	36.3	22.1	31.2	6.6	13.9
Level of Service	E	E		E	E		E	D	C	C	A	B
Approach Delay (s)		69.2			68.2			36.4			8.0	
Approach LOS		E			E			D			A	
Intersection Summary												
HCM 2000 Control Delay			24.7			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)			29.0			
Intersection Capacity Utilization			70.6%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

3: US 27 & Polo Park Blvd

09/17/2019



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	28	80	103	59	1259	93	110	1922	63
v/c Ratio	0.46	0.11	0.47	0.39	0.40	0.58	0.12	0.54	0.77	0.07
Control Delay	69.1	0.9	69.3	10.2	69.6	27.4	2.0	68.0	28.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.1	0.9	69.3	10.2	69.6	27.4	2.0	68.0	28.6	0.2
Queue Length 50th (ft)	61	0	63	0	47	267	0	86	462	0
Queue Length 95th (ft)	135	0	138	38	110	381	17	177	637	0
Internal Link Dist (ft)	523		755			3073			1565	
Turn Bay Length (ft)					520		525	690		495
Base Capacity (vph)	393	430	382	443	311	3444	1142	308	3444	1142
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.07	0.21	0.23	0.19	0.37	0.08	0.36	0.56	0.06
Intersection Summary										

Queues

6: US 27 & Legacy Park Blvd/Florence Villa Grove Rd

09/17/2019



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	124	139	510	127	1030	176	89	1544	174
v/c Ratio	0.66	0.61	1.09	0.77	0.57	0.25	0.63	0.88	0.26
Control Delay	84.4	48.6	119.6	98.6	41.5	5.5	89.9	53.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	48.6	119.6	98.6	41.5	5.5	89.9	53.7	5.5
Queue Length 50th (ft)	125	76	~598	129	307	0	90	535	0
Queue Length 95th (ft)	201	155	#905	#254	383	54	160	635	54
Internal Link Dist (ft)		705	1149		1958			2785	
Turn Bay Length (ft)				750		525	660		470
Base Capacity (vph)	354	375	468	173	1976	740	173	1992	737
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.37	1.09	0.73	0.52	0.24	0.51	0.78	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

9: US 27 & Sand Mine Rd

09/17/2019



Lane Group	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	97	98	230	87	49	178	1256	79	122	1807	129
v/c Ratio	0.54	0.54	0.61	0.51	0.17	0.53	0.52	0.10	0.44	0.77	0.16
Control Delay	72.5	72.3	14.9	73.4	1.3	67.0	25.1	2.2	68.5	33.1	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.5	72.3	14.9	73.4	1.3	67.0	25.1	2.2	68.5	33.1	7.1
Queue Length 50th (ft)	86	87	0	74	0	77	265	0	53	465	13
Queue Length 95th (ft)	175	176	87	154	0	140	377	18	103	645	57
Internal Link Dist (ft)		609		739			1294			1909	
Turn Bay Length (ft)	370		290		360	660		460	525		430
Base Capacity (vph)	319	324	487	682	692	775	3082	980	775	3062	1001
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.30	0.47	0.13	0.07	0.23	0.41	0.08	0.16	0.59	0.13

Intersection Summary

Queues

12: US 27 & Highlands Reserve Blvd/Student Dr

09/17/2019



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	27	30	38	47	54	1394	7	58	1964	27
v/c Ratio	0.18	0.11	0.25	0.17	0.29	0.45	0.01	0.30	0.62	0.03
Control Delay	42.3	0.8	43.6	1.3	43.2	12.5	0.0	43.3	14.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	0.8	43.6	1.3	43.2	12.5	0.0	43.3	14.6	0.0
Queue Length 50th (ft)	13	0	19	0	26	165	0	28	270	0
Queue Length 95th (ft)	45	0	57	0	73	239	0	77	380	0
Internal Link Dist (ft)	475		828			1994			1229	
Turn Bay Length (ft)				275	555		490	850		510
Base Capacity (vph)	375	519	379	519	365	3786	1242	358	3814	1204
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.06	0.10	0.09	0.15	0.37	0.01	0.16	0.51	0.02
Intersection Summary										

Queues

15: US 27 & California Blvd/McFee Dr

09/17/2019

	→	↘	←	↖	↙	↑	↗	↘	↓	↖
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	60	58	22	36	104	1298	30	49	1637	111
v/c Ratio	0.36	0.21	0.13	0.13	0.42	0.43	0.03	0.27	0.68	0.13
Control Delay	44.5	5.1	40.0	1.0	42.8	13.4	0.1	43.8	19.1	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	5.1	40.0	1.0	42.8	13.4	0.1	43.8	19.1	3.4
Queue Length 50th (ft)	29	0	10	0	50	159	0	24	238	0
Queue Length 95th (ft)	82	16	38	0	122	237	0	71	358	28
Internal Link Dist (ft)	480		432			1300			1833	
Turn Bay Length (ft)					475		490	580		480
Base Capacity (vph)	527	668	509	674	588	4593	1438	582	4597	1484
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.09	0.04	0.05	0.18	0.28	0.02	0.08	0.36	0.07
Intersection Summary										

Queues

21: US 27 & 4 Corners Blvd/Tri County Rd

09/17/2019



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	119	124	240	47	1252	58	207	1506	52
v/c Ratio	0.46	0.54	0.52	0.30	0.69	0.09	0.63	0.60	0.06
Control Delay	36.8	47.1	9.4	50.4	28.6	0.4	46.2	19.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	47.1	9.4	50.4	28.6	0.4	46.2	19.9	0.1
Queue Length 50th (ft)	50	65	0	25	220	0	108	236	0
Queue Length 95th (ft)	128	152	69	76	361	3	233	366	0
Internal Link Dist (ft)	480	613			1341			1935	
Turn Bay Length (ft)			300	560		435	510		425
Base Capacity (vph)	492	461	693	579	3359	1113	695	3639	1152
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.27	0.35	0.08	0.37	0.05	0.30	0.41	0.05

Intersection Summary

Queues

27: US 27 & Waverly Barn Rd/Dunson Rd

09/17/2019

	→	↘	←	↙	↑	↗	↘	↓	↙
Lane Group	EBT	EBR	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	70	151	122	113	1157	66	60	1054	69
v/c Ratio	0.42	0.53	0.48	0.46	0.59	0.09	0.31	0.70	0.13
Control Delay	57.3	15.5	44.2	50.3	29.6	0.3	52.7	37.1	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	15.5	44.2	50.3	29.6	0.3	52.7	37.1	3.0
Queue Length 50th (ft)	46	0	65	71	243	0	39	236	0
Queue Length 95th (ft)	104	64	140	148	345	0	91	332	17
Internal Link Dist (ft)	772		1275		602			1716	
Turn Bay Length (ft)		130		515		465	470		470
Base Capacity (vph)	353	431	1313	305	2428	841	690	3368	1050
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.35	0.09	0.37	0.48	0.08	0.09	0.31	0.07
Intersection Summary									

Queues

32: US 27 & Deen Still Rd/Ronald Reagan Pkwy

09/17/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	124	73	322	165	241	60	1066	231	401	1154	129
v/c Ratio	0.37	0.56	0.22	0.65	0.48	0.49	0.45	0.73	0.37	0.69	0.57	0.19
Control Delay	58.4	61.3	1.5	55.7	49.1	9.2	65.3	40.9	6.0	53.1	29.9	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	61.3	1.5	55.7	49.1	9.2	65.3	40.9	6.0	53.1	29.9	5.1
Queue Length 50th (ft)	36	87	0	115	108	0	42	258	0	143	251	0
Queue Length 95th (ft)	78	176	0	203	213	74	102	371	60	236	357	42
Internal Link Dist (ft)		852			1457			1614			1024	
Turn Bay Length (ft)	175		275	475			525		755	770		505
Base Capacity (vph)	618	419	466	606	429	556	257	2670	954	918	3145	982
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.30	0.16	0.53	0.38	0.43	0.23	0.40	0.24	0.44	0.37	0.13
Intersection Summary												

Queues

35: US 27 & Access Rd/Ritchie Bros Driveway

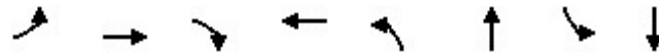
09/17/2019

										
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	56	210	23	6	163	1282	6	4	1311	44
v/c Ratio	0.32	0.54	0.14	0.02	0.44	0.41	0.01	0.03	0.58	0.06
Control Delay	40.1	11.1	36.3	0.2	39.9	8.3	0.0	41.8	17.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	11.1	36.3	0.2	39.9	8.3	0.0	41.8	17.6	0.1
Queue Length 50th (ft)	28	0	11	0	42	89	0	2	172	0
Queue Length 95th (ft)	68	62	35	0	79	212	0	13	253	0
Internal Link Dist (ft)	417		498			824			793	
Turn Bay Length (ft)				190	755		390	730		655
Base Capacity (vph)	479	692	460	656	1327	3132	1097	772	2693	891
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.30	0.05	0.01	0.12	0.41	0.01	0.01	0.49	0.05
Intersection Summary										

Queues

38: US 27 & WB I-4 Ramps/Driveway

09/17/2019



Lane Group	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	153	17	1634	47	181	1210	39	1165
v/c Ratio	0.39	0.03	0.98	0.47	0.33	0.48	0.46	0.62
Control Delay	61.7	53.4	66.5	81.2	89.2	48.3	103.6	49.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	53.4	66.5	81.2	89.2	48.3	103.6	49.9
Queue Length 50th (ft)	159	16	872	43	108	408	48	440
Queue Length 95th (ft)	238	40	#1014	92	157	527	94	510
Internal Link Dist (ft)		780		193		1174		1131
Turn Bay Length (ft)	630		630		635		380	
Base Capacity (vph)	396	488	1670	195	556	2517	150	1892
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.03	0.98	0.24	0.33	0.48	0.26	0.62

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

41: US 27 & Frontage Rd/EB I-4 Ramps

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	76	92	114	116	380	120	969	179	2519
v/c Ratio	0.62	0.69	0.71	0.72	0.81	0.66	0.37	0.43	0.87
Control Delay	107.7	97.7	106.9	107.4	56.1	90.1	14.0	69.9	43.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.7	97.7	106.9	107.4	56.1	90.1	14.0	69.9	43.1
Queue Length 50th (ft)	94	97	147	149	318	156	123	97	976
Queue Length 95th (ft)	158	#178	#230	#240	412	233	228	m101	m1006
Internal Link Dist (ft)		399		520			794		1142
Turn Bay Length (ft)						430		675	
Base Capacity (vph)	127	139	170	171	608	181	2614	747	2884
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.66	0.67	0.68	0.63	0.66	0.37	0.24	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

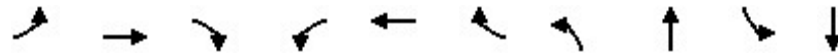
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

44: US 27 & Home Run Blvd/Posner Blvd

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	136	22	38	201	24	309	41	1595	319	2321
v/c Ratio	0.66	0.20	0.14	0.67	0.31	0.45	0.46	0.47	0.61	0.68
Control Delay	95.6	87.1	1.1	94.9	97.8	32.6	82.9	22.6	59.3	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.6	87.1	1.1	94.9	97.8	32.6	82.9	22.6	59.3	4.5
Queue Length 50th (ft)	168	27	0	127	30	89	44	473	208	95
Queue Length 95th (ft)	244	60	0	173	66	143	m79	562	m247	99
Internal Link Dist (ft)		350			415			919		989
Turn Bay Length (ft)	155			225		250	460		700	
Base Capacity (vph)	276	135	285	541	121	688	142	3421	521	3396
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.16	0.13	0.37	0.20	0.45	0.29	0.47	0.61	0.68

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

47: US 27 & Heller Bros Blvd/Deer Creek Blvd

09/17/2019

											
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	19	11	65	129	94	20	1906	41	36	1903	11
v/c Ratio	0.27	0.08	0.29	0.72	0.35	0.17	0.59	0.04	0.41	0.58	0.01
Control Delay	96.9	89.9	3.3	105.0	22.5	76.9	10.8	0.4	105.7	14.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.9	89.9	3.3	105.0	22.5	76.9	10.8	0.4	105.7	14.1	0.0
Queue Length 50th (ft)	24	7	0	159	15	24	569	0	44	653	0
Queue Length 95th (ft)	56	21	0	233	78	m46	699	m5	m64	575	m0
Internal Link Dist (ft)	744			705			988			1686	
Turn Bay Length (ft)	250		320		470		640		410		445
Base Capacity (vph)	167	277	281	252	287	155	3212	1078	174	3303	1108
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.04	0.23	0.51	0.33	0.13	0.59	0.04	0.21	0.58	0.01
Intersection Summary											
m Volume for 95th percentile queue is metered by upstream signal.											

Queues

51: US 27 & Minute Maid Ramp Rd 2/Citrus Ridge Dr

09/17/2019



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	54	43	36	80	34	1813	35	154	2344	54
v/c Ratio	0.59	0.20	0.42	0.37	0.40	0.55	0.03	0.59	0.60	0.04
Control Delay	110.0	2.1	98.9	6.1	100.6	17.8	0.1	69.4	2.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.0	2.1	98.9	6.1	100.6	17.8	0.1	69.4	2.4	0.1
Queue Length 50th (ft)	67	0	44	0	42	418	0	188	59	0
Queue Length 95th (ft)	119	0	87	8	84	495	0	273	99	m1
Internal Link Dist (ft)	580		907			1933			1156	
Turn Bay Length (ft)		225		210	470		400	465		470
Base Capacity (vph)	324	449	298	456	185	3268	1041	261	3892	1251
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.10	0.12	0.18	0.18	0.55	0.03	0.59	0.60	0.04

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

58: US 27 & Hotel Driveway/Ridgewood Lakes Blvd

09/17/2019



Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	61	70	3	2082	87	113	2301
v/c Ratio	0.37	0.24	0.03	0.73	0.09	0.52	0.58
Control Delay	51.2	1.9	49.3	18.2	0.3	51.3	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	1.9	49.3	18.2	0.3	51.3	7.6
Queue Length 50th (ft)	37	0	2	346	0	68	191
Queue Length 95th (ft)	84	0	12	486	2	132	438
Internal Link Dist (ft)				1296			1226
Turn Bay Length (ft)			450		450	490	
Base Capacity (vph)	642	677	283	3076	1071	472	3878
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.10	0.01	0.68	0.08	0.24	0.59
Intersection Summary							

Queues

64: US 27 & Massee Rd/Holly Hill Rd

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	65	84	89	196	41	1697	19	235	2084	54
v/c Ratio	0.78	0.32	0.55	0.55	0.35	0.67	0.02	0.77	0.64	0.05
Control Delay	111.9	22.2	69.9	15.7	72.2	25.8	0.1	71.5	16.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.9	22.2	69.9	15.7	72.2	25.8	0.1	71.5	16.3	0.4
Queue Length 50th (ft)	57	15	76	11	36	378	0	203	389	0
Queue Length 95th (ft)	#124	67	141	87	81	540	0	315	553	3
Internal Link Dist (ft)		370		595		946			1244	
Turn Bay Length (ft)	115		260		500		405	485		385
Base Capacity (vph)	135	380	263	466	214	2823	1005	424	3508	1141
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.22	0.34	0.42	0.19	0.60	0.02	0.55	0.59	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

72: US 27 & Sanders Rd/Davenport Blvd

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	30	51	190	216	27	1528	153	249	1838	48
v/c Ratio	0.21	0.17	0.82	0.49	0.25	0.67	0.19	0.84	0.59	0.05
Control Delay	53.6	25.8	80.8	12.2	69.2	29.1	2.6	78.3	16.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.6	25.8	80.8	12.2	69.2	29.1	2.6	78.3	16.8	0.1
Queue Length 50th (ft)	24	16	169	10	25	392	0	225	386	0
Queue Length 95th (ft)	57	54	#290	86	57	446	29	#365	455	0
Internal Link Dist (ft)		564		1033		617			1275	
Turn Bay Length (ft)	150		755		525		570	620		410
Base Capacity (vph)	168	360	277	486	214	2591	918	342	3222	1090
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.14	0.69	0.44	0.13	0.59	0.17	0.73	0.57	0.04

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

81: US 27 & Miracle Toyota/Bates Rd

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	10	16	245	153	9	1722	175	297	1898	6
v/c Ratio	0.07	0.17	0.76	0.36	0.12	0.81	0.22	0.88	0.58	0.01
Control Delay	70.2	44.9	73.5	11.3	105.2	27.2	4.2	84.2	15.5	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.2	44.9	73.5	11.3	105.2	27.2	4.2	84.2	15.5	0.0
Queue Length 50th (ft)	5	6	220	2	10	606	44	281	320	0
Queue Length 95th (ft)	15	32	#461	70	m16	663	45	#412	501	0
Internal Link Dist (ft)		453		641		1884			923	
Turn Bay Length (ft)	270		300		485		230	680		450
Base Capacity (vph)	205	122	322	422	141	2123	801	377	3272	1114
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.13	0.76	0.36	0.06	0.81	0.22	0.79	0.58	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

84: US 27 & Glen Este Blvd/Southern Dunes Blvd

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	125	112	258	52	106	94	1616	263	108	1664	55
v/c Ratio	0.66	0.66	0.68	0.30	0.33	0.44	0.66	0.28	0.64	0.70	0.07
Control Delay	80.9	67.7	73.4	67.1	2.7	44.9	11.3	0.9	69.4	24.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	67.7	73.4	67.1	2.7	44.9	11.3	0.9	69.4	24.1	0.2
Queue Length 50th (ft)	120	82	127	48	0	91	144	0	96	485	0
Queue Length 95th (ft)	185	145	170	92	0	m130	406	24	m144	597	m1
Internal Link Dist (ft)		445		786			590			2740	
Turn Bay Length (ft)	150		200		200	455		455	450		450
Base Capacity (vph)	280	230	476	202	345	215	2463	933	272	2390	836
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.49	0.54	0.26	0.31	0.44	0.66	0.28	0.40	0.70	0.07

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

87: US 27 & Old Polk City Rd/Main St W

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	186	132	198	107	117	98	254	1661	53	129	1709	151
v/c Ratio	0.68	0.65	0.58	0.41	0.69	0.31	0.85	0.67	0.06	0.68	0.81	0.19
Control Delay	61.4	79.1	14.9	50.6	86.6	2.5	105.9	8.5	0.3	87.6	19.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	79.1	14.9	50.6	86.6	2.5	105.9	8.5	0.3	87.6	19.8	1.2
Queue Length 50th (ft)	153	124	0	84	112	0	254	78	0	130	211	3
Queue Length 95th (ft)	229	#212	79	138	182	0	m327	152	m1	m194	343	m8
Internal Link Dist (ft)		705			678			505			599	
Turn Bay Length (ft)	455		430	295		380	655		395	510		420
Base Capacity (vph)	282	210	345	300	197	338	351	2487	856	287	2111	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.63	0.57	0.36	0.59	0.29	0.72	0.67	0.06	0.45	0.81	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

90: US 27 & Commerce Ave

09/20/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	86	42	78	63	61	1875	152	97	1990	79
v/c Ratio	0.59	0.24	0.58	0.36	0.49	0.79	0.20	0.40	0.69	0.08
Control Delay	81.3	26.1	82.2	21.7	79.4	36.1	5.9	32.7	7.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	26.1	82.2	21.7	79.4	36.1	5.9	32.7	7.0	0.1
Queue Length 50th (ft)	83	6	75	4	59	549	9	80	94	0
Queue Length 95th (ft)	139	45	128	50	107	699	55	m93	130	m0
Internal Link Dist (ft)		470		565		631			699	
Turn Bay Length (ft)					480		415	465		625
Base Capacity (vph)	315	333	297	312	155	2380	758	243	2892	993
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.13	0.26	0.20	0.39	0.79	0.20	0.40	0.69	0.08

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

HCM 6th TWSC

6: US 27 & Sunshine Dr/Paradise Island Dr

09/17/2019

Intersection												
Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕		↕	↕↕↕	↕	↕	↕↕↕	↕
Traffic Vol, veh/h	25	1	19	8	1	17	24	1470	9	43	1491	28
Future Vol, veh/h	25	1	19	8	1	17	24	1470	9	43	1491	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	400	-	355	400	-	415
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	11	25	0	0	0	7	0	5	6	7
Mvmt Flow	27	1	20	9	1	18	26	1564	10	46	1586	30
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2356	3304	793	2343	3324	782	1616	0	0	1574	0	0
Stage 1	1678	1678	-	1616	1616	-	-	-	-	-	-	-
Stage 2	678	1626	-	727	1708	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.32	6.9	6.5	7.1	5.3	-	-	5.4	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.8	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	7.2	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	4.01	4.05	4	3.9	3.1	-	-	3.15	-	-
Pot Cap-1 Maneuver	39	9	270	28	8	293	199	-	-	199	-	-
Stage 1	67	153	-	58	164	-	-	-	-	-	-	-
Stage 2	376	162	-	304	148	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	6	270	19	5	293	199	-	-	199	-	-
Mov Cap-2 Maneuver	50	51	-	41	52	-	-	-	-	-	-	-
Stage 1	58	118	-	50	143	-	-	-	-	-	-	-
Stage 2	304	141	-	214	114	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	91.3		57.8		0.4		0.8					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	199	-	-	50	270	95	199	-	-			
HCM Lane V/C Ratio	0.128	-	-	0.553	0.075	0.291	0.23	-	-			
HCM Control Delay (s)	25.7	-	-	143.9	19.4	57.8	28.4	-	-			
HCM Lane LOS	D	-	-	F	C	F	D	-	-			
HCM 95th %tile Q(veh)	0.4	-	-	2.1	0.2	1.1	0.9	-	-			

HCM 6th TWSC

9: US 27 & Michelin Driveway/Kokomo Rd

09/17/2019

Intersection												
Int Delay, s/veh	37.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	
Traffic Vol, veh/h	1	1	3	65	0	109	0	1357	73	185	1371	1
Future Vol, veh/h	1	1	3	65	0	109	0	1357	73	185	1371	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Yield	-	-	None
Storage Length	-	-	-	-	-	-	630	-	675	630	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	3	0	5	0	7	3	3	6	0
Mvmt Flow	1	1	3	67	0	112	0	1399	75	191	1413	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2356	3195	707	2347	3195	700	1414	0	0	1399	0	0
Stage 1	1796	1796	-	1399	1399	-	-	-	-	-	-	-
Stage 2	560	1399	-	948	1796	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.46	6.5	7.2	5.3	-	-	5.36	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.76	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.83	4	3.95	3.1	-	-	3.13	-	-
Pot Cap-1 Maneuver	39	10	328	~ 38	10	322	250	-	-	248	-	-
Stage 1	55	134	-	103	209	-	-	-	-	-	-	-
Stage 2	443	209	-	252	134	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	9	2	328	~ 13	2	322	250	-	-	248	-	-
Mov Cap-2 Maneuver	36	11	-	~ 38	25	-	-	-	-	-	-	-
Stage 1	55	31	-	103	209	-	-	-	-	-	-	-
Stage 2	288	209	-	~ 55	31	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	110.9		\$ 617.6		0		6.6					
HCM LOS	F		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	250	-	-	39	85	248	-	-				
HCM Lane V/C Ratio	-	-	-	0.132	2.11	0.769	-	-				
HCM Control Delay (s)	0	-	-	110.9	\$ 617.6	55.4	-	-				
HCM Lane LOS	A	-	-	F	F	F	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	16	5.6	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

HCM 6th TWSC

15: US 27 & FairBridge Inn Express/Frederick Ave

09/17/2019

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↕	↕	↑↑↑	
Traffic Vol, veh/h	0	0	0	34	0	53	19	1276	39	76	1334	1
Future Vol, veh/h	0	0	0	34	0	53	19	1276	39	76	1334	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	340	-	360	340	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	3	0	4	0	7	3	4	7	0
Mvmt Flow	0	0	0	36	0	56	20	1357	41	81	1419	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2165	3020	710	2127	2979	679	1420	0	0	1398	0	0
Stage 1	1582	1582	-	1397	1397	-	-	-	-	-	-	-
Stage 2	583	1438	-	730	1582	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.46	6.5	7.18	5.3	-	-	5.38	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.36	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.76	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.83	4	3.94	3.1	-	-	3.14	-	-
Pot Cap-1 Maneuver	51	13	326	52	14	334	249	-	-	246	-	-
Stage 1	79	171	-	104	210	-	-	-	-	-	-	-
Stage 2	429	200	-	343	171	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	30	8	326	37	9	334	249	-	-	246	-	-
Mov Cap-2 Maneuver	60	53	-	74	62	-	-	-	-	-	-	-
Stage 1	73	115	-	96	193	-	-	-	-	-	-	-
Stage 2	328	184	-	230	115	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		69.5		0.3		1.4					
HCM LOS	A		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	249	-	-	-	141	246	-	-				
HCM Lane V/C Ratio	0.081	-	-	-	0.656	0.329	-	-				
HCM Control Delay (s)	20.7	-	-	0	69.5	26.6	-	-				
HCM Lane LOS	C	-	-	A	F	D	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	-	3.6	1.4	-	-				

HCM 6th TWSC

21: US 27 & Lincoln Ave

09/17/2019

Intersection								
Int Delay, s/veh	1.1							
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT	
Lane Configurations								
Traffic Vol, veh/h	27	24	0	1472	17	29	1393	
Future Vol, veh/h	27	24	0	1472	17	29	1393	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	
RT Channelized	-	None	-	-	None	-	None	
Storage Length	0	-	215	-	235	235	-	
Veh in Median Storage, #	1	-	-	0	-	-	0	
Grade, %	0	-	-	0	-	-	0	
Peak Hour Factor	97	97	97	97	97	97	97	
Heavy Vehicles, %	7	0	0	5	0	0	6	
Mvmt Flow	28	25	0	1518	18	30	1436	
Major/Minor	Minor1	Major1		Major2				
Conflicting Flow All	2152	759	1048	0	0	1536	0	
Stage 1	1518	-	-	-	-	-	-	
Stage 2	634	-	-	-	-	-	-	
Critical Hdwy	5.84	7.1	5.6	-	-	5.3	-	
Critical Hdwy Stg 1	6.74	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.14	-	-	-	-	-	-	
Follow-up Hdwy	3.87	3.9	2.3	-	-	3.1	-	
Pot Cap-1 Maneuver	73	303	421	-	-	218	-	
Stage 1	110	-	-	-	-	-	-	
Stage 2	435	-	-	-	-	-	-	
Platoon blocked, %				-	-		-	
Mov Cap-1 Maneuver	63	303	421	-	-	218	-	
Mov Cap-2 Maneuver	84	-	-	-	-	-	-	
Stage 1	95	-	-	-	-	-	-	
Stage 2	435	-	-	-	-	-	-	
Approach	WB	NB		SB				
HCM Control Delay, s	52	0		0.5				
HCM LOS	F							
Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1		SBL	SBT		
Capacity (veh/h)	421	-	-	127	218	-		
HCM Lane V/C Ratio	-	-	-	0.414	0.137	-		
HCM Control Delay (s)	0	-	-	52	24.1	-		
HCM Lane LOS	A	-	-	F	C	-		
HCM 95th %tile Q(veh)	0	-	-	1.8	0.5	-		

HCM 6th TWSC

34: US 27 & Vanguard School Ent/Tower Point Ent

09/17/2019

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↑↑↑	↕	↕	↑↑↑	↕
Traffic Vol, veh/h	0	0	0	21	0	25	37	1407	27	53	1433	9
Future Vol, veh/h	0	0	0	21	0	25	37	1407	27	53	1433	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	280	-	525	510	-	380
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	12	0	5	7	4	5	0
Mvmt Flow	0	0	0	22	0	26	39	1481	28	56	1508	9
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2290	3207	754	2274	3188	741	1517	0	0	1509	0	0
Stage 1	1620	1620	-	1559	1559	-	-	-	-	-	-	-
Stage 2	670	1587	-	715	1629	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.34	5.3	-	-	5.38	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	4.02	3.1	-	-	3.14	-	-
Pot Cap-1 Maneuver	43	10	305	44	10	291	223	-	-	216	-	-
Stage 1	74	163	-	82	175	-	-	-	-	-	-	-
Stage 2	380	170	-	357	162	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	27	6	305	31	6	291	223	-	-	216	-	-
Mov Cap-2 Maneuver	51	48	-	57	50	-	-	-	-	-	-	-
Stage 1	61	121	-	68	144	-	-	-	-	-	-	-
Stage 2	285	140	-	264	120	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	0		57.4		0.6		1					
HCM LOS	A		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	223	-	-	-	57	291	216	-	-			
HCM Lane V/C Ratio	0.175	-	-	-	0.388	0.09	0.258	-	-			
HCM Control Delay (s)	24.5	-	-	0	103.6	18.6	27.4	-	-			
HCM Lane LOS	C	-	-	A	F	C	D	-	-			
HCM 95th %tile Q(veh)	0.6	-	-	-	1.4	0.3	1	-	-			

HCM 6th Signalized Intersection Summary

3: US 27 & SR 544

11/01/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	376	190	118	83	142	89	146	1082	40	127	1204	417
Future Volume (veh/h)	376	190	118	83	142	89	146	1082	40	127	1204	417
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1900	1826	1870	1885	1663	1900	1796	1856	1796	1811	1796
Adj Flow Rate, veh/h	388	196	122	86	146	92	151	1115	0	131	1241	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	6	0	5	2	1	16	0	7	3	7	6	7
Cap, veh/h	495	377	307	335	266	199	193	1555		168	1559	
Arrive On Green	0.15	0.20	0.20	0.09	0.14	0.14	0.11	0.32	0.00	0.10	0.32	0.00
Sat Flow, veh/h	3346	1900	1547	1781	1885	1409	1810	4904	1572	1711	4944	1522
Grp Volume(v), veh/h	388	196	122	86	146	92	151	1115	0	131	1241	0
Grp Sat Flow(s),veh/h/ln	1673	1900	1547	1781	1885	1409	1810	1635	1572	1711	1648	1522
Q Serve(g_s), s	11.9	9.8	7.3	4.2	7.7	6.4	8.6	21.3	0.0	7.9	24.4	0.0
Cycle Q Clear(g_c), s	11.9	9.8	7.3	4.2	7.7	6.4	8.6	21.3	0.0	7.9	24.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	495	377	307	335	266	199	193	1555		168	1559	
V/C Ratio(X)	0.78	0.52	0.40	0.26	0.55	0.46	0.78	0.72		0.78	0.80	
Avail Cap(c_a), veh/h	945	626	510	684	621	464	511	2308		483	2327	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.6	38.0	37.0	33.3	42.5	41.9	46.2	32.1	0.0	46.8	33.3	0.0
Incr Delay (d2), s/veh	3.9	2.4	1.8	0.6	3.7	3.5	13.6	0.5	0.0	15.3	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	8.1	5.0	3.1	6.6	4.2	7.9	12.4	0.0	7.1	14.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.5	40.4	38.8	33.9	46.2	45.5	59.9	32.6	0.0	62.0	34.3	0.0
LnGrp LOS	D	D	D	C	D	D	E	C		E	C	
Approach Vol, veh/h	706			324			1266			A		
Approach Delay, s/veh	44.0			42.7			35.8			36.9		
Approach LOS	D			D			D			D		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.5	41.4	22.8	22.5	19.3	41.6	16.7	28.6				
Change Period (Y+Rc), s	* 8.2	7.9	* 7.1	7.5	* 8.9	7.9	7.5	7.5				
Max Green Setting (Gmax), s	* 30	50.0	* 30	35.0	* 30	50.0	30.0	35.0				
Max Q Clear Time (g_c+I1), s	10.6	26.4	13.9	9.7	9.9	23.3	6.2	11.8				
Green Ext Time (p_c), s	0.8	7.1	1.8	2.0	0.7	6.4	0.3	2.7				

Intersection Summary

HCM 6th Ctrl Delay 38.4

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

12: US 27 & Crump Rd/W Main St

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	27	25	23	18	16	16	1241	46	32	1252	77
Future Volume (veh/h)	63	27	25	23	18	16	16	1241	46	32	1252	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1841	1841	1841	1900	1900	1900	1796	1870	1856	1781	1856
Adj Flow Rate, veh/h	67	29	27	24	19	17	17	1320	49	34	1332	82
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	4	4	4	0	0	0	7	2	3	8	3
Cap, veh/h	187	90	84	149	78	70	35	2217	717	56	2259	730
Arrive On Green	0.10	0.10	0.10	0.08	0.08	0.08	0.02	0.45	0.45	0.03	0.46	0.46
Sat Flow, veh/h	1810	877	817	1753	924	827	1810	4904	1585	1767	4863	1572
Grp Volume(v), veh/h	67	0	56	24	0	36	17	1320	49	34	1332	82
Grp Sat Flow(s),veh/h/ln	1810	0	1694	1753	0	1751	1810	1635	1585	1767	1621	1572
Q Serve(g_s), s	3.2	0.0	2.8	1.2	0.0	1.8	0.9	18.7	1.6	1.8	18.8	2.7
Cycle Q Clear(g_c), s	3.2	0.0	2.8	1.2	0.0	1.8	0.9	18.7	1.6	1.8	18.8	2.7
Prop In Lane	1.00		0.48	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	187	0	175	149	0	148	35	2217	717	56	2259	730
V/C Ratio(X)	0.36	0.00	0.32	0.16	0.00	0.24	0.49	0.60	0.07	0.61	0.59	0.11
Avail Cap(c_a), veh/h	585	0	547	566	0	566	487	3168	1024	476	3142	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	0.0	38.6	39.4	0.0	39.7	45.1	19.1	14.4	44.4	18.3	14.0
Incr Delay (d2), s/veh	1.2	0.0	1.0	0.5	0.0	0.8	10.4	0.6	0.1	10.4	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.0	2.2	0.9	0.0	1.4	0.8	10.3	0.9	1.6	10.2	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.9	0.0	39.7	39.9	0.0	40.5	55.5	19.6	14.5	54.8	18.9	14.2
LnGrp LOS	D	A	D	D	A	D	E	B	B	D	B	B
Approach Vol, veh/h	123			60			1386			1448		
Approach Delay, s/veh	39.8			40.3			19.9			19.4		
Approach LOS	D			D			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.0	50.3		16.6	11.1	49.2		16.0				
Change Period (Y+Rc), s	8.2	7.2		7.0	8.2	7.2		8.1				
Max Green Setting (Gmax), s	25.0	60.0		30.0	25.0	60.0		30.0				
Max Q Clear Time (g_c+I1), s	2.9	20.8		5.2	3.8	20.7		3.8				
Green Ext Time (p_c), s	0.0	21.9		0.4	0.0	21.3		0.2				

Intersection Summary

HCM 6th Ctrl Delay 20.9

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

18: US 27 & SR 542/Dundee Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	337	293	224	374	53	301	946	101	82	536	211
Future Volume (veh/h)	206	337	293	224	374	53	301	946	101	82	536	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1841	1900	1900	1841	1856	1870	1885	1781	1841	1900	1796	1826
Adj Flow Rate, veh/h	217	355	308	236	394	56	317	996	106	86	564	222
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	0	0	4	3	2	1	8	4	0	7	5
Cap, veh/h	278	416	353	261	522	446	348	1598	513	110	972	307
Arrive On Green	0.08	0.22	0.22	0.15	0.28	0.28	0.19	0.33	0.33	0.06	0.20	0.20
Sat Flow, veh/h	3401	1900	1610	1753	1856	1585	1795	4863	1560	1810	4904	1547
Grp Volume(v), veh/h	217	355	308	236	394	56	317	996	106	86	564	222
Grp Sat Flow(s),veh/h/ln	1700	1900	1610	1753	1856	1585	1795	1621	1560	1810	1635	1547
Q Serve(g_s), s	7.6	21.7	22.4	16.0	23.5	3.2	20.9	20.9	5.9	5.7	12.6	16.3
Cycle Q Clear(g_c), s	7.6	21.7	22.4	16.0	23.5	3.2	20.9	20.9	5.9	5.7	12.6	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	416	353	261	522	446	348	1598	513	110	972	307
V/C Ratio(X)	0.78	0.85	0.87	0.91	0.76	0.13	0.91	0.62	0.21	0.78	0.58	0.72
Avail Cap(c_a), veh/h	421	533	452	261	522	446	445	2088	670	299	2106	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	45.4	45.7	50.7	39.7	32.4	47.8	34.3	29.3	56.1	44.0	45.4
Incr Delay (d2), s/veh	5.3	10.3	14.1	32.1	6.2	0.1	19.6	0.3	0.1	11.3	0.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	16.6	15.2	14.3	17.0	2.2	16.3	12.5	3.9	5.1	8.6	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	55.7	59.8	82.9	45.9	32.6	67.4	34.6	29.4	67.4	44.4	47.9
LnGrp LOS	E	E	E	F	D	C	E	C	C	E	D	D
Approach Vol, veh/h	880				686				1419			
Approach Delay, s/veh	58.1				57.5				41.5			
Approach LOS	E				E				D			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.4	31.2	17.3	41.2	15.6	47.0	24.8	33.7				
Change Period (Y+Rc), s	* 7.9	7.2	7.4	* 7.2	8.2	7.2	* 6.8	* 7.2				
Max Green Setting (Gmax), s	* 30	52.0	15.0	* 34	20.0	52.0	* 18	* 34				
Max Q Clear Time (g_c+I1), s	22.9	18.3	9.6	25.5	7.7	22.9	18.0	24.4				
Green Ext Time (p_c), s	0.5	3.5	0.3	1.6	0.1	5.9	0.0	2.2				

Intersection Summary

HCM 6th Ctrl Delay 49.5

HCM 6th LOS D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

23: US 27 & Cypress Gardens Blvd/Waverly Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	383	124	621	37	166	29	562	863	24	25	746	281
Future Volume (veh/h)	383	124	621	37	166	29	562	863	24	25	746	281
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1841	1885	1856	1885	1885	1885	1781	1900	1841	1796	1885
Adj Flow Rate, veh/h	430	139	698	42	187	33	631	970	27	28	838	316
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	1	4	1	3	1	1	1	8	0	4	7	1
Cap, veh/h	515	459	399	56	214	38	722	2137	707	44	1225	399
Arrive On Green	0.15	0.25	0.25	0.03	0.14	0.14	0.21	0.44	0.44	0.03	0.25	0.25
Sat Flow, veh/h	3483	1841	1598	1767	1560	275	3483	4863	1610	1753	4904	1598
Grp Volume(v), veh/h	430	139	698	42	0	220	631	970	27	28	838	316
Grp Sat Flow(s),veh/h/ln	1742	1841	1598	1767	0	1836	1742	1621	1610	1753	1635	1598
Q Serve(g_s), s	14.4	7.3	29.9	2.8	0.0	14.1	21.0	16.7	1.1	1.9	18.5	22.2
Cycle Q Clear(g_c), s	14.4	7.3	29.9	2.8	0.0	14.1	21.0	16.7	1.1	1.9	18.5	22.2
Prop In Lane	1.00		1.00	1.00		0.15	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	515	459	399	56	0	252	722	2137	707	44	1225	399
V/C Ratio(X)	0.83	0.30	1.75	0.76	0.00	0.87	0.87	0.45	0.04	0.63	0.68	0.79
Avail Cap(c_a), veh/h	1017	459	399	295	0	306	1017	2637	873	293	2659	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	36.5	45.0	57.6	0.0	50.7	46.0	23.5	19.2	57.9	40.7	42.0
Incr Delay (d2), s/veh	3.6	0.4	348.2	18.6	0.0	20.3	6.3	0.1	0.0	13.9	0.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.3	5.8	77.8	2.7	0.0	12.3	14.2	9.9	0.7	1.8	11.5	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	36.9	393.2	76.2	0.0	71.0	52.3	23.7	19.2	71.7	41.2	44.9
LnGrp LOS	D	D	F	E	A	E	D	C	B	E	D	D
Approach Vol, veh/h	1267				262				1628			
Approach Delay, s/veh	238.7				71.8				34.7			
Approach LOS	F				E				C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.8	37.9	24.7	23.3	11.1	60.7	11.3	36.8				
Change Period (Y+Rc), s	9.0	8.0	7.0	6.9	* 8.1	8.0	7.5	6.9				
Max Green Setting (Gmax), s	35.0	65.0	35.0	20.0	* 20	65.0	20.0	20.0				
Max Q Clear Time (g_c+I1), s	23.0	24.2	16.4	16.1	3.9	18.7	4.8	31.9				
Green Ext Time (p_c), s	1.8	5.8	1.3	0.4	0.0	5.8	0.1	0.0				

Intersection Summary

HCM 6th Ctrl Delay 98.8

HCM 6th LOS F

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

26: US 27 & Market Blvd/Star Lake Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (veh/h)	38	3	124	57	7	74	58	1378	28	62	1409	4
Future Volume (veh/h)	38	3	124	57	7	74	58	1378	28	62	1409	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1885	1693	1693	1900	1900	1826	1841	1870	1811	1900
Adj Flow Rate, veh/h	40	3	129	59	7	77	60	1435	29	65	1468	4
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	1	14	14	0	0	5	4	2	6	0
Cap, veh/h	46	2	299	45	3	302	77	3051	955	83	3033	988
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.09	1.00	1.00	0.05	0.61	0.61
Sat Flow, veh/h	0	10	1598	0	14	1610	1810	4985	1560	1781	4944	1610
Grp Volume(v), veh/h	43	0	129	66	0	77	60	1435	29	65	1468	4
Grp Sat Flow(s),veh/h/ln	10	0	1598	14	0	1610	1810	1662	1560	1781	1648	1610
Q Serve(g_s), s	0.0	0.0	10.7	0.0	0.0	6.1	4.9	0.0	0.0	5.4	24.5	0.1
Cycle Q Clear(g_c), s	28.1	0.0	10.7	28.1	0.0	6.1	4.9	0.0	0.0	5.4	24.5	0.1
Prop In Lane	0.93		1.00	0.89		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	48	0	299	48	0	302	77	3051	955	83	3033	988
V/C Ratio(X)	0.89	0.00	0.43	1.37	0.00	0.26	0.78	0.47	0.03	0.78	0.48	0.00
Avail Cap(c_a), veh/h	48	0	299	48	0	302	322	3051	955	203	3033	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.8	0.0	53.9	73.4	0.0	52.0	67.9	0.0	0.0	70.8	15.9	11.2
Incr Delay (d2), s/veh	89.8	0.0	1.0	256.9	0.0	0.4	15.3	0.5	0.1	14.7	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	0.0	7.9	9.6	0.0	4.6	4.4	0.3	0.0	4.9	13.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	163.5	0.0	54.9	330.3	0.0	52.5	83.2	0.5	0.1	85.5	16.5	11.2
LnGrp LOS	F	A	D	F	A	D	F	A	A	F	B	B
Approach Vol, veh/h		172			143			1524			1537	
Approach Delay, s/veh		82.0			180.7			3.8			19.4	
Approach LOS		F			F			A			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.7	100.3		35.0	14.9	100.1		35.0				
Change Period (Y+Rc), s	8.3	8.3		6.9	7.9	8.3		6.9				
Max Green Setting (Gmax), s	26.7	71.7		28.1	17.1	81.7		28.1				
Max Q Clear Time (g_c+I1), s	6.9	26.5		30.1	7.4	2.0		30.1				
Green Ext Time (p_c), s	0.1	25.5		0.0	0.1	32.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay 22.4

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary

29: US 27 & Thompson Nursery Rd/Chalet Suzanne Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	140	223	140	159	206	194	1254	99	202	1026	112
Future Volume (veh/h)	137	140	223	140	159	206	194	1254	99	202	1026	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1856	1900	1856	1885	1841	1900	1885	1811	1900	1900	1811	1811
Adj Flow Rate, veh/h	146	149	237	149	169	219	206	1334	105	215	1091	119
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	3	0	3	1	4	0	1	6	0	0	6	6
Cap, veh/h	248	281	233	274	264	231	228	2212	720	377	2082	646
Arrive On Green	0.08	0.15	0.15	0.08	0.14	0.14	0.25	0.89	0.89	0.21	0.84	0.84
Sat Flow, veh/h	1767	1900	1572	1795	1841	1610	1795	4944	1610	3510	4944	1535
Grp Volume(v), veh/h	146	149	237	149	169	219	206	1334	105	215	1091	119
Grp Sat Flow(s),veh/h/ln	1767	1900	1572	1795	1841	1610	1795	1648	1610	1755	1648	1535
Q Serve(g_s), s	10.5	10.9	22.2	10.5	13.0	15.0	16.7	9.3	0.8	8.2	9.3	2.2
Cycle Q Clear(g_c), s	10.5	10.9	22.2	10.5	13.0	15.0	16.7	9.3	0.8	8.2	9.3	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	248	281	233	274	264	231	228	2212	720	377	2082	646
V/C Ratio(X)	0.59	0.53	1.02	0.54	0.64	0.95	0.90	0.60	0.15	0.57	0.52	0.18
Avail Cap(c_a), veh/h	248	281	233	282	272	238	348	2212	720	377	2082	646
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.8	59.1	63.9	49.3	60.6	34.8	55.1	4.9	1.9	55.8	7.6	7.0
Incr Delay (d2), s/veh	3.6	1.9	63.8	2.7	4.8	43.5	18.7	1.2	0.4	6.2	0.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.4	9.1	18.9	8.5	10.5	13.4	12.0	3.5	0.9	6.6	4.1	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	61.0	127.7	52.0	65.4	78.4	73.8	6.1	2.4	62.0	8.5	7.6
LnGrp LOS	D	E	F	D	E	E	E	A	A	E	A	A
Approach Vol, veh/h	532			537			1645			1425		
Approach Delay, s/veh	88.6			67.0			14.3			16.5		
Approach LOS	F			E			B			B		
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.9	72.1	20.0	29.3	25.0	75.0	19.3	30.0				
Change Period (Y+Rc), s	* 8.9	* 8.9	7.8	7.8	8.9	* 7.9	6.8	7.8				
Max Green Setting (Gmax), s	* 29	* 54	12.2	22.2	16.1	* 67	13.2	22.2				
Max Q Clear Time (g_c+I1), s	18.7	11.3	12.5	17.0	10.2	11.3	12.5	24.2				
Green Ext Time (p_c), s	0.4	18.4	0.0	0.7	0.3	26.5	0.0	0.0				

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

32: US 27 & Eagle Ridge Mall Ent S

09/17/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔		↔	↔	↑↑↑	↔	↔	↑↑↑	
Traffic Volume (veh/h)	0	0	0	84	0	23	21	1512	55	41	1348	0
Future Volume (veh/h)	0	0	0	84	0	23	21	1512	55	41	1348	0
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1841	0	1900	1870	1811	1870	1900	1826	0
Adj Flow Rate, veh/h				92	0	25	23	1662	60	45	1481	0
Peak Hour Factor				0.91	0.92	0.91	0.92	0.91	0.91	0.91	0.91	0.92
Percent Heavy Veh, %				4	0	0	2	6	2	0	5	0
Cap, veh/h				157	0	75	341	3811	1222	99	3061	0
Arrive On Green				0.05	0.00	0.05	0.19	0.77	0.77	0.03	0.61	0.00
Sat Flow, veh/h				3401	0	1610	1781	4944	1585	3510	5149	0
Grp Volume(v), veh/h				92	0	25	23	1662	60	45	1481	0
Grp Sat Flow(s),veh/h/ln				1700	0	1610	1781	1648	1585	1755	1662	0
Q Serve(g_s), s				4.0	0.0	2.3	1.6	17.4	1.4	1.9	24.5	0.0
Cycle Q Clear(g_c), s				4.0	0.0	2.3	1.6	17.4	1.4	1.9	24.5	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				157	0	75	341	3811	1222	99	3061	0
V/C Ratio(X)				0.58	0.00	0.34	0.07	0.44	0.05	0.45	0.48	0.00
Avail Cap(c_a), veh/h				535	0	253	341	3811	1222	447	3061	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh				70.1	0.0	69.3	49.6	5.9	4.1	71.7	15.9	0.0
Incr Delay (d2), s/veh				3.4	0.0	2.6	0.1	0.4	0.1	3.2	0.6	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				3.3	0.0	3.8	1.3	8.3	0.7	1.6	13.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				73.5	0.0	71.9	49.7	6.3	4.2	75.0	16.4	0.0
LnGrp LOS				E	A	E	D	A	A	E	B	A
Approach Vol, veh/h					117			1745			1526	
Approach Delay, s/veh					73.2			6.8			18.2	
Approach LOS					E			A			B	
Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	36.7	100.0		13.3	13.1	123.5						
Change Period (Y+Rc), s	7.9	7.9		6.4	* 8.9	7.9						
Max Green Setting (Gmax), s	12.1	92.1		23.6	* 19	84.1						
Max Q Clear Time (g_c+I1), s	3.6	26.5		6.0	3.9	19.4						
Green Ext Time (p_c), s	0.0	31.0		0.3	0.1	37.8						
Intersection Summary												
HCM 6th Ctrl Delay				14.2								
HCM 6th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 6th Signalized Intersection Summary

37: US 27 & Huston Kia/E Mountain Lake Cutoff Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	1	6	64	0	227	12	1247	64	338	1132	6
Future Volume (veh/h)	13	1	6	64	0	227	12	1247	64	338	1132	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1856	1900	1796	1856	1870	1811	1811
Adj Flow Rate, veh/h	14	1	7	70	0	247	13	1355	70	367	1230	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	3	0	7	3	2	6	6
Cap, veh/h	170	21	65	330	0	280	27	1867	599	398	2990	17
Arrive On Green	0.18	0.18	0.18	0.18	0.00	0.18	0.01	0.38	0.38	0.22	0.59	0.59
Sat Flow, veh/h	669	116	366	1502	0	1572	1810	4904	1572	1781	5073	29
Grp Volume(v), veh/h	22	0	0	70	0	247	13	1355	70	367	799	438
Grp Sat Flow(s),veh/h/ln	1152	0	0	1502	0	1572	1810	1635	1572	1781	1648	1806
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	17.6	0.8	27.1	3.3	23.1	15.1	15.1
Cycle Q Clear(g_c), s	3.9	0.0	0.0	3.8	0.0	17.6	0.8	27.1	3.3	23.1	15.1	15.1
Prop In Lane	0.64		0.32	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	256	0	0	330	0	280	27	1867	599	398	1942	1064
V/C Ratio(X)	0.09	0.00	0.00	0.21	0.00	0.88	0.49	0.73	0.12	0.92	0.41	0.41
Avail Cap(c_a), veh/h	364	0	0	450	0	411	473	2139	686	466	1942	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	0.0	0.0	40.3	0.0	46.0	56.0	30.4	23.0	43.6	12.8	12.8
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	14.3	13.0	1.5	0.2	22.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	0.0	0.0	3.0	0.0	12.6	0.8	15.3	2.1	17.7	8.5	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	0.0	0.0	40.6	0.0	60.3	69.1	31.9	23.2	65.6	13.1	13.3
LnGrp LOS	D	A	A	D	A	E	E	C	C	E	B	B
Approach Vol, veh/h	22			317			1438			1604		
Approach Delay, s/veh	39.5			55.9			31.8			25.1		
Approach LOS	D			E			C			C		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	75.6		28.4	34.6	51.7		28.4				
Change Period (Y+Rc), s	9.0	8.0		8.0	9.0	8.0		8.0				
Max Green Setting (Gmax), s	30.0	50.0		30.0	30.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	2.8	17.1		19.6	25.1	29.1		5.9				
Green Ext Time (p_c), s	0.0	16.8		0.8	0.5	14.5		0.1				
Intersection Summary												
HCM 6th Ctrl Delay	31.0											
HCM 6th LOS	C											

HCM 6th Signalized Intersection Summary

40: US 27 & Washington Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	49	30	58	39	78	88	1216	45	100	1069	15
Future Volume (veh/h)	21	49	30	58	39	78	88	1216	45	100	1069	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1663	1663	1693	1633	1633	1885	1796	1707	1885	1796	1500
Adj Flow Rate, veh/h	23	53	33	63	42	85	96	1322	0	109	1162	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	14	18	18	1	7	13	1	7	27
Cap, veh/h	172	134	83	204	67	136	360	2374		331	2385	618
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.06	0.48	0.00	0.06	0.49	0.49
Sat Flow, veh/h	1284	959	597	1187	482	976	1795	4904	1447	1795	4904	1271
Grp Volume(v), veh/h	23	0	86	63	0	127	96	1322	0	109	1162	16
Grp Sat Flow(s),veh/h/ln	1284	0	1555	1187	0	1458	1795	1635	1447	1795	1635	1271
Q Serve(g_s), s	1.3	0.0	3.7	3.7	0.0	6.0	1.9	13.9	0.0	2.2	11.7	0.5
Cycle Q Clear(g_c), s	7.3	0.0	3.7	7.4	0.0	6.0	1.9	13.9	0.0	2.2	11.7	0.5
Prop In Lane	1.00		0.38	1.00		0.67	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	0	217	204	0	203	360	2374		331	2385	618
V/C Ratio(X)	0.13	0.00	0.40	0.31	0.00	0.63	0.27	0.56		0.33	0.49	0.03
Avail Cap(c_a), veh/h	431	0	531	444	0	498	868	3350		835	3350	868
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	0.0	28.7	32.1	0.0	29.7	9.2	13.3	0.0	9.9	12.7	9.8
Incr Delay (d2), s/veh	0.3	0.0	1.2	0.8	0.0	3.1	0.4	0.4	0.0	0.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	2.5	2.0	0.0	4.0	1.1	7.5	0.0	1.2	6.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.5	0.0	29.9	32.9	0.0	32.8	9.6	13.8	0.0	10.4	13.0	9.8
LnGrp LOS	C	A	C	C	A	C	A	B		B	B	A
Approach Vol, veh/h	109			190			1418			1287		
Approach Delay, s/veh	30.6			32.9			13.5			12.7		
Approach LOS	C			C			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.5	43.8		16.9	12.7	43.6		16.9				
Change Period (Y+Rc), s	8.2	8.2		* 6.7	8.2	8.2		* 6.7				
Max Green Setting (Gmax), s	25.0	50.0		* 25	25.0	50.0		* 25				
Max Q Clear Time (g_c+l1), s	3.9	13.7		9.4	4.2	15.9		9.3				
Green Ext Time (p_c), s	0.2	17.6		0.8	0.2	19.5		0.4				

Intersection Summary

HCM 6th Ctrl Delay 15.0

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary

43: US 27 & W Central Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	127	34	119	69	139	31	947	78	153	1094	86
Future Volume (veh/h)	169	127	34	119	69	139	31	947	78	153	1094	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1885	1885	1870	1811	1900	1856	1811	1900	1856	1796	1856
Adj Flow Rate, veh/h	180	135	36	127	73	148	33	1007	0	163	1164	91
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	1	1	2	6	0	3	6	0	3	7	3
Cap, veh/h	381	223	59	311	227	201	56	1734		250	1984	636
Arrive On Green	0.11	0.16	0.16	0.08	0.13	0.13	0.03	0.35	0.00	0.07	0.40	0.40
Sat Flow, veh/h	1753	1434	382	1781	1811	1610	1767	4944	1610	3428	4904	1572
Grp Volume(v), veh/h	180	0	171	127	73	148	33	1007	0	163	1164	91
Grp Sat Flow(s),veh/h/ln	1753	0	1816	1781	1811	1610	1767	1648	1610	1714	1635	1572
Q Serve(g_s), s	7.6	0.0	7.7	5.3	3.2	7.7	1.6	14.5	0.0	4.0	16.2	3.2
Cycle Q Clear(g_c), s	7.6	0.0	7.7	5.3	3.2	7.7	1.6	14.5	0.0	4.0	16.2	3.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	381	0	282	311	227	201	56	1734		250	1984	636
V/C Ratio(X)	0.47	0.00	0.61	0.41	0.32	0.73	0.59	0.58		0.65	0.59	0.14
Avail Cap(c_a), veh/h	585	0	624	572	622	553	506	2831		981	2808	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	34.4	29.7	34.8	36.8	41.7	23.1	0.0	39.4	20.3	16.4
Incr Delay (d2), s/veh	0.9	0.0	3.0	0.9	1.2	7.2	9.6	0.7	0.0	2.9	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	0.0	6.3	4.1	2.6	6.0	1.5	8.9	0.0	3.1	9.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	0.0	37.4	30.5	36.0	44.0	51.4	23.8	0.0	42.3	20.9	16.7
LnGrp LOS	C	A	D	C	D	D	D	C		D	C	B
Approach Vol, veh/h		351			348			1040	A		1418	
Approach Delay, s/veh		33.2			37.4			24.7			23.1	
Approach LOS		C			D			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	42.9	16.6	17.7	14.8	38.2	14.0	20.4				
Change Period (Y+Rc), s	* 7.3	7.6	* 6.8	* 6.8	* 8.4	* 7.6	* 6.8	* 6.8				
Max Green Setting (Gmax), s	* 25	50.0	* 20	* 30	* 25	* 50	* 20	* 30				
Max Q Clear Time (g_c+I1), s	3.6	18.2	9.6	9.7	6.0	16.5	7.3	9.7				
Green Ext Time (p_c), s	0.0	17.1	0.3	1.2	0.4	14.1	0.2	1.2				

Intersection Summary

HCM 6th Ctrl Delay 26.3

HCM 6th LOS C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Edition methodology does not support current ring-barrier structure.

HCM Signalized Intersection Capacity Analysis

3: US 27 & SR 544

11/01/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	376	190	118	83	142	89	146	1082	40	127	1204	417
Future Volume (vph)	376	190	118	83	142	89	146	1082	40	127	1204	417
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.1	7.5	7.5	7.5	7.5	7.5	8.2	7.9	7.9	8.9	7.9	7.9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3303	1900	1538	1770	1881	1392	1805	4848	1568	1687	4893	1509
Flt Permitted	0.95	1.00	1.00	0.63	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3303	1900	1538	1182	1881	1392	1805	4848	1568	1687	4893	1509
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	388	196	122	86	146	92	151	1115	41	131	1241	430
RTOR Reduction (vph)	0	0	95	0	0	79	0	0	28	0	0	293
Lane Group Flow (vph)	388	196	27	86	146	13	151	1115	13	131	1241	137
Heavy Vehicles (%)	6%	0%	5%	2%	1%	16%	0%	7%	3%	7%	6%	7%
Turn Type	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8	4		4			6			2
Actuated Green, G (s)	22.8	29.6	29.6	31.2	19.2	19.2	19.2	43.3	43.3	18.4	43.2	43.2
Effective Green, g (s)	22.8	29.6	29.6	31.2	19.2	19.2	19.2	43.3	43.3	18.4	43.2	43.2
Actuated g/C Ratio	0.17	0.22	0.22	0.23	0.14	0.14	0.14	0.32	0.32	0.14	0.32	0.32
Clearance Time (s)	7.1	7.5	7.5	7.5	7.5	7.5	8.2	7.9	7.9	8.9	7.9	7.9
Vehicle Extension (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	2.6	2.6	5.0	2.6	2.6
Lane Grp Cap (vph)	557	416	336	325	267	197	256	1553	502	229	1564	482
v/s Ratio Prot	c0.12	0.10		0.02	c0.08		c0.08	0.23		0.08	c0.25	
v/s Ratio Perm			0.02	0.04		0.01			0.01			0.09
v/c Ratio	0.70	0.47	0.08	0.26	0.55	0.07	0.59	0.72	0.03	0.57	0.79	0.29
Uniform Delay, d1	52.9	45.9	41.9	42.0	53.9	50.2	54.3	40.5	31.5	54.7	41.9	34.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	1.8	0.2	0.6	4.0	0.3	5.3	1.5	0.0	5.4	2.8	0.3
Delay (s)	57.0	47.7	42.1	42.6	57.9	50.5	59.6	42.0	31.5	60.1	44.7	34.7
Level of Service	E	D	D	D	E	D	E	D	C	E	D	C
Approach Delay (s)		51.8			51.7			43.7			43.4	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			45.6		HCM 2000 Level of Service					D		
HCM 2000 Volume to Capacity ratio			0.70									
Actuated Cycle Length (s)			135.1		Sum of lost time (s)					31.8		
Intersection Capacity Utilization			80.4%		ICU Level of Service					D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: US 27 & Crump Rd/W Main St

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	27	25	23	18	16	16	1241	46	32	1252	77
Future Volume (vph)	63	27	25	23	18	16	16	1241	46	32	1252	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		8.1	8.1		8.2	7.2	7.2	8.2	7.2	7.2
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1727		1736	1765		1805	4848	1583	1752	4803	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	1727		1736	1765		1805	4848	1583	1752	4803	1568
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	67	29	27	24	19	17	17	1320	49	34	1332	82
RTOR Reduction (vph)	0	21	0	0	16	0	0	0	25	0	0	41
Lane Group Flow (vph)	67	35	0	24	20	0	17	1320	24	34	1332	41
Heavy Vehicles (%)	0%	4%	0%	4%	0%	0%	0%	7%	2%	3%	8%	3%
Turn Type	Split	NA		Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		1	6		5	2	
Permitted Phases									6			2
Actuated Green, G (s)	11.3	11.3		7.5	7.5		2.5	50.2	50.2	4.5	52.2	52.2
Effective Green, g (s)	11.3	11.3		7.5	7.5		2.5	50.2	50.2	4.5	52.2	52.2
Actuated g/C Ratio	0.11	0.11		0.07	0.07		0.02	0.48	0.48	0.04	0.50	0.50
Clearance Time (s)	7.0	7.0		8.1	8.1		8.2	7.2	7.2	8.2	7.2	7.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	196	187		125	127		43	2340	764	75	2410	787
v/s Ratio Prot	c0.04	0.02		c0.01	0.01		0.01	0.27		c0.02	c0.28	
v/s Ratio Perm									0.01			0.03
v/c Ratio	0.34	0.19		0.19	0.16		0.40	0.56	0.03	0.45	0.55	0.05
Uniform Delay, d1	42.9	42.2		45.4	45.3		50.0	19.1	14.1	48.5	17.9	13.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0	0.5		0.8	0.6		5.9	0.5	0.0	4.3	0.5	0.1
Delay (s)	44.0	42.7		46.2	45.9		55.9	19.6	14.2	52.9	18.3	13.3
Level of Service	D	D		D	D		E	B	B	D	B	B
Approach Delay (s)		43.4			46.0			19.9			18.8	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay		20.9					HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio		0.49										
Actuated Cycle Length (s)		104.0					Sum of lost time (s)		30.5			
Intersection Capacity Utilization		48.6%					ICU Level of Service		A			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

18: US 27 & SR 542/Dundee Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	337	293	224	374	53	301	946	101	82	536	211
Future Volume (vph)	206	337	293	224	374	53	301	946	101	82	536	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.2	7.2	6.8	7.1	7.1	7.9	7.2	7.2	8.2	7.2	7.2
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	1900	1615	1736	1845	1583	1787	4803	1553	1805	4848	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	1900	1615	1736	1845	1583	1787	4803	1553	1805	4848	1538
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	217	355	308	236	394	56	317	996	106	86	564	222
RTOR Reduction (vph)	0	0	237	0	0	41	0	0	72	0	0	180
Lane Group Flow (vph)	217	355	71	236	394	15	317	996	34	86	564	42
Heavy Vehicles (%)	4%	0%	0%	4%	3%	2%	1%	8%	4%	0%	7%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8			4			6			2
Actuated Green, G (s)	13.3	30.5	30.5	18.1	34.8	34.8	29.1	42.1	42.1	11.7	25.0	25.0
Effective Green, g (s)	13.3	30.5	30.5	18.1	34.8	34.8	29.1	42.1	42.1	11.7	25.0	25.0
Actuated g/C Ratio	0.10	0.23	0.23	0.14	0.26	0.26	0.22	0.32	0.32	0.09	0.19	0.19
Clearance Time (s)	7.4	7.2	7.2	6.8	7.1	7.1	7.9	7.2	7.2	8.2	7.2	7.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.5	2.5	3.0	2.5	2.5
Lane Grp Cap (vph)	339	439	373	238	487	417	394	1534	496	160	919	291
v/s Ratio Prot	0.06	0.19		c0.14	c0.21		c0.18	c0.21		0.05	0.12	
v/s Ratio Perm			0.04			0.01			0.02			0.03
v/c Ratio	0.64	0.81	0.19	0.99	0.81	0.04	0.80	0.65	0.07	0.54	0.61	0.14
Uniform Delay, d1	56.9	47.9	40.7	56.8	45.4	36.0	48.7	38.5	31.2	57.5	49.0	44.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.1	10.5	0.3	55.8	9.6	0.0	11.3	0.8	0.0	3.4	1.0	0.2
Delay (s)	61.0	58.4	41.0	112.5	55.0	36.1	60.0	39.4	31.2	60.9	50.0	44.7
Level of Service	E	E	D	F	D	D	E	D	C	E	D	D
Approach Delay (s)		53.0			73.2			43.4			49.7	
Approach LOS		D			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			52.3				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			131.8				Sum of lost time (s)			29.9		
Intersection Capacity Utilization			91.1%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

23: US 27 & Cypress Gardens Blvd/Waverly Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	383	124	621	37	166	29	562	863	24	25	746	281
Future Volume (vph)	383	124	621	37	166	29	562	863	24	25	746	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.9	6.9	7.5	6.9		9.0	8.0	8.0	8.1	8.0	8.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3467	1827	1599	1752	1833		3467	4803	1615	1736	4848	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3467	1827	1599	1752	1833		3467	4803	1615	1736	4848	1599
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	430	139	698	42	187	33	631	970	27	28	838	316
RTOR Reduction (vph)	0	0	303	0	3	0	0	0	15	0	0	237
Lane Group Flow (vph)	430	139	395	42	217	0	631	970	12	28	838	79
Heavy Vehicles (%)	1%	4%	1%	3%	1%	3%	1%	8%	0%	4%	7%	1%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	22.8	36.6	36.6	7.6	21.9		32.4	64.3	64.3	5.1	36.1	36.1
Effective Green, g (s)	22.8	36.6	36.6	7.6	21.9		32.4	64.3	64.3	5.1	36.1	36.1
Actuated g/C Ratio	0.16	0.25	0.25	0.05	0.15		0.22	0.45	0.45	0.04	0.25	0.25
Clearance Time (s)	7.0	6.9	6.9	7.5	6.9		9.0	8.0	8.0	8.1	8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	2.6	2.6	3.0	2.6	2.6
Lane Grp Cap (vph)	548	464	406	92	278		779	2143	720	61	1214	400
v/s Ratio Prot	c0.12	0.08		0.02	0.12		c0.18	0.20		0.02	c0.17	
v/s Ratio Perm			c0.25						0.01			0.05
v/c Ratio	0.78	0.30	0.97	0.46	0.78		0.81	0.45	0.02	0.46	0.69	0.20
Uniform Delay, d1	58.3	43.4	53.3	66.2	58.8		52.9	27.7	22.3	68.1	48.9	42.6
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.3	0.4	37.4	3.6	12.9		6.4	0.1	0.0	5.4	1.6	0.2
Delay (s)	65.6	43.8	90.6	69.8	71.7		59.3	27.8	22.3	73.5	50.5	42.8
Level of Service	E	D	F	E	E		E	C	C	E	D	D
Approach Delay (s)		77.0			71.4			39.9			49.0	
Approach LOS		E			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			55.1			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			144.1			Sum of lost time (s)			31.4			
Intersection Capacity Utilization			85.6%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

26: US 27 & Market Blvd/Star Lake Dr

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	38	3	124	57	7	74	58	1378	28	62	1409	4
Future Volume (vph)	38	3	124	57	7	74	58	1378	28	62	1409	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.9	6.9		6.9	6.9	8.3	8.3	8.3	7.9	8.3	8.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1735	1599		1792	1615	1805	4940	1553	1770	4893	1615
Flt Permitted		0.69	1.00		0.72	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1259	1599		1344	1615	1805	4940	1553	1770	4893	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	40	3	129	59	7	77	60	1435	29	65	1468	4
RTOR Reduction (vph)	0	0	118	0	0	70	0	0	9	0	0	1
Lane Group Flow (vph)	0	43	11	0	66	7	60	1435	20	65	1468	3
Heavy Vehicles (%)	5%	0%	1%	0%	14%	0%	0%	5%	4%	2%	6%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)		12.7	12.7		12.7	12.7	9.1	104.7	104.7	9.5	104.7	104.7
Effective Green, g (s)		12.7	12.7		12.7	12.7	9.1	104.7	104.7	9.5	104.7	104.7
Actuated g/C Ratio		0.08	0.08		0.08	0.08	0.06	0.70	0.70	0.06	0.70	0.70
Clearance Time (s)		6.9	6.9		6.9	6.9	8.3	8.3	8.3	7.9	8.3	8.3
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)		106	135		113	136	109	3448	1083	112	3415	1127
v/s Ratio Prot							0.03	0.29		c0.04	c0.30	
v/s Ratio Perm		0.03	0.01		c0.05	0.00			0.01			0.00
v/c Ratio		0.41	0.08		0.58	0.05	0.55	0.42	0.02	0.58	0.43	0.00
Uniform Delay, d1		65.1	63.3		66.1	63.1	68.5	9.6	6.9	68.3	9.8	6.9
Progression Factor		1.00	1.00		1.00	1.00	1.26	0.30	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.5	0.3		7.5	0.1	4.9	0.3	0.0	7.4	0.4	0.0
Delay (s)		67.6	63.5		73.6	63.2	91.4	3.2	7.0	75.8	10.2	6.9
Level of Service		E	E		E	E	F	A	A	E	B	A
Approach Delay (s)		64.5			68.0			6.7			12.9	
Approach LOS		E			E			A			B	
Intersection Summary												
HCM 2000 Control Delay			15.1				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)				23.5	
Intersection Capacity Utilization			61.2%				ICU Level of Service				B	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

29: US 27 & Thompson Nursery Rd/Chalet Suzanne Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	140	223	140	159	206	194	1254	99	202	1026	112
Future Volume (vph)	137	140	223	140	159	206	194	1254	99	202	1026	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	7.8	7.8	6.8	7.8	7.8	8.9	7.9	7.9	8.9	7.9	7.9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1900	1568	1787	1827	1615	1787	4893	1615	3502	4893	1524
Flt Permitted	0.44	1.00	1.00	0.52	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	815	1900	1568	977	1827	1615	1787	4893	1615	3502	4893	1524
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	146	149	237	149	169	219	206	1334	105	215	1091	119
RTOR Reduction (vph)	0	0	208	0	0	192	0	0	55	0	0	67
Lane Group Flow (vph)	146	149	29	149	169	27	206	1334	50	215	1091	52
Heavy Vehicles (%)	3%	0%	3%	1%	4%	0%	1%	6%	0%	0%	6%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	30.4	18.5	18.5	31.2	18.4	18.4	22.3	71.2	71.2	16.1	65.0	65.0
Effective Green, g (s)	30.4	18.5	18.5	31.2	18.4	18.4	22.3	71.2	71.2	16.1	65.0	65.0
Actuated g/C Ratio	0.20	0.12	0.12	0.21	0.12	0.12	0.15	0.47	0.47	0.11	0.43	0.43
Clearance Time (s)	7.8	7.8	7.8	6.8	7.8	7.8	8.9	7.9	7.9	8.9	7.9	7.9
Vehicle Extension (s)	3.0	3.0	3.0	4.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	239	234	193	272	224	198	265	2322	766	375	2120	660
v/s Ratio Prot	c0.05	0.08		0.05	c0.09		c0.12	c0.27		0.06	c0.22	
v/s Ratio Perm	0.08		0.02	0.07		0.02			0.03			0.03
v/c Ratio	0.61	0.64	0.15	0.55	0.75	0.14	0.78	0.57	0.07	0.57	0.51	0.08
Uniform Delay, d1	52.1	62.6	58.7	51.4	63.6	58.7	61.5	28.5	21.4	63.7	31.0	24.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.87	0.74	1.23	0.85	0.76	0.25
Incremental Delay, d2	4.6	5.6	0.4	2.8	13.4	0.3	12.3	1.0	0.1	5.8	0.8	0.2
Delay (s)	56.7	68.1	59.1	54.2	77.0	59.0	65.8	22.0	26.4	60.2	24.3	6.5
Level of Service	E	E	E	D	E	E	E	C	C	E	C	A
Approach Delay (s)		61.0			63.4			27.8			28.2	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			36.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			32.4		
Intersection Capacity Utilization			73.5%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

32: US 27 & Eagle Ridge Mall Ent S

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↔↔		↔	↔	↑↑↑	↔	↔↔	↑↑↑	
Traffic Volume (vph)	0	0	0	84	0	23	21	1512	55	41	1348	0
Future Volume (vph)	0	0	0	84	0	23	21	1512	55	41	1348	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.4		6.4	7.9	7.9	7.9	8.9	7.9	
Lane Util. Factor				0.97		1.00	1.00	0.91	1.00	0.97	0.91	
Frt				1.00		0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected				0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)				3367		1615	1770	4893	1583	3502	4940	
Flt Permitted				0.95		1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)				3367		1615	1770	4893	1583	3502	4940	
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.92	0.91	0.92	0.91	0.91	0.91	0.91	0.92
Adj. Flow (vph)	0	0	0	92	0	25	23	1662	60	45	1481	0
RTOR Reduction (vph)	0	0	0	0	0	23	0	0	16	0	0	0
Lane Group Flow (vph)	0	0	0	92	0	2	23	1662	44	45	1481	0
Heavy Vehicles (%)	2%	2%	2%	4%	2%	0%	2%	6%	2%	0%	5%	2%
Turn Type				Prot		Prot	Prot	NA	Perm	Prot	NA	
Protected Phases				4		4	1	6		5	2	
Permitted Phases						4			6			
Actuated Green, G (s)				9.5		9.5	7.3	111.1	111.1	6.2	111.0	
Effective Green, g (s)				9.5		9.5	7.3	111.1	111.1	6.2	111.0	
Actuated g/C Ratio				0.06		0.06	0.05	0.74	0.74	0.04	0.74	
Clearance Time (s)				6.4		6.4	7.9	7.9	7.9	8.9	7.9	
Vehicle Extension (s)				3.0		3.0	3.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)				213		102	86	3624	1172	144	3655	
v/s Ratio Prot				c0.03		0.00	0.01	c0.34		0.01	c0.30	
v/s Ratio Perm									0.03			
v/c Ratio				0.43		0.02	0.27	0.46	0.04	0.31	0.41	
Uniform Delay, d1				67.7		65.9	68.8	7.6	5.2	69.8	7.2	
Progression Factor				1.00		1.00	1.00	1.00	1.00	0.89	1.50	
Incremental Delay, d2				1.4		0.1	1.7	0.4	0.1	1.1	0.3	
Delay (s)				69.1		65.9	70.4	8.1	5.3	62.9	11.1	
Level of Service				E		E	E	A	A	E	B	
Approach Delay (s)		0.0			68.4			8.8			12.7	
Approach LOS		A			E			A			B	
Intersection Summary												
HCM 2000 Control Delay			12.6									
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			150.0									
Intersection Capacity Utilization			47.0%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

37: US 27 & Huston Kia/E Mountain Lake Cutoff Rd

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1	6	64	0	227	12	1247	64	338	1132	6
Future Volume (vph)	13	1	6	64	0	227	12	1247	64	338	1132	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.0			8.0	8.0	9.0	8.0	8.0	9.0	8.0	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	
Frt		0.96			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.97			0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1762			1671	1568	1805	4848	1568	1770	4891	
Flt Permitted		0.77			0.74	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1392			1307	1568	1805	4848	1568	1770	4891	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	1	7	70	0	247	13	1355	70	367	1230	7
RTOR Reduction (vph)	0	6	0	0	0	221	0	0	39	0	0	0
Lane Group Flow (vph)	0	16	0	0	70	26	13	1355	31	367	1237	0
Heavy Vehicles (%)	0%	0%	0%	8%	0%	3%	0%	7%	3%	2%	6%	0%
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4			6			
Actuated Green, G (s)		12.3			12.3	12.3	2.7	51.5	51.5	28.3	77.1	
Effective Green, g (s)		12.3			12.3	12.3	2.7	51.5	51.5	28.3	77.1	
Actuated g/C Ratio		0.11			0.11	0.11	0.02	0.44	0.44	0.24	0.66	
Clearance Time (s)		8.0			8.0	8.0	9.0	8.0	8.0	9.0	8.0	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	5.0	5.0	3.0	5.0	
Lane Grp Cap (vph)		146			137	164	41	2132	689	427	3220	
v/s Ratio Prot							0.01	c0.28		c0.21	0.25	
v/s Ratio Perm		0.01			c0.05	0.02			0.02			
v/c Ratio		0.11			0.51	0.16	0.32	0.64	0.04	0.86	0.38	
Uniform Delay, d1		47.4			49.6	47.7	56.3	25.5	18.7	42.5	9.1	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3			3.2	0.5	4.4	0.9	0.1	15.7	0.2	
Delay (s)		47.8			52.7	48.1	60.7	26.4	18.8	58.2	9.3	
Level of Service		D			D	D	E	C	B	E	A	
Approach Delay (s)		47.8			49.2			26.3			20.5	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay		25.8			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.69										
Actuated Cycle Length (s)		117.1			Sum of lost time (s)			25.0				
Intersection Capacity Utilization		72.0%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

40: US 27 & Washington Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	49	30	58	39	78	88	1216	45	100	1069	15
Future Volume (vph)	21	49	30	58	39	78	88	1216	45	100	1069	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.7		6.7	6.7		8.2	8.2	8.2	8.2	8.2	8.2
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.94		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1613		1583	1536		1787	4848	1429	1787	4848	1272
Flt Permitted	0.68	1.00		0.70	1.00		0.22	1.00	1.00	0.15	1.00	1.00
Satd. Flow (perm)	1284	1613		1169	1536		421	4848	1429	288	4848	1272
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	53	33	63	42	85	96	1322	49	109	1162	16
RTOR Reduction (vph)	0	20	0	0	65	0	0	0	24	0	0	8
Lane Group Flow (vph)	23	66	0	63	62	0	96	1322	25	109	1162	8
Heavy Vehicles (%)	0%	16%	3%	14%	18%	8%	1%	7%	13%	1%	7%	27%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	10.4	10.4		10.4	10.4		47.4	41.8	41.8	52.4	44.3	44.3
Effective Green, g (s)	10.4	10.4		10.4	10.4		47.4	41.8	41.8	52.4	44.3	44.3
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.57	0.50	0.50	0.63	0.53	0.53
Clearance Time (s)	6.7	6.7		6.7	6.7		8.2	8.2	8.2	8.2	8.2	8.2
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	160	201		145	191		330	2429	716	326	2575	675
v/s Ratio Prot		0.04			0.04		0.02	c0.27		c0.03	0.24	
v/s Ratio Perm	0.02			c0.05			0.15		0.02	0.18		0.01
v/c Ratio	0.14	0.33		0.43	0.33		0.29	0.54	0.03	0.33	0.45	0.01
Uniform Delay, d1	32.5	33.3		33.8	33.3		8.2	14.3	10.6	6.9	12.1	9.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	1.0		2.1	1.0		0.5	0.4	0.0	0.6	0.3	0.0
Delay (s)	32.9	34.3		35.9	34.3		8.7	14.7	10.6	7.5	12.3	9.2
Level of Service	C	C		D	C		A	B	B	A	B	A
Approach Delay (s)		34.0			34.8			14.2			11.9	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			15.2			HCM 2000 Level of Service			B			
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			83.4			Sum of lost time (s)			23.1			
Intersection Capacity Utilization			58.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

43: US 27 & W Central Ave

09/17/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	127	34	119	69	139	31	947	78	153	1094	86
Future Volume (vph)	169	127	34	119	69	139	31	947	78	153	1094	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8		6.8	6.8	6.8	7.3	7.2	7.2	8.4	7.6	7.6
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	1814		1770	1792	1615	1752	4893	1615	3400	4848	1568
Flt Permitted	0.64	1.00		0.59	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1163	1814		1103	1792	1615	1752	4893	1615	3400	4848	1568
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	180	135	36	127	73	148	33	1007	83	163	1164	91
RTOR Reduction (vph)	0	7	0	0	0	128	0	0	52	0	0	51
Lane Group Flow (vph)	180	164	0	127	73	20	33	1007	31	163	1164	40
Heavy Vehicles (%)	4%	1%	3%	2%	6%	0%	3%	6%	0%	3%	7%	3%
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Actuated Green, G (s)	30.3	16.5		26.9	14.8	14.8	4.8	41.0	41.0	11.0	47.9	47.9
Effective Green, g (s)	30.3	16.5		26.9	14.8	14.8	4.8	41.0	41.0	11.0	47.9	47.9
Actuated g/C Ratio	0.28	0.15		0.24	0.13	0.13	0.04	0.37	0.37	0.10	0.44	0.44
Clearance Time (s)	6.8	6.8		6.8	6.8	6.8	7.3	7.2	7.2	8.4	7.6	7.6
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	392	272		343	241	217	76	1827	603	340	2114	684
v/s Ratio Prot	c0.06	c0.09		0.04	0.04		0.02	0.21		c0.05	c0.24	
v/s Ratio Perm	0.07			0.05		0.01			0.02			0.03
v/c Ratio	0.46	0.60		0.37	0.30	0.09	0.43	0.55	0.05	0.48	0.55	0.06
Uniform Delay, d1	32.1	43.6		33.7	42.8	41.6	51.2	27.1	22.0	46.7	23.0	17.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	4.3		0.7	1.0	0.3	3.9	0.6	0.1	1.1	0.5	0.1
Delay (s)	33.0	47.9		34.4	43.8	41.9	55.1	27.8	22.1	47.8	23.5	18.0
Level of Service	C	D		C	D	D	E	C	C	D	C	B
Approach Delay (s)		40.3			39.6			28.1			25.9	
Approach LOS		D			D			C			C	
Intersection Summary												
HCM 2000 Control Delay	29.7			HCM 2000 Level of Service			C					
HCM 2000 Volume to Capacity ratio	0.59											
Actuated Cycle Length (s)	109.8			Sum of lost time (s)			29.2					
Intersection Capacity Utilization	64.4%			ICU Level of Service			C					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

46: US 27 & EB SR 60 On Ramp

09/17/2019

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↗	↘	↑↑
Traffic Volume (vph)	0	0	937	110	373	879
Future Volume (vph)	0	0	937	110	373	879
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.0	7.0	7.5	7.0
Lane Util. Factor			0.91	1.00	1.00	0.95
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			4715	1553	1752	3406
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			4715	1553	1752	3406
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	0	1030	121	410	966
RTOR Reduction (vph)	0	0	0	73	0	0
Lane Group Flow (vph)	0	0	1030	48	410	966
Heavy Vehicles (%)	0%	0%	10%	4%	3%	6%
Turn Type			NA	Perm	Prot	NA
Protected Phases			6		5	2
Permitted Phases				6		6
Actuated Green, G (s)			21.7	21.7	18.4	54.6
Effective Green, g (s)			21.7	21.7	18.4	54.6
Actuated g/C Ratio			0.40	0.40	0.34	1.00
Clearance Time (s)			7.0	7.0	7.5	7.0
Vehicle Extension (s)			1.8	1.8	3.0	1.8
Lane Grp Cap (vph)			1873	617	590	3406
v/s Ratio Prot			c0.22		c0.23	0.28
v/s Ratio Perm				0.03		
v/c Ratio			0.55	0.08	0.69	0.28
Uniform Delay, d1			12.7	10.2	15.7	0.0
Progression Factor			1.00	1.00	1.00	1.00
Incremental Delay, d2			0.2	0.0	3.5	0.0
Delay (s)			12.9	10.2	19.2	0.0
Level of Service			B	B	B	A
Approach Delay (s)	0.0		12.6			5.7
Approach LOS	A		B			A
Intersection Summary						
HCM 2000 Control Delay			8.9	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.62			
Actuated Cycle Length (s)			54.6	Sum of lost time (s)		14.5
Intersection Capacity Utilization			50.9%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

Queues

3: US 27 & SR 544

11/01/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	388	196	122	86	146	92	151	1115	41	131	1241	430
v/c Ratio	0.70	0.47	0.28	0.27	0.55	0.30	0.59	0.72	0.07	0.57	0.80	0.56
Control Delay	62.3	52.2	8.8	34.6	65.9	5.9	67.3	45.0	0.2	68.4	47.8	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	52.2	8.8	34.6	65.9	5.9	67.3	45.0	0.2	68.4	47.8	6.4
Queue Length 50th (ft)	169	154	0	52	124	0	128	313	0	111	360	0
Queue Length 95th (ft)	260	261	52	101	222	22	228	452	0	204	516	89
Internal Link Dist (ft)	1150			1149			1391			1147		
Turn Bay Length (ft)	470		220	590		405	790		850	780		900
Base Capacity (vph)	746	513	506	546	501	462	407	1829	667	381	1869	842
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.38	0.24	0.16	0.29	0.20	0.37	0.61	0.06	0.34	0.66	0.51
Intersection Summary												

Queues

12: US 27 & Crump Rd/W Main St

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	67	56	24	36	17	1320	49	34	1332	82
v/c Ratio	0.32	0.25	0.13	0.17	0.13	0.55	0.06	0.24	0.52	0.09
Control Delay	51.4	34.7	50.4	34.0	53.7	19.9	0.1	53.8	17.1	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	34.7	50.4	34.0	53.7	19.9	0.1	53.8	17.1	1.0
Queue Length 50th (ft)	43	21	15	12	11	241	0	22	170	0
Queue Length 95th (ft)	99	67	47	49	38	313	0	60	308	8
Internal Link Dist (ft)		485		806		2493			2005	
Turn Bay Length (ft)	350		180		655		795	655		585
Base Capacity (vph)	588	578	566	586	490	3161	1076	476	3163	1075
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.10	0.04	0.06	0.03	0.42	0.05	0.07	0.42	0.08

Intersection Summary

Queues

18: US 27 & SR 542/Dundee Rd

09/17/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	217	355	308	236	394	56	317	996	106	86	564	222
v/c Ratio	0.64	0.81	0.50	1.00	0.81	0.10	0.80	0.65	0.18	0.54	0.61	0.47
Control Delay	67.0	63.3	7.5	114.3	60.1	0.4	65.9	41.8	3.6	70.6	52.8	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	63.3	7.5	114.3	60.1	0.4	65.9	41.8	3.6	70.6	52.8	9.2
Queue Length 50th (ft)	94	288	0	~212	318	0	263	275	0	73	168	0
Queue Length 95th (ft)	143	#425	77	#410	#498	0	#432	347	27	131	213	70
Internal Link Dist (ft)		864			1053			1172			1291	
Turn Bay Length (ft)	280		400	500		350	900		705	795		680
Base Capacity (vph)	383	491	645	237	512	573	407	2253	798	274	1916	742
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.72	0.48	1.00	0.77	0.10	0.78	0.44	0.13	0.31	0.29	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

23: US 27 & Cypress Gardens Blvd/Waverly Rd

09/17/2019



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	430	139	698	42	220	631	970	27	28	838	316
v/c Ratio	0.76	0.29	0.97	0.38	0.82	0.78	0.44	0.03	0.29	0.74	0.51
Control Delay	65.4	46.5	49.0	75.2	81.8	58.7	27.5	0.1	74.2	54.1	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.4	46.5	49.0	75.2	81.8	58.7	27.5	0.1	74.2	54.1	7.6
Queue Length 50th (ft)	195	105	~347	38	195	275	230	0	25	263	0
Queue Length 95th (ft)	270	184	#648	84	#382	388	300	0	62	329	74
Internal Link Dist (ft)		858			1055		2266			5858	
Turn Bay Length (ft)	190			35		335		665	175		640
Base Capacity (vph)	879	490	726	253	268	879	2816	1011	251	2284	920
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.28	0.96	0.17	0.82	0.72	0.34	0.03	0.11	0.37	0.34

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

26: US 27 & Market Blvd/Star Lake Dr

09/17/2019



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	43	129	66	77	60	1435	29	65	1468	4
v/c Ratio	0.41	0.46	0.58	0.28	0.48	0.41	0.03	0.51	0.42	0.00
Control Delay	74.8	9.7	85.1	2.4	94.7	3.4	0.0	80.0	10.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.8	9.7	85.1	2.4	94.7	3.4	0.0	80.0	10.8	0.0
Queue Length 50th (ft)	41	0	63	0	62	65	0	62	216	0
Queue Length 95th (ft)	81	39	113	0	m103	94	m0	112	303	0
Internal Link Dist (ft)	482		712			1232			3485	
Turn Bay Length (ft)					800		450	565		595
Base Capacity (vph)	235	426	251	429	321	3499	1125	201	3469	1187
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.30	0.26	0.18	0.19	0.41	0.03	0.32	0.42	0.00

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Queues

29: US 27 & Thompson Nursery Rd/Chalet Suzanne Rd

09/17/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	146	149	237	149	169	219	206	1334	105	215	1091	119
v/c Ratio	0.61	0.64	0.59	0.53	0.76	0.56	0.77	0.57	0.12	0.57	0.51	0.16
Control Delay	57.1	75.0	13.1	51.8	84.2	12.2	71.0	22.5	1.0	60.5	25.5	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.1	75.0	13.1	51.8	84.2	12.2	71.0	22.5	1.0	60.5	25.5	0.8
Queue Length 50th (ft)	116	140	0	117	162	0	197	344	6	104	169	0
Queue Length 95th (ft)	177	213	81	178	242	74	263	409	9	148	195	7
Internal Link Dist (ft)	807		1077				1465				1211	
Turn Bay Length (ft)	555	585		630	235		660	475		685	865	
Base Capacity (vph)	242	281	433	283	270	428	346	2324	849	375	2121	748
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.53	0.55	0.53	0.63	0.51	0.60	0.57	0.12	0.57	0.51	0.16
Intersection Summary												

Queues

32: US 27 & Eagle Ridge Mall Ent S

09/17/2019

							
Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	92	25	23	1662	60	45	1481
v/c Ratio	0.43	0.10	0.20	0.45	0.05	0.26	0.39
Control Delay	73.5	0.8	69.3	8.1	0.5	63.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	0.8	69.3	8.1	0.5	63.8	11.2
Queue Length 50th (ft)	45	0	21	217	0	19	410
Queue Length 95th (ft)	75	0	53	276	6	m36	441
Internal Link Dist (ft)				3301			1344
Turn Bay Length (ft)			590		595	655	
Base Capacity (vph)	529	387	142	3680	1212	445	3760
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.06	0.16	0.45	0.05	0.10	0.39
Intersection Summary							
m Volume for 95th percentile queue is metered by upstream signal.							

Queues

37: US 27 & Huston Kia/E Mountain Lake Cutoff Rd

09/17/2019



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	22	70	247	13	1355	70	367	1237
v/c Ratio	0.14	0.49	0.63	0.13	0.68	0.10	0.82	0.37
Control Delay	38.0	60.7	13.7	56.1	29.3	1.2	56.4	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	60.7	13.7	56.1	29.3	1.2	56.4	8.8
Queue Length 50th (ft)	10	51	0	10	289	0	259	90
Queue Length 95th (ft)	36	100	77	31	369	8	#435	217
Internal Link Dist (ft)	175	1358			2007			1431
Turn Bay Length (ft)			170	415		415	795	
Base Capacity (vph)	382	354	605	489	2191	770	480	3376
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.20	0.41	0.03	0.62	0.09	0.76	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

40: US 27 & Washington Ave

09/17/2019



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	86	63	127	96	1322	49	109	1162	16
v/c Ratio	0.14	0.39	0.43	0.49	0.27	0.56	0.07	0.33	0.44	0.02
Control Delay	37.1	32.8	45.3	24.3	7.0	15.9	0.2	7.8	13.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	32.8	45.3	24.3	7.0	15.9	0.2	7.8	13.0	0.1
Queue Length 50th (ft)	11	30	30	25	14	165	0	15	132	0
Queue Length 95th (ft)	36	80	76	84	32	233	1	36	195	0
Internal Link Dist (ft)		525		598		2047			1938	
Turn Bay Length (ft)					490		500	380		395
Base Capacity (vph)	401	519	365	531	716	3031	932	666	3038	836
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.17	0.17	0.24	0.13	0.44	0.05	0.16	0.38	0.02
Intersection Summary										

Queues

43: US 27 & W Central Ave

09/17/2019

											
Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	180	171	127	73	148	33	1007	83	163	1164	91
v/c Ratio	0.45	0.60	0.36	0.30	0.42	0.26	0.59	0.13	0.47	0.54	0.12
Control Delay	32.2	52.2	31.0	49.1	11.7	58.8	30.7	1.5	53.5	24.9	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	52.2	31.0	49.1	11.7	58.8	30.7	1.5	53.5	24.9	1.8
Queue Length 50th (ft)	92	105	62	46	0	22	201	0	55	228	0
Queue Length 95th (ft)	177	209	127	106	62	64	304	10	108	341	15
Internal Link Dist (ft)		548		778			600			2554	
Turn Bay Length (ft)	265		345			415		525	400		355
Base Capacity (vph)	488	532	477	520	574	424	2368	847	822	2410	843
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.32	0.27	0.14	0.26	0.08	0.43	0.10	0.20	0.48	0.11
Intersection Summary											

Queues

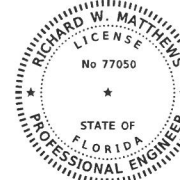
46: US 27 & EB SR 60 On Ramp

09/17/2019

	↑	↗	↘	↓
Lane Group	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1030	121	410	966
v/c Ratio	0.55	0.18	0.70	0.28
Control Delay	14.7	3.8	22.7	0.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	14.7	3.8	22.7	0.2
Queue Length 50th (ft)	89	0	110	0
Queue Length 95th (ft)	150	28	204	0
Internal Link Dist (ft)	1163			513
Turn Bay Length (ft)			480	
Base Capacity (vph)	4566	1507	904	3406
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.08	0.45	0.28
Intersection Summary				

APPENDIX L
Signal Timing Plans

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)



Digitally
 signed by:
 Richard W
 Matthews
 Date: 2018.
 09.07 12:53:
 41 -04'00'

Drawn By:	RM
Date:	09/2018
Checked By:	
Date:	

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

This document has been digitally signed and sealed by: Richard Matthews, P.E. # 77050

Revisions	Location Details	
06/2018: Updated timings per FPID #197534-4-52-01	Section: 16180000	Mile Post: 31.335
	Major Street: US 27	Orientation: N-S
	Minor Street: Polo Park Blvd	Orientation: E-W
	Sig ID: 756	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts or other projects.

Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB		EB	NBL	SB		WB	
Turn Type	Prot			Split	Prot			Split	
Min Green	5	24		7	5	24		7	
Ext	3.0	2.7		3.0	3.0	3.0		3.0	
Yellow	5.9	5.6		3.4	5.6	5.9		3.7	
All Red	2.7	2.0		4.2	2.7	2.0		3.4	
Max I	20	80		25	20	80		25	
Max II									
Max Limit									
Adjust By									
Walk		7		7		7		7	
Flashing Don't Walk		25		42		26		43	
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON				ON			
Recall		MIN				MIN			

SOP SPECIAL

Ring - 1	1	2	4	8
Ring - 2	5	6		

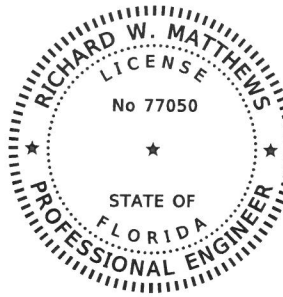
Notes:

- 1) Program 8 Seconds detection delay for minor street right turn movements.
- 2) Controller Brand: Naztec Controller Model: 980

Signal Timing Report

(For isolated traffic signal)

This document has been digitally signed and sealed by



Digitally signed
by: Richard W
Matthews

Date: 2018.11.02
15:53:39 -04'00'

Drawn By:	RM
Date:	11/2018
Checked By:	
Date:	

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 copied.

Revisions	Location Details	
12/2017: Revised pedestrian intervals and Max times	Section: 16180000	Mile Post: 30.196
	Major Street: US 27	Orientation: N-S
	Minor Street: Legacy Park Blvd/ Florence Villa Grove Rd	Orientation: E-W
	Sig ID: 1032	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts or other projects.

Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB			SBL	NB	WB	EB	
Turn Type	Protected				Protected				
Min Green	5	24			5	24	7	7	
Ext	3.0	2.4			3.0	2.4	4.0	3.0	
Yellow	5.5	5.7			5.7	5.5	3.7	3.7	
All Red	2.5	2.0			3.0	2.0	3.0	3.1	
Max I	15	60			15	60	40	30	
Max II									
Max Limit		100				100			
Adjust By		10				10			
Walk		7				7	7	7	
Flashing Don't Walk		24				15	42	40	
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON				ON			
Recall		MIN				MIN			

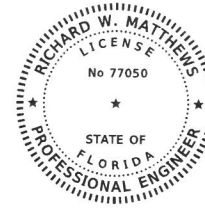
SOP 9

Ring - 1	1	2		
Ring - 2	5	6	7	8

Notes:

- 1) Program 8 seconds of detection delay for minor stret right-turn (and through/right) lanes.
- 2) Controller Brand: Naztec

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)



Digitally
 signed by:
 Richard W
 Matthews
 Date: 2018.
 09.07 12:59:
 14 -04'00'

Drawn By:	RM
Date:	09/2018
Checked By:	KEB
Date:	09/2018

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This document has been digitally signed and sealed by: Richard Matthews, P.E. # 77050

Revisions	Location Details	
06/2018: Updated timings per FPID #197534-4-52-01 09/2018: (KEB) increased phase 3 Max I to 50 seconds.	Section: 16180000	Mile Post: 29.444
	Major Street: US 27	Orientation: N-S
	Minor Street: Sand Mine Rd	Orientation: E-W
	Sig ID: 755	

Disclaimer Statement

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Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB	WB	EB	NBL	SB			
Turn Type	Prot		Split	Split	Prot				
Min Green	5	24	7	10	5	24			
Ext	3.0	2.9	3.0	3.0	3.0	2.7			
Yellow	5.6	5.7	3.7	4.5	5.7	5.6			
All Red	3.0	2.0	3.4	2.5	3.0	2.0			
Max I	30	80	50	25	30	80			
Max II									
Max Limit									
Adjust By									
Walk		7	7	7		7			
Flashing Don't Walk		24	42	40		24			
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON				ON			
Recall		MIN				MIN			

SOP SPECIAL

Ring - 1	1	2	3	4
Ring - 2	6	5		

Notes:

- 1) Program 8 Seconds detection delay for minor street right turn movements.
- 2) Controller Brand: Naztec Controller Model: 980
- 3) Ø1 and Ø5 are conflicting movements and shall not operate concurrently.

TRAFFIC SIGNAL TIMING CARD

INT. # 1355

Location:

US 27 @ Student Dr. / Highlands Reserve Blvd.

Date: _____

10/28/16

St	St Name	Dir	Delay	RCL	INT	EXT	MAX1	MAX2	YEL	RED	WK	DW	CNAI	CNA2	TIME BEF PRE.	TRK CL GRN	TRK CL YEL	PRE DWELL	YEL AFT PRE	DCS
1	US 27	SB LT			5	3	15		5.5	3										
2	US 27	NB		Min.	24	2.7	60		5.5	2	7	19								
4	Highlands Reserve	EB			7	3	20		3.8	3.7	7	39								
5	US 27	NB LT			5	3	15		5.5	2.4										
6	US 27	SB		Min.	24	2.7	60		5.5	2	7	27								
8	Student Dr.	WB			7	3	20		3.8	3.7	7	39								

Coordination

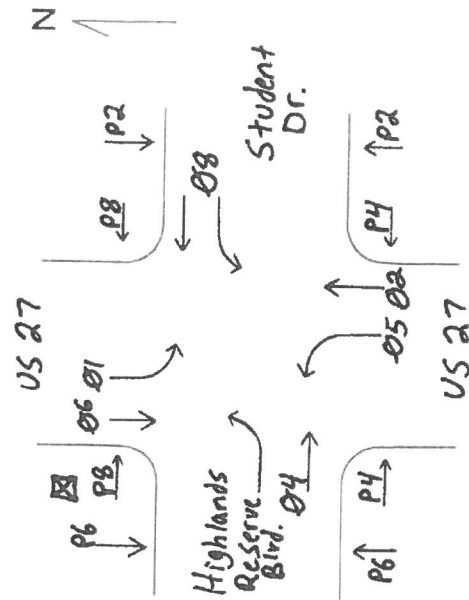
TBC:

[illegible]

FLASH: -

FREE: 24 HR / 7 dys / wk

Comments:



8	95
4	21

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)



Digitally
 signed by:
 Richard W
 Matthews
 Date: 2018.
 09.07 13:04:
 17 -04'00'

Drawn By:	RM
Date:	09/2018
Checked By:	
Date:	

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This document has been digitally signed and sealed by: Richard Matthews, P.E. # 77050

Revisions	Location Details	
06/2018: Updated timing per FPID #197534-4-52-01.	Section: 16180000	Mile Post: 28.185
	Major Street: US 27	Orientation: N-S
	Minor Street: California Blvd/McFee Dr	Orientation: E-W
	Sig ID: 1493	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts or other projects.

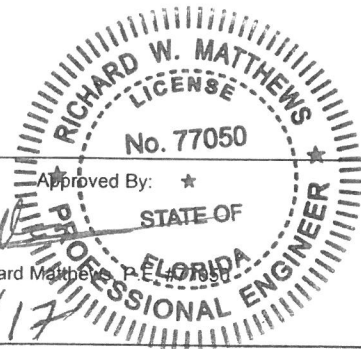
Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB		EB	NBL	SB		WB	
Turn Type	Protected				Protected				
Min Green	5	25		7	5	24		7	
Ext	3.0	2.7		3.0	3.0	2.7		3.0	
Yellow	5.6	6.0		3.5	6.0	5.6		3.5	
All Red	2.6	2.0		4.2	2.5	2.0		4.2	
Max I	25	80		30	25	80		30	
Max II									
Max Limit									
Adjust By									
Walk		7		7		7		8	
Flashing Don't Walk		23		43		20		40	
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

	<u>SOP 7</u>			
Ring - 1	1	2	3	4
Ring - 2	5	6	7	8

Notes:

- 1) Program 8 Seconds detection delay for minor street right turn movements.
- 2) Controller Brand: Naztec Controller Model: 980

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)



Drawn By:	RM
Date:	02/2017
Checked By:	EMC
Date:	02/2017

Approved By: 	★
Richard Matthews, P.E.	FLORIDA
Date: 2/10/17	

Revisions	Location Details	
01/2017: Updated per FPID 433412-1-52-01.	Section: 16180000	Mile Post: 26.911
	Major Street: US 27 (SR 25)	Orientation: N-S
	Minor Street: Four Corners Blvd / Bella Citta Blvd	Orientation: E-W
	Sig ID: 1513	
	<i>Implemented 2/3/17</i>	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts or other projects.

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB		WB	SBL	NB		EB	
Turn Type	Prot				Prot				
Min Green	5	27		7	5	27		7	
Ext	3.0	2.6		3.0	3.0	2.6		3.0	
Yellow	6.0	6.0		4.5	6.0	6.0		4.5	
All Red	3.0	2.0		4.4	3.0	2.0		4.4	
Max I	30	60		30	35	60		30	
Max II									
Max Limit		100				100			
Adjust By		10				10			
Walk		7		7		7		7	
Flashing Don't Walk		15		41		19		41	
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

	SOP 7			
Ring - 1	1	2	3	4
Ring - 2	5	6	7	8

Notes:

- 1) Program 8 seconds of detection delay for minor street right-turn (and through/right) lanes.
- 2) Program 3 seconds of detection delay for minor street left-turn lanes.

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	<i>PMG</i>
Date:	10/20/15
Checked By:	RS
Date:	12/20/15

Approved By:	<i>[Signature]</i>
	Renjen Joseph, P.E. #65284
Date:	12/31/2015

Revisions	Location Details	
06/2015: Updated controller timing parameters to the June 2014 D1 guidelines.	Section: 16180	Mile Post: 25.551
	Major Street: US 27	Orientation: N-S
	Minor Street: CR 54/Dean Still Road	Orientation: E-W
	Sig ID: 754	
	Implemented on: 6/17/2015	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

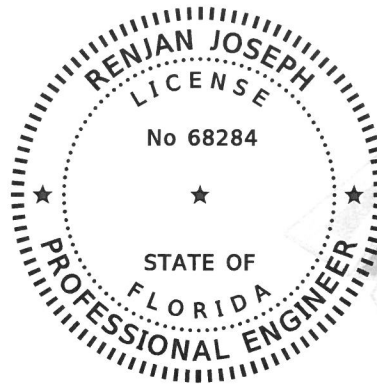
Controller Timings									
Movement # (Controller Phase #)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB	
Turn Type	Prot.		Prot.		Prot.		Prot.		
Min Green	5	24	5	7	5	24	5	7	
Ext	3.0	2.4	3.0	3.0	3.0	2.4	3.0	3.0	
Yellow	5.6	5.6	5.0	4.5	5.6	5.6	4.5	5.0	
All Red	3.0	2.0	2.8	2.3	3.0	2.0	2.6	2.0	
Max I	30	60	20	25	20	60	20	25	
Max II									
Max Limit									
Adjust By									
Walk		7		9		7		7	
Flashing Don't Walk		28		44		30		43	
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

SOP 10 (Sequence 1)

Ring - 1	1	2	3	4
Ring - 2	5	6	7	8

Notes:

- 1) Program 8 sec detection delay on minor side street right turn movements.



Digitally signed
by: RENJAN
JOSEPH
Date: 2018.07.05
11:07:12 -04'00'

Drawn By:	ME
Date:	04/2018
Checked By:	RJ
Date:	07/2018

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This document has been digitally signed and sealed by: Renjan Joseph, P.E. # 68284

Revisions	Location Details	
02/22/2018: Revised TOD schedule; 04/10/2018 Adjusted Phase 1 Max II and Pattern 1 splits.	Section: 16180	Mile Post: 24.884
	Major Street: US 27	Orientation: N-S
	Minor Street: Waverly Barn/Dunson Rd	Orientation: E-W
	Sig ID: 753	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB		EB	NBL	SB		WB	
Turn Type	Prot.			Split/Lead	Prot.			Split/Lag	
Min Green	5	24		7	5	24		7	
Ext	5.0	2.4		3.0	5.0	2.4		5.0	
Yellow	5.6	5.8		4.0	5.8	5.6		4.0	
All Red	3.0	2.0		3.4	3.0	2.0		3.4	
Max I	30	90		40	45	90		40	
Max II	50	60		30	30	60		90	
Max Limit									
Adjust By									
Walk		7		7		7		8	
Flashing Don't Walk		19		41		29		48	
Detector Memory	ON				ON				
Det. Cross Switch.									
Dual Entry		ON				ON			
Recall		MIN				MIN			

Pattern	Cycle Length	Splits (seconds)								Offset	Sequence
1		50	50		30	30	60		90		1

SOP 9 (Sequence 1)

Ring - 1	1	2	4	8
Ring - 2	5	6		

Notes:

- 1) Use Max II during Pattern 1 and Max I during all other times
- 2) Sequence 1 used during Pattern 1 and all other times
- 3) Program Pattern 1 to operate from 0745 to 0830 and 1500 to 1600 on school days only. The signal is in FREE operation during pattern 1.
- 4) Min Recall Phases 2 & 6 during Pattern 1
- 5) Program 8 sec detection delay on minor side street right turn movements.
- 6) The signal shall operate in FREE mode on School days from 6:00 AM to 8:00 PM. It shall operate in FLASH mode all other times.

Time of Day Plan

Designed By: **KEB**
 Date: **02/2018**
 Checked By: **RJ**
 Date: **07/2018**

System ID: **16180D**
 Section: **16180000**
 Arterial: **US 27**
 From: **Citrus Ridge Dr**
 To: **I-4 WB Ramp**

ALL SEASON PLAN

Day	Time	Pattern (C/S/O)	Cycle Length
Monday Thru Friday	0000		Free
	0500	1	120
	0900	22 (2)*	150
	1400	23 (3)*	180
	1600	24 (6)*	190
	1930	23 (3)*	180
	2030	4	100
Saturday	0000	4	100
	0130		Free
	0530	4	100
	0700	22 (2)*	150
	2100	4	100
Sunday	0000	4	100
	0130		Free
	0600	4	100
	0900	22 (2)*	150
	2030	4	100

Notes:

* Pattern numbers in parenthesis are used for the Peek 3000E controller at EB Ramps.

Designed By:	KEB
Date:	02/2018
Checked By:	RJ
Date:	07/2018

Location Details	
Section: 16180000	Mile Post: 24.199
Major Street: SR 25/US 27	Orientation: N-S
Minor Street: I-4 On/Off WB Ramp	Orientation: E-W
Signal ID: 752	System ID: 16180D

Controller Timings (seconds)													
Movement # (Controller Phase Ø)			1	2	3	4	5	6	7	8	Notes		
Direction			NBLT	SB	EB	WB	SBLT	NB	(Dummy)	(Dummy)			
Turn Type			Prot				Prot						
Min Green			5	20	7	7	5	20					
Ext			4.0	5.0	5.0	3.0	3.0	5.0					
Yellow			5.0	4.8	4.0	3.7	4.8	5.0					
All Red			2.4	3.8	2.2	3.0	2.6	2.0					
Max I			20	50	25	15	15	50					
Max II			40	60	50	25	25	75					
Walk				7	7			7					
Flashing Don't Walk				14	36			14					
Detector Memory			ON	ON	ON		ON	ON					
Det. Cross Switch.													
Dual Entry				ON				ON					
Vehicle Recall				MIN				MIN					
CNA													
Rest in Walk													
Coordination Timings (seconds)													
Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence	Coord Ø
1		120	18	55	27	20	18	55	27	20	59	3	2
2		130	24	52	30	24	19	57	30	24	61	3	2
3		160	36	60	40	24	22	74	40	24	107	3	2
4		100	16	46	20	18	16	46	20	18	13	3	2
5		140	25	55	40	20	20	60	40	20	72	3	2
22		150	27	60	35	28	21	66	35	28	75	3	2
23		180	40	68	45	27	25	83	45	27	120	3	2
24		190	40	68	55	27	25	83	55	27	109	3	2

Offset Reference Point
End of Green

- Notes:
- 1) Use 'Max I' during FREE Operation and 'Max II' during coordination.
 - 2) Use Fixed Force Offs.
 - 3) Sequence 3 used during FREE operation.
 - 4) Max recall for Ø1, Ø2 and Ø6 during coordination
 - 5) Program 8 seconds detection delay for minor street right turn movements.
 - 6) Overlap A is a EBRT to come up with movements 1 and 3 with 5 seconds of yellow and 2.4 seconds All Red intervals.
 - 7) Controller Brand: Naztec
 - 7.a) Program 'Return Hold' during coordination
 - 7.b) Short/Long percentage is 10/17 for all patterns
 - 7.c) MinPerm for pedestrian phases is programmed during coordination
 - 7.d) Stop in Walk: ON
 - 7.e) Walk Recycle: P3478_INH

	SOP: Special (Sequence 3)			
Ring - 1	2	1	3	4
Ring - 2	5	6		

Designed By:	KEB
Date:	02/2018
Checked By:	RJ
Date:	07/2018

Location Details	
Section: 16180000	Mile Post: 23.730
Major Street: SR 25/US 27	Orientation: N-S
Minor Street: I-4 On/Off EB Ramp	Orientation: E-W
Signal ID: 751	System ID: 16180D

Controller Timings (seconds)												
Movement # (Controller Phase Ø)			1	2	3	4	5	6	7	8	Notes	
Direction			NBLT	SB	EB	WB	SBLT	NB	(Dummy)	(Dummy)		
Turn Type			Prot		Prot	Prot	Prot					
Min Green			5	20	7	7	5	20				
Ext			3.0	5.0	6.0	6.0	3.0	5.0				
Yellow			4.9	4.8	3.7	4.0	4.8	4.9				
All Red			2.8	2.0	5.5	2.2	2.4	3.4				
Max I			20	60	18	25	20	60				
Max II			30	110	25	40	50	90				
Walk				7		7		7				
Flashing Don't Walk				31		37		8				
Detector Memory			ON				ON					
Det. Cross Switch.												
Dual Entry				ON				ON				
Vehicle Recall				MIN				MIN				
CNA												
Rest in Walk												
Coord Phase				YES				YES				
Coordination Timings (seconds)												
Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence
1		120	24	51	26	19	25	50	26	19	5	3
4		100	20	41	20	19	16	45	20	19	72	3
5		140	25	76	20	19	40	61	20	19	8	3
2		150	25	78	25	22	30	73	25	22	3	3
3		180	27	104	23	26	51	80	23	26	19	3
6		190	27	114	23	26	51	90	23	26	20	3

Offset Reference Point
End of Lag Main Street Green

- Notes:
- 1) Use 'Max I' during FREE Operation and 'Max II' during coordination.
 - 2) Use Fixed Force Offs.
 - 3) Sequence 3 used during FREE operation.
 - 4) Max recall for Ø1, Ø2 and Ø6 during coordination
 - 5) Overlap A is a WBRT to come up with movements 4 and 5 with 4.8 seconds of yellow and 2.4 seconds All Red intervals.
 - 6) Controller Brand: PEEK 3000E

	SOP Special (Sequence 3)			
Ring - 1	2	1	3	4
Ring - 2	5	6		

Designed By:	KEB
Date:	02/2018
Checked By:	RJ
Date:	07/2018

Location Details			
Section:	16180	Mile Post:	23.363
Major Street:	SR 25/US 27	Orientation:	N-S
Minor Street:	Victor Posner/Homerun Blvd	Orientation:	E-W
Signal ID:	750	System ID:	16180D

Controller Timings (seconds)													
Movement # (Controller Phase Ø)			1	2	3	4	5	6	7	8	Notes		
Direction			SBLT	NB	WBLT	EB	NBLT	SB	EBLT	WB			
Turn Type			Prot		Prot		Prot		Prot				
Min Green			5	12	5	7	5	12	5	7			
Ext			3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0			
Yellow			4.9	4.8	3.7	3.7	4.8	4.9	3.7	3.7			
All Red			2.5	2.0	2.6	3.0	2.4	2.0	2.6	3.2			
Max I			20	60	20	20	15	60	15	20			
Max II			30	130	30	15	20	130	30	15			
Walk				7		7		7					
Flashing Don't Walk				40		40		27					
Detector Memory			ON		ON		ON		ON				
Det. Cross Switch.													
Dual Entry				ON		ON		ON		ON			
Vehicle Recall				MIN				MIN					
CNA													
Rest in Walk													
Coordination Timing (Seconds)													
Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence	Coord Ø
1		120	20	62	22	16	20	62	23	15	111	7	2
2		130	24	67	20	19	17	74	24	15	106	7	2
3		160	23	87	32	18	20	90	32	18	159	6	6
4		100	18	46	18	18	18	46	21	15	50	7	2
5		140	26	72	23	19	18	80	24	18	126	7	2
22		150	28	77	23	22	20	85	28	17	126	7	2
23		180	26	98	36	20	23	101	36	20	0	7	2
24		190	36	98	36	20	23	111	36	20	0	7	2

Offset Reference Point
End of Green

Notes:

- 1) Use 'Max I' during FREE Operation and 'Max Inhibit' during coordination.
- 2) Use Fixed Force Offs.
- 3) Sequence 1 used during FREE operation.
- 4) Max recall for Ø2 and Ø6 during coordination
- 5) Overlap A is a WBRT to come up with movements 1 and 8 with 4.9 seconds of yellow and 3.2 seconds All Red intervals.
- 6) Controller Brand: Naztec
- 6.a) Program 'Return Hold' during coordination
- 6.b) Pattern 3 Short/Long is 0/40.
- 6.c) Short/Long percentage is 0/40 for all other patterns
- 6.d) MinPerm for pedestrian phases is programmed during coordination
- 6.e) Stop in Walk: ON
- 6.f) Walk Recycle: P3478_INH

SOP 10 (Sequence 1)				
Ring - 1	1	2	3	4
Ring - 2	5	6	7	8
SOP Special (Sequence 7)				
Ring - 1	2	1	3	4
Ring - 2	5	6	8	7
SOP Special (Sequence 6)				
Ring - 1	1	2	3	4
Ring - 2	6	5	8	7

Designed By:	KEB
Date:	02/2018
Checked By:	RJ
Date:	07/2018

Location Details			
Section:	16180	Mile Post:	22.838
Major Street:	SR 25/US 27	Orientation:	N-S
Minor Street:	Deer Creek	Orientation:	E-W
Signal ID:	1491	System ID:	16180D

Controller Timings (seconds)													
Movement # (Controller Phase Ø)			1	2	3	4	5	6	7	8	Notes		
Direction			NBL	SB	EBL	WB	SBL	NB	WBL	EB			
Turn Type			Prot		Prot ⁷		Prot		Prot ⁷		FYA heads for phases 3 and 7.		
Min Green			5	15	5	7	5	15	5	7			
Ext			3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0			
Yellow			5.7	5.7	3.7	3.7	5.7	5.7	3.7	3.7			
All Red			2.9	2.9	3.7	3.7	2.9	2.9	3.7	3.7			
Max I			30	85	30	40	30	85	30	40			
Max II			25	80	20	35	25	80	30	35			
Walk				7		8		7		8			
Flashing Don't Walk				32		42		22		44			
Detector Memory													
Det. Cross Switch.					YES				YES				
Dual Entry				ON		ON		ON		ON			
Vehicle Recall				MIN				MIN					
CNA													
Rest in Walk													
Coordination Timings (seconds)													
Pattern	ActPln	Cycle Length	Splits								Offset	Sequence	Coord Ø
1		120	18	62	15	25	20	60	18	22	44	7	2
2		130	20	66	18	26	22	64	20	24	54	7	2
3		160	22	88	22	28	24	86	22	28	86	7	2
4		100	18	47	15	20	18	47	15	20	8	7	2
5		140	20	76	18	26	24	72	20	24	67	7	2
22		150	23	76	21	30	25	74	23	28	56	7	2
23		180	25	99	25	31	27	97	25	31	96	7	2
24		190	25	109	25	31	27	107	25	31	101	7	2

Offset Reference Point
End of Green

- Notes:
- 1) Use 'Max I' during FREE Operation and 'Inhib Max' during coordination.
 - 2) Use Fixed Force Offs.
 - 3) Sequence 1 used during FREE operation.
 - 4) Max recall for Ø2 and Ø6 during coordination
 - 5) 8 seconds detector delay for side street right turns.
 - 6) Controller Brand: Naztec
 - 6.a) Program 'Return Hold' during coordination
 - 6.b) Short/Long percentage is 0/40 for all other patterns
 - 6.c) MinPerm for pedestrian phases is programmed during coordination
 - 6.d) Stop in Walk: ON
 - 6.e) Walk Recycle: P3478_INH
 - 7) Phases 3 and 7 operate protected/permissive during sequence 1. No Detector Cross Switching for movements 3 and 7 during sequence 7.

		SOP 10 (Sequence 1)			
Ring - 1	1	2	3	4	
Ring - 2	5	6	7	8	
		SOP Special (Sequence 7)			
Ring - 1	2	1	3	4	
Ring - 2	5	6	8	7	

Designed By:	KEB
Date:	02/2018
Checked By:	RJ
Date:	07/2018

Location Details			
Section:	16180	Mile Post:	22.402
Major Street:	SR 25/US 27	Orientation:	N-S
Minor Street:	Citrus Ridge	Orientation:	E-W
Signal ID:	1490	System ID:	16180D

Controller Timings (seconds)													
Movement # (Controller Phase Ø)			1	2	3	4	5	6	7	8	Notes		
Direction			NBL	SB		WB	SBL	NB		EB			
Turn Type			Prot				Prot						
Min Green			5	24		7	5	24		7			
Ext			3.0	2.4		3.0	3.0	2.4		3.0			
Yellow			5.5	5.5		4.4	5.5	5.5		4.4			
All Red			3.0	2.0		2.7	3.0	2.0		2.7			
Max I			20	50		20	25	50		20			
Max II			20	60		20	35	60		20			
Walk				7		7		7		7			
Flashing Don't Walk				21		39		14		36			
Detector Memory													
Det. Cross Switch.													
Dual Entry				ON		ON		ON		ON			
Vehicle Recall				MIN				MIN					
CNA													
Rest in Walk													
Coordination Timings (seconds)													
Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence	Coord Ø
1		120	20	60		40	25	55		40	37	2	6
2		130	22	68		40	27	63		40	40	2	6
3		160	25	90		45	32	83		45	74	2	6
4		100	18	47		35	20	45		35	4	2	6
5		140	22	78		40	25	75		40	54	2	6
22		150	25	79		46	31	73		46	47	2	6
23		180	28	101		51	36	93		51	83	2	6
24		190	28	111		51	36	103		51	88	2	6

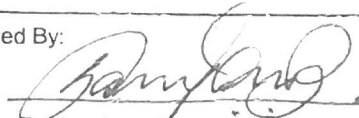
Offset Reference Point
End of Green

- Notes:
- 1) Use 'Max I' during FREE Operation and 'Inhibit Max' during coordination.
 - 2) Use Fixed Force Offs.
 - 3) Sequence 1 used during FREE operation.
 - 4) Max recall for Ø2 and Ø6 during coordination
 - 5) 8 seconds detector delay for side street right turns.
 - 6) Controller Brand: Naztec
 - 6.a) Program 'Return Hold' during coordination
 - 6.b) Short/Long percentage is 0/40 for all other patterns
 - 6.c) MinPerm for pedestrian phases is programmed during coordination
 - 6.d) Stop in Walk: ON
 - 6.e) Walk Recycle: P3478_INH

	SOP 7 (Sequence 1)		
Ring - 1	1	2	4
Ring - 2	5	6	8
	SOP Special (Sequence 2)		
Ring - 1	1	2	4
Ring - 2	6	5	8

FDOT - DISTRICT 1
Signal Timing Report
 (For Emergency traffic signal)

Drawn By:	EME
Date:	01/20/16
Checked By:	RC
Date:	01/20/16

Approved By:	
	Renjan Joseph, P.E. # 68284
Date:	06/06/2016

Revisions	Location Details	
06/2015: Updated controller timing parameters to the June 2014 D1 guidelines. 01/2016: Noted minimum entry time.	Section: 16180	Mile Post: 21.656
	Major Street: US 27	Orientation: N-S
	Minor Street: Cottonwood Drive	Orientation: E-W
	Sig ID: 1478	
	Implemented on: 6/18/2015	

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8
Direction		NB		WB		SB		EB
Turn Type								
Min Green				7				
Ext				3.0				
Yellow		6.0		3.4		6.0		
All Red		3.0		3.8		3.0		3.8

Signal Display - Normal Operation

Signal Display		FY		FR		FY		FR
----------------	--	----	--	----	--	----	--	----

Signal Display - Preemption Operation

									Duration (Sec)
Delay Before Preemption		FY		FR		FY		FR	0
Clearance (Sec)		Y		R		Y		R	6.0
All Red (Sec)		R		R		R		R	3.0
Minimum Preemption Dwell (Sec)		R		G		R		R	50
Clearance (Sec)		R		Y		R		R	3.4
All Red (Sec)		R		R		R		R	3.8

Note:

1) Program 15 seconds of minimum normal flash operation before entry into preemption.

Legend:

FY - Flashing Yellow

FR - Flashing Red

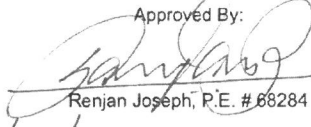
Y - Steady Yellow

R - Steady Red

G - Steady Green

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	EMG
Date:	10/20/15
Checked By:	RC
Date:	10/20/15

Approved By:	
	Renjan Joseph, P.E. # 68284
Date:	12/31/2015

Revisions	Location Details
06/2015: Updated controller timing parameters to the June 2014 D1 guidelines. Added minor side street detection delay.	Section: 16180
	Mile Post: 21.145
	Major Street: US 27
	Orientation: N-S
	Minor Street: Ridgewood Lakes Blvd
	Orientation: E-W
	Sig ID: 1116
	Implemented on: 6/18/2015
Disclaimer Statement	
The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.	

Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	SBL	NB			NBU	SB		WB	
Turn Type	Protected				Protected				
Min Green	5	28			5	28		7	
Ext	3.0	2.1			3.0	2.1		3.0	
Yellow	6.0	6.0			6.0	6.0		3.4	
All Red	2.0	2.0			2.0	2.0		3.3	
Max I	25	60			15	60		35	
Max II									
Max Limit									
Adjust By									
Walk									
Flashing Don't Walk									
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON				ON			
Recall		MIN				MIN			

SOP SPECIAL

Ring - 1	1	2	
Ring - 2	5	6	8

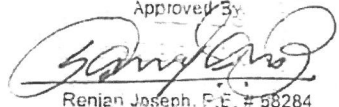
Notes:

1. Program 8 sec detection delay for minor side street right turn movement.

Signal Timing Report

(For isolated traffic signal)

Drawn By:	RJ
Date:	12/2013
Checked By:	RL
Date:	02/2014

Approved By:	
	Renjan Joseph, P.E. # 58284
Date:	03/04/2014

Revisions (12/2013)	Location Details	
Updated the controller timings as per the September 2013 standards and guidelines. Updated preemption timings and settings.	Section: 16180	Mile Post: 20.154
	Major Street: US 27	Orientation: N-S
	Minor Street: Holly Hill Rd/Massee Rd	Orientation: E-W
	Sig ID: 749	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB		EB	SBL	NB		WB	
Turn Type	Prot			Perm	Prot			Perm	
Min Green	5	15		7	5	15		7	
Ext	3.0	5.0		3.0	3.0	5.0		3.0	
Yellow	5.6	5.8		4.8	5.8	5.6		4.8	
All Red	3.0	2.0		2.7	2.7	2.0		2.7	
Max I	16	62		20	22	56		20	
Max II	15	88		25	30	73		25	
Max Limit									
Adjust By									
Walk		7		7		7		7	
Flashing Don't Walk		17		44		23		43	
Detector Memory	OFF	OFF		OFF	OFF	OFF		OFF	
Det. Cross Switch.									
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

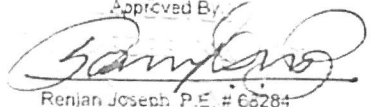
	SOP 7			
Ring - 1	1	2	4	
Ring - 2	5	6	8	

Notes:

- 1) Max 1 operates during the off-peak periods (0:00 to 5:30 and 21:00 to 0:00)
- 2) Max 2 operates during the peak periods (5:30 and 21:00)

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	RS
Date:	12/2013
Checked By:	RC
Date:	02/2014

Approved By:	
	Renjan Joseph, P.E. #68284
Date:	03/04/2014

Revisions (12/2013)	Location Details	
Updated the controller timings as per the September 2013 standards and guidelines.	Section: 16180	Mile Post: 18.667
	Major Street: US 27	Orientation: N-S
	Minor Street: Sanders Rd / CR 547	Orientation: E-W
	Sig ID: 748	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings

Movement # (Controller Phase #)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB		WB	SBL	NB		EB	
Turn Type	Prot			Perm	Prot			Perm	
Min Green	5	15		7	5	15		7	
Ext	3.0	5.0		3.0	3.0	5.0		3.0	
Yellow	5.6	5.6		5.4	5.6	5.6		5.4	
All Red	3.0	2.0		2.8	3.0	2.0		2.8	
Max I	14	51		23	16	49		23	
Max II	15	77		26	25	67		26	
Max Limit									
Adjust By									
Walk		7		7		7		7	
Flashing Don't Walk		28		47		28		45	
Detector Memory	OFF	OFF		OFF	OFF	OFF		OFF	
Det. Cross Switch.									
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

	SOP 7		
Ring - 1	1	2	4
Ring - 2	5	6	8

Notes:

- 1) Max 1 operates from 0:00 to 05:30 and 21:00 to 0:00
- 2) Max 2 operates from 05:30 to 21:00

Time of Day Plan

Designed By: FEJ
 Date: 3/2016
 Checked By: RS
 Date: 03/2016

Arterial: **US 27**
 System ID: **16180C**
 Section: **16180-000**
 From: **Commerce Ave.**
 To: **Bates Rd.**

OFF PEAK SEASON PLAN -

From Week 19 to Week 43

Day	Time	Pattern (C/S/O)	Cycle Length
Monday Thru Friday	0000 - 0630	-	Free
	0630 - 1300	1	150
	1300 - 1900	3	150
	1900 - 2200	4	120
	2200 - 0000		Free
Saturday	0000 - 0745		Free
	0745 - 1030	4	120
	1030 - 1900	3	150
	1900 - 2200	4	120
	2200 - 0000		Free
Sunday	0000 - 0745		Free
	0745 - 1030	4	120
	1030 - 1900	2	130
	1900 - 2200	4	120
	2200 - 0000		Free

Designed By:	<i>KEB</i>
Date:	<i>3/2016</i>
Checked By:	<i>RS</i>
Date:	<i>03/2016</i>

Location Details	
Section: 16180-000	Mile Post: 17.281
Major Street: US 27	Orientation: North/South
Minor Street: Bates Rd.	Orientation: East/West
Sig ID: 1022	System ID: 16180C

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>NBL</i>	<i>SB</i>	<i>EBL</i>	<i>WB</i>	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	
Turn Type	<i>Prot</i>		<i>Prot</i>		<i>Prot</i>		<i>Prot</i>		
Min Green	<i>5</i>	<i>25</i>	<i>5</i>	<i>7</i>	<i>5</i>	<i>25</i>	<i>5</i>	<i>7</i>	
Ext	<i>3.0</i>	<i>2.0</i>	<i>3.0</i>	<i>3.0</i>	<i>3.0</i>	<i>2.0</i>	<i>3.0</i>	<i>3.0</i>	
Yellow	<i>5.6</i>	<i>5.6</i>	<i>3.7</i>	<i>4.5</i>	<i>5.6</i>	<i>5.6</i>	<i>4.5</i>	<i>3.7</i>	
All Red	<i>2.6</i>	<i>2.0</i>	<i>2.5</i>	<i>2.3</i>	<i>2.7</i>	<i>2.0</i>	<i>2.4</i>	<i>3.4</i>	
Max I	<i>20</i>	<i>60</i>	<i>20</i>	<i>35</i>	<i>25</i>	<i>60</i>	<i>35</i>	<i>20</i>	
Max II									
Walk		<i>7</i>		<i>7</i>		<i>7</i>		<i>8</i>	
Flashing Don't Walk		<i>29</i>		<i>45</i>		<i>24</i>		<i>45</i>	
Detector Memory									
Det. Cross Switch.									
Dual Entry		<i>ON</i>		<i>ON</i>		<i>ON</i>		<i>ON</i>	
Vehicle Recall		<i>MIN</i>				<i>MIN</i>			
CNA									
Rest in Walk									
Coord Phase		<i>YES</i>							

Coordination Timings (seconds)

Pattern	C-O-S	Cycle Length	Splits								Offset	Sequence
<i>1</i>		<i>150</i>	<i>20</i>	<i>90</i>	<i>15</i>	<i>25</i>	<i>40</i>	<i>70</i>	<i>23</i>	<i>17</i>	<i>54</i>	<i>5</i>
<i>2</i>		<i>130</i>	<i>20</i>	<i>70</i>	<i>15</i>	<i>25</i>	<i>35</i>	<i>55</i>	<i>23</i>	<i>17</i>	<i>93</i>	<i>5</i>
<i>3</i>		<i>150</i>	<i>20</i>	<i>90</i>	<i>15</i>	<i>25</i>	<i>40</i>	<i>70</i>	<i>23</i>	<i>17</i>	<i>85</i>	<i>5</i>
<i>4</i>		<i>120</i>	<i>20</i>	<i>60</i>	<i>15</i>	<i>25</i>	<i>35</i>	<i>45</i>	<i>23</i>	<i>17</i>	<i>69</i>	<i>5</i>
<i>5</i>		<i>170</i>	<i>22</i>	<i>91</i>	<i>20</i>	<i>37</i>	<i>40</i>	<i>73</i>	<i>40</i>	<i>17</i>	<i>52</i>	<i>5</i>
<i>6</i>		<i>180</i>	<i>23</i>	<i>96</i>	<i>24</i>	<i>37</i>	<i>42</i>	<i>77</i>	<i>44</i>	<i>17</i>	<i>55</i>	<i>5</i>

Offset Reference Point
<i>End of Main Street Green Phase 2</i>

Notes:

- 1) Use 'Max 1' during FREE operation and 'Inhit Max' during coordination
- 2) Use Fixed Force Offs
- 3) Sequence 1 used during FREE operation, Sequence 5 during COORD.
- 4) Max recall phases 2 & 6 during coordination
- 5) Program 8 Seconds detection delay for minor street right turn movements.
- 6) Controller Brand: Naztec Controller Model: 980
- 6.a) Program 'MinPerm' for pedestrian phases during coordination
- 6.b) Enable 'Stop In Walk' during coordination.

SOP 10 (Sequence 1)

Ring - 1	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
Ring - 2	<i>5</i>	<i>6</i>	<i>7</i>	<i>8</i>

SOP 10 (Sequence 5)

Ring - 1	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>
Ring - 2	<i>5</i>	<i>6</i>	<i>8</i>	<i>7</i>

- 6.c) Program 'Return Hold' during coordination
- 6.d) Short/Long percentage is 5/40 for all patterns
- 6.e) Program Walk Recycle, "3478_INH" during coordination
- 7.f) "No Short" phase 7 all patterns.

Designed By:	<i>KCB</i>
Date:	<i>3/2016</i>
Checked By:	<i>RS</i>
Date:	<i>03/2016</i>

Location Details	
Section: 16180-000	Mile Post: 16.375
Major Street: US 27	Orientation: North/South
Minor Street: Southern Dunes	Orientation: East/West
Sig ID: 747	System ID: 16180C

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB	EBL	WB	SBL	NB	WBL	EB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	5	10	5	7	5	10	5	7	
Ext	3.0	5.0	3.0	3.0	3.0	5.0	3.0	3.0	
Yellow	4.9	4.9	3.7	3.4	4.9	4.9	3.4	3.7	
All Red	2.0	2.0	3.0	6.0	2.0	2.0	6.0	3.3	
Max I	15	65	20	15	15	65	20	15	
Max II	30	75	25	25	25	75	25	25	
Walk		7		7		7		8	
Flashing Don't Walk		23		38		24		43	
Detector Memory	ON							ON	
Det. Cross Switch.									
Dual Entry		ON		ON		ON		ON	
Vehicle Recall		MIN				MIN			
CNA									
Rest in Walk									
Coord Phase		YES							

Coordination Timings (seconds)												
Pattern	C-O-S	Cycle Length	Splits								Offset	Sequence
1		150	31	74	25	20	21	84	25	20	109	1
2		130	23	54	26	27	23	54	26	27	128	1
3		150	25	70	30	25	30	65	30	25	134	1
4		120	20	63	17	20	20	63	17	20	100	1
5		170	35	77	28	30	24	88	28	30	115	1
6		180	37	56	30	57	25	68	30	57	122	1

Offset Reference Point
End of Main Street Green Phase 2

Notes:

- 1) Use 'Max 1' during FREE operation and 'Max II' during coordination
- 2) Use Fixed Force Offs
- 3) Sequence 1 used during FREE operation
- 4) Max recall phases 1, 2 & 6 during coordination
- 5) Program 8 Seconds detection delay for minor street right turn movements.
- 6) Use Max Ped Recall and Rest in Walk during coord for P2 and P6.

SOP Special (Sequence 1)			
Ring - 1	2	1	3 4
Ring - 2	5	6	7 8

- 7) Controller Brand: Naztec Controller Model: 980
- 7.a) Program 'MinPerm' for pedestrian phases during coordination
- 7.b) Enable 'Stop In Walk' during coordination.
- 7.c) Program 'Return Hold' during coordination
- 7.d) Short/Long percentage is 5/40 for all patterns
- 7.e) Program Walk Recycle, "3478_INH" during coordination
- 7.f) "No Short" phase 7 pattern 4.

Designed By:	<i>ZCB</i>
Date:	<i>3/2016</i>
Checked By:	<i>RS</i>
Date:	<i>03/2016</i>

Location Details	
Section: 16180-000	Mile Post: 16.128
Major Street: US 27	Orientation: North/South
Minor Street: Old Polk City Rd	Orientation: East/West
Sig ID: 746	System ID: 16180C

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>NBL</i>	<i>SB</i>	<i>EBL</i>	<i>WB</i>	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	
Turn Type	<i>Prot</i>		<i>Prot/Perm</i>		<i>Prot</i>		<i>Prot/Perm</i>		
Min Green	<i>5</i>	<i>10</i>	<i>5</i>	<i>7</i>	<i>5</i>	<i>10</i>	<i>5</i>	<i>7</i>	
Ext	<i>3.0</i>	<i>5.0</i>	<i>3.0</i>	<i>3.0</i>	<i>3.0</i>	<i>5.0</i>	<i>3.0</i>	<i>3.0</i>	
Yellow	<i>4.9</i>	<i>4.9</i>	<i>4.1</i>	<i>4.1</i>	<i>4.9</i>	<i>4.9</i>	<i>4.1</i>	<i>4.1</i>	
All Red	<i>3.0</i>	<i>2.0</i>	<i>3.0</i>	<i>3.0</i>	<i>2.5</i>	<i>2.0</i>	<i>3.0</i>	<i>3.0</i>	
Max I	<i>20</i>	<i>70</i>	<i>15</i>	<i>25</i>	<i>15</i>	<i>70</i>	<i>15</i>	<i>25</i>	
Max II	<i>42</i>	<i>65</i>	<i>20</i>	<i>17</i>	<i>30</i>	<i>80</i>	<i>20</i>	<i>17</i>	
Walk		<i>7</i>		<i>7</i>		<i>7</i>		<i>7</i>	
Flashing Don't Walk		<i>20</i>		<i>39</i>		<i>18</i>		<i>39</i>	
Detector Memory									
Det. Cross Switch.			<i>YES</i>				<i>YES</i>		
Dual Entry		<i>ON</i>		<i>ON</i>		<i>ON</i>		<i>ON</i>	
Vehicle Recall		<i>MIN</i>				<i>MIN</i>			
CNA									
Rest in Walk									
Coord Phase		<i>YES</i>							

Coordination Timings (seconds)												
Pattern	C-O-S	Cycle Length	Splits								Offset	Sequence
1		150	40	70	20	20	22	88	20	20	115	1
2		130	35	55	20	20	28	62	20	20	6	1
3		150	40	64	23	23	32	72	23	23	138	1
4		120	20	60	16	24	20	60	16	24	104	1
5		170	45	80	22	23	25	100	23	22	130	1
6		180	48	54	23	55	27	75	23	55	138	1

Offset Reference Point
<i>End of Main Street Green</i>

SOP 10 (Sequence 1)			
Ring - 1	<i>1</i>	<i>2</i>	<i>3</i>
Ring - 2	<i>5</i>	<i>6</i>	<i>7</i>

Notes:

- 1) Use 'Max I' during FREE operation and 'Max II' during coordination
- 2) Use Fixed Force Offs
- 3) Sequence 1 used during FREE operation
- 4) Max recall phases 2 & 6 during coordination
- 5) Program 8 Seconds detection delay for minor street right turn movements.
- 6) Use Max Ped Recall and Rest in Walk during coord for P2 and P6.

- 7) Controller Brand: Naztec Controller Model: 980
- 7.a) Program 'MinPerm' for pedestrian phases during coordination
- 7.b) Enable 'Stop In Walk' during coordination.
- 7.c) Program 'Return Hold' during coordination
- 7.d) Short/Long percentage is 5/40 for all patterns
- 7.e) Program Walk Recycle, "3478_INH" during coordination
- 7.f) "No Short" phase 1 all patterns.

Designed By:	<i>FEB</i>
Date:	<i>3/2016</i>
Checked By:	<i>RS</i>
Date:	<i>03/2016</i>

Location Details	
Section: 16180-000	Mile Post: 15.872
Major Street: US 27	Orientation: North/South
Minor Street: Commerce Ave	Orientation: East/West
Sig ID: 745	System ID: 16180C

Controller Timings (seconds)									
Movement # Phase Ø	(Controller)	1	2	3	4	5	6	7	Notes
Direction		<i>NBL</i>	<i>SB</i>	<i>EB</i>	<i>WB</i>	<i>SBL</i>	<i>NB</i>		
Turn Type		<i>Prot</i>				<i>Prot</i>			
Min Green		<i>5</i>	<i>10</i>	<i>7</i>	<i>7</i>	<i>5</i>	<i>10</i>		
Ext		<i>3.0</i>	<i>5.0</i>	<i>3.0</i>	<i>3.0</i>	<i>3.0</i>	<i>5.0</i>		
Yellow		<i>4.9</i>	<i>4.9</i>	<i>3.4</i>	<i>3.7</i>	<i>4.9</i>	<i>4.9</i>		
All Red		<i>2.6</i>	<i>2.0</i>	<i>4.1</i>	<i>3.4</i>	<i>2.0</i>	<i>2.0</i>		
Max I		<i>15</i>	<i>70</i>	<i>22</i>	<i>22</i>	<i>15</i>	<i>70</i>		
Max II		<i>25</i>	<i>75</i>	<i>30</i>	<i>37</i>	<i>30</i>	<i>75</i>		
Walk			<i>7</i>	<i>7</i>	<i>7</i>		<i>7</i>		
Flashing Don't Walk			<i>16</i>	<i>40</i>	<i>38</i>		<i>26</i>		
Detector Memory			<i>ON</i>				<i>ON</i>		
Det. Cross Switch.									
Dual Entry			<i>ON</i>				<i>ON</i>		
Vehicle Recall			<i>MIN</i>				<i>MIN</i>		
CNA									
Rest in Walk									
Coord Phase							<i>YES</i>		

Coordination Timings (seconds)											
Pattern	C-O-S	Cycle Length	Splits							Offset	Sequence
<i>1</i>		<i>150</i>	<i>20</i>	<i>68</i>	<i>25</i>	<i>37</i>	<i>30</i>	<i>58</i>		<i>103</i>	<i>1</i>
<i>2</i>		<i>130</i>	<i>20</i>	<i>50</i>	<i>30</i>	<i>30</i>	<i>29</i>	<i>41</i>		<i>128</i>	<i>1</i>
<i>3</i>		<i>150</i>	<i>20</i>	<i>60</i>	<i>35</i>	<i>35</i>	<i>30</i>	<i>50</i>		<i>128</i>	<i>1</i>
<i>4</i>		<i>120</i>	<i>20</i>	<i>45</i>	<i>27</i>	<i>28</i>	<i>20</i>	<i>45</i>		<i>89</i>	<i>1</i>
<i>5</i>		<i>170</i>	<i>23</i>	<i>77</i>	<i>28</i>	<i>42</i>	<i>34</i>	<i>66</i>		<i>116</i>	<i>1</i>
<i>6</i>		<i>180</i>	<i>24</i>	<i>82</i>	<i>30</i>	<i>44</i>	<i>36</i>	<i>70</i>		<i>117</i>	<i>1</i>

Offset Reference Point
<i>End of Main Street Green Phase 6</i>

SOP Special (Sequence 1)			
Ring - 1	<i>1</i>	<i>2</i>	<i>4 3</i>
Ring - 2	<i>6</i>	<i>5</i>	

- Notes:
- 1) Use 'Max I' during FREE operation and 'Max II' during coordination
 - 2) Use Fixed Force Offs
 - 3) Sequence 1 used during FREE operation
 - 4) Max recall phases 2, 5 & 6 during coordination
 - 5) Program 8 Seconds detection delay for minor street right turn movements
 - 6) Use Max Ped Recall and Rest in Walk during coord for P2 and P6.
 - 7) Controller Brand: Naztec Controller Model: 980
 - 7.a) Program 'MinPerm' for pedestrian phases during coordination
 - 7.b) Enable 'Stop In Walk' during coordination.
 - 7.c) Program 'Return Hold' during coordination
 - 7.d) Short/Long percentage is 5/40 for all patterns
 - 7.e) Program Walk Recycle, "3478_INH" during coordination
 - 7.f) Phase 6 "No Short" all Patterns

Station : 1315 - US 27_Scenic Highway (Standard File)

Phase [1.1.1]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	24	0	41	0	20	0	37	0	0	0	0	0	0	0	0
Min Green	10	27	10	15	10	27	10	10	0	0	0	0	0	0	0	0
Gap Ext	5	2.6	4	5	5	2.6	4	5	0	0	0	0	0	0	0	0
Max1	30	50	30	35	30	50	30	35	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	5.9	5.9	4.8	5.5	5.9	5.9	5.5	5.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.3	2	2.3	2	3	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry	ON	ON	ON	ON	ON	ON	ON	ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0 0 0 0	0	0	0	0	0	0	0	0	0
2	0 0 0 0	0	0	0	0	0	0	0	0	0
3	0 0 0 0	0	0	0	0	0	0	0	0	0
4	0 0 0 0	0	0	0	0	0	0	0	0	0
5	0 0 0 0	0	0	0	0	0	0	0	0	0
6	0 0 0 0	0	0	0	0	0	0	0	0	0
7	0 0 0 0	0	0	0	0	0	0	0	0	0
8	0 0 0 0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
1	0 0 0 0	0	0	0	0	0	0	0	0	0
2	0 0 0 0	0	0	0	0	0	0	0	0	0
3	0 0 0 0	0	0	0	0	0	0	0	0	0
4	0 0 0 0	0	0	0	0	0	0	0	0	0
5	0 0 0 0	0	0	0	0	0	0	0	0	0
6	0 0 0 0	0	0	0	0	0	0	0	0	0
7	0 0 0 0	0	0	0	0	0	0	0	0	0
8	0 0 0 0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	3.5	1.5	0	
2	0	0	0	0	0	0	3.5	1.5	0	
3	0	0	0	0	0	0	3.5	1.5	0	
4	0	0	0	0	0	0	3.5	1.5	0	
5	0	0	0	0	0	0	3.5	1.5	0	
6	0	0	0	0	0	0	3.5	1.5	0	
7	0	0	0	0	0	0	3.5	1.5	0	
8	0	0	0	0	0	0	3.5	1.5	0	

Station : 1315 - US 27_Scenic Highway (Standard File)

Unit Parameters [1.2.1]

Start	Auto P	Red Ro	Local I	Allow	Allow	NICE	Enable	Start F	Phase	Startu	Diano	Stop T	Free R	Clear	Min P	Ring A
-------	--------	--------	---------	-------	-------	------	--------	---------	-------	--------	-------	--------	--------	-------	-------	--------

	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF					
--	-----	---	-----	-----	-----	--	----	--	------	-----	-----	-----	---	-----	-----	--	--	--	--	--

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1315								

Port Parameters [6.2]

[illegible]

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases						Modifier Phases						Type	Green	Yellow	Red
Overlap 1													NORMAL		3.5	1.5
Overlap 2													NORMAL		3.5	1.5
Overlap 3													NORMAL		3.5	1.5
Overlap 4													NORMAL		3.5	1.5
Overlap 5													NORMAL		3.5	1.5
Overlap 6													NORMAL		3.5	1.5
Overlap 7													NORMAL		3.5	1.5
Overlap 8													NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

[illegible]

Detector, Vehicle Parameters 1-16 [5.1]

[illegible]

Detector, Vehicle Parameters 17-32 [5.1]

[illegible]

Station : 1315 - US 27_Scenic Highway (Standard File)**Detector Alternate Program 1, Vehicle Parameters [5.5.1]**

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]**MMU-to-Controller Channel Map**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3	1								1	1					
4	1		1						1	1					
5				1											
6		1		1											
7			1												
8	1		1												
9															
10															
11															
12															
13		1													
14	1														
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU		Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8			
Dev Present	ON	ON							ON	ON	ON	ON					ON		
Peer to Peer																			

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON				
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell			15	15	7	7
Max Presence			120	120	120	120
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1			1	2	3	4
Dwell Cyc Veh 2			6	5		
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1			2	2	2	2
Exit 2			6	6	6	6
Exit 3						
Exit 4						

Auto Flash Parameter

Alarms, Parameters [1.6.7]

Alarms, Phases/Overlaps [1.4.2]

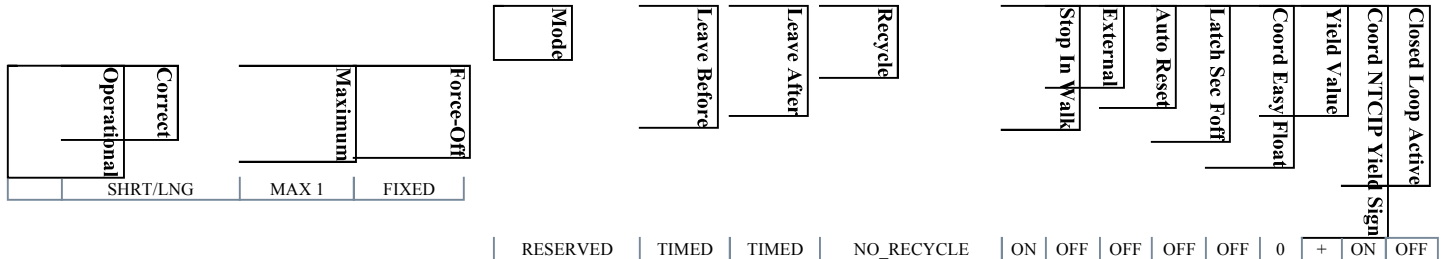
[illegible]

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Modes

Modes+

[illegible]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time														130		150
Offset Time																
Split Number														30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	endgrn	endgrn	endgrn

Coordination, Splits [2.7.1]

[illegible]

Station : 1315 - US 27_Scenic Highway (Standard File)[illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible][illegible]

[illegible][illegible][illegible][illegible][illegible]

TB Coor, Advanced Scheduler [4.3]

TB Coor, Day Plan [4.4][illegible]

Station : 1315 - US 27_Scenic Highway (Standard File)[illegible][illegible][illegible][illegible][illegible][illegible]

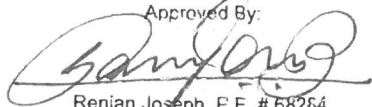
Station : 1315 - US 27_Scenic Highway (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1					0	0						
2					0	0						
3					0	0						
4					0	0						
5					0	0						
6					0	0						
7					0	0						
8					0	0						
9					0	0						
10					0	0						
11					0	0						
12					0	0						
13					0	0						
14					0	0						
15					0	0						
16					0	0						
17					0	0						
18					0	0						
19					0	0						
20					0	0						
21					0	0						
22					0	0						
23					0	0						
24					0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100					0	0						

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	EME
Date:	06/20/16
Checked By:	RS
Date:	06/20/16

Approved By:	
	Renjan Joseph, P.E. # 58264
Date:	06/30/2016

Revisions	Location Details	
06/2016: Adjusted Min Green intervals.	Section: 16180	Mile Post: 10.493
	Major Street: US 27	Orientation: N-S
	Minor Street: W Main St/Crump Road	Orientation: E-W
	Sig ID: 1031	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB	EB	WB	SBL	NB			
Turn Type	Protected		Split/Lead	Split/Lag	Protected				
Min Green	5	15	10	10	5	15			
Ext	3.0	5.0	3.0	3.0	3.0	5.0			
Yellow	5.2	5.2	4.1	3.4	5.2	5.2			
All Red	3.0	2.0	2.9	4.7	3.0	2.0			
Max I	25	60	30	30	25	60			
Max II									
Max Limit									
Adjust By									
Walk		7	7	7		7			
Flashing Don't Walk		17	40	43		22			
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON				ON			
Recall		MIN				MIN			

SOP 9

Ring - 1	1	2	3	4
Ring - 2	5	6		

Notes:

1) Program 8 sec detection delay for the minor side street right turn movements.

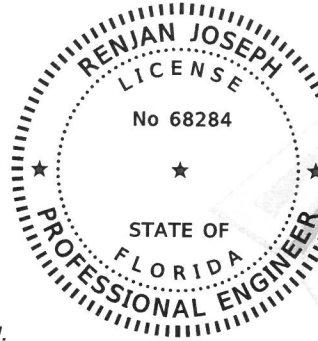
FDOT - DISTRICT 1

801 N Broadway Ave, Bartow, FL 33830

Signal Timing Report

(For isolated traffic signal)

This document has been digitally signed and sealed by



Digitally signed
by: RENJAN
JOSEPH
Date: 2018.09.
25 16:33:06 -
04'00'

Drawn By:	KEB
Date:	07/2018
Checked By:	RJ
Date:	09/2018

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

Revisions	Location Details	
07/2018: Added Max Limit and Adjust By all phases.	Section: 16180-000	Mile Post: 8.684
	Major Street: US 27	Orientation: N-S
	Minor Street: SR 542	Orientation: E-W
	Sig ID: 744	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts or other projects.

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB	EBL	WB	SBL	NB	WBL	EB	
Turn Type	Prot.		Prot.		Prot.		Prot.		
Min Green	5	24	5	7	5	24	5	10	
Ext	3.0	2.5	3.0	3.0	3.0	2.5	3.0	3.0	
Yellow	5.2	5.2	4.9	4.1	5.2	5.2	4.1	4.9	
All Red	2.7	2.0	2.5	3.0	3.0	2.0	2.7	2.3	
Max I	30	52	15	34	20	52	18	34	
Max II									
Max Limit	40	57	20	39	25	57	28	37	
Adjust By	5	5	5	5	5	5	5	5	
Walk		7		8		7		7	
Flashing Don't Walk		26		41		26		43	
Detector Memory									
Det. Cross Switch.									
Dual Entry		On		On		On		On	
Recall		Min				Min			

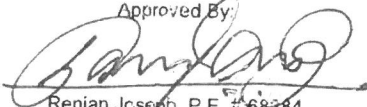
SOP 10

Ring - 1	1	2	3	4
Ring - 2	5	6	7	8

Notes:

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	EMC
Date:	02/20/16
Checked By:	RS
Date:	06/20/16

Approved By:  Renjan Joseph, P.E. # 68284
Date: 06/01/2016

Revisions	Location Details	
02/2016: Adjusted controller timing parameters and Max intervals after the construction project FPID: 429108-1-52-01	Section: 16180	Mile Post: 5.958
	Major Street: US 27	Orientation: N-S
	Minor Street: SR 540/Waverly Road	Orientation: E-W
	Sig ID: 743	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB	EBL	WB	SBL	NB	WBL	EB	
Turn Type	Protected		Protected		Protected		Protected		
Min Green	5	27	5	10	5	27	5	10	
Ext	3.0	2.6	3.0	3.0	3.0	2.6	3.0	3.0	
Yellow	6.0	6.0	4.9	4.9	6.0	6.0	4.9	4.9	
All Red	3.0	2.0	2.1	2.0	2.1	2.0	2.6	2.0	
Max I	35	65	35	20	20	65	20	20	
Max II									
Max Limit	45	70	45			70			
Adjust By	10	5	10			5			
Walk		7		7		7		7	
Flashing Don't Walk		32		38		17		39	
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

SOP 10

Ring - 1	1	2	3	4
Ring - 2	5	6	7	8

Notes:

- 1) Program 8 Seconds detection delay for minor street right turn movements.
- 2) Controller Brand: Naztec Controller Model: 980

Time of Day Plan

Designed By: Existing
 Date:
 Checked By:
 Date:

System ID: **16180B**
 Section: **18180-000**
 Arterial: **SR 25/US 27**
 From: **Home Depot Entr.**
 To: **Home Depot Entr.**

ALL SEASON PLAN

Day	Time	Pattern (C-S-O)	Cycle Length
Monday Thru Thursday	0000 - 0530	-	FREE
	0530 - 0900	1 (1-1-1)	130
	0900 - 1530	2 (2-1-1)	130
	1530 - 1900	3 (3-1-1)	150
	1900 - 2300	4 (4-1-1)	110
	2300 - 2359	-	FREE
Friday	0000 - 0530	-	FREE
	0530 - 0900	6 (1-1-2)	130
	0900 - 1530	7 (2-1-2)	130
	1530 - 1900	8 (3-1-2)	150
	1900 - 2300	4 (4-1-1)	110
	2300 - 2359	-	FREE
Saturday	0000 - 0600	-	FREE
	0600 - 0830	4 (4-1-1)	110
	0830 - 1900	5 (5-1-1)	130
	1900 - 2359	4 (4-1-1)	110
Sunday	0000 - 0715	-	FREE
	0715 - 0930	4 (4-1-1)	110
	0930 - 1900	5 (5-1-1)	130
	1900 - 2300	4 (4-1-1)	110
	2300 - 2359	-	FREE

Time of Day Plan

Designed By: Existing
 Date:
 Checked By:
 Date:

System ID: **16180B**

Section: **18180-000**

Arterial: **SR 25/US 27**

From: **Eagle Ridge Mall Entr.**

To: **Thompson Nursery Rd**

ALL SEASON PLAN

Day	Time	Pattern (C-S-O)	Cycle Length
Monday Thru Friday	0000 - 0530	-	FREE
	0530 - 0900	1 (1-1-1)	130
	0900 - 1530	2 (2-1-1)	130
	1530 - 1900	3 (3-1-1)	150
	1900 - 2300	4 (4-1-1)	110
	2300 - 2359	-	FREE
Saturday	0000 - 0600	-	FREE
	0600 - 0830	4 (4-1-1)	110
	0830 - 1900	5 (5-1-1)	130
	1900 - 2359	4 (4-1-1)	110
Sunday	0000 - 0715	-	FREE
	0715 - 0930	4 (4-1-1)	110
	0930 - 1900	5 (5-1-1)	130
	1900 - 2300	4 (4-1-1)	110
	2300 - 2359	-	FREE

Designed By:	EME
Date:	04/2017
Checked By:	RS
Date:	06/2017

Location Details	
Section: 16180000	Mile Post: 4.829
Major Street: SR 25/ US 27	Orientation: N-S
Minor Street: Home Depot Entrance	Orientation: E-W
Signal ID: 742	System ID: 16180B

Controller Timings (seconds)												
Movement # (Controller Phase Ø)			1	2	3	4	5	6	7	8	Notes	
Direction			NBLT	SB		WB	SBLT	NB		EB		
Turn Type			Protected				Protected					
Min Green			5	15		7	5	15		7		
Ext			3.0	5.0		3.0	3.0	5.0		3.0		
Yellow			5.9	5.9		3.7	5.9	5.9		3.7		
All Red			2.4	2.4		3.2	2.0	2.4		3.2		
Max I			30	60		20	30	60		20		
Max II			30	100		30	30	100		30		
Walk				7		7		7		7		
Flashing Don't Walk				32		43		26		43		
Detector Memory			ON	ON		ON	ON	ON		ON		
Det. Cross Switch.												
Dual Entry				ON		ON		ON		ON		
Vehicle Recall				MAX				MAX				
CNA												
Rest In Walk												
Coord Phase				YES								
Coordination Timings (seconds)												
Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence
1	1-1-1	130	30	70		30	25	75		30	31	1
2	2-1-1	130	30	70		30	25	75		30	29	1
3	3-1-1	150	35	80		35	25	90		35	45	1
4	4-1-1	110	20	70		20	20	70		20	26	1
5	5-1-1	130	30	50		50	25	55		50	12	1
6	1-1-2	130	30	70		30	25	75		30	18	1
7	2-1-2	130	30	70		30	25	75		30	14	1
8	3-1-2	150	35	80		35	25	90		35	28	1
Alt. Max II Times			30	80		30	25	80		30		

Offset Reference Point
End of Green

Notes:

- 1) Use 'Max I' during FREE Operation and 'Max II' during coordination
- 2) Use Fixed Force Offs
- 3) Sequence 1 used during FREE operation
- 4) Max recall Ø2 and Ø6 during coordination
- 5) Program 8 seconds detection delay for minor street right turn movements
- 6) Program 3 seconds detection delay for minor street left turn movements
- 7) Controller Brand: Naztec Model 980
- 7a.) Program 'MinPerm' for pedestrian phases during coordination
- 7b.) Enable 'Stop In Walk' during coordination.
- 7c.) Program 'Return Hold' during coordination
- 7d.) Short/Long percentage is 10/22 for all patterns
- 7e.) Program Walk Recycle, "3478_INH" during coordination
- 7f.) Program Alternate Interval Times (Max II) for patterns 5, 6, 7 & 8.

	SOP 7 (Sequence 1)			
Ring - 1	1	2		4
Ring - 2	5	6		8

Designed By:	TS
Date:	6/13/2015
Checked By:	PY
Date:	6/13/2015

Location Details	
Section: 16180000	Mile Post: 3.778
Major Street: SR 25/ US 27	Orientation: N-S
Minor Street: Eagle Ridge Mall Entrance	Orientation: E-W
Signal ID: 740	System ID: 16180B

Controller Timings (seconds)											
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes		
Direction	NBLT	SB		WB	SBLT	NB					
Turn Type	Prot				Prot						
Min Green	5	15	1	7	5	15	1	1			
Ext	3.0	5.0	0.0	3.0	3.0	5.0	0.0	0.0			
Yellow	5.9	5.9	3.0	3.7	5.9	5.9	3.0	3.0			
All Red	2.0	2.0	0.0	2.7	3.0	2.0	0.0	1.0			
Max I	15	70	0	15	15	70	0	0			
Max II	20	100	0	22	25	100	0	0			
Walk				7		7					
Flashing Don't Walk				42		28					
Detector Memory		ON				ON					
Det. Cross Switch.											
Dual Entry		ON				ON					
Vehicle Recall		MAX				MAX					
CNA											
Rest in Walk											
Coord Phase		YES				YES					
Coordination Timings (seconds)											
Pattern	C-S-O	Cycle Length	Splits							Offset	Sequence
1	1-1-1	130	20	85		25	25	80		96	3
2	2-1-1	130	20	85		25	25	80		100	3
3	3-1-1	150	20	100		30	28	92		120	3
4	4-1-1	110	19	71		20	19	71		96	3
5	5-1-1	130	20	85		25	25	80		88	3

Offset Reference Point
End of Green

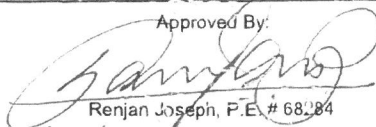
Notes:

- 1) Use 'Max I' during FREE Operation and 'Max II' during coordination
- 2) Use Fixed Force Offs
- 3) Sequence 3 used during FREE operation
- 4) Max recall Ø2 and Ø6 during coordination
- 5) Program 8 seconds detection delay for minor street right turn movements
- 6) Ø1 is lagging, use max recall for Ø1 for pattern 5-1-1
- 7) Controller Brand: Peek 3000E

	SOP Special(Sequence 3)		
Ring - 1	2	1	4
Ring - 2	5	6	

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	EMK
Date:	10/20/15
Checked By:	RC
Date:	10/20/15

Approved By:	
	Renjan Joseph, P.E. # 68284
Date:	12/31/2015

Revisions	Location Details	
05/2015: Updated controller timing parameters to the June 2014 D1 guidelines. Increased minor side street detection delay.	Section:	46120 16180 <i>pl.</i> Mile Post: 1.901
	Major Street:	US 27 Orientation: N-S
	Minor Street:	Mountain Lake Cutoff Orientation: E-W
	Sig ID:	739
	Implemented on:	6/18/2015

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings									
Movement # (Controller Phase #)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB		WB	SBL	NB		EB	
Turn Type	Protected				Protected				
Min Green	5	15		10	5	15		10	
Ext	3.0	5.0		3.0	3.0	5.0		3.0	
Yellow	6.0	6.0		4.9	6.0	6.0		4.9	
All Red	3.0	2.0		3.1	3.0	2.0		3.1	
Max I	30	50		30	30	50		30	
Max II									
Max Limit									
Adjust By									
Walk									
Flashing Don't Walk									
Detector Memory									
Det. Cross Switch.									
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

SOP 7

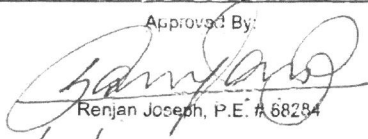
Ring - 1	1	2	4
Ring - 2	5	6	8

Notes:

- 1) Program 8 sec detection delay for minor side street right turn movements.

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	EMC
Date:	10/20/15
Checked By:	RL
Date:	10/20/15

Approved By:	
	Renjan Joseph, P.E. # 68284
Date:	12/31/2015

Revisions	Location Details	
05/2015: Updated controller timing parameters to the June 2014 D1 guidelines. Increased and added minor side street detection delay.	Section: 16180	Mile Post: 1.118
	Major Street: US 27	Orientation: N-S
	Minor Street: Washington Ave	Orientation: E-W
	Sig ID: 738	
	Implemented on: 6/18/2015	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB		WB	SBL	NB		EB	
Turn Type	Prot/Perm				Prot/Perm				
Min Green	5	15		7	5	15		7	
Ext	3.0	5.0		3.0	3.0	5.0		3.0	
Yellow	5.2	5.2		3.7	5.2	5.2		3.7	
All Red	3.0	3.0		3.0	3.0	3.0		3.0	
Max I	25	50		25	25	50		25	
Max II									
Max Limit									
Adjust By									
Walk		7		7		7		7	
Flashing Don't Walk		25		40		19		34	
Detector Memory									
Det. Cross Switch.	YES				YES				
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

SOP 7

Ring - 1	1	2	4
Ring - 2	5	6	8

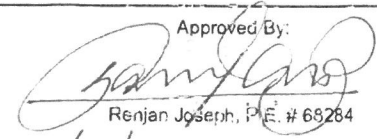
Notes:

- 1) Program phase restrictions to omit phase 1 when phase 2 is green, and omit phase 5 when phase 6 is green, in addition to detector cross switching.
- 2) Program 8 sec detection delay for the minor side street right turn movements.
- 3) Program 3 sec detection delay for the minor side street left turn movements.

1 of 2

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	EME
Date:	10/20/15
Checked By:	RC
Date:	10/20/15

Approved By:	
	Renjan Joseph, P.E. # 68284
Date:	12/31/2015

Revisions	Location Details	
05/2015: Updated controller timing parameters to the June 2014 D1 guidelines. Increased minor side street detection delay.	Section: 16180	Mile Post: 0.221
	Major Street: US 27	Orientation: N-S
	Minor Street: Central Ave	Orientation: E-W
	Sig ID: 737	
	Implemented on: 6/18/2015	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts.

Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB	EBL	WB	SBL	NB	WBL	EB	
Turn Type	Protected		Prot/Perm		Protected		Prot/Perm		
Min Green	5	15	5	7	5	15	5	7	
Ext	3.0	5.0	3.0	4.0	3.0	5.0	3.0	4.0	
Yellow	5.2	5.6	4.1	4.1	5.6	5.2	4.1	4.1	
All Red	2.1	2.0	2.7	2.7	2.8	2.0	2.7	2.7	
Max I	25	50	20	30	25	50	20	30	
Max II									
Max Limit									
Adjust By									
Walk		7		7		7		7	
Flashing Don't Walk		23		37		25		34	
Detector Memory									
Det. Cross Switch.			YES				YES		
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			

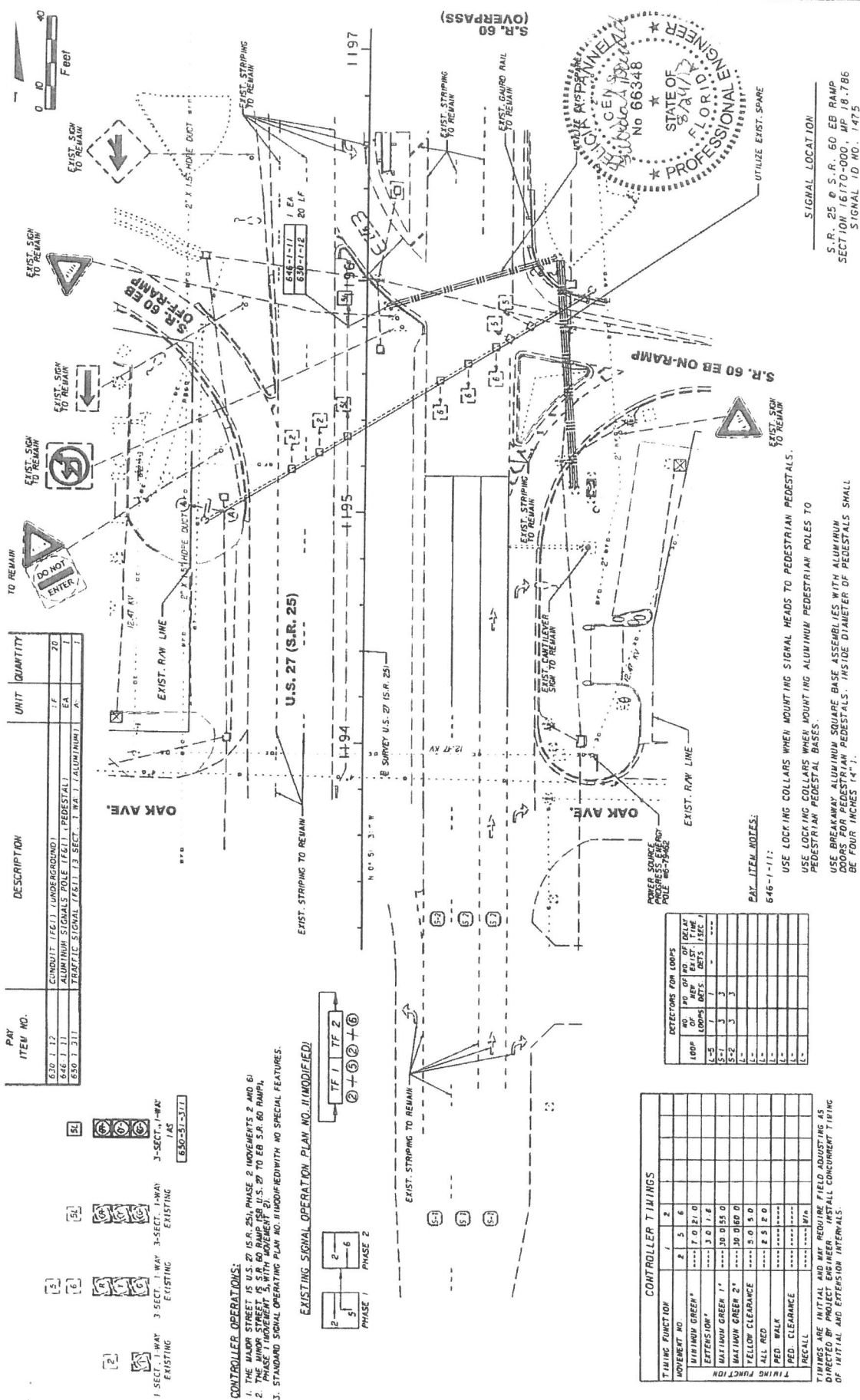
SOP 10

Ring - 1	1	2	3	4
Ring - 2	5	6	7	8

Notes:

- 1) Program 8 sec detection delay for the minor side street right turn movements.

1 of 2



Appendix M

Bicycle and Pedestrian Quality/Level of Service

US 27 Corridor Bicycle Quality/Level of Service (Q/LOS) and Pedestrian Q/LOS was calculated using the 2012 FDOT Quality/Level of Service Handbook Tables. Each roadway segment was inventoried to determine the presence of bicycle and pedestrian facilities that meet current FDOT design standards (*FDOT Design Manual*, January 1, 2018). Per the Q/LOS Handbook tables, the presence or lack of facilities were compared to the Average Annual Daily Traffic¹ (AADT) and assigned a letter grade of B through F, of which F signifies the poorest conditions.

Bicycle Q/LOS

The presence of bicycle lanes was determined by whether there were bicycle lane pavement markings (indicated by a '2' in **Table 1-1** below) or if 5 foot wide (or greater than 5 foot wide) paved shoulder was accompanied by keyhole lanes present at intersections (indicated by a '1' in Table M-1). If neither was present, a 0 was assigned.

For each roadway segment, the northbound (NB) and southbound (SB) facilities were considered together. A lack of a bicycle facility on one *or both* sides of a segment was considered to be a wholly deficient segment. As a major arterial roadway, standard facilities should be available for all users.

The FDOT Q/LOS Handbook Generalized Service Volume Table (Figure M-1 on the following page) for Bicycle Mode was referenced based on number of lanes and AADT to determine the Q/LOS. The FDOT two-way maximum service volumes for 0-49% coverage were applied where a designated bicycle lane or paved 5 foot wide (or greater) shoulder does not exist on both sides of the road. If a designated bicycle lane or a paved 5 foot wide (or greater) shoulder exists on both sides of US 27, then coverage was considered to be 100% and the FDOT two-way maximum service volumes for 85-100% coverage were applied. The determination of Bicycle Mode Q/LOS for each segment is shown on Table M-1.

Pedestrian Q/LOS

The process of determining Pedestrian Q/LOS was performed in a similar manner as Bicycle Q/LOS. For pedestrian Q/LOS, each roadway segment was evaluated to note whether sidewalk was present. A lack of facility on one *or both* sides of a segment was considered to be a wholly deficient segment. As a major arterial roadway, standard facilities should be available for all users.

The FDOT Q/LOS Handbook Generalized Service Volume Table (Figure M-1 on the following page) for Pedestrian Mode was referenced based on number of lanes and AADT to determine the Q/LOS. The FDOT two-way maximum service volumes for 0-49% coverage were applied where a sidewalk does not exist on both sides of the road. If a sidewalk exists on both sides of US 27, then coverage was considered to be 100% and the FDOT two-way maximum service volumes for 85-100% coverage were applied. The determination of Pedestrian Mode Q/LOS for each segment is shown on Table M-2.

¹ Florida Department of Transportation, Transportation Data & Analytics Office, *Annual Average Daily Traffic*. 09/21/2019, <https://ftp.fdot.gov/file/d/FTP/FDOT/co/planning/transtat/gis/shapefiles/aadt.zip>

Table M-1: US-27 Corridor Study Bicycle Inventory and Q/LOS

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Paved Shoulder Width	US 27 NB Paved Shoulder Width	US 27 SB Bike Lane	US 27 NB Bike Lane	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Bike Q/LOS
1	0	0.095	4	12'	12'	6'	4'	0	0	31500	15200	E
2	0.095	0.221	4	12'	12'	4'	0'	0	1	31500	15200	E
3	0.221	0.315	6	12'	12'	4'	8'	1	1	31500	> 59100	C
4	0.315	0.69	6	12'	12'	8'	9'	1	1	31500	> 59100	C
5	0.69	1.247	6	12'	12'	4'	4'	1	1	31500	> 59100	C
6	1.247	1.378	6	12'	12'	6'	5'	1	1	31500	> 59100	C
7	1.378	1.784	6	12'	12'	6'	5'	1	1	31500	> 59100	C
8	1.784	1.891	6	12'	12'	6'	5'	1	1	34500	> 59100	C
9	1.891	2.47	6	12'	12'	6'	5'	1	1	34500	> 59100	C
10	2.47	2.961	6	12'	12'	6'	5'	0	0	34500	> 59100	C
11	2.961	3.778	6	12'	12'	6'	5'	0	0	34500	> 59100	C
12	3.778	4.331	6	12'	12'	4'	4'	0	0	34500	22800	E
13	4.331	5.002	6	12'	12'	4'	4'	0	0	40000	22800	E
14	5.002	5.041	6	12'	12'	4'	4'	0	0	40000	22800	E
15	5.041	5.944	6	12'	12'	4'	4'	0	0	40000	22800	E
16	5.944	6.125	6	12'	12'	6'	6'	0	0	35500	> 59100	C
17	6.125	6.407	6	12'	12'	6'	6'	0	0	35500	> 59100	C
18	6.407	6.566	6	12'	12'	5'	5'	0	0	35500	> 59100	C
19	6.566	6.749	6	12'	12'	5'	5'	0	0	35500	> 59100	C
20	6.749	6.962	6	12'	12'	5'	5'	0	0	35500	> 59100	C
21	6.962	7.013	6	12'	12'	5'	5'	0	0	35500	> 59100	C
22	7.013	7.481	6	12'	12'	5'	5'	0	0	35500	> 59100	C
23	7.481	8	6	12'	12'	5'	5'	0	0	35500	> 59100	C
24	8	8.026	6	12'	12'	5'	5'	0	0	35500	> 59100	C

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Paved Shoulder Width	US 27 NB Paved Shoulder Width	US 27 SB Bike Lane	US 27 NB Bike Lane	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Bike Q/LOS
25	8.026	8.174	6	12'	12'	4'	4'	1	1	35500	> 59100	C
26	8.174	8.694	6	12'	12'	4'	4'	2	2	38000	> 59100	C
27	8.694	8.884	6	12'	12'	4'	4'	2	2	38000	> 59100	C
28	8.884	9.193	6	12'	12'	4'	4'	2	2	38000	> 59100	C
29	9.193	9.704	6	12'	12'	4'	4'	2	2	38000	> 59100	C
30	9.704	9.782	6	12'	12'	4'	4'	1	1	38000	> 59100	C
31	9.782	9.848	6	12'	12'	7'	6'	1	1	38000	> 59100	C
32	9.848	10.308	6	12'	12'	6'	6'	1	1	38000	> 59100	C
33	10.308	10.343	6	12'	12'	5'	5'	1	1	38000	> 59100	C
34	10.343	10.493	6	12'	12'	5'	5'	1	1	38000	> 59100	C
35	10.493	10.608	6	12'	12'	5'	5'	0	0	38000	> 59100	C
36	10.608	10.925	6	12'	12'	6'	6'	0	0	38000	> 59100	C
37	10.925	11.138	6	12'	12'	6'	6'	0	0	38000	> 59100	C
38	11.138	11.442	6	12'	12'	6'	6'	0	0	38000	> 59100	C
39	11.442	12.912	6	12'	12'	4'	4'	0	0	38000	22800	C
40	12.912	13.032	6	12'	12'	5'	4'	0	0	38000	22800	C
41	13.032	13.144	6	12'	12'	5'	4'	0	0	38000	22800	C
42	13.144	13.244	6	12'	12'	5'	4'	2	0	38000	22800	C
43	13.244	13.402	6	12'	12'	5'	4'	0	0	48000	22800	C
44	13.402	13.541	6	12'	12'	4'	4'	0	0	48000	22800	C
45	13.541	14.411	6	12'	12'	4'	4'	0	0	48000	22800	C
46	14.411	14.555	6	12'	12'	4'	4'	0	0	48000	22800	C
47	14.555	14.663	6	12'	12'	4'	4'	0	0	48000	22800	C
48	14.663	14.678	6	12'	12'	4'	4'	0	0	48000	22800	C
49	14.678	14.738	6	12'	12'	4'	4'	0	0	48000	22800	C
50	14.738	14.748	6	12'	12'	4'	4'	0	0	48000	22800	C

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Paved Shoulder Width	US 27 NB Paved Shoulder Width	US 27 SB Bike Lane	US 27 NB Bike Lane	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Bike Q/LOS
51	14.748	14.882	6	12'	12'	4'	4'	0	0	48000	22800	C
52	14.882	15.092	6	12'	12'	9'	9'	0	0	48000	> 59100	C
53	15.092	15.407	6	12'	12'	9'	9'	0	0	52000	> 59100	C
54	15.407	15.539	6	12'	12'	8'	8'	0	0	52000	> 59100	C
55	15.539	15.628	6	12'	12'	4'	4'	0	0	52000	22800	C
56	15.628	15.872	6	12'	12'	4'	4'	1	1	52000	> 59100	C
57	15.872	16.138	6	12'	12'	4'	4'	1	1	52000	> 59100	C
58	16.138	16.253	6	12'	12'	4'	4'	1	1	52000	> 59100	C
59	16.253	16.389	6	12'	12'	4'	4'	1	1	52000	> 59100	C
60	16.389	16.44	6	12'	12'	4'	4'	1	1	52000	> 59100	C
61	16.44	16.521	6	12'	12'	4'	4'	1	1	52000	> 59100	C
62	16.521	16.538	6	12'	12'	4'	4'	1	1	52000	> 59100	C
63	16.538	16.62	6	12'	12'	4'	4'	1	1	52000	> 59100	C
64	16.62	16.734	6	12'	12'	5'	5'	1	1	52000	> 59100	C
65	16.734	16.923	6	12'	12'	5'	5'	1	1	52000	> 59100	C
66	16.923	16.931	6	12'	12'	5'	5'	1	1	52000	> 59100	C
67	16.931	17.212	6	12'	12'	5'	5'	2	1	52000	> 59100	C
68	17.212	17.291	6	12'	12'	5'	5'	2	0	52000	> 59100	C
69	17.291	17.405	6	13'	12'	5'	5'	2	0	51000	> 59100	C
70	17.405	17.764	6	13'	12'	5'	5'	0	0	51000	> 59100	C
71	17.764	18.023	6	12'	13'	5'	5'	0	0	51000	> 59100	C
72	18.023	18.32	6	12'	12'	5'	5'	0	0	51000	> 59100	C
73	18.32	18.426	6	12'	12'	5'	5'	0	0	51000	> 59100	C
74	18.426	18.677	6	12'	12'	5'	5'	0	1	51000	> 59100	C
75	18.677	18.857	6	12'	12'	5'	5'	0	2	60155	> 59100	D
76	18.857	20.168	6	12'	12'	5'	5'	0	0	60155	> 59100	D

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Paved Shoulder Width	US 27 NB Paved Shoulder Width	US 27 SB Bike Lane	US 27 NB Bike Lane	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Bike Q/LOS
77	20.168	20.539	6	12'	12'	5'	5'	0	1	60155	> 59100	D
78	20.539	22.739	6	12'	12'	5'	5'	0	0	60155	> 59100	D
79	22.739	22.859	6	12'	12'	5'	5'	0	0	60155	> 59100	D
80	22.859	23.086	6	12'	12'	5'	5'	1	0	60155	> 59100	D
81	23.086	23.171	7	12'	12'	4'	4'	0	0	60155	22800	F
82	23.171	23.293	7	12'	12'	4'	4'	0	0	60155	22800	F
83	23.293	23.382	7	12'	12'	4'	4'	2	0	60155	22800	F
84	23.382	23.582	7	12'	12'	4'	4'	1	0	60155	22800	F
85	23.582	23.749	6	12'	12'	4'	5'	2	0	60155	22800	D
86	23.749	23.892	6	12'	12'	4'	4'	0	0	60155	22800	F
87	23.892	23.941	6	12'	12'	4'	4'	0	0	60155	22800	F
88	23.941	23.969	6	12'	12'	5'	5'	0	0	60155	> 59100	D
89	23.969	24.006	6	12'	12'	5'	5'	0	0	32500	> 59100	D
90	24.006	24.084	6	12'	12'	4'	4'	0	0	32500	22800	E
91	24.084	24.218	6	12'	12'	4'	4'	0	0	32500	> 59100	E
92	24.218	24.336	6	12'	12'	5'	4'	0	0	32500	> 59100	E
93	24.336	24.621	6	12'	12'	10'	4'	0	0	32500	> 59100	E
94	24.621	24.726	6	12'	12'	5'	6'	2	2	32500	> 59100	C
95	24.726	24.907	6	12'	12'	12'	6'	2	2	32500	> 59100	C
96	24.907	25.107	6	12'	12'	5'	5'	2	2	32500	> 59100	C
97	25.107	25.57	6	12'	12'	5'	5'	2	2	32500	> 59100	C
98	25.57	25.752	6	12'	12'	6'	4'	2	2	41500	> 59100	C
99	25.752	27.438	6	12'	12'	6'	5'	2	2	41500	> 59100	C
100	27.438	27.688	6	12'	12'	6'	5'	2	2	41500	> 59100	C
101	27.688	28.211	6	12'	12'	5'	5'	2	2	41500	> 59100	C
102	28.211	28.416	6	12'	12'	6'	5'	2	2	41500	> 59100	C

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Paved Shoulder Width	US 27 NB Paved Shoulder Width	US 27 SB Bike Lane	US 27 NB Bike Lane	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Bike Q/LOS
103	28.416	28.711	6	12'	12'	6'	5'	2	2	41500	> 59100	C
104	28.711	28.963	6	12'	12'	5'	5'	2	2	41500	> 59100	C
105	28.963	29.327	6	12'	12'	5'	5'	2	2	41500	> 59100	C
106	29.327	29.468	6	12'	12'	5'	5'	2	2	41500	> 59100	C
107	29.468	29.601	6	12'	12'	5'	5'	2	2	41500	> 59100	C
108	29.601	30.226	6	12'	12'	5'	5'	2	2	41500	> 59100	C
109	30.226	30.373	6	12'	12'	5'	5'	2	2	41500	> 59100	C
110	30.373	30.732	6	12'	12'	5'	5'	2	2	41500	> 59100	C
111	30.732	31.492	6	12'	12'	5'	5'	2	2	41500	> 59100	C
112	31.492	31.503	6	12'	12'	5'	5'	2	0	41500	> 59100	C
113	31.503	31.767	6	12'	12'	5'	5'	2	0	41500	> 59100	C
114	31.767	31.917	6	12'	12'	5'	5'	2	0	41500	> 59100	C
115	31.917	32.046	6	12'	12'	17'	9'	2	0	41500	> 59100	C

Table M-2: US-27 Corridor Study Pedestrian (Sidewalk) Inventory and Q/LOS

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Sidewalk	US 27 NB Sidewalk	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Ped Q/LOS
1	0	0.095	4	12'	12'	0	0	31500	5600	F
2	0.095	0.221	4	12'	12'	0	0	31500	5600	F
3	0.221	0.315	6	12'	12'	1	1	31500	52200	C
4	0.315	0.69	6	12'	12'	1	1	31500	52200	C
5	0.69	1.247	6	12'	12'	1	1	31500	52200	C
6	1.247	1.378	6	12'	12'	0	0	31500	8400	F
7	1.378	1.784	6	12'	12'	0	0	31500	8400	F
8	1.784	1.891	6	12'	12'	0	0	34500	8400	F
9	1.891	2.47	6	12'	12'	0	0	34500	8400	F
10	2.47	2.961	6	12'	12'	0	0	34500	8400	F
11	2.961	3.778	6	12'	12'	0	0	34500	8400	F
12	3.778	4.331	6	12'	12'	0	0	34500	8400	F
13	4.331	5.002	6	12'	12'	0	0	40000	8400	F
14	5.002	5.041	6	12'	12'	0	0	40000	8400	F
15	5.041	5.944	6	12'	12'	0	0	40000	8400	F
16	5.944	6.125	6	12'	12'	0	0	35500	8400	F
17	6.125	6.407	6	12'	12'	0	0	35500	8400	F
18	6.407	6.566	6	12'	12'	0	0	35500	8400	F
19	6.566	6.749	6	12'	12'	0	0	35500	8400	F
20	6.749	6.962	6	12'	12'	0	0	35500	8400	F
21	6.962	7.013	6	12'	12'	0	0	35500	8400	F
22	7.013	7.481	6	12'	12'	0	0	35500	8400	F
23	7.481	8	6	12'	12'	0	0	35500	8400	F
24	8	8.026	6	12'	12'	0	0	35500	8400	F

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Sidewalk	US 27 NB Sidewalk	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Ped Q/LOS
25	8.026	8.174	6	12'	12'	1	1	35500	52200	D
26	8.174	8.694	6	12'	12'	1	1	38000	52200	D
27	8.694	8.884	6	12'	12'	1	1	38000	52200	D
28	8.884	9.193	6	12'	12'	1	1	38000	52200	D
29	9.193	9.704	6	12'	12'	1	1	38000	52200	D
30	9.704	9.782	6	12'	12'	1	1	38000	52200	D
31	9.782	9.848	6	12'	12'	0	0	38000	8400	F
32	9.848	10.308	6	12'	12'	0	0	38000	8400	F
33	10.308	10.343	6	12'	12'	0	0	38000	8400	F
34	10.343	10.493	6	12'	12'	1	1	38000	52200	D
35	10.493	10.608	6	12'	12'	1	1	38000	52200	D
36	10.608	10.925	6	12'	12'	0	0	38000	8400	F
37	10.925	11.138	6	12'	12'	0	0	38000	8400	F
38	11.138	11.442	6	12'	12'	0	0	38000	8400	F
39	11.442	12.912	6	12'	12'	0	0	38000	8400	F
40	12.912	13.032	6	12'	12'	0	0	38000	8400	F
41	13.032	13.144	6	12'	12'	0	0	38000	8400	F
42	13.144	13.244	6	12'	12'	1	0	38000	8400	F
43	13.244	13.402	6	12'	12'	0	0	48000	8400	F
44	13.402	13.541	6	12'	12'	0	0	48000	8400	F
45	13.541	14.411	6	12'	12'	0	0	48000	8400	F
46	14.411	14.555	6	12'	12'	0	0	48000	8400	F
47	14.555	14.663	6	12'	12'	0	0	48000	8400	F
48	14.663	14.678	6	12'	12'	0	0	48000	8400	F
49	14.678	14.738	6	12'	12'	0	1	48000	8400	F
50	14.738	14.748	6	12'	12'	0	1	48000	8400	F

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Sidewalk	US 27 NB Sidewalk	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Ped Q/LOS
51	14.748	14.882	6	12'	12'	0	0	48000	8400	F
52	14.882	15.092	6	12'	12'	0	0	48000	8400	F
53	15.092	15.407	6	12'	12'	0	0	52000	8400	F
54	15.407	15.539	6	12'	12'	0	0	52000	8400	F
55	15.539	15.628	6	12'	12'	0	0	52000	8400	F
56	15.628	15.872	6	12'	12'	1	1	52000	52200	D
57	15.872	16.138	6	12'	12'	1	1	52000	52200	D
58	16.138	16.253	6	12'	12'	1	1	52000	52200	D
59	16.253	16.389	6	12'	12'	1	1	52000	52200	D
60	16.389	16.44	6	12'	12'	1	1	52000	52200	D
61	16.44	16.521	6	12'	12'	0	1	52000	8400	F
62	16.521	16.538	6	12'	12'	0	1	52000	8400	F
63	16.538	16.62	6	12'	12'	0	1	52000	8400	F
64	16.62	16.734	6	12'	12'	0	0	52000	8400	F
65	16.734	16.923	6	12'	12'	0	0	52000	8400	F
66	16.923	16.931	6	12'	12'	0	0	52000	8400	F
67	16.931	17.212	6	12'	12'	1	0	52000	8400	F
68	17.212	17.291	6	12'	12'	1	0	52000	8400	F
69	17.291	17.405	6	13'	12'	1	1	51000	52200	D
70	17.405	17.764	6	13'	12'	0	0	51000	8400	F
71	17.764	18.023	6	12'	13'	0	0	51000	8400	F
72	18.023	18.32	6	12'	12'	0	0	51000	8400	F
73	18.32	18.426	6	12'	12'	0	0	51000	8400	F
74	18.426	18.677	6	12'	12'	0	0	51000	8400	F
75	18.677	18.857	6	12'	12'	0	1	60155	8400	F
76	18.857	20.168	6	12'	12'	0	1	60155	8400	F

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Sidewalk	US 27 NB Sidewalk	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Ped Q/LOS
77	20.168	20.539	6	12'	12'	0	1	60155	8400	F
78	20.539	22.739	6	12'	12'	0	0	60155	8400	F
79	22.739	22.859	6	12'	12'	0	1	60155	8400	F
80	22.859	23.086	6	12'	12'	0	1	60155	8400	F
81	23.086	23.171	7	12'	12'	0	1	60155	8400	F
82	23.171	23.293	7	12'	12'	1	1	60155	52200	E
83	23.293	23.382	7	12'	12'	1	1	60155	52200	E
84	23.382	23.582	7	12'	12'	1	0	60155	8400	F
85	23.582	23.749	6	12'	12'	1	0	60155	8400	F
86	23.749	23.892	6	12'	12'	1	1	60155	52200	E
87	23.892	23.941	6	12'	12'	1	1	60155	52200	E
88	23.941	23.969	6	12'	12'	1	1	60155	52200	E
89	23.969	24.006	6	12'	12'	1	1	32500	52200	D
90	24.006	24.084	6	12'	12'	1	1	32500	52200	D
91	24.084	24.218	6	12'	12'	1	1	32500	52200	D
92	24.218	24.336	6	12'	12'	0	1	32500	8400	F
93	24.336	24.621	6	12'	12'	0	1	32500	8400	F
94	24.621	24.726	6	12'	12'	1	1	32500	52200	D
95	24.726	24.907	6	12'	12'	1	1	32500	52200	D
96	24.907	25.107	6	12'	12'	1	1	32500	52200	D
97	25.107	25.57	6	12'	12'	1	1	32500	52200	D
98	25.57	25.752	6	12'	12'	1	1	41500	52200	D
99	25.752	27.438	6	12'	12'	1	1	41500	52200	D
100	27.438	27.688	6	12'	12'	1	1	41500	52200	D
101	27.688	28.211	6	12'	12'	1	1	41500	52200	D
102	28.211	28.416	6	12'	12'	1	1	41500	52200	D

Seg. ID	Start Mile Post	End Mile Post	# of Lanes	US 27 South-bound (SB) Lane Width	US 27 North-bound (NB) Lane Width	US 27 SB Sidewalk	US 27 NB Sidewalk	Annual Average Daily Traffic (AADT)	LOS D Threshold by Segment	Ped Q/LOS
103	28.416	28.711	6	12'	12'	1	1	41500	52200	D
104	28.711	28.963	6	12'	12'	1	1	41500	52200	D
105	28.963	29.327	6	12'	12'	1	1	41500	52200	D
106	29.327	29.468	6	12'	12'	1	1	41500	52200	D
107	29.468	29.601	6	12'	12'	1	1	41500	52200	D
108	29.601	30.226	6	12'	12'	1	1	41500	52200	D
109	30.226	30.373	6	12'	12'	1	1	41500	52200	D
110	30.373	30.732	6	12'	12'	1	1	41500	52200	D
111	30.732	31.492	6	12'	12'	1	1	41500	52200	D
112	31.492	31.503	6	12'	12'	1	0	41500	8400	F
113	31.503	31.767	6	12'	12'	1	0	41500	8400	F
114	31.767	31.917	6	12'	12'	1	0	41500	8400	F
115	31.917	32.046	6	12'	12'	1	0	41500	8400	F

APPENDIX N
RSA Crash Summary Tables

All Crashes - From N. of SR 60 to US 192

Crash Type							
Crash Type	2013	2014	2015	2016	2017	Total	%
Rear End	243	296	368	375	354	1636	47.4%
Angle	73	96	102	135	25	431	12.5%
Left Turn	0	0	0	0	33	33	1.0%
Hit Fixed Obj	23	22	28	23	17	113	3.3%
Sideswipe	36	51	75	61	87	310	9.0%
Heavy Vehicle	90	114	126	115	55	500	14.5%
Pedestrian	2	1	4	3	4	14	0.4%
Head On	2	11	17	10	5	45	1.3%
Bicycle	2	1	2	3	0	8	0.2%
Non-Collision	25	23	17	9	5	79	2.3%
Hit Non-Fixed Obj	6	7	9	7	0	29	0.8%
Right Turn	0	0	0	0	12	12	0.3%
Single Vehicle	0	0	0	0	34	34	1.0%
Run off Road	0	0	0	0	0	0	0.0%
Other	24	28	42	54	41	189	5.5%
Unknown	1	2	2	2	11	18	0.5%
Total	527	652	792	797	683	3451	100.0%

Crash Severity							
Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	3	6	6	8	8	31	0.9%
Possible Injury	115	162	201	213	135	826	23.9%
Non-Incapacitating Injury	92	99	103	98	75	467	13.5%
Incapacitating Injury	23	24	20	23	15	105	3.0%
Property Damage Only	294	361	461	454	450	2020	58.5%
Not Coded	0	0	1	1	0	2	0.1%
Total	527	652	792	797	683	3451	100.0%

Lighting Condition							
Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	383	459	529	556	471	2398	69.5%
Dark - Lighted	82	102	138	150	107	579	16.8%
Dusk	10	18	29	26	22	105	3.0%
Dark - Not Lighted	42	45	66	54	63	270	7.8%
Dawn	8	23	22	10	13	76	2.2%
Dark - Unknown Lighting	0	0	8	1	5	14	0.4%
Other	1	4	0	0	2	7	0.2%
Unknown	1	1	0	0	0	2	0.1%
Total	527	652	792	797	683	3451	100.0%

Intersection Crashes

Tower Point Circle							
Crash Type	2013	2014	2015	2016	2017	Total	%
Rear End	0	0	0	0	2	2	22.2%
Angle	0	0	0	0	0	0	0.0%
Left Turn	0	0	0	0	0	0	0.0%
Hit Fixed Obj	0	0	0	0	0	0	0.0%
Sideswipe	0	0	0	0	1	1	11.1%
Heavy Vehicle	0	0	0	0	1	1	11.1%
Pedestrian	0	0	0	0	0	0	0.0%
Head On	0	1	0	1	0	2	22.2%
Bicycle	0	0	0	0	0	0	0.0%
Non-Collision	0	0	0	0	0	0	0.0%
Hit Non-Fixed Obj	0	0	0	0	0	0	0.0%
Right Turn	0	0	0	0	0	0	0.0%
Single Vehicle	0	0	0	0	1	1	11.1%
Run off Road	0	0	0	0	0	0	0.0%
Other	0	1	1	0	0	2	22.2%
Unknown	0	0	0	0	0	0	0.0%
Total	0	2	1	1	5	9	100.0%

Crash Severity							
Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	0	0	0	0	0.0%
Possible Injury	0	0	1	1	0	2	22.2%
Non-Incapacitating Injury	0	0	0	0	0	0	0.0%
Incapacitating Injury	0	0	0	0	1	1	11.1%
Property Damage Only	0	2	0	0	4	6	66.7%
Not Coded	0	0	0	0	0	0	0.0%
Total	0	2	1	1	5	9	100.0%

Lighting Condition							
Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	0	1	1	1	2	5	55.6%
Dark - Lighted	0	1	0	0	2	3	33.3%
Dusk	0	0	0	0	0	0	0.0%
Dark - Not Lighted	0	0	0	0	1	1	11.1%
Dawn	0	0	0	0	0	0	0.0%
Dark - Unknown Lighting	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Unknown	0	0	0	0	0	0	0.0%
Total	0	2	1	1	5	9	100.0%

Thompson Nursery Rd / Chalet Suzanne Rd							
Crash Type	2013	2014	2015	2016	2017	Total	%
Rear End	3	6	8	4	18	39	42.9%
Angle	2	2	1	2	2	9	9.9%
Left Turn	0	0	0	0	1	1	1.1%
Hit Fixed Obj	0	0	0	0	0	0	0.0%
Sideswipe	1	2	1	0	5	9	9.9%
Heavy Vehicle	0	2	3	4	5	14	15.4%
Pedestrian	0	0	0	0	0	0	0.0%
Head On	0	0	0	1	0	1	1.1%
Bicycle	0	0	0	0	0	0	0.0%
Non-Collision	0	1	0	0	0	1	1.1%
Hit Non-Fixed Obj	0	0	0	0	0	0	0.0%
Right Turn	0	0	0	0	1	1	1.1%
Single Vehicle	0	0	0	0	2	2	2.2%
Run off Road	0	0	0	0	0	0	0.0%
Other	0	1	5	2	6	14	15.4%
Unknown	0	0	0	0	0	0	0.0%
Total	6	14	18	13	40	91	100.0%

Crash Severity							
Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	0	0	1	1	1.1%
Possible Injury	1	4	4	3	2	14	15.4%
Non-Incapacitating Injury	1	3	3	0	2	9	9.9%
Incapacitating Injury	0	2	0	0	0	2	2.2%
Property Damage Only	4	5	11	10	35	65	71.4%
Not Coded	0	0	0	0	0	0	0.0%
Total	6	14	18	13	40	91	100.0%

Lighting Condition							
Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	3	11	9	7	24	54	59.3%
Dark - Lighted	2	1	4	4	9	20	22.0%
Dusk	0	1	1	1	3	6	6.6%
Dark - Not Lighted	0	0	4	1	4	9	9.9%
Dawn	1	0	0	0	0	1	1.1%
Dark - Unknown Lighting	0	0	0	0	0	0	0.0%
Other	0	1	0	0	0	1	1.1%
Unknown	0	0	0	0	0	0	0.0%
Total	6	14	18	13	40	91	100.0%

SR 540 (Cypress Gardens Blvd / Waverly Rd)																														
Crash Type		2013	2014	2015	2016	2017	Total	%			Crash Severity		2013	2014	2015	2016	2017	Total	%			Lighting Condition		2013	2014	2015	2016	2017	Total	%
Rear End		13	9	16	11	15	64	65.3%			Fatality		0	1	0	0	0	1	1.0%			Daylight		13	8	15	12	19	67	68.4%
Angle		0	1	2	0	0	3	3.1%			Possible Injury		4	6	6	7	8	31	31.6%			Dark - Lighted		6	5	2	3	2	18	18.4%
Left Turn		0	0	0	0	0	0	0.0%			Non-Incapacitating Injury		4	1	4	1	5	15	15.3%			Dusk		1	1	1	0	0	3	3.1%
Hit Fixed Obj		0	0	0	1	1	2	2.0%			Incapacitating Injury		2	0	0	2	0	4	4.1%			Dark - Not Lighted		1	2	2	1	4	10	10.2%
Sideswipe		3	1	2	0	1	7	7.1%			Property Damage Only		11	8	10	6	12	47	48.0%			Dawn		0	0	0	0	0	0	0.0%
Heavy Vehicle		2	2	0	1	1	6	6.1%			Not Coded		0	0	0	0	0	0	0.0%			Dark - Unknown Lighting		0	0	0	0	0	0	0.0%
Pedestrian		0	0	0	0	0	0	0.0%													Other		0	0	0	0	0	0	0.0%	
Head On		0	1	0	1	1	3	3.1%													Unknown		0	0	0	0	0	0	0.0%	
Bicycle		0	0	0	0	0	0	0.0%													Total		21	16	20	16	25	98	100.0%	
Non-Collision		0	0	0	1	0	1	1.0%																						
Hit Non-Fixed Obj		1	2	0	0	0	3	3.1%																						
Right Turn		0	0	0	0	0	0	0.0%																						
Single Vehicle		0	0	0	0	3	3	3.1%																						
Run off Road		0	0	0	0	0	0	0.0%																						
Other		2	0	0	1	3	6	6.1%																						
Unknown		0	0	0	0	0	0	0.0%																						
Total		21	16	20	16	25	98	100.0%																						

Sunshine Dr / Paradise Island Pl								
Crash Type	2013	2014	2015	2016	2017	Total	%	
Rear End	0	0	3	0	0	3	30.0%	
Angle	1	0	0	1	0	2	20.0%	
Left Turn	0	0	0	0	1	1	10.0%	
Hit Fixed Obj	0	0	0	0	0	0	0.0%	
Sideswipe	0	1	0	0	0	1	10.0%	
Heavy Vehicle	0	0	0	0	0	0	0.0%	
Pedestrian	0	0	0	0	0	0	0.0%	
Head On	0	0	0	0	0	0	0.0%	
Bicycle	0	0	0	0	0	0	0.0%	
Non-Collision	0	0	0	0	0	0	0.0%	
Hit Non-Fixed Obj	0	0	0	0	0	0	0.0%	
Right Turn	0	0	0	0	0	0	0.0%	
Single Vehicle	0	0	0	0	0	0	0.0%	
Run off Road	0	0	0	0	0	0	0.0%	
Other	2	0	0	1	0	3	30.0%	
Unknown	0	0	0	0	0	0	0.0%	
Total	3	1	3	2	1	10	100.0%	

Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	0	0	1	1	10.0%
Possible Injury	0	1	1	0	0	2	20.0%
Non-Incapacitating Injury	0	0	2	1	0	3	30.0%
Incapacitating Injury	1	0	0	0	0	1	10.0%
Property Damage Only	2	0	0	1	0	3	30.0%
Not Coded	0	0	0	0	0	0	0.0%
Total	3	1	3	2	1	10	100.0%

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	2	1	1	2	0	6	60.0%
Dark - Lighted	1	0	0	0	0	1	10.0%
Dusk	0	0	0	0	1	1	10.0%
Dark - Not Lighted	0	0	1	0	0	1	10.0%
Dawn	0	0	0	0	0	0	0.0%
Dark - Unknown Lighting	0	0	1	0	0	1	10.0%
Other	0	0	0	0	0	0	0.0%
Unknown	0	0	0	0	0	0	0.0%
Total	3	1	3	2	1	10	100.0%

US 17 Interchange								
Crash Type	2013	2014	2015	2016	2017	Total	%	
Rear End	0	0	1	3	0	4	12.9%	
Angle	1	0	1	1	0	3	9.7%	
Left Turn	0	0	0	0	0	0	0.0%	
Hit Fixed Obj	2	3	2	2	0	9	29.0%	
Sideswipe	1	0	2	4	0	7	22.6%	
Heavy Vehicle	1	1	0	1	0	3	9.7%	
Pedestrian	0	0	0	0	0	0	0.0%	
Head On	0	0	0	0	0	0	0.0%	
Bicycle	1	0	0	0	0	1	3.2%	
Non-Collision	0	0	0	0	0	0	0.0%	
Hit Non-Fixed Obj	0	0	0	0	0	0	0.0%	
Right Turn	0	0	0	0	0	0	0.0%	
Single Vehicle	0	0	0	0	0	0	0.0%	
Run off Road	0	0	0	0	0	0	0.0%	
Other	0	1	1	2	0	4	12.9%	
Unknown	0	0	0	0	0	0	0.0%	
Total	6	5	7	13	0	31	100.0%	

Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	0	0	0	0	0.0%
Possible Injury	2	1	1	4	0	8	25.8%
Non-Incapacitating Injury	2	0	0	1	0	3	9.7%
Incapacitating Injury	1	0	0	1	0	2	6.5%
Property Damage Only	1	4	6	7	0	18	58.1%
Not Coded	0	0	0	0	0	0	0.0%
Total	6	5	7	13	0	31	100.0%

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	4	1	2	9	0	16	51.6%
Dark - Lighted	1	3	4	3	0	11	35.5%
Dusk	0	1	1	0	0	2	6.5%
Dark - Not Lighted	0	0	0	1	0	1	3.2%
Dawn	1	0	0	0	0	1	3.2%
Dark - Unknown Lighting	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Unknown	0	0	0	0	0	0	0.0%
Total	6	5	7	13	0	31	100.0%

Deen Still Rd / Ronald Reagan Pkwy								
Crash Type	2013	2014	2015	2016	2017	Total	%	
Rear End	7	12	11	10	10	50	65.8%	
Angle	2	1	4	0	3	10	13.2%	
Left Turn	0	0	0	0	0	0	0.0%	
Hit Fixed Obj	0	0	0	1	0	1	1.3%	
Sideswipe	0	1	0	0	3	4	5.3%	
Heavy Vehicle	0	1	1	2	1	5	6.6%	
Pedestrian	1	0	0	0	0	1	1.3%	
Head On	0	0	1	0	0	1	1.3%	
Bicycle	0	0	0	0	0	0	0.0%	
Non-Collision	0	0	1	0	1	2	2.6%	
Hit Non-Fixed Obj	0	0	0	1	0	1	1.3%	
Right Turn	0	0	0	0	0	0	0.0%	
Single Vehicle	0	0	0	0	1	1	1.3%	
Run off Road	0	0	0	0	0	0	0.0%	
Other	0	0	0	0	0	0	0.0%	
Unknown	0	0	0	0	0	0	0.0%	
Total	10	15	18	14	19	76	100.0%	

Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	0	0	0	0	0.0%
Possible Injury	2	5	6	1	6	20	26.3%
Non-Incapacitating Injury	2	0	3	4	2	11	14.5%
Incapacitating Injury	0	1	1	1	0	3	3.9%
Property Damage Only	6	9	8	8	11	42	55.3%
Not Coded	0	0	0	0	0	0	0.0%
Total	10	15	18	14	19	76	100.0%

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	4	9	8	7	14	42	55.3%
Dark - Lighted	4	4	7	6	4	25	32.9%
Dusk	0	0	2	0	0	2	2.6%
Dark - Not Lighted	2	2	0	1	1	6	7.9%
Dawn	0	0	1	0	0	1	1.3%
Dark - Unknown Lighting	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Unknown	0	0	0	0	0	0	0.0%
Total	10	15	18	14	19	76	100.0%

California Blvd / McFee Dr								
Crash Type	2013	2014	2015	2016	2017	Total	%	
Rear End	0	1	4	4	5	14	31.8%	
Angle	5	5	1	3	1	15	34.1%	
Left Turn	0	0	0	0	2	2	4.5%	
Hit Fixed Obj	0	0	1	0	0	1	2.3%	
Sideswipe	0	0	1	0	1	2	4.5%	
Heavy Vehicle	0	0	2	1	1	4	9.1%	
Pedestrian	0	0	0	0	0	0	0.0%	
Head On	0	0	0	0	0	0	0.0%	
Bicycle	0	0	0	0	0	0	0.0%	
Non-Collision	0	1	0	0	0	1	2.3%	
Hit Non-Fixed Obj	0	0	1	0	0	1	2.3%	
Right Turn	0	0	0	0	0	0	0.0%	
Single Vehicle	0	0	0	0	0	0	0.0%	
Run off Road	0	0	0	0	0	0	0.0%	
Other	1	0	2	0	0	3	6.8%	
Unknown	0	0	0	0	1	1	2.3%	
Total	6	7	12	8	11	44	100.0%	

Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	1	0	0	1	2	4.5%
Possible Injury	2	1	2	3	5	13	29.5%
Non-Incapacitating Injury	2	3	4	2	2	13	29.5%
Incapacitating Injury	2	0	0	1	0	3	6.8%
Property Damage Only	0	2	6	2	3	13	29.5%
Not Coded	0	0	0	0	0	0	0.0%
Total	6	7	12	8	11	44	100.0%

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	3	5	7	5	8	28	63.6%
Dark - Lighted	2	0	2	1	1	6	13.6%
Dusk	0	0	0	1	1	2	4.5%
Dark - Not Lighted	1	2	3	1	1	8	18.2%
Dawn	0	0	0	0	0	0	0.0%
Dark - Unknown Lighting	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Unknown	0	0	0	0	0	0	0.0%
Total	6	7	12	8	11	44	100.0%

Sand Mine Rd								
Crash Type	2013	2014	2015	2016	2017	Total	%	
Rear End	5	10	11	9	12	47	58.0%	
Angle	1	1	1	2	1	6	7.4%	
Left Turn	0	0	0	0	0	0	0.0%	
Hit Fixed Obj	0	0	0	0	0	0	0.0%	
Sideswipe	3	1	0	0	1	5	6.2%	
Heavy Vehicle	2	1	2	3	0	8	9.9%	
Pedestrian	0	0	0	0	0	0	0.0%	
Head On	0	0	0	0	0	0	0.0%	
Bicycle	0	0	0	0	0	0	0.0%	
Non-Collision	0	1	0	0	0	1	1.2%	
Hit Non-Fixed Obj	0	0	1	0	0	1	1.2%	
Right Turn	0	0	0	0	1	1	1.2%	
Single Vehicle	0	0	0	0	2	2	2.5%	
Run off Road	0	0	0	0	0	0	0.0%	
Other	1	2	1	0	5	9	11.1%	
Unknown	0	0	0	0	1	1	1.2%	
Total	12	16	16	14	23	81	100.0%	

Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	1	0	0	1	1.2%
Possible Injury	3	6	5	2	5	21	25.9%
Non-Incapacitating Injury	2	2	4	2	3	13	16.0%
Incapacitating Injury	0	0	0	0	0	0	0.0%
Property Damage Only	7	8	6	10	15	46	56.8%
Not Coded	0	0	0	0	0	0	0.0%
Total	12	16	16	14	23	81	100.0%

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	10	10	6	6	14	46	56.8%
Dark - Lighted	1	3	3	2	4	13	16.0%
Dusk	1	0	0	0	0	1	1.2%
Dark - Not Lighted	0	3	6	6	4	19	23.5%
Dawn	0	0	0	0	1	1	1.2%
Dark - Unknown Lighting	0	0	1	0	0	1	1.2%
Other	0	0	0	0	0	0	0.0%
Unknown	0	0	0	0	0	0	0.0%
Total	12	16	16	14	23	81	100.0%

Legacy Park Blvd / Florence Villa Grove Rd								
Crash Type	2013	2014	2015	2016	2017	Total	%	
Rear End	6	7	7	8	12	40	60.6%	
Angle	1	2	2	3	0	8	12.1%	
Left Turn	0	0	0	0	0	0	0.0%	
Hit Fixed Obj	0	1	1	0	1	3	4.5%	
Sideswipe	0	1	0	1	2	4	6.1%	
Heavy Vehicle	1	0	2	1	2	6	9.1%	
Pedestrian	0	0	0	0	0	0	0.0%	
Head On	0	0	0	0	0	0	0.0%	
Bicycle	0	0	0	0	0	0	0.0%	
Non-Collision	0	0	1	0	0	1	1.5%	
Hit Non-Fixed Obj	0	0	0	1	0	1	1.5%	
Right Turn	0	0	0	0	0	0	0.0%	
Single Vehicle	0	0	0	0	0	0	0.0%	
Run off Road	0	0	0	0	0	0	0.0%	
Other	0	0	1	2	0	3	4.5%	
Unknown	0	0	0	0	0	0	0.0%	
Total	8	11	14	16	17	66	100.0%	

Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	0	0	0	0	0.0%
Possible Injury	1	5	1	4	3	14	21.2%
Non-Incapacitating Injury	2	3	4	4	5	18	27.3%
Incapacitating Injury	0	0	3	0	0	3	4.5%
Property Damage Only	5	3	6	8	9	31	47.0%
Not Coded	0	0	0	0	0	0	0.0%
Total	8	11	14	16	17	66	100.0%

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	3	7	4	12	10	36	54.5%
Dark - Lighted	4	3	4	1	2	14	21.2%
Dusk	0	0	0	1	0	1	1.5%
Dark - Not Lighted	1	0	3	2	4	10	15.2%
Dawn	0	1	2	0	0	3	4.5%
Dark - Unknown Lighting	0	0	1	0	0	1	1.5%
Other	0	0	0	0	1	1	1.5%
Unknown	0	0	0	0	0	0	0.0%
Total	8	11	14	16	17	66	100.0%

Polo Park Blvd								
Crash Type	2013	2014	2015	2016	2017	Total	%	
Rear End	7	10	8	8	8	41	60.3%	
Angle	2	0	2	2	0	6	8.8%	
Left Turn	0	0	0	0	1	1	1.5%	
Hit Fixed Obj	0	0	1	1	0	2	2.9%	
Sideswipe	0	1	1	0	1	3	4.4%	
Heavy Vehicle	1	2	1	3	1	8	11.8%	
Pedestrian	0	0	1	0	0	1	1.5%	
Head On	0	0	0	0	0	0	0.0%	
Bicycle	0	0	0	0	0	0	0.0%	
Non-Collision	0	2	0	0	0	2	2.9%	
Hit Non-Fixed Obj	0	0	0	0	0	0	0.0%	
Right Turn	0	0	0	0	0	0	0.0%	
Single Vehicle	0	0	0	0	1	1	1.5%	
Run off Road	0	0	0	0	0	0	0.0%	
Other	1	1	0	1	0	3	4.4%	
Unknown	0	0	0	0	0	0	0.0%	
Total	11	16	14	15	12	68	100.0%	

Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	1	1	0	2	2.9%
Possible Injury	4	2	5	5	3	19	27.9%
Non-Incapacitating Injury	3	3	1	1	3	11	16.2%
Incapacitating Injury	0	1	0	0	1	2	2.9%
Property Damage Only	4	10	7	8	5	34	50.0%
Not Coded	0	0	0	0	0	0	0.0%
Total	11	16	14	15	12	68	100.0%

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	7	14	7	12	8	48	70.6%
Dark - Lighted	1	2	2	3	3	11	16.2%
Dusk	0	0	0	0	0	0	0.0%
Dark - Not Lighted	3	0	5	0	1	9	13.2%
Dawn	0	0	0	0	0	0	0.0%
Dark - Unknown Lighting	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Unknown	0	0	0	0	0	0	0.0%
Total	11	16	14	15	12	68	100.0%

Deen Still Rd / Ronald Reagan Pkwy to California Rd / McFee Rd																															
Crash Type		2013	2014	2015	2016	2017	Total	%			Crash Severity		2013	2014	2015	2016	2017	Total	%			Lighting Condition		2013	2014	2015	2016	2017	Total	%	
Rear End		5	1	7	8	5	26	30.2%			Fatality		0	0	0	0	0	0	0	0.0%			Daylight		11	7	11	10	10	49	57.0%
Angle		1	3	2	4	0	10	11.6%			Possible Injury		1	1	5	6	7	20	23.3%			Dark - Lighted		4	5	2	2	0	13	15.1%	
Left Turn		0	0	0	0	1	1	1.2%			Non-Incapacitating Injury		2	4	4	2	0	12	14.0%			Dusk		0	0	2	1	1	4	4.7%	
Hit Fixed Obj		7	5	2	2	0	16	18.6%			Incapacitating Injury		0	1	2	1	0	4	4.7%			Dark - Not Lighted		5	3	2	5	3	18	20.9%	
Sideswipe		3	2	2	2	2	11	12.8%			Property Damage Only		18	9	7	9	7	50	58.1%			Dawn		1	0	1	0	0	2	2.3%	
Heavy Vehicle		5	1	1	0	1	8	9.3%			Not Coded		0	0	0	0	0	0	0.0%			Dark - Unknown Lighting		0	0	0	0	0	0	0.0%	
Pedestrian		0	0	1	0	0	1	1.2%													Other		0	0	0	0	0	0	0.0%		
Head On		0	0	1	0	1	2	2.3%													Unknown		0	0	0	0	0	0	0.0%		
Bicycle		0	0	0	0	0	0	0.0%															Total		21	15	18	18	14	86	100.0%
Non-Collision		0	2	0	1	0	3	3.5%																							
Hit Non-Fixed Obj		0	0	0	1	0	1	1.2%																							
Right Turn		0	0	0	0	0	0	0.0%																							
Single Vehicle		0	0	0	0	1	1	1.2%																							
Run off Road		0	0	0	0	0	0	0.0%																							
Other		0	1	2	0	3	6	7.0%																							
Unknown		0	0	0	0	0	0	0.0%																							
Total		21	15	18	18	14	86	100.0%																							

California Rd / McFee Rd to Legacy Park Blvd / Florence Villa Grove Rd							
Crash Type	2013	2014	2015	2016	2017	Total	%
Rear End	1	7	9	9	2	28	42.4%
Angle	0	0	0	1	0	1	1.5%
Left Turn	0	0	0	0	1	1	1.5%
Hit Fixed Obj	3	0	1	3	2	9	13.6%
Sideswipe	1	0	0	1	2	4	6.1%
Heavy Vehicle	0	2	4	0	0	6	9.1%
Pedestrian	1	0	0	0	2	3	4.5%
Head On	0	0	0	0	0	0	0.0%
Bicycle	0	0	0	0	0	0	0.0%
Non-Collision	0	2	3	0	0	5	7.6%
Hit Non-Fixed Obj	0	1	1	1	0	3	4.5%
Right Turn	0	0	0	0	0	0	0.0%
Single Vehicle	0	0	0	0	1	1	1.5%
Run off Road	0	0	0	0	0	0	0.0%
Other	1	1	0	1	1	4	6.1%
Unknown	0	0	0	0	1	1	1.5%
Total	7	13	18	16	12	66	100.0%

Crash Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	0	0	0	0	0.0%
Possible Injury	1	3	4	5	5	18	27.3%
Non-Incapacitating Injury	2	4	3	0	1	10	15.2%
Incapacitating Injury	0	1	1	1	1	4	6.1%
Property Damage Only	4	5	10	9	5	33	50.0%
Not Coded	0	0	0	1	0	1	1.5%
Total	7	13	18	16	12	66	100.0%

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	2	8	15	12	4	41	62.1%
Dark - Lighted	0	1	1	1	5	8	12.1%
Dusk	0	0	0	1	0	1	1.5%
Dark - Not Lighted	5	4	2	2	3	16	24.2%
Dawn	0	0	0	0	0	0	0.0%
Dark - Unknown Lighting	0	0	0	0	0	0	0.0%
Other	0	0	0	0	0	0	0.0%
Unknown	0	0	0	0	0	0	0.0%
Total	7	13	18	16	12	66	100.0%

APPENDIX O

Short Term Improvements AM and PM Peak Hour Intersection Analysis Synchro 10 Reports

HCM Signalized Intersection Capacity Analysis

23: US 27 & Cypress Gardens Blvd/Waverly Rd

05/31/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	56	412	25	132	39	408	929	27	22	804	344
Future Volume (vph)	282	56	412	25	132	39	408	929	27	22	804	344
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.9	4.0	7.5	6.9		9.0	8.0	8.0	8.1	8.0	8.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	1827	1583	1805	1716		3433	4759	1509	1805	4590	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	1827	1583	1805	1716		3433	4759	1509	1805	4590	1599
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	303	60	443	27	142	42	439	999	29	24	865	370
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	16	0	0	264
Lane Group Flow (vph)	303	60	443	27	177	0	439	999	13	24	865	106
Heavy Vehicles (%)	3%	4%	2%	0%	6%	10%	2%	9%	7%	0%	13%	1%
Turn Type	Prot	NA	Free	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			Free						6			2
Actuated Green, G (s)	17.8	36.7	133.1	4.1	23.5		22.9	58.1	58.1	3.7	38.0	38.0
Effective Green, g (s)	17.8	36.7	133.1	4.1	23.5		22.9	58.1	58.1	3.7	38.0	38.0
Actuated g/C Ratio	0.13	0.28	1.00	0.03	0.18		0.17	0.44	0.44	0.03	0.29	0.29
Clearance Time (s)	7.0	6.9		7.5	6.9		9.0	8.0	8.0	8.1	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	2.6	2.6	3.0	2.6	2.6
Lane Grp Cap (vph)	454	503	1583	55	302		590	2077	658	50	1310	456
v/s Ratio Prot	c0.09	0.03		0.01	c0.10		c0.13	0.21		0.01	c0.19	
v/s Ratio Perm			0.28						0.01			0.07
v/c Ratio	0.67	0.12	0.28	0.49	0.59		0.74	0.48	0.02	0.48	0.66	0.23
Uniform Delay, d1	54.8	36.1	0.0	63.5	50.3		52.3	26.7	21.3	63.8	41.9	36.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.01	1.00	1.00
Incremental Delay, d2	3.7	0.1	0.4	6.7	2.9		5.1	0.1	0.0	7.1	1.2	0.2
Delay (s)	58.5	36.2	0.4	70.2	53.3		57.4	26.9	21.3	71.7	43.0	36.4
Level of Service	E	D	A	E	D		E	C	C	E	D	D
Approach Delay (s)		24.9			55.4			35.9			41.6	
Approach LOS		C			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			36.6			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			133.1			Sum of lost time (s)			31.4			
Intersection Capacity Utilization			77.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

55: US 27 & Holly Hill Grove Rd 2/Cottonwood Rd

05/31/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	15	19	1	80	35	2165	15	31	1490	12
Future Volume (vph)	8	0	15	19	1	80	35	2165	15	31	1490	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.85		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1615		1805	1557		1752	4940	1509	1752	4803	1380
Flt Permitted	0.73	1.00		0.75	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1382	1615		1419	1557		1752	4940	1509	1752	4803	1380
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	9	0	16	20	1	86	38	2328	16	33	1602	13
RTOR Reduction (vph)	0	15	0	0	80	0	0	0	5	0	0	4
Lane Group Flow (vph)	9	1	0	20	7	0	38	2328	11	33	1602	9
Heavy Vehicles (%)	0%	0%	0%	0%	0%	4%	3%	5%	7%	3%	8%	17%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	5.5	5.5		5.5	5.5		3.8	58.2	58.2	3.7	58.1	58.1
Effective Green, g (s)	5.5	5.5		5.5	5.5		3.8	58.2	58.2	3.7	58.1	58.1
Actuated g/C Ratio	0.07	0.07		0.07	0.07		0.05	0.69	0.69	0.04	0.69	0.69
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	90	105		93	102		79	3426	1046	77	3326	955
v/s Ratio Prot		0.00			0.00		c0.02	c0.47		0.02	0.33	
v/s Ratio Perm	0.01			c0.01					0.01			0.01
v/c Ratio	0.10	0.01		0.22	0.07		0.48	0.68	0.01	0.43	0.48	0.01
Uniform Delay, d1	36.9	36.7		37.2	36.8		39.1	7.4	4.0	39.1	6.0	4.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.0		1.2	0.3		4.6	0.5	0.0	3.8	0.1	0.0
Delay (s)	37.4	36.7		38.3	37.1		43.6	8.0	4.0	42.9	6.1	4.0
Level of Service	D	D		D	D		D	A	A	D	A	A
Approach Delay (s)		36.9			37.3			8.5			6.8	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			8.8			HCM 2000 Level of Service				A		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			83.9			Sum of lost time (s)			16.5			
Intersection Capacity Utilization			58.7%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

18: US 27 & Central Grove Rd/Terra del Sol Blvd

05/31/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	0	25	5	0	19	7	1444	6	4	1201	28
Future Volume (vph)	97	0	25	5	0	19	7	1444	6	4	1201	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1681			1805	1538	1805	4893	1380	1805	4893	1455
Flt Permitted		0.96			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1681			1805	1538	1805	4893	1380	1805	4893	1455
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	104	0	27	5	0	20	8	1553	6	4	1291	30
RTOR Reduction (vph)	0	110	0	0	0	20	0	0	3	0	0	15
Lane Group Flow (vph)	0	21	0	0	5	0	8	1553	3	4	1291	15
Heavy Vehicles (%)	2%	0%	20%	0%	0%	5%	0%	6%	17%	0%	6%	11%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases						3			2			6
Actuated Green, G (s)		6.9			1.6	1.6	0.7	33.2	33.2	0.7	33.2	33.2
Effective Green, g (s)		6.9			1.6	1.6	0.7	33.2	33.2	0.7	33.2	33.2
Actuated g/C Ratio		0.11			0.02	0.02	0.01	0.52	0.52	0.01	0.52	0.52
Clearance Time (s)		5.5			5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		180			44	38	19	2522	711	19	2522	750
v/s Ratio Prot		c0.01			c0.00		c0.00	c0.32		0.00	0.26	
v/s Ratio Perm						0.00			0.00			0.01
v/c Ratio		0.12			0.11	0.01	0.42	0.62	0.00	0.21	0.51	0.02
Uniform Delay, d1		26.0			30.7	30.6	31.6	11.1	7.6	31.6	10.3	7.6
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.3			1.2	0.1	14.4	0.5	0.0	5.5	0.2	0.0
Delay (s)		26.3			31.9	30.8	46.0	11.5	7.6	37.0	10.4	7.7
Level of Service		C			C	C	D	B	A	D	B	A
Approach Delay (s)		26.3			31.0			11.7			10.5	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		11.9										
HCM 2000 Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		64.4										
Intersection Capacity Utilization		52.7%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: US 27 & Sand Mine Rd

05/30/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	36	127	217	36	228	135	1172	319	228	827	92
Future Volume (vph)	180	36	127	217	36	228	135	1172	319	228	827	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.1	7.1		8.7	7.7	7.7	8.6	7.6	7.6
Lane Util. Factor	0.97	1.00		0.97	1.00		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.88		1.00	0.87		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	2633	1435		3303	1619		2894	4940	1538	3433	4893	1062
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	2633	1435		3303	1619		2894	4940	1538	3433	4893	1062
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	209	42	148	252	42	265	157	1363	371	265	962	107
RTOR Reduction (vph)	0	62	0	0	114	0	0	0	222	0	0	78
Lane Group Flow (vph)	209	128	0	252	193	0	157	1363	149	265	962	29
Heavy Vehicles (%)	33%	6%	20%	6%	3%	2%	21%	5%	5%	2%	6%	52%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	18.2	23.9		17.8	23.5		31.9	52.2	52.2	17.6	37.9	37.9
Effective Green, g (s)	18.2	23.9		17.8	23.5		31.9	52.2	52.2	17.6	37.9	37.9
Actuated g/C Ratio	0.13	0.17		0.13	0.17		0.22	0.37	0.37	0.12	0.27	0.27
Clearance Time (s)	7.0	7.0		7.1	7.1		8.7	7.7	7.7	8.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	2.9	2.9	3.0	2.7	2.7
Lane Grp Cap (vph)	337	241		414	268		650	1817	565	425	1306	283
v/s Ratio Prot	c0.08	0.09		0.08	c0.12		0.05	c0.28		0.08	c0.20	
v/s Ratio Perm									0.10			0.03
v/c Ratio	0.62	0.53		0.61	0.72		0.24	0.75	0.26	0.62	0.74	0.10
Uniform Delay, d1	58.6	53.9		58.8	56.1		45.1	39.2	31.4	59.0	47.4	39.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	2.1		2.5	8.9		0.2	1.8	0.2	2.8	2.1	0.1
Delay (s)	62.1	56.0		61.3	65.0		45.3	40.9	31.6	61.8	49.6	39.3
Level of Service	E	E		E	E		D	D	C	E	D	D
Approach Delay (s)		59.2			63.3			39.5			51.2	
Approach LOS		E			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			48.3			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			141.9			Sum of lost time (s)			30.4			
Intersection Capacity Utilization			78.8%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

23: US 27 & Cypress Gardens Blvd/Waverly Rd

05/31/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	383	124	621	37	166	29	562	863	24	25	746	281
Future Volume (vph)	383	124	621	37	166	29	562	863	24	25	746	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.9	4.0	7.5	6.9		9.0	8.0	8.0	8.1	8.0	8.0
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00		0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3467	1827	1599	1752	1833		3467	4803	1615	1736	4848	1599
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3467	1827	1599	1752	1833		3467	4803	1615	1736	4848	1599
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	430	139	698	42	187	33	631	970	27	28	838	316
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	15	0	0	237
Lane Group Flow (vph)	430	139	698	42	216	0	631	970	12	28	838	79
Heavy Vehicles (%)	1%	4%	1%	3%	1%	3%	1%	8%	0%	4%	7%	1%
Turn Type	Prot	NA	Free	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			Free						6			2
Actuated Green, G (s)	23.7	41.6	149.9	7.0	25.4		32.4	66.9	66.9	3.9	37.5	37.5
Effective Green, g (s)	23.7	41.6	149.9	7.0	25.4		32.4	66.9	66.9	3.9	37.5	37.5
Actuated g/C Ratio	0.16	0.28	1.00	0.05	0.17		0.22	0.45	0.45	0.03	0.25	0.25
Clearance Time (s)	7.0	6.9		7.5	6.9		9.0	8.0	8.0	8.1	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	2.6	2.6	3.0	2.6	2.6
Lane Grp Cap (vph)	548	507	1599	81	310		749	2143	720	45	1212	400
v/s Ratio Prot	c0.12	0.08		0.02	c0.12		c0.18	0.20		0.02	c0.17	
v/s Ratio Perm			0.44						0.01			0.05
v/c Ratio	0.78	0.27	0.44	0.52	0.70		0.84	0.45	0.02	0.62	0.69	0.20
Uniform Delay, d1	60.6	42.3	0.0	69.8	58.6		56.3	28.8	23.2	72.3	51.0	44.3
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.3	0.3	0.9	5.5	6.7		8.5	0.1	0.0	23.8	1.6	0.2
Delay (s)	67.9	42.6	0.9	75.3	65.3		64.8	28.9	23.2	96.1	52.6	44.5
Level of Service	E	D	A	E	E		E	C	C	F	D	D
Approach Delay (s)		28.2			66.9			42.7			51.4	
Approach LOS		C			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			42.3			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			149.9			Sum of lost time (s)			31.4			
Intersection Capacity Utilization			85.6%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

55: US 27 & Holly Hill Grove Rd 2/Cottonwood Rd

05/31/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	2	10	24	2	65	21	1948	55	82	2323	14
Future Volume (vph)	5	2	10	24	2	65	21	1948	55	82	2323	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.88		1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1662		1671	1577		1805	4988	1583	1703	5036	1615
Flt Permitted	0.71	1.00		0.75	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1352	1662		1319	1577		1805	4988	1583	1703	5036	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	5	2	10	25	2	68	22	2029	57	85	2420	15
RTOR Reduction (vph)	0	9	0	0	64	0	0	0	17	0	0	3
Lane Group Flow (vph)	5	3	0	25	6	0	22	2029	40	85	2420	12
Heavy Vehicles (%)	0%	0%	0%	8%	0%	3%	0%	4%	2%	6%	3%	0%
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	6.4	6.4		6.4	6.4		2.5	78.2	78.2	9.1	84.8	84.8
Effective Green, g (s)	6.4	6.4		6.4	6.4		2.5	78.2	78.2	9.1	84.8	84.8
Actuated g/C Ratio	0.06	0.06		0.06	0.06		0.02	0.71	0.71	0.08	0.77	0.77
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	78	96		76	91		40	3539	1123	140	3875	1242
v/s Ratio Prot		0.00			0.00		0.01	0.41		c0.05	c0.48	
v/s Ratio Perm	0.00			c0.02					0.03			0.01
v/c Ratio	0.06	0.03		0.33	0.07		0.55	0.57	0.04	0.61	0.62	0.01
Uniform Delay, d1	49.1	49.0		49.8	49.1		53.3	7.8	4.8	48.8	5.6	2.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1		2.5	0.3		15.3	0.7	0.1	7.3	0.8	0.0
Delay (s)	49.4	49.1		52.4	49.4		68.6	8.5	4.8	56.1	6.4	3.0
Level of Service	D	D		D	D		E	A	A	E	A	A
Approach Delay (s)		49.2			50.2			9.0			8.1	
Approach LOS		D			D			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.5				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			110.2				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			70.8%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

18: US 27 & Central Grove Rd/Terra del Sol Blvd

05/31/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	0	17	3	0	9	20	1326	11	16	1618	73
Future Volume (vph)	55	0	17	3	0	9	20	1326	11	16	1618	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1747			1805	1615	1719	5036	1482	1805	5036	1615
Flt Permitted		0.96			0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1747			1805	1615	1719	5036	1482	1805	5036	1615
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	0	18	3	0	9	21	1396	12	17	1703	77
RTOR Reduction (vph)	0	71	0	0	0	9	0	0	5	0	0	32
Lane Group Flow (vph)	0	5	0	0	3	0	21	1396	7	17	1703	45
Heavy Vehicles (%)	0%	0%	6%	0%	0%	0%	5%	3%	9%	0%	3%	0%
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases						3			2			6
Actuated Green, G (s)		4.3			0.8	0.8	2.2	42.8	42.8	1.0	41.6	41.6
Effective Green, g (s)		4.3			0.8	0.8	2.2	42.8	42.8	1.0	41.6	41.6
Actuated g/C Ratio		0.06			0.01	0.01	0.03	0.60	0.60	0.01	0.59	0.59
Clearance Time (s)		5.5			5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		105			20	18	53	3040	894	25	2954	947
v/s Ratio Prot		c0.00			c0.00		c0.01	0.28		0.01	c0.34	
v/s Ratio Perm						0.00			0.00			0.03
v/c Ratio		0.04			0.15	0.01	0.40	0.46	0.01	0.68	0.58	0.05
Uniform Delay, d1		31.4			34.7	34.7	33.7	7.7	5.6	34.8	9.1	6.2
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.2			3.5	0.1	4.8	0.1	0.0	56.0	0.3	0.0
Delay (s)		31.5			38.2	34.8	38.5	7.8	5.6	90.8	9.4	6.2
Level of Service		C			D	C	D	A	A	F	A	A
Approach Delay (s)		31.5			35.6			8.2			10.1	
Approach LOS		C			D			A			B	
Intersection Summary												
HCM 2000 Control Delay		9.9										
HCM 2000 Volume to Capacity ratio		0.51										
Actuated Cycle Length (s)		70.9										
Intersection Capacity Utilization		51.2%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: US 27 & Sand Mine Rd

05/30/2019

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	17	221	60	23	47	171	1206	76	117	1735	124
Future Volume (vph)	170	17	221	60	23	47	171	1206	76	117	1735	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.1	7.1		8.7	7.7	7.7	8.6	7.6	7.6
Lane Util. Factor	0.97	1.00		0.97	1.00		0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.86		1.00	0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	1606		3400	1686		3400	5036	1538	3400	5036	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	1606		3400	1686		3400	5036	1538	3400	5036	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	177	18	230	62	24	49	178	1256	79	122	1807	129
RTOR Reduction (vph)	0	206	0	0	41	0	0	0	39	0	0	51
Lane Group Flow (vph)	177	42	0	63	32	0	178	1256	40	122	1807	78
Heavy Vehicles (%)	2%	0%	2%	3%	0%	2%	3%	3%	5%	3%	3%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	12.6	13.1		8.2	8.7		11.8	62.5	62.5	10.4	61.1	61.1
Effective Green, g (s)	12.6	13.1		8.2	8.7		11.8	62.5	62.5	10.4	61.1	61.1
Actuated g/C Ratio	0.10	0.11		0.07	0.07		0.09	0.50	0.50	0.08	0.49	0.49
Clearance Time (s)	7.0	7.0		7.1	7.1		8.7	7.7	7.7	8.6	7.6	7.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	2.9	2.9	3.0	2.7	2.7
Lane Grp Cap (vph)	347	168		223	117		321	2526	771	283	2469	776
v/s Ratio Prot	c0.05	c0.03		0.02	0.02		0.05	c0.25		0.04	c0.36	
v/s Ratio Perm									0.03			0.05
v/c Ratio	0.51	0.25		0.28	0.27		0.55	0.50	0.05	0.43	0.73	0.10
Uniform Delay, d1	53.1	51.2		55.4	55.0		53.9	20.6	15.9	54.3	25.2	17.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.3	0.8		0.7	1.3		2.1	0.1	0.0	1.1	1.1	0.0
Delay (s)	54.3	52.0		56.1	56.2		56.0	20.8	15.9	55.3	26.3	17.1
Level of Service	D	D		E	E		E	C	B	E	C	B
Approach Delay (s)		53.0			56.2			24.7			27.5	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.0				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			124.6				Sum of lost time (s)			30.4		
Intersection Capacity Utilization			83.6%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												