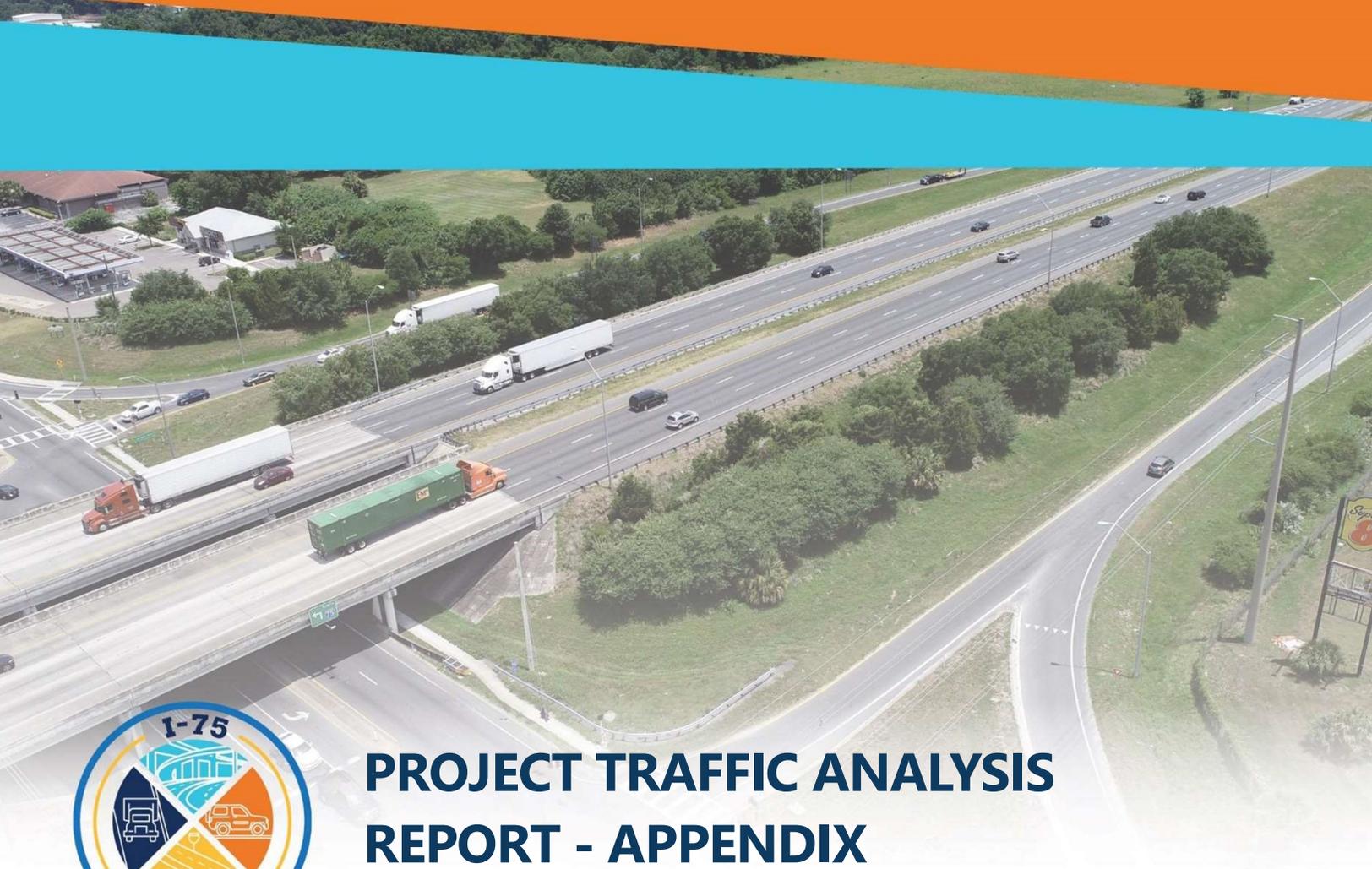




Financial Project Identification (FPID) 452074-1

March 2024



PROJECT TRAFFIC ANALYSIS REPORT - APPENDIX

I-75 PD&E North Auxiliary Lanes
I-75 (SR 93) from SR 200 to SR 326
Marion County, Florida

The Environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. 327 and a Memorandum of Understanding (MOU) dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

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APPENDIX A – TRAFFIC ANALYSIS MEMORANDUM OF AGREEMENT (MOA)

MEMORANDUM

Date: August 8, 2023

To: Steven Buck, PE
Florida Department of Transportation – District Five

From: Karl Passetti, PE, PMP and Michael Eagle, PE
Kittelson & Associates, Inc.

Project: I-75 PD&E North Auxiliary Lanes (FM# 443624-5)

Subject: Traffic Analysis Memorandum of Agreement (MOA)

INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study for proposed short-term operational improvements to the I-75 corridor in the City of Ocala and Marion County, Florida. These short-term improvements were identified as part of a master planning effort for the I-75 corridor between Florida’s Turnpike and County Road 234. The short-term operational improvements being evaluated by this PD&E Study include construction of auxiliary lanes between interchanges for an eight-mile segment of I-75 between SR 200 and SR 326. These short-term improvements are needed to address safety and non-recurring congestion issues while FDOT continues to evaluate a longer-term solution.

Within the study limits, I-75 is an urban principal arterial interstate that runs in a north and south direction with a posted speed of 70 miles per hour. I-75 is part of the Florida Intrastate Highway System, the Florida Strategic Intermodal System (SIS), and is designated by the Florida Department of Emergency Management as a critical link evacuation route. Within the study limits, I-75 is a six-lane limited access facility situated within approximately 300 feet of right-of-way. No transit facilities, frontage roads, or managed lanes are currently provided.

Further evaluation is needed to identify the longer-term solution along the I-75 mainline. The evaluation of a long-term solution will be conducted as part of a separate study. There is ongoing coordination with several key stakeholders including FDOT District 2, FDOT Central Office, and Florida’s Turnpike Enterprise to continue to evaluate the I-75 corridor from a regional perspective.

This memorandum documents the traffic analysis approach for the I-75 PD&E North Auxiliary Lane improvements.

ANALYSIS METHODOLOGY

A Project Traffic Analysis Report (PTAR) will be prepared to fulfill the traffic and safety analysis and documentation requirements of the I-75 PD&E North Auxiliary Lane project. The assumptions, methods, traffic forecasts, design traffic, and results of the traffic and safety analysis will be documented in a PTAR.

Study Area

The study limits are as follows:

- Beginning just past SR 200 to the south and extending to SR 326 to the north. This study section is approximately 10 miles in length and includes the following interchanges:
 - Existing interchanges: SR 40, US 27, and SR 326; and
 - A new interchange is proposed at NW 49th Street (between the US 27 and SR 326 interchanges).

The study area for the PTAR was established to include the limits of I-75 and the ramp junction intersections. It is anticipated that this will be sufficient to support the addition of the mainline auxiliary lanes within the project limits. Should further analysis be needed along the crossroads to support other evaluations such as an Interchange Access Request (IAR), data from the Master Plan will be used as necessary and a separate methodology will be prepared as appropriate. It is noted that the I-75 at NW 49th Street Interchange Justification Report (IJR) re-evaluation is ongoing within the study area. The study area for the PD&E study is shown in **Figure 1**.

Analysis Years

The following traffic analysis years will be evaluated:

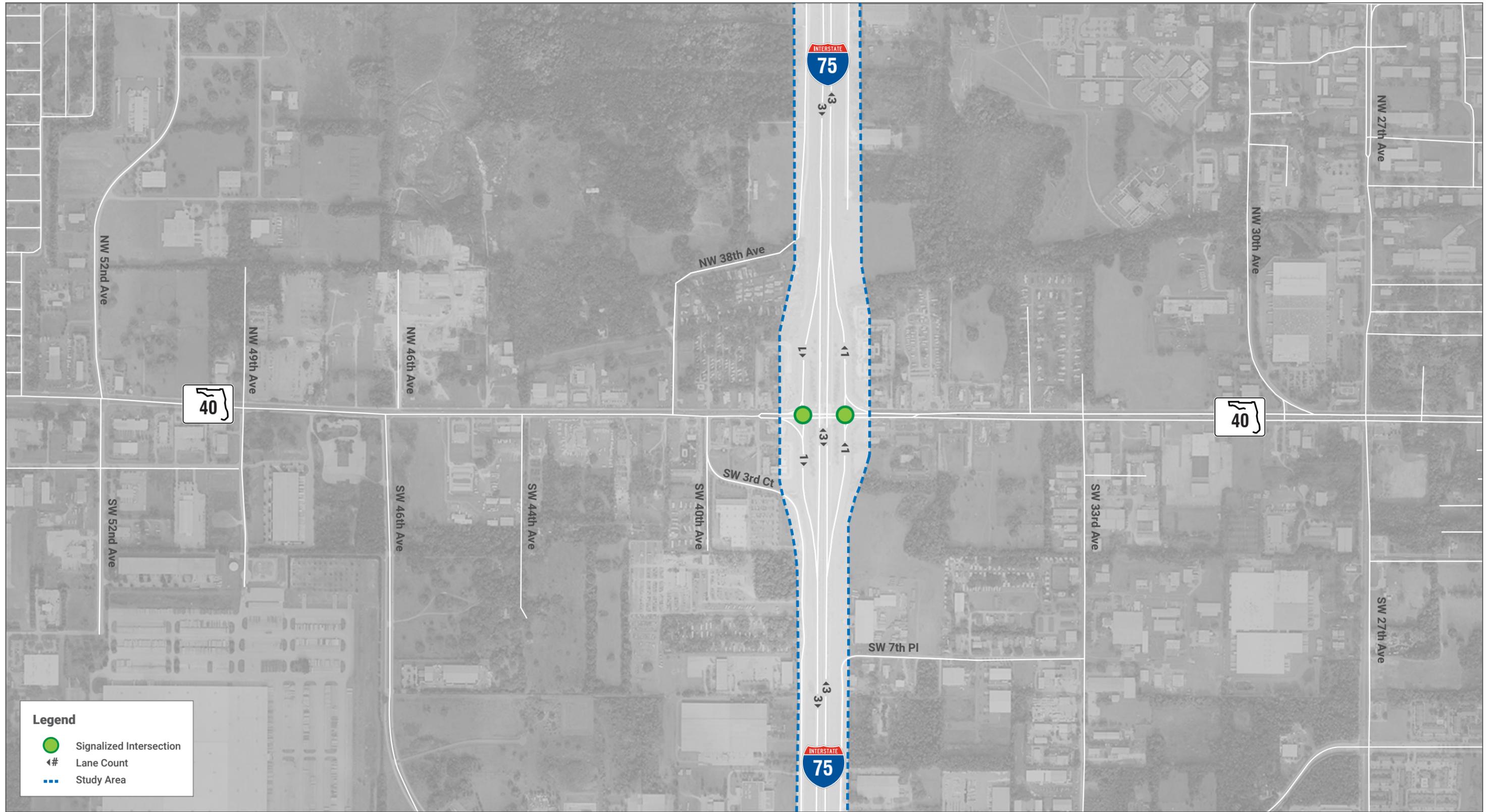
- Existing Year: 2019*
- Opening Year: 2030; and
- Design Year: 2040.

***Note:** see Data Collection Section.

Time Periods Evaluated

The following time periods will be evaluated for each analysis year:

- AM peak;
- PM peak; and
- Weekend midday peak.



Legend

- Signalized Intersection
- ←# Lane Count
- Study Area



I-75 North PD&E | SR 40 Interchange
 SR 200 to SR 326

Figure 1 | **Study Area**



I-75 North PD&E | US 27 Interchange
 SR 200 to SR 326



Figure 1 | **Study Area**
 (2 of 3)



I-75 North PD&E | SR 326 Interchange
 SR 200 to SR 326



Figure 1 | **Study Area**
 (3 of 3)

Data Collection

Traffic data for the intersections, ramps, and arterials shown in **Figure 2** was collected in December 2019 with follow-up data collected in January 2020. This data was collected to support the I-75 Master Plan. I-75 mainline data was also collected from the Florida Traffic Online database where necessary. A traffic validation exercise was prepared to show the validity of the 2019 counts and is included in **Appendix A**.

Level of Service Targets

The Level of Service (LOS) criteria for each roadway classification, including mainline, ramps, ramp terminal intersections, and the arterials beyond the interchange ramp terminal intersections are identified as follows.

Level of Service Targets per the State Highway System, Policy No. 000-525-006c, effective April 19, 2017 and the Ocala-Marion TPO 2040 Long Range Transportation Plan (LRTP) are summarized below:

- I-75 Mainline and Ramps: LOS D
- State Arterial Facilities: LOS D

Measures of Effectiveness (MOEs)

Both qualitative and quantitative measures of performance or effectiveness (MOE's) will be used to differentiate between the different alternatives. The MOEs that will be assessed from the latest Highway Capacity Manual (HCM) methodologies will include the following:

- Freeway Analysis: Demand to capacity ratios, average speeds, travel times, density, and LOS.
- Intersection Analysis: Total Delay, LOS, and 95th percentile queue lengths.

Travel Demand Model Selection and Forecasting

The Florida Turnpike Statewide Model 2015 (TSM 2015) will be used for the project. The TSM 2015 was selected for this project because it used to develop the traffic projections that were utilized as part of the I-75 Master Plan. The traffic projections from the Master Plan will be a basis for the traffic projections used in the PD&E study and no travel demand model updates will be made. Characteristics of the TSM 2015 include:

- The model spans the District 5 and District 2 boundary;
- The model has a base year of 2015 and a horizon year of 2045; and
- The model was validated at the subarea level for use in the I-75 Master Plan.

The future model scenarios include the following:

- No-Build; and
- Build (1 alternative).



I-75 North PD&E | SR 40 Interchange
 SR 200 to SR 326

Figure 2 | **Data Collection Locations**





I-75 North PD&E | SR 326 Interchange
 SR 200 to SR 326

Figure 2 | **Data Collection Locations**

Existing Conditions Traffic Operational Analysis

Capacity analysis will be based on the latest Highway Capacity Manual methodologies as implemented by Synchro (intersections) and HCS (freeway, merges, diverges, and weaves). The following analysis periods will be evaluated in the existing conditions:

- Weekday AM peak;
- Weekday PM peak; and
- Weekend midday peak.

It is anticipated that HCM methodologies implemented in Synchro and HCS will be sufficient to estimate the operational impacts at the ramp terminal intersections (Synchro) and the freeway mainline (HCS). The HCS analysis will identify potential deficiencies (i.e., bottlenecks/capacity constraints) on the mainline and the Synchro will be used at the ramp terminal intersections to identify potential for queue spillback along the ramps.

Design Traffic Development

The 2030 and 2040 volume projections from the I-75 Master Plan will be used to support the PTAR for the auxiliary lane. The traffic projections developed for the I-75 Master Plan were reviewed and approved by FDOT District Five and Florida's Turnpike Enterprise. The following summarizes the approach used to develop the traffic projections.

Growth Rate Review/Selection

The following methods were used to evaluate potential traffic growth in the study area:

- A review of TSM daily model growth rates;
- A review of historical data (where available) to determine a historic growth rate; and
- A review of BEBR data to understand area-wide growth trends.

The traffic growth from each method was compared and a recommended growth evaluation methodology to forecast future traffic was determined. Recommended growth rates were selected and will be summarized in the PTAR document. The recommended growth rates were applied to the existing year AADTs and grown to the design year. Standard K and a directional factor was applied to the design year AADTs to estimate directional design hour volumes (DDHVs).

Design Traffic Factors

I-75 through the study area has unique traffic characteristics that required a review before a K factor was selected. The existing and historical peak-to-daily ratios were reviewed and coordinated with Project Stakeholders prior to selecting a K Factor for use in the Design Traffic forecasting. A standard K factor of 9.0 percent was recommended for use along the I-75 mainline, I-75 ramps, and crossroads within the limits of this study and was coordinated and approved by Central Office as part of the I-75 Master Plan.

Directional (D) factors and truck factors (T_{24} and DHT) were reviewed and recommended for use in the Design Traffic Forecasting process based on the field collected data. The 2015 model output conversion factors (MOCFs) were reviewed in Sumter County and Marion County and applied to the TSM peak season weekday average daily traffic (PSWADT) volumes to convert to model AADTs.

Development of Future Intersection Turning Movement Volumes.

A methodology that follows the iterative, growth-factoring procedures described in the *NCHRP Report 765* was used to convert future segment DDHVs into intersection turning movement volumes for the design year AM, PM, and weekend midday peak hours. The *NCHRP Report 765* is a method described in *FDOT's Project Traffic Forecasting Handbook (2019)*.

In order to maintain the existing peak hour proportionality (consistent with existing travel patterns) for each ramp pair at the interchanges (e.g., I-75 southbound off-ramp to SR 40 and I-75 northbound on-ramp from SR 40), the existing volumes for each ramp pair were summed to determine a "D factor". The ramp pairs were combined and treated as a traditional leg for forecasting purposes. The future AADTs for each ramp pair were added together and then Standard K and the resulting D factor were applied to estimate the future peak hour ramp volumes. This ensures the appropriate directionality between the two ramps is achieved during the peak hour while still capturing the growth at the daily level (Application of Standard K and D factor to the Design Year AADT). This approach is consistent with the way a regular 4-leg intersection is forecasted using the *NCHRP 765* methodologies except the mainline freeway volume will not be included. This approach also offers an advantage of ensuring balanced volumes along the arterial between the ramp terminal intersections.

Volume Balancing

The raw intersection turning movement volumes were reviewed against the existing turning movement volumes to ensure that volumes are not less in the future than the existing. Volumes along the arterials were balanced accordingly between ramp terminal intersections (if necessary) and between intersections where driveways don't exist. Volumes along the mainline of I-75 were balanced using an anchor point at each of the telemetered traffic monitoring sites. Volumes were anchored in the southbound direction at Site #269904 and in the northbound direction at Site #360317. The downstream and upstream mainline values along I-75 were calculated as ramp volumes exit or enter the mainline (off-ramp and on-ramps) to ensure balancing along the mainline.

Volume Scenarios

Future volumes were developed for the following analysis periods of the design year for No-Build and Build geometric scenarios in the I-75 Master Plan:

- AM peak hour;
- PM peak hour; and
- Weekend midday peak hour.

One future volume set was developed for the No-Build geometric scenario that can be applied to the Build geometric scenario as necessary. The opening year (2030) and interim year (2040) volumes were estimated in the I-75 Master Plan by linearly interpolating between the existing (2019) and design year (2050) volumes.

Future Conditions Traffic Operational Analysis

The future No-Build HCM analyses will be evaluated for the following analysis years and analysis periods:

- 2030
- 2040
- AM peak hour
- PM peak hour
- Weekend midday peak hour

The future Build HCM analyses (Synchro and HCS) will be evaluated for the following analysis years and analysis periods.

- 2030
- 2040
- AM peak hour
- PM peak hour
- Weekend midday peak hour

Safety Analysis

An analysis using historical crash data and an analysis using Highway Safety Manual procedures will be conducted.

Historical Crash Analysis

The safety analysis will be performed for the most recent five full calendar years of crash data (January 1, 2018 – December 31, 2022) as obtained from the University of Florida's Signal Four (S4) crash database. Crash data between January 1, 2023 – March 31, 2023 will be used to verify crash trends and patterns. Data from Signal 4 is available at a 60-day trailing interval (i.e., 60 days prior to the current date). The safety analysis will document crash rate, crash patterns, crash types, and their contributing causes for the existing conditions. Fatal crashes will also be summarized.

The I-75 northbound mainline, I-75 southbound mainline, and I-75 interchange ramp terminal crash rate/frequency statistics based on the safety analysis performed will be reported. The data and assumptions used in conducting the historical crash analysis will be documented in the PTAR.

Highway Safety Manual (HSM) Analysis

A safety analysis using HSM predictive analysis procedures will be conducted to evaluate the safety performance of the Build alternative vs the No-Build alternative. An ISATe safety analysis as described in the FDOT Interchange Access Request User's Guide (IARUG) will be conducted. The data and assumptions used in conducting the HSM analysis will be documented in the PTAR.

Documentation

The overall results of the analysis will be summarized in a PTAR. The PTAR will focus on the operational assessment completed to support the PD&E recommendations. The PTAR will include a summary of the existing conditions, historical safety, development of design traffic volumes, and results of the traffic and predictive safety analysis for No-Build and Build Alternatives. The PTAR will also summarize the comparison of the operational and safety performance of the alternatives and how they perform against each other.

Appendix A 2019 Traffic Validation Results

Background

- The approved I-75 Master Plan relied on 2019 existing field collected data as well as the 2015 Florida Turnpike Statewide Model (with 2015 base year & 2045 horizon year) for forecasting purposes. This was the latest version of the Florida Turnpike Statewide Model (TSM) at the time of the Master Plan.
- The I-75 Project Traffic Analysis Report (PTAR) Memorandum of Agreement (MOA) proposes to utilize the existing year (2019) and future year forecasts (2030 and 2040) developed as part of the I-75 Master Plan.

Historic Data

- FTO AADT data was obtained for the following years: 2014, 2019, and 2022, consistent with the approach outlined in the traffic validation exercise example presented in the latest IARUG.
- A comparison of the historic AADTs along I-75 mainline indicates the following:
 - From 2019 to 2022, I-75 mainline AADTs have grown approximately 0.6% per year.
 - From 2014 to 2019, I-75 mainline AADTs grew approximately 5.8% per year.
 - 2022 volumes have recovered slightly from 2019 pre-pandemic volumes but grew at a slower rate than 2014 to 2019 pre-pandemic rates.

Travel Demand Model

- The TSM used in the Master Plan was released in 2015. Updated TSM forecasts for future year 2050 were provided by Florida's Turnpike Enterprise based on the latest TSM.
 - A comparison of year 2050 AADT forecasts developed in the I-75 Master Plan and the latest Turnpike 2050 horizon year forecasts indicate that the Turnpike horizon year 2050 AADTs are approximately 2.2% lower than the I-75 Master Plan horizon year 2050 AADTs.
 - I-75 Master Plan assumed annual mainline growth from 2019 to 2050 was 2.7% per year while the Turnpike forecasts assume a 2.5% per year growth rate.

Summary:

- **2019 volume data is recommended for use in the I-75 PTARs as FTO data indicates 2019 AADTs are still valid and within a reasonable range of the 2022 AADTs with a slower growth rate post-pandemic when compared to pre-pandemic growth rates.**
- **The AADT forecasts assumed in the I-75 Master Plan shows similar growth compared to the latest TSM forecasts provided in July 2023. The 2050 AADT forecasts developed in the I-75 Master Plan were based on published/adopted TSM 2015, as well historic trends that were available at the time. The 2050 AADT forecasts developed in the I-75 Master Plan are within 2.2% of the latest TSM forecasts. The I-75 Master Plan forecasts remain valid and are recommended for use in the I-75 PTARs.**

A summary of the AADT data used in this traffic validation as well as a comparison of growth rates is provided in **Table 1** and **Table 2**, respectively.

Table 1: I-75 Mainline AADT Traffic Validation Summary (I-75 PTARs)

FTO Site ID	Location	2014 FTO AADT ²	2019 FTO AADT ²	2022 FTO AADT ²	FTO AADT Difference (2022 vs. 2019)	FTO AADT % Difference (2022 vs. 2019)	2050 Forecast (from I-75 Master Plan)	TSM 2050 Horizon Year AADT (Turnpike Statewide Model) ¹	2050 Master Plan vs 2050 Turnpike Forecast Difference	2050 Master Plan vs 2050 Turnpike Forecast % Difference
South Section										
180186	I-75 between Florida's Turnpike & SR 44	61,500	89,000	79,000	-10,000	-11.2%	139,800	145,300	-5,500	-3.9%
180188	I-75 between SR 44 & CR 484	66,500	81,000	104,500	23,500	29.0%	157,100	162,400	-5,300	-3.4%
360317	I-75 between CR 484 & SR 200 ³	80,753	97,157	83,246	-13,911	-14.3%	164,000	164,400	-400	-0.2%
South Section Subtotal		208,753	267,157	266,746	-411	-0.2%	460,900	472,100	-11,200	-2.4%
North Section										
360440	I-75 between SR 200 & SR 40	60,500	97,500	90,000	-7,500	-7.7%	163,500	160,000	3,500	2.1%
360439	I-75 between SR 40 & US 27	69,000	83,000	87,500	4,500	5.4%	164,400	156,500	7,900	4.8%
360438	I-75 between US 27 & 49th St	62,500	74,000	80,500	6,500	8.8%	152,800	145,000	7,800	5.1%
360438	I-75 between 49th St & SR 326	62,500	74,000	80,500	6,500	8.8%	142,500	133,800	8,700	6.1%
360437	I-75 north of SR 326	50,500	66,000	68,500	2,500	3.8%	123,500	113,800	9,700	7.9%
North Section Subtotal		305,000	394,500	407,000	12,500	3.2%	746,700	709,100	37,600	5.0%
Total		513,753	661,657	673,746	12,089	1.8%	1,207,600	1,181,200	26,400	2.2%

Notes:

1) TSM - Turnpike Statewide Model

2) FTO - Florida Traffic Online Historic AADT Report

3) It appears that 2022 historical data for Site ID 360317 has an error for daily southbound volumes. Caution should be used in drawing conclusions from the resulting growth rate.

Table 2: Traffic Validation Growth Rates (I-75 PTARs)

Years		Historic		Turnpike Statewide Model	Master Plan
		2014-2019	2019-2022	2019-2050	2019-2050
Mainline	Total	28.8%	1.8%	78.5%	82.5%
	Annual	5.8%	0.6%	2.5%	2.7%

Analysis Periods:

- Weekday AM peak (6:15 AM – 9:15 AM)
- Weekday PM peak (3:30 PM – 6:30 PM)
- Weekend midday peak (12:00 PM – 3:00 PM)

Analysis Tools:

- Synchro 12 for intersection analysis
- Highway Capacity Software (HCS2023) for freeway analysis

Key Input Parameters:

- Roadway characteristics
- Traffic characteristics
- Control characteristics: signal timing data

HCS Parameters:

- Base mainline free-flow speed of 75 mi/h.
- Base ramp free-flow speed of 45 mi/h for diamond interchanges.
- Base ramp free-flow speed of 35 mi/h for loop ramps.
- A balanced mix driver population type.
- Level terrain.
- Non severe weather type.
- A combined truck percentage (single unit trucks/buses plus tractor trailer truck).

Measures of Effectiveness:

- Freeway Analysis: Demand to capacity ratios, average speeds, travel times, density, and LOS.
- Intersection Analysis: Total delay, LOS, and 95th percentile queue lengths.

Detailed information on the assumptions can be found in the corresponding sections of the PTAR and MOA.

APPENDIX B – RAW TRAFFIC DATA

Raw Classification Count Data

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	33	6	0	0	0	0	0	0	0	1	0	0	1	41
12:15 AM	1	17	2	0	1	0	0	2	0	0	0	0	0	2	25
12:30 AM	0	30	3	0	3	0	0	2	0	0	1	0	0	3	42
12:45 AM	0	14	5	0	1	0	0	2	0	0	0	0	0	2	24
01:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	2	13
01:15 AM	0	14	1	0	1	0	0	2	0	0	1	0	0	3	22
01:30 AM	0	16	1	1	0	0	0	1	1	0	0	0	0	1	21
01:45 AM	0	16	0	0	1	0	0	1	0	0	1	0	0	1	20
02:00 AM	0	14	3	0	0	0	0	1	0	0	0	0	0	0	18
02:15 AM	0	10	1	0	1	0	0	1	0	0	1	0	0	1	15
02:30 AM	1	5	2	0	2	0	0	1	0	0	1	0	0	2	14
02:45 AM	0	10	1	0	2	0	0	3	0	0	1	0	0	2	19
03:00 AM	0	7	2	0	3	0	0	3	0	0	0	0	0	2	17
03:15 AM	0	8	3	1	4	0	0	0	0	0	0	0	0	0	16
03:30 AM	0	9	8	0	4	0	0	1	0	0	2	0	0	1	25
03:45 AM	0	11	5	1	6	0	0	2	0	0	1	0	0	2	28
04:00 AM	1	20	4	1	5	0	0	1	1	0	0	0	0	3	36
04:15 AM	0	18	13	0	2	0	0	8	0	0	0	0	0	5	46
04:30 AM	0	23	12	1	2	0	0	1	2	0	2	0	0	4	47
04:45 AM	1	38	19	0	11	0	0	4	0	0	0	0	0	5	78
05:00 AM	0	36	14	2	5	0	0	4	1	0	0	0	0	3	65
05:15 AM	1	57	19	0	9	0	0	4	1	0	0	0	0	10	101
05:30 AM	2	72	18	0	14	1	0	1	0	0	0	0	0	9	117
05:45 AM	0	82	28	1	12	0	0	7	1	0	1	0	0	6	138
Day Total Percent															
ADT 12659															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	97	31	1	17	0	0	4	0	0	1	0	1	5	157
06:15 AM	1	113	36	0	18	1	0	7	0	1	0	0	1	9	187
06:30 AM	1	129	41	4	11	1	0	7	1	0	1	0	1	10	207
06:45 AM	0	169	44	5	29	5	0	6	0	0	0	1	0	12	271
07:00 AM	2	134	67	4	19	0	0	10	2	0	1	0	1	7	247
07:15 AM	0	207	66	1	24	0	0	10	0	2	4	0	0	6	320
07:30 AM	1	202	54	0	14	3	0	20	0	1	2	1	0	6	304
07:45 AM	1	153	46	3	9	2	0	15	0	0	0	1	0	14	244
08:00 AM	0	131	48	4	11	1	0	10	1	1	2	0	0	7	216
08:15 AM	0	163	51	1	8	0	0	14	0	0	2	0	0	9	248
08:30 AM	2	177	40	7	15	1	0	16	0	0	4	0	0	6	268
08:45 AM	0	146	57	1	17	0	0	12	0	0	1	0	0	6	240
09:00 AM	0	115	48	1	13	1	0	14	0	1	0	0	0	9	202
09:15 AM	1	138	43	2	13	1	0	12	1	0	1	0	0	7	219
09:30 AM	0	157	42	2	17	1	0	16	0	1	2	0	0	10	248
09:45 AM	0	132	46	0	18	0	0	19	0	0	2	0	1	11	229
10:00 AM	0	139	41	0	11	0	0	18	0	0	1	0	0	14	224
10:15 AM	0	124	52	1	12	0	0	19	1	1	3	0	0	19	232
10:30 AM	0	115	47	0	11	0	0	11	0	0	1	0	0	24	209
10:45 AM	0	108	36	2	13	1	0	13	0	0	3	0	1	39	216
11:00 AM	2	102	40	0	12	1	0	9	0	1	0	0	0	51	218
11:15 AM	3	71	32	1	22	1	0	11	0	0	0	0	0	44	185
11:30 AM	3	69	30	3	11	0	0	12	0	1	1	0	0	89	219
11:45 AM	2	62	26	2	9	0	0	10	0	0	1	0	0	93	205
Day Total															
Percent															
ADT															
12659															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	60	25	1	10	0	0	12	0	0	0	0	0	76	184
12:15 PM	3	48	20	0	6	0	0	5	0	0	0	0	0	75	157
12:30 PM	1	41	20	3	7	0	0	4	0	0	1	0	0	68	145
12:45 PM	4	80	20	2	10	0	0	3	0	0	1	0	0	74	194
01:00 PM	2	44	16	0	8	0	0	4	0	0	0	0	0	85	159
01:15 PM	3	26	13	0	7	0	0	2	0	0	0	0	0	61	112
01:30 PM	4	43	21	1	5	0	0	3	0	0	0	0	0	77	154
01:45 PM	2	39	27	0	11	0	0	5	0	0	0	0	0	79	163
02:00 PM	2	42	20	1	6	0	0	2	0	0	1	0	0	77	151
02:15 PM	4	30	11	1	5	0	0	5	0	0	0	0	0	72	128
02:30 PM	0	29	18	1	4	0	0	4	0	0	0	0	0	70	126
02:45 PM	1	45	12	0	3	0	0	2	0	0	0	0	0	65	128
03:00 PM	2	33	10	2	4	0	0	2	0	0	0	0	0	74	127
03:15 PM	2	32	10	1	6	0	0	1	0	0	0	0	0	64	116
03:30 PM	1	55	12	1	3	0	0	2	0	0	0	0	0	89	163
03:45 PM	3	53	19	0	4	0	0	7	0	0	0	0	0	100	186
04:00 PM	2	46	18	2	5	0	0	7	0	0	0	0	0	70	150
04:15 PM	3	82	19	2	8	0	0	6	0	0	1	0	0	84	205
04:30 PM	3	56	30	1	5	0	0	6	0	0	0	0	0	89	190
04:45 PM	4	63	14	0	10	0	0	4	0	0	1	0	0	61	157
05:00 PM	1	94	38	1	17	1	0	10	0	0	1	0	0	87	250
05:15 PM	2	127	43	2	10	0	0	5	0	0	1	0	0	68	258
05:30 PM	1	93	45	1	5	0	0	4	0	0	1	0	1	55	206
05:45 PM	2	97	31	3	9	0	0	9	0	0	0	0	0	39	190
Day Total															
Percent															
ADT															
12659															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	118	22	0	7	0	0	5	0	0	2	0	0	37	191
06:15 PM	0	94	34	1	6	0	0	11	0	0	2	0	0	21	169
06:30 PM	1	90	29	2	11	0	0	5	0	0	0	0	0	18	156
06:45 PM	1	100	28	1	6	0	0	6	0	0	1	0	0	19	162
07:00 PM	1	82	16	0	7	0	0	8	0	0	1	0	0	12	127
07:15 PM	1	83	15	0	2	0	0	8	0	0	1	0	0	15	125
07:30 PM	0	69	14	0	6	0	0	2	0	0	1	0	0	7	99
07:45 PM	1	55	15	0	5	0	0	5	0	1	0	0	0	14	96
08:00 PM	0	60	10	0	2	0	0	7	0	0	4	0	0	8	91
08:15 PM	0	52	14	0	1	0	0	4	0	0	1	0	0	7	79
08:30 PM	0	70	11	0	2	0	0	1	0	0	7	0	0	3	94
08:45 PM	0	82	16	0	3	0	0	4	0	0	1	0	0	8	114
09:00 PM	0	62	8	0	5	0	0	5	0	0	2	0	0	3	85
09:15 PM	0	38	15	1	1	0	0	5	0	0	5	0	0	4	69
09:30 PM	0	49	6	0	2	0	0	3	0	0	1	0	0	2	63
09:45 PM	0	43	4	1	0	0	0	3	0	0	2	0	0	4	57
10:00 PM	0	57	7	0	0	0	0	2	0	0	0	0	0	6	72
10:15 PM	0	52	3	0	2	0	0	6	0	0	0	0	0	3	66
10:30 PM	0	53	2	0	0	0	0	4	0	0	0	0	0	4	63
10:45 PM	0	39	5	0	1	0	0	2	0	0	0	0	0	0	47
11:00 PM	0	36	3	0	0	0	0	0	0	0	0	0	0	3	42
11:15 PM	0	23	2	0	2	0	0	0	0	0	1	0	0	1	29
11:30 PM	0	23	2	0	0	0	0	4	0	0	0	0	0	2	31
11:45 PM	0	23	3	0	1	0	0	1	0	0	1	0	0	1	30
Day Total	83	6533	2031	85	684	22	0	562	13	11	87	3	7	2538	12659
Percent	0.7%	51.6%	16%	0.7%	5.4%	0.2%	0%	4.4%	0.1%	0.1%	0.7%	0%	0.1%	20%	
ADT 12659															
AM Peak 15-min Vol	11:15 AM	7:15 AM	7:00 AM	8:30 AM	6:45 AM	6:45 AM	12:00 AM	7:30 AM	4:30 AM	7:15 AM	7:15 AM	6:45 AM	6:00 AM	11:45 AM	7:15 AM
	3	207	67	7	29	5	0	20	2	2	4	1	1	93	320
PM Peak 15-min Vol	12:45 PM	5:15 PM	5:30 PM	12:30 PM	5:00 PM	5:00 PM	12:00 PM	12:00 PM	12:00 PM	7:45 PM	8:30 PM	12:00 PM	5:30 PM	3:45 PM	5:15 PM
	4	127	45	3	17	1	0	12	0	1	7	0	1	100	258

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	22	1	0	0	0	0	0	0	0	1	0	0	1	25
12:15 AM	0	16	0	0	0	0	0	6	0	0	0	0	0	3	25
12:30 AM	0	27	5	0	2	0	0	3	0	0	1	0	0	3	41
12:45 AM	0	9	2	0	1	0	0	3	0	0	0	0	0	1	16
01:00 AM	0	12	1	0	0	0	0	3	0	0	1	0	0	1	18
01:15 AM	0	14	3	0	2	0	0	2	0	0	0	0	0	4	25
01:30 AM	0	18	3	0	1	0	0	0	0	0	1	0	0	3	26
01:45 AM	0	7	2	0	0	0	0	1	0	0	0	0	0	0	10
02:00 AM	0	13	3	0	0	0	0	4	0	0	0	0	0	1	21
02:15 AM	0	5	1	0	3	0	0	1	0	0	1	0	0	3	14
02:30 AM	0	8	5	0	1	0	0	2	0	0	0	0	0	3	19
02:45 AM	0	7	5	0	0	0	0	2	0	0	1	0	0	1	16
03:00 AM	0	10	1	0	3	0	0	2	0	0	0	0	0	0	16
03:15 AM	0	14	5	0	0	0	0	1	0	0	0	0	0	0	20
03:30 AM	0	6	3	0	2	0	0	2	0	0	0	0	0	1	14
03:45 AM	0	14	3	1	3	0	0	2	0	0	1	0	0	5	29
04:00 AM	0	23	5	0	0	0	0	3	0	0	2	0	0	3	36
04:15 AM	0	16	7	1	11	0	0	3	0	0	1	0	0	3	42
04:30 AM	0	29	11	0	5	0	0	4	0	0	0	0	0	3	52
04:45 AM	0	33	11	2	3	0	0	4	0	0	1	0	0	7	61
05:00 AM	0	45	14	0	3	0	0	7	0	0	2	0	0	5	76
05:15 AM	0	51	14	0	7	0	0	8	0	0	1	0	0	15	96
05:30 AM	0	85	23	0	7	0	0	7	0	1	0	0	0	8	131
05:45 AM	0	98	25	0	9	0	0	7	0	0	2	0	0	9	150
Day Total															
Percent															
ADT															
14208															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	97	30	1	11	0	0	4	0	0	2	0	0	13	159
06:15 AM	1	118	43	0	12	0	0	7	0	0	4	0	0	15	200
06:30 AM	0	136	46	3	16	1	0	10	0	0	1	0	0	19	232
06:45 AM	0	129	28	4	17	0	0	15	0	0	2	0	0	28	223
07:00 AM	0	139	44	3	11	2	0	14	0	1	2	0	0	15	231
07:15 AM	1	172	50	1	19	0	0	9	0	1	1	0	0	18	272
07:30 AM	1	186	47	4	7	0	0	14	1	0	2	0	0	21	283
07:45 AM	0	137	29	2	15	1	0	9	0	2	0	0	1	30	226
08:00 AM	0	135	47	4	27	1	0	19	0	0	1	0	0	19	253
08:15 AM	1	138	48	0	14	0	0	11	0	0	1	0	1	20	234
08:30 AM	0	145	50	7	15	0	0	12	2	0	3	0	0	9	243
08:45 AM	0	150	57	4	11	3	0	7	1	0	2	0	0	6	241
09:00 AM	1	136	45	1	14	0	0	14	1	0	1	0	0	4	217
09:15 AM	0	131	47	3	9	1	0	10	0	0	2	0	0	10	213
09:30 AM	0	157	33	2	13	1	0	13	0	0	1	0	0	4	224
09:45 AM	0	120	40	0	19	0	0	17	0	1	4	0	0	8	209
10:00 AM	0	139	38	5	13	0	0	19	0	0	2	0	1	7	224
10:15 AM	0	131	48	5	18	1	0	19	0	1	1	0	0	12	236
10:30 AM	0	136	43	1	15	1	0	12	0	0	3	0	0	16	227
10:45 AM	1	97	55	0	15	0	0	8	0	1	2	0	0	26	205
11:00 AM	1	121	39	3	17	0	0	18	0	0	4	0	0	35	238
11:15 AM	1	107	38	1	19	0	0	5	0	0	0	0	0	41	212
11:30 AM	1	111	36	0	11	0	0	9	0	0	0	0	0	49	217
11:45 AM	1	81	35	2	13	0	0	8	0	0	0	0	0	43	183
Day Total															
Percent															
ADT															
14208															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave **QC JOB #:** 15135836
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	91	39	0	15	0	0	11	0	1	0	0	0	46	204
12:15 PM	0	82	29	2	12	0	0	13	0	0	0	0	0	50	188
12:30 PM	0	117	29	5	26	0	0	14	1	0	0	0	1	68	261
12:45 PM	2	87	32	2	14	0	0	9	0	0	1	0	0	58	205
01:00 PM	1	84	31	2	14	0	0	13	0	0	0	0	0	80	225
01:15 PM	3	73	40	7	12	0	0	7	0	1	2	0	1	55	201
01:30 PM	0	97	48	3	15	0	0	12	0	0	1	0	0	62	238
01:45 PM	0	98	37	3	10	0	0	7	0	0	1	0	0	49	205
02:00 PM	0	124	36	2	9	0	0	8	0	1	0	0	0	46	226
02:15 PM	0	94	47	3	18	0	0	8	0	0	2	0	0	52	224
02:30 PM	2	148	52	3	14	1	0	12	0	1	0	0	0	40	273
02:45 PM	1	126	44	2	10	2	0	10	0	0	2	0	0	21	218
03:00 PM	1	172	59	3	19	0	0	7	0	1	1	0	0	16	279
03:15 PM	1	118	36	2	13	0	0	17	0	0	0	0	0	14	201
03:30 PM	1	216	58	3	11	0	0	13	0	0	3	0	0	12	317
03:45 PM	0	178	44	0	12	1	0	10	0	1	1	0	0	8	255
04:00 PM	0	171	52	3	9	0	0	8	0	1	3	0	0	13	260
04:15 PM	1	180	42	1	11	0	0	13	0	1	4	0	0	10	263
04:30 PM	1	212	48	2	23	1	0	10	1	0	0	0	0	6	304
04:45 PM	0	166	44	1	17	2	0	8	0	0	2	0	0	10	250
05:00 PM	0	164	42	2	9	1	0	6	0	1	2	0	1	17	245
05:15 PM	0	177	48	1	8	1	0	5	1	2	2	0	1	16	262
05:30 PM	1	132	50	2	12	0	0	4	0	0	1	0	0	9	211
05:45 PM	0	122	28	3	8	0	0	6	0	1	1	0	0	7	176
Day Total															
Percent															
ADT															
14208															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	155	24	2	8	1	0	5	0	1	1	0	0	7	205
06:15 PM	1	154	33	0	10	0	0	6	0	0	3	0	0	3	210
06:30 PM	0	137	15	1	7	0	0	7	1	0	0	0	0	2	170
06:45 PM	0	84	16	1	11	0	0	7	0	0	0	0	1	6	126
07:00 PM	0	109	25	0	5	0	0	11	0	0	0	0	0	2	152
07:15 PM	1	71	19	0	2	0	0	6	0	0	0	0	0	5	104
07:30 PM	0	64	21	0	1	0	0	0	0	0	3	0	0	1	90
07:45 PM	0	66	14	0	8	0	0	2	0	0	3	0	0	4	97
08:00 PM	1	67	13	0	7	0	0	6	0	0	3	0	0	3	100
08:15 PM	0	49	13	1	2	0	0	1	1	0	2	0	0	3	72
08:30 PM	0	80	16	0	3	0	0	2	1	1	4	0	0	3	110
08:45 PM	0	60	12	0	2	0	0	5	1	0	1	0	0	1	82
09:00 PM	1	73	16	1	1	0	0	6	0	0	4	0	0	3	105
09:15 PM	0	38	7	0	0	1	0	3	0	0	1	0	0	4	54
09:30 PM	0	60	4	0	0	0	0	4	0	0	1	0	0	1	70
09:45 PM	0	32	3	0	2	0	0	1	0	0	1	0	0	4	43
10:00 PM	0	34	5	0	1	0	0	1	0	0	0	0	0	3	44
10:15 PM	0	53	2	0	2	0	0	4	0	0	1	0	0	3	65
10:30 PM	0	47	5	0	2	0	0	3	0	0	1	0	0	2	60
10:45 PM	0	30	7	0	1	0	0	1	0	0	0	0	0	1	40
11:00 PM	0	32	1	0	0	0	0	5	0	0	2	0	0	3	43
11:15 PM	0	18	6	0	1	0	0	1	0	0	1	0	0	0	27
11:30 PM	0	29	6	1	0	0	0	2	0	0	0	0	0	0	38
11:45 PM	0	24	4	0	0	0	0	0	0	0	1	0	0	0	29
Day Total	32	8526	2471	124	811	23	0	680	12	22	119	0	8	1380	14208
Percent	0.2%	60%	17.4%	0.9%	5.7%	0.2%	0%	4.8%	0.1%	0.2%	0.8%	0%	0.1%	9.7%	
ADT 14208															
AM Peak 15-min Vol	6:00 AM	7:30 AM	8:45 AM	8:30 AM	8:00 AM	8:45 AM	12:00 AM	8:00 AM	8:30 AM	7:45 AM	6:15 AM	12:00 AM	7:45 AM	11:30 AM	7:30 AM
	1	186	57	7	27	3	0	19	2	2	4	0	1	49	283
PM Peak 15-min Vol	1:15 PM	3:30 PM	3:00 PM	1:15 PM	12:30 PM	2:45 PM	12:00 PM	3:15 PM	12:30 PM	5:15 PM	4:15 PM	12:00 PM	12:30 PM	1:00 PM	3:30 PM
	3	216	59	7	26	2	0	17	1	2	4	0	1	80	317

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	22	3	0	0	0	0	2	0	0	0	0	0	1	28
12:15 AM	0	29	4	0	1	0	0	2	0	0	1	0	0	3	40
12:30 AM	0	28	3	0	2	0	0	2	0	0	0	0	0	0	35
12:45 AM	0	16	2	0	1	0	0	1	0	0	0	0	0	0	20
01:00 AM	0	8	1	0	0	0	0	0	0	0	1	0	0	0	10
01:15 AM	0	11	3	0	1	0	0	3	0	0	1	0	0	1	20
01:30 AM	0	10	2	0	1	0	0	3	0	0	0	0	0	1	17
01:45 AM	0	8	0	0	0	0	0	2	0	0	0	0	0	0	10
02:00 AM	0	16	3	0	0	0	0	4	0	0	0	0	0	0	23
02:15 AM	0	3	5	0	0	0	0	4	0	0	1	0	0	0	13
02:30 AM	0	10	5	0	2	0	0	5	0	0	0	0	0	0	22
02:45 AM	0	11	3	0	0	0	0	6	0	0	0	0	0	1	21
03:00 AM	0	13	3	0	2	0	0	4	0	0	1	0	0	0	23
03:15 AM	0	8	2	0	1	0	0	6	0	0	1	0	0	0	18
03:30 AM	0	14	6	2	0	0	0	6	0	0	1	0	0	0	29
03:45 AM	0	9	2	0	4	0	0	1	0	0	0	0	0	0	16
04:00 AM	0	22	11	1	2	0	0	3	0	0	0	0	0	1	40
04:15 AM	0	28	4	1	4	2	0	4	0	0	0	0	0	1	44
04:30 AM	0	18	5	0	4	0	0	4	0	1	2	0	0	4	38
04:45 AM	1	43	15	0	5	0	0	4	0	0	2	0	0	5	75
05:00 AM	0	49	18	0	4	0	0	8	0	0	1	0	0	3	83
05:15 AM	0	60	23	0	4	0	0	11	0	0	2	0	0	3	103
05:30 AM	0	73	18	2	6	0	0	5	0	0	0	0	0	6	110
05:45 AM	0	97	27	0	12	0	0	6	0	0	2	0	0	3	147
Day Total															
Percent															
ADT															
14478															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	86	34	2	13	0	0	5	0	0	1	0	0	4	145
06:15 AM	0	121	35	0	13	0	0	11	0	0	2	0	1	3	186
06:30 AM	3	155	47	3	25	0	0	6	0	0	0	0	1	9	249
06:45 AM	1	128	41	1	20	1	0	2	0	0	2	0	0	13	209
07:00 AM	0	162	39	6	18	1	0	10	0	3	1	0	0	7	247
07:15 AM	0	202	57	2	13	2	0	16	0	2	3	0	0	6	303
07:30 AM	0	215	52	2	14	1	0	13	0	0	0	0	0	11	308
07:45 AM	0	189	52	4	7	0	0	14	0	0	1	0	0	3	270
08:00 AM	0	141	55	1	17	0	0	10	0	0	3	0	0	6	233
08:15 AM	0	152	55	2	23	1	0	11	0	0	3	0	0	6	253
08:30 AM	1	129	45	2	19	0	0	9	0	0	2	0	0	6	213
08:45 AM	0	153	61	1	11	0	0	13	0	0	5	0	0	3	247
09:00 AM	1	134	48	3	21	1	0	11	0	1	0	0	0	9	229
09:15 AM	0	158	37	2	15	1	0	19	0	2	1	0	0	1	236
09:30 AM	0	141	47	0	15	1	0	13	0	0	0	0	0	6	223
09:45 AM	0	126	44	2	29	0	0	15	0	0	0	0	0	3	219
10:00 AM	1	126	50	5	21	0	0	16	0	0	4	0	0	10	233
10:15 AM	1	134	46	3	12	1	0	17	0	2	2	0	0	8	226
10:30 AM	0	122	44	3	11	2	0	11	0	1	1	0	0	8	203
10:45 AM	0	139	41	1	11	1	0	13	1	1	4	1	0	24	237
11:00 AM	1	115	43	3	14	0	0	14	0	0	1	0	0	9	200
11:15 AM	1	108	53	1	17	0	0	19	0	0	4	0	0	25	228
11:30 AM	2	108	39	3	17	1	0	10	0	0	2	0	0	43	225
11:45 AM	3	111	40	1	13	0	0	6	0	0	1	0	0	37	212
Day Total															
Percent															
ADT	14478														
AM Peak	15-min Vol														
PM Peak	15-min Vol														

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	110	47	2	19	0	0	9	0	1	0	0	0	67	255
12:15 PM	1	87	34	2	9	0	0	9	1	0	2	0	0	43	188
12:30 PM	4	92	33	7	13	0	0	10	0	0	2	0	0	43	204
12:45 PM	0	73	45	3	15	0	0	10	0	1	0	0	0	58	205
01:00 PM	1	88	48	2	10	1	0	12	0	0	2	0	0	53	217
01:15 PM	2	91	38	3	22	0	0	5	0	0	0	0	0	44	205
01:30 PM	2	90	36	2	17	0	0	7	0	1	0	0	1	50	206
01:45 PM	2	91	33	6	19	0	0	9	0	1	0	0	0	56	217
02:00 PM	1	102	35	4	14	0	0	11	0	1	3	0	0	45	216
02:15 PM	2	120	38	2	15	0	0	11	0	0	1	0	1	46	236
02:30 PM	0	139	53	0	16	0	0	15	0	0	1	0	0	53	277
02:45 PM	0	99	32	5	16	0	0	8	1	0	1	0	0	30	192
03:00 PM	1	151	43	3	15	0	0	11	1	1	1	0	0	49	276
03:15 PM	3	124	32	1	10	0	0	11	0	0	0	0	0	43	224
03:30 PM	3	156	47	1	12	0	0	10	0	0	3	0	2	46	280
03:45 PM	0	146	51	2	16	0	0	12	0	2	1	0	0	40	270
04:00 PM	0	182	53	2	12	0	0	10	0	0	1	0	0	51	311
04:15 PM	2	155	47	3	10	2	0	9	0	1	0	0	1	28	258
04:30 PM	1	134	53	0	8	0	0	13	0	3	2	0	0	32	246
04:45 PM	0	131	43	1	12	0	0	9	0	0	0	0	1	19	216
05:00 PM	2	190	52	0	24	1	0	12	2	0	1	0	0	24	308
05:15 PM	1	186	49	1	11	0	0	7	0	0	3	0	0	27	285
05:30 PM	0	170	57	1	15	0	0	8	0	0	0	0	0	6	257
05:45 PM	1	137	36	1	13	1	0	10	1	1	1	0	0	7	209
Day Total Percent															
ADT 14478															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	154	49	1	12	0	0	9	0	1	1	0	0	4	231
06:15 PM	0	151	42	0	9	0	0	6	0	2	2	0	0	2	214
06:30 PM	0	113	29	1	9	0	0	5	0	0	0	0	0	6	163
06:45 PM	0	113	28	1	6	0	0	8	0	0	0	0	0	8	164
07:00 PM	0	76	18	2	6	0	0	4	0	0	0	0	0	3	109
07:15 PM	0	93	20	0	3	0	1	2	0	0	0	0	0	4	123
07:30 PM	0	57	16	0	5	0	0	3	0	0	1	0	0	4	86
07:45 PM	0	59	7	1	4	0	0	6	0	0	2	0	0	2	81
08:00 PM	0	73	12	1	5	0	0	2	1	1	3	0	0	4	102
08:15 PM	0	60	17	0	4	0	0	4	1	0	4	0	0	1	91
08:30 PM	0	67	11	0	3	1	0	3	0	0	6	0	0	3	94
08:45 PM	0	57	10	0	3	0	0	7	0	0	2	0	0	4	83
09:00 PM	0	53	10	0	4	0	0	5	0	0	0	0	0	4	76
09:15 PM	0	49	6	1	6	0	0	1	0	0	0	0	0	0	63
09:30 PM	0	46	5	1	3	0	0	2	0	0	4	0	0	1	62
09:45 PM	0	51	3	0	2	0	0	4	0	0	1	0	1	3	65
10:00 PM	0	37	8	0	1	0	0	1	0	0	1	0	0	1	49
10:15 PM	0	62	7	0	0	0	0	2	0	0	1	0	0	2	74
10:30 PM	0	62	8	1	3	0	0	2	0	0	0	0	0	1	77
10:45 PM	0	36	2	0	1	0	0	3	0	0	0	0	0	2	44
11:00 PM	0	45	3	0	0	0	0	4	1	0	0	0	0	1	54
11:15 PM	0	29	3	0	0	0	0	2	0	0	0	0	0	0	34
11:30 PM	0	27	4	0	1	0	0	3	0	0	0	0	0	1	36
11:45 PM	0	21	3	0	0	0	0	1	0	0	0	0	0	1	26
Day Total	45	8596	2629	123	878	22	1	707	10	30	112	1	9	1315	14478
Percent	0.3%	59.4%	18.2%	0.8%	6.1%	0.2%	0%	4.9%	0.1%	0.2%	0.8%	0%	0.1%	9.1%	
ADT 14478															
AM Peak 15-min Vol	6:30 AM 3	7:30 AM 215	8:45 AM 61	7:00 AM 6	9:45 AM 29	4:15 AM 2	12:00 AM 0	9:15 AM 19	10:45 AM 1	7:00 AM 3	8:45 AM 5	10:45 AM 1	6:15 AM 1	11:30 AM 43	7:30 AM 308
PM Peak 15-min Vol	12:30 PM 4	5:00 PM 190	5:30 PM 57	12:30 PM 7	5:00 PM 24	4:15 PM 2	7:15 PM 1	2:30 PM 15	5:00 PM 2	4:30 PM 3	8:30 PM 6	12:00 PM 0	3:30 PM 2	12:00 PM 67	4:00 PM 311

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	33	3	0	1	0	0	2	0	0	1	0	0	1	41
12:15 AM	1	19	2	0	1	0	0	0	0	0	1	0	0	1	25
12:30 AM	0	16	3	1	1	0	0	0	0	0	1	0	0	0	22
12:45 AM	0	19	4	1	1	0	0	2	0	0	0	0	0	2	29
01:00 AM	0	19	2	0	2	0	0	1	0	0	0	0	0	1	25
01:15 AM	1	23	0	0	2	0	0	1	0	0	0	0	0	2	29
01:30 AM	0	17	1	0	0	0	0	2	0	0	4	0	0	1	25
01:45 AM	1	9	4	0	1	0	0	0	0	0	0	0	0	1	16
02:00 AM	0	23	2	0	1	0	0	4	0	0	0	0	0	0	30
02:15 AM	0	13	1	0	1	0	0	1	1	0	0	0	0	0	17
02:30 AM	0	11	1	0	0	0	0	3	0	0	0	0	0	2	17
02:45 AM	0	12	1	0	2	0	0	3	0	0	0	0	0	1	19
03:00 AM	0	8	2	0	3	0	0	4	0	0	0	0	0	2	19
03:15 AM	0	10	2	0	2	0	0	2	0	0	3	0	0	1	20
03:30 AM	0	14	3	0	4	0	0	2	0	0	0	0	0	1	24
03:45 AM	0	17	3	0	0	0	0	2	0	0	1	0	0	0	23
04:00 AM	0	20	6	2	0	0	0	6	0	0	1	0	0	1	36
04:15 AM	0	19	6	1	5	0	0	1	1	0	1	0	0	0	34
04:30 AM	1	25	5	0	7	0	0	6	0	0	0	0	0	5	49
04:45 AM	1	49	12	0	7	0	0	6	0	0	1	0	0	1	77
05:00 AM	1	42	9	1	3	0	0	6	0	0	0	0	0	2	64
05:15 AM	0	59	21	0	10	0	0	6	0	0	0	0	0	3	99
05:30 AM	0	64	19	1	7	0	0	5	0	0	1	0	0	9	106
05:45 AM	0	86	25	0	14	0	0	4	0	0	1	0	0	4	134
Day Total Percent															
ADT 14940															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	82	39	0	13	0	0	8	0	0	0	0	0	4	147
06:15 AM	0	125	40	3	13	0	0	8	1	0	1	0	0	5	196
06:30 AM	1	109	40	2	19	0	0	9	0	0	1	0	0	7	188
06:45 AM	1	135	45	3	16	0	0	11	1	0	1	0	1	12	226
07:00 AM	1	160	53	3	22	1	0	6	0	0	0	0	0	12	258
07:15 AM	1	182	48	1	16	0	0	11	0	0	3	0	0	7	269
07:30 AM	2	218	52	0	19	0	0	15	0	1	0	0	2	15	324
07:45 AM	1	137	43	5	9	0	0	16	0	1	0	0	1	5	218
08:00 AM	1	132	49	0	15	0	0	15	0	0	2	0	0	6	220
08:15 AM	0	152	41	3	15	0	0	9	0	0	1	0	0	6	227
08:30 AM	2	129	43	3	11	1	0	8	0	1	2	0	0	7	207
08:45 AM	1	124	49	4	12	2	0	7	0	0	2	0	0	11	212
09:00 AM	1	118	43	0	17	0	0	17	0	2	0	0	0	4	202
09:15 AM	1	131	48	2	30	1	0	21	1	0	1	0	1	12	249
09:30 AM	1	143	47	3	14	0	0	18	0	0	3	0	0	12	241
09:45 AM	1	106	45	2	20	1	0	12	0	0	2	0	0	14	203
10:00 AM	0	127	51	0	14	0	0	19	0	0	2	0	1	16	230
10:15 AM	0	139	51	3	25	3	0	23	1	0	3	0	0	18	266
10:30 AM	0	159	51	1	21	0	0	14	1	1	0	0	0	13	261
10:45 AM	0	143	50	1	22	0	0	14	0	0	2	0	0	11	243
11:00 AM	0	147	62	0	17	1	0	7	0	0	1	0	0	12	247
11:15 AM	0	134	58	1	21	0	0	8	0	0	1	0	0	18	241
11:30 AM	1	142	62	3	19	1	0	8	0	2	2	0	0	19	259
11:45 AM	0	135	54	2	21	1	0	15	0	2	0	0	0	18	248
Day Total															
Percent															
ADT	14940														
AM Peak	15-min Vol														
PM Peak	15-min Vol														

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	131	46	2	14	1	0	19	0	0	2	0	0	24	241
12:15 PM	0	123	62	2	16	0	0	14	0	2	4	0	0	23	246
12:30 PM	1	169	61	2	24	0	0	7	0	0	2	0	1	25	292
12:45 PM	1	106	35	1	14	1	0	13	0	1	1	0	0	27	200
01:00 PM	0	127	62	6	21	1	0	10	1	2	1	0	0	24	255
01:15 PM	1	119	41	2	19	1	0	6	0	0	1	0	0	25	215
01:30 PM	2	145	40	3	21	1	0	5	1	0	0	0	0	21	239
01:45 PM	0	107	31	1	19	0	0	8	0	0	1	0	0	24	191
02:00 PM	0	155	51	1	14	1	0	15	0	1	2	0	0	23	263
02:15 PM	2	150	41	1	15	1	0	7	1	1	0	0	0	33	252
02:30 PM	0	143	48	3	17	0	0	7	0	0	3	0	0	49	270
02:45 PM	0	140	43	0	18	1	0	14	0	0	2	0	1	29	248
03:00 PM	1	140	47	2	9	0	0	9	0	0	3	0	0	20	231
03:15 PM	1	161	46	3	20	2	0	12	1	1	0	0	1	16	264
03:30 PM	1	142	49	0	7	0	0	10	0	0	0	0	0	55	264
03:45 PM	2	21	6	0	4	0	0	1	0	0	0	0	0	33	67
04:00 PM	0	182	49	4	19	2	0	10	0	1	3	0	1	22	293
04:15 PM	0	179	59	1	15	2	0	16	2	1	3	0	0	11	289
04:30 PM	1	196	59	2	16	0	0	14	0	0	4	0	0	9	301
04:45 PM	0	160	45	2	13	2	0	8	0	0	1	0	0	13	244
05:00 PM	0	205	49	2	12	1	0	11	0	3	1	0	0	9	293
05:15 PM	0	196	48	2	14	1	0	11	0	0	1	0	0	12	285
05:30 PM	0	150	49	1	10	0	0	7	0	0	0	0	0	11	228
05:45 PM	0	165	39	1	9	0	0	4	0	0	1	0	0	7	226
Day Total															
Percent															
ADT															
14940															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135836
DIRECTION: EB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	160	41	0	10	1	0	6	0	0	0	0	0	4	222
06:15 PM	0	143	31	0	14	0	0	3	0	2	3	1	0	7	204
06:30 PM	0	147	41	1	4	0	0	6	0	1	0	0	0	8	208
06:45 PM	0	98	28	1	8	0	0	8	0	0	1	0	0	4	148
07:00 PM	0	99	18	1	1	0	0	7	0	0	1	0	0	4	131
07:15 PM	1	118	18	2	5	0	0	1	0	0	2	0	0	2	149
07:30 PM	0	72	16	0	6	0	0	2	0	1	0	0	0	4	101
07:45 PM	0	80	11	0	8	0	0	5	1	0	1	0	1	0	107
08:00 PM	1	67	19	2	8	0	0	3	0	0	2	0	0	2	104
08:15 PM	1	54	13	0	2	0	0	2	0	0	2	0	1	1	76
08:30 PM	1	100	21	0	4	0	0	4	0	0	2	0	0	3	135
08:45 PM	0	72	11	1	4	0	0	5	0	0	4	0	0	0	97
09:00 PM	0	72	22	1	5	0	0	3	0	1	2	0	0	5	111
09:15 PM	1	52	10	0	5	0	0	3	0	0	0	0	0	4	75
09:30 PM	0	52	9	1	4	0	0	5	0	0	0	0	0	4	75
09:45 PM	0	55	5	1	2	0	0	1	0	0	0	0	0	0	64
10:00 PM	0	60	9	0	2	0	0	3	0	0	1	0	0	4	79
10:15 PM	0	54	13	0	0	0	0	3	0	0	1	0	0	4	75
10:30 PM	1	78	5	0	4	0	0	2	0	0	1	0	0	0	91
10:45 PM	0	45	9	0	1	0	0	4	0	0	0	0	0	3	62
11:00 PM	0	34	6	0	0	0	0	1	0	0	0	0	0	0	41
11:15 PM	0	34	6	0	1	0	0	3	0	0	1	0	0	2	47
11:30 PM	0	37	4	0	0	0	0	1	0	0	1	0	0	1	44
11:45 PM	0	29	3	0	1	0	0	1	0	0	0	0	0	1	35
Day Total	44	9260	2776	107	955	31	0	688	14	28	107	1	12	917	14940
Percent	0.3%	62%	18.6%	0.7%	6.4%	0.2%	0%	4.6%	0.1%	0.2%	0.7%	0%	0.1%	6.1%	
ADT 14940															
AM Peak 15-min Vol	7:30 AM 2	7:30 AM 218	11:00 AM 62	7:45 AM 5	9:15 AM 30	10:15 AM 3	12:00 AM 0	10:15 AM 23	2:15 AM 1	9:00 AM 2	1:30 AM 4	12:00 AM 0	7:30 AM 2	11:30 AM 19	7:30 AM 324
PM Peak 15-min Vol	12:00 PM 2	5:00 PM 205	12:15 PM 62	1:00 PM 6	12:30 PM 24	3:15 PM 2	12:00 PM 0	12:00 PM 19	4:15 PM 2	5:00 PM 3	12:15 PM 4	6:15 PM 1	12:30 PM 1	3:30 PM 55	4:30 PM 301

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	37	4	0	0	0	0	1	0	0	1	0	0	2	45
12:15 AM	0	36	4	0	2	0	0	0	0	0	0	0	0	0	42
12:30 AM	0	44	5	0	0	0	0	0	0	0	1	0	0	3	53
12:45 AM	0	26	1	0	0	0	0	0	0	0	1	0	0	0	28
01:00 AM	0	21	2	0	1	0	0	0	0	0	4	0	0	1	29
01:15 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
01:30 AM	0	10	2	0	0	0	0	0	0	0	1	0	0	2	15
01:45 AM	0	9	2	0	1	0	0	1	0	0	1	0	0	2	16
02:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	1	15
02:15 AM	0	18	3	0	0	0	0	1	0	0	0	0	0	0	22
02:30 AM	0	13	1	0	0	0	0	1	0	0	0	0	0	0	15
02:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	1	11
03:00 AM	0	9	0	0	2	0	0	1	0	0	1	0	0	2	15
03:15 AM	0	6	0	0	1	0	0	2	0	0	0	0	0	1	10
03:30 AM	0	12	1	0	1	0	0	0	0	0	1	0	0	0	15
03:45 AM	0	7	0	1	0	0	0	1	0	0	1	0	0	0	10
04:00 AM	0	14	6	0	0	0	0	0	0	0	1	0	0	3	24
04:15 AM	0	20	1	0	3	0	0	1	0	0	0	0	0	2	27
04:30 AM	0	12	6	0	4	0	0	2	0	0	0	0	0	2	26
04:45 AM	0	29	8	0	4	0	0	5	0	0	0	0	0	3	49
05:00 AM	0	27	8	0	1	0	0	3	0	0	0	0	0	2	41
05:15 AM	0	31	6	0	3	0	0	4	0	0	1	0	0	5	50
05:30 AM	0	41	7	0	3	0	0	7	0	0	1	0	0	3	62
05:45 AM	0	41	11	0	7	0	0	4	0	0	0	0	0	2	65
Day Total Percent															
ADT 10379															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	32	10	1	4	0	0	1	0	0	0	0	0	1	49
06:15 AM	0	53	13	0	3	1	0	4	0	0	3	0	0	2	79
06:30 AM	0	67	19	0	4	0	0	1	0	0	1	0	0	1	93
06:45 AM	0	57	12	0	6	0	0	3	0	0	0	0	1	3	82
07:00 AM	0	67	23	0	5	1	0	6	0	0	0	0	0	4	106
07:15 AM	0	50	22	1	4	0	0	1	0	1	0	0	0	3	82
07:30 AM	0	71	25	1	10	0	0	9	0	0	0	0	0	7	123
07:45 AM	0	95	30	0	5	0	0	4	0	0	0	0	0	9	143
08:00 AM	0	69	26	0	9	0	0	3	0	0	1	0	0	6	114
08:15 AM	0	88	34	0	8	0	0	5	0	0	1	0	0	7	143
08:30 AM	0	75	25	0	11	0	0	4	0	0	1	0	0	13	129
08:45 AM	0	92	30	0	6	0	0	3	0	0	3	0	0	6	140
09:00 AM	0	98	28	1	12	0	0	0	0	0	0	0	0	6	145
09:15 AM	0	109	41	0	9	0	0	2	0	0	0	0	0	9	170
09:30 AM	1	109	26	1	6	0	0	5	0	0	0	0	0	8	156
09:45 AM	0	145	36	2	15	1	0	5	0	0	1	0	0	5	210
10:00 AM	0	148	49	0	22	0	0	8	0	0	1	0	0	10	238
10:15 AM	0	112	43	0	11	1	0	5	0	0	3	0	0	7	182
10:30 AM	1	133	31	0	17	1	0	6	0	1	1	0	0	9	200
10:45 AM	0	111	37	1	7	0	0	2	0	0	0	0	0	8	166
11:00 AM	0	134	38	0	7	1	0	2	0	0	0	0	0	19	201
11:15 AM	0	150	32	1	10	0	0	10	0	1	2	0	0	31	237
11:30 AM	0	107	36	0	13	0	0	3	0	0	3	0	0	36	198
11:45 AM	1	107	33	0	7	0	0	6	0	0	0	0	0	52	206
Day Total															
Percent															
ADT															
10379															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	82	27	0	9	0	0	5	0	0	1	0	0	51	175
12:15 PM	2	79	25	1	4	0	0	7	0	0	0	0	0	53	171
12:30 PM	1	78	25	1	6	0	0	4	0	0	0	0	0	63	178
12:45 PM	0	72	32	3	11	0	0	1	0	0	0	0	0	66	185
01:00 PM	1	62	28	0	3	0	0	2	0	0	0	0	0	73	169
01:15 PM	1	83	25	2	10	0	0	7	0	0	1	0	0	69	198
01:30 PM	1	87	26	0	7	1	0	3	0	0	1	0	0	71	197
01:45 PM	0	87	23	1	8	0	0	6	0	0	0	0	0	67	192
02:00 PM	0	64	27	2	6	0	0	4	0	0	0	0	0	76	179
02:15 PM	0	73	33	1	10	0	0	3	0	0	1	0	0	51	172
02:30 PM	1	70	21	0	3	0	0	0	0	0	0	0	0	54	149
02:45 PM	2	75	28	2	5	0	0	2	0	0	0	0	0	61	175
03:00 PM	1	73	28	4	9	0	0	7	0	0	0	0	0	69	191
03:15 PM	0	70	25	0	10	0	0	4	0	0	0	0	0	56	165
03:30 PM	0	86	27	1	6	0	0	4	0	1	0	0	0	75	200
03:45 PM	1	62	12	1	10	0	0	3	0	0	0	0	0	57	146
04:00 PM	1	62	31	1	5	0	0	3	0	0	0	0	0	30	133
04:15 PM	1	93	27	0	4	0	0	3	0	0	0	0	1	31	160
04:30 PM	0	108	29	2	6	0	0	1	0	0	0	0	0	32	178
04:45 PM	0	116	31	0	5	0	0	3	0	1	0	0	0	8	164
05:00 PM	1	140	23	0	5	0	0	1	0	0	0	0	0	9	179
05:15 PM	0	170	31	0	11	0	0	5	0	0	0	0	1	3	221
05:30 PM	0	124	24	2	3	0	0	1	0	0	0	0	0	6	160
05:45 PM	0	114	19	3	4	0	0	2	0	0	0	0	0	5	147
Day Total Percent															
ADT 10379															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	115	18	0	2	0	0	2	0	0	1	0	1	2	141
06:15 PM	0	89	24	0	3	0	0	3	0	0	0	0	0	2	121
06:30 PM	0	99	28	0	8	0	0	1	0	0	0	0	0	3	139
06:45 PM	0	80	22	0	4	0	0	3	0	0	1	0	0	8	118
07:00 PM	0	75	23	2	6	0	0	1	0	0	0	0	0	3	110
07:15 PM	0	70	15	1	3	0	0	1	0	0	0	0	0	4	94
07:30 PM	0	66	12	0	6	1	0	3	0	0	0	0	0	2	90
07:45 PM	0	63	20	0	1	0	0	3	0	0	0	0	0	4	91
08:00 PM	0	57	11	0	4	0	0	3	0	0	0	0	0	1	76
08:15 PM	0	54	8	1	2	0	0	0	0	0	0	0	0	4	69
08:30 PM	0	85	16	0	4	1	0	2	0	0	0	0	0	0	108
08:45 PM	0	60	12	0	0	0	0	1	0	0	0	0	0	3	76
09:00 PM	0	56	13	0	1	0	0	1	0	0	0	0	0	2	73
09:15 PM	0	55	13	0	2	0	0	3	0	0	0	0	0	7	80
09:30 PM	0	59	10	0	0	0	0	2	0	0	0	0	0	2	73
09:45 PM	0	54	8	0	1	0	0	2	0	0	0	0	0	3	68
10:00 PM	0	65	1	0	3	0	0	1	0	0	0	0	0	2	72
10:15 PM	0	50	4	0	1	0	0	0	0	0	0	0	0	4	59
10:30 PM	0	44	2	0	0	0	0	1	0	0	0	0	0	1	48
10:45 PM	0	40	4	0	1	0	0	0	0	0	1	0	0	1	47
11:00 PM	0	31	2	0	1	0	0	0	0	0	0	0	0	1	35
11:15 PM	0	28	4	0	1	0	0	0	0	0	0	0	0	1	34
11:30 PM	0	28	5	0	1	0	0	1	0	0	0	0	0	4	39
11:45 PM	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
Day Total	17	6365	1689	41	460	9	0	247	0	5	43	0	4	1499	10379
Percent	0.2%	61.3%	16.3%	0.4%	4.4%	0.1%	0%	2.4%	0%	0%	0.4%	0%	0%	14.4%	
ADT 10379															
AM Peak 15-min Vol	9:30 AM	11:15 AM	10:00 AM	9:45 AM	10:00 AM	6:15 AM	12:00 AM	11:15 AM	12:00 AM	7:15 AM	1:00 AM	12:00 AM	6:45 AM	11:45 AM	10:00 AM
	1	150	49	2	22	1	0	10	0	1	4	0	1	52	238
PM Peak 15-min Vol	12:15 PM	5:15 PM	2:15 PM	3:00 PM	12:45 PM	1:30 PM	12:00 PM	12:15 PM	12:00 PM	3:30 PM	12:00 PM	12:00 PM	4:15 PM	2:00 PM	5:15 PM
	2	170	33	4	11	1	0	7	0	1	1	0	1	76	221

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	34	1	0	0	0	0	0	0	0	0	0	0	1	36
12:15 AM	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
12:30 AM	0	15	4	1	1	0	0	0	0	0	0	0	0	0	21
12:45 AM	0	12	2	0	1	0	0	2	0	0	0	0	0	1	18
01:00 AM	0	15	2	0	0	0	0	1	0	0	0	0	0	0	18
01:15 AM	0	20	1	0	0	0	0	1	0	0	0	0	0	0	22
01:30 AM	0	9	1	0	0	0	0	1	0	0	0	0	0	1	12
01:45 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
02:00 AM	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
02:15 AM	0	8	1	0	0	0	0	2	0	0	0	0	0	0	11
02:30 AM	0	11	4	0	0	0	0	1	0	0	0	0	0	1	17
02:45 AM	0	11	1	0	0	0	0	1	0	0	0	0	0	0	13
03:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
03:30 AM	0	5	0	0	3	0	0	0	0	0	0	0	0	1	9
03:45 AM	0	9	1	0	2	0	0	1	0	0	0	0	0	0	13
04:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
04:15 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
04:30 AM	0	9	4	0	2	0	0	0	0	0	0	0	0	1	16
04:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
05:00 AM	0	10	2	0	2	0	0	1	0	0	0	0	0	1	16
05:15 AM	0	28	9	0	0	0	0	1	0	0	1	0	0	1	40
05:30 AM	0	34	5	0	1	0	0	2	0	0	0	0	0	3	45
05:45 AM	0	25	5	0	2	0	0	1	0	0	0	0	0	3	36
Day Total															
Percent															
ADT															
7840															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	33	4	0	1	0	0	4	0	0	0	0	0	3	45
06:15 AM	0	28	11	0	0	0	0	0	0	0	0	0	0	1	40
06:30 AM	0	39	7	1	1	0	0	3	0	0	1	0	0	1	53
06:45 AM	0	25	12	0	1	0	0	5	0	0	0	0	0	2	45
07:00 AM	0	27	7	0	7	0	0	2	0	1	0	0	0	5	49
07:15 AM	2	28	7	0	3	0	0	2	0	0	1	0	0	3	46
07:30 AM	0	43	8	0	3	0	0	1	0	0	0	0	0	1	56
07:45 AM	0	36	18	0	4	0	0	4	0	0	1	0	0	4	67
08:00 AM	0	50	15	1	1	0	0	1	0	0	0	0	0	2	70
08:15 AM	0	69	19	0	0	0	0	0	0	0	1	0	0	2	91
08:30 AM	0	77	29	0	2	0	0	3	0	0	1	0	0	2	114
08:45 AM	0	83	23	0	2	0	0	3	0	0	0	0	0	5	116
09:00 AM	0	67	17	1	4	0	0	2	0	0	0	0	0	2	93
09:15 AM	0	93	20	1	2	0	0	2	0	0	1	0	0	5	124
09:30 AM	0	139	23	0	5	0	0	9	0	0	0	0	0	4	180
09:45 AM	1	112	21	0	10	0	0	4	0	0	0	1	0	5	154
10:00 AM	0	114	17	2	4	0	0	3	0	0	0	0	0	4	144
10:15 AM	0	105	17	1	8	0	0	4	1	0	1	0	0	5	142
10:30 AM	0	117	29	1	6	0	0	4	0	0	1	0	0	3	161
10:45 AM	0	113	30	1	3	0	0	4	0	0	1	0	0	3	155
11:00 AM	0	143	29	2	8	0	0	3	0	0	0	0	0	4	189
11:15 AM	0	113	37	0	7	0	0	1	0	1	1	0	0	5	165
11:30 AM	0	108	18	2	5	0	0	4	0	0	1	0	0	10	148
11:45 AM	0	102	24	1	5	0	0	1	0	1	0	0	0	22	156
Day Total															
Percent															
ADT															
7840															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	85	23	2	5	1	0	6	0	0	0	0	0	24	146
12:15 PM	0	100	23	2	15	0	0	3	0	0	0	0	0	39	182
12:30 PM	1	70	28	1	7	0	0	0	0	0	1	0	0	44	152
12:45 PM	2	72	14	1	2	0	0	4	0	0	0	0	0	40	135
01:00 PM	1	58	22	0	2	0	0	0	0	0	0	0	0	61	144
01:15 PM	1	65	27	0	11	0	0	4	0	0	0	0	0	66	174
01:30 PM	4	56	22	0	2	0	0	4	0	0	0	0	0	61	149
01:45 PM	0	51	15	0	5	0	0	1	0	0	1	0	0	51	124
02:00 PM	0	52	6	1	7	0	0	3	0	0	0	0	0	77	146
02:15 PM	0	54	14	1	3	0	0	2	0	0	0	0	0	65	139
02:30 PM	0	47	14	1	6	0	0	4	0	0	0	0	0	55	127
02:45 PM	0	47	14	0	3	1	0	0	0	0	0	0	0	60	125
03:00 PM	0	52	11	0	1	0	0	3	0	0	0	0	0	66	133
03:15 PM	1	39	16	0	5	0	0	3	0	0	1	0	0	72	137
03:30 PM	1	34	9	0	2	0	0	1	0	0	0	0	0	65	112
03:45 PM	2	52	7	0	5	1	0	0	0	0	0	0	0	67	134
04:00 PM	1	38	15	0	5	0	0	2	0	0	1	0	0	50	112
04:15 PM	0	73	18	0	9	0	0	3	0	0	0	0	0	51	154
04:30 PM	0	80	15	0	7	0	0	6	0	0	0	0	0	54	162
04:45 PM	0	70	17	1	4	0	0	4	0	0	0	0	0	34	130
05:00 PM	1	92	26	0	4	0	0	2	0	0	0	0	0	26	151
05:15 PM	0	92	22	0	6	1	0	5	0	0	0	0	0	12	138
05:30 PM	0	91	30	0	4	0	0	0	0	0	0	0	0	2	127
05:45 PM	1	86	16	0	2	0	0	2	0	0	0	0	0	3	110
Day Total															
Percent															
ADT															
7840															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	99	19	0	8	0	0	3	0	0	1	0	0	0	130
06:15 PM	1	98	19	0	8	0	0	2	0	0	1	0	1	2	132
06:30 PM	0	80	11	0	8	0	0	5	0	0	0	0	0	3	107
06:45 PM	0	64	11	1	4	0	0	4	0	0	0	0	0	1	85
07:00 PM	0	62	16	0	4	1	0	1	0	0	1	0	0	1	86
07:15 PM	0	67	9	0	2	0	0	1	0	0	0	0	0	1	80
07:30 PM	0	59	7	1	2	0	0	3	0	0	0	0	0	2	74
07:45 PM	0	49	16	0	2	0	0	1	0	0	0	0	0	3	71
08:00 PM	0	56	7	0	2	0	0	0	0	0	0	0	0	2	67
08:15 PM	0	46	10	0	3	0	0	0	0	0	1	0	0	1	61
08:30 PM	0	73	8	0	0	0	0	1	0	0	0	0	0	0	82
08:45 PM	0	71	9	0	3	0	0	0	0	0	0	0	0	5	88
09:00 PM	0	36	6	0	1	0	0	0	0	0	0	0	0	4	47
09:15 PM	0	28	7	0	3	0	0	1	0	0	1	0	0	1	41
09:30 PM	0	40	5	0	1	0	0	2	0	0	0	0	0	2	50
09:45 PM	0	37	5	1	1	0	0	1	0	0	0	0	0	1	46
10:00 PM	0	23	4	0	1	0	0	0	0	0	0	0	0	1	29
10:15 PM	0	14	3	0	0	0	0	2	0	0	0	0	0	1	20
10:30 PM	0	18	1	0	1	0	0	0	0	0	0	0	0	2	22
10:45 PM	0	28	2	0	0	0	0	2	0	0	0	0	0	3	35
11:00 PM	0	20	3	0	1	0	0	0	0	0	1	0	0	0	25
11:15 PM	0	11	1	0	0	0	0	2	0	0	0	0	0	1	15
11:30 PM	0	21	5	0	1	0	0	3	0	0	0	0	0	2	32
11:45 PM	0	18	2	0	1	0	0	2	0	0	0	0	0	3	26
Day Total	20	4877	1107	29	288	5	0	182	1	3	22	1	1	1304	7840
Percent	0.3%	62.2%	14.1%	0.4%	3.7%	0.1%	0%	2.3%	0%	0%	0.3%	0%	0%	16.6%	

ADT
7840



AM Peak 15-min Vol	7:15 AM 2	11:00 AM 143	11:15 AM 37	10:00 AM 2	9:45 AM 10	12:00 AM 0	12:00 AM 0	9:30 AM 9	10:15 AM 1	7:00 AM 1	5:15 AM 1	9:45 AM 1	12:00 AM 0	11:45 AM 22	11:00 AM 189
PM Peak 15-min Vol	1:30 PM 4	12:15 PM 100	5:30 PM 30	12:00 PM 2	12:15 PM 15	12:00 PM 1	12:00 PM 0	12:00 PM 6	12:00 PM 0	12:00 PM 0	12:30 PM 1	12:00 PM 0	6:15 PM 1	2:00 PM 77	12:15 PM 182

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	18	2	0	0	0	0	1	0	0	0	0	0	0	21
12:15 AM	0	15	1	0	0	0	0	1	0	0	0	0	0	0	17
12:30 AM	0	7	0	0	3	0	0	3	0	0	0	0	0	1	14
12:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
01:00 AM	0	10	0	0	1	0	0	1	0	0	0	0	0	0	12
01:15 AM	0	10	0	0	1	0	0	1	0	0	0	0	0	1	13
01:30 AM	0	3	0	0	0	0	0	3	0	0	0	0	0	0	6
01:45 AM	0	14	1	0	0	0	0	1	0	0	0	0	0	1	17
02:00 AM	0	8	2	0	1	0	0	3	0	0	0	0	0	0	14
02:15 AM	0	6	2	0	0	0	0	2	0	0	0	0	0	0	10
02:30 AM	0	9	2	0	0	0	0	2	0	0	0	0	0	2	15
02:45 AM	0	9	0	0	1	0	0	5	0	0	0	0	0	1	16
03:00 AM	0	6	3	0	3	0	0	2	0	0	0	0	0	0	14
03:15 AM	0	18	0	0	4	0	0	4	0	0	0	0	0	1	27
03:30 AM	1	20	7	0	4	0	0	4	0	0	0	0	0	3	39
03:45 AM	0	10	3	0	5	0	0	2	0	0	0	0	0	0	20
04:00 AM	0	12	3	0	2	0	0	5	0	0	0	0	0	0	22
04:15 AM	1	28	8	0	6	0	0	4	0	0	0	0	0	2	49
04:30 AM	0	34	13	1	4	0	0	8	0	0	0	0	0	8	68
04:45 AM	1	23	14	0	2	0	0	6	0	0	1	0	0	3	50
05:00 AM	0	45	15	0	4	0	0	5	0	0	1	0	0	5	75
05:15 AM	0	50	19	1	9	0	0	5	0	0	0	0	0	3	87
05:30 AM	0	78	28	2	9	0	0	6	0	0	0	0	0	9	132
05:45 AM	0	84	30	0	7	0	0	2	0	0	0	0	0	4	127
Day Total															
Percent															
ADT															
12709															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	92	37	1	5	1	0	6	0	1	0	0	0	3	147
06:15 AM	0	146	41	2	13	1	0	5	0	0	0	0	0	6	214
06:30 AM	0	147	46	4	18	0	0	12	0	0	0	0	0	6	233
06:45 AM	0	183	34	4	21	1	0	15	0	0	0	0	0	6	264
07:00 AM	1	149	35	1	14	2	0	11	1	2	0	0	0	8	224
07:15 AM	1	195	38	1	21	0	0	5	0	0	2	0	0	9	272
07:30 AM	0	133	41	3	27	0	0	12	0	1	1	0	2	9	229
07:45 AM	0	207	60	0	21	0	0	13	0	1	0	0	0	12	314
08:00 AM	2	150	58	1	20	0	0	12	0	0	2	0	0	9	254
08:15 AM	0	144	49	0	12	1	0	16	0	4	1	0	1	7	235
08:30 AM	0	135	40	1	12	5	0	9	1	0	1	0	2	13	219
08:45 AM	0	150	50	0	15	0	0	12	0	0	3	0	0	5	235
09:00 AM	1	119	35	5	10	0	0	11	0	0	3	0	0	9	193
09:15 AM	0	131	44	0	11	0	0	17	0	0	0	0	0	11	214
09:30 AM	0	161	48	1	21	0	0	9	0	1	3	0	0	9	253
09:45 AM	0	145	43	2	19	0	0	14	0	0	1	0	0	6	230
10:00 AM	1	132	44	3	15	0	0	18	1	1	3	0	0	9	227
10:15 AM	0	144	50	1	21	3	0	23	0	1	0	0	0	6	249
10:30 AM	1	141	56	3	20	1	0	19	0	0	1	0	0	9	251
10:45 AM	1	146	41	3	19	0	0	9	0	0	3	0	0	14	236
11:00 AM	2	150	56	1	21	1	0	17	1	2	2	0	0	15	268
11:15 AM	0	101	47	0	26	0	0	10	0	0	1	0	0	45	230
11:30 AM	0	83	19	2	11	0	0	14	0	1	0	0	0	62	192
11:45 AM	2	60	39	1	18	0	0	13	0	0	0	0	0	76	209
Day Total															
Percent															
ADT															
12709															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	56	20	1	8	0	0	8	0	0	2	0	0	87	183
12:15 PM	2	35	23	0	12	0	0	7	0	0	0	0	0	64	143
12:30 PM	2	40	16	1	9	0	0	8	0	0	0	0	0	77	153
12:45 PM	2	24	8	0	7	0	0	4	0	0	0	0	0	65	110
01:00 PM	3	39	17	4	9	0	0	4	0	0	0	0	0	60	136
01:15 PM	3	32	16	2	9	0	0	0	0	0	0	0	0	88	150
01:30 PM	3	41	10	2	10	0	0	3	0	0	0	0	0	83	152
01:45 PM	2	28	14	1	5	0	0	4	0	0	0	0	0	60	114
02:00 PM	1	32	16	0	5	0	0	6	0	0	0	0	0	74	134
02:15 PM	6	59	10	0	2	0	0	4	0	0	0	0	0	105	186
02:30 PM	1	36	22	2	6	0	0	1	0	0	0	0	0	87	155
02:45 PM	4	44	13	0	3	0	0	5	0	0	0	0	0	75	144
03:00 PM	2	78	19	1	11	0	0	5	0	0	0	0	0	99	215
03:15 PM	1	47	22	0	6	0	0	3	0	0	0	0	0	85	164
03:30 PM	1	33	13	0	5	0	0	3	0	0	0	0	0	85	140
03:45 PM	3	37	12	0	8	0	0	3	0	0	0	0	0	66	129
04:00 PM	4	38	20	0	5	0	0	4	0	0	0	0	0	96	167
04:15 PM	2	89	23	3	9	0	0	10	0	0	0	0	0	101	237
04:30 PM	2	89	30	1	19	0	0	6	0	1	1	0	0	93	242
04:45 PM	0	63	36	0	9	0	0	5	0	0	0	0	0	77	190
05:00 PM	2	113	25	0	10	0	0	9	0	1	0	0	0	68	228
05:15 PM	2	125	37	2	16	0	0	7	0	0	0	0	0	65	254
05:30 PM	4	91	44	2	12	0	0	6	0	0	0	0	0	46	205
05:45 PM	1	110	36	2	10	1	0	10	0	0	3	0	0	43	216
Day Total															
Percent															
ADT 12709															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	132	31	1	10	2	0	10	0	0	2	0	0	32	222
06:15 PM	0	115	33	0	9	0	0	9	0	1	0	0	0	25	192
06:30 PM	0	116	28	5	6	1	0	9	0	0	0	0	0	16	181
06:45 PM	0	90	21	0	5	0	0	3	0	0	1	0	0	10	130
07:00 PM	0	79	27	0	4	0	0	6	2	0	0	0	0	3	121
07:15 PM	0	86	20	1	11	0	0	5	0	0	0	0	0	7	130
07:30 PM	0	81	26	0	7	0	0	4	0	0	1	0	0	5	124
07:45 PM	0	59	11	2	4	0	0	6	1	0	1	0	0	3	87
08:00 PM	0	58	13	4	4	0	0	5	0	0	3	0	0	2	89
08:15 PM	0	60	13	2	2	0	0	6	0	0	3	0	0	4	90
08:30 PM	0	60	17	0	0	0	0	3	0	0	4	0	0	4	88
08:45 PM	0	44	7	0	0	0	0	4	0	0	4	0	0	3	62
09:00 PM	0	30	4	0	0	0	0	4	0	0	1	0	0	3	42
09:15 PM	0	40	4	0	4	0	0	2	1	0	1	0	0	1	53
09:30 PM	0	33	5	0	2	0	0	3	0	0	6	0	0	5	54
09:45 PM	0	43	8	1	0	0	0	1	0	0	0	0	0	2	55
10:00 PM	0	45	9	0	0	0	0	3	0	0	0	0	1	1	59
10:15 PM	1	61	5	0	0	0	0	3	0	0	1	0	0	8	79
10:30 PM	0	39	5	0	0	0	0	2	0	0	0	0	0	5	51
10:45 PM	0	34	8	0	1	0	0	3	0	0	0	0	0	5	51
11:00 PM	0	27	4	1	1	0	0	2	0	0	0	0	0	6	41
11:15 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	1	33
11:30 PM	0	22	3	0	1	0	0	2	0	0	0	0	1	3	32
11:45 PM	0	21	4	0	2	0	0	2	0	0	1	0	0	4	34
Day Total	73	6648	2015	85	756	20	0	600	8	18	64	0	7	2415	12709
Percent	0.6%	52.3%	15.9%	0.7%	5.9%	0.2%	0%	4.7%	0.1%	0.1%	0.5%	0%	0.1%	19%	
ADT 12709															
AM Peak 15-min Vol	8:00 AM 2	7:45 AM 207	7:45 AM 60	9:00 AM 5	7:30 AM 27	8:30 AM 5	12:00 AM 0	10:15 AM 23	7:00 AM 1	8:15 AM 4	8:45 AM 3	12:00 AM 0	7:30 AM 2	11:45 AM 76	7:45 AM 314
PM Peak 15-min Vol	2:15 PM 6	6:00 PM 132	5:30 PM 44	6:30 PM 5	4:30 PM 19	6:00 PM 2	12:00 PM 0	4:15 PM 10	7:00 PM 2	4:30 PM 1	9:30 PM 6	12:00 PM 0	10:00 PM 1	2:15 PM 105	5:15 PM 254

Comments:

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave **QC JOB #:** 15135836
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 10 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	314	50805	14718	594	4832	132	1	3666	58	117	554	6	48	11368	87213
Percent	0.4%	58.3%	16.9%	0.7%	5.5%	0.2%	0%	4.2%	0.1%	0.1%	0.6%	0%	0.1%	13%	
ADT 12459															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	26	8	0	5	0	0	1	0	0	1	0	0	1	42
12:15 AM	0	24	5	0	1	0	0	0	0	0	1	0	0	1	32
12:30 AM	0	16	6	1	1	0	0	4	0	0	0	0	0	0	28
12:45 AM	0	17	2	0	0	0	0	4	0	0	0	0	0	0	23
01:00 AM	0	17	3	0	1	0	0	0	0	0	1	0	0	0	22
01:15 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	1	24
01:30 AM	0	22	0	0	1	0	0	0	0	0	1	0	0	0	24
01:45 AM	0	22	1	0	1	0	0	0	0	0	1	0	0	0	25
02:00 AM	0	11	0	1	1	0	0	0	0	0	0	0	0	0	13
02:15 AM	0	16	2	0	0	0	0	2	0	0	1	0	0	2	23
02:30 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
02:45 AM	0	19	7	1	0	0	0	0	0	0	0	0	0	0	27
03:00 AM	0	7	2	0	3	0	0	0	0	0	1	0	0	0	13
03:15 AM	0	23	3	1	0	1	0	1	0	0	1	0	0	2	32
03:30 AM	0	42	9	0	1	0	0	0	0	0	0	0	0	0	52
03:45 AM	0	34	4	1	2	0	0	4	0	0	5	0	0	1	51
04:00 AM	0	6	1	0	3	0	0	2	0	0	2	0	0	1	15
04:15 AM	0	29	9	0	1	0	0	2	0	0	2	0	0	0	43
04:30 AM	0	34	13	0	3	0	0	2	0	0	0	0	0	0	52
04:45 AM	0	45	9	0	2	0	0	2	0	0	1	0	0	0	59
05:00 AM	0	48	15	0	6	0	0	2	0	0	3	0	0	2	76
05:15 AM	0	58	16	1	2	0	0	2	1	0	2	2	0	1	85
05:30 AM	1	95	20	0	5	0	0	5	0	0	1	0	1	4	132
05:45 AM	0	142	34	0	8	0	0	6	0	0	1	0	0	6	197
Day Total															
Percent															
ADT	14760														
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	85	29	1	8	0	0	6	1	1	3	0	0	3	139
06:15 AM	0	97	39	1	10	1	0	6	1	0	1	0	0	1	157
06:30 AM	0	115	38	2	17	1	0	9	0	1	2	0	0	4	189
06:45 AM	0	162	57	1	14	1	0	14	0	0	4	0	0	2	255
07:00 AM	1	124	43	7	11	1	0	6	1	1	0	0	1	2	198
07:15 AM	2	145	50	0	15	4	0	11	1	0	3	0	0	4	235
07:30 AM	0	152	57	5	11	3	1	15	2	0	2	0	0	7	255
07:45 AM	0	203	66	0	23	1	0	8	1	0	2	0	0	7	311
08:00 AM	0	126	45	3	19	1	0	14	1	0	1	0	1	7	218
08:15 AM	1	118	45	2	16	0	0	16	3	0	1	0	0	4	206
08:30 AM	1	115	36	5	15	0	0	12	0	0	1	0	0	6	191
08:45 AM	1	106	50	1	15	1	0	14	1	2	0	0	0	3	194
09:00 AM	1	83	33	2	25	1	0	11	0	1	0	0	0	7	164
09:15 AM	0	90	41	0	16	1	0	15	0	0	0	0	0	3	166
09:30 AM	1	86	41	3	9	0	0	8	2	0	1	0	0	6	157
09:45 AM	1	102	40	2	19	0	0	16	0	0	0	0	0	6	186
10:00 AM	1	101	43	1	22	5	0	15	2	0	2	0	0	10	202
10:15 AM	3	86	37	3	27	0	0	9	2	1	0	0	0	3	171
10:30 AM	0	109	38	11	27	0	0	14	1	1	0	0	0	6	207
10:45 AM	0	97	50	5	17	1	0	20	1	0	2	0	0	11	204
11:00 AM	1	112	43	4	12	0	0	14	1	0	0	0	0	4	191
11:15 AM	1	116	31	2	18	3	0	13	2	1	1	0	0	10	198
11:30 AM	0	127	43	0	14	0	0	13	2	0	0	0	0	4	203
11:45 AM	1	123	50	3	25	1	0	14	0	0	0	0	0	7	224
Day Total															
Percent															
ADT															14760
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	113	40	1	13	0	0	9	0	3	1	1	0	5	187
12:15 PM	2	123	48	4	18	2	0	20	0	0	0	0	0	12	229
12:30 PM	2	159	52	1	16	5	0	9	0	2	1	0	1	8	256
12:45 PM	3	144	41	2	15	0	0	15	0	0	1	0	0	6	227
01:00 PM	2	135	47	3	16	1	0	11	0	0	0	0	2	7	224
01:15 PM	0	114	42	1	21	0	0	11	1	0	2	1	0	9	202
01:30 PM	1	140	56	3	14	0	0	11	0	0	1	0	0	10	236
01:45 PM	4	147	53	2	25	1	0	10	2	0	1	2	1	9	257
02:00 PM	0	148	49	4	15	2	0	10	1	2	0	0	0	6	237
02:15 PM	1	146	55	1	17	2	1	11	1	1	0	0	0	7	243
02:30 PM	1	139	46	2	20	0	0	15	0	0	2	0	0	8	233
02:45 PM	2	143	51	2	23	0	0	11	1	2	1	1	0	8	245
03:00 PM	0	161	52	3	17	1	0	7	0	0	1	0	0	4	246
03:15 PM	0	174	52	4	17	4	0	9	0	1	0	0	0	8	269
03:30 PM	1	168	44	4	21	2	0	9	0	0	2	0	0	8	259
03:45 PM	2	192	51	6	13	1	0	12	0	0	4	1	0	4	286
04:00 PM	2	175	59	1	14	2	0	19	0	2	2	0	1	10	287
04:15 PM	2	151	56	5	13	3	0	9	2	3	1	0	0	15	260
04:30 PM	0	196	56	3	19	1	0	12	0	1	0	0	0	7	295
04:45 PM	1	194	40	4	18	2	0	11	1	0	1	0	0	11	283
05:00 PM	0	190	52	1	17	2	1	9	1	2	1	0	0	13	289
05:15 PM	3	228	60	0	12	0	0	15	1	0	4	1	1	6	331
05:30 PM	3	203	33	3	13	0	0	13	0	0	3	0	0	8	279
05:45 PM	1	203	52	1	20	0	0	7	0	0	1	1	1	9	296
Day Total															
Percent															
ADT															
14760															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	150	33	1	12	0	0	9	0	2	0	0	0	10	219
06:15 PM	4	153	31	0	8	1	0	8	2	0	0	0	0	9	216
06:30 PM	1	150	34	0	12	0	0	10	1	0	0	0	0	2	210
06:45 PM	0	128	28	0	14	0	1	4	0	0	2	0	1	5	183
07:00 PM	1	100	24	1	7	2	0	3	0	0	1	0	1	5	145
07:15 PM	1	98	32	1	9	0	0	3	1	0	2	0	0	3	150
07:30 PM	0	91	18	0	10	0	0	9	0	0	0	0	0	1	129
07:45 PM	0	104	20	0	5	0	0	5	0	0	1	0	0	2	137
08:00 PM	0	95	29	0	2	0	0	3	0	0	0	0	0	0	129
08:15 PM	0	86	24	1	2	0	0	5	1	0	0	0	0	2	121
08:30 PM	0	106	12	0	5	0	0	2	0	0	1	0	0	2	128
08:45 PM	0	79	9	0	4	0	0	3	0	0	0	0	0	2	97
09:00 PM	0	74	17	0	4	1	0	5	0	0	1	0	0	2	104
09:15 PM	0	77	14	1	3	0	0	1	0	1	1	0	0	1	99
09:30 PM	0	78	11	0	5	0	0	4	0	0	0	0	0	0	98
09:45 PM	0	63	12	0	3	0	0	5	0	0	0	0	0	1	84
10:00 PM	0	69	7	1	1	0	0	3	0	0	0	0	0	0	81
10:15 PM	0	44	8	0	2	0	0	1	0	0	0	0	0	0	55
10:30 PM	0	43	6	0	0	0	0	2	0	0	0	0	0	0	51
10:45 PM	0	41	6	0	0	0	0	2	0	0	1	0	0	1	51
11:00 PM	0	41	4	0	1	0	0	0	0	0	1	0	0	1	48
11:15 PM	0	38	9	0	0	0	0	1	0	0	0	0	0	0	48
11:30 PM	0	30	6	0	3	0	0	1	0	0	0	0	0	0	40
11:45 PM	0	35	5	0	2	0	0	3	0	0	1	0	0	1	47
Day Total	62	9430	2808	137	973	62	4	699	42	31	93	10	12	397	14760
Percent	0.4%	63.9%	19%	0.9%	6.6%	0.4%	0%	4.7%	0.3%	0.2%	0.6%	0.1%	0.1%	2.7%	
ADT 14760															
AM Peak 15-min Vol	10:15 AM 3	7:45 AM 203	7:45 AM 66	10:30 AM 11	10:15 AM 27	10:00 AM 5	7:30 AM 1	10:45 AM 20	8:15 AM 3	8:45 AM 2	3:45 AM 5	5:15 AM 2	5:30 AM 1	10:45 AM 11	7:45 AM 311
PM Peak 15-min Vol	1:45 PM 4	5:15 PM 228	5:15 PM 60	3:45 PM 6	1:45 PM 25	12:30 PM 5	2:15 PM 1	12:15 PM 20	1:45 PM 2	12:00 PM 3	3:45 PM 4	1:45 PM 2	1:00 PM 2	4:15 PM 15	5:15 PM 331

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	41	4	0	1	0	0	2	0	0	1	0	0	0	49
12:15 AM	2	22	8	0	0	0	0	2	0	0	1	0	0	1	36
12:30 AM	0	30	4	0	1	0	0	3	1	0	0	0	0	2	41
12:45 AM	0	18	4	0	1	0	0	2	0	0	0	0	0	0	25
01:00 AM	0	24	8	0	1	0	0	1	0	0	0	0	0	0	34
01:15 AM	1	14	1	0	0	0	0	0	0	0	2	0	0	0	18
01:30 AM	0	14	4	0	0	0	0	1	0	0	0	0	0	0	19
01:45 AM	0	17	3	0	1	0	0	1	0	0	1	0	0	0	23
02:00 AM	0	8	1	0	1	0	0	2	0	0	1	0	0	0	13
02:15 AM	0	14	2	0	0	0	0	2	0	0	0	0	0	1	19
02:30 AM	0	9	4	0	2	0	0	0	0	0	1	0	0	0	16
02:45 AM	1	17	3	0	0	0	0	1	0	0	1	0	0	1	24
03:00 AM	0	12	1	0	1	0	0	3	1	0	1	0	0	0	19
03:15 AM	0	21	7	0	1	0	0	2	0	0	0	0	0	0	31
03:30 AM	0	42	11	1	1	0	0	3	0	0	1	0	0	2	61
03:45 AM	0	42	11	0	1	0	0	2	0	0	1	0	0	0	57
04:00 AM	0	16	3	0	7	0	0	2	0	0	1	0	0	1	30
04:15 AM	0	22	6	0	3	0	0	5	0	0	1	0	0	1	38
04:30 AM	0	38	11	1	1	0	0	3	0	0	2	1	0	1	58
04:45 AM	0	44	16	0	5	0	0	2	0	0	1	0	0	2	70
05:00 AM	0	48	10	1	1	0	0	3	0	0	1	0	0	1	65
05:15 AM	0	61	19	0	3	1	0	2	0	0	2	0	0	2	90
05:30 AM	1	76	16	1	3	0	0	4	0	0	1	0	0	3	105
05:45 AM	0	136	39	0	11	1	0	3	0	0	2	0	0	4	196
Day Total Percent															
ADT 14862															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	87	29	1	7	0	0	8	0	0	2	0	0	0	135
06:15 AM	0	94	44	0	8	0	0	6	1	0	1	0	1	2	157
06:30 AM	0	127	56	4	12	2	0	9	0	0	2	0	0	5	217
06:45 AM	0	172	40	0	17	2	0	9	2	0	2	0	0	8	252
07:00 AM	0	117	49	4	11	0	1	6	0	0	4	0	0	6	198
07:15 AM	0	123	55	3	17	3	0	8	1	0	0	1	0	4	215
07:30 AM	3	183	55	3	17	3	0	9	0	0	4	0	0	8	285
07:45 AM	2	194	51	8	21	3	0	15	3	0	3	0	0	12	312
08:00 AM	0	165	39	3	18	0	0	11	0	1	1	0	0	7	245
08:15 AM	0	122	38	5	12	3	0	6	1	0	3	0	1	3	194
08:30 AM	0	92	62	6	17	0	0	12	1	0	2	0	0	5	197
08:45 AM	2	117	46	4	14	5	0	15	3	0	3	0	2	7	218
09:00 AM	2	86	27	3	17	1	0	18	0	1	2	0	0	5	162
09:15 AM	2	99	44	2	18	0	0	14	0	0	3	1	3	4	190
09:30 AM	1	99	64	5	26	1	0	17	0	0	1	0	0	2	216
09:45 AM	0	105	30	8	20	1	0	12	0	0	1	0	0	6	183
10:00 AM	1	108	37	0	20	2	0	10	1	0	1	0	1	4	185
10:15 AM	1	85	34	1	9	0	0	12	2	1	0	0	0	3	148
10:30 AM	0	101	43	2	19	2	0	12	0	1	1	0	0	7	188
10:45 AM	1	115	42	4	18	1	0	10	0	0	1	0	0	3	195
11:00 AM	2	98	51	1	20	2	0	6	0	0	0	0	0	3	183
11:15 AM	0	120	50	2	20	2	0	13	1	0	0	0	0	4	212
11:30 AM	1	123	47	1	25	0	0	6	0	0	0	0	1	8	212
11:45 AM	0	120	41	3	21	0	0	13	2	3	1	0	0	11	215
Day Total															
Percent															
ADT	14862														
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	121	33	4	16	1	0	19	1	1	1	0	0	2	199
12:15 PM	2	133	51	2	24	0	0	12	1	0	0	0	0	12	237
12:30 PM	0	138	39	1	24	1	0	13	0	3	0	0	0	9	228
12:45 PM	0	152	49	4	21	2	1	8	2	0	2	0	0	9	250
01:00 PM	2	150	30	3	18	4	0	12	0	0	0	0	0	4	223
01:15 PM	1	131	56	2	8	3	0	4	0	1	1	0	0	9	216
01:30 PM	2	136	47	1	17	2	0	11	0	0	2	0	0	6	224
01:45 PM	1	169	52	1	5	3	0	8	1	0	0	0	0	7	247
02:00 PM	0	131	43	2	17	2	0	16	2	1	1	0	0	8	223
02:15 PM	0	147	38	2	13	1	0	15	0	2	0	0	1	10	229
02:30 PM	0	145	44	6	18	2	0	15	0	1	1	0	0	14	246
02:45 PM	2	171	47	1	15	1	0	15	1	2	1	0	0	6	262
03:00 PM	1	164	34	2	18	1	0	16	1	0	3	1	0	5	246
03:15 PM	3	160	44	8	18	3	0	11	0	1	5	0	0	12	265
03:30 PM	1	175	46	5	9	1	1	15	2	0	1	1	0	12	269
03:45 PM	1	197	49	3	20	1	0	16	0	0	4	0	0	6	297
04:00 PM	1	172	44	1	17	2	0	13	4	2	2	0	0	13	271
04:15 PM	1	191	52	3	11	2	0	13	0	1	1	1	1	9	286
04:30 PM	0	200	50	2	13	1	0	17	2	0	0	0	0	9	294
04:45 PM	1	175	54	3	11	1	0	11	3	0	3	0	0	8	270
05:00 PM	0	188	45	1	8	0	0	16	2	0	1	0	1	5	267
05:15 PM	4	218	45	3	16	1	0	13	1	0	0	0	1	14	316
05:30 PM	1	214	55	5	20	3	0	14	0	0	0	0	0	9	321
05:45 PM	2	171	50	0	15	0	0	11	2	0	0	0	0	7	258
Day Total															
Percent															
ADT	14862														
AM Peak	15-min Vol														
PM Peak	15-min Vol														

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	155	36	1	11	1	0	9	0	0	3	1	1	9	229
06:15 PM	0	148	38	0	15	1	0	7	3	1	0	0	0	6	219
06:30 PM	0	118	26	1	5	0	0	12	0	1	2	0	0	9	174
06:45 PM	0	134	27	1	8	3	0	6	0	0	1	0	0	6	186
07:00 PM	0	111	28	2	5	0	0	5	0	0	1	0	0	4	156
07:15 PM	1	110	16	0	3	1	0	6	1	0	0	0	0	1	139
07:30 PM	0	110	20	1	5	1	0	3	0	0	0	0	0	5	145
07:45 PM	1	84	14	0	5	0	0	5	1	0	0	0	0	2	112
08:00 PM	0	88	21	0	4	0	0	2	0	0	0	0	0	1	116
08:15 PM	0	96	19	0	3	0	0	1	0	0	2	0	0	2	123
08:30 PM	0	84	15	0	4	0	0	4	0	1	1	0	0	4	113
08:45 PM	0	68	17	0	2	1	0	2	0	0	1	0	0	3	94
09:00 PM	0	85	10	1	6	0	0	1	0	0	0	0	0	5	108
09:15 PM	0	69	12	0	6	0	0	0	0	1	0	0	0	0	88
09:30 PM	0	89	15	0	2	0	0	3	0	0	0	0	0	1	110
09:45 PM	0	59	8	0	2	0	0	5	0	0	0	0	0	0	74
10:00 PM	1	55	12	0	1	0	0	1	2	0	1	0	0	0	73
10:15 PM	0	61	10	0	0	0	0	6	0	0	1	0	0	1	79
10:30 PM	0	65	5	0	2	0	0	2	0	0	0	0	0	0	74
10:45 PM	0	44	11	1	3	0	0	1	0	0	0	0	0	1	61
11:00 PM	0	36	9	0	2	0	0	0	0	0	1	0	0	0	48
11:15 PM	0	34	6	0	0	0	0	2	0	0	1	0	0	1	44
11:30 PM	0	34	10	0	0	0	0	2	1	0	0	0	0	1	48
11:45 PM	0	36	8	0	3	0	0	1	1	0	1	0	0	4	54
Day Total	55	9560	2760	150	919	81	3	708	54	26	105	7	14	420	14862
Percent	0.4%	64.3%	18.6%	1%	6.2%	0.5%	0%	4.8%	0.4%	0.2%	0.7%	0%	0.1%	2.8%	
ADT 14862															
AM Peak 15-min Vol	7:30 AM 3	7:45 AM 194	9:30 AM 64	7:45 AM 8	9:30 AM 26	8:45 AM 5	7:00 AM 1	9:00 AM 18	7:45 AM 3	11:45 AM 3	7:00 AM 4	4:30 AM 1	9:15 AM 3	7:45 AM 12	7:45 AM 312
PM Peak 15-min Vol	5:15 PM 4	5:15 PM 218	1:15 PM 56	3:15 PM 8	12:15 PM 24	1:00 PM 4	12:45 PM 1	12:00 PM 19	4:00 PM 4	12:30 PM 3	3:15 PM 5	3:00 PM 1	2:15 PM 1	2:30 PM 14	5:30 PM 321

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	27	5	0	3	0	0	4	0	0	0	0	0	0	39
12:15 AM	1	26	7	0	1	0	0	1	0	0	2	0	0	2	40
12:30 AM	0	17	7	0	1	0	0	1	0	0	0	0	0	1	27
12:45 AM	0	21	6	0	1	0	0	1	0	0	1	0	0	0	30
01:00 AM	0	16	4	0	0	0	0	1	0	0	0	0	0	1	22
01:15 AM	0	15	1	0	1	0	0	1	0	0	0	0	0	0	18
01:30 AM	0	21	5	0	1	0	0	0	0	0	1	0	0	0	28
01:45 AM	0	24	3	0	1	0	0	0	0	0	1	0	0	2	31
02:00 AM	0	18	5	0	0	0	0	0	0	0	2	0	0	0	25
02:15 AM	0	13	4	0	1	0	0	1	0	0	0	0	0	0	19
02:30 AM	0	14	6	0	1	0	0	1	1	0	1	0	0	0	24
02:45 AM	0	15	4	0	1	0	0	2	0	0	1	0	0	0	23
03:00 AM	0	19	3	0	2	0	0	1	0	0	0	0	0	0	25
03:15 AM	0	24	5	0	3	0	0	0	0	0	1	0	0	1	34
03:30 AM	0	36	8	0	1	0	0	1	0	0	0	0	0	1	47
03:45 AM	0	46	6	0	0	0	0	3	1	0	2	0	0	2	60
04:00 AM	0	15	5	0	3	0	0	3	0	0	0	0	0	0	26
04:15 AM	1	23	7	0	2	0	0	2	0	0	1	0	0	1	37
04:30 AM	0	45	11	1	2	0	0	2	0	0	4	0	0	2	67
04:45 AM	1	59	13	0	2	0	0	4	1	0	1	0	0	0	81
05:00 AM	0	43	16	1	4	0	0	3	1	0	3	0	0	3	74
05:15 AM	1	56	17	0	4	0	0	1	0	0	2	0	0	5	86
05:30 AM	2	72	20	0	4	0	0	2	1	0	6	0	0	1	108
05:45 AM	0	142	31	0	8	3	0	1	1	0	2	1	0	2	191
Day Total Percent															
ADT 15171															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	106	27	1	8	0	0	4	0	0	2	0	0	3	152
06:15 AM	1	85	43	0	8	2	0	4	1	0	2	0	0	3	149
06:30 AM	0	135	35	1	10	1	0	8	0	1	1	0	0	2	194
06:45 AM	1	156	59	2	18	1	0	8	0	1	2	0	1	5	254
07:00 AM	1	125	38	2	9	0	0	6	1	1	0	0	1	3	187
07:15 AM	0	122	43	2	19	0	0	9	1	0	0	0	1	6	203
07:30 AM	0	170	54	1	29	5	0	8	0	2	0	0	1	10	280
07:45 AM	0	176	43	2	16	0	0	12	1	3	3	0	0	8	264
08:00 AM	1	142	55	1	22	0	1	6	5	0	1	0	0	5	239
08:15 AM	0	115	49	4	12	1	1	10	1	0	2	3	0	2	200
08:30 AM	1	108	46	4	19	3	0	11	2	0	3	0	0	6	203
08:45 AM	0	108	45	2	15	0	0	11	1	0	0	0	0	4	186
09:00 AM	1	87	42	2	25	3	1	13	1	1	1	0	0	3	180
09:15 AM	1	88	44	3	22	1	0	14	1	0	0	0	0	5	179
09:30 AM	1	100	46	3	20	2	0	8	0	0	1	0	0	1	182
09:45 AM	2	94	52	2	22	1	0	8	2	1	2	1	0	2	189
10:00 AM	0	92	29	1	18	1	0	13	2	0	2	0	1	3	162
10:15 AM	1	118	41	4	19	0	0	8	3	1	0	0	0	5	200
10:30 AM	2	109	29	2	13	0	0	15	0	0	2	0	0	7	179
10:45 AM	0	109	41	4	17	0	0	15	1	0	0	0	0	7	194
11:00 AM	0	102	36	2	15	1	0	9	0	0	1	0	0	3	169
11:15 AM	1	120	41	2	20	0	0	11	3	0	0	2	0	3	203
11:30 AM	0	121	42	3	21	2	0	12	1	0	0	0	0	5	207
11:45 AM	1	144	35	5	19	2	0	9	2	0	2	0	0	11	230
Day Total Percent															
ADT 15171															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	100	48	2	19	1	0	7	3	0	1	0	0	12	193
12:15 PM	1	148	43	3	23	0	0	9	2	0	2	0	0	10	241
12:30 PM	0	156	55	3	19	2	0	15	1	2	1	0	0	9	263
12:45 PM	2	161	51	3	17	0	0	7	2	1	1	0	1	6	252
01:00 PM	1	141	53	4	19	6	0	17	1	1	1	0	0	11	255
01:15 PM	0	146	43	1	16	1	0	7	2	0	1	0	0	10	227
01:30 PM	2	163	39	0	22	2	0	21	3	1	2	0	1	6	262
01:45 PM	1	141	38	2	19	2	0	18	2	1	1	2	0	6	233
02:00 PM	1	116	39	2	25	2	0	6	0	1	1	0	0	12	205
02:15 PM	2	147	61	1	21	0	1	6	1	0	1	0	1	6	248
02:30 PM	1	132	47	4	15	1	0	12	1	0	1	1	0	6	221
02:45 PM	6	164	48	2	19	2	0	17	0	0	2	0	0	8	268
03:00 PM	4	149	43	2	21	0	0	15	1	1	4	0	0	5	245
03:15 PM	0	176	48	7	13	1	0	20	3	2	2	1	0	10	283
03:30 PM	0	180	49	5	19	2	0	12	2	1	2	0	0	8	280
03:45 PM	0	191	37	2	14	3	0	14	1	0	2	1	0	11	276
04:00 PM	0	188	59	3	15	1	0	4	3	2	1	0	0	7	283
04:15 PM	1	188	49	5	25	2	0	15	2	2	2	0	1	8	300
04:30 PM	3	187	49	3	16	1	0	6	1	0	4	0	0	9	279
04:45 PM	0	192	45	2	15	2	0	11	0	1	2	0	0	13	283
05:00 PM	0	217	53	2	11	1	0	15	1	2	4	0	1	5	312
05:15 PM	0	236	50	2	19	1	0	10	4	0	0	0	0	6	328
05:30 PM	1	219	52	4	10	0	0	10	2	1	0	0	0	5	304
05:45 PM	0	201	40	1	7	1	0	13	0	0	1	0	0	9	273
Day Total															
Percent															
ADT 15171															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	157	40	3	13	0	0	6	1	0	0	0	1	12	233
06:15 PM	2	162	31	2	10	2	0	9	1	1	0	0	0	7	227
06:30 PM	0	132	19	0	8	0	0	4	1	0	0	0	0	7	171
06:45 PM	0	129	25	0	10	0	0	7	1	0	0	0	0	4	176
07:00 PM	1	130	28	2	6	1	0	7	1	0	0	0	0	6	182
07:15 PM	1	104	22	0	9	0	0	3	0	0	1	0	0	6	146
07:30 PM	0	117	29	0	5	3	0	3	0	0	0	0	0	1	158
07:45 PM	0	101	21	0	6	0	0	8	1	0	0	0	0	6	143
08:00 PM	2	114	29	0	4	0	0	1	1	1	0	0	0	3	155
08:15 PM	0	113	16	0	2	0	0	2	0	0	0	0	0	1	134
08:30 PM	0	87	24	1	3	1	0	4	1	0	1	0	0	1	123
08:45 PM	0	85	27	0	4	1	0	3	0	0	0	0	0	2	122
09:00 PM	0	82	28	0	5	0	0	4	0	0	0	0	0	2	121
09:15 PM	0	107	14	1	5	0	0	2	1	0	0	0	0	2	132
09:30 PM	0	94	14	0	4	0	0	3	0	0	0	0	0	0	115
09:45 PM	1	67	10	0	3	0	0	4	1	0	0	0	0	1	87
10:00 PM	0	66	6	0	5	0	0	4	1	0	0	0	0	1	83
10:15 PM	1	61	9	1	3	0	0	3	0	0	0	0	0	1	79
10:30 PM	0	54	5	1	0	0	0	6	0	0	0	0	0	0	66
10:45 PM	0	40	6	0	2	0	0	0	0	0	1	0	0	0	49
11:00 PM	0	42	10	0	2	0	0	1	1	0	1	0	0	3	60
11:15 PM	0	48	10	0	3	0	0	1	0	0	0	0	0	2	64
11:30 PM	1	38	5	0	2	0	0	1	0	0	0	0	0	0	47
11:45 PM	0	29	5	0	0	0	0	0	0	0	0	1	0	2	37
Day Total	57	9837	2786	133	996	71	4	641	85	32	101	13	11	404	15171
Percent	0.4%	64.8%	18.4%	0.9%	6.6%	0.5%	0%	4.2%	0.6%	0.2%	0.7%	0.1%	0.1%	2.7%	
ADT 15171															
AM Peak 15-min Vol	5:30 AM 2	7:45 AM 176	6:45 AM 59	11:45 AM 5	7:30 AM 29	7:30 AM 5	8:00 AM 1	10:30 AM 15	8:00 AM 5	7:45 AM 3	5:30 AM 6	8:15 AM 3	6:45 AM 1	11:45 AM 11	7:30 AM 280
PM Peak 15-min Vol	2:45 PM 6	5:15 PM 236	2:15 PM 61	3:15 PM 7	2:00 PM 25	1:00 PM 6	2:15 PM 1	1:30 PM 21	5:15 PM 4	12:30 PM 2	3:00 PM 4	1:45 PM 2	12:45 PM 1	4:45 PM 13	5:15 PM 328

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	18	5	1	2	0	0	0	0	0	1	0	0	0	27
12:15 AM	0	24	5	1	1	0	0	4	0	0	0	0	0	2	37
12:30 AM	0	23	6	1	3	0	0	1	0	0	0	0	0	0	34
12:45 AM	0	26	3	0	0	0	0	1	0	0	2	0	0	0	32
01:00 AM	0	17	1	0	2	0	0	2	0	0	0	0	0	0	22
01:15 AM	0	22	2	0	0	0	0	2	0	0	1	0	0	0	27
01:30 AM	0	23	4	0	1	0	0	1	0	0	0	0	0	0	29
01:45 AM	0	22	1	0	0	0	0	1	0	0	0	0	0	0	24
02:00 AM	0	22	3	0	2	0	0	1	0	0	1	0	0	0	29
02:15 AM	0	17	4	0	0	0	0	2	0	0	1	0	0	1	25
02:30 AM	0	25	5	1	3	0	0	2	0	0	0	0	0	0	36
02:45 AM	0	14	4	0	0	0	0	0	1	0	0	1	0	0	20
03:00 AM	0	12	3	0	0	1	0	2	0	0	1	0	0	1	20
03:15 AM	0	10	6	0	0	0	0	1	0	0	2	0	0	0	19
03:30 AM	0	30	9	0	3	0	0	3	0	0	0	0	0	0	45
03:45 AM	0	45	8	1	1	0	0	0	0	0	2	0	0	0	57
04:00 AM	0	16	6	0	3	0	0	1	2	0	1	0	0	0	29
04:15 AM	0	25	7	0	2	0	0	7	0	0	1	0	0	0	42
04:30 AM	0	42	14	0	2	0	0	4	0	0	1	1	0	0	64
04:45 AM	1	50	20	0	3	0	0	5	0	0	0	0	0	2	81
05:00 AM	0	41	8	1	2	1	0	2	0	0	2	1	0	1	59
05:15 AM	0	47	12	0	0	0	0	4	0	0	4	1	0	0	68
05:30 AM	0	64	19	0	5	0	0	4	0	0	2	0	0	0	94
05:45 AM	0	126	28	0	10	0	0	0	1	0	3	1	0	6	175
Day Total															
Percent															
ADT															
15384															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	80	25	1	3	0	0	7	1	0	2	0	0	0	119
06:15 AM	1	101	26	0	12	2	0	9	0	0	2	1	0	3	157
06:30 AM	0	121	43	1	15	0	0	10	0	0	4	0	0	3	197
06:45 AM	0	154	58	3	11	0	0	7	0	0	2	0	0	2	237
07:00 AM	2	102	40	2	16	0	0	7	1	1	0	0	0	2	173
07:15 AM	1	122	53	2	15	0	0	12	2	0	0	0	0	7	214
07:30 AM	0	143	43	2	16	2	0	9	0	1	1	1	1	8	227
07:45 AM	1	172	60	1	19	2	0	12	1	0	4	1	0	5	278
08:00 AM	0	151	60	2	25	1	0	15	0	0	2	0	0	5	261
08:15 AM	2	136	56	3	15	0	0	11	2	2	2	0	2	5	236
08:30 AM	0	131	53	5	21	3	0	13	0	0	2	0	0	6	234
08:45 AM	0	101	47	3	20	0	0	10	1	0	2	1	0	5	190
09:00 AM	1	114	58	0	16	1	0	11	1	0	1	0	0	6	209
09:15 AM	1	83	45	2	22	0	1	17	2	1	1	0	0	2	177
09:30 AM	4	88	42	0	17	0	0	5	0	1	1	0	0	3	161
09:45 AM	0	113	46	3	26	1	0	13	3	0	0	0	1	1	207
10:00 AM	2	84	43	6	19	0	0	13	1	0	0	0	0	3	171
10:15 AM	0	86	36	2	18	3	0	14	1	0	3	0	0	3	166
10:30 AM	0	114	38	2	16	1	0	13	2	0	1	0	0	8	195
10:45 AM	0	113	42	2	8	1	0	13	0	0	1	0	0	5	185
11:00 AM	0	103	53	6	20	1	0	11	5	4	1	0	0	8	212
11:15 AM	1	134	46	2	12	3	0	14	4	0	2	0	0	2	220
11:30 AM	1	120	45	2	24	1	0	12	1	0	1	0	0	5	212
11:45 AM	0	124	69	1	20	2	0	10	0	1	2	0	1	4	234
Day Total															
Percent															
ADT															
15384															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

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Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	140	47	1	19	3	0	11	2	1	1	0	0	10	235
12:15 PM	1	142	44	1	23	3	0	12	0	1	0	0	0	6	233
12:30 PM	2	136	47	4	17	3	0	15	1	0	0	1	0	12	238
12:45 PM	3	146	51	3	15	1	0	15	2	1	0	1	0	9	247
01:00 PM	0	158	44	2	20	0	0	6	0	0	0	1	0	13	244
01:15 PM	1	141	44	3	15	1	0	12	0	1	3	0	0	8	229
01:30 PM	1	168	57	2	15	1	0	11	2	1	2	1	0	8	269
01:45 PM	0	158	57	3	18	3	1	10	1	1	3	0	0	7	262
02:00 PM	1	141	57	3	18	1	0	7	1	0	2	0	0	10	241
02:15 PM	0	156	39	3	23	2	0	13	3	0	0	0	1	1	241
02:30 PM	0	138	46	2	24	3	0	11	1	0	2	0	0	4	231
02:45 PM	4	161	62	4	16	0	0	15	1	0	2	0	0	10	275
03:00 PM	2	153	38	4	19	3	0	16	0	0	1	0	0	3	239
03:15 PM	0	176	49	5	16	4	0	21	0	2	1	0	1	10	285
03:30 PM	2	213	54	5	20	3	0	11	5	0	1	0	0	13	327
03:45 PM	2	202	58	3	17	2	0	9	3	1	3	0	0	8	308
04:00 PM	0	218	61	2	15	3	0	19	2	3	1	0	0	4	328
04:15 PM	1	193	47	2	12	1	0	19	1	0	2	0	0	7	285
04:30 PM	0	199	48	3	17	3	0	13	2	0	1	0	1	8	295
04:45 PM	2	200	59	1	15	1	0	18	2	0	0	0	1	12	311
05:00 PM	0	217	42	0	8	1	0	10	0	0	1	0	1	4	284
05:15 PM	1	203	46	1	9	2	0	7	2	0	0	1	0	9	281
05:30 PM	0	199	44	1	12	2	0	10	0	0	1	0	0	7	276
05:45 PM	1	169	39	1	9	1	0	9	1	1	0	0	0	10	241
Day Total															
Percent															
ADT															
15384															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135836
DIRECTION: WB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	171	43	2	11	1	0	8	3	0	3	0	0	6	248
06:15 PM	2	161	34	1	7	4	0	11	0	1	0	0	0	12	233
06:30 PM	1	111	23	0	11	1	0	6	0	0	0	0	0	10	163
06:45 PM	0	141	26	1	11	0	0	8	1	0	1	0	0	1	190
07:00 PM	0	108	34	0	2	0	0	11	0	0	1	0	0	4	160
07:15 PM	0	127	25	2	4	1	0	6	0	1	0	0	1	7	174
07:30 PM	0	94	24	0	7	0	0	2	0	0	1	0	0	1	129
07:45 PM	0	91	14	0	5	0	0	6	1	0	0	0	0	0	117
08:00 PM	0	93	25	0	6	0	0	0	0	0	1	0	0	2	127
08:15 PM	0	91	20	0	6	0	0	3	0	0	0	0	0	1	121
08:30 PM	0	94	26	0	2	1	0	1	0	1	0	0	0	5	130
08:45 PM	0	93	19	0	8	0	0	4	0	1	1	0	0	1	127
09:00 PM	0	90	29	1	3	1	0	3	0	0	0	0	0	1	128
09:15 PM	0	82	18	0	3	0	0	5	0	0	0	0	0	4	112
09:30 PM	0	86	21	1	4	0	0	5	1	0	1	0	0	1	120
09:45 PM	0	81	13	0	2	0	0	3	0	0	2	0	0	1	102
10:00 PM	0	81	17	0	3	0	0	1	0	0	0	0	0	1	103
10:15 PM	0	78	17	0	0	0	0	3	1	0	1	0	0	4	104
10:30 PM	0	71	12	0	1	0	0	2	1	0	1	0	0	0	88
10:45 PM	0	61	11	0	2	0	0	1	0	0	0	0	0	0	75
11:00 PM	0	61	11	0	2	0	0	0	0	0	0	0	0	0	74
11:15 PM	0	62	9	0	1	0	0	3	0	0	1	1	0	0	77
11:30 PM	0	46	7	0	1	0	0	1	1	0	0	0	0	0	56
11:45 PM	0	50	3	0	1	0	0	0	0	0	0	0	0	0	54
Day Total	45	9902	2971	126	946	82	2	711	73	28	103	15	11	369	15384
Percent	0.3%	64.4%	19.3%	0.8%	6.1%	0.5%	0%	4.6%	0.5%	0.2%	0.7%	0.1%	0.1%	2.4%	
ADT 15384															
AM Peak 15-min Vol	9:30 AM 4	7:45 AM 172	11:45 AM 69	10:00 AM 6	9:45 AM 26	8:30 AM 3	9:15 AM 1	9:15 AM 17	11:00 AM 5	11:00 AM 4	5:15 AM 4	2:45 AM 1	8:15 AM 2	7:30 AM 8	7:45 AM 278
PM Peak 15-min Vol	2:45 PM 4	4:00 PM 218	2:45 PM 62	3:15 PM 5	2:30 PM 24	3:15 PM 4	1:45 PM 1	3:15 PM 21	3:30 PM 5	4:00 PM 3	1:15 PM 3	12:30 PM 1	2:15 PM 1	1:00 PM 13	4:00 PM 328

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	39	8	0	1	0	0	2	0	0	1	0	0	1	52
12:15 AM	0	28	3	0	3	0	0	1	0	1	3	0	0	0	39
12:30 AM	0	26	5	0	3	0	0	0	0	0	0	0	0	0	34
12:45 AM	0	24	5	0	1	0	0	0	0	0	0	0	0	0	30
01:00 AM	0	30	3	0	0	0	0	0	0	1	4	0	0	0	38
01:15 AM	0	24	4	0	0	0	0	0	0	0	0	0	0	1	29
01:30 AM	0	24	7	0	0	0	0	0	1	0	0	0	0	0	32
01:45 AM	0	18	3	1	0	0	0	1	0	0	1	0	0	0	24
02:00 AM	0	22	3	0	1	0	0	1	0	0	1	0	0	0	28
02:15 AM	0	16	1	0	1	0	0	1	0	0	0	0	0	0	19
02:30 AM	0	19	4	0	1	0	0	1	0	0	0	0	0	1	26
02:45 AM	0	11	1	0	1	0	0	2	0	0	0	0	0	0	15
03:00 AM	0	16	2	0	0	0	0	2	0	0	1	0	0	0	21
03:15 AM	0	11	1	0	0	0	0	0	0	0	1	0	0	0	13
03:30 AM	0	14	6	1	1	0	0	1	0	0	2	0	0	0	25
03:45 AM	0	14	4	0	1	0	0	0	0	0	1	0	0	0	20
04:00 AM	0	16	7	0	3	0	0	2	0	0	2	0	0	0	30
04:15 AM	0	8	2	0	0	0	0	1	1	0	1	0	0	0	13
04:30 AM	0	32	10	0	0	0	0	2	0	0	1	0	0	1	46
04:45 AM	0	30	11	0	3	0	0	1	1	0	2	0	0	0	48
05:00 AM	1	27	5	0	2	0	0	2	0	0	2	0	0	0	39
05:15 AM	0	22	7	0	0	0	0	2	0	0	2	0	0	0	33
05:30 AM	0	36	7	0	0	0	0	3	0	0	4	0	0	0	50
05:45 AM	0	43	10	0	3	0	0	1	1	0	1	0	0	0	59
Day Total															
Percent															
ADT															
10169															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	33	9	0	2	0	0	2	0	0	3	0	0	0	50
06:15 AM	0	31	14	1	4	1	0	4	0	0	1	0	0	1	57
06:30 AM	0	60	17	0	3	0	0	1	0	0	2	0	0	0	83
06:45 AM	0	60	18	1	6	0	0	5	0	1	0	0	1	1	93
07:00 AM	0	36	9	1	4	0	0	5	0	1	1	0	1	0	58
07:15 AM	0	51	27	0	6	0	0	2	0	0	1	0	0	0	87
07:30 AM	0	75	14	1	7	0	0	3	0	1	4	1	0	1	107
07:45 AM	0	47	17	2	4	0	0	4	0	0	0	1	0	0	75
08:00 AM	0	49	19	0	4	0	0	5	0	0	1	0	0	1	79
08:15 AM	0	48	15	0	11	0	0	3	0	0	0	0	0	0	77
08:30 AM	0	57	27	1	11	0	0	1	0	0	1	0	0	0	98
08:45 AM	0	96	22	0	7	0	0	4	1	0	0	0	0	1	131
09:00 AM	0	68	19	0	8	1	0	5	0	0	0	0	0	3	104
09:15 AM	1	61	20	1	14	0	0	1	0	0	1	0	0	2	101
09:30 AM	0	58	36	0	6	0	0	6	0	0	0	0	0	4	110
09:45 AM	0	81	22	0	14	0	0	3	0	0	0	0	0	5	125
10:00 AM	0	90	23	0	10	0	0	9	1	0	1	0	0	4	138
10:15 AM	0	83	15	0	11	0	0	8	0	1	0	0	0	4	122
10:30 AM	0	89	28	0	10	0	0	9	0	0	1	0	0	1	138
10:45 AM	0	100	22	0	13	0	0	6	0	0	0	0	0	1	142
11:00 AM	1	103	31	0	14	2	0	4	0	1	0	0	0	3	159
11:15 AM	1	112	28	1	15	1	0	3	0	1	0	1	0	3	166
11:30 AM	0	104	28	2	14	0	0	5	0	0	2	0	0	6	161
11:45 AM	0	139	47	2	11	0	0	11	1	0	2	0	0	8	221
Day Total															
Percent															
ADT															
10169															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	129	42	0	9	1	0	6	1	0	0	0	0	4	193
12:15 PM	0	143	40	0	9	0	0	7	0	1	1	0	0	5	206
12:30 PM	0	108	36	0	16	0	0	5	1	0	0	0	0	5	171
12:45 PM	1	118	37	0	16	1	0	5	0	0	0	0	0	4	182
01:00 PM	0	118	37	1	12	1	0	6	0	2	1	0	0	3	181
01:15 PM	1	134	36	0	12	0	0	6	0	0	0	0	0	9	198
01:30 PM	1	118	41	2	12	0	0	10	0	0	0	0	0	6	190
01:45 PM	2	129	34	0	6	0	0	5	0	0	0	0	0	5	181
02:00 PM	0	134	37	1	6	0	0	5	0	0	1	0	0	3	187
02:15 PM	2	121	32	0	12	1	0	3	0	0	1	0	0	2	174
02:30 PM	1	137	29	0	8	0	0	4	0	0	0	0	0	5	184
02:45 PM	0	146	32	0	8	0	0	2	0	0	0	0	0	1	189
03:00 PM	0	130	29	1	8	0	0	8	0	0	0	0	0	6	182
03:15 PM	2	115	29	0	9	1	0	10	0	0	1	0	0	6	173
03:30 PM	1	92	16	0	14	0	0	0	0	1	0	0	0	4	128
03:45 PM	2	109	19	2	4	0	0	4	0	0	0	0	0	4	144
04:00 PM	0	106	29	0	7	0	0	2	0	0	1	0	0	5	150
04:15 PM	0	116	26	1	9	0	0	0	0	0	0	0	0	2	154
04:30 PM	0	114	23	2	8	0	0	2	0	0	2	0	0	4	155
04:45 PM	0	109	30	2	6	1	0	7	0	0	0	0	0	4	159
05:00 PM	1	111	35	0	6	0	0	1	0	0	1	0	0	3	158
05:15 PM	1	130	23	0	8	0	0	3	0	0	0	0	0	2	167
05:30 PM	0	128	29	0	11	1	0	6	0	0	0	0	0	0	175
05:45 PM	0	97	21	0	6	0	0	6	0	0	1	0	0	7	138
Day Total															
Percent															
ADT															
10169															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135836
DIRECTION: WB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	115	17	1	4	0	0	2	1	0	0	0	0	4	144
06:15 PM	0	105	23	1	3	0	0	3	0	0	0	0	0	7	142
06:30 PM	1	110	28	0	3	4	0	1	0	0	0	0	0	5	152
06:45 PM	0	109	18	0	7	1	0	3	0	0	0	0	0	3	141
07:00 PM	0	82	21	1	4	0	0	3	0	0	1	0	1	0	113
07:15 PM	0	97	21	0	3	0	0	1	0	0	0	0	0	1	123
07:30 PM	0	99	18	5	1	0	0	2	0	0	0	0	0	3	128
07:45 PM	1	124	20	0	5	2	0	3	0	0	0	0	0	4	159
08:00 PM	0	118	18	0	1	0	0	0	0	0	0	0	0	3	140
08:15 PM	0	127	29	0	3	0	0	4	0	0	0	0	0	2	165
08:30 PM	1	110	20	0	6	0	0	2	0	0	0	0	0	2	141
08:45 PM	1	81	16	0	2	0	0	2	0	0	0	0	0	1	103
09:00 PM	0	101	14	0	4	0	0	3	0	0	0	0	0	0	122
09:15 PM	0	62	18	0	3	0	0	5	0	0	0	0	0	1	89
09:30 PM	0	72	15	0	3	0	0	0	0	0	0	0	0	1	91
09:45 PM	0	73	14	0	1	0	0	0	0	0	0	0	0	2	90
10:00 PM	0	74	19	0	0	0	0	0	0	0	1	0	0	1	95
10:15 PM	0	81	14	0	1	0	0	3	0	0	0	0	0	0	99
10:30 PM	0	55	9	0	1	0	0	0	0	0	0	0	0	0	65
10:45 PM	0	48	12	0	5	0	0	1	0	0	0	0	0	3	69
11:00 PM	0	57	10	0	2	0	0	0	0	0	0	0	0	0	69
11:15 PM	0	48	7	0	1	1	0	0	0	0	0	0	0	0	57
11:30 PM	0	46	7	0	1	0	0	1	0	0	0	0	0	0	55
11:45 PM	0	48	5	0	0	0	0	0	0	0	0	0	0	0	53
Day Total	25	7215	1781	35	520	20	0	287	10	12	63	3	3	195	10169
Percent	0.2%	71%	17.5%	0.3%	5.1%	0.2%	0%	2.8%	0.1%	0.1%	0.6%	0%	0%	1.9%	
ADT 10169															
AM Peak 15-min Vol	5:00 AM	11:45 AM	11:45 AM	7:45 AM	11:15 AM	11:00 AM	12:00 AM	11:45 AM	1:30 AM	12:15 AM	1:00 AM	7:30 AM	6:45 AM	11:45 AM	11:45 AM
	1	139	47	2	15	2	0	11	1	1	4	1	1	8	221
PM Peak 15-min Vol	1:45 PM	2:45 PM	12:00 PM	7:30 PM	12:30 PM	6:30 PM	12:00 PM	1:30 PM	12:00 PM	1:00 PM	4:30 PM	12:00 PM	7:00 PM	1:15 PM	12:15 PM
	2	146	42	5	16	4	0	10	1	2	2	0	1	9	206

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	31	9	1	1	0	0	0	0	0	0	0	0	0	42
12:15 AM	0	32	7	0	1	0	0	3	0	0	0	0	0	0	43
12:30 AM	0	38	7	0	2	0	0	0	0	0	0	0	0	1	48
12:45 AM	0	39	4	0	0	0	0	0	0	0	0	0	0	0	43
01:00 AM	0	14	1	0	3	0	0	0	0	0	1	0	0	0	19
01:15 AM	0	17	3	0	2	1	0	0	0	0	0	0	0	0	23
01:30 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
01:45 AM	0	22	3	0	1	0	0	0	0	0	0	0	0	0	26
02:00 AM	0	23	2	0	1	0	0	1	0	0	0	0	0	0	27
02:15 AM	0	21	4	0	0	0	0	0	0	0	0	0	0	0	25
02:30 AM	0	14	5	0	0	0	0	0	0	0	1	0	0	0	20
02:45 AM	0	15	3	0	0	0	0	1	0	0	0	0	0	0	19
03:00 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
03:15 AM	0	17	3	0	1	0	0	0	0	0	0	0	0	0	21
03:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
04:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
04:15 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
04:30 AM	0	13	4	0	1	0	0	3	0	0	0	0	0	0	21
04:45 AM	0	21	3	0	0	0	0	1	0	0	0	0	0	0	25
05:00 AM	1	14	3	0	2	0	0	0	0	0	0	0	0	1	21
05:15 AM	0	13	3	0	0	0	0	1	0	0	1	0	0	1	19
05:30 AM	0	19	6	0	2	0	0	0	0	0	1	0	0	0	28
05:45 AM	0	16	6	0	5	0	0	2	0	0	1	0	0	0	30
Day Total															
Percent															
ADT															
7892															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	22	3	0	1	0	0	3	1	0	0	0	0	0	30
06:15 AM	0	22	4	0	1	0	0	1	0	0	0	0	0	1	29
06:30 AM	0	22	11	0	2	0	0	0	1	0	0	0	0	0	36
06:45 AM	0	21	4	0	0	0	0	0	0	0	1	0	0	1	27
07:00 AM	1	26	7	1	1	0	0	0	0	0	1	0	0	0	37
07:15 AM	0	33	6	0	2	0	0	3	0	0	0	0	0	0	44
07:30 AM	0	33	7	0	4	0	0	3	0	0	0	0	0	0	47
07:45 AM	1	32	10	0	6	0	0	2	0	0	1	0	0	1	53
08:00 AM	0	38	12	0	6	1	0	1	0	0	0	0	0	0	58
08:15 AM	0	57	13	0	3	0	0	5	0	0	0	0	0	0	78
08:30 AM	0	42	7	0	4	0	0	2	1	0	0	0	0	1	57
08:45 AM	0	47	12	0	3	0	0	1	1	0	0	0	0	3	67
09:00 AM	0	48	18	0	2	1	0	1	0	0	0	0	0	2	72
09:15 AM	0	68	11	0	3	1	0	1	0	0	0	0	0	4	88
09:30 AM	0	70	19	0	5	0	0	0	0	0	0	0	0	1	95
09:45 AM	0	76	16	0	7	0	0	4	0	0	0	0	0	2	105
10:00 AM	0	78	22	2	5	0	0	3	0	0	1	0	0	3	114
10:15 AM	0	72	11	2	6	0	0	1	0	0	0	0	0	2	94
10:30 AM	1	90	20	1	4	0	0	3	0	0	1	0	0	1	121
10:45 AM	3	65	26	0	3	1	0	0	0	0	1	0	0	1	100
11:00 AM	0	91	26	1	4	0	0	2	0	0	0	0	0	1	125
11:15 AM	0	98	28	1	5	0	0	0	0	0	0	0	0	1	133
11:30 AM	0	90	18	0	8	0	0	2	0	0	0	0	0	4	122
11:45 AM	1	89	24	0	2	0	0	5	0	0	0	0	0	8	129
Day Total															
Percent															
ADT															
7892															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

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Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	82	19	1	8	1	0	3	0	1	0	0	0	5	120
12:15 PM	1	114	32	0	7	1	0	1	0	0	0	0	0	3	159
12:30 PM	1	100	27	1	6	0	0	3	0	0	0	0	0	1	139
12:45 PM	3	94	15	1	11	0	0	5	0	0	0	0	0	4	133
01:00 PM	0	128	19	0	4	0	0	3	0	1	0	0	0	5	160
01:15 PM	0	109	30	0	3	0	0	1	0	0	1	0	0	6	150
01:30 PM	1	116	36	1	7	3	0	10	0	1	0	0	0	4	179
01:45 PM	1	96	26	1	6	0	0	4	0	1	0	0	0	2	137
02:00 PM	0	103	27	1	4	2	0	2	0	0	1	0	0	6	146
02:15 PM	1	114	18	0	6	0	0	4	0	0	0	0	0	4	147
02:30 PM	1	115	20	0	6	0	0	4	0	0	0	0	0	4	150
02:45 PM	0	127	21	1	5	0	0	3	0	1	0	0	0	9	167
03:00 PM	0	114	32	0	6	0	0	7	0	0	0	0	0	4	163
03:15 PM	0	118	28	0	11	0	0	4	0	0	1	0	0	9	171
03:30 PM	1	121	22	0	6	0	0	5	0	0	0	0	0	3	158
03:45 PM	1	77	27	0	1	1	0	4	0	0	0	0	0	2	113
04:00 PM	1	98	20	1	6	1	0	4	0	0	2	0	0	3	136
04:15 PM	1	116	27	0	7	0	0	2	0	0	0	0	0	1	154
04:30 PM	0	90	18	1	5	0	0	6	0	0	0	0	0	2	122
04:45 PM	0	111	22	0	6	0	0	2	0	0	0	0	0	5	146
05:00 PM	1	107	23	0	8	0	0	2	0	0	1	0	1	7	150
05:15 PM	0	85	24	1	6	1	0	2	0	0	0	0	0	4	123
05:30 PM	0	99	26	0	9	1	0	2	0	0	1	0	0	5	143
05:45 PM	0	106	22	1	8	0	0	6	0	0	0	0	0	3	146
Day Total															
Percent															
ADT															
7892															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135836
DIRECTION: WB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	107	25	1	3	0	0	2	2	0	0	0	0	3	143
06:15 PM	0	99	23	0	9	0	0	3	0	0	1	0	0	3	138
06:30 PM	0	89	19	0	6	0	0	2	0	0	0	0	0	1	117
06:45 PM	0	92	16	0	5	0	0	0	1	0	0	0	0	1	115
07:00 PM	1	93	9	0	2	0	0	3	0	0	1	0	0	4	113
07:15 PM	0	85	19	1	6	0	0	1	0	0	0	0	0	1	113
07:30 PM	1	93	16	0	1	1	0	2	0	0	2	0	0	2	118
07:45 PM	1	84	16	0	3	0	0	0	0	1	0	0	0	1	106
08:00 PM	0	84	17	0	3	0	0	0	0	0	0	0	0	1	105
08:15 PM	0	71	15	0	8	0	0	2	1	0	0	0	0	2	99
08:30 PM	0	72	11	0	5	1	0	2	0	0	0	0	0	1	92
08:45 PM	0	51	6	0	2	0	0	1	1	0	0	0	0	0	61
09:00 PM	0	65	16	0	3	2	0	2	0	0	0	0	0	4	92
09:15 PM	0	47	9	0	3	0	0	1	0	0	0	0	0	0	60
09:30 PM	0	49	15	0	1	1	0	1	1	0	0	0	0	1	69
09:45 PM	0	49	7	0	2	0	0	4	0	0	0	0	0	0	62
10:00 PM	1	45	5	0	1	0	0	1	1	0	0	0	0	1	55
10:15 PM	0	28	8	0	1	0	0	1	0	0	1	0	0	0	39
10:30 PM	0	49	6	0	0	0	0	3	0	0	0	0	0	1	59
10:45 PM	0	32	3	0	3	0	0	1	1	0	0	0	0	0	40
11:00 PM	1	26	5	0	3	0	0	3	0	0	0	0	0	1	39
11:15 PM	0	30	5	0	0	0	0	1	0	0	0	0	0	0	36
11:30 PM	0	25	2	0	1	0	0	1	0	0	0	0	0	0	29
11:45 PM	0	27	3	0	0	1	0	2	1	0	0	0	0	1	35
Day Total	27	5813	1279	22	333	22	0	183	13	6	23	0	1	170	7892
Percent	0.3%	73.7%	16.2%	0.3%	4.2%	0.3%	0%	2.3%	0.2%	0.1%	0.3%	0%	0%	2.2%	
ADT 7892															
AM Peak 15-min Vol	10:45 AM 3	11:15 AM 98	11:15 AM 28	10:00 AM 2	11:30 AM 8	1:15 AM 1	12:00 AM 0	8:15 AM 5	6:00 AM 1	12:00 AM 0	1:00 AM 1	12:00 AM 0	12:00 AM 0	11:45 AM 8	11:15 AM 133
PM Peak 15-min Vol	12:45 PM 3	1:00 PM 128	1:30 PM 36	12:00 PM 1	12:45 PM 11	1:30 PM 3	12:00 PM 0	1:30 PM 10	6:00 PM 2	12:00 PM 1	4:00 PM 2	12:00 PM 0	5:00 PM 1	2:45 PM 9	1:30 PM 179

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	19	10	0	0	0	0	0	0	0	1	0	0	0	30
12:15 AM	1	24	4	0	2	0	0	4	0	0	0	0	0	0	35
12:30 AM	0	18	4	0	0	0	0	1	0	0	0	0	0	0	23
12:45 AM	0	21	1	0	0	0	0	1	0	0	1	0	0	0	24
01:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
01:15 AM	0	20	6	0	0	0	0	0	0	0	1	0	0	0	27
01:30 AM	0	15	3	0	0	0	0	1	0	0	0	0	0	0	19
01:45 AM	0	20	3	0	3	0	0	1	0	0	0	0	0	0	27
02:00 AM	0	13	3	0	0	0	0	1	0	0	0	0	0	0	17
02:15 AM	0	18	3	0	1	0	0	1	0	0	0	0	0	0	23
02:30 AM	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
02:45 AM	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
03:00 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
03:15 AM	0	27	4	0	4	1	0	1	0	0	1	0	0	0	38
03:30 AM	0	30	12	0	1	0	0	0	0	0	1	0	0	0	44
03:45 AM	0	42	4	1	1	0	0	3	1	0	0	0	0	1	53
04:00 AM	0	10	3	0	4	0	0	2	0	0	1	0	0	0	20
04:15 AM	0	21	5	0	1	0	0	0	0	0	0	0	0	0	27
04:30 AM	0	38	9	0	1	0	0	1	0	0	0	0	0	1	50
04:45 AM	0	52	16	0	3	0	0	2	0	0	0	0	0	1	74
05:00 AM	0	44	17	0	1	0	0	2	1	0	0	0	0	1	66
05:15 AM	0	49	15	0	4	0	0	1	1	0	0	0	0	1	71
05:30 AM	0	89	16	0	8	0	0	1	0	0	2	0	0	1	117
05:45 AM	0	156	30	0	6	0	0	4	0	0	0	0	0	3	199
Day Total Percent															
ADT 14588															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	103	24	1	11	0	0	4	0	0	0	0	0	0	144
06:15 AM	1	108	22	0	13	2	0	5	0	0	1	1	0	0	153
06:30 AM	0	119	41	1	14	2	0	12	0	0	0	0	0	4	193
06:45 AM	0	151	54	2	12	2	0	4	1	2	1	1	1	5	236
07:00 AM	0	122	45	0	15	1	1	9	0	2	0	0	0	6	201
07:15 AM	1	132	54	1	18	3	0	11	1	0	1	0	0	3	225
07:30 AM	3	164	48	0	25	1	0	6	2	2	1	0	0	4	256
07:45 AM	0	181	58	4	15	0	0	12	0	0	2	0	0	7	279
08:00 AM	3	165	41	2	14	0	0	10	1	1	2	0	0	7	246
08:15 AM	0	85	40	3	23	1	0	8	2	0	3	0	0	5	170
08:30 AM	1	108	54	1	17	1	0	12	0	0	2	0	0	4	200
08:45 AM	0	125	45	2	12	1	0	5	0	0	0	0	0	3	193
09:00 AM	0	104	41	3	29	0	0	14	0	0	1	1	0	6	199
09:15 AM	0	97	38	2	15	1	0	7	0	1	1	0	0	10	172
09:30 AM	1	104	37	3	19	2	0	20	0	0	1	0	1	1	189
09:45 AM	0	84	34	2	20	1	0	11	0	0	0	0	0	4	156
10:00 AM	1	89	31	4	26	3	0	16	0	0	0	0	0	8	178
10:15 AM	0	111	46	1	14	1	0	11	0	1	2	0	0	7	194
10:30 AM	1	92	45	4	13	2	0	10	2	1	0	0	0	6	176
10:45 AM	3	118	35	1	18	1	1	13	1	0	0	0	0	12	203
11:00 AM	0	111	51	2	14	1	0	14	0	1	0	0	0	6	200
11:15 AM	0	122	47	3	21	0	0	14	1	0	1	0	0	10	219
11:30 AM	1	120	47	3	17	2	1	9	1	1	2	0	0	9	213
11:45 AM	0	136	53	2	26	2	0	10	0	1	1	0	0	7	238
Day Total															
Percent															
ADT															
14588															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	115	39	1	22	1	0	8	0	2	0	0	1	10	200
12:15 PM	1	162	46	4	16	3	1	8	1	0	0	0	0	5	247
12:30 PM	2	142	55	3	18	1	0	9	0	0	1	0	0	7	238
12:45 PM	1	152	52	2	19	2	0	12	1	0	0	0	0	8	249
01:00 PM	1	141	40	4	19	0	0	8	1	0	1	0	0	6	221
01:15 PM	1	149	48	3	14	3	1	14	1	1	3	0	1	7	246
01:30 PM	2	148	39	2	16	2	0	13	4	1	3	0	1	7	238
01:45 PM	2	155	37	1	10	3	1	7	0	0	2	0	0	10	228
02:00 PM	2	122	38	2	20	0	0	19	0	2	1	0	0	7	213
02:15 PM	1	173	36	6	12	2	0	14	0	1	3	0	0	9	257
02:30 PM	1	167	42	2	18	2	1	12	0	0	1	0	0	9	255
02:45 PM	4	157	71	3	30	1	0	10	5	1	2	1	0	10	295
03:00 PM	2	150	36	7	25	1	0	7	1	0	0	0	0	7	236
03:15 PM	2	164	37	5	13	0	0	14	0	1	2	0	0	12	250
03:30 PM	0	166	46	4	17	2	0	12	2	0	2	0	0	10	261
03:45 PM	1	178	60	1	16	1	0	11	0	1	1	0	0	13	283
04:00 PM	1	173	50	0	14	1	0	14	2	0	2	1	0	8	266
04:15 PM	2	194	57	3	12	1	0	15	1	0	1	0	0	10	296
04:30 PM	1	197	44	1	23	1	0	15	2	0	3	0	0	9	296
04:45 PM	0	172	50	1	16	0	0	10	1	2	0	0	0	9	261
05:00 PM	0	189	54	0	10	1	0	13	1	0	1	0	1	10	280
05:15 PM	1	205	53	3	8	1	0	8	4	0	1	0	0	9	293
05:30 PM	1	205	49	5	9	1	0	15	0	1	0	0	0	6	292
05:45 PM	1	176	43	4	21	1	1	13	2	1	0	0	1	7	271
Day Total															
Percent															
ADT															
14588															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave

QC JOB #: 15135836

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

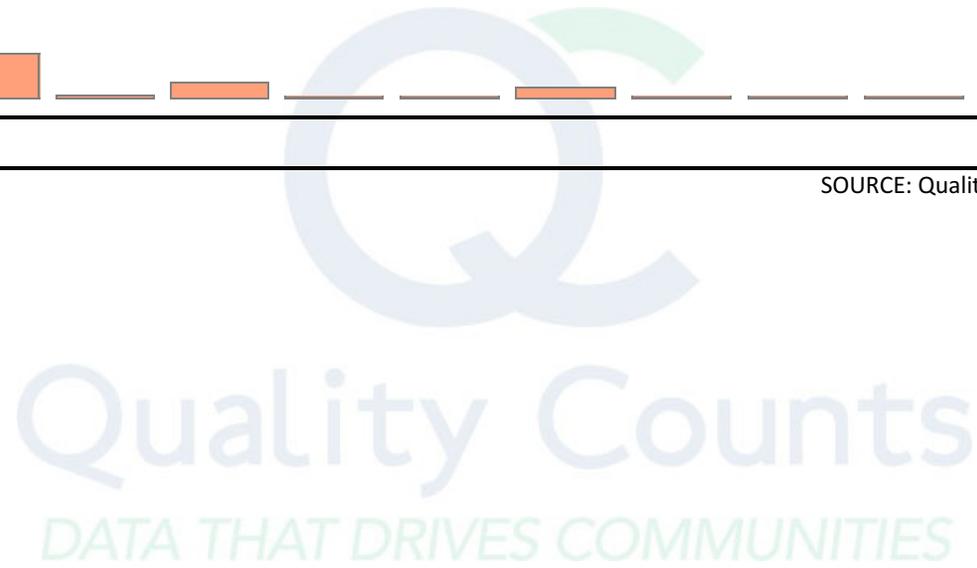
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	174	38	1	13	0	0	9	2	1	0	0	0	7	245
06:15 PM	0	121	38	2	6	0	0	12	2	2	0	0	0	10	193
06:30 PM	0	131	29	0	10	0	0	7	0	0	1	0	0	8	186
06:45 PM	1	115	20	2	14	0	0	7	0	0	0	0	2	6	167
07:00 PM	0	106	19	1	8	0	0	4	1	0	1	0	0	2	142
07:15 PM	0	97	26	1	9	1	0	3	1	0	0	0	0	0	138
07:30 PM	0	99	31	0	6	2	0	8	1	0	1	0	0	1	149
07:45 PM	0	83	19	1	7	0	0	2	0	0	0	0	0	1	113
08:00 PM	0	100	16	0	1	0	0	4	1	1	0	0	0	0	123
08:15 PM	0	102	24	1	2	0	0	2	0	1	0	0	0	2	134
08:30 PM	1	88	18	0	4	1	0	4	0	0	1	0	0	1	118
08:45 PM	1	72	20	0	6	0	0	0	0	0	0	0	0	1	100
09:00 PM	0	72	16	2	4	0	0	3	0	0	1	0	0	0	98
09:15 PM	0	45	11	0	1	0	0	3	0	1	0	0	0	0	61
09:30 PM	0	67	13	0	6	0	0	0	0	0	0	0	0	0	86
09:45 PM	0	64	13	1	2	0	0	1	0	0	0	0	0	2	83
10:00 PM	0	47	10	0	2	0	0	1	0	0	0	0	0	2	62
10:15 PM	1	49	6	0	1	0	0	2	0	0	0	0	0	1	60
10:30 PM	1	61	6	0	0	0	0	1	0	0	0	0	0	2	71
10:45 PM	0	38	7	0	1	0	0	0	0	0	0	0	0	0	46
11:00 PM	0	30	7	0	0	0	0	2	0	0	2	0	0	2	43
11:15 PM	0	41	6	0	2	0	0	1	0	1	1	0	0	1	53
11:30 PM	0	32	6	0	0	0	0	2	0	0	0	0	0	0	40
11:45 PM	0	18	5	0	2	0	0	0	0	0	0	0	0	3	28
Day Total	54	9430	2733	127	969	66	8	633	52	34	68	5	9	400	14588
Percent	0.4%	64.6%	18.7%	0.9%	6.6%	0.5%	0.1%	4.3%	0.4%	0.2%	0.5%	0%	0.1%	2.7%	
ADT 14588															
AM Peak 15-min Vol	7:30 AM 3	7:45 AM 181	7:45 AM 58	7:45 AM 4	9:00 AM 29	7:15 AM 3	7:00 AM 1	9:30 AM 20	7:30 AM 2	6:45 AM 2	8:15 AM 3	6:15 AM 1	6:45 AM 1	10:45 AM 12	7:45 AM 279
PM Peak 15-min Vol	2:45 PM 4	5:15 PM 205	2:45 PM 71	3:00 PM 7	2:45 PM 30	12:15 PM 3	12:15 PM 1	2:00 PM 19	2:45 PM 5	12:00 PM 2	1:15 PM 3	2:45 PM 1	6:45 PM 2	3:45 PM 13	4:15 PM 296

Comments:

LOCATION: SR 40 (W Silver Springs Blvd) btwn SW 44th Ave & SW 41st Ave **QC JOB #:** 15135836
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 10 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	325	61187	17118	730	5656	404	21	3862	329	169	556	53	61	2355	92826
Percent	0.4%	65.9%	18.4%	0.8%	6.1%	0.4%	0%	4.2%	0.4%	0.2%	0.6%	0.1%	0.1%	2.5%	
ADT 13260															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	2	0	1	0	0	0	1	0	0	0	0	0	11
12:15 AM	1	13	1	1	1	0	0	0	1	0	0	0	0	0	18
12:30 AM	0	9	7	0	2	0	0	1	1	0	1	0	0	0	21
12:45 AM	0	6	2	0	0	0	0	1	1	0	1	0	0	0	11
01:00 AM	0	4	1	0	0	0	0	0	1	0	1	0	0	0	7
01:15 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
01:30 AM	0	4	1	1	0	0	0	0	1	0	0	0	0	0	7
01:45 AM	0	3	0	0	0	1	0	1	1	0	2	0	0	0	8
02:00 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
02:15 AM	0	2	3	0	1	0	0	0	1	0	0	0	0	0	7
02:30 AM	0	3	2	0	1	0	0	0	2	0	0	0	0	0	8
02:45 AM	0	5	1	0	0	0	0	0	2	0	0	1	0	0	9
03:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
03:15 AM	0	4	0	0	0	1	0	0	0	0	1	0	0	0	6
03:30 AM	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
03:45 AM	0	9	1	0	1	0	0	0	0	0	2	0	0	0	13
04:00 AM	0	5	3	0	1	0	0	0	1	0	0	0	0	0	10
04:15 AM	0	5	3	1	1	0	0	0	0	0	2	0	0	0	12
04:30 AM	0	5	3	0	1	0	0	1	2	0	3	0	0	0	15
04:45 AM	0	19	6	0	3	0	0	0	4	0	0	0	0	1	33
05:00 AM	0	21	5	0	4	0	0	2	2	0	3	0	0	0	37
05:15 AM	0	23	8	0	2	0	0	0	1	0	0	0	0	1	35
05:30 AM	0	15	10	0	3	0	0	1	3	0	4	0	0	0	36
05:45 AM	0	33	15	0	3	0	0	2	2	0	1	0	0	0	56
Day Total															
Percent															
ADT 5208															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)

QC JOB #: 15135838

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	32	7	0	4	0	0	1	6	0	3	0	0	0	53
06:15 AM	0	23	16	0	4	2	0	0	5	0	0	0	0	0	50
06:30 AM	0	40	15	0	2	1	0	1	2	0	2	0	0	0	63
06:45 AM	0	52	22	1	8	1	0	3	4	0	2	1	0	0	94
07:00 AM	1	56	18	1	7	1	0	2	2	0	0	1	0	1	90
07:15 AM	0	61	23	1	5	0	0	2	7	0	0	0	0	1	100
07:30 AM	1	75	21	1	7	2	0	1	6	0	2	0	0	0	116
07:45 AM	0	84	15	1	4	0	0	3	4	0	1	0	0	0	112
08:00 AM	0	55	21	0	13	1	0	1	4	0	1	0	0	1	97
08:15 AM	0	52	14	5	9	1	0	3	1	0	1	0	0	0	86
08:30 AM	0	51	22	0	6	0	0	0	8	0	0	0	0	0	87
08:45 AM	0	42	15	1	7	0	0	3	8	0	0	0	0	0	76
09:00 AM	0	44	18	1	5	0	0	1	4	0	0	0	0	1	74
09:15 AM	0	36	14	4	3	0	0	2	9	0	0	0	0	0	68
09:30 AM	0	38	14	1	16	1	0	1	1	0	0	0	0	0	72
09:45 AM	0	37	21	1	9	1	0	6	7	0	1	0	0	0	83
10:00 AM	0	25	9	0	4	0	0	2	2	0	1	0	0	0	43
10:15 AM	0	40	14	5	7	0	0	1	5	0	0	0	0	1	73
10:30 AM	0	33	5	2	8	2	0	2	2	0	0	0	0	0	54
10:45 AM	0	41	11	2	8	0	0	2	3	0	0	0	0	0	67
11:00 AM	0	26	22	0	4	0	0	3	1	0	0	0	0	0	56
11:15 AM	0	28	19	2	12	1	0	1	0	0	0	0	0	0	63
11:30 AM	0	35	15	0	9	2	0	5	3	0	0	0	0	0	69
11:45 AM	0	41	16	2	13	2	0	1	7	0	0	0	0	1	83
Day Total															
Percent															
ADT 5208															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	54	21	1	11	1	0	2	5	0	0	0	0	0	95
12:15 PM	1	39	19	1	8	0	0	5	2	0	0	0	0	2	77
12:30 PM	1	51	22	3	8	2	0	4	6	0	0	0	0	1	98
12:45 PM	0	44	18	2	7	4	0	0	6	0	0	0	0	0	81
01:00 PM	0	48	11	2	7	2	0	2	8	0	0	0	0	0	80
01:15 PM	0	35	15	3	11	0	0	4	5	0	1	0	0	0	74
01:30 PM	0	40	16	1	14	0	0	4	6	0	0	0	0	0	81
01:45 PM	0	47	14	2	8	2	1	5	3	0	1	0	0	0	83
02:00 PM	0	45	23	0	6	0	0	4	2	0	0	0	0	1	81
02:15 PM	0	51	20	1	11	0	1	0	5	0	0	0	0	0	89
02:30 PM	0	49	12	2	4	0	0	2	4	1	0	0	0	0	74
02:45 PM	0	53	19	2	9	0	0	5	4	0	0	0	0	1	93
03:00 PM	0	27	19	1	5	1	0	7	7	0	1	0	0	0	68
03:15 PM	0	42	16	6	5	0	0	2	13	0	0	0	0	1	85
03:30 PM	0	51	27	3	10	1	0	3	5	0	0	0	0	0	100
03:45 PM	0	54	25	1	4	0	0	2	3	0	0	0	0	0	89
04:00 PM	1	60	22	2	3	0	0	5	4	0	1	0	0	0	98
04:15 PM	0	42	16	2	9	0	0	6	4	0	1	0	0	0	80
04:30 PM	0	48	17	1	9	2	0	4	3	0	0	0	0	1	85
04:45 PM	0	54	21	1	7	2	0	4	5	1	0	0	0	0	95
05:00 PM	0	47	13	1	6	1	2	1	9	0	0	1	0	0	81
05:15 PM	1	48	12	1	4	0	0	2	6	0	0	0	0	0	74
05:30 PM	0	72	18	1	6	0	0	4	9	0	0	0	0	0	110
05:45 PM	0	53	15	3	2	0	0	0	5	0	0	0	0	0	78
Day Total															
Percent															
ADT 5208															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	61	13	0	4	0	0	3	4	0	0	0	0	1	86
06:15 PM	0	67	18	1	4	0	0	5	4	0	0	1	0	0	100
06:30 PM	0	66	12	0	3	0	0	4	5	0	0	0	0	0	90
06:45 PM	0	47	17	1	2	0	0	3	2	0	0	0	0	0	72
07:00 PM	0	37	12	1	1	1	0	1	3	0	0	0	0	0	56
07:15 PM	0	32	9	0	2	0	0	0	1	0	0	0	0	0	44
07:30 PM	0	29	7	0	1	0	0	1	1	0	1	0	0	0	40
07:45 PM	0	30	10	1	2	0	0	1	4	0	0	0	0	0	48
08:00 PM	0	26	12	2	4	0	0	2	3	0	1	0	0	0	50
08:15 PM	0	17	5	1	0	0	0	3	3	0	0	0	0	0	29
08:30 PM	1	21	5	1	3	0	0	1	1	0	0	0	0	0	33
08:45 PM	0	19	4	0	3	0	0	2	2	0	0	0	0	0	30
09:00 PM	0	21	7	0	1	0	0	2	1	0	0	0	0	0	32
09:15 PM	0	17	5	2	1	1	0	0	0	0	0	0	0	0	26
09:30 PM	0	15	5	1	4	1	0	0	2	0	0	0	0	1	29
09:45 PM	0	14	0	1	1	0	0	0	4	0	0	0	0	0	20
10:00 PM	0	14	4	2	1	0	0	0	1	0	0	0	0	0	22
10:15 PM	0	12	3	2	0	0	0	1	0	0	0	0	0	0	18
10:30 PM	0	16	7	1	0	0	0	0	3	0	0	0	0	0	27
10:45 PM	0	10	5	1	1	1	0	0	2	0	0	0	0	0	20
11:00 PM	1	5	4	0	1	0	0	0	0	0	0	0	0	0	11
11:15 PM	1	12	4	1	0	0	0	0	1	0	0	0	0	0	19
11:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
11:45 PM	0	15	3	0	1	0	0	0	0	0	0	1	0	0	20
Day Total	10	3037	1070	96	414	42	4	162	306	2	42	6	0	17	5208
Percent	0.2%	58.3%	20.5%	1.8%	7.9%	0.8%	0.1%	3.1%	5.9%	0%	0.8%	0.1%	0%	0.3%	
ADT 5208															
AM Peak 15-min Vol	12:15 AM	7:45 AM	7:15 AM	8:15 AM	9:30 AM	6:15 AM	12:00 AM	9:45 AM	9:15 AM	12:00 AM	5:30 AM	2:45 AM	12:00 AM	4:45 AM	7:30 AM
	1	84	23	5	16	2	0	6	9	0	4	1	0	1	116
PM Peak 15-min Vol	12:15 PM	5:30 PM	3:30 PM	3:15 PM	1:30 PM	12:45 PM	5:00 PM	3:00 PM	3:15 PM	2:30 PM	1:15 PM	5:00 PM	12:00 PM	12:15 PM	5:30 PM
	1	72	27	6	14	4	2	7	13	1	1	1	0	2	110

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)

QC JOB #: 15135838

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	3	0	0	0	0	0	2	0	0	0	0	0	12
12:15 AM	0	5	4	1	1	0	0	0	1	0	0	0	0	0	12
12:30 AM	0	15	2	0	0	0	0	0	2	0	1	0	0	0	20
12:45 AM	0	9	1	0	0	0	0	2	1	0	0	0	0	0	13
01:00 AM	0	5	2	0	1	0	0	1	0	0	2	0	0	0	11
01:15 AM	0	0	0	0	0	0	0	0	1	0	2	0	0	0	3
01:30 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
01:45 AM	0	3	1	0	0	0	0	0	2	0	0	0	0	0	6
02:00 AM	0	3	2	0	0	0	0	0	0	0	1	0	0	0	6
02:15 AM	0	4	1	1	1	0	0	1	2	0	0	0	0	0	10
02:30 AM	0	8	2	0	0	0	0	0	1	0	0	0	0	0	11
02:45 AM	0	6	0	0	0	0	0	0	1	0	0	1	0	0	8
03:00 AM	0	6	2	0	0	0	0	0	1	0	1	0	0	0	10
03:15 AM	0	2	3	0	1	0	0	0	1	0	0	0	0	0	7
03:30 AM	0	16	3	0	1	0	0	0	0	0	1	0	0	0	21
03:45 AM	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
04:00 AM	0	7	4	1	0	0	0	0	1	1	1	0	0	0	15
04:15 AM	0	7	1	0	0	0	0	1	3	0	1	0	0	0	13
04:30 AM	0	12	2	0	1	0	0	0	2	0	0	1	0	0	18
04:45 AM	0	20	8	0	2	0	0	0	3	0	1	0	0	0	34
05:00 AM	0	25	3	0	0	0	0	0	2	0	2	1	0	0	33
05:15 AM	0	13	5	0	1	0	0	1	1	0	4	0	0	0	25
05:30 AM	0	18	10	0	5	0	0	0	1	0	0	0	0	1	35
05:45 AM	0	47	13	0	3	0	0	1	3	0	2	0	0	0	69
Day Total															
Percent															
ADT															
5272															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	25	12	0	2	0	0	1	2	0	1	0	0	0	43
06:15 AM	0	18	5	0	3	2	0	0	3	0	1	0	0	0	32
06:30 AM	0	40	17	1	6	1	0	2	2	0	3	1	0	0	73
06:45 AM	0	48	18	2	3	0	0	2	7	0	1	0	0	0	81
07:00 AM	0	40	16	3	8	1	0	1	6	0	0	0	0	0	75
07:15 AM	1	64	27	1	7	1	0	1	10	0	0	0	1	0	113
07:30 AM	0	62	18	2	6	0	0	4	6	0	1	1	0	1	101
07:45 AM	0	65	16	0	8	2	0	0	9	0	1	0	0	0	101
08:00 AM	0	51	11	1	8	0	0	5	6	0	1	0	0	0	83
08:15 AM	0	34	20	2	6	0	0	3	6	0	0	0	0	1	72
08:30 AM	0	49	11	1	8	0	0	4	2	0	0	0	0	0	75
08:45 AM	0	38	16	0	3	3	0	3	2	0	0	0	0	0	65
09:00 AM	0	39	17	0	10	0	0	4	4	0	1	0	0	0	75
09:15 AM	1	42	18	1	3	2	0	3	7	0	0	0	0	0	77
09:30 AM	0	39	18	0	10	1	0	2	1	0	1	0	0	0	72
09:45 AM	0	49	15	2	10	0	0	5	8	0	0	0	0	0	89
10:00 AM	0	34	22	1	6	1	0	4	6	1	0	0	0	0	75
10:15 AM	0	36	11	0	6	1	0	1	3	1	0	0	0	0	59
10:30 AM	0	37	11	4	12	0	0	4	3	0	0	0	0	0	71
10:45 AM	0	36	16	0	9	3	0	1	4	0	0	0	0	0	69
11:00 AM	0	46	13	3	4	2	0	5	4	0	1	0	0	0	78
11:15 AM	0	38	24	3	6	0	0	4	6	0	0	0	0	0	81
11:30 AM	0	37	16	2	6	0	0	1	4	1	1	0	0	0	68
11:45 AM	0	33	16	2	16	0	0	2	4	0	0	0	0	1	74
Day Total															
Percent															
ADT															
5272															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)

QC JOB #: 15135838

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	44	23	3	4	0	0	3	6	0	0	0	0	1	84
12:15 PM	0	41	20	0	8	1	0	2	2	0	0	0	0	0	74
12:30 PM	0	39	11	0	6	0	0	2	5	0	0	0	0	0	63
12:45 PM	1	43	25	2	2	1	0	2	4	0	0	0	1	0	81
01:00 PM	0	46	16	1	6	1	0	4	2	0	0	0	0	0	76
01:15 PM	0	49	21	1	7	1	0	1	5	0	0	0	0	0	85
01:30 PM	0	49	20	1	6	0	0	3	1	0	0	0	0	0	80
01:45 PM	0	39	11	2	11	1	0	1	3	0	0	0	0	0	68
02:00 PM	0	45	19	1	7	0	0	1	5	0	0	0	0	0	78
02:15 PM	0	54	16	2	5	0	0	2	3	0	0	0	0	0	82
02:30 PM	0	47	15	2	5	1	0	1	4	0	0	0	0	1	76
02:45 PM	0	51	21	4	4	0	0	1	4	0	1	0	0	0	86
03:00 PM	0	52	18	4	4	1	0	3	3	0	0	0	0	0	85
03:15 PM	0	46	23	1	9	0	0	2	11	0	0	0	0	0	92
03:30 PM	0	66	33	3	6	2	0	2	6	0	0	0	0	0	118
03:45 PM	0	75	18	1	8	0	0	2	4	0	1	0	0	0	109
04:00 PM	1	73	19	3	16	1	0	3	5	0	0	0	0	1	122
04:15 PM	0	69	24	0	2	0	0	2	1	0	1	0	0	0	99
04:30 PM	0	46	17	1	3	0	0	7	3	0	0	0	0	0	77
04:45 PM	0	41	27	2	1	0	0	5	4	0	0	0	0	0	80
05:00 PM	0	48	14	3	6	0	1	4	4	0	0	0	0	1	81
05:15 PM	0	64	8	1	1	1	0	0	2	0	0	0	0	0	77
05:30 PM	0	68	16	1	4	1	0	1	3	0	0	0	0	0	94
05:45 PM	0	57	15	0	4	0	0	3	3	0	0	0	0	2	84
Day Total															
Percent															
ADT															
5272															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	48	16	0	3	2	0	2	3	0	0	0	0	0	74
06:15 PM	0	56	23	0	4	0	0	0	7	0	0	0	0	0	90
06:30 PM	0	64	19	0	6	0	0	2	2	0	0	0	0	2	95
06:45 PM	0	47	14	1	4	1	0	3	4	0	0	0	0	0	74
07:00 PM	0	36	10	2	2	0	0	2	4	0	0	0	0	0	56
07:15 PM	0	44	9	2	4	0	0	1	4	0	0	0	0	0	64
07:30 PM	0	26	9	1	3	0	0	2	2	0	0	0	0	1	44
07:45 PM	0	26	7	1	2	0	0	1	1	0	1	0	0	1	40
08:00 PM	0	26	7	1	2	0	0	0	1	0	0	0	0	0	37
08:15 PM	0	28	1	0	2	1	0	1	0	0	0	0	0	0	33
08:30 PM	0	35	6	0	3	0	0	0	2	0	1	0	0	0	47
08:45 PM	0	24	4	1	2	1	0	0	2	0	0	0	0	0	34
09:00 PM	0	15	8	1	1	0	0	1	1	0	0	0	0	0	27
09:15 PM	0	16	2	0	1	0	0	0	4	0	0	0	0	0	23
09:30 PM	0	24	8	1	1	0	0	0	3	0	0	0	0	0	37
09:45 PM	0	14	1	0	1	0	0	0	2	0	0	0	0	0	18
10:00 PM	0	20	4	0	0	1	0	1	0	0	0	0	0	0	26
10:15 PM	0	27	5	0	1	0	0	0	1	0	1	0	0	0	35
10:30 PM	0	23	3	0	0	0	0	0	1	0	0	0	0	0	27
10:45 PM	0	32	7	0	0	0	0	0	1	0	0	0	0	0	40
11:00 PM	0	17	4	0	0	0	0	0	0	0	1	1	0	0	23
11:15 PM	0	14	1	0	2	0	0	0	3	0	0	0	0	0	20
11:30 PM	0	24	2	0	0	0	0	0	2	0	0	0	0	0	28
11:45 PM	0	14	3	0	2	0	0	0	1	0	0	0	0	0	20
Day Total	4	3201	1081	84	364	38	1	142	292	4	39	6	2	14	5272
Percent	0.1%	60.7%	20.5%	1.6%	6.9%	0.7%	0%	2.7%	5.5%	0.1%	0.7%	0.1%	0%	0.3%	
ADT 5272															
AM Peak 15-min Vol	7:15 AM 1	7:45 AM 65	7:15 AM 27	10:30 AM 4	11:45 AM 16	8:45 AM 3	12:00 AM 0	8:00 AM 5	7:15 AM 10	4:00 AM 1	5:15 AM 4	2:45 AM 1	7:15 AM 1	5:30 AM 1	7:15 AM 113
PM Peak 15-min Vol	12:45 PM 1	3:45 PM 75	3:30 PM 33	2:45 PM 4	4:00 PM 16	3:30 PM 2	5:00 PM 1	4:30 PM 7	3:15 PM 11	12:00 PM 0	2:45 PM 1	11:00 PM 1	12:45 PM 1	5:45 PM 2	4:00 PM 122

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	16	1	0	0	0	0	0	1	0	1	0	0	0	19
12:15 AM	0	11	2	0	1	0	0	1	1	0	0	0	0	0	16
12:30 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	9	0	0	2	0	0	0	0	0	0	0	0	0	11
01:00 AM	0	8	4	1	0	0	0	0	0	0	2	0	0	0	15
01:15 AM	0	6	3	0	1	0	0	0	1	0	0	0	0	0	11
01:30 AM	0	2	4	0	0	0	0	0	1	0	0	0	0	0	7
01:45 AM	0	6	1	1	1	0	0	1	2	0	2	0	0	0	14
02:00 AM	0	6	2	0	0	0	0	0	2	0	0	0	0	0	10
02:15 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
02:30 AM	0	7	2	0	0	0	0	0	1	0	0	0	0	0	10
02:45 AM	0	10	1	0	1	0	0	0	1	0	0	0	0	0	13
03:00 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	0	12
03:15 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	0	6
03:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
04:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:15 AM	0	4	0	0	0	0	0	0	0	0	1	0	0	0	5
04:30 AM	0	14	3	0	1	0	0	0	2	0	1	1	0	0	22
04:45 AM	0	8	0	0	1	0	0	0	2	0	2	0	0	0	13
05:00 AM	0	7	3	0	1	0	0	0	0	0	1	0	0	0	12
05:15 AM	0	7	3	0	0	0	0	0	1	0	1	1	0	0	13
05:30 AM	0	8	3	0	0	0	0	0	1	0	4	0	0	0	16
05:45 AM	0	16	5	0	0	0	0	1	2	0	1	0	0	0	25
Day Total															
Percent															
ADT															
3898															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	15	5	1	0	0	0	2	0	0	2	1	0	0	26
06:15 AM	0	11	3	0	0	2	0	0	1	0	1	0	0	0	18
06:30 AM	0	21	6	1	0	0	0	0	2	0	2	0	0	1	33
06:45 AM	0	24	4	0	2	0	0	4	4	0	0	0	0	0	38
07:00 AM	0	17	5	0	1	1	0	1	2	0	0	0	0	0	27
07:15 AM	0	23	3	0	0	0	0	2	1	0	1	0	0	0	30
07:30 AM	0	31	10	0	2	0	0	1	3	0	1	1	0	0	49
07:45 AM	0	24	8	0	3	0	0	0	0	0	0	0	0	0	35
08:00 AM	0	27	6	0	4	0	0	2	1	0	0	0	0	0	40
08:15 AM	0	18	13	0	2	1	0	1	2	0	0	0	0	0	37
08:30 AM	0	28	4	0	3	1	0	1	3	0	1	0	0	0	41
08:45 AM	0	37	11	0	4	0	0	1	4	0	0	0	0	0	57
09:00 AM	0	28	10	0	4	0	0	0	0	0	0	0	0	0	42
09:15 AM	0	31	12	0	11	0	0	0	1	0	0	0	0	0	55
09:30 AM	1	28	12	0	6	0	0	3	2	0	0	0	0	0	52
09:45 AM	0	33	8	0	6	0	0	1	2	0	0	0	0	1	51
10:00 AM	0	31	16	0	4	0	0	2	1	0	0	0	0	0	54
10:15 AM	0	32	12	0	4	0	0	3	0	0	0	0	0	0	51
10:30 AM	0	42	15	2	6	0	0	0	0	0	0	0	0	0	65
10:45 AM	0	48	10	0	6	1	0	0	0	0	0	0	0	0	65
11:00 AM	0	53	9	0	7	0	0	0	1	0	0	0	0	0	70
11:15 AM	0	40	17	1	8	0	0	1	0	0	0	0	0	0	67
11:30 AM	1	49	12	0	5	0	0	1	5	0	0	0	0	0	73
11:45 AM	0	57	15	1	4	0	0	4	1	0	0	0	0	0	82
Day Total															
Percent															
ADT															
3898															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	52	21	4	3	0	0	2	1	0	0	0	0	0	84
12:15 PM	0	56	18	1	5	1	0	1	1	0	0	0	0	0	83
12:30 PM	0	39	17	0	4	1	0	0	2	0	0	0	0	0	63
12:45 PM	0	44	12	0	6	2	0	1	0	0	0	0	0	0	65
01:00 PM	0	46	15	0	8	0	0	2	5	0	0	0	0	0	76
01:15 PM	0	45	18	0	4	0	0	2	3	0	0	0	0	0	72
01:30 PM	0	42	18	1	6	0	0	2	3	0	0	0	0	1	73
01:45 PM	0	59	12	0	2	0	0	3	0	0	0	0	0	0	76
02:00 PM	0	39	15	1	8	0	0	0	0	0	0	0	0	0	63
02:15 PM	0	25	9	0	4	0	0	0	1	0	0	0	0	0	39
02:30 PM	0	23	9	1	1	0	0	0	1	0	0	0	0	1	36
02:45 PM	1	51	8	0	8	1	0	1	1	0	0	0	0	2	73
03:00 PM	1	47	11	1	2	0	0	5	1	0	0	0	0	1	69
03:15 PM	0	44	15	0	3	0	0	1	0	0	0	0	0	0	63
03:30 PM	0	45	9	0	1	0	0	2	1	0	0	0	0	0	58
03:45 PM	1	41	12	0	5	0	0	1	0	0	0	0	0	0	60
04:00 PM	0	45	22	2	4	0	0	0	0	0	0	0	0	0	73
04:15 PM	0	29	11	0	6	0	0	1	0	0	0	0	0	0	47
04:30 PM	1	40	15	2	3	0	0	1	0	0	1	0	0	0	63
04:45 PM	0	52	11	0	3	0	0	1	0	0	0	0	0	0	67
05:00 PM	0	35	8	1	2	0	0	1	0	0	0	0	0	0	47
05:15 PM	0	44	11	0	4	1	0	2	2	0	0	0	0	0	64
05:30 PM	0	43	15	0	4	0	0	0	3	0	0	0	0	0	65
05:45 PM	0	47	13	0	1	1	0	1	1	0	0	0	0	0	64
Day Total															
Percent															
ADT															
3898															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	58	18	0	4	0	0	0	1	0	0	0	0	0	81
06:15 PM	0	52	20	0	1	1	0	1	2	0	0	0	0	0	77
06:30 PM	0	48	17	0	4	0	0	0	0	0	0	0	0	0	69
06:45 PM	0	40	13	1	4	0	0	0	1	0	0	0	0	0	59
07:00 PM	0	28	6	1	2	0	0	1	0	0	1	0	0	0	39
07:15 PM	0	35	10	0	1	0	0	1	0	0	0	0	0	0	47
07:30 PM	1	30	10	0	3	0	0	0	0	0	0	0	0	0	44
07:45 PM	0	33	4	0	4	0	0	0	3	0	0	0	0	0	44
08:00 PM	0	31	10	0	0	1	0	0	0	0	0	0	0	0	42
08:15 PM	0	30	4	0	2	1	0	0	1	0	0	0	0	0	38
08:30 PM	1	28	7	0	2	0	0	1	0	0	1	0	0	0	40
08:45 PM	0	22	6	0	2	0	0	0	1	0	0	0	0	0	31
09:00 PM	0	22	10	0	2	1	0	0	2	0	0	0	0	0	37
09:15 PM	0	21	2	0	2	0	0	0	3	0	0	0	0	0	28
09:30 PM	0	16	8	0	0	0	0	0	0	0	0	0	0	0	24
09:45 PM	0	23	2	0	1	0	0	0	0	0	0	0	0	0	26
10:00 PM	0	17	5	0	0	0	0	0	0	0	1	0	0	0	23
10:15 PM	0	15	12	0	1	0	0	0	1	0	0	0	0	0	29
10:30 PM	0	18	7	0	1	0	0	0	1	0	0	0	0	0	27
10:45 PM	1	11	6	0	2	0	0	0	0	0	0	0	0	0	20
11:00 PM	0	11	5	0	4	0	0	0	0	0	0	0	0	0	20
11:15 PM	0	10	1	1	0	0	0	0	0	0	0	0	0	0	12
11:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
11:45 PM	0	25	2	0	0	0	0	1	1	0	0	0	0	0	29
Day Total	10	2614	783	25	242	17	0	68	100	0	28	4	0	7	3898
Percent	0.3%	67.1%	20.1%	0.6%	6.2%	0.4%	0%	1.7%	2.6%	0%	0.7%	0.1%	0%	0.2%	
ADT 3898															
AM Peak 15-min Vol	9:30 AM	11:45 AM	11:15 AM	10:30 AM	9:15 AM	6:15 AM	12:00 AM	6:45 AM	11:30 AM	12:00 AM	5:30 AM	4:30 AM	12:00 AM	6:30 AM	11:45 AM
	1	57	17	2	11	2	0	4	5	0	4	1	0	1	82
PM Peak 15-min Vol	12:00 PM	1:45 PM	4:00 PM	12:00 PM	1:00 PM	12:45 PM	12:00 PM	3:00 PM	1:00 PM	12:00 PM	4:30 PM	12:00 PM	12:00 PM	2:45 PM	12:00 PM
	1	59	22	4	8	2	0	5	5	0	1	0	0	2	84

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
12:15 AM	0	10	4	1	1	0	0	2	3	0	0	0	0	0	21
12:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
12:45 AM	0	8	3	0	0	1	0	1	0	0	0	0	0	0	13
01:00 AM	0	5	2	0	1	0	0	0	0	0	1	0	0	0	9
01:15 AM	0	6	4	0	0	0	0	1	1	0	0	0	0	0	12
01:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
01:45 AM	0	6	3	0	1	0	0	0	0	0	1	0	0	0	11
02:00 AM	0	6	1	0	0	0	0	1	1	0	0	0	0	0	9
02:15 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
02:30 AM	0	11	2	0	0	0	0	0	0	0	1	0	0	0	14
02:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
03:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
03:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
04:15 AM	0	5	2	0	1	0	0	0	0	0	1	0	0	0	9
04:30 AM	0	7	2	0	0	0	0	1	2	0	0	0	0	0	12
04:45 AM	0	16	0	0	1	0	0	0	1	0	0	0	0	0	18
05:00 AM	0	7	2	0	3	0	0	0	0	0	0	0	0	0	12
05:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
05:30 AM	0	4	3	0	2	0	0	0	0	0	0	1	0	0	10
05:45 AM	0	6	4	0	2	1	0	0	0	0	1	0	0	1	15
Day Total Percent															
ADT 3269															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	11	4	0	0	0	0	1	2	0	0	0	0	0	18
06:15 AM	0	2	3	0	0	0	0	0	3	0	0	0	0	0	8
06:30 AM	0	6	3	0	2	0	0	0	1	0	0	0	0	0	12
06:45 AM	0	8	2	1	1	0	0	0	0	0	0	0	0	0	12
07:00 AM	0	5	4	0	0	0	0	0	1	0	0	0	0	0	10
07:15 AM	0	14	5	0	2	0	0	0	2	0	0	0	0	0	23
07:30 AM	0	18	4	0	1	0	0	1	1	0	0	0	0	0	25
07:45 AM	0	20	3	0	4	0	0	1	0	0	1	0	0	0	29
08:00 AM	0	17	6	0	5	0	0	0	0	0	0	0	0	0	28
08:15 AM	0	28	4	0	2	0	0	0	3	0	0	0	0	0	37
08:30 AM	0	28	6	0	0	0	0	1	1	0	0	0	0	0	36
08:45 AM	0	17	3	0	4	0	0	0	0	0	0	0	0	0	24
09:00 AM	0	17	6	0	1	0	0	0	0	0	0	0	0	0	24
09:15 AM	0	31	10	1	4	1	0	1	4	0	0	0	0	0	52
09:30 AM	0	31	11	0	3	1	0	2	0	0	0	0	0	1	49
09:45 AM	0	38	8	0	8	0	0	0	3	0	0	0	0	0	57
10:00 AM	0	34	9	1	3	0	0	0	1	0	0	0	0	0	48
10:15 AM	0	31	9	0	4	0	0	1	0	0	0	0	0	0	45
10:30 AM	0	31	13	1	7	0	0	1	1	0	0	0	0	0	54
10:45 AM	0	21	11	0	5	0	0	2	0	0	0	0	0	0	39
11:00 AM	0	35	14	0	3	0	0	1	1	0	0	0	0	0	54
11:15 AM	1	39	14	0	5	0	0	1	0	0	0	0	0	0	60
11:30 AM	0	35	16	0	2	0	0	2	0	0	0	0	0	0	55
11:45 AM	0	48	18	0	4	0	0	2	0	0	0	0	0	1	73
Day Total Percent															
ADT 3269															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)

QC JOB #: 15135838

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	51	13	0	5	1	0	2	1	0	0	0	0	1	74
12:15 PM	0	43	17	0	4	1	0	1	0	0	0	0	0	0	66
12:30 PM	0	56	21	1	5	0	0	1	1	0	0	0	0	1	86
12:45 PM	0	48	16	1	6	0	0	0	0	0	0	0	0	0	71
01:00 PM	0	45	11	0	3	0	0	0	1	0	0	0	0	0	60
01:15 PM	0	44	15	0	6	0	0	1	0	0	0	0	0	0	66
01:30 PM	0	36	16	1	7	0	0	2	1	0	0	0	0	0	63
01:45 PM	0	35	16	0	0	1	0	2	1	0	0	0	0	0	55
02:00 PM	1	48	14	3	1	0	0	0	0	0	0	0	0	0	67
02:15 PM	1	34	12	2	3	1	0	1	1	0	0	0	0	0	55
02:30 PM	0	46	11	0	3	0	0	2	2	0	0	0	0	0	64
02:45 PM	0	40	9	1	5	0	0	1	0	0	0	0	0	0	56
03:00 PM	0	33	12	1	5	0	0	1	1	0	0	0	0	0	53
03:15 PM	1	36	11	1	7	1	0	0	2	0	0	0	0	0	59
03:30 PM	0	40	13	0	7	0	0	3	0	0	0	0	0	0	63
03:45 PM	0	38	15	0	6	0	0	0	3	0	0	0	0	1	63
04:00 PM	0	35	9	0	4	0	0	2	0	0	0	0	0	0	50
04:15 PM	0	39	8	1	3	1	0	1	1	0	0	0	0	2	56
04:30 PM	0	34	7	2	1	0	0	1	0	0	0	0	0	0	45
04:45 PM	0	42	9	0	3	0	0	1	0	0	0	0	0	1	56
05:00 PM	0	33	14	0	2	2	0	3	1	0	0	0	0	0	55
05:15 PM	0	26	8	0	1	0	0	0	2	0	0	0	0	0	37
05:30 PM	1	29	7	0	2	1	0	3	2	0	0	0	0	1	46
05:45 PM	0	37	15	1	4	0	0	0	0	0	0	0	0	1	58
Day Total															
Percent															
ADT															
3269															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	42	7	0	9	0	0	1	3	0	0	0	0	0	62
06:15 PM	0	43	7	1	3	0	0	3	0	0	0	1	0	0	58
06:30 PM	0	43	15	0	3	1	0	1	1	0	0	0	0	0	64
06:45 PM	0	34	7	0	5	1	0	1	0	0	0	0	0	0	48
07:00 PM	0	42	14	0	1	0	0	0	1	0	0	1	0	0	59
07:15 PM	0	35	11	0	2	1	0	1	1	0	0	0	0	0	51
07:30 PM	1	23	1	0	0	0	0	0	0	0	0	1	0	0	26
07:45 PM	1	24	8	0	0	0	0	0	1	0	0	0	0	0	34
08:00 PM	0	18	7	0	0	0	0	1	0	0	0	0	0	0	26
08:15 PM	0	21	9	0	0	0	0	0	2	0	0	0	0	0	32
08:30 PM	0	13	5	0	2	0	0	0	0	0	0	0	0	0	20
08:45 PM	0	15	7	0	1	0	0	0	2	0	0	0	0	0	25
09:00 PM	0	16	7	1	1	0	0	1	4	0	0	0	0	0	30
09:15 PM	0	12	1	0	0	0	0	0	1	0	0	0	0	0	14
09:30 PM	0	17	6	0	1	1	0	0	1	0	0	0	0	0	26
09:45 PM	0	11	4	1	3	1	0	0	0	0	0	0	0	0	20
10:00 PM	0	12	7	0	4	0	0	0	3	0	0	0	0	0	26
10:15 PM	0	13	3	0	0	1	0	0	2	0	0	0	0	0	19
10:30 PM	0	10	6	1	0	0	0	0	2	0	0	0	0	0	19
10:45 PM	0	9	5	1	2	0	0	1	0	0	0	0	0	0	18
11:00 PM	0	7	1	0	1	0	0	1	2	0	0	0	0	0	12
11:15 PM	0	12	2	0	1	0	0	1	2	0	0	0	0	0	18
11:30 PM	0	7	3	0	0	0	0	0	1	0	0	0	0	0	11
11:45 PM	0	8	2	0	0	0	0	1	3	0	0	0	0	0	14
Day Total	7	2161	671	25	216	19	0	65	84	0	6	4	0	11	3269
Percent	0.2%	66.1%	20.5%	0.8%	6.6%	0.6%	0%	2%	2.6%	0%	0.2%	0.1%	0%	0.3%	
ADT 3269															
AM Peak 15-min Vol	11:15 AM 1	11:45 AM 48	11:45 AM 18	12:15 AM 1	9:45 AM 8	12:45 AM 1	12:00 AM 0	12:15 AM 2	9:15 AM 4	12:00 AM 0	1:00 AM 1	5:30 AM 1	12:00 AM 0	5:45 AM 1	11:45 AM 73
PM Peak 15-min Vol	2:00 PM 1	12:30 PM 56	12:30 PM 21	2:00 PM 3	6:00 PM 9	5:00 PM 2	12:00 PM 0	3:30 PM 3	9:00 PM 4	12:00 PM 0	12:00 PM 0	6:15 PM 1	12:00 PM 0	4:15 PM 2	12:30 PM 86

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	1	0	0	0	0	0	2	0	0	0	0	0	7
12:15 AM	0	7	0	0	1	0	0	2	0	0	0	0	0	1	11
12:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
01:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
01:15 AM	0	2	3	0	1	0	0	0	0	0	1	0	0	0	7
01:30 AM	0	2	0	0	1	0	0	0	1	0	0	0	0	0	4
01:45 AM	0	3	0	0	1	0	0	0	1	0	1	0	0	0	6
02:00 AM	0	4	3	0	0	0	0	0	0	0	1	0	0	0	8
02:15 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
02:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
02:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:15 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	0	9
03:30 AM	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
03:45 AM	0	12	3	0	2	0	0	0	3	0	0	0	0	0	20
04:00 AM	0	8	3	1	0	0	0	1	3	0	1	0	0	0	17
04:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 AM	0	7	6	0	1	0	0	1	3	0	0	0	0	0	18
04:45 AM	0	12	6	0	4	0	0	0	2	0	0	0	0	0	24
05:00 AM	0	22	7	2	3	0	0	0	3	0	0	0	0	0	37
05:15 AM	0	14	2	1	3	0	0	1	1	0	0	0	0	0	22
05:30 AM	0	27	13	1	1	0	0	1	2	0	0	0	0	0	45
05:45 AM	0	31	14	0	6	0	0	0	4	0	0	0	0	0	55
Day Total Percent															
ADT 4695															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	37	10	0	3	2	0	1	1	0	0	0	0	0	54
06:15 AM	0	34	16	0	7	0	0	0	5	0	0	1	0	0	63
06:30 AM	0	31	20	0	6	0	0	2	4	0	0	0	0	0	63
06:45 AM	0	48	22	2	4	2	0	2	4	1	2	0	0	0	87
07:00 AM	0	51	21	0	7	1	0	2	4	0	0	0	0	0	86
07:15 AM	0	60	19	0	11	1	0	2	6	0	0	0	0	0	99
07:30 AM	0	58	23	0	4	1	0	1	2	0	1	0	0	1	91
07:45 AM	1	59	17	2	6	0	1	3	8	0	0	0	0	2	99
08:00 AM	0	61	16	1	9	0	0	4	8	0	0	1	0	2	102
08:15 AM	0	39	14	1	3	0	0	5	8	0	0	0	0	0	70
08:30 AM	1	46	21	0	6	0	0	2	5	0	0	0	0	0	81
08:45 AM	0	40	16	2	5	0	0	2	3	0	0	0	0	0	68
09:00 AM	0	27	12	2	10	2	0	2	7	0	1	0	0	0	63
09:15 AM	0	41	11	3	10	2	0	2	5	0	0	0	0	0	74
09:30 AM	0	33	6	0	5	0	0	4	6	0	0	0	0	0	54
09:45 AM	0	33	12	1	7	1	0	1	2	0	0	0	0	0	57
10:00 AM	0	40	17	3	13	1	0	4	3	0	0	0	0	0	81
10:15 AM	0	40	17	1	5	0	0	4	4	0	1	0	0	0	72
10:30 AM	0	37	16	1	4	0	0	6	3	0	0	0	0	0	67
10:45 AM	0	27	14	1	6	0	0	1	6	0	0	0	0	0	55
11:00 AM	0	30	18	1	7	2	0	1	10	0	0	0	0	0	69
11:15 AM	0	39	19	1	10	1	0	5	3	0	0	0	0	0	78
11:30 AM	0	47	19	2	10	1	2	3	2	1	1	0	0	0	88
11:45 AM	0	45	11	2	9	2	0	3	2	0	0	0	0	0	74
Day Total															
Percent															
ADT															
4695															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	38	20	1	10	2	0	5	3	0	0	0	0	0	79
12:15 PM	0	39	19	0	10	1	0	4	2	0	0	0	0	0	75
12:30 PM	0	46	14	1	8	0	0	4	3	0	0	0	0	0	76
12:45 PM	0	54	17	2	5	2	1	4	1	0	0	0	0	3	89
01:00 PM	1	39	18	4	7	0	0	4	2	0	0	0	0	0	75
01:15 PM	0	41	14	1	6	0	0	1	2	0	0	0	0	2	67
01:30 PM	2	47	15	0	11	0	0	2	8	1	0	0	0	0	86
01:45 PM	0	41	22	1	3	4	0	4	5	0	1	0	0	0	81
02:00 PM	1	37	12	0	8	0	0	2	2	0	0	0	0	1	63
02:15 PM	0	37	14	5	4	1	0	2	3	0	1	0	0	1	68
02:30 PM	0	48	23	0	5	1	0	6	2	0	0	0	0	0	85
02:45 PM	0	44	21	2	9	1	0	4	4	0	0	0	0	0	85
03:00 PM	0	31	11	2	6	0	0	4	4	0	0	0	0	2	60
03:15 PM	0	51	17	2	6	0	0	1	4	0	1	0	0	0	82
03:30 PM	2	37	15	1	3	0	0	4	3	0	0	0	0	1	66
03:45 PM	0	43	14	1	10	2	0	3	5	0	0	0	0	0	78
04:00 PM	0	41	13	0	9	1	0	3	6	0	1	0	0	0	74
04:15 PM	0	44	20	1	6	2	0	6	1	2	0	0	0	0	82
04:30 PM	0	45	17	0	12	0	0	1	4	0	0	0	0	0	79
04:45 PM	0	43	17	1	4	1	0	3	1	0	0	0	0	1	71
05:00 PM	1	40	18	1	3	1	0	2	2	0	0	0	0	1	69
05:15 PM	0	43	18	4	6	0	0	1	2	0	0	0	0	0	74
05:30 PM	0	63	24	3	7	1	0	8	6	0	0	0	0	1	113
05:45 PM	1	49	16	2	6	1	0	3	6	0	0	0	0	0	84
Day Total															
Percent															
ADT															
4695															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	46	19	2	3	0	0	2	3	0	0	0	0	0	75
06:15 PM	1	43	9	0	3	0	0	3	5	0	0	0	0	1	65
06:30 PM	0	36	10	0	5	1	0	2	1	0	0	0	0	0	55
06:45 PM	0	33	15	3	9	2	0	1	2	0	0	0	0	0	65
07:00 PM	0	25	6	0	3	0	0	1	4	0	0	0	0	0	39
07:15 PM	0	19	6	2	3	0	0	1	0	0	0	0	0	0	31
07:30 PM	0	20	5	0	2	0	0	1	2	0	0	0	0	0	30
07:45 PM	0	20	6	1	0	0	0	2	1	0	0	0	0	0	30
08:00 PM	0	21	2	1	0	0	0	2	3	0	0	0	0	1	30
08:15 PM	0	16	7	2	1	0	0	2	0	0	0	0	0	0	28
08:30 PM	0	13	8	0	0	0	0	0	1	0	0	0	0	0	22
08:45 PM	0	21	2	1	0	0	0	1	0	0	0	0	0	0	25
09:00 PM	0	11	5	0	1	1	0	0	0	0	0	0	0	1	19
09:15 PM	0	13	2	0	1	0	0	1	1	0	0	0	0	0	18
09:30 PM	0	9	7	0	0	1	0	0	0	0	1	0	0	0	18
09:45 PM	0	18	5	1	1	0	0	0	1	0	0	0	0	0	26
10:00 PM	0	12	0	2	2	1	0	0	0	0	0	0	0	0	17
10:15 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
10:30 PM	0	15	3	0	0	0	0	1	1	0	0	0	0	0	20
10:45 PM	0	12	2	1	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	10	0	0	1	0	0	0	2	0	0	0	0	0	13
11:15 PM	0	14	3	0	1	1	0	0	1	0	0	0	0	0	20
11:30 PM	0	12	2	1	0	0	0	1	0	0	0	0	0	0	16
11:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
Day Total	11	2694	998	83	394	49	4	170	248	5	15	2	0	22	4695
Percent	0.2%	57.4%	21.3%	1.8%	8.4%	1%	0.1%	3.6%	5.3%	0.1%	0.3%	0%	0%	0.5%	
ADT 4695															
AM Peak 15-min Vol	7:45 AM	8:00 AM	7:30 AM	9:15 AM	10:00 AM	3:15 AM	11:30 AM	10:30 AM	11:00 AM	6:45 AM	6:45 AM	6:15 AM	12:00 AM	7:45 AM	8:00 AM
	1	61	23	3	13	2	2	6	10	1	2	1	0	2	102
PM Peak 15-min Vol	1:30 PM	5:30 PM	5:30 PM	2:15 PM	4:30 PM	1:45 PM	12:45 PM	5:30 PM	1:30 PM	4:15 PM	1:45 PM	12:00 PM	12:00 PM	12:45 PM	5:30 PM
	2	63	24	5	12	4	1	8	8	2	1	0	0	3	113

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	2	3	0	1	0	0	1	1	0	0	0	0	0	8
12:15 AM	0	3	5	0	1	0	0	0	0	0	0	0	0	0	9
12:30 AM	0	8	6	0	0	0	0	1	1	0	0	0	0	1	17
12:45 AM	0	4	1	0	0	0	0	1	1	0	0	0	0	0	7
01:00 AM	0	3	0	0	1	0	0	2	1	0	1	0	0	0	8
01:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
01:30 AM	0	3	0	1	2	0	0	1	1	0	2	0	0	1	11
01:45 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
02:00 AM	0	5	0	1	0	0	0	0	0	0	1	0	0	0	7
02:15 AM	0	4	2	0	0	0	0	2	0	0	0	0	0	1	9
02:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45 AM	0	7	0	0	0	1	0	0	1	0	0	0	0	0	9
03:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	1	9
03:15 AM	0	4	0	0	0	0	0	0	1	0	1	0	0	0	6
03:30 AM	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
03:45 AM	1	6	4	0	3	0	0	0	0	0	3	0	0	1	18
04:00 AM	0	6	2	0	1	0	0	2	1	0	0	0	0	0	12
04:15 AM	0	7	4	0	2	0	0	1	1	0	1	0	0	0	16
04:30 AM	0	7	3	0	0	0	0	1	2	0	0	0	0	0	13
04:45 AM	0	20	7	1	3	0	0	0	6	0	1	0	0	1	39
05:00 AM	0	16	7	0	2	0	0	0	0	0	4	1	0	0	30
05:15 AM	0	20	8	0	2	0	0	0	0	0	3	0	0	0	33
05:30 AM	0	24	12	0	4	0	0	0	1	0	0	1	0	0	42
05:45 AM	0	42	17	0	4	1	0	0	1	0	1	0	0	0	66
Day Total															
Percent															
ADT															
4695															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	28	8	0	2	0	0	0	5	0	0	0	0	0	43
06:15 AM	0	34	5	0	6	1	0	1	1	1	2	0	0	0	51
06:30 AM	0	35	14	0	9	1	2	1	4	1	0	0	1	0	68
06:45 AM	1	47	19	1	6	0	0	4	4	0	3	0	0	0	85
07:00 AM	0	43	16	3	3	3	0	2	5	0	1	1	0	0	77
07:15 AM	0	61	24	0	8	2	0	3	4	0	1	0	0	1	104
07:30 AM	0	61	20	1	3	2	0	2	5	0	1	0	0	0	95
07:45 AM	0	82	27	2	10	1	1	5	8	0	2	0	0	0	138
08:00 AM	0	60	9	3	11	3	0	4	4	0	1	0	0	1	96
08:15 AM	1	38	15	0	8	0	0	1	4	1	0	0	0	1	69
08:30 AM	1	37	12	2	4	1	0	1	4	0	0	0	0	0	62
08:45 AM	0	37	15	0	4	1	0	3	7	0	2	0	0	0	69
09:00 AM	1	31	13	1	5	1	0	0	5	0	0	0	0	0	57
09:15 AM	0	35	16	1	11	0	0	3	11	0	0	0	0	1	78
09:30 AM	0	48	17	0	9	0	0	2	7	0	0	0	0	0	83
09:45 AM	0	38	15	2	5	1	0	0	3	0	0	0	0	0	64
10:00 AM	0	23	10	4	5	1	0	5	5	0	0	0	0	0	53
10:15 AM	0	35	18	0	9	0	0	2	8	0	0	0	0	1	73
10:30 AM	0	23	16	2	4	0	0	0	7	0	0	0	0	0	52
10:45 AM	0	31	14	2	5	1	0	2	1	0	0	0	0	0	56
11:00 AM	0	19	12	0	4	0	0	0	6	0	0	0	0	0	41
11:15 AM	0	39	17	2	9	1	0	7	4	0	0	0	0	1	80
11:30 AM	0	42	22	3	5	0	0	3	1	0	0	0	0	1	77
11:45 AM	0	45	11	2	10	0	0	4	5	0	0	0	0	1	78
Day Total															
Percent															
ADT															
4695															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	33	15	1	7	1	0	3	3	0	0	0	0	0	63
12:15 PM	1	35	16	1	5	1	0	0	7	0	0	1	0	0	67
12:30 PM	0	36	14	1	8	1	0	3	10	0	0	0	0	0	73
12:45 PM	0	36	15	1	8	0	0	5	4	0	0	0	0	0	69
01:00 PM	0	50	26	3	11	0	0	3	9	0	0	0	0	0	102
01:15 PM	1	35	11	1	9	3	0	2	5	0	0	0	0	0	67
01:30 PM	0	44	22	0	10	0	0	6	5	0	0	0	0	0	87
01:45 PM	0	33	18	1	7	0	0	2	2	0	0	0	0	0	63
02:00 PM	0	29	21	1	11	0	0	2	4	0	0	0	0	0	68
02:15 PM	0	40	10	2	5	0	0	3	4	0	0	0	0	0	64
02:30 PM	0	50	12	0	5	1	0	4	5	0	1	0	0	0	78
02:45 PM	0	38	17	0	5	0	0	3	9	0	1	0	0	0	73
03:00 PM	0	38	13	2	5	1	0	4	2	0	0	0	0	2	67
03:15 PM	0	54	11	2	18	2	0	3	4	0	0	0	0	0	94
03:30 PM	2	42	15	1	11	0	0	3	4	0	0	0	0	0	78
03:45 PM	0	51	19	3	9	1	0	0	4	1	0	0	0	0	88
04:00 PM	0	55	16	3	3	0	0	2	1	0	0	0	0	0	80
04:15 PM	1	49	10	2	2	1	0	4	4	0	0	0	0	1	74
04:30 PM	0	50	16	0	6	0	0	2	5	0	0	0	0	0	79
04:45 PM	0	53	28	1	2	2	0	2	4	0	1	0	0	1	94
05:00 PM	0	30	10	1	4	2	0	5	2	0	0	0	0	0	54
05:15 PM	0	57	20	0	6	0	0	0	4	0	1	0	0	1	89
05:30 PM	0	50	14	4	1	0	0	3	2	0	0	0	0	0	74
05:45 PM	0	41	14	1	4	0	0	2	2	0	0	0	0	0	64
Day Total Percent															
ADT 4695															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd) **QC JOB #:** 15135838
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	46	23	1	7	0	0	1	8	0	0	0	0	0	86
06:15 PM	0	83	17	3	4	1	0	2	10	0	0	0	0	0	120
06:30 PM	0	27	8	1	5	1	0	3	6	0	0	1	0	2	54
06:45 PM	0	27	3	0	1	1	0	0	3	0	0	0	0	0	35
07:00 PM	0	22	8	0	2	0	0	0	4	0	0	0	0	0	36
07:15 PM	0	10	5	1	2	0	0	0	2	0	0	0	0	0	20
07:30 PM	0	11	6	0	3	0	0	0	0	1	0	0	0	0	21
07:45 PM	1	9	5	0	0	1	0	0	2	0	0	0	0	2	20
08:00 PM	0	20	2	1	2	0	0	1	7	0	0	0	0	0	33
08:15 PM	0	13	2	0	0	1	0	0	1	0	0	0	0	0	17
08:30 PM	0	43	13	1	2	0	0	0	4	0	0	0	0	0	63
08:45 PM	0	15	5	0	0	0	0	0	1	0	0	0	0	0	21
09:00 PM	0	19	3	1	1	0	0	1	1	0	1	0	0	0	27
09:15 PM	0	13	5	0	2	1	0	0	1	0	0	0	0	0	22
09:30 PM	0	12	0	0	0	0	0	1	5	0	0	0	0	0	18
09:45 PM	0	12	3	0	1	2	0	0	1	0	0	0	0	0	19
10:00 PM	0	13	1	0	0	1	0	0	0	0	0	0	0	0	15
10:15 PM	0	11	3	0	1	0	0	0	3	0	0	0	0	0	18
10:30 PM	0	10	3	0	2	0	0	1	1	0	0	0	0	0	17
10:45 PM	0	14	3	0	0	0	0	0	4	0	0	0	0	0	21
11:00 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
11:15 PM	0	13	2	0	0	0	0	1	0	0	0	0	0	0	16
11:30 PM	0	9	1	1	0	1	0	0	0	0	0	0	0	0	12
11:45 PM	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
Day Total	11	2687	966	76	383	48	3	145	306	5	36	5	1	23	4695
Percent	0.2%	57.2%	20.6%	1.6%	8.2%	1%	0.1%	3.1%	6.5%	0.1%	0.8%	0.1%	0%	0.5%	
ADT 4695															
AM Peak 15-min Vol	3:45 AM	7:45 AM	7:45 AM	10:00 AM	8:00 AM	7:00 AM	6:30 AM	11:15 AM	9:15 AM	6:15 AM	5:00 AM	5:00 AM	6:30 AM	12:30 AM	7:45 AM
	1	82	27	4	11	3	2	7	11	1	4	1	1	1	138
PM Peak 15-min Vol	3:30 PM	6:15 PM	4:45 PM	5:30 PM	3:15 PM	1:15 PM	12:00 PM	1:30 PM	12:30 PM	3:45 PM	2:30 PM	12:15 PM	12:00 PM	3:00 PM	6:15 PM
	2	83	28	4	18	3	0	6	10	1	1	1	0	2	120

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	5	1	0	0	0	1	1	0	0	0	0	0	12
12:15 AM	0	12	3	0	0	0	0	0	1	0	0	0	0	0	16
12:30 AM	0	9	1	0	1	0	0	1	2	0	1	0	0	0	15
12:45 AM	0	11	2	0	0	0	0	1	0	0	0	0	0	0	14
01:00 AM	0	5	1	0	0	0	0	0	0	0	1	0	0	0	7
01:15 AM	0	3	2	0	0	0	0	0	1	0	2	0	0	0	8
01:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:45 AM	0	3	2	0	1	0	0	0	1	0	2	0	0	0	9
02:00 AM	0	2	0	0	0	1	0	0	2	0	1	0	0	0	6
02:15 AM	0	1	4	0	0	0	0	0	3	0	1	0	0	0	9
02:30 AM	0	3	3	0	0	0	0	0	1	0	2	0	0	0	9
02:45 AM	0	3	3	0	0	0	0	0	2	0	0	0	0	0	8
03:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	0	7
03:30 AM	0	7	3	0	0	0	0	0	1	0	1	0	0	0	12
03:45 AM	0	10	1	0	1	0	0	0	1	0	1	0	0	0	14
04:00 AM	1	12	2	1	2	0	0	0	0	0	1	0	0	0	19
04:15 AM	0	11	2	0	1	0	0	0	3	0	1	0	0	0	18
04:30 AM	1	9	6	1	3	0	0	0	3	0	2	0	0	0	25
04:45 AM	0	16	4	0	2	0	0	1	3	0	0	0	0	0	26
05:00 AM	0	14	12	0	0	0	0	0	3	0	6	1	0	0	36
05:15 AM	0	19	8	0	3	0	0	0	4	0	2	0	0	1	37
05:30 AM	0	22	13	1	3	0	0	0	1	0	1	0	0	0	41
05:45 AM	0	39	17	1	3	0	0	0	2	0	1	0	0	0	63
Day Total															
Percent															
ADT															
4879															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	27	6	1	4	1	0	1	1	0	1	1	0	0	44
06:15 AM	0	32	14	0	7	1	0	0	3	1	0	0	0	0	58
06:30 AM	0	37	20	1	5	2	0	1	7	0	1	0	0	0	74
06:45 AM	0	46	18	3	7	2	1	2	6	0	1	0	0	1	87
07:00 AM	0	45	16	1	5	0	0	4	4	0	1	0	0	0	76
07:15 AM	0	49	36	1	6	1	0	2	2	0	1	0	0	0	98
07:30 AM	0	67	19	0	6	0	0	1	5	0	1	0	0	0	99
07:45 AM	0	74	19	1	6	0	0	2	9	0	2	0	0	0	113
08:00 AM	0	59	13	2	7	1	0	1	8	0	2	0	0	0	93
08:15 AM	0	37	15	3	17	0	1	2	5	0	0	0	0	1	81
08:30 AM	0	46	12	0	4	0	0	2	4	0	0	0	0	0	68
08:45 AM	0	39	15	0	16	1	0	4	1	1	0	0	0	0	77
09:00 AM	0	45	10	0	10	0	0	2	3	1	0	0	0	1	72
09:15 AM	0	29	9	1	10	0	0	2	8	0	0	0	0	0	59
09:30 AM	0	36	16	2	6	4	0	2	1	0	0	0	0	0	67
09:45 AM	0	35	16	2	10	1	0	2	7	0	0	0	0	1	74
10:00 AM	0	31	11	2	7	0	0	4	2	0	0	0	0	0	57
10:15 AM	0	21	17	0	14	0	0	1	5	0	0	0	0	0	58
10:30 AM	0	25	19	5	6	0	0	3	3	0	0	0	0	0	61
10:45 AM	0	48	10	0	7	1	1	3	3	0	0	0	0	2	75
11:00 AM	0	29	19	1	3	0	0	3	4	0	0	0	0	1	60
11:15 AM	1	31	15	2	4	1	0	1	8	0	0	0	0	0	63
11:30 AM	0	42	11	1	12	2	0	4	7	0	1	0	0	0	80
11:45 AM	0	50	16	3	8	2	0	4	4	0	0	0	0	0	87
Day Total															
Percent															
ADT															4879
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	36	14	2	16	0	0	2	5	0	0	0	0	1	76
12:15 PM	0	42	15	1	13	3	0	2	2	0	0	0	0	1	79
12:30 PM	0	29	21	5	7	1	0	1	2	0	0	0	0	0	66
12:45 PM	0	38	17	0	7	1	1	2	4	0	0	0	0	0	70
01:00 PM	0	41	26	3	5	1	0	2	2	0	0	0	0	0	80
01:15 PM	0	43	14	0	11	0	0	4	3	0	1	0	0	0	76
01:30 PM	0	35	22	1	6	0	0	2	3	0	0	0	0	2	71
01:45 PM	0	22	15	2	8	2	0	7	5	0	0	0	0	0	61
02:00 PM	0	32	18	1	16	3	0	5	2	0	1	0	0	0	78
02:15 PM	0	38	16	2	5	1	0	2	0	0	0	0	0	1	65
02:30 PM	0	34	16	2	9	1	0	2	1	0	0	0	0	0	65
02:45 PM	0	52	17	0	9	2	0	4	5	0	1	0	0	0	90
03:00 PM	0	37	15	0	11	0	1	1	6	0	0	0	0	0	71
03:15 PM	0	47	22	2	5	1	0	5	4	0	0	0	0	0	86
03:30 PM	0	40	14	0	9	0	0	3	3	0	0	0	0	0	69
03:45 PM	0	48	20	2	8	0	0	4	4	0	0	0	0	1	87
04:00 PM	0	47	26	0	5	3	0	3	4	0	0	0	0	0	88
04:15 PM	0	44	23	1	5	2	0	3	1	0	0	0	0	1	80
04:30 PM	0	45	18	3	10	0	0	4	4	0	1	0	0	0	85
04:45 PM	0	66	19	2	5	3	0	3	5	0	0	0	0	0	103
05:00 PM	0	54	16	0	3	0	0	3	1	0	0	0	0	0	77
05:15 PM	0	50	17	1	6	1	0	2	0	0	0	0	0	1	78
05:30 PM	0	48	19	5	9	1	0	2	8	0	0	0	0	0	92
05:45 PM	0	50	16	0	2	0	0	4	5	0	0	0	0	2	79
Day Total															
Percent															
ADT															
4879															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd) **QC JOB #:** 15135838
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	47	17	0	9	0	0	0	4	0	0	0	0	0	77
06:15 PM	0	33	19	0	5	0	0	3	5	0	0	0	0	0	65
06:30 PM	0	42	16	1	6	0	0	2	3	0	0	0	0	0	70
06:45 PM	0	35	10	0	2	1	0	4	1	0	1	0	0	0	54
07:00 PM	0	29	7	1	3	2	0	0	3	0	0	0	0	0	45
07:15 PM	0	21	11	1	2	0	0	0	7	0	0	0	0	0	42
07:30 PM	0	24	9	1	6	0	0	0	1	1	0	0	0	0	42
07:45 PM	0	21	5	0	4	0	0	3	1	0	0	0	0	0	34
08:00 PM	0	17	9	0	4	0	0	2	2	0	0	0	0	0	34
08:15 PM	0	18	11	0	2	0	0	0	3	0	0	0	0	0	34
08:30 PM	0	13	11	2	3	0	0	1	3	0	0	0	0	0	33
08:45 PM	0	16	6	0	1	0	0	1	3	0	0	0	0	0	27
09:00 PM	0	15	7	2	3	0	0	2	0	0	1	0	0	1	31
09:15 PM	0	12	6	0	4	0	0	1	2	0	0	0	0	0	25
09:30 PM	0	14	6	1	3	0	0	3	1	0	1	0	0	0	29
09:45 PM	0	19	6	2	4	0	0	0	2	0	0	0	0	0	33
10:00 PM	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
10:15 PM	0	17	2	0	3	0	0	0	2	0	0	0	0	0	24
10:30 PM	0	14	0	0	2	0	0	0	1	0	0	0	0	0	17
10:45 PM	0	12	5	0	0	0	0	0	1	0	0	0	0	0	18
11:00 PM	0	7	3	0	3	0	0	1	1	0	1	0	0	0	16
11:15 PM	0	14	1	0	0	0	0	0	2	0	0	0	0	0	17
11:30 PM	0	6	0	0	0	0	0	0	2	0	0	0	0	0	8
11:45 PM	0	8	6	0	1	0	0	0	0	0	1	0	0	0	16
Day Total	4	2691	1079	83	468	52	5	152	274	4	46	2	0	19	4879
Percent	0.1%	55.2%	22.1%	1.7%	9.6%	1.1%	0.1%	3.1%	5.6%	0.1%	0.9%	0%	0%	0.4%	
ADT 4879															
AM Peak 15-min Vol	4:00 AM	7:45 AM	7:15 AM	10:30 AM	8:15 AM	9:30 AM	6:45 AM	7:00 AM	7:45 AM	6:15 AM	5:00 AM	5:00 AM	12:00 AM	10:45 AM	7:45 AM
	1	74	36	5	17	4	1	4	9	1	6	1	0	2	113
PM Peak 15-min Vol	12:00 PM	4:45 PM	1:00 PM	12:30 PM	12:00 PM	12:15 PM	12:45 PM	1:45 PM	5:30 PM	7:30 PM	1:15 PM	12:00 PM	12:00 PM	1:30 PM	4:45 PM
	0	66	26	5	16	3	1	7	8	1	1	0	0	2	103

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135838
DIRECTION: SB
DATE: Dec 12 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	57	19085	6648	472	2481	265	17	904	1610	20	212	29	3	113	31916
Percent	0.2%	59.8%	20.8%	1.5%	7.8%	0.8%	0.1%	2.8%	5%	0.1%	0.7%	0.1%	0%	0.4%	
ADT 4559															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
12:15 AM	0	2	0	0	0	0	0	0	5	0	0	0	0	0	7
12:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	5	0	0	1	0	0	0	1	0	0	0	0	0	7
01:00 AM	0	6	1	0	1	0	0	0	1	0	1	0	0	0	10
01:15 AM	0	4	0	0	1	0	0	0	2	0	1	0	0	0	8
01:30 AM	0	6	0	1	0	0	0	0	2	0	0	0	0	0	9
01:45 AM	0	2	1	1	1	0	0	0	0	0	0	1	0	0	6
02:00 AM	0	4	0	0	1	0	0	1	5	0	0	0	0	0	11
02:15 AM	0	2	1	1	0	0	0	0	3	0	1	0	0	0	8
02:30 AM	0	11	2	1	1	0	0	1	4	0	0	0	0	0	20
02:45 AM	0	8	1	1	0	0	0	3	3	0	0	0	0	0	16
03:00 AM	0	5	1	0	1	0	0	0	4	0	0	1	0	0	12
03:15 AM	0	5	0	0	1	0	0	1	3	0	0	2	0	0	12
03:30 AM	0	6	0	1	0	0	0	1	7	0	0	0	0	1	16
03:45 AM	0	3	3	0	1	1	0	2	0	0	0	0	0	0	10
04:00 AM	0	6	1	0	0	0	0	1	2	0	0	0	0	0	10
04:15 AM	0	12	2	1	0	0	0	2	3	0	2	0	0	0	22
04:30 AM	0	6	4	0	1	0	0	1	1	0	1	0	0	0	14
04:45 AM	0	18	2	1	1	0	0	0	3	0	1	0	0	0	26
05:00 AM	0	13	7	0	2	0	0	2	4	0	1	0	0	1	30
05:15 AM	0	17	4	0	1	0	0	2	9	0	1	0	0	0	34
05:30 AM	0	17	12	1	4	1	0	1	6	0	0	0	0	0	42
05:45 AM	0	21	9	0	6	0	0	3	6	0	0	0	0	1	46
Day Total															
Percent															
ADT 6048															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	27	14	2	8	0	0	2	6	0	0	0	0	0	59
06:15 AM	0	39	16	0	6	2	0	4	5	0	1	1	0	0	74
06:30 AM	0	38	7	3	13	2	0	1	4	0	1	0	0	0	69
06:45 AM	0	36	17	4	6	1	0	4	5	0	0	0	0	1	74
07:00 AM	0	48	15	3	9	2	0	3	5	0	1	0	0	0	86
07:15 AM	1	33	16	2	11	2	0	6	7	0	0	0	0	0	78
07:30 AM	1	41	20	0	4	5	0	5	3	0	0	0	1	0	80
07:45 AM	1	32	24	3	9	0	0	10	5	1	0	0	0	1	86
08:00 AM	0	43	23	4	7	2	0	5	5	0	0	0	0	0	89
08:15 AM	0	31	9	6	8	0	0	3	8	0	1	0	0	0	66
08:30 AM	0	51	22	1	2	3	0	2	3	2	0	0	1	0	87
08:45 AM	0	43	25	2	13	1	0	6	3	1	0	0	0	0	94
09:00 AM	0	43	17	1	8	0	0	4	7	0	1	0	1	0	82
09:15 AM	0	40	14	1	8	0	0	6	4	0	0	0	0	0	73
09:30 AM	0	41	18	0	6	1	0	2	3	0	0	0	0	0	71
09:45 AM	0	50	19	2	10	0	0	5	8	0	0	0	0	0	94
10:00 AM	0	46	18	2	9	1	0	2	2	0	0	0	0	0	80
10:15 AM	0	42	14	2	4	0	0	10	3	0	0	0	1	1	77
10:30 AM	0	37	22	2	3	0	0	3	6	0	0	0	0	0	73
10:45 AM	0	45	22	1	13	0	0	3	7	0	1	0	0	0	92
11:00 AM	0	49	22	4	9	0	0	1	6	0	0	0	0	0	91
11:15 AM	0	57	23	3	9	4	0	3	7	0	0	0	0	0	106
11:30 AM	0	44	15	4	9	0	0	6	3	1	1	0	0	0	83
11:45 AM	0	60	21	0	4	0	0	2	2	0	0	0	0	0	89
Day Total Percent															
ADT 6048															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	48	27	3	12	0	0	6	4	0	1	1	1	0	103
12:15 PM	0	63	14	1	10	1	0	0	3	0	0	0	0	0	92
12:30 PM	0	61	21	2	11	1	0	5	5	0	0	0	0	0	106
12:45 PM	0	64	20	1	9	0	0	4	3	0	0	0	0	1	102
01:00 PM	0	47	28	3	6	0	0	5	5	0	1	0	0	1	96
01:15 PM	0	72	19	4	5	2	0	1	5	0	0	0	0	0	108
01:30 PM	1	60	19	2	14	2	0	2	5	0	1	0	0	0	106
01:45 PM	0	61	12	5	10	0	0	2	3	0	0	0	0	1	94
02:00 PM	0	49	17	2	13	0	0	0	2	0	0	0	0	0	83
02:15 PM	0	69	16	1	6	0	0	4	6	0	0	0	0	0	102
02:30 PM	0	65	27	2	9	0	0	3	1	0	0	0	0	0	107
02:45 PM	0	60	23	1	5	0	0	0	4	1	0	0	0	0	94
03:00 PM	0	62	29	0	9	0	0	3	3	0	0	0	0	0	106
03:15 PM	0	80	18	0	6	0	0	4	2	0	0	0	0	1	111
03:30 PM	0	93	43	2	10	1	0	5	2	0	1	0	0	0	157
03:45 PM	0	79	25	1	6	0	0	2	3	0	1	0	0	0	117
04:00 PM	1	78	25	2	5	0	0	5	3	0	0	0	0	1	120
04:15 PM	0	91	34	2	6	0	0	3	7	1	0	0	0	0	144
04:30 PM	0	97	29	2	7	0	0	2	6	0	0	0	0	0	143
04:45 PM	0	98	38	2	7	0	0	1	2	0	0	0	0	0	148
05:00 PM	0	89	20	0	12	1	0	2	5	0	1	0	0	2	132
05:15 PM	0	96	32	1	7	1	0	2	4	0	0	0	0	0	143
05:30 PM	0	74	27	0	5	0	0	2	0	0	1	0	0	0	109
05:45 PM	0	64	23	1	7	0	0	2	3	0	0	0	0	0	100
Day Total															
Percent															
ADT															
6048															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd) **QC JOB #:** 15135839
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	62	14	0	3	0	0	3	2	0	0	0	0	1	85
06:15 PM	0	32	7	0	3	0	0	1	3	0	2	0	0	1	49
06:30 PM	0	40	16	0	5	0	0	1	4	0	1	0	0	0	67
06:45 PM	0	35	8	1	7	0	0	1	3	0	0	0	0	0	55
07:00 PM	0	53	9	0	2	0	0	1	1	0	0	0	0	0	66
07:15 PM	0	51	9	0	1	1	0	0	0	0	0	0	0	0	62
07:30 PM	0	36	10	0	3	0	0	0	0	0	0	0	0	0	49
07:45 PM	0	31	6	0	2	0	0	0	3	0	1	0	0	0	43
08:00 PM	0	36	9	0	1	0	0	0	1	0	0	0	0	0	47
08:15 PM	1	43	3	0	0	0	0	1	2	0	0	1	0	0	51
08:30 PM	0	34	3	0	2	0	0	1	5	0	2	1	0	0	48
08:45 PM	0	26	13	0	1	0	0	0	4	0	0	0	0	0	44
09:00 PM	1	32	4	0	3	0	0	3	3	0	0	0	0	1	47
09:15 PM	0	30	4	1	1	0	0	1	1	0	0	0	0	0	38
09:30 PM	0	26	10	0	2	1	0	0	2	0	0	0	0	0	41
09:45 PM	0	20	4	1	1	0	0	2	2	0	1	0	0	0	31
10:00 PM	0	16	6	1	1	0	0	0	2	0	0	0	0	0	26
10:15 PM	0	16	2	0	0	0	0	2	0	0	1	0	0	0	21
10:30 PM	0	20	5	1	0	0	0	0	2	0	0	0	0	1	29
10:45 PM	0	16	1	0	3	0	0	1	2	0	1	0	0	0	24
11:00 PM	0	14	3	0	1	0	0	0	2	0	2	0	0	0	22
11:15 PM	0	7	6	1	1	0	0	1	1	0	1	0	0	0	18
11:30 PM	0	5	2	1	0	0	0	2	0	0	0	0	0	0	10
11:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
Day Total	7	3616	1227	108	452	39	0	205	322	7	35	8	5	17	6048
Percent	0.1%	59.8%	20.3%	1.8%	7.5%	0.6%	0%	3.4%	5.3%	0.1%	0.6%	0.1%	0.1%	0.3%	
ADT 6048															
AM Peak 15-min Vol	7:15 AM	11:45 AM	8:45 AM	8:15 AM	6:30 AM	7:30 AM	12:00 AM	7:45 AM	5:15 AM	8:30 AM	4:15 AM	3:15 AM	7:30 AM	3:30 AM	11:15 AM
	1	60	25	6	13	5	0	10	9	2	2	2	1	1	106
PM Peak 15-min Vol	1:30 PM	4:45 PM	3:30 PM	1:45 PM	1:30 PM	1:15 PM	12:00 PM	12:00 PM	4:15 PM	2:45 PM	6:15 PM	12:00 PM	12:00 PM	5:00 PM	3:30 PM
	1	98	43	5	14	2	0	6	7	1	2	1	1	2	157

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	12	1	0	1	0	0	0	1	0	0	0	0	0	15
12:15 AM	0	4	1	0	0	0	0	0	1	0	1	1	0	0	8
12:30 AM	0	2	2	1	1	0	0	0	1	0	0	0	0	0	7
12:45 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	0	6
01:00 AM	0	6	1	0	2	0	0	1	2	0	0	0	0	0	12
01:15 AM	0	5	1	0	1	0	0	0	1	0	0	0	0	0	8
01:30 AM	0	6	0	1	1	0	0	0	0	0	3	0	0	0	11
01:45 AM	0	7	1	1	1	0	0	1	2	0	1	0	0	0	14
02:00 AM	0	9	1	0	0	0	0	0	3	0	0	0	0	0	13
02:15 AM	0	2	1	3	0	0	0	0	1	0	1	0	0	0	8
02:30 AM	0	7	0	1	0	0	0	3	2	0	0	1	0	0	14
02:45 AM	0	4	1	0	0	0	0	1	1	0	0	0	0	0	7
03:00 AM	0	1	1	0	1	1	0	0	5	0	0	2	0	0	11
03:15 AM	0	4	1	0	0	1	0	0	7	0	1	1	0	0	15
03:30 AM	0	4	0	0	1	0	0	1	1	0	1	0	0	0	8
03:45 AM	0	6	3	0	0	0	0	1	4	0	1	0	0	0	15
04:00 AM	0	5	2	1	1	0	0	3	1	0	0	0	0	0	13
04:15 AM	0	14	1	1	1	0	0	3	4	0	1	0	0	0	25
04:30 AM	0	9	3	1	2	0	0	1	8	0	0	0	0	0	24
04:45 AM	0	12	4	2	1	0	0	0	6	1	1	1	1	0	29
05:00 AM	0	16	5	2	0	0	0	2	3	0	0	0	0	0	28
05:15 AM	0	17	8	1	2	3	0	1	0	0	1	0	0	0	33
05:30 AM	0	22	6	0	2	0	0	1	3	0	0	0	0	0	34
05:45 AM	0	14	12	0	5	0	0	0	4	0	0	0	0	0	35
Day Total															
Percent															
ADT															
6452															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	27	11	1	7	0	0	3	3	0	0	0	0	1	53
06:15 AM	0	34	15	1	6	2	0	1	4	0	0	0	0	0	63
06:30 AM	0	34	10	0	7	3	0	1	4	0	1	0	0	0	60
06:45 AM	0	44	16	3	6	1	0	2	7	0	0	0	0	1	80
07:00 AM	0	41	13	1	7	2	0	4	6	0	0	0	0	0	74
07:15 AM	0	39	20	2	4	1	0	1	1	0	0	0	0	1	69
07:30 AM	0	47	23	1	3	0	0	1	4	0	0	0	0	0	79
07:45 AM	1	28	28	2	13	0	0	2	2	0	1	0	0	1	78
08:00 AM	0	50	26	1	8	1	0	0	3	0	0	0	0	0	89
08:15 AM	0	41	25	6	8	0	1	3	5	2	0	0	0	1	92
08:30 AM	0	37	17	5	5	3	0	3	5	0	1	0	0	0	76
08:45 AM	0	50	16	2	8	1	0	6	9	0	0	0	0	0	92
09:00 AM	0	48	15	2	9	1	0	2	6	1	0	0	0	0	84
09:15 AM	0	53	13	3	11	1	0	5	3	1	0	0	0	0	90
09:30 AM	0	54	17	0	1	1	0	6	8	0	1	0	1	0	89
09:45 AM	0	43	22	2	5	2	0	4	6	0	0	0	0	0	84
10:00 AM	1	41	15	0	6	0	0	2	9	0	0	0	0	0	74
10:15 AM	1	44	16	3	13	0	0	3	4	0	2	0	0	1	87
10:30 AM	0	45	20	1	8	5	0	7	3	0	0	0	0	1	90
10:45 AM	0	54	16	4	7	2	0	7	4	2	0	0	0	1	97
11:00 AM	0	44	25	1	5	2	0	6	5	0	0	0	0	0	88
11:15 AM	1	62	21	0	9	1	0	3	3	0	0	0	0	0	100
11:30 AM	0	74	40	3	10	5	1	6	3	0	0	1	0	1	144
11:45 AM	0	64	23	3	6	1	0	3	4	0	0	0	2	0	106
Day Total															
Percent															
ADT															
6452															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	73	22	2	8	0	0	1	8	1	0	0	1	0	116
12:15 PM	0	73	20	2	7	0	0	2	2	0	0	0	0	0	106
12:30 PM	0	74	27	0	12	1	0	2	1	0	0	0	0	0	117
12:45 PM	0	65	25	3	9	0	0	3	3	0	0	0	0	0	108
01:00 PM	0	82	27	2	11	2	0	1	0	0	0	0	0	0	125
01:15 PM	1	71	21	3	9	1	0	2	5	0	0	0	0	0	113
01:30 PM	0	66	20	1	6	3	0	3	4	0	0	0	0	0	103
01:45 PM	0	78	27	2	6	2	0	6	5	0	0	0	0	0	126
02:00 PM	0	69	22	0	7	0	0	2	3	1	0	0	0	0	104
02:15 PM	0	75	22	2	7	0	0	5	4	0	0	0	0	1	116
02:30 PM	0	80	32	0	14	0	0	1	1	0	0	0	0	0	128
02:45 PM	0	79	26	1	7	0	0	6	3	0	0	0	0	0	122
03:00 PM	0	76	17	0	7	1	0	2	0	0	1	0	0	0	104
03:15 PM	0	68	21	1	6	0	0	5	3	0	0	0	0	0	104
03:30 PM	0	81	30	2	3	0	0	5	1	0	0	0	0	0	122
03:45 PM	0	94	27	0	15	0	0	3	1	0	0	0	0	0	140
04:00 PM	0	103	37	2	9	0	0	3	1	0	1	0	0	0	156
04:15 PM	0	75	28	0	8	1	0	4	10	0	1	0	0	0	127
04:30 PM	0	83	26	2	6	1	0	1	4	0	1	0	0	0	124
04:45 PM	0	61	37	0	7	0	0	2	3	0	0	0	0	0	110
05:00 PM	0	95	34	0	10	0	0	0	4	0	0	0	0	0	143
05:15 PM	0	105	22	0	5	0	0	3	2	0	0	0	0	1	138
05:30 PM	0	78	17	0	8	1	0	1	2	0	0	0	0	0	107
05:45 PM	0	73	17	0	4	0	0	3	1	0	0	0	0	0	98
Day Total Percent															
ADT 6452															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd) **QC JOB #:** 15135839
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	57	25	0	9	0	0	1	2	0	0	0	0	1	95
06:15 PM	0	53	12	0	8	0	0	0	4	0	4	0	0	1	82
06:30 PM	0	61	19	1	2	0	0	3	2	0	0	0	0	0	88
06:45 PM	0	62	17	0	4	2	0	1	5	0	0	0	0	0	91
07:00 PM	1	44	9	0	4	0	0	2	3	0	0	0	0	0	63
07:15 PM	0	53	16	0	3	0	0	0	1	0	0	0	0	0	73
07:30 PM	0	39	12	4	1	0	0	2	0	0	1	0	0	1	60
07:45 PM	0	30	7	0	1	0	0	1	2	0	1	0	0	0	42
08:00 PM	0	32	7	0	2	0	0	3	3	0	0	0	0	0	47
08:15 PM	0	29	11	1	1	0	0	0	0	0	2	0	0	0	44
08:30 PM	0	41	9	0	3	0	0	0	3	0	0	1	0	0	57
08:45 PM	0	25	11	0	1	0	0	1	5	0	0	0	0	0	43
09:00 PM	0	20	7	0	3	0	0	0	1	0	0	0	0	0	31
09:15 PM	1	35	6	0	2	0	0	1	4	0	0	0	0	0	49
09:30 PM	0	25	10	0	1	0	0	0	2	0	1	0	0	0	39
09:45 PM	0	36	2	0	1	0	0	0	2	0	0	0	0	0	41
10:00 PM	0	22	6	1	1	0	0	0	1	0	0	0	0	0	31
10:15 PM	0	23	4	0	0	0	0	1	2	0	1	0	0	0	31
10:30 PM	0	18	7	0	2	0	0	0	0	0	0	0	0	0	27
10:45 PM	0	16	7	0	0	1	0	1	2	0	0	0	0	0	27
11:00 PM	0	25	5	0	1	0	0	0	0	0	0	0	0	0	31
11:15 PM	0	26	5	0	0	0	0	0	0	0	1	0	0	0	32
11:30 PM	0	21	2	0	0	0	0	0	0	0	2	1	0	0	26
11:45 PM	0	10	2	0	1	0	0	0	1	0	0	0	0	0	14
Day Total	7	3970	1341	94	437	56	2	183	290	9	35	9	5	14	6452
Percent	0.1%	61.5%	20.8%	1.5%	6.8%	0.9%	0%	2.8%	4.5%	0.1%	0.5%	0.1%	0.1%	0.2%	
ADT 6452															
AM Peak 15-min Vol	7:45 AM 1	11:30 AM 74	11:30 AM 40	8:15 AM 6	7:45 AM 13	10:30 AM 5	8:15 AM 1	10:30 AM 7	8:45 AM 9	8:15 AM 2	1:30 AM 3	3:00 AM 2	11:45 AM 2	6:00 AM 1	11:30 AM 144
PM Peak 15-min Vol	1:15 PM 1	5:15 PM 105	4:00 PM 37	7:30 PM 4	3:45 PM 15	1:30 PM 3	12:00 PM 0	1:45 PM 6	4:15 PM 10	12:00 PM 1	6:15 PM 4	8:30 PM 1	12:00 PM 1	2:15 PM 1	4:00 PM 156

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	10	5	0	1	0	0	1	0	0	0	0	0	0	17
12:15 AM	0	12	0	0	1	0	0	0	1	0	1	0	0	0	15
12:30 AM	0	26	3	0	0	0	0	0	1	0	0	0	0	0	30
12:45 AM	0	8	2	0	1	1	0	0	1	0	0	0	0	0	13
01:00 AM	0	14	2	0	1	0	0	0	1	0	1	0	0	0	19
01:15 AM	0	9	2	1	1	0	0	0	0	0	0	1	0	0	14
01:30 AM	0	6	0	0	2	0	0	0	0	0	0	0	0	0	8
01:45 AM	0	2	2	0	2	0	0	0	1	0	0	0	0	0	7
02:00 AM	0	6	0	0	0	0	0	0	0	0	0	1	0	0	7
02:15 AM	0	3	4	0	0	0	0	1	1	0	0	0	0	0	9
02:30 AM	0	7	1	0	0	0	0	0	0	0	0	1	0	0	9
02:45 AM	0	7	3	0	0	0	0	0	1	0	0	0	0	0	11
03:00 AM	0	12	0	0	2	0	0	1	2	0	0	0	0	0	17
03:15 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
03:30 AM	0	6	1	0	0	0	0	0	0	0	0	1	0	0	8
03:45 AM	0	1	2	0	1	0	0	2	1	0	0	0	0	0	7
04:00 AM	0	7	2	0	0	1	0	0	1	0	1	0	0	0	12
04:15 AM	0	5	1	0	0	0	0	0	1	0	1	0	0	1	9
04:30 AM	0	7	0	2	1	0	0	1	0	0	0	0	0	0	11
04:45 AM	1	8	2	0	2	0	0	2	3	0	1	0	0	0	19
05:00 AM	0	12	4	0	0	0	0	2	1	0	0	0	0	0	19
05:15 AM	0	11	5	0	1	0	0	3	0	0	0	0	0	0	20
05:30 AM	0	12	2	1	1	0	0	2	0	0	0	0	0	0	18
05:45 AM	0	10	6	0	2	0	0	1	1	0	0	0	0	0	20
Day Total															
Percent															
ADT															
4755															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	18	7	0	0	0	0	1	1	0	0	0	0	0	27
06:15 AM	0	25	10	1	3	0	0	1	1	0	1	0	0	0	42
06:30 AM	0	22	7	0	1	0	0	1	1	0	2	0	0	0	34
06:45 AM	1	23	9	1	5	0	0	3	0	0	0	0	0	1	43
07:00 AM	0	22	18	1	2	0	0	0	0	0	0	0	0	0	43
07:15 AM	0	18	9	2	2	0	0	0	1	0	1	0	0	0	33
07:30 AM	1	33	9	2	5	0	0	2	3	0	0	0	0	0	55
07:45 AM	0	29	12	3	0	0	0	0	0	0	0	0	0	0	44
08:00 AM	0	29	16	2	1	1	0	1	3	0	0	0	0	0	53
08:15 AM	0	26	13	6	4	0	0	4	2	0	0	0	0	0	55
08:30 AM	0	31	9	3	2	1	0	2	2	0	0	0	0	0	50
08:45 AM	0	26	12	2	5	0	0	0	0	0	0	0	0	0	45
09:00 AM	0	41	7	3	5	0	0	1	0	0	0	0	0	0	57
09:15 AM	0	41	19	2	6	0	0	0	0	0	0	0	0	0	68
09:30 AM	1	51	22	0	3	0	0	4	0	0	0	0	0	0	81
09:45 AM	1	53	20	0	7	3	0	0	3	0	0	0	0	0	87
10:00 AM	0	56	19	0	6	0	0	2	0	0	0	0	0	0	83
10:15 AM	0	58	19	2	5	1	0	1	0	0	0	0	0	0	86
10:30 AM	0	50	13	1	5	2	0	3	0	0	0	1	0	0	75
10:45 AM	0	49	12	1	7	0	0	1	3	0	0	0	0	0	73
11:00 AM	0	60	17	0	4	0	0	0	1	0	0	0	0	1	83
11:15 AM	0	47	16	1	4	0	0	4	2	0	0	0	0	0	74
11:30 AM	0	47	17	0	6	0	0	0	1	0	0	0	0	0	71
11:45 AM	0	78	19	1	3	0	0	2	1	0	0	0	0	0	104
Day Total															
Percent															
ADT															
4755															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	68	25	0	3	0	0	2	0	0	0	0	0	0	98
12:15 PM	1	74	18	0	4	0	0	2	3	0	0	0	0	1	103
12:30 PM	1	52	17	2	9	0	0	2	2	0	0	0	0	0	85
12:45 PM	0	57	21	0	2	0	0	1	0	0	0	0	0	0	81
01:00 PM	0	68	16	1	4	1	0	2	0	0	0	0	0	0	92
01:15 PM	0	67	17	1	6	0	0	0	3	0	0	0	0	0	94
01:30 PM	1	70	28	0	1	0	0	3	1	0	0	0	0	0	104
01:45 PM	0	62	16	0	2	0	0	1	1	0	0	0	0	0	82
02:00 PM	0	51	17	2	5	0	0	3	0	0	0	0	0	0	78
02:15 PM	0	64	12	0	1	1	0	0	0	0	0	0	0	0	78
02:30 PM	0	48	10	1	5	0	0	0	0	0	0	0	0	0	64
02:45 PM	0	60	7	0	2	0	0	0	3	0	0	0	0	0	72
03:00 PM	0	90	19	1	7	0	0	1	2	0	0	0	0	0	120
03:15 PM	0	70	29	2	5	0	0	1	1	0	0	0	0	0	108
03:30 PM	0	68	14	1	6	0	0	1	2	0	0	0	0	0	92
03:45 PM	0	58	13	1	3	0	0	2	1	0	0	0	0	1	79
04:00 PM	0	62	14	0	1	0	0	1	0	0	0	0	0	0	78
04:15 PM	0	57	20	1	3	0	0	1	0	0	0	0	0	0	82
04:30 PM	0	49	19	1	5	0	0	1	0	0	0	0	0	0	75
04:45 PM	0	42	13	1	5	0	0	0	1	0	0	0	0	0	62
05:00 PM	0	47	12	0	2	0	0	0	0	0	0	0	0	0	61
05:15 PM	0	48	13	0	6	1	0	0	0	0	0	0	0	0	68
05:30 PM	0	35	11	0	2	0	0	0	0	0	0	0	0	0	48
05:45 PM	0	50	12	0	2	0	0	0	0	0	0	0	0	1	65
Day Total Percent															
ADT 4755															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135839
DIRECTION: SB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	41	10	0	4	0	0	1	0	0	1	0	0	0	57
06:15 PM	0	40	12	0	1	0	0	0	0	0	0	0	0	0	53
06:30 PM	0	42	15	0	2	0	0	1	3	0	0	0	0	0	63
06:45 PM	0	41	11	0	5	0	0	1	1	1	0	0	0	0	60
07:00 PM	0	35	15	1	2	0	0	1	1	0	0	0	0	0	55
07:15 PM	0	37	8	0	1	0	0	0	0	0	0	0	0	1	47
07:30 PM	0	45	5	0	3	0	0	0	0	0	0	0	0	0	53
07:45 PM	0	42	9	0	4	0	0	1	0	0	0	0	0	0	56
08:00 PM	0	39	12	0	6	1	0	1	1	0	0	0	0	0	60
08:15 PM	0	42	12	0	5	0	0	1	0	0	0	0	0	0	60
08:30 PM	0	46	8	0	2	0	0	0	0	0	0	0	0	0	56
08:45 PM	0	38	5	0	2	0	0	0	0	0	0	0	0	0	45
09:00 PM	0	23	10	0	2	0	0	0	0	0	0	0	0	0	35
09:15 PM	0	32	3	0	1	0	0	1	0	0	0	0	0	0	37
09:30 PM	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
09:45 PM	0	31	0	0	2	0	0	0	0	0	0	0	0	0	33
10:00 PM	0	25	4	0	2	0	0	0	0	0	0	0	0	0	31
10:15 PM	0	29	5	0	0	0	0	0	1	0	0	0	0	0	35
10:30 PM	0	24	5	0	0	0	0	2	1	0	0	0	0	0	32
10:45 PM	0	26	8	0	0	0	0	0	0	0	1	0	0	0	35
11:00 PM	0	15	0	0	0	1	0	0	1	0	0	0	0	0	17
11:15 PM	0	10	3	0	2	0	0	0	0	0	0	0	0	0	15
11:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
11:45 PM	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
Day Total	8	3307	944	54	248	15	0	83	72	1	11	5	0	7	4755
Percent	0.2%	69.5%	19.9%	1.1%	5.2%	0.3%	0%	1.7%	1.5%	0%	0.2%	0.1%	0%	0.1%	
ADT 4755															
AM Peak 15-min Vol	4:45 AM 1	11:45 AM 78	9:30 AM 22	8:15 AM 6	9:45 AM 7	9:45 AM 3	12:00 AM 0	8:15 AM 4	4:45 AM 3	12:00 AM 0	6:30 AM 2	1:15 AM 1	12:00 AM 0	4:15 AM 1	11:45 AM 104
PM Peak 15-min Vol	12:15 PM 1	3:00 PM 90	3:15 PM 29	12:30 PM 2	12:30 PM 9	1:00 PM 1	12:00 PM 0	1:30 PM 3	12:15 PM 3	6:45 PM 1	6:00 PM 1	12:00 PM 0	12:00 PM 0	12:15 PM 1	3:00 PM 120

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
12:15 AM	0	14	3	0	0	0	0	1	0	0	0	0	0	0	18
12:30 AM	0	18	3	0	1	0	0	0	0	0	0	0	0	0	22
12:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
01:00 AM	0	13	2	0	0	0	0	0	2	0	0	0	0	0	17
01:15 AM	0	4	3	1	0	0	0	0	1	0	0	0	0	0	9
01:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
01:45 AM	0	3	1	1	1	0	0	0	0	0	0	0	0	0	6
02:00 AM	0	15	0	0	0	0	0	1	0	0	0	0	0	0	16
02:15 AM	0	6	1	0	0	0	0	1	1	0	0	0	0	0	9
02:30 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
02:45 AM	0	6	1	0	2	0	0	0	0	0	1	0	0	0	10
03:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:15 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
03:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
03:45 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
04:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
04:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
04:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:45 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
05:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
05:15 AM	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
05:30 AM	0	6	3	0	1	0	0	0	1	0	0	0	0	0	11
05:45 AM	0	11	4	0	1	0	0	0	1	0	0	0	0	0	17
Day Total															
Percent															
ADT															
4243															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
06:15 AM	0	8	2	0	2	0	0	0	1	0	0	0	0	0	13
06:30 AM	0	12	3	1	2	0	0	0	0	0	0	0	0	0	18
06:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
07:00 AM	0	14	7	0	1	0	0	0	1	0	0	0	0	0	23
07:15 AM	0	13	4	0	4	0	0	2	1	0	1	0	0	0	25
07:30 AM	0	16	8	0	2	0	0	0	0	0	0	0	0	0	26
07:45 AM	0	17	8	0	3	0	0	0	0	0	0	0	0	1	29
08:00 AM	0	28	2	0	2	0	0	1	0	0	0	0	0	0	33
08:15 AM	0	24	10	0	1	0	0	0	0	0	0	0	0	0	35
08:30 AM	0	31	13	0	1	0	0	0	1	0	1	0	0	0	47
08:45 AM	0	21	12	0	1	0	0	0	2	0	0	0	0	0	36
09:00 AM	0	23	4	0	5	0	0	2	0	0	0	0	0	0	34
09:15 AM	0	37	9	0	4	1	0	0	0	0	0	0	0	0	51
09:30 AM	0	52	12	1	7	0	0	3	1	0	0	0	0	1	77
09:45 AM	0	47	9	1	5	0	0	2	3	0	0	0	0	0	67
10:00 AM	0	50	15	0	2	0	0	2	0	0	0	0	0	1	70
10:15 AM	0	51	16	0	2	0	0	3	0	0	0	0	0	0	72
10:30 AM	1	55	18	0	3	0	0	1	1	0	0	0	0	0	79
10:45 AM	0	43	19	1	7	0	0	0	0	0	0	0	0	0	70
11:00 AM	0	48	15	0	7	0	0	2	0	0	0	0	0	0	72
11:15 AM	0	52	20	0	9	0	0	0	0	0	1	0	0	0	82
11:30 AM	0	51	28	0	1	0	0	1	0	0	0	0	0	0	81
11:45 AM	0	50	15	1	5	0	0	2	0	0	0	0	0	0	73
Day Total															
Percent															
ADT															
4243															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	53	22	0	2	0	0	1	0	0	0	0	0	0	78
12:15 PM	0	68	16	2	8	0	0	3	0	0	0	0	0	0	97
12:30 PM	0	57	27	0	6	0	0	1	0	0	0	0	0	0	91
12:45 PM	0	63	29	0	1	1	0	3	1	0	0	0	0	0	98
01:00 PM	1	60	18	0	7	0	0	0	0	0	1	0	0	2	89
01:15 PM	0	60	31	1	8	0	0	1	1	0	0	0	0	0	102
01:30 PM	0	70	29	1	4	0	0	1	0	0	0	0	0	1	106
01:45 PM	0	67	19	0	1	1	0	2	1	0	0	0	0	0	91
02:00 PM	0	49	19	0	6	0	0	2	0	0	0	0	0	0	76
02:15 PM	0	57	26	1	4	0	0	2	0	0	0	0	0	0	90
02:30 PM	1	58	15	0	7	1	0	1	1	0	0	0	0	1	85
02:45 PM	0	49	18	1	0	0	0	0	0	0	0	0	0	0	68
03:00 PM	0	64	26	0	4	0	0	1	1	0	0	0	0	0	96
03:15 PM	0	54	14	0	4	1	0	2	1	0	0	0	0	0	76
03:30 PM	1	79	13	1	5	0	0	1	0	0	0	0	0	1	101
03:45 PM	0	76	15	1	9	0	0	4	1	0	0	0	0	0	106
04:00 PM	0	53	15	0	7	1	0	2	2	0	0	0	0	0	80
04:15 PM	2	68	16	0	3	0	0	3	1	0	0	0	0	2	95
04:30 PM	0	66	22	0	3	0	0	1	3	0	0	0	0	0	95
04:45 PM	1	50	12	0	3	0	0	3	2	0	0	0	0	0	71
05:00 PM	0	62	21	0	3	0	0	0	2	0	0	0	0	0	88
05:15 PM	0	55	18	1	5	1	0	2	1	0	0	0	0	0	83
05:30 PM	1	43	11	0	5	0	0	1	0	0	0	0	0	0	61
05:45 PM	0	50	22	0	2	0	0	1	1	0	0	0	0	0	76
Day Total															
Percent															
ADT															
4243															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135839
DIRECTION: SB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	36	10	1	4	2	0	3	1	0	0	0	0	0	57
06:15 PM	0	49	6	0	6	0	0	4	2	0	2	0	0	0	69
06:30 PM	0	27	7	1	4	0	0	1	1	0	0	0	0	0	41
06:45 PM	0	40	13	0	6	0	0	3	2	0	0	0	0	2	66
07:00 PM	0	32	7	2	5	0	0	0	0	0	0	0	0	0	46
07:15 PM	0	34	11	0	2	0	0	2	1	0	0	0	0	1	51
07:30 PM	0	35	11	0	2	0	0	0	1	0	0	0	0	0	49
07:45 PM	0	26	7	0	2	1	0	0	2	0	0	0	0	0	38
08:00 PM	0	18	4	0	0	0	0	1	1	0	0	0	0	0	24
08:15 PM	0	20	6	0	0	0	0	0	2	0	0	0	0	0	28
08:30 PM	0	22	2	0	2	0	0	0	0	0	0	0	0	0	26
08:45 PM	0	32	9	0	1	0	0	0	0	0	0	0	0	0	42
09:00 PM	0	22	6	0	1	1	1	1	0	0	0	0	0	0	32
09:15 PM	0	19	2	0	1	0	0	1	1	0	0	1	0	0	25
09:30 PM	0	14	7	0	1	0	0	1	0	0	0	0	0	0	23
09:45 PM	0	16	0	0	2	0	0	0	1	0	0	0	0	1	20
10:00 PM	0	8	3	0	1	0	0	1	0	0	0	0	0	0	13
10:15 PM	0	10	5	1	2	0	0	0	0	0	0	0	0	0	18
10:30 PM	0	9	2	0	1	0	0	0	1	0	0	0	0	0	13
10:45 PM	0	13	2	0	0	0	0	0	1	0	0	0	0	0	16
11:00 PM	0	7	3	0	1	0	0	2	0	0	0	1	0	1	15
11:15 PM	0	5	4	1	0	0	0	1	0	0	0	0	0	0	11
11:30 PM	0	10	6	0	0	0	0	1	0	0	4	0	0	0	21
11:45 PM	0	6	2	0	0	0	0	0	1	0	0	0	0	0	10
Day Total	8	2892	902	22	237	11	1	85	56	0	12	2	0	15	4243
Percent	0.2%	68.2%	21.3%	0.5%	5.6%	0.3%	0%	2%	1.3%	0%	0.3%	0%	0%	0.4%	
ADT 4243															
AM Peak 15-min Vol	10:30 AM	10:30 AM	11:30 AM	1:15 AM	11:15 AM	9:15 AM	12:00 AM	9:30 AM	9:45 AM	12:00 AM	2:45 AM	12:00 AM	12:00 AM	7:45 AM	11:15 AM
	1	55	28	1	9	1	0	3	3	0	1	0	0	1	82
PM Peak 15-min Vol	4:15 PM	3:30 PM	1:15 PM	12:15 PM	3:45 PM	6:00 PM	9:00 PM	3:45 PM	4:30 PM	12:00 PM	11:30 PM	9:15 PM	12:00 PM	1:00 PM	1:30 PM
	2	79	31	2	9	2	1	4	3	0	4	1	0	2	106

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	3	0	0	1	0	0	1	0	0	0	0	0	11
12:15 AM	0	3	0	0	0	0	0	1	1	0	0	0	0	0	5
12:30 AM	0	5	2	0	0	0	0	1	1	0	1	0	0	0	10
12:45 AM	0	6	2	0	0	0	0	0	1	0	0	0	0	0	9
01:00 AM	0	2	2	1	1	0	0	1	1	0	0	0	0	0	8
01:15 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
01:30 AM	0	5	0	0	1	0	0	0	1	0	0	1	0	0	8
01:45 AM	0	7	0	0	2	0	0	1	0	0	0	0	0	0	10
02:00 AM	0	6	0	1	0	0	0	0	0	0	1	0	0	0	8
02:15 AM	0	7	0	1	1	0	0	0	1	0	1	0	0	0	11
02:30 AM	0	3	1	0	1	0	0	0	2	0	1	0	0	0	8
02:45 AM	0	5	0	0	0	0	0	0	5	0	0	0	0	0	10
03:00 AM	0	7	0	0	1	0	1	0	3	0	0	0	0	0	12
03:15 AM	0	2	0	0	1	0	0	0	4	0	0	0	0	0	7
03:30 AM	0	8	1	0	0	0	0	2	3	0	0	0	0	0	14
03:45 AM	0	3	2	0	1	1	0	1	2	0	0	0	0	0	10
04:00 AM	0	6	5	1	0	1	0	0	6	0	2	0	0	0	21
04:15 AM	0	7	3	0	3	0	0	3	3	0	0	0	0	0	19
04:30 AM	0	10	3	3	0	1	0	2	5	0	0	0	0	0	24
04:45 AM	0	15	7	1	0	0	0	3	2	0	0	0	0	0	28
05:00 AM	0	17	5	0	1	0	0	3	5	0	0	0	0	1	32
05:15 AM	0	14	12	1	4	1	0	1	4	0	0	0	0	0	37
05:30 AM	0	30	10	2	3	1	0	1	3	0	0	0	0	0	50
05:45 AM	0	21	14	1	5	0	0	1	3	0	0	0	0	0	45
Day Total															
Percent															
ADT															
5891															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	27	16	1	3	0	0	1	4	0	0	0	0	0	52
06:15 AM	1	49	9	3	4	0	0	3	1	0	0	0	0	0	70
06:30 AM	0	28	16	3	9	1	0	4	1	0	0	0	0	1	63
06:45 AM	0	34	10	3	6	5	0	1	3	0	0	0	0	0	62
07:00 AM	0	43	15	5	6	1	0	4	6	0	0	0	0	0	80
07:15 AM	0	43	19	1	4	0	0	1	5	0	0	0	0	0	73
07:30 AM	0	38	22	5	10	2	0	5	5	0	0	0	0	0	87
07:45 AM	1	39	21	3	6	0	1	0	7	1	0	0	0	0	79
08:00 AM	0	39	22	3	5	2	0	3	6	0	0	0	0	0	80
08:15 AM	0	36	18	2	14	1	0	5	6	0	0	0	0	0	82
08:30 AM	0	47	13	4	7	1	0	4	5	1	0	0	0	0	82
08:45 AM	0	46	18	1	4	2	0	8	2	0	0	0	0	0	81
09:00 AM	0	40	15	4	3	2	0	4	4	0	0	0	0	0	72
09:15 AM	0	47	26	3	11	0	0	9	9	0	0	0	0	0	105
09:30 AM	0	48	21	2	5	0	1	6	4	0	1	0	0	0	88
09:45 AM	0	51	20	2	4	0	0	4	6	0	0	0	0	0	87
10:00 AM	0	38	22	4	3	2	0	2	5	0	0	0	0	0	76
10:15 AM	0	61	17	0	11	0	0	6	5	0	2	0	0	0	102
10:30 AM	0	39	14	2	3	0	0	4	2	0	0	0	1	0	65
10:45 AM	0	55	20	5	5	1	0	8	4	1	1	0	0	0	100
11:00 AM	0	62	27	2	9	1	0	6	5	0	0	0	0	0	112
11:15 AM	0	49	26	1	9	0	0	3	3	0	1	0	0	0	92
11:30 AM	0	64	22	0	8	0	0	2	9	0	0	0	0	0	105
11:45 AM	0	49	17	4	11	1	0	1	5	0	0	0	0	0	88
Day Total Percent															
ADT 5891															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	57	22	1	7	2	0	2	3	0	1	0	0	0	96
12:15 PM	0	59	23	1	8	1	0	6	5	0	0	0	0	1	104
12:30 PM	0	45	22	3	11	0	0	6	4	0	0	0	0	0	91
12:45 PM	0	67	14	0	6	2	0	8	6	0	0	0	0	1	104
01:00 PM	0	41	14	4	4	0	0	2	2	0	0	0	0	1	68
01:15 PM	0	39	21	4	7	1	0	0	5	0	0	0	0	0	77
01:30 PM	0	52	27	2	11	3	0	2	2	0	0	0	0	0	99
01:45 PM	0	68	21	0	5	0	0	2	9	0	0	0	0	0	105
02:00 PM	0	61	20	0	8	1	0	4	7	0	0	0	0	0	101
02:15 PM	0	66	20	2	2	0	0	1	2	0	1	0	0	0	94
02:30 PM	0	50	16	1	10	1	0	5	2	0	0	0	0	0	85
02:45 PM	0	66	25	2	7	1	0	2	4	1	0	0	0	0	108
03:00 PM	0	68	27	0	12	1	0	4	3	0	0	0	0	0	115
03:15 PM	0	57	18	2	2	0	0	4	1	0	0	0	0	0	84
03:30 PM	0	74	24	1	7	0	0	2	1	0	0	0	0	0	109
03:45 PM	0	80	19	0	7	1	0	4	3	0	0	0	0	0	114
04:00 PM	0	68	26	2	13	0	0	0	2	0	0	0	0	0	111
04:15 PM	1	75	22	1	9	1	0	1	5	0	0	0	0	0	115
04:30 PM	0	80	38	0	8	1	0	3	5	0	0	0	0	4	139
04:45 PM	0	84	41	0	6	2	0	3	3	0	0	0	0	1	140
05:00 PM	1	108	19	1	2	0	0	3	3	0	0	0	0	1	138
05:15 PM	0	105	32	1	2	0	0	3	5	0	1	0	0	0	149
05:30 PM	0	74	31	1	9	1	0	1	3	0	0	0	0	0	120
05:45 PM	0	64	17	0	7	0	0	5	1	0	1	0	0	1	96
Day Total Percent															
ADT 5891															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135839
DIRECTION: SB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	61	18	2	7	0	0	0	3	0	1	0	0	0	92
06:15 PM	0	52	22	0	5	0	0	3	4	0	0	0	0	1	87
06:30 PM	0	48	20	1	6	0	0	2	1	0	0	0	0	0	78
06:45 PM	0	44	6	0	7	0	0	1	3	0	1	0	0	0	62
07:00 PM	0	45	17	1	4	0	0	3	1	0	0	0	0	1	72
07:15 PM	0	39	12	0	4	0	0	2	2	0	0	0	0	0	59
07:30 PM	1	47	9	0	3	0	0	0	2	0	0	0	0	0	62
07:45 PM	0	27	11	0	4	0	0	1	1	0	0	0	0	0	44
08:00 PM	0	25	7	1	2	1	0	2	3	0	0	0	0	0	41
08:15 PM	0	31	6	0	1	0	0	1	2	0	0	1	0	0	42
08:30 PM	0	21	5	0	1	0	0	2	5	0	1	1	0	0	36
08:45 PM	0	17	6	0	0	0	0	2	0	0	1	0	0	0	26
09:00 PM	0	19	4	0	1	0	0	2	1	0	0	0	0	0	27
09:15 PM	0	22	2	0	3	1	0	0	3	0	0	0	0	0	31
09:30 PM	0	14	3	0	1	0	0	1	3	0	0	0	0	0	22
09:45 PM	0	15	5	1	2	1	0	0	0	0	1	0	0	0	25
10:00 PM	0	17	7	1	1	0	0	0	0	0	0	0	0	1	27
10:15 PM	0	15	3	0	1	0	0	1	3	0	0	0	0	0	23
10:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
10:45 PM	0	11	4	2	0	0	0	1	1	0	0	0	0	0	19
11:00 PM	0	5	3	1	1	1	0	1	2	0	0	0	0	0	14
11:15 PM	0	11	2	0	0	0	1	1	0	0	2	0	0	0	17
11:30 PM	0	6	2	0	2	0	0	3	0	0	0	0	0	0	13
11:45 PM	0	10	3	1	0	0	0	0	0	0	1	0	0	0	15
Day Total	6	3488	1257	115	411	51	4	217	296	4	23	3	1	15	5891
Percent	0.1%	59.2%	21.3%	2%	7%	0.9%	0.1%	3.7%	5%	0.1%	0.4%	0.1%	0%	0.3%	
ADT 5891															
AM Peak 15-min Vol	6:15 AM	11:30 AM	11:00 AM	7:00 AM	8:15 AM	6:45 AM	3:00 AM	9:15 AM	9:15 AM	7:45 AM	4:00 AM	1:30 AM	10:30 AM	5:00 AM	11:00 AM
	1	64	27	5	14	5	1	9	9	1	2	1	1	1	112
PM Peak 15-min Vol	12:00 PM	5:00 PM	4:45 PM	1:00 PM	4:00 PM	1:30 PM	11:15 PM	12:45 PM	1:45 PM	2:45 PM	11:15 PM	8:15 PM	12:00 PM	4:30 PM	5:15 PM
	1	108	41	4	13	3	1	8	9	1	2	1	0	4	149

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	10	2	1	0	0	0	0	1	0	0	0	0	0	14
12:15 AM	0	4	3	0	0	0	0	1	1	0	0	0	0	0	9
12:30 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	5	1	1	1	0	1	0	2	0	1	0	0	0	12
01:00 AM	0	4	1	1	0	0	0	0	1	0	0	0	0	0	7
01:15 AM	0	5	0	0	0	0	0	0	2	0	0	1	0	0	8
01:30 AM	0	6	1	0	1	0	0	0	4	0	0	0	0	0	12
01:45 AM	0	6	0	0	1	0	0	0	1	0	0	0	0	0	8
02:00 AM	0	6	0	2	0	0	0	0	1	0	1	0	0	0	10
02:15 AM	0	8	0	0	1	0	0	1	1	0	0	0	0	0	11
02:30 AM	0	3	2	1	1	0	0	0	2	0	0	0	0	0	9
02:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
03:00 AM	0	5	0	0	0	0	0	0	4	0	0	0	0	0	9
03:15 AM	0	5	0	0	1	0	0	0	2	0	0	0	0	0	8
03:30 AM	0	3	1	1	0	0	0	0	2	0	0	0	0	0	7
03:45 AM	0	9	1	0	1	0	0	0	6	0	3	0	0	0	20
04:00 AM	0	7	3	2	1	1	0	2	0	0	2	0	0	0	18
04:15 AM	0	9	1	1	0	1	0	3	6	0	0	0	0	0	21
04:30 AM	0	12	7	2	2	0	0	1	1	0	0	0	0	0	25
04:45 AM	0	11	2	0	0	1	0	0	3	0	0	0	0	1	18
05:00 AM	0	11	8	1	0	0	0	1	5	0	0	0	0	0	26
05:15 AM	0	18	8	1	2	0	0	2	4	0	0	0	0	0	35
05:30 AM	0	30	10	2	6	0	0	1	2	0	1	0	0	1	53
05:45 AM	0	22	9	0	4	0	0	3	3	0	0	1	0	0	42
Day Total															
Percent															
ADT															
6271															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	23	20	1	9	1	0	0	2	0	0	1	0	0	57
06:15 AM	0	34	17	0	5	1	0	1	3	0	0	0	0	1	62
06:30 AM	0	39	17	1	6	1	0	3	4	0	0	0	0	0	71
06:45 AM	0	38	16	1	3	2	0	3	0	1	2	0	0	0	66
07:00 AM	0	44	18	2	7	3	0	3	6	0	0	0	0	0	83
07:15 AM	0	39	15	2	6	1	0	1	3	1	1	0	0	0	69
07:30 AM	1	37	22	5	8	1	0	2	10	0	1	0	0	0	87
07:45 AM	2	35	23	3	2	2	0	3	2	0	0	0	0	0	72
08:00 AM	0	32	13	3	9	0	0	5	9	2	1	0	0	0	74
08:15 AM	0	45	25	4	4	0	0	3	4	1	1	0	0	0	87
08:30 AM	0	40	22	6	7	1	0	2	13	4	0	0	0	0	95
08:45 AM	0	38	27	1	5	2	0	1	3	0	0	0	0	0	77
09:00 AM	0	35	15	3	7	0	0	4	7	0	0	0	0	0	71
09:15 AM	0	39	19	4	6	1	0	2	7	0	0	0	0	0	78
09:30 AM	0	46	13	3	5	0	0	3	4	0	2	0	0	0	76
09:45 AM	0	51	19	1	4	1	0	3	5	0	0	0	0	1	85
10:00 AM	0	53	22	1	5	0	0	4	4	0	0	0	1	0	90
10:15 AM	0	40	27	2	12	0	1	1	3	0	0	0	0	0	86
10:30 AM	0	34	11	2	9	1	0	3	8	0	0	0	0	0	68
10:45 AM	0	54	20	1	11	1	0	8	2	0	1	0	0	0	98
11:00 AM	0	38	20	4	7	1	0	6	8	0	0	0	0	0	84
11:15 AM	1	59	19	3	6	0	0	2	2	0	1	0	0	0	93
11:30 AM	0	51	18	3	5	0	0	3	4	0	0	0	0	2	86
11:45 AM	0	39	18	3	7	0	0	1	3	0	0	0	0	0	71
Day Total															
Percent															
ADT															
6271															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	68	29	2	7	0	0	7	4	0	0	0	0	0	117
12:15 PM	0	59	20	0	4	0	0	2	6	0	0	0	0	0	91
12:30 PM	0	67	19	3	11	0	0	4	2	0	1	0	0	0	107
12:45 PM	0	58	17	2	3	1	0	5	5	0	0	0	0	0	91
01:00 PM	0	54	20	2	9	2	0	4	2	0	0	0	0	0	93
01:15 PM	1	54	22	2	13	1	0	3	6	0	0	0	0	0	102
01:30 PM	0	43	19	5	5	1	0	3	6	0	0	0	0	0	82
01:45 PM	0	65	24	1	10	0	0	4	4	0	0	0	0	0	108
02:00 PM	0	59	20	3	7	0	0	1	4	0	0	0	0	0	94
02:15 PM	1	53	23	1	6	0	0	1	5	0	0	0	0	0	90
02:30 PM	0	52	21	1	9	1	0	3	2	1	0	0	0	0	90
02:45 PM	0	75	12	4	7	0	0	3	7	0	0	0	0	0	108
03:00 PM	0	73	25	3	3	0	0	6	4	0	0	0	0	0	114
03:15 PM	0	67	19	1	5	1	0	3	5	0	0	0	0	0	101
03:30 PM	0	71	34	1	5	0	0	2	7	0	1	0	0	0	121
03:45 PM	0	61	28	1	9	0	0	1	7	0	0	0	0	0	107
04:00 PM	1	64	38	1	11	0	0	5	1	0	0	0	0	0	121
04:15 PM	1	75	37	1	7	2	0	0	4	0	0	0	0	0	127
04:30 PM	1	96	32	0	9	0	0	1	1	0	0	0	0	0	140
04:45 PM	0	85	25	2	6	0	0	2	2	0	0	0	0	0	122
05:00 PM	0	118	33	0	10	0	0	0	4	0	0	0	0	0	165
05:15 PM	0	91	28	0	6	1	0	1	5	0	0	0	0	0	132
05:30 PM	0	69	30	2	7	2	0	1	6	0	0	0	0	0	117
05:45 PM	0	65	21	0	1	0	0	2	2	0	0	0	0	0	91
Day Total															
Percent															
ADT															
6271															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135839
DIRECTION: SB
DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	36	12	0	5	0	0	1	3	0	1	0	0	0	58
06:15 PM	0	40	19	4	5	3	0	2	8	0	1	0	0	0	82
06:30 PM	1	52	21	4	8	0	0	1	8	0	0	0	0	0	95
06:45 PM	0	52	23	1	5	0	0	2	6	0	0	0	0	0	89
07:00 PM	0	63	20	6	4	1	0	5	4	0	0	2	0	0	105
07:15 PM	0	66	25	3	4	1	0	3	5	0	0	1	0	0	108
07:30 PM	0	68	27	2	2	0	0	2	8	0	0	0	0	1	110
07:45 PM	0	55	16	5	7	0	0	3	7	0	3	2	1	0	99
08:00 PM	0	64	22	0	6	0	0	1	11	0	1	0	0	0	105
08:15 PM	0	59	15	0	6	0	0	1	13	0	0	0	0	0	94
08:30 PM	0	51	16	0	2	0	0	1	4	0	0	2	0	0	76
08:45 PM	0	31	6	0	2	0	0	0	4	0	2	1	0	0	46
09:00 PM	0	28	4	0	3	0	0	2	3	0	0	0	0	0	40
09:15 PM	0	25	8	1	3	0	0	1	4	0	0	0	0	1	43
09:30 PM	0	17	2	0	1	0	0	0	1	0	0	1	0	0	22
09:45 PM	0	14	1	1	0	0	0	0	2	0	0	0	0	0	18
10:00 PM	0	20	3	1	1	0	0	0	1	0	0	0	0	0	26
10:15 PM	0	16	2	1	1	0	0	0	4	0	1	0	0	0	25
10:30 PM	0	21	3	0	0	0	0	1	1	0	0	0	0	0	26
10:45 PM	0	18	3	0	0	0	0	1	0	0	1	0	0	0	23
11:00 PM	0	17	6	0	2	1	0	1	1	0	1	0	0	0	29
11:15 PM	0	11	3	0	0	0	0	0	0	0	1	0	0	0	15
11:30 PM	0	6	4	0	1	0	0	1	0	0	2	0	0	0	15
11:45 PM	0	9	1	0	0	0	0	1	2	0	0	0	0	0	13
Day Total	10	3670	1375	143	415	41	2	176	373	10	34	12	2	8	6271
Percent	0.2%	58.5%	21.9%	2.3%	6.6%	0.7%	0%	2.8%	5.9%	0.2%	0.5%	0.2%	0%	0.1%	
ADT 6271															
AM Peak 15-min Vol	7:45 AM 2	11:15 AM 59	8:45 AM 27	8:30 AM 6	10:15 AM 12	7:00 AM 3	12:45 AM 1	10:45 AM 8	8:30 AM 13	8:30 AM 4	3:45 AM 3	1:15 AM 1	10:00 AM 1	11:30 AM 2	10:45 AM 98
PM Peak 15-min Vol	1:15 PM 1	5:00 PM 118	4:00 PM 38	7:00 PM 6	1:15 PM 13	6:15 PM 3	12:00 PM 0	12:00 PM 7	8:15 PM 13	2:30 PM 1	7:45 PM 3	7:00 PM 2	7:45 PM 1	7:30 PM 1	5:00 PM 165

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	18	4	0	0	0	0	1	1	0	0	0	0	0	24
12:15 AM	0	4	4	1	0	0	0	1	1	0	1	0	0	0	12
12:30 AM	0	7	3	2	0	0	0	0	3	0	0	0	0	0	15
12:45 AM	0	7	1	0	1	0	0	1	1	0	0	0	0	1	12
01:00 AM	0	4	1	0	0	0	0	0	3	0	2	0	0	0	10
01:15 AM	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
01:30 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
01:45 AM	0	6	0	0	0	0	0	0	0	0	1	1	0	0	8
02:00 AM	0	2	1	0	2	0	0	2	1	0	0	0	0	0	8
02:15 AM	0	4	0	1	1	0	0	2	3	0	0	0	0	0	11
02:30 AM	0	2	0	1	0	0	0	0	1	0	0	0	0	0	4
02:45 AM	0	4	1	0	1	0	0	0	4	0	0	0	0	0	10
03:00 AM	0	3	0	0	1	1	0	0	1	0	1	0	0	0	7
03:15 AM	0	7	1	0	1	0	0	0	2	1	0	0	0	0	12
03:30 AM	0	4	3	1	0	0	0	0	4	0	0	0	0	0	12
03:45 AM	0	2	2	0	3	0	0	0	5	0	3	1	0	0	16
04:00 AM	0	8	3	0	2	1	0	3	1	0	2	0	0	0	20
04:15 AM	0	9	2	1	0	0	0	2	5	0	0	0	0	1	20
04:30 AM	0	11	3	1	3	0	0	1	3	0	1	0	0	0	23
04:45 AM	0	8	3	0	1	0	0	5	7	0	0	0	0	0	24
05:00 AM	0	16	8	1	2	0	0	4	9	0	1	1	0	0	42
05:15 AM	0	14	8	2	1	1	0	0	3	0	1	0	0	1	31
05:30 AM	0	12	12	1	5	0	0	0	3	0	0	1	0	0	34
05:45 AM	0	20	11	1	3	0	0	3	5	0	1	0	0	0	44
Day Total															
Percent															
ADT 5953															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	30	15	2	10	2	0	1	4	0	0	0	0	0	64
06:15 AM	0	34	15	1	4	0	0	1	1	0	0	0	0	0	56
06:30 AM	0	42	20	3	8	1	0	3	2	0	1	0	0	1	81
06:45 AM	0	37	12	1	5	0	0	4	6	0	1	1	0	0	67
07:00 AM	0	39	17	1	6	0	0	5	6	0	0	0	0	0	74
07:15 AM	0	42	19	2	15	0	0	2	6	0	1	0	0	0	87
07:30 AM	0	38	22	6	3	0	0	4	5	1	1	0	0	0	80
07:45 AM	0	33	16	7	9	1	0	2	6	1	0	0	0	0	75
08:00 AM	1	47	17	4	11	2	0	4	6	0	0	0	0	0	92
08:15 AM	0	34	16	5	5	0	0	3	5	0	0	0	0	0	68
08:30 AM	0	51	30	6	10	1	0	3	3	0	0	0	0	0	104
08:45 AM	0	56	27	4	6	1	0	6	2	0	1	0	1	0	104
09:00 AM	0	28	12	3	3	1	0	8	8	0	0	0	0	0	63
09:15 AM	0	44	21	3	7	0	0	6	6	0	0	0	0	0	87
09:30 AM	0	42	21	0	8	1	0	4	5	0	0	0	0	0	81
09:45 AM	0	49	25	1	2	1	0	3	4	1	0	0	0	0	86
10:00 AM	0	41	10	2	6	1	0	5	7	0	1	0	0	0	73
10:15 AM	0	41	16	1	6	1	0	5	8	0	0	0	0	0	78
10:30 AM	0	66	21	2	5	1	0	6	3	0	0	0	0	0	104
10:45 AM	2	42	13	4	5	0	0	3	6	0	1	0	0	1	77
11:00 AM	0	56	17	2	11	1	0	3	3	0	0	0	1	0	94
11:15 AM	0	43	17	2	9	2	0	3	3	1	0	0	0	0	80
11:30 AM	0	43	24	3	10	1	0	4	6	0	1	0	0	0	92
11:45 AM	0	40	11	5	9	2	0	3	6	0	0	0	0	0	76
Day Total															
Percent															
ADT															
5953															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135839

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	61	28	2	7	2	0	5	5	0	1	0	0	0	111
12:15 PM	1	57	20	6	11	2	0	6	7	0	0	0	0	1	111
12:30 PM	1	62	21	2	6	0	0	2	2	0	0	0	0	1	97
12:45 PM	0	44	23	2	6	0	0	1	2	1	0	0	0	0	79
01:00 PM	0	64	21	3	8	2	0	3	2	0	0	0	0	0	103
01:15 PM	2	39	24	1	6	1	0	3	5	1	0	0	0	0	82
01:30 PM	0	65	21	2	3	1	0	3	3	0	1	0	0	0	99
01:45 PM	0	65	29	2	9	1	0	3	3	0	0	0	0	3	115
02:00 PM	0	41	19	3	7	1	0	0	3	0	0	0	0	0	74
02:15 PM	0	50	29	1	6	0	0	3	3	0	0	0	0	0	92
02:30 PM	0	63	20	2	7	1	0	6	5	0	0	0	0	0	104
02:45 PM	0	54	22	0	6	0	0	3	3	0	0	0	0	0	88
03:00 PM	0	54	28	0	4	0	0	4	2	0	0	0	0	0	92
03:15 PM	0	59	24	0	13	0	0	4	4	1	1	0	0	0	106
03:30 PM	0	97	26	2	6	1	0	1	1	0	0	0	0	0	134
03:45 PM	0	66	17	4	9	2	0	5	1	0	0	0	1	0	105
04:00 PM	0	63	27	1	15	0	0	4	3	1	0	0	0	0	114
04:15 PM	0	73	25	0	3	0	0	4	3	0	0	0	0	1	109
04:30 PM	0	93	36	3	10	0	0	0	3	0	2	0	0	0	147
04:45 PM	0	73	34	0	2	0	0	6	6	0	0	0	0	0	121
05:00 PM	1	114	34	0	11	0	0	3	0	0	0	0	0	1	164
05:15 PM	1	108	27	1	11	0	0	1	2	0	1	0	0	1	153
05:30 PM	0	79	28	0	6	1	0	3	3	0	0	0	0	0	120
05:45 PM	1	70	17	2	3	1	0	0	1	0	0	0	0	0	95
Day Total Percent															
ADT 5953															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135839
DIRECTION: SB
DATE: Dec 18 2019

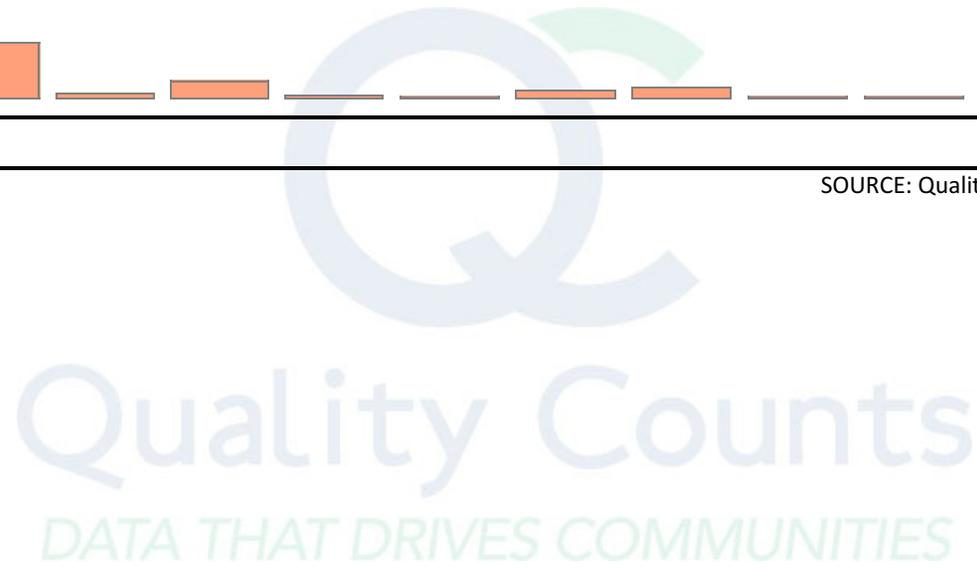
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	47	13	2	5	2	0	0	4	0	1	0	0	0	74
06:15 PM	0	39	19	2	3	0	0	4	2	0	2	0	0	0	71
06:30 PM	0	47	8	0	12	0	0	1	1	0	0	0	0	0	69
06:45 PM	0	47	19	0	2	1	0	2	3	0	0	0	0	0	74
07:00 PM	0	58	18	1	3	0	0	1	2	0	0	0	0	0	83
07:15 PM	0	51	9	0	1	0	0	1	1	0	0	0	0	0	63
07:30 PM	0	45	8	0	4	0	0	0	0	0	0	0	0	0	57
07:45 PM	0	26	7	0	1	0	0	1	0	0	0	0	0	0	35
08:00 PM	0	34	8	1	0	0	0	0	2	0	0	0	0	0	45
08:15 PM	0	26	11	3	3	0	0	0	2	0	0	1	0	0	46
08:30 PM	0	28	9	0	1	0	0	0	1	0	1	1	0	0	41
08:45 PM	0	19	7	1	1	0	0	0	3	0	0	0	0	0	31
09:00 PM	0	30	7	0	3	0	0	2	2	0	0	0	0	0	44
09:15 PM	0	26	3	0	2	0	0	1	0	0	0	0	0	0	32
09:30 PM	0	15	8	1	1	0	0	0	4	0	0	0	0	0	29
09:45 PM	0	22	6	1	1	0	0	0	0	0	0	0	0	0	30
10:00 PM	0	14	3	0	1	1	0	0	1	0	1	0	0	0	21
10:15 PM	2	20	1	0	2	1	0	0	2	0	2	0	1	1	32
10:30 PM	0	11	1	0	1	0	0	1	2	0	0	0	0	0	16
10:45 PM	0	19	3	1	0	0	0	0	2	0	0	0	0	0	25
11:00 PM	0	13	3	0	0	0	0	2	0	0	0	0	0	0	18
11:15 PM	0	11	3	0	0	0	0	1	1	0	3	0	0	0	19
11:30 PM	0	12	2	0	1	0	0	2	0	0	0	0	0	0	17
11:45 PM	0	9	2	0	0	0	0	0	1	0	0	1	0	0	13
Day Total	12	3480	1284	135	423	44	0	208	294	9	38	8	4	14	5953
Percent	0.2%	58.5%	21.6%	2.3%	7.1%	0.7%	0%	3.5%	4.9%	0.2%	0.6%	0.1%	0.1%	0.2%	
ADT 5953															
AM Peak 15-min Vol	10:45 AM 2	10:30 AM 66	8:30 AM 30	7:45 AM 7	7:15 AM 15	6:00 AM 2	12:00 AM 0	9:00 AM 8	5:00 AM 9	3:15 AM 1	3:45 AM 3	1:45 AM 1	8:45 AM 1	12:45 AM 1	8:30 AM 104
PM Peak 15-min Vol	1:15 PM 2	5:00 PM 114	4:30 PM 36	12:15 PM 6	4:00 PM 15	12:00 PM 2	12:00 PM 0	12:15 PM 6	12:15 PM 7	12:45 PM 1	11:15 PM 3	8:15 PM 1	3:45 PM 1	1:45 PM 3	5:00 PM 164

Comments:

LOCATION: I-75 On Ramp from SR 40 (W Silver Springs Blvd) **QC JOB #:** 15135839
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 12 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	58	24423	8330	671	2623	257	9	1157	1703	40	188	47	17	90	39613
Percent	0.1%	61.7%	21%	1.7%	6.6%	0.6%	0%	2.9%	4.3%	0.1%	0.5%	0.1%	0%	0.2%	
ADT 5659															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	4	1	0	0	0	2	1	0	1	1	0	0	14
12:15 AM	0	11	2	0	1	0	0	1	3	0	1	0	0	0	19
12:30 AM	0	6	3	0	1	0	0	1	4	0	1	0	0	0	16
12:45 AM	0	10	2	1	1	0	0	0	1	0	0	0	0	1	16
01:00 AM	0	8	1	1	0	1	0	0	0	0	1	0	0	0	12
01:15 AM	0	5	1	0	3	0	0	1	0	0	0	0	0	0	10
01:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
01:45 AM	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
02:00 AM	0	3	2	0	0	0	0	0	0	0	1	1	0	0	7
02:15 AM	0	3	0	0	1	0	0	1	0	0	0	1	0	0	6
02:30 AM	0	6	4	0	0	0	0	0	1	0	0	0	0	0	11
02:45 AM	0	2	1	1	0	0	0	4	0	0	0	0	0	1	9
03:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
03:15 AM	0	7	1	1	2	0	0	2	2	0	0	0	0	0	15
03:30 AM	0	3	2	1	2	0	0	1	0	0	1	0	0	1	11
03:45 AM	0	8	2	1	0	1	0	2	1	0	0	0	0	0	15
04:00 AM	0	11	2	0	1	0	0	0	1	0	3	0	0	0	18
04:15 AM	0	3	4	0	0	0	0	2	0	0	0	0	0	2	11
04:30 AM	0	14	3	0	1	0	0	2	2	0	0	1	0	0	23
04:45 AM	0	18	6	1	4	0	0	2	2	0	2	0	0	1	36
05:00 AM	0	15	1	0	2	0	0	1	3	0	0	0	0	0	22
05:15 AM	0	17	7	1	5	0	0	3	2	0	0	0	0	2	37
05:30 AM	1	32	8	1	4	1	0	2	1	0	0	0	0	0	50
05:45 AM	0	33	13	1	5	0	0	5	1	0	2	0	0	0	60
Day Total Percent															
ADT 5874															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	19	14	1	11	1	0	0	2	0	0	1	0	0	49
06:15 AM	1	48	16	2	12	0	0	5	3	0	0	0	0	0	87
06:30 AM	0	54	25	1	20	0	0	3	4	0	0	1	0	2	110
06:45 AM	0	76	23	0	19	0	0	4	3	0	0	0	0	0	125
07:00 AM	1	59	13	0	13	0	0	4	2	0	0	0	0	0	92
07:15 AM	0	81	24	2	19	0	0	3	5	0	0	0	0	0	134
07:30 AM	0	84	33	1	17	0	0	3	2	1	0	0	0	0	141
07:45 AM	2	108	41	0	6	2	0	6	5	0	1	0	1	1	173
08:00 AM	1	81	22	1	14	0	0	3	9	0	0	0	0	2	133
08:15 AM	0	70	32	0	22	1	0	5	4	0	0	0	0	0	134
08:30 AM	0	63	24	0	14	1	0	3	3	0	0	0	0	2	110
08:45 AM	0	68	22	1	14	0	0	7	2	0	0	0	0	0	114
09:00 AM	0	45	26	1	6	1	0	2	3	0	0	0	0	0	84
09:15 AM	0	41	22	2	9	0	0	5	3	0	0	0	0	1	83
09:30 AM	0	47	16	3	10	0	0	4	5	0	0	0	0	0	85
09:45 AM	0	39	18	1	9	3	0	6	4	0	0	0	0	5	85
10:00 AM	0	43	22	2	11	0	0	4	3	0	0	0	0	1	86
10:15 AM	0	27	23	2	15	0	0	5	5	0	0	0	0	0	77
10:30 AM	1	37	18	4	10	1	0	5	3	0	0	0	0	0	79
10:45 AM	1	37	19	2	13	0	0	9	4	0	0	0	0	1	86
11:00 AM	0	51	15	2	8	0	0	6	5	0	0	0	0	2	89
11:15 AM	0	58	22	2	8	1	0	6	3	0	0	0	0	2	102
11:30 AM	0	50	16	1	14	1	0	5	1	0	0	0	0	1	89
11:45 AM	0	51	11	1	8	0	0	4	3	0	0	0	0	1	79
Day Total															
Percent															
ADT															
5874															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	58	24	2	11	1	0	3	5	1	0	0	0	0	105
12:15 PM	0	31	12	1	7	3	0	6	8	0	0	0	0	3	71
12:30 PM	0	61	23	2	6	0	0	3	6	0	0	0	0	0	101
12:45 PM	2	41	31	2	17	0	0	5	3	0	0	0	0	3	104
01:00 PM	0	48	21	5	9	2	0	4	5	0	1	0	0	0	95
01:15 PM	1	41	15	2	7	0	0	5	4	1	0	0	0	0	76
01:30 PM	0	37	26	0	7	0	0	7	4	0	0	0	0	0	81
01:45 PM	1	59	21	1	8	5	0	7	5	0	0	0	0	2	109
02:00 PM	0	43	15	2	16	0	0	6	4	0	0	0	0	2	88
02:15 PM	1	39	18	3	13	0	1	3	5	0	0	0	0	3	86
02:30 PM	0	47	14	4	11	0	0	4	6	0	1	1	0	1	89
02:45 PM	0	31	27	4	6	1	0	2	1	1	0	0	0	1	74
03:00 PM	2	42	13	3	18	3	1	3	3	0	0	0	0	0	88
03:15 PM	0	48	20	3	10	0	0	4	1	0	0	0	0	0	86
03:30 PM	0	55	23	0	17	1	0	7	6	0	0	0	0	1	110
03:45 PM	0	50	22	2	17	0	0	4	1	0	0	0	1	0	97
04:00 PM	0	42	17	3	10	1	0	6	1	0	1	0	0	1	82
04:15 PM	2	52	20	3	9	0	0	2	3	0	0	0	0	0	91
04:30 PM	0	49	10	1	8	1	0	0	1	0	0	0	0	1	71
04:45 PM	0	43	12	3	11	0	0	4	3	0	0	0	0	1	77
05:00 PM	0	45	20	3	9	0	0	5	3	0	0	0	0	2	87
05:15 PM	0	45	16	1	9	0	0	4	3	0	0	1	0	0	79
05:30 PM	0	56	10	2	11	0	0	5	1	0	0	0	0	0	85
05:45 PM	1	42	16	1	9	1	0	7	3	0	0	0	0	0	80
Day Total															
Percent															
ADT															
5874															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd) **QC JOB #:** 15135840
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	35	12	1	10	2	0	1	5	0	0	0	0	0	66
06:15 PM	0	54	16	0	10	0	0	5	2	0	0	0	0	3	90
06:30 PM	0	37	22	0	8	0	0	1	4	0	0	0	0	0	72
06:45 PM	0	30	13	3	9	0	0	1	1	0	0	0	0	1	58
07:00 PM	0	27	14	1	6	0	0	2	2	0	2	0	0	0	54
07:15 PM	0	28	12	0	8	0	0	2	0	0	0	0	0	0	50
07:30 PM	0	27	8	0	8	0	0	6	1	0	0	0	0	1	51
07:45 PM	0	25	12	0	5	0	0	2	1	0	1	0	0	1	47
08:00 PM	0	17	8	1	5	0	0	0	0	0	0	1	0	1	33
08:15 PM	1	20	14	2	5	0	0	3	2	0	0	0	0	0	47
08:30 PM	0	24	8	0	2	0	0	1	1	0	0	1	0	0	37
08:45 PM	0	24	10	1	4	0	0	2	3	0	0	0	0	1	45
09:00 PM	0	21	3	1	3	0	0	3	0	0	0	0	0	0	31
09:15 PM	0	13	9	0	3	0	0	3	1	0	0	0	0	0	29
09:30 PM	0	15	6	0	2	0	0	1	2	0	1	0	0	0	27
09:45 PM	0	11	5	0	1	0	0	1	1	0	1	0	0	0	20
10:00 PM	0	16	2	0	1	0	0	1	0	0	0	0	0	0	20
10:15 PM	0	9	3	0	2	0	0	1	0	0	0	0	0	0	15
10:30 PM	0	12	2	0	0	0	0	1	1	0	0	0	0	0	16
10:45 PM	0	17	4	2	0	0	0	1	0	0	0	0	0	0	24
11:00 PM	0	11	1	0	1	0	0	2	2	0	1	0	0	1	19
11:15 PM	0	13	2	0	1	0	0	2	0	0	0	0	0	0	18
11:30 PM	0	4	3	0	3	0	0	0	0	0	0	0	0	0	10
11:45 PM	0	15	2	1	2	0	0	1	2	0	1	0	0	1	25
Day Total	20	3175	1226	109	690	36	2	289	227	4	24	10	2	60	5874
Percent	0.3%	54.1%	20.9%	1.9%	11.7%	0.6%	0%	4.9%	3.9%	0.1%	0.4%	0.2%	0%	1%	
ADT 5874															
AM Peak 15-min Vol	7:45 AM 2	7:45 AM 108	7:45 AM 41	10:30 AM 4	8:15 AM 22	9:45 AM 3	12:00 AM 0	10:45 AM 9	8:00 AM 9	7:30 AM 1	4:00 AM 3	12:00 AM 1	7:45 AM 1	9:45 AM 5	7:45 AM 173
PM Peak 15-min Vol	12:45 PM 2	12:30 PM 61	12:45 PM 31	1:00 PM 5	3:00 PM 18	1:45 PM 5	2:15 PM 1	1:30 PM 7	12:15 PM 8	12:00 PM 1	7:00 PM 2	2:30 PM 1	3:45 PM 1	12:15 PM 3	3:30 PM 110

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	12	1	0	0	0	0	2	2	0	1	1	0	0	19
12:15 AM	0	11	1	0	2	0	0	1	0	0	0	0	0	1	16
12:30 AM	0	7	2	2	0	0	0	0	1	0	0	0	0	0	12
12:45 AM	0	4	3	1	2	0	0	2	2	0	0	0	0	1	15
01:00 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
01:15 AM	0	6	0	0	2	0	0	0	1	0	1	0	0	0	10
01:30 AM	1	3	0	1	1	0	0	0	2	0	1	1	0	0	10
01:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00 AM	0	4	0	0	2	0	0	0	2	0	1	0	0	0	9
02:15 AM	0	7	2	0	0	0	0	0	2	0	1	0	0	0	12
02:30 AM	0	5	3	0	0	1	0	0	0	0	0	0	0	0	9
02:45 AM	0	5	1	0	2	0	0	0	0	0	2	0	0	0	10
03:00 AM	0	5	0	2	1	0	0	2	2	0	1	0	0	2	15
03:15 AM	0	5	1	0	1	0	0	0	3	0	1	0	0	0	11
03:30 AM	0	11	3	1	0	0	0	4	3	0	1	0	0	1	24
03:45 AM	0	7	1	0	1	1	0	0	1	0	1	0	0	0	12
04:00 AM	0	6	3	0	2	0	0	0	2	0	1	0	0	0	14
04:15 AM	0	10	2	1	1	0	0	0	1	0	2	0	0	0	17
04:30 AM	0	11	5	0	1	0	0	3	3	0	0	0	0	0	23
04:45 AM	1	17	7	0	1	1	0	1	0	0	1	0	0	0	29
05:00 AM	0	23	0	0	2	1	0	1	0	0	0	0	0	0	27
05:15 AM	0	20	7	0	1	1	0	1	3	0	1	0	0	0	34
05:30 AM	1	42	8	0	9	0	0	1	3	0	0	0	0	1	65
05:45 AM	0	37	22	1	7	0	1	3	0	0	0	0	0	0	71
Day Total															
Percent															
ADT															
5949															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	33	16	0	8	1	0	2	2	0	0	0	0	2	64
06:15 AM	0	41	19	0	10	0	1	2	1	0	0	0	0	1	75
06:30 AM	0	40	31	2	14	0	0	4	2	0	0	0	0	1	94
06:45 AM	0	90	23	3	18	0	0	1	7	0	1	0	0	4	147
07:00 AM	0	62	32	2	6	0	0	0	6	0	0	0	0	1	109
07:15 AM	1	70	24	2	18	0	0	2	1	2	0	0	0	1	121
07:30 AM	0	96	40	0	12	0	0	3	6	0	2	0	0	2	161
07:45 AM	0	90	31	3	17	0	0	2	7	0	1	0	0	2	153
08:00 AM	0	82	31	1	13	0	0	2	2	0	0	0	0	0	131
08:15 AM	0	89	34	3	11	0	0	5	5	0	0	0	0	3	150
08:30 AM	1	63	28	3	16	0	0	4	4	0	0	1	0	2	122
08:45 AM	1	60	22	3	10	1	0	9	3	0	0	1	0	4	114
09:00 AM	0	41	17	4	12	1	0	2	5	0	0	0	0	1	83
09:15 AM	0	40	24	1	10	1	0	4	3	1	0	0	0	0	84
09:30 AM	0	52	22	0	7	1	0	1	6	0	0	0	0	0	89
09:45 AM	0	36	11	1	14	0	0	6	0	0	0	0	0	1	69
10:00 AM	1	40	15	2	17	0	0	3	4	0	0	0	0	3	85
10:15 AM	0	41	16	0	19	0	0	6	9	0	0	0	0	1	92
10:30 AM	1	41	15	4	10	0	0	3	4	0	0	0	0	1	79
10:45 AM	0	46	19	1	12	1	0	6	5	0	0	0	0	1	91
11:00 AM	0	46	20	3	9	0	0	5	9	0	0	0	0	2	94
11:15 AM	1	40	12	1	10	2	0	2	3	1	0	0	0	2	74
11:30 AM	0	30	19	2	7	2	0	3	5	0	0	0	0	1	69
11:45 AM	0	48	16	3	10	1	1	2	5	0	0	0	0	1	87
Day Total															
Percent															
ADT															
5949															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)

QC JOB #: 15135840

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	53	16	3	8	1	0	8	2	0	0	0	0	3	94
12:15 PM	0	45	15	1	9	0	1	2	3	1	0	0	0	1	78
12:30 PM	0	44	14	0	12	0	0	1	4	0	0	0	0	1	76
12:45 PM	0	41	17	1	9	3	1	2	6	0	0	0	2	3	85
01:00 PM	0	36	29	3	8	0	0	4	4	0	0	0	0	1	85
01:15 PM	0	50	24	3	7	0	0	4	4	0	1	0	0	3	96
01:30 PM	0	49	18	0	7	2	0	2	3	0	0	0	1	0	82
01:45 PM	0	51	21	2	7	1	0	1	5	0	0	0	0	0	88
02:00 PM	0	44	26	1	16	0	1	5	6	0	0	0	0	2	101
02:15 PM	1	53	11	3	9	1	0	7	5	0	0	0	0	0	90
02:30 PM	2	37	22	1	10	0	0	3	6	0	1	0	0	1	83
02:45 PM	0	49	26	5	7	0	0	3	4	0	0	0	0	0	94
03:00 PM	1	39	18	8	7	0	2	4	6	0	0	0	0	1	86
03:15 PM	1	57	17	7	10	0	0	4	4	0	1	0	0	0	101
03:30 PM	0	44	24	3	5	3	0	6	3	0	0	0	0	5	93
03:45 PM	0	41	26	4	13	1	0	3	5	0	0	0	2	3	98
04:00 PM	0	51	24	3	12	0	0	7	4	1	0	0	0	0	102
04:15 PM	0	46	23	3	8	0	0	2	4	0	0	0	0	0	86
04:30 PM	1	47	17	2	9	2	0	2	4	0	0	1	0	3	88
04:45 PM	0	52	12	2	5	1	0	6	2	0	0	0	0	1	81
05:00 PM	1	45	22	2	8	1	1	2	2	0	0	0	0	1	85
05:15 PM	0	51	19	1	10	1	0	3	2	0	0	0	0	1	88
05:30 PM	0	55	27	0	7	0	0	3	1	0	0	0	0	1	94
05:45 PM	1	55	13	2	11	0	0	3	7	0	1	0	0	0	93
Day Total															
Percent															
ADT															
5949															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	46	29	0	5	1	0	3	2	0	0	1	0	1	88
06:15 PM	0	47	14	0	10	1	0	3	4	0	0	0	0	0	79
06:30 PM	0	35	9	1	8	0	0	1	2	0	0	0	0	0	56
06:45 PM	0	36	12	0	8	0	0	4	3	0	0	0	0	0	63
07:00 PM	0	22	13	0	6	1	0	2	0	0	1	0	0	1	46
07:15 PM	0	28	4	0	7	0	0	3	0	0	0	0	0	0	42
07:30 PM	0	25	14	3	1	0	0	1	2	0	1	0	0	0	47
07:45 PM	0	31	10	0	1	0	0	2	3	0	0	0	0	1	48
08:00 PM	1	27	5	0	4	1	0	0	0	0	1	0	0	0	39
08:15 PM	0	20	6	2	5	0	0	1	1	0	0	0	0	0	35
08:30 PM	0	17	9	1	2	0	0	1	1	0	1	0	0	0	32
08:45 PM	0	19	7	2	6	0	0	0	0	0	1	0	0	0	35
09:00 PM	0	27	6	1	2	0	0	0	0	0	0	0	0	0	36
09:15 PM	0	18	4	0	3	2	0	0	0	0	0	0	0	0	27
09:30 PM	0	20	8	0	1	0	0	2	1	0	3	0	0	0	35
09:45 PM	0	24	2	1	2	0	0	0	2	0	0	0	0	0	31
10:00 PM	0	14	3	0	2	0	0	3	1	0	0	0	0	0	23
10:15 PM	0	14	3	0	1	0	0	3	0	0	1	0	0	1	23
10:30 PM	0	10	1	0	0	0	0	0	2	0	0	0	0	0	13
10:45 PM	0	13	3	0	3	0	0	0	0	0	0	0	0	0	19
11:00 PM	0	16	4	0	2	0	0	1	0	0	1	0	0	1	25
11:15 PM	0	10	1	0	3	0	0	0	1	0	0	0	0	3	18
11:30 PM	0	4	0	0	0	0	0	0	1	0	1	0	0	0	6
11:45 PM	0	15	4	0	1	0	0	1	2	0	2	0	0	0	25
Day Total	18	3256	1262	124	625	39	9	218	262	6	37	6	5	82	5949
Percent	0.3%	54.7%	21.2%	2.1%	10.5%	0.7%	0.2%	3.7%	4.4%	0.1%	0.6%	0.1%	0.1%	1.4%	
ADT 5949															
AM Peak 15-min Vol	1:30 AM	7:30 AM	7:30 AM	9:00 AM	10:15 AM	11:15 AM	5:45 AM	8:45 AM	10:15 AM	7:15 AM	2:45 AM	12:00 AM	12:00 AM	6:45 AM	7:30 AM
	1	96	40	4	19	2	1	9	9	2	2	1	0	4	161
PM Peak 15-min Vol	2:30 PM	3:15 PM	1:00 PM	3:00 PM	2:00 PM	12:45 PM	3:00 PM	12:00 PM	5:45 PM	12:15 PM	9:30 PM	4:30 PM	12:45 PM	3:30 PM	4:00 PM
	2	57	29	8	16	3	2	8	7	1	3	1	2	5	102

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	11	3	0	1	0	0	0	1	0	0	0	0	1	17
12:15 AM	0	9	2	0	1	0	0	1	2	0	1	1	0	0	17
12:30 AM	0	6	2	0	1	0	0	0	2	0	0	0	0	0	11
12:45 AM	0	11	2	1	1	0	0	0	0	0	1	0	0	0	16
01:00 AM	0	2	0	0	3	0	0	2	0	0	0	0	0	0	7
01:15 AM	0	7	2	0	1	0	0	1	0	0	1	0	0	0	12
01:30 AM	0	4	3	0	1	0	0	0	0	0	2	0	0	0	10
01:45 AM	0	4	0	0	2	0	0	0	1	0	0	0	0	0	7
02:00 AM	1	5	3	0	1	0	0	0	0	0	0	0	0	1	11
02:15 AM	0	5	3	1	1	0	0	0	2	0	0	0	0	0	12
02:30 AM	0	2	1	1	2	0	0	1	0	0	1	0	0	0	8
02:45 AM	0	4	2	0	1	0	0	1	1	0	0	0	0	2	11
03:00 AM	0	5	0	1	1	0	0	0	0	0	1	0	0	0	8
03:15 AM	0	7	1	0	1	0	0	2	0	0	0	0	0	1	12
03:30 AM	0	7	3	0	1	0	0	1	1	0	0	0	0	0	13
03:45 AM	0	6	0	1	2	0	0	1	3	0	3	0	0	0	16
04:00 AM	0	8	2	0	1	0	0	1	1	0	0	0	0	1	14
04:15 AM	0	3	3	0	1	0	0	1	2	0	3	1	0	2	16
04:30 AM	0	18	4	0	0	0	0	0	3	0	1	0	0	0	26
04:45 AM	0	26	5	0	3	0	0	0	2	0	1	0	0	0	37
05:00 AM	0	16	3	0	3	0	0	0	2	0	0	0	0	0	24
05:15 AM	0	15	6	1	3	0	0	2	1	0	1	0	0	1	30
05:30 AM	0	33	11	0	2	0	0	0	0	0	2	0	0	1	49
05:45 AM	0	38	18	0	6	1	1	2	1	0	0	1	0	0	68
Day Total Percent															
ADT 5936															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	32	17	0	8	0	0	6	2	0	1	0	0	1	67
06:15 AM	0	43	20	0	9	0	0	1	2	0	0	1	0	0	76
06:30 AM	0	60	14	2	9	0	0	7	9	1	0	1	0	2	105
06:45 AM	0	84	35	1	16	0	0	3	1	1	0	0	0	0	141
07:00 AM	1	54	22	1	13	1	0	4	2	0	0	0	0	2	100
07:15 AM	0	64	23	1	14	1	0	3	2	0	0	0	0	0	108
07:30 AM	0	88	25	0	12	0	1	3	4	0	0	0	0	1	134
07:45 AM	0	95	39	1	10	0	0	3	5	2	1	0	0	2	158
08:00 AM	0	72	25	3	17	1	0	6	5	1	0	0	0	0	130
08:15 AM	0	55	29	1	11	2	0	7	3	0	0	0	0	1	109
08:30 AM	0	53	29	0	12	1	0	3	4	0	0	0	0	1	103
08:45 AM	0	53	18	1	9	1	0	2	4	0	0	0	0	1	89
09:00 AM	0	37	29	4	6	1	0	4	4	0	0	0	0	0	85
09:15 AM	0	28	13	1	12	0	0	5	3	0	0	0	0	1	63
09:30 AM	0	42	15	3	11	1	0	3	3	0	0	0	0	3	81
09:45 AM	0	46	17	5	9	1	0	3	4	0	1	0	0	1	87
10:00 AM	0	51	21	1	13	0	0	5	4	0	0	0	0	2	97
10:15 AM	0	34	18	4	15	0	0	1	7	0	0	0	0	0	79
10:30 AM	0	35	27	1	8	0	0	5	3	0	0	0	0	3	82
10:45 AM	0	45	17	1	15	1	0	5	9	0	0	0	0	0	93
11:00 AM	0	46	22	5	13	1	0	11	3	0	0	0	0	3	104
11:15 AM	0	47	25	0	6	1	0	1	5	0	0	0	0	0	85
11:30 AM	1	47	21	3	21	1	0	5	7	1	0	0	0	0	107
11:45 AM	1	46	31	3	10	1	0	3	1	0	0	0	0	0	96
Day Total															
Percent															
ADT															
5936															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	39	17	1	3	0	0	3	4	0	0	0	0	0	67
12:15 PM	0	59	12	1	8	1	0	4	4	0	0	0	0	2	91
12:30 PM	0	54	26	3	7	0	0	3	4	0	0	0	0	1	98
12:45 PM	0	51	20	4	7	0	0	2	4	0	0	0	0	0	88
01:00 PM	0	42	23	0	12	2	0	4	7	0	0	0	0	1	91
01:15 PM	0	55	18	4	8	1	0	5	3	0	0	0	0	1	95
01:30 PM	0	49	19	1	7	2	0	2	2	0	0	0	0	0	82
01:45 PM	0	48	19	3	7	1	0	6	3	0	0	0	0	0	87
02:00 PM	0	37	21	1	14	1	0	2	3	0	0	0	0	1	80
02:15 PM	0	55	22	3	8	0	0	5	2	0	0	0	0	1	96
02:30 PM	0	38	15	1	19	2	0	8	3	1	0	0	0	2	89
02:45 PM	0	60	24	1	11	1	0	5	6	0	0	0	0	1	109
03:00 PM	0	48	22	2	8	1	0	5	5	0	1	0	0	4	96
03:15 PM	0	37	23	1	9	0	0	12	3	0	0	0	0	1	86
03:30 PM	0	49	22	3	9	0	0	8	2	0	0	0	0	1	94
03:45 PM	0	49	22	2	6	1	0	6	5	0	0	0	0	0	91
04:00 PM	0	51	20	6	10	0	0	4	1	1	0	0	0	1	94
04:15 PM	2	56	22	2	9	2	0	5	4	0	0	0	0	0	102
04:30 PM	0	45	20	4	4	1	0	7	3	0	0	0	0	2	86
04:45 PM	1	61	20	2	16	0	1	2	3	0	1	0	0	0	107
05:00 PM	0	56	15	0	7	1	0	3	2	0	1	0	0	1	86
05:15 PM	0	54	11	1	9	0	0	0	2	0	0	0	0	1	78
05:30 PM	0	42	6	1	12	0	0	4	2	0	0	0	0	0	67
05:45 PM	0	53	17	1	6	0	0	4	6	0	1	0	0	1	89
Day Total Percent															
ADT 5936															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	36	25	3	6	1	0	1	3	0	0	0	0	0	75
06:15 PM	0	42	10	2	7	1	0	1	1	0	0	0	0	0	64
06:30 PM	0	47	13	0	8	0	0	2	0	0	0	0	0	0	70
06:45 PM	0	40	16	4	5	0	0	1	2	0	0	0	0	0	68
07:00 PM	0	38	15	1	5	0	0	2	4	0	0	0	0	1	66
07:15 PM	0	30	10	0	3	0	0	1	3	0	0	0	0	0	47
07:30 PM	0	33	12	0	6	0	0	3	0	0	0	0	0	1	55
07:45 PM	0	34	5	0	7	0	0	5	1	0	0	1	1	2	56
08:00 PM	0	25	12	1	3	0	0	0	1	0	1	0	0	0	43
08:15 PM	0	28	11	0	8	0	0	0	2	0	1	0	0	0	50
08:30 PM	0	31	10	0	1	0	0	2	3	0	0	0	0	0	47
08:45 PM	0	22	7	3	2	0	0	0	0	0	0	0	0	0	34
09:00 PM	0	14	6	0	5	0	0	2	1	0	0	0	0	3	31
09:15 PM	0	18	5	0	2	0	0	2	1	0	2	0	0	0	30
09:30 PM	0	23	7	0	3	0	0	1	1	0	0	0	0	0	35
09:45 PM	0	16	4	1	4	0	0	0	1	0	0	0	0	0	26
10:00 PM	0	14	4	2	2	0	0	1	2	0	0	0	0	1	26
10:15 PM	0	14	2	1	1	1	0	1	0	0	0	0	0	2	22
10:30 PM	0	12	2	1	0	0	0	2	1	0	0	0	0	0	18
10:45 PM	0	16	5	0	0	2	0	1	0	0	1	0	0	0	25
11:00 PM	0	19	3	0	3	0	0	0	0	0	0	1	0	0	26
11:15 PM	0	9	2	0	0	0	0	0	3	0	0	0	0	0	14
11:30 PM	0	9	4	0	1	0	0	1	0	0	0	0	0	0	15
11:45 PM	0	9	3	0	0	0	0	0	0	0	1	0	0	0	13
Day Total	7	3276	1280	115	617	38	3	253	234	8	31	7	1	66	5936
Percent	0.1%	55.2%	21.6%	1.9%	10.4%	0.6%	0.1%	4.3%	3.9%	0.1%	0.5%	0.1%	0%	1.1%	
ADT 5936															
AM Peak 15-min Vol	2:00 AM	7:45 AM	7:45 AM	9:45 AM	11:30 AM	8:15 AM	5:45 AM	11:00 AM	6:30 AM	7:45 AM	3:45 AM	12:15 AM	12:00 AM	9:30 AM	7:45 AM
	1	95	39	5	21	2	1	11	9	2	3	1	0	3	158
PM Peak 15-min Vol	4:15 PM	4:45 PM	12:30 PM	4:00 PM	2:30 PM	1:00 PM	4:45 PM	3:15 PM	1:00 PM	2:30 PM	9:15 PM	7:45 PM	7:45 PM	3:00 PM	2:45 PM
	2	61	26	6	19	2	1	12	7	1	2	1	1	4	109

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	2	1	1	0	0	0	1	0	1	0	0	0	12
12:15 AM	0	8	0	2	2	0	0	1	0	0	0	0	0	0	13
12:30 AM	0	6	3	0	2	0	0	0	0	0	2	0	0	1	14
12:45 AM	0	18	3	0	1	0	0	3	1	0	2	0	0	1	29
01:00 AM	0	6	2	1	3	0	0	0	0	0	0	0	0	1	13
01:15 AM	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8
01:30 AM	0	5	3	0	0	0	0	0	1	0	1	0	0	0	10
01:45 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
02:00 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
02:15 AM	0	4	1	0	1	0	0	1	1	0	1	1	0	0	10
02:30 AM	0	7	0	0	3	0	0	1	1	0	1	0	0	1	14
02:45 AM	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
03:00 AM	0	7	4	0	2	0	0	3	1	0	1	0	0	2	20
03:15 AM	0	7	1	0	1	0	0	1	0	0	3	0	0	0	13
03:30 AM	0	7	3	1	1	0	0	0	3	0	0	0	0	1	16
03:45 AM	0	14	1	1	2	0	0	1	0	0	2	0	0	0	21
04:00 AM	0	5	1	0	4	0	0	2	2	0	0	0	0	0	14
04:15 AM	0	8	1	0	2	1	0	1	3	0	1	0	0	0	17
04:30 AM	0	14	3	0	1	0	0	1	1	0	1	0	0	2	23
04:45 AM	0	16	6	0	2	0	0	0	2	0	1	0	0	0	27
05:00 AM	0	17	3	0	4	0	0	1	1	0	0	1	0	0	27
05:15 AM	0	20	7	0	4	0	0	3	1	0	0	0	0	1	36
05:30 AM	0	26	6	0	3	0	0	1	5	0	0	0	0	1	42
05:45 AM	1	28	15	0	8	0	0	2	1	0	1	0	0	2	58
Day Total Percent															
ADT 6506															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	24	10	0	9	1	0	2	8	0	0	0	0	1	55
06:15 AM	0	48	22	0	6	0	0	6	4	0	2	0	0	2	90
06:30 AM	0	49	32	0	9	0	0	4	4	0	0	0	0	1	99
06:45 AM	0	76	35	2	10	1	0	3	3	0	0	0	0	0	130
07:00 AM	0	51	29	3	8	1	0	2	5	2	0	1	0	1	103
07:15 AM	0	68	20	0	20	0	0	4	1	0	0	0	0	0	113
07:30 AM	0	84	34	1	9	0	0	2	2	0	0	0	0	0	132
07:45 AM	2	68	31	1	15	0	0	1	0	1	0	0	1	18	138
08:00 AM	1	66	27	0	9	0	0	4	6	0	0	0	1	3	117
08:15 AM	0	63	23	2	13	0	0	4	4	0	0	0	0	0	109
08:30 AM	0	48	31	1	8	1	0	10	1	1	0	0	0	1	102
08:45 AM	1	58	20	2	9	0	0	7	2	0	1	1	0	1	102
09:00 AM	0	55	28	1	12	2	0	6	4	0	0	0	0	1	109
09:15 AM	1	44	19	1	18	0	0	2	3	0	0	0	0	0	88
09:30 AM	0	43	29	2	4	0	0	1	4	1	0	0	0	0	84
09:45 AM	0	42	16	2	11	1	0	3	1	0	0	0	0	1	77
10:00 AM	1	39	18	1	6	1	0	4	4	0	0	0	0	0	74
10:15 AM	0	40	16	1	12	1	0	4	2	0	0	0	0	0	76
10:30 AM	1	44	27	6	13	2	1	2	3	0	0	0	0	1	100
10:45 AM	0	47	22	3	9	1	0	4	9	0	0	0	0	0	95
11:00 AM	1	53	17	4	9	0	0	5	1	0	0	0	0	0	90
11:15 AM	0	44	23	2	12	0	0	6	5	0	0	0	0	0	92
11:30 AM	0	58	23	0	6	0	0	7	3	0	1	0	0	2	100
11:45 AM	0	61	19	0	14	0	0	5	2	0	0	0	0	1	102
Day Total															
Percent															
ADT 6506															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	46	27	2	18	0	0	4	5	0	0	0	0	1	103
12:15 PM	0	47	21	1	16	1	0	5	6	0	0	0	0	1	98
12:30 PM	1	50	23	2	20	1	1	7	4	0	0	0	0	2	111
12:45 PM	1	65	31	1	16	0	0	1	8	0	0	0	0	1	124
01:00 PM	0	50	27	2	10	0	0	2	1	0	0	0	0	0	92
01:15 PM	1	66	32	1	11	0	1	6	8	0	0	0	0	2	128
01:30 PM	0	65	18	3	12	2	0	4	5	0	0	0	0	1	110
01:45 PM	1	60	21	1	7	0	0	5	6	0	0	0	0	2	103
02:00 PM	1	46	25	1	15	0	1	4	4	0	0	0	0	2	99
02:15 PM	0	54	27	3	12	0	0	6	3	0	0	0	0	0	105
02:30 PM	0	52	20	3	11	1	0	5	7	0	1	0	0	1	101
02:45 PM	0	49	25	1	12	0	0	4	2	0	0	0	0	3	96
03:00 PM	1	37	21	3	14	1	0	4	4	0	0	0	0	0	85
03:15 PM	0	63	30	1	12	0	0	4	4	0	1	0	0	1	116
03:30 PM	0	71	25	3	13	0	0	3	7	0	0	0	0	3	125
03:45 PM	0	67	26	1	5	1	0	2	1	0	0	0	0	0	103
04:00 PM	0	53	26	6	12	0	0	4	2	0	0	0	0	1	104
04:15 PM	0	52	26	2	12	1	2	3	4	0	0	0	0	0	102
04:30 PM	0	57	20	1	6	0	0	4	2	0	0	0	0	0	90
04:45 PM	0	47	16	1	6	1	0	2	5	0	0	0	0	0	78
05:00 PM	0	53	14	2	10	0	0	0	2	0	0	0	0	0	81
05:15 PM	0	54	19	1	14	0	0	2	0	0	0	0	0	1	91
05:30 PM	0	56	17	2	8	1	0	7	4	0	1	0	0	0	96
05:45 PM	1	51	13	1	10	1	0	1	2	0	0	0	0	1	81
Day Total															
Percent															
ADT 6506															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	57	18	3	6	2	0	4	6	0	0	0	0	1	97
06:15 PM	0	39	30	1	4	2	0	1	2	0	0	0	0	0	79
06:30 PM	0	51	19	1	7	0	0	5	1	0	0	0	0	1	85
06:45 PM	1	64	18	0	14	0	0	0	3	0	0	0	0	0	100
07:00 PM	0	43	16	3	6	0	0	4	2	0	1	0	0	0	75
07:15 PM	0	44	11	1	4	1	0	1	3	0	1	0	0	0	66
07:30 PM	0	30	8	0	8	0	0	1	1	0	1	0	0	0	49
07:45 PM	0	39	12	1	6	0	0	4	2	0	1	0	0	1	66
08:00 PM	0	34	8	1	4	0	0	1	0	0	1	0	0	0	49
08:15 PM	0	36	14	1	5	0	0	2	3	0	0	1	0	0	62
08:30 PM	0	34	3	1	3	1	0	1	0	0	0	0	0	0	43
08:45 PM	0	29	12	0	1	0	0	0	1	0	1	0	0	0	44
09:00 PM	0	33	10	1	5	0	0	2	0	0	1	0	0	0	52
09:15 PM	0	25	8	1	9	0	0	1	1	0	0	0	0	0	45
09:30 PM	0	30	8	0	6	0	0	1	1	0	2	0	0	0	48
09:45 PM	0	16	12	0	3	1	0	1	0	0	3	0	0	0	36
10:00 PM	0	28	7	2	3	0	0	0	0	0	2	0	0	0	42
10:15 PM	0	22	10	1	5	0	0	2	0	0	0	0	0	1	41
10:30 PM	0	22	8	0	2	0	0	3	0	0	1	0	0	0	36
10:45 PM	0	19	5	0	3	0	0	0	0	0	0	0	0	0	27
11:00 PM	0	23	6	1	1	0	0	2	0	0	0	1	0	0	34
11:15 PM	0	18	5	0	0	0	0	1	1	0	1	0	0	1	27
11:30 PM	0	20	5	0	2	0	0	1	0	0	0	0	0	0	28
11:45 PM	0	15	3	0	1	0	0	1	0	0	1	0	0	0	21
Day Total	17	3601	1447	106	688	31	6	248	232	5	42	6	2	75	6506
Percent	0.3%	55.3%	22.2%	1.6%	10.6%	0.5%	0.1%	3.8%	3.6%	0.1%	0.6%	0.1%	0%	1.2%	
ADT 6506															
AM Peak 15-min Vol	7:45 AM 2	7:30 AM 84	6:45 AM 35	10:30 AM 6	7:15 AM 20	9:00 AM 2	10:30 AM 1	8:30 AM 10	10:45 AM 9	7:00 AM 2	3:15 AM 3	2:15 AM 1	7:45 AM 1	7:45 AM 18	7:45 AM 138
PM Peak 15-min Vol	12:30 PM 1	3:30 PM 71	1:15 PM 32	4:00 PM 6	12:30 PM 20	1:30 PM 2	4:15 PM 2	12:30 PM 7	12:45 PM 8	12:00 PM 0	9:45 PM 3	8:15 PM 1	12:00 PM 0	2:45 PM 3	1:15 PM 128

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	20	1	0	0	0	0	2	0	0	1	0	0	1	25
12:15 AM	0	13	3	0	3	0	0	0	0	0	2	0	0	0	21
12:30 AM	0	6	4	0	0	0	0	1	0	0	0	0	0	0	11
12:45 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
01:00 AM	0	14	0	0	1	0	0	0	0	0	2	0	0	0	17
01:15 AM	0	9	0	0	1	0	0	0	1	0	0	0	0	0	11
01:30 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
01:45 AM	0	6	1	0	0	0	0	1	1	0	1	0	0	1	11
02:00 AM	0	5	2	0	1	0	0	0	0	0	2	0	0	0	10
02:15 AM	0	4	0	0	1	0	0	1	0	0	0	0	0	1	7
02:30 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
02:45 AM	0	5	2	0	1	0	0	0	1	0	1	0	0	0	10
03:00 AM	0	4	0	0	0	0	0	2	0	0	2	1	0	0	9
03:15 AM	0	3	1	0	1	0	0	1	0	0	1	1	0	1	9
03:30 AM	0	4	1	1	0	0	0	1	2	0	2	0	0	0	11
03:45 AM	0	5	2	0	4	0	0	0	0	0	0	0	0	0	11
04:00 AM	0	5	0	0	2	0	0	2	0	0	2	0	0	0	11
04:15 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
04:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
04:45 AM	0	8	3	0	2	0	0	0	2	0	1	0	0	0	16
05:00 AM	0	7	6	0	4	0	0	0	0	0	1	0	0	0	18
05:15 AM	0	7	1	0	2	0	0	0	2	0	0	0	0	0	12
05:30 AM	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
05:45 AM	0	13	1	0	3	0	0	1	1	0	1	0	0	0	20
Day Total Percent															
ADT 4569															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	14	6	0	0	0	0	1	1	0	0	1	0	0	23
06:15 AM	0	20	3	0	7	0	0	1	1	0	0	0	0	0	32
06:30 AM	1	32	5	1	3	0	0	2	0	0	1	1	0	3	49
06:45 AM	1	26	15	0	7	0	0	1	0	1	0	0	0	0	51
07:00 AM	1	18	12	0	2	0	0	2	4	0	1	0	0	0	40
07:15 AM	0	19	12	0	6	1	0	0	1	0	0	1	0	0	40
07:30 AM	0	27	12	0	6	0	0	2	0	0	1	0	0	0	48
07:45 AM	0	32	12	0	2	0	0	3	3	0	0	0	0	0	52
08:00 AM	0	24	8	0	5	0	0	0	1	0	0	0	0	0	38
08:15 AM	0	35	7	1	7	0	0	1	1	0	0	0	0	0	52
08:30 AM	0	26	21	1	7	1	0	1	0	0	0	0	0	0	57
08:45 AM	0	38	7	0	4	0	0	4	0	0	0	0	0	0	53
09:00 AM	0	42	13	1	6	0	0	4	2	0	1	0	0	0	69
09:15 AM	0	38	13	0	6	0	0	1	0	0	0	0	0	1	59
09:30 AM	0	37	23	0	5	0	0	1	1	0	0	0	0	0	67
09:45 AM	0	47	11	0	4	1	0	3	1	0	0	0	0	0	67
10:00 AM	0	35	16	0	11	0	0	2	1	0	0	0	0	0	65
10:15 AM	0	42	17	0	5	0	0	3	1	0	1	0	0	0	69
10:30 AM	0	45	15	0	7	0	0	7	1	0	0	0	0	0	75
10:45 AM	0	69	22	0	8	0	0	5	3	0	0	0	0	0	107
11:00 AM	0	47	13	0	5	0	0	2	3	0	0	0	0	0	70
11:15 AM	1	40	23	2	13	0	0	3	0	0	0	0	0	1	83
11:30 AM	0	55	21	2	10	1	0	4	1	0	0	0	1	1	96
11:45 AM	0	55	26	0	8	0	0	3	3	0	0	0	0	0	95
Day Total															
Percent															
ADT															
4569															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	48	22	0	7	0	0	2	1	0	0	0	0	0	80
12:15 PM	1	47	36	0	11	0	0	4	2	0	0	0	0	0	101
12:30 PM	0	51	18	1	6	0	0	2	0	0	0	0	0	0	78
12:45 PM	0	51	20	0	8	0	0	3	0	0	0	0	0	0	82
01:00 PM	0	53	17	4	9	1	0	3	1	0	0	0	0	2	90
01:15 PM	1	57	16	0	9	0	0	1	3	0	0	0	0	0	87
01:30 PM	1	56	28	0	14	0	0	3	1	0	0	0	0	0	103
01:45 PM	0	53	20	2	6	0	0	2	0	0	0	0	0	0	83
02:00 PM	1	43	19	2	7	0	0	3	0	0	0	0	0	0	75
02:15 PM	0	47	17	0	11	0	0	1	1	0	0	0	0	0	77
02:30 PM	1	46	23	0	5	1	0	3	1	0	0	0	0	1	81
02:45 PM	0	50	18	0	10	0	0	2	1	0	0	0	0	0	81
03:00 PM	0	40	16	2	10	0	0	6	0	0	1	0	0	1	76
03:15 PM	0	44	12	0	7	0	0	3	2	0	0	0	0	0	68
03:30 PM	0	48	15	1	7	0	0	0	1	0	0	0	0	0	72
03:45 PM	0	40	13	5	11	0	0	1	1	0	0	0	0	0	71
04:00 PM	0	55	17	2	6	0	0	3	0	0	0	0	0	0	83
04:15 PM	0	43	16	2	3	1	0	1	1	0	0	0	0	1	68
04:30 PM	0	39	10	5	6	0	0	2	0	0	0	0	0	0	62
04:45 PM	0	49	9	2	11	0	0	1	1	0	1	0	0	1	75
05:00 PM	0	39	16	1	7	1	0	1	0	0	0	0	0	0	65
05:15 PM	0	42	14	0	9	0	0	0	1	0	0	0	0	0	66
05:30 PM	0	38	21	2	6	1	0	2	1	0	0	0	0	0	71
05:45 PM	0	41	10	0	6	0	0	3	2	0	0	0	0	0	62
Day Total															
Percent															
ADT															
4569															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	39	7	2	5	0	0	3	0	0	0	0	0	0	56
06:15 PM	0	40	10	2	6	1	0	1	0	0	0	0	0	0	60
06:30 PM	0	35	8	0	4	0	0	1	0	0	0	0	0	0	48
06:45 PM	0	34	10	2	10	0	0	1	2	0	0	0	0	0	59
07:00 PM	0	27	9	0	2	0	0	2	0	0	0	0	0	0	40
07:15 PM	0	36	16	1	6	0	0	0	0	0	0	0	0	1	60
07:30 PM	0	35	15	0	1	0	0	0	1	0	0	0	0	0	52
07:45 PM	0	19	8	0	3	0	0	0	0	0	0	0	0	0	30
08:00 PM	0	28	5	0	2	1	0	1	0	0	0	0	0	0	37
08:15 PM	0	28	11	1	3	0	0	1	0	0	0	0	0	1	45
08:30 PM	0	32	9	1	2	0	0	2	1	0	0	0	0	0	47
08:45 PM	0	34	7	0	1	0	0	1	0	0	0	0	0	0	43
09:00 PM	0	41	8	0	3	1	0	0	0	0	0	0	0	0	53
09:15 PM	0	22	5	1	1	0	0	1	1	0	0	0	0	0	31
09:30 PM	0	19	8	0	4	0	0	2	0	0	0	0	0	0	33
09:45 PM	0	29	7	0	0	0	0	0	0	0	0	0	0	0	36
10:00 PM	0	29	5	0	0	0	0	0	0	0	0	0	0	0	34
10:15 PM	0	26	9	0	1	0	0	0	2	0	0	0	0	0	38
10:30 PM	0	11	3	0	1	0	0	0	1	0	0	0	0	0	16
10:45 PM	0	20	7	0	4	1	0	1	0	0	0	0	0	1	34
11:00 PM	0	14	5	0	2	1	0	0	0	0	0	0	0	0	22
11:15 PM	0	14	3	0	2	0	0	1	0	0	0	0	0	0	20
11:30 PM	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
11:45 PM	0	18	2	1	2	0	0	3	0	0	0	0	0	0	26
Day Total	9	2817	986	51	430	14	0	141	69	1	26	5	1	19	4569
Percent	0.2%	61.7%	21.6%	1.1%	9.4%	0.3%	0%	3.1%	1.5%	0%	0.6%	0.1%	0%	0.4%	
ADT 4569															
AM Peak 15-min Vol	6:30 AM	10:45 AM	11:45 AM	11:15 AM	11:15 AM	7:15 AM	12:00 AM	10:30 AM	7:00 AM	6:45 AM	12:15 AM	3:00 AM	11:30 AM	6:30 AM	10:45 AM
	1	69	26	2	13	1	0	7	4	1	2	1	1	3	107
PM Peak 15-min Vol	12:15 PM	1:15 PM	12:15 PM	3:45 PM	1:30 PM	1:00 PM	12:00 PM	3:00 PM	1:15 PM	12:00 PM	3:00 PM	12:00 PM	12:00 PM	1:00 PM	1:30 PM
	1	57	36	5	14	1	0	6	3	0	1	0	0	2	103

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)

QC JOB #: 15135840

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	15	4	0	2	0	0	0	1	0	0	0	0	0	22
12:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	1	11
12:45 AM	0	21	8	0	3	0	0	1	1	0	0	0	0	0	34
01:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
01:15 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
01:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
01:45 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
02:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
02:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
02:30 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
02:45 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	1	10
03:00 AM	0	27	3	0	2	0	0	0	0	0	0	0	0	0	32
03:15 AM	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7
03:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
03:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
04:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
04:30 AM	0	5	2	1	0	0	0	0	0	0	0	0	0	0	8
04:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
05:00 AM	0	8	2	0	1	0	0	0	0	0	1	0	0	0	12
05:15 AM	0	6	1	0	1	0	0	0	0	0	1	0	0	0	9
05:30 AM	0	9	2	0	0	1	0	0	0	0	0	0	0	1	13
05:45 AM	0	5	3	0	1	0	0	1	0	0	0	0	0	0	10
Day Total															
Percent															
ADT															
4046															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)

QC JOB #: 15135840

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	9	5	0	3	0	0	0	0	0	0	0	0	0	17
06:30 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
06:45 AM	0	18	3	1	0	1	0	0	0	0	1	0	0	0	24
07:00 AM	0	16	4	0	2	0	0	0	0	0	0	0	0	0	22
07:15 AM	0	19	7	1	4	0	0	1	0	0	0	0	0	0	32
07:30 AM	0	19	5	0	1	0	0	0	0	0	0	0	0	0	25
07:45 AM	0	19	5	1	3	0	0	0	1	0	0	0	0	0	29
08:00 AM	0	21	4	0	5	0	0	1	1	0	0	0	0	0	32
08:15 AM	0	20	5	0	2	0	0	1	0	0	0	0	0	0	28
08:30 AM	0	26	8	0	3	0	0	3	1	0	0	0	0	0	41
08:45 AM	0	29	15	0	5	0	0	2	0	0	0	0	0	1	52
09:00 AM	0	27	14	0	2	0	0	1	1	0	0	0	0	0	45
09:15 AM	0	37	13	1	3	0	0	0	1	0	0	0	0	1	56
09:30 AM	1	35	10	2	5	0	0	0	1	0	0	0	0	0	54
09:45 AM	0	43	18	0	8	0	0	0	0	0	0	0	0	1	70
10:00 AM	0	35	15	0	5	0	0	1	0	0	0	0	0	1	57
10:15 AM	0	32	14	0	8	0	0	1	0	0	0	0	0	0	55
10:30 AM	0	53	19	0	8	0	0	0	0	0	0	0	0	0	80
10:45 AM	0	47	19	1	8	0	0	2	0	0	1	0	0	0	78
11:00 AM	0	41	16	1	3	1	0	0	1	0	0	0	0	0	63
11:15 AM	0	48	16	1	5	0	0	1	0	0	1	0	0	0	72
11:30 AM	1	45	16	0	8	0	0	2	1	0	0	0	0	2	75
11:45 AM	0	35	21	0	4	0	0	1	2	0	0	0	0	0	63
Day Total															
Percent															
ADT															4046
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	53	20	1	10	0	0	0	0	0	0	0	0	0	84
12:15 PM	0	52	35	0	5	1	0	0	2	0	0	0	0	0	95
12:30 PM	0	43	22	0	10	0	0	0	1	0	0	0	0	0	76
12:45 PM	0	48	26	1	6	0	0	2	1	0	0	0	0	0	84
01:00 PM	0	47	16	0	12	0	0	2	0	0	0	0	0	0	77
01:15 PM	0	39	22	0	10	0	0	1	0	0	0	0	0	0	72
01:30 PM	0	49	12	0	8	0	0	1	0	0	0	0	0	0	70
01:45 PM	0	63	15	0	5	0	0	3	1	0	0	0	0	0	87
02:00 PM	1	49	13	0	8	0	0	2	1	0	0	0	0	1	75
02:15 PM	1	38	18	0	5	0	0	2	0	0	0	0	0	0	64
02:30 PM	0	47	18	0	7	0	0	1	0	0	0	0	0	0	73
02:45 PM	0	45	16	0	7	0	0	2	0	0	0	0	0	2	72
03:00 PM	2	42	23	0	5	0	0	0	1	0	0	0	0	0	73
03:15 PM	0	51	8	1	3	0	0	3	1	0	0	0	0	0	67
03:30 PM	0	50	11	0	6	0	0	1	2	0	0	0	0	0	70
03:45 PM	0	37	15	0	2	0	0	2	1	0	0	0	0	0	57
04:00 PM	0	44	12	1	8	0	0	0	1	0	2	0	0	0	68
04:15 PM	0	36	15	0	4	0	0	2	0	0	0	0	0	2	59
04:30 PM	0	37	16	0	5	0	0	2	0	0	0	0	0	0	60
04:45 PM	0	45	12	0	10	0	0	0	0	0	0	0	0	1	68
05:00 PM	0	48	14	0	4	0	0	1	3	0	0	0	0	0	70
05:15 PM	0	38	13	0	4	0	0	0	1	0	0	0	0	0	56
05:30 PM	0	43	17	1	5	0	0	3	1	0	0	0	0	0	70
05:45 PM	0	29	13	1	6	0	0	3	2	0	0	0	0	0	54
Day Total															
Percent															
ADT															
4046															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	38	11	1	9	0	0	2	0	0	0	0	0	1	62
06:15 PM	0	45	18	1	5	0	0	2	1	0	0	0	0	0	72
06:30 PM	0	40	13	0	5	0	0	0	0	0	0	0	0	0	58
06:45 PM	0	44	11	0	2	0	0	0	1	0	0	0	0	1	59
07:00 PM	0	30	11	0	7	0	0	0	1	0	0	0	0	0	49
07:15 PM	0	30	11	1	6	0	0	0	0	0	0	0	0	0	48
07:30 PM	0	27	9	0	4	0	0	3	1	0	1	0	0	1	46
07:45 PM	0	34	15	0	4	0	0	0	0	0	1	0	0	0	54
08:00 PM	0	31	15	0	3	0	0	0	0	0	0	1	0	0	50
08:15 PM	0	38	8	0	9	0	0	1	0	0	0	0	0	0	56
08:30 PM	0	28	9	0	3	0	0	3	0	0	0	0	0	0	43
08:45 PM	0	19	12	0	2	0	0	0	0	0	0	0	0	0	33
09:00 PM	0	25	10	0	3	0	1	0	1	0	0	0	0	0	40
09:15 PM	0	25	8	0	5	0	0	0	0	0	0	0	0	0	38
09:30 PM	0	33	6	0	3	0	0	0	1	0	3	0	0	0	46
09:45 PM	0	22	5	1	0	0	0	4	1	0	0	0	0	0	33
10:00 PM	0	21	7	0	2	0	0	0	0	0	0	0	0	0	30
10:15 PM	0	21	7	0	0	0	0	0	0	0	0	0	0	0	28
10:30 PM	0	23	5	0	1	0	0	0	3	0	0	0	0	0	32
10:45 PM	0	12	4	0	1	1	0	1	0	0	0	0	0	0	19
11:00 PM	0	11	2	0	3	0	0	0	0	0	0	0	0	0	16
11:15 PM	0	16	1	0	2	1	0	0	1	0	0	0	0	0	21
11:30 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	0	16
11:45 PM	0	16	2	0	0	0	0	0	0	0	3	0	0	0	21
Day Total	6	2603	915	20	351	6	1	68	42	0	15	1	0	18	4046
Percent	0.1%	64.3%	22.6%	0.5%	8.7%	0.1%	0%	1.7%	1%	0%	0.4%	0%	0%	0.4%	
ADT 4046															
AM Peak 15-min Vol	9:30 AM 1	10:30 AM 53	11:45 AM 21	9:30 AM 2	9:45 AM 8	5:30 AM 1	12:00 AM 0	8:30 AM 3	11:45 AM 2	12:00 AM 0	5:00 AM 1	12:00 AM 0	12:00 AM 0	11:30 AM 2	10:30 AM 80
PM Peak 15-min Vol	3:00 PM 2	1:45 PM 63	12:15 PM 35	12:00 PM 1	1:00 PM 12	12:15 PM 1	9:00 PM 1	9:45 PM 4	5:00 PM 3	12:00 PM 0	9:30 PM 3	8:00 PM 1	12:00 PM 0	2:45 PM 2	12:15 PM 95

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	1	0	0	0	0	1	0	0	0	0	0	0	10
12:15 AM	0	6	4	1	1	1	0	3	1	0	0	0	0	1	18
12:30 AM	0	11	2	0	1	0	0	0	2	0	0	0	0	0	16
12:45 AM	0	9	0	0	0	0	0	2	1	0	0	1	0	0	13
01:00 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
01:15 AM	0	4	2	0	2	0	0	0	0	0	0	0	0	0	8
01:30 AM	0	3	2	0	0	0	0	0	0	0	1	0	0	0	6
01:45 AM	0	4	2	0	0	0	0	1	0	0	0	0	0	0	7
02:00 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
02:15 AM	0	2	2	0	1	0	0	0	1	0	0	0	0	0	6
02:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
03:00 AM	0	1	0	0	1	0	1	3	2	0	2	0	0	0	10
03:15 AM	0	7	2	1	1	0	0	1	0	0	1	0	0	0	13
03:30 AM	0	8	4	0	4	0	0	0	1	0	1	0	0	0	18
03:45 AM	0	5	3	2	1	0	0	0	0	0	0	0	0	0	11
04:00 AM	0	11	0	2	1	0	0	2	0	0	0	0	0	2	18
04:15 AM	0	4	5	0	0	0	0	3	0	0	0	0	0	1	13
04:30 AM	0	17	0	0	0	0	0	2	0	0	0	0	0	0	19
04:45 AM	0	10	5	1	2	0	0	0	0	0	0	0	0	0	18
05:00 AM	0	18	4	0	2	0	0	1	0	0	0	0	0	0	25
05:15 AM	0	27	6	0	4	0	0	1	1	0	0	0	0	0	39
05:30 AM	0	34	10	0	3	0	0	3	2	0	0	0	0	2	54
05:45 AM	0	35	15	0	9	1	0	1	1	0	0	0	0	0	62
Day Total															
Percent															
ADT															
5816															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	20	15	0	9	0	0	3	0	0	0	0	0	0	47
06:15 AM	0	36	19	1	11	0	0	3	0	0	0	0	0	1	71
06:30 AM	0	51	29	0	8	1	0	1	6	0	0	0	0	0	96
06:45 AM	0	83	35	2	12	1	0	3	2	0	0	0	0	2	140
07:00 AM	0	61	27	1	12	1	0	0	3	0	0	0	0	1	106
07:15 AM	1	61	27	1	9	0	0	2	5	0	0	0	0	5	111
07:30 AM	0	91	30	0	10	1	0	3	1	0	0	0	0	1	137
07:45 AM	1	98	32	1	17	1	0	3	4	0	0	0	0	1	158
08:00 AM	0	54	31	1	6	1	0	4	1	0	0	0	0	5	103
08:15 AM	0	58	20	1	10	0	0	4	2	0	0	0	0	2	97
08:30 AM	0	59	20	1	12	1	0	8	1	0	0	0	0	1	103
08:45 AM	0	49	26	2	14	0	0	4	2	0	0	0	0	1	98
09:00 AM	1	52	21	3	15	0	0	4	3	0	0	0	0	1	100
09:15 AM	0	34	12	1	10	0	0	3	1	0	0	0	0	0	61
09:30 AM	0	34	24	1	7	2	0	2	6	0	0	0	0	0	76
09:45 AM	0	41	24	1	11	1	1	7	2	0	0	0	0	1	89
10:00 AM	0	39	15	4	7	1	0	2	8	1	0	0	0	6	83
10:15 AM	0	42	18	0	8	0	0	2	2	0	0	0	0	0	72
10:30 AM	0	38	15	3	15	0	0	9	2	0	0	0	0	2	84
10:45 AM	1	39	12	1	14	1	0	6	7	0	0	0	0	0	81
11:00 AM	1	48	18	5	10	1	0	5	6	0	0	0	0	0	94
11:15 AM	0	48	17	1	8	0	0	6	0	0	0	0	0	0	80
11:30 AM	0	48	18	3	8	1	0	7	6	0	0	0	0	2	93
11:45 AM	0	54	21	1	15	1	0	5	3	0	0	0	0	0	100
Day Total Percent															
ADT 5816															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	46	21	2	6	1	0	2	2	0	0	0	0	0	80
12:15 PM	0	41	15	6	12	0	0	5	1	0	0	0	0	2	82
12:30 PM	0	59	30	2	14	1	0	5	3	0	0	0	0	2	116
12:45 PM	2	45	21	3	11	0	0	2	3	0	0	0	0	4	91
01:00 PM	0	47	31	5	8	0	0	4	3	0	0	0	0	1	99
01:15 PM	0	37	16	1	10	2	0	4	4	0	0	0	0	0	74
01:30 PM	1	54	28	1	12	0	0	4	2	0	1	0	0	0	103
01:45 PM	1	51	21	1	10	0	0	6	1	0	0	0	0	0	91
02:00 PM	0	47	20	5	9	2	0	6	2	0	0	0	0	2	93
02:15 PM	0	44	22	2	8	2	0	4	6	0	0	0	0	1	89
02:30 PM	1	49	20	2	9	1	0	4	6	0	0	0	0	1	93
02:45 PM	0	54	28	1	11	0	0	5	5	0	1	0	0	1	106
03:00 PM	0	42	26	1	8	1	0	5	5	0	0	0	0	0	88
03:15 PM	0	47	21	1	13	0	0	4	5	0	0	0	0	3	94
03:30 PM	0	56	22	3	12	1	0	3	6	0	0	0	0	1	104
03:45 PM	1	44	26	2	10	0	0	6	5	0	0	0	0	3	97
04:00 PM	0	54	18	1	6	3	0	6	1	0	0	0	0	0	89
04:15 PM	0	42	19	3	11	1	0	4	2	0	0	0	0	0	82
04:30 PM	0	44	18	2	7	1	0	9	3	0	0	0	0	1	85
04:45 PM	0	55	17	3	8	1	0	2	2	0	0	0	0	0	88
05:00 PM	0	47	11	1	6	1	0	5	1	0	0	0	0	1	73
05:15 PM	0	49	21	2	7	0	0	2	7	0	0	0	0	1	89
05:30 PM	0	52	19	6	9	0	0	2	3	0	0	0	0	0	91
05:45 PM	1	45	20	2	9	3	0	2	5	0	0	0	0	0	87
Day Total															
Percent															
ADT															
5816															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135840
DIRECTION: NB
DATE: Dec 16 2019

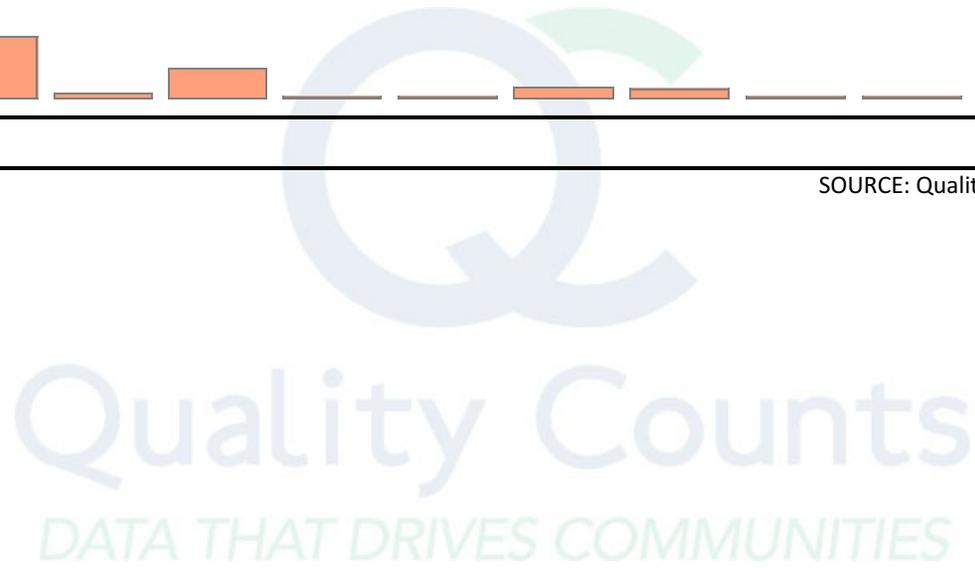
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	42	13	1	2	1	0	1	2	0	0	0	0	0	63
06:15 PM	0	48	17	0	12	0	0	2	6	0	1	0	0	1	87
06:30 PM	0	39	17	2	9	2	0	1	5	0	0	0	0	0	75
06:45 PM	0	42	13	0	8	0	0	2	0	0	0	0	0	0	65
07:00 PM	0	35	11	2	7	0	0	1	4	0	1	0	0	0	61
07:15 PM	0	33	13	1	4	0	0	2	2	0	0	0	0	0	55
07:30 PM	0	19	12	1	8	0	0	1	5	0	1	0	0	0	47
07:45 PM	0	22	12	0	4	0	0	1	3	0	1	0	0	0	43
08:00 PM	0	32	12	0	1	0	0	2	3	0	1	1	0	0	52
08:15 PM	0	24	7	0	1	0	0	0	1	0	0	0	0	0	33
08:30 PM	0	23	7	2	9	0	0	5	2	0	1	0	0	2	51
08:45 PM	0	16	8	3	2	1	0	0	0	0	1	0	0	0	31
09:00 PM	0	17	7	0	3	0	0	2	1	0	1	0	0	0	31
09:15 PM	0	14	5	0	1	0	0	2	2	0	0	0	0	0	24
09:30 PM	0	14	6	0	4	0	0	2	0	0	3	0	0	0	29
09:45 PM	0	22	9	0	2	0	0	1	1	0	0	0	0	0	35
10:00 PM	0	14	5	0	2	0	0	0	1	0	1	0	0	1	24
10:15 PM	0	17	2	0	1	0	0	1	1	0	0	0	0	0	22
10:30 PM	0	16	7	2	0	0	0	0	0	0	0	0	1	1	27
10:45 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
11:00 PM	0	12	3	0	1	0	0	2	2	0	2	0	0	2	24
11:15 PM	0	5	5	0	1	0	0	0	3	0	1	1	0	0	16
11:30 PM	0	15	1	0	0	0	0	1	0	0	0	0	0	0	17
11:45 PM	0	7	1	1	0	0	0	0	0	0	0	0	0	0	9
Day Total	13	3177	1308	115	600	42	2	250	213	1	22	3	1	69	5816
Percent	0.2%	54.6%	22.5%	2%	10.3%	0.7%	0%	4.3%	3.7%	0%	0.4%	0.1%	0%	1.2%	
ADT 5816															
AM Peak 15-min Vol	7:15 AM 1	7:45 AM 98	6:45 AM 35	11:00 AM 5	7:45 AM 17	9:30 AM 2	3:00 AM 1	10:30 AM 9	10:00 AM 8	10:00 AM 1	3:00 AM 2	12:45 AM 1	12:00 AM 0	10:00 AM 6	7:45 AM 158
PM Peak 15-min Vol	12:45 PM 2	12:30 PM 59	1:00 PM 31	12:15 PM 6	12:30 PM 14	4:00 PM 3	12:00 PM 0	4:30 PM 9	5:15 PM 7	12:00 PM 0	9:30 PM 3	8:00 PM 1	10:30 PM 1	12:45 PM 4	12:30 PM 116

Comments:

LOCATION: I-75 NB Off Ramp to SR 40 (W Silver Springs Blvd) **QC JOB #:** 15135840
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 10 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	90	21905	8424	640	4001	206	23	1467	1279	25	197	38	12	389	38696
Percent	0.2%	56.6%	21.8%	1.7%	10.3%	0.5%	0.1%	3.8%	3.3%	0.1%	0.5%	0.1%	0%	1%	
ADT 5528															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	4	1	1	0	0	0	4	0	1	0	0	0	19
12:15 AM	0	5	5	0	0	0	0	1	0	0	2	0	0	0	13
12:30 AM	0	6	5	0	2	1	0	0	2	0	0	0	0	0	16
12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:00 AM	0	6	2	0	1	0	0	1	2	0	1	0	0	0	13
01:15 AM	0	6	3	0	0	0	0	1	2	0	1	0	0	0	13
01:30 AM	0	4	2	0	0	0	0	0	2	0	1	0	0	0	9
01:45 AM	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
02:00 AM	0	2	5	0	0	0	0	0	1	1	0	0	0	0	9
02:15 AM	0	5	2	0	2	0	0	1	3	0	1	0	0	0	14
02:30 AM	0	6	1	0	1	1	0	1	3	0	0	0	0	0	13
02:45 AM	0	7	2	1	1	0	0	1	0	0	0	0	0	0	12
03:00 AM	0	5	1	0	1	1	0	1	1	0	1	0	0	0	11
03:15 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	1	9
03:30 AM	0	5	2	1	2	0	0	1	1	0	0	1	0	0	13
03:45 AM	0	5	0	0	1	1	0	0	2	0	0	0	0	0	9
04:00 AM	0	8	0	1	0	0	0	1	2	1	0	0	0	0	13
04:15 AM	0	8	5	1	0	0	0	2	1	0	0	0	0	0	17
04:30 AM	0	8	2	0	0	0	0	1	3	0	1	0	0	0	15
04:45 AM	0	6	2	2	8	1	0	1	2	0	1	0	0	0	23
05:00 AM	0	14	9	3	2	1	0	0	2	0	0	0	0	0	31
05:15 AM	0	19	12	0	4	0	0	3	2	0	1	0	1	0	42
05:30 AM	0	20	4	2	3	0	0	1	3	0	0	0	0	0	33
05:45 AM	0	35	10	2	4	2	0	1	3	0	1	0	0	0	58
Day Total Percent															
ADT 5337															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	24	10	3	6	1	0	0	1	0	1	0	0	0	46
06:15 AM	0	38	12	0	4	0	0	4	2	0	0	1	0	0	61
06:30 AM	0	48	17	1	9	0	0	1	0	0	0	0	0	0	76
06:45 AM	0	54	22	1	7	0	0	1	6	0	1	0	0	0	92
07:00 AM	0	49	26	3	7	1	0	4	4	0	1	0	0	0	95
07:15 AM	0	60	17	0	9	0	0	6	1	0	1	0	0	0	94
07:30 AM	0	57	16	6	15	0	0	2	10	0	0	0	0	0	106
07:45 AM	0	46	17	3	12	0	0	0	6	0	0	0	0	1	85
08:00 AM	0	54	25	1	7	0	0	2	7	0	0	0	0	0	96
08:15 AM	0	48	13	0	5	0	0	4	6	0	1	1	0	0	78
08:30 AM	0	39	24	6	11	1	0	1	5	0	0	0	0	0	87
08:45 AM	0	35	22	1	4	0	0	7	5	2	0	0	0	0	76
09:00 AM	0	39	13	3	10	3	0	5	5	0	0	0	0	0	78
09:15 AM	0	34	15	1	13	2	0	6	2	0	0	0	0	0	73
09:30 AM	1	29	18	1	7	1	0	3	3	0	0	0	0	0	63
09:45 AM	0	33	14	1	8	0	0	4	4	0	0	0	0	0	64
10:00 AM	0	40	16	3	5	2	0	1	9	0	0	1	0	0	77
10:15 AM	0	42	10	5	6	1	0	4	5	0	0	0	0	0	73
10:30 AM	0	34	12	3	5	0	0	5	9	0	0	0	0	0	68
10:45 AM	2	33	17	2	8	0	0	6	6	0	1	0	0	0	75
11:00 AM	0	43	9	1	6	0	0	2	2	0	0	0	0	1	64
11:15 AM	0	50	14	2	11	1	0	2	3	0	0	0	0	0	83
11:30 AM	0	39	15	2	9	0	0	3	2	0	0	0	0	0	70
11:45 AM	0	38	18	1	9	3	0	1	4	0	0	0	0	0	74
Day Total															
Percent															
ADT															
5337															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	38	18	1	12	0	0	1	3	0	0	0	0	0	73
12:15 PM	0	33	22	1	14	1	0	4	8	0	0	0	0	0	83
12:30 PM	0	35	14	0	9	3	0	5	7	0	0	0	0	0	73
12:45 PM	0	43	14	1	8	0	0	6	2	0	0	0	0	0	74
01:00 PM	0	50	13	2	13	0	0	2	4	0	0	0	0	0	84
01:15 PM	0	49	17	1	12	0	0	1	3	0	0	0	0	0	83
01:30 PM	0	48	19	2	16	0	0	3	1	0	0	0	0	0	89
01:45 PM	0	43	16	1	3	2	0	1	5	0	0	0	0	0	71
02:00 PM	0	47	16	2	6	0	0	2	2	1	1	0	0	0	77
02:15 PM	0	41	26	2	5	0	0	2	1	0	0	0	0	0	77
02:30 PM	0	48	22	0	9	1	0	5	9	0	0	0	0	0	94
02:45 PM	0	36	18	2	10	0	0	0	4	0	0	0	0	0	70
03:00 PM	0	52	15	1	9	2	0	1	6	0	2	0	0	0	88
03:15 PM	0	44	26	2	8	3	0	1	9	0	0	0	0	0	93
03:30 PM	0	47	20	4	10	0	0	0	2	0	0	0	0	0	83
03:45 PM	0	57	28	1	4	1	0	3	2	0	0	0	0	0	96
04:00 PM	0	62	15	1	12	1	0	1	1	0	0	0	0	0	93
04:15 PM	0	56	33	0	9	0	0	4	3	0	0	0	0	0	105
04:30 PM	0	58	11	3	13	0	0	2	1	1	0	0	0	0	89
04:45 PM	1	51	24	0	8	0	0	4	4	0	1	0	1	0	94
05:00 PM	0	64	25	0	6	1	0	2	5	0	0	0	0	0	103
05:15 PM	0	67	23	0	11	1	0	0	0	0	0	0	0	0	102
05:30 PM	0	60	25	0	9	1	0	0	3	0	0	0	0	0	98
05:45 PM	0	55	18	0	7	2	0	3	3	0	0	0	0	0	88
Day Total															
Percent															
ADT															
5337															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	49	21	1	8	0	0	0	5	0	0	0	0	0	84
06:15 PM	0	48	16	1	10	1	0	3	2	0	0	0	0	0	81
06:30 PM	0	31	12	1	8	0	0	0	6	0	1	0	0	0	59
06:45 PM	0	32	14	1	5	1	0	0	1	0	0	0	0	0	54
07:00 PM	0	37	11	2	8	0	0	2	3	0	0	0	0	1	64
07:15 PM	0	35	13	1	3	0	0	0	1	0	0	0	0	0	53
07:30 PM	0	34	11	0	3	0	0	1	4	0	0	0	0	0	53
07:45 PM	0	27	8	1	3	0	0	0	6	0	1	0	0	0	46
08:00 PM	0	32	7	0	2	1	0	1	0	0	4	2	0	0	49
08:15 PM	0	19	8	1	10	0	0	0	1	0	3	1	0	1	44
08:30 PM	0	33	6	1	3	0	0	1	3	0	2	1	0	0	50
08:45 PM	0	21	8	0	3	0	0	0	2	0	2	1	0	0	37
09:00 PM	0	21	12	0	4	0	0	1	4	0	0	0	0	0	42
09:15 PM	0	24	8	1	4	0	0	1	2	0	1	0	0	0	41
09:30 PM	0	28	5	1	3	1	0	0	5	0	2	0	0	1	46
09:45 PM	0	17	3	1	1	0	0	0	1	0	2	0	0	0	25
10:00 PM	0	7	6	1	1	0	0	0	2	0	1	0	0	0	18
10:15 PM	0	21	4	0	1	0	0	0	1	0	0	0	0	0	27
10:30 PM	0	19	4	0	0	0	0	0	2	0	0	0	0	0	25
10:45 PM	0	18	5	0	0	1	0	0	1	0	0	0	0	0	25
11:00 PM	0	9	4	0	1	0	0	0	4	0	0	0	0	0	18
11:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
11:30 PM	0	13	1	1	0	0	0	1	2	0	1	0	0	0	19
11:45 PM	0	10	3	0	0	0	0	0	1	0	0	0	0	0	14
Day Total	4	2990	1140	106	530	48	0	157	297	6	42	9	2	6	5337
Percent	0.1%	56%	21.4%	2%	9.9%	0.9%	0%	2.9%	5.6%	0.1%	0.8%	0.2%	0%	0.1%	
ADT 5337															
AM Peak 15-min Vol	10:45 AM	7:15 AM	7:00 AM	7:30 AM	7:30 AM	9:00 AM	12:00 AM	8:45 AM	7:30 AM	8:45 AM	12:15 AM	3:30 AM	5:15 AM	3:15 AM	7:30 AM
	2	60	26	6	15	3	0	7	10	2	2	1	1	1	106
PM Peak 15-min Vol	4:45 PM	5:15 PM	4:15 PM	3:30 PM	1:30 PM	12:30 PM	12:00 PM	12:45 PM	2:30 PM	2:00 PM	8:00 PM	8:00 PM	4:45 PM	7:00 PM	4:15 PM
	1	67	33	4	16	3	0	6	9	1	4	2	1	1	105

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	16	2	0	1	0	0	1	2	0	0	1	0	0	23
12:15 AM	0	6	3	0	0	0	0	0	0	0	1	0	0	0	10
12:30 AM	0	6	5	0	1	0	0	0	0	0	1	0	0	0	13
12:45 AM	0	9	1	0	1	0	0	0	1	0	1	0	0	0	13
01:00 AM	0	7	3	0	1	0	0	0	2	0	0	0	0	0	13
01:15 AM	0	7	2	0	0	0	0	0	2	0	0	0	0	0	11
01:30 AM	0	5	1	0	0	0	0	0	1	0	3	0	0	0	10
01:45 AM	0	6	2	0	1	0	0	0	2	0	0	0	0	0	11
02:00 AM	0	11	2	0	0	0	0	1	3	0	0	0	0	0	17
02:15 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
02:30 AM	0	6	0	0	1	0	0	0	2	0	0	0	0	0	9
02:45 AM	0	7	2	0	0	0	0	0	1	0	0	0	0	0	10
03:00 AM	0	6	0	0	1	0	0	2	0	0	0	0	0	0	9
03:15 AM	0	3	3	0	1	2	0	2	1	1	0	1	0	0	14
03:30 AM	0	7	0	0	1	1	0	1	2	0	1	0	0	0	13
03:45 AM	0	7	1	0	1	1	0	1	3	0	1	0	0	0	15
04:00 AM	0	9	0	2	1	0	0	0	1	0	1	0	0	0	14
04:15 AM	0	8	2	0	1	0	0	2	2	1	1	0	0	0	17
04:30 AM	0	7	4	0	1	1	0	0	4	0	0	0	0	0	17
04:45 AM	0	12	4	0	2	0	0	0	1	0	0	0	0	0	19
05:00 AM	0	14	4	3	1	0	0	3	2	0	0	0	0	0	27
05:15 AM	0	16	8	0	4	0	0	2	1	0	0	0	0	0	31
05:30 AM	0	32	7	1	5	1	0	0	5	0	0	0	0	0	51
05:45 AM	0	39	12	4	5	1	0	1	3	0	1	0	0	1	67
Day Total															
Percent															
ADT															
5628															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	33	6	0	6	2	0	3	5	0	0	0	0	0	55
06:15 AM	1	40	23	1	7	0	0	1	1	0	1	0	0	0	75
06:30 AM	0	38	16	2	2	1	0	3	1	0	0	0	0	0	63
06:45 AM	0	38	17	1	12	3	0	2	3	0	0	0	0	0	76
07:00 AM	0	43	18	1	9	0	0	4	5	0	0	0	0	0	80
07:15 AM	0	57	20	2	13	0	0	2	4	0	0	0	0	0	98
07:30 AM	0	44	12	4	14	0	0	6	4	1	0	0	1	0	86
07:45 AM	0	44	20	4	5	1	0	1	3	0	0	0	0	0	78
08:00 AM	0	36	19	3	9	2	0	2	11	0	0	1	0	0	83
08:15 AM	0	35	17	3	11	0	1	1	4	0	0	0	0	0	72
08:30 AM	0	34	16	1	6	0	0	2	3	0	0	0	0	0	62
08:45 AM	0	32	19	3	7	1	0	5	3	1	0	0	0	0	71
09:00 AM	0	40	11	1	11	0	0	4	10	1	0	0	0	0	78
09:15 AM	0	39	18	1	13	1	0	2	9	0	0	0	0	0	83
09:30 AM	0	40	19	4	4	1	0	6	5	0	0	0	1	0	80
09:45 AM	0	29	9	2	5	1	0	4	2	0	0	0	0	0	52
10:00 AM	0	51	18	1	6	1	0	4	7	0	0	0	0	0	88
10:15 AM	0	42	14	1	13	1	0	2	7	0	0	0	0	0	80
10:30 AM	0	36	19	3	9	0	0	2	6	0	1	0	0	0	76
10:45 AM	0	35	21	3	9	1	0	4	6	0	0	0	0	0	79
11:00 AM	0	45	22	0	8	0	0	2	2	0	0	0	0	0	79
11:15 AM	0	39	18	4	14	1	0	1	5	0	0	0	0	0	82
11:30 AM	0	37	25	1	12	1	0	4	4	0	0	0	0	0	84
11:45 AM	0	51	22	2	13	1	0	1	2	1	0	0	0	0	93
Day Total															
Percent															
ADT															5628
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	43	25	2	11	0	0	1	6	0	0	0	0	0	88
12:15 PM	0	58	25	3	10	0	0	3	6	0	0	0	0	0	105
12:30 PM	0	49	20	0	10	2	0	2	6	0	0	0	0	0	89
12:45 PM	1	49	19	1	9	0	0	6	2	0	0	0	1	0	88
01:00 PM	0	52	20	3	13	0	0	5	5	0	0	0	0	0	98
01:15 PM	0	44	23	1	14	0	0	2	4	0	0	0	0	0	88
01:30 PM	0	47	25	3	16	0	0	4	2	0	0	0	0	0	97
01:45 PM	0	63	20	1	10	3	0	2	5	0	0	0	0	0	104
02:00 PM	0	50	26	2	5	0	0	4	5	0	0	0	0	1	93
02:15 PM	0	48	11	0	14	0	0	3	7	0	0	0	0	0	83
02:30 PM	0	57	14	0	17	0	0	0	2	0	0	0	0	0	90
02:45 PM	0	53	27	0	10	1	0	4	3	0	2	0	0	0	100
03:00 PM	0	44	27	1	13	0	0	4	4	0	0	0	0	0	93
03:15 PM	0	54	25	1	8	0	0	1	5	1	0	0	1	0	96
03:30 PM	0	51	13	1	5	1	0	2	3	0	0	0	0	0	76
03:45 PM	0	56	25	1	9	0	0	2	5	0	0	0	0	0	98
04:00 PM	0	55	25	0	11	2	0	3	2	0	0	0	0	0	98
04:15 PM	0	55	16	0	7	0	0	6	2	0	0	0	0	0	86
04:30 PM	0	44	22	2	7	1	0	1	5	0	1	0	0	0	83
04:45 PM	0	75	19	0	9	1	0	2	4	0	0	0	0	0	110
05:00 PM	1	53	19	0	3	0	0	4	0	0	0	0	0	0	80
05:15 PM	1	65	21	1	7	0	0	2	4	0	0	0	0	0	101
05:30 PM	0	57	19	0	5	0	0	1	1	0	0	0	0	0	83
05:45 PM	0	48	20	1	11	0	0	0	2	0	0	0	0	0	82
Day Total															
Percent															
ADT															
5628															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	58	18	0	6	1	0	2	2	0	0	0	0	0	87
06:15 PM	0	37	12	0	3	0	0	0	1	0	1	0	0	0	54
06:30 PM	0	63	14	2	3	1	0	0	0	0	0	0	0	0	83
06:45 PM	0	37	10	0	6	1	0	2	3	0	0	0	0	0	59
07:00 PM	0	45	6	1	4	0	0	0	4	0	1	0	0	0	61
07:15 PM	0	50	14	1	4	0	0	0	1	0	1	0	0	0	71
07:30 PM	0	25	8	0	3	1	0	0	2	0	0	0	0	0	39
07:45 PM	0	31	9	0	2	1	0	1	4	0	1	1	0	0	50
08:00 PM	0	30	9	2	10	1	0	0	1	0	2	0	0	0	55
08:15 PM	0	29	10	1	2	1	0	0	3	0	3	0	0	0	49
08:30 PM	0	44	10	0	4	1	0	0	2	0	1	0	0	0	62
08:45 PM	0	31	8	2	1	0	0	1	2	0	3	0	0	0	48
09:00 PM	0	20	6	1	5	1	0	0	1	0	2	1	0	0	37
09:15 PM	0	28	9	0	5	0	0	0	0	0	0	1	0	0	43
09:30 PM	0	26	7	0	3	0	0	0	3	0	1	0	0	0	40
09:45 PM	0	30	6	0	4	1	0	0	1	0	0	0	0	1	43
10:00 PM	0	27	11	1	4	0	0	0	2	0	1	0	0	0	46
10:15 PM	0	27	7	0	0	0	0	0	3	0	0	0	0	0	37
10:30 PM	0	24	1	0	0	0	0	1	3	0	1	0	0	0	30
10:45 PM	0	21	3	0	1	0	0	0	2	0	1	0	0	0	28
11:00 PM	0	18	5	1	1	0	0	0	0	0	0	0	0	0	25
11:15 PM	0	23	3	0	0	0	0	1	3	0	1	0	0	0	31
11:30 PM	1	18	3	1	3	0	0	0	1	0	0	1	0	0	28
11:45 PM	0	17	3	1	0	0	0	0	0	0	0	0	0	0	21
Day Total	5	3236	1186	96	556	47	1	156	288	7	36	7	4	3	5628
Percent	0.1%	57.5%	21.1%	1.7%	9.9%	0.8%	0%	2.8%	5.1%	0.1%	0.6%	0.1%	0.1%	0.1%	
ADT 5628															
AM Peak 15-min Vol	6:15 AM 1	7:15 AM 57	11:30 AM 25	5:45 AM 4	7:30 AM 14	6:45 AM 3	8:15 AM 1	7:30 AM 6	8:00 AM 11	3:15 AM 1	1:30 AM 3	12:00 AM 1	7:30 AM 1	5:45 AM 1	7:15 AM 98
PM Peak 15-min Vol	12:45 PM 1	4:45 PM 75	2:45 PM 27	12:15 PM 3	2:30 PM 17	1:45 PM 3	12:00 PM 0	12:45 PM 6	2:15 PM 7	3:15 PM 1	8:15 PM 3	7:45 PM 1	12:45 PM 1	2:00 PM 1	4:45 PM 110

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	20	3	0	1	0	0	0	0	0	2	1	0	0	27
12:15 AM	0	16	4	0	2	1	0	0	0	0	0	0	0	0	23
12:30 AM	0	11	3	0	0	0	0	0	1	0	1	0	0	0	16
12:45 AM	0	8	6	0	0	0	0	0	1	0	1	0	0	0	16
01:00 AM	0	10	0	0	0	0	0	0	0	0	3	0	0	0	13
01:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
01:30 AM	0	5	1	0	0	0	0	0	0	0	1	0	0	0	7
01:45 AM	0	5	1	0	0	0	0	0	0	0	0	1	0	0	7
02:00 AM	0	8	4	0	0	1	0	0	0	0	0	0	0	0	13
02:15 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
02:30 AM	0	7	2	0	0	0	0	0	1	0	0	0	0	0	10
02:45 AM	0	5	0	0	0	0	0	0	0	0	1	0	0	0	6
03:00 AM	0	5	0	0	0	1	0	1	2	0	0	1	0	0	10
03:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
03:30 AM	0	3	1	0	0	1	0	1	0	0	0	0	0	0	6
03:45 AM	0	7	1	1	1	0	0	0	0	0	0	0	0	0	10
04:00 AM	0	4	3	0	2	0	0	0	0	0	1	1	0	0	11
04:15 AM	0	9	2	0	0	1	0	1	0	0	0	0	0	0	13
04:30 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
04:45 AM	0	11	5	0	2	0	0	1	2	0	0	0	0	0	21
05:00 AM	0	7	6	0	1	0	0	1	0	0	0	0	0	0	15
05:15 AM	0	16	5	0	1	0	0	1	0	0	1	0	0	0	24
05:30 AM	0	12	6	0	2	0	0	1	5	0	1	0	0	0	27
05:45 AM	0	15	8	0	1	0	0	1	3	0	0	0	0	0	28
Day Total Percent															
ADT 4081															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	19	7	1	2	0	0	0	1	0	0	0	0	0	30
06:15 AM	0	24	7	0	4	0	0	0	3	0	1	0	0	0	39
06:30 AM	0	14	8	0	1	0	0	1	1	0	0	0	0	0	25
06:45 AM	0	21	11	0	1	0	0	1	0	0	1	0	0	0	35
07:00 AM	0	20	6	1	7	0	0	1	1	0	0	0	0	0	36
07:15 AM	0	29	13	0	5	1	0	0	1	0	0	0	0	0	49
07:30 AM	0	25	12	0	3	1	0	2	2	0	0	0	1	0	46
07:45 AM	0	42	13	1	4	1	0	1	4	0	0	0	0	0	66
08:00 AM	0	32	10	2	5	1	0	2	1	0	0	0	0	1	54
08:15 AM	0	21	10	1	3	1	0	1	2	0	1	0	0	0	40
08:30 AM	1	22	18	1	6	2	0	3	1	0	0	0	0	0	54
08:45 AM	0	25	11	0	3	0	0	0	2	0	1	0	0	0	42
09:00 AM	0	28	8	0	3	0	0	0	1	0	0	0	0	0	40
09:15 AM	1	33	14	0	4	1	0	0	2	0	0	0	0	0	55
09:30 AM	1	36	11	0	4	0	0	1	1	0	0	0	0	0	54
09:45 AM	0	42	17	0	3	0	0	0	0	0	1	0	0	0	63
10:00 AM	0	44	12	1	4	0	0	2	0	0	0	0	0	0	63
10:15 AM	0	35	13	0	7	0	0	1	2	0	0	0	0	0	58
10:30 AM	0	39	11	0	8	0	0	2	1	0	0	0	0	0	61
10:45 AM	0	37	17	1	4	0	0	2	1	0	0	0	0	0	62
11:00 AM	0	48	20	0	8	0	0	2	0	0	0	0	0	0	78
11:15 AM	1	48	12	1	5	0	0	1	2	0	2	0	0	0	72
11:30 AM	1	32	15	0	9	1	0	0	1	0	1	0	0	0	60
11:45 AM	0	49	16	0	2	0	0	2	1	1	0	0	0	0	71
Day Total															
Percent															
ADT 4081															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	39	18	1	4	0	0	1	2	0	0	0	0	1	66
12:15 PM	1	46	14	1	4	1	0	3	0	0	0	0	0	0	70
12:30 PM	0	42	15	0	5	0	0	2	0	0	0	0	0	1	65
12:45 PM	0	47	20	0	6	0	0	1	2	0	0	0	0	0	76
01:00 PM	1	51	20	0	4	0	0	0	0	0	0	0	0	0	76
01:15 PM	0	39	19	2	4	0	0	0	1	0	0	0	0	0	65
01:30 PM	0	64	8	0	6	1	0	2	0	0	0	0	0	0	81
01:45 PM	0	56	14	0	6	0	0	3	2	0	0	0	0	0	81
02:00 PM	1	40	21	0	8	0	0	2	2	0	0	0	0	0	74
02:15 PM	0	48	15	4	5	2	0	2	2	0	1	0	0	0	79
02:30 PM	0	45	13	1	6	0	0	0	1	0	1	0	0	1	68
02:45 PM	0	41	12	2	7	0	0	2	2	0	0	0	0	1	67
03:00 PM	0	42	13	0	7	0	0	1	2	0	0	0	0	0	65
03:15 PM	0	38	20	0	5	0	0	2	2	0	0	0	0	0	67
03:30 PM	0	35	20	0	10	0	0	2	1	0	1	0	0	0	67
03:45 PM	1	38	18	0	3	1	0	0	2	0	0	0	0	0	63
04:00 PM	0	35	13	0	4	0	0	1	1	1	0	0	0	0	55
04:15 PM	2	34	9	0	9	1	0	0	0	0	0	0	0	0	55
04:30 PM	0	37	15	0	6	0	0	1	0	0	0	0	0	0	59
04:45 PM	0	36	9	1	4	0	0	0	0	0	0	0	0	0	50
05:00 PM	0	30	16	0	5	1	0	1	0	0	0	0	0	0	53
05:15 PM	0	35	10	0	2	0	0	2	1	0	0	0	0	0	50
05:30 PM	1	30	11	0	4	0	0	0	1	0	0	0	0	1	48
05:45 PM	0	38	11	1	3	0	0	0	1	0	0	0	0	1	55
Day Total															
Percent															
ADT 4081															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd) **QC JOB #:** 15135841
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	41	8	0	5	0	0	1	0	0	0	0	0	0	55
06:15 PM	0	34	11	0	3	1	0	2	0	0	0	0	0	0	51
06:30 PM	0	44	12	0	4	2	0	1	0	0	1	0	0	0	64
06:45 PM	0	36	11	0	6	0	0	0	0	0	0	0	0	0	53
07:00 PM	0	33	13	1	2	0	0	0	0	0	0	0	0	0	49
07:15 PM	0	34	8	1	2	0	0	0	1	0	0	0	0	0	46
07:30 PM	0	28	8	0	2	0	0	0	3	0	0	0	0	0	41
07:45 PM	0	35	10	0	1	0	0	0	1	0	0	0	0	0	47
08:00 PM	0	36	8	0	4	0	0	0	0	0	0	0	0	0	48
08:15 PM	0	37	10	1	1	0	0	0	0	0	0	0	0	0	49
08:30 PM	0	30	8	2	2	1	0	0	1	0	0	0	0	0	44
08:45 PM	0	32	7	0	3	0	0	0	1	0	0	0	0	0	43
09:00 PM	0	27	8	0	0	0	0	1	0	0	0	0	0	0	36
09:15 PM	0	23	8	0	0	0	0	0	0	0	0	0	0	0	31
09:30 PM	0	30	8	0	2	0	0	0	0	0	0	0	0	0	40
09:45 PM	0	27	7	0	2	0	0	0	2	0	0	0	0	1	39
10:00 PM	0	24	6	0	0	0	0	0	1	0	0	0	0	0	31
10:15 PM	0	27	7	0	1	0	0	0	0	0	0	0	0	0	35
10:30 PM	0	22	3	0	1	0	0	0	1	0	0	0	0	0	27
10:45 PM	0	18	6	0	1	0	0	0	0	0	0	0	0	0	25
11:00 PM	0	15	2	0	2	0	0	0	0	0	0	0	0	1	20
11:15 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
11:30 PM	0	17	2	0	1	0	0	0	1	0	0	0	0	0	21
11:45 PM	0	17	2	1	0	0	0	0	0	0	0	0	0	0	20
Day Total	12	2646	888	30	292	25	0	64	84	2	24	4	1	9	4081
Percent	0.3%	64.8%	21.8%	0.7%	7.2%	0.6%	0%	1.6%	2.1%	0%	0.6%	0.1%	0%	0.2%	
ADT 4081															
AM Peak 15-min Vol	8:30 AM	11:45 AM	11:00 AM	8:00 AM	11:30 AM	8:30 AM	12:00 AM	8:30 AM	5:30 AM	11:45 AM	1:00 AM	12:00 AM	7:30 AM	8:00 AM	11:00 AM
	1	49	20	2	9	2	0	3	5	1	3	1	1	1	78
PM Peak 15-min Vol	4:15 PM	1:30 PM	2:00 PM	2:15 PM	3:30 PM	2:15 PM	12:00 PM	12:15 PM	7:30 PM	4:00 PM	2:15 PM	12:00 PM	12:00 PM	12:00 PM	1:30 PM
	2	64	21	4	10	2	0	3	3	1	1	0	0	1	81

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	19	2	0	2	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
12:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	5	0	0	3	0	0	0	1	0	0	0	0	0	9
01:00 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	0	12
01:15 AM	0	9	2	1	0	0	0	0	0	0	0	0	0	0	12
01:30 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	0	8
01:45 AM	0	8	4	0	0	0	0	1	0	0	0	0	0	0	13
02:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
02:15 AM	0	4	2	1	0	0	0	1	0	0	0	0	0	0	8
02:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
03:30 AM	0	8	1	0	2	0	0	1	0	0	0	0	0	0	12
03:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
04:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
04:45 AM	0	7	3	1	0	0	0	1	0	0	0	0	0	0	12
05:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
05:15 AM	0	19	1	0	1	0	0	0	1	0	1	0	0	0	23
05:30 AM	0	22	3	1	1	0	0	0	1	0	0	0	0	0	28
05:45 AM	0	9	7	0	1	1	0	0	0	0	0	0	0	1	19
Day Total															
Percent															
ADT															
3569															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	16	3	0	1	0	0	0	4	0	0	0	0	0	24
06:15 AM	0	13	8	0	2	0	0	0	0	0	0	0	0	0	23
06:30 AM	0	20	7	0	0	0	0	0	0	0	0	0	0	0	27
06:45 AM	0	18	7	0	0	0	0	0	4	0	0	0	0	0	29
07:00 AM	0	21	6	1	4	0	0	0	1	0	0	0	0	0	33
07:15 AM	0	17	11	0	5	1	0	1	3	0	0	0	0	0	38
07:30 AM	1	17	5	0	1	0	0	0	1	0	0	0	0	0	25
07:45 AM	0	26	6	0	2	0	0	3	2	0	1	0	0	0	40
08:00 AM	0	16	6	0	2	0	0	0	3	0	0	0	0	0	27
08:15 AM	0	20	10	0	1	0	0	0	0	0	1	0	0	0	32
08:30 AM	0	25	9	0	6	0	0	1	1	0	0	0	0	0	42
08:45 AM	0	25	6	0	1	0	0	0	2	0	0	0	0	0	34
09:00 AM	0	26	12	4	6	0	0	0	4	0	0	0	0	0	52
09:15 AM	0	32	11	0	2	0	0	1	1	0	0	1	0	1	49
09:30 AM	1	50	11	3	5	0	0	0	3	0	0	0	0	0	73
09:45 AM	0	28	12	2	6	0	0	0	1	0	0	0	0	0	49
10:00 AM	0	41	8	0	8	0	0	0	1	0	0	0	0	0	58
10:15 AM	0	29	6	0	8	0	0	0	0	0	0	0	0	0	43
10:30 AM	0	45	9	0	7	0	0	1	0	0	0	0	0	1	63
10:45 AM	0	40	8	0	4	0	0	0	4	0	0	0	1	0	57
11:00 AM	0	35	17	1	10	0	0	0	1	0	0	0	0	0	64
11:15 AM	1	40	15	0	5	1	0	0	3	0	0	0	1	1	67
11:30 AM	0	34	8	3	2	0	0	2	2	0	1	0	0	0	52
11:45 AM	0	39	15	0	4	0	0	0	3	0	0	0	0	0	61
Day Total															
Percent															
ADT															
3569															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	37	10	0	2	1	0	1	3	0	0	0	0	0	54
12:15 PM	0	35	12	1	1	1	0	1	1	0	0	0	0	0	52
12:30 PM	0	37	25	0	7	0	0	0	1	0	0	0	0	0	70
12:45 PM	0	46	20	1	1	1	0	4	3	0	0	0	0	1	77
01:00 PM	0	40	19	0	8	0	0	0	1	0	0	0	0	0	68
01:15 PM	0	57	14	0	13	0	0	0	0	0	0	0	0	0	84
01:30 PM	0	51	17	0	3	0	0	0	1	0	0	0	0	0	72
01:45 PM	0	36	18	0	8	0	0	0	2	0	1	0	0	0	65
02:00 PM	0	49	14	1	7	0	0	1	0	0	0	0	0	0	72
02:15 PM	0	43	14	0	6	0	0	1	1	0	0	0	0	0	65
02:30 PM	0	43	8	1	3	1	0	0	1	0	0	0	0	0	57
02:45 PM	0	30	14	0	8	0	0	0	1	0	0	0	0	0	53
03:00 PM	0	34	15	1	2	0	0	0	2	0	0	0	0	0	54
03:15 PM	0	28	4	0	3	0	0	0	0	0	0	1	0	0	36
03:30 PM	0	36	14	0	1	0	0	0	0	0	0	0	0	0	51
03:45 PM	0	33	15	0	3	0	0	0	0	0	0	0	0	0	51
04:00 PM	0	35	12	0	3	0	0	1	2	0	0	0	0	0	53
04:15 PM	1	39	9	0	4	0	0	0	0	0	0	0	0	1	54
04:30 PM	0	39	8	2	6	2	0	0	2	0	0	0	0	0	59
04:45 PM	1	37	7	0	2	0	0	0	2	0	0	0	0	0	49
05:00 PM	0	31	6	0	4	0	0	0	2	0	0	0	0	0	43
05:15 PM	0	39	8	1	3	1	0	1	3	0	0	0	0	0	56
05:30 PM	0	39	10	0	3	0	0	1	1	0	0	0	0	0	54
05:45 PM	0	36	19	1	4	0	0	1	0	0	0	0	0	0	61
Day Total															
Percent															
ADT															
3569															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	29	8	0	3	0	0	0	1	0	0	0	0	0	42
06:15 PM	0	39	8	2	4	0	0	1	2	0	0	0	0	0	56
06:30 PM	0	41	14	0	2	1	0	0	1	0	0	0	0	0	59
06:45 PM	0	36	9	0	3	1	0	0	1	0	0	0	0	0	50
07:00 PM	0	36	12	1	3	1	0	0	0	0	0	1	0	0	54
07:15 PM	0	26	4	0	2	0	0	0	1	0	0	0	0	0	33
07:30 PM	0	23	9	2	3	1	0	0	3	0	0	0	0	0	41
07:45 PM	0	24	5	0	0	0	0	0	1	0	0	0	0	0	30
08:00 PM	0	30	4	0	3	0	0	0	1	0	1	0	0	0	39
08:15 PM	0	25	4	0	3	0	0	0	0	0	0	1	0	0	33
08:30 PM	0	34	9	0	1	0	0	0	1	0	1	0	0	0	46
08:45 PM	0	35	10	0	3	1	0	1	0	0	0	0	0	0	50
09:00 PM	0	18	4	0	1	0	0	0	1	0	0	0	0	0	24
09:15 PM	0	19	6	0	1	0	0	1	2	0	0	0	0	0	29
09:30 PM	0	19	6	1	2	1	0	0	2	0	0	0	0	0	31
09:45 PM	0	31	6	0	0	0	0	0	1	0	0	0	0	0	38
10:00 PM	0	16	6	2	2	0	0	1	0	0	0	0	0	0	27
10:15 PM	0	15	7	0	1	0	0	1	0	0	0	0	0	1	25
10:30 PM	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
10:45 PM	0	16	3	0	0	0	0	1	0	0	0	0	0	0	20
11:00 PM	0	20	3	0	1	0	0	0	0	0	0	0	0	0	24
11:15 PM	0	11	0	1	3	0	0	0	1	0	0	0	0	1	17
11:30 PM	0	14	7	0	1	0	0	0	3	0	0	0	0	0	25
11:45 PM	0	15	2	0	1	0	0	0	1	0	0	0	0	0	19
Day Total	6	2386	716	36	253	17	0	31	103	0	7	4	2	8	3569
Percent	0.2%	66.9%	20.1%	1%	7.1%	0.5%	0%	0.9%	2.9%	0%	0.2%	0.1%	0.1%	0.2%	
ADT 3569															
AM Peak 15-min Vol	7:30 AM	9:30 AM	11:00 AM	9:00 AM	11:00 AM	3:15 AM	12:00 AM	7:45 AM	6:00 AM	12:00 AM	5:15 AM	9:15 AM	10:45 AM	5:45 AM	9:30 AM
	1	50	17	4	10	1	0	3	4	0	1	1	1	1	73
PM Peak 15-min Vol	4:15 PM	1:15 PM	12:30 PM	4:30 PM	1:15 PM	4:30 PM	12:00 PM	12:45 PM	12:00 PM	12:00 PM	1:45 PM	3:15 PM	12:00 PM	12:45 PM	1:15 PM
	1	57	25	2	13	2	0	4	3	0	1	1	0	1	84

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	2	0	1	0	0	1	1	0	0	0	0	0	11
12:15 AM	0	10	2	0	0	0	0	0	0	0	1	0	0	0	13
12:30 AM	0	4	1	0	1	1	0	0	3	0	0	0	0	0	10
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
01:15 AM	0	3	2	0	1	0	0	1	0	0	0	0	0	0	7
01:30 AM	0	5	2	0	0	0	0	0	1	0	0	0	0	0	8
01:45 AM	0	4	0	0	1	0	0	1	2	0	0	0	0	0	8
02:00 AM	0	3	0	1	1	0	0	1	1	0	0	0	0	0	7
02:15 AM	1	8	1	0	0	0	0	0	2	0	1	0	0	0	13
02:30 AM	0	8	0	0	2	0	0	0	1	0	0	0	0	0	11
02:45 AM	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
03:00 AM	0	5	0	0	0	2	0	1	1	0	0	0	0	0	9
03:15 AM	0	3	0	0	2	0	0	2	4	0	0	0	0	0	11
03:30 AM	0	9	3	0	2	0	0	3	0	0	0	0	0	0	17
03:45 AM	0	7	2	0	1	0	0	0	3	0	0	0	0	0	13
04:00 AM	0	7	1	0	2	0	0	0	2	0	0	0	0	0	12
04:15 AM	0	10	4	0	0	0	0	3	1	0	0	0	0	0	18
04:30 AM	0	3	3	2	1	0	0	3	2	0	0	0	0	0	14
04:45 AM	0	8	6	1	3	0	0	2	1	0	1	0	0	0	22
05:00 AM	0	12	4	0	4	0	0	2	2	0	0	0	0	0	24
05:15 AM	0	22	9	3	7	2	0	1	1	0	0	0	0	0	45
05:30 AM	0	25	10	1	8	2	0	1	1	0	0	0	0	1	49
05:45 AM	0	32	10	1	5	3	0	2	3	0	0	0	0	0	56
Day Total															
Percent															
ADT 5151															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	25	14	3	2	1	0	2	1	0	0	0	0	0	48
06:15 AM	0	42	13	0	10	0	0	1	1	0	0	0	0	0	67
06:30 AM	0	39	17	0	6	3	0	1	5	0	0	0	0	1	72
06:45 AM	0	45	24	0	5	1	0	3	4	0	0	0	0	0	82
07:00 AM	0	58	17	3	8	1	0	2	3	0	0	0	0	0	92
07:15 AM	1	56	22	0	6	0	0	0	5	0	0	1	0	0	91
07:30 AM	0	55	21	4	18	0	0	3	3	0	0	0	0	0	104
07:45 AM	1	41	20	1	9	0	0	3	4	0	0	0	0	0	79
08:00 AM	0	53	13	3	6	0	0	5	4	0	0	0	0	0	84
08:15 AM	0	46	19	2	9	0	0	4	9	0	0	0	0	0	89
08:30 AM	0	43	15	3	6	0	0	4	10	0	0	0	0	0	81
08:45 AM	0	33	14	1	8	0	0	2	6	0	0	0	0	0	64
09:00 AM	0	24	12	4	8	1	0	5	6	0	0	0	0	0	60
09:15 AM	0	42	20	0	7	1	0	5	8	0	0	0	0	0	83
09:30 AM	0	28	16	1	3	2	0	6	10	0	0	0	0	0	66
09:45 AM	0	33	15	2	10	0	0	2	5	0	0	0	0	0	67
10:00 AM	0	34	15	3	9	0	0	4	10	0	0	0	0	0	75
10:15 AM	0	45	21	2	3	3	0	3	7	0	0	0	0	0	84
10:30 AM	0	32	13	0	9	1	0	2	7	0	0	0	0	0	64
10:45 AM	0	38	12	1	2	1	0	5	4	0	0	0	0	0	63
11:00 AM	0	29	19	3	6	1	0	3	9	0	1	0	0	0	71
11:15 AM	0	31	15	1	13	0	0	6	7	0	0	0	0	0	73
11:30 AM	0	45	8	1	7	1	0	2	6	0	0	0	0	0	70
11:45 AM	0	39	22	0	9	0	0	1	8	0	0	0	0	0	79
Day Total															
Percent															
ADT 5151															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	41	17	3	10	0	0	3	6	0	0	0	0	0	80
12:15 PM	0	41	25	0	10	1	0	8	5	0	0	0	0	2	92
12:30 PM	0	41	12	0	14	0	0	2	4	0	0	0	1	1	75
12:45 PM	0	42	21	3	11	0	0	3	3	0	0	0	0	1	84
01:00 PM	0	43	19	2	13	0	0	4	3	0	0	0	0	0	84
01:15 PM	0	47	13	3	9	1	0	3	4	0	0	0	0	0	80
01:30 PM	0	29	12	1	8	2	0	3	5	0	0	0	0	0	60
01:45 PM	0	46	21	2	11	2	0	4	3	0	0	0	0	0	89
02:00 PM	0	28	19	1	6	1	0	4	11	0	0	0	0	0	70
02:15 PM	1	47	16	2	4	0	0	4	7	0	0	0	0	0	81
02:30 PM	0	54	18	3	8	1	0	1	4	0	0	0	0	0	89
02:45 PM	1	41	19	0	8	3	0	3	8	0	0	0	0	0	83
03:00 PM	0	46	21	2	8	1	0	4	5	0	1	0	0	1	89
03:15 PM	0	42	14	0	9	1	0	2	10	0	0	0	0	0	78
03:30 PM	0	42	15	3	7	1	0	3	7	0	0	0	0	0	78
03:45 PM	0	46	10	1	2	0	0	2	2	0	1	0	0	1	65
04:00 PM	0	59	28	2	10	1	0	1	2	0	0	0	0	0	103
04:15 PM	0	43	17	0	10	0	0	2	4	0	0	0	0	0	76
04:30 PM	0	49	22	0	2	1	0	0	6	0	0	0	0	0	80
04:45 PM	0	59	18	0	8	0	0	0	3	0	1	0	0	0	89
05:00 PM	0	67	19	1	10	0	0	1	3	0	0	0	0	0	101
05:15 PM	0	76	29	0	11	0	0	1	2	0	0	0	0	0	119
05:30 PM	0	57	17	1	4	0	0	4	4	0	0	0	0	0	87
05:45 PM	0	52	20	0	11	0	0	2	5	0	0	0	0	0	90
Day Total															
Percent															
ADT 5151															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	47	14	0	6	0	0	0	6	0	2	0	0	0	76
06:15 PM	0	56	19	0	7	0	0	0	4	0	0	0	0	0	86
06:30 PM	1	45	16	3	8	0	0	1	3	0	0	0	0	0	77
06:45 PM	0	40	16	0	5	0	0	0	3	0	0	0	0	0	64
07:00 PM	0	29	10	1	4	0	0	1	3	0	0	0	0	0	48
07:15 PM	0	18	8	1	0	1	0	2	5	0	0	0	0	0	35
07:30 PM	0	27	8	0	4	0	0	0	5	0	1	0	0	0	45
07:45 PM	0	29	6	0	3	0	0	1	3	0	1	0	0	0	43
08:00 PM	0	23	11	3	3	0	0	0	3	0	3	0	0	0	46
08:15 PM	0	23	11	2	3	0	0	2	4	0	1	1	0	0	47
08:30 PM	0	15	11	0	1	0	0	0	1	0	3	1	0	0	32
08:45 PM	0	14	4	0	4	0	0	1	4	0	4	0	0	0	31
09:00 PM	0	12	7	1	0	0	0	0	2	0	1	1	0	0	24
09:15 PM	0	17	6	0	1	0	0	2	1	0	1	0	0	0	28
09:30 PM	0	29	4	0	1	1	0	0	2	0	4	0	0	0	41
09:45 PM	0	19	7	0	0	0	0	0	1	0	2	0	0	0	29
10:00 PM	0	15	5	0	1	0	0	0	3	0	3	0	0	0	27
10:15 PM	0	18	5	0	0	0	0	0	1	0	2	0	0	0	26
10:30 PM	0	11	5	0	1	0	0	1	4	0	0	0	0	0	22
10:45 PM	0	12	9	0	2	1	0	0	3	0	0	0	0	0	27
11:00 PM	0	11	1	0	0	0	0	0	1	0	0	0	0	0	13
11:15 PM	0	10	1	0	1	0	0	0	2	0	1	0	0	0	15
11:30 PM	0	13	4	0	1	0	0	1	2	0	1	0	0	0	22
11:45 PM	0	17	6	0	0	0	0	0	1	0	0	0	0	0	24
Day Total	7	2848	1097	88	483	46	0	174	358	0	37	4	1	8	5151
Percent	0.1%	55.3%	21.3%	1.7%	9.4%	0.9%	0%	3.4%	7%	0%	0.7%	0.1%	0%	0.2%	
ADT 5151															
AM Peak 15-min Vol	2:15 AM 1	7:00 AM 58	6:45 AM 24	7:30 AM 4	7:30 AM 18	5:45 AM 3	12:00 AM 0	9:30 AM 6	8:30 AM 10	12:00 AM 0	12:15 AM 1	7:15 AM 1	12:00 AM 0	5:30 AM 1	7:30 AM 104
PM Peak 15-min Vol	2:15 PM 1	5:15 PM 76	5:15 PM 29	12:00 PM 3	12:30 PM 14	2:45 PM 3	12:00 PM 0	12:15 PM 8	2:00 PM 11	12:00 PM 0	8:45 PM 4	8:15 PM 1	12:30 PM 1	12:15 PM 2	5:15 PM 119

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	12	0	0	0	0	0	0	2	0	2	2	0	0	18
12:15 AM	0	6	5	0	0	0	0	0	1	0	0	0	0	0	12
12:30 AM	0	8	2	1	0	0	0	0	2	0	1	0	0	0	14
12:45 AM	0	8	1	0	2	0	0	0	1	0	0	0	0	0	12
01:00 AM	0	11	2	0	1	0	0	1	1	0	0	0	0	0	16
01:15 AM	0	3	3	0	0	0	0	0	0	0	1	0	0	0	7
01:30 AM	0	5	4	1	1	0	0	0	0	0	0	0	0	0	11
01:45 AM	0	4	0	0	1	0	0	0	4	1	0	0	0	0	10
02:00 AM	0	7	1	0	1	0	0	1	0	0	1	0	0	0	11
02:15 AM	0	9	0	0	0	0	0	3	2	0	2	0	0	1	17
02:30 AM	0	8	0	0	2	1	0	0	0	0	1	0	0	0	12
02:45 AM	0	3	0	0	1	0	0	0	2	0	0	0	0	0	6
03:00 AM	0	7	0	1	0	0	0	0	1	0	0	1	0	0	10
03:15 AM	0	1	1	0	0	1	0	1	4	0	0	0	0	0	8
03:30 AM	0	4	0	0	2	0	0	1	3	0	0	0	0	0	10
03:45 AM	0	7	4	0	0	2	0	0	2	0	0	0	0	0	15
04:00 AM	0	8	1	2	0	0	0	1	1	0	0	1	0	0	14
04:15 AM	0	10	3	1	0	0	0	0	1	0	0	0	0	0	15
04:30 AM	0	7	2	0	4	0	0	3	2	0	1	0	0	0	19
04:45 AM	0	8	1	2	5	0	0	3	2	0	0	0	0	0	21
05:00 AM	0	9	5	0	3	0	0	2	3	0	0	0	0	0	22
05:15 AM	0	19	10	0	6	0	0	3	3	0	0	0	0	0	41
05:30 AM	0	23	9	0	7	1	0	0	0	0	1	0	0	0	41
05:45 AM	0	37	12	1	2	2	0	0	1	0	1	0	0	1	57
Day Total															
Percent															
ADT															
4939															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	36	7	0	4	1	0	1	3	0	1	0	0	0	53
06:15 AM	0	34	18	1	6	0	0	3	2	1	0	0	0	0	65
06:30 AM	0	48	14	0	8	1	0	1	5	0	0	0	0	0	77
06:45 AM	0	47	16	3	9	1	0	2	7	0	0	0	0	0	85
07:00 AM	0	54	12	2	11	3	0	4	5	0	0	0	0	0	91
07:15 AM	0	49	17	3	10	2	0	4	3	0	2	0	1	0	91
07:30 AM	0	37	14	2	16	0	0	5	5	0	0	0	0	0	79
07:45 AM	1	45	20	2	10	0	0	4	9	0	0	0	0	0	91
08:00 AM	0	46	16	4	10	1	0	2	1	0	0	0	1	0	81
08:15 AM	0	49	11	2	6	0	0	0	5	0	0	0	0	0	73
08:30 AM	0	28	17	2	5	2	0	3	7	0	0	0	0	1	65
08:45 AM	0	41	19	3	10	0	0	1	7	0	0	0	0	0	81
09:00 AM	0	43	9	1	12	1	0	2	6	1	1	0	0	0	76
09:15 AM	0	33	17	6	10	0	0	3	3	0	0	0	0	1	73
09:30 AM	0	30	13	2	10	0	0	3	2	0	0	0	0	0	60
09:45 AM	0	36	12	4	8	0	1	2	9	0	0	0	0	0	72
10:00 AM	0	26	16	3	2	2	0	6	8	0	0	0	0	1	64
10:15 AM	0	25	18	0	9	0	0	4	7	0	0	0	0	0	63
10:30 AM	0	17	9	4	10	1	0	3	6	0	0	0	0	0	50
10:45 AM	0	23	14	3	11	0	0	1	6	0	0	0	0	0	58
11:00 AM	0	25	19	2	4	0	0	5	9	0	0	0	0	0	64
11:15 AM	0	42	15	2	5	1	0	3	3	0	0	0	0	0	71
11:30 AM	0	29	16	0	6	0	0	2	3	0	1	0	0	0	57
11:45 AM	0	45	10	1	12	0	0	4	7	0	0	0	0	0	79
Day Total															
Percent															
ADT															
4939															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	37	17	1	6	0	0	4	10	0	0	0	0	0	75
12:15 PM	0	43	18	1	13	1	0	5	4	0	1	0	0	0	86
12:30 PM	0	54	14	2	6	2	0	3	8	0	0	1	0	0	90
12:45 PM	0	29	16	4	8	0	0	3	6	0	0	0	0	0	66
01:00 PM	0	38	17	2	8	0	0	2	5	0	0	0	0	1	73
01:15 PM	0	33	21	1	10	2	0	4	9	0	0	0	0	0	80
01:30 PM	1	46	19	2	10	0	0	5	2	0	0	0	0	0	85
01:45 PM	0	53	23	0	11	0	0	3	4	0	0	0	0	0	94
02:00 PM	0	32	11	1	13	0	0	2	1	0	0	0	0	0	60
02:15 PM	0	39	22	1	7	1	0	1	6	0	0	0	0	0	77
02:30 PM	0	49	16	0	6	0	0	1	5	0	0	0	0	0	77
02:45 PM	0	52	20	1	9	1	0	0	4	0	0	0	0	0	87
03:00 PM	0	50	11	2	9	1	0	1	4	0	1	0	0	0	79
03:15 PM	0	54	8	0	9	0	0	3	2	0	2	0	0	0	78
03:30 PM	0	53	21	1	7	0	0	4	3	0	0	0	0	0	89
03:45 PM	0	55	19	0	11	1	0	0	5	0	0	0	0	1	92
04:00 PM	1	65	16	1	11	0	0	3	2	0	0	0	0	0	99
04:15 PM	0	53	26	2	10	3	0	3	3	0	0	0	0	0	100
04:30 PM	0	68	20	0	14	0	0	0	4	0	1	0	0	1	108
04:45 PM	0	74	23	0	6	0	0	1	1	0	0	0	0	1	106
05:00 PM	0	59	24	0	8	1	0	1	2	0	0	1	0	0	96
05:15 PM	0	68	23	4	4	1	0	3	2	0	0	0	0	0	105
05:30 PM	0	57	19	3	7	0	0	1	3	0	0	0	0	0	90
05:45 PM	0	39	21	0	5	2	0	2	4	0	0	0	0	0	73
Day Total															
Percent															
ADT															
4939															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	34	8	0	6	0	0	1	1	0	1	0	0	0	51
06:15 PM	0	32	4	0	2	0	0	0	4	0	1	0	0	1	44
06:30 PM	0	37	14	2	3	1	0	0	4	0	3	0	0	0	64
06:45 PM	0	25	10	3	4	0	0	4	3	0	0	0	0	0	49
07:00 PM	0	25	6	2	5	0	0	0	1	0	1	0	0	0	40
07:15 PM	0	21	10	0	5	0	0	0	5	0	0	0	0	0	41
07:30 PM	0	13	3	0	4	0	0	0	3	0	0	0	0	0	23
07:45 PM	0	23	5	1	2	0	0	0	0	0	0	0	0	0	31
08:00 PM	0	13	3	0	3	0	0	0	3	0	2	0	0	0	24
08:15 PM	0	21	7	1	1	0	0	0	4	0	1	3	0	0	38
08:30 PM	0	20	7	1	4	0	0	0	0	0	3	0	0	0	35
08:45 PM	0	15	6	0	1	0	0	0	4	0	5	2	0	0	33
09:00 PM	0	18	6	0	2	1	0	1	1	0	1	1	0	0	31
09:15 PM	1	15	6	0	0	0	0	0	6	0	1	0	0	0	29
09:30 PM	0	13	4	1	0	0	0	0	2	0	3	0	0	0	23
09:45 PM	0	20	4	0	0	0	0	0	1	0	1	0	0	0	26
10:00 PM	0	12	2	0	1	0	0	0	1	0	1	0	0	0	17
10:15 PM	0	21	4	0	0	0	0	0	2	0	0	0	0	0	27
10:30 PM	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
10:45 PM	0	12	2	1	1	0	0	0	2	0	2	0	0	0	20
11:00 PM	0	10	4	0	2	0	0	1	3	0	1	0	0	0	21
11:15 PM	0	9	4	0	2	1	0	0	2	0	0	0	0	0	18
11:30 PM	0	7	2	0	2	1	0	1	2	0	1	0	0	0	16
11:45 PM	0	10	2	0	1	0	0	0	1	0	1	1	0	0	15
Day Total	4	2751	989	102	502	43	1	150	320	3	49	13	2	10	4939
Percent	0.1%	55.7%	20%	2.1%	10.2%	0.9%	0%	3%	6.5%	0.1%	1%	0.3%	0%	0.2%	
ADT 4939															
AM Peak 15-min Vol	7:45 AM 1	7:00 AM 54	7:45 AM 20	9:15 AM 6	7:30 AM 16	7:00 AM 3	9:45 AM 1	10:00 AM 6	7:45 AM 9	1:45 AM 1	12:00 AM 2	12:00 AM 2	7:15 AM 1	2:15 AM 1	7:00 AM 91
PM Peak 15-min Vol	1:30 PM 1	4:45 PM 74	4:15 PM 26	12:45 PM 4	4:30 PM 14	4:15 PM 3	12:00 PM 0	12:15 PM 5	12:00 PM 10	12:00 PM 0	8:45 PM 5	8:15 PM 3	12:00 PM 0	1:00 PM 1	4:30 PM 108

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	0	15
12:15 AM	1	9	5	0	2	2	0	0	0	0	0	0	0	1	20
12:30 AM	0	4	1	0	0	0	0	0	2	0	0	0	0	0	7
12:45 AM	0	7	5	0	0	0	0	0	5	0	1	1	0	0	19
01:00 AM	0	4	0	2	0	0	0	0	1	0	0	0	0	0	7
01:15 AM	0	4	3	0	1	0	0	1	0	0	1	0	0	0	10
01:30 AM	0	12	0	0	0	0	0	0	1	1	0	0	0	0	14
01:45 AM	0	4	1	0	1	0	0	0	2	0	0	0	0	0	8
02:00 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	0	3
02:15 AM	0	3	1	0	0	2	0	1	6	0	0	0	0	0	13
02:30 AM	0	7	1	0	1	1	0	0	2	0	1	0	0	0	13
02:45 AM	0	5	2	0	1	0	0	0	3	0	1	1	0	0	13
03:00 AM	0	7	0	0	1	0	0	3	0	0	0	0	0	0	11
03:15 AM	0	4	0	0	1	1	0	0	3	0	0	0	0	0	9
03:30 AM	0	6	3	0	2	0	0	0	4	0	0	0	0	0	15
03:45 AM	0	4	1	1	0	0	0	0	0	0	1	0	0	0	7
04:00 AM	0	8	2	0	0	0	0	0	1	0	0	0	0	0	11
04:15 AM	0	6	6	0	1	0	0	0	3	0	0	1	0	0	17
04:30 AM	0	7	1	0	1	0	0	2	1	0	0	0	0	0	12
04:45 AM	0	13	2	2	1	0	0	1	1	0	0	0	0	0	20
05:00 AM	0	12	9	0	1	0	0	1	1	0	0	0	0	0	24
05:15 AM	0	22	10	0	3	0	0	3	1	0	0	0	0	0	39
05:30 AM	0	23	9	0	5	2	0	2	5	1	0	0	0	0	47
05:45 AM	0	32	10	2	3	1	0	2	3	0	1	0	0	0	54
Day Total															
Percent															
ADT															
5249															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	38	8	1	5	2	0	2	1	0	1	0	0	0	58
06:15 AM	0	39	21	1	6	2	0	1	0	0	0	0	0	0	70
06:30 AM	0	44	14	1	4	0	0	1	3	0	0	0	0	0	67
06:45 AM	1	51	13	0	12	1	0	1	4	0	0	0	0	0	83
07:00 AM	0	51	24	1	12	1	0	6	5	0	2	0	0	0	102
07:15 AM	0	53	22	3	9	1	0	0	1	0	0	0	0	0	89
07:30 AM	3	54	26	1	10	2	0	3	2	0	0	0	0	0	101
07:45 AM	0	41	23	3	11	0	0	2	7	0	0	0	0	0	87
08:00 AM	0	44	18	2	14	1	0	5	8	0	0	0	0	1	93
08:15 AM	2	46	20	1	5	0	0	1	6	0	0	0	0	1	82
08:30 AM	0	46	23	2	11	7	0	3	4	0	0	0	0	0	96
08:45 AM	0	33	18	3	7	1	0	1	5	0	0	0	0	1	69
09:00 AM	0	27	12	3	8	1	0	3	4	0	0	0	0	0	58
09:15 AM	0	40	18	1	6	1	0	5	6	0	0	0	0	0	77
09:30 AM	0	37	9	3	16	0	0	5	5	0	1	0	0	0	76
09:45 AM	0	40	15	1	10	0	0	5	6	1	0	0	0	0	78
10:00 AM	0	44	19	0	11	0	0	4	9	0	0	0	0	0	87
10:15 AM	0	32	13	2	8	1	0	2	6	0	0	0	0	0	64
10:30 AM	0	34	11	1	6	1	0	3	3	0	1	0	0	1	61
10:45 AM	1	31	15	3	4	1	0	3	10	0	0	0	0	1	69
11:00 AM	0	27	14	2	6	1	0	2	5	0	0	0	0	0	57
11:15 AM	0	29	17	2	6	0	0	3	9	0	0	0	0	0	66
11:30 AM	0	37	17	2	6	1	0	1	8	0	0	0	0	0	72
11:45 AM	0	57	24	2	5	0	0	2	3	0	0	0	0	1	94
Day Total															
Percent															
ADT															
5249															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)

QC JOB #: 15135841

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	38	9	2	9	1	0	2	4	0	0	0	1	0	66
12:15 PM	0	38	11	1	12	1	0	2	8	0	0	0	0	0	73
12:30 PM	1	54	16	1	10	0	0	3	8	0	0	0	0	1	94
12:45 PM	0	42	12	0	4	0	0	2	5	1	0	0	0	1	67
01:00 PM	0	44	15	1	9	0	0	0	6	0	0	0	0	0	75
01:15 PM	0	43	17	1	10	3	0	0	4	0	0	0	0	0	78
01:30 PM	0	49	5	3	4	1	0	3	3	0	0	0	0	0	68
01:45 PM	0	52	24	0	11	1	0	2	4	0	0	0	0	1	95
02:00 PM	0	28	29	2	7	1	0	0	6	0	0	0	0	0	73
02:15 PM	0	50	19	2	9	0	0	3	6	0	0	0	0	0	89
02:30 PM	0	40	14	3	7	2	0	5	6	0	0	0	0	1	78
02:45 PM	0	35	21	1	4	1	0	3	4	0	0	0	0	0	69
03:00 PM	0	62	22	1	16	1	0	0	3	0	0	0	0	1	106
03:15 PM	0	50	18	2	5	0	0	3	1	0	0	0	0	0	79
03:30 PM	0	53	24	2	10	0	0	1	1	0	1	0	0	0	92
03:45 PM	0	54	20	0	11	0	0	1	9	0	0	0	0	0	95
04:00 PM	0	59	30	2	6	1	0	2	2	0	0	0	0	0	102
04:15 PM	0	59	18	0	8	1	0	1	3	0	0	0	0	0	90
04:30 PM	0	44	16	2	9	1	0	0	3	0	0	0	0	0	75
04:45 PM	0	49	17	2	8	0	0	2	4	0	2	0	0	0	84
05:00 PM	0	73	25	0	9	0	0	3	2	1	0	0	0	0	113
05:15 PM	0	63	19	2	12	1	0	3	4	0	0	0	0	0	104
05:30 PM	0	53	19	1	6	0	0	0	1	0	0	0	0	3	83
05:45 PM	1	48	23	0	6	0	0	1	2	0	1	0	0	0	82
Day Total															
Percent															
ADT															
5249															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135841
DIRECTION: NB
DATE: Dec 18 2019

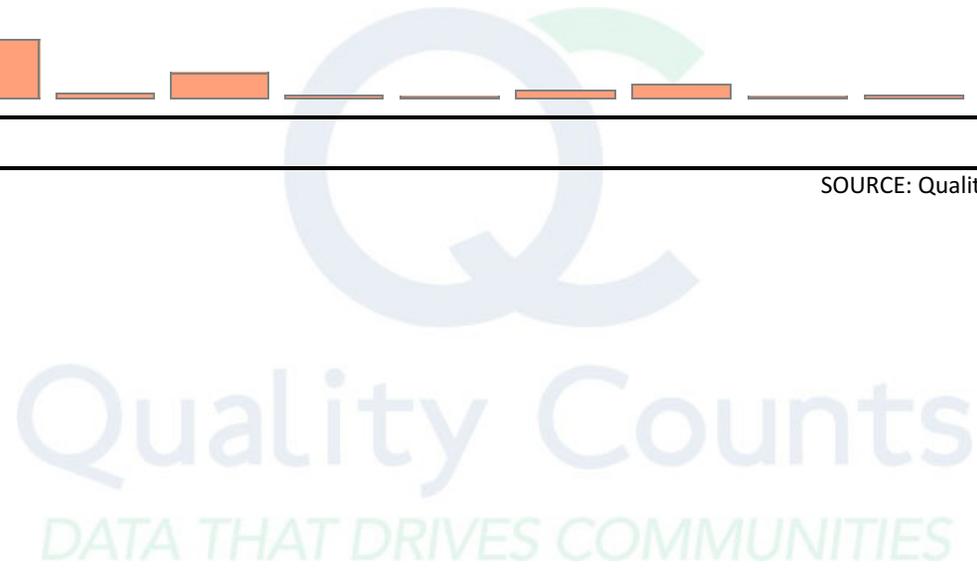
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	51	14	2	5	0	0	0	6	0	0	0	0	0	78
06:15 PM	0	44	19	0	9	0	0	2	2	0	1	0	0	0	77
06:30 PM	0	44	14	0	7	0	0	1	2	0	0	0	0	0	68
06:45 PM	0	42	18	1	2	1	0	2	4	0	0	0	0	0	70
07:00 PM	0	24	16	0	1	0	0	1	4	0	0	0	0	0	46
07:15 PM	0	24	10	2	7	0	0	0	3	0	0	0	0	0	46
07:30 PM	0	35	6	1	3	0	0	1	4	0	0	0	0	0	50
07:45 PM	0	26	8	1	5	1	0	0	3	0	1	0	0	0	45
08:00 PM	0	32	11	1	2	0	0	0	3	0	3	0	0	0	52
08:15 PM	0	25	4	0	5	0	0	0	4	0	1	2	0	0	41
08:30 PM	0	20	3	1	4	0	0	0	4	0	3	0	0	0	35
08:45 PM	0	23	7	0	1	0	0	0	1	0	0	0	0	0	32
09:00 PM	0	22	6	0	0	0	0	2	2	0	3	1	0	0	36
09:15 PM	0	27	7	1	5	1	0	1	1	0	1	0	0	0	44
09:30 PM	0	22	6	0	2	0	0	0	2	0	5	0	0	0	37
09:45 PM	0	15	8	0	0	0	0	0	1	0	1	0	0	0	25
10:00 PM	0	14	8	0	3	0	0	0	2	0	2	0	0	0	29
10:15 PM	0	13	5	0	1	0	0	0	0	0	0	0	0	0	19
10:30 PM	0	19	7	1	1	1	0	0	3	0	0	0	0	0	32
10:45 PM	0	16	2	0	1	0	0	0	1	0	0	0	0	0	20
11:00 PM	0	16	6	0	0	0	0	1	0	0	1	0	0	0	24
11:15 PM	0	12	3	0	1	0	0	0	1	0	0	0	0	0	17
11:30 PM	0	5	1	0	0	0	0	0	1	0	3	0	0	0	10
11:45 PM	0	15	5	0	0	0	0	0	0	0	1	1	0	0	22
Day Total	10	2959	1124	90	491	54	0	133	318	6	41	7	1	15	5249
Percent	0.2%	56.4%	21.4%	1.7%	9.4%	1%	0%	2.5%	6.1%	0.1%	0.8%	0.1%	0%	0.3%	
ADT 5249															
AM Peak 15-min Vol	7:30 AM 3	11:45 AM 57	7:30 AM 26	7:15 AM 3	9:30 AM 16	8:30 AM 7	12:00 AM 0	7:00 AM 6	10:45 AM 10	1:30 AM 1	7:00 AM 2	12:45 AM 1	12:00 AM 0	12:15 AM 1	7:00 AM 102
PM Peak 15-min Vol	12:30 PM 1	5:00 PM 73	4:00 PM 30	1:30 PM 3	3:00 PM 16	1:15 PM 3	12:00 PM 0	2:30 PM 5	3:45 PM 9	12:45 PM 1	9:30 PM 5	8:15 PM 2	12:00 PM 1	5:30 PM 3	5:00 PM 113

Comments:

LOCATION: I-75 NB On Ramp from SR 40 (W Silver Springs Blvd) **QC JOB #:** 15135841
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 12 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	48	19816	7140	548	3107	280	2	865	1768	24	236	48	13	59	33954
Percent	0.1%	58.4%	21%	1.6%	9.2%	0.8%	0%	2.5%	5.2%	0.1%	0.7%	0.1%	0%	0.2%	
ADT 4850															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	26	3	1	0	0	0	3	1	0	0	1	0	1	36
12:15 AM	0	33	5	1	2	1	0	1	1	0	1	0	0	0	45
12:30 AM	0	40	2	0	3	0	0	0	2	0	1	0	0	1	49
12:45 AM	0	29	3	0	1	0	0	0	0	0	0	0	0	0	33
01:00 AM	0	25	2	2	0	0	0	0	1	0	1	0	0	0	31
01:15 AM	0	23	3	0	1	0	0	2	0	0	0	0	0	0	29
01:30 AM	0	13	3	0	3	0	0	0	2	0	0	0	0	0	21
01:45 AM	0	15	5	0	0	0	0	1	1	0	0	0	0	1	23
02:00 AM	0	27	5	0	3	0	0	0	0	0	1	0	0	0	36
02:15 AM	0	14	2	0	1	0	0	0	1	0	0	0	0	0	18
02:30 AM	1	20	1	0	0	0	0	0	0	0	0	0	0	1	23
02:45 AM	0	14	1	0	1	2	0	2	0	0	1	0	0	0	21
03:00 AM	0	14	2	0	1	0	0	0	2	0	1	0	0	0	20
03:15 AM	0	12	3	0	1	0	0	1	1	0	0	0	0	0	18
03:30 AM	0	16	8	0	1	1	0	0	1	0	0	0	0	0	27
03:45 AM	0	18	2	0	2	1	0	1	2	0	0	0	0	0	26
04:00 AM	0	24	10	1	3	0	0	0	3	0	0	0	0	0	41
04:15 AM	0	16	6	0	3	0	0	0	5	0	0	0	0	0	30
04:30 AM	0	33	11	0	5	1	0	1	3	0	0	0	0	1	55
04:45 AM	1	41	13	0	2	0	0	2	4	0	0	1	1	1	66
05:00 AM	1	42	14	0	2	0	0	3	2	1	0	0	0	0	65
05:15 AM	0	70	14	0	5	3	0	1	0	0	0	0	0	0	93
05:30 AM	1	88	19	1	8	1	0	2	1	0	0	0	1	1	123
05:45 AM	1	87	30	0	10	1	0	3	6	0	0	0	0	2	140
Day Total															
Percent															
ADT															
16585															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	76	24	0	12	5	0	3	1	1	0	0	0	4	127
06:15 AM	2	125	33	1	9	6	0	11	4	1	0	0	1	7	200
06:30 AM	3	149	43	3	13	4	1	4	3	2	1	0	0	8	234
06:45 AM	4	196	59	2	16	2	1	9	4	1	2	1	0	10	307
07:00 AM	2	161	60	2	11	2	0	14	1	4	0	0	1	3	261
07:15 AM	1	219	65	4	22	1	1	7	2	2	2	1	1	8	336
07:30 AM	5	240	69	1	15	7	2	5	4	0	0	0	2	10	360
07:45 AM	2	252	64	2	6	3	0	9	3	3	0	0	0	5	349
08:00 AM	3	182	61	2	12	5	1	8	4	1	1	0	2	5	287
08:15 AM	1	202	48	4	12	2	0	9	2	0	2	0	1	4	287
08:30 AM	3	196	55	1	18	4	0	9	4	1	0	0	2	11	304
08:45 AM	3	188	45	3	9	4	1	7	4	4	0	1	2	7	278
09:00 AM	0	151	32	1	11	5	0	8	2	0	0	0	0	6	216
09:15 AM	2	151	43	3	13	3	0	13	4	3	2	1	0	9	247
09:30 AM	0	178	41	2	12	6	0	12	2	1	1	1	0	6	262
09:45 AM	2	146	49	2	21	7	0	6	6	1	1	0	0	14	255
10:00 AM	0	134	42	1	16	4	1	10	4	2	0	0	0	1	215
10:15 AM	2	127	54	1	22	5	1	8	6	1	0	0	1	4	232
10:30 AM	4	156	50	1	7	5	0	8	2	1	3	0	0	4	241
10:45 AM	4	159	61	7	11	2	0	9	6	1	0	0	0	6	266
11:00 AM	4	146	50	0	5	5	1	11	3	0	0	1	0	5	231
11:15 AM	2	151	58	3	13	3	1	6	3	1	1	0	0	7	249
11:30 AM	2	150	59	4	16	7	0	11	3	0	2	0	1	10	265
11:45 AM	0	183	42	1	12	5	0	12	4	1	0	0	2	7	269
Day Total															
Percent															
ADT															
16585															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	195	77	2	15	6	0	8	2	1	0	0	0	10	318
12:15 PM	1	164	40	1	23	3	0	13	3	3	5	0	2	9	267
12:30 PM	6	178	61	5	8	5	0	11	2	1	0	1	1	16	295
12:45 PM	3	151	47	6	21	0	2	2	6	0	0	0	0	11	249
01:00 PM	2	158	55	7	15	3	0	10	5	0	1	1	0	10	267
01:15 PM	6	140	49	4	13	4	1	6	4	0	0	0	1	3	231
01:30 PM	4	160	53	1	11	2	0	7	4	0	1	0	0	15	258
01:45 PM	1	162	61	2	13	1	0	9	3	2	0	0	0	3	257
02:00 PM	0	168	43	2	20	1	0	6	3	1	0	0	2	3	249
02:15 PM	4	177	64	4	16	4	1	5	3	2	0	0	1	9	290
02:30 PM	2	181	47	3	17	4	1	7	3	1	0	0	0	15	281
02:45 PM	2	147	43	2	15	1	0	9	1	1	1	0	1	10	233
03:00 PM	6	179	45	3	13	4	0	7	2	1	0	0	0	7	267
03:15 PM	2	180	46	4	16	1	0	9	0	1	1	0	2	14	276
03:30 PM	5	209	59	1	13	2	1	9	1	1	0	0	0	8	309
03:45 PM	2	179	66	1	16	4	1	9	2	0	1	0	0	17	298
04:00 PM	6	195	52	3	21	1	0	10	3	3	1	0	1	9	305
04:15 PM	2	203	47	1	11	1	1	9	2	1	1	1	2	7	289
04:30 PM	5	209	49	0	12	1	0	5	1	1	0	0	0	12	295
04:45 PM	2	167	40	6	11	1	0	3	1	0	1	0	1	9	242
05:00 PM	1	210	48	2	9	2	0	13	5	2	0	0	0	7	299
05:15 PM	3	201	60	3	13	1	0	10	2	1	0	0	0	9	303
05:30 PM	3	189	54	3	14	1	0	3	1	1	1	0	0	14	284
05:45 PM	3	173	37	1	9	3	0	7	3	0	0	0	0	9	245
Day Total															
Percent															
ADT															
16585															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave **QC JOB #:** 15135842
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	189	32	1	8	4	1	4	2	1	0	0	0	8	252
06:15 PM	1	166	38	1	8	1	0	6	0	0	1	0	0	6	228
06:30 PM	1	134	35	0	13	1	0	3	3	0	0	0	1	3	194
06:45 PM	1	134	37	1	7	0	0	2	2	0	0	0	0	4	188
07:00 PM	1	118	20	1	6	2	0	3	4	0	0	0	0	0	155
07:15 PM	1	124	20	0	5	0	0	2	0	1	0	0	0	1	154
07:30 PM	1	96	18	2	2	0	0	3	0	0	1	0	0	1	124
07:45 PM	1	77	15	0	4	0	0	3	3	1	2	0	0	2	108
08:00 PM	2	81	15	1	4	1	0	0	1	0	0	1	0	1	107
08:15 PM	0	67	17	2	1	0	2	0	1	0	0	0	0	1	91
08:30 PM	1	100	9	0	5	1	0	2	1	1	0	0	0	0	120
08:45 PM	2	87	13	1	4	1	0	4	1	0	0	0	0	6	119
09:00 PM	0	93	12	1	2	1	0	0	2	0	0	0	0	1	112
09:15 PM	0	57	17	0	1	0	0	2	3	0	0	0	0	1	81
09:30 PM	1	57	13	0	3	0	0	1	1	1	0	0	0	0	77
09:45 PM	0	65	6	0	2	1	0	0	1	0	1	0	0	1	77
10:00 PM	0	75	10	0	2	1	0	0	0	0	0	0	0	0	88
10:15 PM	0	64	3	0	2	0	0	1	0	0	0	0	0	0	70
10:30 PM	1	57	4	0	0	0	0	1	0	0	0	0	0	0	63
10:45 PM	0	45	7	1	1	0	0	1	3	0	0	0	0	1	59
11:00 PM	1	45	4	0	1	0	0	0	4	0	0	0	0	0	55
11:15 PM	0	31	2	0	2	0	0	1	1	0	0	0	0	0	37
11:30 PM	0	31	7	0	0	0	0	0	0	0	0	0	0	1	39
11:45 PM	0	27	3	0	0	0	0	1	2	0	0	0	0	0	33
Day Total	147	11053	2974	136	800	183	22	459	217	62	43	12	33	444	16585
Percent	0.9%	66.6%	17.9%	0.8%	4.8%	1.1%	0.1%	2.8%	1.3%	0.4%	0.3%	0.1%	0.2%	2.7%	
ADT 16585															
AM Peak 15-min Vol	7:30 AM 5	7:45 AM 252	7:30 AM 69	10:45 AM 7	7:15 AM 22	7:30 AM 7	7:30 AM 2	7:00 AM 14	5:45 AM 6	7:00 AM 4	10:30 AM 3	12:00 AM 1	7:30 AM 2	9:45 AM 14	7:30 AM 360
PM Peak 15-min Vol	12:30 PM 6	5:00 PM 210	12:00 PM 77	1:00 PM 7	12:15 PM 23	12:00 PM 6	12:45 PM 2	12:15 PM 13	12:45 PM 6	12:15 PM 3	12:15 PM 5	12:30 PM 1	12:15 PM 2	3:45 PM 17	12:00 PM 318

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	38	6	0	0	0	0	2	1	0	0	0	0	1	48
12:15 AM	1	29	1	0	0	1	0	1	1	0	0	0	0	0	34
12:30 AM	0	44	4	0	2	0	0	0	1	0	1	0	0	1	53
12:45 AM	0	27	3	1	2	1	0	2	2	0	2	0	0	0	40
01:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
01:15 AM	1	16	4	0	0	2	0	1	1	0	0	0	0	1	26
01:30 AM	1	29	3	0	1	1	0	0	0	0	0	1	0	0	36
01:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00 AM	0	15	2	0	1	0	0	1	1	0	0	0	0	0	20
02:15 AM	0	12	1	0	1	0	0	0	2	0	0	0	0	0	16
02:30 AM	1	15	5	0	1	0	0	0	1	0	0	0	0	0	23
02:45 AM	0	16	5	0	0	0	0	0	1	0	1	0	0	0	23
03:00 AM	0	14	2	0	3	0	0	0	2	0	1	0	0	0	22
03:15 AM	0	16	6	0	0	0	0	2	2	0	1	0	0	1	28
03:30 AM	0	16	6	0	2	0	0	3	1	0	0	0	0	1	29
03:45 AM	0	17	4	1	3	0	0	0	0	0	1	0	0	1	27
04:00 AM	1	24	6	0	3	2	0	0	1	0	0	0	0	0	37
04:15 AM	0	24	8	1	6	1	0	0	1	0	0	0	0	2	43
04:30 AM	1	36	9	0	5	1	0	1	2	0	0	1	0	1	57
04:45 AM	0	40	12	0	2	0	0	2	0	0	0	0	0	0	56
05:00 AM	1	63	13	1	2	0	0	1	0	0	0	0	0	0	81
05:15 AM	0	65	12	0	3	2	0	2	3	0	0	0	1	1	89
05:30 AM	0	89	20	0	8	0	0	1	5	0	0	0	0	0	123
05:45 AM	0	104	25	2	10	0	0	3	4	0	0	0	0	1	149
Day Total															
Percent															
ADT															
16607															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	100	29	0	13	0	0	6	4	0	0	0	0	1	155
06:15 AM	0	141	43	1	10	2	0	4	1	1	0	1	0	5	209
06:30 AM	4	144	58	4	9	2	0	8	5	2	1	0	0	2	239
06:45 AM	2	186	68	3	13	0	0	6	5	1	3	0	1	8	296
07:00 AM	2	175	58	4	11	3	0	7	7	2	0	0	1	3	273
07:15 AM	3	230	52	3	15	1	1	8	3	3	0	0	0	7	326
07:30 AM	7	272	63	6	15	7	0	11	4	1	1	1	0	13	401
07:45 AM	4	243	47	2	13	4	0	14	1	0	0	0	1	5	334
08:00 AM	3	228	69	2	12	3	0	8	3	0	0	0	0	7	335
08:15 AM	0	197	42	1	8	3	1	12	9	0	1	0	2	7	283
08:30 AM	5	170	67	0	15	1	0	11	6	2	1	0	0	13	291
08:45 AM	4	172	50	0	10	3	1	9	5	2	3	1	2	6	268
09:00 AM	2	115	38	4	13	3	1	7	7	1	0	0	3	6	200
09:15 AM	2	156	41	1	10	2	0	6	3	3	1	0	0	6	231
09:30 AM	1	149	46	0	11	5	0	3	2	1	0	0	0	9	227
09:45 AM	4	159	53	3	21	3	0	7	2	1	0	0	0	9	262
10:00 AM	2	141	47	5	18	0	0	9	8	0	0	0	0	8	238
10:15 AM	2	158	53	1	13	2	1	10	7	1	0	0	0	10	258
10:30 AM	4	148	45	2	17	1	0	8	5	0	0	0	1	5	236
10:45 AM	4	154	67	2	18	4	1	9	4	1	2	0	0	9	275
11:00 AM	2	152	46	2	14	1	0	5	4	3	1	0	0	4	234
11:15 AM	2	188	49	0	26	6	1	8	5	0	1	0	1	8	295
11:30 AM	3	131	36	1	8	1	1	5	3	2	0	0	1	8	200
11:45 AM	1	153	49	6	11	0	0	8	2	1	1	0	1	7	240
Day Total															
Percent															
ADT 16607															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	4	181	57	1	15	4	1	13	3	0	0	0	0	12	291
12:15 PM	6	188	60	5	13	1	0	10	6	2	0	0	1	5	297
12:30 PM	2	200	51	8	9	5	0	11	5	0	0	0	0	13	304
12:45 PM	3	136	55	8	17	1	2	7	6	1	0	0	0	6	242
01:00 PM	1	162	43	4	9	2	0	10	4	0	1	0	1	6	243
01:15 PM	0	185	47	3	16	1	1	14	4	1	1	0	0	8	281
01:30 PM	1	156	63	3	16	6	0	10	5	2	1	0	0	7	270
01:45 PM	2	179	52	4	16	3	1	9	6	2	0	0	1	10	285
02:00 PM	1	145	37	1	11	2	0	12	4	0	1	0	1	7	222
02:15 PM	4	176	44	1	15	5	1	6	4	2	0	0	0	7	265
02:30 PM	5	194	61	1	16	3	0	15	2	1	2	0	0	6	306
02:45 PM	6	177	41	5	12	3	1	9	3	2	0	0	0	5	264
03:00 PM	2	192	50	10	15	1	1	6	3	1	0	2	0	9	292
03:15 PM	4	176	41	3	12	4	0	11	2	1	1	0	0	9	264
03:30 PM	3	204	57	7	17	1	1	11	0	1	0	1	0	5	308
03:45 PM	8	200	57	6	10	6	0	7	4	0	0	1	2	8	309
04:00 PM	4	154	39	2	13	0	0	8	3	0	0	0	0	13	236
04:15 PM	2	196	51	2	12	4	0	3	3	1	1	0	1	5	281
04:30 PM	3	200	46	3	19	5	0	5	0	0	1	0	0	11	293
04:45 PM	3	206	45	5	12	2	0	7	3	1	0	0	0	6	290
05:00 PM	3	231	56	2	13	0	0	4	2	1	0	1	0	4	317
05:15 PM	2	195	66	2	9	3	1	8	1	0	1	0	1	11	300
05:30 PM	2	165	54	2	6	0	0	5	2	0	0	0	0	7	243
05:45 PM	0	166	41	2	12	1	0	2	2	0	1	0	0	4	231
Day Total															
Percent															
ADT 16607															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	170	30	0	7	0	0	5	2	1	1	0	0	4	222
06:15 PM	3	175	34	0	10	1	1	6	3	1	1	0	0	4	239
06:30 PM	0	146	32	1	4	1	0	3	6	0	0	0	0	3	196
06:45 PM	0	120	23	0	8	0	0	7	2	1	0	0	0	3	164
07:00 PM	0	120	30	0	3	0	0	3	2	1	0	0	0	0	159
07:15 PM	0	109	20	0	6	0	0	2	1	0	0	0	0	3	141
07:30 PM	0	78	25	2	11	0	0	3	1	0	1	0	0	0	121
07:45 PM	0	82	13	0	7	1	0	1	2	1	1	0	0	1	109
08:00 PM	0	80	16	0	3	0	0	2	1	0	2	0	0	1	105
08:15 PM	0	69	11	1	4	0	0	2	1	0	0	0	0	3	91
08:30 PM	2	94	21	0	3	0	0	0	0	0	0	0	0	1	121
08:45 PM	2	82	15	1	2	1	0	0	0	0	0	0	0	3	106
09:00 PM	0	90	16	0	5	2	0	1	0	0	1	0	0	0	115
09:15 PM	0	63	13	0	0	0	0	1	0	0	0	0	0	1	78
09:30 PM	0	83	11	0	2	0	0	1	2	0	2	0	1	0	102
09:45 PM	1	58	4	1	2	0	0	0	1	0	0	0	0	0	67
10:00 PM	0	51	6	0	1	0	0	0	3	0	0	0	0	0	61
10:15 PM	0	67	6	0	1	0	0	1	0	0	0	0	0	0	75
10:30 PM	1	61	5	0	3	0	0	0	2	0	0	0	0	1	73
10:45 PM	0	37	8	1	1	0	0	0	1	0	0	0	0	0	48
11:00 PM	0	48	4	0	0	0	0	1	1	0	0	0	0	0	54
11:15 PM	1	31	7	1	3	0	0	1	0	0	0	0	0	1	45
11:30 PM	0	31	6	0	1	0	0	0	0	0	1	0	0	0	39
11:45 PM	0	37	3	1	0	0	0	1	2	0	0	0	0	0	44
Day Total	155	11187	2948	158	781	137	19	455	247	52	44	10	24	390	16607
Percent	0.9%	67.4%	17.8%	1%	4.7%	0.8%	0.1%	2.7%	1.5%	0.3%	0.3%	0.1%	0.1%	2.3%	
ADT 16607															
AM Peak 15-min Vol	7:30 AM 7	7:30 AM 272	8:00 AM 69	7:30 AM 6	11:15 AM 26	7:30 AM 7	7:15 AM 1	7:45 AM 14	8:15 AM 9	7:15 AM 3	6:45 AM 3	1:30 AM 1	9:00 AM 3	7:30 AM 13	7:30 AM 401
PM Peak 15-min Vol	3:45 PM 8	5:00 PM 231	5:15 PM 66	3:00 PM 10	4:30 PM 19	1:30 PM 6	12:45 PM 2	2:30 PM 15	12:15 PM 6	12:15 PM 2	2:30 PM 2	3:00 PM 2	3:45 PM 2	12:30 PM 13	5:00 PM 317

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	35	6	0	2	0	0	0	1	0	0	0	0	0	44
12:15 AM	0	43	7	2	3	0	0	0	1	0	0	0	0	0	56
12:30 AM	0	34	5	0	1	0	0	0	2	0	1	0	0	0	43
12:45 AM	0	30	2	0	1	0	0	1	0	0	0	0	0	0	34
01:00 AM	0	17	3	0	1	0	0	1	0	0	1	0	0	0	23
01:15 AM	0	24	4	0	0	0	0	0	1	0	0	0	0	0	29
01:30 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
01:45 AM	0	19	0	0	0	2	0	1	1	0	0	0	0	1	24
02:00 AM	0	17	3	0	0	0	0	0	1	0	0	0	0	0	21
02:15 AM	0	8	4	1	1	0	0	0	2	0	0	0	0	0	16
02:30 AM	0	10	5	0	2	0	0	1	1	0	0	0	0	0	19
02:45 AM	0	17	3	1	0	0	0	1	1	0	0	0	0	0	23
03:00 AM	0	17	3	0	1	0	0	0	1	0	1	0	0	0	23
03:15 AM	0	11	1	0	0	0	0	1	1	0	0	0	0	0	14
03:30 AM	0	19	9	0	1	0	0	2	1	0	0	0	0	0	32
03:45 AM	0	14	3	0	3	1	0	1	0	0	2	0	0	0	24
04:00 AM	0	22	9	1	6	0	0	0	2	0	0	0	0	1	41
04:15 AM	1	26	7	0	6	0	0	0	3	0	0	0	0	0	43
04:30 AM	0	31	7	1	4	0	0	2	3	0	0	0	0	0	48
04:45 AM	1	53	13	0	1	0	0	2	4	0	1	0	0	1	76
05:00 AM	1	63	12	0	6	0	0	3	3	0	0	0	0	1	89
05:15 AM	0	60	24	0	6	2	0	1	2	0	0	0	0	0	95
05:30 AM	1	80	18	0	4	2	0	1	0	0	0	0	0	1	107
05:45 AM	1	92	29	0	8	1	0	3	2	0	1	0	0	2	139
Day Total															
Percent															
ADT 17089															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	85	37	2	9	4	1	4	4	0	1	0	0	3	151
06:15 AM	3	110	41	1	9	3	0	1	3	1	0	0	1	7	180
06:30 AM	5	139	35	4	8	0	0	6	4	0	0	3	1	7	212
06:45 AM	2	189	58	4	15	4	0	7	1	5	2	0	2	11	300
07:00 AM	3	189	59	4	13	2	1	8	6	1	0	0	1	7	294
07:15 AM	4	219	40	0	16	1	0	4	2	3	1	0	0	12	302
07:30 AM	2	286	60	1	14	4	0	6	3	4	1	0	0	10	391
07:45 AM	7	239	42	3	14	1	2	7	4	0	1	0	1	10	331
08:00 AM	3	200	74	2	15	6	0	9	3	3	1	1	1	6	324
08:15 AM	4	199	54	5	17	2	0	5	5	3	0	0	0	12	306
08:30 AM	3	186	51	3	14	3	0	8	3	0	0	0	1	5	277
08:45 AM	3	140	55	2	5	3	1	14	3	0	0	0	0	9	235
09:00 AM	0	157	44	2	8	2	0	5	1	2	2	0	1	5	229
09:15 AM	1	159	41	3	19	8	1	8	2	3	0	0	1	9	255
09:30 AM	3	150	53	0	16	3	0	7	3	0	3	0	0	6	244
09:45 AM	0	138	46	8	19	6	0	5	7	0	0	0	1	5	235
10:00 AM	7	163	43	2	15	3	0	8	3	2	1	0	0	9	256
10:15 AM	0	174	53	4	13	5	0	5	5	2	1	1	1	3	267
10:30 AM	1	136	40	2	17	5	1	6	3	1	2	0	0	9	223
10:45 AM	6	169	42	2	15	5	1	6	3	1	2	0	0	12	264
11:00 AM	3	147	55	4	12	2	0	10	7	1	2	0	0	2	245
11:15 AM	6	136	64	2	16	4	0	10	2	0	2	1	0	3	246
11:30 AM	5	152	59	0	19	3	2	6	5	0	1	0	2	14	268
11:45 AM	3	182	58	4	15	6	1	12	3	2	3	0	0	8	297
Day Total															
Percent															
ADT 17089															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	4	195	58	1	18	3	1	10	6	0	0	0	0	9	305
12:15 PM	7	180	55	0	18	1	1	8	4	3	0	1	0	12	290
12:30 PM	4	202	68	6	16	2	0	9	5	3	1	1	0	8	325
12:45 PM	3	128	53	5	17	6	0	7	3	0	1	0	0	14	237
01:00 PM	0	165	64	1	16	4	2	9	4	0	2	0	1	10	278
01:15 PM	3	185	52	3	14	4	0	11	5	1	1	1	2	4	286
01:30 PM	2	137	61	0	23	0	0	5	5	2	1	0	0	12	248
01:45 PM	0	183	48	5	18	5	0	7	3	2	0	0	0	8	279
02:00 PM	2	167	43	2	12	1	0	15	3	3	0	1	1	7	257
02:15 PM	0	221	45	3	15	2	0	9	3	1	1	0	0	9	309
02:30 PM	2	169	44	5	21	2	0	9	7	3	0	1	0	8	271
02:45 PM	6	192	47	4	12	3	1	13	3	1	1	0	0	9	292
03:00 PM	0	193	57	7	18	3	2	11	3	0	1	0	1	10	306
03:15 PM	2	185	47	2	13	1	0	9	6	1	1	1	0	9	277
03:30 PM	2	192	56	3	8	6	0	11	2	2	1	0	3	10	296
03:45 PM	6	189	47	3	12	3	0	10	1	2	1	1	0	11	286
04:00 PM	2	188	50	6	12	2	0	6	3	3	0	1	2	15	290
04:15 PM	7	180	60	1	11	3	0	11	3	0	0	0	2	18	296
04:30 PM	3	183	50	4	14	2	1	14	6	2	1	0	0	11	291
04:45 PM	1	196	53	7	16	2	0	10	2	0	0	1	0	5	293
05:00 PM	4	211	50	3	16	2	0	11	3	2	0	0	0	8	310
05:15 PM	1	223	38	2	10	3	0	2	1	0	1	0	0	4	285
05:30 PM	3	180	47	1	15	2	0	5	2	0	0	1	1	8	265
05:45 PM	1	203	52	4	7	2	0	5	5	0	0	0	0	9	288
Day Total															
Percent															
ADT 17089															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	170	50	1	14	1	1	3	1	1	0	0	0	11	255
06:15 PM	2	192	47	1	9	2	0	4	1	0	0	0	0	6	264
06:30 PM	2	158	33	1	8	1	0	3	1	0	1	0	0	10	218
06:45 PM	4	159	35	2	7	3	0	2	1	1	0	0	2	7	223
07:00 PM	1	121	24	2	9	0	0	2	2	0	0	0	0	5	166
07:15 PM	1	100	31	0	5	0	0	2	1	0	0	0	0	1	141
07:30 PM	0	102	15	0	6	0	0	3	2	0	1	0	0	2	131
07:45 PM	1	86	9	1	3	0	1	4	1	0	0	1	0	3	110
08:00 PM	1	96	14	2	4	0	0	2	1	0	2	0	0	3	125
08:15 PM	1	87	15	1	5	1	0	1	0	1	1	0	0	1	114
08:30 PM	2	86	22	0	1	1	0	3	2	0	0	0	0	3	120
08:45 PM	1	84	12	3	4	2	0	0	1	0	0	0	0	2	109
09:00 PM	0	58	12	0	5	0	0	2	3	0	0	0	0	2	82
09:15 PM	1	65	6	0	3	0	0	2	1	0	2	0	0	3	83
09:30 PM	1	60	8	1	5	0	0	2	2	0	0	0	0	1	80
09:45 PM	0	61	5	0	3	1	0	0	1	0	0	0	0	0	71
10:00 PM	0	58	9	2	0	0	0	1	1	0	0	0	0	2	73
10:15 PM	0	55	7	1	0	0	0	0	0	0	0	0	0	0	63
10:30 PM	1	76	9	0	2	0	0	0	0	1	0	0	0	0	89
10:45 PM	0	50	8	1	2	1	0	1	1	0	0	0	0	1	65
11:00 PM	1	63	6	0	1	0	0	1	1	0	0	0	0	0	73
11:15 PM	0	49	6	1	2	0	0	0	2	0	0	0	0	1	61
11:30 PM	0	42	6	0	3	0	0	0	0	0	0	0	0	0	51
11:45 PM	0	42	5	0	1	0	0	0	0	0	0	0	0	0	48
Day Total	167	11371	3021	168	844	170	21	443	232	69	54	17	29	483	17089
Percent	1%	66.5%	17.7%	1%	4.9%	1%	0.1%	2.6%	1.4%	0.4%	0.3%	0.1%	0.2%	2.8%	
ADT 17089															
AM Peak 15-min Vol	7:45 AM 7	7:30 AM 286	8:00 AM 74	9:45 AM 8	9:15 AM 19	9:15 AM 8	7:45 AM 2	8:45 AM 14	9:45 AM 7	6:45 AM 5	9:30 AM 3	6:30 AM 3	6:45 AM 2	11:30 AM 14	7:30 AM 391
PM Peak 15-min Vol	12:15 PM 7	5:15 PM 223	12:30 PM 68	3:00 PM 7	1:30 PM 23	12:45 PM 6	1:00 PM 2	2:00 PM 15	2:30 PM 7	12:15 PM 3	1:00 PM 2	12:15 PM 1	3:30 PM 3	4:15 PM 18	12:30 PM 325

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	40	5	0	3	0	0	0	1	0	0	0	0	0	50
12:15 AM	0	31	3	0	0	0	0	1	1	0	0	0	0	0	36
12:30 AM	0	44	5	0	1	0	0	0	0	0	0	0	0	0	50
12:45 AM	0	40	7	1	0	0	0	1	3	1	1	0	0	0	54
01:00 AM	0	27	3	0	1	0	0	0	0	0	1	0	0	0	32
01:15 AM	0	23	2	0	1	0	0	0	0	0	1	0	0	1	28
01:30 AM	0	23	2	0	0	0	0	1	1	0	0	0	0	0	27
01:45 AM	0	26	3	0	1	0	0	1	1	0	0	0	0	0	32
02:00 AM	0	22	4	0	0	0	0	2	0	0	0	0	0	0	28
02:15 AM	0	23	1	0	1	0	0	1	1	0	1	0	0	0	28
02:30 AM	0	19	2	0	0	0	0	1	0	0	1	0	0	0	23
02:45 AM	0	24	0	0	2	1	0	2	1	0	0	0	0	2	32
03:00 AM	0	19	7	1	1	0	0	2	2	0	0	0	0	1	33
03:15 AM	0	20	2	0	1	0	0	0	0	0	1	0	0	0	24
03:30 AM	0	29	5	0	5	0	0	1	2	0	0	0	0	0	42
03:45 AM	0	19	3	0	1	0	0	1	1	0	0	0	0	0	25
04:00 AM	0	24	7	1	1	1	0	0	1	0	0	0	0	0	35
04:15 AM	0	25	7	0	4	0	0	0	3	0	0	0	0	0	39
04:30 AM	0	35	7	0	1	0	0	1	1	0	0	0	0	0	45
04:45 AM	0	51	10	0	5	1	0	1	3	0	0	1	0	0	72
05:00 AM	0	55	10	0	2	0	0	1	1	0	0	0	0	1	70
05:15 AM	0	71	20	0	7	2	0	6	2	0	0	0	0	0	108
05:30 AM	0	63	23	0	6	2	0	2	6	0	0	0	0	1	103
05:45 AM	1	94	25	0	11	1	0	3	3	0	0	0	0	2	140
Day Total															
Percent															
ADT															
17538															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	78	28	0	10	0	0	3	0	0	1	0	3	4	127
06:15 AM	2	115	53	2	8	2	0	5	4	0	2	1	0	3	197
06:30 AM	1	105	45	3	13	5	0	10	3	0	0	0	0	1	186
06:45 AM	1	183	45	4	6	2	1	6	3	2	2	0	0	2	257
07:00 AM	3	187	72	3	10	3	0	5	4	3	0	2	0	9	301
07:15 AM	4	202	49	3	18	1	1	10	2	3	0	0	0	10	303
07:30 AM	4	252	59	3	17	2	2	7	3	0	0	0	0	14	363
07:45 AM	2	214	50	3	10	4	0	5	4	3	1	0	0	7	303
08:00 AM	6	163	47	1	13	5	2	6	4	1	2	0	0	9	259
08:15 AM	5	178	42	1	11	0	0	9	8	1	0	0	1	10	266
08:30 AM	4	153	46	2	17	1	0	8	2	4	0	0	0	8	245
08:45 AM	2	168	44	0	13	3	0	8	0	4	2	0	0	4	248
09:00 AM	2	144	39	2	17	2	0	9	3	0	0	0	1	5	224
09:15 AM	4	161	48	2	23	1	0	10	3	2	0	0	3	7	264
09:30 AM	2	159	57	1	8	3	0	11	1	2	1	0	0	5	250
09:45 AM	1	151	33	5	15	5	1	7	5	2	0	0	0	7	232
10:00 AM	0	138	47	1	10	2	0	7	3	1	2	2	0	2	215
10:15 AM	1	153	41	0	19	2	0	11	4	2	1	2	1	8	245
10:30 AM	1	157	45	4	11	5	0	10	3	2	0	1	0	8	247
10:45 AM	6	149	61	3	12	6	1	13	7	5	2	0	2	7	274
11:00 AM	1	153	46	2	14	1	0	5	6	0	0	1	1	11	241
11:15 AM	2	181	64	1	10	3	0	10	1	1	1	0	1	11	286
11:30 AM	1	186	57	3	10	1	0	3	3	1	0	2	2	12	281
11:45 AM	2	176	62	1	25	5	0	8	3	2	2	2	0	19	307
Day Total															
Percent															
ADT															
17538															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	5	183	71	2	20	5	1	6	7	1	3	0	0	11	315
12:15 PM	2	169	61	3	15	2	0	12	2	0	2	0	1	7	276
12:30 PM	3	185	66	4	20	6	0	13	2	4	0	0	3	11	317
12:45 PM	4	175	63	1	17	3	0	11	5	0	0	0	1	14	294
01:00 PM	3	157	63	4	15	7	1	9	2	0	2	1	0	13	277
01:15 PM	3	172	49	4	16	5	1	5	3	1	1	0	1	8	269
01:30 PM	3	205	46	1	16	3	0	7	0	4	0	0	0	11	296
01:45 PM	2	189	38	2	14	3	1	11	3	3	1	0	0	7	274
02:00 PM	3	199	54	4	12	2	0	8	3	1	0	0	0	7	293
02:15 PM	6	206	54	5	10	2	1	9	7	1	1	0	0	11	313
02:30 PM	2	191	46	3	15	2	1	6	4	1	0	0	0	11	282
02:45 PM	4	216	45	3	10	2	1	11	2	2	2	0	1	11	310
03:00 PM	7	165	49	4	11	2	0	9	2	1	1	1	1	7	260
03:15 PM	3	184	56	3	21	2	0	8	3	2	0	0	0	3	285
03:30 PM	6	202	49	1	15	6	0	8	4	2	0	0	0	5	298
03:45 PM	3	228	57	2	18	2	0	11	1	1	0	1	0	7	331
04:00 PM	6	215	52	4	25	0	0	10	2	3	0	0	0	13	330
04:15 PM	1	220	47	3	16	1	2	9	1	2	1	0	2	21	326
04:30 PM	3	187	57	1	10	3	0	13	1	1	0	0	0	7	283
04:45 PM	2	187	51	4	13	2	0	4	2	0	1	0	0	10	276
05:00 PM	4	220	68	4	13	2	0	3	1	0	1	0	0	7	323
05:15 PM	3	208	53	2	19	1	0	8	2	1	0	0	0	5	302
05:30 PM	1	190	49	2	5	1	0	3	4	0	0	0	0	10	265
05:45 PM	3	208	43	1	8	1	0	7	2	0	2	0	0	4	279
Day Total															
Percent															
ADT															
17538															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave **QC JOB #:** 15135842
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	187	36	1	10	0	0	2	4	1	0	0	0	4	245
06:15 PM	2	173	35	0	10	0	0	4	1	0	0	0	1	6	232
06:30 PM	8	158	40	1	7	0	0	3	2	1	1	1	0	9	231
06:45 PM	0	163	34	2	13	2	0	5	4	0	1	0	0	4	228
07:00 PM	0	137	17	1	4	2	0	6	1	0	0	0	0	6	174
07:15 PM	1	126	25	3	8	0	0	4	2	1	2	0	0	5	177
07:30 PM	0	102	22	0	5	0	0	0	1	1	0	0	0	1	132
07:45 PM	0	114	23	1	8	1	0	3	1	0	1	0	1	3	156
08:00 PM	0	108	25	3	4	2	0	0	1	0	0	0	0	2	145
08:15 PM	1	84	20	2	3	1	0	3	0	1	0	1	0	1	117
08:30 PM	0	120	25	1	4	0	0	3	0	0	1	0	0	3	157
08:45 PM	1	86	18	0	4	0	0	0	1	0	1	0	0	2	113
09:00 PM	0	109	19	1	7	0	0	3	2	0	0	0	0	1	142
09:15 PM	1	69	17	1	4	1	0	1	1	0	0	0	0	6	101
09:30 PM	0	86	14	1	2	0	0	0	1	0	0	0	0	0	104
09:45 PM	0	71	14	1	3	0	0	0	0	0	1	0	0	1	91
10:00 PM	0	67	10	1	2	0	1	0	1	0	2	0	0	1	85
10:15 PM	1	76	14	2	1	0	0	1	0	0	0	0	0	0	95
10:30 PM	0	90	8	0	3	0	0	1	0	0	0	0	0	1	103
10:45 PM	0	73	9	0	3	0	0	0	0	0	0	0	0	0	85
11:00 PM	0	65	7	0	0	0	0	2	0	0	0	1	0	1	76
11:15 PM	0	54	9	1	1	0	0	0	2	1	0	0	0	0	68
11:30 PM	0	57	9	0	1	0	0	1	1	0	0	0	0	0	69
11:45 PM	0	49	9	0	0	0	0	0	2	0	1	0	0	0	61
Day Total	156	11838	3089	143	836	146	18	457	206	79	54	20	27	469	17538
Percent	0.9%	67.5%	17.6%	0.8%	4.8%	0.8%	0.1%	2.6%	1.2%	0.5%	0.3%	0.1%	0.2%	2.7%	
ADT 17538															
AM Peak 15-min Vol	8:00 AM	7:30 AM	7:00 AM	9:45 AM	11:45 AM	10:45 AM	7:30 AM	10:45 AM	8:15 AM	10:45 AM	6:15 AM	7:00 AM	6:00 AM	11:45 AM	7:30 AM
	6	252	72	5	25	6	2	13	8	5	2	2	3	19	363
PM Peak 15-min Vol	6:30 PM	3:45 PM	12:00 PM	2:15 PM	4:00 PM	1:00 PM	4:15 PM	12:30 PM	12:00 PM	12:30 PM	12:00 PM	1:00 PM	12:30 PM	4:15 PM	3:45 PM
	8	228	71	5	25	7	2	13	7	4	3	1	3	21	331

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	60	8	0	0	0	0	2	1	0	0	0	0	0	72
12:15 AM	0	50	4	0	2	1	0	2	0	0	0	0	0	1	60
12:30 AM	1	43	5	0	0	0	0	1	0	0	0	0	0	0	50
12:45 AM	0	39	3	0	1	0	0	0	0	0	0	0	0	0	43
01:00 AM	0	24	5	1	2	1	0	0	0	0	0	0	0	2	35
01:15 AM	0	39	2	0	1	0	0	0	1	0	0	0	0	1	44
01:30 AM	0	22	7	0	0	0	0	0	1	0	0	0	0	0	30
01:45 AM	0	21	5	0	0	0	0	3	1	0	2	0	0	0	32
02:00 AM	0	20	4	0	0	0	0	0	2	0	0	0	0	0	26
02:15 AM	0	27	2	0	0	0	0	0	1	0	0	0	0	0	30
02:30 AM	0	18	2	0	2	0	0	1	0	0	0	0	0	1	24
02:45 AM	0	25	5	0	0	0	0	0	1	0	0	0	0	0	31
03:00 AM	0	17	6	0	1	0	0	0	0	0	2	1	0	0	27
03:15 AM	0	13	1	0	2	0	0	0	2	0	1	0	0	0	19
03:30 AM	0	21	1	0	1	0	0	1	1	0	0	0	1	0	26
03:45 AM	0	17	3	0	2	0	0	0	0	0	0	0	0	0	22
04:00 AM	0	20	7	0	1	0	0	2	0	0	0	0	0	0	30
04:15 AM	0	19	3	0	4	0	0	0	0	0	0	0	0	0	26
04:30 AM	0	24	9	1	3	0	0	0	0	0	0	0	0	2	39
04:45 AM	0	25	5	0	1	0	0	1	1	0	0	0	0	0	33
05:00 AM	0	38	8	0	4	1	0	0	0	0	0	0	0	1	52
05:15 AM	0	29	5	0	3	0	0	1	0	0	0	0	0	1	39
05:30 AM	0	46	11	0	3	0	0	0	1	0	0	0	0	0	61
05:45 AM	0	51	8	1	2	2	0	0	0	1	0	0	0	0	65
Day Total															
Percent															
ADT 12778															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

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LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

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DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	38	12	2	8	0	0	1	1	0	0	0	0	0	62
06:15 AM	0	51	16	0	2	1	0	2	1	0	0	0	0	1	74
06:30 AM	0	61	16	0	3	2	0	1	3	0	0	0	0	3	89
06:45 AM	2	62	18	1	7	1	0	2	1	1	0	0	0	1	96
07:00 AM	0	66	22	0	3	0	0	4	5	0	0	0	0	2	102
07:15 AM	0	59	20	0	3	1	0	3	2	0	0	0	0	1	89
07:30 AM	0	90	21	0	5	0	1	3	1	1	0	0	0	0	122
07:45 AM	1	94	29	1	7	0	0	2	1	0	0	0	0	3	138
08:00 AM	0	84	23	0	4	2	0	2	1	1	0	0	0	2	119
08:15 AM	3	98	28	0	8	2	0	3	2	0	0	0	0	2	146
08:30 AM	1	94	29	0	9	2	0	3	2	0	0	0	0	2	142
08:45 AM	0	114	26	0	6	1	1	5	2	0	0	0	0	2	157
09:00 AM	1	109	27	1	12	0	0	2	1	1	0	0	0	3	157
09:15 AM	1	128	28	1	6	1	0	3	0	1	0	0	0	1	170
09:30 AM	1	140	25	0	8	2	0	3	0	0	0	0	0	1	180
09:45 AM	2	145	31	2	17	0	0	7	1	0	0	0	0	5	210
10:00 AM	1	171	46	0	14	2	2	2	0	1	1	1	0	2	243
10:15 AM	1	144	34	1	13	0	0	8	1	1	1	0	0	4	208
10:30 AM	0	144	31	0	13	4	0	3	2	1	2	0	0	1	201
10:45 AM	3	147	39	0	7	2	0	4	1	0	1	0	0	5	209
11:00 AM	1	187	42	0	7	4	0	3	0	1	1	1	0	7	254
11:15 AM	2	178	35	2	10	2	0	10	0	2	0	0	1	8	250
11:30 AM	3	167	40	2	12	1	0	6	1	0	0	0	0	5	237
11:45 AM	3	189	46	0	16	3	0	6	1	1	0	0	0	7	272
Day Total															
Percent															
ADT															
12778															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

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LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

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CITY/STATE: Marion, FL

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	166	50	3	8	1	0	13	1	1	0	0	0	10	256
12:15 PM	4	159	38	2	5	2	0	2	0	0	0	0	0	15	227
12:30 PM	3	158	47	1	15	0	0	4	1	0	0	0	0	8	237
12:45 PM	0	144	31	2	11	0	1	2	0	1	0	0	0	9	201
01:00 PM	2	170	49	2	8	1	0	4	5	0	0	0	0	14	255
01:15 PM	0	152	37	0	9	0	0	3	0	2	2	0	0	8	213
01:30 PM	3	173	43	0	8	1	0	5	1	0	1	0	0	7	242
01:45 PM	2	163	38	2	10	4	1	6	0	0	0	0	1	10	237
02:00 PM	0	166	36	3	5	0	0	5	0	0	0	0	2	8	225
02:15 PM	0	144	31	0	10	0	0	6	0	0	1	0	0	5	197
02:30 PM	7	139	34	1	6	4	0	5	0	0	1	0	0	11	208
02:45 PM	5	174	37	0	18	0	2	2	2	1	1	0	0	8	250
03:00 PM	5	144	36	5	13	2	0	9	0	1	1	0	0	7	223
03:15 PM	2	147	32	0	11	1	0	3	0	0	0	0	0	5	201
03:30 PM	1	175	41	2	7	1	0	3	0	0	1	0	0	7	238
03:45 PM	1	150	24	5	6	0	0	4	0	1	0	0	0	4	195
04:00 PM	1	151	42	3	8	1	0	3	0	0	1	0	0	5	215
04:15 PM	0	132	37	2	5	0	0	2	1	1	0	0	0	4	184
04:30 PM	1	184	46	6	10	0	0	6	0	0	0	0	0	7	260
04:45 PM	3	155	38	1	9	0	0	3	1	0	0	1	0	4	215
05:00 PM	1	181	35	1	6	1	0	2	0	0	0	0	0	6	233
05:15 PM	2	167	32	3	7	1	0	5	0	2	1	2	0	4	226
05:30 PM	3	169	25	4	4	1	1	2	0	1	0	0	0	7	217
05:45 PM	3	146	27	1	11	1	0	3	0	0	0	0	0	4	196
Day Total															
Percent															
ADT															
12778															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	140	22	1	3	2	0	3	1	1	0	0	0	5	179
06:15 PM	0	130	29	0	4	1	0	1	1	0	0	0	0	4	170
06:30 PM	0	132	23	0	3	0	0	0	0	0	0	0	0	3	161
06:45 PM	1	115	28	1	4	0	0	2	1	1	1	0	0	2	156
07:00 PM	0	86	19	0	5	0	0	1	0	0	0	0	0	6	117
07:15 PM	0	102	19	0	7	1	0	4	0	0	0	0	0	1	134
07:30 PM	1	92	11	0	6	1	0	1	0	0	0	0	0	2	114
07:45 PM	1	86	21	0	2	1	0	2	1	0	0	0	0	1	115
08:00 PM	0	84	19	0	2	1	0	0	0	0	0	0	0	2	108
08:15 PM	0	104	13	1	2	0	0	0	0	0	0	0	0	0	120
08:30 PM	1	85	22	1	4	0	0	0	1	0	0	0	0	4	118
08:45 PM	0	96	19	0	1	0	0	0	0	0	0	0	0	3	119
09:00 PM	1	91	17	0	3	1	1	0	0	0	0	0	0	0	114
09:15 PM	1	83	14	1	3	0	0	4	1	0	0	0	0	0	107
09:30 PM	0	73	11	0	2	0	0	2	1	2	0	0	0	1	92
09:45 PM	0	90	11	0	0	0	0	0	0	0	0	0	0	1	102
10:00 PM	0	88	6	0	0	0	0	1	0	0	0	0	0	1	96
10:15 PM	1	69	7	0	1	0	0	1	2	0	0	0	0	0	81
10:30 PM	0	55	6	0	1	1	0	0	1	0	0	0	0	2	66
10:45 PM	0	66	9	0	3	0	0	0	0	0	0	0	0	0	78
11:00 PM	0	53	8	0	2	1	0	0	0	0	0	0	0	0	64
11:15 PM	0	43	4	0	2	0	0	2	0	0	0	0	0	0	51
11:30 PM	0	47	7	0	0	0	0	0	0	0	0	0	0	1	55
11:45 PM	0	57	7	0	0	0	0	1	2	0	0	0	0	0	67
Day Total	88	9344	2041	70	505	70	10	229	67	28	22	6	5	293	12778
Percent	0.7%	73.1%	16%	0.5%	4%	0.5%	0.1%	1.8%	0.5%	0.2%	0.2%	0%	0%	2.3%	
ADT 12778															
AM Peak 15-min Vol	8:15 AM 3	11:45 AM 189	10:00 AM 46	6:00 AM 2	9:45 AM 17	10:30 AM 4	10:00 AM 2	11:15 AM 10	7:00 AM 5	11:15 AM 2	1:45 AM 2	3:00 AM 1	3:30 AM 1	11:15 AM 8	11:45 AM 272
PM Peak 15-min Vol	2:30 PM 7	4:30 PM 184	12:00 PM 50	4:30 PM 6	2:45 PM 18	1:45 PM 4	2:45 PM 2	12:00 PM 13	1:00 PM 5	1:15 PM 2	1:15 PM 2	5:15 PM 2	2:00 PM 2	12:15 PM 15	4:30 PM 260

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	45	3	0	0	0	0	0	1	0	0	0	0	0	49
12:15 AM	0	37	2	0	1	0	0	2	0	0	0	0	0	0	42
12:30 AM	0	21	9	1	0	0	0	0	0	0	0	0	0	0	31
12:45 AM	0	23	6	0	2	0	0	2	1	0	0	0	0	0	34
01:00 AM	0	27	9	0	2	0	0	0	0	0	0	0	0	2	40
01:15 AM	1	28	5	0	0	0	0	1	1	0	0	0	0	0	36
01:30 AM	0	23	2	0	1	0	0	1	0	0	0	0	0	0	27
01:45 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	1	20
02:00 AM	0	10	7	0	3	0	0	1	0	0	0	0	0	0	21
02:15 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
02:30 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	1	24
02:45 AM	1	18	1	0	0	0	0	1	0	0	0	0	0	1	22
03:00 AM	0	39	3	0	0	0	0	0	0	0	0	0	0	1	43
03:15 AM	0	13	1	0	0	0	0	1	0	0	0	0	0	1	16
03:30 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	0	15
03:45 AM	0	14	1	0	2	0	0	0	0	0	0	0	0	1	18
04:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
04:15 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
04:30 AM	0	15	5	1	1	0	0	1	0	0	0	0	0	0	23
04:45 AM	0	11	1	0	2	0	0	1	0	0	0	0	0	0	15
05:00 AM	0	16	4	0	3	0	0	1	0	0	0	0	0	0	24
05:15 AM	0	23	10	0	0	0	0	1	0	0	0	0	0	0	34
05:30 AM	0	31	4	0	0	0	0	0	0	0	0	0	0	0	35
05:45 AM	0	23	5	0	1	0	0	0	0	0	0	0	0	1	30
Day Total															
Percent															
ADT 10226															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	28	5	0	1	0	0	2	0	0	0	0	0	0	36
06:15 AM	0	35	10	0	5	0	0	0	1	0	0	0	0	1	52
06:30 AM	0	40	6	0	1	0	0	3	1	0	0	0	0	0	51
06:45 AM	0	48	14	0	1	0	0	0	0	0	0	0	0	0	63
07:00 AM	0	36	11	0	4	0	0	2	1	0	0	0	0	0	54
07:15 AM	0	43	15	0	2	0	0	0	0	0	0	0	0	0	60
07:30 AM	0	61	6	0	5	0	0	0	0	0	0	0	0	1	73
07:45 AM	1	50	22	0	0	0	0	0	0	0	0	0	0	3	76
08:00 AM	2	72	17	0	4	0	0	2	0	0	0	0	0	1	98
08:15 AM	0	70	19	0	4	0	0	0	0	1	0	0	0	2	96
08:30 AM	0	93	22	0	1	0	0	4	0	0	0	0	0	2	122
08:45 AM	0	107	18	0	4	1	0	4	0	0	0	0	0	1	135
09:00 AM	0	84	18	1	4	0	0	1	0	0	0	0	0	2	110
09:15 AM	3	100	25	0	3	0	0	1	1	0	0	0	0	2	135
09:30 AM	0	119	27	1	3	0	0	1	0	0	2	0	1	3	157
09:45 AM	1	153	28	0	1	0	0	2	0	0	0	0	0	1	186
10:00 AM	1	110	25	0	10	0	0	1	0	0	0	0	0	7	154
10:15 AM	0	156	25	0	11	3	0	3	1	0	0	1	0	2	202
10:30 AM	2	133	27	0	6	0	0	7	0	0	0	0	0	6	181
10:45 AM	0	145	35	2	6	1	0	4	1	0	0	0	0	3	197
11:00 AM	0	143	34	0	7	2	0	2	0	1	0	0	0	7	196
11:15 AM	0	140	37	1	3	3	0	2	0	0	0	0	0	2	188
11:30 AM	1	132	29	1	5	1	1	1	0	0	0	0	1	3	175
11:45 AM	1	142	34	1	3	0	0	5	1	0	1	0	0	0	188
Day Total															
Percent															
ADT 10226															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	122	30	1	6	0	0	2	0	1	1	0	0	5	168
12:15 PM	1	148	40	0	11	1	0	0	1	1	0	0	0	6	209
12:30 PM	2	152	37	1	12	0	0	5	1	1	1	0	0	8	220
12:45 PM	1	168	37	0	7	0	1	3	0	1	0	0	0	2	220
01:00 PM	2	151	37	1	8	0	0	4	2	1	1	0	0	4	211
01:15 PM	0	127	34	0	7	1	0	6	0	0	0	0	0	4	179
01:30 PM	1	164	31	0	8	2	0	2	0	0	1	0	0	8	217
01:45 PM	2	139	19	1	8	1	0	3	0	1	0	0	0	6	180
02:00 PM	3	144	23	1	7	1	0	1	1	1	1	0	0	5	188
02:15 PM	3	138	26	2	5	1	0	2	2	0	2	0	0	7	188
02:30 PM	0	118	22	0	6	1	0	2	0	0	1	0	0	4	154
02:45 PM	3	137	35	0	3	0	0	4	0	0	0	0	0	7	189
03:00 PM	2	140	24	1	4	0	0	2	0	0	1	0	0	3	177
03:15 PM	4	122	31	2	7	0	0	5	0	0	0	1	0	2	174
03:30 PM	1	139	25	2	3	0	0	4	0	0	0	1	0	4	179
03:45 PM	3	136	24	0	8	0	0	2	2	0	1	0	0	4	180
04:00 PM	1	143	24	0	10	2	0	0	0	0	1	0	0	0	181
04:15 PM	4	135	25	0	4	2	0	5	0	0	1	0	0	7	183
04:30 PM	0	163	20	0	6	2	0	3	0	0	0	0	0	2	196
04:45 PM	2	139	27	0	7	1	0	4	0	0	0	0	0	4	184
05:00 PM	1	144	41	0	9	0	0	5	3	0	1	0	0	3	207
05:15 PM	0	116	23	0	2	1	0	4	0	1	0	0	0	3	150
05:30 PM	5	128	36	0	4	1	0	3	2	0	0	0	0	4	183
05:45 PM	1	101	25	0	4	0	0	3	0	0	0	0	0	1	135
Day Total															
Percent															
ADT 10226															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	121	26	0	9	0	0	3	0	0	0	0	1	2	162
06:15 PM	0	149	31	1	5	1	0	1	0	0	0	0	0	7	195
06:30 PM	2	115	14	1	4	1	0	5	0	0	0	0	0	0	142
06:45 PM	0	119	17	0	4	0	0	0	0	0	0	0	0	3	143
07:00 PM	0	97	11	0	5	1	0	1	1	0	0	0	0	4	120
07:15 PM	0	96	13	0	4	0	0	1	0	0	0	0	0	2	116
07:30 PM	0	76	11	0	3	0	0	1	0	0	0	0	0	0	91
07:45 PM	0	81	19	0	3	0	0	0	1	0	1	0	0	2	107
08:00 PM	0	92	19	0	4	0	0	1	0	0	0	1	0	0	117
08:15 PM	1	80	9	0	4	0	0	0	0	0	0	0	0	0	94
08:30 PM	0	75	16	0	2	0	0	1	0	0	0	0	0	1	95
08:45 PM	0	77	15	0	2	0	0	0	0	1	0	0	0	1	96
09:00 PM	1	58	9	0	0	0	0	0	3	0	0	0	0	1	72
09:15 PM	0	46	9	0	1	0	0	0	0	0	0	0	0	0	56
09:30 PM	1	70	7	0	4	0	0	0	0	0	3	0	0	0	85
09:45 PM	0	64	7	1	2	0	0	3	1	0	0	0	0	2	80
10:00 PM	0	46	15	0	1	0	0	2	0	0	0	0	0	1	65
10:15 PM	0	36	9	0	2	0	0	0	0	0	0	0	0	0	47
10:30 PM	0	42	5	0	0	0	0	0	2	0	0	0	0	0	49
10:45 PM	1	41	4	1	0	0	0	1	2	0	0	0	0	0	50
11:00 PM	1	29	3	0	1	0	0	0	0	0	0	0	0	0	34
11:15 PM	0	35	3	0	1	1	0	0	1	0	0	0	0	0	41
11:30 PM	0	34	5	0	1	1	0	0	0	0	0	0	0	0	41
11:45 PM	0	34	2	0	2	1	0	1	1	0	0	0	0	1	42
Day Total	63	7777	1574	25	334	34	2	155	36	11	20	4	3	188	10226
Percent	0.6%	76.1%	15.4%	0.2%	3.3%	0.3%	0%	1.5%	0.4%	0.1%	0.2%	0%	0%	1.8%	
ADT 10226															
AM Peak 15-min Vol	9:15 AM 3	10:15 AM 156	11:15 AM 37	10:45 AM 2	10:15 AM 11	10:15 AM 3	11:30 AM 1	10:30 AM 7	12:00 AM 1	8:15 AM 1	9:30 AM 2	10:15 AM 1	9:30 AM 1	10:00 AM 7	10:15 AM 202
PM Peak 15-min Vol	5:30 PM 5	12:45 PM 168	5:00 PM 41	2:15 PM 2	12:30 PM 12	1:30 PM 2	12:45 PM 1	1:15 PM 6	5:00 PM 3	12:00 PM 1	9:30 PM 3	3:15 PM 1	6:00 PM 1	12:30 PM 8	12:30 PM 220

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	23	1	0	0	0	0	1	2	0	0	0	0	0	27
12:15 AM	0	26	3	0	1	0	0	3	0	0	0	0	0	1	34
12:30 AM	0	15	2	0	1	0	0	0	1	0	0	0	0	0	19
12:45 AM	0	9	1	0	2	0	0	0	2	0	0	0	0	0	14
01:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
01:15 AM	0	27	0	0	0	1	0	0	0	0	0	0	0	0	28
01:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
02:00 AM	0	14	1	0	0	0	0	0	2	0	0	0	0	0	17
02:15 AM	0	15	2	0	2	0	0	0	1	0	0	0	0	1	21
02:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
02:45 AM	0	14	1	0	0	0	0	1	0	0	0	0	0	0	16
03:00 AM	0	8	1	0	0	0	0	2	4	0	2	0	0	0	17
03:15 AM	0	22	2	0	1	0	0	1	0	0	0	0	0	0	26
03:30 AM	0	17	7	0	2	1	0	2	0	0	0	0	0	0	29
03:45 AM	0	14	6	1	4	3	0	0	1	0	0	0	0	0	29
04:00 AM	0	24	4	1	2	0	0	1	4	0	0	0	0	0	36
04:15 AM	0	17	7	0	5	0	0	0	2	0	0	0	0	0	31
04:30 AM	0	37	13	0	4	0	0	2	2	0	0	0	0	0	58
04:45 AM	0	29	14	1	1	0	0	1	1	1	0	0	0	0	48
05:00 AM	1	50	13	2	3	0	0	0	0	0	0	0	0	0	69
05:15 AM	0	64	12	0	4	1	0	2	3	1	0	0	0	1	88
05:30 AM	0	84	25	2	7	1	0	5	3	0	0	0	0	2	129
05:45 AM	0	86	30	0	6	1	0	2	3	0	0	0	0	0	128
Day Total															
Percent															
ADT															
15984															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	79	36	0	12	0	0	3	1	0	0	0	1	4	137
06:15 AM	2	130	46	3	11	3	0	2	3	0	0	0	0	4	204
06:30 AM	3	159	48	3	9	5	0	9	5	0	0	0	0	4	245
06:45 AM	3	199	45	8	7	6	1	5	4	0	1	2	0	1	282
07:00 AM	2	178	52	2	13	2	0	3	1	1	2	0	3	6	265
07:15 AM	5	231	46	4	16	5	2	3	2	2	1	0	1	9	327
07:30 AM	1	244	38	3	12	4	0	7	4	2	1	1	0	16	333
07:45 AM	2	234	43	0	16	4	0	5	8	0	1	0	2	6	321
08:00 AM	2	201	49	5	22	3	0	12	3	1	2	1	1	9	311
08:15 AM	2	174	42	2	12	7	1	5	5	0	0	0	0	4	254
08:30 AM	1	190	52	0	13	4	1	4	5	3	3	1	0	7	284
08:45 AM	3	184	50	2	15	3	0	9	2	1	0	0	0	5	274
09:00 AM	4	147	43	5	11	0	0	5	3	0	0	0	0	4	222
09:15 AM	3	134	46	2	8	1	1	8	5	0	0	0	1	5	214
09:30 AM	1	167	51	2	22	3	0	2	2	0	1	0	0	12	263
09:45 AM	5	158	49	2	7	3	0	10	3	2	0	0	2	5	246
10:00 AM	1	157	35	2	11	3	0	7	5	1	2	0	0	5	229
10:15 AM	3	140	51	2	12	5	0	9	5	0	1	0	0	7	235
10:30 AM	3	156	46	0	16	2	0	9	3	0	0	0	1	8	244
10:45 AM	4	175	54	0	17	4	0	8	8	1	2	0	1	7	281
11:00 AM	2	169	61	4	19	2	1	11	3	0	1	0	0	6	279
11:15 AM	2	174	43	0	23	3	0	7	5	0	1	0	0	8	266
11:30 AM	2	153	45	3	13	3	1	11	1	2	0	0	0	13	247
11:45 AM	2	173	53	4	15	4	1	9	7	1	0	0	0	4	273
Day Total															
Percent															
ADT 15984															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	177	60	1	13	1	1	3	1	1	1	0	0	7	268
12:15 PM	2	145	48	2	13	4	0	11	0	0	1	0	2	11	239
12:30 PM	2	204	46	3	21	4	0	6	3	0	0	0	1	12	302
12:45 PM	2	161	52	2	14	1	0	3	6	3	0	0	2	6	252
01:00 PM	0	169	60	5	18	2	0	8	3	0	2	0	0	3	270
01:15 PM	1	146	58	4	9	5	0	10	5	0	1	1	1	8	249
01:30 PM	2	151	52	2	16	3	2	10	3	1	0	0	0	11	253
01:45 PM	3	184	47	0	10	3	0	10	5	1	1	0	0	12	276
02:00 PM	1	160	52	3	18	3	1	9	2	3	1	0	0	2	255
02:15 PM	5	179	55	3	10	3	0	6	5	2	1	1	0	9	279
02:30 PM	5	189	44	3	11	5	0	11	3	0	2	0	0	7	280
02:45 PM	1	203	47	3	13	3	0	6	1	0	0	0	0	5	282
03:00 PM	0	183	52	2	13	3	1	11	4	4	0	0	0	7	280
03:15 PM	5	156	50	2	13	3	0	3	1	2	0	0	1	13	249
03:30 PM	3	171	53	3	11	1	0	9	5	3	0	0	0	4	263
03:45 PM	7	196	61	2	19	6	2	9	4	2	0	1	1	8	318
04:00 PM	0	172	39	0	18	2	2	13	1	0	0	0	0	6	253
04:15 PM	6	196	33	1	19	0	0	10	1	2	3	0	1	4	276
04:30 PM	4	179	64	4	22	1	2	9	3	2	1	1	0	14	306
04:45 PM	1	155	39	5	9	6	0	5	4	2	0	0	0	9	235
05:00 PM	2	199	48	5	11	0	0	6	2	1	0	0	0	8	282
05:15 PM	5	166	49	6	11	2	1	7	2	0	1	0	0	9	259
05:30 PM	3	168	46	3	14	2	0	10	1	0	0	1	0	11	259
05:45 PM	1	175	40	4	7	0	1	6	2	1	0	0	0	6	243
Day Total															
Percent															
ADT 15984															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	159	30	3	7	3	0	5	2	1	0	0	0	8	219
06:15 PM	1	158	35	0	5	1	0	4	0	3	1	0	0	6	214
06:30 PM	0	148	33	3	7	2	0	4	3	1	0	0	0	10	211
06:45 PM	1	132	30	2	4	1	0	0	4	0	0	0	0	6	180
07:00 PM	0	101	17	1	2	1	0	5	2	0	0	0	0	0	129
07:15 PM	1	93	19	2	6	0	0	3	2	0	0	0	0	4	130
07:30 PM	0	97	18	0	6	0	0	1	4	0	0	0	0	2	128
07:45 PM	0	73	16	2	3	0	0	2	2	0	1	0	0	2	101
08:00 PM	1	84	13	0	4	3	0	1	2	1	0	1	0	2	112
08:15 PM	1	79	11	1	2	1	0	0	2	0	1	0	0	1	99
08:30 PM	2	74	16	2	4	0	0	2	2	0	0	0	1	0	103
08:45 PM	1	65	15	0	0	1	0	0	1	0	0	0	0	0	83
09:00 PM	0	50	11	1	2	0	0	0	1	0	0	0	0	0	65
09:15 PM	0	41	8	0	4	0	0	0	1	0	0	0	0	0	54
09:30 PM	0	62	7	1	2	0	0	1	0	0	3	0	0	0	76
09:45 PM	0	56	7	0	0	0	0	0	1	0	3	0	0	0	67
10:00 PM	2	60	10	2	1	0	0	0	1	0	1	0	0	1	78
10:15 PM	0	64	5	0	0	0	0	0	1	0	0	0	0	0	70
10:30 PM	1	55	10	0	0	0	0	1	0	0	0	0	1	0	68
10:45 PM	0	46	3	1	0	0	0	1	0	0	0	0	0	0	51
11:00 PM	0	42	3	0	1	0	0	2	1	0	0	0	0	0	49
11:15 PM	0	35	2	0	1	0	0	0	1	0	0	1	0	0	40
11:30 PM	1	28	4	1	2	0	0	0	0	0	0	0	0	0	36
11:45 PM	0	32	6	0	1	1	0	0	0	0	0	0	0	0	40
Day Total	136	10767	2798	155	774	164	22	409	224	55	46	12	24	398	15984
Percent	0.9%	67.4%	17.5%	1%	4.8%	1%	0.1%	2.6%	1.4%	0.3%	0.3%	0.1%	0.2%	2.5%	
ADT 15984															
AM Peak 15-min Vol	7:15 AM 5	7:30 AM 244	11:00 AM 61	6:45 AM 8	11:15 AM 23	8:15 AM 7	7:15 AM 2	8:00 AM 12	7:45 AM 8	8:30 AM 3	8:30 AM 3	6:45 AM 2	7:00 AM 3	7:30 AM 16	7:30 AM 333
PM Peak 15-min Vol	3:45 PM 7	12:30 PM 204	4:30 PM 64	5:15 PM 6	4:30 PM 22	3:45 PM 6	1:30 PM 2	4:00 PM 13	12:45 PM 6	3:00 PM 4	4:15 PM 3	1:15 PM 1	12:15 PM 2	4:30 PM 14	3:45 PM 318

Comments:

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave **QC JOB #:** 15135842
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 10 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	912	73337	18445	855	4874	904	114	2607	1229	356	283	81	145	2665	106807
Percent	0.9%	68.7%	17.3%	0.8%	4.6%	0.8%	0.1%	2.4%	1.2%	0.3%	0.3%	0.1%	0.1%	2.5%	
ADT 15258															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	37	7	1	2	0	0	0	0	0	0	0	0	0	47
12:15 AM	0	27	10	0	1	1	0	0	1	0	0	0	0	1	41
12:30 AM	0	23	3	3	1	1	0	1	2	0	1	0	0	0	35
12:45 AM	0	27	3	1	1	0	0	0	2	0	0	0	0	1	35
01:00 AM	0	27	3	0	1	0	0	1	1	0	0	0	0	0	33
01:15 AM	0	25	5	0	0	0	0	1	0	0	0	1	0	0	32
01:30 AM	0	23	1	1	0	0	0	1	1	0	0	0	0	0	27
01:45 AM	0	28	2	0	3	0	0	0	1	1	0	0	0	0	35
02:00 AM	0	19	1	0	0	0	0	1	0	0	1	0	0	0	22
02:15 AM	1	27	5	0	2	0	0	4	2	0	0	0	0	0	41
02:30 AM	0	23	5	1	2	0	0	0	2	0	0	0	0	0	33
02:45 AM	0	20	4	0	1	0	0	0	1	0	0	0	0	0	26
03:00 AM	0	19	2	0	3	0	0	0	0	0	0	0	0	1	25
03:15 AM	0	21	6	0	1	1	0	0	1	0	0	0	0	0	30
03:30 AM	0	38	9	0	4	0	0	1	2	0	0	0	0	0	54
03:45 AM	0	36	6	0	4	1	0	0	5	0	2	0	0	0	54
04:00 AM	0	18	4	0	2	1	0	2	0	0	2	1	0	0	30
04:15 AM	0	35	11	0	1	0	0	2	2	0	0	0	1	1	53
04:30 AM	0	31	17	2	6	0	0	3	0	0	0	0	0	0	59
04:45 AM	1	50	8	2	2	0	0	3	1	0	0	0	0	2	69
05:00 AM	0	49	22	1	4	0	0	1	2	0	1	0	0	0	80
05:15 AM	0	72	20	2	4	1	0	5	1	0	0	0	0	2	107
05:30 AM	2	88	24	1	9	1	0	3	1	0	0	0	0	4	133
05:45 AM	0	114	27	0	9	3	0	2	0	0	0	0	1	5	161
Day Total															
Percent															
ADT															
16963															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	84	18	1	5	3	0	4	4	0	2	0	0	2	123
06:15 AM	0	99	39	0	8	2	0	3	2	0	1	1	0	6	161
06:30 AM	4	143	47	2	18	5	0	5	1	1	0	0	0	6	232
06:45 AM	5	133	46	4	14	3	0	4	3	1	0	1	1	8	223
07:00 AM	2	131	45	2	17	1	0	5	5	2	0	0	1	3	214
07:15 AM	4	143	50	5	22	2	0	6	3	2	1	0	0	6	244
07:30 AM	1	178	57	8	14	3	0	10	4	1	1	0	0	9	286
07:45 AM	4	195	57	2	13	1	0	10	6	1	1	1	0	10	301
08:00 AM	2	142	49	8	22	4	0	12	11	2	2	0	0	6	260
08:15 AM	2	144	63	3	15	6	0	13	3	0	0	0	0	5	254
08:30 AM	1	147	37	11	11	1	1	5	5	3	1	0	0	3	226
08:45 AM	1	114	42	2	11	5	0	10	6	2	3	1	0	7	204
09:00 AM	1	110	34	5	12	4	0	12	2	1	1	0	0	6	188
09:15 AM	1	112	49	0	8	2	0	10	6	2	1	0	2	5	198
09:30 AM	0	125	45	4	13	5	1	6	4	2	0	0	1	9	215
09:45 AM	0	139	53	3	19	1	0	12	5	1	0	0	0	4	237
10:00 AM	2	119	46	4	15	1	0	5	6	1	4	0	0	3	206
10:15 AM	1	113	46	2	19	4	0	7	3	1	1	0	0	4	201
10:30 AM	4	135	41	3	18	3	0	7	2	0	2	0	0	7	222
10:45 AM	4	132	46	5	14	3	2	7	1	0	1	0	0	6	221
11:00 AM	2	145	49	2	15	2	0	5	2	2	1	0	2	4	231
11:15 AM	6	166	52	1	17	3	3	9	8	1	0	0	0	6	272
11:30 AM	1	151	50	0	17	3	1	5	6	0	1	0	1	7	243
11:45 AM	1	157	58	1	21	3	0	12	5	0	1	1	0	5	265
Day Total															
Percent															
ADT	16963														
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	4	162	64	3	21	2	0	5	3	0	0	0	0	10	274
12:15 PM	4	197	48	3	11	2	0	11	5	1	0	0	3	14	299
12:30 PM	2	180	69	6	21	4	1	8	5	0	2	0	2	8	308
12:45 PM	1	172	53	4	15	3	1	8	3	0	0	0	0	9	269
01:00 PM	7	157	49	2	19	3	0	7	2	1	0	0	1	5	253
01:15 PM	7	162	53	0	13	2	0	6	1	1	1	0	1	12	259
01:30 PM	3	147	57	4	17	2	1	5	4	1	1	0	0	13	255
01:45 PM	1	170	62	6	14	3	0	13	6	1	1	0	0	10	287
02:00 PM	3	163	50	5	11	3	0	8	4	2	2	0	0	4	255
02:15 PM	2	163	54	2	19	1	1	11	4	1	1	0	1	9	269
02:30 PM	2	166	61	1	19	3	0	10	3	0	0	1	0	14	280
02:45 PM	1	179	49	8	12	2	1	4	5	1	1	1	1	4	269
03:00 PM	3	187	57	5	10	0	0	6	1	0	1	0	0	3	273
03:15 PM	5	187	70	5	19	4	0	13	5	1	0	1	1	13	324
03:30 PM	4	185	44	1	20	6	0	12	5	1	0	2	1	13	294
03:45 PM	6	197	48	9	13	3	3	3	1	2	1	0	1	18	305
04:00 PM	3	217	64	2	13	0	2	18	2	3	2	1	1	8	336
04:15 PM	3	195	69	1	16	1	3	8	0	0	2	1	1	20	320
04:30 PM	6	200	60	3	11	1	2	8	1	0	0	0	0	24	316
04:45 PM	3	241	50	0	14	2	1	9	3	1	1	0	0	10	335
05:00 PM	5	233	50	2	16	3	0	7	1	0	2	0	0	13	332
05:15 PM	2	219	64	0	8	3	1	6	1	0	0	1	0	16	321
05:30 PM	4	176	43	1	9	1	1	5	1	2	0	0	0	24	267
05:45 PM	1	230	48	0	16	3	0	10	1	1	2	0	2	11	325
Day Total															
Percent															
ADT															
16963															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135842
DIRECTION: WB
DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	191	48	1	7	2	0	3	0	1	0	0	1	8	264
06:15 PM	2	189	48	0	11	3	0	6	1	0	0	0	0	3	263
06:30 PM	2	184	42	2	16	0	0	2	3	0	0	0	0	5	256
06:45 PM	0	141	35	0	11	0	0	3	1	1	0	0	0	3	195
07:00 PM	0	119	33	2	8	2	0	5	2	0	0	0	0	5	176
07:15 PM	2	115	29	0	5	1	0	4	2	1	1	0	0	4	164
07:30 PM	0	146	34	3	10	0	0	2	0	0	0	0	0	2	197
07:45 PM	2	119	34	2	7	2	0	3	0	0	1	0	0	7	177
08:00 PM	0	105	32	0	2	1	1	3	1	0	0	0	0	4	149
08:15 PM	0	111	26	0	1	0	0	1	0	1	2	0	0	0	142
08:30 PM	1	103	27	1	4	0	0	0	3	0	0	0	0	5	144
08:45 PM	0	104	12	0	4	0	0	0	2	0	0	0	0	3	125
09:00 PM	0	95	19	1	3	0	0	5	1	1	0	0	0	3	128
09:15 PM	0	82	22	1	7	0	0	0	2	0	0	0	0	2	116
09:30 PM	0	92	12	0	6	0	0	3	0	0	0	0	0	2	115
09:45 PM	0	82	14	0	3	0	0	3	2	0	0	0	1	4	109
10:00 PM	2	64	10	3	3	0	0	0	1	0	0	0	0	0	83
10:15 PM	1	60	11	0	3	0	0	1	3	0	1	0	0	3	83
10:30 PM	0	57	8	0	0	0	0	0	2	0	0	0	0	1	68
10:45 PM	0	61	8	1	0	1	0	0	0	0	0	0	0	1	72
11:00 PM	1	46	12	0	0	1	0	0	1	0	0	0	0	0	61
11:15 PM	0	40	8	0	1	0	0	2	2	0	3	0	0	1	57
11:30 PM	0	41	8	0	2	0	0	0	1	0	2	0	0	2	56
11:45 PM	1	36	8	0	1	0	0	1	1	0	1	0	0	0	49
Day Total	151	11002	3200	183	893	150	27	463	229	52	63	15	28	507	16963
Percent	0.9%	64.9%	18.9%	1.1%	5.3%	0.9%	0.2%	2.7%	1.3%	0.3%	0.4%	0.1%	0.2%	3%	
ADT 16963															
AM Peak 15-min Vol	11:15 AM	7:45 AM	8:15 AM	8:30 AM	7:15 AM	8:15 AM	11:15 AM	8:15 AM	8:00 AM	8:30 AM	10:00 AM	1:15 AM	9:15 AM	7:45 AM	7:45 AM
	6	195	63	11	22	6	3	13	11	3	4	1	2	10	301
PM Peak 15-min Vol	1:00 PM	4:45 PM	3:15 PM	3:45 PM	12:00 PM	3:30 PM	3:45 PM	4:00 PM	1:45 PM	4:00 PM	11:15 PM	3:30 PM	12:15 PM	4:30 PM	4:00 PM
	7	241	70	9	21	6	3	18	6	3	3	2	3	24	336

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	53	11	0	2	0	0	1	0	0	0	0	0	0	67
12:15 AM	1	36	10	0	0	0	0	0	1	0	0	0	0	3	51
12:30 AM	1	37	5	0	1	0	0	2	2	0	0	0	0	0	48
12:45 AM	0	23	5	0	2	0	0	1	1	0	1	0	0	0	33
01:00 AM	0	33	5	0	2	0	0	0	1	0	0	0	0	0	41
01:15 AM	2	22	3	0	0	0	0	1	2	0	0	0	0	0	30
01:30 AM	0	22	2	1	1	0	0	2	2	1	0	0	0	0	31
01:45 AM	1	18	4	0	0	0	0	0	0	0	2	2	0	0	27
02:00 AM	0	12	1	0	0	0	0	1	1	1	0	0	0	0	16
02:15 AM	1	18	3	0	0	0	0	1	2	1	1	0	0	0	27
02:30 AM	0	11	4	1	2	0	0	0	1	0	0	0	0	0	19
02:45 AM	1	18	8	1	0	0	0	2	1	0	0	0	0	2	33
03:00 AM	0	17	3	0	3	0	0	1	2	0	0	0	0	0	26
03:15 AM	0	27	6	0	2	0	0	2	0	0	0	0	1	0	38
03:30 AM	0	35	6	0	6	0	0	0	0	2	0	0	0	0	49
03:45 AM	0	38	12	0	6	2	0	4	1	0	0	0	0	0	63
04:00 AM	0	23	8	0	5	1	0	3	1	1	2	0	0	1	45
04:15 AM	0	23	8	2	0	1	0	1	2	0	1	0	0	0	38
04:30 AM	0	39	12	0	4	0	0	2	3	0	1	0	0	1	62
04:45 AM	0	51	15	1	4	0	0	2	1	0	0	0	0	0	74
05:00 AM	0	46	22	1	2	0	0	3	4	0	0	0	0	1	79
05:15 AM	1	62	23	0	6	1	0	5	1	0	0	0	0	2	101
05:30 AM	1	61	16	0	6	3	0	1	0	2	0	0	0	4	94
05:45 AM	0	115	25	2	4	2	0	4	2	1	0	0	0	2	157
Day Total															
Percent															
ADT															
16867															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	101	20	2	8	2	0	6	0	0	0	0	0	6	145
06:15 AM	1	104	36	1	8	4	0	6	0	0	0	0	0	6	166
06:30 AM	3	121	54	2	12	2	0	5	5	0	0	0	0	7	211
06:45 AM	2	122	42	3	11	2	1	5	1	0	1	0	0	9	199
07:00 AM	1	136	52	5	10	2	0	3	4	1	1	1	0	5	221
07:15 AM	2	137	57	5	16	4	0	8	1	2	0	0	0	7	239
07:30 AM	1	151	60	7	19	4	2	5	3	1	1	0	1	8	263
07:45 AM	4	177	52	8	18	6	1	10	2	2	0	0	1	6	287
08:00 AM	4	170	47	12	13	3	1	7	5	2	0	0	0	5	269
08:15 AM	1	134	57	7	9	1	0	13	3	0	0	0	0	11	236
08:30 AM	2	108	58	3	20	4	0	12	5	0	0	0	1	6	219
08:45 AM	3	151	46	5	13	8	0	11	5	0	1	0	0	3	246
09:00 AM	2	123	48	4	15	0	0	13	5	0	0	1	1	4	216
09:15 AM	4	109	52	1	12	2	0	8	8	0	1	0	1	7	205
09:30 AM	0	100	61	9	25	2	1	9	7	1	0	1	2	11	229
09:45 AM	2	119	39	7	16	3	0	12	4	0	0	0	5	5	212
10:00 AM	2	133	55	0	15	3	0	6	1	0	0	0	0	2	217
10:15 AM	3	105	47	2	15	2	1	9	6	1	0	0	1	3	195
10:30 AM	1	134	39	4	15	3	0	3	6	2	0	0	0	4	211
10:45 AM	2	148	47	4	9	4	0	11	6	1	0	0	0	5	237
11:00 AM	1	124	65	2	15	0	0	7	4	0	0	0	0	6	224
11:15 AM	0	137	40	7	20	2	0	6	8	0	2	0	1	7	230
11:30 AM	4	165	66	4	16	2	1	9	1	2	2	0	2	6	280
11:45 AM	2	136	52	3	15	1	0	17	5	0	1	0	2	6	240
Day Total															
Percent															
ADT															
16867															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	4	169	58	2	19	1	4	7	4	3	0	0	2	6	279
12:15 PM	3	180	71	3	15	3	0	7	3	3	0	0	2	12	302
12:30 PM	4	173	55	2	19	4	1	8	5	0	0	0	1	11	283
12:45 PM	2	152	50	1	21	3	1	10	4	2	0	0	0	7	253
01:00 PM	1	192	54	4	14	1	1	8	3	2	1	0	1	3	285
01:15 PM	3	152	57	1	14	1	1	8	4	3	0	0	3	7	254
01:30 PM	3	165	47	0	16	2	1	10	1	2	0	0	0	5	252
01:45 PM	2	185	64	1	9	6	1	8	3	3	2	0	1	4	289
02:00 PM	2	181	51	2	17	4	0	12	1	1	2	0	0	2	275
02:15 PM	2	162	47	6	9	3	1	9	6	1	0	1	1	7	255
02:30 PM	5	162	50	3	10	7	0	5	1	1	0	1	1	17	263
02:45 PM	3	199	55	2	13	2	0	11	6	0	2	0	0	7	300
03:00 PM	4	192	64	5	13	3	0	8	2	1	3	1	0	9	305
03:15 PM	6	166	54	6	12	3	0	11	3	1	2	0	4	19	287
03:30 PM	7	231	54	8	12	2	0	16	0	1	0	0	1	10	342
03:45 PM	7	174	58	3	13	4	0	9	2	5	1	0	0	14	290
04:00 PM	6	226	42	2	17	5	0	11	1	3	0	3	0	15	331
04:15 PM	7	203	58	3	14	4	1	6	7	3	1	1	0	16	324
04:30 PM	4	238	53	3	13	2	0	7	7	0	1	0	0	9	337
04:45 PM	4	215	63	3	14	2	0	10	3	1	2	0	0	7	324
05:00 PM	2	245	52	0	9	1	0	9	1	0	1	1	0	6	327
05:15 PM	4	191	39	2	8	4	0	5	1	0	0	0	0	24	278
05:30 PM	11	129	42	8	9	2	1	3	2	1	1	0	1	27	237
05:45 PM	2	202	39	4	14	3	1	9	1	1	1	0	0	3	280
Day Total															
Percent															
ADT															
16867															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave **QC JOB #:** 15135842
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	204	45	1	13	3	0	3	1	0	0	0	0	4	275
06:15 PM	3	181	48	1	10	1	0	0	3	0	0	0	0	7	254
06:30 PM	2	135	42	1	4	2	0	4	1	2	0	0	1	8	202
06:45 PM	0	136	27	1	10	0	0	7	1	2	0	0	0	1	185
07:00 PM	0	128	27	0	5	0	1	5	2	0	1	0	0	4	173
07:15 PM	0	132	24	0	3	0	4	3	0	0	0	0	0	3	169
07:30 PM	1	130	27	0	5	0	0	1	1	1	0	0	0	4	170
07:45 PM	0	113	28	1	7	1	0	2	1	0	0	0	1	0	154
08:00 PM	0	113	27	1	7	0	0	3	1	1	0	0	0	5	158
08:15 PM	0	122	23	2	6	0	0	4	0	0	1	0	0	2	160
08:30 PM	0	106	19	0	6	0	0	1	1	0	1	0	0	2	136
08:45 PM	0	102	23	0	4	0	0	0	0	0	0	0	0	0	129
09:00 PM	0	113	16	0	4	0	0	0	0	0	0	0	0	2	135
09:15 PM	0	88	27	0	2	0	0	1	1	0	0	0	0	0	119
09:30 PM	2	97	18	0	3	1	0	2	0	0	0	0	0	5	128
09:45 PM	1	84	20	0	4	0	0	3	0	0	0	0	0	1	113
10:00 PM	0	84	17	0	1	0	0	1	2	0	0	1	0	1	107
10:15 PM	0	72	9	0	3	0	0	2	1	0	0	0	0	1	88
10:30 PM	0	75	10	0	3	1	0	1	0	0	0	0	0	1	91
10:45 PM	0	50	14	0	2	0	0	0	0	0	0	0	0	0	66
11:00 PM	0	50	11	0	2	0	0	3	0	0	1	0	0	0	67
11:15 PM	1	56	7	0	2	0	0	0	3	0	1	0	0	0	70
11:30 PM	0	50	8	2	1	0	0	1	2	0	0	0	0	0	64
11:45 PM	1	39	9	1	1	0	0	1	0	0	2	0	0	2	56
Day Total	166	10929	3212	201	835	157	27	495	218	68	45	14	39	461	16867
Percent	1%	64.8%	19%	1.2%	5%	0.9%	0.2%	2.9%	1.3%	0.4%	0.3%	0.1%	0.2%	2.7%	
ADT 16867															
AM Peak 15-min Vol	7:45 AM 4	7:45 AM 177	11:30 AM 66	8:00 AM 12	9:30 AM 25	8:45 AM 8	7:30 AM 2	11:45 AM 17	9:15 AM 8	3:30 AM 2	1:45 AM 2	1:45 AM 2	9:45 AM 5	8:15 AM 11	7:45 AM 287
PM Peak 15-min Vol	5:30 PM 11	5:00 PM 245	12:15 PM 71	3:30 PM 8	12:45 PM 21	2:30 PM 7	12:00 PM 4	3:30 PM 16	4:15 PM 7	3:45 PM 5	3:00 PM 3	4:00 PM 3	3:15 PM 4	5:30 PM 27	3:30 PM 342

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	31	7	2	4	0	0	1	3	0	1	0	0	0	49
12:15 AM	2	28	6	0	1	0	0	0	2	0	0	0	0	1	40
12:30 AM	0	23	5	0	1	0	0	0	0	0	0	0	0	0	29
12:45 AM	0	29	2	0	1	0	0	0	1	0	0	0	0	0	33
01:00 AM	0	27	6	0	3	0	0	0	2	0	1	0	0	0	39
01:15 AM	0	24	1	0	2	0	0	0	2	0	0	0	0	0	29
01:30 AM	0	25	5	1	0	0	0	0	0	0	0	0	0	0	31
01:45 AM	1	22	5	0	2	0	0	0	0	0	0	1	0	0	31
02:00 AM	0	16	7	0	1	0	0	1	1	1	0	0	0	0	27
02:15 AM	0	15	5	1	1	0	0	0	3	0	1	0	0	1	27
02:30 AM	1	23	3	0	3	1	0	3	2	0	0	0	0	0	36
02:45 AM	0	25	6	1	2	0	0	2	0	0	0	0	0	0	36
03:00 AM	0	22	5	0	1	0	0	1	1	0	0	2	0	0	32
03:15 AM	0	26	4	0	2	0	0	0	0	0	0	0	0	0	32
03:30 AM	0	35	8	0	3	1	0	1	2	0	0	0	0	0	50
03:45 AM	0	39	10	0	2	0	0	2	2	1	0	0	0	0	56
04:00 AM	0	19	3	0	3	0	0	5	1	1	1	0	0	0	33
04:15 AM	0	31	5	0	2	0	0	2	1	0	1	0	0	0	42
04:30 AM	0	49	14	1	3	1	0	1	3	0	0	0	0	0	72
04:45 AM	1	50	13	2	5	0	0	3	1	0	0	0	0	1	76
05:00 AM	0	45	19	2	4	0	0	4	1	0	1	0	0	3	79
05:15 AM	1	68	27	0	0	1	0	4	4	1	0	0	0	0	106
05:30 AM	0	67	20	2	5	1	0	4	2	0	0	0	0	0	101
05:45 AM	2	110	25	2	7	1	0	4	3	0	1	0	0	4	159
Day Total Percent															
ADT 17061															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	100	18	3	12	1	0	3	1	1	0	0	2	2	143
06:15 AM	1	84	36	0	4	3	0	6	1	0	0	0	0	2	137
06:30 AM	1	129	35	3	19	0	0	4	1	1	0	0	0	8	201
06:45 AM	1	133	41	5	13	1	1	11	3	1	0	0	1	6	217
07:00 AM	0	123	51	8	14	1	0	7	1	0	2	1	1	7	216
07:15 AM	0	122	41	0	21	2	0	12	2	0	1	0	0	1	202
07:30 AM	4	161	48	6	19	3	2	3	3	2	2	1	0	13	267
07:45 AM	4	166	43	9	22	1	0	3	6	3	0	0	1	14	272
08:00 AM	4	161	56	3	18	4	0	9	6	0	1	0	0	13	275
08:15 AM	0	150	47	6	17	2	0	10	3	1	2	0	1	5	244
08:30 AM	2	111	51	6	12	3	1	9	5	0	1	0	2	8	211
08:45 AM	1	128	49	6	16	2	0	13	6	1	1	0	0	5	228
09:00 AM	1	116	49	2	16	6	0	9	6	0	1	0	0	7	213
09:15 AM	2	118	52	3	18	3	0	10	3	0	1	0	0	4	214
09:30 AM	0	121	52	2	11	4	2	10	1	0	0	1	0	7	211
09:45 AM	2	100	53	2	19	2	0	6	3	2	1	0	0	8	198
10:00 AM	0	127	33	6	10	4	0	7	4	2	1	0	1	2	197
10:15 AM	0	147	32	4	16	4	1	9	1	2	0	0	0	9	225
10:30 AM	2	134	36	3	17	2	1	4	10	0	0	1	0	6	216
10:45 AM	5	126	36	6	11	4	0	9	5	1	0	0	0	5	208
11:00 AM	0	141	46	2	20	1	2	4	3	0	1	0	1	8	229
11:15 AM	3	142	45	1	18	2	1	15	7	1	1	0	1	5	242
11:30 AM	2	157	65	5	16	3	0	6	5	1	0	0	1	6	267
11:45 AM	1	153	64	5	14	2	1	7	4	0	0	0	1	6	258
Day Total Percent															
ADT 17061															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	165	65	5	21	4	1	14	9	0	0	0	1	5	291
12:15 PM	2	195	55	1	20	1	0	9	4	0	0	0	0	12	299
12:30 PM	6	178	65	0	21	4	2	11	6	0	0	0	0	13	306
12:45 PM	5	196	62	4	12	3	0	11	4	0	1	0	0	13	311
01:00 PM	6	188	65	6	20	2	1	9	0	4	1	0	0	1	303
01:15 PM	6	177	55	2	15	3	1	4	7	0	1	0	1	5	277
01:30 PM	5	172	61	3	15	5	1	13	3	2	1	1	1	11	294
01:45 PM	5	174	45	4	21	1	0	9	4	3	0	0	0	7	273
02:00 PM	3	164	47	2	16	3	1	9	0	0	0	0	0	5	250
02:15 PM	1	182	51	0	15	1	3	4	4	2	2	0	2	11	278
02:30 PM	4	153	49	3	17	2	0	4	3	1	0	0	1	7	244
02:45 PM	6	184	57	3	9	5	1	8	4	2	1	0	0	13	293
03:00 PM	6	169	58	1	18	2	0	5	4	2	3	0	0	10	278
03:15 PM	5	196	70	4	12	2	1	12	5	3	0	0	0	14	324
03:30 PM	3	211	58	5	15	2	3	14	1	1	0	1	2	10	326
03:45 PM	2	142	37	3	7	1	0	6	2	0	1	0	2	20	223
04:00 PM	8	151	51	4	11	0	0	6	0	3	1	0	1	21	257
04:15 PM	1	136	37	4	16	3	0	4	1	0	1	0	0	23	226
04:30 PM	6	222	50	6	13	0	1	6	1	1	0	0	0	9	315
04:45 PM	6	227	61	2	6	4	0	7	1	1	0	0	0	7	322
05:00 PM	6	236	57	5	12	1	0	7	1	1	0	1	1	18	346
05:15 PM	2	174	40	2	7	0	1	3	1	2	0	0	0	25	257
05:30 PM	2	227	51	0	10	1	4	9	0	2	0	0	2	11	319
05:45 PM	4	238	48	1	10	3	1	8	1	0	0	1	0	10	325
Day Total															
Percent															
ADT 17061															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	202	40	0	13	2	0	8	1	2	0	0	2	12	284
06:15 PM	1	213	28	0	11	1	0	3	2	0	1	1	0	3	264
06:30 PM	1	147	22	0	18	1	1	5	3	0	1	0	0	5	204
06:45 PM	1	131	28	0	6	1	0	3	1	0	0	0	0	3	174
07:00 PM	1	184	30	1	9	1	0	1	1	0	0	0	0	3	231
07:15 PM	2	159	33	0	3	2	0	2	1	1	0	0	0	3	206
07:30 PM	2	136	39	1	5	1	0	6	2	0	0	0	0	3	195
07:45 PM	1	132	28	0	8	1	0	3	2	0	0	0	0	2	177
08:00 PM	1	153	33	0	3	1	1	2	0	0	1	0	0	2	197
08:15 PM	0	144	30	0	1	0	0	1	1	0	0	0	0	2	179
08:30 PM	1	115	14	1	4	0	0	2	2	0	1	0	0	1	141
08:45 PM	0	114	27	0	5	0	1	1	1	0	1	0	0	1	151
09:00 PM	2	115	34	0	4	0	0	2	3	1	1	0	1	3	166
09:15 PM	2	129	20	1	5	1	0	1	1	0	0	0	0	3	163
09:30 PM	1	106	23	0	9	1	0	0	1	0	0	0	0	5	146
09:45 PM	0	80	16	0	1	0	0	2	0	0	1	0	0	0	100
10:00 PM	0	81	13	0	4	0	0	1	2	0	0	0	1	1	103
10:15 PM	0	80	10	0	1	0	0	1	0	0	0	0	0	1	93
10:30 PM	0	66	11	0	1	0	0	1	1	0	0	0	0	1	81
10:45 PM	0	59	5	0	3	0	0	1	1	0	1	0	0	1	71
11:00 PM	2	58	17	0	3	0	0	1	1	0	1	0	0	0	83
11:15 PM	0	56	12	0	4	0	0	1	1	0	1	0	0	1	76
11:30 PM	1	41	7	1	2	1	0	1	0	0	1	0	0	1	56
11:45 PM	1	41	5	0	0	0	0	0	0	0	0	0	0	0	47
Day Total	167	11198	3110	185	893	133	37	465	221	57	47	12	31	505	17061
Percent	1%	65.6%	18.2%	1.1%	5.2%	0.8%	0.2%	2.7%	1.3%	0.3%	0.3%	0.1%	0.2%	3%	
ADT 17061															
AM Peak 15-min Vol	10:45 AM	7:45 AM	11:30 AM	7:45 AM	7:45 AM	9:00 AM	7:30 AM	11:15 AM	10:30 AM	7:45 AM	7:00 AM	3:00 AM	6:00 AM	7:45 AM	8:00 AM
	5	166	65	9	22	6	2	15	10	3	2	2	2	14	275
PM Peak 15-min Vol	4:00 PM	5:45 PM	3:15 PM	1:00 PM	12:00 PM	1:30 PM	5:30 PM	12:00 PM	12:00 PM	1:00 PM	3:00 PM	1:30 PM	2:15 PM	5:15 PM	5:00 PM
	8	238	70	6	21	5	4	14	9	4	3	1	2	25	346

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	42	4	0	4	0	0	2	0	0	0	0	0	0	52
12:15 AM	0	30	4	0	1	0	0	1	1	0	0	0	0	0	37
12:30 AM	0	31	5	0	4	0	0	0	1	0	0	0	0	0	41
12:45 AM	1	30	5	0	0	0	0	1	1	0	0	0	0	1	39
01:00 AM	0	25	7	0	0	0	0	1	1	0	0	0	0	0	34
01:15 AM	0	29	5	0	1	0	0	0	0	0	0	0	0	0	35
01:30 AM	0	25	3	0	2	0	0	0	1	0	1	0	0	0	32
01:45 AM	0	28	6	0	0	0	0	2	2	0	1	0	0	1	40
02:00 AM	0	33	5	0	1	0	0	2	1	0	0	0	0	0	42
02:15 AM	1	24	2	1	0	0	0	0	1	0	1	0	0	0	30
02:30 AM	0	31	4	0	2	0	0	3	1	0	0	1	0	1	43
02:45 AM	0	23	3	0	1	0	0	2	1	0	0	0	0	0	30
03:00 AM	0	18	3	0	1	2	0	2	1	0	0	2	0	0	29
03:15 AM	0	16	8	0	5	1	0	3	3	1	0	0	0	0	37
03:30 AM	0	34	10	0	3	0	0	4	0	0	1	0	0	0	52
03:45 AM	0	41	9	0	3	0	0	0	4	1	1	0	0	0	59
04:00 AM	0	24	5	1	3	0	0	3	0	0	0	0	0	0	36
04:15 AM	0	31	7	0	0	1	0	4	3	1	1	0	0	0	48
04:30 AM	0	38	18	2	4	0	0	1	0	1	0	0	0	1	65
04:45 AM	0	46	12	2	2	0	0	2	4	0	0	0	1	2	71
05:00 AM	0	50	17	4	2	0	0	2	3	0	0	0	0	3	81
05:15 AM	0	61	24	2	4	2	0	3	0	0	0	0	0	0	96
05:30 AM	0	70	19	0	8	1	0	2	3	0	1	0	0	0	104
05:45 AM	1	110	29	0	12	3	0	2	4	1	0	0	0	2	164
Day Total															
Percent															
ADT															
17657															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	80	27	1	6	0	0	7	3	1	0	0	0	2	127
06:15 AM	0	102	36	2	7	4	1	3	4	1	1	0	0	3	164
06:30 AM	1	122	48	5	15	2	0	12	2	0	0	0	0	6	213
06:45 AM	1	127	40	5	11	3	0	4	3	0	1	0	0	9	204
07:00 AM	1	117	51	4	17	2	1	5	4	0	0	0	0	3	205
07:15 AM	3	132	52	3	22	1	0	2	2	0	1	0	0	9	227
07:30 AM	2	159	58	4	22	4	1	5	4	1	0	2	1	7	270
07:45 AM	5	177	66	10	24	2	0	10	2	1	3	0	0	12	312
08:00 AM	3	170	56	9	19	2	0	8	5	1	0	0	1	10	284
08:15 AM	7	140	63	9	14	1	1	8	8	4	1	0	0	2	258
08:30 AM	2	144	46	8	17	2	1	8	4	1	0	0	0	7	240
08:45 AM	2	125	50	4	10	2	1	8	2	0	0	0	0	8	212
09:00 AM	1	113	51	2	12	0	1	8	5	1	1	0	0	7	202
09:15 AM	1	117	53	3	12	1	0	7	7	0	0	0	0	5	206
09:30 AM	2	117	48	2	11	2	3	9	8	0	0	0	0	7	209
09:45 AM	3	144	43	6	20	4	0	11	5	1	0	0	0	3	240
10:00 AM	2	124	44	2	20	1	0	6	2	2	1	0	0	9	213
10:15 AM	1	103	47	5	14	2	1	8	2	1	1	1	0	4	190
10:30 AM	2	153	36	1	18	1	1	5	4	0	1	0	0	5	227
10:45 AM	1	127	54	4	18	2	0	10	7	1	0	0	0	3	227
11:00 AM	2	153	70	2	20	2	0	6	5	1	0	0	1	10	272
11:15 AM	5	158	57	4	19	3	1	8	3	1	0	0	1	8	268
11:30 AM	3	161	67	3	21	6	1	12	6	1	1	0	0	9	291
11:45 AM	5	179	63	1	19	0	1	7	4	2	0	1	3	8	293
Day Total															
Percent															
ADT															
17657															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	207	51	3	17	0	2	9	3	4	1	0	0	6	305
12:15 PM	3	212	52	2	17	2	1	7	6	0	0	0	0	9	311
12:30 PM	3	181	64	3	27	6	1	6	4	2	0	0	1	7	305
12:45 PM	5	199	56	3	21	5	0	13	2	1	0	0	1	8	314
01:00 PM	3	214	43	2	21	1	1	5	1	2	0	0	1	14	308
01:15 PM	3	197	59	1	16	1	2	10	5	4	0	0	0	6	304
01:30 PM	2	209	61	1	19	3	0	9	5	2	0	0	0	8	319
01:45 PM	5	156	38	5	11	2	1	8	6	0	2	0	1	25	260
02:00 PM	1	191	50	2	12	0	0	10	0	3	0	1	1	6	277
02:15 PM	1	202	46	6	12	7	0	9	5	3	1	0	0	7	299
02:30 PM	8	163	54	2	19	7	1	6	3	1	1	1	0	10	276
02:45 PM	5	202	81	1	18	3	0	5	3	0	3	1	0	10	332
03:00 PM	3	202	55	3	18	2	0	14	2	1	1	0	0	3	304
03:15 PM	5	235	62	6	15	6	0	9	3	1	0	0	0	9	351
03:30 PM	15	193	57	3	12	0	1	10	2	1	3	1	0	19	317
03:45 PM	6	150	37	1	9	3	0	3	1	0	1	0	0	35	246
04:00 PM	2	131	31	2	9	0	1	6	2	4	1	0	2	29	220
04:15 PM	8	73	7	1	2	1	0	6	2	0	0	0	1	33	134
04:30 PM	6	96	32	10	13	3	4	1	2	2	0	2	1	34	206
04:45 PM	2	205	66	0	11	2	0	15	4	2	1	0	0	15	323
05:00 PM	1	246	51	1	6	4	1	5	2	0	0	0	0	8	325
05:15 PM	2	261	63	0	10	3	0	4	2	1	1	0	0	8	355
05:30 PM	4	258	56	1	11	1	0	2	1	1	0	0	0	13	348
05:45 PM	2	233	39	0	12	1	0	12	0	2	2	0	0	7	310
Day Total															
Percent															
ADT															
17657															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	5	191	64	0	12	4	0	6	1	0	0	0	0	9	292
06:15 PM	1	176	50	0	11	1	0	3	0	2	0	0	2	3	249
06:30 PM	1	169	37	1	8	2	0	7	1	1	0	0	0	6	233
06:45 PM	0	151	33	0	12	2	0	8	1	0	0	0	0	2	209
07:00 PM	1	157	31	0	5	2	1	3	2	0	0	0	0	4	206
07:15 PM	2	167	41	0	4	1	0	0	1	0	0	0	0	7	223
07:30 PM	1	113	28	1	8	0	0	4	1	0	0	0	0	1	157
07:45 PM	0	136	22	0	9	0	0	2	1	0	2	0	0	2	174
08:00 PM	0	123	17	0	7	1	0	1	1	0	0	0	0	3	153
08:15 PM	0	114	35	0	3	0	0	1	0	0	1	0	0	3	157
08:30 PM	5	113	36	0	6	1	0	2	0	2	1	1	0	1	168
08:45 PM	0	110	24	1	8	0	0	1	4	0	0	0	0	2	150
09:00 PM	1	120	30	0	6	0	0	0	1	0	1	0	0	1	160
09:15 PM	1	112	26	0	5	0	0	1	0	0	0	0	0	3	148
09:30 PM	0	105	18	0	3	0	0	2	0	1	0	0	0	4	133
09:45 PM	1	120	15	0	3	0	0	1	3	1	0	0	0	1	145
10:00 PM	1	106	24	1	8	0	0	0	0	0	0	0	0	0	140
10:15 PM	0	87	15	0	3	1	0	0	1	0	0	0	1	1	109
10:30 PM	0	76	13	0	3	1	0	0	1	0	0	0	0	1	95
10:45 PM	0	63	14	0	3	1	0	1	0	1	0	0	0	2	85
11:00 PM	0	91	10	0	3	0	0	0	0	0	0	0	0	3	107
11:15 PM	0	83	12	0	0	0	0	3	0	0	1	0	0	4	103
11:30 PM	0	75	12	1	2	0	0	1	0	0	2	0	0	3	96
11:45 PM	0	61	4	0	0	0	0	0	0	0	0	0	0	0	65
Day Total	175	11569	3262	175	921	139	32	450	222	71	45	14	20	562	17657
Percent	1%	65.5%	18.5%	1%	5.2%	0.8%	0.2%	2.5%	1.3%	0.4%	0.3%	0.1%	0.1%	3.2%	
ADT 17657															
AM Peak 15-min Vol	8:15 AM 7	11:45 AM 179	11:00 AM 70	7:45 AM 10	7:45 AM 24	11:30 AM 6	9:30 AM 3	6:30 AM 12	8:15 AM 8	8:15 AM 4	7:45 AM 3	3:00 AM 2	11:45 AM 3	7:45 AM 12	7:45 AM 312
PM Peak 15-min Vol	3:30 PM 15	5:15 PM 261	2:45 PM 81	4:30 PM 10	12:30 PM 27	2:15 PM 7	4:30 PM 4	4:45 PM 15	12:15 PM 6	12:00 PM 4	2:45 PM 3	4:30 PM 2	4:00 PM 2	3:45 PM 35	5:15 PM 355

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	59	9	0	1	0	0	1	0	0	1	0	0	2	73
12:15 AM	0	51	5	0	3	1	0	0	1	0	1	0	0	0	62
12:30 AM	0	40	5	0	2	0	0	0	2	0	0	0	0	0	49
12:45 AM	0	33	6	0	1	0	0	0	2	0	0	0	0	1	43
01:00 AM	0	37	9	1	2	0	0	1	1	0	0	0	0	0	51
01:15 AM	0	42	5	0	0	0	0	0	0	0	0	1	0	0	48
01:30 AM	0	31	4	0	0	0	0	0	0	0	0	0	0	0	35
01:45 AM	0	35	9	0	1	0	0	0	0	0	0	0	0	0	45
02:00 AM	0	30	5	0	1	1	0	0	0	0	0	1	0	0	38
02:15 AM	0	27	8	0	0	0	0	1	0	0	0	0	0	0	36
02:30 AM	0	30	6	0	0	0	0	0	1	0	0	1	0	0	38
02:45 AM	0	20	3	0	1	0	0	0	2	0	0	0	0	0	26
03:00 AM	1	17	4	0	1	1	0	2	2	0	0	0	0	1	29
03:15 AM	0	29	1	0	1	0	0	0	0	0	0	0	0	0	31
03:30 AM	0	18	6	0	3	0	0	1	0	0	0	0	0	0	28
03:45 AM	0	20	8	0	2	0	0	2	0	0	0	0	0	1	33
04:00 AM	0	22	9	0	6	1	0	0	1	0	0	0	0	0	39
04:15 AM	0	20	5	0	1	1	0	1	0	0	1	0	0	0	29
04:30 AM	0	32	12	1	0	0	0	2	0	0	0	0	0	1	48
04:45 AM	0	39	9	0	1	0	0	1	1	0	1	0	0	0	52
05:00 AM	0	36	8	0	1	0	0	0	3	0	0	0	0	1	49
05:15 AM	0	37	10	0	0	0	0	2	0	0	0	0	0	0	49
05:30 AM	0	32	10	0	0	0	0	3	0	0	0	0	0	1	46
05:45 AM	0	43	13	0	4	0	0	0	1	0	0	0	0	3	64
Day Total Percent															
ADT 12871															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	54	8	1	2	0	0	0	0	0	0	0	0	0	66
06:15 AM	0	41	19	1	3	2	0	3	1	0	1	0	0	1	72
06:30 AM	0	66	20	0	3	4	0	1	1	0	0	0	0	0	95
06:45 AM	0	69	20	1	5	0	0	3	0	0	0	0	0	1	99
07:00 AM	0	42	19	2	5	0	0	0	0	0	0	0	0	0	68
07:15 AM	0	65	29	2	6	1	0	2	1	0	0	0	0	2	108
07:30 AM	0	96	16	3	2	0	1	1	0	0	0	0	0	2	121
07:45 AM	0	74	25	5	4	0	0	3	1	0	0	0	0	1	113
08:00 AM	3	85	24	6	3	2	0	2	0	0	0	0	0	2	127
08:15 AM	0	60	16	6	12	1	0	1	3	0	0	0	0	0	99
08:30 AM	0	88	32	5	8	3	0	4	1	0	1	0	0	1	143
08:45 AM	2	105	22	2	7	1	0	2	0	0	1	0	0	2	144
09:00 AM	0	96	24	3	8	0	0	2	0	0	0	0	0	2	135
09:15 AM	1	100	34	2	7	2	1	2	0	0	0	0	0	2	151
09:30 AM	2	93	33	0	10	1	0	2	0	1	0	0	0	6	148
09:45 AM	2	105	30	0	12	1	0	4	2	0	0	0	0	2	158
10:00 AM	0	130	24	1	11	0	0	3	2	0	0	0	0	5	176
10:15 AM	2	122	35	1	13	0	0	4	0	0	0	0	0	2	179
10:30 AM	0	107	33	2	11	1	0	3	0	0	0	0	0	2	159
10:45 AM	1	122	31	0	13	0	0	5	1	1	0	1	0	3	178
11:00 AM	2	144	40	0	9	2	0	6	0	1	1	0	0	6	211
11:15 AM	2	140	30	1	20	2	0	2	2	0	0	1	0	6	206
11:30 AM	4	141	27	1	12	1	0	5	0	0	1	0	0	5	197
11:45 AM	1	156	49	1	11	0	0	6	3	0	0	0	0	10	237
Day Total															
Percent															
ADT 12871															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

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12:00 PM	1	149	47	0	12	3	0	3	0	1	0	0	0	12	228
12:15 PM	0	166	43	0	8	0	0	7	3	0	1	0	0	9	237
12:30 PM	5	141	43	2	15	0	1	4	0	0	0	0	0	7	218
12:45 PM	1	159	46	0	12	1	1	2	2	0	0	0	0	4	228
01:00 PM	2	168	52	0	10	0	0	1	0	0	1	0	0	3	237
01:15 PM	2	165	42	0	9	3	0	4	1	1	0	0	0	5	232
01:30 PM	1	164	39	1	7	3	0	3	1	1	1	0	0	7	228
01:45 PM	2	155	39	0	10	0	0	6	1	1	0	0	0	5	219
02:00 PM	2	167	50	2	11	2	0	9	2	0	1	0	0	10	256
02:15 PM	0	152	25	0	8	1	0	2	0	0	0	0	0	8	196
02:30 PM	3	148	51	0	11	0	0	2	1	0	0	0	0	2	218
02:45 PM	2	156	34	1	6	1	0	2	3	2	0	0	0	2	209
03:00 PM	0	179	39	1	11	1	1	6	2	0	1	0	0	4	245
03:15 PM	3	141	42	1	8	0	1	4	2	0	0	0	0	3	205
03:30 PM	2	128	32	1	12	0	0	6	1	0	0	0	0	1	183
03:45 PM	2	126	26	1	8	1	1	3	3	0	1	0	0	3	175
04:00 PM	4	148	42	1	3	0	0	1	1	2	1	0	0	4	207
04:15 PM	1	136	38	2	11	0	0	1	0	0	0	0	0	5	194
04:30 PM	1	143	36	1	6	1	0	1	1	1	0	0	0	1	192
04:45 PM	1	132	43	0	4	0	0	2	0	1	2	0	1	6	192
05:00 PM	0	131	37	0	7	0	0	1	0	0	2	0	0	3	181
05:15 PM	3	131	33	0	6	2	0	1	0	0	1	0	0	1	178
05:30 PM	1	131	28	0	7	3	0	3	0	0	1	0	1	2	177
05:45 PM	3	124	36	0	3	0	0	3	1	0	0	0	0	1	171
Day Total															
Percent															
ADT 12871															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

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LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	125	27	0	7	0	0	1	0	0	0	0	0	5	166
06:15 PM	0	134	29	0	3	0	1	3	1	0	0	0	0	3	174
06:30 PM	0	137	29	0	6	2	1	2	1	0	0	0	0	9	187
06:45 PM	0	127	28	0	2	0	0	2	0	0	0	0	0	2	161
07:00 PM	2	117	36	0	5	0	0	4	0	0	0	0	0	3	167
07:15 PM	1	130	23	0	6	1	0	1	0	0	0	0	0	4	166
07:30 PM	0	131	27	4	3	1	0	2	1	0	0	0	0	2	171
07:45 PM	2	168	20	0	5	0	0	1	0	0	0	0	0	3	199
08:00 PM	1	165	33	0	8	1	0	2	0	1	0	0	0	6	217
08:15 PM	2	164	38	1	2	0	0	3	1	0	0	0	0	5	216
08:30 PM	2	137	30	0	4	2	0	1	1	0	0	0	0	4	181
08:45 PM	0	132	24	0	4	2	0	1	0	0	0	0	0	1	164
09:00 PM	0	104	23	0	5	0	0	0	0	0	0	0	0	5	137
09:15 PM	2	96	15	0	3	0	0	2	0	0	0	0	0	3	121
09:30 PM	1	100	10	0	8	0	0	1	0	0	0	0	0	2	122
09:45 PM	1	110	16	0	3	1	0	1	0	0	0	0	0	4	136
10:00 PM	1	99	20	0	2	0	0	0	0	0	0	0	0	1	123
10:15 PM	1	96	14	0	3	0	1	3	0	0	0	0	0	3	121
10:30 PM	0	84	16	0	1	0	0	0	1	0	0	0	0	0	102
10:45 PM	0	75	17	0	3	0	0	0	0	0	0	0	0	0	95
11:00 PM	0	76	12	0	1	1	0	1	0	0	0	0	0	0	91
11:15 PM	0	68	9	0	2	0	0	0	0	0	0	0	0	1	80
11:30 PM	0	57	12	0	0	0	0	1	1	0	0	0	0	0	71
11:45 PM	0	54	8	0	1	0	0	0	0	0	0	0	0	3	66
Day Total	83	9307	2268	67	521	62	10	192	67	14	22	5	2	251	12871
Percent	0.6%	72.3%	17.6%	0.5%	4%	0.5%	0.1%	1.5%	0.5%	0.1%	0.2%	0%	0%	2%	
ADT 12871															
AM Peak 15-min Vol	11:30 AM 4	11:45 AM 156	11:45 AM 49	8:00 AM 6	11:15 AM 20	6:30 AM 4	7:30 AM 1	11:00 AM 6	5:00 AM 3	9:30 AM 1	12:00 AM 1	1:15 AM 1	12:00 AM 0	11:45 AM 10	11:45 AM 237
PM Peak 15-min Vol	12:30 PM 5	3:00 PM 179	1:00 PM 52	7:30 PM 4	12:30 PM 15	12:00 PM 3	12:30 PM 1	2:00 PM 9	12:15 PM 3	2:45 PM 2	4:45 PM 2	12:00 PM 0	4:45 PM 1	12:00 PM 12	2:00 PM 256

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	58	13	0	1	0	0	1	0	0	0	0	0	1	74
12:15 AM	0	47	7	0	0	0	0	1	0	0	0	0	0	0	55
12:30 AM	0	54	8	0	0	0	0	0	0	0	0	0	0	0	62
12:45 AM	0	32	6	0	2	0	0	0	0	0	0	0	0	0	40
01:00 AM	0	33	1	0	1	0	0	0	0	0	0	0	0	0	35
01:15 AM	0	31	4	1	2	0	0	0	1	0	0	0	0	0	39
01:30 AM	1	32	4	0	0	1	0	0	3	0	0	0	0	0	41
01:45 AM	0	30	5	0	1	0	0	1	0	0	0	0	0	0	37
02:00 AM	0	38	5	0	2	0	0	1	0	0	0	0	0	0	46
02:15 AM	0	29	6	1	0	0	0	1	0	0	0	0	0	0	37
02:30 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
02:45 AM	0	23	3	0	1	0	0	0	0	0	0	0	0	0	27
03:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
03:15 AM	0	24	0	0	1	0	0	1	0	0	0	0	0	0	26
03:30 AM	0	12	0	0	0	0	0	0	2	0	0	0	0	0	14
03:45 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	1	23
04:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
04:15 AM	0	13	4	0	0	0	0	1	0	0	0	0	0	0	18
04:30 AM	0	22	2	0	0	0	0	1	0	0	0	0	0	0	25
04:45 AM	0	21	5	0	1	1	0	2	0	0	0	0	0	0	30
05:00 AM	1	19	5	0	1	0	0	0	0	0	0	0	0	1	27
05:15 AM	0	25	3	0	1	0	0	1	0	0	0	0	0	2	32
05:30 AM	0	24	7	0	3	0	0	0	0	0	0	0	0	0	34
05:45 AM	0	27	7	0	2	0	0	4	0	0	0	0	0	0	40
Day Total															
Percent															
ADT 10615															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	27	6	0	1	0	0	2	0	0	0	0	0	0	36
06:15 AM	1	25	6	0	2	0	0	1	0	0	0	0	0	0	35
06:30 AM	0	39	16	0	3	0	0	0	0	0	0	0	0	0	58
06:45 AM	0	35	10	0	0	0	0	0	0	0	0	0	0	0	45
07:00 AM	0	52	9	1	0	0	0	0	0	0	1	0	0	0	63
07:15 AM	0	44	13	0	5	1	0	1	0	0	0	0	0	1	65
07:30 AM	0	44	14	0	4	0	0	1	1	0	0	0	0	0	64
07:45 AM	1	55	13	0	5	0	0	1	0	0	0	0	0	0	75
08:00 AM	1	58	8	0	4	4	0	0	1	0	0	0	0	1	77
08:15 AM	0	75	19	0	4	0	0	0	0	0	1	0	0	2	101
08:30 AM	0	53	11	0	5	1	0	3	0	0	0	0	0	0	73
08:45 AM	0	67	14	0	3	0	0	1	1	0	0	0	0	0	86
09:00 AM	0	81	22	0	6	0	0	2	2	0	0	0	0	0	113
09:15 AM	0	85	19	0	4	0	0	0	0	0	0	0	0	0	108
09:30 AM	0	90	24	1	9	1	0	2	0	0	0	0	0	0	127
09:45 AM	0	108	14	1	4	0	0	3	0	0	0	0	0	0	130
10:00 AM	2	117	29	1	5	0	0	3	1	0	0	0	0	5	163
10:15 AM	2	107	20	1	6	2	0	1	0	0	0	0	0	6	145
10:30 AM	1	110	32	1	8	1	0	4	0	1	0	0	0	4	162
10:45 AM	1	99	30	0	10	0	0	2	0	0	1	0	0	0	143
11:00 AM	2	117	34	0	5	0	0	1	0	0	0	0	0	3	162
11:15 AM	0	142	40	0	7	1	0	1	1	0	0	0	0	3	195
11:30 AM	2	120	30	2	6	0	0	2	0	0	0	0	0	3	165
11:45 AM	2	116	32	2	10	2	0	2	0	0	0	1	0	1	168
Day Total															
Percent															
ADT 10615															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	114	33	0	5	0	0	4	1	0	0	0	0	3	161
12:15 PM	2	140	40	2	9	1	0	6	0	0	1	0	0	3	204
12:30 PM	3	145	40	1	6	1	0	1	1	0	0	0	0	3	201
12:45 PM	2	144	33	0	13	1	0	6	1	0	0	0	0	3	203
01:00 PM	1	154	35	0	5	1	0	5	0	0	0	0	0	2	203
01:15 PM	4	144	44	0	9	0	1	4	0	0	0	0	0	8	214
01:30 PM	5	167	40	1	11	0	0	4	1	1	0	1	0	8	239
01:45 PM	1	144	35	0	10	0	0	5	1	0	1	0	0	4	201
02:00 PM	2	146	32	0	11	3	0	5	2	2	0	0	0	3	206
02:15 PM	0	157	39	1	6	1	0	7	1	1	0	0	0	1	214
02:30 PM	1	148	27	1	8	0	0	2	0	0	1	0	0	6	194
02:45 PM	2	151	38	1	4	0	0	4	1	0	0	0	0	4	205
03:00 PM	0	154	38	0	9	0	1	4	1	0	2	0	0	2	211
03:15 PM	1	137	37	0	3	1	0	4	1	0	2	0	0	3	189
03:30 PM	0	154	38	1	2	1	0	2	0	0	0	0	0	6	204
03:45 PM	0	120	37	2	8	1	0	7	0	0	0	0	0	7	182
04:00 PM	2	145	27	2	4	2	0	5	0	0	1	0	0	5	193
04:15 PM	6	144	45	0	6	0	0	6	1	0	0	0	0	4	212
04:30 PM	3	134	37	0	7	1	0	1	1	1	1	0	0	5	191
04:45 PM	1	155	30	0	10	1	0	3	0	0	0	0	0	3	203
05:00 PM	1	145	31	0	5	1	0	8	1	1	0	0	0	1	194
05:15 PM	3	144	34	2	8	2	0	3	0	1	0	0	1	5	203
05:30 PM	0	113	30	0	5	0	1	4	0	0	1	0	0	2	156
05:45 PM	2	133	41	0	7	0	0	4	0	2	0	0	0	3	192
Day Total															
Percent															
ADT 10615															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135842
DIRECTION: WB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	143	22	1	5	0	0	3	1	0	0	0	0	5	183
06:15 PM	2	126	19	0	5	0	1	2	1	2	0	0	0	4	162
06:30 PM	0	117	28	1	6	0	0	2	2	0	0	0	0	2	158
06:45 PM	1	118	22	0	7	0	0	5	1	0	0	0	0	1	155
07:00 PM	2	109	14	2	2	2	0	3	0	0	0	0	0	0	134
07:15 PM	3	90	28	0	4	2	0	1	1	0	1	0	0	0	130
07:30 PM	2	111	21	0	5	2	0	1	1	1	1	0	0	4	149
07:45 PM	1	115	14	0	2	0	0	0	2	0	0	0	0	4	138
08:00 PM	0	100	19	0	3	0	0	1	2	0	0	0	0	1	126
08:15 PM	1	81	20	0	4	1	0	3	0	1	0	0	0	0	111
08:30 PM	0	83	18	0	3	1	0	0	0	0	1	0	0	2	108
08:45 PM	0	80	14	0	1	0	0	3	0	0	0	0	0	1	99
09:00 PM	0	75	17	0	3	0	0	2	1	1	0	0	0	2	101
09:15 PM	0	65	7	0	2	0	0	4	1	0	0	0	0	0	79
09:30 PM	0	66	14	0	3	1	0	1	0	0	0	0	0	1	86
09:45 PM	0	71	13	1	1	1	0	0	1	0	0	0	0	0	88
10:00 PM	0	58	9	0	2	0	0	3	0	0	0	0	0	0	72
10:15 PM	0	54	11	0	3	0	0	0	0	0	0	0	0	0	68
10:30 PM	0	64	10	0	3	0	0	0	0	0	0	0	0	0	77
10:45 PM	0	39	4	0	0	1	0	0	2	0	0	0	0	0	46
11:00 PM	0	39	1	0	2	0	0	3	0	0	0	0	0	0	45
11:15 PM	0	41	6	0	1	0	0	0	0	0	2	0	0	0	50
11:30 PM	0	40	9	0	1	0	0	1	0	0	2	0	0	1	54
11:45 PM	1	31	6	0	1	0	0	0	0	0	1	0	0	1	41
Day Total	76	7881	1775	31	375	44	4	190	43	15	21	2	1	157	10615
Percent	0.7%	74.2%	16.7%	0.3%	3.5%	0.4%	0%	1.8%	0.4%	0.1%	0.2%	0%	0%	1.5%	
ADT 10615															
AM Peak 15-min Vol	10:00 AM	11:15 AM	11:15 AM	11:30 AM	10:45 AM	8:00 AM	12:00 AM	5:45 AM	1:30 AM	10:30 AM	7:00 AM	11:45 AM	12:00 AM	10:15 AM	11:15 AM
	2	142	40	2	10	4	0	4	3	1	1	1	0	6	195
PM Peak 15-min Vol	4:15 PM	1:30 PM	4:15 PM	12:15 PM	12:45 PM	2:00 PM	1:15 PM	5:00 PM	2:00 PM	2:00 PM	3:00 PM	1:30 PM	5:15 PM	1:15 PM	1:30 PM
	6	167	45	2	13	3	1	8	2	2	2	1	1	8	239

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	27	14	0	0	0	0	1	1	0	0	0	0	1	44
12:15 AM	0	32	2	0	0	0	0	1	1	0	1	0	0	1	38
12:30 AM	0	25	2	0	1	1	0	1	2	0	0	0	0	1	33
12:45 AM	0	24	2	0	0	0	0	1	0	0	0	0	0	0	27
01:00 AM	0	23	1	0	1	0	0	1	1	0	0	0	0	0	27
01:15 AM	0	20	5	0	0	0	0	0	0	0	0	0	0	0	25
01:30 AM	0	26	1	0	0	0	0	0	0	0	0	1	0	0	28
01:45 AM	0	24	3	0	3	0	0	0	0	0	0	0	0	0	30
02:00 AM	0	23	0	1	0	0	0	1	0	0	1	0	0	0	26
02:15 AM	1	22	1	1	3	0	0	1	1	0	0	0	0	0	30
02:30 AM	0	21	5	0	2	0	0	0	0	0	0	0	0	0	28
02:45 AM	0	17	4	0	1	0	0	0	1	0	0	0	0	0	23
03:00 AM	0	12	4	0	2	0	0	2	0	0	0	0	0	0	20
03:15 AM	0	21	2	0	1	1	1	1	4	0	0	0	0	0	31
03:30 AM	0	27	8	0	4	0	0	2	1	0	0	0	0	0	42
03:45 AM	0	38	9	0	3	0	0	2	4	0	0	0	0	0	56
04:00 AM	0	19	6	0	4	2	0	0	3	0	2	0	0	0	36
04:15 AM	0	22	6	0	2	1	0	4	1	0	0	0	0	0	36
04:30 AM	1	39	15	2	2	0	0	2	1	0	0	0	0	0	62
04:45 AM	0	58	18	1	4	0	0	4	0	0	0	0	0	0	85
05:00 AM	0	49	18	0	5	1	0	1	2	0	0	0	0	1	77
05:15 AM	0	60	20	2	4	0	0	2	0	0	0	0	0	4	92
05:30 AM	0	85	24	1	8	0	0	7	1	0	0	0	0	1	127
05:45 AM	0	122	34	3	4	1	0	1	3	0	0	0	1	5	174
Day Total															
Percent															
ADT															
16567															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	95	22	4	11	2	0	1	0	1	1	0	1	1	139
06:15 AM	0	120	27	1	8	0	0	6	1	1	1	0	0	3	168
06:30 AM	2	112	45	5	15	3	0	7	1	0	1	0	1	8	200
06:45 AM	1	119	41	1	7	1	0	4	1	0	0	0	1	5	181
07:00 AM	2	122	48	7	14	3	0	6	3	1	0	0	0	9	215
07:15 AM	2	140	50	3	14	6	1	5	3	0	1	0	0	10	235
07:30 AM	2	184	50	8	24	3	0	10	1	2	0	0	0	7	291
07:45 AM	5	173	53	7	13	2	1	9	7	1	0	0	1	6	278
08:00 AM	4	174	37	5	9	3	0	4	1	1	0	0	0	7	245
08:15 AM	5	105	49	8	21	2	0	17	4	1	0	0	2	8	222
08:30 AM	5	136	40	5	17	4	0	16	4	1	1	0	0	6	235
08:45 AM	1	141	36	4	20	4	1	5	0	0	0	0	1	3	216
09:00 AM	4	116	41	4	21	2	0	6	4	2	0	0	1	5	206
09:15 AM	2	99	58	3	11	1	1	8	3	1	1	0	1	11	200
09:30 AM	1	111	49	3	9	1	2	17	6	1	1	3	0	4	208
09:45 AM	1	127	40	5	12	2	0	5	2	0	0	0	0	4	198
10:00 AM	3	116	42	5	16	4	0	11	7	1	1	0	0	3	209
10:15 AM	3	119	40	0	13	1	3	2	3	1	1	0	2	8	196
10:30 AM	0	131	42	2	21	2	1	10	3	1	0	1	0	7	221
10:45 AM	1	143	41	2	21	1	4	10	3	2	0	0	0	12	240
11:00 AM	3	127	53	2	21	1	2	13	5	1	0	0	0	8	236
11:15 AM	1	141	52	1	18	3	1	11	5	2	1	0	1	4	241
11:30 AM	4	172	57	1	19	0	0	10	2	0	1	1	2	9	278
11:45 AM	5	159	62	3	24	1	2	8	3	1	0	0	1	5	274
Day Total															
Percent															
ADT 16567															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave

QC JOB #: 15135842

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	5	147	49	3	15	3	0	8	2	3	0	1	0	7	243
12:15 PM	3	185	50	2	11	2	7	6	4	0	0	0	2	7	279
12:30 PM	4	179	55	1	20	2	0	11	2	2	1	0	0	4	281
12:45 PM	4	167	48	3	14	2	1	11	10	2	1	0	0	10	273
01:00 PM	5	159	48	3	20	1	0	7	4	2	1	0	1	5	256
01:15 PM	3	170	68	7	14	2	3	10	6	5	0	0	0	5	293
01:30 PM	6	161	47	3	16	3	0	10	6	1	0	0	0	5	258
01:45 PM	3	188	51	0	11	3	2	10	6	1	1	0	2	8	286
02:00 PM	4	175	49	4	15	1	0	8	8	1	0	0	1	9	275
02:15 PM	4	190	48	1	12	0	1	5	4	1	0	0	2	9	277
02:30 PM	1	178	48	2	14	3	2	7	3	1	1	0	1	10	271
02:45 PM	5	173	51	1	18	3	4	7	7	2	1	0	1	12	285
03:00 PM	3	172	48	5	20	5	2	9	2	0	2	0	2	1	271
03:15 PM	3	198	44	4	8	5	1	8	3	2	0	0	1	5	282
03:30 PM	4	216	58	2	12	3	2	9	7	2	1	0	0	8	324
03:45 PM	4	213	58	3	14	3	0	11	1	3	1	0	0	13	324
04:00 PM	3	236	65	2	17	3	0	10	2	0	0	0	0	12	350
04:15 PM	3	202	52	4	14	1	0	6	4	2	0	1	1	10	300
04:30 PM	6	240	60	0	15	3	1	7	1	3	1	0	1	9	347
04:45 PM	5	221	49	1	12	1	1	12	2	0	2	0	0	11	317
05:00 PM	4	264	52	2	6	4	1	7	2	0	0	0	0	10	352
05:15 PM	3	120	33	1	6	1	0	3	1	0	1	0	1	29	199
05:30 PM	6	219	65	1	9	5	0	3	4	0	1	0	0	15	328
05:45 PM	3	216	45	1	8	4	1	11	1	0	2	0	1	14	307
Day Total															
Percent															
ADT															
16567															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:49 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135842
DIRECTION: WB
DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	205	57	1	10	2	0	6	0	0	0	0	1	7	291
06:15 PM	5	167	45	1	8	0	0	5	3	0	0	0	0	3	237
06:30 PM	2	161	38	1	7	2	0	2	1	0	0	0	0	5	219
06:45 PM	0	153	25	1	10	0	0	3	3	0	0	0	0	2	197
07:00 PM	1	133	26	0	3	0	0	4	0	0	0	0	0	4	171
07:15 PM	3	122	30	0	4	0	0	1	1	1	0	0	0	3	165
07:30 PM	0	147	20	1	3	0	2	1	2	0	0	0	0	1	177
07:45 PM	0	107	25	0	5	1	0	4	0	0	0	0	0	1	143
08:00 PM	0	100	21	1	5	0	0	2	1	0	0	0	0	2	132
08:15 PM	0	118	25	1	2	0	0	3	3	1	0	0	0	3	156
08:30 PM	1	103	29	0	5	1	0	1	1	0	0	0	0	1	142
08:45 PM	0	83	29	0	6	0	0	3	5	0	1	0	0	3	130
09:00 PM	1	83	21	0	2	1	0	0	1	0	0	0	0	0	109
09:15 PM	0	69	16	0	5	0	0	1	0	0	0	0	0	1	92
09:30 PM	0	94	14	0	2	0	0	0	1	0	0	0	0	0	111
09:45 PM	2	74	14	0	1	1	0	1	0	0	2	0	0	1	96
10:00 PM	1	70	13	0	4	0	0	2	0	0	1	0	0	1	92
10:15 PM	1	52	8	0	1	0	0	0	1	0	0	0	0	5	68
10:30 PM	0	62	9	0	1	0	0	0	3	0	0	0	0	0	75
10:45 PM	0	49	9	2	1	0	0	1	2	0	0	0	0	0	64
11:00 PM	0	29	7	0	0	0	0	1	0	0	0	0	0	0	37
11:15 PM	0	46	6	0	2	0	0	2	1	0	1	0	0	1	59
11:30 PM	0	35	8	0	2	0	0	3	0	0	1	0	0	0	49
11:45 PM	2	30	11	1	3	0	0	0	0	0	1	0	0	0	48
Day Total	174	10899	3026	166	846	130	51	478	220	57	39	8	34	439	16567
Percent	1.1%	65.8%	18.3%	1%	5.1%	0.8%	0.3%	2.9%	1.3%	0.3%	0.2%	0%	0.2%	2.6%	
ADT 16567															
AM Peak 15-min Vol	7:45 AM 5	7:30 AM 184	11:45 AM 62	7:30 AM 8	7:30 AM 24	7:15 AM 6	10:45 AM 4	8:15 AM 17	7:45 AM 7	7:30 AM 2	4:00 AM 2	9:30 AM 3	8:15 AM 2	10:45 AM 12	7:30 AM 291
PM Peak 15-min Vol	1:30 PM 6	5:00 PM 264	1:15 PM 68	1:15 PM 7	12:30 PM 20	3:00 PM 5	12:15 PM 7	4:45 PM 12	12:45 PM 10	1:15 PM 5	3:00 PM 2	12:00 PM 1	12:15 PM 2	5:15 PM 29	5:00 PM 352

Comments:

LOCATION: SR 40 (W Silver Springs Blvd) btwn I-75 NB Ramps & NW 34th Ave **QC JOB #:** 15135842
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 10 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	992	72785	19853	1008	5284	815	188	2733	1220	334	282	70	155	2882	108601
Percent	0.9%	67%	18.3%	0.9%	4.9%	0.8%	0.2%	2.5%	1.1%	0.3%	0.3%	0.1%	0.1%	2.7%	
ADT 15514															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	15	2	0	2	1	0	0	0	0	0	0	0	0	20
12:15 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	5	1	0	2	0	0	0	1	0	0	0	0	0	9
12:45 AM	0	11	2	0	0	0	0	0	0	0	0	1	0	0	14
01:00 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	1	13
01:15 AM	1	5	2	0	3	0	0	0	1	0	0	0	0	0	12
01:30 AM	1	3	2	0	0	0	0	0	0	0	0	1	0	1	8
01:45 AM	1	8	1	0	0	0	0	0	1	0	0	0	0	0	11
02:00 AM	0	5	1	0	1	1	0	0	2	0	0	0	0	0	10
02:15 AM	0	4	5	0	0	0	0	1	2	0	0	0	0	0	12
02:30 AM	0	7	2	0	1	0	0	0	3	0	0	0	0	0	13
02:45 AM	1	10	4	1	1	2	0	0	2	0	0	0	0	0	21
03:00 AM	0	3	0	0	0	0	0	1	2	0	0	0	0	0	6
03:15 AM	1	5	5	0	1	3	0	1	2	0	0	0	0	0	18
03:30 AM	1	8	2	0	0	1	0	0	1	0	0	0	0	0	13
03:45 AM	1	13	4	1	3	1	0	1	1	0	0	0	0	0	25
04:00 AM	3	13	8	0	3	2	0	0	0	1	0	0	0	0	30
04:15 AM	0	20	9	0	1	0	0	0	1	0	0	1	0	1	33
04:30 AM	0	17	13	0	5	0	0	1	0	0	0	0	0	0	36
04:45 AM	1	35	10	1	6	1	0	1	2	0	0	0	0	1	58
05:00 AM	1	35	21	0	5	3	0	0	1	0	0	0	0	1	67
05:15 AM	2	50	19	0	9	2	0	0	1	0	0	0	0	2	85
05:30 AM	3	67	15	0	3	3	0	3	2	0	0	0	0	2	98
05:45 AM	2	56	31	0	8	1	0	0	3	0	0	0	0	3	104
Day Total Percent															
ADT 14066															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	4	73	21	1	16	8	0	3	1	1	0	0	0	2	130
06:15 AM	4	87	52	1	9	2	0	1	5	0	0	0	0	11	172
06:30 AM	6	115	59	2	15	4	0	1	1	0	0	0	0	15	218
06:45 AM	9	120	40	3	17	2	1	7	3	0	0	0	0	25	227
07:00 AM	4	137	51	2	12	2	1	6	3	1	0	0	0	24	243
07:15 AM	6	116	35	1	9	5	1	6	0	0	1	0	1	80	261
07:30 AM	10	125	40	2	7	2	0	5	2	2	0	0	0	63	258
07:45 AM	15	127	47	3	17	6	2	6	2	0	0	0	0	58	283
08:00 AM	8	111	43	1	13	5	1	8	1	0	0	0	1	40	232
08:15 AM	7	133	54	1	14	3	0	11	5	0	0	1	0	26	255
08:30 AM	12	137	49	4	14	4	2	4	5	2	0	0	0	28	261
08:45 AM	14	132	45	3	23	7	0	5	3	0	0	0	0	18	250
09:00 AM	5	129	47	2	20	9	0	4	3	0	0	0	1	19	239
09:15 AM	5	139	39	0	16	4	0	6	3	1	0	0	0	17	230
09:30 AM	11	128	47	1	24	9	2	4	2	1	0	0	0	12	241
09:45 AM	9	129	50	2	16	2	2	2	2	0	0	0	1	18	233
10:00 AM	9	129	47	3	21	5	0	5	4	1	0	1	0	24	249
10:15 AM	7	130	42	3	20	6	0	5	5	0	0	1	0	23	242
10:30 AM	14	124	43	1	21	4	0	9	2	0	0	0	0	26	244
10:45 AM	5	126	36	4	15	5	0	4	2	1	0	0	0	17	215
11:00 AM	11	119	52	0	15	4	0	4	3	1	0	0	0	10	219
11:15 AM	2	117	48	0	13	1	1	9	4	0	0	0	0	29	224
11:30 AM	10	120	39	1	22	3	0	6	1	0	0	0	0	20	222
11:45 AM	3	135	56	1	24	2	1	9	2	0	0	0	0	11	244
Day Total Percent															
ADT 14066															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	12	144	68	1	15	5	1	6	1	0	0	1	2	17	273
12:15 PM	9	145	53	1	18	2	2	3	3	0	0	1	0	19	256
12:30 PM	12	128	48	1	15	6	0	9	1	2	0	0	0	19	241
12:45 PM	7	127	59	3	22	7	0	6	2	0	0	0	0	34	267
01:00 PM	3	111	55	1	22	7	0	4	7	0	0	0	0	18	228
01:15 PM	9	142	59	1	20	6	1	6	0	0	0	0	0	15	259
01:30 PM	7	157	41	4	10	7	2	3	1	1	1	1	1	16	252
01:45 PM	10	128	57	1	21	4	0	4	5	0	0	0	0	26	256
02:00 PM	5	132	59	1	18	5	0	5	4	0	0	0	0	12	241
02:15 PM	9	116	50	4	20	7	1	8	3	0	0	0	0	24	242
02:30 PM	4	127	61	1	18	1	2	5	1	0	0	0	1	19	240
02:45 PM	6	126	58	2	20	9	2	3	2	0	1	1	0	5	235
03:00 PM	6	119	47	1	23	3	0	6	2	0	0	0	0	17	224
03:15 PM	10	112	54	5	19	5	1	6	1	0	1	0	1	16	231
03:30 PM	12	139	47	1	19	3	0	4	2	0	0	1	0	38	266
03:45 PM	6	135	51	1	22	5	2	13	0	0	0	0	0	24	259
04:00 PM	7	125	59	1	18	5	1	6	1	1	0	0	0	19	243
04:15 PM	8	134	52	3	21	2	0	5	3	0	0	0	0	13	241
04:30 PM	13	121	58	2	24	2	0	3	3	0	0	0	0	24	250
04:45 PM	8	141	41	1	15	4	0	5	3	1	0	1	0	17	237
05:00 PM	7	143	55	2	16	1	0	1	1	0	0	0	0	34	260
05:15 PM	7	131	44	0	19	2	0	5	3	0	0	0	0	22	233
05:30 PM	4	134	42	1	21	0	0	3	2	0	0	0	0	13	220
05:45 PM	3	103	41	1	18	4	0	1	2	0	0	0	0	13	186
Day Total															
Percent															
ADT 14066															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	8	121	32	1	11	4	0	2	2	0	1	0	0	29	211
06:15 PM	4	109	24	1	16	0	1	1	3	0	0	0	0	7	166
06:30 PM	7	120	27	0	17	2	0	0	1	1	0	0	0	6	181
06:45 PM	4	90	30	2	7	0	0	1	0	1	0	0	0	5	140
07:00 PM	2	74	26	0	8	0	0	2	2	0	0	0	0	3	117
07:15 PM	2	75	14	0	7	0	0	2	2	0	1	0	0	1	104
07:30 PM	2	43	16	1	4	0	0	1	1	0	1	0	1	5	75
07:45 PM	2	67	16	1	8	2	0	0	1	1	0	0	0	3	101
08:00 PM	4	54	17	1	3	1	0	2	0	0	0	0	0	2	84
08:15 PM	3	51	17	1	9	2	0	2	1	0	0	0	0	2	88
08:30 PM	1	65	10	0	5	0	0	1	0	0	0	0	0	3	85
08:45 PM	0	39	7	0	3	0	0	0	0	0	0	0	0	1	50
09:00 PM	5	29	12	1	0	1	0	1	0	0	0	0	0	2	51
09:15 PM	3	44	7	0	1	0	0	0	2	0	0	0	0	2	59
09:30 PM	1	40	7	0	3	0	0	0	0	0	0	0	0	0	51
09:45 PM	5	27	6	0	6	1	0	0	1	0	0	0	0	2	48
10:00 PM	0	34	14	0	3	0	0	0	0	0	0	0	0	1	52
10:15 PM	3	22	4	1	1	0	0	0	1	0	1	0	0	2	35
10:30 PM	0	37	5	0	0	0	0	0	1	1	0	0	0	0	44
10:45 PM	2	24	7	0	5	0	0	0	0	0	0	0	0	1	39
11:00 PM	0	15	2	0	2	0	0	0	1	0	1	1	0	2	24
11:15 PM	1	25	6	0	1	0	0	0	5	0	1	0	0	1	40
11:30 PM	0	17	6	0	2	0	0	0	0	0	0	0	0	0	25
11:45 PM	0	22	5	0	1	0	0	0	1	0	0	0	0	0	29
Day Total	452	7721	2823	95	1025	240	30	274	170	21	10	13	10	1182	14066
Percent	3.2%	54.9%	20.1%	0.7%	7.3%	1.7%	0.2%	1.9%	1.2%	0.1%	0.1%	0.1%	0.1%	8.4%	
ADT 14066															
AM Peak 15-min Vol	7:45 AM 15	9:15 AM 139	6:30 AM 59	8:30 AM 4	9:30 AM 24	9:00 AM 9	7:45 AM 2	8:15 AM 11	6:15 AM 5	7:30 AM 2	7:15 AM 1	12:45 AM 1	7:15 AM 1	7:15 AM 80	7:45 AM 283
PM Peak 15-min Vol	4:30 PM 13	1:30 PM 157	12:00 PM 68	3:15 PM 5	4:30 PM 24	2:45 PM 9	12:15 PM 2	3:45 PM 13	1:00 PM 7	12:30 PM 2	1:30 PM 1	12:00 PM 1	12:00 PM 2	3:30 PM 38	12:00 PM 273

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	14	1	0	2	0	0	0	0	0	0	0	0	1	18
12:15 AM	2	8	2	0	0	0	0	1	2	0	0	0	0	0	15
12:30 AM	0	11	0	0	3	0	0	0	0	0	0	0	0	0	14
12:45 AM	2	12	3	0	2	0	0	0	0	0	0	0	0	0	19
01:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	1	13
01:15 AM	1	8	2	0	1	1	0	0	1	0	0	0	0	1	15
01:30 AM	1	3	0	0	0	0	0	0	2	0	0	0	0	1	7
01:45 AM	0	8	3	0	0	0	0	0	1	0	0	0	0	0	12
02:00 AM	0	4	3	0	1	0	0	0	0	0	0	1	0	1	10
02:15 AM	2	3	1	0	1	4	0	0	3	0	1	0	0	3	18
02:30 AM	0	5	3	0	0	0	0	0	2	0	0	0	0	0	10
02:45 AM	2	6	3	0	2	1	1	0	0	0	0	0	0	0	15
03:00 AM	2	8	1	0	3	1	0	0	1	0	0	0	0	0	16
03:15 AM	0	5	3	0	1	0	0	0	6	0	0	0	0	0	17
03:30 AM	1	15	2	0	2	0	0	0	3	0	0	0	0	0	23
03:45 AM	0	11	5	0	2	1	0	1	2	0	0	0	0	1	23
04:00 AM	0	15	3	0	1	0	0	2	0	0	0	0	0	0	21
04:15 AM	1	24	6	0	3	2	0	2	1	0	0	0	0	1	40
04:30 AM	4	28	12	2	7	2	0	1	2	0	0	0	0	1	59
04:45 AM	2	22	12	0	6	2	0	1	1	0	0	0	0	0	46
05:00 AM	1	26	7	1	7	0	0	3	2	0	0	0	0	3	50
05:15 AM	1	38	24	0	4	2	0	2	2	0	0	1	0	2	76
05:30 AM	4	55	19	0	4	3	0	1	3	0	0	0	0	5	94
05:45 AM	0	68	30	1	5	0	0	2	4	0	0	0	0	2	112
Day Total															
Percent															
ADT															
14248															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	4	63	31	2	9	1	0	3	5	0	0	0	0	4	122
06:15 AM	12	91	50	2	7	2	0	5	2	0	0	0	0	10	181
06:30 AM	9	107	62	1	21	0	0	6	1	0	0	0	0	28	235
06:45 AM	5	142	54	1	16	1	0	11	2	1	0	0	0	14	247
07:00 AM	12	131	37	2	13	4	0	9	7	0	0	0	0	29	244
07:15 AM	8	161	47	2	7	2	1	2	1	0	1	1	0	46	279
07:30 AM	11	129	38	4	10	1	1	3	0	2	0	0	0	70	269
07:45 AM	22	119	43	0	12	5	0	2	3	1	0	0	0	61	268
08:00 AM	12	130	40	3	21	3	1	2	2	0	0	0	0	32	246
08:15 AM	4	133	52	3	16	3	0	2	4	0	0	0	0	12	229
08:30 AM	8	140	61	1	13	5	0	5	1	1	0	0	0	25	260
08:45 AM	17	122	39	2	14	4	0	3	5	1	0	0	1	41	249
09:00 AM	9	132	44	3	11	8	0	2	3	0	0	0	0	27	239
09:15 AM	6	131	51	2	24	3	1	6	7	0	0	0	0	18	249
09:30 AM	13	154	40	1	15	3	1	8	3	1	0	1	0	21	261
09:45 AM	5	134	44	2	15	3	3	3	2	0	0	1	0	25	237
10:00 AM	4	143	49	3	21	3	0	6	4	1	0	0	0	14	248
10:15 AM	4	128	56	1	14	3	0	2	4	0	0	0	0	6	218
10:30 AM	1	122	51	4	25	1	0	8	2	0	0	1	0	14	229
10:45 AM	7	118	61	1	19	5	1	7	2	3	0	0	0	28	252
11:00 AM	12	126	45	0	23	7	0	7	4	0	0	0	0	14	238
11:15 AM	2	118	54	0	20	8	1	8	3	0	0	0	0	16	230
11:30 AM	7	132	53	4	16	6	1	3	5	0	0	1	0	14	242
11:45 AM	7	127	49	1	20	5	0	4	4	1	0	1	0	18	237
Day Total															
Percent															
ADT															
14248															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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QC JOB #: 15135849

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CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	6	125	51	0	17	9	0	7	2	1	0	0	0	13	231
12:15 PM	8	124	52	0	22	8	0	8	3	2	0	0	0	29	256
12:30 PM	3	138	48	2	18	0	0	5	0	1	0	0	0	17	232
12:45 PM	6	106	52	2	8	5	2	8	4	1	0	1	0	37	232
01:00 PM	12	118	54	2	16	3	0	10	6	0	0	0	1	18	240
01:15 PM	6	141	54	1	20	3	0	7	1	0	1	0	0	16	250
01:30 PM	4	136	42	3	17	2	0	7	4	0	0	0	1	19	235
01:45 PM	6	134	48	1	13	3	0	5	3	0	1	1	0	17	232
02:00 PM	12	112	52	4	10	4	0	4	3	1	1	0	0	21	224
02:15 PM	15	127	49	1	20	4	1	8	3	0	0	1	0	13	242
02:30 PM	9	129	49	3	13	7	1	10	1	0	0	0	1	28	251
02:45 PM	3	140	47	0	20	3	1	2	2	2	1	0	0	26	247
03:00 PM	11	126	60	1	13	8	0	3	2	1	0	0	0	29	254
03:15 PM	6	89	52	2	21	2	0	7	3	0	0	1	0	30	213
03:30 PM	6	117	69	5	25	5	1	6	2	0	0	0	0	24	260
03:45 PM	8	114	55	3	19	5	0	7	3	0	1	0	0	23	238
04:00 PM	7	142	50	3	15	4	0	5	2	1	0	1	0	32	262
04:15 PM	4	126	54	2	17	4	1	8	3	0	1	0	0	34	254
04:30 PM	8	146	52	1	20	6	0	5	0	0	0	0	0	33	271
04:45 PM	7	122	44	2	19	4	2	4	2	0	0	0	0	18	224
05:00 PM	11	144	52	0	21	6	1	8	2	1	1	0	0	35	282
05:15 PM	8	120	40	1	12	2	0	5	3	1	0	0	0	31	223
05:30 PM	8	120	36	1	22	3	0	1	0	0	0	1	0	24	216
05:45 PM	8	129	36	2	21	3	0	4	1	1	0	0	0	8	213
Day Total															
Percent															
ADT															
14248															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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SPECIFIC LOCATION:

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CITY/STATE: Marion, FL

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	4	139	33	2	14	1	0	1	3	0	0	0	0	17	214
06:15 PM	1	120	40	0	13	0	0	1	1	0	0	0	0	4	180
06:30 PM	2	124	42	0	9	1	0	5	1	0	0	1	0	11	196
06:45 PM	2	91	29	0	12	2	0	2	2	0	0	0	0	13	153
07:00 PM	1	86	27	0	14	1	0	1	1	0	0	0	0	1	132
07:15 PM	1	64	20	0	10	2	0	1	2	0	0	0	0	1	101
07:30 PM	4	67	13	0	9	2	0	4	3	0	1	0	0	2	105
07:45 PM	2	69	12	0	6	0	0	2	3	0	0	0	0	3	97
08:00 PM	1	57	18	0	4	1	0	0	1	0	0	0	0	3	85
08:15 PM	4	56	15	0	3	1	0	1	0	0	0	0	0	0	80
08:30 PM	4	58	12	0	3	2	0	0	0	0	0	0	0	1	80
08:45 PM	1	48	11	1	4	1	0	0	1	0	0	0	0	1	68
09:00 PM	3	40	13	0	1	0	0	0	3	0	0	0	0	0	60
09:15 PM	0	41	13	0	7	0	0	0	1	0	0	0	0	0	62
09:30 PM	3	57	9	1	3	1	0	1	0	0	0	0	0	2	77
09:45 PM	0	34	10	0	3	0	0	1	0	0	0	0	0	1	49
10:00 PM	1	28	7	0	0	0	0	0	0	0	1	0	0	0	37
10:15 PM	1	26	7	1	3	1	0	0	1	0	0	0	0	0	40
10:30 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	0	32
10:45 PM	1	30	6	0	1	1	0	0	2	0	0	0	0	0	41
11:00 PM	1	15	5	1	2	0	0	0	1	0	1	0	0	0	26
11:15 PM	2	18	5	0	4	1	0	1	0	0	0	0	0	1	32
11:30 PM	0	18	9	1	3	1	0	1	1	0	1	0	0	0	35
11:45 PM	0	20	9	0	0	0	0	0	1	0	1	1	0	0	32
Day Total	448	7800	2863	98	987	227	22	301	197	25	14	16	4	1246	14248
Percent	3.1%	54.7%	20.1%	0.7%	6.9%	1.6%	0.2%	2.1%	1.4%	0.2%	0.1%	0.1%	0%	8.7%	
ADT 14248															
AM Peak 15-min Vol	7:45 AM 22	7:15 AM 161	6:30 AM 62	7:30 AM 4	10:30 AM 25	9:00 AM 8	9:45 AM 3	6:45 AM 11	7:00 AM 7	10:45 AM 3	2:15 AM 1	2:00 AM 1	8:45 AM 1	7:30 AM 70	7:15 AM 279
PM Peak 15-min Vol	2:15 PM 15	4:30 PM 146	3:30 PM 69	3:30 PM 5	3:30 PM 25	12:00 PM 9	12:45 PM 2	1:00 PM 10	1:00 PM 6	12:15 PM 2	1:15 PM 1	12:45 PM 1	1:00 PM 1	12:45 PM 37	5:00 PM 282

Comments:

Report generated on 1/27/2020 7:57 AM

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LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
12:15 AM	0	15	1	0	0	0	0	0	0	0	0	1	0	0	17
12:30 AM	0	13	3	0	0	0	0	1	0	0	0	0	0	0	17
12:45 AM	1	13	1	0	1	1	0	0	0	0	0	0	0	1	18
01:00 AM	0	11	3	0	1	0	0	0	1	0	0	0	0	0	16
01:15 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	0	11
01:30 AM	0	3	3	0	1	0	0	0	1	0	0	0	0	0	8
01:45 AM	0	6	0	0	2	0	0	1	0	0	0	0	0	0	9
02:00 AM	1	6	1	1	0	0	0	0	1	0	0	0	0	0	10
02:15 AM	0	5	1	0	0	0	0	0	2	0	0	1	0	0	9
02:30 AM	0	6	2	0	0	0	0	0	2	0	0	0	0	0	10
02:45 AM	0	7	2	0	0	0	0	0	3	0	0	0	0	0	12
03:00 AM	0	10	1	0	2	1	0	0	1	0	0	0	0	0	15
03:15 AM	1	7	3	0	3	1	0	3	2	0	0	0	0	0	20
03:30 AM	0	12	5	0	0	1	0	0	4	0	1	0	0	1	24
03:45 AM	1	10	4	0	2	1	0	1	3	0	0	0	0	0	22
04:00 AM	0	16	1	0	1	0	0	1	0	0	0	0	0	0	19
04:15 AM	0	25	8	0	1	1	0	1	3	0	0	0	0	0	39
04:30 AM	3	24	8	0	0	2	0	1	0	0	0	0	0	1	39
04:45 AM	3	30	21	0	6	2	1	1	4	0	0	0	0	2	70
05:00 AM	1	32	16	0	6	1	0	4	3	0	1	0	0	0	64
05:15 AM	4	48	15	1	4	4	0	4	1	0	0	0	0	4	85
05:30 AM	4	66	19	1	4	3	0	8	2	0	0	0	0	3	110
05:45 AM	7	61	29	1	6	4	0	2	1	1	1	0	0	3	116
Day Total Percent															
ADT 14333															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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06:00 AM	2	68	25	3	11	1	1	4	3	0	0	0	0	4	122
06:15 AM	7	98	45	1	8	4	1	2	1	1	1	0	0	12	181
06:30 AM	9	108	49	0	16	6	0	4	1	0	0	0	0	31	224
06:45 AM	10	118	57	2	17	2	0	4	3	0	1	0	0	10	224
07:00 AM	10	135	44	1	16	2	0	14	2	0	0	0	0	26	250
07:15 AM	13	167	50	0	12	4	0	5	1	0	0	0	0	52	304
07:30 AM	12	164	54	1	10	2	0	6	0	2	0	0	0	68	319
07:45 AM	8	173	48	2	11	2	0	3	0	0	0	0	0	37	284
08:00 AM	8	138	43	1	17	5	0	6	1	0	0	0	0	26	245
08:15 AM	8	115	41	2	11	3	1	1	7	1	1	0	0	29	220
08:30 AM	11	138	46	2	8	6	0	1	4	0	0	0	0	33	249
08:45 AM	5	131	50	2	14	6	0	7	5	0	0	0	0	34	254
09:00 AM	5	109	40	7	15	3	2	5	3	0	0	0	0	26	215
09:15 AM	8	137	56	2	12	2	0	4	4	0	0	0	0	20	245
09:30 AM	7	149	55	0	22	4	0	6	0	0	0	0	0	20	263
09:45 AM	5	109	55	3	18	9	1	4	3	0	0	0	0	29	236
10:00 AM	3	126	46	0	9	1	0	8	3	1	1	0	0	18	216
10:15 AM	4	119	46	2	15	0	1	3	3	0	0	1	0	20	214
10:30 AM	7	139	46	1	13	3	0	6	1	1	0	0	1	17	235
10:45 AM	8	139	48	2	21	2	1	5	5	0	0	0	0	18	249
11:00 AM	5	129	40	0	13	3	0	3	3	0	0	0	0	19	215
11:15 AM	5	122	53	1	13	2	0	5	2	0	0	0	0	18	221
11:30 AM	9	131	58	2	20	3	0	6	3	0	0	0	0	12	244
11:45 AM	8	111	55	1	20	1	0	1	3	0	0	0	0	12	212
Day Total															
Percent															
ADT															
14333															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

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12:00 PM	5	133	49	0	17	1	1	4	1	0	0	0	0	39	250
12:15 PM	15	136	48	4	20	3	0	5	3	0	0	0	0	32	266
12:30 PM	7	121	51	2	13	7	0	2	3	0	0	0	0	29	235
12:45 PM	8	106	49	0	27	3	0	9	3	2	0	0	0	16	223
01:00 PM	4	125	56	1	17	2	2	8	5	2	0	0	0	18	240
01:15 PM	4	116	51	1	15	3	0	7	2	0	0	0	0	14	213
01:30 PM	4	155	44	3	21	3	0	4	2	0	0	0	0	21	257
01:45 PM	4	126	47	1	22	7	1	7	1	1	0	0	0	21	238
02:00 PM	6	134	50	0	18	2	0	6	1	1	0	1	0	25	244
02:15 PM	8	129	43	1	11	4	0	6	1	0	0	0	0	23	226
02:30 PM	5	122	51	0	12	6	0	5	2	0	0	0	0	24	227
02:45 PM	4	131	42	1	11	0	0	8	5	1	0	0	0	14	217
03:00 PM	9	134	65	3	18	3	1	0	1	2	0	0	0	33	269
03:15 PM	5	117	51	3	15	3	3	2	3	2	0	1	0	35	240
03:30 PM	9	148	59	2	22	2	0	7	0	1	0	0	0	23	273
03:45 PM	7	142	46	3	19	9	1	1	5	0	0	0	0	28	261
04:00 PM	5	143	62	2	16	5	0	3	1	1	0	0	1	44	283
04:15 PM	2	141	53	3	21	1	0	7	1	0	0	1	0	30	260
04:30 PM	9	149	51	6	12	2	0	6	3	0	0	1	0	33	272
04:45 PM	3	144	51	4	16	3	0	5	2	0	0	0	0	17	245
05:00 PM	13	156	50	2	17	7	2	3	1	1	0	1	0	35	288
05:15 PM	4	125	58	2	9	2	0	3	3	1	0	0	0	16	223
05:30 PM	4	125	42	1	11	4	1	7	2	1	0	0	0	24	222
05:45 PM	1	110	43	0	16	4	0	2	2	1	0	1	1	15	196
Day Total															
Percent															
ADT 14333															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

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06:00 PM	2	128	42	2	13	0	0	6	0	0	1	0	0	13	207
06:15 PM	5	109	30	0	13	0	0	4	0	0	0	0	0	8	169
06:30 PM	1	107	41	0	16	3	0	1	3	0	0	0	0	13	185
06:45 PM	2	97	33	2	12	0	0	3	0	0	0	0	0	2	151
07:00 PM	1	83	23	1	12	0	0	1	0	0	0	0	0	1	122
07:15 PM	1	73	24	0	9	2	0	2	0	0	0	0	0	2	113
07:30 PM	1	54	18	0	10	0	0	3	1	0	0	0	0	0	87
07:45 PM	1	71	14	0	4	0	0	1	1	0	0	0	0	1	93
08:00 PM	0	52	19	0	8	0	0	1	1	0	0	0	0	1	82
08:15 PM	1	63	19	0	8	1	0	1	1	0	0	0	0	0	94
08:30 PM	4	54	21	0	11	3	0	0	2	0	0	0	0	1	96
08:45 PM	2	47	12	0	3	0	0	0	3	0	0	0	0	1	68
09:00 PM	0	54	11	1	4	3	0	0	0	0	0	0	0	2	75
09:15 PM	0	54	14	1	6	1	0	0	3	0	0	0	0	0	79
09:30 PM	2	42	10	1	3	1	0	0	1	0	0	0	0	0	60
09:45 PM	0	38	9	0	4	0	0	0	1	0	0	0	0	1	53
10:00 PM	2	34	9	0	0	2	0	1	0	0	0	0	0	0	48
10:15 PM	3	29	9	1	3	1	0	0	1	0	0	0	0	0	47
10:30 PM	0	31	4	0	4	0	0	0	1	0	0	0	0	0	40
10:45 PM	0	33	6	1	1	0	0	0	2	0	0	0	0	0	43
11:00 PM	0	29	4	0	3	0	0	0	0	0	1	0	0	0	37
11:15 PM	0	17	7	1	3	0	0	0	0	0	0	1	0	0	29
11:30 PM	0	22	9	0	1	0	0	0	1	0	0	0	0	0	33
11:45 PM	3	19	7	0	4	1	0	0	1	0	0	0	0	0	35
Day Total	379	8031	2908	98	933	202	21	282	172	24	9	10	3	1261	14333
Percent	2.6%	56%	20.3%	0.7%	6.5%	1.4%	0.1%	2%	1.2%	0.2%	0.1%	0.1%	0%	8.8%	
ADT 14333															
AM Peak 15-min Vol	7:15 AM 13	7:45 AM 173	11:30 AM 58	9:00 AM 7	9:30 AM 22	9:45 AM 9	9:00 AM 2	7:00 AM 14	8:15 AM 7	7:30 AM 2	3:30 AM 1	12:15 AM 1	10:30 AM 1	7:30 AM 68	7:30 AM 319
PM Peak 15-min Vol	12:15 PM 15	5:00 PM 156	3:00 PM 65	4:30 PM 6	12:45 PM 27	3:45 PM 9	3:15 PM 3	12:45 PM 9	1:00 PM 5	12:45 PM 2	6:00 PM 1	2:00 PM 1	4:00 PM 1	4:00 PM 44	5:00 PM 288

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	21	4	1	5	0	0	0	0	0	0	0	0	0	32
12:15 AM	1	12	2	0	0	0	0	0	0	0	0	0	0	0	15
12:30 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	0	24
12:45 AM	0	15	4	0	1	0	0	1	0	0	0	0	0	1	22
01:00 AM	0	16	3	0	1	1	0	0	0	0	0	0	0	0	21
01:15 AM	1	8	1	0	1	1	0	0	0	0	0	1	0	0	13
01:30 AM	0	1	2	1	2	0	0	0	1	0	0	0	0	3	10
01:45 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
02:00 AM	0	1	1	0	1	0	0	0	2	0	0	0	0	0	5
02:15 AM	0	5	2	0	1	0	0	0	1	0	0	1	0	0	10
02:30 AM	0	4	3	0	2	1	0	1	1	0	0	0	0	0	12
02:45 AM	0	11	3	0	0	0	0	1	1	0	0	0	0	0	16
03:00 AM	1	8	1	0	0	1	0	0	2	0	0	0	0	0	13
03:15 AM	2	9	0	0	1	0	0	0	7	0	0	0	0	0	19
03:30 AM	0	8	9	0	3	0	0	0	2	0	0	0	0	0	22
03:45 AM	1	15	3	1	1	1	0	1	1	0	0	0	0	0	24
04:00 AM	0	12	6	0	3	0	0	0	1	0	1	0	0	1	24
04:15 AM	1	11	5	0	2	1	0	1	4	0	0	0	0	0	25
04:30 AM	0	25	12	0	2	3	0	1	6	0	0	0	0	0	49
04:45 AM	1	35	11	1	6	2	0	3	2	0	0	0	0	1	62
05:00 AM	2	35	17	2	4	2	0	1	2	0	0	0	0	1	66
05:15 AM	4	34	18	1	7	3	0	0	2	0	0	0	1	0	70
05:30 AM	4	52	25	0	6	2	0	6	2	0	0	0	0	3	100
05:45 AM	4	64	27	0	7	0	0	1	5	0	0	0	0	4	112
Day Total															
Percent															
ADT															
14669															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	64	41	2	20	0	0	1	1	0	0	0	0	1	132
06:15 AM	4	115	42	2	16	2	0	4	5	0	0	0	0	10	200
06:30 AM	4	116	52	2	13	2	0	5	1	0	0	0	0	16	211
06:45 AM	11	118	48	1	17	4	0	7	2	0	0	0	0	17	225
07:00 AM	5	136	47	2	11	1	0	7	1	0	0	0	1	34	245
07:15 AM	3	185	60	2	12	5	0	8	2	0	0	1	0	31	309
07:30 AM	9	160	42	4	12	3	0	1	2	2	1	0	0	58	294
07:45 AM	6	144	47	2	12	1	0	5	0	0	0	0	0	57	274
08:00 AM	1	142	46	2	17	3	1	3	2	1	0	0	0	14	232
08:15 AM	4	125	35	1	19	5	0	11	7	1	0	0	0	19	227
08:30 AM	4	161	40	2	13	4	1	5	1	0	0	0	0	27	258
08:45 AM	5	148	45	3	16	3	1	8	0	1	0	0	0	26	256
09:00 AM	8	118	59	3	20	5	0	3	4	0	0	0	0	29	249
09:15 AM	15	139	45	3	17	9	0	6	2	0	0	0	0	28	264
09:30 AM	3	148	54	1	12	3	2	2	1	0	0	0	0	30	256
09:45 AM	9	109	49	3	18	4	0	3	3	1	0	0	0	20	219
10:00 AM	7	123	46	1	13	2	0	6	1	0	1	0	1	20	221
10:15 AM	4	129	58	1	12	2	0	8	1	0	0	0	0	11	226
10:30 AM	7	144	45	4	14	5	0	1	4	0	0	0	0	32	256
10:45 AM	7	145	40	3	13	3	0	4	6	1	0	0	0	23	245
11:00 AM	2	124	47	0	21	3	0	6	2	0	1	0	0	24	230
11:15 AM	6	122	60	3	18	6	2	6	3	0	0	0	0	9	235
11:30 AM	8	128	60	1	19	1	0	3	4	0	0	0	0	31	255
11:45 AM	5	123	60	3	16	3	0	7	2	0	0	0	0	25	244
Day Total															
Percent															
ADT	14669														
AM Peak	15-min Vol														
PM Peak	15-min Vol														

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	8	109	45	1	21	6	0	4	1	0	0	0	0	20	215
12:15 PM	5	141	54	2	18	2	0	3	5	0	0	0	0	23	253
12:30 PM	12	128	52	3	18	8	0	6	2	0	0	0	0	21	250
12:45 PM	5	108	58	3	22	2	0	5	1	0	0	0	0	29	233
01:00 PM	15	123	54	0	13	8	0	4	6	1	0	0	0	22	246
01:15 PM	9	149	49	0	15	2	0	6	5	0	1	0	0	15	251
01:30 PM	6	148	56	4	17	3	0	4	3	0	0	0	0	21	262
01:45 PM	9	127	51	5	18	1	0	2	4	0	0	0	0	28	245
02:00 PM	3	136	42	3	16	3	0	8	4	1	0	0	0	17	233
02:15 PM	6	118	52	0	15	3	0	6	1	0	0	1	0	19	221
02:30 PM	11	136	59	0	20	4	0	6	2	1	0	0	0	23	262
02:45 PM	9	141	52	4	14	4	0	3	1	0	0	0	0	10	238
03:00 PM	8	112	50	2	25	3	0	5	0	0	0	0	0	31	236
03:15 PM	11	99	54	1	23	4	0	6	4	0	1	0	0	43	246
03:30 PM	16	131	55	4	18	6	0	2	3	0	0	1	0	50	286
03:45 PM	2	142	56	1	17	4	0	3	1	0	0	0	0	28	254
04:00 PM	1	125	52	3	13	4	0	6	1	0	0	0	0	24	229
04:15 PM	11	137	60	3	28	1	0	4	2	0	0	0	0	35	281
04:30 PM	0	148	59	2	22	0	0	5	1	0	0	0	1	17	255
04:45 PM	6	144	44	5	13	3	0	5	0	0	0	0	0	36	256
05:00 PM	9	158	58	1	15	3	0	4	0	1	0	0	0	33	282
05:15 PM	8	139	48	2	13	2	1	3	1	0	0	0	0	27	244
05:30 PM	12	126	41	1	23	0	0	5	3	0	0	0	0	25	236
05:45 PM	7	123	35	0	24	3	0	3	2	0	0	0	0	19	216
Day Total															
Percent															
ADT	14669														
AM Peak	15-min Vol														
PM Peak	15-min Vol														

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: EB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	139	54	0	15	1	0	2	2	1	0	0	0	15	229
06:15 PM	3	110	32	0	20	0	0	4	0	0	0	0	0	17	186
06:30 PM	4	127	40	1	12	2	0	4	1	0	0	0	1	19	211
06:45 PM	8	112	29	0	14	1	0	2	0	0	0	0	0	8	174
07:00 PM	2	91	21	0	12	0	0	0	1	0	0	0	0	10	137
07:15 PM	0	76	15	0	8	0	0	4	3	0	0	0	0	2	108
07:30 PM	4	64	24	0	15	2	0	1	1	0	0	0	0	4	115
07:45 PM	2	78	18	0	9	0	0	0	2	1	0	0	0	5	115
08:00 PM	0	66	17	0	9	0	0	1	2	0	0	0	0	1	96
08:15 PM	4	55	17	0	2	2	1	1	3	0	1	0	0	4	90
08:30 PM	1	42	21	0	5	0	1	0	1	0	0	0	0	2	73
08:45 PM	1	59	14	0	6	0	0	0	0	0	0	0	0	5	85
09:00 PM	1	63	9	1	4	0	0	0	2	0	0	0	0	0	80
09:15 PM	0	47	8	0	1	0	0	2	1	0	0	0	0	0	59
09:30 PM	1	54	5	1	5	0	0	0	1	0	0	0	0	0	67
09:45 PM	0	34	13	0	5	0	0	0	1	0	0	0	0	2	55
10:00 PM	1	39	7	0	0	0	0	0	1	0	0	0	0	0	48
10:15 PM	1	42	8	0	3	1	0	0	1	0	0	1	0	0	57
10:30 PM	2	22	9	0	3	1	0	0	0	0	0	1	0	1	39
10:45 PM	1	28	2	0	5	0	0	1	1	0	0	0	0	0	38
11:00 PM	0	27	5	0	4	0	0	0	0	0	0	0	0	0	36
11:15 PM	0	24	5	0	1	0	0	1	2	0	0	0	0	0	33
11:30 PM	2	23	5	1	1	0	0	0	0	0	0	0	0	2	34
11:45 PM	0	27	4	0	1	0	0	0	0	0	1	0	0	0	33
Day Total	389	8196	2950	112	1028	186	10	268	178	13	8	7	5	1319	14669
Percent	2.7%	55.9%	20.1%	0.8%	7%	1.3%	0.1%	1.8%	1.2%	0.1%	0.1%	0%	0%	9%	
ADT 14669															
AM Peak 15-min Vol	9:15 AM 15	7:15 AM 185	7:15 AM 60	7:30 AM 4	11:00 AM 21	9:15 AM 9	9:30 AM 2	8:15 AM 11	3:15 AM 7	7:30 AM 2	4:00 AM 1	1:15 AM 1	5:15 AM 1	7:30 AM 58	7:15 AM 309
PM Peak 15-min Vol	3:30 PM 16	5:00 PM 158	4:15 PM 60	1:45 PM 5	4:15 PM 28	12:30 PM 8	5:15 PM 1	2:00 PM 8	1:00 PM 6	1:00 PM 1	1:15 PM 1	2:15 PM 1	4:30 PM 1	3:30 PM 50	3:30 PM 286

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	22	4	0	2	0	0	1	0	0	0	0	0	0	29
12:15 AM	0	11	3	0	3	0	0	0	0	0	0	0	0	0	17
12:30 AM	2	19	3	0	1	1	0	0	0	0	0	0	0	1	27
12:45 AM	1	9	1	0	0	0	0	0	0	0	0	1	0	0	12
01:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	2	8
01:15 AM	1	11	4	0	1	1	0	0	0	0	0	0	0	1	19
01:30 AM	2	10	5	0	1	1	0	0	0	0	0	0	0	1	20
01:45 AM	0	7	1	0	2	0	0	0	0	0	0	1	0	0	11
02:00 AM	0	6	4	0	0	0	0	1	0	0	0	0	0	1	12
02:15 AM	0	5	0	1	0	0	0	0	2	0	1	0	0	0	9
02:30 AM	0	8	1	0	1	0	0	1	5	0	0	0	0	0	16
02:45 AM	4	6	3	0	1	1	0	1	0	0	0	0	0	0	16
03:00 AM	0	2	6	0	0	0	0	0	2	0	0	0	0	0	10
03:15 AM	2	10	2	0	0	2	0	0	5	0	0	0	0	0	21
03:30 AM	1	16	6	0	6	2	0	0	2	0	0	0	0	0	33
03:45 AM	1	7	8	0	0	1	0	1	3	0	0	0	0	0	21
04:00 AM	0	9	4	0	3	0	0	2	0	0	0	0	0	1	19
04:15 AM	2	19	13	0	0	2	0	3	1	0	0	0	0	1	41
04:30 AM	0	25	4	0	2	1	0	1	1	0	0	0	0	2	36
04:45 AM	3	32	13	0	7	3	0	2	1	0	0	0	0	0	61
05:00 AM	4	38	16	0	4	2	0	4	1	0	0	0	0	3	72
05:15 AM	1	33	11	1	6	2	0	2	3	0	1	0	0	0	60
05:30 AM	3	60	24	0	9	3	0	3	3	0	0	0	0	0	105
05:45 AM	2	81	22	1	8	2	0	2	3	0	0	0	0	4	125
Day Total Percent															
ADT 16171															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	4	74	31	2	10	3	0	5	1	0	0	0	0	4	134
06:15 AM	5	91	39	1	15	2	0	2	3	0	0	0	1	10	169
06:30 AM	8	115	51	1	23	2	0	4	2	0	0	0	0	18	224
06:45 AM	7	112	57	1	14	6	0	6	0	0	0	0	1	25	229
07:00 AM	2	138	53	1	11	4	0	3	2	0	1	0	0	21	236
07:15 AM	11	165	65	0	22	4	1	4	2	1	0	1	0	36	312
07:30 AM	21	145	39	0	15	9	1	6	5	1	0	0	0	54	296
07:45 AM	11	141	43	1	14	2	0	5	4	0	0	0	0	50	271
08:00 AM	6	144	39	0	12	3	0	6	1	1	0	0	0	21	233
08:15 AM	5	140	56	1	20	5	0	7	4	1	0	1	0	25	265
08:30 AM	6	146	49	3	16	1	0	4	2	0	1	0	0	19	247
08:45 AM	6	140	45	1	18	2	0	5	7	0	0	0	0	16	240
09:00 AM	4	120	56	5	11	0	0	5	5	0	0	0	0	21	227
09:15 AM	9	125	53	2	14	6	1	1	0	0	0	0	0	21	232
09:30 AM	9	144	53	0	25	1	0	5	0	0	0	0	0	31	268
09:45 AM	15	145	42	2	19	3	0	5	1	1	0	1	0	25	259
10:00 AM	7	126	60	1	20	6	1	4	2	1	0	1	0	12	241
10:15 AM	5	145	51	2	22	3	0	2	1	0	0	1	0	19	251
10:30 AM	5	145	60	3	15	4	0	6	2	0	0	0	0	19	259
10:45 AM	8	146	50	1	24	0	0	2	3	0	0	0	0	28	262
11:00 AM	11	136	59	1	22	3	1	7	0	1	0	0	1	23	265
11:15 AM	9	121	55	2	27	6	0	4	2	0	0	0	0	21	247
11:30 AM	3	128	41	2	14	4	1	5	4	0	1	0	0	24	227
11:45 AM	7	129	54	1	21	2	0	4	1	0	0	2	0	23	244
Day Total Percent															
ADT 16171															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	6	148	57	2	18	1	0	7	1	0	0	1	0	19	260
12:15 PM	6	127	50	5	25	1	0	9	2	0	0	0	0	32	257
12:30 PM	4	158	68	2	16	1	1	5	3	1	0	1	0	18	278
12:45 PM	9	137	65	4	17	3	0	4	6	1	0	0	0	25	271
01:00 PM	8	132	48	0	20	2	0	5	4	0	0	1	0	25	245
01:15 PM	8	183	50	2	14	2	0	3	1	0	0	0	0	23	286
01:30 PM	7	155	47	0	24	2	0	2	0	0	0	0	0	23	260
01:45 PM	9	128	63	1	14	5	1	7	3	0	0	0	0	32	263
02:00 PM	4	122	52	2	16	1	1	9	2	0	0	1	0	27	237
02:15 PM	5	146	64	1	24	2	0	6	3	0	1	0	0	27	279
02:30 PM	13	160	62	1	12	5	0	3	3	0	0	0	0	38	297
02:45 PM	3	143	47	0	33	1	1	6	3	0	1	0	0	29	267
03:00 PM	6	123	63	1	24	4	0	11	1	1	0	0	0	43	277
03:15 PM	10	140	60	0	22	2	0	9	1	0	1	0	0	44	289
03:30 PM	19	129	51	1	15	7	0	4	1	0	0	1	0	60	288
03:45 PM	8	159	52	2	15	4	0	3	1	0	0	1	0	51	296
04:00 PM	11	131	49	1	14	3	0	5	1	0	0	0	0	43	258
04:15 PM	12	136	54	2	15	5	1	5	0	0	0	0	0	40	270
04:30 PM	3	164	59	2	22	2	0	7	2	1	0	0	0	26	288
04:45 PM	4	160	46	0	14	1	0	2	0	0	1	0	0	24	252
05:00 PM	7	158	64	1	18	1	2	7	1	0	0	0	0	43	302
05:15 PM	6	165	36	1	17	2	0	7	1	0	0	0	0	26	261
05:30 PM	14	172	46	2	21	4	0	4	0	0	0	0	0	27	290
05:45 PM	5	148	56	1	13	0	1	2	4	0	0	0	0	17	247
Day Total															
Percent															
ADT															
16171															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: EB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	162	59	1	12	1	0	3	1	0	0	1	0	24	267
06:15 PM	8	144	52	0	20	7	0	3	0	0	0	0	0	16	250
06:30 PM	11	137	37	0	13	2	0	3	1	0	0	0	1	30	235
06:45 PM	3	118	41	0	14	1	0	2	0	0	0	0	0	29	208
07:00 PM	6	102	33	0	9	2	0	2	1	0	0	0	0	12	167
07:15 PM	2	116	25	1	18	1	0	2	3	1	0	0	0	7	176
07:30 PM	2	93	26	1	14	1	0	1	0	0	0	0	0	3	141
07:45 PM	4	86	21	2	11	1	0	2	0	0	0	0	0	1	128
08:00 PM	4	79	30	0	7	3	0	0	2	0	0	0	0	3	128
08:15 PM	5	77	14	0	12	0	0	2	1	0	0	0	0	3	114
08:30 PM	0	85	16	1	5	2	0	1	4	0	0	0	0	0	114
08:45 PM	2	78	24	0	9	1	0	1	1	0	0	0	0	3	119
09:00 PM	1	56	19	0	7	0	0	1	0	0	0	0	0	1	85
09:15 PM	1	72	14	0	6	1	0	2	0	0	1	0	0	0	97
09:30 PM	0	65	22	1	5	1	0	2	1	0	0	0	0	1	98
09:45 PM	0	68	11	4	7	1	0	0	2	0	0	0	0	0	93
10:00 PM	1	58	18	0	10	2	0	0	0	0	1	0	0	3	93
10:15 PM	0	65	17	0	5	0	0	1	2	0	0	1	0	0	91
10:30 PM	2	63	15	2	7	0	0	0	0	0	1	1	0	1	92
10:45 PM	2	48	5	0	5	0	0	0	2	0	1	0	0	3	66
11:00 PM	0	39	15	0	3	0	0	0	0	0	1	0	0	0	58
11:15 PM	0	44	15	0	1	0	0	1	0	0	0	0	0	0	61
11:30 PM	0	54	14	0	2	0	0	1	0	0	0	0	0	1	73
11:45 PM	1	41	13	0	1	0	0	0	1	0	2	0	0	2	61
Day Total	458	9086	3225	84	1127	193	14	293	153	12	16	18	4	1488	16171
Percent	2.8%	56.2%	19.9%	0.5%	7%	1.2%	0.1%	1.8%	0.9%	0.1%	0.1%	0.1%	0%	9.2%	
ADT 16171															
AM Peak 15-min Vol	7:30 AM 21	7:15 AM 165	7:15 AM 65	9:00 AM 5	11:15 AM 27	7:30 AM 9	7:15 AM 1	8:15 AM 7	8:45 AM 7	7:15 AM 1	2:15 AM 1	11:45 AM 2	6:15 AM 1	7:30 AM 54	7:15 AM 312
PM Peak 15-min Vol	3:30 PM 19	1:15 PM 183	12:30 PM 68	12:15 PM 5	2:45 PM 33	3:30 PM 7	5:00 PM 2	3:00 PM 11	12:45 PM 6	12:30 PM 1	11:45 PM 2	12:00 PM 1	6:30 PM 1	3:30 PM 60	5:00 PM 302

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	27	5	1	3	0	0	1	1	0	1	0	0	2	41
12:15 AM	0	32	10	0	1	0	0	0	0	0	0	1	0	0	44
12:30 AM	1	14	7	0	0	1	0	0	0	0	1	0	0	1	25
12:45 AM	0	22	6	0	1	0	0	0	0	0	0	0	0	1	30
01:00 AM	0	17	3	0	1	0	0	1	3	0	0	0	0	1	26
01:15 AM	0	14	1	0	3	0	0	0	0	0	0	0	0	0	18
01:30 AM	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
01:45 AM	1	13	4	2	1	1	0	1	0	0	0	0	0	1	24
02:00 AM	0	12	2	0	2	0	0	0	2	0	0	0	0	2	20
02:15 AM	1	8	4	0	0	1	0	0	1	0	0	0	0	0	15
02:30 AM	1	5	1	0	2	1	0	0	1	0	1	0	0	0	12
02:45 AM	0	5	4	0	1	0	0	1	0	0	0	0	0	2	13
03:00 AM	0	4	1	0	0	0	0	1	1	0	0	0	0	2	9
03:15 AM	1	7	5	0	2	0	0	0	1	0	0	0	0	2	18
03:30 AM	0	12	5	0	0	0	0	1	2	0	0	0	0	0	20
03:45 AM	1	14	5	0	0	1	0	3	2	0	0	0	0	0	26
04:00 AM	1	8	3	0	2	1	0	1	0	0	1	0	0	0	17
04:15 AM	0	15	9	1	1	0	0	1	0	0	0	0	0	0	27
04:30 AM	0	14	4	0	5	0	0	0	0	0	0	0	0	1	24
04:45 AM	1	21	9	0	5	0	0	3	0	0	0	0	0	1	40
05:00 AM	1	23	6	0	2	0	0	0	1	0	0	0	0	3	36
05:15 AM	0	30	12	0	6	0	0	0	0	0	0	0	0	0	48
05:30 AM	0	45	16	0	7	0	0	4	0	0	0	0	0	2	74
05:45 AM	2	44	22	1	5	0	0	5	2	0	0	0	0	1	82
Day Total															
Percent															
ADT															
14457															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	3	39	14	0	5	2	0	1	1	0	0	0	0	2	67
06:15 AM	2	35	19	0	8	0	0	2	1	0	0	0	0	4	71
06:30 AM	3	62	24	0	4	2	0	2	3	0	0	0	0	1	101
06:45 AM	0	63	17	0	10	1	0	0	0	0	0	0	0	2	93
07:00 AM	2	55	16	0	12	0	0	3	0	0	0	0	0	2	90
07:15 AM	6	84	38	0	19	2	0	2	1	0	0	0	0	5	157
07:30 AM	4	89	27	0	8	1	0	3	1	0	0	0	0	6	139
07:45 AM	5	86	27	0	9	1	0	2	2	0	0	0	0	4	136
08:00 AM	3	104	42	1	3	1	0	3	0	0	0	0	0	6	163
08:15 AM	4	86	42	1	8	5	1	1	6	1	0	0	0	8	163
08:30 AM	3	125	42	3	11	1	0	4	2	0	0	0	1	13	205
08:45 AM	4	119	43	0	17	1	0	3	1	0	0	0	0	6	194
09:00 AM	7	116	45	0	17	2	0	4	2	1	0	0	0	13	207
09:15 AM	6	156	57	1	7	3	0	8	0	0	0	0	0	17	255
09:30 AM	4	138	47	0	15	1	0	5	1	0	0	1	0	19	231
09:45 AM	1	141	62	0	11	1	0	8	1	0	0	0	0	8	233
10:00 AM	2	170	60	0	19	1	0	3	0	0	0	0	0	26	281
10:15 AM	3	168	53	3	11	1	0	3	0	0	0	0	0	14	256
10:30 AM	5	176	54	1	13	0	1	10	1	0	0	0	0	21	282
10:45 AM	8	161	42	1	11	1	0	6	0	0	0	0	0	18	248
11:00 AM	6	161	56	1	17	2	0	9	1	1	0	0	0	16	270
11:15 AM	8	156	62	1	19	0	0	8	2	0	0	0	0	15	271
11:30 AM	5	158	45	2	14	1	0	7	1	0	1	0	0	23	257
11:45 AM	3	191	58	1	9	4	0	6	3	1	0	0	0	22	298
Day Total															
Percent															
ADT															
14457															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	6	157	71	0	16	1	1	5	0	1	1	0	0	16	275
12:15 PM	4	180	50	0	19	4	0	2	2	0	0	0	0	17	278
12:30 PM	12	153	47	1	20	2	0	7	0	0	0	0	0	16	258
12:45 PM	5	154	67	0	13	1	0	9	0	0	0	0	0	20	269
01:00 PM	6	144	52	1	14	1	0	4	0	0	0	0	0	13	235
01:15 PM	6	156	51	1	14	4	0	2	2	0	0	0	0	16	252
01:30 PM	3	165	45	1	14	2	0	7	2	0	1	0	0	12	252
01:45 PM	3	152	50	0	17	0	0	6	0	0	0	0	0	20	248
02:00 PM	9	145	55	3	14	1	0	3	1	0	0	0	0	22	253
02:15 PM	5	162	52	0	13	0	0	3	0	0	1	0	0	8	244
02:30 PM	4	166	70	0	12	2	0	3	3	0	0	0	0	17	277
02:45 PM	7	217	59	1	17	3	0	5	1	0	0	0	0	35	345
03:00 PM	8	190	42	2	23	2	0	5	2	0	0	0	0	49	323
03:15 PM	9	210	60	1	17	1	0	7	1	0	0	0	0	30	336
03:30 PM	5	235	54	0	17	2	0	6	3	0	0	0	0	35	357
03:45 PM	2	178	52	0	17	3	1	5	1	0	1	0	0	27	287
04:00 PM	3	150	50	1	15	0	0	4	2	1	0	0	0	32	258
04:15 PM	4	158	38	0	19	1	0	3	1	0	0	0	0	24	248
04:30 PM	6	141	55	0	16	2	0	4	0	0	0	0	0	21	245
04:45 PM	2	160	50	0	12	1	0	2	0	0	1	0	0	15	243
05:00 PM	3	156	43	1	13	0	0	5	1	0	0	0	0	11	233
05:15 PM	5	146	58	0	13	2	0	4	0	0	0	0	0	13	241
05:30 PM	9	152	44	0	11	1	0	3	3	0	0	0	0	20	243
05:45 PM	3	126	52	0	17	1	2	2	1	0	0	0	0	9	213
Day Total															
Percent															
ADT															
14457															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: EB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	5	123	34	0	16	1	0	3	2	0	0	0	0	13	197
06:15 PM	3	140	39	0	16	0	0	3	0	0	0	0	0	11	212
06:30 PM	2	121	41	1	8	1	0	0	0	1	0	0	0	19	194
06:45 PM	0	128	32	0	19	0	0	2	2	0	0	0	0	1	184
07:00 PM	1	103	27	0	17	0	0	1	0	0	0	0	0	3	152
07:15 PM	2	89	21	2	12	0	0	0	0	0	0	0	0	3	129
07:30 PM	1	89	24	0	5	0	0	0	1	0	0	0	0	4	124
07:45 PM	0	76	16	0	10	0	0	1	0	0	0	0	0	4	107
08:00 PM	3	85	27	0	14	0	0	4	0	0	0	0	0	2	135
08:15 PM	5	75	25	0	4	0	0	1	1	0	0	0	0	1	112
08:30 PM	1	81	21	0	13	1	0	1	2	0	0	0	0	0	120
08:45 PM	0	71	23	0	11	1	0	2	0	0	0	0	0	2	110
09:00 PM	1	69	11	0	9	0	0	2	1	0	0	0	0	0	93
09:15 PM	0	73	14	0	8	0	0	0	0	0	0	1	0	0	96
09:30 PM	0	79	12	0	2	0	0	0	0	0	0	0	0	0	93
09:45 PM	0	70	14	0	4	0	0	0	0	0	0	0	0	0	88
10:00 PM	0	64	16	0	5	0	0	2	0	0	0	0	0	2	89
10:15 PM	0	54	27	0	1	0	0	0	0	0	0	0	0	0	82
10:30 PM	1	44	7	0	4	0	0	0	0	0	0	0	0	1	57
10:45 PM	0	62	10	0	1	0	0	2	1	0	0	0	0	1	77
11:00 PM	0	47	11	0	4	0	0	0	0	0	0	0	0	2	64
11:15 PM	1	39	8	0	1	1	0	0	0	0	0	0	0	0	50
11:30 PM	0	39	11	0	3	0	0	0	0	0	0	0	0	1	54
11:45 PM	0	36	5	0	1	0	0	0	1	0	0	0	0	2	45
Day Total	263	9071	2885	37	889	82	6	256	84	7	10	3	1	863	14457
Percent	1.8%	62.7%	20%	0.3%	6.1%	0.6%	0%	1.8%	0.6%	0%	0.1%	0%	0%	6%	
ADT 14457															
AM Peak 15-min Vol	10:45 AM 8	11:45 AM 191	9:45 AM 62	8:30 AM 3	7:15 AM 19	8:15 AM 5	8:15 AM 1	10:30 AM 10	8:15 AM 6	8:15 AM 1	12:00 AM 1	12:15 AM 1	8:30 AM 1	10:00 AM 26	11:45 AM 298
PM Peak 15-min Vol	12:30 PM 12	3:30 PM 235	12:00 PM 71	2:00 PM 3	3:00 PM 23	12:15 PM 4	5:45 PM 2	12:45 PM 9	2:30 PM 3	12:00 PM 1	12:00 PM 1	9:15 PM 1	12:00 PM 0	3:00 PM 49	3:30 PM 357

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	26	6	0	2	1	0	0	0	0	0	0	0	0	35
12:15 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
12:30 AM	0	17	8	0	3	0	0	0	0	0	0	0	0	0	28
12:45 AM	1	18	1	0	1	0	0	0	0	0	0	0	0	1	22
01:00 AM	0	19	3	0	1	0	0	0	0	0	0	0	0	1	24
01:15 AM	0	19	3	0	2	0	0	0	0	0	0	0	0	0	24
01:30 AM	0	11	0	0	1	0	0	0	1	0	0	0	0	0	13
01:45 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
02:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
02:15 AM	0	7	1	0	2	0	0	1	0	0	0	0	0	3	14
02:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
02:45 AM	0	9	4	0	0	1	0	0	0	0	0	0	0	0	14
03:00 AM	1	9	0	0	1	0	0	0	1	0	0	0	0	1	13
03:15 AM	0	4	3	0	2	0	0	0	1	0	0	0	0	0	10
03:30 AM	0	7	2	0	2	0	0	0	0	0	0	0	0	0	11
03:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	1	9
04:00 AM	1	6	3	0	1	1	0	1	0	0	0	0	0	0	13
04:15 AM	1	5	4	0	2	0	0	0	2	0	0	0	0	0	14
04:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	1	10
04:45 AM	0	12	4	0	1	0	0	0	2	0	0	0	0	0	19
05:00 AM	0	10	3	0	2	0	0	2	0	0	0	0	0	0	17
05:15 AM	0	21	7	0	1	0	0	0	0	0	0	0	0	2	31
05:30 AM	0	28	10	0	2	0	0	1	0	0	0	0	0	1	42
05:45 AM	0	27	12	0	1	0	0	0	0	0	0	0	0	0	40
Day Total															
Percent															
ADT															
11576															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	27	11	0	4	0	0	1	0	0	0	0	0	0	43
06:15 AM	1	36	8	0	2	0	0	1	1	0	0	0	0	5	54
06:30 AM	4	42	8	0	8	1	0	3	0	0	0	0	0	3	69
06:45 AM	0	52	11	1	4	0	0	0	0	0	0	0	0	0	68
07:00 AM	1	42	14	0	7	0	0	0	0	0	0	0	0	5	69
07:15 AM	0	40	15	0	8	0	0	3	0	0	0	0	0	1	67
07:30 AM	1	71	23	0	7	0	0	1	1	0	0	0	0	2	106
07:45 AM	2	61	19	0	3	1	0	2	2	0	0	0	0	3	93
08:00 AM	3	69	16	0	12	1	0	3	0	0	0	0	0	5	109
08:15 AM	3	93	18	0	2	1	0	5	2	0	0	0	0	7	131
08:30 AM	3	99	22	0	7	1	1	2	1	0	0	0	0	5	141
08:45 AM	4	120	35	0	8	0	0	0	2	0	0	1	0	10	180
09:00 AM	6	83	32	1	9	2	0	4	1	0	0	0	0	9	147
09:15 AM	1	108	48	1	12	1	0	2	0	1	1	0	0	11	186
09:30 AM	2	128	57	0	14	0	0	2	1	0	0	0	0	3	207
09:45 AM	3	140	50	0	14	4	0	1	0	0	0	0	0	11	223
10:00 AM	4	133	57	1	14	1	0	2	0	0	0	0	0	8	220
10:15 AM	3	158	44	1	20	0	1	2	1	0	0	0	0	17	247
10:30 AM	6	184	48	1	18	0	0	9	0	0	0	0	0	12	278
10:45 AM	3	132	47	1	15	0	0	5	0	0	0	1	0	7	211
11:00 AM	9	151	47	1	26	0	0	3	0	0	1	0	0	5	243
11:15 AM	1	129	51	1	15	0	0	4	0	1	0	0	0	11	213
11:30 AM	5	157	50	1	15	0	0	6	0	0	0	0	0	14	248
11:45 AM	7	148	48	2	12	1	0	4	0	0	0	0	0	11	233
Day Total															
Percent															
ADT 11576															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: EB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	5	148	52	0	14	0	0	7	2	0	0	0	0	14	242
12:15 PM	6	163	48	0	16	1	0	4	0	1	0	0	0	15	254
12:30 PM	6	178	58	1	18	2	0	2	1	1	0	0	0	18	285
12:45 PM	8	166	54	2	18	1	0	3	1	0	0	0	0	18	271
01:00 PM	4	159	65	0	20	1	0	6	0	0	0	0	0	8	263
01:15 PM	6	168	41	1	13	0	0	3	0	0	0	0	0	9	241
01:30 PM	7	149	47	0	13	3	0	4	0	0	0	0	0	10	233
01:45 PM	15	154	42	0	18	2	0	3	0	0	2	0	0	13	249
02:00 PM	3	156	62	0	10	1	0	3	0	0	0	0	0	9	244
02:15 PM	5	135	45	0	11	0	0	6	2	0	1	0	0	13	218
02:30 PM	4	146	54	0	15	2	0	3	0	0	0	0	0	6	230
02:45 PM	2	140	45	1	10	0	0	6	1	0	0	0	0	10	215
03:00 PM	6	134	50	0	17	0	0	1	1	0	0	0	0	7	216
03:15 PM	4	119	36	2	14	0	0	3	0	0	0	0	0	16	194
03:30 PM	7	148	40	1	11	1	0	3	1	0	0	0	0	17	229
03:45 PM	7	155	45	0	10	1	0	0	1	0	0	0	0	14	233
04:00 PM	4	132	42	0	15	0	0	3	0	0	0	0	0	17	213
04:15 PM	1	160	39	0	11	1	0	1	0	0	0	0	0	5	218
04:30 PM	3	124	50	1	13	0	0	2	0	0	1	0	0	4	198
04:45 PM	5	153	26	0	14	0	0	2	1	0	0	0	0	10	211
05:00 PM	3	107	42	0	19	1	0	5	0	0	0	1	0	5	183
05:15 PM	1	132	43	0	11	1	0	1	0	0	1	0	0	12	202
05:30 PM	3	109	30	1	16	1	0	1	1	0	0	0	0	5	167
05:45 PM	2	120	28	0	11	1	0	2	0	0	0	0	0	4	168
Day Total Percent															
ADT 11576															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: EB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	4	133	35	0	7	0	0	1	0	0	0	0	0	6	186
06:15 PM	2	101	39	0	15	0	0	2	0	0	0	0	0	7	166
06:30 PM	4	116	19	1	6	2	0	1	0	0	0	0	0	9	158
06:45 PM	0	103	28	1	7	1	0	4	0	0	0	0	0	2	146
07:00 PM	3	74	22	0	7	1	1	3	2	0	0	0	0	3	116
07:15 PM	0	78	20	0	9	1	0	1	1	0	0	0	0	2	112
07:30 PM	3	79	11	0	8	1	0	1	1	0	0	0	0	5	109
07:45 PM	2	69	12	0	8	0	0	2	1	0	0	0	0	1	95
08:00 PM	2	70	21	3	1	2	0	1	0	0	0	0	0	2	102
08:15 PM	0	56	12	0	5	1	0	2	0	0	0	0	0	0	76
08:30 PM	1	49	18	1	6	0	0	0	0	0	0	0	0	1	76
08:45 PM	2	45	17	0	3	0	0	2	0	0	0	0	0	0	69
09:00 PM	1	54	17	0	3	2	0	1	2	0	0	0	0	2	82
09:15 PM	1	58	10	0	1	1	0	0	0	0	0	0	0	1	72
09:30 PM	1	47	10	0	6	1	0	0	0	0	0	0	0	0	65
09:45 PM	0	35	6	0	5	0	0	0	0	0	0	0	0	0	46
10:00 PM	1	37	2	1	6	1	0	0	1	0	0	0	0	0	49
10:15 PM	1	34	6	0	3	0	0	0	2	0	0	0	0	1	47
10:30 PM	0	22	6	0	2	0	0	1	1	0	0	0	0	2	34
10:45 PM	0	16	7	0	0	0	0	0	0	0	0	0	0	0	23
11:00 PM	0	21	5	0	4	0	0	1	1	0	0	0	0	0	32
11:15 PM	0	19	3	0	0	0	0	0	3	0	0	0	0	0	25
11:30 PM	1	26	6	0	2	1	0	0	0	0	0	0	0	0	36
11:45 PM	0	23	8	0	1	0	0	0	1	0	0	0	0	1	34
Day Total	222	7537	2288	29	737	52	3	167	47	4	7	3	0	480	11576
Percent	1.9%	65.1%	19.8%	0.3%	6.4%	0.4%	0%	1.4%	0.4%	0%	0.1%	0%	0%	4.1%	
ADT 11576															
AM Peak 15-min Vol	11:00 AM 9	10:30 AM 184	9:30 AM 57	11:45 AM 2	11:00 AM 26	9:45 AM 4	8:30 AM 1	10:30 AM 9	4:15 AM 2	9:15 AM 1	9:15 AM 1	8:45 AM 1	12:00 AM 0	10:15 AM 17	10:30 AM 278
PM Peak 15-min Vol	1:45 PM 15	12:30 PM 178	1:00 PM 65	8:00 PM 3	1:00 PM 20	1:30 PM 3	7:00 PM 1	12:00 PM 7	11:15 PM 3	12:15 PM 1	1:45 PM 2	5:00 PM 1	12:00 PM 0	12:30 PM 18	12:30 PM 285

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps **QC JOB #:** 15135849
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	2611	57442	19942	553	6726	1182	106	1841	1001	106	74	70	27	7839	99520
Percent	2.6%	57.7%	20%	0.6%	6.8%	1.2%	0.1%	1.8%	1%	0.1%	0.1%	0.1%	0%	7.9%	
ADT 14217															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	32	8	0	1	0	0	0	1	0	0	0	0	1	44
12:15 AM	0	17	5	0	0	0	0	1	1	0	0	0	0	1	25
12:30 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	2	21
12:45 AM	0	13	1	0	1	0	0	1	1	0	0	0	0	0	17
01:00 AM	0	13	9	0	1	0	0	0	0	0	0	1	0	0	24
01:15 AM	0	17	3	2	2	0	0	0	1	0	0	0	0	0	25
01:30 AM	0	6	3	0	1	0	0	0	1	0	0	0	0	0	11
01:45 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
02:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
02:15 AM	0	13	4	0	4	0	0	0	2	0	0	0	0	0	23
02:30 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	0	11
02:45 AM	1	6	1	0	0	0	0	0	1	0	0	0	0	0	9
03:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:15 AM	0	7	4	0	0	1	0	0	0	0	0	1	0	0	13
03:30 AM	0	6	3	1	4	1	0	0	0	0	0	1	0	0	16
03:45 AM	0	8	7	1	1	0	0	0	2	0	0	0	0	0	19
04:00 AM	0	7	4	0	1	0	0	0	4	0	0	0	0	0	16
04:15 AM	2	8	1	0	1	1	0	0	1	0	0	0	0	0	14
04:30 AM	0	12	4	0	3	0	0	0	2	0	0	0	0	0	21
04:45 AM	1	16	5	0	5	1	0	2	0	0	0	0	0	0	30
05:00 AM	1	13	7	0	2	1	0	0	2	0	0	0	0	0	26
05:15 AM	2	34	12	1	7	2	0	0	3	0	0	0	0	3	64
05:30 AM	4	35	12	0	5	1	1	2	1	0	0	0	0	2	63
05:45 AM	1	42	21	1	9	2	0	1	2	0	0	0	0	2	81
Day Total															
Percent															
ADT															
14049															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	36	13	1	14	1	0	3	0	0	0	0	0	3	71
06:15 AM	3	52	30	2	16	6	1	1	0	1	0	0	0	3	115
06:30 AM	3	68	18	2	22	0	0	8	2	0	0	0	0	5	128
06:45 AM	6	59	30	3	23	3	1	9	3	1	0	0	0	4	142
07:00 AM	6	57	28	1	18	4	0	12	1	2	1	1	0	5	136
07:15 AM	1	70	31	5	21	1	0	9	3	1	0	0	0	6	148
07:30 AM	8	107	47	1	23	2	1	13	0	0	0	0	0	8	210
07:45 AM	9	76	43	4	26	4	2	9	4	1	0	0	1	16	195
08:00 AM	3	100	37	2	27	4	3	9	2	0	2	0	0	9	198
08:15 AM	6	73	48	4	28	0	2	13	1	2	0	0	0	5	182
08:30 AM	9	60	48	7	33	11	1	10	2	1	0	0	0	12	194
08:45 AM	19	75	47	2	38	6	1	10	5	1	0	1	0	16	221
09:00 AM	6	57	43	2	32	2	2	16	4	0	0	0	0	9	173
09:15 AM	9	80	48	2	35	6	0	6	1	1	0	1	1	5	195
09:30 AM	13	100	45	2	19	3	0	8	2	1	0	1	0	10	204
09:45 AM	13	81	44	5	27	6	1	2	0	1	0	0	0	15	195
10:00 AM	10	75	36	2	28	3	1	8	4	0	0	0	0	11	178
10:15 AM	13	96	44	1	24	5	1	6	3	2	0	0	0	13	208
10:30 AM	4	121	48	1	17	8	2	13	2	0	0	1	0	12	229
10:45 AM	13	113	39	2	29	5	2	9	3	3	1	0	0	7	226
11:00 AM	11	102	44	2	25	5	0	8	3	1	0	0	0	10	211
11:15 AM	12	113	33	2	17	5	1	6	2	2	0	0	0	15	208
11:30 AM	10	109	40	0	24	3	1	5	0	1	1	1	1	7	203
11:45 AM	16	118	28	0	30	8	0	9	2	3	0	0	1	27	242
Day Total Percent															
ADT 14049															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: WB
DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	6	115	50	2	22	3	1	10	2	1	0	0	0	8	220
12:15 PM	8	98	42	1	32	4	1	9	0	1	0	0	0	21	217
12:30 PM	8	104	40	3	30	5	2	17	1	1	0	0	0	18	229
12:45 PM	15	115	41	4	35	5	4	6	1	1	2	1	0	18	248
01:00 PM	13	107	47	0	32	5	0	6	3	2	0	0	0	10	225
01:15 PM	6	108	42	4	26	4	3	17	1	3	0	0	0	17	231
01:30 PM	12	115	49	1	29	4	1	3	2	1	0	0	1	22	240
01:45 PM	9	99	51	4	21	4	0	9	2	3	1	1	1	15	220
02:00 PM	16	111	41	3	28	9	0	4	0	1	0	0	0	12	225
02:15 PM	11	112	53	4	29	3	0	9	1	0	1	1	0	17	241
02:30 PM	13	111	49	1	34	4	2	13	1	2	0	0	1	20	251
02:45 PM	8	140	52	1	33	2	2	9	1	2	0	0	0	14	264
03:00 PM	11	144	46	2	27	1	0	11	3	4	0	1	0	16	266
03:15 PM	10	127	57	1	32	6	3	10	2	0	1	0	0	10	259
03:30 PM	14	140	48	2	21	5	1	18	1	4	0	1	0	21	276
03:45 PM	16	165	50	2	26	8	2	11	4	2	0	2	0	23	311
04:00 PM	7	145	60	5	20	1	2	4	2	3	1	0	0	16	266
04:15 PM	11	175	55	0	36	3	4	19	0	2	0	0	0	18	323
04:30 PM	16	162	45	3	24	8	0	9	2	4	0	1	0	22	296
04:45 PM	9	154	59	2	31	2	1	10	4	0	1	0	0	23	296
05:00 PM	9	127	51	5	28	1	2	11	1	4	0	0	0	34	273
05:15 PM	17	188	56	0	29	5	0	10	0	1	2	3	0	24	335
05:30 PM	15	177	60	0	25	2	1	11	1	2	0	0	0	26	320
05:45 PM	8	177	48	0	30	1	1	10	2	0	0	0	1	19	297
Day Total Percent															
ADT 14049															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: WB
DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	12	147	52	1	22	3	1	9	1	1	1	0	0	11	261
06:15 PM	5	122	45	0	19	4	1	6	0	1	0	1	0	15	219
06:30 PM	5	136	38	1	16	0	2	9	2	1	0	0	0	14	224
06:45 PM	4	117	31	0	19	2	0	3	0	0	0	0	0	11	187
07:00 PM	4	97	31	0	21	1	0	2	0	1	0	0	0	7	164
07:15 PM	4	95	35	0	15	0	0	5	1	1	0	0	0	8	164
07:30 PM	13	81	36	1	15	1	0	2	2	1	0	0	0	7	159
07:45 PM	5	73	18	0	8	0	0	5	2	0	0	0	0	1	112
08:00 PM	3	83	32	0	13	0	0	1	0	0	0	0	0	2	134
08:15 PM	10	82	20	1	12	0	0	1	0	0	0	1	0	2	129
08:30 PM	0	69	21	0	8	0	0	1	0	0	0	0	0	6	105
08:45 PM	0	64	17	0	16	1	0	2	1	0	0	1	0	2	104
09:00 PM	5	64	17	0	11	0	0	1	0	0	0	0	0	5	103
09:15 PM	0	58	15	1	9	0	0	1	0	0	0	0	0	3	87
09:30 PM	1	59	13	1	6	0	0	1	2	0	0	0	0	2	85
09:45 PM	1	41	12	0	6	0	0	0	0	0	0	0	0	3	63
10:00 PM	4	41	16	1	5	0	0	1	0	0	0	1	0	1	70
10:15 PM	2	49	9	0	3	1	0	4	0	1	0	0	0	1	70
10:30 PM	2	42	10	0	2	1	0	0	2	0	0	0	0	3	62
10:45 PM	0	34	9	1	2	0	0	4	1	0	0	0	0	1	52
11:00 PM	2	28	2	0	3	2	0	0	0	0	0	0	0	1	38
11:15 PM	0	27	11	0	4	1	0	0	0	0	0	0	0	1	44
11:30 PM	2	11	12	0	4	1	0	0	1	0	1	0	0	2	34
11:45 PM	0	29	8	0	1	0	0	0	0	0	0	0	0	0	38
Day Total	568	7214	2737	120	1565	224	61	513	126	76	16	24	8	797	14049
Percent	4%	51.3%	19.5%	0.9%	11.1%	1.6%	0.4%	3.7%	0.9%	0.5%	0.1%	0.2%	0.1%	5.7%	
ADT 14049															
AM Peak 15-min Vol	8:45 AM 19	10:30 AM 121	8:15 AM 48	8:30 AM 7	8:45 AM 38	8:30 AM 11	8:00 AM 3	9:00 AM 16	8:45 AM 5	10:45 AM 3	8:00 AM 2	1:00 AM 1	7:45 AM 1	11:45 AM 27	11:45 AM 242
PM Peak 15-min Vol	5:15 PM 17	5:15 PM 188	4:00 PM 60	4:00 PM 5	4:15 PM 36	2:00 PM 9	12:45 PM 4	4:15 PM 19	3:45 PM 4	3:00 PM 4	12:45 PM 2	5:15 PM 3	1:30 PM 1	5:00 PM 34	5:15 PM 335

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	2	24	7	0	3	2	0	0	0	0	0	0	0	0	38
12:15 AM	1	17	3	0	1	1	0	1	0	0	0	1	0	2	27
12:30 AM	1	19	4	0	3	0	0	0	1	0	0	0	0	0	28
12:45 AM	1	24	5	0	2	1	0	0	0	0	0	0	0	0	33
01:00 AM	1	14	4	0	4	0	0	0	1	0	0	1	0	2	27
01:15 AM	1	7	4	1	4	1	0	0	1	0	0	0	0	0	19
01:30 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	0	9
01:45 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
02:00 AM	1	12	2	1	1	0	0	0	2	0	0	0	0	0	19
02:15 AM	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
02:30 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
02:45 AM	1	7	2	1	2	1	0	0	0	0	0	0	0	0	14
03:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
03:15 AM	1	5	3	0	3	0	0	0	2	0	0	0	0	0	14
03:30 AM	0	10	4	0	1	1	0	0	1	0	1	1	0	0	19
03:45 AM	0	14	5	1	3	1	0	1	2	0	0	0	0	0	27
04:00 AM	0	8	5	1	2	0	0	1	2	0	0	0	0	0	19
04:15 AM	0	11	2	0	3	0	0	0	4	0	0	0	0	1	21
04:30 AM	1	6	2	0	3	2	0	1	1	0	0	0	0	0	16
04:45 AM	2	17	7	0	1	1	1	1	1	0	0	0	0	1	32
05:00 AM	1	18	5	0	3	0	0	0	1	0	0	0	0	0	28
05:15 AM	0	35	9	0	9	0	1	1	2	0	0	0	0	1	58
05:30 AM	1	45	16	0	5	2	0	1	1	0	0	0	0	2	73
05:45 AM	1	46	18	2	11	0	0	3	0	0	1	0	0	2	84
Day Total															
Percent															
ADT															
14388															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	3	36	12	0	15	0	0	2	1	0	0	0	0	2	71
06:15 AM	0	42	23	2	24	0	0	5	2	0	0	0	0	3	101
06:30 AM	8	47	21	3	17	8	0	4	0	1	0	0	0	4	113
06:45 AM	7	55	33	3	23	4	2	5	5	1	0	0	0	6	144
07:00 AM	4	45	30	1	26	3	2	10	4	1	0	0	1	12	139
07:15 AM	4	70	30	3	15	5	1	6	2	1	1	0	0	15	153
07:30 AM	9	91	42	2	25	3	4	10	4	1	0	0	1	16	208
07:45 AM	6	87	41	3	20	3	1	12	0	0	0	0	0	12	185
08:00 AM	13	70	45	5	35	5	4	7	2	0	0	2	0	18	206
08:15 AM	4	70	40	3	19	3	1	7	2	1	0	0	0	19	169
08:30 AM	10	86	50	1	26	2	2	12	3	3	1	1	2	12	211
08:45 AM	11	91	43	1	33	2	1	13	1	0	0	0	0	11	207
09:00 AM	8	89	44	2	50	2	1	14	3	2	1	0	0	4	220
09:15 AM	8	94	44	2	27	3	0	10	3	1	0	2	1	13	208
09:30 AM	3	70	38	3	23	3	0	6	5	0	0	0	0	21	172
09:45 AM	7	75	39	3	31	4	1	13	6	1	0	1	0	7	188
10:00 AM	12	81	56	1	22	4	1	8	3	1	2	0	2	13	206
10:15 AM	4	76	45	2	30	7	2	6	3	2	1	0	0	10	188
10:30 AM	0	97	55	1	34	3	3	11	4	0	1	0	0	9	218
10:45 AM	10	107	42	4	38	4	1	9	2	0	0	1	0	8	226
11:00 AM	11	82	52	2	29	4	0	7	1	1	0	0	0	16	205
11:15 AM	7	106	37	3	31	10	2	9	2	2	0	0	0	9	218
11:30 AM	5	100	45	4	28	4	2	14	1	1	0	0	0	10	214
11:45 AM	2	96	32	1	29	3	0	14	4	0	0	0	1	11	193
Day Total															
Percent															
ADT															14388
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	10	115	50	5	26	4	1	8	2	0	0	0	0	17	238
12:15 PM	13	125	60	4	30	5	1	10	2	1	0	0	1	21	273
12:30 PM	6	122	45	3	19	7	3	5	2	0	0	1	2	13	228
12:45 PM	16	111	43	3	31	3	2	13	4	3	1	0	0	19	249
01:00 PM	7	96	54	2	17	4	1	1	4	0	1	0	0	11	198
01:15 PM	7	98	33	0	33	7	1	14	1	2	2	0	0	14	212
01:30 PM	13	110	51	4	32	5	2	12	2	0	0	0	0	9	240
01:45 PM	5	136	35	4	21	3	1	7	4	1	0	0	0	16	233
02:00 PM	6	115	36	0	22	7	0	11	2	1	0	0	0	9	209
02:15 PM	9	127	38	1	29	5	3	13	6	1	0	0	0	17	249
02:30 PM	10	138	43	2	26	4	1	17	3	0	0	0	0	7	251
02:45 PM	5	129	56	2	23	3	0	9	3	1	0	0	2	9	242
03:00 PM	21	141	62	1	32	6	1	8	2	1	1	1	0	13	290
03:15 PM	17	135	49	3	21	9	2	12	1	1	1	0	1	33	285
03:30 PM	8	148	52	3	30	5	1	15	3	2	0	1	0	13	281
03:45 PM	12	160	62	3	25	6	1	19	0	0	0	0	1	34	323
04:00 PM	14	162	59	3	24	4	1	15	3	2	0	0	2	32	321
04:15 PM	17	186	46	3	19	4	0	9	2	1	1	0	0	28	316
04:30 PM	12	163	70	1	29	2	1	9	2	1	2	0	0	18	310
04:45 PM	10	200	61	1	34	7	1	12	2	2	2	1	0	12	345
05:00 PM	13	164	57	0	33	3	1	12	0	4	2	1	0	12	302
05:15 PM	16	176	69	2	27	7	1	10	2	2	2	0	2	29	345
05:30 PM	15	171	51	1	28	1	0	10	1	1	0	0	0	21	300
05:45 PM	9	147	41	1	22	3	3	13	0	2	2	0	0	25	268
Day Total															
Percent															
ADT															
14388															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: WB
DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	8	167	45	1	26	1	0	9	1	1	0	0	0	19	278
06:15 PM	6	140	43	0	27	1	0	5	3	0	0	0	0	17	242
06:30 PM	9	141	39	1	29	0	1	8	1	0	0	0	1	4	234
06:45 PM	10	127	37	0	23	0	1	5	0	0	0	0	0	18	221
07:00 PM	6	90	40	0	14	1	1	7	0	0	0	0	1	5	165
07:15 PM	3	102	31	0	14	1	0	2	0	0	0	0	0	5	158
07:30 PM	4	73	27	0	12	0	0	2	1	0	0	0	0	14	133
07:45 PM	2	73	35	2	18	2	0	2	4	1	0	0	0	0	139
08:00 PM	0	83	24	0	12	0	0	2	2	1	0	0	0	3	127
08:15 PM	4	84	15	0	17	2	0	2	1	0	0	0	0	1	126
08:30 PM	3	75	23	0	15	1	0	1	4	0	0	0	0	3	125
08:45 PM	6	88	20	0	10	2	0	2	1	0	0	0	0	3	132
09:00 PM	8	74	19	0	9	1	0	2	0	0	0	0	0	6	119
09:15 PM	3	60	20	0	13	2	0	0	0	0	0	0	0	1	99
09:30 PM	1	69	19	1	10	1	0	1	0	0	1	0	0	3	106
09:45 PM	1	39	12	1	5	1	0	2	0	0	0	0	0	1	62
10:00 PM	4	50	17	0	6	1	1	2	0	0	0	0	0	1	82
10:15 PM	2	44	5	0	3	0	0	0	0	0	0	0	0	0	54
10:30 PM	2	31	8	0	4	0	0	3	0	0	0	0	0	1	49
10:45 PM	0	40	4	1	4	1	0	2	0	0	0	0	0	1	53
11:00 PM	0	31	8	0	10	0	0	0	0	0	0	1	0	0	50
11:15 PM	2	23	4	0	7	0	0	0	0	0	0	0	0	0	36
11:30 PM	2	27	4	0	1	0	0	0	0	0	0	0	0	0	34
11:45 PM	3	16	10	0	5	2	0	0	0	0	0	0	0	1	37
Day Total	532	7365	2792	121	1646	236	66	547	156	52	27	16	21	811	14388
Percent	3.7%	51.2%	19.4%	0.8%	11.4%	1.6%	0.5%	3.8%	1.1%	0.4%	0.2%	0.1%	0.1%	5.6%	
ADT 14388															
AM Peak 15-min Vol	8:00 AM 13	10:45 AM 107	10:00 AM 56	8:00 AM 5	9:00 AM 50	11:15 AM 10	7:30 AM 4	9:00 AM 14	9:45 AM 6	8:30 AM 3	10:00 AM 2	8:00 AM 2	8:30 AM 2	9:30 AM 21	10:45 AM 226
PM Peak 15-min Vol	3:00 PM 21	4:45 PM 200	4:30 PM 70	12:00 PM 5	4:45 PM 34	3:15 PM 9	12:30 PM 3	3:45 PM 19	2:15 PM 6	5:00 PM 4	1:15 PM 2	12:30 PM 1	12:30 PM 2	3:45 PM 34	4:45 PM 345

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	30	13	0	3	1	0	2	0	0	0	0	0	1	51
12:15 AM	2	28	5	0	1	0	0	0	0	0	0	0	0	0	36
12:30 AM	0	13	5	0	0	0	0	1	0	0	0	0	0	1	20
12:45 AM	4	22	5	0	1	1	0	0	0	0	0	0	0	0	33
01:00 AM	0	14	6	0	2	0	0	0	0	0	0	0	0	0	22
01:15 AM	1	14	0	0	0	1	0	0	0	0	0	0	0	0	16
01:30 AM	0	9	7	0	0	0	0	0	1	0	0	0	0	0	17
01:45 AM	0	6	0	1	2	0	0	0	0	0	0	1	0	0	10
02:00 AM	0	9	3	0	2	0	0	0	1	0	0	0	0	0	15
02:15 AM	0	16	1	0	0	0	0	1	2	0	0	0	0	0	20
02:30 AM	0	5	3	0	0	0	0	0	1	0	0	0	0	0	9
02:45 AM	0	2	5	0	1	0	0	0	0	0	0	0	0	0	8
03:00 AM	0	17	4	0	0	0	0	0	0	0	0	1	0	1	23
03:15 AM	2	16	1	1	1	0	0	0	1	0	0	0	0	0	22
03:30 AM	0	9	4	0	1	0	0	0	2	0	0	0	0	1	17
03:45 AM	0	12	2	0	1	0	0	0	2	0	0	0	0	0	17
04:00 AM	2	7	2	0	2	2	0	1	2	1	0	0	0	1	20
04:15 AM	1	8	7	0	3	1	0	2	2	0	0	0	0	0	24
04:30 AM	3	10	4	0	3	1	1	0	1	0	0	0	0	0	23
04:45 AM	0	13	3	0	5	1	0	2	1	0	0	0	0	0	25
05:00 AM	1	21	10	0	3	1	0	1	1	1	0	0	0	1	40
05:15 AM	0	32	11	1	7	2	0	0	4	1	0	0	0	1	59
05:30 AM	5	40	16	0	8	1	0	0	2	0	0	0	0	2	74
05:45 AM	0	40	18	1	8	0	0	2	0	0	0	0	0	0	69
Day Total															
Percent															
ADT															
14709															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	5	39	15	0	11	3	0	1	1	0	0	0	0	3	78
06:15 AM	5	63	26	1	23	2	0	1	1	1	0	0	0	3	126
06:30 AM	8	44	27	3	21	6	2	4	2	0	0	0	0	7	124
06:45 AM	2	73	37	1	28	4	0	5	2	0	0	0	0	9	161
07:00 AM	7	61	39	4	19	5	0	6	3	0	0	0	0	7	151
07:15 AM	8	86	28	3	26	1	0	9	2	1	0	0	1	8	173
07:30 AM	14	95	38	3	22	4	1	8	1	0	0	2	0	9	197
07:45 AM	5	77	40	5	18	2	2	10	2	1	1	0	2	10	175
08:00 AM	12	79	37	4	32	6	1	7	1	0	0	0	0	12	191
08:15 AM	10	73	34	3	22	5	0	7	3	1	0	0	0	11	169
08:30 AM	6	93	44	5	17	7	1	12	1	0	1	0	0	14	201
08:45 AM	12	93	34	2	25	1	0	7	2	0	1	0	0	12	189
09:00 AM	8	73	40	1	26	2	0	9	0	2	1	0	1	7	170
09:15 AM	5	84	47	1	41	5	0	8	2	0	1	0	0	17	211
09:30 AM	6	85	50	2	33	2	0	8	2	0	1	0	1	12	202
09:45 AM	7	69	36	2	27	1	2	8	1	0	0	1	1	16	171
10:00 AM	8	91	38	2	25	2	2	8	1	0	0	0	0	12	189
10:15 AM	8	86	44	0	22	5	1	10	2	0	0	0	0	14	192
10:30 AM	3	89	35	3	28	3	0	8	3	0	0	0	0	7	179
10:45 AM	16	112	39	2	19	5	0	7	2	3	0	0	0	11	216
11:00 AM	14	111	37	2	19	4	1	8	2	0	0	0	2	20	220
11:15 AM	7	115	44	1	20	1	3	6	7	2	0	0	0	9	215
11:30 AM	18	141	49	2	10	4	1	5	2	0	0	0	0	12	244
11:45 AM	11	149	50	1	14	4	0	10	3	2	0	1	0	13	258
Day Total															
Percent															
ADT															
14709															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: WB
DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	9	152	42	3	16	0	0	12	1	0	0	0	0	11	246
12:15 PM	16	145	47	2	13	4	1	9	2	2	1	0	0	11	253
12:30 PM	8	139	49	0	13	4	1	7	9	1	0	0	0	10	241
12:45 PM	8	114	44	0	13	1	1	7	2	2	1	1	1	18	213
01:00 PM	10	125	39	0	17	1	2	2	1	0	0	0	0	9	206
01:15 PM	11	131	39	2	16	4	0	7	0	5	0	0	0	17	232
01:30 PM	14	126	38	0	14	2	1	9	4	0	0	0	0	16	224
01:45 PM	18	159	38	2	15	4	3	12	6	3	0	0	2	21	283
02:00 PM	15	115	38	3	4	7	1	12	7	0	0	0	1	20	223
02:15 PM	6	160	54	3	13	2	1	5	4	1	0	0	0	17	266
02:30 PM	14	143	31	3	15	5	0	8	5	1	1	0	1	21	248
02:45 PM	11	170	54	1	19	6	0	6	3	0	0	2	1	17	290
03:00 PM	12	186	42	2	13	4	0	12	5	1	1	2	0	18	298
03:15 PM	6	184	35	1	17	3	1	4	3	1	0	0	1	22	278
03:30 PM	19	161	46	1	14	4	1	5	3	1	0	0	0	22	277
03:45 PM	12	175	63	4	14	5	1	6	3	0	0	0	0	20	303
04:00 PM	14	184	60	5	13	8	1	8	5	0	1	0	0	26	325
04:15 PM	13	173	43	2	12	6	2	2	2	0	0	1	0	34	290
04:30 PM	17	215	58	4	13	3	0	9	0	2	0	0	1	20	342
04:45 PM	17	220	47	2	7	3	1	8	2	3	0	1	0	35	346
05:00 PM	17	197	58	2	10	0	1	2	3	1	0	0	0	24	315
05:15 PM	12	238	53	0	13	4	0	7	2	3	1	1	0	23	357
05:30 PM	16	217	50	1	13	5	1	3	3	6	0	0	0	18	333
05:45 PM	5	197	33	1	9	1	1	4	0	1	1	2	0	16	271
Day Total Percent															
ADT 14709															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: WB
DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	5	158	36	2	15	7	0	2	0	0	0	0	0	15	240
06:15 PM	9	168	32	2	9	3	2	6	0	2	2	1	0	14	250
06:30 PM	4	143	40	0	10	1	1	3	0	0	0	0	0	12	214
06:45 PM	10	134	26	0	9	4	0	3	0	0	1	0	0	15	202
07:00 PM	0	139	22	3	11	3	0	3	2	1	0	0	0	6	190
07:15 PM	11	116	26	0	14	1	0	1	1	0	0	0	0	12	182
07:30 PM	8	106	20	0	7	1	1	1	2	0	0	0	0	14	160
07:45 PM	1	98	18	0	6	1	2	2	1	0	0	0	0	9	138
08:00 PM	5	103	31	0	6	0	1	1	0	0	0	0	0	8	155
08:15 PM	3	96	32	0	6	1	0	2	1	0	0	0	0	10	151
08:30 PM	4	98	23	0	7	0	0	4	1	0	0	0	0	8	145
08:45 PM	2	84	15	0	4	0	0	1	0	0	0	0	0	4	110
09:00 PM	6	82	16	0	2	2	0	1	1	0	0	0	1	7	118
09:15 PM	5	100	16	0	5	1	0	0	2	0	1	0	0	4	134
09:30 PM	0	81	6	0	2	0	0	0	0	0	0	0	0	1	90
09:45 PM	0	51	13	0	1	0	1	1	1	0	0	0	0	3	71
10:00 PM	0	41	8	0	0	1	0	1	0	0	0	0	0	2	53
10:15 PM	2	47	8	0	3	0	0	0	0	0	0	0	0	1	61
10:30 PM	3	46	8	0	2	0	0	0	0	1	0	0	0	0	60
10:45 PM	5	40	12	1	2	0	0	0	1	0	0	1	0	1	63
11:00 PM	1	40	5	1	0	1	0	0	0	0	0	0	0	3	51
11:15 PM	1	35	9	0	0	0	0	1	1	0	0	0	0	0	47
11:30 PM	0	33	9	0	1	0	0	0	0	0	0	0	0	0	43
11:45 PM	1	36	7	1	2	1	0	0	0	0	0	0	0	1	49
Day Total	613	8575	2582	111	1042	210	47	383	160	54	17	18	17	880	14709
Percent	4.2%	58.3%	17.6%	0.8%	7.1%	1.4%	0.3%	2.6%	1.1%	0.4%	0.1%	0.1%	0.1%	6%	
ADT 14709															
AM Peak 15-min Vol	11:30 AM 18	11:45 AM 149	9:30 AM 50	7:45 AM 5	9:15 AM 41	8:30 AM 7	11:15 AM 3	8:30 AM 12	11:15 AM 7	10:45 AM 3	7:45 AM 1	7:30 AM 2	7:45 AM 2	11:00 AM 20	11:45 AM 258
PM Peak 15-min Vol	3:30 PM 19	5:15 PM 238	3:45 PM 63	4:00 PM 5	2:45 PM 19	4:00 PM 8	1:45 PM 3	12:00 PM 12	12:30 PM 9	5:30 PM 6	6:15 PM 2	2:45 PM 2	1:45 PM 2	4:45 PM 35	5:15 PM 357

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	28	3	0	4	0	0	0	0	0	0	1	0	2	38
12:15 AM	0	24	5	0	0	0	0	1	0	0	0	0	0	0	30
12:30 AM	0	24	6	0	1	0	0	0	1	0	0	0	0	1	33
12:45 AM	1	25	5	0	0	0	0	0	2	0	0	0	0	0	33
01:00 AM	0	16	1	0	0	0	0	0	0	0	0	2	0	0	19
01:15 AM	1	9	3	1	1	1	0	0	0	0	0	1	0	1	18
01:30 AM	0	10	0	0	2	1	0	0	1	0	0	0	0	1	15
01:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
02:00 AM	0	8	2	0	0	0	0	0	2	0	0	0	0	0	12
02:15 AM	0	11	2	0	0	0	0	0	2	0	0	0	0	0	15
02:30 AM	0	9	2	0	1	0	0	0	1	0	0	0	0	0	13
02:45 AM	3	8	1	1	0	1	1	0	0	0	0	0	0	2	17
03:00 AM	1	5	1	0	1	1	0	0	0	0	0	0	0	2	11
03:15 AM	2	18	3	0	1	2	0	0	2	0	0	0	0	1	29
03:30 AM	2	9	5	1	1	1	0	0	1	0	0	1	0	1	22
03:45 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	0	10
04:00 AM	1	11	2	0	0	2	0	1	3	0	0	0	0	1	21
04:15 AM	0	7	4	0	1	1	0	0	1	0	0	0	0	0	14
04:30 AM	1	12	1	0	0	1	0	0	0	0	0	0	0	2	17
04:45 AM	0	19	8	0	1	0	0	1	1	0	0	0	0	0	30
05:00 AM	1	29	4	0	2	0	0	0	0	0	0	0	0	0	36
05:15 AM	7	37	11	0	6	1	0	1	0	2	0	0	0	1	66
05:30 AM	1	51	17	0	2	2	0	0	3	0	0	0	0	2	78
05:45 AM	3	49	19	0	3	1	0	1	0	0	0	0	0	1	77
Day Total															
Percent															
ADT															
14892															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	39	20	1	7	4	0	1	1	0	0	0	0	3	77
06:15 AM	3	70	32	2	5	2	0	3	0	1	0	0	0	3	121
06:30 AM	5	74	25	2	10	8	1	3	2	0	1	0	0	8	139
06:45 AM	6	81	36	2	13	3	0	6	3	1	0	0	1	13	165
07:00 AM	3	72	52	1	14	4	3	4	2	0	0	0	1	6	162
07:15 AM	9	77	36	1	14	5	0	7	2	0	0	1	0	13	165
07:30 AM	2	92	39	1	11	3	0	3	1	0	1	0	1	9	163
07:45 AM	3	111	38	1	11	2	1	9	2	2	0	0	1	13	194
08:00 AM	8	100	32	0	11	1	2	6	2	1	1	0	2	15	181
08:15 AM	4	113	43	4	12	4	1	3	3	0	0	1	0	14	202
08:30 AM	7	87	42	4	9	6	1	5	4	0	0	2	0	16	183
08:45 AM	7	102	37	3	11	5	3	8	2	0	0	0	1	17	196
09:00 AM	11	80	35	0	11	4	1	3	3	0	0	1	0	12	161
09:15 AM	4	116	31	2	12	4	0	1	5	0	0	1	0	6	182
09:30 AM	1	94	46	4	13	6	0	5	2	0	0	0	0	11	182
09:45 AM	10	104	38	0	14	4	0	7	2	0	0	0	0	12	191
10:00 AM	20	115	33	2	11	7	0	8	3	0	0	1	0	12	212
10:15 AM	2	96	51	1	18	6	0	7	3	2	0	0	0	15	201
10:30 AM	10	89	36	2	14	6	1	4	2	0	0	0	0	16	180
10:45 AM	15	95	37	4	11	3	1	3	4	1	0	0	0	17	191
11:00 AM	8	129	39	3	15	3	0	5	2	2	1	0	0	12	219
11:15 AM	8	141	41	1	16	5	1	4	3	0	0	0	1	13	234
11:30 AM	7	143	49	0	18	8	0	6	3	0	0	0	1	20	255
11:45 AM	10	134	42	2	12	12	1	5	2	1	0	2	0	16	239
Day Total															
Percent															
ADT															
14892															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	14	139	54	2	14	2	1	2	3	1	0	0	0	22	254
12:15 PM	8	140	45	0	17	8	0	4	3	2	0	0	0	15	242
12:30 PM	17	136	41	2	20	3	3	7	0	2	0	0	1	11	243
12:45 PM	12	139	48	1	19	2	0	9	6	0	0	2	0	16	254
01:00 PM	16	148	32	3	20	2	1	6	6	1	0	0	0	11	246
01:15 PM	8	147	43	2	17	2	0	0	1	0	0	1	0	19	240
01:30 PM	22	144	50	1	12	7	1	5	2	1	0	1	0	11	257
01:45 PM	5	123	37	2	15	8	2	9	4	1	1	0	1	19	227
02:00 PM	13	140	42	2	12	11	0	6	1	1	0	0	1	16	245
02:15 PM	13	163	47	3	13	3	1	10	4	0	0	2	0	12	271
02:30 PM	10	142	43	2	11	7	1	10	4	1	0	0	0	18	249
02:45 PM	12	162	46	1	12	3	2	13	1	0	1	0	0	22	275
03:00 PM	18	135	38	2	16	5	2	9	2	2	0	0	0	11	240
03:15 PM	12	170	57	1	18	7	1	6	0	2	0	0	0	21	295
03:30 PM	21	198	49	3	14	6	0	12	2	0	1	1	0	21	328
03:45 PM	22	189	47	1	14	4	0	7	1	0	0	0	0	26	311
04:00 PM	18	213	46	0	16	5	0	7	1	1	1	2	0	20	330
04:15 PM	18	185	50	3	16	4	1	6	2	3	0	0	0	22	310
04:30 PM	13	202	52	2	9	8	0	6	4	1	0	0	0	17	314
04:45 PM	15	208	57	1	11	0	1	4	2	1	0	0	0	18	318
05:00 PM	9	192	61	1	15	3	0	3	1	2	1	1	0	25	314
05:15 PM	11	213	64	2	11	7	1	9	4	0	1	1	0	24	348
05:30 PM	15	201	49	1	18	4	0	8	0	1	0	2	0	15	314
05:45 PM	9	187	47	0	15	3	0	3	3	0	0	1	0	14	282
Day Total															
Percent															
ADT															
14892															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: WB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	7	177	42	0	9	6	1	1	1	1	1	0	0	16	262
06:15 PM	7	159	45	0	9	3	3	2	1	1	0	0	1	13	244
06:30 PM	13	142	20	0	9	3	0	5	0	0	0	0	0	14	206
06:45 PM	7	149	33	0	9	2	0	4	1	1	0	0	0	8	214
07:00 PM	9	157	45	1	9	2	0	3	2	0	0	0	0	13	241
07:15 PM	10	116	27	0	5	3	1	4	1	0	0	0	0	7	174
07:30 PM	6	102	23	0	13	2	0	0	1	0	0	0	0	5	152
07:45 PM	7	105	33	0	7	1	0	2	0	0	0	0	0	9	164
08:00 PM	1	106	13	1	10	0	0	1	2	0	1	0	0	6	141
08:15 PM	5	99	23	0	8	1	0	4	1	0	0	0	1	4	146
08:30 PM	6	86	26	0	5	1	0	0	1	0	0	0	0	5	130
08:45 PM	8	67	26	1	6	1	1	2	1	0	0	0	0	5	118
09:00 PM	3	108	16	0	3	2	0	3	3	0	0	0	0	4	142
09:15 PM	0	92	14	0	5	0	0	1	1	0	0	0	0	1	114
09:30 PM	3	69	18	0	1	0	0	0	1	0	0	0	0	1	93
09:45 PM	0	57	10	0	5	0	0	1	0	0	0	0	0	2	75
10:00 PM	0	64	7	0	0	0	0	2	0	0	0	0	0	0	73
10:15 PM	1	59	3	1	1	1	0	1	1	0	0	1	0	1	70
10:30 PM	0	53	13	1	4	1	0	0	0	0	0	0	0	2	74
10:45 PM	0	61	8	0	4	1	0	0	1	0	0	0	0	0	75
11:00 PM	3	42	6	0	2	1	0	1	0	0	0	0	0	3	58
11:15 PM	2	37	7	1	0	1	0	2	0	0	0	0	0	4	54
11:30 PM	2	35	4	1	2	0	0	0	1	0	0	0	0	0	45
11:45 PM	1	43	7	0	2	2	0	1	0	0	0	0	0	1	57
Day Total	620	8994	2632	91	803	278	42	322	156	39	12	29	14	860	14892
Percent	4.2%	60.4%	17.7%	0.6%	5.4%	1.9%	0.3%	2.2%	1%	0.3%	0.1%	0.2%	0.1%	5.8%	
ADT 14892															
AM Peak 15-min Vol	10:00 AM	11:30 AM	7:00 AM	8:15 AM	10:15 AM	11:45 AM	7:00 AM	7:45 AM	9:15 AM	5:15 AM	6:30 AM	1:00 AM	8:00 AM	11:30 AM	11:30 AM
	20	143	52	4	18	12	3	9	5	2	1	2	2	20	255
PM Peak 15-min Vol	1:30 PM	4:00 PM	5:15 PM	1:00 PM	12:30 PM	2:00 PM	12:30 PM	2:45 PM	12:45 PM	4:15 PM	1:45 PM	12:45 PM	12:30 PM	3:45 PM	5:15 PM
	22	213	64	3	20	11	3	13	6	3	1	2	1	26	348

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	19	7	0	0	0	0	0	2	0	0	1	0	0	29
12:15 AM	1	27	3	0	0	2	0	0	1	0	0	0	0	0	34
12:30 AM	0	9	3	0	0	0	0	0	2	0	0	0	0	0	14
12:45 AM	3	24	4	0	2	0	1	0	0	0	0	0	0	1	35
01:00 AM	1	22	4	0	1	0	0	0	1	0	0	1	0	0	30
01:15 AM	0	22	1	0	1	0	0	0	1	0	0	0	0	1	26
01:30 AM	0	14	2	0	0	0	0	0	1	0	0	0	0	0	17
01:45 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
02:00 AM	0	14	4	1	1	0	0	0	1	0	0	0	0	1	22
02:15 AM	0	14	2	0	0	0	0	0	1	0	0	0	0	2	19
02:30 AM	1	7	3	0	0	1	0	0	0	0	0	0	0	1	13
02:45 AM	0	8	2	0	2	0	0	0	1	0	0	0	0	2	15
03:00 AM	1	11	0	1	0	1	0	1	2	0	0	0	0	0	17
03:15 AM	0	2	4	0	0	0	0	0	1	0	1	0	0	0	8
03:30 AM	1	12	8	0	1	1	0	1	2	0	0	0	0	0	26
03:45 AM	0	17	2	0	1	0	0	1	2	0	0	1	0	0	24
04:00 AM	1	10	2	0	0	1	0	0	1	0	0	0	0	0	15
04:15 AM	0	11	4	0	0	1	0	0	1	0	0	0	0	0	17
04:30 AM	4	14	4	0	2	0	0	0	1	0	0	0	0	2	27
04:45 AM	0	21	6	0	2	2	0	2	2	0	1	0	0	2	38
05:00 AM	3	35	7	0	1	1	1	1	2	0	0	0	0	0	51
05:15 AM	1	34	9	0	1	1	1	1	0	0	0	0	0	0	48
05:30 AM	3	49	5	0	5	5	0	2	1	2	0	0	0	1	73
05:45 AM	0	77	21	1	4	1	0	0	0	0	0	0	0	2	106
Day Total															
Percent															
ADT 16047															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	44	14	0	4	3	0	2	2	1	0	0	0	1	71
06:15 AM	3	64	19	2	9	2	0	4	1	0	0	0	0	2	106
06:30 AM	4	70	27	1	11	3	1	5	1	0	0	0	0	12	135
06:45 AM	5	76	36	0	6	4	0	6	2	1	0	0	0	9	145
07:00 AM	8	66	30	3	7	4	0	4	1	0	0	0	0	3	126
07:15 AM	8	89	42	1	12	5	3	6	1	1	0	0	0	12	180
07:30 AM	3	113	34	0	19	5	1	3	3	0	0	0	0	13	194
07:45 AM	4	111	43	2	15	1	1	6	3	1	0	0	0	11	198
08:00 AM	5	104	32	3	8	1	1	4	2	0	0	0	1	11	172
08:15 AM	8	95	38	1	16	5	1	5	1	0	2	2	0	19	193
08:30 AM	6	98	51	2	8	2	1	4	2	2	0	0	1	12	189
08:45 AM	4	111	37	1	9	5	0	3	0	2	0	0	0	8	180
09:00 AM	10	109	48	0	13	4	0	3	3	0	0	0	0	10	200
09:15 AM	10	122	36	0	13	4	1	2	1	0	0	0	0	14	203
09:30 AM	7	80	55	0	14	9	0	2	2	1	0	0	0	12	182
09:45 AM	4	115	40	1	18	4	0	2	2	0	1	0	0	15	202
10:00 AM	5	117	28	1	20	5	2	7	5	2	0	1	0	12	205
10:15 AM	10	107	37	0	15	3	0	6	0	0	1	0	0	13	192
10:30 AM	2	120	43	1	13	5	0	7	0	0	1	0	1	19	212
10:45 AM	12	150	50	1	18	3	2	6	1	0	1	1	1	13	259
11:00 AM	15	125	50	0	14	4	1	8	1	0	1	0	1	13	233
11:15 AM	18	135	34	1	7	3	2	6	1	2	0	1	0	15	225
11:30 AM	16	120	43	2	15	4	0	3	3	0	1	0	0	19	226
11:45 AM	13	153	49	0	13	6	3	5	2	0	0	1	0	13	258
Day Total Percent															
ADT 16047															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	9	147	51	3	17	5	0	14	3	4	0	2	0	18	273
12:15 PM	10	154	47	1	11	2	0	6	4	1	1	0	0	15	252
12:30 PM	16	123	48	2	13	3	0	4	0	4	0	0	0	16	229
12:45 PM	6	144	45	3	9	3	1	7	5	1	0	0	0	10	234
01:00 PM	4	143	45	1	9	2	1	8	4	0	0	0	0	18	235
01:15 PM	14	163	47	1	14	5	0	10	3	1	0	0	0	18	276
01:30 PM	12	162	48	0	22	5	0	9	4	0	0	0	1	16	279
01:45 PM	15	150	53	2	21	5	0	8	2	1	0	1	0	14	272
02:00 PM	11	144	54	2	10	1	0	8	5	1	0	0	0	8	244
02:15 PM	13	170	50	1	16	3	0	6	4	1	0	1	1	18	284
02:30 PM	14	146	51	0	10	1	0	12	0	2	0	0	0	23	259
02:45 PM	20	178	66	0	16	4	0	7	3	4	0	0	0	21	319
03:00 PM	8	202	64	3	22	2	1	8	6	2	1	0	0	11	330
03:15 PM	14	178	56	3	10	5	1	9	3	1	0	1	1	12	294
03:30 PM	11	183	48	3	15	6	1	9	3	3	2	0	0	18	302
03:45 PM	2	199	60	2	18	3	1	8	4	3	1	2	0	36	339
04:00 PM	15	235	36	3	18	5	1	9	2	2	1	1	0	22	350
04:15 PM	18	205	48	4	12	0	0	7	3	1	1	0	0	24	323
04:30 PM	16	198	51	4	10	5	1	5	1	2	1	1	0	30	325
04:45 PM	19	186	62	4	23	6	2	8	1	1	0	0	0	32	344
05:00 PM	4	207	66	3	18	5	0	7	1	1	0	1	0	34	347
05:15 PM	23	230	53	1	17	2	2	11	2	1	0	1	0	32	375
05:30 PM	15	197	45	0	12	7	3	5	2	2	1	0	0	17	306
05:45 PM	8	180	39	0	21	3	1	4	0	2	0	0	0	9	267
Day Total															
Percent															
ADT															
16047															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: WB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	8	176	47	0	10	6	0	1	1	0	1	0	1	15	266
06:15 PM	18	192	42	0	14	1	1	5	1	0	0	0	2	18	294
06:30 PM	9	189	28	0	11	3	0	3	3	1	0	0	0	21	268
06:45 PM	11	183	36	0	12	4	0	4	0	0	0	0	0	13	263
07:00 PM	6	145	30	0	8	1	0	2	1	1	0	0	0	8	202
07:15 PM	13	149	27	0	12	3	0	0	3	1	0	0	0	16	224
07:30 PM	4	140	37	0	5	0	0	2	1	0	0	0	0	8	197
07:45 PM	2	117	26	0	9	0	1	1	2	0	0	0	0	4	162
08:00 PM	8	111	27	0	9	3	0	3	0	1	0	0	0	12	174
08:15 PM	4	117	22	0	7	1	0	3	2	0	1	0	0	2	159
08:30 PM	0	113	21	0	5	0	0	0	0	0	0	0	0	6	145
08:45 PM	4	97	24	0	6	1	0	0	0	0	0	0	0	7	139
09:00 PM	5	108	21	0	4	1	0	6	0	1	0	0	0	4	150
09:15 PM	6	96	22	1	5	2	0	4	2	0	0	0	0	3	141
09:30 PM	2	102	17	4	3	1	0	5	0	0	0	0	0	3	137
09:45 PM	3	77	24	0	1	2	0	1	1	1	0	0	0	4	114
10:00 PM	1	93	12	0	3	1	0	3	0	0	0	0	0	6	119
10:15 PM	2	70	22	1	3	1	0	0	0	0	0	0	0	2	101
10:30 PM	3	87	14	0	2	3	0	2	0	0	0	0	0	3	114
10:45 PM	0	78	10	0	3	0	0	2	0	0	0	0	0	1	94
11:00 PM	2	68	12	0	1	1	0	1	0	0	0	0	0	2	87
11:15 PM	2	56	9	0	2	1	0	1	0	0	0	0	0	2	73
11:30 PM	4	63	10	0	1	0	0	0	0	1	0	0	0	5	84
11:45 PM	5	53	11	1	2	0	0	2	1	0	0	0	0	0	75
Day Total	619	9887	2808	79	823	235	41	358	149	63	21	20	11	933	16047
Percent	3.9%	61.6%	17.5%	0.5%	5.1%	1.5%	0.3%	2.2%	0.9%	0.4%	0.1%	0.1%	0.1%	5.8%	
ADT 16047															
AM Peak 15-min Vol	11:15 AM 18	11:45 AM 153	9:30 AM 55	7:00 AM 3	10:00 AM 20	9:30 AM 9	7:15 AM 3	11:00 AM 8	10:00 AM 5	5:30 AM 2	8:15 AM 2	8:15 AM 2	8:00 AM 1	8:15 AM 19	10:45 AM 259
PM Peak 15-min Vol	5:15 PM 23	4:00 PM 235	2:45 PM 66	4:15 PM 4	4:45 PM 23	5:30 PM 7	5:30 PM 3	12:00 PM 14	3:00 PM 6	12:00 PM 4	3:30 PM 2	12:00 PM 2	6:15 PM 2	3:45 PM 36	5:15 PM 375

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	2	50	9	0	2	3	0	1	0	0	0	0	0	1	68
12:15 AM	0	37	6	0	1	0	0	0	2	0	0	0	0	1	47
12:30 AM	0	32	8	0	1	0	0	0	0	0	0	0	0	0	41
12:45 AM	0	43	6	1	3	0	0	0	0	0	0	0	0	1	54
01:00 AM	2	19	3	0	0	1	0	1	1	0	0	0	0	1	28
01:15 AM	1	25	4	0	1	2	0	0	1	0	0	0	0	1	35
01:30 AM	0	24	7	0	3	0	0	0	0	0	0	0	0	0	34
01:45 AM	0	16	4	1	1	0	0	0	0	0	0	0	0	1	23
02:00 AM	0	28	4	0	1	0	0	0	0	0	0	0	0	0	33
02:15 AM	0	18	3	0	3	0	0	0	1	0	0	0	0	0	25
02:30 AM	0	20	4	0	0	0	0	1	2	0	0	0	0	0	27
02:45 AM	3	16	1	0	2	0	0	0	1	0	0	0	0	0	23
03:00 AM	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
03:15 AM	2	10	3	0	0	0	0	0	1	0	0	0	0	0	16
03:30 AM	0	18	5	0	0	0	0	0	2	0	1	0	0	0	26
03:45 AM	0	14	4	0	0	0	0	0	2	0	0	0	0	0	20
04:00 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
04:15 AM	0	9	1	0	0	1	0	0	0	0	0	0	0	1	12
04:30 AM	0	22	3	0	2	0	0	1	0	0	0	0	0	0	28
04:45 AM	0	19	3	0	1	0	0	0	3	0	0	0	0	0	26
05:00 AM	0	27	1	0	1	1	0	0	1	1	0	0	0	0	32
05:15 AM	0	18	5	0	2	0	0	1	1	0	0	0	0	0	27
05:30 AM	0	29	3	0	0	0	0	0	1	0	0	0	0	0	33
05:45 AM	3	49	9	0	0	0	0	1	0	0	0	0	0	1	63
Day Total															
Percent															
ADT 13557															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	37	9	0	1	1	0	0	2	0	0	0	0	1	52
06:15 AM	3	35	18	0	2	0	0	0	0	0	0	0	0	4	62
06:30 AM	1	28	17	0	4	3	0	2	3	0	2	0	0	6	66
06:45 AM	3	41	30	0	7	0	0	2	1	1	1	0	0	2	88
07:00 AM	1	38	16	0	7	3	0	2	0	0	0	0	0	2	69
07:15 AM	3	63	19	0	6	2	0	2	0	0	0	1	0	7	103
07:30 AM	6	71	20	0	13	1	0	0	1	0	0	0	0	6	118
07:45 AM	5	62	25	0	7	1	0	4	1	0	0	1	0	2	108
08:00 AM	3	67	21	1	3	3	0	1	0	0	0	0	0	3	102
08:15 AM	5	69	40	0	4	4	0	2	1	0	0	0	0	4	129
08:30 AM	7	78	30	1	7	1	0	8	4	0	0	0	0	6	142
08:45 AM	2	92	30	1	9	2	0	2	5	1	0	0	0	1	145
09:00 AM	4	71	29	0	7	2	0	3	4	0	1	1	0	6	128
09:15 AM	5	93	27	1	15	2	0	4	3	0	0	1	0	3	154
09:30 AM	7	100	30	0	12	1	0	3	3	0	0	0	0	12	168
09:45 AM	4	105	33	0	6	2	0	5	1	0	0	0	0	13	169
10:00 AM	12	107	26	2	14	0	1	4	0	0	0	0	0	11	177
10:15 AM	10	138	36	1	13	2	1	4	2	0	0	0	0	8	215
10:30 AM	13	136	32	0	3	1	0	4	1	0	0	0	0	14	204
10:45 AM	1	153	29	0	16	1	1	3	2	1	0	0	0	12	219
11:00 AM	12	147	45	1	9	4	0	3	2	0	0	0	0	12	235
11:15 AM	8	133	42	0	9	2	0	5	0	0	0	0	0	9	208
11:30 AM	17	158	45	1	10	1	0	3	1	1	1	0	0	14	252
11:45 AM	11	137	38	1	8	1	0	8	0	0	1	0	0	12	217
Day Total															
Percent															
ADT 13557															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	8	146	40	0	10	3	0	5	5	2	0	0	0	8	227
12:15 PM	13	155	48	0	9	4	0	7	2	1	0	0	0	20	259
12:30 PM	11	148	39	0	12	3	1	3	1	0	0	1	0	9	228
12:45 PM	6	134	47	0	16	3	1	3	0	0	0	0	0	12	222
01:00 PM	6	173	56	0	17	2	0	5	1	0	0	1	0	10	271
01:15 PM	11	182	42	1	13	2	0	7	1	0	1	0	0	12	272
01:30 PM	13	150	41	2	11	1	0	3	0	0	0	0	0	14	235
01:45 PM	7	188	32	1	11	1	1	5	2	1	0	0	0	10	259
02:00 PM	10	173	37	0	16	3	0	3	1	2	1	0	0	11	257
02:15 PM	12	160	40	0	15	0	1	2	1	0	0	0	0	6	237
02:30 PM	10	145	41	2	8	3	1	6	1	0	0	0	0	8	225
02:45 PM	19	141	36	1	13	7	0	4	2	0	0	0	0	24	247
03:00 PM	16	154	44	0	12	3	1	7	1	1	0	0	0	9	248
03:15 PM	10	153	41	1	13	0	0	5	2	0	0	0	0	21	246
03:30 PM	12	162	35	1	12	2	1	3	2	1	0	0	0	12	243
03:45 PM	23	152	46	0	5	2	0	4	1	0	0	0	0	21	254
04:00 PM	7	146	38	0	5	1	1	2	0	0	0	0	0	14	214
04:15 PM	15	161	37	0	20	1	0	3	0	2	1	0	0	8	248
04:30 PM	1	142	39	0	9	1	1	4	1	0	0	0	0	7	205
04:45 PM	8	170	27	1	10	1	0	3	3	1	1	0	0	17	242
05:00 PM	5	144	38	0	7	1	0	5	2	0	2	0	0	6	210
05:15 PM	2	149	34	0	6	0	0	3	1	0	0	0	0	19	214
05:30 PM	3	157	31	0	5	3	1	5	1	0	0	0	0	6	212
05:45 PM	9	158	30	0	6	1	0	3	0	0	0	0	0	11	218
Day Total															
Percent															
ADT 13557															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	9	180	23	0	7	1	0	2	2	1	0	0	0	4	229
06:15 PM	6	142	27	0	9	1	0	4	0	0	0	0	0	9	198
06:30 PM	7	169	28	2	8	1	0	2	0	0	0	0	0	11	228
06:45 PM	8	165	36	0	9	1	0	1	0	0	0	1	0	13	234
07:00 PM	7	143	33	0	4	1	0	3	0	0	0	0	0	12	203
07:15 PM	4	158	29	0	8	3	0	2	0	0	0	0	0	10	214
07:30 PM	5	168	33	0	7	3	0	5	0	0	0	0	0	10	231
07:45 PM	7	155	28	1	10	0	0	1	0	0	0	0	0	13	215
08:00 PM	4	134	18	0	2	0	0	1	0	1	0	0	0	1	161
08:15 PM	8	149	30	2	10	4	0	2	0	0	0	0	0	9	214
08:30 PM	3	105	25	0	10	0	0	2	0	1	1	0	0	5	152
08:45 PM	1	86	28	0	7	1	0	0	1	0	0	0	0	9	133
09:00 PM	2	99	13	0	5	0	1	1	1	0	0	0	0	5	127
09:15 PM	4	100	20	0	4	0	0	0	0	0	0	0	0	2	130
09:30 PM	2	103	21	0	1	0	0	0	0	0	0	0	0	3	130
09:45 PM	4	93	21	0	6	0	0	1	0	0	0	0	0	1	126
10:00 PM	1	75	19	0	1	0	0	3	0	0	0	0	0	2	101
10:15 PM	0	90	13	0	3	0	1	2	0	0	0	0	0	4	113
10:30 PM	3	53	9	0	2	1	0	0	0	0	0	0	0	0	68
10:45 PM	0	74	13	0	1	0	0	0	1	0	0	0	0	0	89
11:00 PM	2	59	9	0	2	0	0	0	0	0	0	0	0	1	73
11:15 PM	0	62	9	0	0	0	0	0	0	0	0	0	0	1	72
11:30 PM	1	53	6	0	2	0	0	1	0	0	0	1	0	3	67
11:45 PM	1	60	4	0	2	1	0	1	0	0	0	0	0	0	69
Day Total	483	9147	2225	27	598	114	15	214	92	19	14	8	0	601	13557
Percent	3.6%	67.5%	16.4%	0.2%	4.4%	0.8%	0.1%	1.6%	0.7%	0.1%	0.1%	0.1%	0%	4.4%	
ADT 13557															
AM Peak 15-min Vol	11:30 AM 17	11:30 AM 158	11:00 AM 45	10:00 AM 2	10:45 AM 16	8:15 AM 4	10:00 AM 1	8:30 AM 8	8:45 AM 5	5:00 AM 1	6:30 AM 2	7:15 AM 1	12:00 AM 0	10:30 AM 14	11:30 AM 252
PM Peak 15-min Vol	3:45 PM 23	1:45 PM 188	1:00 PM 56	1:30 PM 2	4:15 PM 20	2:45 PM 7	12:30 PM 1	12:15 PM 7	12:00 PM 5	12:00 PM 2	5:00 PM 2	12:30 PM 1	12:00 PM 0	2:45 PM 24	1:15 PM 272

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	44	7	0	0	0	0	0	1	0	0	0	0	0	52
12:15 AM	1	32	4	0	1	0	0	0	0	0	0	0	0	0	38
12:30 AM	0	30	3	0	0	0	0	0	0	0	0	0	0	1	34
12:45 AM	0	26	5	0	0	0	0	2	1	0	0	0	0	0	34
01:00 AM	0	28	4	0	1	1	0	0	0	0	0	0	0	0	34
01:15 AM	1	29	9	0	1	2	0	0	1	0	0	0	0	0	43
01:30 AM	0	15	1	0	1	0	0	0	1	0	0	0	0	1	19
01:45 AM	0	25	2	0	1	0	0	0	0	0	0	0	0	1	29
02:00 AM	0	18	4	0	0	0	0	1	1	0	0	0	0	0	24
02:15 AM	0	26	3	0	1	0	0	0	0	0	0	0	0	0	30
02:30 AM	0	11	4	0	2	0	0	0	0	0	0	0	0	1	18
02:45 AM	0	17	5	0	1	0	0	0	0	0	0	0	0	1	24
03:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
03:15 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
03:30 AM	0	12	1	0	0	0	0	0	1	0	0	0	0	0	14
03:45 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
04:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	1	16
04:30 AM	0	12	8	0	0	0	0	0	1	0	0	0	0	0	21
04:45 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
05:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
05:15 AM	0	14	3	0	0	0	0	0	2	0	0	0	0	0	19
05:30 AM	0	28	3	0	0	0	0	0	0	0	0	0	0	2	33
05:45 AM	0	42	12	0	0	0	0	0	0	0	0	0	0	0	54
Day Total															
Percent															
ADT															
11349															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135849
DIRECTION: WB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	24	9	0	2	0	0	0	1	0	0	0	0	0	36
06:15 AM	0	18	8	0	2	0	0	0	1	0	0	0	0	0	29
06:30 AM	0	49	8	0	4	0	0	1	0	0	0	0	0	1	63
06:45 AM	2	42	14	0	0	0	0	0	0	0	0	0	0	1	59
07:00 AM	0	44	13	0	1	0	0	1	0	0	0	0	0	1	60
07:15 AM	0	44	11	0	3	0	0	0	0	0	0	0	0	1	59
07:30 AM	0	73	18	0	0	0	0	1	0	0	0	0	0	0	92
07:45 AM	0	68	16	0	0	0	0	0	0	0	0	0	0	1	85
08:00 AM	3	72	18	0	2	1	0	0	0	0	0	0	0	2	98
08:15 AM	2	85	20	0	4	1	0	3	2	0	0	0	0	6	123
08:30 AM	1	65	21	0	3	1	0	1	0	0	0	0	0	1	93
08:45 AM	1	92	22	0	6	2	0	1	1	0	0	0	0	4	129
09:00 AM	1	76	16	0	4	0	0	0	2	0	0	0	0	2	101
09:15 AM	4	87	28	0	7	1	0	2	0	0	1	0	0	4	134
09:30 AM	2	84	21	0	6	0	0	2	0	0	0	0	0	5	120
09:45 AM	9	121	29	0	8	0	0	1	0	0	0	0	0	12	180
10:00 AM	4	107	29	1	11	1	0	5	0	0	0	0	0	3	161
10:15 AM	11	122	22	0	16	1	0	3	0	0	1	0	0	1	177
10:30 AM	3	132	32	1	7	0	0	2	1	0	0	0	0	7	185
10:45 AM	4	122	30	0	10	2	1	0	0	0	0	0	0	9	178
11:00 AM	11	124	27	0	7	0	0	3	0	0	0	0	0	8	180
11:15 AM	7	125	26	0	10	4	0	1	0	0	0	0	0	14	187
11:30 AM	4	136	36	1	12	0	0	5	2	2	0	0	0	10	208
11:45 AM	10	131	33	1	4	2	1	4	0	0	2	1	0	9	198
Day Total															
Percent															
ADT															
11349															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps

QC JOB #: 15135849

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	12	155	44	2	9	0	0	3	2	0	0	1	0	13	241
12:15 PM	9	171	32	0	10	1	0	4	1	0	1	0	0	11	240
12:30 PM	11	175	32	0	13	1	2	1	1	0	0	0	0	11	247
12:45 PM	5	155	31	0	10	0	0	3	2	0	1	0	0	19	226
01:00 PM	12	178	42	1	13	1	0	2	0	0	0	0	0	9	258
01:15 PM	6	156	42	0	10	2	0	3	1	0	0	0	0	11	231
01:30 PM	10	137	19	0	8	1	0	4	0	1	0	1	0	6	187
01:45 PM	12	174	46	1	19	0	0	5	0	0	0	1	0	11	269
02:00 PM	7	141	31	1	6	1	0	7	2	0	0	0	0	11	207
02:15 PM	19	156	29	0	5	2	1	3	0	0	0	0	0	7	222
02:30 PM	2	125	35	0	11	2	0	2	4	1	1	0	0	7	190
02:45 PM	22	144	30	0	17	1	2	1	2	0	0	1	0	15	235
03:00 PM	10	150	35	0	9	1	0	5	0	0	1	0	0	6	217
03:15 PM	13	144	39	1	8	0	2	7	1	0	0	0	0	3	218
03:30 PM	6	141	34	0	13	1	2	2	0	0	0	0	0	15	214
03:45 PM	15	147	28	0	8	0	0	5	2	0	0	1	0	7	213
04:00 PM	14	149	22	0	12	5	0	4	0	1	0	1	0	10	218
04:15 PM	12	155	39	0	11	1	1	1	0	0	0	0	0	10	230
04:30 PM	12	164	15	2	18	0	1	4	1	0	0	0	0	13	230
04:45 PM	6	147	32	0	9	2	0	3	1	0	0	0	0	13	213
05:00 PM	9	162	26	0	11	2	0	4	0	0	0	1	0	6	221
05:15 PM	10	141	36	1	4	3	0	0	1	0	0	0	0	6	202
05:30 PM	12	144	23	0	8	2	1	1	1	0	0	1	0	5	198
05:45 PM	7	123	28	0	9	1	0	6	1	0	0	0	0	5	180
Day Total Percent															
ADT 11349															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps **QC JOB #:** 15135849
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	6	112	25	0	4	3	2	1	0	0	0	0	0	8	161
06:15 PM	6	126	31	0	8	1	0	1	0	1	0	1	0	7	182
06:30 PM	1	99	45	1	16	0	1	6	0	0	0	0	0	10	179
06:45 PM	7	126	23	0	3	1	2	0	0	0	0	1	0	7	170
07:00 PM	2	128	18	0	8	2	0	4	1	0	0	0	0	7	170
07:15 PM	0	112	18	0	3	2	0	1	0	0	0	0	0	6	142
07:30 PM	1	107	14	0	4	2	0	2	0	0	1	1	0	2	134
07:45 PM	6	106	24	0	3	1	0	2	0	0	0	1	0	2	145
08:00 PM	3	107	20	0	1	1	0	1	0	0	0	0	0	2	135
08:15 PM	1	89	12	0	3	1	0	1	0	0	0	0	0	3	110
08:30 PM	3	79	21	0	2	0	0	1	0	0	0	0	0	6	112
08:45 PM	4	76	12	0	1	0	1	0	1	0	0	0	0	8	103
09:00 PM	4	68	17	0	5	0	0	0	0	0	0	0	0	3	97
09:15 PM	0	87	12	0	3	0	0	1	0	0	0	0	0	0	103
09:30 PM	1	56	10	0	2	0	0	0	0	0	0	0	0	1	70
09:45 PM	0	66	9	0	1	0	0	0	0	0	0	0	0	3	79
10:00 PM	2	51	8	0	4	0	0	0	1	0	0	0	0	3	69
10:15 PM	2	45	6	0	3	0	0	0	0	0	0	0	0	1	57
10:30 PM	2	40	8	0	2	0	0	0	0	0	0	0	0	1	53
10:45 PM	0	41	4	0	4	0	0	0	1	0	0	0	0	1	51
11:00 PM	0	45	4	1	2	0	0	0	1	0	0	0	0	0	53
11:15 PM	0	38	4	0	1	0	0	0	1	0	0	0	0	2	46
11:30 PM	2	32	5	0	3	1	0	0	1	0	0	0	0	2	46
11:45 PM	0	28	5	0	0	0	1	0	0	0	0	0	0	0	34
Day Total	387	8020	1724	15	476	64	21	138	50	7	9	13	0	425	11349
Percent	3.4%	70.7%	15.2%	0.1%	4.2%	0.6%	0.2%	1.2%	0.4%	0.1%	0.1%	0.1%	0%	3.7%	
ADT 11349															
AM Peak 15-min Vol	10:15 AM	11:30 AM	11:30 AM	10:00 AM	10:15 AM	11:15 AM	10:45 AM	10:00 AM	12:45 AM	11:30 AM	11:45 AM	11:45 AM	12:00 AM	11:15 AM	11:30 AM
	11	136	36	1	16	4	1	5	2	2	2	1	0	14	208
PM Peak 15-min Vol	2:45 PM	1:00 PM	1:45 PM	12:00 PM	1:45 PM	4:00 PM	12:30 PM	2:00 PM	2:30 PM	1:30 PM	12:15 PM	12:00 PM	12:00 PM	12:45 PM	1:45 PM
	22	178	46	2	19	5	2	7	4	1	1	1	0	19	269

Comments:

LOCATION: US 27 (Old Blitchton Rd) West of I-75 SB Ramps **QC JOB #:** 15135849
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	3822	59202	17500	564	6953	1361	293	2475	889	310	116	128	71	5307	98991
Percent	3.9%	59.8%	17.7%	0.6%	7%	1.4%	0.3%	2.5%	0.9%	0.3%	0.1%	0.1%	0.1%	5.4%	
ADT 14141															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	1	0	0	1	0	0	0	0	0	1	0	0	8
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	1	0	0	4
12:30 AM	1	3	1	1	0	1	0	0	1	0	0	2	0	0	10
12:45 AM	0	1	0	0	0	0	0	0	1	0	1	0	0	0	3
01:00 AM	0	3	1	0	2	0	0	0	0	0	0	1	0	0	7
01:15 AM	0	6	0	0	1	0	0	0	1	0	0	1	0	0	9
01:30 AM	0	2	0	1	0	1	0	0	1	0	0	0	0	0	5
01:45 AM	1	2	1	0	0	2	0	0	1	0	0	2	0	0	9
02:00 AM	0	4	0	0	0	1	0	0	1	0	0	1	0	0	7
02:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:30 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
02:45 AM	0	3	0	0	0	0	0	0	2	0	0	0	0	0	5
03:00 AM	1	1	0	0	1	1	0	0	2	0	0	0	0	0	6
03:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
03:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45 AM	0	4	1	0	0	1	0	0	2	0	0	0	0	0	8
04:00 AM	0	3	3	0	0	1	0	1	4	0	0	0	0	0	12
04:15 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
04:30 AM	1	5	0	0	0	1	0	0	3	0	0	0	0	0	10
04:45 AM	0	1	0	0	0	1	0	1	2	0	0	0	0	0	5
05:00 AM	0	1	1	0	1	0	0	0	3	0	0	1	0	0	7
05:15 AM	0	4	4	0	0	1	0	0	0	0	0	0	0	0	9
05:30 AM	2	4	2	0	1	1	0	1	5	0	0	0	0	0	16
05:45 AM	2	7	1	0	0	2	0	0	1	0	0	0	0	0	13
Day Total															
Percent															
ADT															
2590															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	8	2	0	1	0	0	0	2	0	0	0	0	0	13
06:15 AM	1	9	0	0	0	1	0	0	2	0	1	1	0	0	15
06:30 AM	2	13	8	0	1	3	0	1	1	0	0	0	0	0	29
06:45 AM	4	19	5	0	0	4	0	0	3	0	0	0	0	0	35
07:00 AM	2	12	7	0	2	1	0	1	2	0	0	0	0	0	27
07:15 AM	1	23	8	2	1	1	0	0	5	0	0	0	0	0	41
07:30 AM	0	38	12	1	0	0	1	0	0	0	0	0	0	0	52
07:45 AM	7	39	10	0	3	3	0	0	3	0	0	0	0	2	67
08:00 AM	0	31	1	0	0	2	0	1	1	0	0	0	0	0	36
08:15 AM	3	19	6	3	0	3	0	1	3	0	0	0	0	1	39
08:30 AM	0	24	8	1	5	0	0	0	2	0	0	0	0	0	40
08:45 AM	0	23	4	0	2	0	0	2	3	0	0	0	0	0	34
09:00 AM	1	24	2	0	0	1	0	1	3	0	0	0	0	0	32
09:15 AM	1	20	7	1	3	2	0	1	9	0	0	0	0	0	44
09:30 AM	1	17	3	0	5	2	1	1	0	0	1	0	0	1	32
09:45 AM	4	16	10	2	3	4	0	1	6	0	0	0	0	5	51
10:00 AM	2	9	6	2	6	2	0	0	2	0	0	0	0	0	29
10:15 AM	1	12	2	1	0	1	0	2	2	0	0	0	0	1	22
10:30 AM	0	16	13	0	4	2	0	4	4	0	0	0	0	1	44
10:45 AM	1	23	10	2	3	2	0	1	1	0	0	0	0	0	43
11:00 AM	0	16	10	0	3	0	0	1	1	0	0	0	0	0	31
11:15 AM	3	15	7	0	2	3	0	2	5	0	0	0	0	0	37
11:30 AM	0	18	8	0	4	0	0	3	1	0	0	0	0	1	35
11:45 AM	1	30	6	0	0	1	0	3	4	0	0	0	0	0	45
Day Total															
Percent															
ADT															
2590															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	25	7	0	0	1	0	1	1	0	0	0	0	0	35
12:15 PM	0	18	5	0	1	1	0	0	3	0	0	0	0	0	28
12:30 PM	0	28	4	0	2	0	0	3	1	0	0	2	0	0	40
12:45 PM	0	17	9	0	2	0	0	1	4	0	0	0	0	0	33
01:00 PM	1	18	4	2	5	3	0	1	2	0	0	1	0	1	38
01:15 PM	0	17	2	0	4	1	1	2	1	0	0	0	0	0	28
01:30 PM	2	18	8	2	2	2	0	0	3	0	0	1	0	0	38
01:45 PM	0	21	6	1	3	0	0	0	1	0	0	0	0	0	32
02:00 PM	1	18	4	1	1	1	0	0	2	0	0	0	0	0	28
02:15 PM	1	24	7	1	1	0	0	2	2	0	0	0	0	0	38
02:30 PM	0	19	4	0	5	0	0	0	3	0	0	2	0	0	33
02:45 PM	2	20	3	1	6	0	0	1	3	0	0	0	0	1	37
03:00 PM	0	24	5	2	1	0	0	0	1	0	0	0	0	0	33
03:15 PM	0	30	6	0	4	1	0	1	0	0	0	1	0	0	43
03:30 PM	0	28	9	1	1	1	0	1	0	0	0	1	0	1	43
03:45 PM	1	35	11	0	4	1	0	0	2	0	0	0	0	0	54
04:00 PM	1	32	8	0	1	0	0	0	0	0	0	0	0	0	42
04:15 PM	1	28	6	1	3	2	0	2	1	0	0	0	0	0	44
04:30 PM	0	34	5	0	7	0	0	1	3	0	0	1	0	0	51
04:45 PM	1	36	10	0	5	0	0	1	3	0	0	0	0	0	56
05:00 PM	2	40	8	1	7	3	0	3	1	0	0	0	0	1	66
05:15 PM	0	38	6	0	6	0	0	1	1	0	0	0	0	0	52
05:30 PM	1	37	4	1	2	1	0	0	2	0	0	2	0	0	50
05:45 PM	1	33	12	0	5	2	0	0	2	0	0	1	0	0	56
Day Total															
Percent															
ADT 2590															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd) **QC JOB #:** 15135850
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	36	4	1	8	1	0	1	3	0	0	1	0	0	56
06:15 PM	2	37	3	1	7	0	0	0	3	0	0	0	0	0	53
06:30 PM	0	20	5	0	1	1	0	2	0	0	0	1	0	0	30
06:45 PM	0	28	8	1	3	0	0	0	1	0	0	0	0	0	41
07:00 PM	1	19	4	0	3	1	0	2	0	0	0	0	0	0	30
07:15 PM	0	19	4	0	1	0	0	1	2	0	1	1	0	0	29
07:30 PM	1	20	3	1	2	1	0	0	2	0	0	0	0	0	30
07:45 PM	0	15	4	0	3	0	0	0	1	0	0	0	0	0	23
08:00 PM	0	12	2	0	3	0	0	1	1	0	1	0	0	0	20
08:15 PM	2	11	1	0	3	2	0	2	2	0	0	0	0	0	23
08:30 PM	0	17	4	0	3	1	0	1	1	0	0	1	0	1	29
08:45 PM	1	9	6	0	3	1	0	0	1	0	0	2	0	0	23
09:00 PM	2	5	2	0	1	1	0	1	0	0	0	1	0	0	13
09:15 PM	0	13	2	1	2	0	0	0	3	0	0	0	0	0	21
09:30 PM	1	8	1	0	0	3	0	0	2	0	1	2	0	0	18
09:45 PM	1	8	0	0	1	0	0	1	1	0	0	1	0	0	13
10:00 PM	0	5	1	0	1	0	0	0	2	0	0	3	0	0	12
10:15 PM	0	14	1	0	1	0	0	1	1	0	0	0	0	0	18
10:30 PM	0	13	3	0	0	1	0	0	0	0	0	1	0	0	18
10:45 PM	1	6	0	0	0	1	0	0	1	0	0	0	0	0	9
11:00 PM	0	4	1	0	2	0	0	0	2	0	0	2	0	0	11
11:15 PM	2	5	0	0	2	2	0	1	0	0	0	0	0	0	12
11:30 PM	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
11:45 PM	0	7	3	0	0	0	0	0	1	0	0	1	0	0	12
Day Total	73	1518	390	36	183	89	3	64	171	0	6	40	0	17	2590
Percent	2.8%	58.6%	15.1%	1.4%	7.1%	3.4%	0.1%	2.5%	6.6%	0%	0.2%	1.5%	0%	0.7%	
ADT 2590															
AM Peak 15-min Vol	7:45 AM 7	7:45 AM 39	10:30 AM 13	8:15 AM 3	10:00 AM 6	6:45 AM 4	7:30 AM 1	10:30 AM 4	9:15 AM 9	12:00 AM 0	12:45 AM 1	12:30 AM 2	12:00 AM 0	9:45 AM 5	7:45 AM 67
PM Peak 15-min Vol	1:30 PM 2	5:00 PM 40	5:45 PM 12	1:00 PM 2	6:00 PM 8	1:00 PM 3	1:15 PM 1	12:30 PM 3	12:45 PM 4	12:00 PM 0	7:15 PM 1	10:00 PM 3	12:00 PM 0	1:00 PM 1	5:00 PM 66

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	1	1	0	0	1	0	1	1	0	0	0	0	0	6
12:15 AM	1	1	1	2	0	0	0	0	1	0	0	1	0	0	7
12:30 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
01:00 AM	0	3	1	0	0	2	0	0	1	0	1	0	0	0	8
01:15 AM	0	2	0	0	1	0	0	0	1	0	0	1	0	0	5
01:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
01:45 AM	1	2	0	0	0	1	0	1	3	0	0	1	0	0	9
02:00 AM	0	1	0	0	1	1	0	1	0	0	0	2	0	0	6
02:15 AM	1	4	1	0	0	1	0	0	2	0	0	0	0	0	9
02:30 AM	0	2	0	0	1	0	0	0	2	0	0	0	0	0	5
02:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
03:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
03:45 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
04:00 AM	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
04:15 AM	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
04:30 AM	1	4	1	0	1	2	0	0	0	0	0	0	0	0	9
04:45 AM	0	6	0	0	0	0	0	0	2	0	0	1	0	0	9
05:00 AM	0	3	1	1	0	0	0	0	2	0	0	1	0	0	8
05:15 AM	0	6	2	0	0	0	0	0	2	0	0	0	0	0	10
05:30 AM	0	9	1	0	1	0	0	0	2	0	0	2	0	0	15
05:45 AM	1	6	3	0	0	2	0	1	4	0	1	0	0	0	18
Day Total															
Percent															
ADT															
2670															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	6	3	0	2	0	0	1	5	0	0	0	0	0	17
06:15 AM	1	14	2	0	0	2	0	0	2	0	0	0	0	0	21
06:30 AM	0	9	9	0	1	0	0	2	3	0	0	0	0	0	24
06:45 AM	0	26	9	0	1	0	0	0	1	0	0	0	0	0	37
07:00 AM	1	16	3	1	4	2	0	1	5	0	0	1	0	0	34
07:15 AM	1	21	4	1	2	0	0	0	5	0	0	0	0	0	34
07:30 AM	0	28	16	0	3	1	0	0	4	0	0	0	0	1	53
07:45 AM	0	38	5	1	1	2	0	1	3	0	0	1	0	1	53
08:00 AM	0	29	8	0	2	1	0	0	5	0	0	0	0	0	45
08:15 AM	3	28	8	0	1	3	0	1	8	0	0	1	0	1	54
08:30 AM	2	26	4	0	1	2	0	1	2	0	0	3	0	1	42
08:45 AM	0	30	2	1	2	1	0	0	3	0	0	2	0	0	41
09:00 AM	1	21	7	0	1	4	0	2	3	0	0	1	0	1	41
09:15 AM	1	20	1	1	1	1	0	1	4	0	0	0	0	1	31
09:30 AM	0	27	8	2	2	0	0	0	2	0	0	0	0	0	41
09:45 AM	1	26	6	0	2	4	0	0	2	0	0	1	0	0	42
10:00 AM	0	14	8	2	1	1	0	0	5	0	0	0	0	0	31
10:15 AM	0	16	6	0	2	0	0	1	1	0	0	0	0	0	26
10:30 AM	1	21	4	1	2	1	0	1	0	0	0	0	0	0	31
10:45 AM	0	20	4	1	1	1	0	3	4	0	0	0	0	3	37
11:00 AM	0	20	10	1	3	2	0	1	4	0	0	0	0	0	41
11:15 AM	1	14	8	0	0	1	0	1	3	0	0	0	0	0	28
11:30 AM	0	16	7	0	4	2	1	1	6	0	0	0	0	0	37
11:45 AM	0	16	9	0	2	1	0	0	1	0	1	2	0	0	32
Day Total															
Percent															
ADT															
2670															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135850
DIRECTION: SB
DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	28	4	1	2	2	0	0	2	0	0	1	0	0	40
12:15 PM	3	20	9	0	3	4	0	0	3	0	0	0	0	0	42
12:30 PM	0	22	4	1	2	2	0	0	1	0	0	1	0	0	33
12:45 PM	0	17	8	0	2	0	0	2	3	0	0	0	0	0	32
01:00 PM	2	21	10	1	4	0	0	0	1	0	0	1	0	0	40
01:15 PM	0	24	9	0	1	0	0	4	2	0	0	0	0	0	40
01:30 PM	0	24	4	1	1	1	0	1	4	0	0	1	0	0	37
01:45 PM	0	29	4	0	0	0	0	2	1	0	0	1	0	0	37
02:00 PM	1	18	6	0	3	1	0	1	3	0	0	0	0	0	33
02:15 PM	0	20	5	1	4	1	0	0	2	0	0	0	0	0	33
02:30 PM	1	21	7	1	3	0	0	2	3	0	0	0	0	0	38
02:45 PM	0	25	6	1	1	2	0	1	2	0	0	0	0	0	38
03:00 PM	1	18	11	2	2	0	0	1	4	0	0	0	0	0	39
03:15 PM	2	32	8	1	3	1	0	1	3	0	0	0	0	1	52
03:30 PM	0	25	14	2	5	1	0	2	0	0	0	1	0	0	50
03:45 PM	0	32	13	1	2	3	0	3	2	1	0	0	0	0	57
04:00 PM	1	31	6	1	1	1	0	0	2	1	0	2	0	0	46
04:15 PM	1	33	8	0	2	1	0	0	3	0	0	0	0	0	48
04:30 PM	0	38	9	0	8	0	0	0	3	0	0	0	0	0	58
04:45 PM	3	28	9	0	6	1	0	2	2	0	0	0	0	0	51
05:00 PM	0	35	6	0	2	0	0	1	0	0	0	0	0	0	44
05:15 PM	0	33	8	0	4	0	0	1	7	0	0	0	0	1	54
05:30 PM	0	32	5	0	8	0	0	0	2	0	0	0	0	0	47
05:45 PM	2	45	6	1	7	2	0	0	1	0	0	3	0	0	67
Day Total															
Percent															
ADT															
2670															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	25	5	2	1	0	0	0	0	0	0	1	0	2	36
06:15 PM	1	34	7	1	2	1	0	0	3	0	0	0	0	1	50
06:30 PM	0	37	5	1	4	0	0	1	7	0	0	1	0	0	56
06:45 PM	0	28	6	1	4	0	0	2	2	0	0	1	0	0	44
07:00 PM	0	30	4	0	1	1	0	0	2	0	0	1	0	0	39
07:15 PM	0	15	1	0	6	0	0	2	3	0	0	3	0	0	30
07:30 PM	0	8	5	0	1	0	0	0	1	0	1	0	0	0	16
07:45 PM	1	14	5	1	4	1	0	2	4	0	0	0	0	2	34
08:00 PM	0	10	1	0	5	0	0	2	1	0	0	1	0	1	21
08:15 PM	0	13	1	0	0	0	0	1	5	0	0	1	0	1	22
08:30 PM	1	7	2	0	3	1	0	0	3	0	0	2	0	0	19
08:45 PM	0	14	2	2	1	0	0	2	1	0	0	5	0	0	27
09:00 PM	0	12	0	1	1	2	0	2	1	0	0	1	0	0	20
09:15 PM	0	11	3	0	0	0	0	1	2	0	0	0	0	0	17
09:30 PM	2	14	1	2	0	2	0	1	4	0	1	3	0	0	30
09:45 PM	1	9	3	0	2	0	0	0	2	0	0	1	0	0	18
10:00 PM	1	6	4	1	0	1	0	0	2	0	0	2	0	0	17
10:15 PM	0	10	2	0	0	0	0	0	1	0	0	1	0	0	14
10:30 PM	0	5	0	0	0	0	0	0	2	0	0	2	0	0	9
10:45 PM	1	3	2	1	0	2	0	0	2	0	0	0	0	0	11
11:00 PM	0	3	2	0	0	1	0	1	2	0	0	1	0	0	10
11:15 PM	0	7	1	1	1	0	0	1	0	0	0	0	0	0	11
11:30 PM	0	3	0	0	1	0	0	1	0	0	0	0	0	0	5
11:45 PM	2	10	3	0	0	3	0	0	0	0	0	0	0	0	18
Day Total	46	1557	411	44	161	82	1	66	218	2	5	59	0	18	2670
Percent	1.7%	58.3%	15.4%	1.6%	6%	3.1%	0%	2.5%	8.2%	0.1%	0.2%	2.2%	0%	0.7%	
ADT 2670															
AM Peak 15-min Vol	8:15 AM	7:45 AM	7:30 AM	12:15 AM	7:00 AM	9:00 AM	11:30 AM	10:45 AM	8:15 AM	12:00 AM	1:00 AM	8:30 AM	12:00 AM	10:45 AM	8:15 AM
PM Peak 15-min Vol	12:15 PM	5:45 PM	3:30 PM	3:00 PM	4:30 PM	12:15 PM	12:00 PM	1:15 PM	5:15 PM	3:45 PM	7:30 PM	8:45 PM	12:00 PM	6:00 PM	5:45 PM
	3	38	16	2	4	4	1	3	8	0	1	3	0	3	54
	3	45	14	2	8	4	0	4	7	1	1	5	0	2	67

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	2	0	0	0	0	0	0	0	0	2	0	0	12
12:15 AM	0	7	1	0	0	0	0	0	1	0	0	1	0	1	11
12:30 AM	1	8	1	0	1	1	0	0	3	0	0	0	0	0	15
12:45 AM	1	6	2	0	1	2	0	0	1	0	0	0	0	1	14
01:00 AM	1	9	0	0	0	2	0	0	1	0	0	0	0	1	14
01:15 AM	1	1	0	0	1	0	0	0	3	0	0	1	0	1	8
01:30 AM	0	2	0	0	1	1	0	1	0	0	0	1	0	0	6
01:45 AM	1	0	1	0	2	1	0	0	0	0	0	2	0	0	7
02:00 AM	0	1	0	0	0	1	0	0	1	0	0	2	0	0	5
02:15 AM	0	3	0	0	0	0	0	0	1	0	1	1	0	0	6
02:30 AM	1	2	0	0	0	1	0	0	1	0	0	0	0	0	5
02:45 AM	0	2	0	0	2	0	0	0	2	0	0	0	0	0	6
03:00 AM	1	2	0	0	0	1	0	0	3	0	0	0	0	0	7
03:15 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
03:30 AM	0	0	1	0	0	0	0	0	1	0	0	0	0	0	2
03:45 AM	1	3	0	0	0	1	0	1	0	0	0	0	0	0	6
04:00 AM	0	1	0	0	0	2	0	0	2	0	0	1	0	0	6
04:15 AM	0	3	3	0	0	0	0	0	1	0	0	0	0	0	7
04:30 AM	1	6	2	0	0	1	0	0	1	0	0	0	0	0	11
04:45 AM	1	3	0	0	0	1	0	0	2	0	0	1	0	0	8
05:00 AM	0	3	0	1	1	1	0	0	2	0	1	1	0	0	10
05:15 AM	1	5	1	0	0	1	0	0	1	0	0	1	0	0	10
05:30 AM	1	7	3	0	0	1	0	0	1	0	0	0	0	0	13
05:45 AM	0	9	2	0	0	0	0	0	6	0	0	1	0	0	18
Day Total															
Percent															
ADT															
2844															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	5	2	1	1	4	0	1	3	0	0	1	0	0	20
06:15 AM	1	10	2	0	1	1	0	0	3	0	0	2	0	0	20
06:30 AM	2	15	6	0	1	4	0	1	4	0	0	0	0	0	33
06:45 AM	0	34	4	2	1	1	0	0	1	0	0	0	0	0	43
07:00 AM	0	18	6	0	1	3	0	0	2	0	0	0	0	1	31
07:15 AM	2	21	6	2	1	2	0	2	5	0	0	1	0	0	42
07:30 AM	1	31	6	0	0	4	0	1	3	0	0	1	0	0	47
07:45 AM	3	31	8	2	1	6	0	0	6	0	0	1	0	1	59
08:00 AM	1	19	3	1	8	2	0	1	6	1	0	1	0	0	43
08:15 AM	4	29	7	0	0	5	0	1	7	0	1	0	0	4	58
08:30 AM	2	30	10	0	2	3	0	2	3	0	0	0	0	1	53
08:45 AM	0	27	4	0	1	1	0	1	1	0	0	1	0	0	36
09:00 AM	2	18	6	0	1	2	0	0	5	0	0	0	0	1	35
09:15 AM	1	28	3	2	5	1	0	0	3	0	0	0	0	0	43
09:30 AM	1	28	9	0	2	2	0	0	2	0	0	3	0	0	47
09:45 AM	1	19	5	1	0	2	0	0	2	0	0	0	0	0	30
10:00 AM	1	25	7	0	1	1	1	3	3	0	0	1	0	1	44
10:15 AM	2	14	7	0	1	1	1	1	2	0	0	0	0	0	29
10:30 AM	1	25	6	0	3	1	0	1	2	0	0	1	0	4	44
10:45 AM	0	23	9	1	1	1	0	1	2	0	0	1	0	0	39
11:00 AM	0	34	8	0	3	2	1	0	1	0	0	0	0	0	49
11:15 AM	1	13	6	2	3	3	0	1	0	0	0	1	0	1	31
11:30 AM	1	19	5	0	3	1	0	0	2	0	1	0	0	0	32
11:45 AM	0	17	8	1	3	3	0	1	2	0	0	0	0	1	36
Day Total															
Percent															
ADT															
2844															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	25	4	0	2	2	0	2	3	0	0	4	0	0	43
12:15 PM	1	20	10	0	3	3	0	3	7	0	0	0	0	1	48
12:30 PM	1	36	5	0	2	4	0	0	3	0	0	1	0	0	52
12:45 PM	0	24	7	0	3	2	0	4	1	0	0	0	0	0	41
01:00 PM	0	20	6	0	4	1	0	1	2	0	0	1	0	0	35
01:15 PM	1	22	5	1	1	1	0	0	2	0	0	1	0	0	34
01:30 PM	2	31	6	0	1	1	0	1	2	0	0	1	0	0	45
01:45 PM	1	34	8	0	3	1	0	5	0	0	0	0	0	0	52
02:00 PM	0	17	3	1	1	2	0	2	6	0	0	1	0	1	34
02:15 PM	0	17	4	1	5	1	0	2	2	0	0	0	0	1	33
02:30 PM	1	24	10	1	1	2	0	2	1	0	0	0	0	0	42
02:45 PM	1	21	9	0	3	2	0	2	0	0	0	0	0	0	38
03:00 PM	1	23	5	0	4	1	0	1	4	0	0	2	0	0	41
03:15 PM	0	34	3	1	2	0	0	4	3	0	0	0	0	0	47
03:30 PM	0	28	7	0	5	0	0	1	4	0	0	0	0	0	45
03:45 PM	0	28	10	0	8	0	0	4	3	0	0	1	0	0	54
04:00 PM	2	38	6	0	3	3	0	1	4	0	0	0	0	0	57
04:15 PM	0	31	9	1	1	1	0	2	5	0	0	2	0	0	52
04:30 PM	1	31	11	0	1	0	0	0	1	0	0	1	0	0	46
04:45 PM	0	32	11	1	2	0	0	2	2	0	0	0	0	0	50
05:00 PM	1	46	9	0	5	1	0	0	1	0	0	0	0	0	63
05:15 PM	2	29	5	0	3	2	0	1	2	0	0	0	0	0	44
05:30 PM	1	29	11	0	1	1	0	1	1	0	0	2	0	0	47
05:45 PM	0	34	8	0	6	1	0	1	2	0	0	2	0	0	54
Day Total															
Percent															
ADT															
2844															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	28	6	0	8	4	0	1	1	0	0	0	0	0	49
06:15 PM	0	35	6	1	7	3	0	0	2	0	0	2	0	0	56
06:30 PM	3	20	5	0	5	3	0	0	2	0	0	1	0	0	39
06:45 PM	3	35	8	2	2	3	0	0	1	0	0	2	0	0	56
07:00 PM	0	13	1	0	1	1	0	2	0	0	0	2	0	1	21
07:15 PM	0	21	6	2	5	0	0	2	1	0	1	2	0	0	40
07:30 PM	0	17	2	2	7	0	0	0	3	0	0	1	0	0	32
07:45 PM	2	21	1	1	2	4	0	0	2	0	0	1	0	0	34
08:00 PM	1	20	1	0	2	1	0	0	0	0	0	0	0	0	25
08:15 PM	0	7	2	0	1	1	0	0	3	0	0	2	0	1	17
08:30 PM	1	20	6	0	0	2	0	3	3	0	0	0	0	1	36
08:45 PM	0	7	4	1	3	0	0	1	1	0	0	1	0	0	18
09:00 PM	0	14	3	0	0	0	0	1	3	0	0	0	0	0	21
09:15 PM	0	9	4	0	0	3	0	0	2	0	0	1	0	1	20
09:30 PM	2	9	1	0	1	2	0	1	4	0	0	2	0	0	22
09:45 PM	0	5	1	0	2	1	0	0	2	0	0	1	0	0	12
10:00 PM	1	6	0	0	0	2	0	0	0	0	0	2	0	0	11
10:15 PM	0	5	1	0	0	0	0	0	2	0	1	1	0	0	10
10:30 PM	0	10	1	0	0	1	0	0	0	0	1	0	0	1	14
10:45 PM	0	8	0	1	0	0	0	0	0	0	0	2	0	0	11
11:00 PM	0	6	2	0	0	0	0	0	2	0	0	0	0	0	10
11:15 PM	0	6	2	0	2	0	0	1	2	0	0	0	0	0	13
11:30 PM	0	7	1	0	0	0	0	0	1	0	0	1	0	0	10
11:45 PM	0	9	2	0	0	0	0	0	3	0	0	2	0	0	16
Day Total	72	1638	400	33	171	137	3	74	206	1	7	75	0	27	2844
Percent	2.5%	57.6%	14.1%	1.2%	6%	4.8%	0.1%	2.6%	7.2%	0%	0.2%	2.6%	0%	0.9%	
ADT 2844															
AM Peak 15-min Vol	8:15 AM 4	6:45 AM 34	8:30 AM 10	6:45 AM 2	8:00 AM 8	7:45 AM 6	10:00 AM 1	10:00 AM 3	8:15 AM 7	8:00 AM 1	2:15 AM 1	9:30 AM 3	12:00 AM 0	8:15 AM 4	7:45 AM 59
PM Peak 15-min Vol	6:30 PM 3	5:00 PM 46	4:30 PM 11	6:45 PM 2	3:45 PM 8	12:30 PM 4	12:00 PM 0	1:45 PM 5	12:15 PM 7	12:00 PM 0	7:15 PM 1	12:00 PM 4	12:00 PM 0	12:15 PM 1	5:00 PM 63

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	2	0	3	0	0	0	4	0	0	0	0	0	14
12:15 AM	0	6	0	0	1	0	0	1	1	0	0	1	0	0	10
12:30 AM	1	6	0	0	0	1	0	0	0	0	0	0	0	0	8
12:45 AM	1	6	2	0	0	1	0	0	2	0	0	1	0	0	13
01:00 AM	1	3	0	0	1	2	0	0	0	0	0	0	0	0	7
01:15 AM	0	2	0	0	1	0	0	0	1	0	0	0	0	0	4
01:30 AM	2	1	0	0	2	2	0	0	0	0	0	0	0	0	7
01:45 AM	0	1	1	0	1	0	0	0	1	0	0	1	0	0	5
02:00 AM	0	2	0	0	1	0	0	0	3	0	0	3	0	1	10
02:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
02:30 AM	0	0	0	0	1	0	0	0	0	0	0	3	0	0	4
02:45 AM	0	2	0	0	0	0	0	0	2	0	0	1	0	0	5
03:00 AM	0	0	0	0	0	0	0	0	1	0	0	2	0	0	3
03:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
03:30 AM	0	2	0	0	0	0	0	0	0	0	1	3	0	0	6
03:45 AM	1	3	1	0	0	1	0	0	0	0	0	1	0	0	7
04:00 AM	0	2	0	0	0	0	0	1	0	0	0	1	0	0	4
04:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
04:30 AM	0	7	2	0	0	0	0	1	1	0	0	0	0	0	11
04:45 AM	0	3	0	1	0	0	0	0	1	0	0	0	0	0	5
05:00 AM	0	5	1	0	0	0	0	0	2	0	0	0	0	0	8
05:15 AM	0	3	1	0	1	0	0	0	4	0	0	2	0	0	11
05:30 AM	1	6	0	0	0	1	0	1	1	0	0	0	0	0	10
05:45 AM	0	3	4	0	0	1	0	0	1	0	0	0	0	0	9
Day Total															
Percent															
ADT															
2973															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135850
DIRECTION: SB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	11	3	0	0	0	0	0	3	0	0	0	0	0	17
06:15 AM	1	11	2	0	0	2	0	0	1	0	0	1	0	0	18
06:30 AM	1	26	4	2	3	3	0	0	2	0	0	1	0	0	42
06:45 AM	2	30	7	3	0	3	0	0	0	0	0	0	0	0	45
07:00 AM	0	20	5	0	0	0	0	1	3	0	0	1	0	0	30
07:15 AM	2	21	5	0	1	2	0	0	3	0	0	0	0	2	36
07:30 AM	1	35	6	0	1	2	0	0	3	0	0	1	0	0	49
07:45 AM	0	29	6	0	0	0	0	1	5	0	0	2	0	0	43
08:00 AM	2	32	2	0	3	3	1	2	3	0	0	2	0	1	51
08:15 AM	0	32	5	0	3	1	0	2	4	0	0	1	0	1	49
08:30 AM	0	23	7	0	2	1	0	1	1	1	0	0	0	0	36
08:45 AM	3	29	11	0	1	5	0	1	6	0	0	0	0	1	57
09:00 AM	1	13	5	0	1	1	0	0	3	0	0	1	0	2	27
09:15 AM	0	20	4	1	0	1	0	1	6	0	0	0	0	0	33
09:30 AM	1	23	9	1	1	3	0	1	3	0	0	0	0	0	42
09:45 AM	1	20	9	0	1	4	0	0	2	0	0	2	0	0	39
10:00 AM	1	21	6	0	5	3	0	2	2	0	0	1	0	0	41
10:15 AM	1	16	7	2	1	2	0	0	0	0	0	0	0	0	29
10:30 AM	2	23	3	0	2	3	0	0	12	0	0	1	0	0	46
10:45 AM	1	23	11	0	4	1	0	1	4	0	0	0	0	1	46
11:00 AM	2	18	10	0	1	2	0	1	6	0	0	0	0	0	40
11:15 AM	1	20	11	0	1	2	0	0	5	0	0	0	0	0	40
11:30 AM	1	21	8	0	1	5	0	3	3	0	0	1	0	1	44
11:45 AM	0	23	6	0	2	1	0	0	3	0	0	1	0	0	36
Day Total															
Percent															
ADT															
2973															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	21	4	0	1	0	0	1	5	0	0	2	0	0	34
12:15 PM	1	26	8	0	4	2	0	1	4	0	0	0	0	0	46
12:30 PM	0	20	10	0	2	0	0	2	3	1	0	1	0	1	40
12:45 PM	1	25	10	0	1	1	0	5	2	0	0	1	0	1	47
01:00 PM	1	21	5	1	0	3	0	1	3	0	0	1	0	0	36
01:15 PM	0	29	3	0	4	2	0	0	4	0	0	0	0	0	42
01:30 PM	0	19	8	0	3	2	0	0	4	0	0	1	0	0	37
01:45 PM	3	30	5	1	2	3	0	1	3	0	0	2	0	1	51
02:00 PM	0	22	8	1	0	4	0	1	5	0	0	0	0	1	42
02:15 PM	2	23	3	1	5	1	0	4	3	0	0	0	0	0	42
02:30 PM	0	34	8	0	3	0	0	4	0	0	0	0	0	0	49
02:45 PM	1	34	7	0	1	1	0	3	0	0	0	0	0	0	47
03:00 PM	0	27	8	0	2	1	0	1	2	0	0	0	0	0	41
03:15 PM	0	36	7	2	5	2	0	0	2	0	0	0	0	0	54
03:30 PM	0	26	11	0	3	1	0	2	1	0	1	1	0	0	46
03:45 PM	1	34	10	1	5	0	0	0	0	0	0	0	0	0	51
04:00 PM	1	41	12	1	2	2	0	4	2	0	0	1	0	1	67
04:15 PM	1	39	5	0	3	2	0	1	4	0	0	0	0	0	55
04:30 PM	0	22	10	0	6	0	0	2	1	0	0	1	0	0	42
04:45 PM	3	43	10	0	3	3	0	3	2	0	0	2	0	0	69
05:00 PM	1	26	10	1	3	3	0	0	2	0	0	2	0	0	48
05:15 PM	1	31	8	1	4	2	0	4	2	0	0	1	0	0	54
05:30 PM	0	44	11	0	6	0	0	0	2	0	0	1	0	1	65
05:45 PM	0	50	8	1	0	0	0	0	2	0	0	0	0	0	61
Day Total															
Percent															
ADT															
2973															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135850
DIRECTION: SB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	41	8	1	6	1	0	0	5	0	0	0	0	0	62
06:15 PM	2	41	10	0	4	2	0	1	0	0	0	1	0	0	61
06:30 PM	4	46	7	0	3	2	0	1	1	0	0	2	0	4	70
06:45 PM	1	37	6	0	6	2	0	0	2	0	0	1	0	0	55
07:00 PM	0	29	10	0	2	0	0	0	1	0	0	3	0	0	45
07:15 PM	0	24	4	0	4	0	0	0	1	0	0	1	0	0	34
07:30 PM	0	5	0	0	5	0	0	1	2	0	0	2	0	0	15
07:45 PM	0	23	4	0	2	0	0	2	3	0	1	0	0	0	35
08:00 PM	1	21	0	0	2	1	0	1	0	0	1	1	0	0	28
08:15 PM	0	17	4	0	1	1	0	1	4	0	0	0	0	0	28
08:30 PM	1	20	6	0	2	0	0	0	1	0	0	3	0	0	33
08:45 PM	0	20	1	0	0	1	0	0	0	0	0	4	0	0	26
09:00 PM	0	14	2	0	0	0	0	0	4	0	0	0	0	0	20
09:15 PM	2	17	2	0	1	2	0	0	2	0	0	0	0	0	26
09:30 PM	1	18	2	0	0	2	0	0	0	0	0	3	0	0	26
09:45 PM	0	10	1	0	0	0	0	1	2	0	0	1	0	0	15
10:00 PM	0	8	1	0	1	0	0	0	3	0	0	0	0	0	13
10:15 PM	1	10	4	0	0	1	0	0	1	0	1	1	0	0	19
10:30 PM	0	6	4	0	2	0	0	0	0	0	0	0	0	0	12
10:45 PM	0	6	6	0	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	4	4	0	2	0	0	1	2	0	0	2	0	0	15
11:15 PM	0	13	0	1	3	0	0	0	2	0	0	3	0	0	22
11:30 PM	1	6	0	0	1	1	0	0	0	0	0	1	0	0	10
11:45 PM	0	15	1	0	0	0	0	0	2	0	0	2	0	0	20
Day Total	62	1786	442	23	161	111	1	70	206	2	5	84	0	20	2973
Percent	2.1%	60.1%	14.9%	0.8%	5.4%	3.7%	0%	2.4%	6.9%	0.1%	0.2%	2.8%	0%	0.7%	
ADT 2973															
AM Peak 15-min Vol	8:45 AM 3	7:30 AM 35	8:45 AM 11	6:45 AM 3	10:00 AM 5	8:45 AM 5	8:00 AM 1	11:30 AM 3	10:30 AM 12	8:30 AM 1	3:30 AM 1	2:00 AM 3	12:00 AM 0	7:15 AM 2	8:45 AM 57
PM Peak 15-min Vol	6:30 PM 4	5:45 PM 50	4:00 PM 12	3:15 PM 2	4:30 PM 6	2:00 PM 4	12:00 PM 0	12:45 PM 5	12:00 PM 5	12:30 PM 1	3:30 PM 1	8:45 PM 4	12:00 PM 0	6:30 PM 4	6:30 PM 70

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	1	1	0	0	0	0	1	0	0	0	0	0	7
12:15 AM	2	5	1	0	0	2	0	0	2	0	0	0	0	0	12
12:30 AM	0	7	1	0	0	0	0	0	0	0	0	3	0	0	11
12:45 AM	1	8	2	0	1	1	0	1	0	0	0	0	0	0	14
01:00 AM	0	8	0	0	0	0	0	0	4	0	0	0	0	0	12
01:15 AM	0	2	0	0	0	1	0	1	2	0	0	0	0	0	6
01:30 AM	0	3	1	0	1	0	0	0	3	0	0	1	0	0	9
01:45 AM	0	4	2	0	0	0	0	0	2	0	0	2	0	0	10
02:00 AM	0	3	1	1	1	1	0	0	0	0	0	0	0	0	7
02:15 AM	0	2	0	0	1	0	0	0	1	0	1	4	0	0	9
02:30 AM	0	4	0	0	0	0	0	0	2	0	0	3	0	0	9
02:45 AM	1	3	0	0	1	1	0	0	1	0	0	1	0	0	8
03:00 AM	0	2	0	0	0	0	0	0	0	0	0	2	0	0	4
03:15 AM	1	5	0	0	0	1	0	0	0	0	0	0	0	0	7
03:30 AM	0	1	2	0	0	0	0	0	0	0	0	2	0	0	5
03:45 AM	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4
04:00 AM	0	1	1	0	0	1	0	0	1	0	0	0	0	0	4
04:15 AM	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3
04:30 AM	1	5	1	1	0	1	0	0	4	0	0	0	0	0	13
04:45 AM	2	9	2	0	0	2	0	1	2	0	0	1	0	0	19
05:00 AM	0	6	2	0	0	0	0	0	3	0	0	0	0	0	11
05:15 AM	1	7	1	0	0	1	0	0	0	0	0	0	0	0	10
05:30 AM	2	12	5	0	2	4	0	0	0	0	0	0	0	1	26
05:45 AM	1	8	3	1	0	1	0	0	1	0	0	0	0	0	15
Day Total															
Percent															
ADT															
2963															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	13	1	0	0	1	0	1	1	0	0	1	0	0	18
06:15 AM	1	16	3	0	1	1	0	0	1	0	0	1	0	0	24
06:30 AM	0	9	4	0	0	1	0	0	6	0	0	1	0	0	21
06:45 AM	0	25	2	0	1	0	0	0	3	0	0	0	0	0	31
07:00 AM	0	12	7	0	0	1	1	0	4	0	0	3	0	0	28
07:15 AM	0	17	9	0	1	0	0	1	9	0	0	0	0	0	37
07:30 AM	1	33	12	0	3	2	0	1	5	0	0	2	0	2	61
07:45 AM	1	19	6	0	0	2	0	0	1	0	0	1	0	0	30
08:00 AM	1	31	2	0	0	1	0	1	2	0	0	2	0	0	40
08:15 AM	1	32	4	1	1	2	0	0	4	0	0	0	0	0	45
08:30 AM	1	21	5	0	0	2	1	0	2	0	0	0	0	0	32
08:45 AM	2	22	7	1	0	3	0	1	4	0	0	1	0	0	41
09:00 AM	0	20	8	1	1	1	0	0	3	0	0	1	0	0	35
09:15 AM	0	23	3	0	2	0	0	0	4	0	0	2	0	0	34
09:30 AM	1	16	7	1	3	1	0	0	1	0	0	0	0	0	30
09:45 AM	0	16	7	1	1	0	0	1	5	0	0	0	0	1	32
10:00 AM	1	22	4	0	2	1	0	1	0	0	0	0	0	0	31
10:15 AM	0	16	7	0	2	0	0	4	0	0	0	0	0	0	29
10:30 AM	0	20	9	2	2	0	0	0	2	0	0	0	0	0	35
10:45 AM	0	22	4	1	3	1	0	0	1	0	0	1	0	0	33
11:00 AM	1	26	3	0	0	1	0	3	2	0	0	0	0	0	36
11:15 AM	1	14	2	0	1	4	0	2	5	0	0	0	0	0	29
11:30 AM	1	31	2	0	2	1	0	2	3	0	0	0	0	0	42
11:45 AM	1	29	8	0	1	3	0	3	7	0	0	0	0	0	52
Day Total															
Percent															
ADT															
2963															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	25	6	0	0	1	0	0	4	0	0	1	0	0	37
12:15 PM	0	20	12	0	3	0	0	0	2	0	0	2	0	0	39
12:30 PM	0	26	11	0	2	0	0	3	3	0	0	0	0	1	46
12:45 PM	1	31	6	0	3	1	0	1	1	0	0	1	0	0	45
01:00 PM	1	19	2	2	2	1	0	2	1	0	0	0	0	1	31
01:15 PM	1	19	7	0	7	0	0	1	3	0	0	0	0	0	38
01:30 PM	0	36	8	0	1	1	0	2	0	0	0	0	0	0	48
01:45 PM	0	25	7	0	0	2	0	4	1	0	0	1	0	0	40
02:00 PM	0	28	10	0	2	0	0	1	1	0	0	2	0	0	44
02:15 PM	0	35	7	1	4	0	0	3	0	0	0	0	0	0	50
02:30 PM	0	28	12	0	0	1	0	1	0	0	0	0	0	0	42
02:45 PM	0	36	4	0	2	0	0	1	4	0	0	0	0	0	47
03:00 PM	2	25	6	0	3	1	0	2	0	0	0	0	0	0	39
03:15 PM	0	32	6	0	3	0	0	2	2	0	0	0	0	0	45
03:30 PM	0	32	7	0	1	0	0	4	4	0	0	0	0	0	48
03:45 PM	0	49	10	0	2	1	0	0	0	0	0	0	0	0	62
04:00 PM	0	36	3	1	4	0	0	0	3	0	0	2	0	0	49
04:15 PM	0	36	8	1	3	1	0	2	2	0	0	1	0	0	54
04:30 PM	1	37	9	0	1	2	0	2	3	0	0	0	0	0	55
04:45 PM	0	45	5	1	4	2	0	1	6	0	0	0	0	0	64
05:00 PM	1	42	7	0	8	3	0	1	1	0	0	1	0	0	64
05:15 PM	0	38	3	0	3	0	0	0	1	0	0	2	0	0	47
05:30 PM	1	30	7	1	7	2	0	1	2	0	0	0	0	0	51
05:45 PM	1	33	3	0	2	2	0	2	1	0	0	1	0	1	46
Day Total Percent															
ADT 2963															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	38	8	0	4	1	0	0	1	0	0	1	0	1	54
06:15 PM	1	36	4	0	5	2	0	0	2	0	0	1	0	0	51
06:30 PM	1	46	4	2	3	0	0	2	2	0	0	1	0	1	62
06:45 PM	0	32	9	0	5	1	0	2	2	0	0	0	0	0	51
07:00 PM	1	25	8	1	7	2	0	0	1	0	0	2	0	1	48
07:15 PM	0	28	4	2	3	2	0	1	1	0	1	2	0	0	44
07:30 PM	1	26	4	0	3	1	0	0	2	0	0	1	0	0	38
07:45 PM	0	18	2	0	1	0	0	0	0	0	0	0	0	0	21
08:00 PM	1	21	3	0	3	2	0	0	1	0	0	0	0	1	32
08:15 PM	0	19	2	0	0	0	0	1	3	0	0	2	0	0	27
08:30 PM	1	22	3	0	1	1	0	1	1	0	0	1	0	0	31
08:45 PM	0	14	3	0	2	0	0	0	1	0	0	0	0	0	20
09:00 PM	0	20	3	0	1	0	0	0	0	0	0	1	0	0	25
09:15 PM	1	23	0	0	1	1	0	1	0	0	0	1	0	0	28
09:30 PM	0	16	4	0	0	0	0	1	0	0	0	1	0	0	22
09:45 PM	0	15	4	0	1	2	0	0	2	0	0	0	0	0	24
10:00 PM	2	14	4	1	0	2	0	0	4	0	0	1	0	0	28
10:15 PM	0	14	3	0	0	0	0	1	0	0	0	2	0	0	20
10:30 PM	0	17	1	0	0	0	0	0	1	0	0	1	0	0	20
10:45 PM	0	13	4	1	0	0	0	0	1	0	0	1	0	0	20
11:00 PM	0	15	6	1	1	0	0	0	0	0	0	1	0	0	24
11:15 PM	0	9	5	0	3	0	0	0	1	0	0	1	0	0	19
11:30 PM	2	18	4	1	0	2	0	0	2	0	0	1	0	0	30
11:45 PM	0	23	5	0	1	0	0	0	2	0	0	1	0	0	32
Day Total	46	1900	415	28	146	87	2	70	181	0	2	75	0	11	2963
Percent	1.6%	64.1%	14%	0.9%	4.9%	2.9%	0.1%	2.4%	6.1%	0%	0.1%	2.5%	0%	0.4%	
ADT 2963															
AM Peak 15-min Vol	12:15 AM 2	7:30 AM 33	7:30 AM 12	10:30 AM 2	7:30 AM 3	5:30 AM 4	7:00 AM 1	10:15 AM 4	7:15 AM 9	12:00 AM 0	2:15 AM 1	2:15 AM 4	12:00 AM 0	7:30 AM 2	7:30 AM 61
PM Peak 15-min Vol	3:00 PM 2	3:45 PM 49	12:15 PM 12	1:00 PM 2	5:00 PM 8	5:00 PM 3	12:00 PM 0	1:45 PM 4	4:45 PM 6	12:00 PM 0	7:15 PM 1	12:15 PM 2	12:00 PM 0	12:30 PM 1	4:45 PM 64

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	12	2	0	1	0	0	1	2	0	0	1	0	0	19
12:15 AM	0	17	7	2	0	0	0	0	0	0	0	0	0	0	26
12:30 AM	0	11	1	0	1	1	0	0	0	0	0	0	0	0	14
12:45 AM	0	9	1	0	2	0	0	0	0	0	0	0	0	0	12
01:00 AM	0	10	1	0	0	0	0	1	2	0	0	1	0	0	15
01:15 AM	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
01:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
01:45 AM	0	5	1	0	1	0	0	0	0	0	0	4	0	0	11
02:00 AM	1	3	2	0	0	1	0	0	0	0	0	2	0	0	9
02:15 AM	0	3	0	0	1	0	0	0	1	0	0	2	0	0	7
02:30 AM	0	4	1	0	0	0	0	0	0	0	0	1	0	0	6
02:45 AM	1	3	1	0	0	1	0	0	1	0	0	2	0	0	9
03:00 AM	2	4	1	0	2	2	0	0	1	0	0	3	0	0	15
03:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30 AM	0	1	1	0	0	0	0	0	2	0	0	1	0	0	5
03:45 AM	0	5	0	0	0	0	0	0	0	0	0	1	0	0	6
04:00 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
04:15 AM	0	3	0	0	1	0	0	1	0	0	0	1	0	0	6
04:30 AM	1	5	0	0	0	1	0	0	0	0	0	4	0	0	11
04:45 AM	0	6	2	0	1	0	0	0	0	0	0	1	0	0	10
05:00 AM	0	7	3	0	0	0	0	0	0	0	0	2	0	0	12
05:15 AM	1	7	1	0	0	1	0	0	0	0	0	2	0	0	12
05:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
05:45 AM	1	13	1	0	0	1	0	1	1	0	0	1	0	0	19
Day Total															
Percent															
ADT															
2587															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	12	0	0	0	1	0	0	1	0	0	0	0	0	15
06:15 AM	0	8	2	0	0	0	0	0	2	0	0	0	0	0	12
06:30 AM	1	16	3	0	2	1	0	0	1	0	0	0	0	0	24
06:45 AM	0	20	2	0	0	0	0	0	2	0	1	0	0	0	25
07:00 AM	1	13	2	0	1	3	0	0	0	0	0	1	0	0	21
07:15 AM	0	11	3	0	0	2	0	0	1	0	0	0	0	0	17
07:30 AM	2	16	6	0	1	1	0	0	0	0	0	0	0	0	26
07:45 AM	0	17	2	0	1	0	0	0	1	0	0	0	0	0	21
08:00 AM	1	15	3	0	1	2	0	0	1	0	0	1	0	0	24
08:15 AM	0	13	8	0	1	0	0	0	2	0	0	0	0	0	24
08:30 AM	0	20	4	0	2	1	0	1	6	0	0	1	0	0	35
08:45 AM	0	10	2	0	1	0	0	1	0	0	0	0	0	1	15
09:00 AM	0	14	4	0	1	0	0	0	2	0	0	1	0	0	22
09:15 AM	2	18	2	0	2	1	0	3	2	0	0	0	0	1	31
09:30 AM	0	37	1	0	1	1	0	1	1	0	0	1	0	0	43
09:45 AM	0	22	6	1	0	0	0	0	3	0	0	0	0	0	32
10:00 AM	0	30	0	0	1	0	0	1	1	0	0	1	0	0	34
10:15 AM	0	21	6	0	2	0	0	0	0	0	0	0	0	1	30
10:30 AM	0	23	1	0	2	0	0	1	3	0	0	0	0	0	30
10:45 AM	1	29	4	1	2	0	0	1	1	0	0	1	0	0	40
11:00 AM	1	39	5	0	2	1	0	0	0	0	0	1	0	0	49
11:15 AM	2	19	10	0	2	1	0	0	1	0	1	0	0	0	36
11:30 AM	0	26	7	0	3	0	0	2	0	0	0	0	0	0	38
11:45 AM	1	18	9	1	1	0	0	3	0	0	0	1	0	0	34
Day Total															
Percent															
ADT															
2587															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	15	2	0	3	1	0	0	0	0	0	0	0	0	21
12:15 PM	1	26	9	0	1	4	0	1	0	0	0	0	0	0	42
12:30 PM	2	25	7	0	2	1	0	1	0	0	0	0	0	1	39
12:45 PM	1	27	8	0	3	1	0	3	2	0	0	3	0	0	48
01:00 PM	0	38	9	0	1	0	0	1	1	0	0	0	0	0	50
01:15 PM	0	29	7	0	1	0	0	0	2	0	0	2	0	3	44
01:30 PM	1	27	4	0	0	1	0	2	1	0	0	1	0	0	37
01:45 PM	0	24	8	0	0	1	0	2	0	0	0	0	0	0	35
02:00 PM	0	25	8	0	4	0	0	1	0	0	0	0	0	0	38
02:15 PM	0	14	8	0	0	0	0	2	0	0	0	0	0	0	24
02:30 PM	0	11	2	0	3	0	0	0	0	0	0	0	0	2	18
02:45 PM	1	44	14	0	3	1	0	3	2	0	0	1	0	0	69
03:00 PM	0	26	4	0	1	0	0	3	0	0	0	1	0	0	35
03:15 PM	0	28	7	0	2	0	0	0	1	0	0	1	0	0	39
03:30 PM	0	37	5	0	1	0	0	0	1	0	0	0	0	0	44
03:45 PM	1	49	13	1	6	0	0	1	1	0	1	0	0	0	73
04:00 PM	1	54	11	0	3	1	0	0	2	0	0	0	0	0	72
04:15 PM	2	29	2	0	3	1	0	1	2	0	0	1	0	0	41
04:30 PM	2	21	5	0	4	2	0	1	1	0	0	1	0	0	37
04:45 PM	0	26	4	0	4	0	0	1	4	0	0	0	0	0	39
05:00 PM	1	30	6	0	3	0	0	1	1	0	0	1	0	0	43
05:15 PM	2	38	4	1	1	1	0	1	0	0	0	2	0	0	50
05:30 PM	0	24	7	0	3	1	0	0	0	0	0	3	0	0	38
05:45 PM	0	30	7	0	2	0	0	0	1	0	0	0	0	0	40
Day Total															
Percent															
ADT															
2587															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135850
DIRECTION: SB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	35	7	0	2	1	0	0	1	0	0	0	0	0	47
06:15 PM	1	46	5	0	1	2	0	0	1	0	0	0	0	0	56
06:30 PM	0	32	7	0	0	0	0	0	2	0	0	1	0	0	42
06:45 PM	1	40	6	0	2	1	0	0	0	0	0	3	0	0	53
07:00 PM	1	29	4	0	2	0	0	0	3	0	0	1	0	0	40
07:15 PM	1	18	0	0	1	1	0	0	1	0	0	1	0	0	23
07:30 PM	0	20	1	0	3	1	0	1	0	0	0	2	0	1	29
07:45 PM	0	14	6	0	3	0	0	0	0	0	0	1	0	0	24
08:00 PM	0	14	2	0	1	0	0	0	1	0	0	0	0	0	18
08:15 PM	0	23	1	0	1	0	0	0	0	0	0	1	0	0	26
08:30 PM	0	16	2	0	0	0	0	0	0	0	0	1	0	0	19
08:45 PM	0	17	5	0	3	0	0	0	1	0	0	3	0	0	29
09:00 PM	1	12	5	0	0	0	0	0	0	0	0	1	0	0	19
09:15 PM	2	12	2	0	0	2	0	0	0	0	0	4	0	1	23
09:30 PM	0	25	3	0	0	0	0	0	0	0	0	1	0	0	29
09:45 PM	1	21	4	0	0	0	0	0	0	0	0	0	0	0	26
10:00 PM	0	8	1	0	1	0	0	1	0	0	0	0	0	0	11
10:15 PM	0	12	4	1	0	0	0	0	0	0	0	2	0	0	19
10:30 PM	0	17	4	0	0	0	0	1	1	0	0	0	0	0	23
10:45 PM	0	14	1	1	0	0	0	0	0	0	0	2	0	0	18
11:00 PM	0	13	2	0	0	0	0	0	1	0	0	1	0	0	17
11:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
11:30 PM	0	13	1	0	1	0	0	1	0	0	0	2	0	0	18
11:45 PM	3	12	1	0	2	0	0	0	1	0	0	1	0	2	22
Day Total	47	1786	357	9	117	47	0	47	78	0	3	83	0	13	2587
Percent	1.8%	69%	13.8%	0.3%	4.5%	1.8%	0%	1.8%	3%	0%	0.1%	3.2%	0%	0.5%	
ADT 2587															
AM Peak 15-min Vol	3:00 AM	11:00 AM	11:15 AM	12:15 AM	11:30 AM	7:00 AM	12:00 AM	9:15 AM	8:30 AM	12:00 AM	6:45 AM	1:45 AM	12:00 AM	8:45 AM	11:00 AM
	2	39	10	2	3	3	0	3	6	0	1	4	0	1	49
PM Peak 15-min Vol	11:45 PM	4:00 PM	2:45 PM	3:45 PM	3:45 PM	12:15 PM	12:00 PM	12:45 PM	4:45 PM	12:00 PM	3:45 PM	9:15 PM	12:00 PM	1:15 PM	3:45 PM
	3	54	14	1	6	4	0	3	4	0	1	4	0	3	73

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	7	2	0	0	0	0	0	0	0	0	1	0	0	10
12:30 AM	1	4	1	0	0	1	0	0	0	0	0	0	0	0	7
12:45 AM	0	8	0	0	0	0	0	1	0	0	0	2	0	0	11
01:00 AM	1	8	0	0	0	1	0	0	0	0	0	0	0	0	10
01:15 AM	0	4	0	0	0	0	0	1	1	0	0	0	0	0	6
01:30 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
01:45 AM	0	4	1	0	2	0	0	0	0	0	0	1	0	0	8
02:00 AM	0	8	1	0	0	0	0	1	1	0	0	0	0	0	11
02:15 AM	0	6	0	0	1	0	0	0	3	0	0	0	0	0	10
02:30 AM	0	1	2	0	0	0	0	0	1	0	0	0	0	0	4
02:45 AM	0	3	1	0	0	0	0	0	0	0	0	1	0	0	5
03:00 AM	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
03:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45 AM	1	4	0	0	0	1	0	0	0	0	0	0	0	0	6
04:00 AM	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
04:15 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
04:30 AM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3
04:45 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	0	6
05:00 AM	1	6	1	0	0	1	0	0	0	0	0	0	0	0	9
05:15 AM	0	5	0	0	0	0	0	1	1	0	0	0	0	0	7
05:30 AM	0	5	1	0	0	0	0	0	0	0	0	1	0	0	7
05:45 AM	1	12	2	0	0	1	0	0	0	0	0	2	0	0	18
Day Total															
Percent															
ADT 2210															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	6	2	0	0	0	0	0	1	0	0	2	0	0	11
06:15 AM	1	6	0	0	0	1	0	0	0	0	0	0	0	0	8
06:30 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
06:45 AM	0	13	0	0	0	0	0	1	1	0	0	2	0	0	17
07:00 AM	2	9	2	0	0	2	0	0	0	0	0	3	0	0	18
07:15 AM	0	6	1	0	3	0	0	0	1	0	0	0	0	0	11
07:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
07:45 AM	1	11	2	0	1	1	0	0	0	0	0	1	0	0	17
08:00 AM	2	5	3	0	0	0	0	0	1	0	0	0	0	2	13
08:15 AM	0	7	1	0	1	0	0	2	0	0	0	1	0	0	12
08:30 AM	1	11	3	0	1	1	0	0	1	0	0	2	0	0	20
08:45 AM	0	9	1	1	2	0	0	0	2	0	0	0	0	0	15
09:00 AM	1	12	1	0	0	1	0	0	0	0	0	1	0	0	16
09:15 AM	0	20	3	0	1	1	0	0	0	0	0	0	0	0	25
09:30 AM	0	18	4	1	3	0	0	1	0	0	0	0	0	0	27
09:45 AM	1	22	7	0	1	1	0	0	2	0	0	1	0	1	36
10:00 AM	0	17	5	0	1	0	0	1	0	0	0	0	0	1	25
10:15 AM	1	23	4	1	3	1	0	0	1	0	0	0	0	0	34
10:30 AM	0	14	4	2	1	0	0	0	0	0	0	0	0	0	21
10:45 AM	0	31	3	0	2	1	0	0	0	0	0	0	0	0	37
11:00 AM	0	31	5	0	0	1	0	0	2	0	0	1	0	0	40
11:15 AM	0	25	9	0	0	0	0	2	1	0	0	1	0	1	39
11:30 AM	0	26	5	0	2	0	0	1	0	0	0	0	0	0	34
11:45 AM	2	35	8	0	1	1	0	0	4	0	0	0	0	0	51
Day Total															
Percent															
ADT															
2210															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	26	4	2	2	0	0	0	0	0	0	0	0	1	35
12:15 PM	0	26	4	0	1	0	0	0	1	0	0	0	0	0	32
12:30 PM	0	30	6	0	4	0	0	0	1	0	0	0	0	0	41
12:45 PM	0	30	6	0	0	0	0	0	1	0	0	0	0	0	37
01:00 PM	0	30	7	0	2	0	0	0	1	0	0	0	0	0	40
01:15 PM	0	28	7	0	2	0	0	0	0	0	0	0	0	0	37
01:30 PM	3	23	4	0	1	3	0	0	1	0	0	0	0	0	35
01:45 PM	0	29	9	0	3	2	0	0	1	0	0	0	0	0	44
02:00 PM	1	32	4	0	2	2	0	3	2	0	0	1	0	0	47
02:15 PM	0	23	3	0	3	1	0	0	1	0	0	0	0	1	32
02:30 PM	0	26	6	1	0	0	0	0	0	0	0	0	0	0	33
02:45 PM	0	38	6	0	1	0	0	0	0	0	0	0	0	0	45
03:00 PM	1	33	5	0	3	1	0	1	1	0	0	0	0	0	45
03:15 PM	1	38	10	0	2	0	0	0	1	0	0	0	0	0	52
03:30 PM	1	23	8	0	0	1	0	0	1	0	0	0	0	0	34
03:45 PM	1	20	8	0	0	0	0	1	1	0	0	1	0	0	32
04:00 PM	1	23	3	0	1	1	0	0	0	0	0	0	0	0	29
04:15 PM	0	31	7	0	1	1	0	2	0	0	0	0	0	0	42
04:30 PM	0	35	8	0	4	0	0	1	0	0	0	1	0	0	49
04:45 PM	0	20	6	1	1	0	0	0	0	0	0	0	0	0	28
05:00 PM	0	22	9	1	5	0	0	2	0	0	0	0	0	0	39
05:15 PM	0	24	5	0	1	0	0	2	0	0	0	0	0	1	33
05:30 PM	0	32	3	0	2	0	0	1	2	0	0	0	0	0	40
05:45 PM	1	32	5	1	1	1	0	2	1	0	0	0	0	1	45
Day Total															
Percent															
ADT															
2210															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135850

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

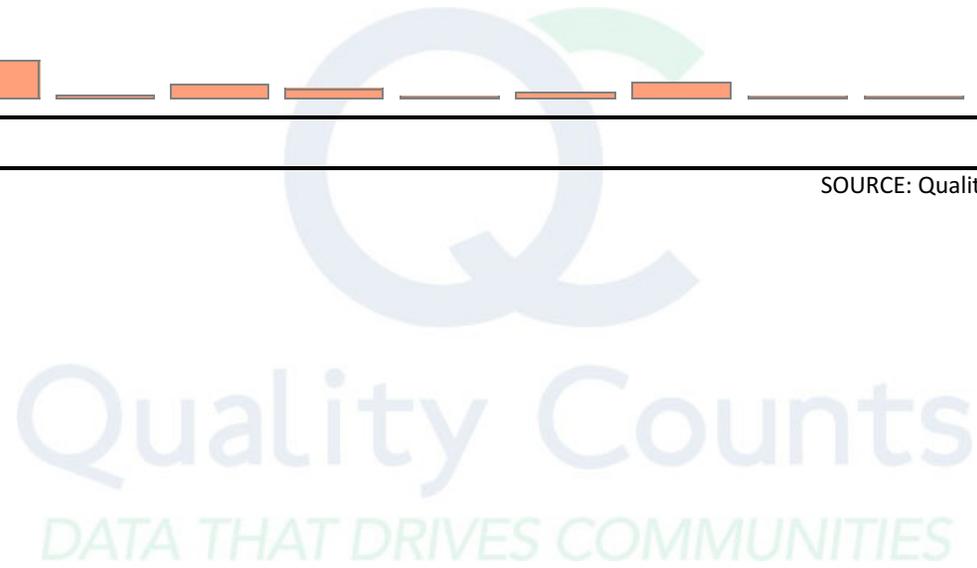
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	35	7	0	0	0	0	2	2	0	0	0	0	0	46
06:15 PM	0	35	7	0	2	0	0	1	3	0	0	0	0	0	48
06:30 PM	0	31	7	0	2	0	0	0	0	0	0	1	0	0	41
06:45 PM	1	33	5	0	0	3	0	0	2	0	0	0	0	0	44
07:00 PM	0	31	1	0	1	0	0	1	2	0	0	1	0	0	37
07:15 PM	0	19	4	0	0	1	0	1	3	0	0	2	0	0	30
07:30 PM	0	20	3	1	1	0	0	1	2	0	0	1	0	0	29
07:45 PM	1	10	6	0	1	0	0	1	0	0	0	0	0	0	19
08:00 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
08:15 PM	1	21	4	0	5	1	0	1	0	0	0	0	0	0	33
08:30 PM	2	11	1	0	1	3	0	1	1	0	0	1	0	0	21
08:45 PM	1	13	4	0	0	1	0	0	0	0	0	1	0	0	20
09:00 PM	0	20	5	1	1	0	0	0	3	0	0	1	0	0	31
09:15 PM	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
09:30 PM	1	7	3	0	1	0	0	0	1	0	0	1	0	0	14
09:45 PM	0	15	3	0	4	0	0	0	2	0	0	0	0	0	24
10:00 PM	2	9	1	0	2	1	0	0	2	0	0	1	0	1	19
10:15 PM	0	10	2	0	0	0	0	0	2	0	0	1	0	0	15
10:30 PM	0	8	2	0	0	0	0	0	0	0	1	0	0	0	11
10:45 PM	1	3	1	0	1	0	0	1	1	0	0	1	0	0	9
11:00 PM	2	8	0	0	0	2	0	1	1	0	0	0	0	0	14
11:15 PM	0	6	0	0	1	0	0	1	2	0	0	1	0	0	11
11:30 PM	0	8	3	0	0	0	0	0	1	0	0	0	0	0	12
11:45 PM	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
Day Total	40	1541	310	13	99	43	0	39	74	0	1	40	0	10	2210
Percent	1.8%	69.7%	14%	0.6%	4.5%	1.9%	0%	1.8%	3.3%	0%	0%	1.8%	0%	0.5%	
ADT 2210															
AM Peak 15-min Vol	7:00 AM 2	11:45 AM 35	11:15 AM 9	10:30 AM 2	7:15 AM 3	7:00 AM 2	12:00 AM 0	8:15 AM 2	11:45 AM 4	12:00 AM 0	12:00 AM 0	7:00 AM 3	12:00 AM 0	8:00 AM 2	11:45 AM 51
PM Peak 15-min Vol	1:30 PM 3	2:45 PM 38	3:15 PM 10	12:00 PM 2	5:00 PM 5	1:30 PM 3	12:00 PM 0	2:00 PM 3	6:15 PM 3	12:00 PM 0	10:30 PM 1	7:15 PM 2	12:00 PM 0	12:00 PM 1	3:15 PM 52

Comments:

LOCATION: I-75 SB Off Ramp to US 27 (Old Blitchton Rd) **QC JOB #:** 15135850
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	386	11726	2725	186	1038	596	10	430	1134	5	29	456	0	116	18837
Percent	2%	62.2%	14.5%	1%	5.5%	3.2%	0.1%	2.3%	6%	0%	0.2%	2.4%	0%	0.6%	
ADT 2691															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	19	1	0	1	0	0	0	0	0	1	1	0	0	23
12:15 AM	2	19	3	0	0	0	0	0	2	0	1	3	0	3	33
12:30 AM	0	5	2	0	3	0	0	0	1	0	0	1	0	0	12
12:45 AM	0	7	2	0	0	2	0	0	2	0	2	1	0	0	16
01:00 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
01:15 AM	0	4	3	0	2	0	0	1	0	0	3	0	0	0	13
01:30 AM	2	8	1	1	1	2	0	0	1	0	2	0	0	0	18
01:45 AM	0	5	0	0	0	0	0	1	2	0	1	3	0	1	13
02:00 AM	1	9	2	0	0	3	0	0	1	0	2	3	0	3	24
02:15 AM	0	9	3	0	0	1	0	0	3	0	2	0	0	0	18
02:30 AM	0	7	1	0	0	1	0	1	2	0	0	5	0	0	17
02:45 AM	2	7	3	1	1	0	0	0	4	0	2	4	0	7	31
03:00 AM	0	5	0	2	1	2	0	0	8	0	3	2	0	0	23
03:15 AM	1	7	2	0	0	3	0	1	3	0	1	1	0	0	19
03:30 AM	2	7	3	0	0	2	0	0	1	0	0	1	0	2	18
03:45 AM	2	5	1	0	1	0	0	1	1	0	1	2	0	9	23
04:00 AM	4	14	4	1	3	4	0	0	5	0	1	0	0	4	40
04:15 AM	1	14	5	0	1	0	0	0	3	0	0	0	0	1	25
04:30 AM	2	8	6	0	1	7	0	1	1	0	1	3	0	0	30
04:45 AM	1	24	8	0	3	2	0	1	3	0	2	3	0	0	47
05:00 AM	3	25	12	1	5	6	0	1	4	0	1	1	0	0	59
05:15 AM	1	32	15	0	6	6	0	1	3	0	0	1	0	0	65
05:30 AM	3	44	22	0	7	4	0	0	6	0	0	0	0	3	89
05:45 AM	3	69	17	0	7	4	0	1	8	0	0	1	0	0	110
Day Total															
Percent															
ADT															
8486															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	57	17	1	10	2	0	3	4	0	0	0	0	3	98
06:15 AM	2	52	30	0	10	2	0	2	6	0	0	0	0	0	104
06:30 AM	2	57	29	1	7	3	0	1	5	0	0	0	0	0	105
06:45 AM	3	87	23	0	10	3	0	4	4	0	0	0	0	0	134
07:00 AM	2	76	33	1	7	4	0	6	7	0	0	0	0	0	136
07:15 AM	3	94	24	1	10	4	0	5	5	0	0	0	0	0	146
07:30 AM	6	78	35	3	9	6	1	2	4	0	0	0	0	2	146
07:45 AM	4	110	37	1	13	3	0	2	8	0	0	0	0	4	182
08:00 AM	4	83	24	0	9	2	0	4	8	0	0	0	0	0	134
08:15 AM	5	71	26	1	13	8	0	5	11	0	0	0	0	3	143
08:30 AM	3	62	20	2	11	6	0	4	3	0	0	0	0	5	116
08:45 AM	7	74	26	1	7	9	0	5	11	0	0	0	0	0	140
09:00 AM	1	59	25	2	11	7	0	7	5	0	0	0	0	0	117
09:15 AM	6	64	26	1	16	8	0	2	9	0	0	0	0	0	132
09:30 AM	4	65	25	2	26	8	0	6	2	0	0	0	0	0	138
09:45 AM	5	69	21	1	18	7	0	1	4	0	0	0	0	4	130
10:00 AM	8	78	22	4	17	6	0	3	5	0	0	0	0	1	144
10:15 AM	1	69	25	2	12	7	0	0	2	0	0	0	0	0	118
10:30 AM	4	65	21	3	13	7	0	7	1	0	0	2	0	0	123
10:45 AM	3	78	24	4	6	6	0	4	1	0	0	0	0	0	126
11:00 AM	5	76	28	1	12	3	0	3	3	0	0	2	0	0	133
11:15 AM	6	62	33	2	10	5	0	4	8	0	0	0	0	3	133
11:30 AM	4	79	31	1	12	5	0	2	1	0	0	1	0	0	136
11:45 AM	4	69	28	3	9	5	0	3	5	0	0	0	0	2	128
Day Total															
Percent															
ADT															8486
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	4	83	26	2	11	5	0	4	2	0	0	1	0	0	138
12:15 PM	2	78	30	3	10	3	0	2	2	0	0	1	0	0	131
12:30 PM	2	73	25	1	16	3	0	4	1	1	0	1	0	0	127
12:45 PM	9	66	29	2	13	6	0	7	6	0	0	0	0	1	139
01:00 PM	2	89	30	2	12	4	0	4	6	0	0	0	0	0	149
01:15 PM	7	72	24	2	8	9	0	2	3	0	0	0	0	2	129
01:30 PM	3	74	18	0	5	6	0	1	3	0	0	0	0	0	110
01:45 PM	4	83	29	3	13	5	0	5	1	0	0	0	0	0	143
02:00 PM	2	62	30	3	6	2	0	1	4	0	0	0	0	0	110
02:15 PM	6	67	22	2	8	6	0	7	3	0	0	0	0	0	121
02:30 PM	4	73	24	4	9	5	0	2	5	0	0	0	0	0	126
02:45 PM	4	72	29	4	14	8	0	4	1	0	0	0	0	1	137
03:00 PM	2	73	25	1	11	3	0	2	4	0	0	1	0	0	122
03:15 PM	5	75	17	4	13	5	0	3	2	0	0	0	0	1	125
03:30 PM	3	91	38	2	10	3	0	2	0	0	0	0	0	0	149
03:45 PM	2	94	29	1	2	3	0	3	4	0	0	0	0	1	139
04:00 PM	4	97	33	7	9	4	0	2	0	0	0	0	0	1	157
04:15 PM	3	97	40	1	8	5	0	5	2	0	0	0	0	1	162
04:30 PM	3	83	28	1	15	3	0	2	2	0	0	1	0	0	138
04:45 PM	4	96	37	0	7	4	0	2	3	2	0	1	0	1	157
05:00 PM	1	99	23	2	13	2	0	3	2	0	0	0	0	0	145
05:15 PM	1	111	38	1	8	4	0	1	3	0	0	1	0	0	168
05:30 PM	3	95	23	0	5	1	0	2	1	0	0	1	0	0	131
05:45 PM	2	83	23	0	6	4	0	1	0	0	0	2	0	0	121
Day Total															
Percent															
ADT															
8486															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd) **QC JOB #:** 15135851
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	4	77	32	3	5	5	0	2	3	0	0	1	0	0	132
06:15 PM	6	73	18	1	9	4	0	0	2	0	1	0	0	2	116
06:30 PM	5	63	18	0	13	3	0	0	2	0	0	0	0	0	104
06:45 PM	2	72	17	0	5	2	0	0	0	0	0	1	0	0	99
07:00 PM	0	38	18	2	2	0	0	1	1	0	0	1	0	0	63
07:15 PM	2	44	14	0	7	3	0	2	1	0	0	0	0	0	73
07:30 PM	0	37	8	0	1	0	0	1	5	0	0	1	0	0	53
07:45 PM	5	40	9	0	4	4	0	0	0	0	1	3	0	3	69
08:00 PM	2	25	9	0	4	4	0	1	1	0	0	2	0	0	48
08:15 PM	3	31	8	1	5	2	0	2	3	0	0	0	0	0	55
08:30 PM	1	38	7	0	0	3	0	1	0	0	1	3	0	0	54
08:45 PM	1	31	3	0	4	1	0	0	1	0	0	0	0	0	41
09:00 PM	3	22	5	0	3	3	0	1	1	0	0	0	0	0	38
09:15 PM	4	30	3	1	1	1	0	0	1	0	0	1	0	2	44
09:30 PM	1	25	4	1	2	0	0	0	1	0	1	3	0	0	38
09:45 PM	1	11	1	0	1	1	0	0	0	0	0	2	0	0	17
10:00 PM	1	22	4	0	1	1	0	0	2	0	0	0	0	0	31
10:15 PM	1	25	3	1	1	1	0	0	0	0	1	1	0	0	34
10:30 PM	1	25	5	0	1	1	0	0	0	0	1	3	0	0	37
10:45 PM	1	24	4	0	0	1	0	0	2	0	0	3	0	0	35
11:00 PM	6	15	4	0	1	1	0	0	2	0	3	1	0	1	34
11:15 PM	0	18	2	0	1	0	0	0	1	0	2	5	0	0	29
11:30 PM	1	22	2	0	0	2	0	0	1	0	0	2	0	0	30
11:45 PM	1	13	3	0	0	1	0	2	1	0	0	2	0	0	23
Day Total	257	4899	1621	102	624	322	1	179	278	3	37	86	0	77	8486
Percent	3%	57.7%	19.1%	1.2%	7.4%	3.8%	0%	2.1%	3.3%	0%	0.4%	1%	0%	0.9%	
ADT 8486															
AM Peak 15-min Vol	10:00 AM	7:45 AM	7:45 AM	10:00 AM	9:30 AM	8:45 AM	7:30 AM	9:00 AM	8:15 AM	12:00 AM	1:15 AM	2:30 AM	12:00 AM	3:45 AM	7:45 AM
	8	110	37	4	26	9	1	7	11	0	3	5	0	9	182
PM Peak 15-min Vol	12:45 PM	5:15 PM	4:15 PM	4:00 PM	12:30 PM	1:15 PM	12:00 PM	12:45 PM	12:45 PM	4:45 PM	11:00 PM	11:15 PM	12:00 PM	7:45 PM	5:15 PM
	9	111	40	7	16	9	0	7	6	2	3	5	0	3	168

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	19	4	0	1	1	0	0	1	0	0	1	0	0	27
12:15 AM	7	7	4	0	0	1	0	2	2	0	0	1	0	6	30
12:30 AM	1	7	2	0	0	1	0	0	0	0	1	0	0	0	12
12:45 AM	3	11	2	0	1	1	0	0	1	0	1	1	0	3	24
01:00 AM	1	10	1	0	2	0	0	0	1	0	0	3	0	0	18
01:15 AM	2	8	2	0	1	2	0	0	1	0	2	0	0	2	20
01:30 AM	0	3	2	0	0	0	0	0	1	0	0	1	0	1	8
01:45 AM	2	11	2	0	0	1	0	3	3	0	1	2	0	3	28
02:00 AM	0	5	2	0	1	0	0	0	3	0	1	1	0	0	13
02:15 AM	2	10	4	0	0	2	0	0	4	0	3	1	0	0	26
02:30 AM	1	6	0	0	0	1	0	0	4	0	2	2	0	0	16
02:45 AM	0	3	2	0	1	1	0	0	2	0	3	3	0	0	15
03:00 AM	0	5	1	0	1	0	0	0	1	0	1	4	0	0	13
03:15 AM	3	7	1	0	2	2	0	1	5	0	1	0	0	1	23
03:30 AM	0	7	4	0	3	0	0	2	3	0	0	2	0	0	21
03:45 AM	1	13	1	0	0	2	0	0	5	0	0	1	0	0	23
04:00 AM	3	7	4	0	2	3	0	4	0	0	0	0	0	0	23
04:15 AM	2	11	6	1	2	3	0	2	2	0	0	2	0	0	31
04:30 AM	3	25	8	2	3	2	0	2	4	0	0	2	0	0	51
04:45 AM	0	30	3	0	4	1	0	3	3	0	0	2	0	0	46
05:00 AM	1	19	8	0	2	2	1	1	3	0	0	2	0	0	39
05:15 AM	1	22	17	0	5	5	0	3	1	0	2	0	0	0	56
05:30 AM	5	30	12	0	4	6	0	3	7	0	0	0	0	0	67
05:45 AM	3	57	24	0	6	3	0	2	8	0	0	1	0	0	104
Day Total															
Percent															
ADT															
8599															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	4	49	25	1	8	3	0	3	6	0	0	0	0	0	99
06:15 AM	4	51	23	0	8	3	0	5	3	0	0	0	0	0	97
06:30 AM	1	45	26	1	13	3	0	3	2	0	0	0	0	1	95
06:45 AM	5	73	29	0	15	4	0	2	3	0	0	0	0	2	133
07:00 AM	9	77	25	2	6	8	0	5	3	0	0	0	0	5	140
07:15 AM	0	93	30	1	11	4	0	5	10	0	0	0	0	0	154
07:30 AM	3	87	24	1	12	2	0	7	8	1	1	1	0	0	147
07:45 AM	4	111	31	0	7	9	0	4	3	0	0	0	0	0	169
08:00 AM	6	83	39	1	12	7	0	2	5	0	0	0	0	0	155
08:15 AM	3	89	25	3	11	8	0	2	7	0	0	0	0	0	148
08:30 AM	1	88	28	0	12	2	0	3	5	0	0	0	0	0	139
08:45 AM	2	80	23	2	15	4	0	4	9	1	1	0	0	0	141
09:00 AM	2	72	18	2	26	4	0	3	9	0	0	0	0	0	136
09:15 AM	1	79	40	0	17	4	0	3	8	0	0	0	0	0	152
09:30 AM	2	60	27	2	15	4	0	4	7	0	0	0	0	0	121
09:45 AM	3	91	31	4	11	5	0	6	4	0	0	0	0	0	155
10:00 AM	4	74	21	2	15	6	0	2	4	1	0	0	0	3	132
10:15 AM	1	59	33	2	7	5	0	4	5	0	0	1	0	0	117
10:30 AM	1	57	29	2	16	3	0	6	2	0	0	0	0	0	116
10:45 AM	5	64	38	1	15	6	0	6	6	0	0	1	0	2	144
11:00 AM	4	68	25	2	9	3	0	4	4	0	0	0	0	0	119
11:15 AM	7	69	29	2	14	7	0	3	4	0	0	0	0	1	136
11:30 AM	3	61	28	3	11	10	0	5	3	0	0	0	0	1	125
11:45 AM	5	67	34	4	11	2	0	8	1	0	0	0	0	5	137
Day Total															
Percent															
ADT															
8599															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	74	30	1	11	7	1	0	3	0	0	0	0	0	129
12:15 PM	5	74	24	1	9	9	0	5	7	0	0	0	0	3	137
12:30 PM	6	75	26	3	10	7	0	3	0	0	0	0	0	1	131
12:45 PM	4	80	27	0	6	6	0	6	4	0	0	0	0	2	135
01:00 PM	4	60	19	1	14	10	0	7	4	0	0	1	0	0	120
01:15 PM	4	60	23	1	5	5	0	3	4	0	0	0	0	0	105
01:30 PM	0	80	22	3	10	4	0	3	5	0	0	0	0	0	127
01:45 PM	6	74	29	1	12	5	0	2	7	0	0	0	0	0	136
02:00 PM	4	76	29	1	4	7	0	4	1	0	0	0	0	0	126
02:15 PM	7	64	21	1	8	7	0	3	3	0	0	0	0	2	116
02:30 PM	5	83	18	2	7	7	0	4	4	0	0	0	0	0	130
02:45 PM	4	66	40	1	12	4	0	4	1	0	0	0	0	0	132
03:00 PM	4	75	32	3	8	6	0	1	0	0	0	1	0	0	130
03:15 PM	8	72	25	1	11	5	0	4	0	0	0	0	0	6	132
03:30 PM	6	72	34	2	13	4	0	1	2	0	0	1	0	0	135
03:45 PM	2	93	33	2	11	4	0	1	2	0	0	0	0	3	151
04:00 PM	3	81	38	3	8	2	0	3	4	0	0	0	0	1	143
04:15 PM	5	86	39	1	10	5	0	2	3	0	0	0	0	1	152
04:30 PM	6	102	37	2	9	5	0	8	2	0	0	0	0	0	171
04:45 PM	4	100	42	1	12	5	0	1	0	0	0	1	0	0	166
05:00 PM	2	103	21	3	12	2	1	3	6	0	0	1	0	0	154
05:15 PM	3	115	33	0	8	5	0	4	2	0	0	1	0	0	171
05:30 PM	1	92	24	0	8	2	0	2	0	0	0	1	0	0	130
05:45 PM	1	92	21	1	12	1	0	5	1	0	0	1	0	0	135
Day Total															
Percent															
ADT															
8599															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135851
DIRECTION: SB
DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	6	70	21	1	10	3	0	2	3	0	0	1	0	5	122
06:15 PM	6	73	27	2	6	5	0	0	3	0	0	0	0	3	125
06:30 PM	0	79	22	0	4	0	0	1	3	0	0	0	0	0	109
06:45 PM	2	78	26	0	5	2	0	2	2	0	1	1	0	0	119
07:00 PM	0	55	17	0	2	0	0	1	1	0	0	1	0	0	77
07:15 PM	1	38	11	0	7	1	0	1	1	0	1	0	0	1	62
07:30 PM	2	46	10	1	2	2	0	2	1	0	1	0	0	0	67
07:45 PM	9	37	7	0	3	0	0	1	2	0	0	0	0	8	67
08:00 PM	2	36	9	1	4	2	0	0	4	0	0	5	0	0	63
08:15 PM	2	29	16	1	0	1	0	2	2	0	1	0	0	0	54
08:30 PM	2	32	5	0	2	2	0	0	3	0	0	1	0	0	47
08:45 PM	3	28	5	0	3	1	0	1	0	0	0	1	0	1	43
09:00 PM	0	27	2	0	3	1	0	0	2	0	0	1	0	0	36
09:15 PM	4	25	8	0	5	1	0	0	1	0	0	2	0	1	47
09:30 PM	1	34	5	1	3	2	0	2	2	0	1	3	0	0	54
09:45 PM	3	26	4	0	3	1	0	0	2	0	0	3	0	1	43
10:00 PM	1	13	4	0	2	1	0	1	0	0	1	1	0	1	25
10:15 PM	2	20	6	0	0	3	0	0	1	0	0	1	0	0	33
10:30 PM	0	14	3	0	1	0	0	1	3	0	1	3	0	0	26
10:45 PM	3	13	3	2	1	2	0	0	2	0	2	0	0	0	28
11:00 PM	2	9	2	0	0	2	0	1	0	0	0	2	0	1	19
11:15 PM	2	13	2	0	0	2	0	2	1	0	3	0	0	0	25
11:30 PM	1	12	2	0	2	3	0	0	2	0	1	2	0	4	29
11:45 PM	4	27	2	1	2	1	0	2	2	0	1	1	0	1	44
Day Total	275	4863	1703	86	638	318	3	228	294	3	34	72	0	82	8599
Percent	3.2%	56.6%	19.8%	1%	7.4%	3.7%	0%	2.7%	3.4%	0%	0.4%	0.8%	0%	1%	
ADT 8599															
AM Peak 15-min Vol	7:00 AM 9	7:45 AM 111	9:15 AM 40	9:45 AM 4	9:00 AM 26	11:30 AM 10	5:00 AM 1	11:45 AM 8	7:15 AM 10	7:30 AM 1	2:15 AM 3	3:00 AM 4	12:00 AM 0	12:15 AM 6	7:45 AM 169
PM Peak 15-min Vol	7:45 PM 9	5:15 PM 115	4:45 PM 42	12:30 PM 3	1:00 PM 14	1:00 PM 10	12:00 PM 1	4:30 PM 8	12:15 PM 7	12:00 PM 0	11:15 PM 3	8:00 PM 5	12:00 PM 0	7:45 PM 8	4:30 PM 171

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	31	4	0	0	1	0	0	0	0	0	2	0	0	39
12:15 AM	2	12	1	0	1	2	0	0	0	0	2	0	0	0	20
12:30 AM	0	11	2	0	0	0	0	0	0	0	1	1	0	0	15
12:45 AM	4	21	2	0	1	1	0	0	0	0	1	1	0	4	35
01:00 AM	0	6	3	0	0	0	0	2	1	0	0	4	0	0	16
01:15 AM	3	6	1	0	0	2	0	0	0	0	0	4	0	2	18
01:30 AM	4	9	1	0	0	0	0	0	0	0	2	3	0	1	20
01:45 AM	1	7	0	0	1	1	0	0	2	0	1	0	0	0	13
02:00 AM	2	2	0	0	3	2	0	2	3	0	1	2	0	5	22
02:15 AM	0	8	3	0	0	1	0	1	2	0	0	1	0	0	16
02:30 AM	0	4	1	0	1	1	0	0	2	0	1	1	0	0	11
02:45 AM	0	7	0	0	0	2	0	0	3	0	2	1	0	3	18
03:00 AM	1	10	3	0	1	1	0	1	2	0	0	3	0	0	22
03:15 AM	1	12	2	0	2	2	0	3	2	0	2	1	0	0	27
03:30 AM	0	8	7	0	3	0	0	0	8	0	1	0	0	0	27
03:45 AM	1	9	2	0	4	2	0	0	2	0	0	1	0	0	21
04:00 AM	1	8	1	0	0	3	0	0	5	0	1	0	0	0	19
04:15 AM	0	16	6	0	1	4	0	3	3	0	0	2	0	0	35
04:30 AM	1	10	4	1	1	1	0	3	3	0	0	2	0	0	26
04:45 AM	3	22	11	0	4	2	0	0	2	0	0	0	0	4	48
05:00 AM	1	19	9	1	5	2	0	1	7	0	1	1	0	0	47
05:15 AM	1	32	11	1	3	6	0	6	4	0	0	1	0	0	65
05:30 AM	3	40	16	0	2	3	0	2	7	0	0	1	0	2	76
05:45 AM	5	55	23	1	2	8	0	4	5	0	1	1	0	3	108
Day Total															
Percent															
ADT															
8687															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	41	18	1	11	2	0	6	6	0	0	1	0	2	90
06:15 AM	3	46	18	0	6	4	0	3	3	0	0	0	0	0	83
06:30 AM	2	54	31	1	11	2	1	3	7	0	0	0	0	0	112
06:45 AM	1	82	19	0	6	7	0	8	2	0	0	0	0	0	125
07:00 AM	3	80	21	1	8	7	0	6	5	0	0	0	0	1	132
07:15 AM	3	101	29	0	10	2	0	3	5	0	0	0	0	0	153
07:30 AM	5	108	25	2	5	6	0	6	4	0	0	0	0	0	161
07:45 AM	3	87	36	0	9	4	0	4	6	0	1	0	0	0	150
08:00 AM	8	86	34	3	7	4	0	2	2	0	0	0	0	2	148
08:15 AM	5	67	22	1	9	1	0	6	5	0	0	1	0	5	122
08:30 AM	3	85	26	1	8	3	0	6	8	0	0	0	0	0	140
08:45 AM	2	83	32	0	12	3	0	3	4	0	0	0	0	0	139
09:00 AM	3	65	22	1	15	6	0	3	10	0	0	0	0	2	127
09:15 AM	8	77	26	2	25	7	0	5	3	0	0	0	0	1	154
09:30 AM	3	77	32	0	19	3	0	2	1	0	0	0	0	0	137
09:45 AM	5	76	34	2	17	10	0	3	5	0	0	0	0	1	153
10:00 AM	7	69	22	1	17	4	0	5	7	0	0	0	0	2	134
10:15 AM	7	62	19	4	7	4	0	3	8	1	0	0	0	1	116
10:30 AM	4	79	24	2	14	3	0	2	2	0	0	0	0	0	130
10:45 AM	1	54	29	3	16	2	0	4	8	0	0	0	0	0	117
11:00 AM	5	61	29	3	8	5	0	2	1	0	0	0	0	1	115
11:15 AM	4	81	40	0	13	6	0	4	4	0	0	0	0	0	152
11:30 AM	3	74	29	0	14	4	0	4	3	0	0	0	0	1	132
11:45 AM	4	57	24	1	4	5	0	2	5	0	0	0	0	0	102
Day Total															
Percent															
ADT															
8687															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	59	34	0	12	2	0	2	3	0	0	0	0	0	114
12:15 PM	3	77	27	3	8	7	0	5	4	0	1	1	0	0	136
12:30 PM	4	75	26	4	12	6	1	2	5	0	0	0	0	0	135
12:45 PM	2	71	31	2	8	3	0	9	9	0	0	1	0	0	136
01:00 PM	4	72	27	4	7	7	0	4	4	1	0	1	0	0	131
01:15 PM	3	56	21	4	9	6	0	3	4	0	0	0	0	0	106
01:30 PM	1	77	25	0	10	6	0	1	0	0	0	3	0	0	123
01:45 PM	2	91	26	4	6	6	0	3	2	0	0	0	0	2	142
02:00 PM	2	74	27	1	11	5	0	3	5	0	0	1	0	0	129
02:15 PM	4	85	25	2	8	3	0	4	1	0	0	1	0	0	133
02:30 PM	3	73	35	3	11	5	0	2	1	0	0	0	0	0	133
02:45 PM	1	80	20	0	15	3	0	3	1	0	0	1	0	0	124
03:00 PM	3	64	28	3	6	4	0	2	7	0	0	1	0	0	118
03:15 PM	3	86	28	2	11	5	0	2	3	0	0	1	0	1	142
03:30 PM	4	90	36	2	8	9	0	1	1	0	0	0	0	0	151
03:45 PM	3	104	26	0	9	5	0	6	3	0	0	0	0	1	157
04:00 PM	5	114	23	3	10	5	0	5	1	0	0	0	0	0	166
04:15 PM	3	95	30	2	11	3	0	3	2	0	0	0	0	0	149
04:30 PM	0	98	42	3	14	3	0	2	4	0	0	2	0	0	168
04:45 PM	0	90	29	3	3	5	0	1	3	0	0	1	0	0	135
05:00 PM	7	98	36	2	16	8	1	1	1	0	0	1	0	1	172
05:15 PM	7	104	27	3	8	7	0	1	4	0	0	0	0	0	161
05:30 PM	3	106	35	0	9	2	0	1	3	0	0	2	0	1	162
05:45 PM	4	82	28	0	9	2	0	0	3	0	0	2	0	0	130
Day Total Percent															
ADT 8687															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	8	70	20	1	11	7	0	1	3	0	0	1	0	0	122
06:15 PM	4	74	22	1	8	2	0	2	1	0	0	0	0	1	115
06:30 PM	2	91	24	0	10	2	0	0	2	0	0	0	0	0	131
06:45 PM	2	97	14	0	4	2	0	0	1	0	0	2	0	0	122
07:00 PM	1	80	12	1	3	0	0	0	0	0	0	2	0	2	101
07:15 PM	1	60	12	0	5	2	0	2	2	0	2	0	0	0	86
07:30 PM	2	35	12	0	5	0	0	2	1	0	0	2	0	3	62
07:45 PM	1	38	5	0	5	1	0	2	1	0	1	1	0	0	55
08:00 PM	0	25	6	1	3	1	0	1	1	0	0	4	0	0	42
08:15 PM	2	40	9	0	4	1	0	1	3	0	0	2	0	0	62
08:30 PM	1	35	13	1	3	1	0	0	1	0	0	1	0	0	56
08:45 PM	0	39	5	0	4	0	0	0	4	0	0	0	0	0	52
09:00 PM	1	34	5	1	4	2	0	0	4	0	1	0	0	0	52
09:15 PM	0	35	5	1	6	0	0	0	4	0	0	0	0	0	51
09:30 PM	2	11	6	1	2	2	0	1	1	0	0	1	0	0	27
09:45 PM	2	28	5	1	1	1	0	1	1	0	0	2	0	1	43
10:00 PM	4	17	2	0	1	3	0	0	0	0	0	3	0	0	30
10:15 PM	2	22	3	0	1	1	0	0	1	0	1	3	0	2	36
10:30 PM	2	19	4	0	1	3	0	0	3	0	0	1	0	0	33
10:45 PM	1	27	6	0	2	2	0	0	1	0	1	2	0	0	42
11:00 PM	1	16	4	0	0	1	0	0	0	0	4	2	0	0	28
11:15 PM	2	13	2	1	0	0	0	0	1	0	2	3	0	3	27
11:30 PM	0	13	4	0	0	0	0	0	1	0	0	1	0	0	19
11:45 PM	1	37	3	0	2	3	0	0	1	0	2	3	0	0	52
Day Total	244	5094	1649	93	622	305	3	202	289	2	33	90	0	61	8687
Percent	2.8%	58.6%	19%	1.1%	7.2%	3.5%	0%	2.3%	3.3%	0%	0.4%	1%	0%	0.7%	
ADT 8687															
AM Peak 15-min Vol	8:00 AM	7:30 AM	11:15 AM	10:15 AM	9:15 AM	9:45 AM	6:30 AM	6:45 AM	9:00 AM	10:15 AM	12:15 AM	1:00 AM	12:00 AM	2:00 AM	7:30 AM
	8	108	40	4	25	10	1	8	10	1	2	4	0	5	161
PM Peak 15-min Vol	6:00 PM	4:00 PM	4:30 PM	12:30 PM	5:00 PM	3:30 PM	12:30 PM	12:45 PM	12:45 PM	1:00 PM	11:00 PM	8:00 PM	12:00 PM	7:30 PM	5:00 PM
	8	114	42	4	16	9	1	9	9	1	4	4	0	3	172

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	19	5	0	2	0	0	0	1	0	0	1	0	1	30
12:15 AM	0	14	2	0	0	1	0	1	0	1	2	1	0	1	23
12:30 AM	0	10	4	0	1	0	0	0	0	0	1	0	0	0	16
12:45 AM	3	12	2	0	0	2	0	1	1	0	2	0	0	3	26
01:00 AM	0	8	2	0	1	0	0	1	1	0	1	4	0	0	18
01:15 AM	3	5	2	0	0	0	0	0	1	0	1	1	0	1	14
01:30 AM	0	8	1	1	2	2	0	0	1	0	0	2	0	0	17
01:45 AM	1	5	1	0	0	1	0	0	1	0	1	4	0	0	14
02:00 AM	3	9	1	0	1	4	0	0	4	0	2	2	0	1	27
02:15 AM	3	10	0	0	2	2	0	0	3	0	0	1	0	1	22
02:30 AM	0	5	2	0	1	0	0	2	2	0	2	0	0	3	17
02:45 AM	0	7	3	0	1	1	0	0	2	0	2	1	0	0	17
03:00 AM	1	7	1	0	0	2	0	3	5	0	1	0	0	2	22
03:15 AM	0	5	2	0	0	1	0	0	3	0	1	4	0	0	16
03:30 AM	2	5	2	0	2	2	0	0	4	0	0	1	0	0	18
03:45 AM	0	13	4	1	5	2	0	3	4	0	2	2	0	0	36
04:00 AM	0	4	3	1	1	0	0	1	5	0	2	3	0	0	20
04:15 AM	1	6	2	0	1	2	0	3	4	0	0	1	0	0	20
04:30 AM	1	15	8	0	1	3	0	4	8	0	0	4	0	0	44
04:45 AM	1	25	6	2	3	7	0	1	5	0	1	2	0	0	53
05:00 AM	3	25	8	0	3	2	0	1	3	0	0	1	0	0	46
05:15 AM	4	29	7	1	2	3	0	1	4	0	0	0	0	0	51
05:30 AM	0	31	10	0	6	1	0	3	6	0	1	0	0	0	58
05:45 AM	3	49	24	1	5	2	0	3	7	0	0	1	0	0	95
Day Total															
Percent															
ADT	8819														
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	3	46	18	0	12	4	0	0	2	0	0	1	0	0	86
06:15 AM	2	43	22	2	7	2	0	5	8	0	0	0	0	0	91
06:30 AM	2	73	27	2	13	6	0	4	5	0	0	1	0	0	133
06:45 AM	2	76	16	2	11	4	0	6	0	0	0	0	0	0	117
07:00 AM	5	81	13	1	8	2	1	4	2	0	0	1	0	0	118
07:15 AM	3	102	31	2	7	4	0	6	4	0	0	0	0	0	159
07:30 AM	4	79	32	1	9	6	0	4	3	1	0	0	0	0	139
07:45 AM	4	89	26	7	6	1	1	2	6	0	1	0	0	0	143
08:00 AM	1	75	24	2	10	2	0	5	6	0	0	0	0	0	125
08:15 AM	2	80	34	2	8	5	0	2	6	0	0	0	0	0	139
08:30 AM	3	96	24	0	7	5	0	4	9	0	0	0	0	0	148
08:45 AM	4	88	22	2	12	3	1	6	6	0	0	0	0	0	144
09:00 AM	3	79	21	6	17	7	0	3	3	0	0	0	0	0	139
09:15 AM	4	82	28	1	18	6	0	1	5	0	0	1	0	0	146
09:30 AM	0	81	35	0	29	6	0	1	2	0	0	1	0	0	155
09:45 AM	8	64	29	2	22	4	0	2	6	0	0	0	0	2	139
10:00 AM	2	75	26	2	10	1	0	2	3	0	0	0	0	2	123
10:15 AM	8	77	28	2	12	7	0	3	1	0	0	1	0	2	141
10:30 AM	3	66	28	0	6	4	0	3	6	1	0	0	0	0	117
10:45 AM	6	92	24	3	9	4	0	2	2	0	0	0	0	1	143
11:00 AM	1	83	18	0	9	3	0	1	3	0	0	1	0	0	119
11:15 AM	8	63	30	3	14	5	1	5	4	0	0	0	0	2	135
11:30 AM	5	81	25	0	15	6	1	3	3	0	0	3	0	1	143
11:45 AM	4	64	34	3	13	6	0	3	4	0	0	0	0	1	132
Day Total															
Percent															
ADT															8819
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	71	17	1	12	2	0	1	7	0	0	1	0	0	113
12:15 PM	5	71	13	0	9	3	0	2	5	0	0	2	0	0	110
12:30 PM	7	79	33	5	8	9	0	4	5	0	0	1	0	3	154
12:45 PM	4	74	26	1	9	5	0	3	5	0	0	1	0	2	130
01:00 PM	8	77	34	4	9	4	0	5	11	0	0	1	0	2	155
01:15 PM	6	83	26	3	7	8	0	3	1	0	0	0	0	0	137
01:30 PM	3	75	30	1	15	8	0	4	2	0	0	1	0	2	141
01:45 PM	4	97	27	2	9	4	0	3	3	0	1	3	0	0	153
02:00 PM	8	80	42	2	7	5	0	2	3	1	0	0	0	1	151
02:15 PM	3	88	20	0	7	4	0	3	3	0	0	0	0	5	133
02:30 PM	6	83	30	1	4	5	0	2	3	0	0	1	0	0	135
02:45 PM	3	81	29	2	10	4	0	2	0	0	0	1	0	0	132
03:00 PM	3	72	32	3	7	2	0	2	0	0	0	0	0	0	121
03:15 PM	4	76	34	1	7	5	0	5	1	0	0	1	0	0	134
03:30 PM	4	86	26	3	13	8	0	3	5	0	1	1	0	2	152
03:45 PM	3	118	38	1	12	1	0	1	4	0	0	0	0	0	178
04:00 PM	2	76	31	4	9	5	0	3	4	0	0	0	0	0	134
04:15 PM	1	100	33	3	6	2	0	5	2	0	0	0	0	0	152
04:30 PM	1	112	36	0	4	2	0	4	3	1	0	0	0	0	163
04:45 PM	0	104	30	5	6	2	0	5	0	0	0	1	0	0	153
05:00 PM	4	104	23	2	10	4	2	1	3	0	0	1	0	1	155
05:15 PM	3	116	35	1	4	3	0	1	3	0	0	1	0	0	167
05:30 PM	2	110	31	3	11	2	0	1	2	0	0	2	0	0	164
05:45 PM	5	93	22	1	10	2	0	4	3	0	0	0	0	3	143
Day Total															
Percent															
ADT															
8819															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	80	21	0	11	2	0	0	0	1	0	1	0	0	116
06:15 PM	2	77	19	0	10	1	0	2	3	0	0	0	0	0	114
06:30 PM	4	68	11	1	5	0	0	2	1	0	0	1	0	2	95
06:45 PM	0	85	20	0	7	1	0	0	4	0	0	1	0	0	118
07:00 PM	3	75	17	0	7	1	0	1	0	0	0	1	0	3	108
07:15 PM	1	50	10	1	5	1	0	1	4	0	1	0	0	0	74
07:30 PM	1	55	7	0	3	2	0	2	0	0	0	1	0	0	71
07:45 PM	1	46	10	0	5	3	0	0	2	0	1	3	0	0	71
08:00 PM	4	40	6	0	6	4	0	1	2	0	0	3	0	0	66
08:15 PM	3	36	8	1	2	3	0	0	1	0	1	3	0	0	58
08:30 PM	1	23	7	1	2	0	0	0	1	0	0	1	0	0	36
08:45 PM	0	54	12	0	1	2	0	0	1	0	0	3	0	1	74
09:00 PM	0	40	2	0	3	0	0	0	2	0	0	2	0	0	49
09:15 PM	1	30	5	0	0	1	0	0	1	0	0	0	0	2	40
09:30 PM	2	27	3	2	3	3	0	0	1	0	0	3	0	0	44
09:45 PM	1	23	4	0	2	2	0	0	1	0	1	0	0	0	34
10:00 PM	6	22	1	0	1	0	0	0	1	0	0	3	0	1	35
10:15 PM	1	27	4	0	0	1	0	0	1	0	0	3	0	0	37
10:30 PM	0	28	3	0	1	0	0	0	1	0	0	5	0	0	38
10:45 PM	1	20	5	1	0	1	0	0	2	0	2	1	0	0	33
11:00 PM	3	17	4	0	1	0	0	0	1	0	2	0	0	1	29
11:15 PM	2	18	3	0	0	2	0	0	0	0	0	0	0	0	25
11:30 PM	1	24	3	1	1	0	0	0	4	0	3	5	0	0	42
11:45 PM	3	43	5	0	0	3	0	0	0	0	2	2	0	0	58
Day Total	248	5295	1605	109	605	275	7	183	286	6	38	107	0	55	8819
Percent	2.8%	60%	18.2%	1.2%	6.9%	3.1%	0.1%	2.1%	3.2%	0.1%	0.4%	1.2%	0%	0.6%	
ADT 8819															
AM Peak 15-min Vol	9:45 AM 8	7:15 AM 102	9:30 AM 35	7:45 AM 7	9:30 AM 29	4:45 AM 7	7:00 AM 1	6:45 AM 6	8:30 AM 9	12:15 AM 1	12:15 AM 2	1:00 AM 4	12:00 AM 0	12:45 AM 3	7:15 AM 159
PM Peak 15-min Vol	1:00 PM 8	3:45 PM 118	2:00 PM 42	12:30 PM 5	1:30 PM 15	12:30 PM 9	5:00 PM 2	1:00 PM 5	1:00 PM 11	2:00 PM 1	11:30 PM 3	10:30 PM 5	12:00 PM 0	2:15 PM 5	3:45 PM 178

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	4	18	3	0	0	1	0	0	0	0	2	1	0	2	31
12:15 AM	0	9	5	1	0	0	0	0	1	0	1	4	0	0	21
12:30 AM	1	13	4	0	0	0	0	0	0	0	0	3	0	0	21
12:45 AM	3	13	1	0	1	1	0	0	0	0	0	3	0	2	24
01:00 AM	1	3	2	0	0	0	0	1	0	0	1	4	0	0	12
01:15 AM	0	6	2	0	0	0	0	2	0	0	0	1	0	1	12
01:30 AM	0	5	0	0	0	1	0	0	1	0	2	1	0	0	10
01:45 AM	0	7	3	0	1	1	0	1	0	0	2	2	0	2	19
02:00 AM	1	6	3	0	0	1	0	1	1	0	0	1	0	0	14
02:15 AM	2	14	1	2	1	2	0	1	3	0	1	3	0	1	31
02:30 AM	2	13	1	0	4	1	0	1	4	0	0	1	0	2	29
02:45 AM	8	8	0	0	0	0	0	3	5	0	2	2	0	0	28
03:00 AM	0	15	0	0	1	1	0	0	5	0	0	1	0	1	24
03:15 AM	0	6	1	0	1	1	0	0	1	0	1	2	0	0	13
03:30 AM	0	11	4	0	2	1	0	1	3	0	0	0	0	0	22
03:45 AM	0	5	5	0	2	0	0	1	4	0	1	1	0	0	19
04:00 AM	2	7	4	0	2	2	0	1	2	0	0	1	0	0	21
04:15 AM	3	10	5	0	2	4	0	3	5	0	1	5	0	2	40
04:30 AM	0	10	5	0	0	1	0	0	5	0	0	2	0	0	23
04:45 AM	0	26	2	0	1	2	0	6	5	0	1	0	0	0	43
05:00 AM	4	32	11	0	1	3	0	1	4	0	0	2	0	1	59
05:15 AM	3	26	10	0	4	1	0	1	6	0	1	2	0	0	54
05:30 AM	4	31	19	0	3	5	0	2	2	0	0	0	0	0	66
05:45 AM	4	70	12	0	8	5	0	3	5	0	0	0	0	1	108
Day Total															
Percent															
ADT 9808															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	58	14	0	8	2	0	5	4	1	0	0	0	0	93
06:15 AM	4	53	18	1	8	7	0	1	3	0	0	0	0	1	96
06:30 AM	2	43	34	1	12	5	0	3	2	0	0	1	0	2	105
06:45 AM	2	84	19	1	9	5	0	8	3	0	0	0	0	0	131
07:00 AM	3	68	19	1	7	5	0	6	1	0	0	0	0	1	111
07:15 AM	3	75	26	0	9	6	0	5	1	0	0	0	0	1	126
07:30 AM	4	84	26	2	10	4	1	5	10	1	0	0	0	0	147
07:45 AM	6	99	20	1	9	6	0	5	9	1	0	0	0	1	157
08:00 AM	1	72	26	1	11	4	0	2	3	0	0	0	0	0	120
08:15 AM	5	86	32	2	11	4	0	6	9	1	0	0	0	0	156
08:30 AM	3	95	18	0	2	3	0	1	7	0	0	0	0	0	129
08:45 AM	7	78	32	0	15	11	0	2	8	0	0	0	0	0	153
09:00 AM	2	85	20	1	6	5	0	4	10	0	0	1	0	0	134
09:15 AM	3	85	20	2	11	4	0	3	1	0	0	0	0	0	129
09:30 AM	2	86	21	1	27	2	0	2	1	0	0	1	0	0	143
09:45 AM	4	79	32	2	18	2	0	6	8	0	0	1	0	0	152
10:00 AM	2	82	26	0	23	3	0	6	2	1	0	1	0	0	146
10:15 AM	4	84	30	0	14	6	0	5	4	0	0	0	0	3	150
10:30 AM	2	88	17	2	18	2	0	1	5	0	0	1	0	0	136
10:45 AM	3	100	34	2	17	3	0	1	6	0	0	2	0	0	168
11:00 AM	1	88	25	0	13	5	0	2	2	0	0	0	0	0	136
11:15 AM	4	84	36	2	10	4	0	6	3	0	0	0	0	0	149
11:30 AM	3	78	22	2	5	6	0	5	4	0	0	1	0	1	127
11:45 AM	3	81	27	0	12	5	0	0	1	0	0	1	0	0	130
Day Total															
Percent															
ADT															
9808															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	92	38	1	8	4	0	2	4	1	0	1	0	0	154
12:15 PM	5	81	28	4	18	4	0	7	2	0	0	0	0	1	150
12:30 PM	4	79	18	2	9	3	0	2	4	0	0	1	0	1	123
12:45 PM	7	85	33	4	8	7	0	2	3	0	0	0	0	0	149
01:00 PM	3	89	30	2	6	4	0	4	3	0	0	2	0	0	143
01:15 PM	4	113	26	1	8	4	0	3	4	0	0	0	0	2	165
01:30 PM	2	86	33	3	13	4	0	0	3	0	0	0	0	0	144
01:45 PM	5	87	33	3	12	8	0	2	7	0	0	0	0	1	158
02:00 PM	2	93	32	4	9	4	0	6	6	0	0	1	0	2	159
02:15 PM	1	100	27	2	11	5	0	6	1	1	0	0	0	0	154
02:30 PM	2	99	26	2	17	3	0	1	5	0	0	0	0	4	159
02:45 PM	2	105	34	0	8	1	0	2	1	0	0	0	0	0	153
03:00 PM	3	80	43	1	6	3	0	3	3	0	0	0	0	0	142
03:15 PM	4	92	41	2	8	4	0	10	3	0	0	0	0	0	164
03:30 PM	6	103	31	1	15	13	0	3	6	0	0	1	0	2	181
03:45 PM	2	150	38	2	10	4	0	3	3	0	0	0	0	0	212
04:00 PM	2	133	30	2	10	1	0	3	3	0	0	0	0	0	184
04:15 PM	1	112	31	1	9	2	0	2	5	0	0	1	0	3	167
04:30 PM	3	112	37	1	9	3	0	3	0	0	0	0	0	0	168
04:45 PM	1	105	35	0	10	1	0	1	1	0	0	1	0	0	155
05:00 PM	0	105	39	1	8	4	0	2	1	0	0	2	0	1	163
05:15 PM	2	130	32	1	12	3	0	4	2	0	0	1	0	0	187
05:30 PM	11	105	30	1	12	4	0	2	1	0	0	1	0	3	170
05:45 PM	4	127	36	2	7	3	1	1	2	0	0	0	0	0	183
Day Total															
Percent															
ADT															
9808															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd) **QC JOB #:** 15135851
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	106	17	1	12	2	0	0	1	0	0	0	0	0	140
06:15 PM	2	111	28	1	5	3	0	1	0	0	0	1	0	0	152
06:30 PM	5	109	25	0	8	1	0	1	2	0	0	0	0	2	153
06:45 PM	3	104	22	0	4	4	0	0	1	0	0	2	0	0	140
07:00 PM	0	81	29	1	3	0	0	0	1	0	0	1	0	0	116
07:15 PM	5	68	15	0	8	6	0	1	0	0	1	2	0	0	106
07:30 PM	3	60	18	1	10	2	0	0	1	0	0	1	0	4	100
07:45 PM	1	55	11	0	3	2	0	0	0	0	1	5	0	0	78
08:00 PM	0	50	21	3	7	0	0	0	5	0	0	1	0	0	87
08:15 PM	1	76	6	0	5	1	0	3	1	0	1	1	0	0	95
08:30 PM	2	49	8	1	4	2	0	0	1	0	0	1	0	0	68
08:45 PM	2	35	8	0	4	2	0	2	2	0	0	3	0	0	58
09:00 PM	1	48	8	0	2	1	0	1	1	0	0	2	0	0	64
09:15 PM	0	39	4	0	5	0	0	1	0	0	1	0	0	0	50
09:30 PM	2	34	14	0	1	2	0	2	0	0	1	2	0	0	58
09:45 PM	2	35	9	1	3	2	0	0	1	0	1	0	0	0	54
10:00 PM	0	36	12	0	0	0	0	0	1	0	1	3	0	0	53
10:15 PM	1	44	11	0	1	1	0	0	2	0	0	4	0	0	64
10:30 PM	0	51	8	0	3	0	0	0	1	0	1	2	0	3	69
10:45 PM	3	36	6	0	1	3	0	0	1	0	0	1	0	0	51
11:00 PM	4	33	9	0	1	0	0	0	1	0	1	1	0	2	52
11:15 PM	0	35	10	0	1	0	0	0	1	0	3	1	0	0	51
11:30 PM	1	32	11	0	2	2	0	1	0	0	1	0	0	0	50
11:45 PM	1	34	3	0	1	1	0	1	0	0	1	2	0	0	44
Day Total	235	6103	1791	79	656	276	2	207	266	7	30	100	0	56	9808
Percent	2.4%	62.2%	18.3%	0.8%	6.7%	2.8%	0%	2.1%	2.7%	0.1%	0.3%	1%	0%	0.6%	
ADT 9808															
AM Peak 15-min Vol	2:45 AM 8	10:45 AM 100	11:15 AM 36	2:15 AM 2	9:30 AM 27	8:45 AM 11	7:30 AM 1	6:45 AM 8	7:30 AM 10	6:00 AM 1	12:00 AM 2	4:15 AM 5	12:00 AM 0	10:15 AM 3	10:45 AM 168
PM Peak 15-min Vol	5:30 PM 11	3:45 PM 150	3:00 PM 43	12:15 PM 4	12:15 PM 18	3:30 PM 13	5:45 PM 1	3:15 PM 10	1:45 PM 7	12:00 PM 1	11:15 PM 3	7:45 PM 5	12:00 PM 0	2:30 PM 4	3:45 PM 212

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	2	35	11	1	3	0	1	2	0	0	2	1	0	7	65
12:15 AM	4	19	8	0	0	0	0	0	1	0	0	1	0	1	34
12:30 AM	2	12	3	0	0	3	0	0	0	0	0	1	0	0	21
12:45 AM	0	19	5	0	1	0	0	0	1	0	2	1	0	0	29
01:00 AM	0	13	5	0	0	0	0	0	2	0	1	5	0	0	26
01:15 AM	5	17	2	0	1	2	0	1	1	0	0	3	0	2	34
01:30 AM	0	7	2	0	0	0	0	1	0	0	4	1	0	0	15
01:45 AM	1	12	1	0	1	1	0	1	0	0	1	2	0	4	24
02:00 AM	0	7	1	0	0	1	0	1	2	0	1	2	0	3	18
02:15 AM	0	10	1	0	0	0	0	0	0	0	0	2	0	0	13
02:30 AM	1	7	3	1	2	1	0	0	3	0	2	0	0	0	20
02:45 AM	0	8	1	0	0	1	0	5	1	0	1	4	0	0	21
03:00 AM	0	7	0	0	1	1	0	2	1	0	3	2	0	0	17
03:15 AM	0	8	1	0	0	0	0	0	1	0	0	1	0	0	11
03:30 AM	2	10	1	0	0	1	0	0	2	0	0	0	0	1	17
03:45 AM	1	11	5	0	1	2	0	2	1	0	0	1	0	0	24
04:00 AM	0	15	0	0	0	0	0	3	4	0	2	2	0	0	26
04:15 AM	0	11	5	0	0	0	0	1	4	0	0	2	0	0	23
04:30 AM	0	25	3	0	1	0	0	0	0	0	1	2	0	0	32
04:45 AM	2	12	1	0	3	2	0	0	0	0	0	0	0	3	23
05:00 AM	1	14	6	0	3	2	0	1	2	0	0	1	0	0	30
05:15 AM	0	12	5	0	4	1	0	3	0	0	0	2	0	0	27
05:30 AM	0	40	6	0	2	1	0	0	0	0	0	1	0	0	50
05:45 AM	0	45	9	0	2	0	0	3	1	0	0	0	0	0	60
Day Total															
Percent															
ADT															
9232															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	33	11	0	4	4	0	2	2	0	0	0	0	5	61
06:15 AM	1	28	14	0	5	3	0	3	1	0	0	0	0	0	55
06:30 AM	4	35	6	2	3	1	0	1	0	0	0	0	0	5	57
06:45 AM	2	40	6	0	7	1	0	0	3	0	0	1	0	2	62
07:00 AM	1	47	6	0	5	2	0	1	0	0	0	0	0	0	62
07:15 AM	2	42	10	0	3	1	0	1	1	0	0	0	0	0	60
07:30 AM	1	52	17	0	4	1	0	1	4	0	0	0	0	1	81
07:45 AM	1	42	14	0	4	1	0	1	2	0	0	0	0	0	65
08:00 AM	2	69	13	0	4	2	0	2	2	0	0	0	0	0	94
08:15 AM	2	59	21	1	5	1	0	0	3	0	0	0	0	0	92
08:30 AM	2	80	14	0	4	4	0	1	5	0	0	0	0	0	110
08:45 AM	1	73	28	1	8	0	0	1	1	0	0	0	0	0	113
09:00 AM	2	65	26	1	8	2	0	2	0	0	0	0	0	0	106
09:15 AM	5	94	30	3	17	6	0	2	1	1	0	0	0	0	159
09:30 AM	2	102	19	0	14	1	0	2	1	0	0	0	0	0	141
09:45 AM	1	95	17	0	15	0	0	5	2	0	0	0	0	0	135
10:00 AM	0	103	28	1	8	0	0	3	0	0	0	0	0	0	143
10:15 AM	0	113	29	0	7	0	0	1	2	0	0	0	0	0	152
10:30 AM	3	108	36	2	10	3	0	3	0	0	0	1	0	0	166
10:45 AM	2	110	19	1	12	1	0	3	3	0	0	0	0	0	151
11:00 AM	0	108	31	0	13	0	1	1	0	0	0	1	0	0	155
11:15 AM	1	93	30	0	14	1	0	1	2	0	0	1	0	0	143
11:30 AM	0	89	30	3	13	0	0	2	2	0	0	0	0	0	139
11:45 AM	5	120	28	1	6	5	0	5	2	0	0	1	0	0	173
Day Total															
Percent															
ADT															
9232															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	115	31	1	7	0	0	3	2	0	1	1	0	0	162
12:15 PM	3	106	27	2	11	1	0	1	3	0	0	0	0	1	155
12:30 PM	1	86	26	0	8	2	0	1	1	0	0	0	0	0	125
12:45 PM	0	98	19	1	13	2	0	6	0	0	0	1	0	0	140
01:00 PM	3	86	28	0	4	3	0	3	1	0	0	0	0	0	128
01:15 PM	1	102	20	1	8	2	0	4	0	0	0	0	0	0	138
01:30 PM	1	104	32	0	7	1	0	2	2	0	0	2	0	0	151
01:45 PM	3	107	25	1	8	2	0	1	0	0	0	0	0	0	147
02:00 PM	1	91	22	1	6	0	0	3	0	0	0	0	0	1	125
02:15 PM	4	97	22	0	11	4	0	1	1	0	0	1	0	0	141
02:30 PM	3	111	26	2	5	2	0	0	5	0	0	0	0	4	158
02:45 PM	5	198	46	1	12	7	0	3	0	0	0	0	0	0	272
03:00 PM	8	210	44	3	8	5	0	4	4	0	0	0	0	0	286
03:15 PM	6	204	32	1	9	4	0	1	4	0	0	0	0	0	261
03:30 PM	2	233	45	1	7	2	0	2	0	0	0	0	0	0	292
03:45 PM	2	156	26	0	7	1	0	3	5	0	0	0	0	0	200
04:00 PM	3	112	27	1	4	3	0	6	0	0	0	1	0	0	157
04:15 PM	5	107	24	1	15	3	0	2	2	0	0	0	0	0	159
04:30 PM	3	89	26	2	7	2	0	2	2	0	1	1	0	1	136
04:45 PM	1	95	25	0	4	0	0	0	0	0	0	1	0	0	126
05:00 PM	2	94	25	0	9	2	0	4	2	0	0	2	0	1	141
05:15 PM	0	109	23	0	9	0	0	2	1	0	0	1	0	0	145
05:30 PM	1	93	29	0	6	1	0	4	1	0	0	0	0	0	135
05:45 PM	2	103	30	1	9	1	0	1	2	0	0	1	0	0	150
Day Total Percent															
ADT 9232															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135851
DIRECTION: SB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	5	106	28	0	7	3	0	1	0	0	0	0	0	0	150
06:15 PM	1	82	18	1	5	1	0	1	0	0	1	1	0	0	111
06:30 PM	1	89	27	1	4	1	0	1	0	0	0	2	0	0	126
06:45 PM	0	91	18	0	9	1	0	1	1	0	0	0	0	0	121
07:00 PM	1	76	18	0	8	0	0	3	0	0	1	2	0	0	109
07:15 PM	0	76	17	1	6	2	0	1	0	0	0	1	0	0	104
07:30 PM	2	80	21	1	9	1	0	1	1	0	0	2	0	1	119
07:45 PM	1	67	14	0	5	2	0	0	0	0	0	3	0	0	92
08:00 PM	0	72	17	0	7	2	0	1	0	0	0	3	0	0	102
08:15 PM	1	64	15	0	5	3	0	2	2	0	0	2	0	1	95
08:30 PM	2	75	11	0	7	1	0	1	1	0	0	1	0	0	99
08:45 PM	1	43	15	0	5	1	0	3	0	0	0	0	0	0	68
09:00 PM	1	45	15	0	3	1	0	2	2	0	1	0	0	0	70
09:15 PM	1	38	6	0	2	1	0	2	0	0	0	2	0	0	52
09:30 PM	1	37	6	0	1	1	0	0	0	0	0	0	0	0	46
09:45 PM	0	36	6	0	2	1	0	0	0	0	0	1	0	0	46
10:00 PM	0	46	10	1	5	0	0	0	0	0	0	2	0	0	64
10:15 PM	0	39	3	0	1	0	0	1	0	0	2	1	0	0	47
10:30 PM	0	22	4	0	1	1	0	0	0	0	1	1	0	0	30
10:45 PM	1	34	4	0	3	1	0	0	1	0	1	0	0	0	45
11:00 PM	0	25	8	0	1	0	0	0	0	0	1	2	0	0	37
11:15 PM	1	31	7	0	0	1	0	0	0	0	1	3	0	0	44
11:30 PM	0	30	2	0	1	0	0	0	0	0	1	1	0	0	35
11:45 PM	1	45	4	0	0	3	0	0	1	0	1	0	0	0	55
Day Total	143	6431	1542	43	509	137	2	150	113	1	33	84	0	44	9232
Percent	1.5%	69.7%	16.7%	0.5%	5.5%	1.5%	0%	1.6%	1.2%	0%	0.4%	0.9%	0%	0.5%	
ADT 9232															
AM Peak 15-min Vol	1:15 AM 5	11:45 AM 120	10:30 AM 36	9:15 AM 3	9:15 AM 17	9:15 AM 6	12:00 AM 1	2:45 AM 5	8:30 AM 5	9:15 AM 1	1:30 AM 4	1:00 AM 5	12:00 AM 0	12:00 AM 7	11:45 AM 173
PM Peak 15-min Vol	3:00 PM 8	3:30 PM 233	2:45 PM 46	3:00 PM 3	4:15 PM 15	2:45 PM 7	12:00 PM 0	12:45 PM 6	2:30 PM 5	12:00 PM 0	10:15 PM 2	7:45 PM 3	12:00 PM 0	2:30 PM 4	3:30 PM 292

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	23	2	0	1	0	0	1	0	0	1	1	0	0	29
12:15 AM	1	17	2	0	0	1	0	1	0	0	0	0	0	0	22
12:30 AM	1	21	1	0	0	0	0	0	0	0	0	1	0	2	26
12:45 AM	1	16	1	0	0	2	0	0	0	0	0	0	0	0	20
01:00 AM	0	12	0	0	0	0	0	1	0	0	0	1	0	0	14
01:15 AM	0	12	0	0	0	0	0	0	1	0	3	3	0	0	19
01:30 AM	0	11	1	0	0	0	0	0	1	0	1	1	0	0	15
01:45 AM	0	12	1	0	1	0	0	1	0	0	0	2	0	0	17
02:00 AM	0	9	1	0	1	0	0	0	0	0	0	2	0	0	13
02:15 AM	0	8	2	0	0	1	0	0	1	0	1	2	0	0	15
02:30 AM	0	8	2	0	1	0	0	0	0	0	0	2	0	0	13
02:45 AM	1	9	4	0	0	0	0	0	0	0	3	0	0	0	17
03:00 AM	0	11	1	0	1	0	0	0	0	0	0	3	0	0	16
03:15 AM	2	3	0	0	0	0	0	0	3	0	0	3	0	1	12
03:30 AM	0	8	1	0	0	1	0	0	0	0	0	1	0	0	11
03:45 AM	1	11	1	0	0	1	0	0	0	0	1	0	0	0	15
04:00 AM	0	9	0	0	1	0	0	0	1	0	0	1	0	0	12
04:15 AM	1	14	1	0	0	0	0	0	1	0	0	0	0	0	17
04:30 AM	0	11	1	0	1	0	0	0	1	0	0	2	0	0	16
04:45 AM	0	19	1	0	2	0	0	0	0	0	1	1	0	0	24
05:00 AM	0	10	2	0	2	0	0	0	1	0	0	2	0	0	17
05:15 AM	0	15	4	0	0	0	0	1	0	0	1	0	0	0	21
05:30 AM	0	17	2	0	0	0	0	1	0	0	0	0	0	0	20
05:45 AM	0	26	3	0	1	0	0	0	0	0	0	0	0	0	30
Day Total															
Percent															
ADT															
6980															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	38	3	0	1	1	0	1	0	0	0	0	0	1	46
06:15 AM	1	20	3	0	1	0	0	1	0	0	0	2	0	2	30
06:30 AM	0	25	1	0	1	1	0	0	0	0	0	0	0	0	28
06:45 AM	1	26	6	2	1	1	0	2	0	0	0	1	0	1	41
07:00 AM	0	21	5	0	3	0	0	0	1	0	0	0	0	0	30
07:15 AM	1	25	4	0	3	1	0	2	1	0	0	0	0	1	38
07:30 AM	2	33	4	0	5	2	0	3	1	0	0	1	0	0	51
07:45 AM	3	39	12	2	2	2	0	1	1	0	0	1	0	0	63
08:00 AM	4	42	4	0	10	2	0	0	1	0	0	0	0	1	64
08:15 AM	4	58	7	0	3	6	0	2	1	0	0	1	0	0	82
08:30 AM	0	49	6	0	2	0	0	1	3	0	0	0	0	0	61
08:45 AM	0	62	22	0	4	1	0	1	1	0	0	0	0	2	93
09:00 AM	5	52	16	0	5	1	0	1	1	0	0	0	0	1	82
09:15 AM	0	50	13	0	8	1	0	1	0	0	0	0	0	0	73
09:30 AM	2	75	15	0	10	2	0	2	2	0	0	0	0	0	108
09:45 AM	1	104	23	0	9	2	0	1	0	0	0	0	0	1	141
10:00 AM	1	72	19	2	10	2	0	1	1	0	0	0	0	0	108
10:15 AM	0	90	24	1	12	0	0	0	0	0	0	0	0	0	127
10:30 AM	1	104	29	1	17	1	0	4	0	0	0	0	0	1	158
10:45 AM	3	87	26	1	8	1	0	4	0	0	0	0	0	0	130
11:00 AM	1	81	24	1	6	1	0	1	0	0	0	0	0	0	115
11:15 AM	1	88	23	1	16	1	0	5	0	0	0	0	0	0	135
11:30 AM	0	82	27	1	7	0	0	5	1	0	0	0	0	0	123
11:45 AM	3	107	29	2	7	1	0	5	0	0	0	1	0	0	155
Day Total															
Percent															
ADT															
6980															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	81	20	1	12	0	0	3	2	0	0	0	0	0	120
12:15 PM	0	126	28	1	6	0	0	3	0	0	0	1	0	1	166
12:30 PM	4	105	36	2	10	4	0	4	0	0	0	0	0	0	165
12:45 PM	3	131	24	1	15	1	0	3	0	0	0	0	0	0	178
01:00 PM	2	96	21	0	10	3	0	3	1	0	0	0	0	0	136
01:15 PM	1	109	30	0	11	1	0	1	0	0	0	0	0	0	153
01:30 PM	2	93	15	0	9	1	0	4	0	0	0	0	0	1	125
01:45 PM	3	85	24	0	11	2	0	1	0	0	0	0	0	0	126
02:00 PM	0	107	26	1	6	1	0	5	1	0	0	0	0	0	147
02:15 PM	1	82	27	1	4	0	0	1	2	0	0	0	0	0	118
02:30 PM	4	103	25	0	10	0	0	2	0	0	0	0	0	1	145
02:45 PM	4	77	25	0	10	2	0	2	1	0	0	0	0	1	122
03:00 PM	1	85	21	1	8	1	0	0	0	0	0	0	0	1	118
03:15 PM	1	87	26	0	9	0	0	1	2	0	0	0	0	0	126
03:30 PM	2	85	23	2	12	1	0	2	0	0	0	0	0	0	127
03:45 PM	4	116	29	1	9	2	0	3	1	0	0	0	0	0	165
04:00 PM	2	90	14	0	13	1	0	3	0	0	0	0	0	0	123
04:15 PM	3	94	22	0	12	1	0	1	0	0	0	1	0	0	134
04:30 PM	0	71	25	1	3	0	0	5	0	0	0	1	0	0	106
04:45 PM	2	72	21	1	6	1	0	3	1	0	0	0	0	0	107
05:00 PM	2	75	22	0	11	1	0	8	1	0	0	2	0	0	122
05:15 PM	4	91	16	0	7	3	0	3	0	0	0	0	0	0	124
05:30 PM	1	65	22	2	4	1	0	0	0	0	0	0	0	0	95
05:45 PM	2	64	8	1	5	2	0	3	0	0	0	1	0	2	88
Day Total															
Percent															
ADT															
6980															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135851

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	83	18	0	7	1	0	3	0	0	0	2	0	0	115
06:15 PM	1	73	21	0	4	1	0	1	0	0	0	0	0	0	101
06:30 PM	1	66	16	1	1	2	0	0	1	0	0	0	0	0	88
06:45 PM	2	78	17	1	6	0	0	1	0	0	1	0	0	1	107
07:00 PM	0	60	14	0	4	1	0	4	4	0	0	1	0	0	88
07:15 PM	2	49	12	0	5	2	0	0	2	0	1	0	0	0	73
07:30 PM	2	43	8	0	6	1	0	2	1	0	0	1	0	0	64
07:45 PM	5	56	11	0	1	2	0	2	0	0	0	3	0	0	80
08:00 PM	2	46	12	1	0	2	0	0	0	0	0	3	0	0	66
08:15 PM	3	32	6	5	4	0	0	1	0	0	0	0	0	0	51
08:30 PM	2	29	5	1	4	2	0	1	1	0	0	2	0	0	47
08:45 PM	0	28	9	0	2	0	0	4	0	0	0	0	0	0	43
09:00 PM	1	29	11	0	0	1	0	2	2	0	0	2	0	0	48
09:15 PM	2	33	5	1	4	2	0	1	0	0	1	0	0	0	49
09:30 PM	7	33	5	0	1	2	0	0	0	0	0	2	0	1	51
09:45 PM	1	23	3	0	2	0	0	0	0	0	1	2	0	0	32
10:00 PM	2	24	5	1	0	3	0	0	1	0	0	1	0	3	40
10:15 PM	1	16	2	0	2	1	0	0	3	0	0	4	0	0	29
10:30 PM	0	22	4	0	2	1	0	0	1	0	0	1	0	0	31
10:45 PM	0	15	0	0	0	0	0	0	0	0	1	1	0	0	17
11:00 PM	1	12	2	2	0	0	0	1	0	0	0	1	0	3	22
11:15 PM	2	25	3	0	1	2	0	0	1	0	3	0	0	0	37
11:30 PM	4	10	2	0	1	2	0	0	1	0	1	2	0	1	24
11:45 PM	1	16	5	0	1	1	0	0	1	0	0	3	0	0	28
Day Total	135	4833	1125	43	434	94	0	137	56	0	21	72	0	30	6980
Percent	1.9%	69.2%	16.1%	0.6%	6.2%	1.3%	0%	2%	0.8%	0%	0.3%	1%	0%	0.4%	
ADT 6980															
AM Peak 15-min Vol	9:00 AM	11:45 AM	10:30 AM	6:45 AM	10:30 AM	8:15 AM	12:00 AM	11:15 AM	3:15 AM	12:00 AM	1:15 AM	1:15 AM	12:00 AM	12:30 AM	10:30 AM
	5	107	29	2	17	6	0	5	3	0	3	3	0	2	158
PM Peak 15-min Vol	9:30 PM	12:45 PM	12:30 PM	8:15 PM	12:45 PM	12:30 PM	12:00 PM	5:00 PM	7:00 PM	12:00 PM	11:15 PM	10:15 PM	12:00 PM	10:00 PM	12:45 PM
	7	131	36	5	15	4	0	8	4	0	3	4	0	3	178

Comments:

LOCATION: I-75 SB On Ramp from US 27 (Old Blitchton Rd) **QC JOB #:** 15135851
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1537	37518	11036	555	4088	1727	18	1286	1582	22	226	611	0	405	60611
Percent	2.5%	61.9%	18.2%	0.9%	6.7%	2.8%	0%	2.1%	2.6%	0%	0.4%	1%	0%	0.7%	
ADT 8658															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	32	2	0	0	0	0	2	0	0	1	0	0	1	38
12:15 AM	0	19	2	0	0	0	0	1	1	0	1	0	0	0	24
12:30 AM	0	24	3	0	0	0	0	1	1	0	0	0	0	0	29
12:45 AM	0	14	4	0	0	0	0	3	0	0	1	0	0	1	23
01:00 AM	0	16	2	0	0	0	0	2	1	0	2	0	0	0	23
01:15 AM	0	20	2	0	0	0	0	1	0	0	4	0	0	1	28
01:30 AM	0	15	2	0	0	0	0	2	0	0	0	0	0	1	20
01:45 AM	0	18	2	0	0	0	0	1	1	0	0	0	0	1	23
02:00 AM	0	13	3	0	1	0	0	2	0	0	2	0	0	1	22
02:15 AM	0	8	2	0	0	0	0	0	0	0	2	0	0	0	12
02:30 AM	0	6	5	0	1	0	0	0	1	0	0	0	0	1	14
02:45 AM	0	16	1	0	0	0	0	0	1	0	1	0	0	0	19
03:00 AM	0	5	0	0	0	0	0	0	0	0	2	0	0	0	7
03:15 AM	0	3	0	0	1	0	0	1	0	0	1	0	0	1	7
03:30 AM	0	7	0	0	1	0	0	1	0	0	1	0	0	0	10
03:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
04:00 AM	0	4	0	0	0	0	0	0	1	0	4	0	0	0	9
04:15 AM	0	4	0	0	0	0	0	3	0	0	0	0	0	1	8
04:30 AM	0	7	1	0	1	0	0	0	0	0	1	0	0	1	11
04:45 AM	0	8	1	0	0	0	0	0	1	0	3	0	0	0	13
05:00 AM	0	6	1	0	0	0	0	1	0	0	1	0	0	2	11
05:15 AM	0	12	1	0	0	0	0	1	0	0	0	0	0	2	16
05:30 AM	0	41	4	0	0	0	0	0	1	0	0	0	0	2	48
05:45 AM	0	33	6	3	3	0	0	0	0	0	1	0	0	7	53
Day Total															
Percent															
ADT 6207															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	13	1	0	1	0	0	2	0	0	0	0	0	1	18
06:15 AM	0	10	7	0	2	0	0	2	0	0	1	0	0	4	26
06:30 AM	0	18	3	0	4	0	0	0	0	0	1	0	0	1	27
06:45 AM	0	21	5	0	0	0	0	1	0	0	1	0	0	2	30
07:00 AM	0	34	4	0	1	0	0	2	1	0	0	0	0	7	49
07:15 AM	0	34	15	0	1	0	0	1	0	0	0	0	0	5	56
07:30 AM	0	44	8	0	2	0	0	2	0	0	0	0	0	2	58
07:45 AM	0	41	9	0	1	0	0	1	0	0	1	0	0	5	58
08:00 AM	0	38	10	0	2	0	0	1	0	0	0	0	0	1	52
08:15 AM	0	41	13	0	1	0	0	4	0	0	1	0	0	1	61
08:30 AM	0	39	10	0	1	0	0	0	0	0	0	0	0	1	51
08:45 AM	0	46	9	0	2	0	0	2	0	0	0	0	0	3	62
09:00 AM	0	46	8	0	4	0	0	1	0	0	0	0	0	8	67
09:15 AM	0	51	14	0	3	0	0	0	0	0	0	0	0	5	73
09:30 AM	0	76	14	0	3	0	0	0	0	0	0	0	0	5	98
09:45 AM	0	66	17	0	2	0	0	2	0	0	0	0	0	2	89
10:00 AM	0	57	20	0	3	0	0	1	0	0	0	0	0	3	84
10:15 AM	0	70	15	0	3	0	0	3	0	0	0	0	0	1	92
10:30 AM	0	71	16	0	2	0	0	4	0	0	1	0	0	3	97
10:45 AM	0	82	16	0	2	0	0	2	0	0	0	0	0	4	106
11:00 AM	0	63	16	0	4	0	0	0	0	0	0	0	0	4	87
11:15 AM	0	67	12	0	3	0	0	3	1	0	0	0	0	4	90
11:30 AM	0	75	24	1	0	0	0	2	0	0	1	0	0	3	106
11:45 AM	0	80	12	0	2	0	0	2	0	0	0	0	0	5	101
Day Total															
Percent															
ADT 6207															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	73	13	0	0	0	0	5	0	0	0	0	0	4	95
12:15 PM	0	87	18	0	2	0	0	2	0	0	0	0	0	2	111
12:30 PM	0	77	23	0	4	0	0	1	0	0	0	0	0	5	110
12:45 PM	0	65	20	0	3	0	0	6	1	0	0	0	0	5	100
01:00 PM	0	96	17	0	3	0	0	3	0	0	0	0	0	2	121
01:15 PM	0	76	12	0	3	0	0	1	0	0	1	0	0	6	99
01:30 PM	0	84	20	0	1	0	0	0	0	0	0	0	0	4	109
01:45 PM	0	78	16	0	2	0	0	2	0	0	0	0	0	4	102
02:00 PM	0	84	17	0	1	0	0	1	0	0	0	0	0	3	106
02:15 PM	1	72	17	0	0	0	0	3	1	0	0	0	0	7	101
02:30 PM	0	83	11	0	3	0	0	6	0	0	0	0	0	6	109
02:45 PM	1	82	21	0	1	0	0	2	0	0	0	0	0	4	111
03:00 PM	0	70	25	0	4	0	0	2	0	0	0	0	0	4	105
03:15 PM	0	61	16	0	1	0	0	4	0	0	0	0	0	2	84
03:30 PM	0	91	23	0	6	0	0	2	0	0	0	0	0	3	125
03:45 PM	0	70	14	1	4	0	0	3	0	0	0	0	0	4	96
04:00 PM	0	87	12	0	6	0	0	1	0	0	0	0	0	5	111
04:15 PM	0	85	13	0	6	0	0	2	0	0	1	0	0	3	110
04:30 PM	1	92	17	0	6	0	0	7	0	0	0	0	0	5	128
04:45 PM	0	85	15	0	2	0	0	1	0	0	0	0	0	3	106
05:00 PM	0	83	19	0	3	0	0	4	0	0	0	0	0	2	111
05:15 PM	0	66	23	0	7	1	0	2	0	0	0	0	0	4	103
05:30 PM	0	88	11	0	4	0	0	5	0	0	0	0	0	4	112
05:45 PM	0	72	18	0	6	0	0	3	0	0	0	0	0	2	101
Day Total															
Percent															
ADT 6207															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135852
DIRECTION: NB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	67	9	0	3	0	0	1	0	0	0	0	0	2	82
06:15 PM	0	81	20	0	4	1	0	3	0	0	0	0	0	3	112
06:30 PM	0	105	17	0	5	0	0	1	0	0	0	0	0	7	135
06:45 PM	0	86	9	1	2	0	0	0	0	0	0	0	0	1	99
07:00 PM	0	67	12	0	1	0	0	3	0	0	0	0	0	2	85
07:15 PM	0	74	13	0	0	0	0	0	0	0	0	0	0	1	88
07:30 PM	0	67	8	0	2	1	0	3	0	0	0	0	0	2	83
07:45 PM	0	60	9	1	1	0	0	2	0	0	0	0	0	0	73
08:00 PM	0	64	8	0	3	0	0	2	0	0	0	0	0	5	82
08:15 PM	0	63	7	1	1	0	0	1	1	0	0	0	0	3	77
08:30 PM	0	52	3	0	1	0	0	1	0	0	0	0	0	1	58
08:45 PM	1	38	4	0	0	0	0	2	1	0	0	0	0	2	48
09:00 PM	0	32	8	0	0	0	0	1	0	0	0	0	1	1	43
09:15 PM	0	38	8	1	2	0	0	1	2	0	1	0	0	0	53
09:30 PM	0	35	2	0	0	0	0	0	1	0	0	0	0	2	40
09:45 PM	0	24	6	0	0	0	0	2	0	0	0	0	0	3	35
10:00 PM	0	44	5	0	2	0	0	2	0	0	3	0	0	0	56
10:15 PM	0	26	4	0	3	0	0	2	0	0	1	0	0	0	36
10:30 PM	0	30	5	0	1	0	0	1	0	0	1	0	0	2	40
10:45 PM	0	28	6	0	1	1	0	4	0	0	1	0	0	4	45
11:00 PM	0	29	4	0	2	0	0	1	0	0	2	0	0	1	39
11:15 PM	0	18	6	0	2	0	0	1	0	0	0	0	0	4	31
11:30 PM	0	29	6	0	2	0	0	1	0	0	2	0	0	5	45
11:45 PM	0	32	5	0	1	0	0	2	0	0	1	0	0	6	47
Day Total	4	4612	917	9	174	4	0	166	18	0	49	0	1	253	6207
Percent	0.1%	74.3%	14.8%	0.1%	2.8%	0.1%	0%	2.7%	0.3%	0%	0.8%	0%	0%	4.1%	
ADT 6207															
AM Peak 15-min Vol	12:00 AM	10:45 AM	11:30 AM	5:45 AM	6:30 AM	12:00 AM	12:00 AM	8:15 AM	12:15 AM	12:00 AM	1:15 AM	12:00 AM	12:00 AM	9:00 AM	10:45 AM
	0	82	24	3	4	0	0	4	1	0	4	0	0	8	106
PM Peak 15-min Vol	2:15 PM	6:30 PM	3:00 PM	3:45 PM	5:15 PM	5:15 PM	12:00 PM	4:30 PM	9:15 PM	12:00 PM	10:00 PM	12:00 PM	9:00 PM	2:15 PM	6:30 PM
	1	105	25	1	7	1	0	7	2	0	3	0	1	7	135

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	19	2	0	0	0	0	3	0	0	3	0	0	1	28
12:15 AM	0	17	2	0	0	0	0	0	0	0	1	0	0	3	23
12:30 AM	0	12	2	0	0	0	0	4	0	0	2	0	0	2	22
12:45 AM	0	6	1	0	0	0	0	2	0	0	2	0	0	0	11
01:00 AM	0	7	2	0	3	0	0	1	0	0	3	0	0	2	18
01:15 AM	0	5	0	1	5	0	0	0	0	0	2	0	0	2	15
01:30 AM	0	6	2	0	1	0	0	2	0	0	2	0	0	2	15
01:45 AM	0	2	3	0	0	0	0	4	0	0	0	0	0	0	9
02:00 AM	0	5	0	0	0	0	0	3	0	0	0	0	0	0	8
02:15 AM	0	3	1	0	1	0	0	2	0	0	0	0	0	2	9
02:30 AM	0	5	0	0	1	0	0	2	1	0	1	0	0	2	12
02:45 AM	0	1	1	0	1	0	0	3	0	0	1	0	0	1	8
03:00 AM	0	3	1	0	0	0	0	4	0	0	1	0	0	1	10
03:15 AM	0	2	3	0	2	0	0	5	0	0	1	0	0	1	14
03:30 AM	0	6	3	0	1	0	0	2	0	0	1	0	0	1	14
03:45 AM	0	5	3	0	2	0	0	3	0	0	0	0	0	2	15
04:00 AM	0	8	0	0	1	0	0	5	0	0	1	0	0	0	15
04:15 AM	0	9	1	0	3	0	0	4	0	0	1	0	0	1	19
04:30 AM	0	11	3	0	1	0	0	2	0	0	1	0	1	1	20
04:45 AM	0	16	3	0	2	0	0	4	0	0	2	0	0	3	30
05:00 AM	0	11	4	0	2	0	0	2	0	0	1	0	0	2	22
05:15 AM	0	31	8	0	0	0	0	3	0	0	2	0	0	3	47
05:30 AM	0	31	8	1	4	1	0	2	0	0	0	0	0	1	48
05:45 AM	0	39	11	0	4	0	0	1	0	0	2	0	0	4	61
Day Total															
Percent															
ADT															
7980															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	30	12	0	3	1	0	2	0	0	1	0	0	3	52
06:15 AM	0	62	20	0	4	0	0	5	0	0	1	0	0	1	93
06:30 AM	0	72	31	1	12	0	0	13	0	0	0	0	0	3	132
06:45 AM	0	69	43	1	11	0	0	12	1	0	0	0	0	5	142
07:00 AM	0	93	25	3	7	0	0	9	0	0	1	0	0	4	142
07:15 AM	0	97	32	1	11	0	0	7	0	0	0	0	0	8	156
07:30 AM	0	127	37	1	11	0	0	1	0	0	0	0	0	4	181
07:45 AM	0	102	29	0	8	0	0	5	0	0	0	0	0	10	154
08:00 AM	0	82	26	0	10	0	0	7	0	0	0	0	1	2	128
08:15 AM	0	64	20	1	8	0	0	12	0	0	1	0	0	7	113
08:30 AM	0	71	28	1	12	0	0	7	0	0	0	0	0	5	124
08:45 AM	0	78	21	0	7	0	0	8	0	0	0	0	0	5	119
09:00 AM	0	63	19	0	5	0	0	7	0	0	0	0	0	6	100
09:15 AM	0	72	15	0	3	0	0	8	0	0	2	0	0	3	103
09:30 AM	0	59	20	0	5	0	0	8	0	0	0	0	0	5	97
09:45 AM	0	63	19	0	10	0	0	16	0	0	0	0	0	4	112
10:00 AM	0	61	22	0	9	0	0	12	0	0	1	0	0	4	109
10:15 AM	0	71	25	0	9	0	0	11	0	0	0	0	0	3	119
10:30 AM	0	49	29	1	9	0	0	13	0	0	0	0	0	5	106
10:45 AM	0	68	29	1	10	0	0	11	0	0	0	1	0	7	127
11:00 AM	0	57	24	1	12	0	0	13	0	0	1	0	0	6	114
11:15 AM	0	59	21	0	8	0	0	12	0	0	1	0	0	5	106
11:30 AM	0	89	27	0	7	1	0	17	0	0	0	0	0	4	145
11:45 AM	0	67	21	0	7	0	0	11	0	0	0	0	0	11	117
Day Total															
Percent															
ADT															
7980															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	78	21	1	7	0	0	11	0	0	1	0	0	6	125
12:15 PM	0	78	24	0	7	0	0	10	1	0	0	0	0	5	125
12:30 PM	0	79	28	0	11	0	0	15	0	0	1	0	0	6	140
12:45 PM	0	69	17	0	12	0	0	15	0	0	1	0	0	6	120
01:00 PM	0	61	24	0	10	0	0	16	0	0	0	0	0	10	121
01:15 PM	0	53	22	1	6	0	0	10	0	0	0	0	0	10	102
01:30 PM	0	70	22	0	6	0	0	8	0	0	0	0	0	6	112
01:45 PM	0	82	27	0	13	0	0	13	0	0	0	0	0	5	140
02:00 PM	0	63	23	1	7	0	0	12	0	0	0	0	0	2	108
02:15 PM	0	78	27	2	5	0	0	12	0	0	1	0	0	3	128
02:30 PM	0	81	30	0	14	0	0	7	0	0	1	0	0	3	136
02:45 PM	0	74	35	0	10	0	0	7	0	0	1	0	0	6	133
03:00 PM	0	90	30	0	5	0	0	8	1	0	1	0	0	4	139
03:15 PM	0	95	28	0	9	0	0	11	0	0	1	0	0	2	146
03:30 PM	0	100	15	1	9	1	0	5	0	0	1	0	0	6	138
03:45 PM	0	72	22	0	7	0	0	5	0	0	0	0	0	2	108
04:00 PM	0	88	27	0	11	0	0	8	0	0	0	0	0	4	138
04:15 PM	0	73	23	0	5	0	0	10	1	0	0	0	0	1	113
04:30 PM	0	88	31	0	6	0	0	5	0	0	0	0	0	0	130
04:45 PM	0	80	25	0	4	2	0	13	0	0	1	0	0	3	128
05:00 PM	0	94	25	1	9	0	0	6	0	0	0	0	0	4	139
05:15 PM	0	107	31	0	10	0	0	5	2	0	0	0	0	4	159
05:30 PM	0	92	20	0	11	0	0	5	0	0	0	0	0	4	132
05:45 PM	0	93	19	0	7	0	0	7	0	0	1	0	0	3	130
Day Total															
Percent															
ADT															
7980															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	88	21	0	8	0	0	3	0	0	0	0	0	6	126
06:15 PM	0	82	27	0	8	0	0	2	0	0	0	0	0	1	120
06:30 PM	0	86	15	3	5	0	0	8	0	0	0	0	0	3	120
06:45 PM	0	65	21	0	8	0	0	6	0	0	0	0	0	3	103
07:00 PM	0	71	15	0	10	0	0	5	0	0	1	0	0	2	104
07:15 PM	0	59	10	0	2	0	0	1	0	0	0	0	0	2	74
07:30 PM	0	50	10	0	4	1	0	6	0	0	0	0	0	3	74
07:45 PM	0	64	11	0	2	0	0	4	0	0	1	0	0	5	87
08:00 PM	0	58	14	0	6	0	0	4	0	0	0	0	0	3	85
08:15 PM	0	42	8	0	9	0	0	4	0	0	0	0	0	1	64
08:30 PM	0	42	7	0	6	0	0	1	0	0	1	0	0	4	61
08:45 PM	0	21	4	0	1	0	0	4	0	0	0	0	0	1	31
09:00 PM	0	35	5	2	2	0	0	0	0	0	1	0	0	3	48
09:15 PM	0	39	6	0	1	0	0	1	0	0	1	0	0	2	50
09:30 PM	0	36	2	0	2	0	0	2	0	0	1	0	0	3	46
09:45 PM	0	29	4	1	1	0	0	4	0	0	1	0	0	0	40
10:00 PM	0	28	3	0	1	0	0	3	0	0	0	0	0	2	37
10:15 PM	0	31	3	0	1	1	0	2	1	0	1	0	0	0	40
10:30 PM	0	26	3	0	0	0	0	1	0	0	3	0	0	3	36
10:45 PM	0	22	5	0	1	0	0	3	0	0	5	0	0	1	37
11:00 PM	0	16	1	1	2	0	0	4	0	0	1	0	0	1	26
11:15 PM	1	15	4	1	1	1	0	2	0	0	2	0	0	1	28
11:30 PM	0	26	0	0	1	0	0	4	0	0	1	0	0	2	34
11:45 PM	0	27	0	0	1	0	0	1	1	0	3	0	0	2	35
Day Total	1	4981	1454	29	516	9	0	589	9	0	73	1	2	316	7980
Percent	0%	62.4%	18.2%	0.4%	6.5%	0.1%	0%	7.4%	0.1%	0%	0.9%	0%	0%	4%	
ADT 7980															
AM Peak 15-min Vol	12:00 AM	7:30 AM	6:45 AM	7:00 AM	6:30 AM	5:30 AM	12:00 AM	11:30 AM	2:30 AM	12:00 AM	12:00 AM	10:45 AM	4:30 AM	11:45 AM	7:30 AM
	0	127	43	3	12	1	0	17	1	0	3	1	1	11	181
PM Peak 15-min Vol	11:15 PM	5:15 PM	2:45 PM	6:30 PM	2:30 PM	4:45 PM	12:00 PM	1:00 PM	5:15 PM	12:00 PM	10:45 PM	12:00 PM	12:00 PM	1:00 PM	5:15 PM
	1	107	35	3	14	2	0	16	2	0	5	0	0	10	159

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	22	1	0	0	0	0	1	0	0	5	0	0	2	31
12:15 AM	0	15	5	0	0	0	0	2	2	0	3	0	0	0	27
12:30 AM	0	13	2	1	2	0	0	0	0	0	2	0	0	1	21
12:45 AM	0	10	2	0	3	0	0	5	0	0	1	0	0	1	22
01:00 AM	0	15	0	0	1	0	0	2	0	0	2	0	0	1	21
01:15 AM	0	5	3	0	1	0	0	0	0	0	1	0	0	2	12
01:30 AM	0	6	1	0	0	0	0	1	0	0	1	0	0	1	10
01:45 AM	0	6	0	0	0	0	0	4	1	0	1	0	0	1	13
02:00 AM	0	4	2	0	1	0	0	3	0	0	4	0	0	0	14
02:15 AM	0	8	3	0	0	0	0	1	0	0	0	0	0	1	13
02:30 AM	0	5	1	0	0	0	0	2	0	0	3	0	0	1	12
02:45 AM	0	3	0	0	0	1	0	3	0	0	2	0	0	1	10
03:00 AM	0	7	0	1	3	0	0	1	0	0	2	0	0	2	16
03:15 AM	0	5	5	0	3	0	0	2	0	0	2	0	0	5	22
03:30 AM	0	5	1	0	1	0	0	1	0	0	3	0	0	0	11
03:45 AM	0	7	2	0	3	0	0	2	0	0	3	0	0	2	19
04:00 AM	0	5	0	0	0	0	0	2	0	0	5	0	0	1	13
04:15 AM	0	7	1	0	2	0	0	5	1	0	2	0	0	6	24
04:30 AM	0	13	2	0	3	1	0	3	1	0	1	0	0	3	27
04:45 AM	0	17	6	0	1	0	0	4	0	0	1	0	0	2	31
05:00 AM	0	17	5	0	4	0	0	2	0	0	0	0	0	7	35
05:15 AM	0	38	7	0	0	0	0	5	1	0	0	0	0	6	57
05:30 AM	0	32	14	0	1	0	0	3	1	0	2	0	0	4	57
05:45 AM	0	39	10	0	2	0	0	0	0	0	0	0	0	6	57
Day Total															
Percent															
ADT															
7790															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	29	13	1	1	0	0	4	2	0	1	0	0	2	53
06:15 AM	0	51	16	0	9	0	0	5	0	0	2	0	0	5	88
06:30 AM	0	75	25	0	7	1	0	2	0	0	0	0	0	2	112
06:45 AM	0	71	28	1	6	0	0	5	0	0	1	0	0	5	117
07:00 AM	0	75	34	0	9	0	0	10	0	0	0	0	0	6	134
07:15 AM	0	107	35	3	11	0	0	4	0	0	1	0	0	12	173
07:30 AM	0	126	19	0	11	2	0	9	1	0	1	0	0	6	175
07:45 AM	0	114	27	1	6	0	0	6	0	0	1	0	0	5	160
08:00 AM	0	80	37	0	8	0	0	9	0	0	2	0	0	4	140
08:15 AM	0	67	22	2	5	0	0	12	0	0	2	0	0	3	113
08:30 AM	0	70	24	2	4	0	0	7	0	0	0	0	0	3	110
08:45 AM	0	67	24	0	7	0	0	3	0	0	2	0	0	9	112
09:00 AM	0	69	23	2	9	0	0	5	0	0	0	0	0	6	114
09:15 AM	0	74	24	0	4	0	0	11	0	0	1	0	0	1	115
09:30 AM	0	72	24	0	9	0	0	13	0	0	0	0	0	3	121
09:45 AM	0	65	25	0	4	0	0	8	0	0	0	0	1	2	105
10:00 AM	0	61	21	3	13	0	0	14	0	0	0	0	0	4	116
10:15 AM	0	74	14	0	6	0	0	7	0	0	1	0	0	2	104
10:30 AM	0	41	28	1	4	0	0	17	0	0	0	0	0	4	95
10:45 AM	0	57	29	1	9	1	0	10	1	0	1	0	0	5	114
11:00 AM	0	67	23	1	5	0	0	8	0	0	0	0	0	1	105
11:15 AM	0	79	18	1	3	0	0	17	0	0	0	0	0	5	123
11:30 AM	0	78	21	0	7	0	0	10	1	0	0	0	0	5	122
11:45 AM	0	68	23	0	5	0	0	11	1	0	1	0	0	2	111
Day Total															
Percent															
ADT															
7790															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	80	27	2	8	0	0	9	0	0	0	0	0	3	129
12:15 PM	0	72	27	4	9	0	0	15	0	0	1	0	0	1	129
12:30 PM	1	92	24	1	9	0	0	16	1	0	0	0	0	3	147
12:45 PM	0	64	19	0	11	0	0	21	0	0	0	0	0	2	117
01:00 PM	0	50	24	0	9	0	0	8	0	0	0	0	0	8	99
01:15 PM	0	71	26	0	7	0	0	14	0	0	0	0	0	1	119
01:30 PM	0	88	15	0	5	0	0	4	0	0	0	0	0	5	117
01:45 PM	0	62	23	0	6	0	0	13	0	0	0	0	0	5	109
02:00 PM	0	58	22	0	5	0	0	14	0	0	1	0	0	4	104
02:15 PM	0	63	29	0	8	0	0	9	0	0	0	0	0	3	112
02:30 PM	0	87	30	0	7	1	0	10	1	0	0	0	0	5	141
02:45 PM	0	68	23	0	8	0	0	7	1	0	0	0	0	5	112
03:00 PM	0	83	25	0	14	0	0	9	1	0	0	0	0	6	138
03:15 PM	0	90	21	0	6	0	0	9	0	0	1	0	0	4	131
03:30 PM	0	102	23	1	8	0	0	13	0	0	0	0	0	6	153
03:45 PM	0	83	27	1	5	0	0	11	0	0	0	0	0	4	131
04:00 PM	0	99	28	0	11	0	0	7	0	0	0	0	0	9	154
04:15 PM	0	112	17	1	5	0	0	6	0	0	0	0	0	3	144
04:30 PM	0	87	28	0	11	0	0	7	0	0	0	0	0	8	141
04:45 PM	0	109	20	0	8	1	0	6	1	0	0	0	0	3	148
05:00 PM	0	111	17	0	11	0	0	12	0	0	0	0	0	1	152
05:15 PM	0	116	25	0	11	0	0	3	0	0	0	0	0	2	157
05:30 PM	0	101	18	0	5	0	0	5	0	0	0	0	0	3	132
05:45 PM	0	81	13	0	3	1	0	3	2	0	0	0	0	0	103
Day Total															
Percent															
ADT															
7790															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135852
DIRECTION: NB
DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	66	11	0	6	0	0	6	0	0	0	0	0	0	89
06:15 PM	0	62	6	0	5	0	0	4	0	0	0	0	0	1	78
06:30 PM	0	88	13	0	1	0	0	4	0	0	0	0	0	0	106
06:45 PM	0	66	9	1	2	0	0	5	1	0	0	0	0	1	85
07:00 PM	0	57	15	1	1	1	0	3	0	0	0	0	0	1	79
07:15 PM	0	27	4	0	5	0	0	3	0	0	0	0	0	1	40
07:30 PM	0	42	7	1	3	0	0	3	0	0	0	0	0	1	57
07:45 PM	0	39	10	0	2	0	0	3	1	0	0	0	0	1	56
08:00 PM	0	49	13	1	4	0	0	2	0	0	0	0	0	1	70
08:15 PM	1	31	9	0	2	0	0	3	0	0	0	0	0	2	48
08:30 PM	0	30	7	0	2	0	0	1	1	0	0	0	0	2	43
08:45 PM	0	31	6	0	2	0	0	2	0	0	0	0	0	2	43
09:00 PM	0	33	9	0	1	0	0	3	0	0	0	0	0	0	46
09:15 PM	0	39	7	0	5	0	0	2	1	0	0	0	0	3	57
09:30 PM	1	35	2	0	0	0	0	2	2	0	0	0	0	1	41
09:45 PM	0	26	4	0	1	0	0	1	0	0	0	0	0	1	33
10:00 PM	0	28	4	1	2	0	0	2	3	0	0	0	0	3	43
10:15 PM	0	30	4	0	1	1	0	0	1	0	0	0	0	1	38
10:30 PM	0	24	3	0	1	0	0	1	0	0	1	0	0	2	32
10:45 PM	0	15	1	0	2	0	0	1	3	0	2	0	0	2	26
11:00 PM	0	24	3	0	1	0	0	1	1	0	0	0	0	2	32
11:15 PM	0	27	6	0	0	0	0	5	2	0	1	0	0	1	42
11:30 PM	0	30	2	0	3	0	0	4	3	0	0	0	0	4	46
11:45 PM	0	24	2	0	1	0	0	0	3	0	0	0	0	4	34
Day Total	3	4993	1358	36	436	11	0	551	42	0	70	0	1	289	7790
Percent	0%	64.1%	17.4%	0.5%	5.6%	0.1%	0%	7.1%	0.5%	0%	0.9%	0%	0%	3.7%	
ADT 7790															
AM Peak 15-min Vol	12:00 AM	7:30 AM	8:00 AM	7:15 AM	10:00 AM	7:30 AM	12:00 AM	10:30 AM	12:15 AM	12:00 AM	12:00 AM	12:00 AM	9:45 AM	7:15 AM	7:30 AM
	0	126	37	3	13	2	0	17	2	0	5	0	1	12	175
PM Peak 15-min Vol	12:30 PM	5:15 PM	2:30 PM	12:15 PM	3:00 PM	2:30 PM	12:00 PM	12:45 PM	10:00 PM	12:00 PM	10:45 PM	12:00 PM	12:00 PM	4:00 PM	5:15 PM
	1	116	30	4	14	1	0	21	3	0	2	0	0	9	157

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	27	1	0	0	0	0	3	2	0	1	0	0	0	34
12:15 AM	0	19	5	0	1	0	0	3	7	0	0	0	0	1	36
12:30 AM	0	20	2	0	4	0	0	2	3	0	0	0	0	0	31
12:45 AM	0	7	2	0	1	0	0	6	2	0	0	0	0	2	20
01:00 AM	0	9	1	0	1	0	0	1	2	0	0	0	1	1	16
01:15 AM	0	9	1	0	0	0	0	0	4	0	0	0	0	1	15
01:30 AM	0	13	0	0	3	0	0	3	2	0	1	0	0	0	22
01:45 AM	0	7	1	0	0	0	0	3	4	0	0	0	0	1	16
02:00 AM	0	3	0	0	0	0	0	3	2	0	2	0	0	0	10
02:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	0	4
02:30 AM	0	6	1	0	1	0	0	2	2	0	0	0	0	1	13
02:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	2	3	0	1	0	0	5	2	0	0	0	0	1	14
03:15 AM	0	4	1	0	2	0	0	6	2	0	1	0	0	1	17
03:30 AM	0	11	1	0	0	0	0	4	1	0	0	0	0	0	17
03:45 AM	0	10	0	0	2	0	0	3	4	0	2	0	0	2	23
04:00 AM	0	7	3	0	0	0	0	2	0	0	0	0	0	0	12
04:15 AM	0	11	4	0	0	0	0	6	2	0	1	0	0	0	24
04:30 AM	0	17	3	0	3	0	0	4	0	0	0	0	0	2	29
04:45 AM	0	19	8	0	1	0	0	2	1	0	0	0	0	1	32
05:00 AM	0	23	5	0	2	0	0	2	2	0	1	0	0	0	35
05:15 AM	0	31	8	0	1	0	0	3	1	0	3	0	0	3	50
05:30 AM	0	38	14	0	1	0	0	5	0	0	1	0	0	5	64
05:45 AM	0	42	9	1	2	2	0	8	3	0	0	0	0	2	69
Day Total															
Percent															
ADT															
8395															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	29	11	0	1	0	0	2	4	0	0	0	0	1	48
06:15 AM	0	60	15	0	1	0	0	7	1	0	0	0	0	0	84
06:30 AM	0	85	14	0	5	0	0	11	0	0	0	0	0	3	118
06:45 AM	0	84	25	1	4	0	0	13	0	0	0	0	0	1	128
07:00 AM	0	86	31	0	8	0	0	5	2	0	0	0	0	3	135
07:15 AM	0	126	23	1	7	0	0	2	1	0	0	0	0	4	164
07:30 AM	0	125	21	0	5	0	0	6	1	0	0	0	0	5	163
07:45 AM	0	120	21	0	7	0	0	10	1	0	1	0	0	3	163
08:00 AM	0	94	13	0	3	0	0	11	1	0	0	0	0	0	122
08:15 AM	0	71	24	1	8	0	0	9	1	0	0	0	0	4	118
08:30 AM	0	88	18	1	5	0	0	19	1	0	0	0	0	2	134
08:45 AM	0	76	14	0	10	0	0	4	0	0	1	0	0	4	109
09:00 AM	0	74	21	1	5	0	0	11	1	0	0	0	0	0	113
09:15 AM	0	62	25	1	7	0	0	10	0	0	0	0	0	1	106
09:30 AM	1	74	22	0	4	0	0	13	0	0	0	0	0	3	117
09:45 AM	0	67	18	0	5	0	0	8	1	0	0	0	0	1	100
10:00 AM	0	68	17	0	6	1	0	11	1	0	0	0	0	3	107
10:15 AM	0	80	29	0	6	0	0	11	0	0	0	0	0	2	128
10:30 AM	0	77	28	0	5	0	0	17	2	0	0	0	0	4	133
10:45 AM	0	63	17	0	3	1	0	11	2	0	0	0	0	2	99
11:00 AM	3	72	23	0	6	0	0	16	0	0	0	0	0	4	124
11:15 AM	1	62	17	0	4	0	0	15	1	0	2	0	0	2	104
11:30 AM	0	82	20	0	5	0	0	9	0	0	0	0	0	2	118
11:45 AM	0	70	14	0	3	0	0	5	0	0	0	0	0	3	95
Day Total															
Percent															
ADT															
8395															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	58	19	0	5	0	0	5	0	0	0	0	0	2	89
12:15 PM	0	72	13	0	6	0	0	6	0	0	0	0	0	3	100
12:30 PM	0	94	25	0	5	1	0	9	1	0	0	0	0	6	141
12:45 PM	0	76	20	0	4	0	0	10	0	0	0	0	0	2	112
01:00 PM	0	93	20	1	4	0	0	8	0	0	0	0	0	3	129
01:15 PM	0	72	25	0	10	1	0	12	0	0	0	0	0	6	126
01:30 PM	0	83	29	1	9	0	0	14	1	0	0	0	0	6	143
01:45 PM	0	81	21	1	8	0	0	15	0	0	0	0	0	1	127
02:00 PM	0	72	26	0	5	0	0	9	0	0	0	0	0	3	115
02:15 PM	0	67	20	0	11	0	0	11	0	0	0	0	0	6	115
02:30 PM	0	72	26	2	8	1	0	14	0	0	1	0	0	1	125
02:45 PM	0	89	27	1	9	0	0	8	0	0	0	0	0	2	136
03:00 PM	0	83	32	0	4	0	0	13	0	0	0	0	0	4	136
03:15 PM	0	110	25	0	11	0	0	10	0	0	1	0	0	3	160
03:30 PM	0	97	20	3	7	0	0	8	0	0	1	0	0	1	137
03:45 PM	0	91	22	0	12	0	0	6	0	0	0	0	0	8	139
04:00 PM	0	100	30	0	6	0	0	16	0	0	0	0	0	1	153
04:15 PM	0	96	24	0	7	0	0	4	0	0	0	0	0	5	136
04:30 PM	0	92	23	0	13	0	0	9	0	0	0	0	0	2	139
04:45 PM	0	106	26	2	13	1	0	6	0	0	0	0	0	4	158
05:00 PM	0	107	41	2	7	0	0	7	0	0	1	0	0	3	168
05:15 PM	0	107	40	1	5	0	0	7	0	0	0	0	0	1	161
05:30 PM	0	109	23	1	9	0	0	8	1	0	0	0	0	1	152
05:45 PM	0	97	26	1	8	0	0	4	0	0	0	0	0	5	141
Day Total															
Percent															
ADT															
8395															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135852
DIRECTION: NB
DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	87	23	0	9	0	0	12	0	0	0	0	0	3	134
06:15 PM	0	78	23	1	11	1	0	5	0	0	1	0	0	4	124
06:30 PM	0	117	25	0	8	0	0	6	0	0	0	0	0	4	160
06:45 PM	0	82	15	0	11	0	0	9	0	0	0	0	0	5	122
07:00 PM	1	79	19	1	6	0	0	7	0	0	0	0	0	4	117
07:15 PM	0	58	14	0	6	1	0	7	0	0	0	0	0	2	88
07:30 PM	0	77	15	0	6	0	0	4	0	0	0	0	0	3	105
07:45 PM	0	59	13	0	8	0	0	0	0	0	0	0	0	2	82
08:00 PM	0	60	17	0	5	0	0	6	0	0	1	0	0	3	92
08:15 PM	0	53	11	0	5	0	0	1	0	0	0	0	0	3	73
08:30 PM	1	38	15	1	2	1	0	3	0	0	1	0	0	1	63
08:45 PM	0	50	12	0	5	0	0	4	0	0	1	0	0	1	73
09:00 PM	0	29	9	2	1	0	0	1	1	0	0	0	0	2	45
09:15 PM	0	45	4	0	1	0	0	1	0	0	1	0	0	2	54
09:30 PM	0	24	7	0	1	0	0	2	0	0	1	0	0	1	36
09:45 PM	0	23	8	2	3	0	0	2	0	0	1	0	0	2	41
10:00 PM	0	29	5	0	2	0	0	1	0	0	2	0	0	2	41
10:15 PM	0	27	4	0	2	0	0	1	1	0	2	0	0	1	38
10:30 PM	0	27	4	0	0	0	0	5	0	0	0	0	0	0	36
10:45 PM	0	24	7	0	1	0	0	2	0	0	3	0	0	3	40
11:00 PM	0	19	3	1	0	0	0	4	0	0	4	0	0	2	33
11:15 PM	0	28	3	0	1	0	0	1	0	0	0	0	0	0	33
11:30 PM	0	33	4	0	2	0	0	2	0	0	0	0	0	3	44
11:45 PM	0	32	3	0	1	0	0	1	0	0	4	0	1	4	46
Day Total	7	5539	1420	31	432	11	0	618	75	0	43	0	2	217	8395
Percent	0.1%	66%	16.9%	0.4%	5.1%	0.1%	0%	7.4%	0.9%	0%	0.5%	0%	0%	2.6%	
ADT 8395															
AM Peak 15-min Vol	11:00 AM	7:15 AM	7:00 AM	5:45 AM	8:45 AM	5:45 AM	12:00 AM	8:30 AM	12:15 AM	12:00 AM	5:15 AM	12:00 AM	1:00 AM	5:30 AM	7:15 AM
	3	126	31	1	10	2	0	19	7	0	3	0	1	5	164
PM Peak 15-min Vol	7:00 PM	6:30 PM	5:00 PM	3:30 PM	4:30 PM	12:30 PM	12:00 PM	4:00 PM	12:30 PM	12:00 PM	11:00 PM	12:00 PM	11:45 PM	3:45 PM	5:00 PM
	1	117	41	3	13	1	0	16	1	0	4	0	1	8	168

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	14	4	0	2	0	0	3	0	0	6	0	0	0	29
12:15 AM	0	14	2	0	1	0	0	0	0	0	4	0	0	1	22
12:30 AM	0	9	2	0	0	0	0	2	0	0	1	0	0	1	15
12:45 AM	0	10	2	0	0	0	0	0	0	0	5	0	0	1	18
01:00 AM	0	8	3	0	0	1	0	0	1	0	9	0	0	1	23
01:15 AM	0	7	2	0	0	1	0	0	0	0	2	0	0	1	13
01:30 AM	0	4	1	0	1	0	0	2	1	0	4	0	0	1	14
01:45 AM	0	7	3	1	1	0	0	4	0	0	2	0	0	1	19
02:00 AM	0	3	4	1	1	0	0	1	0	0	2	0	0	1	13
02:15 AM	0	6	2	0	3	0	0	0	0	0	3	0	0	3	17
02:30 AM	0	6	2	0	1	0	0	0	0	0	2	0	0	0	11
02:45 AM	0	5	0	0	1	0	0	2	3	0	1	0	0	0	12
03:00 AM	0	3	1	0	1	0	0	1	2	0	1	0	0	2	11
03:15 AM	0	7	1	1	0	0	0	6	0	0	0	0	0	0	15
03:30 AM	0	5	4	0	4	0	0	5	3	0	1	0	0	0	22
03:45 AM	0	7	1	0	1	0	0	7	2	0	1	0	0	1	20
04:00 AM	0	14	0	0	0	0	0	2	0	0	1	0	0	0	17
04:15 AM	0	12	2	0	1	0	0	2	0	0	2	0	0	2	21
04:30 AM	0	17	0	0	1	0	0	6	1	0	1	0	0	1	27
04:45 AM	0	31	5	0	1	0	0	3	0	0	1	0	0	3	44
05:00 AM	0	20	10	0	2	0	0	4	0	0	6	0	0	3	45
05:15 AM	0	33	6	0	4	0	0	2	1	0	1	0	0	5	52
05:30 AM	1	27	11	0	3	0	0	3	1	0	0	0	0	5	51
05:45 AM	0	33	8	0	2	0	0	1	3	0	0	0	0	5	52
Day Total															
Percent															
ADT															
8458															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	34	13	0	5	0	0	10	0	0	1	0	0	3	66
06:15 AM	0	40	24	0	3	1	0	6	3	0	0	0	0	3	80
06:30 AM	0	76	28	0	2	0	0	7	2	0	0	0	0	0	115
06:45 AM	0	89	29	0	9	0	0	8	2	0	0	0	0	4	141
07:00 AM	0	84	27	1	5	0	0	6	1	0	0	0	0	3	127
07:15 AM	1	104	25	1	7	0	0	9	0	0	0	0	0	4	151
07:30 AM	0	148	34	0	3	0	0	3	1	0	0	0	0	1	190
07:45 AM	0	114	15	1	4	0	0	6	3	0	1	0	0	2	146
08:00 AM	0	96	23	1	11	0	0	10	0	0	0	0	0	4	145
08:15 AM	0	92	25	0	11	0	0	5	1	0	0	0	0	8	142
08:30 AM	0	75	27	0	5	1	0	6	0	0	0	0	0	4	118
08:45 AM	0	72	24	0	7	0	0	8	0	0	0	0	0	3	114
09:00 AM	0	53	18	0	6	0	0	8	1	0	0	0	0	1	87
09:15 AM	0	80	18	0	8	0	0	12	0	0	0	0	0	3	121
09:30 AM	0	75	23	0	6	0	0	6	1	0	0	0	0	4	115
09:45 AM	0	63	17	0	7	0	0	4	0	0	0	0	0	2	93
10:00 AM	0	55	16	0	3	0	0	12	0	0	0	0	0	0	86
10:15 AM	0	54	21	0	8	0	0	12	2	0	0	0	0	0	97
10:30 AM	0	64	30	0	5	0	0	9	0	0	0	0	0	4	112
10:45 AM	0	62	27	0	10	0	0	10	0	0	0	0	0	1	110
11:00 AM	0	63	20	0	3	0	0	9	0	0	0	0	0	2	97
11:15 AM	0	88	24	0	4	0	0	14	0	0	0	0	0	2	132
11:30 AM	0	72	23	0	5	0	0	10	2	0	0	0	0	4	116
11:45 AM	0	63	27	1	3	0	0	6	0	0	0	0	0	6	106
Day Total															
Percent															
ADT															8458
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	85	23	1	5	0	0	7	0	0	0	0	0	5	126
12:15 PM	0	75	24	0	4	0	0	10	1	0	0	0	0	3	117
12:30 PM	0	105	18	0	6	0	0	17	0	0	0	0	0	7	153
12:45 PM	0	79	19	0	3	0	0	21	0	0	0	0	0	1	123
01:00 PM	0	91	14	1	7	1	0	9	1	0	0	0	0	4	128
01:15 PM	1	76	14	0	8	0	0	9	1	0	1	0	0	4	114
01:30 PM	0	85	22	0	2	0	0	11	0	0	0	0	0	4	124
01:45 PM	0	77	29	1	5	2	0	14	0	0	0	0	0	5	133
02:00 PM	0	70	21	0	5	1	0	16	0	0	0	0	0	1	114
02:15 PM	1	88	21	0	4	0	0	19	0	0	0	0	0	1	134
02:30 PM	0	88	27	0	6	0	0	11	0	0	0	0	0	3	135
02:45 PM	0	98	25	1	6	0	0	10	1	0	0	0	0	7	148
03:00 PM	0	81	16	0	5	0	0	8	1	0	0	0	1	5	117
03:15 PM	0	108	24	0	6	0	0	17	2	0	0	0	1	3	161
03:30 PM	1	84	27	3	4	0	0	5	0	0	0	0	0	5	129
03:45 PM	0	120	26	0	4	0	0	12	0	0	0	0	0	2	164
04:00 PM	0	110	22	0	10	2	0	9	0	0	0	0	0	2	155
04:15 PM	0	111	15	0	3	0	0	7	1	0	0	0	0	4	141
04:30 PM	0	105	10	0	5	1	0	8	0	0	0	0	0	2	131
04:45 PM	0	99	27	0	4	0	0	7	0	0	0	0	0	2	139
05:00 PM	0	112	38	1	12	0	0	9	0	0	0	0	0	6	178
05:15 PM	0	111	24	1	6	0	0	8	0	0	0	0	0	4	154
05:30 PM	0	97	27	0	10	0	0	4	0	0	0	0	0	1	139
05:45 PM	0	101	18	0	7	0	0	5	1	0	0	0	0	5	137
Day Total Percent															
ADT 8458															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	102	16	0	6	1	0	5	0	0	0	0	0	0	130
06:15 PM	0	108	20	0	8	1	0	5	0	0	0	0	0	0	142
06:30 PM	0	90	17	0	8	0	0	5	1	0	0	0	0	7	128
06:45 PM	0	97	10	0	5	0	0	4	1	0	0	0	0	0	117
07:00 PM	0	69	19	1	7	0	0	4	1	0	1	0	0	1	103
07:15 PM	0	69	17	0	6	0	0	3	0	0	0	0	0	1	96
07:30 PM	0	76	16	0	2	0	0	2	0	0	0	0	0	1	97
07:45 PM	0	54	19	1	4	1	0	4	0	0	0	0	0	9	92
08:00 PM	0	71	5	0	2	0	0	5	0	0	0	0	0	1	84
08:15 PM	0	56	11	0	4	1	0	2	0	0	0	0	0	0	74
08:30 PM	0	67	11	0	2	0	0	2	1	0	0	0	0	1	84
08:45 PM	0	40	9	0	3	0	0	1	0	0	2	0	0	2	57
09:00 PM	0	43	12	0	3	0	0	0	0	0	1	0	0	3	62
09:15 PM	0	42	5	0	3	0	0	1	0	0	1	0	0	0	52
09:30 PM	0	35	3	0	3	0	0	3	1	0	1	0	0	5	51
09:45 PM	1	44	6	0	1	0	0	3	1	0	0	0	0	0	56
10:00 PM	1	34	4	0	2	0	0	2	2	0	0	0	0	0	45
10:15 PM	0	43	8	0	3	0	0	0	1	0	0	0	0	4	59
10:30 PM	0	28	5	0	0	0	0	3	0	0	1	0	0	1	38
10:45 PM	0	33	2	0	1	0	0	3	0	0	3	0	0	0	42
11:00 PM	0	20	7	1	0	0	0	4	3	0	0	0	0	1	36
11:15 PM	0	27	4	0	1	0	0	2	1	0	1	0	0	2	38
11:30 PM	0	43	3	0	1	0	0	2	2	0	0	0	0	3	54
11:45 PM	0	22	1	0	1	0	0	3	2	0	1	0	0	7	37
Day Total	7	5687	1395	20	384	15	0	573	63	0	71	0	2	241	8458
Percent	0.1%	67.2%	16.5%	0.2%	4.5%	0.2%	0%	6.8%	0.7%	0%	0.8%	0%	0%	2.8%	
ADT 8458															
AM Peak 15-min Vol	5:30 AM 1	7:30 AM 148	7:30 AM 34	1:45 AM 1	8:00 AM 11	1:00 AM 1	12:00 AM 0	11:15 AM 14	2:45 AM 3	12:00 AM 0	1:00 AM 9	12:00 AM 0	12:00 AM 0	8:15 AM 8	7:30 AM 190
PM Peak 15-min Vol	1:15 PM 1	3:45 PM 120	5:00 PM 38	3:30 PM 3	5:00 PM 12	1:45 PM 2	12:00 PM 0	12:45 PM 21	11:00 PM 3	12:00 PM 0	10:45 PM 3	12:00 PM 0	3:00 PM 1	7:45 PM 9	5:00 PM 178

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	21	2	0	0	0	0	2	2	0	2	0	0	1	30
12:15 AM	0	18	3	0	1	0	0	2	5	0	1	0	0	1	31
12:30 AM	0	18	2	0	1	1	0	3	2	0	3	0	0	1	31
12:45 AM	0	8	3	0	0	0	0	1	1	0	2	0	0	0	15
01:00 AM	0	11	1	1	1	0	0	2	5	0	4	0	0	0	25
01:15 AM	0	6	1	0	0	0	0	3	1	0	1	0	0	0	12
01:30 AM	0	13	3	0	0	0	0	1	2	0	1	0	0	0	20
01:45 AM	0	7	2	0	1	0	0	3	3	0	0	0	0	3	19
02:00 AM	0	7	5	0	2	0	0	1	3	0	1	0	0	0	19
02:15 AM	0	7	2	0	1	1	0	1	0	0	0	0	0	0	12
02:30 AM	0	5	1	0	0	0	0	2	2	0	1	0	0	0	11
02:45 AM	0	4	3	0	0	0	0	1	0	0	0	0	0	0	8
03:00 AM	0	3	0	0	0	0	0	2	3	0	2	0	0	0	10
03:15 AM	0	4	0	0	0	0	0	2	4	0	1	0	0	4	15
03:30 AM	0	7	0	0	0	0	0	1	1	0	0	0	0	0	9
03:45 AM	0	11	1	0	1	0	0	4	1	0	0	0	0	1	19
04:00 AM	0	8	0	0	0	0	0	6	5	0	0	0	0	1	20
04:15 AM	0	10	3	0	1	0	0	5	0	0	0	0	0	3	22
04:30 AM	0	19	3	0	1	0	0	8	0	0	6	0	0	1	38
04:45 AM	0	18	5	0	0	0	0	1	2	0	0	0	0	2	28
05:00 AM	0	29	9	0	0	0	0	3	2	0	1	0	0	3	47
05:15 AM	0	39	7	0	5	0	0	5	1	0	1	0	0	7	65
05:30 AM	0	60	8	0	2	0	0	3	0	0	1	0	0	5	79
05:45 AM	0	51	10	1	3	0	0	1	0	0	2	0	0	7	75
Day Total															
Percent															
ADT 9028															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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DIRECTION: NB

CITY/STATE: Marion, FL

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	18	13	0	1	0	0	6	1	0	0	0	0	1	40
06:15 AM	0	36	18	0	5	2	0	2	2	0	0	0	0	1	66
06:30 AM	0	56	27	0	6	0	0	6	0	0	0	0	0	5	100
06:45 AM	0	62	24	0	6	1	0	8	0	0	2	0	0	3	106
07:00 AM	0	71	24	2	7	1	0	4	1	0	0	0	1	4	115
07:15 AM	0	95	38	0	4	4	0	10	0	0	0	0	0	5	156
07:30 AM	0	111	26	0	10	1	0	9	0	0	1	0	0	7	165
07:45 AM	0	92	35	1	7	0	0	5	0	0	0	0	0	8	148
08:00 AM	0	96	13	0	6	0	0	7	1	0	0	0	0	4	127
08:15 AM	0	84	26	1	6	0	0	13	1	0	1	0	0	2	134
08:30 AM	0	77	16	0	5	1	0	13	2	0	1	0	0	4	119
08:45 AM	1	110	26	0	8	0	0	15	1	0	0	0	0	2	163
09:00 AM	0	59	25	0	5	0	0	5	1	0	0	0	0	3	98
09:15 AM	0	72	14	0	4	0	0	9	2	0	0	0	0	6	107
09:30 AM	0	70	19	0	5	2	0	12	0	0	0	0	0	3	111
09:45 AM	0	64	24	0	6	0	0	9	1	0	0	0	0	2	106
10:00 AM	0	68	18	0	4	2	0	8	0	0	0	0	0	2	102
10:15 AM	0	70	14	0	2	1	0	8	0	0	0	0	0	2	97
10:30 AM	0	76	25	1	9	3	0	8	0	0	0	0	0	2	124
10:45 AM	0	91	20	0	4	4	0	8	1	0	0	0	0	4	132
11:00 AM	0	90	21	0	4	0	0	9	0	0	0	0	0	4	128
11:15 AM	0	79	32	0	5	0	0	8	1	0	0	0	0	2	127
11:30 AM	1	84	22	0	5	1	0	14	0	0	0	0	0	5	132
11:45 AM	0	110	15	1	5	0	0	9	0	0	0	0	0	3	143
Day Total															
Percent															
ADT 9028															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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12:00 PM	0	87	26	0	5	0	0	4	1	0	0	0	1	4	128
12:15 PM	0	95	20	0	7	2	0	4	1	0	0	0	0	2	131
12:30 PM	0	102	18	0	8	0	0	8	0	0	0	0	0	1	137
12:45 PM	0	95	25	0	3	0	0	10	0	0	0	0	0	5	138
01:00 PM	0	87	25	0	5	0	0	13	0	0	1	0	0	3	134
01:15 PM	0	97	32	1	7	0	0	11	1	0	0	0	0	3	152
01:30 PM	0	95	32	0	4	1	0	8	1	0	0	0	0	1	142
01:45 PM	1	87	23	0	3	1	0	17	1	0	0	0	0	4	137
02:00 PM	0	115	18	0	7	1	0	9	1	0	0	0	0	5	156
02:15 PM	1	105	29	0	9	0	0	10	0	0	0	0	0	3	157
02:30 PM	0	106	23	0	6	0	0	6	0	0	0	0	0	4	145
02:45 PM	0	95	25	1	3	2	0	8	0	0	1	0	0	5	140
03:00 PM	0	87	22	0	5	0	0	8	0	0	0	0	0	4	126
03:15 PM	0	104	30	0	3	0	0	6	1	0	0	0	0	4	148
03:30 PM	0	114	20	0	6	0	0	9	0	0	0	0	0	6	155
03:45 PM	0	116	29	0	5	0	0	12	0	0	0	0	0	4	166
04:00 PM	0	93	24	0	9	0	0	8	0	0	0	0	0	5	139
04:15 PM	0	106	23	0	8	0	0	9	1	0	0	0	0	1	148
04:30 PM	0	107	29	0	3	0	0	16	0	0	0	0	0	3	158
04:45 PM	0	125	20	0	4	0	0	4	1	0	0	0	0	4	158
05:00 PM	0	105	15	0	6	1	0	4	0	0	0	0	0	4	135
05:15 PM	0	123	23	1	9	0	0	5	0	0	0	0	0	2	163
05:30 PM	0	106	31	0	7	0	0	7	0	0	0	0	0	2	153
05:45 PM	0	115	20	0	7	1	0	7	0	0	0	0	0	0	150
Day Total															
Percent															
ADT 9028															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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SPECIFIC LOCATION:
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06:00 PM	1	84	20	0	7	0	0	9	0	0	0	0	0	5	126
06:15 PM	0	116	19	0	4	0	0	6	0	0	0	0	0	2	147
06:30 PM	0	124	17	0	11	0	0	5	0	0	1	0	0	4	162
06:45 PM	0	88	16	0	2	0	0	5	0	0	0	0	0	0	111
07:00 PM	0	73	23	0	5	0	0	7	1	0	0	0	0	4	113
07:15 PM	0	71	13	0	3	0	0	4	2	0	0	0	0	1	94
07:30 PM	0	80	9	0	3	0	0	3	1	0	0	0	0	2	98
07:45 PM	0	83	16	0	2	0	0	4	0	0	0	0	0	0	105
08:00 PM	0	83	13	0	3	1	0	1	1	0	0	0	0	2	104
08:15 PM	0	76	16	0	3	0	0	5	0	0	0	0	0	0	100
08:30 PM	0	62	7	0	1	0	0	1	0	0	0	0	0	2	73
08:45 PM	0	66	12	0	0	0	0	2	0	0	0	0	0	1	81
09:00 PM	0	51	13	0	0	0	0	1	0	0	0	0	0	1	66
09:15 PM	0	36	14	0	2	0	0	3	3	0	0	0	0	3	61
09:30 PM	0	66	5	0	2	0	0	2	2	0	0	0	0	2	79
09:45 PM	0	53	14	1	3	0	0	3	0	0	0	0	0	1	75
10:00 PM	0	42	10	1	0	0	0	5	2	0	0	0	0	0	60
10:15 PM	0	50	12	0	1	0	0	1	1	0	2	0	0	0	67
10:30 PM	0	42	7	0	0	0	0	2	3	0	0	0	0	3	57
10:45 PM	0	31	3	0	0	0	0	1	0	0	0	0	0	3	38
11:00 PM	0	36	6	0	2	1	0	0	3	0	0	0	0	4	52
11:15 PM	0	35	5	0	1	0	0	2	2	0	1	0	0	0	46
11:30 PM	0	41	2	0	4	0	0	3	2	0	0	0	0	6	58
11:45 PM	0	42	2	0	0	0	0	2	4	0	1	0	0	2	53
Day Total	5	6223	1465	13	347	36	0	548	96	0	42	0	2	251	9028
Percent	0.1%	68.9%	16.2%	0.1%	3.8%	0.4%	0%	6.1%	1.1%	0%	0.5%	0%	0%	2.8%	
ADT 9028															
AM Peak 15-min Vol	8:45 AM	7:30 AM	7:15 AM	7:00 AM	7:30 AM	7:15 AM	12:00 AM	8:45 AM	12:15 AM	12:00 AM	4:30 AM	12:00 AM	7:00 AM	7:45 AM	7:30 AM
	1	111	38	2	10	4	0	15	5	0	6	0	1	8	165
PM Peak 15-min Vol	1:45 PM	4:45 PM	1:15 PM	1:15 PM	6:30 PM	12:15 PM	12:00 PM	1:45 PM	11:45 PM	12:00 PM	10:15 PM	12:00 PM	12:00 PM	3:30 PM	3:45 PM
	1	125	32	1	11	2	0	17	4	0	2	0	1	6	166

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	34	7	0	1	0	0	1	2	0	0	0	0	2	47
12:15 AM	0	31	4	0	1	0	0	1	2	0	0	0	0	1	40
12:30 AM	0	29	3	0	1	0	0	2	2	0	1	0	0	2	40
12:45 AM	0	14	2	0	0	0	0	0	4	0	0	0	0	3	23
01:00 AM	0	12	1	0	0	0	0	1	4	0	0	0	0	1	19
01:15 AM	0	15	3	0	0	0	0	5	3	0	1	0	0	2	29
01:30 AM	0	14	1	1	1	0	0	2	4	0	0	0	0	3	26
01:45 AM	0	14	6	0	3	0	0	0	0	0	0	0	0	0	23
02:00 AM	0	16	1	0	1	0	0	1	1	0	1	0	0	1	22
02:15 AM	0	9	4	0	1	0	0	2	0	0	0	0	0	1	17
02:30 AM	0	10	2	0	1	0	0	0	5	0	0	0	0	0	18
02:45 AM	0	5	4	0	0	0	0	0	1	0	0	0	0	0	10
03:00 AM	0	3	0	0	0	0	0	1	2	0	1	0	0	0	7
03:15 AM	0	9	1	0	0	0	0	1	3	0	0	0	0	1	15
03:30 AM	0	6	1	1	1	0	0	2	2	0	2	0	0	4	19
03:45 AM	0	12	1	1	2	0	0	2	0	0	3	0	0	1	22
04:00 AM	0	16	4	0	0	0	0	1	2	0	0	0	0	1	24
04:15 AM	0	8	3	0	3	0	0	1	0	0	2	0	0	3	20
04:30 AM	0	16	2	0	1	0	0	0	2	0	1	0	0	4	26
04:45 AM	0	25	3	0	4	0	0	1	0	0	2	0	0	3	38
05:00 AM	0	26	5	0	0	0	0	2	1	0	0	0	0	3	37
05:15 AM	0	38	4	0	0	0	0	1	1	0	0	0	0	5	49
05:30 AM	0	45	7	0	1	0	0	1	1	0	0	0	0	8	63
05:45 AM	0	38	8	0	0	0	0	1	2	0	0	0	0	1	50
Day Total															
Percent															
ADT															
7366															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	18	7	0	1	0	0	4	1	0	2	0	0	6	39
06:15 AM	0	25	11	0	7	0	0	5	0	0	1	0	0	3	52
06:30 AM	0	39	8	0	6	0	0	4	0	0	0	0	0	1	58
06:45 AM	0	32	12	0	4	0	0	3	0	0	0	0	0	8	59
07:00 AM	0	54	8	0	1	0	0	1	1	0	0	0	0	0	65
07:15 AM	0	58	10	0	3	0	0	6	0	0	1	0	0	1	79
07:30 AM	0	64	16	1	3	0	0	2	1	0	0	0	0	2	89
07:45 AM	0	59	13	0	0	0	0	2	1	0	0	0	0	5	80
08:00 AM	0	59	13	2	5	0	0	3	0	0	0	0	0	3	85
08:15 AM	0	49	13	1	4	0	0	2	0	0	0	0	0	3	72
08:30 AM	0	65	16	0	4	0	0	0	1	0	1	0	0	9	96
08:45 AM	0	58	23	1	7	0	0	6	0	0	0	0	0	3	98
09:00 AM	0	67	24	0	6	0	0	4	1	0	1	0	0	4	107
09:15 AM	0	63	19	0	4	0	0	6	0	0	0	0	0	0	92
09:30 AM	0	79	24	1	5	0	0	2	0	0	0	0	0	7	118
09:45 AM	0	58	15	0	5	0	0	5	1	0	0	0	0	4	88
10:00 AM	0	71	22	1	7	0	0	1	0	0	0	0	0	1	103
10:15 AM	0	73	21	0	4	0	0	7	0	0	0	0	0	7	112
10:30 AM	0	69	24	0	2	0	0	6	0	0	1	0	0	4	106
10:45 AM	0	105	23	1	6	0	0	5	0	0	0	0	0	2	142
11:00 AM	0	103	20	0	8	0	0	6	0	0	0	0	0	4	141
11:15 AM	1	90	16	0	7	0	0	3	0	0	0	0	0	5	122
11:30 AM	0	73	19	0	2	0	0	2	0	0	0	0	0	4	100
11:45 AM	0	97	26	1	5	0	0	8	0	0	0	0	0	4	141
Day Total															
Percent															
ADT															
7366															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)

QC JOB #: 15135852

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	81	24	0	3	0	0	9	0	0	0	0	0	6	123
12:15 PM	0	99	23	1	6	0	0	7	0	0	0	0	0	4	140
12:30 PM	0	91	25	0	0	2	0	9	0	0	0	0	0	2	129
12:45 PM	0	72	27	0	7	0	0	8	0	0	0	0	0	5	119
01:00 PM	0	81	31	0	5	0	0	6	0	0	0	0	0	4	127
01:15 PM	0	105	21	0	6	0	0	6	0	0	0	0	0	3	141
01:30 PM	0	77	18	0	3	0	0	5	0	0	0	0	0	6	109
01:45 PM	0	79	21	0	3	0	0	4	0	0	0	0	0	2	109
02:00 PM	0	106	26	0	4	0	0	3	0	0	0	0	0	3	142
02:15 PM	0	99	22	0	6	0	0	4	0	0	0	0	0	4	135
02:30 PM	0	96	12	0	2	0	0	3	0	0	0	0	0	4	117
02:45 PM	0	80	16	0	7	0	0	4	0	0	0	0	0	6	113
03:00 PM	0	88	20	1	4	0	0	5	0	0	0	0	0	1	119
03:15 PM	0	95	17	0	6	0	0	6	0	0	1	0	0	4	129
03:30 PM	0	88	18	1	6	0	0	4	0	0	0	0	0	4	121
03:45 PM	0	77	16	0	6	0	0	3	1	0	0	0	0	2	105
04:00 PM	0	76	17	1	3	0	0	5	0	0	0	0	0	2	104
04:15 PM	0	77	11	0	3	0	0	1	0	0	0	0	0	3	95
04:30 PM	0	58	19	1	2	0	0	7	0	0	0	0	0	4	91
04:45 PM	0	79	17	0	4	0	0	5	1	0	0	0	0	2	108
05:00 PM	0	87	17	0	10	0	0	5	0	0	0	0	0	3	122
05:15 PM	0	80	9	0	7	0	0	0	0	0	0	0	0	3	99
05:30 PM	0	70	18	1	9	0	0	4	0	0	0	0	0	1	103
05:45 PM	0	87	14	0	4	0	0	4	0	0	0	0	0	3	112
Day Total															
Percent															
ADT															
7366															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135852
DIRECTION: NB
DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	66	12	0	4	0	0	3	0	0	0	0	0	5	90
06:15 PM	0	83	12	0	7	0	0	1	1	0	0	0	0	0	104
06:30 PM	0	102	16	0	4	1	0	1	0	0	0	0	0	2	126
06:45 PM	0	66	12	0	2	0	0	4	0	0	0	0	0	1	85
07:00 PM	0	62	15	0	1	0	0	3	0	0	0	0	0	1	82
07:15 PM	0	55	11	0	2	0	0	1	0	0	0	0	0	2	71
07:30 PM	0	55	16	0	4	0	0	0	0	0	1	0	0	2	78
07:45 PM	0	67	10	0	2	0	0	4	0	0	0	0	0	1	84
08:00 PM	0	67	12	0	2	0	0	1	0	0	0	0	0	1	83
08:15 PM	0	62	10	0	4	0	0	0	0	0	1	0	0	3	80
08:30 PM	0	68	3	1	0	0	0	3	0	0	0	0	0	1	76
08:45 PM	0	55	9	0	3	1	0	3	0	0	0	0	0	1	72
09:00 PM	0	46	5	0	2	0	0	2	0	0	0	0	0	1	56
09:15 PM	0	49	11	0	4	0	0	2	0	0	0	0	0	1	67
09:30 PM	0	41	7	0	2	0	0	0	0	0	1	0	0	1	52
09:45 PM	0	24	6	0	4	0	0	1	0	0	1	0	0	1	37
10:00 PM	0	32	9	0	1	0	0	1	1	0	0	0	0	2	46
10:15 PM	0	29	5	0	1	0	0	0	1	0	1	0	0	1	38
10:30 PM	0	48	10	0	1	0	0	4	1	0	2	0	0	0	66
10:45 PM	0	38	6	0	2	0	0	2	0	0	4	0	0	2	54
11:00 PM	0	40	8	0	0	0	0	1	2	0	1	0	0	2	54
11:15 PM	0	32	8	1	1	0	0	2	0	0	2	0	0	0	46
11:30 PM	0	41	4	0	1	0	0	1	0	0	0	0	0	4	51
11:45 PM	0	22	2	0	1	0	0	1	0	0	2	0	0	0	28
Day Total	1	5251	1158	20	299	4	0	280	59	0	38	0	0	256	7366
Percent	0%	71.3%	15.7%	0.3%	4.1%	0.1%	0%	3.8%	0.8%	0%	0.5%	0%	0%	3.5%	
ADT 7366															
AM Peak 15-min Vol	11:15 AM	10:45 AM	11:45 AM	8:00 AM	11:00 AM	12:00 AM	12:00 AM	11:45 AM	2:30 AM	12:00 AM	3:45 AM	12:00 AM	12:00 AM	8:30 AM	10:45 AM
	1	105	26	2	8	0	0	8	5	0	3	0	0	9	142
PM Peak 15-min Vol	12:00 PM	2:00 PM	1:00 PM	12:15 PM	5:00 PM	12:30 PM	12:00 PM	12:00 PM	11:00 PM	12:00 PM	10:45 PM	12:00 PM	12:00 PM	12:00 PM	2:00 PM
	0	106	31	1	10	2	0	9	2	0	4	0	0	6	142

Comments:

LOCATION: I-75 NB Off Ramp to US 27 (Old Blitchton Rd) **QC JOB #:** 15135852
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 15 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	28	37286	9167	158	2588	90	0	3325	362	0	386	1	10	1823	55224
Percent	0.1%	67.5%	16.6%	0.3%	4.7%	0.2%	0%	6%	0.7%	0%	0.7%	0%	0%	3.3%	
ADT 7889															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
12:15 AM	1	5	1	0	0	1	0	0	0	0	0	1	0	0	9
12:30 AM	0	1	0	0	0	0	0	0	2	0	0	1	0	0	4
12:45 AM	1	0	0	0	1	1	0	0	1	0	0	0	0	0	4
01:00 AM	0	2	1	0	0	0	0	0	2	0	0	1	0	0	6
01:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
01:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM	0	2	0	0	0	0	0	0	1	0	1	1	0	0	5
02:15 AM	1	0	0	0	0	1	0	0	4	1	0	0	0	0	7
02:30 AM	0	1	0	0	1	0	0	0	3	2	0	0	0	0	7
02:45 AM	1	4	0	2	0	0	0	0	1	0	0	0	0	0	8
03:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:15 AM	0	0	2	0	0	1	0	0	7	3	0	0	0	0	13
03:30 AM	0	2	1	0	0	0	0	1	1	3	0	0	0	0	8
03:45 AM	0	4	2	0	1	0	0	0	0	0	0	1	0	0	8
04:00 AM	2	1	1	0	0	2	0	0	4	1	0	0	0	0	11
04:15 AM	0	1	0	0	0	0	0	1	3	0	0	0	0	0	5
04:30 AM	0	2	0	0	0	0	0	0	1	1	0	1	0	0	5
04:45 AM	2	3	2	0	0	2	0	1	0	0	0	0	0	1	11
05:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
05:15 AM	1	5	2	0	0	1	0	0	1	0	0	1	0	0	11
05:30 AM	1	16	5	1	0	2	0	1	2	0	0	0	0	0	28
05:45 AM	2	14	5	0	1	2	0	0	0	0	0	0	0	0	24
Day Total															
Percent															
ADT															
2268															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	18	5	0	2	4	0	0	5	0	0	2	0	0	37
06:15 AM	2	13	4	0	2	2	0	1	1	0	0	0	0	0	25
06:30 AM	2	19	10	1	2	2	0	0	1	0	0	1	0	0	38
06:45 AM	1	17	7	1	2	1	0	0	0	0	0	1	0	0	30
07:00 AM	1	25	5	0	1	0	1	1	2	0	0	0	0	0	36
07:15 AM	0	19	8	2	3	0	0	0	0	0	0	2	0	0	34
07:30 AM	1	26	7	1	3	0	0	2	2	0	0	2	0	0	44
07:45 AM	0	26	6	1	4	3	0	1	1	0	0	0	0	0	42
08:00 AM	0	12	13	1	2	0	0	1	3	0	0	3	0	0	35
08:15 AM	2	21	10	1	2	2	0	2	0	0	0	0	0	0	40
08:30 AM	1	11	7	4	2	2	0	1	0	0	0	0	0	1	29
08:45 AM	0	15	6	0	4	1	0	1	1	0	0	1	0	0	29
09:00 AM	1	23	7	0	2	1	0	1	3	0	0	1	0	0	39
09:15 AM	1	16	6	2	9	2	0	1	1	0	0	2	0	0	40
09:30 AM	3	8	6	0	14	2	0	2	4	0	0	0	0	0	39
09:45 AM	2	9	8	6	15	2	0	0	4	0	0	2	0	0	48
10:00 AM	0	20	7	1	7	0	0	0	3	0	0	3	0	0	41
10:15 AM	0	15	5	0	2	2	0	0	4	0	0	3	0	0	31
10:30 AM	2	14	5	2	5	1	0	0	6	0	0	4	0	0	39
10:45 AM	2	17	14	1	3	3	0	0	6	0	0	1	0	0	47
11:00 AM	2	17	6	0	4	2	0	1	4	0	1	1	0	0	38
11:15 AM	0	18	5	1	4	1	0	3	4	0	0	0	0	0	36
11:30 AM	2	12	10	1	5	1	0	0	4	0	0	0	0	0	35
11:45 AM	1	9	9	1	4	2	0	0	3	0	0	0	0	0	29
Day Total															
Percent															
ADT															2268
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	16	7	1	4	3	0	0	2	0	0	0	0	0	35
12:15 PM	0	23	3	0	4	1	0	0	7	0	0	0	0	0	38
12:30 PM	1	18	9	1	0	1	0	1	3	0	0	1	0	0	35
12:45 PM	0	19	9	0	3	0	0	0	4	0	0	0	0	0	35
01:00 PM	2	21	4	1	2	2	0	0	3	0	0	1	0	0	36
01:15 PM	1	16	2	1	5	3	0	3	2	0	0	0	0	0	33
01:30 PM	0	15	5	0	2	0	0	0	4	0	0	0	0	0	26
01:45 PM	2	18	7	2	6	2	0	2	2	0	0	1	0	0	42
02:00 PM	1	18	7	0	3	2	0	0	5	0	0	0	0	0	36
02:15 PM	0	22	8	0	1	1	0	1	6	0	0	0	0	0	39
02:30 PM	3	14	9	0	1	2	1	1	3	0	0	0	0	0	34
02:45 PM	3	18	7	2	6	4	0	0	5	0	0	2	0	0	47
03:00 PM	0	16	9	1	1	1	0	0	1	0	0	0	0	0	29
03:15 PM	1	9	9	0	3	3	0	0	1	0	0	0	0	0	26
03:30 PM	1	15	7	0	2	0	0	0	0	0	0	0	0	0	25
03:45 PM	3	24	6	0	2	3	0	2	0	0	0	0	0	0	40
04:00 PM	3	13	8	1	3	2	0	0	1	0	0	0	0	0	31
04:15 PM	2	22	4	0	7	2	0	0	0	0	0	0	0	0	37
04:30 PM	1	16	7	0	2	1	0	0	3	0	0	0	0	0	30
04:45 PM	1	25	4	0	2	2	0	0	0	0	0	0	0	0	34
05:00 PM	1	15	11	1	1	2	0	0	0	0	0	0	0	0	31
05:15 PM	1	21	7	0	4	1	0	0	4	0	0	0	0	0	38
05:30 PM	1	24	7	0	4	1	0	0	0	0	0	0	0	0	37
05:45 PM	1	17	4	1	3	0	0	2	2	0	0	1	0	0	31
Day Total															
Percent															
ADT															
2268															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	23	5	1	0	1	0	0	1	0	0	0	0	0	32
06:15 PM	3	12	5	0	1	2	0	0	1	0	0	0	0	1	25
06:30 PM	3	21	2	0	2	3	0	0	0	0	0	0	0	0	31
06:45 PM	1	26	2	0	0	0	0	0	1	0	0	0	0	1	31
07:00 PM	2	12	2	0	3	3	0	1	2	0	0	2	0	0	27
07:15 PM	2	15	0	0	1	2	0	2	2	0	0	0	0	1	25
07:30 PM	0	8	1	0	2	0	0	0	1	0	0	0	0	0	12
07:45 PM	1	11	3	1	1	0	0	0	0	0	0	0	0	0	17
08:00 PM	1	10	3	0	0	1	0	0	2	0	0	0	0	0	17
08:15 PM	2	11	0	1	0	1	1	0	0	0	0	0	0	0	16
08:30 PM	2	7	0	0	2	1	0	0	4	0	0	2	0	1	19
08:45 PM	1	6	3	0	0	1	0	0	1	0	0	0	0	0	12
09:00 PM	0	4	3	1	1	0	0	0	2	0	0	1	0	0	12
09:15 PM	0	3	0	0	0	1	0	1	1	0	0	1	0	0	7
09:30 PM	0	4	3	2	1	0	0	0	3	0	0	2	0	0	15
09:45 PM	1	5	0	0	0	1	0	0	0	0	0	0	0	0	7
10:00 PM	0	0	1	0	0	1	0	0	1	0	0	0	0	0	3
10:15 PM	0	5	1	0	0	0	0	2	0	0	0	2	0	0	10
10:30 PM	1	5	0	0	0	2	0	0	1	0	0	1	0	0	10
10:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	2	1	0	0	0	0	0	1	0	1	1	0	0	6
11:15 PM	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
11:30 PM	1	3	1	0	0	1	0	0	2	0	0	2	0	0	10
11:45 PM	0	5	2	0	0	0	0	0	1	0	0	3	0	0	11
Day Total	92	1120	399	48	193	110	3	40	184	11	3	59	0	6	2268
Percent	4.1%	49.4%	17.6%	2.1%	8.5%	4.9%	0.1%	1.8%	8.1%	0.5%	0.1%	2.6%	0%	0.3%	
ADT 2268															
AM Peak 15-min Vol	9:30 AM 3	7:30 AM 26	10:45 AM 14	9:45 AM 6	9:45 AM 15	6:00 AM 4	7:00 AM 1	11:15 AM 3	3:15 AM 7	3:15 AM 3	2:00 AM 1	10:30 AM 4	12:00 AM 0	4:45 AM 1	9:45 AM 48
PM Peak 15-min Vol	2:30 PM 3	6:45 PM 26	5:00 PM 11	1:45 PM 2	4:15 PM 7	2:45 PM 4	2:30 PM 1	1:15 PM 3	12:15 PM 7	12:00 PM 0	11:00 PM 1	11:45 PM 3	12:00 PM 0	6:15 PM 1	2:45 PM 47

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	3	7	1	0	1	4	0	0	1	0	0	2	0	0	19
12:15 AM	0	4	1	0	0	1	0	0	3	0	0	0	0	0	9
12:30 AM	0	4	0	1	0	0	0	0	3	0	0	1	0	0	9
12:45 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4
01:00 AM	0	3	1	0	1	0	0	0	0	0	1	1	0	0	7
01:15 AM	1	5	1	0	0	1	0	1	0	0	0	1	0	0	10
01:30 AM	0	3	0	0	0	0	0	0	2	0	0	2	0	0	7
01:45 AM	0	1	0	0	0	0	0	0	3	0	0	1	0	0	5
02:00 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
02:15 AM	0	5	1	0	1	0	0	0	1	0	0	0	0	0	8
02:30 AM	0	1	0	0	0	1	0	0	3	2	1	0	0	0	8
02:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00 AM	0	3	0	0	0	0	0	0	5	0	0	0	0	0	8
03:15 AM	0	0	1	0	1	0	0	0	4	4	0	0	0	0	10
03:30 AM	0	3	0	0	0	0	0	1	2	1	0	2	0	0	9
03:45 AM	0	2	1	0	0	0	0	1	1	0	0	0	0	0	5
04:00 AM	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6
04:15 AM	0	2	1	0	0	1	0	0	1	0	0	0	0	0	5
04:30 AM	0	5	0	2	0	0	0	1	0	0	0	2	0	0	10
04:45 AM	2	3	0	0	0	2	0	0	2	0	0	1	0	0	10
05:00 AM	0	4	2	0	1	0	0	1	4	0	0	1	0	0	13
05:15 AM	2	7	2	0	1	2	0	3	1	0	0	2	0	0	20
05:30 AM	2	8	3	2	2	1	0	2	1	0	0	1	0	0	22
05:45 AM	0	12	6	0	1	0	0	1	1	0	0	3	0	0	24
Day Total Percent															
ADT 2334															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	14	3	0	0	1	0	1	5	0	0	2	0	0	28
06:15 AM	2	20	2	0	2	2	0	1	1	0	0	0	0	0	30
06:30 AM	1	11	9	0	3	1	0	0	2	0	1	1	0	0	29
06:45 AM	0	21	5	0	1	2	0	1	3	0	0	3	0	0	36
07:00 AM	2	23	7	0	2	2	0	0	5	0	0	2	0	0	43
07:15 AM	0	23	2	2	3	1	0	1	1	0	0	0	0	0	33
07:30 AM	1	23	7	0	0	1	0	2	3	0	0	3	0	0	40
07:45 AM	1	21	5	1	0	2	0	0	1	1	0	0	0	0	32
08:00 AM	1	26	10	1	5	2	0	0	2	0	0	1	0	0	48
08:15 AM	1	21	12	0	2	1	0	0	0	0	0	2	0	0	39
08:30 AM	1	9	7	1	3	3	0	0	2	0	0	0	0	0	26
08:45 AM	0	12	5	2	5	0	0	2	2	0	0	2	0	0	30
09:00 AM	1	12	6	1	18	1	0	2	4	0	0	2	0	0	47
09:15 AM	2	10	8	2	8	0	0	0	2	0	0	2	0	0	34
09:30 AM	1	13	5	1	3	1	0	0	0	0	0	3	0	0	27
09:45 AM	2	15	4	2	8	1	0	0	2	0	0	2	0	0	36
10:00 AM	2	16	5	0	5	3	0	3	5	0	0	1	0	0	40
10:15 AM	1	12	8	1	1	1	0	4	2	0	0	0	0	1	31
10:30 AM	4	13	6	1	2	4	0	0	2	0	0	3	0	0	35
10:45 AM	3	17	12	0	7	3	0	1	7	0	0	7	0	0	57
11:00 AM	2	18	5	0	2	2	0	3	3	0	0	4	0	0	39
11:15 AM	2	20	7	0	3	2	0	0	3	0	0	4	0	0	41
11:30 AM	4	13	7	1	5	4	0	1	2	0	1	3	0	0	41
11:45 AM	3	16	6	3	2	4	0	1	4	0	0	6	0	1	46
Day Total															
Percent															
ADT															
2334															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	11	4	1	5	2	0	2	2	0	0	1	0	0	30
12:15 PM	2	12	9	2	3	2	0	1	7	0	0	0	0	0	38
12:30 PM	2	20	8	0	1	2	0	1	1	0	0	2	0	0	37
12:45 PM	3	12	10	1	1	4	0	2	2	0	0	3	0	2	40
01:00 PM	2	21	7	0	4	5	0	0	1	0	0	0	0	0	40
01:15 PM	2	18	3	0	1	2	0	0	3	0	0	1	0	0	30
01:30 PM	0	18	5	0	4	0	0	1	1	0	0	0	0	0	29
01:45 PM	2	14	8	0	0	5	0	0	2	0	0	0	0	0	31
02:00 PM	2	16	3	0	3	2	0	0	2	0	0	0	0	0	28
02:15 PM	0	21	6	1	4	1	0	2	2	0	0	0	0	0	37
02:30 PM	2	8	5	0	0	3	0	1	1	0	0	1	0	0	21
02:45 PM	3	18	10	1	4	2	0	0	0	0	0	0	0	0	38
03:00 PM	5	21	8	2	3	5	0	2	1	0	0	0	0	0	47
03:15 PM	3	13	3	1	2	6	0	0	3	0	0	0	0	0	31
03:30 PM	1	19	9	2	1	0	0	0	1	0	0	0	0	0	33
03:45 PM	2	22	8	0	2	2	0	2	0	0	0	0	0	0	38
04:00 PM	1	18	10	0	1	1	0	2	3	0	0	0	0	0	36
04:15 PM	4	20	3	1	3	4	0	0	3	0	0	0	0	0	38
04:30 PM	4	24	10	0	1	4	0	0	0	0	0	0	0	1	44
04:45 PM	1	25	4	0	2	0	0	0	1	0	0	0	0	0	33
05:00 PM	1	19	15	0	3	1	0	1	3	0	0	0	0	0	43
05:15 PM	4	25	14	0	0	3	0	0	2	0	0	0	0	1	49
05:30 PM	0	20	10	0	3	0	0	2	2	0	0	0	0	0	37
05:45 PM	0	19	7	0	2	0	0	1	4	0	0	0	0	0	33
Day Total															
Percent															
ADT															
2334															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	17	5	1	2	2	0	1	2	0	0	0	0	0	31
06:15 PM	1	16	3	0	2	1	0	0	2	0	0	0	0	0	25
06:30 PM	2	14	5	0	1	2	0	0	0	0	0	0	0	0	24
06:45 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
07:00 PM	0	15	2	1	3	2	0	0	2	0	0	0	0	0	25
07:15 PM	0	12	1	0	0	0	0	1	0	0	0	0	0	0	14
07:30 PM	1	13	3	0	0	3	0	0	0	0	0	0	0	0	20
07:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
08:00 PM	3	12	1	3	1	2	0	0	0	0	0	0	0	0	22
08:15 PM	0	3	4	0	2	0	0	0	0	0	0	0	0	0	9
08:30 PM	1	9	3	0	0	1	0	0	0	0	0	0	0	0	14
08:45 PM	1	10	3	1	1	1	0	0	0	0	0	2	0	0	19
09:00 PM	0	14	3	0	0	0	0	0	3	0	0	0	0	0	20
09:15 PM	0	4	1	1	0	1	0	0	0	0	0	2	0	0	9
09:30 PM	1	12	0	2	0	1	0	0	0	0	0	1	0	0	17
09:45 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
10:15 PM	1	3	2	1	1	1	0	0	2	0	0	0	0	0	11
10:30 PM	0	4	0	0	0	0	0	0	2	0	0	1	0	0	7
10:45 PM	0	5	1	0	0	0	0	1	1	0	0	1	0	0	9
11:00 PM	0	1	2	0	0	0	0	0	5	0	1	2	0	0	11
11:15 PM	0	5	0	1	0	1	0	0	0	0	0	0	0	0	7
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	3	2	0	0	0	0	0	3	0	0	1	0	0	9
Day Total	111	1129	401	47	166	134	0	59	176	9	5	91	0	6	2334
Percent	4.8%	48.4%	17.2%	2%	7.1%	5.7%	0%	2.5%	7.5%	0.4%	0.2%	3.9%	0%	0.3%	
ADT 2334															
AM Peak 15-min Vol	10:30 AM	8:00 AM	8:15 AM	11:45 AM	9:00 AM	12:00 AM	12:00 AM	10:15 AM	10:45 AM	3:15 AM	1:00 AM	10:45 AM	12:00 AM	10:15 AM	10:45 AM
	4	26	12	3	18	4	0	4	7	4	1	7	0	1	57
PM Peak 15-min Vol	3:00 PM	4:45 PM	5:00 PM	8:00 PM	12:00 PM	3:15 PM	12:00 PM	12:00 PM	12:15 PM	12:00 PM	11:00 PM	12:45 PM	12:00 PM	12:45 PM	5:15 PM
	5	25	15	3	5	6	0	2	7	0	1	3	0	2	49

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	5	1	0	0	1	0	0	4	0	0	2	0	0	14
12:15 AM	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6
12:30 AM	0	7	1	0	0	0	0	0	0	0	0	1	0	0	9
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00 AM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	3
01:15 AM	0	5	0	0	0	1	0	0	2	0	0	0	0	0	8
01:30 AM	2	3	0	0	0	2	0	0	1	0	0	0	0	0	8
01:45 AM	0	2	2	0	0	1	0	0	0	0	0	1	0	0	6
02:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:15 AM	0	2	1	0	0	1	0	0	2	1	0	1	0	0	8
02:30 AM	0	2	0	0	0	0	0	0	2	1	0	0	0	0	5
02:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
03:00 AM	0	5	1	1	0	1	0	0	4	1	0	1	0	0	14
03:15 AM	0	1	0	0	0	0	0	0	8	0	0	0	0	0	10
03:30 AM	2	2	0	0	0	3	0	0	3	2	0	0	0	0	12
03:45 AM	0	0	0	1	1	0	0	2	1	1	0	1	0	0	7
04:00 AM	1	1	0	0	1	1	0	0	4	1	0	1	0	0	10
04:15 AM	0	1	0	0	0	0	0	1	0	1	0	1	0	0	4
04:30 AM	1	4	1	0	0	1	0	0	4	0	0	1	0	0	12
04:45 AM	0	3	1	0	1	0	0	0	1	1	0	2	0	0	9
05:00 AM	0	8	1	1	0	0	0	3	4	0	0	1	0	0	18
05:15 AM	0	7	4	0	0	0	0	3	1	0	0	2	0	0	17
05:30 AM	1	7	3	2	0	1	0	2	0	0	0	3	0	0	19
05:45 AM	3	12	5	0	0	1	0	1	2	0	1	1	0	0	26
Day Total Percent															
ADT 2342															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	15	5	0	4	2	0	1	1	0	0	2	0	0	32
06:15 AM	2	19	4	0	0	2	0	0	0	0	0	1	0	0	28
06:30 AM	1	14	3	1	4	0	0	1	0	0	0	4	0	0	28
06:45 AM	1	25	3	0	3	1	0	2	2	0	0	0	0	0	37
07:00 AM	0	30	7	0	0	2	0	0	1	0	0	0	0	0	40
07:15 AM	1	19	6	1	5	1	1	2	1	0	0	3	0	0	40
07:30 AM	0	27	9	0	7	1	0	1	1	0	0	4	0	0	50
07:45 AM	0	28	3	1	3	1	0	2	1	0	0	2	0	5	46
08:00 AM	1	42	8	1	3	3	0	0	0	0	0	0	0	1	59
08:15 AM	2	19	10	1	2	3	0	0	1	0	0	1	0	0	39
08:30 AM	1	17	10	0	3	1	0	1	2	0	0	0	0	0	35
08:45 AM	0	11	6	1	5	1	0	4	2	0	0	0	0	0	30
09:00 AM	1	19	13	1	12	1	0	1	8	0	0	3	0	0	59
09:15 AM	1	21	8	4	7	4	0	1	3	0	0	1	0	1	51
09:30 AM	3	16	8	1	9	5	0	0	3	0	0	0	1	0	46
09:45 AM	2	11	4	1	7	2	0	0	1	0	0	2	0	0	30
10:00 AM	0	17	8	0	4	1	0	1	1	0	0	3	0	0	35
10:15 AM	1	13	6	2	3	1	0	1	0	0	0	4	0	0	31
10:30 AM	1	15	8	0	4	1	0	2	0	0	0	2	0	0	33
10:45 AM	1	12	9	0	2	1	0	0	3	0	0	2	0	0	30
11:00 AM	3	20	5	1	6	4	1	0	2	0	0	4	0	0	46
11:15 AM	1	10	4	0	4	1	0	0	3	0	1	3	0	0	27
11:30 AM	0	13	10	1	4	1	0	1	3	0	0	4	0	0	37
11:45 AM	0	13	7	0	2	0	0	0	3	0	0	6	0	0	31
Day Total															
Percent															
ADT															
2342															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	14	10	0	3	2	0	0	1	0	0	5	0	1	37
12:15 PM	0	15	2	2	6	0	0	0	3	0	0	2	0	0	30
12:30 PM	2	13	7	1	3	3	0	2	1	0	0	3	0	0	35
12:45 PM	2	19	6	0	3	2	0	1	3	0	0	0	0	0	36
01:00 PM	1	14	7	3	2	2	0	1	1	0	0	2	0	0	33
01:15 PM	1	12	4	1	0	2	0	0	2	0	0	1	0	0	23
01:30 PM	5	23	5	1	1	6	0	0	3	0	0	1	0	0	45
01:45 PM	2	12	4	0	0	3	0	0	4	0	0	1	0	0	26
02:00 PM	2	20	6	0	3	3	0	1	0	0	0	0	0	0	35
02:15 PM	4	15	9	0	0	5	0	3	2	0	0	1	0	0	39
02:30 PM	2	10	3	0	3	4	0	0	2	0	0	0	0	0	24
02:45 PM	2	13	6	1	2	2	0	0	3	0	0	0	0	0	29
03:00 PM	2	22	8	1	4	1	0	0	1	0	0	0	0	0	39
03:15 PM	0	21	7	0	4	0	0	0	0	0	0	0	0	0	32
03:30 PM	1	18	3	0	0	1	0	0	1	0	0	0	0	0	24
03:45 PM	3	22	7	1	1	2	0	1	2	0	0	0	0	0	39
04:00 PM	2	18	8	0	2	3	0	1	2	0	0	0	0	0	36
04:15 PM	2	25	5	1	2	1	0	0	3	0	0	0	0	0	39
04:30 PM	1	31	9	0	1	1	0	0	2	0	0	1	0	0	46
04:45 PM	3	22	5	2	3	2	0	1	0	0	0	1	0	0	39
05:00 PM	2	18	11	0	4	3	0	1	0	0	0	1	0	0	40
05:15 PM	1	24	8	0	1	3	0	1	1	0	0	0	0	0	39
05:30 PM	3	28	5	0	1	3	0	0	0	0	0	1	0	0	41
05:45 PM	1	16	5	0	2	2	0	0	1	0	0	0	0	0	27
Day Total															
Percent															
ADT															
2342															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	21	11	0	0	1	0	3	3	0	0	0	0	0	40
06:15 PM	2	18	1	0	3	3	0	1	0	0	0	0	0	0	28
06:30 PM	1	15	5	0	0	1	0	0	4	0	0	0	0	0	26
06:45 PM	0	16	5	0	0	0	0	0	2	0	0	0	0	0	23
07:00 PM	0	15	1	0	1	1	0	1	3	0	0	0	0	0	22
07:15 PM	1	11	3	0	2	2	0	0	4	0	0	0	0	0	23
07:30 PM	0	9	2	0	1	0	0	0	1	0	0	0	0	0	13
07:45 PM	1	5	1	1	0	2	0	1	0	0	0	0	0	0	11
08:00 PM	1	11	1	0	0	1	0	1	1	0	0	1	0	0	17
08:15 PM	0	7	2	0	1	0	0	0	1	0	0	0	0	0	11
08:30 PM	2	7	2	0	1	2	0	0	0	0	0	0	0	0	14
08:45 PM	1	6	0	0	0	1	0	0	0	0	0	0	0	0	8
09:00 PM	1	2	0	0	0	1	0	0	1	0	0	2	0	0	7
09:15 PM	0	9	2	0	1	1	0	0	1	0	0	2	0	0	16
09:30 PM	1	9	1	2	0	0	0	0	2	0	0	0	0	0	15
09:45 PM	0	9	1	0	0	0	0	2	3	0	0	0	0	0	15
10:00 PM	0	5	1	0	0	0	0	0	0	0	0	1	0	0	7
10:15 PM	0	5	1	0	0	0	0	0	0	0	0	1	0	0	7
10:30 PM	0	4	1	0	0	1	0	0	1	0	0	0	0	0	7
10:45 PM	0	6	0	0	0	0	0	0	1	0	0	1	0	0	8
11:00 PM	1	4	0	0	2	2	0	1	0	0	1	1	0	1	13
11:15 PM	0	2	0	1	0	0	0	0	1	0	0	1	0	0	5
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	1	0	0	7
11:45 PM	1	10	3	0	0	1	0	0	0	0	0	1	0	0	16
Day Total	96	1187	381	40	169	131	2	57	155	9	3	102	1	9	2342
Percent	4.1%	50.7%	16.3%	1.7%	7.2%	5.6%	0.1%	2.4%	6.6%	0.4%	0.1%	4.4%	0%	0.4%	
ADT 2342															
AM Peak 15-min Vol	5:45 AM 3	8:00 AM 42	9:00 AM 13	9:15 AM 4	9:00 AM 12	9:30 AM 5	7:15 AM 1	8:45 AM 4	3:15 AM 8	3:30 AM 2	5:45 AM 1	11:45 AM 6	9:30 AM 1	7:45 AM 5	8:00 AM 59
PM Peak 15-min Vol	1:30 PM 5	4:30 PM 31	5:00 PM 11	1:00 PM 3	12:15 PM 6	1:30 PM 6	12:00 PM 0	2:15 PM 3	1:45 PM 4	12:00 PM 0	11:00 PM 1	12:00 PM 5	12:00 PM 0	12:00 PM 1	4:30 PM 46

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	0	0	0	0	0	0	5	0	0	1	0	1	14
12:15 AM	0	3	0	0	0	1	0	0	1	0	0	0	0	0	5
12:30 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
12:45 AM	0	4	1	0	0	0	0	0	3	0	0	0	0	0	8
01:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
01:15 AM	1	2	0	0	0	2	0	0	0	0	0	0	0	0	5
01:30 AM	0	4	1	0	0	0	0	0	0	0	0	3	0	0	8
01:45 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
02:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
02:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
02:30 AM	0	5	0	0	0	1	0	0	2	1	0	0	0	0	9
02:45 AM	0	2	0	0	0	0	0	0	2	1	0	0	0	0	5
03:00 AM	1	1	0	0	2	1	0	0	2	0	0	0	0	0	7
03:15 AM	1	4	1	0	0	1	0	0	4	1	0	0	0	0	12
03:30 AM	0	1	0	0	0	0	0	0	3	6	0	1	0	0	11
03:45 AM	0	2	2	0	0	0	0	1	1	0	0	0	0	0	6
04:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
04:15 AM	0	4	2	0	0	0	0	4	1	0	0	1	0	0	12
04:30 AM	0	5	0	0	0	0	0	1	2	0	0	0	0	0	8
04:45 AM	2	4	1	0	1	1	0	1	2	0	0	1	0	0	13
05:00 AM	0	6	1	0	0	0	0	2	2	0	0	0	0	0	11
05:15 AM	2	7	3	1	2	2	0	1	1	0	0	0	0	0	19
05:30 AM	1	10	1	2	1	0	0	1	2	0	0	1	0	0	19
05:45 AM	0	16	2	0	1	0	0	1	0	0	0	3	0	0	23
Day Total Percent															
ADT 2360															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	11	5	0	1	1	0	0	3	0	0	1	0	0	24
06:15 AM	1	18	3	0	3	0	0	1	3	0	0	2	0	0	31
06:30 AM	0	14	7	0	1	1	0	1	0	0	0	2	0	0	26
06:45 AM	1	20	4	0	3	1	0	0	0	0	0	2	0	0	31
07:00 AM	1	23	4	0	2	1	0	0	2	0	0	1	0	0	34
07:15 AM	3	29	6	1	2	3	0	1	1	0	0	1	0	0	47
07:30 AM	1	31	10	0	1	7	1	2	3	0	0	1	0	0	57
07:45 AM	0	25	5	2	7	0	0	2	2	0	0	0	0	0	43
08:00 AM	1	19	5	3	6	1	0	0	3	0	1	3	0	0	42
08:15 AM	0	19	6	0	0	1	0	1	2	0	0	1	0	0	30
08:30 AM	0	15	7	0	5	1	0	0	1	0	0	3	0	0	32
08:45 AM	0	18	9	0	5	0	0	0	1	0	0	4	0	0	37
09:00 AM	0	18	6	5	10	1	0	1	7	0	0	1	0	1	50
09:15 AM	0	18	7	3	9	1	0	1	4	0	0	0	0	0	43
09:30 AM	1	10	6	1	9	2	0	2	3	0	0	2	0	0	36
09:45 AM	2	13	8	0	7	3	0	0	4	0	0	1	0	0	38
10:00 AM	1	21	5	1	5	1	0	3	6	0	0	4	0	0	47
10:15 AM	1	13	8	1	4	2	0	2	0	0	0	3	0	0	34
10:30 AM	3	16	8	0	5	1	0	2	3	0	1	3	0	0	42
10:45 AM	3	16	4	1	3	2	0	0	1	0	0	3	0	0	33
11:00 AM	0	13	8	1	3	1	0	2	2	0	0	2	0	0	32
11:15 AM	0	15	4	1	3	2	0	2	1	0	0	2	0	0	30
11:30 AM	4	14	4	0	3	3	0	0	3	0	1	2	0	0	34
11:45 AM	2	19	15	0	2	3	0	0	3	0	0	4	0	1	49
Day Total															
Percent															
ADT															
2360															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	25	9	0	7	1	0	1	3	0	0	1	0	0	48
12:15 PM	2	11	10	0	2	2	0	2	4	0	0	0	0	0	33
12:30 PM	0	27	5	0	4	0	0	1	2	0	0	1	0	0	40
12:45 PM	1	17	8	0	2	1	0	1	2	0	0	1	0	0	33
01:00 PM	2	25	7	1	3	2	0	1	3	0	0	0	0	0	44
01:15 PM	0	20	15	0	0	1	0	1	1	0	0	0	0	0	38
01:30 PM	2	14	3	1	3	1	0	2	0	0	0	0	0	0	26
01:45 PM	3	21	4	0	5	3	0	1	2	0	0	1	0	0	40
02:00 PM	2	19	5	0	2	3	0	0	3	0	0	0	0	0	34
02:15 PM	1	22	9	0	0	1	0	0	0	0	0	0	0	0	33
02:30 PM	2	12	8	0	4	1	0	0	8	0	0	0	0	0	35
02:45 PM	3	15	3	2	2	2	0	0	2	0	0	0	0	0	29
03:00 PM	2	21	1	1	3	2	0	2	1	0	0	0	0	0	33
03:15 PM	0	10	3	0	0	1	0	2	3	0	0	0	0	0	19
03:30 PM	1	20	6	0	1	1	0	0	0	0	0	0	0	0	29
03:45 PM	2	24	3	0	1	5	0	1	1	0	0	0	0	0	37
04:00 PM	0	23	7	0	4	1	0	0	1	0	0	0	0	0	36
04:15 PM	1	26	10	0	5	1	0	0	1	0	0	0	0	0	44
04:30 PM	1	25	6	0	4	1	0	0	1	0	0	0	0	0	38
04:45 PM	1	21	9	0	3	1	0	2	1	0	0	1	0	0	39
05:00 PM	0	20	5	0	1	0	0	0	2	0	0	0	0	0	28
05:15 PM	2	21	7	1	5	1	0	1	2	0	0	0	0	0	40
05:30 PM	2	36	10	0	2	2	0	3	3	0	0	1	0	0	59
05:45 PM	1	9	7	0	3	1	0	0	3	0	0	0	0	0	24
Day Total															
Percent															
ADT															
2360															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135853
DIRECTION: NB
DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	18	5	0	2	0	0	1	0	0	0	0	0	0	26
06:15 PM	2	21	10	0	2	2	0	0	0	0	0	0	0	0	37
06:30 PM	1	21	3	0	3	1	0	1	3	0	0	0	0	0	33
06:45 PM	0	17	3	1	3	0	0	0	0	0	0	0	0	0	24
07:00 PM	1	18	2	0	0	2	0	0	0	0	0	1	0	0	24
07:15 PM	1	14	2	0	0	1	0	1	0	0	0	0	0	0	19
07:30 PM	0	11	2	0	1	0	0	0	1	0	0	0	0	0	15
07:45 PM	2	3	1	0	1	2	0	1	0	0	0	0	0	0	10
08:00 PM	1	13	2	0	3	1	0	0	2	0	0	0	0	0	22
08:15 PM	1	5	6	0	0	1	0	0	1	0	0	1	0	0	15
08:30 PM	0	15	0	0	1	0	0	1	1	0	0	1	0	0	19
08:45 PM	0	19	3	0	0	0	0	0	2	0	0	1	0	0	25
09:00 PM	1	10	1	0	0	1	0	0	0	0	0	0	0	0	13
09:15 PM	1	8	1	1	0	0	0	0	1	0	0	3	0	0	15
09:30 PM	0	4	3	0	1	0	0	0	4	0	0	0	0	0	12
09:45 PM	1	4	3	0	3	1	0	0	0	0	0	0	0	0	12
10:00 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6
10:15 PM	0	3	2	0	0	0	0	0	0	0	0	1	0	0	6
10:30 PM	0	4	2	1	1	1	0	0	1	0	0	1	0	0	11
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	1	0	0	4
11:00 PM	0	6	1	0	0	0	0	0	1	0	1	1	0	0	10
11:15 PM	0	5	0	0	0	0	0	0	1	0	0	2	0	0	8
11:30 PM	0	10	2	0	0	1	0	0	2	0	0	0	0	0	15
11:45 PM	0	7	1	0	0	1	0	0	0	0	0	1	0	0	10
Day Total	79	1247	385	33	193	99	1	61	164	10	4	81	0	3	2360
Percent	3.3%	52.8%	16.3%	1.4%	8.2%	4.2%	0%	2.6%	6.9%	0.4%	0.2%	3.4%	0%	0.1%	
ADT 2360															
AM Peak 15-min Vol	11:30 AM 4	7:30 AM 31	11:45 AM 15	9:00 AM 5	9:00 AM 10	7:30 AM 7	7:30 AM 1	4:15 AM 4	9:00 AM 7	3:30 AM 6	8:00 AM 1	8:45 AM 4	12:00 AM 0	12:00 AM 1	7:30 AM 57
PM Peak 15-min Vol	1:45 PM 3	5:30 PM 36	1:15 PM 15	2:45 PM 2	12:00 PM 7	3:45 PM 5	12:00 PM 0	5:30 PM 3	2:30 PM 8	12:00 PM 0	11:00 PM 1	9:15 PM 3	12:00 PM 0	12:00 PM 0	5:30 PM 59

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	6	0	0	0	1	0	0	3	0	0	1	0	0	12
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	3	0	0	6
12:45 AM	1	4	1	1	0	0	0	0	0	0	0	1	0	0	8
01:00 AM	0	5	1	0	0	0	0	0	1	0	0	1	0	0	8
01:15 AM	0	4	0	0	0	0	0	0	0	0	0	1	0	0	5
01:30 AM	0	3	0	0	0	0	0	0	3	0	0	2	0	0	8
01:45 AM	2	1	0	0	0	2	0	0	3	0	0	1	0	0	9
02:00 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	1	4
02:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:30 AM	0	3	0	0	0	0	0	0	0	2	0	0	0	0	5
02:45 AM	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3
03:00 AM	2	1	0	0	0	3	0	1	1	0	0	0	0	0	8
03:15 AM	1	1	1	0	1	1	0	0	3	0	0	0	0	0	8
03:30 AM	2	3	0	0	2	2	0	0	2	2	0	1	0	0	14
03:45 AM	0	3	1	0	0	0	0	1	1	0	0	0	0	0	6
04:00 AM	0	1	0	0	0	0	0	2	1	0	0	2	0	0	6
04:15 AM	0	2	3	0	1	0	0	2	0	0	0	1	0	0	9
04:30 AM	2	6	3	0	0	2	0	2	3	0	0	0	0	0	18
04:45 AM	0	3	0	0	0	0	0	0	0	0	0	1	0	0	4
05:00 AM	0	11	2	0	0	0	0	1	1	0	0	1	0	0	16
05:15 AM	0	6	3	1	0	0	0	0	0	0	0	4	0	0	14
05:30 AM	4	18	2	1	1	4	0	0	3	0	0	3	0	0	36
05:45 AM	1	9	1	0	1	1	0	0	2	0	0	4	0	0	19
Day Total															
Percent															
ADT															
2587															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	11	4	0	0	2	0	2	2	0	0	2	0	0	24
06:15 AM	2	15	8	0	2	0	0	0	4	0	0	0	0	1	32
06:30 AM	0	12	6	0	5	1	0	1	2	0	0	1	0	0	28
06:45 AM	0	25	2	0	2	2	0	0	1	0	0	2	0	0	34
07:00 AM	2	26	2	0	1	3	0	1	1	0	1	0	0	0	37
07:15 AM	2	16	3	0	0	2	0	3	6	0	0	4	0	0	36
07:30 AM	0	19	6	0	1	0	0	3	5	1	0	1	0	0	36
07:45 AM	1	28	7	1	1	2	0	1	2	0	0	1	0	0	44
08:00 AM	1	22	4	1	4	1	0	1	3	0	0	4	0	0	41
08:15 AM	0	25	7	1	3	0	0	0	1	0	0	2	0	0	39
08:30 AM	1	16	11	0	4	1	0	2	5	0	0	2	0	0	42
08:45 AM	1	13	7	0	2	1	0	0	1	0	0	1	0	0	26
09:00 AM	1	11	10	0	8	3	0	2	6	0	0	0	0	0	41
09:15 AM	2	17	3	2	16	3	0	1	2	0	0	0	0	0	46
09:30 AM	1	14	5	2	11	1	0	2	1	0	0	1	0	0	38
09:45 AM	2	21	7	1	5	1	0	1	3	0	0	1	0	0	42
10:00 AM	1	13	8	0	5	2	0	3	2	0	0	1	0	0	35
10:15 AM	1	15	9	1	9	2	0	0	3	0	0	1	0	0	41
10:30 AM	1	11	6	1	5	1	0	2	1	0	0	2	0	0	30
10:45 AM	0	21	7	2	4	1	0	1	0	0	0	1	0	0	37
11:00 AM	0	15	10	3	5	0	0	1	4	0	0	4	0	0	42
11:15 AM	0	25	10	0	1	0	0	0	3	0	1	5	0	0	45
11:30 AM	2	12	5	2	5	4	0	1	6	0	0	1	0	0	38
11:45 AM	2	18	6	2	4	3	0	2	4	0	0	0	0	0	41
Day Total															
Percent															
ADT															
2587															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	28	4	0	6	0	0	0	1	0	0	3	0	0	42
12:15 PM	2	31	5	0	2	1	0	1	2	0	0	0	0	0	44
12:30 PM	2	22	13	0	5	1	0	5	2	0	0	0	0	0	50
12:45 PM	2	28	12	2	3	2	0	0	1	0	0	0	0	0	50
01:00 PM	2	16	8	1	3	2	0	0	4	0	0	0	0	0	36
01:15 PM	2	23	7	1	3	3	0	2	1	0	0	0	0	0	42
01:30 PM	4	26	8	1	2	3	0	1	0	0	0	1	0	0	46
01:45 PM	0	22	9	0	4	0	0	1	2	0	1	2	0	0	41
02:00 PM	2	27	7	1	0	2	0	0	3	0	0	0	0	0	42
02:15 PM	2	21	11	1	0	2	0	0	1	0	0	0	0	0	38
02:30 PM	1	23	11	2	5	2	0	0	5	0	0	0	0	0	49
02:45 PM	1	26	9	0	4	1	0	1	5	0	0	2	0	0	49
03:00 PM	0	19	9	0	4	1	0	1	1	0	0	1	0	1	37
03:15 PM	0	20	10	0	2	2	0	0	1	0	0	0	0	0	35
03:30 PM	1	19	2	0	2	1	0	0	1	0	0	1	0	0	27
03:45 PM	2	29	8	2	6	2	0	1	0	0	0	1	0	0	51
04:00 PM	1	28	12	0	0	1	0	0	4	0	0	1	0	0	47
04:15 PM	2	23	8	1	4	1	0	0	0	0	0	0	0	0	39
04:30 PM	0	18	7	0	3	0	0	0	3	0	0	0	0	0	31
04:45 PM	0	18	5	0	5	0	0	0	0	0	0	0	0	0	28
05:00 PM	2	28	12	0	5	2	0	1	0	0	0	1	0	0	51
05:15 PM	2	22	5	0	3	2	0	0	2	0	0	0	0	0	36
05:30 PM	0	23	9	0	1	0	0	0	2	0	0	0	0	0	35
05:45 PM	0	12	5	0	2	0	0	0	0	0	0	0	0	0	19
Day Total															
Percent															
ADT															
2587															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	23	6	0	6	1	0	1	1	0	0	1	0	0	40
06:15 PM	2	17	10	0	1	2	0	0	0	0	0	0	0	0	32
06:30 PM	3	23	0	0	2	3	0	0	2	0	0	0	0	0	33
06:45 PM	1	19	4	1	1	1	0	0	0	0	0	0	0	0	27
07:00 PM	1	20	4	0	1	1	0	0	0	0	0	0	0	0	27
07:15 PM	0	17	3	1	1	0	0	0	0	0	0	0	0	0	22
07:30 PM	1	23	7	0	1	1	0	0	0	0	0	0	0	0	33
07:45 PM	1	13	6	1	1	0	0	1	1	0	0	0	0	0	24
08:00 PM	2	17	5	1	2	1	0	1	1	0	0	0	0	0	30
08:15 PM	1	10	3	0	1	1	0	0	0	0	0	0	0	0	16
08:30 PM	0	9	5	1	1	0	0	0	1	0	0	0	0	0	17
08:45 PM	0	9	3	0	2	1	0	0	1	0	0	1	0	0	17
09:00 PM	0	8	1	0	0	1	0	1	0	0	0	1	0	0	12
09:15 PM	2	13	1	0	0	2	0	0	1	0	0	0	0	0	19
09:30 PM	0	14	1	0	3	0	0	0	0	0	0	1	0	0	19
09:45 PM	3	14	2	1	0	2	0	0	2	0	0	1	0	0	25
10:00 PM	1	4	4	0	1	2	0	0	0	0	0	1	0	0	13
10:15 PM	1	12	0	0	0	2	0	0	0	0	0	0	0	0	15
10:30 PM	0	7	2	0	1	0	0	0	2	0	0	0	0	0	12
10:45 PM	1	6	2	0	0	1	0	0	1	0	0	0	0	0	11
11:00 PM	2	8	2	1	1	2	0	0	1	0	0	0	0	0	17
11:15 PM	0	8	2	1	0	1	0	0	1	0	0	0	0	0	13
11:30 PM	0	7	3	0	0	0	0	0	1	0	0	0	0	0	11
11:45 PM	0	7	1	0	0	0	0	1	1	0	0	0	0	0	10
Day Total	93	1381	446	42	209	108	0	58	154	5	3	85	0	3	2587
Percent	3.6%	53.4%	17.2%	1.6%	8.1%	4.2%	0%	2.2%	6%	0.2%	0.1%	3.3%	0%	0.1%	
ADT 2587															
AM Peak 15-min Vol	5:30 AM	7:45 AM	8:30 AM	11:00 AM	9:15 AM	5:30 AM	12:00 AM	7:15 AM	7:15 AM	2:30 AM	7:00 AM	11:15 AM	12:00 AM	2:00 AM	9:15 AM
	4	28	11	3	16	4	0	3	6	2	1	5	0	1	46
PM Peak 15-min Vol	1:30 PM	12:15 PM	12:30 PM	12:45 PM	12:00 PM	1:15 PM	12:00 PM	12:30 PM	2:30 PM	12:00 PM	1:45 PM	12:00 PM	12:00 PM	3:00 PM	3:45 PM
	4	31	13	2	6	3	0	5	5	0	1	3	0	1	51

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	1	0	1	0	0	0	0	0	0	1	0	0	9
12:15 AM	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
12:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
12:45 AM	1	9	1	1	0	0	0	0	0	0	0	0	0	0	12
01:00 AM	1	3	2	0	0	2	0	0	1	0	0	0	0	0	9
01:15 AM	0	3	1	0	1	0	0	0	2	0	0	1	0	0	8
01:30 AM	0	0	1	0	0	0	0	1	0	0	0	1	0	0	3
01:45 AM	0	3	1	0	0	1	0	0	0	0	0	0	0	0	5
02:00 AM	0	4	1	1	1	0	0	0	0	0	0	1	0	0	8
02:15 AM	2	3	0	0	0	2	0	0	3	0	0	0	0	0	10
02:30 AM	0	4	0	0	0	0	0	0	0	0	0	2	0	0	6
02:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:00 AM	0	3	0	0	1	0	0	0	2	0	0	0	0	0	6
03:15 AM	0	1	0	0	0	0	0	0	2	0	0	1	0	0	4
03:30 AM	0	2	1	0	0	0	0	1	0	0	0	0	0	0	4
03:45 AM	1	3	0	0	1	1	0	0	1	0	0	1	0	0	8
04:00 AM	0	2	2	0	0	0	0	1	1	0	0	0	0	0	6
04:15 AM	1	4	1	0	0	1	0	1	0	0	0	0	0	0	8
04:30 AM	1	3	1	0	0	2	0	1	1	0	0	1	0	0	10
04:45 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	0	7
05:00 AM	0	3	0	0	1	0	0	2	2	0	0	2	0	0	10
05:15 AM	0	5	2	0	1	0	0	0	1	0	0	0	0	0	9
05:30 AM	1	12	5	1	1	1	0	1	2	0	0	2	0	0	26
05:45 AM	0	13	2	0	0	0	0	1	1	0	0	4	0	0	21
Day Total Percent															
ADT 1941															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	7	1	0	2	0	0	0	1	0	0	3	0	0	14
06:15 AM	0	11	3	0	2	2	0	1	0	0	0	0	0	0	19
06:30 AM	0	9	3	0	0	0	0	1	4	0	0	3	0	0	20
06:45 AM	0	7	3	0	0	0	0	1	1	0	0	1	0	0	13
07:00 AM	0	7	4	0	2	0	0	1	1	0	0	1	0	0	16
07:15 AM	1	12	8	0	3	1	0	1	3	0	0	5	0	0	34
07:30 AM	1	11	7	0	2	1	0	0	2	0	1	0	0	0	25
07:45 AM	1	10	4	0	3	1	0	0	0	0	0	1	0	0	20
08:00 AM	1	19	5	0	1	1	0	0	0	0	0	0	0	0	27
08:15 AM	3	11	2	0	1	3	0	1	1	0	0	2	0	0	24
08:30 AM	2	15	2	0	2	2	0	0	3	0	0	0	0	0	26
08:45 AM	0	16	3	0	9	1	0	0	1	0	0	0	0	0	30
09:00 AM	1	11	9	0	9	1	0	0	1	0	0	3	0	0	35
09:15 AM	2	20	3	1	9	2	0	1	1	0	0	3	0	0	42
09:30 AM	1	11	5	0	5	1	0	0	0	0	0	1	0	0	24
09:45 AM	0	16	7	0	2	0	0	0	0	0	0	1	0	0	26
10:00 AM	0	16	9	0	5	1	0	0	2	0	0	2	0	0	35
10:15 AM	1	16	6	0	7	1	0	1	0	0	0	4	0	0	36
10:30 AM	0	22	3	1	6	0	0	0	2	0	0	4	0	0	38
10:45 AM	1	9	7	1	0	1	0	0	0	0	0	2	0	0	21
11:00 AM	1	21	6	2	3	1	0	0	2	0	0	4	0	0	40
11:15 AM	0	16	8	0	1	0	0	2	1	0	1	2	0	1	32
11:30 AM	0	21	7	1	3	0	0	1	1	0	0	0	0	0	34
11:45 AM	1	16	7	0	2	3	0	2	0	0	0	1	0	1	33
Day Total															
Percent															
ADT															
1941															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	22	7	0	3	0	0	0	0	0	0	0	0	3	38
12:15 PM	0	22	9	0	0	0	0	0	0	0	0	0	0	0	31
12:30 PM	1	17	5	0	0	2	0	0	1	0	0	3	0	0	29
12:45 PM	0	21	3	0	4	0	0	0	0	0	0	1	0	0	29
01:00 PM	0	14	6	0	4	0	0	0	1	0	0	0	0	0	25
01:15 PM	1	21	7	0	1	2	0	0	1	0	0	0	0	0	33
01:30 PM	3	11	5	0	1	3	0	0	1	0	0	1	0	0	25
01:45 PM	1	16	8	0	2	1	0	0	1	0	0	0	0	0	29
02:00 PM	0	26	7	0	1	1	0	0	1	0	0	0	0	0	36
02:15 PM	0	15	7	0	4	0	0	1	1	0	0	0	0	0	28
02:30 PM	1	17	12	0	1	1	0	0	1	0	0	0	0	0	33
02:45 PM	0	18	8	0	2	1	0	0	0	0	0	0	0	0	29
03:00 PM	1	17	4	0	0	1	0	0	0	0	0	0	0	0	23
03:15 PM	1	11	10	1	0	2	0	0	0	0	0	0	0	0	25
03:30 PM	1	24	4	0	2	1	0	1	0	0	0	1	0	0	34
03:45 PM	1	18	4	0	1	1	0	0	0	0	0	0	0	1	26
04:00 PM	1	13	9	0	4	2	0	2	0	0	0	0	0	0	31
04:15 PM	0	12	6	0	3	0	0	0	0	0	0	0	0	0	21
04:30 PM	1	16	4	0	1	0	0	3	1	0	0	0	0	0	26
04:45 PM	2	23	5	0	1	2	0	0	1	0	0	0	0	0	34
05:00 PM	2	16	4	0	1	2	0	0	1	0	0	0	0	0	26
05:15 PM	1	13	5	0	0	1	0	0	1	0	0	0	0	0	21
05:30 PM	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
05:45 PM	3	12	6	0	2	4	0	1	0	0	0	0	0	0	28
Day Total															
Percent															
ADT															
1941															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135853
DIRECTION: NB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	14	2	0	2	1	0	0	1	0	0	0	0	0	20
06:15 PM	1	15	7	0	0	1	0	0	0	0	0	0	0	0	24
06:30 PM	0	15	3	0	2	0	0	0	1	0	0	1	0	0	22
06:45 PM	1	16	5	0	2	1	0	0	0	0	0	0	0	0	25
07:00 PM	1	11	5	0	1	1	0	0	0	0	0	0	0	0	19
07:15 PM	2	21	7	0	2	2	0	0	0	0	0	0	0	0	34
07:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
07:45 PM	2	13	2	0	3	2	0	0	0	0	0	0	0	0	22
08:00 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
08:15 PM	1	16	1	2	0	1	0	0	0	0	0	0	0	0	21
08:30 PM	2	12	1	0	0	2	0	0	0	0	0	0	0	0	17
08:45 PM	0	14	1	0	3	0	0	0	1	0	0	0	0	0	19
09:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
09:15 PM	1	6	3	0	0	1	0	0	0	0	0	0	0	0	11
09:30 PM	0	7	2	0	0	0	0	0	1	0	0	0	0	0	10
09:45 PM	0	14	2	0	0	0	0	0	1	0	0	1	0	0	18
10:00 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
10:15 PM	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
10:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
10:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
11:00 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
11:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
11:30 PM	0	10	2	0	0	0	0	0	0	0	1	0	0	0	13
11:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
Day Total	60	1120	361	12	145	72	0	30	64	0	2	69	0	6	1941
Percent	3.1%	57.7%	18.6%	0.6%	7.5%	3.7%	0%	1.5%	3.3%	0%	0.1%	3.6%	0%	0.3%	
ADT 1941															
AM Peak 15-min Vol	8:15 AM 3	10:30 AM 22	9:00 AM 9	11:00 AM 2	8:45 AM 9	8:15 AM 3	12:00 AM 0	5:00 AM 2	6:30 AM 4	12:00 AM 0	7:30 AM 1	7:15 AM 5	12:00 AM 0	11:15 AM 1	9:15 AM 42
PM Peak 15-min Vol	12:00 PM 3	2:00 PM 26	2:30 PM 12	8:15 PM 2	12:45 PM 4	5:45 PM 4	12:00 PM 0	4:30 PM 3	12:30 PM 1	12:00 PM 0	12:00 PM 0	12:30 PM 3	12:00 PM 0	12:00 PM 3	12:00 PM 38

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
12:30 AM	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
01:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15 AM	0	6	1	0	0	0	0	0	2	0	0	0	0	0	9
02:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
03:00 AM	1	2	1	0	0	1	0	0	1	0	0	0	0	0	6
03:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30 AM	0	3	0	0	2	1	0	0	0	0	0	0	0	0	6
03:45 AM	1	3	0	0	0	1	0	0	0	0	0	0	0	0	5
04:00 AM	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
04:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30 AM	1	3	1	0	0	1	0	0	0	0	0	1	0	0	7
04:45 AM	1	3	3	0	0	1	0	0	1	0	0	1	0	0	10
05:00 AM	1	7	1	0	0	1	0	0	1	0	0	1	0	0	12
05:15 AM	0	4	3	0	1	0	0	1	1	0	0	0	0	0	10
05:30 AM	1	10	0	1	1	0	0	0	0	0	0	1	0	0	14
05:45 AM	0	5	2	0	0	0	0	1	2	0	0	1	0	0	11
Day Total Percent															
ADT 1450															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	6	0	0	0	0	0	0	2	0	0	0	0	0	8
06:15 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	0	12
06:30 AM	1	3	0	0	1	1	0	0	0	0	0	0	0	0	6
06:45 AM	1	6	2	1	1	1	0	0	1	0	0	1	0	0	14
07:00 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	0	9
07:15 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
07:45 AM	2	12	2	1	2	2	0	0	1	0	0	0	0	0	22
08:00 AM	0	8	1	0	1	0	0	1	0	0	0	1	0	0	12
08:15 AM	0	6	2	0	1	0	0	0	1	0	0	0	0	0	10
08:30 AM	0	7	1	0	5	0	0	0	1	0	0	2	0	0	16
08:45 AM	0	6	3	1	1	0	0	0	0	0	0	0	0	0	11
09:00 AM	0	14	3	0	4	0	0	1	1	0	0	0	0	0	23
09:15 AM	2	13	3	1	3	1	0	1	0	0	0	0	0	0	24
09:30 AM	1	5	2	0	2	1	0	0	1	0	0	1	0	0	13
09:45 AM	1	12	4	0	2	1	0	0	0	0	0	0	0	0	20
10:00 AM	2	10	10	0	1	3	0	0	0	0	0	0	0	0	26
10:15 AM	0	18	6	1	4	0	0	0	2	0	0	0	0	0	31
10:30 AM	0	14	2	0	2	0	0	2	1	0	0	1	0	0	22
10:45 AM	0	13	5	0	4	0	0	1	0	0	0	0	0	0	23
11:00 AM	0	18	0	0	2	0	0	0	0	0	0	0	0	0	20
11:15 AM	0	13	5	0	3	1	0	0	0	0	0	0	0	0	22
11:30 AM	1	10	1	0	0	1	0	0	1	0	0	2	0	0	16
11:45 AM	1	17	3	1	0	1	0	0	2	0	0	0	0	0	25
Day Total															
Percent															
ADT															
1450															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd)

QC JOB #: 15135853

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
12:15 PM	0	25	6	0	3	1	0	0	1	0	0	0	0	0	36
12:30 PM	1	16	5	0	3	2	0	0	0	0	0	0	0	0	27
12:45 PM	0	25	4	0	1	0	0	0	2	0	0	0	0	0	32
01:00 PM	0	19	5	0	1	1	0	0	0	0	0	0	0	2	28
01:15 PM	0	24	2	0	2	0	0	0	0	0	0	0	0	0	28
01:30 PM	1	15	3	1	4	1	0	0	1	0	0	0	0	0	26
01:45 PM	2	12	6	0	1	2	0	0	1	0	0	0	0	0	24
02:00 PM	0	26	7	0	1	0	0	0	2	0	0	1	0	0	37
02:15 PM	0	15	11	0	0	0	0	0	0	0	0	0	0	0	26
02:30 PM	0	14	6	0	1	1	0	0	0	0	0	0	0	1	23
02:45 PM	0	18	5	0	1	0	0	0	0	0	0	0	0	0	24
03:00 PM	0	12	10	0	1	0	0	0	0	0	0	0	0	0	23
03:15 PM	2	22	5	0	2	2	0	0	0	0	0	0	0	0	33
03:30 PM	1	15	6	0	3	1	0	0	0	0	0	0	0	0	26
03:45 PM	0	5	1	0	3	0	0	1	0	0	0	0	0	0	10
04:00 PM	2	15	8	0	1	2	0	0	0	0	0	0	0	0	28
04:15 PM	1	15	6	0	2	0	0	1	0	0	0	1	0	0	26
04:30 PM	0	16	3	0	2	0	0	0	0	0	0	0	0	0	21
04:45 PM	1	10	6	0	0	1	0	1	0	0	0	0	0	0	19
05:00 PM	1	20	6	0	3	1	0	1	0	0	0	0	0	0	32
05:15 PM	1	9	2	0	5	0	0	0	0	0	0	0	0	0	17
05:30 PM	0	9	2	0	3	0	0	0	1	0	0	0	0	0	15
05:45 PM	0	20	6	0	0	0	0	0	0	0	0	0	0	0	26
Day Total															
Percent															
ADT															
1450															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd) **QC JOB #:** 15135853
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 15 2019

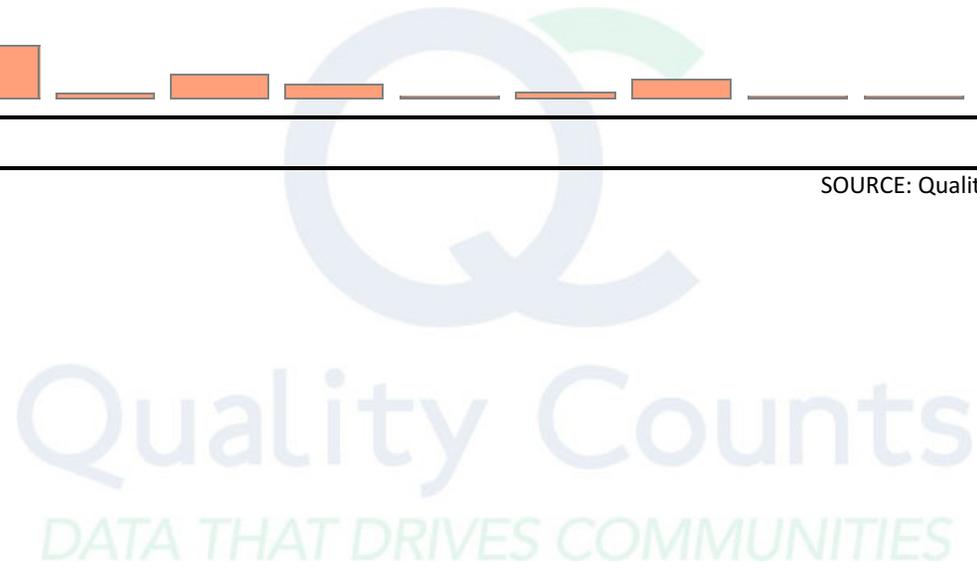
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	16	3	0	0	2	0	0	2	0	0	0	0	0	25
06:15 PM	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
06:30 PM	2	17	3	0	0	2	0	1	1	0	0	0	0	0	26
06:45 PM	1	8	1	0	0	1	0	1	0	0	0	0	0	0	12
07:00 PM	0	11	4	0	0	0	0	0	1	0	0	0	0	0	16
07:15 PM	0	10	3	0	0	1	0	0	2	0	0	0	0	0	16
07:30 PM	1	12	2	0	0	2	0	0	0	0	0	0	0	0	17
07:45 PM	4	10	2	0	1	3	0	0	0	0	0	0	0	0	20
08:00 PM	0	5	2	0	1	1	0	0	0	0	0	0	0	0	9
08:15 PM	1	9	1	0	0	1	0	0	0	0	0	0	0	0	12
08:30 PM	0	11	1	0	0	0	0	1	1	0	0	1	0	0	15
08:45 PM	0	6	2	1	1	0	0	0	0	0	0	2	0	0	12
09:00 PM	0	7	3	1	1	0	0	0	1	0	0	0	0	0	13
09:15 PM	0	10	1	0	0	0	0	0	1	0	0	2	0	0	14
09:30 PM	0	2	1	0	0	0	0	0	1	0	0	1	0	0	5
09:45 PM	1	5	1	0	0	1	0	0	0	0	1	1	0	0	10
10:00 PM	0	1	2	0	1	0	0	0	1	0	0	1	0	0	6
10:15 PM	2	5	2	0	0	1	0	0	1	0	0	1	0	0	12
10:30 PM	0	2	0	0	0	0	0	0	3	0	0	0	0	0	5
10:45 PM	0	6	1	0	0	1	0	0	0	0	0	0	0	0	8
11:00 PM	0	9	1	0	0	0	0	0	2	0	0	1	0	0	13
11:15 PM	0	4	1	0	1	0	0	0	1	0	0	0	0	0	7
11:30 PM	0	5	1	0	0	0	0	0	0	0	0	1	0	0	7
11:45 PM	0	5	0	0	0	0	0	0	2	0	0	0	0	0	7
Day Total	45	900	249	10	95	51	0	16	54	0	1	26	0	3	1450
Percent	3.1%	62.1%	17.2%	0.7%	6.6%	3.5%	0%	1.1%	3.7%	0%	0.1%	1.8%	0%	0.2%	
ADT 1450															
AM Peak 15-min Vol	7:45 AM	10:15 AM	10:00 AM	5:30 AM	8:30 AM	10:00 AM	12:00 AM	10:30 AM	2:15 AM	12:00 AM	12:00 AM	8:30 AM	12:00 AM	12:00 AM	10:15 AM
	2	18	10	1	5	3	0	2	2	0	0	2	0	0	31
PM Peak 15-min Vol	7:45 PM	2:00 PM	2:15 PM	1:30 PM	5:15 PM	7:45 PM	12:00 PM	3:45 PM	10:30 PM	12:00 PM	9:45 PM	8:45 PM	12:00 PM	1:00 PM	2:00 PM
	4	26	11	1	5	3	0	1	3	0	1	2	0	2	37

Comments:

LOCATION: I-75 NB On Ramp from US 27 (Old Blitchton Rd) **QC JOB #:** 15135853
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	576	8084	2622	232	1170	705	6	321	951	44	21	513	1	36	15282
Percent	3.8%	52.9%	17.2%	1.5%	7.7%	4.6%	0%	2.1%	6.2%	0.3%	0.1%	3.4%	0%	0.2%	
ADT 2183															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	24	1	0	1	1	0	4	0	0	0	0	0	0	31
12:15 AM	0	25	4	0	3	0	0	2	0	0	1	0	0	0	35
12:30 AM	0	20	5	0	1	2	0	1	3	0	2	0	0	0	34
12:45 AM	1	16	2	2	8	1	0	0	0	0	0	0	0	1	31
01:00 AM	0	13	5	2	8	0	0	3	1	0	2	0	0	0	34
01:15 AM	0	21	1	0	3	0	0	4	0	0	1	0	0	0	30
01:30 AM	0	9	1	0	1	2	0	1	3	0	1	0	0	1	19
01:45 AM	0	14	3	3	5	3	0	3	3	0	0	0	0	0	34
02:00 AM	0	9	3	0	0	0	0	1	2	0	1	0	0	0	16
02:15 AM	0	13	6	0	2	1	0	3	1	0	1	0	0	0	27
02:30 AM	0	5	1	0	1	0	0	2	1	0	0	0	0	0	10
02:45 AM	0	6	0	0	0	1	0	1	3	0	0	0	0	1	12
03:00 AM	0	9	4	0	0	0	0	2	4	0	0	0	0	1	20
03:15 AM	0	9	5	0	3	0	0	2	2	0	0	0	0	1	22
03:30 AM	0	6	2	0	1	2	0	1	4	0	0	0	0	1	17
03:45 AM	0	15	5	1	3	1	2	2	5	0	1	0	0	1	36
04:00 AM	1	12	6	2	3	1	0	1	0	0	1	0	0	0	27
04:15 AM	0	22	5	0	0	1	0	0	3	0	0	0	0	1	32
04:30 AM	0	37	9	1	3	1	0	3	4	0	0	0	0	1	59
04:45 AM	0	33	10	0	3	2	0	1	2	0	0	0	0	2	53
05:00 AM	0	30	10	1	2	1	0	1	2	0	0	1	0	1	49
05:15 AM	2	59	15	0	2	4	0	1	3	0	0	0	0	1	87
05:30 AM	0	70	11	0	2	2	0	3	7	0	0	0	0	2	97
05:45 AM	0	74	18	0	4	4	0	4	6	0	0	0	0	1	111
Day Total															
Percent															
ADT 15085															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	84	26	2	3	1	0	1	2	0	0	0	0	3	122
06:15 AM	2	126	44	1	6	4	0	3	2	0	0	0	0	7	195
06:30 AM	1	160	57	0	10	3	0	2	4	0	0	0	0	11	248
06:45 AM	3	152	57	2	15	9	1	9	3	0	1	0	0	13	265
07:00 AM	1	195	63	4	9	1	0	4	10	0	1	0	1	10	299
07:15 AM	2	236	42	1	9	4	0	6	6	0	1	0	0	23	330
07:30 AM	2	243	54	1	9	6	0	5	2	0	0	0	0	42	364
07:45 AM	1	254	55	2	17	9	1	3	5	0	1	0	0	23	371
08:00 AM	1	177	43	3	12	6	0	8	2	0	0	0	1	10	263
08:15 AM	1	179	52	2	9	4	0	9	6	0	0	0	0	9	271
08:30 AM	2	179	49	2	12	7	1	7	6	0	0	0	0	9	274
08:45 AM	3	151	36	3	13	3	0	11	2	0	1	0	0	10	233
09:00 AM	0	159	38	2	16	4	0	6	3	0	0	0	1	5	234
09:15 AM	2	167	32	0	7	9	0	8	4	0	0	0	1	10	240
09:30 AM	5	151	38	3	7	4	0	6	6	0	2	0	0	9	231
09:45 AM	2	167	42	5	9	4	0	6	10	0	0	0	0	4	249
10:00 AM	1	150	39	2	10	1	0	4	9	0	1	0	0	6	223
10:15 AM	2	146	36	2	14	2	0	10	5	0	1	0	1	5	224
10:30 AM	1	152	43	2	12	8	0	6	7	0	0	0	1	10	242
10:45 AM	2	113	38	5	12	8	0	7	6	0	2	0	0	4	197
11:00 AM	3	151	41	1	7	6	0	4	3	0	1	0	0	10	227
11:15 AM	0	139	42	3	10	4	0	5	8	0	0	0	0	10	221
11:30 AM	1	126	38	1	5	0	0	7	0	0	1	0	2	9	190
11:45 AM	2	146	39	2	9	4	1	8	10	0	0	0	1	6	228
Day Total															
Percent															
ADT 15085															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	5	142	52	3	12	7	0	4	4	0	0	0	0	11	240
12:15 PM	1	146	38	2	13	6	0	7	6	0	0	0	1	6	226
12:30 PM	3	163	39	2	7	1	0	7	6	0	0	0	1	17	246
12:45 PM	1	142	49	1	18	7	0	10	8	0	2	0	0	14	252
01:00 PM	1	128	47	2	12	3	0	4	3	0	0	0	1	7	208
01:15 PM	1	160	46	2	13	3	0	5	8	0	1	0	1	11	251
01:30 PM	2	157	31	0	14	10	0	4	2	0	2	0	0	13	235
01:45 PM	4	157	33	2	8	7	1	1	6	0	1	0	0	13	233
02:00 PM	4	128	50	1	10	10	1	4	8	0	0	0	0	16	232
02:15 PM	1	142	44	1	9	3	0	6	4	0	0	0	0	9	219
02:30 PM	1	162	46	0	18	2	1	3	2	0	0	0	1	13	249
02:45 PM	0	139	44	1	10	4	0	3	4	0	0	0	0	8	213
03:00 PM	2	160	33	3	11	6	0	2	0	0	1	0	0	6	224
03:15 PM	1	144	56	3	12	5	0	7	5	0	2	0	1	4	240
03:30 PM	4	180	46	2	13	6	0	4	2	0	2	0	0	9	268
03:45 PM	3	159	53	3	17	2	0	7	2	0	0	0	1	20	267
04:00 PM	2	153	54	2	9	6	0	10	3	0	1	0	1	8	249
04:15 PM	3	163	46	4	17	5	0	5	5	0	0	0	0	7	255
04:30 PM	2	158	52	2	19	5	0	6	9	0	0	0	0	11	264
04:45 PM	4	170	35	3	15	5	1	4	4	0	1	0	2	7	251
05:00 PM	1	200	46	2	18	3	0	6	6	0	0	0	0	11	293
05:15 PM	1	178	44	0	14	2	0	2	2	0	1	0	0	16	260
05:30 PM	0	145	38	4	22	3	1	7	2	0	0	0	0	10	232
05:45 PM	0	156	35	3	12	5	0	1	5	0	0	0	0	5	222
Day Total															
Percent															
ADT 15085															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps **QC JOB #:** 15135854
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	143	45	2	29	1	0	4	2	0	0	0	0	10	237
06:15 PM	0	170	20	2	10	4	0	5	3	0	0	0	0	4	218
06:30 PM	0	158	26	1	14	4	0	1	2	0	0	0	0	2	208
06:45 PM	0	111	32	1	7	5	0	0	1	0	0	0	0	6	163
07:00 PM	0	88	18	0	4	2	0	2	2	0	0	0	0	0	116
07:15 PM	0	86	12	1	9	2	0	3	5	0	0	0	0	3	121
07:30 PM	0	59	14	1	7	1	0	1	3	0	0	0	0	1	87
07:45 PM	0	79	20	1	2	0	0	0	5	0	0	0	0	1	108
08:00 PM	0	70	17	0	4	1	0	0	4	0	1	0	0	1	98
08:15 PM	0	71	15	0	14	3	0	4	4	0	0	0	0	1	112
08:30 PM	0	75	11	1	8	3	0	3	2	0	0	0	0	2	105
08:45 PM	0	46	7	0	6	1	0	2	2	0	0	0	0	1	65
09:00 PM	0	42	11	3	5	0	0	1	0	0	0	0	0	2	64
09:15 PM	0	49	12	1	1	1	0	1	2	0	0	0	0	1	68
09:30 PM	1	48	5	1	2	5	0	3	2	0	1	1	0	6	75
09:45 PM	0	45	7	0	6	2	0	3	1	0	0	0	0	1	65
10:00 PM	0	45	9	0	5	0	0	2	1	0	0	0	0	1	63
10:15 PM	1	32	7	2	7	1	0	3	1	0	0	0	0	2	56
10:30 PM	0	49	7	1	4	1	0	2	0	0	0	0	0	2	66
10:45 PM	0	36	10	2	5	1	0	1	6	0	1	0	0	0	62
11:00 PM	0	42	4	0	3	2	0	3	0	0	1	0	0	0	55
11:15 PM	0	38	9	0	3	0	0	1	2	0	0	0	0	1	54
11:30 PM	0	45	7	0	3	1	0	3	2	0	1	0	0	0	62
11:45 PM	0	43	6	1	4	0	0	8	0	0	1	0	0	1	64
Day Total	94	9856	2564	132	786	298	11	366	338	0	44	2	19	575	15085
Percent	0.6%	65.3%	17%	0.9%	5.2%	2%	0.1%	2.4%	2.2%	0%	0.3%	0%	0.1%	3.8%	
ADT 15085															
AM Peak 15-min Vol	9:30 AM	7:45 AM	7:00 AM	9:45 AM	7:45 AM	6:45 AM	3:45 AM	8:45 AM	7:00 AM	12:00 AM	12:30 AM	5:00 AM	11:30 AM	7:30 AM	7:45 AM
	5	254	63	5	17	9	2	11	10	0	2	1	2	42	371
PM Peak 15-min Vol	12:00 PM	5:00 PM	3:15 PM	4:15 PM	6:00 PM	1:30 PM	1:45 PM	12:45 PM	4:30 PM	12:00 PM	12:45 PM	9:30 PM	4:45 PM	3:45 PM	5:00 PM
	5	200	56	4	29	10	1	10	9	0	2	1	2	20	293

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	24	5	2	2	0	1	3	2	0	0	0	0	2	42
12:15 AM	0	17	3	3	5	0	0	2	0	0	1	0	0	1	32
12:30 AM	0	17	4	2	1	0	0	0	0	0	3	0	0	1	28
12:45 AM	0	19	1	1	6	0	0	2	1	0	2	0	0	0	32
01:00 AM	1	8	4	1	7	4	0	1	1	0	1	0	0	3	31
01:15 AM	0	18	1	2	3	0	0	2	0	0	0	0	1	0	27
01:30 AM	0	3	0	0	4	0	0	4	2	0	1	0	0	0	14
01:45 AM	0	7	2	3	5	1	0	3	1	0	2	0	0	0	24
02:00 AM	0	5	4	1	4	1	0	2	2	0	2	0	0	0	21
02:15 AM	0	12	4	0	3	0	0	0	2	0	1	0	0	2	24
02:30 AM	0	10	3	0	2	0	0	1	2	0	0	0	0	0	18
02:45 AM	0	13	5	1	4	2	0	3	1	0	0	0	0	0	29
03:00 AM	0	9	1	0	0	3	0	0	1	0	0	0	0	0	14
03:15 AM	0	4	6	1	3	1	0	2	1	0	0	0	0	0	18
03:30 AM	0	13	5	2	7	1	0	6	4	0	1	1	0	1	41
03:45 AM	0	18	5	0	2	1	0	1	4	0	0	0	0	0	31
04:00 AM	0	21	3	1	1	1	0	1	4	0	2	0	0	1	35
04:15 AM	0	26	5	0	2	2	0	1	3	0	1	0	0	0	40
04:30 AM	1	35	14	3	11	3	0	4	0	0	1	0	0	2	74
04:45 AM	0	36	15	4	6	1	0	1	1	0	0	0	0	1	65
05:00 AM	0	31	8	2	5	4	0	5	1	0	1	0	0	1	58
05:15 AM	0	68	17	0	0	4	1	0	2	0	0	0	0	0	92
05:30 AM	0	69	14	0	9	1	0	4	4	0	0	0	0	5	106
05:45 AM	3	73	15	0	6	4	0	5	1	0	1	0	0	1	109
Day Total															
Percent															
ADT															
15472															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	74	31	3	18	7	0	5	7	0	1	0	0	5	153
06:15 AM	5	114	43	1	11	0	1	4	6	0	0	0	1	7	193
06:30 AM	2	145	58	3	11	5	0	6	2	0	4	0	2	9	247
06:45 AM	1	167	70	1	18	3	0	12	6	0	1	0	0	10	289
07:00 AM	2	193	46	2	14	5	0	7	6	0	0	0	1	21	297
07:15 AM	4	245	43	4	10	5	1	6	0	0	1	0	1	21	341
07:30 AM	3	219	45	1	12	5	0	5	3	1	1	0	0	60	355
07:45 AM	3	236	41	1	10	5	0	9	5	0	0	0	3	34	347
08:00 AM	1	162	50	3	19	8	0	7	4	0	1	0	0	15	270
08:15 AM	2	159	60	4	19	4	1	7	10	0	2	0	0	15	283
08:30 AM	3	189	50	4	11	7	2	5	5	0	0	0	0	20	296
08:45 AM	2	163	44	4	9	7	1	4	7	0	1	0	1	11	254
09:00 AM	0	182	44	4	8	2	0	8	3	0	2	0	0	9	262
09:15 AM	2	138	47	2	10	5	0	2	3	0	2	0	1	9	221
09:30 AM	2	181	34	4	5	2	1	1	6	0	4	0	0	8	248
09:45 AM	2	172	40	1	15	1	1	3	6	0	1	0	0	17	259
10:00 AM	0	140	42	2	10	4	0	5	7	0	2	0	0	9	221
10:15 AM	3	139	29	1	9	3	0	3	2	0	0	0	2	5	196
10:30 AM	0	151	36	5	10	2	0	6	4	0	0	0	0	9	223
10:45 AM	2	130	44	2	8	7	0	5	6	0	4	0	1	7	216
11:00 AM	2	154	43	0	10	9	0	3	11	0	0	0	0	5	237
11:15 AM	0	139	47	2	8	5	1	11	3	0	1	0	1	4	222
11:30 AM	1	151	39	0	13	5	0	7	9	0	3	0	0	8	236
11:45 AM	1	134	50	1	13	4	0	5	5	0	1	0	0	7	221
Day Total															
Percent															
ADT															
15472															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	132	39	0	9	5	0	3	6	0	0	0	1	18	215
12:15 PM	2	134	43	2	18	6	0	4	10	0	2	0	0	10	231
12:30 PM	3	158	41	2	7	4	0	5	1	0	0	0	0	6	227
12:45 PM	2	148	39	2	5	7	0	7	4	0	3	0	0	12	229
01:00 PM	2	155	44	1	7	6	0	8	1	0	2	0	1	10	237
01:15 PM	2	154	43	1	14	3	1	9	5	0	2	0	1	7	242
01:30 PM	1	160	40	1	10	2	0	1	4	0	0	0	0	14	233
01:45 PM	7	145	42	2	13	5	0	7	2	0	0	0	0	11	234
02:00 PM	3	134	38	4	13	6	0	6	5	0	1	0	1	21	232
02:15 PM	1	151	36	0	14	6	0	5	5	0	0	0	0	7	225
02:30 PM	2	146	50	5	5	4	1	3	8	0	0	0	1	14	239
02:45 PM	2	161	43	3	16	2	0	5	5	0	0	0	0	15	252
03:00 PM	2	162	47	2	4	5	1	5	5	0	1	0	1	7	242
03:15 PM	2	146	50	1	15	1	0	7	7	0	1	0	1	18	249
03:30 PM	2	142	55	6	18	5	2	13	4	0	1	0	0	14	262
03:45 PM	1	163	39	6	15	5	0	2	9	0	1	0	0	14	255
04:00 PM	2	170	60	2	10	8	0	7	3	0	0	0	0	16	278
04:15 PM	3	181	49	5	10	6	0	4	5	0	0	0	0	9	272
04:30 PM	3	161	48	2	17	6	0	5	3	0	0	0	0	14	259
04:45 PM	3	147	34	3	17	5	0	2	3	0	0	0	2	18	234
05:00 PM	1	192	37	6	14	6	0	4	3	1	0	0	1	17	282
05:15 PM	0	182	43	1	21	5	0	5	5	0	0	0	0	34	296
05:30 PM	0	148	43	1	16	5	0	3	2	0	1	0	1	17	237
05:45 PM	4	131	48	3	18	1	0	2	3	0	0	0	0	8	218
Day Total															
Percent															
ADT															
15472															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	149	27	3	16	3	0	1	2	0	3	0	0	3	207
06:15 PM	1	146	30	0	12	2	0	6	3	0	1	0	0	2	203
06:30 PM	0	179	43	1	11	5	0	6	5	0	1	0	0	6	257
06:45 PM	2	122	26	2	14	2	0	6	3	0	1	0	0	6	184
07:00 PM	0	98	20	1	11	1	0	6	5	0	0	0	0	2	144
07:15 PM	0	82	17	1	9	3	0	4	2	0	0	0	0	3	121
07:30 PM	0	63	15	1	10	0	0	3	4	0	0	0	0	4	100
07:45 PM	0	76	15	1	3	3	0	1	4	0	0	0	0	3	106
08:00 PM	0	69	9	2	9	0	0	4	3	0	0	0	0	3	99
08:15 PM	1	59	20	1	11	0	0	3	1	0	0	0	0	1	97
08:30 PM	2	57	16	3	9	1	0	3	3	0	0	0	0	3	97
08:45 PM	1	57	10	1	5	2	0	2	1	0	0	1	0	2	82
09:00 PM	0	46	15	0	7	2	0	3	2	0	0	0	0	3	78
09:15 PM	0	52	9	0	5	1	0	2	1	0	0	0	0	3	73
09:30 PM	1	59	7	2	6	1	0	3	3	0	1	0	0	9	92
09:45 PM	0	52	4	3	3	3	0	1	2	0	4	0	0	1	73
10:00 PM	1	42	9	1	4	2	1	3	1	0	0	0	0	1	65
10:15 PM	0	40	5	1	6	0	0	2	4	0	0	0	0	1	59
10:30 PM	0	42	4	0	1	1	0	3	3	0	0	0	0	0	54
10:45 PM	1	35	11	1	7	2	0	3	4	0	1	0	0	2	67
11:00 PM	0	22	8	3	5	2	0	1	1	0	1	0	0	0	43
11:15 PM	0	32	5	1	5	2	0	3	2	0	1	0	0	1	52
11:30 PM	0	53	10	0	2	2	0	2	2	0	0	0	0	0	71
11:45 PM	0	58	10	2	3	2	0	1	0	0	0	0	0	0	76
Day Total	113	9826	2616	176	859	300	17	383	335	2	81	2	26	736	15472
Percent	0.7%	63.5%	16.9%	1.1%	5.6%	1.9%	0.1%	2.5%	2.2%	0%	0.5%	0%	0.2%	4.8%	
ADT 15472															
AM Peak 15-min Vol	6:15 AM	7:15 AM	6:45 AM	10:30 AM	8:00 AM	11:00 AM	8:30 AM	6:45 AM	11:00 AM	7:30 AM	6:30 AM	3:30 AM	7:45 AM	7:30 AM	7:30 AM
	5	245	70	5	19	9	2	12	11	1	4	1	3	60	355
PM Peak 15-min Vol	1:45 PM	5:00 PM	4:00 PM	3:30 PM	5:15 PM	4:00 PM	3:30 PM	3:30 PM	12:15 PM	5:00 PM	9:45 PM	8:45 PM	4:45 PM	5:15 PM	5:15 PM
	7	192	60	6	21	8	2	13	10	1	4	1	2	34	296

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	31	2	2	5	1	0	3	1	0	2	0	0	2	49
12:15 AM	0	28	6	3	5	0	0	3	2	0	1	0	0	0	48
12:30 AM	0	26	6	2	4	0	0	1	4	0	1	0	0	0	44
12:45 AM	0	20	2	3	5	1	0	2	0	0	0	0	0	0	33
01:00 AM	1	16	3	1	6	1	0	5	4	0	2	0	0	0	39
01:15 AM	1	9	4	0	9	1	0	6	1	0	1	0	0	2	34
01:30 AM	0	14	2	1	6	1	0	2	2	0	1	0	0	0	29
01:45 AM	0	11	1	3	9	0	0	3	5	0	1	0	0	0	33
02:00 AM	0	11	1	1	4	3	0	2	3	0	1	0	0	1	27
02:15 AM	1	8	2	0	0	0	0	1	0	0	3	0	0	0	15
02:30 AM	0	11	0	0	4	0	0	2	3	0	1	0	0	0	21
02:45 AM	0	7	4	2	5	1	1	4	4	0	1	0	0	0	29
03:00 AM	0	4	2	0	3	1	0	2	1	0	0	0	0	0	13
03:15 AM	0	15	4	2	2	0	0	1	5	0	0	0	0	0	29
03:30 AM	0	12	4	1	3	0	0	2	5	0	1	0	0	0	28
03:45 AM	0	19	2	0	1	3	0	1	2	0	0	0	0	0	28
04:00 AM	0	18	5	0	4	1	0	3	2	0	0	0	0	0	33
04:15 AM	0	33	3	1	4	1	0	1	3	0	1	0	0	1	48
04:30 AM	0	35	10	0	1	0	0	3	5	0	1	0	0	0	55
04:45 AM	0	41	17	5	9	5	0	2	6	0	0	0	0	0	85
05:00 AM	0	36	16	2	7	0	0	4	3	0	0	0	0	1	69
05:15 AM	1	67	13	0	2	3	0	4	2	0	0	0	0	2	94
05:30 AM	0	77	18	1	4	2	0	3	3	0	0	0	0	3	111
05:45 AM	0	70	19	0	5	1	0	6	6	0	1	0	0	5	113
Day Total															
Percent															
ADT															
15723															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	89	25	3	6	3	0	3	7	0	0	0	0	0	136
06:15 AM	1	134	51	2	7	1	0	2	10	0	1	0	0	8	217
06:30 AM	1	185	44	1	11	5	0	5	8	0	0	0	0	21	281
06:45 AM	2	168	53	2	12	2	0	3	7	0	2	0	0	14	265
07:00 AM	0	192	54	3	10	7	0	6	4	0	0	0	0	19	295
07:15 AM	3	231	42	3	8	5	1	4	8	0	0	1	0	36	342
07:30 AM	1	280	44	4	6	3	0	8	5	0	4	0	0	29	384
07:45 AM	0	236	39	2	9	6	0	11	6	0	2	0	1	26	338
08:00 AM	1	163	43	1	13	7	1	4	6	0	0	0	1	14	254
08:15 AM	0	163	55	2	10	7	2	4	7	0	2	0	1	21	274
08:30 AM	3	194	47	1	9	3	1	5	6	0	0	0	0	18	287
08:45 AM	1	183	41	1	12	5	0	1	7	0	1	1	1	15	269
09:00 AM	0	159	43	5	14	2	0	5	2	0	0	0	0	8	238
09:15 AM	1	176	40	1	11	4	0	3	6	0	1	0	0	5	248
09:30 AM	1	183	46	1	7	5	0	4	6	0	0	0	1	12	266
09:45 AM	0	151	40	2	10	3	0	7	6	0	2	0	0	6	227
10:00 AM	1	166	31	2	6	0	1	6	5	0	0	0	0	6	224
10:15 AM	0	144	42	1	9	2	0	7	4	0	0	0	0	3	212
10:30 AM	1	136	34	1	11	5	0	7	8	0	1	0	1	9	214
10:45 AM	1	150	34	3	7	6	0	3	4	0	1	0	0	11	220
11:00 AM	0	148	31	5	7	3	0	8	4	0	0	0	0	6	212
11:15 AM	1	141	39	1	5	4	0	4	1	0	1	0	0	9	206
11:30 AM	0	148	50	2	8	3	0	4	9	0	0	0	0	10	234
11:45 AM	2	143	43	0	16	8	0	7	2	0	0	0	0	5	226
Day Total															
Percent															
ADT															
15723															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	148	44	0	12	6	0	10	8	0	0	0	1	11	243
12:15 PM	0	155	43	1	10	4	0	8	14	0	2	0	0	11	248
12:30 PM	3	155	29	1	12	8	0	1	6	0	0	0	1	23	239
12:45 PM	4	136	40	0	9	6	0	6	6	0	1	0	1	11	220
01:00 PM	2	151	56	1	8	2	0	4	5	0	0	0	0	5	234
01:15 PM	4	159	35	2	12	8	0	5	7	0	0	0	0	7	239
01:30 PM	1	168	45	0	7	6	0	3	5	0	1	0	0	10	246
01:45 PM	1	181	40	2	12	4	0	13	5	0	0	0	0	5	263
02:00 PM	2	186	35	1	12	2	0	6	10	0	0	0	0	3	257
02:15 PM	3	152	28	0	6	5	0	2	3	0	1	0	0	6	206
02:30 PM	1	158	36	3	11	6	0	2	8	0	1	0	1	10	237
02:45 PM	2	158	39	1	8	4	0	8	8	0	1	0	0	7	236
03:00 PM	4	185	60	2	10	3	0	2	8	0	3	0	0	6	283
03:15 PM	1	174	44	2	9	8	0	6	4	0	0	0	0	13	261
03:30 PM	2	177	52	6	6	6	0	4	5	0	1	0	0	10	269
03:45 PM	0	157	36	2	8	3	0	5	9	0	0	0	0	9	229
04:00 PM	1	183	46	2	10	5	0	8	7	0	2	0	2	11	277
04:15 PM	0	177	38	4	15	3	0	9	4	0	1	0	0	23	274
04:30 PM	2	180	49	2	8	5	0	2	3	0	2	0	0	20	273
04:45 PM	0	177	53	2	4	1	0	14	4	0	0	0	0	10	265
05:00 PM	1	198	40	2	5	5	0	6	4	0	0	0	1	20	282
05:15 PM	1	148	31	4	9	3	1	2	5	0	0	0	0	30	234
05:30 PM	3	168	48	1	11	3	0	1	2	0	0	0	1	34	272
05:45 PM	1	162	51	2	13	6	2	1	2	0	0	0	0	10	250
Day Total															
Percent															
ADT															
15723															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	157	34	1	19	5	0	2	1	0	0	0	0	11	230
06:15 PM	1	137	39	0	20	4	0	5	3	0	2	0	0	12	223
06:30 PM	0	169	30	1	13	2	0	3	4	0	0	0	0	12	234
06:45 PM	2	105	30	2	15	1	0	3	2	0	0	0	0	9	169
07:00 PM	0	86	20	1	12	2	0	5	1	0	0	0	0	7	134
07:15 PM	1	78	14	1	11	3	0	2	1	0	0	0	0	5	116
07:30 PM	0	59	12	1	6	1	0	1	3	0	0	0	0	3	86
07:45 PM	1	90	13	1	10	0	0	2	4	0	0	0	0	1	122
08:00 PM	0	76	14	0	7	1	0	2	2	0	0	0	0	1	103
08:15 PM	0	70	17	0	4	0	0	5	2	0	0	0	0	1	99
08:30 PM	2	83	15	1	7	2	0	4	4	0	0	0	0	5	123
08:45 PM	0	65	6	1	5	1	0	2	4	0	0	0	0	3	87
09:00 PM	0	53	8	0	4	2	0	4	1	0	0	0	0	1	73
09:15 PM	0	53	12	0	4	2	0	4	3	0	0	0	1	0	79
09:30 PM	1	50	8	1	3	2	0	3	1	0	0	0	1	2	72
09:45 PM	0	44	6	0	1	0	0	1	0	0	1	0	0	0	53
10:00 PM	0	42	7	0	4	2	1	2	1	0	2	0	0	0	61
10:15 PM	0	47	10	2	4	2	0	2	2	0	1	0	0	0	70
10:30 PM	0	45	5	1	6	0	0	3	3	0	0	0	0	0	63
10:45 PM	0	49	5	2	6	2	0	2	1	0	0	0	0	0	67
11:00 PM	0	37	4	0	3	0	0	1	4	0	2	0	0	0	51
11:15 PM	0	28	5	0	4	3	0	1	3	0	0	0	0	1	45
11:30 PM	0	49	7	0	4	0	0	2	4	0	0	0	0	1	67
11:45 PM	2	56	8	0	9	1	0	4	2	0	0	0	0	1	83
Day Total	77	10403	2504	138	739	275	11	380	408	0	61	2	16	709	15723
Percent	0.5%	66.2%	15.9%	0.9%	4.7%	1.7%	0.1%	2.4%	2.6%	0%	0.4%	0%	0.1%	4.5%	
ADT 15723															
AM Peak 15-min Vol	7:15 AM 3	7:30 AM 280	8:15 AM 55	4:45 AM 5	11:45 AM 16	11:45 AM 8	8:15 AM 2	7:45 AM 11	6:15 AM 10	12:00 AM 0	7:30 AM 4	7:15 AM 1	7:45 AM 1	7:15 AM 36	7:30 AM 384
PM Peak 15-min Vol	12:45 PM 4	5:00 PM 198	3:00 PM 60	3:30 PM 6	6:15 PM 20	12:30 PM 8	5:45 PM 2	4:45 PM 14	12:15 PM 14	12:00 PM 0	3:00 PM 3	12:00 PM 0	4:00 PM 2	5:30 PM 34	3:00 PM 283

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	34	7	3	11	0	0	4	3	0	1	0	0	1	64
12:15 AM	0	27	5	4	7	1	0	1	2	0	3	0	1	2	53
12:30 AM	1	32	4	2	3	1	0	4	1	0	0	0	0	0	48
12:45 AM	0	21	3	0	3	2	0	2	1	0	0	0	1	0	33
01:00 AM	0	21	4	1	6	1	0	7	4	0	2	0	0	1	47
01:15 AM	0	11	2	0	1	0	0	2	6	0	0	0	1	1	24
01:30 AM	0	5	5	1	2	0	0	0	3	0	0	0	0	1	17
01:45 AM	0	13	3	1	3	0	0	4	2	0	0	0	0	0	26
02:00 AM	0	4	1	2	5	0	0	4	0	0	2	0	0	2	20
02:15 AM	0	6	5	0	2	0	0	1	2	0	0	0	0	0	16
02:30 AM	0	7	2	2	14	1	0	8	3	0	0	0	0	0	37
02:45 AM	0	11	2	1	3	0	0	1	4	0	0	0	0	0	22
03:00 AM	0	8	2	0	3	0	0	6	1	0	0	0	0	0	20
03:15 AM	0	8	4	3	3	1	0	5	0	0	2	0	0	1	27
03:30 AM	0	13	5	1	5	0	0	3	3	0	1	0	0	1	32
03:45 AM	0	21	2	0	3	1	0	2	1	0	0	0	0	1	31
04:00 AM	0	17	5	0	3	0	0	4	2	0	1	0	0	0	32
04:15 AM	0	21	5	0	3	1	0	1	2	1	0	0	0	0	34
04:30 AM	0	40	7	2	3	1	0	4	5	0	1	0	0	0	63
04:45 AM	0	42	10	1	5	3	0	2	3	0	0	0	0	2	68
05:00 AM	0	58	9	2	1	2	0	1	2	0	0	0	1	2	78
05:15 AM	1	56	20	2	5	2	0	3	6	0	0	0	0	0	95
05:30 AM	0	71	12	0	1	1	0	5	4	0	0	0	0	1	95
05:45 AM	0	83	27	1	3	2	0	1	2	0	0	0	0	0	119
Day Total Percent															
ADT 15920															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

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DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	82	37	1	10	3	0	4	2	0	0	0	0	3	142
06:15 AM	3	152	39	1	5	0	0	0	7	0	1	0	1	6	215
06:30 AM	0	181	53	0	14	1	0	4	6	0	1	0	0	11	271
06:45 AM	1	188	48	3	13	8	1	4	5	0	0	0	0	14	285
07:00 AM	1	204	50	1	11	5	0	11	6	0	2	0	0	11	302
07:15 AM	1	261	44	3	12	1	0	2	8	0	0	0	1	25	358
07:30 AM	4	287	55	4	12	3	0	4	6	0	1	0	0	27	403
07:45 AM	1	252	48	5	17	5	0	7	6	0	0	0	0	23	364
08:00 AM	0	208	31	2	12	10	0	8	8	0	1	0	1	10	291
08:15 AM	1	182	43	1	11	1	0	8	8	0	0	0	0	9	264
08:30 AM	1	192	37	2	4	4	0	2	5	0	1	0	0	11	259
08:45 AM	1	183	47	5	4	5	0	7	7	0	0	0	0	16	275
09:00 AM	2	168	45	2	4	3	0	3	6	0	0	0	0	4	237
09:15 AM	0	152	38	5	6	1	1	5	9	0	0	0	0	11	228
09:30 AM	0	172	29	0	3	6	2	5	6	0	0	0	0	20	243
09:45 AM	0	142	46	2	10	5	0	6	5	0	1	0	0	9	226
10:00 AM	1	154	24	2	13	6	1	6	3	0	1	0	0	10	221
10:15 AM	2	135	27	5	10	5	0	3	9	0	1	1	2	11	211
10:30 AM	3	170	32	3	16	13	0	3	9	1	0	0	0	19	269
10:45 AM	1	148	45	4	5	5	0	9	7	0	1	0	0	10	235
11:00 AM	0	148	40	2	8	5	0	4	5	0	0	0	1	7	220
11:15 AM	1	133	48	0	10	6	0	3	4	0	0	0	0	16	221
11:30 AM	0	167	36	1	7	6	0	5	7	0	2	0	0	13	244
11:45 AM	1	140	42	1	10	1	1	6	9	0	1	0	0	11	223
Day Total															
Percent															
ADT															
15920															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

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CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	129	49	3	7	2	0	3	11	0	1	0	1	10	218
12:15 PM	3	163	49	0	14	9	0	6	7	0	1	0	0	14	266
12:30 PM	2	154	43	2	4	1	0	7	4	0	2	0	0	10	229
12:45 PM	2	143	57	1	11	9	1	3	5	0	1	0	1	14	248
01:00 PM	1	128	41	3	7	5	0	6	10	0	0	0	0	12	213
01:15 PM	2	185	40	1	7	7	0	4	2	0	0	0	0	14	262
01:30 PM	2	168	35	3	10	3	0	5	3	0	0	0	1	11	241
01:45 PM	2	168	41	4	16	5	0	3	9	0	2	0	0	23	273
02:00 PM	0	163	38	2	11	4	0	1	6	0	0	0	0	11	236
02:15 PM	3	135	29	0	8	2	0	9	6	0	0	0	0	6	198
02:30 PM	2	158	37	0	8	5	0	4	5	0	2	0	0	18	239
02:45 PM	2	146	40	1	7	11	0	5	3	0	2	0	0	9	226
03:00 PM	5	156	47	2	12	1	0	4	4	0	0	0	0	15	246
03:15 PM	1	152	35	3	18	4	0	3	7	0	1	0	1	32	257
03:30 PM	2	160	47	4	9	4	1	6	4	0	1	0	1	21	260
03:45 PM	0	163	51	3	11	3	0	3	2	0	0	0	0	13	249
04:00 PM	2	177	50	0	8	3	0	5	6	0	0	0	0	20	271
04:15 PM	0	188	56	1	12	0	0	3	6	0	1	0	1	14	282
04:30 PM	5	150	41	3	19	4	0	9	3	0	3	0	0	10	247
04:45 PM	0	189	43	2	7	5	0	9	7	0	0	0	0	11	273
05:00 PM	1	172	42	0	3	1	0	3	3	1	0	0	0	34	260
05:15 PM	2	178	44	1	13	2	0	4	2	0	1	0	0	18	265
05:30 PM	1	179	44	3	18	2	0	6	4	0	0	0	0	21	278
05:45 PM	0	183	34	0	16	2	0	4	3	0	0	0	0	6	248
Day Total															
Percent															
ADT															
15920															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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QC JOB #: 15135854

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CITY/STATE: Marion, FL

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06:00 PM	0	151	35	2	13	1	0	4	4	0	0	0	0	11	221
06:15 PM	0	180	33	1	12	6	1	3	1	0	0	0	0	10	247
06:30 PM	0	186	26	2	7	2	0	4	2	0	0	0	0	13	242
06:45 PM	2	142	29	1	13	2	0	2	3	0	0	0	0	2	196
07:00 PM	0	91	26	0	11	0	0	2	2	0	0	0	0	2	134
07:15 PM	0	83	20	1	12	0	0	2	4	0	0	0	0	4	126
07:30 PM	1	70	15	1	13	2	0	4	1	0	0	0	0	2	109
07:45 PM	0	95	13	1	6	1	0	6	1	0	0	0	0	0	123
08:00 PM	1	82	16	1	7	0	0	3	5	0	0	0	0	3	118
08:15 PM	0	80	15	1	7	3	0	1	3	0	0	0	1	2	113
08:30 PM	0	64	15	2	10	3	0	4	0	0	0	0	0	1	99
08:45 PM	0	65	10	2	3	1	0	1	2	0	0	0	0	0	84
09:00 PM	0	61	7	0	6	0	0	0	5	0	0	0	0	0	79
09:15 PM	0	63	9	0	1	2	0	4	1	0	0	0	0	0	80
09:30 PM	1	63	3	1	3	1	0	3	3	0	1	0	1	0	80
09:45 PM	0	46	7	1	1	1	0	1	2	0	0	0	0	3	62
10:00 PM	0	48	3	1	4	1	0	2	1	0	1	0	0	0	61
10:15 PM	0	52	4	0	3	2	0	3	0	0	2	0	0	1	67
10:30 PM	0	36	8	0	7	0	0	4	0	0	1	0	0	0	56
10:45 PM	0	33	5	0	5	2	0	8	1	0	2	0	0	1	57
11:00 PM	0	46	6	0	4	0	0	4	1	0	1	0	1	0	63
11:15 PM	0	34	8	0	4	1	1	6	3	0	1	0	0	2	60
11:30 PM	0	55	6	0	2	1	0	2	2	0	1	0	0	0	69
11:45 PM	0	61	7	0	4	0	0	6	1	0	0	0	1	1	81
Day Total	74	10605	2494	144	739	254	10	388	385	3	55	1	20	748	15920
Percent	0.5%	66.6%	15.7%	0.9%	4.6%	1.6%	0.1%	2.4%	2.4%	0%	0.3%	0%	0.1%	4.7%	
ADT 15920															
AM Peak 15-min Vol	7:30 AM 4	7:30 AM 287	7:30 AM 55	7:45 AM 5	7:45 AM 17	10:30 AM 13	9:30 AM 2	7:00 AM 11	9:15 AM 9	4:15 AM 1	12:15 AM 3	10:15 AM 1	10:15 AM 2	7:30 AM 27	7:30 AM 403
PM Peak 15-min Vol	3:00 PM 5	4:45 PM 189	12:45 PM 57	1:45 PM 4	4:30 PM 19	2:45 PM 11	12:45 PM 1	2:15 PM 9	12:00 PM 11	5:00 PM 1	4:30 PM 3	12:00 PM 0	12:00 PM 1	5:00 PM 34	4:15 PM 282

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	31	3	1	1	0	0	2	4	0	1	0	0	0	43
12:15 AM	0	21	4	1	2	0	0	1	2	0	2	0	0	0	33
12:30 AM	0	34	3	2	9	0	0	9	2	0	0	0	0	1	60
12:45 AM	1	19	2	1	1	1	0	1	1	0	1	0	0	1	29
01:00 AM	0	11	3	0	1	1	0	3	3	0	0	0	0	0	22
01:15 AM	0	18	2	0	1	0	0	3	9	0	1	0	0	0	34
01:30 AM	0	13	4	0	3	0	0	4	3	0	0	0	0	0	27
01:45 AM	0	11	2	0	5	0	0	8	4	0	1	0	0	0	31
02:00 AM	0	23	6	0	0	0	0	1	1	0	0	0	0	1	32
02:15 AM	0	6	3	0	4	0	0	8	3	0	2	0	0	0	26
02:30 AM	0	14	1	0	3	0	0	3	0	0	0	0	1	1	23
02:45 AM	0	11	1	0	1	0	0	1	1	0	0	0	0	1	16
03:00 AM	0	11	4	2	4	0	0	2	3	0	2	0	0	1	29
03:15 AM	0	14	1	0	4	3	0	4	2	0	0	0	0	3	31
03:30 AM	0	13	6	3	3	1	0	2	1	0	1	0	0	1	31
03:45 AM	0	14	3	0	5	1	0	5	2	0	2	0	0	0	32
04:00 AM	0	17	5	0	1	1	0	6	5	0	1	0	0	0	36
04:15 AM	0	33	5	0	1	0	0	2	5	0	0	0	0	2	48
04:30 AM	0	37	5	2	3	1	0	0	4	0	0	0	0	1	53
04:45 AM	0	41	12	1	9	1	0	5	2	0	0	0	0	3	74
05:00 AM	1	56	6	0	3	2	0	2	3	0	0	0	0	1	74
05:15 AM	0	62	14	2	2	1	0	3	3	0	0	0	0	0	87
05:30 AM	0	115	17	1	1	3	0	1	6	0	0	0	0	3	147
05:45 AM	0	112	19	1	1	4	0	2	5	0	0	0	0	4	148
Day Total															
Percent															
ADT															
16638															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	95	25	2	8	1	0	4	3	0	1	0	0	2	141
06:15 AM	0	119	39	0	8	4	0	4	5	0	0	0	0	6	185
06:30 AM	0	147	48	3	16	3	0	3	6	0	1	0	0	6	233
06:45 AM	0	174	53	3	12	6	0	10	2	0	1	0	1	11	273
07:00 AM	1	190	43	2	11	3	0	5	9	0	0	0	1	13	278
07:15 AM	1	205	53	1	9	7	1	5	4	0	0	0	0	23	309
07:30 AM	4	256	37	0	4	4	0	6	4	1	1	0	4	33	354
07:45 AM	3	225	48	1	12	4	0	6	2	1	1	0	0	18	321
08:00 AM	1	208	35	1	8	1	0	1	3	0	1	0	0	10	269
08:15 AM	4	174	52	2	14	2	0	4	10	0	1	0	4	9	276
08:30 AM	0	181	45	3	10	3	0	5	5	0	0	0	0	12	264
08:45 AM	0	170	44	2	9	5	0	4	5	0	0	0	0	10	249
09:00 AM	0	151	39	4	7	5	0	8	7	0	0	0	0	8	229
09:15 AM	3	146	41	2	9	4	0	6	3	0	1	0	1	10	226
09:30 AM	1	183	49	2	8	3	2	4	2	0	1	0	1	8	264
09:45 AM	0	157	40	1	5	5	1	3	8	0	0	0	0	8	228
10:00 AM	1	141	40	1	8	2	0	3	3	0	0	0	0	5	204
10:15 AM	0	140	44	2	12	2	0	9	7	0	1	0	2	10	229
10:30 AM	0	183	48	0	7	6	1	1	7	0	0	0	1	10	264
10:45 AM	0	165	53	1	7	5	0	5	3	0	1	0	0	6	246
11:00 AM	0	161	36	3	11	3	0	10	6	0	0	0	1	12	243
11:15 AM	0	138	38	0	12	5	1	10	6	0	1	0	1	7	219
11:30 AM	0	174	25	0	5	3	0	6	5	0	0	0	0	11	229
11:45 AM	3	153	50	0	8	4	0	7	10	0	0	0	0	9	244
Day Total															
Percent															
ADT															
16638															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

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CITY/STATE: Marion, FL

DATE: Dec 13 2019

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12:00 PM	2	167	34	3	13	2	0	4	9	0	1	0	0	8	243
12:15 PM	2	164	63	1	12	5	0	5	3	0	2	0	0	10	267
12:30 PM	4	142	51	0	7	2	1	8	8	0	0	0	0	18	241
12:45 PM	1	170	31	4	11	1	0	9	5	0	1	0	1	19	253
01:00 PM	1	162	47	0	13	2	0	5	5	0	0	0	1	15	251
01:15 PM	3	170	34	1	6	1	0	2	6	0	1	0	0	23	247
01:30 PM	0	173	50	0	5	3	0	2	6	0	1	0	0	14	254
01:45 PM	1	178	36	0	13	0	0	11	3	0	0	0	0	5	247
02:00 PM	0	141	43	3	9	5	0	4	7	0	3	1	2	9	227
02:15 PM	2	181	40	0	6	2	1	5	5	0	1	0	0	15	258
02:30 PM	5	178	58	0	7	4	0	2	3	0	0	0	0	8	265
02:45 PM	0	177	51	0	14	3	1	2	8	0	1	0	1	11	269
03:00 PM	0	178	48	1	13	6	0	4	4	0	1	0	0	13	268
03:15 PM	1	160	56	2	12	3	2	6	9	0	1	0	0	22	274
03:30 PM	2	166	39	3	4	2	0	5	6	0	0	0	0	35	262
03:45 PM	0	191	44	3	9	3	0	2	3	0	0	0	1	21	277
04:00 PM	1	171	41	2	13	3	0	6	5	0	0	0	0	30	272
04:15 PM	1	201	42	2	12	6	0	4	4	0	0	0	0	10	282
04:30 PM	3	186	52	2	6	11	0	5	4	0	1	0	1	26	297
04:45 PM	1	204	36	2	9	4	0	3	4	0	0	0	1	12	276
05:00 PM	2	193	43	0	14	1	0	7	3	0	0	0	0	26	289
05:15 PM	1	185	34	3	15	1	0	4	0	0	1	0	0	13	257
05:30 PM	1	181	31	1	12	1	0	10	4	0	0	0	1	23	265
05:45 PM	0	188	41	0	10	1	0	3	1	0	1	0	0	5	250
Day Total															
Percent															
ADT															
16638															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

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06:00 PM	2	156	46	0	9	4	0	7	6	0	0	0	1	18	249
06:15 PM	0	181	32	1	10	2	0	6	1	0	0	0	0	9	242
06:30 PM	0	203	31	5	13	3	0	2	5	0	0	0	0	12	274
06:45 PM	0	164	35	0	10	1	0	4	1	0	1	0	2	7	225
07:00 PM	1	113	14	1	14	0	0	1	2	0	0	0	1	10	157
07:15 PM	1	113	32	3	11	2	0	2	2	0	0	0	1	8	175
07:30 PM	0	100	14	0	7	0	1	0	2	0	1	0	0	3	128
07:45 PM	0	95	13	1	13	1	0	1	3	0	0	0	0	2	129
08:00 PM	1	84	12	2	13	3	0	3	1	0	0	0	0	2	121
08:15 PM	0	99	11	1	4	1	0	3	5	0	0	0	0	3	127
08:30 PM	0	107	16	0	6	0	0	0	3	0	1	0	0	4	137
08:45 PM	1	95	16	1	2	1	0	0	1	0	0	0	0	1	118
09:00 PM	0	65	13	0	4	0	0	2	0	0	1	0	0	1	86
09:15 PM	0	88	16	0	4	2	0	3	0	0	0	0	0	2	115
09:30 PM	0	76	12	0	6	0	0	3	2	0	0	0	1	2	102
09:45 PM	0	73	11	1	4	1	0	1	2	0	0	0	1	2	96
10:00 PM	1	63	15	0	5	0	0	2	3	0	0	0	0	4	93
10:15 PM	1	63	8	1	5	0	0	4	0	0	0	1	0	2	85
10:30 PM	0	77	14	1	1	0	0	0	1	1	3	0	0	4	102
10:45 PM	1	57	12	0	1	0	0	1	0	0	2	0	0	1	75
11:00 PM	0	47	7	0	2	0	0	2	1	0	2	0	0	2	63
11:15 PM	0	56	7	0	6	0	0	3	0	0	0	0	0	1	73
11:30 PM	1	93	13	4	13	1	0	3	4	0	2	0	0	1	135
11:45 PM	0	72	15	2	7	0	0	0	0	0	0	0	0	1	97
Day Total	68	11320	2616	110	703	204	12	378	359	3	55	2	34	774	16638
Percent	0.4%	68%	15.7%	0.7%	4.2%	1.2%	0.1%	2.3%	2.2%	0%	0.3%	0%	0.2%	4.7%	
ADT 16638															
AM Peak 15-min Vol	7:30 AM 4	7:30 AM 256	6:45 AM 53	9:00 AM 4	6:30 AM 16	7:15 AM 7	9:30 AM 2	6:45 AM 10	8:15 AM 10	7:30 AM 1	12:15 AM 2	12:00 AM 0	7:30 AM 4	7:30 AM 33	7:30 AM 354
PM Peak 15-min Vol	2:30 PM 5	4:45 PM 204	12:15 PM 63	6:30 PM 5	5:15 PM 15	4:30 PM 11	3:15 PM 2	1:45 PM 11	12:00 PM 9	10:30 PM 1	2:00 PM 3	2:00 PM 1	2:00 PM 2	3:30 PM 35	4:30 PM 297

Comments:

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12:00 AM	0	50	8	5	8	0	0	4	3	0	1	0	0	0	79
12:15 AM	0	49	11	0	2	2	0	3	1	0	1	0	0	0	69
12:30 AM	0	35	6	0	4	0	0	3	1	0	1	0	0	0	50
12:45 AM	0	38	5	2	3	0	0	2	1	0	0	0	0	0	51
01:00 AM	0	21	4	0	2	0	0	4	3	0	0	1	0	1	36
01:15 AM	1	18	0	3	9	0	0	1	2	0	0	0	0	0	34
01:30 AM	0	20	5	1	3	0	0	2	1	0	0	0	0	0	32
01:45 AM	0	26	3	0	5	0	0	4	0	0	2	0	0	1	41
02:00 AM	0	12	6	2	6	1	0	5	2	0	0	0	0	0	34
02:15 AM	0	12	0	0	3	0	0	2	2	0	1	0	0	0	20
02:30 AM	0	6	0	0	2	0	0	2	2	0	0	0	0	0	12
02:45 AM	0	13	3	0	3	1	0	4	1	0	0	0	0	0	25
03:00 AM	0	8	4	0	3	1	0	7	3	0	1	0	0	0	27
03:15 AM	0	9	4	0	2	0	0	3	3	0	1	0	0	0	22
03:30 AM	0	15	2	2	2	0	0	1	2	0	0	0	0	0	24
03:45 AM	0	21	4	0	0	0	0	2	1	0	0	0	0	0	28
04:00 AM	0	14	3	1	4	0	0	4	3	0	0	0	0	0	29
04:15 AM	0	19	2	1	7	0	0	4	0	0	0	0	0	1	34
04:30 AM	0	28	2	0	6	0	0	5	1	0	0	0	0	0	42
04:45 AM	0	37	10	0	2	0	0	2	0	0	0	0	0	1	52
05:00 AM	0	40	7	1	4	0	0	5	1	0	0	0	0	1	59
05:15 AM	0	59	9	3	8	0	0	4	0	0	0	0	0	2	85
05:30 AM	0	107	13	1	3	0	0	6	2	0	0	0	0	2	134
05:45 AM	0	64	10	3	4	1	0	1	2	0	1	0	0	0	86
Day Total															
Percent															
ADT															
13580															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

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06:00 AM	0	49	5	1	0	1	0	1	4	0	0	0	0	1	62
06:15 AM	0	45	20	0	3	5	0	1	2	0	1	0	0	1	78
06:30 AM	1	77	17	1	4	1	0	1	1	0	0	0	0	4	107
06:45 AM	0	79	19	0	5	3	0	1	4	0	0	0	0	4	115
07:00 AM	0	60	18	0	7	1	0	4	2	0	0	0	0	1	93
07:15 AM	0	96	32	0	4	4	0	1	3	0	0	0	0	6	146
07:30 AM	1	105	30	1	5	1	0	4	2	0	1	0	0	1	151
07:45 AM	0	100	24	0	7	1	1	3	3	0	0	0	0	2	141
08:00 AM	0	96	26	0	6	3	0	0	0	0	0	0	0	2	133
08:15 AM	1	106	28	0	6	0	0	7	3	0	1	0	0	4	156
08:30 AM	4	124	36	1	2	3	0	2	4	0	0	0	0	4	180
08:45 AM	3	127	31	0	7	1	0	2	1	0	0	0	0	3	175
09:00 AM	1	107	21	0	7	1	0	3	3	0	2	0	1	8	154
09:15 AM	1	166	31	1	2	1	0	5	1	0	0	0	0	4	212
09:30 AM	4	185	27	2	4	2	1	2	4	0	0	0	0	10	241
09:45 AM	0	160	42	0	6	2	0	3	1	0	1	0	0	4	219
10:00 AM	1	176	36	0	7	2	0	4	2	0	0	0	2	11	241
10:15 AM	1	153	36	0	7	1	0	1	1	0	1	0	1	4	206
10:30 AM	1	157	41	0	3	1	1	5	2	0	0	0	0	8	219
10:45 AM	7	163	36	0	5	2	0	4	2	0	0	0	0	14	233
11:00 AM	3	168	36	1	3	3	0	4	2	0	1	0	0	8	229
11:15 AM	1	152	35	1	4	1	0	6	2	0	1	0	0	9	212
11:30 AM	1	183	31	0	5	0	0	8	1	0	3	0	0	8	240
11:45 AM	4	158	29	0	6	0	0	7	1	0	3	0	1	14	223
Day Total															
Percent															
ADT															
13580															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

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12:00 PM	2	169	37	1	6	0	0	5	2	0	1	0	1	10	234
12:15 PM	3	178	39	0	8	3	0	0	1	0	0	0	1	9	242
12:30 PM	3	152	34	1	12	1	0	5	3	0	0	0	0	12	223
12:45 PM	2	166	52	1	5	3	0	5	4	0	2	0	0	13	253
01:00 PM	1	172	27	1	6	2	1	1	2	0	0	0	0	6	219
01:15 PM	2	200	24	1	6	0	0	6	3	0	0	0	0	3	245
01:30 PM	7	194	32	0	6	1	0	5	2	0	0	0	0	2	249
01:45 PM	0	170	43	0	10	2	0	3	3	0	0	0	1	10	242
02:00 PM	3	173	23	1	5	0	0	4	3	0	0	0	0	4	216
02:15 PM	3	154	37	0	5	0	0	2	0	0	0	0	0	8	209
02:30 PM	4	170	37	0	6	1	0	3	3	0	0	0	0	2	226
02:45 PM	5	137	15	2	8	3	0	3	3	0	0	0	1	9	186
03:00 PM	2	172	31	2	9	1	0	9	3	0	0	0	1	4	234
03:15 PM	4	138	26	0	7	0	0	0	2	0	0	0	1	11	189
03:30 PM	3	179	34	0	10	3	1	3	2	0	1	0	0	6	242
03:45 PM	4	197	44	0	7	3	0	5	4	0	1	0	0	11	276
04:00 PM	2	188	29	2	6	5	0	2	4	0	0	0	0	8	246
04:15 PM	2	176	35	1	9	1	0	4	1	0	0	0	0	5	234
04:30 PM	1	183	44	0	10	0	0	1	3	0	0	0	1	14	257
04:45 PM	1	168	26	1	11	2	0	1	4	0	2	0	1	12	229
05:00 PM	1	173	24	0	6	2	0	3	5	0	0	0	1	11	226
05:15 PM	1	153	34	1	4	1	0	2	1	0	0	0	0	17	214
05:30 PM	2	162	38	0	8	0	0	4	1	0	0	0	0	10	225
05:45 PM	3	150	31	1	8	0	1	1	1	0	0	0	0	1	197
Day Total															
Percent															
ADT															
13580															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	141	29	0	5	3	0	1	2	0	1	0	0	8	191
06:15 PM	1	163	17	0	5	3	0	0	2	0	0	0	0	7	198
06:30 PM	0	183	24	1	7	4	0	5	3	0	0	0	0	13	240
06:45 PM	0	120	16	2	17	1	0	6	0	0	0	0	0	2	164
07:00 PM	0	93	25	0	6	4	0	0	1	0	0	0	1	2	132
07:15 PM	0	85	19	2	8	0	0	2	1	0	0	0	0	5	122
07:30 PM	0	80	22	0	10	1	0	3	0	0	0	0	0	3	119
07:45 PM	0	91	13	0	10	1	0	1	1	0	1	0	0	0	118
08:00 PM	0	94	13	0	11	1	0	2	0	0	0	0	0	5	126
08:15 PM	0	74	12	1	2	0	0	2	0	0	0	0	0	2	93
08:30 PM	0	89	9	0	6	0	0	4	1	0	0	0	0	1	110
08:45 PM	2	81	15	0	9	1	0	1	1	0	0	0	0	2	112
09:00 PM	0	74	21	3	6	1	0	1	1	0	0	0	0	0	107
09:15 PM	0	84	11	1	7	0	0	5	2	0	0	0	0	1	111
09:30 PM	0	76	9	0	0	0	0	1	1	0	2	0	0	1	90
09:45 PM	2	84	7	1	3	0	0	0	1	0	0	0	0	1	99
10:00 PM	0	73	13	0	3	1	0	3	0	0	1	0	0	3	97
10:15 PM	0	71	13	2	5	1	1	3	0	0	1	0	0	0	97
10:30 PM	0	60	7	1	1	1	0	0	0	0	0	0	0	1	71
10:45 PM	0	78	7	1	4	1	0	3	1	0	1	0	0	0	96
11:00 PM	0	58	6	0	2	0	0	2	1	0	0	0	0	2	71
11:15 PM	0	58	7	0	2	0	0	1	1	0	1	0	0	2	72
11:30 PM	0	70	9	1	4	1	0	3	1	0	1	0	0	1	91
11:45 PM	0	59	4	0	3	2	0	0	0	0	0	0	0	1	69
Day Total	103	9926	1932	66	524	107	7	285	169	0	40	1	15	405	13580
Percent	0.8%	73.1%	14.2%	0.5%	3.9%	0.8%	0.1%	2.1%	1.2%	0%	0.3%	0%	0.1%	3%	
ADT 13580															
AM Peak 15-min Vol	10:45 AM	9:30 AM	9:45 AM	12:00 AM	1:15 AM	6:15 AM	7:45 AM	11:30 AM	6:00 AM	12:00 AM	11:30 AM	1:00 AM	10:00 AM	10:45 AM	9:30 AM
	7	185	42	5	9	5	1	8	4	0	3	1	2	14	241
PM Peak 15-min Vol	1:30 PM	1:15 PM	12:45 PM	9:00 PM	6:45 PM	4:00 PM	1:00 PM	3:00 PM	5:00 PM	12:00 PM	12:45 PM	12:00 PM	12:00 PM	5:15 PM	3:45 PM
	7	200	52	3	17	5	1	9	5	0	2	0	1	17	276

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	39	3	1	4	1	0	1	1	0	0	0	0	0	50
12:15 AM	0	27	4	0	2	0	0	2	0	0	1	0	0	0	36
12:30 AM	0	32	8	2	3	1	0	1	0	0	0	0	0	0	47
12:45 AM	0	35	4	1	3	0	0	2	2	0	0	0	0	1	48
01:00 AM	0	21	2	0	2	1	0	3	2	0	0	0	0	0	31
01:15 AM	0	32	7	1	3	0	0	4	0	0	0	0	0	1	48
01:30 AM	0	22	1	0	0	0	0	1	1	0	0	0	0	0	25
01:45 AM	1	24	7	0	1	0	0	0	1	0	0	0	0	1	35
02:00 AM	0	20	2	1	3	0	0	3	2	0	0	0	0	0	31
02:15 AM	0	11	4	0	2	0	0	2	3	0	1	0	0	0	23
02:30 AM	0	10	3	0	0	1	0	1	0	0	0	0	0	0	15
02:45 AM	0	17	2	1	2	1	0	1	0	0	1	0	0	0	25
03:00 AM	0	10	2	1	2	0	0	2	0	0	0	0	0	0	17
03:15 AM	0	9	3	1	1	1	0	1	0	0	0	0	0	0	16
03:30 AM	0	12	0	1	3	0	0	0	0	0	0	0	0	0	16
03:45 AM	0	7	0	0	0	1	0	1	0	0	0	0	0	0	9
04:00 AM	0	9	4	2	5	0	0	3	0	0	1	0	0	0	24
04:15 AM	0	12	3	0	1	1	0	0	1	0	0	0	0	0	18
04:30 AM	0	14	0	0	0	2	0	0	1	0	1	0	0	0	18
04:45 AM	0	16	3	1	5	0	0	3	0	0	0	0	0	0	28
05:00 AM	0	20	3	1	1	0	0	1	2	0	0	0	0	0	28
05:15 AM	0	38	4	0	0	0	0	0	1	0	0	0	0	0	43
05:30 AM	0	82	9	0	2	0	0	2	1	0	0	0	0	1	97
05:45 AM	0	56	7	2	3	2	0	4	0	0	0	0	0	0	74
Day Total															
Percent															
ADT															
10783															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	32	5	0	4	0	0	1	2	0	0	0	0	1	45
06:15 AM	0	38	8	0	2	0	0	1	2	0	0	0	0	1	52
06:30 AM	0	58	9	0	5	2	0	1	0	0	0	0	0	1	76
06:45 AM	0	54	9	0	5	0	0	3	4	0	0	0	0	0	75
07:00 AM	0	50	12	1	4	0	0	4	5	0	0	0	0	2	78
07:15 AM	1	56	15	2	1	0	0	0	0	0	0	0	0	0	75
07:30 AM	0	85	12	0	5	0	0	3	2	0	0	0	0	1	108
07:45 AM	1	67	20	0	2	1	0	0	1	0	0	0	0	4	96
08:00 AM	0	59	11	0	2	1	0	1	1	0	0	0	0	0	75
08:15 AM	2	85	21	1	2	0	0	6	3	0	0	0	0	0	120
08:30 AM	0	93	13	1	0	1	0	2	3	0	0	0	1	1	115
08:45 AM	3	108	21	0	5	0	0	1	3	0	0	0	0	4	145
09:00 AM	2	102	25	0	4	2	0	2	1	0	0	0	0	2	140
09:15 AM	2	135	21	1	4	0	0	2	0	0	0	0	1	2	168
09:30 AM	0	147	29	0	6	2	0	3	1	0	0	0	0	8	196
09:45 AM	0	155	33	1	1	0	0	2	3	0	0	0	1	3	199
10:00 AM	1	133	20	0	6	4	0	1	1	0	1	0	0	3	170
10:15 AM	1	148	34	0	7	0	0	0	3	0	0	0	0	4	197
10:30 AM	0	149	35	1	3	1	0	2	3	0	0	0	1	5	200
10:45 AM	0	148	33	0	4	1	0	5	2	0	0	0	1	4	198
11:00 AM	4	134	38	1	4	1	0	5	0	0	0	0	0	6	193
11:15 AM	5	128	24	0	8	2	0	4	2	0	1	0	0	7	181
11:30 AM	1	159	35	2	3	0	0	1	1	0	0	0	1	6	209
11:45 AM	2	133	29	0	3	3	0	1	1	0	0	0	0	5	177
Day Total															
Percent															
ADT															
10783															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	140	36	1	0	1	0	3	4	0	0	0	0	4	189
12:15 PM	1	163	37	0	5	3	0	3	1	0	0	0	1	5	219
12:30 PM	2	157	38	0	4	2	0	2	1	0	0	0	0	6	212
12:45 PM	0	170	33	0	3	1	0	4	2	0	0	0	1	6	220
01:00 PM	4	159	25	0	3	2	0	3	2	0	1	0	1	10	210
01:15 PM	0	160	21	0	5	1	0	1	0	0	1	0	0	4	193
01:30 PM	2	164	31	0	7	1	0	3	3	0	0	0	1	6	218
01:45 PM	1	153	24	0	6	0	0	2	1	0	1	0	0	7	195
02:00 PM	0	147	31	0	1	0	0	4	3	0	0	0	0	6	192
02:15 PM	3	122	36	1	6	0	0	2	1	0	2	0	0	3	176
02:30 PM	0	165	35	0	3	0	0	2	1	0	1	0	0	8	215
02:45 PM	0	149	34	0	2	0	0	1	1	0	0	0	0	5	192
03:00 PM	2	134	29	0	5	2	0	0	0	0	1	0	0	1	174
03:15 PM	2	127	29	0	3	0	0	0	2	0	0	0	0	2	165
03:30 PM	3	142	17	0	4	1	0	3	3	0	1	0	0	7	181
03:45 PM	3	142	19	1	4	0	0	1	0	0	0	0	0	3	173
04:00 PM	6	118	28	0	4	0	0	2	1	0	0	0	0	9	168
04:15 PM	3	139	25	1	7	2	0	3	1	0	0	0	0	6	187
04:30 PM	2	130	36	0	8	0	0	0	2	0	0	0	0	5	183
04:45 PM	2	123	15	1	4	1	0	2	1	0	1	0	0	5	155
05:00 PM	0	127	26	1	5	1	0	2	1	0	0	0	0	9	172
05:15 PM	0	124	27	0	3	2	0	1	2	0	0	0	0	7	166
05:30 PM	1	134	25	1	4	1	0	1	2	0	1	0	0	6	176
05:45 PM	0	121	16	0	4	4	0	0	1	0	1	0	0	4	151
Day Total															
Percent															
ADT															
10783															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135854
DIRECTION: EB
DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	157	20	1	5	1	0	3	1	0	0	0	0	4	192
06:15 PM	1	152	30	1	6	1	0	3	0	0	0	0	0	2	196
06:30 PM	2	147	21	1	11	2	0	2	1	0	0	0	0	2	189
06:45 PM	1	111	16	1	5	3	0	1	1	0	0	0	0	5	144
07:00 PM	0	88	15	1	2	1	0	0	1	0	0	0	0	2	110
07:15 PM	0	86	17	1	2	1	0	1	2	0	0	0	0	2	112
07:30 PM	3	86	16	1	4	3	1	0	2	1	0	0	0	6	123
07:45 PM	0	73	9	0	4	2	0	0	0	0	0	0	1	0	89
08:00 PM	0	74	8	0	4	2	0	1	0	0	0	0	0	0	89
08:15 PM	0	79	11	2	6	2	0	1	1	0	0	0	0	2	104
08:30 PM	2	64	11	0	3	0	0	0	3	0	0	0	0	2	85
08:45 PM	1	62	8	0	0	1	1	0	1	0	1	0	0	0	75
09:00 PM	0	52	12	1	4	2	0	2	2	0	0	0	0	2	77
09:15 PM	0	51	7	1	3	0	0	3	1	0	0	0	0	2	68
09:30 PM	0	40	4	0	3	0	0	2	2	0	0	0	0	1	52
09:45 PM	0	41	4	0	5	1	0	1	3	0	0	0	0	0	55
10:00 PM	1	44	6	2	5	1	0	3	1	0	0	0	0	1	64
10:15 PM	0	44	5	0	3	0	0	2	4	0	1	0	0	0	59
10:30 PM	0	35	6	0	2	0	0	5	0	0	1	0	0	0	49
10:45 PM	0	34	5	0	2	1	0	4	1	0	0	0	0	1	48
11:00 PM	0	36	5	2	3	0	0	5	2	0	1	0	0	0	54
11:15 PM	0	35	8	0	2	1	0	0	3	0	0	0	0	0	49
11:30 PM	0	51	7	0	1	1	0	1	1	0	2	0	0	1	65
11:45 PM	0	50	8	0	0	0	0	2	2	0	0	0	1	0	63
Day Total	74	8133	1529	49	323	84	2	176	133	1	24	0	12	243	10783
Percent	0.7%	75.4%	14.2%	0.5%	3%	0.8%	0%	1.6%	1.2%	0%	0.2%	0%	0.1%	2.3%	
ADT 10783															
AM Peak 15-min Vol	11:15 AM 5	11:30 AM 159	11:00 AM 38	12:30 AM 2	11:15 AM 8	10:00 AM 4	12:00 AM 0	8:15 AM 6	7:00 AM 5	12:00 AM 0	12:15 AM 1	12:00 AM 0	8:30 AM 1	9:30 AM 8	11:30 AM 209
PM Peak 15-min Vol	4:00 PM 6	12:45 PM 170	12:30 PM 38	8:15 PM 2	6:30 PM 11	5:45 PM 4	7:30 PM 1	10:30 PM 5	12:00 PM 4	7:30 PM 1	2:15 PM 2	12:00 PM 0	12:15 PM 1	1:00 PM 10	12:45 PM 220

Comments:

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps **QC JOB #:** 15135854
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	603	70069	16255	815	4673	1522	70	2356	2127	9	360	10	142	4190	103201
Percent	0.6%	67.9%	15.8%	0.8%	4.5%	1.5%	0.1%	2.3%	2.1%	0%	0.3%	0%	0.1%	4.1%	
ADT 14743															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	33	2	0	0	0	0	0	1	0	3	0	0	7	46
12:15 AM	0	25	2	0	1	1	0	2	2	0	3	0	0	8	44
12:30 AM	0	15	1	0	1	0	0	2	1	0	0	0	0	2	22
12:45 AM	0	18	4	0	3	0	0	2	1	0	1	0	0	4	33
01:00 AM	0	15	3	1	0	0	0	2	1	0	2	0	0	5	29
01:15 AM	0	24	2	0	2	0	0	0	0	0	1	0	0	1	30
01:30 AM	0	12	1	0	2	0	0	1	1	0	0	0	0	5	22
01:45 AM	0	7	0	0	0	0	0	2	2	1	0	0	0	2	14
02:00 AM	0	13	2	0	1	0	0	3	2	1	2	0	0	5	29
02:15 AM	0	11	1	0	3	0	0	9	1	0	1	0	0	4	30
02:30 AM	0	12	2	0	0	0	0	6	2	0	1	0	0	4	27
02:45 AM	0	7	1	1	1	0	0	3	3	1	1	0	0	7	25
03:00 AM	0	9	1	0	2	0	0	5	1	0	1	1	0	5	25
03:15 AM	0	16	4	1	1	0	0	10	1	0	0	1	0	5	39
03:30 AM	0	6	2	0	3	0	0	6	1	0	1	0	0	2	21
03:45 AM	0	15	8	0	1	0	0	1	0	0	1	0	0	3	29
04:00 AM	0	8	3	1	1	1	0	13	1	0	0	0	0	4	32
04:15 AM	0	7	2	0	2	1	0	8	1	0	0	0	0	5	26
04:30 AM	0	15	4	0	6	0	0	3	2	0	1	0	0	8	39
04:45 AM	0	29	8	0	2	0	0	4	2	0	4	1	0	9	59
05:00 AM	0	30	6	0	3	0	0	5	2	0	0	0	0	7	53
05:15 AM	0	45	12	0	11	0	0	5	1	0	0	0	0	13	87
05:30 AM	0	87	15	1	5	1	0	9	0	0	0	0	0	23	141
05:45 AM	0	75	18	3	9	0	0	7	1	0	0	0	0	21	134
Day Total															
Percent															
ADT															
14951															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	56	23	0	7	1	0	6	1	2	1	0	0	20	117
06:15 AM	0	71	20	0	3	0	0	7	0	0	0	0	0	43	144
06:30 AM	0	104	23	1	7	1	0	5	0	2	0	0	0	27	170
06:45 AM	0	91	38	4	8	2	0	13	2	0	0	0	1	33	192
07:00 AM	0	90	29	1	9	1	0	5	0	0	0	0	0	26	161
07:15 AM	0	91	29	1	13	1	0	13	0	0	2	0	1	49	200
07:30 AM	1	101	28	4	15	4	1	6	1	0	0	0	0	75	236
07:45 AM	0	118	48	0	9	2	0	9	0	0	0	0	0	61	247
08:00 AM	0	118	39	0	12	1	0	12	2	0	0	2	0	49	235
08:15 AM	1	126	34	3	11	0	0	10	0	0	1	0	0	28	214
08:30 AM	1	93	37	2	14	0	0	14	0	0	1	0	1	44	207
08:45 AM	0	94	34	2	10	2	0	13	2	0	2	0	0	43	202
09:00 AM	0	108	45	1	13	2	0	8	2	0	1	0	1	32	213
09:15 AM	1	96	47	4	27	2	0	6	0	2	2	0	0	47	234
09:30 AM	0	105	37	1	29	1	0	6	1	2	1	0	1	35	219
09:45 AM	0	108	39	2	25	2	1	9	1	1	2	0	0	33	223
10:00 AM	0	125	28	1	15	3	1	6	3	0	3	0	0	30	215
10:15 AM	1	121	28	1	15	5	0	9	1	0	1	0	0	19	201
10:30 AM	0	145	38	1	8	3	0	14	4	0	1	0	0	41	255
10:45 AM	1	112	33	3	7	2	0	8	0	1	1	0	0	62	230
11:00 AM	1	103	37	3	12	0	0	7	0	1	3	0	0	41	208
11:15 AM	0	118	32	2	7	1	0	10	1	0	0	0	1	69	241
11:30 AM	0	110	32	3	10	4	0	6	0	1	4	0	0	49	219
11:45 AM	0	122	44	4	10	2	0	9	0	0	1	0	1	53	246
Day Total															
Percent															
ADT															
14951															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	105	23	5	8	1	0	7	1	0	2	0	0	44	196
12:15 PM	0	120	36	0	9	1	0	2	1	0	1	0	0	58	228
12:30 PM	0	101	37	3	13	3	0	12	0	0	2	0	1	57	229
12:45 PM	2	106	36	3	9	2	0	5	0	1	3	0	0	66	233
01:00 PM	0	128	30	1	7	1	0	11	0	0	1	0	0	35	214
01:15 PM	0	128	46	1	7	1	0	6	1	0	2	0	1	48	241
01:30 PM	0	137	30	0	9	2	0	7	0	1	0	0	0	39	225
01:45 PM	0	135	28	2	4	5	1	6	2	0	0	1	0	30	214
02:00 PM	0	115	19	1	13	0	0	9	0	0	0	1	0	39	197
02:15 PM	0	135	32	0	11	2	0	9	1	1	3	0	0	49	243
02:30 PM	0	147	26	1	11	2	0	11	1	0	1	0	0	45	245
02:45 PM	2	163	37	2	13	1	0	10	1	1	2	0	0	42	274
03:00 PM	0	148	29	1	4	3	0	7	1	1	4	0	0	41	239
03:15 PM	0	168	35	0	10	2	0	6	0	0	0	0	0	28	249
03:30 PM	0	190	32	5	8	1	0	6	1	0	2	0	0	34	279
03:45 PM	0	171	34	1	9	0	0	7	1	0	2	0	0	62	287
04:00 PM	2	162	37	5	8	2	0	6	0	0	1	0	1	69	293
04:15 PM	0	195	38	3	5	1	0	7	0	0	0	0	1	63	313
04:30 PM	1	169	38	4	4	2	0	5	0	0	3	1	0	68	295
04:45 PM	1	155	42	2	5	2	0	3	0	0	0	0	0	75	285
05:00 PM	0	164	41	1	6	2	1	6	0	1	1	0	1	86	310
05:15 PM	0	159	29	0	5	4	0	4	1	1	1	2	0	97	303
05:30 PM	0	190	36	2	8	3	0	3	1	0	0	0	1	77	321
05:45 PM	0	171	20	1	7	0	0	11	3	0	0	0	0	79	292
Day Total															
Percent															
ADT															
14951															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135854
DIRECTION: WB
DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	170	22	0	7	1	0	3	0	0	1	0	0	29	233
06:15 PM	0	125	33	1	1	2	0	3	1	1	0	0	1	63	231
06:30 PM	0	158	14	3	6	0	0	7	1	0	0	0	0	30	219
06:45 PM	0	132	20	0	4	2	0	5	1	0	0	0	0	22	186
07:00 PM	0	91	21	0	4	1	0	4	1	0	1	1	0	19	143
07:15 PM	0	85	23	1	4	0	0	7	0	0	0	0	0	17	137
07:30 PM	0	99	15	0	5	1	0	1	0	0	1	0	0	8	130
07:45 PM	0	80	10	0	4	0	0	3	2	0	1	0	0	11	111
08:00 PM	0	85	16	0	3	1	0	4	2	0	0	0	0	16	127
08:15 PM	0	76	9	0	2	3	0	3	0	0	2	0	1	18	114
08:30 PM	0	78	9	0	4	0	0	3	1	0	2	0	0	9	106
08:45 PM	0	79	15	0	6	0	0	4	0	0	0	0	0	11	115
09:00 PM	0	71	9	0	5	0	0	3	0	0	1	0	0	18	107
09:15 PM	0	62	11	0	2	0	0	2	1	0	1	0	0	9	88
09:30 PM	1	46	9	2	3	1	0	3	1	0	2	0	1	10	79
09:45 PM	0	31	3	0	2	0	0	1	1	0	0	0	0	12	50
10:00 PM	0	31	8	0	2	0	0	1	0	0	0	0	0	22	64
10:15 PM	0	48	5	0	1	0	0	0	3	0	0	0	0	17	74
10:30 PM	0	51	5	1	4	0	0	1	2	0	1	0	0	13	78
10:45 PM	0	38	5	2	2	0	0	1	2	0	1	0	0	7	58
11:00 PM	0	30	3	1	5	0	0	1	0	0	4	0	0	12	56
11:15 PM	0	34	4	0	0	0	0	0	4	0	1	0	0	9	52
11:30 PM	0	32	3	1	3	0	0	5	0	0	3	0	0	2	49
11:45 PM	0	48	8	0	1	0	0	4	2	0	1	1	0	9	74
Day Total	16	8402	1997	108	629	101	5	554	92	23	104	12	16	2892	14951
Percent	0.1%	56.2%	13.4%	0.7%	4.2%	0.7%	0%	3.7%	0.6%	0.2%	0.7%	0.1%	0.1%	19.3%	
ADT 14951															
AM Peak 15-min Vol	7:30 AM 1	10:30 AM 145	7:45 AM 48	6:45 AM 4	9:30 AM 29	10:15 AM 5	7:30 AM 1	8:30 AM 14	10:30 AM 4	6:00 AM 2	4:45 AM 4	8:00 AM 2	6:45 AM 1	7:30 AM 75	10:30 AM 255
PM Peak 15-min Vol	12:45 PM 2	4:15 PM 195	1:15 PM 46	12:00 PM 5	12:30 PM 13	1:45 PM 5	1:45 PM 1	12:30 PM 12	11:15 PM 4	12:45 PM 1	3:00 PM 4	5:15 PM 2	12:30 PM 1	5:15 PM 97	5:30 PM 321

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	29	2	0	3	0	0	2	2	0	3	0	0	9	50
12:15 AM	0	22	2	0	2	1	0	3	0	0	0	0	0	3	33
12:30 AM	0	16	2	0	2	0	0	2	1	0	2	0	0	9	34
12:45 AM	0	21	6	0	0	2	0	4	0	0	1	0	0	8	42
01:00 AM	0	17	3	0	0	1	0	0	1	0	2	0	0	7	31
01:15 AM	0	15	4	1	1	0	0	3	1	0	1	0	0	3	29
01:30 AM	0	11	1	0	0	0	0	4	1	0	3	0	0	0	20
01:45 AM	0	7	3	1	1	0	0	5	2	0	2	0	0	8	29
02:00 AM	0	12	2	0	2	0	0	4	0	0	0	0	0	8	28
02:15 AM	0	22	2	0	0	1	0	4	0	0	1	0	0	4	34
02:30 AM	0	9	2	2	3	0	0	3	0	0	2	0	0	11	32
02:45 AM	0	11	1	0	1	0	0	3	1	0	1	0	0	5	23
03:00 AM	0	7	0	1	1	0	0	7	0	0	2	0	0	4	22
03:15 AM	0	6	5	0	1	0	0	10	0	0	0	0	0	2	24
03:30 AM	0	18	2	0	1	0	0	4	2	0	1	1	0	3	32
03:45 AM	0	14	6	0	2	0	0	4	0	0	1	0	0	5	32
04:00 AM	0	7	5	2	5	1	0	7	0	0	0	0	0	11	38
04:15 AM	0	14	5	1	2	0	0	6	1	0	0	0	0	12	41
04:30 AM	0	20	5	0	2	0	0	4	2	0	2	0	0	5	40
04:45 AM	1	37	5	0	4	1	0	5	1	0	2	0	0	15	71
05:00 AM	0	31	7	1	2	0	0	6	2	0	0	1	0	9	59
05:15 AM	0	31	15	0	8	1	0	6	1	0	2	0	0	14	78
05:30 AM	0	66	14	0	4	0	0	8	1	0	0	0	0	25	118
05:45 AM	0	66	17	1	5	0	0	5	0	0	2	0	0	23	119
Day Total															
Percent															
ADT 15098															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	74	21	0	11	1	0	6	0	0	1	1	0	28	144
06:15 AM	1	61	27	2	12	0	0	6	0	0	0	0	0	25	134
06:30 AM	0	62	25	2	14	0	0	4	0	0	0	0	0	37	144
06:45 AM	0	85	27	2	13	0	0	6	0	0	2	0	0	38	173
07:00 AM	0	82	34	1	15	0	0	9	0	1	0	1	0	39	182
07:15 AM	1	82	18	1	11	2	0	6	0	0	1	0	0	77	199
07:30 AM	1	105	28	2	12	3	0	14	1	1	1	1	0	68	237
07:45 AM	0	131	33	1	6	1	0	8	0	0	1	0	0	36	217
08:00 AM	0	107	39	7	14	0	0	9	1	1	1	0	0	69	248
08:15 AM	0	110	32	4	10	0	0	7	0	0	1	1	0	50	215
08:30 AM	0	121	38	2	12	3	0	9	0	0	3	0	0	22	210
08:45 AM	0	124	45	2	20	0	0	9	0	0	0	0	0	39	239
09:00 AM	0	116	53	3	36	1	0	10	3	1	2	1	1	33	260
09:15 AM	0	100	37	1	17	3	0	9	2	2	0	0	0	38	209
09:30 AM	0	104	39	3	10	1	0	12	0	0	2	0	1	24	196
09:45 AM	0	114	36	1	21	1	0	9	3	0	2	0	0	20	207
10:00 AM	0	99	33	1	18	6	0	7	3	0	0	0	0	53	220
10:15 AM	0	80	42	2	13	1	0	6	1	0	0	0	0	48	193
10:30 AM	0	85	36	3	22	0	0	8	3	0	2	0	0	67	226
10:45 AM	0	129	40	4	17	1	0	11	3	0	3	0	1	51	260
11:00 AM	0	83	28	2	7	1	0	9	1	0	4	1	0	60	196
11:15 AM	0	113	34	4	10	3	0	8	0	1	4	0	1	40	218
11:30 AM	0	122	42	0	11	1	0	10	0	0	3	0	0	42	231
11:45 AM	1	110	35	0	8	4	0	6	2	0	2	0	0	74	242
Day Total															
Percent															
ADT															
15098															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	115	45	1	11	1	0	6	1	0	1	1	0	48	230
12:15 PM	0	135	39	4	10	1	0	8	0	0	1	0	1	65	264
12:30 PM	1	127	31	0	13	2	0	6	0	0	1	0	0	48	229
12:45 PM	0	132	39	2	11	1	0	9	2	0	3	0	0	59	258
01:00 PM	0	124	22	2	10	0	0	5	1	0	0	0	0	32	196
01:15 PM	0	117	27	1	9	1	0	12	0	0	2	0	0	41	210
01:30 PM	0	108	34	1	10	1	0	9	1	0	0	0	1	48	213
01:45 PM	0	133	29	3	6	3	0	9	0	0	1	0	0	42	226
02:00 PM	0	110	23	1	7	2	0	9	0	0	0	0	0	66	218
02:15 PM	0	132	24	1	6	1	0	6	1	0	1	1	0	35	208
02:30 PM	0	119	32	0	5	2	0	10	1	0	1	0	2	56	228
02:45 PM	0	108	35	1	4	4	0	3	0	0	2	0	0	81	238
03:00 PM	0	162	30	4	12	1	0	5	1	0	1	0	1	38	255
03:15 PM	0	153	30	1	4	1	0	6	0	0	5	0	0	56	256
03:30 PM	0	138	48	1	11	3	0	6	1	0	0	1	0	79	288
03:45 PM	0	126	34	3	12	2	0	6	1	0	1	0	0	105	290
04:00 PM	0	159	28	4	14	3	0	7	0	1	2	0	1	86	305
04:15 PM	0	158	25	1	5	0	0	11	1	1	1	1	1	83	288
04:30 PM	0	197	38	4	6	5	0	12	0	1	0	0	1	60	324
04:45 PM	0	132	29	3	7	1	0	4	3	2	1	1	1	91	275
05:00 PM	0	194	29	2	5	2	0	8	3	2	1	1	0	77	324
05:15 PM	0	200	32	1	4	2	1	8	2	1	0	1	0	74	326
05:30 PM	0	194	34	1	7	2	0	6	2	0	0	0	0	57	303
05:45 PM	0	162	36	1	7	2	0	7	2	0	0	0	0	51	268
Day Total															
Percent															
ADT 15098															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	182	34	1	3	2	0	7	0	0	0	1	0	43	273
06:15 PM	0	177	24	2	4	0	0	6	0	0	0	0	0	28	241
06:30 PM	0	160	18	1	4	2	0	6	1	3	1	0	1	23	220
06:45 PM	0	155	26	1	3	0	0	4	1	1	0	0	1	30	222
07:00 PM	0	105	24	0	5	0	0	7	1	0	2	0	0	12	156
07:15 PM	0	117	18	0	3	0	0	4	0	0	0	0	0	12	154
07:30 PM	0	93	20	1	3	0	1	0	0	0	0	0	0	8	126
07:45 PM	0	84	20	1	5	0	0	2	3	0	1	0	0	14	130
08:00 PM	0	81	14	4	3	3	0	3	1	0	2	0	0	6	117
08:15 PM	0	76	17	0	2	1	0	0	1	0	1	1	0	9	108
08:30 PM	0	78	6	0	3	0	0	2	0	0	0	0	0	15	104
08:45 PM	0	85	5	0	2	1	0	0	0	0	1	0	0	20	114
09:00 PM	0	85	9	0	2	0	0	3	1	0	0	0	0	10	110
09:15 PM	0	64	7	0	6	1	0	0	0	0	2	0	0	14	94
09:30 PM	0	69	10	2	2	2	0	3	2	0	0	0	0	14	104
09:45 PM	0	47	3	1	3	0	0	2	1	0	0	0	0	9	66
10:00 PM	0	56	8	1	6	0	0	1	0	0	0	0	0	8	80
10:15 PM	0	41	6	1	1	0	0	5	0	0	1	0	0	8	63
10:30 PM	0	39	3	1	3	1	0	4	2	0	2	0	0	8	63
10:45 PM	0	29	3	0	2	1	0	1	1	0	1	0	0	8	46
11:00 PM	0	32	7	1	1	0	0	5	2	0	3	0	0	4	55
11:15 PM	0	31	3	1	2	0	0	0	3	0	1	0	0	7	48
11:30 PM	0	30	4	0	3	0	0	3	0	0	1	0	0	4	45
11:45 PM	0	55	7	0	2	0	0	4	0	0	1	1	0	10	80
Day Total	7	8314	2007	122	661	98	2	557	85	19	110	18	15	3083	15098
Percent	0%	55.1%	13.3%	0.8%	4.4%	0.6%	0%	3.7%	0.6%	0.1%	0.7%	0.1%	0.1%	20.4%	
ADT 15098															
AM Peak 15-min Vol	4:45 AM 1	7:45 AM 131	9:00 AM 53	8:00 AM 7	9:00 AM 36	10:00 AM 6	12:00 AM 0	7:30 AM 14	9:00 AM 3	9:15 AM 2	11:00 AM 4	3:30 AM 1	9:00 AM 1	7:15 AM 77	9:00 AM 260
PM Peak 15-min Vol	12:30 PM 1	5:15 PM 200	3:30 PM 48	12:15 PM 4	4:00 PM 14	4:30 PM 5	5:15 PM 1	1:15 PM 12	4:45 PM 3	6:30 PM 3	3:15 PM 5	12:00 PM 1	2:30 PM 2	3:45 PM 105	5:15 PM 326

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	39	7	0	0	1	0	6	0	0	2	0	0	8	63
12:15 AM	0	26	4	1	0	0	0	1	1	0	0	0	0	7	40
12:30 AM	0	33	1	0	0	0	0	0	1	1	2	0	0	4	42
12:45 AM	0	23	2	0	1	0	0	1	1	0	1	2	0	6	37
01:00 AM	1	20	1	0	1	0	0	2	1	0	1	0	0	5	32
01:15 AM	0	14	0	0	2	0	0	2	1	0	2	0	0	6	27
01:30 AM	0	15	0	0	2	0	0	1	3	0	1	0	0	4	26
01:45 AM	0	12	2	0	1	0	0	3	1	0	1	0	0	5	25
02:00 AM	0	5	2	0	0	0	0	3	0	0	1	0	0	10	21
02:15 AM	0	13	1	0	2	0	0	4	1	0	1	0	0	12	34
02:30 AM	0	9	1	0	0	0	0	4	0	0	1	0	0	1	16
02:45 AM	0	11	4	0	1	0	0	2	2	0	0	0	0	4	24
03:00 AM	0	18	1	0	1	0	0	10	1	0	3	0	0	8	42
03:15 AM	0	17	1	0	1	0	0	9	0	0	1	0	0	8	37
03:30 AM	0	11	4	0	4	1	0	9	0	0	1	0	0	4	34
03:45 AM	0	10	3	1	2	0	0	7	2	0	0	0	0	4	29
04:00 AM	0	5	1	0	4	0	0	10	1	0	0	1	0	4	26
04:15 AM	0	19	6	1	7	0	0	7	1	0	0	0	0	4	45
04:30 AM	0	18	4	0	3	0	0	8	0	0	0	0	0	9	42
04:45 AM	0	24	8	0	2	1	0	6	1	0	3	0	0	2	47
05:00 AM	0	37	8	2	4	0	0	6	1	0	1	0	0	7	66
05:15 AM	0	52	12	0	7	0	0	9	0	0	1	0	0	12	93
05:30 AM	0	77	12	1	8	0	0	9	1	0	2	0	0	15	125
05:45 AM	0	69	18	2	8	0	0	7	1	0	2	0	0	15	122
Day Total															
Percent															
ADT															
15184															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	74	23	0	8	0	0	7	0	0	2	0	0	10	124
06:15 AM	0	77	27	2	12	1	0	3	0	0	3	0	0	25	150
06:30 AM	0	113	21	2	12	3	0	7	0	0	1	1	0	19	179
06:45 AM	0	116	41	1	12	2	0	11	1	0	0	1	0	29	214
07:00 AM	0	103	25	2	14	1	0	7	1	0	0	0	0	34	187
07:15 AM	0	124	29	3	9	5	0	11	0	0	4	0	1	32	218
07:30 AM	0	125	32	1	10	2	0	9	0	1	1	1	1	40	223
07:45 AM	1	143	36	3	5	0	0	11	0	0	3	0	0	31	233
08:00 AM	1	113	35	3	13	1	0	7	1	0	1	1	0	21	197
08:15 AM	0	100	34	2	5	4	0	15	0	0	3	0	0	33	196
08:30 AM	0	129	37	3	8	1	1	8	0	0	0	0	0	36	223
08:45 AM	1	112	37	0	12	1	0	6	0	0	1	0	0	34	204
09:00 AM	0	104	41	0	31	0	0	13	1	1	3	0	0	38	232
09:15 AM	0	136	49	2	23	0	0	6	0	1	2	0	0	38	257
09:30 AM	0	112	37	1	24	2	0	10	0	0	0	0	1	49	236
09:45 AM	1	89	29	3	21	2	1	6	1	1	2	0	0	25	181
10:00 AM	0	119	27	0	17	1	0	11	0	2	3	0	0	23	203
10:15 AM	0	97	28	0	6	3	0	11	1	0	5	0	1	21	173
10:30 AM	1	114	32	0	14	4	0	8	0	0	1	2	1	24	201
10:45 AM	0	126	34	2	14	0	0	3	2	0	4	0	0	26	211
11:00 AM	0	126	29	0	10	1	0	9	2	0	1	0	0	21	199
11:15 AM	0	129	31	0	10	5	0	11	3	1	1	0	1	46	238
11:30 AM	0	126	30	0	11	2	0	7	2	0	3	1	1	58	241
11:45 AM	1	131	44	2	3	1	0	10	2	1	2	0	0	39	236
Day Total															
Percent															
ADT															
15184															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	117	27	1	11	1	0	8	4	0	2	0	1	37	209
12:15 PM	0	119	20	1	6	3	0	8	3	0	0	0	1	71	232
12:30 PM	1	108	25	2	11	1	1	10	3	0	4	0	0	63	229
12:45 PM	0	136	28	2	10	0	0	6	1	0	0	0	2	35	220
01:00 PM	0	120	26	2	9	2	0	8	0	1	1	0	0	36	205
01:15 PM	0	140	26	3	18	1	0	4	0	1	0	0	0	50	243
01:30 PM	0	126	26	4	12	3	0	8	2	0	2	0	1	50	234
01:45 PM	0	140	36	2	8	4	0	9	1	0	0	0	0	58	258
02:00 PM	1	146	39	0	6	1	0	8	3	0	1	0	0	32	237
02:15 PM	0	167	38	0	8	0	1	6	2	0	2	0	0	27	251
02:30 PM	0	150	25	0	9	1	0	5	1	1	1	0	0	36	229
02:45 PM	0	170	33	2	9	4	0	5	1	0	3	0	0	49	276
03:00 PM	0	174	30	1	6	2	0	10	0	0	2	0	0	38	263
03:15 PM	0	189	23	2	8	0	0	9	0	1	3	0	0	45	280
03:30 PM	0	158	40	3	7	1	0	7	1	0	3	0	0	43	263
03:45 PM	0	171	27	0	4	5	0	5	1	0	1	0	2	69	285
04:00 PM	1	171	26	3	6	1	0	7	0	1	1	0	2	68	287
04:15 PM	1	137	18	1	7	5	0	5	0	0	2	0	1	113	290
04:30 PM	0	139	34	2	12	0	0	3	1	0	0	0	0	105	296
04:45 PM	0	133	24	3	2	2	0	11	0	0	0	0	0	122	297
05:00 PM	0	138	26	2	6	0	0	6	2	0	0	2	0	137	319
05:15 PM	1	90	20	2	4	1	1	5	1	0	0	0	0	154	279
05:30 PM	0	107	19	3	6	0	1	3	1	0	1	0	2	143	286
05:45 PM	1	122	21	4	2	1	0	3	1	0	0	0	1	98	254
Day Total															
Percent															
ADT															
15184															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps **QC JOB #:** 15135854
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	126	32	0	2	0	0	7	0	0	1	0	0	65	233
06:15 PM	0	109	23	3	4	4	0	1	0	0	1	0	0	96	241
06:30 PM	0	125	22	2	3	2	0	2	1	0	0	0	0	57	214
06:45 PM	0	123	17	0	2	0	0	6	1	0	1	0	0	73	223
07:00 PM	0	113	16	2	3	1	0	0	2	0	0	0	0	50	187
07:15 PM	0	102	13	1	9	0	0	4	1	0	0	1	0	37	168
07:30 PM	1	78	14	0	1	0	0	3	1	0	0	0	0	17	115
07:45 PM	0	88	16	3	3	2	0	1	0	0	0	1	0	23	137
08:00 PM	0	77	17	1	1	1	0	5	3	2	1	1	0	22	131
08:15 PM	1	91	14	0	3	0	0	4	0	0	1	0	0	26	140
08:30 PM	0	79	14	2	5	2	0	1	2	0	0	0	0	20	125
08:45 PM	0	75	4	0	2	0	0	1	0	0	0	0	0	17	99
09:00 PM	0	61	9	1	5	2	0	5	0	0	1	0	0	21	105
09:15 PM	0	65	14	0	1	0	0	0	0	0	2	0	0	23	105
09:30 PM	0	59	4	1	3	0	0	4	0	0	1	0	0	19	91
09:45 PM	0	42	12	0	3	0	0	4	2	0	2	0	0	13	78
10:00 PM	0	38	3	0	1	0	0	1	2	0	1	0	0	12	58
10:15 PM	0	42	5	2	1	0	0	1	1	0	2	0	0	14	68
10:30 PM	0	38	5	0	4	0	0	3	0	0	1	0	0	16	67
10:45 PM	0	40	7	0	2	1	0	2	2	1	2	0	0	23	80
11:00 PM	0	28	4	0	5	1	0	2	5	0	1	0	0	9	55
11:15 PM	0	21	3	1	1	0	0	1	1	0	2	0	0	7	37
11:30 PM	0	41	4	0	0	0	0	0	1	0	3	0	0	18	67
11:45 PM	0	45	8	0	1	2	0	2	2	0	2	0	0	25	87
Day Total	15	8389	1828	104	617	102	6	552	94	17	127	15	20	3298	15184
Percent	0.1%	55.2%	12%	0.7%	4.1%	0.7%	0%	3.6%	0.6%	0.1%	0.8%	0.1%	0.1%	21.7%	
ADT 15184															
AM Peak 15-min Vol	1:00 AM	7:45 AM	9:15 AM	7:15 AM	9:00 AM	7:15 AM	8:30 AM	8:15 AM	1:30 AM	10:00 AM	10:15 AM	12:45 AM	7:15 AM	11:30 AM	9:15 AM
	1	143	49	3	31	5	1	15	3	2	5	2	1	58	257
PM Peak 15-min Vol	12:30 PM	3:15 PM	3:30 PM	1:30 PM	1:15 PM	3:45 PM	12:30 PM	4:45 PM	11:00 PM	8:00 PM	12:30 PM	5:00 PM	12:45 PM	5:15 PM	5:00 PM
	1	189	40	4	18	5	1	11	5	2	4	2	2	154	319

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	26	5	0	2	0	0	3	2	0	3	0	0	15	56
12:15 AM	0	22	5	0	0	0	0	2	0	0	2	0	0	6	37
12:30 AM	0	26	3	1	2	0	0	2	0	0	1	0	0	9	44
12:45 AM	0	22	1	0	2	0	0	4	2	0	1	0	0	4	36
01:00 AM	0	12	0	0	0	0	0	3	2	0	2	0	0	6	25
01:15 AM	0	12	1	0	0	0	0	2	1	0	0	0	0	2	18
01:30 AM	0	8	1	1	1	0	0	1	2	0	3	0	0	3	20
01:45 AM	0	11	1	1	0	0	0	2	5	0	1	0	0	11	32
02:00 AM	0	6	2	0	0	0	0	6	1	0	1	0	0	6	22
02:15 AM	0	7	2	0	2	0	0	8	0	0	2	0	0	5	26
02:30 AM	0	14	2	1	3	0	0	1	0	0	0	0	0	8	29
02:45 AM	0	5	3	1	1	0	0	6	0	0	1	0	0	8	25
03:00 AM	0	8	3	0	2	0	0	5	2	0	0	1	0	4	25
03:15 AM	0	13	3	1	3	1	0	5	1	0	2	0	0	8	37
03:30 AM	0	9	3	1	3	0	0	8	1	0	1	0	0	6	32
03:45 AM	0	10	3	1	2	0	0	7	4	0	0	0	0	6	33
04:00 AM	0	11	2	1	1	1	0	5	2	0	0	0	0	4	27
04:15 AM	0	11	4	1	3	0	0	8	1	0	2	0	0	9	39
04:30 AM	0	11	3	2	3	0	0	6	2	0	0	0	0	13	40
04:45 AM	0	27	5	0	3	0	0	4	3	1	1	0	0	13	57
05:00 AM	0	31	7	0	2	0	0	3	0	0	0	0	0	16	59
05:15 AM	0	45	4	1	8	0	0	6	0	0	3	0	0	17	84
05:30 AM	0	58	17	1	1	1	0	11	2	0	1	0	0	16	108
05:45 AM	0	62	13	2	2	0	0	5	3	0	2	0	0	27	116
Day Total															
Percent															
ADT															
15171															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	55	18	2	14	0	0	4	0	0	0	0	0	33	126
06:15 AM	0	73	32	2	4	0	0	9	1	0	2	0	0	28	151
06:30 AM	0	85	18	1	16	2	0	6	0	0	1	1	0	30	160
06:45 AM	0	112	31	0	11	1	0	8	0	0	1	0	0	36	200
07:00 AM	0	84	27	3	10	2	1	6	2	0	3	0	0	39	177
07:15 AM	0	106	25	2	9	0	0	6	1	1	1	1	1	51	204
07:30 AM	0	104	22	3	15	3	0	8	2	0	0	0	0	47	204
07:45 AM	0	111	33	5	8	2	0	11	0	0	1	1	0	48	220
08:00 AM	0	102	33	3	12	3	0	10	1	2	2	0	0	61	229
08:15 AM	0	95	30	2	9	2	0	5	0	0	0	1	0	68	212
08:30 AM	0	86	36	4	11	0	0	9	1	0	1	0	0	57	205
08:45 AM	1	77	24	2	10	3	0	6	3	0	2	0	1	62	191
09:00 AM	0	94	31	1	15	0	1	6	2	0	4	0	1	53	208
09:15 AM	0	115	29	3	17	1	0	2	0	1	1	0	1	54	224
09:30 AM	0	79	39	2	28	2	0	10	1	0	0	0	0	67	228
09:45 AM	1	119	34	0	27	0	0	10	0	0	0	0	1	65	257
10:00 AM	0	101	31	1	12	2	0	11	4	1	2	0	0	35	200
10:15 AM	0	107	31	2	14	5	0	8	2	0	4	0	0	34	207
10:30 AM	0	98	31	2	10	1	0	5	2	0	4	0	0	47	200
10:45 AM	0	106	27	2	6	0	0	7	2	0	0	0	0	35	185
11:00 AM	0	120	23	4	14	0	0	9	2	0	0	0	0	40	212
11:15 AM	0	131	40	0	8	1	0	10	2	0	2	0	1	31	226
11:30 AM	2	117	31	1	14	4	0	9	1	0	3	0	0	30	212
11:45 AM	0	103	27	2	9	2	0	13	2	1	5	1	0	58	223
Day Total															
Percent															
ADT 15171															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	144	40	1	11	0	0	7	1	0	1	0	0	35	240
12:15 PM	0	150	40	1	10	0	0	11	1	0	0	0	0	27	240
12:30 PM	1	111	38	0	7	4	0	5	2	2	1	1	0	72	244
12:45 PM	0	125	28	1	14	2	0	7	3	2	2	0	0	62	246
01:00 PM	0	123	38	3	15	3	0	7	0	1	1	0	0	62	253
01:15 PM	0	129	29	2	9	1	0	5	0	0	0	1	0	51	227
01:30 PM	0	129	37	3	8	5	0	2	0	1	0	0	0	70	255
01:45 PM	0	105	30	0	10	0	0	13	2	0	0	1	0	72	233
02:00 PM	0	133	28	0	11	0	0	4	0	0	1	0	0	48	225
02:15 PM	0	132	24	1	12	0	0	7	0	0	1	0	0	70	247
02:30 PM	0	127	32	1	8	0	0	15	1	0	1	0	0	51	236
02:45 PM	0	160	24	3	8	3	0	9	0	1	2	1	0	40	251
03:00 PM	0	147	39	0	12	2	0	5	0	0	0	0	0	44	249
03:15 PM	0	143	27	2	6	1	0	4	1	0	0	1	1	76	262
03:30 PM	0	167	21	7	11	2	0	3	1	0	0	1	0	77	290
03:45 PM	0	162	32	2	10	3	0	10	0	0	1	2	0	66	288
04:00 PM	0	149	26	1	8	3	0	6	0	0	2	1	0	111	307
04:15 PM	0	172	35	2	6	2	0	9	0	0	1	1	1	67	296
04:30 PM	0	185	32	3	7	1	1	8	1	0	0	0	0	68	306
04:45 PM	0	150	27	1	6	1	0	6	0	0	1	2	1	77	272
05:00 PM	0	150	28	1	5	3	1	3	3	0	1	0	0	116	311
05:15 PM	1	81	12	2	6	3	0	2	0	0	0	1	0	164	272
05:30 PM	0	129	34	2	12	3	0	3	2	0	2	1	0	102	290
05:45 PM	0	141	33	1	6	3	0	5	1	0	1	0	0	74	265
Day Total															
Percent															
ADT															
15171															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps **QC JOB #:** 15135854
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	123	33	0	7	1	0	4	0	0	1	0	0	55	225
06:15 PM	0	138	30	0	4	1	0	4	0	0	0	0	0	38	215
06:30 PM	0	143	19	0	5	1	0	2	0	0	1	0	0	34	205
06:45 PM	0	137	23	1	3	2	0	2	1	0	2	1	0	30	202
07:00 PM	0	130	28	1	6	1	0	3	0	0	0	0	1	38	208
07:15 PM	0	106	20	0	4	0	0	3	1	0	1	0	0	14	149
07:30 PM	0	109	19	1	4	0	0	6	1	0	0	0	0	10	150
07:45 PM	0	96	21	0	3	0	0	4	3	0	2	0	0	17	146
08:00 PM	0	91	14	2	5	0	0	3	1	0	0	0	0	11	127
08:15 PM	1	77	18	1	2	3	0	3	2	0	3	0	0	17	127
08:30 PM	0	78	17	0	4	1	0	2	0	0	1	0	0	11	114
08:45 PM	0	90	18	0	5	0	0	3	2	0	2	0	0	11	131
09:00 PM	0	102	7	0	2	2	0	3	1	0	0	0	0	12	129
09:15 PM	0	74	9	0	3	0	0	3	0	0	2	2	0	8	101
09:30 PM	0	50	5	0	4	0	0	2	2	0	0	1	0	17	81
09:45 PM	0	51	7	0	4	1	0	2	1	0	1	0	0	11	78
10:00 PM	0	53	7	0	1	1	0	0	2	0	0	0	0	10	74
10:15 PM	0	51	3	2	0	0	0	1	1	0	1	1	0	11	71
10:30 PM	0	49	8	1	1	0	0	1	2	0	3	0	0	16	81
10:45 PM	0	53	9	0	0	0	0	2	1	0	1	0	0	4	70
11:00 PM	0	48	6	1	3	0	0	2	1	0	2	0	0	8	71
11:15 PM	0	33	5	0	0	0	0	1	2	0	2	1	0	8	52
11:30 PM	0	50	6	3	2	0	0	4	5	0	1	0	0	13	84
11:45 PM	0	58	7	0	3	1	0	3	0	0	2	0	0	13	87
Day Total	8	8181	1869	118	642	99	4	520	115	14	115	26	10	3450	15171
Percent	0.1%	53.9%	12.3%	0.8%	4.2%	0.7%	0%	3.4%	0.8%	0.1%	0.8%	0.2%	0.1%	22.7%	
ADT 15171															
AM Peak 15-min Vol	11:30 AM 2	11:15 AM 131	11:15 AM 40	7:45 AM 5	9:30 AM 28	10:15 AM 5	7:00 AM 1	11:45 AM 13	1:45 AM 5	8:00 AM 2	11:45 AM 5	3:00 AM 1	7:15 AM 1	8:15 AM 68	9:45 AM 257
PM Peak 15-min Vol	12:30 PM 1	4:30 PM 185	12:00 PM 40	3:30 PM 7	1:00 PM 15	1:30 PM 5	4:30 PM 1	2:30 PM 15	11:30 PM 5	12:30 PM 2	8:15 PM 3	3:45 PM 2	3:15 PM 1	5:15 PM 164	5:00 PM 311

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	34	5	1	0	0	0	6	1	0	2	0	0	3	52
12:15 AM	0	16	1	1	0	0	0	2	0	0	1	0	0	9	30
12:30 AM	0	29	2	1	0	0	0	1	0	0	3	1	0	3	40
12:45 AM	0	24	2	1	0	0	0	0	1	0	2	0	0	7	37
01:00 AM	0	25	3	0	1	0	0	1	1	0	2	0	0	5	38
01:15 AM	0	19	0	0	0	0	0	2	0	0	2	0	0	4	27
01:30 AM	0	12	1	1	1	1	0	3	0	1	1	0	0	9	30
01:45 AM	0	19	1	1	2	0	0	3	3	0	1	0	0	5	35
02:00 AM	0	17	1	2	3	0	0	1	2	0	0	0	0	12	38
02:15 AM	0	15	1	1	0	0	0	4	0	0	0	0	0	11	32
02:30 AM	0	12	3	0	0	0	0	4	1	0	0	0	0	6	26
02:45 AM	0	12	2	2	0	0	0	6	2	0	0	1	0	8	33
03:00 AM	0	12	0	1	4	0	0	4	1	0	0	0	0	10	32
03:15 AM	0	6	6	0	2	0	0	2	1	0	0	0	0	1	18
03:30 AM	0	8	5	0	0	0	0	8	0	0	0	1	0	3	25
03:45 AM	0	15	3	0	0	0	0	6	1	0	1	0	0	3	29
04:00 AM	0	9	4	0	2	0	0	7	2	0	0	1	0	9	34
04:15 AM	0	9	7	1	1	0	0	3	5	0	1	0	0	5	32
04:30 AM	0	21	2	0	3	1	0	5	1	0	1	0	0	2	36
04:45 AM	0	33	3	0	2	0	0	7	2	0	1	0	0	10	58
05:00 AM	0	41	6	0	5	0	0	1	0	0	2	0	0	16	71
05:15 AM	0	35	8	1	5	2	0	5	1	0	4	0	0	16	77
05:30 AM	0	83	16	1	7	1	0	6	1	0	2	0	0	36	153
05:45 AM	0	90	18	0	5	0	0	4	1	0	2	0	0	13	133
Day Total															
Percent															
ADT															
16195															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	67	18	0	7	0	0	8	1	0	2	0	0	13	116
06:15 AM	0	76	32	4	9	0	0	12	0	0	0	0	0	25	158
06:30 AM	0	88	22	1	10	2	0	7	0	0	0	1	0	19	150
06:45 AM	0	95	32	2	7	3	0	7	0	1	0	0	0	14	161
07:00 AM	0	87	19	0	12	1	0	1	0	0	1	0	0	24	145
07:15 AM	0	92	25	3	11	0	0	21	1	1	1	1	0	35	191
07:30 AM	1	113	34	1	13	4	0	8	1	1	2	0	0	47	225
07:45 AM	0	100	28	1	16	3	1	7	1	0	0	0	0	58	215
08:00 AM	1	123	29	2	13	0	0	12	0	0	3	0	0	42	225
08:15 AM	0	110	36	4	8	3	0	11	0	0	1	0	2	23	198
08:30 AM	0	135	44	2	9	1	0	13	0	0	1	1	0	33	239
08:45 AM	1	112	34	0	13	2	1	6	1	0	2	0	0	25	197
09:00 AM	0	140	41	1	16	4	0	8	0	2	1	1	0	39	253
09:15 AM	0	143	33	1	29	1	0	7	0	0	0	0	0	20	234
09:30 AM	0	103	50	4	27	1	0	9	1	0	2	1	0	29	227
09:45 AM	0	128	37	1	12	1	1	6	0	0	2	0	1	46	235
10:00 AM	0	94	33	0	13	0	0	5	1	0	6	0	0	58	210
10:15 AM	0	115	36	0	19	1	0	8	0	0	3	0	0	23	205
10:30 AM	0	118	47	0	12	2	0	11	0	1	1	0	0	38	230
10:45 AM	1	136	35	5	14	3	0	8	1	1	2	0	0	44	250
11:00 AM	1	127	45	3	12	1	0	11	1	0	5	1	0	30	237
11:15 AM	0	129	36	2	7	2	0	10	2	0	6	1	1	33	229
11:30 AM	0	138	24	3	10	4	0	16	0	0	3	1	0	47	246
11:45 AM	1	139	50	1	12	1	0	11	0	0	4	0	0	49	268
Day Total															
Percent															
ADT															
16195															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	153	46	0	13	1	0	6	1	0	1	0	0	52	273
12:15 PM	1	150	42	0	8	0	1	3	1	0	0	1	1	38	246
12:30 PM	1	146	40	1	3	1	0	12	0	0	3	0	0	26	233
12:45 PM	0	120	21	1	7	1	0	10	2	1	3	0	2	38	206
01:00 PM	0	142	31	2	7	1	0	4	2	0	0	0	1	63	253
01:15 PM	0	123	19	3	8	0	0	10	0	1	2	0	1	86	253
01:30 PM	1	116	33	6	10	1	0	9	1	0	0	0	0	84	261
01:45 PM	2	138	35	3	9	0	0	10	3	0	3	0	0	64	267
02:00 PM	0	167	24	2	6	2	0	9	0	0	3	0	0	26	239
02:15 PM	0	171	45	3	9	1	0	9	0	0	0	0	0	41	279
02:30 PM	0	149	42	3	11	6	0	4	0	0	0	0	0	69	284
02:45 PM	2	153	39	4	7	3	0	4	4	0	2	0	1	65	284
03:00 PM	2	145	39	3	7	2	0	9	2	0	1	1	0	97	308
03:15 PM	0	143	39	2	7	2	1	1	1	1	0	1	0	73	271
03:30 PM	0	108	22	1	6	8	0	6	0	1	0	2	0	133	287
03:45 PM	0	89	28	4	4	1	0	4	0	0	0	0	0	155	285
04:00 PM	2	136	17	4	2	3	0	8	0	1	2	0	1	129	305
04:15 PM	1	175	32	2	13	4	0	3	1	0	0	0	1	60	292
04:30 PM	1	160	45	4	6	0	0	4	3	2	1	1	0	83	310
04:45 PM	0	157	42	4	7	2	1	5	2	0	0	0	0	69	289
05:00 PM	1	105	42	3	6	3	0	3	2	0	2	0	0	116	283
05:15 PM	1	129	20	2	0	0	0	2	2	0	2	0	0	121	279
05:30 PM	0	159	40	1	6	3	0	5	0	3	1	0	0	58	276
05:45 PM	0	154	38	3	2	0	0	4	0	1	0	0	0	30	232
Day Total															
Percent															
ADT															
16195															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	160	36	2	6	2	0	2	0	0	0	0	0	59	267
06:15 PM	1	150	26	2	3	0	0	2	1	0	0	0	0	73	258
06:30 PM	0	203	18	1	4	2	0	1	1	2	1	0	0	46	279
06:45 PM	0	165	22	0	7	0	0	2	0	0	0	0	0	42	238
07:00 PM	0	117	19	3	4	2	1	3	1	0	0	0	0	36	186
07:15 PM	0	141	14	1	5	0	0	1	0	0	3	0	0	21	186
07:30 PM	0	96	23	2	2	1	0	1	2	0	1	1	0	29	158
07:45 PM	0	106	15	1	2	1	0	3	3	0	0	0	0	18	149
08:00 PM	0	96	24	1	5	1	0	9	0	0	1	0	0	21	158
08:15 PM	0	106	21	1	4	0	0	0	0	0	0	0	0	24	156
08:30 PM	0	104	18	0	2	1	0	1	1	0	1	0	0	16	144
08:45 PM	0	91	13	1	3	0	0	4	1	0	1	0	0	7	121
09:00 PM	0	100	15	0	1	0	0	1	1	0	1	0	0	12	131
09:15 PM	0	98	11	1	2	0	0	2	2	0	1	0	0	9	126
09:30 PM	0	80	13	0	2	0	0	3	0	0	1	1	0	16	116
09:45 PM	1	84	9	0	2	0	0	6	2	0	3	0	0	15	122
10:00 PM	1	53	16	0	1	0	0	4	2	0	1	0	0	15	93
10:15 PM	0	62	13	0	0	0	0	2	4	0	0	0	0	11	92
10:30 PM	0	88	6	0	0	0	0	3	0	0	0	1	0	12	110
10:45 PM	0	61	7	0	2	0	0	2	0	0	1	0	0	13	86
11:00 PM	0	62	8	0	4	0	0	1	1	0	2	0	0	16	94
11:15 PM	0	57	5	0	3	1	0	2	0	0	1	0	0	13	82
11:30 PM	0	72	10	0	0	0	0	0	0	0	2	0	0	8	92
11:45 PM	0	67	8	0	0	0	0	6	3	0	0	0	0	12	96
Day Total	24	9111	2111	133	582	101	7	519	90	21	123	21	12	3340	16195
Percent	0.1%	56.3%	13%	0.8%	3.6%	0.6%	0%	3.2%	0.6%	0.1%	0.8%	0.1%	0.1%	20.6%	
ADT 16195															
AM Peak 15-min Vol	7:30 AM	9:15 AM	9:30 AM	10:45 AM	9:15 AM	7:30 AM	7:45 AM	7:15 AM	4:15 AM	9:00 AM	10:00 AM	12:30 AM	8:15 AM	7:45 AM	11:45 AM
	1	143	50	5	29	4	1	21	5	2	6	1	2	58	268
PM Peak 15-min Vol	1:45 PM	6:30 PM	12:00 PM	1:30 PM	12:00 PM	3:30 PM	12:15 PM	12:30 PM	2:45 PM	5:30 PM	12:30 PM	3:30 PM	12:45 PM	3:45 PM	4:30 PM
	2	203	46	6	13	8	1	12	4	3	3	2	2	155	310

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	42	8	0	1	0	0	2	1	0	0	0	0	8	62
12:15 AM	0	31	6	0	2	0	0	2	0	0	0	0	0	7	48
12:30 AM	0	47	8	1	0	0	0	0	0	0	2	0	0	8	66
12:45 AM	0	35	5	1	3	0	0	0	2	0	1	0	0	13	60
01:00 AM	0	16	4	0	1	0	0	1	2	0	2	0	0	13	39
01:15 AM	0	28	4	0	0	0	0	3	3	0	1	1	0	1	41
01:30 AM	0	18	5	1	0	0	0	2	2	1	2	0	0	4	35
01:45 AM	0	16	5	1	1	0	0	0	1	0	2	0	0	5	31
02:00 AM	0	21	1	0	0	0	0	0	2	0	0	0	0	2	26
02:15 AM	0	16	3	1	6	0	0	3	0	0	0	0	0	6	35
02:30 AM	0	18	4	0	2	0	0	4	1	0	3	0	0	8	40
02:45 AM	0	12	2	0	0	0	0	3	4	0	3	0	0	6	30
03:00 AM	0	17	1	0	1	0	0	1	2	0	0	0	0	0	22
03:15 AM	0	14	1	0	0	0	0	1	0	0	1	0	0	2	19
03:30 AM	0	19	3	1	1	0	0	1	0	0	0	0	0	4	29
03:45 AM	0	18	3	0	2	0	0	2	2	0	1	0	0	6	34
04:00 AM	0	14	2	0	1	0	0	2	0	0	0	0	0	17	36
04:15 AM	0	18	3	0	1	2	0	2	2	0	0	0	0	4	32
04:30 AM	0	31	1	0	3	2	0	1	2	0	2	0	0	7	49
04:45 AM	0	22	3	0	3	0	0	2	0	0	0	0	0	6	36
05:00 AM	0	25	5	0	2	0	0	3	2	0	1	1	0	4	43
05:15 AM	0	25	4	0	1	0	0	4	0	0	2	0	0	9	45
05:30 AM	0	53	7	0	3	1	0	1	1	0	1	0	0	27	94
05:45 AM	0	46	7	0	6	0	1	0	2	0	0	0	0	25	87
Day Total															
Percent															
ADT															
13819															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	30	14	0	2	0	0	5	0	0	2	0	0	21	74
06:15 AM	1	48	19	0	4	0	0	2	0	0	1	0	0	18	93
06:30 AM	0	34	13	1	3	0	0	8	0	0	1	0	0	14	74
06:45 AM	0	34	19	0	2	0	0	4	0	0	0	0	0	18	77
07:00 AM	0	38	12	0	8	0	0	1	1	0	1	0	0	9	70
07:15 AM	0	46	20	0	5	1	0	3	2	1	2	0	0	28	108
07:30 AM	0	46	20	1	5	1	0	5	0	0	0	0	0	43	121
07:45 AM	0	52	11	0	4	0	0	4	0	0	1	0	0	21	93
08:00 AM	1	55	20	1	4	0	0	3	0	0	0	0	0	28	112
08:15 AM	0	61	24	0	4	0	0	4	0	0	2	0	0	21	116
08:30 AM	0	70	19	0	3	0	0	5	0	0	0	0	0	41	138
08:45 AM	0	82	18	1	9	0	0	4	0	0	1	0	0	35	150
09:00 AM	0	75	19	0	17	0	0	5	0	0	2	0	0	36	154
09:15 AM	0	96	30	5	24	2	0	6	0	0	1	0	0	40	204
09:30 AM	0	103	36	1	11	0	0	0	0	0	1	0	0	33	185
09:45 AM	0	122	26	0	9	0	0	4	0	0	1	0	0	30	192
10:00 AM	0	121	25	0	14	0	0	2	1	0	0	0	0	24	187
10:15 AM	0	131	36	1	6	2	0	4	3	0	2	1	1	38	225
10:30 AM	0	133	20	2	7	2	0	6	1	0	3	0	0	50	224
10:45 AM	1	126	25	4	12	1	0	3	3	0	0	0	0	36	211
11:00 AM	0	121	24	0	6	0	0	4	3	0	2	1	0	40	201
11:15 AM	0	130	22	0	7	3	0	1	1	1	1	0	0	46	212
11:30 AM	0	127	28	1	7	0	0	3	0	0	1	0	0	63	230
11:45 AM	0	111	31	0	5	0	0	4	0	0	1	1	0	88	241
Day Total															
Percent															
ADT															
13819															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	90	24	1	6	1	1	2	1	0	0	0	0	76	202
12:15 PM	0	133	35	1	5	1	0	4	0	1	1	0	0	69	250
12:30 PM	0	125	20	0	3	1	0	6	2	1	1	0	1	42	202
12:45 PM	0	133	21	3	6	1	0	1	1	0	0	0	0	48	214
01:00 PM	0	138	32	1	6	1	1	5	0	0	2	0	1	51	238
01:15 PM	0	146	17	1	2	0	0	8	1	0	0	0	0	73	248
01:30 PM	0	138	28	2	4	0	0	6	2	0	0	0	0	52	232
01:45 PM	0	167	17	3	4	0	0	6	1	0	2	0	0	51	251
02:00 PM	1	135	25	2	8	1	0	8	0	0	0	0	0	41	221
02:15 PM	0	160	32	2	5	2	0	3	0	0	0	0	1	51	256
02:30 PM	0	162	33	1	4	0	0	4	1	0	0	0	0	36	241
02:45 PM	0	190	33	2	3	1	0	5	0	0	1	0	0	36	271
03:00 PM	0	150	25	1	11	1	0	7	0	0	0	0	0	39	234
03:15 PM	0	185	27	2	8	3	0	6	1	0	0	0	0	47	279
03:30 PM	0	177	29	0	2	3	0	5	2	0	0	0	0	37	255
03:45 PM	1	144	26	1	6	1	0	4	0	0	1	0	0	56	240
04:00 PM	0	137	25	1	6	0	0	3	0	1	0	0	0	46	219
04:15 PM	0	162	23	1	7	5	0	2	0	0	1	0	0	32	233
04:30 PM	0	160	25	2	3	1	0	5	0	0	3	0	1	23	223
04:45 PM	0	168	35	0	4	2	1	8	0	0	1	1	0	29	249
05:00 PM	0	149	24	2	4	1	0	6	0	0	1	0	0	53	240
05:15 PM	1	135	22	0	8	0	0	0	0	0	0	0	0	29	195
05:30 PM	0	136	31	1	2	0	0	3	0	0	0	0	0	28	201
05:45 PM	1	152	24	1	5	0	0	4	1	0	0	0	0	52	240
Day Total															
Percent															
ADT															
13819															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps **QC JOB #:** 15135854
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	152	21	0	6	0	0	1	1	0	0	0	0	22	203
06:15 PM	0	127	27	3	6	1	0	2	1	0	0	0	0	25	192
06:30 PM	0	147	16	1	6	1	0	0	4	0	0	1	0	56	232
06:45 PM	0	131	22	0	3	3	0	4	1	0	0	0	0	35	199
07:00 PM	0	130	26	2	4	0	0	2	0	0	1	1	0	39	205
07:15 PM	0	151	20	1	5	0	0	3	1	1	1	0	0	47	230
07:30 PM	0	134	29	1	10	0	0	2	1	0	1	0	0	46	224
07:45 PM	1	127	13	0	4	3	0	4	1	0	0	0	0	41	194
08:00 PM	0	124	11	3	8	1	0	1	1	0	2	0	0	29	180
08:15 PM	1	130	11	1	6	1	0	2	1	0	1	0	0	30	184
08:30 PM	0	87	20	0	2	2	0	3	0	0	1	0	0	32	147
08:45 PM	0	94	15	0	3	0	0	4	0	0	1	0	0	19	136
09:00 PM	0	79	16	0	1	0	0	2	0	0	0	0	0	15	113
09:15 PM	0	71	11	0	3	0	0	1	1	0	0	0	0	22	109
09:30 PM	0	82	11	0	1	0	0	0	0	0	0	0	0	13	107
09:45 PM	0	72	14	0	1	0	0	3	1	0	1	0	0	21	113
10:00 PM	0	73	8	2	3	0	0	3	1	0	0	0	0	13	103
10:15 PM	0	57	8	1	0	0	0	0	1	0	0	0	0	17	84
10:30 PM	0	49	4	0	1	0	0	1	1	0	1	0	0	11	68
10:45 PM	0	56	4	0	2	0	0	0	1	0	0	0	0	19	82
11:00 PM	0	48	9	1	1	1	0	0	0	0	0	0	0	22	82
11:15 PM	0	51	9	1	0	0	0	1	0	0	1	0	0	21	84
11:30 PM	0	43	2	1	1	0	0	0	1	0	1	0	0	35	84
11:45 PM	0	49	4	0	1	1	0	0	1	0	0	0	0	43	99
Day Total	9	8430	1590	73	418	57	4	280	79	7	76	8	5	2783	13819
Percent	0.1%	61%	11.5%	0.5%	3%	0.4%	0%	2%	0.6%	0.1%	0.5%	0.1%	0%	20.1%	
ADT 13819															
AM Peak 15-min Vol	6:15 AM 1	10:30 AM 133	9:30 AM 36	9:15 AM 5	9:15 AM 24	11:15 AM 3	5:45 AM 1	6:30 AM 8	2:45 AM 4	1:30 AM 1	2:30 AM 3	1:15 AM 1	10:15 AM 1	11:45 AM 88	11:45 AM 241
PM Peak 15-min Vol	2:00 PM 1	2:45 PM 190	12:15 PM 35	12:45 PM 3	3:00 PM 11	4:15 PM 5	12:00 PM 1	1:15 PM 8	6:30 PM 4	12:15 PM 1	4:30 PM 3	4:45 PM 1	12:30 PM 1	12:00 PM 76	3:15 PM 279

Comments:

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	23	2	0	0	0	0	1	1	0	1	0	0	20	48
12:15 AM	0	31	2	0	2	0	0	2	0	0	0	0	0	12	49
12:30 AM	0	21	1	0	0	0	0	1	0	0	0	0	0	13	36
12:45 AM	0	12	5	1	0	0	0	0	0	0	1	0	0	17	36
01:00 AM	0	19	5	2	0	0	0	1	1	0	0	0	0	17	45
01:15 AM	0	13	5	2	2	0	0	2	0	0	2	0	0	13	39
01:30 AM	0	19	1	1	0	0	0	1	1	0	0	0	0	7	30
01:45 AM	0	10	2	0	1	0	0	2	0	0	0	0	0	17	32
02:00 AM	0	11	1	1	0	0	0	1	1	0	1	0	0	10	26
02:15 AM	0	19	6	2	4	0	0	0	0	0	0	0	0	12	43
02:30 AM	0	12	3	3	0	0	0	0	0	0	0	0	0	16	34
02:45 AM	0	8	1	2	1	0	0	1	1	0	0	0	0	13	27
03:00 AM	0	3	3	1	0	0	0	2	0	0	0	0	0	13	22
03:15 AM	0	8	1	2	1	0	0	1	1	0	0	0	0	10	24
03:30 AM	0	7	2	0	1	0	0	0	1	0	0	0	0	9	20
03:45 AM	1	8	1	1	0	0	0	1	0	0	0	0	0	16	28
04:00 AM	0	2	5	0	0	0	0	0	0	0	0	0	0	16	23
04:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	13	20
04:30 AM	0	10	3	2	1	0	0	1	1	0	1	0	0	27	46
04:45 AM	0	13	2	0	1	0	0	0	1	0	1	0	0	15	33
05:00 AM	0	7	2	0	0	1	0	1	0	0	0	1	0	11	23
05:15 AM	0	14	3	1	0	1	0	0	0	0	0	0	0	14	33
05:30 AM	0	26	3	0	1	0	0	2	0	0	1	0	0	39	72
05:45 AM	0	25	6	0	1	0	0	2	1	0	0	0	0	37	72
Day Total															
Percent															
ADT 10725															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	12	7	2	2	0	0	3	0	0	0	0	0	31	57
06:15 AM	0	16	3	0	0	0	0	1	0	0	0	0	0	20	40
06:30 AM	0	27	6	0	3	0	0	1	0	0	0	0	0	27	64
06:45 AM	1	31	11	1	0	1	0	3	1	0	0	0	0	22	71
07:00 AM	0	20	6	0	1	0	0	4	0	0	0	0	0	23	54
07:15 AM	0	27	7	0	0	0	0	0	0	0	0	0	0	15	49
07:30 AM	0	32	7	1	2	0	0	0	0	0	0	0	0	36	78
07:45 AM	0	41	18	1	5	0	0	1	0	0	0	0	0	48	114
08:00 AM	0	43	12	1	4	0	0	1	1	0	0	0	0	32	94
08:15 AM	0	52	9	1	4	0	0	2	1	0	0	0	0	33	102
08:30 AM	0	43	13	0	7	0	1	2	1	0	0	1	0	33	101
08:45 AM	0	55	13	0	5	0	0	1	1	0	0	0	0	32	107
09:00 AM	1	70	15	0	4	0	0	4	0	0	0	0	0	21	115
09:15 AM	0	78	21	1	7	1	0	3	0	0	1	0	0	21	133
09:30 AM	0	81	24	1	4	0	0	2	0	0	1	0	0	26	139
09:45 AM	0	102	28	0	7	0	0	0	0	0	0	0	0	37	174
10:00 AM	0	99	33	1	9	1	0	4	0	0	0	0	0	20	167
10:15 AM	0	111	21	2	6	1	0	3	0	1	0	0	0	30	175
10:30 AM	0	123	32	1	5	1	0	1	0	0	1	0	0	23	187
10:45 AM	0	106	21	1	4	0	0	3	0	0	0	0	1	19	155
11:00 AM	0	105	24	0	4	0	0	2	0	0	0	0	0	32	167
11:15 AM	0	91	23	0	4	0	0	3	0	0	0	0	0	37	158
11:30 AM	0	80	24	1	4	0	0	4	1	0	1	1	0	63	179
11:45 AM	0	106	22	1	3	0	0	8	0	0	0	0	0	63	203
Day Total															
Percent															
ADT															
10725															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	114	26	1	2	0	0	3	0	0	1	0	0	69	216
12:15 PM	0	119	31	1	8	0	0	2	0	0	0	0	0	87	248
12:30 PM	0	119	25	4	5	0	0	4	0	0	0	0	0	82	239
12:45 PM	1	132	20	1	3	0	0	2	0	0	1	0	0	69	229
01:00 PM	0	111	30	0	6	2	1	5	1	0	0	0	1	57	214
01:15 PM	0	111	19	3	3	2	0	2	0	0	0	0	0	47	187
01:30 PM	0	111	15	1	4	1	0	4	0	0	3	0	0	49	188
01:45 PM	0	116	23	0	7	1	0	5	0	0	0	0	0	65	217
02:00 PM	0	126	22	2	7	1	0	2	1	0	0	0	0	55	216
02:15 PM	0	132	24	1	1	0	0	3	0	0	0	0	0	29	190
02:30 PM	0	116	25	0	5	1	0	4	1	1	0	0	0	44	197
02:45 PM	0	107	25	0	3	1	0	1	0	0	0	0	0	33	170
03:00 PM	0	137	26	2	2	1	0	2	0	0	0	0	1	37	208
03:15 PM	0	138	24	2	4	0	0	6	0	0	0	0	0	24	198
03:30 PM	0	120	22	0	4	0	0	3	0	0	1	0	0	26	176
03:45 PM	0	133	16	1	5	0	0	6	1	0	0	0	0	25	187
04:00 PM	0	163	23	0	3	0	0	8	1	0	0	0	0	19	217
04:15 PM	0	148	18	0	2	1	0	2	2	0	1	0	0	18	192
04:30 PM	0	47	5	0	2	0	0	2	1	0	2	0	0	95	154
04:45 PM	0	75	11	0	3	0	0	2	0	0	0	0	0	79	170
05:00 PM	0	136	20	0	6	1	0	5	1	0	1	0	0	33	203
05:15 PM	1	122	16	2	3	0	0	2	0	0	0	1	0	23	170
05:30 PM	0	116	20	1	3	1	0	1	0	0	1	0	0	27	170
05:45 PM	0	117	21	1	2	1	0	0	0	0	0	1	0	13	156
Day Total															
Percent															
ADT 10725															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 7:57 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps

QC JOB #: 15135854

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

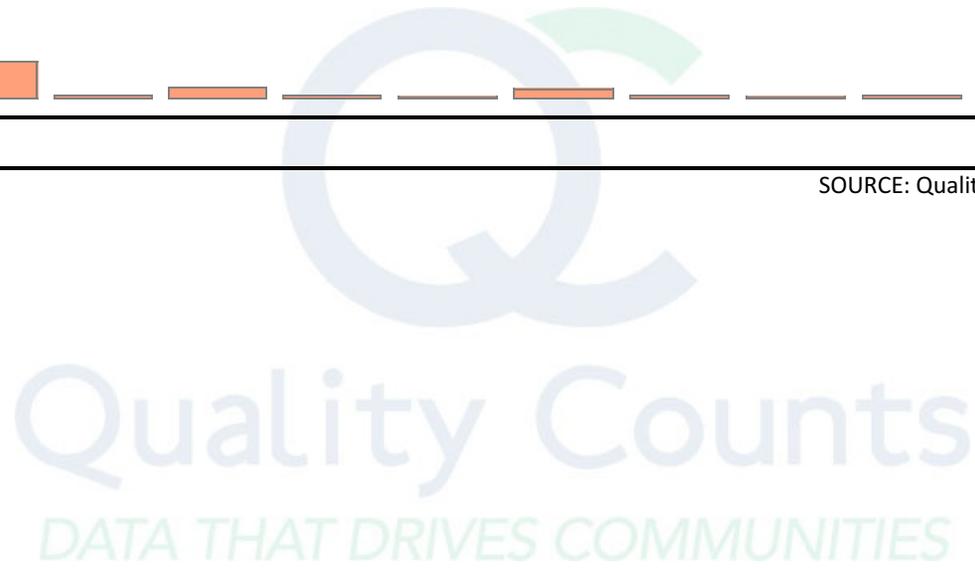
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	136	16	1	3	1	0	4	1	0	0	0	0	22	184
06:15 PM	0	122	23	1	0	0	0	0	0	0	1	0	0	18	165
06:30 PM	0	113	16	0	2	0	0	4	0	0	0	0	0	25	160
06:45 PM	1	90	20	1	2	0	0	3	1	0	0	0	0	24	142
07:00 PM	0	86	6	0	2	0	0	5	0	0	1	0	0	30	130
07:15 PM	0	94	5	0	0	0	0	5	1	0	0	0	0	33	138
07:30 PM	0	85	12	1	3	1	0	2	0	0	0	1	0	23	128
07:45 PM	0	76	11	1	1	3	0	2	2	0	0	0	1	32	129
08:00 PM	0	69	5	1	3	0	0	1	0	0	1	0	0	16	96
08:15 PM	0	56	8	0	4	0	0	2	0	0	0	0	0	16	86
08:30 PM	0	63	10	2	2	0	0	1	1	0	1	0	0	19	99
08:45 PM	0	56	9	1	2	0	0	1	0	0	2	0	0	24	95
09:00 PM	0	57	10	0	2	0	0	1	0	0	1	0	0	15	86
09:15 PM	0	54	9	2	1	0	0	2	2	0	1	0	0	27	98
09:30 PM	0	31	6	0	2	0	0	2	1	0	1	0	0	17	60
09:45 PM	0	35	4	0	1	0	0	2	1	0	2	0	0	11	56
10:00 PM	0	21	7	1	1	0	0	0	2	0	1	0	0	21	54
10:15 PM	1	25	4	1	2	0	0	1	0	0	3	0	0	15	52
10:30 PM	0	26	2	0	1	0	0	1	0	0	0	0	0	17	47
10:45 PM	0	26	1	1	2	0	0	2	0	0	1	0	0	21	54
11:00 PM	0	34	2	3	3	0	0	2	0	0	2	0	0	21	67
11:15 PM	0	25	4	0	1	0	0	1	2	0	1	0	0	24	58
11:30 PM	0	26	4	2	1	0	0	3	0	0	2	0	0	13	51
11:45 PM	0	17	2	0	0	0	0	2	1	0	2	0	0	10	34
Day Total	7	6167	1169	79	244	26	2	203	40	2	46	6	4	2730	10725
Percent	0.1%	57.5%	10.9%	0.7%	2.3%	0.2%	0%	1.9%	0.4%	0%	0.4%	0.1%	0%	25.5%	
ADT 10725															
AM Peak 15-min Vol	3:45 AM 1	10:30 AM 123	10:00 AM 33	2:30 AM 3	10:00 AM 9	5:00 AM 1	8:30 AM 1	11:45 AM 8	12:00 AM 1	10:15 AM 1	1:15 AM 2	5:00 AM 1	10:45 AM 1	11:30 AM 63	11:45 AM 203
PM Peak 15-min Vol	12:45 PM 1	4:00 PM 163	12:15 PM 31	12:30 PM 4	12:15 PM 8	7:45 PM 3	1:00 PM 1	4:00 PM 8	4:15 PM 2	2:30 PM 1	1:30 PM 3	5:15 PM 1	1:00 PM 1	4:30 PM 95	12:15 PM 248

Comments:

LOCATION: US 27 (Old Blitchton Rd) East of I-75 NB Ramps **QC JOB #:** 15135854
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	86	56994	12571	737	3793	584	30	3185	595	103	701	106	82	21576	101143
Percent	0.1%	56.3%	12.4%	0.7%	3.8%	0.6%	0%	3.1%	0.6%	0.1%	0.7%	0.1%	0.1%	21.3%	
ADT 14449															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	2	0	1	1	0	0	4	0	0	0	0	1	13
12:15 AM	0	8	0	0	0	0	0	2	6	0	0	0	0	2	18
12:30 AM	0	2	2	1	0	0	0	0	5	0	0	0	0	0	10
12:45 AM	0	8	3	0	1	0	0	0	4	0	0	0	0	0	16
01:00 AM	0	3	3	0	0	0	0	0	2	0	0	0	0	0	8
01:15 AM	1	3	1	0	1	1	0	1	4	0	0	0	0	0	12
01:30 AM	0	6	0	3	0	0	0	0	4	0	0	0	0	0	13
01:45 AM	0	2	0	0	0	0	0	0	4	0	0	0	0	0	6
02:00 AM	0	0	0	0	1	0	0	0	9	0	0	0	0	0	10
02:15 AM	0	5	0	0	1	0	0	1	3	0	0	0	0	0	10
02:30 AM	0	5	1	0	2	0	0	0	4	0	0	0	0	2	14
02:45 AM	0	7	1	0	0	0	0	0	6	0	0	0	0	0	14
03:00 AM	0	2	1	2	1	2	0	0	4	0	0	0	0	0	12
03:15 AM	0	8	4	0	1	0	0	0	4	0	0	0	0	0	17
03:30 AM	0	4	4	0	0	0	0	1	8	0	0	0	0	0	17
03:45 AM	0	5	0	0	1	0	1	1	8	0	0	0	0	1	17
04:00 AM	0	8	3	1	0	1	0	0	6	0	0	0	0	0	19
04:15 AM	0	11	0	1	2	0	0	2	10	0	0	0	0	0	26
04:30 AM	0	5	6	0	1	0	0	0	11	0	0	0	0	0	23
04:45 AM	1	6	1	0	2	1	0	1	4	0	0	0	0	1	17
05:00 AM	0	10	4	0	2	0	0	0	7	0	0	0	0	0	23
05:15 AM	0	11	4	0	1	1	0	1	8	0	0	0	0	1	27
05:30 AM	0	29	9	0	2	0	0	2	4	0	0	0	0	0	46
05:45 AM	1	11	8	2	0	1	0	0	7	0	0	0	0	0	30
Day Total															
Percent															
ADT 5335															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	29	10	0	6	1	0	2	13	0	0	0	0	1	63
06:15 AM	1	24	9	0	5	2	0	1	5	0	0	0	0	2	49
06:30 AM	1	34	13	2	9	1	0	2	6	0	0	0	0	3	71
06:45 AM	0	42	18	2	11	0	0	2	9	0	0	0	0	6	90
07:00 AM	1	74	18	5	4	2	0	4	9	0	0	0	0	4	121
07:15 AM	0	60	26	2	7	1	0	4	7	2	0	0	0	3	112
07:30 AM	1	48	23	1	12	1	1	1	10	0	0	0	1	10	109
07:45 AM	1	49	14	1	10	4	1	4	5	0	0	0	0	4	93
08:00 AM	1	32	17	2	4	4	0	5	10	0	0	0	0	3	78
08:15 AM	2	41	23	1	8	3	0	4	3	0	0	0	0	11	96
08:30 AM	1	28	14	5	7	4	0	1	5	1	0	0	1	10	77
08:45 AM	2	37	12	1	7	3	1	6	7	0	0	0	0	3	79
09:00 AM	1	27	11	2	6	4	2	3	7	0	0	3	2	2	70
09:15 AM	1	37	16	1	4	3	0	3	9	1	0	0	1	3	79
09:30 AM	1	29	14	2	6	1	0	4	10	0	0	0	0	1	68
09:45 AM	0	27	7	0	8	2	0	4	9	1	0	0	0	3	61
10:00 AM	1	29	15	1	9	3	0	2	11	0	0	0	0	4	75
10:15 AM	1	29	11	0	3	3	2	4	7	0	0	0	2	4	66
10:30 AM	1	35	14	1	6	3	0	2	11	0	0	0	1	4	78
10:45 AM	3	22	19	3	10	1	0	3	14	0	0	0	0	9	84
11:00 AM	1	30	12	0	7	4	0	1	6	0	0	0	0	1	62
11:15 AM	1	36	14	1	3	2	0	5	7	0	0	0	0	7	76
11:30 AM	0	22	19	3	8	3	2	4	9	0	0	0	0	5	75
11:45 AM	1	37	21	1	8	2	1	2	12	0	0	0	0	7	92
Day Total															
Percent															
ADT 5335															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	30	18	0	3	2	0	1	12	0	0	0	0	5	71
12:15 PM	1	37	16	0	6	0	1	4	6	0	0	0	0	9	80
12:30 PM	1	32	20	1	8	1	0	3	15	1	0	0	0	9	91
12:45 PM	3	26	11	0	5	1	1	3	12	1	0	1	0	10	74
01:00 PM	2	46	17	1	8	5	0	4	8	0	0	0	0	8	99
01:15 PM	1	42	15	0	4	4	0	2	10	0	0	0	0	9	87
01:30 PM	5	42	13	3	2	5	1	8	9	1	0	1	0	10	100
01:45 PM	3	31	14	2	5	1	0	4	11	0	0	0	0	9	80
02:00 PM	1	35	12	2	4	2	0	4	10	0	0	1	0	11	82
02:15 PM	0	35	15	0	11	3	0	5	11	1	0	0	1	4	86
02:30 PM	1	29	18	0	4	2	2	4	12	0	0	0	0	9	81
02:45 PM	1	38	24	1	5	5	0	2	6	2	0	1	1	18	104
03:00 PM	2	43	10	1	7	2	1	3	7	0	0	0	0	7	83
03:15 PM	3	29	25	7	2	6	0	9	9	0	0	0	0	12	102
03:30 PM	2	38	23	2	7	3	2	9	6	0	0	0	0	13	105
03:45 PM	4	43	17	0	6	1	0	1	16	0	0	0	0	19	107
04:00 PM	2	35	16	1	9	5	0	4	9	0	0	0	0	16	97
04:15 PM	2	47	19	3	10	2	0	2	6	0	0	0	0	6	97
04:30 PM	1	49	28	0	6	2	0	3	10	0	0	0	0	7	106
04:45 PM	1	50	22	1	5	1	1	4	4	0	0	0	0	7	96
05:00 PM	1	41	24	3	5	1	0	5	6	1	0	0	0	8	95
05:15 PM	3	37	21	3	5	2	0	1	9	0	0	0	0	5	86
05:30 PM	3	47	17	0	5	2	0	4	8	0	0	0	0	10	96
05:45 PM	3	50	15	0	4	2	0	2	9	0	0	0	0	5	90
Day Total Percent															
ADT 5335															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	26	18	0	4	0	0	1	11	0	0	0	0	4	65
06:15 PM	0	36	17	0	4	0	0	1	10	1	0	0	0	2	71
06:30 PM	1	31	8	1	5	1	0	2	10	0	0	0	0	6	65
06:45 PM	0	24	6	1	1	0	0	4	9	0	0	0	1	3	49
07:00 PM	0	23	12	0	1	1	0	2	7	0	0	0	0	2	48
07:15 PM	1	20	10	0	1	0	0	0	10	0	0	0	0	1	43
07:30 PM	0	19	10	2	0	0	0	3	15	0	0	0	0	2	51
07:45 PM	2	13	3	1	2	0	0	2	11	0	0	0	0	2	36
08:00 PM	0	22	9	0	1	0	0	0	4	0	0	0	0	2	38
08:15 PM	0	19	4	0	1	0	0	0	4	0	0	0	0	1	29
08:30 PM	1	6	0	0	2	0	0	0	3	0	0	0	0	1	13
08:45 PM	0	6	4	0	2	0	0	0	5	0	0	0	0	1	18
09:00 PM	2	16	1	0	1	1	0	0	8	0	0	0	0	1	30
09:15 PM	1	19	1	1	1	1	0	0	7	0	0	0	0	2	33
09:30 PM	0	12	3	2	0	0	0	1	6	0	0	0	0	0	24
09:45 PM	0	10	4	1	1	1	0	1	11	0	0	0	0	1	30
10:00 PM	0	11	4	0	0	1	0	1	7	1	0	0	0	0	25
10:15 PM	0	5	1	1	1	1	0	0	7	0	0	0	0	1	17
10:30 PM	1	11	2	2	0	1	0	1	4	0	0	0	0	2	24
10:45 PM	0	10	1	0	1	0	0	1	6	0	1	0	0	0	20
11:00 PM	1	11	0	1	1	1	0	0	6	0	1	0	0	1	23
11:15 PM	1	5	2	1	1	0	0	0	6	0	1	0	0	0	17
11:30 PM	0	4	2	1	1	0	0	1	3	0	0	0	0	0	12
11:45 PM	0	8	1	1	1	0	0	0	5	0	1	0	0	0	17
Day Total	85	2320	980	94	357	134	20	197	733	14	4	7	11	379	5335
Percent	1.6%	43.5%	18.4%	1.8%	6.7%	2.5%	0.4%	3.7%	13.7%	0.3%	0.1%	0.1%	0.2%	7.1%	
ADT 5335															
AM Peak 15-min Vol	10:45 AM 3	7:00 AM 74	7:15 AM 26	7:00 AM 5	7:30 AM 12	7:45 AM 4	9:00 AM 2	8:45 AM 6	10:45 AM 14	7:15 AM 2	12:00 AM 0	9:00 AM 3	9:00 AM 2	8:15 AM 11	7:00 AM 121
PM Peak 15-min Vol	1:30 PM 5	4:45 PM 50	4:30 PM 28	3:15 PM 7	2:15 PM 11	3:15 PM 6	2:30 PM 2	3:15 PM 9	3:45 PM 16	2:45 PM 2	10:45 PM 1	12:45 PM 1	2:15 PM 1	3:45 PM 19	3:45 PM 107

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	0	0	0	1	0	0	5	0	0	1	0	1	15
12:15 AM	0	6	3	0	0	0	0	1	5	0	0	0	0	3	18
12:30 AM	1	7	0	0	0	0	0	2	2	0	1	0	0	1	14
12:45 AM	0	3	1	0	0	1	0	0	8	0	0	0	0	0	13
01:00 AM	0	5	1	1	0	0	0	0	4	0	0	0	0	0	11
01:15 AM	0	13	0	0	1	0	0	1	1	0	0	1	0	0	17
01:30 AM	0	6	1	0	0	0	0	0	2	0	0	0	0	0	9
01:45 AM	1	4	1	0	0	0	0	1	5	0	0	0	0	1	13
02:00 AM	0	5	1	1	0	0	0	0	6	0	2	0	0	0	15
02:15 AM	0	3	0	0	0	0	0	1	5	0	0	0	0	0	9
02:30 AM	0	3	1	0	0	1	0	0	5	0	0	0	0	1	11
02:45 AM	0	5	0	0	0	0	0	0	4	0	0	0	0	1	10
03:00 AM	0	3	1	0	0	0	0	0	8	0	3	0	0	0	15
03:15 AM	0	2	0	2	0	0	0	0	5	0	0	0	0	0	9
03:30 AM	0	6	2	1	0	0	0	0	8	0	1	1	0	0	19
03:45 AM	0	1	1	0	2	0	0	1	5	0	0	0	0	0	10
04:00 AM	0	4	3	0	1	0	0	0	7	0	0	1	0	1	17
04:15 AM	0	8	1	0	0	1	0	0	5	1	0	0	1	4	21
04:30 AM	0	4	3	1	0	0	0	1	9	0	0	0	0	1	19
04:45 AM	0	11	3	0	5	0	0	0	3	0	0	0	0	0	22
05:00 AM	0	14	4	0	0	0	0	1	8	0	0	0	0	1	28
05:15 AM	1	14	5	1	1	2	0	2	2	0	1	0	0	0	29
05:30 AM	0	27	8	0	0	3	0	2	9	0	0	0	0	0	49
05:45 AM	1	20	6	1	5	1	0	2	6	0	0	0	0	0	42
Day Total															
Percent															
ADT 5090															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	26	10	0	0	1	0	1	10	1	2	0	0	4	56
06:15 AM	0	30	17	0	5	0	0	1	9	0	0	1	0	2	65
06:30 AM	1	33	12	0	4	1	0	3	9	0	0	0	0	4	67
06:45 AM	1	57	11	2	10	1	0	0	8	0	0	0	0	7	97
07:00 AM	2	58	25	3	2	3	0	3	7	1	0	0	0	7	111
07:15 AM	1	56	20	2	9	1	0	5	7	0	0	0	0	8	109
07:30 AM	0	46	25	0	8	1	1	4	9	2	0	0	0	7	103
07:45 AM	0	44	19	0	4	2	1	4	7	2	0	0	0	4	87
08:00 AM	0	27	26	1	1	1	0	4	10	2	0	1	0	7	80
08:15 AM	0	48	16	1	7	0	0	5	12	0	0	0	0	2	91
08:30 AM	0	40	20	3	7	3	2	2	6	0	1	0	0	2	86
08:45 AM	0	34	18	4	2	2	0	2	9	0	0	0	0	3	74
09:00 AM	0	20	13	0	4	2	3	2	6	1	0	0	0	3	54
09:15 AM	0	31	14	1	3	0	0	2	13	1	0	1	0	3	69
09:30 AM	0	22	11	0	3	0	0	1	15	0	0	0	0	4	56
09:45 AM	0	21	15	2	4	3	1	4	12	1	0	0	1	4	68
10:00 AM	0	28	15	2	7	3	2	2	7	0	0	1	0	7	74
10:15 AM	1	39	9	0	7	1	1	3	15	1	0	0	2	5	84
10:30 AM	2	25	14	2	6	3	1	6	14	2	0	0	1	10	86
10:45 AM	2	15	19	0	4	2	0	2	13	0	0	1	0	5	63
11:00 AM	4	28	16	1	7	3	0	4	9	0	0	1	1	12	86
11:15 AM	1	28	19	2	6	1	0	2	11	0	1	0	0	10	81
11:30 AM	1	29	14	1	0	1	3	5	3	0	0	0	0	6	63
11:45 AM	0	27	11	2	6	0	0	3	7	0	0	0	0	4	60
Day Total Percent															
ADT 5090															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	38	19	2	8	1	1	1	13	0	0	1	0	4	89
12:15 PM	0	35	17	4	7	5	0	4	7	1	0	1	0	8	89
12:30 PM	0	27	15	2	2	2	0	6	11	0	0	0	0	3	68
12:45 PM	0	39	9	2	9	1	1	6	7	0	0	0	0	3	77
01:00 PM	0	18	17	2	6	3	0	3	11	0	0	0	0	1	61
01:15 PM	0	38	18	2	5	3	1	2	15	1	0	0	0	1	86
01:30 PM	2	31	11	0	7	2	0	5	9	0	0	1	0	4	72
01:45 PM	1	32	11	1	3	4	0	3	8	1	0	0	2	6	72
02:00 PM	3	29	19	0	5	2	0	1	9	0	0	1	0	11	80
02:15 PM	4	33	19	1	6	3	0	5	13	0	0	0	1	4	89
02:30 PM	2	37	13	0	6	2	0	1	10	0	0	0	0	9	80
02:45 PM	0	38	18	1	6	4	3	0	5	1	0	0	0	5	81
03:00 PM	3	39	26	4	5	6	0	2	9	0	0	0	0	7	101
03:15 PM	2	41	13	4	5	3	0	3	5	0	0	0	0	5	81
03:30 PM	1	43	23	0	8	2	1	2	4	0	0	0	1	2	87
03:45 PM	1	44	20	0	6	6	1	1	6	2	0	0	0	10	97
04:00 PM	1	41	11	3	8	1	1	3	9	0	0	0	1	14	93
04:15 PM	0	37	8	5	12	2	0	7	12	0	0	0	0	4	87
04:30 PM	0	58	18	1	5	4	0	1	4	2	0	0	1	5	99
04:45 PM	3	47	12	0	4	5	0	2	9	2	0	0	0	8	92
05:00 PM	2	53	21	1	5	5	0	2	8	0	0	0	1	6	104
05:15 PM	3	37	20	4	6	3	0	1	5	0	0	0	0	8	87
05:30 PM	4	50	33	2	7	0	0	3	6	1	0	0	0	6	112
05:45 PM	3	35	11	0	2	1	0	1	6	0	0	0	0	9	68
Day Total Percent															
ADT 5090															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	18	4	0	2	0	0	0	1	0	0	0	0	15	41
06:15 PM	2	25	12	0	5	0	0	0	3	4	0	0	0	8	59
06:30 PM	0	20	11	1	2	0	0	1	13	0	0	0	0	8	56
06:45 PM	0	24	6	1	5	0	0	0	5	1	0	0	0	2	44
07:00 PM	0	19	9	1	7	1	0	0	3	1	0	0	1	4	46
07:15 PM	1	22	9	1	3	1	0	1	5	2	0	0	0	4	49
07:30 PM	0	17	1	1	2	1	0	0	4	1	0	0	0	3	30
07:45 PM	0	22	12	0	3	1	0	2	7	1	0	0	0	6	54
08:00 PM	1	13	3	1	1	0	0	1	4	0	0	0	0	2	26
08:15 PM	2	20	1	0	0	1	0	2	6	0	0	0	0	2	34
08:30 PM	0	13	2	1	0	0	0	0	5	0	0	0	0	0	21
08:45 PM	1	12	5	1	2	1	0	0	3	0	0	0	0	0	25
09:00 PM	1	11	1	0	0	0	0	1	5	0	0	0	0	2	21
09:15 PM	0	5	2	0	0	0	0	0	9	0	0	0	0	1	17
09:30 PM	0	6	6	3	1	1	0	0	9	0	0	0	0	0	26
09:45 PM	0	8	4	0	2	0	0	2	6	0	0	1	0	2	25
10:00 PM	0	13	2	1	0	0	0	0	7	0	0	0	0	2	25
10:15 PM	0	12	1	0	0	0	0	2	9	0	0	0	0	0	24
10:30 PM	0	10	2	0	2	0	0	1	6	0	0	0	0	1	22
10:45 PM	0	9	1	0	1	0	0	0	7	0	0	0	0	0	18
11:00 PM	0	8	2	0	0	0	0	1	7	0	1	0	0	1	20
11:15 PM	0	10	0	0	0	0	0	0	4	0	1	0	0	0	15
11:30 PM	0	14	1	0	1	0	0	1	3	0	0	0	0	0	20
11:45 PM	0	7	4	0	0	0	0	0	4	0	0	0	0	0	15
Day Total	66	2251	938	90	313	122	24	165	691	36	14	15	14	351	5090
Percent	1.3%	44.2%	18.4%	1.8%	6.1%	2.4%	0.5%	3.2%	13.6%	0.7%	0.3%	0.3%	0.3%	6.9%	
ADT 5090															
AM Peak 15-min Vol	11:00 AM	7:00 AM	8:00 AM	8:45 AM	6:45 AM	5:30 AM	9:00 AM	10:30 AM	9:30 AM	7:30 AM	3:00 AM	12:00 AM	10:15 AM	11:00 AM	7:00 AM
	4	58	26	4	10	3	3	6	15	2	3	1	2	12	111
PM Peak 15-min Vol	2:15 PM	4:30 PM	5:30 PM	4:15 PM	4:15 PM	3:00 PM	2:45 PM	4:15 PM	1:15 PM	6:15 PM	11:00 PM	12:00 PM	1:45 PM	6:00 PM	5:30 PM
	4	58	33	5	12	6	3	7	15	4	1	1	2	15	112

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	1	0	0	0	0	0	7	0	0	0	0	2	15
12:15 AM	0	2	0	0	0	0	0	0	3	0	0	0	0	0	5
12:30 AM	0	3	1	0	1	0	0	0	7	0	0	0	0	1	13
12:45 AM	0	3	4	1	0	0	0	0	8	0	0	0	0	0	16
01:00 AM	0	3	1	0	0	0	0	1	3	0	1	1	0	0	10
01:15 AM	0	3	0	0	0	0	0	0	3	0	0	0	0	0	6
01:30 AM	0	3	1	1	1	0	0	0	2	0	1	1	0	0	10
01:45 AM	0	3	0	0	0	0	0	0	7	0	1	0	0	0	11
02:00 AM	0	6	2	0	0	0	0	0	5	0	0	0	0	0	13
02:15 AM	0	5	1	0	1	0	0	1	5	0	0	0	0	0	13
02:30 AM	0	4	3	0	1	0	0	0	7	0	0	0	0	0	15
02:45 AM	0	2	1	1	0	0	0	0	6	0	0	0	0	0	10
03:00 AM	0	4	2	1	0	1	0	1	5	0	0	0	0	0	14
03:15 AM	0	2	1	0	0	0	0	0	8	0	0	0	0	0	11
03:30 AM	0	5	0	0	0	0	0	0	5	0	0	0	0	0	10
03:45 AM	0	4	2	1	0	0	0	1	11	0	1	0	0	0	20
04:00 AM	0	5	4	3	2	0	0	0	8	0	0	0	0	0	22
04:15 AM	0	8	2	0	1	0	0	1	5	0	2	0	0	0	19
04:30 AM	0	6	10	0	2	1	0	0	9	0	0	0	0	0	28
04:45 AM	0	6	1	0	1	0	0	0	3	0	0	0	0	2	13
05:00 AM	0	5	8	0	1	0	0	0	11	0	0	0	0	1	26
05:15 AM	1	15	11	0	2	0	0	0	2	0	0	0	0	1	32
05:30 AM	0	32	2	2	4	1	0	0	10	0	0	0	0	0	51
05:45 AM	0	12	4	3	3	0	0	2	11	0	1	0	0	0	36
Day Total															
Percent															
ADT															
5190															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	27	14	1	5	0	0	0	4	0	1	0	0	0	52
06:15 AM	0	35	9	1	6	2	0	2	10	0	0	0	0	2	67
06:30 AM	0	33	12	4	7	0	1	0	7	1	0	0	0	4	69
06:45 AM	0	44	17	3	6	0	0	3	7	0	0	0	0	5	85
07:00 AM	1	65	21	2	6	1	1	4	5	0	0	0	0	3	109
07:15 AM	0	60	22	1	10	0	0	5	11	1	0	0	0	5	115
07:30 AM	2	52	23	1	4	2	2	1	9	0	0	0	0	3	99
07:45 AM	0	42	15	1	7	1	1	8	13	1	0	0	0	7	96
08:00 AM	0	25	14	1	4	1	1	2	12	1	0	0	0	10	71
08:15 AM	1	36	18	1	8	1	0	9	9	0	0	0	0	3	86
08:30 AM	1	44	15	3	7	5	1	4	6	0	0	1	0	6	93
08:45 AM	2	40	19	4	4	4	0	2	9	0	0	0	0	2	86
09:00 AM	1	26	10	1	5	1	1	6	17	0	0	0	1	4	73
09:15 AM	1	24	9	1	4	1	5	6	8	0	0	0	0	6	65
09:30 AM	0	36	11	3	10	4	0	2	10	0	0	0	0	10	86
09:45 AM	1	26	13	1	7	5	0	7	14	0	0	0	0	3	77
10:00 AM	2	20	14	5	6	4	0	4	7	1	0	0	0	6	69
10:15 AM	0	22	21	4	5	0	0	3	6	0	0	1	0	5	67
10:30 AM	2	13	13	1	13	4	2	2	11	1	0	0	0	5	67
10:45 AM	0	26	7	2	3	2	0	3	17	0	0	1	0	3	64
11:00 AM	1	26	17	1	5	3	0	3	17	2	0	0	0	4	79
11:15 AM	0	27	19	1	5	2	1	2	6	0	0	0	0	8	71
11:30 AM	0	31	16	1	6	2	2	1	8	0	0	0	1	2	70
11:45 AM	1	31	19	1	7	6	2	6	6	0	0	0	0	3	82
Day Total															
Percent															
ADT															
5190															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	16	14	1	6	3	0	6	9	0	0	0	0	1	58
12:15 PM	1	26	21	1	6	2	1	3	7	0	0	0	0	2	70
12:30 PM	0	33	20	0	8	1	0	8	4	0	0	0	0	3	77
12:45 PM	1	31	12	2	9	6	1	3	11	0	0	0	1	2	79
01:00 PM	1	39	16	2	3	2	2	5	9	0	0	1	0	0	80
01:15 PM	1	23	13	2	7	2	0	4	5	1	0	0	1	4	63
01:30 PM	0	39	19	1	3	2	0	4	14	0	0	1	0	3	86
01:45 PM	0	32	15	1	5	2	0	2	14	2	0	0	0	4	77
02:00 PM	1	29	12	1	4	2	0	5	13	0	0	0	0	5	72
02:15 PM	2	29	18	1	4	2	2	2	9	0	0	0	0	2	71
02:30 PM	0	37	14	1	6	2	0	3	9	1	0	0	2	9	84
02:45 PM	0	31	11	0	5	3	8	4	14	2	1	0	0	15	94
03:00 PM	0	47	16	2	8	3	2	4	10	0	0	0	0	10	102
03:15 PM	2	32	23	3	8	0	0	5	5	2	0	0	0	7	87
03:30 PM	0	37	22	0	5	0	1	4	11	1	0	0	0	4	85
03:45 PM	1	42	15	0	2	4	0	2	11	0	0	1	0	3	81
04:00 PM	3	43	22	2	8	3	1	2	4	0	0	0	0	3	91
04:15 PM	1	46	20	2	4	2	1	4	8	0	0	1	0	6	95
04:30 PM	2	25	15	1	6	1	3	5	12	1	1	0	0	8	80
04:45 PM	0	62	11	0	1	2	0	3	8	0	0	0	0	3	90
05:00 PM	1	31	23	2	2	3	0	2	5	0	0	0	0	8	77
05:15 PM	2	59	20	3	4	2	0	0	7	0	0	0	0	3	100
05:30 PM	1	56	25	1	4	2	0	3	4	0	0	0	0	16	112
05:45 PM	1	53	16	2	4	2	0	2	9	0	0	0	0	6	95
Day Total Percent															
ADT 5190															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	47	16	1	5	3	0	7	12	0	0	0	0	3	95
06:15 PM	1	36	13	3	3	1	0	5	7	0	0	0	0	5	74
06:30 PM	0	40	10	0	4	1	0	1	6	0	0	0	1	2	65
06:45 PM	2	20	7	1	1	0	0	3	6	0	0	0	0	5	45
07:00 PM	0	17	8	0	2	0	0	1	13	1	0	0	0	4	46
07:15 PM	1	28	6	0	3	0	0	2	8	0	0	0	0	5	53
07:30 PM	0	19	9	0	2	0	0	0	9	0	0	0	0	5	44
07:45 PM	1	29	12	0	2	1	0	0	5	0	0	0	0	2	52
08:00 PM	1	15	3	0	2	2	0	1	8	0	0	0	0	1	33
08:15 PM	1	16	4	2	3	2	0	0	5	0	0	0	1	1	35
08:30 PM	0	15	5	1	1	0	0	2	11	0	0	0	0	1	36
08:45 PM	1	8	6	0	2	2	0	3	9	2	0	0	1	2	36
09:00 PM	0	16	2	0	1	0	0	0	7	0	0	0	0	0	26
09:15 PM	1	13	5	0	1	1	0	1	7	1	0	0	0	2	32
09:30 PM	0	12	5	0	1	0	0	1	10	0	0	0	0	1	30
09:45 PM	0	10	6	0	0	0	0	0	3	0	0	0	0	1	20
10:00 PM	0	14	3	0	2	1	0	0	5	0	0	0	0	0	25
10:15 PM	0	11	1	0	2	0	0	0	7	0	0	0	0	0	21
10:30 PM	1	12	2	0	1	0	0	1	3	0	0	0	0	1	21
10:45 PM	0	8	5	0	0	0	0	0	7	0	0	0	1	1	22
11:00 PM	0	8	3	2	1	0	0	1	4	0	0	0	0	0	19
11:15 PM	0	8	0	0	1	0	0	0	2	0	1	0	0	1	13
11:30 PM	0	7	2	0	0	0	0	0	2	0	0	0	1	1	13
11:45 PM	0	4	1	0	0	0	0	1	4	0	1	0	0	0	11
Day Total	51	2268	977	99	332	121	42	207	752	22	12	9	11	287	5190
Percent	1%	43.7%	18.8%	1.9%	6.4%	2.3%	0.8%	4%	14.5%	0.4%	0.2%	0.2%	0.2%	5.5%	
ADT 5190															
AM Peak 15-min Vol	7:30 AM 2	7:00 AM 65	7:30 AM 23	10:00 AM 5	10:30 AM 13	11:45 AM 6	9:15 AM 5	8:15 AM 9	9:00 AM 17	11:00 AM 2	4:15 AM 2	1:00 AM 1	9:00 AM 1	8:00 AM 10	7:15 AM 115
PM Peak 15-min Vol	4:00 PM 3	4:45 PM 62	5:30 PM 25	3:15 PM 3	12:45 PM 9	12:45 PM 6	2:45 PM 8	12:30 PM 8	1:30 PM 14	1:45 PM 2	2:45 PM 1	1:00 PM 1	2:30 PM 2	5:30 PM 16	5:30 PM 112

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	1	0	1	0	0	1	5	0	0	0	0	0	14
12:15 AM	0	6	1	0	0	0	0	2	1	0	0	0	0	0	10
12:30 AM	0	6	2	2	0	0	0	0	4	0	0	0	0	0	14
12:45 AM	0	5	3	0	0	0	0	1	3	0	0	0	0	1	13
01:00 AM	0	5	0	0	0	0	0	1	7	0	0	0	0	0	13
01:15 AM	0	4	1	0	0	0	0	0	3	1	0	0	0	0	9
01:30 AM	0	1	1	0	0	1	0	0	4	0	0	0	0	0	7
01:45 AM	0	4	0	0	0	1	0	0	6	0	0	0	0	0	11
02:00 AM	0	3	1	0	0	0	0	1	7	0	0	0	0	0	12
02:15 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	0	6
02:30 AM	0	4	2	1	1	0	0	1	8	0	0	0	0	0	17
02:45 AM	0	4	0	0	0	0	0	1	6	0	0	1	0	0	12
03:00 AM	0	6	0	0	0	0	0	1	2	0	2	0	0	0	11
03:15 AM	0	6	2	0	0	0	0	0	8	0	0	0	0	0	16
03:30 AM	0	2	1	4	0	0	0	0	10	0	0	0	0	0	17
03:45 AM	2	4	5	0	1	2	0	0	6	0	0	1	0	1	22
04:00 AM	0	4	2	0	1	0	0	1	5	0	0	0	0	0	13
04:15 AM	0	7	4	0	1	0	0	0	7	0	0	1	0	0	20
04:30 AM	0	3	4	1	0	0	0	0	10	0	0	0	0	0	18
04:45 AM	0	10	3	0	1	0	0	1	6	0	0	0	0	5	26
05:00 AM	0	8	6	0	1	1	0	1	6	0	0	0	0	1	24
05:15 AM	1	17	4	0	0	1	0	0	14	1	0	0	0	1	39
05:30 AM	0	15	3	1	1	2	0	0	4	0	1	2	0	2	31
05:45 AM	3	18	11	0	5	3	0	1	9	0	0	0	0	2	52
Day Total															
Percent															
ADT 5531															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	34	7	0	1	2	0	1	5	0	0	0	0	2	54
06:15 AM	0	39	17	1	6	0	0	3	10	0	0	0	0	2	78
06:30 AM	0	35	6	2	9	0	0	0	10	0	0	0	0	1	63
06:45 AM	0	40	13	4	6	0	0	5	9	1	0	0	0	7	85
07:00 AM	5	66	28	2	6	7	1	2	6	2	0	0	0	6	131
07:15 AM	0	70	19	2	6	2	1	1	8	0	0	1	1	7	118
07:30 AM	1	49	19	1	3	4	3	3	9	1	1	1	1	9	105
07:45 AM	1	46	19	0	6	1	2	1	9	0	0	0	0	12	97
08:00 AM	0	38	26	3	6	1	0	5	12	0	0	0	0	4	95
08:15 AM	2	41	20	0	6	5	1	6	5	0	1	1	0	3	91
08:30 AM	0	45	16	2	6	1	2	1	11	0	1	0	0	2	87
08:45 AM	1	33	11	0	5	3	2	5	10	0	0	0	0	10	80
09:00 AM	0	34	16	0	7	0	0	5	9	1	1	0	0	3	76
09:15 AM	1	26	13	1	6	5	0	3	14	0	0	0	0	8	77
09:30 AM	0	35	9	1	4	4	0	2	4	0	0	0	1	5	65
09:45 AM	0	26	14	0	3	3	1	4	11	0	0	0	0	3	65
10:00 AM	0	30	12	0	8	2	2	4	7	1	0	0	0	4	70
10:15 AM	2	29	18	0	3	3	0	5	12	0	0	1	0	5	78
10:30 AM	2	26	12	2	5	1	0	5	12	0	0	0	0	5	70
10:45 AM	0	30	16	1	6	2	0	7	8	0	0	0	0	6	76
11:00 AM	0	24	9	0	2	3	0	3	8	0	0	0	0	3	52
11:15 AM	1	27	23	1	7	3	2	0	7	0	0	0	0	3	74
11:30 AM	1	41	20	1	7	0	2	7	8	0	0	1	1	7	96
11:45 AM	2	27	13	2	6	2	0	5	9	0	0	0	1	3	70
Day Total Percent															
ADT 5531															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	37	20	2	6	2	0	4	6	1	0	1	0	11	91
12:15 PM	1	32	10	2	4	4	1	4	5	0	0	0	1	12	76
12:30 PM	1	26	23	0	6	5	0	2	12	0	0	0	0	11	86
12:45 PM	1	37	13	1	5	3	2	4	5	1	0	0	0	4	76
01:00 PM	1	31	15	1	14	4	0	5	12	0	0	0	0	10	93
01:15 PM	0	35	15	0	6	2	0	7	10	0	0	0	0	11	86
01:30 PM	1	37	19	3	6	4	1	6	6	0	0	0	0	3	86
01:45 PM	4	41	11	0	4	4	0	1	8	1	0	0	0	7	81
02:00 PM	3	38	23	0	2	1	0	1	8	0	0	0	0	5	81
02:15 PM	2	35	14	2	5	1	0	4	15	1	0	0	0	10	89
02:30 PM	2	37	14	0	5	2	0	3	10	0	0	0	0	8	81
02:45 PM	2	46	19	2	5	3	4	5	13	0	1	0	1	9	110
03:00 PM	2	34	17	2	7	1	0	3	10	1	0	0	0	11	88
03:15 PM	2	48	15	5	3	5	0	7	8	0	0	2	1	3	99
03:30 PM	3	49	28	0	5	4	1	3	7	2	0	0	1	13	116
03:45 PM	4	51	16	0	5	4	0	2	12	0	0	0	0	5	99
04:00 PM	2	47	19	0	4	1	0	4	12	0	0	0	0	5	94
04:15 PM	6	39	19	3	11	5	0	1	9	0	0	0	0	12	105
04:30 PM	2	41	13	1	4	0	0	6	6	0	0	0	1	3	77
04:45 PM	1	47	12	1	6	3	0	2	11	0	0	0	0	9	92
05:00 PM	0	49	22	1	2	0	0	1	8	0	0	0	1	6	90
05:15 PM	5	47	25	1	4	2	0	4	11	0	0	1	0	12	112
05:30 PM	1	41	28	0	9	4	0	1	12	0	0	1	0	3	100
05:45 PM	1	42	17	0	1	2	0	2	7	0	0	0	0	3	75
Day Total Percent															
ADT 5531															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	39	14	1	5	3	0	4	9	0	0	1	0	3	82
06:15 PM	0	39	14	0	4	1	0	1	6	0	0	0	0	1	66
06:30 PM	0	37	12	0	2	0	0	2	8	0	0	0	0	1	62
06:45 PM	1	28	14	0	0	3	0	2	5	0	0	1	0	2	56
07:00 PM	1	23	9	2	2	2	0	0	9	0	0	0	0	1	49
07:15 PM	2	23	10	1	2	2	0	1	11	0	0	1	0	0	53
07:30 PM	0	30	7	2	3	1	0	1	12	0	0	0	0	2	58
07:45 PM	0	24	10	0	2	0	0	1	12	0	0	0	0	0	49
08:00 PM	0	26	7	0	2	0	0	0	8	1	0	2	0	0	46
08:15 PM	0	21	10	0	0	0	0	1	10	0	0	0	0	0	42
08:30 PM	1	20	5	0	1	1	0	0	5	0	0	0	0	0	33
08:45 PM	0	24	6	0	0	0	0	3	11	0	0	0	0	1	45
09:00 PM	0	22	3	0	1	0	0	2	9	0	0	0	0	0	37
09:15 PM	0	18	6	0	2	0	0	0	6	0	0	0	0	1	33
09:30 PM	1	22	7	0	0	2	0	0	11	0	0	0	0	0	43
09:45 PM	0	16	8	0	1	0	0	1	5	0	0	0	0	0	31
10:00 PM	0	11	3	0	2	1	0	0	10	0	0	1	0	0	28
10:15 PM	0	11	2	0	0	0	0	0	6	0	0	0	0	0	19
10:30 PM	0	15	3	1	0	1	0	0	6	0	0	0	0	0	26
10:45 PM	1	16	2	1	3	2	0	2	5	0	0	0	0	1	33
11:00 PM	0	10	4	0	0	0	0	1	8	0	0	0	0	0	23
11:15 PM	0	11	4	0	0	0	0	0	2	0	0	0	0	0	17
11:30 PM	0	10	1	1	0	0	0	0	4	0	0	0	0	0	16
11:45 PM	0	10	3	1	0	0	0	0	7	0	0	0	0	0	21
Day Total	85	2517	1024	72	304	150	28	200	763	16	8	21	11	332	5531
Percent	1.5%	45.5%	18.5%	1.3%	5.5%	2.7%	0.5%	3.6%	13.8%	0.3%	0.1%	0.4%	0.2%	6%	
ADT 5531															
AM Peak 15-min Vol	7:00 AM 5	7:15 AM 70	7:00 AM 28	3:30 AM 4	6:30 AM 9	7:00 AM 7	7:30 AM 3	10:45 AM 7	5:15 AM 14	7:00 AM 2	3:00 AM 2	5:30 AM 2	7:15 AM 1	7:45 AM 12	7:00 AM 131
PM Peak 15-min Vol	4:15 PM 6	3:45 PM 51	3:30 PM 28	3:15 PM 5	1:00 PM 14	12:30 PM 5	2:45 PM 4	1:15 PM 7	2:15 PM 15	3:30 PM 2	2:45 PM 1	3:15 PM 2	12:15 PM 1	3:30 PM 13	3:30 PM 116

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	10	1	0	0	1	0	1	5	0	0	0	0	0	19
12:15 AM	0	3	3	0	2	0	0	0	5	0	0	0	0	0	13
12:30 AM	0	4	1	0	0	0	0	0	3	0	0	1	0	0	9
12:45 AM	0	6	2	1	0	0	0	1	4	0	0	0	0	0	14
01:00 AM	0	5	3	0	0	0	0	0	4	0	0	0	0	0	12
01:15 AM	0	5	2	1	0	0	0	0	7	0	0	0	0	0	15
01:30 AM	0	3	2	0	0	0	0	0	4	0	0	0	0	0	9
01:45 AM	0	1	2	0	0	0	0	0	4	0	0	0	0	0	7
02:00 AM	0	5	1	0	0	0	0	0	8	0	0	0	0	0	14
02:15 AM	0	4	2	0	0	0	0	2	4	0	0	0	0	0	12
02:30 AM	0	4	0	0	0	0	0	0	3	0	1	0	0	0	8
02:45 AM	0	0	2	0	0	1	0	1	5	0	0	0	0	0	9
03:00 AM	0	6	2	0	0	1	0	0	6	0	0	0	0	2	17
03:15 AM	0	9	1	0	1	0	0	0	6	0	0	0	0	0	17
03:30 AM	0	3	1	0	0	0	0	1	5	0	1	0	0	0	11
03:45 AM	0	5	4	0	2	0	0	2	8	0	0	1	0	1	23
04:00 AM	0	5	1	0	0	1	0	0	15	0	0	0	0	1	23
04:15 AM	2	5	3	0	1	2	0	1	8	0	0	0	0	3	25
04:30 AM	0	9	3	0	0	0	0	0	7	0	0	0	0	0	19
04:45 AM	0	9	1	0	1	1	0	1	12	1	0	0	0	1	27
05:00 AM	0	8	5	0	0	0	0	0	6	0	0	0	0	0	19
05:15 AM	1	15	7	0	4	0	0	2	4	0	0	1	0	1	35
05:30 AM	1	28	5	0	1	2	0	1	5	0	0	0	0	0	43
05:45 AM	0	16	4	0	0	0	0	4	9	0	0	0	0	2	35
Day Total															
Percent															
ADT															
5778															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	22	11	0	0	2	0	2	7	0	0	1	0	4	50
06:15 AM	4	38	18	0	5	2	0	1	6	1	0	1	0	3	79
06:30 AM	0	22	11	1	2	1	0	2	9	0	0	0	0	2	50
06:45 AM	3	51	17	2	2	2	1	1	3	0	0	0	0	4	86
07:00 AM	2	58	20	1	2	3	1	2	16	0	0	0	0	8	113
07:15 AM	0	58	19	1	1	3	0	1	9	2	0	0	0	4	98
07:30 AM	1	47	25	1	8	4	2	3	8	1	1	2	0	10	113
07:45 AM	1	43	18	0	2	1	0	1	12	0	0	0	0	3	81
08:00 AM	2	38	17	0	5	3	0	5	6	0	0	0	0	2	78
08:15 AM	0	38	18	3	3	1	0	2	11	0	0	0	0	3	79
08:30 AM	1	42	12	3	8	1	0	3	14	0	0	0	0	4	88
08:45 AM	2	38	23	2	4	5	2	3	10	0	0	0	0	5	94
09:00 AM	3	38	18	0	2	6	0	3	5	2	0	0	0	3	80
09:15 AM	0	27	15	1	5	6	0	3	11	0	0	0	0	0	68
09:30 AM	0	34	15	0	4	4	0	2	12	1	0	0	1	4	77
09:45 AM	2	32	13	1	11	2	1	5	12	0	0	0	0	8	87
10:00 AM	2	36	19	1	6	2	1	2	9	1	0	0	0	8	87
10:15 AM	0	38	11	1	5	1	0	6	12	1	0	1	0	1	77
10:30 AM	3	44	8	2	2	4	0	7	6	1	0	1	0	8	86
10:45 AM	0	44	15	1	5	3	0	3	6	1	0	0	0	6	84
11:00 AM	0	39	24	1	6	2	1	6	2	1	0	0	0	4	86
11:15 AM	1	50	13	0	9	8	2	2	8	0	0	0	0	7	100
11:30 AM	2	35	19	0	3	6	0	2	9	0	0	1	0	7	84
11:45 AM	5	43	21	1	1	5	0	3	6	0	0	0	0	5	90
Day Total															
Percent															
ADT															
5778															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	41	14	3	6	1	0	1	6	0	0	0	0	5	79
12:15 PM	3	40	22	2	2	3	0	3	6	0	0	0	0	9	90
12:30 PM	1	40	9	3	5	5	2	6	8	0	0	0	0	7	86
12:45 PM	2	45	26	0	9	5	0	5	6	1	1	0	0	4	104
01:00 PM	1	38	21	2	4	0	2	3	5	0	0	0	0	7	83
01:15 PM	2	50	17	2	7	2	0	4	10	1	0	0	1	4	100
01:30 PM	1	45	15	2	6	3	0	1	9	0	0	0	1	3	86
01:45 PM	1	43	18	0	4	3	0	5	7	0	0	1	0	4	86
02:00 PM	1	39	19	0	7	2	0	4	9	1	1	0	0	12	95
02:15 PM	0	49	9	3	5	2	1	3	7	1	0	0	0	3	83
02:30 PM	4	47	19	0	5	2	0	2	8	0	0	1	0	4	92
02:45 PM	1	49	21	0	8	1	3	7	6	1	0	0	0	8	105
03:00 PM	3	38	20	0	3	3	0	3	5	1	0	0	0	7	83
03:15 PM	0	47	17	1	3	1	0	5	3	0	0	0	0	6	83
03:30 PM	1	57	21	1	7	1	0	6	6	0	0	0	1	3	104
03:45 PM	4	51	12	1	4	2	0	8	5	0	0	0	0	9	96
04:00 PM	1	55	17	1	4	2	0	1	3	1	0	0	0	1	86
04:15 PM	4	41	22	0	6	0	0	3	5	0	0	1	0	9	91
04:30 PM	0	38	21	2	3	0	0	6	5	0	0	0	0	6	81
04:45 PM	2	56	18	2	5	0	0	5	7	0	0	0	0	6	101
05:00 PM	2	51	17	0	5	3	0	5	10	0	0	1	0	11	105
05:15 PM	3	60	15	2	4	3	0	5	6	0	0	0	0	2	100
05:30 PM	0	54	15	0	2	2	0	4	6	0	0	0	0	6	89
05:45 PM	0	50	18	1	4	1	0	1	7	0	0	0	0	2	84
Day Total Percent															
ADT 5778															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	45	23	2	3	0	1	0	4	0	0	0	0	2	82
06:15 PM	1	68	15	1	2	1	0	2	4	0	0	0	0	2	96
06:30 PM	0	39	15	0	3	1	1	0	3	0	0	0	0	1	63
06:45 PM	1	31	8	0	4	1	0	0	3	0	0	0	0	1	49
07:00 PM	2	48	7	0	4	0	0	3	9	0	0	0	0	3	76
07:15 PM	1	22	10	1	1	0	0	3	9	0	0	0	0	1	48
07:30 PM	0	27	6	1	2	0	0	1	6	0	0	0	0	0	43
07:45 PM	0	31	7	0	5	0	0	2	7	0	0	0	0	2	54
08:00 PM	0	35	5	1	0	0	0	0	2	0	0	0	0	0	43
08:15 PM	0	30	10	0	1	1	0	1	5	0	0	0	0	0	48
08:30 PM	0	45	9	0	2	1	0	0	9	0	0	1	0	2	69
08:45 PM	0	21	10	0	1	1	0	1	7	0	0	0	0	1	42
09:00 PM	0	28	8	0	5	0	0	2	3	0	0	0	0	0	46
09:15 PM	0	33	5	0	2	0	0	1	8	0	1	0	0	0	50
09:30 PM	1	19	7	0	1	0	0	1	2	0	0	0	0	1	32
09:45 PM	1	26	8	0	2	0	0	0	2	0	0	0	0	1	40
10:00 PM	0	23	10	0	2	0	0	1	4	0	0	0	0	2	42
10:15 PM	0	21	3	0	0	0	0	2	6	0	0	1	0	0	33
10:30 PM	0	21	3	0	0	0	0	0	6	0	0	0	0	0	30
10:45 PM	0	17	2	1	2	1	0	1	6	0	1	0	0	1	32
11:00 PM	0	20	3	0	2	0	0	1	8	0	0	0	0	0	34
11:15 PM	0	16	2	0	0	0	0	0	2	0	0	0	1	0	21
11:30 PM	0	18	4	0	1	0	0	0	3	0	0	0	0	0	26
11:45 PM	0	23	6	1	0	1	0	0	4	0	0	1	0	1	37
Day Total	88	2954	1067	61	276	141	21	205	633	20	7	17	5	283	5778
Percent	1.5%	51.1%	18.5%	1.1%	4.8%	2.4%	0.4%	3.5%	11%	0.3%	0.1%	0.3%	0.1%	4.9%	
ADT 5778															
AM Peak 15-min Vol	11:45 AM	7:00 AM	7:30 AM	8:15 AM	9:45 AM	11:15 AM	7:30 AM	10:30 AM	7:00 AM	7:15 AM	2:30 AM	7:30 AM	9:30 AM	7:30 AM	7:00 AM
	5	58	25	3	11	8	2	7	16	2	1	2	1	10	113
PM Peak 15-min Vol	2:30 PM	6:15 PM	12:45 PM	12:00 PM	12:45 PM	12:30 PM	2:45 PM	3:45 PM	1:15 PM	12:45 PM	12:45 PM	1:45 PM	1:15 PM	2:00 PM	2:45 PM
	4	68	26	3	9	5	3	8	10	1	1	1	1	105	

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	11	2	0	0	0	0	0	4	0	1	1	0	1	20
12:15 AM	0	17	3	0	1	1	0	0	3	0	1	0	0	0	26
12:30 AM	0	8	4	1	1	1	0	0	2	0	0	0	0	2	19
12:45 AM	1	14	5	1	2	1	0	0	4	0	0	0	0	0	28
01:00 AM	0	8	2	0	1	1	0	1	4	0	0	0	0	0	17
01:15 AM	0	13	4	0	0	0	0	2	4	0	0	0	0	0	23
01:30 AM	0	8	1	0	0	0	0	0	5	0	0	0	0	0	14
01:45 AM	0	9	2	1	0	0	0	1	4	0	0	0	0	0	17
02:00 AM	0	12	0	1	0	1	0	0	7	0	0	0	0	0	21
02:15 AM	0	7	5	0	0	0	0	1	5	0	0	0	0	0	18
02:30 AM	0	9	3	0	0	1	0	0	2	0	0	0	0	0	15
02:45 AM	0	10	1	0	1	0	0	0	1	0	2	0	1	0	16
03:00 AM	0	2	0	1	0	0	0	1	7	0	0	0	0	0	11
03:15 AM	0	6	0	0	3	0	0	0	5	0	0	0	0	0	14
03:30 AM	0	6	2	0	0	0	0	2	9	0	0	0	0	0	19
03:45 AM	0	6	2	0	1	0	0	0	2	0	0	0	0	0	11
04:00 AM	0	8	4	0	3	0	0	1	7	0	0	0	0	0	23
04:15 AM	0	10	3	0	0	1	0	0	8	0	0	0	0	1	23
04:30 AM	0	10	5	0	2	0	0	1	4	0	0	0	0	2	24
04:45 AM	0	12	1	0	0	0	0	0	6	0	0	0	0	0	19
05:00 AM	0	10	2	0	1	0	0	1	1	1	2	0	0	0	18
05:15 AM	0	14	3	0	0	0	0	1	1	0	0	0	0	0	19
05:30 AM	0	12	5	0	1	0	0	0	5	0	0	0	0	0	23
05:45 AM	0	19	8	0	3	1	0	0	3	0	0	0	0	0	34
Day Total															
Percent															
ADT															
5597															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	27	5	0	0	0	0	2	3	0	0	0	0	1	38
06:15 AM	0	20	8	0	3	0	0	2	0	0	0	0	0	1	34
06:30 AM	0	21	12	0	3	0	0	2	4	0	0	0	0	0	42
06:45 AM	0	25	7	1	0	0	0	1	3	0	0	0	0	1	38
07:00 AM	0	22	7	0	3	1	0	2	8	0	0	0	0	1	44
07:15 AM	1	22	11	1	1	2	0	2	4	0	0	0	0	1	45
07:30 AM	6	36	15	1	2	3	0	4	7	0	0	0	0	3	77
07:45 AM	0	42	13	2	3	0	0	3	5	0	0	0	0	1	69
08:00 AM	1	32	9	0	7	2	0	3	2	0	0	0	0	1	57
08:15 AM	0	46	9	1	2	1	0	1	3	0	0	0	0	4	67
08:30 AM	1	22	9	1	7	1	0	3	8	0	0	0	1	3	56
08:45 AM	0	41	19	0	5	0	1	0	7	0	1	1	1	1	77
09:00 AM	1	31	15	0	3	2	0	1	10	0	0	0	0	1	64
09:15 AM	0	40	20	1	4	3	0	5	7	1	0	0	1	7	89
09:30 AM	1	46	17	1	10	1	0	5	5	0	0	0	0	4	90
09:45 AM	1	45	19	4	5	0	0	4	2	0	0	0	0	8	88
10:00 AM	1	49	23	1	4	0	0	2	6	0	0	0	0	3	89
10:15 AM	1	48	20	0	11	1	0	5	1	1	0	0	0	8	96
10:30 AM	2	47	16	2	3	2	0	2	6	0	0	1	0	9	90
10:45 AM	0	48	20	1	4	2	0	1	4	2	0	1	0	5	88
11:00 AM	3	53	19	1	11	4	0	2	3	1	0	0	0	4	101
11:15 AM	3	47	15	0	4	1	0	6	3	0	0	1	0	10	90
11:30 AM	5	52	20	3	8	2	0	3	4	0	0	0	0	13	110
11:45 AM	2	43	20	0	10	3	0	8	8	0	0	0	0	14	108
Day Total															
Percent															
ADT															
5597															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	49	31	1	5	2	0	2	5	0	0	0	0	10	105
12:15 PM	1	43	25	0	9	2	0	7	1	0	0	0	0	6	94
12:30 PM	0	58	30	2	4	1	0	4	5	0	0	1	0	3	108
12:45 PM	1	39	29	1	6	0	0	1	5	0	0	0	1	5	88
01:00 PM	1	38	17	1	5	2	0	4	3	0	0	0	0	4	75
01:15 PM	1	52	21	1	6	2	0	4	5	0	0	1	0	5	98
01:30 PM	0	46	17	1	3	1	0	1	2	0	1	0	0	4	76
01:45 PM	2	53	17	2	4	0	0	2	4	0	0	0	0	5	89
02:00 PM	2	65	19	0	4	2	0	3	4	0	0	0	0	7	106
02:15 PM	1	58	13	1	1	0	1	2	2	0	1	0	1	17	98
02:30 PM	1	61	23	2	2	1	0	5	4	1	0	0	1	16	117
02:45 PM	3	53	24	2	8	1	0	3	7	1	0	0	0	8	110
03:00 PM	0	57	22	1	7	1	0	3	4	0	0	0	0	6	101
03:15 PM	0	46	23	0	4	0	0	2	7	0	0	0	1	7	90
03:30 PM	0	62	35	0	6	1	0	2	7	0	0	1	0	8	122
03:45 PM	3	49	19	0	4	1	0	5	2	1	0	0	1	4	89
04:00 PM	2	52	16	0	4	0	0	2	4	0	0	0	0	7	87
04:15 PM	3	47	19	0	7	4	0	3	5	0	0	0	0	2	90
04:30 PM	0	49	16	0	2	0	0	1	3	1	0	0	0	0	72
04:45 PM	0	38	20	1	8	0	0	3	6	0	0	0	0	5	81
05:00 PM	0	57	17	1	1	1	0	3	4	0	0	0	0	4	88
05:15 PM	0	54	18	0	3	1	0	1	6	0	0	0	0	2	85
05:30 PM	1	50	14	2	3	1	0	2	5	0	0	1	0	1	80
05:45 PM	0	76	18	0	5	1	0	2	2	0	0	0	0	2	106
Day Total Percent															
ADT 5597															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	52	19	1	6	0	0	3	5	0	0	0	0	3	89
06:15 PM	2	41	15	1	3	0	0	5	6	0	0	0	0	5	78
06:30 PM	1	66	15	1	4	0	0	0	3	0	0	0	0	1	91
06:45 PM	3	45	17	0	5	2	0	3	2	0	0	1	0	4	82
07:00 PM	0	41	9	1	3	0	0	0	3	0	0	0	0	0	57
07:15 PM	0	24	17	1	3	0	0	1	3	0	0	0	0	0	49
07:30 PM	0	28	9	0	5	1	0	0	3	0	0	0	0	0	46
07:45 PM	0	18	8	0	4	1	0	1	3	0	0	0	0	0	35
08:00 PM	0	21	4	1	3	0	0	0	3	0	0	1	0	0	33
08:15 PM	0	20	7	0	0	0	0	1	4	0	0	0	0	1	33
08:30 PM	0	23	5	0	1	0	0	0	2	0	0	0	0	1	32
08:45 PM	0	41	6	1	2	0	0	0	1	0	0	1	0	1	53
09:00 PM	0	33	6	0	1	0	0	2	2	0	0	0	0	1	45
09:15 PM	1	20	9	0	2	0	0	0	4	0	0	0	0	1	37
09:30 PM	0	39	4	0	1	0	0	3	9	0	0	0	0	2	58
09:45 PM	1	21	7	0	1	1	0	1	8	0	0	0	0	1	41
10:00 PM	0	25	9	0	1	0	0	1	3	0	0	0	0	0	39
10:15 PM	0	38	6	1	2	0	0	1	6	0	0	0	0	0	54
10:30 PM	0	20	5	0	2	0	0	1	3	0	0	0	0	0	31
10:45 PM	1	27	3	0	1	2	1	2	4	0	0	0	0	1	42
11:00 PM	0	19	2	0	1	0	0	0	3	0	0	0	0	0	25
11:15 PM	0	20	5	1	3	0	0	0	2	0	0	0	0	1	32
11:30 PM	0	11	5	0	1	0	0	0	1	0	0	0	0	0	18
11:45 PM	0	15	3	0	2	0	0	1	2	0	0	0	0	0	23
Day Total	61	3106	1113	54	301	71	3	174	403	10	9	12	9	271	5597
Percent	1.1%	55.5%	19.9%	1%	5.4%	1.3%	0.1%	3.1%	7.2%	0.2%	0.2%	0.2%	0.2%	4.8%	
ADT 5597															
AM Peak 15-min Vol	7:30 AM 6	11:00 AM 53	10:00 AM 23	9:45 AM 4	10:15 AM 11	11:00 AM 4	8:45 AM 1	11:45 AM 8	9:00 AM 10	10:45 AM 2	2:45 AM 2	12:00 AM 1	2:45 AM 1	11:45 AM 14	11:30 AM 110
PM Peak 15-min Vol	2:45 PM 3	5:45 PM 76	3:30 PM 35	12:30 PM 2	12:15 PM 9	4:15 PM 4	2:15 PM 1	12:15 PM 7	9:30 PM 9	2:30 PM 1	1:30 PM 1	12:30 PM 1	12:45 PM 1	2:15 PM 17	3:30 PM 122

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	20	6	0	0	0	0	0	3	0	0	0	0	1	30
12:15 AM	0	16	3	0	0	0	0	0	2	0	0	0	0	0	21
12:30 AM	0	17	4	0	1	1	0	0	4	0	1	1	1	1	31
12:45 AM	0	11	5	1	4	0	0	2	4	0	0	0	0	0	27
01:00 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
01:15 AM	0	12	5	0	2	0	0	0	4	0	0	1	0	0	24
01:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:45 AM	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4
02:00 AM	0	1	4	1	0	0	0	0	5	0	0	0	0	0	11
02:15 AM	0	6	2	1	0	0	0	0	4	0	0	0	0	1	14
02:30 AM	0	9	2	0	0	0	0	0	1	0	0	0	0	0	12
02:45 AM	0	11	3	0	0	0	0	0	1	0	0	0	0	0	15
03:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
03:15 AM	0	5	2	0	0	0	0	0	1	0	0	0	0	0	8
03:30 AM	0	7	1	0	0	0	0	0	2	0	0	0	0	1	11
03:45 AM	0	10	2	0	0	0	0	0	2	0	0	0	0	0	14
04:00 AM	0	5	2	0	0	0	0	0	8	0	0	0	0	0	15
04:15 AM	0	5	1	0	0	0	0	1	4	0	0	0	0	0	11
04:30 AM	0	8	3	0	0	0	0	1	2	0	0	0	0	1	15
04:45 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6
05:00 AM	0	4	9	0	0	0	0	2	4	0	0	0	0	0	19
05:15 AM	0	13	3	0	1	1	0	0	3	0	0	0	0	0	21
05:30 AM	0	7	3	1	1	0	0	0	4	0	0	0	0	0	16
05:45 AM	1	10	6	0	0	2	0	3	3	0	0	0	0	0	25
Day Total															
Percent															
ADT															
4507															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	11	4	0	2	0	0	1	3	0	0	0	0	0	21
06:15 AM	0	13	6	0	2	0	0	1	5	0	0	0	0	0	27
06:30 AM	0	15	4	2	1	0	0	1	2	0	0	1	0	0	26
06:45 AM	0	17	6	0	1	1	0	2	4	0	0	0	0	0	31
07:00 AM	0	16	6	0	0	1	0	0	2	0	0	0	0	1	26
07:15 AM	1	11	6	0	0	2	0	1	7	0	0	0	0	1	29
07:30 AM	0	18	5	0	1	0	0	0	2	1	0	0	0	0	27
07:45 AM	0	18	4	1	2	0	0	0	4	0	0	1	0	2	32
08:00 AM	0	16	9	0	2	0	0	0	4	1	0	0	0	1	33
08:15 AM	0	25	5	0	2	1	0	1	6	0	0	0	0	2	42
08:30 AM	0	31	6	1	1	1	0	2	1	0	0	0	0	2	45
08:45 AM	0	34	20	0	2	0	0	1	5	0	0	0	0	3	65
09:00 AM	0	31	15	0	6	1	0	1	4	0	0	0	0	2	60
09:15 AM	0	38	13	0	2	2	0	4	9	0	0	0	0	4	72
09:30 AM	0	32	5	1	6	0	0	2	7	0	0	0	0	3	56
09:45 AM	1	38	12	0	10	1	0	2	9	0	0	0	0	3	76
10:00 AM	0	36	14	0	3	1	0	1	5	0	0	0	0	2	62
10:15 AM	0	48	16	0	4	0	0	2	6	0	0	0	0	3	79
10:30 AM	1	40	24	0	5	2	0	3	5	1	0	0	0	0	81
10:45 AM	0	37	10	2	4	1	0	2	6	0	0	0	1	0	63
11:00 AM	0	36	11	1	4	2	0	4	10	0	0	0	0	1	69
11:15 AM	0	47	14	0	1	1	0	1	2	0	0	0	0	3	69
11:30 AM	0	42	14	1	4	2	0	2	7	1	0	0	0	1	74
11:45 AM	0	40	17	2	6	2	0	3	12	0	0	0	0	2	84
Day Total															
Percent															
ADT 4507															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	42	10	1	2	0	0	1	6	0	0	0	0	2	64
12:15 PM	1	48	11	1	5	1	0	3	8	0	0	1	0	3	82
12:30 PM	1	36	14	0	3	1	0	2	4	0	0	0	1	0	62
12:45 PM	0	53	13	0	2	0	0	2	4	0	0	0	0	1	75
01:00 PM	1	53	13	1	10	1	0	0	2	0	0	0	0	3	84
01:15 PM	0	38	12	0	2	1	0	2	4	0	0	0	0	2	61
01:30 PM	0	42	22	1	2	2	0	3	4	0	0	0	0	2	78
01:45 PM	0	45	20	0	1	0	0	0	6	0	0	0	0	0	72
02:00 PM	1	50	19	2	3	1	0	0	5	0	0	0	0	0	81
02:15 PM	0	49	10	0	2	0	0	1	6	0	0	1	0	2	71
02:30 PM	0	30	14	0	2	0	0	2	8	0	0	0	0	3	59
02:45 PM	1	53	16	1	4	1	0	4	4	0	0	0	0	1	85
03:00 PM	0	44	14	2	5	0	0	0	4	0	1	0	0	1	71
03:15 PM	2	43	13	0	4	3	0	2	4	0	0	0	0	2	73
03:30 PM	0	54	13	0	7	0	0	2	7	1	0	0	0	5	89
03:45 PM	0	54	16	0	5	2	0	0	5	0	1	0	0	2	85
04:00 PM	1	45	14	0	2	0	0	0	3	1	0	0	0	7	73
04:15 PM	4	46	13	0	2	1	0	1	5	0	0	1	0	13	86
04:30 PM	2	32	12	1	0	1	0	2	5	0	0	0	0	12	67
04:45 PM	2	45	12	1	5	1	0	1	3	0	0	0	0	10	80
05:00 PM	3	59	10	0	2	1	0	1	4	0	0	0	0	4	84
05:15 PM	0	53	12	1	1	1	0	1	5	0	0	0	1	3	78
05:30 PM	0	45	7	0	5	2	0	2	5	0	0	0	0	4	70
05:45 PM	0	34	10	1	6	0	0	3	7	1	0	0	0	6	68
Day Total Percent															
ADT 4507															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave **QC JOB #:** 15135858
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	39	12	0	1	4	1	3	5	1	0	0	0	6	74
06:15 PM	1	53	9	0	4	0	0	2	8	0	0	0	0	2	79
06:30 PM	2	40	5	1	4	1	0	4	3	1	0	0	0	2	63
06:45 PM	1	48	15	0	1	1	1	3	5	0	0	0	0	4	79
07:00 PM	0	46	17	0	6	0	0	0	8	0	0	0	0	2	79
07:15 PM	0	36	14	0	0	0	0	1	6	0	0	0	0	2	59
07:30 PM	0	46	11	1	2	0	1	0	5	0	0	0	0	1	67
07:45 PM	0	36	10	0	5	1	0	5	4	0	0	0	0	0	61
08:00 PM	0	29	10	0	2	0	0	0	3	0	0	0	0	0	44
08:15 PM	1	22	6	0	1	0	0	2	7	1	0	0	0	1	41
08:30 PM	1	33	11	0	2	0	0	0	10	0	0	0	0	2	59
08:45 PM	0	20	3	0	1	0	0	0	3	0	0	0	0	0	27
09:00 PM	0	23	5	0	0	1	1	1	4	0	0	0	0	0	35
09:15 PM	0	24	8	0	0	0	0	1	5	0	0	0	1	1	40
09:30 PM	0	17	4	0	1	1	0	1	2	0	0	0	0	1	27
09:45 PM	1	21	3	2	0	0	0	7	7	0	0	0	0	2	43
10:00 PM	0	18	7	0	1	0	0	1	7	0	0	0	0	0	34
10:15 PM	0	16	5	0	1	0	0	1	11	0	0	0	0	0	34
10:30 PM	0	12	4	0	0	0	0	0	3	0	0	0	0	1	20
10:45 PM	0	15	2	0	2	0	0	2	3	0	0	0	0	0	24
11:00 PM	0	16	7	1	0	0	0	1	4	0	0	0	0	0	29
11:15 PM	0	14	3	0	2	0	0	1	1	0	0	0	0	0	21
11:30 PM	0	10	1	0	0	2	0	0	6	0	0	0	0	0	19
11:45 PM	0	15	7	0	0	0	0	1	2	0	0	0	0	0	25
Day Total	32	2634	818	34	198	56	4	118	432	10	3	7	5	156	4507
Percent	0.7%	58.4%	18.1%	0.8%	4.4%	1.2%	0.1%	2.6%	9.6%	0.2%	0.1%	0.2%	0.1%	3.5%	
ADT 4507															
AM Peak 15-min Vol	5:45 AM	10:15 AM	10:30 AM	6:30 AM	9:45 AM	5:45 AM	12:00 AM	9:15 AM	11:45 AM	7:30 AM	12:30 AM	12:30 AM	12:30 AM	9:15 AM	11:45 AM
	1	48	24	2	10	2	0	4	12	1	1	1	1	4	84
PM Peak 15-min Vol	4:15 PM	5:00 PM	1:30 PM	2:00 PM	1:00 PM	6:00 PM	6:00 PM	9:45 PM	10:15 PM	3:30 PM	3:00 PM	12:15 PM	12:30 PM	4:15 PM	3:30 PM
	4	59	22	2	10	4	1	7	11	1	1	1	1	13	89

Comments:

LOCATION: W Hwy 326 East of NW 47th Ave **QC JOB #:** 15135858
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 16 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	468	18050	6917	504	2081	795	142	1266	4407	128	57	88	66	2059	37028
Percent	1.3%	48.7%	18.7%	1.4%	5.6%	2.1%	0.4%	3.4%	11.9%	0.3%	0.2%	0.2%	0.2%	5.6%	
ADT 5289															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	10	2	1	0	0	0	0	6	0	0	0	0	0	19
12:15 AM	0	7	3	0	1	0	0	0	2	0	0	0	0	0	13
12:30 AM	0	7	3	1	0	0	0	0	3	0	0	0	0	0	14
12:45 AM	0	7	1	1	0	0	0	0	3	0	0	0	0	0	12
01:00 AM	1	7	1	1	0	1	0	0	4	0	0	0	0	0	15
01:15 AM	0	8	2	0	1	1	0	0	3	0	0	0	0	0	15
01:30 AM	0	5	2	0	0	0	0	0	7	0	0	0	0	0	14
01:45 AM	0	2	0	0	0	1	0	1	3	0	0	0	0	0	7
02:00 AM	0	8	0	0	1	0	0	0	6	0	0	0	0	0	15
02:15 AM	0	7	1	0	2	1	0	0	2	0	0	0	0	0	13
02:30 AM	0	6	2	0	0	2	0	2	4	0	0	0	0	0	16
02:45 AM	0	5	1	0	0	0	0	0	6	0	0	0	0	0	12
03:00 AM	0	1	0	0	1	0	0	1	2	0	0	0	0	0	5
03:15 AM	0	4	1	0	1	0	0	0	6	0	0	0	0	0	12
03:30 AM	0	2	4	0	1	1	0	2	4	0	0	0	0	0	14
03:45 AM	0	4	2	1	0	0	0	1	7	0	0	0	0	0	15
04:00 AM	0	6	0	0	1	1	0	1	6	0	0	1	0	0	16
04:15 AM	0	7	1	0	2	0	0	0	8	0	0	0	0	0	18
04:30 AM	0	0	1	0	1	0	0	4	3	0	0	0	0	0	9
04:45 AM	0	5	1	0	2	1	0	1	3	0	0	0	0	0	13
05:00 AM	0	10	2	0	1	0	0	1	6	0	0	0	0	0	20
05:15 AM	0	9	4	0	2	0	0	1	3	0	0	0	0	0	19
05:30 AM	0	13	6	1	4	1	0	1	4	0	0	0	0	0	30
05:45 AM	0	16	7	2	3	0	0	3	7	0	0	0	0	0	38
Day Total															
Percent															
ADT															
5242															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	20	8	2	7	1	0	1	4	0	0	0	0	0	43
06:15 AM	0	18	15	1	7	0	0	3	6	0	0	0	0	1	51
06:30 AM	0	26	14	2	9	4	0	3	7	0	1	0	0	1	67
06:45 AM	0	28	16	1	8	0	0	7	10	0	0	0	0	2	72
07:00 AM	2	23	22	5	7	4	0	3	3	0	0	1	0	0	70
07:15 AM	0	22	16	1	12	2	0	2	6	0	0	0	0	3	64
07:30 AM	0	37	18	3	12	2	2	7	7	0	0	0	0	1	89
07:45 AM	0	28	13	3	9	2	1	4	5	2	1	0	0	0	68
08:00 AM	0	33	10	1	13	2	0	5	8	1	0	0	0	1	74
08:15 AM	0	19	20	3	9	0	0	6	9	0	0	0	0	0	66
08:30 AM	0	17	22	0	9	2	0	7	9	0	1	0	0	2	69
08:45 AM	1	26	18	1	9	0	0	3	11	0	0	0	0	0	69
09:00 AM	0	19	18	4	11	0	0	7	5	0	0	0	0	2	66
09:15 AM	0	26	12	2	8	0	1	5	6	0	0	0	1	1	62
09:30 AM	0	22	14	0	5	1	0	1	14	0	0	0	0	0	57
09:45 AM	0	26	13	3	10	4	0	6	8	0	0	0	0	2	72
10:00 AM	2	30	11	2	8	1	0	5	16	0	0	0	0	1	76
10:15 AM	2	33	18	0	9	2	0	2	13	1	0	0	0	2	82
10:30 AM	0	22	9	2	5	1	1	6	15	0	0	0	0	1	62
10:45 AM	0	38	12	2	10	3	0	3	13	0	2	1	0	5	89
11:00 AM	0	26	15	3	12	1	0	1	10	0	0	0	0	0	68
11:15 AM	1	35	12	1	7	3	0	7	7	0	0	0	0	4	77
11:30 AM	1	24	14	0	6	4	0	3	17	0	0	0	0	2	71
11:45 AM	1	23	14	0	10	2	0	4	5	0	0	0	0	2	61
Day Total															
Percent															
ADT															
5242															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

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12:00 PM	4	32	18	1	9	0	0	7	12	1	0	0	0	7	91
12:15 PM	2	33	12	3	9	3	0	6	8	1	0	0	0	4	81
12:30 PM	1	36	14	0	5	4	0	4	9	0	0	0	0	3	76
12:45 PM	0	34	20	1	6	4	0	6	18	0	2	0	0	3	94
01:00 PM	2	18	14	1	11	1	0	6	10	0	0	0	0	3	66
01:15 PM	1	35	21	1	9	0	0	3	11	0	0	0	1	2	84
01:30 PM	7	32	14	2	12	1	0	10	17	2	1	0	0	3	101
01:45 PM	1	44	18	3	9	2	0	6	10	1	0	0	0	2	96
02:00 PM	1	32	14	0	5	1	0	8	10	1	0	1	1	2	76
02:15 PM	0	32	18	2	7	0	0	4	8	0	0	0	0	0	71
02:30 PM	5	28	16	1	8	1	0	4	10	0	0	0	0	2	75
02:45 PM	0	40	20	5	11	0	0	8	13	0	0	0	0	2	99
03:00 PM	2	39	23	4	9	0	0	6	11	0	0	0	0	3	97
03:15 PM	0	44	23	4	18	2	0	7	7	0	0	0	0	4	109
03:30 PM	2	51	21	4	7	1	0	5	19	0	0	0	1	6	117
03:45 PM	2	53	13	0	3	1	0	4	14	0	0	0	0	0	90
04:00 PM	1	57	24	4	9	1	0	4	7	0	0	0	0	5	112
04:15 PM	1	50	17	5	8	0	0	6	13	0	0	0	0	4	104
04:30 PM	2	38	23	2	11	1	0	2	7	0	2	0	0	1	89
04:45 PM	2	48	19	3	8	1	0	2	6	0	0	0	0	2	91
05:00 PM	0	54	15	1	10	1	0	4	10	0	0	0	0	4	99
05:15 PM	3	60	19	5	10	2	0	4	8	0	1	1	0	5	118
05:30 PM	2	45	20	1	6	3	0	3	10	0	0	0	0	3	93
05:45 PM	1	43	24	1	9	3	0	3	15	0	0	0	0	2	101
Day Total Percent															
ADT 5242															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	53	21	2	8	1	0	2	4	0	0	0	0	1	94
06:15 PM	2	35	9	3	3	0	0	1	8	0	0	0	0	2	63
06:30 PM	0	38	11	0	5	2	0	2	7	0	0	0	0	2	67
06:45 PM	1	28	18	2	5	1	0	1	8	0	0	0	0	0	64
07:00 PM	0	27	17	0	4	0	0	0	9	0	0	0	0	2	59
07:15 PM	0	30	9	0	6	0	0	3	4	0	0	0	0	0	52
07:30 PM	1	29	2	2	2	2	0	1	11	0	0	0	0	0	50
07:45 PM	2	21	14	2	2	0	0	0	7	0	0	0	0	4	52
08:00 PM	0	27	7	0	4	1	0	2	4	0	0	0	0	1	46
08:15 PM	1	15	6	0	4	0	0	0	4	0	0	0	0	0	30
08:30 PM	0	21	8	2	2	0	0	0	3	0	1	0	0	0	37
08:45 PM	0	20	7	1	4	0	0	3	6	0	0	0	0	0	41
09:00 PM	0	16	11	0	1	0	0	1	8	0	0	0	0	0	37
09:15 PM	1	19	16	2	2	1	0	1	7	0	0	0	0	0	49
09:30 PM	1	11	11	1	2	2	0	0	7	0	0	0	0	2	37
09:45 PM	2	10	6	1	0	2	0	1	9	0	0	0	0	1	32
10:00 PM	0	15	3	2	2	0	0	2	5	0	0	0	0	0	29
10:15 PM	0	13	1	0	0	2	0	0	3	0	0	0	0	1	20
10:30 PM	0	5	4	0	1	0	0	1	6	0	1	0	0	0	18
10:45 PM	0	10	8	2	2	1	0	1	9	0	0	0	0	1	34
11:00 PM	0	12	5	0	1	0	0	0	6	0	1	0	0	0	25
11:15 PM	1	7	2	2	1	0	0	1	8	0	0	0	0	0	22
11:30 PM	0	8	0	0	0	0	0	1	7	0	1	0	0	1	18
11:45 PM	1	6	3	0	1	2	0	0	3	0	1	1	0	0	17
Day Total	68	2231	1040	128	507	101	5	266	738	10	15	6	4	123	5242
Percent	1.3%	42.6%	19.8%	2.4%	9.7%	1.9%	0.1%	5.1%	14.1%	0.2%	0.3%	0.1%	0.1%	2.3%	
ADT 5242															
AM Peak 15-min Vol	7:00 AM 2	10:45 AM 38	7:00 AM 22	7:00 AM 5	8:00 AM 13	6:30 AM 4	7:30 AM 2	6:45 AM 7	11:30 AM 17	7:45 AM 2	10:45 AM 2	4:00 AM 1	9:15 AM 1	10:45 AM 5	7:30 AM 89
PM Peak 15-min Vol	1:30 PM 7	5:15 PM 60	4:00 PM 24	2:45 PM 5	3:15 PM 18	12:30 PM 4	12:00 PM 0	1:30 PM 10	3:30 PM 19	1:30 PM 2	12:45 PM 2	2:00 PM 1	1:15 PM 1	12:00 PM 7	5:15 PM 118

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

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DIRECTION: WB

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DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	1	1	1	1	0	1	3	0	0	0	0	0	16
12:15 AM	0	12	4	0	1	1	0	1	4	0	1	0	0	1	25
12:30 AM	0	10	6	1	2	0	0	0	6	0	0	0	0	0	25
12:45 AM	0	6	4	0	1	0	0	1	2	0	0	1	0	0	15
01:00 AM	0	3	0	0	1	0	0	0	4	0	0	0	0	0	8
01:15 AM	0	6	3	0	2	0	0	0	2	0	0	0	0	0	13
01:30 AM	0	3	0	1	0	0	0	1	5	0	1	0	0	0	11
01:45 AM	0	3	0	2	0	0	0	1	4	0	1	0	0	0	11
02:00 AM	0	2	1	0	3	0	0	0	5	0	0	0	0	0	11
02:15 AM	0	2	1	0	0	0	0	0	1	0	2	0	0	0	6
02:30 AM	0	5	1	0	0	0	0	1	7	0	0	0	0	0	14
02:45 AM	0	2	0	2	1	0	0	1	5	0	1	0	0	0	12
03:00 AM	0	4	0	2	0	0	0	0	3	0	0	1	0	0	10
03:15 AM	0	6	2	0	2	0	0	0	4	0	0	0	0	0	14
03:30 AM	0	3	0	0	1	0	0	1	8	0	1	1	0	0	15
03:45 AM	0	5	2	0	0	0	0	0	1	0	0	0	0	0	8
04:00 AM	0	1	1	0	0	0	0	0	7	0	0	0	0	0	9
04:15 AM	0	7	2	3	0	1	0	2	3	0	0	0	0	0	18
04:30 AM	0	3	2	0	2	0	0	1	1	0	0	0	0	0	9
04:45 AM	0	6	2	2	3	1	0	1	5	0	1	0	0	0	21
05:00 AM	0	8	2	0	2	3	0	1	3	0	1	0	0	1	21
05:15 AM	2	15	2	0	2	1	0	5	5	0	0	0	0	4	36
05:30 AM	0	12	4	0	2	1	0	3	7	0	1	0	0	0	30
05:45 AM	0	12	8	2	3	0	0	1	6	0	0	1	0	0	33
Day Total															
Percent															
ADT															
5188															
AM Peak															
15-min Vol															
PM Peak															
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Comments:

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06:00 AM	0	20	11	2	2	1	0	2	5	0	0	0	0	0	43
06:15 AM	0	20	15	2	6	2	0	2	0	0	0	0	0	2	49
06:30 AM	0	30	18	2	6	2	0	1	6	0	0	0	0	1	66
06:45 AM	0	28	16	3	9	4	0	5	11	0	0	0	0	5	81
07:00 AM	0	17	20	2	8	2	0	4	5	0	0	0	0	0	58
07:15 AM	0	26	11	1	11	4	0	5	3	0	0	0	0	0	61
07:30 AM	2	38	16	1	8	2	0	4	6	0	0	0	0	3	80
07:45 AM	1	32	17	6	17	8	0	3	4	0	0	0	0	2	90
08:00 AM	1	20	13	3	12	0	1	6	8	0	0	0	1	3	68
08:15 AM	0	24	10	3	8	1	0	5	7	0	1	0	0	1	60
08:30 AM	0	19	18	3	4	1	0	4	9	0	0	0	0	2	60
08:45 AM	0	15	15	2	8	4	0	5	9	0	0	0	0	1	59
09:00 AM	1	18	19	0	10	0	0	3	11	1	0	1	0	1	65
09:15 AM	2	21	15	0	5	4	2	4	4	0	0	0	0	0	57
09:30 AM	2	24	13	3	15	2	0	5	15	0	0	1	1	3	84
09:45 AM	3	23	22	2	9	0	1	4	7	0	0	1	0	2	74
10:00 AM	0	25	9	4	4	1	0	5	9	0	0	0	0	3	60
10:15 AM	1	18	17	4	7	1	1	4	9	0	1	0	1	4	68
10:30 AM	2	15	10	5	7	1	0	4	9	0	0	0	0	0	53
10:45 AM	0	21	11	2	5	0	0	3	7	0	0	1	0	2	52
11:00 AM	2	28	10	3	4	3	0	0	6	0	0	0	0	2	58
11:15 AM	0	22	15	3	6	0	0	8	6	0	1	0	0	3	64
11:30 AM	0	26	19	4	9	1	1	5	10	0	0	0	0	0	75
11:45 AM	1	17	20	2	8	3	1	2	9	0	0	1	0	3	67
Day Total															
Percent															
ADT															5188
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

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12:00 PM	2	26	18	3	8	1	0	6	7	0	1	0	0	7	79
12:15 PM	0	20	18	1	11	4	0	2	14	0	1	0	1	4	76
12:30 PM	1	27	18	6	8	1	0	3	6	2	0	0	0	5	77
12:45 PM	1	36	14	2	5	2	0	1	14	0	0	0	0	2	77
01:00 PM	0	22	17	2	9	1	0	2	14	0	0	1	0	4	72
01:15 PM	1	26	12	1	6	2	0	6	6	0	0	0	0	2	62
01:30 PM	0	38	18	1	6	4	0	3	8	0	0	0	0	1	79
01:45 PM	1	25	18	3	6	1	0	8	12	0	0	0	0	6	80
02:00 PM	1	28	18	2	10	2	1	4	12	0	0	0	0	2	80
02:15 PM	0	27	16	2	9	2	0	2	4	0	0	0	0	2	64
02:30 PM	0	30	27	1	9	1	0	6	7	0	0	0	0	3	84
02:45 PM	2	36	19	2	4	2	1	8	17	0	0	0	0	7	98
03:00 PM	2	38	19	4	8	4	0	2	13	0	0	0	0	4	94
03:15 PM	1	36	24	2	8	0	3	0	7	3	0	0	0	4	88
03:30 PM	2	39	16	4	4	1	0	6	9	0	0	0	0	6	87
03:45 PM	1	40	31	1	10	0	0	4	7	0	0	0	0	5	99
04:00 PM	0	46	24	7	12	0	0	5	5	0	1	0	0	6	106
04:15 PM	0	46	13	3	10	2	0	2	9	1	0	0	0	5	91
04:30 PM	2	54	21	3	0	0	0	3	11	0	0	0	1	3	98
04:45 PM	0	48	18	3	7	3	0	3	7	1	0	0	0	6	96
05:00 PM	1	55	27	5	11	1	0	6	5	0	0	0	1	8	120
05:15 PM	0	61	22	5	15	1	0	5	14	0	0	0	1	7	131
05:30 PM	2	48	16	3	4	3	0	4	9	0	0	0	0	5	94
05:45 PM	2	59	18	2	10	1	0	3	7	0	0	1	0	8	111
Day Total															
Percent															
ADT															
5188															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

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06:00 PM	5	38	17	6	9	1	0	5	6	0	0	0	2	11	100
06:15 PM	2	24	18	4	6	0	0	4	8	0	1	0	1	7	75
06:30 PM	1	33	14	2	4	1	0	1	7	1	0	0	0	3	67
06:45 PM	0	27	15	1	6	0	0	1	5	1	0	0	0	3	59
07:00 PM	0	33	11	1	8	1	0	5	4	0	0	0	0	8	71
07:15 PM	2	27	13	2	7	0	0	3	6	0	0	0	0	6	66
07:30 PM	1	23	9	2	3	0	0	3	7	0	0	0	0	3	51
07:45 PM	0	22	9	1	5	0	0	4	2	0	0	0	0	1	44
08:00 PM	0	26	10	5	4	1	0	1	1	0	0	0	0	4	52
08:15 PM	0	20	7	0	6	0	0	1	2	0	0	0	0	5	41
08:30 PM	3	21	9	1	1	0	0	0	11	0	0	0	0	7	53
08:45 PM	1	23	2	4	4	1	0	3	4	0	0	0	0	9	51
09:00 PM	6	11	5	2	4	0	0	1	4	0	0	0	0	8	41
09:15 PM	1	9	7	2	3	0	0	0	6	0	0	0	0	6	34
09:30 PM	2	13	4	2	5	0	0	1	5	0	0	0	0	10	42
09:45 PM	4	15	6	1	0	0	0	0	2	0	0	0	0	10	38
10:00 PM	5	13	4	1	2	1	0	1	4	0	0	0	0	9	40
10:15 PM	3	7	4	2	0	0	0	2	3	0	0	0	0	4	25
10:30 PM	1	10	6	1	1	0	0	1	6	0	0	0	0	13	39
10:45 PM	0	3	3	1	2	0	0	0	0	0	0	0	0	10	19
11:00 PM	0	6	4	2	3	0	0	0	0	0	0	0	0	6	21
11:15 PM	2	6	2	2	0	1	0	0	1	0	0	0	0	14	28
11:30 PM	4	8	2	1	2	0	0	0	1	0	0	0	0	7	25
11:45 PM	5	5	3	0	0	0	0	0	0	0	0	0	0	7	20
Day Total	90	2025	1054	192	492	102	12	246	595	10	17	11	10	332	5188
Percent	1.7%	39%	20.3%	3.7%	9.5%	2%	0.2%	4.7%	11.5%	0.2%	0.3%	0.2%	0.2%	6.4%	
ADT 5188															
AM Peak 15-min Vol	9:45 AM 3	7:30 AM 38	9:45 AM 22	7:45 AM 6	7:45 AM 17	7:45 AM 8	9:15 AM 2	11:15 AM 8	9:30 AM 15	9:00 AM 1	2:15 AM 2	12:45 AM 1	8:00 AM 1	6:45 AM 5	7:45 AM 90
PM Peak 15-min Vol	9:00 PM 6	5:15 PM 61	3:45 PM 31	4:00 PM 7	5:15 PM 15	12:15 PM 4	3:15 PM 3	1:45 PM 8	2:45 PM 17	3:15 PM 3	12:00 PM 1	1:00 PM 1	6:00 PM 2	11:15 PM 14	5:15 PM 131

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	14	5	0	1	1	0	1	4	0	0	0	0	0	26
12:15 AM	0	18	4	0	1	0	0	0	2	0	0	0	0	0	25
12:30 AM	0	7	4	0	1	0	0	0	2	0	0	0	0	0	14
12:45 AM	0	9	7	1	0	0	0	0	1	0	0	0	0	0	18
01:00 AM	0	18	6	2	1	0	0	3	6	0	0	1	0	0	37
01:15 AM	0	14	6	0	0	0	0	1	8	0	0	0	0	0	29
01:30 AM	0	6	2	0	2	0	0	0	3	0	0	0	0	0	13
01:45 AM	0	7	5	1	1	0	0	0	6	0	0	0	0	0	20
02:00 AM	0	7	1	0	3	0	0	1	5	0	0	0	0	0	17
02:15 AM	0	8	3	0	1	0	0	1	1	0	0	0	0	0	14
02:30 AM	0	6	3	0	1	1	0	0	5	0	0	0	0	0	16
02:45 AM	0	4	3	2	1	0	0	0	7	0	0	0	0	0	17
03:00 AM	0	2	3	0	1	0	0	0	4	0	0	0	0	0	10
03:15 AM	0	3	2	0	0	0	0	0	5	0	0	0	0	0	10
03:30 AM	0	7	2	0	2	0	0	1	1	0	0	0	0	0	13
03:45 AM	0	4	0	0	1	0	0	0	8	0	0	0	0	0	13
04:00 AM	0	7	0	1	0	0	0	1	4	0	0	0	0	2	15
04:15 AM	0	6	0	1	1	0	1	0	5	0	0	0	0	2	16
04:30 AM	0	5	3	0	1	0	0	0	6	0	0	0	0	0	15
04:45 AM	0	7	4	2	1	0	0	0	6	0	0	0	0	0	20
05:00 AM	1	10	2	0	0	1	0	0	7	0	0	0	0	0	21
05:15 AM	0	11	7	0	0	0	0	2	7	0	0	0	0	0	27
05:30 AM	0	9	9	0	2	1	0	1	5	0	0	0	0	0	27
05:45 AM	0	10	14	0	3	0	0	1	5	0	0	0	0	0	33
Day Total															
Percent															
ADT															
5641															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	10	6	1	1	1	0	2	10	0	0	0	0	0	31
06:15 AM	0	26	8	1	5	0	0	2	7	1	0	0	0	1	51
06:30 AM	0	24	16	0	2	1	0	4	5	1	0	0	0	0	53
06:45 AM	0	19	15	0	3	0	1	1	8	0	0	0	0	3	50
07:00 AM	0	17	11	1	4	0	0	4	8	0	0	0	0	0	45
07:15 AM	0	22	16	1	8	0	2	4	5	0	0	0	0	0	58
07:30 AM	0	18	10	3	5	4	0	3	5	0	0	0	0	1	49
07:45 AM	0	25	14	1	9	0	0	1	9	0	0	0	0	1	60
08:00 AM	1	17	11	1	6	4	0	2	10	0	0	0	1	1	54
08:15 AM	0	26	17	1	8	1	0	6	5	0	0	0	0	2	66
08:30 AM	0	25	16	1	4	1	0	2	8	1	0	0	0	1	59
08:45 AM	0	31	14	7	6	0	1	1	6	0	0	0	0	1	67
09:00 AM	0	27	14	2	5	1	0	1	7	0	0	2	1	3	63
09:15 AM	0	29	18	2	11	2	0	6	14	0	1	0	0	1	84
09:30 AM	1	18	20	4	11	2	2	2	8	0	0	0	0	0	68
09:45 AM	0	21	10	3	8	0	0	1	10	1	0	1	1	1	57
10:00 AM	0	33	18	0	10	0	0	2	6	0	0	0	0	3	72
10:15 AM	1	28	30	1	4	1	0	4	8	0	0	0	0	2	79
10:30 AM	1	27	21	5	8	1	0	6	12	0	0	0	1	1	83
10:45 AM	0	40	13	1	4	3	0	2	9	1	1	1	0	0	75
11:00 AM	0	29	21	0	6	0	0	7	9	1	0	0	0	0	73
11:15 AM	1	42	16	0	7	0	1	3	7	1	0	1	0	3	82
11:30 AM	1	37	23	0	7	2	0	3	11	0	0	0	0	1	85
11:45 AM	0	41	15	0	10	0	0	2	6	0	0	0	2	1	77
Day Total Percent															
ADT 5641															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	40	21	2	3	1	0	10	11	0	1	0	0	5	96
12:15 PM	0	51	18	2	7	3	0	4	10	0	0	0	0	3	98
12:30 PM	0	35	20	4	8	1	0	4	8	0	0	0	0	1	81
12:45 PM	5	46	19	2	8	1	0	4	10	0	0	0	0	4	99
01:00 PM	0	44	17	2	10	0	0	0	6	0	0	0	0	2	81
01:15 PM	0	37	19	1	6	3	0	8	7	0	0	0	0	2	83
01:30 PM	1	36	21	0	7	0	0	7	9	0	0	0	0	2	83
01:45 PM	1	47	17	1	3	1	0	7	9	1	0	0	0	0	87
02:00 PM	1	44	15	4	10	0	0	2	8	0	0	1	0	3	88
02:15 PM	0	30	15	1	8	0	0	4	12	2	0	0	0	2	74
02:30 PM	0	35	19	1	5	0	0	1	9	1	0	1	1	1	74
02:45 PM	2	44	18	3	3	3	0	7	3	1	0	0	0	3	87
03:00 PM	1	48	20	3	7	1	0	0	6	0	0	0	0	0	86
03:15 PM	0	53	25	1	8	1	0	4	3	1	0	1	0	4	101
03:30 PM	0	50	14	1	8	0	0	6	6	2	0	1	0	1	89
03:45 PM	0	47	31	0	4	0	0	5	9	0	0	0	0	0	96
04:00 PM	1	50	22	2	8	4	0	3	7	0	0	0	0	4	101
04:15 PM	1	49	36	1	3	0	0	4	3	0	0	0	0	5	102
04:30 PM	1	57	28	1	10	3	0	2	5	0	0	0	0	6	113
04:45 PM	1	58	24	2	10	0	0	4	3	1	0	0	1	2	106
05:00 PM	1	55	33	3	6	1	0	3	5	0	0	0	0	4	111
05:15 PM	1	53	30	4	6	1	0	2	12	0	0	0	0	1	110
05:30 PM	1	84	35	1	6	1	2	3	2	0	0	0	0	3	138
05:45 PM	0	59	18	2	8	1	0	2	8	0	0	0	0	4	102
Day Total Percent															
ADT 5641															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135858
DIRECTION: WB
DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	47	26	1	3	0	0	5	7	0	0	0	0	5	95
06:15 PM	0	55	19	0	7	0	0	4	5	1	0	0	0	4	95
06:30 PM	0	40	23	0	5	0	0	1	2	1	0	0	0	3	75
06:45 PM	0	38	23	1	7	0	0	3	9	0	0	0	0	1	82
07:00 PM	1	40	21	0	7	2	0	1	8	0	0	0	0	4	84
07:15 PM	1	49	17	1	6	0	0	2	8	0	0	0	1	0	85
07:30 PM	0	41	11	0	5	1	0	0	4	2	0	0	0	2	66
07:45 PM	0	46	15	0	1	0	0	2	5	0	0	0	0	1	70
08:00 PM	1	31	17	1	4	0	0	1	7	0	0	0	0	1	63
08:15 PM	0	31	11	2	1	0	0	0	7	0	0	0	0	1	53
08:30 PM	0	55	12	0	6	1	0	1	4	0	0	0	0	2	81
08:45 PM	0	40	12	0	3	0	0	1	8	0	0	0	0	0	64
09:00 PM	0	27	10	0	4	0	0	3	6	0	0	0	0	1	51
09:15 PM	1	28	6	1	6	1	0	0	6	0	0	0	0	0	49
09:30 PM	0	27	10	1	1	0	1	2	5	0	0	0	0	1	48
09:45 PM	0	24	6	1	3	0	0	1	4	0	0	0	0	0	39
10:00 PM	0	20	5	0	2	0	0	1	6	0	0	0	0	0	34
10:15 PM	0	23	8	0	4	0	0	1	4	0	0	0	0	0	40
10:30 PM	0	14	6	2	3	0	0	0	5	0	0	0	0	0	30
10:45 PM	0	12	7	1	0	0	0	1	2	0	0	0	0	0	23
11:00 PM	0	29	5	1	1	1	0	2	6	0	1	0	0	0	46
11:15 PM	0	19	8	1	0	0	0	1	5	0	1	0	0	1	36
11:30 PM	0	12	1	0	1	2	0	0	0	0	0	0	0	0	16
11:45 PM	0	9	3	2	1	0	0	2	5	0	0	0	0	1	23
Day Total	32	2740	1285	106	420	62	11	215	605	20	5	10	9	121	5641
Percent	0.6%	48.6%	22.8%	1.9%	7.4%	1.1%	0.2%	3.8%	10.7%	0.4%	0.1%	0.2%	0.2%	2.1%	
ADT 5641															
AM Peak 15-min Vol	5:00 AM	11:15 AM	10:15 AM	8:45 AM	9:15 AM	7:30 AM	7:15 AM	11:00 AM	9:15 AM	6:15 AM	9:15 AM	9:00 AM	11:45 AM	6:45 AM	11:30 AM
	1	42	30	7	11	4	2	7	14	1	1	2	2	3	85
PM Peak 15-min Vol	12:45 PM	5:30 PM	4:15 PM	12:30 PM	1:00 PM	4:00 PM	5:30 PM	12:00 PM	2:15 PM	2:15 PM	12:00 PM	2:00 PM	2:30 PM	4:30 PM	5:30 PM
	5	84	36	4	10	4	2	10	12	2	1	1	1	6	138

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	10	6	1	1	1	0	1	1	0	0	0	1	0	23
12:15 AM	0	9	5	0	0	0	0	0	1	0	0	0	0	0	15
12:30 AM	0	6	3	0	0	0	0	1	4	0	1	1	0	0	16
12:45 AM	0	12	0	1	1	0	0	0	4	0	0	0	0	0	18
01:00 AM	0	13	5	1	1	1	0	1	0	0	0	0	0	1	23
01:15 AM	0	7	1	0	0	0	0	0	3	0	0	0	0	0	11
01:30 AM	0	10	0	0	1	1	0	0	1	0	0	0	0	0	13
01:45 AM	0	6	3	0	2	0	0	0	3	0	0	0	0	0	14
02:00 AM	0	11	1	0	0	0	0	0	3	0	0	0	0	0	15
02:15 AM	0	5	4	0	0	0	0	0	6	0	0	0	0	0	15
02:30 AM	0	9	1	0	1	0	0	1	3	0	1	0	0	0	16
02:45 AM	0	3	1	0	0	0	0	1	2	0	0	0	0	0	7
03:00 AM	0	4	4	1	0	0	0	0	1	0	0	0	0	0	10
03:15 AM	0	7	1	0	2	0	0	0	4	0	0	0	0	0	14
03:30 AM	0	8	0	0	0	0	0	1	2	0	0	0	0	1	12
03:45 AM	0	3	4	0	0	0	0	0	4	0	1	0	0	0	12
04:00 AM	0	7	2	0	2	0	0	0	3	0	0	0	0	0	14
04:15 AM	0	5	0	0	1	0	0	0	5	0	0	0	0	0	11
04:30 AM	0	6	4	0	1	0	0	0	2	0	0	0	0	0	13
04:45 AM	0	10	2	0	0	0	0	0	3	0	1	0	0	1	17
05:00 AM	0	2	4	0	1	1	0	0	4	0	0	0	0	0	12
05:15 AM	0	9	2	0	1	0	0	1	5	0	1	0	0	0	19
05:30 AM	0	8	9	0	1	0	0	0	5	0	0	0	0	0	23
05:45 AM	0	14	5	0	2	0	0	1	3	0	0	0	0	1	26
Day Total															
Percent															
ADT															
4993															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	11	5	0	4	2	0	0	6	0	0	0	0	0	28
06:15 AM	0	8	5	0	4	0	0	1	2	0	0	0	0	0	20
06:30 AM	0	20	10	1	8	0	0	1	4	0	0	0	0	1	45
06:45 AM	0	19	12	1	1	0	0	0	7	0	0	0	0	0	40
07:00 AM	0	17	6	2	2	0	0	2	6	0	0	0	0	0	35
07:15 AM	0	25	8	2	7	3	0	3	4	0	0	0	0	0	52
07:30 AM	0	19	10	0	5	2	0	3	4	0	0	1	0	0	44
07:45 AM	0	21	16	2	4	1	8	3	8	0	0	0	0	0	63
08:00 AM	0	19	13	1	8	1	1	0	6	0	0	0	0	0	49
08:15 AM	0	16	19	1	6	0	1	0	6	0	0	0	0	2	51
08:30 AM	0	23	12	2	7	0	0	0	6	0	0	1	0	0	51
08:45 AM	0	18	7	2	7	0	0	0	4	0	0	0	0	0	38
09:00 AM	0	21	17	0	11	0	0	7	4	0	0	1	0	0	61
09:15 AM	1	23	18	0	6	1	1	2	7	0	0	1	0	0	60
09:30 AM	0	32	8	1	5	2	0	0	12	0	0	0	0	2	62
09:45 AM	0	24	16	3	8	4	4	2	3	0	0	1	0	2	67
10:00 AM	1	35	18	0	6	0	0	3	6	0	0	0	0	2	71
10:15 AM	0	38	12	0	8	0	0	1	7	0	0	0	0	0	66
10:30 AM	1	23	11	0	5	1	0	4	6	0	0	0	1	1	53
10:45 AM	0	33	15	0	6	2	0	1	8	0	0	1	0	3	69
11:00 AM	0	20	17	2	5	3	1	5	7	1	0	0	1	3	65
11:15 AM	0	37	15	1	7	0	0	2	8	0	0	0	0	2	72
11:30 AM	0	39	23	1	2	0	0	0	7	0	0	0	0	1	73
11:45 AM	1	50	12	1	3	3	0	3	7	0	0	0	0	2	82
Day Total															
Percent															
ADT															
4993															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

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LOCATION: W Hwy 326 East of NW 47th Ave

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CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	37	18	0	2	0	0	3	5	0	0	0	0	2	68
12:15 PM	0	41	21	1	7	0	1	4	6	1	0	0	0	2	84
12:30 PM	0	30	11	3	9	0	2	5	8	0	0	0	0	2	70
12:45 PM	0	36	9	1	11	0	0	4	13	0	0	0	0	4	78
01:00 PM	0	32	16	3	7	3	1	10	13	0	0	0	1	1	87
01:15 PM	0	24	16	3	8	1	2	4	8	1	0	0	0	1	68
01:30 PM	0	29	10	2	6	0	0	7	11	1	0	0	0	3	69
01:45 PM	0	32	18	4	6	1	0	5	17	2	0	0	1	2	88
02:00 PM	2	25	23	2	6	3	2	6	8	0	0	1	0	2	80
02:15 PM	1	35	17	2	5	0	2	5	19	0	0	0	1	5	92
02:30 PM	0	43	23	2	6	0	0	6	13	0	0	0	0	0	93
02:45 PM	0	37	20	3	7	1	1	3	14	0	2	0	0	5	93
03:00 PM	1	35	22	4	7	3	0	9	18	2	0	1	1	2	105
03:15 PM	0	40	17	4	8	1	3	2	16	0	0	0	1	3	95
03:30 PM	0	38	14	1	5	1	1	6	9	1	0	0	0	2	78
03:45 PM	1	42	22	1	8	2	0	6	10	0	0	1	0	3	96
04:00 PM	2	38	14	1	15	1	0	1	12	0	0	0	0	7	91
04:15 PM	0	41	16	6	6	2	0	4	18	0	0	0	0	2	95
04:30 PM	0	40	15	2	5	0	0	8	7	1	0	0	0	4	82
04:45 PM	2	37	27	4	9	2	0	5	12	0	0	0	0	7	105
05:00 PM	1	47	27	0	15	1	0	5	8	1	0	1	1	5	112
05:15 PM	5	76	25	1	12	4	0	7	7	1	0	2	0	3	143
05:30 PM	1	41	17	1	5	4	0	4	6	0	0	2	0	3	84
05:45 PM	2	44	17	1	10	1	0	4	9	0	1	0	0	5	94
Day Total															
Percent															
ADT															
4993															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: W Hwy 326 East of NW 47th Ave
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135858
DIRECTION: WB
DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	38	13	0	7	2	0	4	8	0	0	0	0	3	75
06:15 PM	1	41	15	1	10	1	0	3	12	0	0	1	0	5	90
06:30 PM	1	25	18	1	3	1	0	3	10	1	0	0	0	1	64
06:45 PM	0	26	17	0	7	2	0	3	13	0	0	1	0	2	71
07:00 PM	0	37	19	2	4	0	0	2	13	0	0	0	0	0	77
07:15 PM	1	36	12	1	8	0	0	2	7	0	0	0	0	3	70
07:30 PM	0	29	16	1	2	0	0	1	9	0	0	1	0	0	59
07:45 PM	0	33	14	0	4	0	0	1	8	0	0	1	0	0	61
08:00 PM	1	25	9	0	2	2	0	2	7	0	0	0	0	2	50
08:15 PM	0	27	13	1	2	0	0	2	7	0	0	0	0	1	53
08:30 PM	0	21	7	0	1	0	0	3	11	0	0	0	0	0	43
08:45 PM	0	20	9	0	4	1	0	3	10	0	0	0	0	0	47
09:00 PM	0	16	9	0	2	0	0	0	11	0	0	0	0	0	38
09:15 PM	0	17	10	0	0	3	0	2	8	0	0	0	0	0	40
09:30 PM	0	28	7	1	3	0	0	1	6	0	0	0	0	0	46
09:45 PM	0	17	7	1	6	0	0	0	8	0	0	1	0	0	40
10:00 PM	0	12	3	0	3	0	0	0	7	0	0	0	0	0	25
10:15 PM	1	14	10	0	1	0	0	3	7	0	0	0	0	0	36
10:30 PM	0	14	5	0	4	1	0	3	5	0	0	0	0	0	32
10:45 PM	0	16	5	1	3	0	0	0	3	0	0	0	0	1	29
11:00 PM	0	13	12	0	2	0	0	2	7	0	0	0	0	1	37
11:15 PM	0	15	6	2	1	0	0	0	4	0	0	0	0	0	28
11:30 PM	0	15	0	0	0	0	0	0	8	0	0	0	0	0	23
11:45 PM	0	10	4	0	1	1	0	0	7	0	0	0	0	0	23
Day Total	29	2240	1047	91	418	74	31	214	680	13	8	20	9	119	4993
Percent	0.6%	44.9%	21%	1.8%	8.4%	1.5%	0.6%	4.3%	13.6%	0.3%	0.2%	0.4%	0.2%	2.4%	
ADT 4993															
AM Peak 15-min Vol	12:00 AM	11:45 AM	11:30 AM	9:45 AM	9:00 AM	9:45 AM	7:45 AM	9:00 AM	9:30 AM	11:00 AM	12:30 AM	12:30 AM	12:00 AM	10:45 AM	11:45 AM
	1	50	23	3	11	4	8	7	12	1	1	1	1	3	82
PM Peak 15-min Vol	5:15 PM	5:15 PM	4:45 PM	4:15 PM	4:00 PM	5:15 PM	3:15 PM	1:00 PM	2:15 PM	1:45 PM	2:45 PM	5:15 PM	1:00 PM	4:00 PM	5:15 PM
	5	76	27	6	15	4	3	10	19	2	2	2	1	7	143

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	5	0	1	0	0	0	3	1	0	1	0	1	17
12:15 AM	0	3	3	1	0	0	0	1	5	0	0	0	0	0	13
12:30 AM	0	6	2	0	0	0	0	0	4	0	0	0	0	0	12
12:45 AM	0	9	4	0	0	0	0	0	4	0	0	0	0	0	17
01:00 AM	0	4	2	0	1	0	0	0	7	0	0	0	0	0	14
01:15 AM	0	9	2	0	0	0	0	0	6	0	0	0	0	0	17
01:30 AM	0	8	1	0	0	0	0	0	4	0	0	0	0	0	13
01:45 AM	0	4	3	0	0	0	0	0	1	0	0	0	0	0	8
02:00 AM	0	5	2	0	0	0	0	1	5	0	0	0	0	0	13
02:15 AM	0	5	2	0	0	0	0	0	8	0	1	0	0	0	16
02:30 AM	0	3	2	1	0	1	0	2	2	0	0	0	0	0	11
02:45 AM	0	3	3	0	1	1	0	0	6	0	0	0	0	0	14
03:00 AM	0	2	2	0	1	1	0	1	5	0	1	0	0	0	13
03:15 AM	0	2	0	0	1	0	0	0	6	0	0	0	0	0	9
03:30 AM	0	6	0	1	0	0	0	1	7	0	0	1	0	0	16
03:45 AM	0	2	0	0	0	0	0	1	13	0	0	0	0	0	16
04:00 AM	0	5	3	0	0	0	0	1	6	0	0	0	0	0	15
04:15 AM	0	9	4	0	0	0	0	0	6	0	0	0	0	0	19
04:30 AM	0	4	4	0	1	0	0	2	6	1	0	0	0	0	18
04:45 AM	0	6	2	0	0	0	0	1	5	0	0	0	0	0	14
05:00 AM	0	7	4	0	2	0	0	0	4	0	0	2	0	0	19
05:15 AM	0	12	7	2	2	0	0	2	8	0	0	0	0	0	33
05:30 AM	0	9	3	0	1	0	0	1	1	0	0	0	0	1	16
05:45 AM	2	11	8	2	2	2	0	1	7	0	0	0	0	0	35
Day Total															
Percent															
ADT															
5478															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	18	15	2	4	1	0	1	5	0	0	0	0	0	46
06:15 AM	0	18	12	1	7	0	0	2	5	0	0	1	0	0	46
06:30 AM	1	26	19	2	7	3	0	0	6	0	0	0	0	0	64
06:45 AM	1	29	22	2	3	0	0	2	9	0	0	0	0	2	70
07:00 AM	0	20	16	3	2	2	1	1	9	0	1	0	0	1	56
07:15 AM	0	28	17	2	9	0	0	5	9	0	1	1	0	0	72
07:30 AM	0	43	16	2	8	6	0	2	7	1	0	0	0	2	87
07:45 AM	1	33	15	1	7	3	0	3	8	0	0	0	1	2	74
08:00 AM	0	25	20	1	10	0	0	3	13	0	0	1	0	2	75
08:15 AM	0	22	16	4	10	2	0	5	15	0	0	0	0	0	74
08:30 AM	0	24	17	5	8	1	0	5	5	1	0	0	1	0	67
08:45 AM	1	28	13	1	12	0	0	6	8	0	0	0	0	1	70
09:00 AM	1	29	16	2	4	2	0	4	10	0	0	0	0	3	71
09:15 AM	1	29	11	2	3	2	0	5	13	1	0	0	0	1	68
09:30 AM	0	26	16	2	5	1	1	8	9	0	0	0	0	6	74
09:45 AM	0	24	22	2	10	1	0	4	8	0	0	0	0	1	72
10:00 AM	1	25	16	1	6	1	0	8	12	0	0	0	1	5	76
10:15 AM	0	33	15	3	8	0	0	4	4	0	0	2	1	1	71
10:30 AM	1	27	19	3	9	2	0	8	7	2	0	0	0	2	80
10:45 AM	3	30	20	0	7	0	0	7	11	0	0	0	0	1	79
11:00 AM	1	28	22	4	6	1	0	6	7	1	0	1	1	3	81
11:15 AM	1	27	13	2	4	3	0	5	7	0	0	0	0	4	66
11:30 AM	1	31	15	4	1	1	0	5	8	0	0	2	0	1	69
11:45 AM	0	38	30	3	3	1	0	5	13	1	0	1	0	3	98
Day Total Percent															
ADT 5478															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	32	12	4	6	2	0	6	10	0	0	0	0	4	77
12:15 PM	0	36	12	2	5	2	0	5	9	0	0	0	0	4	75
12:30 PM	0	37	21	3	3	1	1	5	12	0	0	1	0	7	91
12:45 PM	0	44	20	0	6	1	0	4	11	1	0	0	1	3	91
01:00 PM	0	24	14	3	5	0	0	7	11	0	1	0	0	2	67
01:15 PM	1	49	19	6	3	0	0	6	12	0	0	0	0	0	96
01:30 PM	0	56	20	1	5	1	0	6	7	2	0	0	1	2	101
01:45 PM	0	48	12	0	4	2	0	6	14	0	0	1	0	1	88
02:00 PM	2	39	23	1	7	3	0	4	10	1	0	0	1	1	92
02:15 PM	0	38	11	2	2	1	0	5	6	0	0	0	0	0	65
02:30 PM	0	51	10	0	5	7	0	3	10	0	0	0	1	4	91
02:45 PM	0	35	21	5	8	2	0	2	7	1	0	0	0	0	81
03:00 PM	0	31	25	2	7	1	0	5	7	0	0	0	0	1	79
03:15 PM	1	50	18	4	4	1	0	5	8	0	0	0	0	1	92
03:30 PM	0	42	15	3	6	3	0	4	11	0	0	0	0	2	86
03:45 PM	1	60	18	2	10	2	0	4	13	0	1	0	0	0	111
04:00 PM	0	54	26	1	13	2	0	5	9	0	0	0	0	1	111
04:15 PM	0	40	21	2	3	1	0	3	7	0	0	0	0	3	80
04:30 PM	0	53	18	0	9	0	0	4	2	0	1	0	0	0	87
04:45 PM	0	48	20	1	10	2	0	3	5	1	0	0	0	0	90
05:00 PM	4	67	24	0	7	3	0	3	8	0	0	0	0	5	121
05:15 PM	1	63	18	0	4	0	0	2	5	0	1	1	0	1	96
05:30 PM	3	50	23	0	4	1	0	4	9	0	0	0	0	6	100
05:45 PM	0	70	24	1	5	2	0	0	5	0	0	0	0	0	107
Day Total															
Percent															
ADT															
5478															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
06:00 PM	0	41	8	0	3	0	0	5	3	0	0	0	0	3	63	
06:15 PM	1	45	18	0	4	2	0	2	9	0	0	0	0	3	84	
06:30 PM	1	43	11	2	5	1	0	1	4	0	0	0	0	1	69	
06:45 PM	0	46	16	0	7	1	0	0	9	0	0	0	0	2	81	
07:00 PM	0	39	16	0	2	1	0	1	4	0	1	0	1	0	65	
07:15 PM	1	40	11	0	4	2	0	4	5	0	0	0	0	1	68	
07:30 PM	0	43	9	0	1	1	0	1	9	0	0	0	0	1	65	
07:45 PM	1	35	6	1	3	2	0	5	7	0	1	0	0	0	61	
08:00 PM	1	35	7	0	2	1	0	1	3	0	0	0	0	1	51	
08:15 PM	0	32	14	0	4	0	0	3	9	0	0	0	0	0	62	
08:30 PM	0	27	7	0	4	1	0	2	5	0	0	0	0	0	46	
08:45 PM	0	31	7	0	0	1	0	0	6	0	0	0	0	0	45	
09:00 PM	0	25	8	1	1	0	0	3	7	0	0	0	0	1	46	
09:15 PM	0	22	7	0	0	1	0	0	5	0	0	0	0	0	35	
09:30 PM	1	34	9	1	1	0	1	0	6	0	0	0	0	0	53	
09:45 PM	0	25	9	0	3	2	0	1	1	0	0	0	0	0	41	
10:00 PM	0	30	6	0	1	1	0	1	7	0	0	0	0	3	49	
10:15 PM	0	24	6	0	2	0	0	1	5	0	0	0	0	0	38	
10:30 PM	0	17	3	1	2	1	0	1	2	0	0	0	0	1	28	
10:45 PM	0	27	5	0	0	0	0	0	3	0	0	0	0	0	35	
11:00 PM	0	19	5	0	0	0	0	0	3	0	0	0	0	1	28	
11:15 PM	0	17	3	0	2	0	0	2	9	0	0	0	0	0	33	
11:30 PM	0	24	6	0	1	1	0	0	4	0	0	1	0	1	38	
11:45 PM	0	14	4	0	2	0	0	0	4	0	0	1	0	0	25	
Day Total	36	2652	1127	110	361	97	4	254	674	15	10	18	10	110	5478	
Percent	0.7%	48.4%	20.6%	2%	6.6%	1.8%	0.1%	4.6%	12.3%	0.3%	0.2%	0.3%	0.2%	2%		
ADT 5478																
AM Peak 15-min Vol	10:45 AM 3	7:30 AM 43	11:45 AM 30	8:30 AM 5	8:45 AM 12	7:30 AM 6	7:00 AM 1	9:30 AM 8	8:15 AM 15	10:30 AM 2	2:15 AM 1	5:00 AM 2	7:45 AM 1	9:30 AM 6	11:45 AM 98	
PM Peak 15-min Vol	5:00 PM 4	5:45 PM 70	4:00 PM 26	1:15 PM 6	4:00 PM 13	2:30 PM 7	12:30 PM 1	1:00 PM 7	1:45 PM 14	1:30 PM 2	1:00 PM 1	12:30 PM 1	12:45 PM 1	12:30 PM 7	5:00 PM 121	

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	7	0	2	0	0	0	6	0	0	0	0	0	23
12:15 AM	0	16	5	0	1	0	0	0	1	0	0	0	0	0	23
12:30 AM	0	21	3	2	1	0	0	0	5	0	1	0	0	0	33
12:45 AM	0	12	6	1	1	0	0	0	4	0	0	0	0	0	24
01:00 AM	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
01:15 AM	0	9	3	0	0	0	0	0	3	0	0	0	0	0	15
01:30 AM	0	8	2	0	1	0	0	0	8	0	0	0	0	0	19
01:45 AM	0	7	1	0	1	1	0	0	4	0	0	0	0	0	14
02:00 AM	0	6	2	0	1	1	0	0	3	0	1	0	0	0	14
02:15 AM	0	8	1	0	1	0	0	0	2	0	0	0	0	0	12
02:30 AM	0	9	4	0	0	0	0	0	3	0	0	0	0	0	16
02:45 AM	0	4	1	0	0	0	0	1	0	0	0	2	0	0	8
03:00 AM	0	8	2	1	1	0	0	0	2	0	1	0	0	0	15
03:15 AM	0	3	3	0	0	0	0	1	1	0	0	0	0	0	8
03:30 AM	0	4	2	1	1	0	0	0	6	0	0	0	0	0	14
03:45 AM	0	3	1	0	1	0	0	0	4	0	1	0	0	0	10
04:00 AM	1	9	0	1	1	0	0	0	3	0	0	0	0	1	16
04:15 AM	0	6	1	1	1	0	0	0	3	0	0	1	0	4	17
04:30 AM	0	2	1	2	3	1	0	0	4	0	0	1	0	0	14
04:45 AM	0	7	3	0	0	1	0	0	6	0	0	0	0	0	17
05:00 AM	0	8	3	1	1	0	0	0	3	0	0	0	0	1	17
05:15 AM	0	15	4	0	2	1	0	0	2	0	0	0	0	0	24
05:30 AM	0	6	2	0	1	0	0	0	7	0	0	0	0	0	16
05:45 AM	0	18	6	0	0	0	0	0	1	0	0	0	0	0	25
Day Total															
Percent															
ADT															
4734															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	8	8	1	0	0	0	0	7	0	0	0	0	0	24
06:15 AM	0	12	6	0	3	0	0	1	7	0	0	0	0	0	29
06:30 AM	0	12	5	0	3	1	0	1	8	0	0	0	1	0	31
06:45 AM	0	18	5	0	2	0	0	1	3	0	0	0	0	0	29
07:00 AM	0	11	4	0	3	3	0	4	4	0	0	0	0	0	29
07:15 AM	0	20	7	0	5	4	0	1	3	0	0	0	0	0	40
07:30 AM	0	19	15	0	2	0	0	2	5	0	0	0	0	0	43
07:45 AM	0	23	7	0	1	0	0	1	8	0	0	0	0	0	40
08:00 AM	0	16	15	0	1	1	0	1	3	0	0	0	0	0	37
08:15 AM	0	19	11	0	4	1	0	1	3	0	1	0	0	1	41
08:30 AM	0	22	14	0	2	2	0	2	8	0	0	0	0	0	50
08:45 AM	0	25	13	0	4	3	0	0	6	0	0	0	0	0	51
09:00 AM	0	32	10	0	5	1	0	3	5	0	1	0	0	0	57
09:15 AM	0	17	7	0	4	1	0	1	6	0	0	1	0	0	37
09:30 AM	0	41	11	0	5	4	0	4	2	0	0	0	0	1	68
09:45 AM	0	35	8	0	5	0	0	2	3	0	0	0	0	1	54
10:00 AM	0	28	10	1	5	1	0	3	11	0	0	0	0	1	60
10:15 AM	1	28	17	0	3	1	0	4	3	0	1	1	0	1	60
10:30 AM	1	31	17	1	12	1	0	3	10	0	0	0	0	1	77
10:45 AM	1	33	13	0	1	0	0	5	8	0	0	0	0	2	63
11:00 AM	0	37	12	1	3	1	0	1	4	0	0	0	0	0	59
11:15 AM	1	33	13	0	4	2	0	1	6	0	0	0	0	0	60
11:30 AM	1	38	13	0	3	0	0	4	10	0	0	0	0	1	70
11:45 AM	1	34	19	0	2	1	0	4	13	0	0	0	0	0	74
Day Total Percent															
ADT 4734															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	53	21	3	8	2	0	1	4	1	0	0	0	3	98
12:15 PM	0	36	12	0	7	2	0	0	5	0	1	0	0	0	63
12:30 PM	0	43	16	2	11	4	0	3	8	0	0	0	0	1	88
12:45 PM	0	37	14	0	6	0	0	5	11	0	0	0	0	1	74
01:00 PM	0	52	16	1	7	0	0	1	5	0	0	0	0	1	83
01:15 PM	0	39	19	1	3	0	0	0	5	0	0	0	0	4	71
01:30 PM	0	39	17	0	2	0	0	4	4	0	0	1	0	1	68
01:45 PM	0	45	12	1	6	3	0	3	6	0	0	1	0	2	79
02:00 PM	1	39	18	1	9	0	0	0	8	0	0	1	0	5	82
02:15 PM	1	42	16	1	8	2	0	2	6	0	0	0	0	0	78
02:30 PM	1	69	19	2	5	0	0	5	4	0	0	0	0	2	107
02:45 PM	0	62	15	0	6	0	0	2	6	0	0	0	0	0	91
03:00 PM	2	102	28	0	7	0	0	2	11	0	0	0	0	1	153
03:15 PM	2	95	25	1	5	1	0	5	4	0	0	0	1	2	141
03:30 PM	5	63	17	2	7	4	0	2	4	0	0	1	0	3	108
03:45 PM	3	48	12	0	3	1	0	1	5	0	0	0	0	5	78
04:00 PM	0	42	16	0	7	1	0	4	5	0	0	0	0	3	78
04:15 PM	1	47	20	0	3	2	0	4	5	0	1	1	0	1	85
04:30 PM	2	51	16	0	2	0	0	3	5	0	0	0	0	1	80
04:45 PM	1	37	17	3	5	0	0	5	6	0	0	0	0	3	77
05:00 PM	0	36	12	1	6	0	0	1	6	0	0	0	0	0	62
05:15 PM	1	42	8	0	3	2	0	4	9	0	0	0	0	4	73
05:30 PM	1	41	14	0	3	1	0	5	7	0	0	0	0	1	73
05:45 PM	0	42	14	0	4	1	0	2	6	0	0	0	0	1	70
Day Total															
Percent															
ADT															
4734															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 East of NW 47th Ave **QC JOB #:** 15135858
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	42	14	2	2	2	0	1	1	0	0	0	0	1	65
06:15 PM	1	33	14	1	3	1	0	2	4	0	0	0	1	1	61
06:30 PM	1	41	14	2	2	3	0	2	7	0	0	1	0	0	73
06:45 PM	0	37	9	0	1	0	0	1	6	0	0	0	0	1	55
07:00 PM	0	28	13	0	1	0	0	3	3	0	0	0	0	1	49
07:15 PM	0	39	13	1	2	0	0	3	3	0	0	0	0	1	62
07:30 PM	1	29	9	0	2	3	0	1	3	0	0	0	0	0	48
07:45 PM	1	31	11	0	1	1	0	1	3	0	0	0	0	0	49
08:00 PM	0	27	10	2	4	0	0	1	4	0	0	0	0	0	48
08:15 PM	0	36	9	0	1	1	0	1	4	0	0	0	0	1	53
08:30 PM	0	28	14	1	2	0	0	1	4	0	0	0	0	0	50
08:45 PM	0	24	7	1	2	0	0	0	4	0	0	0	0	1	39
09:00 PM	0	31	13	0	5	0	0	1	9	0	0	0	0	2	61
09:15 PM	0	22	10	0	0	0	0	2	5	0	0	0	0	0	39
09:30 PM	0	23	8	0	3	0	0	0	8	0	0	0	0	0	42
09:45 PM	0	20	7	0	0	0	0	1	8	0	0	1	0	1	38
10:00 PM	2	25	8	0	2	0	0	0	3	0	0	0	0	1	41
10:15 PM	0	23	6	0	2	0	0	1	2	0	0	0	0	0	34
10:30 PM	0	21	8	0	1	0	0	1	2	0	0	0	0	0	33
10:45 PM	0	15	9	0	2	0	0	1	2	0	0	0	0	0	29
11:00 PM	0	20	4	0	1	0	0	0	3	0	0	1	0	1	30
11:15 PM	0	20	14	0	1	0	0	0	4	0	0	0	0	0	39
11:30 PM	0	12	6	0	2	0	0	3	3	0	0	0	0	0	26
11:45 PM	0	8	5	0	0	0	0	0	3	0	0	0	0	0	16
Day Total	36	2638	957	43	278	70	0	143	470	1	9	14	3	72	4734
Percent	0.8%	55.7%	20.2%	0.9%	5.9%	1.5%	0%	3%	9.9%	0%	0.2%	0.3%	0.1%	1.5%	
ADT 4734															
AM Peak 15-min Vol	4:00 AM	9:30 AM	11:45 AM	12:30 AM	10:30 AM	7:15 AM	12:00 AM	10:45 AM	11:45 AM	12:00 AM	12:30 AM	2:45 AM	6:30 AM	4:15 AM	10:30 AM
	1	41	19	2	12	4	0	5	13	0	1	2	1	4	77
PM Peak 15-min Vol	3:30 PM	3:00 PM	3:00 PM	12:00 PM	12:30 PM	12:30 PM	12:00 PM	12:45 PM	12:45 PM	12:00 PM	12:15 PM	1:30 PM	3:15 PM	2:00 PM	3:00 PM
	5	102	28	3	11	4	0	5	11	1	1	1	1	5	153

Comments:

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	17	7	0	1	0	0	0	0	0	0	0	0	0	25
12:15 AM	0	8	7	0	0	0	0	0	1	0	0	0	0	1	17
12:30 AM	0	13	5	0	1	1	0	1	2	0	0	0	0	0	23
12:45 AM	0	16	1	0	0	0	0	1	1	0	0	1	0	0	20
01:00 AM	0	9	0	0	1	0	0	1	3	0	0	0	0	0	14
01:15 AM	0	7	1	0	1	0	0	0	2	0	0	0	0	0	11
01:30 AM	0	5	0	1	0	0	0	0	2	0	0	0	0	0	8
01:45 AM	0	10	3	0	2	0	0	0	1	0	0	0	0	0	16
02:00 AM	0	7	2	0	0	0	0	0	3	0	0	0	0	0	12
02:15 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	1	12
02:30 AM	0	10	2	0	0	0	0	0	2	0	0	1	0	0	15
02:45 AM	0	4	1	0	0	0	0	0	4	0	0	0	0	0	9
03:00 AM	0	4	1	0	2	1	0	0	6	0	0	0	0	0	14
03:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
03:30 AM	0	2	1	0	2	0	0	0	4	0	0	0	0	0	9
03:45 AM	0	5	3	0	3	0	0	1	5	0	0	0	0	0	17
04:00 AM	0	2	0	0	0	0	0	0	3	0	0	0	0	0	5
04:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30 AM	0	4	0	0	1	0	0	1	3	0	0	0	0	1	10
04:45 AM	0	3	1	0	0	0	0	0	4	0	0	0	0	0	8
05:00 AM	0	6	0	0	0	1	0	2	5	0	0	1	0	1	16
05:15 AM	0	6	2	0	1	0	0	0	3	0	0	0	0	0	12
05:30 AM	0	9	4	0	1	0	0	0	2	0	0	0	0	0	16
05:45 AM	0	10	3	0	2	0	0	0	2	0	0	0	0	0	17
Day Total Percent															
ADT 4431															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	10	5	0	1	0	0	0	1	0	0	0	0	0	17
06:15 AM	0	9	0	0	1	0	0	0	4	0	0	0	0	0	14
06:30 AM	0	13	5	0	2	0	0	1	1	0	0	0	0	0	22
06:45 AM	0	10	4	1	0	0	0	3	2	0	0	0	0	0	20
07:00 AM	1	18	4	0	3	1	0	0	1	0	0	0	0	0	28
07:15 AM	0	14	4	1	1	1	0	1	2	0	0	0	0	0	24
07:30 AM	1	16	5	1	1	1	0	1	2	0	0	0	0	0	28
07:45 AM	0	12	8	2	1	1	0	0	1	0	0	1	0	0	26
08:00 AM	1	17	7	1	2	1	0	1	3	0	0	1	0	0	34
08:15 AM	0	30	16	0	3	0	0	1	3	0	0	0	0	0	53
08:30 AM	1	23	8	0	3	0	0	1	8	0	0	0	0	0	44
08:45 AM	0	19	10	0	0	1	0	1	5	0	0	0	0	0	36
09:00 AM	0	22	13	0	4	1	0	3	3	0	0	0	0	0	46
09:15 AM	0	17	18	0	3	0	0	3	2	0	0	0	0	0	43
09:30 AM	1	31	13	0	4	0	0	3	5	0	0	0	0	1	58
09:45 AM	1	33	14	0	4	3	0	2	7	0	0	0	0	2	66
10:00 AM	0	37	14	2	3	0	0	4	5	0	0	0	0	0	65
10:15 AM	0	35	12	1	8	0	0	2	7	0	0	0	0	0	65
10:30 AM	0	31	17	1	8	0	0	2	4	0	0	0	0	0	63
10:45 AM	4	54	17	0	1	0	0	0	5	0	0	0	0	2	83
11:00 AM	0	31	16	0	5	1	0	0	4	0	0	2	0	0	59
11:15 AM	2	30	20	0	9	2	0	1	5	0	0	0	0	1	70
11:30 AM	0	40	12	0	4	0	0	1	8	1	0	0	0	0	66
11:45 AM	1	31	12	2	4	1	0	2	10	0	0	0	0	3	66
Day Total															
Percent															
ADT															
4431															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	34	13	1	6	0	0	3	7	0	0	0	0	0	64
12:15 PM	3	38	14	2	8	1	0	2	7	0	0	1	0	0	76
12:30 PM	0	39	16	1	3	0	0	4	4	0	0	0	0	0	67
12:45 PM	1	57	16	1	7	1	0	2	10	0	1	0	0	2	98
01:00 PM	1	55	18	1	8	0	0	1	6	0	1	0	0	1	92
01:15 PM	1	58	18	0	5	0	0	2	9	0	0	0	0	3	96
01:30 PM	0	41	17	1	11	1	0	2	4	0	0	0	0	0	77
01:45 PM	3	55	11	1	4	1	0	2	8	0	0	0	0	3	88
02:00 PM	0	36	27	0	9	0	0	5	5	0	0	1	0	1	84
02:15 PM	0	45	20	1	5	0	0	4	3	0	0	0	0	2	80
02:30 PM	1	44	20	0	2	0	0	2	11	0	0	0	0	2	82
02:45 PM	2	32	15	0	5	2	0	5	9	0	0	0	0	4	74
03:00 PM	1	42	24	1	6	1	0	5	6	0	0	0	1	3	90
03:15 PM	1	57	23	2	3	0	0	3	8	0	0	0	0	4	101
03:30 PM	2	55	13	2	3	1	0	4	13	0	1	0	0	2	96
03:45 PM	0	56	13	0	4	1	0	4	6	0	0	1	0	6	91
04:00 PM	1	68	14	2	4	4	0	3	4	0	0	0	0	0	100
04:15 PM	0	39	26	0	3	1	0	3	6	0	0	0	0	0	78
04:30 PM	0	36	17	1	3	1	0	3	7	0	1	0	0	2	71
04:45 PM	0	41	16	0	7	0	0	6	5	0	0	0	0	1	76
05:00 PM	0	45	14	1	7	2	0	2	5	0	0	0	0	0	76
05:15 PM	1	40	12	0	2	2	0	3	7	0	0	0	0	0	67
05:30 PM	0	44	21	1	7	1	0	3	8	0	0	0	0	1	86
05:45 PM	0	39	18	0	7	1	0	1	6	0	0	0	0	0	72
Day Total Percent															
ADT 4431															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 East of NW 47th Ave

QC JOB #: 15135858

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

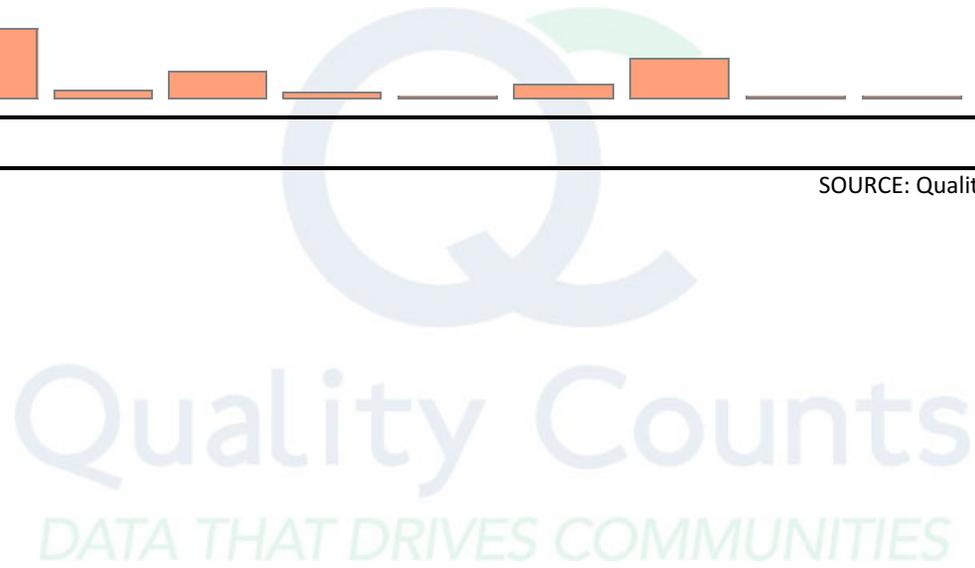
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	43	14	0	5	1	0	2	7	0	0	0	0	0	73
06:15 PM	0	40	20	2	5	1	0	0	12	0	1	0	0	0	81
06:30 PM	0	37	17	0	4	0	0	2	4	0	0	0	0	5	69
06:45 PM	1	37	17	0	3	5	0	1	8	0	0	0	0	2	74
07:00 PM	1	41	9	0	1	1	0	2	3	0	0	0	0	1	59
07:15 PM	0	35	13	1	5	1	0	3	8	0	0	0	0	0	66
07:30 PM	0	36	12	0	2	1	0	1	12	1	0	0	0	0	65
07:45 PM	1	28	4	0	4	0	0	1	4	0	0	0	0	0	42
08:00 PM	0	20	12	0	4	2	0	1	5	0	0	0	0	1	45
08:15 PM	0	30	10	0	1	0	0	0	4	0	0	0	1	0	46
08:30 PM	0	18	10	2	6	0	0	1	8	0	0	1	0	1	47
08:45 PM	0	19	8	2	2	1	0	1	3	0	0	0	0	1	37
09:00 PM	0	22	4	0	1	0	0	0	6	0	0	0	0	0	33
09:15 PM	0	17	5	0	4	1	0	1	2	0	0	0	0	2	32
09:30 PM	0	12	3	0	5	0	0	1	7	0	0	0	0	0	28
09:45 PM	0	17	5	0	3	0	0	3	8	0	0	0	0	0	36
10:00 PM	1	15	8	0	2	0	0	0	4	0	0	0	0	0	30
10:15 PM	0	15	6	0	3	0	0	1	4	0	0	0	1	0	30
10:30 PM	0	15	2	1	0	0	0	2	5	0	0	0	0	0	25
10:45 PM	0	15	0	1	2	0	0	0	4	0	0	0	1	0	23
11:00 PM	0	13	3	0	1	0	0	0	3	0	0	0	0	0	20
11:15 PM	0	11	5	1	2	0	0	2	9	0	0	0	0	0	30
11:30 PM	0	18	2	0	2	0	0	0	5	0	0	0	0	0	27
11:45 PM	0	10	2	0	1	1	0	0	6	0	0	0	0	0	20
Day Total	36	2417	906	42	291	53	0	139	462	2	5	11	4	63	4431
Percent	0.8%	54.5%	20.4%	0.9%	6.6%	1.2%	0%	3.1%	10.4%	0%	0.1%	0.2%	0.1%	1.4%	
ADT 4431															
AM Peak 15-min Vol	10:45 AM	10:45 AM	11:15 AM	7:45 AM	11:15 AM	9:45 AM	12:00 AM	10:00 AM	11:45 AM	11:30 AM	12:00 AM	11:00 AM	12:00 AM	11:45 AM	10:45 AM
	4	54	20	2	9	3	0	4	10	1	0	2	0	3	83
PM Peak 15-min Vol	12:15 PM	4:00 PM	2:00 PM	12:15 PM	1:30 PM	6:45 PM	12:00 PM	4:45 PM	3:30 PM	7:30 PM	12:45 PM	12:15 PM	3:00 PM	3:45 PM	3:15 PM
	3	68	27	2	11	5	0	6	13	1	1	1	1	6	101

Comments:

LOCATION: W Hwy 326 East of NW 47th Ave **QC JOB #:** 15135858
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 16 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total																														
Grand Total	327	16943	7416	712	2767	559	63	1477	4224	71	69	90	49	940	35707																														
Percent	0.9%	47.5%	20.8%	2%	7.7%	1.6%	0.2%	4.1%	11.8%	0.2%	0.2%	0.3%	0.1%	2.6%																															
ADT 5101	<table border="1"> <caption>ADT 5101 Data</caption> <thead> <tr> <th>Vehicle Classification</th> <th>ADT 5101 Count</th> </tr> </thead> <tbody> <tr><td>Motorcycles</td><td>~10</td></tr> <tr><td>Cars & Trailer</td><td>~17000</td></tr> <tr><td>2 Axle Long</td><td>~7500</td></tr> <tr><td>Buses</td><td>~700</td></tr> <tr><td>2 Axle 6 Tire</td><td>~2800</td></tr> <tr><td>3 Axle Single</td><td>~550</td></tr> <tr><td>4 Axle Single</td><td>~60</td></tr> <tr><td><5 Axle Double</td><td>~1500</td></tr> <tr><td>5 Axle Double</td><td>~4300</td></tr> <tr><td>>6 Axle Double</td><td>~70</td></tr> <tr><td><6 Axle Multi</td><td>~70</td></tr> <tr><td>6 Axle Multi</td><td>~90</td></tr> <tr><td>>6 Axle Multi</td><td>~50</td></tr> <tr><td>Not Classified</td><td>~950</td></tr> </tbody> </table>															Vehicle Classification	ADT 5101 Count	Motorcycles	~10	Cars & Trailer	~17000	2 Axle Long	~7500	Buses	~700	2 Axle 6 Tire	~2800	3 Axle Single	~550	4 Axle Single	~60	<5 Axle Double	~1500	5 Axle Double	~4300	>6 Axle Double	~70	<6 Axle Multi	~70	6 Axle Multi	~90	>6 Axle Multi	~50	Not Classified	~950
Vehicle Classification	ADT 5101 Count																																												
Motorcycles	~10																																												
Cars & Trailer	~17000																																												
2 Axle Long	~7500																																												
Buses	~700																																												
2 Axle 6 Tire	~2800																																												
3 Axle Single	~550																																												
4 Axle Single	~60																																												
<5 Axle Double	~1500																																												
5 Axle Double	~4300																																												
>6 Axle Double	~70																																												
<6 Axle Multi	~70																																												
6 Axle Multi	~90																																												
>6 Axle Multi	~50																																												
Not Classified	~950																																												

Comments:



LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	0	0	0	1	0	5	2	0	0	0	0	0	11
12:15 AM	0	7	1	1	0	0	0	3	0	0	0	0	0	0	12
12:30 AM	0	8	0	0	0	0	0	4	1	0	0	0	0	1	14
12:45 AM	0	6	1	0	1	1	0	4	0	0	0	0	0	1	14
01:00 AM	0	4	0	0	1	1	0	8	3	0	0	0	0	1	18
01:15 AM	0	3	0	0	0	0	0	6	2	0	0	0	0	2	13
01:30 AM	0	8	1	0	0	0	0	4	2	0	0	0	0	1	16
01:45 AM	0	3	2	0	0	0	0	3	2	0	0	0	0	1	11
02:00 AM	0	6	1	0	0	0	0	4	2	0	0	0	0	0	13
02:15 AM	0	4	0	1	0	1	0	4	1	0	0	0	0	1	12
02:30 AM	0	3	0	0	0	1	0	6	3	0	0	0	0	1	14
02:45 AM	0	3	0	0	2	0	0	6	0	0	0	0	0	0	11
03:00 AM	0	9	1	0	2	0	0	8	3	0	0	0	0	2	25
03:15 AM	0	3	0	1	0	0	0	7	2	0	0	0	0	0	13
03:30 AM	0	3	2	0	0	0	0	6	1	0	0	0	0	2	14
03:45 AM	0	4	0	0	1	0	0	7	0	0	0	0	0	0	12
04:00 AM	0	4	0	0	1	0	0	6	0	0	0	0	0	0	11
04:15 AM	0	3	0	0	0	1	0	7	1	0	0	0	0	1	13
04:30 AM	0	4	0	0	0	0	0	5	2	0	0	0	0	0	11
04:45 AM	0	11	0	0	1	0	0	5	1	0	0	0	0	2	20
05:00 AM	0	8	1	0	0	0	0	4	1	0	0	0	0	0	14
05:15 AM	0	10	0	0	0	0	0	7	1	0	0	0	0	1	19
05:30 AM	0	10	1	0	2	1	0	7	0	0	0	0	0	1	22
05:45 AM	0	6	0	0	0	1	0	9	4	0	0	0	0	1	21
Day Total															
Percent															
ADT															
4240															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	14	4	0	0	0	0	9	1	0	0	0	0	2	30
06:15 AM	0	14	2	0	2	1	0	4	0	0	0	0	0	2	25
06:30 AM	0	20	2	0	3	0	0	13	0	0	0	0	0	2	40
06:45 AM	0	26	5	0	1	0	0	10	1	0	0	0	0	0	43
07:00 AM	0	29	5	0	2	3	0	7	0	0	0	0	0	2	48
07:15 AM	0	18	2	0	0	2	0	6	2	0	0	0	0	5	35
07:30 AM	0	27	3	0	3	0	0	11	0	0	0	0	0	3	47
07:45 AM	0	21	1	0	0	0	0	6	1	0	0	0	0	0	29
08:00 AM	0	21	2	0	0	0	0	10	0	0	0	0	0	1	34
08:15 AM	0	22	2	0	1	1	0	9	1	0	0	0	0	3	39
08:30 AM	0	21	3	0	1	1	0	6	0	1	0	0	0	1	34
08:45 AM	0	22	3	0	5	3	0	3	1	0	0	0	0	6	43
09:00 AM	0	29	0	0	1	0	0	9	2	0	0	0	0	2	43
09:15 AM	1	29	2	0	1	1	0	8	1	0	0	0	0	2	45
09:30 AM	0	22	3	0	3	2	1	5	0	0	0	0	0	6	42
09:45 AM	0	27	1	1	3	1	0	15	1	1	0	0	0	3	53
10:00 AM	0	30	6	0	1	1	0	11	3	0	0	0	0	3	55
10:15 AM	0	31	3	0	0	0	0	11	1	0	0	0	0	0	46
10:30 AM	0	31	3	0	2	0	0	10	1	1	0	0	0	3	51
10:45 AM	0	35	3	1	1	0	0	9	1	0	0	0	0	3	53
11:00 AM	0	28	2	0	3	0	0	9	0	0	0	0	0	1	43
11:15 AM	0	40	5	0	4	2	0	5	4	1	0	0	1	2	64
11:30 AM	0	54	4	0	2	0	0	6	5	1	0	1	0	5	78
11:45 AM	1	44	4	0	0	1	0	12	1	0	0	0	0	2	65
Day Total Percent															
ADT 4240															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	47	4	2	2	1	0	12	3	0	0	0	0	6	77
12:15 PM	0	41	3	0	1	0	0	9	1	0	1	0	1	4	61
12:30 PM	1	38	1	0	3	0	0	13	3	0	0	0	0	4	63
12:45 PM	0	41	5	0	0	0	0	12	0	1	0	0	0	1	60
01:00 PM	0	49	3	0	3	2	0	5	2	0	0	0	0	3	67
01:15 PM	0	56	6	0	2	1	0	11	1	0	0	0	0	2	79
01:30 PM	0	44	3	1	0	1	0	11	1	0	0	0	0	2	63
01:45 PM	0	48	1	0	1	1	0	4	1	0	0	0	0	4	60
02:00 PM	0	49	3	0	3	0	0	9	1	0	0	0	0	3	68
02:15 PM	1	57	4	0	2	1	0	7	0	0	0	0	0	5	77
02:30 PM	0	46	7	0	1	1	0	12	3	0	0	0	0	1	71
02:45 PM	1	46	1	0	0	1	0	12	1	0	0	0	0	1	63
03:00 PM	0	63	6	0	2	7	0	3	2	0	0	0	0	9	92
03:15 PM	0	60	3	0	3	2	0	7	0	0	0	0	0	4	79
03:30 PM	0	58	4	0	6	0	0	9	3	0	0	0	0	12	92
03:45 PM	0	58	8	0	1	11	1	2	2	0	1	0	0	20	104
04:00 PM	0	80	2	0	1	2	0	1	2	0	0	0	0	7	95
04:15 PM	1	44	8	0	0	3	0	14	1	0	0	0	0	2	73
04:30 PM	1	56	3	0	1	1	0	10	1	0	0	0	0	2	75
04:45 PM	0	64	4	1	2	2	0	6	3	1	0	0	0	0	83
05:00 PM	0	53	5	0	0	4	0	7	1	0	0	0	0	4	74
05:15 PM	1	66	5	1	0	2	0	5	6	0	0	0	0	11	97
05:30 PM	0	63	4	0	1	3	0	5	2	0	1	0	0	12	91
05:45 PM	0	57	2	0	0	2	0	6	5	0	0	0	0	2	74
Day Total															
Percent															
ADT															
4240															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	65	1	0	2	1	0	9	3	0	0	0	1	7	89
06:15 PM	2	46	2	0	1	0	0	4	3	0	0	0	0	5	63
06:30 PM	0	42	2	0	2	2	0	5	5	0	0	0	0	1	59
06:45 PM	0	40	3	0	2	4	0	4	3	0	0	0	0	4	60
07:00 PM	0	30	0	0	1	1	0	9	0	0	0	0	0	1	42
07:15 PM	0	31	2	0	1	1	0	7	2	0	0	0	0	1	45
07:30 PM	0	28	1	0	1	1	0	11	2	0	0	0	0	3	47
07:45 PM	0	33	5	0	1	1	0	11	4	0	0	0	0	2	57
08:00 PM	0	28	2	0	0	1	0	9	1	0	0	0	0	3	44
08:15 PM	0	21	1	0	2	0	0	4	3	0	0	0	0	0	31
08:30 PM	0	34	0	0	0	1	0	9	2	0	0	0	0	1	47
08:45 PM	0	35	2	0	3	2	0	11	4	0	0	0	0	4	61
09:00 PM	0	15	1	0	1	0	0	9	0	0	0	0	0	1	27
09:15 PM	0	21	1	0	0	1	0	5	3	0	0	0	0	0	31
09:30 PM	0	22	0	0	0	1	0	6	2	0	1	0	0	0	32
09:45 PM	0	17	1	0	0	0	0	4	3	0	2	0	0	0	27
10:00 PM	0	16	2	0	0	0	0	7	0	0	0	0	0	2	27
10:15 PM	0	22	0	0	0	0	0	11	2	0	0	0	0	2	37
10:30 PM	0	18	0	0	0	0	0	5	3	0	0	0	0	1	27
10:45 PM	0	13	2	0	0	1	0	7	2	0	0	0	0	0	25
11:00 PM	0	11	0	0	2	1	0	5	3	0	0	0	0	0	22
11:15 PM	0	8	1	0	0	1	0	6	0	0	0	0	0	0	16
11:30 PM	0	14	2	0	0	0	0	7	1	0	0	0	0	1	25
11:45 PM	0	11	0	0	0	2	0	4	3	0	0	0	0	2	22
Day Total	10	2693	207	10	104	97	2	700	160	7	6	1	3	240	4240
Percent	0.2%	63.5%	4.9%	0.2%	2.5%	2.3%	0%	16.5%	3.8%	0.2%	0.1%	0%	0.1%	5.7%	
ADT 4240															
AM Peak 15-min Vol	9:15 AM	11:30 AM	10:00 AM	12:15 AM	8:45 AM	7:00 AM	9:30 AM	9:45 AM	11:30 AM	8:30 AM	12:00 AM	11:30 AM	11:15 AM	8:45 AM	11:30 AM
	1	54	6	1	5	3	1	15	5	1	0	1	1	6	78
PM Peak 15-min Vol	6:15 PM	4:00 PM	3:45 PM	12:00 PM	3:30 PM	3:45 PM	3:45 PM	4:15 PM	5:15 PM	12:45 PM	9:45 PM	12:00 PM	12:15 PM	3:45 PM	3:45 PM
	2	80	8	2	6	11	1	14	6	1	2	0	1	20	104

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	13	1	2	0	0	0	3	2	1	0	0	0	0	22
12:15 AM	0	11	2	0	0	0	0	4	1	0	0	0	0	1	19
12:30 AM	0	3	2	0	1	0	0	10	0	0	0	0	0	1	17
12:45 AM	0	4	0	0	1	1	0	7	0	0	0	0	0	0	13
01:00 AM	0	6	0	1	0	1	0	8	1	0	0	0	0	1	18
01:15 AM	0	9	1	0	0	0	0	3	0	0	0	0	0	0	13
01:30 AM	0	3	0	0	0	0	0	8	0	1	0	0	0	0	12
01:45 AM	0	10	1	0	0	0	0	2	2	0	0	0	0	0	15
02:00 AM	0	6	0	0	1	0	0	7	1	0	0	0	0	1	16
02:15 AM	0	6	0	0	0	0	0	5	1	0	0	0	0	1	13
02:30 AM	0	6	1	1	0	1	0	8	4	0	0	0	0	2	23
02:45 AM	0	7	1	0	0	0	0	3	3	0	0	0	0	0	14
03:00 AM	0	7	2	0	2	0	0	3	4	1	0	0	0	2	21
03:15 AM	0	4	1	0	0	0	0	7	3	0	0	0	0	1	16
03:30 AM	0	6	1	1	1	0	0	5	1	0	0	0	0	1	16
03:45 AM	0	7	0	0	1	0	0	6	1	0	0	0	0	2	17
04:00 AM	0	7	0	0	0	0	0	4	2	0	0	0	0	0	13
04:15 AM	0	6	2	0	0	0	0	8	2	0	0	0	0	1	19
04:30 AM	0	6	1	0	0	0	0	4	1	0	0	0	0	0	12
04:45 AM	0	5	0	0	1	0	0	4	2	0	0	0	0	0	12
05:00 AM	0	7	0	0	0	0	0	4	3	0	0	0	0	0	14
05:15 AM	0	7	0	0	1	1	0	9	6	1	0	0	0	0	25
05:30 AM	0	10	0	2	0	0	0	6	0	0	0	0	0	0	18
05:45 AM	0	10	1	1	0	2	0	10	1	0	0	0	0	2	27
Day Total Percent															
ADT 4509															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	14	1	0	0	0	0	7	1	0	0	0	0	4	27
06:15 AM	0	12	2	1	0	1	0	12	0	0	0	0	0	4	32
06:30 AM	0	15	1	1	2	0	0	3	3	0	0	0	0	2	27
06:45 AM	0	21	1	0	0	0	0	7	5	0	0	0	0	0	34
07:00 AM	0	25	4	1	0	2	0	9	2	1	0	0	0	2	46
07:15 AM	0	17	4	0	1	0	0	5	5	2	0	0	0	5	39
07:30 AM	0	22	0	0	5	0	0	11	0	0	0	0	0	5	43
07:45 AM	0	23	2	0	1	1	0	6	2	0	0	0	0	2	37
08:00 AM	0	32	1	0	1	1	0	3	3	0	0	0	0	2	43
08:15 AM	0	34	4	0	2	2	0	8	1	0	0	0	0	3	54
08:30 AM	0	33	1	0	1	1	0	7	1	0	0	0	0	0	44
08:45 AM	0	29	3	0	0	3	1	9	1	0	0	0	0	9	55
09:00 AM	0	32	2	0	3	2	0	12	1	0	0	0	0	7	59
09:15 AM	0	29	2	0	3	0	0	8	2	0	0	0	0	2	46
09:30 AM	0	26	4	0	1	0	0	14	1	0	0	0	0	1	47
09:45 AM	0	29	2	0	1	1	1	7	0	0	0	0	0	4	45
10:00 AM	0	38	3	0	1	1	0	8	3	0	0	0	0	3	57
10:15 AM	0	41	6	2	2	1	0	11	0	1	0	0	0	2	66
10:30 AM	0	27	4	0	1	1	0	13	1	0	0	0	0	3	50
10:45 AM	0	47	2	1	1	2	0	10	1	0	0	0	0	2	66
11:00 AM	0	44	3	0	1	1	0	11	4	0	0	0	0	1	65
11:15 AM	0	31	3	0	1	1	0	10	1	2	0	0	0	2	51
11:30 AM	0	50	5	0	2	2	0	7	2	0	0	0	0	3	71
11:45 AM	0	43	1	0	2	0	0	8	1	0	0	0	0	0	55
Day Total															
Percent															
ADT															
4509															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	62	1	0	2	0	0	5	0	0	0	0	0	1	71
12:15 PM	2	49	2	0	5	1	0	8	1	0	0	0	0	7	75
12:30 PM	0	45	2	0	0	0	0	12	2	0	0	0	0	4	65
12:45 PM	0	65	5	0	3	1	0	9	0	1	0	0	0	1	85
01:00 PM	0	67	5	0	1	0	1	7	3	1	0	0	0	13	98
01:15 PM	0	54	2	0	2	0	0	8	0	1	0	0	0	2	69
01:30 PM	0	60	3	0	1	0	0	7	3	0	0	0	0	0	74
01:45 PM	1	68	8	0	1	0	0	9	0	0	0	0	0	4	91
02:00 PM	0	63	7	0	0	0	0	3	5	0	0	0	0	9	87
02:15 PM	0	69	2	0	4	0	0	3	1	0	0	0	0	2	81
02:30 PM	0	58	2	0	0	2	0	9	3	0	0	0	0	7	81
02:45 PM	0	56	8	0	1	3	0	6	2	0	0	0	0	6	82
03:00 PM	1	51	1	0	0	3	0	6	0	0	0	0	0	5	67
03:15 PM	0	71	6	0	3	1	1	5	0	1	0	0	0	9	97
03:30 PM	0	53	6	0	2	2	0	1	1	0	0	0	0	3	68
03:45 PM	1	67	7	1	1	1	0	9	0	0	0	0	1	1	89
04:00 PM	0	67	4	0	1	0	0	2	0	0	0	0	1	1	76
04:15 PM	0	55	1	0	2	0	0	7	3	0	0	0	0	5	73
04:30 PM	0	66	4	0	0	2	0	3	0	0	0	0	0	3	78
04:45 PM	0	71	5	0	3	1	0	5	0	0	0	0	0	2	87
05:00 PM	0	58	4	0	0	1	0	5	0	0	0	0	0	1	69
05:15 PM	0	64	3	0	1	0	0	2	0	0	0	0	0	2	72
05:30 PM	0	63	5	0	0	2	0	7	0	0	0	0	0	1	78
05:45 PM	0	59	3	0	0	2	0	5	2	0	0	0	0	5	76
Day Total															
Percent															
ADT															
4509															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	55	4	1	0	0	0	5	1	0	0	0	0	3	69
06:15 PM	0	61	3	0	0	3	0	5	0	0	0	0	0	0	72
06:30 PM	0	49	3	0	2	3	0	4	0	0	0	0	0	0	61
06:45 PM	1	49	0	1	1	0	0	5	1	0	0	0	1	3	62
07:00 PM	0	38	0	0	0	0	0	6	3	0	0	0	0	0	47
07:15 PM	0	36	0	0	0	0	0	5	1	0	0	0	0	0	42
07:30 PM	1	40	1	0	1	0	0	6	0	0	0	0	0	0	49
07:45 PM	0	37	2	0	3	0	0	4	0	0	0	0	0	2	48
08:00 PM	1	43	3	0	0	0	0	4	1	0	0	0	0	0	52
08:15 PM	0	46	3	0	1	0	0	8	1	0	0	0	0	0	59
08:30 PM	0	27	2	0	1	0	0	2	1	0	0	0	0	0	33
08:45 PM	0	27	0	0	0	2	0	5	0	0	0	0	0	1	35
09:00 PM	0	30	0	0	2	0	0	6	1	0	0	0	0	2	41
09:15 PM	0	38	1	0	0	0	0	3	0	0	0	0	0	0	42
09:30 PM	0	29	1	0	2	0	0	10	0	0	1	0	0	2	45
09:45 PM	1	22	2	0	1	2	0	1	0	0	0	0	0	1	30
10:00 PM	0	26	1	0	0	0	0	7	0	0	0	0	0	0	34
10:15 PM	0	30	1	0	0	2	0	3	0	0	0	0	0	1	37
10:30 PM	0	30	1	0	2	0	0	2	1	0	0	0	0	0	36
10:45 PM	0	24	2	0	1	1	0	6	0	0	0	0	0	0	34
11:00 PM	0	23	2	0	2	0	0	1	0	0	0	0	0	0	28
11:15 PM	0	28	0	0	4	1	0	7	1	2	0	0	0	1	44
11:30 PM	0	23	1	0	1	0	0	4	3	0	0	0	0	2	34
11:45 PM	0	11	3	1	0	0	0	6	1	0	0	0	0	0	22
Day Total	9	3163	210	18	98	65	4	602	124	16	1	0	3	196	4509
Percent	0.2%	70.1%	4.7%	0.4%	2.2%	1.4%	0.1%	13.4%	2.8%	0.4%	0%	0%	0.1%	4.3%	
ADT 4509															
AM Peak 15-min Vol	12:00 AM	11:30 AM	10:15 AM	12:00 AM	7:30 AM	8:45 AM	8:45 AM	9:30 AM	5:15 AM	7:15 AM	12:00 AM	12:00 AM	12:00 AM	8:45 AM	11:30 AM
	0	50	6	2	5	3	1	14	6	2	0	0	0	9	71
PM Peak 15-min Vol	12:15 PM	3:15 PM	1:45 PM	3:45 PM	12:15 PM	2:45 PM	1:00 PM	12:30 PM	2:00 PM	11:15 PM	9:30 PM	12:00 PM	3:45 PM	1:00 PM	1:00 PM
	2	71	8	1	5	3	1	12	5	2	1	0	1	13	98

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	18	2	0	0	1	0	3	0	0	0	0	0	0	25
12:15 AM	0	19	0	1	1	0	0	2	0	0	0	0	0	1	24
12:30 AM	0	13	0	0	4	0	0	4	1	0	0	0	0	1	23
12:45 AM	0	14	0	0	1	0	0	6	0	0	0	0	0	0	21
01:00 AM	0	9	0	0	0	0	0	2	0	0	0	0	0	0	11
01:15 AM	1	10	0	0	0	0	0	1	3	0	0	0	0	0	15
01:30 AM	0	15	1	0	0	0	0	4	1	0	0	0	0	1	22
01:45 AM	0	3	1	0	0	0	0	2	1	0	0	0	0	1	8
02:00 AM	0	11	0	0	0	0	0	2	3	0	0	0	0	0	16
02:15 AM	0	12	2	0	1	0	0	3	0	1	0	0	0	1	20
02:30 AM	0	8	0	0	0	0	0	3	2	0	0	0	0	0	13
02:45 AM	0	10	3	1	0	0	0	2	2	0	0	0	0	0	18
03:00 AM	0	7	0	1	1	0	0	4	0	0	0	0	0	0	13
03:15 AM	0	2	0	0	0	1	0	3	1	0	0	0	0	0	7
03:30 AM	0	3	1	0	0	0	0	8	0	0	0	0	0	1	13
03:45 AM	0	2	1	0	0	0	0	1	3	0	0	0	0	1	8
04:00 AM	0	6	0	0	1	0	0	5	1	0	0	0	0	0	13
04:15 AM	0	11	0	0	0	2	0	4	1	0	0	0	0	1	19
04:30 AM	0	14	0	0	0	0	0	5	1	0	0	0	0	0	20
04:45 AM	0	12	0	0	2	0	0	3	2	0	0	0	0	1	20
05:00 AM	0	6	0	0	2	1	0	4	0	0	0	0	0	1	14
05:15 AM	0	10	2	0	2	0	0	3	1	0	0	0	0	1	19
05:30 AM	0	9	0	0	1	0	0	4	1	0	0	0	0	1	16
05:45 AM	0	10	0	0	1	0	0	0	2	0	0	0	0	0	13
Day Total															
Percent															
ADT															
4840															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	11	0	0	1	0	0	10	0	0	0	0	0	1	23
06:15 AM	0	12	0	0	1	0	0	4	4	0	0	0	0	2	23
06:30 AM	0	18	1	0	0	0	0	5	1	0	0	0	0	1	26
06:45 AM	0	16	0	0	1	0	0	2	0	0	0	0	0	1	20
07:00 AM	0	17	0	0	0	0	0	9	0	0	0	0	0	0	26
07:15 AM	1	17	0	0	1	0	0	3	0	0	0	0	0	1	23
07:30 AM	0	29	2	0	0	2	0	3	0	0	0	0	0	1	37
07:45 AM	0	24	2	0	5	0	0	6	0	0	0	0	0	6	43
08:00 AM	0	27	0	0	1	0	0	6	0	0	0	0	0	1	35
08:15 AM	0	29	0	0	0	0	0	3	2	0	0	0	0	0	34
08:30 AM	0	35	2	0	0	0	0	5	0	0	0	0	0	0	42
08:45 AM	0	34	0	0	0	2	0	9	0	0	0	0	0	1	46
09:00 AM	0	36	2	0	1	3	0	8	2	0	0	0	0	3	55
09:15 AM	0	26	2	0	2	0	0	7	1	0	0	0	0	1	39
09:30 AM	0	52	4	0	2	1	0	7	1	0	0	0	0	0	67
09:45 AM	0	31	3	0	1	0	0	7	1	0	0	0	0	2	45
10:00 AM	0	43	2	1	2	0	0	7	0	0	0	0	0	1	56
10:15 AM	0	53	3	0	0	1	0	11	0	0	0	0	0	3	71
10:30 AM	0	48	6	0	0	0	0	10	0	0	0	0	0	1	65
10:45 AM	0	51	5	1	0	1	0	7	0	0	0	0	0	2	67
11:00 AM	0	41	4	0	2	0	0	7	0	0	0	0	0	2	56
11:15 AM	1	60	1	0	1	0	0	6	1	0	0	0	0	3	73
11:30 AM	0	53	1	0	2	0	0	8	0	0	0	0	0	0	64
11:45 AM	0	65	2	0	1	1	0	12	0	1	0	0	0	2	84
Day Total															
Percent															
ADT															4840
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	49	2	0	0	2	0	7	1	0	0	0	0	1	62
12:15 PM	0	53	4	0	1	0	0	5	0	0	0	0	0	2	65
12:30 PM	1	66	3	0	1	0	0	8	0	0	0	0	0	0	79
12:45 PM	0	60	4	0	1	0	0	5	2	0	0	0	0	2	74
01:00 PM	0	54	6	0	2	0	0	5	0	0	0	0	0	3	70
01:15 PM	0	71	2	0	0	0	0	4	0	0	0	0	0	0	77
01:30 PM	0	55	0	0	3	0	0	7	1	0	0	0	0	2	68
01:45 PM	0	61	2	0	4	0	0	6	1	0	0	0	1	5	80
02:00 PM	1	62	3	0	1	0	0	4	0	0	0	0	0	1	72
02:15 PM	1	90	5	0	1	0	0	6	2	0	0	0	0	3	108
02:30 PM	0	155	6	0	2	3	0	7	0	0	0	0	0	15	188
02:45 PM	0	152	8	0	0	5	1	0	3	0	0	0	0	34	203
03:00 PM	2	185	7	1	2	2	0	0	4	0	0	0	1	33	237
03:15 PM	1	197	6	0	0	7	0	2	0	0	0	0	0	15	228
03:30 PM	0	113	4	0	0	0	0	8	1	1	0	0	0	8	135
03:45 PM	0	83	4	0	1	0	0	7	0	0	0	0	0	1	96
04:00 PM	0	78	3	1	1	1	0	6	0	0	0	0	0	0	90
04:15 PM	0	74	2	0	1	0	0	6	3	0	0	0	0	2	88
04:30 PM	0	55	2	0	1	1	0	5	0	0	0	0	0	2	66
04:45 PM	0	61	3	0	1	0	0	8	1	0	0	0	0	1	75
05:00 PM	0	68	2	0	1	0	0	8	0	0	0	0	0	2	81
05:15 PM	1	43	4	0	2	1	0	6	2	0	0	0	0	3	62
05:30 PM	0	58	3	0	0	0	0	3	0	0	0	0	0	1	65
05:45 PM	0	51	0	0	0	1	0	4	0	0	0	0	0	1	57
Day Total															
Percent															
ADT															
4840															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB Off Ramp to W Hwy 326
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135860
DIRECTION: SB
DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	55	1	0	2	2	0	3	0	0	0	0	0	0	64
06:15 PM	0	55	1	0	2	0	0	2	0	0	0	0	0	3	63
06:30 PM	0	36	0	0	2	0	0	7	0	0	0	0	0	0	45
06:45 PM	0	52	1	1	3	0	0	8	1	0	0	0	0	0	66
07:00 PM	0	32	1	0	2	1	0	6	0	0	0	0	0	2	44
07:15 PM	0	32	1	0	1	1	0	6	1	0	0	0	0	1	43
07:30 PM	0	32	0	0	0	0	0	1	0	0	0	0	0	0	33
07:45 PM	0	35	2	0	2	0	0	2	1	0	0	0	0	2	44
08:00 PM	0	33	4	0	5	1	0	3	0	0	0	0	0	3	49
08:15 PM	0	41	0	0	1	2	0	3	0	0	0	0	0	1	48
08:30 PM	0	44	2	0	1	0	0	2	2	0	0	0	0	1	52
08:45 PM	0	23	0	0	1	0	0	4	1	0	0	0	0	1	30
09:00 PM	0	25	0	0	2	2	0	4	0	0	0	0	0	0	33
09:15 PM	0	31	2	0	1	0	0	5	1	0	0	0	0	1	41
09:30 PM	0	21	0	0	0	3	0	4	2	0	0	0	0	0	30
09:45 PM	0	31	1	0	0	2	0	3	1	0	0	0	0	0	38
10:00 PM	0	18	2	0	0	0	0	4	0	0	0	0	0	1	25
10:15 PM	0	12	2	0	0	0	0	0	1	0	0	0	0	0	15
10:30 PM	0	23	2	0	0	0	0	3	0	0	0	0	0	2	30
10:45 PM	0	22	0	0	0	0	0	2	0	0	0	0	0	1	25
11:00 PM	0	20	0	0	2	0	0	2	0	0	0	0	0	1	25
11:15 PM	0	19	0	0	0	1	0	3	0	0	0	0	0	0	23
11:30 PM	0	14	0	0	0	0	0	6	0	0	0	0	0	0	20
11:45 PM	0	10	1	1	0	0	0	5	0	0	0	0	0	0	17
Day Total	12	3772	163	9	94	54	1	455	71	3	0	0	2	204	4840
Percent	0.2%	77.9%	3.4%	0.2%	1.9%	1.1%	0%	9.4%	1.5%	0.1%	0%	0%	0%	4.2%	
ADT 4840															
AM Peak 15-min Vol	12:00 AM	11:45 AM	10:30 AM	12:15 AM	7:45 AM	9:00 AM	12:00 AM	11:45 AM	6:15 AM	2:15 AM	12:00 AM	12:00 AM	12:00 AM	7:45 AM	11:45 AM
	1	65	6	1	5	3	0	12	4	1	0	0	0	6	84
PM Peak 15-min Vol	3:00 PM	3:15 PM	2:45 PM	3:00 PM	8:00 PM	3:15 PM	2:45 PM	12:30 PM	3:00 PM	3:30 PM	12:00 PM	12:00 PM	1:45 PM	2:45 PM	3:00 PM
	2	197	8	1	5	7	1	8	4	1	0	0	1	34	237

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	14	0	0	0	1	0	1	0	0	0	0	0	0	16
12:15 AM	0	11	0	0	0	0	0	3	0	0	0	0	0	0	14
12:30 AM	0	12	1	0	1	0	0	2	0	0	0	0	0	1	17
12:45 AM	0	10	0	0	1	0	0	1	1	0	0	0	0	0	13
01:00 AM	0	10	1	0	1	0	0	4	1	0	0	0	0	0	17
01:15 AM	0	11	1	0	1	0	0	3	0	0	0	0	0	0	16
01:30 AM	0	7	0	0	1	0	0	1	1	0	0	0	0	0	10
01:45 AM	0	5	0	0	0	0	0	1	1	0	0	0	0	0	7
02:00 AM	0	9	0	0	0	0	0	2	1	0	0	0	0	0	12
02:15 AM	0	5	0	0	1	0	0	3	0	0	0	0	0	0	9
02:30 AM	1	4	0	0	0	0	0	3	1	0	0	0	0	0	9
02:45 AM	0	7	0	1	0	0	0	2	0	0	0	0	0	0	10
03:00 AM	0	3	1	1	0	0	0	5	1	0	0	0	0	0	11
03:15 AM	0	6	0	0	0	0	0	4	0	0	0	0	0	0	10
03:30 AM	0	4	0	0	0	1	0	2	0	0	0	0	0	0	7
03:45 AM	0	7	0	0	0	1	0	5	0	0	0	0	0	1	14
04:00 AM	0	3	0	0	0	0	0	4	1	0	0	0	0	0	8
04:15 AM	0	7	0	0	0	0	0	1	2	0	0	0	0	0	10
04:30 AM	0	5	1	0	0	0	0	4	0	0	0	0	0	0	10
04:45 AM	0	7	0	0	1	0	0	1	4	0	0	0	0	1	14
05:00 AM	0	3	0	0	0	0	0	2	0	0	0	0	0	0	5
05:15 AM	0	2	0	0	0	1	0	4	0	0	0	0	0	0	7
05:30 AM	0	3	1	0	0	0	0	2	0	0	0	0	0	0	6
05:45 AM	0	8	0	0	0	1	0	3	0	0	0	0	0	0	12
Day Total															
Percent															
ADT															
4160															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	6	0	0	0	0	0	1	1	0	0	0	0	0	8
06:15 AM	1	7	0	0	0	0	0	3	0	0	0	0	0	1	12
06:30 AM	0	11	0	0	1	0	0	4	0	0	0	0	0	1	17
06:45 AM	0	8	1	0	1	0	0	4	0	0	0	0	0	0	14
07:00 AM	0	12	0	0	0	0	0	4	0	0	0	0	0	1	17
07:15 AM	0	8	1	0	0	0	0	7	0	0	0	0	0	0	16
07:30 AM	0	21	1	0	1	0	0	2	0	0	0	0	0	0	25
07:45 AM	0	21	1	0	0	0	0	9	0	0	0	0	0	1	32
08:00 AM	0	21	1	1	0	1	0	11	0	0	0	0	0	0	35
08:15 AM	1	24	0	0	1	0	0	5	0	0	0	0	0	0	31
08:30 AM	0	26	0	0	1	0	0	6	0	0	0	0	0	2	35
08:45 AM	0	23	2	0	0	0	0	7	1	0	0	0	0	0	33
09:00 AM	1	26	1	0	0	0	0	9	0	0	0	0	0	0	37
09:15 AM	0	30	0	0	0	0	0	4	0	0	0	0	0	0	34
09:30 AM	0	35	3	1	0	0	0	7	0	0	0	0	0	2	48
09:45 AM	0	40	1	0	2	1	0	9	0	0	0	0	0	3	56
10:00 AM	1	43	3	0	1	0	0	5	0	0	0	0	0	1	54
10:15 AM	0	45	3	0	1	0	0	10	2	0	0	0	0	4	65
10:30 AM	0	47	1	0	3	0	1	5	2	0	0	0	0	2	61
10:45 AM	0	45	2	0	2	0	0	6	1	0	0	0	0	3	59
11:00 AM	0	63	6	0	1	1	0	10	1	0	0	0	0	1	83
11:15 AM	0	47	4	0	3	0	0	7	0	0	0	0	0	4	65
11:30 AM	0	61	0	0	1	1	0	14	0	0	0	0	0	2	79
11:45 AM	0	44	3	0	2	0	0	20	0	0	0	0	0	2	71
Day Total															
Percent															
ADT															
4160															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	62	2	2	2	0	0	12	0	0	0	0	0	1	81
12:15 PM	0	55	3	0	3	2	0	10	2	0	0	0	0	5	80
12:30 PM	0	51	7	1	0	0	0	10	0	0	0	0	0	1	70
12:45 PM	0	52	2	0	0	1	0	12	3	0	0	0	0	2	72
01:00 PM	0	65	4	0	2	0	0	11	1	0	0	0	0	1	84
01:15 PM	0	57	2	0	3	1	0	10	0	0	0	0	0	3	76
01:30 PM	0	66	4	0	2	0	0	7	1	0	0	0	0	1	81
01:45 PM	0	81	3	0	1	0	0	9	2	0	0	0	0	1	97
02:00 PM	0	58	8	0	0	0	0	8	1	0	0	0	0	0	75
02:15 PM	0	63	3	0	1	2	0	9	0	0	0	0	0	3	81
02:30 PM	0	57	2	0	1	1	0	14	0	0	0	0	0	2	77
02:45 PM	0	53	3	0	2	0	0	14	0	0	0	0	0	4	76
03:00 PM	0	76	9	0	0	1	0	12	1	0	0	0	1	2	102
03:15 PM	0	80	6	0	4	1	0	9	3	0	0	0	0	4	107
03:30 PM	0	64	3	1	2	0	0	15	1	0	1	0	0	1	88
03:45 PM	0	53	6	0	1	0	0	9	2	1	0	0	0	1	73
04:00 PM	0	58	2	0	1	0	0	9	0	0	1	0	0	2	73
04:15 PM	0	63	3	0	0	1	0	7	1	0	0	0	0	1	76
04:30 PM	0	68	7	0	1	1	0	8	4	0	0	0	0	0	89
04:45 PM	0	57	3	0	0	0	0	7	0	0	0	0	0	0	67
05:00 PM	0	58	6	0	1	2	0	12	1	0	0	0	0	1	81
05:15 PM	0	56	5	0	1	0	0	5	2	0	0	0	0	1	70
05:30 PM	0	49	2	0	0	1	0	8	0	0	0	0	0	0	60
05:45 PM	0	57	2	0	0	0	0	5	0	0	0	0	0	2	66
Day Total															
Percent															
ADT															
4160															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	56	3	1	0	0	0	11	1	0	0	0	0	2	74
06:15 PM	0	46	3	0	5	5	0	9	2	0	0	0	1	9	80
06:30 PM	0	56	4	0	1	0	0	9	1	0	0	0	0	0	71
06:45 PM	0	44	3	0	2	2	0	9	3	0	0	0	0	2	65
07:00 PM	0	49	1	0	3	0	0	9	1	0	0	0	0	4	67
07:15 PM	1	35	7	0	2	0	0	17	1	0	0	0	0	0	63
07:30 PM	0	30	5	0	1	0	0	13	4	0	0	0	1	2	56
07:45 PM	1	24	2	0	0	0	0	3	0	0	0	0	1	0	31
08:00 PM	0	36	2	0	0	1	0	3	3	0	0	0	0	0	45
08:15 PM	0	25	1	0	0	0	0	7	2	0	0	1	0	1	37
08:30 PM	0	25	1	1	0	1	0	7	3	2	1	0	0	0	41
08:45 PM	0	24	2	0	2	0	0	6	1	0	0	0	0	1	36
09:00 PM	0	29	2	0	0	1	0	9	3	0	0	0	0	0	44
09:15 PM	0	20	2	0	0	1	0	8	1	0	0	0	0	1	33
09:30 PM	0	19	1	0	0	0	0	6	0	0	0	0	0	0	26
09:45 PM	0	27	2	0	0	0	0	10	0	0	0	0	0	0	39
10:00 PM	0	18	2	0	0	0	0	8	0	0	0	0	0	0	28
10:15 PM	0	13	1	0	0	0	0	8	0	0	0	0	0	0	22
10:30 PM	0	14	1	0	0	1	0	2	3	0	0	0	0	0	21
10:45 PM	0	13	1	0	0	0	0	7	2	0	0	0	0	0	23
11:00 PM	0	14	1	0	0	0	0	7	2	0	0	0	0	0	24
11:15 PM	0	11	1	0	1	0	0	11	2	0	0	0	0	1	27
11:30 PM	0	18	0	0	1	0	0	3	3	0	0	0	0	1	26
11:45 PM	1	14	1	0	1	0	0	10	1	0	0	0	0	0	28
Day Total	8	2996	186	10	75	35	1	656	86	3	3	1	4	96	4160
Percent	0.2%	72%	4.5%	0.2%	1.8%	0.8%	0%	15.8%	2.1%	0.1%	0.1%	0%	0.1%	2.3%	
ADT 4160															
AM Peak 15-min Vol	2:30 AM	11:00 AM	11:00 AM	2:45 AM	10:30 AM	12:00 AM	10:30 AM	11:45 AM	4:45 AM	12:00 AM	12:00 AM	12:00 AM	12:00 AM	10:15 AM	11:00 AM
	1	63	6	1	3	1	1	20	4	0	0	0	0	4	83
PM Peak 15-min Vol	7:15 PM	1:45 PM	3:00 PM	12:00 PM	6:15 PM	6:15 PM	12:00 PM	7:15 PM	4:30 PM	8:30 PM	3:30 PM	8:15 PM	3:00 PM	6:15 PM	3:15 PM
	1	81	9	2	5	5	0	17	4	2	1	1	1	9	107

Comments:

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	9	1	1	1	0	0	7	0	0	0	0	0	0	19
12:15 AM	0	8	0	0	0	0	0	2	1	0	0	0	0	0	11
12:30 AM	0	9	1	0	1	1	0	1	1	0	0	0	0	0	14
12:45 AM	0	6	0	0	0	1	0	3	3	0	0	0	0	0	13
01:00 AM	0	6	0	0	1	1	0	4	1	0	0	0	0	0	13
01:15 AM	0	2	1	0	0	0	0	4	1	0	0	0	0	0	8
01:30 AM	0	7	1	0	0	0	0	5	1	1	0	0	0	2	17
01:45 AM	0	5	1	0	0	1	0	1	1	0	0	0	0	0	9
02:00 AM	0	4	1	0	1	1	0	3	4	0	0	0	0	1	15
02:15 AM	0	10	1	0	0	0	0	2	0	0	1	0	0	0	14
02:30 AM	1	2	1	0	0	2	0	7	2	0	0	0	0	1	16
02:45 AM	0	7	0	0	1	1	0	11	0	0	0	0	0	0	20
03:00 AM	0	2	1	0	1	0	0	6	0	0	0	0	0	1	11
03:15 AM	0	2	1	0	0	0	0	6	0	0	0	0	0	1	10
03:30 AM	0	7	0	0	0	0	0	11	1	0	0	0	0	2	21
03:45 AM	0	8	1	0	0	2	0	4	1	0	0	0	0	0	16
04:00 AM	0	7	0	0	0	1	0	4	1	0	0	0	1	0	14
04:15 AM	0	11	0	0	1	0	0	8	0	0	0	0	0	1	21
04:30 AM	0	4	2	0	0	0	0	4	1	0	0	0	0	1	12
04:45 AM	0	6	1	0	1	1	0	3	1	0	0	0	0	0	13
05:00 AM	0	12	2	0	1	0	0	6	0	0	0	0	0	1	22
05:15 AM	0	8	1	0	0	0	0	4	0	0	0	0	0	0	13
05:30 AM	0	4	1	0	0	0	0	5	1	0	0	0	0	1	12
05:45 AM	0	10	2	0	2	0	0	10	2	0	0	0	0	4	30
Day Total															
Percent															
ADT															
3936															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	13	2	0	1	0	0	7	0	0	0	0	0	1	24
06:15 AM	0	27	1	0	1	1	0	4	2	0	0	0	0	0	36
06:30 AM	0	12	1	0	2	0	0	9	1	0	0	0	0	2	27
06:45 AM	0	24	1	0	1	1	0	4	3	0	0	0	0	0	34
07:00 AM	1	26	4	0	2	3	0	6	3	0	0	0	0	2	47
07:15 AM	0	18	5	0	3	0	0	6	0	0	0	0	0	4	36
07:30 AM	0	37	1	2	4	1	0	7	1	0	0	0	0	3	56
07:45 AM	0	17	3	0	1	1	0	5	3	0	0	0	1	1	32
08:00 AM	0	24	2	0	0	2	0	14	0	0	0	0	0	5	47
08:15 AM	0	31	5	0	2	0	0	7	0	0	0	0	0	5	50
08:30 AM	0	31	3	0	1	3	0	8	0	0	0	0	0	0	46
08:45 AM	0	30	1	0	0	0	0	10	1	0	0	0	0	1	43
09:00 AM	0	24	4	0	3	1	0	4	3	0	0	0	0	11	50
09:15 AM	0	30	3	0	0	1	0	11	0	0	0	0	0	0	45
09:30 AM	0	29	0	0	2	0	0	13	0	0	1	0	0	1	46
09:45 AM	0	32	4	0	0	1	0	10	1	1	0	0	0	0	49
10:00 AM	1	37	5	0	2	1	0	12	1	0	0	0	0	0	59
10:15 AM	0	35	3	1	1	0	0	9	0	0	0	0	0	0	49
10:30 AM	1	29	4	1	4	1	0	13	1	0	0	0	0	5	59
10:45 AM	3	37	2	0	2	0	0	11	0	0	0	0	0	1	56
11:00 AM	0	43	3	0	3	2	0	9	0	0	0	0	0	3	63
11:15 AM	0	45	2	0	4	0	0	10	0	0	0	0	0	1	62
11:30 AM	1	36	5	0	0	1	0	14	1	0	0	0	0	1	59
11:45 AM	3	48	6	0	2	1	0	4	0	0	0	0	0	0	64
Day Total															
Percent															
ADT															
3936															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	43	3	0	2	1	0	9	0	0	0	0	0	1	59
12:15 PM	1	43	5	0	1	0	0	13	2	0	0	0	0	1	66
12:30 PM	0	44	3	0	4	4	0	5	1	0	0	0	0	11	72
12:45 PM	1	43	4	0	2	1	0	13	1	0	0	0	0	1	66
01:00 PM	0	33	2	0	2	1	0	6	2	0	0	0	0	3	49
01:15 PM	0	48	5	0	0	1	0	6	1	0	0	0	0	0	61
01:30 PM	0	29	9	0	1	1	0	17	2	0	0	0	0	6	65
01:45 PM	1	50	3	0	3	0	0	9	0	0	0	0	0	1	67
02:00 PM	0	52	4	0	4	0	0	7	1	0	0	0	0	3	71
02:15 PM	0	48	10	0	2	3	0	4	0	1	0	0	0	0	68
02:30 PM	0	57	3	0	1	1	0	8	1	0	0	0	0	3	74
02:45 PM	0	37	2	0	3	2	0	11	2	0	0	0	0	2	59
03:00 PM	0	51	2	0	2	1	0	12	2	0	0	0	0	4	74
03:15 PM	0	60	2	0	1	1	0	9	4	0	0	0	0	7	84
03:30 PM	0	58	6	0	0	0	0	12	3	0	0	0	0	3	82
03:45 PM	1	57	5	1	3	1	0	8	3	0	0	0	0	4	83
04:00 PM	0	63	3	0	2	0	0	6	1	0	1	0	0	9	85
04:15 PM	1	56	4	0	2	1	0	11	2	0	0	0	0	3	80
04:30 PM	1	45	3	0	1	0	0	7	2	0	0	0	0	2	61
04:45 PM	0	37	1	0	1	3	0	4	3	0	0	0	0	5	54
05:00 PM	0	57	2	0	1	1	0	8	0	0	0	0	0	2	71
05:15 PM	0	46	7	0	1	0	0	13	4	0	0	0	0	5	76
05:30 PM	0	55	0	1	4	1	0	4	2	0	0	0	0	5	72
05:45 PM	0	48	4	0	0	1	0	7	2	0	0	0	0	2	64
Day Total															
Percent															
ADT															
3936															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB Off Ramp to W Hwy 326 **QC JOB #:** 15135860
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	44	1	0	0	0	0	7	3	0	0	0	0	0	55
06:15 PM	0	43	2	0	1	2	0	2	3	0	0	0	0	2	55
06:30 PM	0	37	0	0	0	2	0	6	3	0	0	0	0	1	49
06:45 PM	0	30	1	0	1	3	0	9	2	0	0	0	0	4	50
07:00 PM	0	37	1	0	1	3	0	8	6	0	0	0	0	4	60
07:15 PM	0	33	5	0	0	0	0	5	3	0	0	0	0	0	46
07:30 PM	0	22	2	3	0	0	0	6	2	0	0	0	0	0	35
07:45 PM	0	31	1	0	1	0	0	6	2	0	0	0	0	1	42
08:00 PM	0	20	1	0	1	0	0	7	2	0	0	0	0	1	32
08:15 PM	0	11	1	0	0	0	0	2	0	0	0	0	0	1	15
08:30 PM	0	12	1	0	0	1	0	1	0	0	0	0	0	0	15
08:45 PM	0	16	0	0	0	0	0	5	2	0	0	0	0	1	24
09:00 PM	0	21	0	0	0	0	0	5	3	0	0	0	0	1	30
09:15 PM	0	14	1	0	0	0	0	14	2	0	0	0	0	0	31
09:30 PM	0	15	0	0	0	0	0	3	1	0	0	0	0	0	19
09:45 PM	1	23	1	0	1	2	0	6	8	0	1	0	0	2	45
10:00 PM	0	13	0	0	2	1	0	6	0	0	0	0	0	1	23
10:15 PM	0	13	1	0	0	0	0	3	1	0	0	0	0	0	18
10:30 PM	0	12	1	1	0	0	0	4	2	0	0	0	0	1	21
10:45 PM	0	11	0	0	1	0	0	10	2	0	0	0	0	2	26
11:00 PM	0	11	0	0	0	1	0	6	2	0	0	0	0	2	22
11:15 PM	1	4	1	0	1	1	0	9	2	0	0	0	0	0	19
11:30 PM	0	10	1	0	0	0	0	8	3	0	0	0	0	1	23
11:45 PM	0	7	0	0	0	0	0	4	1	0	0	0	0	3	15
Day Total	19	2521	204	11	105	74	0	679	140	3	4	0	2	174	3936
Percent	0.5%	64%	5.2%	0.3%	2.7%	1.9%	0%	17.3%	3.6%	0.1%	0.1%	0%	0.1%	4.4%	
ADT 3936															
AM Peak 15-min Vol	10:45 AM	11:45 AM	11:45 AM	7:30 AM	7:30 AM	7:00 AM	12:00 AM	8:00 AM	2:00 AM	1:30 AM	2:15 AM	12:00 AM	4:00 AM	9:00 AM	11:45 AM
	3	48	6	2	4	3	0	14	4	1	1	0	1	11	64
PM Peak 15-min Vol	12:15 PM	4:00 PM	2:15 PM	7:30 PM	12:30 PM	12:30 PM	12:00 PM	1:30 PM	9:45 PM	2:15 PM	4:00 PM	12:00 PM	12:00 PM	12:30 PM	4:00 PM
	1	63	10	3	4	4	0	17	8	1	1	0	0	11	85

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	1	1	1	0	0	2	0	0	0	0	0	1	14
12:15 AM	0	13	1	0	0	1	0	3	1	0	0	0	0	1	20
12:30 AM	0	9	0	0	1	0	0	4	2	0	0	0	0	0	16
12:45 AM	0	8	1	0	0	0	0	3	1	0	0	0	0	0	13
01:00 AM	0	4	0	0	1	0	0	3	3	0	0	0	0	1	12
01:15 AM	0	8	3	0	0	0	0	4	1	0	0	0	0	1	17
01:30 AM	0	3	1	0	0	0	0	6	1	0	0	0	0	1	12
01:45 AM	0	7	0	0	0	0	0	7	3	0	0	0	0	1	18
02:00 AM	1	2	0	0	1	0	0	3	1	0	0	0	0	1	9
02:15 AM	0	3	1	0	0	0	0	4	1	0	0	0	0	0	9
02:30 AM	0	8	0	1	0	0	0	4	2	0	0	0	0	0	15
02:45 AM	0	1	0	0	0	0	0	6	2	0	0	0	0	0	9
03:00 AM	0	1	0	1	0	0	0	2	3	0	0	0	0	0	7
03:15 AM	1	6	0	0	0	0	0	5	0	0	0	0	0	0	12
03:30 AM	0	2	0	0	0	1	0	9	1	0	0	0	0	1	14
03:45 AM	0	7	0	0	1	0	0	3	0	0	0	0	0	1	12
04:00 AM	0	4	0	0	1	0	0	6	2	0	0	0	0	1	14
04:15 AM	0	4	1	0	1	1	0	8	1	0	0	0	0	2	18
04:30 AM	0	7	0	0	1	0	0	2	1	0	0	0	0	0	11
04:45 AM	0	8	1	0	3	1	0	6	1	0	0	0	0	2	22
05:00 AM	0	5	0	0	2	2	0	7	2	0	0	0	0	1	19
05:15 AM	0	10	4	0	0	0	0	6	1	0	0	0	0	1	22
05:30 AM	0	8	5	0	0	0	0	10	4	0	0	0	0	1	28
05:45 AM	0	13	0	0	0	0	0	9	1	0	0	0	0	0	23
Day Total															
Percent															
ADT															
3885															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	22	0	0	0	1	0	1	0	0	0	0	0	3	27
06:15 AM	0	18	2	0	2	0	0	3	0	0	0	0	0	0	25
06:30 AM	0	17	1	0	1	0	0	6	1	0	0	0	1	1	28
06:45 AM	0	21	1	0	1	0	0	11	0	0	0	0	0	1	35
07:00 AM	0	18	5	0	0	0	0	6	3	0	0	0	0	0	32
07:15 AM	0	17	2	0	1	0	0	3	1	0	0	0	0	2	26
07:30 AM	0	20	1	0	2	0	0	7	1	0	0	0	0	1	32
07:45 AM	0	24	5	0	0	0	0	8	0	0	0	0	0	1	38
08:00 AM	0	15	1	0	2	1	0	7	1	0	0	0	0	3	30
08:15 AM	1	34	4	0	1	2	0	9	2	0	0	0	0	3	56
08:30 AM	0	29	1	0	1	0	0	11	0	0	0	0	0	0	42
08:45 AM	0	23	2	0	2	2	0	4	0	0	0	0	0	2	35
09:00 AM	0	31	1	0	2	2	0	6	1	1	0	0	0	2	46
09:15 AM	0	19	3	0	1	0	0	6	1	0	0	0	0	3	33
09:30 AM	0	31	3	0	1	2	0	14	4	0	0	0	0	2	57
09:45 AM	0	32	2	0	1	1	0	10	0	0	0	0	0	0	46
10:00 AM	0	25	3	0	3	0	0	12	0	0	0	0	0	3	46
10:15 AM	1	24	5	0	1	1	1	6	0	0	0	0	0	2	41
10:30 AM	0	35	3	0	0	1	0	5	2	0	0	0	0	3	49
10:45 AM	0	31	1	0	0	1	0	8	0	0	0	0	0	0	41
11:00 AM	0	47	3	1	4	6	0	5	1	1	0	0	0	6	74
11:15 AM	0	27	4	0	2	0	0	4	1	0	0	0	0	2	40
11:30 AM	0	33	5	0	3	0	0	14	1	0	0	0	0	2	58
11:45 AM	0	35	4	0	3	2	0	10	2	0	0	0	0	3	59
Day Total															
Percent															
ADT															
3885															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	30	4	0	2	2	0	10	1	0	0	0	0	3	52
12:15 PM	0	33	0	0	1	0	0	13	1	0	0	0	0	0	48
12:30 PM	1	42	2	1	0	1	0	8	1	1	0	0	0	3	60
12:45 PM	1	43	3	0	3	0	0	7	0	0	0	0	0	1	58
01:00 PM	0	36	6	0	0	0	0	11	4	0	0	0	0	0	57
01:15 PM	0	35	3	1	1	0	0	7	0	0	0	0	0	1	48
01:30 PM	0	35	1	2	2	0	0	6	0	0	0	0	0	2	48
01:45 PM	0	32	4	0	1	0	0	11	1	0	0	0	0	2	51
02:00 PM	0	39	11	0	2	2	0	9	0	0	0	0	0	4	67
02:15 PM	0	40	6	0	1	3	0	8	1	0	0	1	0	2	62
02:30 PM	0	40	3	0	0	3	0	7	0	0	0	0	0	1	54
02:45 PM	0	41	3	0	1	2	0	15	4	0	0	0	0	5	71
03:00 PM	0	39	3	0	2	0	0	7	0	0	0	0	0	3	54
03:15 PM	0	48	6	0	1	1	0	11	0	0	0	0	0	2	69
03:30 PM	1	42	7	0	2	5	0	8	3	0	0	0	0	5	73
03:45 PM	0	60	1	0	0	1	0	8	1	0	0	0	0	3	74
04:00 PM	0	47	6	0	1	0	0	7	1	0	0	0	1	1	64
04:15 PM	0	53	2	0	2	0	0	14	1	0	0	0	0	2	74
04:30 PM	0	59	5	1	1	1	0	7	5	0	0	0	0	9	88
04:45 PM	0	54	4	0	1	1	0	11	2	0	0	0	0	1	74
05:00 PM	0	63	1	0	1	1	0	3	1	0	0	0	0	1	71
05:15 PM	0	61	5	1	1	4	0	11	4	0	0	0	0	10	97
05:30 PM	0	51	3	1	0	6	0	7	2	0	0	0	0	11	81
05:45 PM	0	50	3	0	1	0	0	2	4	0	1	0	0	1	62
Day Total															
Percent															
ADT															
3885															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	53	1	0	2	5	0	3	6	0	0	1	0	12	84
06:15 PM	1	42	6	0	1	2	0	13	4	0	0	0	0	3	72
06:30 PM	2	38	1	0	5	2	0	6	2	0	0	0	0	6	62
06:45 PM	0	50	0	0	1	1	0	2	6	1	0	0	0	6	67
07:00 PM	0	41	5	0	0	1	0	5	5	0	0	0	1	0	58
07:15 PM	0	36	2	0	3	3	0	5	8	0	0	1	0	7	65
07:30 PM	0	45	0	0	3	2	0	16	3	0	0	0	0	2	71
07:45 PM	0	56	5	0	2	0	0	12	1	0	0	0	0	2	78
08:00 PM	0	45	2	0	1	2	0	4	1	0	0	0	0	0	55
08:15 PM	0	27	1	0	0	0	0	4	4	0	0	0	0	1	37
08:30 PM	0	21	1	0	1	2	0	7	7	0	1	0	0	2	42
08:45 PM	0	24	0	0	0	0	0	6	3	0	0	0	0	0	33
09:00 PM	0	10	1	0	1	0	0	6	4	0	0	0	0	1	23
09:15 PM	0	13	0	0	0	0	0	5	1	1	0	0	0	0	20
09:30 PM	0	12	2	0	2	0	0	6	1	0	1	0	0	2	26
09:45 PM	0	13	0	0	0	0	0	6	1	0	0	0	0	1	21
10:00 PM	0	14	4	0	0	0	0	6	0	0	0	0	0	1	25
10:15 PM	0	14	1	0	0	0	0	4	2	0	0	0	0	0	21
10:30 PM	0	14	2	0	0	1	0	6	2	0	0	0	0	3	28
10:45 PM	0	5	2	0	3	1	0	4	1	0	0	0	0	0	16
11:00 PM	0	8	1	0	0	0	0	4	1	0	0	0	0	0	14
11:15 PM	0	11	0	0	0	1	0	2	3	0	0	0	0	1	18
11:30 PM	0	7	0	0	0	0	0	6	3	0	0	0	0	0	16
11:45 PM	0	5	2	1	0	0	0	5	1	0	0	0	0	0	14
Day Total	11	2454	212	12	99	84	1	649	164	5	3	3	3	185	3885
Percent	0.3%	63.2%	5.5%	0.3%	2.5%	2.2%	0%	16.7%	4.2%	0.1%	0.1%	0.1%	0.1%	4.8%	
ADT 3885															
AM Peak 15-min Vol	2:00 AM	11:00 AM	5:30 AM	12:00 AM	11:00 AM	11:00 AM	10:15 AM	9:30 AM	5:30 AM	9:00 AM	12:00 AM	12:00 AM	6:30 AM	11:00 AM	11:00 AM
	1	47	5	1	4	6	1	14	4	1	0	0	1	6	74
PM Peak 15-min Vol	6:30 PM	5:00 PM	2:00 PM	1:30 PM	6:30 PM	5:30 PM	12:00 PM	7:30 PM	7:15 PM	12:30 PM	5:45 PM	2:15 PM	4:00 PM	6:00 PM	5:15 PM
	2	63	11	2	5	6	0	16	8	1	1	1	1	12	97

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	0	0	0	0	0	7	1	0	0	0	0	0	15
12:15 AM	0	10	0	0	0	0	0	9	0	1	0	0	0	1	21
12:30 AM	0	6	0	0	0	1	0	3	2	0	0	0	0	0	12
12:45 AM	0	5	0	0	0	2	0	4	1	0	0	0	0	1	13
01:00 AM	0	7	0	0	1	0	0	3	4	0	0	0	0	0	15
01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	0	4
01:45 AM	0	12	0	0	1	0	0	1	0	0	0	0	0	1	15
02:00 AM	0	3	1	0	1	0	0	7	2	0	0	0	0	1	15
02:15 AM	0	2	1	1	0	0	0	7	1	0	0	0	0	0	12
02:30 AM	0	4	0	0	0	0	0	6	0	0	0	0	0	0	10
02:45 AM	0	3	1	0	0	0	0	8	2	0	0	0	0	0	14
03:00 AM	0	4	0	0	0	0	0	4	0	0	0	0	0	0	8
03:15 AM	0	1	0	0	2	2	0	3	0	0	0	0	0	1	9
03:30 AM	0	3	1	0	1	0	0	7	2	1	0	0	0	0	15
03:45 AM	1	8	0	0	0	0	0	11	1	0	0	0	0	0	21
04:00 AM	0	10	1	2	1	0	0	5	4	0	0	0	0	1	24
04:15 AM	0	7	1	0	0	0	0	5	3	0	0	0	0	0	16
04:30 AM	0	8	0	0	2	1	0	9	1	0	0	0	0	5	26
04:45 AM	0	7	2	0	1	0	0	6	2	0	0	0	0	1	19
05:00 AM	0	12	0	0	1	1	0	3	3	0	0	0	0	0	20
05:15 AM	0	8	0	0	0	0	0	10	3	0	0	0	0	0	21
05:30 AM	0	10	0	1	0	0	0	5	2	0	0	0	0	0	18
05:45 AM	0	8	1	0	2	0	0	7	2	0	0	0	0	2	22
Day Total															
Percent															
ADT															
3923															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	8	2	0	1	0	0	7	2	0	0	0	0	6	26
06:15 AM	0	22	1	0	1	0	0	3	2	0	0	0	0	0	29
06:30 AM	0	18	2	0	4	1	0	10	2	0	0	0	0	2	39
06:45 AM	0	14	3	0	1	0	0	9	2	0	0	0	0	3	32
07:00 AM	0	22	1	0	1	1	0	5	1	0	0	0	0	0	31
07:15 AM	0	22	1	0	1	0	0	11	0	0	0	0	0	3	38
07:30 AM	0	20	5	0	2	1	0	5	2	0	0	0	0	2	37
07:45 AM	0	33	3	0	0	0	0	9	1	0	0	0	0	0	46
08:00 AM	0	27	6	0	0	0	0	8	0	0	0	0	0	0	41
08:15 AM	0	27	4	0	3	3	0	10	2	0	0	0	0	3	52
08:30 AM	0	28	5	0	0	0	0	11	2	0	0	0	0	2	48
08:45 AM	0	24	1	0	1	0	0	11	0	0	0	0	0	3	40
09:00 AM	0	22	4	0	4	3	0	12	1	0	0	0	0	4	50
09:15 AM	1	22	5	0	2	6	0	3	2	0	0	0	0	15	56
09:30 AM	0	38	5	0	0	0	0	13	2	0	0	0	0	2	60
09:45 AM	1	37	6	0	3	1	0	12	0	0	0	0	0	0	60
10:00 AM	0	32	4	0	2	2	0	13	1	0	0	0	0	8	62
10:15 AM	0	26	3	0	2	0	0	9	2	0	1	0	0	2	45
10:30 AM	0	48	2	1	1	1	0	12	0	0	0	1	0	0	66
10:45 AM	0	29	3	0	4	0	0	13	1	0	0	0	0	2	52
11:00 AM	0	26	2	1	1	0	0	14	0	0	0	0	0	0	44
11:15 AM	0	34	1	0	2	3	0	10	0	0	0	0	0	1	51
11:30 AM	0	30	6	0	1	0	0	12	1	0	1	0	0	0	51
11:45 AM	1	38	2	0	3	0	0	10	1	0	0	0	0	2	57
Day Total															
Percent															
ADT															
3923															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	30	2	0	5	0	0	13	0	0	0	0	0	0	50
12:15 PM	0	46	2	0	1	0	0	13	0	0	0	0	0	0	62
12:30 PM	1	47	3	0	1	0	0	13	1	0	0	0	0	6	72
12:45 PM	1	33	3	0	0	0	0	6	1	0	0	0	0	0	44
01:00 PM	1	42	3	0	3	1	0	12	0	0	0	0	0	1	63
01:15 PM	0	50	2	0	0	1	0	10	1	0	0	0	0	2	66
01:30 PM	0	36	4	0	3	4	0	6	3	0	0	0	0	5	61
01:45 PM	0	42	5	0	2	3	0	9	1	0	0	0	0	7	69
02:00 PM	0	41	3	0	2	2	0	3	1	0	0	0	0	0	52
02:15 PM	0	34	4	0	0	2	0	8	1	0	0	0	0	3	52
02:30 PM	0	40	2	0	4	1	0	15	4	0	0	0	0	3	69
02:45 PM	1	46	4	0	0	1	0	8	0	0	0	0	0	3	63
03:00 PM	0	50	6	0	2	2	0	6	7	0	0	0	0	6	79
03:15 PM	0	42	8	0	1	1	0	8	0	0	0	0	0	1	61
03:30 PM	0	66	3	0	6	1	0	9	0	0	0	0	0	4	89
03:45 PM	0	51	2	0	1	1	0	15	1	0	0	0	0	1	72
04:00 PM	2	59	2	0	0	2	0	8	0	1	0	0	0	4	78
04:15 PM	0	47	4	0	2	2	0	10	0	0	0	0	0	3	68
04:30 PM	0	65	4	0	2	0	0	12	0	0	0	0	0	1	84
04:45 PM	0	43	0	0	1	0	0	13	0	0	0	0	0	8	65
05:00 PM	0	54	1	1	1	0	0	11	2	0	0	0	0	0	70
05:15 PM	0	41	3	0	1	0	0	11	1	0	0	0	0	9	66
05:30 PM	0	59	4	0	1	3	0	11	5	1	0	0	0	5	89
05:45 PM	0	55	3	0	0	2	0	6	6	0	0	0	0	1	73
Day Total															
Percent															
ADT															
3923															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB Off Ramp to W Hwy 326

QC JOB #: 15135860

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

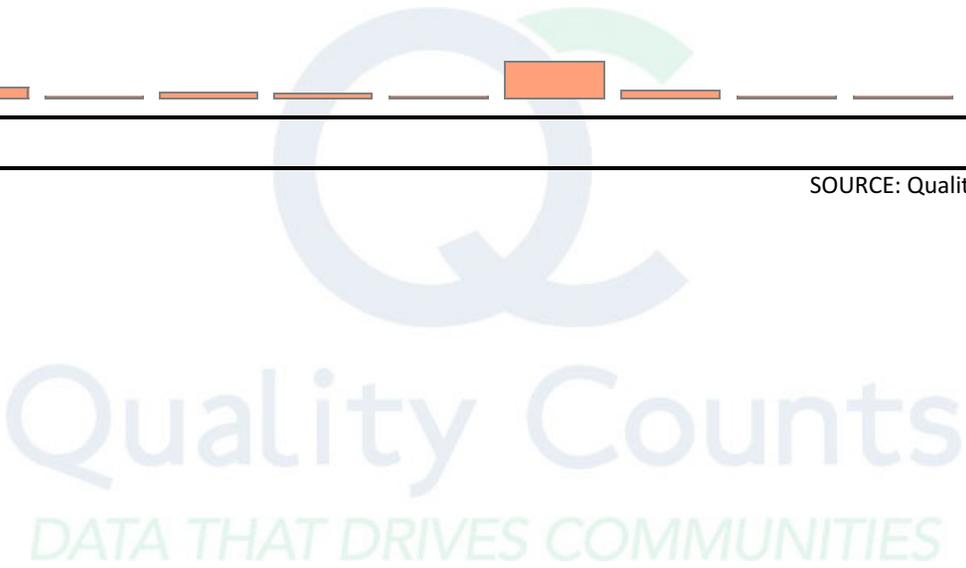
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	43	7	0	3	3	0	6	4	0	0	0	0	0	66
06:15 PM	0	40	1	0	0	0	0	8	1	0	0	0	0	0	50
06:30 PM	0	35	2	0	1	5	0	7	5	0	0	0	0	0	55
06:45 PM	0	37	3	0	1	1	0	13	1	0	0	0	0	5	61
07:00 PM	0	29	1	0	2	0	0	7	4	0	0	0	0	2	45
07:15 PM	0	29	0	0	1	1	0	4	3	0	0	0	0	0	38
07:30 PM	0	33	1	0	0	1	0	9	1	0	0	0	0	0	45
07:45 PM	0	19	2	0	1	1	0	8	2	0	0	0	0	1	34
08:00 PM	0	28	2	0	2	3	0	10	1	0	0	0	0	0	46
08:15 PM	0	22	2	0	0	1	0	10	5	0	0	0	0	1	41
08:30 PM	0	24	1	0	1	0	0	11	0	0	0	0	0	2	39
08:45 PM	0	24	1	0	0	0	0	11	0	0	0	0	0	1	37
09:00 PM	0	18	0	0	0	0	0	8	1	0	0	0	0	0	27
09:15 PM	0	10	1	0	0	2	0	11	1	0	0	0	1	1	27
09:30 PM	0	22	0	0	0	0	0	5	0	0	1	0	0	0	28
09:45 PM	0	18	3	0	0	1	0	9	1	0	0	0	0	0	32
10:00 PM	0	9	1	0	0	1	0	6	2	0	0	0	0	0	19
10:15 PM	0	10	0	0	1	0	0	3	3	0	0	0	0	0	17
10:30 PM	0	15	0	0	2	0	0	7	1	0	0	0	0	0	25
10:45 PM	0	12	0	0	0	0	0	5	0	0	0	0	0	0	17
11:00 PM	0	17	2	0	1	0	0	8	1	0	0	0	0	0	29
11:15 PM	0	8	1	0	0	0	0	4	2	0	0	0	0	1	16
11:30 PM	1	8	3	0	2	0	0	6	0	0	0	0	0	0	20
11:45 PM	0	10	0	0	0	0	0	4	0	0	0	0	0	0	14
Day Total	11	2433	198	7	110	78	0	778	138	4	3	1	1	161	3923
Percent	0.3%	62%	5%	0.2%	2.8%	2%	0%	19.8%	3.5%	0.1%	0.1%	0%	0%	4.1%	
ADT 3923															
AM Peak 15-min Vol	3:45 AM 1	10:30 AM 48	8:00 AM 6	4:00 AM 2	6:30 AM 4	9:15 AM 6	12:00 AM 0	11:00 AM 14	1:00 AM 4	12:15 AM 1	10:15 AM 1	10:30 AM 1	12:00 AM 0	9:15 AM 15	10:30 AM 66
PM Peak 15-min Vol	4:00 PM 2	3:30 PM 66	3:15 PM 8	5:00 PM 1	3:30 PM 6	6:30 PM 5	12:00 PM 0	2:30 PM 15	3:00 PM 7	4:00 PM 1	9:30 PM 1	12:00 PM 0	9:15 PM 1	5:15 PM 9	3:30 PM 89

Comments:

LOCATION: I-75 SB Off Ramp to W Hwy 326 **QC JOB #:** 15135860
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 12 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	80	20032	1380	77	685	487	9	4519	883	41	20	6	18	1256	29493
Percent	0.3%	67.9%	4.7%	0.3%	2.3%	1.7%	0%	15.3%	3%	0.1%	0.1%	0%	0.1%	4.3%	
ADT 4213															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	0	0	0	0	0	3	8	0	0	0	0	0	18
12:15 AM	0	13	1	1	3	0	0	1	15	0	0	0	0	1	35
12:30 AM	0	11	0	0	1	0	0	1	6	0	0	0	0	0	19
12:45 AM	0	13	1	0	0	0	0	4	7	0	0	0	0	0	25
01:00 AM	0	2	0	0	0	0	0	2	10	1	0	0	1	0	16
01:15 AM	0	4	0	0	0	0	0	2	9	0	0	0	0	2	17
01:30 AM	0	4	2	0	1	0	0	0	8	0	0	0	1	0	16
01:45 AM	0	6	0	0	0	0	0	2	7	0	0	0	0	0	15
02:00 AM	0	4	2	0	0	0	0	3	6	0	0	1	0	2	18
02:15 AM	0	6	2	0	0	0	0	0	6	0	0	0	0	0	14
02:30 AM	0	9	1	0	0	1	0	2	2	1	0	0	0	0	16
02:45 AM	0	4	1	1	1	1	0	0	10	0	0	1	0	1	20
03:00 AM	0	5	0	0	1	0	0	0	10	1	0	0	0	0	17
03:15 AM	0	8	0	0	0	1	0	1	5	0	0	0	0	0	15
03:30 AM	1	10	0	0	2	0	0	4	15	0	0	0	0	0	32
03:45 AM	0	10	3	0	0	1	0	2	9	0	0	0	0	0	25
04:00 AM	0	7	1	0	0	0	0	3	4	0	0	0	0	1	16
04:15 AM	0	12	3	0	0	1	0	1	16	0	0	0	0	0	33
04:30 AM	0	9	1	0	0	0	0	2	15	0	0	0	0	0	27
04:45 AM	0	15	2	0	1	0	0	2	22	1	0	0	0	2	45
05:00 AM	0	18	2	0	1	0	0	2	18	0	0	0	1	2	44
05:15 AM	0	21	1	1	1	0	0	3	9	0	0	0	0	2	38
05:30 AM	0	26	5	0	0	1	0	4	24	1	0	0	0	2	63
05:45 AM	0	22	3	0	0	0	0	4	14	0	0	0	0	0	43
Day Total															
Percent															
ADT 6603															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	27	5	0	0	1	0	8	18	1	0	0	1	1	63
06:15 AM	0	34	5	0	1	0	0	4	15	0	0	0	0	0	59
06:30 AM	1	38	4	0	1	1	0	3	21	1	0	0	0	5	75
06:45 AM	1	30	3	0	0	2	0	5	32	0	0	0	1	3	77
07:00 AM	0	43	4	0	1	2	0	5	16	0	0	0	2	8	81
07:15 AM	0	57	7	0	1	1	2	2	21	1	0	0	1	5	98
07:30 AM	0	57	6	0	1	4	0	2	14	0	0	1	0	3	88
07:45 AM	0	47	4	0	3	1	1	2	25	0	1	0	1	3	88
08:00 AM	0	41	4	0	2	0	0	3	20	0	0	0	0	1	71
08:15 AM	1	45	3	0	1	2	1	3	22	0	0	0	0	4	82
08:30 AM	0	44	5	0	1	0	0	7	19	0	0	0	1	2	79
08:45 AM	1	43	4	0	1	1	1	2	12	0	0	0	0	4	69
09:00 AM	0	32	5	0	3	1	1	4	24	0	0	0	0	2	72
09:15 AM	1	56	3	0	2	0	0	4	19	0	0	0	0	3	88
09:30 AM	0	60	3	0	2	1	1	4	20	0	0	0	0	1	92
09:45 AM	1	51	5	0	1	1	0	3	20	0	0	0	0	3	85
10:00 AM	1	55	14	0	3	2	1	6	27	0	0	1	0	7	117
10:15 AM	0	61	2	0	0	0	0	3	15	1	0	0	1	3	86
10:30 AM	0	48	7	0	3	3	1	3	17	1	0	0	0	5	88
10:45 AM	0	62	6	1	2	4	0	1	14	1	0	0	0	1	92
11:00 AM	0	71	6	0	2	4	0	6	19	0	0	0	1	6	115
11:15 AM	1	71	5	0	1	2	0	8	13	0	0	0	0	4	105
11:30 AM	0	86	7	0	2	2	0	3	12	0	0	1	0	4	117
11:45 AM	0	78	6	0	0	0	1	3	17	0	0	0	0	5	110
Day Total															
Percent															
ADT 6603															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	81	5	0	2	1	0	5	14	1	0	0	0	2	111
12:15 PM	0	71	2	0	3	2	0	4	19	0	0	0	0	0	101
12:30 PM	0	77	5	0	0	1	0	5	16	0	0	0	1	3	108
12:45 PM	0	71	2	0	0	3	0	3	12	1	0	0	1	2	95
01:00 PM	0	83	8	0	1	2	0	5	16	1	0	0	0	0	116
01:15 PM	0	82	5	0	2	2	0	3	15	1	0	0	0	2	112
01:30 PM	1	72	6	0	4	3	0	1	11	1	0	0	0	2	101
01:45 PM	0	86	1	0	1	3	0	4	17	1	0	0	0	0	113
02:00 PM	0	93	3	1	2	2	0	3	16	0	1	0	1	2	124
02:15 PM	1	108	10	0	2	2	0	2	12	1	0	0	1	1	140
02:30 PM	0	108	3	0	3	1	0	3	19	0	0	0	0	1	138
02:45 PM	0	89	7	0	0	2	0	3	14	0	0	0	0	1	116
03:00 PM	0	101	8	0	0	1	0	0	10	0	0	1	3	0	124
03:15 PM	0	76	6	0	2	1	0	3	13	0	1	0	0	3	105
03:30 PM	0	92	1	0	1	1	0	1	20	2	0	0	0	1	119
03:45 PM	0	107	7	0	4	1	0	4	8	1	0	0	0	0	132
04:00 PM	0	103	3	0	1	1	0	1	14	0	0	0	2	1	126
04:15 PM	1	71	3	1	1	1	0	3	15	0	0	0	1	0	97
04:30 PM	0	72	6	0	1	1	0	4	26	0	1	0	1	1	113
04:45 PM	1	63	5	0	2	1	0	1	12	0	0	0	0	1	86
05:00 PM	1	78	4	0	3	1	0	5	25	0	0	0	0	1	118
05:15 PM	0	100	6	0	2	0	0	7	22	0	0	0	1	3	141
05:30 PM	1	84	1	0	2	1	0	0	16	0	0	0	0	0	105
05:45 PM	0	57	5	1	3	0	0	1	18	1	0	0	0	0	86
Day Total															
Percent															
ADT 6603															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	74	2	0	1	0	0	2	21	0	0	0	2	0	103
06:15 PM	0	62	6	0	1	1	0	3	15	0	0	0	0	0	88
06:30 PM	0	50	3	0	4	0	0	4	22	0	0	0	0	2	85
06:45 PM	1	42	0	0	1	1	0	1	11	0	0	0	1	0	58
07:00 PM	0	46	5	0	0	0	0	0	17	0	0	0	0	0	68
07:15 PM	0	41	1	0	0	0	0	2	15	0	0	0	0	1	60
07:30 PM	0	44	0	0	1	0	0	2	21	0	1	0	1	1	71
07:45 PM	0	43	3	0	1	1	0	2	17	0	0	0	0	1	68
08:00 PM	0	31	6	0	2	0	0	1	9	0	0	0	0	0	49
08:15 PM	0	19	3	0	0	0	0	2	6	0	0	0	0	0	30
08:30 PM	0	43	5	1	0	0	0	3	11	0	0	0	0	0	63
08:45 PM	0	21	1	0	0	2	0	3	10	0	0	0	0	0	37
09:00 PM	0	29	4	0	1	0	0	2	8	0	0	0	0	2	46
09:15 PM	0	21	0	0	1	1	0	0	7	0	0	0	0	0	30
09:30 PM	0	17	0	0	0	1	0	3	12	0	0	0	0	0	33
09:45 PM	1	20	0	0	1	1	0	5	12	0	0	0	0	1	41
10:00 PM	0	13	1	0	0	0	0	1	10	0	0	0	0	0	25
10:15 PM	0	17	3	0	0	1	0	0	12	0	0	0	0	0	33
10:30 PM	0	18	2	0	1	0	0	1	7	0	0	0	0	1	30
10:45 PM	0	21	0	0	0	1	0	2	10	0	0	0	0	0	34
11:00 PM	0	16	0	0	1	1	0	1	12	1	0	0	0	0	32
11:15 PM	0	3	1	0	0	0	0	4	7	1	0	0	0	1	17
11:30 PM	0	10	0	0	0	1	0	1	10	0	0	0	0	0	22
11:45 PM	0	17	0	0	0	0	0	1	9	1	0	0	0	1	29
Day Total	19	4226	312	8	104	87	10	259	1378	25	5	6	28	136	6603
Percent	0.3%	64%	4.7%	0.1%	1.6%	1.3%	0.2%	3.9%	20.9%	0.4%	0.1%	0.1%	0.4%	2.1%	
ADT 6603															
AM Peak 15-min Vol	3:30 AM	11:30 AM	10:00 AM	12:15 AM	12:15 AM	7:30 AM	7:15 AM	6:00 AM	6:45 AM	1:00 AM	7:45 AM	2:00 AM	7:00 AM	7:00 AM	10:00 AM
	1	86	14	1	3	4	2	8	32	1	1	1	2	8	117
PM Peak 15-min Vol	1:30 PM	2:15 PM	2:15 PM	2:00 PM	1:30 PM	12:45 PM	12:00 PM	5:15 PM	4:30 PM	3:30 PM	2:00 PM	3:00 PM	3:00 PM	12:30 PM	5:15 PM
	1	108	10	1	4	3	0	7	26	2	1	1	3	3	141

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	8	1	0	1	0	0	1	12	0	0	0	0	0	23
12:15 AM	0	4	1	0	0	0	0	2	15	1	1	0	0	1	25
12:30 AM	0	12	1	0	0	0	0	1	9	0	0	0	0	1	24
12:45 AM	0	8	0	1	1	1	0	1	8	1	1	0	0	0	22
01:00 AM	0	8	1	0	0	1	0	2	8	0	0	0	0	0	20
01:15 AM	0	15	0	0	0	0	0	0	12	0	0	0	0	0	27
01:30 AM	0	6	0	0	1	0	0	1	9	1	0	0	0	2	20
01:45 AM	0	10	0	0	0	1	0	2	12	0	0	0	0	0	25
02:00 AM	0	6	1	0	0	0	0	1	6	0	1	0	0	0	15
02:15 AM	0	5	0	0	0	0	0	0	4	0	0	0	0	0	9
02:30 AM	0	4	0	0	0	0	0	0	17	1	0	0	0	0	22
02:45 AM	0	5	1	1	1	0	0	2	9	0	0	0	0	1	20
03:00 AM	0	2	0	0	1	0	0	0	10	0	0	0	0	0	13
03:15 AM	0	6	0	0	0	1	0	1	9	0	0	0	0	1	18
03:30 AM	1	16	0	0	0	0	0	2	7	0	0	0	0	1	27
03:45 AM	0	10	1	0	0	0	0	4	13	0	0	0	0	0	28
04:00 AM	0	3	0	0	0	0	0	2	18	0	0	0	0	0	23
04:15 AM	0	6	2	0	0	1	0	3	15	0	0	0	0	1	28
04:30 AM	0	5	2	0	0	2	0	3	16	0	0	0	0	0	28
04:45 AM	0	19	3	0	0	0	0	3	22	0	0	0	1	0	48
05:00 AM	0	5	1	0	0	1	0	2	15	0	0	0	0	0	24
05:15 AM	0	22	4	0	1	0	0	2	11	1	0	0	0	0	41
05:30 AM	0	24	0	0	0	0	1	4	18	0	0	0	1	1	49
05:45 AM	1	27	0	0	1	0	0	1	26	1	0	0	0	0	57
Day Total															
Percent															
ADT															
6322															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	18	2	0	0	0	0	1	12	0	0	0	1	0	35
06:15 AM	0	37	3	0	2	3	0	6	18	0	0	0	0	0	69
06:30 AM	0	27	7	0	0	1	0	5	21	0	0	0	1	0	62
06:45 AM	0	40	0	0	0	1	0	4	25	0	0	0	0	1	71
07:00 AM	0	43	0	0	1	1	0	4	24	1	1	0	1	3	79
07:15 AM	0	55	5	0	0	1	0	5	20	0	0	0	2	1	89
07:30 AM	0	55	5	0	1	0	0	1	17	0	0	0	1	2	82
07:45 AM	0	53	6	0	1	1	0	6	22	0	0	0	0	2	91
08:00 AM	0	59	0	0	2	2	0	3	22	0	0	0	1	0	89
08:15 AM	0	39	0	1	0	0	0	3	30	1	0	0	0	0	74
08:30 AM	0	40	6	0	1	0	0	4	16	1	0	0	1	1	70
08:45 AM	0	51	2	0	2	0	0	3	16	0	0	0	1	3	78
09:00 AM	0	47	5	0	1	1	0	3	17	0	0	0	0	1	75
09:15 AM	0	54	4	0	1	1	0	4	18	0	0	0	0	0	82
09:30 AM	2	46	4	0	1	2	0	1	17	0	0	0	0	1	74
09:45 AM	1	43	4	0	0	0	0	5	27	0	0	0	1	2	83
10:00 AM	0	59	4	0	3	2	0	3	25	0	0	0	0	2	98
10:15 AM	0	69	4	0	2	3	0	5	28	0	0	0	0	0	111
10:30 AM	0	55	1	1	1	0	0	6	23	2	0	0	2	2	93
10:45 AM	0	75	4	0	0	0	0	2	25	0	0	0	0	0	106
11:00 AM	1	63	2	0	2	1	0	5	17	0	0	0	1	0	92
11:15 AM	0	75	3	0	1	0	0	4	14	0	0	0	0	0	97
11:30 AM	0	55	3	1	1	2	0	3	17	0	0	0	0	0	82
11:45 AM	0	56	6	0	1	1	0	3	13	0	0	0	0	0	80
Day Total															
Percent															
ADT															
6322															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	55	6	0	3	4	0	5	16	0	0	0	0	0	90
12:15 PM	0	63	3	0	1	0	0	9	15	0	0	0	1	1	93
12:30 PM	0	63	2	0	0	0	0	4	23	0	0	0	0	0	92
12:45 PM	0	65	4	0	2	1	0	5	16	0	0	1	0	0	94
01:00 PM	0	61	6	0	4	3	0	4	20	1	0	0	0	2	101
01:15 PM	0	84	4	0	0	2	0	3	22	0	0	0	0	1	116
01:30 PM	0	76	3	0	3	1	0	4	15	0	0	0	0	1	103
01:45 PM	0	55	1	0	3	0	0	6	22	0	0	0	0	2	89
02:00 PM	0	66	2	0	3	2	0	5	23	0	0	0	1	0	102
02:15 PM	2	72	7	0	4	1	0	2	24	0	0	0	3	1	116
02:30 PM	0	78	6	0	1	2	0	5	16	1	0	0	1	2	112
02:45 PM	0	76	5	0	1	0	1	9	15	0	0	0	1	1	109
03:00 PM	0	95	8	0	3	0	0	3	12	1	0	0	0	4	126
03:15 PM	0	77	10	0	2	1	0	6	12	0	0	0	1	1	110
03:30 PM	0	84	4	0	3	0	0	7	12	1	0	0	1	2	114
03:45 PM	0	60	5	0	1	3	0	5	20	0	0	0	0	2	96
04:00 PM	0	72	7	2	1	0	0	3	13	2	0	0	1	1	102
04:15 PM	0	96	8	0	1	1	0	8	19	1	0	0	0	2	136
04:30 PM	1	82	9	0	1	0	0	12	7	0	0	0	0	1	113
04:45 PM	0	78	5	0	1	1	0	6	14	0	0	0	2	0	107
05:00 PM	0	82	5	0	3	2	0	5	16	1	0	0	2	1	117
05:15 PM	1	83	5	0	1	1	0	5	15	0	0	0	2	2	115
05:30 PM	0	58	5	0	1	1	0	2	13	0	0	0	1	0	81
05:45 PM	0	46	11	0	2	2	0	9	15	0	0	0	1	0	86
Day Total															
Percent															
ADT															
6322															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	73	4	1	3	2	0	2	15	1	0	1	2	0	104
06:15 PM	0	51	7	0	0	1	0	3	16	1	0	0	0	0	79
06:30 PM	0	52	8	0	0	2	0	2	26	1	0	0	2	0	93
06:45 PM	1	51	3	0	4	0	0	5	7	1	2	0	0	1	75
07:00 PM	0	46	5	0	1	2	0	6	18	0	0	0	1	2	81
07:15 PM	0	32	1	0	2	1	0	7	19	0	1	0	0	0	63
07:30 PM	0	49	2	0	1	0	0	3	16	0	2	0	0	0	73
07:45 PM	0	33	4	0	1	0	0	1	14	0	0	0	1	1	55
08:00 PM	0	26	3	0	1	1	0	4	17	0	0	0	0	0	52
08:15 PM	0	25	2	0	1	0	0	0	14	0	0	0	0	0	42
08:30 PM	0	16	0	0	3	0	0	6	11	1	0	0	0	1	38
08:45 PM	0	34	1	0	1	2	0	3	12	0	0	0	0	1	54
09:00 PM	0	34	2	0	0	1	0	4	7	0	0	0	0	1	49
09:15 PM	0	14	2	0	1	0	0	2	10	1	0	0	0	1	31
09:30 PM	0	13	3	1	0	1	0	3	18	1	0	0	0	0	40
09:45 PM	0	22	2	0	1	1	0	3	12	0	0	0	0	1	42
10:00 PM	0	25	2	0	3	0	0	3	13	0	0	0	0	0	46
10:15 PM	0	13	1	0	3	0	0	5	5	0	0	0	0	2	29
10:30 PM	0	17	0	0	1	0	0	3	8	0	0	0	1	0	30
10:45 PM	0	14	0	0	1	0	0	5	10	0	0	0	0	0	30
11:00 PM	0	13	1	0	0	0	0	3	8	2	1	1	0	1	30
11:15 PM	0	16	1	0	1	0	0	1	7	1	0	0	0	0	27
11:30 PM	0	9	1	0	1	1	0	4	5	0	0	1	0	2	24
11:45 PM	0	7	0	0	1	0	0	2	5	1	0	0	0	1	17
Day Total	13	3862	285	9	107	74	2	341	1473	30	10	4	40	72	6322
Percent	0.2%	61.1%	4.5%	0.1%	1.7%	1.2%	0%	5.4%	23.3%	0.5%	0.2%	0.1%	0.6%	1.1%	
ADT 6322															
AM Peak 15-min Vol	9:30 AM 2	10:45 AM 75	6:30 AM 7	12:45 AM 1	10:00 AM 3	6:15 AM 3	5:30 AM 1	6:15 AM 6	8:15 AM 30	10:30 AM 2	12:15 AM 1	12:00 AM 0	7:15 AM 2	7:00 AM 3	10:15 AM 111
PM Peak 15-min Vol	2:15 PM 2	4:15 PM 96	5:45 PM 11	4:00 PM 2	1:00 PM 4	12:00 PM 4	2:45 PM 1	4:30 PM 12	6:30 PM 26	4:00 PM 2	6:45 PM 2	12:45 PM 1	2:15 PM 3	3:00 PM 4	4:15 PM 136

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	0	0	0	0	0	3	4	0	0	0	0	0	14
12:15 AM	0	6	0	1	1	1	0	1	6	1	2	0	0	1	20
12:30 AM	0	6	0	0	2	1	0	3	12	0	2	0	0	2	28
12:45 AM	0	7	0	0	0	0	0	5	6	0	0	1	0	0	19
01:00 AM	0	7	0	1	0	1	0	3	5	0	0	0	0	1	18
01:15 AM	0	3	1	0	0	0	0	0	5	1	0	0	0	1	11
01:30 AM	0	5	0	0	0	0	0	1	7	0	0	0	0	0	13
01:45 AM	0	11	1	0	1	1	0	3	7	0	1	0	0	2	27
02:00 AM	0	7	1	0	0	0	0	3	8	0	0	1	0	0	20
02:15 AM	0	1	0	0	0	0	0	2	10	0	0	0	0	0	13
02:30 AM	0	6	0	1	0	0	0	1	9	1	0	0	0	0	18
02:45 AM	0	5	0	0	0	0	0	1	14	0	0	0	0	0	20
03:00 AM	0	6	0	1	0	0	0	4	10	0	0	0	0	0	21
03:15 AM	0	8	2	1	1	2	0	4	9	0	0	0	0	2	29
03:30 AM	0	11	1	0	0	1	0	3	16	0	0	0	0	1	33
03:45 AM	0	4	1	0	0	1	0	5	10	0	0	0	0	0	21
04:00 AM	0	2	2	0	1	1	0	1	17	0	1	1	0	0	26
04:15 AM	0	12	0	0	0	0	0	0	22	0	0	0	0	0	34
04:30 AM	0	10	1	0	0	0	0	5	19	0	0	0	0	0	35
04:45 AM	0	11	3	0	1	2	0	9	17	0	0	0	0	4	47
05:00 AM	0	10	3	0	0	0	0	4	18	0	0	0	0	0	35
05:15 AM	0	12	4	0	1	0	0	5	29	0	0	0	0	1	52
05:30 AM	0	13	5	0	1	0	0	8	15	1	0	0	0	0	43
05:45 AM	1	19	3	0	1	1	0	5	15	1	0	0	0	0	46
Day Total															
Percent															
ADT															
6622															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	24	5	0	2	1	0	7	12	0	0	0	0	1	53
06:15 AM	0	35	4	0	0	0	0	6	29	1	0	0	2	0	77
06:30 AM	0	24	4	0	1	2	0	3	23	0	0	0	0	3	60
06:45 AM	0	39	4	0	3	1	0	6	23	0	0	0	1	4	81
07:00 AM	0	39	3	0	0	1	0	5	24	1	0	0	1	1	75
07:15 AM	0	43	11	0	2	4	0	6	30	0	1	0	1	3	101
07:30 AM	0	46	6	0	0	7	0	5	23	1	0	0	0	1	89
07:45 AM	0	41	6	0	1	2	0	6	29	2	0	0	0	0	87
08:00 AM	0	46	10	0	1	2	0	3	22	1	0	0	1	0	86
08:15 AM	0	42	7	0	1	1	0	9	27	0	0	0	1	1	89
08:30 AM	0	47	3	0	3	1	0	7	21	3	0	0	1	2	88
08:45 AM	0	38	6	0	1	1	0	4	16	0	0	0	2	2	70
09:00 AM	0	33	7	1	4	0	0	7	14	0	0	0	0	1	67
09:15 AM	0	47	9	0	1	1	0	7	25	2	0	0	1	1	94
09:30 AM	0	53	7	0	2	0	0	11	20	0	0	0	0	0	93
09:45 AM	0	38	9	0	3	1	1	9	6	0	0	0	0	2	69
10:00 AM	0	47	3	0	1	1	0	10	7	0	0	0	1	0	70
10:15 AM	0	60	8	0	0	1	0	7	14	1	0	0	1	1	93
10:30 AM	0	61	5	0	0	1	0	6	14	0	0	0	0	0	87
10:45 AM	0	46	7	1	0	3	0	8	17	0	0	0	1	0	83
11:00 AM	0	55	6	0	3	1	0	7	21	1	0	0	1	0	95
11:15 AM	0	55	11	0	1	0	0	4	14	0	0	0	1	3	89
11:30 AM	0	66	6	0	2	1	0	11	9	0	0	0	0	0	95
11:45 AM	0	67	8	0	0	2	0	7	16	0	0	0	2	4	106
Day Total															
Percent															
ADT															
6622															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	72	8	0	0	1	0	10	8	1	0	0	0	3	103
12:15 PM	0	67	4	0	1	4	0	8	17	0	0	0	0	2	103
12:30 PM	0	65	2	0	4	1	0	5	20	1	0	0	1	3	102
12:45 PM	0	63	5	1	2	2	0	11	9	1	0	0	0	1	95
01:00 PM	1	54	11	0	1	1	0	8	18	1	1	0	2	1	99
01:15 PM	0	77	5	0	2	0	0	7	21	0	0	0	0	2	114
01:30 PM	0	74	8	1	2	2	0	5	13	0	0	0	0	2	107
01:45 PM	0	62	6	0	1	1	0	8	15	0	0	0	3	0	96
02:00 PM	0	74	8	0	3	1	0	14	11	1	0	0	0	1	113
02:15 PM	0	73	6	0	5	2	0	12	14	0	0	0	0	2	114
02:30 PM	0	88	6	0	3	2	0	7	13	0	0	0	0	1	120
02:45 PM	0	68	6	1	0	1	0	7	13	1	0	0	1	0	98
03:00 PM	0	87	4	0	0	1	0	13	17	0	0	0	0	0	122
03:15 PM	0	91	6	0	4	1	0	7	12	1	1	0	0	2	125
03:30 PM	0	75	5	1	2	0	0	5	14	0	0	0	1	0	103
03:45 PM	0	92	3	1	1	1	0	10	10	0	0	0	0	1	119
04:00 PM	0	82	5	1	3	1	0	4	20	0	0	0	0	1	117
04:15 PM	0	97	8	0	1	1	0	8	16	0	1	0	0	1	133
04:30 PM	0	86	4	2	1	2	0	3	12	0	0	0	0	1	111
04:45 PM	0	87	6	0	3	0	0	6	12	1	0	0	0	2	117
05:00 PM	0	84	14	0	0	3	0	6	17	0	0	0	0	2	126
05:15 PM	0	95	10	0	1	1	0	3	24	0	0	0	2	0	136
05:30 PM	0	80	4	0	1	0	0	3	16	0	0	0	0	0	104
05:45 PM	0	85	9	1	0	1	0	7	10	0	0	0	0	1	114
Day Total															
Percent															
ADT															
6622															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	61	4	0	2	3	0	5	16	0	0	0	2	0	93
06:15 PM	0	65	11	0	0	0	0	6	19	0	1	0	1	1	104
06:30 PM	1	67	4	0	2	1	0	6	17	0	0	0	1	1	100
06:45 PM	0	47	5	0	1	0	0	3	16	0	0	0	0	0	72
07:00 PM	1	57	6	0	1	1	0	6	17	0	0	0	0	2	91
07:15 PM	0	41	4	1	2	0	0	4	13	1	2	0	0	2	70
07:30 PM	0	39	4	0	3	2	0	3	13	0	0	0	0	1	65
07:45 PM	0	35	4	0	0	1	0	5	13	0	1	0	0	1	60
08:00 PM	0	34	4	1	0	1	0	2	14	0	0	0	0	1	57
08:15 PM	0	33	1	1	1	0	0	4	8	0	0	0	1	1	50
08:30 PM	0	31	2	0	0	0	0	2	14	0	0	0	0	0	49
08:45 PM	0	27	2	0	0	1	0	1	15	0	0	0	1	0	47
09:00 PM	0	32	5	0	1	0	0	6	8	0	0	0	0	1	53
09:15 PM	0	22	2	0	0	1	0	4	10	0	0	0	0	1	40
09:30 PM	0	17	0	0	1	1	0	8	14	0	0	0	0	0	41
09:45 PM	0	21	3	0	0	0	0	5	11	1	0	0	0	0	41
10:00 PM	0	25	1	0	0	0	0	2	9	1	0	0	0	1	39
10:15 PM	0	20	3	0	1	0	0	4	8	0	0	0	0	0	36
10:30 PM	0	18	1	0	0	0	0	8	7	1	0	0	0	0	35
10:45 PM	0	17	0	0	0	0	0	5	11	1	0	0	0	0	34
11:00 PM	0	12	1	0	0	0	0	1	7	0	1	0	0	0	22
11:15 PM	0	17	2	0	0	0	0	2	17	1	0	1	0	0	40
11:30 PM	0	9	1	0	1	0	0	3	11	0	0	0	0	0	25
11:45 PM	0	10	0	0	1	0	0	1	14	0	1	0	0	0	27
Day Total	5	3916	406	19	100	89	1	513	1400	32	16	4	34	87	6622
Percent	0.1%	59.1%	6.1%	0.3%	1.5%	1.3%	0%	7.7%	21.1%	0.5%	0.2%	0.1%	0.5%	1.3%	
ADT 6622															
AM Peak 15-min Vol	5:45 AM 1	11:45 AM 67	7:15 AM 11	12:15 AM 1	9:00 AM 4	7:30 AM 7	9:45 AM 1	9:30 AM 11	7:15 AM 30	8:30 AM 3	12:15 AM 2	12:45 AM 1	6:15 AM 2	4:45 AM 4	11:45 AM 106
PM Peak 15-min Vol	1:00 PM 1	4:15 PM 97	5:00 PM 14	4:30 PM 2	2:15 PM 5	12:15 PM 4	12:00 PM 0	2:00 PM 14	5:15 PM 24	12:00 PM 1	7:15 PM 2	11:15 PM 1	1:45 PM 3	12:00 PM 3	5:15 PM 136

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	14	2	0	0	0	0	2	5	0	0	0	0	0	23
12:15 AM	0	7	0	0	2	0	0	4	10	1	1	0	0	1	26
12:30 AM	0	4	3	0	1	0	0	3	5	1	0	0	0	0	17
12:45 AM	0	3	1	2	1	1	0	4	7	0	1	0	0	0	20
01:00 AM	0	2	1	0	0	0	0	5	18	0	0	0	0	0	26
01:15 AM	0	11	0	0	1	0	0	2	5	1	0	1	0	2	23
01:30 AM	0	3	1	0	1	0	0	3	14	0	0	0	0	0	22
01:45 AM	0	7	1	0	0	2	0	3	7	0	0	0	0	0	20
02:00 AM	0	7	2	0	0	0	0	2	6	0	0	0	0	0	17
02:15 AM	0	9	0	0	0	0	0	5	10	0	0	0	0	0	24
02:30 AM	0	3	1	1	0	0	0	7	10	1	0	0	0	0	23
02:45 AM	0	5	0	0	0	0	0	4	15	1	0	0	0	0	25
03:00 AM	0	2	1	0	0	2	0	1	9	0	0	0	0	0	15
03:15 AM	0	10	2	0	1	2	0	5	7	0	0	0	0	0	27
03:30 AM	0	8	1	0	0	0	0	4	11	0	0	0	0	0	24
03:45 AM	0	5	1	0	0	1	0	2	9	1	0	0	0	1	20
04:00 AM	0	6	1	0	1	1	0	4	9	0	0	0	0	0	22
04:15 AM	0	8	1	0	0	0	0	7	13	1	0	0	0	0	30
04:30 AM	0	9	0	0	1	0	0	7	13	0	1	0	0	0	31
04:45 AM	0	11	1	0	0	0	0	9	12	0	0	0	0	1	34
05:00 AM	0	12	7	0	0	0	0	11	16	0	0	0	0	2	48
05:15 AM	0	22	3	0	1	0	0	9	13	0	0	0	0	4	52
05:30 AM	0	12	0	0	2	0	0	3	24	1	0	0	0	1	43
05:45 AM	0	25	1	0	0	0	0	3	25	0	1	0	0	0	55
Day Total															
Percent															
ADT 7306															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	27	5	0	1	1	0	3	18	0	0	0	1	0	57
06:15 AM	0	23	2	0	2	3	0	5	25	0	0	0	1	1	62
06:30 AM	0	21	4	0	2	0	0	5	19	0	1	1	1	2	56
06:45 AM	0	30	6	0	0	1	0	5	23	0	0	0	1	1	67
07:00 AM	0	36	6	1	2	2	0	7	20	0	0	1	0	2	77
07:15 AM	0	67	5	0	3	0	0	3	22	1	0	0	1	1	103
07:30 AM	0	48	9	0	1	2	0	6	20	1	0	0	1	0	88
07:45 AM	0	41	8	0	2	1	0	9	17	0	0	0	2	2	82
08:00 AM	0	47	6	0	3	4	0	8	14	1	0	0	0	0	83
08:15 AM	0	57	5	0	1	1	0	13	20	1	1	0	2	0	101
08:30 AM	0	48	4	0	1	1	0	7	13	2	0	0	0	2	78
08:45 AM	0	50	5	0	3	0	0	8	19	0	0	0	0	0	85
09:00 AM	0	48	13	0	1	1	0	8	13	1	0	0	1	0	86
09:15 AM	0	49	4	0	4	3	0	12	21	0	0	0	0	0	93
09:30 AM	0	38	10	0	5	0	0	12	21	1	0	0	0	1	88
09:45 AM	0	58	5	0	2	4	0	9	19	0	0	0	1	2	100
10:00 AM	1	66	1	1	2	0	0	8	15	0	0	0	0	1	95
10:15 AM	0	67	3	0	2	1	0	7	27	1	0	0	1	1	110
10:30 AM	0	54	10	0	1	3	0	13	16	0	0	0	0	4	101
10:45 AM	0	53	7	1	1	2	0	5	15	2	0	0	1	1	88
11:00 AM	1	78	8	1	3	0	0	7	15	0	0	0	1	3	117
11:15 AM	0	68	8	0	1	2	0	9	16	0	0	0	1	2	107
11:30 AM	0	67	5	0	1	2	0	11	17	1	0	0	1	0	105
11:45 AM	0	82	6	1	5	1	0	9	22	0	0	0	2	0	128
Day Total															
Percent															
ADT 7306															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	87	8	0	2	1	0	3	17	1	0	0	0	1	120
12:15 PM	0	75	11	0	1	0	0	11	15	0	0	0	4	3	120
12:30 PM	0	75	9	0	2	3	0	12	14	0	0	0	0	1	116
12:45 PM	0	87	4	0	0	3	0	12	12	0	0	0	0	2	120
01:00 PM	0	91	6	0	3	1	0	5	13	0	0	0	0	0	119
01:15 PM	0	62	3	3	1	2	0	7	24	0	0	0	1	1	104
01:30 PM	0	79	8	0	2	1	1	3	21	0	1	0	2	1	119
01:45 PM	0	97	4	0	5	0	0	8	13	2	0	0	0	1	130
02:00 PM	0	74	9	2	2	0	0	6	14	0	0	0	1	2	110
02:15 PM	0	95	3	0	3	1	0	12	16	0	0	0	2	3	135
02:30 PM	0	86	8	0	2	0	0	11	9	0	0	0	0	1	117
02:45 PM	0	61	5	0	0	1	0	13	6	0	0	0	0	0	86
03:00 PM	0	106	8	0	0	1	0	8	11	0	1	1	2	1	139
03:15 PM	0	94	8	0	2	2	0	5	14	0	1	1	1	1	129
03:30 PM	0	103	7	0	1	4	0	6	9	1	0	0	0	2	133
03:45 PM	1	109	8	1	3	0	0	8	14	0	0	0	0	2	146
04:00 PM	0	98	7	0	1	3	0	7	14	0	0	0	1	3	134
04:15 PM	0	125	8	1	1	2	0	4	12	0	0	1	1	1	156
04:30 PM	0	104	6	1	1	0	0	8	12	0	1	0	1	1	135
04:45 PM	0	90	7	0	3	2	0	8	23	0	0	0	3	0	136
05:00 PM	0	96	4	0	0	0	0	7	13	0	0	0	0	1	121
05:15 PM	0	98	9	1	2	0	0	9	14	0	0	0	1	0	134
05:30 PM	0	101	8	0	0	1	0	4	14	0	0	0	1	0	129
05:45 PM	0	59	8	2	3	1	0	3	13	0	0	0	0	0	89
Day Total															
Percent															
ADT 7306															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	84	8	0	1	2	0	4	24	0	0	0	0	0	123
06:15 PM	0	51	2	0	1	1	0	4	17	0	0	0	0	0	76
06:30 PM	0	59	7	0	1	1	0	2	14	0	0	0	0	0	84
06:45 PM	0	64	4	0	1	0	0	4	13	1	0	0	0	1	88
07:00 PM	0	65	4	0	1	0	0	6	13	0	0	0	0	0	89
07:15 PM	0	53	3	0	0	1	0	10	10	0	2	0	0	1	80
07:30 PM	2	72	7	2	1	0	0	4	16	0	1	0	1	2	108
07:45 PM	0	60	3	0	3	0	1	6	21	0	1	0	1	0	96
08:00 PM	0	52	4	0	0	0	0	5	21	0	0	0	0	0	82
08:15 PM	0	44	4	0	0	1	0	1	15	0	0	0	1	0	66
08:30 PM	0	42	4	0	0	1	0	2	10	0	0	0	0	0	59
08:45 PM	0	37	4	0	1	1	0	2	15	0	0	0	0	0	60
09:00 PM	0	34	3	0	0	0	0	4	16	0	0	0	0	0	57
09:15 PM	0	36	3	0	1	1	0	3	12	1	0	0	0	1	58
09:30 PM	0	29	1	0	1	0	0	0	8	0	0	0	0	0	39
09:45 PM	0	19	1	0	0	0	0	3	20	1	0	0	0	0	44
10:00 PM	0	29	3	0	1	0	0	6	11	0	0	0	0	2	52
10:15 PM	0	21	2	0	1	0	0	2	10	0	0	0	0	0	36
10:30 PM	0	19	2	0	0	2	0	0	15	0	0	0	0	0	38
10:45 PM	0	17	1	0	0	0	0	1	6	0	0	0	1	0	26
11:00 PM	0	29	5	0	1	0	0	3	11	1	0	0	0	2	52
11:15 PM	0	24	3	0	0	0	0	0	10	1	0	0	0	0	38
11:30 PM	0	16	1	0	0	1	0	1	6	0	0	0	0	0	25
11:45 PM	0	14	1	0	1	1	0	0	11	1	0	0	0	0	29
Day Total	6	4550	422	21	117	86	2	551	1382	30	14	6	44	75	7306
Percent	0.1%	62.3%	5.8%	0.3%	1.6%	1.2%	0%	7.5%	18.9%	0.4%	0.2%	0.1%	0.6%	1%	
ADT 7306															
AM Peak 15-min Vol	6:00 AM	11:45 AM	9:00 AM	12:45 AM	9:30 AM	8:00 AM	12:00 AM	8:15 AM	10:15 AM	8:30 AM	12:15 AM	1:15 AM	7:45 AM	5:15 AM	11:45 AM
	1	82	13	2	5	4	0	13	27	2	1	1	2	4	128
PM Peak 15-min Vol	7:30 PM	4:15 PM	12:15 PM	1:15 PM	1:45 PM	3:30 PM	1:30 PM	2:45 PM	1:15 PM	1:45 PM	7:15 PM	3:00 PM	12:15 PM	12:15 PM	4:15 PM
	2	125	11	3	5	4	1	13	24	2	2	1	4	3	156

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	11	1	0	1	0	0	2	8	1	0	0	0	0	24
12:15 AM	0	13	1	0	1	0	0	1	11	1	0	1	0	0	29
12:30 AM	0	15	2	2	1	0	0	0	7	0	1	1	0	0	29
12:45 AM	0	7	1	0	0	1	0	2	9	2	2	0	0	0	24
01:00 AM	0	6	2	0	1	0	0	1	11	0	0	0	0	0	21
01:15 AM	0	4	0	0	1	0	0	1	11	0	0	0	1	0	18
01:30 AM	0	10	2	1	0	0	0	7	9	0	1	1	0	0	31
01:45 AM	0	4	1	0	0	0	0	2	6	0	0	0	0	0	13
02:00 AM	0	3	1	0	0	0	0	2	11	1	0	0	0	0	18
02:15 AM	0	9	1	0	0	0	0	3	9	0	0	0	0	1	23
02:30 AM	0	11	0	0	0	1	0	3	13	0	0	0	0	0	28
02:45 AM	0	7	1	0	0	0	0	2	10	0	0	0	0	0	20
03:00 AM	0	5	1	1	0	0	0	3	15	0	0	0	0	0	25
03:15 AM	0	6	1	0	0	0	0	1	8	1	0	0	0	0	17
03:30 AM	0	10	2	0	0	1	0	2	10	0	0	0	0	1	26
03:45 AM	0	9	0	0	0	3	0	4	19	1	0	0	0	1	37
04:00 AM	0	7	0	0	3	1	0	1	18	1	0	0	0	1	32
04:15 AM	0	7	1	0	0	0	0	8	10	0	0	0	0	1	27
04:30 AM	0	9	1	0	0	0	0	5	17	1	0	0	0	0	33
04:45 AM	0	15	3	0	1	0	0	8	14	0	0	0	0	0	41
05:00 AM	0	18	4	0	0	1	0	1	22	1	0	1	0	1	49
05:15 AM	0	22	7	0	0	0	0	4	18	0	0	0	0	2	53
05:30 AM	0	25	2	0	1	0	0	0	11	0	0	0	0	0	39
05:45 AM	0	17	3	0	1	2	0	3	23	0	0	0	2	1	52
Day Total															
Percent															
ADT															
9254															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	19	0	3	0	2	0	4	17	0	0	0	0	0	46
06:15 AM	0	24	2	0	0	3	0	3	18	1	0	0	1	1	53
06:30 AM	0	32	5	0	1	1	0	4	29	0	0	0	0	0	72
06:45 AM	0	38	5	0	0	0	0	4	26	0	1	0	0	1	75
07:00 AM	0	31	7	1	0	0	0	4	26	0	0	0	2	1	72
07:15 AM	0	50	3	1	1	1	0	5	26	1	0	0	3	0	91
07:30 AM	0	49	3	0	3	2	0	7	20	0	0	0	0	1	85
07:45 AM	0	53	4	0	1	0	0	9	15	0	0	0	0	1	83
08:00 AM	0	47	7	1	1	0	0	7	18	0	0	0	0	4	85
08:15 AM	0	55	5	0	3	0	0	8	18	0	0	0	0	0	89
08:30 AM	0	35	2	0	2	3	0	7	17	1	0	0	0	3	70
08:45 AM	0	63	9	0	2	1	0	10	19	0	0	0	0	1	105
09:00 AM	0	56	5	0	1	1	0	6	10	3	0	0	0	1	83
09:15 AM	0	64	10	2	1	1	0	5	28	1	0	0	0	0	112
09:30 AM	0	47	5	0	3	0	1	8	19	0	0	0	0	1	84
09:45 AM	0	65	11	0	3	0	0	8	15	0	0	0	0	1	103
10:00 AM	0	67	7	0	3	1	0	2	14	0	0	0	0	1	95
10:15 AM	0	64	9	0	2	0	0	5	25	0	0	0	1	1	107
10:30 AM	0	69	6	1	0	2	0	5	10	0	0	0	1	0	94
10:45 AM	1	88	9	0	1	1	0	9	22	0	0	0	0	1	132
11:00 AM	0	90	9	0	1	0	0	7	16	0	0	0	1	1	125
11:15 AM	0	77	8	1	0	1	0	5	17	1	0	0	0	2	112
11:30 AM	0	95	8	0	1	0	0	7	16	0	0	0	1	2	130
11:45 AM	0	120	6	1	2	2	0	9	15	0	0	1	0	1	157
Day Total															
Percent															
ADT															
9254															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	104	9	1	2	1	1	3	16	0	0	0	0	1	138
12:15 PM	0	93	4	0	2	0	0	9	10	0	0	0	1	1	120
12:30 PM	0	106	10	0	1	1	0	10	5	0	0	0	0	0	133
12:45 PM	0	90	4	0	1	0	0	3	16	0	0	0	0	0	114
01:00 PM	0	97	5	0	1	0	0	1	17	0	0	0	2	1	124
01:15 PM	0	107	5	3	1	3	0	6	11	2	0	0	0	2	140
01:30 PM	0	101	7	0	3	0	0	6	18	1	0	0	0	0	136
01:45 PM	1	108	8	1	1	0	0	6	17	1	0	0	0	4	147
02:00 PM	0	124	5	0	2	0	0	4	7	0	0	0	0	0	142
02:15 PM	0	96	5	0	2	1	0	1	18	0	1	0	1	1	126
02:30 PM	0	99	2	0	0	3	0	2	9	0	0	0	1	14	130
02:45 PM	0	80	15	1	14	0	0	19	0	0	0	0	0	5	134
03:00 PM	0	111	29	3	11	0	0	18	0	0	0	0	0	4	176
03:15 PM	0	84	31	3	13	0	0	14	0	0	0	0	0	4	149
03:30 PM	0	105	25	1	11	0	0	17	0	0	0	0	0	4	163
03:45 PM	0	91	38	2	10	0	0	15	0	0	1	0	0	4	161
04:00 PM	0	87	28	2	9	0	0	19	0	0	0	0	0	4	149
04:15 PM	0	93	30	0	11	0	0	22	0	0	0	0	0	3	159
04:30 PM	0	78	31	3	17	0	0	13	0	0	0	0	0	9	151
04:45 PM	0	88	20	4	15	0	0	16	0	0	0	0	0	7	150
05:00 PM	0	83	25	4	5	0	0	16	0	0	1	0	0	3	137
05:15 PM	0	79	19	1	18	0	0	8	0	0	1	0	0	4	130
05:30 PM	0	87	20	1	12	0	0	17	0	0	0	0	0	5	142
05:45 PM	0	77	19	2	15	0	0	11	0	0	1	0	0	3	128
Day Total															
Percent															
ADT															
9254															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	92	31	1	9	0	0	9	0	0	0	0	0	2	144
06:15 PM	0	101	16	0	10	0	0	17	0	0	0	0	0	6	150
06:30 PM	0	121	21	4	16	0	0	19	0	1	0	0	0	5	187
06:45 PM	0	102	28	2	5	0	0	15	0	0	1	0	0	1	154
07:00 PM	0	103	31	3	8	0	0	18	0	0	0	0	0	3	166
07:15 PM	0	126	23	1	9	0	0	16	0	0	2	0	0	3	180
07:30 PM	0	100	39	2	8	0	0	18	0	0	2	0	0	2	171
07:45 PM	0	104	31	1	9	0	0	10	0	0	2	0	0	6	163
08:00 PM	0	70	21	1	7	0	0	8	0	1	0	0	0	5	113
08:15 PM	0	71	27	1	10	0	0	10	1	0	0	0	0	3	123
08:30 PM	0	78	32	0	9	0	0	10	0	0	0	0	0	4	133
08:45 PM	0	75	37	1	4	0	0	11	0	0	0	0	0	1	129
09:00 PM	0	65	22	1	10	0	0	11	0	0	0	0	0	1	110
09:15 PM	0	70	27	0	5	0	0	14	0	0	1	0	0	0	117
09:30 PM	0	58	20	0	4	0	0	13	0	0	0	0	0	1	96
09:45 PM	0	66	15	0	8	0	0	6	0	0	0	0	0	3	98
10:00 PM	0	49	22	3	6	0	0	6	0	0	0	0	0	5	91
10:15 PM	0	55	12	1	4	0	0	9	0	0	0	0	0	2	83
10:30 PM	0	49	18	2	6	1	0	8	1	0	0	0	0	10	95
10:45 PM	0	58	18	0	6	0	0	13	0	0	0	0	0	5	100
11:00 PM	0	45	15	0	5	0	0	7	0	0	1	0	0	1	74
11:15 PM	0	45	9	3	5	0	0	7	0	0	0	0	0	3	72
11:30 PM	0	37	9	4	10	0	0	5	0	0	2	0	0	7	74
11:45 PM	0	47	10	0	6	0	0	16	0	0	2	0	0	2	83
Day Total	3	5703	1111	78	399	42	2	746	902	24	23	5	18	198	9254
Percent	0%	61.6%	12%	0.8%	4.3%	0.5%	0%	8.1%	9.7%	0.3%	0.2%	0.1%	0.2%	2.1%	
ADT 9254															
AM Peak 15-min Vol	6:00 AM 1	11:45 AM 120	9:45 AM 11	6:00 AM 3	4:00 AM 3	3:45 AM 3	9:30 AM 1	8:45 AM 10	6:30 AM 29	9:00 AM 3	12:45 AM 2	12:15 AM 1	7:15 AM 3	8:00 AM 4	11:45 AM 157
PM Peak 15-min Vol	1:45 PM 1	7:15 PM 126	7:30 PM 39	4:45 PM 4	5:15 PM 18	1:15 PM 3	12:00 PM 1	4:15 PM 22	1:30 PM 18	1:15 PM 2	7:15 PM 2	12:00 PM 0	1:00 PM 2	2:30 PM 14	6:30 PM 187

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	37	4	0	0	1	0	5	0	0	2	0	0	2	51
12:15 AM	0	23	10	0	3	0	0	6	0	0	0	0	0	2	44
12:30 AM	0	14	9	1	4	0	0	6	0	0	1	0	0	3	38
12:45 AM	0	19	11	0	2	0	0	4	0	0	1	0	0	2	39
01:00 AM	0	23	6	0	3	0	0	5	0	0	2	0	0	4	43
01:15 AM	1	29	5	5	1	1	0	7	0	0	0	0	0	1	50
01:30 AM	0	20	4	0	3	0	0	10	0	0	1	0	0	2	40
01:45 AM	0	20	8	1	3	1	0	2	0	0	2	0	0	4	41
02:00 AM	0	24	4	0	2	0	0	14	0	0	1	0	0	1	46
02:15 AM	0	8	8	0	2	0	0	7	0	0	2	0	0	0	27
02:30 AM	0	24	4	1	5	0	0	7	0	0	1	0	0	2	44
02:45 AM	0	16	7	0	5	0	0	4	0	0	4	0	0	2	38
03:00 AM	1	14	9	0	5	1	0	6	0	0	0	0	0	4	40
03:15 AM	0	21	6	1	2	0	0	8	0	0	1	0	0	0	39
03:30 AM	0	15	2	1	1	0	0	10	0	0	1	0	0	0	30
03:45 AM	0	14	0	0	4	0	0	1	0	0	1	0	0	4	24
04:00 AM	0	21	10	0	3	0	0	3	0	0	1	0	0	3	41
04:15 AM	0	20	8	2	6	0	0	3	0	0	2	0	0	6	47
04:30 AM	0	14	6	2	4	0	0	4	0	0	4	0	0	4	38
04:45 AM	0	15	9	0	5	0	0	10	0	0	3	0	0	2	44
05:00 AM	0	19	3	0	4	0	0	2	0	0	2	0	0	2	32
05:15 AM	0	16	5	0	7	0	0	7	0	0	1	0	0	3	39
05:30 AM	0	28	7	2	4	0	0	9	0	0	2	0	0	0	52
05:45 AM	0	19	9	3	4	0	0	7	0	0	2	0	0	2	46
Day Total															
Percent															
ADT															
9389															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	22	7	0	7	0	0	4	0	0	2	0	0	6	48
06:15 AM	0	21	4	0	6	0	0	12	0	0	1	0	0	4	48
06:30 AM	0	30	11	1	7	0	0	8	0	0	5	0	0	2	64
06:45 AM	0	35	16	0	9	0	0	7	0	0	0	0	1	7	75
07:00 AM	0	53	14	0	7	0	0	11	0	0	1	0	0	5	91
07:15 AM	1	44	17	2	16	0	0	7	0	0	2	0	0	4	93
07:30 AM	1	52	16	0	6	1	0	17	0	0	1	0	0	1	95
07:45 AM	0	57	19	0	6	0	0	10	0	1	1	0	0	4	98
08:00 AM	0	55	24	0	11	0	0	12	0	0	0	0	0	5	107
08:15 AM	0	66	28	2	7	0	0	17	0	0	1	0	0	3	124
08:30 AM	0	59	30	1	14	0	0	14	0	0	0	0	0	7	125
08:45 AM	0	69	24	1	10	0	0	7	0	0	0	0	0	5	116
09:00 AM	0	82	40	1	6	0	0	18	0	0	2	0	0	1	150
09:15 AM	0	88	38	1	10	0	0	14	0	0	1	0	0	4	156
09:30 AM	0	105	27	3	4	0	0	11	0	0	0	0	0	3	153
09:45 AM	0	102	30	3	12	0	0	12	0	0	0	0	0	7	166
10:00 AM	0	111	31	4	7	0	0	10	0	0	2	0	0	3	168
10:15 AM	0	116	29	3	7	0	0	13	0	0	1	0	0	4	173
10:30 AM	0	109	32	3	11	0	0	9	0	0	0	0	1	8	173
10:45 AM	0	116	34	4	5	0	0	9	0	0	3	0	0	3	174
11:00 AM	0	130	39	2	13	0	0	11	1	0	0	0	0	3	199
11:15 AM	0	110	34	0	6	0	0	7	1	0	0	0	0	6	164
11:30 AM	0	102	35	1	9	0	0	7	0	1	0	0	0	2	157
11:45 AM	0	142	36	0	7	0	0	13	0	0	0	0	0	2	200
Day Total															
Percent															
ADT															
9389															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	85	25	1	7	0	0	10	0	1	0	0	0	3	132
12:15 PM	0	119	34	2	6	0	0	11	0	0	0	0	0	1	173
12:30 PM	1	108	24	2	9	0	0	13	1	0	1	0	0	5	164
12:45 PM	0	91	29	2	6	0	0	13	0	0	0	0	1	0	142
01:00 PM	0	82	25	1	5	0	0	9	0	0	0	0	0	4	126
01:15 PM	0	79	18	0	5	0	0	6	0	0	0	0	0	3	111
01:30 PM	0	79	23	2	7	0	0	11	0	0	0	0	0	3	125
01:45 PM	0	103	22	2	10	1	0	7	0	0	1	0	0	5	151
02:00 PM	0	77	22	1	6	0	0	6	0	0	0	0	0	4	116
02:15 PM	0	80	18	0	7	0	0	12	0	0	0	0	0	0	117
02:30 PM	0	80	27	1	13	0	0	8	0	0	0	0	0	3	132
02:45 PM	0	63	12	1	9	0	0	5	0	0	0	0	0	4	94
03:00 PM	0	95	22	0	7	0	0	5	0	0	0	0	0	2	131
03:15 PM	0	62	14	0	5	0	0	6	0	0	0	0	0	2	89
03:30 PM	0	69	15	3	6	0	0	8	0	0	0	0	0	2	103
03:45 PM	0	55	15	0	6	0	0	6	0	0	0	0	0	4	86
04:00 PM	0	64	15	1	6	0	0	4	0	0	0	0	0	4	94
04:15 PM	0	72	21	2	10	0	0	11	0	0	1	0	0	4	121
04:30 PM	0	59	16	1	2	0	0	8	0	0	0	0	0	1	87
04:45 PM	0	78	19	1	8	0	0	9	0	0	0	0	0	5	120
05:00 PM	0	82	23	0	14	0	0	5	0	0	0	0	0	6	130
05:15 PM	0	47	9	0	7	0	0	2	0	0	0	0	0	3	68
05:30 PM	0	48	13	0	1	0	0	4	0	0	0	0	0	0	66
05:45 PM	0	47	16	2	10	0	0	2	0	0	0	0	0	6	83
Day Total															
Percent															
ADT															
9389															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

SPECIFIC LOCATION:

CITY/STATE: Marion, FL

QC JOB #: 15135861

DIRECTION: WB

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	67	12	1	3	0	0	3	0	0	0	0	0	1	87
06:15 PM	1	61	16	0	9	1	0	8	0	0	0	0	0	2	98
06:30 PM	0	78	26	0	9	0	0	2	0	0	0	0	0	1	116
06:45 PM	0	55	10	1	3	0	0	5	0	0	0	0	0	0	74
07:00 PM	0	82	19	1	8	0	0	7	0	0	0	0	0	2	119
07:15 PM	0	86	22	2	8	0	0	14	0	0	0	0	0	0	132
07:30 PM	0	79	24	0	6	0	0	8	0	0	0	0	0	1	118
07:45 PM	0	83	16	0	6	0	0	4	0	1	0	0	0	2	112
08:00 PM	0	97	17	0	4	0	0	4	0	0	0	0	0	1	123
08:15 PM	0	91	29	0	10	0	0	6	0	0	0	0	0	3	139
08:30 PM	0	91	22	1	12	0	0	2	0	0	0	0	0	0	128
08:45 PM	0	95	31	0	5	0	0	11	0	0	0	0	0	1	143
09:00 PM	0	71	14	0	5	0	0	5	0	0	0	0	0	2	97
09:15 PM	0	84	20	0	5	0	0	7	0	0	0	0	0	0	116
09:30 PM	0	62	16	1	5	0	0	2	0	0	0	0	0	3	89
09:45 PM	1	84	18	0	3	2	0	3	0	0	1	0	0	2	114
10:00 PM	0	80	30	1	3	0	0	7	0	0	0	0	0	1	122
10:15 PM	0	69	21	1	3	0	0	4	0	0	0	0	0	1	99
10:30 PM	0	61	20	0	4	0	0	9	0	0	0	0	0	5	99
10:45 PM	0	67	15	0	9	1	0	8	0	0	0	0	0	5	105
11:00 PM	0	50	19	0	3	0	0	5	0	0	0	0	0	0	77
11:15 PM	0	59	16	0	6	0	0	4	0	0	0	0	0	1	86
11:30 PM	0	56	12	0	3	0	0	4	0	0	0	0	0	2	77
11:45 PM	0	46	16	1	1	1	0	2	0	0	0	0	0	1	68
Day Total	7	5927	1707	86	590	11	0	722	3	4	64	0	3	265	9389
Percent	0.1%	63.1%	18.2%	0.9%	6.3%	0.1%	0%	7.7%	0%	0%	0.7%	0%	0%	2.8%	
ADT 9389															
AM Peak 15-min Vol	1:15 AM	11:45 AM	9:00 AM	1:15 AM	7:15 AM	12:00 AM	12:00 AM	9:00 AM	11:00 AM	7:45 AM	6:30 AM	12:00 AM	6:45 AM	10:30 AM	11:45 AM
	1	142	40	5	16	1	0	18	1	1	5	0	1	8	200
PM Peak 15-min Vol	12:30 PM	12:15 PM	12:15 PM	3:30 PM	5:00 PM	9:45 PM	12:00 PM	7:15 PM	12:30 PM	12:00 PM	12:30 PM	12:00 PM	12:45 PM	5:00 PM	12:15 PM
	1	119	34	3	14	2	0	14	1	1	1	0	1	6	173

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	50	23	1	3	0	0	4	0	0	0	0	0	4	85
12:15 AM	0	50	5	1	4	0	0	0	0	0	1	0	0	2	63
12:30 AM	1	33	9	1	2	1	0	5	0	0	0	0	0	1	53
12:45 AM	0	42	11	0	3	0	0	2	0	0	0	0	0	0	58
01:00 AM	0	33	8	2	1	0	0	1	0	0	1	0	0	0	46
01:15 AM	0	21	10	1	3	0	0	4	0	0	0	0	0	0	39
01:30 AM	0	20	5	0	3	0	0	1	0	0	0	0	0	2	31
01:45 AM	0	18	4	0	1	0	0	5	0	0	1	1	0	1	31
02:00 AM	0	7	9	0	2	0	0	1	0	0	0	0	0	1	20
02:15 AM	0	22	7	1	2	0	0	3	0	0	1	0	0	1	37
02:30 AM	0	8	5	0	1	0	0	3	0	0	3	0	0	1	21
02:45 AM	0	12	3	0	5	0	0	2	0	0	0	0	0	3	25
03:00 AM	1	16	7	1	2	2	0	4	0	0	0	0	0	1	34
03:15 AM	0	13	7	0	2	0	0	5	0	0	1	0	0	2	30
03:30 AM	0	16	8	0	2	0	0	0	0	0	1	0	0	0	27
03:45 AM	0	10	2	1	1	0	0	1	0	0	0	0	0	2	17
04:00 AM	0	15	2	1	2	0	0	5	0	0	1	0	0	1	27
04:15 AM	0	12	3	0	1	0	0	4	0	0	0	0	0	1	21
04:30 AM	1	13	8	0	1	1	0	3	0	0	0	0	0	0	27
04:45 AM	0	12	6	0	4	0	0	4	0	0	1	0	0	2	29
05:00 AM	0	14	2	1	4	0	0	3	0	0	0	0	0	3	27
05:15 AM	0	17	8	0	2	0	0	3	0	0	2	0	0	0	32
05:30 AM	1	23	7	1	1	0	0	3	1	0	1	0	0	0	38
05:45 AM	2	14	8	2	5	1	0	1	0	0	0	0	0	1	34
Day Total															
Percent															
ADT 8304															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	16	3	0	6	0	0	2	0	0	0	0	0	1	28
06:15 AM	0	22	5	0	5	0	0	9	1	0	0	0	0	3	45
06:30 AM	0	13	7	1	3	0	0	5	0	0	0	0	0	0	29
06:45 AM	0	24	7	0	3	0	0	2	0	0	0	0	0	3	39
07:00 AM	0	20	8	2	6	0	0	5	0	0	0	0	0	3	44
07:15 AM	0	29	10	0	1	0	0	4	0	0	1	0	0	1	46
07:30 AM	1	33	4	0	9	2	0	11	0	0	0	0	0	3	63
07:45 AM	1	36	12	1	6	1	0	16	0	0	0	0	0	5	78
08:00 AM	0	34	17	1	8	0	0	4	0	0	0	0	0	4	68
08:15 AM	0	45	21	0	10	0	0	8	0	0	0	0	0	5	89
08:30 AM	0	45	15	2	5	0	0	4	0	0	0	0	0	3	74
08:45 AM	0	71	7	1	5	0	0	9	0	0	0	0	0	4	97
09:00 AM	0	68	28	0	7	1	0	13	0	0	0	0	0	4	121
09:15 AM	0	51	22	1	9	0	0	15	0	0	1	0	0	4	103
09:30 AM	0	77	23	1	10	0	0	12	0	0	0	0	0	5	128
09:45 AM	0	84	26	3	8	0	0	7	0	0	0	0	0	2	130
10:00 AM	1	95	33	0	8	1	0	18	0	0	0	0	0	1	157
10:15 AM	0	100	24	0	12	0	0	8	0	1	0	0	0	3	148
10:30 AM	0	102	29	2	12	0	0	15	0	0	0	0	0	3	163
10:45 AM	0	112	29	2	6	0	0	7	0	0	0	0	0	0	156
11:00 AM	0	95	29	2	7	0	0	16	0	0	0	0	0	0	149
11:15 AM	0	155	42	2	6	0	0	19	0	0	1	0	0	2	227
11:30 AM	0	106	25	3	13	0	0	3	0	0	0	0	0	4	154
11:45 AM	0	101	25	1	9	1	0	12	0	0	0	0	0	2	151
Day Total															
Percent															
ADT															
8304															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	131	37	2	5	0	0	10	0	0	0	0	0	1	186
12:15 PM	0	125	26	3	10	0	0	19	0	1	0	0	0	5	189
12:30 PM	0	151	42	1	8	0	0	6	0	0	0	0	0	3	211
12:45 PM	0	127	37	2	7	0	0	7	0	0	0	0	0	1	181
01:00 PM	0	138	26	1	6	0	0	11	0	0	0	0	0	3	185
01:15 PM	0	99	36	4	7	0	0	4	0	0	0	0	0	1	151
01:30 PM	0	103	27	0	9	0	0	10	0	0	0	0	0	1	150
01:45 PM	0	87	19	4	1	0	0	8	0	0	0	0	0	0	119
02:00 PM	0	91	27	0	10	0	0	8	0	0	0	0	0	2	138
02:15 PM	0	71	23	2	7	0	0	7	0	0	0	0	0	4	114
02:30 PM	0	73	20	2	5	0	0	10	0	0	0	0	0	2	112
02:45 PM	0	125	2	0	1	1	0	2	11	1	1	0	0	3	147
03:00 PM	0	114	1	0	1	1	0	3	4	0	0	0	3	0	127
03:15 PM	2	133	5	0	0	0	0	0	10	0	0	0	1	1	152
03:30 PM	1	115	4	0	1	0	0	3	10	1	0	0	1	2	138
03:45 PM	0	122	0	0	0	0	0	2	10	1	1	0	0	1	137
04:00 PM	1	120	5	0	2	3	0	3	9	1	0	0	0	0	144
04:15 PM	3	84	6	1	1	2	0	2	11	0	0	0	0	0	110
04:30 PM	0	86	7	0	0	1	0	1	13	0	0	0	0	2	110
04:45 PM	2	107	10	0	2	0	0	0	17	1	0	0	1	0	140
05:00 PM	0	112	7	0	0	0	0	3	9	0	1	0	1	1	134
05:15 PM	1	84	7	0	1	1	0	4	10	0	0	0	0	3	111
05:30 PM	0	92	5	1	0	2	0	2	15	0	0	0	1	3	121
05:45 PM	0	71	6	0	0	0	0	3	11	1	0	0	2	1	95
Day Total															
Percent															
ADT															
8304															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB On Ramp from W Hwy 326 WB

QC JOB #: 15135861

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

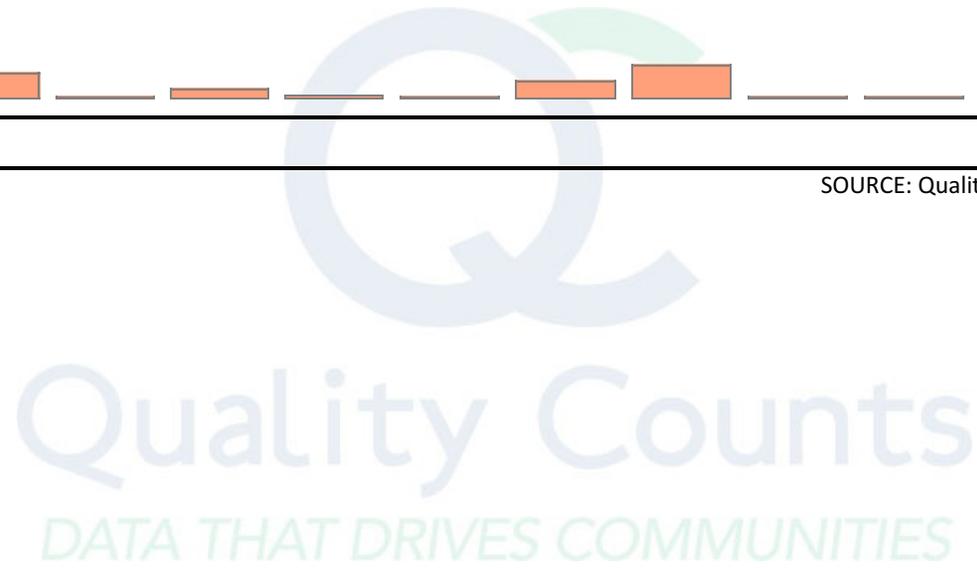
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	97	4	0	1	0	0	3	11	0	0	0	0	3	120
06:15 PM	1	87	8	0	1	0	0	1	10	1	0	0	0	0	109
06:30 PM	0	72	6	0	2	0	0	1	15	0	0	0	0	1	97
06:45 PM	0	67	1	0	0	0	0	1	18	0	0	0	0	0	87
07:00 PM	0	74	0	0	0	1	0	0	12	0	0	0	0	1	88
07:15 PM	0	60	4	0	0	0	0	2	10	0	0	0	2	0	78
07:30 PM	0	64	6	0	1	1	0	1	11	0	1	0	0	2	87
07:45 PM	0	57	4	1	1	0	0	1	7	0	0	0	0	0	71
08:00 PM	1	53	3	0	2	0	0	2	11	0	0	0	0	0	72
08:15 PM	0	49	2	0	0	0	0	1	9	1	0	0	0	0	62
08:30 PM	0	54	2	0	0	0	0	2	14	0	0	0	0	0	72
08:45 PM	0	58	1	0	1	0	0	0	16	0	0	0	1	2	79
09:00 PM	0	61	3	0	1	1	0	0	11	0	0	0	0	0	77
09:15 PM	0	46	1	0	0	0	0	1	13	0	0	0	1	0	62
09:30 PM	0	45	0	0	0	0	0	1	8	0	0	0	0	1	55
09:45 PM	0	30	3	0	1	0	0	0	13	0	0	0	0	0	47
10:00 PM	0	37	0	2	1	1	0	1	10	0	0	0	0	0	52
10:15 PM	0	25	1	0	0	0	0	0	15	0	0	0	0	0	41
10:30 PM	0	30	2	0	0	1	0	1	12	0	0	0	0	2	48
10:45 PM	0	31	0	0	1	0	0	1	4	0	0	0	0	1	38
11:00 PM	0	25	0	1	1	0	0	2	9	0	0	0	0	0	38
11:15 PM	0	11	0	0	0	0	0	2	12	0	0	0	0	0	25
11:30 PM	0	12	0	0	0	0	0	0	12	1	0	0	0	0	25
11:45 PM	1	16	3	0	0	0	0	1	10	2	0	0	0	0	33
Day Total	23	5747	1057	66	329	27	0	444	415	13	21	1	14	147	8304
Percent	0.3%	69.2%	12.7%	0.8%	4%	0.3%	0%	5.3%	5%	0.2%	0.3%	0%	0.2%	1.8%	
ADT 8304															
AM Peak 15-min Vol	5:45 AM 2	11:15 AM 155	11:15 AM 42	9:45 AM 3	11:30 AM 13	3:00 AM 2	12:00 AM 0	11:15 AM 19	5:30 AM 1	10:15 AM 1	2:30 AM 3	1:45 AM 1	12:00 AM 0	7:45 AM 5	11:15 AM 227
PM Peak 15-min Vol	4:15 PM 3	12:30 PM 151	12:30 PM 42	1:15 PM 4	12:15 PM 10	4:00 PM 3	12:00 PM 0	12:15 PM 19	6:45 PM 18	11:45 PM 2	2:45 PM 1	12:00 PM 0	3:00 PM 3	12:15 PM 5	12:30 PM 211

Comments:

LOCATION: I-75 SB On Ramp from W Hwy 326 WB **QC JOB #:** 15135861
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	76	33931	5300	287	1746	416	17	3576	6953	158	153	26	181	980	53800
Percent	0.1%	63.1%	9.9%	0.5%	3.2%	0.8%	0%	6.6%	12.9%	0.3%	0.3%	0%	0.3%	1.8%	
ADT 7685															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	1	0	0	0	0	0	1	0	0	0	1	0	9
12:15 AM	4	4	2	0	3	4	0	0	1	1	0	0	0	2	21
12:30 AM	2	6	2	0	0	2	0	0	0	3	0	0	1	2	18
12:45 AM	3	5	1	0	0	3	0	0	2	2	0	0	0	1	17
01:00 AM	2	4	0	0	1	1	0	0	0	3	0	0	0	1	12
01:15 AM	2	5	1	1	1	2	0	0	0	0	0	0	0	3	15
01:30 AM	3	7	1	0	0	3	0	0	4	0	0	0	2	2	22
01:45 AM	1	2	2	0	0	1	0	1	2	0	0	0	1	0	10
02:00 AM	2	3	0	1	0	2	0	0	0	1	0	0	1	1	11
02:15 AM	3	5	1	0	0	0	0	0	2	1	0	0	0	2	14
02:30 AM	3	2	5	0	0	2	0	1	1	0	0	0	1	1	16
02:45 AM	0	4	1	0	1	0	0	0	3	0	0	0	1	2	12
03:00 AM	2	5	3	0	0	2	0	0	1	0	0	0	1	2	16
03:15 AM	3	3	1	0	0	2	0	0	1	1	0	0	1	0	12
03:30 AM	2	5	4	0	0	2	0	0	1	0	0	0	0	1	15
03:45 AM	6	6	4	0	1	2	1	0	0	0	0	0	0	1	21
04:00 AM	2	7	1	0	1	3	0	0	1	1	0	0	0	4	20
04:15 AM	2	8	0	0	3	2	0	1	2	0	0	0	0	0	18
04:30 AM	1	14	4	1	0	2	0	0	0	0	0	0	0	0	22
04:45 AM	5	6	2	0	2	5	0	0	1	0	0	0	2	2	25
05:00 AM	1	9	4	1	1	1	0	0	2	1	0	0	0	2	22
05:15 AM	4	20	6	1	3	2	1	1	2	0	0	0	1	4	45
05:30 AM	4	21	9	0	2	6	0	0	0	1	0	0	1	2	46
05:45 AM	9	15	6	1	0	5	0	0	1	1	0	0	2	0	40
Day Total															
Percent															
ADT															
3520															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	16	13	0	1	5	0	1	1	1	0	0	1	4	45
06:15 AM	4	21	20	0	1	3	0	1	0	3	0	0	0	3	56
06:30 AM	5	23	14	1	2	3	0	1	1	0	0	0	1	0	51
06:45 AM	6	28	10	0	2	7	0	2	2	0	0	0	0	3	60
07:00 AM	11	35	15	0	5	8	0	1	2	0	0	0	1	0	78
07:15 AM	8	27	17	1	4	5	0	1	0	1	0	0	0	3	67
07:30 AM	6	41	13	0	2	3	1	4	1	2	0	0	1	4	78
07:45 AM	4	31	9	0	4	2	0	0	1	2	0	0	0	1	54
08:00 AM	5	25	9	1	2	3	0	1	1	0	0	0	3	1	51
08:15 AM	4	15	9	2	2	3	0	0	3	2	0	0	1	3	44
08:30 AM	2	25	9	0	2	1	0	2	1	1	0	0	0	2	45
08:45 AM	4	20	6	1	6	3	0	2	3	0	0	0	2	2	49
09:00 AM	4	24	6	0	1	3	0	0	3	0	0	1	1	2	45
09:15 AM	3	16	16	0	5	3	0	2	1	2	0	0	1	3	52
09:30 AM	6	25	8	0	3	3	0	3	0	0	0	0	0	3	51
09:45 AM	4	15	11	1	2	1	0	2	2	0	0	0	0	2	40
10:00 AM	4	13	7	1	5	4	0	3	1	1	0	0	0	3	42
10:15 AM	2	30	5	0	1	4	0	1	3	1	0	0	0	1	48
10:30 AM	5	20	7	0	2	4	0	1	3	0	0	0	0	0	42
10:45 AM	3	21	2	0	0	3	0	2	0	0	0	0	0	2	33
11:00 AM	3	16	14	0	2	4	0	2	1	0	0	0	0	3	45
11:15 AM	4	35	8	1	4	6	0	0	2	0	0	0	0	3	63
11:30 AM	5	16	4	1	2	3	0	2	1	0	0	0	0	1	35
11:45 AM	2	24	11	1	3	2	0	2	1	1	0	0	1	0	48
Day Total															
Percent															
ADT															
3520															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	21	11	0	1	2	0	4	2	0	0	0	0	2	44
12:15 PM	0	27	8	0	3	0	0	3	2	0	0	0	0	0	43
12:30 PM	0	12	9	1	3	0	0	2	4	0	0	0	0	0	31
12:45 PM	1	34	6	1	3	2	0	1	2	1	0	1	0	6	58
01:00 PM	3	29	7	1	4	1	0	1	5	0	0	0	0	0	51
01:15 PM	1	30	13	0	3	2	0	2	6	0	0	0	0	1	58
01:30 PM	4	22	8	0	4	3	0	0	2	1	0	0	0	3	47
01:45 PM	1	27	8	4	2	1	0	0	4	2	0	0	0	3	52
02:00 PM	2	24	5	1	5	2	0	3	4	0	0	0	0	1	47
02:15 PM	2	25	9	2	1	2	0	1	1	0	0	0	0	0	43
02:30 PM	7	32	14	1	5	6	0	0	4	0	0	0	0	1	70
02:45 PM	5	11	11	1	3	4	0	1	4	0	0	0	0	4	44
03:00 PM	3	36	12	1	0	4	0	0	2	1	0	0	0	3	62
03:15 PM	6	38	11	2	4	3	0	1	3	0	0	0	0	1	69
03:30 PM	0	25	9	2	3	0	0	0	2	0	0	0	0	0	41
03:45 PM	3	36	7	1	6	3	0	2	2	0	0	0	0	2	62
04:00 PM	3	38	8	0	1	2	0	1	3	0	0	0	0	4	60
04:15 PM	2	30	6	1	6	2	0	1	1	0	0	0	0	0	49
04:30 PM	2	49	14	0	4	1	0	0	0	0	0	1	0	1	72
04:45 PM	2	29	8	0	5	2	0	2	3	0	0	0	1	1	53
05:00 PM	7	43	12	0	0	6	1	0	0	0	0	0	0	2	71
05:15 PM	1	34	9	0	4	2	0	1	2	0	0	0	0	0	53
05:30 PM	6	28	6	0	4	2	0	2	0	0	1	0	0	2	51
05:45 PM	3	15	6	0	2	4	0	0	0	0	0	0	0	2	32
Day Total															
Percent															
ADT															
3520															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	32	8	0	4	1	0	1	3	2	0	0	1	4	58
06:15 PM	4	17	10	0	3	2	0	1	1	0	0	0	1	0	39
06:30 PM	6	21	5	0	1	4	0	0	1	1	0	0	0	1	40
06:45 PM	4	12	5	1	2	2	0	0	1	0	0	0	0	0	27
07:00 PM	5	19	8	0	2	3	1	0	0	1	0	0	1	2	42
07:15 PM	1	18	5	0	1	1	0	2	3	0	0	1	0	0	32
07:30 PM	2	16	6	0	2	2	0	0	1	0	0	0	0	1	30
07:45 PM	1	18	3	0	0	2	0	0	2	0	0	0	0	1	27
08:00 PM	4	9	3	0	0	5	0	0	2	0	0	0	0	1	24
08:15 PM	3	13	2	1	1	3	0	1	0	1	0	0	1	0	26
08:30 PM	5	9	0	0	1	3	0	0	1	0	0	0	0	0	19
08:45 PM	2	5	2	0	4	1	0	1	1	0	1	0	0	2	19
09:00 PM	3	5	2	0	0	2	0	0	2	3	0	0	2	3	22
09:15 PM	0	3	2	1	0	0	0	0	3	0	0	0	0	1	10
09:30 PM	2	7	0	0	1	3	0	1	2	1	0	0	0	2	19
09:45 PM	2	2	3	0	0	2	0	0	1	0	1	0	1	2	14
10:00 PM	0	10	1	0	0	0	0	0	0	0	1	1	0	1	14
10:15 PM	1	4	7	0	1	1	0	1	0	0	0	0	0	1	16
10:30 PM	3	6	1	1	0	3	0	2	1	1	0	0	0	0	18
10:45 PM	2	6	1	0	1	1	0	0	3	0	0	0	0	1	15
11:00 PM	2	6	1	1	0	0	0	0	1	0	0	0	0	0	11
11:15 PM	1	6	2	0	0	1	0	0	0	0	0	0	0	1	11
11:30 PM	2	5	0	0	1	1	0	1	2	0	0	0	0	0	12
11:45 PM	0	3	5	0	0	0	0	1	0	1	1	0	0	0	11
Day Total	294	1681	603	41	183	239	5	80	151	49	5	5	37	147	3520
Percent	8.4%	47.8%	17.1%	1.2%	5.2%	6.8%	0.1%	2.3%	4.3%	1.4%	0.1%	0.1%	1.1%	4.2%	
ADT 3520															
AM Peak 15-min Vol	7:00 AM 11	7:30 AM 41	6:15 AM 20	8:15 AM 2	8:45 AM 6	7:00 AM 8	3:45 AM 1	7:30 AM 4	1:30 AM 4	12:30 AM 3	12:00 AM 0	9:00 AM 1	8:00 AM 3	4:00 AM 4	7:00 AM 78
PM Peak 15-min Vol	2:30 PM 7	4:30 PM 49	2:30 PM 14	1:45 PM 4	3:45 PM 6	2:30 PM 6	5:00 PM 1	12:00 PM 4	1:15 PM 6	9:00 PM 3	5:30 PM 1	12:45 PM 1	9:00 PM 2	12:45 PM 6	4:30 PM 72

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	3	0	0	0	1	0	0	2	0	1	0	0	1	9
12:15 AM	1	6	1	0	0	1	0	0	0	0	1	1	0	0	11
12:30 AM	2	5	0	0	0	2	0	0	0	1	0	0	0	0	10
12:45 AM	4	2	0	0	1	2	0	0	0	0	0	0	0	1	10
01:00 AM	2	5	0	0	1	1	0	0	1	0	0	0	0	0	10
01:15 AM	3	1	0	0	0	4	0	1	1	0	0	0	0	1	11
01:30 AM	0	2	0	0	0	0	0	0	0	0	1	0	0	0	3
01:45 AM	0	2	0	0	0	0	0	1	1	2	1	0	0	1	8
02:00 AM	4	1	0	1	1	3	0	0	0	0	0	0	0	1	11
02:15 AM	1	2	3	0	0	1	0	0	1	1	0	0	0	1	10
02:30 AM	1	7	0	0	1	1	0	1	1	0	0	0	0	1	13
02:45 AM	3	3	2	1	0	2	0	1	0	1	0	0	1	1	15
03:00 AM	2	2	1	0	0	3	0	0	0	0	0	0	0	0	8
03:15 AM	0	2	3	1	0	1	0	0	0	0	0	0	1	1	9
03:30 AM	5	8	1	0	0	4	0	0	3	0	0	0	0	1	22
03:45 AM	3	8	2	0	0	5	0	1	0	0	2	0	0	0	21
04:00 AM	2	8	1	0	1	0	0	1	2	0	2	0	0	1	18
04:15 AM	3	7	2	0	1	3	0	0	2	0	0	0	0	1	19
04:30 AM	1	9	2	2	1	1	0	2	3	1	1	0	0	1	24
04:45 AM	8	17	3	1	3	6	0	1	2	1	1	0	0	3	46
05:00 AM	6	10	2	1	2	4	0	0	3	0	0	0	0	0	28
05:15 AM	3	14	3	0	1	3	0	2	2	0	1	0	0	0	29
05:30 AM	7	14	13	0	2	5	0	0	1	0	2	0	0	2	46
05:45 AM	3	17	8	1	1	2	0	0	1	0	0	0	0	1	34
Day Total															
Percent															
ADT															
3332															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	11	13	1	2	2	0	0	1	1	1	0	1	4	39
06:15 AM	4	16	17	0	1	4	1	1	1	0	0	0	0	3	48
06:30 AM	1	18	12	0	2	1	0	2	0	0	0	0	0	1	37
06:45 AM	5	26	14	0	2	5	1	3	2	1	0	0	0	0	59
07:00 AM	3	25	14	0	2	3	0	2	1	0	0	0	0	1	51
07:15 AM	3	27	16	1	4	3	0	9	1	1	0	0	0	3	68
07:30 AM	2	36	20	3	2	3	0	3	3	0	0	0	1	0	73
07:45 AM	10	32	10	2	3	8	1	1	2	1	0	0	0	4	74
08:00 AM	0	30	15	0	1	1	0	1	1	0	0	0	0	0	49
08:15 AM	3	26	11	0	4	4	0	1	2	0	0	1	0	2	54
08:30 AM	6	18	9	0	3	4	0	2	2	0	0	0	0	1	45
08:45 AM	1	24	7	0	2	1	0	1	2	1	0	0	0	1	40
09:00 AM	6	22	5	0	9	5	0	0	0	0	0	0	0	0	47
09:15 AM	2	23	8	0	3	2	0	2	5	1	0	0	0	2	48
09:30 AM	1	19	14	0	1	1	0	0	1	0	0	0	0	1	38
09:45 AM	3	18	11	1	0	4	0	1	4	0	0	0	0	0	42
10:00 AM	2	21	8	0	2	2	0	0	5	1	0	0	0	1	42
10:15 AM	2	22	9	0	4	2	0	0	4	0	0	0	0	1	44
10:30 AM	2	26	5	0	0	3	0	1	3	0	0	0	0	1	41
10:45 AM	3	24	11	1	5	4	0	0	0	0	0	0	0	1	49
11:00 AM	4	23	10	1	0	4	0	1	2	0	0	0	0	1	46
11:15 AM	3	20	12	1	5	3	0	2	5	0	0	1	0	0	52
11:30 AM	2	13	8	0	2	3	0	1	0	0	0	0	0	0	29
11:45 AM	0	20	8	0	5	0	0	1	0	0	0	0	0	0	34
Day Total															
Percent															
ADT	3332														
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	6	24	12	0	4	3	0	0	3	0	0	0	0	0	52
12:15 PM	1	21	5	2	4	1	0	3	1	0	0	0	0	1	39
12:30 PM	4	21	8	2	1	4	0	0	2	0	0	0	0	0	42
12:45 PM	6	23	2	1	3	5	0	0	11	1	0	0	0	0	52
01:00 PM	6	19	7	1	1	4	0	3	0	0	0	0	0	0	41
01:15 PM	1	16	4	0	0	0	0	2	5	0	0	0	0	0	28
01:30 PM	2	20	13	0	3	3	0	2	1	0	0	0	0	2	46
01:45 PM	5	24	11	1	4	5	0	0	1	1	0	0	0	1	53
02:00 PM	4	20	8	0	2	4	0	1	3	0	0	0	0	0	42
02:15 PM	1	18	7	3	4	1	0	3	5	1	0	0	0	1	44
02:30 PM	3	35	8	0	3	3	0	2	1	0	0	0	0	1	56
02:45 PM	3	19	11	0	6	3	0	2	2	0	0	0	0	0	46
03:00 PM	3	25	8	0	0	3	0	1	5	0	0	0	0	1	46
03:15 PM	6	34	13	1	3	6	0	0	1	0	0	0	0	0	64
03:30 PM	4	16	4	1	2	5	0	1	2	0	0	0	0	2	37
03:45 PM	3	21	7	2	1	2	0	0	3	0	0	0	0	0	39
04:00 PM	4	30	15	1	5	2	0	0	2	0	0	0	0	1	60
04:15 PM	6	36	12	1	8	2	0	1	2	1	0	0	0	5	74
04:30 PM	3	37	7	0	1	6	0	2	1	0	0	0	0	2	59
04:45 PM	1	24	11	1	2	1	0	3	2	0	0	0	0	0	45
05:00 PM	5	37	9	0	2	5	0	1	1	0	0	0	0	0	60
05:15 PM	1	31	11	0	2	0	0	0	2	0	0	0	0	1	48
05:30 PM	3	26	10	0	2	1	0	1	0	0	0	0	0	1	44
05:45 PM	2	27	14	1	3	2	0	1	3	0	0	0	0	2	55
Day Total															
Percent															
ADT															
3332															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	4	29	4	0	3	4	0	1	4	0	0	0	0	2	51
06:15 PM	5	37	8	1	3	4	0	1	2	0	0	1	0	0	62
06:30 PM	2	16	8	0	1	2	0	0	3	0	0	1	0	1	34
06:45 PM	1	20	3	0	2	2	0	0	1	0	0	0	0	0	29
07:00 PM	7	22	9	1	1	5	0	0	1	0	0	0	0	1	47
07:15 PM	4	12	5	0	1	5	0	0	0	0	0	0	0	0	27
07:30 PM	4	13	5	1	2	3	0	0	0	0	0	0	0	1	29
07:45 PM	6	5	4	1	1	4	0	1	1	0	0	0	1	1	25
08:00 PM	5	11	2	1	1	5	0	0	3	0	0	0	0	1	29
08:15 PM	2	15	3	0	1	1	0	0	3	0	0	0	0	1	26
08:30 PM	1	6	7	1	1	1	0	1	3	0	0	0	0	0	21
08:45 PM	2	9	4	0	1	1	0	0	1	0	0	0	0	0	18
09:00 PM	3	10	5	1	1	2	0	1	1	0	0	0	0	1	25
09:15 PM	2	13	1	0	0	2	0	0	2	0	0	0	0	1	21
09:30 PM	3	6	5	0	1	3	0	0	2	0	0	0	0	0	20
09:45 PM	2	6	2	0	1	2	0	0	1	0	1	0	0	0	15
10:00 PM	1	8	0	0	0	1	0	0	1	0	0	0	0	0	11
10:15 PM	3	6	1	0	1	3	0	0	1	0	0	0	0	1	16
10:30 PM	1	2	1	1	0	1	0	0	2	0	0	0	0	1	9
10:45 PM	1	7	2	0	1	1	0	0	1	0	0	0	0	0	13
11:00 PM	3	8	4	0	1	3	0	0	1	0	0	0	0	0	20
11:15 PM	5	2	1	2	0	5	0	1	1	0	0	1	0	0	18
11:30 PM	1	5	1	1	1	1	0	0	0	0	1	0	0	0	11
11:45 PM	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
Day Total	286	1575	616	48	171	260	3	81	167	18	16	6	5	80	3332
Percent	8.6%	47.3%	18.5%	1.4%	5.1%	7.8%	0.1%	2.4%	5%	0.5%	0.5%	0.2%	0.2%	2.4%	
ADT 3332															
AM Peak 15-min Vol	7:45 AM 10	7:30 AM 36	7:30 AM 20	7:30 AM 3	9:00 AM 9	7:45 AM 8	6:15 AM 1	7:15 AM 9	9:15 AM 5	1:45 AM 2	3:45 AM 2	12:15 AM 1	2:45 AM 1	6:00 AM 4	7:45 AM 74
PM Peak 15-min Vol	7:00 PM 7	4:30 PM 37	4:00 PM 15	2:15 PM 3	4:15 PM 8	3:15 PM 6	12:00 PM 0	12:15 PM 3	12:45 PM 11	12:45 PM 1	9:45 PM 1	6:15 PM 1	7:45 PM 1	4:15 PM 5	4:15 PM 74

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	3	1	1	0	0	3	0	0	0	0	0	0	0	0	8
12:15 AM	1	3	1	1	0	0	0	0	1	0	0	0	0	0	7
12:30 AM	2	4	4	0	0	3	0	0	3	0	0	0	0	1	17
12:45 AM	2	1	2	1	1	2	0	0	0	0	0	0	0	0	9
01:00 AM	2	4	1	1	0	2	0	1	5	0	0	0	0	0	16
01:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
01:30 AM	2	4	2	1	1	1	0	1	1	0	0	0	0	0	13
01:45 AM	3	1	0	0	0	3	0	0	1	0	1	0	0	0	9
02:00 AM	0	1	0	0	0	0	0	0	3	0	0	0	0	0	4
02:15 AM	1	2	3	0	0	1	0	1	1	0	0	0	0	1	10
02:30 AM	1	4	2	1	0	1	0	0	0	0	1	0	0	1	11
02:45 AM	0	2	1	0	0	0	0	0	3	0	0	0	0	0	6
03:00 AM	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
03:15 AM	3	3	2	1	0	3	0	0	4	0	0	0	0	0	16
03:30 AM	1	4	2	0	2	1	0	0	2	0	1	0	0	0	13
03:45 AM	4	3	1	1	0	4	0	1	5	0	0	0	0	0	19
04:00 AM	4	10	0	1	0	4	0	0	5	0	0	0	0	1	25
04:15 AM	5	7	3	1	1	6	0	0	5	0	0	0	0	2	30
04:30 AM	2	7	2	0	0	2	0	0	4	0	1	1	0	0	19
04:45 AM	2	8	5	0	0	2	0	0	1	0	0	1	0	1	20
05:00 AM	4	13	6	0	2	7	0	0	4	0	1	0	0	1	38
05:15 AM	6	14	7	0	3	6	0	1	1	0	0	0	0	0	38
05:30 AM	4	18	7	1	4	5	0	1	6	0	1	0	0	1	48
05:45 AM	5	18	9	0	0	5	0	0	2	0	1	0	0	1	41
Day Total															
Percent															
ADT															
3415															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	15	13	3	0	3	0	0	1	1	1	1	0	0	40
06:15 AM	2	20	8	0	0	2	0	1	0	0	0	0	0	0	33
06:30 AM	3	19	16	0	1	5	0	0	4	0	0	0	0	2	50
06:45 AM	5	31	9	0	0	7	0	2	3	0	0	0	0	2	59
07:00 AM	5	25	14	2	5	4	0	0	1	0	0	0	0	0	56
07:15 AM	5	33	18	1	6	0	0	0	2	0	0	0	0	1	66
07:30 AM	4	46	13	2	4	5	0	0	6	0	0	0	0	0	80
07:45 AM	2	35	9	0	2	2	0	1	3	0	0	0	0	0	54
08:00 AM	6	18	7	0	3	6	0	2	4	0	0	0	0	1	47
08:15 AM	3	25	4	0	2	2	0	0	1	1	0	0	0	1	39
08:30 AM	2	20	12	0	4	4	0	1	3	0	0	0	0	0	46
08:45 AM	3	29	12	1	3	2	0	2	4	0	0	0	0	1	57
09:00 AM	1	18	7	1	2	1	0	0	6	0	0	0	0	0	36
09:15 AM	3	19	4	1	6	2	0	3	4	0	0	0	0	2	44
09:30 AM	6	20	10	1	1	6	0	3	4	0	0	0	0	0	51
09:45 AM	6	15	9	0	2	6	0	2	4	0	0	0	0	1	45
10:00 AM	3	23	10	2	0	2	0	3	2	0	0	0	0	0	45
10:15 AM	3	16	8	0	4	3	0	1	4	0	0	0	0	1	40
10:30 AM	4	15	12	1	6	2	0	0	5	0	0	0	0	0	45
10:45 AM	2	21	6	0	5	2	0	0	3	0	0	0	0	0	39
11:00 AM	5	16	6	1	0	4	0	0	3	0	0	0	0	0	35
11:15 AM	1	16	8	2	4	2	0	5	3	0	0	0	0	0	41
11:30 AM	4	24	13	1	4	4	0	2	4	0	0	1	0	0	57
11:45 AM	4	22	7	0	0	3	0	2	6	1	0	0	0	0	45
Day Total															
Percent															
ADT															
3415															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	20	13	1	4	1	0	6	7	0	0	0	0	1	54
12:15 PM	1	16	14	3	2	3	0	0	3	0	0	0	0	1	43
12:30 PM	3	33	9	1	4	5	0	2	10	0	0	0	0	0	67
12:45 PM	0	19	16	1	6	1	0	2	1	0	0	0	0	0	46
01:00 PM	5	25	6	2	0	5	0	1	4	0	0	0	0	0	48
01:15 PM	7	20	9	1	4	5	0	0	3	0	0	0	0	1	50
01:30 PM	2	27	12	4	2	2	0	2	0	0	1	0	0	0	52
01:45 PM	2	21	7	0	3	3	0	0	3	0	0	0	0	0	39
02:00 PM	6	26	16	1	2	6	0	2	0	0	0	0	0	0	59
02:15 PM	3	27	13	0	1	3	0	1	5	0	0	0	0	0	53
02:30 PM	4	24	7	0	4	3	0	2	5	0	0	0	0	0	49
02:45 PM	0	21	11	0	2	0	0	0	3	0	0	0	0	0	37
03:00 PM	4	25	8	0	2	3	0	1	2	0	0	0	0	2	47
03:15 PM	3	31	12	0	2	4	0	0	2	0	0	0	0	0	54
03:30 PM	2	30	9	0	2	3	0	0	8	0	0	0	0	0	54
03:45 PM	3	24	10	3	3	2	0	1	1	1	0	0	0	0	48
04:00 PM	2	41	12	0	3	3	0	1	2	0	0	0	0	0	64
04:15 PM	2	32	12	0	6	2	0	2	4	0	0	0	0	0	60
04:30 PM	2	38	9	2	5	4	0	0	2	0	0	0	0	0	62
04:45 PM	4	26	8	0	4	3	0	0	3	0	0	1	0	0	49
05:00 PM	3	38	14	0	2	3	0	1	4	0	0	0	0	0	65
05:15 PM	3	33	13	0	3	4	0	2	3	0	0	0	0	0	61
05:30 PM	1	22	9	2	5	1	0	2	2	0	0	0	0	0	44
05:45 PM	2	32	4	0	3	2	0	2	3	0	0	0	0	0	48
Day Total															
Percent															
ADT															
3415															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	23	6	1	2	3	0	1	3	0	0	0	0	1	43
06:15 PM	4	27	13	1	5	4	0	1	2	0	0	0	0	0	57
06:30 PM	5	24	7	0	1	3	0	1	1	0	0	0	0	1	43
06:45 PM	4	20	4	0	0	4	0	0	2	0	0	0	0	0	34
07:00 PM	4	22	5	0	1	4	0	0	1	0	0	0	0	0	37
07:15 PM	2	17	5	2	3	1	0	1	2	0	0	0	0	0	33
07:30 PM	2	16	2	0	1	2	0	0	2	0	0	0	0	0	25
07:45 PM	4	19	7	1	1	3	0	1	2	0	0	0	0	0	38
08:00 PM	1	12	9	0	1	1	0	1	2	0	0	1	0	0	28
08:15 PM	5	15	5	1	1	5	0	0	1	0	0	1	0	1	35
08:30 PM	5	7	5	0	1	5	0	0	1	0	0	0	0	0	24
08:45 PM	4	7	5	0	0	4	0	0	1	0	0	0	0	0	21
09:00 PM	0	5	2	0	0	0	0	0	1	0	0	0	0	0	8
09:15 PM	4	6	3	1	0	3	0	1	1	0	0	0	0	0	19
09:30 PM	3	6	2	0	0	4	0	0	2	0	1	0	0	0	18
09:45 PM	1	7	0	0	1	1	0	0	0	0	0	0	0	0	10
10:00 PM	2	5	6	0	0	2	0	0	1	0	0	0	0	0	16
10:15 PM	3	9	2	0	1	3	0	0	3	0	0	0	0	0	21
10:30 PM	0	6	1	1	0	0	0	1	3	0	0	0	0	0	12
10:45 PM	2	5	1	2	0	1	0	0	2	0	0	0	0	0	13
11:00 PM	1	10	3	1	0	1	0	0	0	0	1	0	0	0	17
11:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
11:30 PM	2	5	1	0	0	2	0	0	3	0	0	0	0	0	13
11:45 PM	3	6	1	2	1	3	0	0	1	0	0	0	0	0	17
Day Total	270	1611	647	63	172	270	0	74	256	4	11	7	0	30	3415
Percent	7.9%	47.2%	18.9%	1.8%	5%	7.9%	0%	2.2%	7.5%	0.1%	0.3%	0.2%	0%	0.9%	
ADT 3415															
AM Peak 15-min Vol	5:15 AM 6	7:30 AM 46	7:15 AM 18	6:00 AM 3	7:15 AM 6	5:00 AM 7	12:00 AM 0	11:15 AM 5	5:30 AM 6	6:00 AM 1	1:45 AM 1	4:30 AM 1	12:00 AM 0	4:15 AM 2	7:30 AM 80
PM Peak 15-min Vol	1:15 PM 7	4:00 PM 41	12:45 PM 16	1:30 PM 4	12:45 PM 6	2:00 PM 6	12:00 PM 0	12:00 PM 6	12:30 PM 10	3:45 PM 1	1:30 PM 1	4:45 PM 1	12:00 PM 0	3:00 PM 2	12:30 PM 67

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	2	4	1	1	0	1	0	0	4	0	0	0	0	0	13
12:15 AM	2	3	0	0	0	2	0	1	1	0	0	0	0	0	9
12:30 AM	3	4	0	0	0	3	0	0	2	0	0	0	0	0	12
12:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
01:00 AM	0	2	2	0	0	0	0	0	4	0	0	0	0	0	8
01:15 AM	1	3	0	1	0	1	0	1	1	0	0	0	0	0	8
01:30 AM	0	0	1	0	0	0	0	0	3	0	0	0	0	0	4
01:45 AM	0	4	1	0	0	0	0	1	2	0	0	0	0	0	8
02:00 AM	3	5	0	0	1	2	0	1	1	0	0	0	0	1	14
02:15 AM	1	2	3	0	1	1	0	1	1	0	0	0	0	0	10
02:30 AM	1	2	0	0	0	1	0	0	1	0	0	0	0	0	5
02:45 AM	1	3	1	0	0	1	0	0	3	0	0	1	0	0	10
03:00 AM	1	5	0	2	0	1	0	1	1	0	0	0	0	1	12
03:15 AM	0	9	0	2	0	0	0	0	6	0	0	0	0	0	17
03:30 AM	4	5	1	2	1	3	0	0	2	0	0	0	0	0	18
03:45 AM	2	4	2	0	1	2	0	0	4	0	2	1	0	0	18
04:00 AM	2	3	4	0	0	2	0	0	5	0	1	0	0	0	17
04:15 AM	4	6	3	0	1	5	0	0	3	0	0	0	0	0	22
04:30 AM	1	5	2	0	0	1	0	0	5	0	0	0	0	0	14
04:45 AM	1	14	2	0	2	2	0	0	3	0	0	0	0	0	24
05:00 AM	2	17	3	0	1	2	0	1	1	0	0	0	0	0	27
05:15 AM	0	7	6	0	2	1	0	0	3	0	1	0	0	0	20
05:30 AM	3	17	9	0	3	4	0	2	2	0	1	0	0	1	42
05:45 AM	5	16	12	0	1	5	0	0	2	0	0	0	0	0	41
Day Total															
Percent															
ADT															
3623															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	21	9	2	1	3	0	0	2	0	0	0	0	0	40
06:15 AM	5	15	14	1	2	5	0	1	4	0	0	0	0	0	47
06:30 AM	5	20	16	1	3	3	0	0	5	0	0	0	0	0	53
06:45 AM	5	31	9	2	3	4	0	0	1	0	0	0	0	0	55
07:00 AM	3	40	10	0	4	3	0	0	4	0	0	0	0	0	64
07:15 AM	6	33	18	1	2	5	0	0	1	0	1	0	0	0	67
07:30 AM	0	45	15	1	2	0	0	2	2	0	0	0	0	0	67
07:45 AM	2	45	10	1	1	2	0	0	3	0	0	0	0	0	64
08:00 AM	4	21	10	0	2	5	0	1	3	0	0	0	0	0	46
08:15 AM	1	24	5	2	2	1	0	0	7	0	0	1	0	0	43
08:30 AM	3	15	9	1	1	3	0	1	3	0	0	0	0	0	36
08:45 AM	3	27	8	1	7	4	0	2	5	0	0	0	0	0	57
09:00 AM	3	30	12	3	0	3	0	4	2	0	0	0	0	0	57
09:15 AM	2	20	12	0	1	2	0	4	4	0	0	0	0	0	45
09:30 AM	2	29	9	0	5	1	0	0	6	0	0	0	0	0	52
09:45 AM	2	16	8	0	5	3	0	3	3	0	0	0	0	1	41
10:00 AM	1	18	11	2	1	1	0	2	5	0	0	0	0	0	41
10:15 AM	6	21	7	3	1	5	0	2	4	0	0	0	0	0	49
10:30 AM	2	20	5	1	6	3	0	0	2	0	0	0	0	1	40
10:45 AM	2	17	13	1	7	2	0	0	4	0	0	0	0	0	46
11:00 AM	5	28	7	0	1	5	0	1	6	0	0	0	0	0	53
11:15 AM	3	28	10	0	4	4	0	2	4	0	0	0	0	0	55
11:30 AM	8	21	10	2	2	4	0	0	1	0	0	1	0	1	50
11:45 AM	4	31	14	0	5	5	0	2	2	0	0	0	0	0	63
Day Total															
Percent															
ADT															
3623															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	27	13	1	1	4	1	2	5	0	0	0	0	1	57
12:15 PM	1	20	7	0	5	1	0	2	1	0	0	0	0	0	37
12:30 PM	3	24	9	0	4	4	0	3	2	0	0	0	0	0	49
12:45 PM	4	29	12	0	7	5	0	0	7	0	0	0	0	0	64
01:00 PM	3	15	12	1	2	4	0	0	6	0	0	0	0	0	43
01:15 PM	4	23	6	0	2	4	0	4	1	0	0	0	0	0	44
01:30 PM	5	30	7	0	3	5	0	1	4	0	0	0	0	0	55
01:45 PM	1	29	13	1	0	5	0	2	1	0	0	0	0	0	52
02:00 PM	3	24	10	0	5	2	0	1	4	0	0	0	0	0	49
02:15 PM	2	33	12	1	3	1	0	1	3	0	0	0	0	0	56
02:30 PM	3	41	12	1	1	3	0	2	2	0	0	0	0	0	65
02:45 PM	3	22	6	0	1	3	0	1	8	0	0	0	0	0	44
03:00 PM	2	50	17	2	2	3	0	0	5	0	0	0	0	0	81
03:15 PM	4	32	11	0	7	3	0	2	3	0	0	0	0	0	62
03:30 PM	4	42	11	0	5	4	0	0	4	0	0	0	0	0	70
03:45 PM	5	33	18	1	7	5	0	0	0	0	0	0	0	0	69
04:00 PM	3	40	10	1	7	1	0	2	3	0	0	1	0	1	69
04:15 PM	6	44	15	1	2	5	0	1	4	0	0	0	0	0	78
04:30 PM	5	51	6	1	3	4	0	1	0	1	0	0	0	0	72
04:45 PM	4	29	8	0	3	4	0	2	3	0	0	0	0	0	53
05:00 PM	2	54	9	0	1	3	0	2	3	0	0	0	0	0	74
05:15 PM	3	39	12	1	7	1	0	0	1	0	0	0	0	2	66
05:30 PM	2	16	15	1	1	2	0	0	2	0	0	0	0	0	39
05:45 PM	2	27	6	1	3	1	0	0	0	0	0	0	0	0	40
Day Total															
Percent															
ADT															
3623															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	33	9	0	0	3	0	0	0	0	0	0	0	0	48
06:15 PM	3	31	1	1	1	5	0	0	1	0	0	0	0	1	44
06:30 PM	3	15	4	0	3	3	0	0	4	0	0	0	0	0	32
06:45 PM	6	15	7	1	1	5	0	0	3	0	0	0	0	0	38
07:00 PM	2	26	4	1	2	3	0	0	2	0	0	0	0	0	40
07:15 PM	3	21	3	1	4	2	0	0	1	0	0	0	0	0	35
07:30 PM	5	13	6	0	0	5	0	1	2	0	0	0	0	0	32
07:45 PM	4	16	4	1	0	4	0	0	3	0	0	0	0	0	32
08:00 PM	3	12	4	0	1	2	0	1	1	0	0	0	0	0	24
08:15 PM	2	10	3	0	1	2	0	0	2	0	0	0	0	0	20
08:30 PM	4	14	2	0	2	4	0	0	3	0	0	0	0	0	29
08:45 PM	5	18	3	0	2	3	0	0	1	0	0	0	0	0	32
09:00 PM	3	14	1	0	1	3	0	1	0	0	0	0	0	0	23
09:15 PM	5	7	2	0	0	5	0	0	1	0	1	0	0	0	21
09:30 PM	2	14	3	0	0	2	0	0	1	0	0	0	0	0	22
09:45 PM	3	4	2	0	0	6	0	1	1	0	0	0	0	0	17
10:00 PM	2	3	3	0	2	2	0	1	4	0	1	0	0	0	18
10:15 PM	3	8	0	0	0	3	0	0	2	0	0	0	0	0	16
10:30 PM	2	7	3	0	0	2	0	0	2	0	0	0	0	0	16
10:45 PM	3	6	2	1	1	3	0	1	2	0	0	0	0	0	19
11:00 PM	2	12	5	0	0	1	0	0	1	0	1	0	0	0	22
11:15 PM	1	13	3	0	0	1	0	0	0	0	0	0	0	0	18
11:30 PM	3	7	0	0	0	3	0	1	2	0	0	0	0	0	16
11:45 PM	1	6	4	1	0	0	0	1	2	0	0	0	0	0	15
Day Total	267	1856	639	54	185	265	1	73	257	1	9	5	0	11	3623
Percent	7.4%	51.2%	17.6%	1.5%	5.1%	7.3%	0%	2%	7.1%	0%	0.2%	0.1%	0%	0.3%	
ADT 3623															
AM Peak 15-min Vol	11:30 AM 8	7:30 AM 45	7:15 AM 18	9:00 AM 3	8:45 AM 7	4:15 AM 5	12:00 AM 0	9:00 AM 4	8:15 AM 7	12:00 AM 0	3:45 AM 2	2:45 AM 1	12:00 AM 0	2:00 AM 1	7:15 AM 67
PM Peak 15-min Vol	4:15 PM 6	5:00 PM 54	3:45 PM 18	3:00 PM 2	12:45 PM 7	9:45 PM 6	12:00 PM 1	1:15 PM 4	2:45 PM 8	4:30 PM 1	9:15 PM 1	4:00 PM 1	12:00 PM 0	5:15 PM 2	3:00 PM 81

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	2	3	1	0	0	2	0	1	3	0	0	1	0	0	13
12:15 AM	2	9	2	0	0	2	0	1	3	0	0	0	0	0	19
12:30 AM	1	3	1	0	1	1	0	0	1	0	1	1	0	0	10
12:45 AM	2	3	0	0	1	2	0	0	1	0	0	0	0	0	9
01:00 AM	3	1	1	2	0	2	0	1	1	0	0	0	0	0	11
01:15 AM	1	7	1	0	0	1	0	0	2	0	0	0	0	0	12
01:30 AM	4	4	6	0	0	4	0	0	0	0	0	0	0	0	18
01:45 AM	2	2	1	0	0	2	0	0	7	0	0	0	0	0	14
02:00 AM	1	4	2	1	1	1	0	1	1	0	0	0	0	0	12
02:15 AM	0	3	0	0	1	0	0	1	0	0	0	0	0	1	6
02:30 AM	5	3	0	0	0	5	0	0	1	0	1	0	0	0	15
02:45 AM	3	4	0	0	0	3	0	2	3	0	0	0	0	1	16
03:00 AM	4	5	2	0	1	3	0	0	4	0	0	0	0	0	19
03:15 AM	4	5	2	0	1	4	0	0	3	0	0	1	0	0	20
03:30 AM	4	7	2	0	2	4	0	0	1	0	1	0	0	0	21
03:45 AM	3	4	4	2	0	3	0	0	2	0	0	1	0	0	19
04:00 AM	1	5	4	1	0	1	0	0	6	0	0	0	0	0	18
04:15 AM	2	5	2	0	0	3	0	1	5	0	0	0	0	0	18
04:30 AM	5	12	4	1	1	6	0	0	3	0	1	1	0	0	34
04:45 AM	1	10	6	0	1	3	0	0	3	0	0	0	0	0	24
05:00 AM	1	22	3	0	3	1	0	0	3	0	1	1	0	0	35
05:15 AM	2	10	5	0	2	2	0	0	4	0	0	1	0	0	26
05:30 AM	2	13	7	0	1	3	0	0	8	0	2	0	0	1	37
05:45 AM	3	17	11	1	2	4	0	0	2	0	0	0	0	1	41
Day Total															
Percent															
ADT															
3898															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	3	10	9	0	2	5	0	0	2	0	1	0	0	1	33
06:15 AM	2	16	10	0	1	3	0	1	1	0	0	0	0	0	34
06:30 AM	2	26	19	0	1	4	0	1	6	0	0	0	0	0	59
06:45 AM	1	25	12	1	1	1	0	0	5	0	0	0	0	1	47
07:00 AM	2	35	15	0	5	1	0	0	5	1	1	0	0	1	66
07:15 AM	4	36	17	0	2	5	0	2	3	0	0	0	0	0	69
07:30 AM	5	35	17	1	5	5	0	0	3	0	0	0	0	0	71
07:45 AM	6	35	15	0	2	7	0	0	4	0	0	1	0	0	70
08:00 AM	4	23	5	0	0	3	0	0	5	0	0	0	0	1	41
08:15 AM	4	26	7	0	0	6	0	0	9	0	0	0	0	4	56
08:30 AM	2	22	11	2	2	1	0	1	9	0	0	0	0	0	50
08:45 AM	3	24	13	1	5	4	0	0	5	0	0	0	0	0	55
09:00 AM	3	21	5	1	3	4	0	3	4	0	0	0	0	0	44
09:15 AM	3	20	11	1	2	2	0	2	3	0	0	0	0	0	44
09:30 AM	2	20	16	0	3	2	0	2	4	0	0	0	0	1	50
09:45 AM	3	23	9	1	3	3	0	3	7	0	0	0	0	0	52
10:00 AM	2	18	9	0	1	3	0	0	4	0	0	0	0	0	37
10:15 AM	3	19	10	1	5	3	0	1	4	0	0	0	0	0	46
10:30 AM	2	29	11	0	4	3	0	2	5	0	0	0	0	0	56
10:45 AM	4	27	10	4	6	3	0	0	4	0	0	0	0	1	59
11:00 AM	3	25	10	0	5	4	0	0	2	0	0	0	0	2	51
11:15 AM	0	27	5	0	5	1	0	1	5	0	0	0	0	0	44
11:30 AM	4	20	9	0	5	4	0	0	1	0	0	0	0	2	45
11:45 AM	4	26	12	1	3	4	0	5	5	0	0	1	0	0	61
Day Total															
Percent															
ADT															
3898															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	4	27	11	0	3	6	0	1	0	0	0	0	0	0	52
12:15 PM	5	28	9	0	3	6	0	1	4	0	0	0	0	0	56
12:30 PM	1	29	14	2	3	1	0	1	3	0	0	0	0	0	54
12:45 PM	6	27	10	0	3	6	0	4	0	0	0	0	0	1	57
01:00 PM	2	31	12	0	5	3	0	1	1	0	0	0	0	0	55
01:15 PM	3	29	13	2	3	2	0	3	4	0	0	0	0	0	59
01:30 PM	2	40	7	2	2	0	0	1	3	0	0	0	0	3	60
01:45 PM	2	36	9	1	6	3	0	2	0	0	0	0	0	2	61
02:00 PM	4	41	11	0	1	4	0	0	3	0	0	0	0	1	65
02:15 PM	2	27	14	0	5	2	0	2	3	0	0	0	0	0	55
02:30 PM	2	38	8	0	3	5	0	3	2	0	0	0	0	1	62
02:45 PM	3	37	6	1	3	3	0	3	2	0	0	0	0	0	58
03:00 PM	2	42	12	0	3	4	0	1	1	0	0	0	0	0	65
03:15 PM	1	37	14	0	3	1	0	1	0	0	0	0	0	0	57
03:30 PM	5	38	10	1	2	5	0	1	2	0	0	0	0	2	66
03:45 PM	0	35	15	0	3	1	0	0	0	0	0	0	0	1	55
04:00 PM	2	55	11	0	1	2	0	2	2	0	0	0	0	3	78
04:15 PM	5	43	9	0	5	4	0	4	2	0	0	0	0	0	72
04:30 PM	5	36	22	0	0	3	0	1	0	0	0	0	0	1	68
04:45 PM	3	37	14	0	4	5	0	1	0	0	0	0	0	0	64
05:00 PM	1	42	12	1	1	1	0	1	1	0	0	0	0	0	60
05:15 PM	4	40	8	0	3	4	0	0	1	0	0	0	0	2	62
05:30 PM	1	27	8	0	1	1	0	1	1	0	0	0	0	1	41
05:45 PM	0	38	9	1	4	0	0	1	0	0	0	0	0	5	58
Day Total															
Percent															
ADT															
3898															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	29	5	0	1	3	0	0	0	0	0	0	0	3	44
06:15 PM	6	34	4	0	0	5	0	2	1	0	0	0	0	1	53
06:30 PM	1	44	7	1	5	1	0	1	0	0	0	0	0	0	60
06:45 PM	0	28	5	0	1	0	0	0	3	0	0	0	0	0	37
07:00 PM	1	35	12	0	1	2	0	1	3	0	0	0	0	1	56
07:15 PM	1	19	11	0	1	1	0	0	0	0	0	0	0	3	36
07:30 PM	3	22	4	1	0	3	0	2	0	0	0	0	0	1	36
07:45 PM	2	23	5	0	1	1	0	0	0	0	0	0	0	2	34
08:00 PM	3	24	5	0	1	3	0	0	1	0	0	0	0	2	39
08:15 PM	2	25	3	0	2	2	0	0	0	0	0	0	0	3	37
08:30 PM	1	23	4	0	2	2	0	0	1	0	0	0	0	0	33
08:45 PM	2	15	3	1	1	3	0	2	0	0	0	0	0	1	28
09:00 PM	3	17	3	0	1	3	0	0	1	0	0	0	0	1	29
09:15 PM	0	6	2	1	0	0	0	1	1	0	0	0	0	0	11
09:30 PM	1	11	4	0	1	0	0	0	2	0	0	0	0	2	21
09:45 PM	0	10	4	0	0	0	0	0	3	0	1	0	0	2	20
10:00 PM	2	12	4	1	0	2	0	1	0	0	0	0	0	0	22
10:15 PM	2	15	2	0	2	1	0	0	0	0	0	0	0	3	25
10:30 PM	2	11	2	1	0	0	0	0	3	0	0	0	0	2	21
10:45 PM	1	15	3	1	1	1	0	1	1	0	0	0	0	1	25
11:00 PM	1	14	3	1	0	1	0	0	0	0	0	0	0	0	20
11:15 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
11:30 PM	5	7	1	0	1	5	0	1	0	0	0	0	0	0	20
11:45 PM	0	11	0	1	2	0	0	0	2	0	0	0	0	2	18
Day Total	236	2083	700	42	183	254	0	80	229	1	10	9	0	71	3898
Percent	6.1%	53.4%	18%	1.1%	4.7%	6.5%	0%	2.1%	5.9%	0%	0.3%	0.2%	0%	1.8%	
ADT 3898															
AM Peak 15-min Vol	7:45 AM 6	7:15 AM 36	6:30 AM 19	10:45 AM 4	10:45 AM 6	7:45 AM 7	12:00 AM 0	11:45 AM 5	8:15 AM 9	7:00 AM 1	5:30 AM 2	12:00 AM 1	12:00 AM 0	8:15 AM 4	7:30 AM 71
PM Peak 15-min Vol	12:45 PM 6	4:00 PM 55	4:30 PM 22	12:30 PM 2	1:45 PM 6	12:00 PM 6	12:00 PM 0	12:45 PM 4	12:15 PM 4	12:00 PM 0	9:45 PM 1	12:00 PM 0	12:00 PM 0	5:45 PM 5	4:00 PM 78

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	6	3	1	0	1	0	1	2	0	0	1	0	0	16
12:15 AM	1	8	1	0	2	2	0	0	4	0	0	0	0	0	18
12:30 AM	1	7	4	0	0	1	0	0	1	0	0	0	0	0	14
12:45 AM	0	7	1	1	1	0	0	0	1	0	0	0	0	0	11
01:00 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
01:15 AM	2	7	2	0	0	0	0	2	1	0	0	0	0	3	17
01:30 AM	1	4	0	0	1	1	0	0	2	0	0	0	0	0	9
01:45 AM	0	4	1	1	0	0	0	1	0	0	0	0	0	1	8
02:00 AM	1	2	1	0	1	1	0	0	0	0	0	0	0	0	6
02:15 AM	1	7	1	1	0	1	0	0	1	0	1	0	0	0	13
02:30 AM	1	4	3	0	0	1	0	0	0	0	0	0	0	0	9
02:45 AM	1	7	1	0	0	1	0	0	0	0	0	0	0	2	12
03:00 AM	2	1	4	0	0	2	0	1	1	0	0	2	0	0	13
03:15 AM	0	4	1	1	1	1	0	1	0	0	0	0	0	1	10
03:30 AM	1	2	1	0	1	0	0	0	1	0	1	0	0	0	7
03:45 AM	1	0	2	0	1	1	0	0	1	0	0	0	0	2	8
04:00 AM	2	4	0	1	2	1	0	2	0	0	1	0	0	0	13
04:15 AM	1	8	0	0	0	1	0	0	0	0	1	0	0	0	11
04:30 AM	2	7	2	1	2	2	0	0	3	0	0	0	0	0	19
04:45 AM	1	6	4	0	1	1	0	0	2	0	0	0	0	0	15
05:00 AM	4	5	4	1	0	5	0	0	3	0	1	1	0	0	24
05:15 AM	1	10	5	0	1	2	0	0	1	0	1	0	0	0	21
05:30 AM	3	10	4	0	0	2	0	1	0	0	0	0	0	1	21
05:45 AM	1	13	2	0	1	1	0	0	1	0	0	0	0	0	19
Day Total															
Percent															
ADT															
3119															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	9	2	0	1	0	0	0	2	0	0	0	0	2	16
06:15 AM	5	9	9	0	0	5	0	0	1	0	1	0	0	0	30
06:30 AM	2	18	5	0	0	3	0	0	2	0	0	0	0	0	30
06:45 AM	3	11	6	0	1	4	0	1	1	0	0	0	0	1	28
07:00 AM	5	16	8	0	0	5	0	0	1	0	0	0	0	0	35
07:15 AM	5	18	9	2	1	4	0	1	0	0	0	0	0	4	44
07:30 AM	2	16	3	0	1	1	0	1	1	0	0	0	0	2	27
07:45 AM	5	16	7	0	3	1	0	0	1	0	0	0	0	7	40
08:00 AM	2	22	9	1	0	1	0	0	1	0	0	0	0	0	36
08:15 AM	3	15	7	0	2	3	0	0	1	0	0	0	0	1	32
08:30 AM	1	17	2	0	0	1	0	0	0	0	0	0	0	12	33
08:45 AM	3	17	4	0	1	3	0	0	2	0	0	0	0	1	31
09:00 AM	3	21	9	0	2	2	0	1	0	0	0	0	0	4	42
09:15 AM	5	21	5	0	3	4	0	0	2	0	0	0	0	10	50
09:30 AM	4	29	9	0	1	4	0	2	2	0	0	0	0	1	52
09:45 AM	2	20	8	0	4	2	0	3	5	0	0	0	0	0	44
10:00 AM	1	21	12	0	1	2	0	0	1	0	0	0	0	1	39
10:15 AM	1	26	6	0	3	2	0	2	1	0	0	0	0	0	41
10:30 AM	3	26	9	0	2	2	0	1	2	0	0	0	0	0	45
10:45 AM	1	42	9	0	3	1	0	1	2	0	0	0	0	0	59
11:00 AM	2	38	10	0	2	0	0	1	4	0	0	0	0	0	57
11:15 AM	3	27	10	1	3	3	0	0	2	0	0	0	0	1	50
11:30 AM	2	42	7	0	1	2	0	1	0	0	0	0	0	0	55
11:45 AM	3	42	14	0	2	3	0	2	3	0	0	0	0	1	70
Day Total															
Percent															
ADT															
3119															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	41	11	1	3	0	0	1	3	0	0	0	0	0	60
12:15 PM	4	26	14	0	0	5	0	0	1	0	0	0	0	0	50
12:30 PM	4	33	7	1	3	3	0	0	0	0	0	0	0	2	53
12:45 PM	2	26	16	0	3	2	0	0	3	0	0	0	0	0	52
01:00 PM	4	40	9	1	1	5	0	1	2	0	0	0	0	0	63
01:15 PM	2	33	13	1	1	1	0	0	1	0	0	0	0	0	52
01:30 PM	0	32	11	0	1	1	0	1	1	0	0	0	0	1	48
01:45 PM	3	29	7	0	5	2	0	1	0	0	0	0	0	1	48
02:00 PM	3	25	7	1	4	1	0	0	1	0	0	0	0	2	44
02:15 PM	1	39	18	3	2	1	0	1	0	0	0	2	0	0	67
02:30 PM	0	24	7	0	1	0	0	0	1	0	0	0	0	3	36
02:45 PM	1	23	7	0	2	2	0	0	2	0	0	0	0	3	40
03:00 PM	2	25	6	2	1	1	0	0	2	0	0	0	0	1	40
03:15 PM	2	36	7	0	1	2	0	0	1	0	0	0	0	0	49
03:30 PM	2	29	9	0	0	2	0	0	0	0	0	0	0	0	42
03:45 PM	1	33	16	1	1	1	0	0	3	0	0	0	0	0	56
04:00 PM	2	28	7	0	2	3	0	0	1	0	0	0	0	0	43
04:15 PM	2	30	14	0	2	2	0	3	3	0	0	0	0	0	56
04:30 PM	2	38	8	0	2	2	0	0	0	0	0	0	0	0	52
04:45 PM	3	32	8	0	1	4	0	0	1	0	0	1	0	0	50
05:00 PM	3	30	5	0	1	4	0	2	0	0	0	0	0	3	48
05:15 PM	2	29	5	0	2	3	0	1	3	0	0	0	0	0	45
05:30 PM	1	27	6	0	3	1	0	1	0	0	0	0	0	7	46
05:45 PM	1	28	9	0	0	1	0	0	0	0	0	0	0	16	55
Day Total															
Percent															
ADT															
3119															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	23	3	0	2	0	0	0	2	0	0	0	0	8	38
06:15 PM	1	23	8	0	1	1	0	0	0	0	0	0	0	2	36
06:30 PM	1	30	10	0	3	1	0	0	1	0	0	0	0	11	57
06:45 PM	2	22	7	0	0	2	0	0	2	0	0	0	0	5	40
07:00 PM	0	20	3	3	0	0	0	0	0	0	0	0	0	12	38
07:15 PM	0	12	2	0	0	0	0	0	1	0	0	0	0	13	28
07:30 PM	1	19	5	1	1	2	0	0	0	0	0	0	0	6	35
07:45 PM	0	8	6	0	2	0	0	0	0	0	0	0	0	0	16
08:00 PM	2	19	0	1	2	2	0	1	0	0	0	0	0	5	32
08:15 PM	0	10	2	1	1	0	0	0	0	0	0	0	0	12	26
08:30 PM	1	14	5	0	1	1	0	0	0	0	0	0	0	1	23
08:45 PM	2	13	4	0	0	2	0	0	1	0	0	0	0	4	26
09:00 PM	2	7	3	1	1	3	0	0	2	0	0	0	0	1	20
09:15 PM	2	9	3	1	0	1	0	0	1	0	0	0	0	0	17
09:30 PM	4	10	4	0	1	3	0	1	0	0	0	0	0	2	25
09:45 PM	1	12	4	0	2	1	0	0	0	0	0	0	0	2	22
10:00 PM	4	11	4	1	0	2	0	1	0	0	0	0	0	5	28
10:15 PM	4	16	5	0	0	2	0	1	0	0	0	0	0	1	29
10:30 PM	1	5	2	0	1	1	0	0	0	0	0	0	0	1	11
10:45 PM	1	8	1	0	0	1	0	0	0	0	0	0	0	0	11
11:00 PM	1	10	2	0	1	0	0	0	0	0	0	0	0	5	19
11:15 PM	2	4	1	0	0	1	0	0	0	0	0	0	0	1	9
11:30 PM	0	13	1	0	1	1	0	2	0	0	0	0	0	1	19
11:45 PM	3	4	1	0	1	2	0	0	1	0	0	0	0	1	13
Day Total	177	1734	540	33	115	164	0	44	102	0	7	7	0	196	3119
Percent	5.7%	55.6%	17.3%	1.1%	3.7%	5.3%	0%	1.4%	3.3%	0%	0.2%	0.2%	0%	6.3%	
ADT 3119															
AM Peak 15-min Vol	6:15 AM	10:45 AM	11:45 AM	7:15 AM	9:45 AM	5:00 AM	12:00 AM	9:45 AM	9:45 AM	12:00 AM	2:15 AM	3:00 AM	12:00 AM	8:30 AM	11:45 AM
	5	42	14	2	4	5	0	3	5	0	1	2	0	12	70
PM Peak 15-min Vol	12:15 PM	12:00 PM	2:15 PM	2:15 PM	1:45 PM	12:15 PM	12:00 PM	4:15 PM	12:00 PM	12:00 PM	12:00 PM	2:15 PM	12:00 PM	5:45 PM	2:15 PM
	4	41	18	3	5	5	0	3	3	0	0	2	0	16	67

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	2	6	0	0	0	2	0	0	1	0	0	0	0	0	11
12:15 AM	3	7	1	0	0	2	0	0	1	0	0	0	0	2	16
12:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	1	4	3	0	0	1	0	0	2	0	0	0	0	0	11
01:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
01:15 AM	3	3	0	0	1	0	0	0	0	0	0	0	0	1	8
01:30 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
01:45 AM	0	4	1	0	1	0	0	0	0	0	0	1	0	1	8
02:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	6	7
02:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	4	6
02:30 AM	1	4	1	0	0	1	0	0	0	0	0	0	0	0	7
02:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	1	6
03:00 AM	1	1	1	0	0	1	0	0	1	0	0	1	0	0	6
03:15 AM	2	1	0	0	0	2	0	0	2	0	0	0	0	0	7
03:30 AM	6	3	0	0	0	2	0	0	2	0	0	0	0	3	16
03:45 AM	1	1	1	0	2	1	0	0	4	0	0	0	0	0	10
04:00 AM	1	6	0	0	0	1	0	0	1	0	0	0	0	0	9
04:15 AM	0	3	2	0	0	1	0	1	2	0	0	0	0	0	9
04:30 AM	0	6	0	0	0	0	0	1	1	0	0	0	0	0	8
04:45 AM	2	3	0	0	1	2	0	0	0	0	0	0	0	1	9
05:00 AM	0	6	0	0	0	1	0	0	2	0	0	0	0	2	11
05:15 AM	2	4	1	0	0	2	0	0	2	0	0	0	0	0	11
05:30 AM	2	3	1	0	4	2	0	0	2	0	0	0	0	2	16
05:45 AM	1	2	1	0	1	1	0	0	0	0	0	0	0	6	12
Day Total															
Percent															
ADT															
3181															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	2	5
06:15 AM	2	4	1	0	0	0	0	0	1	0	0	0	0	5	13
06:30 AM	1	4	4	0	0	1	0	0	0	0	0	0	0	5	15
06:45 AM	1	4	6	0	1	1	0	0	1	0	0	0	0	2	16
07:00 AM	2	3	5	0	0	0	0	0	1	0	0	0	0	4	15
07:15 AM	1	12	3	0	4	0	0	1	0	0	0	0	0	7	28
07:30 AM	3	6	1	0	0	1	0	1	1	0	0	0	0	9	22
07:45 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	7	17
08:00 AM	0	9	3	0	0	0	0	1	0	0	0	1	0	3	17
08:15 AM	4	9	5	1	0	2	0	1	1	0	0	0	0	7	30
08:30 AM	1	10	4	1	2	1	0	0	0	0	0	0	0	8	27
08:45 AM	6	5	2	1	3	3	0	0	3	0	0	0	0	10	33
09:00 AM	6	10	5	0	2	0	0	2	0	0	0	0	0	9	34
09:15 AM	1	12	5	0	3	1	0	0	1	0	0	0	0	3	26
09:30 AM	3	32	11	0	0	4	0	2	0	0	0	0	0	1	53
09:45 AM	1	17	4	0	1	1	0	1	0	0	0	0	0	2	27
10:00 AM	3	16	10	0	4	1	0	1	2	0	0	0	0	4	41
10:15 AM	1	24	7	0	2	1	0	4	0	0	0	0	0	4	43
10:30 AM	1	29	9	1	5	0	0	2	0	0	0	0	0	2	49
10:45 AM	1	27	11	0	4	1	0	1	2	0	0	0	0	1	48
11:00 AM	3	34	12	1	0	3	0	1	1	0	0	0	0	0	55
11:15 AM	3	62	12	2	3	2	0	1	1	0	0	0	0	0	86
11:30 AM	1	29	11	1	3	1	0	1	0	0	0	1	0	0	48
11:45 AM	6	40	7	1	3	5	0	0	6	0	0	0	0	0	68
Day Total															
Percent															
ADT															
3181															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	16	11	1	1	1	0	2	1	0	0	0	0	0	34
12:15 PM	6	30	14	1	2	4	0	0	4	0	0	0	0	2	63
12:30 PM	3	33	12	0	2	1	0	0	2	0	0	1	0	1	55
12:45 PM	1	39	6	3	4	2	0	2	1	0	0	0	0	1	59
01:00 PM	0	31	10	1	3	0	0	0	1	0	0	0	0	5	51
01:15 PM	6	34	7	0	4	4	0	0	2	0	0	0	0	3	60
01:30 PM	1	38	15	0	2	1	0	4	0	0	0	0	0	2	63
01:45 PM	1	32	13	3	1	1	0	3	2	0	0	0	0	0	56
02:00 PM	2	25	16	1	3	2	0	0	4	0	0	0	0	2	55
02:15 PM	5	31	8	1	2	4	0	0	1	0	0	0	0	4	56
02:30 PM	3	44	16	1	3	3	0	3	3	0	0	0	0	0	76
02:45 PM	3	40	11	0	1	3	0	1	1	0	0	0	0	1	61
03:00 PM	4	31	12	0	2	2	0	2	3	0	0	0	0	7	63
03:15 PM	3	38	21	1	4	2	0	4	1	0	0	0	0	1	75
03:30 PM	5	45	15	1	8	2	0	1	2	0	0	0	0	1	80
03:45 PM	4	30	20	2	3	5	0	1	4	0	0	0	0	2	71
04:00 PM	4	35	7	0	2	6	0	4	3	0	0	0	0	0	61
04:15 PM	2	34	8	0	6	4	0	3	3	0	0	1	0	0	61
04:30 PM	4	33	12	1	0	3	0	1	1	0	0	0	0	0	55
04:45 PM	1	34	12	1	0	1	0	1	1	0	0	0	0	0	51
05:00 PM	3	36	12	0	1	4	0	2	1	0	0	0	0	6	65
05:15 PM	4	22	11	3	6	1	0	1	4	0	0	0	0	4	56
05:30 PM	6	17	6	1	3	0	0	0	0	0	0	0	0	23	56
05:45 PM	0	23	4	0	1	2	0	2	2	0	0	0	0	7	41
Day Total															
Percent															
ADT															
3181															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 SB On Ramp from W Hwy 326 EB

QC JOB #: 15135862

SPECIFIC LOCATION:

DIRECTION: SB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

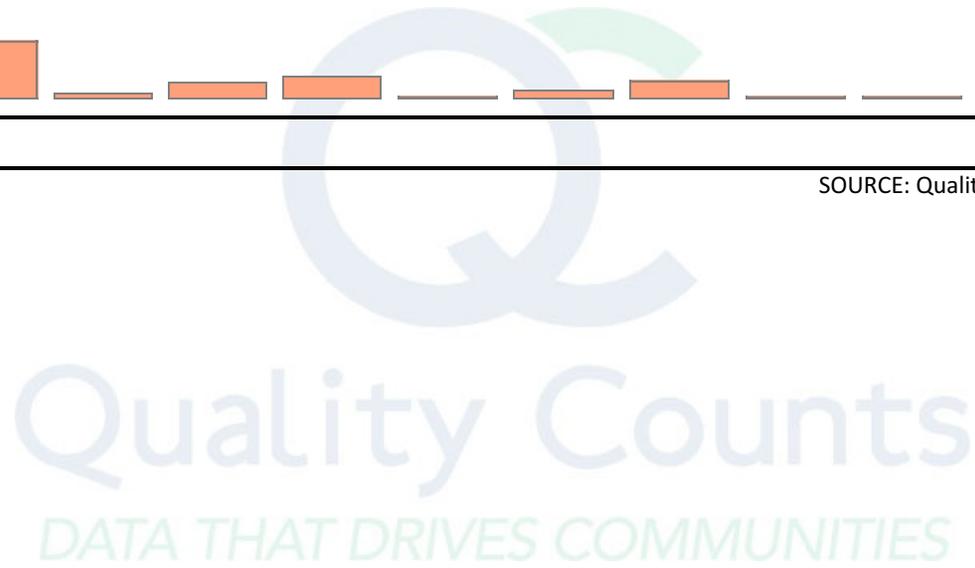
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	24	14	0	2	1	0	0	1	0	0	0	0	4	47
06:15 PM	2	20	11	0	2	1	0	1	1	0	0	0	0	2	40
06:30 PM	2	34	14	4	5	4	0	0	4	0	0	0	0	0	67
06:45 PM	0	25	14	0	1	0	0	0	1	0	0	0	0	11	52
07:00 PM	1	29	7	0	2	1	0	2	4	0	0	0	0	6	52
07:15 PM	1	23	10	0	1	0	0	0	0	0	0	0	0	2	37
07:30 PM	3	12	6	1	2	3	0	0	4	0	0	0	0	0	31
07:45 PM	5	19	5	2	1	4	0	2	4	0	0	0	0	1	43
08:00 PM	3	13	4	0	3	2	0	1	2	0	0	0	0	0	28
08:15 PM	2	15	2	0	0	2	0	0	0	0	0	0	0	1	22
08:30 PM	4	9	4	0	1	2	0	0	2	0	0	0	0	1	23
08:45 PM	2	11	6	1	2	2	0	1	5	0	0	0	0	1	31
09:00 PM	2	12	8	2	2	2	0	1	3	0	0	1	0	0	33
09:15 PM	0	9	2	2	0	0	0	0	0	0	0	0	0	0	13
09:30 PM	3	14	2	0	2	3	0	0	3	0	0	0	0	1	28
09:45 PM	2	6	3	0	2	2	0	1	2	0	0	0	0	4	22
10:00 PM	6	6	5	0	2	3	0	0	0	0	0	0	0	6	28
10:15 PM	2	5	1	0	0	2	0	0	0	0	0	0	0	10	20
10:30 PM	1	8	0	1	1	0	0	0	0	0	0	0	0	2	13
10:45 PM	1	4	2	0	1	2	0	1	2	0	0	0	0	3	16
11:00 PM	5	12	4	0	2	3	0	0	2	0	0	0	0	0	28
11:15 PM	0	10	1	1	0	0	0	0	1	0	0	0	0	0	13
11:30 PM	1	3	1	0	0	1	0	0	0	0	0	0	0	4	10
11:45 PM	2	7	1	0	2	2	0	0	2	0	0	0	0	8	24
Day Total	203	1593	562	46	152	151	0	69	134	0	0	8	0	263	3181
Percent	6.4%	50.1%	17.7%	1.4%	4.8%	4.7%	0%	2.2%	4.2%	0%	0%	0.3%	0%	8.3%	
ADT 3181															
AM Peak 15-min Vol	3:30 AM 6	11:15 AM 62	11:00 AM 12	11:15 AM 2	10:30 AM 5	11:45 AM 5	12:00 AM 0	10:15 AM 4	11:45 AM 6	12:00 AM 0	12:00 AM 0	1:45 AM 1	12:00 AM 0	8:45 AM 10	11:15 AM 86
PM Peak 15-min Vol	12:15 PM 6	3:30 PM 45	3:15 PM 21	6:30 PM 4	3:30 PM 8	4:00 PM 6	12:00 PM 0	1:30 PM 4	8:45 PM 5	12:00 PM 0	12:00 PM 0	12:30 PM 1	12:00 PM 0	5:30 PM 23	3:30 PM 80

Comments:

LOCATION: I-75 SB On Ramp from W Hwy 326 EB **QC JOB #:** 15135862
SPECIFIC LOCATION: **DIRECTION:** SB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1733	12133	4307	327	1161	1603	9	501	1296	73	58	47	42	798	24088
Percent	7.2%	50.4%	17.9%	1.4%	4.8%	6.7%	0%	2.1%	5.4%	0.3%	0.2%	0.2%	0.2%	3.3%	
ADT 3441															

Comments:



LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	14	3	0	1	0	0	9	2	0	0	0	0	3	32
12:15 AM	0	22	1	1	2	0	0	11	3	0	0	0	0	4	44
12:30 AM	0	16	0	0	0	1	0	12	3	0	0	0	0	3	35
12:45 AM	0	22	0	1	0	0	0	21	1	0	1	0	0	2	48
01:00 AM	0	11	3	0	0	1	0	13	3	0	0	0	0	5	36
01:15 AM	0	13	1	0	1	0	0	11	1	0	0	0	0	1	28
01:30 AM	0	7	3	0	1	0	0	18	1	0	0	0	0	6	36
01:45 AM	0	7	0	1	0	0	0	18	2	0	0	0	0	0	28
02:00 AM	1	9	0	0	0	0	0	13	2	0	0	0	0	1	26
02:15 AM	0	10	0	0	3	0	0	17	1	0	2	0	0	4	37
02:30 AM	0	8	0	0	0	0	0	13	0	0	0	0	0	0	21
02:45 AM	0	9	1	0	0	0	0	12	2	0	0	0	0	2	26
03:00 AM	0	6	1	0	0	0	0	7	3	0	0	0	0	2	19
03:15 AM	0	9	1	0	1	0	0	11	2	0	0	0	0	1	25
03:30 AM	1	8	1	0	0	0	0	8	2	0	0	0	0	2	22
03:45 AM	0	13	4	0	1	0	0	12	2	0	0	0	0	2	34
04:00 AM	0	10	0	0	2	1	0	8	0	0	0	0	0	1	22
04:15 AM	0	15	1	0	1	0	0	12	1	0	0	0	0	2	32
04:30 AM	0	14	5	0	1	0	0	18	3	0	0	0	0	4	45
04:45 AM	0	37	6	0	2	1	0	15	0	0	0	0	0	7	68
05:00 AM	0	27	6	0	0	1	0	12	1	0	0	0	0	4	51
05:15 AM	0	36	5	0	1	0	0	16	3	0	0	0	0	9	70
05:30 AM	0	47	5	0	3	1	0	21	3	0	0	0	0	17	97
05:45 AM	0	55	4	0	3	0	0	17	2	0	0	0	0	19	100
Day Total															
Percent															
ADT															
10856															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	52	7	0	1	0	0	16	4	0	1	0	0	2	83
06:15 AM	0	84	12	0	1	1	0	15	0	1	0	0	0	6	120
06:30 AM	1	102	12	0	6	2	0	13	4	0	0	0	0	17	157
06:45 AM	0	99	13	1	3	0	0	23	0	0	0	0	0	11	150
07:00 AM	0	102	7	0	5	3	0	10	4	1	0	0	0	24	156
07:15 AM	0	106	11	0	3	11	0	14	6	1	0	0	0	18	170
07:30 AM	0	128	9	0	5	5	0	17	3	0	0	0	0	16	183
07:45 AM	0	129	11	1	8	2	0	19	5	1	0	0	1	14	191
08:00 AM	1	123	5	0	5	2	0	24	2	0	0	0	0	10	172
08:15 AM	1	100	12	0	8	4	0	14	2	0	0	0	0	11	152
08:30 AM	1	108	12	1	6	6	0	21	3	0	0	0	0	12	170
08:45 AM	1	81	7	0	5	0	0	19	0	1	0	0	0	10	124
09:00 AM	0	90	9	0	5	8	0	17	2	0	0	0	0	19	150
09:15 AM	0	79	7	0	4	3	0	21	4	0	1	0	0	20	139
09:30 AM	0	96	6	0	7	4	0	24	2	0	0	0	0	17	156
09:45 AM	0	106	8	0	3	0	0	23	3	0	0	0	0	7	150
10:00 AM	0	99	9	0	3	5	0	12	8	0	1	0	1	20	158
10:15 AM	2	100	10	0	6	5	0	29	5	0	0	0	0	15	172
10:30 AM	0	110	14	0	5	4	0	19	4	1	0	0	0	15	172
10:45 AM	0	97	12	0	3	1	0	24	4	0	0	1	1	14	157
11:00 AM	1	116	8	0	5	2	0	21	5	1	3	0	0	12	174
11:15 AM	0	129	4	0	6	3	0	19	7	1	0	0	2	16	187
11:30 AM	0	95	9	0	2	8	0	20	9	0	1	0	1	16	161
11:45 AM	1	125	6	0	2	9	0	13	13	1	0	0	0	24	194
Day Total															
Percent															
ADT															
10856															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	99	9	0	5	11	0	10	13	0	0	0	1	23	171
12:15 PM	0	123	8	0	6	7	0	19	5	0	1	0	0	8	177
12:30 PM	0	88	5	0	6	6	0	26	13	1	1	0	1	9	156
12:45 PM	0	99	13	0	5	3	0	30	5	1	1	0	0	12	169
01:00 PM	0	89	9	0	2	3	0	37	2	0	0	0	0	4	146
01:15 PM	2	91	6	0	6	8	0	22	5	0	0	0	0	16	156
01:30 PM	0	108	10	0	4	5	0	21	10	1	0	0	0	16	175
01:45 PM	0	106	4	0	4	6	0	35	5	0	0	1	1	5	167
02:00 PM	0	85	10	0	6	2	0	25	2	1	1	1	0	8	141
02:15 PM	0	99	6	0	1	4	0	29	6	0	1	0	0	15	161
02:30 PM	0	114	5	1	4	7	0	28	7	0	0	0	0	8	174
02:45 PM	0	97	6	0	3	3	1	21	5	0	0	0	0	15	151
03:00 PM	0	92	9	0	5	13	0	15	9	0	0	0	1	23	167
03:15 PM	0	118	7	0	2	6	0	22	7	0	0	0	1	12	175
03:30 PM	0	116	11	0	3	7	0	23	5	0	0	0	0	8	173
03:45 PM	0	100	14	0	6	5	0	20	12	0	2	0	2	15	176
04:00 PM	1	113	9	0	4	7	0	20	10	0	0	0	0	16	180
04:15 PM	0	102	10	0	4	4	0	26	7	1	0	0	0	8	162
04:30 PM	1	116	6	0	3	5	0	19	7	0	1	0	0	10	168
04:45 PM	1	101	10	0	2	7	0	23	3	1	0	0	1	13	162
05:00 PM	0	121	12	0	4	2	0	25	4	0	1	0	1	4	174
05:15 PM	0	118	9	0	4	0	0	18	1	1	2	0	1	6	160
05:30 PM	0	105	8	0	2	5	0	12	4	1	0	0	0	11	148
05:45 PM	0	105	8	0	4	3	0	14	3	0	0	0	2	20	159
Day Total															
Percent															
ADT															
10856															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	89	15	0	6	2	0	22	0	0	0	0	0	2	136
06:15 PM	0	93	7	0	3	1	0	19	2	0	0	0	0	7	132
06:30 PM	0	87	6	0	1	3	0	17	3	0	1	0	0	13	131
06:45 PM	0	72	6	0	8	1	0	16	3	1	0	0	0	8	115
07:00 PM	0	81	8	0	4	1	0	21	1	0	0	0	0	8	124
07:15 PM	1	71	2	0	6	2	0	25	0	0	0	0	0	4	111
07:30 PM	0	68	7	0	2	0	0	16	1	0	0	0	0	6	100
07:45 PM	0	68	2	0	2	2	0	17	3	0	0	0	0	5	99
08:00 PM	0	76	0	1	1	0	0	25	3	0	0	0	0	7	113
08:15 PM	0	56	7	0	0	0	0	14	0	0	0	0	0	5	82
08:30 PM	0	58	7	1	3	0	0	15	1	0	0	0	0	9	94
08:45 PM	0	50	4	0	1	1	0	16	2	0	0	0	0	7	81
09:00 PM	0	42	4	0	3	0	0	17	2	0	1	0	0	8	77
09:15 PM	0	55	5	0	2	0	0	20	3	0	0	0	0	5	90
09:30 PM	0	44	4	0	1	0	0	14	9	0	1	0	0	6	79
09:45 PM	1	30	5	0	1	0	0	18	0	0	0	0	0	4	59
10:00 PM	0	44	3	1	0	2	0	10	7	0	1	0	0	3	71
10:15 PM	0	56	6	0	2	0	0	9	2	0	0	0	1	6	82
10:30 PM	0	39	5	0	3	0	0	15	4	0	0	0	0	8	74
10:45 PM	0	39	7	0	5	0	0	14	3	0	0	0	0	10	78
11:00 PM	0	29	2	1	2	1	0	16	5	0	0	0	0	7	63
11:15 PM	0	29	1	0	0	0	0	9	3	0	0	0	0	6	48
11:30 PM	0	22	1	0	5	0	0	9	2	0	0	0	0	4	43
11:45 PM	0	27	4	1	0	0	0	11	1	0	0	0	0	2	46
Day Total	18	6711	593	12	286	239	1	1697	352	18	25	3	19	882	10856
Percent	0.2%	61.8%	5.5%	0.1%	2.6%	2.2%	0%	15.6%	3.2%	0.2%	0.2%	0%	0.2%	8.1%	
ADT 10856															
AM Peak 15-min Vol	10:15 AM	7:45 AM	10:30 AM	12:15 AM	7:45 AM	7:15 AM	12:00 AM	10:15 AM	11:45 AM	6:15 AM	11:00 AM	10:45 AM	11:15 AM	7:00 AM	11:45 AM
	2	129	14	1	8	11	0	29	13	1	3	1	2	24	194
PM Peak 15-min Vol	1:15 PM	12:15 PM	6:00 PM	2:30 PM	6:45 PM	3:00 PM	2:45 PM	1:00 PM	12:00 PM	12:30 PM	3:45 PM	1:45 PM	3:45 PM	12:00 PM	4:00 PM
	2	123	15	1	8	13	1	37	13	1	2	1	2	23	180

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	23	1	0	1	0	0	14	2	0	1	0	0	4	46
12:15 AM	0	15	0	0	2	0	0	14	1	0	0	0	0	4	36
12:30 AM	0	25	2	0	1	0	0	17	0	0	0	0	0	4	49
12:45 AM	1	17	1	0	1	0	0	16	1	0	0	0	0	1	38
01:00 AM	0	10	2	0	1	0	0	11	2	0	0	0	0	2	28
01:15 AM	0	13	1	0	0	0	0	12	1	0	0	0	0	2	29
01:30 AM	0	12	1	0	1	0	0	13	1	0	0	0	0	1	29
01:45 AM	0	13	0	1	1	0	0	9	2	0	0	0	0	3	29
02:00 AM	0	20	1	0	2	0	0	9	2	0	0	0	0	4	38
02:15 AM	0	9	1	0	2	0	0	16	1	0	1	0	0	0	30
02:30 AM	0	12	1	0	0	0	0	13	2	0	0	0	0	3	31
02:45 AM	0	16	0	0	1	0	0	9	1	0	1	0	0	1	29
03:00 AM	0	12	3	0	1	0	0	11	4	0	0	0	0	0	31
03:15 AM	0	18	3	0	0	0	0	15	1	0	0	0	0	4	41
03:30 AM	0	14	2	0	0	0	0	13	2	0	0	0	0	0	31
03:45 AM	0	21	1	0	0	0	0	17	2	0	0	0	0	2	43
04:00 AM	0	17	2	0	0	1	0	11	2	0	0	0	0	4	37
04:15 AM	0	22	1	0	0	0	0	15	2	0	0	0	0	3	43
04:30 AM	0	26	6	0	0	2	0	11	3	0	0	0	0	4	52
04:45 AM	0	22	5	0	0	0	0	12	4	0	0	0	0	7	50
05:00 AM	1	38	8	0	1	0	0	17	2	0	0	0	0	5	72
05:15 AM	0	44	6	0	3	0	0	17	2	0	0	0	0	6	78
05:30 AM	0	61	7	0	5	1	0	17	1	0	0	0	1	10	103
05:45 AM	0	69	8	0	1	1	0	19	2	0	0	0	0	7	107
Day Total															
Percent															
ADT															
13293															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	68	8	0	0	1	0	10	0	0	0	0	0	7	94
06:15 AM	0	87	4	0	2	0	0	20	2	0	0	0	1	10	126
06:30 AM	1	106	8	0	0	3	0	24	2	0	0	0	0	5	149
06:45 AM	0	125	4	1	3	3	0	10	4	1	0	0	0	19	170
07:00 AM	0	116	4	0	9	4	0	15	5	0	0	0	0	20	173
07:15 AM	0	126	5	1	6	4	0	9	4	0	0	0	0	21	176
07:30 AM	0	140	9	0	5	1	0	13	4	0	0	0	0	11	183
07:45 AM	1	153	8	0	5	8	0	9	4	0	0	0	1	18	207
08:00 AM	1	112	17	0	7	0	0	14	0	0	1	1	0	9	162
08:15 AM	1	118	7	1	6	1	0	15	4	0	0	0	0	11	164
08:30 AM	0	123	6	0	6	1	0	13	1	0	0	0	1	17	168
08:45 AM	0	116	12	0	8	1	0	15	2	0	0	0	0	13	167
09:00 AM	0	112	9	0	4	6	0	14	5	1	0	0	0	21	172
09:15 AM	1	113	10	0	5	0	0	26	1	1	0	0	0	10	167
09:30 AM	1	120	8	0	5	5	0	18	4	0	1	1	1	13	177
09:45 AM	0	122	10	0	4	1	0	14	1	1	1	0	0	11	165
10:00 AM	1	126	10	0	7	8	0	20	6	0	0	0	0	12	190
10:15 AM	2	116	8	0	6	5	0	16	6	1	1	0	1	12	174
10:30 AM	0	141	7	0	1	7	0	18	6	1	0	0	1	15	197
10:45 AM	0	136	7	1	1	7	0	15	15	0	0	0	0	13	195
11:00 AM	0	133	12	0	5	2	0	22	5	0	0	0	0	3	182
11:15 AM	0	153	8	0	6	5	0	15	3	3	0	0	2	10	205
11:30 AM	0	129	9	0	1	10	0	11	14	3	1	0	1	25	204
11:45 AM	3	129	13	1	3	13	0	14	13	0	0	0	0	15	204
Day Total															
Percent															
ADT															
13293															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	106	11	0	3	3	0	16	8	0	0	1	0	14	165
12:15 PM	0	154	9	0	2	7	0	2	17	0	0	0	1	16	208
12:30 PM	1	124	7	0	0	15	0	1	13	0	0	0	1	31	193
12:45 PM	2	114	10	1	4	6	0	16	10	1	1	0	0	14	179
01:00 PM	1	137	4	0	2	12	0	17	12	1	0	0	0	13	199
01:15 PM	1	129	4	0	1	4	0	13	5	0	0	0	1	16	174
01:30 PM	1	144	5	0	1	10	0	1	18	0	0	0	0	23	203
01:45 PM	1	130	11	0	2	5	0	9	8	0	0	0	0	24	190
02:00 PM	0	145	4	0	3	11	0	9	15	0	0	0	0	23	210
02:15 PM	0	154	7	0	1	7	0	4	7	0	0	0	1	16	197
02:30 PM	0	153	5	0	3	10	0	13	7	0	0	0	1	14	206
02:45 PM	2	133	12	1	3	6	0	7	11	0	1	0	0	23	199
03:00 PM	0	156	7	0	5	7	0	7	10	0	0	0	0	21	213
03:15 PM	0	150	3	0	3	5	0	16	3	1	1	0	2	15	199
03:30 PM	1	158	6	0	2	6	1	11	12	1	2	0	0	17	217
03:45 PM	0	167	3	0	5	9	0	11	8	0	0	0	0	16	219
04:00 PM	1	142	5	0	5	4	0	21	2	0	1	0	0	19	200
04:15 PM	3	157	6	0	3	9	0	4	9	0	0	0	0	24	215
04:30 PM	2	160	8	0	0	9	0	5	15	0	0	0	1	21	221
04:45 PM	0	163	10	0	1	10	0	7	11	0	2	0	0	14	218
05:00 PM	0	122	31	1	8	3	0	13	7	0	0	0	0	16	201
05:15 PM	0	119	29	1	6	5	0	11	3	0	0	0	0	28	202
05:30 PM	0	126	32	1	7	4	0	11	7	0	0	0	0	21	209
05:45 PM	0	144	31	0	5	2	0	12	5	0	1	0	1	16	217
Day Total															
Percent															
ADT															
13293															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	125	21	1	6	3	0	11	2	0	0	0	0	10	179
06:15 PM	0	136	24	0	11	1	0	16	2	0	0	0	0	15	205
06:30 PM	0	113	30	0	13	6	0	11	0	0	3	0	0	10	186
06:45 PM	1	105	29	3	8	5	0	15	5	0	0	0	0	5	176
07:00 PM	0	84	29	0	5	3	0	16	1	0	0	0	0	12	150
07:15 PM	0	105	16	0	9	3	0	11	0	0	0	0	0	10	154
07:30 PM	0	119	22	0	12	0	0	7	0	0	0	0	0	10	170
07:45 PM	0	109	20	1	8	6	0	15	2	0	1	0	0	3	165
08:00 PM	0	120	19	1	8	4	0	12	1	0	4	0	0	14	183
08:15 PM	0	90	21	3	14	0	0	11	2	0	1	0	0	9	151
08:30 PM	1	81	22	1	6	3	0	11	1	0	2	0	0	11	139
08:45 PM	0	87	17	1	6	1	0	13	1	0	3	0	0	7	136
09:00 PM	0	88	23	0	6	2	0	14	0	0	2	0	0	10	145
09:15 PM	0	77	26	1	4	4	0	15	1	0	2	0	0	7	137
09:30 PM	0	84	21	1	3	1	0	13	0	0	6	0	1	5	135
09:45 PM	0	60	20	1	10	4	0	15	0	0	1	0	0	9	120
10:00 PM	0	58	16	0	5	0	0	12	0	0	2	0	0	5	98
10:15 PM	0	58	8	0	7	2	0	8	0	0	1	0	0	8	92
10:30 PM	0	54	9	1	6	2	0	14	0	0	4	0	0	8	98
10:45 PM	0	52	7	0	4	0	0	15	0	0	6	0	0	12	96
11:00 PM	0	45	8	0	5	0	0	8	0	0	7	0	0	4	77
11:15 PM	0	28	7	0	4	0	0	10	0	0	2	0	0	6	57
11:30 PM	0	38	4	0	5	0	0	9	0	0	3	0	0	7	66
11:45 PM	0	31	4	0	3	0	0	5	0	0	2	0	0	8	53
Day Total	35	8803	949	26	372	320	1	1222	395	16	69	3	20	1062	13293
Percent	0.3%	66.2%	7.1%	0.2%	2.8%	2.4%	0%	9.2%	3%	0.1%	0.5%	0%	0.2%	8%	
ADT 13293															
AM Peak 15-min Vol	11:45 AM 3	7:45 AM 153	8:00 AM 17	1:45 AM 1	7:00 AM 9	11:45 AM 13	12:00 AM 0	9:15 AM 26	10:45 AM 15	11:15 AM 3	12:00 AM 1	8:00 AM 1	11:15 AM 2	11:30 AM 25	7:45 AM 207
PM Peak 15-min Vol	12:00 PM 3	3:45 PM 167	5:30 PM 32	6:45 PM 3	8:15 PM 14	12:30 PM 15	3:30 PM 1	4:00 PM 21	1:30 PM 18	12:45 PM 1	11:00 PM 7	12:00 PM 1	3:15 PM 2	12:30 PM 31	4:30 PM 221

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	33	11	0	2	0	0	8	0	0	1	0	0	6	61
12:15 AM	0	35	8	0	6	0	0	8	0	0	0	0	0	8	65
12:30 AM	0	23	5	1	2	0	0	12	0	0	2	0	0	6	51
12:45 AM	0	19	7	0	3	0	0	9	0	0	1	0	0	2	41
01:00 AM	0	21	4	0	4	0	0	6	0	0	1	0	0	7	43
01:15 AM	0	17	2	0	3	0	0	11	0	0	2	0	0	3	38
01:30 AM	0	22	6	0	2	0	0	7	0	0	2	0	0	4	43
01:45 AM	0	18	2	2	3	0	0	8	0	0	0	0	0	7	40
02:00 AM	0	21	8	0	0	1	0	6	1	0	3	0	0	1	41
02:15 AM	0	18	8	0	3	0	0	9	0	0	2	0	0	5	45
02:30 AM	0	28	0	0	4	0	0	12	0	0	1	0	0	6	51
02:45 AM	0	14	4	0	3	0	0	6	0	0	1	0	0	4	32
03:00 AM	0	23	2	0	3	0	0	8	0	0	1	0	0	0	37
03:15 AM	0	13	4	0	2	0	0	7	0	0	2	0	0	4	32
03:30 AM	0	22	9	0	1	0	0	7	0	0	3	0	0	3	45
03:45 AM	0	16	3	0	0	0	0	10	0	0	0	0	0	2	31
04:00 AM	0	25	2	0	4	0	0	8	0	0	1	0	0	2	42
04:15 AM	0	19	5	0	3	0	0	10	0	0	1	0	0	5	43
04:30 AM	0	33	6	0	2	0	0	5	0	0	2	0	0	7	55
04:45 AM	0	34	8	0	6	0	0	10	0	0	4	0	0	9	71
05:00 AM	0	42	12	0	6	1	0	8	0	0	2	0	0	9	80
05:15 AM	0	50	15	0	4	0	0	6	0	0	3	0	0	11	89
05:30 AM	0	56	17	0	5	0	0	9	0	0	1	0	0	10	98
05:45 AM	0	75	14	0	8	0	0	10	0	0	0	0	0	15	122
Day Total															
Percent															
ADT															
12176															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	77	13	0	2	0	0	5	0	0	2	0	0	8	107
06:15 AM	0	74	20	0	5	0	0	11	0	0	0	0	0	9	119
06:30 AM	0	94	13	1	5	0	0	6	0	0	0	1	0	11	131
06:45 AM	0	117	17	2	8	4	0	10	1	0	0	0	0	9	168
07:00 AM	0	105	23	1	7	2	0	9	1	0	0	1	0	9	158
07:15 AM	0	107	28	0	4	0	0	8	1	0	1	0	0	15	164
07:30 AM	0	126	41	1	5	0	0	9	0	0	1	0	0	11	194
07:45 AM	0	123	31	1	9	0	0	8	1	0	1	0	0	11	185
08:00 AM	0	120	28	1	6	2	0	8	0	0	0	0	0	22	187
08:15 AM	0	133	23	0	5	5	0	12	0	1	0	0	0	8	187
08:30 AM	0	137	30	2	8	4	0	11	1	0	3	0	0	10	206
08:45 AM	0	137	20	1	5	1	0	12	1	0	0	0	0	19	196
09:00 AM	0	128	37	1	8	3	0	8	2	0	0	0	0	18	205
09:15 AM	0	132	24	1	11	1	0	13	0	0	0	0	0	19	201
09:30 AM	0	164	22	0	17	2	0	7	1	0	2	0	0	19	234
09:45 AM	0	146	28	0	3	5	0	3	3	0	0	0	0	23	211
10:00 AM	0	172	32	1	10	4	0	6	2	0	0	1	0	17	245
10:15 AM	0	163	36	2	7	3	0	7	3	0	1	0	0	17	239
10:30 AM	0	161	27	0	9	3	0	5	2	0	3	0	0	25	235
10:45 AM	0	161	32	2	13	2	0	2	2	0	0	0	0	24	238
11:00 AM	0	146	22	3	9	2	0	11	2	0	0	0	0	32	227
11:15 AM	1	161	24	0	8	2	0	13	0	0	0	0	0	14	223
11:30 AM	4	152	22	2	5	6	0	7	5	0	0	0	0	27	230
11:45 AM	0	147	33	0	4	3	0	10	4	0	1	0	0	27	229
Day Total															
Percent															
ADT	12176														
AM Peak	15-min Vol														
PM Peak	15-min Vol														

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	134	26	1	4	9	0	2	6	0	0	0	0	29	211
12:15 PM	0	129	20	0	1	10	0	3	6	0	1	0	0	28	198
12:30 PM	0	160	25	3	7	5	0	7	2	0	0	0	0	26	235
12:45 PM	0	145	30	0	7	3	0	3	3	1	1	0	0	17	210
01:00 PM	0	144	18	1	5	6	0	3	3	0	0	0	0	28	208
01:15 PM	1	138	30	1	11	5	0	6	6	0	0	0	0	16	214
01:30 PM	0	130	30	1	5	6	0	2	4	0	0	0	0	21	199
01:45 PM	0	121	22	2	10	3	0	7	1	0	1	0	0	20	187
02:00 PM	0	130	29	1	8	5	0	6	1	0	0	0	0	16	196
02:15 PM	0	119	30	3	9	0	0	10	0	0	1	0	0	9	181
02:30 PM	0	128	21	3	7	4	0	8	0	0	0	0	0	17	188
02:45 PM	0	117	26	0	9	1	0	9	1	0	0	0	0	16	179
03:00 PM	0	102	27	0	13	0	0	7	1	0	0	0	0	14	164
03:15 PM	0	108	22	0	10	1	0	15	0	0	0	0	0	10	166
03:30 PM	0	84	22	1	6	3	0	12	2	0	0	0	0	23	153
03:45 PM	0	116	26	1	10	0	0	11	1	0	0	0	0	12	177
04:00 PM	0	98	19	0	9	0	0	7	0	0	0	0	0	11	144
04:15 PM	0	96	27	0	9	1	0	4	1	0	0	0	0	15	153
04:30 PM	0	96	13	0	11	1	0	8	0	0	0	0	0	13	142
04:45 PM	0	101	17	1	8	1	0	8	0	0	0	0	0	13	149
05:00 PM	0	90	25	2	6	0	0	17	0	0	0	0	0	5	145
05:15 PM	0	74	8	0	6	0	0	13	0	0	0	0	0	12	113
05:30 PM	0	70	20	0	8	0	0	8	0	0	1	0	0	16	123
05:45 PM	0	87	24	0	10	2	0	6	0	0	0	0	0	9	138
Day Total															
Percent															
ADT															
12176															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	59	14	1	8	0	0	3	0	0	1	0	0	11	97
06:15 PM	0	74	22	0	5	2	0	6	0	0	0	0	0	9	118
06:30 PM	0	66	28	2	5	3	0	7	0	0	1	0	0	9	121
06:45 PM	0	61	24	0	8	0	0	8	0	0	0	0	0	9	110
07:00 PM	0	62	26	1	12	1	0	5	1	0	1	0	0	11	120
07:15 PM	0	57	10	0	7	2	0	6	2	0	0	0	0	9	93
07:30 PM	0	62	18	0	7	0	0	2	0	0	0	0	0	8	97
07:45 PM	0	68	10	1	4	0	0	4	0	0	0	0	0	5	92
08:00 PM	0	59	16	0	4	0	0	7	0	0	0	0	0	7	93
08:15 PM	0	55	15	0	6	0	0	5	0	0	0	0	0	5	86
08:30 PM	0	48	13	0	6	0	0	2	0	0	0	0	0	12	81
08:45 PM	0	68	9	1	5	1	0	8	0	0	0	0	0	5	97
09:00 PM	0	50	16	0	5	0	0	7	0	0	0	0	0	8	86
09:15 PM	0	49	12	1	4	0	0	4	0	0	0	0	0	7	77
09:30 PM	0	37	11	0	6	0	0	6	0	0	0	0	0	6	66
09:45 PM	0	43	11	0	4	0	0	6	0	0	0	0	0	4	68
10:00 PM	0	40	5	0	3	0	0	4	0	0	0	0	0	9	61
10:15 PM	0	44	10	1	6	0	0	3	0	0	0	0	0	9	73
10:30 PM	1	38	9	0	3	0	0	3	0	0	0	0	0	7	61
10:45 PM	0	40	9	1	2	0	0	6	0	0	0	0	0	4	62
11:00 PM	0	48	10	2	6	0	0	4	0	0	1	0	0	5	76
11:15 PM	0	37	7	0	2	0	0	5	0	0	1	0	0	4	56
11:30 PM	0	20	11	0	4	0	0	3	0	0	0	0	0	10	48
11:45 PM	0	28	6	0	4	0	0	5	0	0	0	0	0	6	49
Day Total	7	7790	1667	57	567	131	0	702	74	2	61	3	0	1115	12176
Percent	0.1%	64%	13.7%	0.5%	4.7%	1.1%	0%	5.8%	0.6%	0%	0.5%	0%	0%	9.2%	
ADT 12176															
AM Peak 15-min Vol	11:30 AM 4	10:00 AM 172	7:30 AM 41	11:00 AM 3	9:30 AM 17	11:30 AM 6	12:00 AM 0	9:15 AM 13	11:30 AM 5	8:15 AM 1	4:45 AM 4	6:30 AM 1	12:00 AM 0	11:00 AM 32	10:00 AM 245
PM Peak 15-min Vol	1:15 PM 1	12:30 PM 160	12:45 PM 30	12:30 PM 3	3:00 PM 13	12:15 PM 10	12:00 PM 0	5:00 PM 17	12:00 PM 6	12:45 PM 1	12:15 PM 1	12:00 PM 0	12:00 PM 0	12:00 PM 29	12:30 PM 235

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	21	6	0	3	0	0	3	0	0	1	0	0	2	36
12:15 AM	0	16	3	0	2	0	0	4	0	0	0	0	0	5	30
12:30 AM	0	21	1	0	3	0	0	3	0	0	0	0	0	4	32
12:45 AM	0	19	5	2	2	0	0	4	0	0	0	0	0	3	35
01:00 AM	0	21	5	1	2	0	0	2	0	0	0	0	0	2	33
01:15 AM	0	18	0	0	3	0	0	1	0	0	0	0	0	1	23
01:30 AM	0	14	4	0	2	0	0	3	0	0	0	0	0	3	26
01:45 AM	0	19	2	1	3	0	0	3	0	0	0	0	0	3	31
02:00 AM	0	11	2	0	3	0	0	6	0	0	0	0	0	2	24
02:15 AM	0	15	2	0	2	0	0	4	0	0	0	0	0	2	25
02:30 AM	0	15	2	0	0	0	0	2	0	0	0	0	0	2	21
02:45 AM	0	7	3	0	1	0	0	4	0	0	0	0	0	1	16
03:00 AM	0	17	1	1	1	0	0	4	0	0	0	0	0	3	27
03:15 AM	0	11	3	0	2	0	0	0	0	0	0	0	0	1	17
03:30 AM	0	12	3	0	5	0	0	2	0	0	0	0	0	2	24
03:45 AM	0	6	6	0	2	0	0	1	0	0	1	0	0	3	19
04:00 AM	0	10	4	0	1	0	0	1	0	0	0	0	0	3	19
04:15 AM	0	13	7	0	1	0	0	6	0	0	0	0	0	4	31
04:30 AM	0	21	6	0	0	0	0	1	0	0	0	0	0	4	32
04:45 AM	0	15	7	1	5	0	0	3	0	0	0	0	0	6	37
05:00 AM	0	18	6	0	2	0	0	4	0	0	0	0	0	4	34
05:15 AM	0	23	6	0	1	0	0	1	0	0	0	0	0	5	36
05:30 AM	0	27	7	0	8	0	0	1	0	0	0	0	0	9	52
05:45 AM	0	51	10	0	3	0	0	3	0	0	0	0	0	3	70
Day Total															
Percent															
ADT															
9662															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	52	7	0	2	0	0	1	0	0	0	0	0	9	71
06:15 AM	0	55	12	0	3	0	0	2	0	0	0	0	0	7	79
06:30 AM	0	59	11	1	3	0	0	2	0	0	0	0	0	7	83
06:45 AM	0	59	11	0	5	0	0	5	0	0	1	0	0	7	88
07:00 AM	0	60	12	0	5	0	0	7	0	0	0	0	0	7	91
07:15 AM	0	54	7	0	5	0	0	7	0	0	1	0	0	12	86
07:30 AM	0	50	18	1	9	1	0	3	0	0	0	0	0	13	95
07:45 AM	0	82	14	3	7	0	0	4	0	0	1	0	0	9	120
08:00 AM	0	79	19	0	3	1	0	5	0	0	0	0	0	11	118
08:15 AM	0	83	23	0	4	1	0	2	1	0	0	0	0	8	122
08:30 AM	0	101	15	2	7	0	0	5	0	0	0	0	0	4	134
08:45 AM	0	112	16	1	4	0	0	10	0	0	0	1	0	10	154
09:00 AM	0	89	15	0	7	1	0	10	0	0	0	0	0	9	131
09:15 AM	0	100	16	0	4	1	0	5	0	0	0	0	0	5	131
09:30 AM	0	98	19	0	5	0	0	8	0	0	1	0	0	1	132
09:45 AM	0	85	22	0	7	1	0	7	0	0	0	0	0	7	129
10:00 AM	0	107	21	1	5	0	0	3	0	0	0	0	0	10	147
10:15 AM	1	157	42	1	7	3	0	7	1	0	0	0	0	9	228
10:30 AM	0	161	26	1	8	4	0	7	0	0	0	1	0	18	226
10:45 AM	0	159	40	1	7	5	0	2	6	0	0	0	0	16	236
11:00 AM	0	130	30	2	7	2	0	10	2	0	0	0	0	16	199
11:15 AM	0	169	24	1	5	1	0	5	4	0	1	0	0	12	222
11:30 AM	0	156	30	0	5	3	0	5	4	0	0	2	0	12	217
11:45 AM	0	154	20	0	3	3	0	9	1	0	0	0	0	8	198
Day Total															
Percent															
ADT															
9662															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	147	25	1	6	3	0	5	1	0	0	0	0	15	203
12:15 PM	0	131	26	0	7	0	0	7	1	0	0	0	0	16	188
12:30 PM	0	131	26	3	5	3	0	3	3	0	0	0	0	21	195
12:45 PM	0	130	26	3	8	0	0	6	4	0	0	0	0	12	189
01:00 PM	0	134	28	0	5	3	0	7	0	0	0	0	0	19	196
01:15 PM	1	124	23	0	7	1	0	13	1	0	0	0	0	8	178
01:30 PM	0	130	20	0	6	0	0	11	0	0	0	0	0	6	173
01:45 PM	2	153	21	1	1	6	0	4	3	0	1	1	0	10	203
02:00 PM	0	131	28	1	7	4	0	9	2	0	0	0	0	11	193
02:15 PM	0	119	25	1	6	0	1	8	1	0	1	0	0	10	172
02:30 PM	0	133	23	2	8	9	0	5	3	0	0	0	0	16	199
02:45 PM	0	104	20	1	3	0	0	6	0	0	0	0	0	1	135
03:00 PM	0	102	14	3	3	0	0	11	0	0	0	0	0	6	139
03:15 PM	1	103	31	1	3	4	0	2	0	0	1	0	0	9	155
03:30 PM	0	102	20	0	8	0	0	9	0	0	0	0	0	8	147
03:45 PM	0	113	22	0	9	0	0	9	0	0	0	0	0	8	161
04:00 PM	0	77	13	1	7	0	0	4	1	0	0	0	0	9	112
04:15 PM	0	118	19	0	8	3	0	9	3	0	0	0	0	6	166
04:30 PM	0	99	20	0	3	0	0	3	0	0	0	0	0	3	128
04:45 PM	0	83	23	0	7	2	0	10	0	0	0	0	0	4	129
05:00 PM	0	86	16	0	4	1	0	7	0	0	0	0	0	8	122
05:15 PM	0	91	14	0	4	0	0	4	0	0	0	0	0	4	117
05:30 PM	1	86	13	0	1	2	0	10	0	0	0	0	0	8	121
05:45 PM	0	73	18	0	8	1	0	10	0	0	1	0	0	7	118
Day Total															
Percent															
ADT															
9662															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	66	23	0	4	0	0	7	0	0	0	0	0	3	103
06:15 PM	0	73	20	0	5	1	0	6	0	0	0	0	0	6	111
06:30 PM	1	69	10	0	7	1	0	5	0	0	0	0	0	5	98
06:45 PM	0	64	15	0	5	0	0	3	0	0	0	0	0	10	97
07:00 PM	0	60	12	0	6	0	0	3	0	0	0	0	0	12	93
07:15 PM	0	37	11	0	5	0	0	8	0	0	0	0	0	6	67
07:30 PM	0	60	11	1	10	1	0	3	0	0	1	0	0	9	96
07:45 PM	0	46	14	1	5	0	0	2	0	0	0	0	0	10	78
08:00 PM	0	47	12	2	2	0	0	8	0	0	0	0	0	7	78
08:15 PM	0	52	10	1	9	0	0	5	0	0	2	0	0	10	89
08:30 PM	0	50	12	2	4	0	0	7	0	0	1	0	0	4	80
08:45 PM	0	35	6	1	3	1	0	7	0	0	0	0	0	5	58
09:00 PM	0	35	8	0	6	0	0	7	0	0	0	0	0	9	65
09:15 PM	0	35	7	0	6	1	0	5	0	0	1	0	0	7	62
09:30 PM	0	31	8	0	5	0	0	4	0	0	0	0	0	4	52
09:45 PM	0	34	6	1	7	0	0	3	0	0	0	0	0	4	55
10:00 PM	0	24	5	0	4	0	0	5	0	0	0	0	0	6	44
10:15 PM	0	35	10	1	4	0	0	3	0	0	1	0	0	5	59
10:30 PM	0	25	8	0	2	1	0	7	0	0	0	0	0	3	46
10:45 PM	0	31	7	0	4	0	0	1	0	0	1	0	0	9	53
11:00 PM	0	29	3	0	4	0	0	8	0	0	0	0	0	5	49
11:15 PM	0	19	10	1	5	0	0	2	0	0	0	0	0	7	44
11:30 PM	0	27	4	0	2	0	0	4	0	0	1	0	0	2	40
11:45 PM	0	20	4	1	5	0	0	3	0	0	1	0	0	5	39
Day Total	7	6536	1321	51	437	75	1	485	42	0	20	5	0	682	9662
Percent	0.1%	67.6%	13.7%	0.5%	4.5%	0.8%	0%	5%	0.4%	0%	0.2%	0.1%	0%	7.1%	
ADT 9662															
AM Peak 15-min Vol	10:15 AM 1	11:15 AM 169	10:15 AM 42	7:45 AM 3	7:30 AM 9	10:45 AM 5	12:00 AM 0	8:45 AM 10	10:45 AM 6	12:00 AM 0	12:00 AM 1	11:30 AM 2	12:00 AM 0	10:30 AM 18	10:45 AM 236
PM Peak 15-min Vol	1:45 PM 2	1:45 PM 153	3:15 PM 31	12:30 PM 3	7:30 PM 10	2:30 PM 9	2:15 PM 1	1:15 PM 13	12:45 PM 4	12:00 PM 0	8:15 PM 2	1:45 PM 1	12:00 PM 0	12:30 PM 21	12:00 PM 203

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 23 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	22	2	0	4	0	0	3	0	0	0	0	0	3	34
12:15 AM	0	16	0	0	3	0	0	3	0	0	0	0	0	1	23
12:30 AM	0	8	0	0	6	0	0	3	0	0	1	0	0	5	23
12:45 AM	0	11	7	0	1	0	0	4	0	0	0	0	0	4	27
01:00 AM	0	13	2	1	3	1	0	1	0	0	1	0	0	6	28
01:15 AM	0	5	3	0	2	0	0	7	0	0	0	0	0	2	19
01:30 AM	0	9	2	0	2	0	0	9	0	0	0	0	0	4	26
01:45 AM	0	13	1	1	2	0	0	8	0	0	0	0	0	0	25
02:00 AM	0	10	3	0	1	0	0	5	0	0	0	0	0	3	22
02:15 AM	1	8	2	0	2	0	0	8	0	0	3	0	0	0	24
02:30 AM	0	7	1	0	5	0	0	6	0	0	0	0	0	2	21
02:45 AM	0	7	1	1	0	0	0	8	0	0	2	0	0	0	19
03:00 AM	0	5	4	0	3	0	0	8	0	0	0	0	0	4	24
03:15 AM	0	8	4	0	3	0	0	7	0	0	0	0	0	4	26
03:30 AM	0	8	2	0	1	0	0	7	0	0	1	0	0	2	21
03:45 AM	0	11	1	0	2	0	0	9	0	0	0	0	0	2	25
04:00 AM	0	12	3	2	4	1	0	7	0	0	0	0	0	4	33
04:15 AM	1	15	6	1	5	0	0	6	0	0	0	0	0	8	42
04:30 AM	0	16	9	0	7	0	0	6	0	0	0	0	0	7	45
04:45 AM	0	22	6	0	3	1	0	15	0	0	0	0	0	2	49
05:00 AM	0	21	9	0	7	0	0	11	0	0	0	0	0	3	51
05:15 AM	0	43	11	0	5	3	0	9	2	0	0	0	0	5	78
05:30 AM	0	37	7	0	3	0	0	10	0	0	0	0	0	5	62
05:45 AM	0	57	11	2	8	0	0	11	0	0	0	0	0	5	94
Day Total Percent															
ADT 11232															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 23 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	36	10	1	6	0	0	10	0	0	0	0	0	2	65
06:15 AM	0	67	21	0	11	0	0	12	0	0	2	0	0	7	120
06:30 AM	0	73	18	2	11	0	0	6	0	0	0	0	0	11	121
06:45 AM	0	70	24	5	11	3	0	9	3	0	0	0	0	10	135
07:00 AM	0	59	32	2	10	1	0	15	0	0	0	0	0	3	122
07:15 AM	1	78	31	1	7	1	0	16	0	0	0	0	0	6	141
07:30 AM	0	88	15	0	19	0	0	11	0	0	0	0	0	12	145
07:45 AM	0	92	22	1	10	3	0	14	0	0	1	0	0	6	149
08:00 AM	0	86	34	1	13	2	0	19	0	0	2	0	0	7	164
08:15 AM	0	100	19	0	13	1	0	18	0	0	0	0	0	5	156
08:30 AM	0	100	20	1	14	2	0	13	3	0	0	0	0	18	171
08:45 AM	0	93	35	2	10	2	0	22	1	0	1	0	0	15	181
09:00 AM	1	81	22	1	9	2	0	20	1	0	1	0	0	6	144
09:15 AM	0	93	18	5	16	1	0	20	2	0	0	0	0	16	171
09:30 AM	1	94	16	3	13	1	0	31	1	0	0	0	0	8	168
09:45 AM	1	107	23	0	13	4	0	21	2	0	1	0	0	23	195
10:00 AM	4	100	21	2	16	8	1	19	4	0	0	1	0	28	204
10:15 AM	0	115	23	3	6	2	0	14	0	0	0	0	0	13	176
10:30 AM	0	120	20	0	15	3	0	15	8	0	0	1	1	22	205
10:45 AM	0	121	30	1	13	5	0	12	2	0	0	0	0	25	209
11:00 AM	1	124	24	1	6	8	0	10	6	0	1	0	0	24	205
11:15 AM	1	116	25	3	8	6	0	11	10	0	0	0	0	22	202
11:30 AM	0	116	31	0	6	9	0	12	7	1	0	0	2	15	199
11:45 AM	0	125	29	0	6	7	0	7	11	0	0	0	0	21	206
Day Total															
Percent															
ADT 11232															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 23 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	91	27	3	10	13	0	2	9	0	0	0	0	39	197
12:15 PM	2	111	30	3	5	13	0	8	18	0	1	0	1	23	215
12:30 PM	3	106	18	3	11	9	0	9	9	0	0	0	0	34	202
12:45 PM	0	110	21	1	18	5	0	17	5	0	0	0	0	14	191
01:00 PM	0	99	15	5	14	3	0	15	0	0	1	0	0	14	166
01:15 PM	0	113	24	0	11	6	0	16	1	0	0	0	0	17	188
01:30 PM	2	92	24	1	10	12	0	15	8	0	0	0	0	20	184
01:45 PM	1	103	15	1	8	4	0	16	5	0	1	0	0	27	181
02:00 PM	0	105	20	3	18	2	0	9	2	0	1	0	1	21	182
02:15 PM	0	118	31	1	15	8	0	14	4	0	1	0	0	12	204
02:30 PM	0	108	26	2	14	3	0	13	2	0	0	0	0	27	195
02:45 PM	0	88	24	1	17	5	0	12	1	0	2	0	0	8	158
03:00 PM	0	76	14	1	7	7	0	6	3	0	0	0	0	7	121
03:15 PM	0	94	20	1	5	8	0	2	10	0	0	0	0	38	178
03:30 PM	0	118	19	0	13	13	0	9	14	0	0	0	0	19	205
03:45 PM	1	96	33	2	9	8	0	9	3	0	0	0	1	13	175
04:00 PM	1	93	31	3	11	4	0	13	0	0	0	1	0	12	169
04:15 PM	1	90	25	4	7	11	0	10	2	0	1	0	0	7	158
04:30 PM	0	101	23	0	12	7	0	16	2	0	0	0	0	8	169
04:45 PM	0	100	24	1	11	3	0	11	3	0	2	0	0	16	171
05:00 PM	0	92	23	1	9	4	0	13	0	0	0	0	0	9	151
05:15 PM	0	74	22	0	14	2	0	13	1	0	1	0	0	13	140
05:30 PM	1	83	24	0	15	1	0	10	1	0	0	0	0	15	150
05:45 PM	1	83	21	0	14	2	0	11	2	0	0	0	0	7	141
Day Total															
Percent															
ADT															
11232															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 23 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	81	18	0	12	3	0	9	4	0	0	0	0	12	139
06:15 PM	0	68	18	2	10	2	0	12	0	0	0	0	0	9	121
06:30 PM	0	88	17	0	6	8	0	13	0	0	0	0	0	9	141
06:45 PM	0	60	11	1	12	7	0	10	4	0	0	0	0	8	113
07:00 PM	0	81	17	0	9	2	0	8	2	0	0	0	0	8	127
07:15 PM	1	64	10	1	4	3	0	8	1	0	0	0	0	10	102
07:30 PM	0	89	25	4	5	9	0	13	3	0	0	0	0	4	152
07:45 PM	0	54	25	0	8	2	0	9	0	0	0	0	0	8	106
08:00 PM	0	49	14	1	10	0	0	8	1	0	1	0	0	10	94
08:15 PM	0	66	16	2	7	3	0	6	0	0	0	0	0	4	104
08:30 PM	0	54	16	0	5	0	0	9	0	0	5	0	0	3	92
08:45 PM	0	62	8	0	10	0	0	7	0	0	2	0	0	7	96
09:00 PM	0	64	13	0	5	3	0	12	0	0	4	1	0	5	107
09:15 PM	0	64	10	1	7	0	0	8	0	0	1	0	0	6	97
09:30 PM	0	60	11	0	4	1	0	8	0	0	2	0	0	4	90
09:45 PM	0	47	11	0	5	0	0	8	0	0	5	0	0	7	83
10:00 PM	0	45	16	0	2	0	0	6	0	0	4	0	0	2	75
10:15 PM	0	46	8	1	5	0	0	11	0	0	5	0	0	3	79
10:30 PM	0	37	11	0	4	0	0	10	0	0	1	0	0	3	66
10:45 PM	0	19	3	0	7	2	0	9	0	0	5	0	0	10	55
11:00 PM	0	35	5	0	1	0	0	15	0	0	3	0	0	1	60
11:15 PM	0	34	6	0	5	0	0	9	0	0	1	0	0	5	60
11:30 PM	0	27	3	2	4	0	0	3	0	0	3	0	0	4	46
11:45 PM	0	14	4	0	6	1	0	5	0	0	3	0	0	8	41
Day Total	29	6290	1510	95	775	276	1	1013	183	1	73	4	6	976	11232
Percent	0.3%	56%	13.4%	0.8%	6.9%	2.5%	0%	9%	1.6%	0%	0.6%	0%	0.1%	8.7%	
ADT 11232															
AM Peak 15-min Vol	10:00 AM 4	11:45 AM 125	8:45 AM 35	6:45 AM 5	7:30 AM 19	11:30 AM 9	10:00 AM 1	9:30 AM 31	11:45 AM 11	11:30 AM 1	2:15 AM 3	10:00 AM 1	11:30 AM 2	10:00 AM 28	10:45 AM 209
PM Peak 15-min Vol	12:00 PM 3	2:15 PM 118	3:45 PM 33	1:00 PM 5	12:45 PM 18	12:00 PM 13	12:00 PM 0	12:45 PM 17	12:15 PM 18	12:00 PM 0	8:30 PM 5	4:00 PM 1	12:15 PM 1	12:00 PM 39	12:15 PM 215

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 24 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	21	3	0	13	1	0	7	0	0	1	0	0	13	59
12:15 AM	0	16	3	0	6	1	0	11	0	0	3	0	0	5	45
12:30 AM	0	21	3	0	2	0	0	15	0	0	3	0	0	5	49
12:45 AM	0	16	2	0	5	0	0	7	1	0	1	0	0	6	38
01:00 AM	0	6	5	0	2	0	0	13	0	0	1	0	0	2	29
01:15 AM	0	8	5	1	3	0	0	8	0	0	1	0	0	6	32
01:30 AM	0	9	4	0	3	0	0	7	0	0	1	0	0	4	28
01:45 AM	0	20	4	2	2	0	0	5	0	0	0	0	0	2	35
02:00 AM	0	7	2	0	2	1	0	4	0	0	1	0	0	1	18
02:15 AM	0	5	1	0	1	0	0	7	0	0	0	0	0	2	16
02:30 AM	0	8	1	1	5	0	0	9	0	0	4	0	0	8	36
02:45 AM	0	8	2	0	3	3	0	7	0	0	2	0	0	1	26
03:00 AM	0	12	2	0	3	0	0	6	0	0	0	0	0	2	25
03:15 AM	0	4	1	0	2	0	0	13	0	0	2	0	0	6	28
03:30 AM	0	11	5	0	2	0	0	8	0	0	2	0	0	6	34
03:45 AM	0	8	0	0	5	0	0	6	0	0	2	0	0	4	25
04:00 AM	0	11	3	0	3	0	0	8	0	0	4	0	0	3	32
04:15 AM	1	12	3	0	6	0	0	9	0	0	0	0	0	6	37
04:30 AM	0	10	1	0	0	0	0	10	0	0	1	0	0	4	26
04:45 AM	0	16	3	0	4	0	0	4	0	0	0	0	0	4	31
05:00 AM	0	12	6	0	4	0	0	12	0	0	1	0	0	5	40
05:15 AM	0	13	5	0	1	1	0	10	0	0	1	0	0	6	37
05:30 AM	0	24	6	0	8	0	0	10	0	0	1	0	0	11	60
05:45 AM	0	28	8	0	5	0	0	7	0	0	0	0	0	13	61
Day Total															
Percent															
ADT 8991															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326 **QC JOB #:** 15135863
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 24 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	25	15	0	9	0	0	3	0	0	0	0	0	14	66
06:15 AM	0	44	9	1	9	1	0	13	0	0	1	0	0	9	87
06:30 AM	0	52	9	0	3	0	0	9	0	0	0	0	0	16	89
06:45 AM	0	46	5	1	7	0	0	12	0	0	0	0	0	11	82
07:00 AM	0	46	14	3	9	0	0	10	0	0	1	0	0	12	95
07:15 AM	0	52	15	0	9	1	0	10	0	0	0	0	0	10	97
07:30 AM	0	52	14	2	10	0	0	7	0	0	2	0	0	13	100
07:45 AM	0	53	18	0	6	0	0	18	0	0	0	0	0	9	104
08:00 AM	0	58	15	5	5	0	0	5	0	0	0	0	0	12	100
08:15 AM	0	46	15	1	12	0	0	9	0	0	1	0	0	11	95
08:30 AM	0	67	14	2	5	0	0	14	0	0	2	0	0	9	113
08:45 AM	0	66	16	0	17	0	0	9	0	0	1	0	0	13	122
09:00 AM	0	70	14	2	12	0	0	9	0	0	0	0	0	12	119
09:15 AM	0	67	22	1	6	0	0	8	0	0	1	0	0	8	113
09:30 AM	0	76	24	1	8	0	0	19	0	0	0	0	0	10	138
09:45 AM	0	71	28	3	9	3	0	18	0	0	0	0	0	14	146
10:00 AM	0	85	27	0	9	2	0	11	1	0	1	0	0	8	144
10:15 AM	0	92	22	1	12	0	0	12	0	0	1	0	0	15	155
10:30 AM	0	92	24	0	11	2	0	15	2	1	4	0	0	11	162
10:45 AM	0	99	21	0	12	3	0	12	3	0	1	0	0	17	168
11:00 AM	0	92	25	1	9	0	0	15	0	0	3	0	0	7	152
11:15 AM	0	130	24	2	6	4	0	14	2	0	0	0	0	6	188
11:30 AM	0	119	28	4	9	3	0	15	0	0	1	0	0	4	183
11:45 AM	0	93	21	0	6	0	0	8	0	0	0	0	0	16	144
Day Total															
Percent															
ADT 8991															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 24 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	103	19	2	9	5	0	9	3	0	0	0	0	15	165
12:15 PM	1	127	24	3	6	8	0	5	4	0	0	0	0	18	196
12:30 PM	0	143	31	0	11	1	0	8	1	0	0	0	0	12	207
12:45 PM	0	115	27	0	14	3	0	16	0	0	0	0	0	15	190
01:00 PM	0	123	36	1	8	2	0	9	0	0	0	0	0	10	189
01:15 PM	0	125	28	2	10	1	0	7	0	0	0	0	0	10	183
01:30 PM	0	120	26	0	10	0	0	8	1	0	0	0	0	7	172
01:45 PM	0	82	29	0	9	0	0	10	0	0	0	0	0	15	145
02:00 PM	0	98	25	0	5	1	0	15	0	0	2	0	0	10	156
02:15 PM	0	105	16	1	8	0	0	9	0	0	0	0	0	14	153
02:30 PM	0	105	32	0	6	1	0	11	0	0	0	0	0	14	169
02:45 PM	0	110	25	1	10	0	0	6	0	0	0	0	0	16	168
03:00 PM	0	87	17	0	2	0	0	3	0	0	0	0	0	15	124
03:15 PM	0	90	22	2	14	1	0	9	0	0	0	0	0	17	155
03:30 PM	0	88	21	0	8	0	0	6	0	0	0	0	0	14	137
03:45 PM	0	82	29	1	5	1	0	7	1	0	0	0	0	14	140
04:00 PM	0	84	16	0	12	2	0	5	0	0	0	0	0	14	133
04:15 PM	0	82	13	0	7	1	0	9	0	0	0	0	0	12	124
04:30 PM	0	74	19	0	3	1	0	8	0	0	0	0	0	10	115
04:45 PM	0	90	17	1	8	0	0	5	0	0	0	0	0	7	128
05:00 PM	0	76	18	0	7	0	0	6	0	0	0	0	0	14	121
05:15 PM	0	50	18	0	10	1	0	3	0	0	0	0	0	13	95
05:30 PM	1	75	9	0	7	0	0	7	0	0	0	0	0	12	111
05:45 PM	0	75	10	0	7	0	0	7	0	0	0	0	0	7	106
Day Total															
Percent															
ADT 8991															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 24 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	81	12	0	9	1	0	11	0	0	0	0	0	12	126
06:15 PM	0	75	18	1	3	0	0	11	0	0	0	0	0	7	115
06:30 PM	0	80	9	0	3	1	0	7	0	0	0	0	0	11	111
06:45 PM	0	58	14	0	5	2	0	7	0	0	1	0	0	13	100
07:00 PM	0	59	19	0	4	1	0	8	0	0	0	0	0	12	103
07:15 PM	0	57	9	0	5	0	0	7	0	0	1	0	0	7	86
07:30 PM	0	39	9	1	6	0	0	2	0	0	1	0	0	4	62
07:45 PM	0	43	7	0	4	0	0	4	0	0	0	0	0	10	68
08:00 PM	0	30	6	0	5	0	0	3	0	0	1	0	0	9	54
08:15 PM	0	48	7	0	5	0	0	3	0	0	0	0	0	6	69
08:30 PM	0	34	10	1	5	0	0	2	0	0	0	0	0	8	60
08:45 PM	0	41	6	0	5	1	0	5	0	0	0	0	0	8	66
09:00 PM	0	29	12	0	4	0	0	0	0	0	0	0	0	7	52
09:15 PM	0	35	11	0	6	0	0	4	0	0	0	0	0	6	62
09:30 PM	0	31	5	0	3	0	0	1	0	0	0	0	0	4	44
09:45 PM	0	24	13	0	4	0	0	2	0	0	0	0	0	7	50
10:00 PM	0	42	5	0	5	0	0	3	0	0	0	0	0	3	58
10:15 PM	0	26	5	0	3	0	0	5	0	0	0	0	0	4	43
10:30 PM	0	40	13	0	3	0	0	3	0	0	0	0	0	11	70
10:45 PM	0	26	5	0	4	0	0	5	0	0	0	0	0	12	52
11:00 PM	0	27	2	0	3	0	0	2	0	0	0	0	0	6	40
11:15 PM	0	23	7	0	3	0	0	1	0	0	0	0	0	5	39
11:30 PM	0	19	4	0	1	0	0	0	0	0	1	0	0	7	32
11:45 PM	0	22	9	0	3	0	0	1	0	0	0	0	0	3	38
Day Total	3	5297	1261	51	597	61	0	763	19	1	59	0	0	879	8991
Percent	0%	58.9%	14%	0.6%	6.6%	0.7%	0%	8.5%	0.2%	0%	0.7%	0%	0%	9.8%	
ADT 8991															
AM Peak 15-min Vol	4:15 AM 1	11:15 AM 130	9:45 AM 28	8:00 AM 5	8:45 AM 17	11:15 AM 4	12:00 AM 0	9:30 AM 19	10:45 AM 3	10:30 AM 1	2:30 AM 4	12:00 AM 0	12:00 AM 0	10:45 AM 17	11:15 AM 188
PM Peak 15-min Vol	12:15 PM 1	12:30 PM 143	1:00 PM 36	12:15 PM 3	12:45 PM 14	12:15 PM 8	12:00 PM 0	12:45 PM 16	12:15 PM 4	12:00 PM 0	2:00 PM 2	12:00 PM 0	12:00 PM 0	12:15 PM 18	12:30 PM 207

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 25 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	19	2	0	3	0	0	0	0	0	0	0	0	3	27
12:15 AM	0	23	6	0	3	0	0	3	0	0	1	0	0	4	40
12:30 AM	0	12	2	1	1	0	0	1	0	0	1	0	0	2	20
12:45 AM	0	17	1	0	1	0	0	1	0	0	0	0	0	1	21
01:00 AM	0	11	2	0	2	0	0	2	0	0	0	0	0	2	19
01:15 AM	0	10	1	0	1	0	0	1	0	0	1	0	0	3	17
01:30 AM	0	9	5	0	2	0	0	1	0	0	0	0	0	6	23
01:45 AM	0	13	1	1	1	0	0	0	0	0	0	0	0	0	16
02:00 AM	0	10	2	0	2	0	0	3	0	0	0	0	0	3	20
02:15 AM	0	11	4	0	1	0	0	3	0	0	0	0	0	3	22
02:30 AM	0	10	0	0	2	0	0	1	0	0	0	0	0	2	15
02:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00 AM	0	3	2	0	3	0	0	1	0	0	0	0	0	3	12
03:15 AM	0	9	0	0	1	0	0	1	0	0	0	0	0	1	12
03:30 AM	0	11	0	0	3	0	0	0	0	0	0	0	0	2	16
03:45 AM	0	11	0	0	0	0	0	1	0	0	1	0	0	0	13
04:00 AM	0	11	1	0	0	0	0	1	0	0	0	0	0	2	15
04:15 AM	0	5	3	0	3	0	0	2	0	0	0	0	0	3	16
04:30 AM	0	6	2	0	3	0	0	1	0	0	0	0	0	3	15
04:45 AM	0	10	5	0	0	0	0	0	0	0	0	0	0	3	18
05:00 AM	0	12	3	0	1	0	0	1	0	0	0	0	0	1	18
05:15 AM	0	9	3	0	2	0	0	2	0	0	0	0	0	4	20
05:30 AM	0	16	3	0	2	0	0	3	0	0	0	0	0	5	29
05:45 AM	0	17	4	0	2	0	0	1	0	0	0	0	0	3	27
Day Total															
Percent															
ADT															
7956															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 25 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	19	7	1	3	0	0	0	0	0	0	0	0	5	35
06:15 AM	0	33	4	0	3	0	0	2	0	0	0	0	0	11	53
06:30 AM	0	46	5	1	4	0	0	0	0	0	0	0	0	12	68
06:45 AM	0	38	7	0	1	0	0	4	0	0	0	0	0	10	60
07:00 AM	0	29	10	0	3	0	0	0	0	0	0	0	0	4	46
07:15 AM	0	42	6	0	3	0	0	3	0	0	0	0	0	12	66
07:30 AM	0	37	10	1	7	0	0	1	0	0	0	0	0	8	64
07:45 AM	0	53	13	1	3	0	0	3	0	0	0	0	0	13	86
08:00 AM	0	36	17	2	4	0	0	1	0	0	0	0	0	15	75
08:15 AM	0	50	15	0	3	0	0	3	0	0	0	0	0	11	82
08:30 AM	0	66	13	1	2	0	0	2	0	0	0	0	0	11	95
08:45 AM	0	55	14	0	1	0	0	1	0	0	0	0	0	12	83
09:00 AM	0	72	13	0	5	0	0	2	0	0	0	0	0	15	107
09:15 AM	0	61	12	0	3	0	0	3	0	0	0	0	0	14	93
09:30 AM	0	65	14	0	4	0	0	1	0	0	1	0	0	16	101
09:45 AM	0	65	20	1	3	0	0	3	0	0	0	0	0	23	115
10:00 AM	0	54	15	0	6	0	0	1	0	0	0	0	0	31	107
10:15 AM	0	86	19	1	5	0	0	1	0	0	0	0	0	22	134
10:30 AM	0	83	14	0	6	0	0	2	0	0	0	0	0	26	131
10:45 AM	0	66	18	0	2	0	0	1	0	0	0	0	0	31	118
11:00 AM	0	75	14	0	6	0	0	4	0	0	0	0	0	30	129
11:15 AM	0	87	17	1	6	0	0	3	0	0	0	0	0	19	133
11:30 AM	0	83	21	0	4	0	0	2	0	0	0	0	0	16	126
11:45 AM	0	104	18	0	9	0	0	3	0	0	0	0	0	10	144
Day Total Percent															
ADT 7956															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 25 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	83	16	0	4	0	0	6	0	0	0	0	0	15	124
12:15 PM	0	94	16	0	4	1	0	0	0	0	0	0	0	18	133
12:30 PM	0	82	16	0	6	0	0	3	0	0	0	0	0	28	135
12:45 PM	0	92	18	2	6	0	0	4	0	0	0	0	0	24	146
01:00 PM	0	76	24	0	3	0	0	3	0	0	0	0	0	16	122
01:15 PM	0	107	16	2	8	0	0	8	0	0	0	0	0	20	161
01:30 PM	0	101	28	0	4	0	0	6	0	0	0	0	0	9	148
01:45 PM	0	104	23	0	4	0	0	1	0	0	0	0	0	7	139
02:00 PM	0	92	22	0	4	0	0	4	0	0	0	0	0	14	136
02:15 PM	0	78	18	0	1	0	0	3	0	0	0	0	0	14	114
02:30 PM	0	107	25	0	13	0	0	2	0	0	0	0	0	15	162
02:45 PM	0	86	21	0	3	0	0	3	0	0	0	0	0	12	125
03:00 PM	0	82	17	2	1	0	0	5	0	0	0	0	0	11	118
03:15 PM	0	54	27	0	3	0	0	1	0	0	0	0	0	16	101
03:30 PM	0	94	23	1	5	0	0	2	0	0	0	0	0	16	141
03:45 PM	0	90	25	0	9	0	0	3	0	0	0	0	0	10	137
04:00 PM	0	96	19	0	0	0	0	2	0	0	0	0	0	10	127
04:15 PM	0	71	30	0	8	0	0	3	0	0	0	0	0	16	128
04:30 PM	0	94	21	0	5	0	0	2	0	0	0	0	0	8	130
04:45 PM	0	82	19	0	1	0	0	2	0	0	0	0	0	15	119
05:00 PM	0	86	22	0	10	0	0	1	0	0	0	0	0	13	132
05:15 PM	0	91	30	1	5	0	0	3	0	0	0	0	0	18	148
05:30 PM	0	78	26	1	6	0	0	1	0	0	0	0	0	21	133
05:45 PM	0	90	19	1	8	0	0	5	0	0	0	0	0	14	137
Day Total															
Percent															
ADT															
7956															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326

QC JOB #: 15135863

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 25 2019

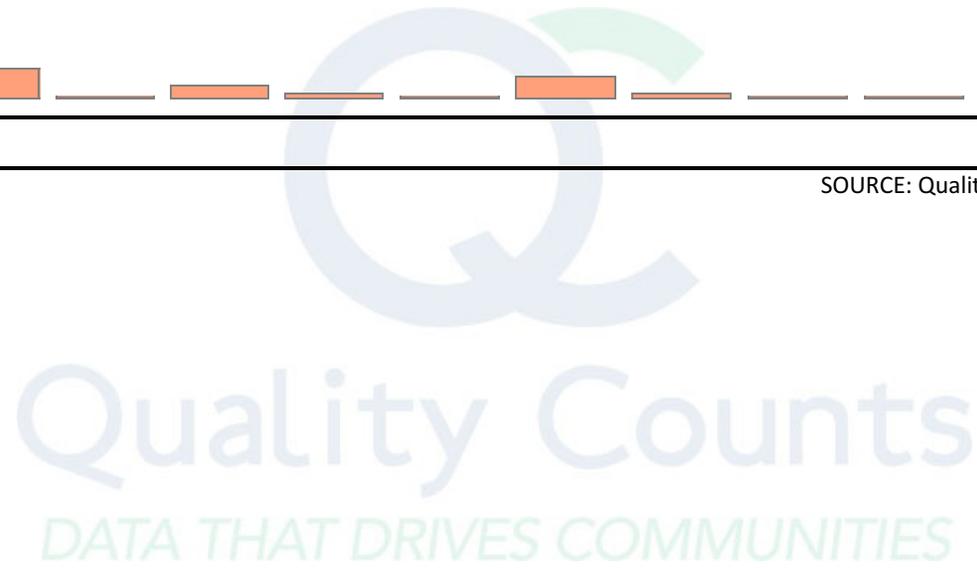
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	93	25	0	2	1	0	2	0	0	0	0	0	11	135
06:15 PM	0	88	23	0	5	0	0	3	0	0	0	0	0	10	129
06:30 PM	0	74	10	1	3	0	0	0	0	0	0	0	0	12	100
06:45 PM	0	92	12	1	7	0	0	4	0	0	0	0	0	8	124
07:00 PM	0	84	17	1	2	0	0	4	0	0	0	0	0	10	118
07:15 PM	0	100	16	0	5	0	0	3	0	0	0	0	0	5	129
07:30 PM	0	74	15	0	3	0	0	5	0	0	0	0	0	8	105
07:45 PM	0	65	15	1	6	0	0	3	0	0	0	0	0	13	103
08:00 PM	0	93	18	0	8	0	0	0	0	0	0	0	0	5	124
08:15 PM	0	80	12	1	3	0	0	1	0	0	0	0	0	7	104
08:30 PM	0	66	8	0	4	0	0	6	0	0	0	0	0	15	99
08:45 PM	0	55	16	0	6	0	0	1	0	0	0	0	0	11	89
09:00 PM	0	49	10	0	2	0	0	3	0	0	0	0	0	8	72
09:15 PM	0	53	17	0	6	0	0	7	0	0	0	0	0	6	89
09:30 PM	0	49	6	0	5	0	0	1	0	0	0	0	0	8	69
09:45 PM	0	35	8	0	2	0	0	2	0	0	1	0	0	13	61
10:00 PM	0	58	11	0	3	0	0	5	0	0	0	0	0	3	80
10:15 PM	0	35	3	0	3	0	0	1	0	0	0	0	0	7	49
10:30 PM	0	39	9	0	3	0	0	1	0	0	1	0	0	8	61
10:45 PM	0	33	7	0	6	0	0	2	0	0	0	0	0	11	59
11:00 PM	0	26	3	0	1	0	0	4	0	0	0	0	0	9	43
11:15 PM	0	27	6	1	3	0	0	3	0	0	0	0	0	7	47
11:30 PM	0	20	6	0	0	0	0	1	0	0	0	0	0	4	31
11:45 PM	0	20	4	1	0	0	0	2	0	0	0	0	0	7	34
Day Total	1	5190	1168	29	344	2	0	213	0	0	7	0	0	1002	7956
Percent	0%	65.2%	14.7%	0.4%	4.3%	0%	0%	2.7%	0%	0%	0.1%	0%	0%	12.6%	
ADT 7956															
AM Peak 15-min Vol	12:00 AM	11:45 AM	11:30 AM	8:00 AM	11:45 AM	12:00 AM	12:00 AM	6:45 AM	12:00 AM	12:00 AM	12:15 AM	12:00 AM	12:00 AM	10:00 AM	11:45 AM
	0	104	21	2	9	0	0	4	0	0	1	0	0	31	144
PM Peak 15-min Vol	6:00 PM	1:15 PM	4:15 PM	12:45 PM	2:30 PM	12:15 PM	12:00 PM	1:15 PM	12:00 PM	12:00 PM	9:45 PM	12:00 PM	12:00 PM	12:30 PM	2:30 PM
	1	107	30	2	13	1	0	8	0	0	1	0	0	28	162

Comments:

LOCATION: I-75 NB Off Ramp to W Hwy 326 **QC JOB #:** 15135863
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 19 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	100	46617	8469	321	3378	1104	4	6095	1065	38	314	18	45	6598	74166
Percent	0.1%	62.9%	11.4%	0.4%	4.6%	1.5%	0%	8.2%	1.4%	0.1%	0.4%	0%	0.1%	8.9%	
ADT 10595															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	0	0	0	2	0	0	2	0	0	0	0	0	7
12:15 AM	0	3	0	0	0	1	0	0	2	0	0	0	0	0	6
12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	4	1	0	0	0	0	1	1	0	0	0	0	1	8
01:00 AM	0	5	0	0	0	1	0	0	2	0	0	0	0	0	8
01:15 AM	0	6	0	0	0	2	0	0	7	0	0	0	0	0	15
01:30 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
01:45 AM	0	1	0	0	0	1	0	1	6	0	0	0	0	0	9
02:00 AM	0	2	0	0	0	2	0	1	6	0	0	0	0	0	11
02:15 AM	0	1	0	1	0	1	0	2	3	0	0	0	0	2	10
02:30 AM	0	6	0	1	0	0	0	0	6	0	0	0	0	0	13
02:45 AM	0	1	0	0	0	0	0	1	2	0	0	0	0	0	4
03:00 AM	0	4	0	0	0	1	0	2	4	0	0	0	0	0	11
03:15 AM	0	2	0	0	0	0	0	2	5	0	0	0	0	0	9
03:30 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	0	6
03:45 AM	0	4	1	0	0	2	0	1	2	0	0	0	0	0	10
04:00 AM	0	3	0	0	0	0	0	3	2	0	0	0	0	0	8
04:15 AM	0	10	0	0	0	1	0	3	2	0	0	0	0	0	16
04:30 AM	0	4	0	0	1	3	0	2	4	0	0	0	0	0	14
04:45 AM	0	8	0	0	0	1	0	0	5	0	0	0	0	0	14
05:00 AM	0	16	0	0	1	0	0	1	3	0	0	0	0	0	21
05:15 AM	0	10	0	0	1	0	0	1	5	2	0	0	0	0	19
05:30 AM	0	22	1	0	0	1	0	0	3	1	0	0	0	0	28
05:45 AM	2	21	0	0	0	4	0	2	2	0	0	0	0	1	32
Day Total															
Percent															
ADT															
3143															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	28	3	0	1	0	0	1	5	0	0	0	0	2	40
06:15 AM	0	41	0	0	0	1	0	1	4	0	0	0	1	0	48
06:30 AM	0	35	3	0	0	1	0	0	3	1	0	0	0	0	43
06:45 AM	0	44	2	0	1	0	0	0	3	0	0	0	1	0	51
07:00 AM	1	53	2	0	0	1	0	0	7	1	0	0	1	0	66
07:15 AM	2	46	4	0	3	2	0	0	5	0	0	0	0	0	62
07:30 AM	0	40	4	0	1	3	0	0	6	0	0	0	0	0	54
07:45 AM	2	44	2	0	0	1	0	1	4	1	0	0	0	1	56
08:00 AM	1	51	1	1	1	1	0	1	10	0	0	0	1	1	69
08:15 AM	0	51	5	1	0	0	0	1	5	0	0	0	1	1	65
08:30 AM	0	51	7	0	1	0	0	4	10	0	0	0	0	1	74
08:45 AM	0	24	2	0	1	2	0	1	9	0	0	0	0	0	39
09:00 AM	0	29	0	0	3	4	0	1	4	0	0	0	0	0	41
09:15 AM	0	38	6	0	0	4	0	0	5	0	0	0	2	2	57
09:30 AM	0	29	2	0	4	1	0	2	8	2	0	0	0	0	48
09:45 AM	1	30	3	0	1	4	0	0	9	1	1	0	0	1	51
10:00 AM	0	24	1	0	0	1	0	1	4	0	0	0	0	1	32
10:15 AM	2	38	1	0	0	3	0	1	4	1	0	0	1	3	54
10:30 AM	0	38	1	0	3	2	0	1	4	1	0	0	0	0	50
10:45 AM	0	30	2	0	2	5	0	1	10	1	0	0	1	1	53
11:00 AM	0	32	1	0	1	5	0	0	5	0	0	0	0	2	46
11:15 AM	0	33	5	0	0	3	0	3	10	0	0	0	0	1	55
11:30 AM	0	14	1	0	2	1	0	5	11	1	0	0	2	2	39
11:45 AM	1	30	0	0	0	1	0	1	7	0	0	0	0	1	41
Day Total															
Percent															
ADT															
3143															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	21	4	0	0	1	0	4	7	0	0	0	0	1	38
12:15 PM	2	34	1	0	1	2	0	4	10	0	0	0	0	0	54
12:30 PM	0	24	0	0	2	4	0	2	5	0	0	0	1	2	40
12:45 PM	0	33	0	0	0	2	0	2	13	0	0	0	0	0	50
01:00 PM	0	28	1	0	2	2	0	0	11	0	0	0	0	0	44
01:15 PM	1	21	2	0	0	5	0	2	9	1	0	0	1	2	44
01:30 PM	0	33	2	0	1	2	0	1	8	0	0	0	0	0	47
01:45 PM	0	30	1	1	1	4	0	0	10	0	0	0	0	0	47
02:00 PM	0	34	3	0	0	3	0	2	9	0	0	0	1	1	53
02:15 PM	1	22	0	0	1	2	0	2	13	0	0	0	1	0	42
02:30 PM	0	26	1	0	0	4	0	1	6	0	0	0	2	1	41
02:45 PM	0	19	0	0	0	7	0	1	11	0	0	0	0	1	39
03:00 PM	0	29	1	0	1	5	0	2	17	0	0	0	0	0	55
03:15 PM	0	33	1	0	2	5	0	2	7	0	0	0	1	2	53
03:30 PM	1	21	1	0	1	2	0	4	10	0	0	0	0	0	40
03:45 PM	0	37	3	0	1	2	0	3	21	0	0	0	0	6	73
04:00 PM	1	30	2	0	1	3	0	1	10	0	0	0	0	0	48
04:15 PM	0	34	0	0	0	3	0	1	4	2	0	0	1	0	45
04:30 PM	1	18	2	0	0	5	0	3	12	0	0	0	0	2	43
04:45 PM	1	25	1	0	1	2	0	0	9	0	0	0	0	1	40
05:00 PM	0	14	1	0	1	5	0	2	8	0	0	0	0	0	31
05:15 PM	1	25	1	0	3	2	0	0	10	1	0	0	1	3	47
05:30 PM	0	22	2	0	1	2	0	2	7	0	0	0	0	2	38
05:45 PM	0	24	1	0	1	2	0	2	13	0	0	0	0	3	46
Day Total															
Percent															
ADT															
3143															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 9 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	22	1	0	0	4	0	0	2	0	0	0	2	0	31
06:15 PM	0	30	0	0	0	1	0	1	12	0	0	0	1	1	46
06:30 PM	1	32	0	0	0	3	0	2	8	0	0	0	0	1	47
06:45 PM	0	13	0	0	1	2	0	0	4	0	0	0	0	4	24
07:00 PM	0	11	1	0	1	2	0	0	5	0	0	0	0	1	21
07:15 PM	0	21	1	0	0	2	0	1	5	0	0	0	0	0	30
07:30 PM	1	9	1	0	0	5	0	0	7	0	0	0	0	2	25
07:45 PM	0	16	0	0	0	1	0	0	8	1	0	0	0	0	26
08:00 PM	0	8	1	0	0	1	0	1	5	0	0	0	0	0	16
08:15 PM	2	5	1	0	0	3	0	0	7	0	0	0	0	0	18
08:30 PM	0	10	0	0	0	2	0	1	6	0	0	0	1	2	22
08:45 PM	0	14	1	1	0	1	0	2	10	0	0	0	0	1	30
09:00 PM	0	10	0	0	0	1	0	0	5	0	0	0	0	0	16
09:15 PM	0	8	1	0	0	3	0	0	7	0	0	0	0	0	19
09:30 PM	0	8	1	0	0	2	0	2	4	0	0	0	0	1	18
09:45 PM	1	8	0	0	0	3	0	1	4	2	0	0	0	0	19
10:00 PM	1	13	0	0	1	1	0	1	4	0	0	0	0	0	21
10:15 PM	0	9	0	0	0	1	0	1	5	0	1	0	0	0	17
10:30 PM	0	7	0	0	0	4	0	1	4	0	0	0	0	0	16
10:45 PM	0	6	0	0	0	3	0	0	4	0	0	0	0	0	13
11:00 PM	0	5	0	0	1	0	0	0	4	0	0	0	0	1	11
11:15 PM	0	8	1	0	0	0	0	0	5	0	0	0	0	0	14
11:30 PM	0	7	0	0	0	0	0	0	3	0	0	0	0	0	10
11:45 PM	0	4	0	0	0	1	0	0	5	0	0	0	0	0	10
Day Total	27	1942	102	6	53	191	0	106	605	20	2	0	24	65	3143
Percent	0.9%	61.8%	3.2%	0.2%	1.7%	6.1%	0%	3.4%	19.2%	0.6%	0.1%	0%	0.8%	2.1%	
ADT 3143															
AM Peak 15-min Vol	5:45 AM 2	7:00 AM 53	8:30 AM 7	2:15 AM 1	9:30 AM 4	10:45 AM 5	12:00 AM 0	11:30 AM 5	11:30 AM 11	5:15 AM 2	9:45 AM 1	12:00 AM 0	9:15 AM 2	10:15 AM 3	8:30 AM 74
PM Peak 15-min Vol	12:15 PM 2	3:45 PM 37	12:00 PM 4	1:45 PM 1	5:15 PM 3	2:45 PM 7	12:00 PM 0	12:00 PM 4	3:45 PM 21	4:15 PM 2	10:15 PM 1	12:00 PM 0	2:30 PM 2	3:45 PM 6	3:45 PM 73

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	0	0	0	0	0	1	3	0	0	0	0	0	9
12:15 AM	0	3	0	0	0	1	0	0	5	0	0	0	0	0	9
12:30 AM	0	6	0	0	0	4	0	0	4	1	0	0	0	2	17
12:45 AM	0	2	1	0	0	1	0	0	1	0	0	0	0	0	5
01:00 AM	0	4	1	1	0	0	0	0	3	0	0	0	0	1	10
01:15 AM	0	2	0	0	0	1	0	1	0	0	0	0	0	0	4
01:30 AM	0	5	0	0	0	1	0	0	6	0	0	1	0	0	13
01:45 AM	0	1	0	0	0	2	0	0	4	0	0	0	0	1	8
02:00 AM	0	3	0	0	1	2	0	0	5	0	0	0	0	1	12
02:15 AM	0	1	0	1	0	1	0	1	1	0	0	0	0	3	8
02:30 AM	0	1	0	0	1	0	0	0	7	1	0	0	0	0	10
02:45 AM	0	2	0	0	1	2	0	1	3	0	0	0	0	0	9
03:00 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	0	8
03:15 AM	0	5	1	0	0	1	0	0	6	0	0	0	0	1	14
03:30 AM	0	7	0	0	1	2	0	2	8	0	0	0	0	0	20
03:45 AM	0	5	0	0	0	0	0	2	11	0	0	0	0	0	18
04:00 AM	0	9	0	0	0	1	0	2	8	1	0	0	0	0	21
04:15 AM	0	3	0	0	1	1	0	2	4	1	0	0	0	1	13
04:30 AM	0	6	0	0	0	0	0	0	5	0	0	0	0	0	11
04:45 AM	0	8	0	0	1	2	0	0	6	1	0	0	0	0	18
05:00 AM	0	14	0	0	1	2	0	0	5	1	0	0	0	0	23
05:15 AM	1	5	0	0	0	1	0	1	10	0	0	0	0	3	21
05:30 AM	1	17	0	0	0	3	0	2	8	0	0	0	0	1	32
05:45 AM	0	23	1	0	0	1	0	2	8	1	0	0	0	0	36
Day Total Percent															
ADT 3234															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	34	0	0	0	5	0	2	10	0	0	0	0	1	52
06:15 AM	1	33	1	0	2	1	0	1	4	1	0	0	0	1	45
06:30 AM	0	34	0	0	1	4	0	0	7	1	0	0	2	0	49
06:45 AM	0	32	2	0	0	2	0	0	9	0	0	0	0	0	45
07:00 AM	1	40	3	0	1	1	0	0	12	0	0	0	0	2	60
07:15 AM	0	51	5	1	1	6	0	1	7	0	0	0	2	3	77
07:30 AM	0	41	6	0	1	1	0	2	11	0	0	0	0	0	62
07:45 AM	2	40	1	0	0	2	0	0	2	2	0	0	1	0	50
08:00 AM	0	52	1	1	2	4	0	1	4	0	0	0	0	0	65
08:15 AM	0	47	4	0	2	5	0	1	8	0	0	0	0	0	67
08:30 AM	0	47	0	0	1	3	0	1	7	0	0	0	1	1	61
08:45 AM	0	40	1	0	0	2	0	2	12	0	0	0	0	1	58
09:00 AM	0	28	2	0	0	6	0	1	8	0	0	0	0	1	46
09:15 AM	0	35	3	0	1	2	0	3	10	0	0	0	0	2	56
09:30 AM	0	36	1	0	2	1	0	2	5	0	0	0	0	2	49
09:45 AM	0	17	3	0	2	3	0	1	10	1	0	0	0	7	44
10:00 AM	0	30	2	0	0	4	0	3	12	1	0	0	0	5	57
10:15 AM	1	21	2	0	0	3	0	2	9	0	0	0	1	0	39
10:30 AM	0	19	0	0	3	1	0	1	9	0	0	0	0	3	36
10:45 AM	0	18	1	0	0	1	0	3	13	1	0	0	0	1	38
11:00 AM	1	20	0	0	1	1	0	4	5	1	0	0	2	3	38
11:15 AM	0	22	0	0	1	2	0	0	10	1	0	0	0	0	36
11:30 AM	0	23	1	0	2	2	0	1	8	0	0	0	0	1	38
11:45 AM	0	23	1	0	0	5	0	1	10	0	0	0	0	0	40
Day Total															
Percent															
ADT															
3234															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	29	0	0	0	1	0	2	6	0	0	0	0	1	39
12:15 PM	0	18	2	0	1	4	0	3	12	0	0	0	0	2	42
12:30 PM	0	30	3	0	0	0	0	4	9	1	0	0	0	1	48
12:45 PM	1	20	0	0	0	3	0	2	10	0	0	0	0	1	37
01:00 PM	0	15	0	0	1	3	0	0	12	0	0	0	3	2	36
01:15 PM	0	19	0	0	0	5	0	2	18	0	0	0	1	0	45
01:30 PM	0	28	0	1	0	6	0	1	11	0	0	0	0	0	47
01:45 PM	0	21	0	0	0	2	0	3	13	0	0	0	0	3	42
02:00 PM	0	25	0	1	2	3	0	2	7	0	0	0	0	16	56
02:15 PM	0	19	4	0	0	4	0	2	13	1	0	0	4	4	51
02:30 PM	0	25	2	0	3	2	0	1	17	0	0	0	0	3	53
02:45 PM	0	28	3	0	0	0	0	3	16	0	0	0	0	5	55
03:00 PM	0	24	3	0	0	1	0	5	6	0	0	0	1	3	43
03:15 PM	1	28	1	0	1	1	0	0	8	0	0	0	1	3	44
03:30 PM	0	25	3	1	1	4	0	3	13	0	0	0	0	4	54
03:45 PM	0	33	1	0	3	3	0	2	10	1	0	1	1	1	56
04:00 PM	0	21	0	0	0	2	0	2	15	0	0	0	1	2	43
04:15 PM	0	25	1	0	0	2	0	0	8	0	0	0	0	1	37
04:30 PM	0	24	2	0	1	3	0	2	12	0	0	0	3	0	47
04:45 PM	1	32	1	0	0	4	0	1	4	0	0	0	0	1	44
05:00 PM	0	28	0	0	0	4	1	1	13	0	0	0	0	0	47
05:15 PM	1	25	3	0	0	4	0	2	7	0	0	0	0	1	43
05:30 PM	2	31	2	0	0	4	0	0	12	0	0	0	0	0	51
05:45 PM	0	33	1	0	1	2	0	3	8	0	0	0	1	1	50
Day Total															
Percent															
ADT															
3234															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 10 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	27	2	0	0	3	0	4	8	0	0	0	2	2	48
06:15 PM	0	39	2	0	0	5	0	1	7	0	0	0	2	1	57
06:30 PM	0	22	2	0	1	2	0	0	9	0	0	0	0	0	36
06:45 PM	0	18	0	0	0	1	0	0	8	0	0	0	0	0	27
07:00 PM	1	15	1	0	2	1	0	0	8	0	0	0	0	0	28
07:15 PM	0	18	0	0	0	2	0	6	5	0	0	0	1	1	33
07:30 PM	0	12	0	0	0	3	0	1	7	0	0	0	0	1	24
07:45 PM	0	17	0	0	1	2	0	1	5	1	0	0	0	0	27
08:00 PM	0	10	0	0	0	5	0	4	3	0	0	0	0	0	22
08:15 PM	1	13	0	0	0	3	0	1	5	0	0	0	0	1	24
08:30 PM	0	19	0	0	0	3	0	1	5	0	0	0	0	0	28
08:45 PM	0	14	0	1	1	2	0	2	5	0	0	0	0	0	25
09:00 PM	1	13	1	0	0	2	0	1	3	0	0	0	0	1	22
09:15 PM	0	12	1	0	0	3	0	1	8	0	0	0	0	0	25
09:30 PM	0	8	1	0	0	2	0	1	3	0	0	0	0	0	15
09:45 PM	0	14	0	0	0	2	0	0	2	0	0	0	0	0	18
10:00 PM	2	10	0	0	1	0	0	0	5	0	0	0	0	0	18
10:15 PM	0	5	0	0	0	4	0	1	6	0	1	0	0	0	17
10:30 PM	1	4	0	0	1	1	0	0	3	0	0	0	0	0	10
10:45 PM	0	11	1	0	0	0	0	0	3	0	0	0	0	0	15
11:00 PM	0	4	0	0	0	3	0	1	4	0	0	0	0	1	13
11:15 PM	0	4	0	0	0	2	0	1	7	0	0	0	0	1	15
11:30 PM	0	3	0	0	0	2	0	2	6	0	0	0	0	0	13
11:45 PM	0	3	0	0	0	0	0	0	4	0	0	0	0	0	7
Day Total	20	1846	87	8	51	216	1	125	715	20	1	2	30	112	3234
Percent	0.6%	57.1%	2.7%	0.2%	1.6%	6.7%	0%	3.9%	22.1%	0.6%	0%	0.1%	0.9%	3.5%	
ADT 3234															
AM Peak 15-min Vol	7:45 AM 2	8:00 AM 52	7:30 AM 6	1:00 AM 1	10:30 AM 3	7:15 AM 6	12:00 AM 0	11:00 AM 4	10:45 AM 13	7:45 AM 2	12:00 AM 0	1:30 AM 1	6:30 AM 2	9:45 AM 7	7:15 AM 77
PM Peak 15-min Vol	5:30 PM 2	6:15 PM 39	2:15 PM 4	1:30 PM 1	2:30 PM 3	1:30 PM 6	5:00 PM 1	7:15 PM 6	1:15 PM 18	12:30 PM 1	10:15 PM 1	3:45 PM 1	2:15 PM 4	2:00 PM 16	6:15 PM 57

Comments:

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	0	0	0	1	0	0	9	1	0	0	0	0	16
12:15 AM	0	1	0	0	0	2	0	0	5	0	0	0	0	0	8
12:30 AM	0	2	1	0	0	0	0	0	7	1	0	0	0	0	11
12:45 AM	0	5	0	0	0	0	0	1	4	0	0	0	0	0	10
01:00 AM	0	2	0	0	0	1	0	0	7	1	0	0	0	0	11
01:15 AM	0	2	0	0	0	1	0	1	10	0	0	0	0	0	14
01:30 AM	0	2	0	0	0	0	0	1	2	1	0	0	0	0	6
01:45 AM	0	1	0	0	0	1	0	2	3	1	0	0	0	1	9
02:00 AM	0	1	0	0	0	0	0	0	5	0	0	0	0	0	6
02:15 AM	0	2	0	0	0	1	0	0	6	0	0	0	0	0	9
02:30 AM	0	0	0	1	0	0	0	0	4	0	0	0	0	0	5
02:45 AM	0	1	0	0	0	1	0	1	5	0	0	0	0	2	10
03:00 AM	0	3	1	0	0	0	0	0	9	0	0	0	0	0	13
03:15 AM	0	5	0	0	0	3	0	2	3	1	0	0	0	0	14
03:30 AM	0	2	0	0	2	3	0	3	6	1	0	0	0	0	17
03:45 AM	0	0	0	0	0	1	0	2	6	1	0	0	0	0	10
04:00 AM	0	5	0	0	0	2	0	1	7	0	0	0	0	0	15
04:15 AM	0	5	0	0	2	1	0	0	5	1	0	0	0	0	14
04:30 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	0	8
04:45 AM	0	13	0	0	0	0	0	0	5	2	0	0	0	1	21
05:00 AM	0	7	0	0	2	0	0	1	8	0	0	1	0	0	19
05:15 AM	0	13	0	0	3	1	0	0	5	0	0	0	0	1	23
05:30 AM	0	17	0	0	2	2	0	2	8	1	0	0	0	2	34
05:45 AM	0	20	2	0	0	3	0	3	13	0	0	0	0	2	43
Day Total															
Percent															
ADT															
3227															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	24	0	0	0	1	0	1	8	1	0	0	0	3	39
06:15 AM	0	25	2	0	0	3	0	2	7	1	0	1	1	2	44
06:30 AM	0	27	0	0	0	0	0	0	11	0	0	0	0	0	38
06:45 AM	1	32	5	0	0	3	0	1	6	0	0	0	1	3	52
07:00 AM	0	48	2	1	1	1	0	1	4	1	0	0	0	2	61
07:15 AM	0	42	3	0	3	4	0	1	10	1	0	0	0	5	69
07:30 AM	1	32	2	0	0	3	0	0	5	1	0	0	1	3	48
07:45 AM	1	45	5	0	0	3	1	1	6	0	0	1	0	1	64
08:00 AM	0	45	5	0	0	3	1	1	4	0	0	0	0	0	59
08:15 AM	0	47	1	0	0	4	0	1	9	1	0	0	0	0	63
08:30 AM	0	38	2	1	1	1	0	1	8	0	0	0	0	0	52
08:45 AM	0	33	2	0	1	2	0	1	7	0	0	0	0	1	47
09:00 AM	0	36	4	0	1	2	0	2	16	0	0	0	0	1	62
09:15 AM	0	34	1	0	1	1	0	1	8	0	1	0	0	0	47
09:30 AM	0	33	1	0	0	3	0	3	7	0	0	0	0	0	47
09:45 AM	0	26	2	0	0	2	0	2	12	1	0	0	0	1	46
10:00 AM	0	24	2	0	2	3	1	3	10	1	0	0	0	1	47
10:15 AM	0	35	0	0	3	3	0	1	15	0	0	0	0	2	59
10:30 AM	2	29	3	1	2	2	0	2	6	0	0	0	0	0	47
10:45 AM	0	32	2	1	0	2	0	1	9	1	0	0	0	0	48
11:00 AM	0	29	0	0	1	3	0	1	13	1	0	0	3	1	52
11:15 AM	0	18	2	0	2	2	0	2	8	0	0	0	3	0	37
11:30 AM	0	23	0	0	1	2	0	1	13	0	0	0	1	0	41
11:45 AM	0	22	3	0	1	3	0	2	11	2	0	0	0	0	44
Day Total															
Percent															
ADT															
3227															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	22	1	0	0	2	0	2	7	0	0	0	0	0	34
12:15 PM	0	21	2	0	2	1	0	1	16	1	0	0	0	0	44
12:30 PM	0	23	4	0	0	2	0	2	8	0	0	0	0	0	39
12:45 PM	0	32	1	0	1	2	0	0	14	1	0	0	0	0	51
01:00 PM	1	26	1	0	1	4	0	1	15	0	0	0	1	2	52
01:15 PM	0	28	2	0	0	3	0	3	10	1	0	0	0	0	47
01:30 PM	1	38	4	0	1	4	0	0	6	0	0	0	0	0	54
01:45 PM	0	28	1	1	1	2	0	2	14	0	0	0	2	0	51
02:00 PM	0	28	2	0	1	3	0	0	19	0	0	0	1	1	55
02:15 PM	0	26	1	0	1	5	0	1	13	0	0	0	0	0	47
02:30 PM	0	17	2	0	0	0	0	3	12	0	0	1	0	0	35
02:45 PM	0	40	2	0	4	0	0	3	15	1	0	0	0	0	65
03:00 PM	0	29	2	0	3	0	0	0	14	0	0	0	0	0	48
03:15 PM	0	18	3	0	1	1	0	2	13	0	0	0	1	0	39
03:30 PM	0	22	2	0	0	4	0	0	11	0	0	0	0	0	39
03:45 PM	1	30	0	0	0	4	0	1	9	0	0	0	0	2	47
04:00 PM	0	19	0	0	1	4	0	1	9	0	0	0	1	1	36
04:15 PM	1	26	2	0	1	1	0	5	8	1	0	0	0	0	45
04:30 PM	1	31	1	0	0	2	0	2	10	0	0	0	0	2	49
04:45 PM	0	40	1	0	2	3	0	0	7	0	0	0	0	0	53
05:00 PM	1	35	0	0	0	1	0	2	6	0	0	0	0	1	46
05:15 PM	1	32	0	0	0	7	0	1	6	0	0	0	0	0	47
05:30 PM	0	36	2	0	0	2	0	1	9	0	0	0	1	0	51
05:45 PM	0	29	1	0	0	0	0	0	11	0	0	0	0	0	41
Day Total															
Percent															
ADT															
3227															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

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Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 11 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	27	1	0	1	2	0	0	12	0	0	0	0	0	43
06:15 PM	0	26	1	0	0	2	0	2	11	0	0	0	0	1	43
06:30 PM	0	11	1	0	0	0	0	3	4	0	0	0	0	1	20
06:45 PM	2	15	0	1	1	2	0	3	5	0	0	0	0	2	31
07:00 PM	0	14	1	0	0	1	0	1	6	0	0	0	0	0	23
07:15 PM	0	15	2	0	0	1	0	2	9	0	0	0	0	1	30
07:30 PM	2	14	2	0	1	1	0	1	3	0	0	0	0	1	25
07:45 PM	0	6	0	0	0	0	0	0	5	0	0	0	0	0	11
08:00 PM	0	13	0	0	0	3	0	1	3	1	0	0	0	0	21
08:15 PM	0	25	1	0	1	1	0	1	8	0	0	0	0	0	37
08:30 PM	0	15	0	1	0	1	0	2	8	1	0	0	0	1	29
08:45 PM	0	5	1	0	1	2	0	2	6	0	0	0	0	0	17
09:00 PM	1	9	1	0	0	1	0	1	5	0	0	0	0	0	18
09:15 PM	0	9	0	0	1	1	0	4	13	0	0	0	0	0	28
09:30 PM	0	14	0	0	0	1	0	0	7	0	0	0	0	0	22
09:45 PM	0	5	0	0	1	1	0	1	7	1	0	0	0	0	16
10:00 PM	0	13	0	0	0	0	0	0	6	0	1	0	0	1	21
10:15 PM	1	6	0	0	0	3	0	0	4	0	0	0	0	0	14
10:30 PM	0	11	1	0	0	3	0	0	5	0	0	0	0	0	20
10:45 PM	0	12	0	0	0	3	0	0	4	0	0	0	0	0	19
11:00 PM	0	6	0	0	0	2	0	0	3	0	0	0	0	0	11
11:15 PM	0	5	0	0	1	4	0	0	5	0	0	0	0	0	15
11:30 PM	0	10	0	0	0	1	0	3	10	0	0	0	0	1	25
11:45 PM	0	6	0	0	0	2	0	1	5	0	0	0	0	0	14
Day Total	19	1866	102	8	59	175	3	113	774	32	2	4	17	53	3227
Percent	0.6%	57.8%	3.2%	0.2%	1.8%	5.4%	0.1%	3.5%	24%	1%	0.1%	0.1%	0.5%	1.6%	
ADT 3227															
AM Peak 15-min Vol	10:30 AM 2	7:00 AM 48	6:45 AM 5	2:30 AM 1	5:15 AM 3	7:15 AM 4	7:45 AM 1	3:30 AM 3	9:00 AM 16	4:45 AM 2	9:15 AM 1	5:00 AM 1	11:00 AM 3	7:15 AM 5	7:15 AM 69
PM Peak 15-min Vol	6:45 PM 2	2:45 PM 40	12:30 PM 4	1:45 PM 1	2:45 PM 4	5:15 PM 7	12:00 PM 0	4:15 PM 5	2:00 PM 19	12:15 PM 1	10:00 PM 1	2:30 PM 1	1:45 PM 2	1:00 PM 2	2:45 PM 65

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	0	0	0	0	0	0	2	0	0	0	0	0	7
12:15 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	0	6
12:30 AM	0	7	0	0	0	0	0	0	2	0	0	0	0	0	9
12:45 AM	0	5	0	0	0	0	0	3	3	0	0	0	0	0	11
01:00 AM	0	2	1	0	0	0	0	2	3	0	0	0	0	1	9
01:15 AM	0	4	0	0	0	0	0	1	6	0	0	0	0	0	11
01:30 AM	0	1	0	0	0	1	0	1	4	1	0	0	0	0	8
01:45 AM	0	1	0	0	2	1	0	1	7	0	0	0	0	0	12
02:00 AM	0	0	0	0	0	0	0	1	6	0	0	0	0	0	7
02:15 AM	0	4	0	0	0	0	0	1	3	0	0	0	0	0	8
02:30 AM	0	0	0	0	0	2	0	0	4	0	0	0	0	0	6
02:45 AM	0	4	0	1	0	2	0	2	8	0	0	0	0	0	17
03:00 AM	0	7	0	0	0	1	0	0	7	0	0	0	0	1	16
03:15 AM	0	2	0	0	0	0	0	1	5	0	0	0	0	0	8
03:30 AM	0	2	0	0	0	0	0	0	7	0	0	0	0	0	9
03:45 AM	0	5	0	0	0	0	0	0	7	3	0	0	0	0	15
04:00 AM	0	12	0	0	1	2	0	0	7	0	0	0	0	0	22
04:15 AM	1	9	0	0	0	3	0	3	7	0	0	0	0	1	24
04:30 AM	0	8	0	0	0	0	0	3	4	1	0	0	0	0	16
04:45 AM	0	8	1	0	0	0	0	1	8	0	0	0	0	0	18
05:00 AM	0	9	0	0	1	1	0	2	8	0	0	0	0	0	21
05:15 AM	1	13	1	0	0	2	0	0	9	1	0	0	0	0	27
05:30 AM	1	20	0	0	1	1	0	1	4	0	0	0	0	0	28
05:45 AM	1	28	1	0	0	2	0	3	9	0	0	0	0	1	45
Day Total															
Percent															
ADT															
3312															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	29	1	0	0	1	0	2	7	0	0	0	0	0	41
06:15 AM	0	37	2	0	0	3	0	0	5	0	0	0	1	1	49
06:30 AM	1	32	1	0	0	3	0	1	7	0	0	0	0	1	46
06:45 AM	1	39	4	0	0	4	0	0	6	1	0	0	2	1	58
07:00 AM	0	47	2	0	2	2	0	0	2	0	0	0	0	0	55
07:15 AM	1	51	1	0	3	2	0	0	4	0	0	0	0	0	62
07:30 AM	0	39	2	1	0	1	0	0	11	0	0	0	0	1	55
07:45 AM	1	48	1	0	1	1	0	0	8	0	0	0	0	0	60
08:00 AM	0	44	2	0	1	2	0	2	10	1	0	0	0	1	63
08:15 AM	0	42	2	1	2	2	0	3	4	0	0	0	0	2	58
08:30 AM	1	33	1	0	0	3	0	2	6	0	0	0	0	2	48
08:45 AM	1	36	2	0	1	0	0	0	8	1	0	0	0	1	50
09:00 AM	0	47	3	0	1	1	0	2	10	0	0	0	0	0	64
09:15 AM	0	37	1	0	0	0	0	4	10	0	0	0	1	0	53
09:30 AM	1	30	6	0	1	2	0	2	9	0	0	0	0	2	53
09:45 AM	0	34	1	0	1	2	0	1	8	0	0	0	0	1	48
10:00 AM	1	21	2	0	1	3	0	1	9	0	0	0	0	1	39
10:15 AM	0	24	0	0	2	2	0	2	5	1	0	0	0	1	37
10:30 AM	0	33	4	0	2	4	0	2	9	0	0	0	1	0	55
10:45 AM	1	38	3	0	0	4	0	4	13	0	0	0	0	2	65
11:00 AM	1	31	1	0	2	3	0	3	12	0	0	0	2	0	55
11:15 AM	0	31	1	0	2	1	0	1	8	0	0	0	0	0	44
11:30 AM	0	22	2	0	0	3	0	1	8	1	0	0	1	0	38
11:45 AM	0	35	1	0	1	4	0	2	12	1	0	0	1	0	57
Day Total															
Percent															
ADT															
3312															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	31	0	0	2	2	0	1	11	0	0	0	0	0	47
12:15 PM	1	18	3	0	0	2	0	2	8	0	0	0	0	1	35
12:30 PM	1	31	4	0	1	2	0	0	8	1	0	0	0	1	49
12:45 PM	0	41	0	0	3	1	0	0	11	1	0	0	0	0	57
01:00 PM	0	22	1	0	0	3	0	0	7	0	0	0	0	0	33
01:15 PM	3	27	2	0	1	2	0	2	4	0	0	0	0	0	41
01:30 PM	0	26	3	1	0	4	0	1	11	0	0	0	0	0	46
01:45 PM	0	33	2	0	1	1	0	3	14	1	0	0	0	0	55
02:00 PM	0	25	2	1	3	2	0	1	13	1	0	0	0	0	48
02:15 PM	1	25	2	0	0	0	0	2	9	0	0	0	0	0	39
02:30 PM	0	31	1	0	0	1	0	1	13	0	0	0	0	0	47
02:45 PM	2	32	2	0	0	0	0	5	14	0	0	0	0	0	55
03:00 PM	0	23	1	0	1	2	0	2	9	0	0	0	0	1	39
03:15 PM	0	39	2	0	0	1	0	2	8	0	0	0	1	0	53
03:30 PM	0	37	2	0	0	3	0	0	7	0	0	0	0	0	49
03:45 PM	2	32	1	0	0	2	0	2	5	0	0	0	1	0	45
04:00 PM	1	18	1	0	0	1	0	3	8	0	0	0	0	0	32
04:15 PM	0	28	1	0	0	0	0	2	11	0	0	0	3	1	46
04:30 PM	0	26	0	0	1	1	0	3	7	0	0	0	0	1	39
04:45 PM	1	30	1	0	1	2	0	1	13	1	0	0	0	0	50
05:00 PM	1	32	1	0	0	1	0	2	12	0	0	0	0	1	50
05:15 PM	0	36	3	0	0	1	0	0	8	0	0	0	1	1	50
05:30 PM	0	44	0	0	0	3	0	2	10	0	0	0	0	1	60
05:45 PM	0	27	1	0	2	2	0	0	8	0	0	0	0	0	40
Day Total															
Percent															
ADT															
3312															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 12 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	33	5	1	1	1	0	0	3	0	0	0	0	0	46
06:15 PM	0	36	3	0	0	4	0	1	8	0	0	0	1	0	53
06:30 PM	0	17	0	0	0	2	0	0	15	0	0	0	0	0	34
06:45 PM	0	26	1	0	0	1	0	0	9	0	1	0	0	0	38
07:00 PM	1	19	1	0	0	4	0	0	4	0	0	0	0	0	29
07:15 PM	0	22	2	0	1	1	0	0	8	0	0	0	0	0	34
07:30 PM	0	21	0	0	0	1	0	0	8	0	0	0	0	0	30
07:45 PM	1	13	0	0	0	2	0	1	3	1	0	0	0	0	21
08:00 PM	0	20	1	0	0	0	0	1	7	0	0	0	0	0	29
08:15 PM	0	17	2	0	1	0	0	2	4	0	0	0	0	0	26
08:30 PM	0	7	1	0	1	2	0	0	4	0	0	0	0	7	22
08:45 PM	0	8	3	0	1	0	0	0	4	1	0	0	0	0	17
09:00 PM	0	10	1	0	1	1	0	0	8	0	0	0	0	0	21
09:15 PM	0	17	0	0	0	1	0	3	4	0	0	0	0	0	25
09:30 PM	0	14	0	1	0	0	0	1	6	1	0	0	0	0	23
09:45 PM	0	12	0	0	0	2	0	0	4	0	0	0	0	0	18
10:00 PM	0	16	0	0	0	4	0	1	3	0	0	0	0	0	24
10:15 PM	0	11	0	0	0	0	0	1	3	0	0	0	0	0	15
10:30 PM	0	10	1	0	0	2	0	0	2	0	1	0	0	0	16
10:45 PM	0	10	0	0	0	0	0	0	2	0	0	0	0	3	15
11:00 PM	0	13	1	0	0	2	0	1	4	0	0	0	0	4	25
11:15 PM	0	3	0	0	0	0	0	0	4	0	0	0	0	0	7
11:30 PM	0	6	0	0	0	1	0	0	6	0	0	0	0	0	13
11:45 PM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	13
Day Total	32	2103	108	7	50	141	0	110	680	20	2	0	16	43	3312
Percent	1%	63.5%	3.3%	0.2%	1.5%	4.3%	0%	3.3%	20.5%	0.6%	0.1%	0%	0.5%	1.3%	
ADT 3312															
AM Peak 15-min Vol	4:15 AM	7:15 AM	9:30 AM	2:45 AM	7:15 AM	6:45 AM	12:00 AM	9:15 AM	10:45 AM	3:45 AM	12:00 AM	12:00 AM	6:45 AM	8:15 AM	10:45 AM
	1	51	6	1	3	4	0	4	13	3	0	0	2	2	65
PM Peak 15-min Vol	1:15 PM	5:30 PM	6:00 PM	1:30 PM	12:45 PM	1:30 PM	12:00 PM	2:45 PM	6:30 PM	12:30 PM	6:45 PM	12:00 PM	4:15 PM	8:30 PM	5:30 PM
	3	44	5	1	3	4	0	5	15	1	1	0	3	7	60

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	0	0	1	0	0	1	3	0	0	0	0	0	8
12:15 AM	0	5	0	0	0	0	0	0	8	1	0	0	0	0	14
12:30 AM	0	2	0	0	0	1	0	0	6	0	0	0	0	0	9
12:45 AM	0	2	0	0	0	2	0	0	4	2	0	0	0	0	10
01:00 AM	0	2	0	1	0	1	0	1	8	0	0	1	0	0	14
01:15 AM	0	5	0	0	1	1	0	0	7	0	0	0	0	1	15
01:30 AM	0	3	0	0	0	0	0	0	5	0	0	1	0	0	9
01:45 AM	0	5	0	0	1	1	0	0	4	0	0	0	0	1	12
02:00 AM	0	3	0	0	1	1	0	2	7	0	0	0	0	0	14
02:15 AM	0	6	0	1	0	1	0	0	5	1	0	0	0	0	14
02:30 AM	0	7	0	0	0	0	0	0	4	0	0	0	0	0	11
02:45 AM	0	5	0	0	0	3	0	1	6	0	0	0	0	0	15
03:00 AM	0	8	1	0	0	2	0	0	4	0	0	0	0	0	15
03:15 AM	0	3	0	0	1	0	0	0	10	0	0	0	0	0	14
03:30 AM	0	5	1	0	0	2	0	0	8	0	0	0	0	0	16
03:45 AM	0	4	0	0	1	1	0	1	2	1	0	0	0	0	10
04:00 AM	0	4	0	0	0	3	0	3	8	0	0	0	0	4	22
04:15 AM	0	8	0	0	0	0	0	0	5	0	0	0	0	0	13
04:30 AM	0	7	1	0	0	0	0	1	11	0	0	0	0	0	20
04:45 AM	0	10	0	0	0	0	0	0	6	2	0	0	0	0	18
05:00 AM	0	9	1	0	2	2	0	0	5	1	0	0	0	0	20
05:15 AM	0	8	0	0	0	0	0	2	10	0	0	0	0	1	21
05:30 AM	0	16	0	0	2	1	0	1	6	0	0	0	0	0	26
05:45 AM	0	22	0	0	1	3	0	1	6	1	0	0	0	3	37
Day Total Percent															
ADT 3576															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	27	1	0	0	1	0	3	6	1	0	0	0	0	40
06:15 AM	0	31	1	0	0	0	0	0	8	0	0	0	1	0	41
06:30 AM	1	25	2	0	0	4	0	0	10	0	0	0	0	0	42
06:45 AM	1	44	4	0	1	0	0	2	7	0	0	0	0	0	59
07:00 AM	0	43	3	0	0	3	0	1	12	0	0	0	0	1	63
07:15 AM	1	43	3	0	2	4	0	1	8	0	0	0	0	0	62
07:30 AM	2	32	3	1	2	0	0	0	6	0	0	0	0	0	46
07:45 AM	1	53	4	0	1	0	0	1	8	0	0	0	0	1	69
08:00 AM	0	44	1	0	1	1	0	3	6	1	0	0	0	1	58
08:15 AM	1	34	2	1	1	3	0	1	13	0	0	0	0	1	57
08:30 AM	0	51	1	0	0	1	0	3	5	0	0	0	0	1	62
08:45 AM	0	50	2	0	0	2	0	1	13	1	0	0	2	1	72
09:00 AM	0	30	2	0	0	1	0	1	12	1	0	0	0	2	49
09:15 AM	0	40	3	0	1	2	0	1	4	0	0	0	0	0	51
09:30 AM	0	28	0	0	0	1	0	1	9	0	0	0	0	0	39
09:45 AM	0	44	2	0	1	1	0	1	7	0	0	0	0	0	56
10:00 AM	1	36	1	0	1	3	0	0	6	1	0	0	0	0	49
10:15 AM	0	32	2	0	0	3	0	0	8	0	0	0	0	0	45
10:30 AM	0	36	0	0	2	5	0	3	5	0	0	0	0	2	53
10:45 AM	1	33	3	0	3	2	0	1	6	0	0	0	0	0	49
11:00 AM	2	28	1	0	1	2	0	3	11	0	0	0	1	0	49
11:15 AM	1	31	2	0	3	0	0	1	12	0	0	0	0	0	50
11:30 AM	0	38	3	0	1	1	0	0	3	0	0	0	1	0	47
11:45 AM	0	45	1	0	0	0	0	1	12	0	0	0	0	1	60
Day Total															
Percent															
ADT															
3576															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	32	1	0	0	2	0	1	7	0	0	0	1	1	45
12:15 PM	0	44	2	0	2	1	0	1	9	0	0	0	1	1	61
12:30 PM	1	37	2	0	3	0	0	0	7	0	0	0	0	0	50
12:45 PM	0	39	2	0	1	3	0	1	12	0	0	0	0	0	58
01:00 PM	0	30	1	0	2	3	0	2	7	0	0	0	0	0	45
01:15 PM	1	28	2	1	2	3	0	1	6	0	0	0	0	1	45
01:30 PM	0	26	2	0	0	2	0	4	11	0	0	0	0	1	46
01:45 PM	0	24	2	1	0	0	0	3	12	0	0	0	1	2	45
02:00 PM	0	20	3	1	3	1	1	1	10	0	0	0	0	1	41
02:15 PM	0	35	0	0	0	4	0	4	11	0	0	0	0	0	54
02:30 PM	1	34	1	0	0	2	0	0	7	1	0	0	0	0	46
02:45 PM	0	33	0	0	2	3	0	0	7	0	0	0	0	1	46
03:00 PM	0	29	1	0	1	0	0	4	6	0	0	0	1	2	44
03:15 PM	1	27	3	2	0	1	0	2	0	0	0	0	1	2	39
03:30 PM	1	33	3	0	0	1	0	2	6	0	0	0	0	1	47
03:45 PM	0	45	0	0	0	3	0	1	5	0	0	0	1	1	56
04:00 PM	0	34	2	0	0	2	0	1	6	1	0	0	1	0	47
04:15 PM	1	32	1	0	2	1	0	2	9	0	0	0	0	1	49
04:30 PM	2	26	3	0	1	2	0	4	5	1	0	0	0	0	44
04:45 PM	1	39	0	0	1	1	0	1	7	0	0	0	0	0	50
05:00 PM	1	31	1	0	0	0	0	1	10	0	0	0	0	1	45
05:15 PM	0	29	0	0	2	1	0	1	6	0	0	0	1	0	40
05:30 PM	0	49	2	0	1	3	0	2	8	0	0	0	0	0	65
05:45 PM	2	47	1	0	0	1	0	2	7	0	0	0	0	0	60
Day Total															
Percent															
ADT															
3576															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

LOCATION: I-75 NB On Ramp from W Hwy 326
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135864
DIRECTION: NB
DATE: Dec 13 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	51	1	0	1	1	0	3	8	0	0	0	0	0	67
06:15 PM	3	39	2	0	1	2	0	1	5	0	0	0	0	1	54
06:30 PM	0	39	1	0	0	2	0	1	4	0	0	0	0	0	47
06:45 PM	2	34	4	0	0	2	0	1	6	0	0	0	0	0	49
07:00 PM	0	30	1	0	1	2	0	0	2	0	0	0	1	0	37
07:15 PM	0	44	1	0	0	0	0	2	6	0	0	0	0	0	53
07:30 PM	1	21	1	0	1	2	0	0	2	0	0	0	0	0	28
07:45 PM	0	18	0	0	0	1	0	0	9	0	0	0	0	0	28
08:00 PM	0	24	1	0	0	1	0	0	9	0	0	0	0	0	35
08:15 PM	0	28	1	1	0	3	0	0	5	0	0	0	0	1	39
08:30 PM	1	13	2	0	2	1	0	1	5	0	0	0	0	1	26
08:45 PM	0	15	1	0	0	2	0	0	3	0	0	0	0	0	21
09:00 PM	1	12	0	0	1	1	0	1	11	0	0	0	0	0	27
09:15 PM	0	10	1	0	0	2	0	0	6	0	0	0	0	0	19
09:30 PM	0	17	0	0	0	3	0	0	11	0	0	0	0	0	31
09:45 PM	1	18	0	0	0	5	0	1	6	0	0	0	0	1	32
10:00 PM	2	20	1	0	0	1	0	0	1	0	0	0	0	0	25
10:15 PM	0	15	1	0	0	0	0	1	4	0	1	0	0	0	22
10:30 PM	1	15	0	0	0	2	0	0	4	0	0	0	0	0	22
10:45 PM	0	17	1	1	0	1	0	1	8	0	0	0	0	0	29
11:00 PM	2	13	0	0	0	2	0	1	4	0	0	0	0	0	22
11:15 PM	1	13	1	0	0	1	0	0	1	0	0	0	0	0	17
11:30 PM	0	5	0	0	0	0	0	0	4	0	0	0	0	0	9
11:45 PM	0	18	1	0	0	1	0	0	4	0	0	0	0	0	24
Day Total	42	2382	108	11	62	143	1	98	654	17	1	2	14	41	3576
Percent	1.2%	66.6%	3%	0.3%	1.7%	4%	0%	2.7%	18.3%	0.5%	0%	0.1%	0.4%	1.1%	
ADT 3576															
AM Peak 15-min Vol	7:30 AM 2	7:45 AM 53	6:45 AM 4	1:00 AM 1	10:45 AM 3	10:30 AM 5	12:00 AM 0	4:00 AM 3	8:15 AM 13	12:45 AM 2	12:00 AM 0	1:00 AM 1	8:45 AM 2	4:00 AM 4	8:45 AM 72
PM Peak 15-min Vol	6:15 PM 3	6:00 PM 51	6:45 PM 4	3:15 PM 2	12:30 PM 3	9:45 PM 5	2:00 PM 1	1:30 PM 4	12:45 PM 12	2:30 PM 1	10:15 PM 1	12:00 PM 0	12:00 PM 1	1:45 PM 2	6:00 PM 67

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	17	0	0	0	1	0	1	1	0	0	0	0	0	20
12:15 AM	0	8	0	0	0	1	0	0	6	0	0	0	0	0	15
12:30 AM	0	10	0	0	0	2	0	0	2	0	0	0	0	0	14
12:45 AM	0	2	0	0	0	1	0	0	5	0	0	0	0	0	8
01:00 AM	0	7	0	0	0	2	0	0	1	0	0	0	0	0	10
01:15 AM	0	8	0	0	0	1	0	0	1	0	0	0	0	0	10
01:30 AM	0	7	1	0	0	1	0	0	8	0	0	0	1	0	18
01:45 AM	0	8	0	0	0	2	0	3	3	0	0	0	0	0	16
02:00 AM	0	7	0	0	0	2	0	1	3	0	0	0	0	1	14
02:15 AM	0	4	0	0	0	0	0	1	3	0	0	0	0	0	8
02:30 AM	0	3	0	1	0	1	0	0	2	0	0	0	0	0	7
02:45 AM	0	9	0	0	0	0	0	0	7	0	0	0	0	0	16
03:00 AM	0	2	0	0	0	0	0	1	5	0	0	0	0	2	10
03:15 AM	0	6	0	0	0	1	0	1	2	0	0	0	0	0	10
03:30 AM	1	6	0	0	0	0	0	1	7	0	0	0	0	0	15
03:45 AM	1	3	0	0	0	0	0	1	3	0	0	0	0	0	8
04:00 AM	0	9	2	0	0	0	0	0	4	0	0	0	0	0	15
04:15 AM	0	8	1	0	1	0	0	0	3	1	0	0	0	1	15
04:30 AM	0	5	0	0	0	1	0	1	6	0	0	0	0	0	13
04:45 AM	0	13	0	0	0	1	0	0	9	0	0	0	0	1	24
05:00 AM	0	13	0	0	1	0	0	1	6	0	0	0	0	0	21
05:15 AM	0	9	0	0	1	0	0	0	5	0	0	0	0	0	15
05:30 AM	0	9	1	0	0	0	0	0	2	1	0	0	0	0	13
05:45 AM	1	9	0	0	1	2	0	0	9	2	0	0	0	0	24
Day Total															
Percent															
ADT															
3106															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	14	2	0	0	2	0	1	10	0	0	0	0	1	30
06:15 AM	0	22	3	0	0	2	0	0	6	0	0	0	0	0	33
06:30 AM	0	16	1	0	0	1	0	1	10	0	0	0	0	1	30
06:45 AM	0	23	0	0	0	0	0	1	4	0	0	0	0	0	28
07:00 AM	0	22	1	0	0	1	0	1	4	1	0	0	0	3	33
07:15 AM	0	38	0	1	0	1	0	0	5	0	0	0	0	0	45
07:30 AM	0	26	0	0	1	2	0	1	9	0	0	0	0	1	40
07:45 AM	1	31	0	0	0	1	0	2	4	0	0	0	0	2	41
08:00 AM	2	21	2	0	0	0	0	0	4	0	0	0	0	1	30
08:15 AM	2	31	1	2	0	2	0	1	9	0	0	0	0	3	51
08:30 AM	1	36	1	0	0	0	0	0	10	0	0	0	0	0	48
08:45 AM	1	33	1	0	0	3	0	0	6	0	0	0	0	0	44
09:00 AM	0	25	1	0	0	2	0	1	2	0	0	0	1	2	34
09:15 AM	0	27	0	0	0	0	0	0	10	0	0	0	2	0	39
09:30 AM	0	41	2	0	1	3	0	0	4	2	0	0	1	0	54
09:45 AM	0	34	0	0	0	0	0	3	9	0	0	0	0	0	46
10:00 AM	0	40	2	0	0	1	0	0	6	0	0	0	0	0	49
10:15 AM	1	30	2	0	0	2	0	3	8	0	0	0	0	2	48
10:30 AM	0	44	1	0	0	1	0	4	6	1	0	0	0	1	58
10:45 AM	0	42	0	0	0	0	0	3	3	0	0	0	0	1	49
11:00 AM	0	49	0	0	0	1	0	1	4	1	0	0	0	0	56
11:15 AM	1	42	0	0	0	4	0	0	5	1	0	0	0	0	53
11:30 AM	0	29	0	0	2	0	0	1	11	0	0	0	0	0	43
11:45 AM	0	59	0	0	0	2	0	0	11	0	0	0	0	0	72
Day Total															
Percent															
ADT															
3106															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	33	0	0	0	2	0	1	5	2	0	0	0	0	44
12:15 PM	0	41	1	0	0	1	0	0	3	0	0	0	0	0	46
12:30 PM	1	49	0	0	0	2	0	0	2	0	0	0	0	1	55
12:45 PM	0	33	1	0	2	2	0	1	3	0	0	0	0	0	42
01:00 PM	0	47	1	0	1	1	0	3	8	1	0	0	0	0	62
01:15 PM	1	33	0	0	1	1	0	0	8	0	1	0	0	0	45
01:30 PM	1	28	1	1	0	3	0	1	6	0	0	0	0	0	41
01:45 PM	0	39	0	0	0	2	0	1	3	0	0	0	0	0	45
02:00 PM	0	39	0	0	0	1	0	2	7	0	0	0	0	0	49
02:15 PM	0	24	1	0	0	2	0	1	6	0	0	0	0	0	34
02:30 PM	0	45	0	0	0	1	0	2	10	0	0	0	0	1	59
02:45 PM	0	30	0	0	2	1	0	0	6	0	0	0	0	0	39
03:00 PM	0	28	0	0	0	1	0	0	4	0	0	0	0	0	33
03:15 PM	0	27	0	0	0	2	0	1	7	0	0	0	0	0	37
03:30 PM	1	34	2	0	0	2	0	1	6	0	0	0	0	1	47
03:45 PM	0	30	1	0	0	1	0	1	5	0	0	0	0	3	41
04:00 PM	0	43	0	0	1	1	0	1	2	1	0	0	0	1	50
04:15 PM	0	44	1	0	0	1	0	0	6	0	0	0	0	1	53
04:30 PM	0	29	0	0	0	1	0	0	4	0	0	0	0	0	34
04:45 PM	1	30	2	0	1	2	0	0	2	0	0	0	0	0	38
05:00 PM	0	34	1	0	0	3	0	0	5	0	0	0	0	0	43
05:15 PM	2	33	1	0	0	2	0	1	5	1	0	0	0	0	45
05:30 PM	0	29	2	0	0	1	0	0	4	0	0	0	0	1	37
05:45 PM	0	34	3	0	0	2	0	2	8	0	0	0	0	0	49
Day Total															
Percent															
ADT															
3106															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 14 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	36	1	0	0	2	0	2	8	0	0	0	0	0	51
06:15 PM	0	29	0	0	0	0	0	0	4	0	0	0	0	1	34
06:30 PM	0	25	1	0	0	1	0	1	2	0	0	0	0	8	38
06:45 PM	2	30	0	0	0	2	0	0	4	1	0	0	0	1	40
07:00 PM	0	34	0	0	1	0	0	1	3	0	0	0	0	0	39
07:15 PM	0	29	0	0	0	2	0	0	2	0	0	0	0	0	33
07:30 PM	2	28	0	0	0	1	0	1	2	0	0	0	0	1	35
07:45 PM	0	20	0	0	0	1	0	1	1	0	0	0	1	2	26
08:00 PM	0	17	0	0	0	0	0	1	1	0	0	0	0	7	26
08:15 PM	0	22	0	0	1	0	0	0	1	0	0	0	0	3	27
08:30 PM	0	12	1	0	1	1	0	1	1	0	0	0	0	4	21
08:45 PM	0	20	1	1	1	0	0	0	1	0	0	0	0	1	25
09:00 PM	0	18	0	0	0	0	0	0	2	0	0	0	0	0	20
09:15 PM	0	8	0	0	2	1	0	0	1	0	0	0	0	15	27
09:30 PM	1	16	0	0	0	1	0	1	4	0	0	0	0	3	26
09:45 PM	0	9	0	0	0	0	0	0	2	0	0	0	0	3	14
10:00 PM	2	11	0	0	0	1	0	0	1	0	0	0	0	2	17
10:15 PM	2	13	0	0	0	1	0	0	4	0	0	0	0	0	20
10:30 PM	0	22	2	0	0	1	0	0	4	0	0	0	0	1	30
10:45 PM	1	18	0	0	0	0	0	1	0	1	0	0	0	0	21
11:00 PM	0	13	1	0	0	3	0	0	1	0	0	0	1	2	21
11:15 PM	0	16	1	0	0	0	0	1	3	0	0	0	1	0	22
11:30 PM	0	11	0	0	0	0	0	0	2	0	0	0	0	3	16
11:45 PM	0	12	0	0	0	0	0	0	1	0	0	0	0	3	16
Day Total	32	2262	51	6	22	106	0	66	443	17	1	0	8	92	3106
Percent	1%	72.8%	1.6%	0.2%	0.7%	3.4%	0%	2.1%	14.3%	0.5%	0%	0%	0.3%	3%	
ADT 3106															
AM Peak 15-min Vol	8:00 AM	11:45 AM	6:15 AM	8:15 AM	11:30 AM	11:15 AM	12:00 AM	10:30 AM	11:30 AM	5:45 AM	12:00 AM	12:00 AM	9:15 AM	7:00 AM	11:45 AM
	2	59	3	2	2	4	0	4	11	2	0	0	2	3	72
PM Peak 15-min Vol	5:15 PM	12:30 PM	5:45 PM	1:30 PM	12:45 PM	1:30 PM	12:00 PM	1:00 PM	2:30 PM	12:00 PM	1:15 PM	12:00 PM	7:45 PM	9:15 PM	1:00 PM
	2	49	3	1	2	3	0	3	10	2	1	0	1	15	62

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	5	0	1	1	0	0	1	1	0	0	0	0	6	16
12:15 AM	0	5	0	0	0	0	0	1	2	0	0	0	0	9	17
12:30 AM	0	9	0	0	0	0	0	1	1	0	0	0	0	5	16
12:45 AM	1	10	0	0	0	0	0	1	1	1	0	0	0	0	14
01:00 AM	1	7	0	0	0	0	0	1	0	0	0	0	0	1	10
01:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:30 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
01:45 AM	0	3	0	0	1	0	0	0	3	0	0	0	0	0	7
02:00 AM	1	1	0	0	1	2	0	0	0	0	0	0	0	1	6
02:15 AM	0	0	0	1	0	1	0	0	1	0	0	0	0	3	6
02:30 AM	0	3	0	0	0	0	0	1	1	0	0	0	0	1	6
02:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00 AM	0	5	1	0	0	1	0	0	1	0	0	0	0	2	10
03:15 AM	0	5	0	0	0	1	0	1	0	0	0	0	0	1	8
03:30 AM	1	5	0	0	0	0	0	0	2	0	0	0	0	0	8
03:45 AM	1	7	0	0	0	1	0	0	0	0	0	0	0	0	9
04:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
04:15 AM	1	2	0	0	1	0	0	0	2	0	0	0	0	0	6
04:30 AM	0	3	0	0	0	1	0	0	1	1	0	0	0	0	6
04:45 AM	0	5	1	0	0	0	0	1	1	1	0	0	0	0	9
05:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	5	8
05:15 AM	0	2	0	0	0	0	0	2	1	0	0	0	0	1	6
05:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	4	6
05:45 AM	0	6	0	0	1	0	0	0	2	0	0	0	0	6	15
Day Total Percent															
ADT 2843															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	12	0	0	0	0	0	0	2	0	0	0	0	5	20
06:15 AM	0	17	0	0	1	0	0	2	4	0	0	0	0	5	29
06:30 AM	0	11	0	0	0	1	0	0	0	0	0	0	0	0	12
06:45 AM	2	15	1	0	2	0	0	2	2	0	0	0	0	3	27
07:00 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	6	13
07:15 AM	0	13	2	1	0	0	0	1	3	0	0	0	0	6	26
07:30 AM	0	9	0	0	0	0	0	2	8	0	0	0	0	5	24
07:45 AM	0	18	0	0	0	0	0	3	2	0	0	0	0	7	30
08:00 AM	0	8	0	0	0	0	0	2	2	0	0	0	0	13	25
08:15 AM	0	25	0	0	1	1	0	1	3	0	0	0	0	4	35
08:30 AM	0	17	1	0	0	1	0	2	2	1	0	0	0	1	25
08:45 AM	0	28	2	1	1	1	0	1	1	0	0	0	0	1	36
09:00 AM	2	27	0	0	0	1	0	0	3	0	0	0	0	0	33
09:15 AM	1	27	0	0	2	2	0	0	1	0	0	0	0	1	34
09:30 AM	1	40	0	0	0	5	0	0	2	0	0	0	0	0	48
09:45 AM	0	39	3	0	0	0	0	0	4	0	0	0	0	1	47
10:00 AM	1	31	1	0	0	1	0	1	2	0	0	0	1	0	38
10:15 AM	0	41	4	0	1	0	0	2	5	0	0	0	0	1	54
10:30 AM	0	39	0	0	0	1	0	0	5	0	0	0	0	0	45
10:45 AM	0	24	2	0	0	0	0	0	3	0	0	0	0	0	29
11:00 AM	0	40	1	0	1	0	0	0	9	0	0	0	0	0	51
11:15 AM	0	49	0	0	1	0	0	1	5	0	0	0	0	0	56
11:30 AM	4	40	0	0	0	1	0	3	6	0	0	0	1	0	55
11:45 AM	1	40	0	1	0	1	0	0	4	0	0	0	0	0	47
Day Total															
Percent															
ADT															
2843															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	43	1	0	1	0	0	2	2	0	0	0	0	1	50
12:15 PM	0	47	1	0	0	0	0	1	2	0	0	0	0	0	51
12:30 PM	1	44	1	0	0	2	0	2	3	0	0	0	1	1	55
12:45 PM	0	41	3	0	0	2	0	2	5	0	0	0	0	1	54
01:00 PM	1	45	1	0	2	1	0	2	7	0	0	0	0	0	59
01:15 PM	0	39	2	0	0	1	0	0	2	0	0	0	0	0	44
01:30 PM	0	49	0	0	1	2	0	1	5	0	0	0	0	0	58
01:45 PM	1	40	1	1	0	0	0	0	2	0	0	0	0	0	45
02:00 PM	1	52	1	0	0	1	0	4	3	0	0	0	0	3	65
02:15 PM	3	58	1	0	0	1	0	0	3	0	0	0	0	0	66
02:30 PM	0	32	0	0	0	3	0	0	2	1	0	0	1	1	40
02:45 PM	1	55	0	0	0	1	0	1	5	0	0	0	0	1	64
03:00 PM	0	42	1	1	1	1	0	2	1	0	0	0	0	1	50
03:15 PM	0	38	2	0	1	1	0	2	4	0	0	0	0	0	48
03:30 PM	0	53	1	0	1	0	0	0	1	0	0	0	0	2	58
03:45 PM	0	35	2	0	1	0	0	1	6	0	0	0	0	1	46
04:00 PM	1	17	2	0	0	0	0	2	3	0	0	0	0	0	25
04:15 PM	0	31	1	1	0	3	0	0	1	0	0	0	0	1	38
04:30 PM	0	38	2	0	0	1	0	1	4	0	0	0	0	1	47
04:45 PM	2	52	2	0	0	0	0	2	1	1	0	0	0	0	60
05:00 PM	0	40	1	0	0	0	0	0	2	0	0	0	0	3	46
05:15 PM	0	38	0	0	1	0	0	2	6	0	0	0	1	1	49
05:30 PM	0	40	0	1	1	1	0	0	3	0	0	0	0	1	47
05:45 PM	0	26	0	0	0	1	0	0	8	0	0	0	0	0	35
Day Total															
Percent															
ADT															
2843															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: I-75 NB On Ramp from W Hwy 326

QC JOB #: 15135864

SPECIFIC LOCATION:

DIRECTION: NB

CITY/STATE: Marion, FL

DATE: Dec 15 2019

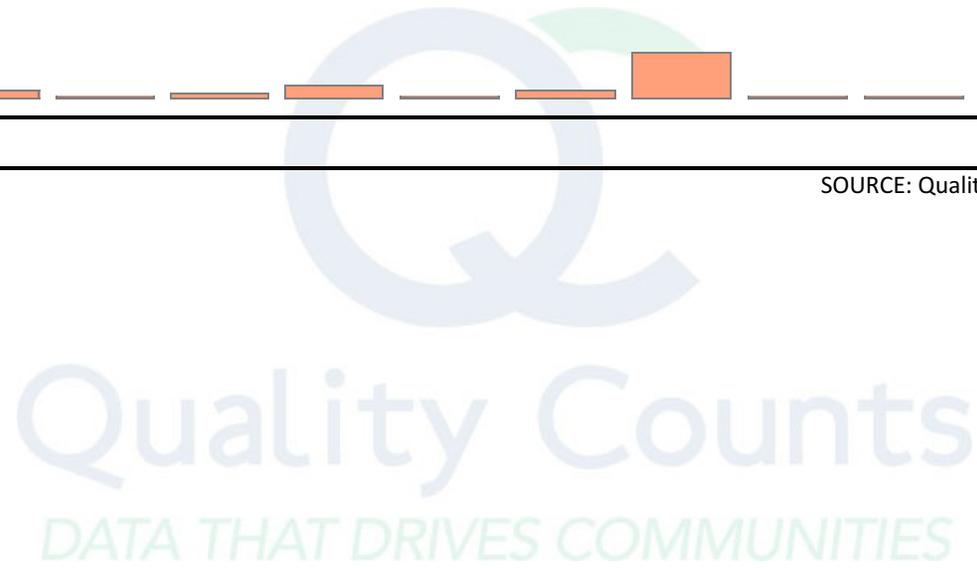
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	31	0	0	1	0	0	0	2	0	0	0	0	3	37
06:15 PM	1	42	2	0	1	1	0	1	6	0	0	0	0	2	56
06:30 PM	1	14	0	0	1	1	0	0	6	0	0	0	0	9	32
06:45 PM	1	25	1	0	0	3	0	0	2	0	0	0	0	6	38
07:00 PM	0	25	1	0	0	0	0	0	4	0	0	0	0	0	30
07:15 PM	1	24	1	0	0	0	0	0	5	0	0	0	0	2	33
07:30 PM	1	26	0	0	0	2	0	0	5	0	0	0	0	1	35
07:45 PM	1	20	1	0	0	1	0	0	5	0	0	0	0	1	29
08:00 PM	0	13	2	0	0	0	0	0	4	0	0	0	1	0	20
08:15 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	0	21
08:30 PM	0	21	2	0	1	0	0	1	0	1	0	0	0	3	29
08:45 PM	0	4	1	2	0	0	0	0	1	0	0	0	0	12	20
09:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	16	18
09:15 PM	2	14	0	0	0	1	0	0	4	1	0	0	0	0	22
09:30 PM	1	20	0	0	0	0	0	0	3	0	0	0	0	0	24
09:45 PM	1	14	1	0	0	0	0	0	2	0	0	0	0	0	18
10:00 PM	1	16	0	0	0	1	0	1	7	0	0	0	0	0	26
10:15 PM	2	15	0	0	0	1	0	0	2	0	0	0	0	2	22
10:30 PM	0	8	0	0	0	1	0	1	3	0	0	0	0	1	14
10:45 PM	1	11	0	0	0	2	0	1	5	0	0	0	0	0	20
11:00 PM	0	7	1	0	0	0	0	0	4	0	0	0	0	0	12
11:15 PM	0	9	0	0	1	0	0	1	2	0	0	0	0	1	14
11:30 PM	0	11	0	0	0	0	0	0	4	0	0	0	0	1	16
11:45 PM	0	4	0	0	0	0	0	0	3	0	0	0	0	1	8
Day Total	46	2108	60	14	30	60	0	68	259	8	0	0	6	184	2843
Percent	1.6%	74.1%	2.1%	0.5%	1.1%	2.1%	0%	2.4%	9.1%	0.3%	0%	0%	0.2%	6.5%	
ADT 2843															
AM Peak 15-min Vol	11:30 AM 4	11:15 AM 49	10:15 AM 4	12:00 AM 1	6:45 AM 2	9:30 AM 5	12:00 AM 0	7:45 AM 3	11:00 AM 9	12:45 AM 1	12:00 AM 0	12:00 AM 0	10:00 AM 1	8:00 AM 13	11:15 AM 56
PM Peak 15-min Vol	2:15 PM 3	2:15 PM 58	12:45 PM 3	8:45 PM 2	1:00 PM 2	2:30 PM 3	12:00 PM 0	2:00 PM 4	5:45 PM 8	2:30 PM 1	12:00 PM 0	12:00 PM 0	12:30 PM 1	9:00 PM 16	2:15 PM 66

Comments:

LOCATION: I-75 NB On Ramp from W Hwy 326 **QC JOB #:** 15135864
SPECIFIC LOCATION: **DIRECTION:** NB
CITY/STATE: Marion, FL **DATE:** Dec 9 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	218	14509	618	60	327	1032	5	686	4130	134	9	8	115	590	22441
Percent	1%	64.7%	2.8%	0.3%	1.5%	4.6%	0%	3.1%	18.4%	0.6%	0%	0%	0.5%	2.6%	
ADT 3205															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	17	4	0	0	0	0	0	2	0	0	0	0	0	23
12:15 AM	0	18	6	0	3	1	0	0	4	0	0	0	0	0	32
12:30 AM	1	14	4	0	0	1	0	2	4	0	0	0	0	1	27
12:45 AM	0	10	0	0	1	1	0	2	4	0	0	0	0	1	19
01:00 AM	0	10	5	0	0	0	0	1	2	0	0	1	0	0	19
01:15 AM	1	6	2	0	2	2	0	0	3	0	0	0	0	0	16
01:30 AM	0	9	2	0	1	2	0	0	4	0	0	0	0	0	18
01:45 AM	0	11	2	2	1	1	0	0	5	0	0	0	0	1	23
02:00 AM	0	5	2	0	1	0	0	1	7	0	0	0	0	0	16
02:15 AM	0	13	1	0	1	1	0	2	5	0	0	0	0	1	24
02:30 AM	1	9	2	0	1	0	0	1	5	0	1	0	0	1	21
02:45 AM	0	10	1	0	0	2	0	6	6	0	0	1	0	0	26
03:00 AM	0	11	4	0	1	0	0	0	3	1	0	0	0	0	20
03:15 AM	0	8	1	0	2	2	0	0	11	1	0	1	0	2	28
03:30 AM	0	4	2	0	1	1	0	0	6	0	0	0	0	1	15
03:45 AM	0	9	5	1	3	2	0	2	6	0	0	0	0	2	30
04:00 AM	0	17	6	1	2	3	0	1	8	0	0	0	0	2	40
04:15 AM	0	25	9	2	4	1	0	0	9	0	0	0	0	0	50
04:30 AM	0	17	10	0	4	3	0	3	11	0	1	1	1	0	51
04:45 AM	0	24	11	2	7	3	0	2	9	0	0	2	0	2	62
05:00 AM	1	28	14	0	10	2	0	0	7	0	0	1	0	1	64
05:15 AM	1	39	20	2	12	5	0	4	7	0	0	1	0	3	94
05:30 AM	0	54	14	2	9	4	0	4	9	1	0	1	0	1	99
05:45 AM	2	60	26	1	6	4	0	4	14	0	0	0	1	1	119
Day Total															
Percent															
ADT															
12564															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	53	24	2	6	6	0	2	20	0	0	1	0	2	117
06:15 AM	0	80	33	0	12	2	0	4	10	2	0	1	0	3	147
06:30 AM	3	89	26	2	12	5	0	5	11	2	0	0	0	6	161
06:45 AM	4	109	44	2	15	8	0	1	8	1	0	0	1	5	198
07:00 AM	2	136	39	3	14	4	0	11	9	1	1	0	1	7	228
07:15 AM	5	107	44	3	20	3	0	8	9	2	1	0	0	16	218
07:30 AM	1	135	43	2	16	2	0	5	12	0	1	1	1	2	221
07:45 AM	2	96	31	1	12	7	0	6	27	0	1	0	2	14	199
08:00 AM	2	96	38	2	16	5	0	6	13	0	1	2	1	0	182
08:15 AM	1	91	38	4	21	3	0	9	21	1	1	0	2	7	199
08:30 AM	2	103	44	6	18	3	0	6	15	0	0	0	0	5	202
08:45 AM	5	95	30	4	14	9	0	8	10	0	2	0	3	3	183
09:00 AM	2	65	28	4	17	8	2	10	15	1	0	2	2	5	161
09:15 AM	1	77	35	7	9	8	0	11	18	0	2	1	1	2	172
09:30 AM	1	73	35	9	11	4	0	5	16	0	0	0	0	3	157
09:45 AM	3	84	32	4	18	5	0	4	21	2	0	0	4	6	183
10:00 AM	1	93	22	2	14	6	0	4	12	1	1	0	4	10	170
10:15 AM	1	90	35	6	10	7	2	12	28	0	0	2	1	7	201
10:30 AM	1	65	42	4	9	12	0	6	16	0	0	0	2	6	163
10:45 AM	0	94	27	2	9	1	1	11	27	2	1	0	1	4	180
11:00 AM	2	104	48	5	15	5	0	9	18	2	0	0	2	6	216
11:15 AM	6	113	41	5	17	7	0	10	17	1	0	2	2	3	224
11:30 AM	2	95	40	11	29	3	2	9	21	3	1	0	1	6	223
11:45 AM	1	93	36	3	17	5	1	6	27	3	0	1	1	2	196
Day Total															
Percent															
ADT															
12564															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	99	29	6	19	4	0	15	23	2	0	0	2	2	202
12:15 PM	2	108	32	7	12	5	1	6	17	2	1	1	2	9	205
12:30 PM	2	99	44	2	15	4	0	7	26	2	0	0	3	3	207
12:45 PM	2	111	32	7	19	8	3	6	29	1	0	1	2	6	227
01:00 PM	2	101	41	0	9	19	0	8	17	3	1	0	1	5	207
01:15 PM	0	103	42	1	18	7	0	9	28	0	0	1	1	7	217
01:30 PM	1	89	30	3	13	9	1	5	16	2	0	2	3	9	183
01:45 PM	5	96	57	8	24	2	0	8	22	3	1	0	2	0	228
02:00 PM	2	75	26	8	18	5	0	4	25	2	1	0	1	4	171
02:15 PM	2	95	36	3	13	9	0	9	23	2	0	0	2	9	203
02:30 PM	3	82	41	1	13	10	1	10	21	0	0	0	0	6	188
02:45 PM	4	100	50	5	13	7	0	9	19	2	0	0	5	7	221
03:00 PM	2	101	38	5	21	7	1	9	17	1	1	1	0	6	210
03:15 PM	5	91	47	6	22	8	0	11	17	1	1	0	1	6	216
03:30 PM	3	102	34	5	24	8	1	20	21	1	0	0	4	11	234
03:45 PM	2	105	44	4	18	4	0	10	19	2	1	0	3	7	219
04:00 PM	1	101	49	2	13	2	0	13	13	0	1	2	2	3	202
04:15 PM	3	97	41	5	26	5	0	10	13	0	1	1	2	10	214
04:30 PM	5	105	42	1	16	7	1	13	17	0	0	1	0	9	217
04:45 PM	2	86	43	6	15	1	0	10	20	1	2	0	0	4	190
05:00 PM	2	90	56	2	11	4	0	9	27	2	0	0	1	4	208
05:15 PM	2	108	50	2	13	6	0	13	17	1	0	0	1	2	215
05:30 PM	2	129	44	8	23	3	0	10	14	0	2	0	1	5	241
05:45 PM	2	99	31	5	23	4	1	11	15	3	0	3	2	5	204
Day Total Percent															
ADT 12564															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	102	42	2	10	2	0	4	17	1	0	0	0	3	184
06:15 PM	2	88	36	2	13	0	0	4	16	0	0	0	0	1	162
06:30 PM	1	80	34	2	9	2	0	4	14	1	0	1	2	2	152
06:45 PM	2	67	24	0	11	1	0	7	20	0	0	0	2	3	137
07:00 PM	0	60	24	2	8	0	0	3	12	1	0	0	0	3	113
07:15 PM	1	67	18	0	5	3	0	5	16	0	1	0	0	1	117
07:30 PM	0	53	23	0	3	2	0	6	11	1	0	1	0	2	102
07:45 PM	2	48	17	1	5	0	0	2	17	0	1	0	1	2	96
08:00 PM	0	53	21	3	6	3	0	3	8	0	1	0	0	2	100
08:15 PM	0	38	23	3	4	2	0	2	9	0	0	0	2	0	83
08:30 PM	0	51	9	1	6	3	0	1	7	0	0	1	0	1	80
08:45 PM	1	31	9	0	2	3	0	3	13	0	3	0	1	0	66
09:00 PM	1	42	14	2	1	0	0	0	12	1	1	0	0	0	74
09:15 PM	0	42	6	0	5	1	0	1	7	1	0	1	1	1	66
09:30 PM	0	46	10	1	2	2	1	2	6	0	0	0	0	3	73
09:45 PM	1	41	8	1	4	0	0	5	12	0	3	0	2	3	80
10:00 PM	1	33	6	2	1	0	0	0	10	1	3	1	0	2	60
10:15 PM	1	29	12	1	0	0	0	5	7	0	6	0	1	3	65
10:30 PM	0	40	10	0	5	2	0	1	9	0	0	0	0	2	69
10:45 PM	1	22	6	0	3	0	0	3	13	0	5	2	0	2	57
11:00 PM	0	23	7	1	1	1	0	2	10	0	3	2	0	2	52
11:15 PM	0	18	3	1	1	0	0	2	7	0	1	2	0	0	35
11:30 PM	0	20	3	0	0	0	0	2	5	0	4	0	0	1	35
11:45 PM	0	24	4	0	0	1	0	0	8	0	2	2	0	0	40
Day Total	128	6154	2356	233	939	345	19	505	1294	67	61	48	87	328	
Percent	1%	49%	18.8%	1.9%	7.5%	2.7%	0.2%	4%	10.3%	0.5%	0.5%	0.4%	0.7%	2.6%	12564
ADT 12564															
AM Peak 15-min Vol	11:15 AM	7:00 AM	11:00 AM	11:30 AM	11:30 AM	10:30 AM	9:00 AM	10:15 AM	10:15 AM	11:30 AM	8:45 AM	4:45 AM	9:45 AM	7:15 AM	7:00 AM
	6	136	48	11	29	12	2	12	28	3	2	2	4	16	228
PM Peak 15-min Vol	1:45 PM	5:30 PM	1:45 PM	1:45 PM	4:15 PM	1:00 PM	12:45 PM	3:30 PM	12:45 PM	1:00 PM	10:15 PM	5:45 PM	2:45 PM	3:30 PM	5:30 PM
	5	129	57	8	26	19	3	20	29	3	6	3	5	11	241

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	17	6	0	1	0	0	2	11	0	3	1	0	0	41
12:15 AM	0	18	6	1	0	1	0	1	6	1	0	0	0	0	34
12:30 AM	1	9	2	0	2	0	0	3	12	0	1	1	0	1	32
12:45 AM	0	12	1	1	1	1	0	3	4	1	0	0	0	0	24
01:00 AM	0	8	0	1	3	0	0	4	4	0	0	0	0	3	23
01:15 AM	1	6	3	1	0	1	0	0	5	0	1	1	0	1	20
01:30 AM	0	7	4	1	0	3	0	2	11	0	1	0	0	0	29
01:45 AM	2	11	3	0	2	1	0	3	4	0	0	1	0	0	27
02:00 AM	0	7	4	2	1	2	0	0	5	0	1	0	0	0	22
02:15 AM	0	14	1	1	1	1	0	1	6	1	2	1	0	0	29
02:30 AM	0	7	1	0	2	2	0	0	9	0	2	0	0	1	24
02:45 AM	1	11	1	0	0	1	0	3	13	0	0	0	0	0	30
03:00 AM	0	5	1	0	0	0	0	1	5	0	1	0	0	0	13
03:15 AM	1	8	4	2	0	2	0	5	6	0	0	0	0	1	29
03:30 AM	0	3	0	2	1	1	0	5	11	0	1	0	0	4	28
03:45 AM	0	9	3	1	1	1	0	4	6	0	1	0	0	1	27
04:00 AM	2	5	6	4	1	3	0	5	6	0	0	1	0	3	36
04:15 AM	3	13	7	1	4	3	0	0	17	1	1	1	0	2	53
04:30 AM	1	19	8	1	4	1	0	4	9	0	3	0	0	2	52
04:45 AM	2	22	10	1	6	0	0	3	14	0	0	1	0	0	59
05:00 AM	0	21	5	2	3	2	0	6	10	1	1	1	0	2	54
05:15 AM	0	27	11	1	6	2	0	2	12	0	1	0	0	2	64
05:30 AM	1	48	18	2	12	2	0	5	15	1	0	0	1	4	109
05:45 AM	1	46	12	4	7	5	0	0	11	0	0	0	1	0	87
Day Total															
Percent															
ADT															
14098															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	59	20	2	8	6	0	2	15	0	0	1	1	0	115
06:15 AM	2	72	31	0	16	5	0	2	16	0	0	0	4	5	153
06:30 AM	2	102	37	3	10	2	0	3	14	1	0	0	2	5	181
06:45 AM	4	92	34	4	15	1	0	9	11	0	2	0	0	7	179
07:00 AM	3	114	44	5	16	8	0	5	12	4	1	1	3	4	220
07:15 AM	2	122	44	1	13	4	1	5	16	2	1	1	0	5	217
07:30 AM	3	107	31	3	11	7	2	6	19	1	1	1	0	3	195
07:45 AM	5	108	48	2	15	5	2	9	19	2	0	0	1	4	220
08:00 AM	3	77	29	6	13	6	0	12	14	3	0	0	3	4	170
08:15 AM	6	93	51	7	17	3	1	6	17	0	0	0	3	9	213
08:30 AM	2	77	32	8	14	6	1	11	12	1	1	0	1	7	173
08:45 AM	2	88	35	4	8	10	1	5	21	0	0	1	3	6	184
09:00 AM	3	72	27	1	11	11	2	8	14	2	0	1	0	12	164
09:15 AM	2	65	32	5	10	8	0	2	21	1	2	1	0	5	154
09:30 AM	2	82	31	11	11	7	0	5	21	2	1	1	1	3	178
09:45 AM	4	77	41	9	10	6	2	7	23	2	0	1	0	10	192
10:00 AM	3	75	29	8	15	5	1	8	20	2	0	0	0	2	168
10:15 AM	3	94	49	3	16	5	0	5	25	0	1	0	2	4	207
10:30 AM	3	120	51	2	19	3	0	9	24	3	1	1	1	9	246
10:45 AM	1	123	57	6	21	4	0	6	12	2	0	0	1	5	238
11:00 AM	2	125	49	3	18	3	1	12	11	2	1	0	0	9	236
11:15 AM	4	120	65	2	14	4	0	11	20	3	0	0	0	5	248
11:30 AM	2	126	45	1	19	4	0	5	15	3	2	1	1	9	233
11:45 AM	7	149	50	5	16	4	1	10	20	2	0	0	1	6	271
Day Total															
Percent															
ADT															
14098															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	6	132	64	5	24	7	1	7	12	3	0	1	0	3	265
12:15 PM	2	133	46	5	17	8	1	11	24	2	0	1	1	7	258
12:30 PM	6	124	46	6	9	5	0	4	20	0	0	1	5	6	232
12:45 PM	5	108	36	4	23	1	0	13	18	1	1	1	0	6	217
01:00 PM	1	126	52	5	21	5	0	6	15	1	2	1	2	5	242
01:15 PM	5	126	56	2	13	1	1	7	10	1	0	1	2	5	230
01:30 PM	3	100	46	4	23	2	1	8	16	4	1	1	1	8	218
01:45 PM	2	152	41	3	22	5	0	10	22	1	1	0	3	3	265
02:00 PM	2	119	63	4	19	3	0	7	10	0	0	0	0	3	230
02:15 PM	2	141	45	7	15	5	0	9	12	0	1	1	0	9	247
02:30 PM	4	131	53	1	16	5	0	12	12	2	1	1	2	11	251
02:45 PM	3	111	43	2	19	4	1	8	15	1	0	0	3	9	219
03:00 PM	1	89	55	3	25	1	1	6	10	0	1	1	2	7	202
03:15 PM	8	113	55	3	11	4	2	1	17	1	0	1	2	12	230
03:30 PM	12	122	46	3	25	6	1	6	7	0	0	0	1	20	249
03:45 PM	4	124	64	6	26	4	1	6	13	2	0	0	1	9	260
04:00 PM	1	122	39	6	19	5	0	3	7	0	0	0	1	10	213
04:15 PM	4	137	39	4	10	1	0	11	12	1	1	0	5	8	233
04:30 PM	5	130	49	2	27	9	0	6	17	1	0	0	1	12	259
04:45 PM	2	121	48	3	23	3	0	10	7	1	0	2	1	4	225
05:00 PM	1	142	50	1	17	0	0	10	8	5	1	1	1	8	245
05:15 PM	2	99	34	1	12	3	1	8	8	2	0	0	0	8	178
05:30 PM	5	110	44	0	17	2	0	8	9	0	0	0	1	7	203
05:45 PM	2	108	30	0	10	3	0	4	11	0	0	0	1	11	180
Day Total															
Percent															
ADT															
14098															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	103	34	1	14	2	0	1	11	2	0	0	0	6	174
06:15 PM	0	106	43	1	13	1	0	4	11	1	0	0	0	3	183
06:30 PM	4	104	35	2	10	1	0	3	14	2	0	0	0	7	182
06:45 PM	0	108	27	2	8	3	0	3	7	0	0	0	1	4	163
07:00 PM	2	107	42	1	13	1	0	5	9	0	0	0	1	6	187
07:15 PM	3	78	31	1	10	4	0	3	8	0	1	0	0	6	145
07:30 PM	2	76	31	1	13	2	0	2	8	0	0	0	0	8	143
07:45 PM	2	68	32	4	12	4	0	3	6	0	0	0	1	3	135
08:00 PM	3	76	25	0	7	3	0	3	6	0	0	0	0	5	128
08:15 PM	1	84	32	1	10	1	0	3	5	1	0	0	0	2	140
08:30 PM	2	68	31	0	8	4	0	1	3	1	4	2	2	5	131
08:45 PM	3	76	27	0	8	1	0	1	4	3	1	0	0	8	132
09:00 PM	1	63	18	0	7	3	0	0	9	0	1	1	0	6	109
09:15 PM	2	77	32	1	11	0	0	3	5	0	1	0	1	13	146
09:30 PM	1	67	14	0	13	1	1	0	5	0	0	0	0	10	112
09:45 PM	2	40	18	0	11	1	0	4	5	0	3	0	0	7	91
10:00 PM	0	43	25	1	7	0	0	2	3	0	2	0	0	3	86
10:15 PM	1	65	14	1	7	0	0	2	4	0	0	0	0	7	101
10:30 PM	0	37	12	1	5	2	0	2	9	0	1	1	0	2	72
10:45 PM	0	26	5	0	6	1	0	2	8	1	2	0	0	1	52
11:00 PM	0	37	10	0	2	0	0	2	6	0	2	0	0	2	61
11:15 PM	0	38	11	0	6	0	0	2	7	0	1	0	0	2	67
11:30 PM	2	25	9	2	2	1	0	1	8	0	2	0	0	2	54
11:45 PM	0	27	5	2	3	2	0	0	7	0	2	2	0	4	52
Day Total	206	7211	2786	232	1043	292	27	458	1104	84	65	40	72	478	14098
Percent	1.5%	51.1%	19.8%	1.6%	7.4%	2.1%	0.2%	3.2%	7.8%	0.6%	0.5%	0.3%	0.5%	3.4%	
ADT 14098															
AM Peak 15-min Vol	11:45 AM 7	11:45 AM 149	11:15 AM 65	9:30 AM 11	10:45 AM 21	9:00 AM 11	7:30 AM 2	8:00 AM 12	10:15 AM 25	7:00 AM 4	12:00 AM 3	12:00 AM 1	6:15 AM 4	9:00 AM 12	11:45 AM 271
PM Peak 15-min Vol	3:30 PM 12	1:45 PM 152	12:00 PM 64	2:15 PM 7	4:30 PM 27	4:30 PM 9	3:15 PM 2	12:45 PM 13	12:15 PM 24	5:00 PM 5	8:30 PM 4	4:45 PM 2	12:30 PM 5	3:30 PM 20	12:00 PM 265

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	28	2	1	4	2	0	0	5	0	1	0	0	4	47
12:15 AM	1	21	12	0	5	2	0	1	2	0	1	0	1	7	53
12:30 AM	0	20	11	1	3	2	0	3	9	0	1	0	0	3	53
12:45 AM	0	19	8	1	2	0	0	1	5	1	0	0	0	1	38
01:00 AM	1	13	2	0	3	1	0	0	9	0	1	0	0	1	31
01:15 AM	0	9	4	1	0	1	0	4	3	0	0	1	0	0	23
01:30 AM	0	14	4	0	2	2	0	0	4	0	0	0	0	2	28
01:45 AM	2	13	3	3	3	1	0	4	1	0	1	0	0	1	32
02:00 AM	0	15	6	1	1	0	0	0	3	0	1	0	0	0	27
02:15 AM	0	13	1	0	0	0	0	1	2	0	0	0	0	0	17
02:30 AM	3	12	1	0	2	2	0	1	7	1	2	0	0	4	35
02:45 AM	0	8	7	0	1	1	0	2	6	0	0	3	0	3	31
03:00 AM	0	6	1	0	1	0	0	1	2	0	0	0	0	1	12
03:15 AM	1	12	4	1	3	0	0	3	5	0	0	1	0	4	34
03:30 AM	1	12	6	3	3	0	0	1	6	0	0	0	1	3	36
03:45 AM	1	14	3	1	4	2	0	3	3	0	0	0	0	3	34
04:00 AM	2	15	4	0	1	1	0	2	1	0	1	0	0	4	31
04:15 AM	1	8	2	0	4	1	0	0	11	0	0	0	0	4	31
04:30 AM	2	17	4	1	4	2	1	2	5	0	1	0	0	6	45
04:45 AM	0	17	3	0	2	0	0	0	2	0	0	0	0	5	29
05:00 AM	0	9	10	1	4	0	0	0	14	0	0	0	0	1	39
05:15 AM	0	15	8	1	1	1	0	2	4	0	0	1	0	2	35
05:30 AM	2	26	11	2	5	3	0	3	3	1	0	0	0	5	61
05:45 AM	2	35	14	1	9	1	0	1	8	0	0	0	0	6	77
Day Total															
Percent															
ADT															
11481															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	30	20	1	10	3	0	2	6	0	0	0	0	6	78
06:15 AM	1	39	26	1	3	1	0	2	13	1	0	0	0	1	88
06:30 AM	0	61	21	3	10	1	0	3	4	0	0	0	1	2	106
06:45 AM	1	44	21	1	7	1	0	5	7	0	0	0	1	5	93
07:00 AM	4	51	11	1	15	3	0	3	5	0	0	1	0	4	98
07:15 AM	2	61	19	3	5	3	0	2	5	0	0	0	0	4	104
07:30 AM	1	58	13	1	9	3	0	2	8	0	1	0	0	6	102
07:45 AM	3	52	30	3	10	1	1	2	11	0	0	0	2	4	119
08:00 AM	0	79	22	5	14	2	0	2	4	0	0	0	1	5	134
08:15 AM	1	61	28	2	9	3	0	6	9	0	0	0	1	3	123
08:30 AM	1	68	24	1	9	1	0	6	5	0	1	1	0	2	119
08:45 AM	2	70	24	1	8	7	0	3	5	0	0	0	0	7	127
09:00 AM	0	86	30	4	8	0	1	2	8	1	0	0	0	3	143
09:15 AM	5	73	32	2	13	2	0	4	7	1	0	0	0	7	146
09:30 AM	0	79	38	4	12	9	0	6	20	1	1	0	1	7	178
09:45 AM	1	81	29	10	23	7	3	8	18	2	0	0	4	4	190
10:00 AM	3	83	37	3	23	10	0	11	16	2	1	0	2	6	197
10:15 AM	2	72	36	4	16	2	0	7	28	1	0	0	2	1	171
10:30 AM	4	82	25	8	22	9	0	7	21	2	0	0	0	7	187
10:45 AM	1	98	44	6	18	10	0	9	25	3	0	1	1	9	225
11:00 AM	8	73	29	7	12	4	0	5	24	0	1	0	2	7	172
11:15 AM	4	72	50	2	19	12	2	7	25	1	0	0	3	10	207
11:30 AM	5	91	44	10	22	2	0	5	25	3	1	0	1	5	214
11:45 AM	1	82	38	10	14	6	3	7	15	2	0	0	1	4	183
Day Total															
Percent															
ADT															
11481															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	1	62	36	2	27	5	1	10	22	0	0	0	0	3	169
12:15 PM	1	60	39	3	11	3	0	8	15	0	0	0	3	2	145
12:30 PM	5	96	44	4	21	7	1	8	15	2	0	0	3	4	210
12:45 PM	4	76	45	4	23	10	1	14	16	0	1	0	2	5	201
01:00 PM	0	85	44	5	25	4	2	13	29	0	1	1	0	6	215
01:15 PM	1	82	29	4	27	6	0	8	30	2	1	0	1	3	194
01:30 PM	2	82	51	1	12	6	0	11	30	2	0	0	3	1	201
01:45 PM	4	80	37	6	20	5	0	10	29	1	3	0	1	9	205
02:00 PM	3	79	38	3	18	4	0	11	22	0	2	0	1	5	186
02:15 PM	3	85	40	2	16	6	1	8	23	2	0	0	1	3	190
02:30 PM	3	87	41	5	15	5	0	7	19	3	1	1	3	8	198
02:45 PM	6	94	43	5	24	6	6	11	15	2	0	0	1	5	218
03:00 PM	3	105	37	8	26	9	2	10	17	1	0	0	1	10	229
03:15 PM	4	78	34	4	16	1	0	7	17	1	1	0	0	7	170
03:30 PM	3	72	34	4	18	2	1	11	17	2	0	1	2	8	175
03:45 PM	2	83	32	4	13	7	2	4	19	2	0	1	0	8	177
04:00 PM	2	104	34	5	22	1	1	10	11	2	2	0	0	4	198
04:15 PM	4	114	39	6	26	2	0	10	16	2	0	0	1	11	231
04:30 PM	1	97	53	5	27	7	1	6	21	1	0	0	0	9	228
04:45 PM	2	102	35	0	18	4	0	6	18	1	2	0	0	7	195
05:00 PM	2	104	47	2	23	2	1	14	19	2	0	0	1	7	224
05:15 PM	1	111	59	2	21	1	0	9	15	2	2	0	0	3	226
05:30 PM	6	97	48	3	27	3	0	10	12	3	0	0	1	10	220
05:45 PM	1	111	41	3	17	4	0	6	9	4	0	0	1	5	202
Day Total															
Percent															
ADT															
11481															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	89	35	1	32	2	0	10	12	1	0	0	1	6	189
06:15 PM	5	78	40	0	26	0	1	6	8	1	0	0	0	7	172
06:30 PM	1	93	35	2	15	2	0	6	10	0	0	0	1	8	173
06:45 PM	2	82	22	3	11	3	0	5	12	0	0	0	0	7	147
07:00 PM	0	52	27	2	10	0	0	4	15	0	0	0	2	9	121
07:15 PM	2	52	26	5	10	2	0	8	11	1	0	0	0	4	121
07:30 PM	1	52	19	4	16	0	0	6	6	0	0	0	0	4	108
07:45 PM	2	46	28	1	8	1	0	8	6	0	0	0	0	9	109
08:00 PM	1	46	18	1	10	1	0	4	13	2	1	0	0	2	99
08:15 PM	1	44	15	3	8	4	0	3	4	3	0	1	0	5	91
08:30 PM	3	34	19	3	7	4	1	2	14	0	0	0	0	4	91
08:45 PM	2	38	16	0	9	2	1	5	5	0	0	0	0	7	85
09:00 PM	0	49	11	3	6	2	0	0	13	0	0	0	0	4	88
09:15 PM	1	35	11	1	13	1	0	4	7	0	1	0	1	3	78
09:30 PM	2	31	15	1	5	1	0	3	9	0	3	0	0	8	78
09:45 PM	1	30	16	1	7	2	0	3	4	0	4	0	3	6	77
10:00 PM	2	23	16	1	6	3	0	1	8	0	2	0	0	9	71
10:15 PM	5	19	13	0	8	4	0	2	7	0	3	0	1	6	68
10:30 PM	1	31	6	0	7	2	0	2	6	0	3	0	0	6	64
10:45 PM	0	24	11	1	2	0	0	3	12	1	3	2	1	0	60
11:00 PM	0	23	8	0	3	1	0	2	4	0	1	3	0	4	49
11:15 PM	3	17	5	1	6	1	0	2	9	0	0	1	0	9	54
11:30 PM	4	15	5	2	2	3	0	1	8	0	2	1	0	8	51
11:45 PM	0	20	9	0	2	2	0	4	3	0	2	1	0	4	47
Day Total	172	5186	2228	238	1100	280	34	467	1096	69	57	22	61	471	11481
Percent	1.5%	45.2%	19.4%	2.1%	9.6%	2.4%	0.3%	4.1%	9.5%	0.6%	0.5%	0.2%	0.5%	4.1%	
ADT 11481															
AM Peak 15-min Vol	11:00 AM 8	10:45 AM 98	11:15 AM 50	9:45 AM 10	9:45 AM 23	11:15 AM 12	9:45 AM 3	10:00 AM 11	10:15 AM 28	10:45 AM 3	2:30 AM 2	2:45 AM 3	9:45 AM 4	11:15 AM 10	10:45 AM 225
PM Peak 15-min Vol	2:45 PM 6	4:15 PM 114	5:15 PM 59	3:00 PM 8	6:00 PM 32	12:45 PM 10	2:45 PM 6	12:45 PM 14	1:15 PM 30	5:45 PM 4	9:45 PM 4	11:00 PM 3	12:15 PM 3	4:15 PM 11	4:15 PM 231

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	4	17	6	1	4	1	0	4	4	0	0	2	1	1	45
12:15 AM	0	21	5	0	0	2	0	2	9	0	1	0	0	0	40
12:30 AM	1	14	3	0	0	0	1	1	4	0	2	1	1	1	29
12:45 AM	3	2	9	2	2	2	0	1	6	0	0	0	0	6	33
01:00 AM	0	13	1	0	2	1	0	3	6	0	1	0	0	1	28
01:15 AM	0	10	4	1	3	0	0	2	4	0	1	0	0	0	25
01:30 AM	0	7	4	0	1	2	0	1	13	0	1	0	0	5	34
01:45 AM	0	10	5	1	1	0	0	0	6	0	0	2	0	3	28
02:00 AM	0	11	2	1	1	0	0	0	10	0	0	1	1	1	28
02:15 AM	1	12	5	3	2	1	0	1	5	0	2	0	0	5	37
02:30 AM	0	7	5	2	1	1	0	2	8	0	0	0	0	3	29
02:45 AM	1	12	1	0	0	1	0	4	5	0	0	1	0	2	27
03:00 AM	0	6	1	0	1	0	0	2	7	0	1	0	0	0	18
03:15 AM	1	10	3	1	4	0	0	4	8	0	0	1	0	2	34
03:30 AM	0	8	3	1	3	0	0	2	5	0	0	0	0	3	25
03:45 AM	3	11	2	0	5	3	0	1	7	1	0	1	0	3	37
04:00 AM	0	8	2	1	2	2	0	1	9	0	0	0	0	5	30
04:15 AM	1	10	6	2	5	2	0	1	9	0	0	0	1	2	39
04:30 AM	1	16	9	2	7	2	0	4	5	0	0	0	0	8	54
04:45 AM	2	24	7	5	6	2	0	4	3	0	0	0	1	7	61
05:00 AM	1	17	11	4	14	2	0	5	8	0	0	2	0	7	71
05:15 AM	2	37	10	2	6	2	0	1	8	2	0	0	0	5	75
05:30 AM	2	43	11	4	12	3	0	3	13	0	0	0	0	7	98
05:45 AM	0	58	29	1	18	0	0	2	16	0	0	2	2	7	135
Day Total Percent															
ADT 13328															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	45	17	0	17	4	0	3	11	0	0	2	1	10	110
06:15 AM	4	56	26	1	23	5	0	8	16	0	0	1	0	14	154
06:30 AM	2	82	39	7	18	4	0	6	7	0	0	0	1	12	178
06:45 AM	2	92	30	5	16	1	0	11	17	0	1	1	1	14	191
07:00 AM	1	102	51	3	23	2	0	14	13	5	0	1	1	10	226
07:15 AM	5	104	34	3	26	4	0	11	9	1	0	0	1	16	214
07:30 AM	4	102	37	4	21	2	1	12	9	5	0	0	0	25	222
07:45 AM	1	107	31	4	26	2	1	14	17	2	1	0	2	22	230
08:00 AM	1	94	32	7	31	5	0	9	11	1	0	0	0	13	204
08:15 AM	4	79	34	6	18	2	2	11	10	1	0	0	1	9	177
08:30 AM	5	83	39	7	25	5	0	7	15	1	1	0	0	15	203
08:45 AM	2	89	37	4	20	5	2	7	16	0	0	0	0	12	194
09:00 AM	1	71	36	7	17	4	0	6	14	1	0	1	3	8	169
09:15 AM	4	61	36	8	27	9	0	8	14	1	0	0	1	7	176
09:30 AM	11	52	34	2	10	6	0	5	13	2	0	0	1	12	148
09:45 AM	0	79	27	2	19	2	1	9	15	2	0	0	1	3	160
10:00 AM	1	73	33	4	23	6	1	5	16	1	0	0	0	3	166
10:15 AM	2	89	39	6	18	5	2	11	22	2	0	0	0	8	204
10:30 AM	1	97	36	5	23	2	0	7	27	3	1	1	0	4	207
10:45 AM	1	91	38	5	20	4	1	19	24	0	0	2	2	6	213
11:00 AM	1	91	41	4	17	2	1	9	22	2	1	0	2	6	199
11:15 AM	1	87	38	8	23	2	2	11	22	1	1	0	4	6	206
11:30 AM	4	79	37	2	16	3	2	10	19	4	1	0	0	5	182
11:45 AM	2	104	38	7	13	3	0	8	31	5	0	3	0	4	218
Day Total															
Percent															
ADT	13328														
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	93	41	9	30	7	0	8	24	0	0	0	1	5	221
12:15 PM	2	102	48	10	18	4	1	12	19	2	1	0	1	6	226
12:30 PM	2	97	42	6	17	4	0	9	24	4	0	1	0	6	212
12:45 PM	3	83	40	6	22	7	2	8	15	2	1	0	0	9	198
01:00 PM	7	88	38	5	23	2	0	11	16	0	0	0	0	10	200
01:15 PM	2	86	35	5	16	6	0	10	18	0	0	0	3	5	186
01:30 PM	1	95	56	9	16	5	0	10	22	0	1	1	2	7	225
01:45 PM	6	116	42	2	22	6	1	11	19	2	0	0	3	3	233
02:00 PM	4	85	43	9	18	6	1	11	16	3	0	0	6	6	208
02:15 PM	4	93	46	6	24	2	1	2	22	2	0	1	0	5	208
02:30 PM	3	100	47	6	12	3	0	11	18	0	1	1	3	7	212
02:45 PM	2	107	41	4	15	4	3	12	19	2	2	0	0	7	218
03:00 PM	6	98	47	5	25	3	1	7	21	2	2	0	0	6	223
03:15 PM	3	107	57	15	25	4	0	12	15	0	0	0	3	15	256
03:30 PM	4	109	44	5	17	4	1	9	14	5	4	1	3	4	224
03:45 PM	3	115	54	3	23	4	0	8	24	2	1	0	1	7	245
04:00 PM	6	107	54	2	15	3	0	7	13	2	1	0	2	12	224
04:15 PM	4	81	42	7	17	6	0	5	13	3	0	1	2	14	195
04:30 PM	1	99	55	7	17	5	0	16	11	4	0	0	2	19	236
04:45 PM	4	91	43	7	26	7	1	5	12	1	0	0	2	16	215
05:00 PM	6	116	52	6	27	2	0	10	18	1	0	0	3	14	255
05:15 PM	3	93	45	1	25	5	0	10	11	3	2	0	0	7	205
05:30 PM	4	105	28	3	28	2	1	5	9	0	0	0	2	9	196
05:45 PM	4	89	43	5	18	3	0	8	6	3	0	1	2	11	193
Day Total															
Percent															
ADT															
13328															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	84	23	4	15	2	1	12	11	2	0	0	1	4	159
06:15 PM	4	98	45	1	21	3	0	6	8	1	0	1	2	7	197
06:30 PM	2	92	32	1	17	4	0	5	14	1	0	1	1	4	174
06:45 PM	0	51	24	3	18	0	1	6	11	0	0	0	0	2	116
07:00 PM	4	76	29	0	14	3	0	6	9	1	0	0	1	2	145
07:15 PM	4	60	29	4	11	3	0	1	7	1	0	0	0	8	128
07:30 PM	1	54	25	3	14	3	0	2	10	1	1	0	2	4	120
07:45 PM	2	64	29	2	11	0	0	5	9	0	1	0	1	2	126
08:00 PM	2	63	30	3	9	1	0	2	5	1	1	0	0	11	128
08:15 PM	0	53	25	0	7	0	0	0	9	0	0	0	0	2	96
08:30 PM	1	57	21	1	11	2	0	6	5	1	0	1	0	3	109
08:45 PM	1	38	24	1	8	1	0	3	11	1	1	0	0	4	93
09:00 PM	2	40	21	3	13	3	0	4	7	0	1	0	0	4	98
09:15 PM	2	40	17	1	6	4	1	1	7	1	1	0	2	8	91
09:30 PM	1	48	19	0	13	2	0	5	7	1	3	0	1	9	109
09:45 PM	1	33	18	0	8	2	0	2	6	0	0	0	0	1	71
10:00 PM	2	42	12	3	5	2	0	6	2	0	3	1	0	7	85
10:15 PM	0	39	12	0	15	2	0	2	3	0	2	0	0	8	83
10:30 PM	3	43	18	1	5	3	0	3	6	0	4	0	0	4	90
10:45 PM	1	28	14	3	9	2	0	1	12	0	4	1	0	3	78
11:00 PM	0	21	7	1	6	0	0	2	6	0	2	1	0	6	52
11:15 PM	0	28	9	1	4	1	0	2	6	1	1	1	0	6	60
11:30 PM	0	27	6	3	1	0	0	0	0	0	1	0	0	2	40
11:45 PM	1	24	8	2	6	1	0	2	6	1	0	0	0	4	55
Day Total	204	5951	2564	329	1333	266	33	573	1144	100	58	39	81	653	13328
Percent	1.5%	44.7%	19.2%	2.5%	10%	2%	0.2%	4.3%	8.6%	0.8%	0.4%	0.3%	0.6%	4.9%	
ADT 13328															
AM Peak 15-min Vol	9:30 AM 11	7:45 AM 107	7:00 AM 51	9:15 AM 8	8:00 AM 31	9:15 AM 9	8:15 AM 2	10:45 AM 19	11:45 AM 31	7:00 AM 5	12:30 AM 2	11:45 AM 3	11:15 AM 4	7:30 AM 25	7:45 AM 230
PM Peak 15-min Vol	1:00 PM 7	1:45 PM 116	3:15 PM 57	3:15 PM 15	12:00 PM 30	12:00 PM 7	2:45 PM 3	4:30 PM 16	12:00 PM 24	3:30 PM 5	3:30 PM 4	12:30 PM 1	2:00 PM 6	4:30 PM 19	3:15 PM 256

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	29	8	0	5	0	0	2	8	0	2	1	0	3	58
12:15 AM	0	18	8	2	5	3	0	1	3	0	1	0	0	3	44
12:30 AM	0	20	7	1	3	2	0	1	10	1	0	0	0	7	52
12:45 AM	0	10	10	1	7	0	0	1	8	0	0	0	0	3	40
01:00 AM	0	15	2	0	4	0	0	1	2	0	1	0	0	0	25
01:15 AM	1	15	2	1	0	1	0	2	4	0	0	0	0	1	27
01:30 AM	0	6	5	0	0	1	0	0	3	0	0	0	0	1	16
01:45 AM	0	10	1	0	3	0	0	1	6	0	0	1	0	2	24
02:00 AM	0	17	4	1	3	0	0	0	7	0	1	2	0	1	36
02:15 AM	0	13	4	3	10	0	0	1	9	0	1	0	0	6	47
02:30 AM	1	13	4	0	0	1	0	4	11	0	0	0	0	1	35
02:45 AM	0	10	0	0	4	2	0	2	6	0	2	0	0	4	30
03:00 AM	0	9	2	0	1	1	0	2	9	0	1	0	0	1	26
03:15 AM	1	12	3	2	1	2	0	2	8	0	0	0	0	4	35
03:30 AM	2	14	1	1	3	2	0	3	2	0	1	0	0	3	32
03:45 AM	0	16	5	1	3	0	0	4	9	1	1	0	0	2	42
04:00 AM	1	9	6	0	4	3	0	1	9	0	1	0	0	3	37
04:15 AM	0	18	6	0	4	3	0	3	6	0	1	0	0	3	44
04:30 AM	0	16	8	1	6	1	0	4	9	0	0	1	0	4	50
04:45 AM	2	12	9	4	9	3	0	4	4	1	0	0	0	7	55
05:00 AM	3	21	17	1	8	1	0	4	12	1	1	0	0	7	76
05:15 AM	4	29	15	2	13	4	0	1	8	0	0	1	0	7	84
05:30 AM	5	49	23	4	12	4	0	4	11	0	0	0	0	10	122
05:45 AM	2	49	30	1	20	4	0	3	9	0	0	0	1	8	127
Day Total															
Percent															
ADT															
15867															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

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Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

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CITY/STATE: Marion, FL

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	5	52	20	0	10	5	0	4	10	2	0	1	0	5	114
06:15 AM	1	53	34	2	25	1	0	5	5	1	0	2	0	9	138
06:30 AM	1	58	32	5	16	5	1	3	8	2	0	0	2	18	151
06:45 AM	3	77	36	12	37	5	1	13	11	2	0	0	0	22	219
07:00 AM	3	92	32	0	26	5	0	8	10	3	1	0	0	9	189
07:15 AM	3	96	45	6	20	6	0	8	11	2	1	0	2	17	217
07:30 AM	3	123	38	5	27	2	3	6	7	2	0	0	0	19	235
07:45 AM	3	111	51	3	32	6	0	9	12	2	1	0	1	8	239
08:00 AM	1	98	41	8	19	6	0	9	11	0	1	0	2	15	211
08:15 AM	1	99	47	5	24	5	0	10	5	1	1	0	0	7	205
08:30 AM	3	72	46	6	14	1	1	8	7	1	1	0	0	15	175
08:45 AM	6	91	50	3	28	5	0	9	16	1	1	1	1	5	217
09:00 AM	1	88	37	3	20	3	0	10	14	3	0	0	0	6	185
09:15 AM	2	94	56	2	22	5	0	7	12	0	2	1	0	5	208
09:30 AM	0	80	42	5	16	5	2	10	11	6	0	0	1	6	184
09:45 AM	3	94	32	6	16	3	0	10	13	0	1	0	0	6	184
10:00 AM	2	95	47	6	23	6	1	9	20	2	0	0	1	5	217
10:15 AM	2	106	42	3	23	1	0	9	21	3	0	0	3	3	216
10:30 AM	2	91	41	4	26	8	1	7	23	2	0	0	2	5	212
10:45 AM	4	107	56	8	14	7	2	12	18	1	1	0	2	8	240
11:00 AM	3	94	44	7	22	2	1	13	15	2	2	1	3	5	214
11:15 AM	1	142	45	3	20	1	0	13	21	3	2	0	4	3	258
11:30 AM	5	104	46	1	25	3	4	10	31	1	2	1	2	8	243
11:45 AM	1	112	38	3	22	7	0	14	17	1	0	0	2	4	221
Day Total															
Percent															
ADT															
15867															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

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LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

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CITY/STATE: Marion, FL

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	96	32	5	22	9	2	5	13	4	1	1	3	7	203
12:15 PM	4	127	63	7	22	0	0	7	19	1	0	0	1	9	260
12:30 PM	8	133	63	2	17	6	2	13	13	2	0	0	3	5	267
12:45 PM	0	88	62	1	19	7	0	10	21	0	0	1	1	9	219
01:00 PM	4	110	67	5	26	10	1	9	26	5	1	0	0	16	280
01:15 PM	2	121	44	3	25	1	1	7	18	3	0	0	1	5	231
01:30 PM	1	121	61	1	37	2	1	14	16	3	0	0	2	6	265
01:45 PM	4	107	58	2	27	5	0	17	12	3	0	0	1	11	247
02:00 PM	0	105	46	5	19	4	0	12	16	2	0	1	0	10	220
02:15 PM	2	115	61	4	26	6	2	7	14	0	1	1	2	13	254
02:30 PM	3	108	64	6	34	4	0	10	16	3	2	1	3	10	264
02:45 PM	5	111	56	4	31	5	2	12	17	2	2	0	1	13	261
03:00 PM	2	140	60	5	26	4	1	18	7	2	1	0	2	11	279
03:15 PM	5	120	64	7	17	4	0	13	11	2	3	2	2	10	260
03:30 PM	2	124	80	5	17	2	1	12	16	1	1	0	6	5	272
03:45 PM	5	145	65	6	14	5	0	13	12	2	1	0	5	8	281
04:00 PM	3	155	57	4	20	6	0	3	8	1	0	0	1	7	265
04:15 PM	4	131	51	1	16	2	1	14	11	0	0	0	4	8	243
04:30 PM	4	150	62	3	43	3	1	4	13	2	0	1	1	9	296
04:45 PM	3	161	63	2	15	2	0	19	17	2	0	0	0	10	294
05:00 PM	3	162	37	4	31	6	2	9	8	2	0	1	1	7	273
05:15 PM	4	159	58	7	16	0	0	9	9	2	1	1	1	11	278
05:30 PM	2	176	62	0	17	2	0	13	11	3	1	0	1	9	297
05:45 PM	2	165	53	1	12	2	0	10	10	0	0	0	1	5	261
Day Total															
Percent															
ADT															
15867															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	5	149	49	2	18	0	0	6	9	1	0	0	0	5	244
06:15 PM	3	152	52	2	20	1	0	9	8	2	2	0	1	6	258
06:30 PM	0	115	42	2	13	3	0	10	12	0	1	0	1	3	202
06:45 PM	1	107	51	4	16	2	0	8	6	1	0	0	1	3	200
07:00 PM	0	86	38	1	27	1	0	9	3	1	0	0	0	8	174
07:15 PM	0	108	37	1	10	1	1	5	7	0	0	0	0	1	171
07:30 PM	3	92	45	1	17	3	0	3	4	1	0	0	0	8	177
07:45 PM	2	108	35	2	19	2	0	6	6	0	0	1	1	5	187
08:00 PM	0	97	35	2	8	2	0	4	9	0	0	1	0	6	164
08:15 PM	0	112	27	5	16	1	1	1	5	0	2	0	2	4	176
08:30 PM	0	105	28	2	15	1	0	3	7	0	1	0	0	2	164
08:45 PM	1	69	29	2	15	2	0	5	3	0	3	0	0	1	130
09:00 PM	2	111	20	1	11	1	0	4	7	0	1	0	0	2	160
09:15 PM	1	68	38	0	22	0	0	4	10	0	2	0	1	3	149
09:30 PM	3	53	35	2	15	1	0	5	3	0	1	0	0	8	126
09:45 PM	2	60	33	3	14	3	0	3	7	0	0	0	0	6	131
10:00 PM	0	58	37	1	5	1	0	3	8	0	1	1	1	1	117
10:15 PM	1	67	18	1	4	0	0	1	8	0	1	0	0	2	103
10:30 PM	1	66	9	0	6	0	0	2	3	0	3	1	0	2	93
10:45 PM	2	44	22	2	5	1	0	0	8	2	3	1	0	2	92
11:00 PM	1	70	17	2	7	2	0	3	4	0	3	0	1	2	112
11:15 PM	4	34	12	0	6	1	0	4	7	1	1	0	0	4	74
11:30 PM	1	36	4	1	6	1	0	2	3	0	1	1	0	3	59
11:45 PM	0	53	13	0	3	1	0	0	3	0	0	0	0	5	78
Day Total	189	7809	3293	261	1502	269	36	627	986	103	72	29	81	610	15867
Percent	1.2%	49.2%	20.8%	1.6%	9.5%	1.7%	0.2%	4%	6.2%	0.6%	0.5%	0.2%	0.5%	3.8%	
ADT 15867															
AM Peak 15-min Vol	8:45 AM 6	11:15 AM 142	9:15 AM 56	6:45 AM 12	6:45 AM 37	10:30 AM 8	11:30 AM 4	11:45 AM 14	11:30 AM 31	9:30 AM 6	12:00 AM 2	2:00 AM 2	11:15 AM 4	6:45 AM 22	11:15 AM 258
PM Peak 15-min Vol	12:30 PM 8	5:30 PM 176	3:30 PM 80	12:15 PM 7	4:30 PM 43	1:00 PM 10	12:00 PM 2	4:45 PM 19	1:00 PM 26	1:00 PM 5	3:15 PM 3	3:15 PM 2	3:30 PM 6	1:00 PM 16	5:30 PM 297

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	25	13	0	1	0	0	2	6	0	0	1	0	2	51
12:15 AM	2	39	20	2	4	1	0	1	4	0	1	0	0	1	75
12:30 AM	0	21	10	0	2	1	0	3	7	0	1	0	0	1	46
12:45 AM	1	14	8	0	2	3	0	4	4	0	0	0	0	3	39
01:00 AM	0	24	5	0	1	1	0	3	2	0	1	0	0	2	39
01:15 AM	1	15	8	0	2	2	0	0	5	0	0	0	0	1	34
01:30 AM	0	28	7	2	2	0	0	2	5	0	2	0	0	1	49
01:45 AM	0	22	11	3	1	1	0	2	7	0	0	1	0	2	50
02:00 AM	0	23	9	1	1	1	0	0	2	0	1	0	0	1	39
02:15 AM	1	16	6	0	4	0	1	0	6	0	0	0	0	2	36
02:30 AM	1	25	9	1	3	1	0	2	8	0	0	0	0	2	52
02:45 AM	0	21	6	1	1	1	0	0	4	0	1	0	0	0	35
03:00 AM	0	12	5	0	3	0	0	0	7	0	1	0	0	1	29
03:15 AM	0	17	7	0	2	0	0	2	6	0	1	0	0	2	37
03:30 AM	0	23	8	1	0	0	0	1	5	0	0	2	0	0	40
03:45 AM	1	20	9	1	1	2	0	1	7	0	0	0	0	1	43
04:00 AM	2	27	10	0	4	1	0	2	3	0	0	1	0	3	53
04:15 AM	1	18	5	1	0	3	0	1	5	1	0	0	0	3	38
04:30 AM	2	31	8	0	4	3	0	1	1	0	0	0	0	3	53
04:45 AM	2	33	9	2	5	1	0	3	6	0	0	1	0	4	66
05:00 AM	1	35	18	2	4	3	0	2	8	0	1	0	0	2	76
05:15 AM	0	35	18	0	8	2	0	4	6	0	0	0	0	4	77
05:30 AM	0	48	18	0	6	1	0	4	6	0	0	1	0	1	85
05:45 AM	2	76	16	0	4	5	0	2	11	1	0	0	0	2	119
Day Total															
Percent															
ADT															
15329															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	3	63	19	0	10	2	0	1	4	0	1	0	0	3	106
06:15 AM	3	81	22	2	8	2	0	6	2	0	0	0	0	4	130
06:30 AM	1	96	31	2	5	1	0	2	6	0	0	0	1	1	146
06:45 AM	0	111	24	2	4	2	1	6	7	0	0	0	0	2	159
07:00 AM	0	86	26	2	8	4	1	5	5	2	0	0	1	3	143
07:15 AM	2	86	43	2	9	3	0	5	2	0	0	1	0	3	156
07:30 AM	3	114	56	1	11	1	0	5	1	0	2	1	0	3	198
07:45 AM	1	115	31	1	7	0	0	6	7	0	1	1	0	4	174
08:00 AM	1	118	49	1	15	4	0	2	6	0	1	0	0	7	204
08:15 AM	4	132	55	2	13	1	1	6	7	0	0	0	0	2	223
08:30 AM	1	134	45	3	18	3	0	6	8	1	1	1	1	3	225
08:45 AM	3	104	44	4	13	1	0	9	7	1	0	0	1	7	194
09:00 AM	1	121	39	1	15	5	0	4	7	1	1	0	1	7	203
09:15 AM	0	136	42	4	14	2	1	9	9	1	0	0	2	5	225
09:30 AM	1	158	43	2	23	0	0	12	6	0	1	0	2	2	250
09:45 AM	2	167	40	3	23	1	0	11	10	0	1	1	0	6	265
10:00 AM	3	176	55	3	13	2	1	9	5	2	0	1	1	2	273
10:15 AM	3	157	66	2	29	2	1	14	13	0	0	0	0	4	291
10:30 AM	2	177	67	3	28	1	0	7	4	3	2	0	3	10	307
10:45 AM	3	181	61	2	18	2	0	12	6	1	0	0	2	7	295
11:00 AM	4	177	42	3	17	1	1	10	10	2	0	0	0	7	274
11:15 AM	3	194	62	2	19	0	0	10	7	0	0	0	0	2	299
11:30 AM	12	203	65	5	19	5	0	6	7	1	2	0	1	10	336
11:45 AM	5	165	43	1	16	3	0	7	10	2	0	0	0	5	257
Day Total															
Percent															
ADT															
15329															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	2	156	69	1	13	4	0	6	13	2	0	0	1	9	276
12:15 PM	3	186	64	2	18	2	1	10	11	0	1	0	1	6	305
12:30 PM	9	172	60	6	24	1	0	7	10	4	2	1	1	11	308
12:45 PM	2	157	58	1	16	3	1	3	5	4	0	0	0	14	264
01:00 PM	3	188	56	2	24	1	0	10	4	0	2	1	1	5	297
01:15 PM	3	178	69	5	10	2	0	12	8	1	0	0	0	3	291
01:30 PM	3	162	47	7	16	4	1	7	15	1	1	0	1	6	271
01:45 PM	1	151	42	3	16	1	0	7	10	1	0	0	1	6	239
02:00 PM	6	176	60	3	20	3	1	6	9	2	0	0	1	2	289
02:15 PM	4	167	55	2	17	2	0	7	4	1	0	0	2	8	269
02:30 PM	6	151	54	5	17	4	0	10	8	0	0	0	0	6	261
02:45 PM	4	160	57	5	13	1	1	12	6	2	0	1	1	7	270
03:00 PM	3	182	39	2	23	6	1	7	9	0	0	0	1	4	277
03:15 PM	5	176	73	1	16	4	0	5	10	0	0	0	1	4	295
03:30 PM	3	132	48	4	11	2	0	12	7	3	1	1	2	4	230
03:45 PM	2	136	69	3	30	2	0	12	2	1	0	0	1	5	263
04:00 PM	3	158	50	1	28	1	0	12	4	0	0	0	0	6	263
04:15 PM	2	125	45	1	17	2	0	11	5	1	0	0	0	6	215
04:30 PM	1	147	51	1	16	0	0	9	6	0	1	0	1	7	240
04:45 PM	0	130	41	4	24	0	0	6	6	0	0	2	1	5	219
05:00 PM	1	133	53	5	12	0	1	9	5	0	0	0	1	2	222
05:15 PM	1	108	43	4	10	2	0	6	9	2	0	0	0	6	191
05:30 PM	0	127	40	1	9	2	0	15	4	2	1	0	0	4	205
05:45 PM	1	137	42	3	14	1	0	5	7	1	0	0	1	5	217
Day Total															
Percent															
ADT															
15329															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	88	29	1	15	1	1	15	3	0	0	0	0	3	157
06:15 PM	2	107	34	0	11	1	0	4	4	2	0	1	1	4	171
06:30 PM	2	98	52	1	19	1	0	1	6	0	0	0	1	7	188
06:45 PM	3	115	38	2	12	0	0	4	5	0	0	0	0	2	181
07:00 PM	0	78	40	3	13	0	0	0	2	1	1	0	0	1	139
07:15 PM	1	74	24	1	8	1	0	4	7	2	0	0	0	0	122
07:30 PM	0	68	22	0	10	1	0	3	1	0	0	0	0	1	106
07:45 PM	0	74	24	0	8	0	0	3	4	0	0	0	0	1	114
08:00 PM	0	80	27	1	5	0	0	1	3	0	0	0	1	1	119
08:15 PM	2	73	25	0	8	0	0	3	5	0	0	0	0	3	119
08:30 PM	0	54	17	1	13	0	0	5	2	0	0	0	0	0	92
08:45 PM	0	80	21	1	8	2	0	4	3	1	0	0	0	1	121
09:00 PM	1	72	18	0	10	0	0	2	4	0	0	0	0	0	107
09:15 PM	0	47	21	2	5	1	0	3	3	0	0	0	0	2	84
09:30 PM	0	48	18	2	5	0	0	2	3	0	0	0	0	0	78
09:45 PM	0	50	23	0	6	0	1	4	4	0	0	0	0	3	91
10:00 PM	0	60	12	0	4	0	0	1	2	0	0	0	1	1	81
10:15 PM	1	57	19	0	1	1	0	0	5	0	0	0	0	0	84
10:30 PM	1	46	18	0	10	0	0	1	2	0	0	0	0	1	79
10:45 PM	0	42	14	1	0	0	0	1	5	0	0	0	0	0	63
11:00 PM	0	49	13	1	2	1	0	1	3	0	1	0	0	1	72
11:15 PM	0	44	10	0	8	0	0	2	3	0	1	0	0	3	71
11:30 PM	2	33	14	1	2	0	0	0	4	1	0	0	0	1	58
11:45 PM	1	41	12	0	3	1	0	0	2	0	0	0	0	1	61
Day Total	164	9173	3143	160	1020	142	17	482	549	54	35	20	39	331	15329
Percent	1.1%	59.8%	20.5%	1%	6.7%	0.9%	0.1%	3.1%	3.6%	0.4%	0.2%	0.1%	0.3%	2.2%	
ADT 15329															
AM Peak 15-min Vol	11:30 AM 12	11:30 AM 203	10:30 AM 67	11:30 AM 5	10:15 AM 29	5:45 AM 5	2:15 AM 1	10:15 AM 14	10:15 AM 13	10:30 AM 3	1:30 AM 2	3:30 AM 2	10:30 AM 3	10:30 AM 10	11:30 AM 336
PM Peak 15-min Vol	12:30 PM 9	1:00 PM 188	3:15 PM 73	1:30 PM 7	3:45 PM 30	3:00 PM 6	12:15 PM 1	5:30 PM 15	1:30 PM 15	12:30 PM 4	12:30 PM 2	4:45 PM 2	2:15 PM 2	12:45 PM 14	12:30 PM 308

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	23	9	0	1	0	0	2	2	0	0	1	0	0	38
12:15 AM	0	28	4	0	3	1	0	1	1	0	0	0	0	0	38
12:30 AM	1	26	6	1	4	1	0	2	0	0	0	0	0	2	43
12:45 AM	0	31	8	0	5	0	0	1	6	0	0	0	0	1	52
01:00 AM	1	17	11	2	2	0	0	0	0	0	0	0	0	0	33
01:15 AM	0	27	4	0	4	0	0	0	2	0	0	0	0	0	37
01:30 AM	0	23	4	1	2	0	0	2	0	0	0	0	0	0	32
01:45 AM	0	14	6	0	2	1	0	0	1	0	0	0	0	1	25
02:00 AM	0	15	6	0	3	0	0	1	4	0	0	0	0	1	30
02:15 AM	0	18	2	0	0	1	0	0	3	0	0	0	0	1	25
02:30 AM	0	22	7	1	0	1	0	0	2	0	0	0	0	1	34
02:45 AM	0	9	6	0	0	0	0	1	1	0	0	0	0	0	17
03:00 AM	0	16	7	0	0	0	0	0	3	0	0	0	0	0	26
03:15 AM	0	6	7	0	0	0	0	1	1	0	0	0	0	0	15
03:30 AM	0	12	7	1	3	1	0	0	2	0	0	0	0	2	28
03:45 AM	0	18	4	0	2	0	0	0	1	0	0	1	0	0	26
04:00 AM	0	14	5	0	2	0	0	0	2	0	0	0	0	0	23
04:15 AM	0	10	8	0	1	0	0	2	3	0	0	0	0	0	24
04:30 AM	0	25	5	0	3	0	0	0	1	0	0	0	0	2	36
04:45 AM	1	16	7	2	2	0	0	0	3	1	0	0	0	2	34
05:00 AM	0	19	8	0	5	0	0	2	3	0	0	0	0	3	40
05:15 AM	1	30	13	0	3	1	0	1	1	0	0	0	0	0	50
05:30 AM	0	36	8	0	7	0	0	1	2	0	0	0	0	0	54
05:45 AM	0	32	11	0	4	0	0	1	2	0	0	0	0	0	50
Day Total															
Percent															
ADT 12030															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

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CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	65	16	0	9	0	0	0	0	0	0	0	0	2	92
06:15 AM	1	49	14	0	5	2	0	4	2	0	0	0	0	2	79
06:30 AM	1	77	15	1	1	1	0	0	1	0	0	0	0	1	98
06:45 AM	1	57	14	0	8	1	0	0	2	0	1	0	0	3	87
07:00 AM	0	70	15	0	2	0	0	2	7	0	0	0	0	2	98
07:15 AM	0	66	19	1	6	1	0	0	2	0	0	1	0	2	98
07:30 AM	0	61	22	1	4	0	0	1	6	0	0	0	0	1	96
07:45 AM	0	60	20	1	6	1	0	3	3	1	0	0	1	3	99
08:00 AM	0	66	26	0	7	1	0	2	1	0	0	0	1	2	106
08:15 AM	1	79	34	0	11	0	0	3	5	1	1	0	0	6	141
08:30 AM	0	102	26	2	9	2	0	2	4	1	1	0	0	1	150
08:45 AM	2	97	32	2	11	2	0	5	3	1	0	0	0	7	162
09:00 AM	2	92	29	3	8	2	0	2	7	1	0	0	1	1	148
09:15 AM	3	107	31	2	10	4	0	6	3	0	0	0	0	1	167
09:30 AM	1	93	37	0	11	1	0	2	4	0	0	1	0	2	152
09:45 AM	0	100	24	0	14	2	0	7	7	0	0	0	0	2	156
10:00 AM	2	112	30	0	11	2	0	3	1	0	0	0	0	1	162
10:15 AM	0	130	47	3	16	2	0	4	6	0	0	0	1	1	210
10:30 AM	3	155	56	1	14	1	0	7	2	0	0	1	0	5	245
10:45 AM	3	163	57	5	22	4	0	3	7	2	1	0	0	6	273
11:00 AM	2	136	63	4	27	2	0	3	7	0	0	0	1	3	248
11:15 AM	2	165	43	1	11	2	0	5	7	2	0	0	0	3	241
11:30 AM	1	147	54	2	7	5	0	3	4	1	1	0	2	4	231
11:45 AM	0	145	50	1	11	2	0	5	8	2	0	0	0	5	229
Day Total															
Percent															
ADT 12030															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

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12:00 PM	1	140	40	0	18	3	0	4	4	1	0	0	0	1	212
12:15 PM	0	136	45	0	10	3	0	4	3	0	1	0	0	7	209
12:30 PM	0	120	43	0	11	3	0	6	2	1	0	0	1	5	192
12:45 PM	3	124	43	3	16	2	0	11	9	3	0	0	0	6	220
01:00 PM	0	151	34	1	15	0	0	4	7	0	1	0	1	1	215
01:15 PM	1	127	41	3	13	1	0	5	8	1	0	0	0	4	204
01:30 PM	2	150	48	0	10	2	0	5	6	0	0	0	2	7	232
01:45 PM	2	185	53	2	11	1	1	5	4	1	0	0	0	5	270
02:00 PM	3	140	49	0	20	3	0	5	6	0	1	0	1	6	234
02:15 PM	1	138	54	3	13	3	1	5	0	0	0	0	1	7	226
02:30 PM	2	130	43	4	15	4	0	12	10	2	2	0	0	7	231
02:45 PM	0	138	38	3	15	0	0	3	4	3	0	0	1	6	211
03:00 PM	3	149	45	3	10	2	0	5	9	1	0	1	0	0	228
03:15 PM	2	109	46	4	15	2	1	3	6	1	0	1	1	1	192
03:30 PM	0	123	38	1	13	1	0	4	3	1	0	0	1	5	190
03:45 PM	2	111	42	0	14	0	0	7	10	0	0	0	1	0	187
04:00 PM	2	137	46	4	17	1	0	4	4	0	0	0	0	5	220
04:15 PM	2	117	40	3	14	4	0	4	2	1	0	0	3	13	203
04:30 PM	0	102	38	0	14	1	0	0	3	2	0	0	0	6	166
04:45 PM	1	102	59	1	22	2	0	10	5	0	0	0	1	6	209
05:00 PM	1	111	35	2	7	2	0	4	3	2	0	0	1	7	175
05:15 PM	1	140	43	2	6	1	1	5	4	1	0	0	0	6	210
05:30 PM	1	118	33	1	6	2	1	2	8	1	0	0	0	3	176
05:45 PM	2	121	31	1	12	5	0	2	5	0	0	0	1	5	185
Day Total															
Percent															
ADT 12030															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: EB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

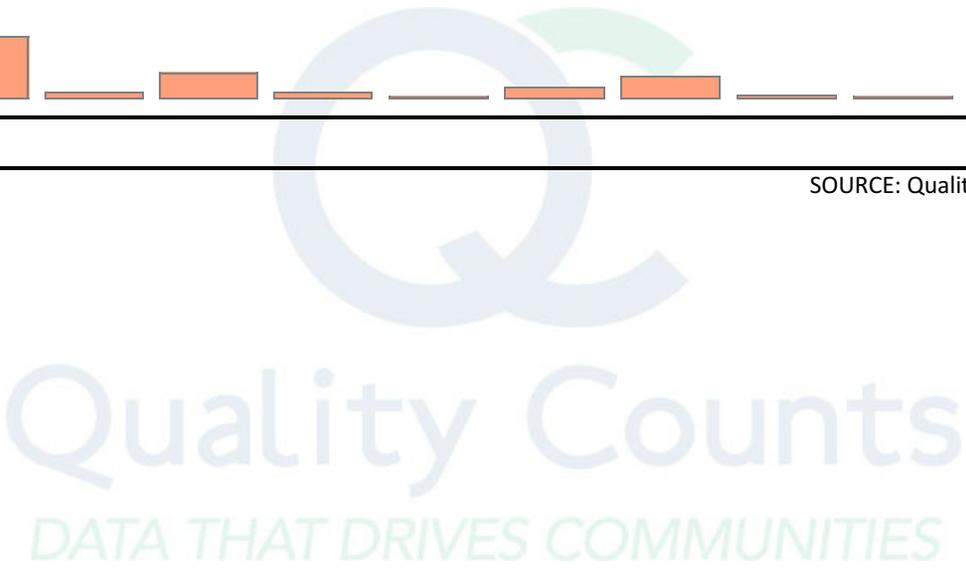
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	101	35	0	16	4	0	3	4	0	0	1	0	1	167
06:15 PM	0	105	29	0	11	2	0	8	2	2	0	0	2	3	164
06:30 PM	0	113	35	0	10	0	0	4	3	2	0	0	1	3	171
06:45 PM	0	114	21	0	12	3	0	3	4	0	0	0	1	3	161
07:00 PM	0	98	37	1	7	3	0	2	2	0	0	0	0	2	152
07:15 PM	3	94	38	2	1	0	0	1	3	0	0	0	1	3	146
07:30 PM	0	86	28	3	9	0	0	1	8	0	0	0	1	1	137
07:45 PM	0	92	21	0	7	0	0	1	6	0	0	1	0	1	129
08:00 PM	1	80	14	0	5	2	0	5	1	2	0	0	1	7	118
08:15 PM	0	87	22	1	6	0	0	4	6	0	0	1	1	3	131
08:30 PM	1	61	24	1	7	1	0	4	2	1	1	0	0	2	105
08:45 PM	0	81	17	0	8	0	0	2	9	0	0	0	0	5	122
09:00 PM	0	46	21	1	3	1	0	0	4	0	0	0	1	2	79
09:15 PM	1	61	18	1	5	0	0	0	5	0	0	0	0	3	94
09:30 PM	1	46	14	0	3	2	0	0	5	0	0	0	0	1	72
09:45 PM	0	40	16	0	5	3	0	0	6	0	0	0	0	2	72
10:00 PM	0	43	13	0	6	1	0	1	3	0	0	0	0	3	70
10:15 PM	0	30	15	1	3	0	0	1	5	0	0	1	1	0	57
10:30 PM	0	40	15	0	3	0	0	0	4	1	0	0	1	1	65
10:45 PM	0	41	11	0	8	1	0	0	3	0	0	0	0	1	65
11:00 PM	0	35	13	0	5	0	0	2	2	0	0	0	0	1	58
11:15 PM	1	21	11	1	1	2	0	1	2	0	0	0	1	0	41
11:30 PM	0	24	7	0	2	0	0	0	2	0	2	0	0	0	37
11:45 PM	0	23	5	1	5	1	0	0	6	0	0	0	0	1	42
Day Total	71	7562	2444	92	764	121	5	252	367	43	13	11	35	250	12030
Percent	0.6%	62.9%	20.3%	0.8%	6.4%	1%	0%	2.1%	3.1%	0.4%	0.1%	0.1%	0.3%	2.1%	
ADT 12030															
AM Peak 15-min Vol	9:15 AM 3	11:15 AM 165	11:00 AM 63	10:45 AM 5	11:00 AM 27	11:30 AM 5	12:00 AM 0	9:45 AM 7	11:45 AM 8	10:45 AM 2	6:45 AM 1	12:00 AM 1	11:30 AM 2	8:45 AM 7	10:45 AM 273
PM Peak 15-min Vol	12:45 PM 3	1:45 PM 185	4:45 PM 59	2:30 PM 4	4:45 PM 22	5:45 PM 5	1:45 PM 1	2:30 PM 12	2:30 PM 10	12:45 PM 3	2:30 PM 2	3:00 PM 1	4:15 PM 3	4:15 PM 13	1:45 PM 270

Comments:

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd **QC JOB #:** 15135865
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Marion, FL **DATE:** Dec 16 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1134	49046	18814	1545	7701	1715	171	3364	6540	520	361	209	456	3121	94697
Percent	1.2%	51.8%	19.9%	1.6%	8.1%	1.8%	0.2%	3.6%	6.9%	0.5%	0.4%	0.2%	0.5%	3.3%	
ADT 13528															

Comments:



Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	39	10	2	3	1	0	1	10	0	0	0	0	5	71
12:15 AM	1	38	10	0	1	2	0	0	7	2	0	0	0	3	64
12:30 AM	0	32	2	0	1	0	0	2	6	0	0	0	0	3	46
12:45 AM	1	25	11	1	0	0	0	3	7	0	0	0	0	2	50
01:00 AM	2	17	6	2	0	1	0	0	3	0	0	0	0	0	31
01:15 AM	1	20	8	1	5	0	0	0	5	0	0	0	0	2	42
01:30 AM	0	18	8	2	3	1	0	1	5	0	0	1	1	3	43
01:45 AM	1	18	7	0	1	0	0	1	4	2	0	0	1	5	40
02:00 AM	0	24	5	2	0	0	0	0	4	0	0	0	0	2	37
02:15 AM	1	22	11	0	1	2	0	0	4	0	0	0	0	2	43
02:30 AM	2	25	7	1	3	1	0	3	6	4	0	0	0	6	58
02:45 AM	1	20	6	1	2	1	0	1	4	0	0	0	0	3	39
03:00 AM	0	21	9	1	5	1	0	2	10	0	0	0	1	4	54
03:15 AM	0	20	4	0	1	0	0	0	2	0	0	0	0	1	28
03:30 AM	0	15	5	0	3	0	0	2	5	1	1	0	1	6	39
03:45 AM	2	20	2	0	8	0	0	0	7	5	0	0	0	11	55
04:00 AM	1	14	6	0	3	2	0	3	4	2	0	0	2	9	46
04:15 AM	0	18	6	1	2	0	0	1	4	4	0	0	1	7	44
04:30 AM	0	21	9	0	5	0	0	0	3	3	0	0	4	7	52
04:45 AM	0	23	15	2	3	1	1	5	5	4	0	0	4	17	80
05:00 AM	1	38	13	1	6	0	0	2	9	2	1	0	1	6	80
05:15 AM	1	30	10	1	2	1	0	3	2	0	0	0	1	7	58
05:30 AM	1	36	22	0	7	0	0	1	4	2	0	1	1	12	87
05:45 AM	0	34	23	2	9	2	0	4	6	3	0	0	3	12	98
Day Total															
Percent															
ADT															
11966															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	48	25	3	5	3	0	6	9	7	0	0	2	12	121
06:15 AM	3	48	20	2	10	2	0	8	10	5	0	0	1	14	123
06:30 AM	2	45	38	0	11	2	0	7	10	3	0	1	3	10	132
06:45 AM	1	58	32	1	8	1	2	4	8	3	0	0	3	12	133
07:00 AM	2	61	29	2	9	3	0	10	8	4	1	0	3	14	146
07:15 AM	0	74	29	0	7	2	2	8	8	2	2	0	2	20	156
07:30 AM	0	73	31	3	13	3	1	9	8	4	0	0	1	9	155
07:45 AM	1	70	37	2	18	4	4	7	15	3	1	1	0	19	182
08:00 AM	1	55	32	4	7	3	0	17	12	7	2	0	1	17	158
08:15 AM	1	81	36	0	13	2	0	13	19	3	0	1	2	21	192
08:30 AM	0	88	36	2	14	2	2	9	13	2	0	0	0	8	176
08:45 AM	2	79	38	2	13	4	0	6	14	3	0	0	0	9	170
09:00 AM	2	68	32	3	7	2	0	6	13	1	1	0	1	12	148
09:15 AM	3	85	30	2	15	6	0	13	15	2	0	0	3	10	184
09:30 AM	3	82	37	3	20	2	0	11	12	4	0	0	1	12	187
09:45 AM	4	97	37	5	12	6	2	10	14	3	1	0	2	9	202
10:00 AM	1	87	36	5	9	3	0	11	13	4	0	0	4	17	190
10:15 AM	4	76	33	8	11	5	0	15	12	4	0	1	1	22	192
10:30 AM	2	96	26	3	13	4	0	12	15	2	0	1	1	19	194
10:45 AM	8	104	41	5	11	3	0	15	12	4	0	1	5	15	224
11:00 AM	6	74	13	0	4	3	0	5	3	0	0	2	1	24	135
11:15 AM	3	29	9	2	3	2	0	3	2	1	0	0	0	31	85
11:30 AM	2	103	35	1	4	2	0	7	12	5	0	0	2	17	190
11:45 AM	1	94	32	1	13	3	2	20	12	3	0	0	3	13	197
Day Total															
Percent															
ADT															
11966															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	5	102	32	0	10	2	0	12	14	4	0	0	4	12	197
12:15 PM	0	109	41	1	7	5	1	10	8	3	0	0	0	18	203
12:30 PM	3	113	41	4	10	1	0	6	7	2	1	0	2	23	213
12:45 PM	5	42	12	3	5	3	0	7	5	1	0	0	0	34	117
01:00 PM	5	39	15	1	7	4	0	4	8	2	1	0	0	28	114
01:15 PM	10	84	32	4	16	9	0	7	4	2	1	0	0	28	197
01:30 PM	3	59	22	0	7	3	1	7	6	0	0	0	0	38	146
01:45 PM	2	120	26	1	12	2	1	19	6	1	0	0	4	17	211
02:00 PM	4	84	26	1	6	3	0	7	7	3	1	0	0	25	167
02:15 PM	2	25	10	1	4	2	0	6	3	2	0	1	1	35	92
02:30 PM	3	30	18	0	5	3	0	4	3	0	1	0	0	27	94
02:45 PM	1	22	7	0	1	0	0	2	2	0	0	0	0	30	65
03:00 PM	4	97	23	2	15	2	1	5	6	1	1	1	1	21	180
03:15 PM	5	89	35	2	6	3	1	9	6	2	0	1	4	21	184
03:30 PM	3	101	29	2	11	2	0	14	5	2	0	0	2	11	182
03:45 PM	1	84	25	1	7	1	0	12	6	3	0	0	0	9	149
04:00 PM	1	111	36	1	12	1	2	11	7	0	0	1	3	9	195
04:15 PM	0	75	36	4	15	4	0	6	13	0	0	0	1	3	157
04:30 PM	6	96	31	0	12	2	1	10	1	4	0	1	2	11	177
04:45 PM	1	86	29	1	8	1	0	10	12	1	0	1	2	7	159
05:00 PM	0	98	30	1	11	1	0	8	7	2	1	0	0	6	165
05:15 PM	1	82	19	2	7	2	0	10	10	2	0	1	0	12	148
05:30 PM	1	87	31	0	8	3	0	10	11	1	0	0	0	7	159
05:45 PM	2	95	21	0	11	2	0	14	9	2	0	0	1	5	162
Day Total															
Percent															
ADT															
11966															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 16 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	88	29	3	10	3	1	5	7	0	0	1	1	12	162
06:15 PM	0	90	35	0	9	1	0	10	10	4	0	0	2	8	169
06:30 PM	0	77	36	0	4	0	1	4	9	1	1	0	0	5	138
06:45 PM	0	79	26	1	7	1	0	4	12	1	0	0	1	5	137
07:00 PM	2	68	26	0	8	2	0	3	10	1	0	0	0	9	129
07:15 PM	2	79	22	2	8	4	0	3	17	1	3	0	1	5	147
07:30 PM	0	77	28	3	6	1	2	1	11	1	2	0	1	5	138
07:45 PM	1	87	20	0	7	2	0	8	7	1	0	0	0	9	142
08:00 PM	0	86	18	2	5	0	0	5	8	0	0	0	1	5	130
08:15 PM	1	88	32	0	6	1	0	5	7	2	0	0	0	7	149
08:30 PM	1	97	22	2	2	1	0	2	12	0	0	0	0	7	146
08:45 PM	0	80	22	2	8	0	1	6	9	3	0	0	2	6	139
09:00 PM	3	88	26	1	3	0	0	2	8	0	1	0	1	0	133
09:15 PM	5	50	17	1	7	0	1	4	3	1	0	0	0	14	103
09:30 PM	1	65	13	0	3	1	0	7	2	1	0	0	0	13	106
09:45 PM	3	64	13	0	4	0	0	2	5	2	0	0	1	11	105
10:00 PM	4	63	12	4	3	1	1	2	8	1	0	0	0	9	108
10:15 PM	1	72	12	1	3	0	0	5	6	3	1	0	2	12	118
10:30 PM	1	73	13	2	3	2	0	5	4	0	0	0	0	6	109
10:45 PM	1	46	20	0	1	1	0	5	4	1	0	0	0	3	82
11:00 PM	0	63	9	0	1	0	0	5	11	1	0	2	1	4	97
11:15 PM	0	52	11	2	3	1	0	6	5	0	0	0	0	3	83
11:30 PM	1	39	8	0	0	2	0	0	8	0	0	1	0	1	60
11:45 PM	0	28	10	1	1	0	0	1	5	0	0	0	0	0	46
Day Total	166	5992	2066	138	649	173	31	577	749	178	25	21	104	1097	11966
Percent	1.4%	50.1%	17.3%	1.2%	5.4%	1.4%	0.3%	4.8%	6.3%	1.5%	0.2%	0.2%	0.9%	9.2%	
ADT 11966															
AM Peak 15-min Vol	10:45 AM 8	10:45 AM 104	10:45 AM 41	10:15 AM 8	9:30 AM 20	9:15 AM 6	7:45 AM 4	11:45 AM 20	8:15 AM 19	6:00 AM 7	7:15 AM 2	11:00 AM 2	10:45 AM 5	11:15 AM 31	10:45 AM 224
PM Peak 15-min Vol	1:15 PM 10	1:45 PM 120	12:15 PM 41	12:30 PM 4	1:15 PM 16	1:15 PM 9	4:00 PM 2	1:45 PM 19	7:15 PM 17	12:00 PM 4	7:15 PM 3	11:00 PM 2	12:00 PM 4	1:30 PM 38	12:30 PM 213

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	32	7	3	2	0	0	0	3	1	1	0	0	1	50
12:15 AM	0	30	7	0	0	0	0	3	7	0	0	1	0	0	48
12:30 AM	0	29	3	0	1	0	0	1	6	0	2	0	0	0	42
12:45 AM	3	26	7	0	3	1	0	0	3	0	0	0	0	3	46
01:00 AM	0	19	4	0	3	1	0	0	9	0	1	1	0	0	38
01:15 AM	0	21	7	1	2	0	0	0	5	1	3	1	0	0	41
01:30 AM	0	16	3	0	1	0	0	1	3	0	0	0	0	0	24
01:45 AM	0	12	3	0	3	0	0	2	5	0	1	0	0	0	26
02:00 AM	1	22	11	0	2	2	0	0	7	0	0	0	0	0	45
02:15 AM	1	15	4	0	1	1	0	2	5	0	1	0	0	4	34
02:30 AM	0	10	5	0	3	0	0	1	4	0	0	0	0	0	23
02:45 AM	0	7	2	0	0	0	1	1	8	0	1	0	0	0	20
03:00 AM	0	10	4	1	2	0	0	2	0	0	0	0	0	0	19
03:15 AM	0	21	4	2	0	0	0	3	4	0	0	1	0	1	36
03:30 AM	1	12	7	1	1	0	0	2	8	0	0	0	0	0	32
03:45 AM	0	8	4	0	3	0	0	2	8	0	1	3	0	0	29
04:00 AM	1	17	1	0	2	0	0	3	10	0	2	0	0	0	36
04:15 AM	0	18	9	0	5	2	0	0	7	0	2	0	0	0	43
04:30 AM	0	21	6	0	0	0	0	2	10	0	2	0	0	0	41
04:45 AM	1	10	8	0	4	1	0	3	7	0	0	0	0	2	36
05:00 AM	0	16	10	1	2	0	0	8	6	0	0	0	0	0	43
05:15 AM	0	25	4	0	2	0	0	4	4	0	1	0	0	0	40
05:30 AM	0	23	14	1	2	0	0	0	7	0	1	0	0	3	51
05:45 AM	0	35	15	1	5	0	0	4	5	0	1	1	2	2	71
Day Total															
Percent															
ADT															
11209															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	1	41	14	0	10	2	0	4	9	0	0	0	0	5	86
06:15 AM	1	41	20	2	6	1	0	6	16	1	2	0	0	6	102
06:30 AM	1	46	23	1	8	0	1	4	7	3	2	0	0	3	99
06:45 AM	1	51	27	1	12	1	1	4	9	3	2	0	1	3	116
07:00 AM	0	78	25	4	4	0	0	5	3	0	1	1	0	7	128
07:15 AM	2	65	20	2	9	3	0	10	9	0	0	1	2	8	131
07:30 AM	2	60	31	3	7	2	1	14	7	0	0	3	2	8	140
07:45 AM	1	62	18	3	7	3	0	4	14	0	0	0	0	5	117
08:00 AM	2	57	21	0	4	1	0	5	8	3	0	0	1	8	110
08:15 AM	0	47	27	2	12	0	0	3	15	1	0	0	1	2	110
08:30 AM	2	53	26	2	10	0	1	4	8	1	1	0	1	7	116
08:45 AM	2	50	17	2	5	4	0	9	10	1	0	0	1	5	106
09:00 AM	0	84	34	3	10	0	0	4	14	1	2	0	5	6	163
09:15 AM	0	69	26	1	15	2	0	4	10	1	1	0	3	7	139
09:30 AM	2	71	25	1	10	2	0	3	9	2	0	0	0	6	131
09:45 AM	3	87	47	2	12	5	0	8	10	2	0	0	0	11	187
10:00 AM	3	85	35	3	8	0	2	13	10	3	0	0	1	5	168
10:15 AM	3	94	27	1	14	5	1	8	16	1	0	0	0	14	184
10:30 AM	2	92	31	0	6	1	0	10	10	1	2	1	0	11	167
10:45 AM	0	99	37	3	9	3	0	13	5	1	1	0	2	7	180
11:00 AM	3	87	28	2	15	3	0	7	4	1	0	0	4	13	167
11:15 AM	0	101	40	2	14	1	1	10	5	4	1	0	2	7	188
11:30 AM	4	108	37	1	7	4	0	9	10	3	1	1	0	17	202
11:45 AM	1	122	32	1	10	1	1	21	5	3	1	0	3	6	207
Day Total															
Percent															
ADT 11209															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	3	116	30	3	8	2	0	12	8	1	0	1	2	12	198
12:15 PM	3	108	31	2	8	4	0	12	5	3	0	0	4	18	198
12:30 PM	0	110	42	0	9	0	0	22	7	2	2	0	3	17	214
12:45 PM	1	101	36	3	13	3	0	15	10	2	1	0	0	15	200
01:00 PM	2	103	39	0	11	2	0	12	16	1	1	0	2	15	204
01:15 PM	0	130	39	3	8	1	0	14	9	3	0	2	1	13	223
01:30 PM	2	127	31	1	10	0	0	21	8	2	0	0	0	18	220
01:45 PM	2	106	29	2	14	0	2	11	7	1	0	0	1	18	193
02:00 PM	2	128	35	1	11	2	0	10	6	2	0	0	1	10	208
02:15 PM	4	106	28	2	9	4	0	12	5	2	1	0	1	16	190
02:30 PM	0	131	33	1	15	3	0	13	11	3	0	0	2	9	221
02:45 PM	2	125	29	1	10	0	0	12	1	0	0	0	1	14	195
03:00 PM	2	128	45	0	5	3	1	7	5	2	0	0	1	9	208
03:15 PM	0	127	36	3	8	1	0	11	9	4	0	0	1	7	207
03:30 PM	4	124	34	4	6	1	0	8	5	1	0	0	0	11	198
03:45 PM	0	105	25	3	10	1	0	12	5	2	0	0	2	8	173
04:00 PM	4	127	31	0	9	4	1	7	5	0	1	0	2	9	200
04:15 PM	1	103	31	1	5	2	0	12	8	2	0	0	1	4	170
04:30 PM	0	115	48	4	7	2	0	9	5	1	0	0	3	15	209
04:45 PM	1	109	28	0	12	0	1	8	3	0	0	0	1	9	172
05:00 PM	0	117	31	0	7	1	0	8	5	0	1	0	2	7	179
05:15 PM	0	101	30	2	5	2	0	6	3	1	1	1	0	6	158
05:30 PM	0	81	29	1	7	0	0	8	1	0	0	0	0	4	131
05:45 PM	1	93	25	2	9	0	1	0	1	3	0	0	1	9	145
Day Total															
Percent															
ADT 11209															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

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Type of report: Tube Count - Vehicle Classification Data

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QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 17 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	0	95	17	0	4	0	0	5	4	1	1	0	1	5	133
06:15 PM	0	83	32	1	7	2	0	9	2	0	0	0	0	5	141
06:30 PM	0	84	18	0	3	2	0	9	3	1	1	0	0	4	125
06:45 PM	0	67	30	0	1	1	0	5	5	0	0	0	1	5	115
07:00 PM	1	90	28	1	4	0	0	4	6	0	0	0	2	4	140
07:15 PM	1	83	21	1	10	0	0	2	4	0	0	0	0	3	125
07:30 PM	0	69	20	0	5	0	0	6	0	0	0	0	0	2	102
07:45 PM	0	61	18	1	4	0	0	7	4	1	0	0	0	2	98
08:00 PM	1	63	12	3	5	1	0	7	2	0	0	0	1	2	97
08:15 PM	2	62	23	0	6	1	0	2	4	0	0	0	0	6	106
08:30 PM	0	84	21	0	4	0	0	9	2	0	0	0	0	3	123
08:45 PM	1	62	14	0	6	1	0	2	0	0	0	0	0	2	88
09:00 PM	0	68	17	0	6	0	0	3	6	0	0	0	0	2	102
09:15 PM	0	40	18	0	4	1	0	3	3	0	0	1	0	6	76
09:30 PM	0	59	11	0	4	0	0	3	2	0	0	0	0	4	83
09:45 PM	0	60	11	0	1	1	0	0	2	0	0	0	0	0	75
10:00 PM	0	59	12	0	6	0	0	2	0	1	0	0	0	1	81
10:15 PM	0	42	11	1	3	1	0	2	3	0	0	0	0	2	65
10:30 PM	0	51	11	0	0	1	0	4	3	1	0	0	0	3	74
10:45 PM	0	45	10	0	2	2	0	3	1	1	0	0	0	1	65
11:00 PM	0	48	11	0	6	0	0	0	2	0	0	0	0	0	67
11:15 PM	1	45	10	0	1	1	0	0	1	0	0	0	0	2	61
11:30 PM	0	34	12	0	2	0	0	1	0	0	0	0	0	2	52
11:45 PM	0	30	9	0	0	1	0	0	2	0	0	0	0	1	43
Day Total	85	6410	2009	100	583	106	16	576	574	82	47	20	68	533	11209
Percent	0.8%	57.2%	17.9%	0.9%	5.2%	0.9%	0.1%	5.1%	5.1%	0.7%	0.4%	0.2%	0.6%	4.8%	
ADT 11209															
AM Peak 15-min Vol	11:30 AM 4	11:45 AM 122	9:45 AM 47	7:00 AM 4	9:15 AM 15	9:45 AM 5	10:00 AM 2	11:45 AM 21	6:15 AM 16	11:15 AM 4	1:15 AM 3	3:45 AM 3	9:00 AM 5	11:30 AM 17	11:45 AM 207
PM Peak 15-min Vol	2:15 PM 4	2:30 PM 131	4:30 PM 48	3:30 PM 4	2:30 PM 15	12:15 PM 4	1:45 PM 2	12:30 PM 22	1:00 PM 16	3:15 PM 4	12:30 PM 2	1:15 PM 2	12:15 PM 4	12:15 PM 18	1:15 PM 223

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	34	5	0	0	0	0	0	0	0	0	0	0	0	39
12:15 AM	0	35	11	0	3	0	0	5	3	0	0	0	0	1	58
12:30 AM	0	26	5	0	2	0	0	0	1	0	0	0	0	3	37
12:45 AM	0	17	2	0	0	0	0	1	3	0	0	0	1	0	24
01:00 AM	0	16	3	0	2	0	0	1	1	0	0	0	0	0	23
01:15 AM	0	23	6	0	2	0	0	0	0	0	0	0	0	1	32
01:30 AM	0	16	7	0	0	0	0	0	3	0	0	0	0	0	26
01:45 AM	0	17	5	0	1	0	0	0	1	0	0	0	0	0	24
02:00 AM	0	15	2	0	0	0	0	0	1	0	0	0	0	0	18
02:15 AM	0	12	2	0	1	2	0	0	1	0	0	0	0	0	18
02:30 AM	0	13	2	0	2	0	0	0	1	0	0	0	0	2	20
02:45 AM	1	13	0	0	0	1	0	1	2	0	0	0	0	3	21
03:00 AM	0	13	2	0	1	0	0	0	0	0	0	0	0	0	16
03:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
03:30 AM	0	10	5	0	0	0	0	0	5	0	0	0	0	0	20
03:45 AM	0	8	2	0	0	1	0	0	2	0	0	0	0	0	13
04:00 AM	0	9	3	1	0	0	0	0	2	0	0	0	0	0	15
04:15 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
04:30 AM	0	10	1	0	0	0	0	0	2	0	0	0	0	1	14
04:45 AM	0	10	3	0	1	0	0	0	1	0	1	0	0	0	16
05:00 AM	0	10	1	1	0	0	0	0	2	0	0	0	0	1	15
05:15 AM	0	11	5	0	0	0	0	0	1	0	0	0	0	0	17
05:30 AM	0	18	6	0	0	0	0	1	1	0	0	0	0	0	26
05:45 AM	0	20	6	0	1	0	0	2	0	0	0	0	0	0	29
Day Total															
Percent															
ADT 9920															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

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LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

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DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 18 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	19	6	0	2	0	0	0	1	1	0	0	0	0	29
06:15 AM	0	23	4	0	3	0	0	3	1	0	0	0	0	1	35
06:30 AM	1	28	10	0	7	2	0	2	2	0	0	0	0	0	52
06:45 AM	0	25	6	0	2	0	0	0	4	0	0	0	0	0	37
07:00 AM	0	34	12	0	1	0	0	0	1	0	0	0	0	2	50
07:15 AM	0	56	8	0	0	0	0	2	2	0	0	0	0	1	69
07:30 AM	0	35	13	0	2	0	0	3	2	0	0	0	0	1	56
07:45 AM	0	44	11	0	3	2	0	4	2	0	0	1	0	1	68
08:00 AM	2	43	17	0	3	1	0	2	1	0	0	0	0	0	69
08:15 AM	0	53	11	1	4	1	0	3	1	1	0	0	0	3	78
08:30 AM	0	50	20	0	2	0	0	5	2	1	0	1	0	1	82
08:45 AM	1	57	26	0	8	0	0	3	3	1	0	0	0	0	99
09:00 AM	0	49	18	0	2	0	0	2	1	0	0	0	0	0	72
09:15 AM	1	48	19	0	5	1	0	7	3	0	0	0	0	0	84
09:30 AM	1	64	22	0	9	0	0	3	1	1	0	0	0	0	101
09:45 AM	0	78	17	0	7	0	0	2	4	0	0	0	0	5	113
10:00 AM	2	54	29	14	13	2	2	12	13	1	0	0	2	8	152
10:15 AM	3	72	21	8	8	5	7	6	20	2	1	0	1	7	161
10:30 AM	3	65	33	10	13	3	1	8	21	4	2	1	3	2	169
10:45 AM	2	73	23	13	8	2	3	9	16	4	0	0	3	4	160
11:00 AM	5	71	27	11	10	7	1	7	15	0	1	0	1	5	161
11:15 AM	4	73	38	15	17	4	2	9	18	4	1	0	2	6	193
11:30 AM	1	72	27	16	17	5	3	7	20	2	0	0	4	4	178
11:45 AM	3	64	23	16	18	5	3	12	15	2	0	0	2	10	173
Day Total															
Percent															
ADT 9920															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

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CITY/STATE: Marion, FL

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12:00 PM	1	104	30	13	8	6	4	6	16	1	0	0	2	4	195
12:15 PM	2	61	21	7	17	0	2	12	15	2	0	1	2	5	147
12:30 PM	1	73	38	23	11	4	3	12	17	0	0	0	2	3	187
12:45 PM	6	72	38	11	10	5	2	10	16	0	0	2	2	2	176
01:00 PM	2	90	24	9	12	2	2	7	14	3	0	0	3	1	169
01:15 PM	1	67	22	10	22	1	2	9	15	1	0	0	1	3	154
01:30 PM	0	81	26	5	11	7	1	9	16	2	0	0	1	4	163
01:45 PM	3	67	32	12	14	3	4	18	13	4	2	0	1	2	175
02:00 PM	3	75	28	16	14	5	0	12	13	3	1	0	1	10	181
02:15 PM	6	82	32	21	12	2	2	6	14	2	2	1	1	9	192
02:30 PM	4	83	34	15	11	4	0	15	9	1	0	1	2	5	184
02:45 PM	7	92	38	17	11	5	2	5	11	3	0	0	4	7	202
03:00 PM	8	113	50	12	12	4	1	13	13	1	0	0	3	9	239
03:15 PM	2	90	27	17	21	3	4	4	15	7	0	0	2	8	200
03:30 PM	6	92	16	19	18	6	0	10	13	4	0	1	2	7	194
03:45 PM	4	122	32	13	15	9	2	13	16	4	0	1	1	4	236
04:00 PM	10	101	31	28	14	5	2	8	18	3	0	0	2	9	231
04:15 PM	5	89	25	21	7	5	0	9	17	3	0	1	1	6	189
04:30 PM	3	92	28	9	7	3	1	17	15	6	1	0	3	11	196
04:45 PM	3	95	24	16	14	3	1	17	20	2	0	0	2	6	203
05:00 PM	4	111	34	7	13	5	1	16	18	3	0	1	2	7	222
05:15 PM	3	107	28	17	12	1	0	13	12	2	0	0	2	5	202
05:30 PM	5	102	34	9	7	0	0	13	13	2	0	1	2	6	194
05:45 PM	2	97	32	10	9	3	2	10	7	5	0	2	1	8	188
Day Total															
Percent															
ADT															
9920															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

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DIRECTION: WB

CITY/STATE: Marion, FL

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Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	86	34	5	14	3	2	13	9	4	0	0	2	6	180
06:15 PM	7	80	29	9	8	6	0	12	13	4	2	1	3	7	181
06:30 PM	3	68	22	9	15	1	0	4	10	2	0	1	2	9	146
06:45 PM	1	62	22	9	6	1	0	4	13	3	0	1	2	6	130
07:00 PM	0	76	29	1	9	3	0	6	12	0	0	0	3	6	145
07:15 PM	1	79	35	7	11	2	0	4	9	3	0	0	1	4	156
07:30 PM	1	52	23	7	10	3	0	6	12	0	2	0	2	5	123
07:45 PM	3	50	22	13	5	1	0	4	9	0	2	0	0	0	109
08:00 PM	3	48	18	6	5	2	0	7	16	2	0	0	0	9	116
08:15 PM	4	39	17	8	7	1	0	6	14	5	0	0	1	8	110
08:30 PM	0	41	16	1	5	1	0	3	14	3	0	0	1	9	94
08:45 PM	1	38	11	0	5	0	0	6	10	1	1	0	1	3	77
09:00 PM	2	48	14	0	3	2	0	4	6	2	0	0	0	7	88
09:15 PM	3	37	7	1	4	1	0	4	11	4	1	0	1	6	80
09:30 PM	2	33	11	2	1	1	0	2	8	0	0	0	0	0	60
09:45 PM	1	34	7	3	3	0	1	2	5	2	0	0	0	3	61
10:00 PM	3	34	10	1	2	1	0	6	8	2	0	1	0	9	77
10:15 PM	0	29	11	2	8	0	0	5	5	2	0	0	2	1	65
10:30 PM	1	31	7	6	3	2	0	1	5	3	0	0	2	5	66
10:45 PM	0	19	6	0	2	0	0	3	10	3	0	1	1	5	50
11:00 PM	1	28	10	1	0	2	0	1	8	1	0	0	0	3	55
11:15 PM	1	26	5	3	3	2	0	0	13	1	1	0	0	2	57
11:30 PM	0	20	7	4	5	2	0	0	8	0	0	1	0	0	47
11:45 PM	1	19	3	6	1	1	0	1	2	1	1	1	0	3	40
Day Total	162	4863	1629	547	617	173	63	490	778	136	22	22	88	330	9920
Percent	1.6%	49%	16.4%	5.5%	6.2%	1.7%	0.6%	4.9%	7.8%	1.4%	0.2%	0.2%	0.9%	3.3%	
ADT 9920															
AM Peak 15-min Vol	11:00 AM 5	9:45 AM 78	11:15 AM 38	11:30 AM 16	11:45 AM 18	11:00 AM 7	10:15 AM 7	10:00 AM 12	10:30 AM 21	10:30 AM 4	10:30 AM 2	7:45 AM 1	11:30 AM 4	11:45 AM 10	11:15 AM 193
PM Peak 15-min Vol	4:00 PM 10	3:45 PM 122	3:00 PM 50	4:00 PM 28	1:15 PM 22	3:45 PM 9	12:00 PM 4	1:45 PM 18	4:45 PM 20	3:15 PM 7	1:45 PM 2	12:45 PM 2	2:45 PM 4	4:30 PM 11	3:00 PM 239

Comments:

Report generated on 1/27/2020 10:35 AM

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Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	20	6	1	2	0	0	2	3	1	1	0	1	5	42
12:15 AM	2	13	6	3	0	1	0	2	8	1	2	0	0	1	39
12:30 AM	0	10	4	0	2	0	0	0	9	1	1	0	0	2	29
12:45 AM	3	8	3	1	5	1	0	1	7	1	0	1	1	3	35
01:00 AM	1	13	5	1	0	2	0	1	4	0	0	0	0	4	31
01:15 AM	0	18	1	0	0	0	0	2	4	0	0	0	0	3	28
01:30 AM	1	14	3	1	2	1	0	1	3	0	0	1	0	2	29
01:45 AM	3	10	1	0	1	3	0	3	10	1	0	0	0	7	39
02:00 AM	0	11	0	2	1	1	0	1	5	0	0	0	0	1	22
02:15 AM	3	7	7	2	3	1	0	3	2	1	1	1	0	4	35
02:30 AM	1	5	6	0	1	2	0	1	9	1	2	0	0	3	31
02:45 AM	0	8	2	0	2	0	0	1	5	0	1	0	0	4	23
03:00 AM	0	8	7	7	4	2	0	0	5	1	0	0	0	1	35
03:15 AM	0	11	4	0	6	0	0	3	7	1	1	0	0	0	33
03:30 AM	3	8	3	2	1	5	0	1	10	2	0	1	1	8	45
03:45 AM	2	14	4	3	2	2	0	3	5	0	2	0	1	7	45
04:00 AM	2	11	4	6	4	4	0	0	6	1	1	0	1	6	46
04:15 AM	1	17	5	1	2	1	0	3	8	3	0	2	0	6	49
04:30 AM	0	7	10	1	2	1	0	6	10	3	2	0	0	3	45
04:45 AM	2	24	5	1	6	3	0	1	11	1	3	1	0	9	67
05:00 AM	4	28	9	6	5	2	1	6	7	3	2	2	1	5	81
05:15 AM	1	31	13	10	11	0	0	5	6	2	3	0	2	9	93
05:30 AM	2	33	12	7	7	2	0	8	11	4	0	1	2	11	100
05:45 AM	5	33	26	3	12	1	1	5	11	4	2	0	4	10	117
Day Total															
Percent															
ADT															
12580															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	3	42	30	5	10	2	0	7	10	4	1	0	3	14	131
06:15 AM	7	43	38	4	11	3	1	9	4	3	3	0	1	8	135
06:30 AM	1	62	42	12	13	4	0	9	7	2	0	0	3	13	168
06:45 AM	4	61	27	12	19	7	1	13	10	5	2	0	2	14	177
07:00 AM	6	64	34	15	16	7	0	9	12	2	0	0	2	14	181
07:15 AM	8	96	33	14	12	7	1	12	11	3	0	2	4	11	214
07:30 AM	2	90	35	11	14	5	3	17	4	5	1	0	0	10	197
07:45 AM	6	59	25	19	7	4	2	12	13	2	0	0	3	19	171
08:00 AM	6	93	36	13	6	3	1	15	11	8	0	1	4	12	209
08:15 AM	4	62	28	28	12	9	1	16	15	4	0	1	4	13	197
08:30 AM	4	83	30	8	9	3	2	9	7	3	0	1	4	10	173
08:45 AM	5	65	33	8	11	2	2	13	6	0	1	0	2	8	156
09:00 AM	5	62	31	13	9	3	0	13	5	1	1	0	2	5	150
09:15 AM	1	65	40	6	14	2	1	8	10	0	0	0	1	5	153
09:30 AM	2	64	29	6	13	3	5	5	15	0	0	0	3	7	152
09:45 AM	2	64	28	6	13	2	3	15	15	1	1	0	4	6	160
10:00 AM	0	64	30	6	18	2	1	7	12	1	0	1	1	5	148
10:15 AM	2	58	34	6	9	2	1	11	17	1	0	0	2	3	146
10:30 AM	1	70	40	16	7	3	2	10	14	1	0	1	1	5	171
10:45 AM	1	46	19	11	8	1	2	12	9	1	0	0	2	6	118
11:00 AM	1	82	35	13	15	5	2	6	14	1	0	0	1	1	176
11:15 AM	1	72	40	4	16	5	2	7	10	2	0	0	1	6	166
11:30 AM	3	69	25	6	13	4	3	8	12	1	0	1	0	7	152
11:45 AM	6	65	26	16	9	3	2	11	16	2	0	0	3	3	162
Day Total															
Percent															
ADT															
12580															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	4	91	23	5	9	4	2	8	22	0	0	1	4	3	176
12:15 PM	2	70	26	24	7	2	2	12	18	3	0	3	3	3	175
12:30 PM	4	83	25	12	20	2	1	17	13	2	0	1	1	3	184
12:45 PM	3	101	32	10	16	6	2	13	18	2	0	0	4	13	220
01:00 PM	2	94	28	12	15	3	2	10	18	0	0	0	1	12	197
01:15 PM	1	82	38	8	15	3	2	19	13	3	2	1	2	4	193
01:30 PM	7	66	31	16	12	3	1	13	9	1	1	0	2	21	183
01:45 PM	10	40	17	6	12	3	2	7	6	0	0	0	2	25	130
02:00 PM	5	98	26	15	10	5	1	17	16	2	0	1	1	7	204
02:15 PM	8	91	29	17	16	6	2	17	14	1	0	0	3	6	210
02:30 PM	6	89	23	10	10	5	0	10	17	0	1	1	1	6	179
02:45 PM	3	78	34	14	14	3	1	12	9	3	2	0	3	8	184
03:00 PM	5	114	41	9	11	1	3	15	12	1	0	1	1	5	219
03:15 PM	4	123	34	17	15	2	1	12	12	2	2	0	3	5	232
03:30 PM	10	112	32	24	19	3	2	14	19	1	0	0	2	7	245
03:45 PM	6	109	40	9	13	7	0	9	9	0	0	0	2	6	210
04:00 PM	9	110	43	11	22	4	0	11	13	1	0	1	0	12	237
04:15 PM	3	105	38	19	15	9	0	13	11	5	0	2	1	12	233
04:30 PM	2	124	28	8	14	3	1	14	15	4	0	0	1	10	224
04:45 PM	5	106	38	16	16	1	3	15	9	2	0	2	6	7	226
05:00 PM	5	98	30	22	16	8	2	12	6	0	0	0	3	12	214
05:15 PM	4	92	34	22	14	4	0	13	9	7	0	1	1	9	210
05:30 PM	4	104	37	25	13	2	1	14	8	5	0	2	1	12	228
05:45 PM	3	108	32	13	19	3	0	10	9	1	1	0	2	10	211
Day Total															
Percent															
ADT															
12580															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 19 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	103	30	3	11	2	0	8	18	2	1	1	2	8	191
06:15 PM	6	89	38	17	16	3	0	11	21	3	0	1	0	4	209
06:30 PM	3	73	36	9	10	5	0	11	13	1	0	1	1	5	168
06:45 PM	1	81	35	10	13	2	0	8	12	5	0	0	0	8	175
07:00 PM	4	72	27	8	13	3	0	7	10	3	3	0	1	5	156
07:15 PM	6	63	27	6	9	3	0	7	14	0	0	0	3	5	143
07:30 PM	4	57	24	6	14	2	1	1	16	6	0	1	2	7	141
07:45 PM	0	80	25	13	5	2	0	6	4	1	0	0	3	4	143
08:00 PM	0	66	20	3	4	0	0	8	14	3	1	0	1	5	125
08:15 PM	2	55	17	3	3	1	1	7	6	1	1	0	0	7	104
08:30 PM	0	51	15	4	5	2	0	4	8	0	0	0	0	1	90
08:45 PM	1	50	17	8	2	3	1	6	11	0	0	1	0	5	105
09:00 PM	0	43	12	3	5	1	0	2	10	3	1	0	0	3	83
09:15 PM	0	50	13	0	8	1	0	6	12	3	0	0	1	8	102
09:30 PM	2	38	10	4	6	2	0	4	6	2	0	0	2	5	81
09:45 PM	1	32	6	5	6	3	0	1	9	0	0	1	0	3	67
10:00 PM	0	33	9	1	3	0	0	4	11	2	1	0	2	7	73
10:15 PM	2	24	10	2	5	2	0	4	4	1	0	0	0	3	57
10:30 PM	0	36	11	2	2	0	0	5	7	2	0	1	1	2	69
10:45 PM	0	25	13	0	2	2	0	2	7	0	0	1	0	1	53
11:00 PM	0	36	13	2	4	0	0	2	5	1	0	0	0	1	64
11:15 PM	0	26	6	0	9	0	0	2	10	1	0	3	0	6	63
11:30 PM	0	21	5	0	1	0	0	0	5	0	0	1	0	1	34
11:45 PM	2	18	8	5	6	2	0	0	9	0	0	0	1	7	58
Day Total	268	5473	2100	774	870	259	74	736	972	171	51	47	137	648	12580
Percent	2.1%	43.5%	16.7%	6.2%	6.9%	2.1%	0.6%	5.9%	7.7%	1.4%	0.4%	0.4%	1.1%	5.2%	
ADT 12580															
AM Peak 15-min Vol	7:15 AM 8	7:15 AM 96	6:30 AM 42	8:15 AM 28	6:45 AM 19	8:15 AM 9	9:30 AM 5	7:30 AM 17	10:15 AM 17	8:00 AM 8	4:45 AM 3	4:15 AM 2	5:45 AM 4	7:45 AM 19	7:15 AM 214
PM Peak 15-min Vol	1:45 PM 10	4:30 PM 124	4:00 PM 43	5:30 PM 25	4:00 PM 22	4:15 PM 9	3:00 PM 3	1:15 PM 19	12:00 PM 22	5:15 PM 7	7:00 PM 3	12:15 PM 3	4:45 PM 6	1:45 PM 25	3:30 PM 245

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	26	4	2	3	1	0	0	8	0	0	1	0	5	50
12:15 AM	2	21	7	2	4	0	0	2	4	2	1	1	0	6	52
12:30 AM	2	11	7	0	4	2	0	0	7	0	0	1	0	6	40
12:45 AM	0	21	6	4	0	0	0	0	5	1	1	0	2	2	42
01:00 AM	1	12	3	1	2	0	0	0	3	1	2	0	0	1	26
01:15 AM	2	13	1	0	1	1	0	1	2	2	1	0	0	2	26
01:30 AM	1	10	3	2	3	2	0	2	8	4	0	0	0	4	39
01:45 AM	0	11	7	1	1	4	0	3	14	1	1	0	0	2	45
02:00 AM	0	12	4	3	1	1	0	1	13	0	0	0	0	1	36
02:15 AM	0	7	6	0	1	0	0	0	5	1	0	0	0	2	22
02:30 AM	0	14	4	4	2	1	0	2	11	1	1	1	0	5	46
02:45 AM	1	9	1	1	2	0	0	0	7	3	1	0	1	5	31
03:00 AM	1	7	9	3	1	4	0	0	7	1	1	1	0	1	36
03:15 AM	0	9	6	4	3	2	0	2	7	3	1	2	0	4	43
03:30 AM	0	9	4	3	2	1	0	2	8	2	1	0	2	4	38
03:45 AM	0	14	5	0	5	1	0	2	4	2	1	0	0	3	37
04:00 AM	0	11	4	0	2	1	0	2	8	1	0	2	0	2	33
04:15 AM	1	18	8	1	0	4	0	6	8	1	1	1	1	6	56
04:30 AM	1	13	9	3	4	0	0	6	5	4	0	0	3	4	52
04:45 AM	3	19	7	5	4	1	0	7	9	3	0	0	0	6	64
05:00 AM	0	24	8	3	4	1	1	5	15	3	0	0	2	6	72
05:15 AM	6	32	15	7	9	2	0	7	9	3	2	1	3	10	106
05:30 AM	0	32	19	4	11	0	1	5	8	3	1	1	0	6	91
05:45 AM	0	41	20	3	6	0	0	2	11	0	2	0	0	4	89
Day Total Percent															
ADT 12769															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	2	37	28	4	9	2	0	4	8	3	0	0	2	10	109
06:15 AM	1	55	24	7	12	2	0	6	12	4	2	0	1	10	136
06:30 AM	2	52	23	4	16	2	2	12	11	2	1	0	3	13	143
06:45 AM	3	69	37	1	15	3	3	11	11	4	0	2	4	17	180
07:00 AM	4	73	34	1	13	1	5	15	11	2	0	1	1	10	171
07:15 AM	5	82	41	2	15	2	2	12	9	2	0	0	5	26	203
07:30 AM	0	87	45	4	14	5	5	17	14	4	1	0	1	20	217
07:45 AM	2	76	34	3	9	4	1	12	12	5	1	0	0	14	173
08:00 AM	3	71	28	1	16	1	2	13	11	4	0	1	2	20	173
08:15 AM	5	68	31	6	26	4	4	11	14	5	0	1	3	20	198
08:30 AM	2	71	33	4	11	5	2	11	11	6	0	1	0	12	169
08:45 AM	8	70	29	3	18	1	4	16	10	6	0	0	1	13	179
09:00 AM	0	74	34	0	10	3	1	10	15	4	0	0	1	9	161
09:15 AM	0	77	31	4	11	3	0	9	16	6	1	2	1	10	171
09:30 AM	0	86	33	2	7	1	2	19	8	5	2	1	2	12	180
09:45 AM	4	88	37	1	12	3	4	16	19	4	0	1	8	11	208
10:00 AM	4	73	30	4	10	3	1	10	8	1	0	0	0	18	162
10:15 AM	3	77	40	4	16	1	3	17	15	7	0	1	1	15	200
10:30 AM	1	75	26	3	16	4	1	14	16	5	1	0	2	22	186
10:45 AM	3	84	38	3	7	2	5	11	22	1	0	2	2	16	196
11:00 AM	2	91	33	3	13	2	2	13	12	2	0	1	2	9	185
11:15 AM	3	70	35	1	12	4	0	12	16	5	0	2	2	6	168
11:30 AM	0	65	24	0	10	0	3	7	11	1	0	2	0	6	129
11:45 AM	0	77	39	2	11	3	0	11	8	4	0	0	0	16	171
Day Total															
Percent															
ADT															
12769															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	6	93	39	7	10	6	2	18	20	4	1	3	5	13	227
12:15 PM	5	36	22	3	12	7	0	5	7	3	0	0	0	29	129
12:30 PM	5	76	27	1	11	4	3	10	9	1	0	0	1	23	171
12:45 PM	3	95	41	1	12	2	3	13	14	2	0	1	3	12	202
01:00 PM	5	93	19	7	7	2	1	6	8	2	0	0	3	28	181
01:15 PM	5	20	1	1	3	3	0	2	1	0	0	0	2	28	66
01:30 PM	6	7	7	1	2	2	0	1	0	0	0	0	2	34	62
01:45 PM	2	13	3	1	5	1	0	6	2	0	0	0	1	34	68
02:00 PM	9	56	22	7	7	3	1	6	1	1	1	2	0	32	148
02:15 PM	4	79	24	0	6	6	0	8	3	2	1	0	0	34	167
02:30 PM	4	59	28	2	10	8	0	11	5	2	0	0	0	23	152
02:45 PM	3	103	41	1	10	3	2	14	6	2	1	0	1	14	201
03:00 PM	1	108	28	2	13	1	0	15	17	3	0	0	1	16	205
03:15 PM	5	101	49	2	9	5	0	20	9	4	0	3	1	20	228
03:30 PM	1	108	40	1	7	1	1	15	8	7	1	3	0	23	216
03:45 PM	1	20	5	2	3	1	0	3	5	1	0	0	0	40	81
04:00 PM	3	33	12	2	5	2	0	2	1	2	0	0	1	27	90
04:15 PM	0	93	27	5	16	1	1	13	10	1	0	2	2	18	189
04:30 PM	3	101	32	3	12	2	0	11	6	2	0	1	1	16	190
04:45 PM	4	103	41	2	8	3	1	11	7	4	0	0	1	20	205
05:00 PM	4	95	26	0	12	1	0	9	10	3	2	1	0	18	181
05:15 PM	1	101	27	1	12	2	1	14	8	3	2	0	7	22	201
05:30 PM	3	92	30	3	13	3	0	11	8	3	1	0	1	15	183
05:45 PM	3	110	23	2	16	1	0	14	9	1	0	1	2	14	196
Day Total															
Percent															
ADT															
12769															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd **QC JOB #:** 15135865
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 20 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	3	96	37	1	6	0	0	21	6	4	1	1	3	16	195
06:15 PM	2	123	38	0	11	3	1	18	7	2	0	0	1	14	220
06:30 PM	0	135	35	5	15	2	0	5	8	5	1	0	1	15	227
06:45 PM	1	103	41	5	4	2	0	15	12	1	0	0	4	13	201
07:00 PM	2	148	33	2	13	1	0	18	8	1	0	1	1	11	239
07:15 PM	2	104	23	1	4	2	0	14	8	2	1	1	3	15	180
07:30 PM	2	111	46	1	12	0	0	12	6	1	2	0	2	12	207
07:45 PM	1	91	40	2	9	2	1	6	6	4	1	0	0	8	171
08:00 PM	2	73	29	2	5	4	1	1	9	3	0	0	0	8	137
08:15 PM	1	92	32	0	10	1	1	12	6	0	0	1	1	9	166
08:30 PM	2	70	35	0	11	3	0	8	4	3	1	0	2	7	146
08:45 PM	2	81	35	0	8	2	1	8	5	0	1	0	1	4	148
09:00 PM	2	76	25	0	10	1	1	11	3	1	1	0	0	7	138
09:15 PM	0	64	31	0	3	1	0	6	7	2	1	1	0	5	121
09:30 PM	1	65	24	1	2	0	0	6	7	2	0	0	1	10	119
09:45 PM	1	74	17	0	6	0	0	5	3	0	0	0	0	7	113
10:00 PM	0	70	23	2	7	0	0	5	5	3	0	1	1	8	125
10:15 PM	2	46	10	2	6	2	0	7	6	0	0	0	1	2	84
10:30 PM	2	64	29	1	4	2	1	2	5	0	0	0	0	3	113
10:45 PM	1	62	15	1	1	1	0	4	11	2	1	0	0	8	107
11:00 PM	0	50	17	0	8	0	0	2	4	1	0	0	1	2	85
11:15 PM	0	53	11	1	2	2	0	4	4	1	0	0	1	2	81
11:30 PM	1	44	10	3	6	3	0	0	5	0	2	0	1	8	83
11:45 PM	5	43	9	0	6	1	0	6	6	0	0	0	1	7	84
Day Total	199	5877	2213	210	774	195	77	780	811	225	50	53	119	1186	12769
Percent	1.6%	46%	17.3%	1.6%	6.1%	1.5%	0.6%	6.1%	6.4%	1.8%	0.4%	0.4%	0.9%	9.3%	
ADT 12769															
AM Peak 15-min Vol	8:45 AM	11:00 AM	7:30 AM	5:15 AM	8:15 AM	7:30 AM	7:00 AM	9:30 AM	10:45 AM	10:15 AM	1:00 AM	3:15 AM	9:45 AM	7:15 AM	7:30 AM
	8	91	45	7	26	5	5	19	22	7	2	2	8	26	217
PM Peak 15-min Vol	2:00 PM	7:00 PM	3:15 PM	12:00 PM	4:15 PM	2:30 PM	12:30 PM	6:00 PM	12:00 PM	3:30 PM	5:00 PM	12:00 PM	5:15 PM	3:45 PM	7:00 PM
	9	148	49	7	16	8	3	21	20	7	2	3	7	40	239

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	44	14	0	1	0	0	2	6	1	0	2	0	2	72
12:15 AM	0	30	10	0	1	0	0	0	5	1	0	0	1	1	49
12:30 AM	1	21	12	0	1	1	0	1	6	0	1	0	0	2	46
12:45 AM	0	31	15	0	0	1	0	1	3	0	0	0	1	2	54
01:00 AM	1	29	10	0	3	1	0	3	3	0	2	0	0	1	53
01:15 AM	0	34	7	1	3	0	0	0	4	0	0	0	1	3	53
01:30 AM	1	30	6	0	1	1	0	3	5	1	0	0	0	0	48
01:45 AM	1	21	7	0	0	1	0	0	3	0	1	1	0	0	35
02:00 AM	1	21	11	0	4	0	0	2	10	0	0	0	0	3	52
02:15 AM	0	16	8	0	1	2	0	1	4	1	1	0	0	1	35
02:30 AM	0	28	4	0	2	1	0	1	3	1	3	1	0	1	45
02:45 AM	0	20	8	0	2	0	0	0	3	0	0	1	0	1	35
03:00 AM	0	18	11	0	2	0	0	4	5	0	0	0	0	1	41
03:15 AM	1	26	2	0	3	0	0	4	6	0	1	1	0	2	46
03:30 AM	0	19	4	2	2	0	0	1	6	0	1	1	1	0	37
03:45 AM	1	25	6	0	2	0	0	1	2	1	0	0	0	0	38
04:00 AM	0	24	11	1	0	0	0	1	3	0	1	0	0	0	41
04:15 AM	0	27	9	0	2	0	0	3	3	1	1	0	0	2	48
04:30 AM	1	20	12	1	5	1	0	2	4	0	2	0	0	4	52
04:45 AM	0	25	14	0	4	1	0	2	5	0	1	0	0	3	55
05:00 AM	0	25	11	2	2	0	0	2	3	0	2	0	0	2	49
05:15 AM	0	20	13	1	2	0	0	2	10	2	1	1	0	2	54
05:30 AM	0	41	12	0	4	0	0	1	5	2	1	0	0	2	68
05:45 AM	0	35	17	3	3	1	0	6	3	1	1	0	0	3	73
Day Total															
Percent															
ADT															
12581															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	37	11	1	1	0	0	4	8	0	1	1	0	5	69
06:15 AM	2	47	24	0	7	0	0	4	6	3	1	0	0	3	97
06:30 AM	3	45	17	1	9	1	1	7	6	0	3	0	1	4	98
06:45 AM	0	57	20	0	5	2	0	11	5	2	1	0	0	4	107
07:00 AM	2	57	31	0	7	1	1	3	6	0	1	1	2	7	119
07:15 AM	0	74	26	2	12	2	0	11	10	1	0	1	0	9	148
07:30 AM	0	69	28	1	7	1	0	7	9	1	0	1	0	3	127
07:45 AM	4	71	26	0	14	2	0	7	6	0	0	0	1	10	141
08:00 AM	2	74	30	0	13	1	0	11	9	2	0	0	0	6	148
08:15 AM	1	65	31	1	8	2	1	18	12	4	1	0	0	9	153
08:30 AM	1	83	44	1	16	1	1	14	15	2	1	0	0	18	197
08:45 AM	1	75	37	4	15	1	0	15	8	2	1	0	1	6	166
09:00 AM	1	95	44	1	10	0	0	14	3	3	1	0	1	13	186
09:15 AM	0	93	43	4	9	1	3	18	6	3	2	0	3	20	205
09:30 AM	1	102	33	1	11	3	0	14	9	5	2	3	1	10	195
09:45 AM	2	109	38	3	9	3	0	16	9	1	0	1	0	16	207
10:00 AM	3	114	37	4	10	3	0	12	9	5	0	0	1	15	213
10:15 AM	0	101	33	2	10	2	0	14	5	5	2	1	2	18	195
10:30 AM	2	131	35	2	8	1	0	8	8	2	2	1	1	24	225
10:45 AM	3	113	44	2	9	5	0	17	6	0	0	0	3	12	214
11:00 AM	8	99	40	1	11	3	4	25	3	6	0	0	0	21	221
11:15 AM	0	109	33	1	13	3	0	10	6	0	1	2	0	26	204
11:30 AM	2	121	45	2	11	1	1	17	4	5	0	4	2	18	233
11:45 AM	5	122	33	0	5	2	1	18	4	5	2	2	5	16	220
Day Total															
Percent															
ADT															
12581															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	103	36	0	12	3	1	16	4	4	0	0	1	10	190
12:15 PM	4	105	44	3	10	2	0	13	4	2	0	0	0	12	199
12:30 PM	3	101	26	3	6	2	1	17	7	1	2	1	1	19	190
12:45 PM	6	108	36	2	11	3	0	6	7	3	0	1	2	11	196
01:00 PM	1	84	36	3	11	1	1	11	7	0	0	0	1	11	167
01:15 PM	6	110	24	4	6	2	0	15	4	1	0	0	1	15	188
01:30 PM	2	121	27	0	9	3	1	14	7	2	0	0	1	12	199
01:45 PM	3	146	29	1	14	0	0	12	4	1	1	2	0	14	227
02:00 PM	1	89	31	0	7	2	0	7	4	1	0	1	2	10	155
02:15 PM	2	111	31	1	6	2	0	14	4	0	0	0	2	9	182
02:30 PM	3	78	31	1	8	0	0	12	7	2	0	1	0	10	153
02:45 PM	2	76	32	0	11	1	1	19	4	4	1	0	4	9	164
03:00 PM	0	111	29	2	8	2	0	10	5	2	0	0	0	16	185
03:15 PM	2	105	31	1	6	0	0	15	6	2	1	1	2	11	183
03:30 PM	2	86	28	4	12	2	0	21	2	3	2	1	0	8	171
03:45 PM	2	86	24	2	5	1	0	16	3	1	1	0	1	9	151
04:00 PM	3	81	28	1	7	1	0	10	4	1	2	0	1	8	147
04:15 PM	2	89	32	0	9	2	1	11	10	2	0	1	1	10	170
04:30 PM	1	92	40	2	4	1	0	6	1	2	0	0	0	6	155
04:45 PM	2	105	30	3	8	1	0	6	8	0	2	0	0	9	174
05:00 PM	1	98	27	1	12	0	0	13	6	0	1	0	1	9	169
05:15 PM	0	91	35	1	5	0	0	3	2	0	1	0	0	9	147
05:30 PM	2	67	30	0	5	0	1	16	3	1	1	0	0	11	137
05:45 PM	3	56	35	0	6	1	0	5	6	2	0	1	0	10	125
Day Total															
Percent															
ADT															
12581															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd
SPECIFIC LOCATION:
CITY/STATE: Marion, FL

QC JOB #: 15135865
DIRECTION: WB
DATE: Dec 21 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	2	92	25	2	5	1	0	7	5	1	0	0	1	9	150
06:15 PM	0	84	32	1	10	0	0	7	5	1	0	0	0	7	147
06:30 PM	0	87	28	0	15	0	0	10	6	1	0	0	1	10	158
06:45 PM	0	98	24	1	5	1	0	7	6	0	1	0	0	10	153
07:00 PM	1	102	31	0	4	3	0	8	4	0	0	0	1	10	164
07:15 PM	0	95	33	1	9	2	0	18	8	4	0	0	1	6	177
07:30 PM	1	93	26	1	6	0	0	5	5	0	0	0	0	7	144
07:45 PM	0	103	27	0	1	1	3	13	5	1	0	1	0	5	160
08:00 PM	1	108	26	0	7	0	0	9	5	0	0	0	0	7	163
08:15 PM	0	81	28	1	5	0	0	4	4	0	0	0	0	7	130
08:30 PM	2	114	22	0	8	1	1	5	0	0	0	0	0	8	161
08:45 PM	1	81	35	0	3	3	0	7	3	1	0	1	1	3	139
09:00 PM	0	85	20	0	4	1	0	3	4	0	0	0	1	2	120
09:15 PM	1	89	25	0	4	2	0	4	3	1	0	0	0	1	130
09:30 PM	0	69	18	1	2	1	0	5	4	0	0	0	0	2	102
09:45 PM	1	86	20	0	5	3	0	6	4	2	0	0	0	11	138
10:00 PM	1	68	24	0	2	2	0	7	0	1	0	1	0	8	114
10:15 PM	0	67	25	0	4	0	0	4	2	1	0	0	1	4	108
10:30 PM	1	65	27	0	2	0	0	6	8	1	0	0	1	3	114
10:45 PM	0	72	18	0	2	0	1	10	8	1	0	0	1	3	116
11:00 PM	1	73	21	0	3	3	0	3	0	0	0	0	0	2	106
11:15 PM	0	80	20	0	2	2	0	9	2	0	0	0	0	7	122
11:30 PM	0	61	15	0	5	0	0	5	0	0	0	0	0	4	90
11:45 PM	1	54	22	1	1	0	0	2	2	0	0	0	1	0	84
Day Total	118	6999	2361	89	592	110	25	790	494	122	58	39	59	725	12581
Percent	0.9%	55.6%	18.8%	0.7%	4.7%	0.9%	0.2%	6.3%	3.9%	1%	0.5%	0.3%	0.5%	5.8%	
ADT 12581															
AM Peak 15-min Vol	11:00 AM 8	10:30 AM 131	11:30 AM 45	8:45 AM 4	8:30 AM 16	10:45 AM 5	11:00 AM 4	11:00 AM 25	8:30 AM 15	11:00 AM 6	2:30 AM 3	11:30 AM 4	11:45 AM 5	11:15 AM 26	11:30 AM 233
PM Peak 15-min Vol	12:45 PM 6	1:45 PM 146	12:15 PM 44	1:15 PM 4	6:30 PM 15	12:00 PM 3	7:45 PM 3	3:30 PM 21	4:15 PM 10	12:00 PM 4	12:30 PM 2	1:45 PM 2	2:45 PM 4	12:30 PM 19	1:45 PM 227

Comments:

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	44	23	1	2	0	0	2	5	0	0	1	1	0	79
12:15 AM	2	55	15	0	2	2	0	1	2	0	0	0	0	3	82
12:30 AM	0	36	12	1	4	0	0	1	4	0	0	0	0	2	60
12:45 AM	0	45	10	0	4	0	0	0	2	0	0	0	0	2	63
01:00 AM	0	39	15	2	3	0	0	1	1	2	0	0	0	0	63
01:15 AM	0	30	15	1	8	0	0	1	1	0	0	0	0	1	57
01:30 AM	0	22	6	0	0	0	0	0	3	0	0	1	0	1	33
01:45 AM	0	27	8	1	0	0	0	1	2	0	0	0	0	0	39
02:00 AM	0	15	9	1	1	1	0	1	3	0	0	1	0	0	32
02:15 AM	0	27	9	0	1	0	0	1	1	0	0	0	0	1	40
02:30 AM	0	11	6	0	2	0	0	0	4	0	1	0	0	0	24
02:45 AM	0	14	5	0	2	1	0	0	2	1	0	0	0	0	25
03:00 AM	0	21	8	1	2	0	0	2	0	1	0	0	0	0	35
03:15 AM	0	21	6	1	3	0	0	1	3	0	0	0	0	2	37
03:30 AM	0	29	9	0	2	0	0	1	0	0	0	0	0	0	41
03:45 AM	1	12	8	2	1	1	0	1	6	0	0	0	0	1	33
04:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
04:15 AM	0	17	6	0	0	0	0	0	5	0	0	0	0	0	28
04:30 AM	0	14	3	1	0	0	0	0	3	1	0	0	0	2	24
04:45 AM	0	19	11	0	0	1	0	0	4	0	0	1	0	3	39
05:00 AM	0	17	5	2	2	0	0	1	3	0	0	0	0	3	33
05:15 AM	0	21	5	0	2	0	0	0	1	1	1	0	1	0	32
05:30 AM	0	30	11	1	4	0	0	3	3	2	0	0	1	3	58
05:45 AM	0	25	7	2	3	0	0	0	2	1	0	0	0	1	41
Day Total Percent															
ADT 10239															
AM Peak 15-min Vol															
PM Peak 15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 AM	0	35	10	1	5	1	0	3	4	0	0	0	0	4	63
06:15 AM	3	29	4	0	3	2	0	4	2	3	0	0	0	6	56
06:30 AM	0	36	11	1	5	0	0	1	2	0	0	0	0	1	57
06:45 AM	0	39	13	0	0	2	0	3	3	0	0	0	0	3	63
07:00 AM	1	54	20	1	5	0	0	1	2	0	0	0	0	4	88
07:15 AM	0	58	14	0	4	0	0	1	5	0	0	0	1	2	85
07:30 AM	1	64	14	0	8	1	0	1	7	1	0	0	0	4	101
07:45 AM	1	42	17	1	4	1	1	4	8	0	0	0	1	2	82
08:00 AM	1	68	31	1	7	1	0	1	0	0	0	1	0	4	115
08:15 AM	1	56	18	2	3	1	0	4	5	2	0	0	2	7	101
08:30 AM	1	60	21	0	3	2	0	6	5	1	0	0	1	6	106
08:45 AM	0	90	20	2	3	1	0	3	5	0	0	0	0	6	130
09:00 AM	3	80	27	1	8	3	0	7	10	2	0	0	0	4	145
09:15 AM	0	83	33	1	6	1	0	10	9	3	0	1	0	4	151
09:30 AM	2	98	39	3	5	3	1	9	6	3	1	0	2	7	179
09:45 AM	0	104	26	3	11	1	0	10	4	1	0	1	0	6	167
10:00 AM	1	111	32	0	7	2	0	13	3	1	0	1	0	6	177
10:15 AM	0	107	50	2	7	1	0	11	7	1	1	1	0	13	201
10:30 AM	2	109	36	2	5	0	0	14	9	2	1	0	0	16	196
10:45 AM	1	106	43	2	9	3	0	16	2	2	0	1	1	20	206
11:00 AM	3	134	39	3	7	1	0	18	4	1	0	0	1	11	222
11:15 AM	3	127	27	1	8	1	0	15	6	1	0	0	0	13	202
11:30 AM	2	117	33	1	4	2	1	15	8	2	2	0	0	14	201
11:45 AM	1	80	27	1	2	2	0	3	5	0	0	0	1	31	153
Day Total															
Percent															
ADT															
10239															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 PM	0	105	35	0	6	1	0	26	8	0	0	0	1	11	193
12:15 PM	2	63	12	1	4	7	1	17	4	2	2	0	2	20	137
12:30 PM	2	61	23	1	5	3	0	7	1	0	1	0	0	27	131
12:45 PM	2	124	38	2	7	1	0	16	1	1	1	2	0	22	217
01:00 PM	1	125	29	1	7	1	0	17	2	1	0	0	1	18	203
01:15 PM	6	107	37	1	8	2	1	7	4	3	1	1	1	15	194
01:30 PM	1	88	31	2	5	1	2	9	5	1	0	0	0	5	150
01:45 PM	1	85	35	2	5	2	3	4	1	1	0	0	1	9	149
02:00 PM	0	98	39	0	6	1	0	13	4	3	1	0	0	9	174
02:15 PM	2	100	26	2	6	1	0	3	6	0	0	1	3	13	163
02:30 PM	0	106	36	1	3	1	0	9	6	2	0	1	1	10	176
02:45 PM	0	119	31	0	6	2	1	18	5	4	0	0	0	15	201
03:00 PM	1	109	26	1	7	1	1	11	3	0	0	0	1	8	169
03:15 PM	0	94	19	0	4	0	1	7	3	1	0	1	2	3	135
03:30 PM	1	84	25	0	5	0	0	9	2	2	0	1	1	10	140
03:45 PM	0	69	23	1	6	2	0	5	3	3	0	0	0	10	122
04:00 PM	1	70	20	0	9	0	1	11	2	0	0	0	2	13	129
04:15 PM	4	68	15	1	5	3	2	6	0	1	0	0	1	13	119
04:30 PM	1	75	20	0	4	1	0	7	1	1	0	0	2	12	124
04:45 PM	0	76	21	1	4	0	0	4	3	1	1	0	1	11	123
05:00 PM	0	59	26	0	5	3	0	4	1	3	0	0	3	12	116
05:15 PM	0	84	20	0	7	0	0	9	1	2	0	0	2	10	135
05:30 PM	1	66	22	0	4	1	0	6	2	4	0	0	0	15	121
05:45 PM	1	61	16	0	6	2	0	3	1	2	0	0	2	6	100
Day Total															
Percent															
ADT															
10239															
AM Peak															
15-min Vol															
PM Peak															
15-min Vol															

Comments:

Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd

QC JOB #: 15135865

SPECIFIC LOCATION:

DIRECTION: WB

CITY/STATE: Marion, FL

DATE: Dec 22 2019

Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
06:00 PM	1	63	17	1	1	2	0	2	3	1	0	0	0	3	94
06:15 PM	1	65	19	1	6	1	1	3	2	1	0	0	2	8	110
06:30 PM	0	59	19	0	7	1	1	5	6	1	0	0	1	4	104
06:45 PM	0	48	16	1	4	0	0	1	9	2	1	0	1	4	87
07:00 PM	0	68	29	1	9	1	0	0	7	1	1	0	2	5	124
07:15 PM	2	60	27	0	6	2	0	1	6	0	0	1	0	6	111
07:30 PM	0	52	15	0	6	0	0	7	5	1	0	1	0	0	87
07:45 PM	0	62	25	1	2	0	0	8	7	1	0	0	1	1	108
08:00 PM	0	69	22	2	3	0	0	5	5	3	0	0	0	2	111
08:15 PM	0	64	26	6	4	1	0	4	7	0	0	0	0	0	112
08:30 PM	1	79	17	6	5	1	0	4	2	0	0	0	1	1	117
08:45 PM	0	45	24	5	2	2	0	6	7	1	1	1	1	2	97
09:00 PM	0	63	15	6	3	2	0	5	6	0	0	1	0	2	103
09:15 PM	0	57	12	1	5	2	0	3	1	0	0	0	0	3	84
09:30 PM	1	62	15	5	6	1	0	6	4	2	0	0	1	3	106
09:45 PM	3	58	12	1	4	1	0	3	8	1	0	0	0	1	92
10:00 PM	0	76	19	8	7	0	0	1	4	2	0	0	0	4	121
10:15 PM	0	57	10	3	2	0	0	7	4	2	1	0	1	5	92
10:30 PM	0	64	12	2	5	1	0	4	7	2	0	0	0	2	99
10:45 PM	4	67	19	0	1	0	0	3	7	1	0	0	0	5	107
11:00 PM	0	59	8	2	1	0	0	2	7	0	0	0	0	3	82
11:15 PM	0	40	14	0	3	0	0	1	3	1	0	0	1	1	64
11:30 PM	0	47	12	1	2	2	0	2	4	1	0	1	0	2	74
11:45 PM	0	45	13	0	0	0	0	1	5	0	0	0	0	0	64
Day Total	70	6022	1863	116	405	94	18	503	376	97	18	22	52	583	10239
Percent	0.7%	58.8%	18.2%	1.1%	4%	0.9%	0.2%	4.9%	3.7%	0.9%	0.2%	0.2%	0.5%	5.7%	
ADT 10239															
AM Peak 15-min Vol	6:15 AM 3	11:00 AM 134	10:15 AM 50	9:30 AM 3	9:45 AM 11	9:00 AM 3	7:45 AM 1	11:00 AM 18	9:00 AM 10	6:15 AM 3	11:30 AM 2	12:00 AM 1	8:15 AM 2	11:45 AM 31	11:00 AM 222
PM Peak 15-min Vol	1:15 PM 6	1:00 PM 125	2:00 PM 39	10:00 PM 8	4:00 PM 9	12:15 PM 7	1:45 PM 3	12:00 PM 26	6:45 PM 9	2:45 PM 4	12:15 PM 2	12:45 PM 2	2:15 PM 3	12:30 PM 27	12:45 PM 217

Comments:

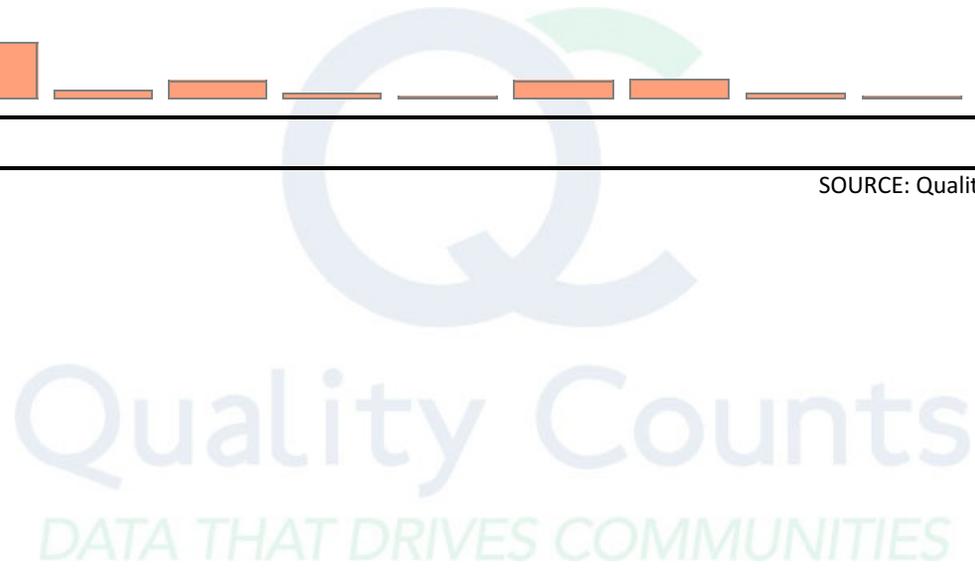
Report generated on 1/27/2020 10:35 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>)

LOCATION: W Hwy 326 btwn NW 39th Ave Rd & NW 38th Ave Rd **QC JOB #:** 15135865
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Marion, FL **DATE:** Dec 16 2019

	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1068	41636	14241	1974	4490	1110	304	4452	4754	1011	271	224	627	5102	81264
Percent	1.3%	51.2%	17.5%	2.4%	5.5%	1.4%	0.4%	5.5%	5.9%	1.2%	0.3%	0.3%	0.8%	6.3%	
ADT 11609															

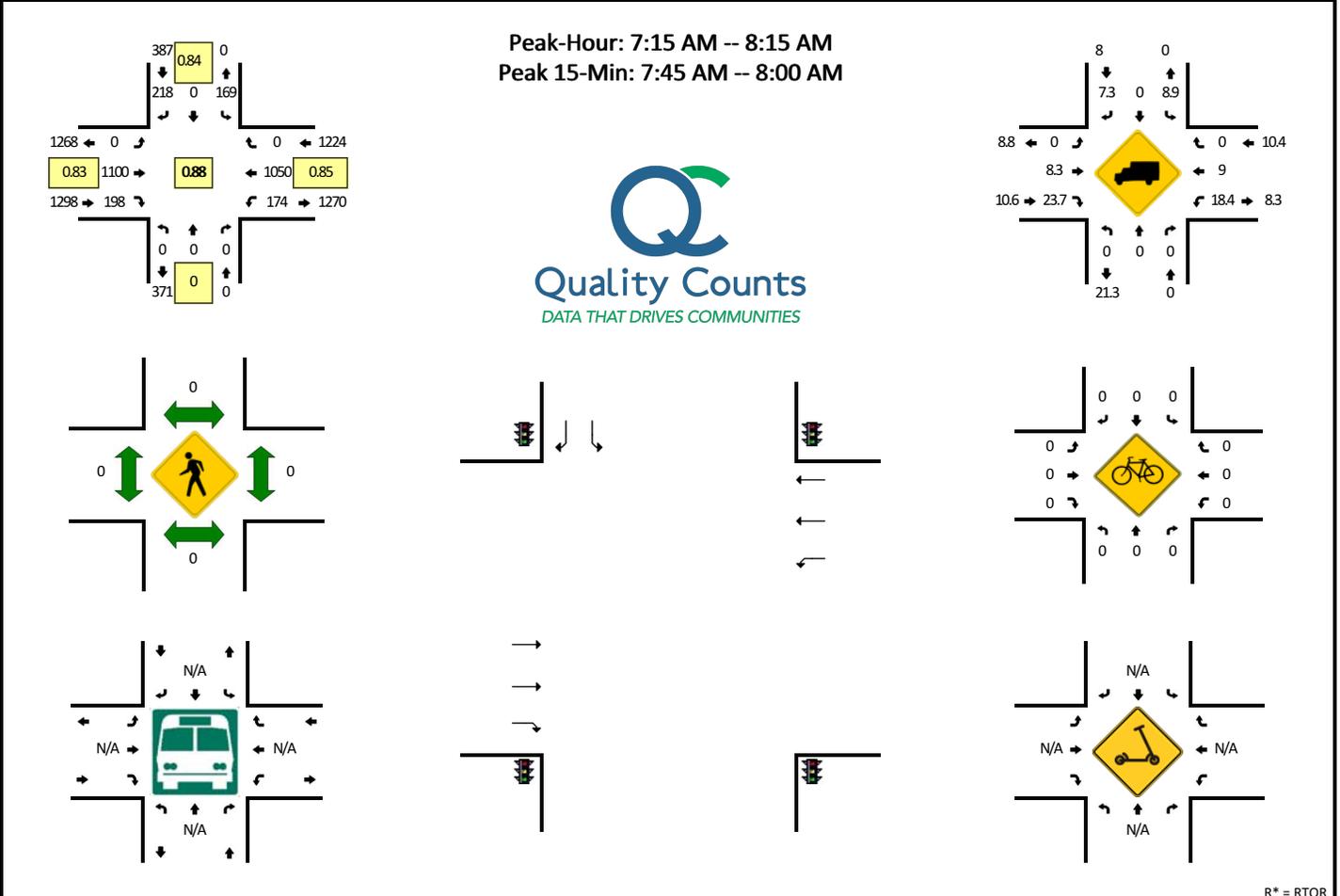
Comments:



Raw Intersection Turning Movement Count Data

LOCATION: I-75 SB Ramps -- SR 40 (W Silver Springs Blvd)
CITY/STATE: Marion, FL

QC JOB #: 151358154
DATE: Tue, Dec 10 2019



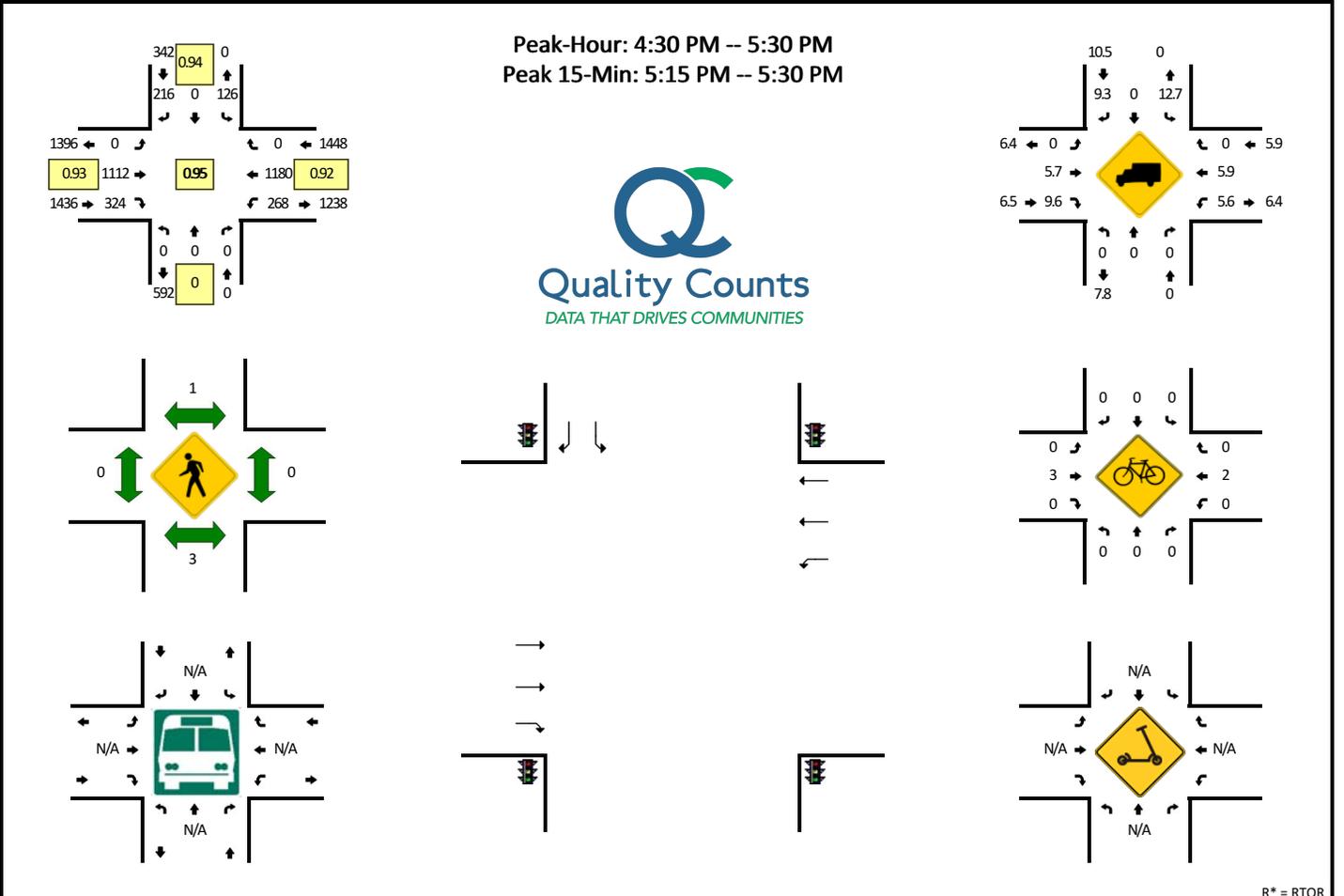
R* = RTOR

15-Min Count Period Beginning At	I-75 SB Ramps (Northbound)					I-75 SB Ramps (Southbound)					SR 40 (W Silver Springs Blvd) (Eastbound)					SR 40 (W Silver Springs Blvd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	42	1	11	0	21	0	242	31	0	0	30	172	0	0	0	550	
7:15 AM	0	0	0	0	0	35	0	13	0	34	0	338	54	0	0	33	207	0	0	0	714	
7:30 AM	0	0	0	0	0	52	0	38	0	18	0	262	48	0	0	48	267	0	1	0	734	
7:45 AM	0	0	0	0	0	45	0	37	0	33	0	303	49	0	0	36	322	0	0	0	825	2823
8:00 AM	0	0	0	0	0	37	0	21	0	24	0	197	47	0	0	56	254	0	0	0	636	2909
8:15 AM	0	0	0	0	0	29	0	17	0	39	0	255	36	0	0	42	219	0	1	0	638	2833
8:30 AM	0	0	0	0	0	34	0	17	0	29	0	261	58	0	0	58	189	0	0	0	646	2745
8:45 AM	0	0	0	0	0	31	0	10	0	33	0	226	41	0	0	35	199	0	0	0	575	2495
9:00 AM	0	0	0	0	0	27	0	12	0	34	0	206	29	0	0	24	170	0	0	0	502	2361
9:15 AM	0	0	0	0	0	41	0	13	0	20	0	199	38	0	0	42	160	0	0	0	513	2236
9:30 AM	0	0	0	0	0	28	0	7	0	25	0	240	43	0	0	56	182	0	0	0	581	2171
9:45 AM	0	0	0	0	0	33	0	11	0	27	0	231	44	0	0	36	184	0	0	0	566	2162
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	180	0	280	0	132	0	1212	196	0	0	144	1288	0	0	0	3432	
Heavy Trucks	0	0	0	0	0	4	0	24	0	0	0	124	48	0	0	16	92	0	0	0	308	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: I-75 SB Ramps -- SR 40 (W Silver Springs Blvd)
CITY/STATE: Marion, FL

QC JOB #: 151358155
DATE: Tue, Dec 10 2019



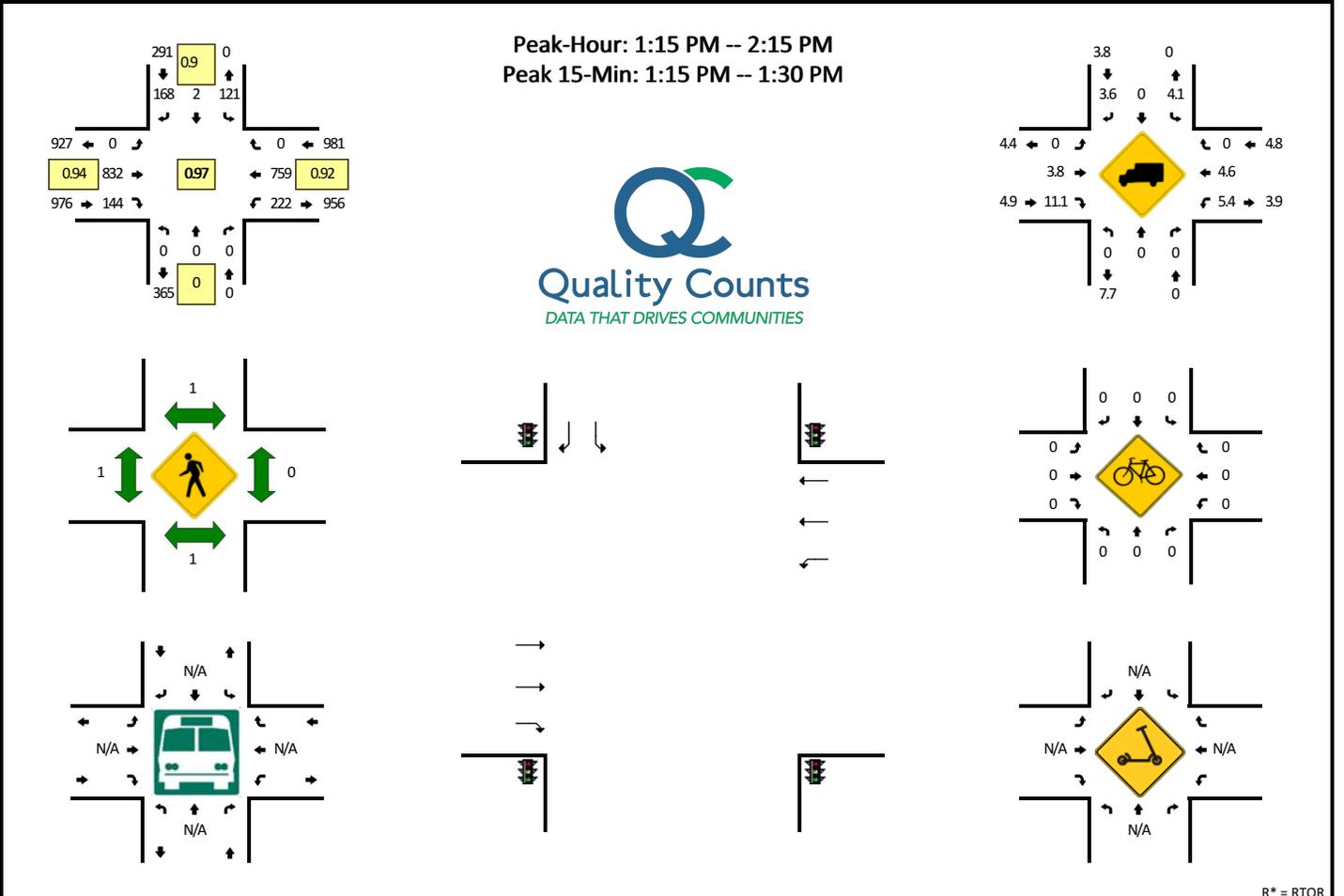
R* = RTOR

15-Min Count Period Beginning At	I-75 SB Ramps (Northbound)					I-75 SB Ramps (Southbound)					SR 40 (W Silver Springs Blvd) (Eastbound)					SR 40 (W Silver Springs Blvd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	38	0	15	0	29	0	303	73	0	0	53	267	0	0	0	778	
3:45 PM	0	0	0	0	0	32	0	25	0	21	0	263	56	0	0	71	308	0	0	0	776	
4:00 PM	0	0	0	0	0	23	0	28	0	24	0	347	55	0	0	61	297	0	0	0	835	
4:15 PM	0	0	0	0	0	34	0	12	0	28	0	268	44	0	0	88	280	0	0	0	754	3143
4:30 PM	0	0	0	0	0	26	0	20	0	35	0	307	81	0	0	79	291	0	0	0	839	3204
4:45 PM	0	0	0	0	0	29	0	32	0	25	0	240	69	0	0	62	266	0	0	0	723	3151
5:00 PM	0	0	0	0	0	42	0	14	0	28	0	274	99	0	0	62	293	0	0	0	812	3128
5:15 PM	0	0	0	0	0	29	0	33	0	29	0	291	75	0	0	65	330	0	0	0	852	3226
5:30 PM	0	0	0	0	0	37	0	21	0	38	0	271	45	0	0	61	279	0	0	0	752	3139
5:45 PM	0	0	0	0	0	33	0	23	0	31	0	187	51	0	0	65	284	0	3	0	677	3093
6:00 PM	0	0	0	0	0	32	0	9	0	32	0	247	31	0	0	52	228	0	0	0	631	2912
6:15 PM	0	0	0	0	0	35	0	4	0	35	0	162	44	0	0	33	243	0	1	0	557	2617
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	116	0	248	0	116	0	1164	300	0	0	260	1320	0	0	0	3524	
Heavy Trucks	0	0	0	0	0	16	0	16	0	16	0	52	24	0	0	4	68	0	0	0	180	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: I-75 SB Ramps -- SR 40 (W Silver Springs Blvd)
CITY/STATE: Marion, FL

QC JOB #: 151358156
DATE: Sat, Dec 14 2019



R* = RTOR

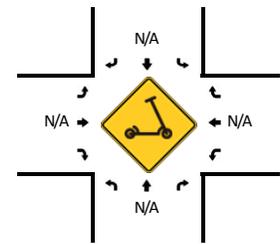
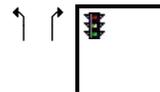
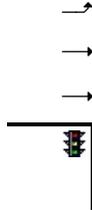
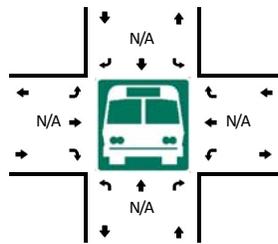
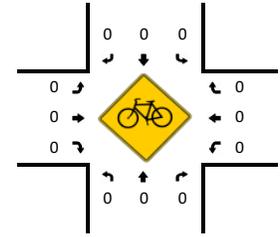
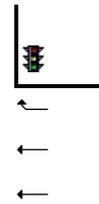
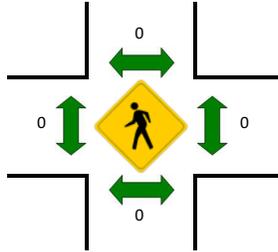
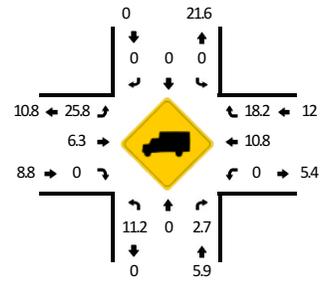
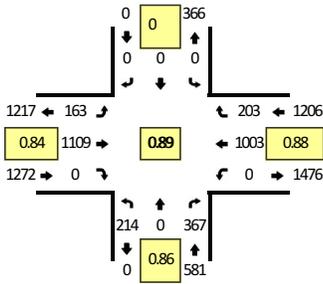
15-Min Count Period Beginning At	I-75 SB Ramps (Northbound)					I-75 SB Ramps (Southbound)					SR 40 (W Silver Springs Blvd) (Eastbound)					SR 40 (W Silver Springs Blvd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
1:00 PM	0	0	0	0	0	34	0	13	0	25	0	198	45	0	0	45	194	0	0	0	554	
1:15 PM	0	0	0	0	0	35	0	10	0	30	0	216	36	0	0	54	198	0	1	0	580	
1:30 PM	0	0	0	0	0	27	0	19	0	27	0	210	49	0	0	58	182	0	1	0	573	2246
1:45 PM	0	0	0	0	0	35	1	12	0	33	0	209	28	0	0	50	170	0	1	0	539	2248
2:00 PM	0	0	0	0	0	24	1	6	0	31	0	197	31	0	0	57	209	0	0	0	556	
2:15 PM	0	0	0	0	0	13	0	7	0	24	0	178	34	0	0	35	174	0	0	0	465	2133
2:30 PM	0	0	0	0	0	9	0	2	0	18	0	215	34	0	0	29	197	0	0	0	504	2064
2:45 PM	0	0	0	0	0	20	0	9	0	43	0	209	33	0	0	44	178	0	0	0	536	2061
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	140	0	160	0	120	0	864	144	0	0	216	792	0	4	0	2440	
Heavy Trucks	0	0	0	0	0	4	0	8	0	0	0	36	24	0	0	8	40	0	0	0	120	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scoters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: I-75 NB Ramps -- SR 40 (W Silver Springs Blvd)
CITY/STATE: Marion, FL

QC JOB #: 151358157
DATE: Tue, Dec 10 2019

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



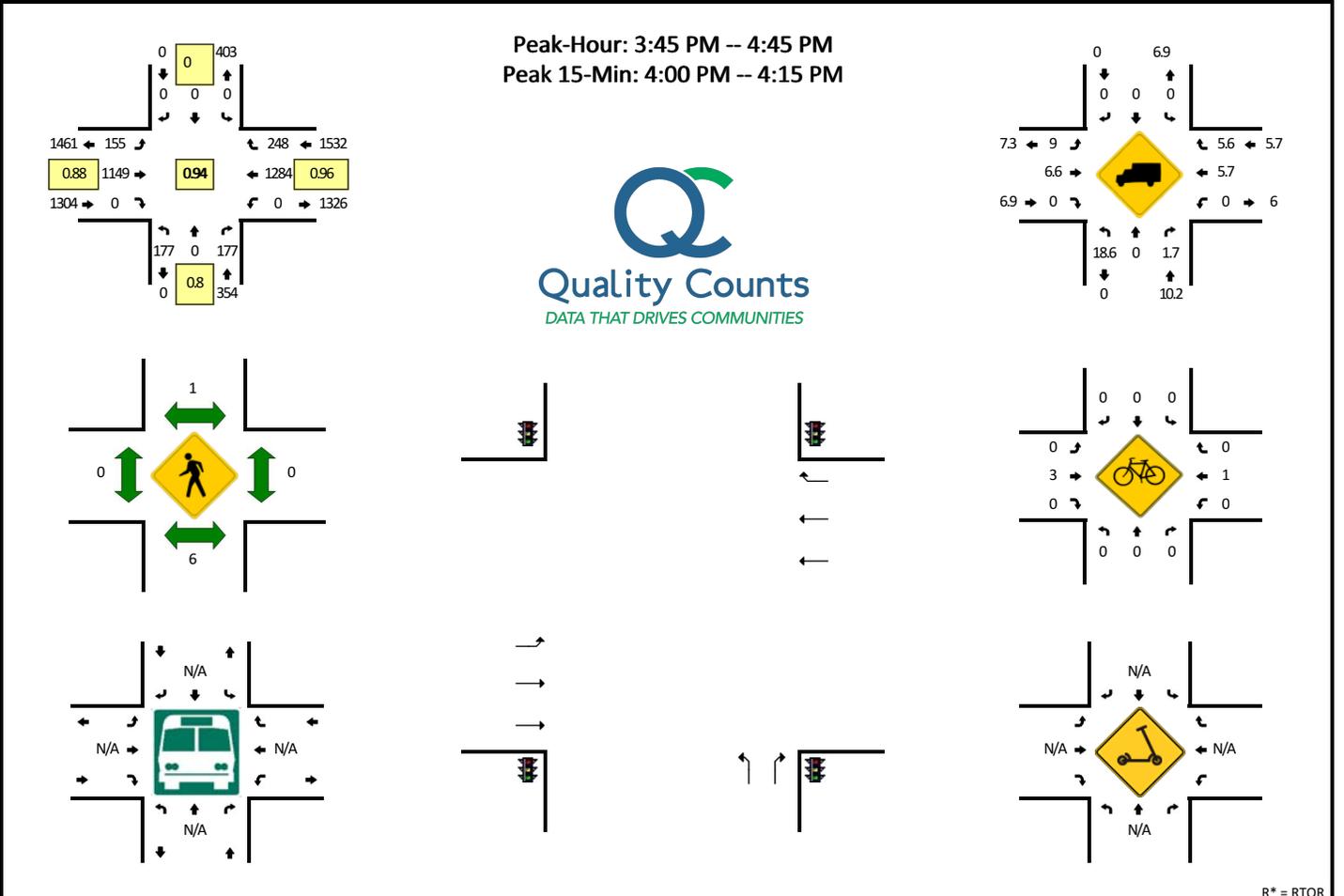
R* = RTOR

15-Min Count Period Beginning At	I-75 NB Ramps (Northbound)					I-75 NB Ramps (Southbound)					SR 40 (W Silver Springs Blvd) (Eastbound)					SR 40 (W Silver Springs Blvd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	37	0	8	0	49	0	0	0	0	0	46	229	0	0	0	0	167	48	0	0	584	
7:15 AM	44	0	35	0	45	0	0	0	0	0	51	328	0	0	0	0	200	57	0	0	760	
7:30 AM	49	0	32	0	74	0	0	0	0	0	39	273	0	0	0	0	261	49	0	0	777	
7:45 AM	70	0	38	0	60	0	0	0	0	0	35	309	0	0	0	0	299	44	0	0	855	2976
8:00 AM	51	0	22	0	61	0	0	0	0	0	38	199	0	0	0	0	243	53	0	0	667	3059
8:15 AM	49	0	29	0	59	0	0	0	0	0	24	253	0	0	0	0	226	53	0	0	693	2992
8:30 AM	26	0	16	0	62	0	0	0	0	0	40	256	0	0	0	0	215	46	0	0	661	2876
8:45 AM	44	0	23	0	53	0	0	0	0	0	33	215	0	0	0	0	187	44	0	0	599	2620
9:00 AM	30	0	14	0	38	0	0	0	0	0	37	204	0	0	0	0	167	39	0	0	529	2482
9:15 AM	37	0	13	0	33	0	0	0	0	0	35	201	0	0	0	0	170	40	0	0	529	2318
9:30 AM	31	0	11	0	38	0	0	0	0	0	35	241	0	0	0	0	201	39	0	0	596	2253
9:45 AM	30	0	16	0	38	0	0	0	0	0	45	214	0	0	0	0	205	38	0	0	586	2240
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	280	0	392	0	240	0	0	0	0	0	140	1236	0	0	0	0	1196	176	0	0	3660	
Heavy Trucks	28	0	8			0	0	0			48	76	0			0	100	40			300	
Buses																					0	
Pedestrians			0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0				0
Scoters																						0

Comments:

LOCATION: I-75 NB Ramps -- SR 40 (W Silver Springs Blvd)
CITY/STATE: Marion, FL

QC JOB #: 151358158
DATE: Tue, Dec 10 2019



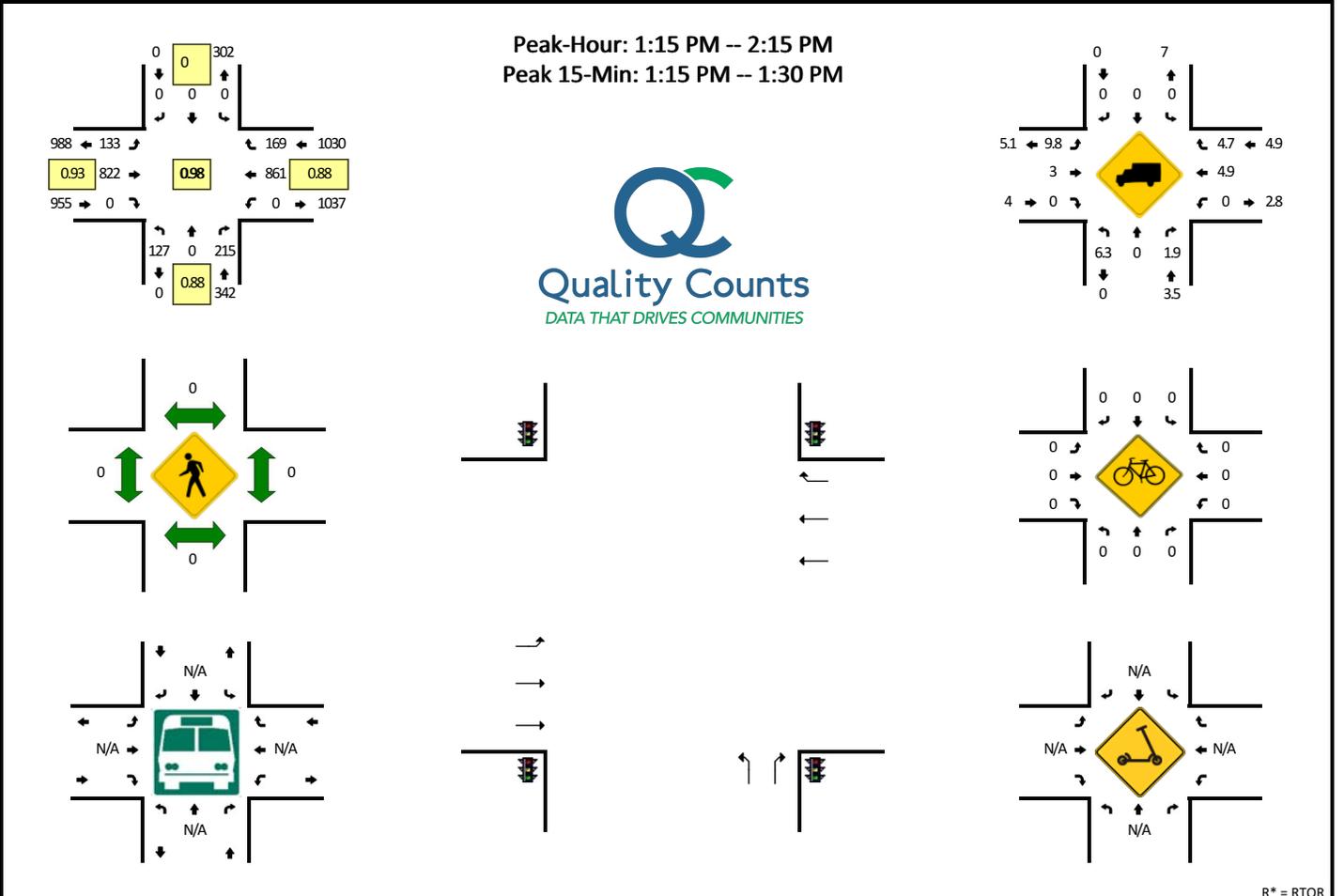
R* = RTOR

15-Min Count Period Beginning At	I-75 NB Ramps (Northbound)					I-75 NB Ramps (Southbound)					SR 40 (W Silver Springs Blvd) (Eastbound)					SR 40 (W Silver Springs Blvd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	50	0	20	0	31	0	0	0	0	0	33	305	0	0	0	0	279	38	0	0	756	
3:45 PM	46	0	13	0	51	0	0	0	0	0	38	257	0	0	0	0	320	63	0	0	788	
4:00 PM	38	0	7	0	33	0	0	0	0	0	42	328	0	0	0	0	332	66	0	0	846	
4:15 PM	56	0	5	0	32	0	0	0	0	0	31	269	0	0	0	0	311	53	0	0	757	3147
4:30 PM	37	0	8	0	28	0	0	0	0	0	44	295	0	0	0	0	321	66	0	0	799	3190
4:45 PM	33	0	8	0	33	0	0	0	0	0	43	230	0	0	0	0	302	58	0	0	707	3109
5:00 PM	41	0	16	0	28	0	0	0	0	0	41	272	0	0	0	0	309	70	0	0	777	3040
5:15 PM	34	0	8	0	36	0	0	0	0	0	38	284	0	1	0	0	357	51	0	0	809	3092
5:30 PM	37	0	8	0	41	0	0	0	0	0	43	250	0	0	0	0	317	57	0	0	753	3046
5:45 PM	46	0	8	0	29	0	0	0	0	0	27	208	0	0	0	0	288	48	0	0	654	2993
6:00 PM	33	0	3	0	27	0	0	0	0	0	31	250	0	0	0	0	257	40	0	0	641	2857
6:15 PM	34	0	12	0	41	0	0	0	0	0	24	175	0	0	0	0	237	45	0	0	568	2616
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	152	0	160	0	132	0	0	0	0	0	168	1312	0	0	0	0	1328	264	0	0	3516	
Heavy Trucks	36	0	8			0	0	0			20	120	0			0	52	24			260	
Buses																						
Pedestrians		4				0					0						0				4	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

LOCATION: I-75 NB Ramps -- SR 40 (W Silver Springs Blvd)
CITY/STATE: Marion, FL

QC JOB #: 151358159
DATE: Sat, Dec 14 2019

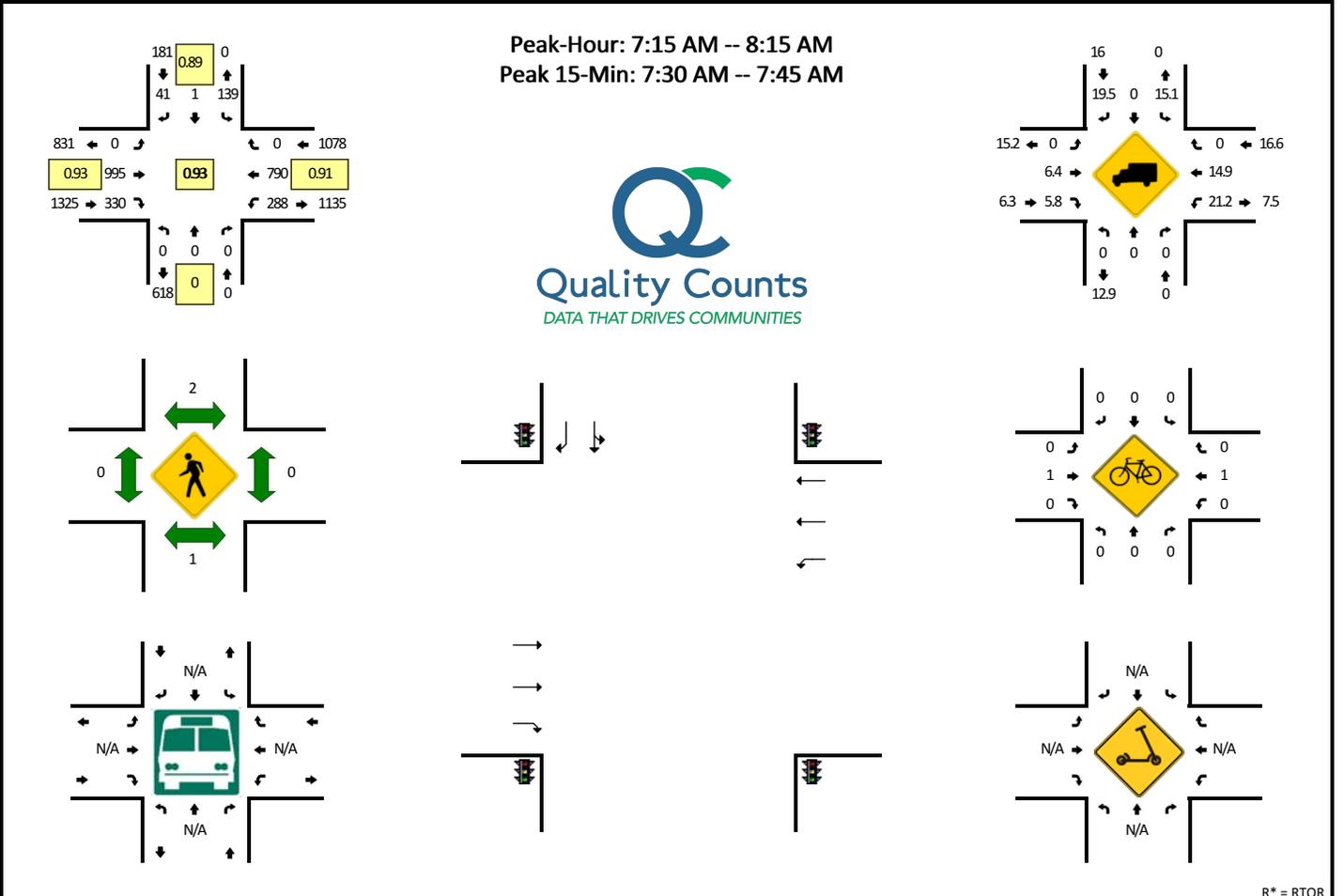


15-Min Count Period Beginning At	I-75 NB Ramps (Northbound)					I-75 NB Ramps (Southbound)					SR 40 (W Silver Springs Blvd) (Eastbound)					SR 40 (W Silver Springs Blvd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
1:00 PM	48	0	13	0	34	0	0	0	0	0	27	193	0	0	0	0	183	48	0	0	546	
1:15 PM	38	0	13	0	34	0	0	0	0	0	36	220	0	0	0	0	222	33	0	0	596	
1:30 PM	33	0	22	0	42	0	0	0	0	0	35	202	0	0	0	0	200	44	0	0	578	
1:45 PM	38	0	14	0	41	0	0	0	0	0	37	203	0	0	0	0	194	43	0	0	570	2290
2:00 PM	18	0	10	0	39	0	0	0	0	0	25	197	0	0	0	0	245	49	0	0	583	2327
2:15 PM	38	0	12	0	32	0	0	0	0	0	32	151	0	0	0	0	173	43	0	0	481	2212
2:30 PM	38	0	7	0	32	0	0	0	0	0	21	217	0	1	0	0	189	52	0	0	557	2191
2:45 PM	35	0	11	0	39	0	0	0	0	0	24	193	0	0	0	0	178	44	0	0	524	2145
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	152	0	188	0	136	0	0	0	0	0	144	880	0	0	0	0	888	132	0	0	2520	
Heavy Trucks	16	0	8			0	0	0			16	28	0			0	36	8			112	
Buses																						
Pedestrians	0	0	0			0	0	0			0	0	0			0	0	0			0	
Bicycles						0	0	0			0	0	0			0	0	0			0	
Scoters																					0	

Comments:

LOCATION: I-75 SB Ramps -- US 27 (Old Blitchton Rd)
CITY/STATE: Marion, FL

QC JOB #: 151358172
DATE: Tue, Dec 10 2019

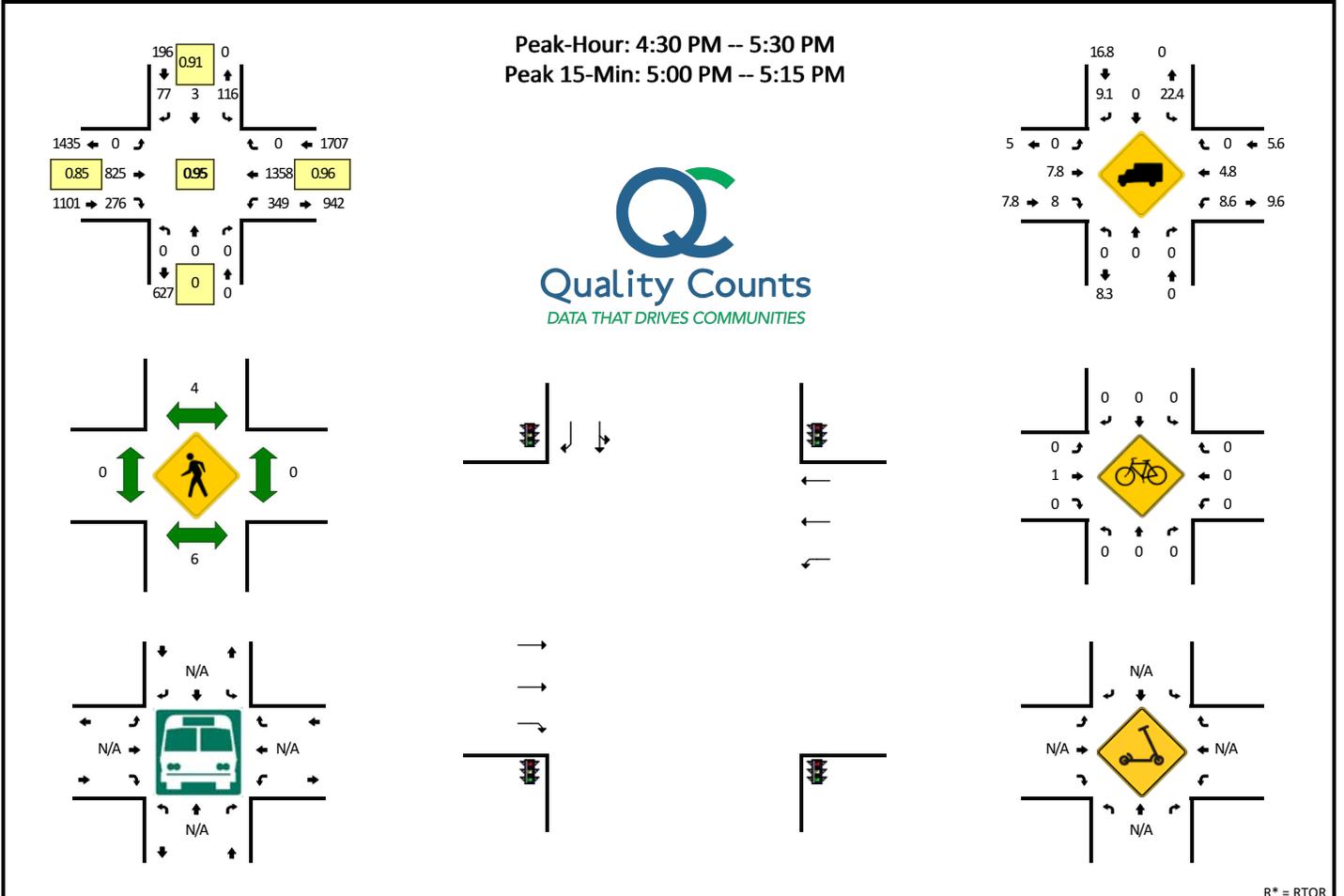


15-Min Count Period Beginning At	I-75 SB Ramps (Northbound)					I-75 SB Ramps (Southbound)					US 27 (Old Blitchton Rd) (Eastbound)					US 27 (Old Blitchton Rd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	0	0	0	0	0	27	1	4	0	0	0	170	34	0	36	59	138	0	0	0	469	
7:15 AM	0	0	0	0	0	34	0	7	0	0	0	256	51	0	47	60	174	0	0	0	629	
7:30 AM	0	0	0	0	0	36	0	9	0	0	0	277	46	0	33	75	222	0	0	0	698	
7:45 AM	0	0	0	0	0	38	1	12	0	0	0	261	51	0	37	73	186	0	1	0	660	2456
8:00 AM	0	0	0	0	0	31	0	13	0	0	0	201	42	0	23	79	208	0	0	0	597	2584
8:15 AM	0	0	0	0	0	37	2	10	0	0	0	182	31	0	31	71	164	0	0	0	528	2483
8:30 AM	0	0	0	0	0	28	0	12	0	0	0	214	49	0	24	57	225	0	1	0	610	2395
8:45 AM	0	0	0	0	0	31	0	7	0	0	0	180	60	0	23	71	210	0	0	0	582	2317
9:00 AM	0	0	0	0	0	29	2	9	0	0	0	187	30	0	34	70	217	0	2	0	580	2300
9:15 AM	0	0	0	0	0	15	0	16	0	0	0	187	51	0	25	71	193	0	0	0	558	2330
9:30 AM	0	0	0	0	0	28	0	7	0	0	0	184	50	0	26	48	193	0	3	0	539	2259
9:45 AM	0	0	0	0	0	26	0	11	0	0	0	195	55	0	20	59	187	0	1	0	554	2231
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	144	0	36	0	0	0	1108	316	0	132	300	888	0	0	0	2924	
Heavy Trucks	0	0	0	0	0	12	0	4	0	0	0	40	28	0	0	64	152	0	0	0	300	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

LOCATION: I-75 SB Ramps -- US 27 (Old Blitchton Rd)
CITY/STATE: Marion, FL

QC JOB #: 151358173
DATE: Tue, Dec 10 2019



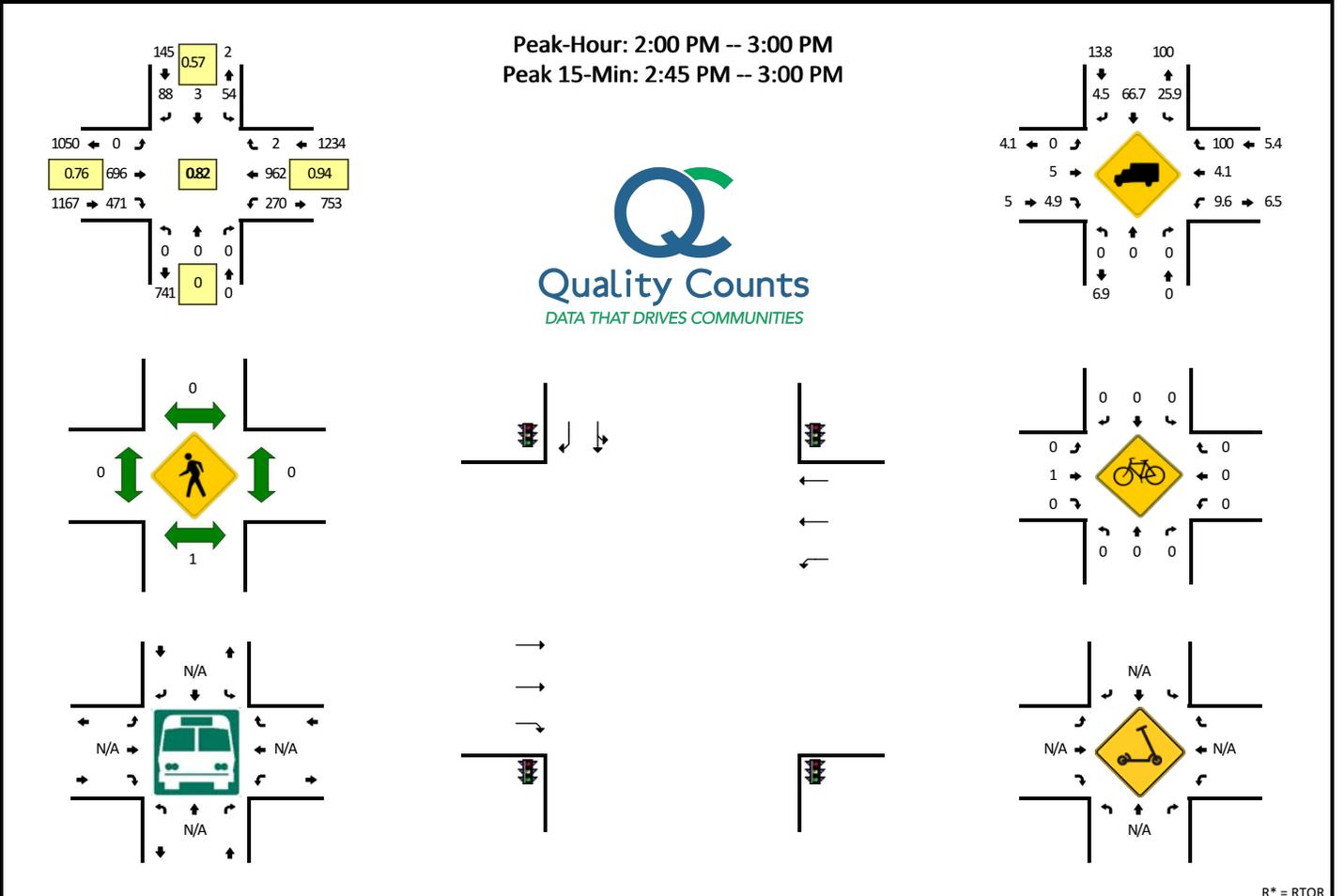
R* = RTOR

15-Min Count Period Beginning At	I-75 SB Ramps (Northbound)					I-75 SB Ramps (Southbound)					US 27 (Old Blitchton Rd) (Eastbound)					US 27 (Old Blitchton Rd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	0	0	0	0	0	30	0	15	0	0	0	199	45	0	30	68	301	0	0	0	688	
3:45 PM	0	0	0	0	0	31	0	26	0	0	0	184	44	0	26	75	331	0	0	0	717	
4:00 PM	0	0	0	0	0	31	0	15	0	0	0	207	47	0	23	75	362	0	0	0	760	
4:15 PM	0	0	0	0	0	34	0	16	0	0	0	204	45	0	39	65	329	0	0	0	732	2897
4:30 PM	0	0	0	0	0	35	1	18	0	0	0	211	52	0	31	85	312	0	0	0	745	2954
4:45 PM	0	0	0	0	0	22	1	26	0	0	0	173	34	0	23	89	353	0	0	0	721	2958
5:00 PM	0	0	0	0	0	26	1	15	0	0	0	237	64	0	22	77	344	0	1	0	787	2985
5:15 PM	0	0	0	0	0	33	0	18	0	0	0	204	25	0	25	97	349	0	0	0	751	3004
5:30 PM	0	0	0	0	0	34	0	12	0	0	0	167	35	0	22	77	326	0	0	0	673	2932
5:45 PM	0	0	0	0	0	39	0	23	0	0	0	139	50	0	25	59	303	0	0	0	638	2849
6:00 PM	0	0	0	0	0	24	0	10	0	0	0	147	38	0	24	50	288	0	0	0	581	2643
6:15 PM	0	0	0	0	0	30	2	19	0	0	0	127	45	0	10	65	236	0	1	0	535	2427
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	104	4	60	0	0	0	948	344	0	88	308	1376	0	4	0	3236	
Heavy Trucks	0	0	0	0	0	16	0	8	0	0	0	68	24	0	0	28	40	0	0	0	184	
Buses																						
Pedestrians		8					0					0					0				8	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

LOCATION: I-75 SB Ramps -- US 27 (Old Blitchton Rd)
CITY/STATE: Marion, FL

QC JOB #: 151358174
DATE: Sat, Dec 14 2019



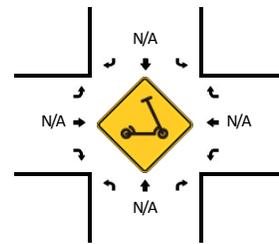
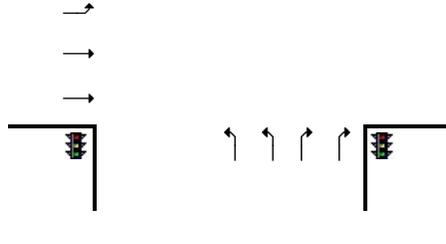
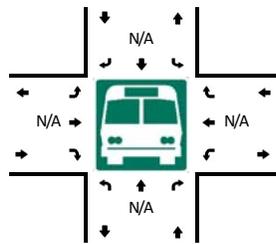
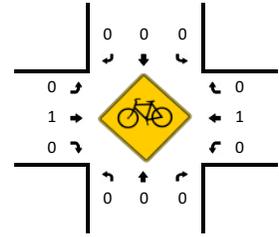
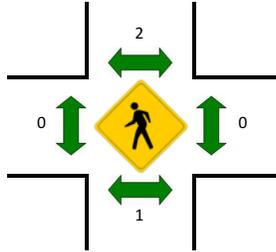
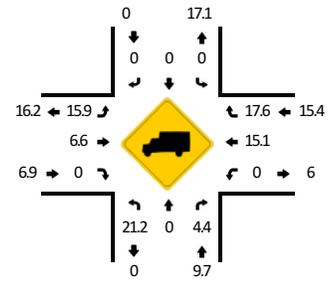
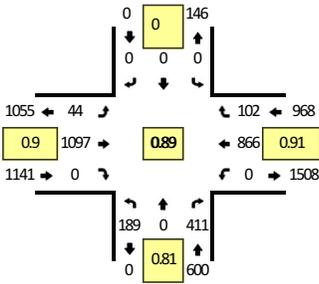
15-Min Count Period Beginning At	I-75 SB Ramps (Northbound)					I-75 SB Ramps (Southbound)					US 27 (Old Blitchton Rd) (Eastbound)					US 27 (Old Blitchton Rd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
1:00 PM	0	0	0	0	0	22	1	25	0	0	0	169	50	0	29	51	276	0	0	0	623	
1:15 PM	0	0	0	0	0	24	1	17	0	0	0	180	56	0	20	67	250	0	0	0	615	
1:30 PM	0	0	0	0	0	22	0	12	0	0	0	168	65	0	28	61	240	0	0	0	596	
1:45 PM	0	0	0	0	0	22	1	15	0	0	0	187	49	0	24	52	267	0	0	0	617	2451
2:00 PM	0	0	0	0	0	12	1	22	0	0	0	177	48	0	24	53	245	0	1	0	583	2411
2:15 PM	0	0	0	0	0	8	0	8	0	0	0	166	61	0	22	61	242	2	1	0	571	2367
2:30 PM	0	0	0	0	0	15	0	15	0	0	0	187	76	0	24	74	227	0	0	0	618	2389
2:45 PM	0	0	0	0	0	19	2	43	0	0	0	166	177	0	39	79	248	0	1	0	774	2546
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	76	8	172	0	0	0	664	864	0	156	316	992	0	4	0	3252	
Heavy Trucks	0	0	0	0	0	24	4	8			0	44	40			20	44	0			184	
Buses																					0	
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																					0	

Comments:

LOCATION: I-75 NB Ramps -- US 27 (Old Blitchton Rd)
CITY/STATE: Marion, FL

QC JOB #: 151358175
DATE: Tue, Dec 10 2019

Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:30 AM -- 7:45 AM



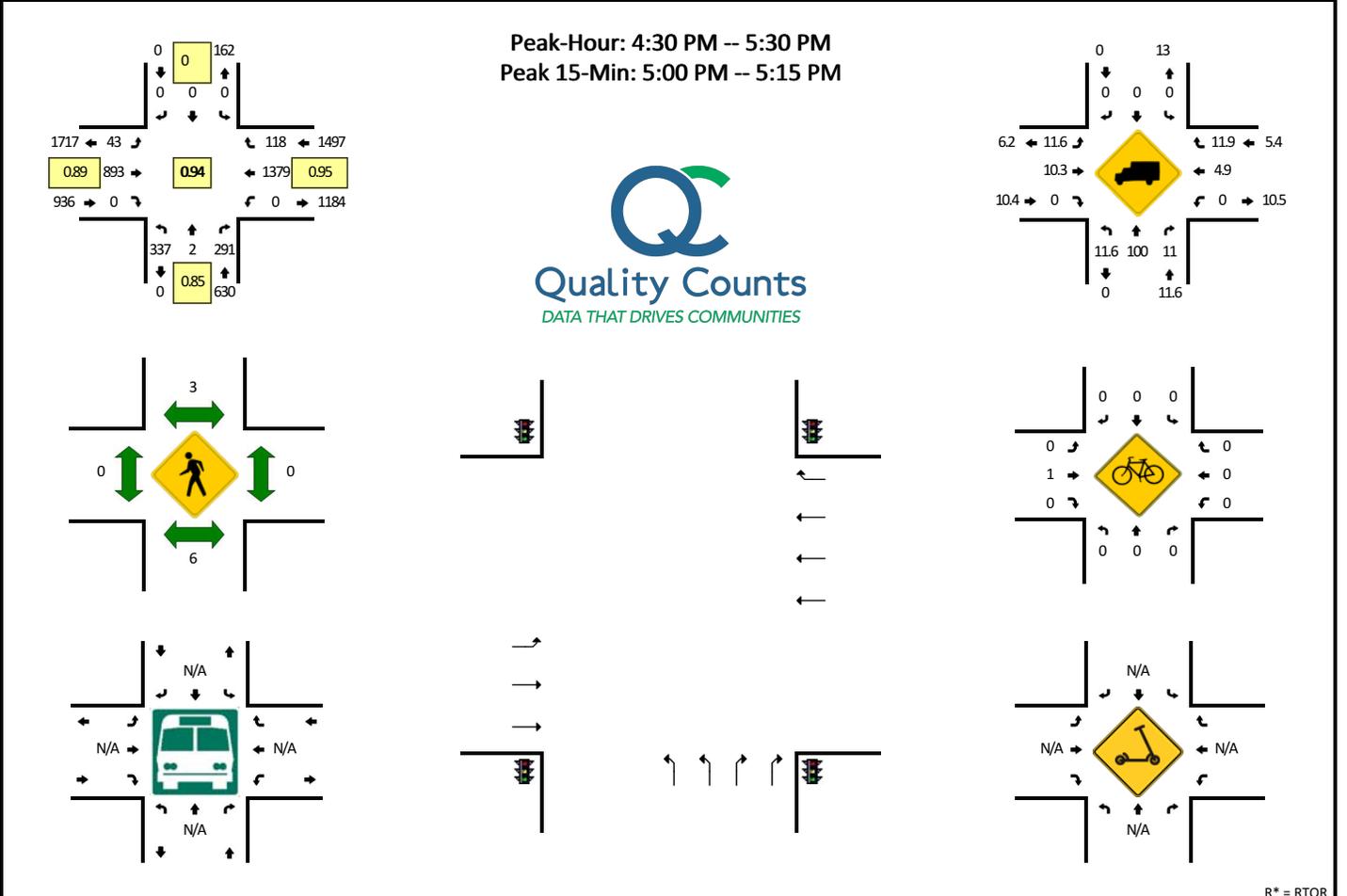
R* = RTOR

15-Min Count Period Beginning At	I-75 NB Ramps (Northbound)					I-75 NB Ramps (Southbound)					US 27 (Old Blitchton Rd) (Eastbound)					US 27 (Old Blitchton Rd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	32	0	37	0	71	0	0	0	0	0	12	174	0	1	0	0	154	22	0	4	507	
7:15 AM	39	0	37	0	67	0	0	0	0	0	13	278	0	0	0	0	191	11	0	7	643	
7:30 AM	62	0	67	0	56	0	0	0	0	0	10	308	0	0	0	0	233	19	0	9	764	
7:45 AM	40	0	52	0	57	0	0	0	0	0	9	291	0	0	0	0	209	20	0	4	682	2596
8:00 AM	48	0	40	0	35	0	0	0	0	0	12	220	0	0	0	0	233	30	0	2	620	2709
8:15 AM	36	0	57	0	27	0	0	0	0	0	10	194	0	0	0	0	201	25	0	3	553	2619
8:30 AM	56	0	54	0	29	0	0	0	0	0	6	234	0	0	0	0	212	18	0	1	610	2465
8:45 AM	50	0	37	0	22	0	0	0	0	0	4	210	0	1	0	0	224	25	0	1	574	2357
9:00 AM	56	0	35	0	32	0	0	0	0	0	9	212	0	0	0	0	233	29	0	8	614	2351
9:15 AM	47	0	8	0	28	0	0	0	0	0	11	191	0	1	0	0	205	19	0	0	510	2308
9:30 AM	58	0	18	0	35	0	0	0	0	0	8	198	0	0	0	0	189	15	0	2	523	2221
9:45 AM	49	0	22	0	41	0	0	0	0	0	10	228	0	0	0	0	195	25	0	1	571	2218
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	248	0	492	0	224	0	0	0	0	0	40	1232	0	0	0	0	932	112	0	36	3316	
Heavy Trucks	56	0	12			0	0	0			0	48	0			0	148	28			292	
Buses																					0	
Pedestrians																					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																					0	

Comments:

LOCATION: I-75 NB Ramps -- US 27 (Old Blitchton Rd)
CITY/STATE: Marion, FL

QC JOB #: 151358176
DATE: Tue, Dec 10 2019

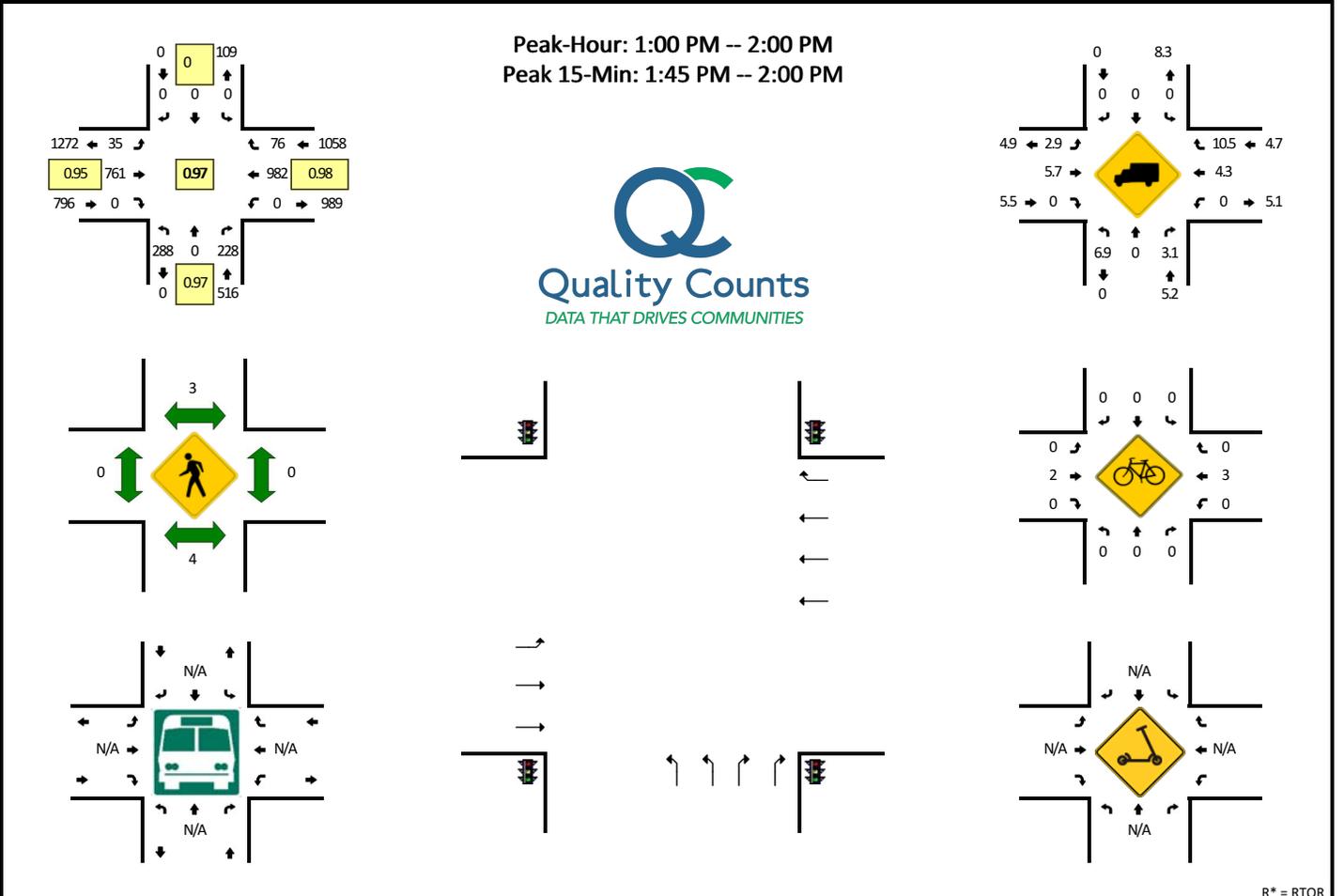


15-Min Count Period Beginning At	I-75 NB Ramps (Northbound)					I-75 NB Ramps (Southbound)					US 27 (Old Blitchton Rd) (Eastbound)					US 27 (Old Blitchton Rd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	79	0	31	0	25	0	0	0	0	0	8	220	0	1	0	0	305	20	0	5	694	
3:45 PM	88	0	37	0	37	0	0	0	0	0	11	201	0	2	0	0	309	16	0	9	710	
4:00 PM	85	1	49	0	18	0	0	0	0	0	8	229	0	0	0	0	347	13	0	10	760	
4:15 PM	69	0	38	0	22	0	0	0	0	0	13	228	0	0	0	0	323	20	0	1	714	2878
4:30 PM	79	0	48	0	20	0	0	0	0	0	11	221	0	0	0	0	321	18	0	11	729	2913
4:45 PM	89	0	22	0	29	0	0	0	0	0	7	195	0	1	0	0	341	16	0	10	710	2913
5:00 PM	86	2	28	0	42	0	0	0	0	0	12	250	0	0	0	0	360	26	0	6	812	2965
5:15 PM	83	0	42	0	60	0	0	0	0	0	12	227	0	0	0	0	357	22	0	9	812	3063
5:30 PM	66	1	19	0	46	0	0	0	0	0	14	190	0	0	0	0	315	19	0	5	675	3009
5:45 PM	70	0	25	0	33	0	0	0	0	0	4	179	0	0	0	0	292	22	0	4	629	2928
6:00 PM	60	0	24	0	28	0	0	0	0	0	9	163	0	0	0	0	279	17	0	5	585	2701
6:15 PM	62	0	25	0	29	0	0	0	0	0	10	146	0	0	0	0	235	11	0	4	522	2411
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	344	8	280	0	168	0	0	0	0	0	48	1000	0	0	0	0	1440	128	0	24	3440	
Heavy Trucks	28	8	28			0	0	0			4	96	0			0	56	16			236	
Buses																						
Pedestrians		8					0					0					0				8	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

LOCATION: I-75 NB Ramps -- US 27 (Old Blitchton Rd)
CITY/STATE: Marion, FL

QC JOB #: 151358177
DATE: Sat, Dec 14 2019



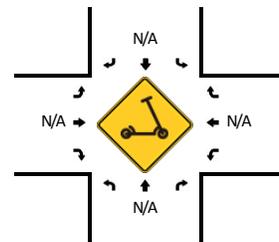
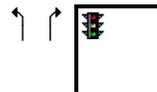
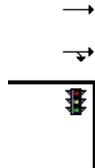
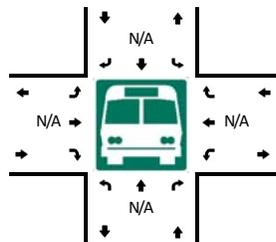
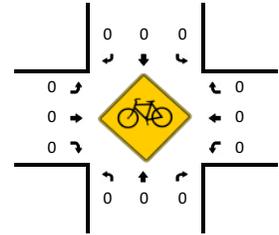
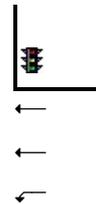
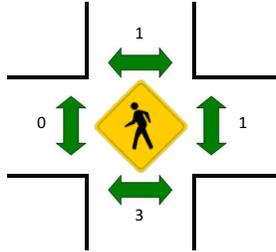
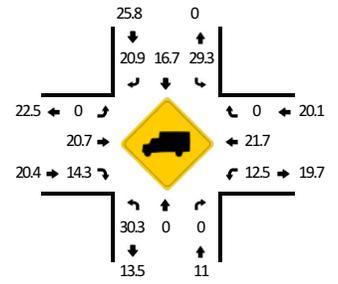
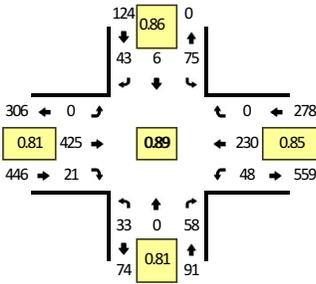
15-Min Count Period Beginning At	I-75 NB Ramps (Northbound)					I-75 NB Ramps (Southbound)					US 27 (Old Blitchton Rd) (Eastbound)					US 27 (Old Blitchton Rd) (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
1:00 PM	82	0	35	0	13	0	0	0	0	0	7	182	0	1	0	0	246	12	0	6	584	
1:15 PM	71	0	27	0	29	0	0	0	0	0	13	193	0	1	0	0	251	14	0	6	605	
1:30 PM	64	0	34	0	28	0	0	0	0	0	4	186	0	0	0	0	236	12	0	6	570	
1:45 PM	71	0	33	0	29	0	0	0	0	0	9	200	0	0	0	0	249	15	0	5	611	2370
2:00 PM	71	0	25	0	19	0	0	0	0	0	10	181	0	0	0	0	228	15	0	11	560	2346
2:15 PM	55	1	16	0	23	0	0	0	0	0	10	171	0	0	0	0	247	12	0	7	542	2283
2:30 PM	66	0	31	0	20	0	0	0	0	0	12	190	0	0	0	0	240	18	0	2	579	2292
2:45 PM	72	1	12	0	27	0	0	0	0	0	10	181	0	0	0	0	267	15	0	7	592	2273
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	284	0	248	0	116	0	0	0	0	0	36	800	0	0	0	0	996	80	0	20	2580	
Heavy Trucks	20	0	12			0	0	0			0	44	0			0	44	4		124		
Buses																						
Pedestrians		8				0					0						0				8	
Bicycles	0	0	0			0	0	0			0	0	0			0	1	0			1	
Scooters																						

Comments:

LOCATION: I-75 SB Off Ramp/NW 44th Ave -- W Hwy 326
CITY/STATE: Marion, FL

QC JOB #: 151358187
DATE: Tue, Dec 10 2019

Peak-Hour: 7:00 AM -- 8:00 AM
 Peak 15-Min: 7:15 AM -- 7:30 AM



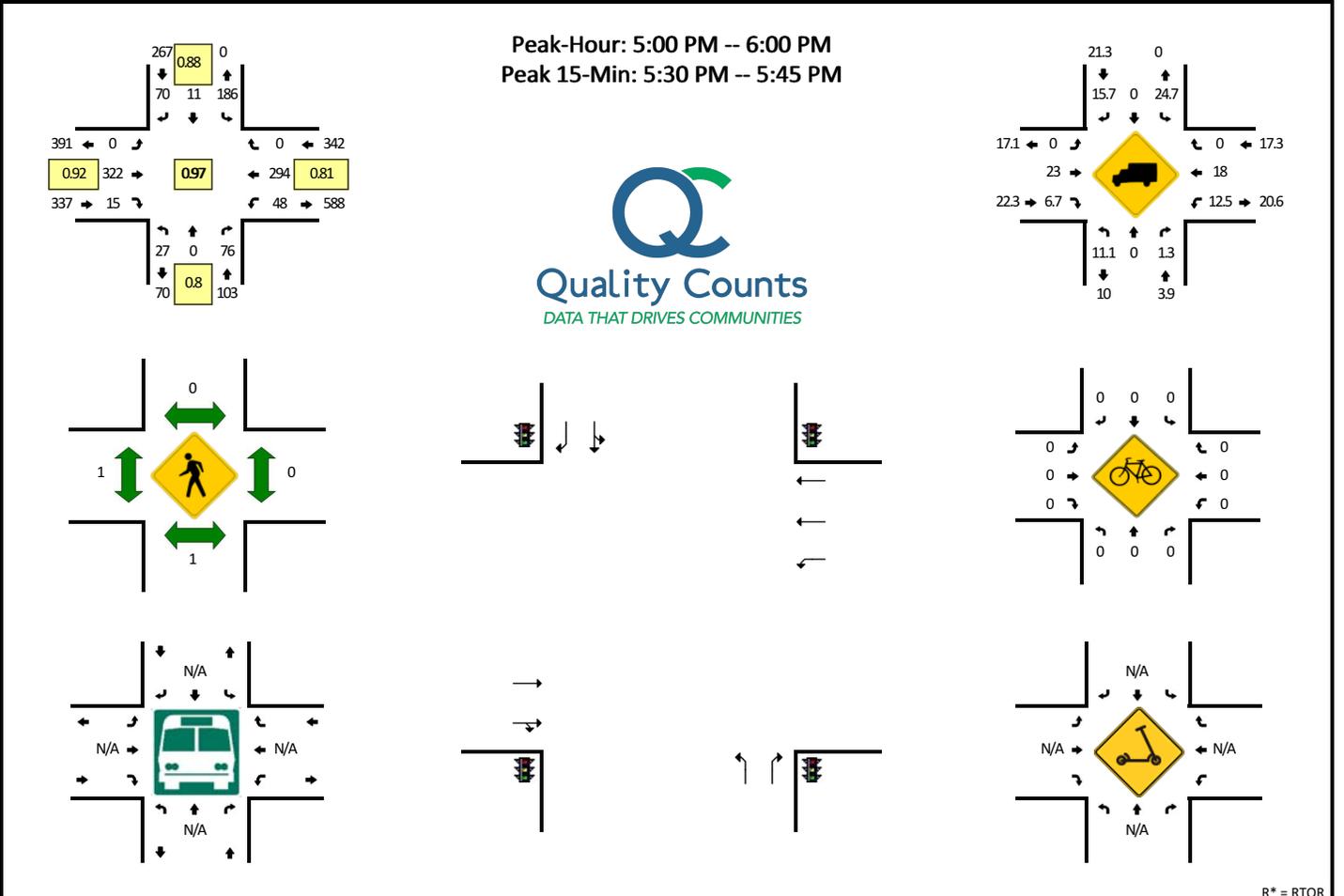
R* = RTOR

15-Min Count Period Beginning At	I-75 SB Off Ramp/NW 44th Ave (Northbound)					I-75 SB Off Ramp/NW 44th Ave (Southbound)					W Hwy 326 (Eastbound)					W Hwy 326 (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	3	0	3	0	13	19	2	5	0	10	0	98	9	0	1	12	38	0	0	0	213	
7:15 AM	9	0	2	0	17	18	0	3	0	2	0	135	3	0	0	15	60	0	0	0	264	
7:30 AM	10	0	3	0	9	23	1	2	0	9	0	88	3	0	2	9	72	0	1	0	232	
7:45 AM	11	0	3	0	8	15	3	3	0	9	0	104	2	0	1	11	60	0	0	0	230	939
8:00 AM	2	0	0	0	6	28	1	2	0	1	0	78	8	0	0	10	52	0	0	0	188	914
8:15 AM	7	0	0	0	5	25	1	1	0	5	0	75	2	0	0	3	47	0	0	0	171	821
8:30 AM	4	0	2	0	12	27	1	5	0	7	0	77	4	0	1	7	55	0	2	0	204	793
8:45 AM	4	0	2	0	12	24	0	4	0	5	0	66	7	0	1	9	42	0	2	0	178	741
9:00 AM	6	0	0	0	11	32	3	6	0	2	0	63	7	0	4	8	32	0	0	0	174	727
9:15 AM	4	0	0	0	7	24	0	4	0	4	0	57	4	0	1	11	44	0	0	0	160	716
9:30 AM	7	0	1	0	7	27	1	3	0	7	0	61	6	0	0	6	43	0	0	0	169	681
9:45 AM	7	0	1	0	10	30	0	6	0	12	0	53	3	0	1	5	50	0	0	0	178	681
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	36	0	76	0	68	72	0	20	0	8	0	540	12	0	0	60	240	0	0	0	1132	
Heavy Trucks	20	0	0			20	0	8			0	92	0			12	28	0			180	
Buses																					8	
Pedestrians		4					4					0					0				0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:

LOCATION: I-75 SB Off Ramp/NW 44th Ave -- W Hwy 326
CITY/STATE: Marion, FL

QC JOB #: 151358188
DATE: Tue, Dec 10 2019



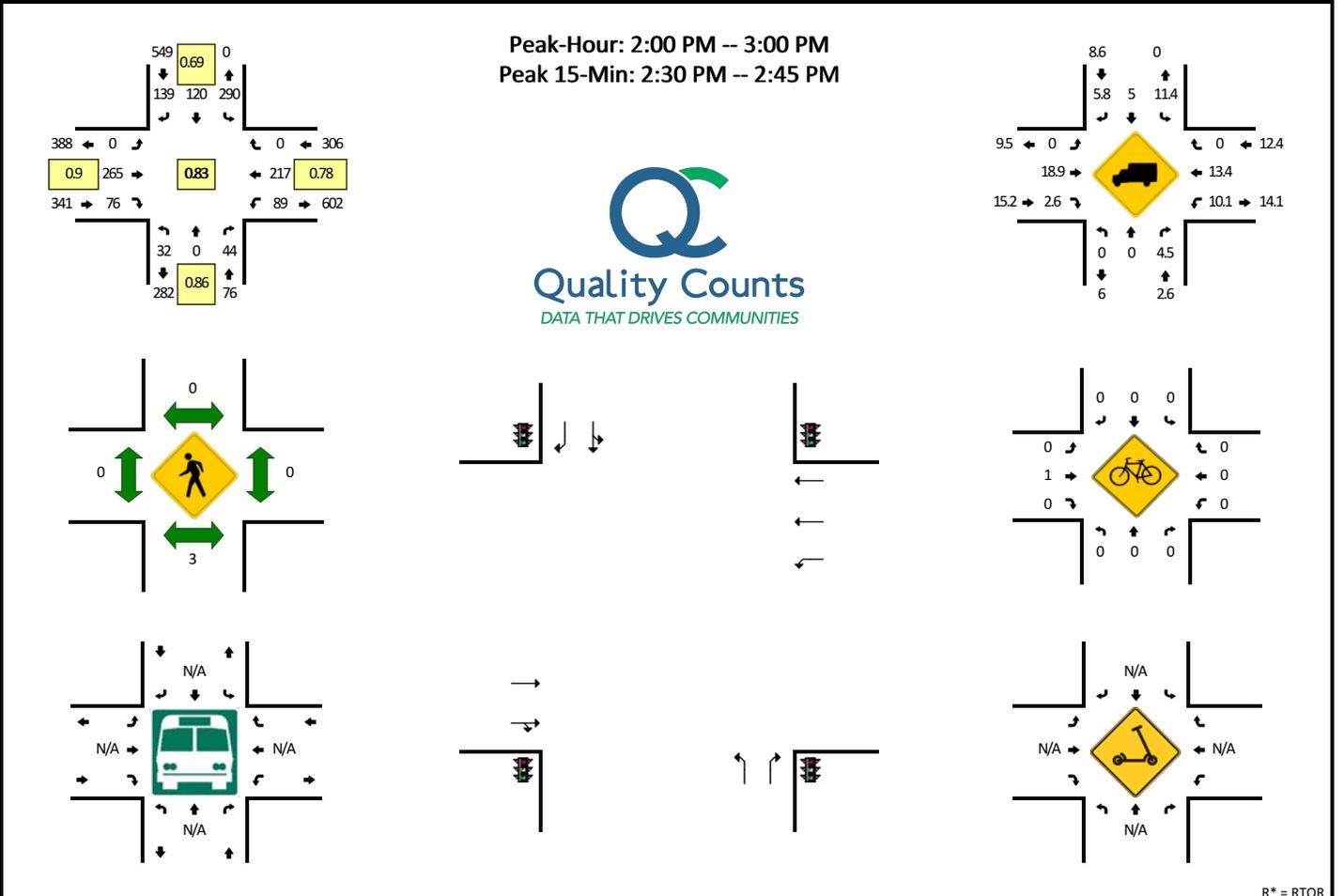
R* = RTOR

15-Min Count Period Beginning At	I-75 SB Off Ramp/NW 44th Ave (Northbound)					I-75 SB Off Ramp/NW 44th Ave (Southbound)					W Hwy 326 (Eastbound)					W Hwy 326 (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
3:30 PM	8	0	4	0	6	43	3	4	0	8	0	80	5	0	0	7	51	0	0	0	219	
3:45 PM	5	0	4	0	11	48	3	4	0	6	0	65	6	0	3	12	74	0	0	0	241	
4:00 PM	9	0	4	0	14	37	5	5	0	17	0	95	7	0	0	11	77	0	0	0	281	
4:15 PM	13	0	4	0	16	55	3	6	0	12	0	95	9	0	1	7	55	0	2	0	278	1019
4:30 PM	8	0	2	0	11	40	3	2	0	11	0	76	10	0	7	9	66	0	1	0	246	1046
4:45 PM	8	0	7	0	6	42	3	11	0	14	0	70	7	0	1	2	51	0	0	0	222	1027
5:00 PM	10	0	2	0	20	38	4	9	0	14	0	78	6	0	0	9	70	0	0	0	260	1006
5:15 PM	12	0	0	0	18	45	2	4	0	9	0	67	3	0	0	13	91	0	2	0	266	994
5:30 PM	3	0	2	0	15	56	3	8	0	9	0	91	1	0	0	12	70	0	1	0	271	1019
5:45 PM	2	0	9	0	10	47	2	4	0	13	0	86	5	0	0	10	63	0	1	0	252	1049
6:00 PM	7	0	6	0	10	51	0	14	0	8	0	71	8	0	0	5	64	0	1	0	245	1034
6:15 PM	6	0	2	0	5	28	2	6	0	19	0	81	3	0	0	11	50	0	1	0	214	982
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	12	0	68	0	60	224	12	68	0	36	0	364	4	0	0	48	280	0	4	0	1180	
Heavy Trucks	0	0	0			60	0	8			0	84	0			8	64	0			224	
Buses																					0	
Pedestrians																					0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																					0	

Comments:

LOCATION: I-75 SB Off Ramp/NW 44th Ave -- W Hwy 326
CITY/STATE: Marion, FL

QC JOB #: 151358189
DATE: Sat, Dec 14 2019



R* = RTOR

15-Min Count Period Beginning At	I-75 SB Off Ramp/NW 44th Ave (Northbound)					I-75 SB Off Ramp/NW 44th Ave (Southbound)					W Hwy 326 (Eastbound)					W Hwy 326 (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
1:00 PM	6	0	6	0	4	43	1	8	0	16	0	83	3	0	1	11	60	0	1	0	243	
1:15 PM	1	0	2	0	4	56	2	8	0	7	0	60	4	0	2	9	46	0	0	0	201	
1:30 PM	9	0	7	0	1	53	3	8	0	6	0	76	0	0	1	8	44	0	2	0	218	
1:45 PM	4	0	7	0	5	55	0	13	0	6	0	62	5	0	1	10	58	0	1	0	227	889
2:00 PM	6	0	12	0	1	44	1	10	0	12	0	71	3	0	0	14	52	0	2	0	228	874
2:15 PM	5	0	9	0	2	78	5	14	0	7	0	86	8	0	1	10	61	0	0	0	286	959
2:30 PM	11	0	7	0	1	92	42	24	0	21	0	59	27	0	1	41	57	0	0	0	383	1124
2:45 PM	10	0	11	0	1	76	72	35	0	16	0	49	33	0	3	21	47	0	1	0	375	1272
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	44	0	32	0	4	368	168	180	0	84	0	236	112	0	4	164	228	0	0	0	1624	
Heavy Trucks	0	0	0			40	12	4			0	40	4			16	28	0			144	
Buses																						
Pedestrians		4					0					0					0				4	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scoters																						

Comments:



Location: Shell Dwy Median Opening - W Hwy 326
 Date: 1/9/2020
 Site Code: 151358238

Start Time	I-75 SB On Ramp Southbound					W Hwy 326 Westbound					I-75 SB On Ramp Northwestbound					Shell Dwy Northbound				W Hwy 326 Eastbound					
	Right	Thru	Left to I-75 SB On Ramp	Left	U-Turn	Right	Thru	Left	Left to I-75 SB On Ramp	U-Turn	Right	Right to I-75 SB On Ramp	Left	Left to Shell Dwy	U-Turn	Right to I-75 SB On Ramp	Right	Thru	Left	U-Turn	Right	Right to I-75 SB On Ramp	Thru	Left	U-Turn
07:00 AM	0	0	0	0	0	67	50	9	30	0	0	0	0	0	0	8	15	0	0	0	18	16	121	0	0
07:15 AM	0	0	0	0	0	87	72	13	37	2	0	0	0	0	0	7	8	0	1	0	14	26	122	0	0
07:30 AM	0	0	0	0	0	100	72	20	41	0	0	0	0	0	0	10	13	0	0	0	14	23	116	0	0
07:45 AM	0	0	0	0	0	91	63	12	33	0	0	0	0	0	0	6	10	0	4	0	12	24	117	0	0
08:00 AM	0	0	0	0	0	85	63	11	28	0	0	0	0	0	0	8	10	0	0	0	8	25	78	0	0
08:15 AM	0	0	0	0	0	89	59	8	18	0	0	0	0	0	0	6	15	0	0	0	8	24	92	0	0
08:30 AM	0	0	0	0	0	83	54	13	18	0	0	0	0	0	0	3	9	0	0	0	8	19	118	0	0
08:45 AM	0	0	0	0	0	78	77	11	19	1	0	0	0	0	0	12	8	0	1	0	5	20	85	0	0
09:00 AM	0	0	0	0	0	85	47	6	16	0	0	0	0	0	0	6	4	0	0	0	9	23	81	0	0
09:15 AM	0	0	0	0	0	82	57	10	10	0	0	0	0	0	0	6	6	0	0	0	10	15	72	0	0
09:30 AM	0	0	0	0	0	82	51	8	13	0	0	0	0	0	0	6	6	0	0	0	1	26	76	0	0
09:45 AM	0	0	0	0	0	95	53	5	7	1	0	0	0	0	0	2	9	0	0	0	8	23	83	0	0
Total	0	0	0	0	0	1024	718	126	270	4	0	0	0	0	0	82	113	0	6	0	115	264	1161	0	0

334
389
409
372
316
319
325
317
277
268
271
286

Peak Hour: 7:00 AM - 8:00 AM
 Peak 15: 7:30 AM - 7:45 AM
 PHF: 0.919315



Location: Shell Dwy Median Opening - W Hwy 326

Date: 1/9/2020

Site Code: 151358238

Start Time	I-75 SB On Ramp Southbound					W Hwy 326 Westbound					I-75 SB On Ramp Northwestbound					Shell Dwy Northbound					W Hwy 326 Eastbound					
	Right	Thru	Left to I-75 SB On Ramp	Left	U-Turn	Right	Thru	Left	Left to I-75 SB On Ramp	U-Turn	Right	Right to I-75 SB On Ramp	Left	Left to Shell Dwy	U-Turn	Right to I-75 SB On Ramp	Right	Thru	Left	U-Turn	Right	Right to I-75 SB On Ramp	Thru	Left	U-Turn	
07:00 AM	0	0	0	0	0	34	39	9	30	0	0	0	0	0	0	0	7	12	0	0	0	17	12	96	0	0
07:15 AM	0	0	0	0	0	52	54	11	37	2	0	0	0	0	0	0	6	8	0	1	0	13	15	104	0	0
07:30 AM	0	0	0	0	0	59	59	20	41	0	0	0	0	0	0	0	9	12	0	0	0	12	9	97	0	0
07:45 AM	0	0	0	0	0	57	50	12	33	0	0	0	0	0	0	0	5	9	0	4	0	12	14	96	0	0
08:00 AM	0	0	0	0	0	51	46	10	28	0	0	0	0	0	0	0	8	9	0	0	0	7	13	65	0	0
08:15 AM	0	0	0	0	0	54	44	8	18	0	0	0	0	0	0	0	6	13	0	0	0	8	12	65	0	0
08:30 AM	0	0	0	0	0	47	35	12	18	0	0	0	0	0	0	0	3	9	0	0	0	8	14	84	0	0
08:45 AM	0	0	0	0	0	46	54	8	19	1	0	0	0	0	0	0	9	8	0	1	0	5	11	62	0	0
09:00 AM	0	0	0	0	0	53	28	5	16	0	0	0	0	0	0	0	6	4	0	0	0	8	13	61	0	0
09:15 AM	0	0	0	0	0	54	40	7	10	0	0	0	0	0	0	0	6	5	0	0	0	10	9	54	0	0
09:30 AM	0	0	0	0	0	48	38	8	13	0	0	0	0	0	0	0	6	5	0	0	0	1	15	52	0	0
09:45 AM	0	0	0	0	0	61	41	3	7	1	0	0	0	0	0	0	2	9	0	0	0	8	13	60	0	0
Total	0	0	0	0	0	616	528	113	270	4	0	0	0	0	0	0	73	103	0	6	0	109	150	896	0	0

Heavy Vehicles



Location: Shell Dwy Median Opening - W Hwy 326

Date: 1/9/2020

Site Code: 151358238

Start Time	I-75 SB On Ramp Southbound				W Hwy 326 Westbound				I-75 SB On Ramp Northwestbound				Shell Dwy Northbound				W Hwy 326 Eastbound			
	Right	Thru	Left to I-75 SB On Ramp	Left	Right	Thru	Left	Left to I-75 SB On Ramp	Right	Right to I-75 SB On Ramp	Left	Left to Shell Dwy	Right to I-75 SB On Ramp	Right	Thru	Left	Right	Right to I-75 SB On Ramp	Thru	Left
07:00 AM	0	0	0	0	33	11	0	0	0	0	0	0	1	3	0	0	1	4	25	0
07:15 AM	0	0	0	0	35	18	2	0	0	0	0	0	1	0	0	0	1	11	18	0
07:30 AM	0	0	0	0	41	13	0	0	0	0	0	0	1	1	0	0	2	14	19	0
07:45 AM	0	0	0	0	34	13	0	0	0	0	0	0	1	1	0	0	0	10	21	0
08:00 AM	0	0	0	0	34	17	1	0	0	0	0	0	0	1	0	0	1	12	13	0
08:15 AM	0	0	0	0	35	15	0	0	0	0	0	0	0	2	0	0	0	12	27	0
08:30 AM	0	0	0	0	36	19	1	0	0	0	0	0	0	0	0	0	0	5	34	0
08:45 AM	0	0	0	0	32	23	3	0	0	0	0	0	3	0	0	0	0	9	23	0
09:00 AM	0	0	0	0	32	19	1	0	0	0	0	0	0	0	0	0	1	10	20	0
09:15 AM	0	0	0	0	28	17	3	0	0	0	0	0	0	1	0	0	0	6	18	0
09:30 AM	0	0	0	0	34	13	0	0	0	0	0	0	2	1	0	0	0	11	24	0
09:45 AM	0	0	0	0	34	12	2	0	0	0	0	0	0	0	0	0	0	10	23	0
Total	0	0	0	0	408	190	13	0	0	0	0	0	9	10	0	0	6	114	265	0



Location: Shell Dwy Median Opening - W Hwy 326

Date: 1/9/2020

Site Code: 151358239

Start Time	I-75 SB On Ramp Southbound					W Hwy 326 Westbound					I-75 SB On Ramp Northwestbound					Shell Dwy Northbound					W Hwy 326 Eastbound				
	Right	Thru	Left to I-75 SB On Ramp	Left	U-Turn	Right	Thru	Left	Left to I-75 SB On Ramp	U-Turn	Right	Right to I-75 SB On Ramp	Left	Left to Shell Dwy	U-Turn	Right to I-75 SB On Ramp	Right	Thru	Left	U-Turn	Right	Right to I-75 SB On Ramp	Thru	Left	U-Turn
03:30 PM	0	0	0	0	0	132	68	10	23	0	0	0	0	0	0	8	10	0	0	0	9	24	105	0	0
03:45 PM	0	0	0	0	0	113	65	14	13	2	0	0	0	0	0	7	7	0	0	0	8	30	125	0	0
04:00 PM	0	0	0	0	0	130	83	3	23	0	0	0	0	0	0	5	3	0	0	0	4	26	131	0	0
04:15 PM	0	0	0	0	0	111	86	11	27	2	0	0	0	0	0	5	9	0	0	0	5	30	135	0	0
04:30 PM	0	0	0	0	0	118	77	6	23	0	0	0	0	0	0	6	12	0	0	0	7	25	111	0	0
04:45 PM	0	0	0	0	0	154	78	6	28	0	0	0	0	0	0	2	8	0	0	0	9	15	120	0	0
05:00 PM	0	0	0	0	0	147	72	6	27	1	0	0	0	0	0	8	5	0	0	0	4	24	131	0	0
05:15 PM	0	0	0	0	0	133	87	9	14	1	0	0	0	0	0	14	7	0	0	0	8	23	101	0	0
05:30 PM	0	0	0	0	0	113	60	7	24	0	0	0	0	0	0	8	5	0	0	0	7	35	128	0	0
05:45 PM	0	0	0	0	0	127	81	6	20	0	0	0	0	0	0	11	7	0	0	0	12	21	95	0	0
06:00 PM	0	0	0	0	0	93	68	4	15	3	0	0	0	0	0	6	6	0	0	0	7	22	91	0	0
06:15 PM	0	0	0	0	0	104	71	8	18	0	0	0	0	0	0	6	5	0	0	0	4	22	101	0	0
Total	0	0	0	0	0	1475	896	90	255	9	0	0	0	0	0	86	84	0	0	0	84	297	1374	0	0

Peak Hour: 4:15 PM - 5:15 PM
 Peak 15: 5:00 PM - 5:15 PM
 PHF: 0.971176



Location: Shell Dwy Median Opening - W Hwy 326

Date: 1/9/2020

Site Code: 151358239

Start Time	I-75 SB On Ramp Southbound					W Hwy 326 Westbound					I-75 SB On Ramp Northwestbound					Shell Dwy Northbound					W Hwy 326 Eastbound				
	Right	Thru	Left to I-75 SB On Ramp	Left	U-Turn	Right	Thru	Left	Left to I-75 SB On Ramp	U-Turn	Right	Right to I-75 SB On Ramp	Left	Left to Shell Dwy	U-Turn	Right to I-75 SB On Ramp	Right	Thru	Left	U-Turn	Right	Right to I-75 SB On Ramp	Thru	Left	U-Turn
03:30 PM	0	0	0	0	0	105	55	7	23	0	0	0	0	0	0	7	6	0	0	0	9	15	75	0	0
03:45 PM	0	0	0	0	0	92	51	12	13	2	0	0	0	0	0	6	6	0	0	0	8	15	95	0	0
04:00 PM	0	0	0	0	0	104	66	3	21	0	0	0	0	0	0	5	3	0	0	0	3	22	105	0	0
04:15 PM	0	0	0	0	0	89	76	9	27	2	0	0	0	0	0	5	8	0	0	0	5	18	111	0	0
04:30 PM	0	0	0	0	0	98	67	6	23	0	0	0	0	0	0	6	10	0	0	0	7	15	96	0	0
04:45 PM	0	0	0	0	0	125	71	5	28	0	0	0	0	0	0	2	7	0	0	0	8	9	90	0	0
05:00 PM	0	0	0	0	0	121	65	4	27	1	0	0	0	0	0	8	5	0	0	0	4	17	105	0	0
05:15 PM	0	0	0	0	0	114	74	8	14	1	0	0	0	0	0	13	7	0	0	0	5	14	86	0	0
05:30 PM	0	0	0	0	0	92	49	5	24	0	0	0	0	0	0	7	5	0	0	0	7	26	118	0	0
05:45 PM	0	0	0	0	0	95	70	5	19	0	0	0	0	0	0	10	7	0	0	0	11	12	80	0	0
06:00 PM	0	0	0	0	0	71	60	4	15	3	0	0	0	0	0	5	5	0	0	0	7	16	73	0	0
06:15 PM	0	0	0	0	0	74	56	8	18	0	0	0	0	0	0	5	5	0	0	0	4	14	82	0	0
Total	0	0	0	0	0	1180	760	76	252	9	0	0	0	0	0	79	74	0	0	0	78	193	1116	0	0

Heavy Vehicles



Location: Shell Dwy Median Opening - W Hwy 326

Date: 1/9/2020

Site Code: 151358239

Start Time	I-75 SB On Ramp Southbound				W Hwy 326 Westbound				I-75 SB On Ramp Northwestbound				Shell Dwy Northbound				W Hwy 326 Eastbound			
	Right	Thru	Left to I-75 SB On Ramp	Left	Right	Thru	Left	Left to I-75 SB On Ramp	Right	Right to I-75 SB On Ramp	Left	Left to Shell Dwy	Right to I-75 SB On Ramp	Right	Thru	Left	Right	Right to I-75 SB On Ramp	Thru	Left
03:30 PM	0	0	0	0	27	13	3	0	0	0	0	0	1	4	0	0	0	9	30	0
03:45 PM	0	0	0	0	21	14	2	0	0	0	0	0	1	1	0	0	0	15	30	0
04:00 PM	0	0	0	0	26	17	0	2	0	0	0	0	0	0	0	0	1	4	26	0
04:15 PM	0	0	0	0	22	10	2	0	0	0	0	0	0	1	0	0	0	12	24	0
04:30 PM	0	0	0	0	20	10	0	0	0	0	0	0	0	2	0	0	0	10	15	0
04:45 PM	0	0	0	0	29	7	1	0	0	0	0	0	0	1	0	0	1	6	30	0
05:00 PM	0	0	0	0	26	7	2	0	0	0	0	0	0	0	0	0	0	7	26	0
05:15 PM	0	0	0	0	19	13	1	0	0	0	0	0	1	0	0	0	3	9	15	0
05:30 PM	0	0	0	0	21	11	2	0	0	0	0	0	1	0	0	0	0	9	10	0
05:45 PM	0	0	0	0	32	11	1	1	0	0	0	0	1	0	0	0	1	9	15	0
06:00 PM	0	0	0	0	22	8	0	0	0	0	0	0	1	1	0	0	0	6	18	0
06:15 PM	0	0	0	0	30	15	0	0	0	0	0	0	1	0	0	0	0	8	19	0
Total	0	0	0	0	295	136	14	3	0	0	0	0	7	10	0	0	6	104	258	0



Location: Shell Dwy Median Opening - W Hwy 326

Date: 1/11/2020

Site Code: 151358240

Start Time	I-75 SB On Ramp Southbound					W Hwy 326 Westbound					I-75 SB On Ramp Northwestbound					Shell Dwy Northbound				W Hwy 326 Eastbound								
	Right	Thru	Left to I-75 SB On Ramp	Left	U-Turn	Right	Thru	Left	Left to I-75 SB On Ramp	U-Turn	Right	Right to I-75 SB On Ramp	Left	Left to Shell Dwy	U-Turn	Right to I-75 SB On Ramp	Right	Thru	Left	U-Turn	Right	Right to I-75 SB On Ramp	Thru	Left	U-Turn			
01:00 PM	0	0	0	0	0	135	55	5	9	0	0	0	0	0	0	9	2	0	3	0	11	22	88	0	0	0	0	0
01:15 PM	0	0	0	0	0	165	59	9	17	0	0	0	0	0	0	3	5	0	2	0	6	20	98	0	0	0	0	0
01:30 PM	0	0	0	0	0	140	55	5	10	1	0	0	0	0	0	5	9	0	1	0	2	28	99	0	0	0	0	0
01:45 PM	0	0	0	0	0	167	64	5	6	2	0	0	0	0	0	6	10	0	0	0	11	29	87	0	0	0	0	0
02:00 PM	0	0	0	0	0	122	44	15	12	0	0	0	0	0	0	3	9	0	2	0	6	24	88	0	0	0	0	0
02:15 PM	0	0	0	0	0	126	57	14	14	3	0	0	0	0	0	8	13	0	0	0	7	27	79	0	0	0	0	0
02:30 PM	0	0	0	0	0	143	52	5	11	3	0	0	0	0	0	11	10	0	0	0	8	23	91	0	0	0	0	0
02:45 PM	0	0	0	0	0	140	58	8	14	0	0	0	0	0	0	12	5	0	0	0	8	28	72	0	0	0	0	0
Total	0	0	0	0	0	1138	444	66	93	9	0	0	0	0	0	57	63	0	8	0	59	201	702	0	0	0	0	0

Peak Hour: 1:00 PM - 2:00 PM

Peak 15: 1:45 PM - 2:00 PM

PHF: 0.946382



Location: Shell Dwy Median Opening - W Hwy 326

Date: 1/11/2020

Site Code: 151358240

Start Time	I-75 SB On Ramp Southbound						W Hwy 326 Westbound					I-75 SB On Ramp Northwestbound					Shell Dwy Northbound				W Hwy 326 Eastbound						
	Right	Thru	Left to I-75 SB On Ramp	Left	U-Turn		Right	Thru	Left	Left to I-75 SB On Ramp	U-Turn	Right	Right to I-75 SB On Ramp	Left	Left to Shell Dwy	U-Turn	Right to I-75 SB On Ramp	Right	Thru	Left	U-Turn	Right	Right to I-75 SB On Ramp	Thru	Left	U-Turn	
01:00 PM	0	0	0	0	0		120	47	4	9	0	0	0	0	0	0	0	9	2	0	3	0	10	16	76	0	0
01:15 PM	0	0	0	0	0		144	47	9	17	0	0	0	0	0	0	0	3	4	0	2	0	4	11	83	0	0
01:30 PM	0	0	0	0	0		121	42	5	10	1	0	0	0	0	0	0	3	7	0	1	0	2	23	78	0	0
01:45 PM	0	0	0	0	0		140	53	5	6	2	0	0	0	0	0	0	5	10	0	0	0	9	18	70	0	0
02:00 PM	0	0	0	0	0		107	36	13	12	0	0	0	0	0	0	0	2	8	0	2	0	6	19	73	0	0
02:15 PM	0	0	0	0	0		108	51	14	14	3	0	0	0	0	0	0	8	13	0	0	0	7	16	64	0	0
02:30 PM	0	0	0	0	0		118	42	5	11	3	0	0	0	0	0	0	10	10	0	0	0	7	15	83	0	0
02:45 PM	0	0	0	0	0		117	51	6	14	0	0	0	0	0	0	0	12	5	0	0	0	8	21	68	0	0
Total	0	0	0	0	0		975	369	61	93	9	0	0	0	0	0	0	52	59	0	8	0	53	139	595	0	0

Heavy Vehicles



Location: Shell Dwy Median Opening - W Hwy 326

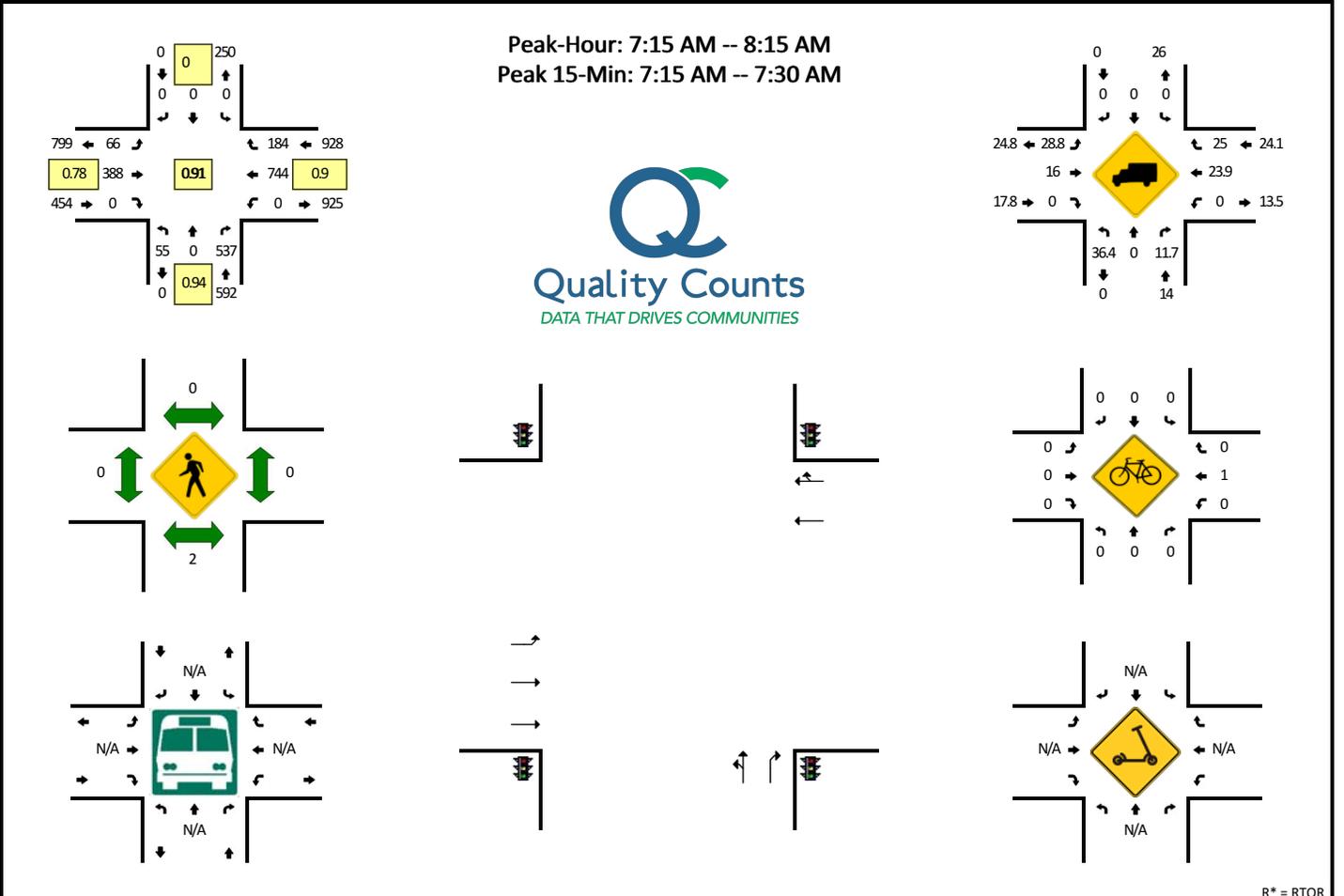
Date: 1/11/2020

Site Code: 151358240

Start Time	I-75 SB On Ramp Southbound				W Hwy 326 Westbound				I-75 SB On Ramp Northwestbound				Shell Dwy Northbound				W Hwy 326 Eastbound			
	Right	Thru	Left to I-75 SB On Ramp	Left	Right	Thru	Left	Left to I-75 SB On Ramp	Right	Right to I-75 SB On Ramp	Left	Left to Shell Dwy	Right to I-75 SB On Ramp	Right	Thru	Left	Right	Right to I-75 SB On Ramp	Thru	Left
01:00 PM	0	0	0	0	15	8	1	0	0	0	0	0	0	0	0	0	1	6	12	0
01:15 PM	0	0	0	0	21	12	0	0	0	0	0	0	0	1	0	0	2	9	15	0
01:30 PM	0	0	0	0	19	13	0	0	0	0	0	0	2	2	0	0	0	5	21	0
01:45 PM	0	0	0	0	27	11	0	0	0	0	0	0	1	0	0	0	2	11	17	0
02:00 PM	0	0	0	0	15	8	2	0	0	0	0	0	1	1	0	0	0	5	15	0
02:15 PM	0	0	0	0	18	6	0	0	0	0	0	0	0	0	0	0	0	11	15	0
02:30 PM	0	0	0	0	25	10	0	0	0	0	0	0	1	0	0	0	1	8	8	0
02:45 PM	0	0	0	0	23	7	2	0	0	0	0	0	0	0	0	0	0	7	4	0
Total	0	0	0	0	163	75	5	0	0	0	0	0	5	4	0	0	6	62	107	0

LOCATION: I-75 NB Ramps -- W Hwy 326
CITY/STATE: Marion, FL

QC JOB #: 151358190
DATE: Tue, Dec 10 2019



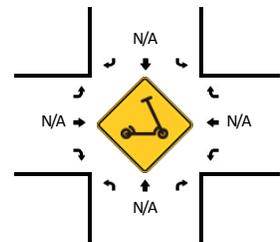
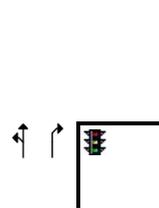
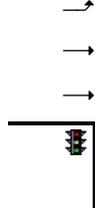
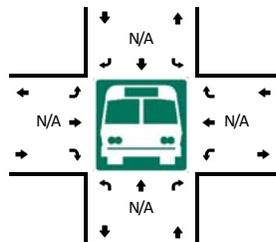
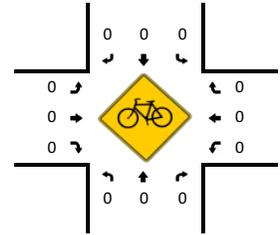
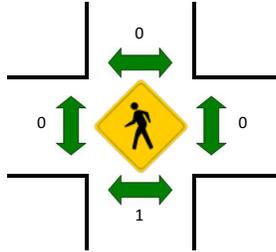
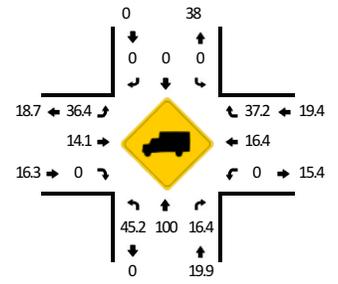
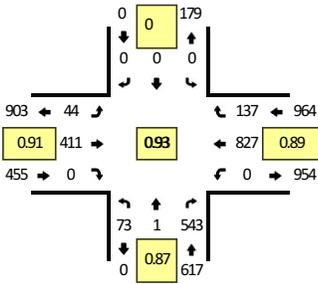
15-Min Count Period Beginning At	I-75 NB Ramps (Northbound)					I-75 NB Ramps (Southbound)					W Hwy 326 (Eastbound)					W Hwy 326 (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	10	0	56	0	67	0	0	0	0	0	16	97	0	0	0	0	150	40	0	2	438	
7:15 AM	11	0	70	0	77	0	0	0	0	0	24	121	0	0	0	0	188	51	0	1	543	
7:30 AM	13	0	50	0	78	0	0	0	0	0	13	94	0	0	0	0	211	44	0	2	505	
7:45 AM	14	0	59	0	76	0	0	0	0	0	14	90	0	0	0	0	169	32	0	5	459	1945
8:00 AM	17	0	52	0	75	0	0	0	0	0	15	83	0	0	0	0	176	42	0	7	467	1974
8:15 AM	9	0	47	0	74	0	0	0	0	0	16	79	0	0	0	0	141	49	0	1	416	1847
8:30 AM	12	0	48	0	66	0	0	0	0	0	11	89	0	0	0	0	158	38	0	4	426	1768
8:45 AM	16	0	54	0	52	0	0	0	0	0	11	83	0	1	0	0	133	43	0	4	397	1706
9:00 AM	16	0	45	0	71	0	0	0	0	0	10	73	0	0	0	0	126	30	0	2	373	1612
9:15 AM	17	0	57	0	63	0	0	0	0	0	7	64	0	0	0	0	138	45	0	4	395	1591
9:30 AM	11	0	51	0	73	0	0	0	0	0	8	63	0	0	0	0	132	35	0	5	378	1543
9:45 AM	12	0	63	0	42	0	0	0	0	0	11	67	0	0	0	0	146	20	0	6	367	1513
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	44	0	588	0	308	0	0	0	0	0	96	484	0	0	0	0	752	208	0	4	2484	
Heavy Trucks	12	0	80			0	0	0			28	52	0			0	160	68			400	
Buses																						
Pedestrians		8					0					0					0				8	
Bicycles	0	0	0			0	0	0			0	0	0			0	1	0			1	
Scooters																						

Comments:

LOCATION: I-75 NB Ramps -- W Hwy 326
CITY/STATE: Marion, FL

QC JOB #: 151358191
DATE: Tue, Dec 10 2019

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM



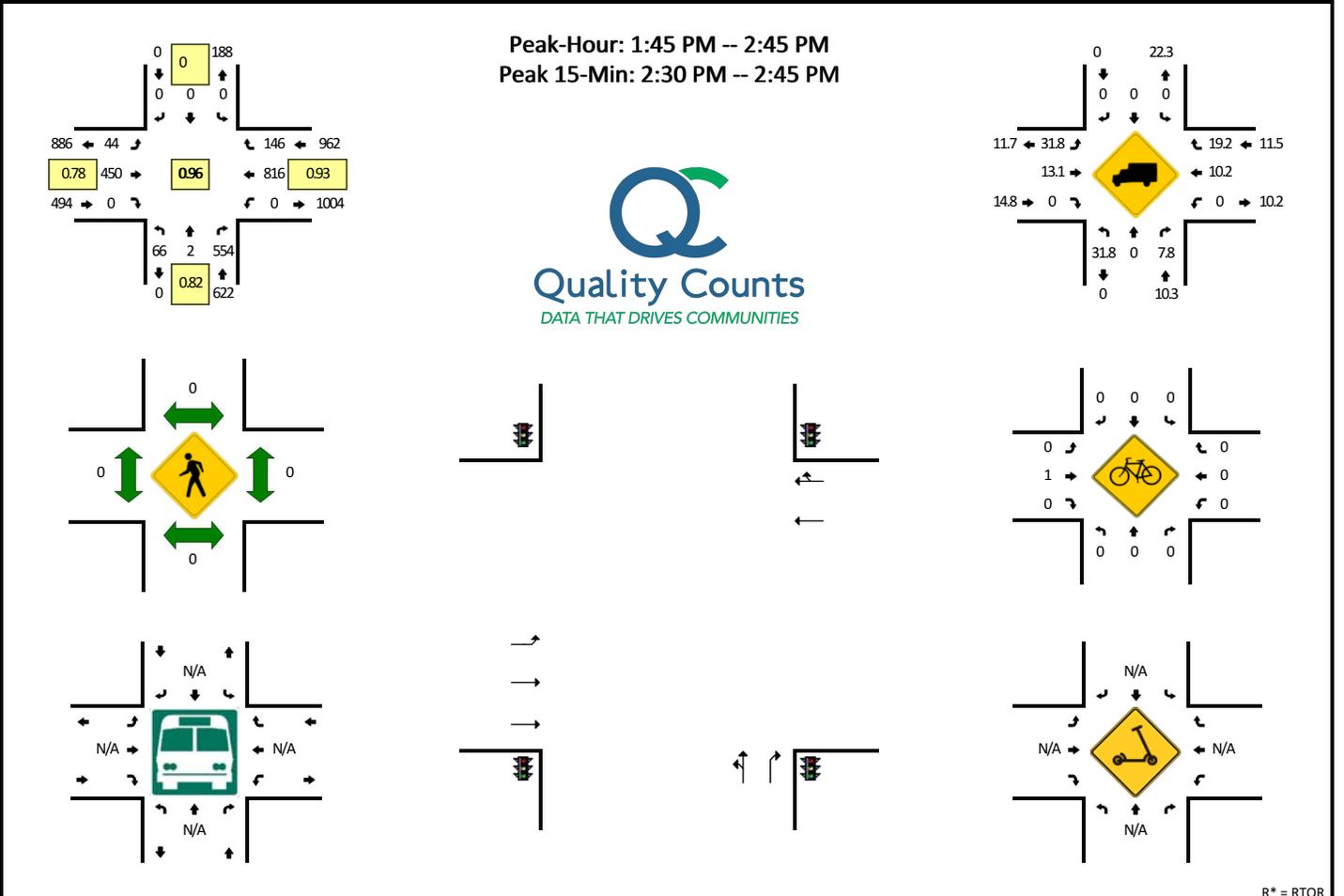
R* = RTOR

15-Min Count Period Beginning At	I-75 NB Ramps (Northbound)				I-75 NB Ramps (Southbound)				W Hwy 326 (Eastbound)				W Hwy 326 (Westbound)				Total	Hourly Totals				
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left			Thru	Right	U	R*
3:30 PM	17	0	62	0	49	0	0	0	0	0	12	101	0	0	0	0	168	38	0	0	447	
3:45 PM	22	0	91	0	44	0	0	0	0	0	16	75	0	1	0	0	173	31	0	4	457	
4:00 PM	16	0	84	0	46	0	0	0	0	0	15	136	0	0	0	0	215	23	0	5	540	
4:15 PM	17	0	70	0	64	0	0	0	0	0	13	118	0	0	0	0	191	22	0	4	499	1943
4:30 PM	10	0	55	0	68	0	0	0	0	0	12	97	0	1	0	0	222	40	0	0	505	2001
4:45 PM	20	1	99	0	57	0	0	0	0	0	8	91	0	1	0	0	162	23	0	5	467	2011
5:00 PM	20	0	74	0	59	0	0	0	0	0	7	118	0	0	0	0	202	39	0	0	519	1990
5:15 PM	23	0	60	0	71	0	0	0	0	0	14	105	0	1	0	0	241	29	0	1	545	2036
5:30 PM	28	1	77	0	46	0	0	0	0	0	13	112	0	3	0	0	141	29	0	2	452	1983
5:45 PM	14	0	76	0	50	0	0	0	0	0	12	109	0	0	0	0	180	39	0	0	480	1996
6:00 PM	12	0	70	0	36	0	0	0	0	0	14	103	0	0	0	0	163	25	0	4	427	1904
6:15 PM	16	0	42	0	62	0	0	0	0	0	18	83	0	0	0	0	168	29	0	4	422	1781
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	92	0	524	0	284	0	0	0	0	0	56	420	0	4	0	0	964	120	0	4	2468	
Heavy Trucks	32	0	80			0	0	0			24	40	0			0	112	36			324	
Buses																						
Pedestrians			0					0					0					0			0	
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0	
Scooters																						

Comments:

LOCATION: I-75 NB Ramps -- W Hwy 326
CITY/STATE: Marion, FL

QC JOB #: 151358192
DATE: Sat, Dec 14 2019



R* = RTOR

15-Min Count Period Beginning At	I-75 NB Ramps (Northbound)					I-75 NB Ramps (Southbound)					W Hwy 326 (Eastbound)					W Hwy 326 (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
1:00 PM	9	0	58	0	81	0	0	0	0	0	10	85	0	0	0	0	218	41	0	7	509	
1:15 PM	15	1	97	0	62	0	0	0	0	0	13	85	0	0	0	0	205	26	0	0	504	
1:30 PM	12	0	50	0	81	0	0	0	0	0	8	100	0	0	0	0	220	37	0	2	510	
1:45 PM	15	0	78	0	62	0	0	0	0	0	6	104	0	0	0	0	217	40	0	3	525	2048
2:00 PM	24	0	73	0	53	0	0	0	0	0	13	94	0	0	0	0	189	26	0	2	474	2013
2:15 PM	17	1	104	0	67	0	0	0	0	0	8	111	0	0	0	0	202	24	0	3	537	2046
2:30 PM	10	1	56	0	61	0	0	0	0	0	13	141	0	4	0	0	208	43	0	5	542	2078
2:45 PM	11	1	67	0	49	0	0	0	0	0	8	113	0	3	0	0	147	17	0	9	425	1978
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	40	4	468	0	244	0	0	0	0	0	52	564	0	16	0	0	832	192	0	20	2432	
Heavy Trucks	4	0	20			0	0	0			20	60	0			0	88	40			232	
Buses																						
Pedestrians	0					0					0					0					0	
Bicycles	0					0					0	1	0			0					1	
Scoters																						

Comments:

APPENDIX C – SIGNAL TIMING DATA



Intersection Timing Sheet

Station ID [6.1]

Intersection : 214 - SR 40 & I-75 W- (Standard File)

Unit Parameters [6.5]

I/O Mode [1.8.6]

Print Date

Date Implemented

Phase Mode: QSEQ

1/14/2020 1:36:27 PM

Communication [6.5]

IP Address

Subnet Mask

Gateway

Port

10.37.80.214

255.255.255.192

10.37.80.193

5014

Phase Timings [1.1.1]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Walk		7				7		7								
Ped Clearance		8				11		21								
Min Green		15			5	15		8								
Gap Ext		4			3.5	4		4								
Max1		35			20	35		25								
Max2		25			12	25		16								
Yellow Clr		4.8			4.8	4.8		4.1								
Red Clr		2			2	2		2								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Concurrent Ps	1	1	1	1	2	2	1	1								

Phase Options [1.1.2]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Enable		ON			ON	ON		ON								
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Options Plus [1.1.3]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																

Concur 1	5	5			1	1													
Concur 2	6	6			2	2													
Concur 3																			
Concur 4																			
Concur 5																			
Concur 6																			
Concur 7																			
Concur 8																			

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						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
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						
Exit 2						
Exit 3						
Exit 4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
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						

Detector, Vehicle Parameters [5.1][5.2]

1-16

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend	ON															
Added Initial	ON															
Queue																
Call	ON															
Call Phase	2	2	5	6	6	6	6	8								
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time	35	35	20	35	35	35	35	25	2	2	2	2	2	2	2	2

17-32

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																

Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

33-48

Detector #	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

Detector, Vehicle Parameters+ [5.3]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green Occupancy	ON															
Yellow Occupancy	ON															
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Green Occupancy	ON															
Yellow Occupancy	ON															
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

49-64

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
No Activity																
Max Presence																
Erratic Cnt																

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																
Det Number																

Detector Alternate Program 2, Vehicle Parameters [5.5.2]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																
Det Number																

Alternate Phase Program 1, Interval Times
[1.1.6.1]

Alternate Phase Program 2, Interval Times
[1.1.6.2]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Phase Options [1.1.6.2.1]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON													
2		ON													
3		ON													
4		ON													
5		ON													
6		ON													
7		ON													
8		ON													

Alternate Phase Program 2, Phase Options [1.1.6.2.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON													
2		ON													
3		ON													
4		ON													
5		ON													
6		ON													
7		ON													
8		ON													

Alternate Phase Program 3, Phase Options [1.1.6.2.3]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON													
2		ON													
3		ON													
4		ON													
5		ON													
6		ON													
7		ON													
8		ON													

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										
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		104			28	76		36								
Mode	NON	MPX	NON	NON	MIN	MPX	NON									
Coord Phase						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		105			36	69		35								
Mode	NON	MPX	NON	NON	MIN	MPX	NON									
Coord Phase						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		125			41	84		35								
Mode	NON	MPX	NON	NON	MIN	MPX	NON									
Coord Phase						ON										

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		155			23	132		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase						ON										

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		175			25	150		35								
Mode																
Coord Phase																

C-7

Mode	NON	MAX	NON	NON	NON	MAX	NON										
Coord Phase						ON											

Split Table 21

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		74			20	54		126								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 22

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		169			48	121		41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		89			27	62		121								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 24

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		165			19	146		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 25

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		165			34	131		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 26

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		165			13	152		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 27

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		160			30	130		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 28

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		165			115	50		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 29

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

Split Table 30

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

Split Table 31

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

Split Table 32

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	140	140	160												190	
Offset Time	10	91	125												20	
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				210	200	210	210	200	200	200	200	200				
Offset Time				108	125	69	116	199	73	41	48	13				
Split Number	17	18	19	20	21	22	23	24	25	26	27	28				

Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								

Float																	
Min Veh Perm																	
Min Ped Perm																	
Percentage																	
MI																	
Ret Hold	ON																
ASC																	
Ph Opt Table																	
Ph Time Table																	
Det Grp																	
Call Inh																	
Olp Off 1																	
Olp Off 2																	
Olp Off 3																	
Olp Off 4																	
Olp Off 5																	
Olp Off 6																	
Olp Off 7																	
Olp Off 8																	
Dia Mode	DFT																
Force Mode	DFT																

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	21										
Minute			30	30	15											
Action	100	1	2	3	2	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	19													
Minute		30	30													
Action	100	2	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	19													
Minute		30	30													
Action	100	2	100													

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																



Intersection Timing Sheet

Station ID [6.1]

Intersection : 215 - SR 40 & I-75 E- (Standard File)

Unit Parameters [6.5]

I/O Mode [1.8.6]

Print Date

Date Implemented

Phase Mode: QSEQ

1/14/2020 1:38:51 PM

Communication [6.5]

IP Address

Subnet Mask

Gateway

Port

10.37.80.215

255.255.255.192

10.37.80.193

5015

Phase Timings [1.1.1]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Walk		7		7		7										
Ped Clearance		10		21		9										
Min Green	5	15		5		15										
Gap Ext	3.5	4		4		4										
Max1	10	40		30		40										
Max2	10	35		20		35										
Yellow Clr	4.8	4.8		4.2		4.8										
Red Clr	2	2		2		2										
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Concurrent Ps	1	1	1	1	2	2	1	1								

Phase Options [1.1.2]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Enable	ON	ON		ON		ON										
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Options Plus [1.1.3]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																

Concur 1	5	5			1	1													
Concur 2	6	6			2	2													
Concur 3																			
Concur 4																			
Concur 5																			
Concur 6																			
Concur 7																			
Concur 8																			

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						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
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						
Exit 2						
Exit 3						
Exit 4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
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						

Detector, Vehicle Parameters [5.1][5.2]

1-16

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend	ON															
Added Initial	ON															
Queue																
Call	ON															
Call Phase	1	2	2	2	2	4	6	6								
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time	10	40	40	40	40	30	40	40	2	2	2	2	2	2	2	2

17-32

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																

Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

33-48

Detector #	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

Detector, Vehicle Parameters+ [5.3]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green Occupancy	ON															
Yellow Occupancy	ON															
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Green Occupancy	ON															
Yellow Occupancy	ON															
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

49-64

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
No Activity																
Max Presence																
Erratic Cnt																

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																
Det Number																

Detector Alternate Program 2, Vehicle Parameters [5.5.2]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																
Det Number																

Alternate Phase Program 1, Interval Times
[1.1.6.1]

Alternate Phase Program 2, Interval Times
[1.1.6.2]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Phase Options [1.1.6.2.1]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON													
2		ON													
3		ON													
4		ON													
5		ON													
6		ON													
7		ON													
8		ON													

Alternate Phase Program 2, Phase Options [1.1.6.2.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON													
2		ON													
3		ON													
4		ON													
5		ON													
6		ON													
7		ON													
8		ON													

Alternate Phase Program 3, Phase Options [1.1.6.2.3]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON													
2		ON													
3		ON													
4		ON													
5		ON													
6		ON													
7		ON													
8		ON													

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										
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	73			37			103								
Mode	MIN	MPX	NON	NON	NON	MPX	NON									
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	32	76			32			108								
Mode	MIN	MPX	NON	NON	NON	MPX	NON									
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	37	86			37			123								
Mode	MIN	MPX	NON	NON	NON	MPX	NON									
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	37	81		42		118										
Mode	MIN	MPX	NON	NON	NON	MPX	NON									
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	37		136		54										
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	119	55		36		174										

Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase		ON				ON										

Split Table 21

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	117		48		152										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 22

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	158		35		175										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	150		35		175										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 24

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	117		48		152										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 25

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	49		135		65										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 26

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	117		48		152										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 27

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	36		148		52										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 28

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	148		35		165										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 29

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

Split Table 30

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

Split Table 31

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

Split Table 32

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17															
Mode	NON	NON	NON	NON	NON	NON	NON									
Coord Phase																

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	140	140	160		160										190	
Offset Time	43	125			156										32	
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				210	200	210	210	200	200	200	200	200				
Offset Time				137	168	143	20	193	78	45	182	5				
Split Number	17	18	19	20	21	22	23	24	25	26	27	28				

Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								

Float																	
Min Veh Perm																	
Min Ped Perm																	
Percentage																	
MI																	
Ret Hold	ON																
ASC																	
Ph Opt Table																	
Ph Time Table																	
Det Grp																	
Call Inh																	
Olp Off 1																	
Olp Off 2																	
Olp Off 3																	
Olp Off 4																	
Olp Off 5																	
Olp Off 6																	
Olp Off 7																	
Olp Off 8																	
Dia Mode	DFT																
Force Mode	DFT																

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	16	17	18	21								
Minute			30	30	30	30	15									
Action	100	1	2	3	5	3	2	100								

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	19													
Minute		30	30													
Action	100	2	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	19													
Minute		30	30													
Action	100	2	100													

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																



Intersection Timing Sheet

Station ID [6.1]

Intersection : 76 - US 27 & I-75 W- (Standard File)

Unit Parameters [6.5]

I/O Mode [1.8.6]

Print Date

Date Implemented

Phase Mode: QSEQ

1/14/2020 1:53:17 PM

Communication [6.5]

IP Address

Subnet Mask

Gateway

Port

10.37.80.76

255.255.255.192

10.37.80.65

5076

Phase Timings [1.1.1]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Walk		7				7										
Ped Clearance		6				18										
Min Green		15			5	15		8								
Gap Ext		4			3	4		4								
Max1		45			13	45		18								
Max2		45			13	45		22								
Yellow Clr		4.8			4.8	4.8		4								
Red Clr		2			2	2		3								
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Concurrent Ps	1	1	1	1	2	2	1	1								

Phase Options [1.1.2]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Enable		ON			ON	ON		ON								
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable																
Guar Passage																
Rest In Walk						ON										
Cond Service																
Add Init Calc																

Phase Options Plus [1.1.3]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																

Concur 1	5	5			1	1													
Concur 2	6	6			2	2													
Concur 3																			
Concur 4																			
Concur 5																			
Concur 6																			
Concur 7																			
Concur 8																			

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						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
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						
Exit 2						
Exit 3						
Exit 4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
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						

Detector, Vehicle Parameters [5.1][5.2]

1-16

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume	ON															
Occupancy	ON															
Yellow Lock																
Red Lock																
Extend	ON															
Added Initial	ON															
Queue																
Call	ON															
Call Phase	2	2	2	2	5	6	6	6	6	8						
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time	45	45	45	45	13	45	45	45	45	18	2	2	2	2	2	2

17-32

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																

Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

33-48

Detector #	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

Detector, Vehicle Parameters+ [5.3]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green Occupancy	ON															
Yellow Occupancy	ON															
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Green Occupancy	ON															
Yellow Occupancy	ON															
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
No Activity																
Max Presence																
Erratic Cnt																

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																
Det Number																

Detector Alternate Program 2, Vehicle Parameters [5.5.2]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																
Det Number																

Alternate Phase Program 1, Interval Times
[1.1.6.1]

Alternate Phase Program 2, Interval Times
[1.1.6.2]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Phase Options [1.1.6.2.1]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON													
2		ON													
3		ON													
4		ON													
5		ON													
6		ON													
7		ON													
8		ON													

Alternate Phase Program 2, Phase Options [1.1.6.2.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON													
2		ON													
3		ON													
4		ON													
5		ON													
6		ON													
7		ON													
8		ON													

Alternate Phase Program 3, Phase Options [1.1.6.2.3]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON													
2		ON													
3		ON													
4		ON													
5		ON													
6		ON													
7		ON													
8		ON													

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										
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		68			20	48		22								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord Phase						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		60			20	40		30								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord Phase						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		68			25	43		22								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord Phase						ON										

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		68			25	43		22								
Mode	NON	MXP	NON	NON	NON	MXP	NON									
Coord Phase						ON										

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		60			20	40		30								
Mode	NON	MXP	NON	NON	NON	MXP	NON									
Coord Phase						ON										

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		68			25	43		22								
Mode	NON	MXP	NON	NON	NON	MXP	NON									
Coord Phase						ON										

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		168			20	148		22								
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase						ON										

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		150			35	115		50								

Mode	NON	MAX	NON	NON	NON	MAX	NON										
Coord Phase						ON											

Split Table 21

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		120			30	90		80								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 22

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		185			40	145		55								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		155			35	120		85								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 24

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		67			24	43		133								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 25

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		175			22	153		25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 26

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		62			20	42		138								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 27

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		159			37	122		41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 28

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		62			20	42		138								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 29

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		156			15	141		24								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 30

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		157			17	140		23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 31

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		159			56	103		41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 32

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		195			156	39		25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	90								90	90	90		190	
Offset Time	87	70	71								53	61	56		37	
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				200	200	240	240	200	200	200	200	200	180	180	200	220
Offset Time				73	105	109	211	56	55	128	68	66	54	55	128	18
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32

Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON							
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								

Float																	
Min Veh Perm																	
Min Ped Perm																	
Percentage																	
MI																	
Ret Hold	ON																
ASC																	
Ph Opt Table																	
Ph Time Table																	
Det Grp																	
Call Inh																	
Olp Off 1																	
Olp Off 2																	
Olp Off 3																	
Olp Off 4																	
Olp Off 5																	
Olp Off 6																	
Olp Off 7																	
Olp Off 8																	
Dia Mode	DFT																
Force Mode	DFT																

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	19											
Minute		30														
Action	100	1	2	3	100											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	19													
Minute																
Action	100	1	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	17													
Minute																
Action	100	1	100													

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											
Minute																
Action																



Intersection Timing Sheet

Station ID [6.1]

Intersection : 77 - US 27 & I-75 E- (Standard File)

Unit Parameters [6.5]

I/O Mode [1.8.6]

Print Date

Date Implemented

Phase Mode: STD8

1/14/2020 1:55:00 PM

Communication [6.5]

IP Address

Subnet Mask

Gateway

Port

10.37.80.77

255.255.255.192

10.37.80.65

5077

Phase Timings [1.1.1]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Walk		7				7										
Ped Clearance		13				40										
Min Green	5	15		8		15										
Gap Ext	3	4		4		4										
Max1	10	45		18		45										
Max2	13	55		22		55										
Yellow Clr	4.8	4.8		3.7		4.8										
Red Clr	2	2		3		2										
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Concurrent Ps	1	1	1	1	2	2	2	2								

Phase Options [1.1.2]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Enable	ON	ON		ON		ON										
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable																
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Phase Options Plus [1.1.3]

	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9	φ10	φ11	φ12	φ13	φ14	φ15	φ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																

Concur 1	5	5	7	7	1	1	3	3											
Concur 2	6	6	8	8	2	2	4	4											
Concur 3																			
Concur 4																			
Concur 5																			
Concur 6																			
Concur 7																			
Concur 8																			

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	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
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						
Exit 2						
Exit 3						
Exit 4						

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						

Detector, Vehicle Parameters [5.1][5.2]

1-16

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend	ON															
Added Initial	ON															
Queue																
Call	ON															
Call Phase	1	2	2	2	2	4	4	6	6	6	6	4	4			
Switch Phase																
Delay Time	5					20										
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time	10	45	45	45	45	18	18	45	45	45	45	2	18	2	2	2

17-32

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																

Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time	2	2														

33-48

Detector #	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

Detector, Vehicle Parameters+ [5.3]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

49-64

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase		2				6										
No Activity																
Max Presence																
Erratic Cnt																

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																
Det Number																

Detector Alternate Program 2, Vehicle Parameters [5.5.2]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM															
Delay Phase 1																
Delay Phase 2																
Source																
Det Number																

Alternate Phase Program 1, Interval Times
[1.1.6.1]

Alternate Phase Program 2, Interval Times
[1.1.6.2]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Phase Options [1.1.6.2.1]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON										
2		ON			ON										
3		ON			ON										
4		ON			ON										
5		ON			ON										
6		ON			ON										
7		ON			ON										
8		ON			ON										

Alternate Phase Program 2, Phase Options [1.1.6.2.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON										
2		ON			ON										
3		ON			ON										
4		ON			ON										
5		ON			ON										
6		ON			ON										
7		ON			ON										
8		ON			ON										

Alternate Phase Program 3, Phase Options [1.1.6.2.3]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON			ON										
2		ON			ON										
3		ON			ON										
4		ON			ON										
5		ON			ON										
6		ON			ON										
7		ON			ON										
8		ON			ON										

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										
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	42		35		55		35								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord Phase						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	37		40		50		40								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord Phase						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	41		36		54		36								
Mode	NON	MPX	NON	NON	NON	MPX	NON									
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	42		35		55		35								
Mode	NON	MXP	NON	NON	NON	MXP	NON									
Coord Phase		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	37		40		50		40								
Mode	NON	MXP	NON	NON	NON	MXP	NON									
Coord Phase		ON														

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	42		35		55		35								
Mode	NON	MXP	NON	NON	NON	MXP	NON									
Coord Phase		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	111	54		25		165										
Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase						ON										

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON															
Coord Phase																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	95		80		120		80								

Mode	NON	MAX	NON	NON	NON	MAX	NON									
Coord Phase		ON														

Split Table 21

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	105		60		140		60								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 22

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	120		90		150		90								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 23

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	40	135		65		175		65								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 24

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	124		54		175										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 25

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	127	48		25		175										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 26

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	124		54		146										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 27

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	163		24		176										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 28

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	160		23		177										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 29

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	42		121		59										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 30

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21	116		43		137										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 31

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	14	41		145		55										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 32

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	181		26		194										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	90	90	90								90	90	90		190	
Offset Time	10	81									52	54	52		56	
Split Number	1	2	3								11	12	13		15	
Seq Number	3	3	1	1	1	1	1	1	1	1	3	3	3	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				200	200	240	240	200	200	200	200	200	180	180	200	220
Offset Time				58	105	71	209	72	69	138	64	5	42	97	61	86
Split Number				20	21	22	23	24	25	26	27	28	29	30	31	32

Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5					
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold								
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short			5	5	5		5	
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold							ON	
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT							
Force Mode	DFT							

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short			5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN							
CNA								
Max 2								

Float																
Min Veh Perm																
Min Ped Perm																
Percentage																
MI																
Ret Hold					ON											
ASC																
Ph Opt Table																
Ph Time Table																
Det Grp																
Call Inh																
Olp Off 1																
Olp Off 2																
Olp Off 3																
Olp Off 4																
Olp Off 5																
Olp Off 6																
Olp Off 7																
Olp Off 8																
Dia Mode		DFT		DFT		DFT		DFT		DFT		DFT		DFT		DFT
Force Mode		DFT		DFT		DFT		DFT		DFT		DFT		DFT		DFT

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	19											
Minute		30														
Action	100	1	2	3	100											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	19													
Minute																
Action	100	1	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	17													
Minute																
Action	100	1	100													

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	11	15	19											

Field Notes

Signal ID	Major St	Minor St	Date	Technician
	326	44 Ave	2.27.20	

Basic Timing

I-75 S/B

PHASE	Φ 1	Φ 2	Φ 3	Φ 4	Φ 5	Φ 6	Φ 7	Φ 8
MIN GRN		15	6	12		15		
GAP EXT		3.0	4.0	4.0		3.0		
MAX 1		28	25	22		28		
MAX 2		50	50	50		50		
YEL CLR		4.8	4.0	4.8		4.8		
RED CLR		2.0	3.1	2.8		2.0		
WALK		7						
PED CLR		34						
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
NON-LOCK CALLS			X	X				
DUAL ENTRY								
REST IN WALK								

Phasing Diagram

Additional Notes (Turning Restrictions?, Overlaps? Etc..)

Coordination

Yes No

Split	Movement Number								COMMENTS
	1	2	3	4	5	6	7	8	
1									AM Peak
2									MD Peak
3									PM Peak

Time Patterns for Coordination

Field Notes

Signal ID	Major St	Minor St	Date	Technician
	326	I-75 N/B	2-27-20	

Basic Timing

PHASE	Φ 1	Φ 2	Φ 3	Φ 4	Φ 5	Φ 6	Φ 7	Φ 8
MIN GRN	6	16		10		16		
GAP EXT	3.0	5.0		5.0		5.0		
MAX 1	15	45		60		45		
MAX 2	30	50		50		50		
YEL CLR	4.8	4.9		4.1		4.9		
RED CLR	2.0	2.0		3.0		2.0		
WALK						7		
PED CLR						7		
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
NON-LOCK CALLS	X			X				
DUAL ENTRY								
REST IN WALK								

Phasing Diagram

Additional Notes (Turning Restrictions?, Overlaps? Etc..)

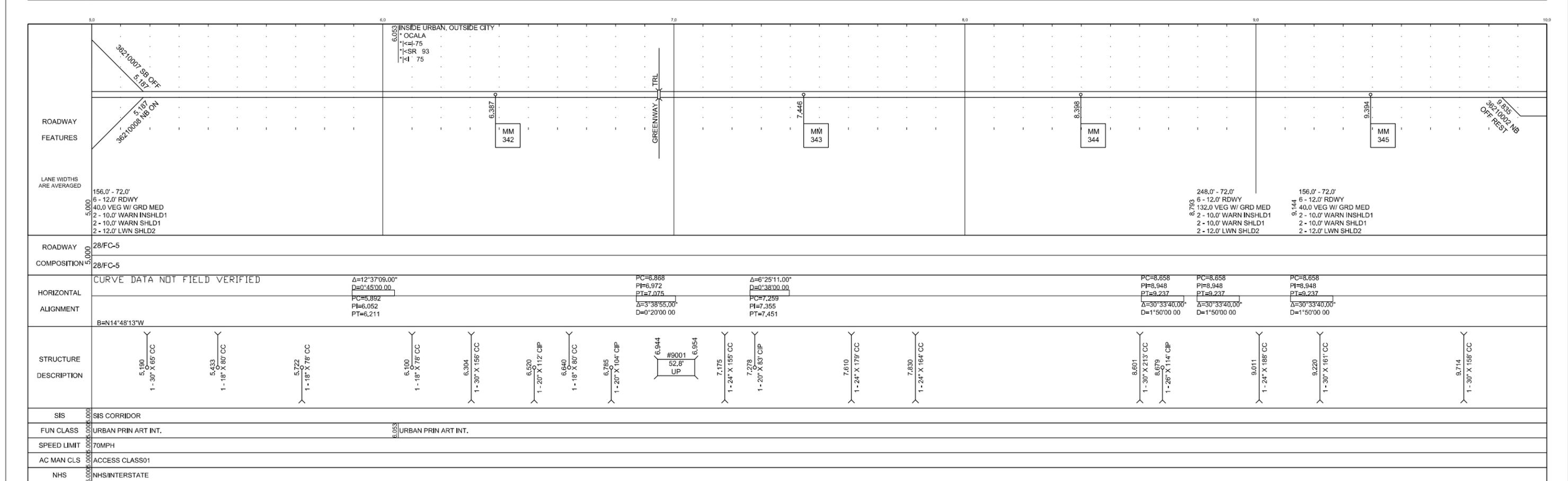
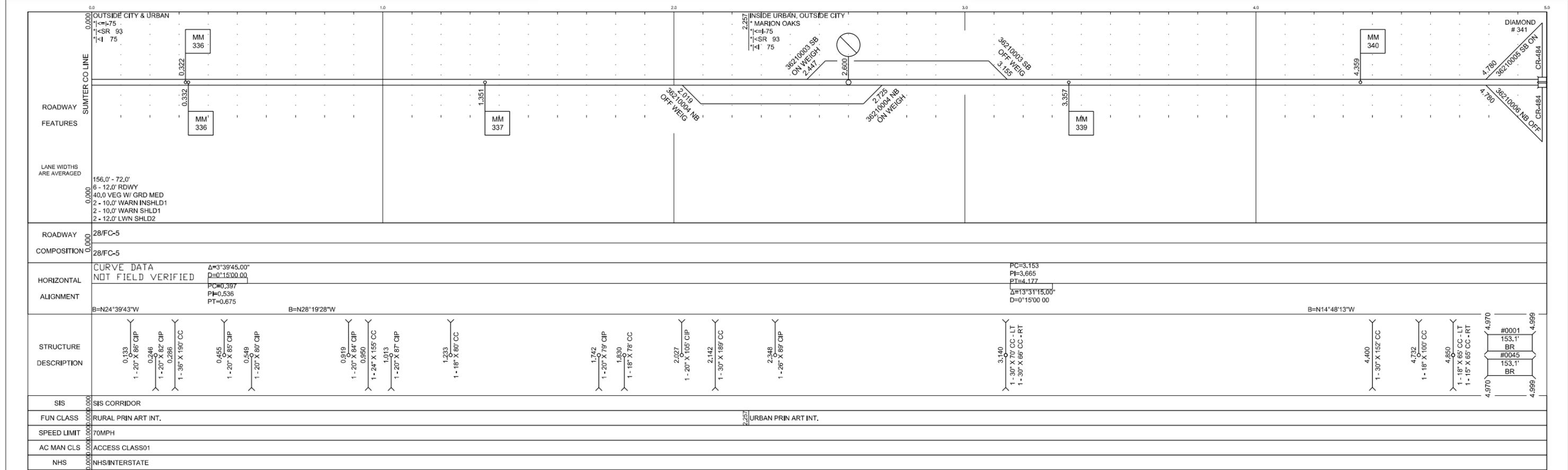
Coordination

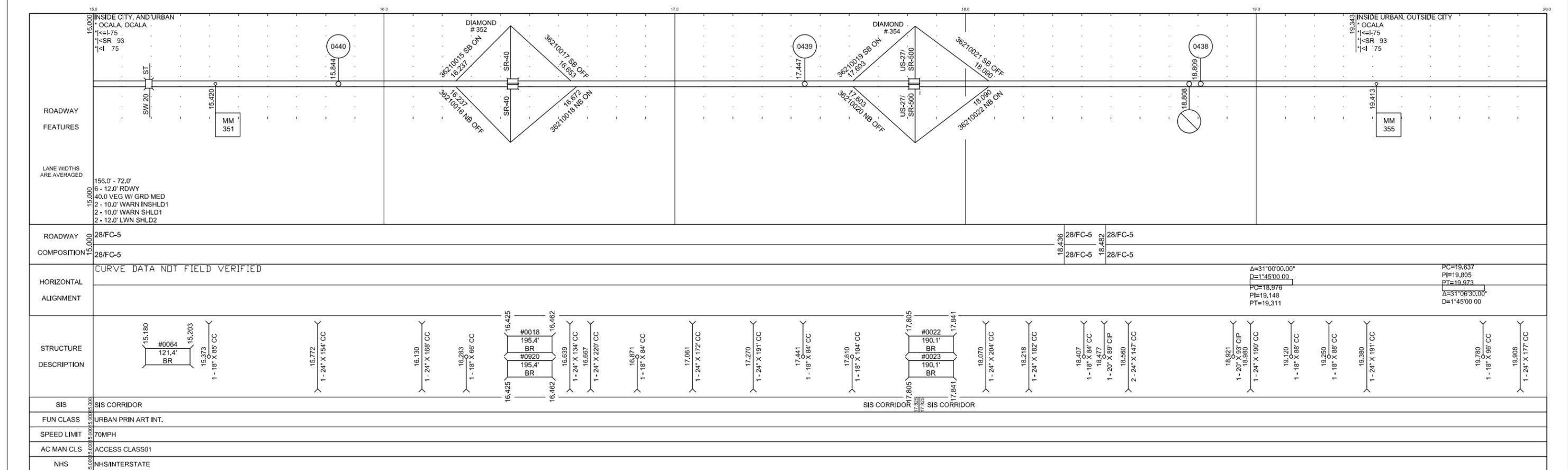
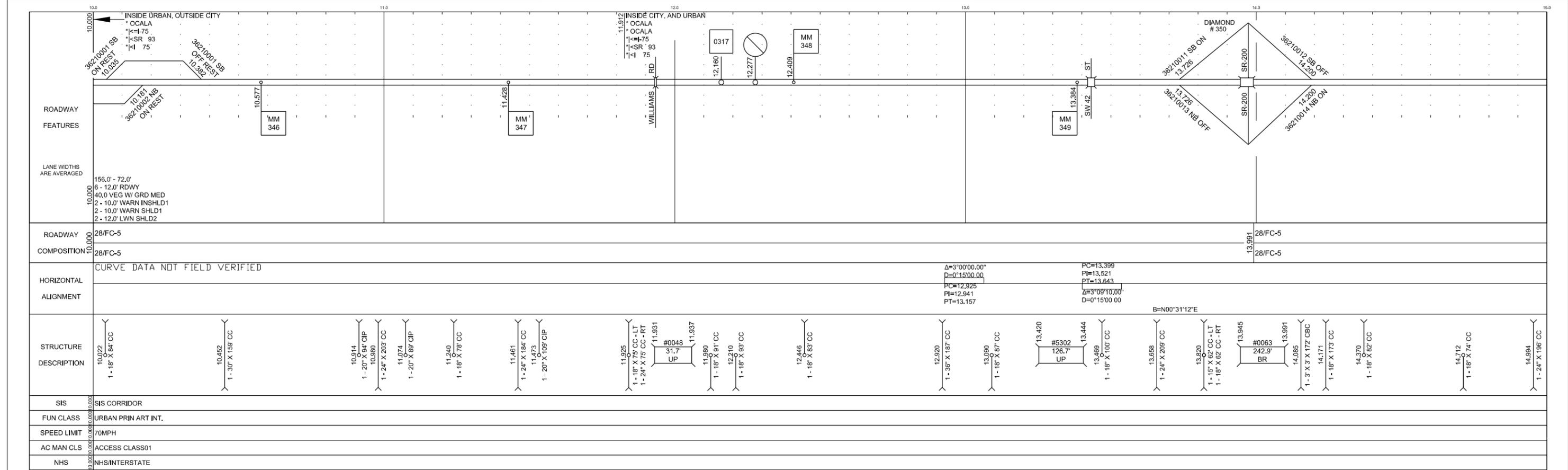
Yes No

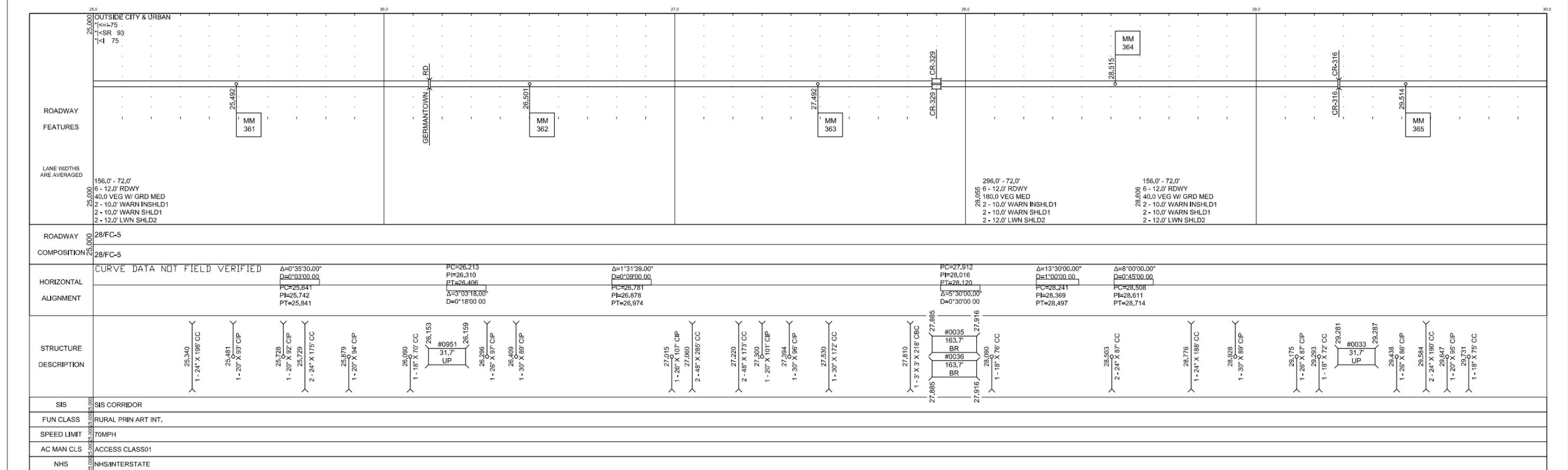
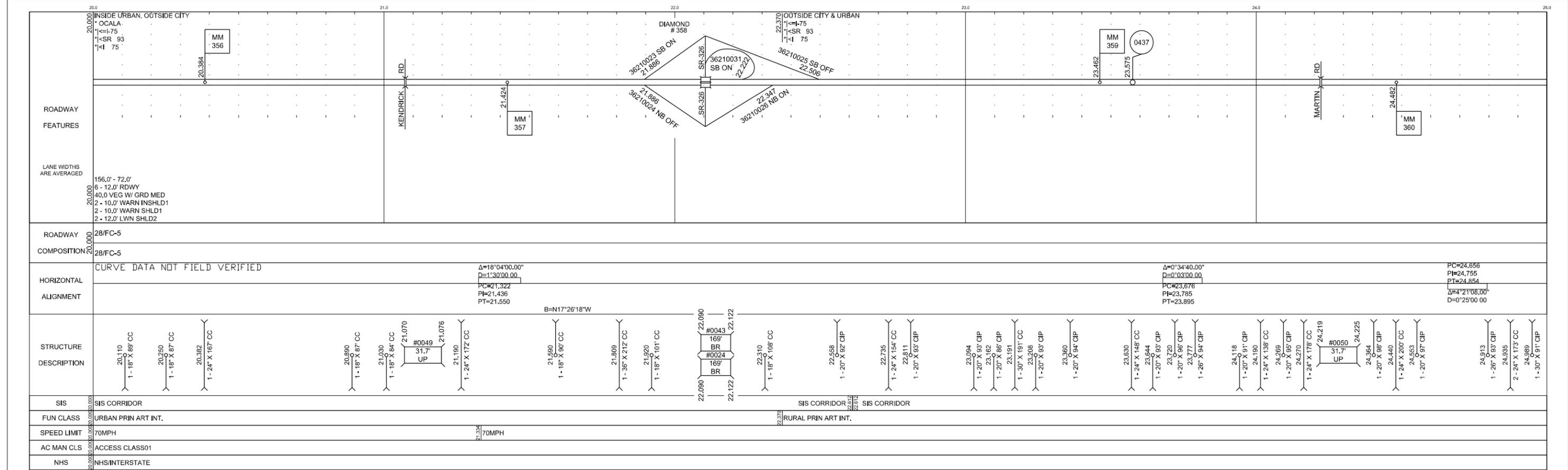
Split	Movement Number								COMMENTS	
	1	2	3	4	5	6	7	8		
1										
2										AM Peak
3										MD Peak
										PM Peak

Time Patterns for Coordination

APPENDIX D – STRAIGHT LINE DIAGRAMS







ROADWAY FEATURES	15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 15.000 OUTSIDE CITY & URBAN 1- W HWY 40 1- SR 40 SW 125 AVE 15.219 SW 123 TER 15.459 SW 119 AVE 15.929 SW 117 CT 16.119 CR-328 16.275 UNSIGNED 16.606 0030 16.816 NW 110 AVE 16.927 NW 106 AVE 17.339 NW 100 AVE 17.955														
LANE WIDTHS ARE AVERAGED	48.0' - 20.0' 2 - 10.0' RDWY 2 - 2.0' PVD SHLD1 2 - 12.0' LWN SHLD2 82.0' - 24.0'L+12.0'R 2 - 12.0'L + 1 - 12.0'R RDWY 12.0 PVD MED 2 - 2.0' WARN INSHLD1 2 - 5.0' WARN SHLD1 2 - 12.0' LWN SHLD2 110.0' - 24.0'L+12.0'R 2 - 12.0'L + 1 - 12.0'R RDWY 40.0 VEG MED 2 - 2.0' WARN INSHLD1 2 - 5.0' WARN SHLD1 2 - 12.0' LWN SHLD2 122.0' - 48.0' 4 - 12.0' RDWY 40.0 VEG MED 2 - 2.0' WARN INSHLD1 2 - 5.0' WARN SHLD1 2 - 12.0' LWN SHLD2														
ROADWAY COMPOSITION	28/FC-9.5														
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED B=N54°31'00"E PC=16.330 PF=16.643 PT=16.955 Δ=33°00'00.00" D=1°00' B=N87°31'00"E Δ=0°18'00.00" PI=17.997 Δ=0°23'00.00" PI=18.373 Δ=1°15'00.00" PI=18.893														
STRUCTURE DESCRIPTION	15.492 1-15' X 46' CIP 15.914 1-18' X 124' CC 15.998 1-18' X 54' CC 16.000 1-24' X 133' CC 16.296 1-18' X 57' CC 16.492 1-18' X 64' CC 16.529 1-18' X 71' CC 16.617 1-18' X 140' CC 16.653 1-30' X 150' CC 16.650 1-18' X 59' CC 16.691 1-18' X 59' CC 16.718 1-18' X 143' CC 16.862 1-18' X 70' CC 16.891 1-18' X 136' CC 16.960 1-24' X 170' CC 16.991 1-18' X 60' CC 17.043 1-30' X 19' X 128' CC 17.284 1-24' X 131' CC 17.624 1-18' X 57' CC 17.667 1-18' X 70' CC 17.789 2-18' X 163' CC 17.973 1-18' X 57' CC 18.186 1-18' X 57' CC 18.367 2-30' X 148' CC 18.467 1-18' X 73' CC 18.634 1-18' X 70' CC 18.710 2-24' X 159' CC 18.726 1-18' X 57' CC														
SIS															
FUN CLASS	RURAL PRIN ART OTHER														
SPEED LIMIT	55MPH														
AC MAN CLS	ACCESS CLASS03														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

ROADWAY FEATURES	19.000 19.000 19.000 19.000 19.000 19.000 19.000 19.000 19.000 19.000 19.000 19.000 19.000 19.000 19.000 19.000 OUTSIDE CITY & URBAN 1- W HWY 40 1- SR 40 0475 19.514 SW 85 AVE 19.455 NW 82 CT 19.712 SW 80 AVE 19.968 SW 78 CT 20.105 SW 77 CT 20.182 SW 77 AVE 20.265 SW 76 TER 20.314 SW 76 AVE 20.361 SW 75 CT 20.449 NW 73 AVE 20.601 NW 73 AVE 20.643 0008 20.718 NW 71 AVE 20.854 NW 68 AVE 21.167 21.294 INSIDE CITY, AND URBAN 1- W HWY 40 1- SR 40 SW 67 AVE 21.167 SW 60 AVE 21.975 SW 57 AVE 22.260 NW 55 AVE 22.402 NW 53 CT 22.584 SW 52 AVE 22.727 NW 49 AVE 22.984														
LANE WIDTHS ARE AVERAGED	122.0' - 48.0' 4 - 12.0' RDWY 40.0 VEG MED 2 - 2.0' WARN INSHLD1 2 - 5.0' WARN SHLD1 2 - 12.0' LWN SHLD2 125.0' - 48.0' 4 - 12.0' RDWY 40.0 VEG MED 2 - 2.0' WARN INSHLD1 2 - 5.0' WARN SHLD1 12.0' LWN SHLD2 - LT 3.0' VG SHLD2 - RT 12.0' LWN SHLD3 - RT 122.0' - 48.0' 4 - 12.0' RDWY 40.0 VEG MED 2 - 2.0' WARN INSHLD1 2 - 5.0' WARN SHLD1 2 - 12.0' LWN SHLD2 122.0' - 48.0' 4 - 12.0' RDWY 40.0 VEG MED 2 - 2.0' PVD INSHLD1 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2 122.0' - 48.0' 4 - 12.0' RDWY 40.0 VEG MED 2 - 2.0' PVD INSHLD1 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2 122.0' - 48.0' 4 - 12.0' RDWY 40.0 VEG MED 2 - 2.0' C&G INSHLD1 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2 122.0' - 48.0' 4 - 12.0' RDWY 40.0 VEG MED 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2 86.0' - 48.0' 4 - 12.0' RDWY 26.0 TFSP MED 2 - 4.0' PVD SHLD1 2 - 2.0' C&G SHLD2 73.0' - 48.0' 4 - 12.0' RDWY 13.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 2.0' C&G SHLD2 65.0' - 48.0' 4 - 12.0' RDWY 13.0 PVD MED 2 - 2.0' C&G SHLD1														
ROADWAY COMPOSITION	28/FC-5														
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED B=N87°52'00"E(C) Δ=0°59'00.00" PI=20.112 Δ=3°00'00.00" D=3°00' PC=21.779 PI=21.835 PT=21.891 B=N84°52'00"E(C) Δ=5°24'00.00" D=0°30' PC=22.346 PI=22.449 PT=22.552 Δ=5°24'00.00" D=0°30'														
STRUCTURE DESCRIPTION	19.045 1-18' X 63' CC 19.088 1-18' X 69' CC 19.158 2-24' X 136' CC 19.197 1-18' X 63' CC 19.311 1-18' X 63' CC 19.693 1-24' X 151' CC 19.762 1-30' X 157' CC 19.960 1-24' X 140' CC 20.023 1-38' X 24' X 135' CC 20.126 1-23' X 14' X 53' CC 20.292 1-23' X 14' X 66' CC 20.366 1-23' X 14' X 66' CC 20.722 1-24' X 135' CC 21.053 3-18' X 144' CC 21.205 1-18' X 135' CC 21.301 1-18' X 122' CC 21.783 1-18' X 71' CC														
SIS															
FUN CLASS	RURAL PRIN ART OTHER														
SPEED LIMIT	55MPH														
AC MAN CLS	ACCESS CLASS03														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

FLORIDA DEPARTMENT OF TRANSPORTATION
STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

ROADWAY FEATURES															
LANE WIDTHS ARE AVERAGED															
ROADWAY COMPOSITION															
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED														
STRUCTURE DESCRIPTION	B=S89°19'48"E														
SIS															
FUN CLASS	URBAN PRIN ART OTHER														
SPEED LIMIT	50MPH														
AC MAN CLS	ACCESS CLASS05														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

ROADWAY FEATURES															
LANE WIDTHS ARE AVERAGED															
ROADWAY COMPOSITION															
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED														
STRUCTURE DESCRIPTION	B=S89°19'48"E														
SIS															
FUN CLASS	URBAN PRIN ART OTHER														
SPEED LIMIT	45MPH														
AC MAN CLS	ACCESS CLASS05														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

ACTIVE OFF THE SHS
(MP 26.351 TO MP 26.705)

END MP: 026.705
NET ROADWAY ID LENGTH: 19.751
STATE MAINTAINED LENGTH: 19.751

ROADWAY	LEVY CO LINE	1.0	2.0	3.0	4.0	5.0
FEATURES	CR-315 0.153		NW 160 AVE 1.669		NW 154 AVE RD 2.715	
LANE WIDTHS ARE AVERAGED	120.0' - 46.0' 4 - 11.5' RDWY 40.0 VEG MED 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2					
ROADWAY	28/FC-5					
COMPOSITION	28/FC-5					
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED $\Delta=0^{\circ}01'00.00''$ PI=0.829 B=S37°42'45"E(C) B=S37°43'45"E(C)					
STRUCTURE DESCRIPTION	0.193 1-24' X 177' CC	0.449 1-24' X 162' CC	1.004 1-24' X 163' CC	1.212 1-24' X 153' CC	1.243 1-18' X 76' CC	1.616 1-18' X 83' CC
SIS	EMERGING SIS CORRIDOR					
FUN CLASS	RURAL PRIN ART OTHER					
SPEED LIMIT	65MPH					
AC MAN CLS	ACCESS CLASS03					
NHS	NHS/OTHER					

ROADWAY	5.0	6.0	7.0	8.0	9.0	
FEATURES	NW 97 PL 5.895	NW 137 AVE 5.602	NW 131 CT 6.753 CR-326 6.919	0237 7.072	NW 82 ST RD 7.223	NW 121 AVE 8.752
LANE WIDTHS ARE AVERAGED	120.0' - 46.0' 4 - 11.5' RDWY 40.0 VEG MED 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2					
ROADWAY	28/FC-5					
COMPOSITION	28/FC-5					
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED PI=5.392 $\Delta=0^{\circ}00'30.00''$ B=S37°43'15"E(C)					
STRUCTURE DESCRIPTION	5.021 1-24' X 157' CC	5.097 1-48' X 186' CC	5.201 1-24' X 157' CC	5.564 1-18' X 130' CC	5.817 1-24' X 151' CC	5.893 1-18' X 80' CC
SIS	EMERGING SIS CORRIDOR					
FUN CLASS	RURAL PRIN ART OTHER					
SPEED LIMIT	65MPH					
AC MAN CLS	ACCESS CLASS03					
NHS	NHS/OTHER					

ROADWAY															
FEATURES															
LANE WIDTHS ARE AVERAGED	91.0' - 46.0' 4 - 11.5' RDWY 4 - 11.5' RDWY 11.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2														
ROADWAY	28/FC-5														
COMPOSITION	28/FC-5														
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED														
STRUCTURE DESCRIPTION															
SIS	EMERGING SIS CORRIDOR														
FUN CLASS	URBAN PRIN ART OTHER														
SPEED LIMIT	45MPH														
AC MAN CLS	ACCESS CLASS03														
NHS	NHS/OTHER														

ROADWAY															
FEATURES															
LANE WIDTHS ARE AVERAGED	78.0' - 46.0' 4 - 11.5' RDWY 4 - 11.5' RDWY 20.0 CB&VEG MED 2 - 4.0' PVD INSHLD1 2 - 1.0' CRG INSHLD2 2 - 4.0' PVD SHLD1 2 - 2.0' C&G SHLD2														
ROADWAY	28/FC-12.5														
COMPOSITION	28/FC-12.5														
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED														
STRUCTURE DESCRIPTION	B=S89°28'23"E(C) B=S89°55'53"E														
SIS															
FUN CLASS	URBAN PRIN ART OTHER														
SPEED LIMIT	45MPH														
AC MAN CLS	ACCESS CLASS05														
NHS	NHS/MAP-21 PRINCIPAL ARTERIALS														

END MP: 020.700
 NET ROADWAY ID LENGTH: 20.700
 STATE MAINTAINED LENGTH: 20.700

ROADWAY FEATURES LANE WIDTHS ARE AVERAGED	ACTIVE OFF THE SHS (MP 0.000 TO MP 12.560)		DELETED (MP 14.003 TO MP 14.290)														
ROADWAY COMPOSITION		101.0' - 28.0' 2 - 14.0' RDWY 37.0 TFSP MED 16.0' PVD SHLD1 - LT 3.0' PVD SHLD1 - RT 12.0' LWN SHLD2 - LT 5.0' LWN SHLD2 - RT	90.0' - 14.0'L+24.0'R 1 - 14.0L + 2 - 12.0R RDWY 22.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 16.0' PVD SHLD1 - LT 2.0' C&G SHLD1 - RT 12.0' LWN SHLD2 - LT	12.708 28/FC-12.5 /FC-12.5	90.0' - 14.0'L+24.0'R 1 - 14.0L + 2 - 12.0R RDWY 22.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 16.0' PVD SHLD1 - LT 2.0' C&G SHLD1 - RT 12.0' LWN SHLD2 - LT	12.815 28/FC-12.5 /FC-12.5	88.0' - 48.0' 4 - 12.0' RDWY 22.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 4.0' PVD SHLD1 - LT 2.0' C&G SHLD1 - RT 12.0' LWN SHLD2 - LT	12.827 28/FC-12.5 /FC-12.5	69.0' - 48.0' 4 - 12.0' RDWY 17.0 TFSP MED 2 - 2.0' C&G INSHLD1 2 - 2.0' C&G SHLD1	13.035 28/FC-12.5 /FC-12.5	66.0' - 48.0' 4 - 12.0' RDWY 14.0 PVD MED 2 - 2.0' C&G INSHLD1 2 - 2.0' C&G SHLD1	13.141 28/FC-12.5 /FC-12.5	66.0' - 48.0' 4 - 12.0' RDWY 14.0 PVD MED 2 - 2.0' C&G INSHLD1 2 - 2.0' C&G SHLD1	13.842 28/FC-12.5 /FC-12.5	66.0' - 48.0' 4 - 12.0' RDWY 14.0 PVD MED 2 - 2.0' C&G SHLD1	13.961 28/FC-12.5 /FC-12.5	96.0' - 48.0' 4 - 12.0' RDWY 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2
HORIZONTAL ALIGNMENT	CURVE DATA NOT FIELD VERIFIED	$\Delta=0^{\circ}01'46.00''$ $\Delta=0^{\circ}07'45.00''$ PI=13.055 PI=13.122 B=S89°48'06"E															
STRUCTURE DESCRIPTION																	
SIS		13.071 SIS CORRIDOR															
FUN CLASS		URBAN PRIN ART OTHER															
SPEED LIMIT		35MPH															
AC MAN CLS		ACCESS CLASS03															
NHS		NHS/MAP-21 PRINCIPAL ARTERIALS NHS/MAP-21 PRINCIPAL ARTERIALS NHS/OTHER															

ROADWAY FEATURES LANE WIDTHS ARE AVERAGED	DELETED (MP 14.003 TO MP 14.290)	ACTIVE OFF THE SHS (MP 14.290 TO MP 15.556)	DELETED (MP 14.003 TO MP 14.290)
ROADWAY COMPOSITION			
HORIZONTAL ALIGNMENT			
STRUCTURE DESCRIPTION			
SIS			
FUN CLASS			
SPEED LIMIT			
AC MAN CLS			
NHS			

APPENDIX E – EXISTING TRANSIT INFORMATION

• GENERAL • • INFORMATION •

Welcome Aboard!

Riding a SunTran bus is easy!

A SunTran system map can give you the information you need to get started.

Here's How to Ride:

Once you have your trip planned, head to your nearest bus stop location. If you have any questions or problems locating the closest bus stop you can download our app **MyStop** to your mobile device for bus locations, times and stops or contact the SunTran office at 401-6999. **Arrive about 5 minutes before the bus should be there and watch for your bus.** If you are near an intersection, the bus will always load past an intersection. Do not attempt to load the bus while it is stopped at an intersection.

Have your fare ready, hop on, pay your fare, and relax in the temperature controlled comfort of a SunTran bus. Feel free to check with your bus operator when you get on if you are unsure about your route or any connecting ones. They are very knowledgeable about SunTran routes! When you see your stop is coming, press the signal strip to let the operator know that this is where you want to get off. After disembarking, please allow the bus to pull away before crossing the street. Always use pedestrian crossings and follow all traffic safety rules. Now, sit back and enjoy the ride!

*Our goal is to provide you with friendly and efficient service.
Thank you for riding with SunTran!*

• NOTE: SunTran meets Federal Americans with Disabilities Act and Title VI requirements

For additional information, please call (352) 401-6999 or visit our website at www.SunTran.org

For information on special events visit www.SunTran.org

• FARES •

ONE WAY TRIPS:

Regular Fare	\$1.50
Youth/Student Fare	\$1.10
Senior/Disabled/Medicare	\$.75
Veterans	\$.75
Children 5 years & younger	FREE when accompanied by paying adult

30 DAY PASSES AVAILABLE AT:

College of Central Florida – Staff Services
Publix – Heather Island Plaza
Publix – Forty East Shopping Center
Publix – Pearl Britian Plaza
Ed Croskey Center
Dee Dees Dog House

Regular 30 day pass	\$45.00
Youth/Student 30 day pass	\$34.00
Senior/Disabled 30 day pass.....	\$23.00

Payment of Fares: Sun Tran will require passengers to pay cash, present trip tickets or show passes upon boarding the bus. As a safety precaution, operators do not carry cash. **As a result, passengers are required to have correct change.**

Definitions:

Regular riders – all riders that do not fall into categories listed below.

Youth/Student – 6 to 19 years of age holding a current Marion County student ID card or proof of age.

CF/CTAE Students – pay full fare but may purchase pass at Youth/Student rate.

Senior – 65 years of age or older, Medicare cardholders.

Disabled – a letter stating disability signed by a physician, other health care professional, or social service agency representative is required to receive photo ID card.

Veterans – must show VA card.

Transfer – to move from one vehicle to another in order to complete a one-way trip. Transfers are only performed at Central Transfer Station and the Marion County Public Health Department. Transfers are provided at no charge.

• RIDERSHIP BASICS •

- 1) No Smoking.
- 2) No eating or drinking is allowed on the buses.
- 3) No radio playing without earphones.
- 4) Have correct change-bus operators do not make change.
- 5) No animals allowed other than service animals.
- 6) No more than three carry-on bags and all items must be secured.
- 7) No profanity, cursing or yelling. Be courteous to other riders.
- 8) Strollers must be folded and stowed.
- 9) No blocking of the aisles.

THERE WILL BE NO BUS SERVICE ON SUNDAY AND THE FOLLOWING HOLIDAYS*:

**New Years Day • Memorial Day
Independence Day • Labor Day
*Thanksgiving Day • *Christmas Day**

*As observed by the City of Ocala
*Service ends 8:00 pm day before Thanksgiving and Christmas

• SunTran is a cooperative effort of the Ocala/Marion County Transportation Planning Organization, Marion County, the City of Ocala, the Florida Department of Transportation & Federal Transportation Administration.

#7 Silver O/B

To Commerce Park

MONDAY • TUESDAY • WEDNESDAY

	Downtown Transfer Station	Jax Rd	Winn Dixie NE 35th St.	Commerce Park NE 35th Ave. Rd
AM	5:00 7:10	5:07 7:15	5:12 7:34	5:30 7:40
PM	1:00 3:20 5:40	1:05 3:25 5:45	1:24 3:44 6:24	1:30 3:50 6:30

#7 Silver O/B

To Commerce Park

THURSDAY • FRIDAY • SATURDAY

	Downtown Transfer Station	Jax Rd	Winn Dixie NE 35th St.	Commerce Park NE 35th Ave. Rd
AM	7:10	7:15	7:34	7:40
PM	1:00 3:20 5:40	1:05 3:25 5:45	1:24 3:44 6:24	1:30 3:50 6:30

#7 Silver I/B

To Downtown Transfer Station

MONDAY • TUESDAY • WEDNESDAY

	NW 21st St.	NW MLK	NW 14th St. at Howard Middle	Downtown Transfer Station
AM	5:34 7:45	5:40 7:50	5:45 7:57	5:55 8:15
PM	1:35 3:55 6:35	1:40 4:00 6:40	1:47 4:07 6:47	2:05 4:25 7:00

End of Service

#7 Silver I/B

To Downtown Transfer Station

THURSDAY • FRIDAY • SATURDAY

	NW 21st St.	NW MLK	NW 14th St. at Howard Middle	Downtown Transfer Station
AM	7:45	7:50	7:57	8:15
PM	1:35 3:55 6:35	1:40 4:00 6:40	1:47 4:07 6:47	2:05 4:25 7:00

End of Service



ROUTE MAP

**OCALA/MARION
COUNTY, FLORIDA**

**EFFECTIVE:
MAY 2019**

**1805 N.E. 30th Avenue, Building 900
Ocala, FL 34470
352-401-6999
www.SunTran.org**

#4 - Orange O/B

To Easy St. Wal-Mart

Downtown Transfer Station	SW 10th St. & MLK	SW 19th Ave. Rd & SW 20th Place	SW 42nd St. & SW 33rd Ave.
---------------------------	-------------------	---------------------------------	----------------------------

AM	5:00	5:11	5:22	5:26
	6:00	6:11	6:22	6:26
	7:10	7:21	7:24	7:28
	8:20	8:31	8:34	8:38
	9:30	9:41	9:44	9:48
	10:40	10:51	10:54	10:58
PM	11:50	12:01	12:04	12:08
	1:00	1:11	1:14	1:18
	2:10	2:21	2:24	2:28
	3:20	3:31	3:34	3:38
	4:30	4:41	4:44	4:48
	5:40	5:51	5:54	5:58
	6:50	7:01	7:04	7:08
	8:00	8:11	8:22	8:26
	9:00	9:11	9:22	9:26

E - 2

#4 - Orange I/B

To Downtown Transfer Station

SW 32nd Ave. Outside of Mall	Wal-Mart Easy St.	Pine Ave. & SW 16th St.	Downtown Transfer Station
------------------------------	-------------------	-------------------------	---------------------------

AM	5:33	5:37	5:46	5:55
	6:33	6:37	6:46	6:55
	7:34	7:38	8:04	8:15
	8:44	8:48	9:14	9:25
	9:54	9:58	10:24	10:35
	11:04	11:08	11:34	11:45
PM	12:14	12:18	12:44	12:55
	1:24	1:28	1:54	2:05
	2:34	2:38	3:04	3:15
	3:44	3:48	4:14	4:25
	4:54	4:58	5:24	5:35
	6:04	6:08	6:34	6:45
	7:14	7:18	7:44	7:55
	8:33	8:28	8:46	8:55
	9:33	9:38	9:46	10:00

End of Service

#3 - Purple O/B

To Paddock Mall and CF

	Downtown Transfer Station	NW 2nd St. Interfaith	SW 33rd Ave.	CF College
--	---------------------------	-----------------------	--------------	------------

AM	5:00	5:06	5:18	5:25
	6:00	6:06	6:18	6:25
	7:10	7:16	7:33	7:37
	8:20	8:26	8:43	8:47
	9:30	9:36	9:53	9:57
	10:40	10:46	11:03	11:07
PM	11:50	11:56	12:13	12:17
	1:00	1:06	1:23	1:27
	2:10	2:16	2:33	2:37
	3:20	3:26	3:43	3:47
	4:30	4:36	4:53	4:57
	5:40	5:46	6:03	6:07
	6:50	6:56	7:13	7:17
	8:00	8:06	8:18	8:25
	9:00	9:06	9:18	9:25

E - 3

#3 - Purple I/B

To Downtown Transfer Station

	Paddock Mall	SW 5th St.	NW 4th St. Croskey Center	Downtown Transfer Station
--	--------------	------------	---------------------------	---------------------------

AM	5:32	5:43	5:47	5:55
	6:32	6:43	6:47	6:55
	7:49	8:01	8:05	8:15
	8:59	9:11	9:15	9:25
	10:09	10:21	10:25	10:35
	11:19	11:31	11:35	11:45
PM	12:29	12:41	12:45	12:55
	1:39	1:51	1:55	2:05
	2:49	3:01	3:05	3:15
	3:59	4:11	4:15	4:25
	5:09	5:21	5:25	5:35
	6:19	6:31	6:35	6:45
	7:29	7:41	7:45	7:55
	8:32	8:43	8:47	8:55
	9:32	9:43	9:47	10:00

End of Service

APPENDIX F – PEAK SEASON FACTOR REPORTS

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 3600 MARION COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2018 - 01/06/2018	1.00	1.03
2	01/07/2018 - 01/13/2018	1.03	1.06
3	01/14/2018 - 01/20/2018	1.05	1.08
4	01/21/2018 - 01/27/2018	1.03	1.06
5	01/28/2018 - 02/03/2018	1.01	1.04
* 6	02/04/2018 - 02/10/2018	1.00	1.03
* 7	02/11/2018 - 02/17/2018	0.98	1.01
* 8	02/18/2018 - 02/24/2018	0.97	1.00
* 9	02/25/2018 - 03/03/2018	0.96	0.99
*10	03/04/2018 - 03/10/2018	0.94	0.97
*11	03/11/2018 - 03/17/2018	0.93	0.96
*12	03/18/2018 - 03/24/2018	0.94	0.97
*13	03/25/2018 - 03/31/2018	0.95	0.98
*14	04/01/2018 - 04/07/2018	0.96	0.99
*15	04/08/2018 - 04/14/2018	0.96	0.99
*16	04/15/2018 - 04/21/2018	0.97	1.00
*17	04/22/2018 - 04/28/2018	0.99	1.02
*18	04/29/2018 - 05/05/2018	1.00	1.03
19	05/06/2018 - 05/12/2018	1.01	1.04
20	05/13/2018 - 05/19/2018	1.02	1.05
21	05/20/2018 - 05/26/2018	1.02	1.05
22	05/27/2018 - 06/02/2018	1.02	1.05
23	06/03/2018 - 06/09/2018	1.02	1.05
24	06/10/2018 - 06/16/2018	1.03	1.06
25	06/17/2018 - 06/23/2018	1.03	1.06
26	06/24/2018 - 06/30/2018	1.03	1.06
27	07/01/2018 - 07/07/2018	1.03	1.06
28	07/08/2018 - 07/14/2018	1.03	1.06
29	07/15/2018 - 07/21/2018	1.04	1.07
30	07/22/2018 - 07/28/2018	1.03	1.06
31	07/29/2018 - 08/04/2018	1.03	1.06
32	08/05/2018 - 08/11/2018	1.03	1.06
33	08/12/2018 - 08/18/2018	1.02	1.05
34	08/19/2018 - 08/25/2018	1.03	1.06
35	08/26/2018 - 09/01/2018	1.04	1.07
36	09/02/2018 - 09/08/2018	1.04	1.07
37	09/09/2018 - 09/15/2018	1.05	1.08
38	09/16/2018 - 09/22/2018	1.04	1.07
39	09/23/2018 - 09/29/2018	1.03	1.06
40	09/30/2018 - 10/06/2018	1.02	1.05
41	10/07/2018 - 10/13/2018	1.01	1.04
42	10/14/2018 - 10/20/2018	1.00	1.03
43	10/21/2018 - 10/27/2018	0.99	1.02
44	10/28/2018 - 11/03/2018	0.99	1.02
45	11/04/2018 - 11/10/2018	0.98	1.01
46	11/11/2018 - 11/17/2018	0.97	1.00
47	11/18/2018 - 11/24/2018	0.98	1.01
48	11/25/2018 - 12/01/2018	0.99	1.02
49	12/02/2018 - 12/08/2018	0.99	1.02
50	12/09/2018 - 12/15/2018	1.00	1.03
51	12/16/2018 - 12/22/2018	1.02	1.05
52	12/23/2018 - 12/29/2018	1.03	1.06
53	12/30/2018 - 12/31/2018	1.05	1.08

* PEAK SEASON

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2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 3675 MARION I75

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2018 - 01/06/2018	0.98	1.01
2	01/07/2018 - 01/13/2018	1.03	1.06
3	01/14/2018 - 01/20/2018	1.07	1.10
4	01/21/2018 - 01/27/2018	1.06	1.09
5	01/28/2018 - 02/03/2018	1.05	1.08
6	02/04/2018 - 02/10/2018	1.03	1.06
* 7	02/11/2018 - 02/17/2018	1.02	1.05
* 8	02/18/2018 - 02/24/2018	0.99	1.02
* 9	02/25/2018 - 03/03/2018	0.96	0.99
*10	03/04/2018 - 03/10/2018	0.93	0.96
*11	03/11/2018 - 03/17/2018	0.90	0.93
*12	03/18/2018 - 03/24/2018	0.92	0.95
*13	03/25/2018 - 03/31/2018	0.94	0.97
*14	04/01/2018 - 04/07/2018	0.96	0.99
*15	04/08/2018 - 04/14/2018	0.98	1.01
*16	04/15/2018 - 04/21/2018	1.00	1.03
*17	04/22/2018 - 04/28/2018	1.01	1.04
*18	04/29/2018 - 05/05/2018	1.02	1.05
*19	05/06/2018 - 05/12/2018	1.03	1.06
20	05/13/2018 - 05/19/2018	1.04	1.07
21	05/20/2018 - 05/26/2018	1.03	1.06
22	05/27/2018 - 06/02/2018	1.03	1.06
23	06/03/2018 - 06/09/2018	1.02	1.05
24	06/10/2018 - 06/16/2018	1.01	1.04
25	06/17/2018 - 06/23/2018	1.01	1.04
26	06/24/2018 - 06/30/2018	1.00	1.03
27	07/01/2018 - 07/07/2018	1.00	1.03
28	07/08/2018 - 07/14/2018	0.99	1.02
29	07/15/2018 - 07/21/2018	0.99	1.02
30	07/22/2018 - 07/28/2018	1.00	1.03
31	07/29/2018 - 08/04/2018	1.02	1.05
32	08/05/2018 - 08/11/2018	1.03	1.06
33	08/12/2018 - 08/18/2018	1.04	1.07
34	08/19/2018 - 08/25/2018	1.05	1.08
35	08/26/2018 - 09/01/2018	1.06	1.09
36	09/02/2018 - 09/08/2018	1.07	1.10
37	09/09/2018 - 09/15/2018	1.08	1.11
38	09/16/2018 - 09/22/2018	1.07	1.10
39	09/23/2018 - 09/29/2018	1.05	1.08
40	09/30/2018 - 10/06/2018	1.04	1.07
41	10/07/2018 - 10/13/2018	1.02	1.05
42	10/14/2018 - 10/20/2018	1.01	1.04
43	10/21/2018 - 10/27/2018	0.99	1.02
44	10/28/2018 - 11/03/2018	0.97	1.00
45	11/04/2018 - 11/10/2018	0.94	0.97
46	11/11/2018 - 11/17/2018	0.92	0.95
47	11/18/2018 - 11/24/2018	0.94	0.97
48	11/25/2018 - 12/01/2018	0.95	0.98
49	12/02/2018 - 12/08/2018	0.97	1.00
50	12/09/2018 - 12/15/2018	0.98	1.01
51	12/16/2018 - 12/22/2018	1.01	1.04
52	12/23/2018 - 12/29/2018	1.04	1.07
53	12/30/2018 - 12/31/2018	1.07	1.10

* PEAK SEASON

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**APPENDIX G – HCS INPUTS AND EXISTING OUTPUT
REPORTS**

Existing HCS Inputs

AM

2019

Existing Facility Segmentation

North Section

Northbound AM Peak Hour Demand Volumes

Northbound		SR 40 Off Ramp		SR 40 On Ramp		US 27 Off Ramp		US 27 On Ramp		SR 326 Off Ramp		SR 326 On Ramp						
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Segment Number	Segment Type	BFS	BFS	OFR	BFS	ONR	BFS	OFR	BFS	ONR	BFS	BFS	BFS	OFR	BFS	ONR	BFS	BFS
Length		4,096	1,500	1,500	2,890	1,500	1,294	1,500	3,054	1,500	1,500	13,588	1,500	1,500	2,987	1,500	1,500	5,280
Peak Hour Demand Volumes	Mainline Hourly	M1	2851	2269	2269	2635	2635	2031	2031	2177	2177	2177	1580	1580	1835	1835	1835	1835
	ONR Hourly					366				146						255		
	OFR Hourly			582				604					597					
Start Time		M-1	OFR-1	ONR-1	OFR-2	ONR-2	OFR-3	ONR-3										
1	6:15	1861	380	239	394	95	390	166										
2	6:30	2091	427	268	443	107	438	187										
3	6:45	2473	505	317	524	127	518	221										
4	7:00	2825	577	363	598	145	592	253										
5	7:15	2661	543	342	564	136	557	238										
6	7:30	2695	550	346	571	138	564	241										
7	7:45	3072	627	394	651	157	643	275										
8	8:00	2976	607	382	630	152	623	266										
9	8:15	2942	601	378	623	151	616	263										
10	8:30	2904	593	373	615	149	608	260										
11	8:45	2833	578	364	600	145	593	253										
12	9:00	2699	551	346	572	138	565	241										

Volume Profiles

Start Time	NB (North Section)	M1	OFR1	ONR1	OFR2	ONR2	OFR3	ONR3
6:15	SU%	2.2%	8.5%	11.7%	3.7%	11.0%	5.6%	5.0%
6:30	TT%	9.6%	4.7%	6.9%	4.0%	7.3%	6.6%	10.3%
6:45								
7:00								
7:15								
7:30								
7:45								
8:00								
8:15								
8:30								
8:45								
9:00								

PM

2019

Existing Facility Segmentation

North Section

Northbound PM Peak Hour Demand Volumes

Northbound		SR 40 Off Ramp		SR 40 On Ramp		US 27 Off Ramp		US 27 On Ramp		SR 326 Off Ramp			SR 326 On Ramp				
Segment Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Segment Type	BFS	BFS	OFR	BFS	ONR	BFS	OFR	BFS	ONR	BFS	BFS	BFS	OFR	BFS	ONR	BFS	BFS
Number of Lanes	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Length	4,096	1,500	1,500	2,890	1,500	1,294	1,500	3,054	1,500	1,500	13,588	1,500	1,500	2,987	1,500	1,500	5,280
Peak Hour Demand Volumes	Mainline Hourly	M1 2504	2504	OFR1 2193	2193	ONR1 2605	2605	OFR2 1975	1975	ONR2 2136	2136	2136	OFR3 1509	1509	ONR3 1696	1696	1696
	ONR Hourly					412				161					187		
	OFR Hourly			311				630					627				
Start Time	M-1	OFR-1	ONR-1	OFR-2	ONR-2	OFR-3	ONR-3										
	1 15:30	2871	357	472	722	185	214										
	2 15:45	2709	336	446	682	174	202										
	3 16:00	2788	346	459	701	179	208										
	4 16:15	2626	326	432	661	169	196										
	5 16:30	2252	280	370	567	145	168										
	6 16:45	2512	312	413	632	162	188										
	7 17:00	2587	321	426	651	166	193										
	8 17:15	2666	331	439	671	171	199										
	9 17:30	2571	319	423	647	165	192										
	10 17:45	2433	302	400	612	156	182										
	11 18:00	2366	294	389	595	152	177										
12 18:15	2224	276	366	560	143	166											

Volume Profiles

Start Time	NB (North Section)	M1	OFR1	ONR1	OFR2	ONR2	OFR3	ONR3
15:30	115%	SU% 2.2%	13.6%	10.8%	6.3%	10.7%	5.0%	6.9%
15:45	108%	TT% 9.6%	7.1%	5.2%	5.0%	5.5%	7.6%	22.6%
16:00	111%							
16:15	105%							
16:30	90%							
16:45	100%							
17:00	103%							
17:15	106%							
17:30	103%							
17:45	97%							
18:00	94%							
18:15	89%							

Weekend

2019

Existing Facility Segmentation

North Section

Northbound Weekend Peak Hour Demand Volumes

Northbound		SR 40 Off Ramp		SR 40 On Ramp		US 27 Off Ramp		US 27 On Ramp		SR 326 Off Ramp		SR 326 On Ramp					
Segment Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Segment Type	BFS	BFS	OFR	BFS	ONR	BFS	OFR	BFS	ONR	BFS	BFS	BFS	OFR	BFS	ONR	BFS	BFS
Number of Lanes	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Length	4,096	1,500	1,500	2,890	1,500	1,294	1,500	3,054	1,500	1,500	13,588	1,500	1,500	2,987	1,500	1,500	5,280
Peak Hour Demand Volumes	Mainline Hourly	M1 3421	3421	OFR1 3051	3051	ONR1 3356	3356	OFR2 2840	2840	ONR2 2951	2951	2951	OFR3 2328	2328	ONR3 2521	2521	2521
	ONR Hourly					305				111					193		
	OFR Hourly			370				516					623				
Start Time	M-1	OFR-1	ONR-1	OFR-2	ONR-2	OFR-3	ONR-3										
	1 12:00	3741	405	334	564	121	211										
	2 12:15	3741	405	334	564	121	211										
	3 12:30	3741	405	334	564	121	211										
	4 12:45	3741	405	334	564	121	211										
	5 13:00	3421	370	305	516	111	193										
	6 13:15	3421	370	305	516	111	193										
	7 13:30	3421	370	305	516	111	193										
	8 13:45	3421	370	305	516	111	193										
	9 14:00	3057	331	273	461	99	172										
	10 14:15	3057	331	273	461	99	172										
	11 14:30	3057	331	273	461	99	172										
12 14:45	3057	331	273	461	99	172											

Volume Profiles

Start Time	NB (North Section)	M1	OFR1	ONR1	OFR2	ONR2	OFR3	ONR3
12:00	109%	SU% 2.2%	12.4%	7.6%	3.5%	12.5%	6.9%	5.2%
12:15	109%	TT% 9.6%	3.9%	2.6%	4.3%	4.5%	4.1%	16.6%
12:30	109%							
12:45	109%							
13:00	100%							
13:15	100%							
13:30	100%							
13:45	100%							
14:00	89%							
14:15	89%							
14:30	89%							
14:45	89%							

AM

2019

Existing Facility Segmentation

Southbound AM Peak Hour Demand Volumes

Southbound		SR 326 Off Ramp		SR 326 WB On Ramp		SR 326 EB On Ramp		US 27 Off Ramp		US 27 On Ramp		SR 40 Off Ramp		SR 40 On Ramp			
Segment Number	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Segment Type	BFS	BFS	OFR	BFS	ONR	BFS	ONR	BFS	OFR	BFS	ONR	BFS	OFR	BFS	ONR	BFS	BFS
Number of Lanes	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Length	5,280	1,500	1,500	1,836	1,500	416	1,500	16,488	1,500	3,189	1,500	1,415	1,500	2,836	1,500	1,500	3,968

Peak Hour Demand Volumes	Mainline Hourly	1161	1161	OFR3 1041	OFR3 1041	ONR3 1415	ONR3 1415	ONR4 1691	ONR4 1691	OFR4 1509	OFR4 1509	ONR5 2127	ONR5 2127	OFR5 1740	OFR5 1740	ONR6 2111	ONR6 2111	ONR6 2111
	ONR Hourly					374	374	276	276			618	618			371	371	371
	OFR Hourly			120	120					182	182			387	387			

	Start Time	M-1	OFR-3	ONR-3	ONR-4	OFR-4	ONR-5	OFR-5	ONR-6	
TP1	1	6:15	875	90	282	208	137	466	292	280
TP2	2	6:30	859	89	277	204	135	457	286	274
TP3	3	6:45	996	103	321	237	156	530	332	318
TP4	4	7:00	1069	111	344	254	168	569	356	342
TP5	5	7:15	1250	129	403	297	196	666	417	400
TP6	6	7:30	1200	124	386	285	188	639	400	383
TP7	7	7:45	1072	111	345	255	168	570	357	342
TP8	8	8:00	1122	116	362	267	176	597	374	359
TP9	9	8:15	1172	121	378	279	184	624	391	375
TP10	10	8:30	1244	129	401	296	195	662	415	397
TP11	11	8:45	1257	130	405	299	197	669	419	401
TP12	12	9:00	1284	133	414	305	201	683	428	410

Volume Profiles		SB (North Section)		OFR3	ONR3	ONR4	OFR4	ONR5	OFR5	ONR6
Start Time	SB (North Section)	SU%	TT%	2.7%	3.0%	8.4%	7.5%	7.4%	6.7%	11.6%
6:15	75%			17.3%	23.6%	5.4%	9.4%	4.9%	6.4%	9.9%
6:30	74%									
6:45	86%									
7:00	92%									
7:15	108%									
7:30	103%									
7:45	92%									
8:00	97%									
8:15	101%									
8:30	107%									
8:45	108%									
9:00	111%									

PM

2019

Existing Facility Segmentation

Southbound PM Peak Hour Demand Volumes

Southbound			SR 326 Off Ramp		SR 326 WB On Ramp		SR 326 EB On Ramp		US 27 Off Ramp		US 27 On Ramp		SR 40 Off Ramp		SR 40 On Ramp		
Segment Number	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Segment Type	BFS	BFS	OFR	BFS	ONR	BFS	ONR	BFS	OFR	BFS	ONR	BFS	OFR	BFS	ONR	BFS	BFS
Number of Lanes	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Length	5,280	1,500	1,500	1,836	1,500	416	1,500	16,488	1,500	3,189	1,500	1,415	1,500	2,836	1,500	1,500	3,968

Peak Hour Demand Volumes	Mainline Hourly	2437	2437	OFR3 2184	2184	ONR3 2753	2753	ONR4 2968	2968	OFR4 2772	2772	ONR5 3399	3399	OFR5 3056	3056	ONR6 3648	3648	3648
	ONR Hourly					569		215				627				592		
	OFR Hourly			253					196					343				

		Start Time	M-1	OFR-3	ONR-3	ONR-4	OFR-4	ONR-5	OFR-5	ONR-6
TP1	1	15:30	2518	262	588	222	203	648	355	612
TP2	2	15:45	2632	273	615	232	212	677	370	639
TP3	3	16:00	2464	256	576	217	198	634	347	599
TP4	4	16:15	2512	261	587	222	202	646	354	610
TP5	5	16:30	2404	250	561	212	193	618	338	584
TP6	6	16:45	2557	265	597	226	206	658	360	621
TP7	7	17:00	2338	243	546	206	188	601	329	568
TP8	8	17:15	2449	254	572	216	197	630	345	595
TP9	9	17:30	2356	244	550	208	189	606	331	572
TP10	10	17:45	2354	244	549	208	189	605	331	572
TP11	11	18:00	2171	225	507	191	175	558	305	527
TP12	12	18:15	2093	217	489	185	168	539	295	509

Volume Profiles

Start Time	SB (North Section)	SU%	OFR3	ONR3	ONR4	OFR4	ONR5	OFR5	ONR6
15:30	103%		3.4%	2.3%	10.9%	9.9%	9.6%	9.5%	6.5%
15:45	108%	TT%	14.3%	18.6%	5.8%	7.7%	3.8%	8.6%	3.8%
16:00	101%								
16:15	103%								
16:30	99%								
16:45	105%								
17:00	96%								
17:15	101%								
17:30	97%								
17:45	97%								
18:00	89%								
18:15	86%								

Weekend

2019

Existing Facility Segmentation

Southbound Weekend Peak Hour Demand Volumes

Southbound																	
	SR 326 Off Ramp			SR 326 WB On Ramp			SR 326 EB On Ramp			US 27 Off Ramp		US 27 On Ramp		SR 40 Off Ramp		SR 40 On Ramp	
Segment Number	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
Segment Type	BFS	BFS	OFR	BFS	ONR	BFS	ONR	BFS	OFR	BFS	ONR	BFS	OFR	BFS	ONR	BFS	BFS
Number of Lanes	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Length	5,280	1,500	1,500	1,836	1,500	416	1,500	16,488	1,500	3,189	1,500	1,415	1,500	2,836	1,500	1,500	3,968

Peak Hour Demand Volumes	Mainline Hourly	OFR3			ONR3			ONR4			OFR4		ONR5		OFR5		ONR6	
		2352	2352	2067	2067	2692	2692	2861	2861	2699	2699	3252	3252	2951	2951	3316	3316	3316
		ONR Hourly	OFR Hourly			625	625	169	169	162		553	553	301		365		365

		Start Time	M-1	OFR-3	ONR-3	ONR-4	OFR-4	ONR-5	OFR-5	ONR-6
TP1	1	12:00	2261	274	601	162	156	532	289	351
TP2	2	12:15	2261	274	601	162	156	532	289	351
TP3	3	12:30	2261	274	601	162	156	532	289	351
TP4	4	12:45	2261	274	601	162	156	532	289	351
TP5	5	13:00	2352	285	625	169	162	553	301	365
TP6	6	13:15	2352	285	625	169	162	553	301	365
TP7	7	13:30	2352	285	625	169	162	553	301	365
TP8	8	13:45	2352	285	625	169	162	553	301	365
TP9	9	14:00	2390	290	635	172	165	562	306	371
TP10	10	14:15	2390	290	635	172	165	562	306	371
TP11	11	14:30	2390	290	635	172	165	562	306	371
TP12	12	14:45	2390	290	635	172	165	562	306	371

Volume Profiles

Start Time	SB (North Section)	SU%	OFR3	ONR3	ONR4	OFR4	ONR5	OFR5	ONR6
12:00	96%		3.1%	6.4%	9.0%	2.4%	6.6%	7.1%	4.3%
12:15	96%	TT%	8.5%	6.6%	3.3%	7.2%	2.7%	6.7%	3.0%
12:30	96%								
12:45	96%								
13:00	100%								
13:15	100%								
13:30	100%								
13:45	100%								
14:00	102%								
14:15	102%								
14:30	102%								
14:45	102%								

Ramp Truck Percentages

Northbound Ramp ID	Single Unit Truck %			Tractor Trailer Truck%		
	AM	PM	Weekend	AM	PM	Weekend
SR 40 Off Ramp	8.5%	13.6%	12.4%	4.7%	7.1%	3.9%
SR 40 On Ramp	11.7%	10.8%	7.6%	6.9%	5.2%	2.6%
US 27 Off Ramp	3.7%	6.3%	3.5%	4.0%	5.0%	4.3%
US 27 On Ramp	11.0%	10.7%	12.5%	7.3%	5.5%	4.5%
SR 326 Off Ramp	5.6%	5.0%	6.9%	6.6%	7.6%	4.1%
SR 326 On Ramp	5.0%	6.9%	5.2%	10.3%	22.6%	16.6%

Southbound Ramp ID	Single Unit Truck %			Tractor Trailer Truck%		
	AM	PM	Weekend	AM	PM	Weekend
SR 326 Off Ramp	2.7%	3.4%	3.1%	17.3%	14.3%	8.5%
SR 326 WB On Ramp	3.0%	2.3%	6.4%	23.6%	18.6%	6.6%
SR 326 EB On Ramp	8.4%	10.9%	9.0%	5.4%	5.8%	3.3%
US 27 Off Ramp	7.5%	9.9%	2.4%	9.4%	7.7%	7.2%
US 27 On Ramp	7.4%	9.6%	6.6%	4.9%	3.8%	2.7%
SR 40 Off Ramp	6.7%	9.5%	7.1%	6.4%	8.6%	6.7%
SR 40 On Ramp	11.6%	6.5%	4.3%	9.9%	3.8%	3.0%

Existing HCS Outputs

I-75 North Section - Northbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	8/15/2023
Agency	Florida Department of Transportation	Analysis Year	2019 Existing Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	3
2	Basic	Basic	I-75 NB	1500	3
3	Diverge	Diverge	I-75 NB SR 40 Off Ramp	1500	3
4	Basic	Basic	I-75 NB	2890	3
5	Merge	Merge	I-75 NB SR 40 On Ramp	1500	3
6	Basic	Basic	I-75 NB	1294	3
7	Diverge	Diverge	I-75 NB US 27 Off Ramp	1500	3
8	Basic	Basic	I-75 NB	3054	3
9	Merge	Merge	I-75 NB US 27 On Ramp	1500	3
10	Basic	Basic	I-75 NB	1500	3
11	Basic	Basic	I-75 NB	13588	3
12	Basic	Basic	I-75 NB	1500	3
13	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	3
14	Basic	Basic	I-75 NB	2987	3
15	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
16	Basic	Basic	I-75 NB	1500	3
17	Basic	Basic	I-75 NB	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	2082	6761	0.31	71.2	9.7	A
2	1.00	0.894	2339	6761	0.35	71.2	11.0	A
3	1.00	0.894	2766	6761	0.41	71.2	12.9	B
4	1.00	0.894	3160	6761	0.47	71.2	14.8	B

5	1.00	0.894	2977	6761	0.44	71.2	13.9	B
6	1.00	0.894	3015	6761	0.45	71.2	14.1	B
7	1.00	0.894	3436	6761	0.51	71.0	16.1	B
8	1.00	0.894	3329	6761	0.49	71.1	15.6	B
9	1.00	0.894	3291	6761	0.49	71.1	15.4	B
10	1.00	0.894	3248	6761	0.48	71.1	15.2	B
11	1.00	0.894	3169	6761	0.47	71.2	14.8	B
12	1.00	0.894	3019	6761	0.45	71.2	14.1	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	2082	6761	0.31	71.2	9.7	A
2	1.00	0.894	2339	6761	0.35	71.2	11.0	A
3	1.00	0.894	2766	6761	0.41	71.2	12.9	B
4	1.00	0.894	3160	6761	0.47	71.2	14.8	B
5	1.00	0.894	2977	6761	0.44	71.2	13.9	B
6	1.00	0.894	3015	6761	0.45	71.2	14.1	B
7	1.00	0.894	3436	6761	0.51	71.0	16.1	B
8	1.00	0.894	3329	6761	0.49	71.1	15.6	B
9	1.00	0.894	3291	6761	0.49	71.1	15.4	B
10	1.00	0.894	3248	6761	0.48	71.1	15.2	B
11	1.00	0.894	3169	6761	0.47	71.2	14.8	B
12	1.00	0.894	3019	6761	0.45	71.2	14.1	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.884	2082	430	5918	1972	0.35	0.22	64.1	60.5	10.8	12.1	B
2	1.00	1.00	0.894	0.884	2339	483	5918	1972	0.40	0.24	64.1	60.4	12.2	13.7	B
3	1.00	1.00	0.894	0.884	2766	571	5918	1972	0.47	0.29	64.1	60.2	14.4	16.1	B
4	1.00	1.00	0.894	0.884	3160	653	5918	1972	0.53	0.33	64.1	60.0	16.4	18.3	B
5	1.00	1.00	0.894	0.884	2977	614	5918	1972	0.50	0.31	64.0	60.0	15.5	17.3	B
6	1.00	1.00	0.894	0.884	3015	622	5918	1972	0.51	0.32	64.1	60.0	15.7	17.5	B
7	1.00	1.00	0.894	0.884	3436	709	5918	1972	0.58	0.36	64.1	59.8	17.9	19.8	B
8	1.00	1.00	0.894	0.884	3329	687	5918	1972	0.56	0.35	64.1	59.9	17.3	19.2	B
9	1.00	1.00	0.894	0.884	3291	680	5918	1972	0.56	0.34	64.1	59.9	17.1	19.0	B
10	1.00	1.00	0.894	0.884	3248	671	5918	1972	0.55	0.34	64.1	59.9	16.9	18.8	B
11	1.00	1.00	0.894	0.884	3169	654	5918	1972	0.54	0.33	64.1	60.0	16.5	18.4	B
12	1.00	1.00	0.894	0.884	3019	623	5918	1972	0.51	0.32	64.1	60.0	15.7	17.5	B

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.897	1651	6761	0.24	71.0	7.7	A
2	1.00	0.897	1855	6761	0.27	71.0	8.7	A
3	1.00	0.897	2194	6761	0.32	71.0	10.3	A
4	1.00	0.897	2506	6761	0.37	71.0	11.7	B
5	1.00	0.897	2361	6761	0.35	71.0	11.1	B
6	1.00	0.897	2391	6761	0.35	71.0	11.2	B
7	1.00	0.897	2726	6761	0.40	71.0	12.8	B
8	1.00	0.897	2641	6761	0.39	71.0	12.4	B
9	1.00	0.897	2610	6761	0.39	71.0	12.2	B
10	1.00	0.897	2576	6761	0.38	71.0	12.1	B
11	1.00	0.897	2514	6761	0.37	71.0	11.8	B
12	1.00	0.897	2395	6761	0.35	71.0	11.2	B

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.889	0.843	1950	284	5918	1972	0.33	0.14	65.6	63.2	9.9	10.9	B
2	1.00	1.00	0.889	0.843	2190	318	5918	1972	0.37	0.16	65.4	63.1	11.2	12.1	B
3	1.00	1.00	0.889	0.843	2590	376	5918	1972	0.44	0.19	65.2	63.0	13.2	14.1	B
4	1.00	1.00	0.889	0.843	2960	431	5918	1972	0.50	0.22	64.9	62.8	15.2	16.0	B
5	1.00	1.00	0.889	0.843	2788	406	5918	1972	0.47	0.21	65.1	62.9	14.3	15.1	B
6	1.00	1.00	0.889	0.843	2823	410	5918	1972	0.48	0.21	65.0	62.9	14.5	15.3	B
7	1.00	1.00	0.889	0.843	3217	467	5918	1972	0.54	0.24	64.7	62.7	16.6	17.3	B
8	1.00	1.00	0.889	0.843	3118	453	5918	1972	0.53	0.23	64.8	62.7	16.0	16.8	B
9	1.00	1.00	0.889	0.843	3081	448	5918	1972	0.52	0.23	64.9	62.8	15.8	16.6	B
10	1.00	1.00	0.889	0.843	3042	442	5918	1972	0.51	0.22	64.9	62.8	15.6	16.4	B
11	1.00	1.00	0.889	0.843	2969	432	5918	1972	0.50	0.22	64.9	62.8	15.2	16.0	B
12	1.00	1.00	0.889	0.843	2826	410	5918	1972	0.48	0.21	65.0	62.9	14.5	15.3	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.889	1935	6761	0.29	70.6	9.1	A
2	1.00	0.889	2173	6761	0.32	70.6	10.2	A
3	1.00	0.889	2570	6761	0.38	70.6	12.0	B
4	1.00	0.889	2937	6761	0.43	70.5	13.8	B
5	1.00	0.889	2767	6761	0.41	70.6	12.9	B
6	1.00	0.889	2802	6761	0.41	70.6	13.1	B
7	1.00	0.889	3193	6761	0.47	70.5	14.9	B
8	1.00	0.889	3094	6761	0.46	70.5	14.5	B
9	1.00	0.889	3058	6761	0.45	70.5	14.3	B
10	1.00	0.889	3019	6761	0.45	70.5	14.1	B
11	1.00	0.889	2946	6761	0.44	70.5	13.8	B

12	1.00	0.889	2805	6761	0.41	70.6	13.1	B							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.878	0.929	1959	424	5918	1972	0.33	0.22	64.0	60.5	10.2	12.5	B
2	1.00	1.00	0.878	0.929	2200	477	5918	1972	0.37	0.24	64.0	60.4	11.5	14.0	B
3	1.00	1.00	0.878	0.929	2603	564	5918	1972	0.44	0.29	64.0	60.2	13.6	16.3	B
4	1.00	1.00	0.878	0.929	2974	644	5918	1972	0.50	0.33	63.9	60.0	15.5	18.6	B
5	1.00	1.00	0.878	0.929	2802	607	5918	1972	0.47	0.31	64.0	60.1	14.6	17.5	B
6	1.00	1.00	0.878	0.929	2837	615	5918	1972	0.48	0.31	63.9	60.0	14.8	17.7	B
7	1.00	1.00	0.878	0.929	3233	701	5918	1972	0.55	0.36	63.8	59.8	16.9	20.1	C
8	1.00	1.00	0.878	0.929	3133	678	5918	1972	0.53	0.34	63.9	59.9	16.3	19.5	B
9	1.00	1.00	0.878	0.929	3097	671	5918	1972	0.52	0.34	63.9	59.9	16.2	19.3	B
10	1.00	1.00	0.878	0.929	3057	662	5918	1972	0.52	0.34	63.9	59.9	15.9	19.0	B
11	1.00	1.00	0.878	0.929	2983	646	5918	1972	0.50	0.33	63.9	60.0	15.6	18.6	B
12	1.00	1.00	0.878	0.929	2841	616	5918	1972	0.48	0.31	63.9	60.0	14.8	17.8	B
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.878	1510	6761	0.22	71.0	7.1	A							
2	1.00	0.878	1696	6761	0.25	71.0	7.9	A							
3	1.00	0.878	2006	6761	0.30	71.0	9.4	A							
4	1.00	0.878	2293	6761	0.34	71.0	10.7	A							
5	1.00	0.878	2159	6761	0.32	71.0	10.1	A							
6	1.00	0.878	2187	6761	0.32	71.0	10.2	A							
7	1.00	0.878	2492	6761	0.37	71.0	11.7	B							
8	1.00	0.878	2416	6761	0.36	71.0	11.3	B							
9	1.00	0.878	2387	6761	0.35	71.0	11.2	B							
10	1.00	0.878	2356	6761	0.35	71.0	11.0	A							
11	1.00	0.878	2300	6761	0.34	71.0	10.8	A							
12	1.00	0.878	2189	6761	0.32	71.0	10.3	A							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.876	0.845	1626	112	5918	1972	0.27	0.06	66.0	63.5	8.2	8.3	A
2	1.00	1.00	0.876	0.845	1827	127	5918	1972	0.31	0.06	66.0	63.5	9.2	9.3	A
3	1.00	1.00	0.876	0.845	2160	150	5918	1972	0.37	0.08	65.7	63.4	11.0	10.9	B
4	1.00	1.00	0.876	0.845	2470	172	5918	1972	0.42	0.09	65.5	63.3	12.6	12.4	B
5	1.00	1.00	0.876	0.845	2325	161	5918	1972	0.39	0.08	65.7	63.4	11.8	11.7	B
6	1.00	1.00	0.876	0.845	2355	163	5918	1972	0.40	0.08	65.6	63.4	12.0	11.9	B

7	1.00	1.00	0.876	0.845	2684	186	5918	1972	0.45	0.09	65.4	63.3	13.7	13.5	B
8	1.00	1.00	0.876	0.845	2601	180	5918	1972	0.44	0.09	65.5	63.3	13.2	13.1	B
9	1.00	1.00	0.876	0.845	2572	179	5918	1972	0.43	0.09	65.5	63.3	13.1	12.9	B
10	1.00	1.00	0.876	0.845	2538	176	5918	1972	0.43	0.09	65.5	63.3	12.9	12.8	B
11	1.00	1.00	0.876	0.845	2477	172	5918	1972	0.42	0.09	65.5	63.3	12.6	12.5	B
12	1.00	1.00	0.876	0.845	2357	163	5918	1972	0.40	0.08	65.6	63.4	12.0	11.9	B

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.876	1622	6761	0.24	70.7	7.6	A
2	1.00	0.876	1822	6761	0.27	70.7	8.5	A
3	1.00	0.876	2155	6761	0.32	70.7	10.1	A
4	1.00	0.876	2463	6761	0.36	70.7	11.5	B
5	1.00	0.876	2320	6761	0.34	70.7	10.9	A
6	1.00	0.876	2349	6761	0.35	70.7	11.0	A
7	1.00	0.876	2677	6761	0.40	70.7	12.5	B
8	1.00	0.876	2595	6761	0.38	70.7	12.1	B
9	1.00	0.876	2565	6761	0.38	70.7	12.0	B
10	1.00	0.876	2532	6761	0.37	70.7	11.9	B
11	1.00	0.876	2470	6761	0.37	70.7	11.6	B
12	1.00	0.876	2352	6761	0.35	70.7	11.0	A

Segment 11: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.876	1622	6761	0.24	71.2	7.6	A
2	1.00	0.876	1822	6761	0.27	71.2	8.5	A
3	1.00	0.876	2155	6761	0.32	71.2	10.1	A
4	1.00	0.876	2463	6761	0.36	71.2	11.5	B
5	1.00	0.876	2320	6761	0.34	71.2	10.9	A
6	1.00	0.876	2349	6761	0.35	71.2	11.0	A
7	1.00	0.876	2677	6761	0.40	71.2	12.5	B
8	1.00	0.876	2595	6761	0.38	71.2	12.1	B
9	1.00	0.876	2565	6761	0.38	71.2	12.0	B
10	1.00	0.876	2532	6761	0.37	71.2	11.9	B
11	1.00	0.876	2470	6761	0.37	71.2	11.6	B
12	1.00	0.876	2352	6761	0.35	71.2	11.0	A

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.876	1622	6761	0.24	71.2	7.6	A
2	1.00	0.876	1822	6761	0.27	71.2	8.5	A
3	1.00	0.876	2155	6761	0.32	71.2	10.1	A

4	1.00	0.876	2463	6761	0.36	71.2	11.5	B
5	1.00	0.876	2320	6761	0.34	71.2	10.9	A
6	1.00	0.876	2349	6761	0.35	71.2	11.0	A
7	1.00	0.876	2677	6761	0.40	71.2	12.5	B
8	1.00	0.876	2595	6761	0.38	71.2	12.1	B
9	1.00	0.876	2565	6761	0.38	71.2	12.0	B
10	1.00	0.876	2532	6761	0.37	71.2	11.9	B
11	1.00	0.876	2470	6761	0.37	71.2	11.6	B
12	1.00	0.876	2352	6761	0.35	71.2	11.0	A

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.876	0.891	1622	438	5918	1972	0.27	0.22	63.6	60.5	8.5	8.8	A
2	1.00	1.00	0.876	0.891	1822	492	5918	1972	0.31	0.25	63.6	60.4	9.5	10.1	B
3	1.00	1.00	0.876	0.891	2155	581	5918	1972	0.36	0.29	63.5	60.1	11.3	12.1	B
4	1.00	1.00	0.876	0.891	2463	664	5918	1972	0.42	0.34	63.5	59.9	12.9	14.0	B
5	1.00	1.00	0.876	0.891	2320	625	5918	1972	0.39	0.32	63.5	60.0	12.2	13.1	B
6	1.00	1.00	0.876	0.891	2349	633	5918	1972	0.40	0.32	63.5	60.0	12.3	13.3	B
7	1.00	1.00	0.876	0.891	2677	722	5918	1972	0.45	0.37	63.5	59.8	14.1	15.3	B
8	1.00	1.00	0.876	0.891	2595	699	5918	1972	0.44	0.35	63.5	59.8	13.6	14.8	B
9	1.00	1.00	0.876	0.891	2565	691	5918	1972	0.43	0.35	63.5	59.8	13.5	14.6	B
10	1.00	1.00	0.876	0.891	2532	682	5918	1972	0.43	0.35	63.5	59.9	13.3	14.4	B
11	1.00	1.00	0.876	0.891	2470	666	5918	1972	0.42	0.34	63.5	59.9	13.0	14.0	B
12	1.00	1.00	0.876	0.891	2352	634	5918	1972	0.40	0.32	63.5	60.0	12.3	13.3	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.870	1185	6761	0.18	71.0	5.5	A
2	1.00	0.870	1331	6761	0.20	71.0	6.2	A
3	1.00	0.870	1575	6761	0.23	71.0	7.4	A
4	1.00	0.870	1800	6761	0.27	71.0	8.4	A
5	1.00	0.870	1695	6761	0.25	71.0	7.9	A
6	1.00	0.870	1717	6761	0.25	71.0	8.0	A
7	1.00	0.870	1956	6761	0.29	71.0	9.2	A
8	1.00	0.870	1897	6761	0.28	71.0	8.9	A
9	1.00	0.870	1875	6761	0.28	71.0	8.8	A
10	1.00	0.870	1851	6761	0.27	71.0	8.7	A
11	1.00	0.870	1806	6761	0.27	71.0	8.5	A
12	1.00	0.870	1718	6761	0.25	71.0	8.0	A

Segment 15: Merge

AP	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS
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					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.870	0.867	1376	191	5918	1972	0.23	0.10	66.1	63.8	6.9	6.8	A
2	1.00	1.00	0.870	0.867	1547	216	5918	1972	0.26	0.11	66.1	63.8	7.8	7.6	A
3	1.00	1.00	0.870	0.867	1830	255	5918	1972	0.31	0.13	66.0	63.8	9.2	9.1	A
4	1.00	1.00	0.870	0.867	2092	292	5918	1972	0.35	0.15	65.8	63.7	10.6	10.4	B
5	1.00	1.00	0.870	0.867	1970	275	5918	1972	0.33	0.14	65.9	63.7	10.0	9.8	A
6	1.00	1.00	0.870	0.867	1995	278	5918	1972	0.34	0.14	65.9	63.7	10.1	9.9	A
7	1.00	1.00	0.870	0.867	2273	317	5918	1972	0.38	0.16	65.7	63.6	11.5	11.3	B
8	1.00	1.00	0.870	0.867	2204	307	5918	1972	0.37	0.16	65.7	63.6	11.2	11.0	B
9	1.00	1.00	0.870	0.867	2178	303	5918	1972	0.37	0.15	65.7	63.6	11.1	10.8	B
10	1.00	1.00	0.870	0.867	2151	300	5918	1972	0.36	0.15	65.8	63.7	10.9	10.7	B
11	1.00	1.00	0.870	0.867	2098	292	5918	1972	0.35	0.15	65.8	63.7	10.6	10.4	B
12	1.00	1.00	0.870	0.867	1996	278	5918	1972	0.34	0.14	65.9	63.7	10.1	9.9	A

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.870	1376	6761	0.20	70.8	6.4	A
2	1.00	0.870	1546	6761	0.23	70.8	7.2	A
3	1.00	0.870	1829	6761	0.27	70.7	8.6	A
4	1.00	0.870	2091	6761	0.31	70.7	9.8	A
5	1.00	0.870	1969	6761	0.29	70.7	9.2	A
6	1.00	0.870	1994	6761	0.29	70.7	9.3	A
7	1.00	0.870	2272	6761	0.34	70.7	10.6	A
8	1.00	0.870	2202	6761	0.33	70.7	10.3	A
9	1.00	0.870	2177	6761	0.32	70.7	10.2	A
10	1.00	0.870	2149	6761	0.32	70.7	10.1	A
11	1.00	0.870	2097	6761	0.31	70.7	9.8	A
12	1.00	0.870	1995	6761	0.30	70.7	9.3	A

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.870	1376	6761	0.20	71.2	6.4	A
2	1.00	0.870	1546	6761	0.23	71.2	7.2	A
3	1.00	0.870	1829	6761	0.27	71.2	8.6	A
4	1.00	0.870	2091	6761	0.31	71.2	9.8	A
5	1.00	0.870	1969	6761	0.29	71.2	9.2	A
6	1.00	0.870	1994	6761	0.29	71.2	9.3	A
7	1.00	0.870	2272	6761	0.34	71.2	10.6	A
8	1.00	0.870	2202	6761	0.33	71.2	10.3	A
9	1.00	0.870	2177	6761	0.32	71.2	10.2	A
10	1.00	0.870	2149	6761	0.32	71.2	10.1	A

11	1.00	0.870	2097	6761	0.31	71.2	9.8	A
12	1.00	0.870	1995	6761	0.30	71.2	9.3	A

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	3304	3267	0.97	24.24	69.7	7.8	6.9	7.90	A
2	3711	3670	1.10	27.40	69.7	8.8	7.7	7.90	A
3	4390	4341	1.32	33.02	69.7	10.4	9.2	7.90	A
4	5017	4961	1.54	38.56	69.7	11.9	10.5	7.90	B
5	4725	4672	1.43	35.85	69.7	11.2	9.9	7.90	B
6	4785	4732	1.46	36.50	69.7	11.4	10.0	7.90	B
7	5453	5392	1.73	43.30	69.6	13.0	11.4	7.90	B
8	5285	5226	1.65	41.22	69.7	12.6	11.1	7.90	B
9	5224	5166	1.62	40.62	69.7	12.4	10.9	7.90	B
10	5157	5099	1.60	40.02	69.7	12.3	10.8	7.90	B
11	5031	4975	1.55	38.68	69.7	12.0	10.6	7.90	B
12	4790	4737	1.46	36.54	69.7	11.4	10.0	7.90	B

Facility Overall Results

Space Mean Speed, mi/h	69.7	Average Density, veh/mi/ln	9.9
Average Travel Time, min	7.90	Average Density, pc/mi/ln	11.3
Total VMT, veh-mi	56870	Total VHD, veh-h	17.44
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	435.97

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	8/15/2023
Agency	Florida Department of Transportation	Analysis Year	2019 Existing Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	3
2	Basic	Basic	I-75 NB	1500	3
3	Diverge	Diverge	I-75 NB SR 40 Off Ramp	1500	3
4	Basic	Basic	I-75 NB	2890	3
5	Merge	Merge	I-75 NB SR 40 On Ramp	1500	3
6	Basic	Basic	I-75 NB	1294	3
7	Diverge	Diverge	I-75 NB US 27 Off Ramp	1500	3
8	Basic	Basic	I-75 NB	3054	3
9	Merge	Merge	I-75 NB US 27 On Ramp	1500	3
10	Basic	Basic	I-75 NB	1500	3
11	Basic	Basic	I-75 NB	13588	3
12	Basic	Basic	I-75 NB	1500	3
13	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	3
14	Basic	Basic	I-75 NB	2987	3
15	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
16	Basic	Basic	I-75 NB	1500	3
17	Basic	Basic	I-75 NB	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	3211	6761	0.47	71.2	15.0	B
2	1.00	0.894	3030	6761	0.45	71.2	14.2	B
3	1.00	0.894	3119	6761	0.46	71.2	14.6	B
4	1.00	0.894	2937	6761	0.43	71.2	13.8	B

5	1.00	0.894	2519	6761	0.37	71.2	11.8	B
6	1.00	0.894	2810	6761	0.42	71.2	13.2	B
7	1.00	0.894	2894	6761	0.43	71.2	13.6	B
8	1.00	0.894	2982	6761	0.44	71.2	14.0	B
9	1.00	0.894	2876	6761	0.43	71.2	13.5	B
10	1.00	0.894	2721	6761	0.40	71.2	12.7	B
11	1.00	0.894	2647	6761	0.39	71.2	12.4	B
12	1.00	0.894	2488	6761	0.37	71.2	11.6	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	3211	6761	0.47	71.2	15.0	B
2	1.00	0.894	3030	6761	0.45	71.2	14.2	B
3	1.00	0.894	3119	6761	0.46	71.2	14.6	B
4	1.00	0.894	2937	6761	0.43	71.2	13.8	B
5	1.00	0.894	2519	6761	0.37	71.2	11.8	B
6	1.00	0.894	2810	6761	0.42	71.2	13.2	B
7	1.00	0.894	2894	6761	0.43	71.2	13.6	B
8	1.00	0.894	2982	6761	0.44	71.2	14.0	B
9	1.00	0.894	2876	6761	0.43	71.2	13.5	B
10	1.00	0.894	2721	6761	0.40	71.2	12.7	B
11	1.00	0.894	2647	6761	0.39	71.2	12.4	B
12	1.00	0.894	2488	6761	0.37	71.2	11.6	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.829	3211	431	5918	1972	0.54	0.22	64.8	60.5	16.5	18.2	B
2	1.00	1.00	0.894	0.829	3030	405	5918	1972	0.51	0.21	64.8	60.6	15.6	17.2	B
3	1.00	1.00	0.894	0.829	3119	417	5918	1972	0.53	0.21	64.8	60.6	16.0	17.7	B
4	1.00	1.00	0.894	0.829	2937	393	5918	1972	0.50	0.20	64.8	60.6	15.1	16.7	B
5	1.00	1.00	0.894	0.829	2519	338	5918	1972	0.43	0.17	64.8	60.8	13.0	14.3	B
6	1.00	1.00	0.894	0.829	2810	376	5918	1972	0.47	0.19	64.8	60.7	14.5	16.0	B
7	1.00	1.00	0.894	0.829	2894	387	5918	1972	0.49	0.20	64.8	60.7	14.9	16.4	B
8	1.00	1.00	0.894	0.829	2982	399	5918	1972	0.50	0.20	64.8	60.6	15.3	16.9	B
9	1.00	1.00	0.894	0.829	2876	385	5918	1972	0.49	0.20	64.8	60.7	14.8	16.3	B
10	1.00	1.00	0.894	0.829	2721	364	5918	1972	0.46	0.18	64.8	60.7	14.0	15.5	B
11	1.00	1.00	0.894	0.829	2647	355	5918	1972	0.45	0.18	64.7	60.7	13.6	15.1	B
12	1.00	1.00	0.894	0.829	2488	333	5918	1972	0.42	0.17	64.7	60.8	12.8	14.2	B

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.905	2778	6761	0.41	71.0	13.0	B
2	1.00	0.905	2622	6761	0.39	71.0	12.3	B
3	1.00	0.905	2698	6761	0.40	71.0	12.6	B
4	1.00	0.905	2541	6761	0.38	71.0	11.9	B
5	1.00	0.905	2179	6761	0.32	71.0	10.2	A
6	1.00	0.905	2431	6761	0.36	71.0	11.4	B
7	1.00	0.905	2504	6761	0.37	71.0	11.7	B
8	1.00	0.905	2580	6761	0.38	71.0	12.1	B
9	1.00	0.905	2488	6761	0.37	71.0	11.6	B
10	1.00	0.905	2355	6761	0.35	71.0	11.0	A
11	1.00	0.905	2290	6761	0.34	71.0	10.7	A
12	1.00	0.905	2152	6761	0.32	71.0	10.1	A

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.862	3348	548	5918	1972	0.57	0.28	64.6	62.6	17.3	18.1	B
2	1.00	1.00	0.898	0.862	3160	517	5918	1972	0.53	0.26	64.7	62.7	16.3	17.2	B
3	1.00	1.00	0.898	0.862	3251	532	5918	1972	0.55	0.27	64.6	62.6	16.8	17.6	B
4	1.00	1.00	0.898	0.862	3062	501	5918	1972	0.52	0.25	64.8	62.8	15.8	16.7	B
5	1.00	1.00	0.898	0.862	2625	429	5918	1972	0.44	0.22	65.1	63.0	13.4	14.4	B
6	1.00	1.00	0.898	0.862	2929	479	5918	1972	0.49	0.24	64.9	62.8	15.0	16.0	B
7	1.00	1.00	0.898	0.862	3017	494	5918	1972	0.51	0.25	64.8	62.8	15.5	16.4	B
8	1.00	1.00	0.898	0.862	3109	509	5918	1972	0.53	0.26	64.7	62.7	16.0	16.9	B
9	1.00	1.00	0.898	0.862	2999	491	5918	1972	0.51	0.25	64.9	62.8	15.4	16.3	B
10	1.00	1.00	0.898	0.862	2837	464	5918	1972	0.48	0.24	65.0	62.9	14.5	15.5	B
11	1.00	1.00	0.898	0.862	2758	451	5918	1972	0.47	0.23	65.0	62.9	14.1	15.1	B
12	1.00	1.00	0.898	0.862	2594	425	5918	1972	0.44	0.22	65.2	63.0	13.3	14.3	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.898	3325	6761	0.49	70.5	15.6	B
2	1.00	0.898	3139	6761	0.46	70.5	14.7	B
3	1.00	0.898	3231	6761	0.48	70.5	15.1	B
4	1.00	0.898	3042	6761	0.45	70.5	14.2	B
5	1.00	0.898	2608	6761	0.39	70.6	12.2	B
6	1.00	0.898	2910	6761	0.43	70.5	13.6	B
7	1.00	0.898	2998	6761	0.44	70.5	14.0	B
8	1.00	0.898	3089	6761	0.46	70.5	14.5	B
9	1.00	0.898	2979	6761	0.44	70.5	13.9	B
10	1.00	0.898	2818	6761	0.42	70.6	13.2	B
11	1.00	0.898	2741	6761	0.41	70.6	12.8	B

12	1.00	0.898	2577	6761	0.38	70.6	12.1	B							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.898	3325	804	5918	1972	0.56	0.41	63.3	59.5	17.5	21.1	C
2	1.00	1.00	0.898	0.898	3139	759	5918	1972	0.53	0.39	63.5	59.7	16.5	19.9	B
3	1.00	1.00	0.898	0.898	3231	781	5918	1972	0.55	0.40	63.4	59.6	17.0	20.5	C
4	1.00	1.00	0.898	0.898	3042	736	5918	1972	0.51	0.37	63.4	59.7	16.0	19.4	B
5	1.00	1.00	0.898	0.898	2608	631	5918	1972	0.44	0.32	63.6	60.0	13.7	16.7	B
6	1.00	1.00	0.898	0.898	2910	704	5918	1972	0.49	0.36	63.5	59.8	15.3	18.5	B
7	1.00	1.00	0.898	0.898	2998	725	5918	1972	0.51	0.37	63.5	59.8	15.7	19.1	B
8	1.00	1.00	0.898	0.898	3089	747	5918	1972	0.52	0.38	63.5	59.7	16.2	19.6	B
9	1.00	1.00	0.898	0.898	2979	720	5918	1972	0.50	0.37	63.5	59.8	15.6	19.0	B
10	1.00	1.00	0.898	0.898	2818	682	5918	1972	0.48	0.35	63.6	59.9	14.8	18.0	B
11	1.00	1.00	0.898	0.898	2741	663	5918	1972	0.46	0.34	63.6	59.9	14.4	17.5	B
12	1.00	1.00	0.898	0.898	2577	624	5918	1972	0.44	0.32	63.6	60.0	13.5	16.5	B
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.898	2521	6761	0.37	71.0	11.8	B							
2	1.00	0.898	2380	6761	0.35	71.0	11.1	B							
3	1.00	0.898	2450	6761	0.36	71.0	11.5	B							
4	1.00	0.898	2306	6761	0.34	71.0	10.8	A							
5	1.00	0.898	1977	6761	0.29	71.0	9.3	A							
6	1.00	0.898	2206	6761	0.33	71.0	10.3	A							
7	1.00	0.898	2273	6761	0.34	71.0	10.6	A							
8	1.00	0.898	2342	6761	0.35	71.0	11.0	A							
9	1.00	0.898	2258	6761	0.33	71.0	10.6	A							
10	1.00	0.898	2137	6761	0.32	71.0	10.0	A							
11	1.00	0.898	2078	6761	0.31	71.0	9.7	A							
12	1.00	0.898	1953	6761	0.29	71.0	9.1	A							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.861	2747	215	5918	1972	0.46	0.11	65.4	63.2	14.0	13.8	B
2	1.00	1.00	0.894	0.861	2592	202	5918	1972	0.44	0.10	65.5	63.3	13.2	13.1	B
3	1.00	1.00	0.894	0.861	2669	208	5918	1972	0.45	0.11	65.5	63.3	13.6	13.5	B
4	1.00	1.00	0.894	0.861	2513	196	5918	1972	0.42	0.10	65.5	63.3	12.8	12.7	B
5	1.00	1.00	0.894	0.861	2153	168	5918	1972	0.36	0.09	65.7	63.4	10.9	10.9	B
6	1.00	1.00	0.894	0.861	2404	188	5918	1972	0.41	0.10	65.5	63.3	12.2	12.2	B

7	1.00	1.00	0.894	0.861	2476	193	5918	1972	0.42	0.10	65.5	63.3	12.6	12.5	B
8	1.00	1.00	0.894	0.861	2551	199	5918	1972	0.43	0.10	65.5	63.3	13.0	12.9	B
9	1.00	1.00	0.894	0.861	2460	192	5918	1972	0.42	0.10	65.5	63.3	12.5	12.4	B
10	1.00	1.00	0.894	0.861	2328	181	5918	1972	0.39	0.09	65.7	63.4	11.8	11.8	B
11	1.00	1.00	0.894	0.861	2264	177	5918	1972	0.38	0.09	65.7	63.4	11.5	11.5	B
12	1.00	1.00	0.894	0.861	2128	166	5918	1972	0.36	0.08	65.7	63.4	10.8	10.8	B

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	2739	6761	0.41	70.7	12.8	B
2	1.00	0.894	2585	6761	0.38	70.7	12.1	B
3	1.00	0.894	2661	6761	0.39	70.7	12.5	B
4	1.00	0.894	2506	6761	0.37	70.7	11.7	B
5	1.00	0.894	2148	6761	0.32	70.7	10.1	A
6	1.00	0.894	2397	6761	0.35	70.7	11.2	B
7	1.00	0.894	2469	6761	0.37	70.7	11.6	B
8	1.00	0.894	2544	6761	0.38	70.7	11.9	B
9	1.00	0.894	2453	6761	0.36	70.7	11.5	B
10	1.00	0.894	2321	6761	0.34	70.7	10.9	A
11	1.00	0.894	2257	6761	0.33	70.7	10.6	A
12	1.00	0.894	2122	6761	0.31	70.7	9.9	A

Segment 11: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	2739	6761	0.41	71.2	12.8	B
2	1.00	0.894	2585	6761	0.38	71.2	12.1	B
3	1.00	0.894	2661	6761	0.39	71.2	12.5	B
4	1.00	0.894	2506	6761	0.37	71.2	11.7	B
5	1.00	0.894	2148	6761	0.32	71.2	10.1	A
6	1.00	0.894	2397	6761	0.35	71.2	11.2	B
7	1.00	0.894	2469	6761	0.37	71.2	11.6	B
8	1.00	0.894	2544	6761	0.38	71.2	11.9	B
9	1.00	0.894	2453	6761	0.36	71.2	11.5	B
10	1.00	0.894	2321	6761	0.34	71.2	10.9	A
11	1.00	0.894	2257	6761	0.33	71.2	10.6	A
12	1.00	0.894	2122	6761	0.31	71.2	9.9	A

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	2739	6761	0.41	71.2	12.8	B
2	1.00	0.894	2585	6761	0.38	71.2	12.1	B
3	1.00	0.894	2661	6761	0.39	71.2	12.5	B

4	1.00	0.894	2506	6761	0.37	71.2	11.7	B
5	1.00	0.894	2148	6761	0.32	71.2	10.1	A
6	1.00	0.894	2397	6761	0.35	71.2	11.2	B
7	1.00	0.894	2469	6761	0.37	71.2	11.6	B
8	1.00	0.894	2544	6761	0.38	71.2	11.9	B
9	1.00	0.894	2453	6761	0.36	71.2	11.5	B
10	1.00	0.894	2321	6761	0.34	71.2	10.9	A
11	1.00	0.894	2257	6761	0.33	71.2	10.6	A
12	1.00	0.894	2122	6761	0.31	71.2	9.9	A

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.888	2739	810	5918	1972	0.46	0.41	63.2	59.5	14.4	15.8	B
2	1.00	1.00	0.894	0.888	2585	764	5918	1972	0.44	0.39	63.3	59.7	13.6	14.9	B
3	1.00	1.00	0.894	0.888	2661	786	5918	1972	0.45	0.40	63.2	59.6	14.0	15.3	B
4	1.00	1.00	0.894	0.888	2506	741	5918	1972	0.42	0.38	63.2	59.7	13.2	14.4	B
5	1.00	1.00	0.894	0.888	2148	635	5918	1972	0.36	0.32	63.3	60.0	11.3	12.2	B
6	1.00	1.00	0.894	0.888	2397	708	5918	1972	0.41	0.36	63.3	59.8	12.6	13.7	B
7	1.00	1.00	0.894	0.888	2469	730	5918	1972	0.42	0.37	63.3	59.8	13.0	14.2	B
8	1.00	1.00	0.894	0.888	2544	751	5918	1972	0.43	0.38	63.2	59.7	13.4	14.6	B
9	1.00	1.00	0.894	0.888	2453	725	5918	1972	0.41	0.37	63.3	59.8	12.9	14.1	B
10	1.00	1.00	0.894	0.888	2321	686	5918	1972	0.39	0.35	63.3	59.9	12.2	13.3	B
11	1.00	1.00	0.894	0.888	2257	667	5918	1972	0.38	0.34	63.3	59.9	11.9	12.9	B
12	1.00	1.00	0.894	0.888	2122	627	5918	1972	0.36	0.32	63.3	60.0	11.2	12.1	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.897	1929	6761	0.29	71.0	9.0	A
2	1.00	0.897	1821	6761	0.27	71.0	8.5	A
3	1.00	0.897	1874	6761	0.28	71.0	8.8	A
4	1.00	0.897	1764	6761	0.26	71.0	8.3	A
5	1.00	0.897	1512	6761	0.22	71.0	7.1	A
6	1.00	0.897	1688	6761	0.25	71.0	7.9	A
7	1.00	0.897	1738	6761	0.26	71.0	8.1	A
8	1.00	0.897	1792	6761	0.27	71.0	8.4	A
9	1.00	0.897	1727	6761	0.26	71.0	8.1	A
10	1.00	0.897	1634	6761	0.24	71.0	7.7	A
11	1.00	0.897	1590	6761	0.24	71.0	7.4	A
12	1.00	0.897	1494	6761	0.22	71.0	7.0	A

Segment 15: Merge

AP	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS
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					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.881	0.772	2241	277	5918	1972	0.38	0.14	65.8	63.6	11.4	11.0	B
2	1.00	1.00	0.881	0.772	2116	262	5918	1972	0.36	0.13	65.9	63.7	10.7	10.4	B
3	1.00	1.00	0.881	0.772	2177	269	5918	1972	0.37	0.14	65.8	63.7	11.0	10.7	B
4	1.00	1.00	0.881	0.772	2050	254	5918	1972	0.35	0.13	65.9	63.7	10.4	10.1	B
5	1.00	1.00	0.881	0.772	1757	218	5918	1972	0.30	0.11	66.1	63.8	8.9	8.6	A
6	1.00	1.00	0.881	0.772	1963	244	5918	1972	0.33	0.12	65.9	63.7	9.9	9.7	A
7	1.00	1.00	0.881	0.772	2020	250	5918	1972	0.34	0.13	65.9	63.7	10.2	9.9	A
8	1.00	1.00	0.881	0.772	2082	258	5918	1972	0.35	0.13	65.9	63.7	10.5	10.3	B
9	1.00	1.00	0.881	0.772	2007	249	5918	1972	0.34	0.13	65.9	63.7	10.2	9.9	A
10	1.00	1.00	0.881	0.772	1900	236	5918	1972	0.32	0.12	65.9	63.7	9.6	9.3	A
11	1.00	1.00	0.881	0.772	1848	229	5918	1972	0.31	0.12	66.0	63.8	9.3	9.1	A
12	1.00	1.00	0.881	0.772	1736	215	5918	1972	0.29	0.11	66.1	63.8	8.8	8.5	A

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.881	2207	6761	0.33	70.7	10.3	A
2	1.00	0.881	2083	6761	0.31	70.7	9.7	A
3	1.00	0.881	2144	6761	0.32	70.7	10.0	A
4	1.00	0.881	2018	6761	0.30	70.7	9.5	A
5	1.00	0.881	1730	6761	0.26	70.8	8.1	A
6	1.00	0.881	1932	6761	0.29	70.7	9.0	A
7	1.00	0.881	1989	6761	0.29	70.7	9.3	A
8	1.00	0.881	2050	6761	0.30	70.7	9.6	A
9	1.00	0.881	1976	6761	0.29	70.7	9.3	A
10	1.00	0.881	1871	6761	0.28	70.7	8.8	A
11	1.00	0.881	1820	6761	0.27	70.7	8.5	A
12	1.00	0.881	1709	6761	0.25	70.8	8.0	A

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.881	2207	6761	0.33	71.2	10.3	A
2	1.00	0.881	2083	6761	0.31	71.2	9.7	A
3	1.00	0.881	2144	6761	0.32	71.2	10.0	A
4	1.00	0.881	2018	6761	0.30	71.2	9.5	A
5	1.00	0.881	1730	6761	0.26	71.2	8.1	A
6	1.00	0.881	1932	6761	0.29	71.2	9.0	A
7	1.00	0.881	1989	6761	0.29	71.2	9.3	A
8	1.00	0.881	2050	6761	0.30	71.2	9.6	A
9	1.00	0.881	1976	6761	0.29	71.2	9.3	A
10	1.00	0.881	1871	6761	0.28	71.2	8.8	A

11	1.00	0.881	1820	6761	0.27	71.2	8.5	A
12	1.00	0.881	1709	6761	0.25	71.2	8.0	A

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	5525	5459	1.74	43.51	69.6	12.9	11.6	7.90	B
2	5215	5152	1.62	40.39	69.7	12.2	10.9	7.90	B
3	5367	5303	1.68	42.02	69.7	12.6	11.3	7.90	B
4	5054	4994	1.57	39.25	69.7	11.9	10.6	7.90	B
5	4332	4281	1.31	32.71	69.7	10.2	9.1	7.90	A
6	4835	4778	1.49	37.21	69.7	11.3	10.1	7.90	B
7	4980	4920	1.54	38.45	69.7	11.7	10.5	7.90	B
8	5131	5070	1.59	39.85	69.7	12.0	10.8	7.90	B
9	4948	4889	1.52	38.08	69.7	11.6	10.4	7.90	B
10	4683	4627	1.42	35.62	69.7	11.0	9.8	7.90	A
11	4554	4499	1.39	34.67	69.7	10.7	9.6	7.90	A
12	4280	4229	1.29	32.31	69.7	10.0	9.0	7.90	A

Facility Overall Results

Space Mean Speed, mi/h	69.7	Average Density, veh/mi/ln	10.3
Average Travel Time, min	7.90	Average Density, pc/mi/ln	11.5
Total VMT, veh-mi	58905	Total VHD, veh-h	18.16
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	454.07

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	8/15/2023
Agency	Florida Department of Transportation	Analysis Year	2019 Existing Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	3
2	Basic	Basic	I-75 NB	1500	3
3	Diverge	Diverge	I-75 NB SR 40 Off Ramp	1500	3
4	Basic	Basic	I-75 NB	2890	3
5	Merge	Merge	I-75 NB SR 40 On Ramp	1500	3
6	Basic	Basic	I-75 NB	1294	3
7	Diverge	Diverge	I-75 NB US 27 Off Ramp	1500	3
8	Basic	Basic	I-75 NB	3054	3
9	Merge	Merge	I-75 NB US 27 On Ramp	1500	3
10	Basic	Basic	I-75 NB	1500	3
11	Basic	Basic	I-75 NB	13588	3
12	Basic	Basic	I-75 NB	1500	3
13	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	3
14	Basic	Basic	I-75 NB	2987	3
15	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
16	Basic	Basic	I-75 NB	1500	3
17	Basic	Basic	I-75 NB	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	4185	6761	0.62	69.2	20.2	C
2	1.00	0.894	4185	6761	0.62	69.2	20.2	C
3	1.00	0.894	4185	6761	0.62	69.2	20.2	C
4	1.00	0.894	4185	6761	0.62	69.2	20.2	C

5	1.00	0.894	3827	6761	0.57	70.3	18.2	C
6	1.00	0.894	3827	6761	0.57	70.3	18.2	C
7	1.00	0.894	3827	6761	0.57	70.3	18.2	C
8	1.00	0.894	3827	6761	0.57	70.3	18.2	C
9	1.00	0.894	3419	6761	0.51	71.0	16.1	B
10	1.00	0.894	3419	6761	0.51	71.0	16.1	B
11	1.00	0.894	3419	6761	0.51	71.0	16.1	B
12	1.00	0.894	3419	6761	0.51	71.0	16.1	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	4185	6761	0.62	69.2	20.2	C
2	1.00	0.894	4185	6761	0.62	69.2	20.2	C
3	1.00	0.894	4185	6761	0.62	69.2	20.2	C
4	1.00	0.894	4185	6761	0.62	69.2	20.2	C
5	1.00	0.894	3827	6761	0.57	70.3	18.2	C
6	1.00	0.894	3827	6761	0.57	70.3	18.2	C
7	1.00	0.894	3827	6761	0.57	70.3	18.2	C
8	1.00	0.894	3827	6761	0.57	70.3	18.2	C
9	1.00	0.894	3419	6761	0.51	71.0	16.1	B
10	1.00	0.894	3419	6761	0.51	71.0	16.1	B
11	1.00	0.894	3419	6761	0.51	71.0	16.1	B
12	1.00	0.894	3419	6761	0.51	71.0	16.1	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.860	4185	471	5918	1972	0.71	0.24	64.9	60.4	21.5	23.0	C
2	1.00	1.00	0.894	0.860	4185	471	5918	1972	0.71	0.24	64.9	60.4	21.5	23.0	C
3	1.00	1.00	0.894	0.860	4185	471	5918	1972	0.71	0.24	64.9	60.4	21.5	23.0	C
4	1.00	1.00	0.894	0.860	4185	471	5918	1972	0.71	0.24	64.9	60.4	21.5	23.0	C
5	1.00	1.00	0.894	0.860	3827	430	5918	1972	0.65	0.22	64.9	60.5	19.7	21.2	C
6	1.00	1.00	0.894	0.860	3827	430	5918	1972	0.65	0.22	64.9	60.5	19.7	21.2	C
7	1.00	1.00	0.894	0.860	3827	430	5918	1972	0.65	0.22	64.9	60.5	19.7	21.2	C
8	1.00	1.00	0.894	0.860	3827	430	5918	1972	0.65	0.22	64.9	60.5	19.7	21.2	C
9	1.00	1.00	0.894	0.860	3419	385	5918	1972	0.58	0.20	65.1	60.7	17.5	19.1	B
10	1.00	1.00	0.894	0.860	3419	385	5918	1972	0.58	0.20	65.1	60.7	17.5	19.1	B
11	1.00	1.00	0.894	0.860	3419	385	5918	1972	0.58	0.20	65.1	60.7	17.5	19.1	B
12	1.00	1.00	0.894	0.860	3419	385	5918	1972	0.58	0.20	65.1	60.7	17.5	19.1	B

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.898	3715	6761	0.55	70.5	17.6	B
2	1.00	0.898	3715	6761	0.55	70.5	17.6	B
3	1.00	0.898	3715	6761	0.55	70.5	17.6	B
4	1.00	0.898	3715	6761	0.55	70.5	17.6	B
5	1.00	0.898	3398	6761	0.50	71.0	16.0	B
6	1.00	0.898	3398	6761	0.50	71.0	16.0	B
7	1.00	0.898	3398	6761	0.50	71.0	16.0	B
8	1.00	0.898	3398	6761	0.50	71.0	16.0	B
9	1.00	0.898	3036	6761	0.45	71.0	14.2	B
10	1.00	0.898	3036	6761	0.45	71.0	14.2	B
11	1.00	0.898	3036	6761	0.45	71.0	14.2	B
12	1.00	0.898	3036	6761	0.45	71.0	14.2	B

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.899	0.907	4079	368	5918	1972	0.69	0.19	64.0	62.1	21.2	21.0	C
2	1.00	1.00	0.899	0.907	4079	368	5918	1972	0.69	0.19	64.0	62.1	21.2	21.0	C
3	1.00	1.00	0.899	0.907	4079	368	5918	1972	0.69	0.19	64.0	62.1	21.2	21.0	C
4	1.00	1.00	0.899	0.907	4079	368	5918	1972	0.69	0.19	64.0	62.1	21.2	21.0	C
5	1.00	1.00	0.899	0.907	3730	336	5918	1972	0.63	0.17	64.4	62.4	19.3	19.3	B
6	1.00	1.00	0.899	0.907	3730	336	5918	1972	0.63	0.17	64.4	62.4	19.3	19.3	B
7	1.00	1.00	0.899	0.907	3730	336	5918	1972	0.63	0.17	64.4	62.4	19.3	19.3	B
8	1.00	1.00	0.899	0.907	3730	336	5918	1972	0.63	0.17	64.4	62.4	19.3	19.3	B
9	1.00	1.00	0.899	0.907	3333	301	5918	1972	0.56	0.15	64.7	62.7	17.2	17.4	B
10	1.00	1.00	0.899	0.907	3333	301	5918	1972	0.56	0.15	64.7	62.7	17.2	17.4	B
11	1.00	1.00	0.899	0.907	3333	301	5918	1972	0.56	0.15	64.7	62.7	17.2	17.4	B
12	1.00	1.00	0.899	0.907	3333	301	5918	1972	0.56	0.15	64.7	62.7	17.2	17.4	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.899	4082	6761	0.60	69.6	19.6	C
2	1.00	0.899	4082	6761	0.60	69.6	19.6	C
3	1.00	0.899	4082	6761	0.60	69.6	19.6	C
4	1.00	0.899	4082	6761	0.60	69.6	19.6	C
5	1.00	0.899	3733	6761	0.55	70.5	17.6	B
6	1.00	0.899	3733	6761	0.55	70.5	17.6	B
7	1.00	0.899	3733	6761	0.55	70.5	17.6	B
8	1.00	0.899	3733	6761	0.55	70.5	17.6	B
9	1.00	0.899	3336	6761	0.49	70.5	15.6	B
10	1.00	0.899	3336	6761	0.49	70.5	15.6	B
11	1.00	0.899	3336	6761	0.49	70.5	15.6	B

12	1.00	0.899	3336	6761	0.49	70.5	15.6	B							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.928	4105	608	5918	1972	0.69	0.31	64.6	60.1	21.2	23.9	C
2	1.00	1.00	0.894	0.928	4105	608	5918	1972	0.69	0.31	64.6	60.1	21.2	23.9	C
3	1.00	1.00	0.894	0.928	4105	608	5918	1972	0.69	0.31	64.6	60.1	21.2	23.9	C
4	1.00	1.00	0.894	0.928	4105	608	5918	1972	0.69	0.31	64.6	60.1	21.2	23.9	C
5	1.00	1.00	0.894	0.928	3754	556	5918	1972	0.63	0.28	64.6	60.2	19.4	22.2	C
6	1.00	1.00	0.894	0.928	3754	556	5918	1972	0.63	0.28	64.6	60.2	19.4	22.2	C
7	1.00	1.00	0.894	0.928	3754	556	5918	1972	0.63	0.28	64.6	60.2	19.4	22.2	C
8	1.00	1.00	0.894	0.928	3754	556	5918	1972	0.63	0.28	64.6	60.2	19.4	22.2	C
9	1.00	1.00	0.894	0.928	3355	497	5918	1972	0.57	0.25	64.7	60.4	17.3	20.1	C
10	1.00	1.00	0.894	0.928	3355	497	5918	1972	0.57	0.25	64.7	60.4	17.3	20.1	C
11	1.00	1.00	0.894	0.928	3355	497	5918	1972	0.57	0.25	64.7	60.4	17.3	20.1	C
12	1.00	1.00	0.894	0.928	3355	497	5918	1972	0.57	0.25	64.7	60.4	17.3	20.1	C
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.894		3474		6761		0.51		70.9		16.3		B
2	1.00		0.894		3474		6761		0.51		70.9		16.3		B
3	1.00		0.894		3474		6761		0.51		70.9		16.3		B
4	1.00		0.894		3474		6761		0.51		70.9		16.3		B
5	1.00		0.894		3177		6761		0.47		71.0		14.9		B
6	1.00		0.894		3177		6761		0.47		71.0		14.9		B
7	1.00		0.894		3177		6761		0.47		71.0		14.9		B
8	1.00		0.894		3177		6761		0.47		71.0		14.9		B
9	1.00		0.894		2839		6761		0.42		71.0		13.3		B
10	1.00		0.894		2839		6761		0.42		71.0		13.3		B
11	1.00		0.894		2839		6761		0.42		71.0		13.3		B
12	1.00		0.894		2839		6761		0.42		71.0		13.3		B
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.855	3620	142	5918	1972	0.61	0.07	64.7	62.8	18.7	17.7	B
2	1.00	1.00	0.893	0.855	3620	142	5918	1972	0.61	0.07	64.7	62.8	18.7	17.7	B
3	1.00	1.00	0.893	0.855	3620	142	5918	1972	0.61	0.07	64.7	62.8	18.7	17.7	B
4	1.00	1.00	0.893	0.855	3620	142	5918	1972	0.61	0.07	64.7	62.8	18.7	17.7	B
5	1.00	1.00	0.893	0.855	3310	130	5918	1972	0.56	0.07	65.0	63.0	17.0	16.2	B
6	1.00	1.00	0.893	0.855	3310	130	5918	1972	0.56	0.07	65.0	63.0	17.0	16.2	B

7	1.00	1.00	0.893	0.855	3310	130	5918	1972	0.56	0.07	65.0	63.0	17.0	16.2	B
8	1.00	1.00	0.893	0.855	3310	130	5918	1972	0.56	0.07	65.0	63.0	17.0	16.2	B
9	1.00	1.00	0.893	0.855	2958	116	5918	1972	0.50	0.06	65.3	63.2	15.1	14.6	B
10	1.00	1.00	0.893	0.855	2958	116	5918	1972	0.50	0.06	65.3	63.2	15.1	14.6	B
11	1.00	1.00	0.893	0.855	2958	116	5918	1972	0.50	0.06	65.3	63.2	15.1	14.6	B
12	1.00	1.00	0.893	0.855	2958	116	5918	1972	0.50	0.06	65.3	63.2	15.1	14.6	B

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.893	3614	6761	0.53	70.6	17.0	B
2	1.00	0.893	3614	6761	0.53	70.6	17.0	B
3	1.00	0.893	3614	6761	0.53	70.6	17.0	B
4	1.00	0.893	3614	6761	0.53	70.6	17.0	B
5	1.00	0.893	3305	6761	0.49	70.7	15.5	B
6	1.00	0.893	3305	6761	0.49	70.7	15.5	B
7	1.00	0.893	3305	6761	0.49	70.7	15.5	B
8	1.00	0.893	3305	6761	0.49	70.7	15.5	B
9	1.00	0.893	2953	6761	0.44	70.7	13.8	B
10	1.00	0.893	2953	6761	0.44	70.7	13.8	B
11	1.00	0.893	2953	6761	0.44	70.7	13.8	B
12	1.00	0.893	2953	6761	0.44	70.7	13.8	B

Segment 11: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.893	3614	6761	0.53	70.7	17.0	B
2	1.00	0.893	3614	6761	0.53	70.7	17.0	B
3	1.00	0.893	3614	6761	0.53	70.7	17.0	B
4	1.00	0.893	3614	6761	0.53	70.7	17.0	B
5	1.00	0.893	3305	6761	0.49	71.1	15.5	B
6	1.00	0.893	3305	6761	0.49	71.1	15.5	B
7	1.00	0.893	3305	6761	0.49	71.1	15.5	B
8	1.00	0.893	3305	6761	0.49	71.1	15.5	B
9	1.00	0.893	2953	6761	0.44	71.2	13.8	B
10	1.00	0.893	2953	6761	0.44	71.2	13.8	B
11	1.00	0.893	2953	6761	0.44	71.2	13.8	B
12	1.00	0.893	2953	6761	0.44	71.2	13.8	B

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.893	3614	6761	0.53	70.7	17.0	B
2	1.00	0.893	3614	6761	0.53	70.7	17.0	B
3	1.00	0.893	3614	6761	0.53	70.7	17.0	B

4	1.00	0.893	3614	6761	0.53	70.7	17.0	B
5	1.00	0.893	3305	6761	0.49	71.1	15.5	B
6	1.00	0.893	3305	6761	0.49	71.1	15.5	B
7	1.00	0.893	3305	6761	0.49	71.1	15.5	B
8	1.00	0.893	3305	6761	0.49	71.1	15.5	B
9	1.00	0.893	2953	6761	0.44	71.2	13.8	B
10	1.00	0.893	2953	6761	0.44	71.2	13.8	B
11	1.00	0.893	2953	6761	0.44	71.2	13.8	B
12	1.00	0.893	2953	6761	0.44	71.2	13.8	B

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.901	3614	756	5918	1972	0.61	0.38	64.0	59.7	18.8	20.1	C
2	1.00	1.00	0.893	0.901	3614	756	5918	1972	0.61	0.38	64.0	59.7	18.8	20.1	C
3	1.00	1.00	0.893	0.901	3614	756	5918	1972	0.61	0.38	64.0	59.7	18.8	20.1	C
4	1.00	1.00	0.893	0.901	3614	756	5918	1972	0.61	0.38	64.0	59.7	18.8	20.1	C
5	1.00	1.00	0.893	0.901	3305	691	5918	1972	0.56	0.35	64.0	59.8	17.2	18.4	B
6	1.00	1.00	0.893	0.901	3305	691	5918	1972	0.56	0.35	64.0	59.8	17.2	18.4	B
7	1.00	1.00	0.893	0.901	3305	691	5918	1972	0.56	0.35	64.0	59.8	17.2	18.4	B
8	1.00	1.00	0.893	0.901	3305	691	5918	1972	0.56	0.35	64.0	59.8	17.2	18.4	B
9	1.00	1.00	0.893	0.901	2953	618	5918	1972	0.50	0.31	64.0	60.0	15.4	16.5	B
10	1.00	1.00	0.893	0.901	2953	618	5918	1972	0.50	0.31	64.0	60.0	15.4	16.5	B
11	1.00	1.00	0.893	0.901	2953	618	5918	1972	0.50	0.31	64.0	60.0	15.4	16.5	B
12	1.00	1.00	0.893	0.901	2953	618	5918	1972	0.50	0.31	64.0	60.0	15.4	16.5	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.891	2857	6761	0.42	71.0	13.4	B
2	1.00	0.891	2857	6761	0.42	71.0	13.4	B
3	1.00	0.891	2857	6761	0.42	71.0	13.4	B
4	1.00	0.891	2857	6761	0.42	71.0	13.4	B
5	1.00	0.891	2613	6761	0.39	71.0	12.2	B
6	1.00	0.891	2613	6761	0.39	71.0	12.2	B
7	1.00	0.891	2613	6761	0.39	71.0	12.2	B
8	1.00	0.891	2613	6761	0.39	71.0	12.2	B
9	1.00	0.891	2334	6761	0.35	71.0	10.9	A
10	1.00	0.891	2334	6761	0.35	71.0	10.9	A
11	1.00	0.891	2334	6761	0.35	71.0	10.9	A
12	1.00	0.891	2334	6761	0.35	71.0	10.9	A

Segment 15: Merge

AP	PHF	fHV	Flow Rate	Capacity	d/c	Speed	Density	LOS
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					(pc/h)		(pc/h)		Ratio		(mi/h)		(pc/mi/ln)		
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.885	0.821	3134	257	5918	1972	0.53	0.13	65.2	63.3	16.0	15.2	B
2	1.00	1.00	0.885	0.821	3134	257	5918	1972	0.53	0.13	65.2	63.3	16.0	15.2	B
3	1.00	1.00	0.885	0.821	3134	257	5918	1972	0.53	0.13	65.2	63.3	16.0	15.2	B
4	1.00	1.00	0.885	0.821	3134	257	5918	1972	0.53	0.13	65.2	63.3	16.0	15.2	B
5	1.00	1.00	0.885	0.821	2866	235	5918	1972	0.48	0.12	65.4	63.4	14.6	13.9	B
6	1.00	1.00	0.885	0.821	2866	235	5918	1972	0.48	0.12	65.4	63.4	14.6	13.9	B
7	1.00	1.00	0.885	0.821	2866	235	5918	1972	0.48	0.12	65.4	63.4	14.6	13.9	B
8	1.00	1.00	0.885	0.821	2866	235	5918	1972	0.48	0.12	65.4	63.4	14.6	13.9	B
9	1.00	1.00	0.885	0.821	2560	210	5918	1972	0.43	0.11	65.6	63.5	13.0	12.4	B
10	1.00	1.00	0.885	0.821	2560	210	5918	1972	0.43	0.11	65.6	63.5	13.0	12.4	B
11	1.00	1.00	0.885	0.821	2560	210	5918	1972	0.43	0.11	65.6	63.5	13.0	12.4	B
12	1.00	1.00	0.885	0.821	2560	210	5918	1972	0.43	0.11	65.6	63.5	13.0	12.4	B

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.885	3115	6761	0.46	70.7	14.6	B
2	1.00	0.885	3115	6761	0.46	70.7	14.6	B
3	1.00	0.885	3115	6761	0.46	70.7	14.6	B
4	1.00	0.885	3115	6761	0.46	70.7	14.6	B
5	1.00	0.885	2849	6761	0.42	70.7	13.3	B
6	1.00	0.885	2849	6761	0.42	70.7	13.3	B
7	1.00	0.885	2849	6761	0.42	70.7	13.3	B
8	1.00	0.885	2849	6761	0.42	70.7	13.3	B
9	1.00	0.885	2545	6761	0.38	70.7	11.9	B
10	1.00	0.885	2545	6761	0.38	70.7	11.9	B
11	1.00	0.885	2545	6761	0.38	70.7	11.9	B
12	1.00	0.885	2545	6761	0.38	70.7	11.9	B

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.885	3115	6761	0.46	71.2	14.6	B
2	1.00	0.885	3115	6761	0.46	71.2	14.6	B
3	1.00	0.885	3115	6761	0.46	71.2	14.6	B
4	1.00	0.885	3115	6761	0.46	71.2	14.6	B
5	1.00	0.885	2849	6761	0.42	71.2	13.3	B
6	1.00	0.885	2849	6761	0.42	71.2	13.3	B
7	1.00	0.885	2849	6761	0.42	71.2	13.3	B
8	1.00	0.885	2849	6761	0.42	71.2	13.3	B
9	1.00	0.885	2545	6761	0.38	71.2	11.9	B
10	1.00	0.885	2545	6761	0.38	71.2	11.9	B

11	1.00	0.885	2545	6761	0.38	71.2	11.9	B
12	1.00	0.885	2545	6761	0.38	71.2	11.9	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	7344	7295	2.94	73.58	69.2	17.4	15.5	7.90	B
2	7344	7295	2.94	73.58	69.2	17.4	15.5	7.90	B
3	7344	7295	2.94	73.58	69.2	17.4	15.5	7.90	B
4	7344	7295	2.94	73.58	69.2	17.4	15.5	7.90	B
5	6716	6671	2.18	54.51	69.6	15.8	14.1	7.90	B
6	6716	6671	2.18	54.51	69.6	15.8	14.1	7.90	B
7	6716	6671	2.18	54.51	69.6	15.8	14.1	7.90	B
8	6716	6671	2.18	54.51	69.6	15.8	14.1	7.90	B
9	6001	5961	1.74	43.53	69.8	14.1	12.5	7.80	B
10	6001	5961	1.74	43.53	69.8	14.1	12.5	7.80	B
11	6001	5961	1.74	43.53	69.8	14.1	12.5	7.80	B
12	6001	5961	1.74	43.53	69.8	14.1	12.5	7.80	B

Facility Overall Results

Space Mean Speed, mi/h	69.5	Average Density, veh/mi/ln	14.0
Average Travel Time, min	7.90	Average Density, pc/mi/ln	15.7
Total VMT, veh-mi	80241	Total VHD, veh-h	27.46
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	686.47

I-75 North Section - Southbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	8/15/2023
Agency	Florida Department of Transportation	Analysis Year	2019 Existing Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5280	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	416	3
7	Merge	Merge	I-75 SB SR 326 EB On Ramp	1500	3
8	Basic	Basic	I-75 SB	16488	3
9	Diverge	Diverge	I-75 SB US 27 Off Ramp	1500	3
10	Basic	Basic	I-75 SB	3189	3
11	Merge	Merge	I-75 SB US 27 On Ramp	1500	3
12	Basic	Basic	I-75 SB	1415	3
13	Diverge	Diverge	I-75 SB SR 40 Off Ramp	1500	3
14	Basic	Basic	I-75 SB	2836	3
15	Merge	Merge	I-75 SB SR 40 On Ramp	1500	3
16	Basic	Basic	I-75 SB	1500	3
17	Basic	Basic	I-75 SB	3968	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.874	1001	6761	0.15	71.2	4.7	A
2	1.00	0.874	983	6761	0.15	71.2	4.6	A
3	1.00	0.874	1140	6761	0.17	71.2	5.3	A
4	1.00	0.874	1223	6761	0.18	71.2	5.7	A

5	1.00	0.874	1430	6761	0.21	71.2	6.7	A
6	1.00	0.874	1373	6761	0.20	71.2	6.4	A
7	1.00	0.874	1227	6761	0.18	71.2	5.7	A
8	1.00	0.874	1284	6761	0.19	71.2	6.0	A
9	1.00	0.874	1341	6761	0.20	71.2	6.3	A
10	1.00	0.874	1423	6761	0.21	71.2	6.7	A
11	1.00	0.874	1438	6761	0.21	71.2	6.7	A
12	1.00	0.874	1469	6761	0.22	71.2	6.9	A

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.874	1001	6761	0.15	71.2	4.7	A
2	1.00	0.874	983	6761	0.15	71.2	4.6	A
3	1.00	0.874	1140	6761	0.17	71.2	5.3	A
4	1.00	0.874	1223	6761	0.18	71.2	5.7	A
5	1.00	0.874	1430	6761	0.21	71.2	6.7	A
6	1.00	0.874	1373	6761	0.20	71.2	6.4	A
7	1.00	0.874	1227	6761	0.18	71.2	5.7	A
8	1.00	0.874	1284	6761	0.19	71.2	6.0	A
9	1.00	0.874	1341	6761	0.20	71.2	6.3	A
10	1.00	0.874	1423	6761	0.21	71.2	6.7	A
11	1.00	0.874	1438	6761	0.21	71.2	6.7	A
12	1.00	0.874	1469	6761	0.22	71.2	6.9	A

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.874	0.833	1001	108	5918	1972	0.17	0.05	64.7	61.4	5.2	8.6	A
2	1.00	1.00	0.874	0.833	983	107	5918	1972	0.17	0.05	64.7	61.4	5.1	8.5	A
3	1.00	1.00	0.874	0.833	1140	124	5918	1972	0.19	0.06	64.7	61.3	5.9	9.5	A
4	1.00	1.00	0.874	0.833	1223	133	5918	1972	0.21	0.07	64.7	61.3	6.3	10.0	A
5	1.00	1.00	0.874	0.833	1430	155	5918	1972	0.24	0.08	64.7	61.2	7.4	11.3	B
6	1.00	1.00	0.874	0.833	1373	149	5918	1972	0.23	0.08	64.8	61.3	7.1	10.9	B
7	1.00	1.00	0.874	0.833	1227	133	5918	1972	0.21	0.07	64.7	61.3	6.3	10.0	A
8	1.00	1.00	0.874	0.833	1284	139	5918	1972	0.22	0.07	64.7	61.3	6.6	10.4	B
9	1.00	1.00	0.874	0.833	1341	145	5918	1972	0.23	0.07	64.8	61.3	6.9	10.7	B
10	1.00	1.00	0.874	0.833	1423	155	5918	1972	0.24	0.08	64.7	61.2	7.3	11.2	B
11	1.00	1.00	0.874	0.833	1438	156	5918	1972	0.24	0.08	64.7	61.2	7.4	11.3	B
12	1.00	1.00	0.874	0.833	1469	160	5918	1972	0.25	0.08	64.7	61.2	7.6	11.5	B

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.879	893	6761	0.13	70.8	4.2	A
2	1.00	0.879	876	6761	0.13	70.8	4.1	A
3	1.00	0.879	1016	6761	0.15	70.8	4.8	A
4	1.00	0.879	1090	6761	0.16	70.8	5.1	A
5	1.00	0.879	1275	6761	0.19	70.8	6.0	A
6	1.00	0.879	1224	6761	0.18	70.8	5.7	A
7	1.00	0.879	1093	6761	0.16	70.8	5.1	A
8	1.00	0.879	1144	6761	0.17	70.8	5.4	A
9	1.00	0.879	1196	6761	0.18	70.8	5.6	A
10	1.00	0.879	1268	6761	0.19	70.8	5.9	A
11	1.00	0.879	1282	6761	0.19	70.8	6.0	A
12	1.00	0.879	1309	6761	0.19	70.8	6.1	A

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.854	0.790	1276	357	5918	1878	0.22	0.19	66.2	64.5	6.4	3.2	A
2	1.00	1.00	0.854	0.790	1253	351	5918	1878	0.21	0.19	66.2	64.5	6.3	3.1	A
3	1.00	1.00	0.854	0.790	1452	406	5918	1878	0.25	0.22	66.1	64.4	7.3	4.2	A
4	1.00	1.00	0.854	0.790	1557	435	5918	1878	0.26	0.23	66.1	64.4	7.9	4.8	A
5	1.00	1.00	0.854	0.790	1823	510	5918	1878	0.31	0.27	66.1	64.3	9.2	6.2	A
6	1.00	1.00	0.854	0.790	1749	489	5918	1878	0.30	0.26	66.1	64.3	8.8	5.8	A
7	1.00	1.00	0.854	0.790	1562	437	5918	1878	0.26	0.23	66.1	64.4	7.9	4.8	A
8	1.00	1.00	0.854	0.790	1636	458	5918	1878	0.28	0.24	66.1	64.4	8.3	5.2	A
9	1.00	1.00	0.854	0.790	1709	478	5918	1878	0.29	0.25	66.1	64.3	8.6	5.6	A
10	1.00	1.00	0.854	0.790	1814	508	5918	1878	0.31	0.27	66.1	64.3	9.1	6.2	A
11	1.00	1.00	0.854	0.790	1833	513	5918	1878	0.31	0.27	66.1	64.3	9.2	6.3	A
12	1.00	1.00	0.854	0.790	1872	524	5918	1878	0.32	0.28	66.1	64.3	9.4	6.5	A

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.854	1249	6761	0.18	70.1	5.8	A
2	1.00	0.854	1226	6761	0.18	70.1	5.7	A
3	1.00	0.854	1422	6761	0.21	70.1	6.7	A
4	1.00	0.854	1525	6761	0.23	70.1	7.1	A
5	1.00	0.854	1785	6761	0.26	70.1	8.4	A
6	1.00	0.854	1712	6761	0.25	70.1	8.0	A
7	1.00	0.854	1529	6761	0.23	70.1	7.2	A
8	1.00	0.854	1602	6761	0.24	70.1	7.5	A
9	1.00	0.854	1673	6761	0.25	70.1	7.8	A
10	1.00	0.854	1775	6761	0.26	70.1	8.3	A
11	1.00	0.854	1794	6761	0.27	70.1	8.4	A

12	1.00	0.854	1833	6761	0.27	70.1	8.6	A							
Segment 7: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.858	0.879	1481	237	5918	1972	0.25	0.12	66.3	64.1	7.4	6.7	A
2	1.00	1.00	0.858	0.879	1452	232	5918	1972	0.25	0.12	66.3	64.1	7.3	6.6	A
3	1.00	1.00	0.858	0.879	1685	270	5918	1972	0.28	0.14	66.2	64.0	8.5	7.8	A
4	1.00	1.00	0.858	0.879	1806	289	5918	1972	0.31	0.15	66.1	64.0	9.1	8.4	A
5	1.00	1.00	0.858	0.879	2114	338	5918	1972	0.36	0.17	65.9	63.9	10.7	10.0	A
6	1.00	1.00	0.858	0.879	2028	324	5918	1972	0.34	0.16	66.0	64.0	10.2	9.5	A
7	1.00	1.00	0.858	0.879	1812	290	5918	1972	0.31	0.15	66.1	64.0	9.1	8.4	A
8	1.00	1.00	0.858	0.879	1898	304	5918	1972	0.32	0.15	66.1	64.0	9.6	8.9	A
9	1.00	1.00	0.858	0.879	1983	317	5918	1972	0.33	0.16	66.0	64.0	10.0	9.3	A
10	1.00	1.00	0.858	0.879	2104	337	5918	1972	0.36	0.17	65.9	63.9	10.6	9.9	A
11	1.00	1.00	0.858	0.879	2126	340	5918	1972	0.36	0.17	65.9	63.9	10.8	10.0	A
12	1.00	1.00	0.858	0.879	2171	347	5918	1972	0.37	0.18	65.9	63.9	11.0	10.3	B
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.858		1486		6761		0.22		71.2		7.0		A
2	1.00		0.858		1458		6761		0.22		71.2		6.8		A
3	1.00		0.858		1691		6761		0.25		71.2		7.9		A
4	1.00		0.858		1814		6761		0.27		71.2		8.5		A
5	1.00		0.858		2122		6761		0.31		71.2		9.9		A
6	1.00		0.858		2036		6761		0.30		71.2		9.5		A
7	1.00		0.858		1819		6761		0.27		71.2		8.5		A
8	1.00		0.858		1906		6761		0.28		71.2		8.9		A
9	1.00		0.858		1991		6761		0.29		71.2		9.3		A
10	1.00		0.858		2112		6761		0.31		71.2		9.9		A
11	1.00		0.858		2134		6761		0.32		71.2		10.0		A
12	1.00		0.858		2179		6761		0.32		71.2		10.2		A
Segment 9: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.		
1	1.00	1.00	0.858	0.855	1486	160	5918	1972	0.25	0.08	64.8	61.2	7.6	8.2	A
2	1.00	1.00	0.858	0.855	1458	158	5918	1972	0.25	0.08	64.7	61.2	7.5	8.0	A
3	1.00	1.00	0.858	0.855	1691	182	5918	1972	0.29	0.09	64.8	61.2	8.7	9.4	A
4	1.00	1.00	0.858	0.855	1814	196	5918	1972	0.31	0.10	64.9	61.2	9.3	10.2	B
5	1.00	1.00	0.858	0.855	2122	229	5918	1972	0.36	0.12	64.9	61.1	10.9	12.0	B
6	1.00	1.00	0.858	0.855	2036	220	5918	1972	0.34	0.11	64.9	61.1	10.5	11.5	B

7	1.00	1.00	0.858	0.855	1819	196	5918	1972	0.31	0.10	64.9	61.2	9.3	10.2	B
8	1.00	1.00	0.858	0.855	1906	206	5918	1972	0.32	0.10	64.8	61.1	9.8	10.7	B
9	1.00	1.00	0.858	0.855	1991	215	5918	1972	0.34	0.11	64.9	61.1	10.2	11.2	B
10	1.00	1.00	0.858	0.855	2112	228	5918	1972	0.36	0.12	64.9	61.1	10.8	11.9	B
11	1.00	1.00	0.858	0.855	2134	230	5918	1972	0.36	0.12	64.9	61.1	11.0	12.0	B
12	1.00	1.00	0.858	0.855	2179	235	5918	1972	0.37	0.12	64.9	61.0	11.2	12.3	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.858		1326		6761		0.20		71.1		6.2		A
2	1.00		0.858		1301		6761		0.19		71.1		6.1		A
3	1.00		0.858		1509		6761		0.22		71.1		7.1		A
4	1.00		0.858		1618		6761		0.24		71.1		7.6		A
5	1.00		0.858		1894		6761		0.28		71.1		8.9		A
6	1.00		0.858		1817		6761		0.27		71.1		8.5		A
7	1.00		0.858		1624		6761		0.24		71.1		7.6		A
8	1.00		0.858		1700		6761		0.25		71.1		8.0		A
9	1.00		0.858		1776		6761		0.26		71.1		8.3		A
10	1.00		0.858		1885		6761		0.28		71.1		8.8		A
11	1.00		0.858		1904		6761		0.28		71.1		8.9		A
12	1.00		0.858		1945		6761		0.29		71.1		9.1		A

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.867	0.890	1837	524	5918	1972	0.31	0.27	65.4	63.3	9.4	10.6	B
2	1.00	1.00	0.867	0.890	1800	513	5918	1972	0.30	0.26	65.4	63.4	9.2	10.4	B
3	1.00	1.00	0.867	0.890	2090	596	5918	1972	0.35	0.30	65.3	63.3	10.7	12.0	B
4	1.00	1.00	0.867	0.890	2240	639	5918	1972	0.38	0.32	65.2	63.2	11.5	12.8	B
5	1.00	1.00	0.867	0.890	2622	748	5918	1972	0.44	0.38	64.9	63.0	13.5	14.9	B
6	1.00	1.00	0.867	0.890	2516	718	5918	1972	0.43	0.36	65.0	63.1	12.9	14.3	B
7	1.00	1.00	0.867	0.890	2247	640	5918	1972	0.38	0.32	65.2	63.2	11.5	12.9	B
8	1.00	1.00	0.867	0.890	2354	671	5918	1972	0.40	0.34	65.2	63.2	12.0	13.4	B
9	1.00	1.00	0.867	0.890	2459	701	5918	1972	0.42	0.36	65.1	63.1	12.6	14.0	B
10	1.00	1.00	0.867	0.890	2609	744	5918	1972	0.44	0.38	65.0	63.1	13.4	14.8	B
11	1.00	1.00	0.867	0.890	2637	752	5918	1972	0.45	0.38	64.9	63.0	13.5	15.0	B
12	1.00	1.00	0.867	0.890	2692	767	5918	1972	0.45	0.39	64.9	63.0	13.8	15.3	B

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.867		1850		6761		0.27		70.7		8.7		A
2	1.00		0.867		1814		6761		0.27		70.7		8.5		A

3	1.00	0.867	2105	6761	0.31	70.6	9.9	A
4	1.00	0.867	2257	6761	0.33	70.6	10.6	A
5	1.00	0.867	2642	6761	0.39	70.6	12.4	B
6	1.00	0.867	2535	6761	0.37	70.6	11.9	B
7	1.00	0.867	2264	6761	0.33	70.6	10.6	A
8	1.00	0.867	2371	6761	0.35	70.6	11.1	B
9	1.00	0.867	2478	6761	0.37	70.6	11.6	B
10	1.00	0.867	2629	6761	0.39	70.6	12.3	B
11	1.00	0.867	2656	6761	0.39	70.6	12.4	B
12	1.00	0.867	2713	6761	0.40	70.6	12.7	B

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.867	0.884	1850	330	5918	1972	0.31	0.17	64.1	60.8	9.6	10.5	B
2	1.00	1.00	0.867	0.884	1814	324	5918	1972	0.31	0.16	64.1	60.8	9.4	10.3	B
3	1.00	1.00	0.867	0.884	2105	376	5918	1972	0.36	0.19	64.0	60.7	11.0	12.2	B
4	1.00	1.00	0.867	0.884	2257	403	5918	1972	0.38	0.20	63.9	60.6	11.8	13.2	B
5	1.00	1.00	0.867	0.884	2642	472	5918	1972	0.45	0.24	63.8	60.4	13.8	15.7	B
6	1.00	1.00	0.867	0.884	2535	452	5918	1972	0.43	0.23	63.9	60.5	13.2	15.0	B
7	1.00	1.00	0.867	0.884	2264	404	5918	1972	0.38	0.20	63.9	60.6	11.8	13.2	B
8	1.00	1.00	0.867	0.884	2371	423	5918	1972	0.40	0.21	63.9	60.5	12.4	13.9	B
9	1.00	1.00	0.867	0.884	2478	442	5918	1972	0.42	0.22	63.9	60.5	12.9	14.7	B
10	1.00	1.00	0.867	0.884	2629	469	5918	1972	0.44	0.24	63.8	60.4	13.7	15.6	B
11	1.00	1.00	0.867	0.884	2656	474	5918	1972	0.45	0.24	63.8	60.4	13.9	15.8	B
12	1.00	1.00	0.867	0.884	2713	484	5918	1972	0.46	0.25	63.8	60.4	14.2	16.2	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.864	1519	6761	0.22	71.0	7.1	A
2	1.00	0.864	1490	6761	0.22	71.0	7.0	A
3	1.00	0.864	1728	6761	0.26	71.0	8.1	A
4	1.00	0.864	1853	6761	0.27	71.0	8.7	A
5	1.00	0.864	2169	6761	0.32	71.0	10.2	A
6	1.00	0.864	2081	6761	0.31	71.0	9.7	A
7	1.00	0.864	1859	6761	0.27	71.0	8.7	A
8	1.00	0.864	1947	6761	0.29	71.0	9.1	A
9	1.00	0.864	2034	6761	0.30	71.0	9.5	A
10	1.00	0.864	2157	6761	0.32	71.0	10.1	A
11	1.00	0.864	2181	6761	0.32	71.0	10.2	A
12	1.00	0.864	2227	6761	0.33	71.0	10.4	A

Segment 15: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.856	0.822	1874	341	5918	1972	0.32	0.17	66.0	63.9	9.5	9.0	A
2	1.00	1.00	0.856	0.822	1837	333	5918	1972	0.31	0.17	66.0	63.9	9.3	8.8	A
3	1.00	1.00	0.856	0.822	2131	387	5918	1972	0.36	0.20	65.8	63.8	10.8	10.4	B
4	1.00	1.00	0.856	0.822	2286	416	5918	1972	0.39	0.21	65.8	63.8	11.6	11.2	B
5	1.00	1.00	0.856	0.822	2676	487	5918	1972	0.45	0.25	65.5	63.6	13.6	13.2	B
6	1.00	1.00	0.856	0.822	2566	466	5918	1972	0.43	0.24	65.6	63.7	13.0	12.6	B
7	1.00	1.00	0.856	0.822	2292	416	5918	1972	0.39	0.21	65.8	63.8	11.6	11.2	B
8	1.00	1.00	0.856	0.822	2402	437	5918	1972	0.41	0.22	65.7	63.8	12.2	11.8	B
9	1.00	1.00	0.856	0.822	2509	456	5918	1972	0.42	0.23	65.6	63.7	12.7	12.3	B
10	1.00	1.00	0.856	0.822	2661	483	5918	1972	0.45	0.24	65.5	63.6	13.5	13.1	B
11	1.00	1.00	0.856	0.822	2689	488	5918	1972	0.45	0.25	65.5	63.6	13.7	13.3	B
12	1.00	1.00	0.856	0.822	2747	499	5918	1972	0.46	0.25	65.5	63.6	14.0	13.6	B

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.856	1860	6761	0.28	70.7	8.7	A
2	1.00	0.856	1824	6761	0.27	70.7	8.5	A
3	1.00	0.856	2116	6761	0.31	70.7	9.9	A
4	1.00	0.856	2270	6761	0.34	70.7	10.6	A
5	1.00	0.856	2657	6761	0.39	70.7	12.4	B
6	1.00	0.856	2548	6761	0.38	70.7	11.9	B
7	1.00	0.856	2276	6761	0.34	70.7	10.7	A
8	1.00	0.856	2384	6761	0.35	70.7	11.2	B
9	1.00	0.856	2491	6761	0.37	70.7	11.7	B
10	1.00	0.856	2641	6761	0.39	70.7	12.4	B
11	1.00	0.856	2669	6761	0.39	70.7	12.5	B
12	1.00	0.856	2727	6761	0.40	70.7	12.8	B

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.856	1860	6761	0.28	71.2	8.7	A
2	1.00	0.856	1824	6761	0.27	71.2	8.5	A
3	1.00	0.856	2116	6761	0.31	71.2	9.9	A
4	1.00	0.856	2270	6761	0.34	71.2	10.6	A
5	1.00	0.856	2657	6761	0.39	71.2	12.4	B
6	1.00	0.856	2548	6761	0.38	71.2	11.9	B
7	1.00	0.856	2276	6761	0.34	71.2	10.7	A
8	1.00	0.856	2384	6761	0.35	71.2	11.2	B
9	1.00	0.856	2491	6761	0.37	71.2	11.7	B

10	1.00	0.856	2641	6761	0.39	71.2	12.4	B
11	1.00	0.856	2669	6761	0.39	71.2	12.5	B
12	1.00	0.856	2727	6761	0.40	71.2	12.8	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	2895	2805	0.88	21.96	69.7	7.0	6.0	8.00	A
2	2839	2752	0.86	21.59	69.7	6.8	5.8	8.00	A
3	3294	3192	1.02	25.41	69.7	7.9	6.8	8.00	A
4	3532	3424	1.10	27.42	69.7	8.5	7.3	8.00	A
5	4134	4007	1.32	32.96	69.6	9.9	8.5	8.00	A
6	3966	3844	1.25	31.20	69.6	9.5	8.2	8.00	A
7	3543	3434	1.10	27.51	69.7	8.5	7.3	8.00	A
8	3711	3597	1.16	28.97	69.7	8.9	7.6	8.00	A
9	3877	3757	1.22	30.40	69.6	9.3	8.0	8.00	A
10	4113	3986	1.31	32.69	69.6	9.9	8.5	8.00	A
11	4156	4028	1.33	33.14	69.6	10.0	8.6	8.00	A
12	4245	4114	1.35	33.84	69.6	10.2	8.8	8.00	A

Facility Overall Results

Space Mean Speed, mi/h	69.7	Average Density, veh/mi/ln	7.6
Average Travel Time, min	8.00	Average Density, pc/mi/ln	8.8
Total VMT, veh-mi	44305	Total VHD, veh-h	13.88
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	347.10

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	8/15/2023
Agency	Florida Department of Transportation	Analysis Year	2019 Existing Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5280	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	416	3
7	Merge	Merge	I-75 SB SR 326 EB On Ramp	1500	3
8	Basic	Basic	I-75 SB	16488	3
9	Diverge	Diverge	I-75 SB US 27 Off Ramp	1500	3
10	Basic	Basic	I-75 SB	3189	3
11	Merge	Merge	I-75 SB US 27 On Ramp	1500	3
12	Basic	Basic	I-75 SB	1415	3
13	Diverge	Diverge	I-75 SB SR 40 Off Ramp	1500	3
14	Basic	Basic	I-75 SB	2836	3
15	Merge	Merge	I-75 SB SR 40 On Ramp	1500	3
16	Basic	Basic	I-75 SB	1500	3
17	Basic	Basic	I-75 SB	3968	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.881	2858	6761	0.42	71.2	13.4	B
2	1.00	0.881	2988	6761	0.44	71.2	14.0	B
3	1.00	0.881	2797	6761	0.41	71.2	13.1	B
4	1.00	0.881	2851	6761	0.42	71.2	13.3	B

5	1.00	0.881	2729	6761	0.40	71.2	12.8	B
6	1.00	0.881	2902	6761	0.43	71.2	13.6	B
7	1.00	0.881	2654	6761	0.39	71.2	12.4	B
8	1.00	0.881	2780	6761	0.41	71.2	13.0	B
9	1.00	0.881	2674	6761	0.40	71.2	12.5	B
10	1.00	0.881	2672	6761	0.40	71.2	12.5	B
11	1.00	0.881	2464	6761	0.36	71.2	11.5	B
12	1.00	0.881	2376	6761	0.35	71.2	11.1	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.881	2858	6761	0.42	71.2	13.4	B
2	1.00	0.881	2988	6761	0.44	71.2	14.0	B
3	1.00	0.881	2797	6761	0.41	71.2	13.1	B
4	1.00	0.881	2851	6761	0.42	71.2	13.3	B
5	1.00	0.881	2729	6761	0.40	71.2	12.8	B
6	1.00	0.881	2902	6761	0.43	71.2	13.6	B
7	1.00	0.881	2654	6761	0.39	71.2	12.4	B
8	1.00	0.881	2780	6761	0.41	71.2	13.0	B
9	1.00	0.881	2674	6761	0.40	71.2	12.5	B
10	1.00	0.881	2672	6761	0.40	71.2	12.5	B
11	1.00	0.881	2464	6761	0.36	71.2	11.5	B
12	1.00	0.881	2376	6761	0.35	71.2	11.1	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.881	0.849	2858	309	5918	1972	0.48	0.16	65.1	60.9	14.6	19.5	B
2	1.00	1.00	0.881	0.849	2988	322	5918	1972	0.50	0.16	65.0	60.8	15.3	20.2	C
3	1.00	1.00	0.881	0.849	2797	302	5918	1972	0.47	0.15	65.0	60.9	14.3	19.2	B
4	1.00	1.00	0.881	0.849	2851	307	5918	1972	0.48	0.16	65.1	60.9	14.6	19.5	B
5	1.00	1.00	0.881	0.849	2729	294	5918	1972	0.46	0.15	65.0	60.9	14.0	18.8	B
6	1.00	1.00	0.881	0.849	2902	312	5918	1972	0.49	0.16	65.0	60.8	14.9	19.8	B
7	1.00	1.00	0.881	0.849	2654	286	5918	1972	0.45	0.15	65.0	60.9	13.6	18.4	B
8	1.00	1.00	0.881	0.849	2780	299	5918	1972	0.47	0.15	65.0	60.9	14.3	19.1	B
9	1.00	1.00	0.881	0.849	2674	287	5918	1972	0.45	0.15	65.0	60.9	13.7	18.5	B
10	1.00	1.00	0.881	0.849	2672	287	5918	1972	0.45	0.15	65.0	60.9	13.7	18.5	B
11	1.00	1.00	0.881	0.849	2464	265	5918	1972	0.42	0.13	65.0	61.0	12.6	17.3	B
12	1.00	1.00	0.881	0.849	2376	256	5918	1972	0.40	0.13	64.9	61.0	12.2	16.9	B

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.885	2549	6761	0.38	70.8	11.9	B
2	1.00	0.885	2666	6761	0.39	70.8	12.5	B
3	1.00	0.885	2495	6761	0.37	70.8	11.7	B
4	1.00	0.885	2544	6761	0.38	70.8	11.9	B
5	1.00	0.885	2434	6761	0.36	70.8	11.4	B
6	1.00	0.885	2590	6761	0.38	70.8	12.1	B
7	1.00	0.885	2367	6761	0.35	70.8	11.1	B
8	1.00	0.885	2480	6761	0.37	70.8	11.6	B
9	1.00	0.885	2386	6761	0.35	70.8	11.2	B
10	1.00	0.885	2384	6761	0.35	70.8	11.2	B
11	1.00	0.885	2199	6761	0.33	70.8	10.3	A
12	1.00	0.885	2120	6761	0.31	70.8	9.9	A

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.873	0.827	3295	711	5918	1878	0.56	0.38	65.3	63.6	16.8	13.9	B
2	1.00	1.00	0.873	0.827	3446	744	5918	1878	0.58	0.40	65.1	63.5	17.6	14.7	B
3	1.00	1.00	0.873	0.827	3225	696	5918	1878	0.54	0.37	65.3	63.6	16.5	13.5	B
4	1.00	1.00	0.873	0.827	3288	710	5918	1878	0.56	0.38	65.3	63.6	16.8	13.8	B
5	1.00	1.00	0.873	0.827	3145	678	5918	1878	0.53	0.36	65.4	63.7	16.0	13.1	B
6	1.00	1.00	0.873	0.827	3347	722	5918	1878	0.57	0.38	65.1	63.5	17.1	14.1	B
7	1.00	1.00	0.873	0.827	3060	660	5918	1878	0.52	0.35	65.5	63.8	15.6	12.6	B
8	1.00	1.00	0.873	0.827	3206	692	5918	1878	0.54	0.37	65.4	63.7	16.3	13.4	B
9	1.00	1.00	0.873	0.827	3084	665	5918	1878	0.52	0.35	65.5	63.8	15.7	12.7	B
10	1.00	1.00	0.873	0.827	3081	664	5918	1878	0.52	0.35	65.5	63.8	15.7	12.7	B
11	1.00	1.00	0.873	0.827	2842	613	5918	1878	0.48	0.33	65.6	63.9	14.4	11.4	B
12	1.00	1.00	0.873	0.827	2740	591	5918	1878	0.46	0.31	65.7	64.0	13.9	10.9	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.873	3258	6761	0.48	70.0	15.3	B
2	1.00	0.873	3407	6761	0.50	69.9	16.0	B
3	1.00	0.873	3189	6761	0.47	70.0	14.9	B
4	1.00	0.873	3251	6761	0.48	70.0	15.2	B
5	1.00	0.873	3110	6761	0.46	70.0	14.6	B
6	1.00	0.873	3309	6761	0.49	69.9	15.5	B
7	1.00	0.873	3025	6761	0.45	70.0	14.2	B
8	1.00	0.873	3170	6761	0.47	70.0	14.8	B
9	1.00	0.873	3049	6761	0.45	70.0	14.3	B
10	1.00	0.873	3046	6761	0.45	70.0	14.3	B
11	1.00	0.873	2810	6761	0.42	70.0	13.2	B

12	1.00	0.873	2709	6761	0.40	70.0	12.7	B							
Segment 7: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.872	0.857	3520	259	5918	1972	0.59	0.13	65.1	63.3	18.0	16.4	B
2	1.00	1.00	0.872	0.857	3682	271	5918	1972	0.62	0.14	64.9	63.2	18.9	17.2	B
3	1.00	1.00	0.872	0.857	3446	253	5918	1972	0.58	0.13	65.2	63.4	17.6	16.0	B
4	1.00	1.00	0.872	0.857	3514	259	5918	1972	0.59	0.13	65.1	63.3	18.0	16.4	B
5	1.00	1.00	0.872	0.857	3361	247	5918	1972	0.57	0.13	65.2	63.4	17.2	15.6	B
6	1.00	1.00	0.872	0.857	3577	264	5918	1972	0.60	0.13	65.0	63.3	18.3	16.7	B
7	1.00	1.00	0.872	0.857	3269	240	5918	1972	0.55	0.12	65.3	63.5	16.7	15.2	B
8	1.00	1.00	0.872	0.857	3425	252	5918	1972	0.58	0.13	65.2	63.4	17.5	15.9	B
9	1.00	1.00	0.872	0.857	3296	243	5918	1972	0.56	0.12	65.3	63.5	16.8	15.3	B
10	1.00	1.00	0.872	0.857	3292	243	5918	1972	0.56	0.12	65.3	63.5	16.8	15.3	B
11	1.00	1.00	0.872	0.857	3036	223	5918	1972	0.51	0.11	65.5	63.6	15.5	14.0	B
12	1.00	1.00	0.872	0.857	2928	216	5918	1972	0.49	0.11	65.6	63.7	14.9	13.5	B
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.872		3516		6761		0.52		70.9		16.5		B
2	1.00		0.872		3677		6761		0.54		70.6		17.4		B
3	1.00		0.872		3442		6761		0.51		71.0		16.2		B
4	1.00		0.872		3509		6761		0.52		70.9		16.5		B
5	1.00		0.872		3357		6761		0.50		71.1		15.7		B
6	1.00		0.872		3572		6761		0.53		70.8		16.8		B
7	1.00		0.872		3265		6761		0.48		71.1		15.3		B
8	1.00		0.872		3421		6761		0.51		71.0		16.1		B
9	1.00		0.872		3291		6761		0.49		71.1		15.4		B
10	1.00		0.872		3288		6761		0.49		71.1		15.4		B
11	1.00		0.872		3032		6761		0.45		71.2		14.2		B
12	1.00		0.872		2924		6761		0.43		71.2		13.7		B
Segment 9: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.872	0.850	3516	239	5918	1972	0.59	0.12	65.4	61.0	17.9	19.4	B
2	1.00	1.00	0.872	0.850	3677	249	5918	1972	0.62	0.13	65.4	61.0	18.7	20.2	C
3	1.00	1.00	0.872	0.850	3442	233	5918	1972	0.58	0.12	65.4	61.0	17.5	19.0	B
4	1.00	1.00	0.872	0.850	3509	238	5918	1972	0.59	0.12	65.4	61.0	17.9	19.3	B
5	1.00	1.00	0.872	0.850	3357	227	5918	1972	0.57	0.12	65.5	61.1	17.1	18.6	B
6	1.00	1.00	0.872	0.850	3572	242	5918	1972	0.60	0.12	65.4	61.0	18.2	19.7	B

7	1.00	1.00	0.872	0.850	3265	221	5918	1972	0.55	0.11	65.5	61.1	16.6	18.1	B
8	1.00	1.00	0.872	0.850	3421	232	5918	1972	0.58	0.12	65.5	61.1	17.4	18.9	B
9	1.00	1.00	0.872	0.850	3291	222	5918	1972	0.56	0.11	65.5	61.1	16.7	18.2	B
10	1.00	1.00	0.872	0.850	3288	222	5918	1972	0.56	0.11	65.5	61.1	16.7	18.2	B
11	1.00	1.00	0.872	0.850	3032	206	5918	1972	0.51	0.10	65.4	61.1	15.5	16.9	B
12	1.00	1.00	0.872	0.850	2924	198	5918	1972	0.49	0.10	65.5	61.2	14.9	16.3	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.873		3279		6761		0.48		71.1		15.4		B
2	1.00		0.873		3430		6761		0.51		71.0		16.1		B
3	1.00		0.873		3211		6761		0.47		71.1		15.0		B
4	1.00		0.873		3274		6761		0.48		71.1		15.3		B
5	1.00		0.873		3132		6761		0.46		71.1		14.7		B
6	1.00		0.873		3332		6761		0.49		71.1		15.6		B
7	1.00		0.873		3046		6761		0.45		71.1		14.3		B
8	1.00		0.873		3191		6761		0.47		71.1		14.9		B
9	1.00		0.873		3071		6761		0.45		71.1		14.4		B
10	1.00		0.873		3068		6761		0.45		71.1		14.4		B
11	1.00		0.873		2828		6761		0.42		71.1		13.2		B
12	1.00		0.873		2729		6761		0.40		71.1		12.8		B

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.875	0.882	4007	735	5918	1972	0.68	0.37	64.0	62.1	20.9	21.3	C
2	1.00	1.00	0.875	0.882	4190	768	5918	1972	0.71	0.39	63.8	61.9	21.9	22.3	C
3	1.00	1.00	0.875	0.882	3922	719	5918	1972	0.66	0.36	64.1	62.2	20.4	20.9	C
4	1.00	1.00	0.875	0.882	3998	732	5918	1972	0.68	0.37	64.0	62.1	20.8	21.3	C
5	1.00	1.00	0.875	0.882	3826	701	5918	1972	0.65	0.36	64.2	62.3	19.9	20.4	C
6	1.00	1.00	0.875	0.882	4071	746	5918	1972	0.69	0.38	63.9	62.0	21.2	21.7	C
7	1.00	1.00	0.875	0.882	3720	681	5918	1972	0.63	0.35	64.3	62.4	19.3	19.9	B
8	1.00	1.00	0.875	0.882	3898	714	5918	1972	0.66	0.36	64.1	62.2	20.3	20.8	C
9	1.00	1.00	0.875	0.882	3751	687	5918	1972	0.63	0.35	64.3	62.4	19.4	20.0	B
10	1.00	1.00	0.875	0.882	3747	686	5918	1972	0.63	0.35	64.3	62.4	19.4	20.0	B
11	1.00	1.00	0.875	0.882	3455	633	5918	1972	0.58	0.32	64.5	62.6	17.9	18.5	B
12	1.00	1.00	0.875	0.882	3333	611	5918	1972	0.56	0.31	64.7	62.7	17.2	17.9	B

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.875		4013		6761		0.59		69.8		19.2		C
2	1.00		0.875		4195		6761		0.62		69.2		20.2		C

3	1.00	0.875	3928	6761	0.58	70.0	18.7	C
4	1.00	0.875	4005	6761	0.59	69.8	19.1	C
5	1.00	0.875	3831	6761	0.57	70.3	18.2	C
6	1.00	0.875	4077	6761	0.60	69.6	19.5	C
7	1.00	0.875	3726	6761	0.55	70.5	17.6	B
8	1.00	0.875	3904	6761	0.58	70.1	18.6	C
9	1.00	0.875	3757	6761	0.56	70.4	17.8	B
10	1.00	0.875	3752	6761	0.55	70.4	17.8	B
11	1.00	0.875	3459	6761	0.51	70.6	16.3	B
12	1.00	0.875	3338	6761	0.49	70.6	15.7	B

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.875	0.847	4013	419	5918	1972	0.68	0.21	64.9	60.6	20.6	22.3	C
2	1.00	1.00	0.875	0.847	4195	437	5918	1972	0.71	0.22	64.8	60.5	21.6	23.3	C
3	1.00	1.00	0.875	0.847	3928	410	5918	1972	0.66	0.21	64.9	60.6	20.2	21.9	C
4	1.00	1.00	0.875	0.847	4005	418	5918	1972	0.68	0.21	64.9	60.6	20.6	22.3	C
5	1.00	1.00	0.875	0.847	3831	399	5918	1972	0.65	0.20	64.9	60.6	19.7	21.3	C
6	1.00	1.00	0.875	0.847	4077	425	5918	1972	0.69	0.22	64.8	60.5	21.0	22.7	C
7	1.00	1.00	0.875	0.847	3726	388	5918	1972	0.63	0.20	64.9	60.6	19.1	20.7	C
8	1.00	1.00	0.875	0.847	3904	407	5918	1972	0.66	0.21	64.9	60.6	20.1	21.7	C
9	1.00	1.00	0.875	0.847	3757	391	5918	1972	0.63	0.20	64.9	60.6	19.3	20.9	C
10	1.00	1.00	0.875	0.847	3752	391	5918	1972	0.63	0.20	64.9	60.6	19.3	20.9	C
11	1.00	1.00	0.875	0.847	3459	360	5918	1972	0.58	0.18	65.0	60.7	17.7	19.2	B
12	1.00	1.00	0.875	0.847	3338	348	5918	1972	0.56	0.18	65.0	60.7	17.1	18.5	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.878	3595	6761	0.53	70.7	16.9	B
2	1.00	0.878	3760	6761	0.56	70.4	17.8	B
3	1.00	0.878	3519	6761	0.52	70.9	16.5	B
4	1.00	0.878	3588	6761	0.53	70.8	16.9	B
5	1.00	0.878	3433	6761	0.51	71.0	16.1	B
6	1.00	0.878	3653	6761	0.54	70.6	17.3	B
7	1.00	0.878	3338	6761	0.49	71.0	15.7	B
8	1.00	0.878	3498	6761	0.52	70.9	16.4	B
9	1.00	0.878	3367	6761	0.50	71.0	15.8	B
10	1.00	0.878	3362	6761	0.50	71.0	15.8	B
11	1.00	0.878	3100	6761	0.46	71.0	14.5	B
12	1.00	0.878	2991	6761	0.44	71.0	14.0	B

Segment 15: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.883	0.907	4249	675	5918	1972	0.72	0.34	64.1	62.4	22.1	21.1	C
2	1.00	1.00	0.883	0.907	4443	705	5918	1972	0.75	0.36	63.9	62.1	23.2	22.1	C
3	1.00	1.00	0.883	0.907	4159	660	5918	1972	0.70	0.33	64.2	62.5	21.6	20.7	C
4	1.00	1.00	0.883	0.907	4240	673	5918	1972	0.72	0.34	64.1	62.4	22.0	21.1	C
5	1.00	1.00	0.883	0.907	4057	644	5918	1972	0.69	0.33	64.4	62.6	21.0	20.1	C
6	1.00	1.00	0.883	0.907	4317	685	5918	1972	0.73	0.35	64.0	62.3	22.5	21.5	C
7	1.00	1.00	0.883	0.907	3945	626	5918	1972	0.67	0.32	64.5	62.7	20.4	19.6	B
8	1.00	1.00	0.883	0.907	4134	656	5918	1972	0.70	0.33	64.3	62.5	21.4	20.5	C
9	1.00	1.00	0.883	0.907	3979	631	5918	1972	0.67	0.32	64.5	62.7	20.6	19.7	B
10	1.00	1.00	0.883	0.907	3974	631	5918	1972	0.67	0.32	64.5	62.7	20.5	19.7	B
11	1.00	1.00	0.883	0.907	3664	581	5918	1972	0.62	0.29	64.8	63.0	18.8	18.1	B
12	1.00	1.00	0.883	0.907	3535	561	5918	1972	0.60	0.28	64.9	63.1	18.2	17.5	B

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.883	4267	6761	0.63	68.9	20.6	C
2	1.00	0.883	4462	6761	0.66	68.1	21.8	C
3	1.00	0.883	4178	6761	0.62	69.2	20.1	C
4	1.00	0.883	4258	6761	0.63	69.0	20.6	C
5	1.00	0.883	4075	6761	0.60	69.6	19.5	C
6	1.00	0.883	4335	6761	0.64	68.7	21.0	C
7	1.00	0.883	3963	6761	0.59	69.9	18.9	C
8	1.00	0.883	4152	6761	0.61	69.3	20.0	C
9	1.00	0.883	3995	6761	0.59	69.8	19.1	C
10	1.00	0.883	3991	6761	0.59	69.8	19.1	C
11	1.00	0.883	3680	6761	0.54	70.6	17.4	B
12	1.00	0.883	3550	6761	0.53	70.6	16.7	B

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.883	4267	6761	0.63	68.9	20.6	C
2	1.00	0.883	4462	6761	0.66	68.1	21.8	C
3	1.00	0.883	4178	6761	0.62	69.2	20.1	C
4	1.00	0.883	4258	6761	0.63	69.0	20.6	C
5	1.00	0.883	4075	6761	0.60	69.6	19.5	C
6	1.00	0.883	4335	6761	0.64	68.7	21.0	C
7	1.00	0.883	3963	6761	0.59	69.9	18.9	C
8	1.00	0.883	4152	6761	0.61	69.3	20.0	C
9	1.00	0.883	3995	6761	0.59	69.8	19.1	C

10	1.00	0.883	3991	6761	0.59	69.8	19.1	C
11	1.00	0.883	3680	6761	0.54	70.6	17.4	B
12	1.00	0.883	3550	6761	0.53	70.8	16.7	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	7105	6957	2.95	73.74	69.2	16.9	14.8	8.00	B
2	7429	7274	3.53	88.26	68.9	17.7	15.5	8.10	B
3	6954	6809	2.74	68.55	69.3	16.5	14.4	8.00	B
4	7090	6942	2.91	72.87	69.2	16.8	14.7	8.00	B
5	6783	6642	2.50	62.55	69.4	16.0	14.1	8.00	B
6	7218	7067	3.14	78.61	69.1	17.2	15.0	8.10	B
7	6597	6460	2.35	58.67	69.4	15.6	13.7	8.00	B
8	6912	6768	2.68	67.11	69.3	16.4	14.4	8.00	B
9	6651	6512	2.39	59.75	69.4	15.7	13.8	8.00	B
10	6644	6505	2.39	59.69	69.4	15.7	13.8	8.00	B
11	6126	5999	1.98	49.39	69.6	14.4	12.7	8.00	B
12	5909	5786	1.86	46.38	69.6	13.9	12.2	8.00	B

Facility Overall Results

Space Mean Speed, mi/h	69.3	Average Density, veh/mi/ln	14.1
Average Travel Time, min	8.00	Average Density, pc/mi/ln	16.1
Total VMT, veh-mi	81418	Total VHD, veh-h	31.42
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	785.58

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	8/15/2023
Agency	Florida Department of Transportation	Analysis Year	2019 Existing Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	17
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5280	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	416	3
7	Merge	Merge	I-75 SB SR 326 EB On Ramp	1500	3
8	Basic	Basic	I-75 SB	16488	3
9	Diverge	Diverge	I-75 SB US 27 Off Ramp	1500	3
10	Basic	Basic	I-75 SB	3189	3
11	Merge	Merge	I-75 SB US 27 On Ramp	1500	3
12	Basic	Basic	I-75 SB	1415	3
13	Diverge	Diverge	I-75 SB SR 40 Off Ramp	1500	3
14	Basic	Basic	I-75 SB	2836	3
15	Merge	Merge	I-75 SB SR 40 On Ramp	1500	3
16	Basic	Basic	I-75 SB	1500	3
17	Basic	Basic	I-75 SB	3968	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.881	2566	6761	0.38	71.2	12.0	B
2	1.00	0.881	2566	6761	0.38	71.2	12.0	B
3	1.00	0.881	2566	6761	0.38	71.2	12.0	B
4	1.00	0.881	2566	6761	0.38	71.2	12.0	B

5	1.00	0.881	2670	6761	0.39	71.2	12.5	B
6	1.00	0.881	2670	6761	0.39	71.2	12.5	B
7	1.00	0.881	2670	6761	0.39	71.2	12.5	B
8	1.00	0.881	2670	6761	0.39	71.2	12.5	B
9	1.00	0.881	2713	6761	0.40	71.2	12.7	B
10	1.00	0.881	2713	6761	0.40	71.2	12.7	B
11	1.00	0.881	2713	6761	0.40	71.2	12.7	B
12	1.00	0.881	2713	6761	0.40	71.2	12.7	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.881	2566	6761	0.38	71.2	12.0	B
2	1.00	0.881	2566	6761	0.38	71.2	12.0	B
3	1.00	0.881	2566	6761	0.38	71.2	12.0	B
4	1.00	0.881	2566	6761	0.38	71.2	12.0	B
5	1.00	0.881	2670	6761	0.39	71.2	12.5	B
6	1.00	0.881	2670	6761	0.39	71.2	12.5	B
7	1.00	0.881	2670	6761	0.39	71.2	12.5	B
8	1.00	0.881	2670	6761	0.39	71.2	12.5	B
9	1.00	0.881	2713	6761	0.40	71.2	12.7	B
10	1.00	0.881	2713	6761	0.40	71.2	12.7	B
11	1.00	0.881	2713	6761	0.40	71.2	12.7	B
12	1.00	0.881	2713	6761	0.40	71.2	12.7	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.881	0.897	2566	305	5918	1972	0.43	0.15	64.9	60.9	13.2	18.0	B
2	1.00	1.00	0.881	0.897	2566	305	5918	1972	0.43	0.15	64.9	60.9	13.2	18.0	B
3	1.00	1.00	0.881	0.897	2566	305	5918	1972	0.43	0.15	64.9	60.9	13.2	18.0	B
4	1.00	1.00	0.881	0.897	2566	305	5918	1972	0.43	0.15	64.9	60.9	13.2	18.0	B
5	1.00	1.00	0.881	0.897	2670	318	5918	1972	0.45	0.16	64.9	60.8	13.7	18.6	B
6	1.00	1.00	0.881	0.897	2670	318	5918	1972	0.45	0.16	64.9	60.8	13.7	18.6	B
7	1.00	1.00	0.881	0.897	2670	318	5918	1972	0.45	0.16	64.9	60.8	13.7	18.6	B
8	1.00	1.00	0.881	0.897	2670	318	5918	1972	0.45	0.16	64.9	60.8	13.7	18.6	B
9	1.00	1.00	0.881	0.897	2713	323	5918	1972	0.46	0.16	64.9	60.8	13.9	18.8	B
10	1.00	1.00	0.881	0.897	2713	323	5918	1972	0.46	0.16	64.9	60.8	13.9	18.8	B
11	1.00	1.00	0.881	0.897	2713	323	5918	1972	0.46	0.16	64.9	60.8	13.9	18.8	B
12	1.00	1.00	0.881	0.897	2713	323	5918	1972	0.46	0.16	64.9	60.8	13.9	18.8	B

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.879	2261	6761	0.33	70.8	10.6	A
2	1.00	0.879	2261	6761	0.33	70.8	10.6	A
3	1.00	0.879	2261	6761	0.33	70.8	10.6	A
4	1.00	0.879	2261	6761	0.33	70.8	10.6	A
5	1.00	0.879	2352	6761	0.35	70.8	11.0	A
6	1.00	0.879	2352	6761	0.35	70.8	11.0	A
7	1.00	0.879	2352	6761	0.35	70.8	11.0	A
8	1.00	0.879	2352	6761	0.35	70.8	11.0	A
9	1.00	0.879	2389	6761	0.35	70.8	11.2	B
10	1.00	0.879	2389	6761	0.35	70.8	11.2	B
11	1.00	0.879	2389	6761	0.35	70.8	11.2	B
12	1.00	0.879	2389	6761	0.35	70.8	11.2	B

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.880	0.885	2937	679	5918	1878	0.50	0.36	65.5	63.8	14.9	12.0	B
2	1.00	1.00	0.880	0.885	2937	679	5918	1878	0.50	0.36	65.5	63.8	14.9	12.0	B
3	1.00	1.00	0.880	0.885	2937	679	5918	1878	0.50	0.36	65.5	63.8	14.9	12.0	B
4	1.00	1.00	0.880	0.885	2937	679	5918	1878	0.50	0.36	65.5	63.8	14.9	12.0	B
5	1.00	1.00	0.880	0.885	3055	706	5918	1878	0.52	0.38	65.4	63.8	15.6	12.7	B
6	1.00	1.00	0.880	0.885	3055	706	5918	1878	0.52	0.38	65.4	63.8	15.6	12.7	B
7	1.00	1.00	0.880	0.885	3055	706	5918	1878	0.52	0.38	65.4	63.8	15.6	12.7	B
8	1.00	1.00	0.880	0.885	3055	706	5918	1878	0.52	0.38	65.4	63.8	15.6	12.7	B
9	1.00	1.00	0.880	0.885	3104	718	5918	1878	0.52	0.38	65.3	63.7	15.8	12.9	B
10	1.00	1.00	0.880	0.885	3104	718	5918	1878	0.52	0.38	65.3	63.7	15.8	12.9	B
11	1.00	1.00	0.880	0.885	3104	718	5918	1878	0.52	0.38	65.3	63.7	15.8	12.9	B
12	1.00	1.00	0.880	0.885	3104	718	5918	1878	0.52	0.38	65.3	63.7	15.8	12.9	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.880	2941	6761	0.43	70.0	13.8	B
2	1.00	0.880	2941	6761	0.43	70.0	13.8	B
3	1.00	0.880	2941	6761	0.43	70.0	13.8	B
4	1.00	0.880	2941	6761	0.43	70.0	13.8	B
5	1.00	0.880	3059	6761	0.45	70.0	14.3	B
6	1.00	0.880	3059	6761	0.45	70.0	14.3	B
7	1.00	0.880	3059	6761	0.45	70.0	14.3	B
8	1.00	0.880	3059	6761	0.45	70.0	14.3	B
9	1.00	0.880	3108	6761	0.46	70.0	14.6	B
10	1.00	0.880	3108	6761	0.46	70.0	14.6	B
11	1.00	0.880	3108	6761	0.46	70.0	14.6	B

12	1.00	0.880	3108	6761	0.46	70.0	14.6	B							
Segment 7: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.881	0.890	3120	182	5918	1972	0.53	0.09	65.4	63.6	15.9	14.3	B
2	1.00	1.00	0.881	0.890	3120	182	5918	1972	0.53	0.09	65.4	63.6	15.9	14.3	B
3	1.00	1.00	0.881	0.890	3120	182	5918	1972	0.53	0.09	65.4	63.6	15.9	14.3	B
4	1.00	1.00	0.881	0.890	3120	182	5918	1972	0.53	0.09	65.4	63.6	15.9	14.3	B
5	1.00	1.00	0.881	0.890	3246	190	5918	1972	0.55	0.10	65.3	63.5	16.6	14.9	B
6	1.00	1.00	0.881	0.890	3246	190	5918	1972	0.55	0.10	65.3	63.5	16.6	14.9	B
7	1.00	1.00	0.881	0.890	3246	190	5918	1972	0.55	0.10	65.3	63.5	16.6	14.9	B
8	1.00	1.00	0.881	0.890	3246	190	5918	1972	0.55	0.10	65.3	63.5	16.6	14.9	B
9	1.00	1.00	0.881	0.890	3297	193	5918	1972	0.56	0.10	65.3	63.5	16.8	15.2	B
10	1.00	1.00	0.881	0.890	3297	193	5918	1972	0.56	0.10	65.3	63.5	16.8	15.2	B
11	1.00	1.00	0.881	0.890	3297	193	5918	1972	0.56	0.10	65.3	63.5	16.8	15.2	B
12	1.00	1.00	0.881	0.890	3297	193	5918	1972	0.56	0.10	65.3	63.5	16.8	15.2	B
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.881		3121		6761		0.46		71.2		14.6	B	
2	1.00		0.881		3121		6761		0.46		71.2		14.6	B	
3	1.00		0.881		3121		6761		0.46		71.2		14.6	B	
4	1.00		0.881		3121		6761		0.46		71.2		14.6	B	
5	1.00		0.881		3247		6761		0.48		71.1		15.2	B	
6	1.00		0.881		3247		6761		0.48		71.1		15.2	B	
7	1.00		0.881		3247		6761		0.48		71.1		15.2	B	
8	1.00		0.881		3247		6761		0.48		71.1		15.2	B	
9	1.00		0.881		3300		6761		0.49		71.1		15.5	B	
10	1.00		0.881		3300		6761		0.49		71.1		15.5	B	
11	1.00		0.881		3300		6761		0.49		71.1		15.5	B	
12	1.00		0.881		3300		6761		0.49		71.1		15.5	B	
Segment 9: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.		
1	1.00	1.00	0.881	0.912	3121	171	5918	1972	0.53	0.09	65.6	61.2	15.9	17.2	B
2	1.00	1.00	0.881	0.912	3121	171	5918	1972	0.53	0.09	65.6	61.2	15.9	17.2	B
3	1.00	1.00	0.881	0.912	3121	171	5918	1972	0.53	0.09	65.6	61.2	15.9	17.2	B
4	1.00	1.00	0.881	0.912	3121	171	5918	1972	0.53	0.09	65.6	61.2	15.9	17.2	B
5	1.00	1.00	0.881	0.912	3247	178	5918	1972	0.55	0.09	65.6	61.2	16.5	17.9	B
6	1.00	1.00	0.881	0.912	3247	178	5918	1972	0.55	0.09	65.6	61.2	16.5	17.9	B

7	1.00	1.00	0.881	0.912	3247	178	5918	1972	0.55	0.09	65.6	61.2	16.5	17.9	B
8	1.00	1.00	0.881	0.912	3247	178	5918	1972	0.55	0.09	65.6	61.2	16.5	17.9	B
9	1.00	1.00	0.881	0.912	3300	181	5918	1972	0.56	0.09	65.6	61.2	16.8	18.2	B
10	1.00	1.00	0.881	0.912	3300	181	5918	1972	0.56	0.09	65.6	61.2	16.8	18.2	B
11	1.00	1.00	0.881	0.912	3300	181	5918	1972	0.56	0.09	65.6	61.2	16.8	18.2	B
12	1.00	1.00	0.881	0.912	3300	181	5918	1972	0.56	0.09	65.6	61.2	16.8	18.2	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.879		2951		6761		0.44		71.1		13.8		B
2	1.00		0.879		2951		6761		0.44		71.1		13.8		B
3	1.00		0.879		2951		6761		0.44		71.1		13.8		B
4	1.00		0.879		2951		6761		0.44		71.1		13.8		B
5	1.00		0.879		3071		6761		0.45		71.1		14.4		B
6	1.00		0.879		3071		6761		0.45		71.1		14.4		B
7	1.00		0.879		3071		6761		0.45		71.1		14.4		B
8	1.00		0.879		3071		6761		0.45		71.1		14.4		B
9	1.00		0.879		3119		6761		0.46		71.1		14.6		B
10	1.00		0.879		3119		6761		0.46		71.1		14.6		B
11	1.00		0.879		3119		6761		0.46		71.1		14.6		B
12	1.00		0.879		3119		6761		0.46		71.1		14.6		B

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.885	0.915	3512	581	5918	1972	0.59	0.29	64.5	62.6	18.1	18.6	B
2	1.00	1.00	0.885	0.915	3512	581	5918	1972	0.59	0.29	64.5	62.6	18.1	18.6	B
3	1.00	1.00	0.885	0.915	3512	581	5918	1972	0.59	0.29	64.5	62.6	18.1	18.6	B
4	1.00	1.00	0.885	0.915	3512	581	5918	1972	0.59	0.29	64.5	62.6	18.1	18.6	B
5	1.00	1.00	0.885	0.915	3654	604	5918	1972	0.62	0.31	64.4	62.5	18.9	19.3	B
6	1.00	1.00	0.885	0.915	3654	604	5918	1972	0.62	0.31	64.4	62.5	18.9	19.3	B
7	1.00	1.00	0.885	0.915	3654	604	5918	1972	0.62	0.31	64.4	62.5	18.9	19.3	B
8	1.00	1.00	0.885	0.915	3654	604	5918	1972	0.62	0.31	64.4	62.5	18.9	19.3	B
9	1.00	1.00	0.885	0.915	3712	614	5918	1972	0.63	0.31	64.3	62.4	19.2	19.6	B
10	1.00	1.00	0.885	0.915	3712	614	5918	1972	0.63	0.31	64.3	62.4	19.2	19.6	B
11	1.00	1.00	0.885	0.915	3712	614	5918	1972	0.63	0.31	64.3	62.4	19.2	19.6	B
12	1.00	1.00	0.885	0.915	3712	614	5918	1972	0.63	0.31	64.3	62.4	19.2	19.6	B

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.885		3532		6761		0.52		70.6		16.6		B
2	1.00		0.885		3532		6761		0.52		70.6		16.6		B

3	1.00	0.885	3532	6761	0.52	70.6	16.6	B
4	1.00	0.885	3532	6761	0.52	70.6	16.6	B
5	1.00	0.885	3675	6761	0.54	70.6	17.4	B
6	1.00	0.885	3675	6761	0.54	70.6	17.4	B
7	1.00	0.885	3675	6761	0.54	70.6	17.4	B
8	1.00	0.885	3675	6761	0.54	70.6	17.4	B
9	1.00	0.885	3733	6761	0.55	70.5	17.6	B
10	1.00	0.885	3733	6761	0.55	70.5	17.6	B
11	1.00	0.885	3733	6761	0.55	70.5	17.6	B
12	1.00	0.885	3733	6761	0.55	70.5	17.6	B

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.885	0.879	3532	329	5918	1972	0.60	0.17	65.2	60.8	18.1	19.3	B
2	1.00	1.00	0.885	0.879	3532	329	5918	1972	0.60	0.17	65.2	60.8	18.1	19.3	B
3	1.00	1.00	0.885	0.879	3532	329	5918	1972	0.60	0.17	65.2	60.8	18.1	19.3	B
4	1.00	1.00	0.885	0.879	3532	329	5918	1972	0.60	0.17	65.2	60.8	18.1	19.3	B
5	1.00	1.00	0.885	0.879	3675	342	5918	1972	0.62	0.17	65.2	60.8	18.8	20.1	C
6	1.00	1.00	0.885	0.879	3675	342	5918	1972	0.62	0.17	65.2	60.8	18.8	20.1	C
7	1.00	1.00	0.885	0.879	3675	342	5918	1972	0.62	0.17	65.2	60.8	18.8	20.1	C
8	1.00	1.00	0.885	0.879	3675	342	5918	1972	0.62	0.17	65.2	60.8	18.8	20.1	C
9	1.00	1.00	0.885	0.879	3733	348	5918	1972	0.63	0.18	65.1	60.7	19.1	20.4	C
10	1.00	1.00	0.885	0.879	3733	348	5918	1972	0.63	0.18	65.1	60.7	19.1	20.4	C
11	1.00	1.00	0.885	0.879	3733	348	5918	1972	0.63	0.18	65.1	60.7	19.1	20.4	C
12	1.00	1.00	0.885	0.879	3733	348	5918	1972	0.63	0.18	65.1	60.7	19.1	20.4	C

Segment 14: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.886		3202		6761		0.47		71.0		15.0	B	
2	1.00		0.886		3202		6761		0.47		71.0		15.0	B	
3	1.00		0.886		3202		6761		0.47		71.0		15.0	B	
4	1.00		0.886		3202		6761		0.47		71.0		15.0	B	
5	1.00		0.886		3331		6761		0.49		71.0		15.6	B	
6	1.00		0.886		3331		6761		0.49		71.0		15.6	B	
7	1.00		0.886		3331		6761		0.49		71.0		15.6	B	
8	1.00		0.886		3331		6761		0.49		71.0		15.6	B	
9	1.00		0.886		3384		6761		0.50		71.0		15.9	B	
10	1.00		0.886		3384		6761		0.50		71.0		15.9	B	
11	1.00		0.886		3384		6761		0.50		71.0		15.9	B	
12	1.00		0.886		3384		6761		0.50		71.0		15.9	B	

Segment 15: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.890	0.932	3565	377	5918	1972	0.60	0.19	65.0	63.2	18.3	17.1	B
2	1.00	1.00	0.890	0.932	3565	377	5918	1972	0.60	0.19	65.0	63.2	18.3	17.1	B
3	1.00	1.00	0.890	0.932	3565	377	5918	1972	0.60	0.19	65.0	63.2	18.3	17.1	B
4	1.00	1.00	0.890	0.932	3565	377	5918	1972	0.60	0.19	65.0	63.2	18.3	17.1	B
5	1.00	1.00	0.890	0.932	3708	392	5918	1972	0.63	0.20	64.8	63.1	19.1	17.8	B
6	1.00	1.00	0.890	0.932	3708	392	5918	1972	0.63	0.20	64.8	63.1	19.1	17.8	B
7	1.00	1.00	0.890	0.932	3708	392	5918	1972	0.63	0.20	64.8	63.1	19.1	17.8	B
8	1.00	1.00	0.890	0.932	3708	392	5918	1972	0.63	0.20	64.8	63.1	19.1	17.8	B
9	1.00	1.00	0.890	0.932	3767	398	5918	1972	0.64	0.20	64.7	63.0	19.4	18.1	B
10	1.00	1.00	0.890	0.932	3767	398	5918	1972	0.64	0.20	64.7	63.0	19.4	18.1	B
11	1.00	1.00	0.890	0.932	3767	398	5918	1972	0.64	0.20	64.7	63.0	19.4	18.1	B
12	1.00	1.00	0.890	0.932	3767	398	5918	1972	0.64	0.20	64.7	63.0	19.4	18.1	B

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.890	3582	6761	0.53	70.7	16.9	B
2	1.00	0.890	3582	6761	0.53	70.7	16.9	B
3	1.00	0.890	3582	6761	0.53	70.7	16.9	B
4	1.00	0.890	3582	6761	0.53	70.7	16.9	B
5	1.00	0.890	3726	6761	0.55	70.5	17.6	B
6	1.00	0.890	3726	6761	0.55	70.5	17.6	B
7	1.00	0.890	3726	6761	0.55	70.5	17.6	B
8	1.00	0.890	3726	6761	0.55	70.5	17.6	B
9	1.00	0.890	3785	6761	0.56	70.4	17.9	B
10	1.00	0.890	3785	6761	0.56	70.4	17.9	B
11	1.00	0.890	3785	6761	0.56	70.4	17.9	B
12	1.00	0.890	3785	6761	0.56	70.4	17.9	B

Segment 17: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.890	3582	6761	0.53	70.8	16.9	B
2	1.00	0.890	3582	6761	0.53	70.8	16.9	B
3	1.00	0.890	3582	6761	0.53	70.8	16.9	B
4	1.00	0.890	3582	6761	0.53	70.8	16.9	B
5	1.00	0.890	3726	6761	0.55	70.5	17.6	B
6	1.00	0.890	3726	6761	0.55	70.5	17.6	B
7	1.00	0.890	3726	6761	0.55	70.5	17.6	B
8	1.00	0.890	3726	6761	0.55	70.5	17.6	B
9	1.00	0.890	3785	6761	0.56	70.4	17.9	B

10	1.00	0.890	3785	6761	0.56	70.4	17.9	B
11	1.00	0.890	3785	6761	0.56	70.4	17.9	B
12	1.00	0.890	3785	6761	0.56	70.4	17.9	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	6307	6192	1.98	49.50	69.6	14.7	13.0	8.00	B
2	6307	6192	1.98	49.50	69.6	14.7	13.0	8.00	B
3	6307	6192	1.98	49.50	69.6	14.7	13.0	8.00	B
4	6307	6192	1.98	49.50	69.6	14.7	13.0	8.00	B
5	6561	6442	2.18	54.38	69.6	15.4	13.6	8.00	B
6	6561	6442	2.18	54.38	69.6	15.4	13.6	8.00	B
7	6561	6442	2.18	54.38	69.6	15.4	13.6	8.00	B
8	6561	6442	2.18	54.38	69.6	15.4	13.6	8.00	B
9	6666	6545	2.25	56.34	69.5	15.6	13.8	8.00	B
10	6666	6545	2.25	56.34	69.5	15.6	13.8	8.00	B
11	6666	6545	2.25	56.34	69.5	15.6	13.8	8.00	B
12	6666	6545	2.25	56.34	69.5	15.6	13.8	8.00	B

Facility Overall Results

Space Mean Speed, mi/h	69.6	Average Density, veh/mi/ln	13.5
Average Travel Time, min	8.00	Average Density, pc/mi/ln	15.2
Total VMT, veh-mi	78134	Total VHD, veh-h	25.63
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	640.86

APPENDIX H – EXISTING SYNCHRO OUTPUT REPORTS

SR 40 Summary Tables

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.72	39.5 (D)	175	0.74	44.8 (D)	325	0.47	14.4 (B)	100
	Through	0.52	13.7 (B)	325	0.49	12.0 (B)	375	0.31	6.3 (A)	125
	Approach	0.55	17.4 (B)	-	0.54	18.0 (B)	-	0.35	8.1 (A)	-
Eastbound	Through	0.69	27.2 (C)	550	0.61	25.3 (C)	575	0.41	16.6 (B)	300
	Right	0.28	3.2 (A)	50	0.35	2.9 (A)	75	0.18	2.6 (A)	50
	Approach	0.63	23.5 (C)	-	0.55	20.3 (C)	-	0.37	14.4 (B)	-
Southbound	LT/RT Approach	1.09	112.2 (F)	600	1.08	118.8 (F)	575	0.86	63.4 (E)	350
		1.09	112.2 (F)	-	1.08	118.8 (F)	-	0.86	63.4 (E)	-
Overall Intersection		0.68	32.7 (C)	-	0.60	29.7 (C)	-	0.43	18.3 (B)	-

37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	0.65	25.9 (C)	500	0.69	28.3 (C)	725	0.40	15.2 (B)	275
	Right	0.27	3.1 (A)	50	0.26	3.0 (A)	50	0.18	2.1 (A)	50
	Approach	0.59	22.1 (C)	-	0.62	24.3 (C)	-	0.36	12.9 (B)	-
Northbound	LT/RT Approach	1.56	297.9 (F)	1025	0.89	94.4 (F)	425	1.06	105.2 (F)	550
		1.56	297.9 (F)	-	0.89	94.4 (F)	-	1.06	105.2 (F)	-
Eastbound	Left	0.66	21.5 (C)	75	0.63	29.0 (C)	100	0.33	4.4 (A)	25
	Through	0.53	6.0 (A)	50	0.45	2.7 (A)	25	0.34	5.5 (A)	25
	Approach	0.55	8.0 (A)	-	0.47	6.2 (A)	-	0.34	5.4 (A)	-
Overall Intersection		0.75	68.6 (E)	-	0.59	24.0 (C)	-	0.46	24.6 (C)	-

SR 40 Synchro Reports

Timings
36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2019 Existing Conditions
Timing Plan: AM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	1102	197	174	1050	0
Future Volume (vph)	1102	197	174	1050	0
Lane Group Flow (vph)	1252	224	198	1193	440
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1
Total Split (s)	76.0	76.0	28.0	104.0	36.0
Total Split (%)	54.3%	54.3%	20.0%	74.3%	25.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	Min	Max	None
Act Effct Green (s)	75.6	75.6	97.2	97.2	29.9
Actuated g/C Ratio	0.54	0.54	0.69	0.69	0.21
v/c Ratio	0.69	0.28	0.72	0.52	1.09
Control Delay (s/veh)	27.0	3.2	38.1	11.2	111.1
Queue Delay	0.1	0.0	1.4	2.5	1.0
Total Delay (s/veh)	27.2	3.2	39.5	13.7	112.2
LOS	C	A	D	B	F
Approach Delay (s/veh)	23.5			17.4	112.2
Approach LOS	C			B	F
Queue Length 50th (ft)	424	0	112	160	~386
Queue Length 95th (ft)	544	40	m175	m317	#579
Internal Link Dist (ft)	2515			323	481
Turn Bay Length (ft)		450	135		
Base Capacity (vph)	1805	806	338	2299	405
Starvation Cap Reductn	0	0	42	943	0
Spillback Cap Reductn	79	0	0	0	1
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.73	0.28	0.67	0.88	1.09

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 10 (7%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.09	
Intersection Signal Delay (s/veh): 32.7	Intersection LOS: C
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Timing Plan: AM

~ Volume exceeds capacity, queue is theoretically infinite.

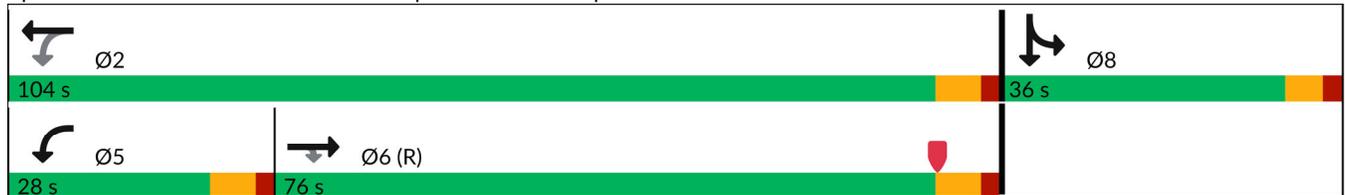
Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

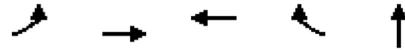
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2019 Existing Conditions
 Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	163	1109	1009	203	0
Future Volume (vph)	163	1109	1009	203	0
Lane Group Flow (vph)	183	1246	1134	228	654
Turn Type	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	2		4
Permitted Phases	6			2	
Detector Phase	1	6	2	2	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2
Total Split (s)	30.0	103.0	73.0	73.0	37.0
Total Split (%)	21.4%	73.6%	52.1%	52.1%	26.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	Min	Max	C-Max	C-Max	None
Act Effct Green (s)	96.2	96.2	75.4	75.4	30.8
Actuated g/C Ratio	0.69	0.69	0.54	0.54	0.22
v/c Ratio	0.66	0.53	0.65	0.27	1.56
Control Delay (s/veh)	21.5	5.2	25.9	3.1	295.6
Queue Delay	0.0	0.9	0.0	0.0	2.3
Total Delay (s/veh)	21.5	6.0	25.9	3.1	297.9
LOS	C	A	C	A	F
Approach Delay (s/veh)		8.0	22.1		297.9
Approach LOS		A	C		F
Queue Length 50th (ft)	21	242	362	0	~783
Queue Length 95th (ft)	m65	m28	497	43	#1010
Internal Link Dist (ft)		323	2364		1319
Turn Bay Length (ft)	130			400	
Base Capacity (vph)	357	2340	1750	842	419
Starvation Cap Reductn	0	724	0	0	0
Spillback Cap Reductn	0	0	0	0	84
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.51	0.77	0.65	0.27	1.95

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 43 (31%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.56	
Intersection Signal Delay (s/veh): 68.6	Intersection LOS: E
Intersection Capacity Utilization 87.9%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2019 Existing Conditions
Timing Plan: PM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↓	↑↑	↔
Traffic Volume (vph)	1121	324	268	1180	0
Future Volume (vph)	1121	324	268	1180	0
Lane Group Flow (vph)	1180	341	282	1242	361
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1
Total Split (s)	84.0	84.0	41.0	125.0	35.0
Total Split (%)	52.5%	52.5%	25.6%	78.1%	21.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	Min	Max	None
Act Effct Green (s)	91.3	91.3	118.2	118.2	28.9
Actuated g/C Ratio	0.57	0.57	0.74	0.74	0.18
v/c Ratio	0.61	0.35	0.74	0.49	1.08
Control Delay (s/veh)	25.3	2.9	43.8	10.1	118.8
Queue Delay	0.0	0.0	1.1	1.9	0.0
Total Delay (s/veh)	25.3	2.9	44.8	12.0	118.8
LOS	C	A	D	B	F
Approach Delay (s/veh)	20.3			18.0	118.8
Approach LOS	C			B	F
Queue Length 50th (ft)	411	0	195	168	~354
Queue Length 95th (ft)	563	52	m313	354	#567
Internal Link Dist (ft)	2515			323	481
Turn Bay Length (ft)		450	135		
Base Capacity (vph)	1944	963	506	2516	335
Starvation Cap Reductn	0	0	78	1059	0
Spillback Cap Reductn	19	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.61	0.35	0.66	0.85	1.08

Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 125 (78%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay (s/veh): 29.7	Intersection LOS: C
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Timing Plan: PM

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

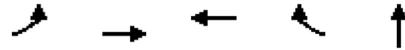
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2019 Existing Conditions
 Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	167	1081	1302	245	0
Future Volume (vph)	167	1081	1302	245	0
Lane Group Flow (vph)	174	1126	1356	255	324
Turn Type	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	2		4
Permitted Phases	6			2	
Detector Phase	1	6	2	2	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2
Total Split (s)	37.0	118.0	81.0	81.0	42.0
Total Split (%)	23.1%	73.8%	50.6%	50.6%	26.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	Min	Max	C-Max	C-Max	None
Act Effct Green (s)	115.6	115.6	91.9	91.9	31.4
Actuated g/C Ratio	0.72	0.72	0.57	0.57	0.20
v/c Ratio	0.63	0.45	0.69	0.26	0.89
Control Delay (s/veh)	28.9	2.3	28.2	3.0	74.4
Queue Delay	0.2	0.3	0.0	0.0	20.0
Total Delay (s/veh)	29.0	2.7	28.3	3.0	94.4
LOS	C	A	C	A	F
Approach Delay (s/veh)		6.2	24.3		94.4
Approach LOS		A	C		F
Queue Length 50th (ft)	23	23	528	0	262
Queue Length 95th (ft)	m91	m25	714	48	#405
Internal Link Dist (ft)		323	2364		1319
Turn Bay Length (ft)	130			400	
Base Capacity (vph)	393	2484	1974	969	404
Starvation Cap Reductn	19	674	0	0	0
Spillback Cap Reductn	0	0	27	0	77
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.47	0.62	0.70	0.26	0.99

Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 156 (98%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 24.0	Intersection LOS: C
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

Timing Plan: PM

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2019 Existing Conditions
Timing Plan: Weekend



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	836	155	210	746	0
Future Volume (vph)	836	155	210	746	0
Lane Group Flow (vph)	862	160	216	769	310
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1
Total Split (s)	69.0	69.0	36.0	105.0	35.0
Total Split (%)	49.3%	49.3%	25.7%	75.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	Min	Max	None
Act Effct Green (s)	83.9	83.9	102.2	102.2	24.9
Actuated g/C Ratio	0.60	0.60	0.73	0.73	0.18
v/c Ratio	0.41	0.18	0.47	0.31	0.86
Control Delay (s/veh)	16.6	2.6	14.2	6.0	63.4
Queue Delay	0.0	0.0	0.3	0.4	0.0
Total Delay (s/veh)	16.6	2.6	14.4	6.3	63.4
LOS	B	A	B	A	E
Approach Delay (s/veh)	14.4			8.1	63.4
Approach LOS	B			A	E
Queue Length 50th (ft)	218	0	50	98	204
Queue Length 95th (ft)	293	33	m99	m112	#331
Internal Link Dist (ft)	2515			323	481
Turn Bay Length (ft)		450	135		
Base Capacity (vph)	2080	908	621	2510	403
Starvation Cap Reductn	0	0	98	1115	0
Spillback Cap Reductn	9	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.18	0.41	0.55	0.77

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 91 (65%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay (s/veh): 18.3	Intersection LOS: B
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Timings

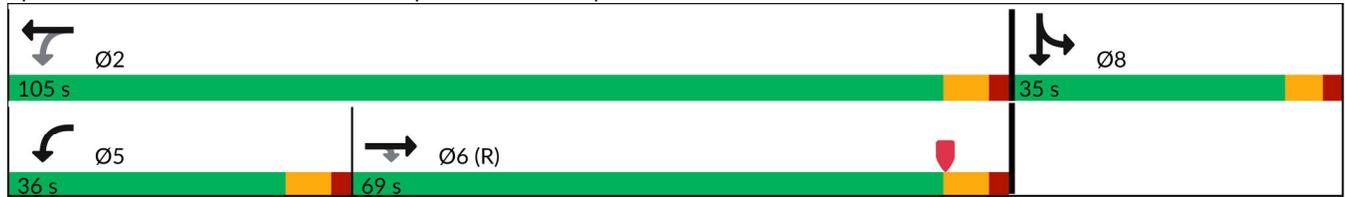
36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

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

Queue shown is maximum after two cycles.

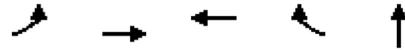
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2019 Existing Conditions
 Timing Plan: Weekend



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	137	830	799	168	0
Future Volume (vph)	137	830	799	168	0
Lane Group Flow (vph)	143	865	832	175	386
Turn Type	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	2		4
Permitted Phases	6			2	
Detector Phase	1	6	2	2	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2
Total Split (s)	32.0	108.0	76.0	76.0	32.0
Total Split (%)	22.9%	77.1%	54.3%	54.3%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	Min	Max	C-Max	C-Max	None
Act Effct Green (s)	101.2	101.2	84.8	84.8	25.8
Actuated g/C Ratio	0.72	0.72	0.61	0.61	0.18
v/c Ratio	0.33	0.34	0.40	0.18	1.06
Control Delay (s/veh)	4.4	5.2	15.2	2.1	105.2
Queue Delay	0.0	0.3	0.0	0.0	0.0
Total Delay (s/veh)	4.4	5.5	15.2	2.1	105.2
LOS	A	A	B	A	F
Approach Delay (s/veh)		5.4	12.9		105.2
Approach LOS		A	B		F
Queue Length 50th (ft)	16	219	196	0	~318
Queue Length 95th (ft)	m8	19	251	31	#527
Internal Link Dist (ft)		323	2364		1319
Turn Bay Length (ft)	130			400	
Base Capacity (vph)	566	2533	2102	996	365
Starvation Cap Reductn	0	910	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.53	0.40	0.18	1.06

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.06	
Intersection Signal Delay (s/veh): 24.6	Intersection LOS: C
Intersection Capacity Utilization 68.9%	ICU Level of Service C
Analysis Period (min) 15	

Timings

37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



US 27 Summary Tables

42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.77	29.4 (C)	225	0.65	76.8 (E)	175	0.39	6.4 (A)	75
	Through	0.37	3.4 (A)	75	0.57	5.7 (A)	25	0.41	3.5 (A)	25
	Approach	0.48	10.4 (B)	-	0.59	20.2 (C)	-	0.41	4.0 (A)	-
Eastbound	Through	0.62	18.3 (B)	325	0.58	20.9 (C)	275	0.40	14.2 (B)	200
	Right	0.38	2.9 (A)	50	0.36	3.6 (A)	50	0.35	2.7 (A)	50
	Approach	0.56	14.5 (B)	-	0.52	16.6 (B)	-	0.38	10.6 (B)	-
Southbound	LT/TH/RT Approach	0.65	24.4 (C)	100	0.68	26.4 (C)	125	0.56	18.8 (B)	75
		0.65	24.4 (C)	-	0.68	26.4 (C)	-	0.56	18.8 (B)	-
Overall Intersection		0.53	13.5 (B)	-	0.57	19.3 (B)	-	0.41	7.7 (A)	-

43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	0.52	20.3 (C)	225	0.51	12.1 (B)	250	0.33	9.0 (A)	150
	Right	0.15	16.7 (B)	75	0.11	8.8 (A)	50	0.06	7.4 (A)	25
	Approach	0.48	20.0 (B)	-	0.48	11.9 (B)	-	0.31	8.9 (A)	-
Northbound	Left	0.59	39.3 (D)	125	0.71	38.4 (D)	175	0.66	39.4 (D)	150
	Right	0.64	40.2 (D)	125	0.36	34.5 (C)	75	0.36	36.2 (D)	75
	Approach	0.62	39.7 (D)	-	0.55	37.3 (D)	-	0.53	38.4 (D)	-
Eastbound	Left	0.19	13.8 (B)	25	0.17	8.1 (A)	25	0.09	5.8 (A)	25
	Through	0.67	1.5 (A)	25	0.42	0.4 (A)	25	0.32	0.3 (A)	25
	Approach	0.65	2.0 (A)	-	0.41	0.8 (A)	-	0.31	0.6 (A)	-
Overall Intersection		0.58	14.8 (B)	-	0.47	12.5 (B)	-	0.36	11.4 (B)	-

US 27 Synchro Reports

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2019 Existing Conditions
Timing Plan: AM



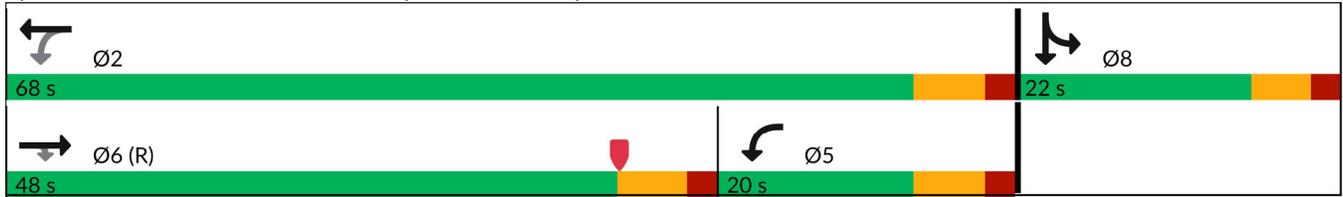
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	1001	330	288	790	0
Future Volume (vph)	1001	330	288	790	0
Lane Group Flow (vph)	1076	355	310	849	196
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.8	31.8	11.8	24.8	14.0
Total Split (s)	48.0	48.0	20.0	68.0	22.0
Total Split (%)	53.3%	53.3%	22.2%	75.6%	24.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	None	Max	None
Act Effct Green (s)	46.0	46.0	66.0	66.0	11.2
Actuated g/C Ratio	0.51	0.51	0.73	0.73	0.12
v/c Ratio	0.62	0.38	0.77	0.37	0.65
Control Delay (s/veh)	18.3	2.9	29.4	3.4	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.3	2.9	29.4	3.4	24.4
LOS	B	A	C	A	C
Approach Delay (s/veh)	14.5			10.4	24.4
Approach LOS	B			B	C
Queue Length 50th (ft)	215	0	78	48	36
Queue Length 95th (ft)	318	46	#203	58	100
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1739	933	401	2300	375
Starvation Cap Reductn	0	0	0	111	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.62	0.38	0.77	0.39	0.52

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 87 (97%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 13.5	Intersection LOS: B
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2019 Existing Conditions
 Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1097	0	0	885	102	193	0	411	0	0	0
Future Volume (veh/h)	44	1097	0	0	885	102	193	0	411	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1663	1796	0	0	1678	1633	1589	0	1841			
Adj Flow Rate, veh/h	49	1233	0	0	994	90	217	0	220			
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89			
Percent Heavy Veh, %	16	7	0	0	15	18	21	0	4			
Cap, veh/h	263	1828	0	0	1927	582	369	0	345			
Arrive On Green	0.08	1.00	0.00	0.00	0.42	0.42	0.13	0.00	0.13			
Sat Flow, veh/h	1584	3503	0	0	4731	1382	2935	0	2745			
Grp Volume(v), veh/h	49	1233	0	0	994	90	217	0	220			
Grp Sat Flow(s),veh/h/ln	1584	1706	0	0	1527	1382	1468	0	1373			
Q Serve(g_s), s	1.5	0.0	0.0	0.0	14.4	3.6	6.3	0.0	6.9			
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.0	14.4	3.6	6.3	0.0	6.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	263	1828	0	0	1927	582	369	0	345			
V/C Ratio(X)	0.19	0.67	0.00	0.00	0.52	0.15	0.59	0.00	0.64			
Avail Cap(c_a), veh/h	309	1828	0	0	1927	582	923	0	863			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.75	0.75	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	13.5	0.0	0.0	0.0	19.3	16.1	37.1	0.0	37.4			
Incr Delay (d2), s/veh	0.3	1.5	0.0	0.0	1.0	0.6	2.1	0.0	2.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.9	0.7	0.0	0.0	8.8	2.2	4.2	0.0	4.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.8	1.5	0.0	0.0	20.3	16.7	39.3	0.0	40.2			
LnGrp LOS	B	A			C	B	D		D			
Approach Vol, veh/h		1282			1084			437				
Approach Delay, s/veh		2.0			20.0			39.7				
Approach LOS		A			B			D				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.3	44.7		18.0		55.0						
Change Period (Y+Rc), s	6.8	6.8		6.7		6.8						
Max Green Setting (Gmax), s	6.2	35.2		28.3		48.2						
Max Q Clear Time (g_c+I1), s	3.5	16.4		8.9		2.0						
Green Ext Time (p_c), s	0.0	9.5		2.5		18.7						
Intersection Summary												
HCM 7th Control Delay, s/veh				14.8								
HCM 7th LOS				B								

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2019 Existing Conditions
Timing Plan: PM

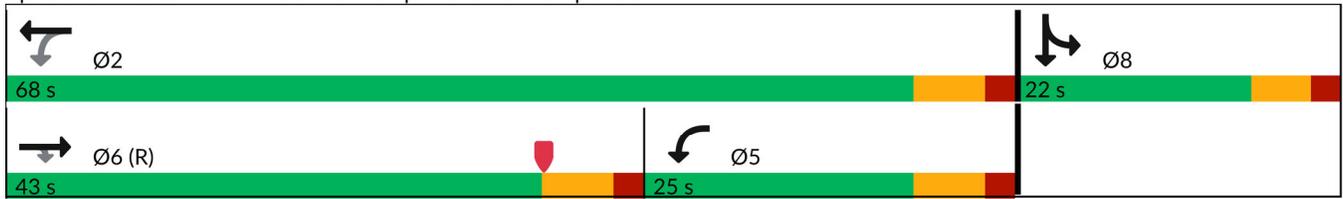


Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↘	↑↑	↔
Traffic Volume (vph)	825	276	351	1366	0
Future Volume (vph)	825	276	351	1366	0
Lane Group Flow (vph)	868	291	369	1438	206
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.8	31.8	11.8	24.8	14.0
Total Split (s)	43.0	43.0	25.0	68.0	22.0
Total Split (%)	47.8%	47.8%	27.8%	75.6%	24.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	None	Max	None
Act Effct Green (s)	40.6	40.6	65.6	65.6	11.6
Actuated g/C Ratio	0.45	0.45	0.73	0.73	0.13
v/c Ratio	0.58	0.36	0.65	0.57	0.68
Control Delay (s/veh)	20.9	3.6	19.4	5.3	26.4
Queue Delay	0.0	0.0	57.4	0.3	0.0
Total Delay (s/veh)	20.9	3.6	76.8	5.7	26.4
LOS	C	A	E	A	C
Approach Delay (s/veh)	16.6			20.2	26.4
Approach LOS	B			C	C
Queue Length 50th (ft)	185	0	83	1	42
Queue Length 95th (ft)	270	47	170	8	109
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1507	815	571	2504	370
Starvation Cap Reductn	0	0	250	468	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.58	0.36	1.15	0.71	0.56

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 56 (62%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay (s/veh): 19.3	Intersection LOS: B
Intersection Capacity Utilization 69.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2019 Existing Conditions
 Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  		 		 			
Traffic Volume (veh/h)	43	900	0	0	1379	118	338	0	292	0	0	0
Future Volume (veh/h)	43	900	0	0	1379	118	338	0	292	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	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	1722	1752	0	0	1826	1722	1722	0	1737			
Adj Flow Rate, veh/h	46	957	0	0	1467	88	360	0	150			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	12	10	0	0	5	12	12	0	11			
Cap, veh/h	265	2298	0	0	2876	838	508	0	414			
Arrive On Green	0.08	1.00	0.00	0.00	0.58	0.58	0.16	0.00	0.16			
Sat Flow, veh/h	1640	3416	0	0	5149	1452	3182	0	2591			
Grp Volume(v), veh/h	46	957	0	0	1467	88	360	0	150			
Grp Sat Flow(s),veh/h/ln	1640	1664	0	0	1662	1452	1591	0	1295			
Q Serve(g_s), s	0.9	0.0	0.0	0.0	15.9	2.5	9.6	0.0	4.6			
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.0	15.9	2.5	9.6	0.0	4.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	265	2298	0	0	2876	838	508	0	414			
V/C Ratio(X)	0.17	0.42	0.00	0.00	0.51	0.11	0.71	0.00	0.36			
Avail Cap(c_a), veh/h	315	2298	0	0	2876	838	1001	0	815			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.79	0.79	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.9	0.0	0.0	0.0	11.4	8.6	35.8	0.0	33.7			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.7	0.3	2.6	0.0	0.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.5	0.3	0.0	0.0	9.3	1.4	7.0	0.0	2.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	0.4	0.0	0.0	12.1	8.8	38.4	0.0	34.5			
LnGrp LOS	A	A			B	A	D		C			
Approach Vol, veh/h		1003			1555			510				
Approach Delay, s/veh		0.8			11.9			37.3				
Approach LOS		A			B			D				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	10.2	58.7		21.1		68.9						
Change Period (Y+Rc), s	6.8	6.8		6.7		6.8						
Max Green Setting (Gmax), s	6.2	35.2		28.3		48.2						
Max Q Clear Time (g_c+I1), s	2.9	17.9		11.6		2.0						
Green Ext Time (p_c), s	0.0	12.5		2.7		12.9						
Intersection Summary												
HCM 7th Control Delay, s/veh				12.5								
HCM 7th LOS				B								

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2019 Existing Conditions
Timing Plan: Weekend

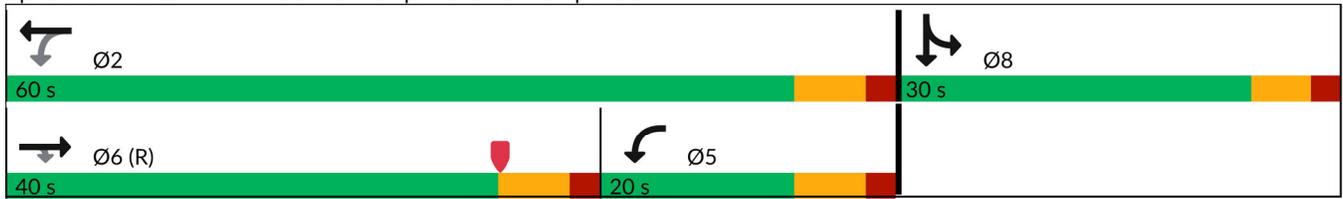


Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	704	321	232	1038	0
Future Volume (vph)	704	321	232	1038	0
Lane Group Flow (vph)	718	328	237	1059	165
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.8	31.8	11.8	24.8	14.0
Total Split (s)	40.0	40.0	20.0	60.0	30.0
Total Split (%)	44.4%	44.4%	22.2%	66.7%	33.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.0
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	None	Max	None
Act Effct Green (s)	47.1	47.1	67.1	67.1	10.1
Actuated g/C Ratio	0.52	0.52	0.75	0.75	0.11
v/c Ratio	0.40	0.35	0.39	0.41	0.56
Control Delay (s/veh)	14.2	2.7	6.4	3.4	18.8
Queue Delay	0.0	0.0	0.0	0.1	0.0
Total Delay (s/veh)	14.2	2.7	6.4	3.5	18.8
LOS	B	A	A	A	B
Approach Delay (s/veh)	10.6			4.0	18.8
Approach LOS	B			A	B
Queue Length 50th (ft)	117	0	19	0	20
Queue Length 95th (ft)	184	43	56	6	75
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1800	941	614	2588	523
Starvation Cap Reductn	0	0	0	508	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.35	0.39	0.51	0.32

Intersection Summary

Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 61 (68%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay (s/veh): 7.7	Intersection LOS: A
Intersection Capacity Utilization 59.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2019 Existing Conditions
 Timing Plan: Weekend

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	761	0	0	982	76	288	0	228	0	0	0
Future Volume (veh/h)	35	761	0	0	982	76	288	0	228	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1811	0	0	1841	1737	1796	0	1856			
Adj Flow Rate, veh/h	36	785	0	0	1012	54	297	0	133			
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	6	0	0	4	11	7	0	3			
Cap, veh/h	405	2461	0	0	3048	890	448	0	373			
Arrive On Green	0.07	1.00	0.00	0.00	0.61	0.61	0.13	0.00	0.13			
Sat Flow, veh/h	1767	3532	0	0	5191	1467	3319	0	2768			
Grp Volume(v), veh/h	36	785	0	0	1012	54	297	0	133			
Grp Sat Flow(s),veh/h/ln	1767	1721	0	0	1675	1467	1659	0	1384			
Q Serve(g_s), s	0.6	0.0	0.0	0.0	8.9	1.4	7.7	0.0	3.9			
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.0	8.9	1.4	7.7	0.0	3.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	405	2461	0	0	3048	890	448	0	373			
V/C Ratio(X)	0.09	0.32	0.00	0.00	0.33	0.06	0.66	0.00	0.36			
Avail Cap(c_a), veh/h	468	2461	0	0	3048	890	1228	0	1024			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.92	0.92	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	5.8	0.0	0.0	0.0	8.7	7.2	37.0	0.0	35.4			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.3	0.1	2.4	0.0	0.8			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	0.4	0.2	0.0	0.0	5.4	0.8	5.8	0.0	2.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	5.8	0.3	0.0	0.0	9.0	7.4	39.4	0.0	36.2			
LnGrp LOS	A	A			A	A	D		D			
Approach Vol, veh/h		821			1066			430				
Approach Delay, s/veh		0.6			8.9			38.4				
Approach LOS		A			A			D				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	9.8	61.4		18.8		71.2						
Change Period (Y+Rc), s	6.8	6.8		6.7		6.8						
Max Green Setting (Gmax), s	6.2	30.2		33.3		43.2						
Max Q Clear Time (g_c+I1), s	2.6	10.9		9.7		2.0						
Green Ext Time (p_c), s	0.0	9.6		2.5		9.6						
Intersection Summary												
HCM 7th Control Delay, s/veh				11.4								
HCM 7th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												

SR 326 Summary Tables

47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.18	18.6 (B)	25	0.12	17.3 (B)	25	0.14	18.1 (B)	25
	Through	0.32	13.6 (B)	50	0.35	14.6 (B)	75	0.25	14.9 (B)	50
	Approach	0.30	14.3 (B)	-	0.32	14.9 (B)	-	0.23	15.4 (B)	-
Northbound	Left	0.36	25.5 (C)	25	0.37	26.0 (C)	25	0.18	24.3 (C)	25
	Right	0.10	22.9 (C)	25	0.12	23.6 (C)	25	0.38	26.8 (C)	25
	Approach	0.20	25.0 (C)	-	0.21	25.5 (C)	-	0.31	25.9 (C)	-
Eastbound	TH/RT Approach	0.53 0.53	15.3 (B) 15.3 (B)	100 -	0.38 0.38	15.1 (B) 15.1 (B)	75 -	0.36 0.36	15.7 (B) 15.7 (B)	75 -
Southbound	LT/TH	0.33	17.6 (B)	50	0.46	18.2 (B)	100	0.86	41.0 (D)	200
	Right	0.13	16.3 (B)	25	0.25	16.8 (B)	50	0.23	16.5 (B)	50
	Approach	0.26	17.3 (B)	-	0.38	17.8 (B)	-	0.68	34.8 (C)	-
Overall Intersection		0.39	15.7 (B)	-	0.34	16.3 (B)	-	0.42	22.4 (C)	-

48: Shell Driveway & SR 326 & I-75 SB On-Ramp

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.27	10.4 (B)	50	0.15	9.5 (A)	25	0.08	8.9 (A)	25
Northbound	Right	0.13	11.5 (B)	25	0.11	11.1 (B)	25	0.08	10.7 (B)	25

49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	TH/RT Approach	0.95	49.7 (D)	675	0.98	56.3 (E)	725	0.75	28.0 (C)	575
		0.95	49.7 (D)	-	0.98	56.3 (E)	-	0.75	28.0 (C)	-
Northbound	Left	0.15	22.6 (C)	75	0.20	23.1 (C)	100	0.14	23.2 (C)	75
	Right	0.88	30.5 (C)	375	0.89	33.8 (C)	400	0.84	22.9 (C)	275
	Approach	0.81	29.7 (C)	-	0.80	32.4 (C)	-	0.78	22.9 (C)	-
Eastbound	Left	0.45	24.2 (C)	75	0.36	23.7 (C)	50	0.18	14.9 (B)	50
	Through	0.29	16.4 (B)	175	0.31	17.6 (B)	175	0.22	12.6 (B)	125
	Approach	0.31	17.5 (B)	-	0.31	18.2 (B)	-	0.22	12.8 (B)	-
Overall Intersection		0.74	36.4 (D)	-	0.76	40.8 (D)	-	0.65	23.4 (C)	-

SR 326 Synchro Reports

HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2019 Existing Conditions
 Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗		↖	↗
Traffic Volume (veh/h)	0	405	19	46	244	0	32	0	48	84	5	31
Future Volume (veh/h)	0	405	19	46	244	0	32	0	48	84	5	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1559	1426	1707	1500	0	1441	1900	1900	1352	1604	1618
Adj Flow Rate, veh/h	0	466	19	53	280	0	37	0	9	97	6	36
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	23	32	13	27	0	31	0	0	37	20	19
Cap, veh/h	0	882	36	287	866	0	103	0	91	297	18	283
Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.00	0.06	0.00	0.06	0.21	0.21	0.21
Sat Flow, veh/h	0	2979	118	831	2925	0	1810	0	1610	1442	89	1372
Grp Volume(v), veh/h	0	238	247	53	280	0	37	0	9	103	0	36
Grp Sat Flow(s),veh/h/ln	0	1481	1538	831	1425	0	1810	0	1610	1531	0	1372
Q Serve(g_s), s	0.0	6.6	6.6	2.8	3.8	0.0	1.0	0.0	0.3	2.8	0.0	1.1
Cycle Q Clear(g_c), s	0.0	6.6	6.6	9.4	3.8	0.0	1.0	0.0	0.3	2.8	0.0	1.1
Prop In Lane	0.00		0.08	1.00		0.00	1.00		1.00	0.94		1.00
Lane Grp Cap(c), veh/h	0	450	467	287	866	0	103	0	91	316	0	283
V/C Ratio(X)	0.00	0.53	0.53	0.18	0.32	0.00	0.36	0.00	0.10	0.33	0.00	0.13
Avail Cap(c_a), veh/h	0	633	657	389	1217	0	653	0	581	444	0	398
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.3	14.3	18.2	13.3	0.0	22.5	0.0	22.2	16.8	0.0	16.1
Incr Delay (d2), s/veh	0.0	1.0	0.9	0.3	0.2	0.0	3.0	0.0	0.7	0.8	0.0	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	0.0	3.3	3.4	0.8	1.7	0.0	0.8	0.0	0.2	1.7	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.3	15.3	18.6	13.6	0.0	25.5	0.0	22.9	17.6	0.0	16.3
LnGrp LOS		B	B	B	B		C		C	B		B
Approach Vol, veh/h		485			333			46				139
Approach Delay, s/veh		15.3			14.3			25.0				17.3
Approach LOS		B			B			C				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.9		17.8		21.9		9.9				
Change Period (Y+Rc), s		6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s		21.2		* 14		21.2		17.9				
Max Q Clear Time (g_c+I1), s		8.6		4.8		11.4		3.0				
Green Ext Time (p_c), s		2.1		0.5		1.3		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				15.7								
HCM 7th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection										
Int Delay, s/veh	2									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑		↑	↑↑			↑		
Traffic Vol, veh/h	0	547	49	209	290	374	0	74	0	0
Future Vol, veh/h	0	547	49	209	290	374	0	74	0	0
Conflicting Peds, #/hr	3	0	1	1	0	3	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	240	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	92	92
Heavy Vehicles, %	0	16	8	2	23	40	0	8	2	2
Mvmt Flow	0	629	56	240	333	430	0	85	0	0

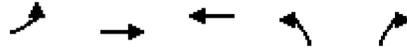
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	686	0	0	-	344
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	904	-	-	0	635
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	903	-	-	-	635
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.5	11.55
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	635	-	-	903	-	-
HCM Lane V/C Ratio	0.134	-	-	0.266	-	-
HCM Control Delay (s/veh)	11.5	-	-	10.4	-	-
HCM Lane LOS	B	-	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1.1	-	-

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2019 Existing Conditions
Timing Plan: AM



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	71	419	813	60	537
Future Volume (vph)	71	419	813	60	537
Lane Group Flow (vph)	78	460	1095	66	590
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	6.0	16.0	16.0	10.0	10.0
Minimum Split (s)	12.8	24.9	24.9	25.1	25.1
Total Split (s)	15.0	45.0	45.0	60.0	60.0
Total Split (%)	12.5%	37.5%	37.5%	50.0%	50.0%
Yellow Time (s)	4.8	4.9	4.9	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.9	6.9	7.1	7.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	50.8	50.7	39.7	33.2	33.2
Actuated g/C Ratio	0.52	0.52	0.40	0.34	0.34
v/c Ratio	0.45	0.29	0.95	0.15	0.88
Control Delay (s/veh)	24.2	16.4	49.7	22.6	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.2	16.4	49.7	22.6	30.5
LOS	C	B	D	C	C
Approach Delay (s/veh)		17.5	49.7		
Approach LOS		B	D		
Queue Length 50th (ft)	24	84	~395	30	202
Queue Length 95th (ft)	67	161	#675	59	359
Internal Link Dist (ft)		553	1985		
Turn Bay Length (ft)	190				420
Base Capacity (vph)	186	1749	1149	743	931
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.26	0.95	0.09	0.63

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 98.4	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay (s/veh): 36.4	Intersection LOS: D
Intersection Capacity Utilization 58.3%	ICU Level of Service B
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	

Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2019 Existing Conditions
 Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗		↖	↗
Traffic Volume (veh/h)	0	291	34	37	295	0	39	0	66	165	12	76
Future Volume (veh/h)	0	291	34	37	295	0	39	0	66	165	12	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1574	1722	1737	1618	0	1707	1900	1856	1589	1900	1678
Adj Flow Rate, veh/h	0	313	28	40	317	0	42	0	12	177	13	82
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	22	12	11	19	0	13	0	3	21	0	15
Cap, veh/h	0	809	72	334	896	0	113	0	99	386	28	325
Arrive On Green	0.00	0.29	0.29	0.29	0.29	0.00	0.06	0.00	0.06	0.23	0.23	0.23
Sat Flow, veh/h	0	2857	247	965	3156	0	1810	0	1572	1691	124	1422
Grp Volume(v), veh/h	0	168	173	40	317	0	42	0	12	190	0	82
Grp Sat Flow(s),veh/h/ln	0	1495	1530	965	1537	0	1810	0	1572	1815	0	1422
Q Serve(g_s), s	0.0	4.6	4.7	1.8	4.2	0.0	1.1	0.0	0.4	4.6	0.0	2.4
Cycle Q Clear(g_c), s	0.0	4.6	4.7	6.4	4.2	0.0	1.1	0.0	0.4	4.6	0.0	2.4
Prop In Lane	0.00		0.16	1.00		0.00	1.00		1.00	0.93		1.00
Lane Grp Cap(c), veh/h	0	436	446	334	896	0	113	0	99	415	0	325
V/C Ratio(X)	0.00	0.38	0.39	0.12	0.35	0.00	0.37	0.00	0.12	0.46	0.00	0.25
Avail Cap(c_a), veh/h	0	616	630	450	1266	0	629	0	547	508	0	398
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	14.6	14.6	17.2	14.4	0.0	23.2	0.0	22.8	17.1	0.0	16.3
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.2	0.2	0.0	2.8	0.0	0.8	1.1	0.0	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	0.0	2.3	2.4	0.6	2.1	0.0	1.0	0.0	0.3	3.3	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.1	15.1	17.3	14.6	0.0	26.0	0.0	23.6	18.2	0.0	16.8
LnGrp LOS		B	B	B	B		C		C	B		B
Approach Vol, veh/h		341			357			54				272
Approach Delay, s/veh		15.1			14.9			25.5				17.8
Approach LOS		B			B			C				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.8		19.4		21.8		10.3				
Change Period (Y+Rc), s		6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s		21.2		* 14		21.2		17.9				
Max Q Clear Time (g_c+I1), s		6.7		6.6		8.4		3.1				
Green Ext Time (p_c), s		1.5		1.1		1.6		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				16.3								
HCM 7th LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection										
Int Delay, s/veh	1.1									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↓		↑	↑↓			↑		
Traffic Vol, veh/h	0	566	29	125	332	569	0	64	0	0
Future Vol, veh/h	0	566	29	125	332	569	0	64	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	240	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	19	14	3	12	17	0	6	2	2
Mvmt Flow	0	615	32	136	361	618	0	70	0	0

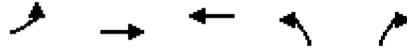
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	647	0	0	-	323
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.16	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.23	-	-	-	3.36
Pot Cap-1 Maneuver	0	-	-	928	-	-	0	661
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	928	-	-	-	661
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.16	11.09
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	661	-	-	928	-	-
HCM Lane V/C Ratio	0.105	-	-	0.146	-	-
HCM Control Delay (s/veh)	11.1	-	-	9.5	-	-
HCM Lane LOS	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.5	-	-

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2019 Existing Conditions
Timing Plan: PM



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	50	462	943	83	544
Future Volume (vph)	50	462	943	83	544
Lane Group Flow (vph)	54	497	1161	89	585
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	6.0	16.0	16.0	10.0	10.0
Minimum Split (s)	12.8	24.9	24.9	25.1	25.1
Total Split (s)	15.0	45.0	45.0	60.0	60.0
Total Split (%)	12.5%	37.5%	37.5%	50.0%	50.0%
Yellow Time (s)	4.8	4.9	4.9	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.9	6.9	7.1	7.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	50.5	50.4	39.7	35.6	35.6
Actuated g/C Ratio	0.50	0.50	0.39	0.35	0.35
v/c Ratio	0.36	0.31	0.98	0.20	0.89
Control Delay (s/veh)	23.7	17.6	56.3	23.1	33.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.7	17.6	56.3	23.1	33.8
LOS	C	B	E	C	C
Approach Delay (s/veh)		18.2	56.3		
Approach LOS		B	E		
Queue Length 50th (ft)	18	99	~450	40	223
Queue Length 95th (ft)	50	174	#716	76	393
Internal Link Dist (ft)		553	1985		
Turn Bay Length (ft)	190				420
Base Capacity (vph)	162	1739	1181	681	876
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.33	0.29	0.98	0.13	0.67

Intersection Summary

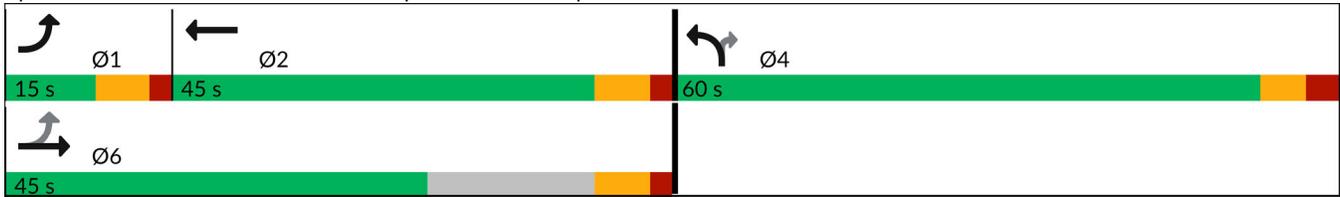
Cycle Length: 120	
Actuated Cycle Length: 100.6	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay (s/veh): 40.8	Intersection LOS: D
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2019 Existing Conditions
 Timing Plan: Weekend

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗		↖	↗
Traffic Volume (veh/h)	0	281	17	42	208	0	20	0	36	207	6	72
Future Volume (veh/h)	0	281	17	42	208	0	20	0	36	207	6	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1633	1544	1618	1678	0	1900	1900	1856	1707	1159	1648
Adj Flow Rate, veh/h	0	309	14	46	229	0	22	0	40	227	7	79
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	18	24	19	15	0	0	0	3	13	50	17
Cap, veh/h	0	854	39	319	901	0	123	0	106	263	8	342
Arrive On Green	0.00	0.28	0.28	0.28	0.28	0.00	0.07	0.00	0.07	0.24	0.24	0.24
Sat Flow, veh/h	0	3105	137	914	3272	0	1810	0	1572	1072	33	1397
Grp Volume(v), veh/h	0	158	165	46	229	0	22	0	40	234	0	79
Grp Sat Flow(s),veh/h/ln	0	1552	1609	914	1594	0	1810	0	1572	1105	0	1397
Q Serve(g_s), s	0.0	4.3	4.4	2.2	2.9	0.0	0.6	0.0	1.3	10.8	0.0	2.4
Cycle Q Clear(g_c), s	0.0	4.3	4.4	6.6	2.9	0.0	0.6	0.0	1.3	10.8	0.0	2.4
Prop In Lane	0.00		0.08	1.00		0.00	1.00		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	0	438	454	319	901	0	123	0	106	271	0	342
V/C Ratio(X)	0.00	0.36	0.36	0.14	0.25	0.00	0.18	0.00	0.38	0.86	0.00	0.23
Avail Cap(c_a), veh/h	0	620	642	426	1273	0	610	0	530	300	0	379
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.2	15.2	17.9	14.7	0.0	23.4	0.0	23.7	19.2	0.0	16.0
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.2	0.1	0.0	1.0	0.0	3.1	21.8	0.0	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	0.0	2.3	2.4	0.8	1.6	0.0	0.5	0.0	1.0	7.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.7	15.7	18.1	14.9	0.0	24.3	0.0	26.8	41.0	0.0	16.5
LnGrp LOS		B	B	B	B		C		C	D		B
Approach Vol, veh/h		323			275			62				313
Approach Delay, s/veh		15.7			15.4			25.9				34.8
Approach LOS		B			B			C				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.8		20.6		21.8		10.7				
Change Period (Y+Rc), s		6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s		21.2		* 14		21.2		17.9				
Max Q Clear Time (g_c+I1), s		6.4		12.8		8.6		3.3				
Green Ext Time (p_c), s		1.4		0.4		1.2		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh				22.4								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection										
Int Delay, s/veh	0.8									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↓		↑	↑↓			↑		
Traffic Vol, veh/h	0	486	31	71	244	625	6	50	0	0
Future Vol, veh/h	0	486	31	71	244	625	6	50	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	240	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	92	92
Heavy Vehicles, %	0	17	17	1	19	14	0	12	2	2
Mvmt Flow	0	534	34	78	268	687	7	55	0	0

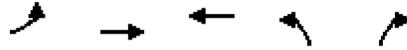
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	568	0	0	843	284
Stage 1	-	-	-	-	-	-	551	-
Stage 2	-	-	-	-	-	-	292	-
Critical Hdwy	-	-	-	4.12	-	-	6.8	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	-	2.21	-	-	3.5	3.42
Pot Cap-1 Maneuver	0	-	-	1007	-	-	307	684
Stage 1	0	-	-	-	-	-	547	-
Stage 2	0	-	-	-	-	-	738	-
Platoon blocked, %		-	-	-	-	-		
Mov Cap-1 Maneuver	-	-	-	1007	-	-	282	684
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	-
Stage 1	-	-	-	-	-	-	547	-
Stage 2	-	-	-	-	-	-	680	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.67	10.72
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	684	-	-	1007	-	-
HCM Lane V/C Ratio	0.08	-	-	0.077	-	-
HCM Control Delay (s/veh)	10.7	-	-	8.9	-	-
HCM Lane LOS	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	-	-

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2019 Existing Conditions
Timing Plan: Weekend



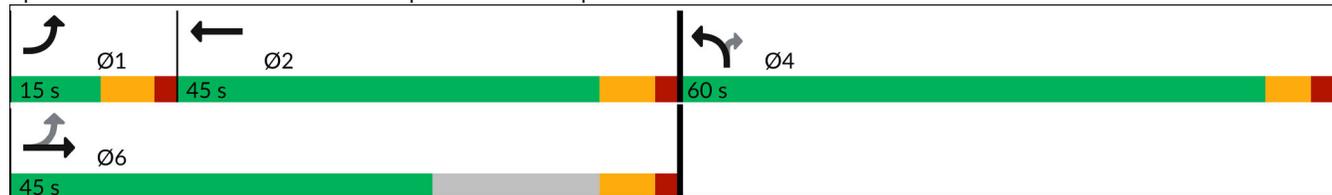
Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	37	376	887	53	570
Future Volume (vph)	37	376	887	53	570
Lane Group Flow (vph)	38	384	1064	54	582
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	6.0	16.0	16.0	10.0	10.0
Minimum Split (s)	12.8	24.9	24.9	25.1	25.1
Total Split (s)	15.0	45.0	45.0	60.0	60.0
Total Split (%)	12.5%	37.5%	37.5%	50.0%	50.0%
Yellow Time (s)	4.8	4.9	4.9	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.9	6.9	7.1	7.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	47.5	47.4	40.0	25.0	25.0
Actuated g/C Ratio	0.55	0.54	0.46	0.29	0.29
v/c Ratio	0.18	0.22	0.75	0.14	0.84
Control Delay (s/veh)	14.9	12.6	28.0	23.2	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.9	12.6	28.0	23.2	22.9
LOS	B	B	C	C	C
Approach Delay (s/veh)		12.8	28.0		
Approach LOS		B	C		
Queue Length 50th (ft)	9	54	276	23	128
Queue Length 95th (ft)	34	119	#562	51	271
Internal Link Dist (ft)		553	1985		
Turn Bay Length (ft)	190				420
Base Capacity (vph)	229	2064	1425	879	1101
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.17	0.19	0.75	0.06	0.53

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 87.1
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay (s/veh): 23.4
 Intersection Capacity Utilization 60.3%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



**APPENDIX I – HISTORICAL CRASH DATA TABLES AND
GRAPHS**

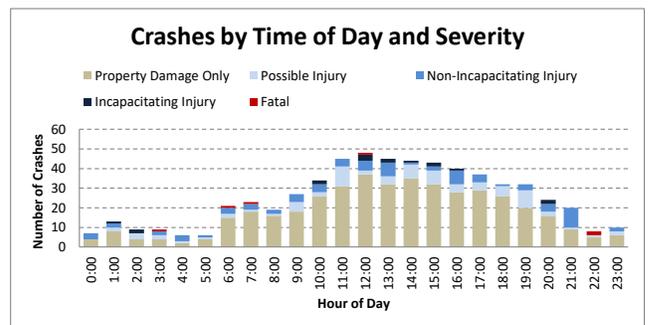
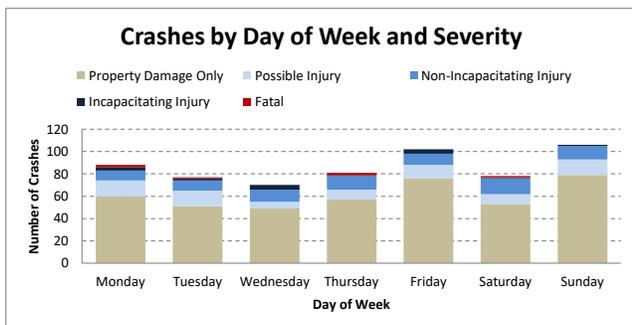
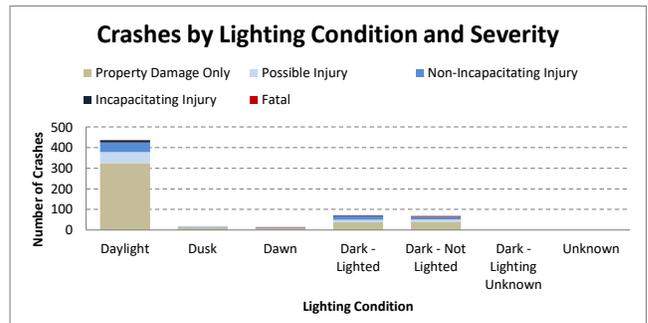
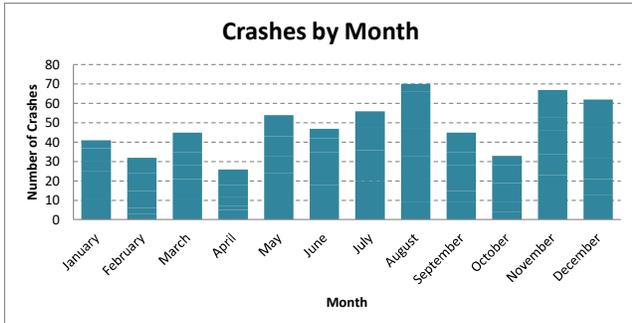
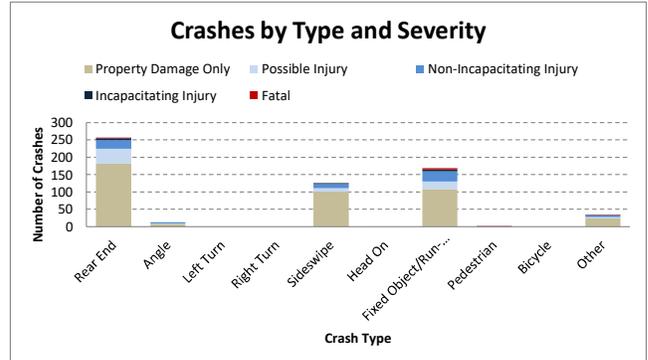
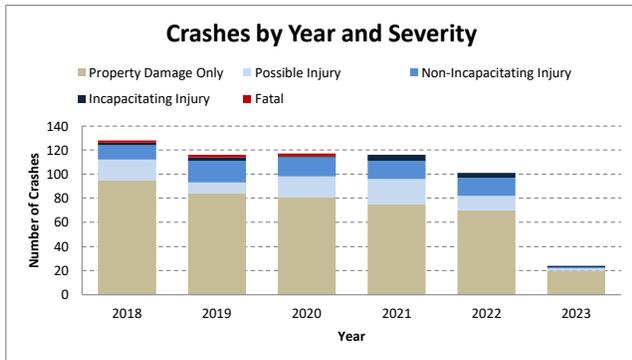
I-75 Northbound

CRASH ANALYSIS - I-75 Northbound

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	65	42	33	46	55	15	181	43	25	6	1	256	48.2	42.5%
	Angle	4	3	2	4	1	0	9	1	4	0	0	14	2.8	2.3%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	15	29	25	32	20	4	101	10	12	2	0	125	24.2	20.8%
	Head On	0	0	1	0	0	0	1	0	0	0	0	1	0.2	0.2%
	Fixed Object/Run-Off Road	37	34	44	27	22	4	108	22	29	6	3	168	32.8	27.9%
	Pedestrian	0	1	1	0	0	0	0	0	1	1	1	3	0.6	0.5%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	7	7	11	7	2	1	25	2	6	1	1	35	6.8	5.8%
	Total Crashes	128	116	117	116	101	24	425	78	77	16	6	602	115.6	100.0%
Crash Severity	Property Damage Only	95	84	81	75	70	20	425					425	81.0	70.6%
	Possible Injury	17	9	17	21	12	2	78					78	15.2	13.0%
	Non-Incapacitating Injury	12	18	16	15	15	1	77					77	15.2	12.8%
	Incapacitating Injury	2	3	1	1	4	1	16					16	3.1	2.7%
	Fatal	2	2	2	0	0	0	6					6	1.2	1.0%
Light Conditions	Daylight	94	86	75	86	79	16	325	54	45	11	1	436	84.0	72.4%
	Dusk	4	4	3	2	1	1	13	0	2	0	0	15	2.8	2.5%
	Dawn	2	3	1	5	1	1	5	1	2	0	1	13	2.4	2.2%
	Dark - Lighted	12	11	24	13	6	4	37	13	16	3	1	70	13.2	11.6%
	Dark - Not Lighted	16	12	14	10	14	2	41	10	12	2	3	68	13.2	11.3%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	85	77	74	75	81	20	293	54	48	11	6	412	78.4	68.4%
	Wet	43	39	43	41	20	4	132	24	29	5	0	190	37.2	31.6%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	11	14	5	7	4	7						48	8.2	8.0%
	February	3	3	9	9	8	4						36	6.4	6.0%
	March	11	10	7	7	10	13						58	9.0	9.6%
	April	5	2	5	5	8	0						26	5.2	4.3%
	May	10	14	9	10	11	0						54	10.8	9.0%
	June	10	8	17	7	5	0						47	9.4	7.8%
	July	20	11	5	12	8	0						56	11.2	9.3%
	August	9	24	11	10	4	0						70	14.0	11.8%
	September	9	6	13	7	10	0						45	9.0	7.5%
	October	4	5	10	9	5	0						33	6.6	5.5%
	November	23	11	12	7	14	0						67	13.4	11.1%
	December	13	8	11	16	14	0						62	12.4	10.3%
Day of Week	Monday	19	23	8	16	17	5	60	14	9	3	2	88	16.6	14.6%
	Tuesday	13	8	26	21	7	2	51	14	9	2	1	77	15.0	12.8%
	Wednesday	12	9	20	8	17	4	49	6	11	4	0	70	13.2	11.6%
	Thursday	17	14	16	16	6	6	51	9	12	1	0	81	15.8	13.5%
	Friday	26	23	11	26	13	3	76	12	10	4	0	102	19.8	16.9%
	Saturday	15	21	9	16	13	4	53	9	14	1	1	78	14.8	13.0%
	Sunday	26	18	27	17	18	0	79	14	12	1	0	106	21.2	17.6%
		0:00	2	1	0	1	2	1	4	0	3	0	0	7	1.2
	1:00	3	3	4	2	1	0	8	2	2	1	0	13	2.6	2.2%
	2:00	1	1	2	3	2	0	4	3	0	2	0	9	1.8	1.5%
	3:00	1	2	2	3	1	0	4	2	2	0	1	9	1.8	1.5%
	4:00	2	2	1	1	0	0	2	1	3	0	0	6	1.2	1.0%
	5:00	0	2	1	0	2	1	4	1	1	0	0	6	1.0	1.0%
	6:00	3	2	6	5	4	1	15	2	3	0	1	21	4.0	3.5%
	7:00	5	6	3	1	0	3	16	1	3	0	1	23	4.0	3.8%
	8:00	6	3	6	3	1	0	16	1	2	0	0	19	3.8	3.2%
	9:00	4	6	6	5	6	0	18	5	4	0	0	27	5.4	4.5%
	10:00	10	4	4	6	8	2	26	2	4	2	0	34	6.4	5.6%
	11:00	8	12	5	11	8	1	31	10	4	0	0	45	8.8	7.5%
	12:00	15	8	6	8	7	4	37	2	5	3	1	48	8.8	8.0%
	13:00	6	10	6	7	12	4	32	4	7	2	0	45	8.2	7.5%
	14:00	13	6	7	12	6	0	35	7	1	1	0	44	8.8	7.3%
	15:00	9	10	7	10	7	0	32	7	2	2	0	43	8.6	7.1%
	16:00	6	7	10	5	10	2	28	4	7	1	0	40	7.6	6.6%
	17:00	8	9	6	6	7	1	29	4	4	0	0	37	7.2	6.1%
	18:00	4	6	10	6	5	1	26	5	1	0	0	32	6.2	5.3%
	19:00	11	5	4	6	5	1	20	9	3	0	0	32	6.2	5.3%
	20:00	4	4	7	7	2	0	16	2	4	2	0	24	4.8	4.0%
	21:00	5	2	7	1	3	2	9	1	10	0	0	20	3.6	3.3%
	22:00	0	2	4	2	0	0	5	1	0	0	2	8	1.6	1.3%
	23:00	2	3	3	0	2	0	6	2	2	0	0	10	2.0	1.7%
Time Period	12AM-6AM	9	11	10	10	8	2	26	9	11	3	1	50	9.6	8.3%
	6AM-12PM	36	33	30	36	27	7	124	21	20	2	2	169	32.4	28.1%
	12PM-6PM	57	50	42	48	49	11	193	28	25	9	1	257	49.2	42.7%
	6PM-12AM	26	22	35	22	17	4	82	20	20	2	2	126	24.4	20.9%
Alcohol & Drugs	None	124	114	114	115	99	24	420	77	75	16	2	590	113.2	98.0%
	Alcohol Involved	2	1	2	1	1	0	4	1	1	0	1	7	1.4	1.2%
	Drugs Involved	2	0	1	0	1	0	0	0	1	0	2	4	0.8	0.7%
	Alcohol and Drugs	0	1	0	0	0	0	0	0	0	0	1	1	0.2	0.2%
Distraction Related	Yes	11	13	3	3	3	1	23	5	4	2	0	34	6.6	5.6%
	No	117	103	114	113	98	23	402	73	73	14	6	568	109.0	94.4%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Northbound

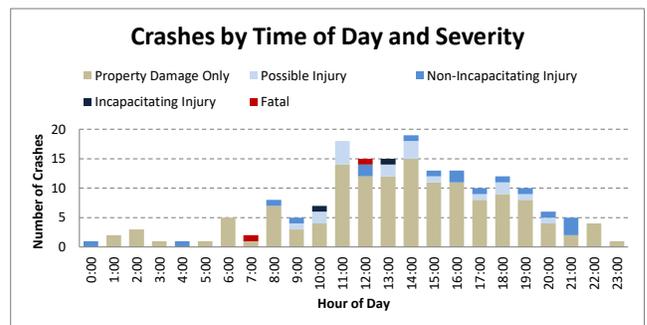
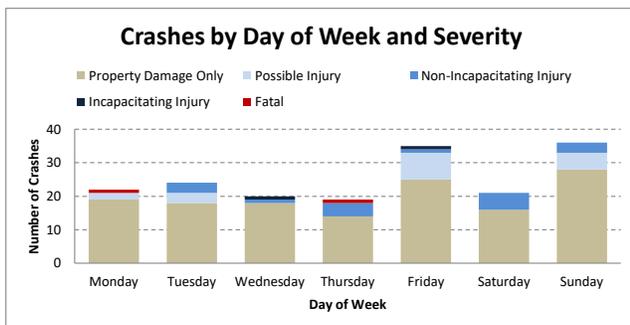
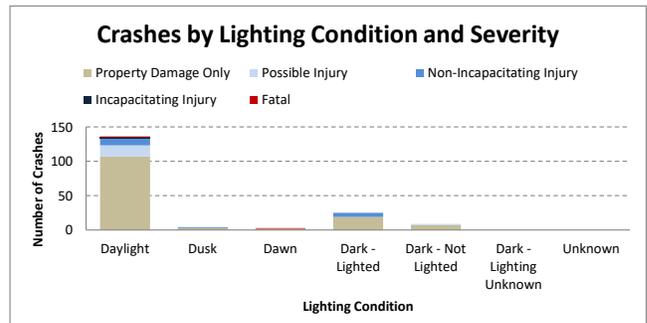
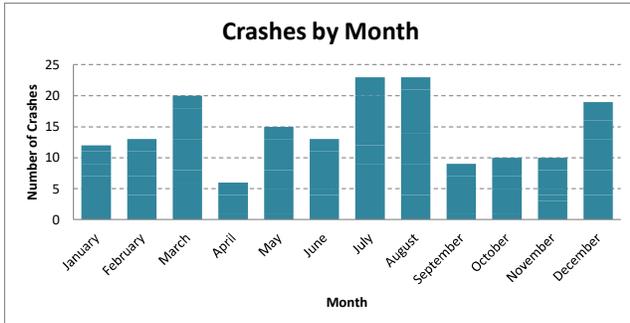
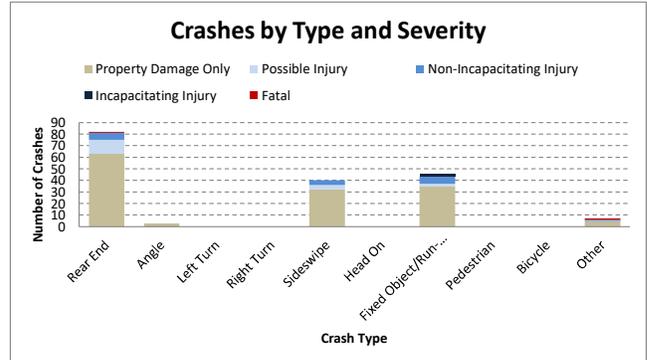
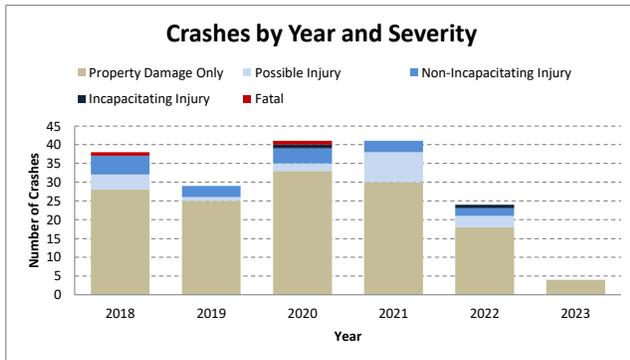


CRASH ANALYSIS - I-75 Northbound - SR 200 to SR 40

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	25	12	11	19	13	2	63	12	6	0	1	82	16.0	46.3%
	Angle	0	0	0	2	1	0	3	0	0	0	0	3	0.6	1.7%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	3	9	12	10	5	1	32	4	4	0	0	40	7.8	22.6%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	9	5	0	0	0	1	0	2	0	2	0	45	8.8	25.4%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	1	3	2	1	0	0	5	0	1	0	1	7	1.4	4.0%
	Total Crashes	38	29	41	41	24	4	138	18	17	2	2	177	34.6	100.0%
Crash Severity	Property Damage Only	28	25	33	30	18	4						138	26.8	78.0%
	Possible Injury	4	1	2	8	3	0						18	3.6	10.2%
	Non-Incapacitating Injury	5	3	4	3	2	0						17	3.4	9.6%
	Incapacitating Injury	0	0	0	0	0	0						0	0.0	0.0%
	Fatal	1	0	1	0	0	0						2	0.4	1.1%
Light Conditions	Daylight	33	24	28	31	20	0	107	16	10	2	1	136	27.2	76.8%
	Dusk	1	1	1	0	0	1	3	0	1	0	0	4	0.6	2.3%
	Dawn	1	0	1	1	0	0	0	0	0	0	0	3	0.6	1.7%
	Dark - Lighted	2	2	9	8	1	3	19	0	6	0	0	25	4.4	14.1%
	Dark - Not Lighted	1	2	2	1	3	0	7	2	0	0	0	9	1.8	5.1%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	23	16	25	32	20	4	93	16	8	1	2	120	23.2	67.8%
	Wet	15	13	16	9	4	0	45	2	9	1	0	57	11.4	32.2%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	2	5	2	2	1	1						13	2.4	7.3%
	February	2	2	3	4	2	0						13	2.6	7.3%
	March	6	2	5	5	2	3						23	4.0	13.0%
	April	1	0	1	2	2	0						6	1.2	3.4%
	May	1	4	3	5	2	0						15	3.0	8.5%
	June	4	1	6	2	0	0						13	2.6	7.3%
	July	9	3	3	5	3	0						23	4.6	13.0%
	August	4	5	5	7	2	0						23	4.6	13.0%
	September	1	1	4	1	2	0						9	1.8	5.1%
	October	1	1	3	2	3	0						10	2.0	5.6%
	November	3	1	1	3	2	0						10	2.0	5.6%
	December	4	4	5	3	3	0						19	3.8	10.7%
Day of Week	Monday	6	2	2	7	4	1	19	2	0	0	1	22	4.2	12.4%
	Tuesday	5	5	3	9	2	0	18	3	3	0	0	24	4.8	13.6%
	Wednesday	3	1	11	2	2	1	18	0	1	1	0	20	3.8	11.3%
	Thursday	4	4	6	2	3	0	14	0	4	0	0	19	3.8	10.7%
	Friday	11	4	5	9	5	1	25	8	1	1	0	35	6.8	19.8%
	Saturday	3	5	6	4	2	1	16	0	5	0	0	21	4.0	11.9%
	Sunday	6	8	8	8	6	0	28	5	3	0	0	36	7.2	20.3%
Hour of Day	0:00	0	0	0	1	0	0	0	0	1	0	0	1	0.2	0.6%
	1:00	0	0	0	1	1	0	2	0	0	0	0	2	0.4	1.1%
	2:00	0	0	0	2	1	0	3	0	0	0	0	3	0.6	1.7%
	3:00	0	0	1	0	0	0	0	0	0	0	0	1	0.2	0.6%
	4:00	0	0	0	1	0	0	0	0	1	0	0	1	0.2	0.6%
	5:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	0.6%
	6:00	1	0	1	1	1	1	5	0	0	0	0	5	0.8	2.8%
	7:00	1	0	1	0	0	0	1	0	0	0	1	2	0.4	1.1%
	8:00	4	1	2	1	0	0	7	0	1	0	0	8	1.6	4.5%
	9:00	0	1	1	2	1	0	3	1	1	0	0	5	1.0	2.8%
	10:00	2	0	2	1	2	0	4	2	0	1	0	7	1.4	4.0%
	11:00	2	4	3	8	1	0	14	4	0	0	0	18	3.6	10.2%
	12:00	6	3	1	2	3	0	12	0	2	0	1	15	3.0	8.5%
	13:00	1	3	3	4	4	0	12	2	0	1	0	15	3.0	8.5%
	14:00	7	4	3	5	0	0	15	3	1	0	0	19	3.8	10.7%
	15:00	3	4	4	1	1	0	11	1	1	0	0	13	2.6	7.3%
	16:00	2	2	4	2	3	0	11	0	2	0	0	13	2.6	7.3%
	17:00	4	0	1	3	2	0	8	1	1	0	0	10	2.0	5.6%
	18:00	2	2	2	3	2	1	9	2	1	0	0	12	2.2	6.8%
	19:00	2	2	2	2	1	1	8	1	1	0	0	10	1.8	5.6%
	20:00	0	1	4	0	1	0	4	1	1	0	0	6	1.2	3.4%
	21:00	1	0	3	0	0	1	2	0	3	0	0	5	0.8	2.8%
	22:00	0	1	2	1	0	0	4	0	0	0	0	4	0.8	2.3%
23:00	0	0	1	0	0	0	1	0	0	0	0	1	0.2	0.6%	
Time Period	12AM-6AM	0	1	1	5	2	0	7	0	2	0	0	9	1.8	5.1%
	6AM-12PM	10	6	10	13	5	1	34	7	2	1	1	45	8.8	25.4%
	12PM-6PM	23	16	16	17	13	0	69	7	7	1	1	85	17.0	48.0%
	6PM-12AM	5	6	14	6	4	3	28	4	6	0	0	38	7.0	21.5%
Alcohol & Drugs	None	36	29	40	40	22	4	135	18	15	2	1	171	33.4	96.6%
	Alcohol Involved	1	0	0	1	1	0	2	0	1	0	0	3	0.6	1.7%
	Drugs Involved	1	0	1	0	1	0	1	0	0	0	0	3	0.6	1.7%
	Alcohol and Drugs	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	1	1	0	1	0	0	3	0	0	0	0	3	0.6	1.7%
	No	37	28	41	40	24	4	135	18	17	2	2	174	34.0	98.3%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Northbound - SR 200 to SR 40

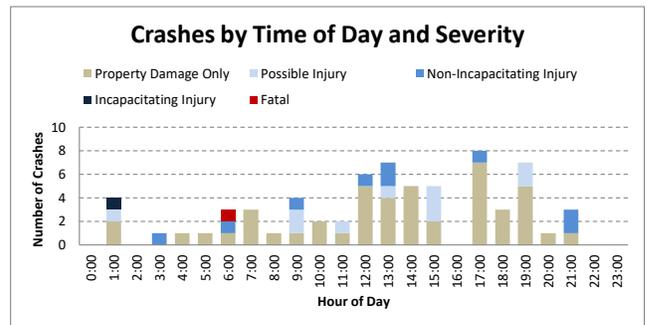
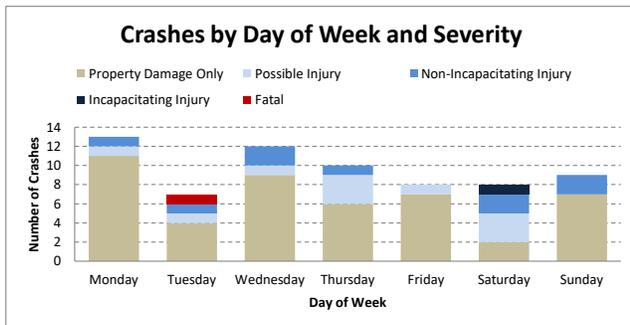
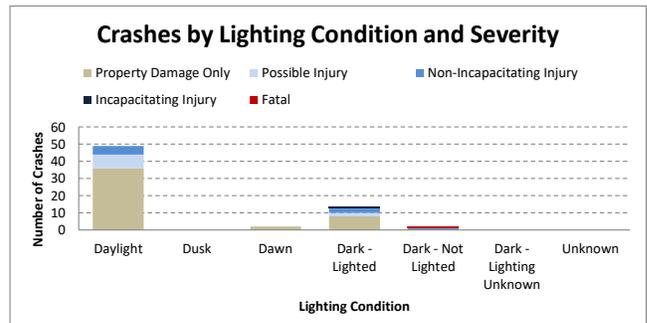
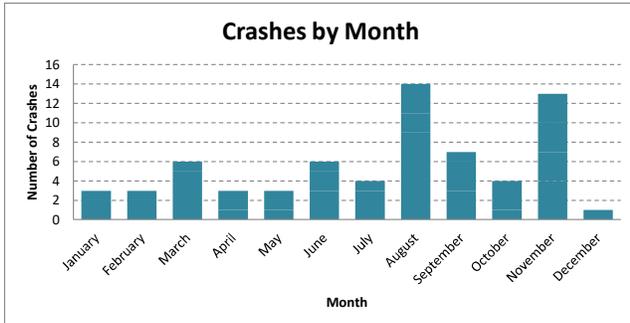
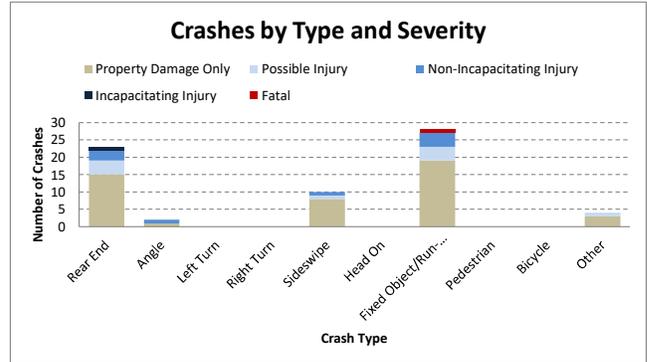
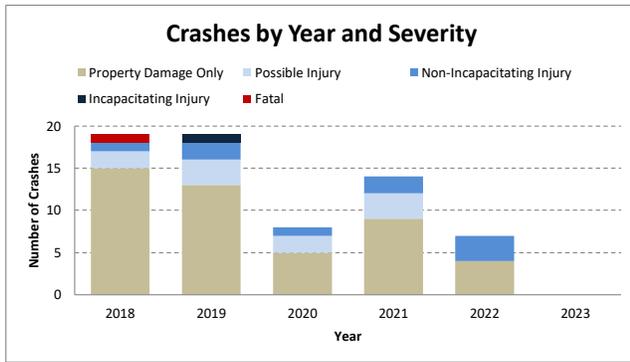


CRASH ANALYSIS - I-75 Northbound - SR 40 Interchange Area

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	7	4	5	6	1	0	15	4	3	1	0	23	4.6	34.3%
	Angle	1	0	1	0	0	0	1	0	1	0	0	2	0.4	3.0%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	2	5	0	2	1	0	8	1	1	0	0	10	2.0	14.9%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	6	9	2	6	5	0	19	4	4	0	1	28	5.6	41.8%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	3	1	0	0	0	0	3	1	0	0	0	4	0.8	6.0%
Total Crashes		19	19	8	14	7	0	46	10	9	1	1	67	13.4	100.0%
Crash Severity	Property Damage Only	15	13	5	9	4	0	3	0	0	0	0	46	9.2	68.7%
	Possible Injury	2	3	2	3	0	0	0	0	0	0	0	10	2.0	14.9%
	Non-Incapacitating Injury	1	2	1	2	3	0	0	0	0	0	0	9	1.8	13.4%
	Incapacitating Injury	0	1	0	0	0	0	0	0	0	0	0	1	0.2	1.5%
Fatal	1	0	0	0	0	0	0	0	0	0	0	1	0.2	1.5%	
Light Conditions	Daylight	14	12	6	13	4	0	36	8	5	0	0	49	9.8	73.1%
	Dusk	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dawn	1	1	0	0	0	0	0	0	0	0	0	2	0.4	3.0%
	Dark - Lighted	3	6	2	1	2	0	8	2	3	1	0	14	2.8	20.9%
	Dark - Not Lighted	1	0	0	0	1	0	0	0	1	0	1	2	0.4	3.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	8	6	3	6	3	0	18	2	5	0	1	26	5.2	38.8%
	Wet	11	13	5	8	4	0	28	8	4	1	0	41	8.2	61.2%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	2	0	0	1	0	0	0	0	0	0	0	3	0.6	4.5%
	February	0	0	0	2	1	0	0	0	0	0	0	3	0.6	4.5%
	March	2	3	0	0	1	0	0	0	0	0	0	6	1.2	9.0%
	April	1	1	1	0	0	0	0	0	0	0	0	3	0.6	4.5%
	May	1	0	0	1	1	0	0	0	0	0	0	3	0.6	4.5%
	June	3	2	1	0	0	0	0	0	0	0	0	6	1.2	9.0%
	July	3	0	0	1	0	0	0	0	0	0	0	4	0.8	6.0%
	August	0	9	2	0	0	0	0	0	0	0	0	14	2.8	20.9%
	September	3	0	0	3	1	0	0	0	0	0	0	7	1.4	10.4%
	October	0	1	1	2	0	0	0	0	0	0	0	4	0.8	6.0%
	November	4	3	3	0	3	0	0	0	0	0	0	13	2.6	19.4%
	December	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Day of Week	Monday	2	8	1	2	0	0	11	1	1	0	0	13	2.6	19.4%
	Tuesday	4	0	3	0	0	0	4	1	1	0	1	7	1.4	10.4%
	Wednesday	3	3	0	2	4	0	9	1	2	0	0	12	2.4	17.9%
	Thursday	4	3	1	1	1	0	6	3	1	0	0	10	2.0	14.9%
	Friday	2	2	0	4	0	0	7	1	0	0	0	8	1.6	11.9%
	Saturday	0	2	1	4	1	0	2	3	2	1	0	8	1.6	11.9%
	Sunday	4	1	2	1	1	0	7	0	2	0	0	9	1.8	13.4%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	1	3	0	0	0	0	2	1	0	1	0	4	0.8	6.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	1	0	0	0	0	0	0	0	0	0	1	0.2	1.5%
	4:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	1.5%
	5:00	0	0	0	0	1	0	0	0	0	0	0	1	0.2	1.5%
	6:00	2	0	0	0	1	0	1	0	1	0	1	3	0.6	4.5%
	7:00	1	1	0	1	0	0	0	0	0	0	0	3	0.6	4.5%
	8:00	0	0	0	1	0	0	1	0	0	0	0	1	0.2	1.5%
	9:00	1	0	2	1	0	0	1	2	1	0	0	4	0.8	6.0%
	10:00	1	0	0	0	1	0	2	0	0	0	0	2	0.4	3.0%
	11:00	1	1	0	0	0	0	1	1	0	0	0	2	0.4	3.0%
	12:00	3	1	2	0	0	0	5	0	1	0	0	6	1.2	9.0%
	13:00	1	3	0	1	2	0	4	1	2	0	0	7	1.4	10.4%
	14:00	2	0	1	2	0	0	5	0	0	0	0	5	1.0	7.5%
	15:00	1	1	0	3	0	0	2	3	0	0	0	5	1.0	7.5%
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	17:00	1	4	1	2	0	0	7	0	1	0	0	8	1.6	11.9%
	18:00	0	1	1	0	1	0	3	0	0	0	0	3	0.6	4.5%
	19:00	3	1	1	2	0	0	5	2	0	0	0	7	1.4	10.4%
	20:00	0	0	0	1	0	0	1	0	0	0	0	1	0.2	1.5%
	21:00	1	1	0	0	1	0	1	0	2	0	0	3	0.6	4.5%
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Time Period	12AM-6AM	1	5	0	0	1	0	4	1	1	0	0	7	1.4	10.4%
	6AM-12PM	6	2	2	3	2	0	9	3	2	0	1	15	3.0	22.4%
	12PM-6PM	8	9	4	3	2	0	23	4	4	0	0	31	6.2	46.3%
	6PM-12AM	4	3	2	3	2	0	10	2	2	0	0	14	2.8	20.9%
Alcohol & Drugs	None	18	19	8	14	7	0	46	10	9	1	0	66	13.2	98.5%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Drugs Involved	1	0	0	0	0	0	0	0	0	0	0	1	0.2	1.5%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	2	2	1	0	0	0	2	1	1	1	0	5	1.0	7.5%
	No	17	17	7	14	7	0	44	9	8	0	1	62	12.4	92.5%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Northbound - SR 40 Interchange Area

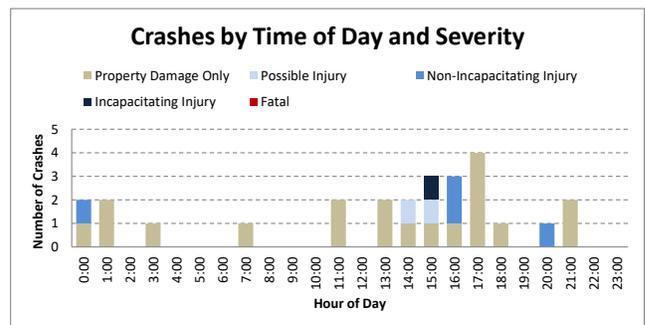
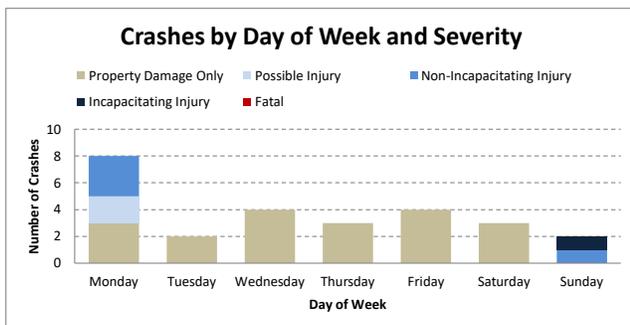
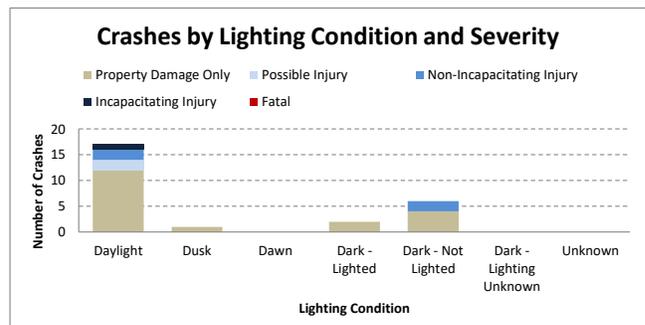
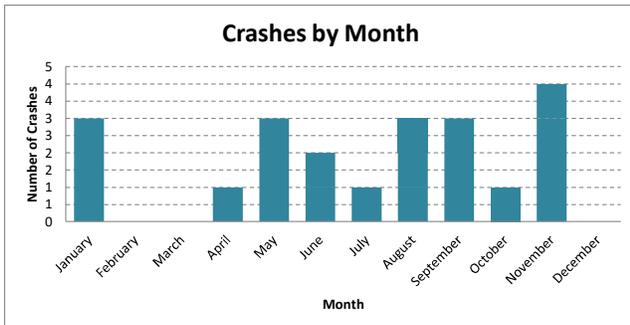
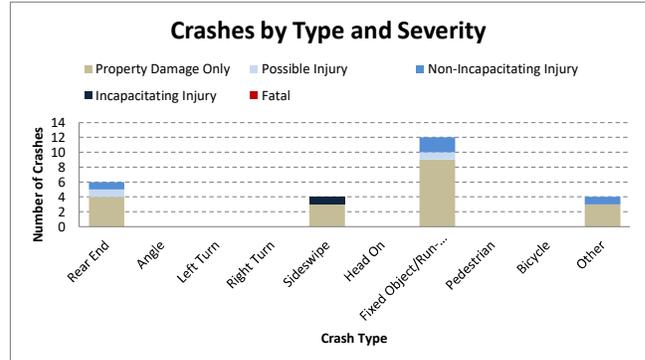
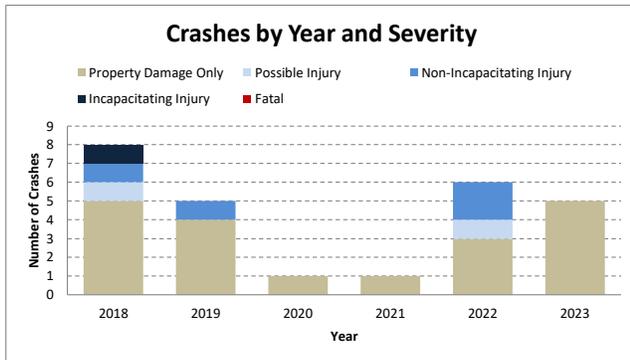


CRASH ANALYSIS - I-75 Northbound - SR 40 to US 27

	Analysis Year*						Severity					Total	Annual Average*	Percent	
	2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal				
Type of Crash	Rear End	2	0	0	0	2	2	4	1	1	0	0	6	0.8	23.1%
	Angle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	1	1	0	1	1	0	3	0	0	1	0	4	0.8	15.4%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	3	3	1	0	3	2	9	1	2	0	0	12	2.0	46.2%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	2	1	0	0	0	1	3	0	1	0	0	4	0.6	15.4%
Total Crashes	8	5	1	1	6	5	19	2	4	1	0	26	4.2	100.0%	
Crash Severity	Property Damage Only	5	4	1	1	3	5					19	2.8	73.1%	
	Possible Injury	1	0	0	0	1	0					2	0.4	7.7%	
	Non-Incapacitating Injury	1	1	0	0	2	0					4	0.8	15.4%	
	Incapacitating Injury	0	0	0	0	0	0					0	0.0	0.0%	
	Fatal	0	0	0	0	0	0					0	0.0	0.0%	
Light Conditions	Daylight	5	4	0	1	4	3	12	2	2	1	0	17	2.8	65.4%
	Dusk	1	0	0	0	0	0	0	0	0	0	0	1	0.2	3.8%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	1	0	0	0	0	1	2	0	0	0	0	2	0.2	7.7%
	Dark - Not Lighted	1	1	1	0	2	1	4	0	2	0	0	6	1.0	23.1%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	4	4	1	1	4	5	15	1	2	1	0	19	2.8	73.1%
	Wet	4	1	0	0	2	0	4	1	2	0	0	7	1.4	26.9%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	0	2	0	0	1	1						4	0.6	15.4%
	February	0	0	0	0	0	2						2	0.0	7.7%
	March	0	0	0	0	0	2						2	0.0	7.7%
	April	0	0	0	0	1	0						1	0.2	3.8%
	May	0	2	0	0	1	0						3	0.6	11.5%
	June	1	0	0	0	1	0						2	0.4	7.7%
	July	1	0	0	0	0	0						1	0.2	3.8%
	August	1	1	0	1	0	0						3	0.6	11.5%
	September	2	0	0	0	1	0						3	0.6	11.5%
	October	0	0	1	0	0	0						1	0.2	3.8%
	November	3	0	0	0	1	0						4	0.8	15.4%
	December	0	0	0	0	0	0						0	0.0	0.0%
Day of Week	Monday	2	3	0	0	3	0	3	2	3	0	0	8	1.6	30.8%
	Tuesday	1	0	0	1	0	0	2	0	0	0	0	2	0.4	7.7%
	Wednesday	0	0	1	0	0	3	4	0	0	0	0	4	0.8	15.4%
	Thursday	1	0	0	0	0	2	4	0	0	0	0	4	0.8	15.4%
	Friday	0	1	0	0	3	0	4	0	0	0	0	4	0.8	15.4%
	Saturday	2	1	0	0	0	0	3	0	0	0	0	3	0.6	11.5%
	Sunday	2	0	0	0	0	0	0	0	1	0	0	2	0.4	7.7%
		0	0	0	0	1	1	1	0	1	0	0	2	0.2	7.7%
Hour of Day	0:00	1	0	0	0	0	0	2	0	0	0	0	2	0.4	7.7%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	1	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	1	0	0	0	0	0	1	0	0	0	0	1	0.2	3.8%
	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	11:00	0	1	0	0	1	0	2	0	0	0	0	2	0.4	7.7%
	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	13:00	0	0	0	0	0	2	2	0	0	0	0	2	0.4	7.7%
	14:00	0	0	0	1	1	0	1	1	0	0	0	2	0.4	7.7%
	15:00	3	0	0	0	0	0	1	1	0	1	0	3	0.6	11.5%
	16:00	1	1	0	0	1	0	1	0	2	0	0	3	0.6	11.5%
	17:00	1	1	0	0	1	1	4	0	0	0	0	4	0.6	15.4%
	18:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	3.8%
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	20:00	0	1	0	0	0	0	0	0	1	0	0	1	0.2	3.8%
	21:00	0	0	0	0	1	1	2	0	0	0	0	2	0.2	7.7%
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Time Period	12AM-6AM	2	0	1	0	1	1	4	0	1	0	0	5	0.8	19.2%
	6AM-12PM	1	1	0	0	1	0	3	0	0	0	0	3	0.6	11.5%
	12PM-6PM	0	2	0	0	1	3	3	2	2	1	0	14	2.2	53.8%
	6PM-12AM	0	2	0	0	1	1	3	0	1	0	0	4	0.6	15.4%
		8	5	1	1	6	5	19	2	4	1	0	26	4.2	100.0%
Alcohol & Drugs	None	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	1	0	0	0	0	0	0	1	0	0	0	1	0.2	3.8%
	No	7	5	1	1	6	5	19	1	4	1	0	25	4.0	96.2%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Northbound - SR 40 to US 27

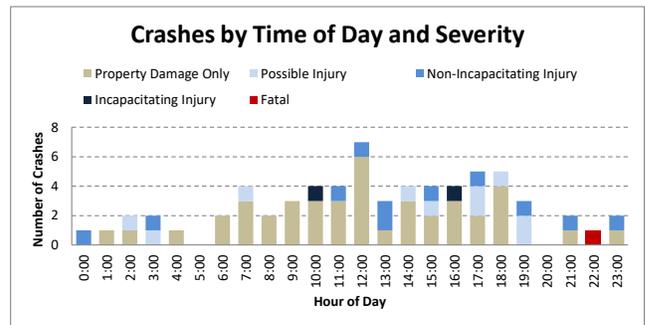
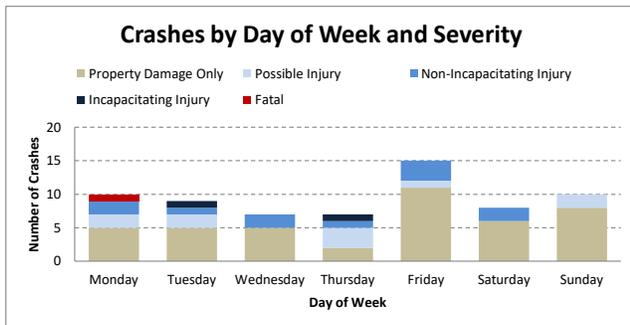
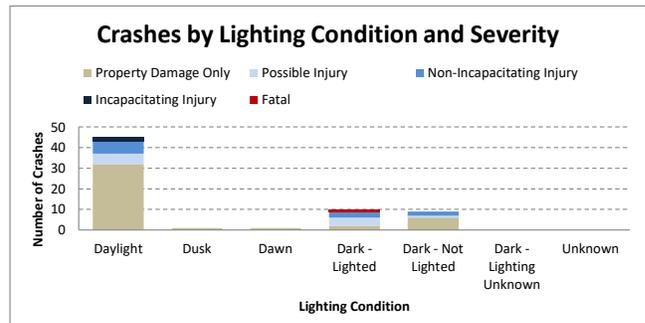
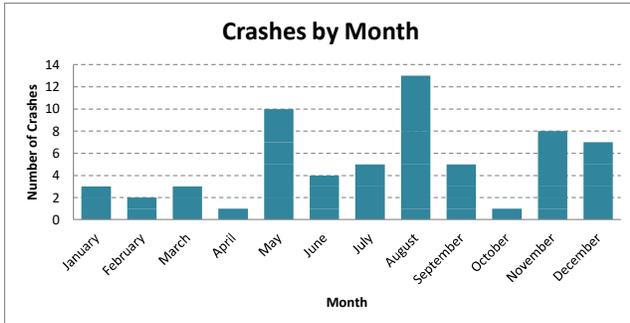
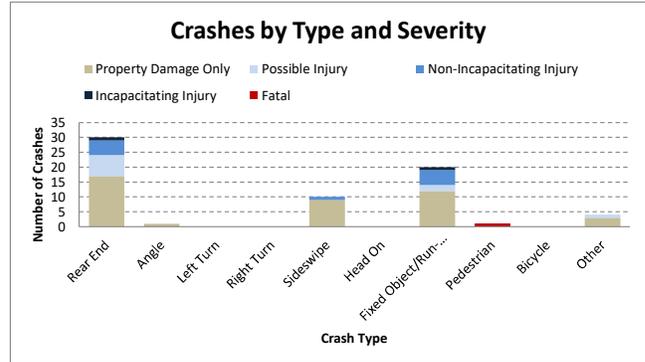
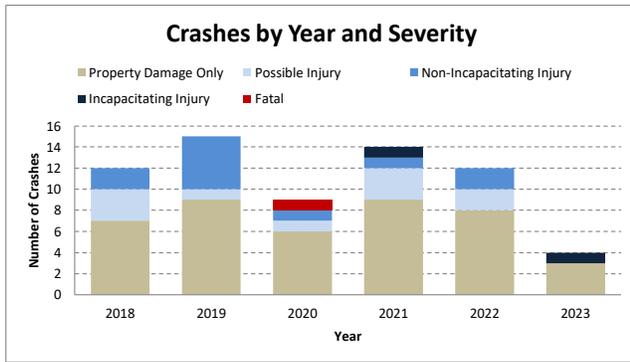


CRASH ANALYSIS - I-75 Northbound - US 27 Interchange Area

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	7	6	1	6	7	3	17	7	5	1	0	30	5.4	45.5%
	Angle	0	1	0	0	0	0	1	0	0	0	0	1	0.2	1.5%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	1	2	1	4	2	0	9	0	1	0	0	10	2.0	15.2%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	4	6	4	3	2	7	12	2	5	1	0	20	3.8	30.3%
	Pedestrian	0	0	1	0	0	0	0	0	0	0	1	1	0.2	1.5%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	0	2	1	1	0	3	1	0	0	0	4	0.8	6.1%
Total Crashes	12	15	9	14	12	4	42	10	11	2	1	66	12.4	100.0%	
Crash Severity	Property Damage Only	7	9	6	9	8	3	32	5	6	2	0	42	7.8	63.6%
	Possible Injury	3	1	1	3	2	0	3	0	0	0	0	10	2.0	15.2%
	Non-Incapacitating Injury	2	5	1	1	2	0	2	4	3	0	1	11	2.2	16.7%
	Incapacitating Injury	0	0	1	0	0	0	0	0	0	0	1	1	0.2	1.5%
Light Conditions	Daylight	7	11	6	9	9	3	32	5	6	2	0	45	8.4	68.2%
	Dusk	0	0	0	1	0	0	1	0	0	0	0	1	0.2	1.5%
	Dawn	0	0	0	0	0	0	1	0	0	0	0	1	0.2	1.5%
	Dark - Lighted	3	1	3	2	1	0	2	4	3	0	1	10	2.0	15.2%
	Dark - Not Lighted	2	3	0	2	2	0	6	1	2	0	0	9	1.8	13.6%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	8	8	5	8	10	3	26	6	7	2	1	42	7.8	63.6%
	Wet	4	7	4	6	2	1	16	4	4	0	0	24	4.6	36.4%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	2	0	0	0	1	2	2	0	0	0	0	5	0.6	7.6%
	February	1	0	0	0	1	0	1	0	0	0	0	2	0.4	3.0%
	March	0	2	1	0	0	2	0	0	0	0	0	5	0.6	7.6%
	April	0	0	0	0	0	0	0	0	0	0	0	1	0.2	1.5%
	May	2	2	1	2	3	0	2	0	0	0	0	10	2.0	15.2%
	June	0	1	1	1	1	0	0	0	0	0	0	4	0.8	6.1%
	July	0	3	0	2	0	0	0	0	0	0	0	5	1.0	7.6%
	August	1	4	2	2	0	0	2	0	0	0	0	13	2.6	19.7%
	September	1	1	1	0	2	0	0	0	0	0	0	5	1.0	7.6%
	October	1	0	0	0	0	0	0	0	0	0	0	1	0.2	1.5%
	November	1	1	1	1	4	0	0	0	0	0	0	8	1.6	12.1%
	December	3	1	1	2	0	0	1	0	0	0	0	7	1.4	10.6%
Day of Week	Monday	4	3	1	0	1	1	5	2	2	0	1	10	1.8	15.2%
	Tuesday	0	0	3	5	1	0	5	2	1	1	0	9	1.8	13.6%
	Wednesday	0	3	1	2	1	0	5	0	2	0	0	7	1.4	10.6%
	Thursday	1	2	1	2	1	0	5	3	1	1	0	7	1.4	10.6%
	Friday	4	6	0	4	1	0	11	1	3	0	0	15	3.0	22.7%
	Saturday	1	0	0	2	3	2	6	0	2	1	0	8	1.2	12.1%
	Sunday	2	1	3	1	3	0	8	2	0	0	0	10	2.0	15.2%
	Other	0	0	0	0	1	0	0	0	0	0	0	1	0.2	1.5%
Hour of Day	0:00	0	0	0	0	1	0	0	0	1	0	0	1	0.2	1.5%
	1:00	0	0	0	1	0	0	1	0	0	0	0	1	0.2	1.5%
	2:00	1	0	0	1	0	0	1	1	0	0	0	2	0.4	3.0%
	3:00	0	0	0	2	0	0	2	0	1	0	0	2	0.4	3.0%
	4:00	1	0	0	0	0	0	1	0	0	0	0	1	0.2	1.5%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	2	0	0	0	0	2	0	0	0	0	2	0.4	3.0%
	7:00	1	1	1	0	0	0	2	1	0	0	0	4	0.8	6.1%
	8:00	0	0	1	1	0	0	2	0	0	0	0	2	0.4	3.0%
	9:00	0	2	1	0	0	0	3	0	0	0	0	3	0.6	4.5%
	10:00	1	1	0	0	1	1	3	0	0	1	0	4	0.6	6.1%
	11:00	0	1	0	0	2	1	3	0	1	0	0	4	0.6	6.1%
	12:00	1	2	0	2	1	1	6	0	1	0	0	7	1.2	10.6%
	13:00	0	2	0	1	0	0	1	0	2	0	0	3	0.6	4.5%
	14:00	0	0	1	2	1	0	3	1	0	0	0	4	0.8	6.1%
	15:00	1	0	0	2	1	0	2	1	0	0	0	4	0.8	6.1%
	16:00	1	0	0	1	2	0	3	0	0	1	0	4	0.8	6.1%
	17:00	1	1	0	1	2	0	2	2	1	0	0	5	1.0	7.6%
	18:00	1	1	2	0	1	0	4	1	0	0	0	5	1.0	7.6%
	19:00	3	0	0	0	0	0	2	2	1	0	0	3	0.6	4.5%
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	21:00	0	0	2	0	0	0	1	0	1	0	0	2	0.4	3.0%
	22:00	0	0	1	0	0	0	0	0	0	0	1	1	0.2	1.5%
	23:00	0	2	0	0	0	0	1	0	1	0	0	2	0.4	3.0%
Time Period	12AM-6AM	2	0	0	4	1	0	3	2	2	0	0	7	1.4	10.6%
	6AM-12PM	2	7	3	1	3	3	16	1	1	1	0	19	3.2	28.8%
	12PM-6PM	4	5	1	0	7	7	17	4	5	1	0	27	5.2	40.9%
	6PM-12AM	4	3	5	0	1	0	6	3	3	0	1	13	2.6	19.7%
Alcohol & Drugs	None	12	15	9	14	12	4	42	10	11	2	1	66	12.4	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	0	3	0	1	0	0	1	0	2	1	0	4	0.8	6.1%
	No	12	12	9	13	12	4	41	10	9	1	1	62	11.6	93.9%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Northbound - US 27 Interchange Area

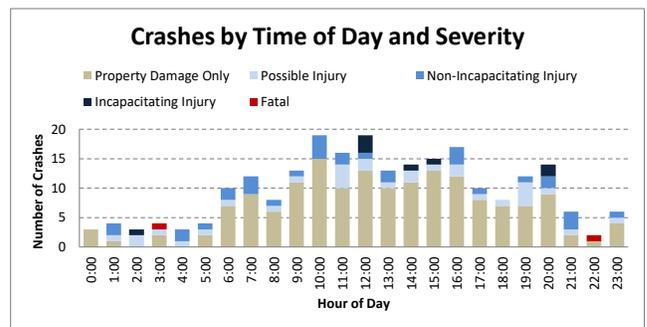
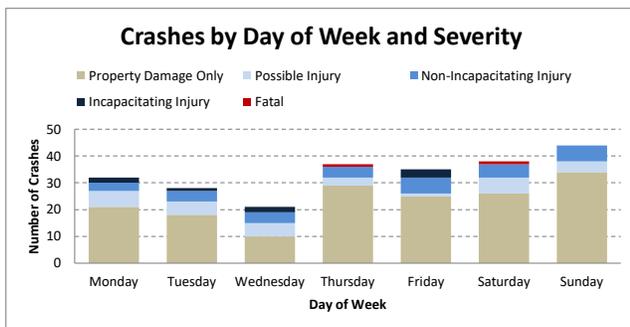
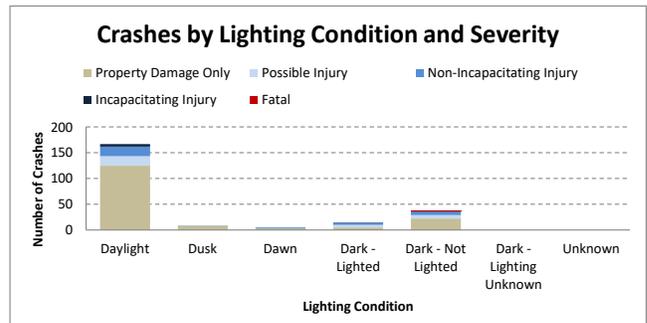
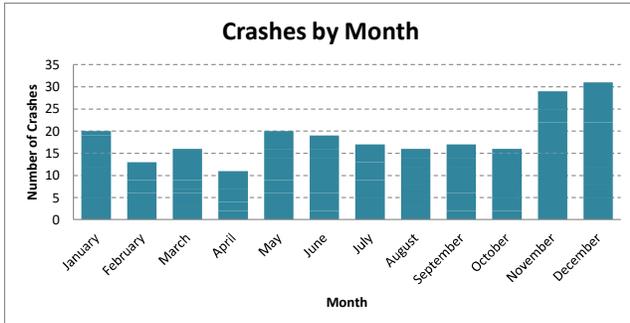
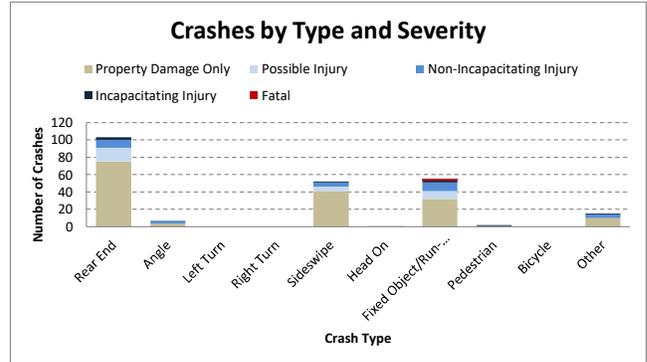
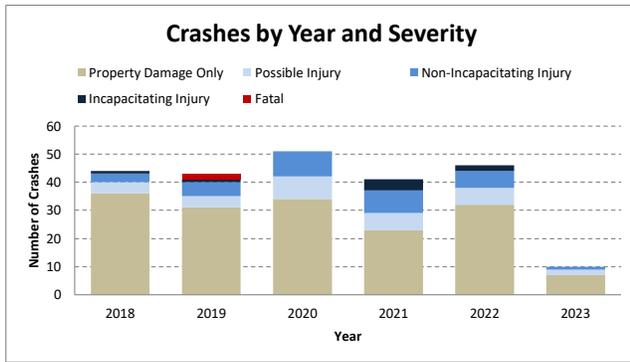


CRASH ANALYSIS - I-75 Northbound - US 27 to SR 326

	Analysis Year*						Severity					Total	Annual Average*	Percent	
	2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal				
Type of Crash	Rear End	21	18	13	13	30	8	75	16	9	3	0	103	19.0	43.8%
	Angle	3	2	1	1	0	0	4	0	3	0	0	7	1.4	3.0%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	6	11	11	14	8	2	41	5	5	1	0	52	10.0	22.1%
	Head On	0	0	1	0	0	0	1	0	0	0	0	1	0.2	0.4%
	Fixed Object/Run-Off Road	13	9	19	8	6	0	0	9	10	2	2	55	11.0	23.4%
	Pedestrian	0	1	0	0	0	0	0	0	1	0	0	2	0.4	0.9%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	1	2	6	5	1	0	10	0	4	1	0	15	3.0	6.4%
Total Crashes	44	43	51	41	46	10	163	30	32	8	2	235	45.0	100.0%	
Crash Severity	Property Damage Only	36	31	34	23	32	7	163	0	0	0	0	163	31.2	69.4%
	Possible Injury	4	4	8	6	6	2	30	3	0	0	0	30	5.6	12.8%
	Non-Incapacitating Injury	3	5	9	8	6	1	32	0	0	0	0	32	6.2	13.6%
	Incapacitating Injury	1	1	0	0	2	0	2	0	0	0	0	2	0.4	0.9%
Fatal	0	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Light Conditions	Daylight	29	32	30	30	37	9	125	18	19	5	0	167	31.6	71.1%
	Dusk	2	3	2	1	1	0	8	0	1	0	0	9	1.8	3.8%
	Dawn	0	1	0	3	1	0	3	0	2	0	0	5	1.0	2.1%
	Dark - Lighted	3	1	8	1	2	0	5	5	4	1	0	15	3.0	6.4%
	Dark - Not Lighted	10	6	11	6	5	1	22	7	6	2	2	39	7.6	16.6%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	36	40	35	26	38	7	128	24	23	5	2	182	35.0	77.4%
	Wet	8	3	16	15	8	3	35	6	9	3	0	53	10.0	22.6%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	5	7	3	4	1	2	22	4	0	0	0	22	4.0	9.4%
	February	0	1	5	3	4	2	15	2	0	0	0	15	2.6	6.4%
	March	3	3	1	2	7	6	22	3	0	0	0	22	3.2	9.4%
	April	1	1	2	3	4	0	11	2	0	0	0	11	2.2	4.7%
	May	6	3	5	2	4	0	20	3	0	0	0	20	4.0	8.5%
	June	2	4	8	2	3	0	19	3	0	0	0	19	3.8	8.1%
	July	5	4	1	3	4	0	17	3	0	0	0	17	3.4	7.2%
	August	3	5	4	2	2	0	16	2	0	0	0	16	3.2	6.8%
	September	2	4	6	2	3	0	17	3	0	0	0	17	3.4	7.2%
	October	2	3	5	5	1	0	16	3	0	0	0	16	3.2	6.8%
	November	10	5	7	3	4	0	29	5	0	0	0	29	5.8	12.3%
	December	5	3	4	10	9	0	31	6	0	0	0	31	6.2	13.2%
Day of Week	Monday	3	6	4	7	9	3	21	6	3	2	0	32	5.8	13.6%
	Tuesday	3	3	15	3	3	1	18	5	4	1	0	28	5.4	11.9%
	Wednesday	4	1	7	1	8	0	10	5	4	0	0	21	4.2	8.9%
	Thursday	6	4	7	8	9	3	20	3	4	0	0	27	5.4	11.9%
	Friday	8	9	4	9	3	2	25	1	6	3	0	35	6.6	14.9%
	Saturday	9	13	2	6	7	1	26	6	5	0	1	38	7.4	16.2%
	Sunday	11	7	12	7	7	0	34	4	6	0	0	44	8.8	18.7%
	0:00	2	1	0	0	0	0	3	0	0	0	0	3	0.6	1.3%
1:00	1	0	3	0	0	0	1	1	2	0	0	4	0.8	1.7%	
2:00	0	0	2	0	1	0	0	2	0	1	0	3	0.6	1.3%	
3:00	0	1	1	1	1	0	2	1	0	0	0	4	0.8	1.7%	
4:00	1	1	1	0	0	0	0	1	2	0	0	3	0.6	1.3%	
5:00	0	1	1	0	1	1	2	1	1	0	0	4	0.6	1.7%	
6:00	0	0	5	3	2	0	7	1	2	0	0	10	2.0	4.3%	
7:00	1	3	1	5	0	2	9	0	3	0	0	12	2.4	5.1%	
8:00	2	2	3	0	1	0	6	1	1	0	0	8	1.6	3.4%	
9:00	2	2	2	2	5	0	11	1	1	0	0	13	2.6	5.5%	
10:00	4	3	2	5	4	1	15	0	4	0	0	19	3.6	8.1%	
11:00	5	4	1	3	3	0	10	4	2	0	0	16	3.2	6.8%	
12:00	4	2	3	4	3	3	13	2	1	3	0	19	3.2	8.1%	
13:00	4	1	2	1	4	1	10	1	2	0	0	13	2.4	5.5%	
14:00	4	2	2	2	4	0	11	2	0	1	0	14	2.8	6.0%	
15:00	1	5	3	2	4	0	13	1	0	1	0	15	3.0	6.4%	
16:00	1	4	5	2	3	2	12	2	3	0	0	17	3.0	7.2%	
17:00	1	3	4	0	2	0	8	1	1	0	0	10	2.0	4.3%	
18:00	0	1	3	3	1	0	7	1	0	0	0	8	1.6	3.4%	
19:00	3	2	1	2	4	0	7	4	1	0	0	12	2.4	5.1%	
20:00	4	2	3	5	0	0	9	1	2	2	0	14	2.8	6.0%	
21:00	2	1	2	0	1	0	2	1	3	0	0	6	1.2	2.6%	
22:00	0	1	0	1	0	0	1	0	0	0	0	2	0.4	0.9%	
23:00	2	1	1	0	2	0	4	1	1	0	0	6	1.2	2.6%	
Time Period	12AM-6AM	4	4	8	1	3	7	8	6	5	1	1	21	4.0	8.9%
	6AM-12PM	14	14	14	18	15	3	58	7	13	0	0	78	15.0	33.2%
	12PM-6PM	15	17	19	11	20	6	67	9	7	5	0	88	16.4	37.4%
	6PM-12AM	11	8	10	11	8	0	30	8	7	2	1	48	9.6	20.4%
Alcohol & Drugs	None	43	41	49	41	46	10	161	29	32	8	0	230	44.0	97.9%
	Alcohol Involved	1	1	2	0	0	0	2	1	0	0	1	4	0.8	1.7%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	1	0	0	0	0	0	0	0	1	0	1	0.2	0.4%
Distraction Related	Yes	7	6	2	1	3	1	16	3	1	0	0	20	3.8	8.5%
	No	37	37	49	40	43	9	147	27	31	8	2	215	41.2	91.5%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Northbound - US 27 to SR 326

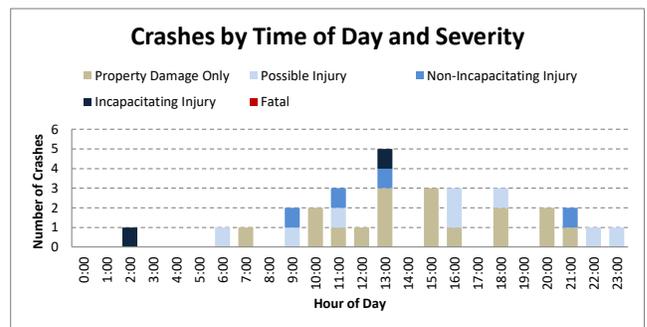
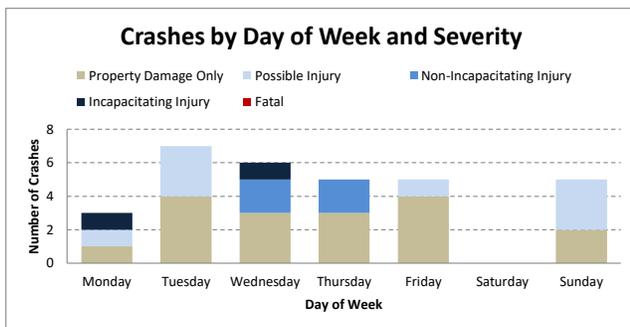
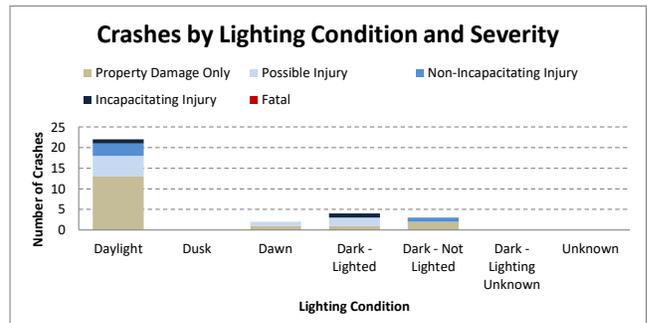
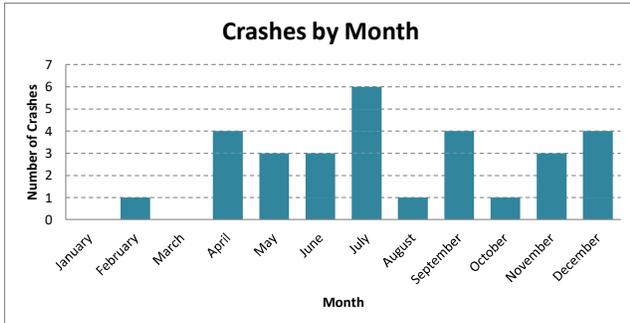
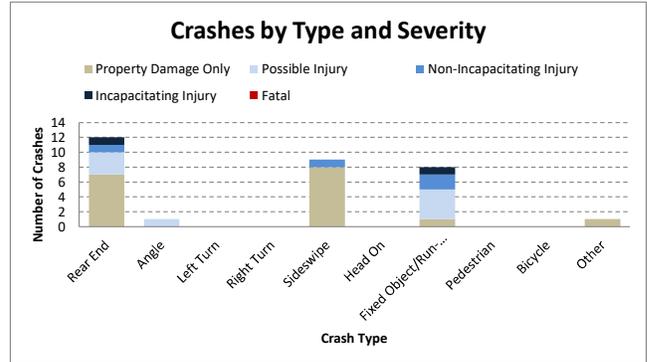
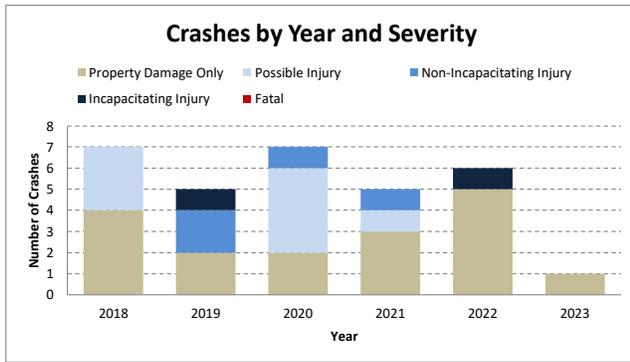


CRASH ANALYSIS - I-75 Northbound - SR 326 Interchange Area

	Analysis Year*						Severity					Total	Annual Average*	Percent	
	2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal				
Type of Crash	Rear End	3	2	3	2	2	0	7	3	1	1	0	12	2.4	38.7%
	Angle	0	0	0	1	0	0	0	1	0	0	0	1	0.2	3.2%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	2	1	1	1	3	1	8	0	1	0	0	9	1.6	29.0%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	2	2	2	1	1	0	4	2	1	0	0	8	1.6	25.8%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	0	1	0	0	0	1	0	0	0	0	1	0.2	3.2%
Total Crashes	7	5	7	5	6	1	17	8	4	2	0	31	6.0	100.0%	
Crash Severity	Property Damage Only	4	2	2	3	5	1					17	3.2	54.8%	
	Possible Injury	3	0	4	1	0	0					8	1.6	25.8%	
	Non-Incapacitating Injury	0	2	1	1	0	0					4	0.8	12.9%	
	Incapacitating Injury	0	1	0	0	0	0					1	0.2	6.5%	
Fatal	0	0	0	0	0	0					0	0.0	0.0%		
Light Conditions	Daylight	6	3	5	2	5	1	13	5	3	1	0	22	4.2	71.0%
	Dusk	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dawn	0	1	0	1	0	0	1	1	0	0	0	2	0.4	6.5%
	Dark - Lighted	0	1	2	1	0	0	1	2	0	1	0	4	0.8	12.9%
	Dark - Not Lighted	1	0	0	1	1	0	2	0	1	0	0	3	0.6	9.7%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	6	3	5	2	6	1	13	5	3	2	0	23	4.4	74.2%
	Wet	1	2	2	3	0	0	4	3	1	0	0	8	1.6	25.8%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	0	0	0	0	0	0	1					1	0.0	3.2%
	February	0	0	1	0	0	0						1	0.2	3.2%
	March	0	0	0	0	0	0						0	0.0	0.0%
	April	2	0	1	0	1	0						4	0.8	12.9%
	May	0	3	0	0	0	0						3	0.6	9.7%
	June	0	0	1	2	0	0						3	0.6	9.7%
	July	2	1	1	1	1	0						6	1.2	19.4%
	August	0	0	0	1	0	0						1	0.2	3.2%
	September	0	0	2	1	1	0						4	0.8	12.9%
	October	0	0	0	0	1	0						1	0.2	3.2%
	November	2	1	0	0	0	0						3	0.6	9.7%
	December	1	0	1	0	2	0						4	0.8	12.9%
Day of Week	Monday	2	1	0	0	0	0	1	1	0	1	0	4	0.8	12.9%
	Tuesday	0	0	2	3	1	1	4	3	0	0	0	7	1.2	22.6%
	Wednesday	2	1	0	1	2	0	3	0	2	1	0	6	1.2	19.4%
	Thursday	1	1	1	1	1	0	4	0	2	0	0	6	1.2	19.4%
	Friday	1	1	2	0	1	0	4	1	0	0	0	5	1.0	16.1%
	Saturday	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sunday	1	1	2	0	1	0	2	3	0	0	0	5	1.0	16.1%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	1	0	0	0	0	0	0	0	1	0	1	0.2	3.2%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	1	0	0	0	1	0	0	0	1	0.2	3.2%
	7:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	3.2%
	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	9:00	1	1	0	0	0	0	0	1	1	0	0	2	0.4	6.5%
	10:00	2	0	0	0	0	0	2	0	0	0	0	2	0.4	6.5%
	11:00	0	1	1	0	1	0	1	1	1	0	0	3	0.6	9.7%
	12:00	1	0	0	0	0	0	1	0	0	0	0	1	0.2	3.2%
	13:00	0	1	1	0	2	1	3	0	1	1	0	5	0.8	16.1%
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	15:00	0	0	0	2	1	0	3	0	0	0	0	3	0.6	9.7%
	16:00	1	0	1	0	1	0	1	2	0	0	0	3	0.6	9.7%
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	18:00	1	0	2	0	0	0	2	1	0	0	0	3	0.6	9.7%
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	20:00	0	0	0	1	1	0	2	0	0	0	0	2	0.4	6.5%
	21:00	1	0	0	1	0	0	1	0	1	0	0	2	0.4	6.5%
	22:00	0	0	1	0	0	0	0	1	0	0	0	1	0.2	3.2%
23:00	0	0	1	0	0	0	0	1	0	0	0	1	0.2	3.2%	
Time Period	12AM-6AM	0	1	0	0	0	0	0	0	1	0	1	0.2	3.2%	
	6AM-12PM	3	3	1	1	1	0	4	3	2	0	9	1.8	29.0%	
	12PM-6PM	2	1	2	2	4	1	7	2	1	0	12	2.2	38.7%	
	6PM-12AM	2	0	4	2	1	0	5	3	1	0	9	1.8	29.0%	
Alcohol & Drugs	None	7	5	7	5	6	1	17	8	4	2	31	6.0	100.0%	
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Distraction Related	Yes	0	1	0	0	0	0	1	0	0	0	1	0.2	3.2%	
	No	7	4	7	5	6	1	16	8	4	2	30	5.8	96.8%	

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Northbound - SR 326 Interchange Area



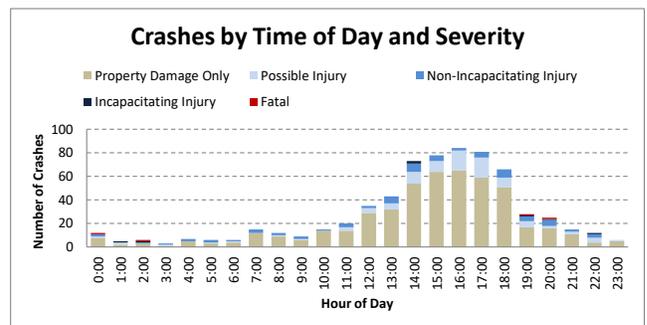
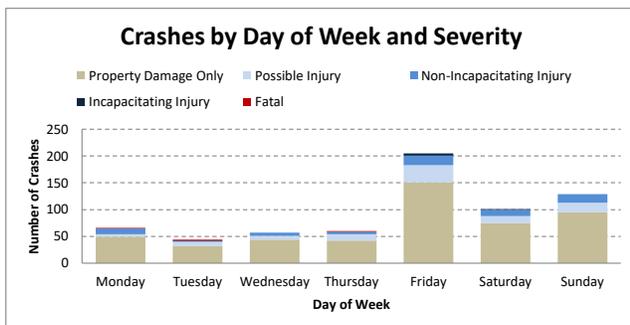
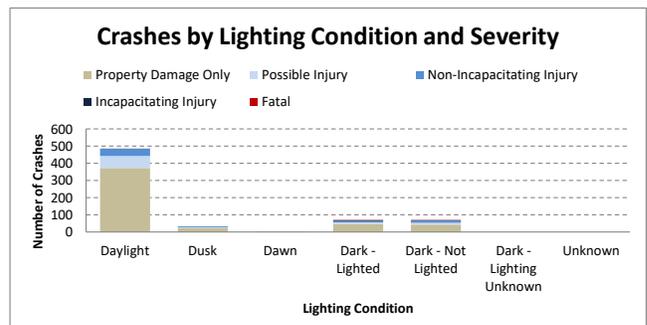
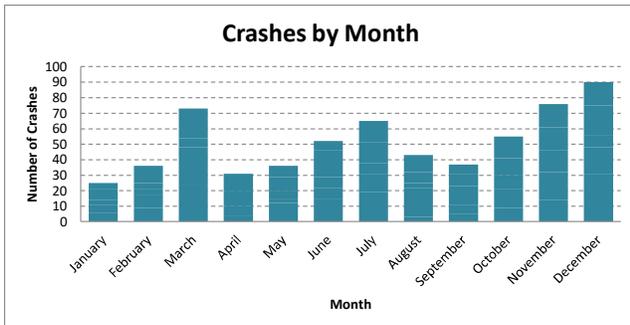
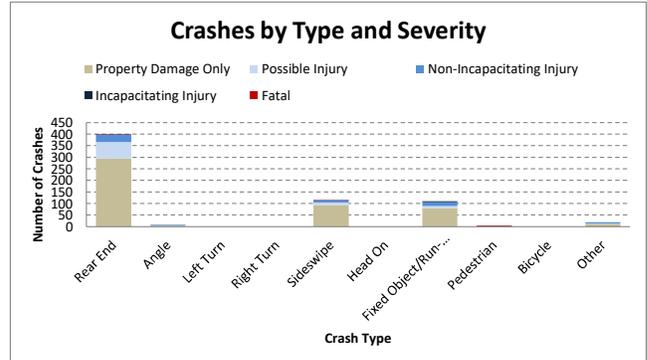
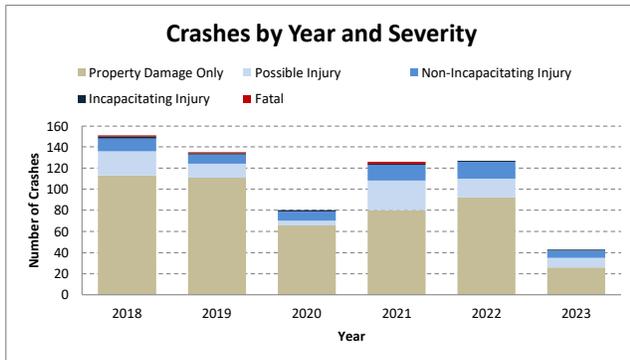
I-75 Southbound

CRASH ANALYSIS - I-75 Southbound

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	97	78	35	80	85	25	294	72	32	1	1	400	75.0	60.4%
	Angle	6	2	1	1	0	1	7	1	3	0	0	11	2.0	1.7%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	27	26	16	17	21	9	93	11	11	0	1	116	21.4	17.5%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	0	27	20	25	13	5	10	16	5	0	110	21.0	16.6%	
	Pedestrian	0	1	0	2	2	0	1	0	1	2	5	1.0	0.8%	
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	Other	1	1	8	1	6	3	14	1	5	0	20	3.4	3.0%	
Total Crashes		151	135	80	126	127	43	488	95	68	7	4	662	123.8	100.0%
Crash Severity	Property Damage Only	113	111	66	80	92	26	488	95	68	7	4	488	92.4	73.7%
	Possible Injury	23	13	4	28	18	9	95	17.2	14.4%			95	17.2	14.4%
	Non-Incapacitating Injury	12	9	9	15	16	7	68	12.2	10.3%			68	12.2	10.3%
	Incapacitating Injury	2	1	0	2	1	0	7	1.1	0.6%			7	1.1	0.6%
Fatal	1	1	0	2	0	0	4	0.8	0.6%			4	0.8	0.6%	
Light Conditions	Daylight	112	95	62	99	88	29	372	71	40	2	0	485	91.2	73.3%
	Dusk	14	7	4	3	4	1	24	4	5	0	0	33	6.4	5.0%
	Dawn	0	2	0	0	0	0	0	0	0	0	0	3	0.6	0.5%
	Dark - Lighted	14	13	7	17	15	5	47	9	9	3	3	71	13.2	10.7%
	Dark - Not Lighted	11	19	7	7	18	8	42	11	14	2	1	70	12.4	10.6%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	98	93	50	88	97	32	334	68	46	6	4	458	85.2	69.2%
	Wet	53	42	29	38	30	11	153	27	22	1	0	203	38.4	30.7%
	Other	0	0	1	0	0	0	1	0	0	0	0	1	0.2	0.2%
Month	January	6	5	3	7	4	13	38	5.0	5.7%			38	5.0	5.7%
	February	9	8	4	4	11	11	47	7.2	7.1%			47	7.2	7.1%
	March	24	24	6	6	13	19	92	14.6	13.9%			92	14.6	13.9%
	April	4	4	2	10	11	0	31	6.2	4.7%			31	6.2	4.7%
	May	12	3	5	9	7	0	36	7.2	5.4%			36	7.2	5.4%
	June	15	7	7	17	6	0	52	10.4	7.9%			52	10.4	7.9%
	July	19	12	7	13	14	0	65	13.0	9.8%			65	13.0	9.8%
	August	3	19	2	7	11	0	43	8.6	6.5%			43	8.6	6.5%
	September	5	6	12	8	6	0	37	7.4	5.6%			37	7.4	5.6%
	October	9	12	9	11	14	0	55	11.0	8.3%			55	11.0	8.3%
	November	14	18	14	15	15	0	76	15.2	11.5%			76	15.2	11.5%
	December	31	17	8	19	15	0	90	18.0	13.6%			90	18.0	13.6%
Day of Week	Monday	12	17	10	11	14	2	49	5	11	0	1	66	12.8	10.0%
	Tuesday	11	4	5	15	6	3	32	8	1	1	2	44	8.2	6.6%
	Wednesday	13	11	17	8	4	4	44	7	6	0	0	57	10.6	8.6%
	Thursday	10	18	3	15	11	3	44	12	4	1	1	60	11.1	8.5%
	Friday	59	39	16	34	38	19	151	32	18	4	0	205	37.2	31.0%
	Saturday	21	18	13	18	22	9	75	13	12	1	2	101	18.4	15.3%
	Sunday	25	28	16	25	32	3	95	18	16	0	0	129	25.2	19.5%
Hour of Day	0:00	3	5	0	2	2	0	8	1	2	0	1	12	2.4	1.8%
	1:00	0	2	0	1	1	1	2	2	0	1	0	5	0.8	0.8%
	2:00	1	2	1	0	2	0	3	0	1	1	1	6	1.2	0.9%
	3:00	1	1	0	0	1	0	3	1	1	0	0	3	0.6	0.5%
	4:00	1	0	1	1	4	0	5	0	2	0	0	7	1.4	1.1%
	5:00	0	1	1	0	3	1	3	1	2	0	0	6	1.0	0.9%
	6:00	3	1	1	0	0	1	4	1	1	0	0	6	1.0	0.9%
	7:00	5	1	2	2	2	3	12	0	3	0	0	15	2.8	2.3%
	8:00	0	4	1	4	2	1	9	1	2	0	0	12	2.2	1.8%
	9:00	0	3	2	0	3	1	6	1	2	0	0	9	1.6	1.4%
	10:00	4	2	3	2	3	1	14	0	1	0	0	15	2.8	2.3%
	11:00	4	4	1	5	5	1	14	3	2	0	0	20	3.8	3.0%
	12:00	8	8	7	4	6	2	29	4	2	0	0	35	6.6	5.3%
	13:00	9	10	4	9	10	1	32	5	6	0	0	43	8.4	6.5%
	14:00	10	14	8	17	18	6	54	10	7	2	0	73	13.4	11.0%
	15:00	25	11	13	12	12	5	64	9	5	0	0	78	14.6	11.8%
	16:00	19	18	10	21	14	2	65	17	2	0	0	84	16.4	12.7%
	17:00	23	16	10	13	14	5	59	17	5	0	0	81	15.2	12.2%
	18:00	21	12	4	12	13	4	51	8	7	0	0	66	12.4	10.0%
	19:00	7	5	3	8	4	1	17	5	4	1	1	28	5.4	4.2%
	20:00	2	4	4	7	6	2	16	2	5	1	1	25	4.6	3.8%
	21:00	4	5	3	2	1	0	11	2	2	0	0	15	3.0	2.3%
	22:00	1	5	0	2	0	4	4	4	3	1	0	12	1.6	1.8%
23:00	0	1	1	2	1	1	5	1	0	0	0	6	1.0	0.9%	
Time Period	12AM-6AM	6	11	3	4	13	2	22	5	8	2	2	39	7.4	5.9%
	6AM-12PM	16	15	10	13	15	8	59	6	12	0	0	77	13.8	11.6%
	12PM-6PM	8	77	52	76	74	21	303	62	27	2	0	394	74.6	58.5%
	6PM-12AM	35	32	15	33	25	12	104	22	21	3	2	152	28.0	23.0%
	Total	149	132	80	126	127	47	484	94	67	6	4	655	122.8	98.9%
Alcohol & Drugs	None	1	1	0	0	0	2	2	1	0	0	0	4	0.4	0.6%
	Alcohol Involved	0	1	0	0	0	0	0	0	0	0	0	1	0.2	0.2%
	Drugs Involved	1	1	0	0	0	0	1	0	0	1	0	2	0.4	0.3%
Distraction Related	Yes	15	16	7	5	4	3	36	7	6	1	0	50	9.4	7.6%
	No	136	119	73	121	123	40	452	88	62	6	4	612	114.4	92.4%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Southbound

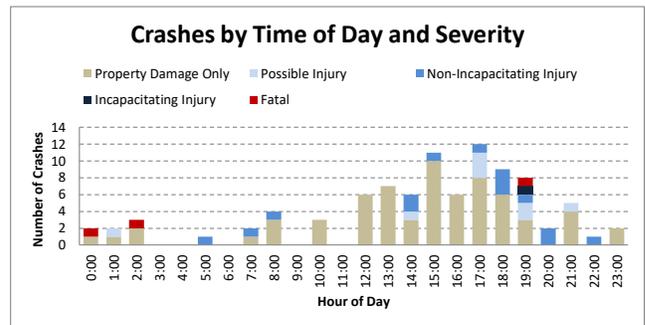
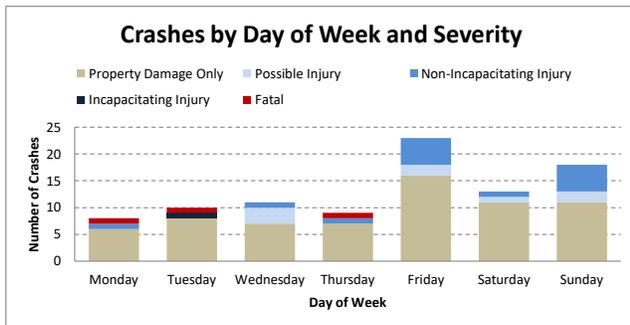
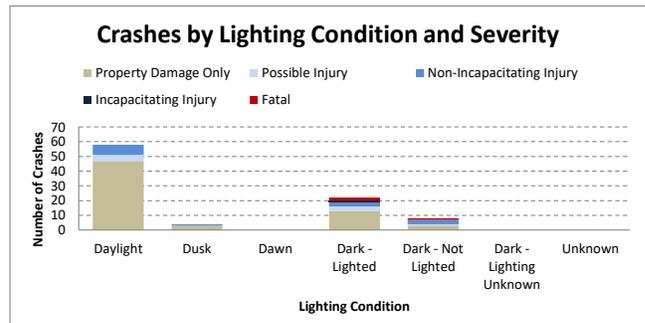
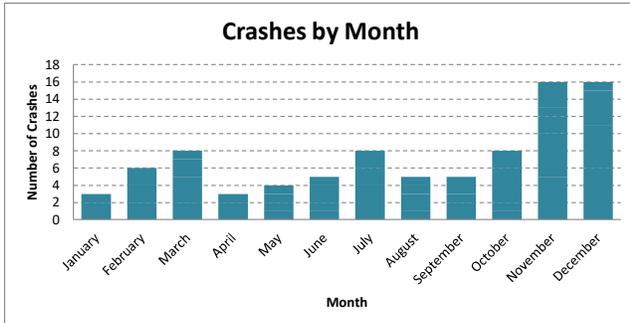
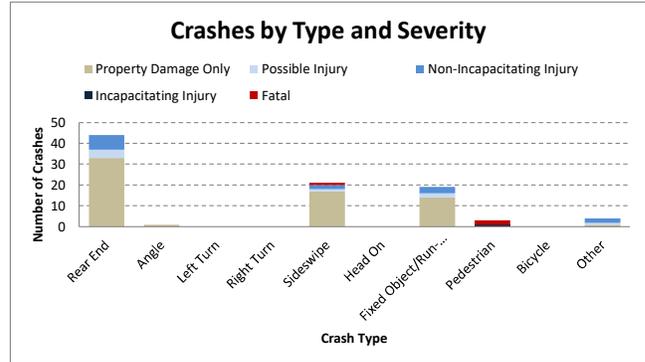
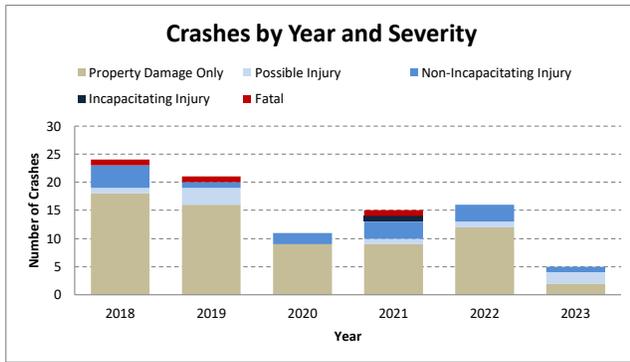


CRASH ANALYSIS - I-75 Southbound - SR 326 Interchange Area

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	13	12	3	6	8	2	33	4	7	0	0	44	8.4	47.8%
	Angle	1	0	0	0	0	0	1	0	0	0	0	1	0.2	1.1%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	8	6	3	2	2	0	17	1	2	0	1	21	4.2	22.8%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	2	2	4	5	5	7	14	2	3	0	2	19	3.6	20.7%
	Pedestrian	0	1	0	2	0	0	0	0	0	1	2	3	0.6	3.3%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	0	1	0	1	2	1	1	2	0	0	4	0.4	4.3%
Total Crashes	24	21	11	15	16	5	66	8	14	1	3	92	17.4	100.0%	
Crash Severity	Property Damage Only	18	16	9	9	12	2	66	8	14	1	3	66	12.8	71.7%
	Possible Injury	1	3	0	1	1	2	8	1	2	0	0	8	1.2	8.7%
	Non-Incapacitating Injury	4	1	2	3	3	7	14	2	6	0	0	14	2.6	15.2%
	Incapacitating Injury	0	0	0	0	0	0	0	0	0	1	2	3	0.6	3.3%
	Fatal	1	1	0	1	0	0	0	0	0	0	0	0	0.0	0.0%
Light Conditions	Daylight	15	15	7	9	11	1	47	4	7	0	0	58	11.4	63.0%
	Dusk	3	0	1	0	0	0	3	0	1	0	0	4	0.8	4.3%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	4	4	2	5	5	2	13	3	3	1	2	22	4.0	23.9%
	Dark - Not Lighted	2	2	1	1	0	2	3	1	3	0	1	8	1.2	8.7%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	16	19	10	12	10	3	52	7	7	1	3	70	13.4	76.1%
	Wet	8	2	1	3	6	2	14	1	7	0	0	22	4.0	23.9%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	2	0	0	0	1	2	5	0	0	0	0	5	0.6	5.4%
	February	2	2	0	2	0	1	7	0	0	0	0	7	1.2	7.6%
	March	2	3	0	2	1	2	10	1	2	0	0	10	1.6	10.9%
	April	0	0	0	2	1	0	3	0	0	0	0	3	0.5	3.3%
	May	1	1	0	1	1	0	4	0	0	0	0	4	0.8	4.3%
	June	0	1	1	2	1	0	5	0	0	0	0	5	1.0	5.4%
	July	4	2	0	0	2	0	8	1	2	0	0	8	1.6	8.7%
	August	1	2	1	0	1	0	5	0	0	0	0	5	0.8	5.4%
	September	0	2	0	1	2	0	5	0	0	0	0	5	1.0	5.4%
	October	1	1	4	4	2	0	8	1	2	0	0	8	1.6	8.7%
	November	5	5	2	1	3	0	16	1	3	0	0	16	3.2	17.4%
	December	6	2	3	4	1	0	16	3	2	0	0	16	3.2	17.4%
Day of Week	Monday	2	2	0	1	3	0	6	0	1	0	1	8	1.6	8.7%
	Tuesday	3	0	2	4	1	0	8	0	0	1	1	10	2.0	10.9%
	Wednesday	4	3	2	0	0	2	7	3	1	0	0	11	1.8	12.0%
	Thursday	3	3	0	1	1	1	7	0	1	0	0	9	1.6	9.8%
	Friday	6	3	3	6	4	1	16	2	5	0	0	23	4.4	25.0%
	Saturday	2	5	1	1	3	1	11	1	1	0	0	13	2.4	14.1%
	Sunday	4	5	3	2	4	0	11	2	5	0	0	18	3.6	19.6%
	0:00	1	0	0	0	1	0	1	0	0	0	1	2	0.4	2.2%
1:00	0	0	0	0	1	1	1	1	0	0	0	2	0.2	2.2%	
2:00	0	2	0	0	1	0	2	0	0	0	1	3	0.6	3.3%	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
5:00	0	0	0	0	0	1	0	0	1	0	0	1	0.0	1.1%	
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
7:00	1	0	0	0	1	0	1	0	1	0	0	2	0.4	2.2%	
8:00	0	1	0	1	1	1	3	0	1	0	0	4	0.6	4.3%	
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
10:00	3	0	0	0	0	0	3	0	0	0	0	3	0.6	3.3%	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
12:00	1	2	2	0	1	0	6	0	0	0	0	6	1.2	6.5%	
13:00	1	2	0	2	2	0	7	0	0	0	0	7	1.4	7.6%	
14:00	0	1	1	3	1	0	3	1	2	0	0	6	1.2	6.5%	
15:00	3	2	2	0	4	0	10	0	1	0	0	11	2.2	12.0%	
16:00	1	3	0	2	0	0	6	0	0	0	0	6	1.2	6.5%	
17:00	3	3	3	1	1	1	8	3	1	0	0	12	2.2	13.0%	
18:00	5	1	1	1	1	0	6	0	3	0	0	9	1.8	9.8%	
19:00	4	0	0	4	0	0	3	2	1	1	1	8	1.6	8.7%	
20:00	0	0	1	0	1	0	0	0	2	0	0	2	0.4	2.2%	
21:00	1	2	1	1	0	0	4	1	0	0	0	5	1.0	5.4%	
22:00	0	1	0	0	0	0	0	0	1	0	0	1	0.2	1.1%	
23:00	0	1	0	0	0	1	2	0	0	0	0	2	0.2	2.2%	
Time Period	12AM-6AM	1	2	0	0	3	2	4	1	1	0	2	8	1.2	8.7%
	6AM-12PM	4	1	0	1	2	1	7	0	2	0	9	1.6	9.8%	
	12PM-6PM	8	13	8	6	7	4	40	4	4	0	4	48	9.4	52.2%
	6PM-12AM	10	5	3	6	2	1	15	3	7	1	1	27	5.2	29.3%
Alcohol & Drugs	None	24	21	11	15	16	5	66	8	14	1	3	92	17.4	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	3	4	0	1	0	0	5	2	0	1	0	8	1.6	8.7%
	No	21	17	11	14	16	5	61	6	14	0	3	84	15.8	91.3%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Southbound - SR 326 Interchange Area

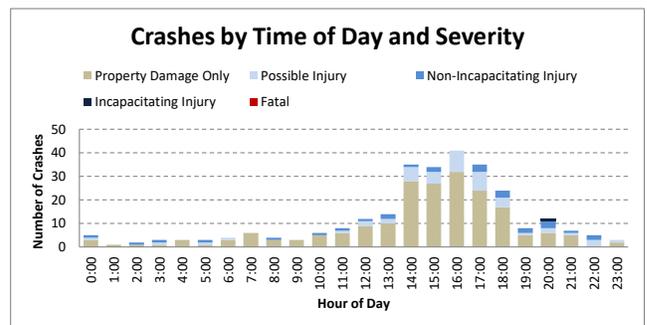
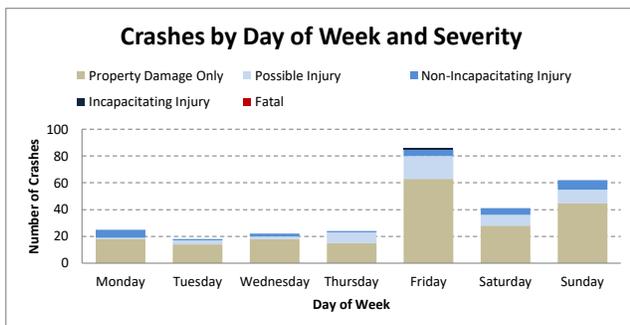
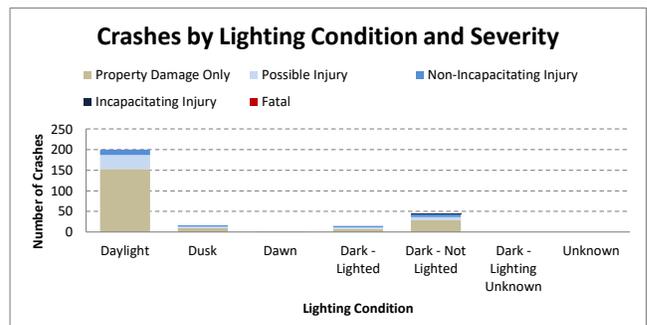
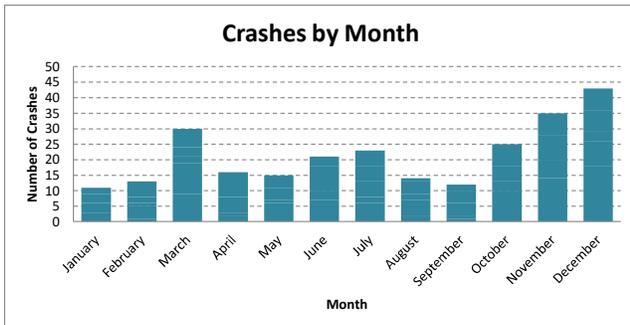
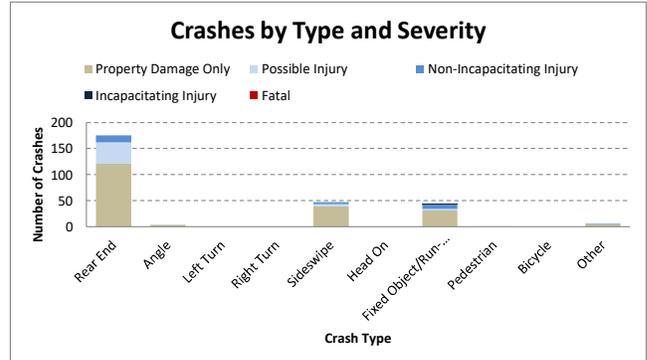
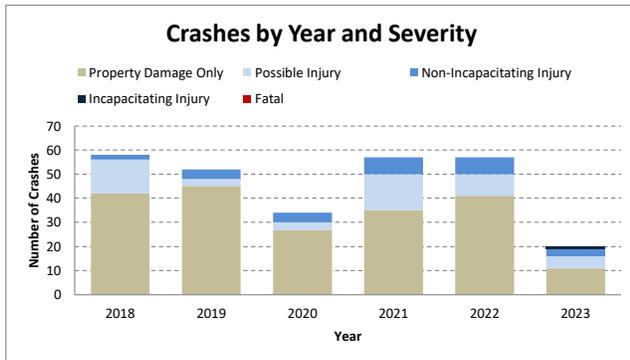


CRASH ANALYSIS - I-75 Southbound - SR 326 to US 27

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	37	33	17	40	35	13	121	41	13	0	0	175	32.4	62.9%
	Angle	3	1	0	0	0	1	4	1	0	0	0	5	0.8	1.8%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	10	7	9	4	14	3	39	4	4	0	0	47	8.8	16.9%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	7	11	5	12	6	3	31	3	9	1	0	44	8.2	15.8%
	Pedestrian	0	0	0	0	0	0	1	0	0	0	0	1	0.2	0.4%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	1	0	3	1	1	0	5	0	1	0	0	6	1.2	2.2%
	Total Crashes	58	52	34	57	57	20	201	49	27	1	0	278	51.6	100.0%
Crash Severity	Property Damage Only	42	45	27	35	41	11						201	38.0	72.3%
	Possible Injury	14	3	3	15	9	5						49	8.8	17.6%
	Non-Incapacitating Injury	2	4	4	7	7	3						27	4.8	9.7%
	Incapacitating Injury	0	0	0	0	0	0						0	0.0	0.0%
	Fatal	0	0	0	0	0	0						0	0.0	0.0%
Light Conditions	Daylight	41	36	28	46	36	13	153	34	13	0	0	200	37.4	71.9%
	Dusk	7	4	1	1	2	1	9	4	3	0	0	16	3.0	5.8%
	Dawn	0	0	0	0	2	0	0	0	0	0	0	2	0.4	0.7%
	Dark - Lighted	3	1	1	5	4	1	8	4	3	0	0	15	2.8	5.4%
	Dark - Not Lighted	7	11	4	5	13	5	29	7	8	1	0	45	8.0	16.2%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	37	39	18	40	47	14	138	34	22	1	0	195	36.2	70.1%
	Wet	21	13	16	17	10	6	63	15	5	0	0	83	15.4	29.9%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	3	0	3	3	2	7						18	2.2	6.5%
	February	1	4	1	2	5	4						17	2.6	6.1%
	March	9	10	2	3	6	9						39	6.0	14.0%
	April	2	1	1	4	8	0						16	3.2	5.8%
	May	4	2	1	4	4	0						15	3.0	5.4%
	June	4	3	3	8	3	0						21	4.2	7.6%
	July	6	2	5	5	5	0						23	4.6	8.3%
	August	2	5	2	4	1	0						14	2.4	4.3%
	September	1	1	4	4	2	0						12	2.4	4.3%
	October	4	6	3	5	7	0						25	5.0	9.0%
	November	4	10	6	8	7	0						35	7.0	12.6%
	December	18	8	3	7	7	0						43	8.6	15.5%
Day of Week	Monday	2	6	4	6	7	0	18	1	6	0	0	25	5.0	9.0%
	Tuesday	2	3	0	7	4	2	14	3	1	0	0	18	3.2	6.5%
	Wednesday	5	3	10	3	1	0	18	2	2	0	0	22	4.4	7.9%
	Thursday	4	6	1	3	4	1	15	8	1	0	0	24	4.6	8.6%
	Friday	27	18	5	12	12	12	63	17	5	1	0	86	14.8	30.9%
	Saturday	7	6	6	8	11	3	28	8	5	0	0	41	7.6	14.7%
	Sunday	11	10	8	13	18	2	45	10	7	0	0	62	12.0	22.3%
Hour of Day	0:00	1	2	0	1	1	0	3	1	1	0	0	5	1.0	1.8%
	1:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	0.4%
	2:00	1	0	0	0	1	0	1	0	1	0	0	2	0.4	0.7%
	3:00	1	1	0	0	1	0	1	0	1	0	0	3	0.6	1.1%
	4:00	1	0	0	0	2	0	3	0	0	0	0	3	0.6	1.1%
	5:00	0	1	1	0	1	0	1	1	1	0	0	3	0.6	1.1%
	6:00	2	0	1	0	0	1	3	1	0	0	0	4	0.6	1.4%
	7:00	2	0	2	0	0	2	6	0	0	0	0	6	0.6	1.2%
	8:00	0	3	0	0	1	0	3	0	1	0	0	4	0.8	1.4%
	9:00	0	1	1	0	1	0	3	0	0	0	0	3	0.6	1.1%
	10:00	0	0	2	1	2	1	5	0	1	0	0	6	1.0	2.2%
	11:00	1	3	0	2	1	1	6	1	1	0	0	8	1.4	2.9%
	12:00	3	2	2	3	1	1	9	2	1	0	0	12	2.2	4.3%
	13:00	2	3	0	3	5	1	10	2	2	0	0	14	2.6	5.0%
	14:00	8	5	4	9	8	1	28	6	1	0	0	35	6.8	12.6%
	15:00	10	6	7	9	4	2	27	5	2	0	0	34	6.4	12.2%
	16:00	8	10	3	11	8	1	32	9	0	0	0	41	8.0	14.7%
	17:00	9	5	5	7	7	2	24	8	3	0	0	35	6.6	12.6%
	18:00	6	4	0	5	7	2	17	4	3	0	0	24	4.4	8.6%
	19:00	1	2	1	2	2	0	5	1	2	0	0	8	1.6	2.9%
	20:00	1	1	2	3	3	2	6	2	3	1	0	12	2.0	4.3%
	21:00	1	2	2	1	1	0	5	1	1	0	0	7	1.4	2.5%
	22:00	0	0	0	2	0	3	0	3	2	0	0	5	0.4	1.8%
23:00	0	0	1	2	0	0	2	1	0	0	0	3	0.6	1.1%	
Time Period	12AM-6AM	4	5	1	1	6	0	10	3	4	0	0	17	3.4	6.1%
	6AM-12PM	5	7	6	3	5	5	26	2	3	0	0	31	5.2	11.2%
	12PM-6PM	40	31	21	38	33	8	130	32	8	0	0	171	32.6	61.5%
	6PM-12AM	9	9	6	15	13	7	35	12	11	1	0	59	10.4	21.2%
		Total	58	50	34	57	57	18	198	49	26	1	0	274	51.2
Alcohol & Drugs	None	58	50	34	57	57	18	198	49	26	1	0	274	51.2	98.6%
	Alcohol Involved	0	1	0	0	0	2	2	0	1	0	0	3	0.2	1.1%
	Drugs Involved	0	1	0	0	0	0	0	0	0	0	0	1	0.2	0.4%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	4	6	2	1	0	1	11	0	3	0	0	14	2.6	5.0%
	No	54	46	32	56	57	19	190	49	24	1	0	264	49.0	95.0%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Southbound - SR 326 to US 27

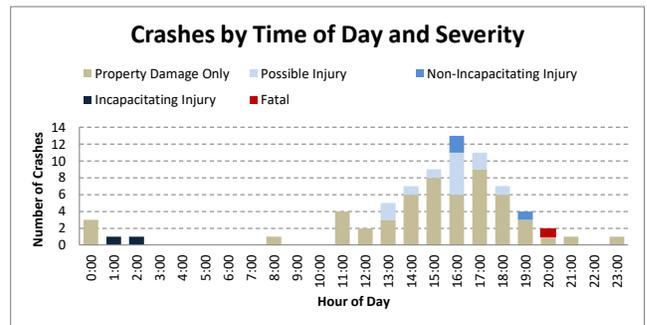
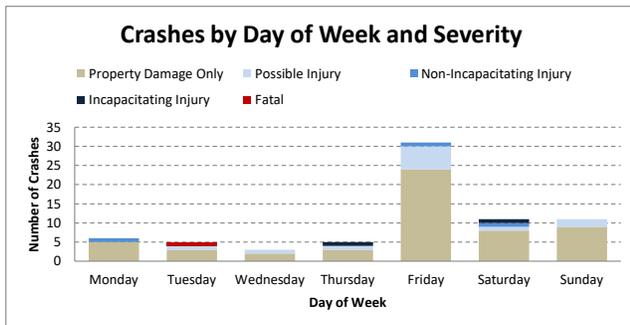
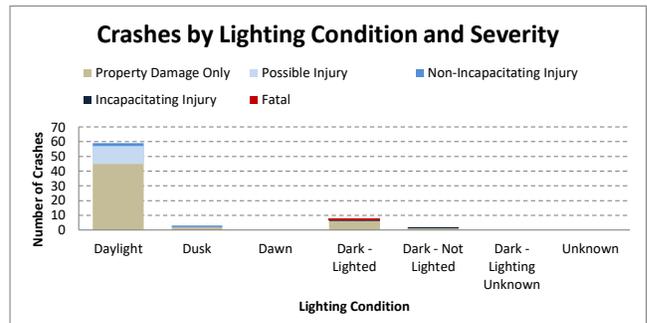
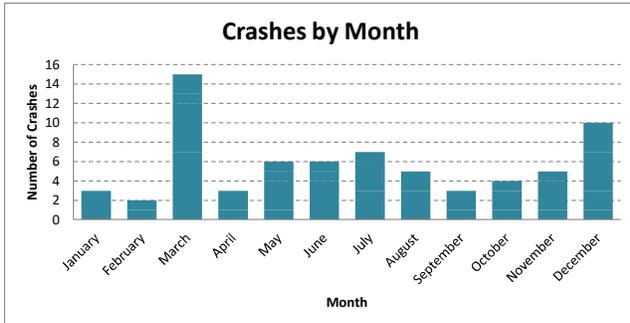
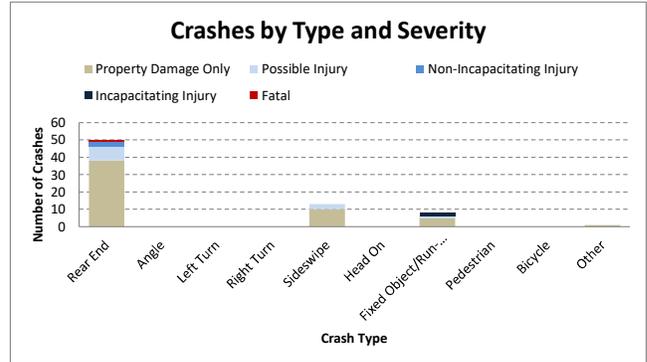
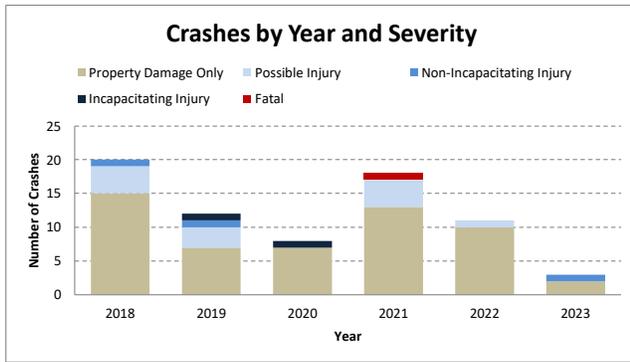


CRASH ANALYSIS - I-75 Southbound - US 27 Interchange Area

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	16	8	4	10	10	2	38	8	3	0	1	50	9.6	69.4%
	Angle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	3	2	1	5	1	1	10	3	0	0	0	13	2.4	18.1%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	1	2	2	3	0	0	0	1	0	0	0	0	0.0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	0	1	0	0	0	1	0	0	0	0	1	0.2	1.4%
	Total Crashes	20	12	8	18	11	3	54	12	3	2	1	72	13.8	100.0%
Crash Severity	Property Damage Only	15	7	7	13	10	2	54	12	3	2	1	54	10.4	75.0%
	Possible Injury	4	3	0	4	1	0	12	2	0	0	0	12	2.4	16.7%
	Non-Incapacitating Injury	1	1	0	0	0	1	3	0	0	0	0	3	0.4	4.2%
	Incapacitating Injury	0	1	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fatal	0	0	0	1	0	0	1	0	0	0	0	1	0.2	1.4%
Light Conditions	Daylight	18	8	6	14	10	3	45	12	2	0	0	59	11.2	81.9%
	Dusk	0	1	0	2	0	0	2	0	1	0	0	3	0.6	4.2%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	1	2	2	2	1	0	6	0	0	1	1	8	1.6	11.1%
	Dark - Not Lighted	1	1	0	0	0	0	1	0	0	1	0	2	0.4	2.8%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	10	9	6	11	8	2	30	11	2	2	1	46	8.8	63.9%
	Wet	10	3	2	7	3	1	24	1	1	0	0	26	5.0	36.1%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	0	0	0	3	0	1	4	0	0	0	0	4	0.6	5.6%
	February	1	0	0	0	1	1	3	0	0	0	0	3	0.4	4.2%
	March	7	5	0	1	2	1	16	3	0	0	0	16	3.0	22.2%
	April	1	1	0	0	0	0	3	0	0	0	0	3	0.6	4.2%
	May	1	0	3	1	1	0	6	0	0	0	0	6	1.2	8.3%
	June	4	0	0	1	1	0	6	0	0	0	0	6	1.2	8.3%
	July	2	0	1	3	1	0	7	0	0	0	0	7	1.4	9.7%
	August	0	3	0	2	0	0	5	0	0	0	0	5	1.0	6.9%
	September	1	1	1	0	0	0	3	0	0	0	0	3	0.6	4.2%
	October	1	1	1	0	1	0	4	0	0	0	0	4	0.8	5.6%
	November	1	0	1	2	1	0	5	0	0	0	0	5	1.0	6.9%
	December	1	1	1	4	3	0	10	2	0	0	0	10	2.0	13.9%
Day of Week	Monday	2	2	1	1	1	0	5	0	1	0	0	6	1.2	8.3%
	Tuesday	1	0	1	2	0	1	3	1	0	0	1	5	0.8	6.9%
	Wednesday	0	1	1	1	0	0	2	1	0	0	0	3	0.6	4.2%
	Thursday	0	3	0	1	0	0	2	1	0	1	0	5	0.9	6.9%
	Friday	12	2	2	9	4	2	24	6	1	0	0	31	5.8	43.1%
	Saturday	2	2	2	2	3	0	8	1	1	2	1	11	2.2	15.3%
	Sunday	3	2	1	2	3	0	9	2	0	0	0	11	2.2	15.3%
Hour of Day	0:00	0	2	0	1	0	0	3	0	0	0	0	3	0.6	4.2%
	1:00	0	1	0	0	0	0	0	0	0	1	0	1	0.2	1.4%
	2:00	0	0	1	0	0	0	0	0	0	1	0	1	0.2	1.4%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	8:00	0	0	0	1	0	0	1	0	0	0	0	1	0.2	1.4%
	9:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	11:00	0	0	0	0	3	0	4	0	0	0	0	4	0.8	5.6%
	12:00	1	0	1	0	0	0	2	0	0	0	0	2	0.4	2.8%
	13:00	1	2	1	1	0	0	3	2	0	0	0	5	1.0	6.9%
	14:00	0	3	0	1	2	1	6	1	0	0	0	7	1.2	9.7%
	15:00	4	0	0	3	1	1	8	1	0	0	0	9	1.6	12.5%
	16:00	4	1	3	3	1	1	6	5	2	0	0	13	2.4	18.1%
	17:00	5	1	1	3	1	0	9	2	0	0	0	11	2.2	15.3%
	18:00	3	1	0	1	2	0	6	1	0	0	0	7	1.4	9.7%
	19:00	1	1	1	1	0	0	3	0	1	0	0	4	0.8	5.6%
	20:00	0	0	0	2	0	0	1	0	0	0	1	2	0.4	2.8%
	21:00	1	0	0	0	0	0	1	0	0	0	0	1	0.2	1.4%
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
23:00	0	0	0	0	1	0	1	0	0	0	0	1	0.2	1.4%	
Time Period	12AM-6AM	0	3	1	1	0	0	3	0	0	2	0	5	1.0	6.9%
	6AM-12PM	0	0	0	2	3	0	5	0	0	0	0	5	1.0	6.9%
	12PM-6PM	15	7	6	11	3	3	34	11	2	0	0	47	8.8	65.3%
	6PM-12AM	5	2	1	4	3	0	12	1	1	0	1	15	3.0	20.8%
Alcohol & Drugs	None	19	11	8	18	11	3	54	11	3	1	1	70	13.4	97.2%
	Alcohol Involved	1	0	0	0	0	0	0	1	0	0	0	1	0.2	1.4%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	1	0	0	0	0	0	0	0	1	0	1	0.2	1.4%
Distraction Related	Yes	3	2	2	1	0	0	8	0	0	0	0	8	1.6	11.1%
	No	17	10	6	17	11	3	46	12	3	2	1	64	12.2	88.9%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Southbound - US 27 Interchange Area

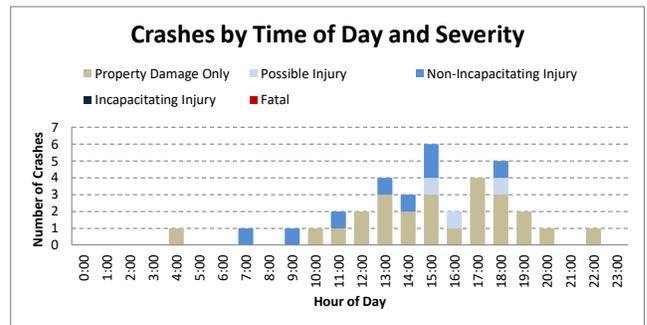
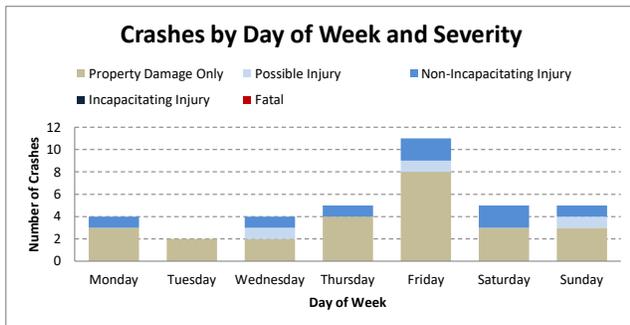
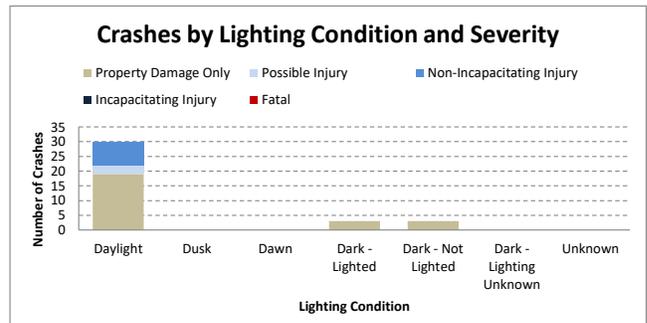
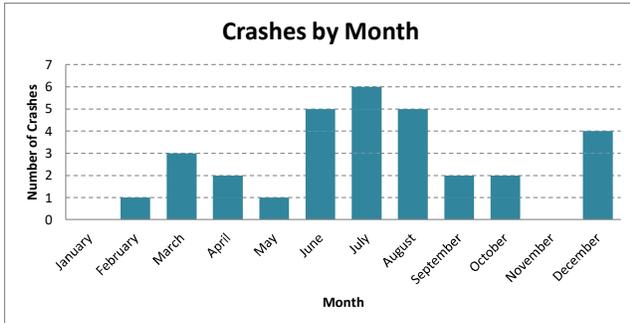
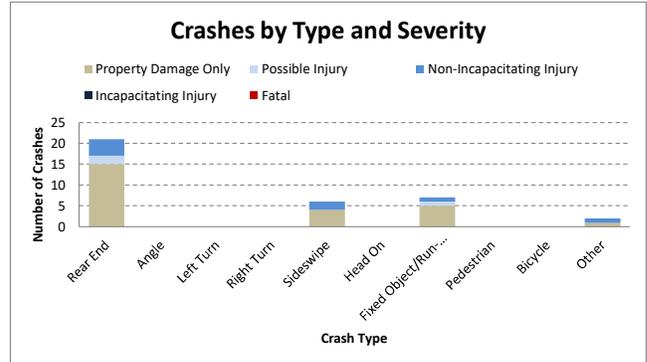
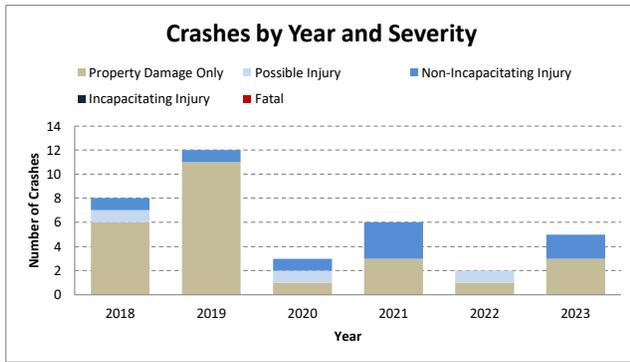


CRASH ANALYSIS - I-75 Southbound - US 27 to SR 40

	Analysis Year*						Severity					Total	Annual Average*	Percent	
	2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal				
Type of Crash	Rear End	7	4	1	5	2	2	15	2	4	0	0	21	3.8	58.3%
	Angle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	1	3	0	0	0	2	4	0	2	0	0	6	0.8	16.7%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	0	4	1	1	0	7	5	1	1	0	0	7	1.2	19.4%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	1	1	0	0	0	1	0	1	0	0	2	0.4	5.6%
Total Crashes	8	12	3	6	2	5	25	3	8	0	0	36	6.2	100.0%	
Crash Severity	Property Damage Only	6	11	1	3	1	3	0	0	0	0	25	4.4	69.4%	
	Possible Injury	1	0	1	0	1	0	0	0	0	0	3	0.6	8.3%	
	Non-Incapacitating Injury	1	1	1	3	0	2	0	0	0	0	8	1.2	22.2%	
	Incapacitating Injury	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Light Conditions	Daylight	8	9	2	5	2	4	19	3	8	0	0	30	5.2	83.3%
	Dusk	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	0	1	0	1	0	1	3	0	0	0	0	3	0.4	8.3%
	Dark - Not Lighted	0	2	1	0	0	0	3	0	0	0	0	3	0.6	8.3%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	3	4	1	5	2	4	13	2	4	0	0	19	3.0	52.8%
	Wet	5	8	2	1	0	1	12	1	4	0	0	17	3.2	47.2%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	0	0	0	0	0	2	0	0	0	0	2	0.0	5.6%	
	February	0	1	0	0	0	3	0	0	0	0	4	0.2	11.1%	
	March	0	2	0	0	1	0	0	0	0	0	3	0.6	8.3%	
	April	0	1	1	0	0	0	0	0	0	0	2	0.0	5.6%	
	May	0	0	0	1	0	0	0	0	0	0	1	0.2	2.8%	
	June	4	0	0	1	0	0	0	0	0	0	5	1.0	13.9%	
	July	2	1	0	2	1	0	0	0	0	0	6	1.2	16.7%	
	August	0	5	0	0	0	0	0	0	0	0	5	0.0	13.9%	
	September	1	0	1	0	0	0	0	0	0	0	2	0.4	5.6%	
	October	1	0	0	1	0	0	0	0	0	0	2	0.4	5.6%	
	November	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	December	0	2	1	1	0	0	0	0	0	0	4	0.8	11.1%	
Day of Week	Monday	1	1	1	0	0	1	3	0	1	0	0	4	0.6	11.1%
	Tuesday	0	1	1	0	0	0	2	0	0	0	0	2	0.4	5.6%
	Wednesday	0	1	1	1	0	1	2	1	1	0	0	4	0.6	11.1%
	Thursday	1	3	0	1	0	1	2	0	1	0	0	4	0.6	11.1%
	Friday	2	4	0	2	2	1	8	1	2	0	0	11	2.0	30.6%
	Saturday	2	0	0	1	0	2	3	0	2	0	0	5	0.6	13.9%
	Sunday	2	2	0	1	0	0	3	1	1	0	0	5	1.0	13.9%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	1	0	0	0	1	0	0	0	0	1	0.2	2.8%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	8:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	9:00	0	1	0	0	0	0	0	0	1	0	0	1	0.2	2.8%
	10:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	2.8%
	11:00	0	1	1	0	0	0	1	0	1	0	0	2	0.4	5.6%
	12:00	1	1	0	0	0	0	2	0	0	0	0	2	0.4	5.6%
	13:00	0	1	0	2	1	0	3	0	1	0	0	4	0.8	11.1%
	14:00	0	1	0	0	0	2	2	0	1	0	0	3	0.2	8.3%
	15:00	3	1	1	1	0	0	3	1	2	0	0	6	1.2	16.7%
	16:00	0	1	0	0	1	0	1	1	0	0	0	2	0.4	5.6%
	17:00	3	0	0	0	0	1	4	0	0	0	0	4	0.6	11.1%
	18:00	1	1	0	3	0	0	3	1	1	0	0	5	1.0	13.9%
	19:00	0	1	0	0	0	1	2	0	0	0	0	2	0.2	5.6%
	20:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	2.8%
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	22:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	2.8%
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Time Period	12AM-6AM	0	0	1	0	0	0	1	0	0	0	0	1	0.2	2.8%
	6AM-12PM	0	3	1	0	0	1	2	0	3	0	0	5	0.8	13.9%
	12PM-6PM	7	5	1	3	2	3	15	2	4	0	0	21	3.6	58.3%
	6PM-12AM	1	4	0	3	0	1	7	1	1	0	0	9	1.6	25.0%
Alcohol & Drugs	None	8	12	3	6	2	5	25	3	8	0	0	36	6.2	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	2	3	0	0	0	2	4	1	2	0	0	7	1.0	19.4%
	No	6	9	3	6	2	3	21	2	6	0	0	29	5.2	80.6%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Southbound - US 27 to SR 40

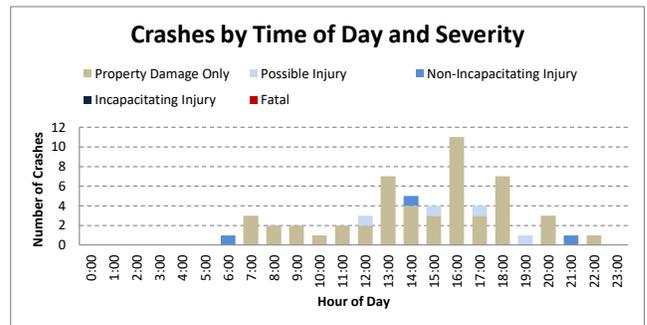
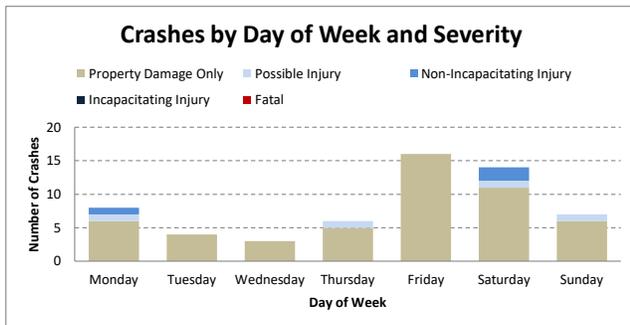
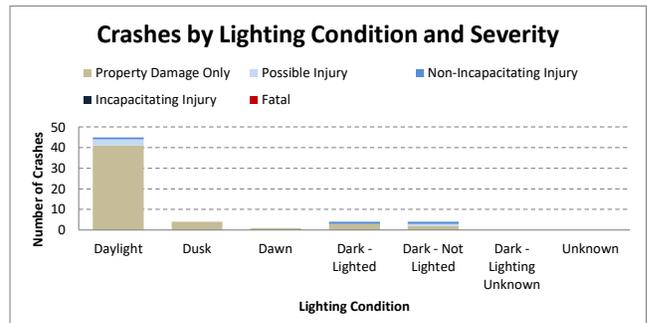
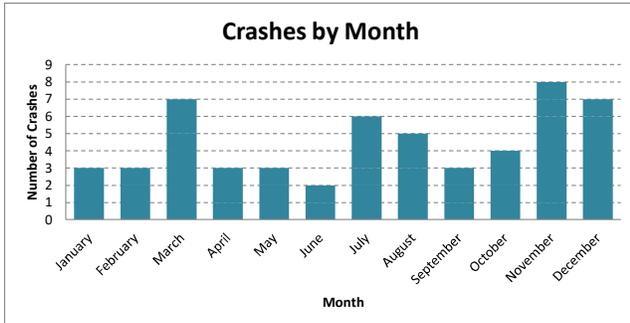
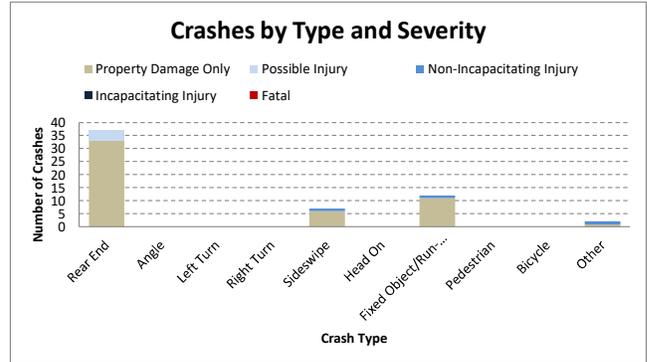
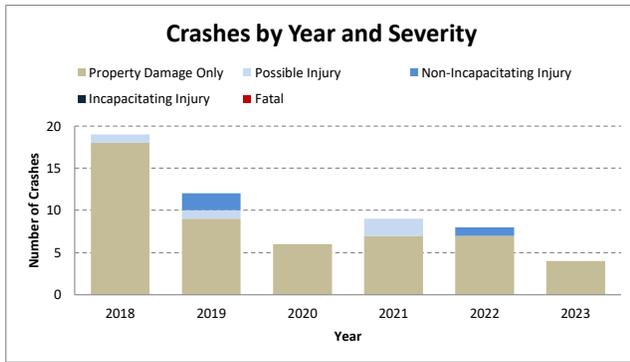


CRASH ANALYSIS - I-75 Southbound - SR 40 Interchange Area

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	13	7	2	5	7	3	33	4	0	0	0	37	6.8	63.8%
	Angle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	3	2	0	2	0	0	6	0	1	0	0	7	1.4	12.1%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	3	3	4	2	0	0	0	0	1	0	0	12	2.4	20.7%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	0	0	0	1	1	1	0	1	0	0	2	0.2	3.4%
	Total Crashes	19	12	6	9	8	4	51	4	3	0	58	10.8	100.0%	
Crash Severity	Property Damage Only	18	9	6	7	7	4	51	4	3	0	51	9.4	87.9%	
	Possible Injury	1	1	0	2	0	0	4	0	0	0	4	0.8	6.9%	
	Non-Incapacitating Injury	0	2	0	0	1	0	3	0	0	0	3	0.6	5.2%	
	Incapacitating Injury	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Light Conditions	Daylight	14	7	5	7	8	4	41	3	1	0	45	8.2	77.6%	
	Dusk	2	1	1	0	0	0	4	0	0	0	4	0.8	6.9%	
	Dawn	0	1	0	0	0	0	3	0	0	0	3	0.6	5.2%	
	Dark - Lighted	2	1	0	1	0	0	3	0	1	0	4	0.8	6.9%	
	Dark - Not Lighted	1	2	0	1	0	0	2	1	1	0	4	0.8	6.9%	
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	15	5	3	6	4	4	33	4	0	0	37	6.6	63.8%	
	Wet	4	7	2	3	4	4	17	0	3	0	20	4.0	34.5%	
	Other	0	0	1	0	0	0	1	0	0	0	1	0.2	1.7%	
Month	January	0	3	0	0	0	1	4	0	0	0	4	0.6	6.9%	
	February	2	0	1	0	0	0	3	0	0	0	3	0.6	5.2%	
	March	4	0	1	0	2	3	10	0	0	0	10	1.4	17.2%	
	April	0	1	0	2	0	0	3	0	0	0	3	0.6	5.2%	
	May	2	0	0	1	0	0	3	0	0	0	3	0.6	5.2%	
	June	1	0	1	0	0	0	2	0	0	0	2	0.4	3.4%	
	July	2	0	1	1	2	0	6	1	2	0	6	1.2	10.3%	
	August	0	3	0	0	2	0	5	0	0	0	5	0.8	8.6%	
	September	1	0	0	1	1	0	3	0	0	0	3	0.6	5.2%	
	October	2	0	0	2	0	0	4	0	0	0	4	0.8	6.9%	
	November	1	3	2	1	1	0	8	0	0	0	8	1.6	13.8%	
	December	4	2	0	1	0	0	7	1	1	0	7	1.4	12.1%	
Day of Week	Monday	2	2	1	3	0	0	6	1	1	0	8	1.6	13.8%	
	Tuesday	3	0	1	0	0	0	4	0	0	0	4	0.8	6.9%	
	Wednesday	2	0	0	1	0	0	3	0	0	0	3	0.6	5.2%	
	Thursday	1	2	0	1	2	0	3	1	0	0	3	0.6	5.2%	
	Friday	5	4	2	1	3	1	16	0	0	0	16	3.0	27.6%	
	Saturday	3	3	2	1	3	2	11	1	2	0	14	2.4	24.1%	
	Sunday	3	1	0	2	0	1	6	1	0	0	7	1.2	12.1%	
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	1:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	2:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	3:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	4:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	5:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	6:00	0	1	0	0	0	0	0	0	1	0	1	0.2	1.7%	
	7:00	1	0	0	1	1	0	3	0	0	0	3	0.6	5.2%	
	8:00	0	0	1	1	0	0	2	0	0	0	2	0.4	3.4%	
	9:00	0	1	0	0	0	1	2	0	0	0	2	0.2	3.4%	
	10:00	0	0	0	0	1	0	1	0	0	0	1	0.2	1.7%	
	11:00	1	0	0	1	0	0	2	0	0	0	2	0.4	3.4%	
	12:00	0	2	0	0	0	1	2	1	0	0	3	0.4	5.2%	
	13:00	4	1	2	0	0	0	7	0	0	0	7	1.4	12.1%	
	14:00	0	1	0	1	3	0	4	0	1	0	5	1.0	8.6%	
	15:00	2	0	0	1	0	1	3	1	0	0	4	0.6	6.9%	
	16:00	5	1	2	0	3	0	11	0	0	0	11	2.2	19.0%	
	17:00	0	2	0	2	0	0	3	1	0	0	4	0.8	6.9%	
	18:00	4	1	1	0	0	1	7	0	0	0	7	1.2	12.1%	
	19:00	1	0	0	0	0	0	3	1	0	0	4	0.6	6.9%	
	20:00	1	0	0	2	0	0	3	0	0	0	3	0.6	5.2%	
	21:00	0	1	0	0	0	0	0	0	1	0	1	0.2	1.7%	
	22:00	0	1	0	0	0	0	1	0	0	0	1	0.2	1.7%	
23:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%		
Time Period	12AM-6AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	6AM-12PM	2	2	1	3	2	1	10	0	1	0	11	2.0	19.0%	
	12PM-6PM	6	7	4	1	0	2	20	3	1	0	24	4.4	41.4%	
	6PM-12AM	6	3	1	2	0	1	11	1	1	0	13	2.4	22.4%	
Alcohol & Drugs	None	18	12	6	9	8	4	50	4	3	0	57	10.6	98.3%	
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
	Alcohol and Drugs	1	0	0	0	0	0	1	0	0	0	1	0.2	1.7%	
Distraction Related	Yes	2	0	0	0	0	0	2	0	0	0	2	0.4	3.4%	
	No	17	12	6	9	8	4	49	4	3	0	56	10.4	96.6%	

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Southbound - SR 40 Interchange Area

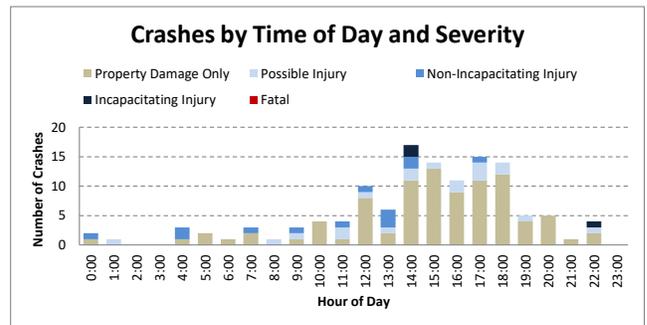
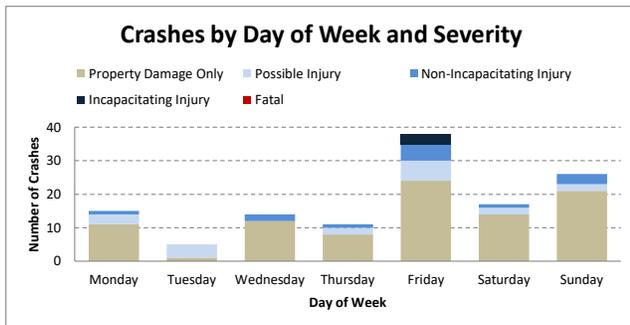
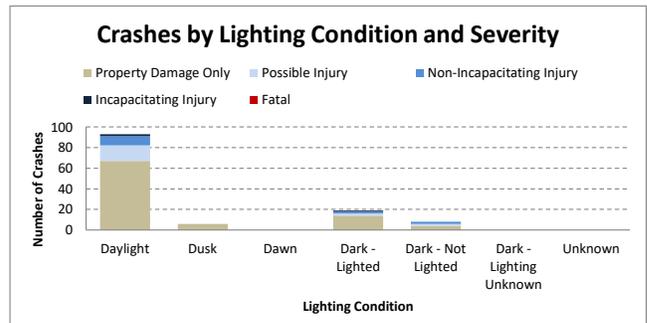
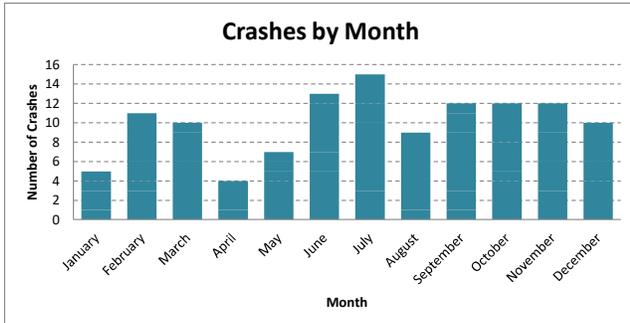
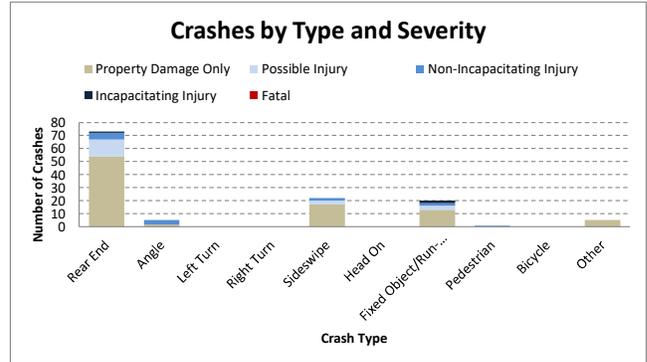
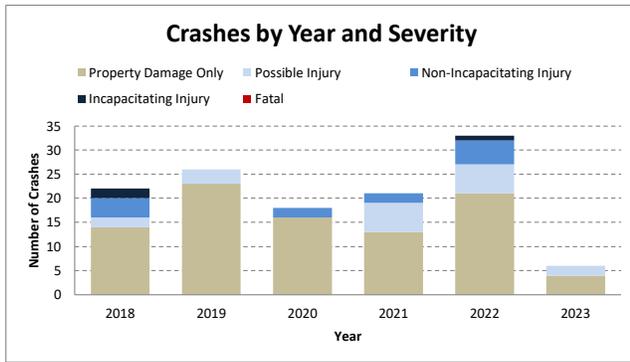


CRASH ANALYSIS - I-75 Southbound - SR 40 to SR 200

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	11	14	8	14	23	3	54	13	5	1	0	73	14.0	57.9%
	Angle	2	1	1	1	0	0	2	0	3	0	0	5	1.0	4.0%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	2	6	3	4	4	3	17	3	2	0	0	22	3.8	17.5%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	7	5	4	2	2	0	0	3	2	2	0	20	4.0	15.9%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	1	0.2	0.8%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	0	2	0	3	0	5	0	0	0	0	5	1.0	4.0%
	Total Crashes	22	26	18	21	33	6	91	19	13	3	0	126	24.0	100.0%
Crash Severity	Property Damage Only	14	23	16	13	21	4	67	15	9	2	0	91	17.4	72.2%
	Possible Injury	2	3	0	6	6	2	2	0	1	0	0	19	3.4	15.1%
	Non-Incapacitating Injury	4	0	2	2	5	0	0	0	0	0	0	13	2.6	10.3%
	Incapacitating Injury	2	0	0	0	1	0	0	0	0	0	0	3	0.6	2.4%
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Light Conditions	Daylight	16	20	14	18	21	4	67	15	9	2	0	93	17.8	73.8%
	Dusk	2	1	1	0	2	0	6	0	0	0	0	6	1.2	4.8%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	4	4	2	3	5	1	14	2	2	1	0	19	3.6	15.1%
	Dark - Not Lighted	0	1	1	0	5	1	4	2	2	0	0	8	1.4	6.3%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	17	17	12	14	26	5	68	10	11	2	0	91	17.2	72.2%
	Wet	5	9	6	7	7	1	23	9	2	1	0	35	6.8	27.8%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	1	2	0	1	1	0	0	0	0	0	0	5	1.0	4.0%
	February	3	1	2	0	5	2	0	0	0	0	0	13	2.2	10.3%
	March	2	4	3	0	1	4	0	0	0	0	0	14	2.0	11.1%
	April	1	0	0	0	2	0	0	0	0	0	0	4	0.8	3.2%
	May	4	0	1	1	1	0	0	0	0	0	0	7	1.4	5.6%
	June	2	3	2	5	1	0	0	0	0	0	0	13	2.6	10.3%
	July	3	7	0	2	3	0	0	0	0	0	0	15	3.0	11.9%
	August	0	1	0	1	7	0	0	0	0	0	0	9	1.8	7.1%
	September	1	2	6	2	1	0	0	0	0	0	0	12	2.4	9.5%
	October	0	4	1	3	4	0	0	0	0	0	0	12	2.4	9.5%
	November	3	0	3	3	3	0	0	0	0	0	0	12	2.4	9.5%
	December	2	2	0	2	4	0	0	0	0	0	0	10	2.0	7.9%
Day of Week	Monday	3	4	3	1	3	1	11	3	1	0	0	15	2.8	11.9%
	Tuesday	2	0	0	2	1	0	1	4	0	0	0	5	1.0	4.0%
	Wednesday	2	3	3	2	3	1	12	0	2	0	0	14	2.6	11.1%
	Thursday	1	1	2	2	4	1	8	2	1	0	0	11	2.2	8.7%
	Friday	7	8	4	4	13	2	24	6	5	3	0	38	7.2	30.2%
	Saturday	5	2	2	5	2	1	14	2	1	0	0	17	3.2	13.5%
	Sunday	2	8	4	5	7	0	21	2	3	0	0	26	5.2	20.6%
		0:00	1	1	0	0	0	0	1	0	1	0	0	2	0.4
	1:00	0	0	0	1	0	0	0	1	0	0	0	1	0.2	0.8%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	1	2	0	1	0	2	0	0	3	0.6	2.4%
	5:00	0	0	0	0	2	0	2	0	0	0	0	2	0.4	1.6%
	6:00	1	0	0	0	0	0	1	0	0	0	0	1	0.2	0.8%
	7:00	1	1	0	1	0	0	2	0	1	0	0	3	0.6	2.4%
	8:00	0	0	0	1	0	0	0	1	0	0	0	1	0.2	0.8%
	9:00	0	0	1	0	2	0	1	1	1	0	0	3	0.6	2.4%
	10:00	1	1	1	1	0	0	4	0	0	0	0	4	0.8	3.2%
	11:00	2	0	0	1	1	0	3	2	1	0	0	4	0.8	3.2%
	12:00	2	1	2	1	4	0	8	1	1	0	0	10	2.0	7.9%
	13:00	1	1	1	1	2	0	2	1	3	0	0	6	1.2	4.8%
	14:00	2	3	3	3	4	2	11	2	2	0	0	17	3.0	13.5%
	15:00	3	2	3	2	3	1	13	1	0	0	0	14	2.6	11.1%
	16:00	1	2	2	5	1	0	9	2	0	0	0	11	2.2	8.7%
	17:00	3	5	1	0	5	1	11	3	1	0	0	15	2.8	11.9%
	18:00	2	4	2	2	3	1	12	2	0	0	0	14	2.6	11.1%
	19:00	0	1	1	1	2	0	4	1	0	0	0	5	1.0	4.0%
	20:00	0	2	1	0	2	0	5	0	0	0	0	5	1.0	4.0%
	21:00	1	0	0	0	0	0	1	0	0	0	0	1	0.2	0.8%
	22:00	1	2	0	0	0	0	2	1	0	0	0	4	0.6	3.2%
	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Time Period	12AM-6AM	1	1	0	2	4	0	4	1	3	0	0	8	1.6	6.3%
	6AM-12PM	5	2	2	4	3	0	9	4	3	0	0	16	3.2	12.7%
	12PM-6PM	12	14	12	12	19	4	54	10	7	0	0	73	13.8	57.9%
	6PM-12AM	4	9	4	3	7	2	24	4	0	1	0	29	5.4	23.0%
Alcohol & Drugs	None	22	26	18	21	33	6	91	19	13	3	0	126	24.0	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	1	1	3	2	4	0	6	4	1	0	0	11	2.2	8.7%
	No	21	25	15	19	29	6	85	15	12	3	0	115	21.8	91.3%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 Southbound - SR 40 to SR 200



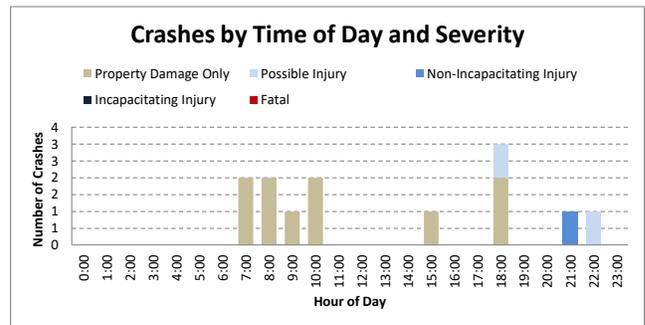
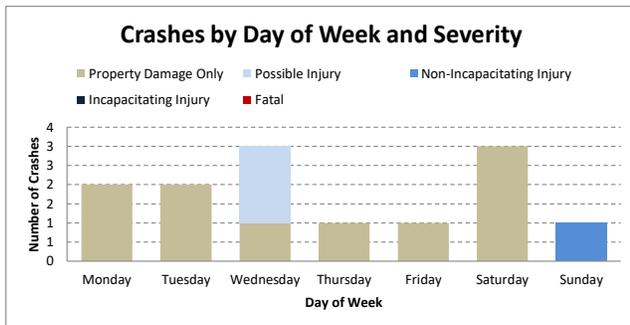
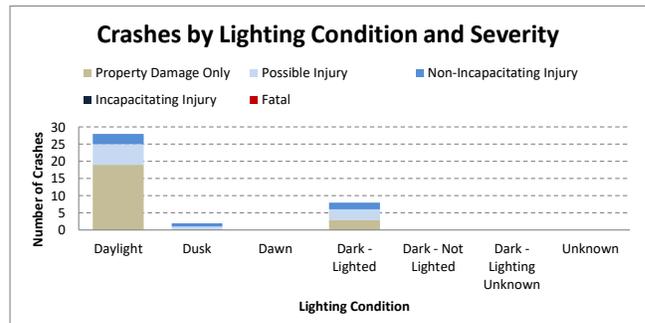
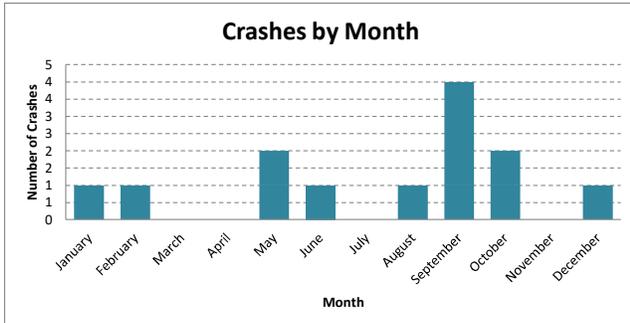
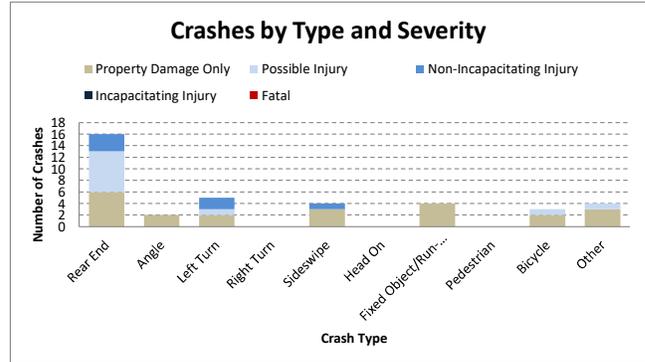
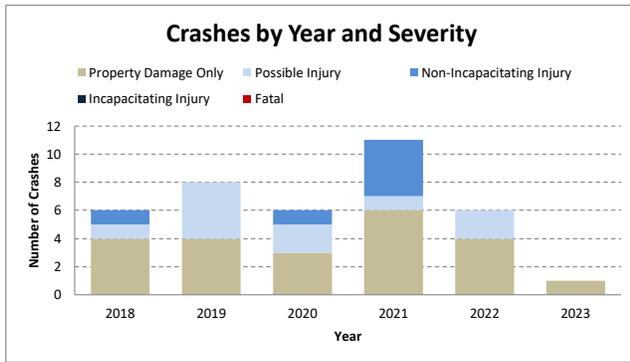
I-75/US 27 Interchange Ramps

CRASH ANALYSIS - I-75 & US 27 - All Ramps Crash Data

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	0	4	2	6	4	0	6	7	3	0	0	16	3.2	42.1%
	Angle	0	0	1	1	0	0	2	0	0	0	0	2	0.4	5.3%
	Left Turn	1	1	1	1	0	1	0	1	2	0	0	5	0.8	13.2%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	1	0	0	2	1	0	3	0	1	0	0	4	0.8	10.5%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	0	2	0	1	1	0	0	0	0	0	0	4	0.8	10.5%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	2	0	1	0	0	0	2	1	0	0	0	3	0.6	7.9%
	Other	2	1	1	0	0	0	3	1	0	0	0	4	0.8	10.5%
Total Crashes		6	8	6	11	6	1	22	10	6	0	0	38	7.4	100.0%
Crash Severity	Property Damage Only	4	4	3	6	4	1	22	10	6	0	0	22	4.2	57.9%
	Possible Injury	1	4	2	1	2	0	2	0	0	0	0	10	2.0	26.3%
	Non-Incapacitating Injury	1	0	1	4	0	0	0	0	0	0	0	6	1.2	15.8%
	Incapacitating Injury	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Light Conditions	Daylight	6	4	3	9	5	1	19	6	3	0	0	28	5.4	73.7%
	Dusk	0	0	0	1	1	0	0	1	1	0	0	2	0.4	5.3%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	0	4	3	1	0	0	3	3	2	0	0	8	1.6	21.1%
	Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	6	2	5	9	5	1	17	7	4	0	0	28	5.4	73.7%
	Wet	0	5	1	2	1	0	4	3	2	0	0	9	1.8	23.7%
	Other	0	1	0	0	0	0	1	0	0	0	0	1	0.2	2.6%
Month	January	0	0	0	1	0	0	0	0	0	0	0	1	0.2	2.6%
	February	1	0	0	0	0	0	0	0	0	0	0	1	0.2	2.6%
	March	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	April	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	May	1	0	1	0	0	0	0	0	0	0	0	2	0.4	5.3%
	June	0	0	0	0	1	0	0	0	0	0	0	1	0.2	2.6%
	July	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	August	0	0	1	0	0	0	0	0	0	0	0	1	0.2	2.6%
	September	1	0	1	2	0	0	0	0	0	0	0	4	0.8	10.5%
	October	1	0	1	0	0	0	0	0	0	0	0	2	0.4	5.3%
	November	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	December	0	0	0	1	0	0	0	0	0	0	0	1	0.2	2.6%
Day of Week	Monday	0	0	0	1	1	0	2	0	0	0	0	2	0.4	5.3%
	Tuesday	1	0	0	1	0	0	2	0	0	0	0	2	0.4	5.3%
	Wednesday	0	0	2	1	0	0	1	2	0	0	0	3	0.6	7.9%
	Thursday	0	0	0	1	0	0	1	0	0	0	0	1	0.2	2.6%
	Friday	1	0	0	0	0	0	1	0	0	0	0	1	0.2	2.6%
	Saturday	2	0	1	0	0	0	3	0	0	0	0	3	0.6	7.9%
	Sunday	0	0	1	0	0	0	0	0	1	0	0	1	0.2	2.6%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	1	0	0	1	0	0	2	0	0	0	0	2	0.4	5.3%
	8:00	1	0	0	1	0	0	2	0	0	0	0	2	0.4	5.3%
	9:00	1	0	0	0	0	0	1	0	0	0	0	1	0.2	2.6%
	10:00	0	0	0	2	0	0	2	0	0	0	0	2	0.4	5.3%
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	15:00	0	0	0	0	1	0	1	0	0	0	0	1	0.2	2.6%
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	18:00	1	0	2	0	0	0	2	1	0	0	0	3	0.6	7.9%
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	21:00	0	0	1	0	0	0	0	0	1	0	0	1	0.2	2.6%
	22:00	0	0	1	0	0	0	0	0	1	0	0	1	0.2	2.6%
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Time Period	12AM-6AM	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6AM-12PM	3	0	0	4	0	0	7	0	0	0	0	7	1.4	18.4%
	12PM-6PM	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6PM-12AM	1	0	4	0	0	0	2	2	1	0	0	5	1.0	13.2%
Alcohol & Drugs	None	6	7	5	9	6	1	22	9	3	0	0	34	6.6	89.5%
	Alcohol Involved	0	0	1	2	0	0	0	1	3	0	0	3	0.6	7.9%
	Drugs Involved	0	1	0	0	0	0	0	0	0	0	0	1	0.2	2.6%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	1	1	1	0	1	0	1	2	1	0	0	4	0.8	10.5%
	No	5	7	5	11	5	1	21	8	5	0	0	34	6.6	89.5%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 & US 27 - All Ramps Crash Data

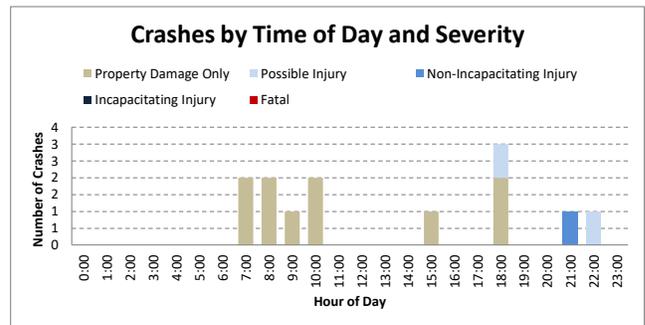
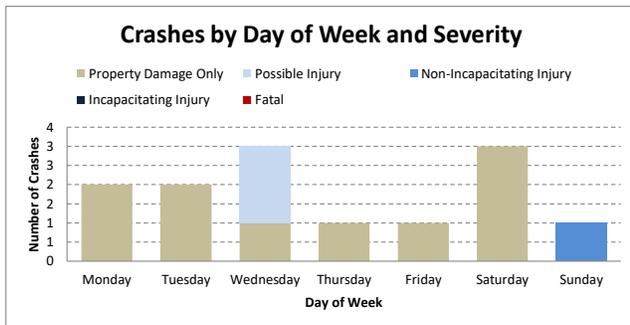
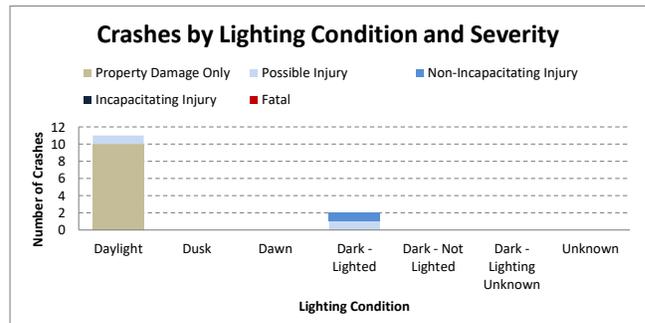
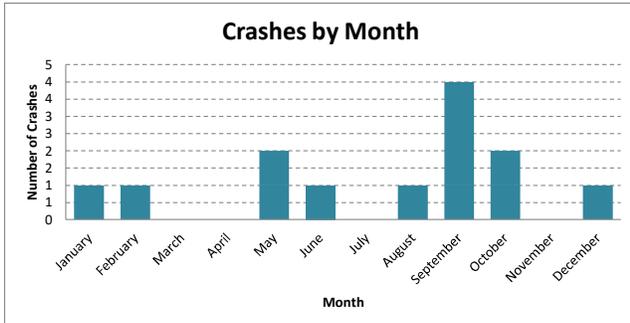
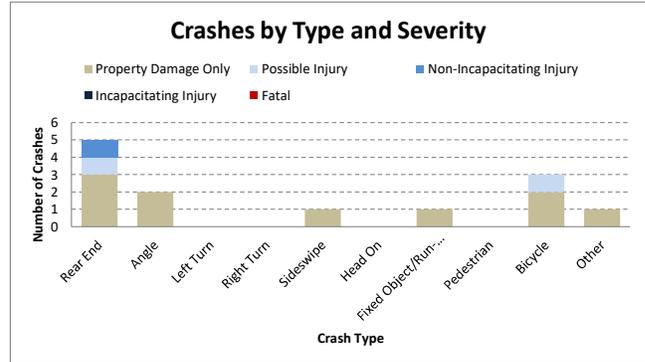
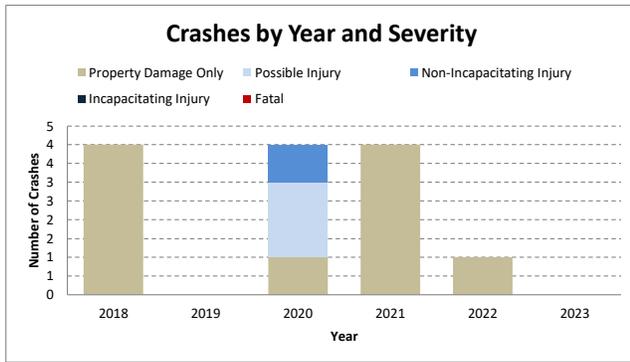


CRASH ANALYSIS - I-75 & US 27 - NB Off-Ramp

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	0	0	2	2	1	0	3	1	1	0	0	5	1.0	38.5%
	Angle	0	0	1	1	0	0	2	0	0	0	0	2	0.4	15.4%
	Left Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	1	0	0	0	0	0	1	0	0	0	0	1	0.2	7.7%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	2	0	1	0	0	0	2	1	0	0	0	3	0.6	23.1%
	Other	1	0	0	0	0	0	1	0	0	0	0	1	0.2	7.7%
	Total Crashes	4	0	4	4	1	0	10	2	1	0	0	13	2.6	100.0%
Crash Severity	Property Damage Only	4	0	1	4	1	0	10	2	1	0	0	10	2.0	76.9%
	Possible Injury	0	0	2	0	0	0	2	1	0	0	0	2	0.4	15.4%
	Non-Incapacitating Injury	0	0	1	0	0	0	1	0	0	0	0	1	0.2	7.7%
	Incapacitating Injury	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Light Conditions	Daylight	4	0	2	4	1	0	10	1	0	0	0	11	2.2	84.6%
	Dusk	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	0	0	2	0	0	0	0	1	1	0	0	2	0.4	15.4%
	Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	4	0	3	3	1	0	9	2	0	0	0	11	2.2	84.6%
	Wet	0	0	1	1	0	0	1	0	1	0	0	2	0.4	15.4%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	0	0	0	1	0	0	0	0	0	0	0	1	0.2	7.7%
	February	1	0	0	0	0	0	0	0	0	0	0	1	0.2	7.7%
	March	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	April	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	May	1	0	1	0	0	0	0	0	0	0	0	2	0.4	15.4%
	June	0	0	0	0	1	0	0	0	0	0	0	1	0.2	7.7%
	July	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	August	0	0	1	0	0	0	0	0	0	0	0	1	0.2	7.7%
	September	1	0	1	2	0	0	0	0	0	0	0	4	0.8	30.8%
	October	1	0	1	0	0	0	0	0	0	0	0	2	0.4	15.4%
	November	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	December	0	0	0	1	0	0	0	0	0	0	0	1	0.2	7.7%
Day of Week	Monday	0	0	0	1	0	0	2	0	0	0	0	2	0.4	15.4%
	Tuesday	1	0	0	1	0	0	2	0	0	0	0	2	0.4	15.4%
	Wednesday	0	0	2	1	0	0	1	2	0	0	0	3	0.6	23.1%
	Thursday	0	0	0	1	0	0	1	0	0	0	0	1	0.2	7.7%
	Friday	1	0	0	0	0	0	1	0	0	0	0	1	0.2	7.7%
	Saturday	2	0	1	0	0	0	3	0	0	0	0	3	0.6	23.1%
	Sunday	0	0	1	0	0	0	0	0	1	0	0	1	0.2	7.7%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	1	0	0	1	0	0	2	0	0	0	0	2	0.4	15.4%
	8:00	1	0	0	1	0	0	2	0	0	0	0	2	0.4	15.4%
	9:00	1	0	0	0	0	0	1	0	0	0	0	1	0.2	7.7%
	10:00	0	0	0	2	0	0	2	0	0	0	0	2	0.4	15.4%
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	15:00	0	0	0	0	1	0	1	0	0	0	0	1	0.2	7.7%
	16:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	18:00	1	0	2	0	0	0	2	1	0	0	0	3	0.6	23.1%
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	21:00	0	0	1	0	0	0	0	0	1	0	0	1	0.2	7.7%
	22:00	0	0	1	0	0	0	0	1	0	0	0	1	0.2	7.7%
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Time Period	12AM-6AM	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6AM-12PM	3	0	0	4	0	0	7	0	0	0	0	7	1.4	53.8%
	12PM-6PM	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6PM-12AM	1	0	4	0	0	0	2	2	1	0	0	5	1.0	38.5%
Alcohol & Drugs	None	4	0	3	4	1	0	10	2	0	0	0	12	2.4	92.3%
	Alcohol Involved	0	0	1	0	0	0	0	0	1	0	0	1	0.2	7.7%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	0	0	1	0	1	0	1	0	1	0	0	2	0.4	15.4%
	No	4	0	3	4	0	0	9	2	0	0	0	11	2.2	84.6%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 & US 27 - NB Off-Ramp

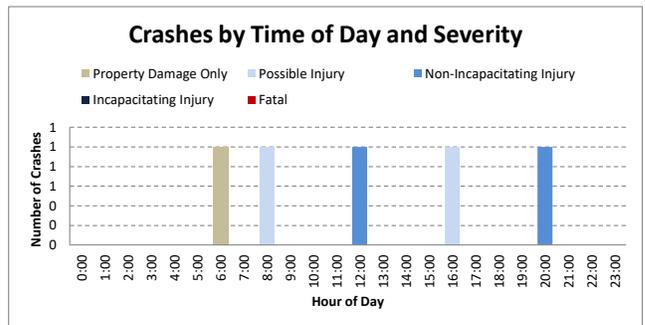
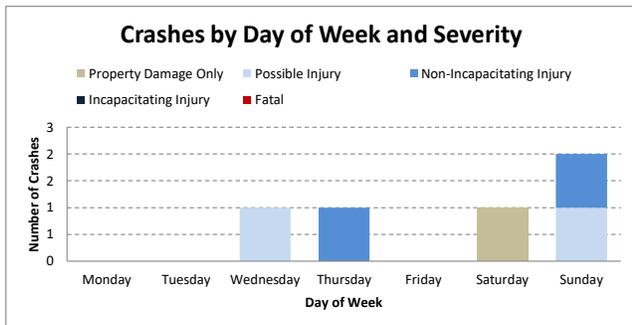
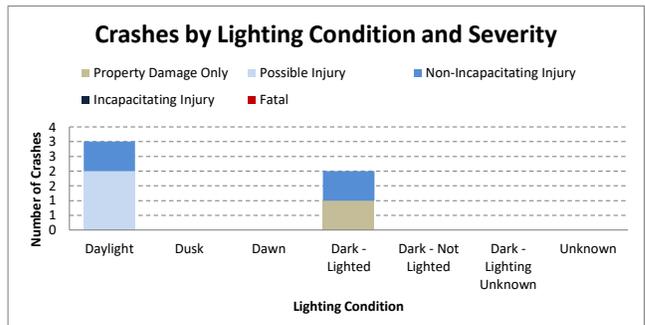
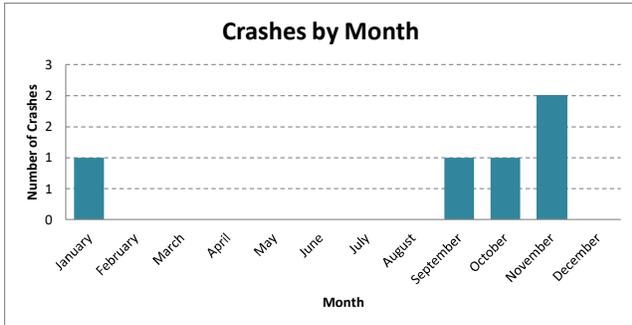
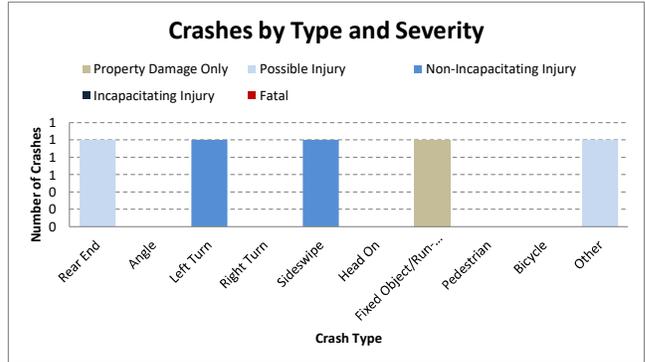
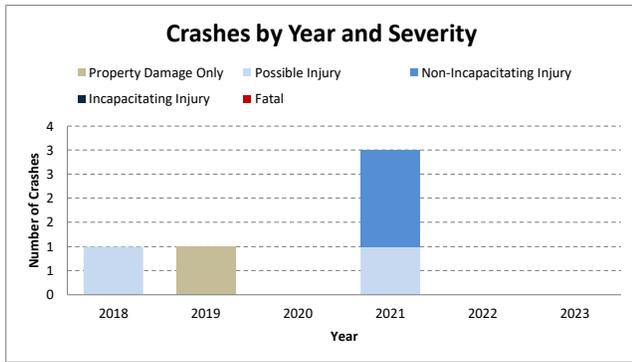


CRASH ANALYSIS - I-75 & US 27 - NB On-Ramp

	Analysis Year*						Severity					Total	Annual Average*	Percent
	2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal			
Type of Crash	Rear End	0	0	0	1	0	0	1	0	0	0	1	0.2	20.0%
	Angle	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Left Turn	0	0	0	0	0	0	0	1	0	0	1	0.2	20.0%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	0	0	0	1	0	0	0	1	0	0	1	0.2	20.0%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	0	1	0	0	0	0	0	0	0	0	1	0.2	20.0%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	1	0	0	0	0	0	0	1	0	0	1	0.2	20.0%
Total Crashes	1	1	0	3	0	0	1	2	2	0	5	1.0	100.0%	
Crash Severity	Property Damage Only	0	1	0	0	0	0	0	0	0	0	1	0.2	20.0%
	Possible Injury	1	0	0	1	0	0	0	0	0	0	2	0.4	40.0%
	Non-Incapacitating Injury	0	0	0	2	0	0	0	0	0	0	2	0.4	40.0%
	Incapacitating Injury	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Light Conditions	Daylight	1	0	0	2	0	0	2	1	0	0	3	0.6	60.0%
	Dusk	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	0	1	0	1	0	1	0	1	0	0	2	0.4	40.0%
	Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	1	0	0	2	0	0	2	1	0	0	3	0.6	60.0%
	Wet	0	1	0	1	0	1	0	1	0	0	2	0.4	40.0%
	Other	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	0	0	0	1	0	0	0	0	0	0	1	0.2	20.0%
	February	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	March	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	April	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	May	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	June	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	July	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	August	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	September	0	0	0	1	0	0	0	0	0	0	1	0.2	20.0%
	October	0	0	0	1	0	0	0	0	0	0	1	0.2	20.0%
	November	1	1	0	0	0	0	0	0	0	0	2	0.4	40.0%
	December	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Day of Week	Monday	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Tuesday	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Wednesday	1	0	0	0	0	0	1	0	0	0	1	0.2	20.0%
	Thursday	0	0	0	1	0	0	0	1	0	0	1	0.2	20.0%
	Friday	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Saturday	0	1	0	0	0	1	0	0	0	0	1	0.2	20.0%
	Sunday	0	0	0	2	0	0	1	1	0	0	2	0.4	40.0%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	1	0	0	0	1	0	0	0	0	1	0.2	20.0%
	7:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	8:00	1	0	0	0	0	0	1	0	0	0	1	0.2	20.0%
	9:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	10:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	11:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	12:00	0	0	0	1	0	0	0	1	0	0	1	0.2	20.0%
	13:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	14:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	15:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	16:00	0	0	0	1	0	0	1	0	0	0	1	0.2	20.0%
	17:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	18:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	19:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	20:00	0	0	0	1	0	0	0	1	0	0	1	0.2	20.0%
	21:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	22:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
23:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Time Period	12AM-6AM	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6AM-12PM	1	1	0	0	0	1	1	0	0	0	2	0.4	40.0%
	12PM-6PM	0	0	0	2	0	0	1	1	0	0	2	0.4	40.0%
	6PM-12AM	0	0	0	1	0	0	1	0	0	0	1	0.2	20.0%
Alcohol & Drugs	None	1	1	0	2	0	1	2	1	0	0	4	0.8	80.0%
	Alcohol Involved	0	0	0	1	0	0	0	1	0	0	1	0.2	20.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	1	0	0	0	0	0	1	0	0	0	1	0.2	20.0%
	No	0	1	0	3	0	1	1	2	0	0	4	0.8	80.0%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 & US 27 - NB On-Ramp

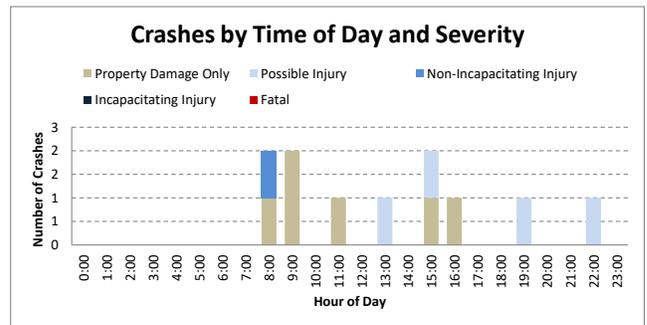
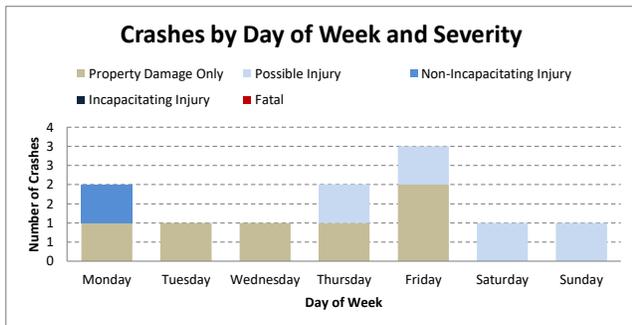
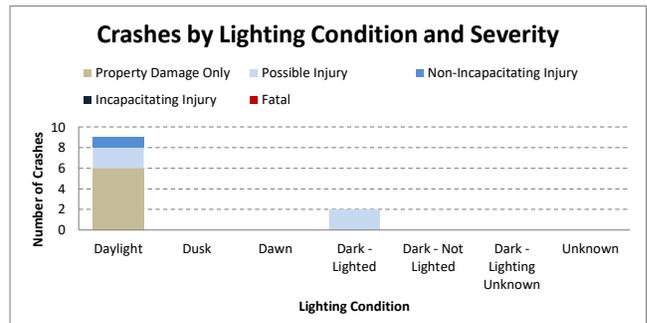
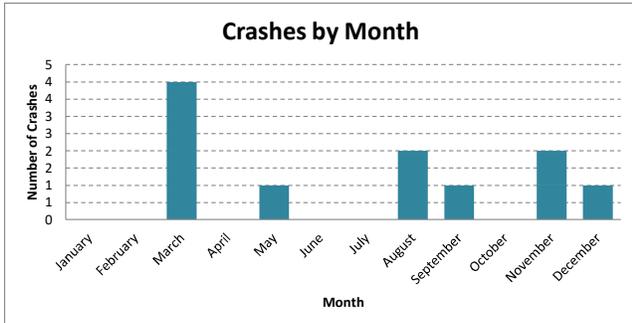
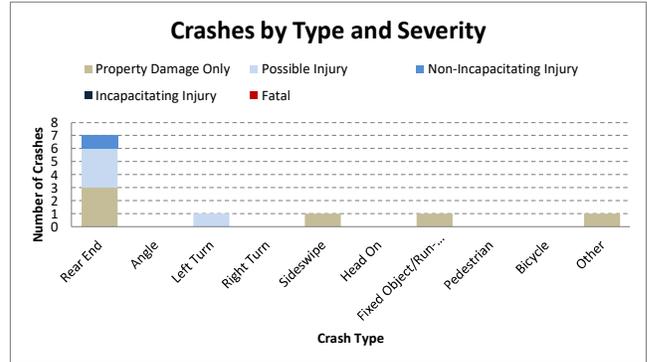
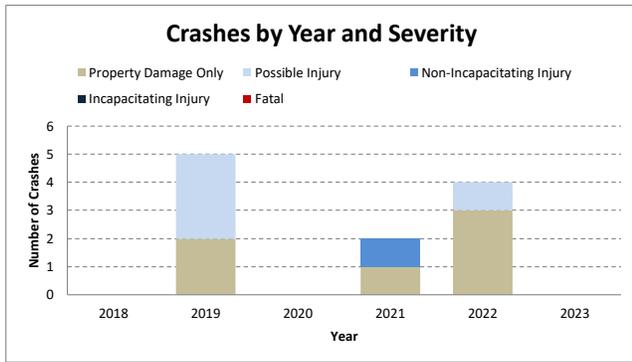


CRASH ANALYSIS - I-75 & US 27 - SB Off-Ramp

	Analysis Year*						Severity					Total	Annual Average*	Percent	
	2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal				
Type of Crash	Rear End	0	3	0	2	2	0	3	3	1	0	0	7	1.4	63.6%
	Angle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Left Turn	0	1	0	0	0	0	0	1	0	0	0	1	0.2	9.1%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	0	0	0	0	1	0	1	0	0	0	0	1	0.2	9.1%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	0	0	0	0	1	0	1	0	0	0	0	1	0.2	9.1%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	1	0	0	0	0	1	0	0	0	0	1	0.2	9.1%
Total Crashes	0	5	0	2	4	0	6	4	1	0	0	11	2.2	100.0%	
Crash Severity	Property Damage Only	0	2	0	1	3	0	0	0	0	0	0	6	1.2	54.5%
	Possible Injury	0	3	0	0	1	0	0	0	0	0	0	4	0.8	36.4%
	Non-Incapacitating Injury	0	0	0	1	0	0	0	0	0	0	0	1	0.2	9.1%
	Incapacitating Injury	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Light Conditions	Daylight	0	3	0	2	4	0	6	2	1	0	0	9	1.8	81.8%
	Dusk	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	0	2	0	0	0	0	0	2	0	0	0	2	0.4	18.2%
	Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	0	2	0	2	3	0	4	2	1	0	0	7	1.4	63.6%
	Wet	0	3	0	0	1	0	2	2	0	0	0	4	0.8	36.4%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	February	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	March	0	2	0	0	2	0	0	0	0	0	0	4	0.8	36.4%
	April	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	May	0	0	0	1	0	0	0	0	0	0	0	1	0.2	9.1%
	June	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	July	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	August	0	2	0	0	0	0	0	0	0	0	0	2	0.4	18.2%
	September	0	0	0	0	1	0	0	0	0	0	0	1	0.2	9.1%
	October	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	November	0	0	0	1	1	0	0	0	0	0	0	2	0.4	18.2%
	December	0	1	0	0	0	0	0	0	0	0	0	1	0.2	9.1%
Day of Week	Monday	0	0	0	2	0	0	1	0	1	0	0	2	0.4	18.2%
	Tuesday	0	1	0	0	0	0	1	0	0	0	0	1	0.2	9.1%
	Wednesday	0	1	0	0	0	0	1	0	0	0	0	1	0.2	9.1%
	Thursday	0	1	0	0	1	0	2	1	0	0	0	2	0.4	18.2%
	Friday	0	1	0	0	2	0	2	1	0	0	0	3	0.6	27.3%
	Saturday	0	0	0	0	1	0	0	1	0	0	0	1	0.2	9.1%
	Sunday	0	1	0	0	0	0	0	1	0	0	0	1	0.2	9.1%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	8:00	0	0	0	1	1	0	1	0	1	0	0	2	0.4	18.2%
	9:00	0	2	0	0	0	0	2	0	0	0	0	2	0.4	18.2%
	10:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	11:00	0	0	0	0	0	0	1	0	0	0	0	1	0.2	9.1%
	12:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	13:00	0	0	0	0	1	0	0	1	0	0	0	1	0.2	9.1%
	14:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	15:00	0	1	0	0	0	0	1	1	0	0	0	2	0.4	18.2%
	16:00	0	0	0	0	1	0	1	0	0	0	0	1	0.2	9.1%
	17:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	19:00	0	1	0	0	0	0	0	1	0	0	0	1	0.2	9.1%
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	21:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	22:00	0	1	0	0	0	0	0	1	0	0	0	1	0.2	9.1%
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Time Period	12AM-6AM	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6AM-12PM	0	2	0	2	1	0	4	0	1	0	0	5	1.0	45.5%
	12PM-6PM	0	1	0	0	0	0	2	2	0	0	0	4	0.8	36.4%
	6PM-12AM	0	2	0	0	0	0	0	2	0	0	0	2	0.4	18.2%
Alcohol & Drugs	None	0	4	0	1	4	0	6	3	0	0	0	9	1.8	81.8%
	Alcohol Involved	0	0	0	1	0	0	0	1	0	0	0	1	0.2	9.1%
	Drugs Involved	0	1	0	0	0	0	0	1	0	0	0	1	0.2	9.1%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	No	0	5	0	2	4	0	6	4	1	0	0	11	2.2	100.0%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 & US 27 - SB Off-Ramp

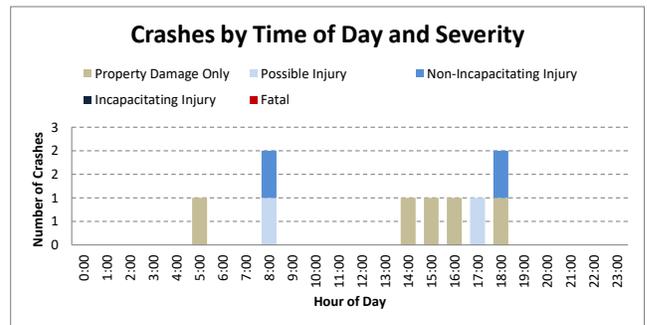
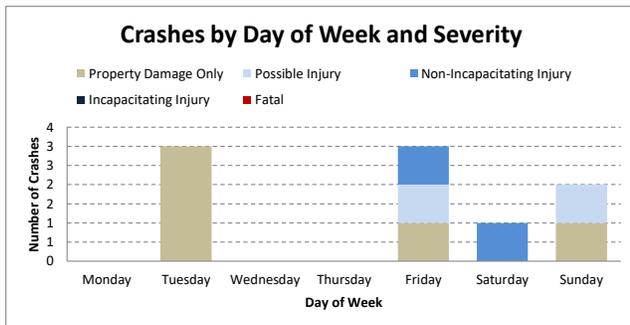
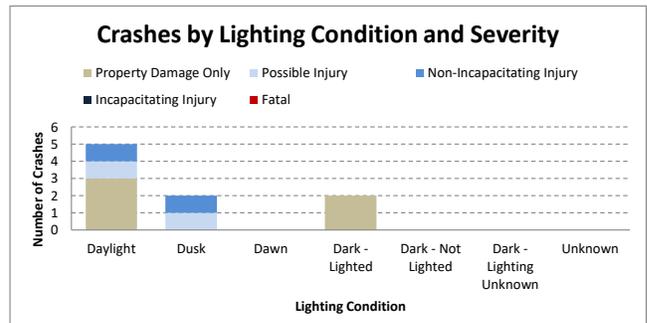
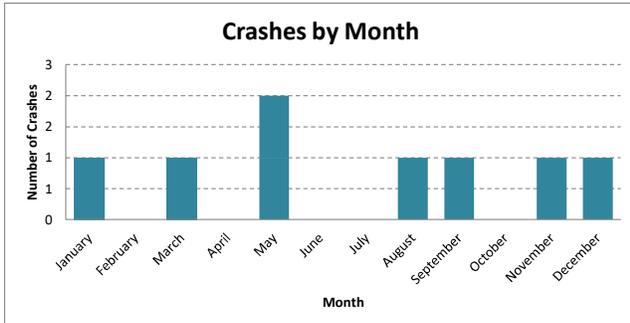
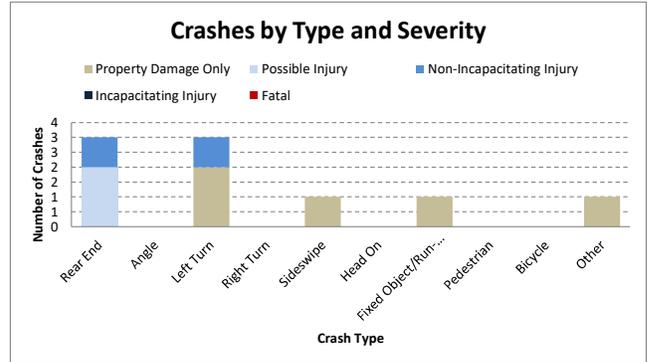
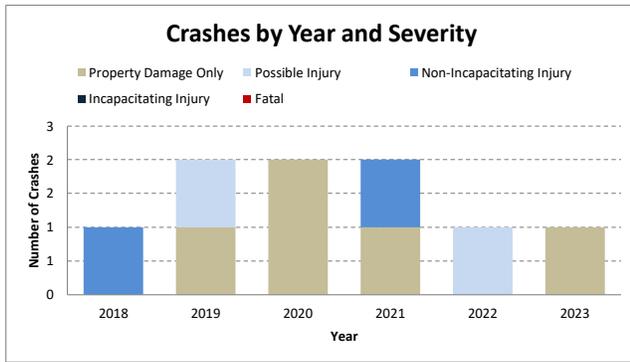


CRASH ANALYSIS - I-75 & US 27 - SB On-Ramp

	Analysis Year*						Severity					Total	Annual Average*	Percent
	2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal			
Type of Crash	Rear End	0	1	0	1	1	0	2	1	0	0	3	0.6	33.3%
	Angle	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Left Turn	1	0	1	0	0	1	0	1	0	0	3	0.4	33.3%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	0	0	0	1	0	0	1	0	0	0	1	0.2	11.1%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	0	1	0	0	0	0	1	0	0	0	1	0.2	11.1%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	0	0	1	0	0	0	1	0	0	0	1	0.2	11.1%
Total Crashes	1	2	2	2	1	1	5	2	2	0	9	1.6	100.0%	
Crash Severity	Property Damage Only	0	1	2	1	0	1	2	0	0	0	5	0.8	55.6%
	Possible Injury	0	1	0	0	1	0	0	0	0	0	2	0.4	22.2%
	Non-Incapacitating Injury	1	0	0	1	0	0	0	0	0	0	2	0.4	22.2%
	Incapacitating Injury	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Light Conditions	Daylight	1	1	1	1	0	1	3	1	1	0	5	0.8	55.6%
	Dusk	0	0	0	1	1	0	0	1	0	0	2	0.4	22.2%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	0	1	1	0	0	0	2	0	0	0	2	0.4	22.2%
	Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	1	0	2	2	1	1	4	1	2	0	7	1.2	77.8%
	Wet	0	1	0	0	0	0	0	1	0	0	1	0.2	11.1%
	Other	0	1	0	0	0	0	1	0	0	0	1	0.2	11.1%
Month	January	0	0	0	0	1	1	0	0	0	0	2	0.2	22.2%
	February	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	March	1	0	0	0	0	0	0	0	0	0	1	0.2	11.1%
	April	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	May	0	1	1	0	0	0	0	0	0	0	2	0.4	22.2%
	June	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	July	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	August	0	1	0	0	0	0	0	0	0	0	1	0.2	11.1%
	September	0	0	0	1	0	0	0	0	0	0	1	0.2	11.1%
	October	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	November	0	0	1	0	0	0	0	0	0	0	1	0.2	11.1%
	December	0	0	0	1	0	0	0	0	0	0	1	0.2	11.1%
Day of Week	Monday	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Tuesday	0	1	1	0	0	1	3	0	0	0	3	0.4	33.3%
	Wednesday	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Thursday	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Friday	1	1	1	0	0	0	1	1	1	0	3	0.6	33.3%
	Saturday	0	0	0	1	0	0	0	0	1	0	1	0.2	11.1%
	Sunday	0	0	0	1	1	0	1	1	0	0	2	0.4	22.2%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	1	0	0	0	0	1	0	0	0	1	0.2	11.1%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	8:00	1	1	0	0	0	0	0	1	1	0	2	0.4	22.2%
	9:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	10:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	11:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	12:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	13:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	14:00	0	0	0	0	0	1	1	0	0	0	1	0.0	11.1%
	15:00	0	0	0	0	0	1	1	0	0	0	1	0.2	11.1%
	16:00	0	0	1	0	0	0	1	0	0	0	1	0.2	11.1%
	17:00	0	0	0	0	1	0	0	1	0	0	1	0.2	11.1%
	18:00	0	0	1	1	0	0	1	0	1	0	2	0.4	22.2%
	19:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	20:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	21:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	22:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
23:00	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Time Period	12AM-6AM	0	1	0	0	0	0	1	0	0	0	1	0.2	11.1%
	6AM-12PM	1	1	0	0	0	0	3	1	0	0	2	0.4	22.2%
	12PM-6PM	0	0	1	0	0	0	1	0	0	0	1	0.2	11.1%
	6PM-12AM	0	0	1	1	0	0	1	0	1	0	2	0.4	22.2%
Alcohol & Drugs	None	1	2	2	2	1	1	5	2	2	0	9	1.6	100.0%
	Alcohol Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	0	1	0	0	0	0	1	0	0	0	1	0.2	11.1%
	No	1	1	2	2	1	1	5	2	0	0	8	1.4	88.9%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 & US 27 - SB On-Ramp



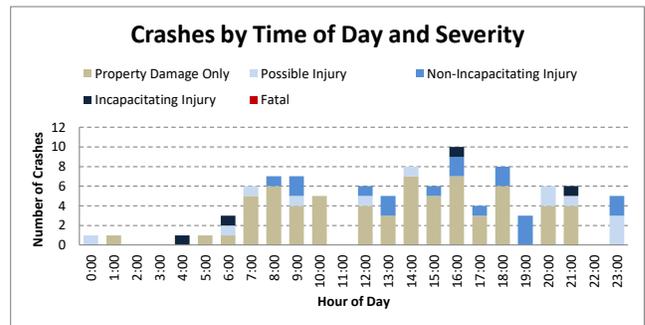
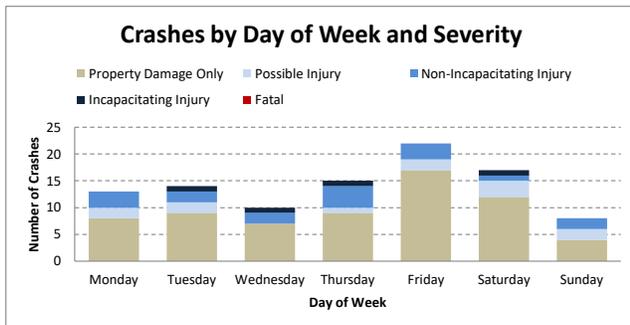
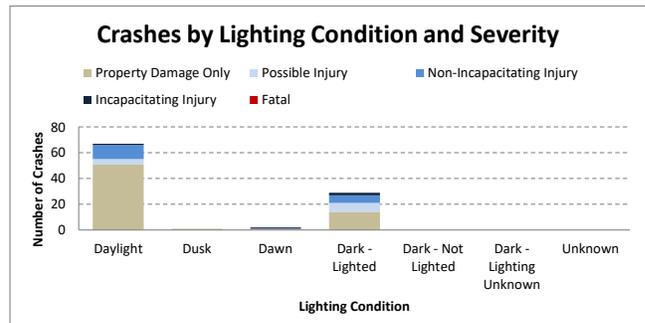
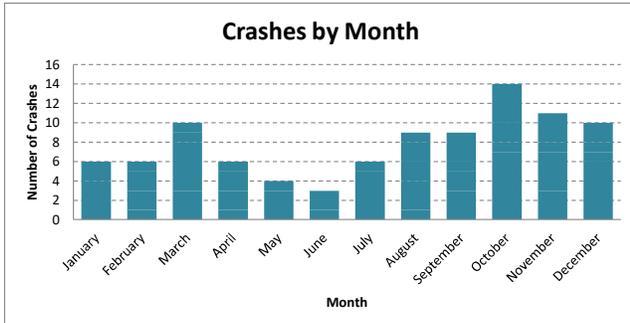
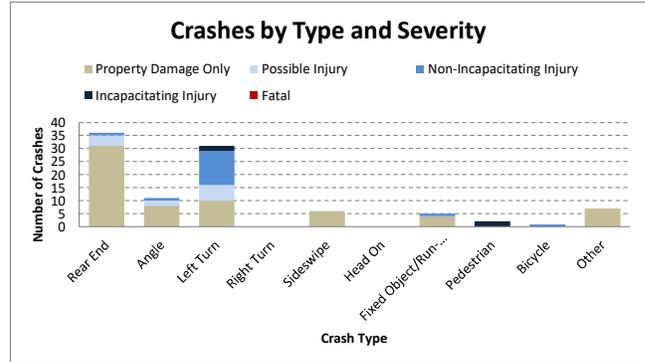
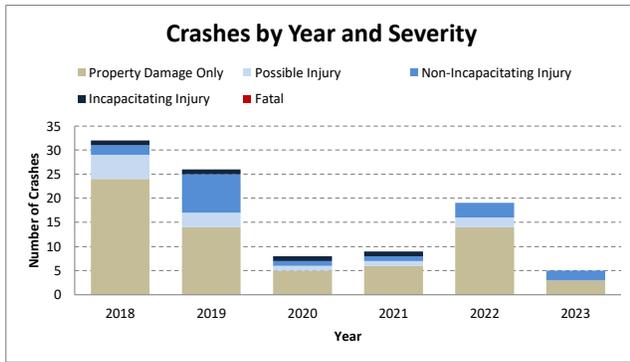
I-75/US 27 Ramp Terminals

CRASH ANALYSIS - I-75 & US 27 Ramp Terminals

	Analysis Year*						Severity					Total	Annual Average*	Percent	
	2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Fatal				
Type of Crash	Rear End	11	10	6	4	4	1	31	4	1	0	0	36	7.0	36.4%
	Angle	3	2	0	1	5	0	8	2	1	0	0	11	2.2	11.1%
	Left Turn	10	10	2	4	6	2	10	6	13	2	0	31	5.8	31.3%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	3	1	0	1	1	0	6	0	0	0	0	6	1.2	6.1%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	2	0	0	0	2	1	4	0	1	0	0	5	0.8	5.1%
	Pedestrian	1	0	0	1	0	0	0	0	0	2	0	2	0.4	2.0%
	Bicycle	1	0	0	0	0	0	0	0	1	0	0	1	0.2	1.0%
	Other	1	3	0	1	1	1	7	0	0	0	0	7	1.2	7.1%
Total Crashes	32	26	8	9	19	5	66	12	17	4	0	99	18.8	100.0%	
Crash Severity	Property Damage Only	24	14	5	6	14	3	66	12	17	4	0	66	12.6	66.7%
	Possible Injury	5	3	1	1	2	0	12	2	3	0	0	17	3.0	17.2%
	Non-Incapacitating Injury	2	8	1	1	3	2	17	4	0	0	0	21	4.0	21.0%
	Incapacitating Injury	1	1	0	0	0	0	4	2	0	0	0	6	1.0	6.0%
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Light Conditions	Daylight	19	16	5	9	14	4	51	4	11	1	0	67	12.6	67.7%
	Dusk	0	0	0	0	1	0	1	0	0	0	0	1	0.2	1.0%
	Dawn	1	0	1	0	0	0	2	1	0	0	0	3	0.5	2.9%
	Dark - Lighted	12	10	2	0	4	1	14	7	6	2	0	29	5.6	29.3%
	Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	28	23	7	8	18	3	56	12	15	4	0	87	16.8	87.9%
	Wet	4	3	1	1	1	2	10	0	2	0	0	12	2.0	12.1%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	2	2	0	0	2	0	6	2	3	0	0	11	2.0	11.1%
	February	1	2	0	2	1	3	9	1	1	0	0	14	2.6	14.1%
	March	3	5	0	1	1	2	12	2	2	0	0	17	3.2	17.2%
	April	1	2	0	2	1	0	6	1	6	0	0	13	2.4	12.1%
	May	3	0	0	0	1	0	4	0	4	0	0	8	1.5	7.6%
	June	0	1	1	1	0	0	3	0	6	0	0	9	1.7	9.1%
	July	2	3	1	0	0	0	6	3	3	0	0	12	2.2	11.1%
	August	1	3	2	2	1	0	9	1	1	0	0	13	2.4	12.1%
	September	3	2	1	0	3	0	9	2	2	0	0	13	2.4	12.1%
	October	7	1	2	0	4	0	14	2	2	0	0	18	3.4	17.6%
	November	3	4	1	0	3	0	11	2	2	0	0	15	2.8	14.1%
	December	6	1	0	1	2	0	10	2	2	0	0	14	2.6	14.1%
Day of Week	Monday	4	2	2	1	4	0	8	2	3	0	0	13	2.6	13.1%
	Tuesday	7	2	0	1	3	1	9	2	2	1	0	14	2.6	14.1%
	Wednesday	1	3	1	1	4	0	7	0	2	1	0	10	2.0	10.1%
	Thursday	4	4	4	1	4	1	17	1	4	1	0	23	4.4	23.1%
	Friday	7	8	1	3	1	2	17	2	3	0	0	22	4.0	22.2%
	Saturday	6	5	0	1	4	1	12	3	1	0	0	17	3.2	17.2%
	Sunday	3	2	0	1	2	0	4	2	2	0	0	8	1.6	8.1%
	0:00	0	1	0	0	0	0	0	1	0	0	0	1	0.2	1.0%
1:00	0	0	0	0	1	0	1	0	0	0	0	1	0.2	1.0%	
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
4:00	0	1	0	0	0	0	0	0	1	0	0	1	0.2	1.0%	
5:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	1.0%	
6:00	1	0	1	0	1	0	1	1	0	1	0	3	0.6	3.0%	
7:00	2	0	2	1	0	1	6	1	0	0	0	8	1.5	7.6%	
8:00	2	3	1	0	1	0	6	0	1	0	0	7	1.4	7.1%	
9:00	0	2	0	2	3	0	4	1	2	0	0	7	1.4	7.1%	
10:00	1	1	0	1	2	0	5	0	0	0	0	5	1.0	5.1%	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
12:00	2	2	1	1	0	0	4	1	1	0	0	6	1.2	6.1%	
13:00	1	2	1	0	1	0	3	0	2	0	0	5	1.0	5.1%	
14:00	5	0	0	0	3	0	7	1	0	0	0	8	1.6	8.1%	
15:00	2	1	0	2	1	0	6	0	1	0	0	8	1.6	8.1%	
16:00	3	2	1	1	1	2	7	0	2	1	0	10	1.6	10.1%	
17:00	1	0	0	1	1	1	3	0	1	0	0	4	0.6	4.0%	
18:00	2	5	0	0	1	0	6	0	2	0	0	8	1.6	8.1%	
19:00	1	1	0	0	1	0	3	0	3	0	0	6	1.0	6.1%	
20:00	3	1	0	0	1	1	4	2	0	0	0	6	1.0	6.1%	
21:00	5	1	0	0	0	0	4	1	0	1	0	6	1.2	6.1%	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
23:00	1	2	1	0	1	0	0	3	2	0	0	5	1.0	5.1%	
Time Period	12AM-6AM	0	3	0	0	1	0	2	1	0	0	0	4	0.8	4.0%
	6AM-12PM	6	6	4	4	7	1	21	3	3	1	0	28	5.4	28.3%
	12PM-6PM	14	7	3	5	7	3	29	2	7	1	0	39	7.2	38.4%
	6PM-12AM	12	10	1	0	4	1	14	6	7	1	0	28	5.4	28.3%
Alcohol & Drugs	None	31	25	8	9	18	5	64	11	17	4	0	96	18.2	97.0%
	Alcohol Involved	1	1	0	0	1	0	2	1	0	0	0	3	0.6	3.0%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	4	2	0	1	3	0	7	2	1	0	0	10	2.0	10.1%
	No	28	24	8	8	16	5	59	10	16	4	0	89	16.8	89.9%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 & US 27 Ramp Terminals

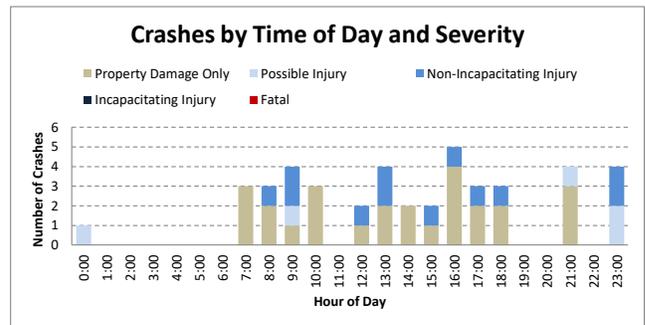
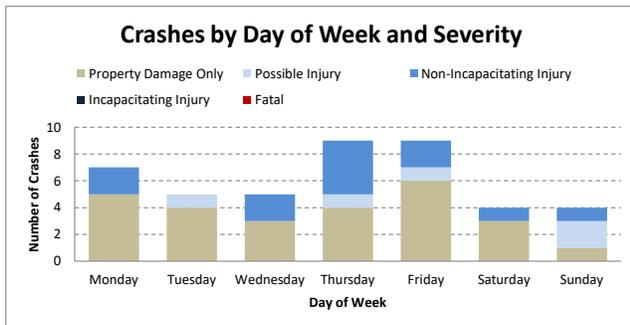
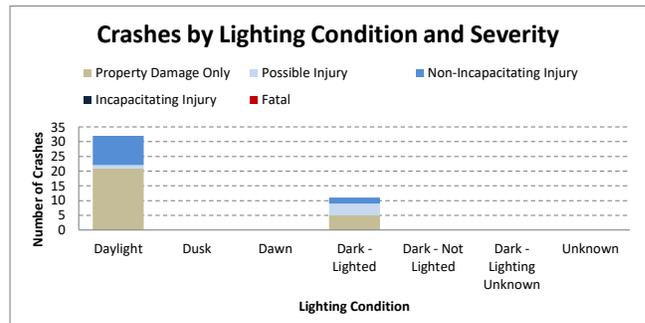
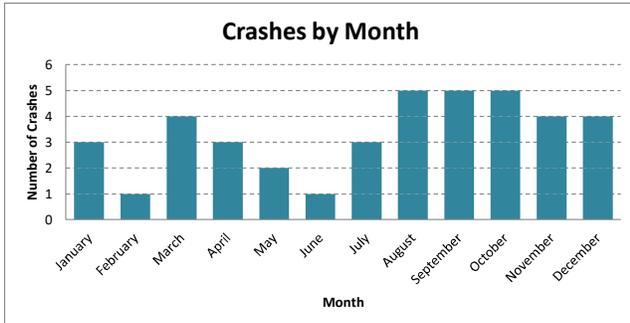
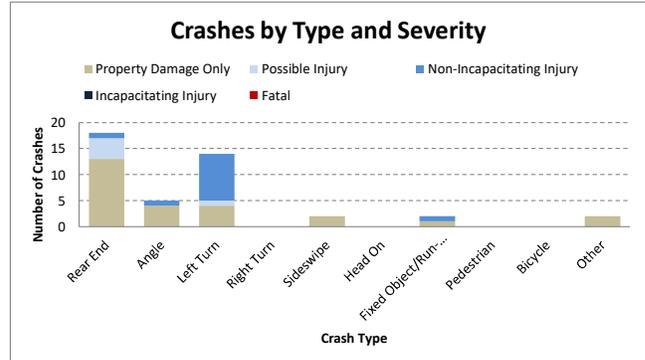
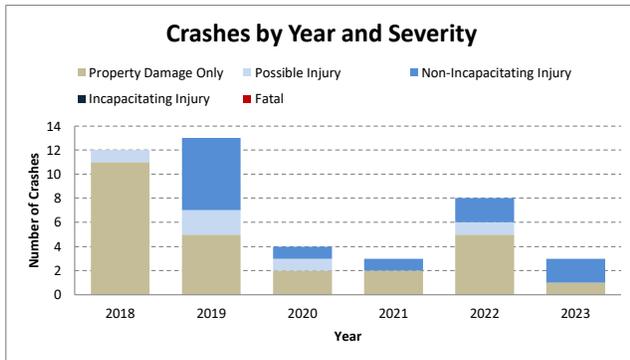


CRASH ANALYSIS - I-75 & US 27 Northbound Ramp Terminal

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	5	6	3	2	2	0	13	4	1	0	0	18	3.6	41.9%
	Angle	1	2	0	0	2	0	4	0	1	0	0	5	1.0	11.6%
	Left Turn	3	4	1	1	3	2	1	9	0	0	0	14	2.4	32.6%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	1	1	0	0	0	0	2	0	0	0	0	2	0.4	4.7%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	1	0	0	0	1	0	1	0	1	0	0	2	0.4	4.7%
	Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Other	1	0	0	0	0	1	2	0	0	0	0	2	0.2	4.7%
Total Crashes		12	13	4	3	8	3	26	5	12	0	0	43	8.0	100.0%
Crash Severity	Property Damage Only	11	5	2	2	5	1	26	5	12	0	0	26	5.0	60.5%
	Possible Injury	1	2	1	0	1	0	5	1	0	0	0	5	1.0	11.6%
	Non-Incapacitating Injury	0	6	1	1	2	2	12	0	0	0	0	12	2.0	27.9%
	Incapacitating Injury	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Light Conditions	Daylight	8	9	2	3	7	3	21	1	10	0	0	32	5.8	74.4%
	Dusk	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighted	4	4	2	0	1	0	5	4	2	0	0	11	2.2	25.6%
	Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%	
Surface Condition	Dry	10	12	4	2	7	3	23	5	10	0	0	38	7.0	88.4%
	Wet	2	1	0	1	1	0	3	0	2	0	0	5	1.0	11.6%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	1	1	0	0	1	0	3	0	0	0	0	3	0.6	7.0%
	February	0	1	0	0	0	1	2	0	0	0	0	2	0.2	4.7%
	March	0	4	0	0	0	2	6	0	0	0	0	6	0.8	14.0%
	April	0	2	0	0	0	0	3	0	0	0	0	3	0.6	7.0%
	May	2	0	0	0	0	0	2	0	0	0	0	2	0.4	4.7%
	June	0	0	0	1	0	0	1	0	0	0	0	1	0.2	2.3%
	July	1	1	1	1	0	0	3	0	0	0	0	3	0.6	7.0%
	August	1	1	1	1	1	0	5	0	0	0	0	5	1.0	11.6%
	September	2	1	0	0	2	0	5	1	0	0	0	5	1.0	11.6%
	October	2	1	1	1	0	1	5	0	0	0	0	5	1.0	11.6%
	November	1	0	1	0	2	0	4	0	0	0	0	4	0.8	9.3%
	December	2	1	0	0	1	0	4	0	0	0	0	4	0.8	9.3%
Day of Week	Monday	2	2	2	0	1	0	5	0	2	0	0	7	1.4	16.3%
	Tuesday	2	1	0	1	0	1	4	1	0	0	0	5	0.8	11.6%
	Wednesday	0	2	0	0	3	0	3	0	0	0	0	5	1.0	11.6%
	Thursday	3	3	1	1	0	1	6	1	4	0	0	9	1.6	20.9%
	Friday	2	3	1	1	1	1	6	1	2	0	0	9	1.6	20.9%
	Saturday	2	1	0	0	1	0	3	0	1	0	0	4	0.8	9.3%
	Sunday	1	1	0	0	2	0	1	2	1	0	0	4	0.8	9.3%
	Total	17	17	6	4	7	3	33	5	12	0	0	43	8.0	100.0%
Hour of Day	0:00	0	1	0	0	0	0	0	1	0	0	0	1	0.2	2.3%
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	7:00	0	0	1	1	0	1	2	0	0	0	0	3	0.6	7.0%
	8:00	2	1	0	0	0	0	2	0	1	0	0	3	0.6	7.0%
	9:00	0	1	0	1	2	0	1	1	2	0	0	4	0.8	9.3%
	10:00	1	1	0	0	1	0	3	0	0	0	0	3	0.6	7.0%
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	12:00	0	1	1	0	0	0	1	0	1	0	0	2	0.4	4.7%
	13:00	1	2	0	0	1	0	2	0	2	0	0	4	0.8	9.3%
	14:00	2	0	0	0	0	0	2	0	0	0	0	2	0.4	4.7%
	15:00	1	1	0	0	0	0	1	0	1	0	0	2	0.4	4.7%
	16:00	1	1	1	0	1	1	4	0	1	0	0	5	0.8	11.6%
	17:00	0	0	0	1	1	1	2	0	1	0	0	3	0.4	7.0%
	18:00	1	1	0	0	1	0	2	0	1	0	0	3	0.6	7.0%
	19:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	21:00	3	1	0	0	0	0	3	1	0	0	0	4	0.8	9.3%
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	23:00	0	2	1	0	1	0	0	2	2	0	0	4	0.8	9.3%
Time Period	12AM-6AM	0	1	0	0	0	0	0	1	0	0	0	1	0.2	2.3%
	6AM-12PM	3	3	1	2	3	1	9	1	3	0	0	13	2.4	30.2%
	12PM-6PM	5	5	2	1	2	2	12	0	6	0	0	18	3.2	41.9%
	6PM-12AM	4	4	1	0	2	0	5	3	3	0	0	11	2.2	25.6%
Alcohol & Drugs	None	11	12	4	3	8	3	25	4	12	0	0	41	7.6	95.3%
	Alcohol Involved	1	1	0	0	0	0	1	1	0	0	0	2	0.4	4.7%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	1	1	0	1	3	0	4	1	1	0	0	6	1.2	14.0%
	No	11	12	4	2	5	3	22	4	11	0	0	37	6.8	86.0%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 & US 27 Northbound Ramp Terminal

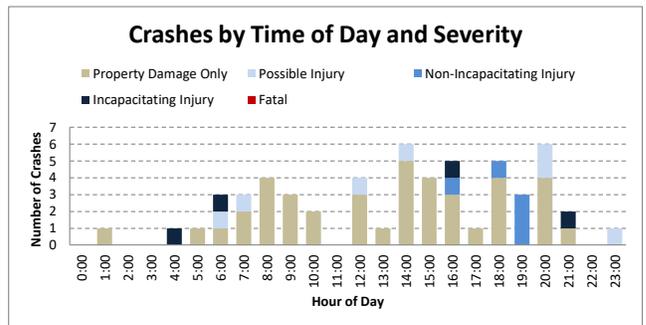
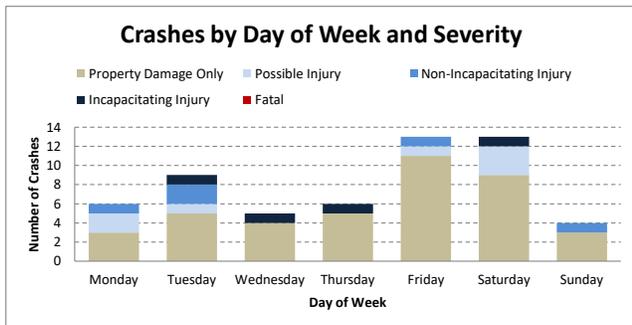
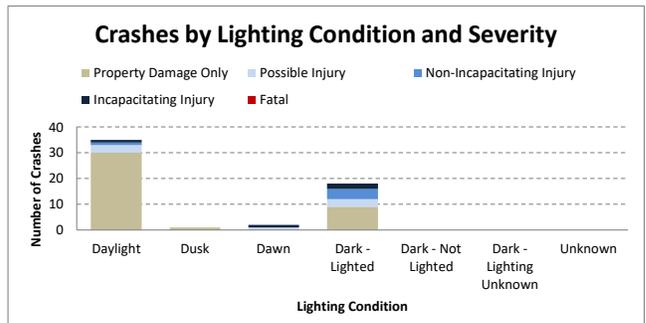
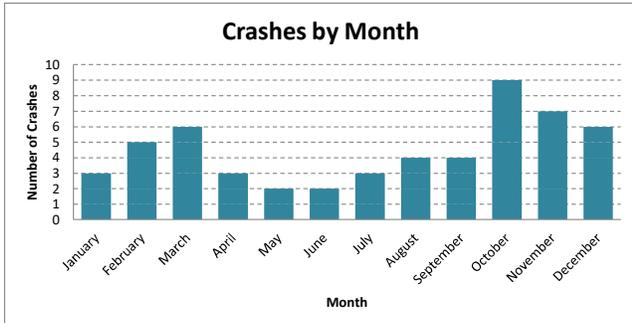
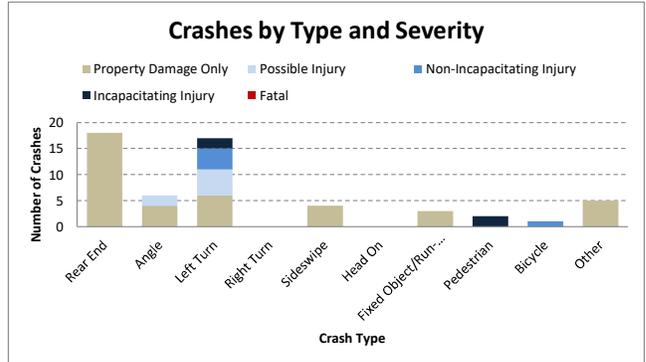
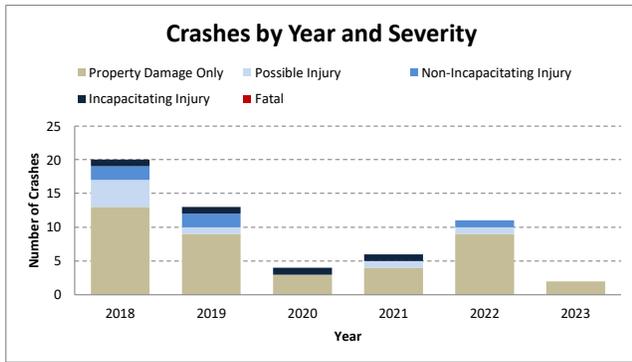


CRASH ANALYSIS - I-75 & US 27 Southbound Ramp Terminal

		Analysis Year*					Severity					Total	Annual Average*	Percent	
		2018	2019	2020	2021	2022	2023	Property Damage Only	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury				Fatal
Type of Crash	Rear End	6	4	3	2	2	1	18	0	0	0	0	18	3.4	32.1%
	Angle	2	0	0	1	3	0	4	2	0	0	0	6	1.2	10.7%
	Left Turn	7	6	1	0	3	0	6	5	4	2	0	17	3.4	30.4%
	Right Turn	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Sideswipe	2	0	0	1	1	0	4	0	0	0	0	4	0.8	7.1%
	Head On	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Fixed Object/Run-Off Road	1	0	0	0	1	0	3	0	0	0	0	3	0.4	5.4%
	Pedestrian	1	0	0	1	0	0	0	0	0	2	0	2	0.4	3.6%
	Bicycle	1	0	0	0	0	0	0	0	1	0	0	1	0.2	1.8%
	Other	0	3	0	1	1	0	5	0	0	0	0	5	1.0	8.9%
	Total Crashes	20	13	4	6	11	2	40	7	5	4	0	56	10.8	100.0%
Crash Severity	Property Damage Only	13	9	3	4	9	2	40	7	5	4	0	40	7.6	71.4%
	Possible Injury	4	1	0	1	1	0	7	2	0	0	0	7	1.4	12.5%
	Non-Incapacitating Injury	2	2	0	0	1	0	5	1	0	0	0	5	1.0	8.9%
	Incapacitating Injury	1	1	0	0	0	0	0	0	0	2	0	2	0.4	7.1%
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Light Conditions	Daylight	11	7	3	6	7	1	30	3	1	1	0	35	6.8	62.5%
	Dusk	0	0	0	0	1	0	1	0	0	0	0	1	0.2	1.8%
	Dawn	1	0	1	0	0	0	2	1	0	0	0	2	0.4	3.6%
	Dark - Lighted	8	6	0	0	3	1	9	3	4	2	0	18	3.4	32.1%
	Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Dark - Lighting Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Surface Condition	Dry	18	11	3	6	11	0	33	7	5	4	0	49	9.8	87.5%
	Wet	2	2	1	0	0	2	7	0	0	0	0	7	1.0	12.5%
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Month	January	1	1	0	0	1	0	3	0	0	0	0	3	0.6	5.4%
	February	1	1	0	2	1	2	7	0	0	0	0	7	1.0	12.5%
	March	3	1	0	1	1	0	6	0	0	0	0	6	1.2	10.7%
	April	1	0	0	1	1	0	3	0	0	0	0	3	0.6	5.4%
	May	1	0	0	0	1	0	2	0	0	0	0	2	0.4	3.6%
	June	0	1	1	0	0	0	2	0	0	0	0	2	0.4	3.6%
	July	1	2	0	0	0	0	3	0	0	0	0	3	0.6	5.4%
	August	0	2	1	1	0	0	4	0	0	0	0	4	0.8	7.1%
	September	1	1	1	0	1	0	4	0	0	0	0	4	0.8	7.1%
	October	5	0	1	0	3	0	9	0	0	0	0	9	1.8	16.1%
	November	2	4	0	0	1	0	7	0	0	0	0	7	1.4	12.5%
	December	4	0	0	1	1	0	6	0	0	0	0	6	1.2	10.7%
Day of Week	Monday	2	0	0	1	3	0	3	2	1	0	0	6	1.2	10.7%
	Tuesday	5	1	0	0	3	0	5	1	2	1	0	9	1.8	16.1%
	Wednesday	1	1	1	1	1	0	4	0	0	1	0	5	1.0	8.9%
	Thursday	1	1	3	1	1	0	7	0	0	1	0	8	1.6	14.3%
	Friday	5	5	0	2	0	1	11	1	1	0	0	13	2.4	23.2%
	Saturday	4	4	0	1	3	1	9	3	0	1	0	13	2.4	23.2%
	Sunday	2	1	0	1	0	0	3	0	1	0	0	4	0.8	7.1%
Hour of Day	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	1:00	0	0	0	0	1	0	1	0	0	0	0	1	0.2	1.8%
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	4:00	0	1	0	0	0	0	0	0	0	1	0	1	0.2	1.8%
	5:00	0	1	0	0	0	0	1	0	0	0	0	1	0.2	1.8%
	6:00	1	0	1	0	1	0	1	1	0	1	0	3	0.6	5.4%
	7:00	2	0	1	0	0	0	2	1	0	0	0	3	0.6	5.4%
	8:00	0	2	1	0	1	0	4	0	0	0	0	4	0.8	7.1%
	9:00	0	1	0	1	1	0	3	0	0	0	0	3	0.6	5.4%
	10:00	0	0	0	1	1	0	2	0	0	0	0	2	0.4	3.6%
	11:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	12:00	2	1	0	1	0	0	3	1	0	0	0	4	0.8	7.1%
	13:00	0	0	1	0	0	0	1	0	0	0	0	1	0.2	1.8%
	14:00	3	0	0	0	3	0	5	1	0	0	0	6	1.2	10.7%
	15:00	1	0	0	2	1	0	4	0	0	0	0	4	0.8	7.1%
	16:00	2	1	0	1	0	1	3	0	1	1	0	5	0.8	8.9%
	17:00	1	0	0	0	0	0	1	0	0	0	0	1	0.2	1.8%
	18:00	1	4	0	0	0	0	4	0	0	0	0	5	1.0	8.9%
	19:00	1	1	0	0	1	0	3	0	0	0	0	3	0.6	5.4%
	20:00	3	1	0	0	1	1	4	2	0	0	0	6	1.0	10.7%
	21:00	2	0	0	0	0	0	1	0	0	1	0	2	0.4	3.6%
	22:00	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
23:00	1	0	0	0	0	0	0	1	0	0	0	1	0.2	1.8%	
Time Period	12AM-6AM	0	2	0	0	1	0	2	0	0	1	0	3	0.6	5.4%
	6AM-12PM	3	3	3	2	4	0	12	2	0	1	0	15	3.0	26.8%
	12PM-6PM	8	2	1	1	4	1	17	2	1	1	0	21	4.0	37.5%
	6PM-12AM	8	6	0	0	2	1	9	3	4	1	0	17	3.2	30.4%
Alcohol & Drugs	None	20	13	4	6	10	2	39	7	5	4	0	55	10.6	98.2%
	Alcohol Involved	0	0	0	0	1	0	1	0	0	0	0	1	0.2	1.8%
	Drugs Involved	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
	Alcohol and Drugs	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0%
Distraction Related	Yes	3	1	0	0	0	0	3	1	0	0	0	4	0.8	7.1%
	No	17	12	4	6	11	2	37	6	5	4	0	52	10.0	92.9%

*Crash data for the current year (2023) is incomplete as it only includes data through March 31, 2023; therefore, it is not included in the average crashes per year calculation, but is included in the crash totals and percentage calculations.

CRASH ANALYSIS - I-75 & US 27 Southbound Ramp Terminal



APPENDIX J – HISTORICAL CRASH RATE ANALYSIS

I-75 Northbound

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0440 - ON I-75, 0.586 MI. S OF SR-40 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	90000	C	N 43500		S 46500	9.00	53.20	23.40
2021	72000	C	N 35000		S 37000	9.00	52.70	19.30
2020	91500	F	N 43000		S 48500	9.00	54.70	23.40
2019	97500	C	N 46000		S 51500	9.00	53.10	20.20
2018	76000	C	N 36500		S 39500	9.00	53.20	20.70
2017	78500	C	N 37500		S 41000	9.00	52.90	19.90
2016	74500	C	N 36500		S 38000	9.00	53.10	17.00
2015	59000	C	N 29500		S 29500	9.00	54.50	19.20
2014	60500	C	N 32500		S 28000	9.00	54.90	17.80
2013	69000	C	N 34500		S 34500	9.00	55.90	19.40
2012	60000	C	N 30000		S 30000	9.00	56.30	17.60
2011	65500	C	N 32000		S 33500	9.00	55.60	19.50
2010	71000	C	N 35500		S 35500	11.52	56.37	18.60
2009	67000	F	N 34500		S 32500	11.52	56.07	19.50
2008	69000	C	N 35500		S 33500	11.45	56.68	20.50
2007	84500	C	N 44000		S 40500	10.61	56.38	11.30

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

Intersection or Segment: Segment
 Segment: SR 200 to SR 40
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 1.736

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360440		
Direction	Northbound		
2018	36,500		
2019	46,000		

SR 200 to SR 40: Statewide Crash Rate Analysis									
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)
2018	38	36,500	23.128	1.643	0.980	1.679	0.979	3.327	99.95%
2019	29	46,000	29.147	0.995	0.956	1.569	0.634	0.312	50.00%

L = 1.736 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis:

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0440 - ON I-75, 0.586 MI. S OF SR-40 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	90000	C	N 43500		S 46500	9.00	53.20	23.40
2021	72000	C	N 35000		S 37000	9.00	52.70	19.30
2020	91500	F	N 43000		S 48500	9.00	54.70	23.40
2019	97500	C	N 46000		S 51500	9.00	53.10	20.20
2018	76000	C	N 36500		S 39500	9.00	53.20	20.70
2017	78500	C	N 37500		S 41000	9.00	52.90	19.90
2016	74500	C	N 36500		S 38000	9.00	53.10	17.00
2015	59000	C	N 29500		S 29500	9.00	54.50	19.20
2014	60500	C	N 32500		S 28000	9.00	54.90	17.80
2013	69000	C	N 34500		S 34500	9.00	55.90	19.40
2012	60000	C	N 30000		S 30000	9.00	56.30	17.60
2011	65500	C	N 32000		S 33500	9.00	55.60	19.50
2010	71000	C	N 35500		S 35500	11.52	56.37	18.60
2009	67000	F	N 34500		S 32500	11.52	56.07	19.50
2008	69000	C	N 35500		S 33500	11.45	56.68	20.50
2007	84500	C	N 44000		S 40500	10.61	56.38	11.30

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
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0439 - ON I-75, 0.376 MI. S OF US-27 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	87500	C	N 44500		S 43000	9.00	53.20	17.10
2021	91000	C	N 46500		S 44500	9.00	52.70	14.40
2020	78000	F	N 38000		S 40000	9.00	54.70	21.90
2019	83000	C	N 40500		S 42500	9.00	53.10	21.90
2018	78500	C	N 41000		S 37500	9.00	53.20	25.40
2017	75000	C	N 42000		S 33000	9.00	52.90	21.80
2016	88500	C	N 46500		S 42000	9.00	53.10	20.70
2015	69500	C	N 38500		S 31000	9.00	54.50	25.10
2014	69000	C	N 37000		S 32000	9.00	54.90	21.20
2013	63500	C	N 33500		S 30000	9.00	55.90	22.60
2012	65000	C	N 34500		S 30500	9.00	56.30	22.20
2011	67500	C	N 36000		S 31500	9.00	55.60	21.90
2010	69000	C	N 35500		S 33500	11.52	56.37	20.90
2009	62000	F	N 31500		S 30500	11.52	56.07	18.80
2008	64000	C	N 32500		S 31500	11.45	56.68	22.90
2007	77500	C	N 40000		S 37500	10.61	56.38	21.20

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

Intersection or Segment: Segment
 Segment: SR 40 Interchange Area
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 0.704

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360440	360439	
Direction	Northbound	Northbound	
2018	36,500	41,000	
2019	46,000	40,500	

SR 40 Interchange Area: Statewide Crash Rate Analysis										
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)	
2018	19	38,750	9.957	1.908	0.980	2.062	0.925	3.120	99.90%	
2019	19	43,250	11.114	1.710	0.956	1.966	0.870	2.725	99.50%	

L = 0.704 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis:

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0439 - ON I-75, 0.376 MI. S OF US-27 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	87500	C	N 44500		S 43000	9.00	53.20	17.10
2021	91000	C	N 46500		S 44500	9.00	52.70	14.40
2020	78000	F	N 38000		S 40000	9.00	54.70	21.90
2019	83000	C	N 40500		S 42500	9.00	53.10	21.90
2018	78500	C	N 41000		S 37500	9.00	53.20	25.40
2017	75000	C	N 42000		S 33000	9.00	52.90	21.80
2016	88500	C	N 46500		S 42000	9.00	53.10	20.70
2015	69500	C	N 38500		S 31000	9.00	54.50	25.10
2014	69000	C	N 37000		S 32000	9.00	54.90	21.20
2013	63500	C	N 33500		S 30000	9.00	55.90	22.60
2012	65000	C	N 34500		S 30500	9.00	56.30	22.20
2011	67500	C	N 36000		S 31500	9.00	55.60	21.90
2010	69000	C	N 35500		S 33500	11.52	56.37	20.90
2009	62000	F	N 31500		S 30500	11.52	56.07	18.80
2008	64000	C	N 32500		S 31500	11.45	56.68	22.90
2007	77500	C	N 40000		S 37500	10.61	56.38	21.20

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

Intersection or Segment: Segment
 Segment: SR 40 to US 27
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 0.676

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360439		
Direction	Northbound		
2018	41,000		
2019	40,500		

SR 40 to US 27: Statewide Crash Rate Analysis										
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)	
2018	8	41,000	10.110	0.791	0.980	2.054	✓ 0.385	-0.447	50.00%	
2019	5	40,500	9.987	0.501	0.956	2.024	✓ 0.247	-1.309	50.00%	

L = 0.676 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis:

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0439 - ON I-75, 0.376 MI. S OF US-27 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	87500	C	N 44500		S 43000	9.00	53.20	17.10
2021	91000	C	N 46500		S 44500	9.00	52.70	14.40
2020	78000	F	N 38000		S 40000	9.00	54.70	21.90
2019	83000	C	N 40500		S 42500	9.00	53.10	21.90
2018	78500	C	N 41000		S 37500	9.00	53.20	25.40
2017	75000	C	N 42000		S 33000	9.00	52.90	21.80
2016	88500	C	N 46500		S 42000	9.00	53.10	20.70
2015	69500	C	N 38500		S 31000	9.00	54.50	25.10
2014	69000	C	N 37000		S 32000	9.00	54.90	21.20
2013	63500	C	N 33500		S 30000	9.00	55.90	22.60
2012	65000	C	N 34500		S 30500	9.00	56.30	22.20
2011	67500	C	N 36000		S 31500	9.00	55.60	21.90
2010	69000	C	N 35500		S 33500	11.52	56.37	20.90
2009	62000	F	N 31500		S 30500	11.52	56.07	18.80
2008	64000	C	N 32500		S 31500	11.45	56.68	22.90
2007	77500	C	N 40000		S 37500	10.61	56.38	21.20

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
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0438 - ON I-75, 0.986 MI. N OF US-27 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	80500	C	N 41500		S 39000	9.00	53.20	30.80
2021	84500	C	N 44000		S 40500	9.00	52.70	26.30
2020	69500	F	N 36500		S 33000	9.00	54.70	27.70
2019	74000	C	N 39000		S 35000	9.00	53.10	27.70
2018	78500	C	N 40500		S 38000	9.00	53.20	26.30
2017	76000	C	N 34500		S 41500	9.00	52.90	27.10
2016	68000	E				9.00	53.10	17.00
2015	65500	S	N 31000		S 34500	9.00	54.50	24.20
2014	62500	F	N 29500		S 33000	9.00	54.90	24.20
2013	61500	C	N 29000		S 32500	9.00	55.90	24.20
2012	64000	F	N 32500		S 31500	9.00	56.30	23.90
2011	65000	C	N 33000		S 32000	9.00	55.60	23.90
2010	55500	S	N 29000		S 26500	11.52	56.37	26.30
2009	56500	F	N 29500		S 27000	11.52	56.07	26.30
2008	58500	C	N 30500		S 28000	11.45	56.68	26.30
2007	69000	C	N 37500		S 31500	10.61	56.38	18.90

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

Intersection or Segment: Segment
 Segment: US 27 Interchange Area
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 0.748

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360439	360438	
Direction	Northbound	Northbound	
2018	41,000	40,500	
2019	40,500	39,000	

US 27 Interchange Area: Statewide Crash Rate Analysis										
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)	
2018	12	40,750	11.133	1.078	0.980	2.001	✓ 0.539	0.482	50.00%	
2019	15	39,750	10.859	1.381	0.956	1.978	✓ 0.698	1.590	90.00%	

L = 0.748 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis:

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0438 - ON I-75, 0.986 MI. N OF US-27 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	80500	C	N 41500		S 39000	9.00	53.20	30.80
2021	84500	C	N 44000		S 40500	9.00	52.70	26.30
2020	69500	F	N 36500		S 33000	9.00	54.70	27.70
2019	74000	C	N 39000		S 35000	9.00	53.10	27.70
2018	78500	C	N 40500		S 38000	9.00	53.20	26.30
2017	76000	C	N 34500		S 41500	9.00	52.90	27.10
2016	68000	E				9.00	53.10	17.00
2015	65500	S	N 31000		S 34500	9.00	54.50	24.20
2014	62500	F	N 29500		S 33000	9.00	54.90	24.20
2013	61500	C	N 29000		S 32500	9.00	55.90	24.20
2012	64000	F	N 32500		S 31500	9.00	56.30	23.90
2011	65000	C	N 33000		S 32000	9.00	55.60	23.90
2010	55500	S	N 29000		S 26500	11.52	56.37	26.30
2009	56500	F	N 29500		S 27000	11.52	56.07	26.30
2008	58500	C	N 30500		S 28000	11.45	56.68	26.30
2007	69000	C	N 37500		S 31500	10.61	56.38	18.90

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

Intersection or Segment: Segment
 Segment: US 27 to SR 326
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 3.536

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360438		
Direction	Northbound		
2018	40,500		
2019	39,000		

US 27 to SR 326: Statewide Crash Rate Analysis									
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)
2018	44	40,500	52.273	0.842	0.980	1.440	✓ 0.585	-0.939	50.00%
2019	43	39,000	50.337	0.854	0.956	1.419	✓ 0.602	-0.663	50.00%

L = 3.536 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis:

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0438 - ON I-75, 0.986 MI. N OF US-27 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	80500	C	N 41500		S 39000	9.00	53.20	30.80
2021	84500	C	N 44000		S 40500	9.00	52.70	26.30
2020	69500	F	N 36500		S 33000	9.00	54.70	27.70
2019	74000	C	N 39000		S 35000	9.00	53.10	27.70
2018	78500	C	N 40500		S 38000	9.00	53.20	26.30
2017	76000	C	N 34500		S 41500	9.00	52.90	27.10
2016	68000	E				9.00	53.10	17.00
2015	65500	S	N 31000		S 34500	9.00	54.50	24.20
2014	62500	F	N 29500		S 33000	9.00	54.90	24.20
2013	61500	C	N 29000		S 32500	9.00	55.90	24.20
2012	64000	F	N 32500		S 31500	9.00	56.30	23.90
2011	65000	C	N 33000		S 32000	9.00	55.60	23.90
2010	55500	S	N 29000		S 26500	11.52	56.37	26.30
2009	56500	F	N 29500		S 27000	11.52	56.07	26.30
2008	58500	C	N 30500		S 28000	11.45	56.68	26.30
2007	69000	C	N 37500		S 31500	10.61	56.38	18.90

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
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0437 - ON I-75, 1.469 MI. N OF SR-326 (RVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	68500	C	N 35000		S 33500	10.50	53.20	23.40
2021	62500	F	N 32000		S 30500	10.50	52.70	19.30
2020	61500	C	N 31500		S 30000	10.50	54.70	23.40
2019	66000	F	N 34500		S 31500	10.50	53.10	20.20
2018	64000	C	N 33500		S 30500	9.50	53.20	20.70
2017	56500	C	N 28500		S 28000	9.50	52.90	19.90
2016	50500	F	N 25000		S 25500	10.50	53.10	19.70
2015	47500	C	N 23500		S 24000	10.50	54.50	19.40
2014	50500	C	N 22500		S 28000	10.50	54.90	18.70
2013	52500	C	N 28000		S 24500	10.50	55.90	17.70
2012	55000	C	N 28500		S 26500	10.50	56.30	17.90
2011	51500	C	N 26500		S 25000	10.50	55.60	18.60
2010	51500	C	N 26000		S 25500	11.52	56.37	18.40
2009	52500	C	N 28000		S 24500	11.52	56.07	18.80
2008	50000	C	N 26000		S 24000	11.45	56.68	22.90
2007	56500	C	N 30000		S 26500	10.61	56.38	21.20

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

Intersection or Segment: Segment
 Segment: SR 326 Interchange Area
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 0.732

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360438	360437	
Direction	Northbound	Northbound	
2018	40,500	33,500	
2019	39,000	34,500	

SR 326 Interchange Area: Statewide Crash Rate Analysis										
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)	
2018	7	37,000	9.884	0.708	0.980	2.067	0.343	-0.702	50.00%	
2019	5	36,750	9.817	0.509	0.956	2.033	0.250	-1.267	50.00%	

L = 0.732 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis:

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

I-75 Southbound

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0437 - ON I-75, 1.469 MI. N OF SR-326 (RVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	68500	C	N 35000		S 33500	10.50	53.20	23.40
2021	62500	F	N 32000		S 30500	10.50	52.70	19.30
2020	61500	C	N 31500		S 30000	10.50	54.70	23.40
2019	66000	F	N 34500		S 31500	10.50	53.10	20.20
2018	64000	C	N 33500		S 30500	9.50	53.20	20.70
2017	56500	C	N 28500		S 28000	9.50	52.90	19.90
2016	50500	F	N 25000		S 25500	10.50	53.10	19.70
2015	47500	C	N 23500		S 24000	10.50	54.50	19.40
2014	50500	C	N 22500		S 28000	10.50	54.90	18.70
2013	52500	C	N 28000		S 24500	10.50	55.90	17.70
2012	55000	C	N 28500		S 26500	10.50	56.30	17.90
2011	51500	C	N 26500		S 25000	10.50	55.60	18.60
2010	51500	C	N 26000		S 25500	11.52	56.37	18.40
2009	52500	C	N 28000		S 24500	11.52	56.07	18.80
2008	50000	C	N 26000		S 24000	11.45	56.68	22.90
2007	56500	C	N 30000		S 26500	10.61	56.38	21.20

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
2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0438 - ON I-75, 0.986 MI. N OF US-27 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	80500	C	N 41500		S 39000	9.00	53.20	30.80
2021	84500	C	N 44000		S 40500	9.00	52.70	26.30
2020	69500	F	N 36500		S 33000	9.00	54.70	27.70
2019	74000	C	N 39000		S 35000	9.00	53.10	27.70
2018	78500	C	N 40500		S 38000	9.00	53.20	26.30
2017	76000	C	N 34500		S 41500	9.00	52.90	27.10
2016	68000	E				9.00	53.10	17.00
2015	65500	S	N 31000		S 34500	9.00	54.50	24.20
2014	62500	F	N 29500		S 33000	9.00	54.90	24.20
2013	61500	C	N 29000		S 32500	9.00	55.90	24.20
2012	64000	F	N 32500		S 31500	9.00	56.30	23.90
2011	65000	C	N 33000		S 32000	9.00	55.60	23.90
2010	55500	S	N 29000		S 26500	11.52	56.37	26.30
2009	56500	F	N 29500		S 27000	11.52	56.07	26.30
2008	58500	C	N 30500		S 28000	11.45	56.68	26.30
2007	69000	C	N 37500		S 31500	10.61	56.38	18.90

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

Intersection or Segment: Segment
 Segment: SR 326 Interchange Area
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 0.865

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360437	360438	
Direction	Southbound	Southbound	
2018	30,500	38,000	
2019	31,500	35,000	

SR 326 Interchange Area: Statewide Crash Rate Analysis										
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)	
2018	24	34,250	10.811	2.220	0.980	2.017	⊗ 1.101	4.273	99.99%	
2019	21	33,250	10.496	2.001	0.956	1.996	⊗ 1.002	3.622	99.95%	

L = 0.865 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)
 Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0438 - ON I-75, 0.986 MI. N OF US-27 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	80500	C	N 41500		S 39000	9.00	53.20	30.80
2021	84500	C	N 44000		S 40500	9.00	52.70	26.30
2020	69500	F	N 36500		S 33000	9.00	54.70	27.70
2019	74000	C	N 39000		S 35000	9.00	53.10	27.70
2018	78500	C	N 40500		S 38000	9.00	53.20	26.30
2017	76000	C	N 34500		S 41500	9.00	52.90	27.10
2016	68000	E				9.00	53.10	17.00
2015	65500	S	N 31000		S 34500	9.00	54.50	24.20
2014	62500	F	N 29500		S 33000	9.00	54.90	24.20
2013	61500	C	N 29000		S 32500	9.00	55.90	24.20
2012	64000	F	N 32500		S 31500	9.00	56.30	23.90
2011	65000	C	N 33000		S 32000	9.00	55.60	23.90
2010	55500	S	N 29000		S 26500	11.52	56.37	26.30
2009	56500	F	N 29500		S 27000	11.52	56.07	26.30
2008	58500	C	N 30500		S 28000	11.45	56.68	26.30
2007	69000	C	N 37500		S 31500	10.61	56.38	18.90

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

Intersection or Segment: Segment
 Segment: SR 326 to US 27
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 3.517

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360438		
Direction	Southbound		
2018	38,000		
2019	35,000		

SR 326 to US 27: Statewide Crash Rate Analysis									
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)
2018	58	38,000	48.784	1.189	0.980	1.456	0.816	1.548	90.00%
2019	52	35,000	44.933	1.157	0.956	1.447	0.800	1.460	90.00%

L = 3.517 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0438 - ON I-75, 0.986 MI. N OF US-27 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	80500	C	N 41500		S 39000	9.00	53.20	30.80
2021	84500	C	N 44000		S 40500	9.00	52.70	26.30
2020	69500	F	N 36500		S 33000	9.00	54.70	27.70
2019	74000	C	N 39000		S 35000	9.00	53.10	27.70
2018	78500	C	N 40500		S 38000	9.00	53.20	26.30
2017	76000	C	N 34500		S 41500	9.00	52.90	27.10
2016	68000	E				9.00	53.10	17.00
2015	65500	S	N 31000		S 34500	9.00	54.50	24.20
2014	62500	F	N 29500		S 33000	9.00	54.90	24.20
2013	61500	C	N 29000		S 32500	9.00	55.90	24.20
2012	64000	F	N 32500		S 31500	9.00	56.30	23.90
2011	65000	C	N 33000		S 32000	9.00	55.60	23.90
2010	55500	S	N 29000		S 26500	11.52	56.37	26.30
2009	56500	F	N 29500		S 27000	11.52	56.07	26.30
2008	58500	C	N 30500		S 28000	11.45	56.68	26.30
2007	69000	C	N 37500		S 31500	10.61	56.38	18.90

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
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0439 - ON I-75, 0.376 MI. S OF US-27 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	87500	C	N 44500		S 43000	9.00	53.20	17.10
2021	91000	C	N 46500		S 44500	9.00	52.70	14.40
2020	78000	F	N 38000		S 40000	9.00	54.70	21.90
2019	83000	C	N 40500		S 42500	9.00	53.10	21.90
2018	78500	C	N 41000		S 37500	9.00	53.20	25.40
2017	75000	C	N 42000		S 33000	9.00	52.90	21.80
2016	88500	C	N 46500		S 42000	9.00	53.10	20.70
2015	69500	C	N 38500		S 31000	9.00	54.50	25.10
2014	69000	C	N 37000		S 32000	9.00	54.90	21.20
2013	63500	C	N 33500		S 30000	9.00	55.90	22.60
2012	65000	C	N 34500		S 30500	9.00	56.30	22.20
2011	67500	C	N 36000		S 31500	9.00	55.60	21.90
2010	69000	C	N 35500		S 33500	11.52	56.37	20.90
2009	62000	F	N 31500		S 30500	11.52	56.07	18.80
2008	64000	C	N 32500		S 31500	11.45	56.68	22.90
2007	77500	C	N 40000		S 37500	10.61	56.38	21.20

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

Intersection or Segment: Segment
 Segment: US 27 Interchange Area
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 0.743

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360438	360439	
Direction	Southbound	Southbound	
2018	38,000	37,500	
2019	35,000	42,500	

US 27 Interchange Area: Statewide Crash Rate Analysis										
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)	
2018	20	37,750	10.238	1.954	0.980	2.047	0.954	3.306	99.95%	
2019	12	38,750	10.509	1.142	0.956	1.996	0.572	0.776	75.00%	

L = 0.743 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0439 - ON I-75, 0.376 MI. S OF US-27 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	87500	C	N 44500		S 43000	9.00	53.20	17.10
2021	91000	C	N 46500		S 44500	9.00	52.70	14.40
2020	78000	F	N 38000		S 40000	9.00	54.70	21.90
2019	83000	C	N 40500		S 42500	9.00	53.10	21.90
2018	78500	C	N 41000		S 37500	9.00	53.20	25.40
2017	75000	C	N 42000		S 33000	9.00	52.90	21.80
2016	88500	C	N 46500		S 42000	9.00	53.10	20.70
2015	69500	C	N 38500		S 31000	9.00	54.50	25.10
2014	69000	C	N 37000		S 32000	9.00	54.90	21.20
2013	63500	C	N 33500		S 30000	9.00	55.90	22.60
2012	65000	C	N 34500		S 30500	9.00	56.30	22.20
2011	67500	C	N 36000		S 31500	9.00	55.60	21.90
2010	69000	C	N 35500		S 33500	11.52	56.37	20.90
2009	62000	F	N 31500		S 30500	11.52	56.07	18.80
2008	64000	C	N 32500		S 31500	11.45	56.68	22.90
2007	77500	C	N 40000		S 37500	10.61	56.38	21.20

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

Intersection or Segment: Segment
 Segment: US 27 to SR 40
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 0.664

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360439		
Direction	Southbound		
2018	37,500		
2019	42,500		

US 27 to SR 40: Statewide Crash Rate Analysis										
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)	
2018	8	37,500	9.089	0.880	0.980	2.115	✓ 0.416	-0.136	50.00%	
2019	12	42,500	10.300	1.165	0.956	2.006	✓ 0.581	0.847	80.00%	

L = 0.664 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0439 - ON I-75, 0.376 MI. S OF US-27 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	87500	C	N 44500		S 43000	9.00	53.20	17.10
2021	91000	C	N 46500		S 44500	9.00	52.70	14.40
2020	78000	F	N 38000		S 40000	9.00	54.70	21.90
2019	83000	C	N 40500		S 42500	9.00	53.10	21.90
2018	78500	C	N 41000		S 37500	9.00	53.20	25.40
2017	75000	C	N 42000		S 33000	9.00	52.90	21.80
2016	88500	C	N 46500		S 42000	9.00	53.10	20.70
2015	69500	C	N 38500		S 31000	9.00	54.50	25.10
2014	69000	C	N 37000		S 32000	9.00	54.90	21.20
2013	63500	C	N 33500		S 30000	9.00	55.90	22.60
2012	65000	C	N 34500		S 30500	9.00	56.30	22.20
2011	67500	C	N 36000		S 31500	9.00	55.60	21.90
2010	69000	C	N 35500		S 33500	11.52	56.37	20.90
2009	62000	F	N 31500		S 30500	11.52	56.07	18.80
2008	64000	C	N 32500		S 31500	11.45	56.68	22.90
2007	77500	C	N 40000		S 37500	10.61	56.38	21.20

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
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0440 - ON I-75, 0.586 MI. S OF SR-40 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	90000	C	N 43500		S 46500	9.00	53.20	23.40
2021	72000	C	N 35000		S 37000	9.00	52.70	19.30
2020	91500	F	N 43000		S 48500	9.00	54.70	23.40
2019	97500	C	N 46000		S 51500	9.00	53.10	20.20
2018	76000	C	N 36500		S 39500	9.00	53.20	20.70
2017	78500	C	N 37500		S 41000	9.00	52.90	19.90
2016	74500	C	N 36500		S 38000	9.00	53.10	17.00
2015	59000	C	N 29500		S 29500	9.00	54.50	19.20
2014	60500	C	N 32500		S 28000	9.00	54.90	17.80
2013	69000	C	N 34500		S 34500	9.00	55.90	19.40
2012	60000	C	N 30000		S 30000	9.00	56.30	17.60
2011	65500	C	N 32000		S 33500	9.00	55.60	19.50
2010	71000	C	N 35500		S 35500	11.52	56.37	18.60
2009	67000	F	N 34500		S 32500	11.52	56.07	19.50
2008	69000	C	N 35500		S 33500	11.45	56.68	20.50
2007	84500	C	N 44000		S 40500	10.61	56.38	11.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

Intersection or Segment: Segment
 Segment: SR 40 Interchange Area
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 0.733

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360439	360440	
Direction	Southbound	Southbound	
2018	37,500	39,500	
2019	42,500	51,500	

SR 40 Interchange Area: Statewide Crash Rate Analysis									
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)
2018	19	38,500	10.305	1.844	0.980	2.043	0.902	2.959	99.75%
2019	12	47,000	12.581	0.954	0.956	1.902	0.501	0.138	50.00%

L = 0.733 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0440 - ON I-75, 0.586 MI. S OF SR-40 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	90000	C	N 43500		S 46500	9.00	53.20	23.40
2021	72000	C	N 35000		S 37000	9.00	52.70	19.30
2020	91500	F	N 43000		S 48500	9.00	54.70	23.40
2019	97500	C	N 46000		S 51500	9.00	53.10	20.20
2018	76000	C	N 36500		S 39500	9.00	53.20	20.70
2017	78500	C	N 37500		S 41000	9.00	52.90	19.90
2016	74500	C	N 36500		S 38000	9.00	53.10	17.00
2015	59000	C	N 29500		S 29500	9.00	54.50	19.20
2014	60500	C	N 32500		S 28000	9.00	54.90	17.80
2013	69000	C	N 34500		S 34500	9.00	55.90	19.40
2012	60000	C	N 30000		S 30000	9.00	56.30	17.60
2011	65500	C	N 32000		S 33500	9.00	55.60	19.50
2010	71000	C	N 35500		S 35500	11.52	56.37	18.60
2009	67000	F	N 34500		S 32500	11.52	56.07	19.50
2008	69000	C	N 35500		S 33500	11.45	56.68	20.50
2007	84500	C	N 44000		S 40500	10.61	56.38	11.30

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

Intersection or Segment: Segment
 Segment: SR 40 to SR 200
 Crash Rate Comparison Area: Statewide
 Segment Area Type: Urban
 Segment Length (mi) (1 if Intersection): 1.681

Statewide Crash Rates	
Interstate Urban	
Year	Average Crash Rate
2018	0.980
2019	0.956

Traffic Volumes			
Count Station	360440		
Direction	Southbound		
2018	39,500		
2019	51,500		

SR 40 to SR 200: Statewide Crash Rate Analysis									
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Vehicle Miles (MVM)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)
2018	22	39,500	24.236	0.908	0.980	1.662	✓ 0.546	-0.256	50.00%
2019	26	51,500	31.599	0.823	0.956	1.544	✓ 0.533	-0.672	50.00%

L = 1.681 mi

ADT – Average Daily Traffic

MVM – Million Vehicle Miles = (ADT * L * 365) / 1,000,000

ACTUAL – Actual Crash Rate = No. of crashes in a year / MVM

AVERAGE – Statewide Average Crash Rate for similar segments

CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MVM) + 1/(2 * MVM)

Area type is Urban; therefore, K = 3.291

Safety Ratio = ACTUAL/CRITICAL

Calculated K = (ACTUAL - AVERAGE + 1/(2 * MVM))/SQRT(AVERAGE/MVM)

CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study segment using the Statewide average as a basis

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

I-75 Ramp Terminals

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2012 - I-75, RAMP FROM I-75 NB TO SR-500 (US-27)

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	7900	C	N 7900	0	9.00	99.90	17.60
2021	6500	S	0	0	9.00	99.90	15.60
2020	6400	F	0	0	9.00	99.90	11.50
2019	6800	C	N 6800	0	9.00	99.90	15.70
2018	7400	S	0	0	9.00	99.90	8.70
2017	7300	F	0	0	9.00	99.90	9.80
2016	6900	C	N 6900	0	9.00	99.90	10.30
2015	5900	C	N 5900	0	9.00	99.90	11.60
2014	5900	C	N 5900	0	9.00	99.90	8.50
2013	5900	C	N 5900	0	9.00	99.90	6.10
2012	5500	C	N 5500	0	9.00	99.90	6.40
2011	5600	C	N 5600	0	9.00	99.90	10.20
2010	5600	C	N 5600	0	11.52	99.99	9.80
2009	5700	C	N 5700	0	11.52	99.99	9.70
2008	5600	C	N 5600	0	11.45	99.99	11.30
2007	6800	C	N 6800	0	10.61	99.99	11.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0459 - ON US-27, 0.574 MI. NW OF I-75 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	21500	F	E	10000	W	11500	9.00	55.10	14.00
2021	21500	C	E	10000	W	11500	9.00	53.20	14.00
2020	21000	F	E	10500	W	10500	9.00	53.40	15.70
2019	21000	C	E	10500	W	10500	9.00	53.80	15.70
2018	22000	C	E	10500	W	11500	9.00	54.30	11.70
2017	20700	C	E	9700	W	11000	9.00	55.50	15.90
2016	20200	C	E	9700	W	10500	9.00	56.10	11.10
2015	18700	F	E	8700	W	10000	9.00	56.30	11.60
2014	18000	C	E	8400	W	9600	9.00	56.80	8.50
2013	16800	C	E	7800	W	9000	9.00	56.70	6.10
2012	16600	C	E	7900	W	8700	9.00	56.70	6.40
2011	17400	C	E	8800	W	8600	9.00	56.00	10.20
2010	16900	C	E	8000	W	8900	10.14	57.07	12.60
2009	17500	C	E	8400	W	9100	10.04	59.21	12.60
2008	25000	C	E	12500	W	12500	9.73	57.40	12.60
2007	28000	C	E	14000	W	14000	9.71	57.95	13.40

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
2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0033 - ON US-27, 0.188MI. N OF 30TH AVE. (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	21000	S	E 10000		W 11000	9.00	55.10	7.80
2021	21000	F	E 10000		W 11000	9.00	53.20	7.80
2020	21000	C	E 10000		W 11000	9.00	53.40	7.80
2019	22500	F	E 11000		W 11500	9.00	53.80	8.70
2018	22500	C	E 11000		W 11500	9.00	54.30	8.70
2017	21500	C	E 10500		W 11000	9.00	55.50	9.80
2016	21000	C	E 10500		W 10500	9.00	56.10	10.30
2015	22000	F	E 11000		W 11000	9.00	56.30	8.50
2014	21000	C	E 10500		W 10500	9.00	56.80	8.50
2013	19900	C	E 9900		W 10000	9.00	56.70	6.10
2012	19600	C	E 9800		W 9800	9.00	56.70	6.40
2011	19900	C	E 9900		W 10000	9.00	56.00	10.20
2010	21000	C	E 10500		W 10500	10.14	57.07	9.80
2009	22000	C	E 11000		W 11000	10.04	59.21	9.70
2008	22000	C	E 11000		W 11000	9.73	57.40	10.00
2007	25000	C	E 12500		W 12500	9.71	57.95	10.50

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

Intersection or Segment: **Intersection**
 Intersection: **US 27 Northbound Ramp Terminal**
 Crash Rate Comparison Area: **Statewide**
 Intersection Area Type: **Urban**
 Segment Length (mi) (1 if Intersection): **1.000**

Statewide Crash Rates	
Urban Ramp, 3-Legged	
Year	Average Crash Rate
2018	1.455
2019	1.293

Traffic Volumes			
Count Station	362012	360459	360033
Direction	Northbound	Both	Both
2018	7,400	22,000	22,500
2019	6,800	21,000	22,500

US 27 Northbound Ramp Terminal: Statewide Crash Rate Analysis										
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Entering Vehicles (MEV)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)	
2018	12	51,900	18.944	0.633	1.455	2.393	0.265	-2.868	50.00%	
2019	13	50,300	18.360	0.708	1.293	2.193	0.323	-2.100	50.00%	

L = Not applicable
 DEV – Daily Entering Vehicles
 MEV – Million Entering Vehicles = (DEV * 365) / 1,000,000
 ACTUAL – Actual Crash Rate = No. of crashes in a year / MEV
 AVERAGE – Statewide Average Crash Rate for similar intersections
 CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MEV) + 1/(2 * MEV)
 Area type is Urban; therefore, K = 3.291
 Safety Ratio = ACTUAL/CRITICAL
 Calculated K = (ACTUAL - AVERAGE + 1/(2 * MEV))/SQRT(AVERAGE/MEV)
 CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study intersection using the Statewide average as a basis

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2014 - I-75, RAMP FROM I-75 SB TO SR-500 (US-27)

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	2400	C	S 2400	0	9.00	99.90	17.60
2021	2200	S	0	0	9.00	99.90	15.60
2020	2200	F	0	0	9.00	99.90	11.50
2019	2300	C	S 2300	0	9.00	99.90	15.70
2018	2500	S	0	0	9.00	99.90	8.70
2017	2500	F	0	0	9.00	99.90	9.80
2016	2400	C	S 2400	0	9.00	99.90	10.30
2015	2100	C	S 2100	0	9.00	99.90	11.60
2014	2400	C	S 2400	0	9.00	99.90	8.50
2013	2500	C	S 2500	0	9.00	99.90	6.10
2012	2200	C	S 2200	0	9.00	99.90	6.40
2011	2200	C	S 2200	0	9.00	99.90	10.20
2010	2200	C	S 2200	0	11.52	99.99	9.80
2009	2400	C	S 2400	0	11.52	99.99	9.70
2008	2400	C	S 2400	0	11.45	99.99	11.30
2007	2600	C	S 2600	0	10.61	99.99	11.90

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0459 - ON US-27, 0.574 MI. NW OF I-75 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2022	21500	F	E	10000	W	11500	9.00	55.10	14.00
2021	21500	C	E	10000	W	11500	9.00	53.20	14.00
2020	21000	F	E	10500	W	10500	9.00	53.40	15.70
2019	21000	C	E	10500	W	10500	9.00	53.80	15.70
2018	22000	C	E	10500	W	11500	9.00	54.30	11.70
2017	20700	C	E	9700	W	11000	9.00	55.50	15.90
2016	20200	C	E	9700	W	10500	9.00	56.10	11.10
2015	18700	F	E	8700	W	10000	9.00	56.30	11.60
2014	18000	C	E	8400	W	9600	9.00	56.80	8.50
2013	16800	C	E	7800	W	9000	9.00	56.70	6.10
2012	16600	C	E	7900	W	8700	9.00	56.70	6.40
2011	17400	C	E	8800	W	8600	9.00	56.00	10.20
2010	16900	C	E	8000	W	8900	10.14	57.07	12.60
2009	17500	C	E	8400	W	9100	10.04	59.21	12.60
2008	25000	C	E	12500	W	12500	9.73	57.40	12.60
2007	28000	C	E	14000	W	14000	9.71	57.95	13.40

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
2022 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0033 - ON US-27, 0.188MI. N OF 30TH AVE. (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2022	21000	S	E 10000		W 11000	9.00	55.10	7.80
2021	21000	F	E 10000		W 11000	9.00	53.20	7.80
2020	21000	C	E 10000		W 11000	9.00	53.40	7.80
2019	22500	F	E 11000		W 11500	9.00	53.80	8.70
2018	22500	C	E 11000		W 11500	9.00	54.30	8.70
2017	21500	C	E 10500		W 11000	9.00	55.50	9.80
2016	21000	C	E 10500		W 10500	9.00	56.10	10.30
2015	22000	F	E 11000		W 11000	9.00	56.30	8.50
2014	21000	C	E 10500		W 10500	9.00	56.80	8.50
2013	19900	C	E 9900		W 10000	9.00	56.70	6.10
2012	19600	C	E 9800		W 9800	9.00	56.70	6.40
2011	19900	C	E 9900		W 10000	9.00	56.00	10.20
2010	21000	C	E 10500		W 10500	10.14	57.07	9.80
2009	22000	C	E 11000		W 11000	10.04	59.21	9.70
2008	22000	C	E 11000		W 11000	9.73	57.40	10.00
2007	25000	C	E 12500		W 12500	9.71	57.95	10.50

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

Intersection or Segment: **Intersection**
 Intersection: **US 27 Southbound Ramp Terminal**
 Crash Rate Comparison Area: **Statewide**
 Intersection Area Type: **Urban**
 Segment Length (mi) (1 if Intersection): **1.000**

Statewide Crash Rates	
Urban Ramp, 3-Legged	
Year	Average Crash Rate
2018	1.455
2019	1.293

Traffic Volumes			
Count Station	362014	360459	360033
Direction	Southbound	Both	Both
2018	2,500	22,000	22,500
2019	2,300	21,000	22,500

US 27 Southbound Ramp Terminal: Statewide Crash Rate Analysis										
Year	Number of Crashes	Average Daily Traffic (ADT)	Million Entering Vehicles (MEV)	Actual Crash Rate (ACTUAL)	Statewide Average Crash Rate (AVERAGE)	Critical Crash Rate (CRITICAL)	Safety Ratio	Calculated K	Confidence Level (CONLV)	
2018	20	47,000	17.155	1.166	1.455	2.442	0.477	-0.891	50.00%	
2019	13	45,800	16.717	0.778	1.293	2.238	0.348	-1.744	50.00%	

L = Not applicable
 DEV – Daily Entering Vehicles
 MEV – Million Entering Vehicles = (DEV * 365) / 1,000,000
 ACTUAL – Actual Crash Rate = No. of crashes in a year / MEV
 AVERAGE – Statewide Average Crash Rate for similar intersections
 CRITICAL – Critical Crash Rate = AVERAGE + K * SQRT(AVERAGE/MEV) + 1/(2 * MEV)
 Area type is Urban; therefore, K = 3.291
 Safety Ratio = ACTUAL/CRITICAL
 Calculated K = (ACTUAL - AVERAGE + 1/(2 * MEV))/SQRT(AVERAGE/MEV)
 CONLV - Confidence Level: Percent probability that the crash rate is abnormally high for the study intersection using the Statewide average as a basis

0.6740	50%
0.8416	75%
1.0360	80%
1.2816	85%
1.6449	90%
1.9600	95%
2.3263	97.5%
2.5758	99%
2.8070	99.5%
3.0902	99.75%
3.2905	99.9%
3.7190	99.95%
	99.99%

**APPENDIX K – FINAL SUBAREA MODEL VALIDATION
REPORT**



Financial Project Identification (FPID) 443623-1-22-01 ETDM No. 14370
and FPID 443624-1-22-01 ETDM No.14385

May 2020



SUBAREA MODEL VALIDATION REPORT

From Florida's Turnpike to County Road 234
Florida Department of Transportation District Five

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

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1. BACKGROUND

Kittelson & Associates, Inc. (KAI) was retained by the Florida Department of Transportation (FDOT) District Five (D5) to develop the future traffic forecasts for the Interstate 75 (I-75) PD&E studies (FM# 443623-1-22-01 and 443624-1-22-01). The project limits along I-75 are between Florida's Turnpike and County Road (C.R.) 234 and traverse three counties (Sumter, Marion, and Alachua) in Central Florida. The latest Turnpike State Model (TSM) used for the I-75 Alternative Corridor Evaluation (ACE) project was calibrated by Florida's Turnpike Enterprise to year 2015 conditions and was received by the project team (dated 03/12/2019). The calibrated TSM was validated at a subarea level and will be used to support future travel demand forecasting. This report summarizes the subarea model validation and future year model development.

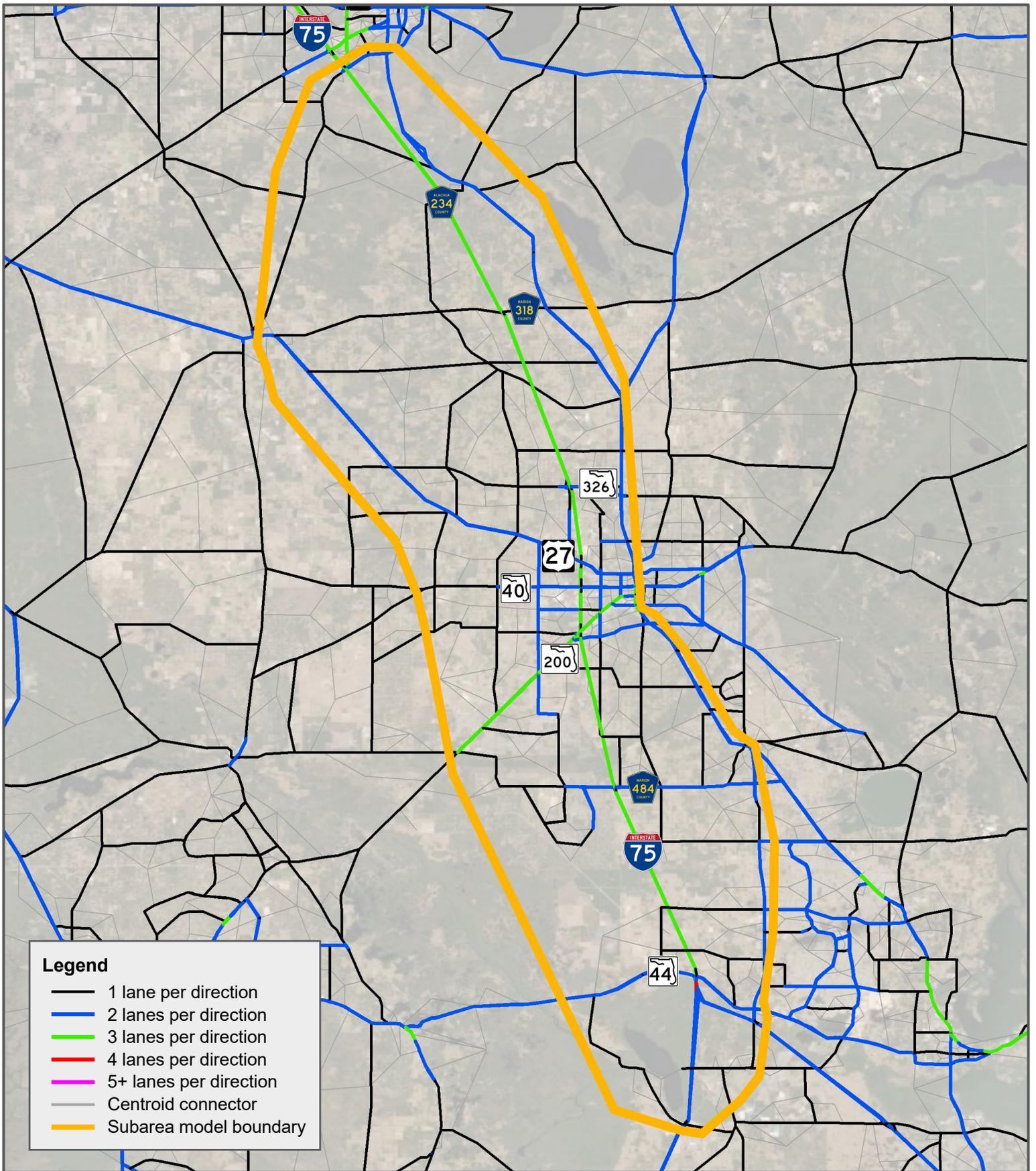
2. SUBAREA MODEL VALIDATION

2.1. SUBAREA MODEL BOUNDARY

The study segments included 44 miles of freeway sections on I-75 from Florida's Turnpike to C.R. 234, as shown in **Figure 1**. The subarea model boundary was selected to include the major facilities in the vicinity of the study segments as well as the next adjacent interchange to the study endpoints. The boundary generally includes the area bounded by I-75 & C.R. 470 interchange to the south, I-75 & State Road (S.R.) 331 interchange to the north, United State Road (U.S.) 27 to the west, and S.R. 35 to the east.

2.2. SUBAREA MODEL COUNTS

As part of the TSM 2015 calibration, 2015 traffic counts were compiled and updated in the model using both FDOT's telemetered traffic monitoring site (TTMS) and portable traffic monitoring site (PTMS) count sites. The count data on the I-75 corridor from the Georgia state line to I-275 was also reviewed and balanced for year 2015. Details can be found in the "Turnpike State Model 2015 Validation Report, June 2018" (included in **Appendix A**). Therefore, those previously developed 2015 counts were used in the I-75 PD&E subarea model validation process.



Legend

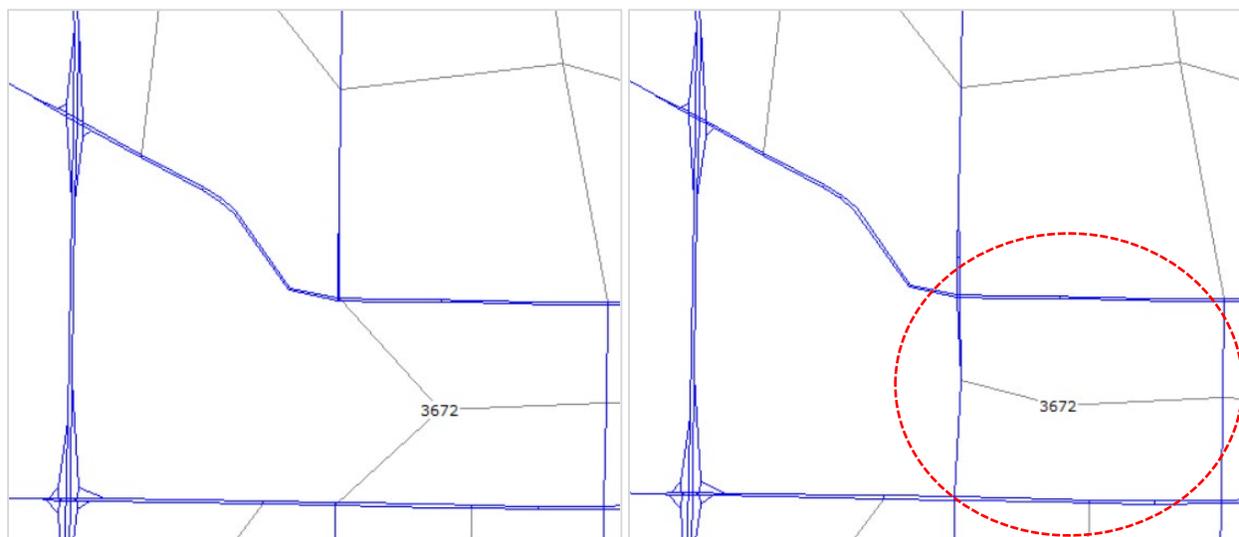
- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector
- Subarea model boundary



2.3. SUBAREA MODEL ADJUSTMENT

The transportation network near the study interchanges and study intersections was reviewed based on 2015 Google aerial imagery. The roadway segment along Northwest 27th Avenue between S.R. 40 and U.S. 27 was added and the centroid connectors of Traffic Analysis Zone (TAZ) 3672 were adjusted accordingly to reflect the actual network connection. **Figure 2** shows the model network comparison near S.R. 40 and U.S. 27 between the off-the-shelf model (left image) and updated model (right image).

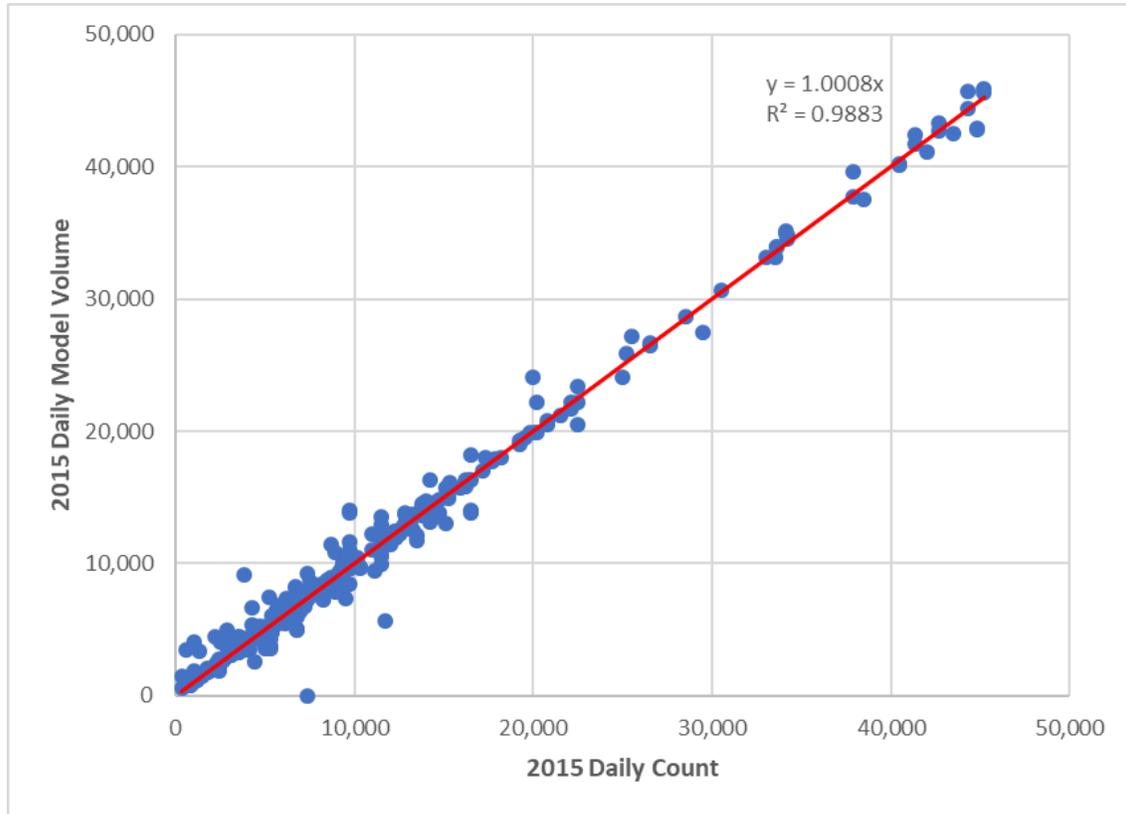
Figure 2: Base Year (2015) Model Network Adjustment



2.4. SUBAREA MODEL VALIDATION

Figure 3 shows the base year (2015) volume-to-count (VC) comparisons of the 342 traffic count locations within the subarea. The coefficient of determination (R^2) value was 0.99 at the end of the final assignment, which indicates the model is closely approximating the counts. Typical model validation efforts have R^2 values from 0.85 to 0.90.

Figure 3: Base Year (2015) Volume-to-Count Comparisons



Percent root mean square error (RMSE%) was also calculated between the 2015 model volumes and counts. The results were compared with the standards outlined in Table 2-11 of the FSUTMS-Cube Model Calibration and Validation Standards. **Table 1** shows the RMSE% on the daily level. The subarea model's RMSE% for all the volume groups are better than FSUTMS's preferable standards.

Table 1: RMSE% by Daily Volume Group of the Calibrated Subarea Model

Group	Volume Range (Vehicles/day)	FSUTMS Standards		# of Counts	RMSE%
		Acceptable	Preferable		
1	Less than 5,000	100%	45%	95	32%
2	5,000 - 9,999	45%	35%	115	16%
3	10,000 - 14,999	35%	27%	64	8%
4	15,000 - 19,999	30%	25%	23	6%
5	20,000 - 29,999	27%	15%	19	6%
6	30,000 - 49,999	25%	15%	26	2%
7	50,000 - 59,999	20%	10%	0	N/A
8	More than 60,000	19%	10%	0	N/A
Total		45%	35%	342	10%

The VC ratios of all facility types also meet the criteria on the daily level, as shown in **Table 2**. The VC ratio statistics for all facilities meet the criteria.

Table 2: VC Ratios by Facility Type of the Calibrated Subarea Model

Facility Type	# of Counts	Criteria	Count	Volume	V/C Diff%	Meets Criteria
Freeway	26	+/- 7%	926,900	925,612	-0.14%	YES
Arterial	192	+/- 15%	1,975,654	1,984,298	0.44%	YES
Collector	83	+/- 25%	693,300	689,956	-0.48%	YES
All	342	+/-5%	3,802,054	3,827,410	0.67%	YES

2.5. I-75 CORRIDOR STATISTICS

Table 3 shows how the subarea model performs along I-75 PD&E project study segments and the adjacent mainline segments. All directional volumes on the mainline within the study limits are within ± 4 percent of the observed 2015 counts.

Table 3: I-75 Mainline Daily Volume versus Count

I-75 Mainline Segments		Northbound			Southbound			Both Directions		
From	To	Volume	Count	VC Ratio	Volume	Count	VC Ratio	Volume	Count	VC Ratio
South of S.R. 91		20,537	22,500	0.91	23,429	22,500	1.04	43,966	45,000	0.98
S.R. 91	S.R. 44	42,749	42,700	1.00	43,329	42,700	1.01	86,078	85,400	1.01
S.R. 44	C.R. 484	41,744	41,350	1.01	42,416	41,350	1.03	84,160	82,700	1.02
C.R. 484	S.R. 200	44,461	44,300	1.00	45,676	44,300	1.03	90,137	88,600	1.02
S.R. 200	S.R. 40	45,865	45,200	1.01	45,602	45,200	1.01	91,467	90,400	1.01
S.R. 40	U.S. 27	42,871	44,800	0.96	42,784	44,800	0.96	85,655	89,600	0.96
U.S. 27	S.R. 326	40,085	40,450	0.99	40,229	40,450	0.99	80,314	80,900	0.99
S.R. 326	C.R. 318	34,919	34,150	1.02	35,137	34,150	1.03	70,056	68,300	1.03
C.R. 318	C.R. 234	34,819	34,200	1.02	34,571	34,200	1.01	69,390	68,400	1.01
North of C.R. 234		33,952	33,600	1.01	33,939	33,600	1.01	67,891	67,200	1.01

A manual review of all the ramp volumes within the I-75 PD&E study limits is also conducted. Among all the 37 count locations on the ramp, 51% (19) locations have volume within ± 10 percent of the count, 84% (31) locations have volume within ± 25 percent of the count.

Based on the statistics discussed above, the subarea meets the RMSE% and VC ratio criteria at the daily level and the study corridor shows a close match to the counts. Therefore, the subarea model is considered validated and could be used to support the study area volume forecast. The model volumes for the base year model within the subarea are plotted and can be found in **Appendix B**.

3. FUTURE YEAR MODEL DEVELOPMENT

3.1. FUTURE YEAR MODEL ADJUSTMENTS

To support the opening year (2030) and design year (2050) traffic analysis and forecasts, a future year (2045) subarea model was developed based on the TSM 2045 scenario. Two future model scenarios, No Build and Build, were developed. The following assumptions were made for the No Build and Build scenarios:

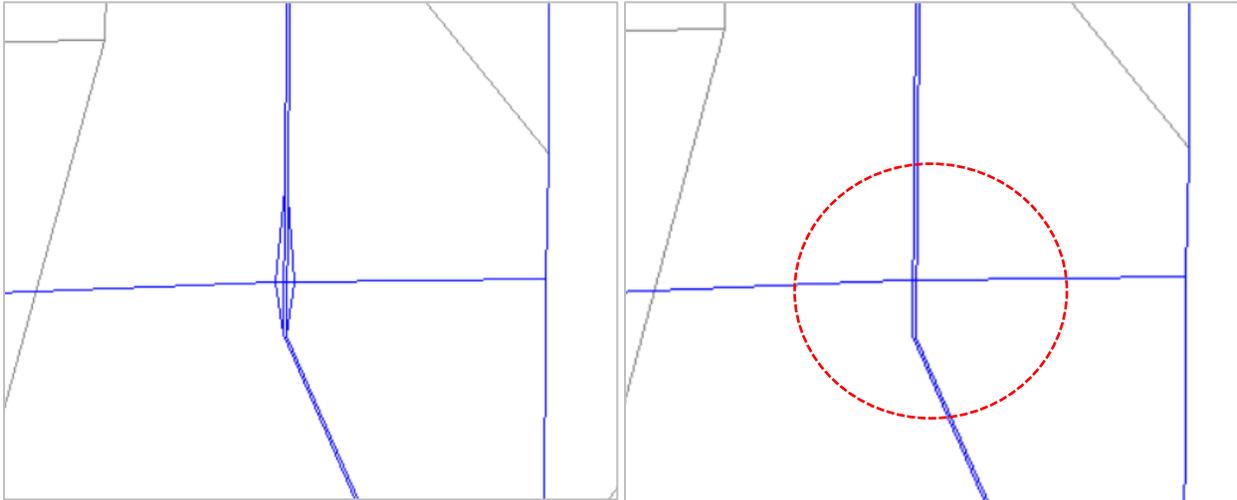
- No Build scenario assumes the I-75 study segment has 3 lanes per direction;
- Build scenario assumes the I-75 study segment has 4 lanes per direction; and
- The Automated, Connected, Electric, and Shared vehicles (ACES) scenario and Multi-use Corridors of Regional Economic Significance (M-CORES) scenario were not included in the future year evaluation as the Project Team was instructed to not include them as part of scope development.

It is also anticipated FDOT resources will run the Express Lanes Time of Day (ELToD) model for potential express lane scenarios and evaluations.

Reviews were conducted along the I-75 study corridor for the future year. Network modifications made for the base year (2015) were applied in the future year (2045) scenarios. The 2045 TSM included two new interchanges along I-75 within the study limits at SW 95th Street and at NW 49th Street. A review of the FDOT Five Year Work Program (2020-2025) indicated that there is no current funding for the proposed interchange at I-75/SW 95th Street. The Ocala-Marion TPO 2045 Long Range Transportation Plan (LRTP) is currently under development and is not expected to be approved until the end of 2020.

Per discussions with FDOT (including the District Interchange Review Coordinator) and the Project Teams, it was decided to remove the interchange of I-75 and SW 95th Street from the 2045 TSM. The written confirmation of this decision is included in **Appendix C**. **Figure 4** shows the model network comparison at Southwest 95th Street between the off-the-shelf scenario (left image) and the adjusted model scenario (right image). The model volumes for the 2045 models are included in **Appendix D**.

Figure 4: Future Year (2045) Model Update at SW 95th Street



3.2. FUTURE YEAR I-75 CORRIDOR STATISTICS

Table 4 summarizes the subarea model volumes along the study segments and the adjacent mainline segments in the base year and two future year scenarios. All directional mainline volumes within the study limits in the 2045 Build scenario are higher than 2045 No Build scenario and base year model.

Table 4: I-75 Mainline Daily Volume Comparison

I-75 Mainline Segments		Northbound			Southbound			Both Directions		
From	To	2015	2045 No Build	2045 Build	2015	2045 No Build	2045 Build	2015	2045 No Build	2045 Build
South of S.R. 91		20,537	35,133	37,308	23,429	34,361	36,568	43,966	69,494	73,876
S.R. 91	S.R. 44	42,749	54,123	57,557	43,329	54,695	58,692	86,078	108,818	116,249
S.R. 44	C.R. 484	41,744	62,898	67,268	42,416	63,010	67,560	84,160	125,908	134,828
C.R. 484	S.R. 200	44,461	63,952	70,774	45,676	64,353	71,071	90,137	128,305	141,845
S.R. 200	S.R. 40	45,865	61,913	70,369	45,602	60,880	69,273	91,467	122,793	139,642
S.R. 40	U.S. 27	42,871	63,977	70,095	42,784	62,880	70,118	85,655	126,857	140,213
U.S. 27	NW 49th Ave	40,085	57,960	63,202	40,229	56,750	62,238	80,314	114,710	125,440
NW 49th Ave	S.R. 326	40,085	60,788	66,207	40,229	58,897	64,391	80,314	119,685	130,598
S.R. 326	C.R. 318	34,919	53,000	56,424	35,137	53,274	57,429	70,056	106,274	113,853
C.R. 318	C.R. 234	34,819	51,837	55,181	34,571	52,137	54,815	69,390	103,974	109,996
North of C.R. 234		33,952	49,106	51,047	33,939	49,247	50,889	67,891	98,353	101,936

4. SUMMARY

The base year (2015) subarea model meets the RMSE and VC ratio criteria and therefore is a validated base year subarea model. The future year (2045) subarea models were developed and adjusted with appropriate assumptions and can be used to estimate model growth rates for use in establishing daily model growth rates to support the development of Design Traffic volume forecasts in support of the Project Traffic Analysis Report (PTAR).

**APPENDIX A TURNPIKE STATE MODEL 2015
VALIDATION REPORT, JUNE 2018**

June 2018

Turnpike State Model 2015 Validation Report

DRAFT



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The Florida Department of Transportation (FDOT) initiated the Future Corridors planning process to envision and plan the future of Florida’s major statewide transportation corridors over the next 50 years. The Future Corridors initiative is a long-term, large-scale approach for planning major transportation corridors in the context of environmental stewardship, both maximizing the use of existing corridors and developing new corridors. Corridors are planned and developed through a structured process emphasizing early and ongoing coordination with local, state, and federal planning and resource agencies and the public.

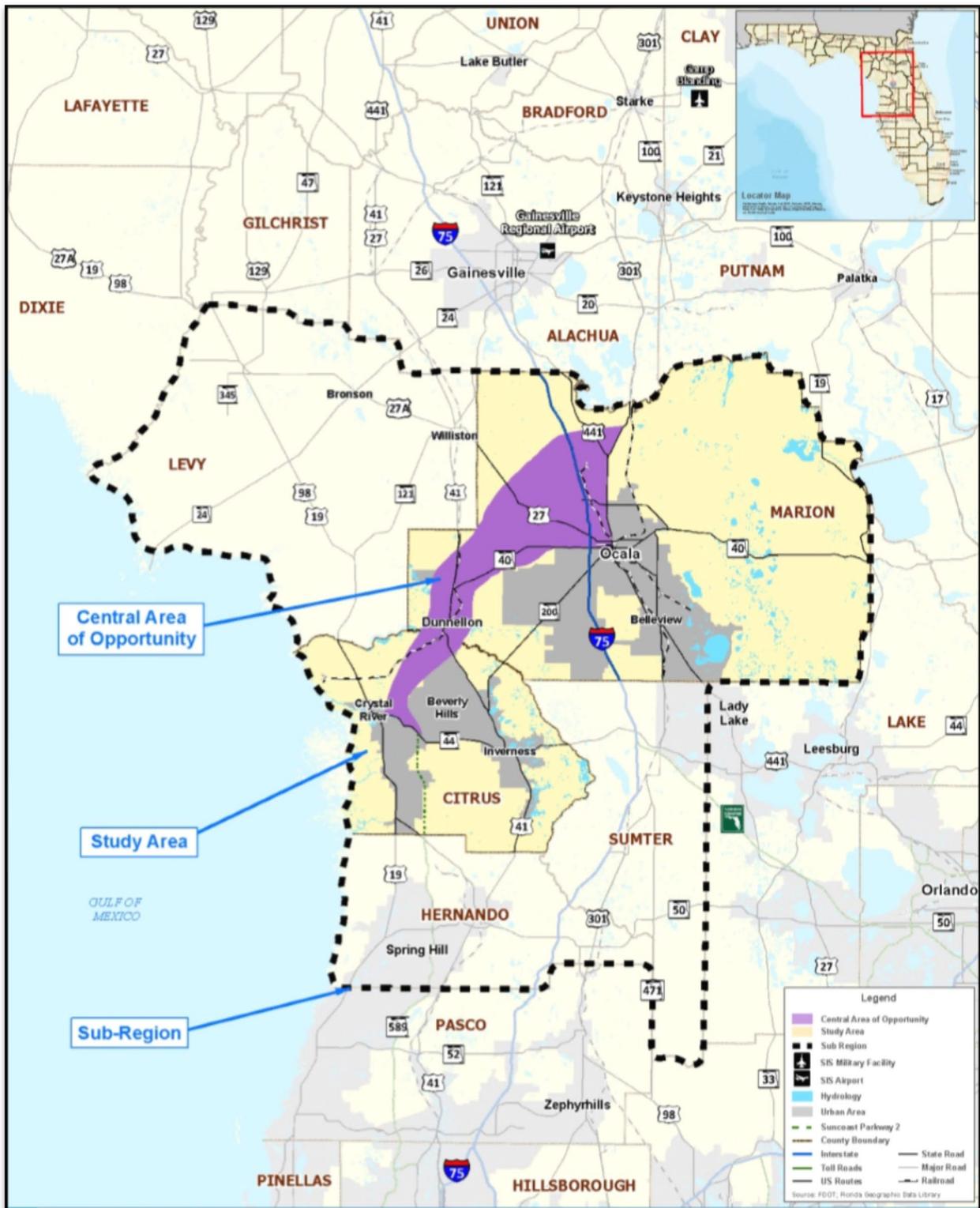
FDOT completed a Concept Study in 2013 to assess mobility needs in a 19-county area from Tampa to Northeast Florida. The Concept Study identified steps to continue corridor planning activities in the study area. One of the recommendations from the Concept Study directed FDOT to conduct a more detailed evaluation study to assess the feasibility of developing a new multimodal transportation corridor between the northern portion of the Tampa Bay region and I-75. The Concept Study also recommended this corridor be considered in the context of a long-term vision of improving connectivity between Tampa Bay and Northeast Florida. This new corridor evaluation is considered a long-term opportunity that could provide relief to I-75 and enhance regional connectivity. This option requires detailed evaluation studies, followed by a Project Development and Environment (PD&E) study.

A relief corridor to the west of I-75 would bypass existing congested areas and/or provide a more direct connection from western Tampa Bay to Ocala, Gainesville, and other parts of north Florida. A potential “area of opportunity” for this new corridor has been developed, running from the northern terminus of the Suncoast Parkway at S.R. 44 in Citrus County to I-75 in Marion County, as shown in **Figure 1**. The broader five-county sub-region is also shown. It covers parts of three FDOT districts (Districts Two, Five, and Seven).

Potential alternatives of the I-75 Alternative Corridor Evaluation (ACE) project would begin at the programmed extension of the Suncoast Parkway (S.R. 589) at S.R. 44 in Citrus County. The extension of the Suncoast Parkway from U.S. 98 to S.R. 44 is estimated to be completed and open to traffic by 2021. This project is known as the Coastal Connector, Florida’s next generation corridor. The length of the Coastal Connector is estimated to be over 40 miles.

To assist in the long-range forecasting of traffic in this extensive corridor that traverses three FDOT Districts, the Turnpike State Model (TSM) is the travel demand model used for this multi-regional area.

Figure 1
I-75 ACE Sub-Region Area and Central Area of Opportunity



The TSM was developed as a unique, statewide database model derived from readily available and accessible data on households, employment, parcel data, surveys of highway travel, traffic counts, and highway system attributes. The model was created with an expectation that it could be easily kept current through periodic updates as future versions of the various database elements became available. The model was also developed as a means to provide long-range travel demand forecasting for proposed inter-regional highway projects, as well as a means to address the need for planning-level traffic and revenue forecasts to evaluate the feasibility of potential inter-regional toll projects. A new statewide modeling perspective was required to accomplish this as project boundaries often extended beyond the study areas of available regional travel demand models.

The TSM incorporates several other features that were innovative departures from traditional modeling practice established under the auspices of the Florida Standard Urban Transportation Model Structure (FSUTMS), regularly employed by Florida's Metropolitan Planning Organizations/Transportation Planning Organizations (MPOs/TPOs) and district offices of FDOT. The innovative features included the expanded statewide perspective for travel simulation modeling, integration of a land use model component, a database structure for managing and integrating the various datasets, and the use of Matrix Estimation (ME) to simplify the model structure while vastly improving model simulation accuracy.

2.1 DATABASE UPDATE FOR THE 2015 TSM

By 2017, the model had been in service for more than a decade having last been calibrated to 2014 conditions. In preparation for forecasting future year traffic for the Coastal Connector, efforts were made to recalibrate the TSM to 2015 conditions to update the model to include the recent and continued traffic growth throughout the state.

As provided by the original design of the TSM data elements, most of the data updates were obtained from 2015 versions of the same datasets that were utilized in the development of the preceding model validation efforts. The 2015 data sources and their contents are listed below:

- Bureau of Economic and Business Research (BEBR) for population and household data
- U.S. Census, Bureau of Economic Analysis (BEA) for employment data
- Florida Geographic Data Library (FGDL) for data related to urban boundaries, generalized land use patterns, Development of Regional Impacts (DRI), etc.
- Florida Department of Revenue (FDOR) for statewide property appraiser parcel data on a county-by-county basis
- Institute of Transportation Engineers (ITE) 8th Edition – Trip Rates
- FDOT Roadway Characteristics Inventory (RCI) data
- FDOT 2015 Florida Traffic Information data for 2015 traffic count data
- Citrus, Hernando, Lake, Marion, and Sumter Counties local count data

2.1.1 Zonal Database

The following zonal data elements were reviewed and processed to account for the growth that had occurred from 2014 to 2015:

- Acreages by land use category (total, available, and vacant land by residential and non-residential parcels, developed land by residential and non-residential parcels, underutilized land by residential and non-residential parcels, agricultural land and undevelopable land)
- Area type definitions of the Traffic Analysis Zones (TAZs) according to whether they were contained within an MPO/TPO, county or town boundary, or within an urban growth boundary
- Other database categories included DRI housing, DRI employment, distance to the coast, and zonal travel times (zone-to-zone travel skims)

2.1.2 Population, Dwelling Unit, and Employment Totals

Comparison of the TSM calibration datasets for 2014 and 2015 shows that growth in Florida's population, households and employment has been steady across each of the FDOT Districts. The growth in each district is shown in **Table 1**.

Table 1
Population, Household, and Employment Comparison (2014 and 2015)

District	2014			2015			Annual Growth		
	Population	HH	Emp	Population	HH	Emp	Population	HH	Emp
1	2,757,100	1,137,800	1,334,800	2,805,435	1,157,500	1,358,400	1.8%	1.7%	1.8%
2	2,014,400	780,200	1,107,900	2,046,535	791,900	1,126,200	1.6%	1.5%	1.7%
3	1,407,100	546,100	749,500	1,421,092	550,800	757,000	1.0%	0.9%	1.0%
4	3,736,500	1,499,800	2,092,400	3,786,921	1,517,500	2,120,300	1.3%	1.2%	1.3%
5	3,874,400	1,517,900	2,031,200	3,950,618	1,547,800	2,070,000	2.0%	2.0%	1.9%
6	2,687,700	935,700	1,607,500	2,728,140	947,300	1,631,500	1.5%	1.2%	1.5%
7	3,030,300	1,252,100	1,604,600	3,076,442	1,272,600	1,629,500	1.5%	1.6%	1.6%
State	19,507,500	7,669,600	10,527,900	19,815,183	7,785,400	10,692,900	1.6%	1.5%	1.6%

Source: Bureau of Economic and Business Research (BEBR), Publication 174 and the Bureau of Economic Analysis (BEA), U.S. Dept. of Commerce
 HH – Household
 Emp – Employment

The population in Florida grew from 19.5 million in 2014 to 19.8 million in 2015, an annual increase of 1.6 percent. Dwelling unit growth reflects a similar pace as population with annual growth of 1.5 percent. For the same period, employment grew from 10.5 million in 2014 to 10.7 million in 2015, an annual increase of 1.6 percent. Over this time frame District Five experienced the highest growth in each of the categories. District Three had the lowest growth in each of the three categories.

2.1.3 Traffic Zone Splits and Centroid Connections

For the 2015 calibration effort, 635 additional zones were added to the TSM. The 2015 TSM TAZ count increased in each FDOT district. **Table 2** shows a comparison of the zone structure between the 2014 and 2015 models to show the overall zonal refinement and the net gain on a district-by-district basis. There were 226 zones added in District Five, 120 zones added to District Seven, and 102 zones added to District One.

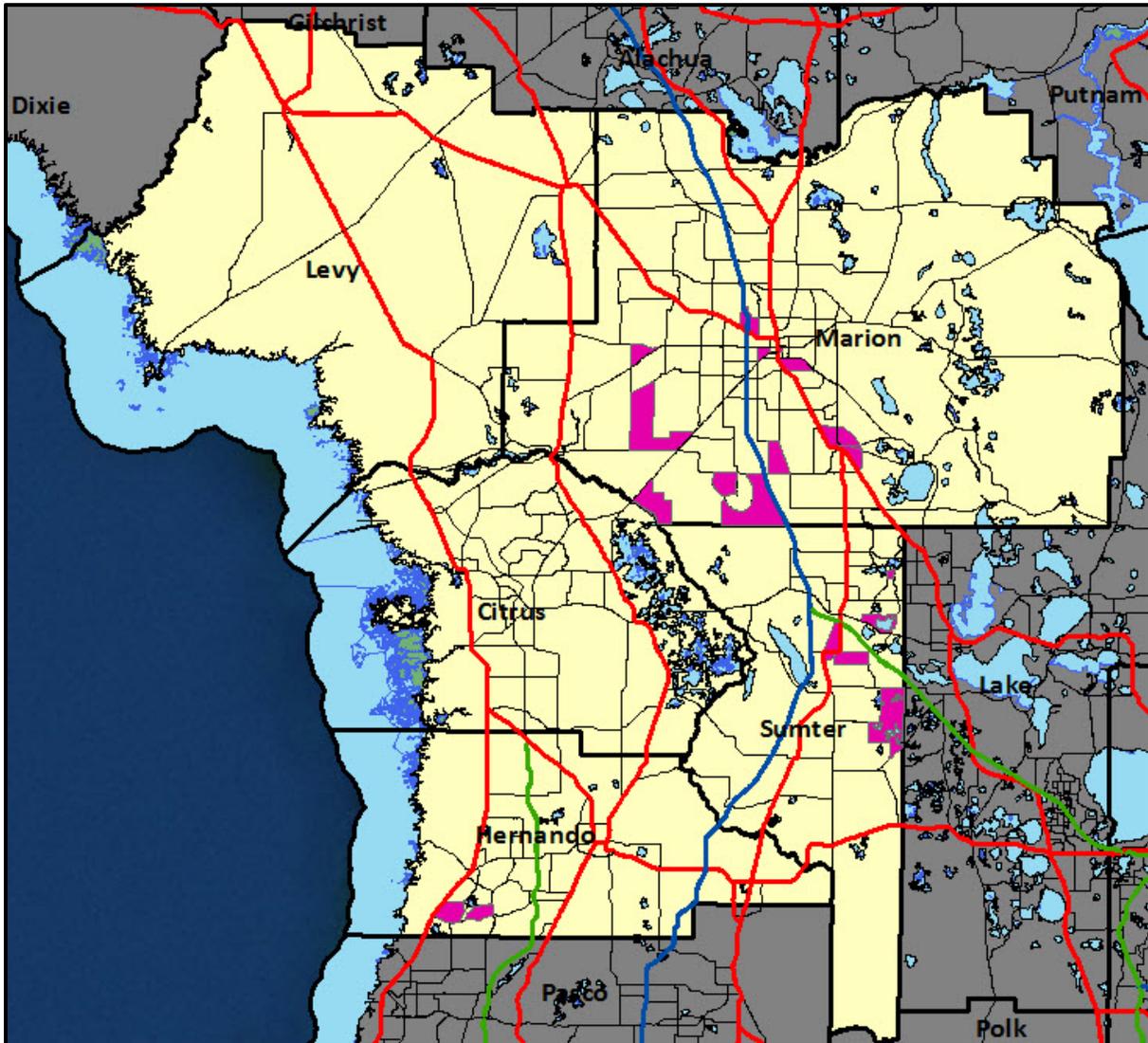
Table 2
TSM Zone Split Summary

District or Area	TSM Zones		Additional Zones
	2014	2015	
1	737	839	102
2	859	909	50
3	582	598	16
4	885	955	70
5	1,171	1,397	226
6	759	810	51
7	796	916	120
External	37	37	0
State	5,826	6,461	635

The number of zones in 2015 increased by approximately ten percent compared to 2014. The purpose of adding zones to the TSM was to refine the zonal loadings of those zones that had 40,000 or more daily trips loading onto the horizon year network. In the sub-region area, there were some zone splits in Marion, Sumter, and Hernando Counties, as shown in **Figure 2**. There were 16 zone additions in Marion County, 7 in Sumter County, and 2 in Hernando County.

Zone centroid loadings were added in the areas where new zone splits occurred in order to connect the new zones to the network. The goal of these zone splits is to keep traffic volumes from exceeding the normal capacity of the local roads. The daily capacity on an individual centroid connector is set at 10,000 trips.

Figure 2
Zone Splits in the I-75 ACE Sub-Region Area



2.1.4 Network Database Updates

Another major component of the database update dealt with the roadway transportation network. Thanks to the original model design, most of the updates were readily handled by reviewing the 2015 future network and identifying which of those Work Program Improvements had been made. Additional review of the historical Work Program data was made to ensure all the capacity improvements and new roads and interchanges that had occurred since the 2014 update were included. The updates consisted of roadway link additions, changes to the number of lanes and reconciling the TSM network speeds to the newest RCI database within the sub-region counties. Speed updates for new roads were based on posted speeds.

A second category of network updates was required as result of the zonal splits described above. Roads were added to the network which created many of the additional zones in the 2015 TSM update. Capacity updates were based on the changes to the number of lanes from 2014 to 2015.

2.1.5 Traffic Count Updates

The traffic count updates were collected from state and local sources. For 2015, the total number of counts increased by over 1,000 from those in the 2014 database, thereby raising the statewide count inventory from 17,866 to 18,928 and increasing the network count coverage from 14.1% to 14.2%. The count coverage is measured in terms of links with counts compared to total links in the network. Ten percent coverage is the target, and the statewide percentage exceeds the target, as do each of the districts. **Table 3** shows TSM count coverage by FDOT District.

Table 3
TSM Traffic Count Updates

District	Traffic Counts		2015 Coverage	Additional Counts
	2014	2015		
1	2,425	2,525	13.4%	100
2	2,709	2,873	15.6%	164
3	2,324	2,346	18.4%	22
4	3,481	3,552	17.4%	71
5	3,394	3,833	12.6%	439
6	1,549	1,557	11.8%	8
7	1,984	2,242	11.8%	258
Total	17,866	18,928		1,062
Overall Coverage	14.1%	14.2%		

Count data was compiled for the I-75 corridor from the Georgia state line to I-275 for both the mainline and ramps interchange. This data included both the telemetered (TTMS) and portable (PTMS) count sites on I-75. The TTMS sites are continuously counted data for every day of the year and represent the actual AADT. The PTMS sites represent data that is typically collected for 1 to 3 days of the year, usually Tuesday, Wednesday, and/or Thursday and then seasonally adjusted to represent AADT.

As the data for the I-75 corridor was reviewed, discrepancies were noted on many mainline segments, where the profile, created by adding and subtracting the volumes entering and exiting the interstate from the ramps, was significantly different from the PTMS mainline volumes. Further analysis of the TTMS data revealed that the peak travel on the I-75 corridor typically occurred on the weekend, not the weekdays when the PTMS data is typically collected. Additional counts were conducted on the ramps and confirmed that the PTMS ramp counts appeared to be more accurate than the PTMS mainline volumes. Based on this data, a smoothed, balanced profile was developed by holding the TTMS data points as accurate, and by making small adjustments to the entering and exiting ramp volumes to create

balanced mainline volumes between the TTMS data sites on the mainline. This balanced profile based on the TTMS data and the ramp counts was then used as the existing year profile for I-75. The time frame of the I-75 counts corresponds to FY 2016 (July 2015 to June 2016). This time period for counts on I-75 is the same for all Turnpike facilities. All other counts in the database are for calendar year 2015.

2.2 ASSEMBLY AND TESTING OF THE 2015 TSM

The 2015 TSM was assembled from the various 2015 data updates comprised of zonal data (population, dwelling units, and employment), the land use attributes (developable versus undevelopable, vacant versus underutilized or developed, and accessibility to other zones in terms of travel times) and the network attributes (numbers of lanes, speeds, and traffic counts).

To reiterate a few of the key attributes of the 2015 TSM, the zonal structure has been refined and is comprised of 6,461 zones. Land use data for these zones was built from the “bottom up” procedure of assembling the property appraiser parcel data from every county in Florida to give a good level of land use accuracy. The transportation network database updates included new roadway links and their attributes and new network components needed to accommodate the increased number of traffic zones. Total mileage of the resulting network database is summarized in **Table 4** in terms of statewide lane miles to show the additions that were made between 2014 and 2015 in the TSM.

Table 4
TSM Lane-mile Updates by District

District	Lane Miles		Additional Lane Miles
	2014	2015	
1	11,044	11,336	292
2	11,831	12,049	218
3	8,738	8,789	51
4	10,794	11,007	213
5	14,930	15,490	560
6	5,318	5,390	72
7	8,391	8,833	442
Total	71,046	72,894	1,848

The TSM calibration process used an iterative procedure known as ME to calibrate a base year 2015 trip table that produces the optimum fit between observed data (i.e., traffic counts) and model simulated results when that trip table is assigned to the transportation network. The two major calibration components were the observed 2015 traffic count database, which consisted of 18,928 counts, and a seed trip table.

The ME procedure requires a seed table to begin the process of iterative refinements. In the 2015 calibration, the seed table consisted of the previous 2014 calibrated trip table for daily zone-to-zone vehicle trips. With the 2015 zonal boundary and network updates and the 2015 traffic counts updates, the ME process was performed.

3.1 MATRIX ESTIMATION: 2015 TRIP TABLE CALIBRATION

In the 2015 calibration process, the ME process started with the initial assignment of the seed trip table and was followed by a series of ME iterations which refine the zone-to-zone table with the goal of improving the fit between observed traffic counts and assigned link volumes. The ME process accomplishes this by assigning trips to the network paths, totaling the resulting trips on all links that have traffic counts, and comparing the model simulated totals to the observed traffic counts. It then adjusts the modeled zone-to-zone traffic volumes up or down according to the count comparison results and reassigns the adjustments to refine the model simulated trips. The basic technique is an iterative process.

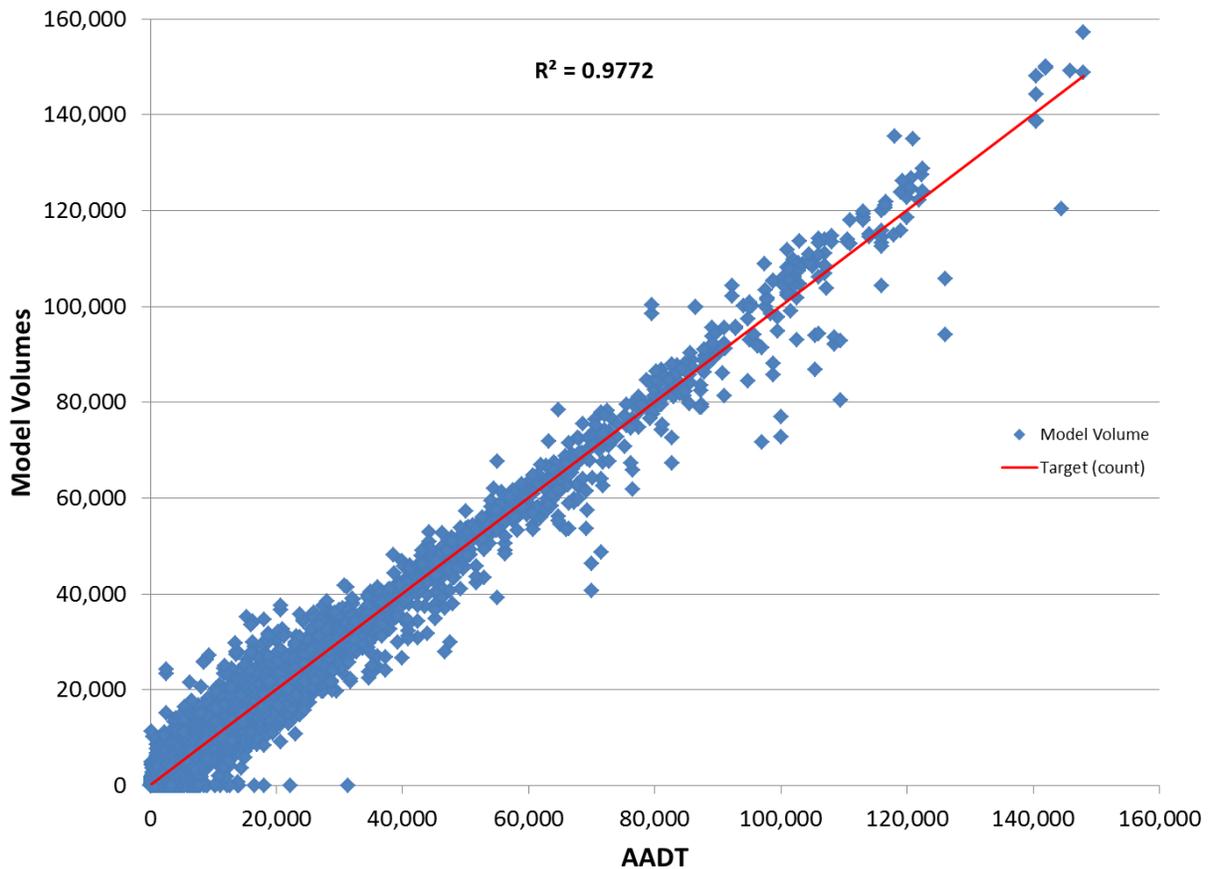
After the initial traffic assignment, there were five iterations of ME followed by a second traffic assignment, then five more iterations of ME, etc. After each assignment, a running check of the Root Mean Squared Error (RMSE) was compiled. The RMSE represents the sample standard deviation of the differences between the modeled volumes and traffic counts. After completion of the ME iterations on the 2015 statewide zone-to-zone trip table the percent RMSE had been reduced to 17.10 percent, which fell well below the standard of 32 percent recommended for FSUTMS model calibration. The TSM calibration clearly benefitted from having a seed table based on the previous 2014 ME calibration effort.

3.2 TSM 2015 CALIBRATION RESULTS

3.2.1 Volume-to-Count Comparisons

Figure 3 shows the 2015 TSM volume-to-count comparisons of the 18,928 traffic count locations that were observed at the end of the calibration process. In the hypothetical situation where all model volumes match the counts, the coefficient of determination (R^2) would equal 1.0. The closer to 1.0 for the R^2 value, the better the model is replicating existing counts. For the 2015 TSM calibration effort, the R^2 value was 0.98 at the end of the final assignment. The R^2 value of 0.98 shows the model is closely approximating the counts a vast majority of the time. Typical model validation efforts have R^2 values from 0.85 to 0.90.

Figure 3
2015 TSM Volume-to-Count Comparisons

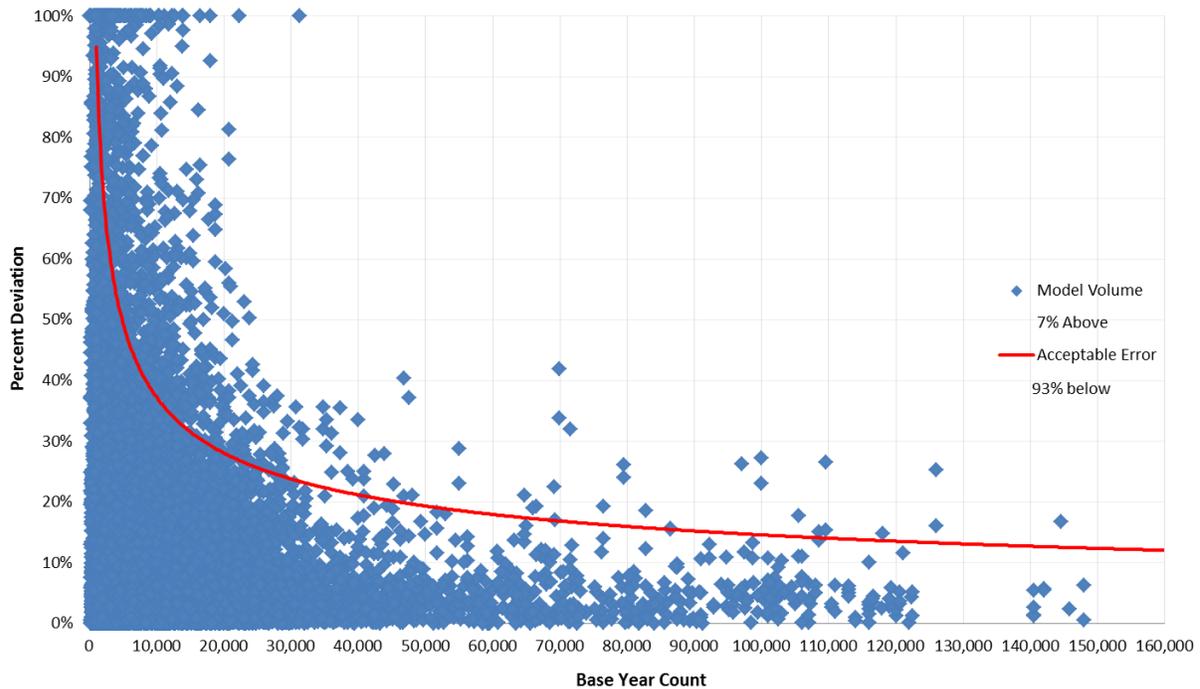


3.2.2 TSM 2015 Calibration Results: Maximum Desirable Deviation

The percent deviation of assigned volumes-to-counts provides a different perspective of model accuracy. It was developed as an indicator for maximum volume to count deviation when using model results to determine lane requirements. Documentation of Maximum Desirable Deviation is presented in the National Cooperative Highway Research Program (NCHRP) Report 255, Highway Traffic Data for Urbanized Area Project Planning and Design, Transportation Research Board, December 1982. The report states that the measure is “Based on the assumption that the maximum traffic assignment deviation should not result in a design deviation of more than one highway travel lane. Therefore, the acceptable deviation is higher on low volume roads where a large percentage deviation will not have major design implications.”

After the final iteration of the TSM calibration, the instances where the 2015 model volumes are above the curve (red line) of acceptable error is approximately seven percent of the 18,928 counts. **Figure 4** shows the calibration scatterplot results.

Figure 4
Model Volume Deviation from Count

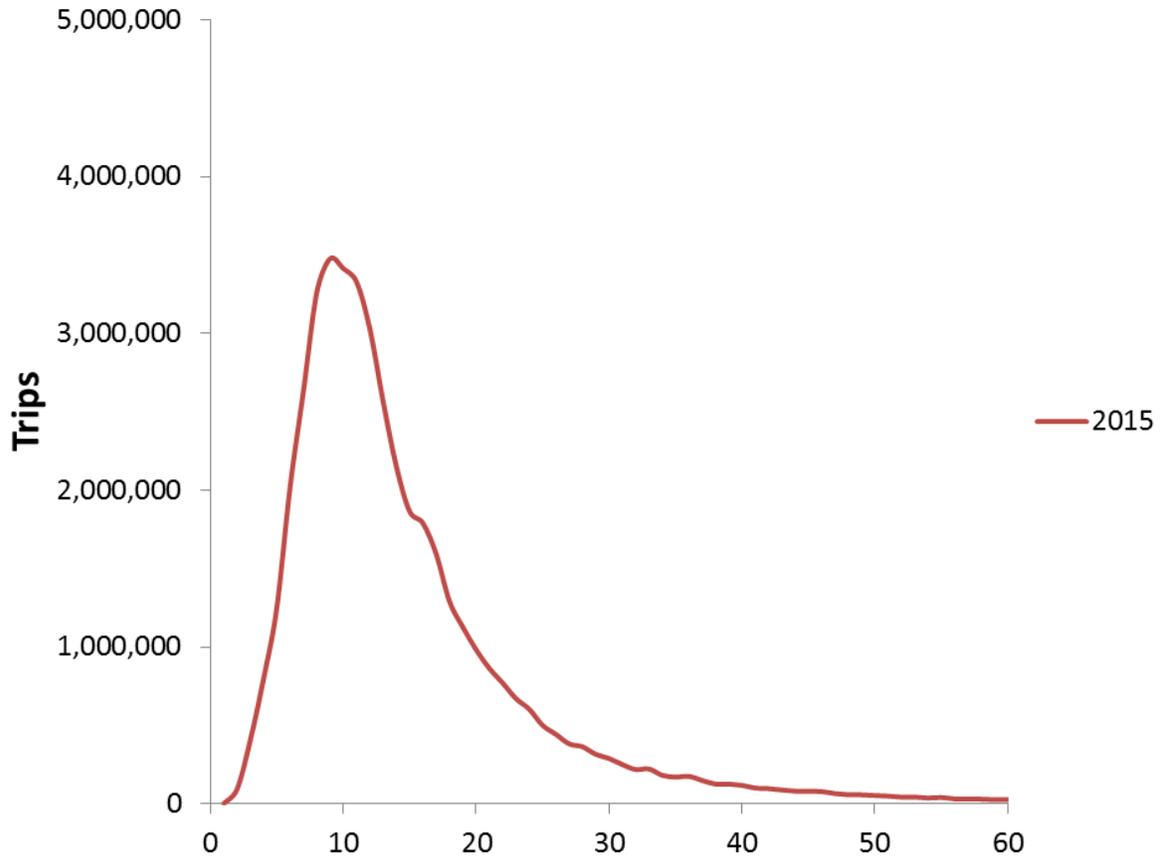


3.2.3 TSM 2015 Calibration Results: Trip Length Characteristics

In the original TSM model calibration, the seed trip table required as an input to the Matrix Estimation procedure was developed from available data acquired by the National Household Transportation Survey (NHTS) and the U.S. Census Bureau's Journey-to-Work Survey. The Matrix Estimation process has since been refined from the original seed table to optimize the fit between model results and traffic counts, creating the trip length distribution for the 2015 calibration effort as shown in **Figure 5**. The TSM average trip length was 16 minutes.

These statistics are overall state averages across all trip types (home-based work, home-based other and non-home-based trips). While the typical frame of reference is for the work commute which can be greater than 20 minutes on average, the other trip types such as non-home-based trips are shorter than the 14-minute average and account for a larger share of overall trip types.

Figure 5
Trip Length in Minutes (without Intrazonals)

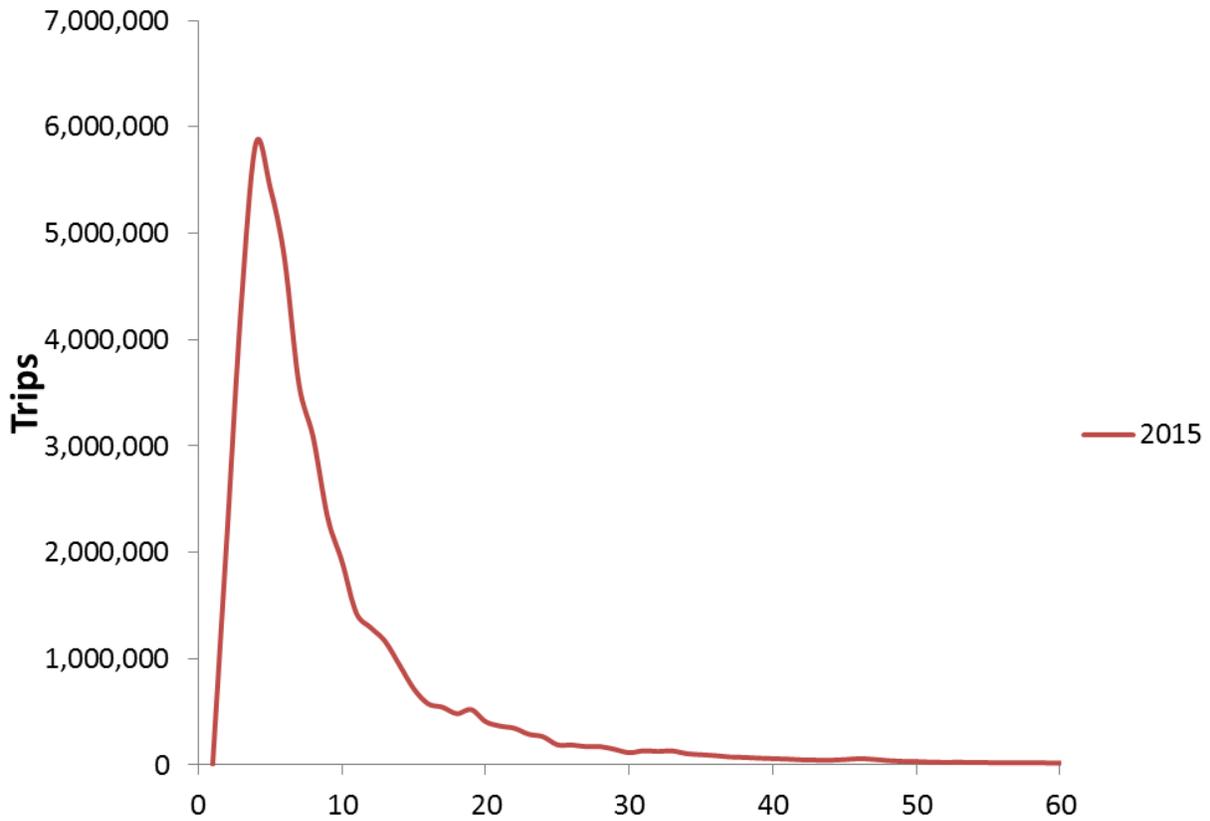


Minutes

Time	Trip Length			Percentage	
	Total Trips	Trip-Hours	Avg. Min.	<= 50 min	>50 min
2015	46,158,084	12,254,095	15.9	97.2%	2.8%

Trip length is also measured in miles. As shown in **Figure 6**, the 2015 average trip length was 10.5 miles. The 2015 percentage of trips greater than 50 miles is 2.2 percent. This compares favorably with the National Household Travel Survey (NHTS) from the Florida resident sample which had a survey value of 2.4 percent for trips greater than 50 miles in length.

Figure 6
Trip Length in Miles (without Intrazonals)



Miles

Distance	Trip Length			Percentage	
	Total Trips	Trip-Miles	Avg. Miles	<= 50 min	>50 min
2015	46,158,084	8,078,309	10.5	97.8%	2.2%

3.2.4 TSM 2015 Calibration Results: Model Results by Volume Group

Table 5 shows how the accuracy of the TSM calibration varies over 12 traffic volume groups. The overall TSM volume-to-count ratio is 1.0 and the overall RMSE is 17.1 with both indicators showing the TSM is performing well at the state level.

Table 5
2015 TSM Results by Volume Group

Volume Group	Volume	2015 AADT	Number of Counts	Vol/Count	RMSE	RMSE Limits Lower Upper	Count
100 – 5,000	16,178,324	15,209,995	5,760	1.06	45.2	45 – 55	30.4%
5,001 – 10,000	34,676,385	34,071,134	4,633	1.02	22.6	35 – 45	24.5%
10,001 – 20,000	76,532,412	76,123,661	5,288	1.01	15.2	27 – 35	27.9%
20,001 – 30,000	49,975,015	50,104,832	2,110	1.00	10.6	24 – 27	11.1%
30,001 – 40,000	15,882,164	15,944,992	470	1.00	9.5	22 – 24	2.5%
40,001 – 50,000	8,419,398	8,504,794	191	0.99	9.3	20 – 22	1.0%
50,001 – 60,000	6,502,081	6,466,302	117	1.01	6.4	18 – 20	0.6%
60,001 – 70,000	6,483,125	6,657,752	102	0.97	9.3	17 – 18	0.5%
70,001 – 80,000	4,383,913	4,379,542	59	1.00	8.5	16 – 17	0.3%
80,001 – 90,000	5,603,894	5,563,667	66	1.01	5.7	15 – 16	0.3%
90,001 – 100,000	3,618,960	3,618,000	38	1.00	7.6	14 – 15	0.2%
100,001 – 400,000	10,697,483	10,650,450	94	1.00	8.3	5 – 14	0.5%
Grand Total	238,953,154	237,295,121	18,928	1.01	17.1	32 – 39	100.0%

 Within Acceptable RMSE Limits
 Better than Acceptable RMSE Limits

Two volume groups are within acceptable RMSE limits and the other ten are better than the acceptable RMSE results. The volume group of 100 to 5,000 is the category with the largest share of the counts, and together with the third volume group of 10,001 to 20,000, account for more than half of the total number of counts.

3.2.5 TSM 2015 Calibration Results: Results by District by Volume Group

The calibration results in **Table 6** show the distribution of the TSM accuracy across the seven FDOT districts by volume group. All seven districts have a volume-to-count ratio of 1.0.

Districts One, Two, Three, Five, and Seven had all volume groups better than acceptable RSME limits. The volume group from 100 to 5,000 in Districts Four and Six had RMSEs above the acceptable limits. Also, in Districts Four and Six, the 100,001 to 400,000 volume group was within the acceptable limits. The highest RMSE of 63.267 was in the volume group from 100 to 5,000 in District Four. The lowest RSME of 3.214 was in the volume group from 50,001 to 60,000 in District One.

For Districts Two, Five, and Seven, which are the districts of the sub-region counties, all RMSE volume groups have good validation results. The overall RMSE of District Two is 15.5, District Five is 15.0, and District Seven is 15.6.

Table 6
2015 TSM Results by District by Volume Group

District	Volume Group	Volume	2015 AADT	Number of Counts	Vol/Count	RMSE
One	District Total	27,681,912	27,361,773	2,525	1.012	11.146
	100 – 5,000	2,517,807	2,341,643	845	1.075	43.684
	5,001 – 10,000	4,494,274	4,443,836	611	1.011	15.125
	10,001 – 20,000	10,121,020	10,105,990	700	1.001	8.459
	20,001 – 30,000	6,712,322	6,718,948	283	0.999	4.696
	30,001 – 40,000	1,280,538	1,259,436	36	1.017	4.805
	40,001 – 50,000	1,480,373	1,438,696	32	1.029	4.661
	50,001 – 60,000	691,547	676,224	12	1.023	3.214
	60,001 – 70,000	384,031	377,000	6	1.019	4.655
Two	District Total	27,817,694	27,475,536	2,873	1.012	15.526
	100 – 5,000	3,341,197	3,137,146	1,290	1.065	39.510
	5,001 – 10,000	5,032,721	4,978,404	704	1.011	17.396
	10,001 – 20,000	7,377,427	7,315,794	525	1.008	13.226
	20,001 – 30,000	4,620,469	4,623,526	190	0.999	8.349
	30,001 – 40,000	2,405,139	2,412,214	72	0.997	7.839
	40,001 – 50,000	1,207,872	1,227,712	28	0.984	7.351
	50,001 – 60,000	2,368,963	2,331,600	42	1.016	7.026
	60,001 – 70,000	1,307,884	1,294,140	20	1.011	3.591
	70,001 – 80,000	156,022	155,000	2	1.007	5.908
Three	District Total	17,877,630	17,733,037	2,346	1.008	19.598
	100 – 5,000	2,625,455	2,481,358	1,088	1.058	37.341
	5,001 – 10,000	4,272,653	4,222,682	571	1.012	22.644
	10,001 – 20,000	7,910,614	7,897,839	559	1.002	13.973
	20,001 – 30,000	2,608,932	2,674,702	114	0.975	9.175
	30,001 – 40,000	459,976	456,456	14	1.008	6.629
Four	District Total	56,689,536	56,128,114	3,552	1.010	15.721
	100 – 5,000	2,106,000	1,900,692	607	1.108	63.267
	5,001 – 10,000	6,427,893	6,243,326	839	1.030	26.821
	10,001 – 20,000	18,523,590	18,641,024	1,266	0.994	13.950
	20,001 – 30,000	14,579,197	14,590,822	617	0.999	12.360
	30,001 – 40,000	2,921,659	2,937,498	86	0.995	8.199
	40,001 – 50,000	1,097,722	1,113,950	25	0.985	9.645
	50,001 – 60,000	644,615	641,804	12	1.004	6.176
	60,001 – 70,000	859,852	912,450	14	0.942	11.484
	70,001 – 80,000	312,174	302,500	4	1.032	6.041
	80,001 – 90,000	1,221,108	1,160,098	14	1.053	7.858
	90,001 – 100,000	824,590	778,500	8	1.059	6.874
100,001 – 400,000	7,171,136	6,905,450	60	1.038	5.891	

Above Acceptable RMSE Limits

Within Acceptable RMSE Limits

Better than Acceptable RMSE Limits

Table 6 (continued)
2015 TSM Results by District by Volume Group

District	Volume Group	Volume	2015 AADT	Number of Counts	Vol/Count	RMSE
Five	District Total	45,716,702	45,506,771	3,833	1.005	14.965
	100 – 5,000	3,331,378	3,173,864	1,166	1.050	40.304
	5,001 – 10,000	7,356,653	7,283,392	994	1.010	18.129
	10,001 – 20,000	15,485,874	15,473,684	1,087	1.001	12.708
	20,001 – 30,000	8,802,752	8,766,804	371	1.004	10.109
	30,001 – 40,000	3,219,820	3,270,256	95	0.985	10.733
	40,001 – 50,000	2,081,632	2,100,700	48	0.991	9.619
	50,001 – 60,000	757,342	773,708	14	0.979	8.103
	60,001 – 70,000	1,081,565	1,119,200	17	0.966	7.793
	70,001 – 80,000	521,935	517,994	7	1.008	5.642
	80,001 – 90,000	2,109,881	2,081,769	24	1.014	3.847
90,001 – 100,000	967,870	945,400	10	1.024	3.814	
Six	District Total	30,665,164	30,687,106	1,557	0.999	20.879
	100 – 5,000	647,314	610,950	192	1.060	56.216
	5,001 – 10,000	2,913,401	2,839,146	367	1.026	30.817
	10,001 – 20,000	8,346,521	8,048,794	548	1.037	23.748
	20,001 – 30,000	5,321,378	5,274,122	223	1.009	13.675
	30,001 – 40,000	2,294,879	2,310,380	69	0.993	16.293
	40,001 – 50,000	1,570,196	1,646,136	36	0.954	13.337
	50,001 – 60,000	1,146,518	1,158,966	21	0.989	7.357
	60,001 – 70,000	1,271,618	1,366,664	21	0.930	16.013
	70,001 – 80,000	2,076,454	2,072,548	28	1.002	11.437
	80,001 – 90,000	662,613	675,800	8	0.980	6.602
90,001 – 100,000	1,090,896	1,141,600	12	0.956	11.323	
100,001 – 400,000	3,323,376	3,542,000	32	0.938	11.951	
Seven	District Total	32,504,516	32,402,784	2,242	1.003	15.628
	100 – 5,000	1,609,173	1,564,342	572	1.029	37.436
	5,001 – 10,000	4,178,790	4,060,348	547	1.029	27.238
	10,001 – 20,000	8,767,366	8,640,536	603	1.015	19.755
	20,001 – 30,000	7,329,965	7,455,908	312	0.983	10.533
	30,001 – 40,000	3,300,153	3,298,752	98	1.000	4.744
	40,001 – 50,000	981,603	977,600	22	1.004	8.009
	50,001 – 60,000	893,096	884,000	16	1.010	4.558
	60,001 – 70,000	1,578,175	1,588,298	24	0.994	5.033
	70,001 – 80,000	1,317,328	1,331,500	18	0.989	4.637
	80,001 – 90,000	1,610,292	1,646,000	20	0.978	6.108
	90,001 – 100,000	735,604	752,500	8	0.978	6.387
100,001 – 400,000	202,971	203,000	2	1.000	3.307	
State	All Groups	238,953,154	237,295,121	18,928	1.007	17.097

 Above Acceptable RMSE Limits

 Within Acceptable RMSE Limits

 Better than Acceptable RMSE Limits

3.2.6 TSM 2015 Calibration Results: AirSage-to-Model Comparison

The 2015 TSM volumes were compared to AirSage data. AirSage collects and analyzes real-time mobile signals, GPS positions, and other location data that is useful for modeling and forecasting population movement. **Table 7** shows the AirSage-TSM comparison for selected sub-regions and counties. Except for the Tampa Bay to Withlacoochee, AirSage shows higher movement between the selected sub-regions than TSM.

Table 7
2015 AirSage-to-Model Comparison

Sub-Region/County	AirSage	TSM
Tampa Bay to Withlacoochee	4.80%	5.22%
Withlacoochee to Northeast	0.96%	0.39%
Northeast to Tampa Bay	0.55%	0.35%
Citrus to Marion County	8.03%	12.48%
Citrus to Hernando County	5.83%	2.79%
Hernando to Marion County	0.55%	0.27%

3.2.7 TSM 2015 Calibration Results: Results by County

Table 8 provides a review of the TSM performance by county. Of the 67 counties in Florida, 52 of them had volume-to-count ratios within ± 5 percent, and 59 of them had RMSEs better than the acceptable limits. The RMSEs for Glades, Calhoun, Liberty, and Taylor counties fell within acceptable limits. Holmes, Jefferson, Madison, and Nassau counties were above the acceptable RMSE limits. Dixie County had the best RMSE at 4.022. For the five sub-region counties, Hernando had the lowest RMSE of 10.112, and Levy had the highest at 15.335.

Table 8
2015 TSM Results by County

District	County	Volume	2015 AADT	Number of Counts	Volume/Count	RMSE
One	Charlotte	1,601,464	1,581,974	158	1.012	9.943
	Collier	2,940,859	2,925,502	225	1.005	9.037
	DeSoto	293,221	281,528	62	1.042	18.526
	Glades	61,100	53,922	26	1.133	34.871
	Hardee	198,133	195,000	44	1.016	10.742
	Hendry	256,968	246,006	48	1.045	11.802
	Highlands	586,834	562,764	92	1.043	21.169
	Lee	6,934,255	6,891,452	493	1.006	9.728
	Manatee	3,391,313	3,379,952	276	1.003	8.234
	Okeechobee	380,769	355,750	73	1.070	28.845
	Polk	7,066,827	6,957,443	728	1.016	14.663
Sarasota	3,970,169	3,930,480	300	1.010	6.573	

 Above Acceptable RMSE Limits

 Within Acceptable RMSE Limits

 Better than Acceptable RMSE Limits

Table 8 (continued)
2015 TSM Results by County

District	County	Volume	2015 AADT	Number of Counts	Volume/Count	RMSE
Two	Alachua	4,144,049	4,111,102	482	1.008	10.698
	Baker	293,678	270,776	60	1.085	27.188
	Bradford	333,422	326,968	74	1.020	10.061
	Clay	1,290,267	1,285,644	126	1.004	9.222
	Columbia	1,047,425	1,018,404	168	1.028	17.228
	Dixie	65,940	64,616	20	1.020	4.022
	Duval	15,864,268	15,752,248	995	1.007	13.120
	Gilchrist	96,886	92,700	38	1.045	11.920
	Hamilton	267,197	259,412	68	1.030	22.977
	Lafayette	38,179	38,988	26	0.979	8.614
	Levy	286,652	280,122	98	1.023	15.335
	Madison	304,986	252,572	88	1.208	50.170
	Nassau	557,977	532,234	84	1.048	42.008
	Putnam	561,490	565,250	118	0.993	10.202
	Saint Johns	1,974,436	1,974,872	206	1.000	10.582
	Suwannee	337,052	316,082	90	1.066	24.524
	Taylor	236,253	219,746	74	1.075	37.993
Union	117,537	113,800	58	1.033	16.754	
Three	Bay	2,815,680	2,866,352	341	0.982	17.782
	Calhoun	114,082	103,650	60	1.101	38.306
	Escambia	4,543,399	4,484,020	432	1.013	12.506
	Franklin	68,981	65,370	34	1.055	21.975
	Gadsden	511,310	477,520	130	1.071	30.423
	Gulf	96,905	92,538	38	1.047	16.160
	Holmes	170,012	143,350	60	1.186	51.183
	Jackson	646,389	602,012	164	1.074	22.487
	Jefferson	230,844	192,650	68	1.198	56.106
	Leon	3,705,266	3,703,151	319	1.001	13.532
	Liberty	62,097	54,236	30	1.145	37.219
	Okaloosa	2,451,124	2,526,702	220	0.970	24.813
	Santa Rosa	1,382,784	1,362,568	188	1.015	14.077
	Wakulla	164,212	157,060	62	1.046	27.754
	Walton	657,972	659,946	116	0.997	26.227
Washington	256,573	241,912	84	1.061	22.757	
Four	Broward	30,638,540	30,407,188	1,636	1.008	16.047
	Indian River	1,585,904	1,564,550	213	1.014	15.716
	Martin	1,893,318	1,799,804	202	1.052	27.029
	Palm Beach	19,899,799	19,742,158	1,209	1.008	12.541
	Saint Lucie	2,671,975	2,614,414	292	1.022	19.158

Above Acceptable RMSE Limits

Within Acceptable RMSE Limits

Better than Acceptable RMSE Limits

Table 8 (continued)
2015 TSM Results by County

District	County	Volume	2015 AADT	Number of Counts	Volume/Count	RMSE
Five	Brevard	5,430,674	5,381,062	488	1.009	11.238
	Flagler	600,957	585,114	77	1.027	11.239
	Lake	2,728,401	2,700,684	294	1.010	10.314
	Marion	3,864,775	3,826,324	564	1.010	11.690
	Orange	18,343,401	18,334,125	1,033	1.001	15.242
	Osceola	3,874,288	3,783,518	290	1.024	16.351
	Seminole	4,319,275	4,346,914	350	0.994	9.445
	Sumter	1,488,262	1,463,400	230	1.017	11.529
	Volusia	5,066,669	5,085,630	507	0.996	15.379
Six	Miami-Dade	30,075,310	30,103,440	1,507	0.999	20.912
	Monroe	589,854	583,666	50	1.011	10.198
Seven	Citrus	1,379,903	1,362,294	248	1.013	13.155
	Hernando	1,358,615	1,361,782	216	0.998	10.112
	Hillsborough	17,078,761	16,962,468	938	1.007	16.449
	Pasco	3,629,351	3,636,590	324	0.998	7.468
	Pinellas	9,057,886	9,079,650	516	0.998	13.009
State	Grand Total	238,953,154	237,295,121	18,928	1.007	17.097

 Above Acceptable RMSE Limits

 Within Acceptable RMSE Limits

 Better than Acceptable RMSE Limits

3.2.8 TSM 2015 Calibration Results: Results by Volume Groups in the Sub-Region

Table 9 shows how the model performed in the five-county sub-region by volume group. All volume groups have RMSEs that are better than the acceptable limits. Three volume-to-count ratios were greater than three percent.

Table 9
Model Results by Sub-Region Counties by Volume Group

County	Volume Group	Volume	2015 AADT	Number of Counts	Vol/Count	RMSE
Hernando	County Total	1,358,615	1,361,782	216	0.998	10.112
	100 – 5,000	264,187	266,734	106	0.990	22.475
	5,001 – 10,000	449,599	452,198	62	0.994	7.632
	10,001 – 20,000	603,637	601,850	46	1.003	6.726
	20,001 – 30,000	41,192	41,000	2	1.005	1.160
Sumter	County Total	1,488,262	1,463,400	230	1.017	11.529
	100 – 5,000	309,470	292,900	130	1.057	23.010
	5,001 – 10,000	456,508	450,100	60	1.014	12.359
	10,001 – 20,000	292,820	296,600	24	0.987	7.991
	20,001 – 30,000	259,220	255,700	12	1.014	5.244
	30,001 – 40,000	170,244	168,100	4	1.013	1.782
Citrus	County Total	1,379,903	1,362,294	248	1.013	13.155
	100 – 5,000	376,775	359,552	142	1.048	28.433
	5,001 – 10,000	486,018	482,622	68	1.007	7.976
	10,001 – 20,000	517,110	520,120	38	0.994	7.047
Levy	County Total	286,652	280,122	98	1.023	15.335
	100 – 5,000	187,086	178,214	82	1.050	19.355
	5,001 – 10,000	99,566	101,908	16	0.977	8.411
Marion	County Total	3,864,775	3,826,324	564	1.010	11.690
	100 – 5,000	763,271	745,950	294	1.023	22.763
	5,001 – 10,000	1,155,192	1,137,150	155	1.016	14.203
	10,001 – 20,000	1,327,253	1,330,024	97	0.998	6.797
	20,001 – 30,000	127,136	127,000	6	1.001	1.331
	30,001 – 40,000	139,446	136,700	4	1.020	2.441
	40,001 – 50,000	352,477	349,500	8	1.009	1.570

 Better than Acceptable RMSE Limits

3.2.9 TSM 2015 Calibration Results: Results by Sub-Region Corridors

Table 10 shows how the model performed along the major corridors in the area. The major corridors within the sub-region include I-75, U.S. 19/98, U.S. 41, U.S. 301, S.R. 40, S.R. 200, S.R. 44, and S.R. 326. All but six locations are within ± 10 percent of the observed 2015 count, and 38 out of the 48 locations are within ± 5 percent, and with many of those locations, the TSM is within a few hundred of the 2015 count.

Table 10
Model Results by Major Corridors

Facility	Location Description	2015 AADT	2015 Volume	Vol./Count
I-75	North of S.R. 326	68,300	70,100	1.03
	South of S.R. 326	80,900	80,400	0.99
	North of Turnpike	85,400	86,100	1.01
	South of Turnpike	45,000	44,000	0.98
	North of I-275	134,000	135,200	1.01
	South of I-275	76,000	78,400	1.03
U.S. 98	North of S.R. 44	24,000	23,900	1.00
	South of S.R. 44	25,500	25,300	0.99
	West of Suncoast Parkway	6,700	6,800	1.01
	East of Suncoast Parkway	3,400	3,400	1.00
	North of U.S. 19	18,944	19,100	1.01
	West of I-75	16,900	17,300	1.02
U.S. 19	South of U.S. 98	10,900	10,500	0.96
U.S. 41	North of S.R. 40	10,300	10,300	1.00
	South of S.R. 40	19,100	21,900	1.15
	North of S.R. 200	6,800	7,800	1.15
	South of S.R. 200	17,000	16,200	0.95
	North of U.S. 44	30,000	30,100	1.00
	South of U.S. 44	14,700	14,600	0.99
	North of U.S. 98	8,649	8,000	0.92
	South of U.S. 98	22,500	22,600	1.00
	North of I-275	27,500	28,000	1.02
	South of I-275	18,000	15,700	0.87
U.S. 301	North of U.S. 441	13,400	16,400	1.22
	South of U.S. 441	24,500	24,800	1.01
	North of NW 77 th Street	27,504	27,700	1.01
	South of S.R. 326	17,000	17,400	1.02
	North of Turnpike	14,000	13,800	0.99
	South of Turnpike	9,600	9,600	1.00

Table 10 (continued)
Model Results by Major Corridors

Facility	Location Description	2015 AADT	2015 Volume	Vol./Count
S.R. 40	East of U.S. 41	7,900	7,800	0.99
	West of I-75	28,500	28,400	1.00
	East of U.S. 301	25,500	25,400	1.00
	East of S.R. 326	12,800	12,900	1.01
	West of S.R. 326	16,400	16,300	0.99
S.R. 200	East of U.S. 41	9,600	8,400	0.88
	East of I-75	38,500	38,500	1.00
	West of I-75	43,500	43,600	1.00
	West of U.S. 301	27,500	27,600	1.00
S.R. 44	East of U.S. 98	28,000	28,100	1.00
	East of U.S. 41	27,500	27,500	1.00
	West of U.S. 41	14,500	13,400	0.92
	East of I-75	8,700	11,500	1.32
	West of I-75	15,000	16,500	1.10
	West of U.S. 27	18,900	18,200	0.96
S.R. 326	East of I-75	7,000	7,200	1.03
	West of I-75	19,500	19,600	1.01
	East of U.S. 301	10,800	10,200	0.94
	West of U.S. 301	11,700	11,800	1.01

The TSM update and recalibration brought the previous TSM database and calibration up to the most recent time frame possible in order to capture the recent traffic growth experienced throughout the state. Additionally, the successive calibrations of 2004, 2010 and 2014 have built upon each other to provide very sound model results with the model being well calibrated and ready for use in forecasting efforts.

Table 11 summarizes the TSM changes from 2014 to 2015 in statewide demographics, network attributes, trip length attributes, and simulation accuracy based on comparisons of travel model results and observed traffic count data.

Table 11
TSM Statistics 2014 versus 2015

Variable	TSM Statistics		Change
	2014	2015	
Total Population	19,507,500	19,815,200	307,700
Total Employment	10,527,900	10,692,900	165,000
Number of Zones	5,826	6,461	635
Lane-miles	71,046	72,894	1,848
Traffic Counts	17,866	18,928	1,062
Network Count Coverage	14.1%	14.2%	0.1%
Average Trip Length (miles)	9.4	10.5	1.1
Average Trip Length (minutes)	14.9	15.9	1.0
Volume-to-Count Ratio	1.005	1.007	0.002
RMSE	11.318	17.097	5.779

Note that the network links shown above do not include the TAZ centroid connector links. These links represent all the local roads within the TAZ boundaries and because they are representative links, they are not considered in the model statistics. Additionally, the total daily trips do not include intra-zonal trips.

APPENDIX B BASE YEAR (2015) MODEL PLOTS

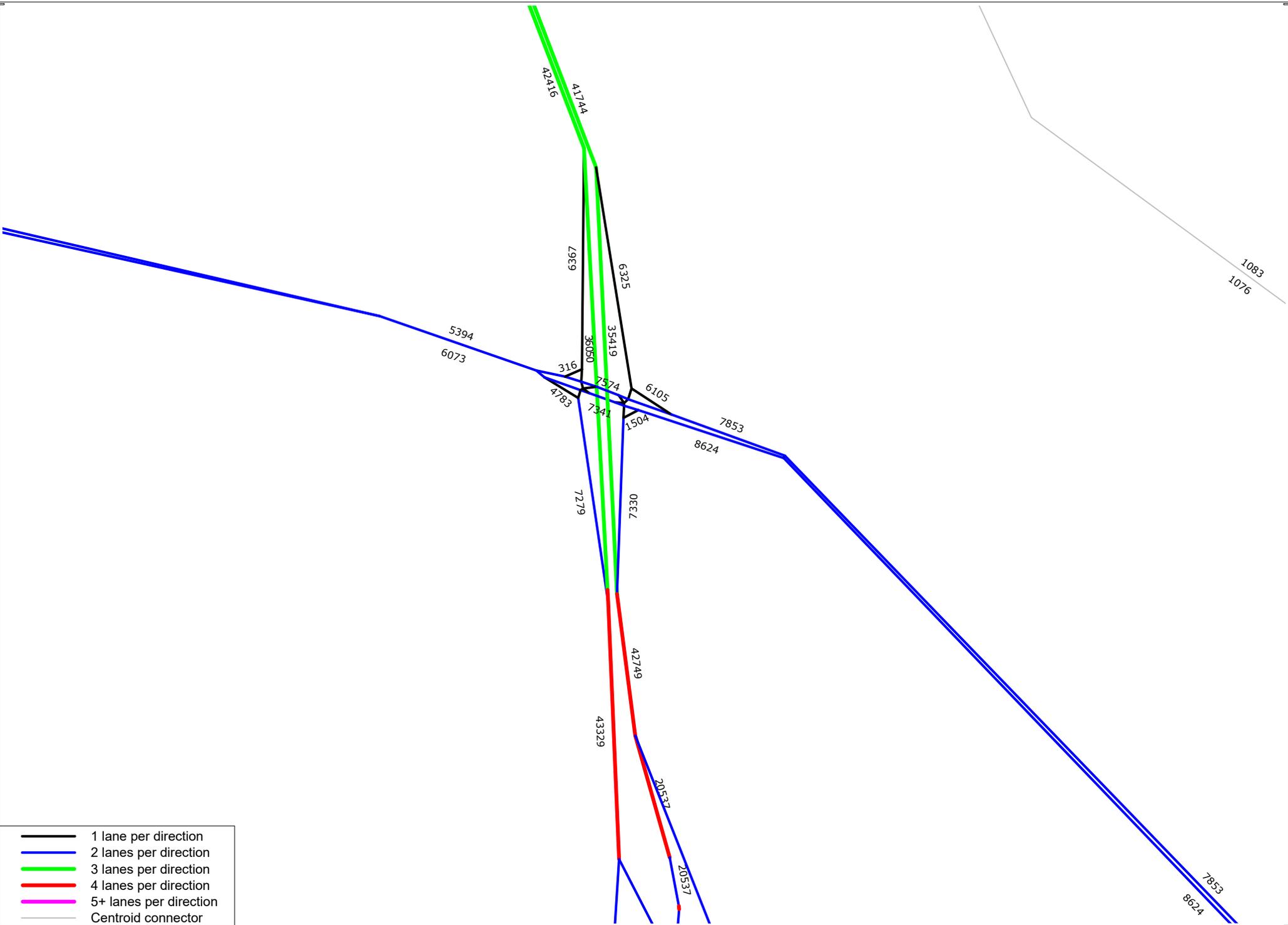


- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2015
 Model Plot - Florida Turnpike / SR 91 Interchange

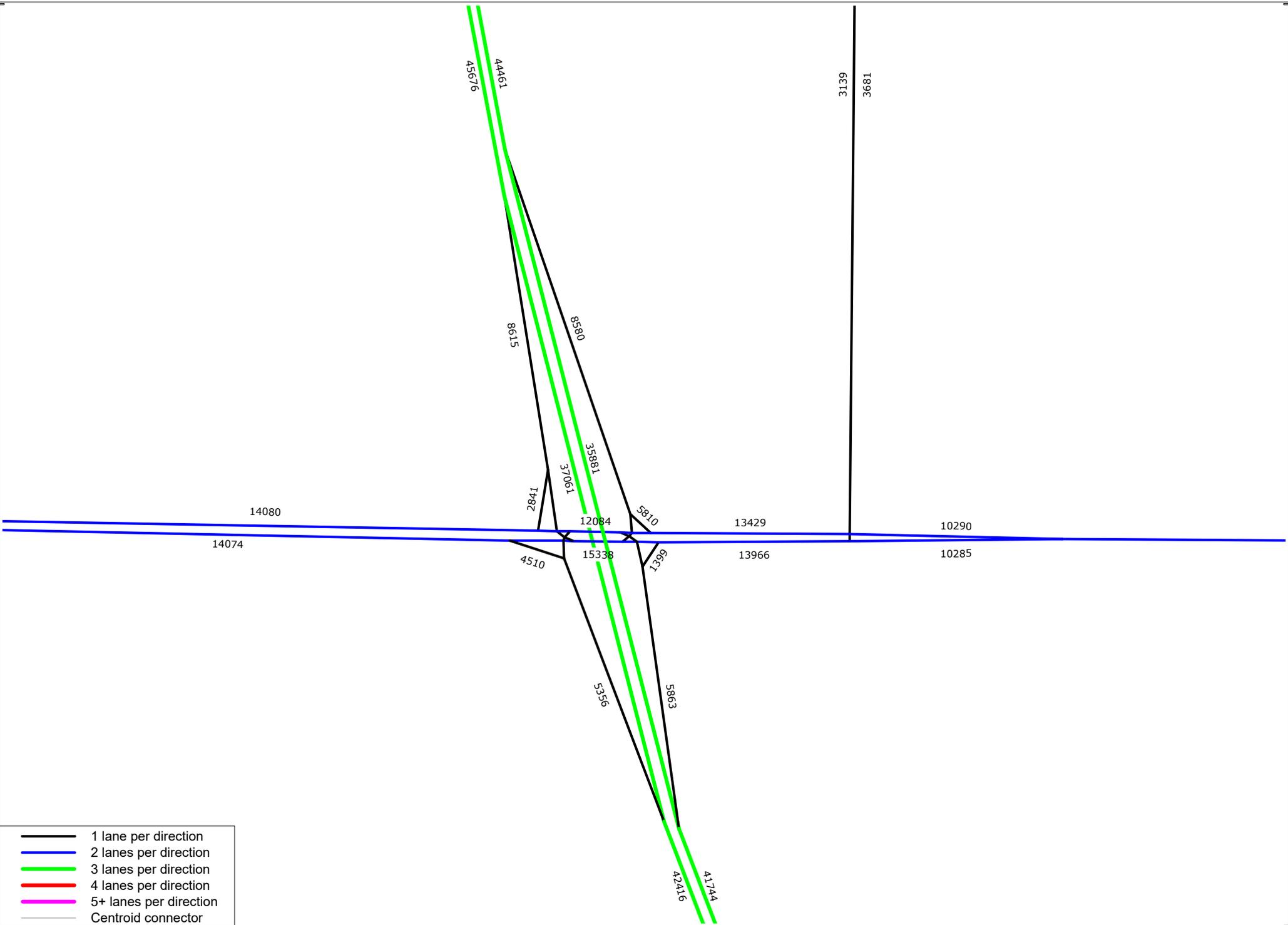


(Licensed to Kittelson and Associates Inc)

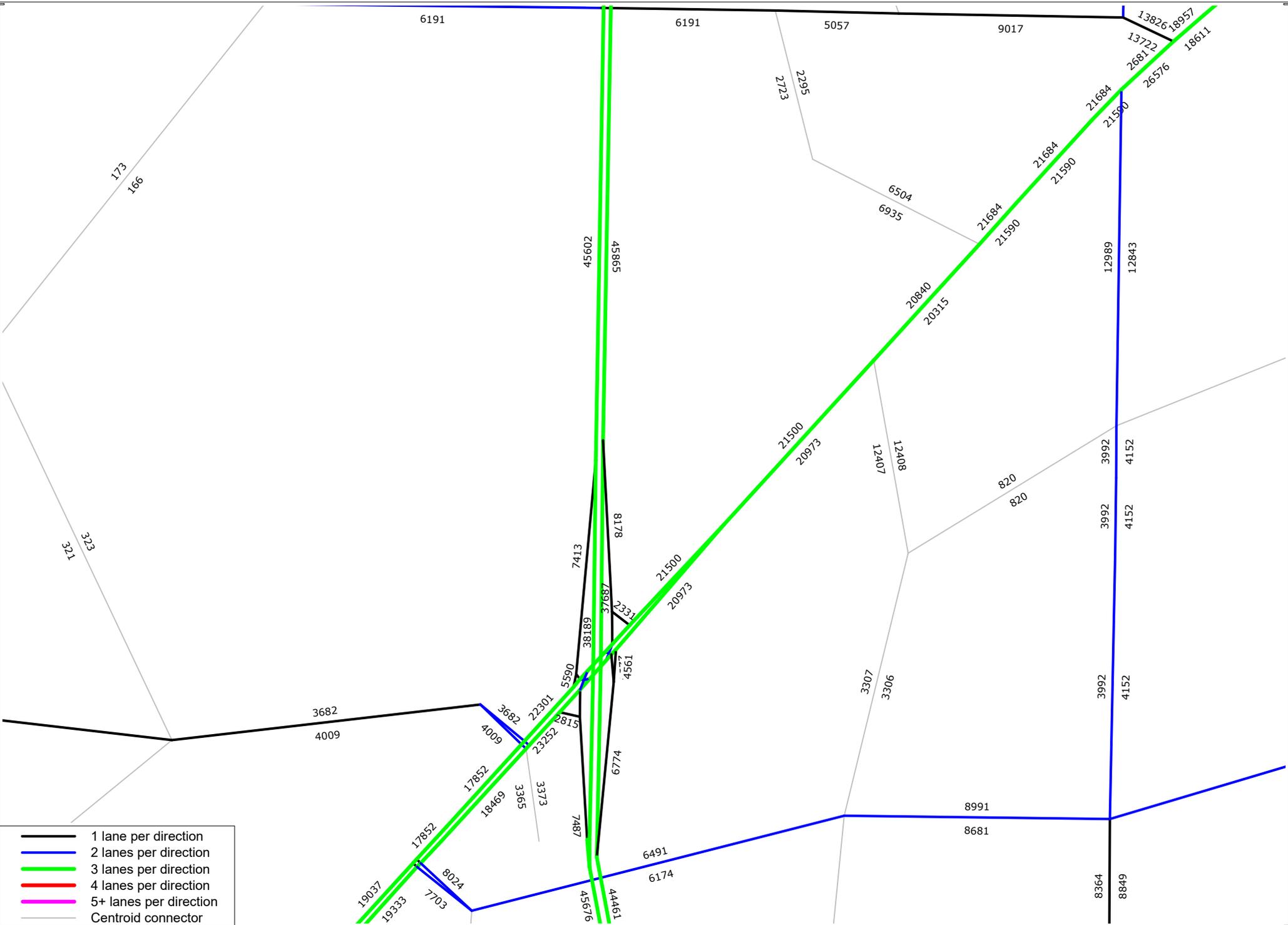


- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

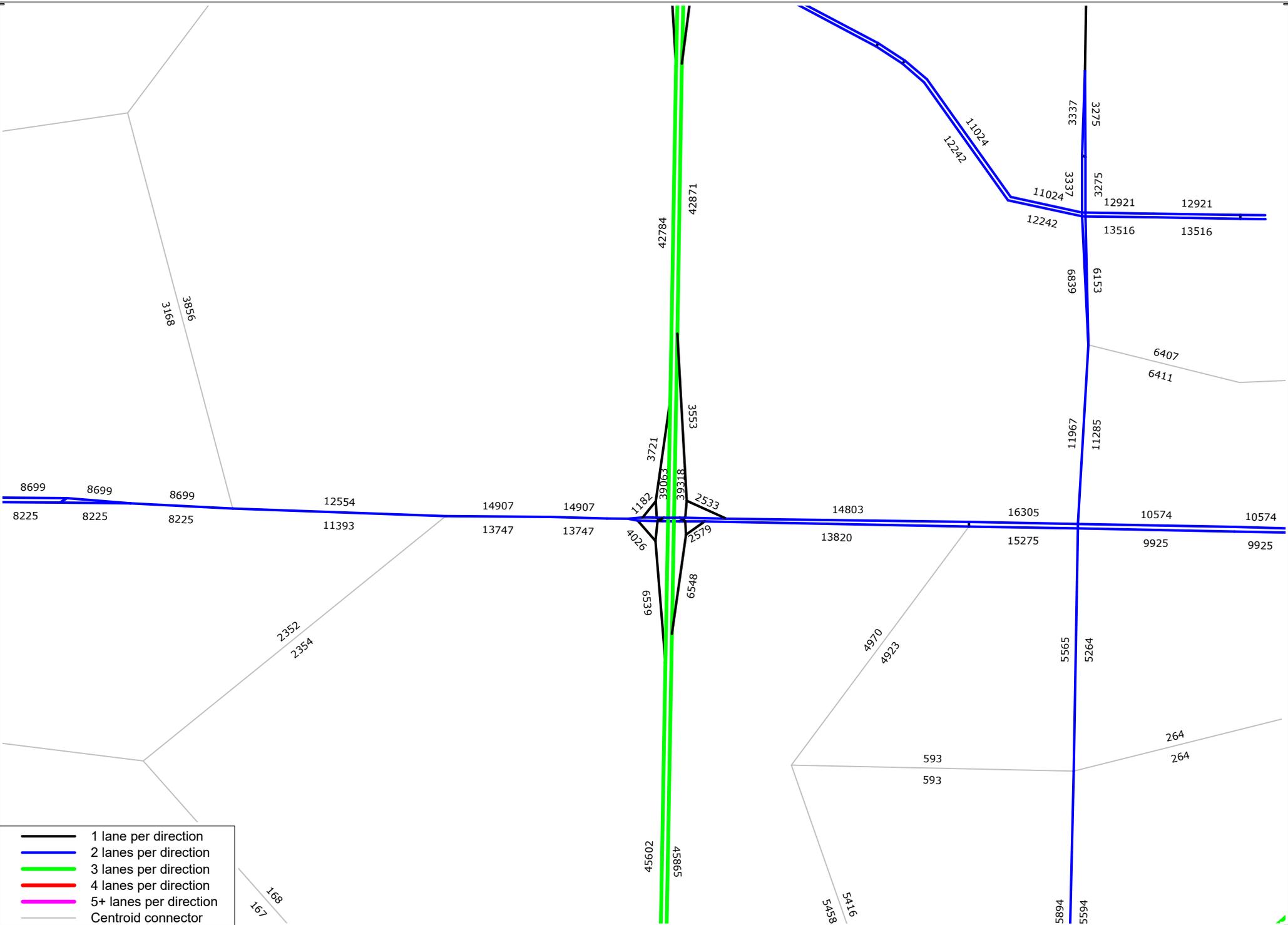
Turnpike Statewide Model 2015
 Model Plot K SR 42 Interchange



Turnpike Statewide Model 2015
 Model Plot - I-49 Interchange

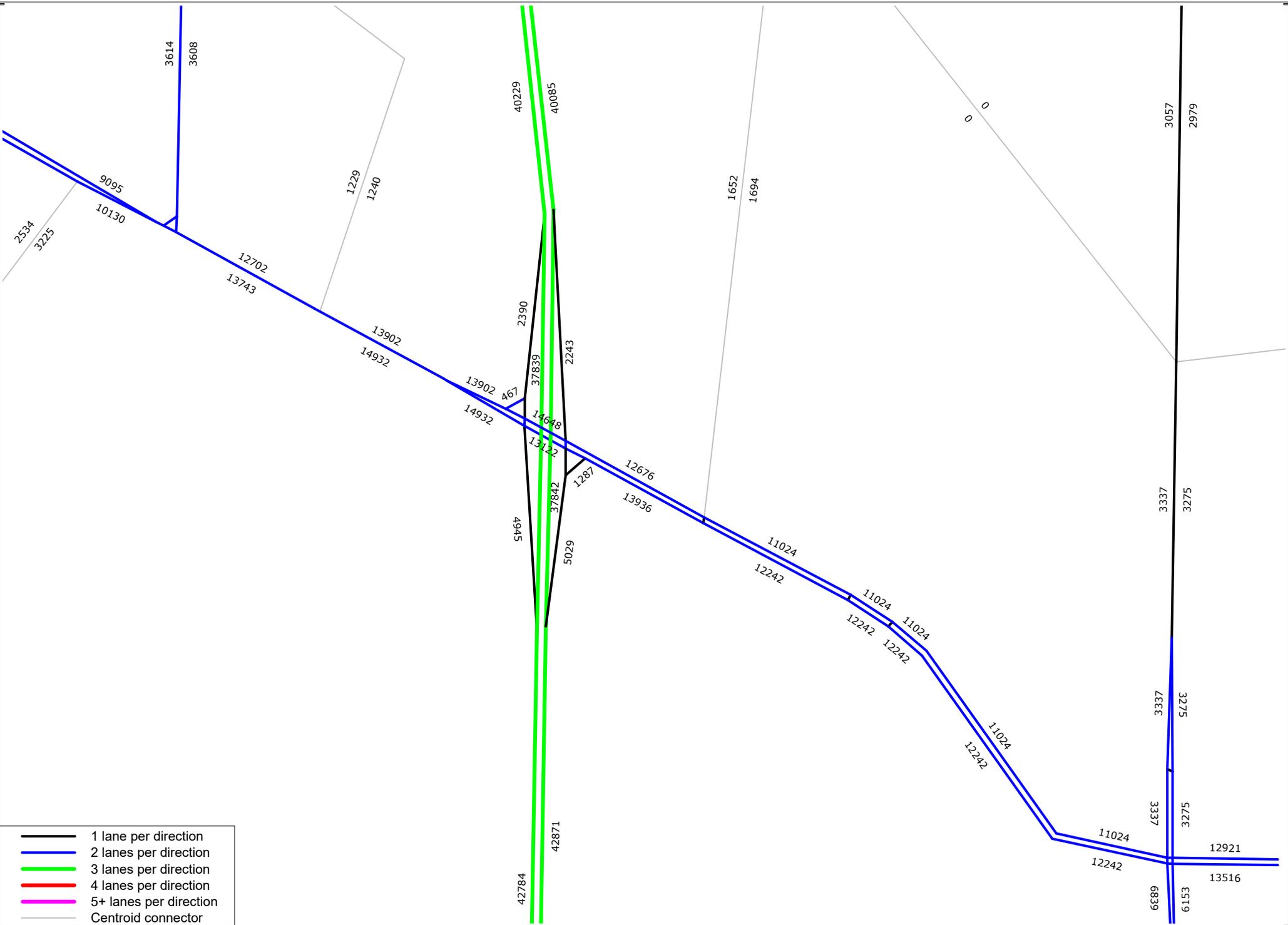


Turnpike Statewide Model 2015
 Model Plot - R-20 Interchange



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2015
 Model Plot SR 45 interchange



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2015
 Model Plot K-46 US 27 Interchange

440

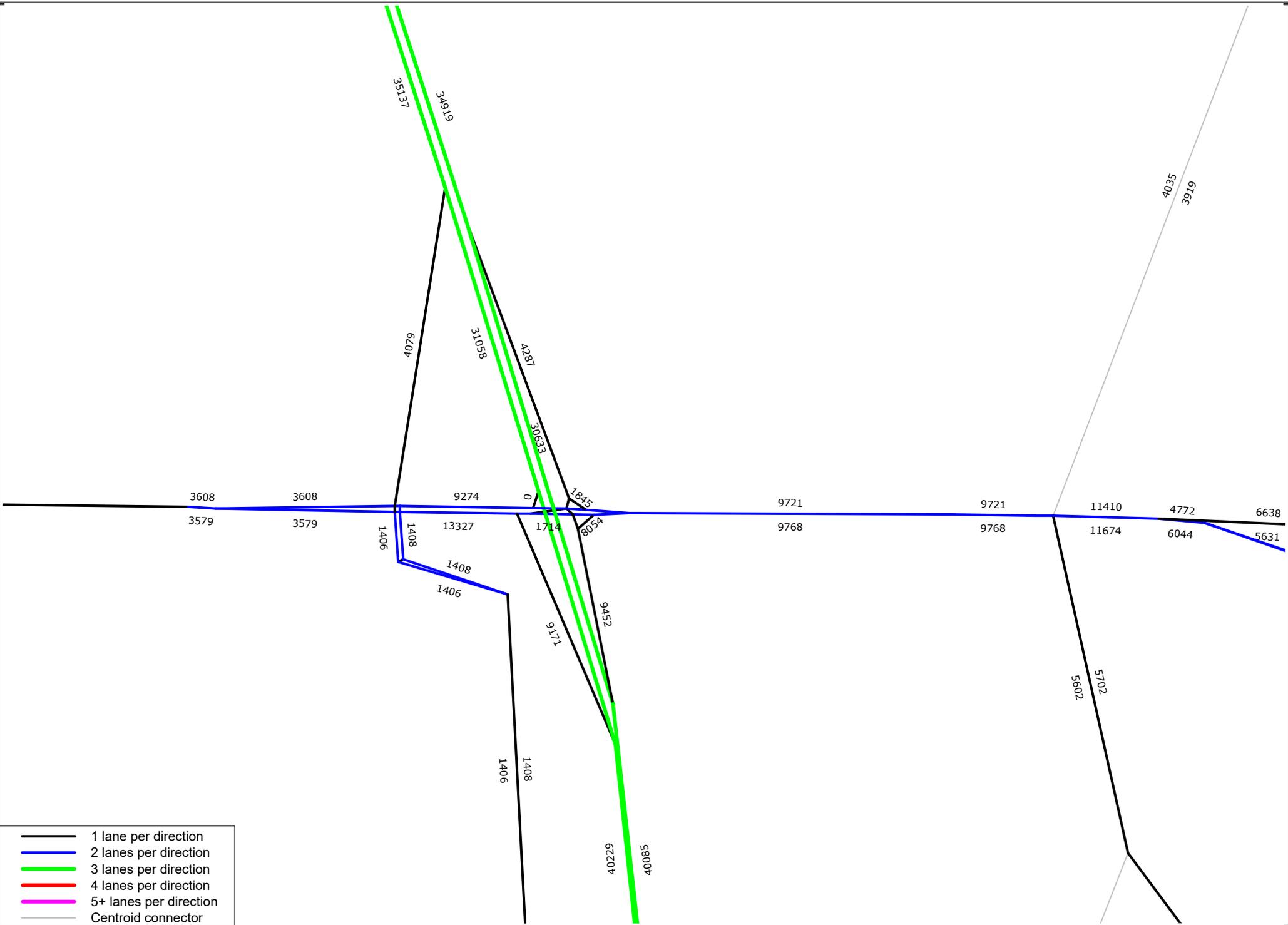
435

40229

40085

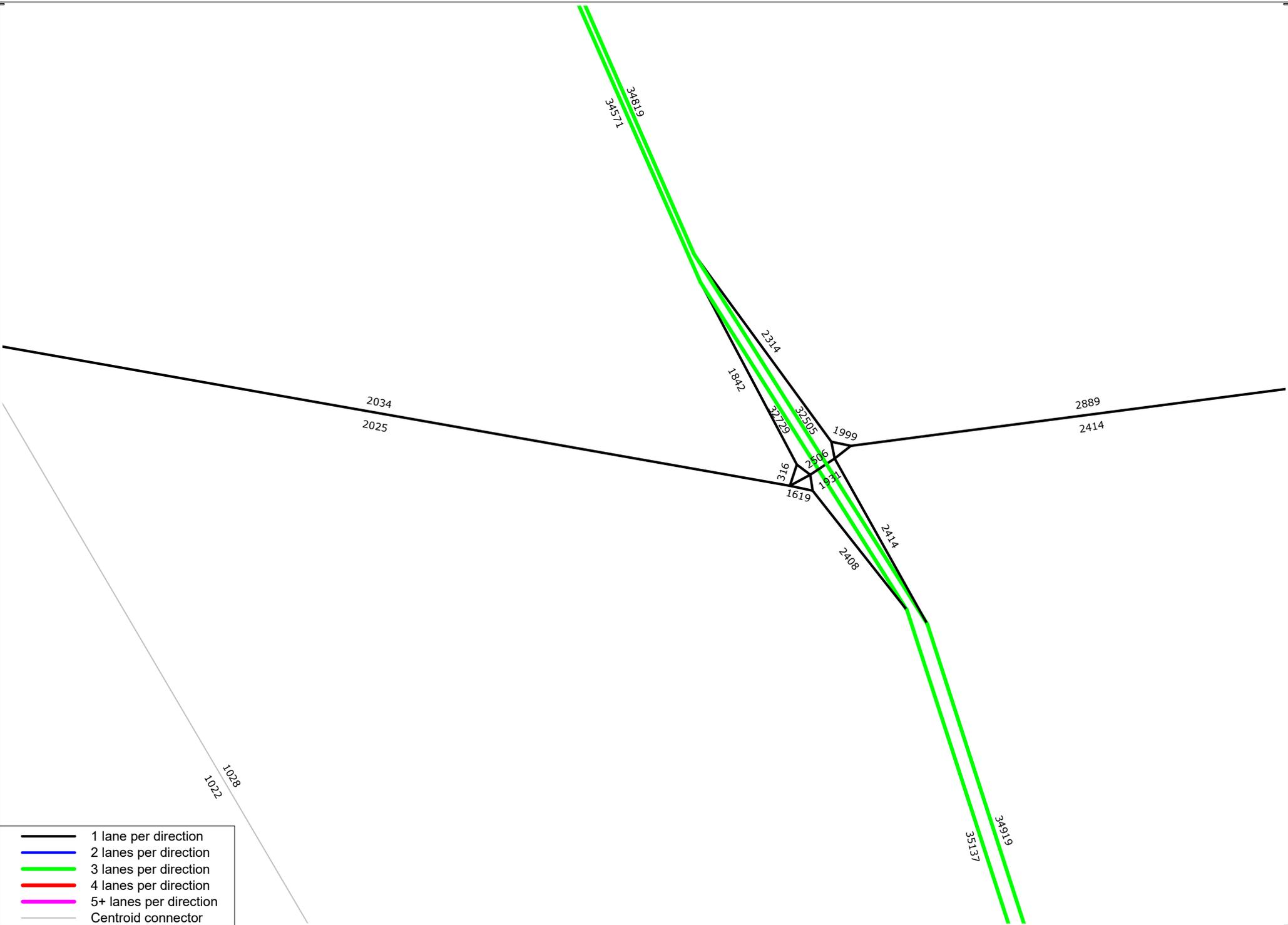
- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2015
Model Plot - NW 44th Ave
K-47



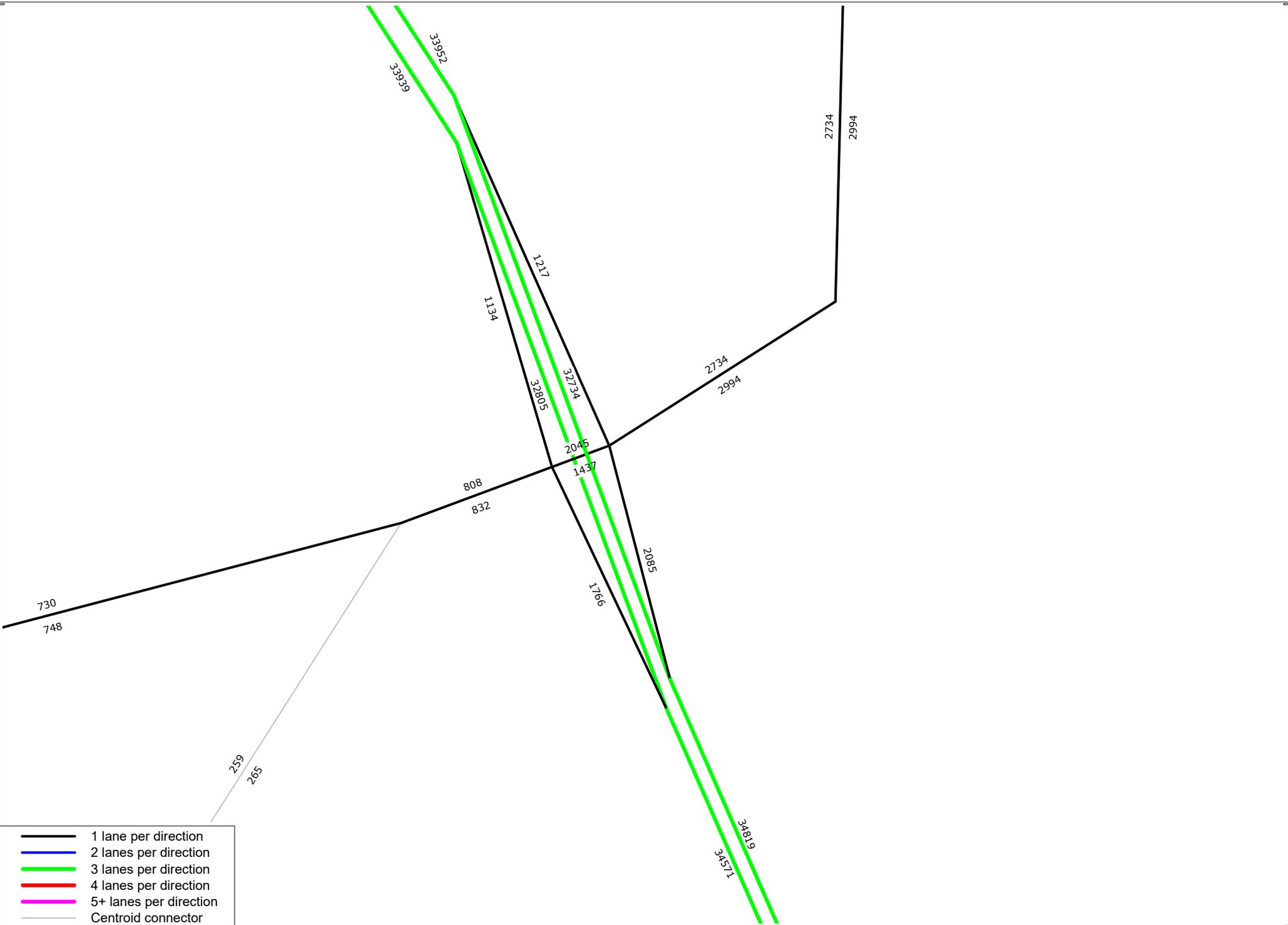
- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2015
 Model Plot - I-80 Ramps Interchange

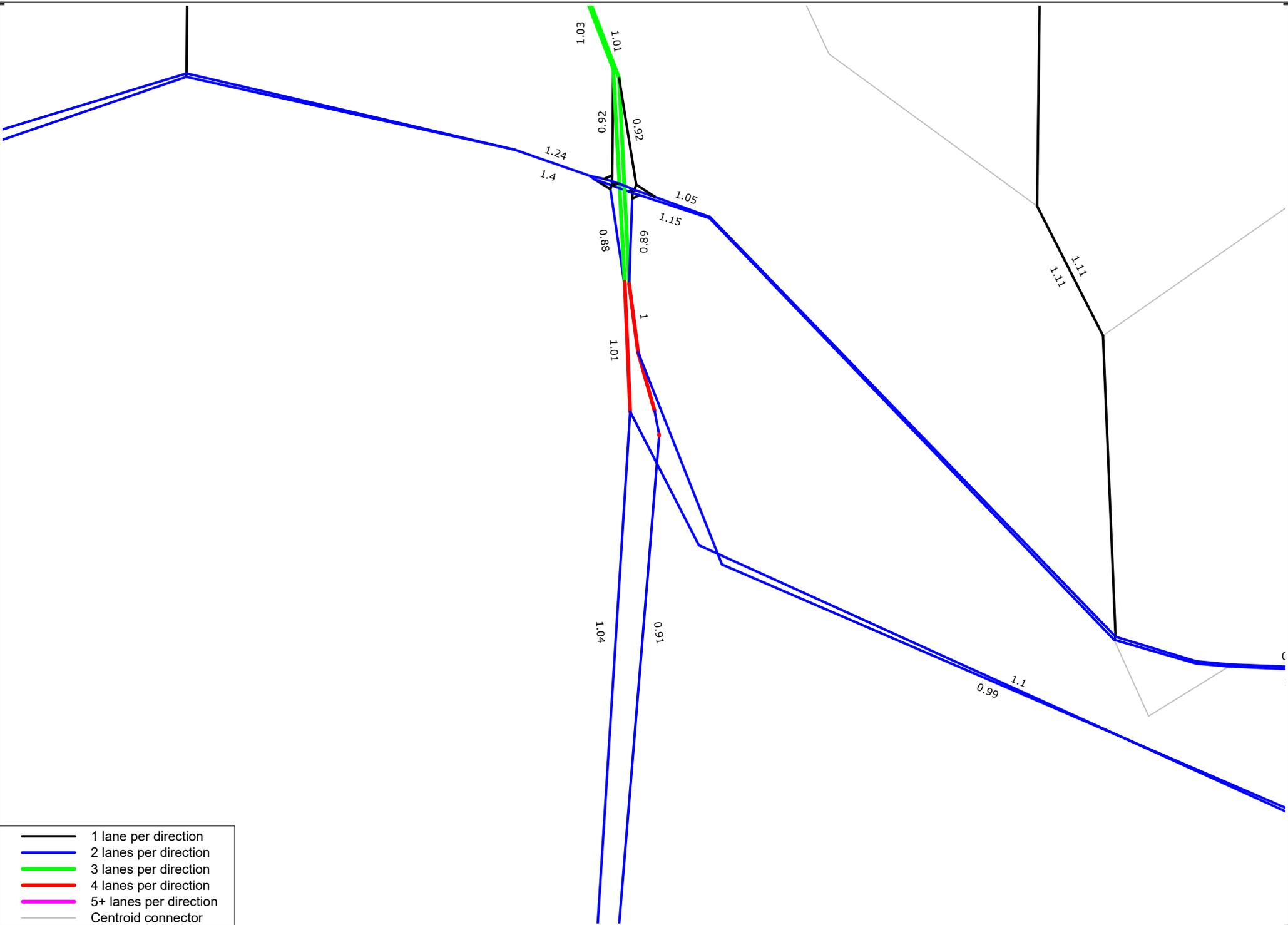


Turnpike Statewide Model 2015
 Model Plot - KR 49 Interchange

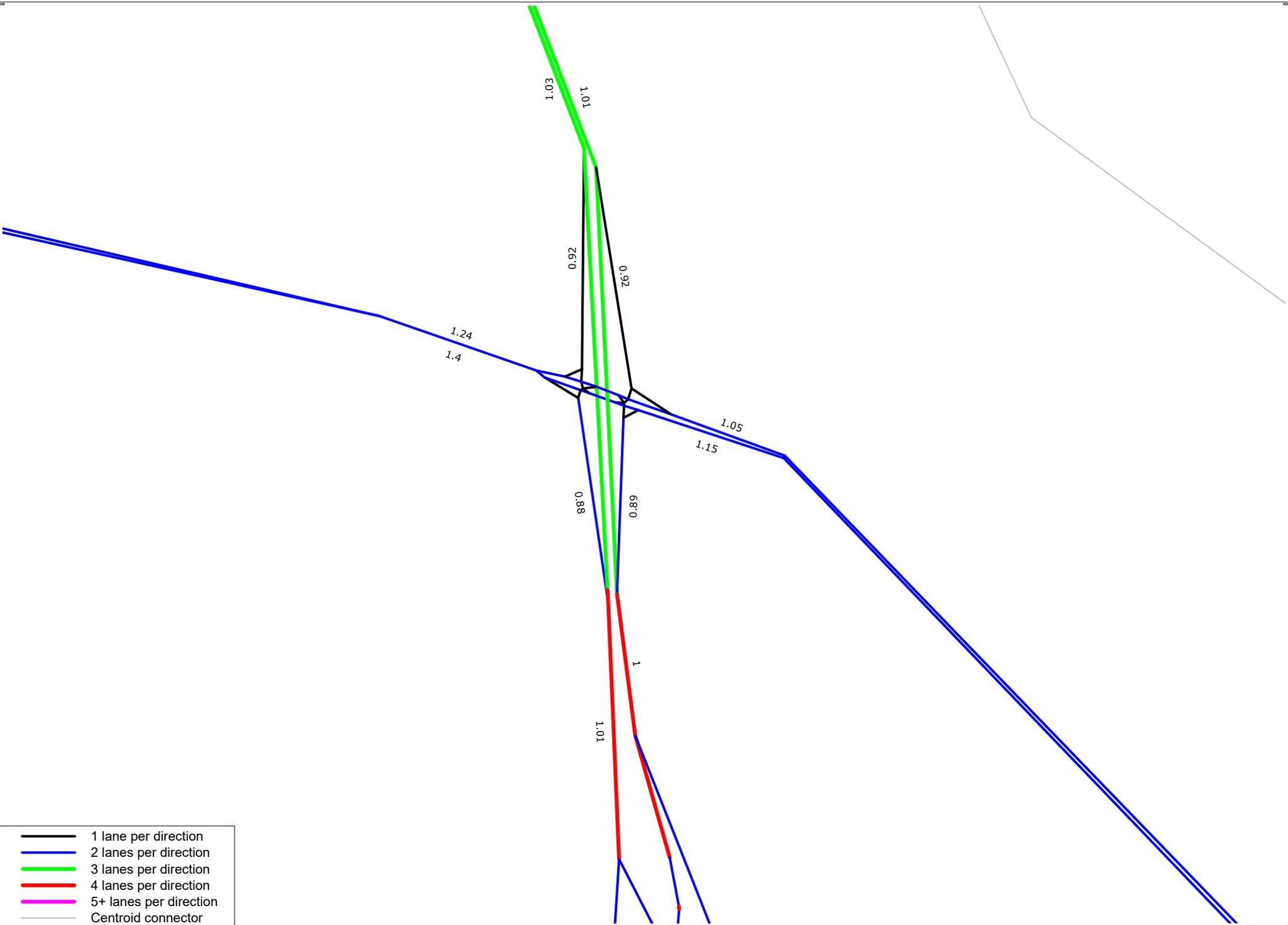




Turnpike Statewide Model 2015
 Model Plot - I-30 Interchange

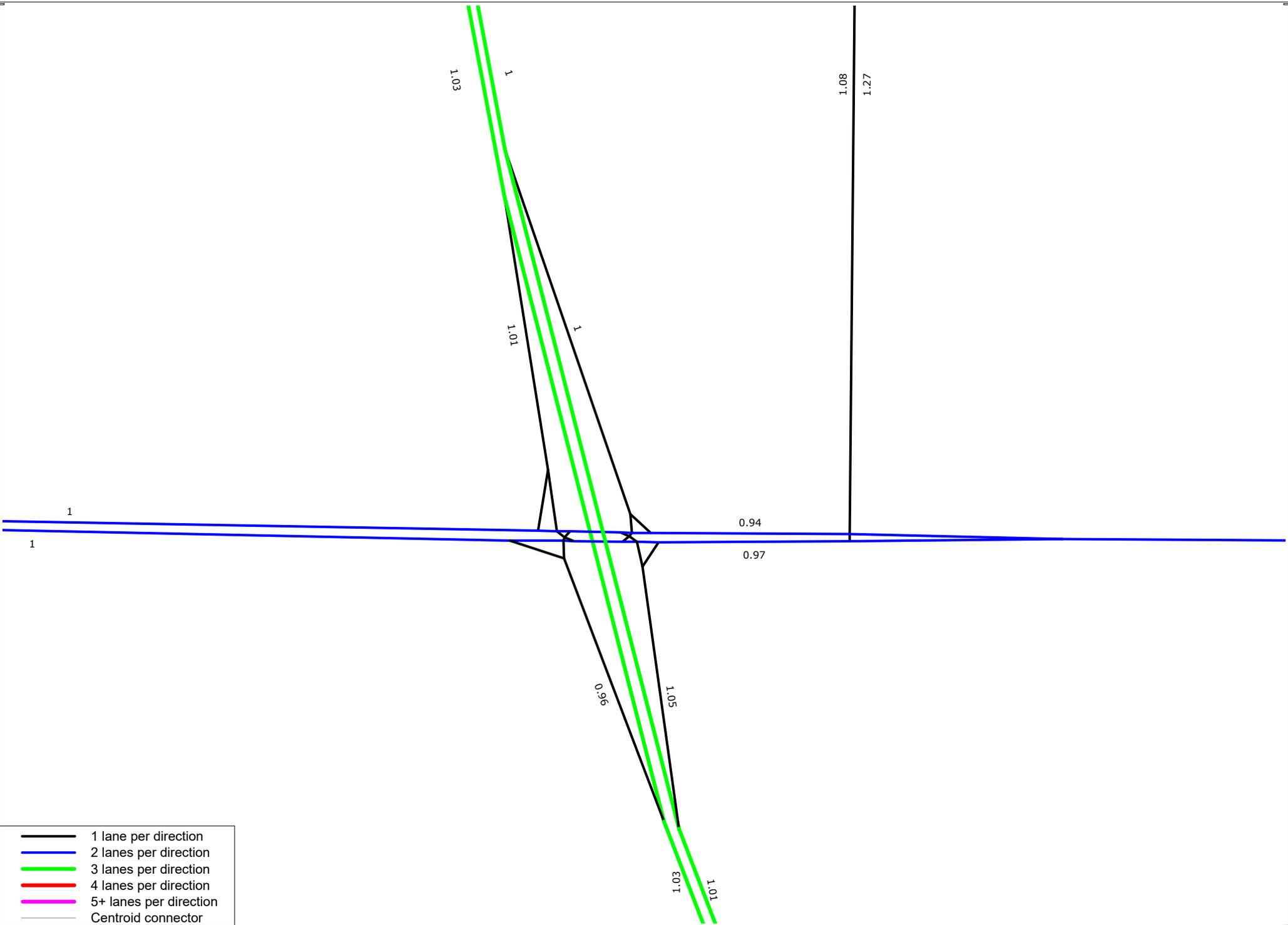


Turnpike Statewide Model 2015
 Model Plot (VC Ratio) - Florida Turnpike / SR 91 Interchange
 K = 51

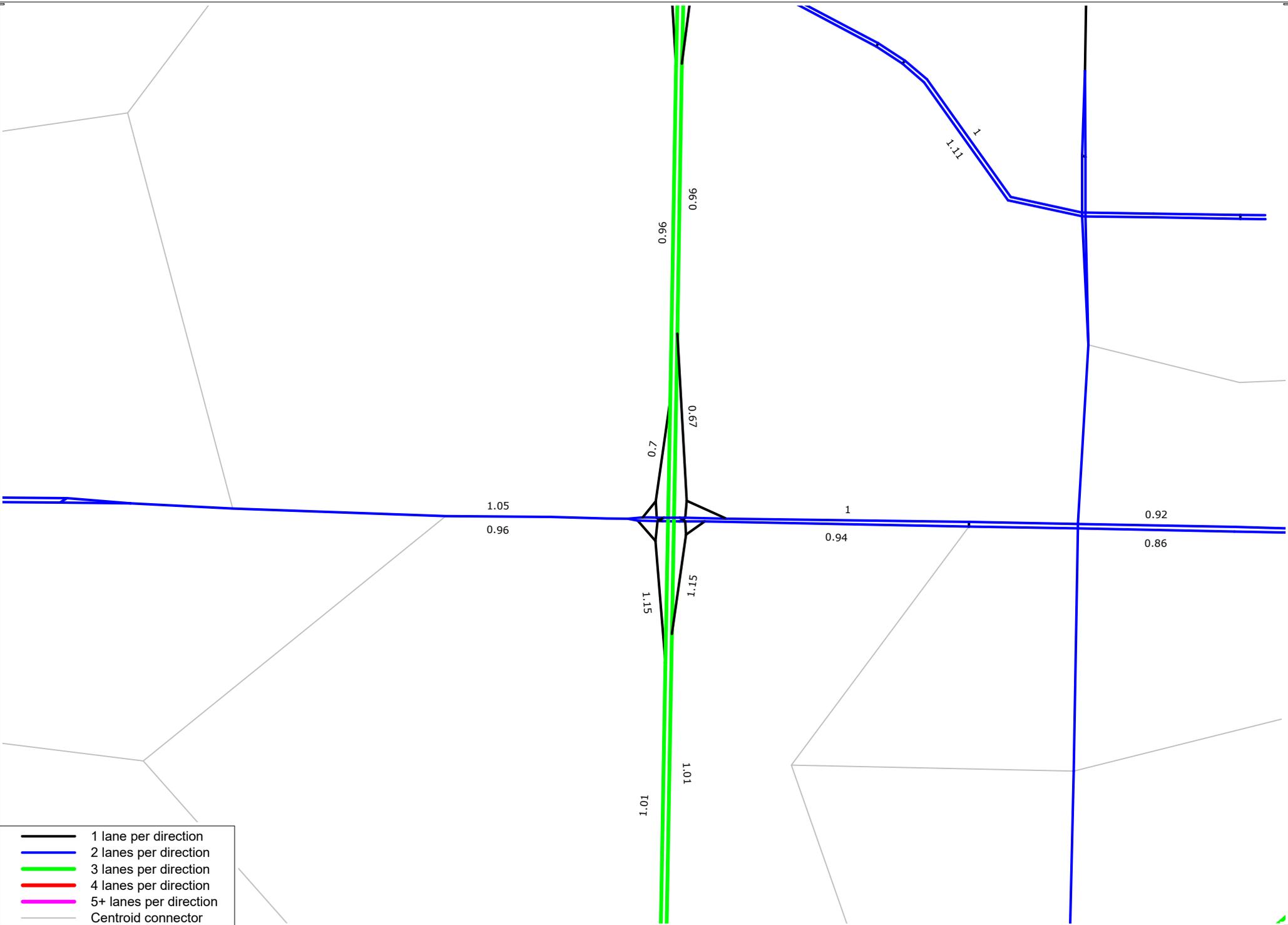


Turnpike Statewide Model 2015
 Model Plot (VC Ratio) for 44 Interchange
 K-52

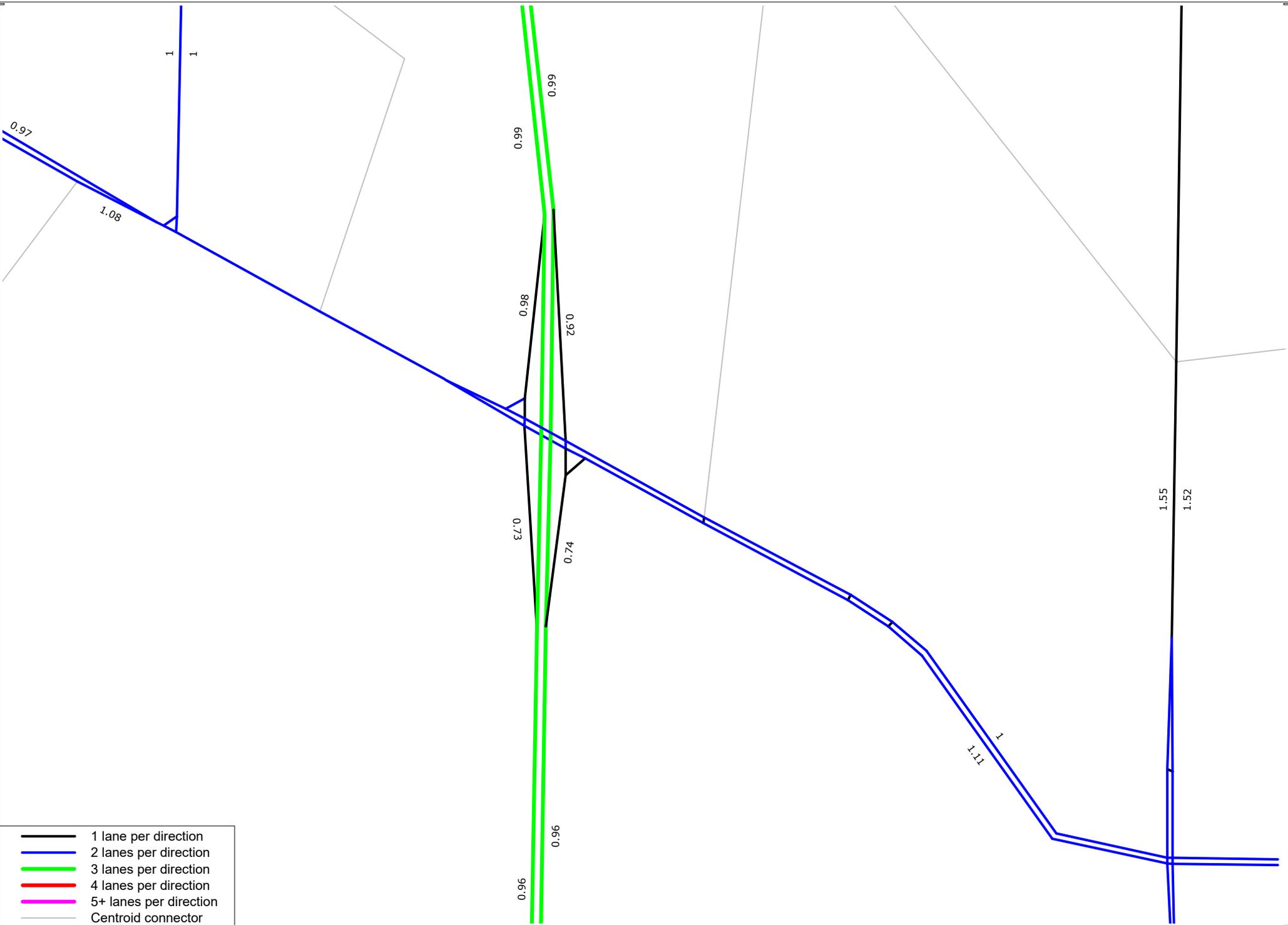
- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector



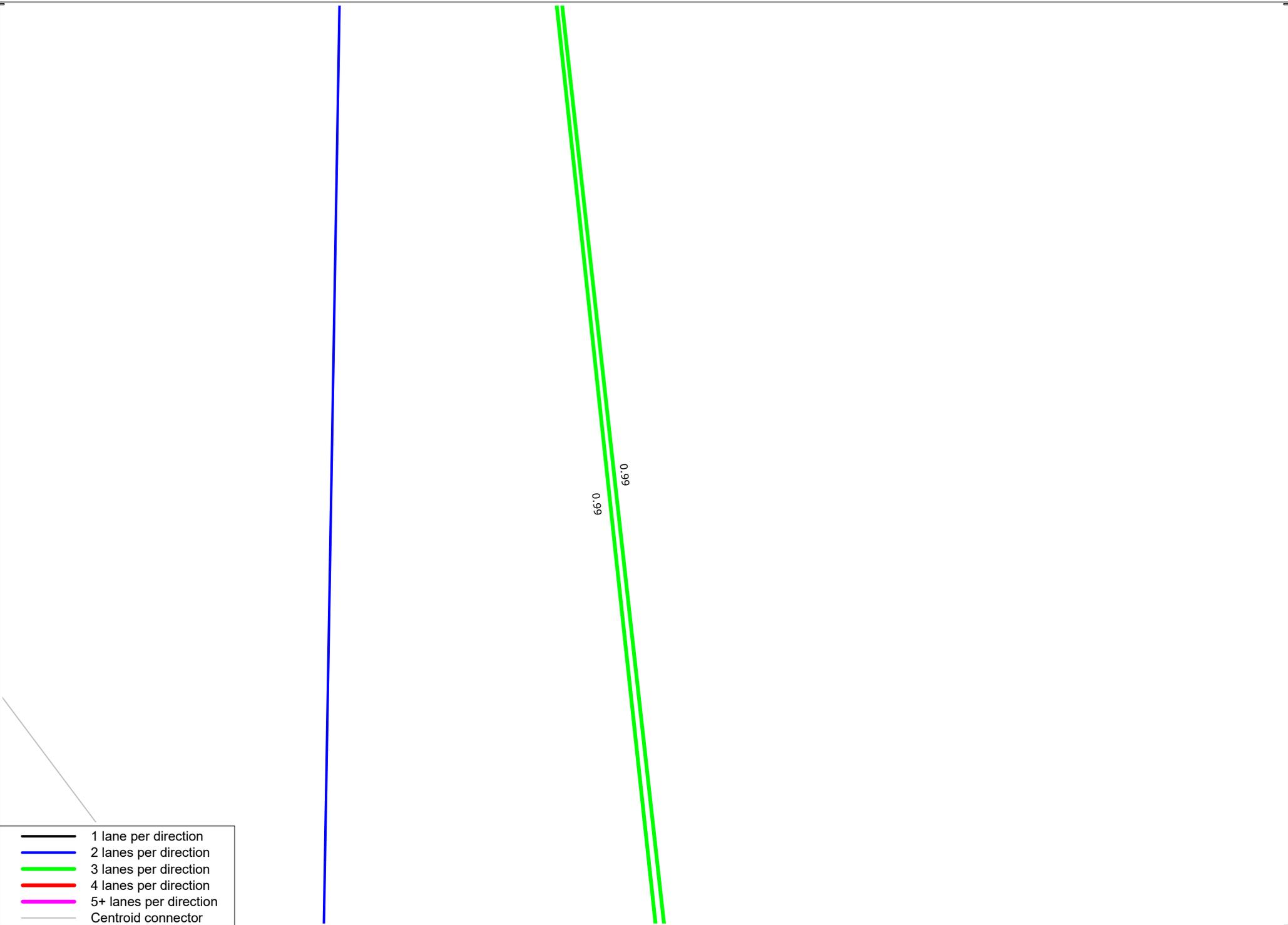
Turnpike Statewide Model 2015
 Model Plot (VC Ratio) - CR 484 Interchange



Turnpike Statewide Model 2015
 Model Plot (VC Ratio) for I-58R 40 Interchange

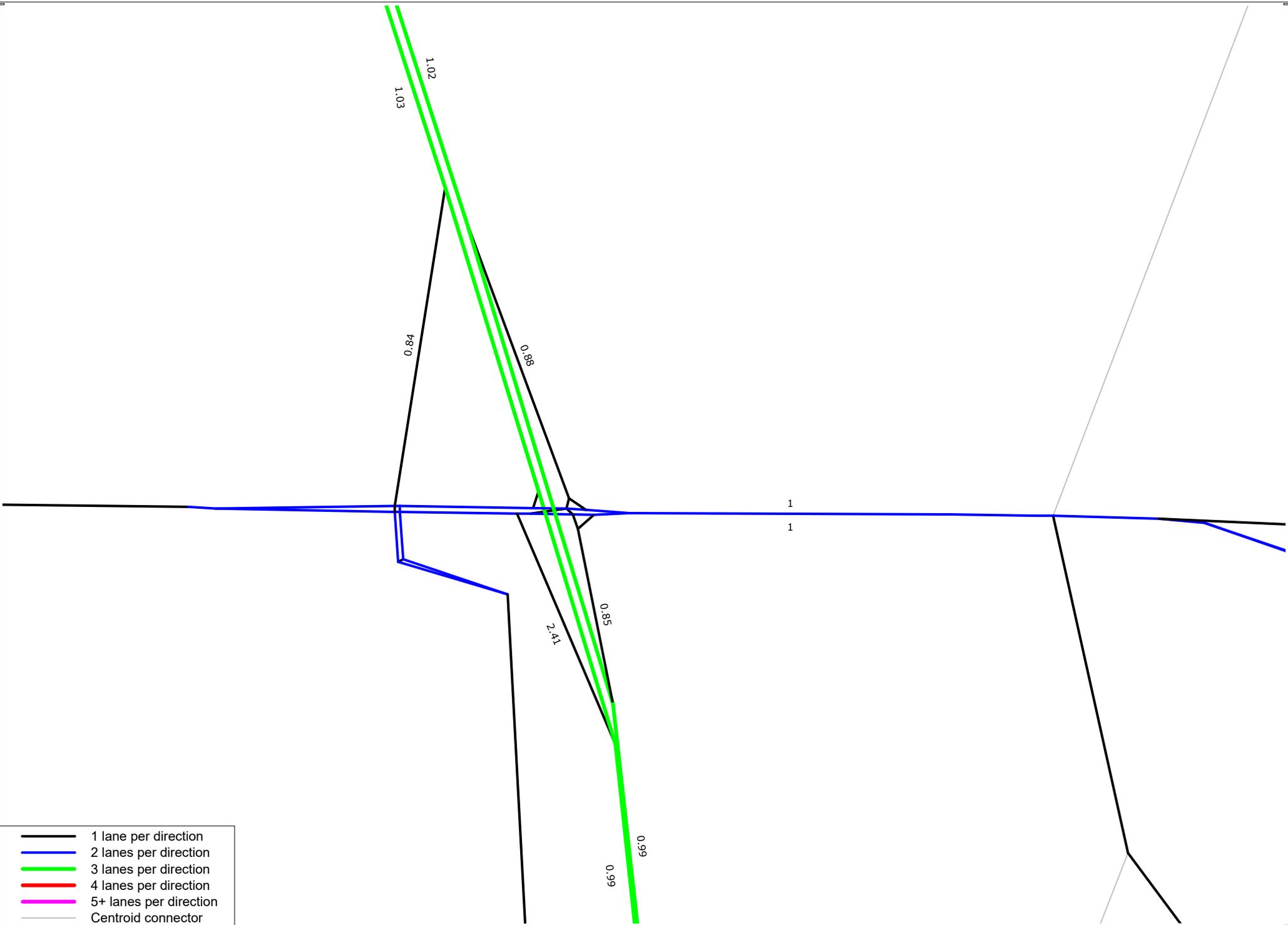


Turnpike Statewide Model 2015
 Model Plot (VC Ratio) for I-5 S 27 Interchange

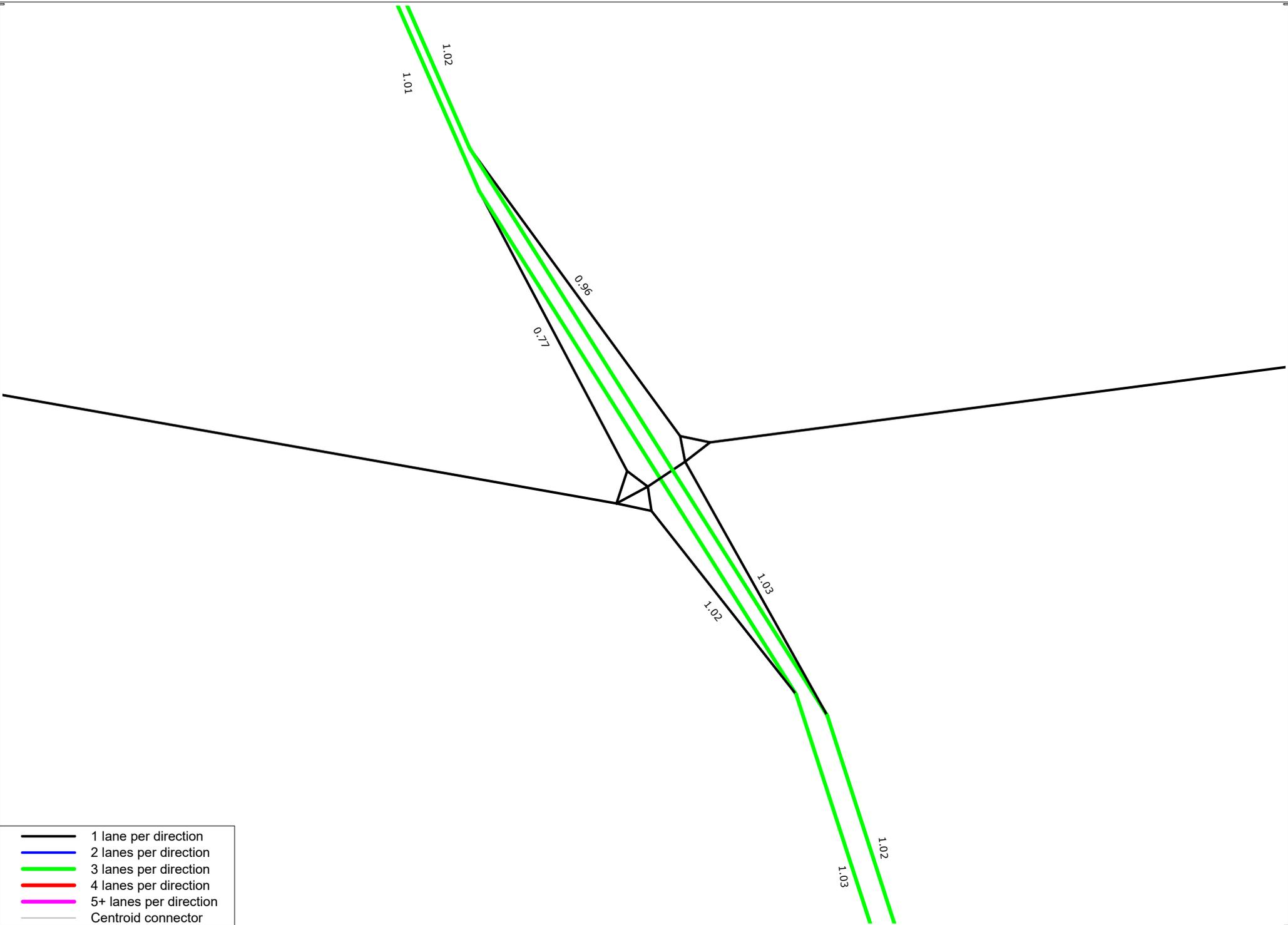


Turnpike Statewide Model 2015
Model Plot (V/C Ratio) NW 44th Ave
K=57

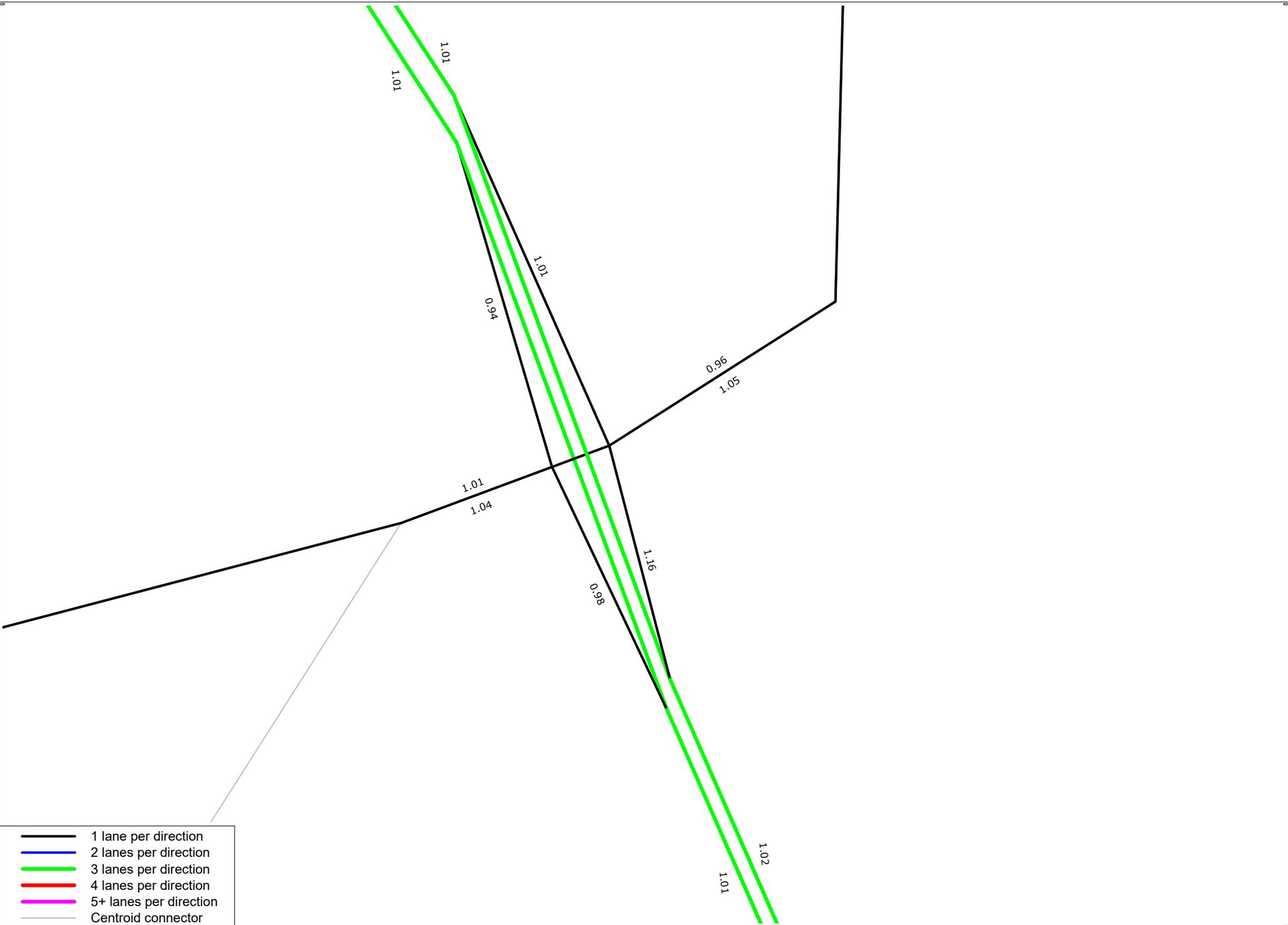
- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector



Turnpike Statewide Model 2015
 Model Plot (VC Ratio) SR 326 Interchange
 K-58



Turnpike Statewide Model 2015
 Model Plot (VC Ratio) for 318 Interchange



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2015
 Model Plot (VC Ratio) for I-234 Interchange

**APPENDIX C DOCUMENTATION FOR REMOVAL OF SW
95TH STREET INTERCHANGE**

Michael Eagle

From: Bove, Ralph <ralph.bove@volkert.com>
Sent: Wednesday, March 11, 2020 1:36 PM
To: Karl Passetti; Michael Eagle
Subject: FW: I-75 PD&E - Turnpike Statewide Model (I-75 at SW 95 Street)

FYI

I'm going to request the IJR and FDOT letter referenced below.

Ralph S. Bove, Jr.
Volkert, Inc.
Vice President
PD&E Group Leader-FL Region

Cell: (321) 297-6812
Direct: (321) 274-4777

From: Grubert, Heather <Heather.Grubert@dot.state.fl.us>
Sent: Wednesday, March 11, 2020 7:19 AM
To: Bove, Ralph <ralph.bove@volkert.com>; Schnell, Steven <Steve.Schnell@hdrinc.com>
Cc: McGehee, Mary <Mary.McGehee@dot.state.fl.us>
Subject: FW: I-75 PD&E - Turnpike Statewide Model (I-75 at SW 95 Street)

Please see below regarding the SW 95th Street Interchange.

Heather Grubert, P.E.

Project Development Engineer
State of Florida Department of Transportation – D5
719 South Woodland Blvd.
Deland, Florida 32720
(386) 943-5540
Email: Heather.Grubert@dot.state.fl.us

From: Pamulapati, Suraj <Suraj.Pamulapati@dot.state.fl.us>
Sent: Tuesday, March 10, 2020 6:06 PM
To: Grubert, Heather <Heather.Grubert@dot.state.fl.us>; McGehee, Mary <Mary.McGehee@dot.state.fl.us>
Cc: Snyder, Karen <Karen.Snyder@dot.state.fl.us>; Smith, Kellie <Kellie.Smith@dot.state.fl.us>; Learned, Jason <Jason.Learned@dot.state.fl.us>
Subject: RE: I-75 PD&E - Turnpike Statewide Model (I-75 at SW 95 Street)

<https://goo.gl/maps/a65MZYpt5NaLZNnT9>

Good afternoon Heather and Mary,

We concur that the I-75 at SW 95th Street interchange (currently in the LRTP) should be removed from the traffic demand modeling effort for this subject project for the following reasons:

- This will help in identifying a complete set of improvements needed at SR 200 and CR 484 interchanges with I-75 as a conservative case
- Prior IJR report review showed interchange was not justified and hence not approved per the Department's letter dated July 16, 2015.
- Close proximity to the existing weigh station located to the north
- Environmental comments identified from the previous study

Thank You

-Suraj

Suraj Pamulapati, PE, PTOE

Interchange and Traffic Engineering Supervisor

FDOT PLEMO

719 S. Woodland Blvd., M.S. # 501

DeLand, Florida 32720

Phone: 386-943-5378 (Office)



From: Grubert, Heather <Heather.Grubert@dot.state.fl.us>
Sent: Thursday, February 13, 2020 10:16 AM
To: Pamulapati, Suraj <Suraj.Pamulapati@dot.state.fl.us>
Cc: Snyder, Karen <Karen.Snyder@dot.state.fl.us>
Subject: FW: I-75 PD&E - Turnpike Statewide Model (I-75 at SW 95 Street)

Do you agree that the SW 95th Street should be removed from the model?

Heather Grubert, P.E.

Project Development Engineer

State of Florida Department of Transportation – D5

719 South Woodland Blvd.

Deland, Florida 32720

(386) 943-5540

Email: Heather.Grubert@dot.state.fl.us

From: Bove, Ralph <ralph.bove@volkert.com>
Sent: Wednesday, February 05, 2020 1:56 PM
To: Grubert, Heather <Heather.Grubert@dot.state.fl.us>
Cc: McGehee, Mary <Mary.McGehee@dot.state.fl.us>; Schnell, Steven <Steve.Schnell@hdrinc.com>; Passetti, Karl <kpassetti@kittelton.com>; Michael Eagle <meagle@kittelton.com>
Subject: FW: I-75 PD&E - Turnpike Statewide Model (I-75 at SW 95 Street)

EXTERNAL SENDER: Use caution with links and attachments.

Heather,

As we discussed (and as noted in the e-mail below) Kittelson is finalizing their review of the Turnpike Statewide Model (TSM) for use in the I-75 PD&E Study. They have noted the TSM includes two new interchanges in

Marion County: SW 95th Street and NW 49th Street. Of these, only the NW 49th Street interchange was to be included in the I-75 study.

Based on the e-mail below, it appears the SW 95th Street Interchange is still listed in the Ocala-Marion TPO 2040 LRTP and the PD&E Study is still showing up on the FDOT Work Program for FY 2020. We believe this project is no longer being considered by either the TPO or FDOT; therefore, we are seeking concurrence that the proposed I-75/SW 95th Street interchange in Marion County **should not** be considered in the I-75 PD&E Study.

Kittelsohn is reaching out to the TPO regarding the project status in terms of the 2045 LRTP update and we would like to confirm the same with FDOT Work Program. It may be possible that amendments have been made to the current LRTP and/or Work Program that just haven't caught up in the system.

Please let us know if you have any questions or if you need any additional information to coordinate with Work Program.

Thanks.

Ralph

Ralph S. Bove, Jr.
Volkert, Inc.
Vice President
PD&E Group Leader-FL Region

Cell: (321) 297-6812
Direct: (321) 274-4777

From: Michael Eagle <meagle@kittelsohn.com>
Sent: Wednesday, February 5, 2020 9:54 AM
To: Bove, Ralph <ralph.bove@volkert.com>; Schnell, Steven <Steve.Schnell@hdrinc.com>
Cc: Karl Passetti <kpassetti@kittelsohn.com>; Kirwan, Brian <brian.kirwan@volkert.com>
Subject: I-75 PD&E - Turnpike Statewide Model (I-75 at SW 95 Street)

Good morning Ralph,

We are wrapping up our review of the Turnpike Statewide Model (TSM) base year validation, future year scenarios, and model growth rates. As part of our review, we noticed the horizon year (2045) model includes two new interchanges at SW 95th Street and NW 49th Street. Through our scope development and negotiations, we included the new interchange at NW 49th Street; however, we didn't include the new interchange at SW 95th Street. A quick look in the 5-year Work Program shows funding in FY 2020 for a PD&E/EMO Study (FM# 429582-1) at the SW 95th Street interchange. The 2040 Ocala/Marion TPO LRTP lists the interchange with funding for Preliminary Engineering and Construction between 2031-2040 through four different funding sources (Federal Transportation Management Area, State Transportation Regional Incentive Program, County Impact Fees – East District, and County Impact Fees – West District).

Can we get confirmation from the group that we **do not** need to include the SW 95th Street interchange in the TSM, traffic projections, traffic analyses, etc.? If this is the case, we will need to remove the interchange from the model, rerun, and summarize new growth rates over the next week so that we can keep the rest of the schedule moving forward.

Please let us know if you would like to discuss. We will leave it up to you on who you'd like to distribute this to at FDOT.

Thanks!

Michael Eagle, PE
Senior Engineer

[Kittelson & Associates, Inc.](#)

Transportation Engineering / Planning

225 East Robinson Street, Suite 355

Orlando, Florida 32801

407.540.0555

407.373.1119 (direct)

541.292.2406 (cell)

[Streetwise](#) [Twitter](#) [Facebook](#)

APPENDIX D FUTURE YEAR (2045) MODEL PLOTS



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

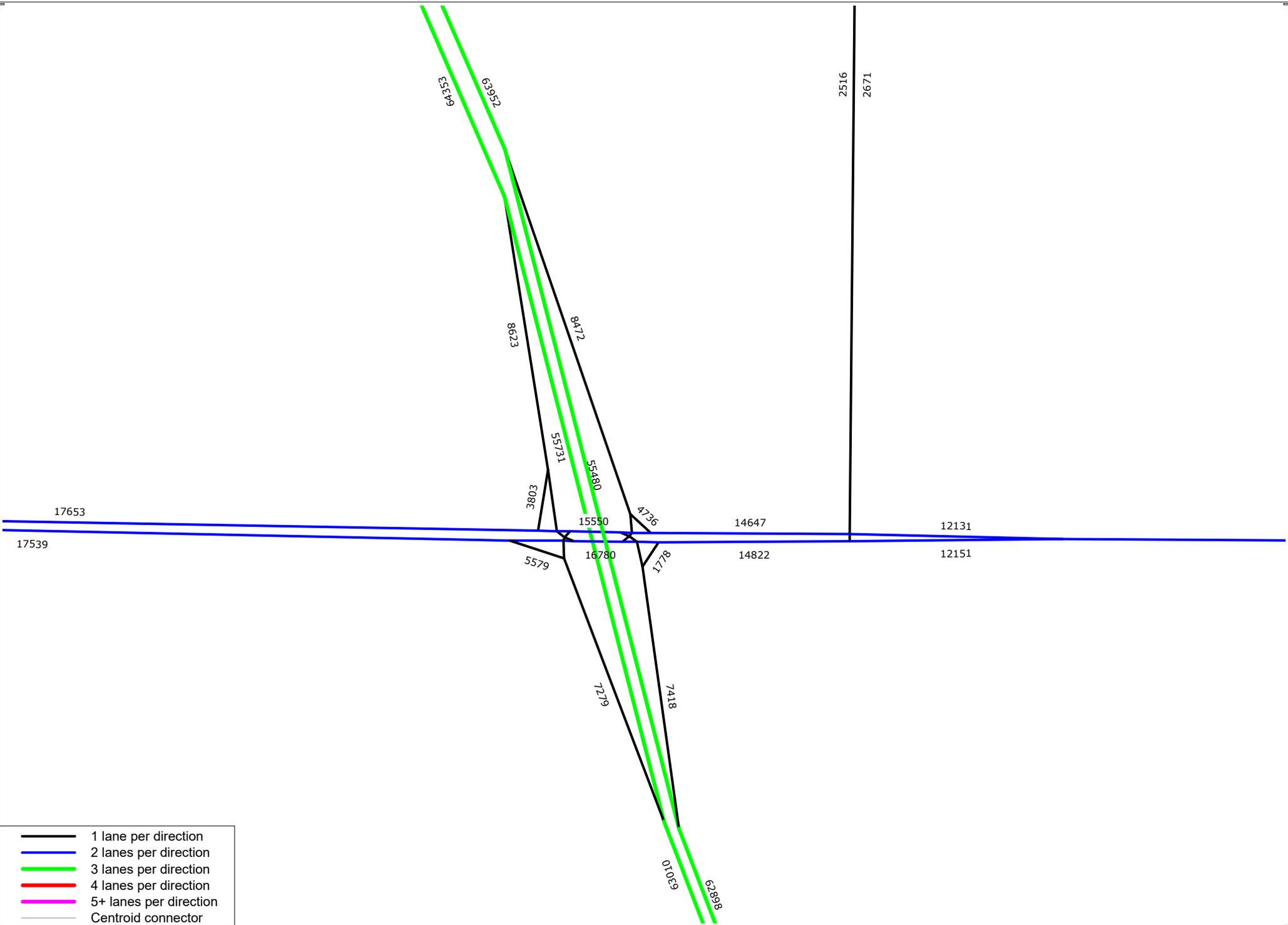
Turnpike Statewide Model 2045 No Build Scenario
 Model Plot - Florida Turnpike / SR 91 Interchange



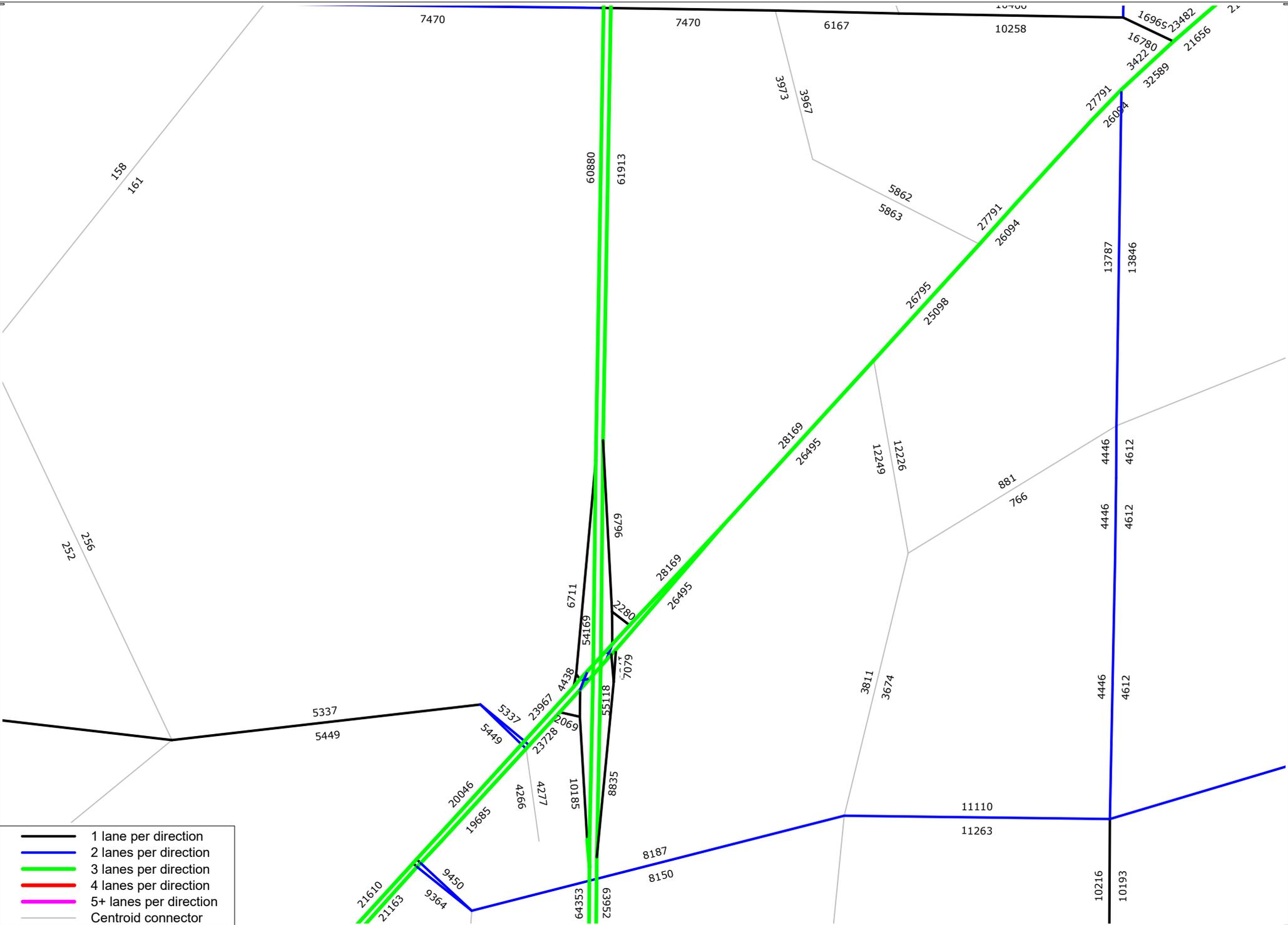


- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2045 No Build Scenario
 Model Plot K SR 68 Interchange

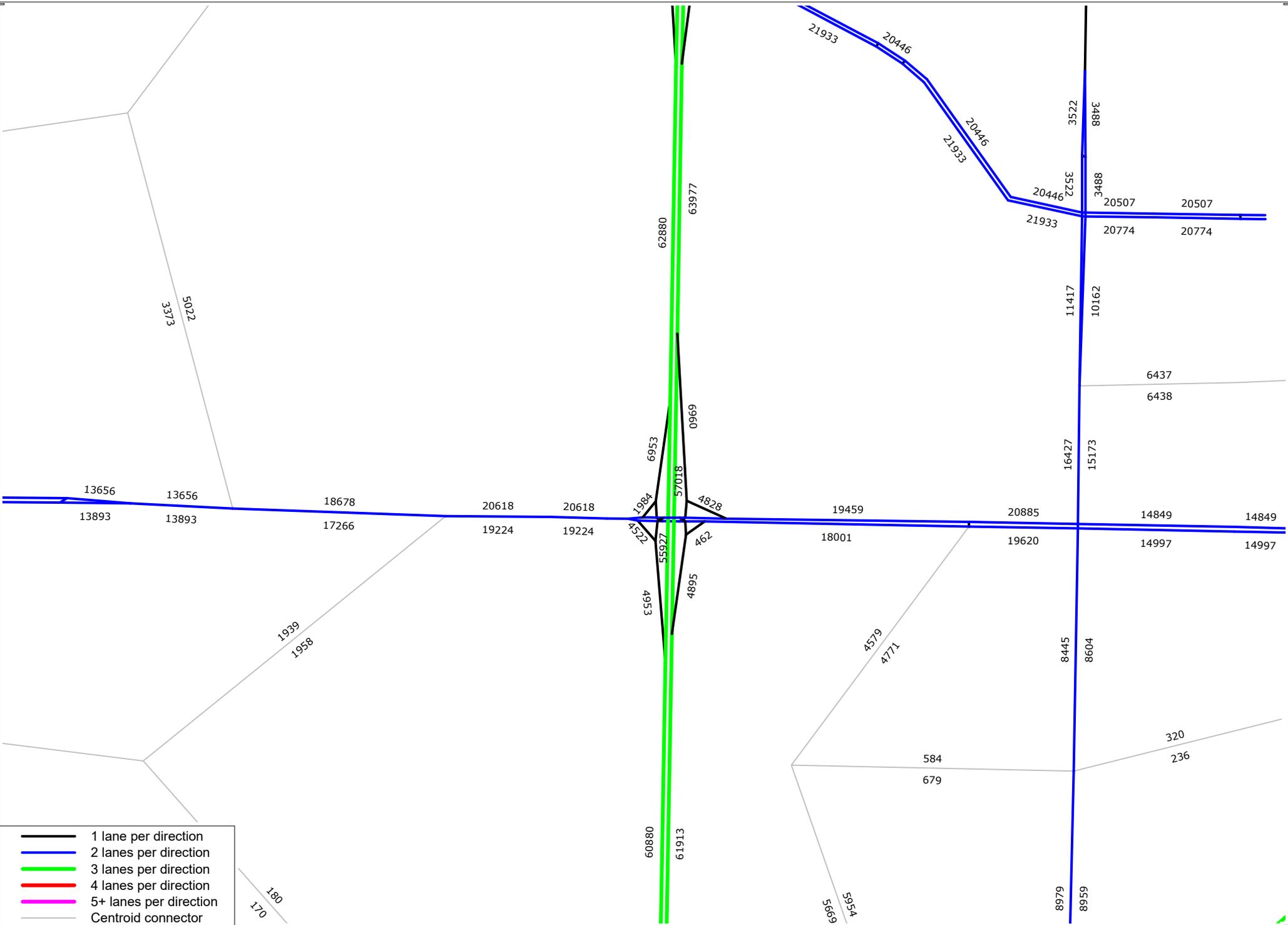


Turnpike Statewide Model 2045 No Build Scenario
 Model Plot - KR 48 Interchange



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

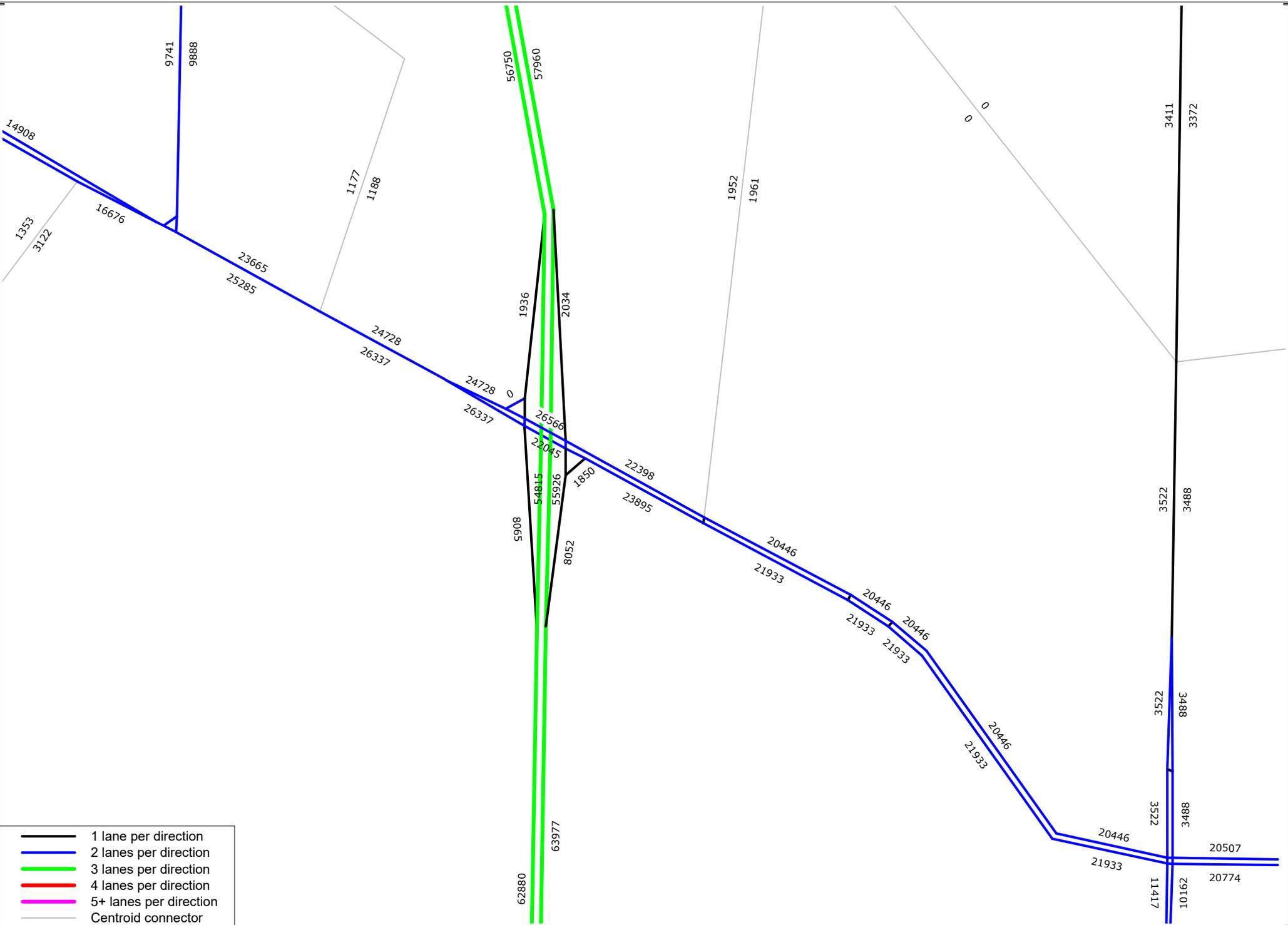
Turnpike Statewide Model 2045 No Build Scenario
 Model Plot - R-70 Interchange



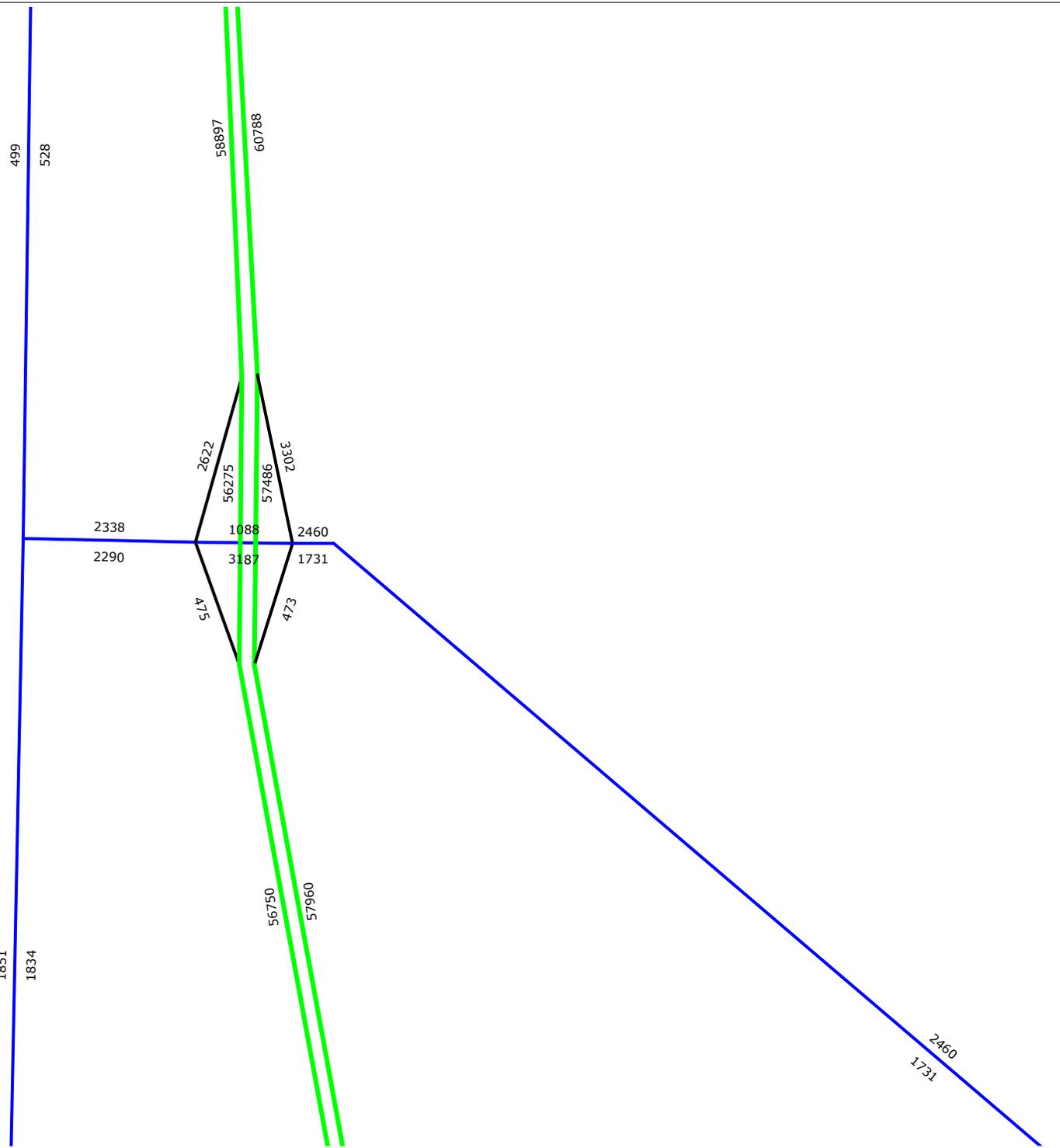
Turnpike Statewide Model 2045 No Build Scenario
 Model Plot SR 41 Interchange



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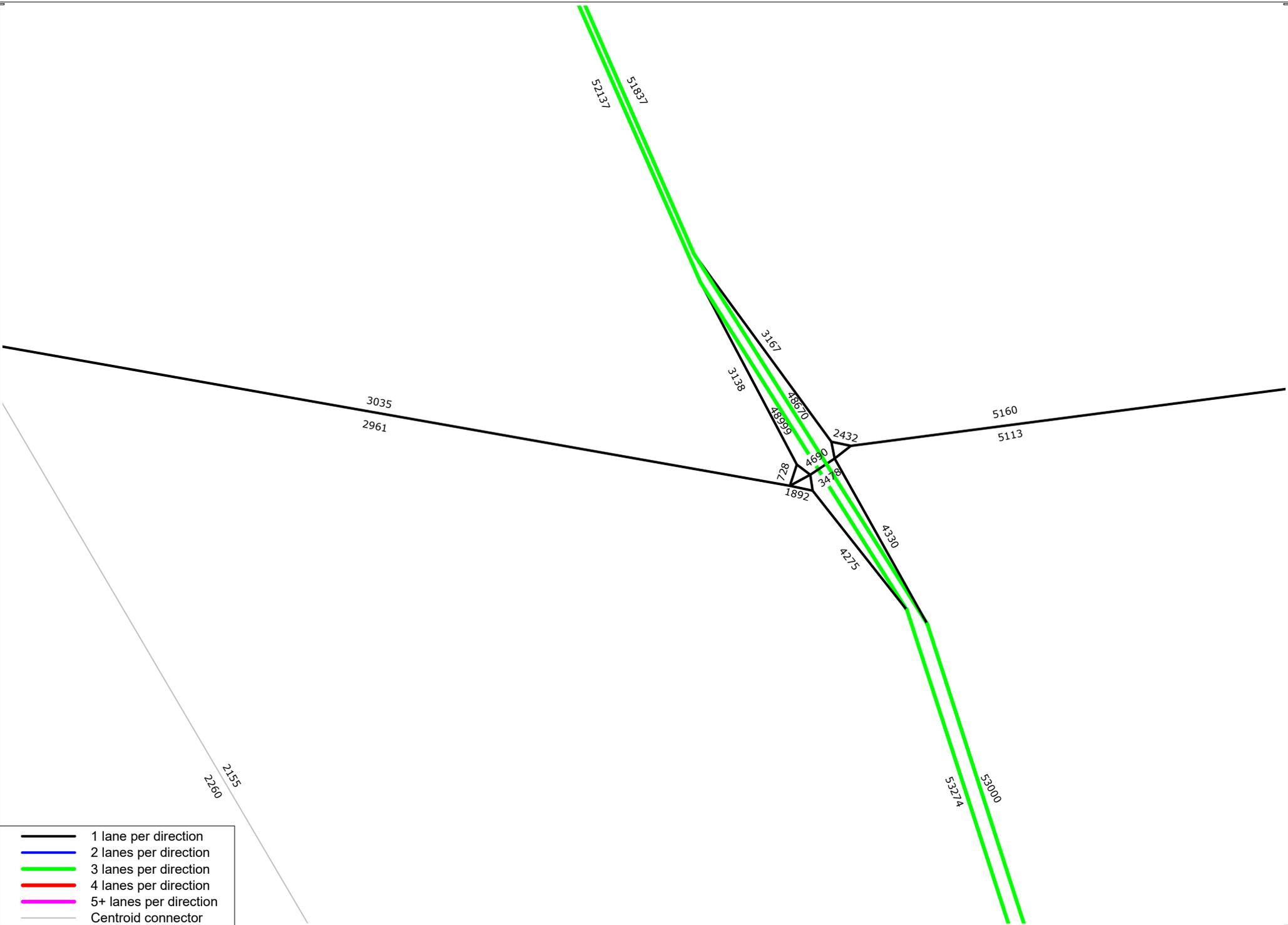


Turpike Statewide Model 2045 No Build Scenario
 Model Plot K-72 Interchange



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2045 No Build Scenario
 Model Plot - NW 49th Avenue Interchange

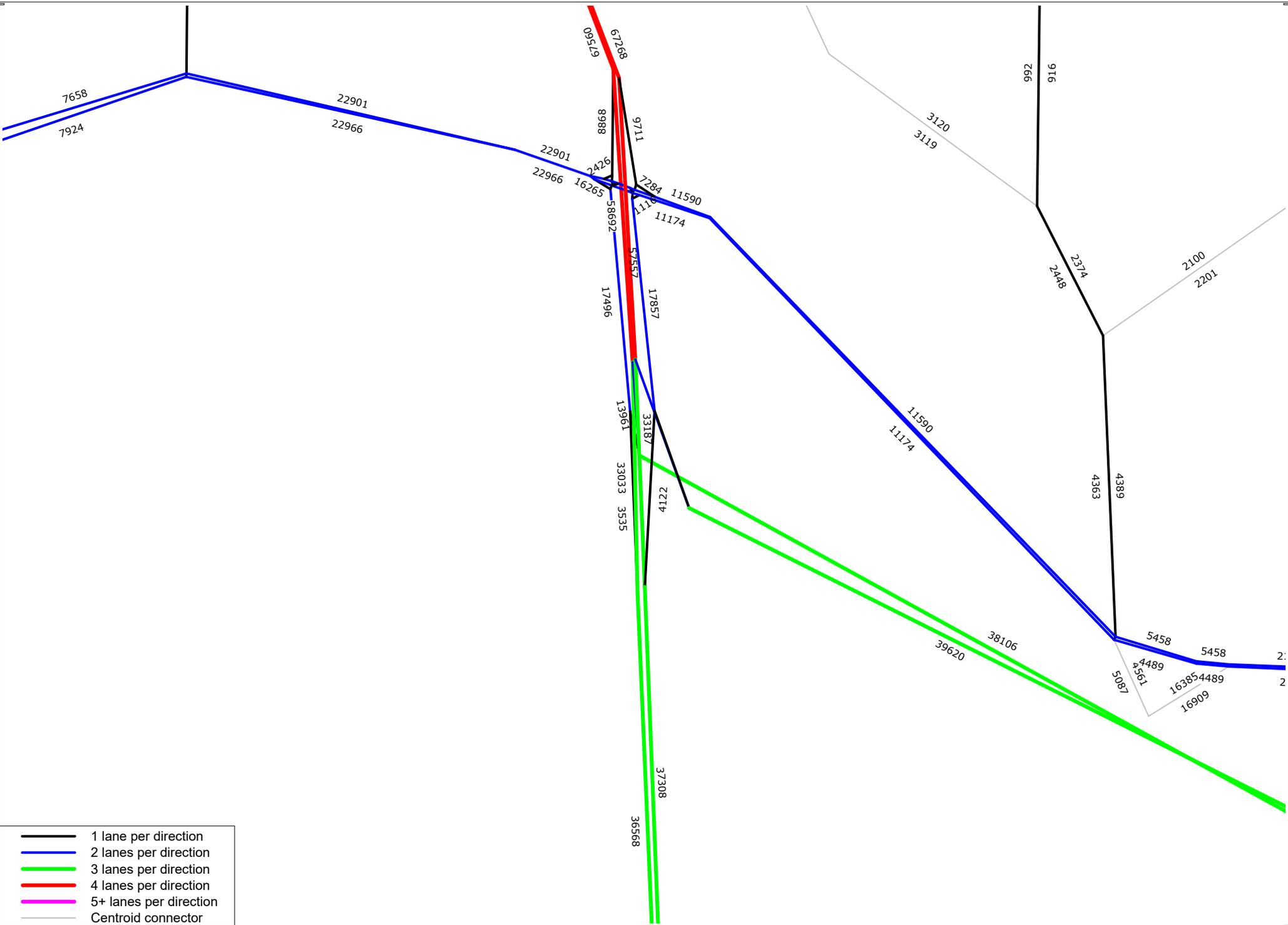


Turnpike Statewide Model 2045 No Build Scenario
 Model Plot - KR 375 Interchange

- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector



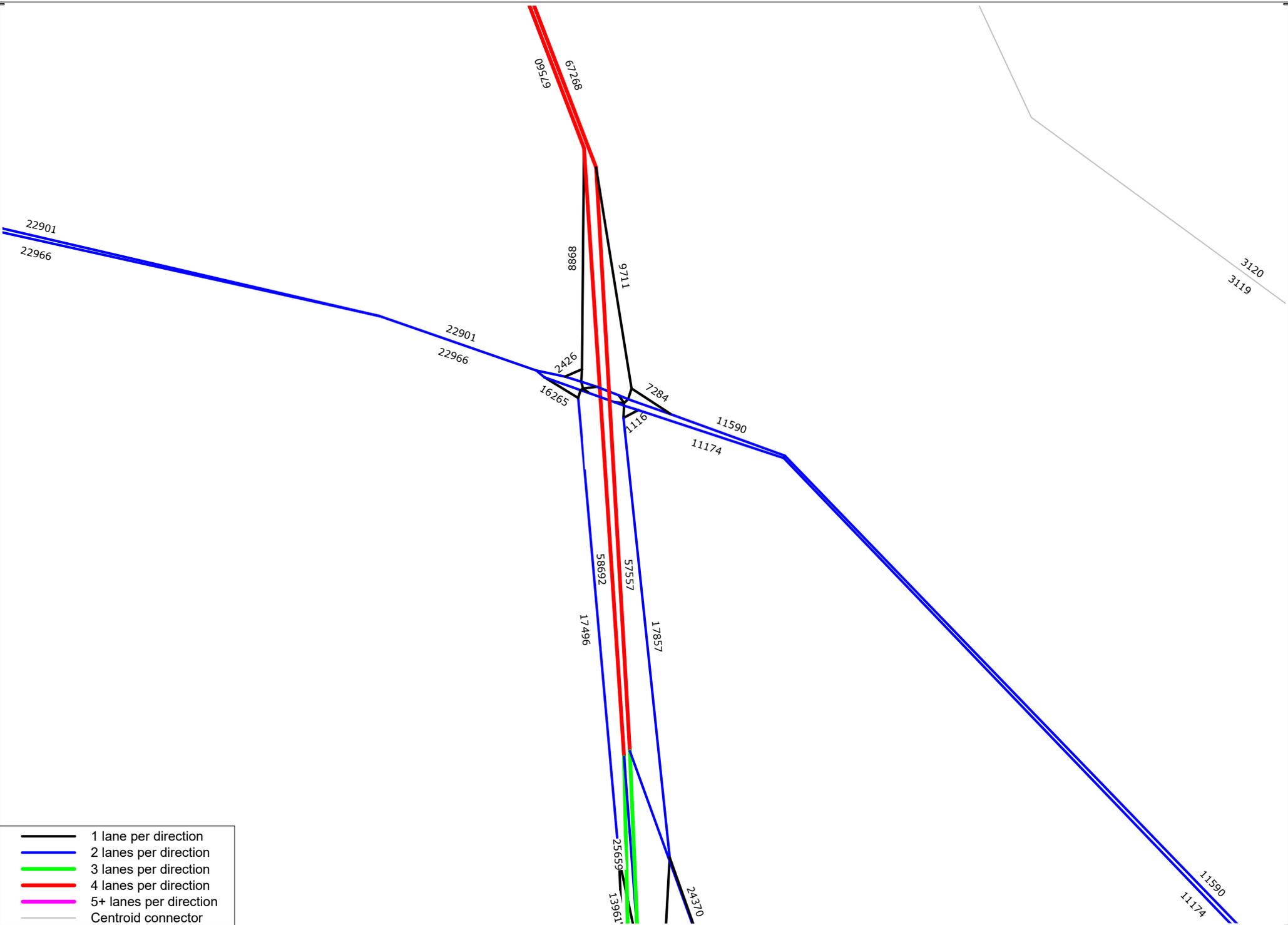
Turnpike Statewide Model 2045 No Build Scenario
 Model Plot - I-76 Interchange



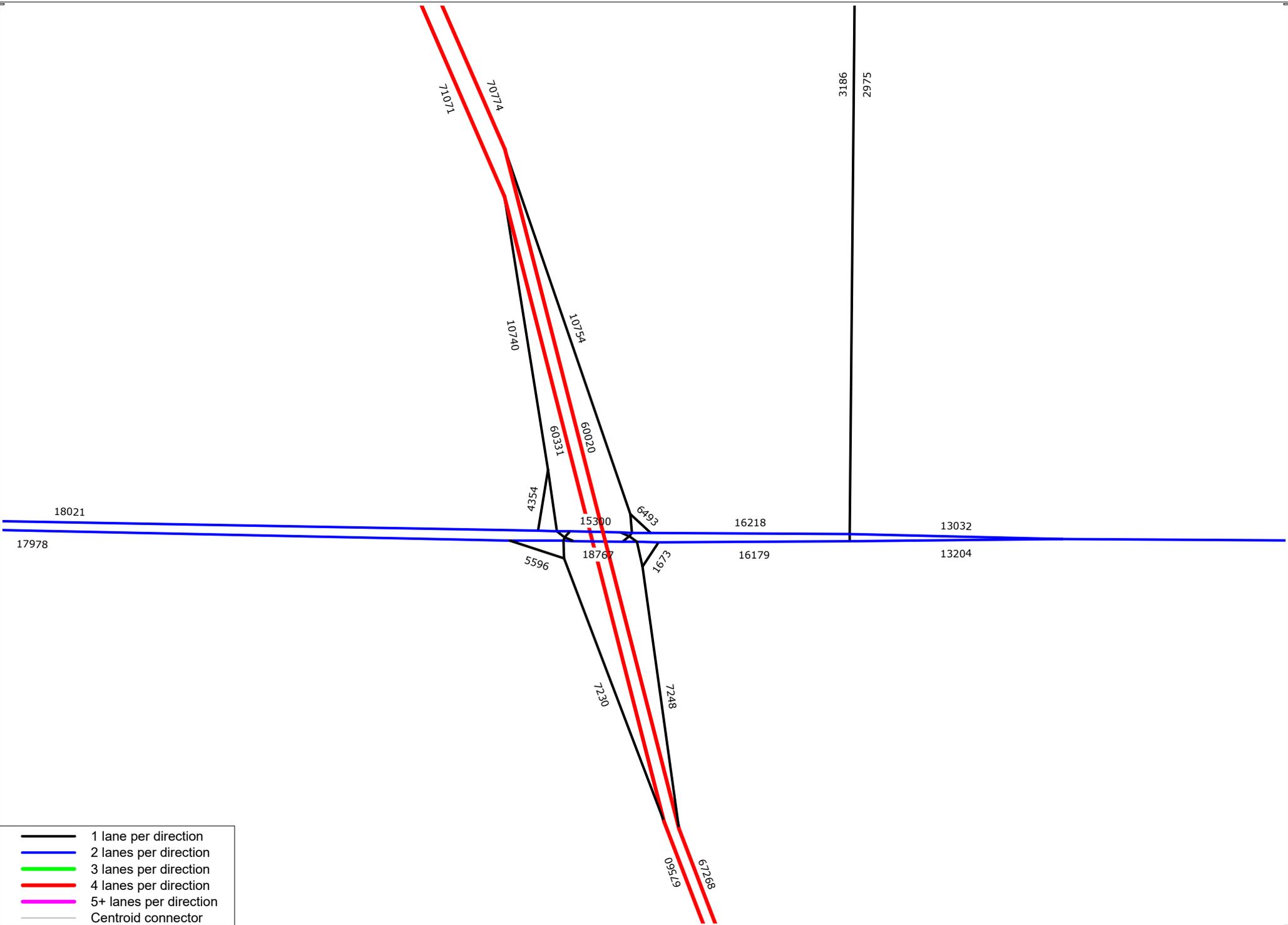
Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot - Florida Turnpike / SR 91 Interchange



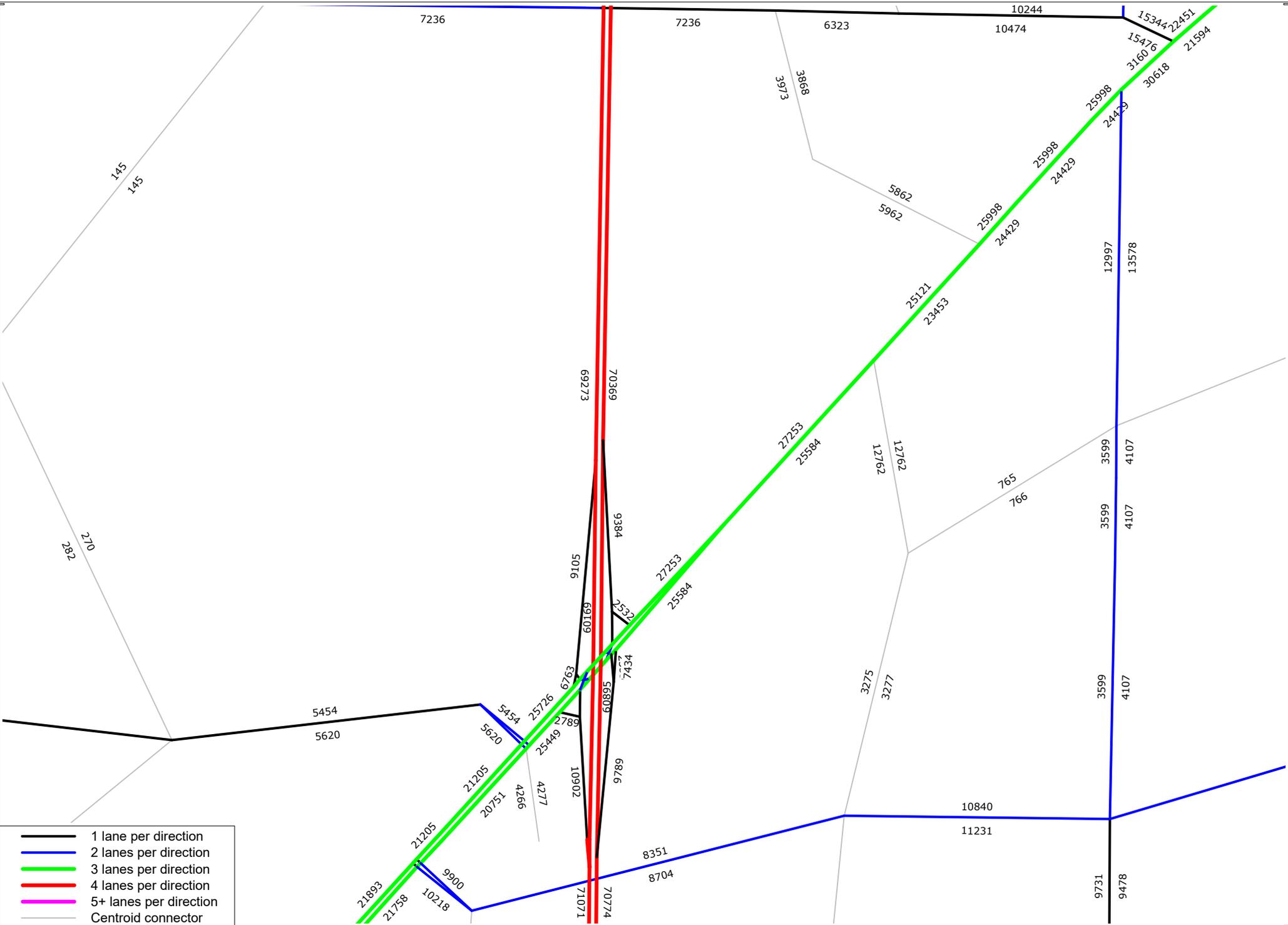
(Licensed to Kittelson and Associates Inc)



Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot K SR 44 Interchange

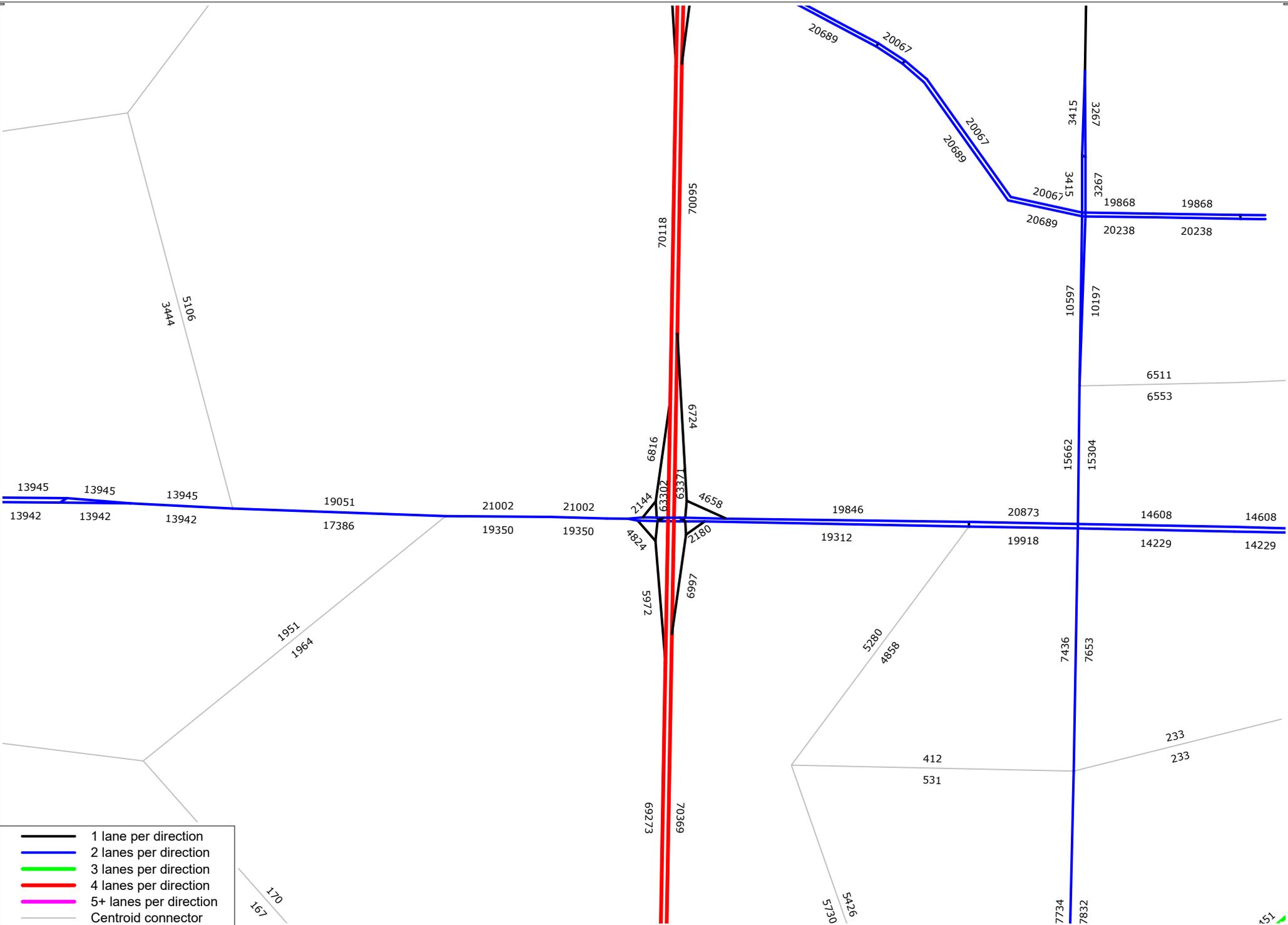


Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot - K-79 Interchange



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

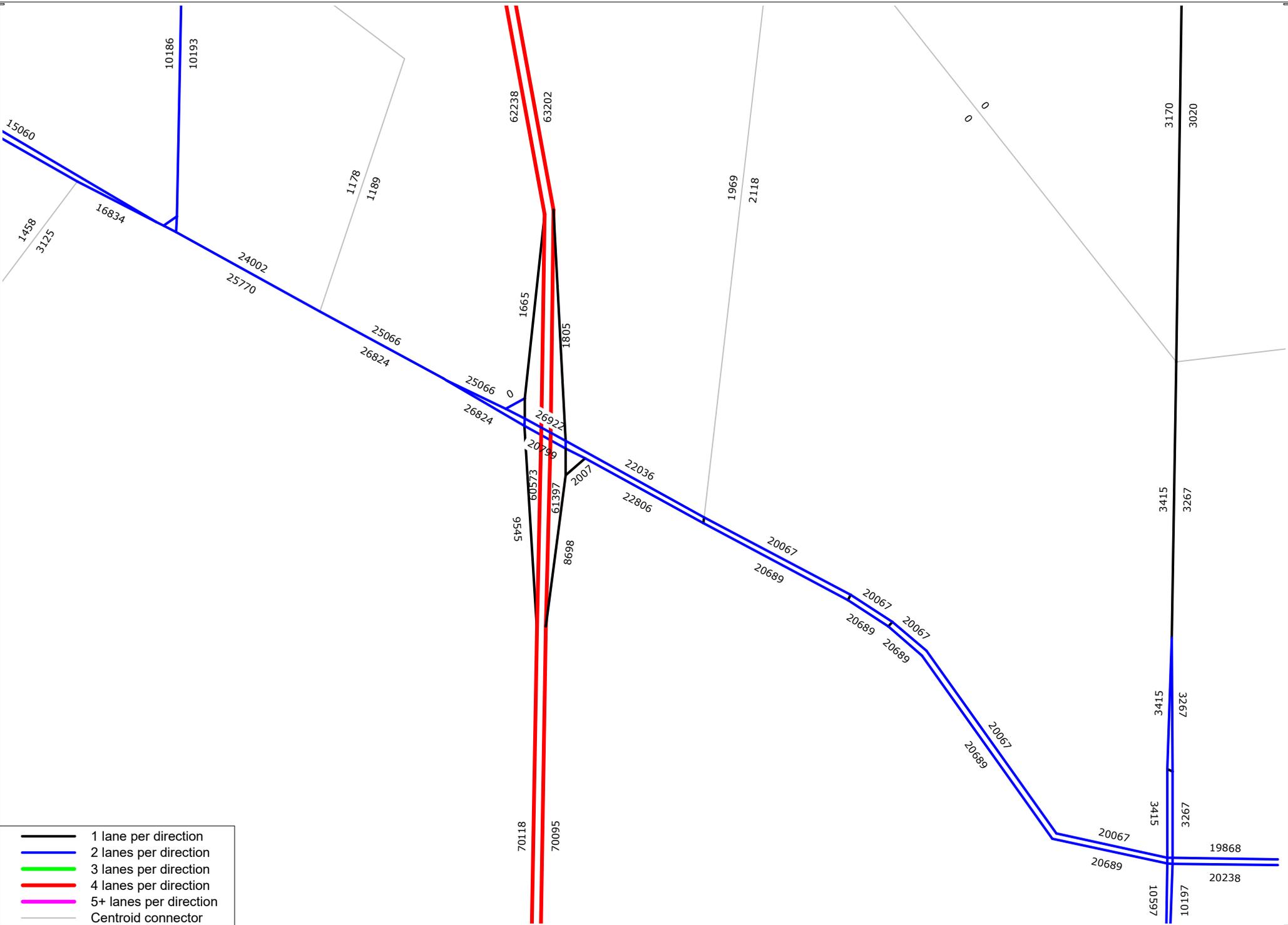
Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot - R-80 Interchange



Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot KSR 61 Interchange



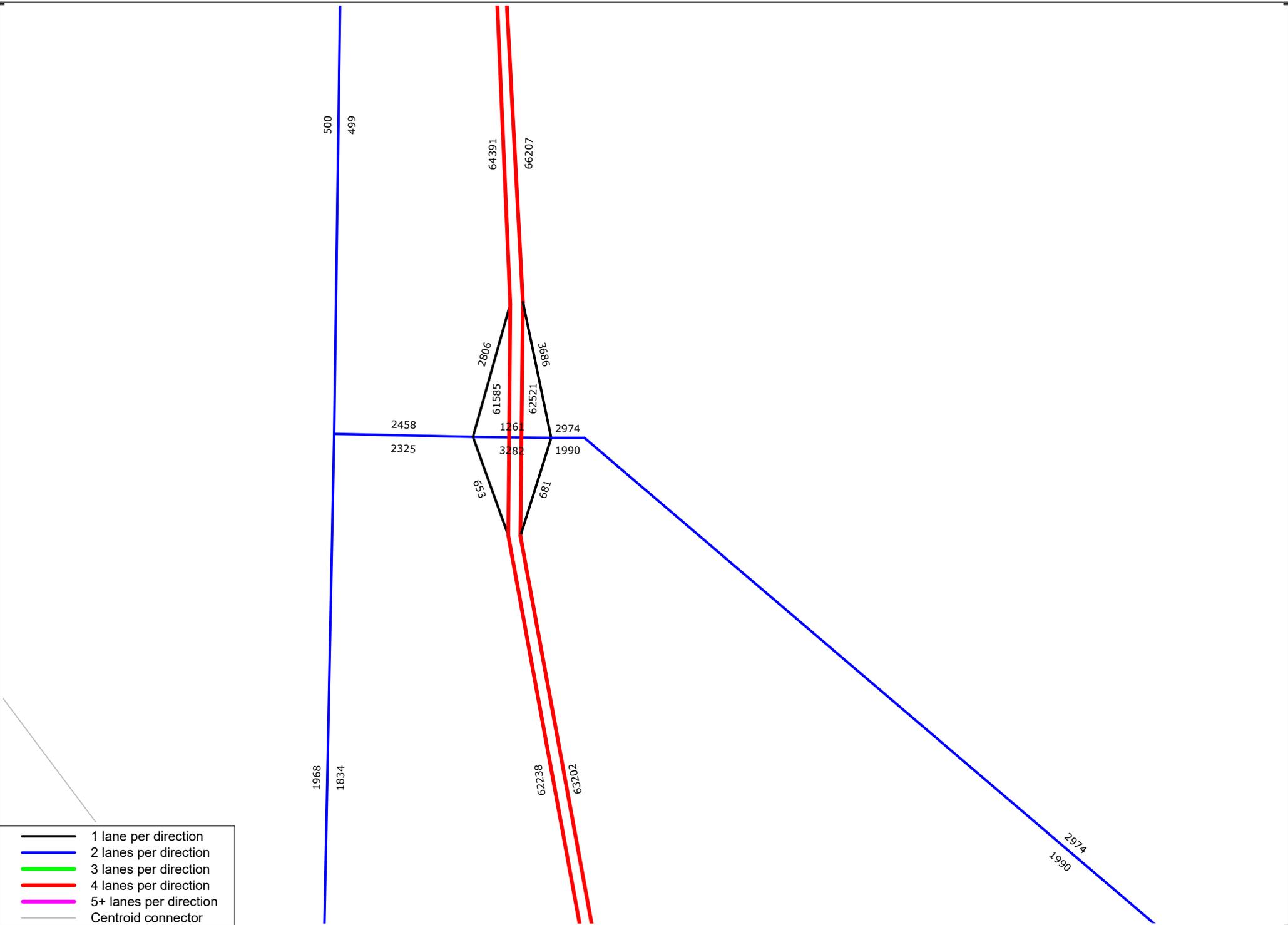
(Licensed to Kittelson and Associates Inc)



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

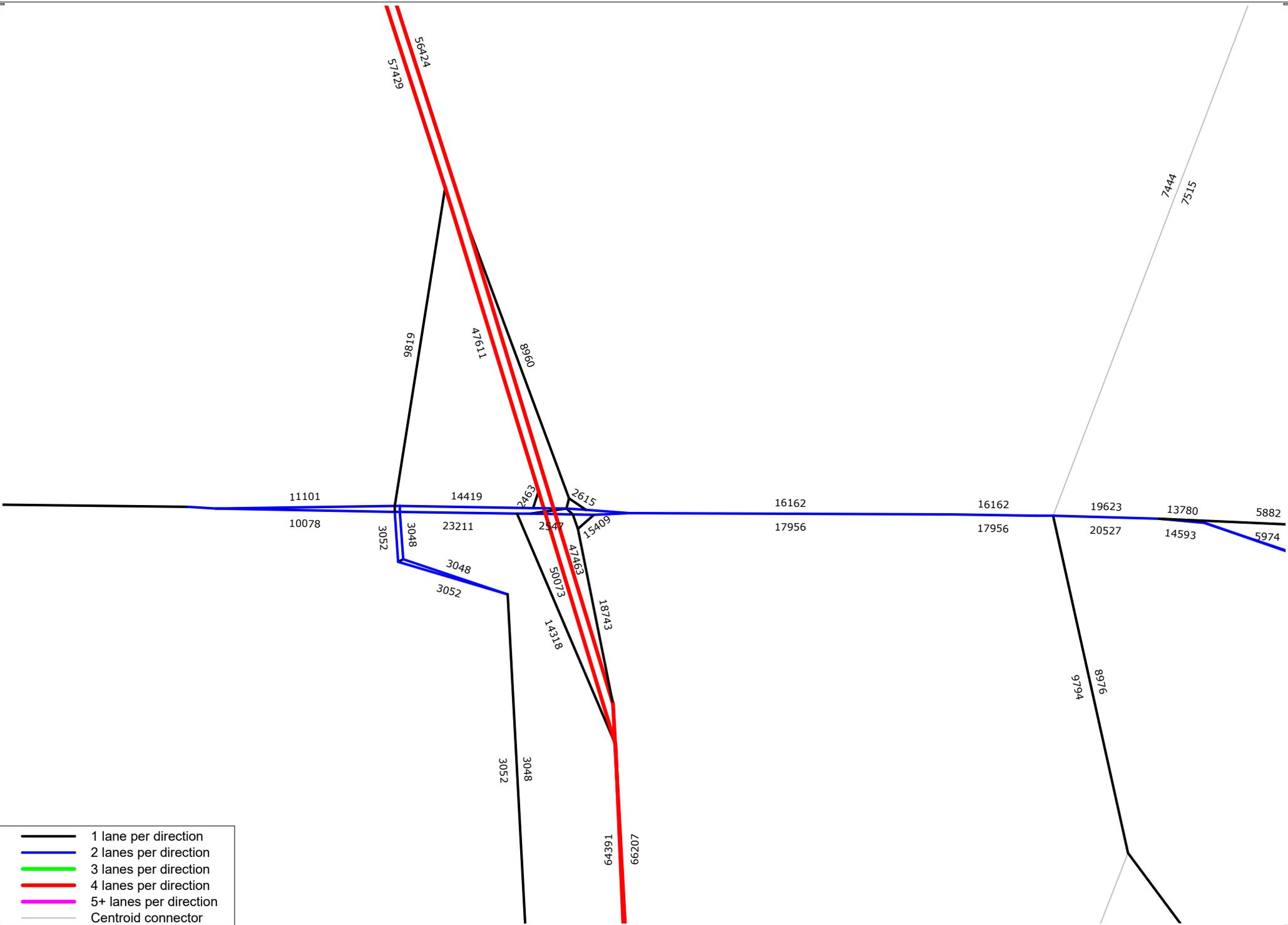
Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot K-82 US 27 Interchange



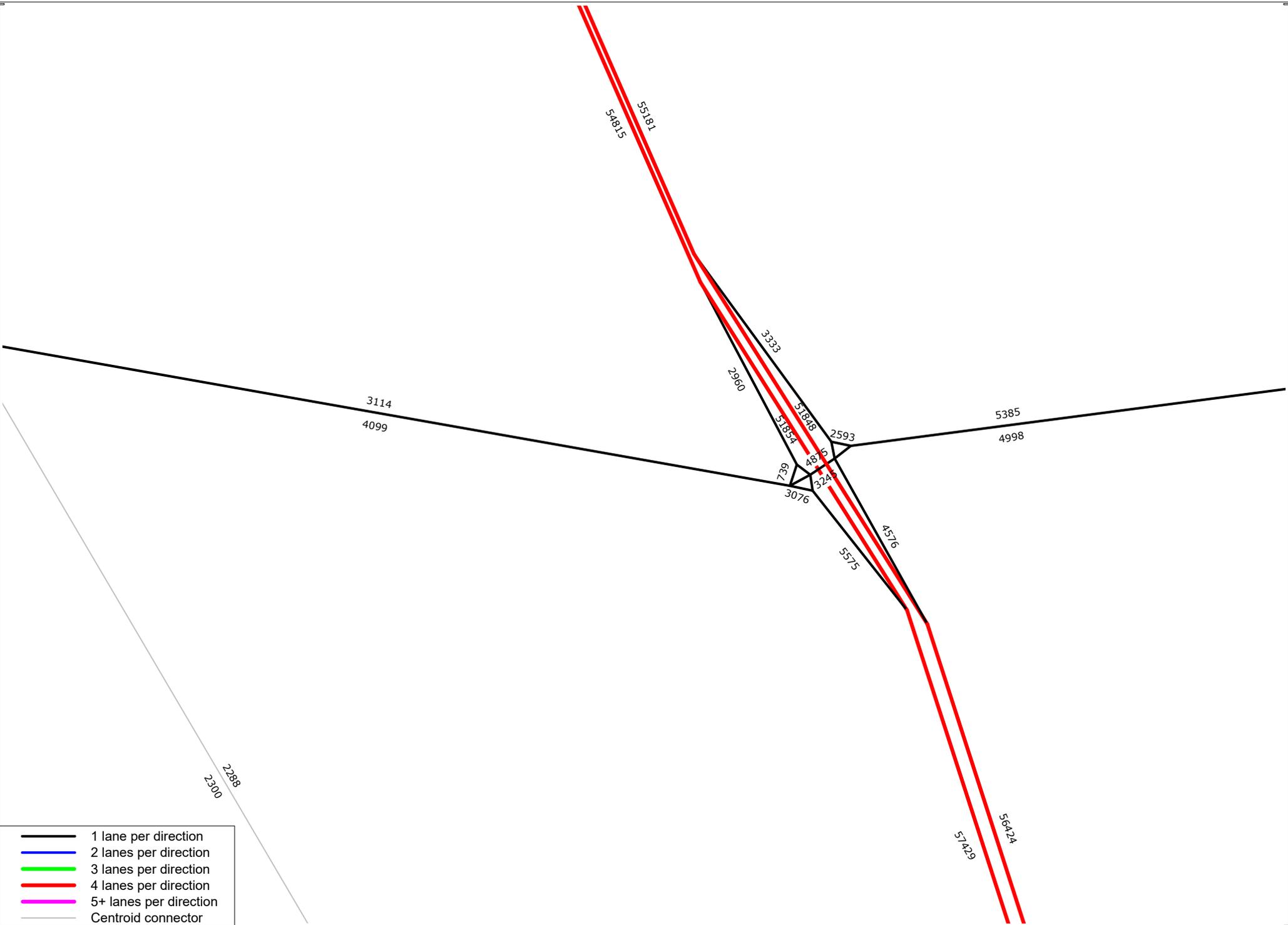


Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot - NW 49th Avenue Interchange

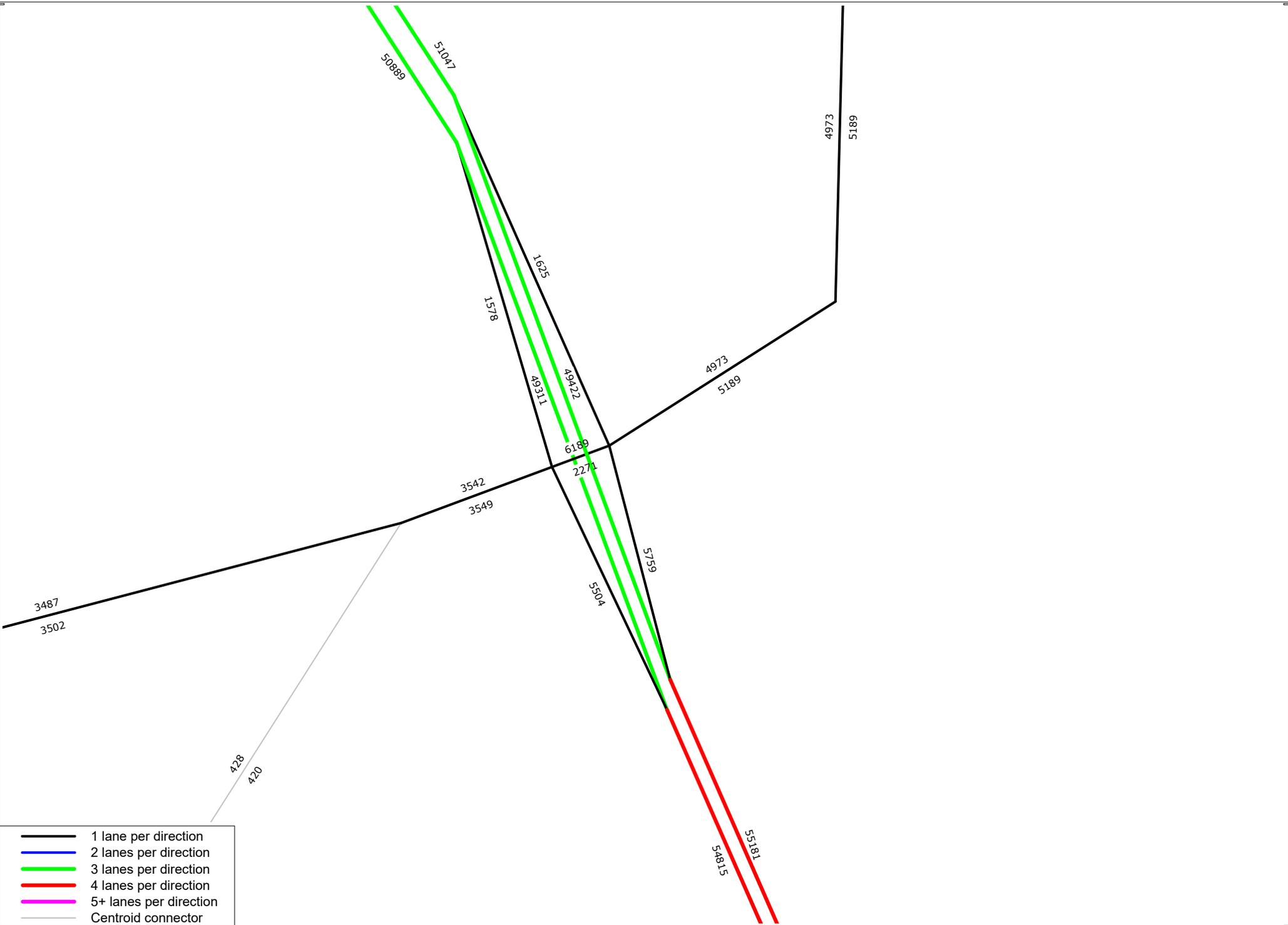
K-83



Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot - R-30 Interchange



Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot - KR 318 Interchange



Turnpike Statewide Model 2045 Build-Out Scenario
 Model Plot - KR 234 Interchange



Project Manager

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mary.mcgehee@dot.state.fl.us

**APPENDIX L – DESIGN TRAFFIC FACTOR
DOCUMENTATION**

Highest 200-hour Reports

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 200 HIGHEST HOUR REPORT - REPORT TYPE: ALL
 YEAR 2019

COUNTY:	36 - MARION	VALID DATA	
SITE:	0317	HOURS	8424
DESCRIPTION:	I-75, 0.23 MI N OF WILLIAMS RD/SW 66TH ST O/P, MAR	DAYS	351
LOCATION:	36210000 MILEPOST 12.16	WEEKS	52
AADT:	97157	MONTHS	12

POSITION	-----COUNTS-----					-----COLLECTION-----			"D"	"K"
	TOTAL COUNT	LOW DIR	LOW COUNT	HIGH DIR	HIGH COUNT	DAY	DATE	HOURL	FACTOR	FACTOR
1	9932	S	4954	N	4978	SAT	12/21/19	12	50.12	10.22
2	9715	S	4659	N	5056	SAT	12/21/19	11	52.04	10.00
3	9510	N	4598	S	4912	SAT	03/16/19	16	51.65	9.79
4	9495	N	4304	S	5191	SUN	12/01/19	11	54.67	9.77
5	9473	N	4573	S	4900	SAT	03/30/19	11	51.73	9.75
6	9326	N	4240	S	5086	FRI	03/22/19	16	54.54	9.60
7	9320	S	4605	N	4715	SUN	01/06/19	15	50.59	9.59
8	9237	N	4445	S	4792	FRI	03/29/19	15	51.88	9.51
9	9223	N	4572	S	4651	SAT	03/23/19	11	50.43	9.49
10	9210	N	4281	S	4929	SUN	07/21/19	15	53.52	9.48
11	9198	S	4297	N	4901	SUN	12/01/19	10	53.28	9.47
12	9195	N	4361	S	4834	FRI	03/15/19	16	52.57	9.46
13	9194	N	4525	S	4669	SUN	06/23/19	15	50.78	9.46
14	9167	N	4416	S	4751	SAT	06/29/19	14	51.83	9.44
15	9147	N	4381	S	4766	FRI	03/29/19	16	52.10	9.41
16	9139	N	4360	S	4779	SUN	07/28/19	15	52.29	9.41
17	9133	N	4280	S	4853	FRI	03/22/19	17	53.14	9.40
18	9088	S	4532	N	4556	SUN	03/24/19	14	50.13	9.35
19	9080	N	4525	S	4555	SAT	11/23/19	12	50.17	9.35
20	9064	N	4478	S	4586	SUN	01/06/19	16	50.60	9.33
21	9064	S	4441	N	4623	FRI	06/28/19	15	51.00	9.33
22	9038	S	4364	N	4674	FRI	05/03/19	15	51.71	9.30
23	9036	S	4489	N	4547	SAT	03/16/19	13	50.32	9.30
24	9032	N	4077	S	4955	SAT	03/23/19	14	54.86	9.30
25	9032	S	4492	N	4540	SAT	12/21/19	13	50.27	9.30
26	9019	N	4450	S	4569	FRI	03/15/19	14	50.66	9.28
27	9014	N	4252	S	4762	FRI	05/24/19	17	52.83	9.28
28	9013	N	4349	S	4664	SUN	07/07/19	14	51.75	9.28
29	9001	N	4334	S	4667	SUN	03/31/19	13	51.85	9.26
30	8999	N	4205	S	4794	FRI	03/29/19	18	53.27	9.26
31	8996	S	4408	N	4588	SUN	06/30/19	15	51.00	9.26
32	8995	N	4196	S	4799	FRI	03/22/19	15	53.35	9.26
33	8989	N	4194	S	4795	SUN	03/31/19	14	53.34	9.25
34	8962	S	4370	N	4592	SUN	03/24/19	13	51.24	9.22
35	8958	N	4473	S	4485	FRI	03/29/19	14	50.07	9.22
36	8955	S	4324	N	4631	FRI	11/29/19	15	51.71	9.22
37	8939	S	4433	N	4506	SUN	06/23/19	14	50.41	9.20
38	8933	N	4108	S	4825	FRI	05/24/19	15	54.01	9.19
39	8932	S	4432	N	4500	SUN	03/31/19	15	50.38	9.19
40	8919	S	4238	N	4681	SUN	01/06/19	14	52.48	9.18

DESIGN HOUR DATA

MEDIAN "D" = 52.5% (MEDIAN D FACTOR OF ALL 200 HIGHEST HOURS)
 STANDARD "K" = 9.0%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 200 HIGHEST HOUR REPORT - REPORT TYPE: ALL
 YEAR 2019

COUNTY:	36 - MARION	VALID DATA	
SITE:	0317	HOURS	8424
DESCRIPTION:	I-75, 0.23 MI N OF WILLIAMS RD/SW 66TH ST O/P, MAR	DAYS	351
LOCATION:	36210000 MILEPOST 12.16	WEEKS	52
AADT:	97157	MONTHS	12

POSITION	-----COUNTS-----					-----COLLECTION-----			"D" FACTOR	"K" FACTOR
	TOTAL COUNT	LOW DIR	LOW COUNT	HIGH DIR	HIGH COUNT	DAY	DATE	HOURL		
45	8899	S	4322	N	4577	WED	11/27/19	14	51.43	9.16
50	8822	S	4326	N	4496	WED	11/27/19	16	50.96	9.08
55	8789	N	4108	S	4681	SUN	03/24/19	16	53.26	9.05
60	8769	N	3815	S	4954	SUN	07/21/19	16	56.49	9.03
65	8741	N	4077	S	4664	FRI	07/19/19	16	53.36	9.00
70	8724	N	3899	S	4825	SUN	07/28/19	16	55.31	8.98
75	8703	S	4350	N	4353	FRI	03/15/19	13	50.02	8.96
80	8686	S	4077	N	4609	SUN	04/07/19	15	53.06	8.94
85	8662	S	4070	N	4592	SAT	03/16/19	12	53.01	8.92
90	8653	S	4295	N	4358	WED	11/27/19	17	50.36	8.91
95	8636	N	4303	S	4333	FRI	11/29/19	16	50.17	8.89
100	8632	S	4067	N	4565	FRI	03/01/19	11	52.88	8.88
105	8621	N	3699	S	4922	FRI	11/22/19	15	57.09	8.87
110	8596	N	3957	S	4639	SUN	02/17/19	15	53.97	8.85
115	8579	N	3786	S	4793	FRI	06/21/19	16	55.87	8.83
120	8557	S	4034	N	4523	FRI	05/03/19	14	52.86	8.81
125	8540	S	3927	N	4613	SAT	03/09/19	11	54.02	8.79
130	8524	N	3898	S	4626	SAT	03/30/19	12	54.27	8.77
135	8509	S	4145	N	4364	FRI	06/21/19	14	51.29	8.76
140	8486	S	4208	N	4278	SAT	03/23/19	15	50.41	8.73
145	8477	S	4204	N	4273	FRI	10/04/19	16	50.41	8.73
150	8467	S	4079	N	4388	SAT	07/13/19	13	51.82	8.71
155	8463	S	4161	N	4302	SUN	07/07/19	16	50.83	8.71
160	8445	N	3976	S	4469	SUN	03/17/19	14	52.92	8.69
165	8418	N	4115	S	4303	WED	01/02/19	16	51.12	8.66
170	8375	N	4144	S	4231	FRI	05/24/19	13	50.52	8.62
175	8363	N	4125	S	4238	FRI	10/11/19	16	50.68	8.61
180	8344	N	3962	S	4382	FRI	12/20/19	17	52.52	8.59
185	8323	N	3724	S	4599	FRI	05/24/19	14	55.26	8.57
190	8307	N	4007	S	4300	FRI	03/01/19	15	51.76	8.55
195	8290	N	3661	S	4629	FRI	10/18/19	16	55.84	8.53
200	8274	N	3762	S	4512	SUN	10/20/19	14	54.53	8.52

DESIGN HOUR DATA

MEDIAN "D" = 52.5% (MEDIAN D FACTOR OF ALL 200 HIGHEST HOURS)
 STANDARD "K" = 9.0%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 200 HIGHEST HOUR REPORT - REPORT TYPE: ALL
 YEAR 2019

COUNTY: 26 - ALACHUA	VALID DATA
SITE: 9904	HOURS 8352
DESCRIPTION: SR-93/I-75, 2 MI N OF WACAHOOA ROAD OP, ALACHUA CO.	DAYS 348
LOCATION: 26260000 MILEPOST 4.93	WEEKS 53
AADT: 70690	MONTHS 12

POSITION	-----COUNTS-----					-----COLLECTION-----			"D"	"K"
	TOTAL COUNT	LOW DIR	LOW COUNT	HIGH DIR	HIGH COUNT	DAY	DATE	HOURL	FACTOR	FACTOR
1	8809	S	4054	N	4755	SAT	11/30/19	17	53.98	12.46
2	8383	S	3891	N	4492	SAT	11/30/19	16	53.58	11.86
3	8316	N	3807	S	4509	SUN	12/01/19	11	54.22	11.76
4	8154	N	3668	S	4486	SAT	12/28/19	14	55.02	11.53
5	8145	N	4051	S	4094	SAT	11/30/19	14	50.26	11.52
6	8139	N	3640	S	4499	SUN	12/29/19	13	55.28	11.51
7	8070	S	3771	N	4299	SUN	12/01/19	15	53.27	11.42
8	8014	N	3630	S	4384	SAT	03/16/19	16	54.70	11.34
9	8003	N	3751	S	4252	SUN	03/24/19	14	53.13	11.32
10	7984	S	3727	N	4257	SUN	07/28/19	15	53.32	11.29
11	7974	N	3699	S	4275	SAT	12/28/19	15	53.61	11.28
12	7945	S	3786	N	4159	SAT	11/30/19	15	52.35	11.24
13	7941	N	3599	S	4342	SAT	12/28/19	13	54.68	11.23
14	7903	N	3556	S	4347	SUN	03/31/19	15	55.00	11.18
15	7899	N	3628	S	4271	SUN	03/24/19	15	54.07	11.17
16	7884	N	3613	S	4271	SUN	12/29/19	14	54.17	11.15
17	7830	S	3803	N	4027	SUN	07/07/19	18	51.43	11.08
18	7826	N	3810	S	4016	SUN	07/07/19	14	51.32	11.07
19	7810	S	3472	N	4338	SUN	12/01/19	17	55.54	11.05
20	7802	N	3628	S	4174	SUN	03/31/19	16	53.50	11.04
21	7800	N	3436	S	4364	SUN	03/31/19	14	55.95	11.03
22	7786	N	3372	S	4414	SAT	12/21/19	13	56.69	11.01
23	7749	S	3714	N	4035	SAT	11/30/19	13	52.07	10.96
24	7712	N	3269	S	4443	FRI	12/27/19	13	57.61	10.91
25	7676	S	3664	N	4012	SUN	07/07/19	17	52.27	10.86
26	7675	S	3371	N	4304	SAT	11/30/19	19	56.08	10.86
27	7674	N	3679	S	3995	SUN	07/07/19	15	52.06	10.86
28	7673	N	3615	S	4058	SAT	12/28/19	12	52.89	10.85
29	7670	N	3655	S	4015	SAT	12/21/19	12	52.35	10.85
30	7633	N	3171	S	4462	SUN	12/01/19	13	58.46	10.80
31	7611	N	3644	S	3967	SAT	12/21/19	11	52.12	10.77
32	7606	N	3719	S	3887	FRI	12/27/19	16	51.10	10.76
33	7553	S	3607	N	3946	SUN	12/01/19	10	52.24	10.68
34	7501	N	3338	S	4163	SAT	03/23/19	12	55.50	10.61
35	7492	N	3615	S	3877	SUN	12/01/19	16	51.75	10.60
36	7491	S	3409	N	4082	SUN	07/07/19	19	54.49	10.60
37	7477	N	3559	S	3918	THU	12/26/19	14	52.40	10.58
38	7473	N	3538	S	3935	SAT	03/23/19	11	52.66	10.57
39	7468	N	3659	S	3809	SUN	06/23/19	15	51.00	10.56
40	7458	N	3061	S	4397	SAT	03/23/19	15	58.96	10.55

DESIGN HOUR DATA

MEDIAN "D" = 53.7% (MEDIAN D FACTOR OF ALL 200 HIGHEST HOURS)
 STANDARD "K" = 10.5%

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 200 HIGHEST HOUR REPORT - REPORT TYPE: ALL
 YEAR 2019

COUNTY: 26 - ALACHUA	VALID DATA
SITE: 9904	HOURS 8352
DESCRIPTION: SR-93/I-75, 2 MI N OF WACAHOOA ROAD OP, ALACHUA CO.	DAYS 348
LOCATION: 26260000 MILEPOST 4.93	WEEKS 53
AADT: 70690	MONTHS 12

POSITION	-----COUNTS-----					-----COLLECTION-----			"D"	"K"
	TOTAL COUNT	LOW DIR	LOW COUNT	HIGH DIR	HIGH COUNT	DAY	DATE	HOURL	FACTOR	FACTOR
45	7410	S	3309	N	4101	SAT	11/30/19	18	55.34	10.48
50	7367	N	3510	S	3857	SUN	03/24/19	17	52.36	10.42
55	7340	N	3283	S	4057	SUN	06/23/19	16	55.27	10.38
60	7287	N	3247	S	4040	SAT	03/23/19	14	55.44	10.31
65	7228	S	3549	N	3679	FRI	03/29/19	15	50.90	10.22
70	7188	S	3046	N	4142	TUE	01/01/19	16	57.62	10.17
75	7150	S	3506	N	3644	MON	12/30/19	13	50.97	10.11
80	7085	N	3038	S	4047	SUN	12/01/19	14	57.12	10.02
85	7060	N	3333	S	3727	SAT	11/23/19	12	52.79	9.99
90	7023	N	3299	S	3724	SAT	12/28/19	16	53.03	9.93
95	6981	N	3290	S	3691	WED	11/27/19	16	52.87	9.88
100	6954	N	3238	S	3716	SUN	03/31/19	17	53.44	9.84
105	6935	S	3453	N	3482	SAT	06/29/19	14	50.21	9.81
110	6913	N	3128	S	3785	SUN	07/14/19	15	54.75	9.78
115	6878	N	2909	S	3969	FRI	12/27/19	15	57.71	9.73
120	6856	N	2567	S	4289	SUN	10/06/19	15	62.56	9.70
125	6845	N	3272	S	3573	MON	12/30/19	14	52.20	9.68
130	6820	S	3107	N	3713	SUN	04/07/19	15	54.44	9.65
135	6801	N	3339	S	3462	SUN	11/24/19	13	50.90	9.62
140	6778	N	2852	S	3926	FRI	05/24/19	16	57.92	9.59
145	6760	N	2665	S	4095	SAT	11/23/19	14	60.58	9.56
150	6719	N	2596	S	4123	SUN	10/06/19	16	61.36	9.50
155	6678	S	3040	N	3638	SAT	07/20/19	12	54.48	9.45
160	6670	N	2872	S	3798	SUN	10/27/19	14	56.94	9.44
165	6648	N	2872	S	3776	SUN	07/21/19	17	56.80	9.40
170	6636	N	3033	S	3603	THU	12/26/19	12	54.29	9.39
175	6616	S	3023	N	3593	WED	01/02/19	15	54.31	9.36
180	6602	N	3056	S	3546	FRI	03/15/19	19	53.71	9.34
185	6586	S	2845	N	3741	SAT	07/06/19	12	56.80	9.32
190	6572	N	2798	S	3774	SUN	07/14/19	16	57.43	9.30
195	6548	S	3204	N	3344	SUN	06/09/19	14	51.07	9.26
200	6525	N	3060	S	3465	SAT	03/23/19	16	53.10	9.23

DESIGN HOUR DATA

MEDIAN "D" = 53.7% (MEDIAN D FACTOR OF ALL 200 HIGHEST HOURS)
 STANDARD "K" = 10.5%

D Factors

AM Peak Hour - Recommended D Factor Summary

Roadway Segment	AM Peak Hour Summary (7:15-8:15 AM)																				AM Peak (7:15 to 8:15 AM)				
	TMCs				Monday Day 1		Tuesday Day 2		Wednesday Day 3		Thursday Day 4		Friday Day 5		Saturday Day 6		Sunday Day 7		Avg Tubes (Weekday)		D-Factor Recommendation				
	NB/SB	SB/WB	D	Direction	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	D	Direction	Source?		
SR 40 west of NW 38th Ave	1,260	1,077	0.54	NB/EB	1,069	1,006	1,084	1,019	1,034	1,057	1,114	986	1,031	980	462	348	239	202	1,077	1,021	0.51	NB/EB	54.6%	NB/EB	Tube/TMC
I-75 Ramps (North of SR 40)	366	387	0.51	SB/WB	358	391	342	433	370	403	381	425	345	398	215	154	130	105	364	420	0.54	SB/WB	52.5%	SB/WB	Tube/TMC
I-75 SB Off-Ramp to SR 40	0	387	1.00	SB/WB	0	391	0	433	0	403	0	425	0	398	0	154	0	105	0	420	1.00	SB/WB			
I-75 NB On-Ramp from SR 40	366	0	1.00	NB/EB	358	0	342	0	370	0	381	0	345	0	215	0	130	0	364	0	1.00	NB/EB			
I-75 Ramps (South of SR 40)	581	372	0.61	NB/EB	509	319	581	302	566	334	530	333	500	315	178	185	118	113	559	323	0.63	NB/EB	62.2%	NB/EB	Tube/TMC
I-75 SB On-Ramp from SR 40	0	372	1.00	SB/WB	0	319	0	302	0	334	0	333	0	315	0	185	0	113	0	323	1.00	SB/WB			
I-75 NB Off-Ramp to SR 40	581	0	1.00	NB/EB	509	0	581	0	566	0	530	0	500	0	178	0	118	0	559	0	1.00	NB/EB			
SR 40 east of I-75	1,476	1,206	0.55	NB/EB	1,292	1,049	1,332	1,091	1,396	1,058	1,348	1,016	1,228	1,093	468	469	307	281	1,359	1,055	0.56	NB/EB	56.4%	NB/EB	Tube
US 27 west of I-75	1,299	821	0.61	NB/EB	1,034	751	1,062	752	1,152	736	1,109	703	1,112	744	595	431	375	334	1,108	730	0.60	NB/EB	59.9%	NB/EB	Tube/TMC
I-75 Ramps (North of US 27)	146	181	0.55	SB/WB	155	196	153	185	195	191	189	179	157	168	106	88	48	52	179	185	0.51	SB/WB	53.1%	SB/WB	Tube/TMC
I-75 SB Off-Ramp to US 27	0	181	1.00	SB/WB	0	196	0	185	0	191	0	179	0	168	0	88	0	52	0	185	1.00	SB/WB			
I-75 NB On-Ramp from US 27	146	0	1.00	NB/EB	155	0	153	0	195	0	189	0	157	0	106	0	48	0	179	0	1.00	NB/EB			
I-75 Ramps (South of US 27)	600	619	0.51	SB/WB	619	608	648	625	612	612	632	566	596	550	333	300	224	216	631	601	0.51	NB/EB	51.0%	NB/EB	Tube/TMC
I-75 SB On-Ramp from US 27	0	619	1.00	SB/WB	0	608	0	625	0	612	0	566	0	550	0	300	0	216	0	601	1.00	SB/WB			
I-75 NB Off-Ramp to US 27	600	0	1.00	NB/EB	619	0	648	0	612	0	632	0	596	0	333	0	224	0	631	0	1.00	NB/EB			
US 27 east of I-75	1,412	947	0.60	NB/EB	1,328	918	1,313	901	1,318	871	1,416	857	1,253	856	571	434	354	335	1,349	876	0.61	NB/EB	59.4%	NB/EB	Tube/TMC
SR 326 west of NW 44th Ave	424	307	0.58	NB/EB	392	295	379	299	381	221	415	208	370	308	248	160	121	112	392	243	0.62	NB/EB	59.9%	NB/EB	Tube/TMC
I-75 Ramps (North of SR 326)	250	120	0.68	NB/EB	241	171	254	126	240	162	240	145	235	162	156	138	105	108	245	144	0.63	NB/EB	65.2%	NB/EB	Tube/TMC
I-75 SB Off-Ramp to SR 326	0	120	1.00	SB/WB	0	171	0	126	0	162	0	145	0	162	0	138	0	108	0	144	1.00	SB/WB			
I-75 NB On-Ramp from SR 326	250	0	1.00	NB/EB	241	0	254	0	240	0	240	0	235	0	156	0	105	0	245	0	1.00	NB/EB			
I-75 Ramps (South of SR 326)	592	631	0.52	SB/WB	599	595	401	615	291	610	716	600	728	595	730	540	419	339	469	608	0.56	SB/WB	54.0%	SB/WB	Tube/TMC
I-75 SB On-Ramp from SR 326	0	268	1.00	SB/WB	0	250	0	264	0	247	0	244	0	251	0	147	0	84	0	252	1.00	SB/WB			
I-75 SB On-Ramp from SR 326 (Loop Ramp)	0	363	1.00	SB/WB	0	345	0	351	0	363	0	356	0	344	0	393	0	255	0	357	1.00	SB/WB			
I-75 NB Off-Ramp to SR 326	592	0	1.00	NB/EB	599	0	401	0	291	0	716	0	728	0	730	0	419	0	469	0	1.00	NB/EB			
SR 326 west of NW 38th Ave	925	928	0.50	SB/WB	820	651	802	498	459	262	870	791	902	766	732	564	399	383	836	645	0.56	NB/EB	55.1%	NB/EB	Tube

PM Peak Hour - Recommended D Factor Summary

PM Peak Hour Summary (4:30-5:30 PM)																					PM Peak (4:30 to 5:30 AM)											
Roadway Segment	TMCs																			D-Factor Recommendation												
	Monday				Tuesday				Wednesday				Thursday				Tubes			Saturday				Sunday				Avg Tubes (Weekday)			Recommended D-Factor	Source?
	Day 1				Day 2				Day 3				Day 4				Day 5			Day 6				Day 7				Weekday				
	NB/SB	SB/WB	D	Direction	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	D	Direction						
SR 40 west of NW 38th Ave	1,330	1,328	0.50	NB/EB	914	1,130	855	1,198	1,061	1,147	1,055	1,202	1,123	1,171	742	639	581	541	990	1,182	0.54	SB/WB	56.1%	SB/WB	Tube							
I-75 Ramps (North of SR 40)	412	342	0.55	NB/EB	389	293	415	316	376	343	388	335	374	315	212	241	207	193	393	331	0.54	NB/EB	54.4%	NB/EB	Tube/TMC							
I-75 SB Off-Ramp to SR 40	0	342	1.00	SB/WB	0	293	0	316	0	343	0	335	0	315	0	241	0	193	0	331	1.00	SB/WB										
I-75 NB On-Ramp from SR 40	412	0	1.00	NB/EB	389	0	415	0	376	0	388	0	374	0	212	0	207	0	393	0	1.00	NB/EB										
I-75 Ramps (South of SR 40)	310	592	0.66	SB/WB	335	566	314	559	342	585	357	566	340	515	268	266	254	337	338	570	0.63	SB/WB	64.2%	SB/WB	Tube/TMC							
I-75 SB On-Ramp from SR 40	0	592	1.00	SB/WB	0	566	0	559	0	585	0	566	0	515	0	266	0	337	0	570	1.00	SB/WB										
I-75 NB Off-Ramp to SR 40	310	0	1.00	NB/EB	335	0	314	0	342	0	357	0	340	0	268	0	254	0	338	0	1.00	NB/EB										
SR 40 east of I-75	1,246	1,534	0.55	SB/WB	1,082	1,215	1,139	1,304	1,200	1,266	1,179	1,240	1,184	1,209	934	743	737	791	1,173	1,270	0.52	SB/WB	52.9%	SB/WB	Tube							
US 27 west of I-75	1,066	1,428	0.57	SB/WB	980	1,200	1,000	1,302	1,028	1,360	1,037	1,294	1,103	1,391	962	871	794	866	1,022	1,319	0.56	SB/WB	56.9%	SB/WB	Tube							
I-75 Ramps (North of US 27)	163	196	0.55	SB/WB	133	225	169	207	164	203	145	213	146	230	107	169	89	149	159	208	0.57	SB/WB	56.6%	SB/WB	Tube							
I-75 SB Off-Ramp to US 27	0	196	1.00	SB/WB	0	225	0	207	0	203	0	213	0	230	0	169	0	149	0	208	1.00	SB/WB										
I-75 NB On-Ramp from US 27	163	0	1.00	NB/EB	133	0	169	0	164	0	145	0	146	0	107	0	89	0	159	0	1.00	NB/EB										
I-75 Ramps (South of US 27)	630	628	0.50	NB/EB	556	608	598	662	626	636	602	638	614	673	420	548	448	459	609	645	0.51	SB/WB	51.5%	SB/WB	Tube							
I-75 SB On-Ramp from US 27	0	628	1.00	SB/WB	0	608	0	662	0	636	0	638	0	673	0	548	0	459	0	645	1.00	SB/WB										
I-75 NB Off-Ramp to US 27	630	0	1.00	NB/EB	556	0	598	0	626	0	602	0	614	0	420	0	448	0	609	0	1.00	NB/EB										
US 27 east of I-75	1,105	1,480	0.57	SB/WB	1,068	1,193	1,071	1,249	1,054	1,191	1,045	1,161	1,119	1,161	926	907	676	697	1,057	1,200	0.53	SB/WB	53.9%	SB/WB	Tube							
SR 326 west of NW 44th Ave	325	390	0.55	SB/WB	383	397	382	445	347	440	371	442	387	394	326	292	309	290	367	442	0.55	SB/WB	54.7%	SB/WB	Tube							
I-75 Ramps (North of SR 326)	182	251	0.58	SB/WB	161	262	181	330	195	285	189	329	179	306	160	284	202	307	188	315	0.63	SB/WB	60.3%	SB/WB	Tube/TMC							
I-75 SB Off-Ramp to SR 326	0	251	1.00	SB/WB	0	262	0	330	0	285	0	329	0	306	0	284	0	307	0	315	1.00	SB/WB										
I-75 NB On-Ramp from SR 326	182	0	1.00	NB/EB	161	0	181	0	195	0	189	0	179	0	160	0	202	0	188	0	1.00	NB/EB										
I-75 Ramps (South of SR 326)	617	761	0.55	SB/WB	631	707	459	664	529	727	664	791	842	822	549	600	496	722	551	727	0.57	SB/WB	56.1%	SB/WB	Tube/TMC							
I-75 SB On-Ramp from SR 326	0	761	1.00	SB/WB	0	707	0	664	0	727	0	791	0	822	0	496	0	722	0	727	1.00	SB/WB										
I-75 SB On-Ramp from SR 326	0	552	1.00	SB/WB	0	458	0	452	0	490	0	526	0	568	0	405	0	495	0	489	1.00	SB/WB										
I-75 NB Off-Ramp to SR 326	617	0	1.00	NB/EB	631	0	459	0	529	0	664	0	842	0	549	0	496	0	551	0	1.00	NB/EB										
SR 326 west of NW 38th Ave	954	964	0.50	SB/WB	830	649	907	718	873	823	911	874	1,141	777	872	645	760	498	897	805	0.53	NB/EB	53.7%	NB/EB	Tube							

Weekend Midday Peak Hour - Recommended D Factor Summary

Weekend Peak Hour Summary (1:00 - 2:00 PM)													Weekend Peak (1:00 to 2:00 PM)		
TMCs													D-Factor Recommendation		
Roadway Segment					Saturday Day 6		Sunday Day 7		Avg Tubes (Weekday)				Recommended D-Factor		Source?
	NB/SB	SB/WB	D	Direction	NB/SB	SB/WB	NB/SB	SB/WB	NB/SB	SB/WB	D	Direction	D	Direction	
SR 40 west of NW 38th Ave	907	857	0.51	NB/EB	756	750	591	626	674	688	0.51	SB/WB	51.9%	NB/EB	TMC
I-75 Ramps (North of SR 40)	303	301	0.50	NB/EB	303	297	289	244	296	271	0.52	NB/EB	51.2%	NB/EB	Tube & TMC
I-75 SB Off-Ramp to SR 40	0	301	1.00	SB/WB	0	297	0	244	0	271	1.00	SB/WB			
I-75 NB On-Ramp from SR 40	303	0	1.00	NB/EB	303	0	289	0	296	0	1.00	NB/EB			
I-75 Ramps (South of SR 40)	370	369	0.50	NB/EB	363	372	306	388	335	380	0.53	SB/WB	53.2%	SB/WB	Tube
I-75 SB On-Ramp from SR 40	0	369	1.00	SB/WB	0	372	0	388	0	380	1.00	SB/WB			
I-75 NB Off-Ramp to SR 40	370	0	1.00	NB/EB	363	0	306	0	335	0	1.00	NB/EB			
SR 40 east of I-75	1,031	967	0.52	NB/EB	947	916	787	857	867	887	0.51	SB/WB	52.6%	NB/EB	TMC
US 27 west of I-75	960	1,117	0.54	SB/WB	987	1037	986	945	987	991	0.50	SB/WB	52.3%	SB/WB	Tube & TMC
I-75 Ramps (North of US 27)	111	162	0.59	SB/WB	112	166	106	156	109	161	0.60	SB/WB	59.5%	SB/WB	Tube & TMC
I-75 SB Off-Ramp to US 27	0	162	1.00	SB/WB	0	166	0	156	0	161	1.00	SB/WB			
I-75 NB On-Ramp from US 27	111	0	1.00	NB/EB	112	0	106	0	109	0	1.00	NB/EB			
I-75 Ramps (South of US 27)	516	555	0.52	SB/WB	486	564	431	540	459	552	0.55	SB/WB	53.2%	SB/WB	Tube & TMC
I-75 SB On-Ramp from US 27	0	555	1.00	SB/WB	0	564	0	540	0	552	1.00	SB/WB			
I-75 NB Off-Ramp to US 27	516	0	1.00	NB/EB	486	0	431	0	459	0	1.00	NB/EB			
US 27 east of I-75	919	1,070	0.54	SB/WB	955	969	816	806	886	888	0.50	SB/WB	51.2%	SB/WB	Tube & TMC
SR 326 west of NW 44th Ave	298	300	0.50	SB/WB	338	301	295	353	317	327	0.51	SB/WB	50.8%	SB/WB	Tube
I-75 Ramps (North of SR 326)	194	285	0.59	SB/WB	193	295	206	338	200	317	0.61	SB/WB	60.4%	SB/WB	Tube & TMC
I-75 SB Off-Ramp to SR 326	0	285	1.00	SB/WB	0	295	0	338	0	317	1.00	SB/WB			
I-75 NB On-Ramp from SR 326	194	0	1.00	NB/EB	193	0	206	0	200	0	1.00	NB/EB			
I-75 Ramps (South of SR 326)	621	771	0.55	SB/WB	808	724	750	835	779	780	0.50	SB/WB	52.7%	SB/WB	Tube & TMC
I-75 SB On-Ramp from SR 326	0	164	1.00	SB/WB	0	211	0	230	0	221	1.00	SB/WB			
I-75 SB On-Ramp from SR 326	0	607	1.00	SB/WB	0	513	0	605	0	559	1.00	SB/WB			
I-75 NB Off-Ramp to SR 326	621	0	1.00	NB/EB	808	0	750	0	779	0	1.00	NB/EB			
SR 326 west of NW 38th Ave	943	1016	0.52	SB/WB	1098	781	921	696	1010	739	0.58	NB/EB	51.3%	SB/WB	TMC

T Factors

Roadway Segment		Tube Counts							Recommended Factors			
		Monday Day 1	Tuesday Day 2	Wednesday Day 3	Thursday Day 4	Friday Day 5	Saturday Day 6	Sunday Day 7	Weekday		Weekend	
									T	DHT	T	DHT
SR 40 west of NW 38th Ave	12/10/2019-12/16/2019	12.9%	12.9%	13.4%	13.3%	13.5%	8.5%	7.2%	13.2%	6.6%	7.9%	3.9%
I-75 Ramps (North of SR 40)												
I-75 SB Off-Ramp to SR 40	12/12/2019-12/18/2019	20.6%	21.5%	22.2%	20.5%	18.3%	12.3%	12.9%	21.4%	10.7%	12.6%	6.3%
I-75 NB On-Ramp from SR 40	12/12/2019-12/18/2019	23.2%	24.1%	21.7%	22.4%	21.2%	12.9%	12.8%	22.7%	11.4%	12.9%	6.4%
I-75 Ramps (South of SR 40)												
I-75 SB On-Ramp from SR 40	12/12/2019-12/18/2019	19.3%	19.2%	19.5%	19.5%	17.3%	10.1%	10.0%	19.4%	9.7%	10.1%	5.0%
I-75 NB Off-Ramp to SR 40	12/10/2019-12/16/2019	21.5%	23.7%	22.5%	21.9%	21.0%	16.1%	12.4%	22.7%	11.4%	14.3%	7.1%
SR 40 east of I-75	12/10/2019-12/16/2019	12.1%	12.0%	12.1%	12.2%	11.5%	7.6%	6.5%	12.1%	6.1%	7.1%	3.5%
US 27 west of I-75	12/09/2019-12/15/2019	16.5%	16.7%	13.1%	12.3%	11.4%	8.8%	8.0%	14.0%	7.0%	8.4%	4.2%
I-75 Ramps (North of US 27)												
I-75 SB Off-Ramp to US 27	12/09/2019-12/15/2019	22.8%	23.9%	24.7%	22.3%	19.9%	14.7%	13.9%	23.6%	11.8%	14.3%	7.2%
I-75 NB On-Ramp from US 27	12/09/2019-12/15/2019	28.7%	29.3%	28.5%	27.3%	25.7%	20.3%	17.5%	28.4%	14.2%	18.9%	9.5%
I-75 Ramps (South of US 27)												
I-75 SB On-Ramp from US 27	12/09/2019-12/15/2019	19.2%	19.4%	18.8%	18.3%	16.5%	11.6%	12.2%	18.8%	9.4%	11.9%	6.0%
I-75 NB Off-Ramp to US 27	12/15/2019-12/21/2019	15.4%	14.7%	14.4%	13.2%	12.0%	9.6%	6.8%	14.1%	7.1%	8.2%	4.1%
US 27 east of I-75	12/09/2019-12/15/2019	12.1%	12.8%	12.0%	11.6%	10.5%	8.0%	6.7%	12.1%	6.1%	7.4%	3.7%
SR 326 west of NW 44th Ave	12/16/2019-12/22/2019	31.6%	30.8%	28.4%	29.8%	26.1%	20.2%	21.0%	29.7%	14.8%	20.6%	10.3%
I-75 Ramps (North of SR 326)												
I-75 SB Off-Ramp to SR 326	12/12/2019-12/18/2019	26.1%	26.3%	28.5%	25.7%	20.8%	14.2%	21.0%	26.8%	13.4%	17.6%	8.8%
I-75 NB On-Ramp from SR 326	12/09/2019-12/15/2019	32.1%	36.1%	36.7%	31.0%	28.0%	21.5%	15.7%	34.6%	17.3%	18.6%	9.3%
I-75 Ramps (South of SR 326)												
I-75 SB On-Ramp from SR 326	12/09/2019-12/15/2019	22.6%	23.2%	25.0%	23.3%	20.8%	15.2%	17.6%	23.8%	11.9%	16.4%	8.2%
I-75 SB On-Ramp from SR 326 (Loop)	12/09/2019-12/15/2019	29.0%	33.1%	33.2%	30.8%	24.2%	15.7%	16.1%	32.4%	16.2%	15.9%	8.0%
I-75 NB Off-Ramp to SR 326	12/19/2019-12/25/2019	21.5%	17.3%	7.5%	24.3%	18.4%	13.2%	11.5%	16.4%	8.2%	12.4%	6.2%
SR 326 west of NW 38th Ave	12/16/2019-12/22/2019	25.5%	22.1%	29.9%	31.0%	25.2%	17.6%	15.1%	27.7%	13.8%	16.4%	8.2%

**APPENDIX M – FDOT HISTORICAL AADT REPORTS
AND TREND ANALYSES**

Historical AADT Reports

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0440 - ON I-75, 0.586 MI. S OF SR-40 (UVL)

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	97500	C	N 46000	S 51500	9.00	53.10	20.20
2018	76000	C	N 36500	S 39500	9.00	53.20	20.70
2017	78500	C	N 37500	S 41000	9.00	52.90	19.90
2016	74500	C	N 36500	S 38000	9.00	53.10	17.00
2015	59000	C	N 29500	S 29500	9.00	54.50	19.20
2014	60500	C	N 32500	S 28000	9.00	54.90	17.80
2013	69000	C	N 34500	S 34500	9.00	55.90	19.40
2012	60000	C	N 30000	S 30000	9.00	56.30	17.60
2011	65500	C	N 32000	S 33500	9.00	55.60	19.50
2010	71000	C	N 35500	S 35500	11.52	56.37	18.60
2009	67000	F	N 34500	S 32500	11.52	56.07	19.50
2008	69000	C	N 35500	S 33500	11.45	56.68	20.50
2007	84500	C	N 44000	S 40500	10.61	56.38	11.30
2006	78500	C	N 38500	S 40000	10.68	54.78	16.90
2005	82000	C	N 41000	S 41000	10.90	54.40	22.10
2004	74500	C	N 39500	S 35000	10.50	57.70	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
 2019 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0439 - ON I-75, 0.376 MI. S OF US-27 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	83000	C	N 40500		S 42500	9.00	53.10	21.90
2018	78500	C	N 41000		S 37500	9.00	53.20	25.40
2017	75000	C	N 42000		S 33000	9.00	52.90	21.80
2016	88500	C	N 46500		S 42000	9.00	53.10	20.70
2015	69500	C	N 38500		S 31000	9.00	54.50	25.10
2014	69000	C	N 37000		S 32000	9.00	54.90	21.20
2013	63500	C	N 33500		S 30000	9.00	55.90	22.60
2012	65000	C	N 34500		S 30500	9.00	56.30	22.20
2011	67500	C	N 36000		S 31500	9.00	55.60	21.90
2010	69000	C	N 35500		S 33500	11.52	56.37	20.90
2009	62000	F	N 31500		S 30500	11.52	56.07	18.80
2008	64000	C	N 32500		S 31500	11.45	56.68	22.90
2007	77500	C	N 40000		S 37500	10.61	56.38	21.20
2006	73500	C	N 35500		S 38000	10.68	54.78	21.80
2005	73500	C	N 36000		S 37500	10.90	54.40	23.80
2004	73000	C	N 37500		S 35500	10.50	57.70	17.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0438 - ON I-75, 0.986 MI. N OF US-27 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	74000	C	N 39000		S 35000	9.00	53.10	27.70
2018	78500	C	N 40500		S 38000	9.00	53.20	26.30
2017	76000	C	N 34500		S 41500	9.00	52.90	27.10
2016	68000	E				9.00	53.10	17.00
2015	65500	S	N 31000		S 34500	9.00	54.50	24.20
2014	62500	F	N 29500		S 33000	9.00	54.90	24.20
2013	61500	C	N 29000		S 32500	9.00	55.90	24.20
2012	64000	F	N 32500		S 31500	9.00	56.30	23.90
2011	65000	C	N 33000		S 32000	9.00	55.60	23.90
2010	55500	S	N 29000		S 26500	11.52	56.37	26.30
2009	56500	F	N 29500		S 27000	11.52	56.07	26.30
2008	58500	C	N 30500		S 28000	11.45	56.68	26.30
2007	69000	C	N 37500		S 31500	10.61	56.38	18.90
2006	70000	C	N 35500		S 34500	10.68	54.78	26.10
2005	70500	F	N 35500		S 35000	10.90	54.40	23.80
2004	68500	C	N 34500		S 34000	10.50	57.70	17.90

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0437 - ON I-75, 1.469 MI. N OF SR-326 (RVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	66000	F	N 34500		S 31500	10.50	53.10	20.20
2018	64000	C	N 33500		S 30500	9.50	53.20	20.70
2017	56500	C	N 28500		S 28000	9.50	52.90	19.90
2016	50500	F	N 25000		S 25500	10.50	53.10	19.70
2015	47500	C	N 23500		S 24000	10.50	54.50	19.40
2014	50500	C	N 22500		S 28000	10.50	54.90	18.70
2013	52500	C	N 28000		S 24500	10.50	55.90	17.70
2012	55000	C	N 28500		S 26500	10.50	56.30	17.90
2011	51500	C	N 26500		S 25000	10.50	55.60	18.60
2010	51500	C	N 26000		S 25500	11.52	56.37	18.40
2009	52500	C	N 28000		S 24500	11.52	56.07	18.80
2008	50000	C	N 26000		S 24000	11.45	56.68	22.90
2007	56500	C	N 30000		S 26500	10.61	56.38	21.20
2006	68000	C	N 31000		S 37000	10.68	54.78	21.80
2005	55500	C	N 26000		S 29500	10.90	54.40	23.80
2004	63000	C	N 30000		S 33000	10.50	57.70	17.90

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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*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: 36 - MARION

SITE: 2008 - I-75, RAMP FROM I-75 NB TO SR-40

YEAR	AADT	DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	6300 S		0	0	9.00	99.90	8.00
2017	6200 F		0	0	9.00	99.90	8.20
2016	5900 C	N	5900	0	9.00	99.90	8.20
2015	5700 C	N	5700	0	9.00	99.90	8.10
2014	5300 C	N	5300		9.00	99.90	7.20
2013	5200 C	N	5200	0	9.00	99.90	7.30
2012	4900 C	N	4900	0	9.00	99.90	7.10
2011	5300 C	N	5300	0	9.00	99.90	7.00
2010	5400 C	N	5400	0	11.52	99.99	8.50
2009	5100 C	N	5100	0	11.52	99.99	7.20
2008	5500 C	N	5500	0	11.45	99.99	7.60
2007	5800 C	N	5800	0	10.61	99.99	10.20
2006	6300 C	N	6300	0	10.68	99.99	10.60
2005	6000 C	N	6000		10.90	99.90	14.90
2004	5500 C	N	5500		10.50	99.90	8.80
2003	5500 C	N	5500		11.10	99.90	7.00

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

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2009 - I-75, RAMP FROM SR-40 TO I-75 NB

YEAR	AADT	DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	5300 S		0	0	9.00	99.90	8.00
2017	5200 F		0	0	9.00	99.90	8.20
2016	4900 C	N	4900	0	9.00	99.90	8.20
2015	4500 C	N	4500	0	9.00	99.90	8.10
2014	4600 C	N	4600		9.00	99.90	7.20
2013	4700 C	N	4700	0	9.00	99.90	7.30
2012	4400 C	N	4400	0	9.00	99.90	7.10
2011	3400 C	N	3400	0	9.00	99.90	7.00
2010	4700 C	N	4700	0	11.52	99.99	8.50
2009	4500 C	N	4500	0	11.52	99.99	7.20
2008	4700 C	N	4700	0	11.45	99.99	7.60
2007	4700 C	N	4700	0	10.61	99.99	10.20
2006	5200 C	N	5200	0	10.68	99.99	10.60
2005	5200 C	N	5200		10.90	99.90	14.90
2004	4900 C	N	4900		10.50	99.90	8.80
2003	4600 C	N	4600		11.10	99.90	7.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2010 - I-75, RAMP FROM I-75 SB TO SR-40

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	4900 S	0	0	9.00	99.90	8.00
2017	4800 F	0	0	9.00	99.90	8.20
2016	4600 C	S 4600	0	9.00	99.90	8.20
2015	4500 C	S 4500	0	9.00	99.90	8.10
2014	4200 C	S 4200	0	9.00	99.90	7.20
2013	4300 C	S 4300	0	9.00	99.90	7.30
2012	3800 C	S 3800	0	9.00	99.90	7.10
2011	4600 C	S 4600	0	9.00	99.90	7.00
2010	4400 C	S 4400	0	11.52	99.99	8.50
2009	4200 C	S 4200	0	11.52	99.99	7.20
2008	4200 C	S 4200	0	11.45	99.99	7.60
2007	4400 C	S 4400	0	10.61	99.99	10.20
2006	4500 C	S 4500	0	10.68	99.99	10.60
2005	4600 C	S 4600	0	10.90	99.90	14.90
2004	4800 C	S 4800	0	10.50	99.90	8.80
2003	4400 C	S 4400	0	11.10	99.90	7.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2011 - I-75, RAMP FROM SR-40 TO I-75 SB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	5900 S	0	0	9.00	99.90	8.00
2017	5800 F	0	0	9.00	99.90	8.20
2016	5500 C	S 5500	0	9.00	99.90	8.20
2015	5200 C	S 5200	0	9.00	99.90	8.10
2014	5000 C	S 5000	0	9.00	99.90	7.20
2013	5100 C	S 5100	0	9.00	99.90	7.30
2012	4700 C	S 4700	0	9.00	99.90	7.10
2011	5200 C	S 5200	0	9.00	99.90	7.00
2010	4700 C	S 4700	0	11.52	99.99	8.50
2009	4900 C	S 4900	0	11.52	99.99	7.20
2008	5100 C	S 5100	0	11.45	99.99	7.60
2007	5600 C	S 5600	0	10.61	99.99	10.20
2006	5900 C	S 5900	0	10.68	99.99	10.60
2005	4700 C	S 4700	0	10.90	99.90	14.90
2004	5300 C	S 5300	0	10.50	99.90	8.80
2003	5200 C	S 5200	0	11.10	99.90	7.00

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0476 - ON SR-40, 0.318 MI. W OF I-75 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	31500	C	E 16000		W 15500	9.00	54.30	11.30
2017	28500	C	E 14500		W 14000	9.00	55.50	10.70
2016	30500	C	E 15500		W 15000	9.00	56.10	10.60
2015	28500	C	E 14500		W 14000	9.00	56.30	12.70
2014	26500	C	E 13500		W 13000	9.00	56.80	11.80
2013	25500	C	E 13000		W 12500	9.00	56.70	11.20
2012	24500	C	E 12500		W 12000	9.00	56.70	11.00
2011	25500	C	E 13000		W 12500	9.00	56.00	12.80
2010	25500	C	E 13000		W 12500	10.14	57.07	11.70
2009	26500	S	E 13500		W 13000	10.04	59.21	14.30
2008	27500	F	E 14000		W 13500	9.73	57.40	14.30
2007	28500	C	E 14500		W 14000	9.71	57.95	14.30
2006	29000	C	E 14500		W 14500	9.74	53.95	15.10
2005	28000	C	E 14000		W 14000	10.10	55.60	13.00
2004	26000	C	E 13000		W 13000	9.60	60.00	13.00
2003	22000	C	E		W	9.40	56.60	7.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0032 - ON SR-40, 0.26 MI. W OF CR-500A (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	30000	C	E 15000		W 15000	9.00	54.30	12.20
2017	31500	C	E 16000		W 15500	9.00	55.50	9.30
2016	32500	C	E 16500		W 16000	9.00	56.10	10.70
2015	29500	C	E 15000		W 14500	9.00	56.30	11.60
2014	28000	C	E 14500		W 13500	9.00	56.80	11.80
2013	29500	C	E 15000		W 14500	9.00	56.70	9.10
2012	28500	C	E 14500		W 14000	9.00	56.70	7.70
2011	28500	C	E 14500		W 14000	9.00	56.00	8.00
2010	29500	C	E 15000		W 14500	10.14	57.07	7.90
2009	27500	C	E 14000		W 13500	10.04	59.21	7.30
2008	30500	C	E 15500		W 15000	9.73	57.40	8.00
2007	31500	C	E 15500		W 16000	9.71	57.95	8.90
2006	34000	C	E 17000		W 17000	9.74	53.95	9.00
2005	32500	C	E 16000		W 16500	10.10	55.60	6.40
2004	31500	C	E 16000		W 15500	9.60	60.00	6.40
2003	31500	C	E 16000		W 15500	9.40	56.60	7.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2012 - I-75, RAMP FROM I-75 NB TO SR-500 (US-27)

YEAR	AADT	DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	7400 S		0	0	9.00	99.90	8.70
2017	7300 F		0	0	9.00	99.90	9.80
2016	6900 C	N	6900	0	9.00	99.90	10.30
2015	5900 C	N	5900	0	9.00	99.90	11.60
2014	5900 C	N	5900		9.00	99.90	8.50
2013	5900 C	N	5900	0	9.00	99.90	6.10
2012	5500 C	N	5500	0	9.00	99.90	6.40
2011	5600 C	N	5600	0	9.00	99.90	10.20
2010	5600 C	N	5600	0	11.52	99.99	9.80
2009	5700 C	N	5700	0	11.52	99.99	9.70
2008	5600 C	N	5600	0	11.45	99.99	11.30
2007	6800 C	N	6800	0	10.61	99.99	11.90
2006	6200 C	N	6200	0	10.68	99.99	12.10
2005	5800 C	N	5800		10.90	99.90	14.90
2004	6300 C	N	6300		10.50	99.90	10.10
2003	5600 C	N	5600		11.10	99.90	10.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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*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: 36 - MARION

SITE: 2013 - I-75, RAMP FROM SR-500 (US-27) TO I-75 NB

YEAR	AADT	DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	2200 S		0	0	9.00	99.90	8.70
2017	2200 F		0	0	9.00	99.90	9.80
2016	2100 C	N	2100	0	9.00	99.90	10.30
2015	2000 C	N	2000	0	9.00	99.90	11.60
2014	2000 C	N	2000		9.00	99.90	8.50
2013	2100 C	N	2100	0	9.00	99.90	6.10
2012	1800 C	N	1800	0	9.00	99.90	6.40
2011	1900 C	N	1900	0	9.00	99.90	10.20
2010	2100 C	N	2100	0	11.52	99.99	9.80
2009	1900 C	N	1900	0	11.52	99.99	9.70
2008	1900 C	N	1900	0	11.45	99.99	11.30
2007	2300 C	N	2300	0	10.61	99.99	11.90
2006	2400 C	N	2400	0	10.68	99.99	12.10
2005	2100 C	N	2100		10.90	99.90	14.90
2004	2400 C	N	2400		10.50	99.90	10.10
2003	2100 C	N	2100		11.10	99.90	10.70

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2014 - I-75, RAMP FROM I-75 SB TO SR-500 (US-27)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	2500 S	0	0	9.00	99.90	8.70
2017	2500 F	0	0	9.00	99.90	9.80
2016	2400 C	S 2400	0	9.00	99.90	10.30
2015	2100 C	S 2100	0	9.00	99.90	11.60
2014	2400 C	S 2400	0	9.00	99.90	8.50
2013	2500 C	S 2500	0	9.00	99.90	6.10
2012	2200 C	S 2200	0	9.00	99.90	6.40
2011	2200 C	S 2200	0	9.00	99.90	10.20
2010	2200 C	S 2200	0	11.52	99.99	9.80
2009	2400 C	S 2400	0	11.52	99.99	9.70
2008	2400 C	S 2400	0	11.45	99.99	11.30
2007	2600 C	S 2600	0	10.61	99.99	11.90
2006	2500 C	S 2500	0	10.68	99.99	12.10
2005	2900 C	S 2900	0	10.90	99.90	14.90
2004	2600 C	S 2600	0	10.50	99.90	10.10
2003	2500 C	S 2500	0	11.10	99.90	10.70

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2015 - I-75, RAMP FROM SR-500 (US-27) TO I-75 SB

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	7700	S	0	0	9.00	99.90	8.70
2017	7600	F	0	0	9.00	99.90	9.80
2016	7200	C	S 7200	0	9.00	99.90	10.30
2015	6300	C	S 6300	0	9.00	99.90	11.60
2014	6200	C	S 6200	0	9.00	99.90	8.50
2013	6000	C	S 6000	0	9.00	99.90	6.10
2012	5700	C	S 5700	0	9.00	99.90	6.40
2011	6100	C	S 6100	0	9.00	99.90	10.20
2010	5900	C	S 5900	0	11.52	99.99	9.80
2009	6100	C	S 6100	0	11.52	99.99	9.70
2008	6100	C	S 6100	0	11.45	99.99	11.30
2007	7300	C	S 7300	0	10.61	99.99	11.90
2006	6700	C	S 6700	0	10.68	99.99	12.10
2005	6800	C	S 6800	0	10.90	99.90	14.90
2004	6500	C	S 6500	0	10.50	99.90	10.10
2003	5800	C	S 5800	0	11.10	99.90	10.70

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0459 - ON US-27, 0.574 MI. NW OF I-75 (RCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	22000	C	E 10500		W 11500	9.00	54.30	11.70
2017	20700	C	E 9700		W 11000	9.00	55.50	15.90
2016	20200	C	E 9700		W 10500	9.00	56.10	11.10
2015	18700	F	E 8700		W 10000	9.00	56.30	11.60
2014	18000	C	E 8400		W 9600	9.00	56.80	8.50
2013	16800	C	E 7800		W 9000	9.00	56.70	6.10
2012	16600	C	E 7900		W 8700	9.00	56.70	6.40
2011	17400	C	E 8800		W 8600	9.00	56.00	10.20
2010	16900	C	E 8000		W 8900	10.14	57.07	12.60
2009	17500	C	E 8400		W 9100	10.04	59.21	12.60
2008	25000	C	E 12500		W 12500	9.73	57.40	12.60
2007	28000	C	E 14000		W 14000	9.71	57.95	13.40
2006	28000	C	E 14000		W 14000	9.74	53.95	13.00
2005	21000	C	E 10000		W 11000	10.10	55.60	10.30
2004	25000	C	E 12500		W 12500	9.60	60.00	10.30
2003	19200	C	E 9200		W 10000	9.40	56.60	10.70

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0033 - ON US-27, 0.188MI. N OF 30TH AVE. (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	22500	C	E 11000		W 11500	9.00	54.30	8.70
2017	21500	C	E 10500		W 11000	9.00	55.50	9.80
2016	21000	C	E 10500		W 10500	9.00	56.10	10.30
2015	22000	F	E 11000		W 11000	9.00	56.30	8.50
2014	21000	C	E 10500		W 10500	9.00	56.80	8.50
2013	19900	C	E 9900		W 10000	9.00	56.70	6.10
2012	19600	C	E 9800		W 9800	9.00	56.70	6.40
2011	19900	C	E 9900		W 10000	9.00	56.00	10.20
2010	21000	C	E 10500		W 10500	10.14	57.07	9.80
2009	22000	C	E 11000		W 11000	10.04	59.21	9.70
2008	22000	C	E 11000		W 11000	9.73	57.40	10.00
2007	25000	C	E 12500		W 12500	9.71	57.95	10.50
2006	26000	C	E 13000		W 13000	9.74	53.95	11.10
2005	25000	C	E 12500		W 12500	10.10	55.60	9.90
2004	25000	C	E 12500		W 12500	9.60	60.00	9.90
2003	24000	C	E 12000		W 12000	9.40	56.60	10.70

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2016 - I-75, RAMP FROM I-75 NB TO SR-326

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	11000 S	0	0	9.00	99.90	2.10
2017	11000 F	0	0	9.00	99.90	4.30
2016	10500 C	N 10500	0	9.00	99.90	4.10
2015	10000 C	N 10000	0	9.00	99.90	8.10
2014	9900 C	N 9900	0	9.00	99.90	7.40
2013	9100 C	N 9100	0	9.00	99.90	12.70
2012	8700 C	N 8700	0	9.00	99.90	18.80
2011	9300 C	N 9300	0	9.00	99.90	13.40
2010	8100 C	N 8100	0	11.52	99.99	12.80
2009	9500 C	N 9500	0	11.52	99.99	5.80
2008	7200 C	N 7200	0	11.45	99.99	26.80
2007	10500 C	N 10500	0	10.61	99.99	28.30
2006	10500 C	N 10500	0	10.68	99.99	1.90
2005	14000 C	N 14000		10.90	99.90	14.90
2004	10500 C	N 10500		10.50	99.90	14.40
2003	8900 C	N 8900		11.10	99.90	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: 36 - MARION

SITE: 2017 - I-75, RAMP FROM SR-326 TO I-75 NB

YEAR	AADT	DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	3600 S		0	0	9.50	99.90	2.10
2017	3500 F		0	0	9.50	99.90	4.30
2016	3300 C	N	3300	0	9.50	99.90	4.10
2015	4500 C	N	4500	0	9.00	99.90	8.10
2014	4100 C	N	4100		9.00	99.90	7.40
2013	3800 C	N	3800	0	9.00	99.90	12.70
2012	4400 C	N	4400	0	9.00	99.90	18.80
2011	3800 C	N	3800	0	9.00	99.90	13.40
2010	4000 C	N	4000	0	11.52	99.99	12.80
2009	3700 C	N	3700	0	11.52	99.99	5.80
2008	3600 C	N	3600	0	11.45	99.99	26.80
2007	4000 C	N	4000	0	10.61	99.99	28.30
2006	4300 C	N	4300	0	10.68	99.99	1.90
2005	4600 C	N	4600		10.90	99.90	14.90
2004	4200 C	N	4200		10.50	99.90	14.40
2003	3900 C	N	3900		11.10	99.90	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: 36 - MARION

SITE: 2018 - I-75, RAMP FROM I-75 SB TO SR-326

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	4800 S	0	0	9.50	99.90	2.10
2017	4700 F	0	0	9.50	99.90	4.30
2016	4500 C	S 4500	0	9.50	99.90	4.10
2015	4100 C	S 4100	0	9.00	99.90	8.10
2014	4300 C	S 4300	0	9.00	99.90	7.40
2013	3600 C	S 3600	0	9.00	99.90	12.70
2012	3900 C	S 3900	0	9.00	99.90	18.80
2011	3200 C	S 3200	0	9.00	99.90	13.40
2010	3600 C	S 3600	0	11.52	99.99	12.80
2009	3500 C	S 3500	0	11.52	99.99	5.80
2008	3000 C	S 3000	0	11.45	99.99	26.80
2007	2900 C	S 2900	0	10.61	99.99	28.30
2006	4900 C	S 4900	0	10.68	99.99	1.90
2005	4500 C	S 4500	0	10.90	99.90	14.90
2004	3500 C	S 3500	0	10.50	99.90	14.40
2003	3500 C	S 3500	0	11.10	99.90	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

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2019 - I-75, RAMP FROM SR-326 TO I-75 SB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	4100 S	0	0	9.00	99.90	2.10
2017	4000 F	0	0	9.00	99.90	4.30
2016	3800 C	S 3800	0	9.00	99.90	4.10
2015	3400 C	S 3400	0	9.00	99.90	8.10
2014	3400 C	S 3400	0	9.00	99.90	7.40
2013	2900 C	S 2900	0	9.00	99.90	12.70
2012	2100 C	S 2100	0	9.00	99.90	18.80
2011	1900 C	S 1900	0	9.00	99.90	13.40
2010	2000 C	S 2000	0	11.52	99.99	12.80
2009	2000 C	S 2000	0	11.52	99.99	5.80
2008	1700 C	S 1700	0	11.45	99.99	26.80
2007	1800 C	S 1800	0	10.61	99.99	28.30
2006	1900 C	S 1900	0	10.68	99.99	1.90
2005	1900 C	S 1900	0	10.90	99.90	14.90
2004	1600 C	S 1600	0	10.50	99.90	14.40
2003	1500 C	S 1500	0	11.10	99.90	16.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 2024 - I-75 SB, RAMP FROM SR-326 WB TO I-75 SB

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	6600	S	0	0	9.50	99.90	2.10
2017	6500	F	0	0	9.50	99.90	4.30
2016	6200	C	S 6200	0	9.50	99.90	4.10
2015	6600	C	S 6600	0	9.00	99.90	8.10
2014	6800	C	S 6800	0	9.00	99.90	7.40
2013	6000	C	S 6000	0	9.00	99.90	12.70
2012	4900	C	S 4900	0	9.00	99.90	18.80
2011	6600	C	S 6600	0	9.00	99.90	13.40
2010	6600	C	S 6600	0	11.52	99.99	12.80
2009	7000	C	S 7000	0	11.52	99.99	5.80
2008	5900	C	S 5900	0	11.45	99.99	26.80
2007	6000	C	S 6000	0	10.61	99.99	28.30
2006	8100	C	S 8100	0	10.68	99.99	1.90
2005	7900	F	S	0	10.90	99.90	14.90
2004	7700	C	S 7700	0	10.50	57.70	14.40
2003	7600	C	S 7600	0	11.10	55.40	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

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FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 36 - MARION

SITE: 0465 - ON SR-326, 0.245 MI. E OF I-75 (RVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	22000	C	E 11500		W 10500	9.00	54.30	2.10
2017	22500	C	E 12000		W 10500	9.00	55.50	4.30
2016	22000	C	E 11500		W 10500	9.00	56.10	4.10
2015	19500	C	E 10000		W 9500	9.00	56.30	8.10
2014	16800	C	E 8900		W 7900	9.00	56.80	7.40
2013	18800	C	E 9600		W 9200	9.00	56.70	12.70
2012	18300	C	E 9000		W 9300	9.00	56.70	18.80
2011	19200	C	E 9600		W 9600	9.00	56.00	13.40
2010	19100	C	E 9500		W 9600	10.14	57.07	12.80
2009	18900	C	E 9800		W 9100	10.04	59.21	5.80
2008	19800	C	E 10000		W 9800	9.73	57.40	26.80
2007	21000	C	E 10500		W 10500	9.71	57.95	28.30
2006	22500	C	E 11000		W 11500	9.74	53.95	1.90
2005	22500	C	E 11000		W 11500	10.10	55.60	4.80
2004	22500	C	E 11500		W 11000	9.60	60.00	14.40
2003	22000	C	E 11000		W 11000	9.40	56.60	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

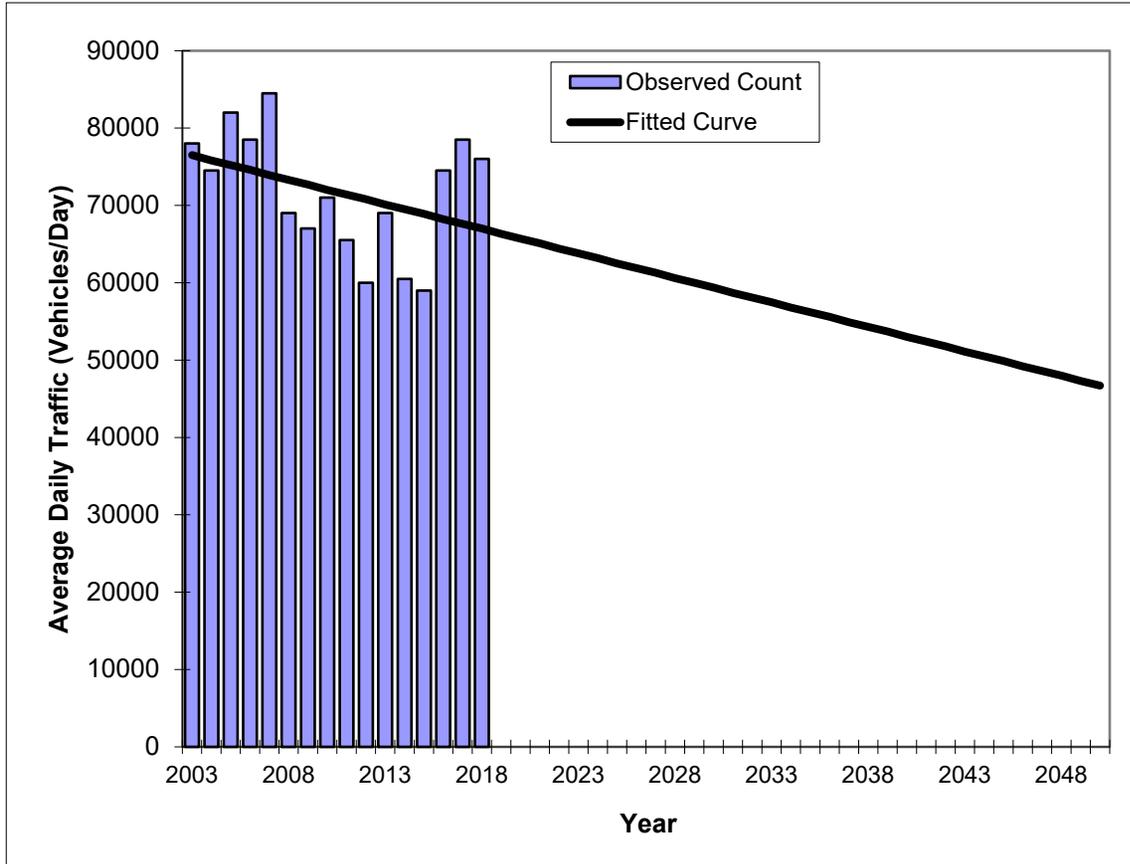
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Historical Trends Analyses

Traffic Trends - V3.0
ON I-75, 0.586 MI. S OF SR-40 (UVL)

FIN#	0
Location	1

County:	Marion (36)
Station #:	0440
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	78000	76500
2004	74500	75800
2005	82000	75200
2006	78500	74600
2007	84500	73900
2008	69000	73300
2009	67000	72700
2010	71000	72000
2011	65500	71400
2012	60000	70800
2013	69000	70100
2014	60500	69500
2015	59000	68900
2016	74500	68200
2017	78500	67600
2018	76000	67000
2030 Opening Year Trend		
2030	N/A	59400
2040 Mid-Year Trend		
2040	N/A	53000
2050 Design Year Trend		
2050	N/A	46700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-633
Trend R-squared:	14.57%
Trend Annual Historic Growth Rate:	-0.83%
Trend Growth Rate (2018 to Design Year):	-0.95%
Printed:	7-May-20
Straight Line Growth Option	

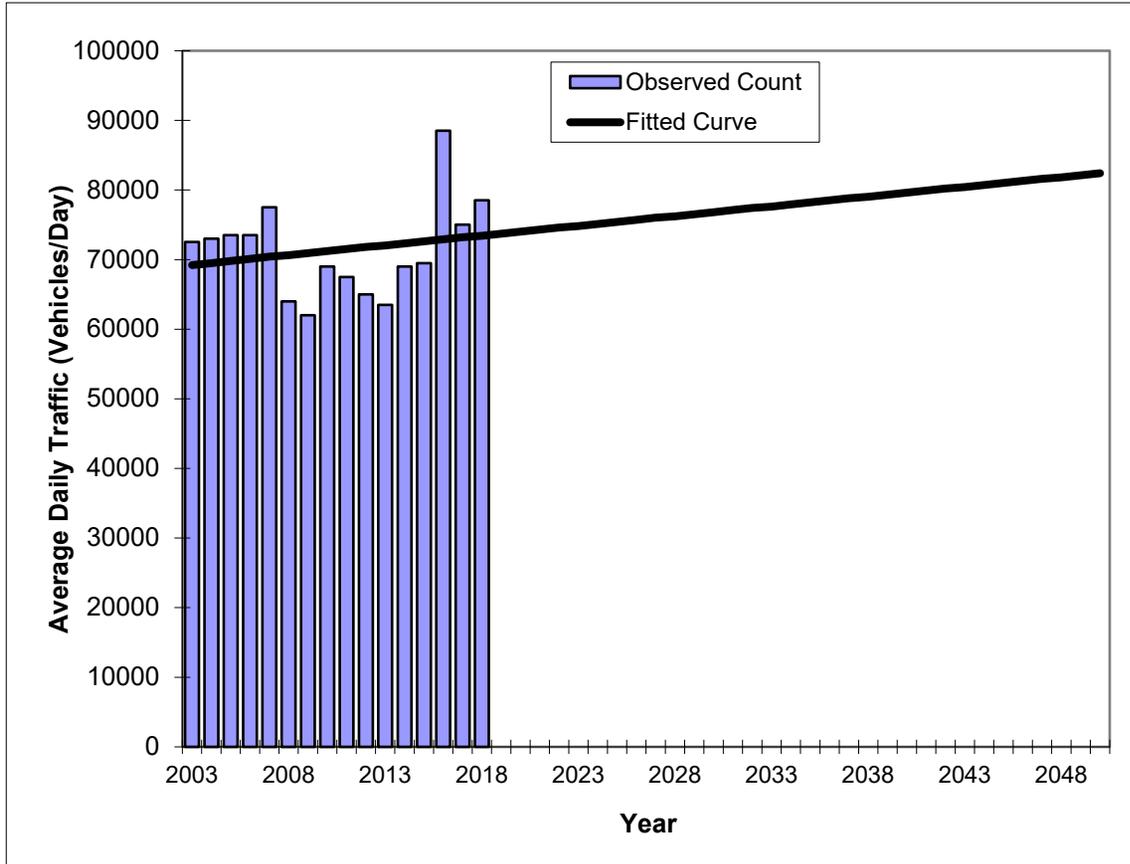
*Axle-Adjusted

Traffic Trends - V3.0

ON I-75, 0.376 MI. S OF US-27 (UVL)

FIN#	0
Location	1

County:	Marion (36)
Station #:	0439
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	72500	69200
2004	73000	69500
2005	73500	69800
2006	73500	70100
2007	77500	70400
2008	64000	70600
2009	62000	70900
2010	69000	71200
2011	67500	71500
2012	65000	71800
2013	63500	72000
2014	69000	72300
2015	69500	72600
2016	88500	72900
2017	75000	73200
2018	78500	73400
2030 Opening Year Trend		
2030	N/A	76800
2040 Mid-Year Trend		
2040	N/A	79600
2050 Design Year Trend		
2050	N/A	82400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	280
Trend R-squared:	3.91%
Trend Annual Historic Growth Rate:	0.40%
Trend Growth Rate (2018 to Design Year):	0.38%
Printed:	7-May-20
Straight Line Growth Option	

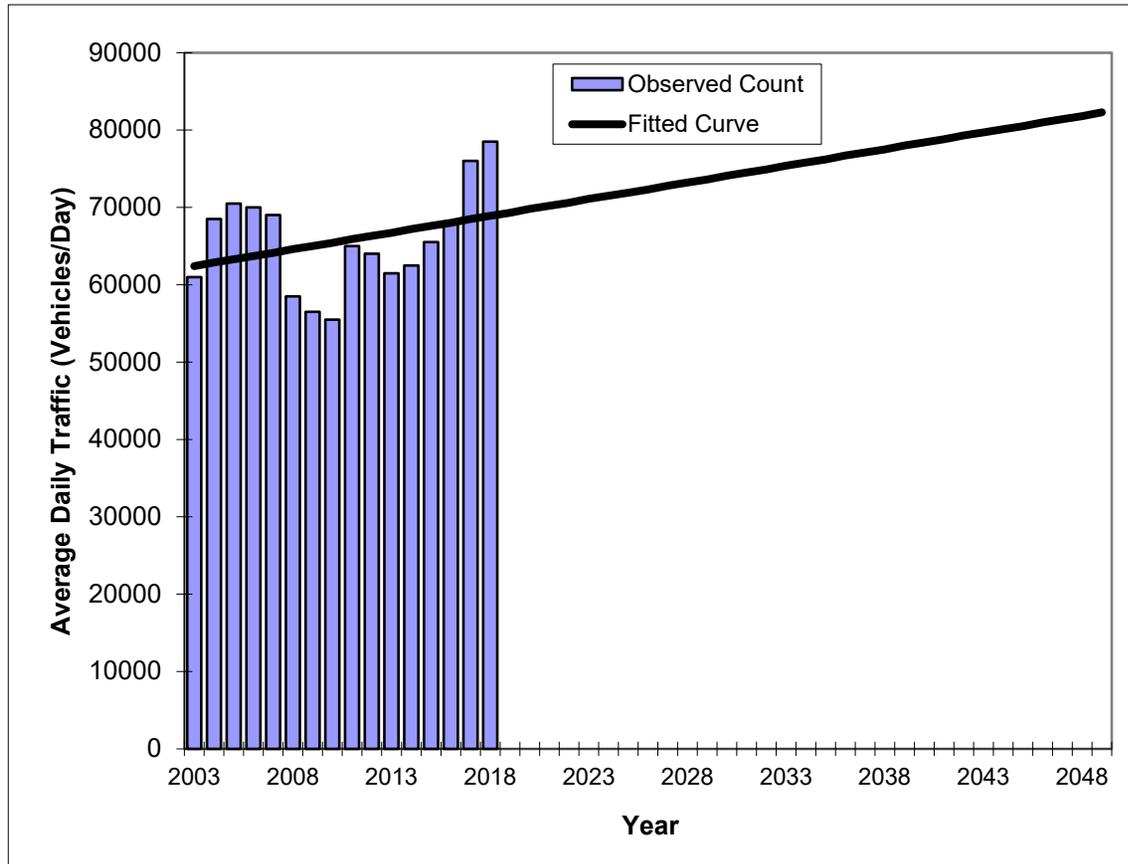
*Axle-Adjusted

Traffic Trends - V3.0

ON I-75, 0.986 MI. N OF US-27 (RCLP)

FIN#	0
Location	1

County:	Marion (36)
Station #:	0438
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	61000	62400
2004	68500	62900
2005	70500	63300
2006	70000	63700
2007	69000	64100
2008	58500	64600
2009	56500	65000
2010	55500	65400
2011	65000	65900
2012	64000	66300
2013	61500	66700
2014	62500	67200
2015	65500	67600
2016	68000	68000
2017	76000	68500
2018	78500	68900
2030 Opening Year Trend		
2030	N/A	74100
2040 Mid-Year Trend		
2040	N/A	78400
2049 Design Year Trend		
2049	N/A	82300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	432
Trend R-squared:	10.06%
Trend Annual Historic Growth Rate:	0.69%
Trend Growth Rate (2018 to Design Year):	0.63%
Printed:	7-May-20
Straight Line Growth Option	

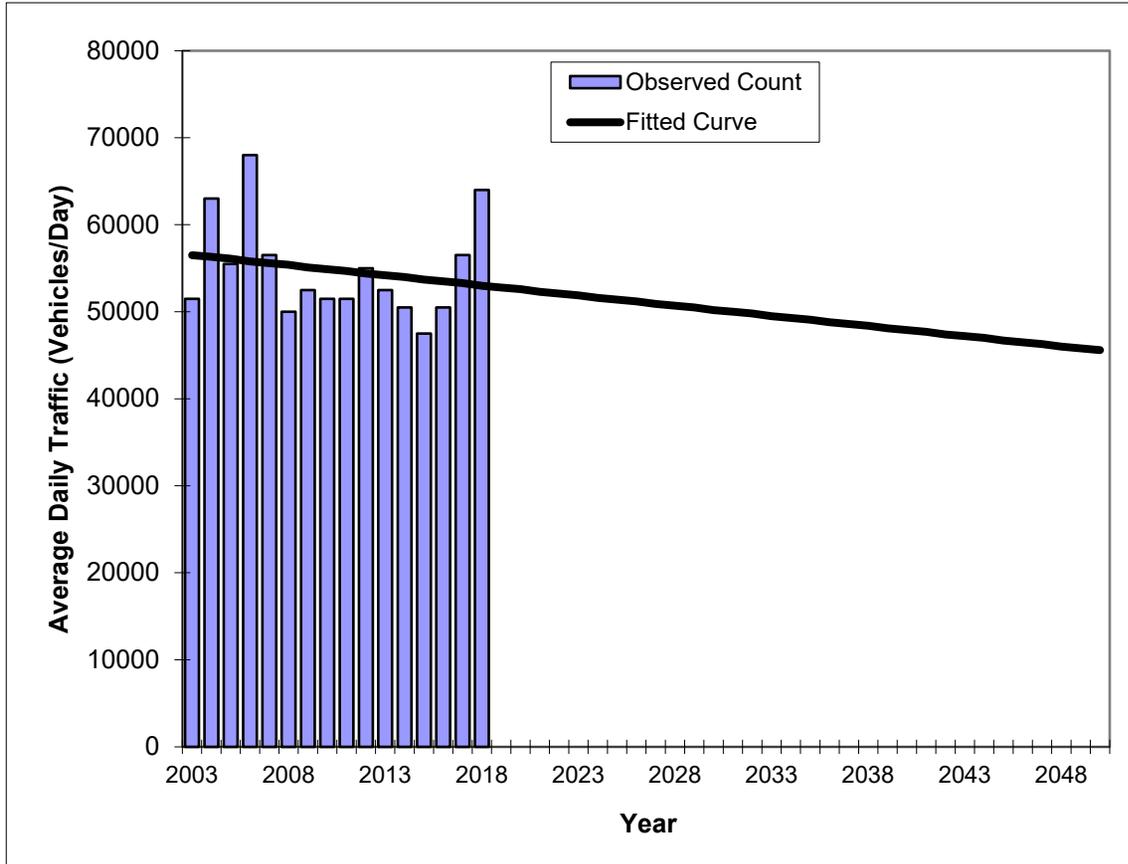
*Axle-Adjusted

Traffic Trends - V3.0

ON I-75, 1.469 MI. N OF SR-326 (RVL)

FIN#	0
Location	1

County:	Marion (36)
Station #:	0437
Highway:	I-75



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	51500	56500
2004	63000	56300
2005	55500	56100
2006	68000	55800
2007	56500	55600
2008	50000	55400
2009	52500	55100
2010	51500	54900
2011	51500	54700
2012	55000	54400
2013	52500	54200
2014	50500	54000
2015	47500	53700
2016	50500	53500
2017	56500	53300
2018	64000	53000
2030 Opening Year Trend		
2030	N/A	50200
2040 Mid-Year Trend		
2040	N/A	47900
2050 Design Year Trend		
2050	N/A	45600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-233
Trend R-squared:	3.78%
Trend Annual Historic Growth Rate:	-0.41%
Trend Growth Rate (2018 to Design Year):	-0.44%
Printed:	7-May-20
Straight Line Growth Option	

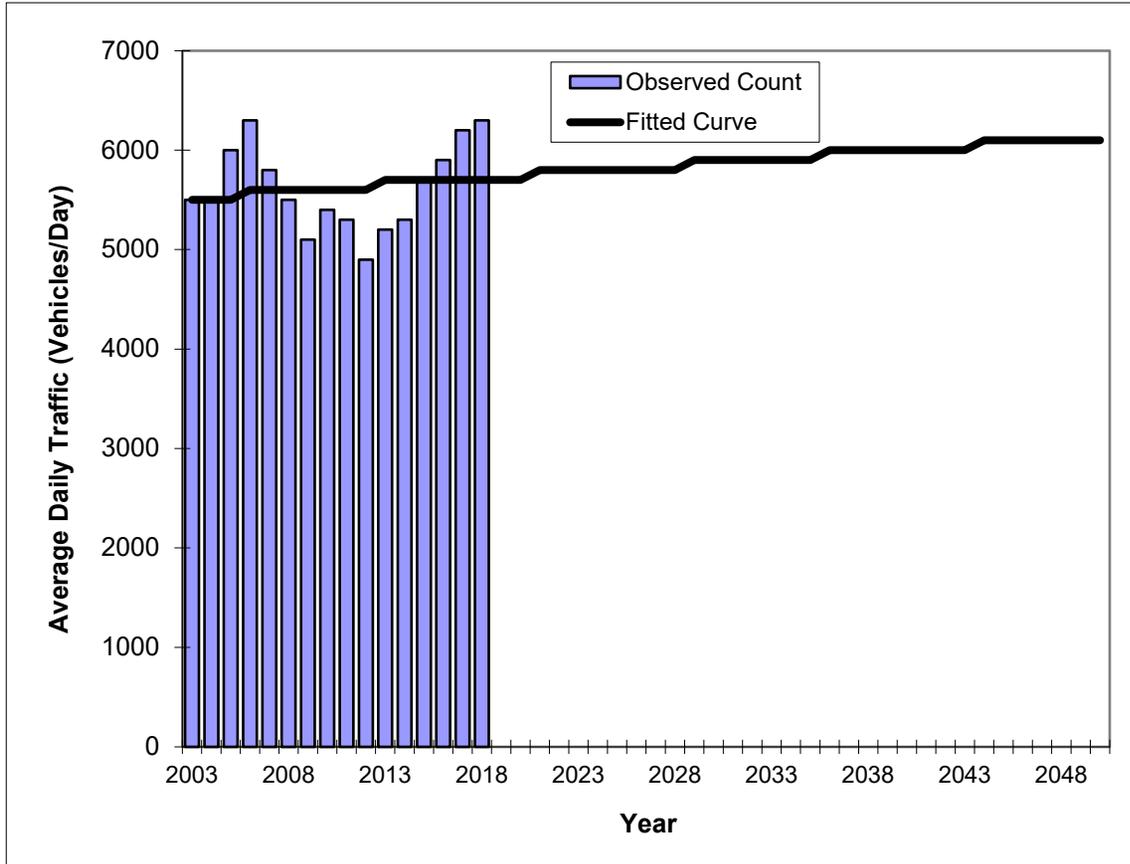
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM I-75 NB TO SR-40

FIN#	0
Location	1

County:	Marion (36)
Station #:	2008
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	5500	5500
2004	5500	5500
2005	6000	5500
2006	6300	5600
2007	5800	5600
2008	5500	5600
2009	5100	5600
2010	5400	5600
2011	5300	5600
2012	4900	5600
2013	5200	5700
2014	5300	5700
2015	5700	5700
2016	5900	5700
2017	6200	5700
2018	6300	5700
2030 Opening Year Trend		
2030	N/A	5900
2040 Mid-Year Trend		
2040	N/A	6000
2050 Design Year Trend		
2050	N/A	6100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	13
Trend R-squared:	2.09%
Trend Annual Historic Growth Rate:	0.24%
Trend Growth Rate (2018 to Design Year):	0.22%
Printed:	7-May-20
Straight Line Growth Option	

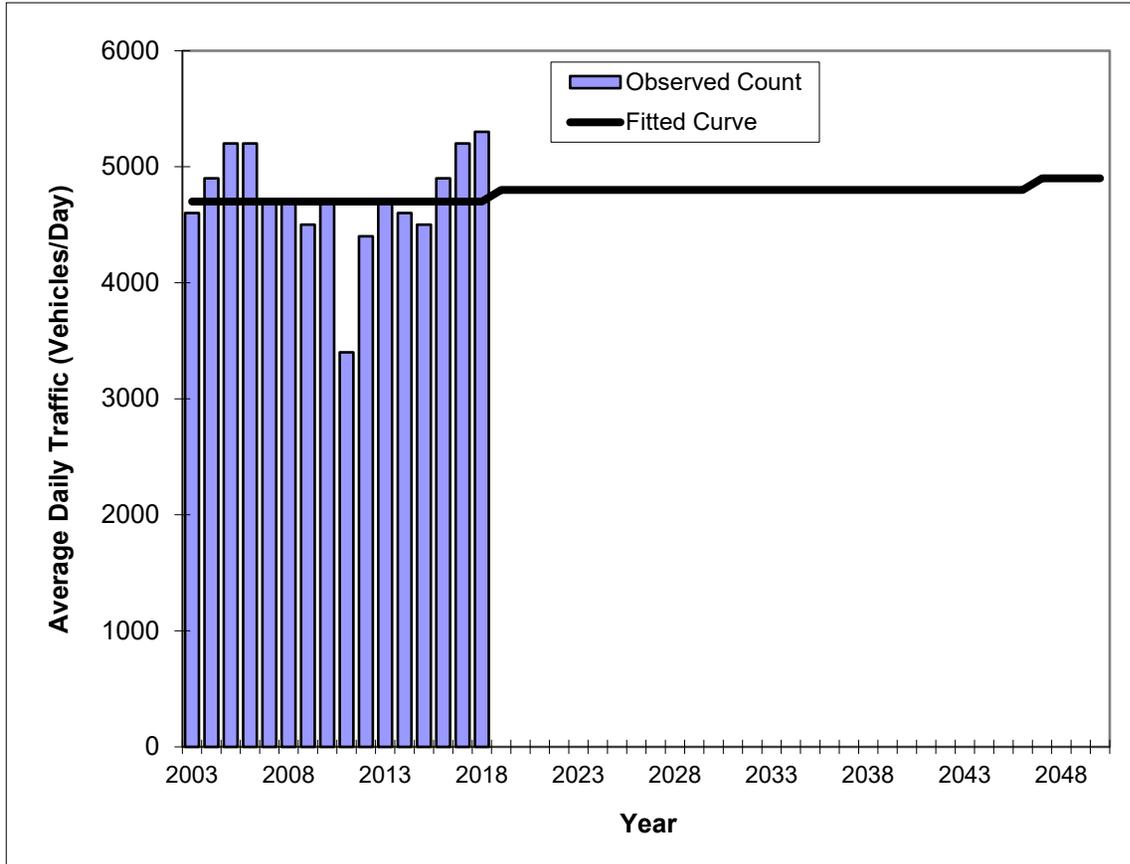
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM SR-40 TO I-75 NB

FIN#	0
Location	1

County:	Marion (36)
Station #:	2009
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	4600	4700
2004	4900	4700
2005	5200	4700
2006	5200	4700
2007	4700	4700
2008	4700	4700
2009	4500	4700
2010	4700	4700
2011	3400	4700
2012	4400	4700
2013	4700	4700
2014	4600	4700
2015	4500	4700
2016	4900	4700
2017	5200	4700
2018	5300	4700
2030 Opening Year Trend		
2030	N/A	4800
2040 Mid-Year Trend		
2040	N/A	4800
2050 Design Year Trend		
2050	N/A	4900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	4
Trend R-squared:	0.15%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2018 to Design Year):	0.13%
Printed:	7-May-20
Straight Line Growth Option	

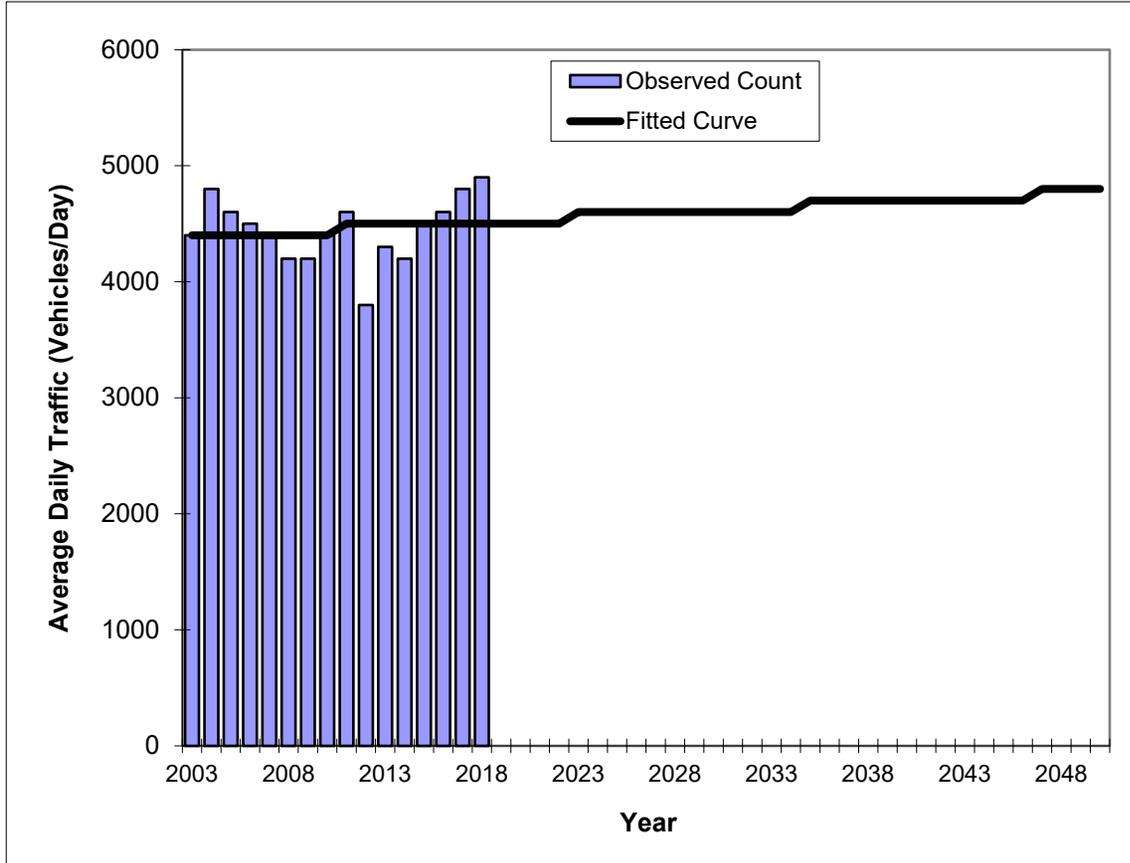
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM I-75 SB TO SR-40

FIN#	0
Location	1

County:	Marion (36)
Station #:	2010
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	4400	4400
2004	4800	4400
2005	4600	4400
2006	4500	4400
2007	4400	4400
2008	4200	4400
2009	4200	4400
2010	4400	4400
2011	4600	4500
2012	3800	4500
2013	4300	4500
2014	4200	4500
2015	4500	4500
2016	4600	4500
2017	4800	4500
2018	4900	4500
2030 Opening Year Trend		
2030	N/A	4600
2040 Mid-Year Trend		
2040	N/A	4700
2050 Design Year Trend		
2050	N/A	4800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	8
Trend R-squared:	1.99%
Trend Annual Historic Growth Rate:	0.15%
Trend Growth Rate (2018 to Design Year):	0.21%
Printed:	7-May-20
Straight Line Growth Option	

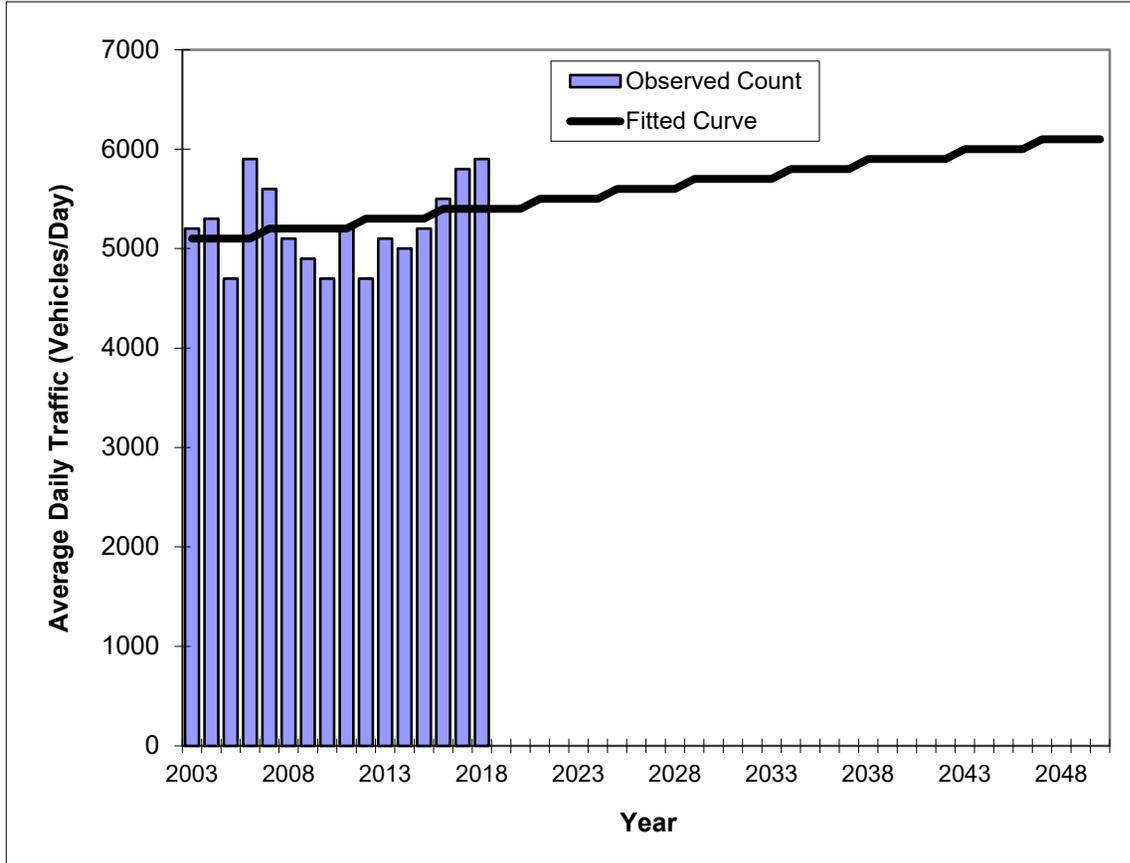
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM SR-40 TO I-75 SB

FIN#	0
Location	1

County:	Marion (36)
Station #:	2011
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	5200	5100
2004	5300	5100
2005	4700	5100
2006	5900	5100
2007	5600	5200
2008	5100	5200
2009	4900	5200
2010	4700	5200
2011	5200	5200
2012	4700	5300
2013	5100	5300
2014	5000	5300
2015	5200	5300
2016	5500	5400
2017	5800	5400
2018	5900	5400
2030 Opening Year Trend		
2030	N/A	5700
2040 Mid-Year Trend		
2040	N/A	5900
2050 Design Year Trend		
2050	N/A	6100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	22
Trend R-squared:	6.86%
Trend Annual Historic Growth Rate:	0.39%
Trend Growth Rate (2018 to Design Year):	0.41%
Printed:	7-May-20
Straight Line Growth Option	

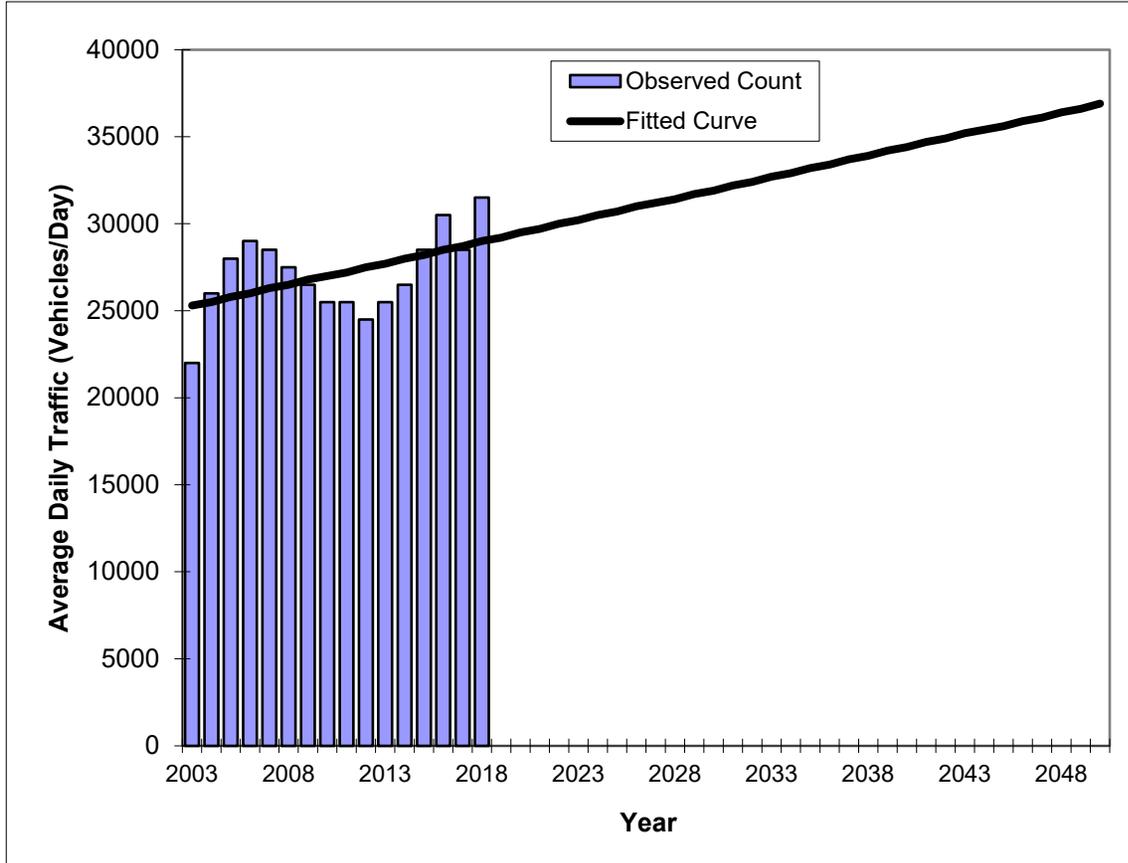
*Axle-Adjusted

Traffic Trends - V3.0

ON SR-40, 0.318 MI. W OF I-75 (RCLP)

FIN#	0
Location	1

County:	Marion (36)
Station #:	0476
Highway:	SR-40



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	22000	25300
2004	26000	25500
2005	28000	25800
2006	29000	26000
2007	28500	26300
2008	27500	26500
2009	26500	26800
2010	25500	27000
2011	25500	27200
2012	24500	27500
2013	25500	27700
2014	26500	28000
2015	28500	28200
2016	30500	28500
2017	28500	28700
2018	31500	29000
2030 Opening Year Trend		
2030	N/A	31900
2040 Mid-Year Trend		
2040	N/A	34400
2050 Design Year Trend		
2050	N/A	36900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	247
Trend R-squared:	24.78%
Trend Annual Historic Growth Rate:	0.97%
Trend Growth Rate (2018 to Design Year):	0.85%
Printed:	7-May-20
Straight Line Growth Option	

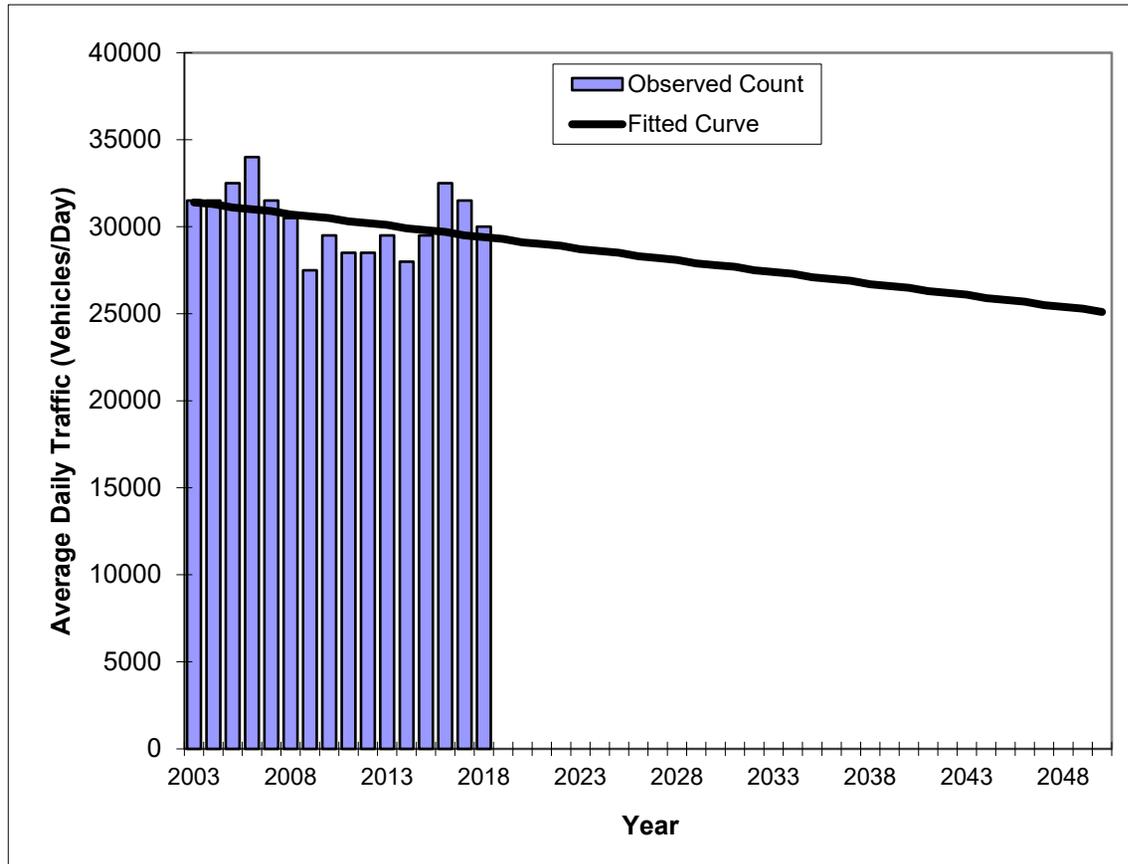
*Axle-Adjusted

Traffic Trends - V3.0

ON SR-40, 0.26 MI. W OF CR-500A (UCLP)

FIN#	0
Location	1

County:	Marion (36)
Station #:	0032
Highway:	SR-40



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	31500	31400
2004	31500	31300
2005	32500	31100
2006	34000	31000
2007	31500	30900
2008	30500	30700
2009	27500	30600
2010	29500	30500
2011	28500	30300
2012	28500	30200
2013	29500	30100
2014	28000	29900
2015	29500	29800
2016	32500	29700
2017	31500	29500
2018	30000	29400
2030 Opening Year Trend		
2030	N/A	27800
2040 Mid-Year Trend		
2040	N/A	26500
2050 Design Year Trend		
2050	N/A	25100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-133
Trend R-squared:	11.90%
Trend Annual Historic Growth Rate:	-0.42%
Trend Growth Rate (2018 to Design Year):	-0.46%
Printed:	7-May-20
Straight Line Growth Option	

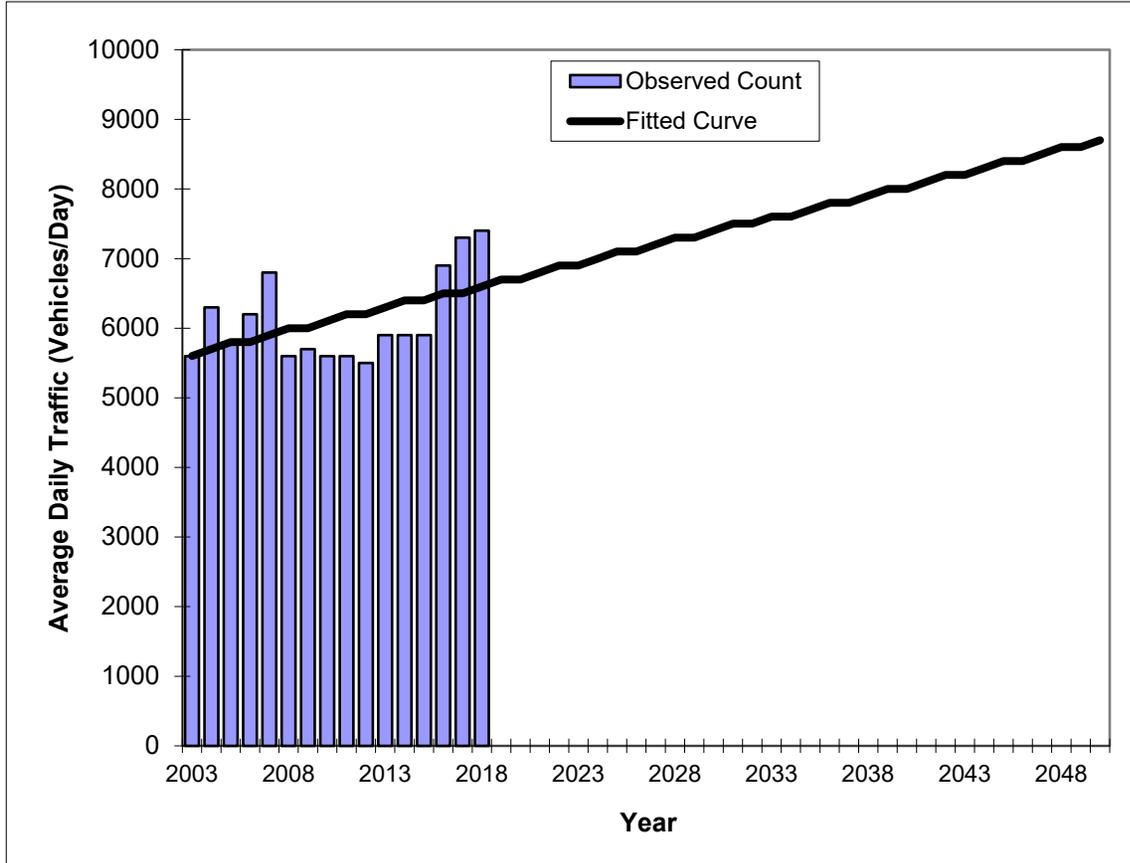
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM I-75 NB TO SR-500 (US-27)

FIN#	0
Location	1

County:	Marion (36)
Station #:	2012
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	5600	5600
2004	6300	5700
2005	5800	5800
2006	6200	5800
2007	6800	5900
2008	5600	6000
2009	5700	6000
2010	5600	6100
2011	5600	6200
2012	5500	6200
2013	5900	6300
2014	5900	6400
2015	5900	6400
2016	6900	6500
2017	7300	6500
2018	7400	6600
2030 Opening Year Trend		
2030	N/A	7400
2040 Mid-Year Trend		
2040	N/A	8000
2050 Design Year Trend		
2050	N/A	8700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	65
Trend R-squared:	23.61%
Trend Annual Historic Growth Rate:	1.19%
Trend Growth Rate (2018 to Design Year):	0.99%
Printed:	7-May-20
Straight Line Growth Option	

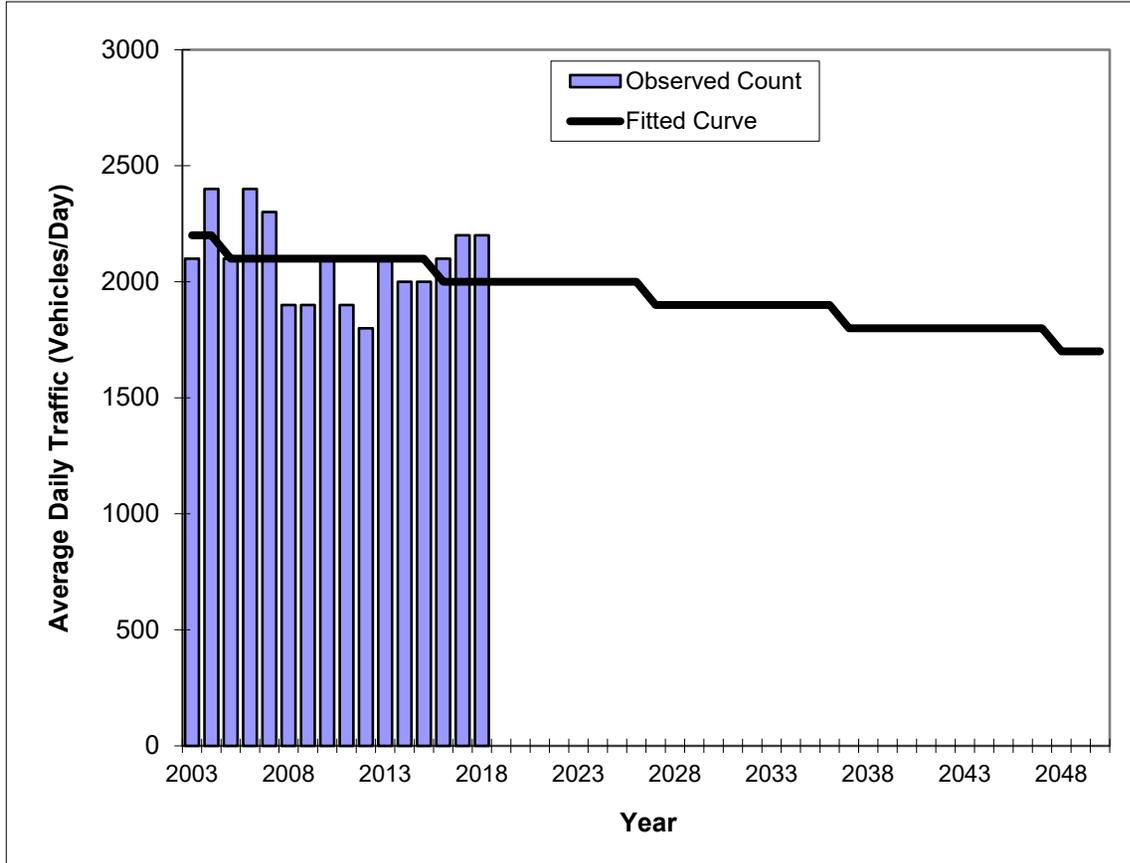
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM SR-500 (US-27) TO I-75 NB

FIN#	0
Location	1

County:	Marion (36)
Station #:	2013
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	2100	2200
2004	2400	2200
2005	2100	2100
2006	2400	2100
2007	2300	2100
2008	1900	2100
2009	1900	2100
2010	2100	2100
2011	1900	2100
2012	1800	2100
2013	2100	2100
2014	2000	2100
2015	2000	2100
2016	2100	2000
2017	2200	2000
2018	2200	2000
2030 Opening Year Trend		
2030	N/A	1900
2040 Mid-Year Trend		
2040	N/A	1800
2050 Design Year Trend		
2050	N/A	1700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-9
Trend R-squared:	6.22%
Trend Annual Historic Growth Rate:	-0.61%
Trend Growth Rate (2018 to Design Year):	-0.47%
Printed:	7-May-20
Straight Line Growth Option	

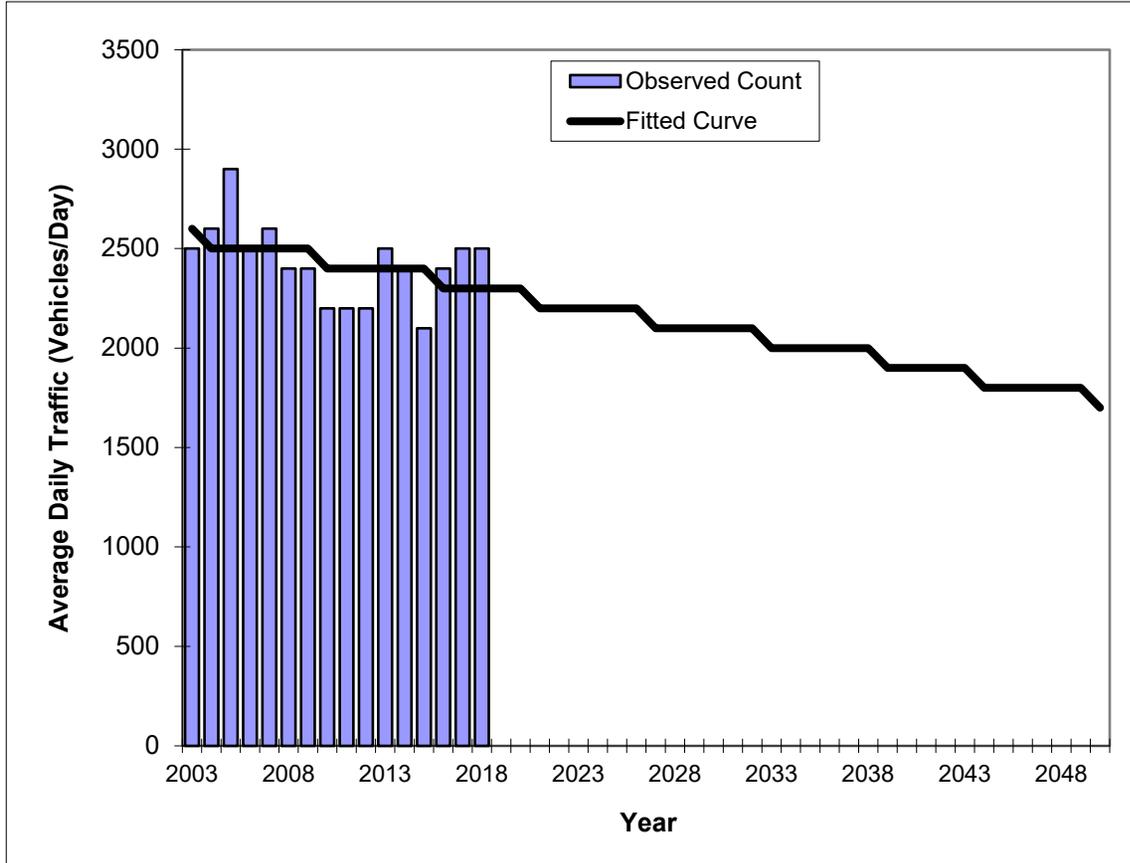
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM I-75 SB TO SR-500 (US-27)

FIN#	0
Location	1

County:	Marion (36)
Station #:	2014
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	2500	2600
2004	2600	2500
2005	2900	2500
2006	2500	2500
2007	2600	2500
2008	2400	2500
2009	2400	2500
2010	2200	2400
2011	2200	2400
2012	2200	2400
2013	2500	2400
2014	2400	2400
2015	2100	2400
2016	2400	2300
2017	2500	2300
2018	2500	2300
2030 Opening Year Trend		
2030	N/A	2100
2040 Mid-Year Trend		
2040	N/A	1900
2050 Design Year Trend		
2050	N/A	1700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-18
Trend R-squared:	18.13%
Trend Annual Historic Growth Rate:	-0.77%
Trend Growth Rate (2018 to Design Year):	-0.82%
Printed:	7-May-20
Straight Line Growth Option	

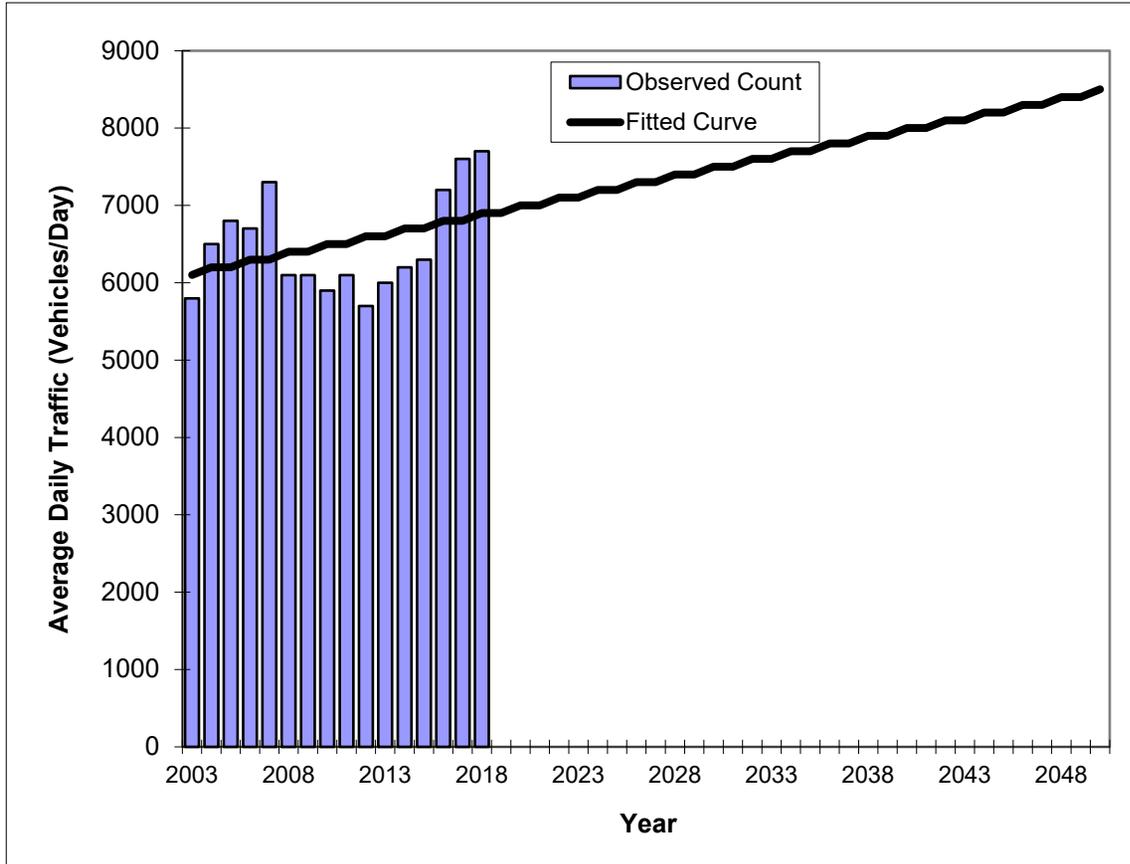
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM SR-500 (US-27) TO I-75 SB

FIN#	0
Location	1

County:	Marion (36)
Station #:	2015
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	5800	6100
2004	6500	6200
2005	6800	6200
2006	6700	6300
2007	7300	6300
2008	6100	6400
2009	6100	6400
2010	5900	6500
2011	6100	6500
2012	5700	6600
2013	6000	6600
2014	6200	6700
2015	6300	6700
2016	7200	6800
2017	7600	6800
2018	7700	6900
2030 Opening Year Trend		
2030	N/A	7500
2040 Mid-Year Trend		
2040	N/A	8000
2050 Design Year Trend		
2050	N/A	8500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	51
Trend R-squared:	13.90%
Trend Annual Historic Growth Rate:	0.87%
Trend Growth Rate (2018 to Design Year):	0.72%
Printed:	7-May-20
Straight Line Growth Option	

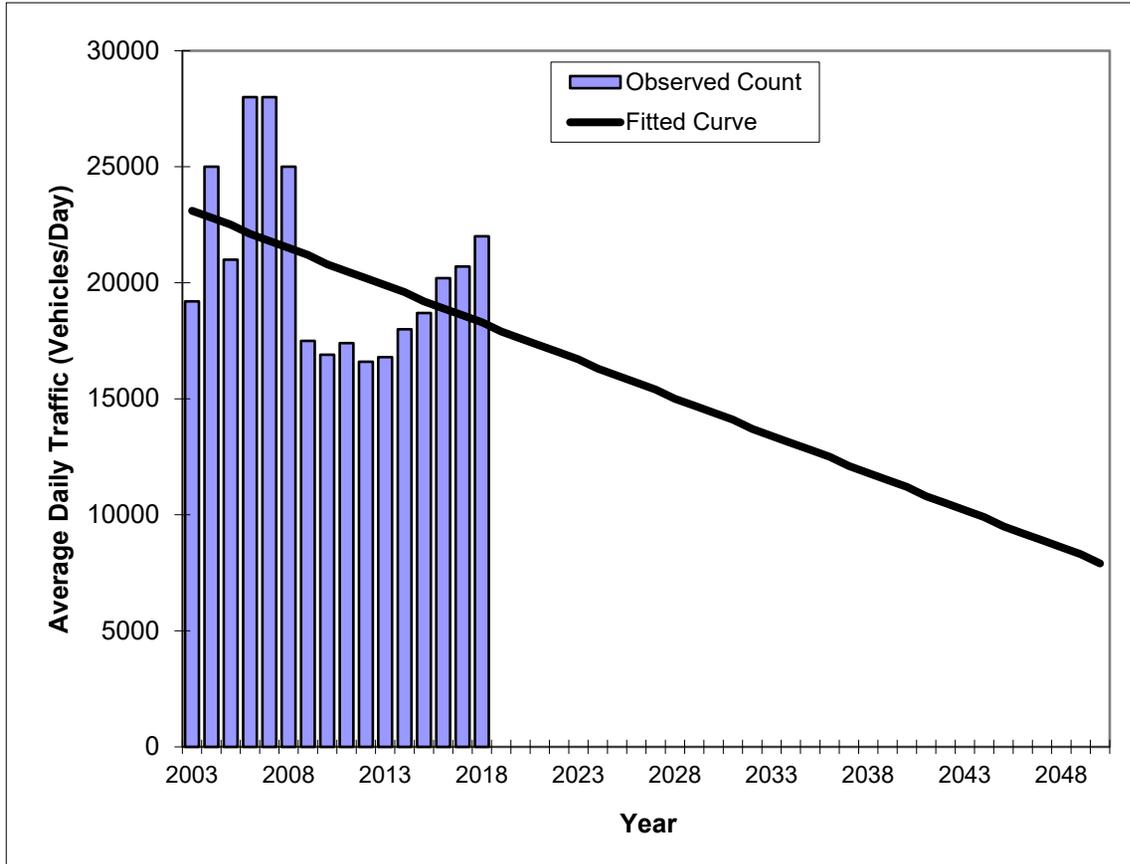
*Axle-Adjusted

Traffic Trends - V3.0

↓ US-27, 0.574 MI. NW OF I-75 (RCLP) -- ON US-27, 0.574 MI. NW OF I-75 (RCLP)

FIN#	443623-1
Location	1

County:	Marion (36)
Station #:	0459
Highway:	ON US-27, 0.574 MI. NW OF I-75 (RCLP)



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	19200	23100
2004	25000	22800
2005	21000	22500
2006	28000	22100
2007	28000	21800
2008	25000	21500
2009	17500	21200
2010	16900	20800
2011	17400	20500
2012	16600	20200
2013	16800	19900
2014	18000	19600
2015	18700	19200
2016	20200	18900
2017	20700	18600
2018	22000	18300
2030 Opening Year Trend		
2030	N/A	14400
2040 Mid-Year Trend		
2040	N/A	11200
2050 Design Year Trend		
2050	N/A	7900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-323
Trend R-squared:	15.64%
Trend Annual Historic Growth Rate:	-1.39%
Trend Growth Rate (2018 to Design Year):	-1.78%
Printed:	1-Jan-20
Straight Line Growth Option	

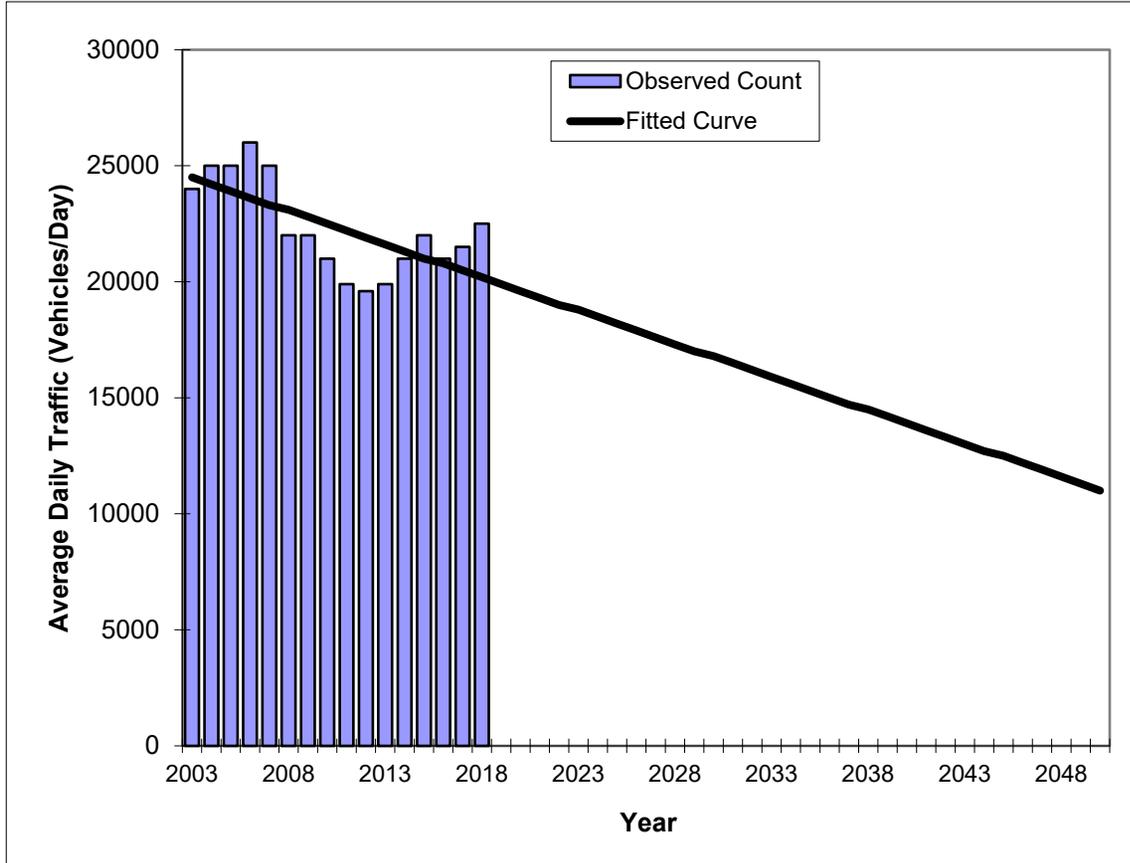
*Axle-Adjusted

Traffic Trends - V3.0

ON US-27, 0.188MI. N OF 30TH AVE. (UCLP)

FIN#	0
Location	1

County:	Marion (36)
Station #:	0033
Highway:	US-27



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	24000	24500
2004	25000	24200
2005	25000	23900
2006	26000	23600
2007	25000	23300
2008	22000	23100
2009	22000	22800
2010	21000	22500
2011	19900	22200
2012	19600	21900
2013	19900	21600
2014	21000	21300
2015	22000	21000
2016	21000	20800
2017	21500	20500
2018	22500	20200
2030 Opening Year Trend		
2030	N/A	16800
2040 Mid-Year Trend		
2040	N/A	13900
2050 Design Year Trend		
2050	N/A	11000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-286
Trend R-squared:	44.11%
Trend Annual Historic Growth Rate:	-1.17%
Trend Growth Rate (2018 to Design Year):	-1.42%
Printed:	7-May-20
Straight Line Growth Option	

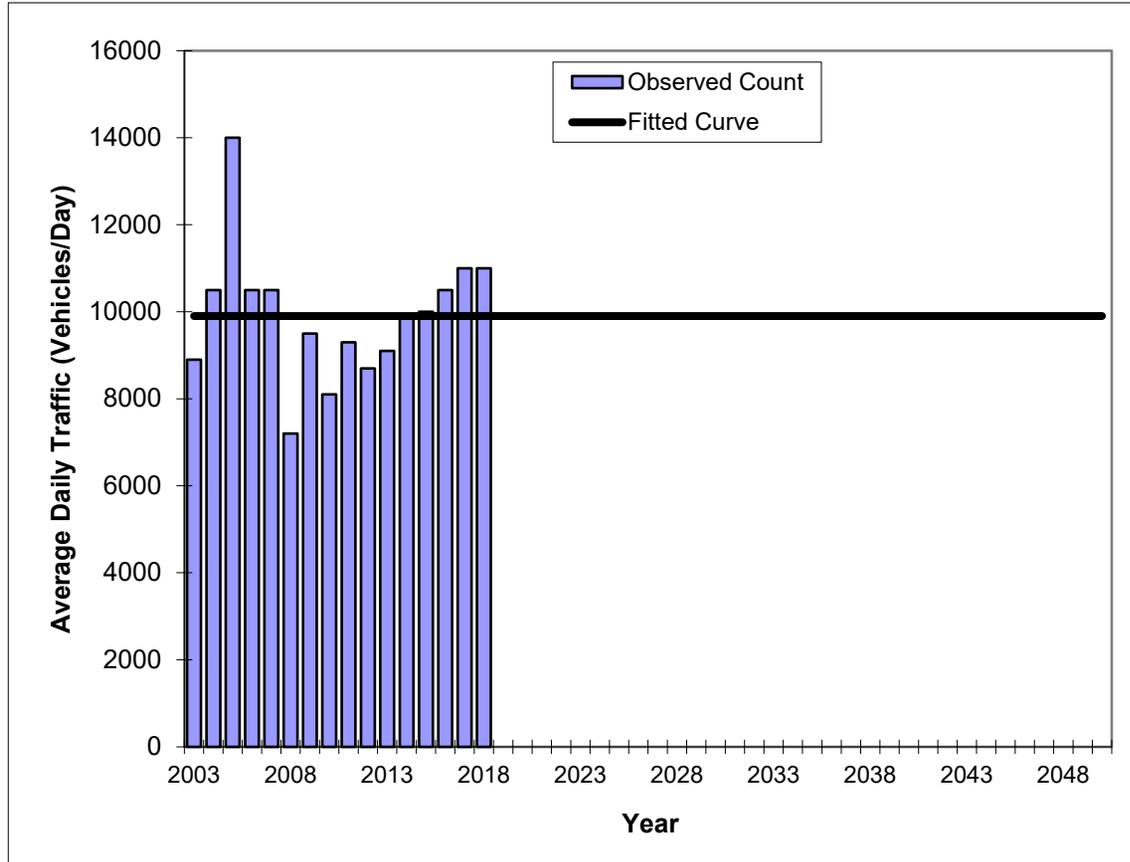
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM I-75 NB TO SR-326

FIN#	0
Location	1

County:	Marion (36)
Station #:	2016
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	8900	9900
2004	10500	9900
2005	14000	9900
2006	10500	9900
2007	10500	9900
2008	7200	9900
2009	9500	9900
2010	8100	9900
2011	9300	9900
2012	8700	9900
2013	9100	9900
2014	9900	9900
2015	10000	9900
2016	10500	9900
2017	11000	9900
2018	11000	9900
2030 Opening Year Trend		
2030	N/A	9900
2040 Mid-Year Trend		
2040	N/A	9900
2050 Design Year Trend		
2050	N/A	9900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-1
Trend R-squared:	0.00%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2018 to Design Year):	0.00%
Printed:	7-May-20
Straight Line Growth Option	

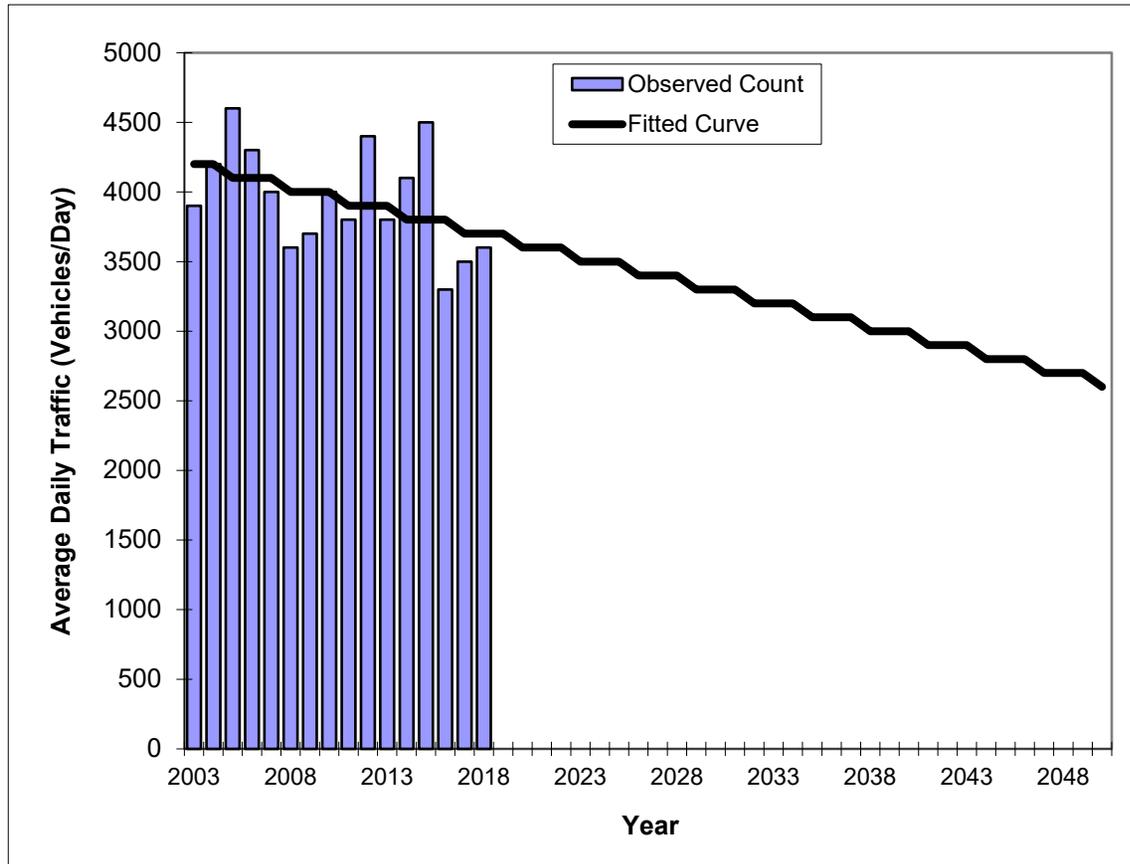
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM SR-326 TO I-75 NB

FIN#	0
Location	1

County:	Marion (36)
Station #:	2017
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	3900	4200
2004	4200	4200
2005	4600	4100
2006	4300	4100
2007	4000	4100
2008	3600	4000
2009	3700	4000
2010	4000	4000
2011	3800	3900
2012	4400	3900
2013	3800	3900
2014	4100	3800
2015	4500	3800
2016	3300	3800
2017	3500	3700
2018	3600	3700
2030 Opening Year Trend		
2030	N/A	3300
2040 Mid-Year Trend		
2040	N/A	3000
2050 Design Year Trend		
2050	N/A	2600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-33
Trend R-squared:	17.56%
Trend Annual Historic Growth Rate:	-0.79%
Trend Growth Rate (2018 to Design Year):	-0.93%
Printed:	7-May-20
Straight Line Growth Option	

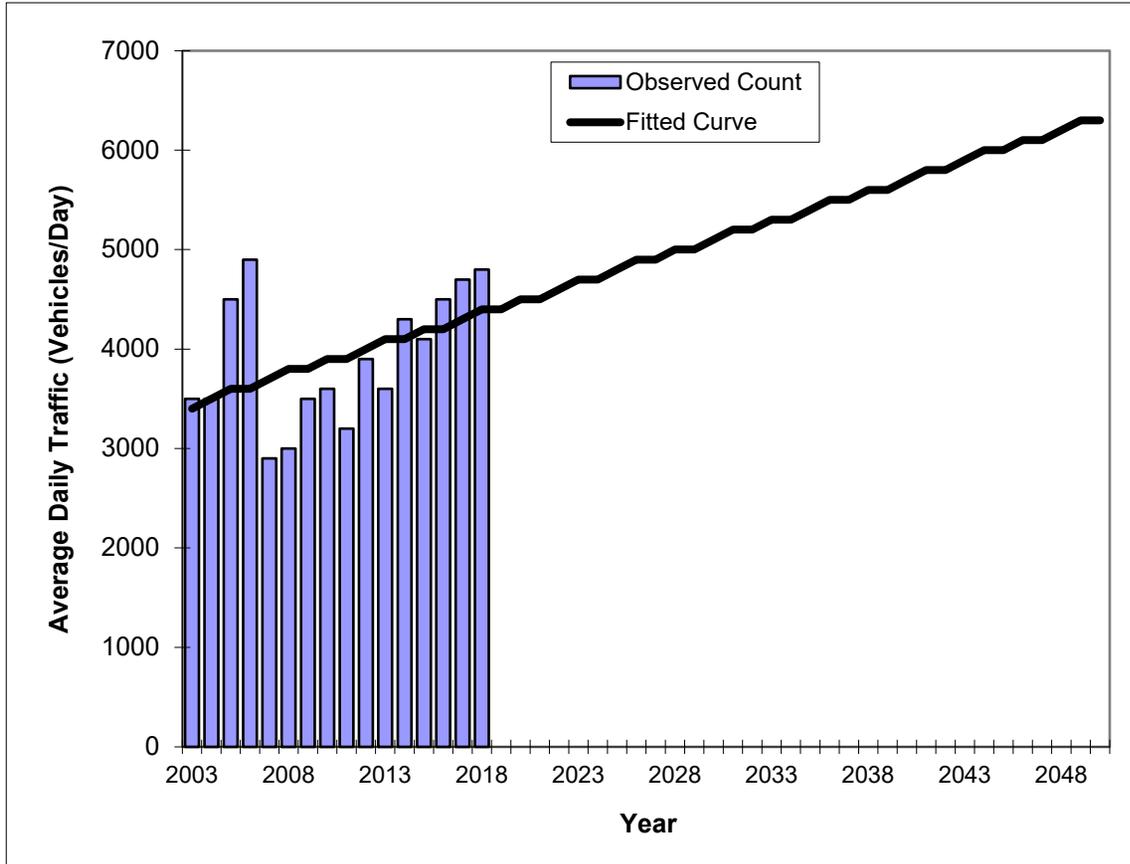
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM I-75 SB TO SR-326

FIN#	0
Location	1

County:	Marion (36)
Station #:	2018
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	3500	3400
2004	3500	3500
2005	4500	3600
2006	4900	3600
2007	2900	3700
2008	3000	3800
2009	3500	3800
2010	3600	3900
2011	3200	3900
2012	3900	4000
2013	3600	4100
2014	4300	4100
2015	4100	4200
2016	4500	4200
2017	4700	4300
2018	4800	4400
2030 Opening Year Trend		
2030	N/A	5100
2040 Mid-Year Trend		
2040	N/A	5700
2050 Design Year Trend		
2050	N/A	6300
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	61
Trend R-squared:	20.01%
Trend Annual Historic Growth Rate:	1.96%
Trend Growth Rate (2018 to Design Year):	1.35%
Printed:	7-May-20
Straight Line Growth Option	

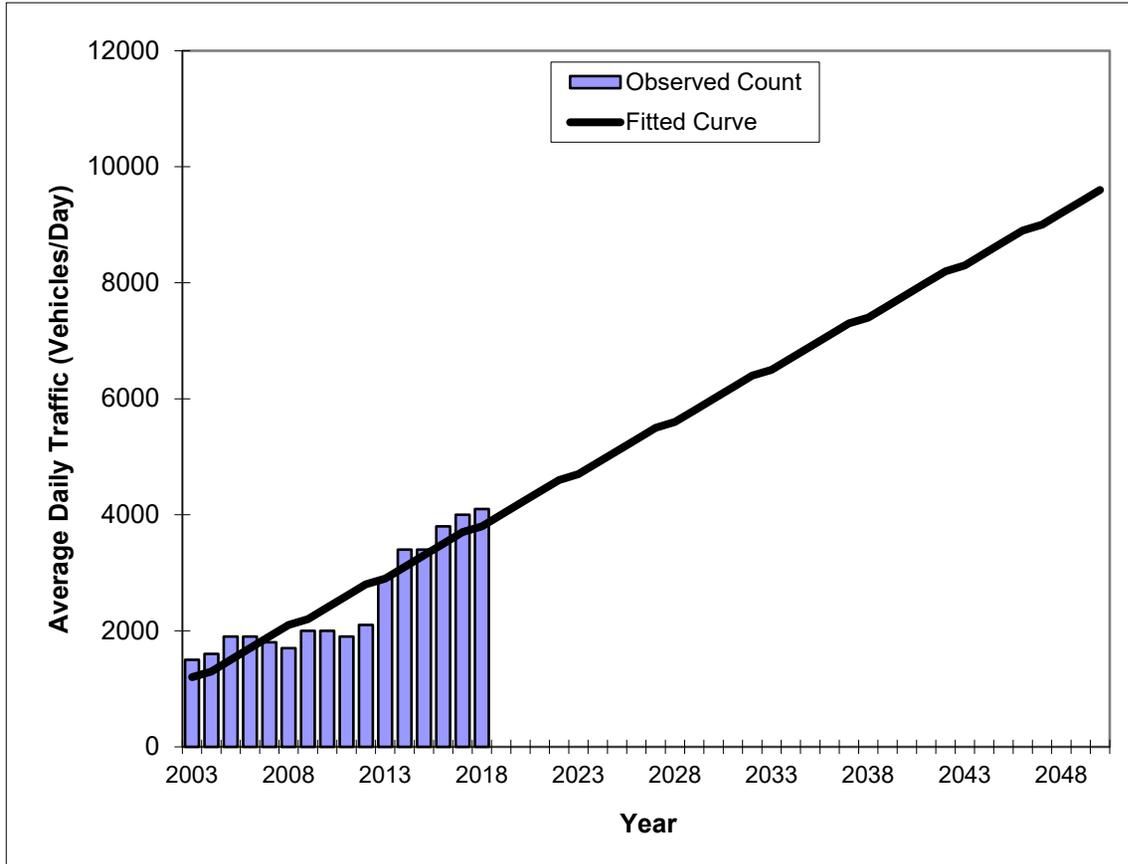
*Axle-Adjusted

Traffic Trends - V3.0

I-75, RAMP FROM SR-326 EB TO I-75

FIN#	0
Location	1

County:	Marion (36)
Station #:	2019
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	1500	1200
2004	1600	1300
2005	1900	1500
2006	1900	1700
2007	1800	1900
2008	1700	2100
2009	2000	2200
2010	2000	2400
2011	1900	2600
2012	2100	2800
2013	2900	2900
2014	3400	3100
2015	3400	3300
2016	3800	3500
2017	4000	3700
2018	4100	3800
2030 Opening Year Trend		
2030	N/A	6000
2040 Mid-Year Trend		
2040	N/A	7800
2050 Design Year Trend		
2050	N/A	9600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	179
Trend R-squared:	84.45%
Trend Annual Historic Growth Rate:	14.44%
Trend Growth Rate (2018 to Design Year):	4.77%
Printed:	7-May-20
Straight Line Growth Option	

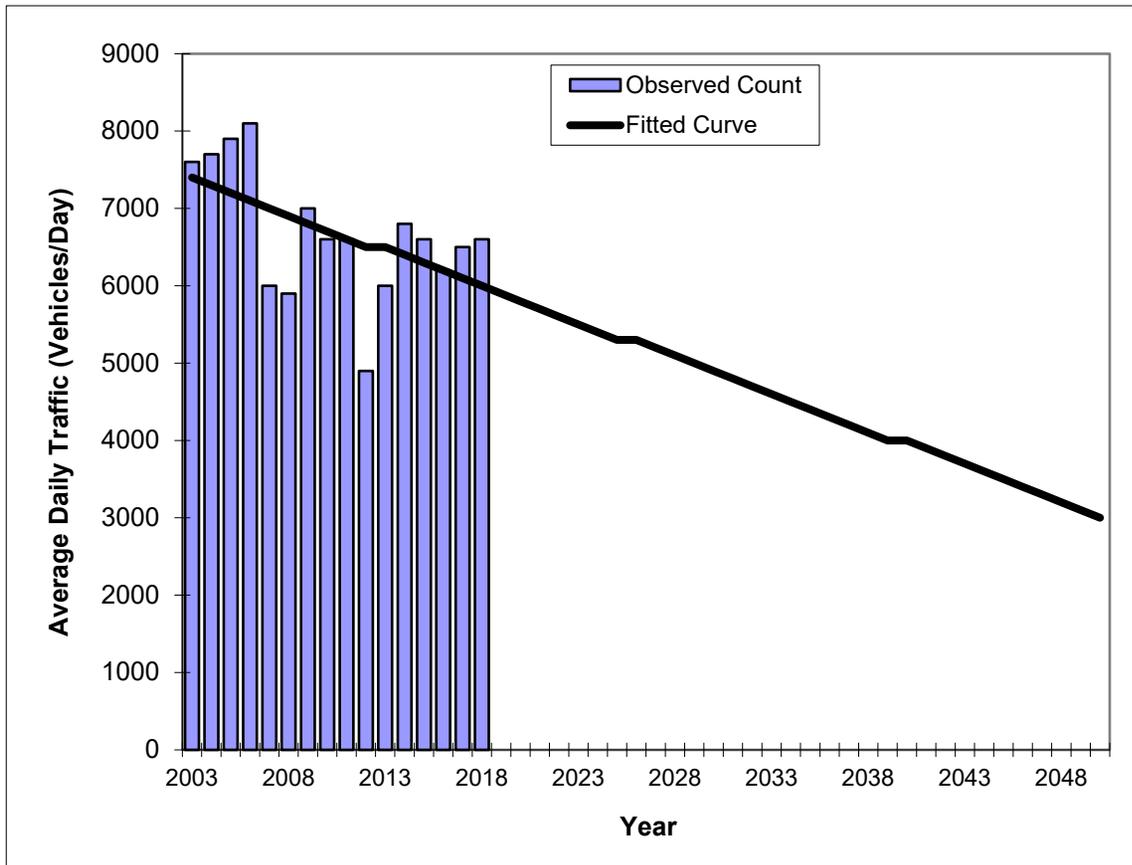
*Axle-Adjusted

Traffic Trends - V3.0

I-75 SB, RAMP FROM SR-326 WB TO I-75 SB

FIN#	0
Location	1

County:	Marion (36)
Station #:	2024
Highway:	I-75 Ramp



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	7600	7400
2004	7700	7300
2005	7900	7200
2006	8100	7100
2007	6000	7000
2008	5900	6900
2009	7000	6800
2010	6600	6700
2011	6600	6600
2012	4900	6500
2013	6000	6500
2014	6800	6400
2015	6600	6300
2016	6200	6200
2017	6500	6100
2018	6600	6000
2030 Opening Year Trend		
2030	N/A	4900
2040 Mid-Year Trend		
2040	N/A	4000
2050 Design Year Trend		
2050	N/A	3000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-93
Trend R-squared:	27.80%
Trend Annual Historic Growth Rate:	-1.26%
Trend Growth Rate (2018 to Design Year):	-1.56%
Printed:	7-May-20
Straight Line Growth Option	

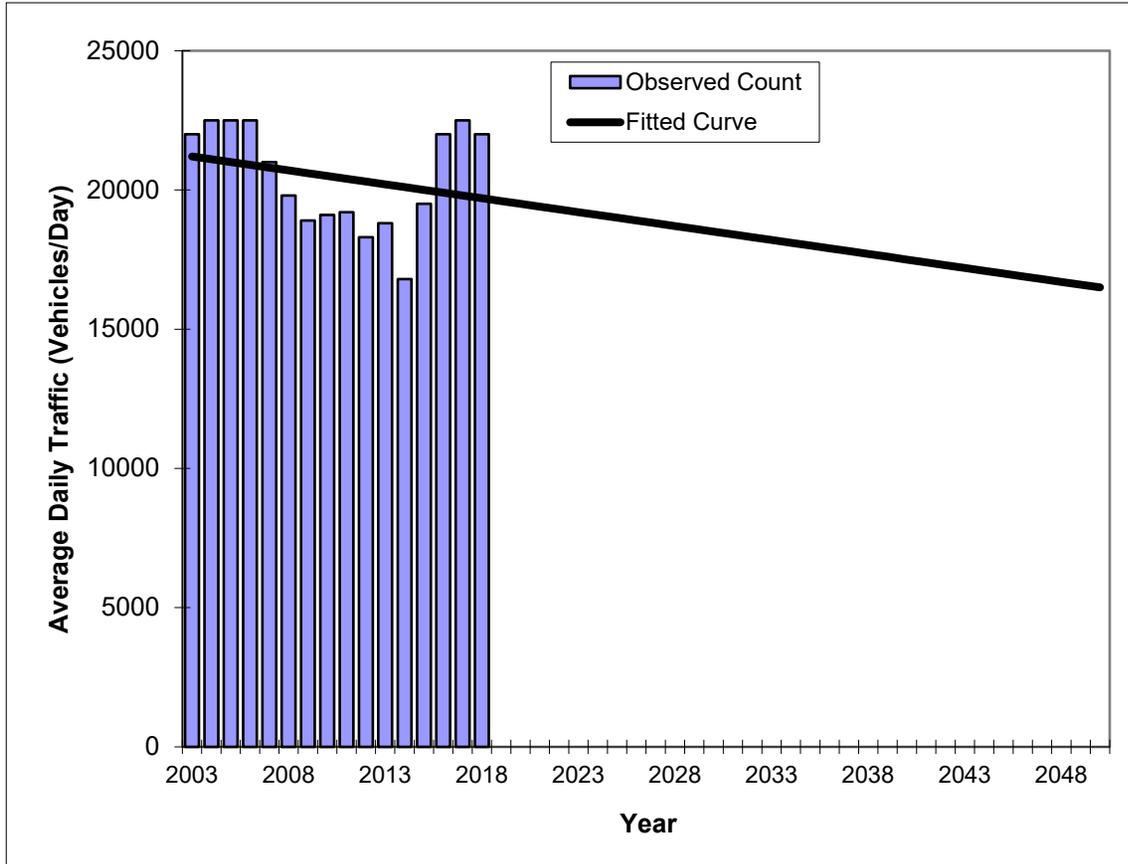
*Axle-Adjusted

Traffic Trends - V3.0

ON SR-326, 0.245 MI. E OF I-75 (RVL)

FIN#	0
Location	1

County:	Marion (36)
Station #:	0465
Highway:	SR-326



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2003	22000	21200
2004	22500	21100
2005	22500	21000
2006	22500	20900
2007	21000	20800
2008	19800	20700
2009	18900	20600
2010	19100	20500
2011	19200	20400
2012	18300	20300
2013	18800	20200
2014	16800	20100
2015	19500	20000
2016	22000	19900
2017	22500	19800
2018	22000	19700
2030 Opening Year Trend		
2030	N/A	18500
2040 Mid-Year Trend		
2040	N/A	17500
2050 Design Year Trend		
2050	N/A	16500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-101
Trend R-squared:	6.64%
Trend Annual Historic Growth Rate:	-0.47%
Trend Growth Rate (2018 to Design Year):	-0.51%
Printed:	7-May-20
Straight Line Growth Option	

*Axle-Adjusted

APPENDIX N – BEBR POPULATION STUDY DATA

Projections of Florida Population by County, 2020–2045, with Estimates for 2019

Stefan Rayer, Population Program Director
Ying Wang, Research Demographer

The Bureau of Economic and Business Research (BEBR) has been making population projections for Florida and its counties since the 1970s. This report presents our most recent set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections. We believe the medium series is the most likely to provide accurate forecasts in most circumstances, but the low and high series provide an indication of the uncertainty surrounding the medium series. It should be noted that these projections refer solely to permanent residents of Florida; they do not include tourists or seasonal residents.

State projections

The starting point for the state-level projections was the April 1, 2010 census population count by age, sex, race, and Hispanic origin, as adjusted by the National Center for Health Statistics (NCHS) in the Vintage 2017 bridged race population estimates. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics. We applied three different sets of assumptions to provide low, medium, and high series of projections. Although the

low and high series do not provide absolute bounds on future population change, they provide a reasonable range in which Florida's future population is likely to fall.

Survival rates were applied by single year of age, sex, race, and Hispanic origin to project future deaths in the population. These rates were based on Florida Life Tables for 2007–2013, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. The survival rates were adjusted upward each year until 2044 to account for projected increases in life expectancy. These adjustments were based on projected increases in survival rates released by the U.S. Census Bureau. We used the same mortality assumptions for all three series of projections because there is less uncertainty regarding future changes in mortality rates than is true for migration and fertility rates.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2005–2009 and 2013–2017 American Community Survey (ACS) 5-year estimates. We chose an average of those two sets of migration estimates because the recession of 2007–2009 had a substantial impact on migration patterns in Florida, affecting in- and out-migration in both time periods; in addition, projections based on more than one time period

Projections of Florida Population by County, 2020–2045, with Estimates for 2019

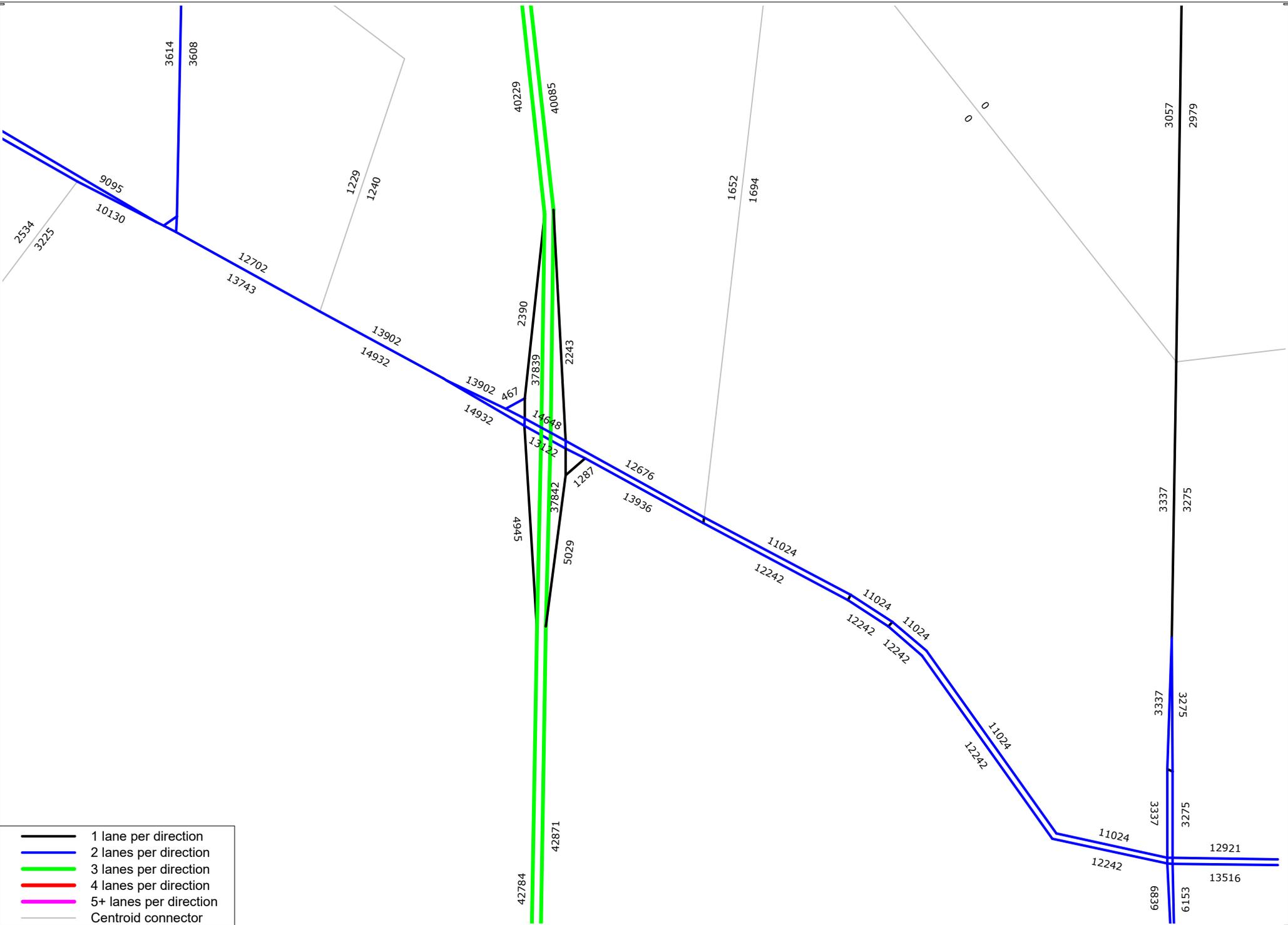
County and State	Estimates April 1, 2019	Projections, April 1					
		2020	2025	2030	2035	2040	2045
ALACHUA	267,306						
Low		258,900	262,300	264,300	265,100	264,500	262,300
Medium		269,800	281,500	291,600	300,200	307,400	313,300
High		280,500	299,400	318,000	334,300	348,800	361,400
BAKER	28,249						
Low		27,100	27,500	27,700	27,700	27,600	27,300
Medium		28,500	29,900	31,100	32,000	32,900	33,600
High		29,900	32,400	34,900	37,300	39,700	41,900
BAY	167,283						
Low		168,500	173,300	176,400	178,400	179,400	179,700
Medium		175,300	185,700	193,700	200,300	206,000	210,900
High		182,500	198,500	213,700	228,000	241,000	253,800
BRADFORD	28,682						
Low		27,400	26,900	26,300	25,600	24,900	24,300
Medium		28,800	29,200	29,500	29,800	30,000	30,300
High		30,200	31,700	33,100	34,500	35,900	37,200
BREVARD	594,469						
Low		577,900	594,000	603,000	608,300	610,400	612,200
Medium		602,400	637,600	665,000	687,900	707,400	726,000
High		626,000	678,100	725,700	766,900	805,100	843,700
BROWARD	1,919,644						
Low		1,862,500	1,899,500	1,917,100	1,924,900	1,923,700	1,920,500
Medium		1,941,200	2,039,000	2,115,200	2,179,100	2,233,900	2,285,100
High		2,017,700	2,168,500	2,307,300	2,426,900	2,537,300	2,646,600
CALHOUN	14,067						
Low		14,100	14,200	14,100	13,900	13,800	13,600
Medium		14,900	15,400	15,800	16,200	16,500	16,800
High		15,600	16,700	17,800	18,800	19,800	20,800
CHARLOTTE	181,770						
Low		175,300	181,500	185,200	187,200	188,200	188,900
Medium		184,700	198,100	208,700	217,400	225,200	232,500
High		193,800	213,800	232,500	250,200	266,900	284,600
CITRUS	147,744						
Low		143,300	146,600	149,000	150,300	150,800	150,900
Medium		149,400	157,100	163,600	168,900	173,400	177,300
High		155,300	168,000	180,400	192,100	202,600	213,100
CLAY	215,246						
Low		210,100	220,600	229,300	235,200	239,300	242,400
Medium		219,000	236,800	252,500	265,000	275,600	285,100
High		227,600	251,800	276,000	296,600	315,700	334,100
COLLIER	376,706						
Low		365,000	385,500	400,300	410,800	416,600	420,100
Medium		384,600	421,200	451,700	477,200	498,400	517,400
High		403,400	451,600	497,500	538,500	575,500	611,300
COLUMBIA	70,492						
Low		67,700	68,600	69,200	69,300	69,100	68,700
Medium		70,500	73,500	76,000	78,000	79,700	81,200
High		73,300	78,600	83,800	88,600	92,900	97,100
DESOTO	36,065						
Low		34,900	35,000	34,800	34,500	34,100	33,500
Medium		36,300	37,500	38,300	38,900	39,500	39,900
High		37,800	40,100	42,200	44,100	45,700	47,400
DIXIE	16,610						
Low		15,900	15,500	15,100	14,600	14,200	13,700
Medium		16,700	16,900	17,000	17,100	17,100	17,100
High		17,500	18,300	19,000	19,700	20,300	21,000

Projections of Florida Population by County, 2020–2045, with Estimates for 2019 (continued)

County and State	Estimates April 1, 2019	Projections, April 1					
		2020	2025	2030	2035	2040	2045
HOLMES	20,049						
Low		19,200	18,700	18,100	17,500	17,000	16,400
Medium		20,200	20,300	20,400	20,400	20,500	20,500
High		21,200	22,000	22,800	23,600	24,400	25,100
INDIAN RIVER	154,939						
Low		149,600	155,700	160,000	162,100	163,000	162,800
Medium		157,600	170,000	180,200	188,200	195,000	200,900
High		165,400	183,400	200,900	216,700	231,100	245,300
JACKSON	46,969						
Low		45,400	44,500	43,400	42,400	41,300	40,200
Medium		47,100	47,600	47,800	48,000	48,100	48,300
High		49,100	50,900	52,600	54,100	55,500	56,800
JEFFERSON	14,776						
Low		14,100	13,900	13,600	13,300	12,900	12,600
Medium		14,800	15,100	15,300	15,400	15,600	15,700
High		15,600	16,400	17,200	17,900	18,600	19,300
LAFAYETTE	8,482						
Low		8,300	8,400	8,400	8,400	8,300	8,200
Medium		8,700	9,100	9,400	9,700	9,900	10,100
High		9,100	9,900	10,600	11,300	11,900	12,600
LAKE	357,247						
Low		347,800	376,000	399,700	417,200	429,500	438,400
Medium		366,600	410,900	450,300	482,700	510,300	534,800
High		384,400	440,400	496,700	546,800	593,400	638,000
LEE	735,148						
Low		714,200	764,600	802,400	829,000	848,300	863,900
Medium		752,800	835,500	904,700	961,400	1,010,900	1,056,600
High		789,400	895,600	997,000	1,086,600	1,171,800	1,257,100
LEON	296,499						
Low		287,600	293,300	296,900	298,400	298,100	296,900
Medium		299,800	314,900	327,500	337,800	346,200	353,700
High		311,600	334,900	357,400	376,300	393,200	409,100
LEVY	41,330						
Low		39,900	39,900	39,700	39,300	38,800	38,200
Medium		41,600	42,700	43,600	44,300	44,900	45,500
High		43,200	45,700	48,000	50,200	52,100	54,000
LIBERTY	8,772						
Low		8,300	8,300	8,300	8,300	8,300	8,200
Medium		8,800	9,100	9,400	9,600	9,900	10,100
High		9,200	9,800	10,500	11,200	11,900	12,500
MADISON	19,570						
Low		18,300	17,900	17,500	17,000	16,600	16,100
Medium		19,200	19,500	19,700	19,800	20,000	20,100
High		20,200	21,100	22,000	23,000	23,800	24,700
MANATEE	387,414						
Low		375,600	397,700	413,500	425,400	435,600	442,900
Medium		395,800	434,600	466,500	493,800	519,200	542,200
High		415,100	465,900	513,800	557,600	601,800	644,500
MARION	360,421						
Low		351,000	365,200	376,500	383,700	388,000	389,700
Medium		365,900	392,100	414,800	432,800	447,900	460,800
High		380,300	416,900	453,100	483,700	511,700	537,000
MARTIN	158,598						
Low		152,400	155,400	156,800	157,100	156,700	155,800
Medium		160,600	169,500	176,900	182,900	188,200	193,000
High		168,500	183,000	196,900	210,000	222,200	234,700

APPENDIX O – TURNPIKE STATEWIDE MODEL PLOTS

Base Year (2015)



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2015
 Model Plot - US-23 Interchange

440

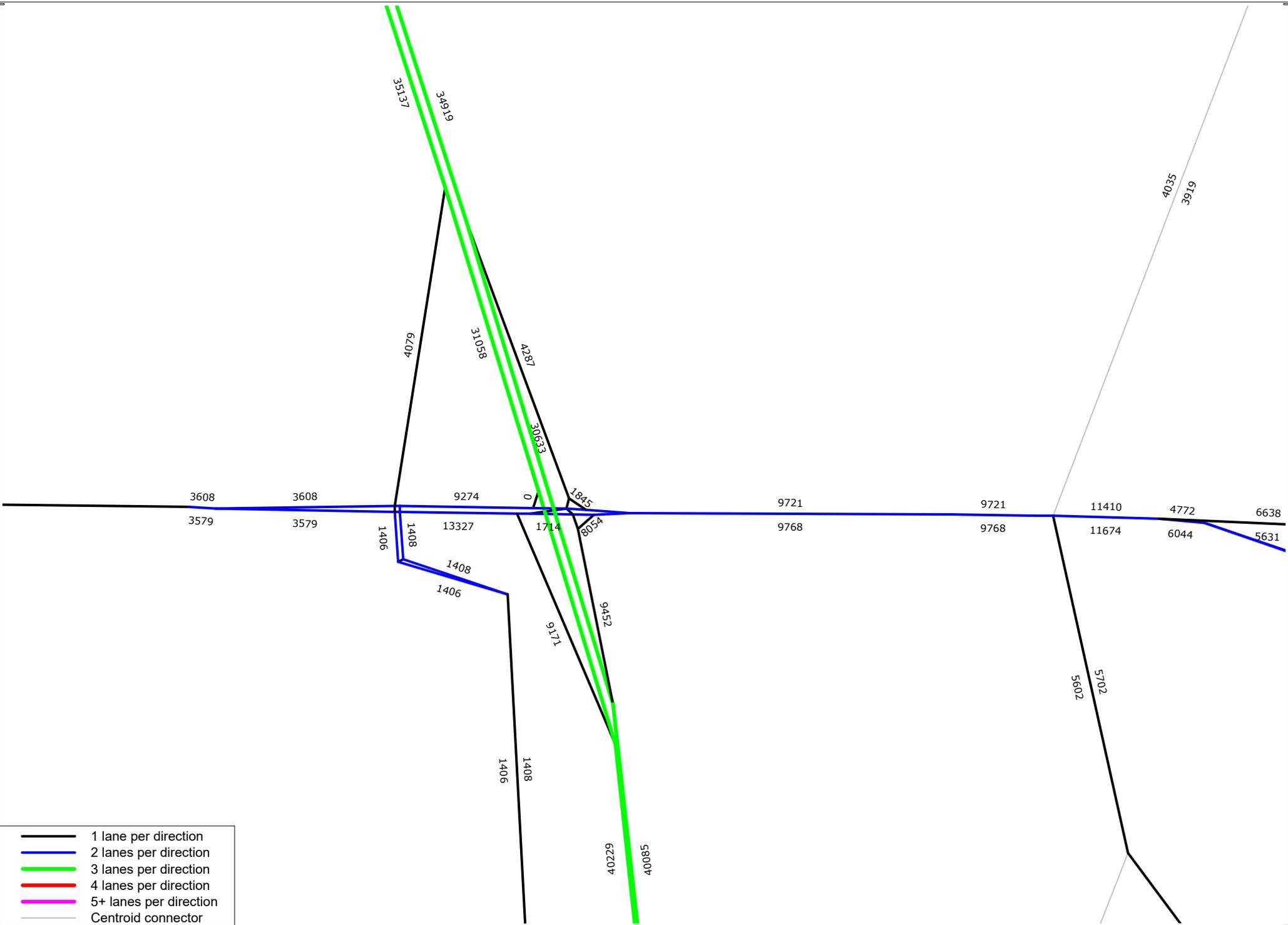
435

40229

40085

- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

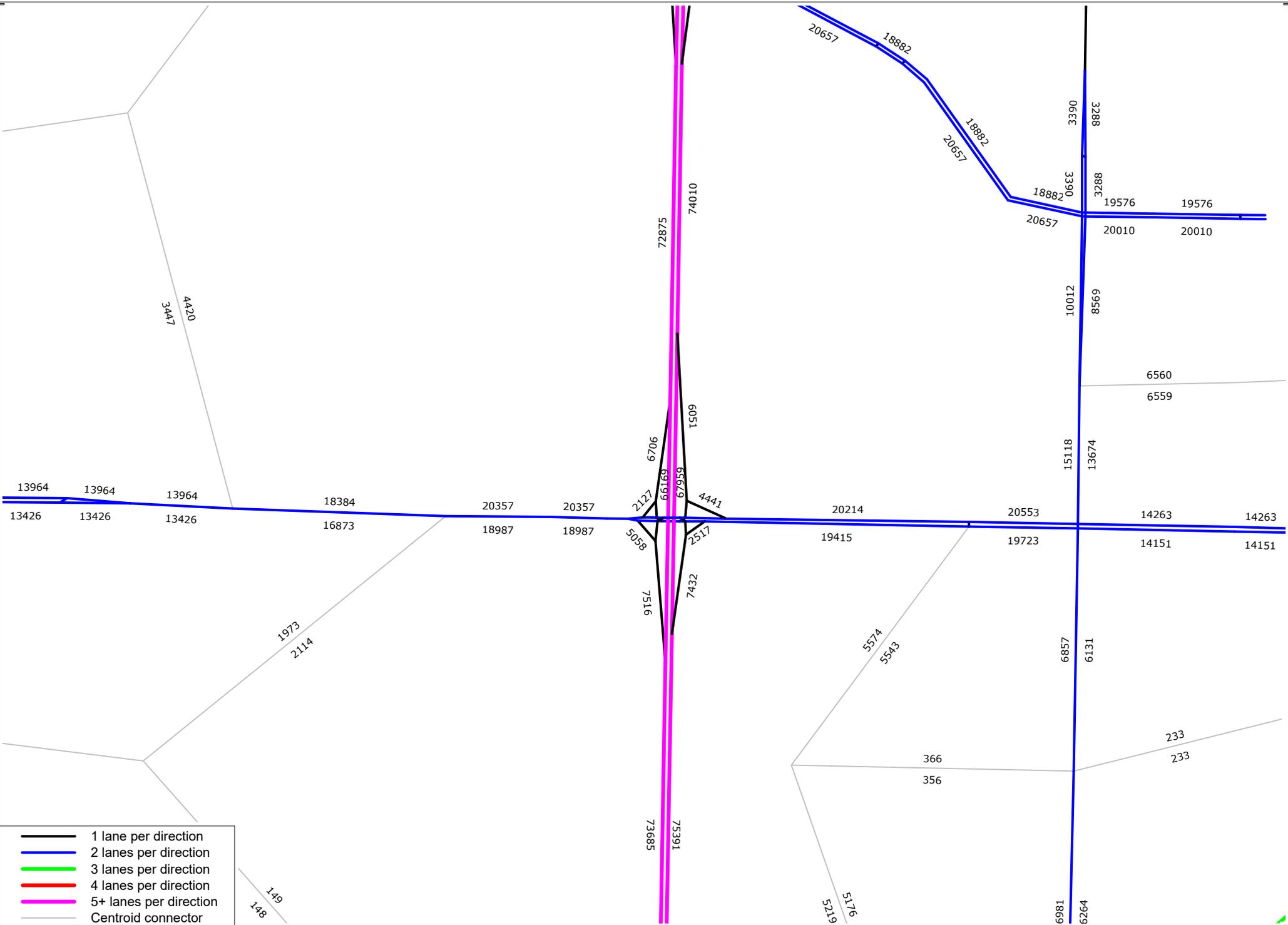
Turnpike Statewide Model 2015
Model Plot NW 44th Ave



- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2015
 Model Plot - SR 326 Interchange

Horizon Year (2045)

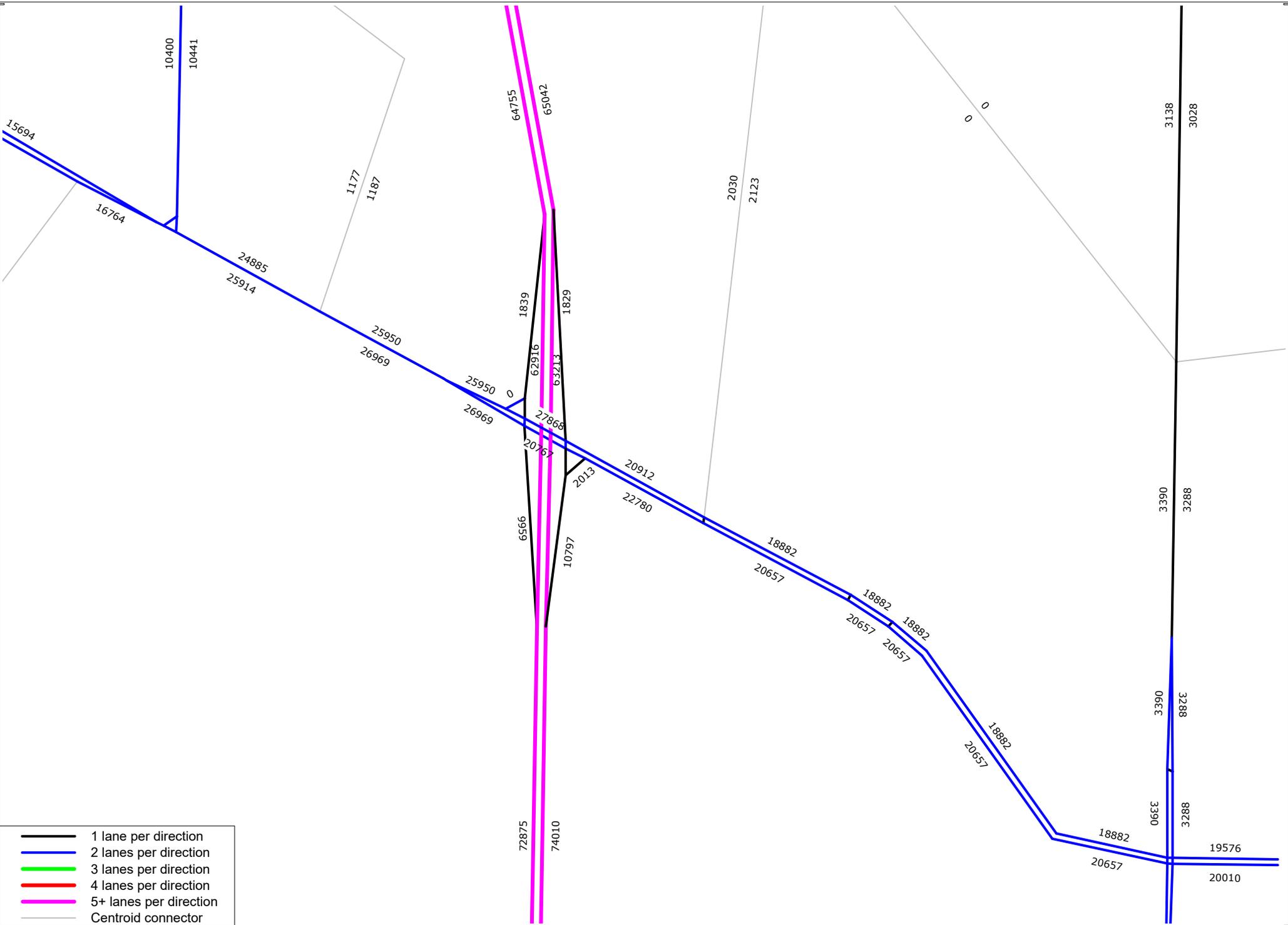


Turnpike Statewide Model 2045 Build-Out Scenario (10L)

Model Plot - SR 49 Interchange

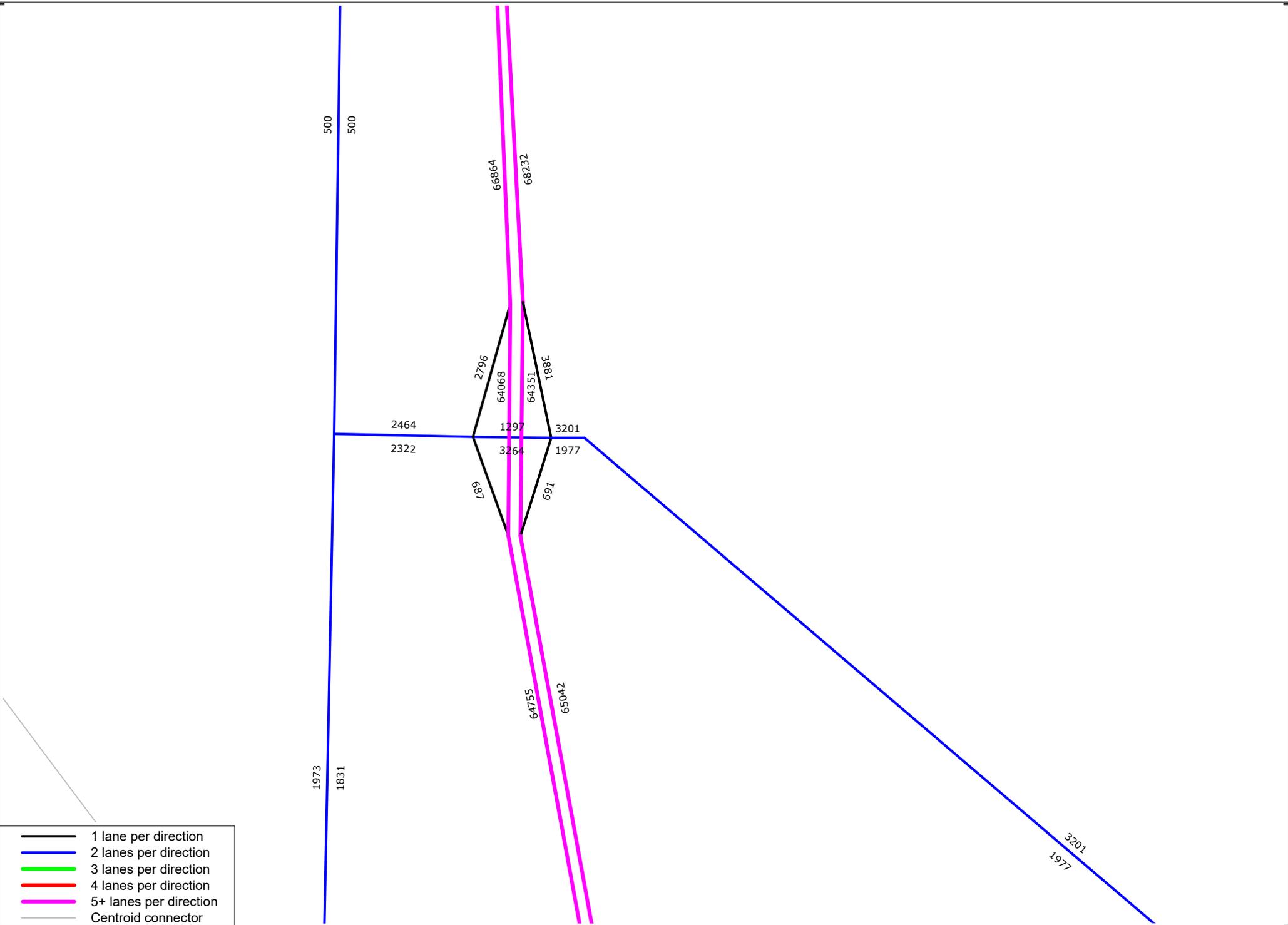


(Licensed to Kittelson and Associates Inc)

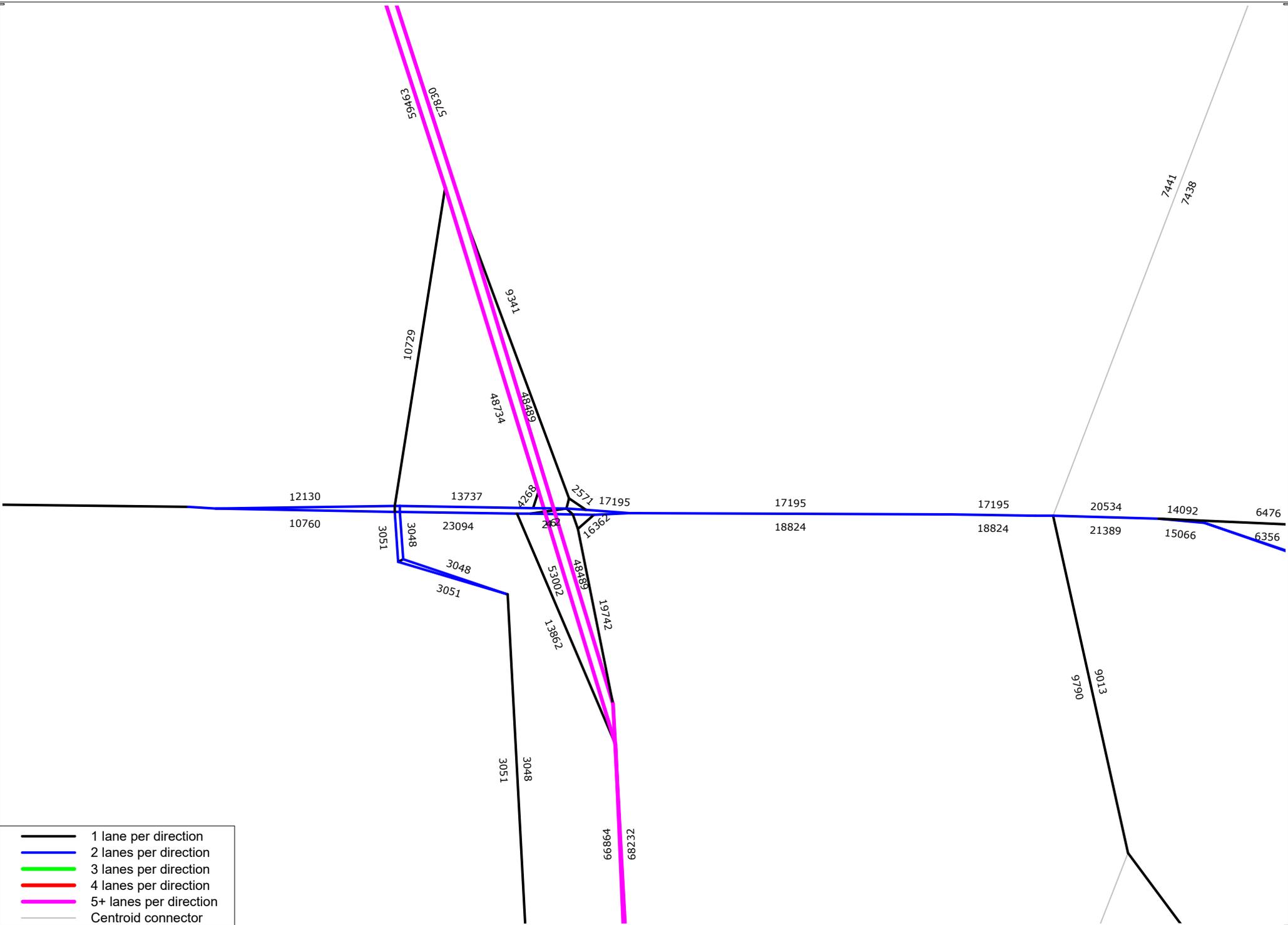


- 1 lane per direction
- 2 lanes per direction
- 3 lanes per direction
- 4 lanes per direction
- 5+ lanes per direction
- Centroid connector

Turnpike Statewide Model 2045 Build-Out Scenario (10L)
 Model Plot - US-28 Interchange



Turnpike Statewide Model 2045 Build-Out Scenario (10L)
 Model Plot - NW 49th Avenue Interchange



Turnpike Statewide Model 2045 Build-Out Scenario (10L)

Model Plot - SR 340 Interchange

SR 10

**APPENDIX P – I-75 AT NW 49TH STREET IJR EXCERPTS
AND EXAMPLE CALCULATIONS**

2045 Peak Hour Volumes from
Figure 5-10 and 5-14 in Approved IJR

D Factors and Direction calculated from
2045 peak hour volumes and used in the I-
75 Master Plan Design Traffic

NW 49th St					AADT				Growth	AADT 2050	2045 DDHV - AM		2045 DDHV - PM		D-Factor	D-Factor	Direction	
					2025*	2035*	2045*	2045			IN	OUT	IN	OUT	AM	PM	AM	PM
NW 49th St	NW 44th Ave	NW 44 Ave N of NW 49 Street	69 N	N	8,300	10,300	12,800	19000**	200	20,000	967	613	821	892	61.2%	52.1%	SB/WB	NB/EB
		NW 44 Ave S of NW 49 Street	69 S	S	7,800	8,700	9,700	15500**	90	16,000	491	821	722	674	62.6%	51.7%	SB/WB	NB/EB
		NW 49 Street W of NW 44 Avenue	69 W	W	200	200	200	700**	30	850	25	24	31	33	51.0%	51.6%	NB/EB	SB/WB
		NW 49 Street E of NW 44 Avenue	69 E	E	14,900	17,900	21,500	21,500	300	23,000	955	980	980	955	50.6%	50.6%	NB/EB	SB/WB
NW 49th St	I-75	I-75 Ramps (North of NW 49th St)	109 N	N							351	415	415	351	54.2%	54.2%	NB/EB	SB/WB
		I-75 SB Off-Ramp to NW 49th St	109 N IN	N-OFF	2,900	3,500	4,200	4,200	60	4,500								
		I-75 NB On-Ramp from NW 49th St	109 N OUT	N-ON	3,000	3,600	4,300	4,300	60	4,600								
		I-75 Ramps (South of NW 49th St)	109 S	S							746	883	883	746	54.2%	54.2%	SB/WB	NB/EB
		I-75 SB On-Ramp from NW 49th St	109 S OUT	S-ON	6,200	7,400	8,900	8,900	120	9,500								
		I-75 NB Off-Ramp to NW 49th St	109 S IN	S-OFF	6,400	7,700	9,200	9,200	130	9,900								
		NW 49th St east of I-75	109 E	E	12,100	14,600	17,500	17,500	250	19,000	876	700	700	876	55.6%	55.6%	SB/WB	NB/EB
NW 49th St west of I-75	109 W	W	14,900	17,900	21,500	21,500	300	23,000	955	980	980	955	50.6%	50.6%	NB/EB	SB/WB		

*Note - AADTs from Approved IJR (Table 5-7)

**Backcalculated 2045 AADTs based on actual peak hour traffic projections in the IJR.

**Table 5-7: Build AADT**

Roadway	Segment	AADT			D
		2025	2035	2045	
I-75 Mainline	N of SR 326 Interchange	71,000	81,500	93,800	0.543
	N of Proposed Interchange	84,300	96,000	109,300	0.543
	N of US 27 Interchange	91,000	104,000	118,900	0.543
	S of US 27 Interchange	103,400	119,100	137,300	0.543
I-75 at US 27 Interchange	US 27 W of I-75	35,500	41,800	49,300	0.625
	US 27 E of I-75	34,700	43,200	53,800	0.617
	I-75 NB Off-Ramp	9,200	10,900	12,800	1.000
	I-75 NB On-Ramp	2,500	3,000	3,600	1.000
	I-75 SB Off-Ramp	3,200	3,700	4,300	1.000
	I-75 SB On-Ramp	8,900	10,900	13,500	1.000
US 27 at NW 44 Avenue	NW 44 Avenue N of US 27	9,700	10,800	12,000	0.525
	NW 44 Avenue S of US 27	700	1,300	2,500	0.632
	US 27 W of NW 44 Avenue	25,300	32,600	41,900	0.587
	US 27 E of NW 44 Avenue	34,800	39,900	45,900	0.597
US 27 at NW 35 Ave Rd	NW 35 Ave Rd N of US 27	10,100	14,800	21,600	0.535
	NW 35 Ave Rd S of US 27	1,500	1,500	1,600	0.650
	US 27 W of NW 35 Ave Rd	34,700	43,200	53,800	0.617
	US 27 E of NW 35 Ave Rd	29,600	36,500	45,100	0.641
NW 49 Street at NW 44 Avenue	NW 44 Ave N of NW 49 Street	8,300	10,300	12,800	0.650
	NW 44 Ave S of NW 49 Street	7,800	8,700	9,700	0.539
	NW 49 St W of NW 44 Avenue	200	200	200	0.636
	NW 49 St E of NW 44 Avenue	14,900	17,900	21,500	0.630
I-75 at NW 49 Street Interchange	NW 49 Street W of I-75	14,900	17,900	21,500	0.635
	NW 49 Street E of I-75 ^[1]	12,100	14,600	17,500	0.583
	I-75 NB Off-Ramp	6,400	7,700	9,200	1.000
	I-75 NB On-Ramp	3,000	3,600	4,300	1.000
	I-75 SB Off-Ramp	2,900	3,500	4,200	1.000
I-75 at SR 326 Interchange	I-75 SB On-Ramp	6,200	7,400	8,900	1.000
	SR 326 W of I-75	10,800	11,500	12,200	0.621
	SR 326 E of I-75	26,800	31,800	37,700	0.548
	I-75 NB Off-Ramp	12,300	14,200	16,300	1.000
	I-75 NB On-Ramp	4,300	6,100	8,600	1.000
	I-75 SB Off-Ramp	5,400	6,400	7,600	1.000
	I-75 SB On-Ramp	3,600	3,800	4,000	1.000
	I-75 SB Loop Ramp	7,100	9,000	11,400	1.000

New segment; ^[1] AVG OF US 27 E of I-75& SR 326 E of I-75

Build volumes at the interchange ramps adjacent to proposed NW 49th Street interchange reflect an increase, compared to No Build. Based on CFRPM select link runs, the predominant pattern to/from US 27 east of the interchange uses I-75 to access NW 44th Avenue, north of NW 49th Street to/from residential areas south of SR 326. To/from SR 326 east of the interchange uses I-75 to access NW 44th Avenue south of NW 49th Street; west of the interchange, SR 326 vehicular traffic uses I-75 to access the vicinity of Ocala 489. The corresponding CFRPM plots are provided in **Appendix G**.

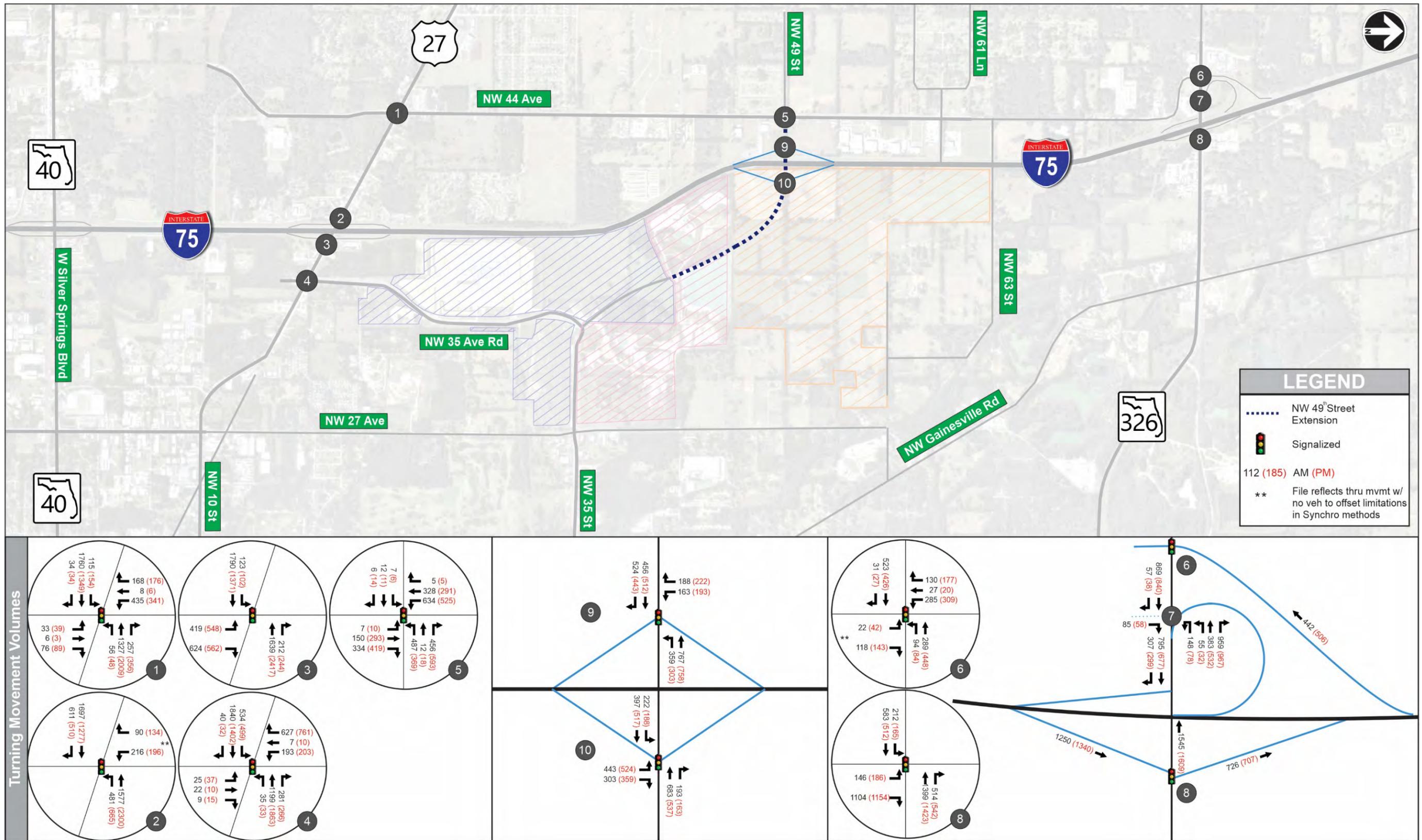


Figure 5-10: Build Diamond Intersection & Interchange Balanced Volumes (2045)

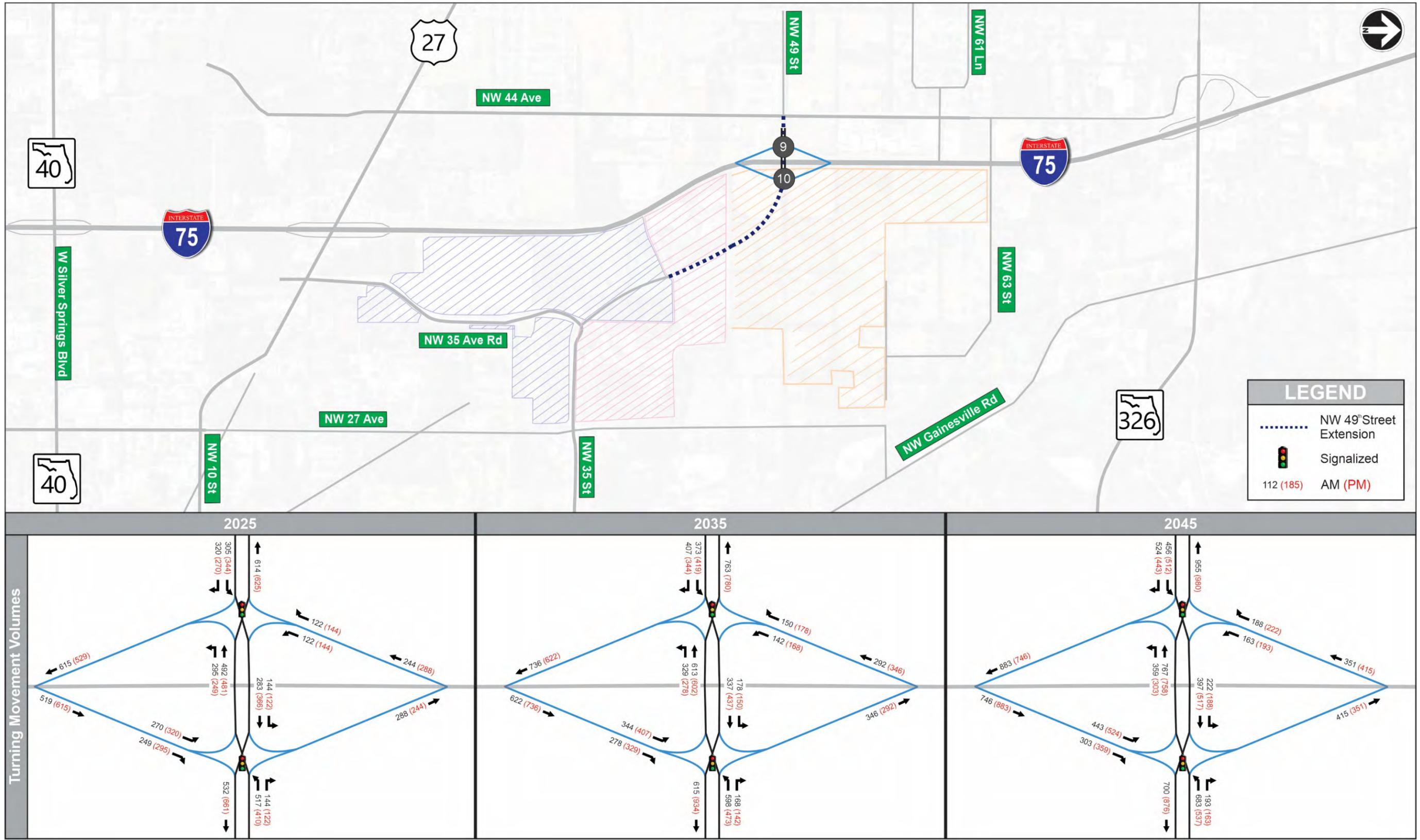


Figure 5-14: DDI Alternative Intersection & Interchange Balanced Volumes (2025/35/45)

**APPENDIX Q – FTE COORDINATION AND MASTER
PLAN 2050 VOLUMES**

Updated based on comments/feedback from FTE Review on August 6, 2020

		Balanced I-75 PD&E			Balanced I-75 PD&E		
		NB	SB	Total	NB	SB	Total
		2019	2019	2019	2019	2019	2019
Mile Post - Description		AADT	AADT	AADT	AAWET	AAWET	AAWET
TTMS - 269904		34,900	35,500	70,400	38,700	39,000	77,700
374 - CR 324		1,400	1,500	2,900	1,200	1,300	2,500
Alachua County		2,700	3,000	5,700	2,000	2,100	4,100
Marion County		36,200	37,000	73,200	39,500	39,800	79,300
368 - CR 318		1,900	2,100	4,000	1,600	1,900	3,500
Alachua County		2,000	1,800	3,800	1,500	1,600	3,100
Marion County		36,300	36,700	73,000	39,400	39,500	78,900
358 - SR 326		3,300	4,200	7,500	3,100	4,800	7,900
Alachua County		9,300	9,900	19,200	10,500	11,200	21,700
Marion County		42,300	42,400	84,700	46,800	45,900	92,700
New ILC Interchange (49th St.)							
		42,300	42,400	84,700	46,800	45,900	92,700
354 - US 27		2,300	2,900	5,200	1,800	2,600	4,400
Alachua County		8,400	8,400	16,800	6,500	7,600	14,100
Marion County		48,400	47,900	96,300	51,500	50,900	102,400
352 - SR 40		5,200	5,100	10,300	4,000	3,800	7,800
Alachua County		5,900	5,900	11,800	4,100	4,200	8,300
Marion County		49,100	48,700	97,800	51,600	51,300	102,900
350 - SR 200		8,000	8,100	16,100	7,400	7,100	14,500
Alachua County		7,900	7,300	15,200	6,300	6,800	13,100
Marion County		49,000	47,900	96,900	50,500	51,000	101,500
TTMS - 360317							
New ILC Interchange (SW 95th St.)							
		49,000	47,900	96,900	50,500	51,000	101,500
341 - CR 484		8,700	7,500	16,200	8,100	6,800	14,900
Alachua County		6,800	6,200	13,000	8,500	6,900	15,400
Marion County		47,100	46,600	93,700	50,900	51,100	102,000
Sumter County							
329 - SR 44		5,000	5,800	10,800	4,200	5,400	9,600
Alachua County		7,800	8,000	15,800	7,200	7,900	15,100
Marion County		49,900	48,800	98,700	53,900	53,600	107,500
328 - Florida's Turnpike		22,350	22,350	44,700	23,500	24,500	48,000
TTMS - 189920		27,550	26,450	54,000	30,400	29,100	59,500

Updated based on feedback from FTE Review File dated on October 16, 2020

Anchored at 360317 in both directions.

		NB 2050			SB 2050			Total 2050		
		AADT	Anchor	Difference	AADT	Anchor	Difference	AADT	Anchor	Difference
TTMS - 269904		53,700	59,000	-5,300	55,600	59,000	-3,400	109,300	118,000	-8,700
374 - CR 324		1,900			2,100			4,000		
Alachua County		6,700			7,300			14,000		
Marion County		58,500			60,800			119,300		
368 - CR 318		3,000			3,700			6,700		
Alachua County		4,800			6,100			10,900		
Marion County		60,300			63,200			123,500		
358 - SR 326		8,600			11,000			19,600		
Alachua County		19,500			19,100			38,600		
Marion County		71,200			71,300			142,500		
New ILC Interchange (49th St.)										
		76,500			76,300			152,800		
354 - US 27		8,500			6,600			15,100		
Alachua County		12,000			12,500			24,500		
Marion County		82,200			82,200			164,400		
352 - SR 40		7,800			8,200			16,000		
Alachua County		7,600			7,500			15,100		
Marion County		82,000			81,500			163,500		
350 - SR 200		12,000			11,500			23,500		
Alachua County		12,000			11,500			23,500		
Marion County		82,000	82,000	0	82,000	82,000	0	164,000	164,000	0
TTMS - 360317										
New ILC Interchange (SW 95th St.)										
		82,000	82,000	0	82,000	82,000	0	164,000	164,000	0
341 - CR 484		12,500			11,500			24,000		
Alachua County		8,700			8,400			17,100		
Marion County		78,200			78,900			157,100		
Sumter County										
329 - SR 44		8,700			8,600			17,300		
Alachua County		7,500			10,000			17,500		
Marion County		69,500			70,300			139,800		
328 - Florida's Turnpike		40,500			39,500			80,000		
TTMS - 189920		36,500	45,500	-9,000	40,800	45,500	-4,700	77,300	91,000	-13,700

1.8% Effective Annual Linear Rate

Tumpike NB Off-Ramp to I-75 40,500
Tumpike NB Off-Ramp to SR 44 4,000
Total FTE Ramp AADT 44,500

I-75 NB Off-Ramp to SR 44 7,500
Tumpike NB Off-Ramp to SR 44 4,000
Total Off-Ramp to SR 44 11,500

I-75 SB On-Ramp from SR 44 10,000
Tumpike SB On-Ramp from SR 44 5,000
Total On-Ramp from SR 44 15,000

Updated based on feedback from FTE Review File dated on October 16, 2020

Anchored at 360317 in both directions.

		NB 2050			SB 2050			Total 2050		
		AADT	Anchor	Difference	AADT	Anchor	Difference	AADT	Anchor	Difference
TTMS - 269904		58,700	63,000	-4,300	58,800	63,000	-4,200	117,500	126,000	-8,500
374 - CR 324		1,700			1,900			3,600		
Alachua County		6,000			6,400			12,400		
Marion County		63,000			63,300			126,300		
368 - CR 318		2,700			3,500			6,200		
Alachua County		4,300			5,900			10,200		
Marion County		64,600			65,700			130,300		
358 - SR 326		8,400			12,000			20,400		
Alachua County		20,500			20,200			40,700		
Marion County		76,700			73,900			150,600		
New ILC Interchange (49th St.)										
		82,600			79,400			162,000		
354 - US 27		5,300			6,300			11,600		
Alachua County		10,000			11,500			21,500		
Marion County		86,800			84,600			171,400		
352 - SR 40		6,600			6,900			13,500		
Alachua County		5,800			5,800			11,600		
Marion County		86,000			83,500			169,500		
350 - SR 200		11,500			10,300			21,800		
Alachua County		10,000			11,000			21,000		
Marion County		84,500	84,500	0	84,500	84,500	0	169,000	169,000	0
TTMS - 360317										
New ILC Interchange (SW 95th St.)										
		84,500	84,500	0	84,500	84,500	0	169,000	169,000	0
341 - CR 484		12,000			11,000			23,000		
Alachua County		10,500			9,100			19,600		
Marion County		83,000			82,600			165,600		
Sumter County										
329 - SR 44		7,900			8,200			16,100		
Alachua County		7,200			9,700			16,900		
Marion County		75,100			74,400			149,500		
328 - Florida's Turnpike		41,200			40,700			81,900		
TTMS - 189920		41,100	48,250	-7,150	43,400	48,250	-4,850	84,500	96,500	-12,000

1.7% Effective Annual Linear Rate

Tumpike NB Off-Ramp to I-75 41,200
Tumpike NB Off-Ramp to SR 44 3,800
Total FTE Ramp AADT 45,000

I-75 NB Off-Ramp to SR 44 7,200
Tumpike NB Off-Ramp to SR 44 3,800
Total Off-Ramp to SR 44 11,000

I-75 SB On-Ramp from SR 44 9,700
Tumpike SB On-Ramp from SR 44 4,800
Total On-Ramp from SR 44 14,500

Michael Eagle

From: Velasquez, Andrew <Andrew.Velasquez@dot.state.fl.us>
Sent: Friday, October 16, 2020 11:54 AM
To: Karl Passetti
Cc: McGehee, Mary; Pamulapati, Suraj; Bove, Ralph; Schnell, Steven; Michael Eagle; Scott, Carol
Subject: RE: I-75 PD&E (FM# 443623-1 & 443624-1) - Revised Draft 2050 Balanced AADTs
Attachments: I-75 PDE FTE Review.xlsx

Karl,

We reviewed the forecasts and offer some minor revisions as shown in the attached traffic profile. We noticed that growth rate for the to/from south ramps at SR 44 and CR 484 seemed low compared historical traffic or model projections. By increasing these ramps, then the I-75 mainline south of the Turnpike will be a little closer to the target value. Feel free to incorporate if you agree and thank you for allow us the opportunity to review.

I don't think we need a follow-up on these comments, but we would like to meet again once you have reached the next significant milestone.

Andrew Velasquez, PE, PTOE

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AECOM – Imagine It. Delivered

Florida's Turnpike Enterprise
Pompano Operations Center
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From: Karl Passetti <kpassetti@kittelson.com>
Sent: Thursday, October 8, 2020 11:24 AM
To: Velasquez, Andrew <Andrew.Velasquez@dot.state.fl.us>
Cc: McGehee, Mary <Mary.McGehee@dot.state.fl.us>; Pamulapati, Suraj <Suraj.Pamulapati@dot.state.fl.us>; Bove, Ralph <ralph.bove@volkert.com>; Schnell, Steven <steve.schnell@hdrinc.com>; Michael Eagle <meagle@kittelson.com>; Scott, Carol <Carol.Scott@dot.state.fl.us>
Subject: RE: I-75 PD&E (FM# 443623-1 & 443624-1) - Revised Draft 2050 Balanced AADTs

Andrew,

Thanks for the quick response.

The attached spreadsheet includes the raw model volumes (base year and horizon year), the model growth rates, and the historical growth rates for the study segments in the PD&E. Let us know if you'd like us to provide the model plots too.

Karl Passetti, P.E., PMP
Principal Engineer

Kittelson & Associates, Inc.

407.540.0555
407-373-1102 (direct)
407-758-9960 (mobile)

From: Velasquez, Andrew <Andrew.Velasquez@dot.state.fl.us>
Sent: Thursday, October 8, 2020 10:42 AM
To: Karl Passetti <kpassetti@kittelson.com>
Cc: McGehee, Mary <Mary.McGehee@dot.state.fl.us>; Pamulapati, Suraj <Suraj.Pamulapati@dot.state.fl.us>; Bove, Ralph <ralph.bove@volkert.com>; Schnell, Steven <steve.schnell@hdrinc.com>; Michael Eagle <meagle@kittelson.com>; Scott, Carol <Carol.Scott@dot.state.fl.us>
Subject: RE: I-75 PD&E (FM# 443623-1 & 443624-1) - Revised Draft 2050 Balanced AADTs

Karl,

Can you provide the raw model forecasts for the interchange ramps and mainline that you used as a starting point?

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Ft. Lauderdale, FL 33310

From: Karl Passetti <kpassetti@kittelson.com>
Sent: Thursday, October 8, 2020 9:50 AM
To: Velasquez, Andrew <Andrew.Velasquez@dot.state.fl.us>; Mulandi, Jimmy <Jimmy.Mulandi@dot.state.fl.us>; Scott, Carol <Carol.Scott@dot.state.fl.us>
Cc: McGehee, Mary <Mary.McGehee@dot.state.fl.us>; Pamulapati, Suraj <Suraj.Pamulapati@dot.state.fl.us>; Bove, Ralph <ralph.bove@volkert.com>; Schnell, Steven <steve.schnell@hdrinc.com>; Michael Eagle <meagle@kittelson.com>
Subject: I-75 PD&E (FM# 443623-1 & 443624-1) - Revised Draft 2050 Balanced AADTs

EXTERNAL SENDER: Use caution with links and attachments.

Good morning Andrew,

Thanks for meeting with us on Tuesday. Your continued support and guidance is appreciated. Please see the attached PDF and spreadsheet including the updated 2050 I-75 mainline balancing efforts. The volumes in light blue in the PDF represent the locations where the AADTs were adjusted. The previous volumes presented at the September 25th meeting are also included for reference on the 2nd page of the PDF.

The following summarizes the key updates/findings:

- Site 360317 was anchored in both directions as discussed in our previous meeting.
- The Turnpike ramp volumes were adjusted so that there would be a minimum 1% linear growth rate long I-75 at Site 189920. This is consistent with the historical linear trends at this location.
 - The previous ramp volume provided by FTE was 96,900.
 - The adjusted volume we are proposing is 89,000. This represents approximately an 8% reduction for the 2050 projection.
 - We looked at the resulting 2050 projection using the TSM model growth rates and found that would be 82,000. This new projection of 89,000 is about halfway between the trends growth rate that you all applied and the TSM growth rate. This seems reasonable to us, but please let us know if you have any concerns.
- As you suggested, each of the ramps were revisited for reasonableness in the applied growth rates. The following ramps were adjusted based on this review. The adjustments to these ramps have helped close the gap at the northernmost telemetered station (Site 269904)
 - CR 484 ramps to the south of I-75
 - CR 484 ramps to the north of I-75
 - US 27 ramps to the north of I-75
 - SR 326 ramps to the north of I-75

Please take a look and let us know if you have any questions or comments. If needed we can schedule another 30 min meeting to discuss comments and any suggested revisions. At this point it feels like we are in general agreement on the overall profile and are in the fine-tuning stage of the process. We'd like to gain agreement on the profiles so that we can start development of the peak hour volumes next week. This will help us keep moving forward with our overall project schedule.

Thanks again for your time and support.

Karl Passetti, P.E., PMP
Principal Engineer

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I-75 Master Plan | CR 318 Interchange
SR 200 to CR 234

2050 Annual Average Daily Traffic Volumes

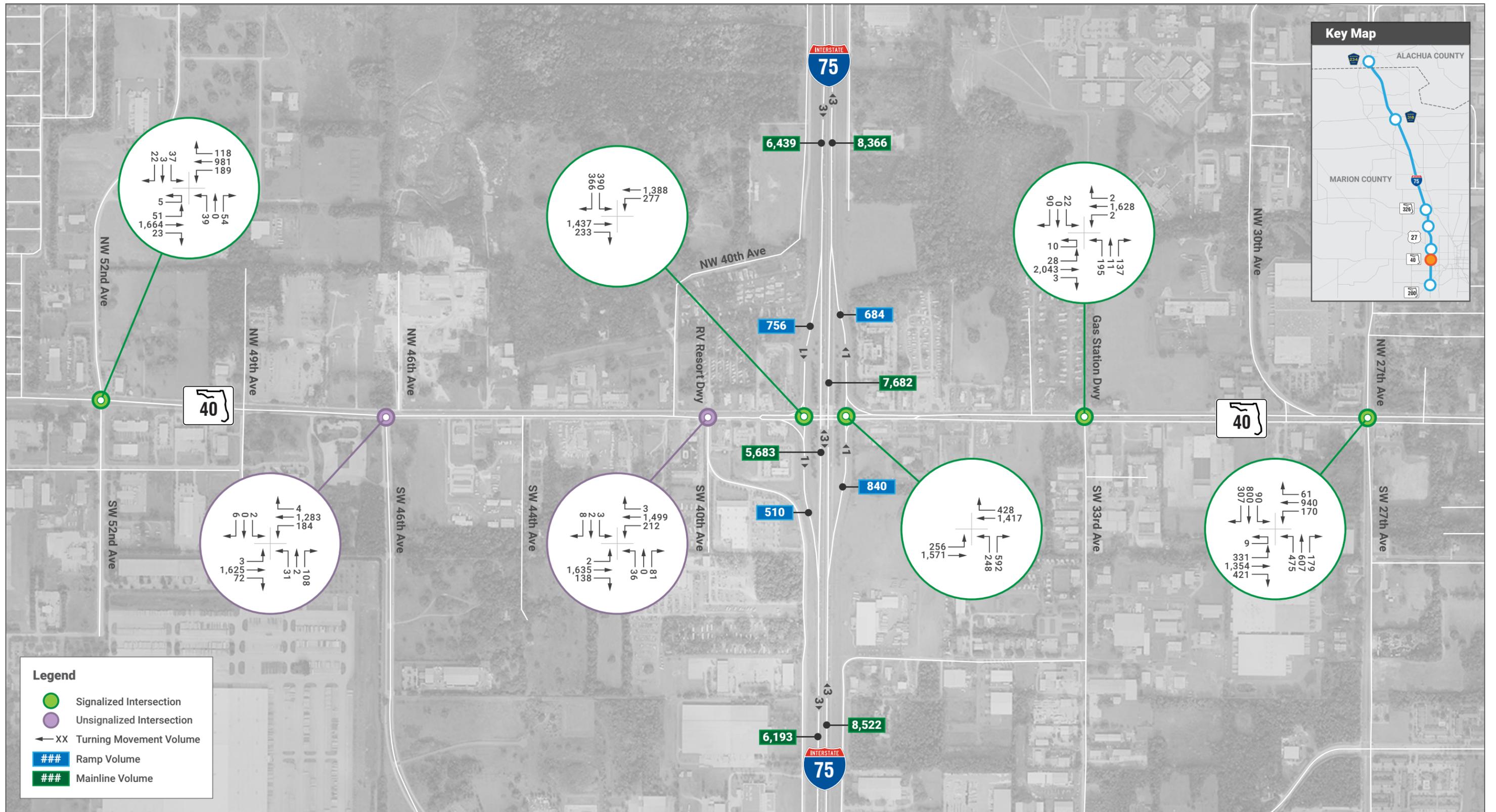
Figure 51 (5 of 6)

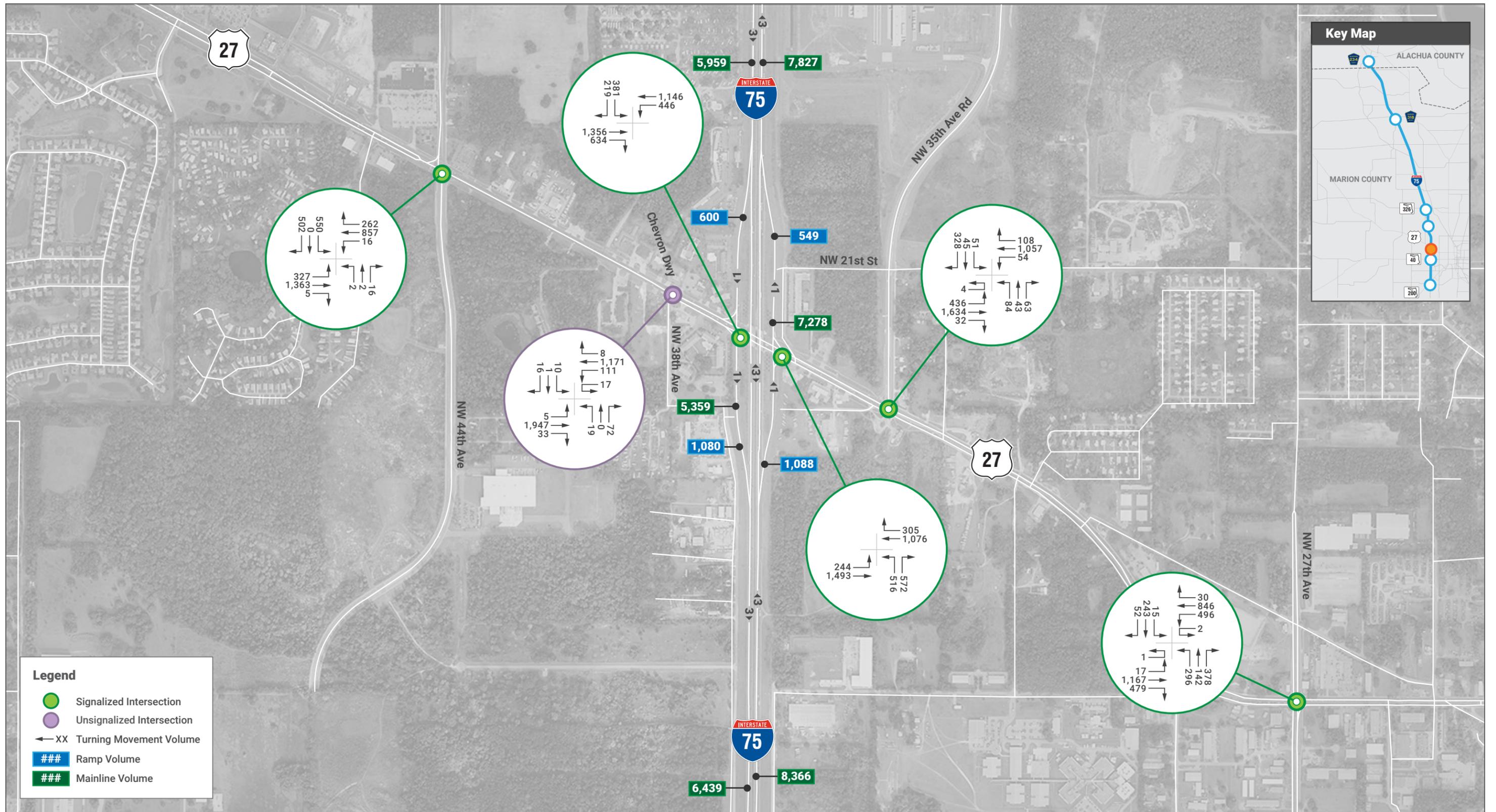


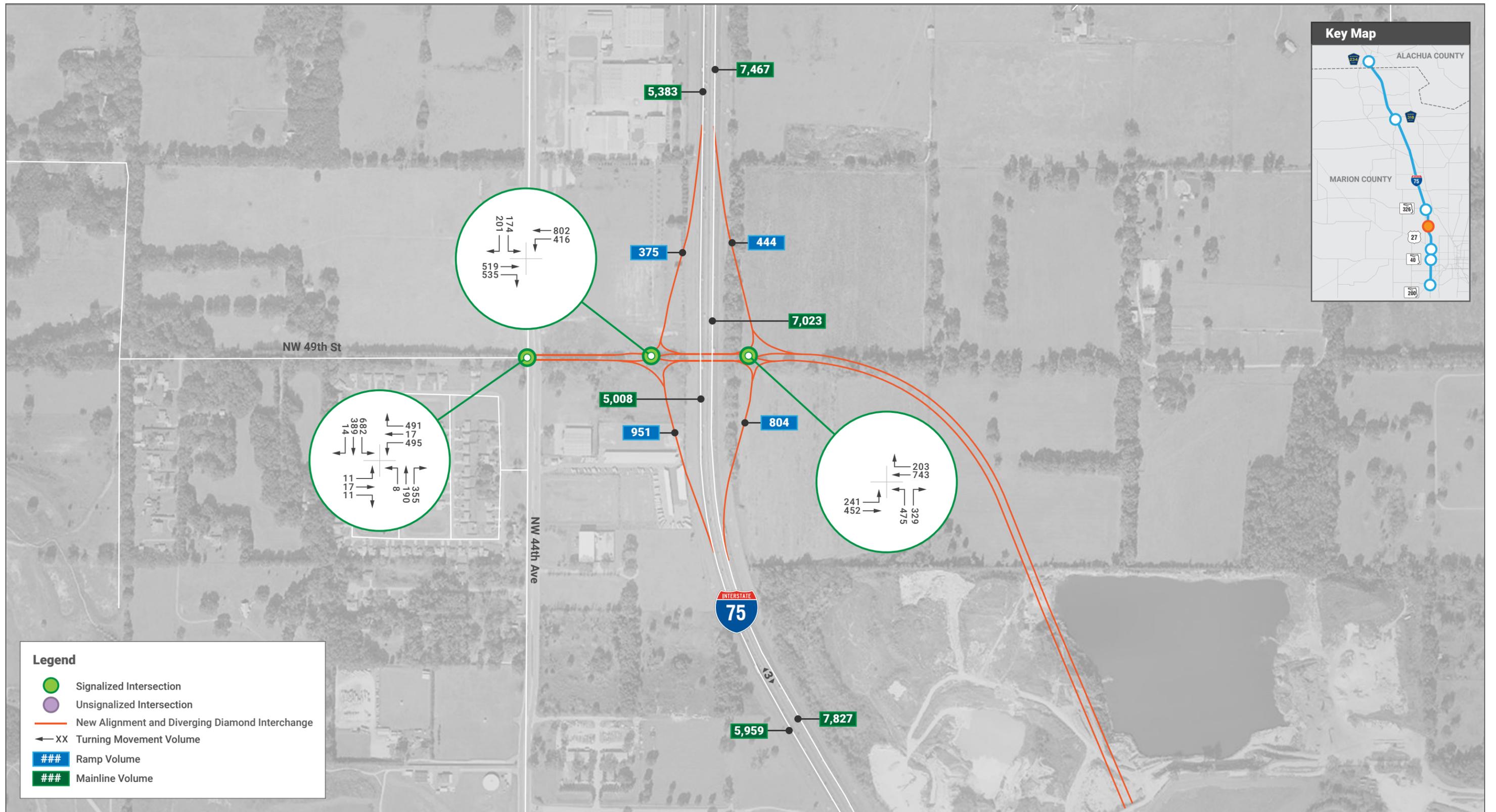
I-75 Master Plan | CR 234 Interchange
SR 200 to CR 234

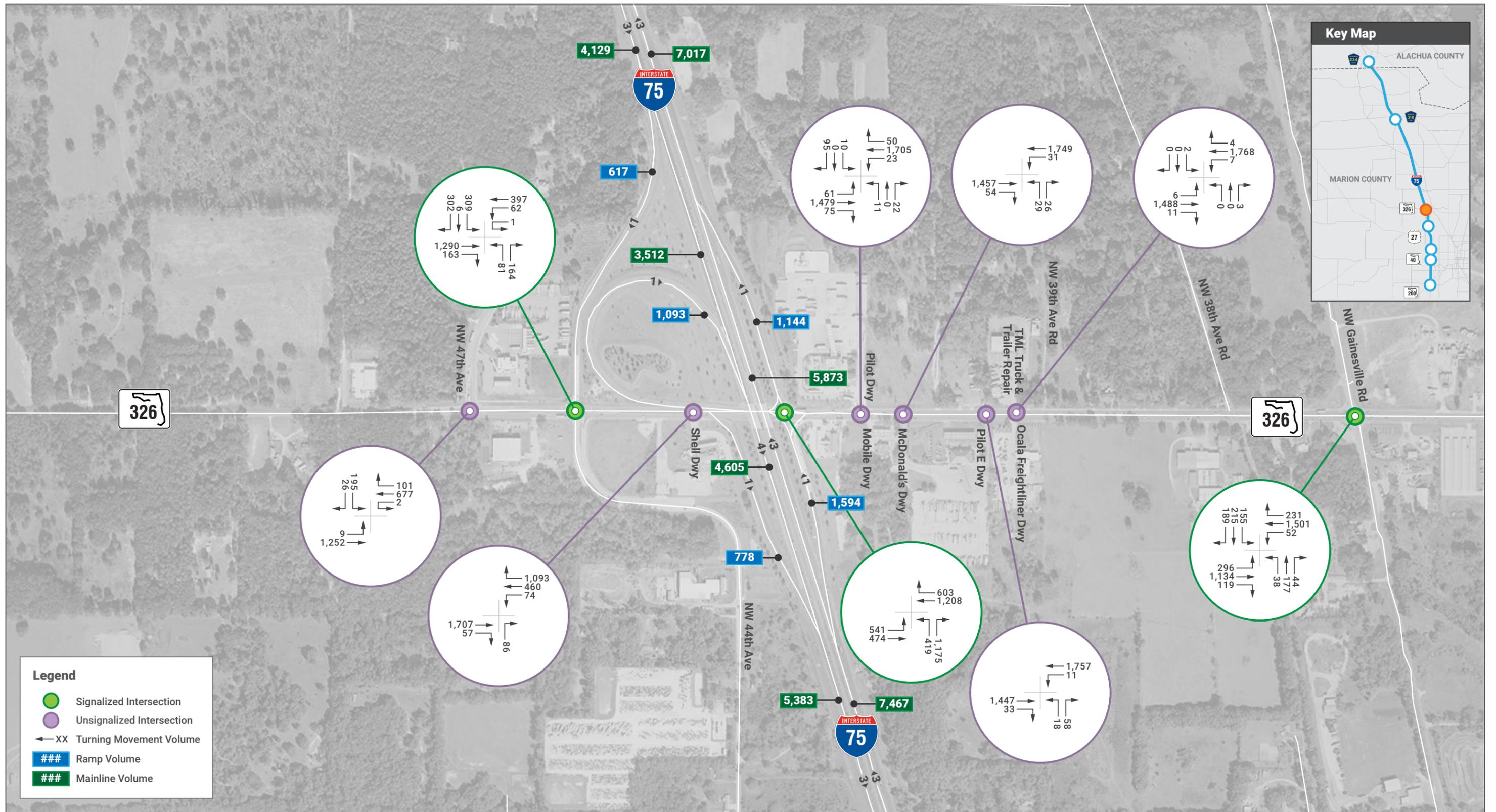
2050 Annual Average Daily Traffic Volumes

Figure 51 (6 of 6)





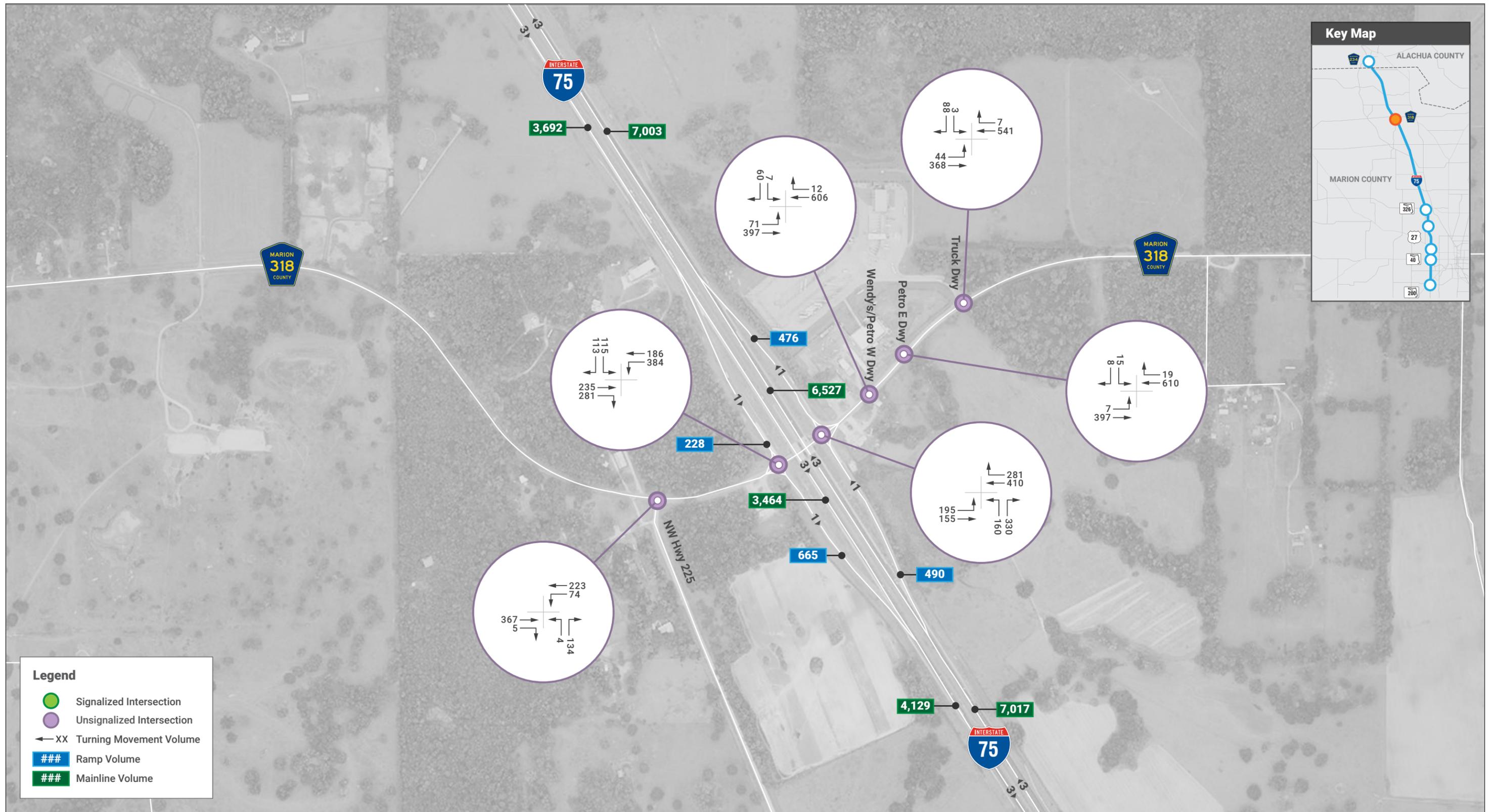


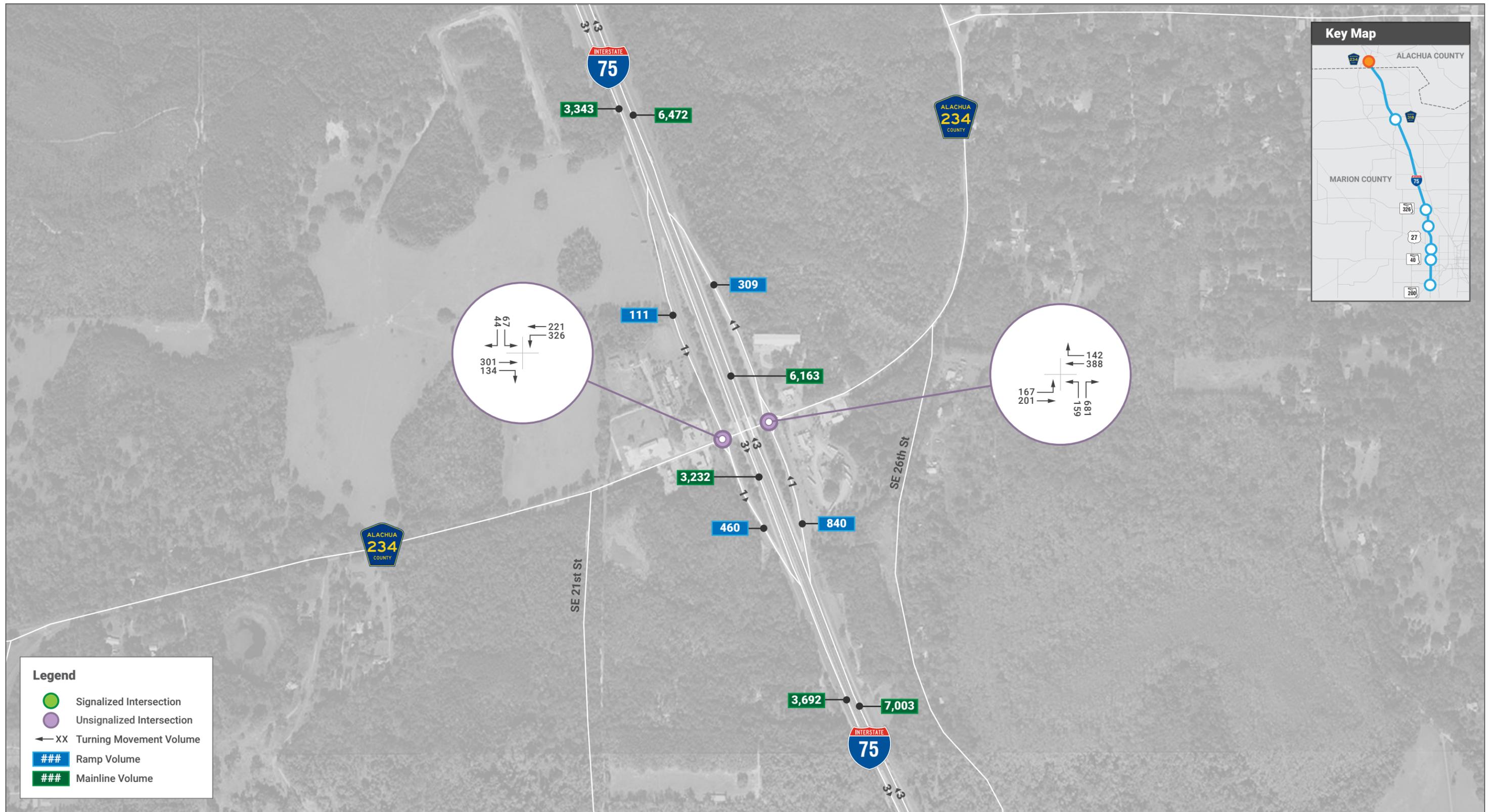


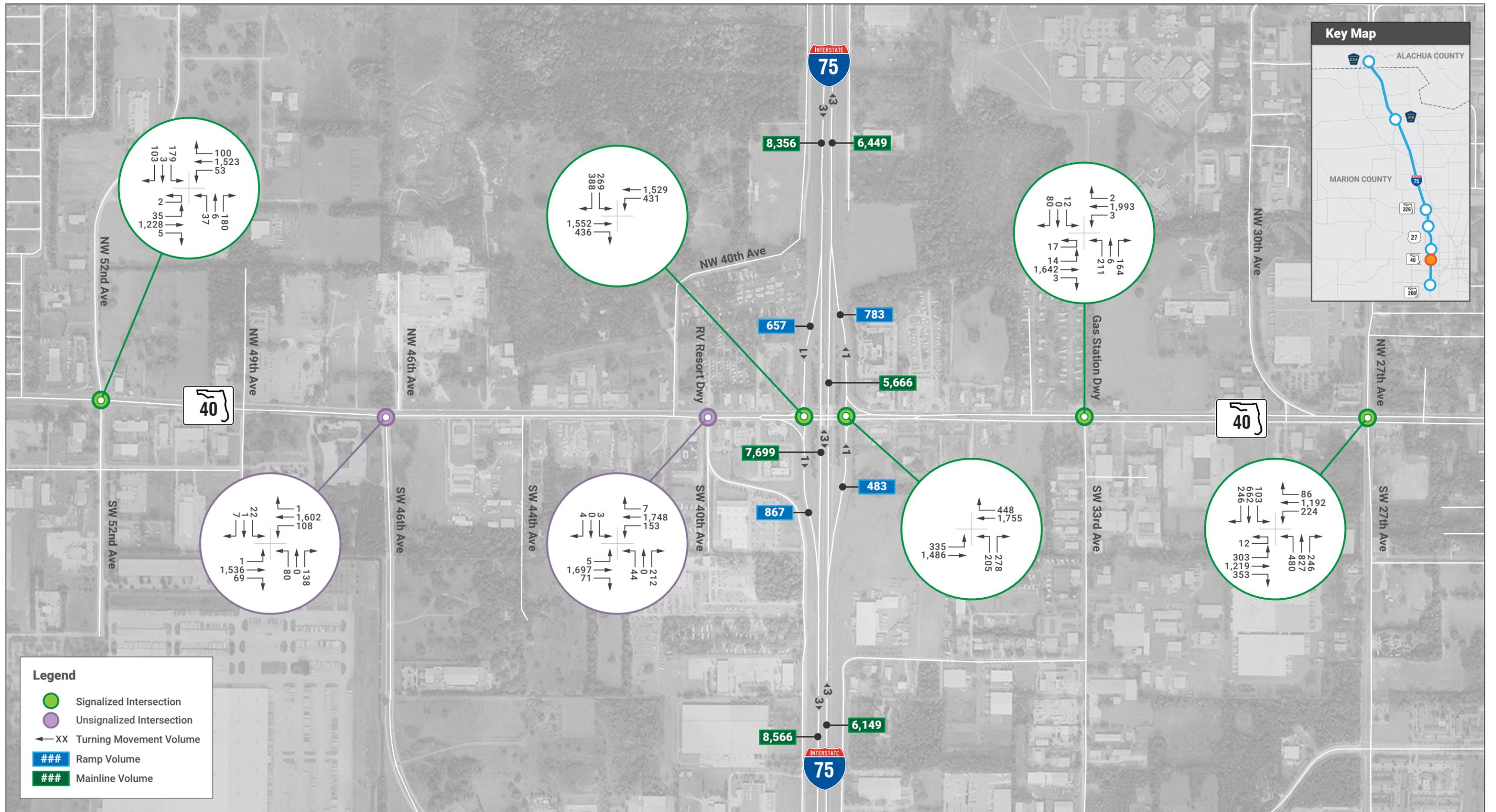
I-75 Master Plan | SR 326 Interchange
SR 200 to CR 234

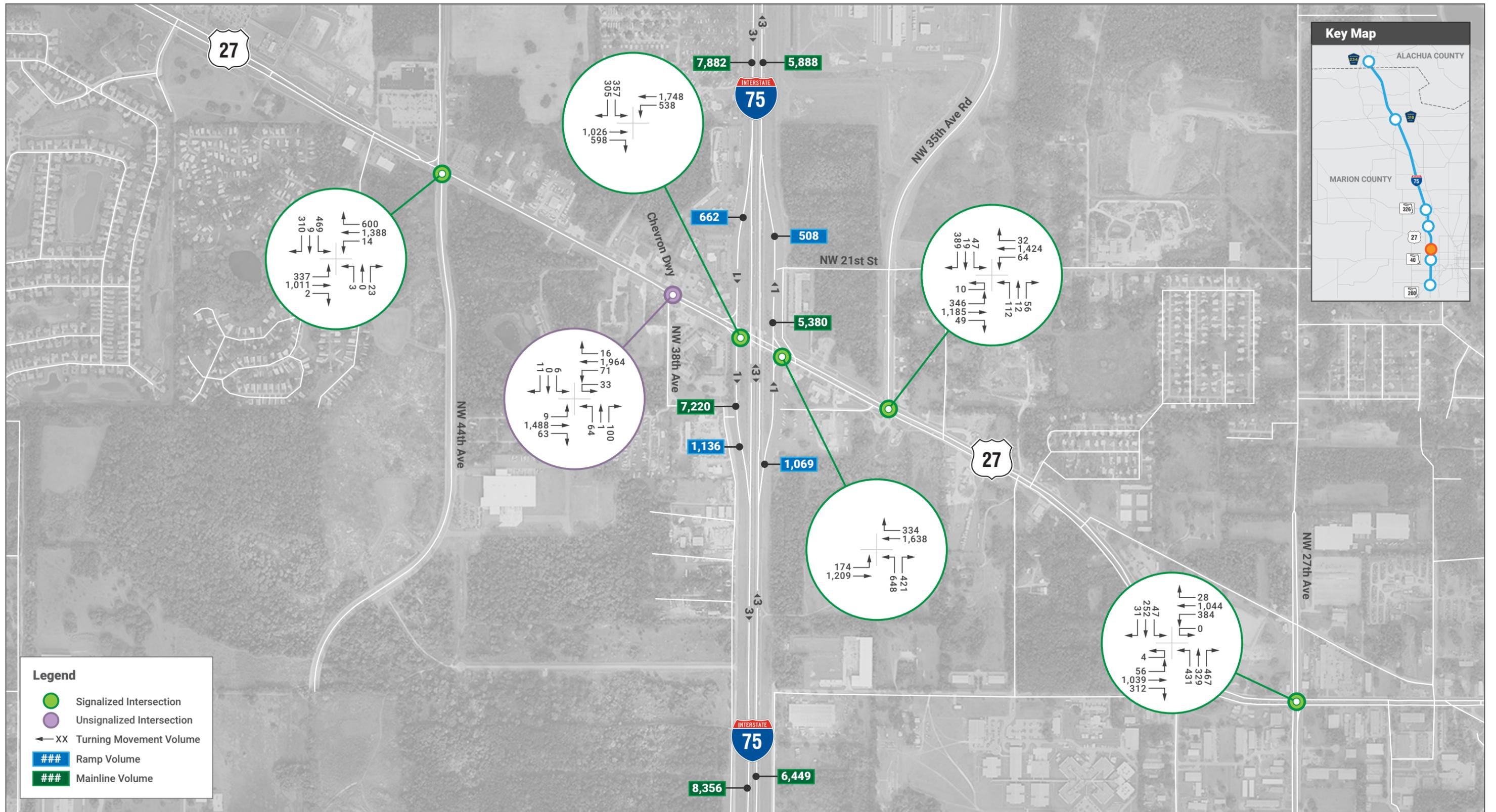
2050 No-Build AM Peak Hour Volumes

Figure 52 (4 of 6)





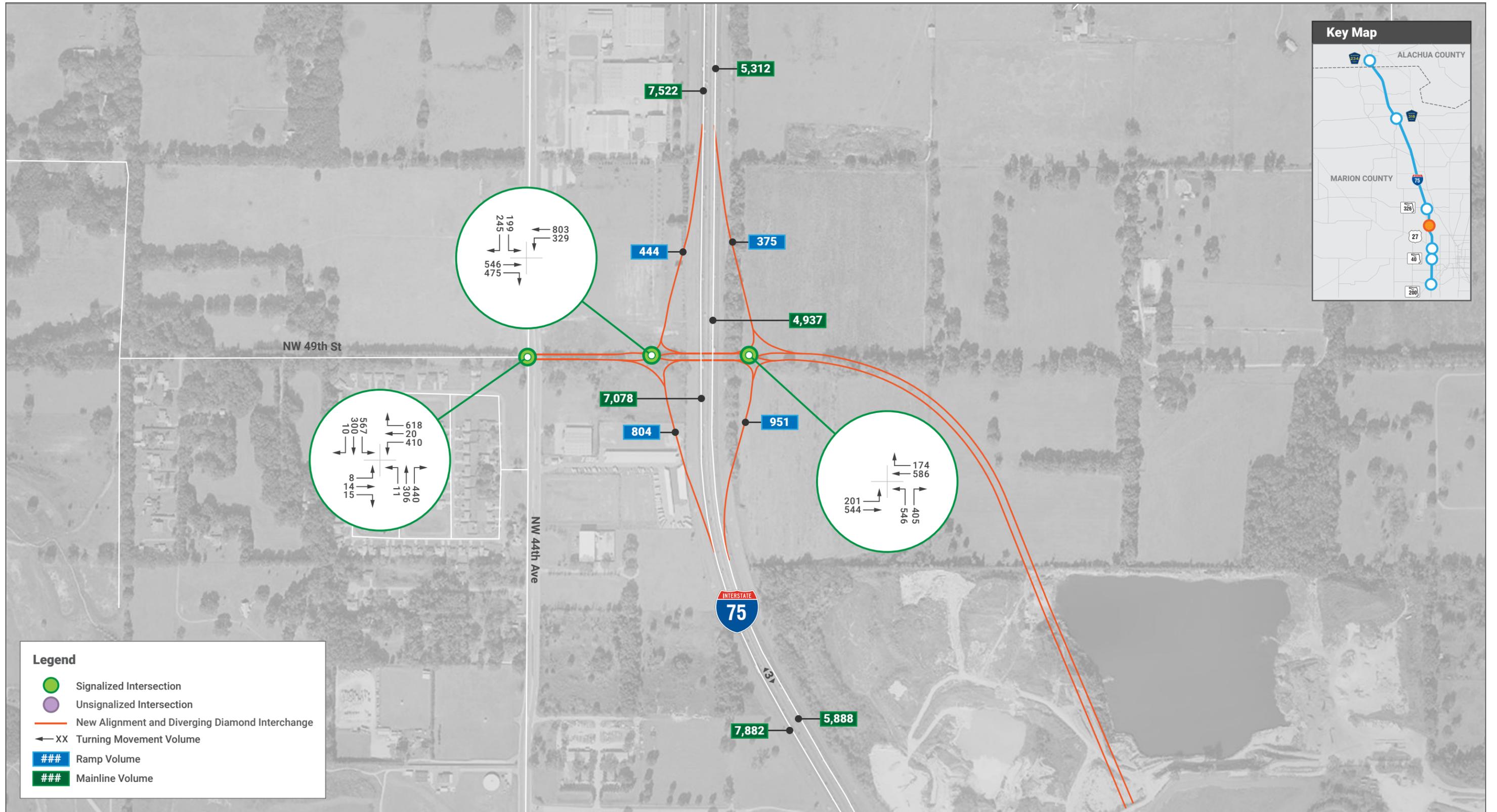




I-75 Master Plan | US 27 Interchange
SR 200 to CR 234

2050 No-Build PM Peak Hour Volumes

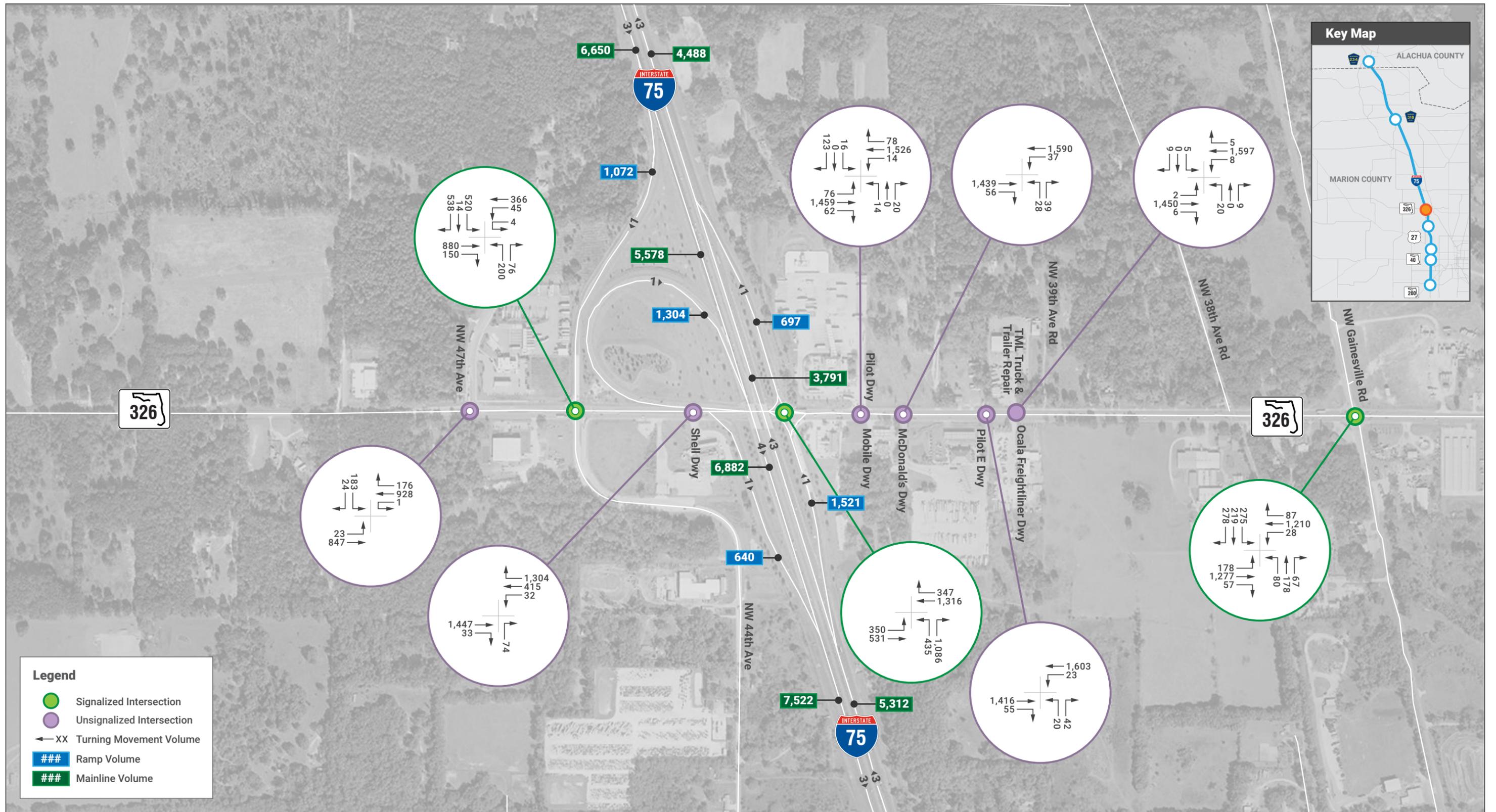
Figure 53 (2 of 6)



I-75 Master Plan | NW 49th Street Preliminary Conceptual Alternative
SR 200 to CR 234

2050 No-Build PM Peak Hour Volumes

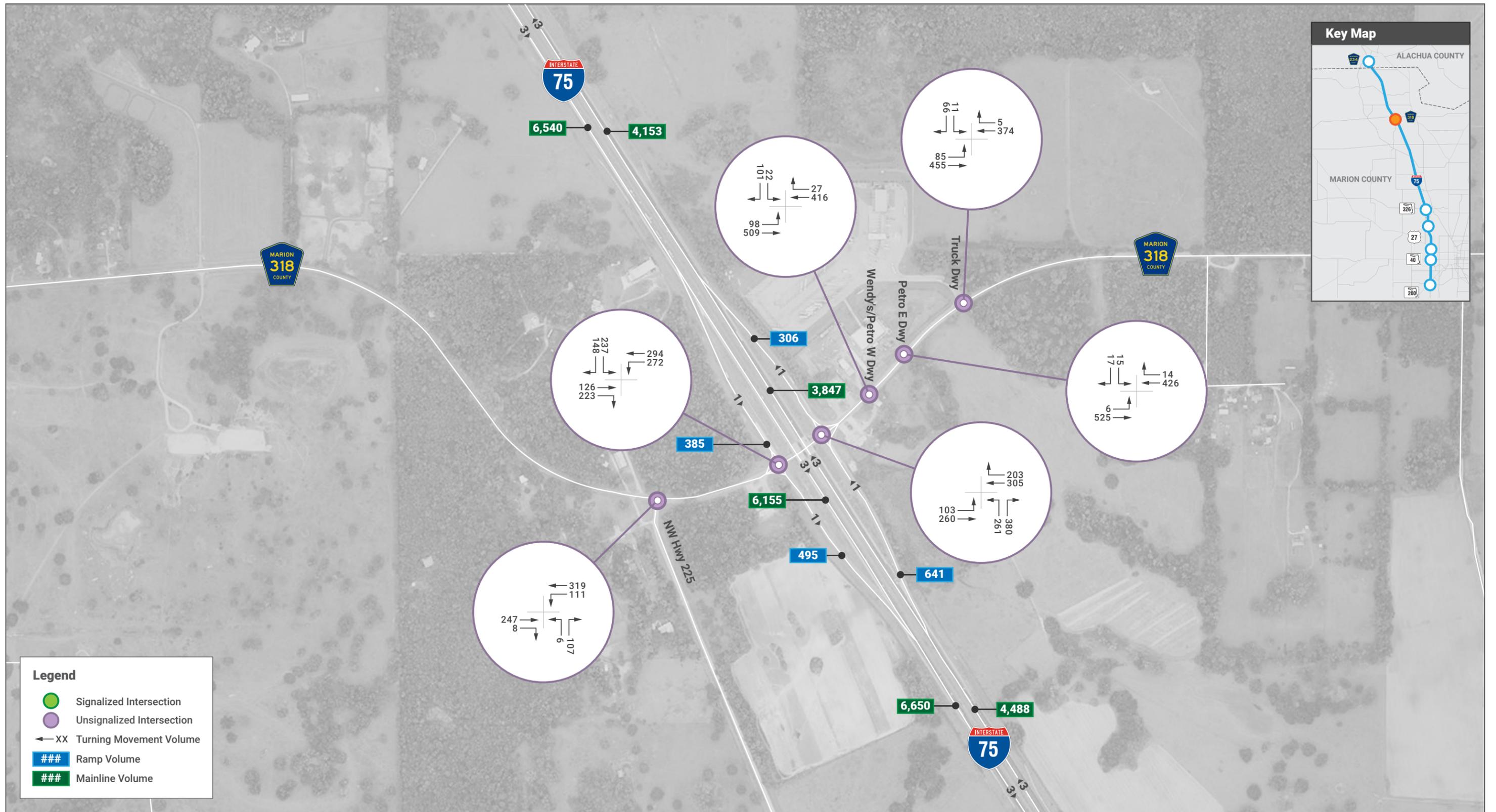
Figure 53 (3 of 6)



I-75 Master Plan | SR 326 Interchange
SR 200 to CR 234

2050 No-Build PM Peak Hour Volumes

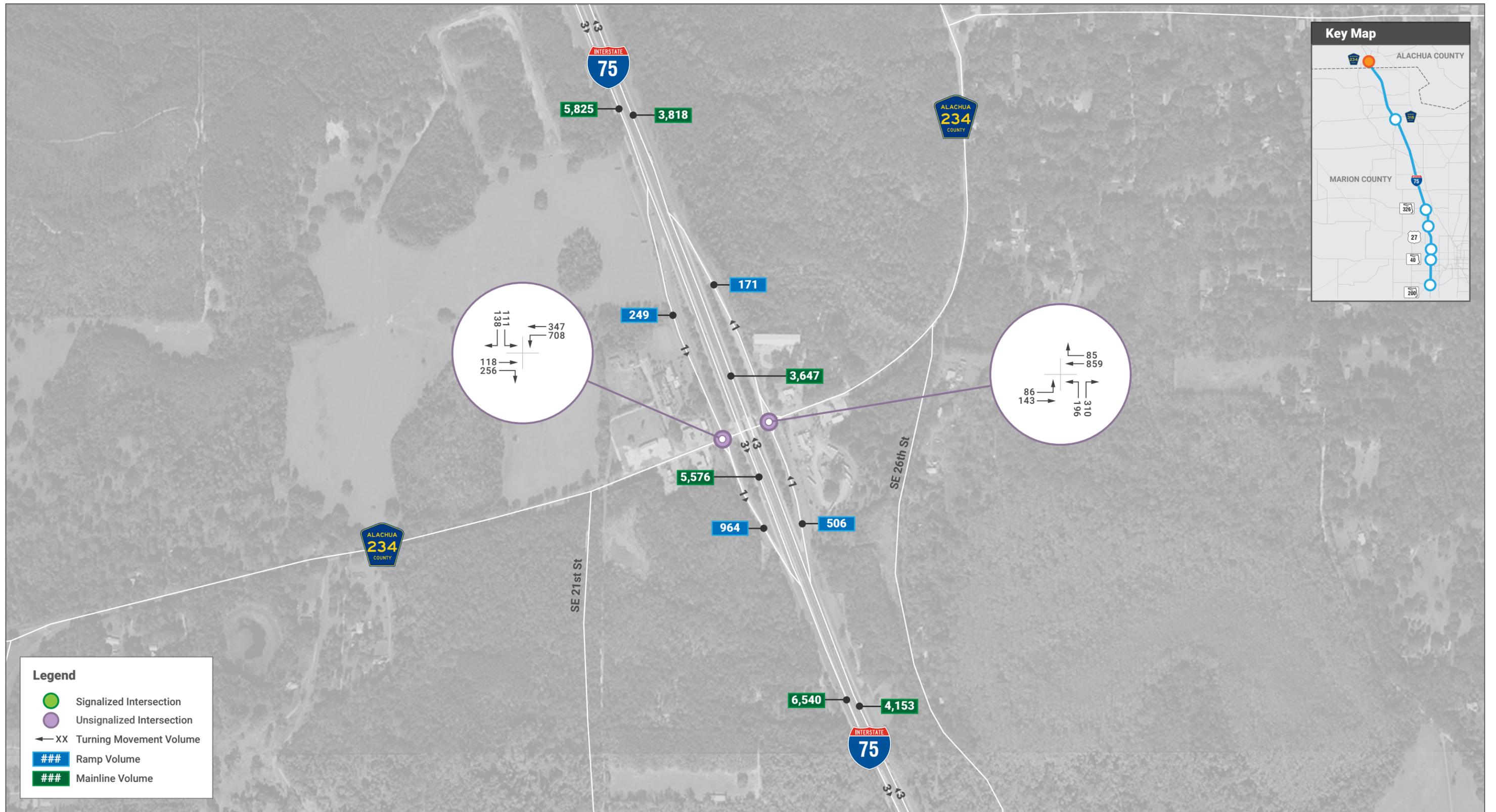
Figure 53 (4 of 6)

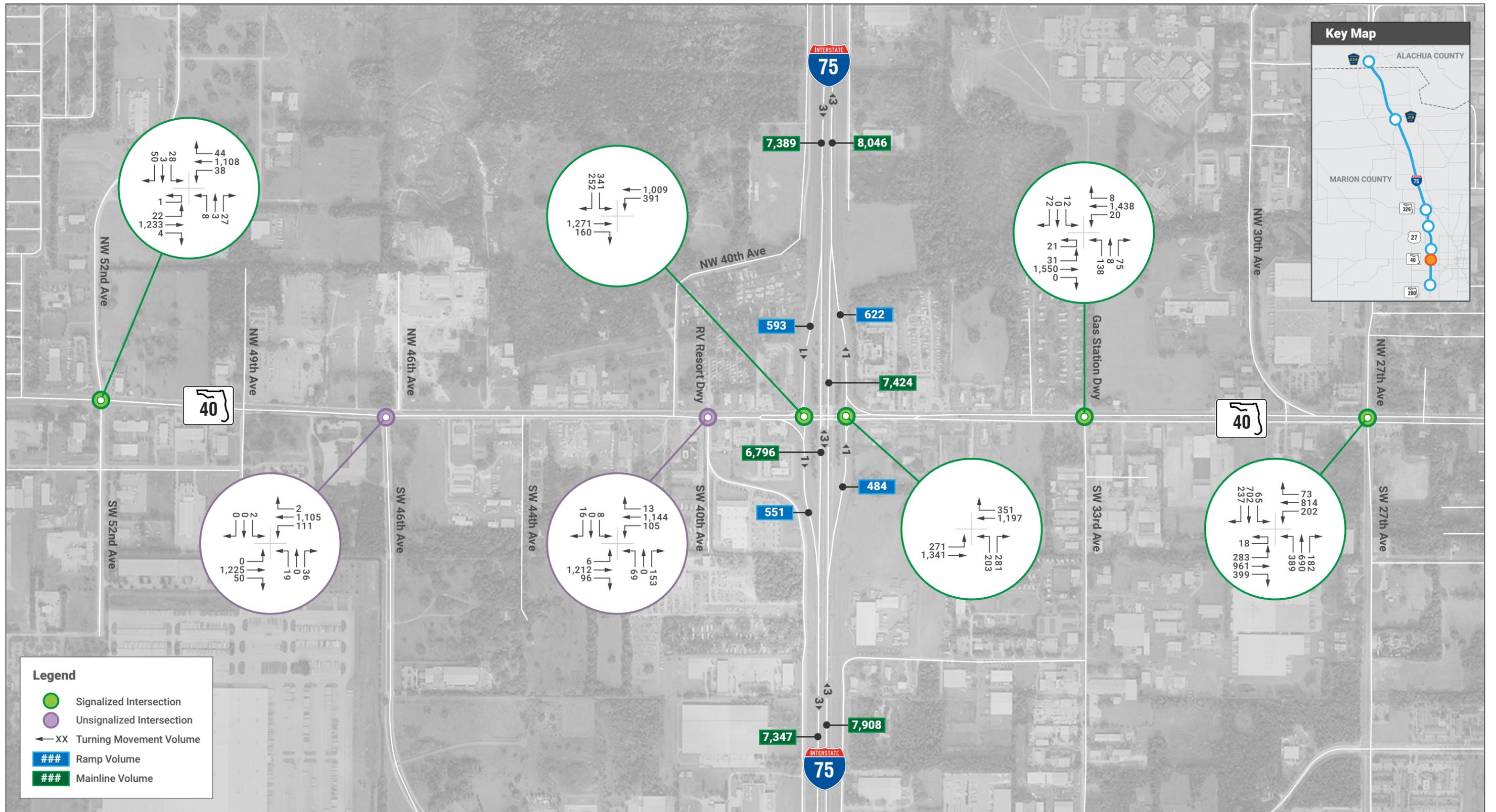


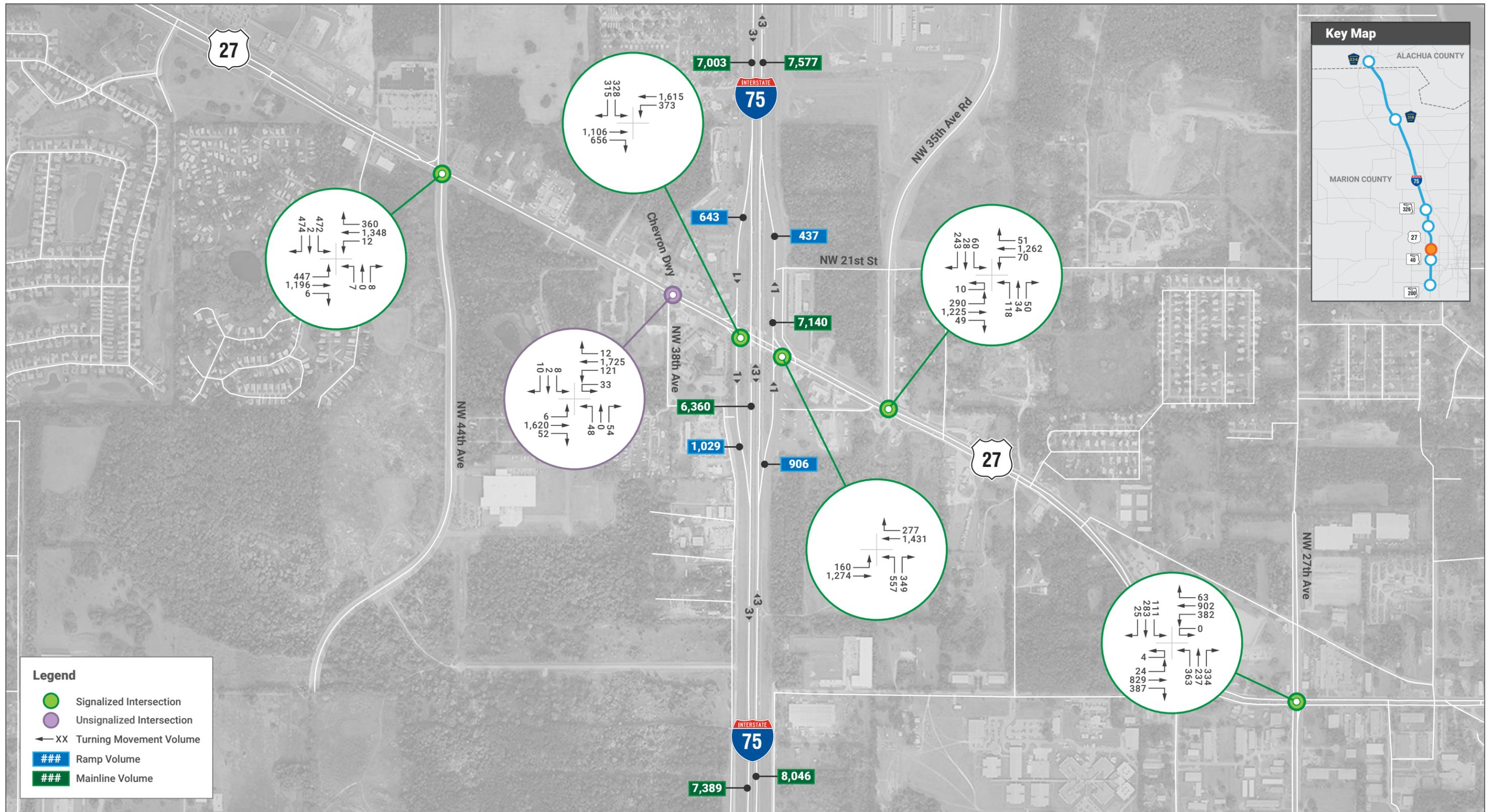
I-75 Master Plan | CR 318 Interchange
SR 200 to CR 234

2050 No-Build PM Peak Hour Volumes

Figure 53 (5 of 6)



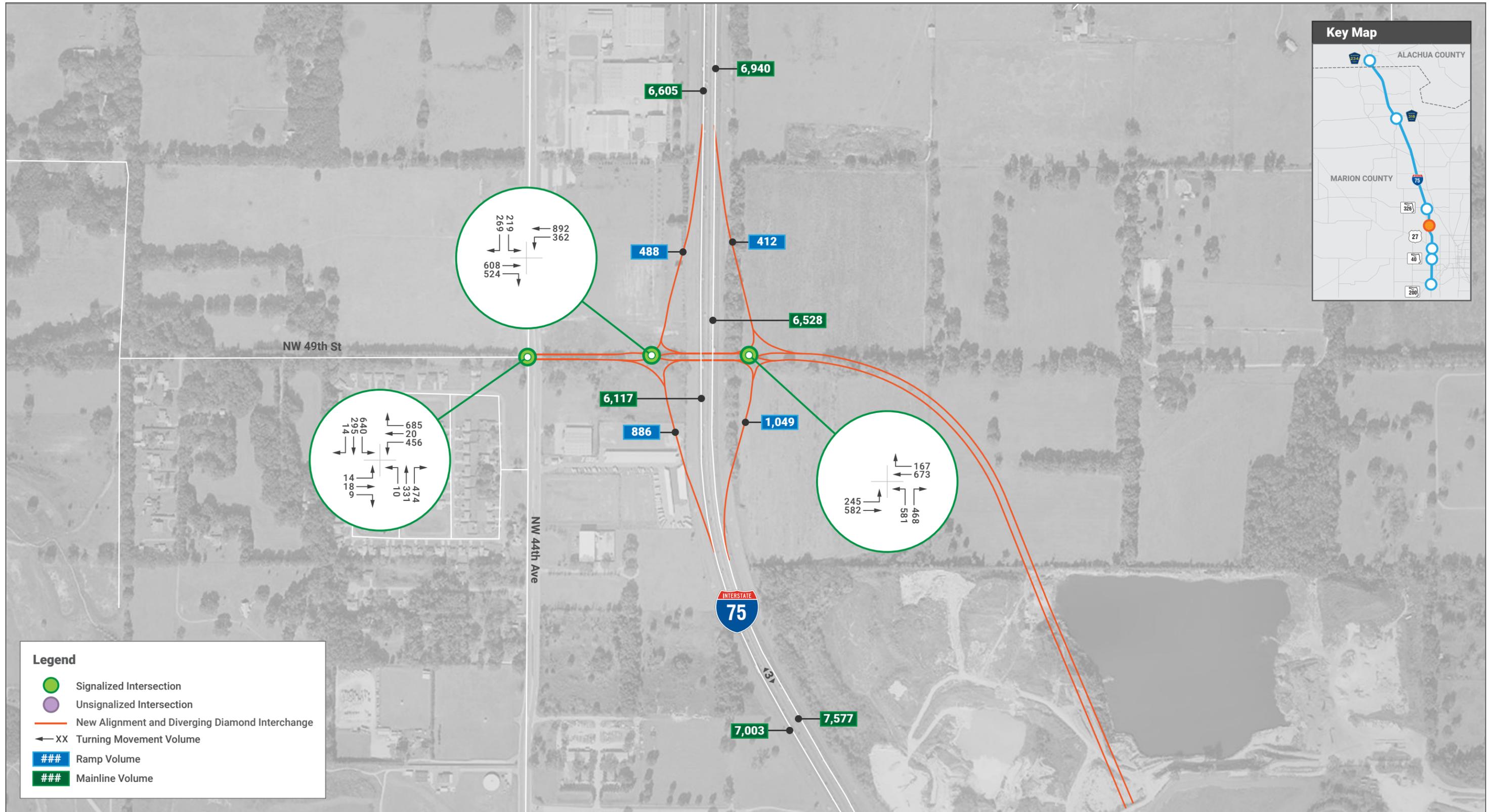


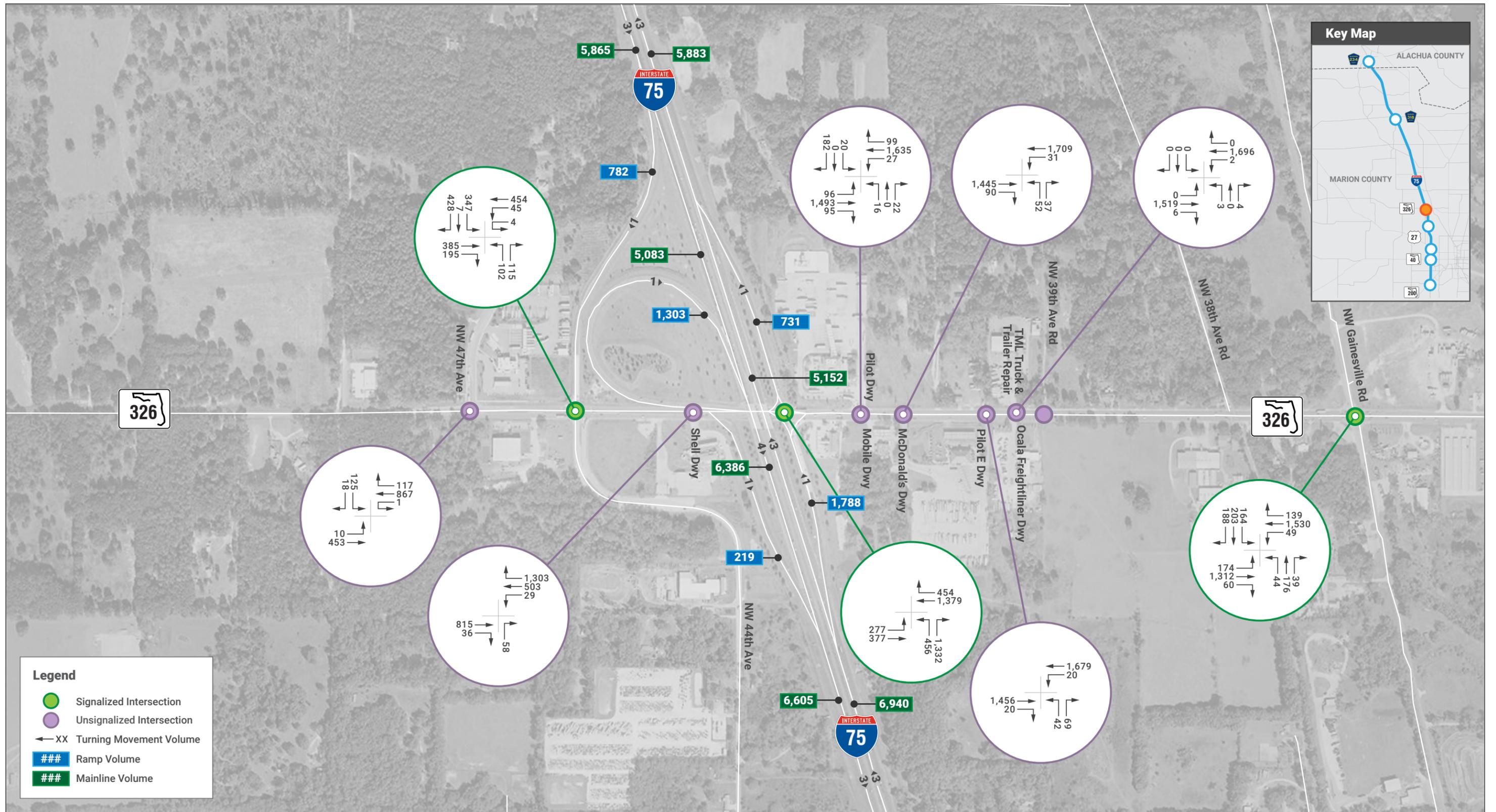


I-75 Master Plan | US 27 Interchange
SR 200 to CR 234

2050 No-Build Weekend Midday Peak Hour Volumes

Figure 54 (2 of 6)

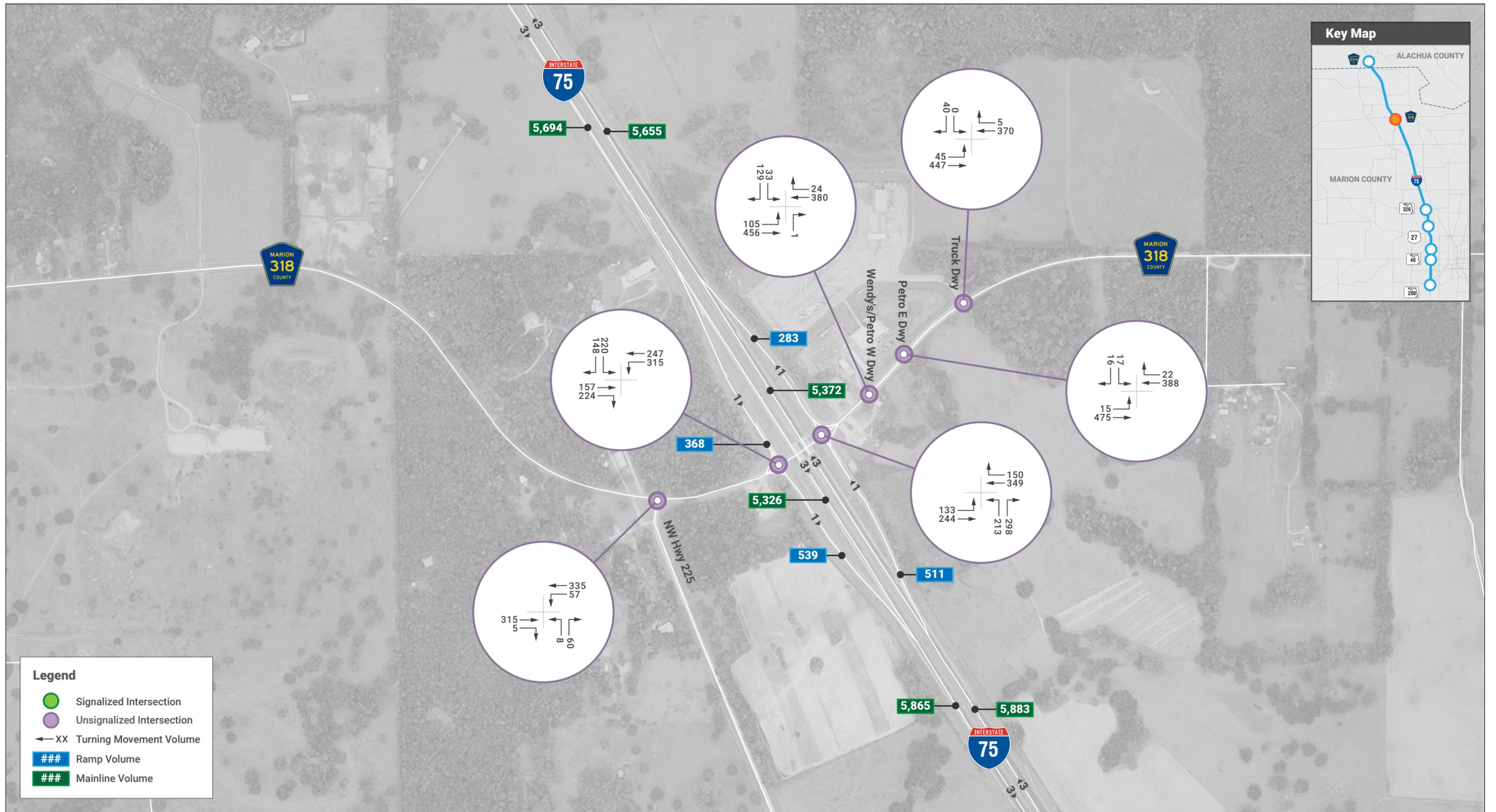


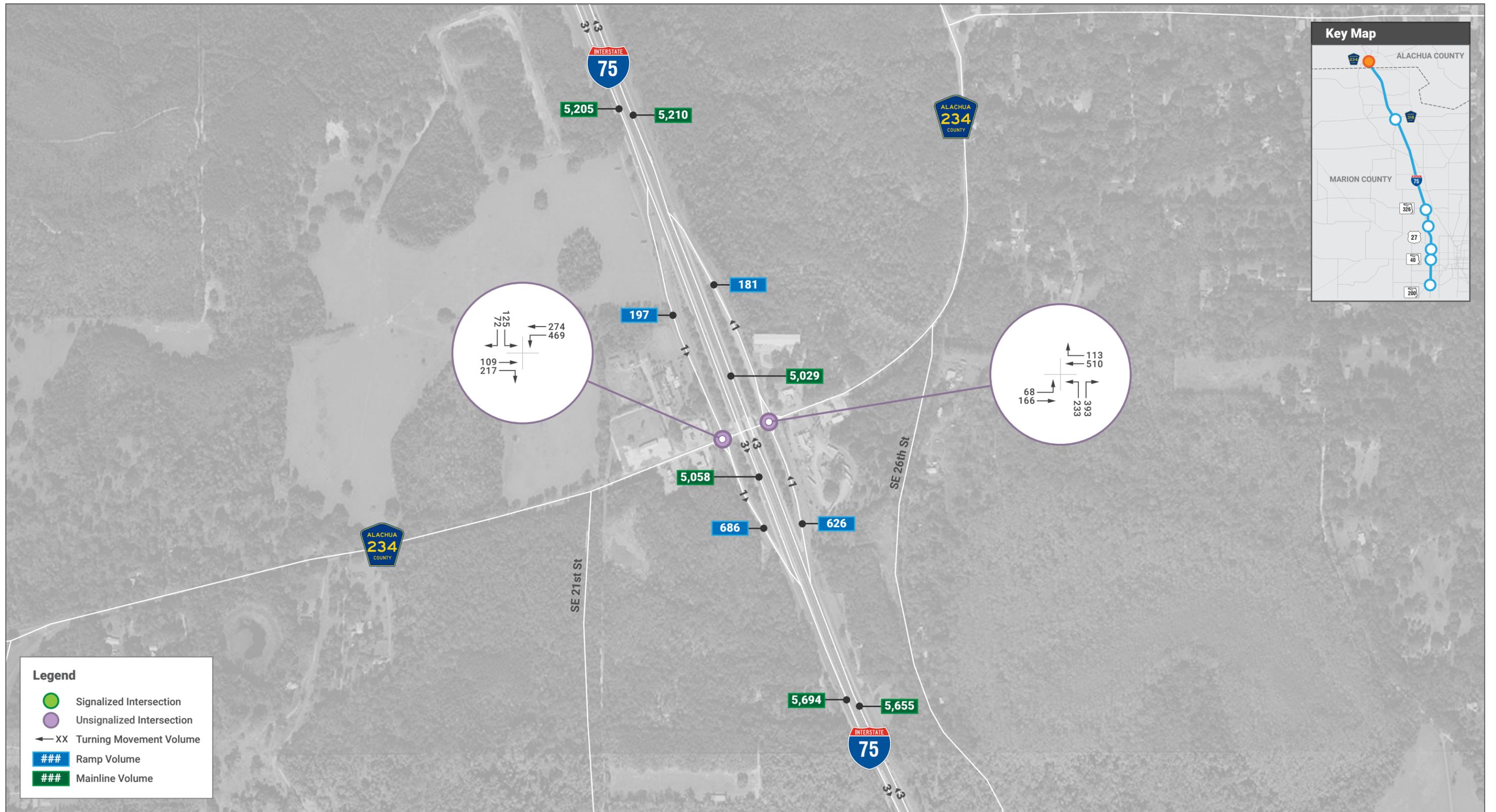


I-75 Master Plan | SR 326 Interchange
SR 200 to CR 234

2050 No-Build Weekend Midday Peak Hour Volumes

Figure 54 (4 of 6)





APPENDIX R – NCHRP REPORT 765 INPUTS/OUTPUTS

AM Peak Hour – 7:15 PM to 8:15 PM

NCHRP 765 Inputs

Existing (2019) AM Turning Movement Volumes

Node	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR
SR 40 at I-75 104	163	939	198	169	0	218	174	835	203	215	0	367
US 27 at I-75 105	44	957	330	140	0	42	288	597	102	193	0	411
SR 326 at I-75 106	71	152	133	84	0	31	519	236	184	60	0	537

Existing (2019) AM Approach/Departure Volumes

Node	Eastbound		Southbound		Westbound		Northbound	
	West Leg		North Leg		East Leg		South Leg	
	App	Dep	App	Dep	App	Dep	App	Dep
SR 40 at I-75 104	1300	1268	387	366	1212	1475	582	372
US 27 at I-75 105	1331	832	182	146	987	1508	604	618
SR 326 at I-75 106	356	327	115	255	939	773	597	652

2050 AM Approach/Departure Volumes

Node	Eastbound		Southbound		Westbound		Northbound	
	West Leg		North Leg		East Leg		South Leg	
	App	Dep	App	Dep	App	Dep	App	Dep
SR 40 at I-75 104	1721	1679	756	684	1746	2259	840	510
US 27 at I-75 105	2264	1516	621	549	1480	2165	1125	1080
SR 326 at I-75 106	1159	776	611	1144	1392	1758	1594	1871

NCHRP 765 Outputs

2050 AM Raw Turning Movement Volumes

Node	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR
SR 40 at I-75 104	256	1256	233	400	0	366	277	1065	428	248	0	603
US 27 at I-75 105	244	1212	734	381	0	219	346	780	305	516	0	572
SR 326 at I-75 106	591	15	778	352	0	342	1093	15	553	419	0	1391

PM Peak Hour – 4:30 PM to 5:30 PM

NCHRP 765 Inputs

Existing (2019) PM Turning Movement Volumes

Node	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR
SR 40 at I-75 104	167	954	324	127	0	216	268	1034	245	146	0	165
US 27 at I-75 105	43	782	276	118	0	78	351	1028	118	338	0	292
SR 326 at I-75 106	50	92	121	165	0	76	665	250	137	83	0	544

Existing (2019) PM Approach/Departure Volumes

Node	Eastbound		Southbound		Westbound		Northbound	
	West Leg		North Leg		East Leg		South Leg	
	App	Dep	App	Dep	App	Dep	App	Dep
SR 40 at I-75 104	1445	1396	343	412	1547	1246	311	592
US 27 at I-75 105	1101	1444	196	161	1497	1192	630	627
SR 326 at I-75 106	262	409	241	187	1052	801	627	786

2050 PM Approach/Departure Volumes

Node	Eastbound		Southbound		Westbound		Northbound	
	West Leg		North Leg		East Leg		South Leg	
	App	Dep	App	Dep	App	Dep	App	Dep
SR 40 at I-75 104	1933	1867	657	783	2119	1886	483	867
US 27 at I-75 105	1629	2151	662	508	1965	1680	1069	1136
SR 326 at I-75 106	877	1058	1058	697	1458	1692	1521	1944

NCHRP 765 Outputs

2050 PM Raw Turning Movement Volumes

Node	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR
SR 40 at I-75 104	256	1256	233	400	0	366	277	1065	428	248	0	603
US 27 at I-75 105	244	1212	734	381	0	219	346	780	305	516	0	572
SR 326 at I-75 106	591	15	778	352	0	342	1093	15	553	419	0	1391

Weekend Midday Peak Hour – 1:00 PM to 2:00 PM

NCHRP 765 Inputs

Existing (2019) Weekend Midday Turning Movement Volumes

Node	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR
104	137	699	155	131	0	170	210	589	168	157	0	213
105	35	669	321	92	0	70	232	750	76	288	0	228
106	37	87	126	207	0	72	672	191	156	53	0	570

SR 40 at I-75

US 27 at I-75

SR 326 at I-75

Existing (2019) Weekend Midday Approach/Departure Volumes

Node	Eastbound		Southbound		Westbound		Northbound	
	West Leg		North Leg		East Leg		South Leg	
	App	Dep	App	Dep	App	Dep	App	Dep
104	991	916	301	305	967	1043	370	365
105	1025	1108	162	111	1058	989	516	553
106	250	316	279	193	1018	864	623	797

SR 40 at I-75

US 27 at I-75

SR 326 at I-75

2050 Weekend Midday Approach/Departure Volumes

Node	Eastbound		Southbound		Westbound		Northbound	
	West Leg		North Leg		East Leg		South Leg	
	App	Dep	App	Dep	App	Dep	App	Dep
104	1299	1201	593	622	1557	1728	484	551
105	1760	1930	643	437	1705	1625	906	1029
106	930	960	1114	731	1801	1709	2573	1072

SR 40 at I-75

US 27 at I-75

SR 326 at I-75

NCHRP 765 Outputs

2050 Weekend Midday Raw Turning Movement Volumes

Node	EBL	EBT	EBR	SBL	SBT	SBR	WBL	WBT	WBR	NBL	NBT	NBR
104	196	1000	160	366	0	252	391	806	426	143	0	362
105	160	946	656	328	0	315	373	1058	277	557	0	350
106	277	30	343	347	0	428	729	76	454	456	0	1332

SR 40 at I-75

US 27 at I-75

SR 326 at I-75

APPENDIX S – 2030 NO-BUILD HCS OUTPUT REPORTS

I-75 North Section - Northbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2030 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	3
2	Basic	Basic	I-75 NB	1500	3
3	Diverge	Diverge	I-75 NB SR 40 Off Ramp	1500	3
4	Basic	Basic	I-75 NB	2890	3
5	Merge	Merge	I-75 NB SR 40 On Ramp	1500	3
6	Basic	Basic	I-75 NB	1294	3
7	Diverge	Diverge	I-75 NB US 27 Off Ramp	1500	3
8	Basic	Basic	I-75 NB	3054	3
9	Merge	Merge	I-75 NB US 27 On Ramp	1500	3
10	Basic	Basic	I-75 NB	4348	3
11	Diverge	Diverge	I-75 NB 49th St DDI Off Ramp	1500	3
12	Basic	Basic	I-75 NB	4841	3
13	Merge	Merge	I-75 NB 49th St DDI On Ramp	1500	3
14	Basic	Basic	I-75 NB	4399	3
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	3
16	Basic	Basic	I-75 NB	2987	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	3520	6761	0.52	70.9	16.5	B
2	1.00	0.902	3956	6761	0.59	69.9	18.9	C

3	1.00	0.902	4677	6761	0.69	67.1	23.2	C
4	1.00	0.902	5343	6761	0.79	63.1	28.2	D
5	1.00	0.902	5033	6761	0.74	65.2	25.7	C
6	1.00	0.902	5098	6761	0.75	64.8	26.2	D
7	1.00	0.902	5810	6761	0.86	59.5	32.6	D
8	1.00	0.902	5629	6761	0.83	61.0	30.8	D
9	1.00	0.902	5565	6761	0.82	61.5	30.2	D
10	1.00	0.902	5493	6761	0.81	62.0	29.5	D
11	1.00	0.902	5359	6761	0.79	63.0	28.3	D
12	1.00	0.902	5105	6761	0.76	64.7	26.3	D

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	3520	6761	0.52	70.9	16.5	B
2	1.00	0.902	3956	6761	0.59	69.9	18.9	C
3	1.00	0.902	4677	6761	0.69	67.1	23.2	C
4	1.00	0.902	5343	6761	0.79	63.1	28.2	D
5	1.00	0.902	5033	6761	0.74	65.2	25.7	C
6	1.00	0.902	5098	6761	0.75	64.8	26.2	D
7	1.00	0.902	5810	6761	0.86	59.5	32.6	D
8	1.00	0.902	5629	6761	0.83	61.0	30.8	D
9	1.00	0.902	5565	6761	0.82	61.5	30.2	D
10	1.00	0.902	5493	6761	0.81	62.0	29.5	D
11	1.00	0.902	5359	6761	0.79	63.0	28.3	D
12	1.00	0.902	5105	6761	0.76	64.7	26.3	D

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	3520	490	5918	1972	0.59	0.25	64.8	60.4	18.1	19.8	B
2	1.00	1.00	0.902	0.898	3956	550	5918	1972	0.67	0.28	64.7	60.2	20.4	22.0	C
3	1.00	1.00	0.902	0.898	4677	651	5918	1972	0.79	0.33	64.5	60.0	24.2	25.5	C
4	1.00	1.00	0.902	0.898	5343	744	5918	1972	0.90	0.38	64.2	59.7	27.7	28.5	D
5	1.00	1.00	0.902	0.898	5033	700	5918	1972	0.85	0.36	64.3	59.8	26.1	27.1	C
6	1.00	1.00	0.902	0.898	5098	709	5918	1972	0.86	0.36	64.3	59.8	26.4	27.4	C
7	1.00	1.00	0.902	0.898	5810	808	5918	1972	0.98	0.41	64.0	59.5	30.3	30.5	D
8	1.00	1.00	0.902	0.898	5629	783	5918	1972	0.95	0.40	64.1	59.6	29.3	29.7	D
9	1.00	1.00	0.902	0.898	5565	775	5918	1972	0.94	0.39	64.1	59.6	28.9	29.4	D
10	1.00	1.00	0.902	0.898	5493	765	5918	1972	0.93	0.39	64.2	59.7	28.5	29.1	D
11	1.00	1.00	0.902	0.898	5359	746	5918	1972	0.91	0.38	64.2	59.7	27.8	28.6	D
12	1.00	1.00	0.902	0.898	5105	710	5918	1972	0.86	0.36	64.3	59.8	26.5	27.5	C

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	3032	6761	0.45	71.0	14.2	B
2	1.00	0.902	3408	6761	0.50	71.0	16.0	B
3	1.00	0.902	4029	6761	0.60	69.7	19.3	C
4	1.00	0.902	4602	6761	0.68	67.5	22.7	C
5	1.00	0.902	4336	6761	0.64	68.7	21.0	C
6	1.00	0.902	4391	6761	0.65	68.4	21.4	C
7	1.00	0.902	5006	6761	0.74	65.3	25.6	C
8	1.00	0.902	4849	6761	0.72	66.2	24.4	C
9	1.00	0.902	4794	6761	0.71	66.5	24.0	C
10	1.00	0.902	4732	6761	0.70	66.9	23.6	C
11	1.00	0.902	4616	6761	0.68	67.4	22.8	C
12	1.00	0.902	4398	6761	0.65	68.4	21.4	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	3381	349	5918	1972	0.57	0.18	64.6	62.6	17.4	17.7	B
2	1.00	1.00	0.902	0.898	3799	391	5918	1972	0.64	0.20	64.3	62.3	19.7	19.8	B
3	1.00	1.00	0.902	0.898	4491	462	5918	1972	0.76	0.23	63.5	61.6	23.6	23.2	C
4	1.00	1.00	0.902	0.898	5131	529	5918	1972	0.87	0.27	62.6	60.6	27.3	26.4	C
5	1.00	1.00	0.902	0.898	4834	498	5918	1972	0.82	0.25	63.0	61.1	25.6	24.9	C
6	1.00	1.00	0.902	0.898	4895	504	5918	1972	0.83	0.26	62.9	61.0	25.9	25.2	C
7	1.00	1.00	0.902	0.898	5581	575	5918	1972	0.94	0.29	61.6	59.5	30.2	28.8	D
8	1.00	1.00	0.902	0.898	5406	557	5918	1972	0.91	0.28	62.0	60.0	29.1	27.9	C
9	1.00	1.00	0.902	0.898	5344	550	5918	1972	0.90	0.28	62.1	60.1	28.7	27.5	C
10	1.00	1.00	0.902	0.898	5275	543	5918	1972	0.89	0.28	62.2	60.2	28.3	27.2	C
11	1.00	1.00	0.902	0.898	5146	530	5918	1972	0.87	0.27	62.5	60.5	27.4	26.5	C
12	1.00	1.00	0.902	0.898	4902	504	5918	1972	0.83	0.26	62.9	61.0	26.0	25.2	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	3379	6761	0.50	70.5	15.9	B
2	1.00	0.902	3797	6761	0.56	70.3	18.0	B
3	1.00	0.902	4489	6761	0.66	68.0	22.0	C
4	1.00	0.902	5129	6761	0.76	64.6	26.5	D
5	1.00	0.902	4831	6761	0.71	66.3	24.3	C
6	1.00	0.902	4894	6761	0.72	66.0	24.7	C
7	1.00	0.902	5578	6761	0.83	61.4	30.3	D
8	1.00	0.902	5404	6761	0.80	62.7	28.7	D
9	1.00	0.902	5341	6761	0.79	63.2	28.2	D

10	1.00	0.902	5273	6761	0.78	63.6	27.6	D							
11	1.00	0.902	5144	6761	0.76	64.5	26.6	D							
12	1.00	0.902	4900	6761	0.72	66.0	24.7	C							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	3379	542	5918	1972	0.57	0.27	64.5	60.2	17.5	20.3	C
2	1.00	1.00	0.902	0.934	3797	609	5918	1972	0.64	0.31	64.5	60.1	19.6	22.5	C
3	1.00	1.00	0.902	0.934	4489	721	5918	1972	0.76	0.37	64.3	59.8	23.3	25.9	C
4	1.00	1.00	0.902	0.934	5129	823	5918	1972	0.87	0.42	64.1	59.5	26.7	28.8	D
5	1.00	1.00	0.902	0.934	4831	775	5918	1972	0.82	0.39	64.1	59.6	25.1	27.5	C
6	1.00	1.00	0.902	0.934	4894	786	5918	1972	0.83	0.40	64.1	59.6	25.4	27.7	C
7	1.00	1.00	0.902	0.934	5578	895	5918	1972	0.94	0.45	63.8	59.3	29.1	30.8	D
8	1.00	1.00	0.902	0.934	5404	867	5918	1972	0.91	0.44	64.0	59.4	28.1	30.0	D
9	1.00	1.00	0.902	0.934	5341	858	5918	1972	0.90	0.43	64.0	59.4	27.8	29.8	D
10	1.00	1.00	0.902	0.934	5273	847	5918	1972	0.89	0.43	64.0	59.4	27.5	29.5	D
11	1.00	1.00	0.902	0.934	5144	825	5918	1972	0.87	0.42	64.1	59.5	26.7	28.9	D
12	1.00	1.00	0.902	0.934	4900	787	5918	1972	0.83	0.40	64.1	59.6	25.5	27.8	C
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	0.896	2837	6761	0.42	71.0	13.3	B							
2	1.00	0.896	3188	6761	0.47	71.0	14.9	B							
3	1.00	0.896	3768	6761	0.56	70.4	17.8	B							
4	1.00	0.896	4305	6761	0.64	68.8	20.9	C							
5	1.00	0.896	4056	6761	0.60	69.6	19.4	C							
6	1.00	0.896	4107	6761	0.61	69.5	19.7	C							
7	1.00	0.896	4682	6761	0.69	67.1	23.3	C							
8	1.00	0.896	4536	6761	0.67	67.8	22.3	C							
9	1.00	0.896	4483	6761	0.66	68.0	22.0	C							
10	1.00	0.896	4425	6761	0.65	68.3	21.6	C							
11	1.00	0.896	4318	6761	0.64	68.7	20.9	C							
12	1.00	0.896	4113	6761	0.61	69.5	19.7	C							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.876	3059	216	5918	1972	0.52	0.11	65.1	63.1	15.7	15.3	B
2	1.00	1.00	0.894	0.876	3437	242	5918	1972	0.58	0.12	64.8	62.9	17.7	17.1	B
3	1.00	1.00	0.894	0.876	4063	287	5918	1972	0.69	0.15	64.2	62.4	21.1	20.2	C
4	1.00	1.00	0.894	0.876	4640	326	5918	1972	0.78	0.17	63.6	61.8	24.3	23.0	C

5	1.00	1.00	0.894	0.876	4373	308	5918	1972	0.74	0.16	63.9	62.1	22.8	21.7	C
6	1.00	1.00	0.894	0.876	4428	312	5918	1972	0.75	0.16	63.8	62.0	23.1	22.0	C
7	1.00	1.00	0.894	0.876	5047	355	5918	1972	0.85	0.18	63.0	61.2	26.7	25.0	C
8	1.00	1.00	0.894	0.876	4891	345	5918	1972	0.83	0.17	63.2	61.4	25.8	24.2	C
9	1.00	1.00	0.894	0.876	4833	340	5918	1972	0.82	0.17	63.3	61.5	25.5	23.9	C
10	1.00	1.00	0.894	0.876	4771	336	5918	1972	0.81	0.17	63.4	61.6	25.1	23.6	C
11	1.00	1.00	0.894	0.876	4656	328	5918	1972	0.79	0.17	63.6	61.8	24.4	23.1	C
12	1.00	1.00	0.894	0.876	4435	313	5918	1972	0.75	0.16	63.8	62.0	23.2	22.0	C

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.894		3055		6761		0.45		71.1		14.3		B
2	1.00		0.894		3432		6761		0.51		71.0		16.1		B
3	1.00		0.894		4057		6761		0.60		69.6		19.4		C
4	1.00		0.894		4634		6761		0.69		67.3		23.0		C
5	1.00		0.894		4367		6761		0.65		68.5		21.3		C
6	1.00		0.894		4422		6761		0.65		68.3		21.6		C
7	1.00		0.894		5040		6761		0.75		65.1		25.8		C
8	1.00		0.894		4884		6761		0.72		66.0		24.7		C
9	1.00		0.894		4827		6761		0.71		66.4		24.2		C
10	1.00		0.894		4764		6761		0.70		66.7		23.8		C
11	1.00		0.894		4649		6761		0.69		67.3		23.0		C
12	1.00		0.894		4428		6761		0.65		68.3		21.6		C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.893	3055	448	5918	1972	0.52	0.23	64.7	60.5	15.7	9.5	A
2	1.00	1.00	0.894	0.893	3432	504	5918	1972	0.58	0.26	64.7	60.3	17.7	11.5	B
3	1.00	1.00	0.894	0.893	4057	596	5918	1972	0.69	0.30	64.6	60.1	20.9	14.7	B
4	1.00	1.00	0.894	0.893	4634	680	5918	1972	0.78	0.34	64.4	59.9	24.0	17.4	B
5	1.00	1.00	0.894	0.893	4367	641	5918	1972	0.74	0.32	64.5	60.0	22.6	16.2	B
6	1.00	1.00	0.894	0.893	4422	648	5918	1972	0.75	0.33	64.5	60.0	22.9	16.4	B
7	1.00	1.00	0.894	0.893	5040	740	5918	1972	0.85	0.38	64.2	59.7	26.2	19.3	B
8	1.00	1.00	0.894	0.893	4884	717	5918	1972	0.83	0.36	64.3	59.8	25.3	18.6	B
9	1.00	1.00	0.894	0.893	4827	709	5918	1972	0.82	0.36	64.3	59.8	25.0	18.3	B
10	1.00	1.00	0.894	0.893	4764	699	5918	1972	0.80	0.35	64.3	59.8	24.7	18.1	B
11	1.00	1.00	0.894	0.893	4649	682	5918	1972	0.79	0.35	64.4	59.9	24.1	17.5	B
12	1.00	1.00	0.894	0.893	4428	649	5918	1972	0.75	0.33	64.5	60.0	22.9	16.4	B

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.895	2604	6761	0.39	71.2	12.2	B
2	1.00	0.895	2925	6761	0.43	71.2	13.7	B
3	1.00	0.895	3458	6761	0.51	70.9	16.3	B
4	1.00	0.895	3951	6761	0.58	70.0	18.8	C
5	1.00	0.895	3723	6761	0.55	70.5	17.6	B
6	1.00	0.895	3770	6761	0.56	70.4	17.9	B
7	1.00	0.895	4296	6761	0.64	68.8	20.8	C
8	1.00	0.895	4163	6761	0.62	69.3	20.0	C
9	1.00	0.895	4114	6761	0.61	69.5	19.7	C
10	1.00	0.895	4061	6761	0.60	69.6	19.5	C
11	1.00	0.895	3963	6761	0.59	69.9	18.9	C
12	1.00	0.895	3775	6761	0.56	70.4	17.9	B

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.893	2850	243	5918	1972	0.48	0.12	66.3	64.8	14.3	10.5	B
2	1.00	1.00	0.894	0.893	3201	273	5918	1972	0.54	0.14	66.1	64.7	16.1	12.3	B
3	1.00	1.00	0.894	0.893	3786	324	5918	1972	0.64	0.16	65.6	64.2	19.2	15.3	B
4	1.00	1.00	0.894	0.893	4325	370	5918	1972	0.73	0.19	65.0	63.7	22.2	18.0	B
5	1.00	1.00	0.894	0.893	4075	348	5918	1972	0.69	0.18	65.3	64.0	20.8	16.7	B
6	1.00	1.00	0.894	0.893	4127	353	5918	1972	0.70	0.18	65.2	63.9	21.1	17.0	B
7	1.00	1.00	0.894	0.893	4703	402	5918	1972	0.79	0.20	64.4	63.1	24.3	19.9	B
8	1.00	1.00	0.894	0.893	4558	390	5918	1972	0.77	0.20	64.6	63.3	23.5	19.2	B
9	1.00	1.00	0.894	0.893	4504	385	5918	1972	0.76	0.20	64.7	63.4	23.2	18.9	B
10	1.00	1.00	0.894	0.893	4446	380	5918	1972	0.75	0.19	64.8	63.5	22.9	18.6	B
11	1.00	1.00	0.894	0.893	4339	371	5918	1972	0.73	0.19	64.9	63.6	22.3	18.1	B
12	1.00	1.00	0.894	0.893	4133	353	5918	1972	0.70	0.18	65.2	63.9	21.1	17.0	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	2850	6761	0.42	71.2	13.3	B
2	1.00	0.894	3201	6761	0.47	71.2	15.0	B
3	1.00	0.894	3785	6761	0.56	70.4	17.9	B
4	1.00	0.894	4324	6761	0.64	68.7	21.0	C
5	1.00	0.894	4075	6761	0.60	69.6	19.5	C
6	1.00	0.894	4126	6761	0.61	69.4	19.8	C
7	1.00	0.894	4702	6761	0.70	67.0	23.4	C
8	1.00	0.894	4557	6761	0.67	67.7	22.4	C
9	1.00	0.894	4503	6761	0.67	68.0	22.1	C
10	1.00	0.894	4445	6761	0.66	68.2	21.7	C
11	1.00	0.894	4338	6761	0.64	68.7	21.0	C

12	1.00	0.894	4132	6761	0.61	69.4	19.8	C							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.924	2850	671	5918	1972	0.48	0.34	63.8	59.9	14.9	16.1	B
2	1.00	1.00	0.894	0.924	3201	754	5918	1972	0.54	0.38	63.8	59.7	16.7	18.0	B
3	1.00	1.00	0.894	0.924	3785	892	5918	1972	0.64	0.45	63.7	59.3	19.8	21.1	C
4	1.00	1.00	0.894	0.924	4324	1018	5918	1972	0.73	0.52	63.5	59.0	22.7	23.9	C
5	1.00	1.00	0.894	0.924	4075	960	5918	1972	0.69	0.49	63.5	59.1	21.4	22.7	C
6	1.00	1.00	0.894	0.924	4126	972	5918	1972	0.70	0.49	63.5	59.1	21.7	22.9	C
7	1.00	1.00	0.894	0.924	4702	1108	5918	1972	0.79	0.56	63.3	58.8	24.8	25.7	C
8	1.00	1.00	0.894	0.924	4557	1074	5918	1972	0.77	0.54	63.3	58.8	24.0	25.1	C
9	1.00	1.00	0.894	0.924	4503	1061	5918	1972	0.76	0.54	63.4	58.9	23.7	24.8	C
10	1.00	1.00	0.894	0.924	4445	1048	5918	1972	0.75	0.53	63.4	58.9	23.4	24.5	C
11	1.00	1.00	0.894	0.924	4338	1022	5918	1972	0.73	0.52	63.5	59.0	22.8	24.0	C
12	1.00	1.00	0.894	0.924	4132	973	5918	1972	0.70	0.49	63.5	59.1	21.7	22.9	C

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.885	0.885	2179	6761	6761	6761	0.32	0.32	71.0	71.0	10.2	10.2	A
2	1.00	1.00	0.885	0.885	2446	6761	6761	6761	0.36	0.36	71.0	71.0	11.4	11.4	B
3	1.00	1.00	0.885	0.885	2893	6761	6761	6761	0.43	0.43	71.0	71.0	13.5	13.5	B
4	1.00	1.00	0.885	0.885	3305	6761	6761	6761	0.49	0.49	71.0	71.0	15.5	15.5	B
5	1.00	1.00	0.885	0.885	3114	6761	6761	6761	0.46	0.46	71.0	71.0	14.6	14.6	B
6	1.00	1.00	0.885	0.885	3154	6761	6761	6761	0.47	0.47	71.0	71.0	14.8	14.8	B
7	1.00	1.00	0.885	0.885	3593	6761	6761	6761	0.53	0.53	70.7	70.7	16.9	16.9	B
8	1.00	1.00	0.885	0.885	3482	6761	6761	6761	0.52	0.52	70.9	70.9	16.4	16.4	B
9	1.00	1.00	0.885	0.885	3442	6761	6761	6761	0.51	0.51	71.0	71.0	16.2	16.2	B
10	1.00	1.00	0.885	0.885	3397	6761	6761	6761	0.50	0.50	71.0	71.0	15.9	15.9	B
11	1.00	1.00	0.885	0.885	3315	6761	6761	6761	0.49	0.49	71.0	71.0	15.5	15.5	B
12	1.00	1.00	0.885	0.885	3158	6761	6761	6761	0.47	0.47	71.0	71.0	14.8	14.8	B

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.880	0.853	2628	437	5918	1972	0.44	0.22	65.5	63.5	13.4	13.3	B
2	1.00	1.00	0.880	0.853	2951	491	5918	1972	0.50	0.25	65.2	63.3	15.1	15.0	B
3	1.00	1.00	0.880	0.853	3489	580	5918	1972	0.59	0.29	64.8	63.0	17.9	17.7	B
4	1.00	1.00	0.880	0.853	3988	664	5918	1972	0.67	0.34	64.3	62.5	20.7	20.3	C
5	1.00	1.00	0.880	0.853	3757	625	5918	1972	0.63	0.32	64.5	62.7	19.4	19.1	B
6	1.00	1.00	0.880	0.853	3805	633	5918	1972	0.64	0.32	64.5	62.7	19.7	19.3	B

7	1.00	1.00	0.880	0.853	4335	721	5918	1972	0.73	0.37	63.9	62.1	22.6	22.1	C
8	1.00	1.00	0.880	0.853	4201	699	5918	1972	0.71	0.35	64.0	62.2	21.9	21.4	C
9	1.00	1.00	0.880	0.853	4152	691	5918	1972	0.70	0.35	64.1	62.3	21.6	21.1	C
10	1.00	1.00	0.880	0.853	4098	682	5918	1972	0.69	0.35	64.2	62.4	21.3	20.9	C
11	1.00	1.00	0.880	0.853	3999	665	5918	1972	0.68	0.34	64.3	62.5	20.7	20.3	C
12	1.00	1.00	0.880	0.853	3810	634	5918	1972	0.64	0.32	64.5	62.7	19.7	19.4	B

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.880	2615	6761	0.39	70.7	12.2	B
2	1.00	0.880	2936	6761	0.43	70.7	13.8	B
3	1.00	0.880	3472	6761	0.51	70.6	16.3	B
4	1.00	0.880	3967	6761	0.59	69.9	18.9	C
5	1.00	0.880	3738	6761	0.55	70.5	17.7	B
6	1.00	0.880	3785	6761	0.56	70.4	17.9	B
7	1.00	0.880	4312	6761	0.64	68.8	20.9	C
8	1.00	0.880	4180	6761	0.62	69.2	20.1	C
9	1.00	0.880	4131	6761	0.61	69.4	19.8	C
10	1.00	0.880	4077	6761	0.60	69.6	19.5	C
11	1.00	0.880	3978	6761	0.59	69.9	19.0	C
12	1.00	0.880	3791	6761	0.56	70.4	18.0	B

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.880	2615	6761	0.39	71.2	12.2	B
2	1.00	0.880	2936	6761	0.43	71.2	13.8	B
3	1.00	0.880	3472	6761	0.51	70.9	16.3	B
4	1.00	0.880	3967	6761	0.59	69.9	18.9	C
5	1.00	0.880	3738	6761	0.55	70.5	17.7	B
6	1.00	0.880	3785	6761	0.56	70.4	17.9	B
7	1.00	0.880	4312	6761	0.64	68.8	20.9	C
8	1.00	0.880	4180	6761	0.62	69.2	20.1	C
9	1.00	0.880	4131	6761	0.61	69.4	19.8	C
10	1.00	0.880	4077	6761	0.60	69.6	19.5	C
11	1.00	0.880	3978	6761	0.59	69.9	19.0	C
12	1.00	0.880	3791	6761	0.56	70.4	18.0	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	5981	5903	2.29	57.37	69.3	14.1	12.6	7.90	B
2	6720	6631	2.86	71.51	69.1	15.9	14.2	7.90	B
3	7944	7840	4.94	123.61	68.2	19.0	17.0	8.00	C

4	9076	8956	8.84	221.03	66.6	22.3	19.9	8.20	C
5	8551	8439	6.73	168.24	67.4	20.7	18.5	8.10	C
6	8660	8546	7.12	177.98	67.3	21.0	18.8	8.10	C
7	9870	9740	13.33	333.14	65.0	24.8	22.2	8.40	C
8	9563	9437	11.41	285.20	65.6	23.8	21.3	8.30	C
9	9452	9328	10.73	268.31	65.9	23.4	21.0	8.30	C
10	9330	9207	10.10	252.62	66.1	23.1	20.6	8.30	C
11	9104	8984	8.96	224.08	66.5	22.3	20.0	8.20	C
12	8673	8558	7.16	178.97	67.3	21.1	18.8	8.10	C

Facility Overall Results

Space Mean Speed, mi/h	66.8	Average Density, veh/mi/ln	18.7
Average Travel Time, min	8.20	Average Density, pc/mi/ln	21.0
Total VMT, veh-mi	102924	Total VHD, veh-h	94.48
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	2362.06

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2030 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	3
2	Basic	Basic	I-75 NB	1500	3
3	Diverge	Diverge	I-75 NB SR 40 Off Ramp	1500	3
4	Basic	Basic	I-75 NB	2890	3
5	Merge	Merge	I-75 NB SR 40 On Ramp	1500	3
6	Basic	Basic	I-75 NB	1294	3
7	Diverge	Diverge	I-75 NB US 27 Off Ramp	1500	3
8	Basic	Basic	I-75 NB	3054	3
9	Merge	Merge	I-75 NB US 27 On Ramp	1500	3
10	Basic	Basic	I-75 NB	4348	3
11	Diverge	Diverge	I-75 NB 49th St DDI Off Ramp	1500	3
12	Basic	Basic	I-75 NB	4841	3
13	Merge	Merge	I-75 NB 49th St DDI On Ramp	1500	3
14	Basic	Basic	I-75 NB	4399	3
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	3
16	Basic	Basic	I-75 NB	2987	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4826	6761	0.71	66.4	24.2	C
2	1.00	0.902	4554	6761	0.67	67.7	22.4	C

3	1.00	0.902	4687	6761	0.69	67.1	23.3	C
4	1.00	0.902	4415	6761	0.65	68.3	21.6	C
5	1.00	0.902	3785	6761	0.56	70.4	17.9	B
6	1.00	0.902	4223	6761	0.62	69.1	20.4	C
7	1.00	0.902	4349	6761	0.64	68.6	21.1	C
8	1.00	0.902	4481	6761	0.66	68.0	22.0	C
9	1.00	0.902	4323	6761	0.64	68.7	21.0	C
10	1.00	0.902	4090	6761	0.60	69.5	19.6	C
11	1.00	0.902	3978	6761	0.59	69.9	19.0	C
12	1.00	0.902	3738	6761	0.55	70.5	17.7	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4826	6761	0.71	66.4	24.2	C
2	1.00	0.902	4554	6761	0.67	67.7	22.4	C
3	1.00	0.902	4687	6761	0.69	67.1	23.3	C
4	1.00	0.902	4415	6761	0.65	68.3	21.6	C
5	1.00	0.902	3785	6761	0.56	70.4	17.9	B
6	1.00	0.902	4223	6761	0.62	69.1	20.4	C
7	1.00	0.902	4349	6761	0.64	68.6	21.1	C
8	1.00	0.902	4481	6761	0.66	68.0	22.0	C
9	1.00	0.902	4323	6761	0.64	68.7	21.0	C
10	1.00	0.902	4090	6761	0.60	69.5	19.6	C
11	1.00	0.902	3978	6761	0.59	69.9	19.0	C
12	1.00	0.902	3738	6761	0.55	70.5	17.7	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	4826	474	5918	1972	0.82	0.24	64.9	60.4	24.8	25.9	C
2	1.00	1.00	0.902	0.898	4554	448	5918	1972	0.77	0.23	65.0	60.5	23.4	24.6	C
3	1.00	1.00	0.902	0.898	4687	461	5918	1972	0.79	0.23	65.0	60.5	24.0	25.2	C
4	1.00	1.00	0.902	0.898	4415	434	5918	1972	0.75	0.22	65.0	60.5	22.6	24.0	C
5	1.00	1.00	0.902	0.898	3785	373	5918	1972	0.64	0.19	65.1	60.7	19.4	20.9	C
6	1.00	1.00	0.902	0.898	4223	415	5918	1972	0.71	0.21	65.1	60.6	21.6	23.0	C
7	1.00	1.00	0.902	0.898	4349	428	5918	1972	0.73	0.22	65.0	60.5	22.3	23.7	C
8	1.00	1.00	0.902	0.898	4481	441	5918	1972	0.76	0.22	65.0	60.5	23.0	24.3	C
9	1.00	1.00	0.902	0.898	4323	425	5918	1972	0.73	0.22	65.0	60.5	22.2	23.5	C
10	1.00	1.00	0.902	0.898	4090	402	5918	1972	0.69	0.20	65.1	60.6	20.9	22.4	C
11	1.00	1.00	0.902	0.898	3978	391	5918	1972	0.67	0.20	65.1	60.6	20.4	21.9	C
12	1.00	1.00	0.902	0.898	3738	367	5918	1972	0.63	0.19	65.1	60.7	19.1	20.7	C

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4354	6761	0.64	68.6	21.2	C
2	1.00	0.902	4109	6761	0.61	69.5	19.7	C
3	1.00	0.902	4228	6761	0.63	69.1	20.4	C
4	1.00	0.902	3982	6761	0.59	69.9	19.0	C
5	1.00	0.902	3414	6761	0.50	71.0	16.0	B
6	1.00	0.902	3809	6761	0.56	70.3	18.1	C
7	1.00	0.902	3924	6761	0.58	70.0	18.7	C
8	1.00	0.902	4042	6761	0.60	69.7	19.3	C
9	1.00	0.902	3899	6761	0.58	70.1	18.5	C
10	1.00	0.902	3690	6761	0.55	70.6	17.4	B
11	1.00	0.902	3589	6761	0.53	70.8	16.9	B
12	1.00	0.902	3373	6761	0.50	71.0	15.8	B

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	5049	695	5918	1972	0.85	0.35	62.5	60.4	26.9	26.8	C
2	1.00	1.00	0.902	0.898	4765	656	5918	1972	0.81	0.33	63.0	61.0	25.2	25.2	C
3	1.00	1.00	0.902	0.898	4903	675	5918	1972	0.83	0.34	62.7	60.7	26.1	26.0	C
4	1.00	1.00	0.902	0.898	4618	636	5918	1972	0.78	0.32	63.2	61.2	24.4	24.4	C
5	1.00	1.00	0.902	0.898	3959	545	5918	1972	0.67	0.28	64.1	62.1	20.6	21.0	C
6	1.00	1.00	0.902	0.898	4417	608	5918	1972	0.75	0.31	63.5	61.6	23.2	23.3	C
7	1.00	1.00	0.902	0.898	4550	626	5918	1972	0.77	0.32	63.3	61.4	24.0	24.1	C
8	1.00	1.00	0.902	0.898	4687	645	5918	1972	0.79	0.33	63.1	61.1	24.8	24.8	C
9	1.00	1.00	0.902	0.898	4521	622	5918	1972	0.76	0.32	63.3	61.4	23.8	23.9	C
10	1.00	1.00	0.902	0.898	4279	589	5918	1972	0.72	0.30	63.7	61.8	22.4	22.6	C
11	1.00	1.00	0.902	0.898	4161	572	5918	1972	0.70	0.29	63.8	61.9	21.7	22.0	C
12	1.00	1.00	0.902	0.898	3911	538	5918	1972	0.66	0.27	64.1	62.1	20.3	20.7	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	5045	6761	0.75	65.1	25.8	C
2	1.00	0.902	4762	6761	0.70	66.7	23.8	C
3	1.00	0.902	4900	6761	0.72	66.0	24.7	C
4	1.00	0.902	4615	6761	0.68	67.4	22.8	C
5	1.00	0.902	3956	6761	0.59	69.9	18.9	C
6	1.00	0.902	4415	6761	0.65	68.3	21.6	C
7	1.00	0.902	4547	6761	0.67	67.8	22.4	C
8	1.00	0.902	4684	6761	0.69	67.1	23.3	C
9	1.00	0.902	4519	6761	0.67	67.9	22.2	C

10	1.00	0.902	4276	6761	0.63	68.9	20.7	C							
11	1.00	0.902	4159	6761	0.62	69.3	20.0	C							
12	1.00	0.902	3908	6761	0.58	70.1	18.6	C							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	5045	965	5918	1972	0.85	0.49	63.4	59.1	26.5	29.7	D
2	1.00	1.00	0.902	0.934	4762	910	5918	1972	0.80	0.46	63.6	59.3	25.0	28.3	D
3	1.00	1.00	0.902	0.934	4900	937	5918	1972	0.83	0.48	63.5	59.2	25.7	29.0	D
4	1.00	1.00	0.902	0.934	4615	882	5918	1972	0.78	0.45	63.6	59.3	24.2	27.4	C
5	1.00	1.00	0.902	0.934	3956	757	5918	1972	0.67	0.38	64.0	59.7	20.6	23.8	C
6	1.00	1.00	0.902	0.934	4415	844	5918	1972	0.75	0.43	63.7	59.4	23.1	26.4	C
7	1.00	1.00	0.902	0.934	4547	869	5918	1972	0.77	0.44	63.7	59.4	23.8	27.1	C
8	1.00	1.00	0.902	0.934	4684	896	5918	1972	0.79	0.45	63.6	59.3	24.5	27.8	C
9	1.00	1.00	0.902	0.934	4519	864	5918	1972	0.76	0.44	63.7	59.4	23.6	26.9	C
10	1.00	1.00	0.902	0.934	4276	818	5918	1972	0.72	0.41	63.8	59.5	22.3	25.6	C
11	1.00	1.00	0.902	0.934	4159	796	5918	1972	0.70	0.40	63.9	59.6	21.7	25.0	C
12	1.00	1.00	0.902	0.934	3908	747	5918	1972	0.66	0.38	64.0	59.7	20.4	23.6	C
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.894	4083	6761	0.60	69.6	19.6	C							
2	1.00	0.894	3853	6761	0.57	70.2	18.3	C							
3	1.00	0.894	3965	6761	0.59	69.9	18.9	C							
4	1.00	0.894	3735	6761	0.55	70.5	17.7	B							
5	1.00	0.894	3200	6761	0.47	71.0	15.0	B							
6	1.00	0.894	3573	6761	0.53	70.8	16.8	B							
7	1.00	0.894	3679	6761	0.54	70.6	17.4	B							
8	1.00	0.894	3790	6761	0.56	70.4	17.9	B							
9	1.00	0.894	3657	6761	0.54	70.6	17.3	B							
10	1.00	0.894	3460	6761	0.51	70.9	16.3	B							
11	1.00	0.894	3365	6761	0.50	71.0	15.8	B							
12	1.00	0.894	3162	6761	0.47	71.0	14.8	B							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	1.00	0.892	0.876	4464	372	5918	1972	0.75	0.19	63.7	61.9	23.4	22.3	C
2	1.00	1.00	0.892	0.876	4212	350	5918	1972	0.71	0.18	64.0	62.2	21.9	21.0	C
3	1.00	1.00	0.892	0.876	4335	361	5918	1972	0.73	0.18	63.9	62.1	22.6	21.7	C
4	1.00	1.00	0.892	0.876	4083	340	5918	1972	0.69	0.17	64.2	62.4	21.2	20.4	C

5	1.00	1.00	0.892	0.876	3498	291	5918	1972	0.59	0.15	64.7	62.8	18.0	17.5	B
6	1.00	1.00	0.892	0.876	3906	325	5918	1972	0.66	0.16	64.3	62.5	20.2	19.6	B
7	1.00	1.00	0.892	0.876	4021	334	5918	1972	0.68	0.17	64.2	62.4	20.9	20.1	C
8	1.00	1.00	0.892	0.876	4143	345	5918	1972	0.70	0.17	64.1	62.3	21.5	20.7	C
9	1.00	1.00	0.892	0.876	3998	333	5918	1972	0.68	0.17	64.2	62.4	20.8	20.0	B
10	1.00	1.00	0.892	0.876	3782	315	5918	1972	0.64	0.16	64.5	62.6	19.5	18.9	B
11	1.00	1.00	0.892	0.876	3678	306	5918	1972	0.62	0.16	64.6	62.7	19.0	18.4	B
12	1.00	1.00	0.892	0.876	3457	288	5918	1972	0.58	0.15	64.7	62.8	17.8	17.3	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.892		4457		6761		0.66		68.2		21.8		C
2	1.00		0.892		4206		6761		0.62		69.1		20.3		C
3	1.00		0.892		4328		6761		0.64		68.7		21.0		C
4	1.00		0.892		4077		6761		0.60		69.6		19.5		C
5	1.00		0.892		3493		6761		0.52		70.9		16.4		B
6	1.00		0.892		3900		6761		0.58		70.1		18.5		C
7	1.00		0.892		4016		6761		0.59		69.8		19.2		C
8	1.00		0.892		4137		6761		0.61		69.4		19.9		C
9	1.00		0.892		3992		6761		0.59		69.8		19.1		C
10	1.00		0.892		3777		6761		0.56		70.4		17.9		B
11	1.00		0.892		3673		6761		0.54		70.6		17.3		B
12	1.00		0.892		3452		6761		0.51		70.9		16.2		B

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.892	0.893	4457	917	5918	1972	0.75	0.47	63.8	59.3	23.3	17.1	B
2	1.00	1.00	0.892	0.893	4206	865	5918	1972	0.71	0.44	63.9	59.4	21.9	15.9	B
3	1.00	1.00	0.892	0.893	4328	890	5918	1972	0.73	0.45	63.8	59.3	22.6	16.5	B
4	1.00	1.00	0.892	0.893	4077	839	5918	1972	0.69	0.43	63.9	59.5	21.3	15.2	B
5	1.00	1.00	0.892	0.893	3493	719	5918	1972	0.59	0.36	64.1	59.8	18.2	12.2	B
6	1.00	1.00	0.892	0.893	3900	802	5918	1972	0.66	0.41	63.9	59.5	20.3	14.3	B
7	1.00	1.00	0.892	0.893	4016	826	5918	1972	0.68	0.42	63.9	59.5	20.9	14.9	B
8	1.00	1.00	0.892	0.893	4137	851	5918	1972	0.70	0.43	63.9	59.4	21.6	15.5	B
9	1.00	1.00	0.892	0.893	3992	821	5918	1972	0.67	0.42	63.9	59.5	20.8	14.8	B
10	1.00	1.00	0.892	0.893	3777	777	5918	1972	0.64	0.39	64.0	59.6	19.7	13.7	B
11	1.00	1.00	0.892	0.893	3673	756	5918	1972	0.62	0.38	64.0	59.7	19.1	13.1	B
12	1.00	1.00	0.892	0.893	3452	710	5918	1972	0.58	0.36	64.1	59.8	18.0	12.0	B

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.892	3539	6761	0.52	70.8	16.7	B
2	1.00	0.892	3341	6761	0.49	71.1	15.7	B
3	1.00	0.892	3437	6761	0.51	71.0	16.1	B
4	1.00	0.892	3238	6761	0.48	71.1	15.2	B
5	1.00	0.892	2774	6761	0.41	71.2	13.0	B
6	1.00	0.892	3098	6761	0.46	71.2	14.5	B
7	1.00	0.892	3188	6761	0.47	71.2	14.9	B
8	1.00	0.892	3285	6761	0.49	71.1	15.4	B
9	1.00	0.892	3170	6761	0.47	71.2	14.8	B
10	1.00	0.892	2999	6761	0.44	71.2	14.0	B
11	1.00	0.892	2916	6761	0.43	71.2	13.7	B
12	1.00	0.892	2741	6761	0.41	71.2	12.8	B

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.892	0.893	3901	362	5918	1972	0.66	0.18	65.5	64.1	19.9	15.9	B
2	1.00	1.00	0.892	0.893	3683	342	5918	1972	0.62	0.17	65.7	64.3	18.7	14.8	B
3	1.00	1.00	0.892	0.893	3789	352	5918	1972	0.64	0.18	65.6	64.2	19.3	15.3	B
4	1.00	1.00	0.892	0.893	3569	331	5918	1972	0.60	0.17	65.8	64.4	18.1	14.2	B
5	1.00	1.00	0.892	0.893	3058	284	5918	1972	0.52	0.14	66.2	64.7	15.4	11.6	B
6	1.00	1.00	0.892	0.893	3415	317	5918	1972	0.58	0.16	65.9	64.5	17.3	13.5	B
7	1.00	1.00	0.892	0.893	3514	326	5918	1972	0.59	0.17	65.8	64.4	17.8	14.0	B
8	1.00	1.00	0.892	0.893	3621	336	5918	1972	0.61	0.17	65.8	64.4	18.3	14.5	B
9	1.00	1.00	0.892	0.893	3495	325	5918	1972	0.59	0.16	65.9	64.5	17.7	13.9	B
10	1.00	1.00	0.892	0.893	3306	307	5918	1972	0.56	0.16	66.0	64.6	16.7	12.9	B
11	1.00	1.00	0.892	0.893	3214	298	5918	1972	0.54	0.15	66.1	64.6	16.2	12.4	B
12	1.00	1.00	0.892	0.893	3021	280	5918	1972	0.51	0.14	66.2	64.7	15.2	11.4	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.892	3901	6761	0.58	70.1	18.5	C
2	1.00	0.892	3683	6761	0.54	70.6	17.4	B
3	1.00	0.892	3789	6761	0.56	70.4	17.9	B
4	1.00	0.892	3570	6761	0.53	70.8	16.8	B
5	1.00	0.892	3058	6761	0.45	71.2	14.3	B
6	1.00	0.892	3415	6761	0.51	71.0	16.0	B
7	1.00	0.892	3515	6761	0.52	70.9	16.5	B
8	1.00	0.892	3621	6761	0.54	70.7	17.1	B
9	1.00	0.892	3496	6761	0.52	70.9	16.4	B
10	1.00	0.892	3306	6761	0.49	71.1	15.5	B
11	1.00	0.892	3214	6761	0.48	71.2	15.0	B

12	1.00	0.892	3021	6761	0.45	71.2	14.1	B							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.892	0.924	3901	1171	5918	1972	0.66	0.59	62.8	58.6	20.7	22.3	C
2	1.00	1.00	0.892	0.924	3683	1105	5918	1972	0.62	0.56	63.0	58.8	19.5	21.1	C
3	1.00	1.00	0.892	0.924	3789	1137	5918	1972	0.64	0.58	62.9	58.7	20.1	21.7	C
4	1.00	1.00	0.892	0.924	3570	1071	5918	1972	0.60	0.54	62.9	58.8	18.9	20.5	C
5	1.00	1.00	0.892	0.924	3058	919	5918	1972	0.52	0.47	63.1	59.3	16.2	17.6	B
6	1.00	1.00	0.892	0.924	3415	1025	5918	1972	0.58	0.52	63.0	59.0	18.1	19.7	B
7	1.00	1.00	0.892	0.924	3515	1055	5918	1972	0.59	0.54	63.0	58.9	18.6	20.2	C
8	1.00	1.00	0.892	0.924	3621	1088	5918	1972	0.61	0.55	62.9	58.8	19.2	20.8	C
9	1.00	1.00	0.892	0.924	3496	1049	5918	1972	0.59	0.53	63.0	58.9	18.5	20.1	C
10	1.00	1.00	0.892	0.924	3306	992	5918	1972	0.56	0.50	63.1	59.1	17.5	19.1	B
11	1.00	1.00	0.892	0.924	3214	965	5918	1972	0.54	0.49	63.0	59.1	17.0	18.5	B
12	1.00	1.00	0.892	0.924	3021	907	5918	1972	0.51	0.46	63.1	59.3	16.0	17.4	B

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.879	0.879	2728	2728	6761	6761	0.40	0.40	71.0	71.0	12.8	12.8	B
2	1.00	1.00	0.879	0.879	2576	2576	6761	6761	0.38	0.38	71.0	71.0	12.1	12.1	B
3	1.00	1.00	0.879	0.879	2650	2650	6761	6761	0.39	0.39	71.0	71.0	12.4	12.4	B
4	1.00	1.00	0.879	0.879	2496	2496	6761	6761	0.37	0.37	71.0	71.0	11.7	11.7	B
5	1.00	1.00	0.879	0.879	2138	2138	6761	6761	0.32	0.32	71.0	71.0	10.0	10.0	A
6	1.00	1.00	0.879	0.879	2388	2388	6761	6761	0.35	0.35	71.0	71.0	11.2	11.2	B
7	1.00	1.00	0.879	0.879	2457	2457	6761	6761	0.36	0.36	71.0	71.0	11.5	11.5	B
8	1.00	1.00	0.879	0.879	2531	2531	6761	6761	0.37	0.37	71.0	71.0	11.9	11.9	B
9	1.00	1.00	0.879	0.879	2445	2445	6761	6761	0.36	0.36	71.0	71.0	11.4	11.4	B
10	1.00	1.00	0.879	0.879	2312	2312	6761	6761	0.34	0.34	71.0	71.0	10.8	10.8	A
11	1.00	1.00	0.879	0.879	2247	2247	6761	6761	0.33	0.33	71.0	71.0	10.5	10.5	A
12	1.00	1.00	0.879	0.879	2113	2113	6761	6761	0.31	0.31	71.0	71.0	9.9	9.9	A

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.875	0.853	3236	495	5918	1972	0.55	0.25	65.0	63.1	16.6	16.3	B
2	1.00	1.00	0.875	0.853	3054	467	5918	1972	0.52	0.24	65.2	63.3	15.6	15.4	B
3	1.00	1.00	0.875	0.853	3143	481	5918	1972	0.53	0.24	65.1	63.2	16.1	15.8	B
4	1.00	1.00	0.875	0.853	2960	453	5918	1972	0.50	0.23	65.2	63.3	15.1	14.9	B
5	1.00	1.00	0.875	0.853	2535	388	5918	1972	0.43	0.20	65.5	63.5	12.9	12.7	B
6	1.00	1.00	0.875	0.853	2832	433	5918	1972	0.48	0.22	65.4	63.4	14.4	14.2	B

7	1.00	1.00	0.875	0.853	2914	445	5918	1972	0.49	0.23	65.3	63.3	14.9	14.7	B
8	1.00	1.00	0.875	0.853	3003	460	5918	1972	0.51	0.23	65.2	63.3	15.4	15.1	B
9	1.00	1.00	0.875	0.853	2899	443	5918	1972	0.49	0.22	65.3	63.3	14.8	14.6	B
10	1.00	1.00	0.875	0.853	2742	420	5918	1972	0.46	0.21	65.4	63.4	14.0	13.8	B
11	1.00	1.00	0.875	0.853	2665	408	5918	1972	0.45	0.21	65.5	63.5	13.6	13.4	B
12	1.00	1.00	0.875	0.853	2505	383	5918	1972	0.42	0.19	65.5	63.5	12.7	12.6	B

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.875	3223	6761	0.48	70.7	15.1	B
2	1.00	0.875	3042	6761	0.45	70.7	14.2	B
3	1.00	0.875	3130	6761	0.46	70.7	14.6	B
4	1.00	0.875	2949	6761	0.44	70.7	13.8	B
5	1.00	0.875	2526	6761	0.37	70.7	11.8	B
6	1.00	0.875	2821	6761	0.42	70.7	13.2	B
7	1.00	0.875	2903	6761	0.43	70.7	13.6	B
8	1.00	0.875	2991	6761	0.44	70.7	14.0	B
9	1.00	0.875	2888	6761	0.43	70.7	13.5	B
10	1.00	0.875	2731	6761	0.40	70.7	12.8	B
11	1.00	0.875	2655	6761	0.39	70.7	12.4	B
12	1.00	0.875	2496	6761	0.37	70.7	11.7	B

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.875	3223	6761	0.48	71.2	15.1	B
2	1.00	0.875	3042	6761	0.45	71.2	14.2	B
3	1.00	0.875	3130	6761	0.46	71.2	14.6	B
4	1.00	0.875	2949	6761	0.44	71.2	13.8	B
5	1.00	0.875	2526	6761	0.37	71.2	11.8	B
6	1.00	0.875	2821	6761	0.42	71.2	13.2	B
7	1.00	0.875	2903	6761	0.43	71.2	13.6	B
8	1.00	0.875	2991	6761	0.44	71.2	14.0	B
9	1.00	0.875	2888	6761	0.43	71.2	13.5	B
10	1.00	0.875	2731	6761	0.40	71.2	12.8	B
11	1.00	0.875	2655	6761	0.39	71.2	12.4	B
12	1.00	0.875	2496	6761	0.37	71.2	11.7	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8225	8103	6.33	158.25	67.5	19.9	17.8	8.10	C
2	7763	7648	5.03	125.71	68.1	18.7	16.7	8.00	C
3	7989	7870	5.61	140.29	67.8	19.3	17.2	8.10	C

4	7524	7413	4.50	112.41	68.3	18.0	16.1	8.00	C
5	6448	6352	2.83	70.65	69.1	15.3	13.6	7.90	B
6	7198	7091	3.85	96.26	68.6	17.2	15.3	8.00	B
7	7411	7301	4.25	106.13	68.4	17.7	15.8	8.00	B
8	7635	7522	4.74	118.46	68.2	18.3	16.4	8.00	C
9	7368	7259	4.18	104.45	68.4	17.6	15.7	8.00	B
10	6970	6867	3.48	86.97	68.8	16.6	14.8	8.00	B
11	6778	6677	3.20	80.07	68.9	16.1	14.4	8.00	B
12	6370	6276	2.77	69.13	69.1	15.1	13.5	7.90	B

Facility Overall Results

Space Mean Speed, mi/h	68.4	Average Density, veh/mi/ln	15.6
Average Travel Time, min	8.00	Average Density, pc/mi/ln	17.5
Total VMT, veh-mi	87679	Total VHD, veh-h	50.75
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	1268.79

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2030 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	3
2	Basic	Basic	I-75 NB	1500	3
3	Diverge	Diverge	I-75 NB SR 40 Off Ramp	1500	3
4	Basic	Basic	I-75 NB	2890	3
5	Merge	Merge	I-75 NB SR 40 On Ramp	1500	3
6	Basic	Basic	I-75 NB	1294	3
7	Diverge	Diverge	I-75 NB US 27 Off Ramp	1500	3
8	Basic	Basic	I-75 NB	3054	3
9	Merge	Merge	I-75 NB US 27 On Ramp	1500	3
10	Basic	Basic	I-75 NB	4348	3
11	Diverge	Diverge	I-75 NB 49th St DDI Off Ramp	1500	3
12	Basic	Basic	I-75 NB	4841	3
13	Merge	Merge	I-75 NB 49th St DDI On Ramp	1500	3
14	Basic	Basic	I-75 NB	4399	3
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	3
16	Basic	Basic	I-75 NB	2987	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	5635	6761	0.90	34.6	54.2	F
2	1.00	0.902	5504	6761	0.90	25.5	72.0	F

3	1.00	0.902	5504	6761	0.90	25.5	72.0	F
4	1.00	0.902	5504	6761	0.90	25.5	72.0	F
5	1.00	0.902	5523	6761	0.82	25.7	71.6	F
6	1.00	0.902	5504	6761	0.82	25.5	72.0	F
7	1.00	0.902	5504	6761	0.82	25.5	72.0	F
8	1.00	0.902	5504	6761	0.82	25.5	72.0	F
9	1.00	0.902	5521	6761	0.73	25.7	71.6	F
10	1.00	0.902	5504	6761	0.73	25.5	72.0	F
11	1.00	0.902	5398	6761	0.73	62.7	28.7	D
12	1.00	0.894	5011	6761	0.74	65.3	25.6	C

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.902		5511		6761		0.90		27.1		67.9		F
2	1.00		0.902		5504		6761		0.90		25.5		72.0		F
3	1.00		0.902		5504		6761		0.90		25.5		72.0		F
4	1.00		0.902		5504		6761		0.90		25.5		72.0		F
5	1.00		0.902		5504		6761		0.82		25.6		71.8		F
6	1.00		0.902		5504		6761		0.82		25.5		72.0		F
7	1.00		0.902		5504		6761		0.82		25.5		72.0		F
8	1.00		0.902		5504		6761		0.82		25.5		72.0		F
9	1.00		0.902		5504		6761		0.73		25.6		71.8		F
10	1.00		0.902		5504		6761		0.73		25.5		72.0		F
11	1.00		0.902		5504		6761		0.73		26.7		68.6		F
12	1.00		0.894		5064		6761		0.74		65.0		26.0		C

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	5511	480	5918	1972	1.03	0.24	64.8	60.4	28.3	28.8	F
2	1.00	1.00	0.902	0.934	5504	480	5918	1972	1.03	0.24	64.8	60.4	28.3	28.7	F
3	1.00	1.00	0.902	0.934	5504	480	5918	1972	1.03	0.24	64.8	60.4	28.3	28.7	F
4	1.00	1.00	0.902	0.934	5504	480	5918	1972	1.03	0.24	64.8	60.4	28.3	28.7	F
5	1.00	1.00	0.902	0.934	5504	439	5918	1972	0.94	0.22	64.9	60.5	28.3	28.7	D
6	1.00	1.00	0.902	0.934	5504	439	5918	1972	0.94	0.22	64.9	60.5	28.3	28.7	D
7	1.00	1.00	0.902	0.934	5504	439	5918	1972	0.94	0.22	64.9	60.5	28.3	28.7	D
8	1.00	1.00	0.902	0.934	5504	439	5918	1972	0.94	0.22	64.9	60.5	28.3	28.7	D
9	1.00	1.00	0.902	0.934	5504	392	5918	1972	0.84	0.20	65.0	60.6	28.2	28.6	D
10	1.00	1.00	0.902	0.934	5504	392	5918	1972	0.84	0.20	65.0	60.6	28.2	28.6	D
11	1.00	1.00	0.902	0.934	5504	392	5918	1972	0.84	0.20	65.0	60.6	28.2	28.6	D
12	1.00	1.00	0.894	0.934	5064	392	5918	1972	0.85	0.20	65.0	60.6	26.0	26.8	C

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.899	5025	6761	0.83	65.2	25.7	F
2	1.00	0.899	5018	6761	0.83	65.3	25.6	F
3	1.00	0.899	5018	6761	0.83	65.3	25.6	F
4	1.00	0.899	5018	6761	0.83	32.8	51.0	F
5	1.00	0.899	5059	6761	0.76	32.7	51.6	F
6	1.00	0.899	5059	6761	0.76	31.7	53.1	F
7	1.00	0.899	5059	6761	0.76	30.8	54.7	F
8	1.00	0.899	5059	6761	0.76	30.0	56.2	F
9	1.00	0.899	5106	6761	0.68	33.8	50.4	F
10	1.00	0.899	5106	6761	0.68	64.7	26.3	F
11	1.00	0.899	5106	6761	0.68	64.7	26.3	F
12	1.00	0.898	4756	6761	0.68	66.7	23.8	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.940	5511	486	5918	1972	1.03	0.25	61.9	59.9	29.7	28.0	F
2	1.00	1.00	0.902	0.940	5504	486	5918	1972	1.03	0.25	61.9	59.9	29.6	28.0	F
3	1.00	1.00	0.902	0.940	5504	486	5918	1972	1.03	0.25	61.9	59.9	29.6	28.0	F
4	1.00	1.00	0.902	0.940	5504	486	5918	1972	1.03	0.25	61.9	59.9	29.6	28.0	F
5	1.00	1.00	0.902	0.940	5504	445	5918	1972	0.94	0.23	62.0	60.0	29.6	27.9	C
6	1.00	1.00	0.902	0.940	5504	445	5918	1972	0.94	0.23	62.0	60.0	29.6	27.9	C
7	1.00	1.00	0.902	0.940	5504	445	5918	1972	0.94	0.23	62.0	60.0	29.6	27.9	C
8	1.00	1.00	0.902	0.940	5504	445	5918	1972	0.94	0.23	62.0	60.0	29.6	27.9	C
9	1.00	1.00	0.902	0.940	5504	398	5918	1972	0.84	0.20	62.0	60.0	29.6	27.8	C
10	1.00	1.00	0.902	0.940	5504	398	5918	1972	0.84	0.20	62.0	60.0	29.6	27.8	C
11	1.00	1.00	0.902	0.940	5504	398	5918	1972	0.84	0.20	62.0	60.0	29.6	27.8	C
12	1.00	1.00	0.899	0.940	5154	398	5918	1972	0.84	0.20	62.6	60.7	27.4	26.1	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	5511	6761	0.90	61.9	29.7	D
2	1.00	0.902	5504	6761	0.90	62.0	29.6	D
3	1.00	0.902	5504	6761	0.90	62.0	29.6	D
4	1.00	0.902	5504	6761	0.90	62.0	29.6	D
5	1.00	0.902	5504	6761	0.82	62.0	29.6	D
6	1.00	0.902	5504	6761	0.82	62.0	29.6	D
7	1.00	0.902	5504	6761	0.82	62.0	29.6	D
8	1.00	0.902	5504	6761	0.82	62.0	29.6	D
9	1.00	0.902	5504	6761	0.74	62.0	29.6	D

10	1.00	0.902	5504	6761	0.74	62.0	29.6	D							
11	1.00	0.902	5504	6761	0.74	62.0	29.6	D							
12	1.00	0.899	5154	6761	0.74	64.4	26.7	D							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.961	5511	744	5918	1972	1.03	0.38	64.2	59.7	28.6	30.3	F
2	1.00	1.00	0.902	0.961	5504	744	5918	1972	1.03	0.38	64.2	59.7	28.6	30.2	F
3	1.00	1.00	0.902	0.961	5504	744	5918	1972	1.03	0.38	64.2	59.7	28.6	30.2	F
4	1.00	1.00	0.902	0.961	5504	744	5918	1972	1.03	0.38	64.2	59.7	28.6	30.2	F
5	1.00	1.00	0.902	0.961	5504	681	5918	1972	0.94	0.35	64.4	59.9	28.5	30.1	D
6	1.00	1.00	0.902	0.961	5504	681	5918	1972	0.94	0.35	64.4	59.9	28.5	30.1	D
7	1.00	1.00	0.902	0.961	5504	681	5918	1972	0.94	0.35	64.4	59.9	28.5	30.1	D
8	1.00	1.00	0.902	0.961	5504	681	5918	1972	0.94	0.35	64.4	59.9	28.5	30.1	D
9	1.00	1.00	0.902	0.961	5504	608	5918	1972	0.84	0.31	64.6	60.1	28.4	30.0	D
10	1.00	1.00	0.902	0.961	5504	608	5918	1972	0.84	0.31	64.6	60.1	28.4	30.0	D
11	1.00	1.00	0.902	0.961	5504	608	5918	1972	0.84	0.31	64.6	60.1	28.4	30.0	D
12	1.00	1.00	0.894	0.961	5154	608	5918	1972	0.85	0.31	64.6	60.1	26.6	28.6	D
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	0.894	4767	6761	0.79	66.7	23.8	C							
2	1.00	0.894	4831	6761	0.79	66.3	24.3	C							
3	1.00	0.894	4831	6761	0.79	66.3	24.3	C							
4	1.00	0.894	4831	6761	0.79	66.3	24.3	C							
5	1.00	0.894	4831	6761	0.72	66.3	24.3	C							
6	1.00	0.894	4831	6761	0.72	66.3	24.3	C							
7	1.00	0.894	4831	6761	0.72	66.3	24.3	C							
8	1.00	0.894	4831	6761	0.72	66.3	24.3	C							
9	1.00	0.894	4831	6761	0.65	66.3	24.3	C							
10	1.00	0.894	4832	6761	0.65	66.3	24.3	C							
11	1.00	0.894	4832	6761	0.65	66.3	24.3	C							
12	1.00	0.894	4524	6761	0.65	67.9	22.2	C							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.913	5038	271	5918	1972	0.95	0.14	63.0	61.3	26.7	24.7	C
2	1.00	1.00	0.895	0.913	5102	271	5918	1972	0.95	0.14	62.9	61.2	27.0	25.0	C
3	1.00	1.00	0.895	0.913	5102	271	5918	1972	0.95	0.14	62.9	61.2	27.0	25.0	C
4	1.00	1.00	0.895	0.913	5102	271	5918	1972	0.95	0.14	62.9	61.2	27.0	25.0	C

5	1.00	1.00	0.895	0.913	5079	248	5918	1972	0.87	0.13	62.9	61.2	26.9	24.8	C
6	1.00	1.00	0.895	0.913	5079	248	5918	1972	0.87	0.13	62.9	61.2	26.9	24.8	C
7	1.00	1.00	0.895	0.913	5079	248	5918	1972	0.87	0.13	62.9	61.2	26.9	24.8	C
8	1.00	1.00	0.895	0.913	5079	248	5918	1972	0.87	0.13	62.9	61.2	26.9	24.8	C
9	1.00	1.00	0.895	0.913	5052	221	5918	1972	0.77	0.11	63.0	61.3	26.7	24.6	C
10	1.00	1.00	0.895	0.913	5053	221	5918	1972	0.77	0.11	63.0	61.3	26.7	24.6	C
11	1.00	1.00	0.895	0.913	5053	221	5918	1972	0.77	0.11	63.0	61.3	26.7	24.6	C
12	1.00	1.00	0.893	0.913	4745	221	5918	1972	0.78	0.11	63.4	61.7	24.9	23.2	C

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.895		5038		6761		0.83		65.1		25.8		C
2	1.00		0.895		5102		6761		0.83		64.7		26.3		D
3	1.00		0.895		5102		6761		0.83		64.7		26.3		D
4	1.00		0.895		5102		6761		0.83		64.7		26.3		D
5	1.00		0.895		5079		6761		0.76		64.9		26.1		D
6	1.00		0.895		5079		6761		0.76		64.9		26.1		D
7	1.00		0.895		5079		6761		0.76		64.9		26.1		D
8	1.00		0.895		5079		6761		0.76		64.9		26.1		D
9	1.00		0.895		5052		6761		0.68		65.0		25.9		C
10	1.00		0.895		5053		6761		0.68		65.0		25.9		C
11	1.00		0.895		5053		6761		0.68		65.0		25.9		C
12	1.00		0.893		4745		6761		0.68		66.8		23.7		C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.893	5038	964	5918	1972	0.95	0.49	63.7	59.1	26.4	19.7	B
2	1.00	1.00	0.895	0.893	5102	964	5918	1972	0.95	0.49	63.7	59.1	26.7	20.0	B
3	1.00	1.00	0.895	0.893	5102	964	5918	1972	0.95	0.49	63.7	59.1	26.7	20.0	B
4	1.00	1.00	0.895	0.893	5102	964	5918	1972	0.95	0.49	63.7	59.1	26.7	20.0	B
5	1.00	1.00	0.895	0.893	5079	881	5918	1972	0.87	0.45	63.9	59.3	26.5	19.7	B
6	1.00	1.00	0.895	0.893	5079	881	5918	1972	0.87	0.45	63.9	59.3	26.5	19.7	B
7	1.00	1.00	0.895	0.893	5079	881	5918	1972	0.87	0.45	63.9	59.3	26.5	19.7	B
8	1.00	1.00	0.895	0.893	5079	881	5918	1972	0.87	0.45	63.9	59.3	26.5	19.7	B
9	1.00	1.00	0.895	0.893	5052	787	5918	1972	0.78	0.40	64.2	59.6	26.2	19.4	B
10	1.00	1.00	0.895	0.893	5053	787	5918	1972	0.78	0.40	64.2	59.6	26.2	19.4	B
11	1.00	1.00	0.895	0.893	5053	787	5918	1972	0.78	0.40	64.2	59.6	26.2	19.4	B
12	1.00	1.00	1.000	0.893	4745	787	5918	1972	0.69	0.40	64.1	59.6	24.7	18.1	B

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.895	4074	6761	0.69	69.6	19.5	C
2	1.00	0.895	4226	6761	0.69	69.1	20.4	C
3	1.00	0.895	4226	6761	0.69	69.1	20.4	C
4	1.00	0.895	4226	6761	0.69	69.1	20.4	C
5	1.00	0.895	4207	6761	0.63	69.1	20.3	C
6	1.00	0.895	4207	6761	0.63	69.1	20.3	C
7	1.00	0.895	4207	6761	0.63	69.1	20.3	C
8	1.00	0.895	4207	6761	0.63	69.1	20.3	C
9	1.00	0.895	4185	6761	0.56	69.2	20.2	C
10	1.00	0.895	4186	6761	0.56	69.2	20.2	C
11	1.00	0.895	4186	6761	0.56	69.2	20.2	C
12	1.00	1.000	3931	6761	0.50	70.0	18.7	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.893	4452	378	5918	1972	0.85	0.19	64.8	63.5	22.9	18.6	B
2	1.00	1.00	0.895	0.893	4604	378	5918	1972	0.85	0.19	64.6	63.3	23.8	19.4	B
3	1.00	1.00	0.895	0.893	4604	378	5918	1972	0.85	0.19	64.6	63.3	23.8	19.4	B
4	1.00	1.00	0.895	0.893	4604	378	5918	1972	0.85	0.19	64.6	63.3	23.8	19.4	B
5	1.00	1.00	0.895	0.893	4553	346	5918	1972	0.78	0.18	64.7	63.4	23.5	19.0	B
6	1.00	1.00	0.895	0.893	4553	346	5918	1972	0.78	0.18	64.7	63.4	23.5	19.0	B
7	1.00	1.00	0.895	0.893	4553	346	5918	1972	0.78	0.18	64.7	63.4	23.5	19.0	B
8	1.00	1.00	0.895	0.893	4553	346	5918	1972	0.78	0.18	64.7	63.4	23.5	19.0	B
9	1.00	1.00	0.895	0.893	4494	309	5918	1972	0.69	0.16	64.8	63.5	23.1	18.7	B
10	1.00	1.00	0.895	0.893	4495	309	5918	1972	0.69	0.16	64.8	63.5	23.1	18.7	B
11	1.00	1.00	0.895	0.893	4495	309	5918	1972	0.69	0.16	64.8	63.5	23.1	18.7	B
12	1.00	1.00	0.893	0.893	4240	309	5918	1972	0.70	0.16	65.1	63.8	21.7	17.4	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.895	4452	6761	0.74	68.2	21.8	C
2	1.00	0.895	4604	6761	0.74	67.5	22.7	C
3	1.00	0.895	4604	6761	0.74	67.5	22.7	C
4	1.00	0.895	4604	6761	0.74	67.5	22.7	C
5	1.00	0.895	4553	6761	0.68	67.7	22.4	C
6	1.00	0.895	4553	6761	0.68	67.7	22.4	C
7	1.00	0.895	4553	6761	0.68	67.7	22.4	C
8	1.00	0.895	4553	6761	0.68	67.7	22.4	C
9	1.00	0.895	4494	6761	0.61	68.0	22.0	C
10	1.00	0.895	4495	6761	0.61	68.0	22.0	C
11	1.00	0.895	4495	6761	0.61	68.0	22.0	C

12	1.00	0.893	4240	6761	0.61	69.0	20.5	C							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.942	4452	1203	5918	1972	0.85	0.61	63.0	58.5	23.6	24.9	C
2	1.00	1.00	0.895	0.942	4604	1203	5918	1972	0.85	0.61	63.0	58.5	24.4	25.6	C
3	1.00	1.00	0.895	0.942	4604	1203	5918	1972	0.85	0.61	63.0	58.5	24.4	25.6	C
4	1.00	1.00	0.895	0.942	4604	1203	5918	1972	0.85	0.61	63.0	58.5	24.4	25.6	C
5	1.00	1.00	0.895	0.942	4553	1100	5918	1972	0.78	0.56	63.3	58.8	24.0	25.1	C
6	1.00	1.00	0.895	0.942	4553	1100	5918	1972	0.78	0.56	63.3	58.8	24.0	25.1	C
7	1.00	1.00	0.895	0.942	4553	1100	5918	1972	0.78	0.56	63.3	58.8	24.0	25.1	C
8	1.00	1.00	0.895	0.942	4553	1100	5918	1972	0.78	0.56	63.3	58.8	24.0	25.1	C
9	1.00	1.00	0.895	0.942	4494	983	5918	1972	0.69	0.50	63.6	59.1	23.6	24.6	C
10	1.00	1.00	0.895	0.942	4495	983	5918	1972	0.69	0.50	63.6	59.1	23.6	24.6	C
11	1.00	1.00	0.895	0.942	4495	983	5918	1972	0.69	0.50	63.6	59.1	23.6	24.6	C
12	1.00	1.00	0.893	0.942	4240	983	5918	1972	0.70	0.50	63.5	59.1	22.3	23.5	C

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.881		3249		6761		0.57		71.0		15.2		B
2	1.00		0.881		3502		6761		0.57		70.9		16.5		B
3	1.00		0.881		3502		6761		0.57		70.9		16.5		B
4	1.00		0.881		3502		6761		0.57		70.9		16.5		B
5	1.00		0.881		3464		6761		0.52		70.9		16.3		B
6	1.00		0.881		3464		6761		0.52		70.9		16.3		B
7	1.00		0.881		3464		6761		0.52		70.9		16.3		B
8	1.00		0.881		3464		6761		0.52		70.9		16.3		B
9	1.00		0.881		3419		6761		0.46		71.0		16.1		B
10	1.00		0.881		3420		6761		0.46		71.0		16.1		B
11	1.00		0.881		3420		6761		0.46		71.0		16.1		B
12	1.00		0.891		3226		6761		0.46		71.0		15.1		B

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.884	0.915	3708	459	5918	1972	0.72	0.23	64.6	62.8	19.1	18.4	B
2	1.00	1.00	0.884	0.915	3961	459	5918	1972	0.72	0.23	64.4	62.6	20.5	19.6	B
3	1.00	1.00	0.884	0.915	3961	459	5918	1972	0.72	0.23	64.4	62.6	20.5	19.6	B
4	1.00	1.00	0.884	0.915	3961	459	5918	1972	0.72	0.23	64.4	62.6	20.5	19.6	B
5	1.00	1.00	0.884	0.915	3884	420	5918	1972	0.66	0.21	64.5	62.7	20.1	19.2	B
6	1.00	1.00	0.884	0.915	3884	420	5918	1972	0.66	0.21	64.5	62.7	20.1	19.2	B

7	1.00	1.00	0.884	0.915	3884	420	5918	1972	0.66	0.21	64.5	62.7	20.1	19.2	B
8	1.00	1.00	0.884	0.915	3884	420	5918	1972	0.66	0.21	64.5	62.7	20.1	19.2	B
9	1.00	1.00	0.884	0.915	3794	375	5918	1972	0.59	0.19	64.6	62.8	19.6	18.6	B
10	1.00	1.00	0.884	0.915	3795	375	5918	1972	0.59	0.19	64.6	62.8	19.6	18.6	B
11	1.00	1.00	0.884	0.915	3795	375	5918	1972	0.59	0.19	64.6	62.8	19.6	18.6	B
12	1.00	1.00	0.885	0.915	3601	375	5918	1972	0.59	0.19	64.8	63.0	18.5	17.7	B

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.884	3708	6761	0.63	70.5	17.5	B
2	1.00	0.884	3961	6761	0.63	69.9	18.9	C
3	1.00	0.884	3961	6761	0.63	69.9	18.9	C
4	1.00	0.884	3961	6761	0.63	69.9	18.9	C
5	1.00	0.884	3884	6761	0.58	70.1	18.5	C
6	1.00	0.884	3884	6761	0.58	70.1	18.5	C
7	1.00	0.884	3884	6761	0.58	70.1	18.5	C
8	1.00	0.884	3884	6761	0.58	70.1	18.5	C
9	1.00	0.884	3794	6761	0.52	70.3	18.0	B
10	1.00	0.884	3795	6761	0.52	70.3	18.0	B
11	1.00	0.884	3795	6761	0.52	70.3	18.0	B
12	1.00	0.885	3601	6761	0.52	70.6	17.0	B

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.884	3708	6761	0.63	70.5	17.5	B
2	1.00	0.884	3961	6761	0.63	69.9	18.9	C
3	1.00	0.884	3961	6761	0.63	69.9	18.9	C
4	1.00	0.884	3961	6761	0.63	69.9	18.9	C
5	1.00	0.884	3884	6761	0.58	70.1	18.5	C
6	1.00	0.884	3884	6761	0.58	70.1	18.5	C
7	1.00	0.884	3884	6761	0.58	70.1	18.5	C
8	1.00	0.884	3884	6761	0.58	70.1	18.5	C
9	1.00	0.884	3794	6761	0.52	70.3	18.0	B
10	1.00	0.884	3795	6761	0.52	70.3	18.0	B
11	1.00	0.884	3795	6761	0.52	70.3	18.0	B
12	1.00	0.885	3601	6761	0.52	70.7	17.0	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9427	10473	31.03	775.82	57.7	26.7	23.9	9.50	F
2	9627	10473	42.09	1052.29	54.3	28.9	25.9	10.10	F
3	9627	10473	42.09	1052.29	54.3	28.9	25.9	10.10	F

4	9627	10473	51.46	1286.61	51.6	30.4	27.3	10.60	F
5	9577	9577	51.04	1276.06	51.6	30.2	27.1	10.60	D
6	9574	9577	51.92	1297.89	51.4	30.4	27.2	10.70	D
7	9574	9577	52.49	1312.29	51.2	30.5	27.3	10.70	D
8	9574	9577	53.07	1326.70	51.1	30.6	27.4	10.70	D
9	9514	8561	50.27	1256.69	51.7	30.0	26.9	10.60	D
10	9513	8561	41.65	1041.35	54.3	28.6	25.6	10.10	D
11	9494	8561	18.57	464.17	62.5	24.8	22.2	8.80	C
12	9015	8561	8.11	202.76	66.9	21.7	19.7	8.20	C

Facility Overall Results

Space Mean Speed, mi/h	54.4	Average Density, veh/mi/ln	25.5
Average Travel Time, min	10.10	Average Density, pc/mi/ln	28.5
Total VMT, veh-mi	114144	Total VHD, veh-h	493.80
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	12344.92

I-75 North Section - Southbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2030 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5280	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	416	3
7	Merge	Merge	I-75 SB SR 326 EB On Ramp	1500	3
8	Basic	Basic	I-75 SB	4405	3
9	Diverge	Diverge	I-75 SB 49th St DDI Off Ramp	1500	3
10	Basic	Basic	I-75 SB	3253	3
11	Merge	Merge	I-75 SB 49th St DDI On Ramp	1500	3
12	Basic	Basic	I-75 SB	5830	3
13	Diverge	Diverge	I-75 SB US 27 Off Ramp	1500	3
14	Basic	Basic	I-75 SB	3189	3
15	Merge	Merge	I-75 SB US 27 On Ramp	1500	3
16	Basic	Basic	I-75 SB	1415	3
17	Diverge	Diverge	I-75 SB SR 40 Off Ramp	1500	3
18	Basic	Basic	I-75 SB	2836	3
19	Merge	Merge	I-75 SB SR 40 On Ramp	1500	3
20	Basic	Basic	I-75 SB	1500	3
21	Basic	Basic	I-75 SB	3968	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.897	1589	6761	0.24	71.2	7.4	A
2	1.00	0.897	1561	6761	0.23	71.2	7.3	A
3	1.00	0.897	1809	6761	0.27	71.2	8.5	A
4	1.00	0.897	1942	6761	0.29	71.2	9.1	A
5	1.00	0.897	2272	6761	0.34	71.2	10.6	A
6	1.00	0.897	2179	6761	0.32	71.2	10.2	A
7	1.00	0.897	1946	6761	0.29	71.2	9.1	A
8	1.00	0.897	2039	6761	0.30	71.2	9.6	A
9	1.00	0.897	2129	6761	0.31	71.2	10.0	A
10	1.00	0.897	2259	6761	0.33	71.2	10.6	A
11	1.00	0.897	2283	6761	0.34	71.2	10.7	A
12	1.00	0.897	2332	6761	0.34	71.2	10.9	A

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.897	1589	6761	0.24	71.2	7.4	A
2	1.00	0.897	1561	6761	0.23	71.2	7.3	A
3	1.00	0.897	1809	6761	0.27	71.2	8.5	A
4	1.00	0.897	1942	6761	0.29	71.2	9.1	A
5	1.00	0.897	2272	6761	0.34	71.2	10.6	A
6	1.00	0.897	2179	6761	0.32	71.2	10.2	A
7	1.00	0.897	1946	6761	0.29	71.2	9.1	A
8	1.00	0.897	2039	6761	0.30	71.2	9.6	A
9	1.00	0.897	2129	6761	0.31	71.2	10.0	A
10	1.00	0.897	2259	6761	0.33	71.2	10.6	A
11	1.00	0.897	2283	6761	0.34	71.2	10.7	A
12	1.00	0.897	2332	6761	0.34	71.2	10.9	A

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.882	1589	253	5918	1972	0.27	0.13	64.5	61.0	8.2	12.4	B
2	1.00	1.00	0.897	0.882	1561	248	5918	1972	0.26	0.13	64.4	61.0	8.1	12.2	B
3	1.00	1.00	0.897	0.882	1809	288	5918	1972	0.31	0.15	64.5	60.9	9.3	13.8	B
4	1.00	1.00	0.897	0.882	1942	310	5918	1972	0.33	0.16	64.4	60.8	10.1	14.5	B
5	1.00	1.00	0.897	0.882	2272	362	5918	1972	0.38	0.18	64.5	60.7	11.7	16.5	B
6	1.00	1.00	0.897	0.882	2179	347	5918	1972	0.37	0.18	64.4	60.7	11.3	15.9	B
7	1.00	1.00	0.897	0.882	1946	310	5918	1972	0.33	0.16	64.4	60.8	10.1	14.6	B
8	1.00	1.00	0.897	0.882	2039	324	5918	1972	0.34	0.16	64.5	60.8	10.5	15.1	B
9	1.00	1.00	0.897	0.882	2129	339	5918	1972	0.36	0.17	64.5	60.8	11.0	15.6	B
10	1.00	1.00	0.897	0.882	2259	359	5918	1972	0.38	0.18	64.5	60.7	11.7	16.4	B
11	1.00	1.00	0.897	0.882	2283	363	5918	1972	0.39	0.18	64.5	60.7	11.8	16.5	B

12	1.00	1.00	0.897	0.882	2332	371	5918	1972	0.39	0.19	64.5	60.7	12.1	16.8	B
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.900		1336		6761		0.20		70.8		6.2		A
2	1.00		0.900		1312		6761		0.19		70.7		6.1		A
3	1.00		0.900		1521		6761		0.22		70.8		7.1		A
4	1.00		0.900		1632		6761		0.24		70.7		7.6		A
5	1.00		0.900		1910		6761		0.28		70.8		8.9		A
6	1.00		0.900		1832		6761		0.27		70.7		8.6		A
7	1.00		0.900		1637		6761		0.24		70.7		7.7		A
8	1.00		0.900		1714		6761		0.25		70.8		8.0		A
9	1.00		0.900		1790		6761		0.26		70.8		8.4		A
10	1.00		0.900		1899		6761		0.28		70.8		8.9		A
11	1.00		0.900		1920		6761		0.28		70.8		9.0		A
12	1.00		0.900		1961		6761		0.29		70.8		9.2		A
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.861	1988	633	5918	1878	0.34	0.34	65.9	64.3	10.1	7.3	A
2	1.00	1.00	0.887	0.861	1952	621	5918	1878	0.33	0.33	66.0	64.3	9.9	7.1	A
3	1.00	1.00	0.887	0.861	2263	720	5918	1878	0.38	0.38	65.7	64.1	11.5	8.9	A
4	1.00	1.00	0.887	0.861	2430	774	5918	1878	0.41	0.41	65.6	64.0	12.3	9.8	A
5	1.00	1.00	0.887	0.861	2843	905	5918	1878	0.48	0.48	65.4	63.8	14.5	12.2	B
6	1.00	1.00	0.887	0.861	2727	868	5918	1878	0.46	0.46	65.5	63.9	13.9	11.5	B
7	1.00	1.00	0.887	0.861	2436	775	5918	1878	0.41	0.41	65.6	64.0	12.4	9.9	A
8	1.00	1.00	0.887	0.861	2552	812	5918	1878	0.43	0.43	65.6	64.0	13.0	10.5	B
9	1.00	1.00	0.887	0.861	2664	848	5918	1878	0.45	0.45	65.5	63.9	13.6	11.1	B
10	1.00	1.00	0.887	0.861	2826	899	5918	1878	0.48	0.48	65.4	63.8	14.4	12.1	B
11	1.00	1.00	0.887	0.861	2856	908	5918	1878	0.48	0.48	65.4	63.8	14.6	12.2	B
12	1.00	1.00	0.887	0.861	2919	929	5918	1878	0.49	0.49	65.4	63.8	14.9	12.6	B
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.887		1970		6761		0.29		70.1		9.2		A
2	1.00		0.887		1935		6761		0.29		70.1		9.1		A
3	1.00		0.887		2242		6761		0.33		70.0		10.5		A
4	1.00		0.887		2407		6761		0.36		70.0		11.3		B
5	1.00		0.887		2816		6761		0.42		70.0		13.2		B
6	1.00		0.887		2701		6761		0.40		70.0		12.6		B
7	1.00		0.887		2413		6761		0.36		70.0		11.3		B

8	1.00	0.887	2528	6761	0.37	70.0	11.8	B
9	1.00	0.887	2639	6761	0.39	70.0	12.4	B
10	1.00	0.887	2799	6761	0.41	70.0	13.1	B
11	1.00	0.887	2830	6761	0.42	70.0	13.2	B
12	1.00	0.887	2892	6761	0.43	70.0	13.5	B

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.894	2350	383	5918	1972	0.40	0.19	65.8	63.8	11.9	11.2	B
2	1.00	1.00	0.888	0.894	2308	376	5918	1972	0.39	0.19	65.9	63.9	11.7	11.0	B
3	1.00	1.00	0.888	0.894	2675	435	5918	1972	0.45	0.22	65.6	63.7	13.6	12.9	B
4	1.00	1.00	0.888	0.894	2872	468	5918	1972	0.49	0.24	65.5	63.6	14.6	13.9	B
5	1.00	1.00	0.888	0.894	3360	547	5918	1972	0.57	0.28	65.1	63.3	17.2	16.4	B
6	1.00	1.00	0.888	0.894	3223	525	5918	1972	0.54	0.27	65.2	63.4	16.5	15.7	B
7	1.00	1.00	0.888	0.894	2879	469	5918	1972	0.49	0.24	65.5	63.6	14.7	13.9	B
8	1.00	1.00	0.888	0.894	3016	491	5918	1972	0.51	0.25	65.3	63.5	15.4	14.6	B
9	1.00	1.00	0.888	0.894	3148	512	5918	1972	0.53	0.26	65.3	63.5	16.1	15.3	B
10	1.00	1.00	0.888	0.894	3340	544	5918	1972	0.56	0.28	65.1	63.3	17.1	16.3	B
11	1.00	1.00	0.888	0.894	3376	549	5918	1972	0.57	0.28	65.1	63.3	17.3	16.5	B
12	1.00	1.00	0.888	0.894	3451	562	5918	1972	0.58	0.28	65.0	63.3	17.7	16.9	B

Segment 8: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.888		2352		6761		0.35		71.2		11.0	A	
2	1.00		0.888		2311		6761		0.34		71.2		10.8	A	
3	1.00		0.888		2678		6761		0.40		71.2		12.5	B	
4	1.00		0.888		2875		6761		0.43		71.2		13.5	B	
5	1.00		0.888		3364		6761		0.50		71.0		15.8	B	
6	1.00		0.888		3226		6761		0.48		71.1		15.1	B	
7	1.00		0.888		2882		6761		0.43		71.2		13.5	B	
8	1.00		0.888		3019		6761		0.45		71.2		14.1	B	
9	1.00		0.888		3152		6761		0.47		71.2		14.8	B	
10	1.00		0.888		3343		6761		0.49		71.1		15.7	B	
11	1.00		0.888		3380		6761		0.50		71.0		15.9	B	
12	1.00		0.888		3454		6761		0.51		70.9		16.2	B	

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.893	2352	239	5918	1972	0.40	0.12	65.0	61.0	12.1	5.3	A
2	1.00	1.00	0.888	0.893	2311	233	5918	1972	0.39	0.12	64.9	61.0	11.9	5.1	A

3	1.00	1.00	0.888	0.893	2678	271	5918	1972	0.45	0.14	65.1	61.0	13.7	7.2	A
4	1.00	1.00	0.888	0.893	2875	291	5918	1972	0.49	0.15	65.1	60.9	14.7	8.3	A
5	1.00	1.00	0.888	0.893	3364	340	5918	1972	0.57	0.17	65.2	60.8	17.2	10.8	B
6	1.00	1.00	0.888	0.893	3226	326	5918	1972	0.55	0.17	65.2	60.8	16.5	10.1	B
7	1.00	1.00	0.888	0.893	2882	291	5918	1972	0.49	0.15	65.1	60.9	14.8	8.3	A
8	1.00	1.00	0.888	0.893	3019	306	5918	1972	0.51	0.16	65.2	60.9	15.4	9.0	A
9	1.00	1.00	0.888	0.893	3152	319	5918	1972	0.53	0.16	65.1	60.8	16.1	9.7	A
10	1.00	1.00	0.888	0.893	3343	338	5918	1972	0.56	0.17	65.2	60.8	17.1	10.7	B
11	1.00	1.00	0.888	0.893	3380	342	5918	1972	0.57	0.17	65.2	60.8	17.3	10.9	B
12	1.00	1.00	0.888	0.893	3454	349	5918	1972	0.58	0.18	65.1	60.7	17.7	11.3	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.888		2113		6761		0.31		71.1		9.9		A
2	1.00		0.888		2077		6761		0.31		71.1		9.7		A
3	1.00		0.888		2405		6761		0.36		71.1		11.3		B
4	1.00		0.888		2582		6761		0.38		71.1		12.1		B
5	1.00		0.888		3021		6761		0.45		71.1		14.1		B
6	1.00		0.888		2899		6761		0.43		71.1		13.6		B
7	1.00		0.888		2589		6761		0.38		71.1		12.1		B
8	1.00		0.888		2712		6761		0.40		71.1		12.7		B
9	1.00		0.888		2831		6761		0.42		71.1		13.3		B
10	1.00		0.888		3003		6761		0.44		71.1		14.1		B
11	1.00		0.888		3036		6761		0.45		71.1		14.2		B
12	1.00		0.888		3102		6761		0.46		71.1		14.5		B

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.889	0.893	2711	601	5918	1972	0.46	0.30	66.3	64.8	13.6	10.8	B
2	1.00	1.00	0.889	0.893	2664	590	5918	1972	0.45	0.30	66.3	64.8	13.4	10.5	B
3	1.00	1.00	0.889	0.893	3088	685	5918	1972	0.52	0.35	66.0	64.6	15.6	12.8	B
4	1.00	1.00	0.889	0.893	3315	736	5918	1972	0.56	0.37	65.8	64.4	16.8	14.0	B
5	1.00	1.00	0.889	0.893	3878	860	5918	1972	0.66	0.44	65.2	63.8	19.8	17.0	B
6	1.00	1.00	0.889	0.893	3720	825	5918	1972	0.63	0.42	65.4	64.0	19.0	16.2	B
7	1.00	1.00	0.889	0.893	3323	737	5918	1972	0.56	0.37	65.8	64.4	16.8	14.1	B
8	1.00	1.00	0.889	0.893	3481	772	5918	1972	0.59	0.39	65.7	64.3	17.7	14.9	B
9	1.00	1.00	0.889	0.893	3634	806	5918	1972	0.61	0.41	65.5	64.1	18.5	15.7	B
10	1.00	1.00	0.889	0.893	3856	856	5918	1972	0.65	0.43	65.2	63.8	19.7	16.9	B
11	1.00	1.00	0.889	0.893	3898	865	5918	1972	0.66	0.44	65.2	63.8	19.9	17.2	B
12	1.00	1.00	0.889	0.893	3981	882	5918	1972	0.67	0.45	65.1	63.7	20.4	17.6	B

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.889	2714	6761	0.40	71.2	12.7	B
2	1.00	0.889	2667	6761	0.39	71.2	12.5	B
3	1.00	0.889	3091	6761	0.46	71.2	14.5	B
4	1.00	0.889	3318	6761	0.49	71.1	15.6	B
5	1.00	0.889	3882	6761	0.57	70.1	18.5	C
6	1.00	0.889	3724	6761	0.55	70.5	17.6	B
7	1.00	0.889	3326	6761	0.49	71.1	15.6	B
8	1.00	0.889	3484	6761	0.52	70.9	16.4	B
9	1.00	0.889	3638	6761	0.54	70.7	17.2	B
10	1.00	0.889	3859	6761	0.57	70.2	18.3	C
11	1.00	0.889	3901	6761	0.58	70.1	18.5	C
12	1.00	0.889	3985	6761	0.59	69.9	19.0	C

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.889	0.894	2714	279	5918	1972	0.46	0.14	65.0	60.9	13.9	15.3	B
2	1.00	1.00	0.889	0.894	2667	274	5918	1972	0.45	0.14	65.1	61.0	13.7	15.0	B
3	1.00	1.00	0.889	0.894	3091	318	5918	1972	0.52	0.16	65.1	60.8	15.8	17.3	B
4	1.00	1.00	0.889	0.894	3318	341	5918	1972	0.56	0.17	65.2	60.8	17.0	18.5	B
5	1.00	1.00	0.889	0.894	3882	399	5918	1972	0.66	0.20	65.1	60.6	19.9	21.4	C
6	1.00	1.00	0.889	0.894	3724	383	5918	1972	0.63	0.19	65.1	60.7	19.1	20.6	C
7	1.00	1.00	0.889	0.894	3326	341	5918	1972	0.56	0.17	65.2	60.8	17.0	18.6	B
8	1.00	1.00	0.889	0.894	3484	358	5918	1972	0.59	0.18	65.1	60.7	17.8	19.4	B
9	1.00	1.00	0.889	0.894	3638	374	5918	1972	0.61	0.19	65.1	60.7	18.6	20.2	C
10	1.00	1.00	0.889	0.894	3859	397	5918	1972	0.65	0.20	65.1	60.6	19.8	21.3	C
11	1.00	1.00	0.889	0.894	3901	400	5918	1972	0.66	0.20	65.0	60.6	20.0	21.5	C
12	1.00	1.00	0.889	0.894	3985	409	5918	1972	0.67	0.21	65.1	60.6	20.4	21.9	C

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.888	2437	6761	0.36	71.1	11.4	B
2	1.00	0.888	2394	6761	0.35	71.1	11.2	B
3	1.00	0.888	2775	6761	0.41	71.1	13.0	B
4	1.00	0.888	2979	6761	0.44	71.1	13.9	B
5	1.00	0.888	3484	6761	0.52	70.9	16.4	B
6	1.00	0.888	3343	6761	0.49	71.1	15.7	B
7	1.00	0.888	2986	6761	0.44	71.1	14.0	B
8	1.00	0.888	3127	6761	0.46	71.1	14.6	B
9	1.00	0.888	3266	6761	0.48	71.1	15.3	B

10	1.00	0.888	3464	6761	0.51	70.9	16.3	B							
11	1.00	0.888	3502	6761	0.52	70.9	16.5	B							
12	1.00	0.888	3578	6761	0.53	70.8	16.9	B							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.914	3065	644	5918	1972	0.52	0.33	64.8	62.8	15.8	16.7	B
2	1.00	1.00	0.894	0.914	3010	632	5918	1972	0.51	0.32	64.9	62.9	15.5	16.4	B
3	1.00	1.00	0.894	0.914	3490	734	5918	1972	0.59	0.37	64.4	62.5	18.1	18.9	B
4	1.00	1.00	0.894	0.914	3747	788	5918	1972	0.63	0.40	64.2	62.3	19.5	20.3	C
5	1.00	1.00	0.894	0.914	4383	922	5918	1972	0.74	0.47	63.4	61.5	23.0	23.6	C
6	1.00	1.00	0.894	0.914	4205	884	5918	1972	0.71	0.45	63.7	61.8	22.0	22.7	C
7	1.00	1.00	0.894	0.914	3755	789	5918	1972	0.63	0.40	64.2	62.3	19.5	20.3	C
8	1.00	1.00	0.894	0.914	3933	827	5918	1972	0.66	0.42	64.0	62.1	20.5	21.2	C
9	1.00	1.00	0.894	0.914	4107	863	5918	1972	0.69	0.44	63.8	61.9	21.5	22.1	C
10	1.00	1.00	0.894	0.914	4358	917	5918	1972	0.74	0.46	63.4	61.5	22.9	23.5	C
11	1.00	1.00	0.894	0.914	4405	926	5918	1972	0.74	0.47	63.4	61.5	23.2	23.7	C
12	1.00	1.00	0.894	0.914	4500	946	5918	1972	0.76	0.48	63.2	61.3	23.7	24.2	C
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	0.894	3079	6761	0.46	70.6	14.4	B							
2	1.00	0.894	3025	6761	0.45	70.6	14.2	B							
3	1.00	0.894	3507	6761	0.52	70.6	16.5	B							
4	1.00	0.894	3764	6761	0.56	70.4	17.8	B							
5	1.00	0.894	4404	6761	0.65	68.4	21.5	C							
6	1.00	0.894	4225	6761	0.62	69.1	20.4	C							
7	1.00	0.894	3773	6761	0.56	70.4	17.9	B							
8	1.00	0.894	3952	6761	0.58	70.0	18.8	C							
9	1.00	0.894	4126	6761	0.61	69.4	19.8	C							
10	1.00	0.894	4378	6761	0.65	68.5	21.3	C							
11	1.00	0.894	4425	6761	0.65	68.3	21.6	C							
12	1.00	0.894	4521	6761	0.67	67.9	22.2	C							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.903	3079	432	5918	1972	0.52	0.22	64.4	60.5	15.9	17.6	B
2	1.00	1.00	0.894	0.903	3025	424	5918	1972	0.51	0.22	64.4	60.5	15.7	17.3	B
3	1.00	1.00	0.894	0.903	3507	492	5918	1972	0.59	0.25	64.4	60.4	18.2	20.2	C
4	1.00	1.00	0.894	0.903	3764	528	5918	1972	0.64	0.27	64.3	60.3	19.5	21.7	C

5	1.00	1.00	0.894	0.903	4404	618	5918	1972	0.74	0.31	64.5	60.0	22.8	23.8	C
6	1.00	1.00	0.894	0.903	4225	592	5918	1972	0.71	0.30	64.6	60.1	21.8	23.0	C
7	1.00	1.00	0.894	0.903	3773	529	5918	1972	0.64	0.27	64.3	60.3	19.6	21.8	C
8	1.00	1.00	0.894	0.903	3952	555	5918	1972	0.67	0.28	64.2	60.2	20.5	22.8	C
9	1.00	1.00	0.894	0.903	4126	579	5918	1972	0.70	0.29	64.1	60.1	21.5	23.9	C
10	1.00	1.00	0.894	0.903	4378	615	5918	1972	0.74	0.31	64.5	60.0	22.6	23.7	C
11	1.00	1.00	0.894	0.903	4425	621	5918	1972	0.75	0.32	64.5	60.0	22.9	24.0	C
12	1.00	1.00	0.894	0.903	4521	635	5918	1972	0.76	0.32	64.5	60.0	23.4	24.4	C

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.892	2649	6761	0.39	71.0	12.4	B
2	1.00	0.892	2602	6761	0.38	71.0	12.2	B
3	1.00	0.892	3017	6761	0.45	71.0	14.1	B
4	1.00	0.892	3238	6761	0.48	71.0	15.2	B
5	1.00	0.892	3788	6761	0.56	70.4	17.9	B
6	1.00	0.892	3635	6761	0.54	70.7	17.1	B
7	1.00	0.892	3246	6761	0.48	71.0	15.2	B
8	1.00	0.892	3399	6761	0.50	71.0	16.0	B
9	1.00	0.892	3549	6761	0.52	70.8	16.7	B
10	1.00	0.892	3766	6761	0.56	70.4	17.8	B
11	1.00	0.892	3806	6761	0.56	70.3	18.1	C
12	1.00	0.892	3889	6761	0.58	70.1	18.5	C

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.912	2991	348	5918	1972	0.51	0.18	65.4	63.5	15.2	14.3	B
2	1.00	1.00	0.894	0.912	2937	341	5918	1972	0.50	0.17	65.4	63.5	15.0	14.0	B
3	1.00	1.00	0.894	0.912	3406	396	5918	1972	0.58	0.20	65.1	63.3	17.4	16.4	B
4	1.00	1.00	0.894	0.912	3655	425	5918	1972	0.62	0.22	64.9	63.1	18.8	17.7	B
5	1.00	1.00	0.894	0.912	4278	498	5918	1972	0.72	0.25	64.2	62.5	22.2	20.8	C
6	1.00	1.00	0.894	0.912	4103	477	5918	1972	0.69	0.24	64.4	62.7	21.2	19.9	B
7	1.00	1.00	0.894	0.912	3663	425	5918	1972	0.62	0.22	64.9	63.1	18.8	17.7	B
8	1.00	1.00	0.894	0.912	3837	446	5918	1972	0.65	0.23	64.6	62.9	19.8	18.6	B
9	1.00	1.00	0.894	0.912	4007	466	5918	1972	0.68	0.24	64.5	62.8	20.7	19.4	B
10	1.00	1.00	0.894	0.912	4252	495	5918	1972	0.72	0.25	64.2	62.5	22.1	20.7	C
11	1.00	1.00	0.894	0.912	4298	500	5918	1972	0.73	0.25	64.1	62.4	22.4	20.9	C
12	1.00	1.00	0.894	0.912	4391	511	5918	1972	0.74	0.26	64.0	62.3	22.9	21.4	C

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.894	2998	6761	0.44	70.7	14.0	B
2	1.00	0.894	2944	6761	0.44	70.7	13.8	B
3	1.00	0.894	3414	6761	0.50	70.7	16.0	B
4	1.00	0.894	3664	6761	0.54	70.6	17.3	B
5	1.00	0.894	4287	6761	0.63	68.8	20.8	C
6	1.00	0.894	4113	6761	0.61	69.5	19.7	C
7	1.00	0.894	3672	6761	0.54	70.6	17.3	B
8	1.00	0.894	3847	6761	0.57	70.2	18.3	C
9	1.00	0.894	4017	6761	0.59	69.8	19.2	C
10	1.00	0.894	4262	6761	0.63	68.9	20.6	C
11	1.00	0.894	4308	6761	0.64	68.8	20.9	C
12	1.00	0.894	4402	6761	0.65	68.4	21.4	C

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	2998	6761	0.44	71.2	14.0	B
2	1.00	0.894	2944	6761	0.44	71.2	13.8	B
3	1.00	0.894	3414	6761	0.50	71.0	16.0	B
4	1.00	0.894	3664	6761	0.54	70.6	17.3	B
5	1.00	0.894	4287	6761	0.63	68.8	20.8	C
6	1.00	0.894	4113	6761	0.61	69.5	19.7	C
7	1.00	0.894	3672	6761	0.54	70.6	17.3	B
8	1.00	0.894	3847	6761	0.57	70.2	18.3	C
9	1.00	0.894	4017	6761	0.59	69.8	19.2	C
10	1.00	0.894	4262	6761	0.63	68.9	20.6	C
11	1.00	0.894	4308	6761	0.64	68.8	20.9	C
12	1.00	0.894	4402	6761	0.65	68.4	21.4	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4955	4790	1.96	48.91	69.3	11.5	10.3	8.00	B
2	4868	4706	1.91	47.81	69.3	11.3	10.1	8.00	B
3	5642	5455	2.31	57.71	69.2	13.2	11.7	8.00	B
4	6057	5855	2.60	64.88	69.1	14.2	12.6	8.00	B
5	7086	6850	3.94	98.49	68.5	16.7	14.9	8.10	B
6	6798	6572	3.41	85.36	68.7	16.0	14.2	8.10	B
7	6071	5869	2.60	65.04	69.1	14.2	12.6	8.00	B
8	6359	6148	2.90	72.44	69.0	14.9	13.3	8.10	B
9	6640	6419	3.23	80.71	68.8	15.6	13.9	8.10	B
10	7044	6810	3.86	96.46	68.5	16.6	14.8	8.10	B
11	7120	6883	3.99	99.65	68.5	16.8	15.0	8.10	B
12	7275	7033	4.30	107.38	68.3	17.2	15.3	8.10	B

Facility Overall Results

Space Mean Speed, mi/h	68.8	Average Density, veh/mi/ln	13.2
Average Travel Time, min	8.10	Average Density, pc/mi/ln	14.8
Total VMT, veh-mi	75917	Total VHD, veh-h	36.99
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	924.84

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HCS™ Freeways Version 2023

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HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2030 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5280	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	416	3
7	Merge	Merge	I-75 SB SR 326 EB On Ramp	1500	3
8	Basic	Basic	I-75 SB	4405	3
9	Diverge	Diverge	I-75 SB 49th St DDI Off Ramp	1500	3
10	Basic	Basic	I-75 SB	3253	3
11	Merge	Merge	I-75 SB 49th St DDI On Ramp	1500	3
12	Basic	Basic	I-75 SB	5830	3
13	Diverge	Diverge	I-75 SB US 27 Off Ramp	1500	3
14	Basic	Basic	I-75 SB	3189	3
15	Merge	Merge	I-75 SB US 27 On Ramp	1500	3
16	Basic	Basic	I-75 SB	1415	3
17	Diverge	Diverge	I-75 SB SR 40 Off Ramp	1500	3
18	Basic	Basic	I-75 SB	2836	3
19	Merge	Merge	I-75 SB SR 40 On Ramp	1500	3
20	Basic	Basic	I-75 SB	1500	3
21	Basic	Basic	I-75 SB	3968	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.904	4251	6761	0.63	69.0	20.5	C
2	1.00	0.904	4441	6761	0.66	68.2	21.7	C
3	1.00	0.904	4159	6761	0.62	69.3	20.0	C
4	1.00	0.904	4239	6761	0.63	69.0	20.5	C
5	1.00	0.904	4058	6761	0.60	69.6	19.4	C
6	1.00	0.904	4188	6761	0.64	69.2	20.2	F
7	1.00	0.904	3925	6761	0.58	70.0	18.7	F
8	1.00	0.904	4199	6761	0.61	69.2	20.2	F
9	1.00	0.904	3803	6761	0.59	24.0	52.9	F
10	1.00	0.904	4203	6761	0.59	30.1	46.6	F
11	1.00	0.904	3648	6761	0.54	70.6	17.2	F
12	1.00	0.904	3575	6761	0.52	70.8	16.8	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.904	4251	6761	0.63	69.0	20.5	C
2	1.00	0.904	4441	6761	0.66	68.2	21.7	C
3	1.00	0.904	4159	6761	0.62	69.3	20.0	C
4	1.00	0.904	4239	6761	0.63	69.0	20.5	C
5	1.00	0.904	4058	6761	0.60	69.6	19.4	C
6	1.00	0.904	4044	6761	0.64	69.7	19.3	F
7	1.00	0.904	3895	6761	0.58	14.9	87.2	F
8	1.00	0.904	3850	6761	0.61	14.2	90.7	F
9	1.00	0.904	3793	6761	0.59	12.7	99.4	F
10	1.00	0.904	4509	6761	0.59	17.3	86.8	F
11	1.00	0.904	3796	6761	0.54	17.3	73.2	F
12	1.00	0.904	3654	6761	0.52	70.6	17.3	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.904	0.882	4251	637	5918	1972	0.72	0.32	64.5	60.0	22.0	27.0	C
2	1.00	1.00	0.904	0.882	4441	667	5918	1972	0.75	0.34	64.4	59.9	23.0	27.9	C
3	1.00	1.00	0.904	0.882	4159	624	5918	1972	0.70	0.32	64.5	60.0	21.5	26.5	C
4	1.00	1.00	0.904	0.882	4239	636	5918	1972	0.72	0.32	64.5	60.0	21.9	26.9	C
5	1.00	1.00	0.904	0.882	4058	609	5918	1972	0.69	0.31	64.5	60.1	21.0	26.0	C
6	1.00	1.00	0.904	0.882	3677	647	5918	1972	0.73	0.33	20.8	60.0	58.9	27.3	F
7	1.00	1.00	0.904	0.882	3910	592	5918	1972	0.67	0.30	19.5	60.1	66.8	25.5	F
8	1.00	1.00	0.904	0.882	4200	620	5918	1972	0.70	0.31	20.7	60.0	67.6	26.4	F
9	1.00	1.00	0.904	0.882	3598	596	5918	1972	0.67	0.30	14.6	60.1	82.0	25.6	F
10	1.00	1.00	0.904	0.882	4563	595	5918	1972	0.67	0.30	64.6	60.1	23.5	28.3	F
11	1.00	1.00	0.904	0.882	3933	549	5918	1972	0.62	0.28	16.4	60.2	79.9	24.0	F

12	1.00	1.00	0.904	0.882	3642	529	5918	1972	0.60	0.27	64.7	60.3	18.8	23.9	F
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.908		3614		6761		0.53		70.7		17.0		B
2	1.00		0.908		3776		6761		0.56		70.4		17.9		B
3	1.00		0.908		3534		6761		0.52		70.8		16.6		B
4	1.00		0.908		3603		6761		0.53		70.7		17.0		B
5	1.00		0.908		3392		6761		0.51		70.8		15.9		F
6	1.00		0.908		2884		6761		0.54		10.1		95.3		F
7	1.00		0.908		3328		6761		0.50		10.7		103.4		F
8	1.00		0.908		3179		6761		0.52		9.9		107.3		F
9	1.00		0.908		3360		6761		0.50		10.0		111.7		F
10	1.00		0.908		3515		6761		0.50		11.5		101.5		F
11	1.00		0.908		3695		6761		0.46		12.5		98.2		F
12	1.00		0.908		3204		6761		0.44		10.7		99.4		F
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.861	4685	1071	5918	1878	0.80	0.57	63.4	61.6	24.6	21.5	C
2	1.00	1.00	0.897	0.861	4894	1118	5918	1878	0.83	0.60	62.9	61.1	25.9	22.6	C
3	1.00	1.00	0.897	0.861	4582	1048	5918	1878	0.78	0.56	63.5	61.8	24.1	20.9	C
4	1.00	1.00	0.897	0.861	4620	1067	5918	1878	0.80	0.57	63.4	61.7	24.4	21.2	F
5	1.00	1.00	0.897	0.861	4058	1022	5918	1878	0.76	0.54	22.1	62.0	61.1	20.5	F
6	1.00	1.00	0.897	0.861	3575	1087	5918	1878	0.81	0.58	12.3	61.4	96.8	22.1	F
7	1.00	1.00	0.897	0.861	4281	994	5918	1878	0.74	0.53	21.2	62.2	67.4	19.9	F
8	1.00	1.00	0.897	0.861	3850	1041	5918	1878	0.78	0.55	15.1	61.8	85.2	21.0	F
9	1.00	1.00	0.897	0.861	4023	1001	5918	1878	0.75	0.53	16.6	62.1	80.9	20.0	F
10	1.00	1.00	0.897	0.861	4319	1000	5918	1878	0.75	0.53	18.4	62.1	78.4	20.0	F
11	1.00	1.00	0.897	0.861	4052	922	5918	1878	0.69	0.49	18.2	62.7	74.1	18.2	F
12	1.00	1.00	0.897	0.861	4473	890	5918	1878	0.66	0.47	20.7	62.9	72.2	17.4	F
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.897		4685		6761		0.69		67.1		23.3		C
2	1.00		0.897		4894		6761		0.72		66.0		24.7		C
3	1.00		0.897		4582		6761		0.68		67.6		22.6		C
4	1.00		0.897		4600		6761		0.69		67.5		22.7		F
5	1.00		0.897		3960		6761		0.66		15.4		85.8		F
6	1.00		0.897		3686		6761		0.70		14.0		87.6		F
7	1.00		0.897		4241		6761		0.64		18.4		76.7		F

8	1.00	0.897	3872	6761	0.67	15.5	83.4	F
9	1.00	0.897	4036	6761	0.65	16.0	84.3	F
10	1.00	0.897	4290	6761	0.65	15.4	92.8	F
11	1.00	0.897	4094	6761	0.60	60.0	19.6	C
12	1.00	0.897	4424	6761	0.58	18.1	81.4	F

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.894	5108	423	5918	1972	0.86	0.21	63.1	61.4	27.0	24.3	C
2	1.00	1.00	0.897	0.894	5336	442	5918	1972	0.90	0.22	62.7	61.0	28.4	25.5	C
3	1.00	1.00	0.897	0.894	4996	414	5918	1972	0.84	0.21	63.3	61.6	26.3	23.8	C
4	1.00	1.00	0.897	0.894	4919	422	5918	1972	0.86	0.21	63.4	61.7	25.9	23.4	F
5	1.00	1.00	0.897	0.894	4374	404	5918	1972	0.82	0.20	24.4	61.8	59.7	23.2	F
6	1.00	1.00	0.897	0.894	4159	430	5918	1972	0.88	0.22	24.4	61.3	56.8	24.7	F
7	1.00	1.00	0.897	0.894	4622	393	5918	1972	0.80	0.20	28.1	62.1	54.8	22.5	F
8	1.00	1.00	0.897	0.894	4051	412	5918	1972	0.84	0.21	21.1	61.7	63.8	23.6	F
9	1.00	1.00	0.897	0.894	4650	396	5918	1972	0.81	0.20	28.0	62.0	55.3	22.7	F
10	1.00	1.00	0.897	0.894	4703	395	5918	1972	0.81	0.20	21.3	62.0	73.5	22.7	F
11	1.00	1.00	0.897	0.894	4517	365	5918	1972	0.74	0.18	64.0	62.4	23.5	21.4	C
12	1.00	1.00	0.897	0.894	4727	351	5918	1972	0.72	0.18	28.6	62.7	55.1	20.1	F

Segment 8: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.897		5108		6761		0.76		64.7		26.3		D
2	1.00		0.897		5336		6761		0.79		63.2		28.1		D
3	1.00		0.897		4996		6761		0.74		65.4		25.5		C
4	1.00		0.897		4512		6761		0.75		30.6		49.2		F
5	1.00		0.897		4298		6761		0.72		20.1		71.2		F
6	1.00		0.897		4198		6761		0.77		18.9		74.2		F
7	1.00		0.897		4680		6761		0.70		24.1		64.7		F
8	1.00		0.897		4059		6761		0.73		18.1		74.9		F
9	1.00		0.897		4548		6761		0.71		22.1		68.7		F
10	1.00		0.897		4845		6761		0.71		22.6		71.4		F
11	1.00		0.897		4364		6761		0.65		20.0		72.7		F
12	1.00		0.897		4814		6761		0.63		23.4		68.7		F

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.893	5108	385	5918	1972	0.86	0.20	65.1	60.7	26.2	19.0	B
2	1.00	1.00	0.897	0.893	5336	403	5918	1972	0.90	0.20	65.0	60.6	27.4	20.0	B

3	1.00	1.00	0.897	0.893	4996	377	5918	1972	0.84	0.19	65.1	60.7	25.6	18.5	B
4	1.00	1.00	0.897	0.893	4314	384	5918	1972	0.86	0.19	26.6	60.7	54.0	19.0	F
5	1.00	1.00	0.897	0.893	4284	367	5918	1972	0.82	0.19	25.0	60.7	57.0	18.0	F
6	1.00	1.00	0.897	0.893	4313	391	5918	1972	0.88	0.20	27.4	60.6	52.5	19.3	F
7	1.00	1.00	0.897	0.893	4650	357	5918	1972	0.80	0.18	26.4	60.7	58.7	17.4	F
8	1.00	1.00	0.897	0.893	4070	375	5918	1972	0.84	0.19	20.4	60.7	66.5	18.4	F
9	1.00	1.00	0.897	0.893	4664	361	5918	1972	0.81	0.18	65.1	60.7	23.9	17.1	B
10	1.00	1.00	0.897	0.893	4718	361	5918	1972	0.81	0.18	30.3	60.7	51.8	17.5	F
11	1.00	1.00	0.897	0.893	4491	333	5918	1972	0.74	0.17	65.2	60.8	23.0	16.2	B
12	1.00	1.00	0.897	0.893	4684	320	5918	1972	0.72	0.16	30.7	60.8	50.8	15.1	F

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.897		4723		6761		0.70		66.9		23.5		C
2	1.00		0.897		4933		6761		0.73		65.8		25.0		C
3	1.00		0.897		4507		6761		0.68		67.9		22.1		F
4	1.00		0.897		3729		6761		0.70		14.6		85.1		F
5	1.00		0.897		3859		6761		0.67		15.4		83.6		F
6	1.00		0.897		4016		6761		0.71		16.6		80.8		F
7	1.00		0.897		4255		6761		0.65		17.1		83.0		F
8	1.00		0.897		3813		6761		0.68		14.6		86.9		F
9	1.00		0.897		4452		6761		0.65		19.1		77.6		F
10	1.00		0.897		4173		6761		0.65		16.9		82.3		F
11	1.00		0.897		4238		6761		0.60		16.6		85.3		F
12	1.00		0.897		4233		6761		0.58		16.4		86.2		F

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.893	5433	710	5918	1972	0.92	0.36	62.9	61.2	28.8	24.2	C
2	1.00	1.00	0.897	0.893	5674	741	5918	1972	0.96	0.38	62.3	60.5	30.4	25.4	C
3	1.00	1.00	0.897	0.893	4997	694	5918	1972	0.90	0.35	30.1	61.6	55.4	23.6	F
4	1.00	1.00	0.897	0.893	4607	708	5918	1972	0.92	0.36	28.3	61.3	54.2	24.1	F
5	1.00	1.00	0.897	0.893	4570	677	5918	1972	0.88	0.34	64.5	63.1	23.6	19.9	B
6	1.00	1.00	0.897	0.893	4607	720	5918	1972	0.93	0.37	29.1	61.0	52.7	24.6	F
7	1.00	1.00	0.897	0.893	5043	658	5918	1972	0.85	0.33	63.7	62.2	26.4	22.2	C
8	1.00	1.00	0.897	0.893	4423	690	5918	1972	0.89	0.35	24.2	61.7	61.0	23.4	F
9	1.00	1.00	0.897	0.893	5175	663	5918	1972	0.86	0.34	37.8	62.1	45.6	22.4	F
10	1.00	1.00	0.897	0.893	4856	663	5918	1972	0.86	0.34	64.1	62.6	25.3	21.3	C
11	1.00	1.00	0.897	0.893	4711	611	5918	1972	0.79	0.31	25.9	63.0	60.6	20.3	F
12	1.00	1.00	0.897	0.893	4961	590	5918	1972	0.76	0.30	63.9	62.5	25.9	21.6	C

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.897	5433	6761	0.80	62.5	29.0	D
2	1.00	0.897	5168	6761	0.84	38.2	45.2	F
3	1.00	0.897	4711	6761	0.79	20.2	77.9	F
4	1.00	0.897	4877	6761	0.80	24.7	65.8	F
5	1.00	0.897	4570	6761	0.77	20.8	73.4	F
6	1.00	0.897	4675	6761	0.82	22.0	70.7	F
7	1.00	0.897	4915	6761	0.75	25.3	64.7	F
8	1.00	0.897	4615	6761	0.78	22.6	68.0	F
9	1.00	0.897	4850	6761	0.75	24.9	64.8	F
10	1.00	0.897	4769	6761	0.75	20.5	77.5	F
11	1.00	0.897	4754	6761	0.69	20.4	77.9	F
12	1.00	0.897	5136	6761	0.67	26.8	64.0	F

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.894	5433	418	5918	1972	0.92	0.21	65.0	60.6	27.9	28.4	D
2	1.00	1.00	0.897	0.894	5035	437	5918	1972	0.96	0.22	27.3	60.5	61.5	29.3	F
3	1.00	1.00	0.897	0.894	4785	409	5918	1972	0.90	0.21	23.3	60.6	68.6	27.8	F
4	1.00	1.00	0.897	0.894	4772	417	5918	1972	0.91	0.21	28.7	60.6	55.4	28.3	F
5	1.00	1.00	0.897	0.894	4734	399	5918	1972	0.88	0.20	65.1	60.6	24.2	25.3	C
6	1.00	1.00	0.897	0.894	4619	425	5918	1972	0.93	0.22	27.8	60.5	55.4	28.7	F
7	1.00	1.00	0.897	0.894	4811	388	5918	1972	0.85	0.20	29.2	60.6	54.9	26.7	F
8	1.00	1.00	0.897	0.894	4675	407	5918	1972	0.89	0.21	28.4	60.6	54.9	27.7	F
9	1.00	1.00	0.897	0.894	4790	391	5918	1972	0.86	0.20	26.0	60.6	61.3	26.8	F
10	1.00	1.00	0.897	0.894	4769	391	5918	1972	0.86	0.20	24.3	60.6	65.5	26.8	F
11	1.00	1.00	0.897	0.894	4776	360	5918	1972	0.79	0.18	26.0	60.7	61.2	25.0	F
12	1.00	1.00	0.897	0.894	5121	348	5918	1972	0.76	0.18	31.9	60.7	53.5	24.3	F

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.897	4599	6761	0.74	28.2	54.3	F
2	1.00	0.897	4587	6761	0.77	16.7	91.4	F
3	1.00	0.897	4473	6761	0.73	16.6	89.7	F
4	1.00	0.897	4287	6761	0.74	15.2	93.8	F
5	1.00	0.897	4387	6761	0.71	16.7	87.6	F
6	1.00	0.897	4245	6761	0.75	15.2	92.8	F
7	1.00	0.897	4441	6761	0.69	16.3	91.0	F
8	1.00	0.897	4319	6761	0.72	15.8	91.1	F
9	1.00	0.897	4416	6761	0.69	16.5	89.5	F

10	1.00	0.897	4402	6761	0.69	15.6	94.0	F							
11	1.00	0.897	4441	6761	0.64	16.3	90.9	F							
12	1.00	0.897	4696	6761	0.62	18.2	86.0	F							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.900	0.914	5511	912	5918	1972	1.00	0.46	61.5	59.3	29.9	28.8	D
2	1.00	1.00	0.900	0.914	5504	954	5918	1972	1.04	0.48	61.4	59.2	30.1	29.1	F
3	1.00	1.00	0.900	0.914	5299	893	5918	1972	0.98	0.45	62.0	59.9	28.5	27.8	F
4	1.00	1.00	0.900	0.914	5198	910	5918	1972	1.00	0.46	29.6	58.2	58.4	30.6	F
5	1.00	1.00	0.900	0.914	5255	871	5918	1972	0.95	0.44	38.8	59.1	45.2	29.3	F
6	1.00	1.00	0.900	0.914	5167	927	5918	1972	1.01	0.47	36.1	57.8	47.7	31.2	F
7	1.00	1.00	0.900	0.914	5291	847	5918	1972	0.93	0.43	32.0	59.5	55.1	28.5	F
8	1.00	1.00	0.900	0.914	5209	887	5918	1972	0.97	0.45	35.7	58.7	48.6	29.9	F
9	1.00	1.00	0.900	0.914	5267	853	5918	1972	0.93	0.43	31.7	59.4	55.3	28.7	F
10	1.00	1.00	0.900	0.914	5254	852	5918	1972	0.93	0.43	28.8	59.4	60.8	28.7	F
11	1.00	1.00	0.900	0.914	5334	787	5918	1972	0.86	0.40	62.0	60.0	28.7	27.7	F
12	1.00	1.00	0.900	0.914	5342	758	5918	1972	0.83	0.38	33.6	60.9	53.0	25.6	F
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	0.900	5511	6761	0.88	61.9	29.7	D							
2	1.00	0.900	5418	6761	0.92	62.6	28.8	F							
3	1.00	0.900	5238	6761	0.86	32.0	54.6	F							
4	1.00	0.900	5201	6761	0.87	22.8	76.2	F							
5	1.00	0.900	5249	6761	0.84	26.3	66.6	F							
6	1.00	0.900	5176	6761	0.89	25.8	66.8	F							
7	1.00	0.900	5280	6761	0.81	24.1	73.1	F							
8	1.00	0.900	5215	6761	0.85	24.4	71.2	F							
9	1.00	0.900	5262	6761	0.82	24.2	72.5	F							
10	1.00	0.900	5254	6761	0.82	22.7	77.3	F							
11	1.00	0.900	5326	6761	0.75	32.5	54.7	F							
12	1.00	0.900	5340	6761	0.73	24.5	72.6	F							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.900	1.000	5511	469	5918	1972	1.00	0.24	64.8	60.4	28.3	28.4	D
2	1.00	1.00	0.900	1.000	5311	490	5918	1972	1.05	0.25	38.8	60.4	45.6	31.1	F
3	1.00	1.00	0.900	1.000	5235	459	5918	1972	0.98	0.23	30.1	60.5	58.0	29.5	F
4	1.00	1.00	0.900	1.000	5202	468	5918	1972	1.00	0.24	27.9	60.4	62.2	30.0	F

5	1.00	1.00	0.900	1.000	5247	448	5918	1972	0.96	0.23	29.0	60.5	60.4	29.7	F
6	1.00	1.00	0.900	1.000	5178	476	5918	1972	1.02	0.24	28.0	60.4	61.6	30.4	F
7	1.00	1.00	0.900	1.000	5276	435	5918	1972	0.93	0.22	31.0	60.5	56.6	29.0	F
8	1.00	1.00	0.900	1.000	5216	456	5918	1972	0.97	0.23	28.3	60.5	61.4	29.4	F
9	1.00	1.00	0.900	1.000	5261	439	5918	1972	0.94	0.22	29.1	60.5	60.3	29.2	F
10	1.00	1.00	0.900	1.000	5255	438	5918	1972	0.93	0.22	28.6	60.5	61.3	29.2	F
11	1.00	1.00	0.900	1.000	5323	404	5918	1972	0.86	0.20	30.9	60.6	57.5	27.1	F
12	1.00	1.00	0.900	1.000	5338	390	5918	1972	0.83	0.20	30.3	60.6	58.8	26.2	F

Segment 18: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.899		4798		6761		0.80		33.3		48.0		F
2	1.00		0.899		4759		6761		0.84		18.8		84.3		F
3	1.00		0.899		4806		6761		0.78		18.4		86.8		F
4	1.00		0.899		4793		6761		0.80		18.3		87.2		F
5	1.00		0.899		4823		6761		0.76		18.6		86.5		F
6	1.00		0.899		4780		6761		0.81		18.2		87.5		F
7	1.00		0.899		4842		6761		0.74		18.8		86.0		F
8	1.00		0.899		4811		6761		0.78		18.5		86.8		F
9	1.00		0.899		4837		6761		0.75		18.7		86.2		F
10	1.00		0.899		4838		6761		0.75		18.7		86.2		F
11	1.00		0.899		4890		6761		0.69		19.2		85.1		F
12	1.00		0.899		4911		6761		0.66		19.3		84.6		F

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.901	1.000	5511	713	5918	1972	1.03	0.36	62.1	60.1	29.6	27.2	F
2	1.00	1.00	0.901	1.000	5504	745	5918	1972	1.08	0.38	62.0	60.0	29.6	27.2	F
3	1.00	1.00	0.901	1.000	5504	698	5918	1972	1.01	0.35	62.1	60.1	29.5	27.1	F
4	1.00	1.00	0.901	1.000	5504	711	5918	1972	1.03	0.36	62.1	60.1	29.5	27.2	F
5	1.00	1.00	0.901	1.000	5504	681	5918	1972	0.99	0.35	62.1	60.1	29.5	27.1	C
6	1.00	1.00	0.901	1.000	5504	724	5918	1972	1.05	0.37	62.1	60.1	29.5	27.2	F
7	1.00	1.00	0.901	1.000	5504	662	5918	1972	0.96	0.34	62.1	60.2	29.5	27.0	C
8	1.00	1.00	0.901	1.000	5504	693	5918	1972	1.00	0.35	62.1	60.1	29.5	27.1	C
9	1.00	1.00	0.901	1.000	5504	667	5918	1972	0.96	0.34	62.1	60.2	29.5	27.0	C
10	1.00	1.00	0.901	1.000	5504	666	5918	1972	0.96	0.34	62.1	60.2	29.5	27.0	C
11	1.00	1.00	0.901	1.000	5504	614	5918	1972	0.89	0.31	62.1	60.2	29.5	26.9	C
12	1.00	1.00	0.901	1.000	5504	593	5918	1972	0.86	0.30	62.2	60.3	29.5	26.8	C

Segment 20: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.901	5511	6761	0.92	61.9	29.7	D
2	1.00	0.901	5504	6761	0.96	62.0	29.6	D
3	1.00	0.901	5504	6761	0.90	62.0	29.6	D
4	1.00	0.901	5504	6761	0.91	62.0	29.6	D
5	1.00	0.901	5504	6761	0.87	62.0	29.6	D
6	1.00	0.901	5504	6761	0.93	62.0	29.6	D
7	1.00	0.901	5504	6761	0.85	62.0	29.6	D
8	1.00	0.901	5504	6761	0.89	62.0	29.6	D
9	1.00	0.901	5504	6761	0.86	62.0	29.6	D
10	1.00	0.901	5504	6761	0.85	62.0	29.6	D
11	1.00	0.901	5504	6761	0.79	62.0	29.6	D
12	1.00	0.901	5504	6761	0.76	62.0	29.6	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.901	5511	6761	0.92	61.9	29.7	D
2	1.00	0.901	5504	6761	0.96	62.0	29.6	D
3	1.00	0.901	5504	6761	0.90	62.0	29.6	D
4	1.00	0.901	5504	6761	0.91	62.0	29.6	D
5	1.00	0.901	5504	6761	0.87	62.0	29.6	D
6	1.00	0.901	5504	6761	0.93	62.0	29.6	D
7	1.00	0.901	5504	6761	0.85	62.0	29.6	D
8	1.00	0.901	5504	6761	0.89	62.0	29.6	D
9	1.00	0.901	5504	6761	0.86	62.0	29.6	D
10	1.00	0.901	5504	6761	0.85	62.0	29.6	D
11	1.00	0.901	5504	6761	0.79	62.0	29.6	D
12	1.00	0.901	5504	6761	0.76	62.0	29.6	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	10347	10507	36.25	906.14	57.0	29.1	26.1	9.80	F
2	10442	10974	88.85	2221.15	44.3	37.7	33.9	12.50	F
3	9921	10279	127.59	3189.69	37.2	42.7	38.4	15.00	F
4	9689	10475	176.77	4419.34	31.0	50.1	45.0	18.00	F
5	9448	10028	194.43	4860.74	28.9	52.4	47.1	19.30	F
6	9350	10667	241.14	6028.43	25.1	59.6	53.6	22.20	F
7	9714	9752	232.53	5813.25	26.3	59.0	53.1	21.10	F
8	9339	10214	263.51	6587.72	23.7	63.2	56.8	23.50	F
9	9631	9822	265.64	6640.99	24.0	64.1	57.7	23.10	F
10	9843	9815	264.81	6620.19	24.4	64.5	58.0	22.80	F
11	9531	9052	232.64	5816.09	26.0	58.6	52.7	21.40	F
12	9761	8734	206.67	5166.79	28.4	55.0	49.5	19.60	F

Facility Overall Results

Space Mean Speed, mi/h	29.4	Average Density, veh/mi/ln	47.7
Average Travel Time, min	18.90	Average Density, pc/mi/ln	53.0
Total VMT, veh-mi	117017	Total VHD, veh-h	2330.82
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	58270.52

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HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2030 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5280	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	416	3
7	Merge	Merge	I-75 SB SR 326 EB On Ramp	1500	3
8	Basic	Basic	I-75 SB	4405	3
9	Diverge	Diverge	I-75 SB 49th St DDI Off Ramp	1500	3
10	Basic	Basic	I-75 SB	3253	3
11	Merge	Merge	I-75 SB 49th St DDI On Ramp	1500	3
12	Basic	Basic	I-75 SB	5830	3
13	Diverge	Diverge	I-75 SB US 27 Off Ramp	1500	3
14	Basic	Basic	I-75 SB	3189	3
15	Merge	Merge	I-75 SB US 27 On Ramp	1500	3
16	Basic	Basic	I-75 SB	1415	3
17	Diverge	Diverge	I-75 SB SR 40 Off Ramp	1500	3
18	Basic	Basic	I-75 SB	2836	3
19	Merge	Merge	I-75 SB SR 40 On Ramp	1500	3
20	Basic	Basic	I-75 SB	1500	3
21	Basic	Basic	I-75 SB	3968	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.901	3639	6761	0.54	70.7	17.2	B
2	1.00	0.901	3639	6761	0.54	70.7	17.2	B
3	1.00	0.901	3639	6761	0.54	70.7	17.2	B
4	1.00	0.901	3639	6761	0.54	70.7	17.2	B
5	1.00	0.901	3786	6761	0.56	70.4	17.9	B
6	1.00	0.901	3786	6761	0.56	70.4	17.9	B
7	1.00	0.901	3786	6761	0.56	70.4	17.9	B
8	1.00	0.901	3786	6761	0.56	70.4	17.9	B
9	1.00	0.901	3847	6761	0.57	70.2	18.3	C
10	1.00	0.901	3847	6761	0.57	70.2	18.3	C
11	1.00	0.901	3847	6761	0.57	70.2	18.3	C
12	1.00	0.901	3847	6761	0.57	70.2	18.3	C

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.901		3639		6761		0.54		70.7		17.2		B
2	1.00		0.901		3639		6761		0.54		70.7		17.2		B
3	1.00		0.901		3639		6761		0.54		70.7		17.2		B
4	1.00		0.901		3639		6761		0.54		70.7		17.2		B
5	1.00		0.901		3786		6761		0.56		70.4		17.9		B
6	1.00		0.901		3786		6761		0.56		70.4		17.9		B
7	1.00		0.901		3786		6761		0.56		70.4		17.9		B
8	1.00		0.901		3786		6761		0.56		70.4		17.9		B
9	1.00		0.901		3847		6761		0.57		70.2		18.3		C
10	1.00		0.901		3847		6761		0.57		70.2		18.3		C
11	1.00		0.901		3847		6761		0.57		70.2		18.3		C
12	1.00		0.901		3847		6761		0.57		70.2		18.3		C

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.901	0.919	3639	482	5918	1972	0.61	0.24	64.8	60.4	18.7	23.8	C
2	1.00	1.00	0.901	0.919	3639	482	5918	1972	0.61	0.24	64.8	60.4	18.7	23.8	C
3	1.00	1.00	0.901	0.919	3639	482	5918	1972	0.61	0.24	64.8	60.4	18.7	23.8	C
4	1.00	1.00	0.901	0.919	3639	482	5918	1972	0.61	0.24	64.8	60.4	18.7	23.8	C
5	1.00	1.00	0.901	0.919	3786	502	5918	1972	0.64	0.25	64.7	60.3	19.5	24.5	C
6	1.00	1.00	0.901	0.919	3786	502	5918	1972	0.64	0.25	64.7	60.3	19.5	24.5	C
7	1.00	1.00	0.901	0.919	3786	502	5918	1972	0.64	0.25	64.7	60.3	19.5	24.5	C
8	1.00	1.00	0.901	0.919	3786	502	5918	1972	0.64	0.25	64.7	60.3	19.5	24.5	C
9	1.00	1.00	0.901	0.919	3847	509	5918	1972	0.65	0.26	64.7	60.3	19.8	24.8	C
10	1.00	1.00	0.901	0.919	3847	509	5918	1972	0.65	0.26	64.7	60.3	19.8	24.8	C
11	1.00	1.00	0.901	0.919	3847	509	5918	1972	0.65	0.26	64.7	60.3	19.8	24.8	C

12	1.00	1.00	0.901	0.919	3847	509	5918	1972	0.65	0.26	64.7	60.3	19.8	24.8	C
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		3158		6761		0.47		70.8		14.8		B
2	1.00		0.898		3158		6761		0.47		70.8		14.8		B
3	1.00		0.898		3158		6761		0.47		70.8		14.8		B
4	1.00		0.898		3158		6761		0.47		70.8		14.8		B
5	1.00		0.898		3285		6761		0.49		70.8		15.4		B
6	1.00		0.898		3285		6761		0.49		70.8		15.4		B
7	1.00		0.898		3285		6761		0.49		70.8		15.4		B
8	1.00		0.898		3285		6761		0.49		70.8		15.4		B
9	1.00		0.898		3339		6761		0.49		70.8		15.7		B
10	1.00		0.898		3339		6761		0.49		70.8		15.7		B
11	1.00		0.898		3339		6761		0.49		70.8		15.7		B
12	1.00		0.898		3339		6761		0.49		70.8		15.7		B
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.926	4064	930	5918	1878	0.69	0.50	64.3	62.7	21.1	18.1	B
2	1.00	1.00	0.905	0.926	4064	930	5918	1878	0.69	0.50	64.3	62.7	21.1	18.1	B
3	1.00	1.00	0.905	0.926	4064	930	5918	1878	0.69	0.50	64.3	62.7	21.1	18.1	B
4	1.00	1.00	0.905	0.926	4064	930	5918	1878	0.69	0.50	64.3	62.7	21.1	18.1	B
5	1.00	1.00	0.905	0.926	4228	968	5918	1878	0.71	0.52	64.1	62.5	22.0	19.0	B
6	1.00	1.00	0.905	0.926	4228	968	5918	1878	0.71	0.52	64.1	62.5	22.0	19.0	B
7	1.00	1.00	0.905	0.926	4228	968	5918	1878	0.71	0.52	64.1	62.5	22.0	19.0	B
8	1.00	1.00	0.905	0.926	4228	968	5918	1878	0.71	0.52	64.1	62.5	22.0	19.0	B
9	1.00	1.00	0.905	0.926	4296	983	5918	1878	0.73	0.52	64.1	62.4	22.3	19.4	B
10	1.00	1.00	0.905	0.926	4296	983	5918	1878	0.73	0.52	64.1	62.4	22.3	19.4	B
11	1.00	1.00	0.905	0.926	4296	983	5918	1878	0.73	0.52	64.1	62.4	22.3	19.4	B
12	1.00	1.00	0.905	0.926	4296	983	5918	1878	0.73	0.52	64.1	62.4	22.3	19.4	B
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.905		4085		6761		0.60		69.5		19.6		C
2	1.00		0.905		4085		6761		0.60		69.5		19.6		C
3	1.00		0.905		4085		6761		0.60		69.5		19.6		C
4	1.00		0.905		4085		6761		0.60		69.5		19.6		C
5	1.00		0.905		4250		6761		0.63		69.0		20.5		C
6	1.00		0.905		4250		6761		0.63		69.0		20.5		C
7	1.00		0.905		4250		6761		0.63		69.0		20.5		C

8	1.00	0.905	4250	6761	0.63	69.0	20.5	C
9	1.00	0.905	4318	6761	0.64	68.7	20.9	C
10	1.00	0.905	4318	6761	0.64	68.7	20.9	C
11	1.00	0.905	4318	6761	0.64	68.7	20.9	C
12	1.00	0.905	4318	6761	0.64	68.7	20.9	C

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.924	4280	195	5918	1972	0.72	0.10	64.4	62.8	22.2	19.8	B
2	1.00	1.00	0.905	0.924	4280	195	5918	1972	0.72	0.10	64.4	62.8	22.2	19.8	B
3	1.00	1.00	0.905	0.924	4280	195	5918	1972	0.72	0.10	64.4	62.8	22.2	19.8	B
4	1.00	1.00	0.905	0.924	4280	195	5918	1972	0.72	0.10	64.4	62.8	22.2	19.8	B
5	1.00	1.00	0.905	0.924	4452	202	5918	1972	0.75	0.10	64.2	62.6	23.1	20.7	C
6	1.00	1.00	0.905	0.924	4452	202	5918	1972	0.75	0.10	64.2	62.6	23.1	20.7	C
7	1.00	1.00	0.905	0.924	4452	202	5918	1972	0.75	0.10	64.2	62.6	23.1	20.7	C
8	1.00	1.00	0.905	0.924	4452	202	5918	1972	0.75	0.10	64.2	62.6	23.1	20.7	C
9	1.00	1.00	0.905	0.924	4524	206	5918	1972	0.76	0.10	64.1	62.5	23.5	21.0	C
10	1.00	1.00	0.905	0.924	4524	206	5918	1972	0.76	0.10	64.1	62.5	23.5	21.0	C
11	1.00	1.00	0.905	0.924	4524	206	5918	1972	0.76	0.10	64.1	62.5	23.5	21.0	C
12	1.00	1.00	0.905	0.924	4524	206	5918	1972	0.76	0.10	64.1	62.5	23.5	21.0	C

Segment 8: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.905		4284		6761		0.63		68.9		20.7	C	
2	1.00		0.905		4284		6761		0.63		68.9		20.7	C	
3	1.00		0.905		4284		6761		0.63		68.9		20.7	C	
4	1.00		0.905		4284		6761		0.63		68.9		20.7	C	
5	1.00		0.905		4456		6761		0.66		68.2		21.8	C	
6	1.00		0.905		4456		6761		0.66		68.2		21.8	C	
7	1.00		0.905		4456		6761		0.66		68.2		21.8	C	
8	1.00		0.905		4456		6761		0.66		68.2		21.8	C	
9	1.00		0.905		4528		6761		0.67		67.8		22.3	C	
10	1.00		0.905		4528		6761		0.67		67.8		22.3	C	
11	1.00		0.905		4528		6761		0.67		67.8		22.3	C	
12	1.00		0.905		4528		6761		0.67		67.8		22.3	C	

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.893	4284	394	5918	1972	0.72	0.20	65.1	60.6	21.9	15.4	B
2	1.00	1.00	0.905	0.893	4284	394	5918	1972	0.72	0.20	65.1	60.6	21.9	15.4	B

3	1.00	1.00	0.905	0.893	4284	394	5918	1972	0.72	0.20	65.1	60.6	21.9	15.4	B
4	1.00	1.00	0.905	0.893	4284	394	5918	1972	0.72	0.20	65.1	60.6	21.9	15.4	B
5	1.00	1.00	0.905	0.893	4456	410	5918	1972	0.75	0.21	65.1	60.6	22.8	16.2	B
6	1.00	1.00	0.905	0.893	4456	410	5918	1972	0.75	0.21	65.1	60.6	22.8	16.2	B
7	1.00	1.00	0.905	0.893	4456	410	5918	1972	0.75	0.21	65.1	60.6	22.8	16.2	B
8	1.00	1.00	0.905	0.893	4456	410	5918	1972	0.75	0.21	65.1	60.6	22.8	16.2	B
9	1.00	1.00	0.905	0.893	4528	417	5918	1972	0.77	0.21	65.1	60.6	23.2	16.5	B
10	1.00	1.00	0.905	0.893	4528	417	5918	1972	0.77	0.21	65.1	60.6	23.2	16.5	B
11	1.00	1.00	0.905	0.893	4528	417	5918	1972	0.77	0.21	65.1	60.6	23.2	16.5	B
12	1.00	1.00	0.905	0.893	4528	417	5918	1972	0.77	0.21	65.1	60.6	23.2	16.5	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.907		3886		6761		0.57		70.1		18.5		C
2	1.00		0.907		3886		6761		0.57		70.1		18.5		C
3	1.00		0.907		3886		6761		0.57		70.1		18.5		C
4	1.00		0.907		3886		6761		0.57		70.1		18.5		C
5	1.00		0.907		4043		6761		0.60		69.7		19.3		C
6	1.00		0.907		4043		6761		0.60		69.7		19.3		C
7	1.00		0.907		4043		6761		0.60		69.7		19.3		C
8	1.00		0.907		4043		6761		0.60		69.7		19.3		C
9	1.00		0.907		4108		6761		0.61		69.5		19.7		C
10	1.00		0.907		4108		6761		0.61		69.5		19.7		C
11	1.00		0.907		4108		6761		0.61		69.5		19.7		C
12	1.00		0.907		4108		6761		0.61		69.5		19.7		C

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.893	4611	716	5918	1972	0.78	0.36	64.4	63.0	23.9	20.2	C
2	1.00	1.00	0.905	0.893	4611	716	5918	1972	0.78	0.36	64.4	63.0	23.9	20.2	C
3	1.00	1.00	0.905	0.893	4611	716	5918	1972	0.78	0.36	64.4	63.0	23.9	20.2	C
4	1.00	1.00	0.905	0.893	4611	716	5918	1972	0.78	0.36	64.4	63.0	23.9	20.2	C
5	1.00	1.00	0.905	0.893	4797	745	5918	1972	0.81	0.38	64.1	62.6	24.9	21.2	C
6	1.00	1.00	0.905	0.893	4797	745	5918	1972	0.81	0.38	64.1	62.6	24.9	21.2	C
7	1.00	1.00	0.905	0.893	4797	745	5918	1972	0.81	0.38	64.1	62.6	24.9	21.2	C
8	1.00	1.00	0.905	0.893	4797	745	5918	1972	0.81	0.38	64.1	62.6	24.9	21.2	C
9	1.00	1.00	0.905	0.893	4874	757	5918	1972	0.82	0.38	64.0	62.5	25.4	21.6	C
10	1.00	1.00	0.905	0.893	4874	757	5918	1972	0.82	0.38	64.0	62.5	25.4	21.6	C
11	1.00	1.00	0.905	0.893	4874	757	5918	1972	0.82	0.38	64.0	62.5	25.4	21.6	C
12	1.00	1.00	0.905	0.893	4874	757	5918	1972	0.82	0.38	64.0	62.5	25.4	21.6	C

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.905	4601	6761	0.68	67.5	22.7	C
2	1.00	0.905	4601	6761	0.68	67.5	22.7	C
3	1.00	0.905	4601	6761	0.68	67.5	22.7	C
4	1.00	0.905	4601	6761	0.68	67.5	22.7	C
5	1.00	0.905	4787	6761	0.71	66.6	24.0	C
6	1.00	0.905	4787	6761	0.71	66.6	24.0	C
7	1.00	0.905	4787	6761	0.71	66.6	24.0	C
8	1.00	0.905	4787	6761	0.71	66.6	24.0	C
9	1.00	0.905	4864	6761	0.72	66.2	24.5	C
10	1.00	0.905	4864	6761	0.72	66.2	24.5	C
11	1.00	0.905	4864	6761	0.72	66.2	24.5	C
12	1.00	0.905	4864	6761	0.72	66.2	24.5	C

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.933	4601	343	5918	1972	0.78	0.17	65.2	60.8	23.5	24.7	C
2	1.00	1.00	0.905	0.933	4601	343	5918	1972	0.78	0.17	65.2	60.8	23.5	24.7	C
3	1.00	1.00	0.905	0.933	4601	343	5918	1972	0.78	0.17	65.2	60.8	23.5	24.7	C
4	1.00	1.00	0.905	0.933	4601	343	5918	1972	0.78	0.17	65.2	60.8	23.5	24.7	C
5	1.00	1.00	0.905	0.933	4787	357	5918	1972	0.81	0.18	65.1	60.7	24.5	25.5	C
6	1.00	1.00	0.905	0.933	4787	357	5918	1972	0.81	0.18	65.1	60.7	24.5	25.5	C
7	1.00	1.00	0.905	0.933	4787	357	5918	1972	0.81	0.18	65.1	60.7	24.5	25.5	C
8	1.00	1.00	0.905	0.933	4787	357	5918	1972	0.81	0.18	65.1	60.7	24.5	25.5	C
9	1.00	1.00	0.905	0.933	4864	362	5918	1972	0.82	0.18	65.1	60.7	24.9	25.9	C
10	1.00	1.00	0.905	0.933	4864	362	5918	1972	0.82	0.18	65.1	60.7	24.9	25.9	C
11	1.00	1.00	0.905	0.933	4864	362	5918	1972	0.82	0.18	65.1	60.7	24.9	25.9	C
12	1.00	1.00	0.905	0.933	4864	362	5918	1972	0.82	0.18	65.1	60.7	24.9	25.9	C

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4262	6761	0.63	68.9	20.6	C
2	1.00	0.902	4262	6761	0.63	68.9	20.6	C
3	1.00	0.902	4262	6761	0.63	68.9	20.6	C
4	1.00	0.902	4262	6761	0.63	68.9	20.6	C
5	1.00	0.902	4433	6761	0.66	68.3	21.6	C
6	1.00	0.902	4433	6761	0.66	68.3	21.6	C
7	1.00	0.902	4433	6761	0.66	68.3	21.6	C
8	1.00	0.902	4433	6761	0.66	68.3	21.6	C
9	1.00	0.902	4506	6761	0.67	67.9	22.1	C

10	1.00	0.902	4506	6761	0.67	67.9	22.1	C							
11	1.00	0.902	4506	6761	0.67	67.9	22.1	C							
12	1.00	0.902	4506	6761	0.67	67.9	22.1	C							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.908	0.943	4969	736	5918	1972	0.84	0.37	62.8	60.8	26.4	25.8	C
2	1.00	1.00	0.908	0.943	4969	736	5918	1972	0.84	0.37	62.8	60.8	26.4	25.8	C
3	1.00	1.00	0.908	0.943	4969	736	5918	1972	0.84	0.37	62.8	60.8	26.4	25.8	C
4	1.00	1.00	0.908	0.943	4969	736	5918	1972	0.84	0.37	62.8	60.8	26.4	25.8	C
5	1.00	1.00	0.908	0.943	5170	766	5918	1972	0.87	0.39	62.3	60.3	27.7	26.9	C
6	1.00	1.00	0.908	0.943	5170	766	5918	1972	0.87	0.39	62.3	60.3	27.7	26.9	C
7	1.00	1.00	0.908	0.943	5170	766	5918	1972	0.87	0.39	62.3	60.3	27.7	26.9	C
8	1.00	1.00	0.908	0.943	5170	766	5918	1972	0.87	0.39	62.3	60.3	27.7	26.9	C
9	1.00	1.00	0.908	0.943	5254	778	5918	1972	0.89	0.39	62.2	60.2	28.2	27.3	C
10	1.00	1.00	0.908	0.943	5254	778	5918	1972	0.89	0.39	62.2	60.2	28.2	27.3	C
11	1.00	1.00	0.908	0.943	5254	778	5918	1972	0.89	0.39	62.2	60.2	28.2	27.3	C
12	1.00	1.00	0.908	0.943	5254	778	5918	1972	0.89	0.39	62.2	60.2	28.2	27.3	C
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.908	4998	6761	0.74	65.4	25.5	C							
2	1.00	0.908	4998	6761	0.74	65.4	25.5	C							
3	1.00	0.908	4998	6761	0.74	65.4	25.5	C							
4	1.00	0.908	4998	6761	0.74	65.4	25.5	C							
5	1.00	0.908	5199	6761	0.77	64.1	27.0	D							
6	1.00	0.908	5199	6761	0.77	64.1	27.0	D							
7	1.00	0.908	5199	6761	0.77	64.1	27.0	D							
8	1.00	0.908	5199	6761	0.77	64.1	27.0	D							
9	1.00	0.908	5284	6761	0.78	63.5	27.7	D							
10	1.00	0.908	5284	6761	0.78	63.5	27.7	D							
11	1.00	0.908	5284	6761	0.78	63.5	27.7	D							
12	1.00	0.908	5284	6761	0.78	63.5	27.7	D							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	1.00	0.908	0.941	4998	413	5918	1972	0.84	0.21	65.0	60.6	25.6	26.4	C
2	1.00	1.00	0.908	0.941	4998	413	5918	1972	0.84	0.21	65.0	60.6	25.6	26.4	C
3	1.00	1.00	0.908	0.941	4998	413	5918	1972	0.84	0.21	65.0	60.6	25.6	26.4	C
4	1.00	1.00	0.908	0.941	4998	413	5918	1972	0.84	0.21	65.0	60.6	25.6	26.4	C

5	1.00	1.00	0.908	0.941	5199	430	5918	1972	0.88	0.22	64.9	60.5	26.7	27.4	C
6	1.00	1.00	0.908	0.941	5199	430	5918	1972	0.88	0.22	64.9	60.5	26.7	27.4	C
7	1.00	1.00	0.908	0.941	5199	430	5918	1972	0.88	0.22	64.9	60.5	26.7	27.4	C
8	1.00	1.00	0.908	0.941	5199	430	5918	1972	0.88	0.22	64.9	60.5	26.7	27.4	C
9	1.00	1.00	0.908	0.941	5284	438	5918	1972	0.89	0.22	64.9	60.5	27.1	27.8	C
10	1.00	1.00	0.908	0.941	5284	438	5918	1972	0.89	0.22	64.9	60.5	27.1	27.8	C
11	1.00	1.00	0.908	0.941	5284	438	5918	1972	0.89	0.22	64.9	60.5	27.1	27.8	C
12	1.00	1.00	0.908	0.941	5284	438	5918	1972	0.89	0.22	64.9	60.5	27.1	27.8	C

Segment 18: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.905		4585		6761		0.68		67.6		22.6		C
2	1.00		0.905		4585		6761		0.68		67.6		22.6		C
3	1.00		0.905		4585		6761		0.68		67.6		22.6		C
4	1.00		0.905		4585		6761		0.68		67.6		22.6		C
5	1.00		0.905		4769		6761		0.71		66.7		23.8		C
6	1.00		0.905		4769		6761		0.71		66.7		23.8		C
7	1.00		0.905		4769		6761		0.71		66.7		23.8		C
8	1.00		0.905		4769		6761		0.71		66.7		23.8		C
9	1.00		0.905		4846		6761		0.72		66.3		24.4		C
10	1.00		0.905		4846		6761		0.72		66.3		24.4		C
11	1.00		0.905		4846		6761		0.72		66.3		24.4		C
12	1.00		0.905		4846		6761		0.72		66.3		24.4		C

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.910	0.952	4994	435	5918	1972	0.84	0.22	63.2	61.5	26.3	24.0	C
2	1.00	1.00	0.910	0.952	4994	435	5918	1972	0.84	0.22	63.2	61.5	26.3	24.0	C
3	1.00	1.00	0.910	0.952	4994	435	5918	1972	0.84	0.22	63.2	61.5	26.3	24.0	C
4	1.00	1.00	0.910	0.952	4994	435	5918	1972	0.84	0.22	63.2	61.5	26.3	24.0	C
5	1.00	1.00	0.910	0.952	5196	453	5918	1972	0.88	0.23	62.9	61.2	27.5	25.0	C
6	1.00	1.00	0.910	0.952	5196	453	5918	1972	0.88	0.23	62.9	61.2	27.5	25.0	C
7	1.00	1.00	0.910	0.952	5196	453	5918	1972	0.88	0.23	62.9	61.2	27.5	25.0	C
8	1.00	1.00	0.910	0.952	5196	453	5918	1972	0.88	0.23	62.9	61.2	27.5	25.0	C
9	1.00	1.00	0.910	0.952	5280	460	5918	1972	0.89	0.23	62.8	61.0	28.0	25.4	C
10	1.00	1.00	0.910	0.952	5280	460	5918	1972	0.89	0.23	62.8	61.0	28.0	25.4	C
11	1.00	1.00	0.910	0.952	5280	460	5918	1972	0.89	0.23	62.8	61.0	28.0	25.4	C
12	1.00	1.00	0.910	0.952	5280	460	5918	1972	0.89	0.23	62.8	61.0	28.0	25.4	C

Segment 20: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.910	5014	6761	0.74	65.3	25.6	C
2	1.00	0.910	5014	6761	0.74	65.3	25.6	C
3	1.00	0.910	5014	6761	0.74	65.3	25.6	C
4	1.00	0.910	5014	6761	0.74	65.3	25.6	C
5	1.00	0.910	5216	6761	0.77	64.0	27.2	D
6	1.00	0.910	5216	6761	0.77	64.0	27.2	D
7	1.00	0.910	5216	6761	0.77	64.0	27.2	D
8	1.00	0.910	5216	6761	0.77	64.0	27.2	D
9	1.00	0.910	5301	6761	0.78	63.4	27.9	D
10	1.00	0.910	5301	6761	0.78	63.4	27.9	D
11	1.00	0.910	5301	6761	0.78	63.4	27.9	D
12	1.00	0.910	5301	6761	0.78	63.4	27.9	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.910	5014	6761	0.74	65.3	25.6	C
2	1.00	0.910	5014	6761	0.74	65.3	25.6	C
3	1.00	0.910	5014	6761	0.74	65.3	25.6	C
4	1.00	0.910	5014	6761	0.74	65.3	25.6	C
5	1.00	0.910	5216	6761	0.77	64.0	27.2	D
6	1.00	0.910	5216	6761	0.77	64.0	27.2	D
7	1.00	0.910	5216	6761	0.77	64.0	27.2	D
8	1.00	0.910	5216	6761	0.77	64.0	27.2	D
9	1.00	0.910	5301	6761	0.78	63.4	27.9	D
10	1.00	0.910	5301	6761	0.78	63.4	27.9	D
11	1.00	0.910	5301	6761	0.78	63.4	27.9	D
12	1.00	0.910	5301	6761	0.78	63.4	27.9	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9098	8904	8.02	200.44	67.0	21.6	19.5	8.30	C
2	9098	8904	8.02	200.44	67.0	21.6	19.5	8.30	C
3	9098	8904	8.02	200.44	67.0	21.6	19.5	8.30	C
4	9098	8904	8.02	200.44	67.0	21.6	19.5	8.30	C
5	9465	9263	9.64	240.93	66.4	22.7	20.5	8.40	C
6	9465	9263	9.64	240.93	66.4	22.7	20.5	8.40	C
7	9465	9263	9.64	240.93	66.4	22.7	20.5	8.40	C
8	9465	9263	9.64	240.93	66.4	22.7	20.5	8.40	C
9	9618	9413	10.42	260.54	66.1	23.1	21.0	8.40	C
10	9618	9413	10.42	260.54	66.1	23.1	21.0	8.40	C
11	9618	9413	10.42	260.54	66.1	23.1	21.0	8.40	C
12	9618	9413	10.42	260.54	66.1	23.1	21.0	8.40	C

Facility Overall Results

Space Mean Speed, mi/h	66.5	Average Density, veh/mi/ln	20.3
Average Travel Time, min	8.40	Average Density, pc/mi/ln	22.5
Total VMT, veh-mi	112723	Total VHD, veh-h	112.30
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	2807.61

APPENDIX T – 2040 NO-BUILD HCS OUTPUT REPORTS

I-75 North Section - Northbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2040 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	3
2	Basic	Basic	I-75 NB	1500	3
3	Diverge	Diverge	I-75 NB SR 40 Off Ramp	1500	3
4	Basic	Basic	I-75 NB	2890	3
5	Merge	Merge	I-75 NB SR 40 On Ramp	1500	3
6	Basic	Basic	I-75 NB	1294	3
7	Diverge	Diverge	I-75 NB US 27 Off Ramp	1500	3
8	Basic	Basic	I-75 NB	3054	3
9	Merge	Merge	I-75 NB US 27 On Ramp	1500	3
10	Basic	Basic	I-75 NB	4348	3
11	Diverge	Diverge	I-75 NB 49th St DDI Off Ramp	1500	3
12	Basic	Basic	I-75 NB	4841	3
13	Merge	Merge	I-75 NB 49th St DDI On Ramp	1500	3
14	Basic	Basic	I-75 NB	4399	3
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	3
16	Basic	Basic	I-75 NB	2987	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4844	6761	0.72	66.3	24.4	C
2	1.00	0.902	5443	6761	0.81	62.4	29.1	D

3	1.00	0.902	5620	6761	0.95	27.0	69.5	F
4	1.00	0.902	5487	6761	1.09	25.3	72.3	F
5	1.00	0.902	5504	6761	1.02	25.5	72.0	F
6	1.00	0.902	5504	6761	1.04	25.5	72.0	F
7	1.00	0.902	5504	6761	1.18	25.5	72.0	F
8	1.00	0.902	5504	6761	1.15	25.5	72.0	F
9	1.00	0.902	5504	6761	1.13	25.5	72.0	F
10	1.00	0.902	5504	6761	1.12	25.5	72.0	F
11	1.00	0.902	5504	6761	1.09	25.5	72.0	F
12	1.00	0.902	5504	6761	1.04	25.5	72.0	F

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4844	6761	0.72	66.3	24.4	C
2	1.00	0.902	5443	6761	0.81	62.4	29.1	D
3	1.00	0.902	5511	6761	0.95	26.2	70.1	F
4	1.00	0.902	5504	6761	1.09	25.5	71.9	F
5	1.00	0.902	5504	6761	1.02	25.5	72.0	F
6	1.00	0.902	5504	6761	1.04	25.5	72.0	F
7	1.00	0.902	5504	6761	1.18	25.5	72.0	F
8	1.00	0.902	5504	6761	1.15	25.5	72.0	F
9	1.00	0.902	5504	6761	1.13	25.5	72.0	F
10	1.00	0.902	5504	6761	1.12	25.5	72.0	F
11	1.00	0.902	5504	6761	1.09	25.5	72.0	F
12	1.00	0.902	5504	6761	1.04	25.5	72.0	F

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	4844	549	5918	1972	0.82	0.28	64.7	60.2	25.0	26.1	C
2	1.00	1.00	0.902	0.898	5443	618	5918	1972	0.92	0.31	64.5	60.0	28.1	28.7	D
3	1.00	1.00	0.902	0.898	5511	731	5918	1972	1.09	0.37	64.3	59.8	28.6	29.2	F
4	1.00	1.00	0.902	0.898	5504	834	5918	1972	1.24	0.42	64.0	59.5	28.7	29.3	F
5	1.00	1.00	0.902	0.898	5504	786	5918	1972	1.17	0.40	64.1	59.6	28.6	29.2	F
6	1.00	1.00	0.902	0.898	5504	796	5918	1972	1.18	0.40	64.1	59.6	28.6	29.2	F
7	1.00	1.00	0.902	0.898	5504	908	5918	1972	1.35	0.46	63.9	59.3	28.7	29.4	F
8	1.00	1.00	0.902	0.898	5504	879	5918	1972	1.31	0.45	63.9	59.3	28.7	29.4	F
9	1.00	1.00	0.902	0.898	5504	869	5918	1972	1.29	0.44	64.0	59.4	28.7	29.3	F
10	1.00	1.00	0.902	0.898	5504	857	5918	1972	1.28	0.43	63.9	59.4	28.7	29.3	F
11	1.00	1.00	0.902	0.898	5504	836	5918	1972	1.25	0.42	64.0	59.5	28.7	29.3	F
12	1.00	1.00	0.902	0.898	5504	797	5918	1972	1.19	0.40	64.1	59.6	28.6	29.2	F

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4297	6761	0.64	68.8	20.8	C
2	1.00	0.902	4828	6761	0.71	66.4	24.2	C
3	1.00	0.902	4885	6761	0.84	66.0	24.7	C
4	1.00	0.902	4879	6761	0.96	66.1	24.6	C
5	1.00	0.902	4880	6761	0.91	66.1	24.6	C
6	1.00	0.902	4880	6761	0.92	66.1	24.6	C
7	1.00	0.902	4879	6761	1.05	66.1	24.6	F
8	1.00	0.902	4879	6761	1.02	66.1	24.6	F
9	1.00	0.902	4879	6761	1.00	66.1	24.6	F
10	1.00	0.902	4879	6761	0.99	66.1	24.6	C
11	1.00	0.902	4880	6761	0.97	66.1	24.6	C
12	1.00	0.902	4880	6761	0.92	66.1	24.6	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	4719	422	5918	1972	0.80	0.21	63.3	61.4	24.8	24.2	C
2	1.00	1.00	0.902	0.898	5302	474	5918	1972	0.90	0.24	62.3	60.3	28.4	27.0	C
3	1.00	1.00	0.902	0.898	5446	561	5918	1972	1.06	0.28	61.9	59.8	29.3	28.1	F
4	1.00	1.00	0.902	0.898	5520	641	5918	1972	1.21	0.33	61.6	59.4	29.9	28.9	F
5	1.00	1.00	0.902	0.898	5484	604	5918	1972	1.14	0.31	61.7	59.6	29.6	28.5	F
6	1.00	1.00	0.902	0.898	5491	611	5918	1972	1.15	0.31	61.7	59.6	29.7	28.6	F
7	1.00	1.00	0.902	0.898	5576	697	5918	1972	1.32	0.35	61.3	59.1	30.3	29.5	F
8	1.00	1.00	0.902	0.898	5554	675	5918	1972	1.27	0.34	61.4	59.2	30.2	29.3	F
9	1.00	1.00	0.902	0.898	5547	668	5918	1972	1.26	0.34	61.4	59.2	30.1	29.2	F
10	1.00	1.00	0.902	0.898	5538	659	5918	1972	1.24	0.33	61.5	59.3	30.0	29.1	F
11	1.00	1.00	0.902	0.898	5523	643	5918	1972	1.21	0.33	61.6	59.4	29.9	28.9	F
12	1.00	1.00	0.902	0.898	5492	612	5918	1972	1.16	0.31	61.7	59.6	29.7	28.6	F

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4717	6761	0.70	66.9	23.5	C
2	1.00	0.902	5300	6761	0.78	63.4	27.9	D
3	1.00	0.902	5446	6761	0.93	62.4	29.1	D
4	1.00	0.902	5520	6761	1.06	61.8	29.8	F
5	1.00	0.902	5484	6761	1.00	62.1	29.4	D
6	1.00	0.902	5491	6761	1.01	62.1	29.5	F
7	1.00	0.902	5576	6761	1.15	61.4	30.3	F
8	1.00	0.902	5554	6761	1.12	61.6	30.1	F
9	1.00	0.902	5547	6761	1.10	61.6	30.0	F

10	1.00	0.902	5538	6761	1.09	61.7	29.9	F							
11	1.00	0.902	5523	6761	1.06	61.8	29.8	F							
12	1.00	0.902	5492	6761	1.01	62.0	29.5	F							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	4717	651	5918	1972	0.80	0.33	64.5	60.0	24.4	26.7	C
2	1.00	1.00	0.902	0.934	5300	732	5918	1972	0.90	0.37	64.3	59.8	27.5	29.4	D
3	1.00	1.00	0.902	0.934	5446	865	5918	1972	1.06	0.44	64.0	59.4	28.4	30.2	F
4	1.00	1.00	0.902	0.934	5520	988	5918	1972	1.21	0.50	63.6	59.1	28.9	31.3	F
5	1.00	1.00	0.902	0.934	5484	931	5918	1972	1.14	0.47	63.7	59.2	28.7	30.8	F
6	1.00	1.00	0.902	0.934	5491	943	5918	1972	1.15	0.48	63.7	59.2	28.7	30.9	F
7	1.00	1.00	0.902	0.934	5576	1075	5918	1972	1.32	0.55	63.2	58.8	29.4	32.1	F
8	1.00	1.00	0.902	0.934	5554	1042	5918	1972	1.27	0.53	63.4	58.9	29.2	31.8	F
9	1.00	1.00	0.902	0.934	5547	1030	5918	1972	1.26	0.52	63.4	59.0	29.2	31.7	F
10	1.00	1.00	0.902	0.934	5538	1016	5918	1972	1.24	0.52	63.4	59.0	29.1	31.6	F
11	1.00	1.00	0.902	0.934	5523	991	5918	1972	1.21	0.50	63.6	59.1	28.9	31.3	F
12	1.00	1.00	0.902	0.934	5492	944	5918	1972	1.16	0.48	63.7	59.2	28.7	30.9	F
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.897	4066	6761	0.60	69.6	19.5	C							
2	1.00	0.897	4567	6761	0.68	67.7	22.5	C							
3	1.00	0.897	4694	6761	0.80	67.0	23.4	C							
4	1.00	0.897	4758	6761	0.91	66.7	23.8	C							
5	1.00	0.897	4727	6761	0.86	66.9	23.6	C							
6	1.00	0.897	4733	6761	0.87	66.8	23.6	C							
7	1.00	0.897	4806	6761	0.99	66.5	24.1	C							
8	1.00	0.897	4787	6761	0.96	66.6	24.0	C							
9	1.00	0.897	4781	6761	0.95	66.6	23.9	C							
10	1.00	0.897	4774	6761	0.94	66.6	23.9	C							
11	1.00	0.897	4761	6761	0.92	66.7	23.8	C							
12	1.00	0.897	4734	6761	0.87	66.8	23.6	C							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	1.00	0.895	0.876	4387	312	5918	1972	0.74	0.16	63.9	62.1	22.9	21.8	C
2	1.00	1.00	0.895	0.876	4928	350	5918	1972	0.83	0.18	63.2	61.4	26.0	24.4	C
3	1.00	1.00	0.895	0.876	5108	414	5918	1972	0.98	0.21	62.8	61.0	27.1	25.4	C
4	1.00	1.00	0.895	0.876	5232	474	5918	1972	1.13	0.24	62.6	60.7	27.9	26.2	F

5	1.00	1.00	0.895	0.876	5173	446	5918	1972	1.06	0.23	62.7	60.8	27.5	25.8	F
6	1.00	1.00	0.895	0.876	5185	452	5918	1972	1.07	0.23	62.7	60.8	27.6	25.9	F
7	1.00	1.00	0.895	0.876	5321	515	5918	1972	1.22	0.26	62.4	60.5	28.4	26.7	F
8	1.00	1.00	0.895	0.876	5286	499	5918	1972	1.18	0.25	62.5	60.6	28.2	26.5	F
9	1.00	1.00	0.895	0.876	5274	493	5918	1972	1.17	0.25	62.5	60.6	28.1	26.4	F
10	1.00	1.00	0.895	0.876	5261	487	5918	1972	1.16	0.25	62.5	60.6	28.1	26.3	F
11	1.00	1.00	0.895	0.876	5236	475	5918	1972	1.13	0.24	62.6	60.7	27.9	26.2	F
12	1.00	1.00	0.895	0.876	5187	453	5918	1972	1.07	0.23	62.7	60.8	27.6	25.9	F

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.895		4380		6761		0.65		68.5		21.3		C
2	1.00		0.895		4921		6761		0.73		65.8		24.9		C
3	1.00		0.895		5108		6761		0.86		64.7		26.3		D
4	1.00		0.895		5232		6761		0.98		63.9		27.3		D
5	1.00		0.895		5173		6761		0.93		64.3		26.8		D
6	1.00		0.895		5185		6761		0.94		64.2		26.9		D
7	1.00		0.895		5321		6761		1.07		63.3		28.0		F
8	1.00		0.895		5286		6761		1.04		63.5		27.7		F
9	1.00		0.895		5274		6761		1.02		63.6		27.6		F
10	1.00		0.895		5261		6761		1.01		63.7		27.5		F
11	1.00		0.895		5236		6761		0.99		63.9		27.3		D
12	1.00		0.895		5187		6761		0.94		64.2		26.9		D

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.893	4380	518	5918	1972	0.74	0.26	64.8	60.3	22.5	16.0	B
2	1.00	1.00	0.895	0.893	4921	582	5918	1972	0.83	0.30	64.6	60.1	25.4	18.5	B
3	1.00	1.00	0.895	0.893	5108	689	5918	1972	0.98	0.35	64.3	59.8	26.5	19.5	B
4	1.00	1.00	0.895	0.893	5232	786	5918	1972	1.12	0.40	64.1	59.6	27.2	20.2	F
5	1.00	1.00	0.895	0.893	5173	741	5918	1972	1.06	0.38	64.2	59.7	26.9	19.9	F
6	1.00	1.00	0.895	0.893	5185	750	5918	1972	1.07	0.38	64.2	59.7	26.9	19.9	F
7	1.00	1.00	0.895	0.893	5321	856	5918	1972	1.22	0.43	64.0	59.4	27.7	20.7	F
8	1.00	1.00	0.895	0.893	5286	829	5918	1972	1.18	0.42	64.1	59.5	27.5	20.5	F
9	1.00	1.00	0.895	0.893	5274	820	5918	1972	1.17	0.42	64.1	59.5	27.4	20.4	F
10	1.00	1.00	0.895	0.893	5261	809	5918	1972	1.16	0.41	64.1	59.5	27.4	20.3	F
11	1.00	1.00	0.895	0.893	5236	789	5918	1972	1.13	0.40	64.1	59.6	27.2	20.2	F
12	1.00	1.00	0.895	0.893	5187	751	5918	1972	1.07	0.38	64.2	59.7	26.9	19.9	F

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.895	3863	6761	0.57	70.2	18.3	C
2	1.00	0.895	4340	6761	0.64	68.6	21.1	C
3	1.00	0.895	4504	6761	0.76	68.0	22.1	C
4	1.00	0.895	4613	6761	0.87	67.4	22.8	C
5	1.00	0.895	4562	6761	0.82	67.7	22.5	C
6	1.00	0.895	4571	6761	0.83	67.6	22.5	C
7	1.00	0.895	4692	6761	0.94	67.1	23.3	C
8	1.00	0.895	4660	6761	0.91	67.2	23.1	C
9	1.00	0.895	4650	6761	0.90	67.3	23.0	C
10	1.00	0.895	4638	6761	0.89	67.3	23.0	C
11	1.00	0.895	4616	6761	0.87	67.4	22.8	C
12	1.00	0.895	4573	6761	0.83	67.6	22.5	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.893	4147	284	5918	1972	0.70	0.14	65.2	63.9	21.2	16.9	B
2	1.00	1.00	0.895	0.893	4659	319	5918	1972	0.79	0.16	64.6	63.3	24.0	19.5	B
3	1.00	1.00	0.895	0.893	4881	377	5918	1972	0.93	0.19	64.2	62.9	25.3	20.7	C
4	1.00	1.00	0.895	0.893	5044	431	5918	1972	1.06	0.22	63.9	62.5	26.3	21.6	F
5	1.00	1.00	0.895	0.893	4968	406	5918	1972	1.00	0.21	64.1	62.7	25.8	21.2	C
6	1.00	1.00	0.895	0.893	4983	412	5918	1972	1.01	0.21	64.0	62.6	26.0	21.3	F
7	1.00	1.00	0.895	0.893	5161	469	5918	1972	1.16	0.24	63.7	62.2	27.0	22.3	F
8	1.00	1.00	0.895	0.893	5115	455	5918	1972	1.12	0.23	63.8	62.4	26.7	22.0	F
9	1.00	1.00	0.895	0.893	5099	449	5918	1972	1.11	0.23	63.8	62.4	26.6	21.9	F
10	1.00	1.00	0.895	0.893	5081	443	5918	1972	1.09	0.22	63.8	62.4	26.5	21.8	F
11	1.00	1.00	0.895	0.893	5049	433	5918	1972	1.07	0.22	63.9	62.5	26.3	21.6	F
12	1.00	1.00	0.895	0.893	4985	412	5918	1972	1.02	0.21	64.0	62.6	26.0	21.3	F

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.895	4146	6761	0.61	69.4	19.9	C
2	1.00	0.895	4658	6761	0.69	67.2	23.1	C
3	1.00	0.895	4881	6761	0.81	66.1	24.6	C
4	1.00	0.895	5044	6761	0.93	65.1	25.8	C
5	1.00	0.895	4968	6761	0.88	65.6	25.2	C
6	1.00	0.895	4983	6761	0.89	65.5	25.4	C
7	1.00	0.895	5161	6761	1.01	64.4	26.7	F
8	1.00	0.895	5115	6761	0.98	64.7	26.4	D
9	1.00	0.895	5099	6761	0.97	64.8	26.2	D
10	1.00	0.895	5081	6761	0.96	64.9	26.1	D
11	1.00	0.895	5049	6761	0.93	65.1	25.9	C

12	1.00	0.895	4985	6761	0.89	65.5	25.4	C							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.924	4146	898	5918	1972	0.70	0.46	63.7	59.3	21.7	22.9	C
2	1.00	1.00	0.895	0.924	4658	1010	5918	1972	0.79	0.51	63.5	59.0	24.5	25.4	C
3	1.00	1.00	0.895	0.924	4881	1194	5918	1972	0.93	0.61	63.1	58.5	25.8	26.7	C
4	1.00	1.00	0.895	0.924	5044	1364	5918	1972	1.06	0.69	62.7	58.1	26.8	27.8	F
5	1.00	1.00	0.895	0.924	4968	1285	5918	1972	1.00	0.65	62.9	58.3	26.3	27.3	C
6	1.00	1.00	0.895	0.924	4983	1301	5918	1972	1.01	0.66	62.8	58.2	26.4	27.4	F
7	1.00	1.00	0.895	0.924	5161	1484	5918	1972	1.16	0.75	62.4	57.8	27.6	28.5	F
8	1.00	1.00	0.895	0.924	5115	1437	5918	1972	1.12	0.73	62.5	57.9	27.3	28.2	F
9	1.00	1.00	0.895	0.924	5099	1421	5918	1972	1.11	0.72	62.5	57.9	27.2	28.1	F
10	1.00	1.00	0.895	0.924	5081	1403	5918	1972	1.09	0.71	62.6	58.0	27.1	28.0	F
11	1.00	1.00	0.895	0.924	5049	1368	5918	1972	1.07	0.69	62.7	58.1	26.8	27.8	F
12	1.00	1.00	0.895	0.924	4985	1303	5918	1972	1.02	0.66	62.8	58.2	26.5	27.4	F

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.887		3248		6761		0.48		71.0		15.2		B
2	1.00		0.887		3648		6761		0.54		70.6		17.2		B
3	1.00		0.887		3823		6761		0.64		70.3		18.1		C
4	1.00		0.887		3950		6761		0.73		70.0		18.8		C
5	1.00		0.887		3891		6761		0.69		70.1		18.5		C
6	1.00		0.887		3903		6761		0.70		70.1		18.6		C
7	1.00		0.887		4042		6761		0.79		69.7		19.3		C
8	1.00		0.887		4006		6761		0.77		69.8		19.1		C
9	1.00		0.887		3993		6761		0.76		69.8		19.1		C
10	1.00		0.887		3979		6761		0.75		69.9		19.0		C
11	1.00		0.887		3955		6761		0.73		69.9		18.9		C
12	1.00		0.887		3905		6761		0.70		70.1		18.6		C

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.882	0.853	3921	655	5918	1972	0.66	0.33	64.4	62.6	20.3	19.9	B
2	1.00	1.00	0.882	0.853	4406	737	5918	1972	0.74	0.37	63.7	61.9	23.1	22.4	C
3	1.00	1.00	0.882	0.853	4694	871	5918	1972	0.88	0.44	63.2	61.4	24.8	24.2	C
4	1.00	1.00	0.882	0.853	4945	995	5918	1972	1.01	0.50	62.7	60.8	26.3	25.7	F
5	1.00	1.00	0.882	0.853	4829	938	5918	1972	0.95	0.48	63.0	61.1	25.6	25.0	C
6	1.00	1.00	0.882	0.853	4853	950	5918	1972	0.96	0.48	62.9	61.0	25.7	25.1	C

7	1.00	1.00	0.882	0.853	5124	1082	5918	1972	1.09	0.55	62.3	60.3	27.4	26.7	F
8	1.00	1.00	0.882	0.853	5054	1048	5918	1972	1.06	0.53	62.5	60.5	27.0	26.3	F
9	1.00	1.00	0.882	0.853	5029	1036	5918	1972	1.05	0.53	62.6	60.6	26.8	26.2	F
10	1.00	1.00	0.882	0.853	5002	1023	5918	1972	1.03	0.52	62.6	60.6	26.6	26.0	F
11	1.00	1.00	0.882	0.853	4954	999	5918	1972	1.01	0.51	62.7	60.8	26.3	25.7	F
12	1.00	1.00	0.882	0.853	4856	951	5918	1972	0.96	0.48	62.9	61.0	25.7	25.1	C

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.882	3900	6761	0.58	70.1	18.5	C
2	1.00	0.882	4382	6761	0.65	68.5	21.3	C
3	1.00	0.882	4694	6761	0.77	67.0	23.4	C
4	1.00	0.882	4945	6761	0.88	65.7	25.1	C
5	1.00	0.882	4829	6761	0.82	66.3	24.3	C
6	1.00	0.882	4853	6761	0.84	66.2	24.4	C
7	1.00	0.882	5124	6761	0.95	64.6	26.4	D
8	1.00	0.882	5054	6761	0.92	65.0	25.9	C
9	1.00	0.882	5029	6761	0.91	65.2	25.7	C
10	1.00	0.882	5002	6761	0.90	65.4	25.5	C
11	1.00	0.882	4954	6761	0.88	65.6	25.2	C
12	1.00	0.882	4856	6761	0.84	66.2	24.5	C

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.882	3900	6761	0.58	70.1	18.5	C
2	1.00	0.882	4382	6761	0.65	68.5	21.3	C
3	1.00	0.882	4694	6761	0.77	67.0	23.4	C
4	1.00	0.882	4945	6761	0.88	65.7	25.1	C
5	1.00	0.882	4829	6761	0.82	66.3	24.3	C
6	1.00	0.882	4853	6761	0.84	66.2	24.4	C
7	1.00	0.882	5124	6761	0.95	64.6	26.4	D
8	1.00	0.882	5054	6761	0.92	65.0	25.9	C
9	1.00	0.882	5029	6761	0.91	65.2	25.7	C
10	1.00	0.882	5002	6761	0.90	65.4	25.5	C
11	1.00	0.882	4954	6761	0.88	65.6	25.2	C
12	1.00	0.882	4856	6761	0.84	66.2	24.5	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8605	8499	6.40	159.91	67.6	20.8	18.6	8.10	C
2	9668	9549	11.20	279.95	65.8	24.0	21.5	8.30	C
3	10047	11291	41.62	1040.54	55.0	29.8	26.7	10.00	F

4	10259	12903	45.32	1132.97	54.2	30.9	27.7	10.10	F
5	10151	12153	44.35	1108.67	54.3	30.5	27.3	10.10	F
6	10173	12305	44.51	1112.69	54.3	30.6	27.4	10.10	F
7	10432	14028	46.34	1158.38	54.1	31.5	28.2	10.10	F
8	10365	13588	45.85	1146.14	54.2	31.2	28.0	10.10	F
9	10342	13435	45.66	1141.54	54.2	31.1	27.9	10.10	F
10	10316	13264	45.49	1137.15	54.2	31.0	27.8	10.10	F
11	10270	12937	45.15	1128.87	54.2	30.9	27.7	10.10	F
12	10177	12325	44.52	1112.99	54.3	30.6	27.4	10.10	F

Facility Overall Results

Space Mean Speed, mi/h	55.9	Average Density, veh/mi/ln	26.3
Average Travel Time, min	9.80	Average Density, pc/mi/ln	29.4
Total VMT, veh-mi	120807	Total VHD, veh-h	466.39
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	11659.80

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2040 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	3
2	Basic	Basic	I-75 NB	1500	3
3	Diverge	Diverge	I-75 NB SR 40 Off Ramp	1500	3
4	Basic	Basic	I-75 NB	2890	3
5	Merge	Merge	I-75 NB SR 40 On Ramp	1500	3
6	Basic	Basic	I-75 NB	1294	3
7	Diverge	Diverge	I-75 NB US 27 Off Ramp	1500	3
8	Basic	Basic	I-75 NB	3054	3
9	Merge	Merge	I-75 NB US 27 On Ramp	1500	3
10	Basic	Basic	I-75 NB	4348	3
11	Diverge	Diverge	I-75 NB 49th St DDI Off Ramp	1500	3
12	Basic	Basic	I-75 NB	4841	3
13	Merge	Merge	I-75 NB 49th St DDI On Ramp	1500	3
14	Basic	Basic	I-75 NB	4399	3
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	3
16	Basic	Basic	I-75 NB	2987	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	5625	6761	0.94	27.0	69.4	F
2	1.00	0.902	5416	6761	0.88	24.4	73.8	F

3	1.00	0.902	5112	6761	0.91	21.2	80.4	F
4	1.00	0.902	5202	6761	0.86	22.1	78.4	F
5	1.00	0.902	5340	6761	0.73	23.6	75.5	F
6	1.00	0.902	5185	6761	0.82	21.9	78.8	F
7	1.00	0.902	5179	6761	0.84	21.9	78.9	F
8	1.00	0.902	5152	6761	0.87	21.6	79.5	F
9	1.00	0.902	5208	6761	0.84	22.2	78.3	F
10	1.00	0.902	5256	6761	0.79	22.7	77.3	F
11	1.00	0.902	5267	6761	0.77	22.8	77.0	F
12	1.00	0.902	5320	6761	0.72	23.4	75.9	F

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.902		5511		6761		0.94		26.4		69.6		F
2	1.00		0.902		5375		6761		0.88		24.2		74.0		F
3	1.00		0.902		5117		6761		0.91		22.0		77.5		F
4	1.00		0.902		5192		6761		0.86		22.4		77.2		F
5	1.00		0.902		5324		6761		0.73		24.1		73.5		F
6	1.00		0.902		5195		6761		0.82		23.2		74.5		F
7	1.00		0.902		5182		6761		0.84		22.6		76.5		F
8	1.00		0.902		5156		6761		0.87		22.4		76.9		F
9	1.00		0.902		5203		6761		0.84		23.0		75.4		F
10	1.00		0.902		5249		6761		0.79		23.6		74.1		F
11	1.00		0.902		5265		6761		0.77		23.3		75.2		F
12	1.00		0.902		5315		6761		0.72		24.1		73.4		F

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	5511	547	5918	1972	1.07	0.28	64.6	60.2	28.4	28.9	F
2	1.00	1.00	0.902	0.898	5263	516	5918	1972	1.01	0.26	34.0	60.3	51.7	30.6	F
3	1.00	1.00	0.902	0.898	5118	531	5918	1972	1.04	0.27	26.7	60.3	64.0	31.3	F
4	1.00	1.00	0.902	0.898	5190	500	5918	1972	0.98	0.25	28.5	60.3	60.7	29.9	F
5	1.00	1.00	0.902	0.898	5319	429	5918	1972	0.84	0.22	32.8	60.5	54.1	26.4	F
6	1.00	1.00	0.902	0.898	5199	478	5918	1972	0.93	0.24	28.5	60.4	60.9	28.9	F
7	1.00	1.00	0.902	0.898	5183	492	5918	1972	0.96	0.25	27.6	60.4	62.5	29.5	F
8	1.00	1.00	0.902	0.898	5157	508	5918	1972	0.99	0.26	27.3	60.3	63.1	30.3	F
9	1.00	1.00	0.902	0.898	5202	489	5918	1972	0.96	0.25	28.0	60.4	61.8	29.4	F
10	1.00	1.00	0.902	0.898	5247	463	5918	1972	0.91	0.23	29.0	60.5	60.3	28.1	F
11	1.00	1.00	0.902	0.898	5264	450	5918	1972	0.88	0.23	28.9	60.5	60.8	27.5	F
12	1.00	1.00	0.902	0.898	5313	423	5918	1972	0.83	0.21	30.1	60.5	58.9	26.1	F

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4664	6761	0.85	28.1	55.4	F
2	1.00	0.902	4704	6761	0.81	18.0	87.2	F
3	1.00	0.902	4681	6761	0.83	17.4	89.6	F
4	1.00	0.902	4729	6761	0.78	17.8	88.5	F
5	1.00	0.902	4839	6761	0.67	18.8	86.0	F
6	1.00	0.902	4762	6761	0.75	18.1	87.8	F
7	1.00	0.902	4740	6761	0.77	17.9	88.3	F
8	1.00	0.902	4717	6761	0.79	17.7	88.8	F
9	1.00	0.902	4745	6761	0.77	17.9	88.2	F
10	1.00	0.902	4786	6761	0.72	18.3	87.3	F
11	1.00	0.902	4806	6761	0.70	18.4	86.9	F
12	1.00	0.902	4847	6761	0.66	18.8	86.0	F

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	5511	847	5918	1972	1.12	0.43	61.2	58.9	30.0	29.7	F
2	1.00	1.00	0.902	0.898	5504	800	5918	1972	1.06	0.41	61.4	59.1	29.9	29.4	F
3	1.00	1.00	0.902	0.898	5504	823	5918	1972	1.09	0.42	61.3	59.0	29.9	29.6	F
4	1.00	1.00	0.902	0.898	5504	775	5918	1972	1.02	0.39	61.4	59.2	29.9	29.3	F
5	1.00	1.00	0.902	0.898	5504	665	5918	1972	0.88	0.34	61.6	59.5	29.8	28.7	D
6	1.00	1.00	0.902	0.898	5504	742	5918	1972	0.98	0.38	61.5	59.3	29.8	29.1	D
7	1.00	1.00	0.902	0.898	5504	764	5918	1972	1.01	0.39	61.4	59.2	29.9	29.2	F
8	1.00	1.00	0.902	0.898	5504	787	5918	1972	1.04	0.40	61.3	59.1	29.9	29.4	F
9	1.00	1.00	0.902	0.898	5504	759	5918	1972	1.00	0.39	61.4	59.2	29.9	29.2	D
10	1.00	1.00	0.902	0.898	5504	718	5918	1972	0.95	0.36	61.5	59.3	29.8	29.0	D
11	1.00	1.00	0.902	0.898	5504	698	5918	1972	0.92	0.35	61.6	59.4	29.8	28.9	D
12	1.00	1.00	0.902	0.898	5504	657	5918	1972	0.87	0.33	61.7	59.5	29.7	28.7	D

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	5511	6761	0.98	61.9	29.7	D
2	1.00	0.902	5504	6761	0.92	62.0	29.6	D
3	1.00	0.902	5504	6761	0.95	62.0	29.6	D
4	1.00	0.902	5504	6761	0.90	62.0	29.6	D
5	1.00	0.902	5504	6761	0.77	62.0	29.6	D
6	1.00	0.902	5504	6761	0.86	62.0	29.6	D
7	1.00	0.902	5504	6761	0.88	62.0	29.6	D
8	1.00	0.902	5504	6761	0.91	62.0	29.6	D
9	1.00	0.902	5504	6761	0.88	62.0	29.6	D

10	1.00	0.902	5504	6761	0.83	62.0	29.6	D							
11	1.00	0.902	5504	6761	0.81	62.0	29.6	D							
12	1.00	0.902	5504	6761	0.76	62.0	29.6	D							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	5511	1138	5918	1972	1.12	0.58	62.9	58.7	29.2	32.9	F
2	1.00	1.00	0.902	0.934	5504	1074	5918	1972	1.06	0.54	63.1	58.8	29.1	32.4	F
3	1.00	1.00	0.902	0.934	5504	1105	5918	1972	1.09	0.56	63.1	58.8	29.1	32.6	F
4	1.00	1.00	0.902	0.934	5504	1041	5918	1972	1.02	0.53	63.2	58.9	29.0	32.2	F
5	1.00	1.00	0.902	0.934	5504	893	5918	1972	0.88	0.45	63.7	59.3	28.8	31.1	D
6	1.00	1.00	0.902	0.934	5504	996	5918	1972	0.98	0.50	63.5	59.1	28.9	31.8	D
7	1.00	1.00	0.902	0.934	5504	1026	5918	1972	1.01	0.52	63.3	59.0	29.0	32.1	F
8	1.00	1.00	0.902	0.934	5504	1057	5918	1972	1.04	0.54	63.2	58.9	29.0	32.3	F
9	1.00	1.00	0.902	0.934	5504	1019	5918	1972	1.00	0.52	63.3	59.0	29.0	32.0	D
10	1.00	1.00	0.902	0.934	5504	965	5918	1972	0.95	0.49	63.5	59.1	28.9	31.6	D
11	1.00	1.00	0.902	0.934	5504	938	5918	1972	0.92	0.48	63.6	59.2	28.8	31.4	D
12	1.00	1.00	0.902	0.934	5504	881	5918	1972	0.87	0.45	63.8	59.3	28.8	31.0	D
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.895	4373	6761	0.81	68.5	21.3	C							
2	1.00	0.895	4558	6761	0.77	67.7	22.4	C							
3	1.00	0.895	4558	6761	0.79	67.7	22.4	C							
4	1.00	0.895	4558	6761	0.74	67.7	22.4	C							
5	1.00	0.895	4558	6761	0.64	67.7	22.4	C							
6	1.00	0.895	4558	6761	0.71	67.7	22.4	C							
7	1.00	0.895	4558	6761	0.73	67.7	22.4	C							
8	1.00	0.895	4558	6761	0.75	67.7	22.4	C							
9	1.00	0.895	4558	6761	0.73	67.7	22.4	C							
10	1.00	0.895	4559	6761	0.69	67.7	22.4	C							
11	1.00	0.895	4558	6761	0.67	67.7	22.4	C							
12	1.00	0.895	4558	6761	0.63	67.7	22.4	C							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	1.00	0.893	0.876	4891	518	5918	1972	1.02	0.26	63.1	61.2	25.8	24.7	F
2	1.00	1.00	0.893	0.876	5047	489	5918	1972	0.96	0.25	62.8	61.0	26.8	25.3	C
3	1.00	1.00	0.893	0.876	5061	503	5918	1972	0.99	0.26	62.8	61.0	26.9	25.4	C
4	1.00	1.00	0.893	0.876	5032	474	5918	1972	0.93	0.24	62.9	61.1	26.7	25.2	C

5	1.00	1.00	0.893	0.876	4964	406	5918	1972	0.80	0.21	63.0	61.2	26.3	24.7	C
6	1.00	1.00	0.893	0.876	5011	453	5918	1972	0.89	0.23	62.9	61.1	26.6	25.1	C
7	1.00	1.00	0.893	0.876	5025	467	5918	1972	0.92	0.24	62.9	61.1	26.6	25.2	C
8	1.00	1.00	0.893	0.876	5040	482	5918	1972	0.94	0.24	62.8	61.0	26.8	25.3	C
9	1.00	1.00	0.893	0.876	5023	465	5918	1972	0.91	0.24	62.9	61.1	26.6	25.2	C
10	1.00	1.00	0.893	0.876	4998	439	5918	1972	0.86	0.22	63.0	61.2	26.4	25.0	C
11	1.00	1.00	0.893	0.876	4985	427	5918	1972	0.84	0.22	63.0	61.2	26.4	24.9	C
12	1.00	1.00	0.893	0.876	4960	402	5918	1972	0.79	0.20	63.0	61.2	26.2	24.7	C

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.893	4891	6761	0.89	66.0	24.7	C
2	1.00	0.893	5047	6761	0.84	65.1	25.8	C
3	1.00	0.893	5061	6761	0.86	65.0	26.0	C
4	1.00	0.893	5032	6761	0.81	65.2	25.7	C
5	1.00	0.893	4964	6761	0.70	65.6	25.2	C
6	1.00	0.893	5011	6761	0.78	65.3	25.6	C
7	1.00	0.893	5025	6761	0.80	65.2	25.7	C
8	1.00	0.893	5040	6761	0.83	65.1	25.8	C
9	1.00	0.893	5023	6761	0.80	65.2	25.7	C
10	1.00	0.893	4998	6761	0.75	65.4	25.5	C
11	1.00	0.893	4985	6761	0.73	65.5	25.4	C
12	1.00	0.893	4960	6761	0.69	65.6	25.2	C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.893	4891	1069	5918	1972	1.02	0.54	63.4	58.8	25.7	19.3	F
2	1.00	1.00	0.893	0.893	5047	1009	5918	1972	0.96	0.51	63.6	59.0	26.5	19.8	B
3	1.00	1.00	0.893	0.893	5061	1038	5918	1972	0.99	0.53	63.5	58.9	26.6	19.9	B
4	1.00	1.00	0.893	0.893	5032	979	5918	1972	0.93	0.50	63.7	59.1	26.3	19.7	B
5	1.00	1.00	0.893	0.893	4964	839	5918	1972	0.80	0.43	64.0	59.5	25.9	19.1	B
6	1.00	1.00	0.893	0.893	5011	936	5918	1972	0.89	0.47	63.8	59.2	26.2	19.5	B
7	1.00	1.00	0.893	0.893	5025	964	5918	1972	0.91	0.49	63.7	59.1	26.3	19.6	B
8	1.00	1.00	0.893	0.893	5040	993	5918	1972	0.94	0.50	63.7	59.1	26.4	19.8	B
9	1.00	1.00	0.893	0.893	5023	957	5918	1972	0.91	0.49	63.7	59.1	26.3	19.6	B
10	1.00	1.00	0.893	0.893	4998	906	5918	1972	0.86	0.46	63.9	59.3	26.1	19.4	B
11	1.00	1.00	0.893	0.893	4985	881	5918	1972	0.84	0.45	63.9	59.3	26.0	19.3	B
12	1.00	1.00	0.893	0.893	4960	829	5918	1972	0.79	0.42	64.0	59.5	25.8	19.1	B

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.893	3822	6761	0.73	70.3	18.1	C
2	1.00	0.893	4149	6761	0.69	69.3	20.0	C
3	1.00	0.893	4160	6761	0.71	69.3	20.0	C
4	1.00	0.893	4137	6761	0.67	69.4	19.9	C
5	1.00	0.893	4080	6761	0.57	69.6	19.5	C
6	1.00	0.893	4119	6761	0.64	69.4	19.8	C
7	1.00	0.893	4131	6761	0.66	69.4	19.8	C
8	1.00	0.893	4143	6761	0.68	69.4	19.9	C
9	1.00	0.893	4129	6761	0.65	69.4	19.8	C
10	1.00	0.893	4109	6761	0.62	69.5	19.7	C
11	1.00	0.893	4098	6761	0.60	69.5	19.7	C
12	1.00	0.893	4078	6761	0.57	69.6	19.5	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.893	4244	422	5918	1972	0.91	0.21	65.0	63.7	21.8	17.7	B
2	1.00	1.00	0.893	0.893	4548	399	5918	1972	0.85	0.20	64.6	63.3	23.5	19.1	B
3	1.00	1.00	0.893	0.893	4570	410	5918	1972	0.88	0.21	64.6	63.3	23.6	19.3	B
4	1.00	1.00	0.893	0.893	4523	386	5918	1972	0.83	0.20	64.7	63.4	23.3	19.0	B
5	1.00	1.00	0.893	0.893	4411	331	5918	1972	0.71	0.17	64.9	63.6	22.7	18.3	B
6	1.00	1.00	0.893	0.893	4489	370	5918	1972	0.79	0.19	64.8	63.5	23.1	18.8	B
7	1.00	1.00	0.893	0.893	4512	381	5918	1972	0.82	0.19	64.7	63.4	23.2	18.9	B
8	1.00	1.00	0.893	0.893	4535	392	5918	1972	0.84	0.20	64.7	63.4	23.4	19.1	B
9	1.00	1.00	0.893	0.893	4507	378	5918	1972	0.81	0.19	64.7	63.4	23.2	18.9	B
10	1.00	1.00	0.893	0.893	4467	358	5918	1972	0.77	0.18	64.8	63.5	23.0	18.6	B
11	1.00	1.00	0.893	0.893	4446	348	5918	1972	0.75	0.18	64.8	63.5	22.9	18.5	B
12	1.00	1.00	0.893	0.893	4405	327	5918	1972	0.70	0.17	64.9	63.6	22.6	18.3	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.893	4244	6761	0.79	69.0	20.5	C
2	1.00	0.893	4548	6761	0.75	67.8	22.4	C
3	1.00	0.893	4570	6761	0.77	67.7	22.5	C
4	1.00	0.893	4523	6761	0.73	67.9	22.2	C
5	1.00	0.893	4411	6761	0.62	68.4	21.5	C
6	1.00	0.893	4489	6761	0.69	68.0	22.0	C
7	1.00	0.893	4512	6761	0.71	67.9	22.2	C
8	1.00	0.893	4535	6761	0.74	67.8	22.3	C
9	1.00	0.893	4507	6761	0.71	67.9	22.1	C
10	1.00	0.893	4467	6761	0.67	68.1	21.9	C
11	1.00	0.893	4446	6761	0.65	68.2	21.7	C

12	1.00	0.893	4405	6761	0.61	68.4	21.5	C							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.924	4244	1528	5918	1972	0.91	0.77	61.9	57.7	22.9	24.8	C
2	1.00	1.00	0.893	0.924	4548	1443	5918	1972	0.85	0.73	62.3	57.9	24.3	25.9	C
3	1.00	1.00	0.893	0.924	4570	1485	5918	1972	0.88	0.75	62.2	57.8	24.5	26.0	C
4	1.00	1.00	0.893	0.924	4523	1398	5918	1972	0.83	0.71	62.4	58.0	24.2	25.6	C
5	1.00	1.00	0.893	0.924	4411	1199	5918	1972	0.71	0.61	62.9	58.5	23.4	24.7	C
6	1.00	1.00	0.893	0.924	4489	1338	5918	1972	0.79	0.68	62.5	58.1	23.9	25.3	C
7	1.00	1.00	0.893	0.924	4512	1378	5918	1972	0.82	0.70	62.4	58.0	24.1	25.5	C
8	1.00	1.00	0.893	0.924	4535	1420	5918	1972	0.84	0.72	62.3	57.9	24.3	25.7	C
9	1.00	1.00	0.893	0.924	4507	1369	5918	1972	0.81	0.69	62.5	58.1	24.0	25.5	C
10	1.00	1.00	0.893	0.924	4467	1295	5918	1972	0.77	0.66	62.7	58.3	23.7	25.2	C
11	1.00	1.00	0.893	0.924	4446	1260	5918	1972	0.75	0.64	62.8	58.4	23.6	25.0	C
12	1.00	1.00	0.893	0.924	4405	1184	5918	1972	0.70	0.60	63.0	58.6	23.3	24.6	C

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.881		2716		6761		0.57		71.0		12.7		B
2	1.00		0.881		3252		6761		0.53		71.0		15.2		B
3	1.00		0.881		3266		6761		0.55		71.0		15.3		B
4	1.00		0.881		3233		6761		0.52		71.0		15.2		B
5	1.00		0.881		3154		6761		0.44		71.0		14.8		B
6	1.00		0.881		3209		6761		0.50		71.0		15.0		B
7	1.00		0.881		3225		6761		0.51		71.0		15.1		B
8	1.00		0.881		3241		6761		0.53		71.0		15.2		B
9	1.00		0.881		3221		6761		0.51		71.0		15.1		B
10	1.00		0.881		3194		6761		0.48		71.0		15.0		B
11	1.00		0.881		3179		6761		0.47		71.0		14.9		B
12	1.00		0.881		3149		6761		0.44		71.0		14.7		B

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.876	0.853	3431	715	5918	1972	0.77	0.36	64.7	62.9	17.7	17.8	B
2	1.00	1.00	0.876	0.853	3927	675	5918	1972	0.73	0.34	64.3	62.5	20.4	20.0	B
3	1.00	1.00	0.876	0.853	3960	694	5918	1972	0.75	0.35	64.3	62.5	20.5	20.2	C
4	1.00	1.00	0.876	0.853	3887	654	5918	1972	0.71	0.33	64.4	62.6	20.1	19.8	B
5	1.00	1.00	0.876	0.853	3714	560	5918	1972	0.61	0.28	64.6	62.8	19.2	18.7	B
6	1.00	1.00	0.876	0.853	3835	626	5918	1972	0.68	0.32	64.4	62.6	19.8	19.5	B

7	1.00	1.00	0.876	0.853	3870	645	5918	1972	0.70	0.33	64.4	62.6	20.0	19.7	B
8	1.00	1.00	0.876	0.853	3905	664	5918	1972	0.72	0.34	64.4	62.6	20.2	19.9	B
9	1.00	1.00	0.876	0.853	3861	640	5918	1972	0.69	0.32	64.4	62.6	20.0	19.6	B
10	1.00	1.00	0.876	0.853	3800	606	5918	1972	0.65	0.31	64.5	62.7	19.6	19.2	B
11	1.00	1.00	0.876	0.853	3769	590	5918	1972	0.64	0.30	64.5	62.7	19.5	19.1	B
12	1.00	1.00	0.876	0.853	3704	555	5918	1972	0.60	0.28	64.6	62.8	19.1	18.7	B

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.876	3431	6761	0.67	70.6	16.1	B
2	1.00	0.876	3927	6761	0.63	70.0	18.7	C
3	1.00	0.876	3960	6761	0.65	69.9	18.9	C
4	1.00	0.876	3887	6761	0.62	70.1	18.5	C
5	1.00	0.876	3714	6761	0.53	70.5	17.6	B
6	1.00	0.876	3835	6761	0.59	70.3	18.2	C
7	1.00	0.876	3870	6761	0.61	70.2	18.4	C
8	1.00	0.876	3905	6761	0.62	70.1	18.6	C
9	1.00	0.876	3861	6761	0.60	70.2	18.3	C
10	1.00	0.876	3800	6761	0.57	70.3	18.0	C
11	1.00	0.876	3769	6761	0.55	70.4	17.8	B
12	1.00	0.876	3704	6761	0.52	70.5	17.5	B

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.876	3431	6761	0.67	71.0	16.1	B
2	1.00	0.876	3927	6761	0.63	70.0	18.7	C
3	1.00	0.876	3960	6761	0.65	69.9	18.9	C
4	1.00	0.876	3887	6761	0.62	70.1	18.5	C
5	1.00	0.876	3714	6761	0.53	70.5	17.6	B
6	1.00	0.876	3835	6761	0.59	70.3	18.2	C
7	1.00	0.876	3870	6761	0.61	70.2	18.4	C
8	1.00	0.876	3905	6761	0.62	70.1	18.6	C
9	1.00	0.876	3861	6761	0.60	70.2	18.3	C
10	1.00	0.876	3800	6761	0.57	70.3	18.0	C
11	1.00	0.876	3769	6761	0.55	70.4	17.8	B
12	1.00	0.876	3704	6761	0.52	70.5	17.5	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8989	10992	50.25	1256.22	50.9	28.8	25.8	10.80	F
2	9403	10372	71.57	1789.27	46.2	33.2	29.8	11.90	F
3	9347	10674	80.17	2004.20	44.2	34.5	30.9	12.40	F

4	9321	10055	77.39	1934.84	44.8	34.0	30.4	12.20	F
5	9238	8622	71.62	1790.61	45.9	32.8	29.4	11.90	D
6	9281	9619	76.65	1916.14	44.8	33.7	30.2	12.20	D
7	9304	9906	77.80	1944.98	44.6	34.0	30.5	12.30	F
8	9321	10206	78.73	1968.34	44.5	34.2	30.6	12.30	F
9	9306	9847	76.96	1923.89	44.8	33.9	30.3	12.20	D
10	9276	9317	75.05	1876.31	45.2	33.5	30.0	12.10	D
11	9257	9060	74.87	1871.79	45.2	33.4	29.9	12.10	D
12	9227	8518	72.75	1818.77	45.6	33.0	29.6	12.00	D

Facility Overall Results

Space Mean Speed, mi/h	45.5	Average Density, veh/mi/ln	29.8
Average Travel Time, min	12.00	Average Density, pc/mi/ln	33.2
Total VMT, veh-mi	111270	Total VHD, veh-h	883.81
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	22095.35

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2040 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	3
2	Basic	Basic	I-75 NB	1500	3
3	Diverge	Diverge	I-75 NB SR 40 Off Ramp	1500	3
4	Basic	Basic	I-75 NB	2890	3
5	Merge	Merge	I-75 NB SR 40 On Ramp	1500	3
6	Basic	Basic	I-75 NB	1294	3
7	Diverge	Diverge	I-75 NB US 27 Off Ramp	1500	3
8	Basic	Basic	I-75 NB	3054	3
9	Merge	Merge	I-75 NB US 27 On Ramp	1500	3
10	Basic	Basic	I-75 NB	4348	3
11	Diverge	Diverge	I-75 NB 49th St DDI Off Ramp	1500	3
12	Basic	Basic	I-75 NB	4841	3
13	Merge	Merge	I-75 NB 49th St DDI On Ramp	1500	3
14	Basic	Basic	I-75 NB	4399	3
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	3
16	Basic	Basic	I-75 NB	2987	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5280	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	5603	6761	1.16	26.7	69.8	F
2	1.00	0.902	5537	6761	1.16	25.9	71.3	F

3	1.00	0.902	5251	6761	1.16	22.6	77.4	F
4	1.00	0.902	5250	6761	1.16	22.6	77.4	F
5	1.00	0.902	5311	6761	1.06	23.3	76.1	F
6	1.00	0.902	5306	6761	1.06	23.2	76.2	F
7	1.00	0.902	5306	6761	1.06	23.2	76.2	F
8	1.00	0.902	5306	6761	1.06	23.2	76.2	F
9	1.00	0.902	5449	6761	0.95	24.8	73.1	F
10	1.00	0.902	5367	6761	0.95	23.9	74.9	F
11	1.00	0.902	5367	6761	0.95	23.9	74.9	F
12	1.00	0.894	5363	6761	0.96	23.8	75.0	F

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.902		5511		6761		1.16		25.9		71.0		F
2	1.00		0.902		5519		6761		1.16		25.8		71.2		F
3	1.00		0.902		5250		6761		1.16		22.6		77.4		F
4	1.00		0.902		5250		6761		1.16		22.6		77.4		F
5	1.00		0.902		5316		6761		1.06		23.6		75.2		F
6	1.00		0.902		5306		6761		1.06		23.2		76.2		F
7	1.00		0.902		5306		6761		1.06		23.2		76.2		F
8	1.00		0.902		5306		6761		1.06		23.2		76.2		F
9	1.00		0.902		5435		6761		0.95		25.7		70.5		F
10	1.00		0.902		5367		6761		0.95		23.9		74.9		F
11	1.00		0.902		5367		6761		0.95		23.9		74.9		F
12	1.00		0.894		5366		6761		0.96		23.9		74.9		F

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	5511	524	5918	1972	1.32	0.27	64.7	60.3	28.4	28.8	F
2	1.00	1.00	0.902	0.934	5450	524	5918	1972	1.32	0.27	64.7	60.3	28.1	28.6	F
3	1.00	1.00	0.902	0.934	5250	524	5918	1972	1.32	0.27	28.5	60.3	61.4	42.8	F
4	1.00	1.00	0.902	0.934	5250	524	5918	1972	1.32	0.27	28.5	60.3	61.4	42.8	F
5	1.00	1.00	0.902	0.934	5307	479	5918	1972	1.21	0.24	29.6	60.4	59.7	37.1	F
6	1.00	1.00	0.902	0.934	5306	479	5918	1972	1.21	0.24	29.5	60.4	60.0	37.1	F
7	1.00	1.00	0.902	0.934	5306	479	5918	1972	1.21	0.24	29.5	60.4	60.0	37.1	F
8	1.00	1.00	0.902	0.934	5306	479	5918	1972	1.21	0.24	29.5	60.4	60.0	37.1	F
9	1.00	1.00	0.902	0.934	5426	427	5918	1972	1.08	0.22	64.9	60.5	27.9	28.4	F
10	1.00	1.00	0.902	0.934	5367	427	5918	1972	1.08	0.22	30.6	60.5	58.5	32.1	F
11	1.00	1.00	0.902	0.934	5367	427	5918	1972	1.08	0.22	30.6	60.5	58.5	32.1	F
12	1.00	1.00	0.894	0.934	5367	427	5918	1972	1.09	0.22	30.6	60.5	58.5	32.4	F

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.899	4906	6761	1.08	31.9	51.3	F
2	1.00	0.899	4899	6761	1.08	21.9	74.6	F
3	1.00	0.899	4899	6761	1.08	19.2	84.9	F
4	1.00	0.899	4899	6761	1.08	19.2	84.9	F
5	1.00	0.899	4951	6761	0.99	19.7	83.8	F
6	1.00	0.899	4951	6761	0.99	19.7	83.8	F
7	1.00	0.899	4951	6761	0.99	19.7	83.8	F
8	1.00	0.899	4951	6761	0.99	19.7	83.8	F
9	1.00	0.899	5009	6761	0.88	20.9	80.0	F
10	1.00	0.899	5009	6761	0.88	20.2	82.6	F
11	1.00	0.899	5009	6761	0.88	20.2	82.6	F
12	1.00	0.898	5009	6761	0.89	20.2	82.6	F

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.903	0.940	5511	605	5918	1972	1.33	0.31	61.7	59.6	29.8	28.5	F
2	1.00	1.00	0.903	0.940	5504	605	5918	1972	1.33	0.31	61.7	59.6	29.7	28.5	F
3	1.00	1.00	0.903	0.940	5504	605	5918	1972	1.33	0.31	61.7	59.6	29.7	28.5	F
4	1.00	1.00	0.903	0.940	5504	605	5918	1972	1.33	0.31	61.7	59.6	29.7	28.5	F
5	1.00	1.00	0.903	0.940	5504	553	5918	1972	1.22	0.28	61.8	59.8	29.7	28.2	F
6	1.00	1.00	0.903	0.940	5504	553	5918	1972	1.22	0.28	61.8	59.8	29.7	28.2	F
7	1.00	1.00	0.903	0.940	5504	553	5918	1972	1.22	0.28	61.8	59.8	29.7	28.2	F
8	1.00	1.00	0.903	0.940	5504	553	5918	1972	1.22	0.28	61.8	59.8	29.7	28.2	F
9	1.00	1.00	0.903	0.940	5504	495	5918	1972	1.09	0.25	61.9	59.9	29.6	28.0	F
10	1.00	1.00	0.903	0.940	5504	495	5918	1972	1.09	0.25	61.9	59.9	29.6	28.0	F
11	1.00	1.00	0.903	0.940	5504	495	5918	1972	1.09	0.25	61.9	59.9	29.6	28.0	F
12	1.00	1.00	0.899	0.940	5504	495	5918	1972	1.09	0.25	61.9	59.9	29.6	28.0	F

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.903	5511	6761	1.17	61.9	29.7	F
2	1.00	0.903	5504	6761	1.17	62.0	29.6	F
3	1.00	0.903	5504	6761	1.17	62.0	29.6	F
4	1.00	0.903	5504	6761	1.17	62.0	29.6	F
5	1.00	0.903	5504	6761	1.07	62.0	29.6	F
6	1.00	0.903	5504	6761	1.07	62.0	29.6	F
7	1.00	0.903	5504	6761	1.07	62.0	29.6	F
8	1.00	0.903	5504	6761	1.07	62.0	29.6	F
9	1.00	0.903	5504	6761	0.96	62.0	29.6	D

10	1.00	0.903	5504	6761	0.96	62.0	29.6	D							
11	1.00	0.903	5504	6761	0.96	62.0	29.6	D							
12	1.00	0.899	5504	6761	0.96	62.0	29.6	D							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.903	0.961	5511	888	5918	1972	1.34	0.45	63.8	59.3	28.8	30.7	F
2	1.00	1.00	0.903	0.961	5504	888	5918	1972	1.34	0.45	63.8	59.3	28.8	30.7	F
3	1.00	1.00	0.903	0.961	5504	888	5918	1972	1.34	0.45	63.8	59.3	28.8	30.7	F
4	1.00	1.00	0.903	0.961	5504	888	5918	1972	1.34	0.45	63.8	59.3	28.8	30.7	F
5	1.00	1.00	0.903	0.961	5504	812	5918	1972	1.22	0.41	64.0	59.5	28.7	30.3	F
6	1.00	1.00	0.903	0.961	5504	812	5918	1972	1.22	0.41	64.0	59.5	28.7	30.3	F
7	1.00	1.00	0.903	0.961	5504	812	5918	1972	1.22	0.41	64.0	59.5	28.7	30.3	F
8	1.00	1.00	0.903	0.961	5504	812	5918	1972	1.22	0.41	64.0	59.5	28.7	30.3	F
9	1.00	1.00	0.903	0.961	5504	725	5918	1972	1.09	0.37	64.3	59.8	28.5	30.2	F
10	1.00	1.00	0.903	0.961	5504	725	5918	1972	1.09	0.37	64.3	59.8	28.5	30.2	F
11	1.00	1.00	0.903	0.961	5504	725	5918	1972	1.09	0.37	64.3	59.8	28.5	30.2	F
12	1.00	1.00	0.894	0.961	5504	725	5918	1972	1.10	0.37	64.3	59.8	28.5	30.2	F
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.895		4623		6761		1.04		67.4		22.9		F
2	1.00		0.895		4886		6761		1.04		66.0		24.7		F
3	1.00		0.895		4886		6761		1.04		66.0		24.7		F
4	1.00		0.895		4886		6761		1.04		66.0		24.7		F
5	1.00		0.895		4886		6761		0.95		66.0		24.7		C
6	1.00		0.895		4886		6761		0.95		66.0		24.7		C
7	1.00		0.895		4886		6761		0.95		66.0		24.7		C
8	1.00		0.895		4886		6761		0.95		66.0		24.7		C
9	1.00		0.895		4886		6761		0.85		66.0		24.7		C
10	1.00		0.895		4887		6761		0.85		66.0		24.7		C
11	1.00		0.895		4887		6761		0.85		66.0		24.7		C
12	1.00		0.894		4887		6761		0.85		66.0		24.7		C
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.896	0.913	5021	398	5918	1972	1.25	0.20	63.0	61.2	26.6	25.0	F
2	1.00	1.00	0.896	0.913	5284	398	5918	1972	1.25	0.20	62.6	60.7	28.1	26.2	F
3	1.00	1.00	0.896	0.913	5284	398	5918	1972	1.25	0.20	62.6	60.7	28.1	26.2	F
4	1.00	1.00	0.896	0.913	5284	398	5918	1972	1.25	0.20	62.6	60.7	28.1	26.2	F

5	1.00	1.00	0.896	0.913	5250	364	5918	1972	1.15	0.18	62.6	60.8	28.0	25.9	F
6	1.00	1.00	0.896	0.913	5250	364	5918	1972	1.15	0.18	62.6	60.8	28.0	25.9	F
7	1.00	1.00	0.896	0.913	5250	364	5918	1972	1.15	0.18	62.6	60.8	28.0	25.9	F
8	1.00	1.00	0.896	0.913	5250	364	5918	1972	1.15	0.18	62.6	60.8	28.0	25.9	F
9	1.00	1.00	0.896	0.913	5211	325	5918	1972	1.02	0.16	62.7	60.9	27.7	25.7	F
10	1.00	1.00	0.896	0.913	5212	325	5918	1972	1.02	0.16	62.7	60.9	27.7	25.7	F
11	1.00	1.00	0.896	0.913	5212	325	5918	1972	1.02	0.16	62.7	60.9	27.7	25.7	F
12	1.00	1.00	0.893	0.913	5212	325	5918	1972	1.03	0.16	62.7	60.9	27.7	25.7	F

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.896		5021		6761		1.10		65.2		25.7		F
2	1.00		0.896		5284		6761		1.10		63.5		27.7		F
3	1.00		0.896		5284		6761		1.10		63.5		27.7		F
4	1.00		0.896		5284		6761		1.10		63.5		27.7		F
5	1.00		0.896		5250		6761		1.00		63.8		27.4		F
6	1.00		0.896		5250		6761		1.00		63.8		27.4		F
7	1.00		0.896		5250		6761		1.00		63.8		27.4		F
8	1.00		0.896		5250		6761		1.00		63.8		27.4		F
9	1.00		0.896		5211		6761		0.90		64.0		27.1		D
10	1.00		0.896		5212		6761		0.90		64.0		27.1		D
11	1.00		0.896		5212		6761		0.90		64.0		27.1		D
12	1.00		0.893		5212		6761		0.90		64.0		27.1		D

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.896	0.893	5021	1125	5918	1972	1.25	0.57	63.3	58.7	26.4	20.0	F
2	1.00	1.00	0.896	0.893	5284	1125	5918	1972	1.25	0.57	63.3	58.7	27.8	21.0	F
3	1.00	1.00	0.896	0.893	5284	1125	5918	1972	1.25	0.57	63.3	58.7	27.8	21.0	F
4	1.00	1.00	0.896	0.893	5284	1125	5918	1972	1.25	0.57	63.3	58.7	27.8	21.0	F
5	1.00	1.00	0.896	0.893	5250	1029	5918	1972	1.15	0.52	63.6	59.0	27.5	20.7	F
6	1.00	1.00	0.896	0.893	5250	1029	5918	1972	1.15	0.52	63.6	59.0	27.5	20.7	F
7	1.00	1.00	0.896	0.893	5250	1029	5918	1972	1.15	0.52	63.6	59.0	27.5	20.7	F
8	1.00	1.00	0.896	0.893	5250	1029	5918	1972	1.15	0.52	63.6	59.0	27.5	20.7	F
9	1.00	1.00	0.896	0.893	5211	919	5918	1972	1.03	0.47	63.9	59.3	27.2	20.3	F
10	1.00	1.00	0.896	0.893	5212	919	5918	1972	1.03	0.47	63.9	59.3	27.2	20.3	F
11	1.00	1.00	0.896	0.893	5212	919	5918	1972	1.03	0.47	63.9	59.3	27.2	20.3	F
12	1.00	1.00	1.000	0.893	5212	919	5918	1972	0.92	0.47	63.9	59.3	27.2	20.3	C

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.897	3896	6761	0.93	70.1	18.5	C
2	1.00	0.897	4484	6761	0.93	68.0	22.0	C
3	1.00	0.897	4484	6761	0.93	68.0	22.0	C
4	1.00	0.897	4484	6761	0.93	68.0	22.0	C
5	1.00	0.897	4455	6761	0.85	68.2	21.8	C
6	1.00	0.897	4455	6761	0.85	68.2	21.8	C
7	1.00	0.897	4455	6761	0.85	68.2	21.8	C
8	1.00	0.897	4455	6761	0.85	68.2	21.8	C
9	1.00	0.897	4422	6761	0.76	68.3	21.6	C
10	1.00	0.897	4423	6761	0.76	68.3	21.6	C
11	1.00	0.897	4423	6761	0.76	68.3	21.6	C
12	1.00	1.000	4423	6761	0.68	68.3	21.6	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.896	0.893	4338	442	5918	1972	1.14	0.22	64.9	63.6	22.3	18.2	F
2	1.00	1.00	0.896	0.893	4926	442	5918	1972	1.14	0.22	64.1	62.7	25.6	21.1	F
3	1.00	1.00	0.896	0.893	4926	442	5918	1972	1.14	0.22	64.1	62.7	25.6	21.1	F
4	1.00	1.00	0.896	0.893	4926	442	5918	1972	1.14	0.22	64.1	62.7	25.6	21.1	F
5	1.00	1.00	0.896	0.893	4859	404	5918	1972	1.04	0.21	64.2	62.9	25.2	20.7	F
6	1.00	1.00	0.896	0.893	4859	404	5918	1972	1.04	0.21	64.2	62.9	25.2	20.7	F
7	1.00	1.00	0.896	0.893	4859	404	5918	1972	1.04	0.21	64.2	62.9	25.2	20.7	F
8	1.00	1.00	0.896	0.893	4859	404	5918	1972	1.04	0.21	64.2	62.9	25.2	20.7	F
9	1.00	1.00	0.896	0.893	4784	362	5918	1972	0.93	0.18	64.3	63.0	24.8	20.2	C
10	1.00	1.00	0.896	0.893	4785	362	5918	1972	0.93	0.18	64.3	63.0	24.8	20.2	C
11	1.00	1.00	0.896	0.893	4785	362	5918	1972	0.93	0.18	64.3	63.0	24.8	20.2	C
12	1.00	1.00	0.893	0.893	4785	362	5918	1972	0.94	0.18	64.3	63.0	24.8	20.2	C

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.896	4338	6761	1.00	68.7	21.0	C
2	1.00	0.896	4926	6761	1.00	65.8	25.0	C
3	1.00	0.896	4926	6761	1.00	65.8	25.0	C
4	1.00	0.896	4926	6761	1.00	65.8	25.0	C
5	1.00	0.896	4859	6761	0.91	66.2	24.5	C
6	1.00	0.896	4859	6761	0.91	66.2	24.5	C
7	1.00	0.896	4859	6761	0.91	66.2	24.5	C
8	1.00	0.896	4859	6761	0.91	66.2	24.5	C
9	1.00	0.896	4784	6761	0.82	66.6	23.9	C
10	1.00	0.896	4785	6761	0.82	66.6	23.9	C
11	1.00	0.896	4785	6761	0.82	66.6	23.9	C

12	1.00	0.893	4785	6761	0.82	66.6	23.9	C							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.896	0.942	4338	1639	5918	1972	1.14	0.83	61.5	57.4	23.5	25.6	F
2	1.00	1.00	0.896	0.942	4926	1639	5918	1972	1.14	0.83	61.9	57.4	26.5	27.9	F
3	1.00	1.00	0.896	0.942	4926	1639	5918	1972	1.14	0.83	61.9	57.4	26.5	27.9	F
4	1.00	1.00	0.896	0.942	4926	1639	5918	1972	1.14	0.83	61.9	57.4	26.5	27.9	F
5	1.00	1.00	0.896	0.942	4859	1499	5918	1972	1.04	0.76	62.2	57.7	26.0	27.3	F
6	1.00	1.00	0.896	0.942	4859	1499	5918	1972	1.04	0.76	62.2	57.7	26.0	27.3	F
7	1.00	1.00	0.896	0.942	4859	1499	5918	1972	1.04	0.76	62.2	57.7	26.0	27.3	F
8	1.00	1.00	0.896	0.942	4859	1499	5918	1972	1.04	0.76	62.2	57.7	26.0	27.3	F
9	1.00	1.00	0.896	0.942	4784	1340	5918	1972	0.93	0.68	62.6	58.1	25.5	26.6	C
10	1.00	1.00	0.896	0.942	4785	1340	5918	1972	0.93	0.68	62.6	58.1	25.5	26.6	C
11	1.00	1.00	0.896	0.942	4785	1340	5918	1972	0.93	0.68	62.6	58.1	25.5	26.6	C
12	1.00	1.00	0.893	0.942	4785	1340	5918	1972	0.94	0.68	62.6	58.1	25.5	26.6	C

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.882		2699		6761		0.75		70.9		12.6		B
2	1.00		0.882		3729		6761		0.75		70.5		17.6		B
3	1.00		0.882		3729		6761		0.75		70.5		17.6		B
4	1.00		0.882		3729		6761		0.75		70.5		17.6		B
5	1.00		0.882		3679		6761		0.69		70.6		17.4		B
6	1.00		0.882		3679		6761		0.69		70.6		17.4		B
7	1.00		0.882		3679		6761		0.69		70.6		17.4		B
8	1.00		0.882		3679		6761		0.69		70.6		17.4		B
9	1.00		0.882		3622		6761		0.62		70.7		17.1		B
10	1.00		0.882		3623		6761		0.62		70.7		17.1		B
11	1.00		0.882		3623		6761		0.62		70.7		17.1		B
12	1.00		0.891		3623		6761		0.61		70.7		17.1		B

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.886	0.915	3366	667	5918	1972	0.97	0.34	64.8	63.0	17.3	17.4	B
2	1.00	1.00	0.886	0.915	4396	667	5918	1972	0.97	0.34	63.8	62.0	23.0	22.2	C
3	1.00	1.00	0.886	0.915	4396	667	5918	1972	0.97	0.34	63.8	62.0	23.0	22.2	C
4	1.00	1.00	0.886	0.915	4396	667	5918	1972	0.97	0.34	63.8	62.0	23.0	22.2	C
5	1.00	1.00	0.886	0.915	4289	610	5918	1972	0.89	0.31	64.0	62.2	22.3	21.6	C
6	1.00	1.00	0.886	0.915	4289	610	5918	1972	0.89	0.31	64.0	62.2	22.3	21.6	C

7	1.00	1.00	0.886	0.915	4289	610	5918	1972	0.89	0.31	64.0	62.2	22.3	21.6	C
8	1.00	1.00	0.886	0.915	4289	610	5918	1972	0.89	0.31	64.0	62.2	22.3	21.6	C
9	1.00	1.00	0.886	0.915	4167	545	5918	1972	0.79	0.28	64.2	62.4	21.6	20.8	C
10	1.00	1.00	0.886	0.915	4168	545	5918	1972	0.79	0.28	64.2	62.4	21.6	20.8	C
11	1.00	1.00	0.886	0.915	4168	545	5918	1972	0.79	0.28	64.2	62.4	21.6	20.8	C
12	1.00	1.00	0.885	0.915	4168	545	5918	1972	0.79	0.28	64.2	62.4	21.6	20.8	C

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.886	3366	6761	0.85	70.6	15.8	B
2	1.00	0.886	4396	6761	0.85	68.4	21.4	C
3	1.00	0.886	4396	6761	0.85	68.4	21.4	C
4	1.00	0.886	4396	6761	0.85	68.4	21.4	C
5	1.00	0.886	4289	6761	0.78	68.8	20.8	C
6	1.00	0.886	4289	6761	0.78	68.8	20.8	C
7	1.00	0.886	4289	6761	0.78	68.8	20.8	C
8	1.00	0.886	4289	6761	0.78	68.8	20.8	C
9	1.00	0.886	4167	6761	0.70	69.3	20.0	C
10	1.00	0.886	4168	6761	0.70	69.3	20.0	C
11	1.00	0.886	4168	6761	0.70	69.3	20.0	C
12	1.00	0.885	4168	6761	0.70	69.3	20.0	C

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.886	3366	6761	0.85	71.0	15.8	B
2	1.00	0.886	4396	6761	0.85	68.4	21.4	C
3	1.00	0.886	4396	6761	0.85	68.4	21.4	C
4	1.00	0.886	4396	6761	0.85	68.4	21.4	C
5	1.00	0.886	4289	6761	0.78	68.8	20.8	C
6	1.00	0.886	4289	6761	0.78	68.8	20.8	C
7	1.00	0.886	4289	6761	0.78	68.8	20.8	C
8	1.00	0.886	4289	6761	0.78	68.8	20.8	C
9	1.00	0.886	4167	6761	0.70	69.3	20.0	C
10	1.00	0.886	4168	6761	0.70	69.3	20.0	C
11	1.00	0.886	4168	6761	0.70	69.3	20.0	C
12	1.00	0.885	4168	6761	0.70	69.3	20.0	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9134	13867	49.26	1231.50	51.4	28.9	25.9	10.60	F
2	10024	13867	61.69	1542.15	49.5	33.0	29.6	11.10	F
3	9944	13867	77.43	1935.76	45.8	35.3	31.7	12.00	F

4	9944	13867	77.44	1936.11	45.8	35.4	31.7	12.00	F
5	9888	12681	74.77	1869.16	46.3	34.8	31.2	11.80	F
6	9886	12681	75.10	1877.44	46.2	34.8	31.3	11.90	F
7	9886	12681	75.10	1877.44	46.2	34.8	31.3	11.90	F
8	9886	12681	75.10	1877.44	46.2	34.8	31.3	11.90	F
9	9842	11336	63.66	1591.59	48.8	32.9	29.5	11.20	F
10	9821	11336	72.57	1814.14	46.7	34.3	30.8	11.70	F
11	9821	11336	72.57	1814.16	46.7	34.3	30.8	11.70	F
12	9935	11336	72.31	1807.86	46.9	34.3	31.0	11.70	F

Facility Overall Results

Space Mean Speed, mi/h	47.1	Average Density, veh/mi/ln	30.5
Average Travel Time, min	11.60	Average Density, pc/mi/ln	34.0
Total VMT, veh-mi	118013	Total VHD, veh-h	846.99
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	21174.75

I-75 North Section - Southbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2040 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5280	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	416	3
7	Merge	Merge	I-75 SB SR 326 EB On Ramp	1500	3
8	Basic	Basic	I-75 SB	4405	3
9	Diverge	Diverge	I-75 SB 49th St DDI Off Ramp	1500	3
10	Basic	Basic	I-75 SB	3253	3
11	Merge	Merge	I-75 SB 49th St DDI On Ramp	1500	3
12	Basic	Basic	I-75 SB	5830	3
13	Diverge	Diverge	I-75 SB US 27 Off Ramp	1500	3
14	Basic	Basic	I-75 SB	3189	3
15	Merge	Merge	I-75 SB US 27 On Ramp	1500	3
16	Basic	Basic	I-75 SB	1415	3
17	Diverge	Diverge	I-75 SB SR 40 Off Ramp	1500	3
18	Basic	Basic	I-75 SB	2836	3
19	Merge	Merge	I-75 SB SR 40 On Ramp	1500	3
20	Basic	Basic	I-75 SB	1500	3
21	Basic	Basic	I-75 SB	3968	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.895	2536	6761	0.38	71.2	11.9	B
2	1.00	0.895	2488	6761	0.37	71.2	11.6	B
3	1.00	0.895	2887	6761	0.43	71.2	13.5	B
4	1.00	0.895	3098	6761	0.46	71.2	14.5	B
5	1.00	0.895	3626	6761	0.54	70.7	17.1	B
6	1.00	0.895	3477	6761	0.51	70.9	16.3	B
7	1.00	0.895	3105	6761	0.46	71.2	14.5	B
8	1.00	0.895	3254	6761	0.48	71.1	15.3	B
9	1.00	0.895	3397	6761	0.50	71.0	15.9	B
10	1.00	0.895	3604	6761	0.53	70.7	17.0	B
11	1.00	0.895	3641	6761	0.54	70.7	17.2	B
12	1.00	0.895	3722	6761	0.55	70.5	17.6	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.895	2536	6761	0.38	71.2	11.9	B
2	1.00	0.895	2488	6761	0.37	71.2	11.6	B
3	1.00	0.895	2887	6761	0.43	71.2	13.5	B
4	1.00	0.895	3098	6761	0.46	71.2	14.5	B
5	1.00	0.895	3626	6761	0.54	70.7	17.1	B
6	1.00	0.895	3477	6761	0.51	70.9	16.3	B
7	1.00	0.895	3105	6761	0.46	71.2	14.5	B
8	1.00	0.895	3254	6761	0.48	71.1	15.3	B
9	1.00	0.895	3397	6761	0.50	71.0	15.9	B
10	1.00	0.895	3604	6761	0.53	70.7	17.0	B
11	1.00	0.895	3641	6761	0.54	70.7	17.2	B
12	1.00	0.895	3722	6761	0.55	70.5	17.6	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.882	2536	390	5918	1972	0.43	0.20	64.5	60.6	13.1	18.0	B
2	1.00	1.00	0.895	0.882	2488	383	5918	1972	0.42	0.19	64.6	60.7	12.8	17.7	B
3	1.00	1.00	0.895	0.882	2887	444	5918	1972	0.49	0.23	64.6	60.5	14.9	19.9	B
4	1.00	1.00	0.895	0.882	3098	477	5918	1972	0.52	0.24	64.6	60.4	16.0	21.1	C
5	1.00	1.00	0.895	0.882	3626	558	5918	1972	0.61	0.28	64.6	60.2	18.7	23.9	C
6	1.00	1.00	0.895	0.882	3477	535	5918	1972	0.59	0.27	64.6	60.2	17.9	23.1	C
7	1.00	1.00	0.895	0.882	3105	478	5918	1972	0.52	0.24	64.6	60.4	16.0	21.1	C
8	1.00	1.00	0.895	0.882	3254	501	5918	1972	0.55	0.25	64.6	60.3	16.8	21.9	C
9	1.00	1.00	0.895	0.882	3397	523	5918	1972	0.57	0.27	64.7	60.3	17.5	22.7	C
10	1.00	1.00	0.895	0.882	3604	554	5918	1972	0.61	0.28	64.6	60.2	18.6	23.7	C
11	1.00	1.00	0.895	0.882	3641	561	5918	1972	0.62	0.28	64.6	60.2	18.8	23.9	C

12	1.00	1.00	0.895	0.882	3722	573	5918	1972	0.63	0.29	64.6	60.2	19.2	24.4	C
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		2145		6761		0.32		70.8		10.0		A
2	1.00		0.898		2104		6761		0.31		70.8		9.8		A
3	1.00		0.898		2441		6761		0.36		70.8		11.4		B
4	1.00		0.898		2619		6761		0.39		70.8		12.3		B
5	1.00		0.898		3068		6761		0.45		70.8		14.4		B
6	1.00		0.898		2942		6761		0.43		70.8		13.8		B
7	1.00		0.898		2627		6761		0.39		70.8		12.3		B
8	1.00		0.898		2753		6761		0.41		70.8		12.9		B
9	1.00		0.898		2874		6761		0.42		70.8		13.5		B
10	1.00		0.898		3049		6761		0.45		70.8		14.3		B
11	1.00		0.898		3081		6761		0.46		70.8		14.4		B
12	1.00		0.898		3149		6761		0.47		70.8		14.7		B
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.886	0.861	2968	794	5918	1878	0.50	0.42	65.4	63.8	15.1	12.5	B
2	1.00	1.00	0.886	0.861	2911	779	5918	1878	0.49	0.41	65.4	63.8	14.8	12.2	B
3	1.00	1.00	0.886	0.861	3379	905	5918	1878	0.57	0.48	65.0	63.4	17.3	14.8	B
4	1.00	1.00	0.886	0.861	3626	971	5918	1878	0.61	0.52	64.8	63.2	18.7	16.1	B
5	1.00	1.00	0.886	0.861	4204	1136	5918	1878	0.72	0.60	64.1	62.4	21.9	19.3	B
6	1.00	1.00	0.886	0.861	4031	1089	5918	1878	0.69	0.58	64.3	62.6	20.9	18.4	B
7	1.00	1.00	0.886	0.861	3600	973	5918	1878	0.61	0.52	64.8	63.2	18.5	16.0	B
8	1.00	1.00	0.886	0.861	3773	1020	5918	1878	0.64	0.54	64.6	63.0	19.5	16.9	B
9	1.00	1.00	0.886	0.861	3939	1065	5918	1878	0.67	0.57	64.4	62.8	20.4	17.9	B
10	1.00	1.00	0.886	0.861	4179	1130	5918	1878	0.71	0.60	64.1	62.4	21.7	19.2	B
11	1.00	1.00	0.886	0.861	4223	1142	5918	1878	0.72	0.61	64.0	62.3	22.0	19.4	B
12	1.00	1.00	0.886	0.861	4315	1166	5918	1878	0.74	0.62	63.8	62.1	22.5	19.9	B
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.886		2946		6761		0.44		70.0		13.8		B
2	1.00		0.886		2889		6761		0.43		70.0		13.5		B
3	1.00		0.886		3353		6761		0.50		69.9		15.7		B
4	1.00		0.886		3598		6761		0.53		69.8		17.0		B
5	1.00		0.886		4204		6761		0.62		69.2		20.3		C
6	1.00		0.886		4031		6761		0.60		69.7		19.3		C
7	1.00		0.886		3600		6761		0.53		69.8		17.0		B

8	1.00	0.886	3773	6761	0.56	69.8	17.9	B
9	1.00	0.886	3939	6761	0.58	69.8	18.8	C
10	1.00	0.886	4179	6761	0.62	69.2	20.1	C
11	1.00	0.886	4223	6761	0.63	69.1	20.4	C
12	1.00	0.886	4315	6761	0.64	68.7	20.9	C

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.894	3462	519	5918	1972	0.58	0.26	65.0	63.3	17.8	16.8	B
2	1.00	1.00	0.887	0.894	3395	509	5918	1972	0.57	0.26	65.1	63.3	17.4	16.5	B
3	1.00	1.00	0.887	0.894	3940	591	5918	1972	0.67	0.30	64.5	62.8	20.4	19.3	B
4	1.00	1.00	0.887	0.894	4228	634	5918	1972	0.71	0.32	64.2	62.5	22.0	20.7	C
5	1.00	1.00	0.887	0.894	4947	743	5918	1972	0.84	0.38	63.1	61.3	26.1	24.4	C
6	1.00	1.00	0.887	0.894	4742	711	5918	1972	0.80	0.36	63.5	61.7	24.9	23.4	C
7	1.00	1.00	0.887	0.894	4235	635	5918	1972	0.72	0.32	64.2	62.5	22.0	20.8	C
8	1.00	1.00	0.887	0.894	4440	667	5918	1972	0.75	0.34	63.9	62.2	23.2	21.8	C
9	1.00	1.00	0.887	0.894	4635	696	5918	1972	0.78	0.35	63.6	61.9	24.3	22.8	C
10	1.00	1.00	0.887	0.894	4917	738	5918	1972	0.83	0.37	63.2	61.4	25.9	24.3	C
11	1.00	1.00	0.887	0.894	4969	746	5918	1972	0.84	0.38	63.1	61.3	26.2	24.5	C
12	1.00	1.00	0.887	0.894	5077	762	5918	1972	0.86	0.39	62.9	61.1	26.9	25.1	C

Segment 8: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.887		3466		6761		0.51		70.9		16.3		B
2	1.00		0.887		3399		6761		0.50		71.0		16.0		B
3	1.00		0.887		3945		6761		0.58		70.0		18.8		C
4	1.00		0.887		4233		6761		0.63		69.0		20.4		C
5	1.00		0.887		4947		6761		0.73		65.7		25.1		C
6	1.00		0.887		4742		6761		0.70		66.8		23.7		C
7	1.00		0.887		4235		6761		0.63		69.0		20.5		C
8	1.00		0.887		4440		6761		0.66		68.2		21.7		C
9	1.00		0.887		4635		6761		0.69		67.3		23.0		C
10	1.00		0.887		4917		6761		0.73		65.8		24.9		C
11	1.00		0.887		4969		6761		0.74		65.5		25.3		C
12	1.00		0.887		5077		6761		0.75		64.9		26.1		D

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.893	3466	278	5918	1972	0.59	0.14	65.3	60.9	17.7	11.3	B
2	1.00	1.00	0.887	0.893	3399	272	5918	1972	0.57	0.14	65.4	61.0	17.3	10.9	B

3	1.00	1.00	0.887	0.893	3945	316	5918	1972	0.67	0.16	65.3	60.8	20.1	13.7	B
4	1.00	1.00	0.887	0.893	4233	339	5918	1972	0.72	0.17	65.2	60.8	21.6	15.1	B
5	1.00	1.00	0.887	0.893	4947	396	5918	1972	0.84	0.20	65.0	60.6	25.4	18.3	B
6	1.00	1.00	0.887	0.893	4742	381	5918	1972	0.80	0.19	65.1	60.7	24.3	17.4	B
7	1.00	1.00	0.887	0.893	4235	340	5918	1972	0.72	0.17	65.3	60.8	21.6	15.0	B
8	1.00	1.00	0.887	0.893	4440	356	5918	1972	0.75	0.18	65.2	60.7	22.7	16.0	B
9	1.00	1.00	0.887	0.893	4635	372	5918	1972	0.78	0.19	65.2	60.7	23.7	16.9	B
10	1.00	1.00	0.887	0.893	4917	394	5918	1972	0.83	0.20	65.0	60.6	25.2	18.2	B
11	1.00	1.00	0.887	0.893	4969	399	5918	1972	0.84	0.20	65.0	60.6	25.5	18.4	B
12	1.00	1.00	0.887	0.893	5077	408	5918	1972	0.86	0.21	65.0	60.6	26.0	18.9	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.887		3186		6761		0.47		71.1		14.9		B
2	1.00		0.887		3125		6761		0.46		71.1		14.6		B
3	1.00		0.887		3627		6761		0.54		70.7		17.1		B
4	1.00		0.887		3892		6761		0.58		70.1		18.5		C
5	1.00		0.887		4552		6761		0.67		67.7		22.4		C
6	1.00		0.887		4363		6761		0.65		68.6		21.2		C
7	1.00		0.887		3896		6761		0.58		70.1		18.5		C
8	1.00		0.887		4084		6761		0.60		69.6		19.6		C
9	1.00		0.887		4264		6761		0.63		68.9		20.6		C
10	1.00		0.887		4523		6761		0.67		67.9		22.2		C
11	1.00		0.887		4572		6761		0.68		67.6		22.5		C
12	1.00		0.887		4364		6761		0.69		68.5		21.2		F

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.893	3884	702	5918	1972	0.66	0.36	65.3	63.9	19.8	16.7	B
2	1.00	1.00	0.888	0.893	3811	689	5918	1972	0.64	0.35	65.4	64.0	19.4	16.3	B
3	1.00	1.00	0.888	0.893	4423	800	5918	1972	0.75	0.41	64.6	63.2	22.8	19.5	B
4	1.00	1.00	0.888	0.893	4745	858	5918	1972	0.80	0.44	64.1	62.6	24.7	21.2	C
5	1.00	1.00	0.888	0.893	5555	1003	5918	1972	0.94	0.51	62.3	60.4	29.7	25.5	C
6	1.00	1.00	0.888	0.893	5326	963	5918	1972	0.90	0.49	62.8	61.1	28.3	24.3	C
7	1.00	1.00	0.888	0.893	4756	860	5918	1972	0.80	0.44	64.1	62.6	24.7	21.3	C
8	1.00	1.00	0.888	0.893	4984	900	5918	1972	0.84	0.46	63.7	62.1	26.1	22.5	C
9	1.00	1.00	0.888	0.893	5205	941	5918	1972	0.88	0.48	63.2	61.5	27.5	23.7	C
10	1.00	1.00	0.888	0.893	5521	998	5918	1972	0.93	0.51	62.3	60.5	29.5	25.3	C
11	1.00	1.00	0.888	0.893	5580	1008	5918	1972	0.94	0.51	62.1	60.2	30.0	25.7	C
12	1.00	1.00	0.888	0.893	5195	1030	5918	1972	0.96	0.52	32.0	59.8	54.2	26.3	F

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.888	3889	6761	0.58	70.1	18.5	C
2	1.00	0.888	3814	6761	0.56	70.3	18.1	C
3	1.00	0.888	4427	6761	0.65	68.3	21.6	C
4	1.00	0.888	4750	6761	0.70	66.8	23.7	C
5	1.00	0.888	5555	6761	0.82	61.6	30.1	D
6	1.00	0.888	5326	6761	0.79	63.2	28.1	D
7	1.00	0.888	4756	6761	0.70	66.7	23.8	C
8	1.00	0.888	4984	6761	0.74	65.5	25.4	C
9	1.00	0.888	5205	6761	0.77	64.1	27.1	D
10	1.00	0.888	5457	6761	0.82	62.3	29.2	F
11	1.00	0.888	5097	6761	0.83	31.5	53.9	F
12	1.00	0.888	5092	6761	0.84	22.5	75.4	F

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.894	3889	391	5918	1972	0.66	0.20	65.1	60.6	19.9	21.4	C
2	1.00	1.00	0.888	0.894	3814	385	5918	1972	0.64	0.20	65.1	60.7	19.5	21.1	C
3	1.00	1.00	0.888	0.894	4427	446	5918	1972	0.75	0.23	65.0	60.5	22.7	24.0	C
4	1.00	1.00	0.888	0.894	4750	479	5918	1972	0.80	0.24	64.9	60.4	24.4	25.5	C
5	1.00	1.00	0.888	0.894	5555	560	5918	1972	0.94	0.28	64.6	60.2	28.7	29.0	D
6	1.00	1.00	0.888	0.894	5209	537	5918	1972	0.90	0.27	64.7	60.2	26.8	27.6	F
7	1.00	1.00	0.888	0.894	4873	480	5918	1972	0.80	0.24	64.9	60.4	25.0	26.1	C
8	1.00	1.00	0.888	0.894	4984	503	5918	1972	0.84	0.26	64.8	60.3	25.6	26.6	C
9	1.00	1.00	0.888	0.894	5205	525	5918	1972	0.88	0.27	64.7	60.3	26.8	27.6	C
10	1.00	1.00	0.888	0.894	5332	557	5918	1972	0.93	0.28	64.7	60.2	27.5	28.1	F
11	1.00	1.00	0.888	0.894	5097	563	5918	1972	0.94	0.29	26.2	60.2	64.8	29.2	F
12	1.00	1.00	0.888	0.894	5094	575	5918	1972	0.96	0.29	26.3	60.2	64.6	29.7	F

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.887	3498	6761	0.52	70.9	16.4	B
2	1.00	0.887	3431	6761	0.51	71.0	16.1	B
3	1.00	0.887	3982	6761	0.59	69.9	19.0	C
4	1.00	0.887	4273	6761	0.63	68.9	20.7	C
5	1.00	0.887	4591	6761	0.74	28.5	53.6	F
6	1.00	0.887	4587	6761	0.71	17.1	89.2	F
7	1.00	0.887	4587	6761	0.63	18.9	80.8	F
8	1.00	0.887	4587	6761	0.66	27.5	55.6	F
9	1.00	0.887	4587	6761	0.69	27.1	56.3	F

10	1.00	0.887	4587	6761	0.74	18.0	84.9	F							
11	1.00	0.887	4587	6761	0.74	16.7	91.6	F							
12	1.00	0.887	4587	6761	0.76	16.7	91.6	F							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.914	4243	768	5918	1972	0.72	0.39	63.7	61.8	22.2	22.5	C
2	1.00	1.00	0.893	0.914	4161	753	5918	1972	0.70	0.38	63.8	61.9	21.7	22.1	C
3	1.00	1.00	0.893	0.914	4829	874	5918	1972	0.82	0.44	62.9	60.9	25.6	25.6	C
4	1.00	1.00	0.893	0.914	5182	938	5918	1972	0.88	0.48	62.2	60.1	27.8	27.4	C
5	1.00	1.00	0.893	0.914	5511	1097	5918	1972	1.02	0.56	60.8	58.4	31.2	30.2	F
6	1.00	1.00	0.893	0.914	5504	1053	5918	1972	0.98	0.53	61.0	58.7	30.8	29.8	D
7	1.00	1.00	0.893	0.914	5504	940	5918	1972	0.88	0.48	61.4	59.2	30.0	29.0	D
8	1.00	1.00	0.893	0.914	5504	985	5918	1972	0.92	0.50	61.3	59.0	30.3	29.3	D
9	1.00	1.00	0.893	0.914	5504	1028	5918	1972	0.96	0.52	61.1	58.8	30.6	29.6	D
10	1.00	1.00	0.893	0.914	5504	1091	5918	1972	1.02	0.55	60.8	58.5	31.1	30.1	F
11	1.00	1.00	0.893	0.914	5504	1102	5918	1972	1.03	0.56	60.8	58.4	31.2	30.2	F
12	1.00	1.00	0.893	0.914	5504	1127	5918	1972	1.05	0.57	60.7	58.3	31.4	30.4	F
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.893	4261	6761	0.63	68.9	20.6	C							
2	1.00	0.893	4178	6761	0.62	69.2	20.1	C							
3	1.00	0.893	4850	6761	0.72	66.2	24.4	C							
4	1.00	0.893	5204	6761	0.77	64.1	27.1	D							
5	1.00	0.893	5511	6761	0.90	61.9	29.7	D							
6	1.00	0.893	5504	6761	0.86	62.0	29.6	D							
7	1.00	0.893	5504	6761	0.77	62.0	29.6	D							
8	1.00	0.893	5504	6761	0.81	62.0	29.6	D							
9	1.00	0.893	5504	6761	0.84	62.0	29.6	D							
10	1.00	0.893	5504	6761	0.90	62.0	29.6	D							
11	1.00	0.893	5504	6761	0.90	62.0	29.6	D							
12	1.00	0.893	5504	6761	0.92	62.0	29.6	D							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	1.00	0.893	0.903	4261	532	5918	1972	0.72	0.27	64.5	60.3	22.0	23.9	C
2	1.00	1.00	0.893	0.903	4178	522	5918	1972	0.71	0.26	64.5	60.3	21.6	23.5	C
3	1.00	1.00	0.893	0.903	4850	605	5918	1972	0.82	0.31	64.3	60.1	25.1	27.1	C
4	1.00	1.00	0.893	0.903	5204	650	5918	1972	0.88	0.33	64.5	60.0	26.9	27.4	C

5	1.00	1.00	0.893	0.903	5511	760	5918	1972	1.03	0.39	64.2	59.7	28.6	28.8	F
6	1.00	1.00	0.893	0.903	5504	729	5918	1972	0.99	0.37	64.3	59.8	28.5	28.8	D
7	1.00	1.00	0.893	0.903	5504	651	5918	1972	0.88	0.33	64.5	60.0	28.4	28.6	D
8	1.00	1.00	0.893	0.903	5504	682	5918	1972	0.92	0.35	64.4	59.9	28.5	28.7	D
9	1.00	1.00	0.893	0.903	5504	712	5918	1972	0.96	0.36	64.3	59.8	28.5	28.7	D
10	1.00	1.00	0.893	0.903	5504	755	5918	1972	1.02	0.38	64.2	59.7	28.6	28.8	F
11	1.00	1.00	0.893	0.903	5504	763	5918	1972	1.03	0.39	64.2	59.7	28.6	28.8	F
12	1.00	1.00	0.893	0.903	5504	780	5918	1972	1.06	0.40	64.1	59.6	28.6	28.9	F

Segment 18: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.891		3732		6761		0.55		70.5		17.6		B
2	1.00		0.891		3659		6761		0.54		70.6		17.3		B
3	1.00		0.891		4248		6761		0.63		69.0		20.5		C
4	1.00		0.891		4557		6761		0.67		67.7		22.4		C
5	1.00		0.891		4823		6761		0.79		66.4		24.2		C
6	1.00		0.891		4817		6761		0.76		66.4		24.2		C
7	1.00		0.891		4817		6761		0.68		66.4		24.2		C
8	1.00		0.891		4817		6761		0.71		66.4		24.2		C
9	1.00		0.891		4817		6761		0.74		66.4		24.2		C
10	1.00		0.891		4818		6761		0.78		66.4		24.2		C
11	1.00		0.891		4818		6761		0.79		66.4		24.2		C
12	1.00		0.891		4817		6761		0.81		66.4		24.2		C

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.912	4104	385	5918	1972	0.69	0.20	64.4	62.7	21.2	19.7	B
2	1.00	1.00	0.894	0.912	4025	378	5918	1972	0.68	0.19	64.5	62.8	20.8	19.3	B
3	1.00	1.00	0.894	0.912	4673	439	5918	1972	0.79	0.22	63.7	62.0	24.5	22.5	C
4	1.00	1.00	0.894	0.912	5011	470	5918	1972	0.85	0.24	63.2	61.5	26.4	24.2	C
5	1.00	1.00	0.894	0.912	5373	550	5918	1972	0.99	0.28	62.5	60.7	28.7	26.1	C
6	1.00	1.00	0.894	0.912	5344	527	5918	1972	0.95	0.27	62.5	60.7	28.5	25.9	C
7	1.00	1.00	0.894	0.912	5288	471	5918	1972	0.85	0.24	62.8	61.0	28.1	25.5	C
8	1.00	1.00	0.894	0.912	5312	495	5918	1972	0.89	0.25	62.7	60.9	28.2	25.7	C
9	1.00	1.00	0.894	0.912	5332	515	5918	1972	0.93	0.26	62.6	60.8	28.4	25.8	C
10	1.00	1.00	0.894	0.912	5365	547	5918	1972	0.99	0.28	62.5	60.7	28.6	26.1	C
11	1.00	1.00	0.894	0.912	5371	553	5918	1972	1.00	0.28	62.5	60.7	28.6	26.1	C
12	1.00	1.00	0.894	0.912	5382	565	5918	1972	1.02	0.29	62.5	60.6	28.7	26.2	F

Segment 20: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.894	4112	6761	0.61	69.5	19.7	C
2	1.00	0.894	4032	6761	0.60	69.7	19.3	C
3	1.00	0.894	4681	6761	0.69	67.1	23.2	C
4	1.00	0.894	5021	6761	0.74	65.2	25.7	C
5	1.00	0.894	5373	6761	0.87	62.9	28.5	D
6	1.00	0.894	5344	6761	0.83	63.1	28.2	D
7	1.00	0.894	5288	6761	0.74	63.5	27.8	D
8	1.00	0.894	5312	6761	0.78	63.3	28.0	D
9	1.00	0.894	5332	6761	0.81	63.2	28.1	D
10	1.00	0.894	5365	6761	0.86	63.0	28.4	D
11	1.00	0.894	5371	6761	0.87	62.9	28.5	D
12	1.00	0.894	5382	6761	0.89	62.9	28.5	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	4112	6761	0.61	69.5	19.7	C
2	1.00	0.894	4032	6761	0.60	69.7	19.3	C
3	1.00	0.894	4681	6761	0.69	67.1	23.2	C
4	1.00	0.894	5021	6761	0.74	65.2	25.7	C
5	1.00	0.894	5373	6761	0.87	62.9	28.5	D
6	1.00	0.894	5344	6761	0.83	63.1	28.2	D
7	1.00	0.894	5288	6761	0.74	63.5	27.8	D
8	1.00	0.894	5312	6761	0.78	63.3	28.0	D
9	1.00	0.894	5332	6761	0.81	63.2	28.1	D
10	1.00	0.894	5365	6761	0.86	63.0	28.4	D
11	1.00	0.894	5371	6761	0.87	62.9	28.5	D
12	1.00	0.894	5382	6761	0.89	62.9	28.5	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	7173	6973	3.72	92.99	68.7	16.9	15.0	8.10	B
2	7036	6839	3.49	87.32	68.8	16.5	14.7	8.10	B
3	8166	7938	6.03	150.77	67.6	19.5	17.4	8.20	C
4	8762	8517	8.17	204.29	66.8	21.2	18.9	8.30	C
5	9878	9969	26.12	653.02	59.9	26.7	23.8	9.30	F
6	9609	9559	38.98	974.55	55.2	28.1	25.0	10.10	D
7	8984	8535	32.95	823.77	56.5	25.7	22.9	9.80	C
8	9234	8945	23.74	593.38	60.2	24.8	22.1	9.20	C
9	9480	9341	25.08	626.94	59.9	25.6	22.8	9.30	C
10	9808	9912	38.24	956.00	55.7	28.5	25.3	10.00	F
11	9753	10011	67.88	1696.90	47.6	33.2	29.5	11.70	F
12	9776	10232	88.75	2218.79	43.3	36.6	32.6	12.90	F

Facility Overall Results

Space Mean Speed, mi/h	57.4	Average Density, veh/mi/ln	22.5
Average Travel Time, min	9.70	Average Density, pc/mi/ln	25.3
Total VMT, veh-mi	107659	Total VHD, veh-h	363.15
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	9078.73

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HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2040 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5280	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	416	3
7	Merge	Merge	I-75 SB SR 326 EB On Ramp	1500	3
8	Basic	Basic	I-75 SB	4405	3
9	Diverge	Diverge	I-75 SB 49th St DDI Off Ramp	1500	3
10	Basic	Basic	I-75 SB	3253	3
11	Merge	Merge	I-75 SB 49th St DDI On Ramp	1500	3
12	Basic	Basic	I-75 SB	5830	3
13	Diverge	Diverge	I-75 SB US 27 Off Ramp	1500	3
14	Basic	Basic	I-75 SB	3189	3
15	Merge	Merge	I-75 SB US 27 On Ramp	1500	3
16	Basic	Basic	I-75 SB	1415	3
17	Diverge	Diverge	I-75 SB SR 40 Off Ramp	1500	3
18	Basic	Basic	I-75 SB	2836	3
19	Merge	Merge	I-75 SB SR 40 On Ramp	1500	3
20	Basic	Basic	I-75 SB	1500	3
21	Basic	Basic	I-75 SB	3968	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.904	5650	6761	0.88	60.8	31.0	F
2	1.00	0.904	4701	6761	0.92	17.6	89.2	F
3	1.00	0.904	3689	6761	0.86	11.1	110.9	F
4	1.00	0.904	3031	6761	0.87	8.1	125.0	F
5	1.00	0.904	3790	6761	0.84	11.6	108.7	F
6	1.00	0.904	2751	6761	0.89	7.0	131.0	F
7	1.00	0.904	3572	6761	0.81	10.5	113.4	F
8	1.00	0.904	3167	6761	0.85	8.6	122.1	F
9	1.00	0.904	3609	6761	0.82	10.7	112.6	F
10	1.00	0.904	3391	6761	0.82	9.6	117.3	F
11	1.00	0.904	3435	6761	0.76	9.8	116.3	F
12	1.00	0.904	3887	6761	0.73	12.2	106.6	F

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.904		5474		6761		0.88		27.7		65.9		F
2	1.00		0.904		4500		6761		0.92		17.2		87.4		F
3	1.00		0.904		3622		6761		0.86		11.0		109.9		F
4	1.00		0.904		3421		6761		0.87		10.0		114.4		F
5	1.00		0.904		3633		6761		0.84		11.9		101.8		F
6	1.00		0.904		2893		6761		0.89		7.6		127.3		F
7	1.00		0.904		3381		6761		0.81		10.8		104.0		F
8	1.00		0.904		3228		6761		0.85		9.2		116.8		F
9	1.00		0.904		3509		6761		0.82		10.3		113.7		F
10	1.00		0.904		3341		6761		0.82		10.4		107.2		F
11	1.00		0.904		3424		6761		0.76		10.2		112.3		F
12	1.00		0.904		3843		6761		0.73		13.2		96.9		F

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.904	0.882	5340	946	5918	1972	1.00	0.48	63.8	59.2	27.9	32.3	F
2	1.00	1.00	0.904	0.882	4602	989	5918	1972	1.05	0.50	20.9	59.1	73.3	35.7	F
3	1.00	1.00	0.904	0.882	3565	925	5918	1972	0.98	0.47	12.9	59.2	92.2	34.0	F
4	1.00	1.00	0.904	0.882	3039	943	5918	1972	1.00	0.48	9.9	59.2	102.3	34.5	F
5	1.00	1.00	0.904	0.882	3698	902	5918	1972	0.96	0.46	15.3	59.3	80.5	33.4	F
6	1.00	1.00	0.904	0.882	3215	960	5918	1972	1.02	0.49	10.7	59.1	100.4	34.9	F
7	1.00	1.00	0.904	0.882	3214	878	5918	1972	0.93	0.45	11.5	59.3	93.4	32.8	F
8	1.00	1.00	0.904	0.882	3423	920	5918	1972	0.97	0.47	11.9	59.3	96.1	33.9	F
9	1.00	1.00	0.904	0.882	3321	884	5918	1972	0.94	0.45	11.7	59.3	94.3	33.0	F
10	1.00	1.00	0.904	0.882	3393	883	5918	1972	0.94	0.45	11.7	59.3	97.0	32.9	F
11	1.00	1.00	0.904	0.882	3616	815	5918	1972	0.86	0.41	63.8	59.5	18.9	24.3	C

12	1.00	1.00	0.904	0.882	3746	786	5918	1972	0.83	0.40	17.1	59.6	72.9	30.2	F
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.908		4060		6761		0.74		19.4		69.9		F
2	1.00		0.908		3808		6761		0.77		12.1		105.3		F
3	1.00		0.908		2797		6761		0.72		7.6		123.0		F
4	1.00		0.908		2772		6761		0.73		7.1		130.6		F
5	1.00		0.908		2859		6761		0.70		7.7		123.2		F
6	1.00		0.908		2655		6761		0.75		7.0		125.8		F
7	1.00		0.908		3087		6761		0.68		8.5		121.0		F
8	1.00		0.908		2484		6761		0.72		6.4		129.3		F
9	1.00		0.908		2787		6761		0.69		7.6		122.9		F
10	1.00		0.908		3276		6761		0.69		9.9		110.5		F
11	1.00		0.908		2681		6761		0.63		7.9		113.1		F
12	1.00		0.908		3528		6761		0.61		10.8		109.1		F
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.861	4973	1318	5918	1878	1.07	0.70	25.5	55.1	65.1	30.2	F
2	1.00	1.00	0.898	0.861	4643	1377	5918	1878	1.12	0.73	20.7	53.4	74.8	31.7	F
3	1.00	1.00	0.898	0.861	3368	1290	5918	1878	1.05	0.69	11.3	55.9	99.4	29.5	F
4	1.00	1.00	0.898	0.861	3630	1315	5918	1878	1.07	0.70	12.8	55.2	94.4	30.1	F
5	1.00	1.00	0.898	0.861	3502	1258	5918	1878	1.03	0.67	11.2	56.8	104.2	28.6	F
6	1.00	1.00	0.898	0.861	3132	1338	5918	1878	1.09	0.71	10.0	54.4	104.9	30.7	F
7	1.00	1.00	0.898	0.861	3803	1223	5918	1878	1.00	0.65	14.1	57.7	89.9	27.7	F
8	1.00	1.00	0.898	0.861	3255	1281	5918	1878	1.04	0.68	10.6	56.2	102.3	29.2	F
9	1.00	1.00	0.898	0.861	3579	1232	5918	1878	1.00	0.66	64.0	62.4	21.6	19.3	B
10	1.00	1.00	0.898	0.861	3588	1231	5918	1878	1.00	0.66	12.9	57.5	92.5	27.9	F
11	1.00	1.00	0.898	0.861	3649	1136	5918	1878	0.93	0.60	13.4	59.5	91.1	25.5	F
12	1.00	1.00	0.898	0.861	4187	1095	5918	1878	0.89	0.58	18.3	60.2	76.4	24.4	F
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		4929		6761		0.93		19.8		83.1		F
2	1.00		0.898		4686		6761		0.97		60.5		23.3		C
3	1.00		0.898		3305		6761		0.91		10.7		103.1		F
4	1.00		0.898		3649		6761		0.93		12.5		97.1		F
5	1.00		0.898		3447		6761		0.89		11.6		98.8		F
6	1.00		0.898		3091		6761		0.95		9.7		106.0		F
7	1.00		0.898		3827		6761		0.86		13.9		92.0		F

8	1.00	0.898	3340	6761	0.91	10.5	105.5	F
9	1.00	0.898	3504	6761	0.87	12.1	96.4	F
10	1.00	0.898	3587	6761	0.87	12.2	98.0	F
11	1.00	0.898	3705	6761	0.80	13.5	91.3	F
12	1.00	0.898	4190	6761	0.77	15.8	88.2	F

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.894	5511	582	5918	1972	1.16	0.29	60.3	60.4	29.5	26.7	F
2	1.00	1.00	0.898	0.894	4994	607	5918	1972	1.22	0.31	34.7	53.1	48.0	34.7	F
3	1.00	1.00	0.898	0.894	4155	569	5918	1972	1.14	0.29	19.9	56.0	69.6	32.4	F
4	1.00	1.00	0.898	0.894	4246	579	5918	1972	1.16	0.29	58.8	62.5	22.0	20.7	F
5	1.00	1.00	0.898	0.894	3788	555	5918	1972	1.11	0.28	17.3	56.8	73.1	31.6	F
6	1.00	1.00	0.898	0.894	3897	591	5918	1972	1.18	0.30	58.2	62.9	20.1	19.0	F
7	1.00	1.00	0.898	0.894	4340	539	5918	1972	1.08	0.27	24.8	57.7	58.4	30.7	F
8	1.00	1.00	0.898	0.894	3734	566	5918	1972	1.13	0.29	15.6	56.2	79.6	32.2	F
9	1.00	1.00	0.898	0.894	4089	544	5918	1972	1.09	0.28	18.8	57.4	72.7	30.9	F
10	1.00	1.00	0.898	0.894	4049	544	5918	1972	1.09	0.28	18.3	57.4	73.9	30.9	F
11	1.00	1.00	0.898	0.894	4445	501	5918	1972	1.00	0.25	59.0	62.4	23.0	21.3	C
12	1.00	1.00	0.898	0.894	4616	483	5918	1972	0.97	0.25	29.3	60.0	52.6	27.4	F

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.898	5511	6761	1.02	61.9	29.7	F
2	1.00	0.898	4813	6761	1.06	24.4	65.9	F
3	1.00	0.898	3989	6761	1.00	18.6	71.4	F
4	1.00	0.898	4408	6761	1.01	21.7	67.8	F
5	1.00	0.898	3843	6761	0.97	17.0	75.4	F
6	1.00	0.898	3983	6761	1.03	17.6	75.5	F
7	1.00	0.898	3832	6761	0.94	17.8	71.7	F
8	1.00	0.898	3985	6761	0.99	17.2	77.3	F
9	1.00	0.898	4050	6761	0.95	18.4	73.3	F
10	1.00	0.898	4236	6761	0.95	19.5	72.3	F
11	1.00	0.898	4321	6761	0.88	20.3	70.8	F
12	1.00	0.898	4489	6761	0.85	21.2	70.5	F

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.893	5507	450	5918	1972	1.16	0.23	64.9	60.5	28.3	20.8	F
2	1.00	1.00	0.898	0.893	4753	470	5918	1972	1.21	0.24	25.2	60.4	62.9	29.4	F

3	1.00	1.00	0.898	0.893	3996	440	5918	1972	1.14	0.22	20.4	60.5	65.3	25.5	F
4	1.00	1.00	0.898	0.893	4348	449	5918	1972	1.16	0.23	22.8	60.5	63.4	26.5	F
5	1.00	1.00	0.898	0.893	3909	430	5918	1972	1.11	0.22	18.4	60.5	70.9	24.9	F
6	1.00	1.00	0.898	0.893	3925	457	5918	1972	1.18	0.23	17.0	60.5	77.0	27.6	F
7	1.00	1.00	0.898	0.893	3851	418	5918	1972	1.08	0.21	17.5	60.6	73.4	24.2	F
8	1.00	1.00	0.898	0.893	3968	438	5918	1972	1.13	0.22	19.4	60.5	68.1	25.3	F
9	1.00	1.00	0.898	0.893	4045	421	5918	1972	1.09	0.21	18.9	60.6	71.5	24.4	F
10	1.00	1.00	0.898	0.893	4253	421	5918	1972	1.09	0.21	20.1	60.6	70.5	24.3	F
11	1.00	1.00	0.898	0.893	4415	387	5918	1972	1.00	0.20	26.5	60.7	55.6	22.4	F
12	1.00	1.00	0.898	0.893	4490	374	5918	1972	0.97	0.19	65.2	60.7	23.0	16.3	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		4690		6761		0.95		23.9		65.4		F
2	1.00		0.898		4456		6761		0.99		16.5		89.9		F
3	1.00		0.898		3731		6761		0.93		14.4		86.6		F
4	1.00		0.898		4029		6761		0.95		15.2		88.6		F
5	1.00		0.898		3631		6761		0.91		12.9		93.7		F
6	1.00		0.898		3704		6761		0.97		13.5		91.4		F
7	1.00		0.898		3645		6761		0.88		13.2		92.1		F
8	1.00		0.898		3655		6761		0.93		13.2		92.6		F
9	1.00		0.898		3821		6761		0.89		14.1		90.3		F
10	1.00		0.898		3892		6761		0.89		14.6		89.1		F
11	1.00		0.898		4077		6761		0.82		15.6		87.0		F
12	1.00		0.898		4324		6761		0.79		17.4		82.6		F

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.893	5511	821	5918	1972	1.23	0.42	62.6	60.8	29.3	24.9	F
2	1.00	1.00	0.898	0.893	5303	858	5918	1972	1.28	0.44	63.0	61.3	28.1	24.0	F
3	1.00	1.00	0.898	0.893	4522	803	5918	1972	1.20	0.41	64.5	63.0	23.4	20.1	F
4	1.00	1.00	0.898	0.893	4863	819	5918	1972	1.22	0.42	63.9	62.4	25.3	21.6	F
5	1.00	1.00	0.898	0.893	4393	783	5918	1972	1.17	0.40	64.6	63.2	22.8	19.4	F
6	1.00	1.00	0.898	0.893	4474	833	5918	1972	1.24	0.42	64.4	63.0	23.5	20.2	F
7	1.00	1.00	0.898	0.893	4414	761	5918	1972	1.14	0.39	21.9	55.7	67.2	30.6	F
8	1.00	1.00	0.898	0.893	4445	798	5918	1972	1.19	0.40	64.6	63.1	23.0	19.7	F
9	1.00	1.00	0.898	0.893	4608	767	5918	1972	1.15	0.39	26.0	55.4	59.1	30.9	F
10	1.00	1.00	0.898	0.893	4707	767	5918	1972	1.14	0.39	64.3	62.8	24.2	20.6	F
11	1.00	1.00	0.898	0.893	4729	707	5918	1972	1.06	0.36	28.9	58.4	54.6	28.1	F
12	1.00	1.00	0.898	0.893	5077	682	5918	1972	1.02	0.35	34.0	59.4	49.7	27.0	F

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.898	5511	6761	1.07	61.9	29.7	F
2	1.00	0.898	5087	6761	1.12	30.4	55.7	F
3	1.00	0.898	4552	6761	1.05	22.4	67.8	F
4	1.00	0.898	4451	6761	1.07	21.0	70.8	F
5	1.00	0.898	4552	6761	1.02	20.4	74.4	F
6	1.00	0.898	4424	6761	1.09	20.6	71.6	F
7	1.00	0.898	4643	6761	0.99	22.4	69.1	F
8	1.00	0.898	4498	6761	1.04	22.4	67.0	F
9	1.00	0.898	4583	6761	1.00	22.5	67.8	F
10	1.00	0.898	4580	6761	1.00	22.4	68.0	F
11	1.00	0.898	4475	6761	0.92	20.9	71.2	F
12	1.00	0.898	4964	6761	0.89	23.2	71.2	F

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.894	5511	592	5918	1972	1.22	0.30	64.5	60.1	28.5	28.9	F
2	1.00	1.00	0.898	0.894	4947	619	5918	1972	1.28	0.31	27.5	60.0	60.0	40.6	F
3	1.00	1.00	0.898	0.894	4546	579	5918	1972	1.20	0.29	23.3	60.1	65.1	36.5	F
4	1.00	1.00	0.898	0.894	4451	591	5918	1972	1.22	0.30	21.3	60.1	69.8	37.6	F
5	1.00	1.00	0.898	0.894	4549	565	5918	1972	1.17	0.29	24.9	60.2	60.8	34.9	F
6	1.00	1.00	0.898	0.894	4427	601	5918	1972	1.24	0.30	20.6	60.1	71.6	38.7	F
7	1.00	1.00	0.898	0.894	4639	549	5918	1972	1.14	0.28	24.6	60.2	62.9	33.5	F
8	1.00	1.00	0.898	0.894	4499	576	5918	1972	1.19	0.29	22.2	60.2	67.7	36.1	F
9	1.00	1.00	0.898	0.894	4611	554	5918	1972	1.15	0.28	27.0	60.2	57.0	33.7	F
10	1.00	1.00	0.898	0.894	4551	553	5918	1972	1.14	0.28	22.1	60.2	68.7	33.7	F
11	1.00	1.00	0.898	0.894	4626	510	5918	1972	1.06	0.26	64.8	60.3	23.8	25.0	F
12	1.00	1.00	0.898	0.894	4807	492	5918	1972	1.02	0.25	29.2	60.4	54.8	30.8	F

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.898	4591	6761	0.99	23.0	66.6	F
2	1.00	0.898	4439	6761	1.03	16.0	92.3	F
3	1.00	0.898	4155	6761	0.96	14.4	96.3	F
4	1.00	0.898	4098	6761	0.98	13.9	98.4	F
5	1.00	0.898	4152	6761	0.94	14.4	96.1	F
6	1.00	0.898	4102	6761	1.00	14.1	97.2	F
7	1.00	0.898	4211	6761	0.91	15.2	92.7	F
8	1.00	0.898	4155	6761	0.96	14.3	96.5	F
9	1.00	0.898	4217	6761	0.92	15.5	90.7	F

10	1.00	0.898	4176	6761	0.92	14.4	96.7	F							
11	1.00	0.898	4341	6761	0.85	15.8	91.6	F							
12	1.00	0.898	4282	6761	0.82	15.6	91.4	F							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.900	0.914	5511	1100	5918	1972	1.31	0.56	60.8	58.4	31.2	30.2	F
2	1.00	1.00	0.900	0.914	5310	1149	5918	1972	1.37	0.58	33.3	52.5	53.1	42.2	F
3	1.00	1.00	0.900	0.914	5088	1075	5918	1972	1.28	0.55	29.4	52.5	57.8	38.9	F
4	1.00	1.00	0.900	0.914	5080	1096	5918	1972	1.30	0.56	26.1	52.5	64.9	39.7	F
5	1.00	1.00	0.900	0.914	5112	1049	5918	1972	1.25	0.53	28.8	52.5	59.2	38.0	F
6	1.00	1.00	0.900	0.914	5069	1116	5918	1972	1.33	0.57	26.9	52.5	62.8	40.4	F
7	1.00	1.00	0.900	0.914	5147	1020	5918	1972	1.21	0.52	30.2	52.5	56.8	36.9	F
8	1.00	1.00	0.900	0.914	5087	1069	5918	1972	1.27	0.54	29.4	52.5	57.8	38.7	F
9	1.00	1.00	0.900	0.914	5140	1027	5918	1972	1.22	0.52	31.1	52.5	55.1	37.2	F
10	1.00	1.00	0.900	0.914	5134	1027	5918	1972	1.22	0.52	29.1	52.5	58.7	37.2	F
11	1.00	1.00	0.900	0.914	5242	947	5918	1972	1.13	0.48	38.4	54.7	45.5	34.4	F
12	1.00	1.00	0.900	0.914	5248	914	5918	1972	1.09	0.46	30.7	56.0	57.1	33.2	F
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.900	5511	6761	1.15	61.9	29.7	F							
2	1.00	0.900	5191	6761	1.20	26.5	65.4	F							
3	1.00	0.900	5092	6761	1.12	23.8	71.3	F							
4	1.00	0.900	5079	6761	1.14	21.0	80.8	F							
5	1.00	0.900	5114	6761	1.10	22.1	77.1	F							
6	1.00	0.900	5065	6761	1.17	21.1	80.1	F							
7	1.00	0.900	5152	6761	1.07	24.4	70.4	F							
8	1.00	0.900	5084	6761	1.12	23.5	72.1	F							
9	1.00	0.900	5142	6761	1.07	25.2	68.0	F							
10	1.00	0.900	5134	6761	1.07	22.2	77.0	F							
11	1.00	0.900	5243	6761	0.99	27.6	63.4	F							
12	1.00	0.900	5238	6761	0.95	22.9	76.2	F							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.900	1.000	5511	575	5918	1972	1.31	0.29	64.6	60.2	28.4	28.6	F
2	1.00	1.00	0.900	1.000	5110	601	5918	1972	1.37	0.30	27.9	60.1	61.1	44.8	F
3	1.00	1.00	0.900	1.000	5087	562	5918	1972	1.28	0.29	26.4	60.2	64.3	40.4	F
4	1.00	1.00	0.900	1.000	5080	573	5918	1972	1.31	0.29	25.9	60.2	65.5	41.7	F

5	1.00	1.00	0.900	1.000	5111	548	5918	1972	1.25	0.28	26.5	60.2	64.4	38.8	F
6	1.00	1.00	0.900	1.000	5070	583	5918	1972	1.33	0.30	25.7	60.1	65.6	42.9	F
7	1.00	1.00	0.900	1.000	5146	533	5918	1972	1.22	0.27	27.3	60.2	62.7	37.0	F
8	1.00	1.00	0.900	1.000	5087	559	5918	1972	1.28	0.28	26.6	60.2	63.8	40.0	F
9	1.00	1.00	0.900	1.000	5139	537	5918	1972	1.23	0.27	27.4	60.2	62.5	37.5	F
10	1.00	1.00	0.900	1.000	5134	537	5918	1972	1.23	0.27	26.7	60.2	64.2	37.5	F
11	1.00	1.00	0.900	1.000	5237	495	5918	1972	1.13	0.25	32.0	60.4	54.5	32.9	F
12	1.00	1.00	0.900	1.000	5236	478	5918	1972	1.09	0.24	29.2	60.4	59.8	32.1	F

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.900	4707	6761	1.05	24.9	63.1	F
2	1.00	0.900	4664	6761	1.10	17.4	89.4	F
3	1.00	0.900	4717	6761	1.03	17.7	88.8	F
4	1.00	0.900	4702	6761	1.05	17.6	89.1	F
5	1.00	0.900	4737	6761	1.01	17.9	88.4	F
6	1.00	0.900	4688	6761	1.07	17.5	89.4	F
7	1.00	0.900	4758	6761	0.98	18.0	87.9	F
8	1.00	0.900	4722	6761	1.02	17.7	88.7	F
9	1.00	0.900	4752	6761	0.98	18.0	88.0	F
10	1.00	0.900	4753	6761	0.98	18.0	88.1	F
11	1.00	0.900	4811	6761	0.91	18.7	85.8	F
12	1.00	0.900	4836	6761	0.88	18.7	86.2	F

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.901	1.000	5511	804	5918	1972	1.34	0.41	61.9	59.9	29.7	27.4	F
2	1.00	1.00	0.901	1.000	5504	840	5918	1972	1.40	0.43	61.9	59.9	29.6	27.5	F
3	1.00	1.00	0.901	1.000	5504	787	5918	1972	1.31	0.40	62.0	60.0	29.6	27.4	F
4	1.00	1.00	0.901	1.000	5504	802	5918	1972	1.33	0.41	61.9	59.9	29.6	27.4	F
5	1.00	1.00	0.901	1.000	5504	767	5918	1972	1.28	0.39	62.0	60.0	29.6	27.3	F
6	1.00	1.00	0.901	1.000	5504	816	5918	1972	1.36	0.41	61.9	59.9	29.6	27.4	F
7	1.00	1.00	0.901	1.000	5504	746	5918	1972	1.24	0.38	62.0	60.0	29.6	27.2	F
8	1.00	1.00	0.901	1.000	5504	782	5918	1972	1.30	0.40	62.0	60.0	29.6	27.3	F
9	1.00	1.00	0.901	1.000	5504	752	5918	1972	1.25	0.38	62.0	60.0	29.6	27.3	F
10	1.00	1.00	0.901	1.000	5504	751	5918	1972	1.25	0.38	62.0	60.0	29.6	27.3	F
11	1.00	1.00	0.901	1.000	5504	693	5918	1972	1.15	0.35	62.1	60.1	29.5	27.1	F
12	1.00	1.00	0.901	1.000	5504	668	5918	1972	1.11	0.34	62.1	60.2	29.5	27.0	F

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.901	5511	6761	1.18	61.9	29.7	F
2	1.00	0.901	5504	6761	1.24	62.0	29.6	F
3	1.00	0.901	5504	6761	1.16	62.0	29.6	F
4	1.00	0.901	5504	6761	1.18	62.0	29.6	F
5	1.00	0.901	5504	6761	1.13	62.0	29.6	F
6	1.00	0.901	5504	6761	1.20	62.0	29.6	F
7	1.00	0.901	5504	6761	1.10	62.0	29.6	F
8	1.00	0.901	5504	6761	1.15	62.0	29.6	F
9	1.00	0.901	5504	6761	1.11	62.0	29.6	F
10	1.00	0.901	5504	6761	1.11	62.0	29.6	F
11	1.00	0.901	5504	6761	1.02	62.0	29.6	F
12	1.00	0.901	5504	6761	0.98	62.0	29.6	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.901	5511	6761	1.18	61.9	29.7	F
2	1.00	0.901	5504	6761	1.24	62.0	29.6	F
3	1.00	0.901	5504	6761	1.16	62.0	29.6	F
4	1.00	0.901	5504	6761	1.18	62.0	29.6	F
5	1.00	0.901	5504	6761	1.13	62.0	29.6	F
6	1.00	0.901	5504	6761	1.20	62.0	29.6	F
7	1.00	0.901	5504	6761	1.10	62.0	29.6	F
8	1.00	0.901	5504	6761	1.15	62.0	29.6	F
9	1.00	0.901	5504	6761	1.11	62.0	29.6	F
10	1.00	0.901	5504	6761	1.11	62.0	29.6	F
11	1.00	0.901	5504	6761	1.02	62.0	29.6	F
12	1.00	0.901	5504	6761	0.98	62.0	29.6	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11015	14092	99.03	2475.76	43.4	40.6	36.5	12.80	F
2	10161	14726	273.23	6830.76	24.4	66.5	59.8	22.80	F
3	9006	13793	344.52	8613.08	19.1	75.3	67.8	29.10	F
4	8959	14053	355.58	8889.49	18.6	76.8	69.2	29.90	F
5	8982	13448	352.30	8807.40	18.8	76.5	68.9	29.60	F
6	8612	14307	375.44	9386.01	17.4	79.2	71.4	32.00	F
7	9008	13075	350.73	8768.15	18.9	76.3	68.7	29.50	F
8	8761	13702	367.95	9198.69	17.8	78.5	70.7	31.20	F
9	9044	13174	336.09	8402.20	19.5	74.1	66.7	28.50	F
10	9079	13164	349.18	8729.61	19.1	76.2	68.6	29.20	F
11	9175	12140	309.04	7726.05	21.0	69.9	63.0	26.50	F
12	9653	11711	306.86	7671.53	21.8	70.7	63.7	25.50	F

Facility Overall Results

Space Mean Speed, mi/h	20.7	Average Density, veh/mi/ln	64.6
Average Travel Time, min	26.90	Average Density, pc/mi/ln	71.7
Total VMT, veh-mi	111454	Total VHD, veh-h	3819.95
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	95498.74

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HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/6/2023
Agency	Florida Department of Transportation	Analysis Year	2040 No-Build Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5280	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	416	3
7	Merge	Merge	I-75 SB SR 326 EB On Ramp	1500	3
8	Basic	Basic	I-75 SB	4405	3
9	Diverge	Diverge	I-75 SB 49th St DDI Off Ramp	1500	3
10	Basic	Basic	I-75 SB	3253	3
11	Merge	Merge	I-75 SB 49th St DDI On Ramp	1500	3
12	Basic	Basic	I-75 SB	5830	3
13	Diverge	Diverge	I-75 SB US 27 Off Ramp	1500	3
14	Basic	Basic	I-75 SB	3189	3
15	Merge	Merge	I-75 SB US 27 On Ramp	1500	3
16	Basic	Basic	I-75 SB	1415	3
17	Diverge	Diverge	I-75 SB SR 40 Off Ramp	1500	3
18	Basic	Basic	I-75 SB	2836	3
19	Merge	Merge	I-75 SB SR 40 On Ramp	1500	3
20	Basic	Basic	I-75 SB	1500	3
21	Basic	Basic	I-75 SB	3968	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.901	4947	6761	0.73	65.7	25.1	C
2	1.00	0.901	4947	6761	0.73	65.7	25.1	C
3	1.00	0.901	4947	6761	0.73	65.7	25.1	C
4	1.00	0.901	4947	6761	0.73	65.7	25.1	C
5	1.00	0.901	3102	6761	0.76	11.2	92.5	F
6	1.00	0.901	4531	6761	0.76	16.3	92.8	F
7	1.00	0.901	4410	6761	0.76	15.4	95.4	F
8	1.00	0.901	3929	6761	0.76	12.4	105.7	F
9	1.00	0.901	3083	6761	0.77	8.3	123.9	F
10	1.00	0.901	4539	6761	0.77	16.3	92.7	F
11	1.00	0.901	4198	6761	0.77	14.0	100.0	F
12	1.00	0.901	3912	6761	0.77	12.3	106.1	F

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.901		4947		6761		0.73		65.7		25.1		C
2	1.00		0.901		4947		6761		0.73		65.7		25.1		C
3	1.00		0.901		4947		6761		0.73		65.7		25.1		C
4	1.00		0.901		4828		6761		0.73		26.3		61.3		F
5	1.00		0.901		3187		6761		0.76		9.6		110.3		F
6	1.00		0.901		4470		6761		0.76		17.4		85.8		F
7	1.00		0.901		4235		6761		0.76		14.4		97.8		F
8	1.00		0.901		3929		6761		0.76		12.4		105.7		F
9	1.00		0.901		3206		6761		0.77		9.3		115.4		F
10	1.00		0.901		4488		6761		0.77		18.4		81.2		F
11	1.00		0.901		4127		6761		0.77		14.5		94.7		F
12	1.00		0.901		3912		6761		0.77		12.3		106.1		F

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.901	0.919	4947	651	5918	1972	0.84	0.33	64.5	60.0	25.6	30.1	D
2	1.00	1.00	0.901	0.919	4947	651	5918	1972	0.84	0.33	64.5	60.0	25.6	30.1	D
3	1.00	1.00	0.901	0.919	4828	651	5918	1972	0.84	0.33	64.5	60.0	25.0	29.6	F
4	1.00	1.00	0.901	0.919	4734	651	5918	1972	0.84	0.33	28.6	60.0	55.3	30.1	F
5	1.00	1.00	0.901	0.919	3381	677	5918	1972	0.87	0.34	12.3	59.9	91.9	31.0	F
6	1.00	1.00	0.901	0.919	4488	677	5918	1972	0.87	0.34	64.4	59.9	23.2	28.1	D
7	1.00	1.00	0.901	0.919	4007	677	5918	1972	0.87	0.34	15.2	59.9	87.7	31.0	F
8	1.00	1.00	0.901	0.919	3929	677	5918	1972	0.87	0.34	14.0	59.9	93.7	31.0	F
9	1.00	1.00	0.901	0.919	3195	688	5918	1972	0.88	0.35	10.8	59.8	98.4	31.4	F
10	1.00	1.00	0.901	0.919	4695	688	5918	1972	0.88	0.35	34.1	59.8	45.9	31.4	F
11	1.00	1.00	0.901	0.919	3932	688	5918	1972	0.88	0.35	14.6	59.8	90.0	31.4	F

12	1.00	1.00	0.901	0.919	3912	688	5918	1972	0.88	0.35	13.9	59.8	94.2	31.4	F
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		4296		6761		0.64		68.8		20.8		C
2	1.00		0.898		4296		6761		0.64		68.8		20.8		C
3	1.00		0.898		4027		6761		0.64		69.7		19.3		F
4	1.00		0.898		3854		6761		0.64		12.5		103.1		F
5	1.00		0.898		2914		6761		0.66		7.7		125.4		F
6	1.00		0.898		3984		6761		0.66		13.1		101.7		F
7	1.00		0.898		3413		6761		0.66		9.7		116.8		F
8	1.00		0.898		3413		6761		0.66		9.7		116.8		F
9	1.00		0.898		2973		6761		0.67		8.0		124.1		F
10	1.00		0.898		3891		6761		0.67		13.5		96.1		F
11	1.00		0.898		3404		6761		0.67		9.7		116.8		F
12	1.00		0.898		3398		6761		0.67		9.7		117.1		F
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.886	0.926	5436	1140	5918	1878	0.93	0.61	61.7	59.6	29.4	25.3	C
2	1.00	1.00	0.886	0.926	5436	1140	5918	1878	0.93	0.61	61.7	59.6	29.4	25.3	C
3	1.00	1.00	0.886	0.926	4534	1140	5918	1878	0.93	0.61	24.4	59.4	62.0	25.6	F
4	1.00	1.00	0.886	0.926	5076	1140	5918	1878	0.93	0.61	26.5	59.4	63.7	25.6	F
5	1.00	1.00	0.886	0.926	3633	1187	5918	1878	0.97	0.63	12.6	58.5	96.2	26.8	F
6	1.00	1.00	0.886	0.926	4827	1187	5918	1878	0.97	0.63	28.2	58.5	57.0	26.8	F
7	1.00	1.00	0.886	0.926	4266	1187	5918	1878	0.97	0.63	16.6	58.5	85.5	26.8	F
8	1.00	1.00	0.886	0.926	4266	1187	5918	1878	0.97	0.63	16.6	58.5	85.5	26.8	F
9	1.00	1.00	0.886	0.926	3786	1206	5918	1878	0.98	0.64	13.4	58.1	94.5	27.3	F
10	1.00	1.00	0.886	0.926	4658	1206	5918	1878	0.98	0.64	21.6	58.1	71.9	27.3	F
11	1.00	1.00	0.886	0.926	4247	1206	5918	1878	0.98	0.64	16.5	58.1	85.9	27.3	F
12	1.00	1.00	0.886	0.926	4247	1206	5918	1878	0.98	0.64	16.5	58.1	85.9	27.3	F
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.886		5436		6761		0.82		62.5		29.0		D
2	1.00		0.886		5436		6761		0.82		62.5		29.0		D
3	1.00		0.886		4534		6761		0.82		61.3		22.3		C
4	1.00		0.886		5013		6761		0.82		20.9		80.1		F
5	1.00		0.886		3671		6761		0.85		12.9		94.9		F
6	1.00		0.886		4790		6761		0.85		23.1		69.1		F
7	1.00		0.886		4266		6761		0.85		14.4		98.5		F

8	1.00	0.886	4266	6761	0.85	14.4	98.5	F
9	1.00	0.886	3807	6761	0.87	13.7	92.8	F
10	1.00	0.886	4637	6761	0.87	18.1	85.3	F
11	1.00	0.886	4247	6761	0.87	14.3	98.9	F
12	1.00	0.886	4247	6761	0.87	14.3	98.9	F

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.924	5647	211	5918	1972	0.97	0.11	62.3	60.6	30.2	26.3	C
2	1.00	1.00	0.887	0.924	5642	211	5918	1972	0.97	0.11	62.3	60.6	30.2	26.3	F
3	1.00	1.00	0.887	0.924	4750	211	5918	1972	0.97	0.11	63.8	62.2	24.8	22.1	C
4	1.00	1.00	0.887	0.924	5062	211	5918	1972	0.97	0.11	33.2	60.4	50.9	26.8	F
5	1.00	1.00	0.887	0.924	4054	220	5918	1972	1.01	0.11	58.8	63.0	20.9	18.8	F
6	1.00	1.00	0.887	0.924	4847	220	5918	1972	1.01	0.11	28.7	59.7	56.3	28.0	F
7	1.00	1.00	0.887	0.924	4486	220	5918	1972	1.01	0.11	18.7	59.7	80.1	28.0	F
8	1.00	1.00	0.887	0.924	4486	220	5918	1972	1.01	0.11	18.7	59.7	80.1	28.0	F
9	1.00	1.00	0.887	0.924	4193	223	5918	1972	1.03	0.11	59.0	62.8	21.7	19.5	F
10	1.00	1.00	0.887	0.924	4698	223	5918	1972	1.03	0.11	24.8	59.4	63.3	28.4	F
11	1.00	1.00	0.887	0.924	4470	223	5918	1972	1.03	0.11	18.5	59.4	80.5	28.4	F
12	1.00	1.00	0.887	0.924	4470	223	5918	1972	1.03	0.11	18.5	59.4	80.5	28.4	F

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.887	5647	6761	0.85	60.9	30.9	D
2	1.00	0.887	5150	6761	0.85	31.8	54.0	F
3	1.00	0.887	4962	6761	0.85	20.9	79.2	F
4	1.00	0.887	4738	6761	0.85	19.6	80.8	F
5	1.00	0.887	4417	6761	0.89	19.9	73.9	F
6	1.00	0.887	4494	6761	0.89	18.4	81.4	F
7	1.00	0.887	4486	6761	0.89	15.9	93.8	F
8	1.00	0.887	4486	6761	0.89	15.9	93.8	F
9	1.00	0.887	4429	6761	0.90	19.6	75.4	F
10	1.00	0.887	4470	6761	0.90	17.3	86.0	F
11	1.00	0.887	4470	6761	0.90	15.8	94.1	F
12	1.00	0.887	4470	6761	0.90	15.8	94.1	F

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.893	5594	460	5918	1972	0.97	0.23	64.9	60.5	28.7	21.2	F
2	1.00	1.00	0.887	0.893	5080	460	5918	1972	0.97	0.23	26.3	60.5	64.4	21.8	F

3	1.00	1.00	0.887	0.893	5085	460	5918	1972	0.97	0.23	64.9	60.5	26.1	19.0	B
4	1.00	1.00	0.887	0.893	4571	460	5918	1972	0.97	0.23	20.3	60.5	75.1	21.8	F
5	1.00	1.00	0.887	0.893	4423	479	5918	1972	1.01	0.24	21.4	60.4	69.0	22.8	F
6	1.00	1.00	0.887	0.893	4487	479	5918	1972	1.01	0.24	19.5	60.4	76.7	22.8	F
7	1.00	1.00	0.887	0.893	4486	479	5918	1972	1.01	0.24	18.7	60.4	80.1	22.8	F
8	1.00	1.00	0.887	0.893	4486	479	5918	1972	1.01	0.24	18.7	60.4	80.1	22.8	F
9	1.00	1.00	0.887	0.893	4430	487	5918	1972	1.03	0.25	22.2	60.4	66.5	23.1	F
10	1.00	1.00	0.887	0.893	4470	487	5918	1972	1.03	0.25	19.5	60.4	76.6	23.1	F
11	1.00	1.00	0.887	0.893	4470	487	5918	1972	1.03	0.25	18.5	60.4	80.5	23.1	F
12	1.00	1.00	0.887	0.893	4470	487	5918	1972	1.03	0.25	18.5	60.4	80.5	23.1	F

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.887		4676		6761		0.78		25.1		62.1		F
2	1.00		0.887		4669		6761		0.78		17.3		89.9		F
3	1.00		0.887		4617		6761		0.78		17.5		88.0		F
4	1.00		0.887		4188		6761		0.78		13.9		100.2		F
5	1.00		0.887		4074		6761		0.82		14.1		96.3		F
6	1.00		0.887		4127		6761		0.82		13.6		101.3		F
7	1.00		0.887		4127		6761		0.82		13.6		101.5		F
8	1.00		0.887		4127		6761		0.82		13.6		101.5		F
9	1.00		0.887		4079		6761		0.83		13.9		97.5		F
10	1.00		0.887		4113		6761		0.83		13.5		101.2		F
11	1.00		0.887		4113		6761		0.83		13.5		101.8		F
12	1.00		0.887		4113		6761		0.83		13.5		101.8		F

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.893	5511	835	5918	1972	1.04	0.42	62.6	60.8	29.3	24.9	F
2	1.00	1.00	0.888	0.893	5504	835	5918	1972	1.04	0.42	62.6	60.8	29.3	24.9	F
3	1.00	1.00	0.888	0.893	5338	835	5918	1972	1.04	0.42	63.0	61.3	28.2	24.0	F
4	1.00	1.00	0.888	0.893	5023	835	5918	1972	1.04	0.42	25.0	58.6	66.9	27.9	F
5	1.00	1.00	0.888	0.893	4947	869	5918	1972	1.08	0.44	26.2	57.3	63.0	29.2	F
6	1.00	1.00	0.888	0.893	4996	869	5918	1972	1.08	0.44	24.6	57.3	67.6	29.2	F
7	1.00	1.00	0.888	0.893	4996	869	5918	1972	1.08	0.44	24.6	57.3	67.6	29.2	F
8	1.00	1.00	0.888	0.893	4996	869	5918	1972	1.08	0.44	24.6	57.3	67.6	29.2	F
9	1.00	1.00	0.888	0.893	4966	884	5918	1972	1.09	0.45	26.9	56.7	61.5	29.7	F
10	1.00	1.00	0.888	0.893	4997	884	5918	1972	1.09	0.45	24.7	56.7	67.5	29.7	F
11	1.00	1.00	0.888	0.893	4997	884	5918	1972	1.09	0.45	24.6	56.7	67.6	29.7	F
12	1.00	1.00	0.888	0.893	4997	884	5918	1972	1.09	0.45	24.6	56.7	67.6	29.7	F

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.888	5511	6761	0.91	61.9	29.7	D
2	1.00	0.888	5207	6761	0.91	64.1	27.1	F
3	1.00	0.888	5023	6761	0.91	22.4	74.7	F
4	1.00	0.888	5023	6761	0.91	20.4	82.3	F
5	1.00	0.888	4981	6761	0.94	21.5	77.1	F
6	1.00	0.888	4996	6761	0.94	20.1	82.8	F
7	1.00	0.888	4996	6761	0.94	20.1	82.8	F
8	1.00	0.888	4996	6761	0.94	20.1	82.8	F
9	1.00	0.888	4986	6761	0.96	21.0	79.1	F
10	1.00	0.888	4997	6761	0.96	20.1	82.8	F
11	1.00	0.888	4997	6761	0.96	20.1	82.8	F
12	1.00	0.888	4997	6761	0.96	20.1	82.8	F

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.933	5511	503	5918	1972	1.04	0.25	64.7	60.3	28.4	28.8	F
2	1.00	1.00	0.888	0.933	5087	503	5918	1972	1.04	0.25	29.0	60.3	58.5	31.3	F
3	1.00	1.00	0.888	0.933	5023	503	5918	1972	1.04	0.25	25.0	60.3	66.9	31.3	F
4	1.00	1.00	0.888	0.933	5023	503	5918	1972	1.04	0.25	25.0	60.3	66.9	31.3	F
5	1.00	1.00	0.888	0.933	4983	523	5918	1972	1.08	0.27	25.0	60.3	66.5	32.2	F
6	1.00	1.00	0.888	0.933	4996	523	5918	1972	1.08	0.27	24.6	60.3	67.6	32.2	F
7	1.00	1.00	0.888	0.933	4996	523	5918	1972	1.08	0.27	24.6	60.3	67.6	32.2	F
8	1.00	1.00	0.888	0.933	4996	523	5918	1972	1.08	0.27	24.6	60.3	67.6	32.2	F
9	1.00	1.00	0.888	0.933	4988	532	5918	1972	1.10	0.27	24.8	60.3	67.0	32.6	F
10	1.00	1.00	0.888	0.933	4997	532	5918	1972	1.10	0.27	24.6	60.3	67.6	32.6	F
11	1.00	1.00	0.888	0.933	4997	532	5918	1972	1.10	0.27	24.6	60.3	67.6	32.6	F
12	1.00	1.00	0.888	0.933	4997	532	5918	1972	1.10	0.27	24.6	60.3	67.6	32.6	F

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.887	4618	6761	0.83	26.6	58.0	F
2	1.00	0.887	4611	6761	0.83	16.9	90.8	F
3	1.00	0.887	4611	6761	0.83	16.9	91.1	F
4	1.00	0.887	4611	6761	0.83	16.9	91.1	F
5	1.00	0.887	4587	6761	0.86	16.7	91.6	F
6	1.00	0.887	4587	6761	0.86	16.7	91.6	F
7	1.00	0.887	4587	6761	0.86	16.7	91.6	F
8	1.00	0.887	4587	6761	0.86	16.7	91.6	F
9	1.00	0.887	4587	6761	0.88	16.7	91.6	F

10	1.00	0.887	4587	6761	0.88	16.7	91.6	F							
11	1.00	0.887	4587	6761	0.88	16.7	91.6	F							
12	1.00	0.887	4587	6761	0.88	16.7	91.6	F							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.943	5511	893	5918	1972	1.09	0.45	61.5	59.3	29.9	28.8	F
2	1.00	1.00	0.893	0.943	5504	893	5918	1972	1.09	0.45	61.6	59.4	29.8	28.8	F
3	1.00	1.00	0.893	0.943	5504	893	5918	1972	1.09	0.45	61.6	59.4	29.8	28.8	F
4	1.00	1.00	0.893	0.943	5504	893	5918	1972	1.09	0.45	61.6	59.4	29.8	28.8	F
5	1.00	1.00	0.893	0.943	5504	929	5918	1972	1.14	0.47	61.5	59.3	29.9	28.9	F
6	1.00	1.00	0.893	0.943	5504	929	5918	1972	1.14	0.47	61.5	59.3	29.9	28.9	F
7	1.00	1.00	0.893	0.943	5504	929	5918	1972	1.14	0.47	61.5	59.3	29.9	28.9	F
8	1.00	1.00	0.893	0.943	5504	929	5918	1972	1.14	0.47	61.5	59.3	29.9	28.9	F
9	1.00	1.00	0.893	0.943	5504	944	5918	1972	1.16	0.48	61.4	59.2	30.0	29.0	F
10	1.00	1.00	0.893	0.943	5504	944	5918	1972	1.16	0.48	61.4	59.2	30.0	29.0	F
11	1.00	1.00	0.893	0.943	5504	944	5918	1972	1.16	0.48	61.4	59.2	30.0	29.0	F
12	1.00	1.00	0.893	0.943	5504	944	5918	1972	1.16	0.48	61.4	59.2	30.0	29.0	F
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.893		5511		6761		0.96		61.9		29.7		D
2	1.00		0.893		5504		6761		0.96		62.0		29.6		D
3	1.00		0.893		5504		6761		0.96		62.0		29.6		D
4	1.00		0.893		5504		6761		0.96		62.0		29.6		D
5	1.00		0.893		5504		6761		1.00		62.0		29.6		F
6	1.00		0.893		5504		6761		1.00		62.0		29.6		F
7	1.00		0.893		5504		6761		1.00		62.0		29.6		F
8	1.00		0.893		5504		6761		1.00		62.0		29.6		F
9	1.00		0.893		5504		6761		1.02		62.0		29.6		F
10	1.00		0.893		5504		6761		1.02		62.0		29.6		F
11	1.00		0.893		5504		6761		1.02		62.0		29.6		F
12	1.00		0.893		5504		6761		1.02		62.0		29.6		F
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.941	5511	510	5918	1972	1.10	0.26	64.7	60.3	28.4	28.5	F
2	1.00	1.00	0.893	0.941	5504	510	5918	1972	1.10	0.26	64.7	60.3	28.4	28.4	F
3	1.00	1.00	0.893	0.941	5504	510	5918	1972	1.10	0.26	64.7	60.3	28.4	28.4	F
4	1.00	1.00	0.893	0.941	5504	510	5918	1972	1.10	0.26	64.7	60.3	28.4	28.4	F

5	1.00	1.00	0.893	0.941	5504	530	5918	1972	1.15	0.27	64.7	60.3	28.4	28.4	F
6	1.00	1.00	0.893	0.941	5504	530	5918	1972	1.15	0.27	64.7	60.3	28.4	28.4	F
7	1.00	1.00	0.893	0.941	5504	530	5918	1972	1.15	0.27	64.7	60.3	28.4	28.4	F
8	1.00	1.00	0.893	0.941	5504	530	5918	1972	1.15	0.27	64.7	60.3	28.4	28.4	F
9	1.00	1.00	0.893	0.941	5504	539	5918	1972	1.16	0.27	64.6	60.2	28.4	28.5	F
10	1.00	1.00	0.893	0.941	5504	539	5918	1972	1.16	0.27	64.6	60.2	28.4	28.5	F
11	1.00	1.00	0.893	0.941	5504	539	5918	1972	1.16	0.27	64.6	60.2	28.4	28.5	F
12	1.00	1.00	0.893	0.941	5504	539	5918	1972	1.16	0.27	64.6	60.2	28.4	28.5	F

Segment 18: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.891		5001		6761		0.89		65.4		25.5		C
2	1.00		0.891		5073		6761		0.89		64.9		26.1		D
3	1.00		0.891		5073		6761		0.89		64.9		26.1		D
4	1.00		0.891		5073		6761		0.89		64.9		26.1		D
5	1.00		0.891		5073		6761		0.92		64.9		26.1		D
6	1.00		0.891		5074		6761		0.92		64.9		26.1		D
7	1.00		0.891		5074		6761		0.92		64.9		26.1		D
8	1.00		0.891		5074		6761		0.92		64.9		26.1		D
9	1.00		0.891		5074		6761		0.94		64.9		26.1		D
10	1.00		0.891		5073		6761		0.94		64.9		26.1		D
11	1.00		0.891		5073		6761		0.94		64.9		26.1		D
12	1.00		0.891		5073		6761		0.94		64.9		26.1		D

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.952	5497	496	5918	1972	1.09	0.25	62.3	60.5	29.4	26.6	F
2	1.00	1.00	0.894	0.952	5569	496	5918	1972	1.09	0.25	62.2	60.3	29.8	26.9	F
3	1.00	1.00	0.894	0.952	5569	496	5918	1972	1.09	0.25	62.2	60.3	29.8	26.9	F
4	1.00	1.00	0.894	0.952	5569	496	5918	1972	1.09	0.25	62.2	60.3	29.8	26.9	F
5	1.00	1.00	0.894	0.952	5589	516	5918	1972	1.14	0.26	62.1	60.2	30.0	27.0	F
6	1.00	1.00	0.894	0.952	5590	516	5918	1972	1.14	0.26	62.1	60.2	30.0	27.0	F
7	1.00	1.00	0.894	0.952	5590	516	5918	1972	1.14	0.26	62.1	60.2	30.0	27.0	F
8	1.00	1.00	0.894	0.952	5590	516	5918	1972	1.14	0.26	62.1	60.2	30.0	27.0	F
9	1.00	1.00	0.894	0.952	5598	524	5918	1972	1.16	0.27	62.1	60.2	30.0	27.1	F
10	1.00	1.00	0.894	0.952	5597	524	5918	1972	1.16	0.27	62.1	60.2	30.0	27.1	F
11	1.00	1.00	0.894	0.952	5597	524	5918	1972	1.16	0.27	62.1	60.2	30.0	27.1	F
12	1.00	1.00	0.894	0.952	5597	524	5918	1972	1.16	0.27	62.1	60.2	30.0	27.1	F

Segment 20: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.894	5497	6761	0.96	62.0	29.6	D
2	1.00	0.894	5569	6761	0.96	61.5	30.2	D
3	1.00	0.894	5569	6761	0.96	61.5	30.2	D
4	1.00	0.894	5569	6761	0.96	61.5	30.2	D
5	1.00	0.894	5589	6761	1.00	61.3	30.4	F
6	1.00	0.894	5590	6761	1.00	61.3	30.4	F
7	1.00	0.894	5590	6761	1.00	61.3	30.4	F
8	1.00	0.894	5590	6761	1.00	61.3	30.4	F
9	1.00	0.894	5598	6761	1.02	61.2	30.5	F
10	1.00	0.894	5597	6761	1.02	61.2	30.5	F
11	1.00	0.894	5597	6761	1.02	61.2	30.5	F
12	1.00	0.894	5597	6761	1.02	61.2	30.5	F

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	5497	6761	0.96	62.0	29.6	D
2	1.00	0.894	5569	6761	0.96	61.5	30.2	D
3	1.00	0.894	5569	6761	0.96	61.5	30.2	D
4	1.00	0.894	5569	6761	0.96	61.5	30.2	D
5	1.00	0.894	5589	6761	1.00	61.3	30.4	F
6	1.00	0.894	5590	6761	1.00	61.3	30.4	F
7	1.00	0.894	5590	6761	1.00	61.3	30.4	F
8	1.00	0.894	5590	6761	1.00	61.3	30.4	F
9	1.00	0.894	5598	6761	1.02	61.2	30.5	F
10	1.00	0.894	5597	6761	1.02	61.2	30.5	F
11	1.00	0.894	5597	6761	1.02	61.2	30.5	F
12	1.00	0.894	5597	6761	1.02	61.2	30.5	F

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	10825	11687	48.08	1202.01	54.1	32.3	28.8	10.30	F
2	10625	11687	99.47	2486.79	42.7	40.2	35.8	13.00	F
3	10366	11687	150.01	3750.25	35.1	47.8	42.5	15.90	F
4	10249	11687	220.25	5506.33	28.1	58.9	52.4	19.80	F
5	9292	12161	291.81	7295.21	22.0	68.1	60.7	25.30	F
6	10028	12161	268.70	6717.49	24.5	66.1	58.9	22.70	F
7	9842	12161	310.33	7758.14	21.9	72.4	64.5	25.30	F
8	9709	12161	321.84	8046.01	21.2	73.9	65.9	26.20	F
9	9311	12358	316.59	7914.71	20.8	72.1	64.3	26.70	F
10	10009	12358	278.58	6964.51	23.9	67.7	60.3	23.30	F
11	9775	12358	314.81	7870.31	21.6	73.0	65.1	25.70	F
12	9695	12358	323.13	8078.37	21.1	74.1	66.1	26.30	F

Facility Overall Results

Space Mean Speed, mi/h	25.9	Average Density, veh/mi/ln	55.5
Average Travel Time, min	21.50	Average Density, pc/mi/ln	62.2
Total VMT, veh-mi	119726	Total VHD, veh-h	2943.60
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	73590.12

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**APPENDIX U – 2030 NO-BUILD SYNCHRO OUTPUT
REPORTS**

SR 40 Summary Tables

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.70	37.5 (D)	200	0.89	73.6 (E)	375	0.71	37.1 (D)	225
	Through	0.54	73.9 (E)	500	0.58	55.5 (E)	475	0.36	7.5 (A)	125
	Approach	0.56	68.3 (E)	-	0.64	59.1 (E)	-	0.45	14.8 (B)	-
Eastbound	Through	0.77	37.3 (D)	675	0.89	44.4 (D)	800	0.55	23.8 (C)	450
	Right	0.26	3.7 (A)	50	0.44	4.1 (A)	75	0.18	3.3 (A)	50
	Approach	0.70	32.3 (C)	-	0.79	35.5 (D)	-	0.50	21.0 (C)	-
Southbound	LT/RT Approach	1.30	189.5 (F)	825	1.25	169.0 (F)	725	1.04	97.5 (F)	575
		1.30	189.5 (F)	-	1.25	169.0 (F)	-	1.04	97.5 (F)	-
Overall Intersection		0.74	71.7 (E)	-	0.78	62.1 (E)	-	0.56	30.0 (C)	-

37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	0.85	59.8 (E)	725	0.84	35.1 (D)	775	0.47	17.1 (B)	325
	Right	0.38	4.5 (A)	75	0.36	3.0 (A)	50	0.24	2.1 (A)	50
	Approach	0.76	48.9 (D)	-	0.75	29.4 (C)	-	0.42	14.1 (B)	-
Northbound	LT/RT Approach	1.32	199.9 (F)	1050	1.10	128.7 (F)	550	1.18	143.7 (F)	625
		1.32	199.9 (F)	-	1.10	128.7 (F)	-	1.18	143.7 (F)	-
Eastbound	Left	0.78	39.1 (D)	150	0.81	67.8 (E)	175	0.50	9.3 (A)	75
	Through	0.66	25.2 (C)	175	0.52	2.1 (A)	25	0.42	3.4 (A)	50
	Approach	0.68	27.0 (C)	-	0.57	12.3 (B)	-	0.43	4.3 (A)	-
Overall Intersection		0.83	68.4 (E)	-	0.71	32.8 (C)	-	0.54	29.0 (C)	-

SR 40 Synchro Reports

Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2030 No-Build Conditions
 Timing Plan: AM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↘	↑↑	↔
Traffic Volume (vph)	1222	210	211	1170	0
Future Volume (vph)	1222	210	211	1170	0
Lane Group Flow (vph)	1286	221	222	1232	545
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1
Total Split (s)	66.0	66.0	36.0	102.0	38.0
Total Split (%)	47.1%	47.1%	25.7%	72.9%	27.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	Min	Max	None
Act Effct Green (s)	68.9	68.9	95.2	95.2	31.9
Actuated g/C Ratio	0.49	0.49	0.68	0.68	0.23
v/c Ratio	0.77	0.26	0.70	0.54	1.30
Control Delay (s/veh)	34.2	3.7	36.7	24.0	189.3
Queue Delay	3.1	0.0	0.8	49.9	0.1
Total Delay (s/veh)	37.3	3.7	37.5	73.9	189.5
LOS	D	A	D	E	F
Approach Delay (s/veh)	32.3			68.3	189.5
Approach LOS	C			E	F
Queue Length 50th (ft)	494	0	168	395	~576
Queue Length 95th (ft)	666	49	m195	m496	#808
Internal Link Dist (ft)	2515			323	481
Turn Bay Length (ft)		450	135		
Base Capacity (vph)	1661	835	418	2294	418
Starvation Cap Reductn	0	0	54	1272	0
Spillback Cap Reductn	268	0	0	0	5
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.92	0.26	0.61	1.21	1.32

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	91 (65%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.30
Intersection Signal Delay (s/veh):	71.7
Intersection LOS:	E
Intersection Capacity Utilization:	99.3%
ICU Level of Service:	F
Analysis Period (min):	15

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Timing Plan: AM

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

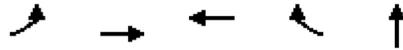
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2030 No-Build Conditions
 Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	196	1273	1154	283	0
Future Volume (vph)	196	1273	1154	283	0
Lane Group Flow (vph)	206	1340	1215	298	710
Turn Type	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	2		4
Permitted Phases	6			2	
Detector Phase	1	6	2	2	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2
Total Split (s)	30.0	90.0	60.0	60.0	50.0
Total Split (%)	21.4%	64.3%	42.9%	42.9%	35.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	Min	Max	C-Max	C-Max	None
Act Effct Green (s)	83.2	83.2	58.6	58.6	43.8
Actuated g/C Ratio	0.59	0.59	0.42	0.42	0.31
v/c Ratio	0.78	0.66	0.85	0.38	1.32
Control Delay (s/veh)	38.7	13.1	44.5	4.5	192.9
Queue Delay	0.3	12.1	15.3	0.0	7.0
Total Delay (s/veh)	39.1	25.2	59.8	4.5	199.9
LOS	D	C	E	A	F
Approach Delay (s/veh)		27.0	48.9		199.9
Approach LOS		C	D		F
Queue Length 50th (ft)	93	546	525	0	~785
Queue Length 95th (ft)	m129	m171	#704	60	#1032
Internal Link Dist (ft)		323	2364		1319
Turn Bay Length (ft)	130			400	
Base Capacity (vph)	323	2024	1426	782	536
Starvation Cap Reductn	9	679	0	0	0
Spillback Cap Reductn	0	0	226	0	266
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.66	1.00	1.01	0.38	2.63

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay (s/veh): 68.4	Intersection LOS: E
Intersection Capacity Utilization 99.3%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2030 No-Build Conditions
 Timing Plan: PM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↘	↑↑	↔
Traffic Volume (vph)	1275	364	326	1304	0
Future Volume (vph)	1275	364	326	1304	0
Lane Group Flow (vph)	1342	383	343	1373	478
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1
Total Split (s)	65.0	65.0	40.0	105.0	35.0
Total Split (%)	46.4%	46.4%	28.6%	75.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	Min	Max	None
Act Effct Green (s)	62.8	62.8	98.2	98.2	28.9
Actuated g/C Ratio	0.45	0.45	0.70	0.70	0.21
v/c Ratio	0.89	0.44	0.89	0.58	1.25
Control Delay (s/veh)	44.4	4.1	60.3	17.1	169.0
Queue Delay	0.0	0.0	13.3	38.4	0.0
Total Delay (s/veh)	44.4	4.1	73.6	55.5	169.0
LOS	D	A	E	E	F
Approach Delay (s/veh)	35.5			59.1	169.0
Approach LOS	D			E	F
Queue Length 50th (ft)	595	0	296	340	~479
Queue Length 95th (ft)	#777	62	m356	m464	#701
Internal Link Dist (ft)	2515			323	481
Turn Bay Length (ft)		450	135		
Base Capacity (vph)	1513	869	435	2366	383
Starvation Cap Reductn	0	0	77	1088	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.89	0.44	0.96	1.07	1.25

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 91 (65%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay (s/veh): 62.1	Intersection LOS: E
Intersection Capacity Utilization 96.5%	ICU Level of Service F
Analysis Period (min) 15	

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Timing Plan: PM

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

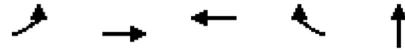
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2030 No-Build Conditions
 Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	227	1225	1463	317	0
Future Volume (vph)	227	1225	1463	317	0
Lane Group Flow (vph)	236	1276	1524	330	388
Turn Type	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	2		4
Permitted Phases	6			2	
Detector Phase	1	6	2	2	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2
Total Split (s)	32.0	108.0	76.0	76.0	32.0
Total Split (%)	22.9%	77.1%	54.3%	54.3%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	Min	Max	C-Max	C-Max	None
Act Effct Green (s)	101.2	101.2	74.2	74.2	25.8
Actuated g/C Ratio	0.72	0.72	0.53	0.53	0.18
v/c Ratio	0.81	0.52	0.84	0.36	1.10
Control Delay (s/veh)	67.6	1.3	34.3	3.0	118.0
Queue Delay	0.2	0.8	0.8	0.0	10.7
Total Delay (s/veh)	67.8	2.1	35.1	3.0	128.7
LOS	E	A	D	A	F
Approach Delay (s/veh)		12.3	29.4		128.7
Approach LOS		B	C		F
Queue Length 50th (ft)	141	21	613	0	~334
Queue Length 95th (ft)	m158	m22	772	50	#543
Internal Link Dist (ft)		323	2364		1319
Turn Bay Length (ft)	130			400	
Base Capacity (vph)	347	2462	1805	926	353
Starvation Cap Reductn	5	795	0	0	0
Spillback Cap Reductn	0	0	88	0	186
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0.77	0.89	0.36	2.32

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	125 (89%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.10
Intersection Signal Delay (s/veh):	32.8
Intersection LOS:	C
Intersection Capacity Utilization:	96.5%
ICU Level of Service:	F
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2030 No-Build Conditions
 Timing Plan: Weekend



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	990	157	274	839	0
Future Volume (vph)	990	157	274	839	0
Lane Group Flow (vph)	1021	162	282	865	417
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1
Total Split (s)	69.0	69.0	36.0	105.0	35.0
Total Split (%)	49.3%	49.3%	25.7%	75.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	Min	Max	None
Act Effct Green (s)	74.7	74.7	98.2	98.2	28.9
Actuated g/C Ratio	0.53	0.53	0.70	0.70	0.21
v/c Ratio	0.55	0.18	0.71	0.36	1.04
Control Delay (s/veh)	23.8	3.3	36.5	7.0	97.5
Queue Delay	0.0	0.0	0.7	0.5	0.0
Total Delay (s/veh)	23.8	3.3	37.1	7.5	97.5
LOS	C	A	D	A	F
Approach Delay (s/veh)	21.0			14.8	97.5
Approach LOS	C			B	F
Queue Length 50th (ft)	305	0	138	112	~344
Queue Length 95th (ft)	433	39	m220	m124	#557
Internal Link Dist (ft)	2515			323	481
Turn Bay Length (ft)		450	135		
Base Capacity (vph)	1852	896	523	2434	402
Starvation Cap Reductn	0	0	65	1030	0
Spillback Cap Reductn	19	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.18	0.62	0.62	1.04

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	91 (65%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay (s/veh):	30.0
Intersection LOS:	C
Intersection Capacity Utilization:	82.6%
ICU Level of Service:	E
Analysis Period (min):	15

Timings

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

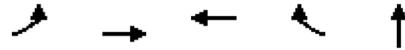
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2030 No-Build Conditions
 Timing Plan: Weekend



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	185	1011	940	233	0
Future Volume (vph)	185	1011	940	233	0
Lane Group Flow (vph)	193	1053	979	243	427
Turn Type	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	2		4
Permitted Phases	6			2	
Detector Phase	1	6	2	2	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2
Total Split (s)	32.0	108.0	76.0	76.0	32.0
Total Split (%)	22.9%	77.1%	54.3%	54.3%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	Min	Max	C-Max	C-Max	None
Act Effct Green (s)	101.2	101.2	83.4	83.4	25.8
Actuated g/C Ratio	0.72	0.72	0.60	0.60	0.18
v/c Ratio	0.50	0.42	0.47	0.24	1.18
Control Delay (s/veh)	9.1	3.1	17.1	2.1	143.7
Queue Delay	0.2	0.3	0.0	0.0	0.0
Total Delay (s/veh)	9.3	3.4	17.1	2.1	143.7
LOS	A	A	B	A	F
Approach Delay (s/veh)		4.3	14.1		143.7
Approach LOS		A	B		F
Queue Length 50th (ft)	9	25	251	0	~400
Queue Length 95th (ft)	m52	m28	321	37	#614
Internal Link Dist (ft)		323	2364		1319
Turn Bay Length (ft)	130			400	
Base Capacity (vph)	519	2509	2068	1006	363
Starvation Cap Reductn	57	756	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.60	0.47	0.24	1.18

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.18	
Intersection Signal Delay (s/veh): 29.0	Intersection LOS: C
Intersection Capacity Utilization 82.6%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



US 27 Summary Tables

42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.80	82.4 (F)	375	0.81	45.2 (D)	450	0.59	20.9 (C)	150
	Through	0.40	8.9 (A)	225	0.68	13.6 (B)	425	0.53	9.8 (A)	325
	Approach	0.51	28.9 (C)	-	0.71	20.4 (C)	-	0.54	11.8 (B)	-
Eastbound	Through	0.78	41.8 (D)	650	0.71	46.7 (D)	575	0.49	25.8 (C)	400
	Right	0.53	9.1 (A)	175	0.52	10.4 (B)	175	0.45	3.7 (A)	75
	Approach	0.71	32.7 (C)	-	0.65	35.7 (D)	-	0.48	18.2 (B)	-
Southbound	LT/RT Approach	0.91	72.6 (E)	450	0.91	73.8 (E)	525	0.82	54.8 (D)	350
		0.91	72.6 (E)	-	0.91	73.8 (E)	-	0.82	54.8 (D)	-
Overall Intersection		0.65	35.4 (D)	-	0.71	31.4 (C)	-	0.54	19.0 (B)	-

43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	0.34	15.6 (B)	250	0.47	13.7 (B)	375	0.35	10.8 (B)	250
	Right	0.21	14.5 (B)	150	0.22	11.1 (B)	150	0.15	9.3 (A)	100
	Approach	0.32	15.4 (B)	-	0.44	13.4 (B)	-	0.33	10.6 (B)	-
Northbound	Left	0.45	51.3 (D)	250	0.82	70.3 (E)	375	0.76	60.2 (E)	300
	Right	0.84	63.3 (E)	375	0.77	68.4 (E)	300	0.67	58.5 (E)	225
	Approach	0.69	58.6 (E)	-	0.80	69.5 (E)	-	0.72	59.5 (E)	-
Eastbound	Left	0.37	11.5 (B)	75	0.42	11.7 (B)	50	0.25	7.7 (A)	50
	Through	0.55	11.7 (B)	375	0.42	7.8 (A)	250	0.37	6.1 (A)	200
	Approach	0.53	11.7 (B)	-	0.42	8.1 (A)	-	0.36	6.2 (A)	-
Overall Intersection		0.50	24.2 (C)	-	0.51	24.2 (C)	-	0.43	19.9 (B)	-

US 27 Synchro Reports

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2030 No-Build Conditions
Timing Plan: AM



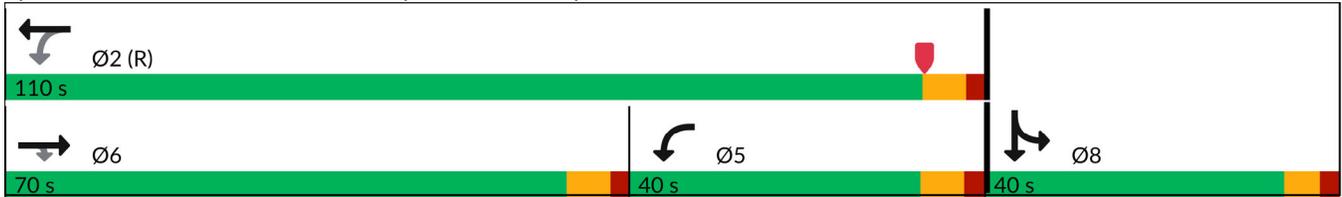
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	1127	438	344	917	0
Future Volume (vph)	1127	438	344	917	0
Lane Group Flow (vph)	1186	461	362	965	349
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	70.0	70.0	40.0	110.0	40.0
Total Split (%)	46.7%	46.7%	26.7%	73.3%	26.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	67.4	67.4	106.0	106.2	30.7
Actuated g/C Ratio	0.45	0.45	0.71	0.71	0.20
v/c Ratio	0.78	0.53	0.80	0.40	0.91
Control Delay (s/veh)	40.6	9.1	51.6	8.7	72.3
Queue Delay	1.2	0.0	30.8	0.2	0.3
Total Delay (s/veh)	41.8	9.1	82.4	8.9	72.6
LOS	D	A	F	A	E
Approach Delay (s/veh)	32.7			28.9	72.6
Approach LOS	C			C	E
Queue Length 50th (ft)	540	60	243	165	262
Queue Length 95th (ft)	638	167	#370	222	#430
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1516	865	466	2388	413
Starvation Cap Reductn	0	0	115	577	0
Spillback Cap Reductn	147	0	0	0	3
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.87	0.53	1.03	0.53	0.85

Intersection Summary

Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 97 (65%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 35.4	Intersection LOS: D
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2030 No-Build Conditions
 Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	1238	0	0	953	174	308	0	468	0	0	0
Future Volume (veh/h)	115	1238	0	0	953	174	308	0	468	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1693	1811	0	0	1811	1693	1796	0	1796			
Adj Flow Rate, veh/h	121	1303	0	0	1003	183	324	0	493			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	14	6	0	0	6	14	7	0	7			
Cap, veh/h	328	2378	0	0	2953	857	727	0	587			
Arrive On Green	0.04	0.69	0.00	0.00	0.60	0.60	0.22	0.00	0.22			
Sat Flow, veh/h	1612	3532	0	0	5107	1434	3319	0	2679			
Grp Volume(v), veh/h	121	1303	0	0	1003	183	324	0	493			
Grp Sat Flow(s),veh/h/ln	1612	1721	0	0	1648	1434	1659	0	1340			
Q Serve(g_s), s	4.2	28.2	0.0	0.0	15.4	8.8	12.7	0.0	26.4			
Cycle Q Clear(g_c), s	4.2	28.2	0.0	0.0	15.4	8.8	12.7	0.0	26.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	328	2378	0	0	2953	857	727	0	587			
V/C Ratio(X)	0.37	0.55	0.00	0.00	0.34	0.21	0.45	0.00	0.84			
Avail Cap(c_a), veh/h	413	2378	0	0	2953	857	960	0	775			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.53	0.53	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	11.2	11.5	0.0	0.0	15.3	13.9	50.7	0.0	56.1			
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.0	0.3	0.6	0.6	0.0	7.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.8	14.4	0.0	0.0	9.9	5.5	9.2	0.0	14.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	11.7	0.0	0.0	15.6	14.5	51.3	0.0	63.3			
LnGrp LOS	B	B			B	B	D		E			
Approach Vol, veh/h		1424			1186			817				
Approach Delay, s/veh		11.7			15.4			58.6				
Approach LOS		B			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.1	96.5		39.5		110.5						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	14.3	71.1		43.4		93.1						
Max Q Clear Time (g_c+I1), s	6.2	17.4		28.4		30.2						
Green Ext Time (p_c), s	0.2	15.7		4.4		22.6						
Intersection Summary												
HCM 7th Control Delay, s/veh				24.2								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2030 No-Build Conditions
Timing Plan: PM



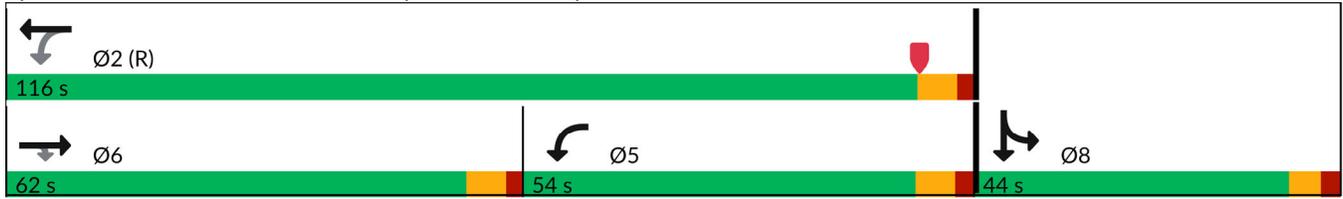
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	896	390	417	1502	0
Future Volume (vph)	896	390	417	1502	0
Lane Group Flow (vph)	943	411	439	1581	381
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	62.0	62.0	54.0	116.0	44.0
Total Split (%)	38.8%	38.8%	33.8%	72.5%	27.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	63.0	63.0	109.4	109.6	37.3
Actuated g/C Ratio	0.39	0.39	0.68	0.69	0.23
v/c Ratio	0.71	0.52	0.81	0.68	0.91
Control Delay (s/veh)	46.0	10.4	45.2	13.3	73.6
Queue Delay	0.7	0.0	0.0	0.2	0.3
Total Delay (s/veh)	46.7	10.4	45.2	13.6	73.8
LOS	D	B	D	B	E
Approach Delay (s/veh)	35.7			20.4	73.8
Approach LOS	D			C	E
Queue Length 50th (ft)	454	52	307	321	314
Queue Length 95th (ft)	562	163	427	404	#521
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1329	787	618	2340	435
Starvation Cap Reductn	0	0	0	199	0
Spillback Cap Reductn	142	0	0	0	2
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.52	0.71	0.74	0.88

Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 40 (25%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 31.4	Intersection LOS: C
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2030 No-Build Conditions
 Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	1010	0	0	1471	195	448	0	338	0	0	0
Future Volume (veh/h)	89	1010	0	0	1471	195	448	0	338	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1693	1811	0	0	1811	1693	1796	0	1796			
Adj Flow Rate, veh/h	94	1063	0	0	1548	205	472	0	356			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	14	6	0	0	6	14	7	0	7			
Cap, veh/h	221	2553	0	0	3277	951	576	0	465			
Arrive On Green	0.03	0.74	0.00	0.00	0.66	0.66	0.17	0.00	0.17			
Sat Flow, veh/h	1612	3532	0	0	5107	1434	3319	0	2679			
Grp Volume(v), veh/h	94	1063	0	0	1548	205	472	0	356			
Grp Sat Flow(s),veh/h/ln	1612	1721	0	0	1648	1434	1659	0	1340			
Q Serve(g_s), s	2.9	18.5	0.0	0.0	24.6	9.0	21.9	0.0	20.3			
Cycle Q Clear(g_c), s	2.9	18.5	0.0	0.0	24.6	9.0	21.9	0.0	20.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	221	2553	0	0	3277	951	576	0	465			
V/C Ratio(X)	0.42	0.42	0.00	0.00	0.47	0.22	0.82	0.00	0.77			
Avail Cap(c_a), veh/h	335	2553	0	0	3277	951	734	0	593			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.64	0.64	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.9	7.7	0.0	0.0	13.2	10.6	63.7	0.0	63.0			
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.0	0.5	0.5	6.6	0.0	5.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.9	10.0	0.0	0.0	14.2	5.5	15.0	0.0	11.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	7.8	0.0	0.0	13.7	11.1	70.3	0.0	68.4			
LnGrp LOS	B	A			B	B	E		E			
Approach Vol, veh/h		1157			1753			828				
Approach Delay, s/veh		8.1			13.4			69.5				
Approach LOS		A			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.7	112.9		34.4		125.6						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	16.3	87.1		35.4		111.1						
Max Q Clear Time (g_c+I1), s	4.9	26.6		23.9		20.5						
Green Ext Time (p_c), s	0.1	30.7		3.9		16.7						
Intersection Summary												
HCM 7th Control Delay, s/veh				24.2								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2030 No-Build Conditions
Timing Plan: Weekend

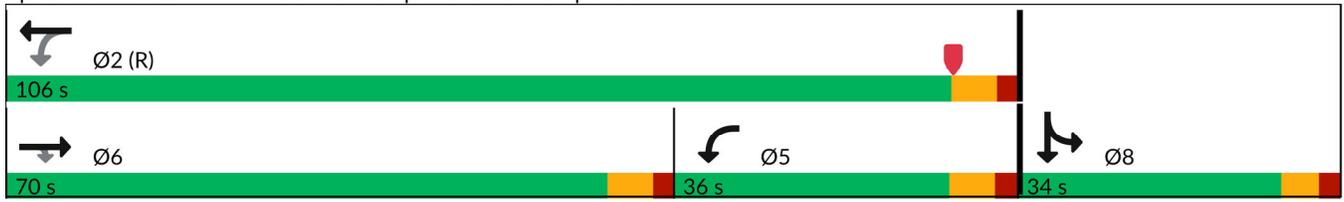


Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	847	440	282	1243	0
Future Volume (vph)	847	440	282	1243	0
Lane Group Flow (vph)	864	449	288	1268	340
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	70.0	70.0	36.0	106.0	34.0
Total Split (%)	50.0%	50.0%	25.7%	75.7%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	70.5	70.5	96.4	96.6	30.3
Actuated g/C Ratio	0.50	0.50	0.69	0.69	0.22
v/c Ratio	0.49	0.45	0.59	0.53	0.82
Control Delay (s/veh)	25.7	3.7	20.9	9.4	54.7
Queue Delay	0.1	0.0	0.0	0.4	0.2
Total Delay (s/veh)	25.8	3.7	20.9	9.8	54.8
LOS	C	A	C	A	D
Approach Delay (s/veh)	18.2			11.8	54.8
Approach LOS	B			B	D
Queue Length 50th (ft)	273	0	65	155	227
Queue Length 95th (ft)	378	64	127	318	329
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1763	995	607	2496	431
Starvation Cap Reductn	0	0	0	639	0
Spillback Cap Reductn	165	0	0	0	3
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.45	0.47	0.68	0.79

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 19.0	Intersection LOS: B
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2030 No-Build Conditions
 Timing Plan: Weekend

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	944	0	0	1142	147	383	0	271	0	0	0
Future Volume (veh/h)	79	944	0	0	1142	147	383	0	271	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1752	1841	0	0	1841	1752	1841	0	1841			
Adj Flow Rate, veh/h	81	973	0	0	1177	152	395	0	279			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	10	4	0	0	4	10	4	0	4			
Cap, veh/h	324	2626	0	0	3325	982	519	0	419			
Arrive On Green	0.03	0.75	0.00	0.00	0.66	0.66	0.15	0.00	0.15			
Sat Flow, veh/h	1668	3589	0	0	5191	1485	3401	0	2745			
Grp Volume(v), veh/h	81	973	0	0	1177	152	395	0	279			
Grp Sat Flow(s),veh/h/ln	1668	1749	0	0	1675	1485	1700	0	1373			
Q Serve(g_s), s	2.1	13.4	0.0	0.0	14.5	5.4	15.6	0.0	13.4			
Cycle Q Clear(g_c), s	2.1	13.4	0.0	0.0	14.5	5.4	15.6	0.0	13.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	324	2626	0	0	3325	982	519	0	419			
V/C Ratio(X)	0.25	0.37	0.00	0.00	0.35	0.15	0.76	0.00	0.67			
Avail Cap(c_a), veh/h	414	2626	0	0	3325	982	860	0	694			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.4	6.0	0.0	0.0	10.5	8.9	56.9	0.0	55.9			
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.0	0.3	0.3	3.3	0.0	2.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.3	7.9	0.0	0.0	9.2	3.3	11.3	0.0	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.7	6.1	0.0	0.0	10.8	9.3	60.2	0.0	58.5			
LnGrp LOS	A	A			B	A	E		E			
Approach Vol, veh/h		1054			1329			674				
Approach Delay, s/veh		6.2			10.6			59.5				
Approach LOS		A			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.5	99.5		28.0		112.0						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	12.3	71.1		35.4		91.1						
Max Q Clear Time (g_c+I1), s	4.1	16.5		17.6		15.4						
Green Ext Time (p_c), s	0.1	19.2		3.8		14.2						

Intersection Summary

HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

SR 326 Summary Tables

47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.25	16.6 (B)	25	0.20	19.8 (B)	25	0.15	15.8 (B)	25
	Through	0.20	11.7 (B)	75	0.31	17.7 (B)	100	0.26	14.2 (B)	75
	Approach	0.21	12.4 (B)	-	0.30	18.0 (B)	-	0.25	14.4 (B)	-
Northbound	Left	0.32	34.9 (C)	50	0.62	37.6 (D)	100	0.34	28.7 (C)	50
	Right	0.70	43.8 (D)	100	0.55	37.0 (D)	75	0.51	31.5 (C)	50
	Approach	0.57	40.6 (D)	-	0.59	37.3 (D)	-	0.44	30.2 (C)	-
Eastbound	TH/RT	0.79	23.9 (C)	300	0.74	28.5 (C)	200	0.55	21.8 (C)	125
	Approach	0.79	23.8 (C)	-	0.74	28.5 (C)	-	0.55	21.9 (C)	-
Southbound	LT/TH	0.71	36.8 (D)	175	0.72	27.6 (C)	225	0.78	29.0 (C)	200
	Right	0.60	34.7 (C)	125	0.65	26.3 (C)	200	0.18	20.5 (C)	50
	Approach	0.65	35.9 (D)	-	0.67	27.0 (C)	-	0.51	27.5 (C)	-
Overall Intersection		0.63	25.0 (C)	-	0.60	26.6 (C)	-	0.45	22.1 (C)	-

48: Shell Driveway & SR 326 & I-75 SB On-Ramp

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.12	11.9 (B)	25	0.04	10.0 (B)	25	0.03	9.1 (A)	25
Northbound	Right	0.19	15.0 (B)	25	0.13	12.5 (B)	25	0.09	11.4 (B)	25

49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	TH/RT Approach	1.15	125.6 (F)	1150	0.99	70.6 (E)	1025	0.98	62.4 (E)	875
		1.15	125.6 (F)	-	0.99	70.6 (E)	-	0.98	62.4 (E)	-
Northbound	Left	0.35	46.2 (D)	275	0.38	46.7 (D)	300	0.32	36.1 (D)	225
	Right Approach	1.04	71.6 (E)	975	1.04	75.1 (E)	975	1.03	60.3 (E)	875
		0.90	66.6 (E)	-	0.89	68.9 (E)	-	0.90	55.7 (E)	-
Eastbound	Left	0.89	86.0 (F)	400	0.89	91.5 (F)	300	0.72	53.9 (D)	150
	Through Approach	0.25	18.5 (B)	175	0.28	19.7 (B)	200	0.21	17.9 (B)	150
		0.47	42.3 (D)	-	0.43	37.1 (D)	-	0.33	26.7 (C)	-
Overall Intersection		0.88	87.0 (F)	-	0.82	62.5 (E)	-	0.82	53.7 (D)	-

SR 326 Synchro Reports

HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2030 No-Build Conditions
 Timing Plan: AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗		↖	↗
Traffic Volume (veh/h)	0	851	70	52	298	0	49	0	89	164	5	127
Future Volume (veh/h)	0	851	70	52	298	0	49	0	89	164	5	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1678	1678	1678	1678	0	1752	1900	1752	1707	1707	1707
Adj Flow Rate, veh/h	0	896	74	55	314	0	52	0	94	173	5	134
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	15	15	15	15	0	10	0	10	13	13	13
Cap, veh/h	0	1133	94	222	1537	0	163	0	134	242	7	222
Arrive On Green	0.00	0.38	0.38	0.04	0.48	0.00	0.09	0.00	0.09	0.15	0.15	0.15
Sat Flow, veh/h	0	3065	246	1598	3272	0	1810	0	1485	1582	46	1447
Grp Volume(v), veh/h	0	479	491	55	314	0	52	0	94	178	0	134
Grp Sat Flow(s),veh/h/ln	0	1594	1633	1598	1594	0	1810	0	1485	1628	0	1447
Q Serve(g_s), s	0.0	20.9	20.9	1.5	4.4	0.0	2.1	0.0	4.8	8.1	0.0	6.8
Cycle Q Clear(g_c), s	0.0	20.9	20.9	1.5	4.4	0.0	2.1	0.0	4.8	8.1	0.0	6.8
Prop In Lane	0.00		0.15	1.00		0.00	1.00		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	0	606	621	222	1537	0	163	0	134	249	0	222
V/C Ratio(X)	0.00	0.79	0.79	0.25	0.20	0.00	0.32	0.00	0.70	0.71	0.00	0.60
Avail Cap(c_a), veh/h	0	1511	1549	284	3470	0	414	0	340	528	0	470
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.5	21.5	16.0	11.6	0.0	33.4	0.0	34.6	31.5	0.0	30.9
Incr Delay (d2), s/veh	0.0	2.4	2.3	0.6	0.1	0.0	1.6	0.0	9.2	5.3	0.0	3.7
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	11.6	11.8	0.9	2.4	0.0	1.8	0.0	3.7	6.2	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	23.9	23.8	16.6	11.7	0.0	34.9	0.0	43.8	36.8	0.0	34.7
LnGrp LOS		C	C	B	B		C		D	D		C
Approach Vol, veh/h		970			369			146				312
Approach Delay, s/veh		23.8			12.4			40.6				35.9
Approach LOS		C			B			D				D
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.0	36.5		19.6		44.5		14.1				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	6.5	74.2		* 25		85.2		17.9				
Max Q Clear Time (g_c+I1), s	3.5	22.9		10.1		6.4		6.8				
Green Ext Time (p_c), s	0.0	6.9		1.8		2.0		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		25.0
HCM 7th LOS		C

Notes
 User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.9									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↓		↑	↑↓			↑		
Traffic Vol, veh/h	0	1053	52	68	350	723	0	78	0	0
Future Vol, veh/h	0	1053	52	68	350	723	0	78	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	240	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	15	8	2	15	16	0	8	2	2
Mvmt Flow	0	1108	55	72	368	761	0	82	0	0

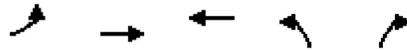
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	1163	0	0	-	582
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	596	-	-	0	442
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	596	-	-	-	442
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.71	15
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	442	-	-	596	-	-
HCM Lane V/C Ratio	0.186	-	-	0.12	-	-
HCM Control Delay (s/veh)	15	-	-	11.9	-	-
HCM Lane LOS	B	-	-	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-	0.4	-	-

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2030 No-Build Conditions
Timing Plan: AM



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	238	439	954	187	763
Future Volume (vph)	238	439	954	187	763
Lane Group Flow (vph)	251	462	1355	197	803
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	6.0	16.0	16.0	10.0	10.0
Minimum Split (s)	12.8	24.9	24.9	25.1	25.1
Total Split (s)	39.0	113.0	74.0	67.0	67.0
Total Split (%)	21.7%	62.8%	41.1%	37.2%	37.2%
Yellow Time (s)	4.8	4.9	4.9	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.9	6.9	7.1	7.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	101.8	101.7	67.2	60.0	60.0
Actuated g/C Ratio	0.58	0.58	0.38	0.34	0.34
v/c Ratio	0.89	0.25	1.15	0.35	1.04
Control Delay (s/veh)	86.0	18.5	125.6	46.2	71.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	86.0	18.5	125.6	46.2	71.6
LOS	F	B	F	D	E
Approach Delay (s/veh)		42.3	125.6		
Approach LOS		D	F		
Queue Length 50th (ft)	241	134	~980	174	~693
Queue Length 95th (ft)	#383	168	#1136	255	#968
Internal Link Dist (ft)		553	1985		
Turn Bay Length (ft)	190				420
Base Capacity (vph)	318	1914	1174	570	770
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.24	1.15	0.35	1.04

Intersection Summary

Cycle Length: 180	
Actuated Cycle Length: 175.7	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.15	
Intersection Signal Delay (s/veh): 87.0	Intersection LOS: F
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2030 No-Build Conditions
 Timing Plan: PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗		↖	↗
Traffic Volume (veh/h)	0	483	75	41	321	0	96	0	70	291	13	240
Future Volume (veh/h)	0	483	75	41	321	0	96	0	70	291	13	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1678	1678	1678	1678	0	1752	1900	1752	1707	1707	1707
Adj Flow Rate, veh/h	0	508	79	43	338	0	101	0	74	306	14	253
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	15	15	15	15	0	10	0	10	13	13	13
Cap, veh/h	0	680	105	217	1105	0	164	0	134	422	19	392
Arrive On Green	0.00	0.25	0.25	0.04	0.35	0.00	0.09	0.00	0.09	0.27	0.27	0.27
Sat Flow, veh/h	0	2850	428	1598	3272	0	1810	0	1485	1558	71	1447
Grp Volume(v), veh/h	0	292	295	43	338	0	101	0	74	320	0	253
Grp Sat Flow(s),veh/h/ln	0	1594	1601	1598	1594	0	1810	0	1485	1629	0	1447
Q Serve(g_s), s	0.0	12.5	12.6	1.4	5.7	0.0	4.0	0.0	3.5	13.1	0.0	11.4
Cycle Q Clear(g_c), s	0.0	12.5	12.6	1.4	5.7	0.0	4.0	0.0	3.5	13.1	0.0	11.4
Prop In Lane	0.00		0.27	1.00		0.00	1.00		1.00	0.96		1.00
Lane Grp Cap(c), veh/h	0	392	394	217	1105	0	164	0	134	442	0	392
V/C Ratio(X)	0.00	0.74	0.75	0.20	0.31	0.00	0.62	0.00	0.55	0.72	0.00	0.65
Avail Cap(c_a), veh/h	0	1216	1221	273	2864	0	513	0	421	1137	0	1009
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	25.6	25.7	19.4	17.6	0.0	32.3	0.0	32.1	24.4	0.0	23.7
Incr Delay (d2), s/veh	0.0	2.8	2.9	0.4	0.2	0.0	5.3	0.0	4.9	3.2	0.0	2.5
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	0.0	8.0	8.1	0.9	3.4	0.0	3.5	0.0	2.5	8.9	0.0	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	28.5	28.6	19.8	17.7	0.0	37.6	0.0	37.0	27.6	0.0	26.3
LnGrp LOS		C	C	B	B		D		D	C		C
Approach Vol, veh/h		587			381			175				573
Approach Delay, s/veh		28.5			18.0			37.3				27.0
Approach LOS		C			B			D				C
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.4	24.9		27.6		32.4		13.8				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	5.5	56.2		* 51		66.2		20.9				
Max Q Clear Time (g_c+I1), s	3.4	14.6		15.1		7.7		6.0				
Green Ext Time (p_c), s	0.0	3.6		4.8		2.2		0.9				

Intersection Summary

HCM 7th Control Delay, s/veh	26.6
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.5									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↓		↑	↑↓			↑		
Traffic Vol, veh/h	0	817	30	29	362	892	0	67	0	0
Future Vol, veh/h	0	817	30	29	362	892	0	67	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	240	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	15	14	3	15	16	0	6	2	2
Mvmt Flow	0	860	32	31	381	939	0	71	0	0

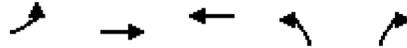
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	892	0	0	-	446
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.16	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.23	-	-	-	3.36
Pot Cap-1 Maneuver	0	-	-	750	-	-	0	549
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	750	-	-	-	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.23	12.52
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	549	-	-	750	-	-
HCM Lane V/C Ratio	0.128	-	-	0.041	-	-
HCM Control Delay (s/veh)	12.5	-	-	10	-	-
HCM Lane LOS	B	-	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	-

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2030 No-Build Conditions
Timing Plan: PM



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	156	486	1075	208	736
Future Volume (vph)	156	486	1075	208	736
Lane Group Flow (vph)	164	512	1355	219	775
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	6.0	16.0	16.0	10.0	10.0
Minimum Split (s)	12.8	24.9	24.9	25.1	25.1
Total Split (s)	25.0	111.0	86.0	69.0	69.0
Total Split (%)	13.9%	61.7%	47.8%	38.3%	38.3%
Yellow Time (s)	4.8	4.9	4.9	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.9	6.9	7.1	7.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	103.2	103.1	79.1	61.9	61.9
Actuated g/C Ratio	0.58	0.58	0.44	0.35	0.35
v/c Ratio	0.89	0.28	0.99	0.38	1.04
Control Delay (s/veh)	91.5	19.7	70.6	46.7	75.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.5	19.7	70.6	46.7	75.1
LOS	F	B	E	D	E
Approach Delay (s/veh)		37.1	70.6		
Approach LOS		D	E		
Queue Length 50th (ft)	146	155	830	196	~706
Queue Length 95th (ft)	#285	193	#1003	279	#971
Internal Link Dist (ft)		553	1985		
Turn Bay Length (ft)	190				420
Base Capacity (vph)	194	1842	1367	577	743
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.85	0.28	0.99	0.38	1.04

Intersection Summary

Cycle Length: 180	
Actuated Cycle Length: 179	
Natural Cycle: 140	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.04	
Intersection Signal Delay (s/veh): 62.5	Intersection LOS: E
Intersection Capacity Utilization 71.4%	ICU Level of Service C
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2030 No-Build Conditions
 Timing Plan: Weekend

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗		↖	↗
Traffic Volume (veh/h)	0	340	80	44	292	0	49	0	64	257	6	198
Future Volume (veh/h)	0	340	80	44	292	0	49	0	64	257	6	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1752	1841	1841	1752	0	1841	1900	1841	1767	1767	1767
Adj Flow Rate, veh/h	0	358	84	46	307	0	52	0	67	271	6	57
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	10	4	4	10	0	4	0	4	9	9	9
Cap, veh/h	0	648	150	308	1193	0	152	0	131	347	8	316
Arrive On Green	0.00	0.24	0.24	0.04	0.36	0.00	0.08	0.00	0.08	0.21	0.21	0.21
Sat Flow, veh/h	0	2770	622	1753	3416	0	1810	0	1560	1648	36	1497
Grp Volume(v), veh/h	0	221	221	46	307	0	52	0	67	277	0	57
Grp Sat Flow(s),veh/h/ln	0	1664	1640	1753	1664	0	1810	0	1560	1684	0	1497
Q Serve(g_s), s	0.0	7.2	7.3	1.1	4.0	0.0	1.7	0.0	2.5	9.6	0.0	1.9
Cycle Q Clear(g_c), s	0.0	7.2	7.3	1.1	4.0	0.0	1.7	0.0	2.5	9.6	0.0	1.9
Prop In Lane	0.00		0.38	1.00		0.00	1.00		1.00	0.98		1.00
Lane Grp Cap(c), veh/h	0	402	396	308	1193	0	152	0	131	355	0	316
V/C Ratio(X)	0.00	0.55	0.56	0.15	0.26	0.00	0.34	0.00	0.51	0.78	0.00	0.18
Avail Cap(c_a), veh/h	0	435	428	386	1405	0	230	0	199	527	0	468
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.6	20.6	15.6	14.1	0.0	26.8	0.0	27.2	23.1	0.0	20.1
Incr Delay (d2), s/veh	0.0	1.2	1.4	0.2	0.1	0.0	1.9	0.0	4.3	5.8	0.0	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	0.0	4.6	4.6	0.7	2.3	0.0	1.4	0.0	1.9	7.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	21.8	22.0	15.8	14.2	0.0	28.7	0.0	31.5	29.0	0.0	20.5
LnGrp LOS		C	C	B	B		C		C	C		C
Approach Vol, veh/h		442			353			119				334
Approach Delay, s/veh		21.9			14.4			30.2				27.5
Approach LOS		C			B			C				C
Timer - Assigned Phs	1	2		4		6			8			
Phs Duration (G+Y+Rc), s	7.2	21.8		20.7		29.0		12.3				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	5.5	16.2		* 19		26.2		7.9				
Max Q Clear Time (g_c+I1), s	3.1	9.3		11.6		6.0		4.5				
Green Ext Time (p_c), s	0.0	1.3		1.5		1.7		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	22.1
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.4									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↓		↑	↑↓			↑		
Traffic Vol, veh/h	0	632	33	26	336	896	0	53	0	0
Future Vol, veh/h	0	632	33	26	336	896	0	53	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	240	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	10	17	1	10	8	0	12	2	2
Mvmt Flow	0	665	35	27	354	943	0	56	0	0

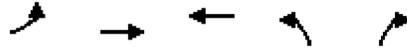
Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	-	0	0	700	0	0	350
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.21	-	-	3.42
Pot Cap-1 Maneuver	0	-	-	899	-	-	618
Stage 1	0	-	-	-	-	-	0
Stage 2	0	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	899	-	-	618
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.19	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	618	-	-	899	-	-
HCM Lane V/C Ratio	0.09	-	-	0.03	-	-
HCM Control Delay (s/veh)	11.4	-	-	9.1	-	-
HCM Lane LOS	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	-

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2030 No-Build Conditions
Timing Plan: Weekend



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	122	376	1062	196	840
Future Volume (vph)	122	376	1062	196	840
Lane Group Flow (vph)	124	384	1351	200	857
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	6.0	16.0	16.0	10.0	10.0
Minimum Split (s)	12.8	24.9	24.9	25.1	25.1
Total Split (s)	20.0	89.0	69.0	61.0	61.0
Total Split (%)	13.3%	59.3%	46.0%	40.7%	40.7%
Yellow Time (s)	4.8	4.9	4.9	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.9	6.9	7.1	7.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	80.2	80.1	62.1	53.9	53.9
Actuated g/C Ratio	0.54	0.54	0.42	0.36	0.36
v/c Ratio	0.72	0.21	0.98	0.32	1.03
Control Delay (s/veh)	53.9	17.9	62.4	36.1	60.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	53.9	17.9	62.4	36.1	60.3
LOS	D	B	E	D	E
Approach Delay (s/veh)		26.7	62.4		
Approach LOS		C	E		
Queue Length 50th (ft)	70	98	671	140	~595
Queue Length 95th (ft)	#145	129	#853	212	#863
Internal Link Dist (ft)		553	1985		
Turn Bay Length (ft)	190				420
Base Capacity (vph)	193	1855	1372	620	836
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.21	0.98	0.32	1.03

Intersection Summary

Cycle Length: 150	
Actuated Cycle Length: 148	
Natural Cycle: 120	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.03	
Intersection Signal Delay (s/veh): 53.7	Intersection LOS: D
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	

Timings

49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



**APPENDIX V – 2040 NO-BUILD SYNCHRO OUTPUT
REPORTS**

SR 40 Summary Tables

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.83	37.8 (D)	200	0.94	105.5 (F)	375	0.84	60.0 (E)	350
	Through	0.59	80.0 (F)	475	0.63	69.5 (E)	475	0.39	9.0 (A)	200
	Approach	0.63	73.3 (E)	-	0.70	77.1 (E)	-	0.51	22.5 (C)	-
Eastbound	Through	0.88	88.4 (F)	825	1.04	84.4 (F)	925	0.70	32.1 (C)	550
	Right	0.29	3.8 (A)	75	0.49	4.3 (A)	75	0.20	3.8 (A)	50
	Approach	0.80	76.3 (E)	-	0.92	66.7 (E)	-	0.64	28.6 (C)	-
Southbound	LT/RT	1.60	312.8 (F)	1075	1.53	281.9 (F)	925	1.28	179.2 (F)	775
	Approach	1.60	312.8 (F)	-	1.53	281.9 (F)	-	1.28	179.2 (F)	-
Overall Intersection		0.87	115.7 (F)	-	0.90	99.9 (F)	-	0.69	50.7 (D)	-

37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	1.04	103.0 (F)	850	0.97	91.7 (F)	975	0.56	20.5 (C)	450
	Right	0.48	5.1 (A)	75	0.43	3.5 (A)	75	0.30	2.5 (A)	50
	Approach	0.92	81.8 (F)	-	0.87	74.7 (E)	-	0.50	16.6 (B)	-
Northbound	LT/RT	1.35	209.0 (F)	1175	1.27	195.3 (F)	675	1.28	185.4 (F)	700
	Approach	1.35	209.0 (F)	-	1.27	195.3 (F)	-	1.28	185.4 (F)	-
Eastbound	Left	0.93	44.6 (D)	175	0.91	70.2 (E)	200	0.66	26.5 (C)	100
	Through	0.79	65.3 (E)	600	0.57	3.0 (A)	25	0.49	2.9 (A)	50
	Approach	0.81	62.4 (E)	-	0.63	14.6 (B)	-	0.52	6.7 (A)	-
Overall Intersection		0.95	97.7 (F)	-	0.81	63.2 (E)	-	0.62	35.8 (D)	-

SR 40 Synchro Reports

Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2040 No-Build Conditions
 Timing Plan: AM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↘	↑↑	↔
Traffic Volume (vph)	1329	222	244	1279	0
Future Volume (vph)	1329	222	244	1279	0
Lane Group Flow (vph)	1399	234	257	1346	671
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1
Total Split (s)	66.0	66.0	36.0	102.0	38.0
Total Split (%)	47.1%	47.1%	25.7%	72.9%	27.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	Min	Max	None
Act Effct Green (s)	66.3	66.3	95.2	95.2	31.9
Actuated g/C Ratio	0.47	0.47	0.68	0.68	0.23
v/c Ratio	0.88	0.29	0.83	0.59	1.60
Control Delay (s/veh)	41.3	3.8	36.5	29.9	312.6
Queue Delay	47.1	0.0	1.3	50.2	0.2
Total Delay (s/veh)	88.4	3.8	37.8	80.0	312.8
LOS	F	A	D	F	F
Approach Delay (s/veh)	76.3			73.3	312.8
Approach LOS	E			E	F
Queue Length 50th (ft)	595	0	212	510	~816
Queue Length 95th (ft)	#822	51	m195	m466	#1060
Internal Link Dist (ft)	2515			323	481
Turn Bay Length (ft)		450	135		
Base Capacity (vph)	1598	818	389	2294	419
Starvation Cap Reductn	0	0	36	1331	0
Spillback Cap Reductn	373	0	0	0	8
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.14	0.29	0.73	1.40	1.63

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 91 (65%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.60	
Intersection Signal Delay (s/veh): 115.7	Intersection LOS: F
Intersection Capacity Utilization 109.6%	ICU Level of Service H
Analysis Period (min) 15	

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Timing Plan: AM

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

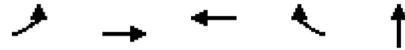
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2040 No-Build Conditions
 Timing Plan: AM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	226	1422	1286	355	0
Future Volume (vph)	226	1422	1286	355	0
Lane Group Flow (vph)	238	1497	1354	374	795
Turn Type	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	2		4
Permitted Phases	6			2	
Detector Phase	1	6	2	2	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2
Total Split (s)	25.0	85.0	60.0	60.0	55.0
Total Split (%)	17.9%	60.7%	42.9%	42.9%	39.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	Min	Max	C-Max	C-Max	None
Act Effct Green (s)	78.2	78.2	53.6	53.6	48.8
Actuated g/C Ratio	0.56	0.56	0.38	0.38	0.35
v/c Ratio	0.93	0.79	1.04	0.48	1.35
Control Delay (s/veh)	44.6	16.9	77.6	5.1	203.3
Queue Delay	0.0	48.3	25.4	0.0	5.7
Total Delay (s/veh)	44.6	65.3	103.0	5.1	209.0
LOS	D	E	F	A	F
Approach Delay (s/veh)		62.4	81.8		209.0
Approach LOS		E	F		F
Queue Length 50th (ft)	148	670	~703	2	~901
Queue Length 95th (ft)	m161	m585	#843	71	#1154
Internal Link Dist (ft)		323	2364		1319
Turn Bay Length (ft)	130			400	
Base Capacity (vph)	259	1902	1304	785	587
Starvation Cap Reductn	0	660	0	0	0
Spillback Cap Reductn	0	0	322	0	268
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.92	1.21	1.38	0.48	2.49

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.35	
Intersection Signal Delay (s/veh): 97.7	Intersection LOS: F
Intersection Capacity Utilization 109.6%	ICU Level of Service H
Analysis Period (min) 15	

Timings

37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2040 No-Build Conditions
 Timing Plan: PM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	1413	400	378	1417	0
Future Volume (vph)	1413	400	378	1417	0
Lane Group Flow (vph)	1487	421	398	1492	586
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1
Total Split (s)	65.0	65.0	40.0	105.0	35.0
Total Split (%)	46.4%	46.4%	28.6%	75.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	Min	Max	None
Act Effct Green (s)	59.6	59.6	98.2	98.2	28.9
Actuated g/C Ratio	0.43	0.43	0.70	0.70	0.21
v/c Ratio	1.04	0.49	0.94	0.63	1.53
Control Delay (s/veh)	73.1	4.3	57.1	20.4	281.9
Queue Delay	11.3	0.0	48.4	49.1	0.0
Total Delay (s/veh)	84.4	4.3	105.5	69.5	281.9
LOS	F	A	F	E	F
Approach Delay (s/veh)	66.7			77.1	281.9
Approach LOS	E			E	F
Queue Length 50th (ft)	~781	0	355	465	~686
Queue Length 95th (ft)	#921	65	m357	m468	#922
Internal Link Dist (ft)	2515			323	481
Turn Bay Length (ft)		450	135		
Base Capacity (vph)	1435	866	437	2366	384
Starvation Cap Reductn	0	0	99	1148	0
Spillback Cap Reductn	40	0	0	0	1
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.07	0.49	1.18	1.22	1.53

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 91 (65%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.53	
Intersection Signal Delay (s/veh): 99.9	Intersection LOS: F
Intersection Capacity Utilization 109.2%	ICU Level of Service H
Analysis Period (min) 15	

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Timing Plan: PM

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

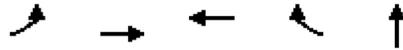
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2040 No-Build Conditions
 Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	281	1355	1609	383	0
Future Volume (vph)	281	1355	1609	383	0
Lane Group Flow (vph)	293	1411	1676	399	446
Turn Type	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	2		4
Permitted Phases	6			2	
Detector Phase	1	6	2	2	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2
Total Split (s)	32.0	108.0	76.0	76.0	32.0
Total Split (%)	22.9%	77.1%	54.3%	54.3%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	Min	Max	C-Max	C-Max	None
Act Effct Green (s)	101.2	101.2	70.9	70.9	25.8
Actuated g/C Ratio	0.72	0.72	0.51	0.51	0.18
v/c Ratio	0.91	0.57	0.97	0.43	1.27
Control Delay (s/veh)	69.5	1.4	50.1	3.5	177.9
Queue Delay	0.7	1.6	41.6	0.0	17.4
Total Delay (s/veh)	70.2	3.0	91.7	3.5	195.3
LOS	E	A	F	A	F
Approach Delay (s/veh)		14.6	74.7		195.3
Approach LOS		B	E		F
Queue Length 50th (ft)	196	25	781	4	~446
Queue Length 95th (ft)	m176	m24	#967	58	#665
Internal Link Dist (ft)		323	2364		1319
Turn Bay Length (ft)	130			400	
Base Capacity (vph)	339	2462	1723	929	352
Starvation Cap Reductn	4	813	0	0	0
Spillback Cap Reductn	0	0	244	0	236
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.87	0.86	1.13	0.43	3.84

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	125 (89%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.27
Intersection Signal Delay (s/veh):	63.2
Intersection LOS:	E
Intersection Capacity Utilization:	109.2%
ICU Level of Service:	H
Analysis Period (min):	15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2040 No-Build Conditions
 Timing Plan: Weekend



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↓	↑↑	↔
Traffic Volume (vph)	1131	158	333	924	0
Future Volume (vph)	1131	158	333	924	0
Lane Group Flow (vph)	1166	163	343	953	514
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1
Total Split (s)	69.0	69.0	36.0	105.0	35.0
Total Split (%)	49.3%	49.3%	25.7%	75.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1
Lead/Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	C-Max	C-Max	Min	Max	None
Act Effct Green (s)	67.4	67.4	98.2	98.2	28.9
Actuated g/C Ratio	0.48	0.48	0.70	0.70	0.21
v/c Ratio	0.70	0.20	0.84	0.39	1.28
Control Delay (s/veh)	32.1	3.8	56.4	8.2	179.2
Queue Delay	0.0	0.0	3.5	0.8	0.0
Total Delay (s/veh)	32.1	3.8	60.0	9.0	179.2
LOS	C	A	E	A	F
Approach Delay (s/veh)	28.6			22.5	179.2
Approach LOS	C			C	F
Queue Length 50th (ft)	436	0	242	124	~529
Queue Length 95th (ft)	549	42	m338	m183	#757
Internal Link Dist (ft)	2515			323	481
Turn Bay Length (ft)		450	135		
Base Capacity (vph)	1671	825	465	2434	403
Starvation Cap Reductn	0	0	60	1075	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.70	0.20	0.85	0.70	1.28

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	91 (65%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.28
Intersection Signal Delay (s/veh):	50.7
Intersection LOS:	D
Intersection Capacity Utilization:	95.1%
ICU Level of Service:	F
Analysis Period (min):	15

Timings

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

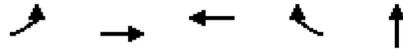
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2040 No-Build Conditions
Timing Plan: Weekend



Lane Group	EBL	EBT	WBT	WBR	NBT
Lane Configurations					
Traffic Volume (vph)	228	1176	1069	292	0
Future Volume (vph)	228	1176	1069	292	0
Lane Group Flow (vph)	238	1225	1114	304	466
Turn Type	pm+pt	NA	NA	Perm	NA
Protected Phases	1	6	2		4
Permitted Phases	6			2	
Detector Phase	1	6	2	2	4
Switch Phase					
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2
Total Split (s)	32.0	108.0	76.0	76.0	32.0
Total Split (%)	22.9%	77.1%	54.3%	54.3%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2
Lead/Lag	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	
Recall Mode	Min	Max	C-Max	C-Max	None
Act Effct Green (s)	101.2	101.2	80.7	80.7	25.8
Actuated g/C Ratio	0.72	0.72	0.58	0.58	0.18
v/c Ratio	0.66	0.49	0.56	0.30	1.28
Control Delay (s/veh)	26.2	2.4	20.4	2.5	184.1
Queue Delay	0.3	0.5	0.0	0.0	1.3
Total Delay (s/veh)	26.5	2.9	20.5	2.5	185.4
LOS	C	A	C	A	F
Approach Delay (s/veh)		6.7	16.6		185.4
Approach LOS		A	B		F
Queue Length 50th (ft)	59	33	311	0	~474
Queue Length 95th (ft)	m95	m35	432	45	#695
Internal Link Dist (ft)		323	2364		1319
Turn Bay Length (ft)	130			400	
Base Capacity (vph)	473	2509	2000	1007	363
Starvation Cap Reductn	37	755	0	0	0
Spillback Cap Reductn	0	0	59	0	40
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.55	0.70	0.57	0.30	1.44

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay (s/veh): 35.8	Intersection LOS: D
Intersection Capacity Utilization 95.1%	ICU Level of Service F
Analysis Period (min) 15	

Timings

37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



US 27 Summary Tables

42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.99	124.7 (F)	575	0.95	92.7 (F)	650	0.87	100.6 (F)	150
	Through	0.47	12.6 (B)	275	0.77	24.5 (C)	475	0.70	18.2 (B)	300
	Approach	0.61	43.7 (D)	-	0.81	40.0 (D)	-	0.73	33.6 (C)	-
Eastbound	Through	0.92	98.3 (F)	775	0.88	108.1 (F)	625	0.72	39.0 (D)	450
	Right	0.66	13.1 (B)	275	0.68	15.1 (B)	250	0.59	4.6 (A)	75
	Approach	0.84	72.6 (E)	-	0.81	76.6 (E)	-	0.67	26.6 (C)	-
Southbound	LT/RT Approach	1.19	148.2 (F)	750	1.19	147.6 (F)	900	0.90	60.5 (E)	750
		1.19	148.2 (F)	-	1.19	147.6 (F)	-	0.90	60.5 (E)	-
Overall Intersection		0.80	70.9 (E)	-	0.86	66.6 (E)	-	0.73	34.3 (C)	-

43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	0.39	19.4 (B)	300	0.53	17.6 (B)	425	0.42	13.6 (B)	300
	Right	0.32	19.1 (B)	225	0.31	15.0 (B)	225	0.24	12.0 (B)	150
	Approach	0.38	19.3 (B)	-	0.50	17.3 (B)	-	0.39	13.4 (B)	-
Northbound	Left	0.54	50.6 (D)	300	0.87	72.6 (E)	475	0.79	59.0 (E)	350
	Right	0.85	62.7 (E)	400	0.74	65.2 (E)	325	0.65	55.2 (E)	250
	Approach	0.71	57.4 (E)	-	0.82	69.6 (E)	-	0.73	57.5 (E)	-
Eastbound	Left	0.60	14.8 (B)	125	0.67	19.5 (B)	100	0.45	10.9 (B)	75
	Through	0.62	14.2 (B)	425	0.47	9.9 (A)	300	0.45	8.1 (A)	275
	Approach	0.62	14.3 (B)	-	0.49	10.9 (B)	-	0.45	8.4 (A)	-
Overall Intersection		0.56	26.7 (C)	-	0.57	27.4 (C)	-	0.49	21.4 (C)	-

US 27 Synchro Reports

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2040 No-Build Conditions
Timing Plan: AM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	1241	536	395	1031	0
Future Volume (vph)	1241	536	395	1031	0
Lane Group Flow (vph)	1306	564	416	1085	490
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	70.0	70.0	40.0	110.0	40.0
Total Split (%)	46.7%	46.7%	26.7%	73.3%	26.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	63.2	63.2	103.0	103.2	33.7
Actuated g/C Ratio	0.42	0.42	0.69	0.69	0.22
v/c Ratio	0.92	0.66	0.99	0.47	1.19
Control Delay (s/veh)	52.3	13.1	88.1	12.2	148.0
Queue Delay	46.0	0.0	36.5	0.4	0.2
Total Delay (s/veh)	98.3	13.1	124.7	12.6	148.2
LOS	F	B	F	B	F
Approach Delay (s/veh)	72.6			43.7	148.2
Approach LOS	E			D	F
Queue Length 50th (ft)	630	120	358	224	~514
Queue Length 95th (ft)	#753	258	#563	272	#742
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1421	857	421	2321	412
Starvation Cap Reductn	0	0	63	660	0
Spillback Cap Reductn	333	0	0	0	8
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.20	0.66	1.16	0.65	1.21

Intersection Summary

Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 97 (65%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay (s/veh): 70.9	Intersection LOS: E
Intersection Capacity Utilization 99.6%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2040 No-Build Conditions
 Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1365	0	0	1014	240	412	0	520	0	0	0
Future Volume (veh/h)	179	1365	0	0	1014	240	412	0	520	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1693	1811	0	0	1811	1693	1796	0	1796			
Adj Flow Rate, veh/h	188	1437	0	0	1067	253	434	0	547			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	14	6	0	0	6	14	7	0	7			
Cap, veh/h	313	2305	0	0	2744	796	797	0	644			
Arrive On Green	0.06	0.67	0.00	0.00	0.56	0.56	0.24	0.00	0.24			
Sat Flow, veh/h	1612	3532	0	0	5107	1434	3319	0	2679			
Grp Volume(v), veh/h	188	1437	0	0	1067	253	434	0	547			
Grp Sat Flow(s),veh/h/ln	1612	1721	0	0	1648	1434	1659	0	1340			
Q Serve(g_s), s	7.3	35.5	0.0	0.0	18.4	14.3	17.1	0.0	29.2			
Cycle Q Clear(g_c), s	7.3	35.5	0.0	0.0	18.4	14.3	17.1	0.0	29.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	313	2305	0	0	2744	796	797	0	644			
V/C Ratio(X)	0.60	0.62	0.00	0.00	0.39	0.32	0.54	0.00	0.85			
Avail Cap(c_a), veh/h	364	2305	0	0	2744	796	960	0	775			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.27	0.27	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.3	14.0	0.0	0.0	18.9	18.0	49.8	0.0	54.4			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.4	1.0	0.8	0.0	8.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.1	16.6	0.0	0.0	11.6	8.7	11.7	0.0	16.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	14.2	0.0	0.0	19.4	19.1	50.6	0.0	62.7			
LnGrp LOS	B	B			B	B	D		E			
Approach Vol, veh/h		1625			1320			981				
Approach Delay, s/veh		14.3			19.3			57.4				
Approach LOS		B			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.2	90.2		42.6		107.4						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	14.3	71.1		43.4		93.1						
Max Q Clear Time (g_c+I1), s	9.3	20.4		31.2		37.5						
Green Ext Time (p_c), s	0.2	17.7		4.8		25.5						
Intersection Summary												
HCM 7th Control Delay, s/veh				26.7								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2040 No-Build Conditions
Timing Plan: PM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	961	494	478	1625	0
Future Volume (vph)	961	494	478	1625	0
Lane Group Flow (vph)	1012	520	503	1711	539
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	62.0	62.0	54.0	116.0	44.0
Total Split (%)	38.8%	38.8%	33.8%	72.5%	27.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	54.4	54.4	105.5	105.7	41.2
Actuated g/C Ratio	0.34	0.34	0.66	0.66	0.26
v/c Ratio	0.88	0.68	0.95	0.77	1.19
Control Delay (s/veh)	59.8	15.1	64.0	17.3	147.4
Queue Delay	48.4	0.0	28.8	7.2	0.1
Total Delay (s/veh)	108.1	15.1	92.7	24.5	147.6
LOS	F	B	F	C	F
Approach Delay (s/veh)	76.6			40.0	147.6
Approach LOS	E			D	F
Queue Length 50th (ft)	522	107	438	420	~652
Queue Length 95th (ft)	616	249	#638	458	#891
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1164	770	559	2302	454
Starvation Cap Reductn	0	0	79	555	0
Spillback Cap Reductn	336	0	0	0	7
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.22	0.68	1.05	0.98	1.21

Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 40 (25%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay (s/veh): 66.6	Intersection LOS: E
Intersection Capacity Utilization 103.5%	ICU Level of Service G
Analysis Period (min) 15	

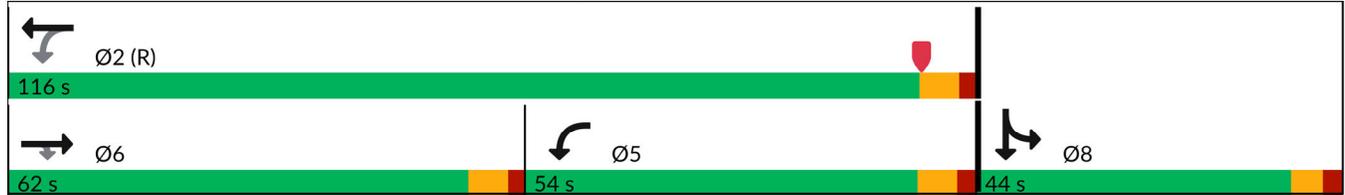
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2040 No-Build Conditions
 Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	1109	0	0	1555	264	548	0	379	0	0	0
Future Volume (veh/h)	132	1109	0	0	1555	264	548	0	379	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1693	1811	0	0	1811	1693	1796	0	1796			
Adj Flow Rate, veh/h	139	1167	0	0	1637	278	577	0	399			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	14	6	0	0	6	14	7	0	7			
Cap, veh/h	208	2462	0	0	3081	894	664	0	536			
Arrive On Green	0.04	0.72	0.00	0.00	0.62	0.62	0.20	0.00	0.20			
Sat Flow, veh/h	1612	3532	0	0	5107	1434	3319	0	2679			
Grp Volume(v), veh/h	139	1167	0	0	1637	278	577	0	399			
Grp Sat Flow(s),veh/h/ln	1612	1721	0	0	1648	1434	1659	0	1340			
Q Serve(g_s), s	4.8	23.4	0.0	0.0	29.8	14.5	26.9	0.0	22.4			
Cycle Q Clear(g_c), s	4.8	23.4	0.0	0.0	29.8	14.5	26.9	0.0	22.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	208	2462	0	0	3081	894	664	0	536			
V/C Ratio(X)	0.67	0.47	0.00	0.00	0.53	0.31	0.87	0.00	0.74			
Avail Cap(c_a), veh/h	302	2462	0	0	3081	894	734	0	593			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.35	0.35	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.2	9.8	0.0	0.0	17.0	14.1	61.9	0.0	60.1			
Incr Delay (d2), s/veh	1.3	0.1	0.0	0.0	0.7	0.9	10.7	0.0	5.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.0	11.5	0.0	0.0	17.0	8.7	18.2	0.0	12.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	9.9	0.0	0.0	17.6	15.0	72.6	0.0	65.2			
LnGrp LOS	B	A			B	B	E		E			
Approach Vol, veh/h		1306			1915			976				
Approach Delay, s/veh		10.9			17.3			69.6				
Approach LOS		B			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.7	106.6		38.6		121.4						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	16.3	87.1		35.4		111.1						
Max Q Clear Time (g_c+I1), s	6.8	31.8		28.9		25.4						
Green Ext Time (p_c), s	0.2	32.7		3.1		19.7						
Intersection Summary												
HCM 7th Control Delay, s/veh				27.4								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2040 No-Build Conditions
Timing Plan: Weekend

	→	↘	↙	←	↓
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↘	↑↑	↔
Traffic Volume (vph)	977	548	328	1429	0
Future Volume (vph)	977	548	328	1429	0
Lane Group Flow (vph)	997	559	335	1458	498
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	70.0	70.0	36.0	106.0	34.0
Total Split (%)	50.0%	50.0%	25.7%	75.7%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	56.0	56.0	83.9	84.1	42.8
Actuated g/C Ratio	0.40	0.40	0.60	0.60	0.31
v/c Ratio	0.72	0.59	0.87	0.70	0.90
Control Delay (s/veh)	38.1	4.6	53.1	17.9	59.8
Queue Delay	0.9	0.0	47.4	0.4	0.8
Total Delay (s/veh)	39.0	4.6	100.6	18.2	60.5
LOS	D	A	F	B	E
Approach Delay (s/veh)	26.6			33.6	60.5
Approach LOS	C			C	E
Queue Length 50th (ft)	391	0	179	333	379
Queue Length 95th (ft)	435	66	144	281	#738
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1566	994	482	2459	553
Starvation Cap Reductn	0	0	170	432	0
Spillback Cap Reductn	292	0	0	0	6
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.78	0.56	1.07	0.72	0.91

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 34.3	Intersection LOS: C
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2040 No-Build Conditions
 Timing Plan: Weekend

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1109	0	0	1287	212	470	0	310	0	0	0
Future Volume (veh/h)	120	1109	0	0	1287	212	470	0	310	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1752	1841	0	0	1841	1752	1841	0	1841			
Adj Flow Rate, veh/h	124	1143	0	0	1327	219	485	0	320			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	10	4	0	0	4	10	4	0	4			
Cap, veh/h	274	2529	0	0	3154	932	614	0	496			
Arrive On Green	0.04	0.72	0.00	0.00	0.63	0.63	0.18	0.00	0.18			
Sat Flow, veh/h	1668	3589	0	0	5191	1485	3401	0	2745			
Grp Volume(v), veh/h	124	1143	0	0	1327	219	485	0	320			
Grp Sat Flow(s),veh/h/ln	1668	1749	0	0	1675	1485	1700	0	1373			
Q Serve(g_s), s	3.6	18.8	0.0	0.0	18.7	9.0	19.1	0.0	15.1			
Cycle Q Clear(g_c), s	3.6	18.8	0.0	0.0	18.7	9.0	19.1	0.0	15.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	274	2529	0	0	3154	932	614	0	496			
V/C Ratio(X)	0.45	0.45	0.00	0.00	0.42	0.24	0.79	0.00	0.65			
Avail Cap(c_a), veh/h	353	2529	0	0	3154	932	860	0	694			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.63	0.63	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.2	8.0	0.0	0.0	13.2	11.4	54.8	0.0	53.2			
Incr Delay (d2), s/veh	0.7	0.1	0.0	0.0	0.4	0.6	4.2	0.0	2.0			
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	2.4	10.1	0.0	0.0	11.5	5.6	13.4	0.0	9.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	8.1	0.0	0.0	13.6	12.0	59.0	0.0	55.2			
LnGrp LOS	B	A			B	B	E		E			
Approach Vol, veh/h		1267			1546			805				
Approach Delay, s/veh		8.4			13.4			57.5				
Approach LOS		A			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.4	94.8		31.9		108.1						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	12.3	71.1		35.4		91.1						
Max Q Clear Time (g_c+I1), s	5.6	20.7		21.1		20.8						
Green Ext Time (p_c), s	0.2	23.0		4.2		18.4						
Intersection Summary												
HCM 7th Control Delay, s/veh				21.4								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

SR 326 Summary Tables

47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.38	25.9 (C)	50	0.32	31.3 (C)	50	0.20	18.7 (B)	25
	Through	0.22	15.0 (B)	125	0.29	25.9 (C)	175	0.35	17.1 (B)	100
	Approach	0.24	16.6 (B)	-	0.29	26.5 (C)	-	0.33	17.3 (B)	-
Northbound	Left	0.34	49.6 (D)	100	0.78	61.8 (E)	225	0.50	32.8 (C)	75
	Right	0.82	69.2 (E)	225	0.47	53.7 (D)	125	0.69	39.2 (D)	100
	Approach	0.66	62.6 (E)	-	0.68	59.2 (E)	-	0.60	36.3 (D)	-
Eastbound	TH/RT	0.86	34.8 (C)	575	0.86	46.0 (D)	475	0.72	29.9 (C)	200
	Approach	0.86	34.8 (C)	-	0.86	46.0 (D)	-	0.72	30.4 (C)	-
Southbound	LT/TH	0.86	63.8 (E)	350	0.83	45.8 (D)	500	0.74	29.1 (C)	225
	Right	0.86	65.6 (E)	325	0.87	50.5 (D)	475	0.85	38.0 (D)	275
	Approach	0.85	64.6 (E)	-	0.84	48.1 (D)	-	0.79	33.6 (C)	-
Overall Intersection		0.73	40.0 (D)	-	0.74	44.7 (D)	-	0.64	28.9 (C)	-

48: Shell Driveway & SR 326 & I-75 SB On-Ramp

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.17	14.9 (B)	25	0.06	12.1 (B)	25	0.04	9.5 (A)	25
Northbound	Right	0.26	19.3 (C)	25	0.18	15.6 (C)	25	0.10	12.0 (B)	25

49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	TH/RT Approach	1.43	235.8 (F)	1500	1.21	145.7 (F)	1325	1.34	196.1 (F)	1225
		1.43	235.8 (F)	-	1.21	145.7 (F)	-	1.34	196.1 (F)	-
Northbound	Left	0.57	54.5 (D)	425	0.67	62.6 (E)	500	0.48	35.8 (D)	350
	Right	1.36	197.5 (F)	1550	1.33	186.0 (F)	1425	1.29	164.4 (F)	1425
	Approach	1.17	163.4 (F)	-	1.16	153.9 (F)	-	1.10	134.7 (F)	-
Eastbound	Left	1.31	206.1 (F)	825	0.91	88.1 (F)	425	1.06	121.0 (F)	350
	Through	0.26	18.3 (B)	175	0.26	15.4 (B)	175	0.23	21.6 (C)	150
	Approach	0.74	104.6 (F)	-	0.48	40.6 (D)	-	0.52	56.0 (E)	-
Overall Intersection		1.15	180.5 (F)	-	1.02	126.3 (F)	-	1.09	149.1 (F)	-

SR 326 Synchro Reports

HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2040 No-Build Conditions
 Timing Plan: AM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗		↖	↗
Traffic Volume (veh/h)	0	1071	117	58	348	0	65	0	127	236	6	215
Future Volume (veh/h)	0	1071	117	58	348	0	65	0	127	236	6	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1678	1678	1678	1678	0	1752	1900	1752	1707	1707	1707
Adj Flow Rate, veh/h	0	1127	123	61	366	0	68	0	134	248	6	226
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	15	15	15	15	0	10	0	10	13	13	13
Cap, veh/h	0	1302	142	159	1672	0	198	0	163	290	7	264
Arrive On Green	0.00	0.45	0.45	0.04	0.52	0.00	0.11	0.00	0.11	0.18	0.18	0.18
Sat Flow, veh/h	0	2983	316	1598	3272	0	1810	0	1485	1589	38	1447
Grp Volume(v), veh/h	0	619	631	61	366	0	68	0	134	254	0	226
Grp Sat Flow(s),veh/h/ln	0	1594	1621	1598	1594	0	1810	0	1485	1628	0	1447
Q Serve(g_s), s	0.0	40.9	41.1	2.3	7.2	0.0	4.1	0.0	10.3	17.7	0.0	17.7
Cycle Q Clear(g_c), s	0.0	40.9	41.1	2.3	7.2	0.0	4.1	0.0	10.3	17.7	0.0	17.7
Prop In Lane	0.00		0.19	1.00		0.00	1.00		1.00	0.98		1.00
Lane Grp Cap(c), veh/h	0	716	728	159	1672	0	198	0	163	297	0	264
V/C Ratio(X)	0.00	0.86	0.87	0.38	0.22	0.00	0.34	0.00	0.82	0.86	0.00	0.86
Avail Cap(c_a), veh/h	0	1011	1028	189	2322	0	277	0	227	354	0	314
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.0	29.1	24.4	14.9	0.0	48.2	0.0	51.0	46.3	0.0	46.4
Incr Delay (d2), s/veh	0.0	5.8	5.8	1.5	0.1	0.0	1.5	0.0	18.2	17.4	0.0	19.3
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	0.0	22.1	22.5	1.6	4.4	0.0	3.5	0.0	8.2	13.4	0.0	12.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	34.8	34.9	25.9	15.0	0.0	49.6	0.0	69.2	63.8	0.0	65.6
LnGrp LOS		C	C	C	B		D		E	E		E
Approach Vol, veh/h		1250			427			202				480
Approach Delay, s/veh		34.8			16.6			62.6				64.6
Approach LOS		C			B			E				E
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.8	59.3		28.9		68.1		19.9				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	6.5	74.2		* 25		85.2		17.9				
Max Q Clear Time (g_c+I1), s	4.3	43.1		19.7		9.2		12.3				
Green Ext Time (p_c), s	0.0	9.4		1.6		2.4		0.5				

Intersection Summary

HCM 7th Control Delay, s/veh	40.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.9									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↓		↑	↑↓			↑		
Traffic Vol, veh/h	0	1380	55	71	406	908	0	82	0	0
Future Vol, veh/h	0	1380	55	71	406	908	0	82	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	240	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	15	8	2	15	16	0	8	2	2
Mvmt Flow	0	1453	58	75	427	956	0	86	0	0

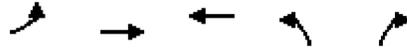
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	1511	0	0	-	755
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	439	-	-	0	338
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	439	-	-	-	338
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.76	19.26
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	338	-	-	439	-	-
HCM Lane V/C Ratio	0.255	-	-	0.17	-	-
HCM Control Delay (s/veh)	19.3	-	-	14.9	-	-
HCM Lane LOS	C	-	-	B	-	-
HCM 95th %tile Q(veh)	1	-	-	0.6	-	-

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2040 No-Build Conditions
Timing Plan: AM



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	389	457	1082	303	969
Future Volume (vph)	389	457	1082	303	969
Lane Group Flow (vph)	409	481	1632	319	1020
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	6.0	16.0	16.0	10.0	10.0
Minimum Split (s)	12.8	24.9	24.9	25.1	25.1
Total Split (s)	39.0	113.0	74.0	67.0	67.0
Total Split (%)	21.7%	62.8%	41.1%	37.2%	37.2%
Yellow Time (s)	4.8	4.9	4.9	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.9	6.9	7.1	7.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	106.2	106.1	67.1	59.9	59.9
Actuated g/C Ratio	0.59	0.59	0.37	0.33	0.33
v/c Ratio	1.31	0.26	1.43	0.57	1.36
Control Delay (s/veh)	206.1	18.3	235.8	54.5	197.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	206.1	18.3	235.8	54.5	197.5
LOS	F	B	F	D	F
Approach Delay (s/veh)		104.6	235.8		
Approach LOS		F	F		
Queue Length 50th (ft)	~576	140	~1352	312	~1266
Queue Length 95th (ft)	#806	175	#1487	424	#1538
Internal Link Dist (ft)		553	1985		
Turn Bay Length (ft)	190				420
Base Capacity (vph)	312	1866	1145	556	751
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.31	0.26	1.43	0.57	1.36

Intersection Summary

Cycle Length: 180	
Actuated Cycle Length: 180	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.43	
Intersection Signal Delay (s/veh): 180.5	Intersection LOS: F
Intersection Capacity Utilization 98.0%	ICU Level of Service F
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2040 No-Build Conditions
 Timing Plan: PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗		↖	↗
Traffic Volume (veh/h)	0	713	113	45	343	0	148	0	73	405	13	389
Future Volume (veh/h)	0	713	113	45	343	0	148	0	73	405	13	389
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1678	1678	1678	1678	0	1752	1900	1752	1707	1707	1707
Adj Flow Rate, veh/h	0	751	119	47	361	0	156	0	77	426	14	409
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	15	15	15	15	0	10	0	10	13	13	13
Cap, veh/h	0	872	138	146	1231	0	199	0	163	515	17	473
Arrive On Green	0.00	0.32	0.32	0.03	0.39	0.00	0.11	0.00	0.11	0.33	0.33	0.33
Sat Flow, veh/h	0	2840	437	1598	3272	0	1810	0	1485	1577	52	1447
Grp Volume(v), veh/h	0	434	436	47	361	0	156	0	77	440	0	409
Grp Sat Flow(s),veh/h/ln	0	1594	1599	1598	1594	0	1810	0	1485	1629	0	1447
Q Serve(g_s), s	0.0	31.1	31.1	2.3	9.5	0.0	10.2	0.0	5.9	30.3	0.0	32.2
Cycle Q Clear(g_c), s	0.0	31.1	31.1	2.3	9.5	0.0	10.2	0.0	5.9	30.3	0.0	32.2
Prop In Lane	0.00		0.27	1.00		0.00	1.00		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	0	504	506	146	1231	0	199	0	163	532	0	473
V/C Ratio(X)	0.00	0.86	0.86	0.32	0.29	0.00	0.78	0.00	0.47	0.83	0.00	0.87
Avail Cap(c_a), veh/h	0	738	740	166	1739	0	356	0	292	649	0	577
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	39.0	39.0	30.1	25.8	0.0	52.6	0.0	50.7	37.7	0.0	38.3
Incr Delay (d2), s/veh	0.0	7.1	7.1	1.3	0.1	0.0	9.2	0.0	3.0	8.1	0.0	12.1
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	0.0	18.4	18.5	1.6	6.3	0.0	8.9	0.0	4.2	19.1	0.0	18.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	46.0	46.1	31.3	25.9	0.0	61.8	0.0	53.7	45.8	0.0	50.5
LnGrp LOS		D	D	C	C		E		D	D		D
Approach Vol, veh/h		870			408			233				849
Approach Delay, s/veh		46.0			26.5			59.2				48.1
Approach LOS		D			C			E				D
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.5	45.2		47.3		53.7		20.4				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	5.5	56.2		* 48		66.2		23.9				
Max Q Clear Time (g_c+I1), s	4.3	33.1		34.2		11.5		12.2				
Green Ext Time (p_c), s	0.0	5.3		5.5		2.4		1.2				

Intersection Summary

HCM 7th Control Delay, s/veh	44.7
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.5									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↓		↑	↑↓			↑		
Traffic Vol, veh/h	0	1163	32	31	388	1098	0	71	0	0
Future Vol, veh/h	0	1163	32	31	388	1098	0	71	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	240	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	15	14	3	15	16	0	6	2	2
Mvmt Flow	0	1224	34	33	408	1156	0	75	0	0

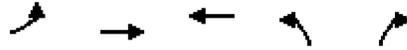
Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	1258	0	0	-	629
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.16	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.23	-	-	-	3.36
Pot Cap-1 Maneuver	0	-	-	543	-	-	0	416
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	543	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.25	15.55
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	416	-	-	543	-	-
HCM Lane V/C Ratio	0.18	-	-	0.06	-	-
HCM Control Delay (s/veh)	15.6	-	-	12.1	-	-
HCM Lane LOS	C	-	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-	-

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2040 No-Build Conditions
Timing Plan: PM



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	253	478	1196	321	911
Future Volume (vph)	253	478	1196	321	911
Lane Group Flow (vph)	266	503	1553	338	959
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	6.0	16.0	16.0	10.0	10.0
Minimum Split (s)	12.8	24.9	24.9	25.1	25.1
Total Split (s)	40.0	120.0	80.0	60.0	60.0
Total Split (%)	22.2%	66.7%	44.4%	33.3%	33.3%
Yellow Time (s)	4.8	4.9	4.9	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.9	6.9	7.1	7.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	109.4	109.3	73.2	53.0	53.0
Actuated g/C Ratio	0.62	0.62	0.42	0.30	0.30
v/c Ratio	0.91	0.26	1.21	0.67	1.33
Control Delay (s/veh)	88.1	15.4	145.7	62.6	186.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.1	15.4	145.7	62.6	186.0
LOS	F	B	F	E	F
Approach Delay (s/veh)		40.6	145.7		
Approach LOS		D	F		
Queue Length 50th (ft)	260	133	~1182	355	~1133
Queue Length 95th (ft)	#412	165	#1325	481	#1407
Internal Link Dist (ft)		553	1985		
Turn Bay Length (ft)	190				420
Base Capacity (vph)	325	2033	1282	502	720
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.82	0.25	1.21	0.67	1.33

Intersection Summary

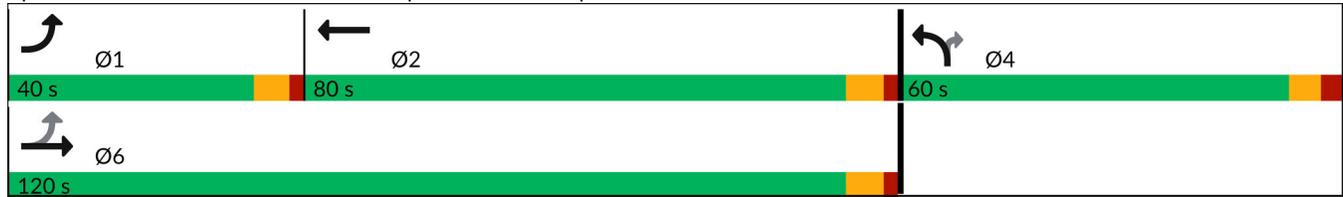
Cycle Length: 180	
Actuated Cycle Length: 176.3	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.33	
Intersection Signal Delay (s/veh): 126.3	Intersection LOS: F
Intersection Capacity Utilization 88.5%	ICU Level of Service E
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2040 No-Build Conditions
 Timing Plan: Weekend



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗		↖	↗
Traffic Volume (veh/h)	0	362	138	47	372	0	76	0	90	302	7	313
Future Volume (veh/h)	0	362	138	47	372	0	76	0	90	302	7	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1752	1841	1841	1752	0	1841	1900	1841	1767	1767	1767
Adj Flow Rate, veh/h	0	381	145	49	392	0	80	0	95	318	7	329
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	10	4	4	10	0	4	0	4	9	9	9
Cap, veh/h	0	527	198	246	1111	0	159	0	137	427	9	388
Arrive On Green	0.00	0.22	0.22	0.04	0.33	0.00	0.09	0.00	0.09	0.26	0.26	0.26
Sat Flow, veh/h	0	2455	889	1753	3416	0	1810	0	1560	1648	36	1497
Grp Volume(v), veh/h	0	266	260	49	392	0	80	0	95	325	0	329
Grp Sat Flow(s),veh/h/ln	0	1664	1592	1753	1664	0	1810	0	1560	1684	0	1497
Q Serve(g_s), s	0.0	10.0	10.2	1.4	6.0	0.0	2.8	0.0	4.0	11.9	0.0	14.1
Cycle Q Clear(g_c), s	0.0	10.0	10.2	1.4	6.0	0.0	2.8	0.0	4.0	11.9	0.0	14.1
Prop In Lane	0.00		0.56	1.00		0.00	1.00		1.00	0.98		1.00
Lane Grp Cap(c), veh/h	0	370	354	246	1111	0	159	0	137	437	0	388
V/C Ratio(X)	0.00	0.72	0.73	0.20	0.35	0.00	0.50	0.00	0.69	0.74	0.00	0.85
Avail Cap(c_a), veh/h	0	400	383	311	1294	0	212	0	183	485	0	431
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	24.3	24.3	18.3	17.0	0.0	29.3	0.0	29.9	22.9	0.0	23.7
Incr Delay (d2), s/veh	0.0	5.7	6.6	0.4	0.2	0.0	3.5	0.0	9.3	6.2	0.0	14.3
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	0.0	7.3	7.3	0.9	3.6	0.0	2.4	0.0	3.2	8.9	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	29.9	30.9	18.7	17.1	0.0	32.8	0.0	39.2	29.1	0.0	38.0
LnGrp LOS		C	C	B	B		C		D	C		D
Approach Vol, veh/h		526			441			175				654
Approach Delay, s/veh		30.4			17.3			36.3				33.6
Approach LOS		C			B			D				C
Timer - Assigned Phs	1	2		4		6			8			
Phs Duration (G+Y+Rc), s	7.5	21.8		25.1		29.3		13.0				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	5.5	16.2		* 19		26.2		7.9				
Max Q Clear Time (g_c+I1), s	3.4	12.2		16.1		8.0		6.0				
Green Ext Time (p_c), s	0.0	1.1		1.4		2.1		0.2				

Intersection Summary

HCM 7th Control Delay, s/veh	28.9
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.4									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑		↑	↑↑			↑		
Traffic Vol, veh/h	0	724	34	28	419	1099	0	56	0	0
Future Vol, veh/h	0	724	34	28	419	1099	0	56	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	-	240	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	10	17	1	10	8	0	12	2	2
Mvmt Flow	0	762	36	29	441	1157	0	59	0	0

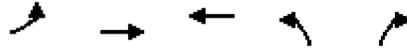
Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	-	0	0	798	0	0	399
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.21	-	-	3.42
Pot Cap-1 Maneuver	0	-	-	827	-	-	573
Stage 1	0	-	-	-	-	-	0
Stage 2	0	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	827	-	-	573
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.17	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	573	-	-	827	-	-
HCM Lane V/C Ratio	0.103	-	-	0.036	-	-
HCM Control Delay (s/veh)	12	-	-	9.5	-	-
HCM Lane LOS	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	-

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2040 No-Build Conditions
Timing Plan: Weekend



Lane Group	EBL	EBT	WBT	NBL	NBR
Lane Configurations					
Traffic Volume (vph)	200	377	1220	326	1086
Future Volume (vph)	200	377	1220	326	1086
Lane Group Flow (vph)	204	385	1610	333	1108
Turn Type	pm+pt	NA	NA	Prot	Perm
Protected Phases	1	6	2	4	
Permitted Phases	6				4
Detector Phase	1	6	2	4	4
Switch Phase					
Minimum Initial (s)	6.0	16.0	16.0	10.0	10.0
Minimum Split (s)	12.8	24.9	24.9	25.1	25.1
Total Split (s)	20.0	82.0	62.0	68.0	68.0
Total Split (%)	13.3%	54.7%	41.3%	45.3%	45.3%
Yellow Time (s)	4.8	4.9	4.9	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.9	6.9	7.1	7.1
Lead/Lag	Lead		Lag		
Lead-Lag Optimize?	Yes		Yes		
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)	75.2	75.1	55.1	60.9	60.9
Actuated g/C Ratio	0.50	0.50	0.37	0.41	0.41
v/c Ratio	1.06	0.23	1.34	0.48	1.29
Control Delay (s/veh)	121.0	21.6	196.1	35.8	164.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	121.0	21.6	196.1	35.8	164.4
LOS	F	C	F	D	F
Approach Delay (s/veh)		56.0	196.1		
Approach LOS		E	F		
Queue Length 50th (ft)	~170	109	~1073	239	~1134
Queue Length 95th (ft)	#341	144	#1213	334	#1401
Internal Link Dist (ft)		553	1985		
Turn Bay Length (ft)	190				420
Base Capacity (vph)	192	1673	1201	691	858
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.06	0.23	1.34	0.48	1.29

Intersection Summary

Cycle Length: 150	
Actuated Cycle Length: 150	
Natural Cycle: 150	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay (s/veh): 149.1	Intersection LOS: F
Intersection Capacity Utilization 92.2%	ICU Level of Service F
Analysis Period (min) 15	
~ Volume exceeds capacity, queue is theoretically infinite.	

Timings

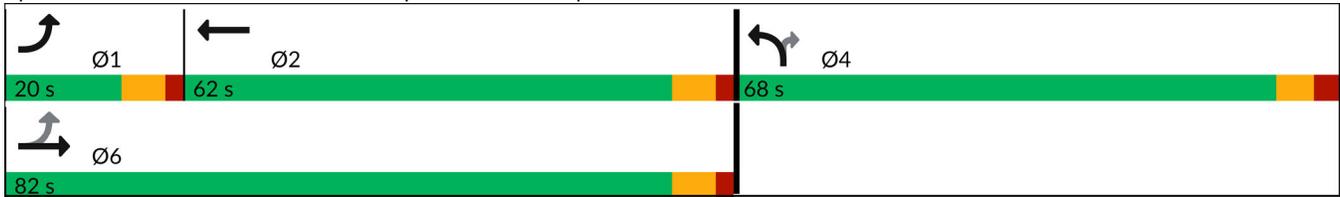
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



APPENDIX W – BUILD CONCEPT PLANS



LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	BRIDGE WIDENING/REPLACEMENT
	EXISTING LA R/W LINE
	EXIST R/W LINE
	EXISTING PROPERTY LINE
	TRAVEL LANES
	AUXILIARY LANES

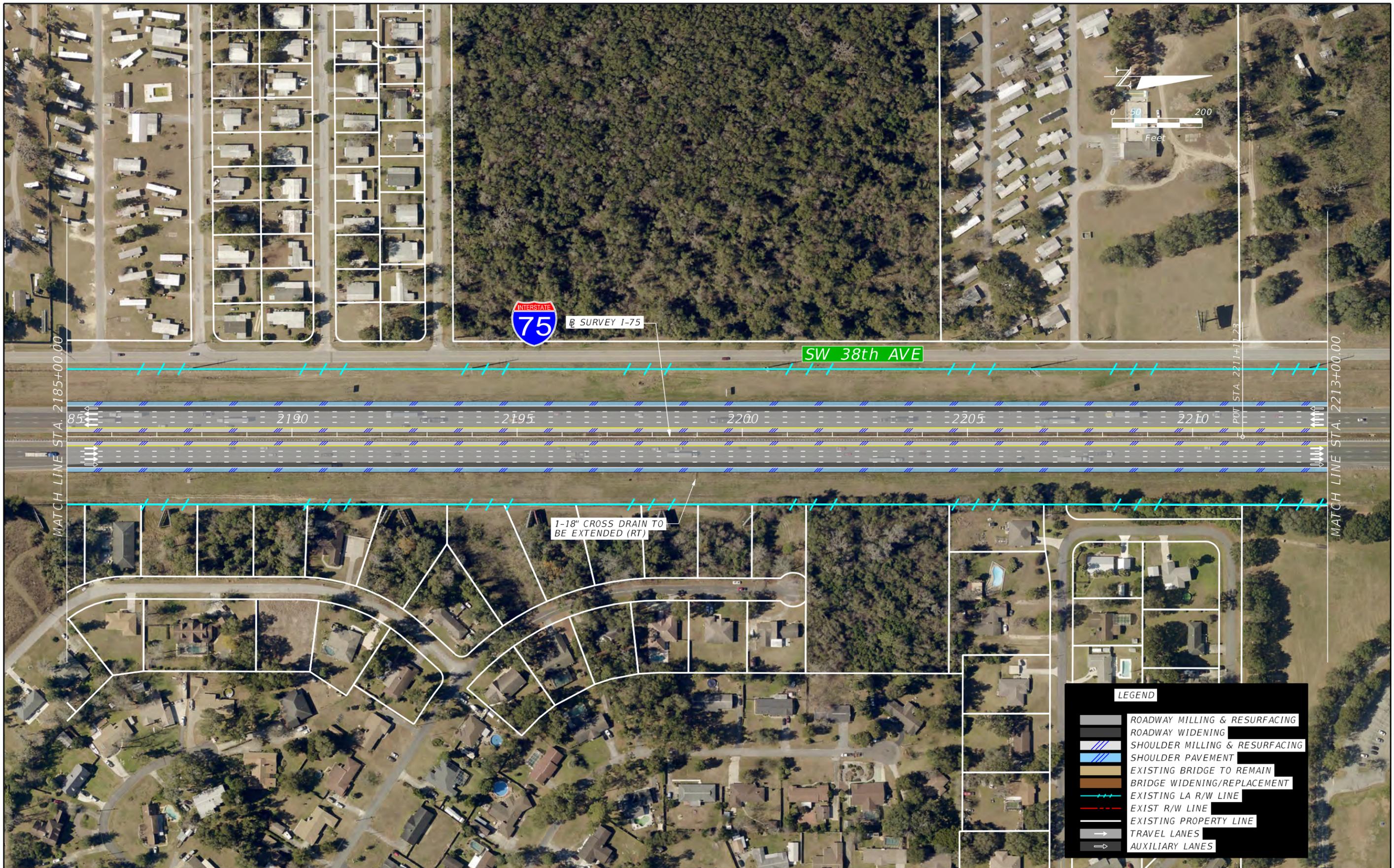
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
1



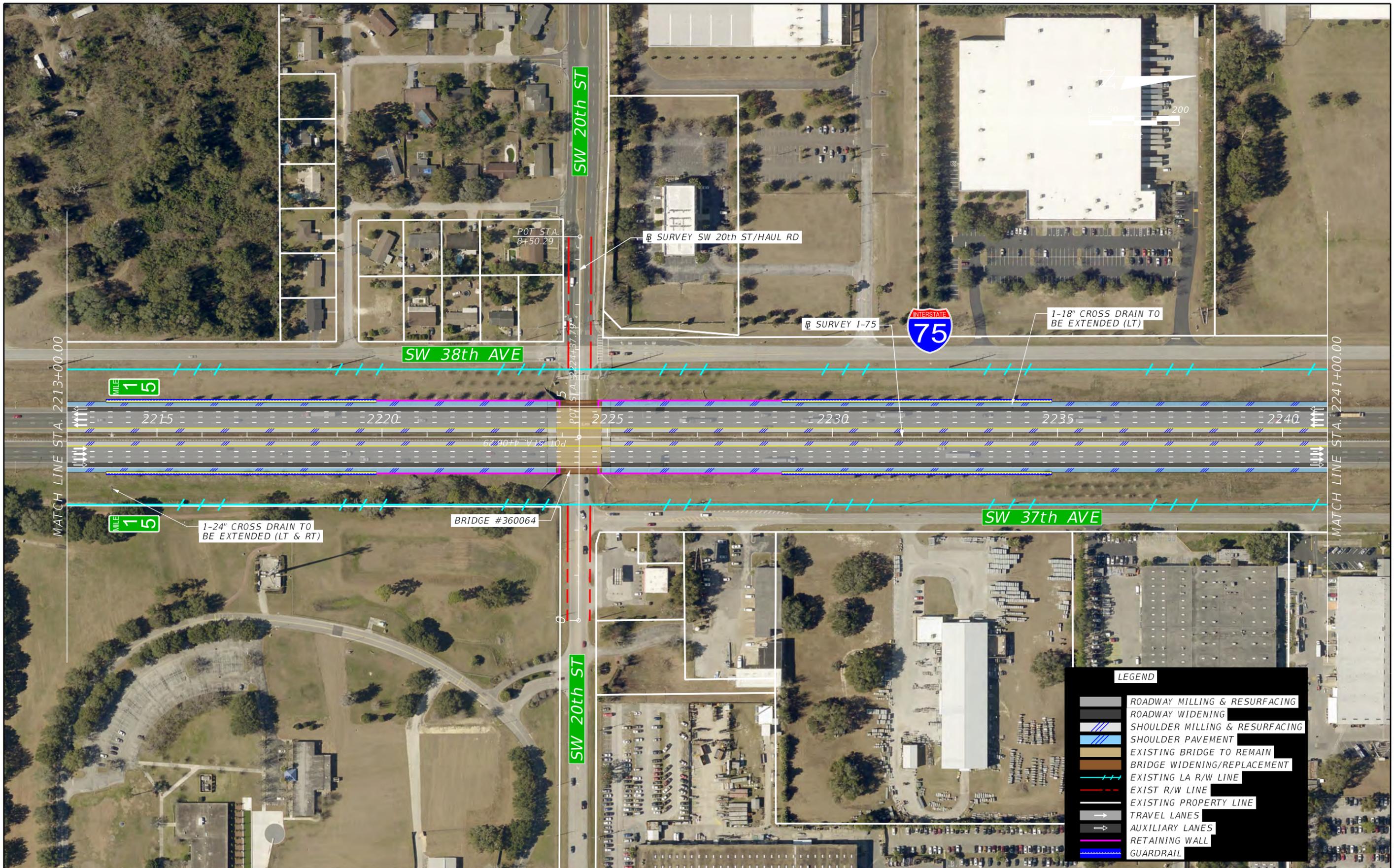
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DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
2



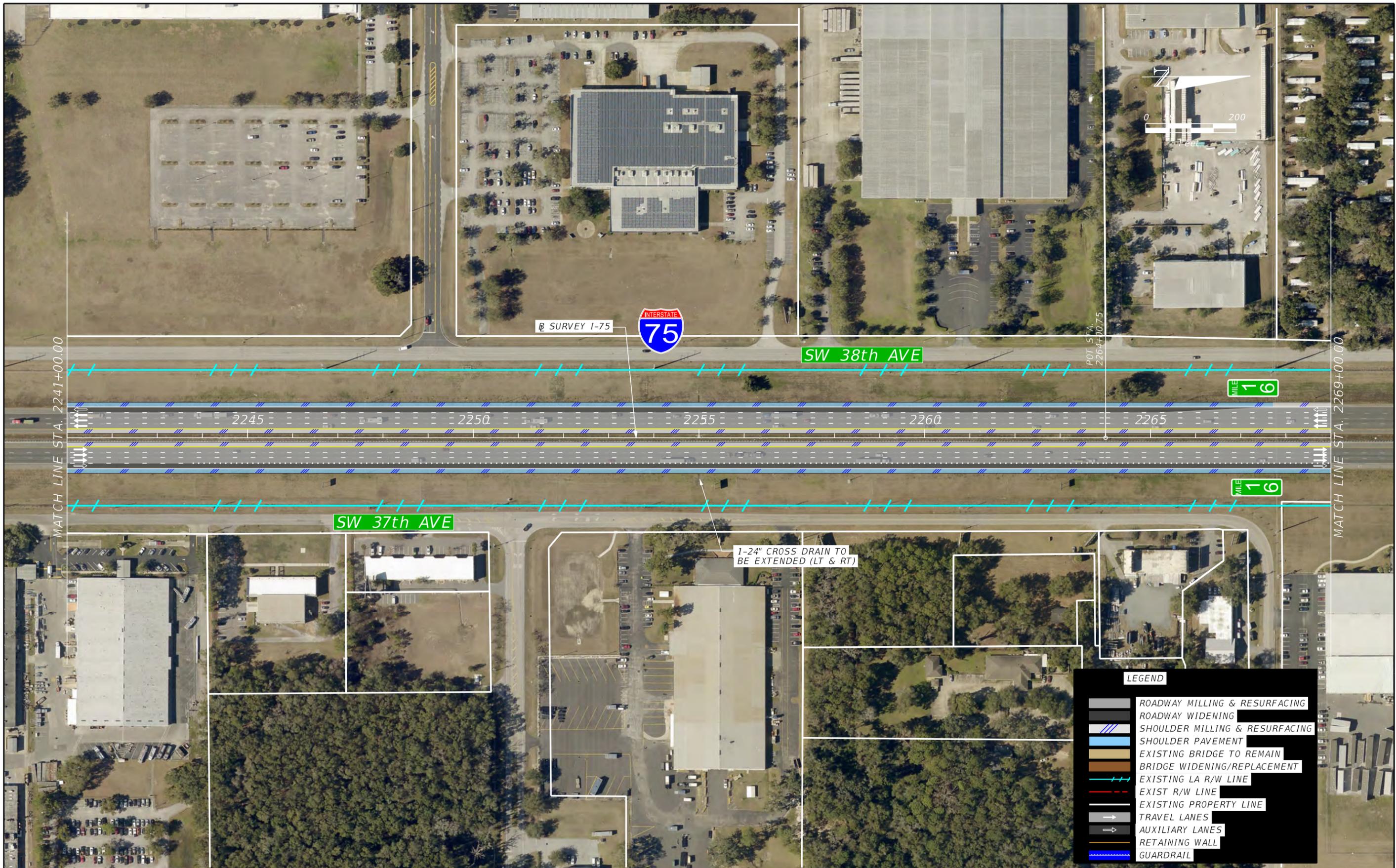
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

*I-75 PD&E STUDY
CONCEPT PLANS*

SHEET NO.
3



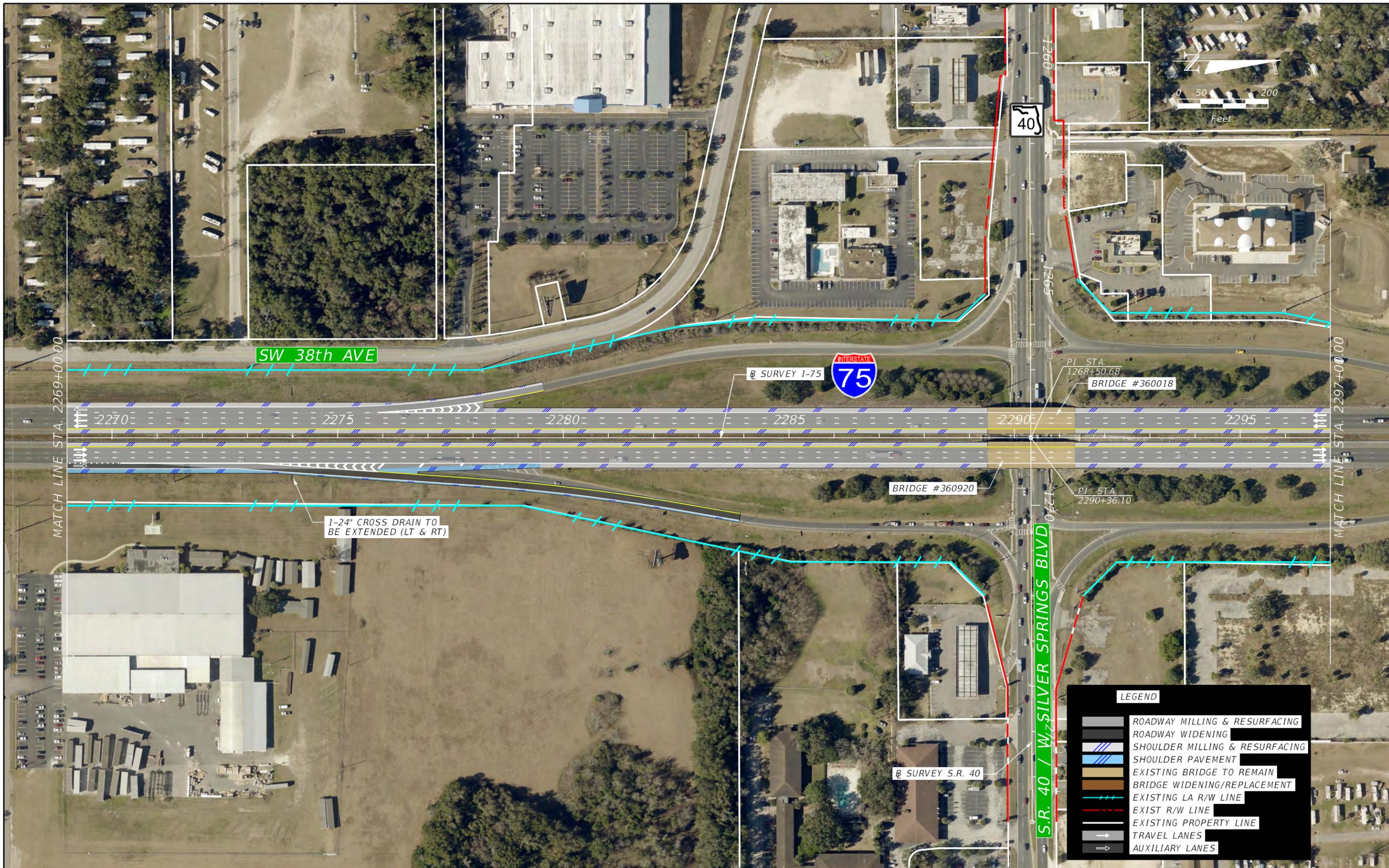
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
4



LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	BRIDGE WIDENING/REPLACEMENT
	EXISTING LA R/W LINE
	EXIST R/W LINE
	EXISTING PROPERTY LINE
	TRAVEL LANES
	AUXILIARY LANES

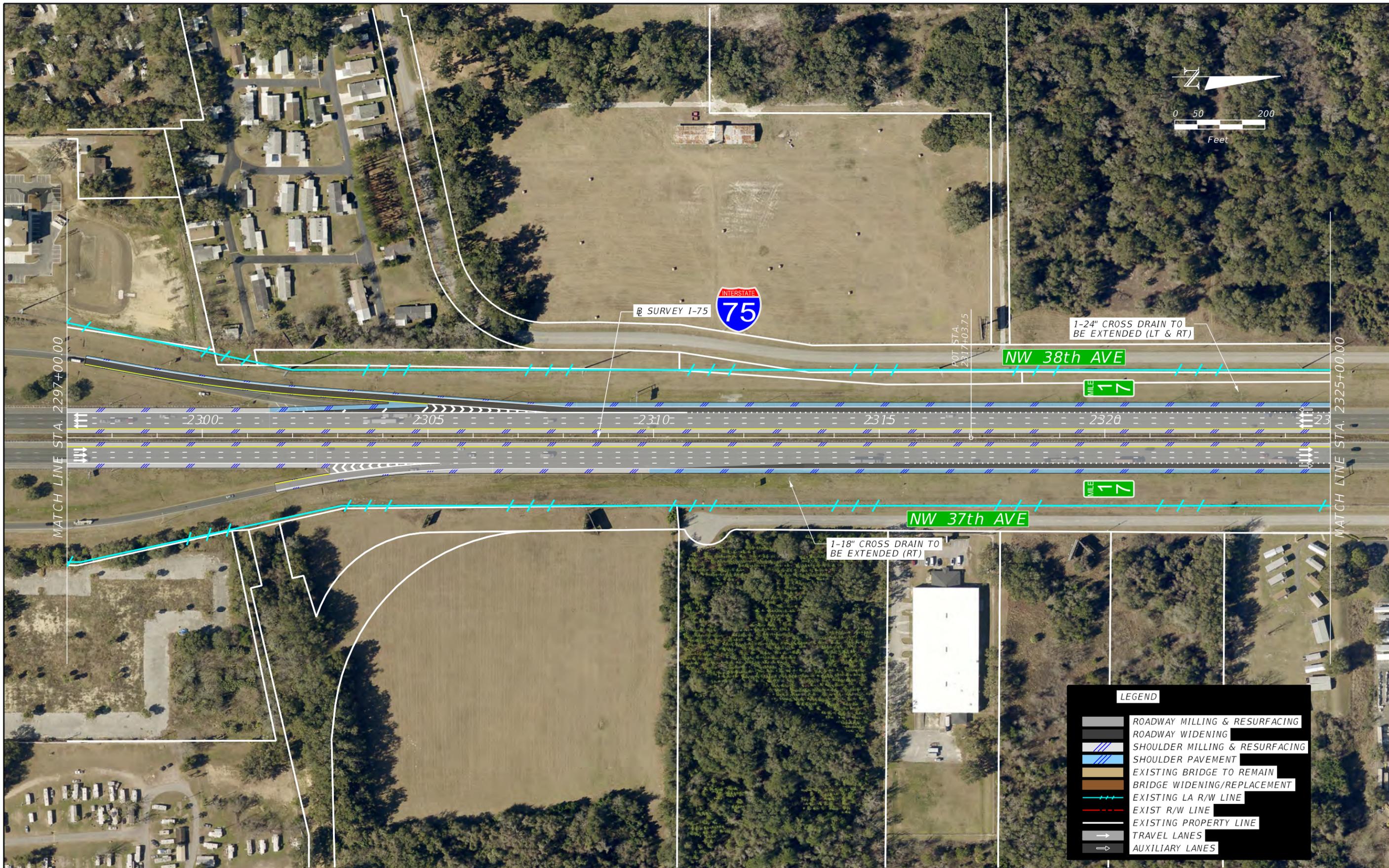
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DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
5



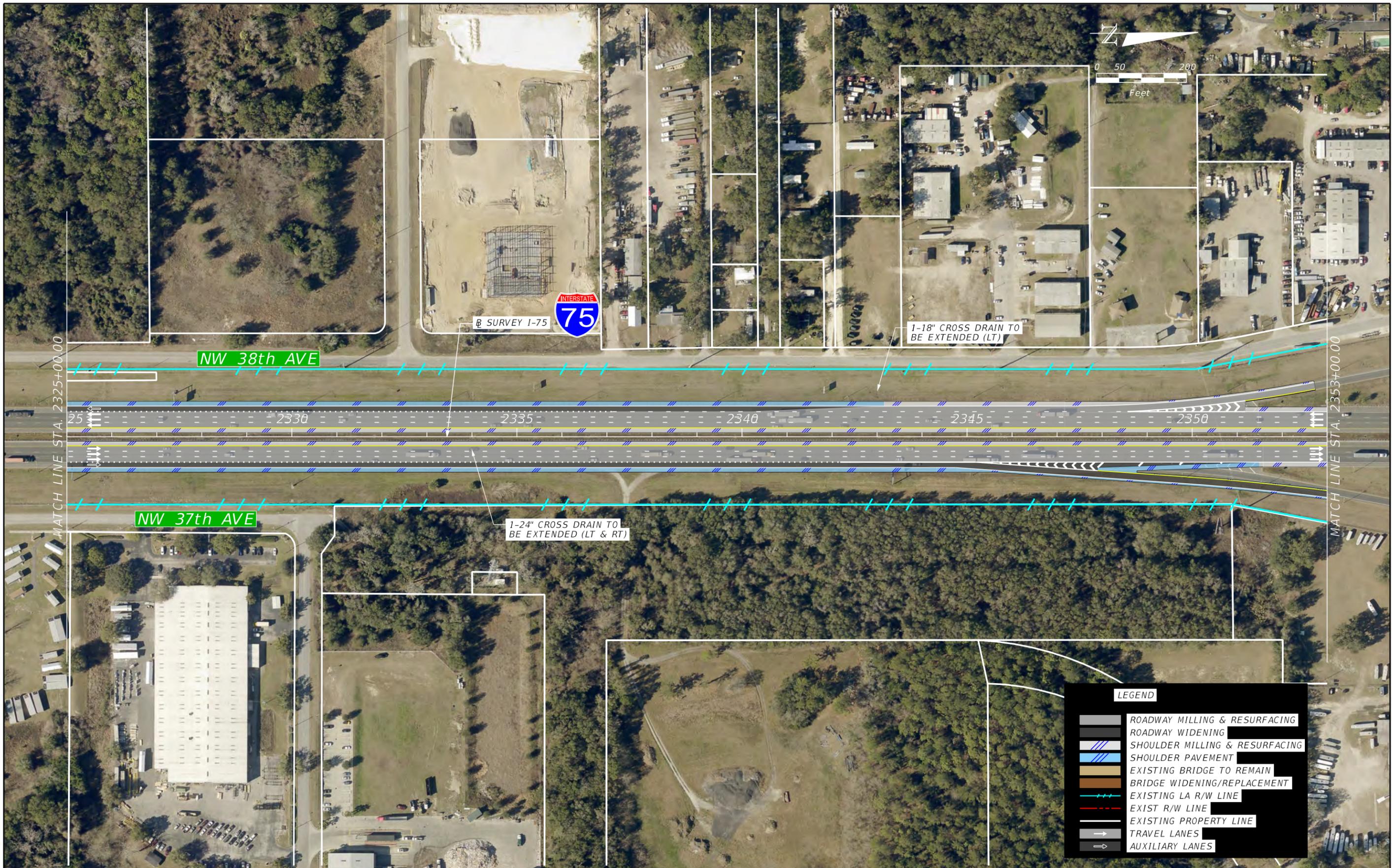
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
6



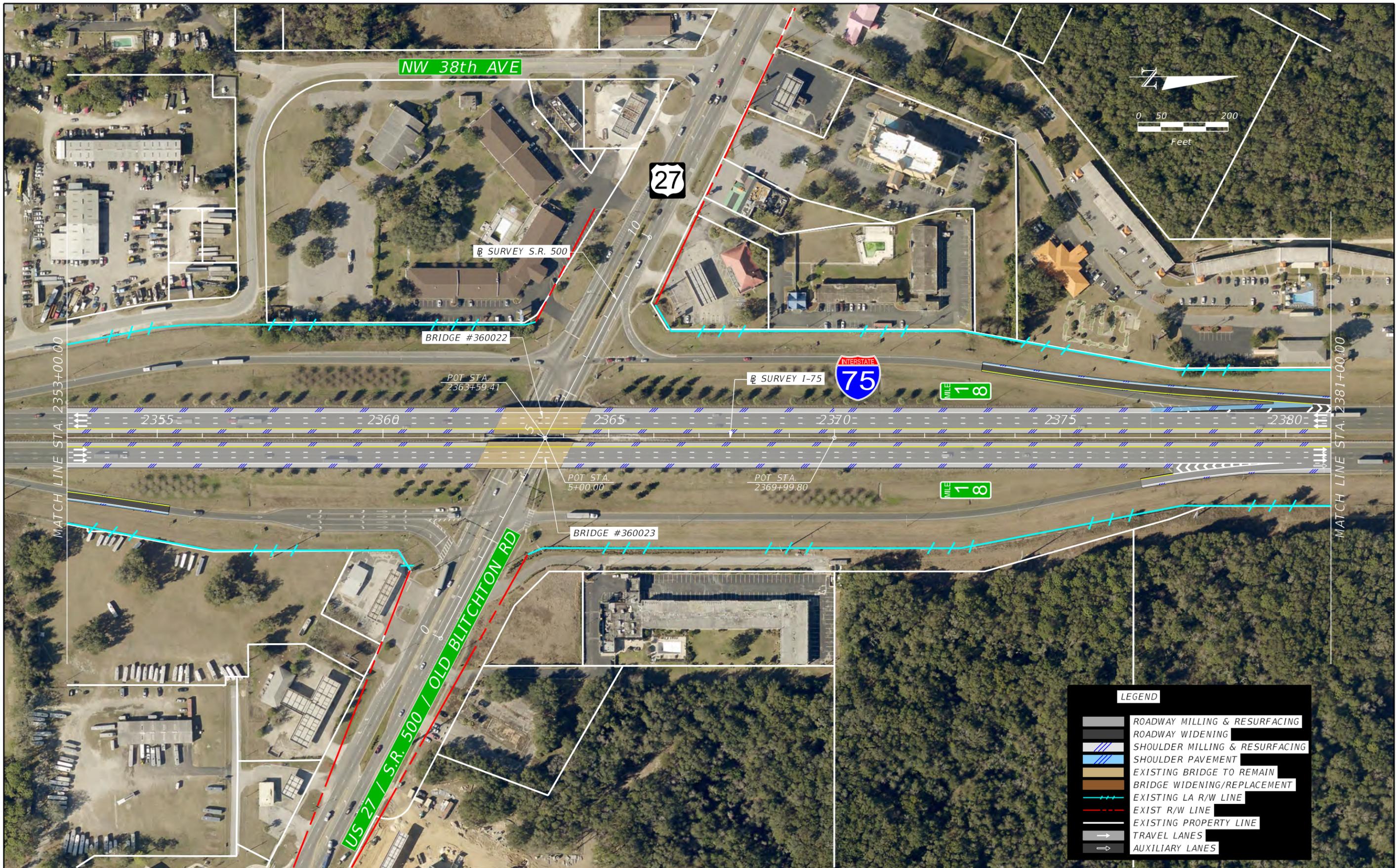
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
7



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
8



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

I-75 PD&E STUDY
CONCEPT PLANS

SHEET NO.
9



CURVE DATA 175_20
 PI STA. = 2433+78.10
 Δ = 31° 00' 01" (LT)
 D = 1° 45' 00"
 T = 907.99
 L = 1,771.46
 R = 3,274.08
 PC STA. = 2424+70.11
 PT STA. = 2442+41.57

LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	BRIDGE WIDENING/REPLACEMENT
	EXISTING LA R/W LINE
	EXIST R/W LINE
	EXISTING PROPERTY LINE
	TRAVEL LANES
	AUXILIARY LANES

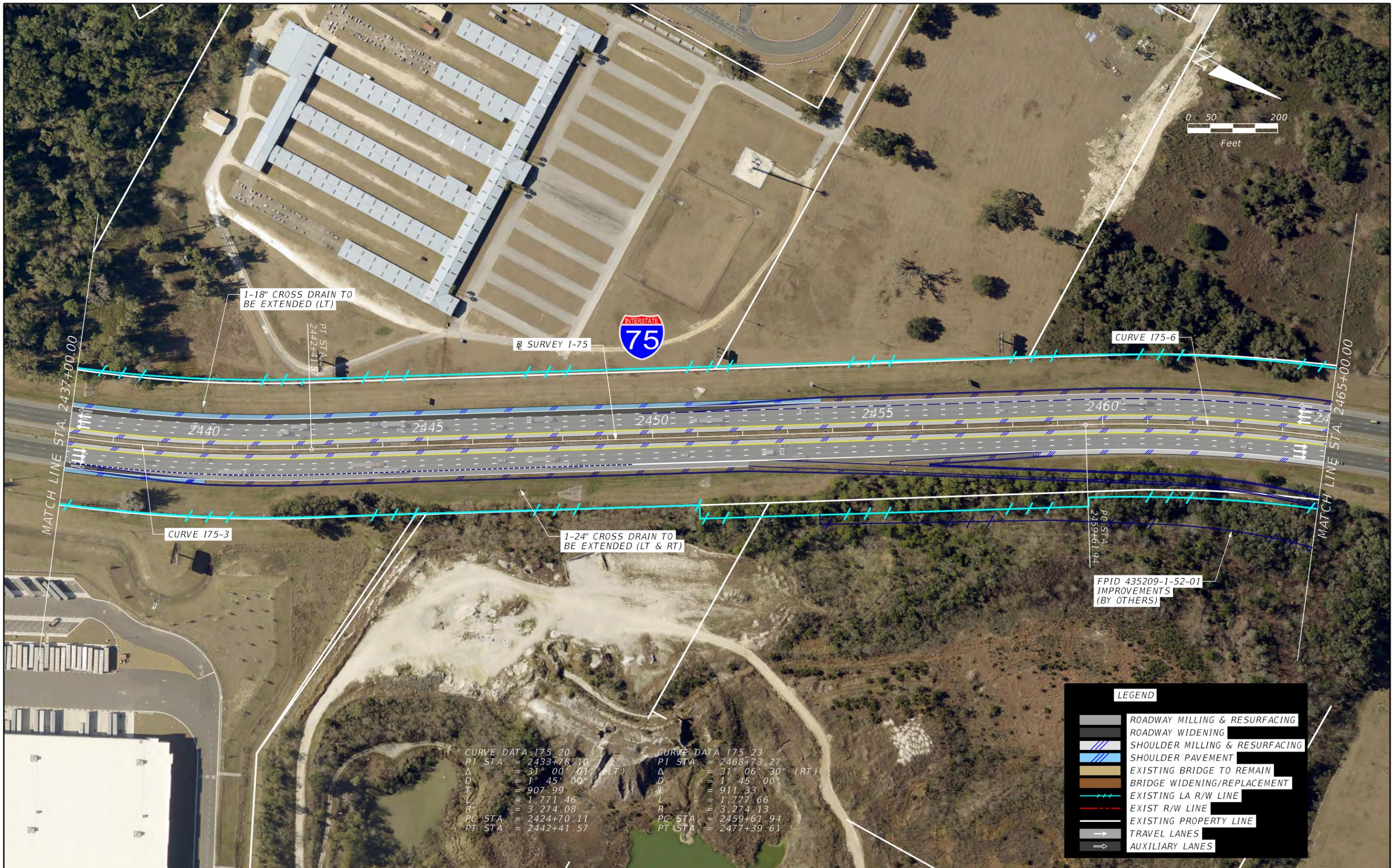
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
10



CURVE DATA I75 20
 PI STA. = 2433+78.10
 Δ = 31° 00' 01" (LT)
 D = 1° 45' 00"
 T = 907.99
 L = 1,771.46
 R = 3,274.08
 PC STA. = 2424+70.11
 PT STA. = 2442+41.57

CURVE DATA I75 23
 PI STA. = 2468+73.27
 Δ = 31° 06' 30" (RT)
 D = 1° 45' 00"
 T = 911.33
 L = 1,777.66
 R = 3,274.13
 PC STA. = 2459+61.94
 PT STA. = 2477+39.61

LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	BRIDGE WIDENING/REPLACEMENT
	EXISTING LA R/W LINE
	EXIST R/W LINE
	EXISTING PROPERTY LINE
	TRAVEL LANES
	AUXILIARY LANES

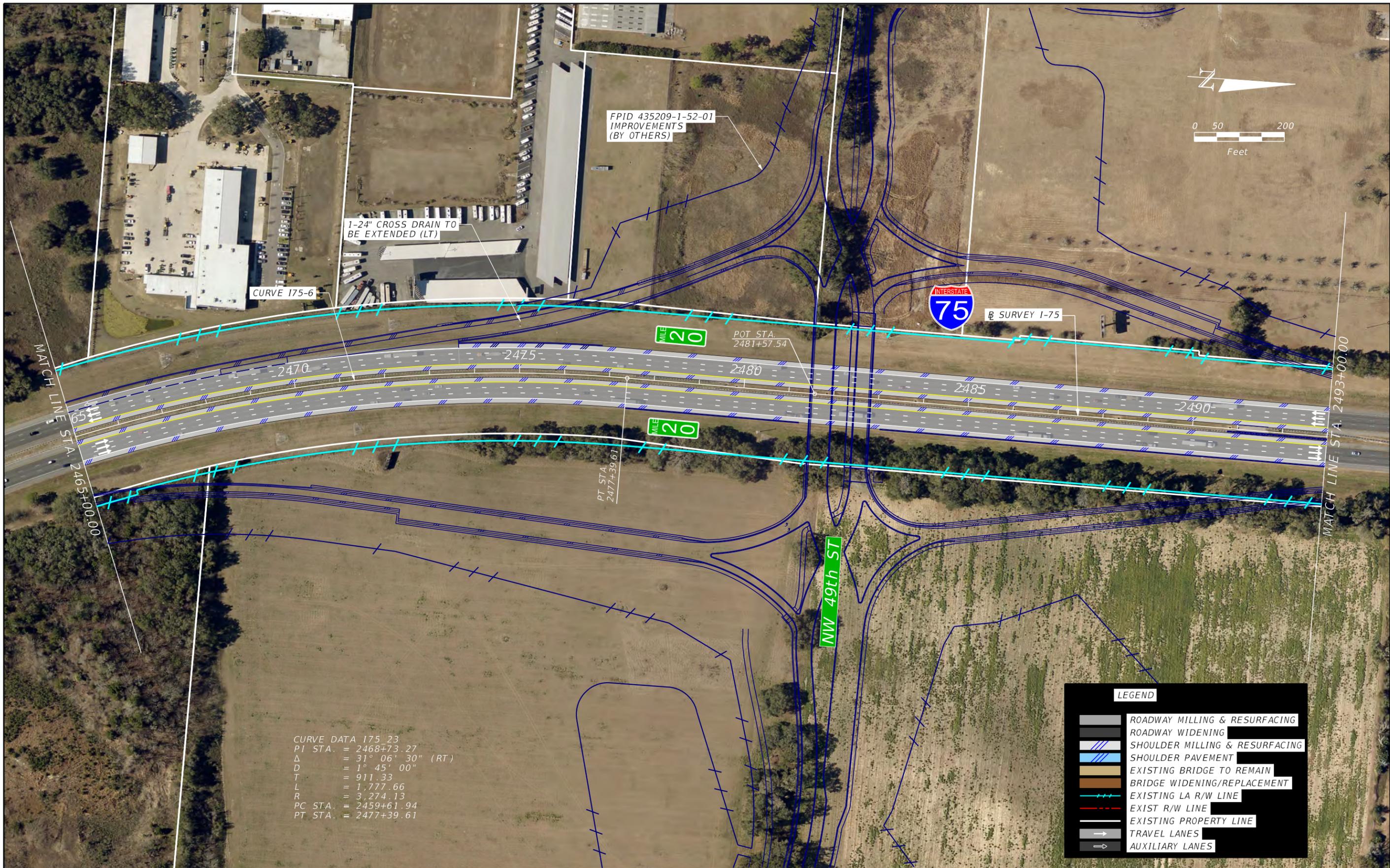
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
11



CURVE DATA 175 23
 PI STA. = 2468+73.27
 Δ = 31° 06' 30" (RT)
 D = 1° 45' 00"
 T = 911.33
 L = 1,777.66
 R = 3,274.13
 PC STA. = 2459+61.94
 PT STA. = 2477+39.61

LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	BRIDGE WIDENING/REPLACEMENT
	EXISTING LA R/W LINE
	EXIST R/W LINE
	EXISTING PROPERTY LINE
	TRAVEL LANES
	AUXILIARY LANES

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
12



FPID 435209-1-52-01
IMPROVEMENTS
(BY OTHERS)

1-24" CROSS DRAIN TO
BE EXTENDED (LT & RT)

Ⓟ SURVEY I-75



1-18" CROSS DRAIN TO
BE EXTENDED (RT)

MATCH LINE STA. 2493+00.00

MATCH LINE STA. 2521+00.00

LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	BRIDGE WIDENING/REPLACEMENT
	EXISTING LA R/W LINE
	EXIST R/W LINE
	EXISTING PROPERTY LINE
	TRAVEL LANES
	AUXILIARY LANES

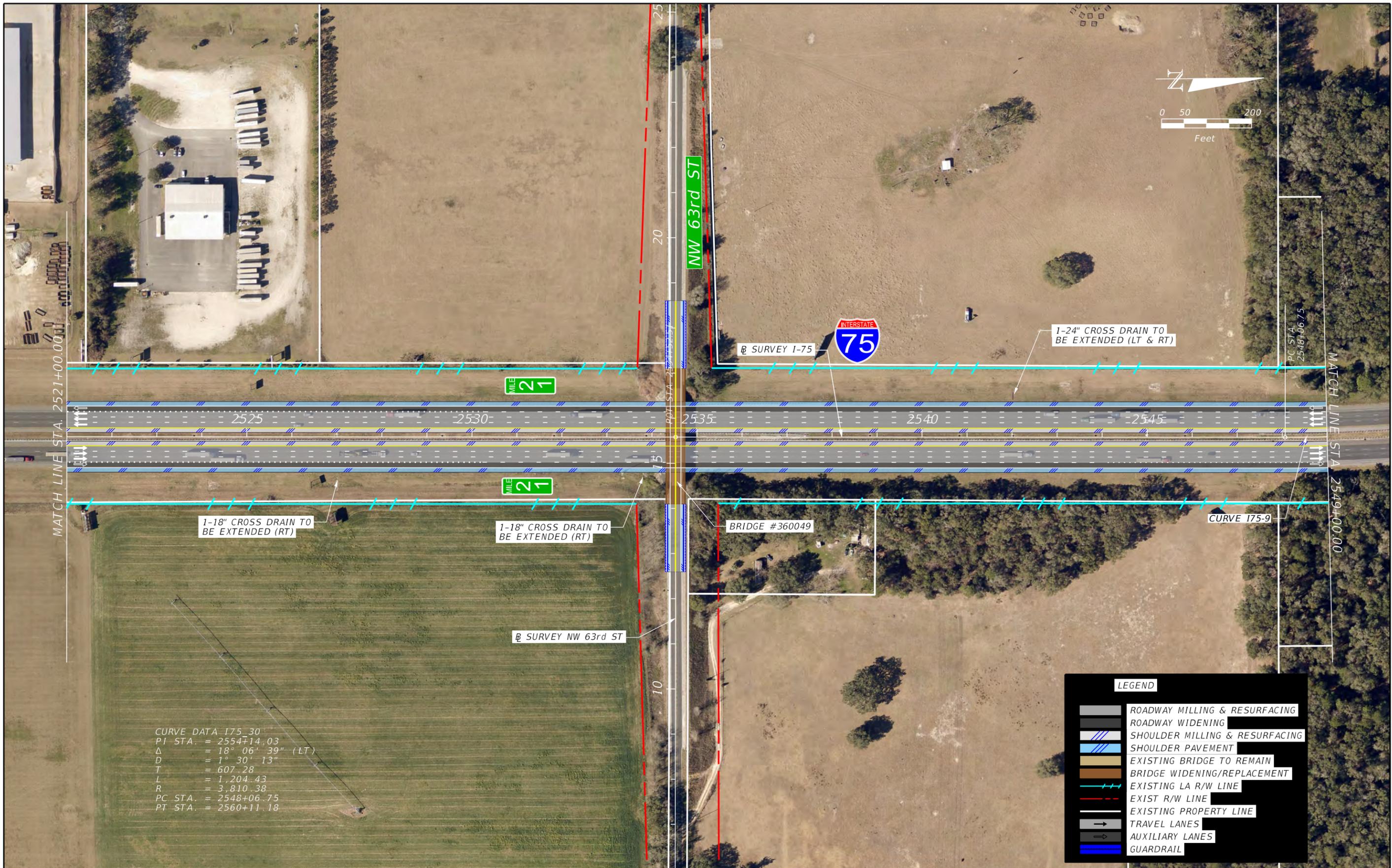
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
13



CURVE DATA 175 30
 PI STA. = 2554+14.03
 Δ = 18° 06' 39" (LT)
 D = 1° 30' 13"
 T = 607.28
 L = 1,204.43
 R = 3,810.38
 PC STA. = 2548+06.75
 PT STA. = 2560+11.18

LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	BRIDGE WIDENING/REPLACEMENT
	EXISTING LA R/W LINE
	EXIST R/W LINE
	EXISTING PROPERTY LINE
	TRAVEL LANES
	AUXILIARY LANES
	GUARDRAIL

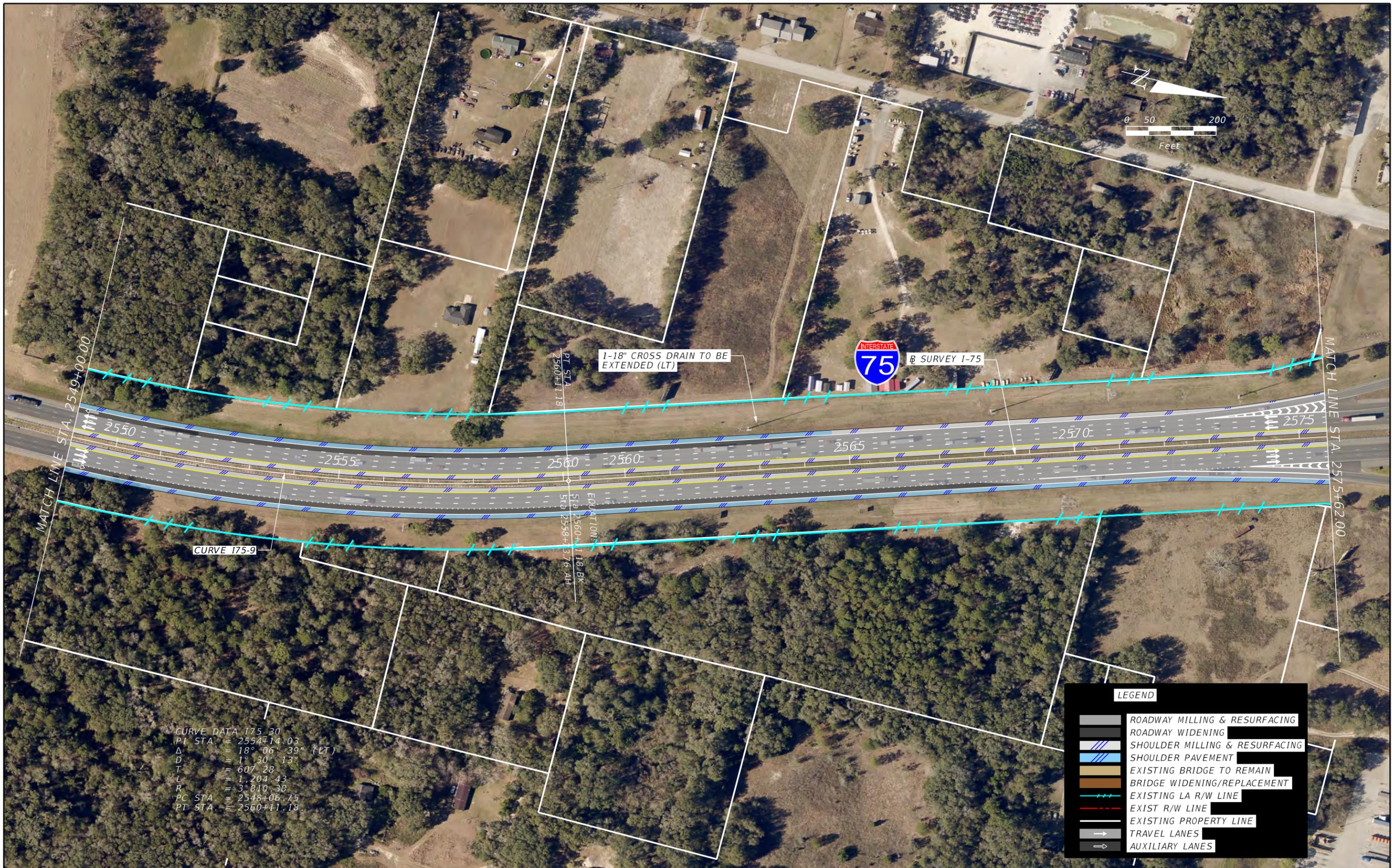
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
14



CURVE DATA 175-30
 PI STA. = 2554+14.03
 Δ = 18° 06' 39" (LT)
 D = 1° 30' 13"
 T = 607.28
 L = 1,204.43
 R = 3,810.38
 PC STA. = 2548+06.75
 PT STA. = 2560+11.18

LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	BRIDGE WIDENING/REPLACEMENT
	EXISTING LA R/W LINE
	EXIST R/W LINE
	EXISTING PROPERTY LINE
	TRAVEL LANES
	AUXILIARY LANES

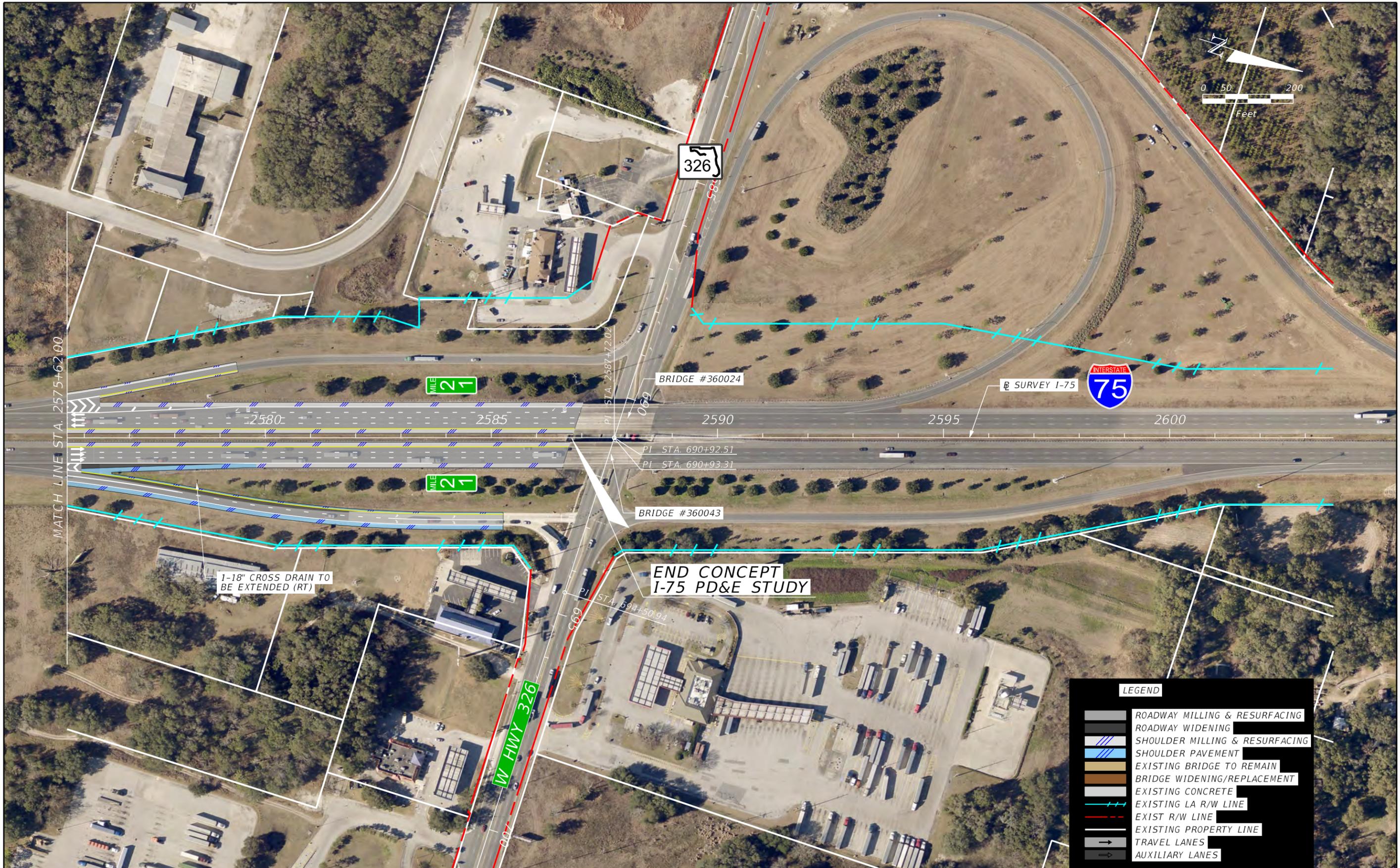
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.
15



LEGEND	
	ROADWAY MILLING & RESURFACING
	ROADWAY WIDENING
	SHOULDER MILLING & RESURFACING
	SHOULDER PAVEMENT
	EXISTING BRIDGE TO REMAIN
	BRIDGE WIDENING/REPLACEMENT
	EXISTING CONCRETE
	EXISTING LA R/W LINE
	EXIST R/W LINE
	EXISTING PROPERTY LINE
	TRAVEL LANES
	AUXILIARY LANES

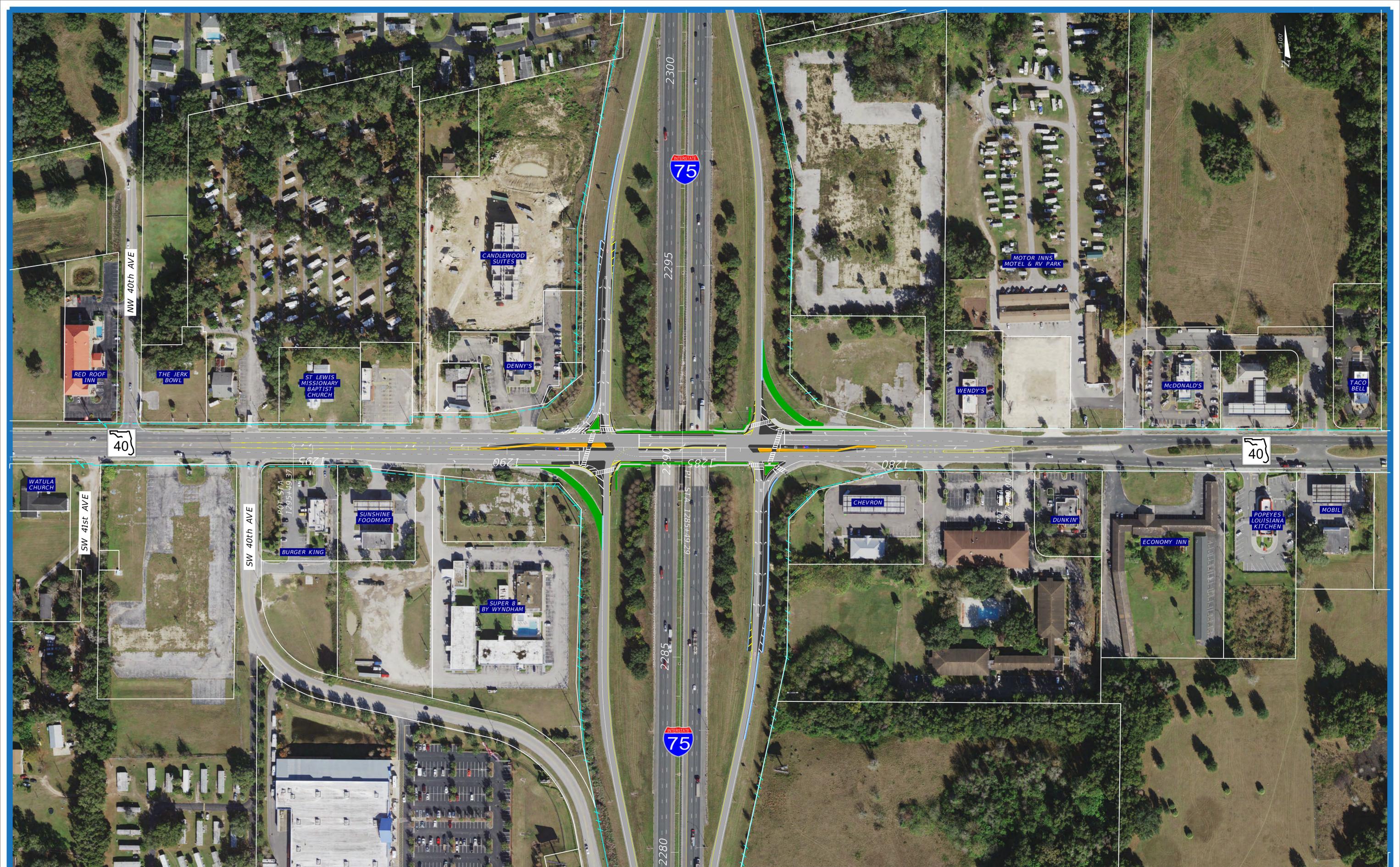
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION



STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

**I-75 PD&E STUDY
CONCEPT PLANS**

SHEET NO.



N
1"=100'

<p>LEGEND</p> <p>ROADWAY MILLING & RESURFACING</p> <p>ROADWAY WIDENING</p> <p>SHOULDER PAVEMENT</p> <p>TRAFFIC SEPARATOR</p>	<p>CONCRETE SIDEWALK</p> <p>SOD</p> <p>EXISTING LA R/W LINE</p> <p>EXISTING R/W LINE</p>	<p>EXISTING PROPERTY LINE</p> <p>PROPOSED LA R/W LINE</p> <p>PROPOSED R/W LINE</p>
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CONCEPT PLAN

I-75 MASTER PLAN - SR 40 IMPROVEMENTS CONCEPT



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
S.R. 93	MARION	443624-5-22-01

SR 326 PD&E STUDY
CONCEPT PLAN

SHEET
NO.

APPENDIX X – 2030 BUILD HCS OUTPUT REPORTS

I-75 North Section - Northbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2030 Build Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	4
2	Basic	Basic	I-75 NB	1500	4
3	Diverge	Basic	I-75 NB SR 40 Off Ramp	1500	4
4	Basic	Basic	I-75 NB	3150	3
5	Merge	Basic	I-75 NB SR 40 On Ramp	1500	4
6	Basic	Basic	I-75 NB	1020	4
7	Diverge	Basic	I-75 NB US 27 Off Ramp	1500	4
8	Basic	Basic	I-75 NB	3460	3
9	Merge	Basic	I-75 NB US 27 On Ramp	1500	4
10	Basic	Basic	I-75 NB	4280	4
11	Diverge	Basic	I-75 NB 49th St DDI Off Ramp	1500	4
12	Basic	Basic	I-75 NB	4840	3
13	Merge	Basic	I-75 NB 49th St DDI On Ramp	1500	4
14	Basic	Basic	I-75 NB	4300	4
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	4
16	Basic	Basic	I-75 NB	2950	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5093	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	3520	9014	0.39	71.2	12.4	B
2	1.00	0.902	3956	9014	0.44	71.2	13.9	B

3	1.00	0.902	4677	9014	0.52	70.9	16.5	B
4	1.00	0.902	5343	9014	0.59	69.8	19.1	C
5	1.00	0.902	5033	9014	0.56	70.4	17.9	B
6	1.00	0.902	5098	9014	0.57	70.3	18.1	C
7	1.00	0.902	5810	9014	0.64	68.6	21.2	C
8	1.00	0.902	5629	9014	0.62	69.1	20.4	C
9	1.00	0.902	5565	9014	0.62	69.3	20.1	C
10	1.00	0.902	5493	9014	0.61	69.4	19.8	C
11	1.00	0.902	5359	9014	0.59	69.8	19.2	C
12	1.00	0.902	5105	9014	0.57	70.3	18.2	C

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.902		3520		9014		0.39		71.2		12.4		B
2	1.00		0.902		3956		9014		0.44		71.2		13.9		B
3	1.00		0.902		4677		9014		0.52		70.9		16.5		B
4	1.00		0.902		5343		9014		0.59		69.8		19.1		C
5	1.00		0.902		5033		9014		0.56		70.4		17.9		B
6	1.00		0.902		5098		9014		0.57		70.3		18.1		C
7	1.00		0.902		5810		9014		0.64		68.6		21.2		C
8	1.00		0.902		5629		9014		0.62		69.1		20.4		C
9	1.00		0.902		5565		9014		0.62		69.3		20.1		C
10	1.00		0.902		5493		9014		0.61		69.4		19.8		C
11	1.00		0.902		5359		9014		0.59		69.8		19.2		C
12	1.00		0.902		5105		9014		0.57		70.3		18.2		C

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	3520	490	7507	1972	0.47	0.25	70.5	70.5	12.5	12.5	B
2	1.00	1.00	0.902	0.898	3956	550	7507	1972	0.53	0.28	69.5	69.5	14.2	14.2	B
3	1.00	1.00	0.902	0.898	4677	651	7507	1972	0.62	0.33	66.6	66.6	17.6	17.6	B
4	1.00	1.00	0.902	0.898	5343	744	7507	1972	0.71	0.38	62.6	62.6	21.3	21.3	C
5	1.00	1.00	0.902	0.898	5033	700	7507	1972	0.67	0.35	64.6	64.6	19.5	19.5	C
6	1.00	1.00	0.902	0.898	5098	709	7507	1972	0.68	0.36	64.2	64.2	19.8	19.8	C
7	1.00	1.00	0.902	0.898	5810	808	7507	1972	0.77	0.41	59.2	59.2	24.5	24.5	C
8	1.00	1.00	0.902	0.898	5629	783	7507	1972	0.75	0.40	60.6	60.6	23.2	23.2	C
9	1.00	1.00	0.902	0.898	5565	775	7507	1972	0.74	0.39	61.1	61.1	22.8	22.8	C
10	1.00	1.00	0.902	0.898	5493	765	7507	1972	0.73	0.39	61.6	61.6	22.3	22.3	C
11	1.00	1.00	0.902	0.898	5359	746	7507	1972	0.71	0.38	62.5	62.5	21.4	21.4	C
12	1.00	1.00	0.902	0.898	5105	710	7507	1972	0.68	0.36	64.2	64.2	19.9	19.9	C

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	3032	6761	0.45	71.2	14.2	B
2	1.00	0.902	3408	6761	0.50	71.0	16.0	B
3	1.00	0.902	4029	6761	0.60	69.7	19.3	C
4	1.00	0.902	4602	6761	0.68	67.5	22.7	C
5	1.00	0.902	4336	6761	0.64	68.7	21.0	C
6	1.00	0.902	4391	6761	0.65	68.4	21.4	C
7	1.00	0.902	5006	6761	0.74	65.3	25.6	C
8	1.00	0.902	4849	6761	0.72	66.2	24.4	C
9	1.00	0.902	4794	6761	0.71	66.5	24.0	C
10	1.00	0.902	4732	6761	0.70	66.9	23.6	C
11	1.00	0.902	4616	6761	0.68	67.4	22.8	C
12	1.00	0.902	4398	6761	0.65	68.4	21.4	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	3381	349	7507	1972	0.45	0.18	70.8	70.8	11.9	11.9	B
2	1.00	1.00	0.902	0.898	3799	391	7507	1972	0.51	0.20	69.9	69.9	13.6	13.6	B
3	1.00	1.00	0.902	0.898	4491	462	7507	1972	0.60	0.23	67.4	67.4	16.7	16.7	B
4	1.00	1.00	0.902	0.898	5131	529	7507	1972	0.68	0.27	64.0	64.0	20.0	20.0	C
5	1.00	1.00	0.902	0.898	4834	498	7507	1972	0.64	0.25	65.7	65.7	18.4	18.4	C
6	1.00	1.00	0.902	0.898	4895	504	7507	1972	0.65	0.26	65.4	65.4	18.7	18.7	C
7	1.00	1.00	0.902	0.898	5581	575	7507	1972	0.74	0.29	61.0	61.0	22.9	22.9	C
8	1.00	1.00	0.902	0.898	5406	557	7507	1972	0.72	0.28	62.2	62.2	21.7	21.7	C
9	1.00	1.00	0.902	0.898	5344	550	7507	1972	0.71	0.28	62.6	62.6	21.3	21.3	C
10	1.00	1.00	0.902	0.898	5275	543	7507	1972	0.70	0.28	63.1	63.1	20.9	20.9	C
11	1.00	1.00	0.902	0.898	5146	530	7507	1972	0.69	0.27	63.9	63.9	20.1	20.1	C
12	1.00	1.00	0.902	0.898	4902	504	7507	1972	0.65	0.26	65.4	65.4	18.7	18.7	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	3379	9014	0.37	71.1	11.9	B
2	1.00	0.902	3797	9014	0.42	71.0	13.3	B
3	1.00	0.902	4489	9014	0.50	70.7	15.8	B
4	1.00	0.902	5129	9014	0.57	70.2	18.3	C
5	1.00	0.902	4831	9014	0.54	70.5	17.1	B
6	1.00	0.902	4894	9014	0.54	70.4	17.3	B
7	1.00	0.902	5578	9014	0.62	69.2	20.1	C
8	1.00	0.902	5404	9014	0.60	69.7	19.4	C
9	1.00	0.902	5341	9014	0.59	69.8	19.1	C

10	1.00	0.902	5273	9014	0.58	69.9	18.9	C							
11	1.00	0.902	5144	9014	0.57	70.2	18.3	C							
12	1.00	0.902	4900	9014	0.54	70.4	17.4	B							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	3379	542	7507	1972	0.45	0.27	70.8	70.8	11.9	11.9	B
2	1.00	1.00	0.902	0.934	3797	609	7507	1972	0.51	0.31	69.9	69.9	13.6	13.6	B
3	1.00	1.00	0.902	0.934	4489	721	7507	1972	0.60	0.37	67.5	67.5	16.6	16.6	B
4	1.00	1.00	0.902	0.934	5129	823	7507	1972	0.68	0.42	64.0	64.0	20.0	20.0	C
5	1.00	1.00	0.902	0.934	4831	775	7507	1972	0.64	0.39	65.8	65.8	18.4	18.4	C
6	1.00	1.00	0.902	0.934	4894	786	7507	1972	0.65	0.40	65.4	65.4	18.7	18.7	C
7	1.00	1.00	0.902	0.934	5578	895	7507	1972	0.74	0.45	61.0	61.0	22.9	22.9	C
8	1.00	1.00	0.902	0.934	5404	867	7507	1972	0.72	0.44	62.2	62.2	21.7	21.7	C
9	1.00	1.00	0.902	0.934	5341	858	7507	1972	0.71	0.44	62.7	62.7	21.3	21.3	C
10	1.00	1.00	0.902	0.934	5273	847	7507	1972	0.70	0.43	63.1	63.1	20.9	20.9	C
11	1.00	1.00	0.902	0.934	5144	825	7507	1972	0.69	0.42	63.9	63.9	20.1	20.1	C
12	1.00	1.00	0.902	0.934	4900	787	7507	1972	0.65	0.40	65.4	65.4	18.7	18.7	C
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	0.896	2837	6761	0.42	71.2	13.3	B							
2	1.00	0.896	3188	6761	0.47	71.2	14.9	B							
3	1.00	0.896	3768	6761	0.56	70.4	17.8	B							
4	1.00	0.896	4305	6761	0.64	68.8	20.9	C							
5	1.00	0.896	4056	6761	0.60	69.6	19.4	C							
6	1.00	0.896	4107	6761	0.61	69.5	19.7	C							
7	1.00	0.896	4682	6761	0.69	67.1	23.3	C							
8	1.00	0.896	4536	6761	0.67	67.8	22.3	C							
9	1.00	0.896	4483	6761	0.66	68.0	22.0	C							
10	1.00	0.896	4425	6761	0.65	68.3	21.6	C							
11	1.00	0.896	4318	6761	0.64	68.7	20.9	C							
12	1.00	0.896	4113	6761	0.61	69.5	19.7	C							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.876	3059	216	7507	1972	0.41	0.11	71.1	71.1	10.8	10.8	A
2	1.00	1.00	0.894	0.876	3437	242	7507	1972	0.46	0.12	70.7	70.7	12.2	12.2	B
3	1.00	1.00	0.894	0.876	4063	287	7507	1972	0.54	0.15	69.1	69.1	14.7	14.7	B
4	1.00	1.00	0.894	0.876	4640	326	7507	1972	0.62	0.17	66.7	66.7	17.4	17.4	B

5	1.00	1.00	0.894	0.876	4373	308	7507	1972	0.58	0.16	68.0	68.0	16.1	16.1	B
6	1.00	1.00	0.894	0.876	4428	312	7507	1972	0.59	0.16	67.7	67.7	16.4	16.4	B
7	1.00	1.00	0.894	0.876	5047	355	7507	1972	0.67	0.18	64.5	64.5	19.6	19.6	C
8	1.00	1.00	0.894	0.876	4891	345	7507	1972	0.65	0.17	65.4	65.4	18.7	18.7	C
9	1.00	1.00	0.894	0.876	4833	340	7507	1972	0.64	0.17	65.7	65.7	18.4	18.4	C
10	1.00	1.00	0.894	0.876	4771	336	7507	1972	0.64	0.17	66.1	66.1	18.0	18.0	B
11	1.00	1.00	0.894	0.876	4656	328	7507	1972	0.62	0.17	66.7	66.7	17.5	17.5	B
12	1.00	1.00	0.894	0.876	4435	313	7507	1972	0.59	0.16	67.7	67.7	16.4	16.4	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.894		3055		9014		0.34		71.2		10.7		A
2	1.00		0.894		3432		9014		0.38		71.2		12.1		B
3	1.00		0.894		4057		9014		0.45		71.2		14.2		B
4	1.00		0.894		4634		9014		0.51		70.9		16.3		B
5	1.00		0.894		4367		9014		0.48		71.1		15.4		B
6	1.00		0.894		4422		9014		0.49		71.1		15.6		B
7	1.00		0.894		5040		9014		0.56		70.4		17.9		B
8	1.00		0.894		4884		9014		0.54		70.6		17.3		B
9	1.00		0.894		4827		9014		0.54		70.7		17.1		B
10	1.00		0.894		4764		9014		0.53		70.8		16.8		B
11	1.00		0.894		4649		9014		0.52		70.9		16.4		B
12	1.00		0.894		4428		9014		0.49		71.1		15.6		B

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.893	3055	448	7507	1972	0.41	0.23	71.1	71.1	10.7	10.7	A
2	1.00	1.00	0.894	0.893	3432	504	7507	1972	0.46	0.26	70.7	70.7	12.1	12.1	B
3	1.00	1.00	0.894	0.893	4057	596	7507	1972	0.54	0.30	69.1	69.1	14.7	14.7	B
4	1.00	1.00	0.894	0.893	4634	680	7507	1972	0.62	0.34	66.8	66.8	17.3	17.3	B
5	1.00	1.00	0.894	0.893	4367	641	7507	1972	0.58	0.33	68.0	68.0	16.1	16.1	B
6	1.00	1.00	0.894	0.893	4422	648	7507	1972	0.59	0.33	67.7	67.7	16.3	16.3	B
7	1.00	1.00	0.894	0.893	5040	740	7507	1972	0.67	0.38	64.6	64.6	19.5	19.5	C
8	1.00	1.00	0.894	0.893	4884	717	7507	1972	0.65	0.36	65.5	65.5	18.6	18.6	C
9	1.00	1.00	0.894	0.893	4827	709	7507	1972	0.64	0.36	65.8	65.8	18.3	18.3	C
10	1.00	1.00	0.894	0.893	4764	699	7507	1972	0.63	0.35	66.1	66.1	18.0	18.0	B
11	1.00	1.00	0.894	0.893	4649	682	7507	1972	0.62	0.35	66.7	66.7	17.4	17.4	B
12	1.00	1.00	0.894	0.893	4428	649	7507	1972	0.59	0.33	67.7	67.7	16.4	16.4	B

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.895	2604	6761	0.39	71.2	12.2	B
2	1.00	0.895	2925	6761	0.43	71.2	13.7	B
3	1.00	0.895	3458	6761	0.51	70.9	16.3	B
4	1.00	0.895	3951	6761	0.58	70.0	18.8	C
5	1.00	0.895	3723	6761	0.55	70.5	17.6	B
6	1.00	0.895	3770	6761	0.56	70.4	17.9	B
7	1.00	0.895	4296	6761	0.64	68.8	20.8	C
8	1.00	0.895	4163	6761	0.62	69.3	20.0	C
9	1.00	0.895	4114	6761	0.61	69.5	19.7	C
10	1.00	0.895	4061	6761	0.60	69.6	19.5	C
11	1.00	0.895	3963	6761	0.59	69.9	18.9	C
12	1.00	0.895	3775	6761	0.56	70.4	17.9	B

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.893	2850	243	7507	1972	0.38	0.12	71.2	71.2	10.0	10.0	A
2	1.00	1.00	0.894	0.893	3201	273	7507	1972	0.43	0.14	71.0	71.0	11.3	11.3	B
3	1.00	1.00	0.894	0.893	3786	324	7507	1972	0.50	0.16	69.9	69.9	13.5	13.5	B
4	1.00	1.00	0.894	0.893	4325	370	7507	1972	0.58	0.19	68.1	68.1	15.9	15.9	B
5	1.00	1.00	0.894	0.893	4075	348	7507	1972	0.54	0.18	69.1	69.1	14.7	14.7	B
6	1.00	1.00	0.894	0.893	4127	353	7507	1972	0.55	0.18	68.9	68.9	15.0	15.0	B
7	1.00	1.00	0.894	0.893	4703	402	7507	1972	0.63	0.20	66.4	66.4	17.7	17.7	B
8	1.00	1.00	0.894	0.893	4558	390	7507	1972	0.61	0.20	67.1	67.1	17.0	17.0	B
9	1.00	1.00	0.894	0.893	4504	385	7507	1972	0.60	0.20	67.4	67.4	16.7	16.7	B
10	1.00	1.00	0.894	0.893	4446	380	7507	1972	0.59	0.19	67.6	67.6	16.4	16.4	B
11	1.00	1.00	0.894	0.893	4339	371	7507	1972	0.58	0.19	68.1	68.1	15.9	15.9	B
12	1.00	1.00	0.894	0.893	4133	353	7507	1972	0.55	0.18	68.9	68.9	15.0	15.0	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	2850	9014	0.32	71.2	10.0	A
2	1.00	0.894	3201	9014	0.36	71.2	11.2	B
3	1.00	0.894	3785	9014	0.42	71.2	13.3	B
4	1.00	0.894	4324	9014	0.48	71.1	15.2	B
5	1.00	0.894	4075	9014	0.45	71.2	14.3	B
6	1.00	0.894	4126	9014	0.46	71.2	14.5	B
7	1.00	0.894	4702	9014	0.52	70.8	16.6	B
8	1.00	0.894	4557	9014	0.51	71.0	16.0	B
9	1.00	0.894	4503	9014	0.50	71.0	15.9	B
10	1.00	0.894	4445	9014	0.49	71.1	15.6	B
11	1.00	0.894	4338	9014	0.48	71.1	15.2	B

12	1.00	0.894	4132	9014	0.46	71.2	14.5	B							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.924	2850	671	7507	3944	0.38	0.17	69.0	59.9	10.3	1.4	A
2	1.00	1.00	0.894	0.924	3201	754	7507	3944	0.43	0.19	68.9	59.7	11.6	2.7	A
3	1.00	1.00	0.894	0.924	3785	892	7507	3944	0.50	0.23	68.5	59.3	13.8	4.9	A
4	1.00	1.00	0.894	0.924	4324	1018	7507	3944	0.58	0.26	68.1	59.0	15.9	6.9	A
5	1.00	1.00	0.894	0.924	4075	960	7507	3944	0.54	0.24	68.3	59.1	14.9	6.0	A
6	1.00	1.00	0.894	0.924	4126	972	7507	3944	0.55	0.25	68.3	59.1	15.1	6.2	A
7	1.00	1.00	0.894	0.924	4702	1108	7507	3944	0.63	0.28	67.8	58.8	17.3	8.3	A
8	1.00	1.00	0.894	0.924	4557	1074	7507	3944	0.61	0.27	67.9	58.8	16.8	7.8	A
9	1.00	1.00	0.894	0.924	4503	1061	7507	3944	0.60	0.27	67.9	58.9	16.6	7.6	A
10	1.00	1.00	0.894	0.924	4445	1048	7507	3944	0.59	0.27	68.0	58.9	16.3	7.4	A
11	1.00	1.00	0.894	0.924	4338	1022	7507	3944	0.58	0.26	68.1	59.0	15.9	7.0	A
12	1.00	1.00	0.894	0.924	4132	973	7507	3944	0.55	0.25	68.2	59.1	15.1	6.2	A

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.885		2179		6761		0.32		71.1		10.2		A
2	1.00		0.885		2446		6761		0.36		71.1		11.4		B
3	1.00		0.885		2893		6761		0.43		71.1		13.5		B
4	1.00		0.885		3305		6761		0.49		71.1		15.5		B
5	1.00		0.885		3114		6761		0.46		71.1		14.6		B
6	1.00		0.885		3154		6761		0.47		71.1		14.8		B
7	1.00		0.885		3593		6761		0.53		70.7		16.9		B
8	1.00		0.885		3482		6761		0.52		70.9		16.4		B
9	1.00		0.885		3442		6761		0.51		71.0		16.2		B
10	1.00		0.885		3397		6761		0.50		71.0		15.9		B
11	1.00		0.885		3315		6761		0.49		71.1		15.5		B
12	1.00		0.885		3158		6761		0.47		71.1		14.8		B

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.880	0.853	2628	437	5918	1972	0.44	0.22	65.5	63.5	13.4	13.3	B
2	1.00	1.00	0.880	0.853	2951	491	5918	1972	0.50	0.25	65.2	63.3	15.1	15.0	B
3	1.00	1.00	0.880	0.853	3489	580	5918	1972	0.59	0.29	64.8	63.0	17.9	17.7	B
4	1.00	1.00	0.880	0.853	3988	664	5918	1972	0.67	0.34	64.3	62.5	20.7	20.3	C
5	1.00	1.00	0.880	0.853	3757	625	5918	1972	0.63	0.32	64.5	62.7	19.4	19.1	B
6	1.00	1.00	0.880	0.853	3805	633	5918	1972	0.64	0.32	64.5	62.7	19.7	19.3	B

7	1.00	1.00	0.880	0.853	4335	721	5918	1972	0.73	0.37	63.9	62.1	22.6	22.1	C
8	1.00	1.00	0.880	0.853	4201	699	5918	1972	0.71	0.35	64.0	62.2	21.9	21.4	C
9	1.00	1.00	0.880	0.853	4152	691	5918	1972	0.70	0.35	64.1	62.3	21.6	21.1	C
10	1.00	1.00	0.880	0.853	4098	682	5918	1972	0.69	0.35	64.2	62.4	21.3	20.9	C
11	1.00	1.00	0.880	0.853	3999	665	5918	1972	0.68	0.34	64.3	62.5	20.7	20.3	C
12	1.00	1.00	0.880	0.853	3810	634	5918	1972	0.64	0.32	64.5	62.7	19.7	19.4	B

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.880	2615	6761	0.39	70.7	12.2	B
2	1.00	0.880	2936	6761	0.43	70.7	13.8	B
3	1.00	0.880	3472	6761	0.51	70.6	16.3	B
4	1.00	0.880	3967	6761	0.59	69.9	18.9	C
5	1.00	0.880	3738	6761	0.55	70.5	17.7	B
6	1.00	0.880	3785	6761	0.56	70.4	17.9	B
7	1.00	0.880	4312	6761	0.64	68.8	20.9	C
8	1.00	0.880	4180	6761	0.62	69.2	20.1	C
9	1.00	0.880	4131	6761	0.61	69.4	19.8	C
10	1.00	0.880	4077	6761	0.60	69.6	19.5	C
11	1.00	0.880	3978	6761	0.59	69.9	19.0	C
12	1.00	0.880	3791	6761	0.56	70.4	18.0	B

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.880	2615	6761	0.39	71.2	12.2	B
2	1.00	0.880	2936	6761	0.43	71.2	13.8	B
3	1.00	0.880	3472	6761	0.51	70.9	16.3	B
4	1.00	0.880	3967	6761	0.59	69.9	18.9	C
5	1.00	0.880	3738	6761	0.55	70.5	17.7	B
6	1.00	0.880	3785	6761	0.56	70.4	17.9	B
7	1.00	0.880	4312	6761	0.64	68.8	20.9	C
8	1.00	0.880	4180	6761	0.62	69.2	20.1	C
9	1.00	0.880	4131	6761	0.61	69.4	19.8	C
10	1.00	0.880	4077	6761	0.60	69.6	19.5	C
11	1.00	0.880	3978	6761	0.59	69.9	19.0	C
12	1.00	0.880	3791	6761	0.56	70.4	18.0	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	5980	5901	0.38	9.47	70.9	11.7	10.5	7.70	B
2	6718	6629	0.65	16.24	70.7	13.2	11.8	7.70	B
3	7942	7838	1.92	47.90	70.0	15.7	14.1	7.80	B

4	9073	8954	4.72	118.02	68.7	18.3	16.4	8.00	C
5	8549	8436	3.14	78.60	69.4	17.1	15.3	7.90	B
6	8658	8544	3.43	85.69	69.3	17.3	15.5	7.90	B
7	9867	9737	8.17	204.14	67.2	20.4	18.2	8.10	C
8	9561	9435	6.68	167.12	67.8	19.5	17.5	8.10	C
9	9450	9325	6.17	154.29	68.0	19.3	17.2	8.00	C
10	9328	9205	5.67	141.66	68.3	19.0	17.0	8.00	C
11	9101	8981	4.81	120.26	68.6	18.4	16.4	8.00	C
12	8670	8556	3.44	85.96	69.2	17.4	15.5	7.90	B

Facility Overall Results

Space Mean Speed, mi/h	68.9	Average Density, veh/mi/ln	15.4
Average Travel Time, min	8.00	Average Density, pc/mi/ln	17.3
Total VMT, veh-mi	102896	Total VHD, veh-h	49.17
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	1229.33

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2030 Build Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	4
2	Basic	Basic	I-75 NB	1500	4
3	Diverge	Basic	I-75 NB SR 40 Off Ramp	1500	4
4	Basic	Basic	I-75 NB	3150	3
5	Merge	Basic	I-75 NB SR 40 On Ramp	1500	4
6	Basic	Basic	I-75 NB	1020	4
7	Diverge	Basic	I-75 NB US 27 Off Ramp	1500	4
8	Basic	Basic	I-75 NB	3460	3
9	Merge	Basic	I-75 NB US 27 On Ramp	1500	4
10	Basic	Basic	I-75 NB	4280	4
11	Diverge	Basic	I-75 NB 49th St DDI Off Ramp	1500	4
12	Basic	Basic	I-75 NB	4840	3
13	Merge	Basic	I-75 NB 49th St DDI On Ramp	1500	4
14	Basic	Basic	I-75 NB	4300	4
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	4
16	Basic	Basic	I-75 NB	2950	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5093	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4826	9014	0.54	70.7	17.1	B
2	1.00	0.902	4554	9014	0.51	71.0	16.0	B

3	1.00	0.902	4687	9014	0.52	70.9	16.5	B
4	1.00	0.902	4415	9014	0.49	71.1	15.5	B
5	1.00	0.902	3785	9014	0.42	71.2	13.3	B
6	1.00	0.902	4223	9014	0.47	71.2	14.8	B
7	1.00	0.902	4349	9014	0.48	71.1	15.3	B
8	1.00	0.902	4481	9014	0.50	71.1	15.8	B
9	1.00	0.902	4323	9014	0.48	71.1	15.2	B
10	1.00	0.902	4090	9014	0.45	71.2	14.4	B
11	1.00	0.902	3978	9014	0.44	71.2	14.0	B
12	1.00	0.902	3738	9014	0.41	71.2	13.1	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4826	9014	0.54	70.7	17.1	B
2	1.00	0.902	4554	9014	0.51	71.0	16.0	B
3	1.00	0.902	4687	9014	0.52	70.9	16.5	B
4	1.00	0.902	4415	9014	0.49	71.1	15.5	B
5	1.00	0.902	3785	9014	0.42	71.2	13.3	B
6	1.00	0.902	4223	9014	0.47	71.2	14.8	B
7	1.00	0.902	4349	9014	0.48	71.1	15.3	B
8	1.00	0.902	4481	9014	0.50	71.1	15.8	B
9	1.00	0.902	4323	9014	0.48	71.1	15.2	B
10	1.00	0.902	4090	9014	0.45	71.2	14.4	B
11	1.00	0.902	3978	9014	0.44	71.2	14.0	B
12	1.00	0.902	3738	9014	0.41	71.2	13.1	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	4826	474	7507	1972	0.64	0.24	65.8	65.8	18.3	18.3	C
2	1.00	1.00	0.902	0.898	4554	448	7507	1972	0.61	0.23	67.2	67.2	16.9	16.9	B
3	1.00	1.00	0.902	0.898	4687	461	7507	1972	0.62	0.23	66.5	66.5	17.6	17.6	B
4	1.00	1.00	0.902	0.898	4415	434	7507	1972	0.59	0.22	67.8	67.8	16.3	16.3	B
5	1.00	1.00	0.902	0.898	3785	373	7507	1972	0.50	0.19	69.9	69.9	13.5	13.5	B
6	1.00	1.00	0.902	0.898	4223	415	7507	1972	0.56	0.21	68.5	68.5	15.4	15.4	B
7	1.00	1.00	0.902	0.898	4349	428	7507	1972	0.58	0.22	68.1	68.1	16.0	16.0	B
8	1.00	1.00	0.902	0.898	4481	441	7507	1972	0.60	0.22	67.5	67.5	16.6	16.6	B
9	1.00	1.00	0.902	0.898	4323	425	7507	1972	0.58	0.22	68.2	68.2	15.9	15.9	B
10	1.00	1.00	0.902	0.898	4090	402	7507	1972	0.54	0.20	69.0	69.0	14.8	14.8	B
11	1.00	1.00	0.902	0.898	3978	391	7507	1972	0.53	0.20	69.4	69.4	14.3	14.3	B
12	1.00	1.00	0.902	0.898	3738	367	7507	1972	0.50	0.19	70.1	70.1	13.3	13.3	B

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4354	6761	0.64	68.6	21.2	C
2	1.00	0.902	4109	6761	0.61	69.5	19.7	C
3	1.00	0.902	4228	6761	0.63	69.1	20.4	C
4	1.00	0.902	3982	6761	0.59	69.9	19.0	C
5	1.00	0.902	3414	6761	0.50	71.0	16.0	B
6	1.00	0.902	3809	6761	0.56	70.3	18.1	C
7	1.00	0.902	3924	6761	0.58	70.0	18.7	C
8	1.00	0.902	4042	6761	0.60	69.7	19.3	C
9	1.00	0.902	3899	6761	0.58	70.1	18.5	C
10	1.00	0.902	3690	6761	0.55	70.6	17.4	B
11	1.00	0.902	3589	6761	0.53	70.8	16.9	B
12	1.00	0.902	3373	6761	0.50	71.0	15.8	B

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	5049	695	7507	1972	0.67	0.35	64.5	64.5	19.6	19.6	C
2	1.00	1.00	0.902	0.898	4765	656	7507	1972	0.63	0.33	66.1	66.1	18.0	18.0	B
3	1.00	1.00	0.902	0.898	4903	675	7507	1972	0.65	0.34	65.4	65.4	18.7	18.7	C
4	1.00	1.00	0.902	0.898	4618	636	7507	1972	0.62	0.32	66.8	66.8	17.3	17.3	B
5	1.00	1.00	0.902	0.898	3959	545	7507	1972	0.53	0.28	69.4	69.4	14.3	14.3	B
6	1.00	1.00	0.902	0.898	4417	608	7507	1972	0.59	0.31	67.8	67.8	16.3	16.3	B
7	1.00	1.00	0.902	0.898	4550	626	7507	1972	0.61	0.32	67.2	67.2	16.9	16.9	B
8	1.00	1.00	0.902	0.898	4687	645	7507	1972	0.62	0.33	66.5	66.5	17.6	17.6	B
9	1.00	1.00	0.902	0.898	4521	622	7507	1972	0.60	0.32	67.3	67.3	16.8	16.8	B
10	1.00	1.00	0.902	0.898	4279	589	7507	1972	0.57	0.30	68.3	68.3	15.7	15.7	B
11	1.00	1.00	0.902	0.898	4161	572	7507	1972	0.55	0.29	68.8	68.8	15.1	15.1	B
12	1.00	1.00	0.902	0.898	3911	538	7507	1972	0.52	0.27	69.6	69.6	14.0	14.0	B

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	5045	9014	0.56	70.3	17.9	B
2	1.00	0.902	4762	9014	0.53	70.5	16.8	B
3	1.00	0.902	4900	9014	0.54	70.4	17.4	B
4	1.00	0.902	4615	9014	0.51	70.6	16.3	B
5	1.00	0.902	3956	9014	0.44	71.0	13.9	B
6	1.00	0.902	4415	9014	0.49	70.8	15.5	B
7	1.00	0.902	4547	9014	0.50	70.7	16.0	B
8	1.00	0.902	4684	9014	0.52	70.6	16.5	B
9	1.00	0.902	4519	9014	0.50	70.7	15.9	B

10	1.00	0.902	4276	9014	0.47	70.8	15.0	B							
11	1.00	0.902	4159	9014	0.46	70.9	14.6	B							
12	1.00	0.902	3908	9014	0.43	71.0	13.7	B							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	5045	965	7507	1972	0.67	0.49	64.5	64.5	19.6	19.6	C
2	1.00	1.00	0.902	0.934	4762	910	7507	1972	0.63	0.46	66.1	66.1	18.0	18.0	B
3	1.00	1.00	0.902	0.934	4900	937	7507	1972	0.65	0.48	65.4	65.4	18.7	18.7	C
4	1.00	1.00	0.902	0.934	4615	882	7507	1972	0.61	0.45	66.9	66.9	17.2	17.2	B
5	1.00	1.00	0.902	0.934	3956	757	7507	1972	0.53	0.38	69.5	69.5	14.2	14.2	B
6	1.00	1.00	0.902	0.934	4415	844	7507	1972	0.59	0.43	67.8	67.8	16.3	16.3	B
7	1.00	1.00	0.902	0.934	4547	869	7507	1972	0.61	0.44	67.2	67.2	16.9	16.9	B
8	1.00	1.00	0.902	0.934	4684	896	7507	1972	0.62	0.45	66.5	66.5	17.6	17.6	B
9	1.00	1.00	0.902	0.934	4519	864	7507	1972	0.60	0.44	67.3	67.3	16.8	16.8	B
10	1.00	1.00	0.902	0.934	4276	818	7507	1972	0.57	0.41	68.3	68.3	15.7	15.7	B
11	1.00	1.00	0.902	0.934	4159	796	7507	1972	0.55	0.40	68.8	68.8	15.1	15.1	B
12	1.00	1.00	0.902	0.934	3908	747	7507	1972	0.52	0.38	69.6	69.6	14.0	14.0	B
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.894	4083	6761	0.60	69.6	19.6	C							
2	1.00	0.894	3853	6761	0.57	70.2	18.3	C							
3	1.00	0.894	3965	6761	0.59	69.9	18.9	C							
4	1.00	0.894	3735	6761	0.55	70.5	17.7	B							
5	1.00	0.894	3200	6761	0.47	71.2	15.0	B							
6	1.00	0.894	3573	6761	0.53	70.8	16.8	B							
7	1.00	0.894	3679	6761	0.54	70.6	17.4	B							
8	1.00	0.894	3790	6761	0.56	70.4	17.9	B							
9	1.00	0.894	3657	6761	0.54	70.6	17.3	B							
10	1.00	0.894	3460	6761	0.51	70.9	16.3	B							
11	1.00	0.894	3365	6761	0.50	71.0	15.8	B							
12	1.00	0.894	3162	6761	0.47	71.2	14.8	B							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	1.00	0.892	0.876	4464	372	7507	1972	0.59	0.19	67.6	67.6	16.5	16.5	B
2	1.00	1.00	0.892	0.876	4212	350	7507	1972	0.56	0.18	68.6	68.6	15.3	15.3	B
3	1.00	1.00	0.892	0.876	4335	361	7507	1972	0.58	0.18	68.1	68.1	15.9	15.9	B
4	1.00	1.00	0.892	0.876	4083	340	7507	1972	0.54	0.17	69.0	69.0	14.8	14.8	B

5	1.00	1.00	0.892	0.876	3498	291	7507	1972	0.47	0.15	70.6	70.6	12.4	12.4	B
6	1.00	1.00	0.892	0.876	3906	325	7507	1972	0.52	0.16	69.6	69.6	14.0	14.0	B
7	1.00	1.00	0.892	0.876	4021	334	7507	1972	0.54	0.17	69.3	69.3	14.5	14.5	B
8	1.00	1.00	0.892	0.876	4143	345	7507	1972	0.55	0.17	68.8	68.8	15.1	15.1	B
9	1.00	1.00	0.892	0.876	3998	333	7507	1972	0.53	0.17	69.3	69.3	14.4	14.4	B
10	1.00	1.00	0.892	0.876	3782	315	7507	1972	0.50	0.16	69.9	69.9	13.5	13.5	B
11	1.00	1.00	0.892	0.876	3678	306	7507	1972	0.49	0.16	70.2	70.2	13.1	13.1	B
12	1.00	1.00	0.892	0.876	3457	288	7507	1972	0.46	0.15	70.6	70.6	12.2	12.2	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.892		4457		9014		0.49		71.1		15.7		B
2	1.00		0.892		4206		9014		0.47		71.2		14.8		B
3	1.00		0.892		4328		9014		0.48		71.1		15.2		B
4	1.00		0.892		4077		9014		0.45		71.2		14.3		B
5	1.00		0.892		3493		9014		0.39		71.2		12.3		B
6	1.00		0.892		3900		9014		0.43		71.2		13.7		B
7	1.00		0.892		4016		9014		0.45		71.2		14.1		B
8	1.00		0.892		4137		9014		0.46		71.2		14.5		B
9	1.00		0.892		3992		9014		0.44		71.2		14.0		B
10	1.00		0.892		3777		9014		0.42		71.2		13.3		B
11	1.00		0.892		3673		9014		0.41		71.2		12.9		B
12	1.00		0.892		3452		9014		0.38		71.2		12.1		B

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.892	0.893	4457	917	7507	1972	0.59	0.47	67.6	67.6	16.5	16.5	B
2	1.00	1.00	0.892	0.893	4206	865	7507	1972	0.56	0.44	68.6	68.6	15.3	15.3	B
3	1.00	1.00	0.892	0.893	4328	890	7507	1972	0.58	0.45	68.1	68.1	15.9	15.9	B
4	1.00	1.00	0.892	0.893	4077	839	7507	1972	0.54	0.43	69.1	69.1	14.7	14.7	B
5	1.00	1.00	0.892	0.893	3493	719	7507	1972	0.47	0.36	70.6	70.6	12.4	12.4	B
6	1.00	1.00	0.892	0.893	3900	802	7507	1972	0.52	0.41	69.6	69.6	14.0	14.0	B
7	1.00	1.00	0.892	0.893	4016	826	7507	1972	0.53	0.42	69.3	69.3	14.5	14.5	B
8	1.00	1.00	0.892	0.893	4137	851	7507	1972	0.55	0.43	68.9	68.9	15.0	15.0	B
9	1.00	1.00	0.892	0.893	3992	821	7507	1972	0.53	0.42	69.3	69.3	14.4	14.4	B
10	1.00	1.00	0.892	0.893	3777	777	7507	1972	0.50	0.39	70.0	70.0	13.5	13.5	B
11	1.00	1.00	0.892	0.893	3673	756	7507	1972	0.49	0.38	70.2	70.2	13.1	13.1	B
12	1.00	1.00	0.892	0.893	3452	710	7507	1972	0.46	0.36	70.7	70.7	12.2	12.2	B

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.892	3539	6761	0.52	70.8	16.7	B
2	1.00	0.892	3341	6761	0.49	71.1	15.7	B
3	1.00	0.892	3437	6761	0.51	71.0	16.1	B
4	1.00	0.892	3238	6761	0.48	71.1	15.2	B
5	1.00	0.892	2774	6761	0.41	71.2	13.0	B
6	1.00	0.892	3098	6761	0.46	71.2	14.5	B
7	1.00	0.892	3188	6761	0.47	71.2	14.9	B
8	1.00	0.892	3285	6761	0.49	71.1	15.4	B
9	1.00	0.892	3170	6761	0.47	71.2	14.8	B
10	1.00	0.892	2999	6761	0.44	71.2	14.0	B
11	1.00	0.892	2916	6761	0.43	71.2	13.7	B
12	1.00	0.892	2741	6761	0.41	71.2	12.8	B

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.892	0.893	3901	362	7507	1972	0.52	0.18	69.6	69.6	14.0	14.0	B
2	1.00	1.00	0.892	0.893	3683	342	7507	1972	0.49	0.17	70.2	70.2	13.1	13.1	B
3	1.00	1.00	0.892	0.893	3789	352	7507	1972	0.50	0.18	69.9	69.9	13.6	13.6	B
4	1.00	1.00	0.892	0.893	3569	331	7507	1972	0.48	0.17	70.4	70.4	12.7	12.7	B
5	1.00	1.00	0.892	0.893	3058	284	7507	1972	0.41	0.14	71.1	71.1	10.8	10.8	A
6	1.00	1.00	0.892	0.893	3415	317	7507	1972	0.45	0.16	70.7	70.7	12.1	12.1	B
7	1.00	1.00	0.892	0.893	3514	326	7507	1972	0.47	0.17	70.5	70.5	12.5	12.5	B
8	1.00	1.00	0.892	0.893	3621	336	7507	1972	0.48	0.17	70.3	70.3	12.9	12.9	B
9	1.00	1.00	0.892	0.893	3495	325	7507	1972	0.47	0.16	70.6	70.6	12.4	12.4	B
10	1.00	1.00	0.892	0.893	3306	307	7507	1972	0.44	0.16	70.9	70.9	11.7	11.7	B
11	1.00	1.00	0.892	0.893	3214	298	7507	1972	0.43	0.15	71.0	71.0	11.3	11.3	B
12	1.00	1.00	0.892	0.893	3021	280	7507	1972	0.40	0.14	71.1	71.1	10.6	10.6	A

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.892	3901	9014	0.43	71.2	13.7	B
2	1.00	0.892	3683	9014	0.41	71.2	12.9	B
3	1.00	0.892	3789	9014	0.42	71.2	13.3	B
4	1.00	0.892	3570	9014	0.40	71.2	12.5	B
5	1.00	0.892	3058	9014	0.34	71.2	10.7	A
6	1.00	0.892	3415	9014	0.38	71.2	12.0	B
7	1.00	0.892	3515	9014	0.39	71.2	12.3	B
8	1.00	0.892	3621	9014	0.40	71.2	12.7	B
9	1.00	0.892	3496	9014	0.39	71.2	12.3	B
10	1.00	0.892	3306	9014	0.37	71.2	11.6	B
11	1.00	0.892	3214	9014	0.36	71.2	11.3	B

12	1.00	0.892	3021	9014	0.34	71.2	10.6	A							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.892	0.924	3901	1171	7507	3944	0.52	0.30	67.3	58.6	14.5	6.9	A
2	1.00	1.00	0.892	0.924	3683	1105	7507	3944	0.49	0.28	67.4	58.8	13.7	6.0	A
3	1.00	1.00	0.892	0.924	3789	1137	7507	3944	0.50	0.29	67.4	58.7	14.1	6.5	A
4	1.00	1.00	0.892	0.924	3570	1071	7507	3944	0.48	0.27	67.4	58.8	13.2	5.6	A
5	1.00	1.00	0.892	0.924	3058	919	7507	3944	0.41	0.23	67.7	59.3	11.3	3.4	A
6	1.00	1.00	0.892	0.924	3415	1025	7507	3944	0.45	0.26	67.6	59.0	12.6	4.9	A
7	1.00	1.00	0.892	0.924	3515	1055	7507	3944	0.47	0.27	67.5	58.9	13.0	5.3	A
8	1.00	1.00	0.892	0.924	3621	1088	7507	3944	0.48	0.28	67.4	58.8	13.4	5.8	A
9	1.00	1.00	0.892	0.924	3496	1049	7507	3944	0.47	0.27	67.5	58.9	12.9	5.2	A
10	1.00	1.00	0.892	0.924	3306	992	7507	3944	0.44	0.25	67.6	59.1	12.2	4.5	A
11	1.00	1.00	0.892	0.924	3214	965	7507	3944	0.43	0.24	67.6	59.1	11.9	4.1	A
12	1.00	1.00	0.892	0.924	3021	907	7507	3944	0.40	0.23	67.7	59.3	11.2	3.3	A

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.879	0.879	2728	2728	6761	6761	0.40	0.40	71.1	71.1	12.8	12.8	B
2	1.00	1.00	0.879	0.879	2576	2576	6761	6761	0.38	0.38	71.1	71.1	12.1	12.1	B
3	1.00	1.00	0.879	0.879	2650	2650	6761	6761	0.39	0.39	71.1	71.1	12.4	12.4	B
4	1.00	1.00	0.879	0.879	2496	2496	6761	6761	0.37	0.37	71.1	71.1	11.7	11.7	B
5	1.00	1.00	0.879	0.879	2138	2138	6761	6761	0.32	0.32	71.1	71.1	10.0	10.0	A
6	1.00	1.00	0.879	0.879	2388	2388	6761	6761	0.35	0.35	71.1	71.1	11.2	11.2	B
7	1.00	1.00	0.879	0.879	2457	2457	6761	6761	0.36	0.36	71.1	71.1	11.5	11.5	B
8	1.00	1.00	0.879	0.879	2531	2531	6761	6761	0.37	0.37	71.1	71.1	11.9	11.9	B
9	1.00	1.00	0.879	0.879	2445	2445	6761	6761	0.36	0.36	71.1	71.1	11.4	11.4	B
10	1.00	1.00	0.879	0.879	2312	2312	6761	6761	0.34	0.34	71.1	71.1	10.8	10.8	A
11	1.00	1.00	0.879	0.879	2247	2247	6761	6761	0.33	0.33	71.1	71.1	10.5	10.5	A
12	1.00	1.00	0.879	0.879	2113	2113	6761	6761	0.31	0.31	71.1	71.1	9.9	9.9	A

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.875	0.853	3236	495	5918	1972	0.55	0.25	65.0	63.1	16.6	16.3	B
2	1.00	1.00	0.875	0.853	3054	467	5918	1972	0.52	0.24	65.2	63.3	15.6	15.4	B
3	1.00	1.00	0.875	0.853	3143	481	5918	1972	0.53	0.24	65.1	63.2	16.1	15.8	B
4	1.00	1.00	0.875	0.853	2960	453	5918	1972	0.50	0.23	65.2	63.3	15.1	14.9	B
5	1.00	1.00	0.875	0.853	2535	388	5918	1972	0.43	0.20	65.5	63.5	12.9	12.7	B
6	1.00	1.00	0.875	0.853	2832	433	5918	1972	0.48	0.22	65.4	63.4	14.4	14.2	B

7	1.00	1.00	0.875	0.853	2914	445	5918	1972	0.49	0.23	65.3	63.3	14.9	14.7	B
8	1.00	1.00	0.875	0.853	3003	460	5918	1972	0.51	0.23	65.2	63.3	15.4	15.1	B
9	1.00	1.00	0.875	0.853	2899	443	5918	1972	0.49	0.22	65.3	63.3	14.8	14.6	B
10	1.00	1.00	0.875	0.853	2742	420	5918	1972	0.46	0.21	65.4	63.4	14.0	13.8	B
11	1.00	1.00	0.875	0.853	2665	408	5918	1972	0.45	0.21	65.5	63.5	13.6	13.4	B
12	1.00	1.00	0.875	0.853	2505	383	5918	1972	0.42	0.19	65.5	63.5	12.7	12.6	B

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.875	3223	6761	0.48	70.7	15.1	B
2	1.00	0.875	3042	6761	0.45	70.7	14.2	B
3	1.00	0.875	3130	6761	0.46	70.7	14.6	B
4	1.00	0.875	2949	6761	0.44	70.7	13.8	B
5	1.00	0.875	2526	6761	0.37	70.7	11.8	B
6	1.00	0.875	2821	6761	0.42	70.7	13.2	B
7	1.00	0.875	2903	6761	0.43	70.7	13.6	B
8	1.00	0.875	2991	6761	0.44	70.7	14.0	B
9	1.00	0.875	2888	6761	0.43	70.7	13.5	B
10	1.00	0.875	2731	6761	0.40	70.7	12.8	B
11	1.00	0.875	2655	6761	0.39	70.7	12.4	B
12	1.00	0.875	2496	6761	0.37	70.7	11.7	B

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.875	3223	6761	0.48	71.2	15.1	B
2	1.00	0.875	3042	6761	0.45	71.2	14.2	B
3	1.00	0.875	3130	6761	0.46	71.2	14.6	B
4	1.00	0.875	2949	6761	0.44	71.2	13.8	B
5	1.00	0.875	2526	6761	0.37	71.2	11.8	B
6	1.00	0.875	2821	6761	0.42	71.2	13.2	B
7	1.00	0.875	2903	6761	0.43	71.2	13.6	B
8	1.00	0.875	2991	6761	0.44	71.2	14.0	B
9	1.00	0.875	2888	6761	0.43	71.2	13.5	B
10	1.00	0.875	2731	6761	0.40	71.2	12.8	B
11	1.00	0.875	2655	6761	0.39	71.2	12.4	B
12	1.00	0.875	2496	6761	0.37	71.2	11.7	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8226	8104	3.04	75.88	69.4	16.5	14.7	7.90	B
2	7764	7649	2.08	52.10	69.9	15.4	13.8	7.80	B
3	7990	7871	2.51	62.67	69.6	15.9	14.2	7.90	B

4	7525	7414	1.72	43.04	70.1	14.9	13.3	7.80	B
5	6448	6353	0.68	17.09	70.7	12.7	11.3	7.70	B
6	7199	7092	1.29	32.21	70.3	14.2	12.7	7.80	B
7	7412	7302	1.56	38.89	70.2	14.7	13.1	7.80	B
8	7636	7523	1.88	46.88	70.0	15.2	13.5	7.80	B
9	7369	7260	1.51	37.80	70.2	14.6	13.0	7.80	B
10	6971	6868	1.07	26.87	70.4	13.8	12.3	7.80	B
11	6778	6678	0.90	22.58	70.5	13.4	11.9	7.80	B
12	6371	6277	0.64	16.12	70.7	12.5	11.2	7.70	B

Facility Overall Results

Space Mean Speed, mi/h	70.1	Average Density, veh/mi/ln	12.9
Average Travel Time, min	7.80	Average Density, pc/mi/ln	14.5
Total VMT, veh-mi	87690	Total VHD, veh-h	18.89
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	472.13

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2030 Build Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	4
2	Basic	Basic	I-75 NB	1500	4
3	Diverge	Basic	I-75 NB SR 40 Off Ramp	1500	4
4	Basic	Basic	I-75 NB	3150	3
5	Merge	Basic	I-75 NB SR 40 On Ramp	1500	4
6	Basic	Basic	I-75 NB	1020	4
7	Diverge	Basic	I-75 NB US 27 Off Ramp	1500	4
8	Basic	Basic	I-75 NB	3460	3
9	Merge	Basic	I-75 NB US 27 On Ramp	1500	4
10	Basic	Basic	I-75 NB	4280	4
11	Diverge	Basic	I-75 NB 49th St DDI Off Ramp	1500	4
12	Basic	Basic	I-75 NB	4840	3
13	Merge	Basic	I-75 NB 49th St DDI On Ramp	1500	4
14	Basic	Basic	I-75 NB	4300	4
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	4
16	Basic	Basic	I-75 NB	2950	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5093	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	6078	9014	0.67	67.7	22.5	C
2	1.00	0.902	6078	9014	0.67	67.7	22.5	C

3	1.00	0.902	6078	9014	0.67	67.7	22.5	C
4	1.00	0.902	6078	9014	0.67	67.7	22.5	C
5	1.00	0.902	5558	9014	0.62	69.3	20.1	C
6	1.00	0.902	5558	9014	0.62	69.3	20.1	C
7	1.00	0.902	5558	9014	0.62	69.3	20.1	C
8	1.00	0.902	5558	9014	0.62	69.3	20.1	C
9	1.00	0.902	4967	9014	0.55	70.5	17.6	B
10	1.00	0.902	4967	9014	0.55	70.5	17.6	B
11	1.00	0.902	4967	9014	0.55	70.5	17.6	B
12	1.00	0.894	5011	9014	0.56	70.4	17.8	B

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.902		6078		9014		0.67		67.7		22.5		C
2	1.00		0.902		6078		9014		0.67		67.7		22.5		C
3	1.00		0.902		6078		9014		0.67		67.7		22.5		C
4	1.00		0.902		6078		9014		0.67		67.7		22.5		C
5	1.00		0.902		5558		9014		0.62		69.3		20.1		C
6	1.00		0.902		5558		9014		0.62		69.3		20.1		C
7	1.00		0.902		5558		9014		0.62		69.3		20.1		C
8	1.00		0.902		5558		9014		0.62		69.3		20.1		C
9	1.00		0.902		4967		9014		0.55		70.5		17.6		B
10	1.00		0.902		4967		9014		0.55		70.5		17.6		B
11	1.00		0.902		4967		9014		0.55		70.5		17.6		B
12	1.00		0.894		5011		9014		0.56		70.4		17.8		B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	6078	480	7507	1972	0.81	0.24	56.9	56.9	26.7	26.7	D
2	1.00	1.00	0.902	0.934	6078	480	7507	1972	0.81	0.24	56.9	56.9	26.7	26.7	D
3	1.00	1.00	0.902	0.934	6078	480	7507	1972	0.81	0.24	56.9	56.9	26.7	26.7	D
4	1.00	1.00	0.902	0.934	6078	480	7507	1972	0.81	0.24	56.9	56.9	26.7	26.7	D
5	1.00	1.00	0.902	0.934	5558	439	7507	1972	0.74	0.22	61.1	61.1	22.7	22.7	C
6	1.00	1.00	0.902	0.934	5558	439	7507	1972	0.74	0.22	61.1	61.1	22.7	22.7	C
7	1.00	1.00	0.902	0.934	5558	439	7507	1972	0.74	0.22	61.1	61.1	22.7	22.7	C
8	1.00	1.00	0.902	0.934	5558	439	7507	1972	0.74	0.22	61.1	61.1	22.7	22.7	C
9	1.00	1.00	0.902	0.934	4967	392	7507	1972	0.66	0.20	65.0	65.0	19.1	19.1	C
10	1.00	1.00	0.902	0.934	4967	392	7507	1972	0.66	0.20	65.0	65.0	19.1	19.1	C
11	1.00	1.00	0.902	0.934	4967	392	7507	1972	0.66	0.20	65.0	65.0	19.1	19.1	C
12	1.00	1.00	0.894	0.934	5011	392	7507	1972	0.67	0.20	64.7	64.7	19.4	19.4	C

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.899	5600	6761	0.83	61.2	30.5	D
2	1.00	0.899	5600	6761	0.83	61.2	30.5	D
3	1.00	0.899	5600	6761	0.83	61.2	30.5	D
4	1.00	0.899	5600	6761	0.83	61.2	30.5	D
5	1.00	0.899	5120	6761	0.76	64.6	26.4	D
6	1.00	0.899	5120	6761	0.76	64.6	26.4	D
7	1.00	0.899	5120	6761	0.76	64.6	26.4	D
8	1.00	0.899	5120	6761	0.76	64.6	26.4	D
9	1.00	0.899	4576	6761	0.68	67.6	22.6	C
10	1.00	0.899	4576	6761	0.68	67.6	22.6	C
11	1.00	0.899	4576	6761	0.68	67.6	22.6	C
12	1.00	0.898	4581	6761	0.68	67.6	22.6	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.940	6067	486	7507	1972	0.81	0.25	57.0	57.0	26.6	26.6	D
2	1.00	1.00	0.902	0.940	6067	486	7507	1972	0.81	0.25	57.0	57.0	26.6	26.6	D
3	1.00	1.00	0.902	0.940	6067	486	7507	1972	0.81	0.25	57.0	57.0	26.6	26.6	D
4	1.00	1.00	0.902	0.940	6067	486	7507	1972	0.81	0.25	57.0	57.0	26.6	26.6	D
5	1.00	1.00	0.902	0.940	5548	445	7507	1972	0.74	0.23	61.2	61.2	22.7	22.7	C
6	1.00	1.00	0.902	0.940	5548	445	7507	1972	0.74	0.23	61.2	61.2	22.7	22.7	C
7	1.00	1.00	0.902	0.940	5548	445	7507	1972	0.74	0.23	61.2	61.2	22.7	22.7	C
8	1.00	1.00	0.902	0.940	5548	445	7507	1972	0.74	0.23	61.2	61.2	22.7	22.7	C
9	1.00	1.00	0.902	0.940	4959	398	7507	1972	0.66	0.20	65.0	65.0	19.1	19.1	C
10	1.00	1.00	0.902	0.940	4959	398	7507	1972	0.66	0.20	65.0	65.0	19.1	19.1	C
11	1.00	1.00	0.902	0.940	4959	398	7507	1972	0.66	0.20	65.0	65.0	19.1	19.1	C
12	1.00	1.00	0.899	0.940	4974	398	7507	1972	0.66	0.20	65.0	65.0	19.1	19.1	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	6088	9014	0.68	67.7	22.5	C
2	1.00	0.902	6088	9014	0.68	67.7	22.5	C
3	1.00	0.902	6088	9014	0.68	67.7	22.5	C
4	1.00	0.902	6088	9014	0.68	67.7	22.5	C
5	1.00	0.902	5567	9014	0.62	69.3	20.1	C
6	1.00	0.902	5567	9014	0.62	69.3	20.1	C
7	1.00	0.902	5567	9014	0.62	69.3	20.1	C
8	1.00	0.902	5567	9014	0.62	69.3	20.1	C
9	1.00	0.902	4976	9014	0.55	70.4	17.6	B

10	1.00	0.902	4976	9014	0.55	70.4	17.6	B							
11	1.00	0.902	4976	9014	0.55	70.4	17.6	B							
12	1.00	0.899	4992	9014	0.55	70.4	17.7	B							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.961	6088	744	7507	1972	0.81	0.38	56.9	56.9	26.7	26.7	D
2	1.00	1.00	0.902	0.961	6088	744	7507	1972	0.81	0.38	56.9	56.9	26.7	26.7	D
3	1.00	1.00	0.902	0.961	6088	744	7507	1972	0.81	0.38	56.9	56.9	26.7	26.7	D
4	1.00	1.00	0.902	0.961	6088	744	7507	1972	0.81	0.38	56.9	56.9	26.7	26.7	D
5	1.00	1.00	0.902	0.961	5567	681	7507	1972	0.74	0.35	61.1	61.1	22.8	22.8	C
6	1.00	1.00	0.902	0.961	5567	681	7507	1972	0.74	0.35	61.1	61.1	22.8	22.8	C
7	1.00	1.00	0.902	0.961	5567	681	7507	1972	0.74	0.35	61.1	61.1	22.8	22.8	C
8	1.00	1.00	0.902	0.961	5567	681	7507	1972	0.74	0.35	61.1	61.1	22.8	22.8	C
9	1.00	1.00	0.902	0.961	4976	608	7507	1972	0.66	0.31	64.9	64.9	19.2	19.2	C
10	1.00	1.00	0.902	0.961	4976	608	7507	1972	0.66	0.31	64.9	64.9	19.2	19.2	C
11	1.00	1.00	0.902	0.961	4976	608	7507	1972	0.66	0.31	64.9	64.9	19.2	19.2	C
12	1.00	1.00	0.894	0.961	5020	608	7507	1972	0.67	0.31	64.7	64.7	19.4	19.4	C
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.894		5342		6761		0.79		63.1		28.2		D
2	1.00		0.894		5342		6761		0.79		63.1		28.2		D
3	1.00		0.894		5342		6761		0.79		63.1		28.2		D
4	1.00		0.894		5342		6761		0.79		63.1		28.2		D
5	1.00		0.894		4885		6761		0.72		66.0		24.7		C
6	1.00		0.894		4885		6761		0.72		66.0		24.7		C
7	1.00		0.894		4885		6761		0.72		66.0		24.7		C
8	1.00		0.894		4885		6761		0.72		66.0		24.7		C
9	1.00		0.894		4367		6761		0.65		68.5		21.3		C
10	1.00		0.894		4367		6761		0.65		68.5		21.3		C
11	1.00		0.894		4367		6761		0.65		68.5		21.3		C
12	1.00		0.894		4367		6761		0.65		68.5		21.3		C
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.913	5607	271	7507	1972	0.75	0.14	60.8	60.8	23.1	23.1	C
2	1.00	1.00	0.895	0.913	5607	271	7507	1972	0.75	0.14	60.8	60.8	23.1	23.1	C
3	1.00	1.00	0.895	0.913	5607	271	7507	1972	0.75	0.14	60.8	60.8	23.1	23.1	C
4	1.00	1.00	0.895	0.913	5607	271	7507	1972	0.75	0.14	60.8	60.8	23.1	23.1	C

5	1.00	1.00	0.895	0.913	5127	248	7507	1972	0.68	0.13	64.0	64.0	20.0	20.0	C
6	1.00	1.00	0.895	0.913	5127	248	7507	1972	0.68	0.13	64.0	64.0	20.0	20.0	C
7	1.00	1.00	0.895	0.913	5127	248	7507	1972	0.68	0.13	64.0	64.0	20.0	20.0	C
8	1.00	1.00	0.895	0.913	5127	248	7507	1972	0.68	0.13	64.0	64.0	20.0	20.0	C
9	1.00	1.00	0.895	0.913	4583	221	7507	1972	0.61	0.11	67.0	67.0	17.1	17.1	B
10	1.00	1.00	0.895	0.913	4583	221	7507	1972	0.61	0.11	67.0	67.0	17.1	17.1	B
11	1.00	1.00	0.895	0.913	4583	221	7507	1972	0.61	0.11	67.0	67.0	17.1	17.1	B
12	1.00	1.00	0.893	0.913	4593	221	7507	1972	0.61	0.11	67.0	67.0	17.1	17.1	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.895		5612		9014		0.62		69.1		20.3		C
2	1.00		0.895		5612		9014		0.62		69.1		20.3		C
3	1.00		0.895		5612		9014		0.62		69.1		20.3		C
4	1.00		0.895		5612		9014		0.62		69.1		20.3		C
5	1.00		0.895		5132		9014		0.57		70.2		18.3		C
6	1.00		0.895		5132		9014		0.57		70.2		18.3		C
7	1.00		0.895		5132		9014		0.57		70.2		18.3		C
8	1.00		0.895		5132		9014		0.57		70.2		18.3		C
9	1.00		0.895		4588		9014		0.51		71.0		16.2		B
10	1.00		0.895		4588		9014		0.51		71.0		16.2		B
11	1.00		0.895		4588		9014		0.51		71.0		16.2		B
12	1.00		0.893		4598		9014		0.51		71.0		16.2		B

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.893	5612	964	7507	1972	0.75	0.49	60.7	60.7	23.1	23.1	C
2	1.00	1.00	0.895	0.893	5612	964	7507	1972	0.75	0.49	60.7	60.7	23.1	23.1	C
3	1.00	1.00	0.895	0.893	5612	964	7507	1972	0.75	0.49	60.7	60.7	23.1	23.1	C
4	1.00	1.00	0.895	0.893	5612	964	7507	1972	0.75	0.49	60.7	60.7	23.1	23.1	C
5	1.00	1.00	0.895	0.893	5132	881	7507	1972	0.68	0.45	64.0	64.0	20.0	20.0	C
6	1.00	1.00	0.895	0.893	5132	881	7507	1972	0.68	0.45	64.0	64.0	20.0	20.0	C
7	1.00	1.00	0.895	0.893	5132	881	7507	1972	0.68	0.45	64.0	64.0	20.0	20.0	C
8	1.00	1.00	0.895	0.893	5132	881	7507	1972	0.68	0.45	64.0	64.0	20.0	20.0	C
9	1.00	1.00	0.895	0.893	4588	787	7507	1972	0.61	0.40	67.0	67.0	17.1	17.1	B
10	1.00	1.00	0.895	0.893	4588	787	7507	1972	0.61	0.40	67.0	67.0	17.1	17.1	B
11	1.00	1.00	0.895	0.893	4588	787	7507	1972	0.61	0.40	67.0	67.0	17.1	17.1	B
12	1.00	1.00	1.000	0.893	4106	787	7507	1972	0.55	0.40	69.0	69.0	14.9	14.9	B

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.895	4650	6761	0.69	67.3	23.0	C
2	1.00	0.895	4650	6761	0.69	67.3	23.0	C
3	1.00	0.895	4650	6761	0.69	67.3	23.0	C
4	1.00	0.895	4650	6761	0.69	67.3	23.0	C
5	1.00	0.895	4253	6761	0.63	69.0	20.6	C
6	1.00	0.895	4253	6761	0.63	69.0	20.6	C
7	1.00	0.895	4253	6761	0.63	69.0	20.6	C
8	1.00	0.895	4253	6761	0.63	69.0	20.6	C
9	1.00	0.895	3802	6761	0.56	70.3	18.0	B
10	1.00	0.895	3802	6761	0.56	70.3	18.0	B
11	1.00	0.895	3802	6761	0.56	70.3	18.0	B
12	1.00	1.000	3403	6761	0.50	71.0	16.0	B

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.893	5028	378	7507	1972	0.67	0.19	64.6	64.6	19.5	19.5	C
2	1.00	1.00	0.895	0.893	5028	378	7507	1972	0.67	0.19	64.6	64.6	19.5	19.5	C
3	1.00	1.00	0.895	0.893	5028	378	7507	1972	0.67	0.19	64.6	64.6	19.5	19.5	C
4	1.00	1.00	0.895	0.893	5028	378	7507	1972	0.67	0.19	64.6	64.6	19.5	19.5	C
5	1.00	1.00	0.895	0.893	4599	346	7507	1972	0.61	0.18	66.9	66.9	17.2	17.2	B
6	1.00	1.00	0.895	0.893	4599	346	7507	1972	0.61	0.18	66.9	66.9	17.2	17.2	B
7	1.00	1.00	0.895	0.893	4599	346	7507	1972	0.61	0.18	66.9	66.9	17.2	17.2	B
8	1.00	1.00	0.895	0.893	4599	346	7507	1972	0.61	0.18	66.9	66.9	17.2	17.2	B
9	1.00	1.00	0.895	0.893	4111	309	7507	1972	0.55	0.16	69.0	69.0	14.9	14.9	B
10	1.00	1.00	0.895	0.893	4111	309	7507	1972	0.55	0.16	69.0	69.0	14.9	14.9	B
11	1.00	1.00	0.895	0.893	4111	309	7507	1972	0.55	0.16	69.0	69.0	14.9	14.9	B
12	1.00	1.00	0.893	0.893	4120	309	7507	1972	0.55	0.16	68.9	68.9	14.9	14.9	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.895	5028	9014	0.56	70.4	17.9	B
2	1.00	0.895	5028	9014	0.56	70.4	17.9	B
3	1.00	0.895	5028	9014	0.56	70.4	17.9	B
4	1.00	0.895	5028	9014	0.56	70.4	17.9	B
5	1.00	0.895	4598	9014	0.51	71.0	16.2	B
6	1.00	0.895	4598	9014	0.51	71.0	16.2	B
7	1.00	0.895	4598	9014	0.51	71.0	16.2	B
8	1.00	0.895	4598	9014	0.51	71.0	16.2	B
9	1.00	0.895	4111	9014	0.46	71.2	14.4	B
10	1.00	0.895	4111	9014	0.46	71.2	14.4	B
11	1.00	0.895	4111	9014	0.46	71.2	14.4	B

12	1.00	0.893	4120	9014	0.46	71.2	14.5	B							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.942	5028	1203	7507	3944	0.67	0.30	67.4	58.5	18.6	9.7	A
2	1.00	1.00	0.895	0.942	5028	1203	7507	3944	0.67	0.30	67.4	58.5	18.6	9.7	A
3	1.00	1.00	0.895	0.942	5028	1203	7507	3944	0.67	0.30	67.4	58.5	18.6	9.7	A
4	1.00	1.00	0.895	0.942	5028	1203	7507	3944	0.67	0.30	67.4	58.5	18.6	9.7	A
5	1.00	1.00	0.895	0.942	4598	1100	7507	3944	0.61	0.28	67.8	58.8	17.0	8.0	A
6	1.00	1.00	0.895	0.942	4598	1100	7507	3944	0.61	0.28	67.8	58.8	17.0	8.0	A
7	1.00	1.00	0.895	0.942	4598	1100	7507	3944	0.61	0.28	67.8	58.8	17.0	8.0	A
8	1.00	1.00	0.895	0.942	4598	1100	7507	3944	0.61	0.28	67.8	58.8	17.0	8.0	A
9	1.00	1.00	0.895	0.942	4111	983	7507	3944	0.55	0.25	68.2	59.1	15.1	6.2	A
10	1.00	1.00	0.895	0.942	4111	983	7507	3944	0.55	0.25	68.2	59.1	15.1	6.2	A
11	1.00	1.00	0.895	0.942	4111	983	7507	3944	0.55	0.25	68.2	59.1	15.1	6.2	A
12	1.00	1.00	0.893	0.942	4120	983	7507	3944	0.55	0.25	68.2	59.1	15.1	6.2	A

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.881		3822		6761		0.57		70.3		18.1		C
2	1.00		0.881		3822		6761		0.57		70.3		18.1		C
3	1.00		0.881		3822		6761		0.57		70.3		18.1		C
4	1.00		0.881		3822		6761		0.57		70.3		18.1		C
5	1.00		0.881		3495		6761		0.52		70.9		16.4		B
6	1.00		0.881		3495		6761		0.52		70.9		16.4		B
7	1.00		0.881		3495		6761		0.52		70.9		16.4		B
8	1.00		0.881		3495		6761		0.52		70.9		16.4		B
9	1.00		0.881		3125		6761		0.46		71.1		14.6		B
10	1.00		0.881		3125		6761		0.46		71.1		14.6		B
11	1.00		0.881		3125		6761		0.46		71.1		14.6		B
12	1.00		0.891		3090		6761		0.46		71.1		14.5		B

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.884	0.915	4268	459	5918	1972	0.72	0.23	64.1	62.3	22.2	21.1	C
2	1.00	1.00	0.884	0.915	4268	459	5918	1972	0.72	0.23	64.1	62.3	22.2	21.1	C
3	1.00	1.00	0.884	0.915	4268	459	5918	1972	0.72	0.23	64.1	62.3	22.2	21.1	C
4	1.00	1.00	0.884	0.915	4268	459	5918	1972	0.72	0.23	64.1	62.3	22.2	21.1	C
5	1.00	1.00	0.884	0.915	3903	420	5918	1972	0.66	0.21	64.5	62.7	20.2	19.2	B
6	1.00	1.00	0.884	0.915	3903	420	5918	1972	0.66	0.21	64.5	62.7	20.2	19.2	B

7	1.00	1.00	0.884	0.915	3903	420	5918	1972	0.66	0.21	64.5	62.7	20.2	19.2	B
8	1.00	1.00	0.884	0.915	3903	420	5918	1972	0.66	0.21	64.5	62.7	20.2	19.2	B
9	1.00	1.00	0.884	0.915	3489	375	5918	1972	0.59	0.19	64.9	63.1	17.9	17.2	B
10	1.00	1.00	0.884	0.915	3489	375	5918	1972	0.59	0.19	64.9	63.1	17.9	17.2	B
11	1.00	1.00	0.884	0.915	3489	375	5918	1972	0.59	0.19	64.9	63.1	17.9	17.2	B
12	1.00	1.00	0.885	0.915	3486	375	5918	1972	0.59	0.19	64.9	63.1	17.9	17.2	B

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.884	4284	6761	0.63	68.9	20.7	C
2	1.00	0.884	4284	6761	0.63	68.9	20.7	C
3	1.00	0.884	4284	6761	0.63	68.9	20.7	C
4	1.00	0.884	4284	6761	0.63	68.9	20.7	C
5	1.00	0.884	3917	6761	0.58	70.0	18.7	C
6	1.00	0.884	3917	6761	0.58	70.0	18.7	C
7	1.00	0.884	3917	6761	0.58	70.0	18.7	C
8	1.00	0.884	3917	6761	0.58	70.0	18.7	C
9	1.00	0.884	3502	6761	0.52	70.6	16.5	B
10	1.00	0.884	3502	6761	0.52	70.6	16.5	B
11	1.00	0.884	3502	6761	0.52	70.6	16.5	B
12	1.00	0.885	3498	6761	0.52	70.6	16.4	B

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.884	4284	6761	0.63	68.9	20.7	C
2	1.00	0.884	4284	6761	0.63	68.9	20.7	C
3	1.00	0.884	4284	6761	0.63	68.9	20.7	C
4	1.00	0.884	4284	6761	0.63	68.9	20.7	C
5	1.00	0.884	3917	6761	0.58	70.0	18.7	C
6	1.00	0.884	3917	6761	0.58	70.0	18.7	C
7	1.00	0.884	3917	6761	0.58	70.0	18.7	C
8	1.00	0.884	3917	6761	0.58	70.0	18.7	C
9	1.00	0.884	3502	6761	0.52	70.9	16.5	B
10	1.00	0.884	3502	6761	0.52	70.9	16.5	B
11	1.00	0.884	3502	6761	0.52	70.9	16.5	B
12	1.00	0.885	3498	6761	0.52	70.9	16.4	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	10580	10478	13.34	333.47	65.3	22.4	20.1	8.40	C
2	10580	10478	13.34	333.47	65.3	22.4	20.1	8.40	C
3	10580	10478	13.34	333.47	65.3	22.4	20.1	8.40	C

4	10580	10478	13.34	333.47	65.3	22.4	20.1	8.40	C
5	9674	9582	7.61	190.13	67.4	19.9	17.8	8.10	C
6	9674	9582	7.61	190.13	67.4	19.9	17.8	8.10	C
7	9674	9582	7.61	190.13	67.4	19.9	17.8	8.10	C
8	9674	9582	7.61	190.13	67.4	19.9	17.8	8.10	C
9	8648	8565	3.64	91.03	69.1	17.3	15.5	7.90	B
10	8648	8565	3.64	91.03	69.1	17.3	15.5	7.90	B
11	8648	8565	3.64	91.03	69.1	17.3	15.5	7.90	B
12	8648	8565	3.47	86.82	69.2	17.1	15.5	7.90	B

Facility Overall Results

Space Mean Speed, mi/h	67.1	Average Density, veh/mi/ln	17.8
Average Travel Time, min	8.20	Average Density, pc/mi/ln	19.9
Total VMT, veh-mi	115609	Total VHD, veh-h	98.17
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	2454.31

I-75 North Section - Southbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2030 Build Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5584	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	480	3
7	Merge	Basic	I-75 SB SR 326 EB On Ramp	1500	4
8	Basic	Basic	I-75 SB	4120	4
9	Diverge	Basic	I-75 SB 49th St DDI Off Ramp	1500	4
10	Basic	Basic	I-75 SB	2980	3
11	Merge	Basic	I-75 SB 49th St DDI On Ramp	1500	4
12	Basic	Basic	I-75 SB	5730	4
13	Diverge	Basic	I-75 SB US 27 Off Ramp	1500	4
14	Basic	Basic	I-75 SB	3450	3
15	Merge	Basic	I-75 SB US 27 On Ramp	1500	4
16	Basic	Basic	I-75 SB	1100	4
17	Diverge	Basic	I-75 SB SR 40 Off Ramp	1500	4
18	Basic	Basic	I-75 SB	3180	3
19	Merge	Basic	I-75 SB SR 40 On Ramp	1500	4
20	Basic	Basic	I-75 SB	1500	4
21	Basic	Basic	I-75 SB	3968	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.897	1589	6761	0.24	71.2	7.4	A
2	1.00	0.897	1561	6761	0.23	71.2	7.3	A
3	1.00	0.897	1809	6761	0.27	71.2	8.5	A
4	1.00	0.897	1942	6761	0.29	71.2	9.1	A
5	1.00	0.897	2272	6761	0.34	71.2	10.6	A
6	1.00	0.897	2179	6761	0.32	71.2	10.2	A
7	1.00	0.897	1946	6761	0.29	71.2	9.1	A
8	1.00	0.897	2039	6761	0.30	71.2	9.6	A
9	1.00	0.897	2129	6761	0.31	71.2	10.0	A
10	1.00	0.897	2259	6761	0.33	71.2	10.6	A
11	1.00	0.897	2283	6761	0.34	71.2	10.7	A
12	1.00	0.897	2332	6761	0.34	71.2	10.9	A

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.897	1589	6761	0.24	71.2	7.4	A
2	1.00	0.897	1561	6761	0.23	71.2	7.3	A
3	1.00	0.897	1809	6761	0.27	71.2	8.5	A
4	1.00	0.897	1942	6761	0.29	71.2	9.1	A
5	1.00	0.897	2272	6761	0.34	71.2	10.6	A
6	1.00	0.897	2179	6761	0.32	71.2	10.2	A
7	1.00	0.897	1946	6761	0.29	71.2	9.1	A
8	1.00	0.897	2039	6761	0.30	71.2	9.6	A
9	1.00	0.897	2129	6761	0.31	71.2	10.0	A
10	1.00	0.897	2259	6761	0.33	71.2	10.6	A
11	1.00	0.897	2283	6761	0.34	71.2	10.7	A
12	1.00	0.897	2332	6761	0.34	71.2	10.9	A

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.882	1589	253	5918	1972	0.27	0.13	64.5	61.0	8.2	12.4	B
2	1.00	1.00	0.897	0.882	1561	248	5918	1972	0.26	0.13	64.4	61.0	8.1	12.2	B
3	1.00	1.00	0.897	0.882	1809	288	5918	1972	0.31	0.15	64.5	60.9	9.3	13.8	B
4	1.00	1.00	0.897	0.882	1942	310	5918	1972	0.33	0.16	64.4	60.8	10.1	14.5	B
5	1.00	1.00	0.897	0.882	2272	362	5918	1972	0.38	0.18	64.5	60.7	11.7	16.5	B
6	1.00	1.00	0.897	0.882	2179	347	5918	1972	0.37	0.18	64.4	60.7	11.3	15.9	B
7	1.00	1.00	0.897	0.882	1946	310	5918	1972	0.33	0.16	64.4	60.8	10.1	14.6	B
8	1.00	1.00	0.897	0.882	2039	324	5918	1972	0.34	0.16	64.5	60.8	10.5	15.1	B
9	1.00	1.00	0.897	0.882	2129	339	5918	1972	0.36	0.17	64.5	60.8	11.0	15.6	B
10	1.00	1.00	0.897	0.882	2259	359	5918	1972	0.38	0.18	64.5	60.7	11.7	16.4	B
11	1.00	1.00	0.897	0.882	2283	363	5918	1972	0.39	0.18	64.5	60.7	11.8	16.5	B

12	1.00	1.00	0.897	0.882	2332	371	5918	1972	0.39	0.19	64.5	60.7	12.1	16.8	B
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.900		1336		6761		0.20		70.8		6.2		A
2	1.00		0.900		1312		6761		0.19		70.7		6.1		A
3	1.00		0.900		1521		6761		0.22		70.8		7.1		A
4	1.00		0.900		1632		6761		0.24		70.7		7.6		A
5	1.00		0.900		1910		6761		0.28		70.8		8.9		A
6	1.00		0.900		1832		6761		0.27		70.7		8.6		A
7	1.00		0.900		1637		6761		0.24		70.7		7.7		A
8	1.00		0.900		1714		6761		0.25		70.8		8.0		A
9	1.00		0.900		1790		6761		0.26		70.8		8.4		A
10	1.00		0.900		1899		6761		0.28		70.8		8.9		A
11	1.00		0.900		1920		6761		0.28		70.8		9.0		A
12	1.00		0.900		1961		6761		0.29		70.8		9.2		A
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.861	1988	633	5918	1878	0.34	0.34	65.9	64.3	10.1	7.3	A
2	1.00	1.00	0.887	0.861	1952	621	5918	1878	0.33	0.33	66.0	64.3	9.9	7.1	A
3	1.00	1.00	0.887	0.861	2263	720	5918	1878	0.38	0.38	65.7	64.1	11.5	8.9	A
4	1.00	1.00	0.887	0.861	2430	774	5918	1878	0.41	0.41	65.6	64.0	12.3	9.8	A
5	1.00	1.00	0.887	0.861	2843	905	5918	1878	0.48	0.48	65.4	63.8	14.5	12.2	B
6	1.00	1.00	0.887	0.861	2727	868	5918	1878	0.46	0.46	65.5	63.9	13.9	11.5	B
7	1.00	1.00	0.887	0.861	2436	775	5918	1878	0.41	0.41	65.6	64.0	12.4	9.9	A
8	1.00	1.00	0.887	0.861	2552	812	5918	1878	0.43	0.43	65.6	64.0	13.0	10.5	B
9	1.00	1.00	0.887	0.861	2664	848	5918	1878	0.45	0.45	65.5	63.9	13.6	11.1	B
10	1.00	1.00	0.887	0.861	2826	899	5918	1878	0.48	0.48	65.4	63.8	14.4	12.1	B
11	1.00	1.00	0.887	0.861	2856	908	5918	1878	0.48	0.48	65.4	63.8	14.6	12.2	B
12	1.00	1.00	0.887	0.861	2919	929	5918	1878	0.49	0.49	65.4	63.8	14.9	12.6	B
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.887		1970		6761		0.29		70.1		9.2		A
2	1.00		0.887		1935		6761		0.29		70.2		9.1		A
3	1.00		0.887		2242		6761		0.33		70.1		10.5		A
4	1.00		0.887		2407		6761		0.36		70.1		11.3		B
5	1.00		0.887		2816		6761		0.42		70.0		13.2		B
6	1.00		0.887		2701		6761		0.40		70.1		12.6		B
7	1.00		0.887		2413		6761		0.36		70.1		11.3		B

8	1.00	0.887	2528	6761	0.37	70.1	11.8	B
9	1.00	0.887	2639	6761	0.39	70.1	12.4	B
10	1.00	0.887	2799	6761	0.41	70.0	13.1	B
11	1.00	0.887	2830	6761	0.42	70.0	13.2	B
12	1.00	0.887	2892	6761	0.43	70.0	13.5	B

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.894	2350	383	7507	1972	0.31	0.19	71.0	71.2	8.3	8.3	A
2	1.00	1.00	0.888	0.894	2308	376	7507	1972	0.31	0.19	71.0	71.2	8.1	8.1	A
3	1.00	1.00	0.888	0.894	2675	435	7507	1972	0.36	0.22	71.0	71.2	9.4	9.4	A
4	1.00	1.00	0.888	0.894	2872	468	7507	1972	0.38	0.24	71.0	71.2	10.1	10.1	A
5	1.00	1.00	0.888	0.894	3360	547	7507	1972	0.45	0.28	70.8	70.8	11.9	11.9	B
6	1.00	1.00	0.888	0.894	3223	525	7507	1972	0.43	0.27	71.0	71.0	11.3	11.3	B
7	1.00	1.00	0.888	0.894	2879	469	7507	1972	0.38	0.24	71.0	71.2	10.1	10.1	A
8	1.00	1.00	0.888	0.894	3016	491	7507	1972	0.40	0.25	71.0	71.1	10.6	10.6	A
9	1.00	1.00	0.888	0.894	3148	512	7507	1972	0.42	0.26	71.0	71.1	11.1	11.1	B
10	1.00	1.00	0.888	0.894	3340	544	7507	1972	0.44	0.28	70.8	70.8	11.8	11.8	B
11	1.00	1.00	0.888	0.894	3376	549	7507	1972	0.45	0.28	70.8	70.8	11.9	11.9	B
12	1.00	1.00	0.888	0.894	3451	562	7507	1972	0.46	0.29	70.7	70.7	12.2	12.2	B

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.888	2352	9014	0.26	71.2	8.3	A
2	1.00	0.888	2311	9014	0.26	71.2	8.1	A
3	1.00	0.888	2678	9014	0.30	71.2	9.4	A
4	1.00	0.888	2875	9014	0.32	71.2	10.1	A
5	1.00	0.888	3364	9014	0.37	71.2	11.8	B
6	1.00	0.888	3226	9014	0.36	71.2	11.3	B
7	1.00	0.888	2882	9014	0.32	71.2	10.1	A
8	1.00	0.888	3019	9014	0.33	71.2	10.6	A
9	1.00	0.888	3152	9014	0.35	71.2	11.1	B
10	1.00	0.888	3343	9014	0.37	71.2	11.7	B
11	1.00	0.888	3380	9014	0.37	71.2	11.9	B
12	1.00	0.888	3454	9014	0.38	71.2	12.1	B

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.893	2352	239	7507	1972	0.31	0.12	71.2	71.2	8.3	8.3	A
2	1.00	1.00	0.888	0.893	2311	233	7507	1972	0.31	0.12	71.2	71.2	8.1	8.1	A

3	1.00	1.00	0.888	0.893	2678	271	7507	1972	0.36	0.14	71.2	71.2	9.4	9.4	A
4	1.00	1.00	0.888	0.893	2875	291	7507	1972	0.38	0.15	71.2	71.2	10.1	10.1	A
5	1.00	1.00	0.888	0.893	3364	340	7507	1972	0.45	0.17	70.8	70.8	11.9	11.9	B
6	1.00	1.00	0.888	0.893	3226	326	7507	1972	0.43	0.17	71.0	71.0	11.4	11.4	B
7	1.00	1.00	0.888	0.893	2882	291	7507	1972	0.38	0.15	71.2	71.2	10.1	10.1	A
8	1.00	1.00	0.888	0.893	3019	306	7507	1972	0.40	0.16	71.1	71.1	10.6	10.6	A
9	1.00	1.00	0.888	0.893	3152	319	7507	1972	0.42	0.16	71.0	71.0	11.1	11.1	B
10	1.00	1.00	0.888	0.893	3343	338	7507	1972	0.45	0.17	70.8	70.8	11.8	11.8	B
11	1.00	1.00	0.888	0.893	3380	342	7507	1972	0.45	0.17	70.8	70.8	11.9	11.9	B
12	1.00	1.00	0.888	0.893	3454	349	7507	1972	0.46	0.18	70.7	70.7	12.2	12.2	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.888		2113		6761		0.31		71.2		9.9		A
2	1.00		0.888		2077		6761		0.31		71.2		9.7		A
3	1.00		0.888		2405		6761		0.36		71.2		11.3		B
4	1.00		0.888		2582		6761		0.38		71.2		12.1		B
5	1.00		0.888		3021		6761		0.45		71.2		14.1		B
6	1.00		0.888		2899		6761		0.43		71.2		13.6		B
7	1.00		0.888		2589		6761		0.38		71.2		12.1		B
8	1.00		0.888		2712		6761		0.40		71.2		12.7		B
9	1.00		0.888		2831		6761		0.42		71.2		13.3		B
10	1.00		0.888		3003		6761		0.44		71.2		14.1		B
11	1.00		0.888		3036		6761		0.45		71.2		14.2		B
12	1.00		0.888		3102		6761		0.46		71.2		14.5		B

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.889	0.893	2711	601	7507	1972	0.36	0.30	71.2	71.2	9.5	9.5	A
2	1.00	1.00	0.889	0.893	2664	590	7507	1972	0.35	0.30	71.2	71.2	9.4	9.4	A
3	1.00	1.00	0.889	0.893	3088	685	7507	1972	0.41	0.35	71.1	71.1	10.9	10.9	A
4	1.00	1.00	0.889	0.893	3315	736	7507	1972	0.44	0.37	70.9	70.9	11.7	11.7	B
5	1.00	1.00	0.889	0.893	3878	860	7507	1972	0.52	0.44	69.7	69.7	13.9	13.9	B
6	1.00	1.00	0.889	0.893	3720	825	7507	1972	0.50	0.42	70.1	70.1	13.3	13.3	B
7	1.00	1.00	0.889	0.893	3323	737	7507	1972	0.44	0.37	70.9	70.9	11.7	11.7	B
8	1.00	1.00	0.889	0.893	3481	772	7507	1972	0.46	0.39	70.6	70.6	12.3	12.3	B
9	1.00	1.00	0.889	0.893	3634	806	7507	1972	0.48	0.41	70.3	70.3	12.9	12.9	B
10	1.00	1.00	0.889	0.893	3856	856	7507	1972	0.51	0.43	69.8	69.8	13.8	13.8	B
11	1.00	1.00	0.889	0.893	3898	865	7507	1972	0.52	0.44	69.6	69.6	14.0	14.0	B
12	1.00	1.00	0.889	0.893	3981	882	7507	1972	0.53	0.45	69.4	69.4	14.3	14.3	B

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.889	2714	9014	0.30	71.2	9.5	A
2	1.00	0.889	2667	9014	0.30	71.2	9.4	A
3	1.00	0.889	3091	9014	0.34	71.2	10.9	A
4	1.00	0.889	3318	9014	0.37	71.2	11.7	B
5	1.00	0.889	3882	9014	0.43	71.2	13.6	B
6	1.00	0.889	3724	9014	0.41	71.2	13.1	B
7	1.00	0.889	3326	9014	0.37	71.2	11.7	B
8	1.00	0.889	3484	9014	0.39	71.2	12.2	B
9	1.00	0.889	3638	9014	0.40	71.2	12.8	B
10	1.00	0.889	3859	9014	0.43	71.2	13.6	B
11	1.00	0.889	3901	9014	0.43	71.2	13.7	B
12	1.00	0.889	3985	9014	0.44	71.2	14.0	B

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.889	0.894	2714	279	7507	1972	0.36	0.14	71.2	71.2	9.5	9.5	A
2	1.00	1.00	0.889	0.894	2667	274	7507	1972	0.36	0.14	71.2	71.2	9.4	9.4	A
3	1.00	1.00	0.889	0.894	3091	318	7507	1972	0.41	0.16	71.1	71.1	10.9	10.9	A
4	1.00	1.00	0.889	0.894	3318	341	7507	1972	0.44	0.17	70.9	70.9	11.7	11.7	B
5	1.00	1.00	0.889	0.894	3882	399	7507	1972	0.52	0.20	69.7	69.7	13.9	13.9	B
6	1.00	1.00	0.889	0.894	3724	383	7507	1972	0.50	0.19	70.1	70.1	13.3	13.3	B
7	1.00	1.00	0.889	0.894	3326	341	7507	1972	0.44	0.17	70.8	70.8	11.8	11.8	B
8	1.00	1.00	0.889	0.894	3484	358	7507	1972	0.46	0.18	70.6	70.6	12.3	12.3	B
9	1.00	1.00	0.889	0.894	3638	374	7507	1972	0.48	0.19	70.3	70.3	12.9	12.9	B
10	1.00	1.00	0.889	0.894	3859	397	7507	1972	0.51	0.20	69.7	69.7	13.8	13.8	B
11	1.00	1.00	0.889	0.894	3901	400	7507	1972	0.52	0.20	69.6	69.6	14.0	14.0	B
12	1.00	1.00	0.889	0.894	3985	409	7507	1972	0.53	0.21	69.4	69.4	14.4	14.4	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.888	2437	6761	0.36	71.2	11.4	B
2	1.00	0.888	2394	6761	0.35	71.2	11.2	B
3	1.00	0.888	2775	6761	0.41	71.2	13.0	B
4	1.00	0.888	2979	6761	0.44	71.2	13.9	B
5	1.00	0.888	3484	6761	0.52	70.9	16.4	B
6	1.00	0.888	3343	6761	0.49	71.1	15.7	B
7	1.00	0.888	2986	6761	0.44	71.2	14.0	B
8	1.00	0.888	3127	6761	0.46	71.2	14.6	B
9	1.00	0.888	3266	6761	0.48	71.1	15.3	B

10	1.00	0.888	3464	6761	0.51	70.9	16.3	B							
11	1.00	0.888	3502	6761	0.52	70.9	16.5	B							
12	1.00	0.888	3578	6761	0.53	70.8	16.9	B							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.914	3065	644	7507	1972	0.41	0.33	71.1	71.1	10.8	10.8	A
2	1.00	1.00	0.894	0.914	3010	632	7507	1972	0.40	0.32	71.1	71.1	10.6	10.6	A
3	1.00	1.00	0.894	0.914	3490	734	7507	1972	0.46	0.37	70.6	70.6	12.4	12.4	B
4	1.00	1.00	0.894	0.914	3747	788	7507	1972	0.50	0.40	70.0	70.0	13.4	13.4	B
5	1.00	1.00	0.894	0.914	4383	922	7507	1972	0.58	0.47	67.9	67.9	16.1	16.1	B
6	1.00	1.00	0.894	0.914	4205	884	7507	1972	0.56	0.45	68.6	68.6	15.3	15.3	B
7	1.00	1.00	0.894	0.914	3755	789	7507	1972	0.50	0.40	70.0	70.0	13.4	13.4	B
8	1.00	1.00	0.894	0.914	3933	827	7507	1972	0.52	0.42	69.5	69.5	14.1	14.1	B
9	1.00	1.00	0.894	0.914	4107	863	7507	1972	0.55	0.44	69.0	69.0	14.9	14.9	B
10	1.00	1.00	0.894	0.914	4358	917	7507	1972	0.58	0.47	68.0	68.0	16.0	16.0	B
11	1.00	1.00	0.894	0.914	4405	926	7507	1972	0.59	0.47	67.8	67.8	16.2	16.2	B
12	1.00	1.00	0.894	0.914	4500	946	7507	1972	0.60	0.48	67.4	67.4	16.7	16.7	B
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	0.894	3079	9014	0.34	71.2	10.8	A							
2	1.00	0.894	3025	9014	0.34	71.2	10.6	A							
3	1.00	0.894	3507	9014	0.39	71.1	12.3	B							
4	1.00	0.894	3764	9014	0.42	71.1	13.2	B							
5	1.00	0.894	4404	9014	0.49	70.8	15.5	B							
6	1.00	0.894	4225	9014	0.47	70.9	14.8	B							
7	1.00	0.894	3773	9014	0.42	71.1	13.2	B							
8	1.00	0.894	3952	9014	0.44	71.0	13.9	B							
9	1.00	0.894	4126	9014	0.46	70.9	14.5	B							
10	1.00	0.894	4378	9014	0.49	70.8	15.4	B							
11	1.00	0.894	4425	9014	0.49	70.8	15.6	B							
12	1.00	0.894	4521	9014	0.50	70.7	15.9	B							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.903	3079	432	7507	1972	0.41	0.22	71.1	71.1	10.8	10.8	A
2	1.00	1.00	0.894	0.903	3025	424	7507	1972	0.40	0.22	71.1	71.1	10.6	10.6	A
3	1.00	1.00	0.894	0.903	3507	492	7507	1972	0.47	0.25	70.6	70.6	12.4	12.4	B
4	1.00	1.00	0.894	0.903	3764	528	7507	1972	0.50	0.27	70.0	70.0	13.4	13.4	B

5	1.00	1.00	0.894	0.903	4404	618	7507	1972	0.59	0.31	67.8	67.8	16.2	16.2	B
6	1.00	1.00	0.894	0.903	4225	592	7507	1972	0.56	0.30	68.5	68.5	15.4	15.4	B
7	1.00	1.00	0.894	0.903	3773	529	7507	1972	0.50	0.27	70.0	70.0	13.5	13.5	B
8	1.00	1.00	0.894	0.903	3952	555	7507	1972	0.53	0.28	69.5	69.5	14.2	14.2	B
9	1.00	1.00	0.894	0.903	4126	579	7507	1972	0.55	0.29	68.9	68.9	15.0	15.0	B
10	1.00	1.00	0.894	0.903	4378	615	7507	1972	0.58	0.31	67.9	67.9	16.1	16.1	B
11	1.00	1.00	0.894	0.903	4425	621	7507	1972	0.59	0.31	67.7	67.7	16.3	16.3	B
12	1.00	1.00	0.894	0.903	4521	635	7507	1972	0.60	0.32	67.3	67.3	16.8	16.8	B

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.892	2649	6761	0.39	71.2	12.4	B
2	1.00	0.892	2602	6761	0.38	71.2	12.2	B
3	1.00	0.892	3017	6761	0.45	71.2	14.1	B
4	1.00	0.892	3238	6761	0.48	71.1	15.2	B
5	1.00	0.892	3788	6761	0.56	70.4	17.9	B
6	1.00	0.892	3635	6761	0.54	70.7	17.1	B
7	1.00	0.892	3246	6761	0.48	71.1	15.2	B
8	1.00	0.892	3399	6761	0.50	71.0	16.0	B
9	1.00	0.892	3549	6761	0.52	70.8	16.7	B
10	1.00	0.892	3766	6761	0.56	70.4	17.8	B
11	1.00	0.892	3806	6761	0.56	70.3	18.1	C
12	1.00	0.892	3889	6761	0.58	70.1	18.5	C

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.912	2991	348	7507	1972	0.40	0.18	71.2	71.2	10.5	10.5	A
2	1.00	1.00	0.894	0.912	2937	341	7507	1972	0.39	0.17	71.2	71.2	10.3	10.3	A
3	1.00	1.00	0.894	0.912	3406	396	7507	1972	0.45	0.20	70.7	70.7	12.0	12.0	B
4	1.00	1.00	0.894	0.912	3655	425	7507	1972	0.49	0.22	70.3	70.3	13.0	13.0	B
5	1.00	1.00	0.894	0.912	4278	498	7507	1972	0.57	0.25	68.3	68.3	15.7	15.7	B
6	1.00	1.00	0.894	0.912	4103	477	7507	1972	0.55	0.24	69.0	69.0	14.9	14.9	B
7	1.00	1.00	0.894	0.912	3663	425	7507	1972	0.49	0.22	70.2	70.2	13.0	13.0	B
8	1.00	1.00	0.894	0.912	3837	446	7507	1972	0.51	0.23	69.8	69.8	13.7	13.7	B
9	1.00	1.00	0.894	0.912	4007	466	7507	1972	0.53	0.24	69.3	69.3	14.5	14.5	B
10	1.00	1.00	0.894	0.912	4252	495	7507	1972	0.57	0.25	68.4	68.4	15.5	15.5	B
11	1.00	1.00	0.894	0.912	4298	500	7507	1972	0.57	0.25	68.3	68.3	15.7	15.7	B
12	1.00	1.00	0.894	0.912	4391	511	7507	1972	0.58	0.26	67.9	67.9	16.2	16.2	B

Segment 20: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.894	2998	9014	0.33	71.2	10.5	A
2	1.00	0.894	2944	9014	0.33	71.2	10.3	A
3	1.00	0.894	3414	9014	0.38	71.2	12.0	B
4	1.00	0.894	3664	9014	0.41	71.1	12.9	B
5	1.00	0.894	4287	9014	0.48	70.9	15.1	B
6	1.00	0.894	4113	9014	0.46	71.0	14.4	B
7	1.00	0.894	3672	9014	0.41	71.1	12.9	B
8	1.00	0.894	3847	9014	0.43	71.1	13.5	B
9	1.00	0.894	4017	9014	0.45	71.0	14.1	B
10	1.00	0.894	4262	9014	0.47	71.0	15.0	B
11	1.00	0.894	4308	9014	0.48	70.9	15.1	B
12	1.00	0.894	4402	9014	0.49	70.9	15.5	B

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	2998	9014	0.33	71.2	10.5	A
2	1.00	0.894	2944	9014	0.33	71.2	10.3	A
3	1.00	0.894	3414	9014	0.38	71.2	12.0	B
4	1.00	0.894	3664	9014	0.41	71.2	12.9	B
5	1.00	0.894	4287	9014	0.48	71.2	15.1	B
6	1.00	0.894	4113	9014	0.46	71.2	14.4	B
7	1.00	0.894	3672	9014	0.41	71.2	12.9	B
8	1.00	0.894	3847	9014	0.43	71.2	13.5	B
9	1.00	0.894	4017	9014	0.45	71.2	14.1	B
10	1.00	0.894	4262	9014	0.47	71.2	15.0	B
11	1.00	0.894	4308	9014	0.48	71.1	15.1	B
12	1.00	0.894	4402	9014	0.49	71.1	15.5	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	4941	4776	0.32	8.04	70.9	9.5	8.5	7.80	A
2	4854	4692	0.32	7.88	70.9	9.3	8.3	7.80	A
3	5627	5439	0.45	11.30	70.8	10.9	9.7	7.90	A
4	6040	5838	0.60	14.93	70.7	11.7	10.4	7.90	B
5	7066	6830	1.34	33.38	70.3	13.7	12.2	7.90	B
6	6779	6553	1.05	26.29	70.4	13.1	11.7	7.90	B
7	6054	5852	0.61	15.21	70.7	11.7	10.4	7.90	B
8	6341	6130	0.74	18.61	70.6	12.2	10.9	7.90	B
9	6621	6401	0.93	23.30	70.5	12.8	11.5	7.90	B
10	7025	6790	1.30	32.59	70.3	13.6	12.2	7.90	B
11	7101	6864	1.39	34.72	70.2	13.8	12.3	7.90	B
12	7255	7013	1.56	38.97	70.1	14.1	12.6	7.90	B

Facility Overall Results

Space Mean Speed, mi/h	70.5	Average Density, veh/mi/ln	10.9
Average Travel Time, min	7.90	Average Density, pc/mi/ln	12.2
Total VMT, veh-mi	75704	Total VHD, veh-h	10.61
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	265.22

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HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2030 Build Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5584	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	480	3
7	Merge	Basic	I-75 SB SR 326 EB On Ramp	1500	4
8	Basic	Basic	I-75 SB	4120	4
9	Diverge	Basic	I-75 SB 49th St DDI Off Ramp	1500	4
10	Basic	Basic	I-75 SB	2980	3
11	Merge	Basic	I-75 SB 49th St DDI On Ramp	1500	4
12	Basic	Basic	I-75 SB	5730	4
13	Diverge	Basic	I-75 SB US 27 Off Ramp	1500	4
14	Basic	Basic	I-75 SB	3450	3
15	Merge	Basic	I-75 SB US 27 On Ramp	1500	4
16	Basic	Basic	I-75 SB	1100	4
17	Diverge	Basic	I-75 SB SR 40 Off Ramp	1500	4
18	Basic	Basic	I-75 SB	3180	3
19	Merge	Basic	I-75 SB SR 40 On Ramp	1500	4
20	Basic	Basic	I-75 SB	1500	4
21	Basic	Basic	I-75 SB	3968	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.904	4251	6761	0.63	69.0	20.5	C
2	1.00	0.904	4441	6761	0.66	68.2	21.7	C
3	1.00	0.904	4159	6761	0.62	69.3	20.0	C
4	1.00	0.904	4239	6761	0.63	69.0	20.5	C
5	1.00	0.904	4058	6761	0.60	69.6	19.4	C
6	1.00	0.904	4316	6761	0.64	68.7	20.9	C
7	1.00	0.904	3946	6761	0.58	70.0	18.8	C
8	1.00	0.904	4134	6761	0.61	69.4	19.9	C
9	1.00	0.904	3975	6761	0.59	69.9	19.0	C
10	1.00	0.904	3972	6761	0.59	69.9	18.9	C
11	1.00	0.904	3663	6761	0.54	70.6	17.3	B
12	1.00	0.904	3534	6761	0.52	70.8	16.6	B

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.904		4251		6761		0.63		69.0		20.5		C
2	1.00		0.904		4441		6761		0.66		68.2		21.7		C
3	1.00		0.904		4159		6761		0.62		69.3		20.0		C
4	1.00		0.904		4239		6761		0.63		69.0		20.5		C
5	1.00		0.904		4058		6761		0.60		69.6		19.4		C
6	1.00		0.904		4316		6761		0.64		68.7		20.9		C
7	1.00		0.904		3946		6761		0.58		70.0		18.8		C
8	1.00		0.904		4134		6761		0.61		69.4		19.9		C
9	1.00		0.904		3975		6761		0.59		69.9		19.0		C
10	1.00		0.904		3972		6761		0.59		69.9		18.9		C
11	1.00		0.904		3663		6761		0.54		70.6		17.3		B
12	1.00		0.904		3534		6761		0.52		70.8		16.6		B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.904	0.882	4251	637	5918	1972	0.72	0.32	64.5	60.0	22.0	27.0	C
2	1.00	1.00	0.904	0.882	4441	667	5918	1972	0.75	0.34	64.4	59.9	23.0	27.9	C
3	1.00	1.00	0.904	0.882	4159	624	5918	1972	0.70	0.32	64.5	60.0	21.5	26.5	C
4	1.00	1.00	0.904	0.882	4239	636	5918	1972	0.72	0.32	64.5	60.0	21.9	26.9	C
5	1.00	1.00	0.904	0.882	4058	609	5918	1972	0.69	0.31	64.5	60.1	21.0	26.0	C
6	1.00	1.00	0.904	0.882	4316	647	5918	1972	0.73	0.33	64.5	60.0	22.3	27.3	C
7	1.00	1.00	0.904	0.882	3946	592	5918	1972	0.67	0.30	64.5	60.1	20.4	25.5	C
8	1.00	1.00	0.904	0.882	4134	620	5918	1972	0.70	0.31	64.5	60.0	21.4	26.4	C
9	1.00	1.00	0.904	0.882	3975	596	5918	1972	0.67	0.30	64.6	60.1	20.5	25.6	C
10	1.00	1.00	0.904	0.882	3972	595	5918	1972	0.67	0.30	64.6	60.1	20.5	25.6	C
11	1.00	1.00	0.904	0.882	3663	549	5918	1972	0.62	0.28	64.6	60.2	18.9	24.0	C

12	1.00	1.00	0.904	0.882	3534	529	5918	1972	0.60	0.27	64.7	60.3	18.2	23.4	C
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.908		3613		6761		0.53		70.7		17.0		B
2	1.00		0.908		3774		6761		0.56		70.4		17.9		B
3	1.00		0.908		3535		6761		0.52		70.8		16.6		B
4	1.00		0.908		3602		6761		0.53		70.7		17.0		B
5	1.00		0.908		3448		6761		0.51		70.8		16.2		B
6	1.00		0.908		3669		6761		0.54		70.6		17.3		B
7	1.00		0.908		3354		6761		0.50		70.8		15.7		B
8	1.00		0.908		3513		6761		0.52		70.8		16.5		B
9	1.00		0.908		3378		6761		0.50		70.8		15.9		B
10	1.00		0.908		3377		6761		0.50		70.8		15.9		B
11	1.00		0.908		3113		6761		0.46		70.8		14.6		B
12	1.00		0.908		3004		6761		0.44		70.8		14.1		B
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.861	4729	1071	5918	1878	0.80	0.57	63.3	61.5	24.9	21.7	C
2	1.00	1.00	0.897	0.861	4939	1118	5918	1878	0.83	0.60	62.9	61.0	26.2	22.8	C
3	1.00	1.00	0.897	0.861	4627	1048	5918	1878	0.78	0.56	63.5	61.7	24.3	21.1	C
4	1.00	1.00	0.897	0.861	4714	1067	5918	1878	0.80	0.57	63.4	61.6	24.8	21.6	C
5	1.00	1.00	0.897	0.861	4513	1022	5918	1878	0.76	0.54	63.7	62.0	23.6	20.5	C
6	1.00	1.00	0.897	0.861	4800	1087	5918	1878	0.81	0.58	63.2	61.4	25.3	22.1	C
7	1.00	1.00	0.897	0.861	4389	994	5918	1878	0.74	0.53	63.9	62.2	22.9	19.9	B
8	1.00	1.00	0.897	0.861	4597	1041	5918	1878	0.78	0.55	63.5	61.8	24.1	21.0	C
9	1.00	1.00	0.897	0.861	4420	1001	5918	1878	0.75	0.53	63.8	62.1	23.1	20.0	B
10	1.00	1.00	0.897	0.861	4418	1000	5918	1878	0.75	0.53	63.8	62.1	23.1	20.0	B
11	1.00	1.00	0.897	0.861	4074	922	5918	1878	0.69	0.49	64.4	62.7	21.1	18.2	B
12	1.00	1.00	0.897	0.861	3931	890	5918	1878	0.66	0.47	64.5	62.9	20.3	17.4	B
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.897		4686		6761		0.69		67.1		23.3		C
2	1.00		0.897		4894		6761		0.72		66.0		24.7		C
3	1.00		0.897		4584		6761		0.68		67.6		22.6		C
4	1.00		0.897		4671		6761		0.69		67.2		23.2		C
5	1.00		0.897		4472		6761		0.66		68.1		21.9		C
6	1.00		0.897		4757		6761		0.70		66.7		23.8		C
7	1.00		0.897		4349		6761		0.64		68.6		21.1		C

8	1.00	0.897	4555	6761	0.67	67.7	22.4	C
9	1.00	0.897	4380	6761	0.65	68.5	21.3	C
10	1.00	0.897	4378	6761	0.65	68.5	21.3	C
11	1.00	0.897	4037	6761	0.60	69.7	19.3	C
12	1.00	0.897	3895	6761	0.58	69.9	18.5	C

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.894	5109	423	7507	1972	0.68	0.21	64.2	64.2	19.9	19.9	C
2	1.00	1.00	0.897	0.894	5336	442	7507	1972	0.71	0.22	62.7	62.7	21.3	21.3	C
3	1.00	1.00	0.897	0.894	4998	414	7507	1972	0.67	0.21	64.8	64.8	19.3	19.3	C
4	1.00	1.00	0.897	0.894	5093	422	7507	1972	0.68	0.21	64.3	64.3	19.8	19.8	C
5	1.00	1.00	0.897	0.894	4876	404	7507	1972	0.65	0.20	65.5	65.5	18.6	18.6	C
6	1.00	1.00	0.897	0.894	5187	430	7507	1972	0.69	0.22	63.7	63.7	20.4	20.4	C
7	1.00	1.00	0.897	0.894	4742	393	7507	1972	0.63	0.20	66.2	66.2	17.9	17.9	B
8	1.00	1.00	0.897	0.894	4967	412	7507	1972	0.66	0.21	65.0	65.0	19.1	19.1	C
9	1.00	1.00	0.897	0.894	4776	396	7507	1972	0.64	0.20	66.1	66.1	18.1	18.1	C
10	1.00	1.00	0.897	0.894	4773	395	7507	1972	0.64	0.20	66.1	66.1	18.1	18.1	C
11	1.00	1.00	0.897	0.894	4402	365	7507	1972	0.59	0.19	67.8	67.8	16.2	16.2	B
12	1.00	1.00	0.897	0.894	4246	351	7507	1972	0.57	0.18	68.5	68.5	15.5	15.5	B

Segment 8: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.897		5107		9014		0.57		70.3		18.2		C
2	1.00		0.897		5334		9014		0.59		69.8		19.1		C
3	1.00		0.897		4997		9014		0.55		70.5		17.7		B
4	1.00		0.897		5091		9014		0.56		70.3		18.1		C
5	1.00		0.897		4874		9014		0.54		70.6		17.3		B
6	1.00		0.897		5185		9014		0.58		70.1		18.5		C
7	1.00		0.897		4740		9014		0.53		70.8		16.7		B
8	1.00		0.897		4965		9014		0.55		70.5		17.6		B
9	1.00		0.897		4775		9014		0.53		70.8		16.9		B
10	1.00		0.897		4771		9014		0.53		70.8		16.9		B
11	1.00		0.897		4400		9014		0.49		71.1		15.5		B
12	1.00		0.897		4245		9014		0.47		71.2		14.9		B

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.893	5107	385	7507	1972	0.68	0.20	64.2	64.2	19.9	19.9	C
2	1.00	1.00	0.897	0.893	5334	403	7507	1972	0.71	0.20	62.7	62.7	21.3	21.3	C

3	1.00	1.00	0.897	0.893	4997	377	7507	1972	0.67	0.19	64.8	64.8	19.3	19.3	C
4	1.00	1.00	0.897	0.893	5091	384	7507	1972	0.68	0.19	64.3	64.3	19.8	19.8	C
5	1.00	1.00	0.897	0.893	4874	367	7507	1972	0.65	0.19	65.5	65.5	18.6	18.6	C
6	1.00	1.00	0.897	0.893	5185	391	7507	1972	0.69	0.20	63.7	63.7	20.3	20.3	C
7	1.00	1.00	0.897	0.893	4740	357	7507	1972	0.63	0.18	66.2	66.2	17.9	17.9	B
8	1.00	1.00	0.897	0.893	4965	375	7507	1972	0.66	0.19	65.0	65.0	19.1	19.1	C
9	1.00	1.00	0.897	0.893	4775	361	7507	1972	0.64	0.18	66.1	66.1	18.1	18.1	C
10	1.00	1.00	0.897	0.893	4771	361	7507	1972	0.64	0.18	66.1	66.1	18.0	18.0	B
11	1.00	1.00	0.897	0.893	4400	333	7507	1972	0.59	0.17	67.8	67.8	16.2	16.2	B
12	1.00	1.00	0.897	0.893	4245	320	7507	1972	0.57	0.16	68.5	68.5	15.5	15.5	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.897		4724		6761		0.70		66.9		23.5		C
2	1.00		0.897		4933		6761		0.73		65.8		25.0		C
3	1.00		0.897		4621		6761		0.68		67.4		22.8		C
4	1.00		0.897		4709		6761		0.70		67.0		23.4		C
5	1.00		0.897		4508		6761		0.67		67.9		22.1		C
6	1.00		0.897		4796		6761		0.71		66.5		24.0		C
7	1.00		0.897		4385		6761		0.65		68.5		21.3		C
8	1.00		0.897		4592		6761		0.68		67.5		22.7		C
9	1.00		0.897		4416		6761		0.65		68.3		21.6		C
10	1.00		0.897		4412		6761		0.65		68.3		21.5		C
11	1.00		0.897		4069		6761		0.60		69.6		19.5		C
12	1.00		0.897		3926		6761		0.58		70.0		18.7		C

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.893	5434	710	7507	1972	0.72	0.36	62.0	62.0	21.9	21.9	C
2	1.00	1.00	0.897	0.893	5674	741	7507	1972	0.76	0.38	60.3	60.3	23.5	23.5	C
3	1.00	1.00	0.897	0.893	5315	694	7507	1972	0.71	0.35	62.8	62.8	21.2	21.2	C
4	1.00	1.00	0.897	0.893	5417	708	7507	1972	0.72	0.36	62.1	62.1	21.8	21.8	C
5	1.00	1.00	0.897	0.893	5185	677	7507	1972	0.69	0.34	63.7	63.7	20.3	20.3	C
6	1.00	1.00	0.897	0.893	5516	720	7507	1972	0.73	0.37	61.4	61.4	22.5	22.5	C
7	1.00	1.00	0.897	0.893	5043	658	7507	1972	0.67	0.33	64.6	64.6	19.5	19.5	C
8	1.00	1.00	0.897	0.893	5282	690	7507	1972	0.70	0.35	63.1	63.1	20.9	20.9	C
9	1.00	1.00	0.897	0.893	5079	663	7507	1972	0.68	0.34	64.3	64.3	19.7	19.7	C
10	1.00	1.00	0.897	0.893	5075	663	7507	1972	0.68	0.34	64.4	64.4	19.7	19.7	C
11	1.00	1.00	0.897	0.893	4680	611	7507	1972	0.62	0.31	66.5	66.5	17.6	17.6	B
12	1.00	1.00	0.897	0.893	4516	590	7507	1972	0.60	0.30	67.3	67.3	16.8	16.8	B

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.897	5430	9014	0.60	69.6	19.5	C
2	1.00	0.897	5671	9014	0.63	69.0	20.6	C
3	1.00	0.897	5312	9014	0.59	69.9	19.0	C
4	1.00	0.897	5414	9014	0.60	69.6	19.5	C
5	1.00	0.897	5183	9014	0.57	70.1	18.5	C
6	1.00	0.897	5513	9014	0.61	69.4	19.9	C
7	1.00	0.897	5040	9014	0.56	70.4	17.9	B
8	1.00	0.897	5279	9014	0.59	69.9	18.9	C
9	1.00	0.897	5076	9014	0.56	70.3	18.1	C
10	1.00	0.897	5072	9014	0.56	70.3	18.0	B
11	1.00	0.897	4678	9014	0.52	70.9	16.5	B
12	1.00	0.897	4514	9014	0.50	71.0	15.9	B

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.897	0.894	5430	418	7507	1972	0.72	0.21	62.0	62.0	21.9	21.9	C
2	1.00	1.00	0.897	0.894	5671	437	7507	1972	0.76	0.22	60.3	60.3	23.5	23.5	C
3	1.00	1.00	0.897	0.894	5312	409	7507	1972	0.71	0.21	62.9	62.9	21.1	21.1	C
4	1.00	1.00	0.897	0.894	5414	417	7507	1972	0.72	0.21	62.1	62.1	21.8	21.8	C
5	1.00	1.00	0.897	0.894	5183	399	7507	1972	0.69	0.20	63.7	63.7	20.3	20.3	C
6	1.00	1.00	0.897	0.894	5513	425	7507	1972	0.73	0.22	61.5	61.5	22.4	22.4	C
7	1.00	1.00	0.897	0.894	5040	388	7507	1972	0.67	0.20	64.6	64.6	19.5	19.5	C
8	1.00	1.00	0.897	0.894	5279	407	7507	1972	0.70	0.21	63.1	63.1	20.9	20.9	C
9	1.00	1.00	0.897	0.894	5076	391	7507	1972	0.68	0.20	64.4	64.4	19.7	19.7	C
10	1.00	1.00	0.897	0.894	5072	391	7507	1972	0.68	0.20	64.4	64.4	19.7	19.7	C
11	1.00	1.00	0.897	0.894	4678	360	7507	1972	0.62	0.18	66.5	66.5	17.6	17.6	B
12	1.00	1.00	0.897	0.894	4514	348	7507	1972	0.60	0.18	67.3	67.3	16.8	16.8	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.897	5013	6761	0.74	65.3	25.6	C
2	1.00	0.897	5235	6761	0.77	63.9	27.3	D
3	1.00	0.897	4904	6761	0.73	65.9	24.8	C
4	1.00	0.897	4998	6761	0.74	65.4	25.5	C
5	1.00	0.897	4785	6761	0.71	66.6	23.9	C
6	1.00	0.897	5089	6761	0.75	64.8	26.2	D
7	1.00	0.897	4653	6761	0.69	67.3	23.0	C
8	1.00	0.897	4873	6761	0.72	66.1	24.6	C
9	1.00	0.897	4686	6761	0.69	67.1	23.3	C

10	1.00	0.897	4682	6761	0.69	67.1	23.3	C							
11	1.00	0.897	4319	6761	0.64	68.7	21.0	C							
12	1.00	0.897	4167	6761	0.62	69.3	20.0	C							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.900	0.914	5909	912	7507	1972	0.79	0.46	58.4	58.4	25.3	25.3	C
2	1.00	1.00	0.900	0.914	6172	954	7507	1972	0.82	0.48	56.1	56.1	27.5	27.5	D
3	1.00	1.00	0.900	0.914	5781	893	7507	1972	0.77	0.45	59.4	59.4	24.3	24.3	C
4	1.00	1.00	0.900	0.914	5891	910	7507	1972	0.78	0.46	58.5	58.5	25.2	25.2	C
5	1.00	1.00	0.900	0.914	5640	871	7507	1972	0.75	0.44	60.5	60.5	23.3	23.3	C
6	1.00	1.00	0.900	0.914	5999	927	7507	1972	0.80	0.47	57.6	57.6	26.0	26.0	C
7	1.00	1.00	0.900	0.914	5485	847	7507	1972	0.73	0.43	61.7	61.7	22.2	22.2	C
8	1.00	1.00	0.900	0.914	5744	887	7507	1972	0.77	0.45	59.7	59.7	24.1	24.1	C
9	1.00	1.00	0.900	0.914	5523	853	7507	1972	0.74	0.43	61.4	61.4	22.5	22.5	C
10	1.00	1.00	0.900	0.914	5519	852	7507	1972	0.74	0.43	61.4	61.4	22.5	22.5	C
11	1.00	1.00	0.900	0.914	5091	787	7507	1972	0.68	0.40	64.3	64.3	19.8	19.8	C
12	1.00	1.00	0.900	0.914	4911	758	7507	1972	0.65	0.38	65.3	65.3	18.8	18.8	C
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	0.900	5923	9014	0.66	68.2	21.7	C							
2	1.00	0.900	6187	9014	0.69	67.3	23.0	C							
3	1.00	0.900	5794	9014	0.64	68.6	21.1	C							
4	1.00	0.900	5906	9014	0.66	68.3	21.6	C							
5	1.00	0.900	5653	9014	0.63	69.0	20.5	C							
6	1.00	0.900	6013	9014	0.67	67.9	22.1	C							
7	1.00	0.900	5498	9014	0.61	69.4	19.8	C							
8	1.00	0.900	5758	9014	0.64	68.7	21.0	C							
9	1.00	0.900	5537	9014	0.61	69.3	20.0	C							
10	1.00	0.900	5532	9014	0.61	69.3	20.0	C							
11	1.00	0.900	5103	9014	0.57	70.3	18.2	C							
12	1.00	0.900	4923	9014	0.55	70.5	17.4	B							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.900	1.000	5923	469	7507	1972	0.79	0.24	58.3	58.3	25.4	25.4	C
2	1.00	1.00	0.900	1.000	6187	490	7507	1972	0.82	0.25	56.0	56.0	27.6	27.6	D
3	1.00	1.00	0.900	1.000	5794	459	7507	1972	0.77	0.23	59.3	59.3	24.4	24.4	C
4	1.00	1.00	0.900	1.000	5906	468	7507	1972	0.79	0.24	58.4	58.4	25.3	25.3	C

5	1.00	1.00	0.900	1.000	5653	448	7507	1972	0.75	0.23	60.4	60.4	23.4	23.4	C
6	1.00	1.00	0.900	1.000	6013	476	7507	1972	0.80	0.24	57.5	57.5	26.1	26.1	D
7	1.00	1.00	0.900	1.000	5498	435	7507	1972	0.73	0.22	61.6	61.6	22.3	22.3	C
8	1.00	1.00	0.900	1.000	5758	456	7507	1972	0.77	0.23	59.6	59.6	24.2	24.2	C
9	1.00	1.00	0.900	1.000	5537	439	7507	1972	0.74	0.22	61.3	61.3	22.6	22.6	C
10	1.00	1.00	0.900	1.000	5532	438	7507	1972	0.74	0.22	61.3	61.3	22.6	22.6	C
11	1.00	1.00	0.900	1.000	5103	404	7507	1972	0.68	0.20	64.2	64.2	19.9	19.9	C
12	1.00	1.00	0.900	1.000	4923	390	7507	1972	0.66	0.20	65.2	65.2	18.9	18.9	C

Segment 18: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.899		5408		6761		0.80		62.7		28.8		D
2	1.00		0.899		5648		6761		0.84		60.8		31.0		D
3	1.00		0.899		5290		6761		0.78		63.5		27.8		D
4	1.00		0.899		5392		6761		0.80		62.8		28.6		D
5	1.00		0.899		5161		6761		0.76		64.4		26.7		D
6	1.00		0.899		5491		6761		0.81		62.1		29.5		D
7	1.00		0.899		5020		6761		0.74		65.2		25.7		C
8	1.00		0.899		5257		6761		0.78		63.7		27.5		D
9	1.00		0.899		5055		6761		0.75		65.0		25.9		C
10	1.00		0.899		5051		6761		0.75		65.0		25.9		C
11	1.00		0.899		4660		6761		0.69		67.2		23.1		C
12	1.00		0.899		4495		6761		0.66		68.0		22.0		C

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.901	1.000	6109	713	7507	1972	0.81	0.36	56.7	56.7	26.9	26.9	D
2	1.00	1.00	0.901	1.000	6381	745	7507	1972	0.85	0.38	54.2	54.2	29.4	29.4	D
3	1.00	1.00	0.901	1.000	5977	698	7507	1972	0.80	0.35	57.8	57.8	25.9	25.9	C
4	1.00	1.00	0.901	1.000	6091	711	7507	1972	0.81	0.36	56.8	56.8	26.8	26.8	D
5	1.00	1.00	0.901	1.000	5831	681	7507	1972	0.78	0.35	59.0	59.0	24.7	24.7	C
6	1.00	1.00	0.901	1.000	6202	724	7507	1972	0.83	0.37	55.8	55.8	27.8	27.8	D
7	1.00	1.00	0.901	1.000	5671	662	7507	1972	0.76	0.34	60.3	60.3	23.5	23.5	C
8	1.00	1.00	0.901	1.000	5938	693	7507	1972	0.79	0.35	58.1	58.1	25.6	25.6	C
9	1.00	1.00	0.901	1.000	5710	667	7507	1972	0.76	0.34	60.0	60.0	23.8	23.8	C
10	1.00	1.00	0.901	1.000	5706	666	7507	1972	0.76	0.34	60.0	60.0	23.8	23.8	C
11	1.00	1.00	0.901	1.000	5263	614	7507	1972	0.70	0.31	63.2	63.2	20.8	20.8	C
12	1.00	1.00	0.901	1.000	5078	593	7507	1972	0.68	0.30	64.3	64.3	19.7	19.7	C

Segment 20: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.901	6188	9014	0.69	67.3	23.0	C
2	1.00	0.901	6463	9014	0.72	66.2	24.4	C
3	1.00	0.901	6053	9014	0.67	67.8	22.3	C
4	1.00	0.901	6169	9014	0.68	67.4	22.9	C
5	1.00	0.901	5906	9014	0.66	68.3	21.6	C
6	1.00	0.901	6282	9014	0.70	67.0	23.4	C
7	1.00	0.901	5744	9014	0.64	68.8	20.9	C
8	1.00	0.901	6014	9014	0.67	67.9	22.2	C
9	1.00	0.901	5784	9014	0.64	68.7	21.0	C
10	1.00	0.901	5779	9014	0.64	68.7	21.0	C
11	1.00	0.901	5331	9014	0.59	69.8	19.1	C
12	1.00	0.901	5143	9014	0.57	70.2	18.3	C

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.901	6188	9014	0.69	67.3	23.0	C
2	1.00	0.901	6463	9014	0.72	66.2	24.4	C
3	1.00	0.901	6053	9014	0.67	67.8	22.3	C
4	1.00	0.901	6169	9014	0.68	67.4	22.9	C
5	1.00	0.901	5906	9014	0.66	68.3	21.6	C
6	1.00	0.901	6282	9014	0.70	67.0	23.4	C
7	1.00	0.901	5744	9014	0.64	68.8	20.9	C
8	1.00	0.901	6014	9014	0.67	67.9	22.2	C
9	1.00	0.901	5784	9014	0.64	68.7	21.0	C
10	1.00	0.901	5779	9014	0.64	68.7	21.0	C
11	1.00	0.901	5331	9014	0.59	69.8	19.1	C
12	1.00	0.901	5143	9014	0.57	70.2	18.3	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	10735	10490	12.60	314.89	65.7	22.1	19.9	8.50	C
2	11212	10957	16.43	410.66	64.5	23.5	21.2	8.60	C
3	10502	10263	11.03	275.80	66.3	21.4	19.3	8.40	C
4	10702	10459	12.39	309.83	65.8	22.0	19.8	8.50	C
5	10246	10012	9.50	237.48	66.8	20.7	18.6	8.30	C
6	10899	10650	13.84	345.90	65.3	22.6	20.3	8.50	C
7	9964	9737	7.94	198.52	67.4	20.0	18.0	8.30	C
8	10436	10198	10.65	266.21	66.4	21.3	19.1	8.40	C
9	10035	9806	8.31	207.71	67.2	20.2	18.2	8.30	C
10	10028	9800	8.29	207.36	67.2	20.2	18.1	8.30	C
11	9248	9038	4.97	124.25	68.6	18.2	16.4	8.10	C
12	8923	8720	3.95	98.82	69.0	17.5	15.7	8.10	B

Facility Overall Results

Space Mean Speed, mi/h	66.6	Average Density, veh/mi/ln	18.7
Average Travel Time, min	8.40	Average Density, pc/mi/ln	20.8
Total VMT, veh-mi	122929	Total VHD, veh-h	119.90
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	2997.44

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HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2030 Build Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5584	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	480	3
7	Merge	Basic	I-75 SB SR 326 EB On Ramp	1500	4
8	Basic	Basic	I-75 SB	4120	4
9	Diverge	Basic	I-75 SB 49th St DDI Off Ramp	1500	4
10	Basic	Basic	I-75 SB	2980	3
11	Merge	Basic	I-75 SB 49th St DDI On Ramp	1500	4
12	Basic	Basic	I-75 SB	5730	4
13	Diverge	Basic	I-75 SB US 27 Off Ramp	1500	4
14	Basic	Basic	I-75 SB	3450	3
15	Merge	Basic	I-75 SB US 27 On Ramp	1500	4
16	Basic	Basic	I-75 SB	1100	4
17	Diverge	Basic	I-75 SB SR 40 Off Ramp	1500	4
18	Basic	Basic	I-75 SB	3180	3
19	Merge	Basic	I-75 SB SR 40 On Ramp	1500	4
20	Basic	Basic	I-75 SB	1500	4
21	Basic	Basic	I-75 SB	3968	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.901	3639	6761	0.54	70.7	17.2	B
2	1.00	0.901	3639	6761	0.54	70.7	17.2	B
3	1.00	0.901	3639	6761	0.54	70.7	17.2	B
4	1.00	0.901	3639	6761	0.54	70.7	17.2	B
5	1.00	0.901	3786	6761	0.56	70.4	17.9	B
6	1.00	0.901	3786	6761	0.56	70.4	17.9	B
7	1.00	0.901	3786	6761	0.56	70.4	17.9	B
8	1.00	0.901	3786	6761	0.56	70.4	17.9	B
9	1.00	0.901	3847	6761	0.57	70.2	18.3	C
10	1.00	0.901	3847	6761	0.57	70.2	18.3	C
11	1.00	0.901	3847	6761	0.57	70.2	18.3	C
12	1.00	0.901	3847	6761	0.57	70.2	18.3	C

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.901		3639		6761		0.54		70.7		17.2		B
2	1.00		0.901		3639		6761		0.54		70.7		17.2		B
3	1.00		0.901		3639		6761		0.54		70.7		17.2		B
4	1.00		0.901		3639		6761		0.54		70.7		17.2		B
5	1.00		0.901		3786		6761		0.56		70.4		17.9		B
6	1.00		0.901		3786		6761		0.56		70.4		17.9		B
7	1.00		0.901		3786		6761		0.56		70.4		17.9		B
8	1.00		0.901		3786		6761		0.56		70.4		17.9		B
9	1.00		0.901		3847		6761		0.57		70.2		18.3		C
10	1.00		0.901		3847		6761		0.57		70.2		18.3		C
11	1.00		0.901		3847		6761		0.57		70.2		18.3		C
12	1.00		0.901		3847		6761		0.57		70.2		18.3		C

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.901	0.919	3639	482	5918	1972	0.61	0.24	64.8	60.4	18.7	23.8	C
2	1.00	1.00	0.901	0.919	3639	482	5918	1972	0.61	0.24	64.8	60.4	18.7	23.8	C
3	1.00	1.00	0.901	0.919	3639	482	5918	1972	0.61	0.24	64.8	60.4	18.7	23.8	C
4	1.00	1.00	0.901	0.919	3639	482	5918	1972	0.61	0.24	64.8	60.4	18.7	23.8	C
5	1.00	1.00	0.901	0.919	3786	502	5918	1972	0.64	0.25	64.7	60.3	19.5	24.5	C
6	1.00	1.00	0.901	0.919	3786	502	5918	1972	0.64	0.25	64.7	60.3	19.5	24.5	C
7	1.00	1.00	0.901	0.919	3786	502	5918	1972	0.64	0.25	64.7	60.3	19.5	24.5	C
8	1.00	1.00	0.901	0.919	3786	502	5918	1972	0.64	0.25	64.7	60.3	19.5	24.5	C
9	1.00	1.00	0.901	0.919	3847	509	5918	1972	0.65	0.26	64.7	60.3	19.8	24.8	C
10	1.00	1.00	0.901	0.919	3847	509	5918	1972	0.65	0.26	64.7	60.3	19.8	24.8	C
11	1.00	1.00	0.901	0.919	3847	509	5918	1972	0.65	0.26	64.7	60.3	19.8	24.8	C

12	1.00	1.00	0.901	0.919	3847	509	5918	1972	0.65	0.26	64.7	60.3	19.8	24.8	C
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		3158		6761		0.47		70.8		14.8		B
2	1.00		0.898		3158		6761		0.47		70.8		14.8		B
3	1.00		0.898		3158		6761		0.47		70.8		14.8		B
4	1.00		0.898		3158		6761		0.47		70.8		14.8		B
5	1.00		0.898		3285		6761		0.49		70.8		15.4		B
6	1.00		0.898		3285		6761		0.49		70.8		15.4		B
7	1.00		0.898		3285		6761		0.49		70.8		15.4		B
8	1.00		0.898		3285		6761		0.49		70.8		15.4		B
9	1.00		0.898		3339		6761		0.49		70.8		15.7		B
10	1.00		0.898		3339		6761		0.49		70.8		15.7		B
11	1.00		0.898		3339		6761		0.49		70.8		15.7		B
12	1.00		0.898		3339		6761		0.49		70.8		15.7		B
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.926	4064	930	5918	1878	0.69	0.50	64.3	62.7	21.1	18.1	B
2	1.00	1.00	0.905	0.926	4064	930	5918	1878	0.69	0.50	64.3	62.7	21.1	18.1	B
3	1.00	1.00	0.905	0.926	4064	930	5918	1878	0.69	0.50	64.3	62.7	21.1	18.1	B
4	1.00	1.00	0.905	0.926	4064	930	5918	1878	0.69	0.50	64.3	62.7	21.1	18.1	B
5	1.00	1.00	0.905	0.926	4228	968	5918	1878	0.71	0.52	64.1	62.5	22.0	19.0	B
6	1.00	1.00	0.905	0.926	4228	968	5918	1878	0.71	0.52	64.1	62.5	22.0	19.0	B
7	1.00	1.00	0.905	0.926	4228	968	5918	1878	0.71	0.52	64.1	62.5	22.0	19.0	B
8	1.00	1.00	0.905	0.926	4228	968	5918	1878	0.71	0.52	64.1	62.5	22.0	19.0	B
9	1.00	1.00	0.905	0.926	4296	983	5918	1878	0.73	0.52	64.1	62.4	22.3	19.4	B
10	1.00	1.00	0.905	0.926	4296	983	5918	1878	0.73	0.52	64.1	62.4	22.3	19.4	B
11	1.00	1.00	0.905	0.926	4296	983	5918	1878	0.73	0.52	64.1	62.4	22.3	19.4	B
12	1.00	1.00	0.905	0.926	4296	983	5918	1878	0.73	0.52	64.1	62.4	22.3	19.4	B
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.905		4085		6761		0.60		69.5		19.6		C
2	1.00		0.905		4085		6761		0.60		69.5		19.6		C
3	1.00		0.905		4085		6761		0.60		69.5		19.6		C
4	1.00		0.905		4085		6761		0.60		69.5		19.6		C
5	1.00		0.905		4250		6761		0.63		69.0		20.5		C
6	1.00		0.905		4250		6761		0.63		69.0		20.5		C
7	1.00		0.905		4250		6761		0.63		69.0		20.5		C

8	1.00	0.905	4250	6761	0.63	69.0	20.5	C
9	1.00	0.905	4318	6761	0.64	68.7	20.9	C
10	1.00	0.905	4318	6761	0.64	68.7	20.9	C
11	1.00	0.905	4318	6761	0.64	68.7	20.9	C
12	1.00	0.905	4318	6761	0.64	68.7	20.9	C

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.924	4280	195	7507	1972	0.57	0.10	68.3	68.3	15.7	15.7	B
2	1.00	1.00	0.905	0.924	4280	195	7507	1972	0.57	0.10	68.3	68.3	15.7	15.7	B
3	1.00	1.00	0.905	0.924	4280	195	7507	1972	0.57	0.10	68.3	68.3	15.7	15.7	B
4	1.00	1.00	0.905	0.924	4280	195	7507	1972	0.57	0.10	68.3	68.3	15.7	15.7	B
5	1.00	1.00	0.905	0.924	4452	202	7507	1972	0.59	0.10	67.6	67.6	16.5	16.5	B
6	1.00	1.00	0.905	0.924	4452	202	7507	1972	0.59	0.10	67.6	67.6	16.5	16.5	B
7	1.00	1.00	0.905	0.924	4452	202	7507	1972	0.59	0.10	67.6	67.6	16.5	16.5	B
8	1.00	1.00	0.905	0.924	4452	202	7507	1972	0.59	0.10	67.6	67.6	16.5	16.5	B
9	1.00	1.00	0.905	0.924	4524	206	7507	1972	0.60	0.10	67.3	67.3	16.8	16.8	B
10	1.00	1.00	0.905	0.924	4524	206	7507	1972	0.60	0.10	67.3	67.3	16.8	16.8	B
11	1.00	1.00	0.905	0.924	4524	206	7507	1972	0.60	0.10	67.3	67.3	16.8	16.8	B
12	1.00	1.00	0.905	0.924	4524	206	7507	1972	0.60	0.10	67.3	67.3	16.8	16.8	B

Segment 8: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.905		4284		9014		0.48		71.2		15.0		B
2	1.00		0.905		4284		9014		0.48		71.2		15.0		B
3	1.00		0.905		4284		9014		0.48		71.2		15.0		B
4	1.00		0.905		4284		9014		0.48		71.2		15.0		B
5	1.00		0.905		4456		9014		0.49		71.1		15.7		B
6	1.00		0.905		4456		9014		0.49		71.1		15.7		B
7	1.00		0.905		4456		9014		0.49		71.1		15.7		B
8	1.00		0.905		4456		9014		0.49		71.1		15.7		B
9	1.00		0.905		4528		9014		0.50		71.0		15.9		B
10	1.00		0.905		4528		9014		0.50		71.0		15.9		B
11	1.00		0.905		4528		9014		0.50		71.0		15.9		B
12	1.00		0.905		4528		9014		0.50		71.0		15.9		B

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.893	4284	394	7507	1972	0.57	0.20	68.3	68.3	15.7	15.7	B
2	1.00	1.00	0.905	0.893	4284	394	7507	1972	0.57	0.20	68.3	68.3	15.7	15.7	B

3	1.00	1.00	0.905	0.893	4284	394	7507	1972	0.57	0.20	68.3	68.3	15.7	15.7	B
4	1.00	1.00	0.905	0.893	4284	394	7507	1972	0.57	0.20	68.3	68.3	15.7	15.7	B
5	1.00	1.00	0.905	0.893	4456	410	7507	1972	0.59	0.21	67.6	67.6	16.5	16.5	B
6	1.00	1.00	0.905	0.893	4456	410	7507	1972	0.59	0.21	67.6	67.6	16.5	16.5	B
7	1.00	1.00	0.905	0.893	4456	410	7507	1972	0.59	0.21	67.6	67.6	16.5	16.5	B
8	1.00	1.00	0.905	0.893	4456	410	7507	1972	0.59	0.21	67.6	67.6	16.5	16.5	B
9	1.00	1.00	0.905	0.893	4528	417	7507	1972	0.60	0.21	67.3	67.3	16.8	16.8	B
10	1.00	1.00	0.905	0.893	4528	417	7507	1972	0.60	0.21	67.3	67.3	16.8	16.8	B
11	1.00	1.00	0.905	0.893	4528	417	7507	1972	0.60	0.21	67.3	67.3	16.8	16.8	B
12	1.00	1.00	0.905	0.893	4528	417	7507	1972	0.60	0.21	67.3	67.3	16.8	16.8	B

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.907		3886		6761		0.57		70.1		18.5		C
2	1.00		0.907		3886		6761		0.57		70.1		18.5		C
3	1.00		0.907		3886		6761		0.57		70.1		18.5		C
4	1.00		0.907		3886		6761		0.57		70.1		18.5		C
5	1.00		0.907		4043		6761		0.60		69.7		19.3		C
6	1.00		0.907		4043		6761		0.60		69.7		19.3		C
7	1.00		0.907		4043		6761		0.60		69.7		19.3		C
8	1.00		0.907		4043		6761		0.60		69.7		19.3		C
9	1.00		0.907		4108		6761		0.61		69.5		19.7		C
10	1.00		0.907		4108		6761		0.61		69.5		19.7		C
11	1.00		0.907		4108		6761		0.61		69.5		19.7		C
12	1.00		0.907		4108		6761		0.61		69.5		19.7		C

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.893	4611	716	7507	1972	0.61	0.36	66.9	66.9	17.2	17.2	B
2	1.00	1.00	0.905	0.893	4611	716	7507	1972	0.61	0.36	66.9	66.9	17.2	17.2	B
3	1.00	1.00	0.905	0.893	4611	716	7507	1972	0.61	0.36	66.9	66.9	17.2	17.2	B
4	1.00	1.00	0.905	0.893	4611	716	7507	1972	0.61	0.36	66.9	66.9	17.2	17.2	B
5	1.00	1.00	0.905	0.893	4797	745	7507	1972	0.64	0.38	65.9	65.9	18.2	18.2	C
6	1.00	1.00	0.905	0.893	4797	745	7507	1972	0.64	0.38	65.9	65.9	18.2	18.2	C
7	1.00	1.00	0.905	0.893	4797	745	7507	1972	0.64	0.38	65.9	65.9	18.2	18.2	C
8	1.00	1.00	0.905	0.893	4797	745	7507	1972	0.64	0.38	65.9	65.9	18.2	18.2	C
9	1.00	1.00	0.905	0.893	4874	757	7507	1972	0.65	0.38	65.5	65.5	18.6	18.6	C
10	1.00	1.00	0.905	0.893	4874	757	7507	1972	0.65	0.38	65.5	65.5	18.6	18.6	C
11	1.00	1.00	0.905	0.893	4874	757	7507	1972	0.65	0.38	65.5	65.5	18.6	18.6	C
12	1.00	1.00	0.905	0.893	4874	757	7507	1972	0.65	0.38	65.5	65.5	18.6	18.6	C

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.905	4601	9014	0.51	71.0	16.2	B
2	1.00	0.905	4601	9014	0.51	71.0	16.2	B
3	1.00	0.905	4601	9014	0.51	71.0	16.2	B
4	1.00	0.905	4601	9014	0.51	71.0	16.2	B
5	1.00	0.905	4787	9014	0.53	70.7	16.9	B
6	1.00	0.905	4787	9014	0.53	70.7	16.9	B
7	1.00	0.905	4787	9014	0.53	70.7	16.9	B
8	1.00	0.905	4787	9014	0.53	70.7	16.9	B
9	1.00	0.905	4864	9014	0.54	70.6	17.2	B
10	1.00	0.905	4864	9014	0.54	70.6	17.2	B
11	1.00	0.905	4864	9014	0.54	70.6	17.2	B
12	1.00	0.905	4864	9014	0.54	70.6	17.2	B

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.905	0.933	4601	343	7507	1972	0.61	0.17	66.9	66.9	17.2	17.2	B
2	1.00	1.00	0.905	0.933	4601	343	7507	1972	0.61	0.17	66.9	66.9	17.2	17.2	B
3	1.00	1.00	0.905	0.933	4601	343	7507	1972	0.61	0.17	66.9	66.9	17.2	17.2	B
4	1.00	1.00	0.905	0.933	4601	343	7507	1972	0.61	0.17	66.9	66.9	17.2	17.2	B
5	1.00	1.00	0.905	0.933	4787	357	7507	1972	0.64	0.18	66.0	66.0	18.1	18.1	C
6	1.00	1.00	0.905	0.933	4787	357	7507	1972	0.64	0.18	66.0	66.0	18.1	18.1	C
7	1.00	1.00	0.905	0.933	4787	357	7507	1972	0.64	0.18	66.0	66.0	18.1	18.1	C
8	1.00	1.00	0.905	0.933	4787	357	7507	1972	0.64	0.18	66.0	66.0	18.1	18.1	C
9	1.00	1.00	0.905	0.933	4864	362	7507	1972	0.65	0.18	65.6	65.6	18.5	18.5	C
10	1.00	1.00	0.905	0.933	4864	362	7507	1972	0.65	0.18	65.6	65.6	18.5	18.5	C
11	1.00	1.00	0.905	0.933	4864	362	7507	1972	0.65	0.18	65.6	65.6	18.5	18.5	C
12	1.00	1.00	0.905	0.933	4864	362	7507	1972	0.65	0.18	65.6	65.6	18.5	18.5	C

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4262	6761	0.63	68.9	20.6	C
2	1.00	0.902	4262	6761	0.63	68.9	20.6	C
3	1.00	0.902	4262	6761	0.63	68.9	20.6	C
4	1.00	0.902	4262	6761	0.63	68.9	20.6	C
5	1.00	0.902	4433	6761	0.66	68.3	21.6	C
6	1.00	0.902	4433	6761	0.66	68.3	21.6	C
7	1.00	0.902	4433	6761	0.66	68.3	21.6	C
8	1.00	0.902	4433	6761	0.66	68.3	21.6	C
9	1.00	0.902	4506	6761	0.67	67.9	22.1	C

10	1.00	0.902	4506	6761	0.67	67.9	22.1	C							
11	1.00	0.902	4506	6761	0.67	67.9	22.1	C							
12	1.00	0.902	4506	6761	0.67	67.9	22.1	C							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.908	0.943	4969	736	7507	1972	0.66	0.37	65.0	65.0	19.1	19.1	C
2	1.00	1.00	0.908	0.943	4969	736	7507	1972	0.66	0.37	65.0	65.0	19.1	19.1	C
3	1.00	1.00	0.908	0.943	4969	736	7507	1972	0.66	0.37	65.0	65.0	19.1	19.1	C
4	1.00	1.00	0.908	0.943	4969	736	7507	1972	0.66	0.37	65.0	65.0	19.1	19.1	C
5	1.00	1.00	0.908	0.943	5170	766	7507	1972	0.69	0.39	63.8	63.8	20.3	20.3	C
6	1.00	1.00	0.908	0.943	5170	766	7507	1972	0.69	0.39	63.8	63.8	20.3	20.3	C
7	1.00	1.00	0.908	0.943	5170	766	7507	1972	0.69	0.39	63.8	63.8	20.3	20.3	C
8	1.00	1.00	0.908	0.943	5170	766	7507	1972	0.69	0.39	63.8	63.8	20.3	20.3	C
9	1.00	1.00	0.908	0.943	5254	778	7507	1972	0.70	0.39	63.2	63.2	20.8	20.8	C
10	1.00	1.00	0.908	0.943	5254	778	7507	1972	0.70	0.39	63.2	63.2	20.8	20.8	C
11	1.00	1.00	0.908	0.943	5254	778	7507	1972	0.70	0.39	63.2	63.2	20.8	20.8	C
12	1.00	1.00	0.908	0.943	5254	778	7507	1972	0.70	0.39	63.2	63.2	20.8	20.8	C
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.908	4998	9014	0.55	70.4	17.8	B							
2	1.00	0.908	4998	9014	0.55	70.4	17.8	B							
3	1.00	0.908	4998	9014	0.55	70.4	17.8	B							
4	1.00	0.908	4998	9014	0.55	70.4	17.8	B							
5	1.00	0.908	5199	9014	0.58	70.1	18.5	C							
6	1.00	0.908	5199	9014	0.58	70.1	18.5	C							
7	1.00	0.908	5199	9014	0.58	70.1	18.5	C							
8	1.00	0.908	5199	9014	0.58	70.1	18.5	C							
9	1.00	0.908	5284	9014	0.59	69.9	18.9	C							
10	1.00	0.908	5284	9014	0.59	69.9	18.9	C							
11	1.00	0.908	5284	9014	0.59	69.9	18.9	C							
12	1.00	0.908	5284	9014	0.59	69.9	18.9	C							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	1.00	0.908	0.941	4998	413	7507	1972	0.67	0.21	64.8	64.8	19.3	19.3	C
2	1.00	1.00	0.908	0.941	4998	413	7507	1972	0.67	0.21	64.8	64.8	19.3	19.3	C
3	1.00	1.00	0.908	0.941	4998	413	7507	1972	0.67	0.21	64.8	64.8	19.3	19.3	C
4	1.00	1.00	0.908	0.941	4998	413	7507	1972	0.67	0.21	64.8	64.8	19.3	19.3	C

5	1.00	1.00	0.908	0.941	5199	430	7507	1972	0.69	0.22	63.6	63.6	20.4	20.4	C
6	1.00	1.00	0.908	0.941	5199	430	7507	1972	0.69	0.22	63.6	63.6	20.4	20.4	C
7	1.00	1.00	0.908	0.941	5199	430	7507	1972	0.69	0.22	63.6	63.6	20.4	20.4	C
8	1.00	1.00	0.908	0.941	5199	430	7507	1972	0.69	0.22	63.6	63.6	20.4	20.4	C
9	1.00	1.00	0.908	0.941	5284	438	7507	1972	0.70	0.22	63.0	63.0	21.0	21.0	C
10	1.00	1.00	0.908	0.941	5284	438	7507	1972	0.70	0.22	63.0	63.0	21.0	21.0	C
11	1.00	1.00	0.908	0.941	5284	438	7507	1972	0.70	0.22	63.0	63.0	21.0	21.0	C
12	1.00	1.00	0.908	0.941	5284	438	7507	1972	0.70	0.22	63.0	63.0	21.0	21.0	C

Segment 18: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.905		4585		6761		0.68		67.6		22.6		C
2	1.00		0.905		4585		6761		0.68		67.6		22.6		C
3	1.00		0.905		4585		6761		0.68		67.6		22.6		C
4	1.00		0.905		4585		6761		0.68		67.6		22.6		C
5	1.00		0.905		4769		6761		0.71		66.7		23.8		C
6	1.00		0.905		4769		6761		0.71		66.7		23.8		C
7	1.00		0.905		4769		6761		0.71		66.7		23.8		C
8	1.00		0.905		4769		6761		0.71		66.7		23.8		C
9	1.00		0.905		4846		6761		0.72		66.3		24.4		C
10	1.00		0.905		4846		6761		0.72		66.3		24.4		C
11	1.00		0.905		4846		6761		0.72		66.3		24.4		C
12	1.00		0.905		4846		6761		0.72		66.3		24.4		C

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.910	0.952	4994	435	7507	1972	0.67	0.22	64.8	64.8	19.3	19.3	C
2	1.00	1.00	0.910	0.952	4994	435	7507	1972	0.67	0.22	64.8	64.8	19.3	19.3	C
3	1.00	1.00	0.910	0.952	4994	435	7507	1972	0.67	0.22	64.8	64.8	19.3	19.3	C
4	1.00	1.00	0.910	0.952	4994	435	7507	1972	0.67	0.22	64.8	64.8	19.3	19.3	C
5	1.00	1.00	0.910	0.952	5196	453	7507	1972	0.69	0.23	63.6	63.6	20.4	20.4	C
6	1.00	1.00	0.910	0.952	5196	453	7507	1972	0.69	0.23	63.6	63.6	20.4	20.4	C
7	1.00	1.00	0.910	0.952	5196	453	7507	1972	0.69	0.23	63.6	63.6	20.4	20.4	C
8	1.00	1.00	0.910	0.952	5196	453	7507	1972	0.69	0.23	63.6	63.6	20.4	20.4	C
9	1.00	1.00	0.910	0.952	5280	460	7507	1972	0.70	0.23	63.1	63.1	20.9	20.9	C
10	1.00	1.00	0.910	0.952	5280	460	7507	1972	0.70	0.23	63.1	63.1	20.9	20.9	C
11	1.00	1.00	0.910	0.952	5280	460	7507	1972	0.70	0.23	63.1	63.1	20.9	20.9	C
12	1.00	1.00	0.910	0.952	5280	460	7507	1972	0.70	0.23	63.1	63.1	20.9	20.9	C

Segment 20: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.910	5014	9014	0.56	70.4	17.8	B
2	1.00	0.910	5014	9014	0.56	70.4	17.8	B
3	1.00	0.910	5014	9014	0.56	70.4	17.8	B
4	1.00	0.910	5014	9014	0.56	70.4	17.8	B
5	1.00	0.910	5216	9014	0.58	70.1	18.6	C
6	1.00	0.910	5216	9014	0.58	70.1	18.6	C
7	1.00	0.910	5216	9014	0.58	70.1	18.6	C
8	1.00	0.910	5216	9014	0.58	70.1	18.6	C
9	1.00	0.910	5301	9014	0.59	69.9	19.0	C
10	1.00	0.910	5301	9014	0.59	69.9	19.0	C
11	1.00	0.910	5301	9014	0.59	69.9	19.0	C
12	1.00	0.910	5301	9014	0.59	69.9	19.0	C

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.910	5014	9014	0.56	70.4	17.8	B
2	1.00	0.910	5014	9014	0.56	70.4	17.8	B
3	1.00	0.910	5014	9014	0.56	70.4	17.8	B
4	1.00	0.910	5014	9014	0.56	70.4	17.8	B
5	1.00	0.910	5216	9014	0.58	70.1	18.6	C
6	1.00	0.910	5216	9014	0.58	70.1	18.6	C
7	1.00	0.910	5216	9014	0.58	70.1	18.6	C
8	1.00	0.910	5216	9014	0.58	70.1	18.6	C
9	1.00	0.910	5301	9014	0.59	69.9	19.0	C
10	1.00	0.910	5301	9014	0.59	69.9	19.0	C
11	1.00	0.910	5301	9014	0.59	69.9	19.0	C
12	1.00	0.910	5301	9014	0.59	69.9	19.0	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	9086	8892	4.21	105.24	68.9	17.7	16.0	8.10	B
2	9086	8892	4.21	105.24	68.9	17.7	16.0	8.10	B
3	9086	8892	4.21	105.24	68.9	17.7	16.0	8.10	B
4	9086	8892	4.21	105.24	68.9	17.7	16.0	8.10	B
5	9452	9251	5.41	135.35	68.4	18.6	16.8	8.10	C
6	9452	9251	5.41	135.35	68.4	18.6	16.8	8.10	C
7	9452	9251	5.41	135.35	68.4	18.6	16.8	8.10	C
8	9452	9251	5.41	135.35	68.4	18.6	16.8	8.10	C
9	9605	9400	6.03	150.86	68.2	18.9	17.1	8.20	C
10	9605	9400	6.03	150.86	68.2	18.9	17.1	8.20	C
11	9605	9400	6.03	150.86	68.2	18.9	17.1	8.20	C
12	9605	9400	6.03	150.86	68.2	18.9	17.1	8.20	C

Facility Overall Results

Space Mean Speed, mi/h	68.5	Average Density, veh/mi/ln	16.7
Average Travel Time, min	8.10	Average Density, pc/mi/ln	18.4
Total VMT, veh-mi	112577	Total VHD, veh-h	62.63
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	1565.78

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APPENDIX Y – 2040 BUILD HCS OUTPUT REPORTS

I-75 North Section - Northbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2040 Build Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	4
2	Basic	Basic	I-75 NB	1500	4
3	Diverge	Basic	I-75 NB SR 40 Off Ramp	1500	4
4	Basic	Basic	I-75 NB	3150	3
5	Merge	Basic	I-75 NB SR 40 On Ramp	1500	4
6	Basic	Basic	I-75 NB	1020	4
7	Diverge	Basic	I-75 NB US 27 Off Ramp	1500	4
8	Basic	Basic	I-75 NB	3460	3
9	Merge	Basic	I-75 NB US 27 On Ramp	1500	4
10	Basic	Basic	I-75 NB	4280	4
11	Diverge	Basic	I-75 NB 49th St DDI Off Ramp	1500	4
12	Basic	Basic	I-75 NB	4840	3
13	Merge	Basic	I-75 NB 49th St DDI On Ramp	1500	4
14	Basic	Basic	I-75 NB	4300	4
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	4
16	Basic	Basic	I-75 NB	2950	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5093	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4844	9014	0.54	70.7	17.1	B
2	1.00	0.902	5443	9014	0.60	69.6	19.6	C

3	1.00	0.902	6436	9014	0.71	66.4	24.2	C
4	1.00	0.902	7353	9014	0.82	61.9	29.7	D
5	1.00	0.902	6927	9014	0.77	64.1	27.0	D
6	1.00	0.902	7013	9014	0.78	63.7	27.5	D
7	1.00	0.902	7365	9014	0.89	35.0	52.7	F
8	1.00	0.902	7115	9014	0.86	23.5	75.5	F
9	1.00	0.902	7103	9014	0.85	23.4	75.7	F
10	1.00	0.902	7103	9014	0.84	23.4	75.7	F
11	1.00	0.902	7110	9014	0.82	23.5	75.6	F
12	1.00	0.902	7123	9014	0.78	23.6	75.4	F

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4844	9014	0.54	70.7	17.1	B
2	1.00	0.902	5443	9014	0.60	69.6	19.6	C
3	1.00	0.902	6436	9014	0.71	66.4	24.2	C
4	1.00	0.902	7353	9014	0.82	61.9	29.7	D
5	1.00	0.902	6927	9014	0.77	64.1	27.0	D
6	1.00	0.902	7013	9014	0.78	63.7	27.5	D
7	1.00	0.902	7177	9014	0.89	26.3	68.2	F
8	1.00	0.902	7106	9014	0.86	23.7	75.0	F
9	1.00	0.902	7099	9014	0.85	23.5	75.4	F
10	1.00	0.902	7100	9014	0.84	23.5	75.4	F
11	1.00	0.902	7105	9014	0.82	23.7	75.0	F
12	1.00	0.902	7113	9014	0.78	23.7	74.9	F

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	4844	549	7891	1972	0.61	0.28	67.6	67.6	17.9	17.9	B
2	1.00	1.00	0.902	0.898	5443	618	7891	1972	0.69	0.31	64.7	64.7	21.0	21.0	C
3	1.00	1.00	0.902	0.898	6436	731	7891	1972	0.82	0.37	58.0	58.0	27.7	27.7	D
4	1.00	1.00	0.902	0.898	7353	834	7891	1972	0.93	0.42	66.3	66.3	27.7	27.7	D
5	1.00	1.00	0.902	0.898	6927	786	7891	1972	0.88	0.40	66.5	66.5	26.0	26.0	C
6	1.00	1.00	0.902	0.898	7013	796	7891	1972	0.89	0.40	66.5	66.5	26.4	26.4	D
7	1.00	1.00	0.902	0.898	7110	908	7891	1972	1.01	0.46	30.2	30.2	58.9	58.9	F
8	1.00	1.00	0.902	0.898	7095	879	7891	1972	0.98	0.45	29.8	29.8	59.5	59.5	F
9	1.00	1.00	0.902	0.898	7093	869	7891	1972	0.97	0.44	29.8	29.8	59.6	59.6	F
10	1.00	1.00	0.902	0.898	7094	857	7891	1972	0.96	0.43	29.8	29.8	59.6	59.6	F
11	1.00	1.00	0.902	0.898	7093	836	7891	1972	0.93	0.42	29.8	29.8	59.5	59.5	F
12	1.00	1.00	0.902	0.898	7094	797	7891	1972	0.89	0.40	29.8	29.8	59.4	59.4	F

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4297	6761	0.64	68.8	20.8	C
2	1.00	0.902	4828	6761	0.71	66.4	24.2	C
3	1.00	0.902	5708	6761	0.84	60.4	31.5	D
4	1.00	0.902	6519	6761	0.96	52.7	41.2	E
5	1.00	0.902	6141	6761	0.91	56.5	36.2	E
6	1.00	0.902	6217	6761	0.92	55.8	37.1	E
7	1.00	0.902	6296	6761	1.05	55.0	38.2	F
8	1.00	0.902	6288	6761	1.02	55.1	38.0	F
9	1.00	0.902	6288	6761	1.00	55.1	38.0	F
10	1.00	0.902	6288	6761	0.99	55.1	38.0	E
11	1.00	0.902	6288	6761	0.97	55.1	38.0	E
12	1.00	0.902	6288	6761	0.92	55.1	38.0	E

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	4719	422	7891	1972	0.60	0.21	68.1	68.1	17.3	17.3	B
2	1.00	1.00	0.902	0.898	5302	474	7891	1972	0.67	0.24	65.5	65.5	20.2	20.2	C
3	1.00	1.00	0.902	0.898	6269	561	7891	1972	0.79	0.28	59.3	59.3	26.4	26.4	D
4	1.00	1.00	0.902	0.898	7160	641	7891	1972	0.91	0.33	64.4	64.4	27.8	27.8	D
5	1.00	1.00	0.902	0.898	6745	604	7891	1972	0.86	0.31	64.9	64.9	26.0	26.0	C
6	1.00	1.00	0.902	0.898	6828	611	7891	1972	0.87	0.31	64.8	64.8	26.3	26.3	D
7	1.00	1.00	0.902	0.898	6993	697	7891	1972	0.99	0.35	64.5	64.5	27.1	27.1	D
8	1.00	1.00	0.902	0.898	6963	675	7891	1972	0.96	0.34	64.6	64.6	26.9	26.9	D
9	1.00	1.00	0.902	0.898	6956	668	7891	1972	0.95	0.34	64.6	64.6	26.9	26.9	D
10	1.00	1.00	0.902	0.898	6947	659	7891	1972	0.93	0.33	64.6	64.6	26.9	26.9	D
11	1.00	1.00	0.902	0.898	6931	643	7891	1972	0.91	0.33	64.7	64.7	26.8	26.8	D
12	1.00	1.00	0.902	0.898	6900	612	7891	1972	0.87	0.31	64.7	64.7	26.7	26.7	D

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	4717	9014	0.52	70.8	16.7	B
2	1.00	0.902	5300	9014	0.59	69.9	19.0	C
3	1.00	0.902	6267	9014	0.70	67.0	23.4	C
4	1.00	0.902	7160	9014	0.79	62.9	28.5	D
5	1.00	0.902	6745	9014	0.75	65.0	25.9	C
6	1.00	0.902	6828	9014	0.76	64.6	26.4	D
7	1.00	0.902	6993	9014	0.86	63.8	27.4	D
8	1.00	0.902	6963	9014	0.84	64.0	27.2	D
9	1.00	0.902	6956	9014	0.83	64.0	27.2	D

10	1.00	0.902	6947	9014	0.82	64.0	27.1	D							
11	1.00	0.902	6931	9014	0.80	64.1	27.0	D							
12	1.00	0.902	6900	9014	0.76	64.3	26.8	D							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	4717	651	7891	1972	0.60	0.33	68.1	68.1	17.3	17.3	B
2	1.00	1.00	0.902	0.934	5300	732	7891	1972	0.67	0.37	65.5	65.5	20.2	20.2	C
3	1.00	1.00	0.902	0.934	6267	865	7891	1972	0.79	0.44	59.3	59.3	26.4	26.4	D
4	1.00	1.00	0.902	0.934	7160	988	7891	1972	0.91	0.50	66.0	66.0	27.1	27.1	D
5	1.00	1.00	0.902	0.934	6745	931	7891	1972	0.85	0.47	66.2	66.2	25.5	25.5	C
6	1.00	1.00	0.902	0.934	6828	943	7891	1972	0.87	0.48	66.1	66.1	25.8	25.8	C
7	1.00	1.00	0.902	0.934	6993	1075	7891	1972	0.99	0.55	65.7	65.7	26.6	26.6	D
8	1.00	1.00	0.902	0.934	6963	1042	7891	1972	0.96	0.53	65.8	65.8	26.5	26.5	D
9	1.00	1.00	0.902	0.934	6956	1030	7891	1972	0.95	0.52	65.9	65.9	26.4	26.4	D
10	1.00	1.00	0.902	0.934	6947	1016	7891	1972	0.93	0.52	65.9	65.9	26.4	26.4	D
11	1.00	1.00	0.902	0.934	6931	991	7891	1972	0.91	0.50	66.0	66.0	26.3	26.3	D
12	1.00	1.00	0.902	0.934	6900	944	7891	1972	0.87	0.48	66.2	66.2	26.1	26.1	D
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.897	4066	6761	0.60	69.6	19.5	C							
2	1.00	0.897	4567	6761	0.68	67.7	22.5	C							
3	1.00	0.897	5401	6761	0.80	62.7	28.7	D							
4	1.00	0.897	6172	6761	0.91	56.2	36.6	E							
5	1.00	0.897	5815	6761	0.86	59.5	32.6	D							
6	1.00	0.897	5886	6761	0.87	58.9	33.3	D							
7	1.00	0.897	6027	6761	0.99	57.6	34.9	D							
8	1.00	0.897	6001	6761	0.96	57.8	34.6	D							
9	1.00	0.897	5995	6761	0.95	57.9	34.5	D							
10	1.00	0.897	5987	6761	0.94	58.0	34.4	D							
11	1.00	0.897	5974	6761	0.92	58.1	34.3	D							
12	1.00	0.897	5948	6761	0.87	58.3	34.0	D							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.876	4387	312	7891	1972	0.56	0.16	69.3	69.3	15.8	15.8	B
2	1.00	1.00	0.895	0.876	4928	350	7891	1972	0.62	0.18	67.2	67.2	18.3	18.3	C
3	1.00	1.00	0.895	0.876	5827	414	7891	1972	0.74	0.21	62.4	62.4	23.3	23.3	C
4	1.00	1.00	0.895	0.876	6646	474	7891	1972	0.84	0.24	65.0	65.0	25.6	25.6	C

5	1.00	1.00	0.895	0.876	6261	446	7891	1972	0.79	0.23	65.4	65.4	23.9	23.9	C
6	1.00	1.00	0.895	0.876	6338	452	7891	1972	0.80	0.23	65.3	65.3	24.3	24.3	C
7	1.00	1.00	0.895	0.876	6542	515	7891	1972	0.92	0.26	65.1	65.1	25.1	25.1	C
8	1.00	1.00	0.895	0.876	6500	499	7891	1972	0.89	0.25	65.1	65.1	25.0	25.0	C
9	1.00	1.00	0.895	0.876	6488	493	7891	1972	0.88	0.25	65.1	65.1	24.9	24.9	C
10	1.00	1.00	0.895	0.876	6474	487	7891	1972	0.87	0.25	65.1	65.1	24.9	24.9	C
11	1.00	1.00	0.895	0.876	6449	475	7891	1972	0.85	0.24	65.2	65.2	24.7	24.7	C
12	1.00	1.00	0.895	0.876	6401	453	7891	1972	0.81	0.23	65.2	65.2	24.5	24.5	C

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.895		4380		9014		0.49		71.1		15.4		B
2	1.00		0.895		4921		9014		0.55		70.6		17.4		B
3	1.00		0.895		5819		9014		0.65		68.5		21.2		C
4	1.00		0.895		6646		9014		0.74		65.5		25.4		C
5	1.00		0.895		6261		9014		0.69		67.0		23.4		C
6	1.00		0.895		6338		9014		0.70		66.7		23.8		C
7	1.00		0.895		6542		9014		0.80		65.9		24.8		C
8	1.00		0.895		6500		9014		0.78		66.1		24.6		C
9	1.00		0.895		6488		9014		0.77		66.1		24.5		C
10	1.00		0.895		6306		9014		0.76		66.9		23.6		F
11	1.00		0.895		6157		9014		0.74		67.4		22.8		F
12	1.00		0.895		6381		9014		0.70		28.8		55.4		F

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.893	4380	518	7891	1972	0.56	0.26	69.3	69.3	15.8	15.8	B
2	1.00	1.00	0.895	0.893	4921	582	7891	1972	0.62	0.30	67.3	67.3	18.3	18.3	C
3	1.00	1.00	0.895	0.893	5819	689	7891	1972	0.74	0.35	62.4	62.4	23.3	23.3	C
4	1.00	1.00	0.895	0.893	6646	786	7891	1972	0.84	0.40	66.6	66.6	24.9	24.9	C
5	1.00	1.00	0.895	0.893	6261	741	7891	1972	0.79	0.38	66.8	66.8	23.4	23.4	C
6	1.00	1.00	0.895	0.893	6338	750	7891	1972	0.80	0.38	66.8	66.8	23.7	23.7	C
7	1.00	1.00	0.895	0.893	6542	856	7891	1972	0.92	0.43	66.4	66.4	24.6	24.6	C
8	1.00	1.00	0.895	0.893	6500	829	7891	1972	0.89	0.42	66.5	66.5	24.4	24.4	C
9	1.00	1.00	0.895	0.893	6387	820	7891	1972	0.88	0.42	66.6	66.6	24.0	24.0	F
10	1.00	1.00	0.895	0.893	6259	809	7891	1972	0.87	0.41	28.2	28.2	55.4	55.4	F
11	1.00	1.00	0.895	0.893	6215	789	7891	1972	0.84	0.40	27.0	27.0	57.5	57.5	F
12	1.00	1.00	0.895	0.893	6168	751	7891	1972	0.80	0.38	25.9	25.9	59.6	59.6	F

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.895	3863	6761	0.57	70.2	18.3	C
2	1.00	0.895	4340	6761	0.64	68.6	21.1	C
3	1.00	0.895	5132	6761	0.76	64.5	26.5	D
4	1.00	0.895	5860	6761	0.87	59.1	33.1	D
5	1.00	0.895	5521	6761	0.82	61.8	29.8	D
6	1.00	0.895	5588	6761	0.83	61.3	30.4	D
7	1.00	0.895	5768	6761	0.94	59.9	32.1	D
8	1.00	0.895	5731	6761	0.91	60.2	31.7	D
9	1.00	0.895	5594	6761	0.90	61.3	30.4	F
10	1.00	0.895	5396	6761	0.89	38.8	46.4	F
11	1.00	0.895	5532	6761	0.87	39.5	46.7	F
12	1.00	0.895	5451	6761	0.83	37.8	48.1	F

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.893	4147	284	7891	1972	0.53	0.14	69.9	69.9	14.8	14.8	B
2	1.00	1.00	0.895	0.893	4659	319	7891	1972	0.59	0.16	68.3	68.3	17.1	17.1	B
3	1.00	1.00	0.895	0.893	5509	377	7891	1972	0.70	0.19	64.3	64.3	21.4	21.4	C
4	1.00	1.00	0.895	0.893	6291	431	7891	1972	0.80	0.22	65.4	65.4	24.0	24.0	C
5	1.00	1.00	0.895	0.893	5927	406	7891	1972	0.75	0.21	65.6	65.6	22.6	22.6	C
6	1.00	1.00	0.895	0.893	6000	412	7891	1972	0.76	0.21	65.6	65.6	22.9	22.9	C
7	1.00	1.00	0.895	0.893	6237	469	7891	1972	0.87	0.24	65.4	65.4	23.8	23.8	C
8	1.00	1.00	0.895	0.893	6186	455	7891	1972	0.84	0.23	65.4	65.4	23.6	23.6	C
9	1.00	1.00	0.895	0.893	5901	449	7891	1972	0.83	0.23	65.7	65.7	22.5	22.5	F
10	1.00	1.00	0.895	0.893	5920	443	7891	1972	0.82	0.22	29.0	29.0	51.1	51.1	F
11	1.00	1.00	0.895	0.893	5841	433	7891	1972	0.80	0.22	30.6	30.6	47.7	47.7	F
12	1.00	1.00	0.895	0.893	5868	412	7891	1972	0.76	0.21	30.2	30.2	48.6	48.6	F

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.895	4146	9014	0.46	71.2	14.6	B
2	1.00	0.895	4658	9014	0.52	70.9	16.4	B
3	1.00	0.895	5508	9014	0.61	69.4	19.8	C
4	1.00	0.895	6291	9014	0.70	66.9	23.5	C
5	1.00	0.895	5927	9014	0.66	68.2	21.7	C
6	1.00	0.895	6000	9014	0.67	68.0	22.1	C
7	1.00	0.895	6080	9014	0.76	67.7	22.5	F
8	1.00	0.895	5859	9014	0.74	28.6	51.2	F
9	1.00	0.895	5862	9014	0.73	22.0	66.7	F
10	1.00	0.895	5863	9014	0.72	21.9	67.0	F
11	1.00	0.895	5867	9014	0.70	19.4	75.7	F

12	1.00	0.895	5878	9014	0.67	21.3	68.9	F
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Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.924	4146	898	7891	3944	0.53	0.23	68.6	59.3	15.1	5.7	A
2	1.00	1.00	0.895	0.924	4658	1010	7891	3944	0.59	0.26	68.1	59.0	17.1	7.6	A
3	1.00	1.00	0.895	0.924	5508	1194	7891	3944	0.70	0.30	67.4	58.5	20.4	10.7	B
4	1.00	1.00	0.895	0.924	6291	1364	7891	3944	0.80	0.35	66.8	58.1	23.5	13.5	B
5	1.00	1.00	0.895	0.924	5927	1285	7891	3944	0.75	0.33	67.1	58.3	22.1	12.2	B
6	1.00	1.00	0.895	0.924	5953	1301	7891	3944	0.76	0.33	67.0	58.2	22.2	12.3	F
7	1.00	1.00	0.895	0.924	5871	1484	7891	3944	0.87	0.38	20.5	57.8	71.6	15.5	F
8	1.00	1.00	0.895	0.924	5867	1437	7891	3944	0.84	0.36	19.1	57.9	76.8	14.7	F
9	1.00	1.00	0.895	0.924	5861	1421	7891	3944	0.83	0.36	19.1	57.9	76.6	14.5	F
10	1.00	1.00	0.895	0.924	5861	1403	7891	3944	0.82	0.36	19.1	58.0	76.6	14.2	F
11	1.00	1.00	0.895	0.924	5865	1368	7891	3944	0.80	0.35	18.5	58.1	79.3	13.6	F
12	1.00	1.00	0.895	0.924	5872	1303	7891	3944	0.76	0.33	19.0	58.2	77.2	12.5	F

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.887	3248	6761	0.48	71.1	15.2	B
2	1.00	0.887	3648	6761	0.54	70.6	17.2	B
3	1.00	0.887	4315	6761	0.64	68.7	20.9	C
4	1.00	0.887	4592	6761	0.73	30.6	50.1	F
5	1.00	0.887	4587	6761	0.69	19.8	77.3	F
6	1.00	0.887	4587	6761	0.70	17.2	88.8	F
7	1.00	0.887	4587	6761	0.79	16.7	91.5	F
8	1.00	0.887	4587	6761	0.77	16.7	91.6	F
9	1.00	0.887	4587	6761	0.76	16.7	91.6	F
10	1.00	0.887	4587	6761	0.75	16.7	91.6	F
11	1.00	0.887	4587	6761	0.73	16.7	91.6	F
12	1.00	0.887	4587	6761	0.70	16.7	91.6	F

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.882	0.853	3921	655	5918	1972	0.66	0.33	64.4	62.6	20.3	19.9	B
2	1.00	1.00	0.882	0.853	4406	737	5918	1972	0.74	0.37	63.7	61.9	23.1	22.4	C
3	1.00	1.00	0.882	0.853	5210	871	5918	1972	0.88	0.44	62.4	60.4	27.8	26.6	C
4	1.00	1.00	0.882	0.853	5511	995	5918	1972	1.01	0.50	61.4	59.2	30.3	28.7	F
5	1.00	1.00	0.882	0.853	5504	938	5918	1972	0.95	0.48	61.6	59.5	29.9	28.2	D
6	1.00	1.00	0.882	0.853	5504	950	5918	1972	0.96	0.48	61.5	59.4	30.0	28.3	D

7	1.00	1.00	0.882	0.853	5504	1082	5918	1972	1.09	0.55	61.0	58.8	31.0	29.3	F
8	1.00	1.00	0.882	0.853	5504	1048	5918	1972	1.06	0.53	61.2	59.0	30.7	29.0	F
9	1.00	1.00	0.882	0.853	5504	1036	5918	1972	1.05	0.53	61.2	59.0	30.6	29.0	F
10	1.00	1.00	0.882	0.853	5504	1023	5918	1972	1.03	0.52	61.3	59.1	30.5	28.9	F
11	1.00	1.00	0.882	0.853	5504	999	5918	1972	1.01	0.51	61.4	59.2	30.3	28.7	F
12	1.00	1.00	0.882	0.853	5504	951	5918	1972	0.96	0.48	61.5	59.4	30.0	28.3	D

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.882	3900	6761	0.58	70.1	18.5	C
2	1.00	0.882	4382	6761	0.65	68.5	21.3	C
3	1.00	0.882	5181	6761	0.77	64.2	26.9	D
4	1.00	0.882	5511	6761	0.88	61.9	29.7	D
5	1.00	0.882	5504	6761	0.82	62.0	29.6	D
6	1.00	0.882	5504	6761	0.84	62.0	29.6	D
7	1.00	0.882	5504	6761	0.95	62.0	29.6	D
8	1.00	0.882	5504	6761	0.92	62.0	29.6	D
9	1.00	0.882	5504	6761	0.91	62.0	29.6	D
10	1.00	0.882	5504	6761	0.90	62.0	29.6	D
11	1.00	0.882	5504	6761	0.88	62.0	29.6	D
12	1.00	0.882	5504	6761	0.84	62.0	29.6	D

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.882	3900	6761	0.58	70.1	18.5	C
2	1.00	0.882	4382	6761	0.65	68.5	21.3	C
3	1.00	0.882	5181	6761	0.77	64.2	26.9	D
4	1.00	0.882	5511	6761	0.88	61.9	29.7	D
5	1.00	0.882	5504	6761	0.82	62.0	29.6	D
6	1.00	0.882	5504	6761	0.84	62.0	29.6	D
7	1.00	0.882	5504	6761	0.95	62.0	29.6	D
8	1.00	0.882	5504	6761	0.92	62.0	29.6	D
9	1.00	0.882	5504	6761	0.91	62.0	29.6	D
10	1.00	0.882	5504	6761	0.90	62.0	29.6	D
11	1.00	0.882	5504	6761	0.88	62.0	29.6	D
12	1.00	0.882	5504	6761	0.84	62.0	29.6	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	8602	8496	2.43	60.87	69.8	17.1	15.3	7.80	B
2	9665	9546	5.64	141.02	68.4	19.6	17.5	8.00	C
3	11428	11287	16.68	417.11	64.5	24.5	22.0	8.50	C

4	12872	12898	36.08	902.12	59.4	30.1	26.9	9.20	F
5	12264	12148	40.23	1005.72	57.7	29.5	26.4	9.50	D
6	12382	12300	45.55	1138.68	56.4	30.5	27.2	9.70	D
7	12644	14023	96.34	2408.39	46.2	38.0	34.0	11.90	F
8	12521	13583	137.43	3435.77	40.0	43.4	38.9	13.70	F
9	12460	13430	148.44	3710.91	38.5	44.8	40.1	14.20	F
10	12376	13259	174.14	4353.42	35.6	48.2	43.2	15.40	F
11	12365	12933	180.32	4508.12	34.9	49.0	43.9	15.70	F
12	12381	12321	199.32	4983.10	33.2	51.7	46.3	16.50	F

Facility Overall Results

Space Mean Speed, mi/h	46.1	Average Density, veh/mi/ln	31.8
Average Travel Time, min	11.90	Average Density, pc/mi/ln	35.5
Total VMT, veh-mi	141960	Total VHD, veh-h	1082.61
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	27065.23

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2040 Build Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	4
2	Basic	Basic	I-75 NB	1500	4
3	Diverge	Basic	I-75 NB SR 40 Off Ramp	1500	4
4	Basic	Basic	I-75 NB	3150	3
5	Merge	Basic	I-75 NB SR 40 On Ramp	1500	4
6	Basic	Basic	I-75 NB	1020	4
7	Diverge	Basic	I-75 NB US 27 Off Ramp	1500	4
8	Basic	Basic	I-75 NB	3460	3
9	Merge	Basic	I-75 NB US 27 On Ramp	1500	4
10	Basic	Basic	I-75 NB	4280	4
11	Diverge	Basic	I-75 NB 49th St DDI Off Ramp	1500	4
12	Basic	Basic	I-75 NB	4840	3
13	Merge	Basic	I-75 NB 49th St DDI On Ramp	1500	4
14	Basic	Basic	I-75 NB	4300	4
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	4
16	Basic	Basic	I-75 NB	2950	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5093	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	6324	9014	0.70	66.8	23.7	C
2	1.00	0.902	5967	9014	0.66	68.1	21.9	C

3	1.00	0.902	6141	9014	0.68	67.5	22.7	C
4	1.00	0.902	5785	9014	0.64	68.7	21.0	C
5	1.00	0.902	4960	9014	0.55	70.5	17.6	B
6	1.00	0.902	5533	9014	0.61	69.3	20.0	C
7	1.00	0.902	5698	9014	0.63	68.9	20.7	C
8	1.00	0.902	5871	9014	0.65	68.4	21.5	C
9	1.00	0.902	5663	9014	0.63	69.0	20.5	C
10	1.00	0.902	5359	9014	0.59	69.8	19.2	C
11	1.00	0.902	5212	9014	0.58	70.1	18.6	C
12	1.00	0.902	4899	9014	0.54	70.6	17.4	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	6324	9014	0.70	66.8	23.7	C
2	1.00	0.902	5967	9014	0.66	68.1	21.9	C
3	1.00	0.902	6141	9014	0.68	67.5	22.7	C
4	1.00	0.902	5785	9014	0.64	68.7	21.0	C
5	1.00	0.902	4960	9014	0.55	70.5	17.6	B
6	1.00	0.902	5533	9014	0.61	69.3	20.0	C
7	1.00	0.902	5698	9014	0.63	68.9	20.7	C
8	1.00	0.902	5871	9014	0.65	68.4	21.5	C
9	1.00	0.902	5663	9014	0.63	69.0	20.5	C
10	1.00	0.902	5359	9014	0.59	69.8	19.2	C
11	1.00	0.902	5212	9014	0.58	70.1	18.6	C
12	1.00	0.902	4899	9014	0.54	70.6	17.4	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	6324	547	7891	1972	0.80	0.28	58.8	58.8	26.9	26.9	D
2	1.00	1.00	0.902	0.898	5967	516	7891	1972	0.76	0.26	61.4	61.4	24.3	24.3	C
3	1.00	1.00	0.902	0.898	6141	531	7891	1972	0.78	0.27	60.2	60.2	25.5	25.5	C
4	1.00	1.00	0.902	0.898	5785	500	7891	1972	0.73	0.25	62.6	62.6	23.1	23.1	C
5	1.00	1.00	0.902	0.898	4960	429	7891	1972	0.63	0.22	67.1	67.1	18.5	18.5	C
6	1.00	1.00	0.902	0.898	5533	478	7891	1972	0.70	0.24	64.2	64.2	21.5	21.5	C
7	1.00	1.00	0.902	0.898	5698	492	7891	1972	0.72	0.25	63.2	63.2	22.5	22.5	C
8	1.00	1.00	0.902	0.898	5871	508	7891	1972	0.74	0.26	62.1	62.1	23.6	23.6	C
9	1.00	1.00	0.902	0.898	5663	489	7891	1972	0.72	0.25	63.4	63.4	22.3	22.3	C
10	1.00	1.00	0.902	0.898	5359	463	7891	1972	0.68	0.23	65.1	65.1	20.6	20.6	C
11	1.00	1.00	0.902	0.898	5212	450	7891	1972	0.66	0.23	65.9	65.9	19.8	19.8	C
12	1.00	1.00	0.902	0.898	4899	423	7891	1972	0.62	0.21	67.4	67.4	18.2	18.2	C

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	5779	6761	0.85	59.8	32.2	D
2	1.00	0.902	5453	6761	0.81	62.3	29.2	D
3	1.00	0.902	5612	6761	0.83	61.1	30.6	D
4	1.00	0.902	5287	6761	0.78	63.5	27.7	D
5	1.00	0.902	4533	6761	0.67	67.8	22.3	C
6	1.00	0.902	5058	6761	0.75	65.0	25.9	C
7	1.00	0.902	5208	6761	0.77	64.1	27.1	D
8	1.00	0.902	5366	6761	0.79	63.0	28.4	D
9	1.00	0.902	5176	6761	0.77	64.3	26.8	D
10	1.00	0.902	4898	6761	0.72	66.0	24.7	C
11	1.00	0.902	4764	6761	0.70	66.7	23.8	C
12	1.00	0.902	4478	6761	0.66	68.1	21.9	C

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.898	6626	847	7891	1972	0.84	0.43	56.4	56.4	29.4	29.4	D
2	1.00	1.00	0.902	0.898	6253	800	7891	1972	0.79	0.41	59.4	59.4	26.3	26.3	D
3	1.00	1.00	0.902	0.898	6435	823	7891	1972	0.82	0.42	58.0	58.0	27.7	27.7	D
4	1.00	1.00	0.902	0.898	6062	775	7891	1972	0.77	0.39	60.8	60.8	24.9	24.9	C
5	1.00	1.00	0.902	0.898	5198	665	7891	1972	0.66	0.34	66.0	66.0	19.7	19.7	C
6	1.00	1.00	0.902	0.898	5800	742	7891	1972	0.74	0.38	62.5	62.5	23.2	23.2	C
7	1.00	1.00	0.902	0.898	5972	764	7891	1972	0.76	0.39	61.4	61.4	24.3	24.3	C
8	1.00	1.00	0.902	0.898	6153	787	7891	1972	0.78	0.40	60.1	60.1	25.6	25.6	C
9	1.00	1.00	0.902	0.898	5935	759	7891	1972	0.75	0.38	61.7	61.7	24.0	24.0	C
10	1.00	1.00	0.902	0.898	5616	718	7891	1972	0.71	0.36	63.7	63.7	22.0	22.0	C
11	1.00	1.00	0.902	0.898	5462	698	7891	1972	0.69	0.35	64.6	64.6	21.1	21.1	C
12	1.00	1.00	0.902	0.898	5135	657	7891	1972	0.65	0.33	66.3	66.3	19.4	19.4	C

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	6623	9014	0.73	65.6	25.2	C
2	1.00	0.902	6249	9014	0.69	67.1	23.3	C
3	1.00	0.902	6431	9014	0.71	66.4	24.2	C
4	1.00	0.902	6059	9014	0.67	67.8	22.3	C
5	1.00	0.902	5195	9014	0.58	70.1	18.5	C
6	1.00	0.902	5796	9014	0.64	68.6	21.1	C
7	1.00	0.902	5969	9014	0.66	68.1	21.9	C
8	1.00	0.902	6150	9014	0.68	67.4	22.8	C
9	1.00	0.902	5932	9014	0.66	68.2	21.7	C

10	1.00	0.902	5613	9014	0.62	69.1	20.3	C							
11	1.00	0.902	5459	9014	0.61	69.5	19.6	C							
12	1.00	0.902	5132	9014	0.57	70.2	18.3	C							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	6623	1138	7891	1972	0.84	0.58	56.4	56.4	29.4	29.4	D
2	1.00	1.00	0.902	0.934	6249	1074	7891	1972	0.79	0.54	59.4	59.4	26.3	26.3	D
3	1.00	1.00	0.902	0.934	6431	1105	7891	1972	0.81	0.56	58.0	58.0	27.7	27.7	D
4	1.00	1.00	0.902	0.934	6059	1041	7891	1972	0.77	0.53	60.8	60.8	24.9	24.9	C
5	1.00	1.00	0.902	0.934	5195	893	7891	1972	0.66	0.45	66.0	66.0	19.7	19.7	C
6	1.00	1.00	0.902	0.934	5796	996	7891	1972	0.73	0.51	62.6	62.6	23.1	23.1	C
7	1.00	1.00	0.902	0.934	5969	1026	7891	1972	0.76	0.52	61.4	61.4	24.3	24.3	C
8	1.00	1.00	0.902	0.934	6150	1057	7891	1972	0.78	0.54	60.1	60.1	25.6	25.6	C
9	1.00	1.00	0.902	0.934	5932	1019	7891	1972	0.75	0.52	61.7	61.7	24.0	24.0	C
10	1.00	1.00	0.902	0.934	5613	965	7891	1972	0.71	0.49	63.7	63.7	22.0	22.0	C
11	1.00	1.00	0.902	0.934	5459	938	7891	1972	0.69	0.48	64.6	64.6	21.1	21.1	C
12	1.00	1.00	0.902	0.934	5132	881	7891	1972	0.65	0.45	66.3	66.3	19.4	19.4	C
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	0.895	5487	6761	0.81	62.1	29.5	D							
2	1.00	0.895	5178	6761	0.77	64.2	26.9	D							
3	1.00	0.895	5328	6761	0.79	63.2	28.1	D							
4	1.00	0.895	5020	6761	0.74	65.2	25.7	C							
5	1.00	0.895	4304	6761	0.64	68.8	20.9	C							
6	1.00	0.895	4802	6761	0.71	66.5	24.1	C							
7	1.00	0.895	4945	6761	0.73	65.7	25.1	C							
8	1.00	0.895	5095	6761	0.75	64.8	26.2	D							
9	1.00	0.895	4915	6761	0.73	65.9	24.9	C							
10	1.00	0.895	4650	6761	0.69	67.3	23.0	C							
11	1.00	0.895	4523	6761	0.67	67.9	22.2	C							
12	1.00	0.895	4253	6761	0.63	69.0	20.6	C							
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00	1.00	0.893	0.876	6017	518	7891	1972	0.76	0.26	61.1	61.1	24.6	24.6	C
2	1.00	1.00	0.893	0.876	5678	489	7891	1972	0.72	0.25	63.3	63.3	22.4	22.4	C
3	1.00	1.00	0.893	0.876	5843	503	7891	1972	0.74	0.26	62.3	62.3	23.4	23.4	C
4	1.00	1.00	0.893	0.876	5505	474	7891	1972	0.70	0.24	64.3	64.3	21.4	21.4	C

5	1.00	1.00	0.893	0.876	4720	406	7891	1972	0.60	0.21	68.1	68.1	17.3	17.3	B
6	1.00	1.00	0.893	0.876	5266	453	7891	1972	0.67	0.23	65.6	65.6	20.1	20.1	C
7	1.00	1.00	0.893	0.876	5423	467	7891	1972	0.69	0.24	64.8	64.8	20.9	20.9	C
8	1.00	1.00	0.893	0.876	5588	482	7891	1972	0.71	0.24	63.9	63.9	21.9	21.9	C
9	1.00	1.00	0.893	0.876	5391	465	7891	1972	0.68	0.24	65.0	65.0	20.7	20.7	C
10	1.00	1.00	0.893	0.876	5100	439	7891	1972	0.65	0.22	66.5	66.5	19.2	19.2	C
11	1.00	1.00	0.893	0.876	4960	427	7891	1972	0.63	0.22	67.1	67.1	18.5	18.5	C
12	1.00	1.00	0.893	0.876	4664	402	7891	1972	0.59	0.20	68.3	68.3	17.1	17.1	B

Segment 10: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.893	6008	9014	0.67	67.9	22.1	C
2	1.00	0.893	5669	9014	0.63	69.0	20.5	C
3	1.00	0.893	5834	9014	0.65	68.5	21.3	C
4	1.00	0.893	5496	9014	0.61	69.4	19.8	C
5	1.00	0.893	4712	9014	0.52	70.8	16.6	B
6	1.00	0.893	5258	9014	0.58	70.0	18.8	C
7	1.00	0.893	5414	9014	0.60	69.6	19.5	C
8	1.00	0.893	5579	9014	0.62	69.2	20.2	C
9	1.00	0.893	5382	9014	0.60	69.7	19.3	C
10	1.00	0.893	5092	9014	0.56	70.3	18.1	C
11	1.00	0.893	4952	9014	0.55	70.5	17.6	B
12	1.00	0.893	4656	9014	0.52	70.9	16.4	B

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.893	6008	1069	7891	1972	0.76	0.54	61.2	61.2	24.5	24.5	C
2	1.00	1.00	0.893	0.893	5669	1009	7891	1972	0.72	0.51	63.4	63.4	22.4	22.4	C
3	1.00	1.00	0.893	0.893	5834	1038	7891	1972	0.74	0.53	62.3	62.3	23.4	23.4	C
4	1.00	1.00	0.893	0.893	5496	979	7891	1972	0.70	0.50	64.4	64.4	21.3	21.3	C
5	1.00	1.00	0.893	0.893	4712	839	7891	1972	0.60	0.43	68.1	68.1	17.3	17.3	B
6	1.00	1.00	0.893	0.893	5258	936	7891	1972	0.67	0.47	65.7	65.7	20.0	20.0	C
7	1.00	1.00	0.893	0.893	5414	964	7891	1972	0.69	0.49	64.8	64.8	20.9	20.9	C
8	1.00	1.00	0.893	0.893	5579	993	7891	1972	0.71	0.50	63.9	63.9	21.8	21.8	C
9	1.00	1.00	0.893	0.893	5382	957	7891	1972	0.68	0.49	65.0	65.0	20.7	20.7	C
10	1.00	1.00	0.893	0.893	5092	906	7891	1972	0.65	0.46	66.5	66.5	19.1	19.1	C
11	1.00	1.00	0.893	0.893	4952	881	7891	1972	0.63	0.45	67.1	67.1	18.5	18.5	C
12	1.00	1.00	0.893	0.893	4656	829	7891	1972	0.59	0.42	68.3	68.3	17.0	17.0	B

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.893	4938	6761	0.73	65.7	25.1	C
2	1.00	0.893	4660	6761	0.69	67.2	23.1	C
3	1.00	0.893	4796	6761	0.71	66.5	24.0	C
4	1.00	0.893	4517	6761	0.67	67.9	22.2	C
5	1.00	0.893	3873	6761	0.57	70.2	18.4	C
6	1.00	0.893	4321	6761	0.64	68.7	21.0	C
7	1.00	0.893	4450	6761	0.66	68.2	21.7	C
8	1.00	0.893	4586	6761	0.68	67.6	22.6	C
9	1.00	0.893	4424	6761	0.65	68.3	21.6	C
10	1.00	0.893	4186	6761	0.62	69.2	20.2	C
11	1.00	0.893	4071	6761	0.60	69.6	19.5	C
12	1.00	0.893	3828	6761	0.57	70.3	18.2	C

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.893	5360	422	7891	1972	0.68	0.21	65.1	65.1	20.6	20.6	C
2	1.00	1.00	0.893	0.893	5059	399	7891	1972	0.64	0.20	66.7	66.7	19.0	19.0	C
3	1.00	1.00	0.893	0.893	5206	410	7891	1972	0.66	0.21	65.9	65.9	19.7	19.7	C
4	1.00	1.00	0.893	0.893	4903	386	7891	1972	0.62	0.20	67.4	67.4	18.2	18.2	C
5	1.00	1.00	0.893	0.893	4204	331	7891	1972	0.53	0.17	69.8	69.8	15.1	15.1	B
6	1.00	1.00	0.893	0.893	4691	370	7891	1972	0.59	0.19	68.2	68.2	17.2	17.2	B
7	1.00	1.00	0.893	0.893	4831	381	7891	1972	0.61	0.19	67.7	67.7	17.8	17.8	B
8	1.00	1.00	0.893	0.893	4978	392	7891	1972	0.63	0.20	67.0	67.0	18.6	18.6	C
9	1.00	1.00	0.893	0.893	4802	378	7891	1972	0.61	0.19	67.8	67.8	17.7	17.7	B
10	1.00	1.00	0.893	0.893	4544	358	7891	1972	0.58	0.18	68.7	68.7	16.5	16.5	B
11	1.00	1.00	0.893	0.893	4419	348	7891	1972	0.56	0.18	69.2	69.2	16.0	16.0	B
12	1.00	1.00	0.893	0.893	4155	327	7891	1972	0.53	0.17	69.9	69.9	14.9	14.9	B

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.893	5361	9014	0.59	69.8	19.2	C
2	1.00	0.893	5058	9014	0.56	70.4	18.0	B
3	1.00	0.893	5206	9014	0.58	70.1	18.6	C
4	1.00	0.893	4904	9014	0.54	70.6	17.4	B
5	1.00	0.893	4205	9014	0.47	71.2	14.8	B
6	1.00	0.893	4691	9014	0.52	70.9	16.5	B
7	1.00	0.893	4831	9014	0.54	70.7	17.1	B
8	1.00	0.893	4978	9014	0.55	70.5	17.6	B
9	1.00	0.893	4803	9014	0.53	70.7	17.0	B
10	1.00	0.893	4544	9014	0.50	71.0	16.0	B
11	1.00	0.893	4419	9014	0.49	71.1	15.5	B

12	1.00	0.893	4155	9014	0.46	71.2	14.6	B							
Segment 15: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.924	5361	1528	7891	3944	0.68	0.39	57.1	57.1	23.5	23.5	C
2	1.00	1.00	0.893	0.924	5058	1443	7891	3944	0.64	0.37	57.1	57.1	22.1	22.1	C
3	1.00	1.00	0.893	0.924	5206	1485	7891	3944	0.66	0.38	57.1	57.1	22.8	22.8	C
4	1.00	1.00	0.893	0.924	4904	1398	7891	3944	0.62	0.35	57.1	57.1	21.5	21.5	C
5	1.00	1.00	0.893	0.924	4205	1199	7891	3944	0.53	0.30	57.1	57.1	18.4	18.4	B
6	1.00	1.00	0.893	0.924	4691	1338	7891	3944	0.59	0.34	57.1	57.1	20.5	20.5	C
7	1.00	1.00	0.893	0.924	4831	1378	7891	3944	0.61	0.35	57.1	57.1	21.1	21.1	C
8	1.00	1.00	0.893	0.924	4978	1420	7891	3944	0.63	0.36	57.1	57.1	21.8	21.8	C
9	1.00	1.00	0.893	0.924	4803	1369	7891	3944	0.61	0.35	57.1	57.1	21.0	21.0	C
10	1.00	1.00	0.893	0.924	4544	1295	7891	3944	0.58	0.33	57.1	57.1	19.9	19.9	B
11	1.00	1.00	0.893	0.924	4419	1260	7891	3944	0.56	0.32	57.1	57.1	19.3	19.3	B
12	1.00	1.00	0.893	0.924	4155	1184	7891	3944	0.53	0.30	57.1	57.1	18.2	18.2	B

Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.881	0.881	3831	6761	6761	6761	0.57	0.57	70.3	70.3	18.2	18.2	C
2	1.00	1.00	0.881	0.881	3614	6761	6761	6761	0.53	0.53	70.7	70.7	17.0	17.0	B
3	1.00	1.00	0.881	0.881	3720	6761	6761	6761	0.55	0.55	70.5	70.5	17.6	17.6	B
4	1.00	1.00	0.881	0.881	3504	6761	6761	6761	0.52	0.52	70.8	70.8	16.5	16.5	B
5	1.00	1.00	0.881	0.881	3005	6761	6761	6761	0.44	0.44	70.8	70.8	14.1	14.1	B
6	1.00	1.00	0.881	0.881	3352	6761	6761	6761	0.50	0.50	70.8	70.8	15.7	15.7	B
7	1.00	1.00	0.881	0.881	3452	6761	6761	6761	0.51	0.51	70.8	70.8	16.2	16.2	B
8	1.00	1.00	0.881	0.881	3556	6761	6761	6761	0.53	0.53	70.8	70.8	16.7	16.7	B
9	1.00	1.00	0.881	0.881	3432	6761	6761	6761	0.51	0.51	70.8	70.8	16.1	16.1	B
10	1.00	1.00	0.881	0.881	3247	6761	6761	6761	0.48	0.48	70.8	70.8	15.2	15.2	B
11	1.00	1.00	0.881	0.881	3158	6761	6761	6761	0.47	0.47	70.8	70.8	14.8	14.8	B
12	1.00	1.00	0.881	0.881	2969	6761	6761	6761	0.44	0.44	70.8	70.8	13.9	13.9	B

Segment 17: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.876	0.853	4568	715	5918	1972	0.77	0.36	63.5	61.7	24.0	23.1	C
2	1.00	1.00	0.876	0.853	4310	675	5918	1972	0.73	0.34	63.9	62.1	22.5	21.8	C
3	1.00	1.00	0.876	0.853	4435	694	5918	1972	0.75	0.35	63.7	61.9	23.2	22.5	C
4	1.00	1.00	0.876	0.853	4178	654	5918	1972	0.71	0.33	64.1	62.3	21.7	21.2	C
5	1.00	1.00	0.876	0.853	3582	560	5918	1972	0.61	0.28	64.7	62.9	18.5	18.1	B
6	1.00	1.00	0.876	0.853	3997	626	5918	1972	0.68	0.32	64.3	62.5	20.7	20.2	C

7	1.00	1.00	0.876	0.853	4116	645	5918	1972	0.70	0.33	64.2	62.4	21.4	20.8	C
8	1.00	1.00	0.876	0.853	4240	664	5918	1972	0.72	0.34	64.0	62.2	22.1	21.5	C
9	1.00	1.00	0.876	0.853	4092	640	5918	1972	0.69	0.32	64.2	62.4	21.2	20.7	C
10	1.00	1.00	0.876	0.853	3872	606	5918	1972	0.65	0.31	64.4	62.6	20.0	19.6	B
11	1.00	1.00	0.876	0.853	3766	590	5918	1972	0.64	0.30	64.5	62.7	19.5	19.0	B
12	1.00	1.00	0.876	0.853	3541	555	5918	1972	0.60	0.28	64.7	62.9	18.2	17.9	B

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.876	4549	6761	0.67	67.8	22.4	C
2	1.00	0.876	4292	6761	0.63	68.8	20.8	C
3	1.00	0.876	4417	6761	0.65	68.3	21.6	C
4	1.00	0.876	4161	6761	0.62	69.3	20.0	C
5	1.00	0.876	3567	6761	0.53	70.6	16.8	B
6	1.00	0.876	3981	6761	0.59	69.9	19.0	C
7	1.00	0.876	4099	6761	0.61	69.5	19.7	C
8	1.00	0.876	4223	6761	0.62	69.1	20.4	C
9	1.00	0.876	4075	6761	0.60	69.6	19.5	C
10	1.00	0.876	3856	6761	0.57	70.2	18.3	C
11	1.00	0.876	3750	6761	0.55	70.4	17.8	B
12	1.00	0.876	3526	6761	0.52	70.6	16.6	B

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.876	4549	6761	0.67	67.8	22.4	C
2	1.00	0.876	4292	6761	0.63	68.8	20.8	C
3	1.00	0.876	4417	6761	0.65	68.3	21.6	C
4	1.00	0.876	4161	6761	0.62	69.3	20.0	C
5	1.00	0.876	3567	6761	0.53	70.8	16.8	B
6	1.00	0.876	3981	6761	0.59	69.9	19.0	C
7	1.00	0.876	4099	6761	0.61	69.5	19.7	C
8	1.00	0.876	4223	6761	0.62	69.1	20.4	C
9	1.00	0.876	4075	6761	0.60	69.6	19.5	C
10	1.00	0.876	3856	6761	0.57	70.2	18.3	C
11	1.00	0.876	3750	6761	0.55	70.4	17.8	B
12	1.00	0.876	3526	6761	0.52	70.9	16.6	B

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11150	10992	16.84	421.06	64.3	24.1	21.5	8.50	C
2	10521	10372	11.99	299.73	65.9	22.2	19.8	8.30	C
3	10828	10674	14.21	355.20	65.1	23.1	20.6	8.40	C

4	10200	10055	9.97	249.37	66.6	21.3	19.0	8.20	C
5	8746	8622	4.00	99.95	69.0	17.6	15.7	7.90	B
6	9758	9619	7.67	191.66	67.4	20.1	17.9	8.10	C
7	10049	9906	9.12	228.04	66.9	20.9	18.7	8.20	C
8	10353	10206	10.88	272.02	66.2	21.7	19.4	8.30	C
9	9988	9847	8.79	219.63	67.0	20.7	18.5	8.20	C
10	9451	9317	6.32	158.00	68.0	19.3	17.2	8.10	C
11	9191	9060	5.36	134.09	68.4	18.7	16.7	8.00	C
12	8641	8518	3.71	92.81	69.1	17.4	15.5	7.90	B

Facility Overall Results

Space Mean Speed, mi/h	66.8	Average Density, veh/mi/ln	18.4
Average Travel Time, min	8.20	Average Density, pc/mi/ln	20.6
Total VMT, veh-mi	118877	Total VHD, veh-h	108.86
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	2721.55

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2040 Build Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Northbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	19
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.13		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 NB	4096	4
2	Basic	Basic	I-75 NB	1500	4
3	Diverge	Basic	I-75 NB SR 40 Off Ramp	1500	4
4	Basic	Basic	I-75 NB	3150	3
5	Merge	Basic	I-75 NB SR 40 On Ramp	1500	4
6	Basic	Basic	I-75 NB	1020	4
7	Diverge	Basic	I-75 NB US 27 Off Ramp	1500	4
8	Basic	Basic	I-75 NB	3460	3
9	Merge	Basic	I-75 NB US 27 On Ramp	1500	4
10	Basic	Basic	I-75 NB	4280	4
11	Diverge	Basic	I-75 NB 49th St DDI Off Ramp	1500	4
12	Basic	Basic	I-75 NB	4840	3
13	Merge	Basic	I-75 NB 49th St DDI On Ramp	1500	4
14	Basic	Basic	I-75 NB	4300	4
15	Diverge	Diverge	I-75 NB SR 326 Off Ramp	1500	4
16	Basic	Basic	I-75 NB	2950	3
17	Merge	Merge	I-75 NB SR 326 On Ramp	1500	3
18	Basic	Basic	I-75 NB	1500	3
19	Basic	Basic	I-75 NB	5093	3

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.902	7129	9014	0.87	33.5	53.2	F
2	1.00	0.902	6750	9014	0.87	20.7	81.4	F

3	1.00	0.902	6739	9014	0.87	20.6	81.6	F
4	1.00	0.902	6739	9014	0.87	20.6	81.6	F
5	1.00	0.902	6805	9014	0.79	21.1	80.5	F
6	1.00	0.902	6738	9014	0.79	20.6	81.6	F
7	1.00	0.902	6738	9014	0.79	20.6	81.6	F
8	1.00	0.902	6738	9014	0.79	20.6	81.6	F
9	1.00	0.902	6794	9014	0.71	21.0	80.7	F
10	1.00	0.902	6737	9014	0.71	20.6	81.6	F
11	1.00	0.902	6737	9014	0.71	20.6	81.6	F
12	1.00	0.894	6733	9014	0.72	20.6	81.7	F

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.902		6914		9014		0.87		24.3		71.1		F
2	1.00		0.902		6745		9014		0.87		20.7		81.4		F
3	1.00		0.902		6739		9014		0.87		20.6		81.6		F
4	1.00		0.902		6739		9014		0.87		20.6		81.6		F
5	1.00		0.902		6783		9014		0.79		21.3		79.7		F
6	1.00		0.902		6738		9014		0.79		20.6		81.6		F
7	1.00		0.902		6738		9014		0.79		20.6		81.6		F
8	1.00		0.902		6738		9014		0.79		20.6		81.6		F
9	1.00		0.902		6774		9014		0.71		21.1		80.1		F
10	1.00		0.902		6737		9014		0.71		20.6		81.6		F
11	1.00		0.902		6737		9014		0.71		20.6		81.6		F
12	1.00		0.894		6735		9014		0.72		20.6		81.6		F

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.902	0.934	6820	524	7891	1972	0.99	0.27	26.7	26.7	63.9	63.9	F
2	1.00	1.00	0.902	0.934	6739	524	7891	1972	0.99	0.27	25.5	25.5	66.1	66.1	F
3	1.00	1.00	0.902	0.934	6739	524	7891	1972	0.99	0.27	25.5	25.5	66.2	66.2	F
4	1.00	1.00	0.902	0.934	6739	524	7891	1972	0.99	0.27	25.5	25.5	66.2	66.2	F
5	1.00	1.00	0.902	0.934	6742	479	7891	1972	0.91	0.24	25.6	25.6	65.7	65.7	F
6	1.00	1.00	0.902	0.934	6738	479	7891	1972	0.91	0.24	25.5	25.5	66.2	66.2	F
7	1.00	1.00	0.902	0.934	6738	479	7891	1972	0.91	0.24	25.5	25.5	66.2	66.2	F
8	1.00	1.00	0.902	0.934	6738	479	7891	1972	0.91	0.24	25.5	25.5	66.2	66.2	F
9	1.00	1.00	0.902	0.934	6741	427	7891	1972	0.81	0.22	25.6	25.6	65.8	65.8	F
10	1.00	1.00	0.902	0.934	6737	427	7891	1972	0.81	0.22	25.4	25.4	66.2	66.2	F
11	1.00	1.00	0.902	0.934	6737	427	7891	1972	0.81	0.22	25.4	25.4	66.2	66.2	F
12	1.00	1.00	0.894	0.934	6737	427	7891	1972	0.82	0.22	25.4	25.4	66.2	66.2	F

Segment 4: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.899	6296	6761	1.08	55.0	38.2	F
2	1.00	0.899	6288	6761	1.08	55.1	38.0	F
3	1.00	0.899	6288	6761	1.08	55.1	38.0	F
4	1.00	0.899	6288	6761	1.08	55.1	38.0	F
5	1.00	0.899	6288	6761	0.99	55.1	38.0	E
6	1.00	0.899	6288	6761	0.99	55.1	38.0	E
7	1.00	0.899	6288	6761	0.99	55.1	38.0	E
8	1.00	0.899	6288	6761	0.99	55.1	38.0	E
9	1.00	0.899	6288	6761	0.88	55.1	38.0	E
10	1.00	0.899	6288	6761	0.88	55.1	38.0	E
11	1.00	0.899	6288	6761	0.88	55.1	38.0	E
12	1.00	0.898	6288	6761	0.89	55.1	38.0	E

Segment 5: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.903	0.940	6901	605	7891	1972	1.00	0.31	64.7	64.7	26.7	26.7	D
2	1.00	1.00	0.903	0.940	6893	605	7891	1972	1.00	0.31	64.7	64.7	26.6	26.6	D
3	1.00	1.00	0.903	0.940	6893	605	7891	1972	1.00	0.31	64.7	64.7	26.6	26.6	D
4	1.00	1.00	0.903	0.940	6893	605	7891	1972	1.00	0.31	64.7	64.7	26.6	26.6	D
5	1.00	1.00	0.903	0.940	6841	553	7891	1972	0.91	0.28	64.8	64.8	26.4	26.4	D
6	1.00	1.00	0.903	0.940	6841	553	7891	1972	0.91	0.28	64.8	64.8	26.4	26.4	D
7	1.00	1.00	0.903	0.940	6841	553	7891	1972	0.91	0.28	64.8	64.8	26.4	26.4	D
8	1.00	1.00	0.903	0.940	6841	553	7891	1972	0.91	0.28	64.8	64.8	26.4	26.4	D
9	1.00	1.00	0.903	0.940	6783	495	7891	1972	0.82	0.25	64.9	64.9	26.1	26.1	D
10	1.00	1.00	0.903	0.940	6783	495	7891	1972	0.82	0.25	64.9	64.9	26.1	26.1	D
11	1.00	1.00	0.903	0.940	6783	495	7891	1972	0.82	0.25	64.9	64.9	26.1	26.1	D
12	1.00	1.00	0.899	0.940	6783	495	7891	1972	0.82	0.25	64.9	64.9	26.1	26.1	D

Segment 6: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.903	6901	9014	0.88	64.3	26.8	D
2	1.00	0.903	6893	9014	0.88	64.3	26.8	D
3	1.00	0.903	6893	9014	0.88	64.3	26.8	D
4	1.00	0.903	6893	9014	0.88	64.3	26.8	D
5	1.00	0.903	6841	9014	0.80	64.6	26.5	D
6	1.00	0.903	6841	9014	0.80	64.6	26.5	D
7	1.00	0.903	6841	9014	0.80	64.6	26.5	D
8	1.00	0.903	6841	9014	0.80	64.6	26.5	D
9	1.00	0.903	6783	9014	0.72	64.8	26.2	D

10	1.00	0.903	6783	9014	0.72	64.8	26.2	D							
11	1.00	0.903	6783	9014	0.72	64.8	26.2	D							
12	1.00	0.899	6783	9014	0.72	64.8	26.2	D							
Segment 7: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.903	0.961	6901	888	7891	1972	1.00	0.45	66.3	66.3	26.0	26.0	C
2	1.00	1.00	0.903	0.961	6893	888	7891	1972	1.00	0.45	66.3	66.3	26.0	26.0	C
3	1.00	1.00	0.903	0.961	6893	888	7891	1972	1.00	0.45	66.3	66.3	26.0	26.0	C
4	1.00	1.00	0.903	0.961	6893	888	7891	1972	1.00	0.45	66.3	66.3	26.0	26.0	C
5	1.00	1.00	0.903	0.961	6841	812	7891	1972	0.92	0.41	66.5	66.5	25.7	25.7	C
6	1.00	1.00	0.903	0.961	6841	812	7891	1972	0.92	0.41	66.5	66.5	25.7	25.7	C
7	1.00	1.00	0.903	0.961	6841	812	7891	1972	0.92	0.41	66.5	66.5	25.7	25.7	C
8	1.00	1.00	0.903	0.961	6841	812	7891	1972	0.92	0.41	66.5	66.5	25.7	25.7	C
9	1.00	1.00	0.903	0.961	6783	725	7891	1972	0.82	0.37	66.7	66.7	25.4	25.4	C
10	1.00	1.00	0.903	0.961	6783	725	7891	1972	0.82	0.37	66.7	66.7	25.4	25.4	C
11	1.00	1.00	0.903	0.961	6783	725	7891	1972	0.82	0.37	66.7	66.7	25.4	25.4	C
12	1.00	1.00	0.894	0.961	6783	725	7891	1972	0.83	0.37	66.7	66.7	25.4	25.4	C
Segment 8: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.895		6013		6761		1.04		57.7		34.7		F
2	1.00		0.895		6119		6761		1.04		56.8		35.9		F
3	1.00		0.895		6119		6761		1.04		56.8		35.9		F
4	1.00		0.895		6119		6761		1.04		56.8		35.9		F
5	1.00		0.895		6073		6761		0.95		57.2		35.4		E
6	1.00		0.895		6073		6761		0.95		57.2		35.4		E
7	1.00		0.895		6073		6761		0.95		57.2		35.4		E
8	1.00		0.895		6073		6761		0.95		57.2		35.4		E
9	1.00		0.895		6022		6761		0.85		57.6		34.8		D
10	1.00		0.895		6022		6761		0.85		57.6		34.8		D
11	1.00		0.895		6022		6761		0.85		57.6		34.8		D
12	1.00		0.894		6022		6761		0.85		57.6		34.8		D
Segment 9: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.896	0.913	6411	398	7891	1972	0.94	0.20	65.2	65.2	24.6	24.6	C
2	1.00	1.00	0.896	0.913	6517	398	7891	1972	0.94	0.20	65.1	65.1	25.0	25.0	C
3	1.00	1.00	0.896	0.913	6517	398	7891	1972	0.94	0.20	65.1	65.1	25.0	25.0	C
4	1.00	1.00	0.896	0.913	6517	398	7891	1972	0.94	0.20	65.1	65.1	25.0	25.0	C

5	1.00	1.00	0.896	0.913	6437	364	7891	1972	0.86	0.18	65.2	65.2	24.7	24.7	C
6	1.00	1.00	0.896	0.913	6437	364	7891	1972	0.86	0.18	65.2	65.2	24.7	24.7	C
7	1.00	1.00	0.896	0.913	6437	364	7891	1972	0.86	0.18	65.2	65.2	24.7	24.7	C
8	1.00	1.00	0.896	0.913	6437	364	7891	1972	0.86	0.18	65.2	65.2	24.7	24.7	C
9	1.00	1.00	0.896	0.913	6347	325	7891	1972	0.77	0.16	65.3	65.3	24.3	24.3	C
10	1.00	1.00	0.896	0.913	6347	325	7891	1972	0.77	0.16	65.3	65.3	24.3	24.3	C
11	1.00	1.00	0.896	0.913	6347	325	7891	1972	0.77	0.16	65.3	65.3	24.3	24.3	C
12	1.00	1.00	0.893	0.913	6347	325	7891	1972	0.77	0.16	65.3	65.3	24.3	24.3	C

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.896		6411		9014		0.82		66.5		24.1		C
2	1.00		0.896		6517		9014		0.82		66.0		24.7		C
3	1.00		0.896		6517		9014		0.82		66.0		24.7		C
4	1.00		0.896		6517		9014		0.82		66.0		24.7		C
5	1.00		0.896		6437		9014		0.75		66.3		24.3		C
6	1.00		0.896		6437		9014		0.75		66.3		24.3		C
7	1.00		0.896		6437		9014		0.75		66.3		24.3		C
8	1.00		0.896		6437		9014		0.75		66.3		24.3		C
9	1.00		0.896		6347		9014		0.67		66.7		23.8		C
10	1.00		0.896		6347		9014		0.67		66.7		23.8		C
11	1.00		0.896		6347		9014		0.67		66.7		23.8		C
12	1.00		0.893		6347		9014		0.68		66.7		23.8		C

Segment 11: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.896	0.893	6411	1125	7891	1972	0.94	0.57	65.7	65.7	24.4	24.4	C
2	1.00	1.00	0.896	0.893	6517	1125	7891	1972	0.94	0.57	65.7	65.7	24.8	24.8	C
3	1.00	1.00	0.896	0.893	6517	1125	7891	1972	0.94	0.57	65.7	65.7	24.8	24.8	C
4	1.00	1.00	0.896	0.893	6517	1125	7891	1972	0.94	0.57	65.7	65.7	24.8	24.8	C
5	1.00	1.00	0.896	0.893	6437	1029	7891	1972	0.86	0.52	66.0	66.0	24.4	24.4	C
6	1.00	1.00	0.896	0.893	6437	1029	7891	1972	0.86	0.52	66.0	66.0	24.4	24.4	C
7	1.00	1.00	0.896	0.893	6437	1029	7891	1972	0.86	0.52	66.0	66.0	24.4	24.4	C
8	1.00	1.00	0.896	0.893	6437	1029	7891	1972	0.86	0.52	66.0	66.0	24.4	24.4	C
9	1.00	1.00	0.896	0.893	6347	919	7891	1972	0.77	0.47	66.3	66.3	23.9	23.9	C
10	1.00	1.00	0.896	0.893	6347	919	7891	1972	0.77	0.47	66.3	66.3	23.9	23.9	C
11	1.00	1.00	0.896	0.893	6347	919	7891	1972	0.77	0.47	66.3	66.3	23.9	23.9	C
12	1.00	1.00	1.000	0.893	6347	919	7891	1972	0.69	0.47	66.3	66.3	23.9	23.9	C

Segment 12: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.897	5286	6761	0.93	63.5	27.7	D
2	1.00	0.897	5530	6761	0.93	61.8	29.8	D
3	1.00	0.897	5530	6761	0.93	61.8	29.8	D
4	1.00	0.897	5530	6761	0.93	61.8	29.8	D
5	1.00	0.897	5462	6761	0.85	62.3	29.2	D
6	1.00	0.897	5462	6761	0.85	62.3	29.2	D
7	1.00	0.897	5462	6761	0.85	62.3	29.2	D
8	1.00	0.897	5462	6761	0.85	62.3	29.2	D
9	1.00	0.897	5385	6761	0.76	62.8	28.6	D
10	1.00	0.897	5387	6761	0.76	62.8	28.6	D
11	1.00	0.897	5387	6761	0.76	62.8	28.6	D
12	1.00	1.000	5387	6761	0.68	62.8	28.6	D

Segment 13: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.896	0.893	5728	442	7891	1972	0.86	0.22	65.8	65.8	21.8	21.8	C
2	1.00	1.00	0.896	0.893	5972	442	7891	1972	0.86	0.22	65.6	65.6	22.8	22.8	C
3	1.00	1.00	0.896	0.893	5972	442	7891	1972	0.86	0.22	65.6	65.6	22.8	22.8	C
4	1.00	1.00	0.896	0.893	5972	442	7891	1972	0.86	0.22	65.6	65.6	22.8	22.8	C
5	1.00	1.00	0.896	0.893	5866	404	7891	1972	0.78	0.21	65.7	65.7	22.3	22.3	C
6	1.00	1.00	0.896	0.893	5866	404	7891	1972	0.78	0.21	65.7	65.7	22.3	22.3	C
7	1.00	1.00	0.896	0.893	5866	404	7891	1972	0.78	0.21	65.7	65.7	22.3	22.3	C
8	1.00	1.00	0.896	0.893	5866	404	7891	1972	0.78	0.21	65.7	65.7	22.3	22.3	C
9	1.00	1.00	0.896	0.893	5747	362	7891	1972	0.70	0.18	65.9	65.9	21.8	21.8	C
10	1.00	1.00	0.896	0.893	5749	362	7891	1972	0.70	0.18	65.9	65.9	21.8	21.8	C
11	1.00	1.00	0.896	0.893	5749	362	7891	1972	0.70	0.18	65.9	65.9	21.8	21.8	C
12	1.00	1.00	0.893	0.893	5749	362	7891	1972	0.70	0.18	65.9	65.9	21.8	21.8	C

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.896	5728	9014	0.75	68.8	20.8	C
2	1.00	0.896	5972	9014	0.75	68.1	21.9	C
3	1.00	0.896	5972	9014	0.75	68.1	21.9	C
4	1.00	0.896	5972	9014	0.75	68.1	21.9	C
5	1.00	0.896	5866	9014	0.68	68.4	21.4	C
6	1.00	0.896	5866	9014	0.68	68.4	21.4	C
7	1.00	0.896	5866	9014	0.68	68.4	21.4	C
8	1.00	0.896	5866	9014	0.68	68.4	21.4	C
9	1.00	0.896	5747	9014	0.61	68.8	20.9	C
10	1.00	0.896	5749	9014	0.61	68.8	20.9	C
11	1.00	0.896	5749	9014	0.61	68.8	20.9	C

12	1.00	0.893	5749	9014	0.61	68.8	20.9	C
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Segment 15: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.896	0.942	5728	1639	7891	3944	0.85	0.42	66.0	57.4	21.7	14.0	B
2	1.00	1.00	0.896	0.942	5972	1639	7891	3944	0.85	0.42	66.0	57.4	22.6	14.5	B
3	1.00	1.00	0.896	0.942	5972	1639	7891	3944	0.85	0.42	66.0	57.4	22.6	14.5	B
4	1.00	1.00	0.896	0.942	5972	1639	7891	3944	0.85	0.42	66.0	57.4	22.6	14.5	B
5	1.00	1.00	0.896	0.942	5866	1499	7891	3944	0.78	0.38	66.4	57.7	22.1	13.4	B
6	1.00	1.00	0.896	0.942	5866	1499	7891	3944	0.78	0.38	66.4	57.7	22.1	13.4	B
7	1.00	1.00	0.896	0.942	5866	1499	7891	3944	0.78	0.38	66.4	57.7	22.1	13.4	B
8	1.00	1.00	0.896	0.942	5866	1499	7891	3944	0.78	0.38	66.4	57.7	22.1	13.4	B
9	1.00	1.00	0.896	0.942	5747	1340	7891	3944	0.70	0.34	66.9	58.1	21.5	12.1	B
10	1.00	1.00	0.896	0.942	5749	1340	7891	3944	0.70	0.34	66.9	58.1	21.5	12.1	B
11	1.00	1.00	0.896	0.942	5749	1340	7891	3944	0.70	0.34	66.9	58.1	21.5	12.1	B
12	1.00	1.00	0.893	0.942	5749	1340	7891	3944	0.70	0.34	66.9	58.1	21.5	12.1	B

Segment 16: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.882	4089	6761	0.75	69.5	19.6	C
2	1.00	0.882	4521	6761	0.75	67.9	22.2	C
3	1.00	0.882	4521	6761	0.75	67.9	22.2	C
4	1.00	0.882	4521	6761	0.75	67.9	22.2	C
5	1.00	0.882	4441	6761	0.69	68.2	21.7	C
6	1.00	0.882	4441	6761	0.69	68.2	21.7	C
7	1.00	0.882	4441	6761	0.69	68.2	21.7	C
8	1.00	0.882	4441	6761	0.69	68.2	21.7	C
9	1.00	0.882	4351	6761	0.62	68.6	21.1	C
10	1.00	0.882	4352	6761	0.62	68.6	21.1	C
11	1.00	0.882	4352	6761	0.62	68.6	21.1	C
12	1.00	0.891	4352	6761	0.61	68.6	21.1	C

Segment 17: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.886	0.915	4756	667	5918	1972	0.97	0.34	63.3	61.5	25.0	23.9	C
2	1.00	1.00	0.886	0.915	5188	667	5918	1972	0.97	0.34	62.6	60.7	27.6	25.9	C
3	1.00	1.00	0.886	0.915	5188	667	5918	1972	0.97	0.34	62.6	60.7	27.6	25.9	C
4	1.00	1.00	0.886	0.915	5188	667	5918	1972	0.97	0.34	62.6	60.7	27.6	25.9	C
5	1.00	1.00	0.886	0.915	5051	610	5918	1972	0.89	0.31	62.9	61.1	26.8	25.1	C
6	1.00	1.00	0.886	0.915	5051	610	5918	1972	0.89	0.31	62.9	61.1	26.8	25.1	C

7	1.00	1.00	0.886	0.915	5051	610	5918	1972	0.89	0.31	62.9	61.1	26.8	25.1	C
8	1.00	1.00	0.886	0.915	5051	610	5918	1972	0.89	0.31	62.9	61.1	26.8	25.1	C
9	1.00	1.00	0.886	0.915	4896	545	5918	1972	0.79	0.28	63.2	61.4	25.8	24.2	C
10	1.00	1.00	0.886	0.915	4897	545	5918	1972	0.79	0.28	63.2	61.4	25.8	24.2	C
11	1.00	1.00	0.886	0.915	4897	545	5918	1972	0.79	0.28	63.2	61.4	25.8	24.2	C
12	1.00	1.00	0.885	0.915	4897	545	5918	1972	0.79	0.28	63.2	61.4	25.8	24.2	C

Segment 18: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.886	4756	6761	0.85	66.7	23.8	C
2	1.00	0.886	5188	6761	0.85	64.2	26.9	D
3	1.00	0.886	5188	6761	0.85	64.2	26.9	D
4	1.00	0.886	5188	6761	0.85	64.2	26.9	D
5	1.00	0.886	5051	6761	0.78	65.1	25.9	C
6	1.00	0.886	5051	6761	0.78	65.1	25.9	C
7	1.00	0.886	5051	6761	0.78	65.1	25.9	C
8	1.00	0.886	5051	6761	0.78	65.1	25.9	C
9	1.00	0.886	4896	6761	0.70	66.0	24.7	C
10	1.00	0.886	4897	6761	0.70	66.0	24.7	C
11	1.00	0.886	4897	6761	0.70	66.0	24.7	C
12	1.00	0.885	4897	6761	0.70	66.0	24.7	C

Segment 19: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.886	4756	6761	0.85	66.7	23.8	C
2	1.00	0.886	5188	6761	0.85	64.2	26.9	D
3	1.00	0.886	5188	6761	0.85	64.2	26.9	D
4	1.00	0.886	5188	6761	0.85	64.2	26.9	D
5	1.00	0.886	5051	6761	0.78	65.1	25.9	C
6	1.00	0.886	5051	6761	0.78	65.1	25.9	C
7	1.00	0.886	5051	6761	0.78	65.1	25.9	C
8	1.00	0.886	5051	6761	0.78	65.1	25.9	C
9	1.00	0.886	4896	6761	0.70	66.0	24.7	C
10	1.00	0.886	4897	6761	0.70	66.0	24.7	C
11	1.00	0.886	4897	6761	0.70	66.0	24.7	C
12	1.00	0.885	4897	6761	0.70	66.0	24.7	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11998	13873	57.18	1429.61	53.2	31.2	28.0	10.30	F
2	12287	13873	83.80	2095.04	47.9	35.4	31.8	11.40	F
3	12285	13873	84.02	2100.52	47.9	35.5	31.8	11.40	F

4	12285	13873	84.02	2100.52	47.9	35.5	31.8	11.40	F
5	12156	12687	81.37	2034.15	48.2	34.9	31.3	11.40	D
6	12141	12687	82.94	2073.52	47.9	35.0	31.4	11.40	E
7	12141	12687	82.94	2073.52	47.9	35.0	31.4	11.40	E
8	12141	12687	82.94	2073.52	47.9	35.0	31.4	11.40	E
9	11992	11341	80.51	2012.85	48.2	34.4	30.9	11.40	D
10	11981	11341	81.82	2045.56	47.9	34.6	31.0	11.40	D
11	11981	11341	81.82	2045.58	47.9	34.6	31.0	11.40	D
12	12119	11341	81.53	2038.36	48.1	34.6	31.2	11.40	D

Facility Overall Results

Space Mean Speed, mi/h	48.4	Average Density, veh/mi/ln	31.1
Average Travel Time, min	11.30	Average Density, pc/mi/ln	34.6
Total VMT, veh-mi	145506	Total VHD, veh-h	964.91
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	24122.75

I-75 North Section - Southbound

HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2040 Build Conditions
Jurisdiction	District Five	Time Analyzed	AM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5584	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	480	3
7	Merge	Basic	I-75 SB SR 326 EB On Ramp	1500	4
8	Basic	Basic	I-75 SB	4120	4
9	Diverge	Basic	I-75 SB 49th St DDI Off Ramp	1500	4
10	Basic	Basic	I-75 SB	2980	3
11	Merge	Basic	I-75 SB 49th St DDI On Ramp	1500	4
12	Basic	Basic	I-75 SB	5730	4
13	Diverge	Basic	I-75 SB US 27 Off Ramp	1500	4
14	Basic	Basic	I-75 SB	3450	3
15	Merge	Basic	I-75 SB US 27 On Ramp	1500	4
16	Basic	Basic	I-75 SB	1100	4
17	Diverge	Basic	I-75 SB SR 40 Off Ramp	1500	4
18	Basic	Basic	I-75 SB	3180	3
19	Merge	Basic	I-75 SB SR 40 On Ramp	1500	4
20	Basic	Basic	I-75 SB	1500	4
21	Basic	Basic	I-75 SB	3968	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.895	2536	6761	0.38	71.2	11.9	B
2	1.00	0.895	2488	6761	0.37	71.2	11.6	B
3	1.00	0.895	2887	6761	0.43	71.2	13.5	B
4	1.00	0.895	3098	6761	0.46	71.2	14.5	B
5	1.00	0.895	3626	6761	0.54	70.7	17.1	B
6	1.00	0.895	3477	6761	0.51	70.9	16.3	B
7	1.00	0.895	3105	6761	0.46	71.2	14.5	B
8	1.00	0.895	3254	6761	0.48	71.1	15.3	B
9	1.00	0.895	3397	6761	0.50	71.0	15.9	B
10	1.00	0.895	3604	6761	0.53	70.7	17.0	B
11	1.00	0.895	3641	6761	0.54	70.7	17.2	B
12	1.00	0.895	3722	6761	0.55	70.5	17.6	B

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.895	2536	6761	0.38	71.2	11.9	B
2	1.00	0.895	2488	6761	0.37	71.2	11.6	B
3	1.00	0.895	2887	6761	0.43	71.2	13.5	B
4	1.00	0.895	3098	6761	0.46	71.2	14.5	B
5	1.00	0.895	3626	6761	0.54	70.7	17.1	B
6	1.00	0.895	3477	6761	0.51	70.9	16.3	B
7	1.00	0.895	3105	6761	0.46	71.2	14.5	B
8	1.00	0.895	3254	6761	0.48	71.1	15.3	B
9	1.00	0.895	3397	6761	0.50	71.0	15.9	B
10	1.00	0.895	3604	6761	0.53	70.7	17.0	B
11	1.00	0.895	3641	6761	0.54	70.7	17.2	B
12	1.00	0.895	3722	6761	0.55	70.5	17.6	B

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.895	0.882	2536	390	5918	1972	0.43	0.20	64.5	60.6	13.1	18.0	B
2	1.00	1.00	0.895	0.882	2488	383	5918	1972	0.42	0.19	64.6	60.7	12.8	17.7	B
3	1.00	1.00	0.895	0.882	2887	444	5918	1972	0.49	0.23	64.6	60.5	14.9	19.9	B
4	1.00	1.00	0.895	0.882	3098	477	5918	1972	0.52	0.24	64.6	60.4	16.0	21.1	C
5	1.00	1.00	0.895	0.882	3626	558	5918	1972	0.61	0.28	64.6	60.2	18.7	23.9	C
6	1.00	1.00	0.895	0.882	3477	535	5918	1972	0.59	0.27	64.6	60.2	17.9	23.1	C
7	1.00	1.00	0.895	0.882	3105	478	5918	1972	0.52	0.24	64.6	60.4	16.0	21.1	C
8	1.00	1.00	0.895	0.882	3254	501	5918	1972	0.55	0.25	64.6	60.3	16.8	21.9	C
9	1.00	1.00	0.895	0.882	3397	523	5918	1972	0.57	0.27	64.7	60.3	17.5	22.7	C
10	1.00	1.00	0.895	0.882	3604	554	5918	1972	0.61	0.28	64.6	60.2	18.6	23.7	C
11	1.00	1.00	0.895	0.882	3641	561	5918	1972	0.62	0.28	64.6	60.2	18.8	23.9	C

12	1.00	1.00	0.895	0.882	3722	573	5918	1972	0.63	0.29	64.6	60.2	19.2	24.4	C
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		2145		6761		0.32		70.8		10.0		A
2	1.00		0.898		2104		6761		0.31		70.8		9.8		A
3	1.00		0.898		2441		6761		0.36		70.8		11.4		B
4	1.00		0.898		2619		6761		0.39		70.8		12.3		B
5	1.00		0.898		3066		6761		0.45		70.8		14.4		B
6	1.00		0.898		2940		6761		0.43		70.8		13.8		B
7	1.00		0.898		2625		6761		0.39		70.8		12.3		B
8	1.00		0.898		2751		6761		0.41		70.8		12.9		B
9	1.00		0.898		2872		6761		0.42		70.8		13.4		B
10	1.00		0.898		3048		6761		0.45		70.8		14.3		B
11	1.00		0.898		3078		6761		0.46		70.8		14.4		B
12	1.00		0.898		3147		6761		0.47		70.8		14.7		B
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.886	0.861	2968	794	5918	1878	0.50	0.42	65.4	63.8	15.1	12.5	B
2	1.00	1.00	0.886	0.861	2911	779	5918	1878	0.49	0.41	65.4	63.8	14.8	12.2	B
3	1.00	1.00	0.886	0.861	3379	905	5918	1878	0.57	0.48	65.0	63.4	17.3	14.8	B
4	1.00	1.00	0.886	0.861	3626	971	5918	1878	0.61	0.52	64.8	63.2	18.7	16.1	B
5	1.00	1.00	0.886	0.861	4243	1136	5918	1878	0.72	0.60	64.0	62.3	22.1	19.5	B
6	1.00	1.00	0.886	0.861	4069	1089	5918	1878	0.69	0.58	64.2	62.6	21.1	18.6	B
7	1.00	1.00	0.886	0.861	3633	973	5918	1878	0.61	0.52	64.8	63.2	18.7	16.1	B
8	1.00	1.00	0.886	0.861	3808	1020	5918	1878	0.64	0.54	64.6	63.0	19.6	17.1	B
9	1.00	1.00	0.886	0.861	3976	1065	5918	1878	0.67	0.57	64.3	62.7	20.6	18.0	B
10	1.00	1.00	0.886	0.861	4219	1130	5918	1878	0.71	0.60	64.1	62.4	21.9	19.4	B
11	1.00	1.00	0.886	0.861	4262	1142	5918	1878	0.72	0.61	64.0	62.3	22.2	19.6	B
12	1.00	1.00	0.886	0.861	4356	1166	5918	1878	0.74	0.62	63.8	62.1	22.8	20.1	C
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.886		2946		6761		0.44		70.0		13.8		B
2	1.00		0.886		2889		6761		0.43		70.0		13.5		B
3	1.00		0.886		3353		6761		0.50		70.0		15.7		B
4	1.00		0.886		3598		6761		0.53		69.9		17.0		B
5	1.00		0.886		4211		6761		0.62		69.1		20.3		C
6	1.00		0.886		4038		6761		0.60		69.7		19.3		C
7	1.00		0.886		3606		6761		0.53		69.9		17.0		B

8	1.00	0.886	3779	6761	0.56	69.9	17.9	B
9	1.00	0.886	3946	6761	0.58	69.8	18.8	C
10	1.00	0.886	4187	6761	0.62	69.2	20.2	C
11	1.00	0.886	4229	6761	0.63	69.1	20.4	C
12	1.00	0.886	4323	6761	0.64	68.7	21.0	C

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.894	3462	519	7507	1972	0.46	0.26	70.6	70.6	12.3	12.3	B
2	1.00	1.00	0.887	0.894	3395	509	7507	1972	0.45	0.26	70.8	70.8	12.0	12.0	B
3	1.00	1.00	0.887	0.894	3940	591	7507	1972	0.52	0.30	69.5	69.5	14.2	14.2	B
4	1.00	1.00	0.887	0.894	4228	634	7507	1972	0.56	0.32	68.5	68.5	15.4	15.4	B
5	1.00	1.00	0.887	0.894	4949	743	7507	1972	0.66	0.38	65.1	65.1	19.0	19.0	C
6	1.00	1.00	0.887	0.894	4745	711	7507	1972	0.63	0.36	66.2	66.2	17.9	17.9	B
7	1.00	1.00	0.887	0.894	4237	635	7507	1972	0.56	0.32	68.5	68.5	15.5	15.5	B
8	1.00	1.00	0.887	0.894	4442	667	7507	1972	0.59	0.34	67.7	67.7	16.4	16.4	B
9	1.00	1.00	0.887	0.894	4637	696	7507	1972	0.62	0.35	66.8	66.8	17.4	17.4	B
10	1.00	1.00	0.887	0.894	4921	738	7507	1972	0.66	0.37	65.3	65.3	18.8	18.8	C
11	1.00	1.00	0.887	0.894	4970	746	7507	1972	0.66	0.38	65.0	65.0	19.1	19.1	C
12	1.00	1.00	0.887	0.894	5080	762	7507	1972	0.68	0.39	64.3	64.3	19.8	19.8	C

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.887	3466	9014	0.38	71.2	12.2	B
2	1.00	0.887	3399	9014	0.38	71.2	11.9	B
3	1.00	0.887	3945	9014	0.44	71.2	13.8	B
4	1.00	0.887	4233	9014	0.47	71.2	14.9	B
5	1.00	0.887	4955	9014	0.55	70.5	17.6	B
6	1.00	0.887	4751	9014	0.53	70.8	16.8	B
7	1.00	0.887	4242	9014	0.47	71.2	14.9	B
8	1.00	0.887	4446	9014	0.49	71.1	15.6	B
9	1.00	0.887	4643	9014	0.52	70.9	16.4	B
10	1.00	0.887	4927	9014	0.55	70.6	17.5	B
11	1.00	0.887	4976	9014	0.55	70.5	17.6	B
12	1.00	0.887	5086	9014	0.56	70.3	18.1	C

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.893	3466	278	7507	1972	0.46	0.14	70.6	70.6	12.3	12.3	B
2	1.00	1.00	0.887	0.893	3399	272	7507	1972	0.45	0.14	70.7	70.7	12.0	12.0	B

3	1.00	1.00	0.887	0.893	3945	316	7507	1972	0.53	0.16	69.5	69.5	14.2	14.2	B
4	1.00	1.00	0.887	0.893	4233	339	7507	1972	0.56	0.17	68.5	68.5	15.4	15.4	B
5	1.00	1.00	0.887	0.893	4955	396	7507	1972	0.66	0.20	65.1	65.1	19.0	19.0	C
6	1.00	1.00	0.887	0.893	4751	381	7507	1972	0.63	0.19	66.2	66.2	17.9	17.9	B
7	1.00	1.00	0.887	0.893	4242	340	7507	1972	0.57	0.17	68.5	68.5	15.5	15.5	B
8	1.00	1.00	0.887	0.893	4446	356	7507	1972	0.59	0.18	67.6	67.6	16.4	16.4	B
9	1.00	1.00	0.887	0.893	4643	372	7507	1972	0.62	0.19	66.7	66.7	17.4	17.4	B
10	1.00	1.00	0.887	0.893	4927	394	7507	1972	0.66	0.20	65.2	65.2	18.9	18.9	C
11	1.00	1.00	0.887	0.893	4976	399	7507	1972	0.66	0.20	64.9	64.9	19.2	19.2	C
12	1.00	1.00	0.887	0.893	5086	408	7507	1972	0.68	0.21	64.3	64.3	19.8	19.8	C

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.887		3186		6761		0.47		71.2		14.9		B
2	1.00		0.887		3125		6761		0.46		71.2		14.6		B
3	1.00		0.887		3627		6761		0.54		70.7		17.1		B
4	1.00		0.887		3892		6761		0.58		70.1		18.5		C
5	1.00		0.887		4556		6761		0.67		67.7		22.4		C
6	1.00		0.887		4368		6761		0.65		68.5		21.3		C
7	1.00		0.887		3900		6761		0.58		70.1		18.5		C
8	1.00		0.887		4088		6761		0.60		69.5		19.6		C
9	1.00		0.887		4268		6761		0.63		68.9		20.7		C
10	1.00		0.887		4530		6761		0.67		67.8		22.3		C
11	1.00		0.887		4575		6761		0.68		67.6		22.6		C
12	1.00		0.887		4675		6761		0.69		67.1		23.2		C

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.893	3884	702	7507	1972	0.52	0.36	69.7	69.7	13.9	13.9	B
2	1.00	1.00	0.888	0.893	3811	689	7507	1972	0.51	0.35	69.9	69.9	13.6	13.6	B
3	1.00	1.00	0.888	0.893	4423	800	7507	1972	0.59	0.41	67.7	67.7	16.3	16.3	B
4	1.00	1.00	0.888	0.893	4745	858	7507	1972	0.63	0.44	66.2	66.2	17.9	17.9	B
5	1.00	1.00	0.888	0.893	5554	1003	7507	1972	0.74	0.51	61.2	61.2	22.7	22.7	C
6	1.00	1.00	0.888	0.893	5326	963	7507	1972	0.71	0.49	62.8	62.8	21.2	21.2	C
7	1.00	1.00	0.888	0.893	4755	860	7507	1972	0.63	0.44	66.2	66.2	18.0	18.0	B
8	1.00	1.00	0.888	0.893	4983	900	7507	1972	0.66	0.46	64.9	64.9	19.2	19.2	C
9	1.00	1.00	0.888	0.893	5205	941	7507	1972	0.69	0.48	63.6	63.6	20.5	20.5	C
10	1.00	1.00	0.888	0.893	5523	998	7507	1972	0.74	0.51	61.4	61.4	22.5	22.5	C
11	1.00	1.00	0.888	0.893	5578	1008	7507	1972	0.74	0.51	61.0	61.0	22.9	22.9	C
12	1.00	1.00	0.888	0.893	5700	1030	7507	1972	0.76	0.52	60.1	60.1	23.7	23.7	C

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.888	3889	9014	0.43	71.2	13.7	B
2	1.00	0.888	3814	9014	0.42	71.2	13.4	B
3	1.00	0.888	4427	9014	0.49	71.1	15.6	B
4	1.00	0.888	4750	9014	0.53	70.8	16.8	B
5	1.00	0.888	5560	9014	0.62	69.3	20.1	C
6	1.00	0.888	5331	9014	0.59	69.8	19.1	C
7	1.00	0.888	4760	9014	0.53	70.8	16.8	B
8	1.00	0.888	4989	9014	0.55	70.5	17.7	B
9	1.00	0.888	5209	9014	0.58	70.1	18.6	C
10	1.00	0.888	5528	9014	0.61	69.4	19.9	C
11	1.00	0.888	5583	9014	0.62	69.2	20.2	C
12	1.00	0.888	5706	9014	0.63	68.9	20.7	C

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.894	3889	391	7507	1972	0.52	0.20	69.7	69.7	13.9	13.9	B
2	1.00	1.00	0.888	0.894	3814	385	7507	1972	0.51	0.20	69.9	69.9	13.6	13.6	B
3	1.00	1.00	0.888	0.894	4427	446	7507	1972	0.59	0.23	67.7	67.7	16.4	16.4	B
4	1.00	1.00	0.888	0.894	4750	479	7507	1972	0.63	0.24	66.2	66.2	17.9	17.9	B
5	1.00	1.00	0.888	0.894	5560	560	7507	1972	0.74	0.28	61.1	61.1	22.7	22.7	C
6	1.00	1.00	0.888	0.894	5331	537	7507	1972	0.71	0.27	62.7	62.7	21.3	21.3	C
7	1.00	1.00	0.888	0.894	4760	480	7507	1972	0.63	0.24	66.1	66.1	18.0	18.0	B
8	1.00	1.00	0.888	0.894	4989	503	7507	1972	0.66	0.26	64.9	64.9	19.2	19.2	C
9	1.00	1.00	0.888	0.894	5209	525	7507	1972	0.69	0.27	63.5	63.5	20.5	20.5	C
10	1.00	1.00	0.888	0.894	5528	557	7507	1972	0.74	0.28	61.3	61.3	22.5	22.5	C
11	1.00	1.00	0.888	0.894	5583	563	7507	1972	0.74	0.29	60.9	60.9	22.9	22.9	C
12	1.00	1.00	0.888	0.894	5706	575	7507	1972	0.76	0.29	60.0	60.0	23.8	23.8	C

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.887	3498	6761	0.52	70.9	16.4	B
2	1.00	0.887	3431	6761	0.51	71.0	16.1	B
3	1.00	0.887	3982	6761	0.59	69.9	19.0	C
4	1.00	0.887	4273	6761	0.63	68.9	20.7	C
5	1.00	0.887	5001	6761	0.74	65.4	25.5	C
6	1.00	0.887	4796	6761	0.71	66.5	24.0	C
7	1.00	0.887	4282	6761	0.63	68.9	20.7	C
8	1.00	0.887	4487	6761	0.66	68.0	22.0	C
9	1.00	0.887	4687	6761	0.69	67.1	23.3	C

10	1.00	0.887	4973	6761	0.74	65.5	25.3	C							
11	1.00	0.887	5023	6761	0.74	65.2	25.7	C							
12	1.00	0.887	5133	6761	0.76	64.5	26.5	D							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.914	4243	768	7507	1972	0.57	0.39	68.5	68.5	15.5	15.5	B
2	1.00	1.00	0.893	0.914	4161	753	7507	1972	0.55	0.38	68.8	68.8	15.1	15.1	B
3	1.00	1.00	0.893	0.914	4829	874	7507	1972	0.64	0.44	65.8	65.8	18.3	18.3	C
4	1.00	1.00	0.893	0.914	5182	938	7507	1972	0.69	0.48	63.7	63.7	20.3	20.3	C
5	1.00	1.00	0.893	0.914	6065	1097	7507	1972	0.81	0.56	57.1	57.1	26.6	26.6	D
6	1.00	1.00	0.893	0.914	5817	1053	7507	1972	0.77	0.53	59.1	59.1	24.6	24.6	C
7	1.00	1.00	0.893	0.914	5193	940	7507	1972	0.69	0.48	63.6	63.6	20.4	20.4	C
8	1.00	1.00	0.893	0.914	5442	985	7507	1972	0.72	0.50	62.0	62.0	21.9	21.9	C
9	1.00	1.00	0.893	0.914	5683	1028	7507	1972	0.76	0.52	60.2	60.2	23.6	23.6	C
10	1.00	1.00	0.893	0.914	6031	1091	7507	1972	0.80	0.55	57.3	57.3	26.3	26.3	D
11	1.00	1.00	0.893	0.914	6091	1102	7507	1972	0.81	0.56	56.8	56.8	26.8	26.8	D
12	1.00	1.00	0.893	0.914	6226	1127	7507	1972	0.83	0.57	55.6	55.6	28.0	28.0	D
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	0.893	4261	9014	0.47	70.9	15.0	B							
2	1.00	0.893	4178	9014	0.46	70.9	14.7	B							
3	1.00	0.893	4850	9014	0.54	70.5	17.1	B							
4	1.00	0.893	5204	9014	0.58	70.1	18.6	C							
5	1.00	0.893	6091	9014	0.68	67.7	22.5	C							
6	1.00	0.893	5841	9014	0.65	68.5	21.3	C							
7	1.00	0.893	5215	9014	0.58	70.1	18.6	C							
8	1.00	0.893	5465	9014	0.61	69.5	19.7	C							
9	1.00	0.893	5708	9014	0.63	68.9	20.7	C							
10	1.00	0.893	6056	9014	0.67	67.8	22.3	C							
11	1.00	0.893	6116	9014	0.68	67.6	22.6	C							
12	1.00	0.893	6252	9014	0.69	67.1	23.3	C							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.903	4261	532	7507	1972	0.57	0.27	68.4	68.4	15.6	15.6	B
2	1.00	1.00	0.893	0.903	4178	522	7507	1972	0.56	0.26	68.7	68.7	15.2	15.2	B
3	1.00	1.00	0.893	0.903	4850	605	7507	1972	0.65	0.31	65.7	65.7	18.4	18.4	C
4	1.00	1.00	0.893	0.903	5204	650	7507	1972	0.69	0.33	63.6	63.6	20.5	20.5	C

5	1.00	1.00	0.893	0.903	6091	760	7507	1972	0.81	0.39	56.8	56.8	26.8	26.8	D
6	1.00	1.00	0.893	0.903	5841	729	7507	1972	0.78	0.37	58.9	58.9	24.8	24.8	C
7	1.00	1.00	0.893	0.903	5215	651	7507	1972	0.69	0.33	63.5	63.5	20.5	20.5	C
8	1.00	1.00	0.893	0.903	5465	682	7507	1972	0.73	0.35	61.8	61.8	22.1	22.1	C
9	1.00	1.00	0.893	0.903	5708	712	7507	1972	0.76	0.36	60.0	60.0	23.8	23.8	C
10	1.00	1.00	0.893	0.903	6056	755	7507	1972	0.81	0.38	57.1	57.1	26.5	26.5	D
11	1.00	1.00	0.893	0.903	6116	763	7507	1972	0.81	0.39	56.6	56.6	27.0	27.0	D
12	1.00	1.00	0.893	0.903	6252	780	7507	1972	0.83	0.40	55.4	55.4	28.2	28.2	D

Segment 18: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.891		3732		6761		0.55		70.5		17.6		B
2	1.00		0.891		3659		6761		0.54		70.6		17.3		B
3	1.00		0.891		4248		6761		0.63		69.0		20.5		C
4	1.00		0.891		4557		6761		0.67		67.7		22.4		C
5	1.00		0.891		5334		6761		0.79		63.2		28.1		D
6	1.00		0.891		5116		6761		0.76		64.7		26.4		D
7	1.00		0.891		4567		6761		0.68		67.7		22.5		C
8	1.00		0.891		4786		6761		0.71		66.6		23.9		C
9	1.00		0.891		4999		6761		0.74		65.4		25.5		C
10	1.00		0.891		5304		6761		0.78		63.4		27.9		D
11	1.00		0.891		5357		6761		0.79		63.0		28.3		D
12	1.00		0.891		5476		6761		0.81		62.2		29.3		D

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.912	4104	385	7507	1972	0.55	0.20	69.0	69.0	14.9	14.9	B
2	1.00	1.00	0.894	0.912	4025	378	7507	1972	0.54	0.19	69.2	69.2	14.5	14.5	B
3	1.00	1.00	0.894	0.912	4673	439	7507	1972	0.62	0.22	66.6	66.6	17.5	17.5	B
4	1.00	1.00	0.894	0.912	5011	470	7507	1972	0.67	0.24	64.7	64.7	19.4	19.4	C
5	1.00	1.00	0.894	0.912	5867	550	7507	1972	0.78	0.28	58.7	58.7	25.0	25.0	C
6	1.00	1.00	0.894	0.912	5625	527	7507	1972	0.75	0.27	60.6	60.6	23.2	23.2	C
7	1.00	1.00	0.894	0.912	5022	471	7507	1972	0.67	0.24	64.7	64.7	19.4	19.4	C
8	1.00	1.00	0.894	0.912	5265	495	7507	1972	0.70	0.25	63.2	63.2	20.8	20.8	C
9	1.00	1.00	0.894	0.912	5497	515	7507	1972	0.73	0.26	61.6	61.6	22.3	22.3	C
10	1.00	1.00	0.894	0.912	5833	547	7507	1972	0.78	0.28	59.0	59.0	24.7	24.7	C
11	1.00	1.00	0.894	0.912	5892	553	7507	1972	0.78	0.28	58.5	58.5	25.2	25.2	C
12	1.00	1.00	0.894	0.912	6022	565	7507	1972	0.80	0.29	57.4	57.4	26.2	26.2	D

Segment 20: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.894	4112	9014	0.46	71.0	14.4	B
2	1.00	0.894	4032	9014	0.45	71.0	14.2	B
3	1.00	0.894	4681	9014	0.52	70.8	16.5	B
4	1.00	0.894	5021	9014	0.56	70.4	17.8	B
5	1.00	0.894	5878	9014	0.65	68.4	21.5	C
6	1.00	0.894	5636	9014	0.63	69.1	20.4	C
7	1.00	0.894	5032	9014	0.56	70.4	17.9	B
8	1.00	0.894	5274	9014	0.59	69.9	18.9	C
9	1.00	0.894	5508	9014	0.61	69.4	19.8	C
10	1.00	0.894	5845	9014	0.65	68.5	21.3	C
11	1.00	0.894	5903	9014	0.65	68.3	21.6	C
12	1.00	0.894	6034	9014	0.67	67.9	22.2	C

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	4112	9014	0.46	71.2	14.4	B
2	1.00	0.894	4032	9014	0.45	71.2	14.2	B
3	1.00	0.894	4681	9014	0.52	70.9	16.5	B
4	1.00	0.894	5021	9014	0.56	70.4	17.8	B
5	1.00	0.894	5878	9014	0.65	68.4	21.5	C
6	1.00	0.894	5636	9014	0.63	69.1	20.4	C
7	1.00	0.894	5032	9014	0.56	70.4	17.9	B
8	1.00	0.894	5274	9014	0.59	69.9	18.9	C
9	1.00	0.894	5508	9014	0.61	69.4	19.8	C
10	1.00	0.894	5845	9014	0.65	68.5	21.3	C
11	1.00	0.894	5903	9014	0.65	68.3	21.6	C
12	1.00	0.894	6034	9014	0.67	67.9	22.2	C

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	7155	6955	1.24	31.10	70.3	13.9	12.4	7.90	B
2	7018	6822	1.12	27.91	70.4	13.6	12.1	7.90	B
3	8145	7917	2.73	68.37	69.5	16.0	14.2	8.00	B
4	8740	8495	4.29	107.20	68.8	17.3	15.4	8.10	B
5	10229	9943	11.39	284.82	66.0	21.2	18.9	8.40	C
6	9809	9535	8.84	221.04	66.9	20.0	17.8	8.30	C
7	8758	8513	4.32	108.00	68.8	17.4	15.5	8.10	B
8	9179	8922	5.84	146.02	68.1	18.4	16.4	8.20	C
9	9585	9317	7.64	191.03	67.4	19.4	17.3	8.30	C
10	10171	9887	11.03	275.63	66.1	21.0	18.7	8.40	C
11	10273	9985	11.73	293.23	65.9	21.3	19.0	8.40	C
12	10500	10206	13.37	334.26	65.3	22.0	19.6	8.50	C

Facility Overall Results

Space Mean Speed, mi/h	67.5	Average Density, veh/mi/ln	16.4
Average Travel Time, min	8.20	Average Density, pc/mi/ln	18.5
Total VMT, veh-mi	109562	Total VHD, veh-h	83.54
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	2088.61

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HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2040 Build Conditions
Jurisdiction	District Five	Time Analyzed	PM Weekday Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5584	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	480	3
7	Merge	Basic	I-75 SB SR 326 EB On Ramp	1500	4
8	Basic	Basic	I-75 SB	4120	4
9	Diverge	Basic	I-75 SB 49th St DDI Off Ramp	1500	4
10	Basic	Basic	I-75 SB	2980	3
11	Merge	Basic	I-75 SB 49th St DDI On Ramp	1500	4
12	Basic	Basic	I-75 SB	5730	4
13	Diverge	Basic	I-75 SB US 27 Off Ramp	1500	4
14	Basic	Basic	I-75 SB	3450	3
15	Merge	Basic	I-75 SB US 27 On Ramp	1500	4
16	Basic	Basic	I-75 SB	1100	4
17	Diverge	Basic	I-75 SB SR 40 Off Ramp	1500	4
18	Basic	Basic	I-75 SB	3180	3
19	Merge	Basic	I-75 SB SR 40 On Ramp	1500	4
20	Basic	Basic	I-75 SB	1500	4
21	Basic	Basic	I-75 SB	3968	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.904	5641	6761	0.88	60.9	30.9	F
2	1.00	0.904	5494	6761	0.92	25.4	72.2	F
3	1.00	0.904	5519	6761	0.86	25.7	71.6	F
4	1.00	0.904	5374	6761	0.87	24.0	74.7	F
5	1.00	0.904	5538	6761	0.84	25.9	71.2	F
6	1.00	0.904	5171	6761	0.89	21.8	79.1	F
7	1.00	0.904	5241	6761	0.81	22.5	77.6	F
8	1.00	0.904	5320	6761	0.85	23.4	75.9	F
9	1.00	0.904	5575	6761	0.82	26.4	70.4	F
10	1.00	0.904	5458	6761	0.82	24.9	72.9	F
11	1.00	0.904	5490	6761	0.76	25.3	72.3	F
12	1.00	0.904	5470	6761	0.73	25.1	72.7	F

Segment 2: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.904		5511		6761		0.88		27.9		65.8		F
2	1.00		0.904		5504		6761		0.92		25.5		71.9		F
3	1.00		0.904		5504		6761		0.86		25.6		71.8		F
4	1.00		0.904		5403		6761		0.87		24.8		72.5		F
5	1.00		0.904		5504		6761		0.84		25.5		71.9		F
6	1.00		0.904		5079		6761		0.89		22.1		76.6		F
7	1.00		0.904		5328		6761		0.81		24.5		72.4		F
8	1.00		0.904		5378		6761		0.85		25.1		71.4		F
9	1.00		0.904		5515		6761		0.82		26.0		70.6		F
10	1.00		0.904		5458		6761		0.82		25.1		72.4		F
11	1.00		0.904		5477		6761		0.76		26.0		70.2		F
12	1.00		0.904		5466		6761		0.73		25.7		71.0		F

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.904	0.882	5511	946	5918	1972	1.00	0.48	63.8	59.2	28.8	33.0	D
2	1.00	1.00	0.904	0.882	5504	989	5918	1972	1.05	0.50	63.7	59.1	28.8	33.0	F
3	1.00	1.00	0.904	0.882	5504	925	5918	1972	0.98	0.47	63.8	59.2	28.8	32.9	D
4	1.00	1.00	0.904	0.882	5403	943	5918	1972	1.00	0.48	63.8	59.2	28.2	32.5	D
5	1.00	1.00	0.904	0.882	5504	902	5918	1972	0.96	0.46	63.9	59.3	28.7	32.8	D
6	1.00	1.00	0.904	0.882	4963	960	5918	1972	1.02	0.49	31.8	59.1	51.9	34.9	F
7	1.00	1.00	0.904	0.882	5444	878	5918	1972	0.93	0.45	63.9	59.3	28.4	32.6	D
8	1.00	1.00	0.904	0.882	5327	920	5918	1972	0.97	0.47	35.1	59.3	50.6	33.9	F
9	1.00	1.00	0.904	0.882	5473	884	5918	1972	0.94	0.45	33.1	59.3	55.2	33.0	F
10	1.00	1.00	0.904	0.882	5458	883	5918	1972	0.94	0.45	32.4	59.3	56.2	32.9	F
11	1.00	1.00	0.904	0.882	5469	815	5918	1972	0.86	0.41	33.6	59.5	54.3	31.1	F

12	1.00	1.00	0.904	0.882	5463	786	5918	1972	0.83	0.40	32.7	59.6	55.7	30.2	F
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.908		4565		6761		0.74		67.7		22.5		C
2	1.00		0.908		4626		6761		0.77		67.4		22.9		C
3	1.00		0.908		4625		6761		0.72		67.4		22.9		C
4	1.00		0.908		4315		6761		0.73		27.8		51.7		F
5	1.00		0.908		4587		6761		0.70		18.4		83.0		F
6	1.00		0.908		4146		6761		0.75		14.9		92.9		F
7	1.00		0.908		4587		6761		0.68		17.8		85.8		F
8	1.00		0.908		4469		6761		0.72		16.3		91.4		F
9	1.00		0.908		4587		6761		0.69		16.7		91.6		F
10	1.00		0.908		4587		6761		0.69		16.7		91.6		F
11	1.00		0.908		4587		6761		0.63		16.7		91.6		F
12	1.00		0.908		4587		6761		0.61		16.7		91.6		F
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.861	5829	1318	5918	1878	1.07	0.70	60.0	57.5	32.7	27.9	F
2	1.00	1.00	0.898	0.861	5918	1377	5918	1878	1.12	0.73	59.4	56.8	33.7	28.6	F
3	1.00	1.00	0.898	0.861	5918	1290	5918	1878	1.05	0.69	59.9	57.4	32.9	28.0	F
4	1.00	1.00	0.898	0.861	5366	1315	5918	1878	1.07	0.70	60.8	58.6	30.9	26.7	F
5	1.00	1.00	0.898	0.861	5504	1258	5918	1878	1.03	0.67	60.3	57.9	32.3	27.6	F
6	1.00	1.00	0.898	0.861	5019	1338	5918	1878	1.09	0.71	61.2	59.1	29.9	26.0	F
7	1.00	1.00	0.898	0.861	5504	1223	5918	1878	1.00	0.65	60.4	58.1	32.1	27.3	C
8	1.00	1.00	0.898	0.861	5381	1281	5918	1878	1.04	0.68	60.5	58.2	31.7	27.2	F
9	1.00	1.00	0.898	0.861	5504	1232	5918	1878	1.00	0.66	60.4	58.0	32.1	27.4	C
10	1.00	1.00	0.898	0.861	5504	1231	5918	1878	1.00	0.66	60.4	58.0	32.1	27.4	C
11	1.00	1.00	0.898	0.861	5504	1136	5918	1878	0.93	0.60	60.9	58.6	31.3	26.7	C
12	1.00	1.00	0.898	0.861	5504	1095	5918	1878	0.89	0.58	61.1	58.9	31.0	26.4	C
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		5829		6761		0.93		59.4		32.7		D
2	1.00		0.898		5918		6761		0.97		58.6		33.7		D
3	1.00		0.898		5918		6761		0.91		58.6		33.7		D
4	1.00		0.898		5366		6761		0.93		63.0		28.4		D
5	1.00		0.898		5504		6761		0.89		62.0		29.6		D
6	1.00		0.898		5019		6761		0.95		65.2		25.7		C
7	1.00		0.898		5504		6761		0.86		62.0		29.6		D

8	1.00	0.898	5381	6761	0.91	62.9	28.5	D
9	1.00	0.898	5504	6761	0.87	62.0	29.6	D
10	1.00	0.898	5504	6761	0.87	62.0	29.6	D
11	1.00	0.898	5504	6761	0.80	62.0	29.6	D
12	1.00	0.898	5504	6761	0.77	62.0	29.6	D

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.894	6411	582	7507	1972	0.92	0.29	65.2	65.2	24.6	24.6	C
2	1.00	1.00	0.898	0.894	6525	607	7507	1972	0.96	0.31	65.1	65.1	25.1	25.1	C
3	1.00	1.00	0.898	0.894	6487	569	7507	1972	0.90	0.29	65.1	65.1	24.9	24.9	C
4	1.00	1.00	0.898	0.894	5945	579	7507	1972	0.91	0.29	65.6	65.6	22.7	22.7	C
5	1.00	1.00	0.898	0.894	6059	555	7507	1972	0.88	0.28	65.6	65.6	23.1	23.1	C
6	1.00	1.00	0.898	0.894	5610	591	7507	1972	0.93	0.30	65.9	65.9	21.3	21.3	C
7	1.00	1.00	0.898	0.894	6043	539	7507	1972	0.85	0.27	65.6	65.6	23.0	23.0	C
8	1.00	1.00	0.898	0.894	5947	566	7507	1972	0.89	0.29	65.6	65.6	22.7	22.7	C
9	1.00	1.00	0.898	0.894	6048	544	7507	1972	0.86	0.28	65.6	65.6	23.0	23.0	C
10	1.00	1.00	0.898	0.894	6048	544	7507	1972	0.86	0.28	65.6	65.6	23.0	23.0	C
11	1.00	1.00	0.898	0.894	6005	501	7507	1972	0.79	0.25	65.6	65.6	22.9	22.9	C
12	1.00	1.00	0.898	0.894	5987	483	7507	1972	0.76	0.25	65.6	65.6	22.8	22.8	C

Segment 8: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.898	6411	9014	0.76	66.5	24.1	C
2	1.00	0.898	6525	9014	0.80	66.0	24.7	C
3	1.00	0.898	6246	9014	0.75	67.1	23.3	F
4	1.00	0.898	5852	9014	0.76	24.3	60.1	F
5	1.00	0.898	5917	9014	0.73	24.6	60.0	F
6	1.00	0.898	5765	9014	0.78	20.3	71.2	F
7	1.00	0.898	6033	9014	0.71	28.1	53.8	F
8	1.00	0.898	5700	9014	0.74	23.7	60.0	F
9	1.00	0.898	6626	9014	0.71	65.5	25.3	C
10	1.00	0.898	5664	9014	0.71	69.0	20.5	F
11	1.00	0.898	6390	9014	0.66	66.5	24.0	C
12	1.00	0.898	5987	9014	0.63	68.0	22.0	C

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.893	6411	450	7507	1972	0.92	0.23	67.5	67.5	23.7	23.7	C
2	1.00	1.00	0.898	0.893	6525	470	7507	1972	0.96	0.24	67.4	67.4	24.2	24.2	C

3	1.00	1.00	0.898	0.893	6124	440	7507	1972	0.90	0.22	28.8	28.8	53.2	53.2	F
4	1.00	1.00	0.898	0.893	5846	449	7507	1972	0.91	0.23	22.7	22.7	64.4	64.4	F
5	1.00	1.00	0.898	0.893	5964	430	7507	1972	0.87	0.22	23.3	23.3	63.9	63.9	F
6	1.00	1.00	0.898	0.893	5726	457	7507	1972	0.93	0.23	22.1	22.1	64.8	64.8	F
7	1.00	1.00	0.898	0.893	6051	418	7507	1972	0.85	0.21	24.9	24.9	60.8	60.8	F
8	1.00	1.00	0.898	0.893	5711	438	7507	1972	0.89	0.22	21.8	21.8	65.5	65.5	F
9	1.00	1.00	0.898	0.893	6717	421	7507	1972	0.86	0.21	30.8	30.8	54.5	54.5	F
10	1.00	1.00	0.898	0.893	5606	421	7507	1972	0.86	0.21	24.2	24.2	57.9	57.9	F
11	1.00	1.00	0.898	0.893	6448	387	7507	1972	0.79	0.20	67.7	67.7	23.8	23.8	C
12	1.00	1.00	0.898	0.893	5987	374	7507	1972	0.76	0.19	67.8	67.8	22.1	22.1	C

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		5961		6761		0.95		58.2		34.1		D
2	1.00		0.898		6099		6761		0.99		56.9		35.7		E
3	1.00		0.898		5716		6761		0.93		60.3		31.6		D
4	1.00		0.898		5333		6761		0.95		30.1		59.1		F
5	1.00		0.898		5502		6761		0.91		32.3		56.8		F
6	1.00		0.898		5441		6761		0.97		31.5		57.7		F
7	1.00		0.898		5621		6761		0.88		34.9		53.7		F
8	1.00		0.898		5342		6761		0.93		30.3		58.8		F
9	1.00		0.898		6353		6761		0.89		43.4		48.8		F
10	1.00		0.898		5232		6761		0.89		31.6		55.3		F
11	1.00		0.898		6108		6761		0.82		56.9		35.8		E
12	1.00		0.898		5485		6761		0.79		35.6		51.4		F

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.893	6782	821	7507	1972	0.97	0.42	64.7	64.7	26.2	26.2	D
2	1.00	1.00	0.898	0.893	6957	858	7507	1972	1.01	0.44	64.5	64.5	27.0	27.0	F
3	1.00	1.00	0.898	0.893	6298	803	7507	1972	0.95	0.41	34.9	34.9	45.1	45.1	F
4	1.00	1.00	0.898	0.893	6353	819	7507	1972	0.96	0.42	65.1	65.1	24.4	24.4	C
5	1.00	1.00	0.898	0.893	6302	783	7507	1972	0.92	0.40	65.2	65.2	24.1	24.1	C
6	1.00	1.00	0.898	0.893	6277	833	7507	1972	0.98	0.42	65.2	65.2	24.1	24.1	C
7	1.00	1.00	0.898	0.893	6339	761	7507	1972	0.90	0.39	65.2	65.2	24.3	24.3	F
8	1.00	1.00	0.898	0.893	6164	798	7507	1972	0.94	0.40	65.3	65.3	23.7	23.7	C
9	1.00	1.00	0.898	0.893	6982	767	7507	1972	0.90	0.39	64.5	64.5	27.0	27.0	F
10	1.00	1.00	0.898	0.893	6119	767	7507	1972	0.90	0.39	26.0	26.0	58.8	58.8	F
11	1.00	1.00	0.898	0.893	6807	707	7507	1972	0.83	0.36	36.5	36.5	46.6	46.6	F
12	1.00	1.00	0.898	0.893	6210	682	7507	1972	0.80	0.35	65.3	65.3	23.8	23.8	C

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.898	6782	9014	0.80	64.8	26.2	D
2	1.00	0.898	6386	9014	0.84	30.5	52.3	F
3	1.00	0.898	6128	9014	0.79	21.2	72.3	F
4	1.00	0.898	6432	9014	0.80	23.2	69.4	F
5	1.00	0.898	6288	9014	0.77	22.8	69.0	F
6	1.00	0.898	6230	9014	0.82	22.4	69.5	F
7	1.00	0.898	6387	9014	0.75	23.7	67.4	F
8	1.00	0.898	6328	9014	0.78	23.9	66.3	F
9	1.00	0.898	6408	9014	0.75	22.0	72.9	F
10	1.00	0.898	6337	9014	0.75	21.0	75.4	F
11	1.00	0.898	6559	9014	0.69	23.2	70.8	F
12	1.00	0.898	6475	9014	0.67	22.7	71.3	F

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.898	0.894	6782	592	7507	1972	0.97	0.30	67.0	67.0	25.3	25.3	C
2	1.00	1.00	0.898	0.894	6271	619	7507	1972	1.01	0.31	26.2	26.2	59.9	59.9	F
3	1.00	1.00	0.898	0.894	6112	579	7507	1972	0.95	0.29	24.6	24.6	62.2	62.2	F
4	1.00	1.00	0.898	0.894	6429	591	7507	1972	0.96	0.30	28.4	28.4	56.6	56.6	F
5	1.00	1.00	0.898	0.894	6366	565	7507	1972	0.92	0.29	28.1	28.1	56.6	56.6	F
6	1.00	1.00	0.898	0.894	6160	601	7507	1972	0.98	0.30	23.9	23.9	64.5	64.5	F
7	1.00	1.00	0.898	0.894	6447	549	7507	1972	0.90	0.28	28.2	28.2	57.1	57.1	F
8	1.00	1.00	0.898	0.894	6251	576	7507	1972	0.94	0.29	26.6	26.6	58.7	58.7	F
9	1.00	1.00	0.898	0.894	6394	554	7507	1972	0.90	0.28	26.3	26.3	60.8	60.8	F
10	1.00	1.00	0.898	0.894	6337	553	7507	1972	0.90	0.28	25.9	25.9	61.3	61.3	F
11	1.00	1.00	0.898	0.894	6540	510	7507	1972	0.83	0.26	29.1	29.1	56.2	56.2	F
12	1.00	1.00	0.898	0.894	6469	492	7507	1972	0.80	0.25	27.4	27.4	59.1	59.1	F

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.898	6081	6761	0.99	44.9	45.1	F
2	1.00	0.898	5678	6761	1.03	32.2	58.7	F
3	1.00	0.898	5778	6761	0.96	33.9	56.8	F
4	1.00	0.898	5730	6761	0.98	33.9	56.3	F
5	1.00	0.898	5838	6761	0.94	35.7	54.5	F
6	1.00	0.898	5678	6761	1.00	31.7	59.7	F
7	1.00	0.898	5904	6761	0.91	36.5	53.9	F
8	1.00	0.898	5727	6761	0.96	32.0	59.6	F
9	1.00	0.898	5850	6761	0.92	32.9	59.2	F

10	1.00	0.898	5818	6761	0.92	32.5	59.7	F							
11	1.00	0.898	5973	6761	0.85	34.3	58.0	F							
12	1.00	0.898	5930	6761	0.82	35.1	56.3	F							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.900	0.914	7080	1100	7507	1972	1.03	0.56	36.0	36.0	49.2	49.2	F
2	1.00	1.00	0.900	0.914	6647	1149	7507	1972	1.08	0.58	29.9	29.9	55.5	55.5	F
3	1.00	1.00	0.900	0.914	6687	1075	7507	1972	1.01	0.55	34.6	34.6	48.3	48.3	F
4	1.00	1.00	0.900	0.914	6675	1096	7507	1972	1.03	0.56	31.0	31.0	53.9	53.9	F
5	1.00	1.00	0.900	0.914	6717	1049	7507	1972	0.98	0.53	33.7	33.7	49.9	49.9	F
6	1.00	1.00	0.900	0.914	6654	1116	7507	1972	1.05	0.57	30.0	30.0	55.5	55.5	F
7	1.00	1.00	0.900	0.914	6773	1020	7507	1972	0.96	0.52	36.3	36.3	46.6	46.6	F
8	1.00	1.00	0.900	0.914	6653	1069	7507	1972	1.00	0.54	31.2	31.2	53.3	53.3	F
9	1.00	1.00	0.900	0.914	6759	1027	7507	1972	0.96	0.52	30.0	30.0	56.3	56.3	F
10	1.00	1.00	0.900	0.914	6730	1027	7507	1972	0.96	0.52	31.5	31.5	53.5	53.5	F
11	1.00	1.00	0.900	0.914	6878	947	7507	1972	0.89	0.48	31.2	31.2	55.0	55.0	F
12	1.00	1.00	0.900	0.914	6846	914	7507	1972	0.86	0.46	32.3	32.3	52.9	52.9	F
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	0.900	6918	9014	0.86	31.1	55.7	F							
2	1.00	0.900	6650	9014	0.90	21.4	77.8	F							
3	1.00	0.900	6676	9014	0.84	27.3	61.1	F							
4	1.00	0.900	6677	9014	0.86	22.0	75.8	F							
5	1.00	0.900	6711	9014	0.82	23.7	70.9	F							
6	1.00	0.900	6663	9014	0.87	20.9	79.6	F							
7	1.00	0.900	6761	9014	0.80	24.4	69.3	F							
8	1.00	0.900	6659	9014	0.84	22.3	74.7	F							
9	1.00	0.900	6754	9014	0.80	21.3	79.2	F							
10	1.00	0.900	6730	9014	0.80	21.4	78.8	F							
11	1.00	0.900	6870	9014	0.74	22.0	78.2	F							
12	1.00	0.900	6843	9014	0.72	22.3	76.7	F							
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.900	1.000	6852	575	7507	1972	1.03	0.29	31.4	31.4	54.6	54.6	F
2	1.00	1.00	0.900	1.000	6640	601	7507	1972	1.08	0.30	27.0	27.0	61.5	61.5	F
3	1.00	1.00	0.900	1.000	6681	562	7507	1972	1.01	0.29	27.8	27.8	60.1	60.1	F
4	1.00	1.00	0.900	1.000	6676	573	7507	1972	1.03	0.29	27.4	27.4	61.0	61.0	F

5	1.00	1.00	0.900	1.000	6706	548	7507	1972	0.99	0.28	27.9	27.9	60.1	60.1	F
6	1.00	1.00	0.900	1.000	6666	583	7507	1972	1.05	0.30	27.3	27.3	61.0	61.0	F
7	1.00	1.00	0.900	1.000	6743	533	7507	1972	0.96	0.27	28.6	28.6	58.8	58.8	F
8	1.00	1.00	0.900	1.000	6680	559	7507	1972	1.01	0.28	27.8	27.8	60.1	60.1	F
9	1.00	1.00	0.900	1.000	6737	537	7507	1972	0.97	0.27	28.5	28.5	59.1	59.1	F
10	1.00	1.00	0.900	1.000	6730	537	7507	1972	0.97	0.27	28.1	28.1	60.0	60.0	F
11	1.00	1.00	0.900	1.000	6840	495	7507	1972	0.89	0.25	29.9	29.9	57.2	57.2	F
12	1.00	1.00	0.900	1.000	6834	478	7507	1972	0.86	0.24	29.9	29.9	57.1	57.1	F

Segment 18: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.900		6186		6761		1.05		37.3		55.2		F
2	1.00		0.900		6142		6761		1.10		35.1		58.3		F
3	1.00		0.900		6195		6761		1.03		36.1		57.1		F
4	1.00		0.900		6180		6761		1.05		35.9		57.5		F
5	1.00		0.900		6215		6761		1.01		36.5		56.7		F
6	1.00		0.900		6166		6761		1.07		35.6		57.7		F
7	1.00		0.900		6236		6761		0.98		37.0		56.2		F
8	1.00		0.900		6200		6761		1.02		36.3		57.0		F
9	1.00		0.900		6230		6761		0.98		36.8		56.4		F
10	1.00		0.900		6231		6761		0.98		36.8		56.4		F
11	1.00		0.900		6289		6761		0.91		38.3		54.7		F
12	1.00		0.900		6314		6761		0.88		38.6		54.5		F

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.901	1.000	6990	804	7507	1972	1.05	0.41	64.5	64.5	27.1	27.1	F
2	1.00	1.00	0.901	1.000	6982	840	7507	1972	1.10	0.43	64.5	64.5	27.1	27.1	F
3	1.00	1.00	0.901	1.000	6982	787	7507	1972	1.03	0.40	64.5	64.5	27.1	27.1	F
4	1.00	1.00	0.901	1.000	6982	802	7507	1972	1.05	0.41	64.5	64.5	27.1	27.1	F
5	1.00	1.00	0.901	1.000	6982	767	7507	1972	1.01	0.39	64.5	64.5	27.1	27.1	F
6	1.00	1.00	0.901	1.000	6982	816	7507	1972	1.07	0.41	64.5	64.5	27.1	27.1	F
7	1.00	1.00	0.901	1.000	6982	746	7507	1972	0.98	0.38	64.6	64.6	27.0	27.0	D
8	1.00	1.00	0.901	1.000	6982	782	7507	1972	1.03	0.40	64.5	64.5	27.1	27.1	F
9	1.00	1.00	0.901	1.000	6982	752	7507	1972	0.99	0.38	64.5	64.5	27.1	27.1	D
10	1.00	1.00	0.901	1.000	6982	751	7507	1972	0.99	0.38	64.6	64.6	27.0	27.0	D
11	1.00	1.00	0.901	1.000	6982	693	7507	1972	0.91	0.35	64.6	64.6	27.0	27.0	D
12	1.00	1.00	0.901	1.000	6982	668	7507	1972	0.88	0.34	64.6	64.6	27.0	27.0	D

Segment 20: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.901	6990	9014	0.89	63.8	27.4	D
2	1.00	0.901	6982	9014	0.93	63.9	27.3	D
3	1.00	0.901	6982	9014	0.87	63.9	27.3	D
4	1.00	0.901	6982	9014	0.89	63.9	27.3	D
5	1.00	0.901	6982	9014	0.85	63.9	27.3	D
6	1.00	0.901	6982	9014	0.90	63.9	27.3	D
7	1.00	0.901	6982	9014	0.82	63.9	27.3	D
8	1.00	0.901	6982	9014	0.86	63.9	27.3	D
9	1.00	0.901	6982	9014	0.83	63.9	27.3	D
10	1.00	0.901	6982	9014	0.83	63.9	27.3	D
11	1.00	0.901	6982	9014	0.77	63.9	27.3	D
12	1.00	0.901	6982	9014	0.74	63.9	27.3	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.901	6990	9014	0.89	63.8	27.4	D
2	1.00	0.901	6982	9014	0.93	63.9	27.3	D
3	1.00	0.901	6982	9014	0.87	63.9	27.3	D
4	1.00	0.901	6982	9014	0.89	63.9	27.3	D
5	1.00	0.901	6982	9014	0.85	63.9	27.3	D
6	1.00	0.901	6982	9014	0.90	63.9	27.3	D
7	1.00	0.901	6982	9014	0.82	63.9	27.3	D
8	1.00	0.901	6982	9014	0.86	63.9	27.3	D
9	1.00	0.901	6982	9014	0.83	63.9	27.3	D
10	1.00	0.901	6982	9014	0.83	63.9	27.3	D
11	1.00	0.901	6982	9014	0.77	63.9	27.3	D
12	1.00	0.901	6982	9014	0.74	63.9	27.3	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	13144	14071	61.88	1546.98	53.3	33.3	30.0	10.40	F
2	12933	14705	146.42	3660.54	39.4	44.3	39.9	14.10	F
3	12726	13773	171.61	4290.21	36.3	47.3	42.6	15.30	F
4	12526	14033	215.91	5397.75	32.0	53.0	47.7	17.40	F
5	12643	13429	214.78	5369.47	32.2	53.0	47.8	17.30	F
6	12272	14286	248.85	6221.32	29.1	57.0	51.3	19.10	F
7	12649	13056	210.17	5254.17	32.6	52.4	47.2	17.00	F
8	12437	13682	229.67	5741.84	30.8	54.7	49.2	18.10	F
9	13015	13155	196.49	4912.14	34.3	51.3	46.2	16.20	F
10	12517	13144	216.05	5401.19	31.9	53.0	47.7	17.40	F
11	12980	12122	183.80	4595.09	35.5	49.5	44.5	15.70	F
12	12724	11694	185.98	4649.45	34.9	49.3	44.4	15.90	F

Facility Overall Results

Space Mean Speed, mi/h	34.5	Average Density, veh/mi/ln	44.9
Average Travel Time, min	16.10	Average Density, pc/mi/ln	49.8
Total VMT, veh-mi	152565	Total VHD, veh-h	2281.61
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	57040.16

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HCS Freeway Facilities Report

Project Information

Analyst	Kittelson & Associates	Date	11/21/2023
Agency	Florida Department of Transportation	Analysis Year	2040 Build Conditions
Jurisdiction	District Five	Time Analyzed	WM Weekend Peak Period
Facility Name	I-75 (Southbound)	Units	U.S. Customary
Project Description	I-75 PD&E North Auxillary Lanes		

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	21
Total Analysis Periods	12	Analysis Period Duration, min	15
Facility Length, mi	9.27		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	I-75 SB	5584	3
2	Basic	Basic	I-75 SB	1500	3
3	Diverge	Diverge	I-75 SB SR 326 Off Ramp	1500	3
4	Basic	Basic	I-75 SB	1836	3
5	Merge	Merge	I-75 SB SR 326 WB On Ramp	1500	3
6	Basic	Basic	I-75 SB	480	3
7	Merge	Basic	I-75 SB SR 326 EB On Ramp	1500	4
8	Basic	Basic	I-75 SB	4120	4
9	Diverge	Basic	I-75 SB 49th St DDI Off Ramp	1500	4
10	Basic	Basic	I-75 SB	2980	3
11	Merge	Basic	I-75 SB 49th St DDI On Ramp	1500	4
12	Basic	Basic	I-75 SB	5730	4
13	Diverge	Basic	I-75 SB US 27 Off Ramp	1500	4
14	Basic	Basic	I-75 SB	3450	3
15	Merge	Basic	I-75 SB US 27 On Ramp	1500	4
16	Basic	Basic	I-75 SB	1100	4
17	Diverge	Basic	I-75 SB SR 40 Off Ramp	1500	4
18	Basic	Basic	I-75 SB	3180	3
19	Merge	Basic	I-75 SB SR 40 On Ramp	1500	4
20	Basic	Basic	I-75 SB	1500	4
21	Basic	Basic	I-75 SB	3968	4

Facility Segment Data

Segment 1: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
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1	1.00	0.901	4947	6761	0.73	65.7	25.1	C
2	1.00	0.901	4947	6761	0.73	65.7	25.1	C
3	1.00	0.901	4947	6761	0.73	65.7	25.1	C
4	1.00	0.901	4947	6761	0.73	65.7	25.1	C
5	1.00	0.901	5148	6761	0.76	64.4	26.6	D
6	1.00	0.901	5148	6761	0.76	64.4	26.6	D
7	1.00	0.901	5148	6761	0.76	64.4	26.6	D
8	1.00	0.901	5148	6761	0.76	64.4	26.6	D
9	1.00	0.901	5231	6761	0.77	63.9	27.3	D
10	1.00	0.901	5231	6761	0.77	63.9	27.3	D
11	1.00	0.901	5231	6761	0.77	63.9	27.3	D
12	1.00	0.901	5231	6761	0.77	63.9	27.3	D

Segment 2: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.901	4947	6761	0.73	65.7	25.1	C
2	1.00	0.901	4947	6761	0.73	65.7	25.1	C
3	1.00	0.901	4947	6761	0.73	65.7	25.1	C
4	1.00	0.901	4947	6761	0.73	65.7	25.1	C
5	1.00	0.901	5148	6761	0.76	64.4	26.6	D
6	1.00	0.901	5148	6761	0.76	64.4	26.6	D
7	1.00	0.901	5148	6761	0.76	64.4	26.6	D
8	1.00	0.901	5148	6761	0.76	64.4	26.6	D
9	1.00	0.901	5231	6761	0.77	63.9	27.3	D
10	1.00	0.901	5231	6761	0.77	63.9	27.3	D
11	1.00	0.901	5231	6761	0.77	63.9	27.3	D
12	1.00	0.901	5231	6761	0.77	63.9	27.3	D

Segment 3: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.901	0.919	4947	651	5918	1972	0.84	0.33	64.5	60.0	25.6	30.1	D
2	1.00	1.00	0.901	0.919	4947	651	5918	1972	0.84	0.33	64.5	60.0	25.6	30.1	D
3	1.00	1.00	0.901	0.919	4947	651	5918	1972	0.84	0.33	64.5	60.0	25.6	30.1	D
4	1.00	1.00	0.901	0.919	4947	651	5918	1972	0.84	0.33	64.5	60.0	25.6	30.1	D
5	1.00	1.00	0.901	0.919	5148	677	5918	1972	0.87	0.34	64.4	59.9	26.6	31.0	D
6	1.00	1.00	0.901	0.919	5148	677	5918	1972	0.87	0.34	64.4	59.9	26.6	31.0	D
7	1.00	1.00	0.901	0.919	5148	677	5918	1972	0.87	0.34	64.4	59.9	26.6	31.0	D
8	1.00	1.00	0.901	0.919	5148	677	5918	1972	0.87	0.34	64.4	59.9	26.6	31.0	D
9	1.00	1.00	0.901	0.919	5231	688	5918	1972	0.88	0.35	64.3	59.8	27.1	31.4	D
10	1.00	1.00	0.901	0.919	5231	688	5918	1972	0.88	0.35	64.3	59.8	27.1	31.4	D
11	1.00	1.00	0.901	0.919	5231	688	5918	1972	0.88	0.35	64.3	59.8	27.1	31.4	D

12	1.00	1.00	0.901	0.919	5231	688	5918	1972	0.88	0.35	64.3	59.8	27.1	31.4	D
Segment 4: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.898		4297		6761		0.64		68.8		20.8		C
2	1.00		0.898		4297		6761		0.64		68.8		20.8		C
3	1.00		0.898		4297		6761		0.64		68.8		20.8		C
4	1.00		0.898		4297		6761		0.64		68.8		20.8		C
5	1.00		0.898		4472		6761		0.66		68.1		21.9		C
6	1.00		0.898		4472		6761		0.66		68.1		21.9		C
7	1.00		0.898		4472		6761		0.66		68.1		21.9		C
8	1.00		0.898		4472		6761		0.66		68.1		21.9		C
9	1.00		0.898		4545		6761		0.67		67.8		22.3		C
10	1.00		0.898		4545		6761		0.67		67.8		22.3		C
11	1.00		0.898		4545		6761		0.67		67.8		22.3		C
12	1.00		0.898		4545		6761		0.67		67.8		22.3		C
Segment 5: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.886	0.926	5496	1140	5918	1878	0.93	0.61	61.5	59.4	29.8	25.6	C
2	1.00	1.00	0.886	0.926	5496	1140	5918	1878	0.93	0.61	61.5	59.4	29.8	25.6	C
3	1.00	1.00	0.886	0.926	5496	1140	5918	1878	0.93	0.61	61.5	59.4	29.8	25.6	C
4	1.00	1.00	0.886	0.926	5496	1140	5918	1878	0.93	0.61	61.5	59.4	29.8	25.6	C
5	1.00	1.00	0.886	0.926	5720	1187	5918	1878	0.97	0.63	60.8	58.5	31.4	26.8	C
6	1.00	1.00	0.886	0.926	5720	1187	5918	1878	0.97	0.63	60.8	58.5	31.4	26.8	C
7	1.00	1.00	0.886	0.926	5720	1187	5918	1878	0.97	0.63	60.8	58.5	31.4	26.8	C
8	1.00	1.00	0.886	0.926	5720	1187	5918	1878	0.97	0.63	60.8	58.5	31.4	26.8	C
9	1.00	1.00	0.886	0.926	5812	1206	5918	1878	0.98	0.64	60.4	58.1	32.1	27.3	C
10	1.00	1.00	0.886	0.926	5812	1206	5918	1878	0.98	0.64	60.4	58.1	32.1	27.3	C
11	1.00	1.00	0.886	0.926	5812	1206	5918	1878	0.98	0.64	60.4	58.1	32.1	27.3	C
12	1.00	1.00	0.886	0.926	5812	1206	5918	1878	0.98	0.64	60.4	58.1	32.1	27.3	C
Segment 6: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.886		5547		6761		0.82		61.6		30.0		D
2	1.00		0.886		5547		6761		0.82		61.6		30.0		D
3	1.00		0.886		5547		6761		0.82		61.6		30.0		D
4	1.00		0.886		5547		6761		0.82		61.6		30.0		D
5	1.00		0.886		5773		6761		0.85		59.8		32.2		D
6	1.00		0.886		5773		6761		0.85		59.8		32.2		D
7	1.00		0.886		5773		6761		0.85		59.8		32.2		D

8	1.00	0.886	5773	6761	0.85	59.8	32.2	D
9	1.00	0.886	5867	6761	0.87	59.0	33.2	D
10	1.00	0.886	5867	6761	0.87	59.0	33.2	D
11	1.00	0.886	5867	6761	0.87	59.0	33.2	D
12	1.00	0.886	5867	6761	0.87	59.0	33.2	D

Segment 7: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.924	5752	211	7507	1972	0.77	0.11	59.6	59.6	24.1	24.1	C
2	1.00	1.00	0.887	0.924	5752	211	7507	1972	0.77	0.11	59.6	59.6	24.1	24.1	C
3	1.00	1.00	0.887	0.924	5752	211	7507	1972	0.77	0.11	59.6	59.6	24.1	24.1	C
4	1.00	1.00	0.887	0.924	5752	211	7507	1972	0.77	0.11	59.6	59.6	24.1	24.1	C
5	1.00	1.00	0.887	0.924	5987	220	7507	1972	0.80	0.11	57.7	57.7	25.9	25.9	C
6	1.00	1.00	0.887	0.924	5987	220	7507	1972	0.80	0.11	57.7	57.7	25.9	25.9	C
7	1.00	1.00	0.887	0.924	5987	220	7507	1972	0.80	0.11	57.7	57.7	25.9	25.9	C
8	1.00	1.00	0.887	0.924	5987	220	7507	1972	0.80	0.11	57.7	57.7	25.9	25.9	C
9	1.00	1.00	0.887	0.924	6083	223	7507	1972	0.81	0.11	56.9	56.9	26.7	26.7	D
10	1.00	1.00	0.887	0.924	6083	223	7507	1972	0.81	0.11	56.9	56.9	26.7	26.7	D
11	1.00	1.00	0.887	0.924	6083	223	7507	1972	0.81	0.11	56.9	56.9	26.7	26.7	D
12	1.00	1.00	0.887	0.924	6083	223	7507	1972	0.81	0.11	56.9	56.9	26.7	26.7	D

Segment 8: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.887		5761		9014		0.64		68.7		21.0		C
2	1.00		0.887		5761		9014		0.64		68.7		21.0		C
3	1.00		0.887		5761		9014		0.64		68.7		21.0		C
4	1.00		0.887		5761		9014		0.64		68.7		21.0		C
5	1.00		0.887		5995		9014		0.67		68.0		22.0		C
6	1.00		0.887		5995		9014		0.67		68.0		22.0		C
7	1.00		0.887		5995		9014		0.67		68.0		22.0		C
8	1.00		0.887		5995		9014		0.67		68.0		22.0		C
9	1.00		0.887		6092		9014		0.68		67.7		22.5		C
10	1.00		0.887		6092		9014		0.68		67.7		22.5		C
11	1.00		0.887		6092		9014		0.68		67.7		22.5		C
12	1.00		0.887		6092		9014		0.68		67.7		22.5		C

Segment 9: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.887	0.893	5761	460	7507	1972	0.77	0.23	59.6	59.6	24.2	24.2	C
2	1.00	1.00	0.887	0.893	5761	460	7507	1972	0.77	0.23	59.6	59.6	24.2	24.2	C

3	1.00	1.00	0.887	0.893	5761	460	7507	1972	0.77	0.23	59.6	59.6	24.2	24.2	C
4	1.00	1.00	0.887	0.893	5761	460	7507	1972	0.77	0.23	59.6	59.6	24.2	24.2	C
5	1.00	1.00	0.887	0.893	5995	479	7507	1972	0.80	0.24	57.6	57.6	26.0	26.0	C
6	1.00	1.00	0.887	0.893	5995	479	7507	1972	0.80	0.24	57.6	57.6	26.0	26.0	C
7	1.00	1.00	0.887	0.893	5995	479	7507	1972	0.80	0.24	57.6	57.6	26.0	26.0	C
8	1.00	1.00	0.887	0.893	5995	479	7507	1972	0.80	0.24	57.6	57.6	26.0	26.0	C
9	1.00	1.00	0.887	0.893	6092	487	7507	1972	0.81	0.25	56.8	56.8	26.8	26.8	D
10	1.00	1.00	0.887	0.893	6092	487	7507	1972	0.81	0.25	56.8	56.8	26.8	26.8	D
11	1.00	1.00	0.887	0.893	6092	487	7507	1972	0.81	0.25	56.8	56.8	26.8	26.8	D
12	1.00	1.00	0.887	0.893	6092	487	7507	1972	0.81	0.25	56.8	56.8	26.8	26.8	D

Segment 10: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.887		5298		6761		0.78		63.4		27.9		D
2	1.00		0.887		5298		6761		0.78		63.4		27.9		D
3	1.00		0.887		5298		6761		0.78		63.4		27.9		D
4	1.00		0.887		5298		6761		0.78		63.4		27.9		D
5	1.00		0.887		5513		6761		0.82		61.9		29.7		D
6	1.00		0.887		5513		6761		0.82		61.9		29.7		D
7	1.00		0.887		5513		6761		0.82		61.9		29.7		D
8	1.00		0.887		5513		6761		0.82		61.9		29.7		D
9	1.00		0.887		5602		6761		0.83		61.2		30.5		D
10	1.00		0.887		5602		6761		0.83		61.2		30.5		D
11	1.00		0.887		5602		6761		0.83		61.2		30.5		D
12	1.00		0.887		5602		6761		0.83		61.2		30.5		D

Segment 11: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.893	6127	835	7507	1972	0.82	0.42	56.5	56.5	27.1	27.1	D
2	1.00	1.00	0.888	0.893	6127	835	7507	1972	0.82	0.42	56.5	56.5	27.1	27.1	D
3	1.00	1.00	0.888	0.893	6127	835	7507	1972	0.82	0.42	56.5	56.5	27.1	27.1	D
4	1.00	1.00	0.888	0.893	6127	835	7507	1972	0.82	0.42	56.5	56.5	27.1	27.1	D
5	1.00	1.00	0.888	0.893	6376	869	7507	1972	0.85	0.44	54.2	54.2	29.4	29.4	D
6	1.00	1.00	0.888	0.893	6376	869	7507	1972	0.85	0.44	54.2	54.2	29.4	29.4	D
7	1.00	1.00	0.888	0.893	6376	869	7507	1972	0.85	0.44	54.2	54.2	29.4	29.4	D
8	1.00	1.00	0.888	0.893	6376	869	7507	1972	0.85	0.44	54.2	54.2	29.4	29.4	D
9	1.00	1.00	0.888	0.893	6480	884	7507	1972	0.86	0.45	53.2	53.2	30.5	30.5	D
10	1.00	1.00	0.888	0.893	6480	884	7507	1972	0.86	0.45	53.2	53.2	30.5	30.5	D
11	1.00	1.00	0.888	0.893	6480	884	7507	1972	0.86	0.45	53.2	53.2	30.5	30.5	D
12	1.00	1.00	0.888	0.893	6480	884	7507	1972	0.86	0.45	53.2	53.2	30.5	30.5	D

Segment 12: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.888	6132	9014	0.68	67.5	22.7	C
2	1.00	0.888	6132	9014	0.68	67.5	22.7	C
3	1.00	0.888	6132	9014	0.68	67.5	22.7	C
4	1.00	0.888	6132	9014	0.68	67.5	22.7	C
5	1.00	0.888	6381	9014	0.71	66.6	23.9	C
6	1.00	0.888	6381	9014	0.71	66.6	23.9	C
7	1.00	0.888	6381	9014	0.71	66.6	23.9	C
8	1.00	0.888	6381	9014	0.71	66.6	23.9	C
9	1.00	0.888	6484	9014	0.72	66.2	24.5	C
10	1.00	0.888	6484	9014	0.72	66.2	24.5	C
11	1.00	0.888	6484	9014	0.72	66.2	24.5	C
12	1.00	0.888	6484	9014	0.72	66.2	24.5	C

Segment 13: Diverge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.888	0.933	6132	503	7507	1972	0.82	0.26	56.5	56.5	27.1	27.1	D
2	1.00	1.00	0.888	0.933	6132	503	7507	1972	0.82	0.26	56.5	56.5	27.1	27.1	D
3	1.00	1.00	0.888	0.933	6132	503	7507	1972	0.82	0.26	56.5	56.5	27.1	27.1	D
4	1.00	1.00	0.888	0.933	6132	503	7507	1972	0.82	0.26	56.5	56.5	27.1	27.1	D
5	1.00	1.00	0.888	0.933	6381	523	7507	1972	0.85	0.27	54.2	54.2	29.4	29.4	D
6	1.00	1.00	0.888	0.933	6381	523	7507	1972	0.85	0.27	54.2	54.2	29.4	29.4	D
7	1.00	1.00	0.888	0.933	6381	523	7507	1972	0.85	0.27	54.2	54.2	29.4	29.4	D
8	1.00	1.00	0.888	0.933	6381	523	7507	1972	0.85	0.27	54.2	54.2	29.4	29.4	D
9	1.00	1.00	0.888	0.933	6484	532	7507	1972	0.86	0.27	53.2	53.2	30.5	30.5	D
10	1.00	1.00	0.888	0.933	6484	532	7507	1972	0.86	0.27	53.2	53.2	30.5	30.5	D
11	1.00	1.00	0.888	0.933	6484	532	7507	1972	0.86	0.27	53.2	53.2	30.5	30.5	D
12	1.00	1.00	0.888	0.933	6484	532	7507	1972	0.86	0.27	53.2	53.2	30.5	30.5	D

Segment 14: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.887	5610	6761	0.83	61.1	30.6	D
2	1.00	0.887	5610	6761	0.83	61.1	30.6	D
3	1.00	0.887	5610	6761	0.83	61.1	30.6	D
4	1.00	0.887	5610	6761	0.83	61.1	30.6	D
5	1.00	0.887	5838	6761	0.86	59.3	32.8	D
6	1.00	0.887	5838	6761	0.86	59.3	32.8	D
7	1.00	0.887	5838	6761	0.86	59.3	32.8	D
8	1.00	0.887	5838	6761	0.86	59.3	32.8	D
9	1.00	0.887	5932	6761	0.88	58.5	33.8	D

10	1.00	0.887	5932	6761	0.88	58.5	33.8	D							
11	1.00	0.887	5932	6761	0.88	58.5	33.8	D							
12	1.00	0.887	5932	6761	0.88	58.5	33.8	D							
Segment 15: Merge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.943	6465	893	7507	1972	0.86	0.45	53.4	53.4	30.3	30.3	D
2	1.00	1.00	0.893	0.943	6465	893	7507	1972	0.86	0.45	53.4	53.4	30.3	30.3	D
3	1.00	1.00	0.893	0.943	6465	893	7507	1972	0.86	0.45	53.4	53.4	30.3	30.3	D
4	1.00	1.00	0.893	0.943	6465	893	7507	1972	0.86	0.45	53.4	53.4	30.3	30.3	D
5	1.00	1.00	0.893	0.943	6727	929	7507	1972	0.90	0.47	50.7	50.7	33.2	33.2	D
6	1.00	1.00	0.893	0.943	6727	929	7507	1972	0.90	0.47	50.7	50.7	33.2	33.2	D
7	1.00	1.00	0.893	0.943	6727	929	7507	1972	0.90	0.47	50.7	50.7	33.2	33.2	D
8	1.00	1.00	0.893	0.943	6727	929	7507	1972	0.90	0.47	50.7	50.7	33.2	33.2	D
9	1.00	1.00	0.893	0.943	6836	944	7507	1972	0.91	0.48	49.5	49.5	34.5	34.5	D
10	1.00	1.00	0.893	0.943	6836	944	7507	1972	0.91	0.48	49.5	49.5	34.5	34.5	D
11	1.00	1.00	0.893	0.943	6836	944	7507	1972	0.91	0.48	49.5	49.5	34.5	34.5	D
12	1.00	1.00	0.893	0.943	6836	944	7507	1972	0.91	0.48	49.5	49.5	34.5	34.5	D
Segment 16: Basic															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00		0.893		6515		9014		0.72		66.0		24.7		C
2	1.00		0.893		6515		9014		0.72		66.0		24.7		C
3	1.00		0.893		6515		9014		0.72		66.0		24.7		C
4	1.00		0.893		6515		9014		0.72		66.0		24.7		C
5	1.00		0.893		6779		9014		0.75		64.8		26.2		D
6	1.00		0.893		6779		9014		0.75		64.8		26.2		D
7	1.00		0.893		6779		9014		0.75		64.8		26.2		D
8	1.00		0.893		6779		9014		0.75		64.8		26.2		D
9	1.00		0.893		6889		9014		0.76		64.3		26.8		D
10	1.00		0.893		6889		9014		0.76		64.3		26.8		D
11	1.00		0.893		6889		9014		0.76		64.3		26.8		D
12	1.00		0.893		6889		9014		0.76		64.3		26.8		D
Segment 17: Diverge															
AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.893	0.941	6515	510	7507	1972	0.87	0.26	52.9	52.9	30.8	30.8	D
2	1.00	1.00	0.893	0.941	6515	510	7507	1972	0.87	0.26	52.9	52.9	30.8	30.8	D
3	1.00	1.00	0.893	0.941	6515	510	7507	1972	0.87	0.26	52.9	52.9	30.8	30.8	D
4	1.00	1.00	0.893	0.941	6515	510	7507	1972	0.87	0.26	52.9	52.9	30.8	30.8	D

5	1.00	1.00	0.893	0.941	6779	530	7507	1972	0.90	0.27	50.1	50.1	33.8	33.8	D
6	1.00	1.00	0.893	0.941	6779	530	7507	1972	0.90	0.27	50.1	50.1	33.8	33.8	D
7	1.00	1.00	0.893	0.941	6779	530	7507	1972	0.90	0.27	50.1	50.1	33.8	33.8	D
8	1.00	1.00	0.893	0.941	6779	530	7507	1972	0.90	0.27	50.1	50.1	33.8	33.8	D
9	1.00	1.00	0.893	0.941	6889	539	7507	1972	0.92	0.27	49.0	49.0	35.1	35.1	E
10	1.00	1.00	0.893	0.941	6889	539	7507	1972	0.92	0.27	49.0	49.0	35.1	35.1	E
11	1.00	1.00	0.893	0.941	6889	539	7507	1972	0.92	0.27	49.0	49.0	35.1	35.1	E
12	1.00	1.00	0.893	0.941	6889	539	7507	1972	0.92	0.27	49.0	49.0	35.1	35.1	E

Segment 18: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
1	1.00		0.891		5991		6761		0.89		57.9		34.5		D
2	1.00		0.891		5991		6761		0.89		57.9		34.5		D
3	1.00		0.891		5991		6761		0.89		57.9		34.5		D
4	1.00		0.891		5991		6761		0.89		57.9		34.5		D
5	1.00		0.891		6235		6761		0.92		55.6		37.4		E
6	1.00		0.891		6235		6761		0.92		55.6		37.4		E
7	1.00		0.891		6235		6761		0.92		55.6		37.4		E
8	1.00		0.891		6235		6761		0.92		55.6		37.4		E
9	1.00		0.891		6336		6761		0.94		54.6		38.7		E
10	1.00		0.891		6336		6761		0.94		54.6		38.7		E
11	1.00		0.891		6336		6761		0.94		54.6		38.7		E
12	1.00		0.891		6336		6761		0.94		54.6		38.7		E

Segment 19: Merge

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R Infl.	F	R Infl.	
1	1.00	1.00	0.894	0.952	6467	496	7507	1972	0.86	0.25	53.3	53.3	30.3	30.3	D
2	1.00	1.00	0.894	0.952	6467	496	7507	1972	0.86	0.25	53.3	53.3	30.3	30.3	D
3	1.00	1.00	0.894	0.952	6467	496	7507	1972	0.86	0.25	53.3	53.3	30.3	30.3	D
4	1.00	1.00	0.894	0.952	6467	496	7507	1972	0.86	0.25	53.3	53.3	30.3	30.3	D
5	1.00	1.00	0.894	0.952	6730	516	7507	1972	0.90	0.26	50.7	50.7	33.2	33.2	D
6	1.00	1.00	0.894	0.952	6730	516	7507	1972	0.90	0.26	50.7	50.7	33.2	33.2	D
7	1.00	1.00	0.894	0.952	6730	516	7507	1972	0.90	0.26	50.7	50.7	33.2	33.2	D
8	1.00	1.00	0.894	0.952	6730	516	7507	1972	0.90	0.26	50.7	50.7	33.2	33.2	D
9	1.00	1.00	0.894	0.952	6838	524	7507	1972	0.91	0.27	49.5	49.5	34.5	34.5	D
10	1.00	1.00	0.894	0.952	6838	524	7507	1972	0.91	0.27	49.5	49.5	34.5	34.5	D
11	1.00	1.00	0.894	0.952	6838	524	7507	1972	0.91	0.27	49.5	49.5	34.5	34.5	D
12	1.00	1.00	0.894	0.952	6838	524	7507	1972	0.91	0.27	49.5	49.5	34.5	34.5	D

Segment 20: Basic

AP	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
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1	1.00	0.894	6499	9014	0.72	66.1	24.6	C
2	1.00	0.894	6499	9014	0.72	66.1	24.6	C
3	1.00	0.894	6499	9014	0.72	66.1	24.6	C
4	1.00	0.894	6499	9014	0.72	66.1	24.6	C
5	1.00	0.894	6763	9014	0.75	64.9	26.1	D
6	1.00	0.894	6763	9014	0.75	64.9	26.1	D
7	1.00	0.894	6763	9014	0.75	64.9	26.1	D
8	1.00	0.894	6763	9014	0.75	64.9	26.1	D
9	1.00	0.894	6872	9014	0.76	64.4	26.7	D
10	1.00	0.894	6872	9014	0.76	64.4	26.7	D
11	1.00	0.894	6872	9014	0.76	64.4	26.7	D
12	1.00	0.894	6872	9014	0.76	64.4	26.7	D

Segment 21: Basic

AP	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	1.00	0.894	6499	9014	0.72	66.1	24.6	C
2	1.00	0.894	6499	9014	0.72	66.1	24.6	C
3	1.00	0.894	6499	9014	0.72	66.1	24.6	C
4	1.00	0.894	6499	9014	0.72	66.1	24.6	C
5	1.00	0.894	6763	9014	0.75	64.9	26.1	D
6	1.00	0.894	6763	9014	0.75	64.9	26.1	D
7	1.00	0.894	6763	9014	0.75	64.9	26.1	D
8	1.00	0.894	6763	9014	0.75	64.9	26.1	D
9	1.00	0.894	6872	9014	0.76	64.4	26.7	D
10	1.00	0.894	6872	9014	0.76	64.4	26.7	D
11	1.00	0.894	6872	9014	0.76	64.4	26.7	D
12	1.00	0.894	6872	9014	0.76	64.4	26.7	D

Facility Analysis Results

AP	VMT veh-mi/AP	VMT-Demand veh-mi/AP	VHD veh-h/AP	Total Delay Cost \$/AP	Speed mi/h	Density pc/mi/ln	Density veh/mi/ln	TT min	LOS
1	11898	11672	23.30	582.60	62.5	26.0	23.2	8.90	C
2	11898	11672	23.30	582.60	62.5	26.0	23.2	8.90	C
3	11898	11672	23.30	582.60	62.5	26.0	23.2	8.90	C
4	11898	11672	23.30	582.60	62.5	26.0	23.2	8.90	C
5	12381	12146	29.51	737.70	60.9	27.7	24.7	9.10	D
6	12381	12146	29.51	737.70	60.9	27.7	24.7	9.10	D
7	12381	12146	29.51	737.70	60.9	27.7	24.7	9.10	D
8	12381	12146	29.51	737.70	60.9	27.7	24.7	9.10	D
9	12582	12343	32.40	810.10	60.2	28.5	25.4	9.20	D
10	12582	12343	32.40	810.10	60.2	28.5	25.4	9.20	D
11	12582	12343	32.40	810.10	60.2	28.5	25.4	9.20	D
12	12582	12343	32.40	810.10	60.2	28.5	25.4	9.20	D

Facility Overall Results

Space Mean Speed, mi/h	61.1	Average Density, veh/mi/ln	24.4
Average Travel Time, min	9.10	Average Density, pc/mi/ln	27.4
Total VMT, veh-mi	147442	Total VHD, veh-h	340.86
Vehicle Value of Time (VOT), \$/h	25.00	Total Delay Cost, \$	8521.60

**APPENDIX Z – 2030 BUILD SYNCHRO OUTPUT
REPORTS**

SR 40 Summary Tables

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.65	37.9 (D)	275	0.83	63.2 (E)	400	0.62	21.7 (C)	200
	Through	0.50	24.9 (C)	550	0.56	14.0 (B)	425	0.31	4.0 (A)	125
	Approach	0.52	26.9 (C)	-	0.61	23.8 (C)	-	0.39	8.4 (A)	-
Eastbound	Through	0.46	19.6 (B)	375	0.56	27.6 (C)	425	0.31	11.2 (B)	225
	Right	0.23	3.1 (A)	50	0.42	3.8 (A)	75	0.15	2.0 (A)	50
	Approach	0.43	17.2 (B)	-	0.53	22.3 (C)	-	0.29	9.9 (A)	-
Southbound	Left	0.47	53.3 (D)	150	0.32	50.4 (D)	125	0.58	65.4 (E)	150
	Right	0.85	58.4 (E)	275	0.89	67.0 (E)	350	0.59	14.3 (B)	75
	Approach	0.67	56.0 (E)	-	0.67	60.5 (E)	-	0.58	40.3 (D)	-
Overall Intersection		0.50	27.2 (C)	-	0.58	27.6 (C)	-	0.37	13.9 (B)	-

37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	0.56	31.2 (C)	400	0.51	17.8 (B)	425	0.29	10.8 (B)	200
	Right	0.37	4.3 (A)	75	0.32	2.7 (A)	50	0.22	1.9 (A)	50
	Approach	0.52	25.9 (C)	-	0.48	15.1 (B)	-	0.28	9.0 (A)	-
Northbound	Left	0.25	37.4 (D)	125	0.43	58.7 (E)	125	0.46	60.1 (E)	125
	Right	0.96	70.8 (E)	600	0.78	48.7 (D)	200	0.77	37.2 (D)	175
	Approach	0.72	59.6 (E)	-	0.62	53.2 (D)	-	0.64	46.8 (D)	-
Eastbound	Left	0.69	21.1 (C)	75	0.73	54.7 (D)	175	0.44	5.8 (A)	50
	Through	0.65	18.7 (B)	575	0.48	2.9 (A)	75	0.39	5.6 (A)	325
	Approach	0.66	19.1 (B)	-	0.52	11.0 (B)	-	0.40	5.6 (A)	-
Overall Intersection		0.61	29.4 (C)	-	0.51	17.4 (B)	-	0.38	13.1 (B)	-

SR 40 Synchro Reports

Timings

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

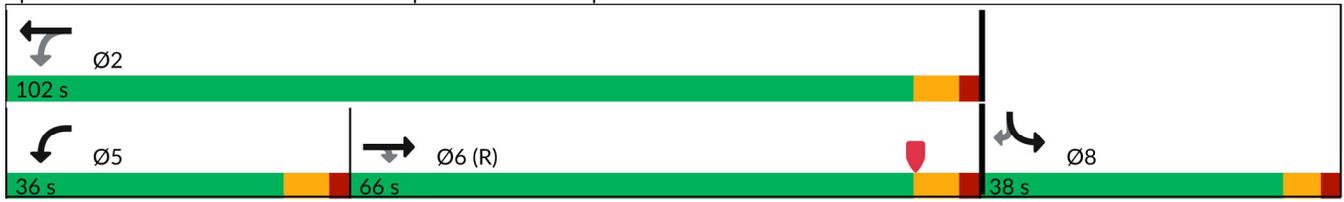


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑	↓↓	↓
Traffic Volume (vph)	1222	210	211	1170	247	271
Future Volume (vph)	1222	210	211	1170	247	271
Lane Group Flow (vph)	1286	221	222	1232	260	285
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1	38.1
Total Split (s)	66.0	66.0	36.0	102.0	38.0	38.0
Total Split (%)	47.1%	47.1%	25.7%	72.9%	27.1%	27.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	Max	None	None
Act Effct Green (s)	80.9	80.9	102.4	102.4	24.7	24.7
Actuated g/C Ratio	0.58	0.58	0.73	0.73	0.18	0.18
v/c Ratio	0.46	0.23	0.65	0.50	0.47	0.85
Control Delay (s/veh)	19.4	3.1	37.4	20.8	53.3	58.4
Queue Delay	0.2	0.0	0.5	4.0	0.0	0.0
Total Delay (s/veh)	19.6	3.1	37.9	24.9	53.3	58.4
LOS	B	A	D	C	D	E
Approach Delay (s/veh)	17.2			26.9		
Approach LOS	B			C		
Queue Length 50th (ft)	234	0	139	332	109	170
Queue Length 95th (ft)	355	46	267	526	146	269
Internal Link Dist (ft)	2579			286		
Turn Bay Length (ft)		400			375	375
Base Capacity (vph)	2802	941	482	2467	718	403
Starvation Cap Reductn	0	0	65	1131	0	0
Spillback Cap Reductn	596	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.23	0.53	0.92	0.36	0.71

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 91 (65%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 27.2	Intersection LOS: C
Intersection Capacity Utilization 73.7%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2030 Build Conditions
Timing Plan: AM



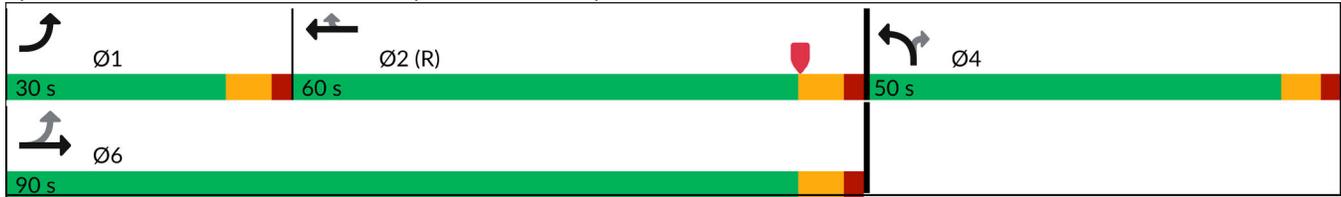
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	196	1273	1154	283	227	447
Future Volume (vph)	196	1273	1154	283	227	447
Lane Group Flow (vph)	206	1340	1215	298	239	471
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2	34.2
Total Split (s)	30.0	90.0	60.0	60.0	50.0	50.0
Total Split (%)	21.4%	64.3%	42.9%	42.9%	35.7%	35.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2	6.2
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	Min	Max	C-Max	C-Max	None	None
Act Effct Green (s)	84.6	84.6	62.2	62.2	42.4	42.4
Actuated g/C Ratio	0.60	0.60	0.44	0.44	0.30	0.30
v/c Ratio	0.69	0.65	0.56	0.37	0.25	0.96
Control Delay (s/veh)	20.9	18.1	31.1	4.3	37.2	70.8
Queue Delay	0.2	0.7	0.1	0.0	0.1	0.0
Total Delay (s/veh)	21.1	18.7	31.2	4.3	37.4	70.8
LOS	C	B	C	A	D	E
Approach Delay (s/veh)		19.1	25.9			
Approach LOS		B	C			
Queue Length 50th (ft)	106	485	296	0	83	357
Queue Length 95th (ft)	68	574	385	60	119	#579
Internal Link Dist (ft)		286	2337			
Turn Bay Length (ft)				425	370	370
Base Capacity (vph)	372	2058	2172	811	987	505
Starvation Cap Reductn	12	352	0	0	0	0
Spillback Cap Reductn	0	0	177	0	228	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.79	0.61	0.37	0.31	0.93

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay (s/veh): 29.4
 Intersection Capacity Utilization 73.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2030 Build Conditions
 Timing Plan: PM



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1275	364	326	1304	177	277
Future Volume (vph)	1275	364	326	1304	177	277
Lane Group Flow (vph)	1342	383	343	1373	186	292
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1	38.1
Total Split (s)	65.0	65.0	40.0	105.0	35.0	35.0
Total Split (%)	46.4%	46.4%	28.6%	75.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	Max	None	None
Act Effct Green (s)	69.3	69.3	101.5	101.5	25.6	25.6
Actuated g/C Ratio	0.50	0.50	0.73	0.73	0.18	0.18
v/c Ratio	0.56	0.42	0.83	0.56	0.32	0.89
Control Delay (s/veh)	27.6	3.8	58.4	12.7	50.4	67.0
Queue Delay	0.0	0.0	4.9	1.3	0.0	0.0
Total Delay (s/veh)	27.6	3.8	63.2	14.0	50.4	67.0
LOS	C	A	E	B	D	E
Approach Delay (s/veh)	22.3			23.8		
Approach LOS	C			C		
Queue Length 50th (ft)	326	0	262	246	74	188
Queue Length 95th (ft)	412	62	388	405	111	#336
Internal Link Dist (ft)	2579			286		
Turn Bay Length (ft)		400			375	375
Base Capacity (vph)	2400	920	494	2446	651	361
Starvation Cap Reductn	0	0	94	797	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.42	0.86	0.83	0.29	0.81

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	91 (65%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay (s/veh):	27.6
Intersection LOS:	C
Intersection Capacity Utilization:	65.8%
ICU Level of Service:	C
Analysis Period (min):	15

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Timing Plan: PM

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2030 Build Conditions
 Timing Plan: PM

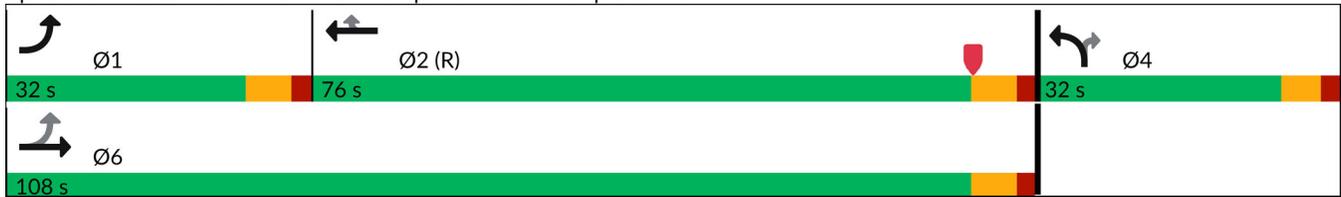


Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	227	1225	1463	317	167	205
Future Volume (vph)	227	1225	1463	317	167	205
Lane Group Flow (vph)	236	1276	1524	330	174	214
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2	34.2
Total Split (s)	32.0	108.0	76.0	76.0	32.0	32.0
Total Split (%)	22.9%	77.1%	54.3%	54.3%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2	6.2
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	Min	Max	C-Max	C-Max	None	None
Act Effct Green (s)	109.2	109.2	85.7	85.7	17.8	17.8
Actuated g/C Ratio	0.78	0.78	0.61	0.61	0.13	0.13
v/c Ratio	0.73	0.48	0.51	0.32	0.43	0.78
Control Delay (s/veh)	54.5	2.7	17.8	2.7	58.5	48.7
Queue Delay	0.1	0.2	0.0	0.0	0.2	0.0
Total Delay (s/veh)	54.7	2.9	17.8	2.7	58.7	48.7
LOS	D	A	B	A	E	D
Approach Delay (s/veh)		11.0	15.1			
Approach LOS		B	B			
Queue Length 50th (ft)	114	66	270	0	76	98
Queue Length 95th (ft)	161	58	416	50	107	182
Internal Link Dist (ft)		286	2337			
Turn Bay Length (ft)				425	370	370
Base Capacity (vph)	411	2655	2995	1018	581	349
Starvation Cap Reductn	10	474	0	0	0	0
Spillback Cap Reductn	0	0	120	0	94	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.59	0.53	0.32	0.36	0.61

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 17.4	Intersection LOS: B
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

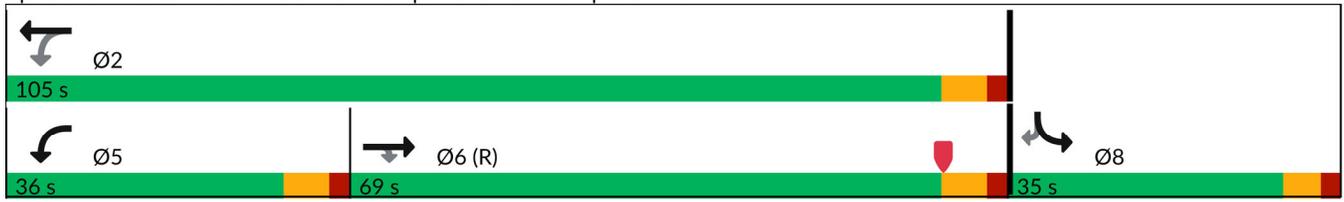
2030 Build Conditions
 Timing Plan: Weekend



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑	↓↓	↓
Traffic Volume (vph)	990	157	274	839	206	199
Future Volume (vph)	990	157	274	839	206	199
Lane Group Flow (vph)	1021	162	282	865	212	205
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1	38.1
Total Split (s)	69.0	69.0	36.0	105.0	35.0	35.0
Total Split (%)	49.3%	49.3%	25.7%	75.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	Max	None	None
Act Effct Green (s)	92.4	92.4	111.7	111.7	15.4	15.4
Actuated g/C Ratio	0.66	0.66	0.80	0.80	0.11	0.11
v/c Ratio	0.31	0.15	0.62	0.31	0.58	0.59
Control Delay (s/veh)	11.2	2.0	21.4	3.7	65.4	14.3
Queue Delay	0.0	0.0	0.3	0.3	0.0	0.0
Total Delay (s/veh)	11.2	2.0	21.7	4.0	65.4	14.3
LOS	B	A	C	A	E	B
Approach Delay (s/veh)	9.9			8.4		
Approach LOS	A			A		
Queue Length 50th (ft)	132	0	50	74	96	0
Queue Length 95th (ft)	202	31	191	110	134	75
Internal Link Dist (ft)	2579			286		
Turn Bay Length (ft)		400			375	375
Base Capacity (vph)	3292	1070	608	2768	681	472
Starvation Cap Reductn	0	0	72	1175	0	0
Spillback Cap Reductn	99	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.15	0.53	0.54	0.31	0.43

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	91 (65%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay (s/veh):	13.9
Intersection LOS:	B
Intersection Capacity Utilization:	57.4%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2030 Build Conditions
 Timing Plan: Weekend



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	185	1011	940	233	173	237
Future Volume (vph)	185	1011	940	233	173	237
Lane Group Flow (vph)	193	1053	979	243	180	247
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2	34.2
Total Split (s)	32.0	108.0	76.0	76.0	32.0	32.0
Total Split (%)	22.9%	77.1%	54.3%	54.3%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2	6.2
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	Min	Max	C-Max	C-Max	None	None
Act Effct Green (s)	110.3	110.3	93.4	93.4	16.7	16.7
Actuated g/C Ratio	0.79	0.79	0.67	0.67	0.12	0.12
v/c Ratio	0.44	0.39	0.29	0.22	0.46	0.77
Control Delay (s/veh)	5.7	5.4	10.8	1.9	60.1	37.2
Queue Delay	0.1	0.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	5.6	10.8	1.9	60.1	37.2
LOS	A	A	B	A	E	D
Approach Delay (s/veh)		5.6	9.0			
Approach LOS		A	A			
Queue Length 50th (ft)	44	215	120	0	80	77
Queue Length 95th (ft)	38	307	194	37	110	166
Internal Link Dist (ft)		286	2337			
Turn Bay Length (ft)				425	370	370
Base Capacity (vph)	577	2734	3328	1097	603	404
Starvation Cap Reductn	36	713	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.52	0.29	0.22	0.30	0.61

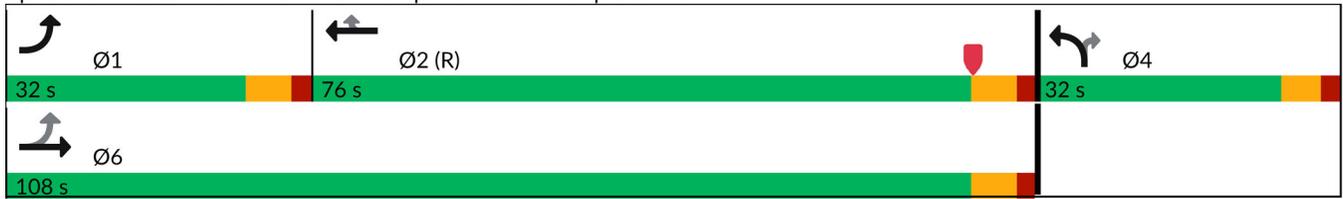
Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 13.1	Intersection LOS: B
Intersection Capacity Utilization 57.4%	ICU Level of Service B
Analysis Period (min) 15	

Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2030 Build Conditions
 Timing Plan: Weekend

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



US 27 Summary Tables

42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.80	82.4 (F)	375	0.81	45.2 (D)	450	0.59	20.9 (C)	150
	Through	0.40	8.9 (A)	225	0.68	13.6 (B)	425	0.53	9.8 (A)	325
	Approach	0.51	28.9 (C)	-	0.71	20.4 (C)	-	0.54	11.8 (B)	-
Eastbound	Through	0.78	41.8 (D)	650	0.71	46.7 (D)	575	0.49	25.8 (C)	400
	Right	0.53	9.1 (A)	175	0.52	10.4 (B)	175	0.45	3.7 (A)	75
	Approach	0.71	32.7 (C)	-	0.65	35.7 (D)	-	0.48	18.2 (B)	-
Southbound	LT/TH/RT Approach	0.91	72.6 (E)	450	0.91	73.8 (E)	525	0.82	54.8 (D)	350
		0.91	72.6 (E)	-	0.91	73.8 (E)	-	0.82	54.8 (D)	-
Overall Intersection		0.65	35.4 (D)	-	0.71	31.4 (C)	-	0.54	19.0 (B)	-

43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	0.34	15.6 (B)	250	0.47	13.7 (B)	375	0.35	10.8 (B)	250
	Right	0.21	14.5 (B)	150	0.22	11.1 (B)	150	0.15	9.3 (A)	100
	Approach	0.32	15.4 (B)	-	0.44	13.4 (B)	-	0.33	10.6 (B)	-
Northbound	Left	0.45	51.3 (D)	250	0.82	70.3 (E)	375	0.76	60.2 (E)	300
	Right	0.84	63.3 (E)	375	0.77	68.4 (E)	300	0.67	58.5 (E)	225
	Approach	0.69	58.6 (E)	-	0.80	69.5 (E)	-	0.72	59.5 (E)	-
Eastbound	Left	0.37	11.5 (B)	75	0.42	11.7 (B)	50	0.25	7.7 (A)	50
	Through	0.55	11.7 (B)	375	0.42	7.8 (A)	250	0.37	6.1 (A)	200
	Approach	0.53	11.7 (B)	-	0.42	8.1 (A)	-	0.36	6.2 (A)	-
Overall Intersection		0.50	24.2 (C)	-	0.51	24.2 (C)	-	0.43	19.9 (B)	-

US 27 Synchro Reports

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2030 Build Conditions

Timing Plan: AM



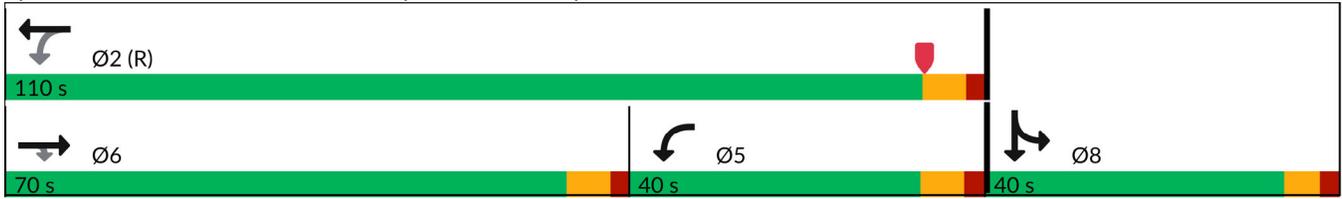
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	1127	438	344	917	0
Future Volume (vph)	1127	438	344	917	0
Lane Group Flow (vph)	1186	461	362	965	349
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	70.0	70.0	40.0	110.0	40.0
Total Split (%)	46.7%	46.7%	26.7%	73.3%	26.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	67.4	67.4	106.0	106.2	30.7
Actuated g/C Ratio	0.45	0.45	0.71	0.71	0.20
v/c Ratio	0.78	0.53	0.80	0.40	0.91
Control Delay (s/veh)	40.6	9.1	51.6	8.7	72.3
Queue Delay	1.2	0.0	30.8	0.2	0.3
Total Delay (s/veh)	41.8	9.1	82.4	8.9	72.6
LOS	D	A	F	A	E
Approach Delay (s/veh)	32.7			28.9	72.6
Approach LOS	C			C	E
Queue Length 50th (ft)	540	60	243	165	262
Queue Length 95th (ft)	638	167	#370	222	#430
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1516	865	466	2388	413
Starvation Cap Reductn	0	0	115	577	0
Spillback Cap Reductn	147	0	0	0	3
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.87	0.53	1.03	0.53	0.85

Intersection Summary

Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 97 (65%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 35.4	Intersection LOS: D
Intersection Capacity Utilization 85.9%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2030 Build Conditions
 Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	1238	0	0	953	174	308	0	468	0	0	0
Future Volume (veh/h)	115	1238	0	0	953	174	308	0	468	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1693	1811	0	0	1811	1693	1796	0	1796			
Adj Flow Rate, veh/h	121	1303	0	0	1003	183	324	0	493			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	14	6	0	0	6	14	7	0	7			
Cap, veh/h	328	2378	0	0	2953	857	727	0	587			
Arrive On Green	0.04	0.69	0.00	0.00	0.60	0.60	0.22	0.00	0.22			
Sat Flow, veh/h	1612	3532	0	0	5107	1434	3319	0	2679			
Grp Volume(v), veh/h	121	1303	0	0	1003	183	324	0	493			
Grp Sat Flow(s),veh/h/ln	1612	1721	0	0	1648	1434	1659	0	1340			
Q Serve(g_s), s	4.2	28.2	0.0	0.0	15.4	8.8	12.7	0.0	26.4			
Cycle Q Clear(g_c), s	4.2	28.2	0.0	0.0	15.4	8.8	12.7	0.0	26.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	328	2378	0	0	2953	857	727	0	587			
V/C Ratio(X)	0.37	0.55	0.00	0.00	0.34	0.21	0.45	0.00	0.84			
Avail Cap(c_a), veh/h	413	2378	0	0	2953	857	960	0	775			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.53	0.53	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	11.2	11.5	0.0	0.0	15.3	13.9	50.7	0.0	56.1			
Incr Delay (d2), s/veh	0.4	0.2	0.0	0.0	0.3	0.6	0.6	0.0	7.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	2.8	14.4	0.0	0.0	9.9	5.5	9.2	0.0	14.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.5	11.7	0.0	0.0	15.6	14.5	51.3	0.0	63.3			
LnGrp LOS	B	B			B	B	D		E			
Approach Vol, veh/h		1424			1186			817				
Approach Delay, s/veh		11.7			15.4			58.6				
Approach LOS		B			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.1	96.5		39.5		110.5						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	14.3	71.1		43.4		93.1						
Max Q Clear Time (g_c+I1), s	6.2	17.4		28.4		30.2						
Green Ext Time (p_c), s	0.2	15.7		4.4		22.6						
Intersection Summary												
HCM 7th Control Delay, s/veh				24.2								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2030 Build Conditions
Timing Plan: PM



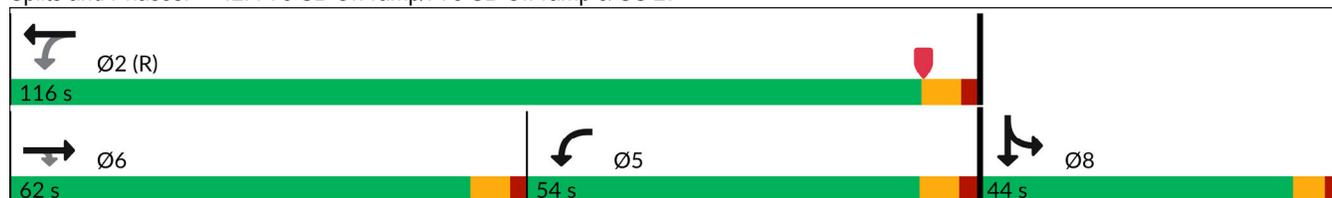
Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	896	390	417	1502	0
Future Volume (vph)	896	390	417	1502	0
Lane Group Flow (vph)	943	411	439	1581	381
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	62.0	62.0	54.0	116.0	44.0
Total Split (%)	38.8%	38.8%	33.8%	72.5%	27.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	63.0	63.0	109.4	109.6	37.3
Actuated g/C Ratio	0.39	0.39	0.68	0.69	0.23
v/c Ratio	0.71	0.52	0.81	0.68	0.91
Control Delay (s/veh)	46.0	10.4	45.2	13.3	73.6
Queue Delay	0.7	0.0	0.0	0.2	0.3
Total Delay (s/veh)	46.7	10.4	45.2	13.6	73.8
LOS	D	B	D	B	E
Approach Delay (s/veh)	35.7			20.4	73.8
Approach LOS	D			C	E
Queue Length 50th (ft)	454	52	307	321	314
Queue Length 95th (ft)	562	163	427	404	#521
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1329	787	618	2340	435
Starvation Cap Reductn	0	0	0	199	0
Spillback Cap Reductn	142	0	0	0	2
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.79	0.52	0.71	0.74	0.88

Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 40 (25%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay (s/veh): 31.4	Intersection LOS: C
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2030 Build Conditions
 Timing Plan: PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	1010	0	0	1471	195	448	0	338	0	0	0
Future Volume (veh/h)	89	1010	0	0	1471	195	448	0	338	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1693	1811	0	0	1811	1693	1796	0	1796			
Adj Flow Rate, veh/h	94	1063	0	0	1548	205	472	0	356			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	14	6	0	0	6	14	7	0	7			
Cap, veh/h	221	2553	0	0	3277	951	576	0	465			
Arrive On Green	0.03	0.74	0.00	0.00	0.66	0.66	0.17	0.00	0.17			
Sat Flow, veh/h	1612	3532	0	0	5107	1434	3319	0	2679			
Grp Volume(v), veh/h	94	1063	0	0	1548	205	472	0	356			
Grp Sat Flow(s),veh/h/ln	1612	1721	0	0	1648	1434	1659	0	1340			
Q Serve(g_s), s	2.9	18.5	0.0	0.0	24.6	9.0	21.9	0.0	20.3			
Cycle Q Clear(g_c), s	2.9	18.5	0.0	0.0	24.6	9.0	21.9	0.0	20.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	221	2553	0	0	3277	951	576	0	465			
V/C Ratio(X)	0.42	0.42	0.00	0.00	0.47	0.22	0.82	0.00	0.77			
Avail Cap(c_a), veh/h	335	2553	0	0	3277	951	734	0	593			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.64	0.64	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.9	7.7	0.0	0.0	13.2	10.6	63.7	0.0	63.0			
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.0	0.5	0.5	6.6	0.0	5.4			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.9	10.0	0.0	0.0	14.2	5.5	15.0	0.0	11.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	7.8	0.0	0.0	13.7	11.1	70.3	0.0	68.4			
LnGrp LOS	B	A			B	B	E		E			
Approach Vol, veh/h		1157			1753			828				
Approach Delay, s/veh		8.1			13.4			69.5				
Approach LOS		A			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.7	112.9		34.4		125.6						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	16.3	87.1		35.4		111.1						
Max Q Clear Time (g_c+I1), s	4.9	26.6		23.9		20.5						
Green Ext Time (p_c), s	0.1	30.7		3.9		16.7						
Intersection Summary												
HCM 7th Control Delay, s/veh				24.2								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2030 Build Conditions
Timing Plan: Weekend

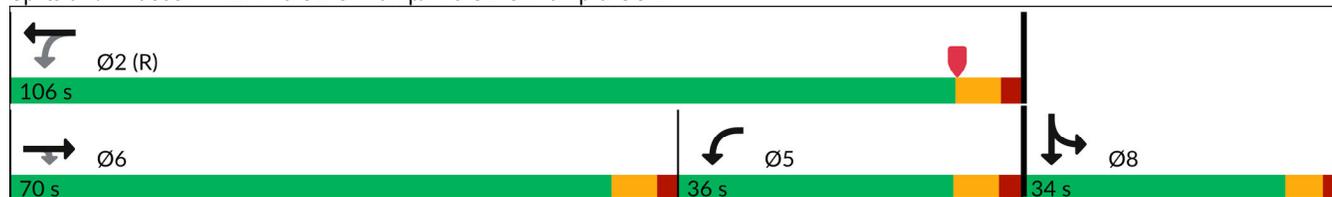


Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	847	440	282	1243	0
Future Volume (vph)	847	440	282	1243	0
Lane Group Flow (vph)	864	449	288	1268	340
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	70.0	70.0	36.0	106.0	34.0
Total Split (%)	50.0%	50.0%	25.7%	75.7%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	70.5	70.5	96.4	96.6	30.3
Actuated g/C Ratio	0.50	0.50	0.69	0.69	0.22
v/c Ratio	0.49	0.45	0.59	0.53	0.82
Control Delay (s/veh)	25.7	3.7	20.9	9.4	54.7
Queue Delay	0.1	0.0	0.0	0.4	0.2
Total Delay (s/veh)	25.8	3.7	20.9	9.8	54.8
LOS	C	A	C	A	D
Approach Delay (s/veh)	18.2			11.8	54.8
Approach LOS	B			B	D
Queue Length 50th (ft)	273	0	65	155	227
Queue Length 95th (ft)	378	64	127	318	329
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1763	995	607	2496	431
Starvation Cap Reductn	0	0	0	639	0
Spillback Cap Reductn	165	0	0	0	3
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.54	0.45	0.47	0.68	0.79

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay (s/veh): 19.0	Intersection LOS: B
Intersection Capacity Utilization 79.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2030 Build Conditions
 Timing Plan: Weekend

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  		 		 			
Traffic Volume (veh/h)	79	944	0	0	1142	147	383	0	271	0	0	0
Future Volume (veh/h)	79	944	0	0	1142	147	383	0	271	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1752	1841	0	0	1841	1752	1841	0	1841			
Adj Flow Rate, veh/h	81	973	0	0	1177	152	395	0	279			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	10	4	0	0	4	10	4	0	4			
Cap, veh/h	324	2626	0	0	3325	982	519	0	419			
Arrive On Green	0.03	0.75	0.00	0.00	0.66	0.66	0.15	0.00	0.15			
Sat Flow, veh/h	1668	3589	0	0	5191	1485	3401	0	2745			
Grp Volume(v), veh/h	81	973	0	0	1177	152	395	0	279			
Grp Sat Flow(s),veh/h/ln	1668	1749	0	0	1675	1485	1700	0	1373			
Q Serve(g_s), s	2.1	13.4	0.0	0.0	14.5	5.4	15.6	0.0	13.4			
Cycle Q Clear(g_c), s	2.1	13.4	0.0	0.0	14.5	5.4	15.6	0.0	13.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	324	2626	0	0	3325	982	519	0	419			
V/C Ratio(X)	0.25	0.37	0.00	0.00	0.35	0.15	0.76	0.00	0.67			
Avail Cap(c_a), veh/h	414	2626	0	0	3325	982	860	0	694			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	7.4	6.0	0.0	0.0	10.5	8.9	56.9	0.0	55.9			
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.0	0.3	0.3	3.3	0.0	2.6			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	1.3	7.9	0.0	0.0	9.2	3.3	11.3	0.0	8.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.7	6.1	0.0	0.0	10.8	9.3	60.2	0.0	58.5			
LnGrp LOS	A	A			B	A	E		E			
Approach Vol, veh/h		1054			1329			674				
Approach Delay, s/veh		6.2			10.6			59.5				
Approach LOS		A			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	12.5	99.5		28.0		112.0						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	12.3	71.1		35.4		91.1						
Max Q Clear Time (g_c+I1), s	4.1	16.5		17.6		15.4						
Green Ext Time (p_c), s	0.1	19.2		3.8		14.2						

Intersection Summary

HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

SR 326 Summary Tables

47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.18	12.1 (B)	25	0.12	14.9 (B)	25	0.09	12.2 (B)	25
	Through	0.16	0.0 (A)	0	0.20	0.1 (A)	0	0.16	11.3 (B)	100
	Approach	0.16	1.8 (A)	-	0.19	1.7 (A)	-	0.15	11.4 (B)	-
Northbound	Left	0.35	54.2 (D)	75	0.74	64.7 (E)	175	0.47	58.8 (E)	75
	Right	0.78	68.3 (E)	150	0.66	62.9 (E)	25	0.70	67.9 (E)	125
	Approach	0.63	63.3 (E)	-	0.71	63.9 (E)	-	0.60	63.9 (E)	-
Eastbound	TH/RT	0.54	19.0 (B)	325	0.39	21.9 (C)	250	0.26	16.8 (B)	150
	Approach	0.54	19.0 (B)	-	0.39	21.9 (C)	-	0.26	16.9 (B)	-
Southbound	LT/TH	0.50	52.0 (D)	125	0.48	43.0 (D)	200	0.47	45.6 (D)	175
	Right	0.85	86.5 (F)	250	0.86	63.4 (E)	350	0.81	56.0 (E)	275
	Approach	0.64	66.9 (E)	-	0.64	52.1 (D)	-	0.61	50.1 (D)	-
Overall Intersection		0.49	27.4 (C)	-	0.46	31.7 (C)	-	0.38	31.0 (C)	-

48: Shell Driveway & SR 326 & I-75 SB On-Ramp

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.09	10.0 (A)	25	0.03	8.9 (A)	25	0.03	8.3 (A)	25
Northbound	Right	0.11	10.2 (B)	25	0.08	9.7 (A)	25	0.06	9.4 (A)	25

49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.74	47.0 (D)	300	0.78	44.9 (D)	350	0.77	42.6 (D)	375
	TH/RT	0.32	25.7 (C)	150	0.28	19.4 (B)	125	0.18	18.7 (B)	100
	Right	0.45	4.6 (A)	75	0.28	3.2 (A)	50	0.32	3.1 (A)	50
	Approach	0.55	30.3 (C)	-	0.57	31.6 (C)	-	0.57	30.5 (C)	-
Northbound	Left	0.21	33.1 (C)	100	0.27	37.0 (D)	125	0.22	34.4 (C)	100
	Right	0.52	15.6 (B)	250	0.49	14.6 (B)	225	0.50	12.1 (B)	225
	Approach	0.46	19.0 (B)	-	0.44	19.6 (B)	-	0.45	16.3 (B)	-
Eastbound	Left	0.56	19.2 (B)	200	0.42	18.7 (B)	125	0.33	21.2 (C)	100
	Through	0.50	33.1 (C)	175	0.57	40.8 (D)	175	0.48	43.1 (D)	200
	Approach	0.52	28.2 (C)	-	0.53	35.5 (D)	-	0.44	37.7 (D)	-
Overall Intersection		0.51	26.1 (C)	-	0.52	28.5 (C)	-	0.51	26.6 (C)	-

SR 326 Synchro Reports

HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2030 Build Conditions
 Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↔	↑↑			↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	851	70	52	298	0	49	0	89	164	5	127
Future Volume (veh/h)	0	851	70	52	298	0	49	0	89	164	5	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1678	1678	1678	1678	0	1752	1900	1752	1707	1707	1707
Adj Flow Rate, veh/h	0	896	74	55	314	0	52	0	94	177	0	134
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	15	15	15	15	0	10	0	10	13	13	13
Cap, veh/h	0	1666	138	308	2012	0	147	0	120	352	0	157
Arrive On Green	0.00	0.56	0.56	0.07	1.00	0.00	0.08	0.00	0.08	0.11	0.00	0.11
Sat Flow, veh/h	0	3065	246	1598	3272	0	1810	0	1485	3252	0	1447
Grp Volume(v), veh/h	0	479	491	55	314	0	52	0	94	177	0	134
Grp Sat Flow(s),veh/h/ln	0	1594	1633	1598	1594	0	1810	0	1485	1626	0	1447
Q Serve(g_s), s	0.0	22.8	22.8	1.7	0.0	0.0	3.3	0.0	7.5	6.2	0.0	10.9
Cycle Q Clear(g_c), s	0.0	22.8	22.8	1.7	0.0	0.0	3.3	0.0	7.5	6.2	0.0	10.9
Prop In Lane	0.00		0.15	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	891	913	308	2012	0	147	0	120	352	0	157
V/C Ratio(X)	0.00	0.54	0.54	0.18	0.16	0.00	0.35	0.00	0.78	0.50	0.00	0.85
Avail Cap(c_a), veh/h	0	891	913	325	2012	0	240	0	197	363	0	162
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.7	16.7	11.8	0.0	0.0	52.2	0.0	54.1	50.4	0.0	52.6
Incr Delay (d2), s/veh	0.0	2.3	2.3	0.3	0.0	0.0	2.1	0.0	14.3	1.6	0.0	33.9
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	0.0	12.9	13.2	1.0	0.0	0.0	2.8	0.0	5.9	4.7	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	19.0	19.0	12.1	0.0	0.0	54.2	0.0	68.3	52.0	0.0	86.5
LnGrp LOS		B	B	B	A		D		E	D		F
Approach Vol, veh/h		970			369			146			311	
Approach Delay, s/veh		19.0			1.8			63.3			66.9	
Approach LOS		B			A			E			E	
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.7	73.9		20.6		82.6		16.8				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	5.5	59.2		* 13		69.2		15.9				
Max Q Clear Time (g_c+I1), s	3.7	24.8		12.9		2.0		9.5				
Green Ext Time (p_c), s	0.0	6.6		0.1		2.0		0.4				

Intersection Summary												
HCM 7th Control Delay, s/veh				27.4								
HCM 7th LOS				C								

Notes
 User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.9									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑		↑	↑↑	↑		↑		
Traffic Vol, veh/h	0	1053	52	68	350	116	0	78	0	0
Future Vol, veh/h	0	1053	52	68	350	116	0	78	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	0	240	-	100	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	15	8	2	15	100	0	8	2	2
Mvmt Flow	0	1108	55	72	368	122	0	82	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	1163	0	0	-	582
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	793	-	-	0	*771
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %	-	-	-	0	-	-	-	0
Mov Cap-1 Maneuver	-	-	-	793	-	-	-	*771
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

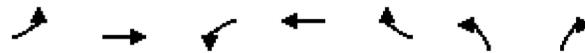
Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.27	10.23
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	771	-	-	793	-	-
HCM Lane V/C Ratio	0.107	-	-	0.09	-	-
HCM Control Delay (s/veh)	10.2	-	-	10	-	-
HCM Lane LOS	B	-	-	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.3	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2030 Build Conditions
Timing Plan: AM

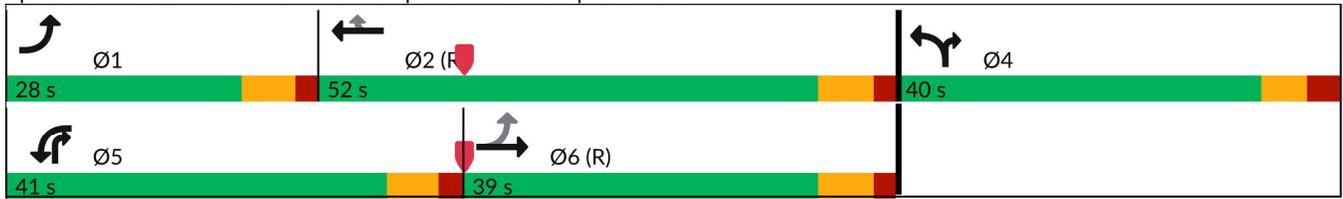


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	238	439	607	347	333	187	763
Future Volume (vph)	238	439	607	347	333	187	763
Lane Group Flow (vph)	251	462	639	365	351	197	803
Turn Type	pm+pt	NA	Prot	NA	Perm	Prot	pt+ov
Protected Phases	1	6	5	2		4	4 5
Permitted Phases	6				2		
Detector Phase	1	6	5	2	2	4	4 5
Switch Phase							
Minimum Initial (s)	6.0	16.0	5.0	16.0	16.0	10.0	
Minimum Split (s)	12.8	24.9	11.8	24.9	24.9	25.1	
Total Split (s)	28.0	39.0	41.0	52.0	52.0	40.0	
Total Split (%)	23.3%	32.5%	34.2%	43.3%	43.3%	33.3%	
Yellow Time (s)	4.8	4.9	4.8	4.9	4.9	4.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.9	6.8	6.9	6.9	7.1	
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	None	C-Min	C-Min	None	
Act Effct Green (s)	50.5	35.4	29.6	49.9	49.9	34.3	70.6
Actuated g/C Ratio	0.42	0.30	0.25	0.42	0.42	0.29	0.59
v/c Ratio	0.56	0.50	0.74	0.32	0.45	0.21	0.52
Control Delay (s/veh)	19.2	33.1	47.0	25.7	4.6	33.1	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.2	33.1	47.0	25.7	4.6	33.1	15.6
LOS	B	C	D	C	A	C	B
Approach Delay (s/veh)		28.2		30.3			
Approach LOS		C		C			
Queue Length 50th (ft)	72	125	234	101	0	58	186
Queue Length 95th (ft)	180	172	286	146	62	92	231
Internal Link Dist (ft)		553		1985			
Turn Bay Length (ft)	225		435		260		420
Base Capacity (vph)	528	951	998	1127	778	936	1628
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	0.48	0.49	0.64	0.32	0.45	0.21	0.49

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 9 (8%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay (s/veh): 26.1	Intersection LOS: C
Intersection Capacity Utilization 51.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2030 Build Conditions
 Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑			↖	↗	↖	↖	↗
Traffic Volume (veh/h)	0	483	75	41	321	0	96	0	70	291	13	240
Future Volume (veh/h)	0	483	75	41	321	0	96	0	70	291	13	240
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1678	1678	1678	1678	0	1752	1900	1752	1707	1707	1707
Adj Flow Rate, veh/h	0	508	79	43	338	0	101	0	74	316	0	253
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	15	15	15	15	0	10	0	10	13	13	13
Cap, veh/h	0	1309	203	374	1729	0	137	0	112	659	0	293
Arrive On Green	0.00	0.47	0.47	0.06	1.00	0.00	0.08	0.00	0.08	0.20	0.00	0.20
Sat Flow, veh/h	0	2850	428	1598	3272	0	1810	0	1485	3252	0	1447
Grp Volume(v), veh/h	0	292	295	43	338	0	101	0	74	316	0	253
Grp Sat Flow(s),veh/h/ln	0	1594	1601	1598	1594	0	1810	0	1485	1626	0	1447
Q Serve(g_s), s	0.0	14.2	14.3	1.6	0.0	0.0	6.6	0.0	5.8	10.3	0.0	20.3
Cycle Q Clear(g_c), s	0.0	14.2	14.3	1.6	0.0	0.0	6.6	0.0	5.8	10.3	0.0	20.3
Prop In Lane	0.00		0.27	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	754	757	374	1729	0	137	0	112	659	0	293
V/C Ratio(X)	0.00	0.39	0.39	0.12	0.20	0.00	0.74	0.00	0.66	0.48	0.00	0.86
Avail Cap(c_a), veh/h	0	754	757	396	1729	0	240	0	197	824	0	367
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	20.4	20.4	14.8	0.0	0.0	54.3	0.0	53.9	42.2	0.0	46.2
Incr Delay (d2), s/veh	0.0	1.5	1.5	0.1	0.1	0.0	10.4	0.0	9.0	0.8	0.0	17.2
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	0.0	9.1	9.2	1.0	0.0	0.0	6.1	0.0	0.5	7.6	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	21.9	21.9	14.9	0.1	0.0	64.7	0.0	62.9	43.0	0.0	63.4
LnGrp LOS		C	C	B	A		E		E	D		E
Approach Vol, veh/h		587			381			175				569
Approach Delay, s/veh		21.9			1.7			63.9				52.1
Approach LOS		C			A			E				D
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.3	63.6		31.9		71.9		16.2				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	5.5	42.2		* 30		52.2		15.9				
Max Q Clear Time (g_c+I1), s	3.6	16.3		22.3		2.0		8.6				
Green Ext Time (p_c), s	0.0	3.4		2.1		2.2		0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh				31.7								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.6									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑		↑	↑↑	↑		↑		
Traffic Vol, veh/h	0	817	30	29	362	143	0	67	0	0
Future Vol, veh/h	0	817	30	29	362	143	0	67	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	0	240	-	100	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	15	14	3	15	100	0	6	2	2
Mvmt Flow	0	860	32	31	381	151	0	71	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	892	0	0	-	446
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.16	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.23	-	-	-	3.36
Pot Cap-1 Maneuver	0	-	-	965	-	-	0	*844
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %	-	-	-	0	-	-	-	0
Mov Cap-1 Maneuver	-	-	-	965	-	-	-	*844
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

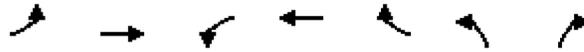
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.48	9.65
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	844	-	-	965	-	-
HCM Lane V/C Ratio	0.084	-	-	0.032	-	-
HCM Control Delay (s/veh)	9.7	-	-	8.9	-	-
HCM Lane LOS	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2030 Build Conditions
Timing Plan: PM

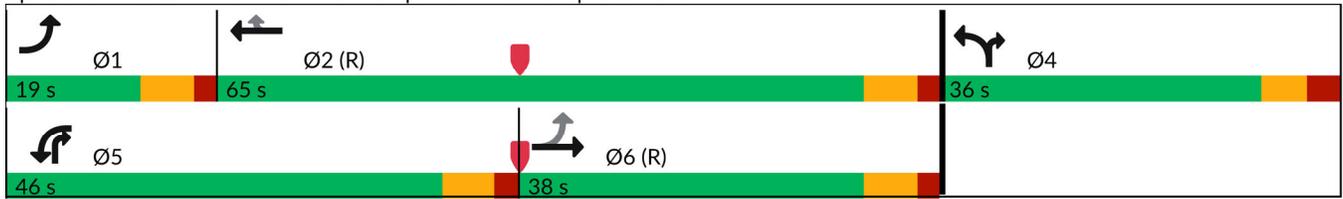


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	156	486	749	326	212	208	736
Future Volume (vph)	156	486	749	326	212	208	736
Lane Group Flow (vph)	164	512	788	343	223	219	775
Turn Type	pm+pt	NA	Prot	NA	Perm	Prot	pt+ov
Protected Phases	1	6	5	2		4	4 5
Permitted Phases	6				2		
Detector Phase	1	6	5	2	2	4	4 5
Switch Phase							
Minimum Initial (s)	6.0	16.0	5.0	16.0	16.0	10.0	
Minimum Split (s)	12.8	24.9	11.8	24.9	24.9	25.1	
Total Split (s)	19.0	38.0	46.0	65.0	65.0	36.0	
Total Split (%)	15.8%	31.7%	38.3%	54.2%	54.2%	30.0%	
Yellow Time (s)	4.8	4.9	4.8	4.9	4.9	4.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.9	6.8	6.9	6.9	7.1	
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	None	C-Min	C-Min	None	
Act Effct Green (s)	44.8	34.2	34.6	58.4	58.4	30.4	71.8
Actuated g/C Ratio	0.37	0.29	0.29	0.49	0.49	0.25	0.60
v/c Ratio	0.42	0.57	0.78	0.28	0.28	0.27	0.49
Control Delay (s/veh)	18.7	40.8	44.9	19.4	3.2	37.0	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	18.7	40.8	44.9	19.4	3.2	37.0	14.6
LOS	B	D	D	B	A	D	B
Approach Delay (s/veh)		35.5		31.6			
Approach LOS		D		C			
Queue Length 50th (ft)	56	199	286	85	0	68	168
Queue Length 95th (ft)	104	163	342	114	41	107	219
Internal Link Dist (ft)		553		1985			
Turn Bay Length (ft)	225		435		260		420
Base Capacity (vph)	410	908	1143	1234	793	823	1646
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	0.40	0.56	0.69	0.28	0.28	0.27	0.47

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 20 (17%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay (s/veh): 28.5	Intersection LOS: C
Intersection Capacity Utilization 55.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2030 Build Conditions
 Timing Plan: Weekend

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	340	80	44	292	0	49	0	64	257	6	198
Future Volume (veh/h)	0	340	80	44	292	0	49	0	64	257	6	198
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1752	1841	1841	1752	0	1841	1900	1841	1767	1767	1767
Adj Flow Rate, veh/h	0	358	84	46	307	0	52	0	67	275	0	208
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	10	4	4	10	0	4	0	4	9	9	9
Cap, veh/h	0	1388	322	529	1956	0	111	0	95	579	0	258
Arrive On Green	0.00	0.52	0.52	0.03	0.59	0.00	0.06	0.00	0.06	0.17	0.00	0.17
Sat Flow, veh/h	0	2770	622	1753	3416	0	1810	0	1560	3365	0	1497
Grp Volume(v), veh/h	0	221	221	46	307	0	52	0	67	275	0	208
Grp Sat Flow(s),veh/h/ln	0	1664	1640	1753	1664	0	1810	0	1560	1682	0	1497
Q Serve(g_s), s	0.0	8.8	9.0	1.4	5.0	0.0	3.3	0.0	5.1	8.8	0.0	16.0
Cycle Q Clear(g_c), s	0.0	8.8	9.0	1.4	5.0	0.0	3.3	0.0	5.1	8.8	0.0	16.0
Prop In Lane	0.00		0.38	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	861	849	529	1956	0	111	0	95	579	0	258
V/C Ratio(X)	0.00	0.26	0.26	0.09	0.16	0.00	0.47	0.00	0.70	0.47	0.00	0.81
Avail Cap(c_a), veh/h	0	861	849	567	1956	0	270	0	233	1077	0	479
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.1	16.2	12.1	11.2	0.0	54.5	0.0	55.3	44.8	0.0	47.8
Incr Delay (d2), s/veh	0.0	0.7	0.7	0.1	0.0	0.0	4.4	0.0	12.6	0.9	0.0	8.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	6.0	6.1	0.9	3.1	0.0	3.0	0.0	4.2	6.8	0.0	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	16.8	16.9	12.2	11.3	0.0	58.8	0.0	67.9	45.6	0.0	56.0
LnGrp LOS		B	B	B	B		E		E	D		E
Approach Vol, veh/h		442			353			119			483	
Approach Delay, s/veh		16.9			11.4			63.9			50.1	
Approach LOS		B			B			E			D	
Timer - Assigned Phs	1	2		4		6			8			
Phs Duration (G+Y+Rc), s	8.4	68.9		28.3		77.3		14.4				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	6.5	31.2		* 38		42.2		17.9				
Max Q Clear Time (g_c+I1), s	3.4	11.0		18.0		7.0		7.1				
Green Ext Time (p_c), s	0.0	2.3		2.6		1.9		0.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				31.0								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.6									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑		↑	↑↑	↑		↑		
Traffic Vol, veh/h	0	632	33	26	336	72	0	53	0	0
Future Vol, veh/h	0	632	33	26	336	72	0	53	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	0	240	-	100	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	10	17	1	10	100	0	12	2	2
Mvmt Flow	0	665	35	27	354	76	0	56	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	700	0	0	-	350
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.21	-	-	-	3.42
Pot Cap-1 Maneuver	0	-	-	1104	-	-	0	*880
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %		-	-	0	-	-		0
Mov Cap-1 Maneuver	-	-	-	1104	-	-	-	*880
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

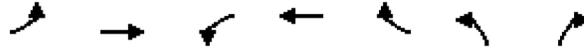
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.5	9.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	880	-	-	1104	-	-
HCM Lane V/C Ratio	0.063	-	-	0.025	-	-
HCM Control Delay (s/veh)	9.4	-	-	8.3	-	-
HCM Lane LOS	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2030 Build Conditions
Timing Plan: Weekend

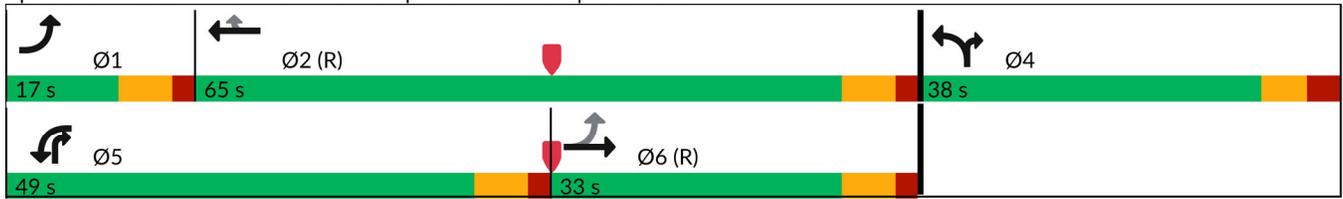


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	122	376	824	238	262	196	840
Future Volume (vph)	122	376	824	238	262	196	840
Lane Group Flow (vph)	124	384	841	243	267	200	857
Turn Type	pm+pt	NA	Prot	NA	Perm	Prot	pt+ov
Protected Phases	1	6	5	2		4	4 5
Permitted Phases	6				2		
Detector Phase	1	6	5	2	2	4	4 5
Switch Phase							
Minimum Initial (s)	6.0	16.0	5.0	16.0	16.0	10.0	
Minimum Split (s)	12.8	24.9	11.8	24.9	24.9	25.1	
Total Split (s)	17.0	33.0	49.0	65.0	65.0	38.0	
Total Split (%)	14.2%	27.5%	40.8%	54.2%	54.2%	31.7%	
Yellow Time (s)	4.8	4.9	4.8	4.9	4.9	4.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.9	6.8	6.9	6.9	7.1	
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	None	C-Min	C-Min	None	
Act Effct Green (s)	37.9	28.9	37.2	57.1	57.1	33.1	77.1
Actuated g/C Ratio	0.32	0.24	0.31	0.48	0.48	0.28	0.64
v/c Ratio	0.33	0.48	0.77	0.18	0.32	0.22	0.50
Control Delay (s/veh)	21.2	43.1	42.6	18.7	3.1	34.4	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.2	43.1	42.6	18.7	3.1	34.4	12.1
LOS	C	D	D	B	A	C	B
Approach Delay (s/veh)		37.7		30.5			
Approach LOS		D		C			
Queue Length 50th (ft)	23	122	301	57	0	59	168
Queue Length 95th (ft)	78	190	356	80	44	95	217
Internal Link Dist (ft)		553		1985			
Turn Bay Length (ft)	225		435		260		420
Base Capacity (vph)	393	816	1231	1355	860	911	1835
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	0.32	0.47	0.68	0.18	0.31	0.22	0.47

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 39 (33%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay (s/veh): 26.6	Intersection LOS: C
Intersection Capacity Utilization 57.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



**APPENDIX AA – 2040 BUILD SYNCHRO OUTPUT
REPORTS**

SR 40 Summary Tables

36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.76	44.9 (D)	325	0.88	78.8 (E)	475	0.76	41.3 (D)	350
	Through	0.56	79.7 (E)	600	0.63	62.8 (E)	475	0.35	5.0 (A)	150
	Approach	0.59	74.1 (E)	-	0.68	66.1 (E)	-	0.46	14.6 (B)	-
Eastbound	Through	0.54	24.1 (C)	400	0.75	39.6 (D)	600	0.40	17.5 (B)	325
	Right	0.26	3.2 (A)	50	0.50	5.2 (A)	100	0.17	3.1 (A)	50
	Approach	0.50	21.1 (C)	-	0.69	32.0 (C)	-	0.37	15.7 (B)	-
Southbound	Left	0.55	54.4 (D)	200	0.36	49.0 (D)	150	0.65	64.4 (E)	175
	Right	0.96	79.6 (E)	450	0.96	79.6 (E)	450	0.65	22.8 (C)	150
	Approach	0.75	66.9 (E)	-	0.72	67.3 (E)	-	0.65	45.5 (D)	-
Overall Intersection		0.58	50.7 (D)	-	0.69	51.4 (D)	-	0.45	20.1 (C)	-

37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	0.72	50.8 (D)	450	0.63	25.1 (C)	475	0.36	14.0 (B)	250
	Right	0.47	4.8 (A)	75	0.41	3.1 (A)	75	0.28	2.2 (A)	50
	Approach	0.67	40.9 (D)	-	0.59	20.9 (C)	-	0.34	11.5 (B)	-
Northbound	Left	0.23	33.1 (C)	125	0.39	58.1 (E)	125	0.41	55.7 (E)	125
	Right	0.99	73.6 (E)	700	0.86	64.2 (E)	275	0.85	56.5 (E)	250
	Approach	0.75	60.9 (E)	-	0.66	61.6 (E)	-	0.66	56.2 (E)	-
Eastbound	Left	0.89	54.7 (D)	300	0.86	85.5 (F)	375	0.61	13.4 (B)	75
	Through	0.79	24.9 (C)	700	0.55	4.4 (A)	150	0.46	4.1 (A)	50
	Approach	0.80	29.0 (C)	-	0.60	18.3 (B)	-	0.48	5.6 (A)	-
Overall Intersection		0.74	39.8 (D)	-	0.60	24.2 (C)	-	0.45	15.1 (B)	-

SR 40 Synchro Reports

Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2040 Build Conditions
 Timing Plan: AM

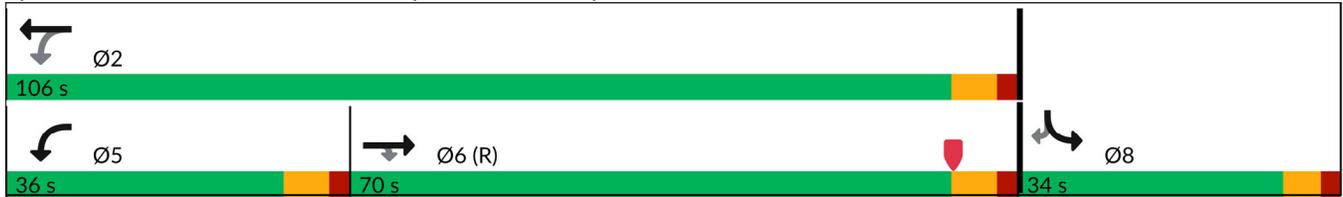


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑	↓↓	↓
Traffic Volume (vph)	1329	222	244	1279	319	318
Future Volume (vph)	1329	222	244	1279	319	318
Lane Group Flow (vph)	1399	234	257	1346	336	335
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1	38.1
Total Split (s)	70.0	70.0	36.0	106.0	34.0	34.0
Total Split (%)	50.0%	50.0%	25.7%	75.7%	24.3%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	Max	None	None
Act Effct Green (s)	74.3	74.3	99.8	99.8	27.3	27.3
Actuated g/C Ratio	0.53	0.53	0.71	0.71	0.20	0.20
v/c Ratio	0.54	0.26	0.76	0.56	0.55	0.96
Control Delay (s/veh)	23.7	3.2	43.9	30.3	54.4	79.6
Queue Delay	0.4	0.0	1.1	49.4	0.0	0.0
Total Delay (s/veh)	24.1	3.2	44.9	79.7	54.4	79.6
LOS	C	A	D	E	D	E
Approach Delay (s/veh)	21.1			74.1		
Approach LOS	C			E		
Queue Length 50th (ft)	300	0	218	505	142	234
Queue Length 95th (ft)	400	48	310	581	194	#428
Internal Link Dist (ft)	2579			286		
Turn Bay Length (ft)		400			375	375
Base Capacity (vph)	2572	888	448	2404	628	355
Starvation Cap Reductn	0	0	60	1244	0	0
Spillback Cap Reductn	594	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.26	0.66	1.16	0.54	0.94

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	91 (65%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay (s/veh):	50.7
Intersection LOS:	D
Intersection Capacity Utilization:	82.3%
ICU Level of Service:	E
Analysis Period (min):	15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2040 Build Conditions
 Timing Plan: AM

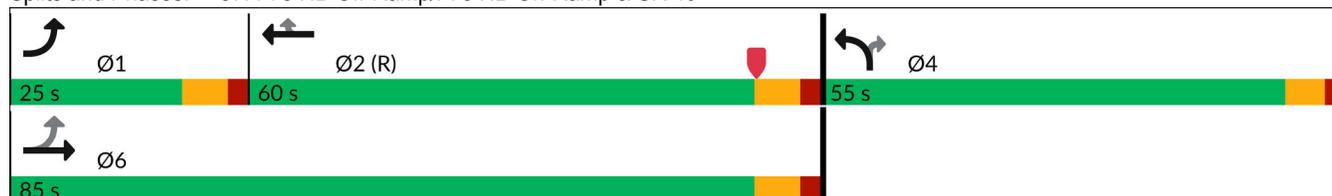


Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations	↶	↷	↶↷	↷	↶↷	↷
Traffic Volume (vph)	226	1422	1286	355	237	519
Future Volume (vph)	226	1422	1286	355	237	519
Lane Group Flow (vph)	238	1497	1354	374	249	546
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2	34.2
Total Split (s)	25.0	85.0	60.0	60.0	55.0	55.0
Total Split (%)	17.9%	60.7%	42.9%	42.9%	39.3%	39.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2	6.2
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	Min	Max	C-Max	C-Max	None	None
Act Effct Green (s)	78.2	78.2	54.1	54.1	48.8	48.8
Actuated g/C Ratio	0.56	0.56	0.39	0.39	0.35	0.35
v/c Ratio	0.89	0.79	0.72	0.47	0.23	0.99
Control Delay (s/veh)	52.4	22.0	39.3	4.8	33.0	73.6
Queue Delay	2.3	2.9	11.5	0.0	0.1	0.0
Total Delay (s/veh)	54.7	24.9	50.8	4.8	33.1	73.6
LOS	D	C	D	A	C	E
Approach Delay (s/veh)		29.0	40.9			
Approach LOS		C	D			
Queue Length 50th (ft)	154	586	384	0	82	437
Queue Length 95th (ft)	#289	676	442	68	117	#688
Internal Link Dist (ft)		286	2337			
Turn Bay Length (ft)				425	370	370
Base Capacity (vph)	276	1902	1889	791	1099	553
Starvation Cap Reductn	8	290	0	0	0	0
Spillback Cap Reductn	0	0	528	0	269	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.93	0.99	0.47	0.30	0.99

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	125 (89%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay (s/veh):	39.8
Intersection LOS:	D
Intersection Capacity Utilization:	82.3%
ICU Level of Service:	E
Analysis Period (min):	15

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

2040 Build Conditions
 Timing Plan: PM

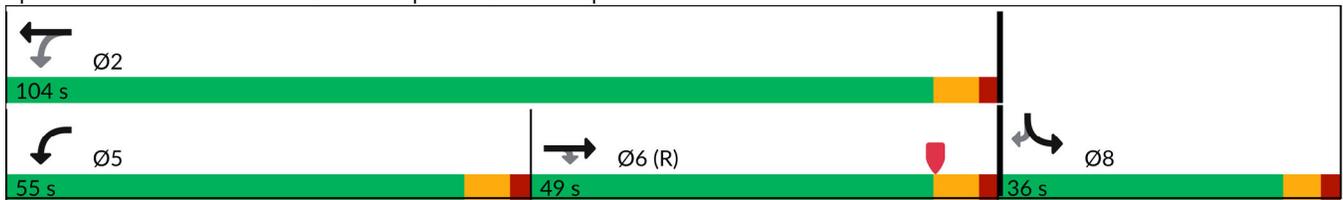


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑	↓↓	↓
Traffic Volume (vph)	1413	400	378	1417	223	333
Future Volume (vph)	1413	400	378	1417	223	333
Lane Group Flow (vph)	1487	421	398	1492	235	351
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1	38.1
Total Split (s)	49.0	49.0	55.0	104.0	36.0	36.0
Total Split (%)	35.0%	35.0%	39.3%	74.3%	25.7%	25.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	Max	None	None
Act Effct Green (s)	57.3	57.3	97.8	97.8	29.3	29.3
Actuated g/C Ratio	0.41	0.41	0.70	0.70	0.21	0.21
v/c Ratio	0.75	0.50	0.88	0.63	0.36	0.96
Control Delay (s/veh)	39.6	5.2	70.4	19.4	48.9	79.6
Queue Delay	0.0	0.0	8.4	43.4	0.1	0.0
Total Delay (s/veh)	39.6	5.2	78.8	62.8	49.0	79.6
LOS	D	A	E	E	D	E
Approach Delay (s/veh)	32.0			66.1		
Approach LOS	C			E		
Queue Length 50th (ft)	423	0	359	380	94	252
Queue Length 95th (ft)	#588	81	466	466	136	#449
Internal Link Dist (ft)	2579			286		
Turn Bay Length (ft)		400			375	375
Base Capacity (vph)	1982	849	608	2356	673	371
Starvation Cap Reductn	0	0	171	984	0	0
Spillback Cap Reductn	11	0	0	0	47	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.50	0.91	1.09	0.38	0.95

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	91 (65%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.96
Intersection Signal Delay (s/veh):	51.4
Intersection LOS:	D
Intersection Capacity Utilization:	71.3%
ICU Level of Service:	C
Analysis Period (min):	15

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

2040 Build Conditions
Timing Plan: PM



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations	↶	↷	↶↷	↷	↶↷	↷
Traffic Volume (vph)	281	1355	1609	383	186	242
Future Volume (vph)	281	1355	1609	383	186	242
Lane Group Flow (vph)	293	1411	1676	399	194	252
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2	34.2
Total Split (s)	32.0	108.0	76.0	76.0	32.0	32.0
Total Split (%)	22.9%	77.1%	54.3%	54.3%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2	6.2
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	Min	Max	C-Max	C-Max	None	None
Act Effct Green (s)	105.1	105.1	75.9	75.9	21.9	21.9
Actuated g/C Ratio	0.75	0.75	0.54	0.54	0.16	0.16
v/c Ratio	0.86	0.55	0.63	0.41	0.39	0.86
Control Delay (s/veh)	84.2	4.1	24.9	3.1	54.5	64.2
Queue Delay	1.3	0.3	0.2	0.0	3.6	0.0
Total Delay (s/veh)	85.5	4.4	25.1	3.1	58.1	64.2
LOS	F	A	C	A	E	E
Approach Delay (s/veh)		18.3	20.9			
Approach LOS		B	C			
Queue Length 50th (ft)	166	78	413	0	81	152
Queue Length 95th (ft)	m#354	127	475	54	118	#275
Internal Link Dist (ft)		286	2337			
Turn Bay Length (ft)				425	370	370
Base Capacity (vph)	371	2556	2651	970	581	331
Starvation Cap Reductn	15	467	0	0	0	0
Spillback Cap Reductn	0	0	263	0	298	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.68	0.70	0.41	0.69	0.76

Intersection Summary

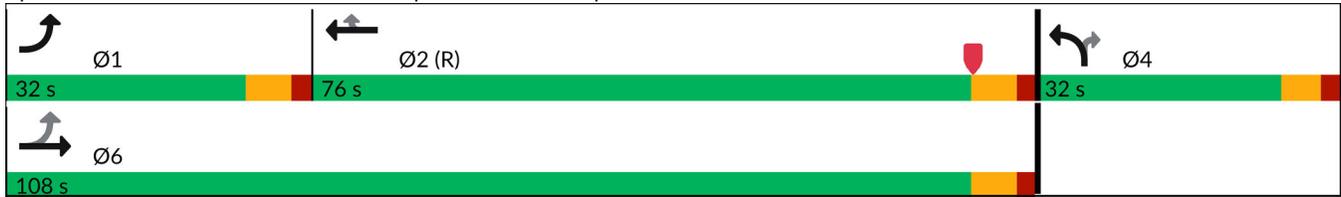
Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay (s/veh): 24.2
 Intersection Capacity Utilization 71.3%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



Timings
 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40

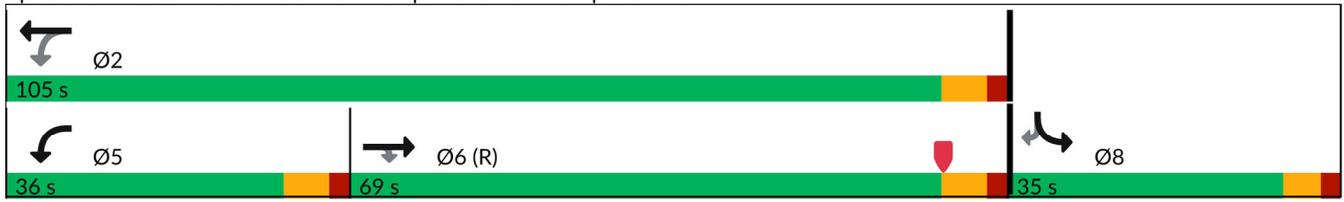
2040 Build Conditions
 Timing Plan: Weekend



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Configurations	↑↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (vph)	1131	158	333	924	273	226
Future Volume (vph)	1131	158	333	924	273	226
Lane Group Flow (vph)	1166	163	343	953	281	233
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0	8.0
Minimum Split (s)	28.8	28.8	11.8	25.8	38.1	38.1
Total Split (s)	69.0	69.0	36.0	105.0	35.0	35.0
Total Split (%)	49.3%	49.3%	25.7%	75.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.1	4.1
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.1	6.1
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Max	C-Max	Min	Max	None	None
Act Effct Green (s)	82.5	82.5	108.6	108.6	18.5	18.5
Actuated g/C Ratio	0.59	0.59	0.78	0.78	0.13	0.13
v/c Ratio	0.40	0.17	0.76	0.35	0.65	0.65
Control Delay (s/veh)	17.5	3.1	39.7	4.6	64.4	22.8
Queue Delay	0.0	0.0	1.6	0.4	0.0	0.0
Total Delay (s/veh)	17.5	3.1	41.3	5.0	64.4	22.8
LOS	B	A	D	A	E	C
Approach Delay (s/veh)	15.7			14.6		
Approach LOS	B			B		
Queue Length 50th (ft)	195	0	175	96	127	41
Queue Length 95th (ft)	306	39	341	134	169	127
Internal Link Dist (ft)	2579			286		
Turn Bay Length (ft)		400			375	375
Base Capacity (vph)	2940	973	550	2693	681	456
Starvation Cap Reductn	0	0	85	1072	0	0
Spillback Cap Reductn	94	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.17	0.74	0.59	0.41	0.51

Intersection Summary	
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	91 (65%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay (s/veh):	20.1
Intersection LOS:	C
Intersection Capacity Utilization:	64.5%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 36: I-75 SB On-Ramp/I-75 SB Off-Ramp & SR 40



Timings
 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40

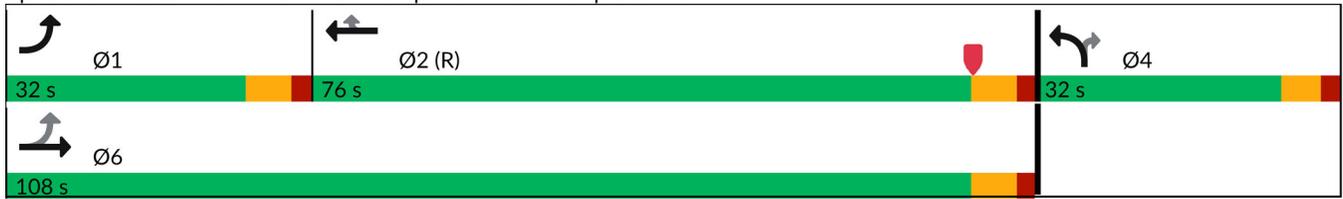
2040 Build Conditions
 Timing Plan: Weekend



Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	228	1176	1069	292	188	259
Future Volume (vph)	228	1176	1069	292	188	259
Lane Group Flow (vph)	238	1225	1114	304	196	270
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	1	6	2		4	
Permitted Phases	6			2		4
Detector Phase	1	6	2	2	4	4
Switch Phase						
Minimum Initial (s)	5.0	15.0	15.0	15.0	5.0	5.0
Minimum Split (s)	11.8	24.8	24.8	24.8	34.2	34.2
Total Split (s)	32.0	108.0	76.0	76.0	32.0	32.0
Total Split (%)	22.9%	77.1%	54.3%	54.3%	22.9%	22.9%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.2	6.2
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	Min	Max	C-Max	C-Max	None	None
Act Effct Green (s)	106.4	106.4	87.6	87.6	20.6	20.6
Actuated g/C Ratio	0.76	0.76	0.63	0.63	0.15	0.15
v/c Ratio	0.61	0.46	0.36	0.28	0.41	0.85
Control Delay (s/veh)	13.3	4.0	14.0	2.2	55.6	56.5
Queue Delay	0.1	0.1	0.0	0.0	0.1	0.0
Total Delay (s/veh)	13.4	4.1	14.0	2.2	55.7	56.5
LOS	B	A	B	A	E	E
Approach Delay (s/veh)		5.6	11.5			
Approach LOS		A	B			
Queue Length 50th (ft)	15	289	173	0	83	140
Queue Length 95th (ft)	75	43	240	42	119	243
Internal Link Dist (ft)		286	2337			
Turn Bay Length (ft)				425	370	370
Base Capacity (vph)	518	2639	3120	1067	603	368
Starvation Cap Reductn	23	391	0	0	0	0
Spillback Cap Reductn	0	0	28	0	34	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.54	0.36	0.28	0.34	0.73

Intersection Summary	
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 125 (89%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay (s/veh): 15.1	Intersection LOS: B
Intersection Capacity Utilization 64.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 37: I-75 NB Off-Ramp/I-75 NB On-Ramp & SR 40



US 27 Summary Tables

42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.99	124.7 (F)	575	0.95	92.7 (F)	650	0.87	100.6 (F)	150
	Through	0.47	12.6 (B)	275	0.77	24.5 (C)	475	0.70	18.2 (B)	300
	Approach	0.61	43.7 (D)	-	0.81	40.0 (D)	-	0.73	33.6 (C)	-
Eastbound	Through	0.92	98.3 (F)	775	0.88	108.1 (F)	625	0.72	39.0 (D)	450
	Right	0.66	13.1 (B)	275	0.68	15.1 (B)	250	0.59	4.6 (A)	75
	Approach	0.84	72.6 (E)	-	0.81	76.6 (E)	-	0.67	26.6 (C)	-
Southbound	LT/TH/RT Approach	1.19	148.2 (F)	750	1.19	147.6 (F)	900	0.90	60.5 (E)	750
		1.19	148.2 (F)	-	1.19	147.6 (F)	-	0.90	60.5 (E)	-
Overall Intersection		0.80	70.9 (E)	-	0.86	66.6 (E)	-	0.73	34.3 (C)	-

43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Through	0.39	19.4 (B)	300	0.53	17.6 (B)	425	0.42	13.6 (B)	300
	Right	0.32	19.1 (B)	225	0.31	15.0 (B)	225	0.24	12.0 (B)	150
	Approach	0.38	19.3 (B)	-	0.50	17.3 (B)	-	0.39	13.4 (B)	-
Northbound	Left	0.54	50.6 (D)	300	0.87	72.6 (E)	475	0.79	59.0 (E)	350
	Right	0.85	62.7 (E)	400	0.74	65.2 (E)	325	0.65	55.2 (E)	250
	Approach	0.71	57.4 (E)	-	0.82	69.6 (E)	-	0.73	57.5 (E)	-
Eastbound	Left	0.60	14.8 (B)	125	0.67	19.5 (B)	100	0.45	10.9 (B)	75
	Through	0.62	14.2 (B)	425	0.47	9.9 (A)	300	0.45	8.1 (A)	275
	Approach	0.62	14.3 (B)	-	0.49	10.9 (B)	-	0.45	8.4 (A)	-
Overall Intersection		0.56	26.7 (C)	-	0.57	27.4 (C)	-	0.49	21.4 (C)	-

US 27 Synchro Reports

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2040 Build Conditions
Timing Plan: AM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	1241	536	395	1031	0
Future Volume (vph)	1241	536	395	1031	0
Lane Group Flow (vph)	1306	564	416	1085	490
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	70.0	70.0	40.0	110.0	40.0
Total Split (%)	46.7%	46.7%	26.7%	73.3%	26.7%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	63.2	63.2	103.0	103.2	33.7
Actuated g/C Ratio	0.42	0.42	0.69	0.69	0.22
v/c Ratio	0.92	0.66	0.99	0.47	1.19
Control Delay (s/veh)	52.3	13.1	88.1	12.2	148.0
Queue Delay	46.0	0.0	36.5	0.4	0.2
Total Delay (s/veh)	98.3	13.1	124.7	12.6	148.2
LOS	F	B	F	B	F
Approach Delay (s/veh)	72.6			43.7	148.2
Approach LOS	E			D	F
Queue Length 50th (ft)	630	120	358	224	~514
Queue Length 95th (ft)	#753	258	#563	272	#742
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1421	857	421	2321	412
Starvation Cap Reductn	0	0	63	660	0
Spillback Cap Reductn	333	0	0	0	8
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.20	0.66	1.16	0.65	1.21

Intersection Summary

Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 97 (65%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay (s/veh): 70.9	Intersection LOS: E
Intersection Capacity Utilization 99.6%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2040 Build Conditions
 Timing Plan: AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	1365	0	0	1014	240	412	0	520	0	0	0
Future Volume (veh/h)	179	1365	0	0	1014	240	412	0	520	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1693	1811	0	0	1811	1693	1796	0	1796			
Adj Flow Rate, veh/h	188	1437	0	0	1067	253	434	0	547			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	14	6	0	0	6	14	7	0	7			
Cap, veh/h	313	2305	0	0	2744	796	797	0	644			
Arrive On Green	0.06	0.67	0.00	0.00	0.56	0.56	0.24	0.00	0.24			
Sat Flow, veh/h	1612	3532	0	0	5107	1434	3319	0	2679			
Grp Volume(v), veh/h	188	1437	0	0	1067	253	434	0	547			
Grp Sat Flow(s),veh/h/ln	1612	1721	0	0	1648	1434	1659	0	1340			
Q Serve(g_s), s	7.3	35.5	0.0	0.0	18.4	14.3	17.1	0.0	29.2			
Cycle Q Clear(g_c), s	7.3	35.5	0.0	0.0	18.4	14.3	17.1	0.0	29.2			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	313	2305	0	0	2744	796	797	0	644			
V/C Ratio(X)	0.60	0.62	0.00	0.00	0.39	0.32	0.54	0.00	0.85			
Avail Cap(c_a), veh/h	364	2305	0	0	2744	796	960	0	775			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.27	0.27	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	14.3	14.0	0.0	0.0	18.9	18.0	49.8	0.0	54.4			
Incr Delay (d2), s/veh	0.6	0.2	0.0	0.0	0.4	1.0	0.8	0.0	8.3			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.1	16.6	0.0	0.0	11.6	8.7	11.7	0.0	16.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	14.2	0.0	0.0	19.4	19.1	50.6	0.0	62.7			
LnGrp LOS	B	B			B	B	D		E			
Approach Vol, veh/h		1625			1320			981				
Approach Delay, s/veh		14.3			19.3			57.4				
Approach LOS		B			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	17.2	90.2		42.6		107.4						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	14.3	71.1		43.4		93.1						
Max Q Clear Time (g_c+I1), s	9.3	20.4		31.2		37.5						
Green Ext Time (p_c), s	0.2	17.7		4.8		25.5						

Intersection Summary

HCM 7th Control Delay, s/veh	26.7
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2040 Build Conditions
Timing Plan: PM



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↙	↑↑	↔
Traffic Volume (vph)	961	494	478	1625	0
Future Volume (vph)	961	494	478	1625	0
Lane Group Flow (vph)	1012	520	503	1711	539
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	62.0	62.0	54.0	116.0	44.0
Total Split (%)	38.8%	38.8%	33.8%	72.5%	27.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	54.4	54.4	105.5	105.7	41.2
Actuated g/C Ratio	0.34	0.34	0.66	0.66	0.26
v/c Ratio	0.88	0.68	0.95	0.77	1.19
Control Delay (s/veh)	59.8	15.1	64.0	17.3	147.4
Queue Delay	48.4	0.0	28.8	7.2	0.1
Total Delay (s/veh)	108.1	15.1	92.7	24.5	147.6
LOS	F	B	F	C	F
Approach Delay (s/veh)	76.6			40.0	147.6
Approach LOS	E			D	F
Queue Length 50th (ft)	522	107	438	420	~652
Queue Length 95th (ft)	616	249	#638	458	#891
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1164	770	559	2302	454
Starvation Cap Reductn	0	0	79	555	0
Spillback Cap Reductn	336	0	0	0	7
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.22	0.68	1.05	0.98	1.21

Intersection Summary

Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 40 (25%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.19	
Intersection Signal Delay (s/veh): 66.6	Intersection LOS: E
Intersection Capacity Utilization 103.5%	ICU Level of Service G
Analysis Period (min) 15	

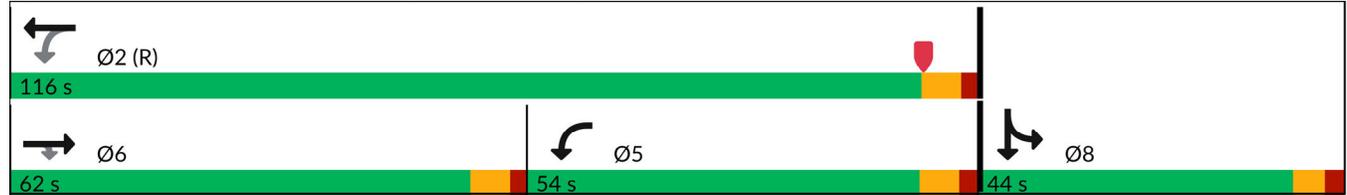
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2040 Build Conditions
 Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  		 		 			
Traffic Volume (veh/h)	132	1109	0	0	1555	264	548	0	379	0	0	0
Future Volume (veh/h)	132	1109	0	0	1555	264	548	0	379	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1693	1811	0	0	1811	1693	1796	0	1796			
Adj Flow Rate, veh/h	139	1167	0	0	1637	278	577	0	399			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	14	6	0	0	6	14	7	0	7			
Cap, veh/h	208	2462	0	0	3081	894	664	0	536			
Arrive On Green	0.04	0.72	0.00	0.00	0.62	0.62	0.20	0.00	0.20			
Sat Flow, veh/h	1612	3532	0	0	5107	1434	3319	0	2679			
Grp Volume(v), veh/h	139	1167	0	0	1637	278	577	0	399			
Grp Sat Flow(s),veh/h/ln	1612	1721	0	0	1648	1434	1659	0	1340			
Q Serve(g_s), s	4.8	23.4	0.0	0.0	29.8	14.5	26.9	0.0	22.4			
Cycle Q Clear(g_c), s	4.8	23.4	0.0	0.0	29.8	14.5	26.9	0.0	22.4			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	208	2462	0	0	3081	894	664	0	536			
V/C Ratio(X)	0.67	0.47	0.00	0.00	0.53	0.31	0.87	0.00	0.74			
Avail Cap(c_a), veh/h	302	2462	0	0	3081	894	734	0	593			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.35	0.35	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	18.2	9.8	0.0	0.0	17.0	14.1	61.9	0.0	60.1			
Incr Delay (d2), s/veh	1.3	0.1	0.0	0.0	0.7	0.9	10.7	0.0	5.1			
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(95%),veh/ln	4.0	11.5	0.0	0.0	17.0	8.7	18.2	0.0	12.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	9.9	0.0	0.0	17.6	15.0	72.6	0.0	65.2			
LnGrp LOS	B	A			B	B	E		E			
Approach Vol, veh/h		1306			1915			976				
Approach Delay, s/veh		10.9			17.3			69.6				
Approach LOS		B			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	14.7	106.6		38.6		121.4						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	16.3	87.1		35.4		111.1						
Max Q Clear Time (g_c+I1), s	6.8	31.8		28.9		25.4						
Green Ext Time (p_c), s	0.2	32.7		3.1		19.7						
Intersection Summary												
HCM 7th Control Delay, s/veh				27.4								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings
42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27

2040 Build Conditions
Timing Plan: Weekend



Lane Group	EBT	EBR	WBL	WBT	SBT
Lane Configurations	↑↑	↑	↘	↑↑	↔
Traffic Volume (vph)	977	548	328	1429	0
Future Volume (vph)	977	548	328	1429	0
Lane Group Flow (vph)	997	559	335	1458	498
Turn Type	NA	Perm	pm+pt	NA	NA
Protected Phases	6		5	2	8
Permitted Phases		6	2		
Detector Phase	6	6	5	2	8
Switch Phase					
Minimum Initial (s)	15.0	15.0	5.0	15.0	8.0
Minimum Split (s)	31.0	31.0	12.0	22.0	15.0
Total Split (s)	70.0	70.0	36.0	106.0	34.0
Total Split (%)	50.0%	50.0%	25.7%	75.7%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0
All-Red Time (s)	2.0	2.0	2.2	2.0	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.0	6.8	6.3
Lead/Lag	Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes		
Recall Mode	Min	Min	None	C-Min	None
Act Effct Green (s)	56.0	56.0	83.9	84.1	42.8
Actuated g/C Ratio	0.40	0.40	0.60	0.60	0.31
v/c Ratio	0.72	0.59	0.87	0.70	0.90
Control Delay (s/veh)	38.1	4.6	53.1	17.9	59.8
Queue Delay	0.9	0.0	47.4	0.4	0.8
Total Delay (s/veh)	39.0	4.6	100.6	18.2	60.5
LOS	D	A	F	B	E
Approach Delay (s/veh)	26.6			33.6	60.5
Approach LOS	C			C	E
Queue Length 50th (ft)	391	0	179	333	379
Queue Length 95th (ft)	435	66	144	281	#738
Internal Link Dist (ft)	2673			327	1520
Turn Bay Length (ft)		270			
Base Capacity (vph)	1566	994	482	2459	553
Starvation Cap Reductn	0	0	170	432	0
Spillback Cap Reductn	292	0	0	0	6
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.78	0.56	1.07	0.72	0.91

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 66 (47%), Referenced to phase 2:WBTL, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay (s/veh): 34.3	Intersection LOS: C
Intersection Capacity Utilization 97.3%	ICU Level of Service F
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 42: I-75 SB On-ramp/I-75 SB Off-ramp & US 27



HCM 7th Signalized Intersection Summary
 43: I-75 NB Off-ramp/I-75 NB On-ramp & US 27

2040 Build Conditions
 Timing Plan: Weekend

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  		 		 			
Traffic Volume (veh/h)	120	1109	0	0	1287	212	470	0	310	0	0	0
Future Volume (veh/h)	120	1109	0	0	1287	212	470	0	310	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
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	1752	1841	0	0	1841	1752	1841	0	1841			
Adj Flow Rate, veh/h	124	1143	0	0	1327	219	485	0	320			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	10	4	0	0	4	10	4	0	4			
Cap, veh/h	274	2529	0	0	3154	932	614	0	496			
Arrive On Green	0.04	0.72	0.00	0.00	0.63	0.63	0.18	0.00	0.18			
Sat Flow, veh/h	1668	3589	0	0	5191	1485	3401	0	2745			
Grp Volume(v), veh/h	124	1143	0	0	1327	219	485	0	320			
Grp Sat Flow(s),veh/h/ln	1668	1749	0	0	1675	1485	1700	0	1373			
Q Serve(g_s), s	3.6	18.8	0.0	0.0	18.7	9.0	19.1	0.0	15.1			
Cycle Q Clear(g_c), s	3.6	18.8	0.0	0.0	18.7	9.0	19.1	0.0	15.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	274	2529	0	0	3154	932	614	0	496			
V/C Ratio(X)	0.45	0.45	0.00	0.00	0.42	0.24	0.79	0.00	0.65			
Avail Cap(c_a), veh/h	353	2529	0	0	3154	932	860	0	694			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.63	0.63	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	10.2	8.0	0.0	0.0	13.2	11.4	54.8	0.0	53.2			
Incr Delay (d2), s/veh	0.7	0.1	0.0	0.0	0.4	0.6	4.2	0.0	2.0			
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	2.4	10.1	0.0	0.0	11.5	5.6	13.4	0.0	9.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.9	8.1	0.0	0.0	13.6	12.0	59.0	0.0	55.2			
LnGrp LOS	B	A			B	B	E		E			
Approach Vol, veh/h		1267			1546			805				
Approach Delay, s/veh		8.4			13.4			57.5				
Approach LOS		A			B			E				
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	13.4	94.8		31.9		108.1						
Change Period (Y+Rc), s	7.7	6.9		6.6		6.9						
Max Green Setting (Gmax), s	12.3	71.1		35.4		91.1						
Max Q Clear Time (g_c+I1), s	5.6	20.7		21.1		20.8						
Green Ext Time (p_c), s	0.2	23.0		4.2		18.4						
Intersection Summary												
HCM 7th Control Delay, s/veh				21.4								
HCM 7th LOS				C								
Notes												
User approved pedestrian interval to be less than phase max green.												

SR 326 Summary Tables

47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.31	20.0 (B)	50	0.26	27.5 (C)	50	0.12	17.5 (B)	50
	Through	0.20	0.1 (A)	0	0.27	34.9 (C)	225	0.23	16.6 (B)	150
	Approach	0.22	2.9 (A)	-	0.27	34.0 (C)	-	0.22	16.7 (B)	-
Northbound	Left	0.57	62.2 (E)	125	0.87	87.8 (F)	275	0.55	57.7 (E)	125
	Right	1.37	274.9 (F)	400	0.52	55.8 (E)	125	0.76	66.6 (E)	150
	Approach	1.10	203.3 (F)	-	0.75	77.2 (E)	-	0.66	62.5 (E)	-
Eastbound	TH/RT	0.77	30.7 (C)	525	0.76	43.6 (D)	450	0.37	24.2 (C)	225
	Approach	0.77	30.7 (C)	-	0.76	43.6 (D)	-	0.37	24.3 (C)	-
Southbound	LT/TH	0.44	45.1 (D)	175	0.45	34.9 (C)	225	0.41	39.4 (D)	200
	Right	0.90	77.8 (E)	350	0.96	74.8 (E)	575	0.94	77.6 (E)	475
	Approach	0.65	60.6 (E)	-	0.69	54.2 (D)	-	0.67	58.7 (E)	-
Overall Intersection		0.67	46.5 (D)	-	0.65	49.1 (D)	-	0.47	38.7 (D)	-

48: Shell Driveway & SR 326 & I-75 SB On-Ramp

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.17	14.7 (B)	25	0.05	11.1 (B)	25	0.03	8.6 (A)	25
Northbound	Right	0.30	22.4 (B)	50	0.18	15.6 (B)	25	0.09	11.0 (B)	25

49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

Approach	Movement	AM Peak Hour			PM Peak Hour			WKND Peak Hour		
		V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)	V/C	Delay (s) [LOS]	95% Queue (ft)
Westbound	Left	0.79	45.6 (D)	375	0.83	43.6 (D)	450	0.84	42.4 (D)	450
	TH/RT	0.40	32.7 (C)	150	0.29	22.6 (C)	125	0.19	21.4 (C)	100
	Right	0.62	6.5 (A)	100	0.38	3.9 (A)	75	0.43	3.8 (A)	75
	Approach	0.66	31.1 (C)	-	0.64	32.2 (C)	-	0.66	30.9 (C)	-
Northbound	Left	0.33	34.9 (C)	150	0.40	39.1 (D)	175	0.35	35.4 (D)	150
	Right	0.60	14.5 (B)	350	0.56	13.1 (B)	275	0.59	10.8 (B)	300
	Approach	0.54	19.4 (B)	-	0.52	19.9 (B)	-	0.53	16.5 (B)	-
Eastbound	Left	0.79	28.2 (C)	250	0.65	21.9 (C)	175	0.56	30.6 (C)	125
	Through	0.63	42.2 (D)	200	0.68	45.3 (D)	225	0.63	58.4 (E)	225
	Approach	0.70	35.8 (D)	-	0.67	37.2 (D)	-	0.61	48.8 (D)	-
Overall Intersection		0.63	28.1 (C)	-	0.60	28.9 (C)	-	0.60	28.1 (C)	-

SR 326 Synchro Reports

HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2040 Build Conditions
 Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↔	↑↑			↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	1071	117	58	348	0	65	0	127	236	6	215
Future Volume (veh/h)	0	1071	117	58	348	0	65	0	127	236	6	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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		No		No
Adj Sat Flow, veh/h/ln	0	1678	1678	1678	1678	0	1752	1900	1752	1707	1707	1707
Adj Flow Rate, veh/h	0	1127	123	61	366	0	68	0	134	252	0	226
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	15	15	15	15	0	10	0	10	13	13	13
Cap, veh/h	0	1470	160	195	1851	0	119	0	98	567	0	252
Arrive On Green	0.00	0.51	0.51	0.07	1.00	0.00	0.07	0.00	0.07	0.17	0.00	0.17
Sat Flow, veh/h	0	2983	316	1598	3272	0	1810	0	1485	3252	0	1447
Grp Volume(v), veh/h	0	619	631	61	366	0	68	0	134	252	0	226
Grp Sat Flow(s),veh/h/ln	0	1594	1621	1598	1594	0	1810	0	1485	1626	0	1447
Q Serve(g_s), s	0.0	37.6	37.7	2.1	0.0	0.0	4.4	0.0	7.9	8.3	0.0	18.3
Cycle Q Clear(g_c), s	0.0	37.6	37.7	2.1	0.0	0.0	4.4	0.0	7.9	8.3	0.0	18.3
Prop In Lane	0.00		0.19	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	808	822	195	1851	0	119	0	98	567	0	252
V/C Ratio(X)	0.00	0.77	0.77	0.31	0.20	0.00	0.57	0.00	1.37	0.44	0.00	0.90
Avail Cap(c_a), veh/h	0	808	822	210	1851	0	119	0	98	607	0	270
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.8	23.9	19.0	0.0	0.0	54.4	0.0	56.0	44.3	0.0	48.5
Incr Delay (d2), s/veh	0.0	6.8	6.8	0.9	0.1	0.0	7.8	0.0	218.9	0.8	0.0	29.3
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	0.0	20.8	21.2	1.3	0.0	0.0	4.1	0.0	15.1	6.2	0.0	13.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	30.7	30.7	20.0	0.1	0.0	62.2	0.0	274.9	45.1	0.0	77.8
LnGrp LOS		C	C	B	A		E		F	D		E
Approach Vol, veh/h		1250			427			202				478
Approach Delay, s/veh		30.7			2.9			203.3				60.6
Approach LOS		C			A			F				E
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.8	67.6		28.5		76.5		15.0				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	5.5	58.2		* 22		68.2		7.9				
Max Q Clear Time (g_c+I1), s	4.1	39.7		20.3		2.0		9.9				
Green Ext Time (p_c), s	0.0	7.7		0.6		2.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		46.5
HCM 7th LOS		D

Notes
 User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.8									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑		↑	↑↑	↑		↑		
Traffic Vol, veh/h	0	1380	55	71	406	145	0	82	0	0
Future Vol, veh/h	0	1380	55	71	406	145	0	82	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	0	240	-	100	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	15	8	2	15	100	0	8	2	2
Mvmt Flow	0	1453	58	75	427	153	0	86	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	1511	0	0	-	755
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.14	-	-	-	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.22	-	-	-	3.38
Pot Cap-1 Maneuver	0	-	-	582	-	-	0	*685
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %		-	-	0	-	-		0
Mov Cap-1 Maneuver	-	-	-	582	-	-	-	*685
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

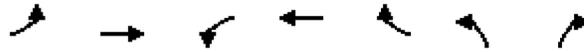
Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.38	11.01
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	685	-	-	582	-	-
HCM Lane V/C Ratio	0.126	-	-	0.128	-	-
HCM Control Delay (s/veh)	11	-	-	12.1	-	-
HCM Lane LOS	B	-	-	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2040 Build Conditions
Timing Plan: AM

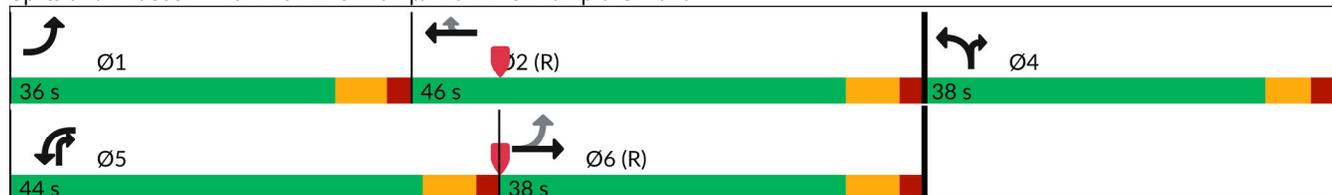


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	389	457	763	319	468	303	969
Future Volume (vph)	389	457	763	319	468	303	969
Lane Group Flow (vph)	409	481	803	336	493	319	1020
Turn Type	pm+pt	NA	Prot	NA	Perm	Prot	pt+ov
Protected Phases	1	6	5	2		4	4 5
Permitted Phases	6				2		
Detector Phase	1	6	5	2	2	4	4 5
Switch Phase							
Minimum Initial (s)	6.0	16.0	5.0	16.0	16.0	10.0	
Minimum Split (s)	12.8	24.9	11.8	24.9	24.9	25.1	
Total Split (s)	36.0	38.0	44.0	46.0	46.0	38.0	
Total Split (%)	30.0%	31.7%	36.7%	38.3%	38.3%	31.7%	
Yellow Time (s)	4.8	4.9	4.8	4.9	4.9	4.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.9	6.8	6.9	6.9	7.1	
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	None	C-Min	C-Min	None	
Act Effct Green (s)	52.5	28.9	34.7	40.2	40.2	35.5	77.1
Actuated g/C Ratio	0.44	0.24	0.29	0.34	0.34	0.30	0.64
v/c Ratio	0.79	0.63	0.79	0.40	0.62	0.33	0.60
Control Delay (s/veh)	28.2	42.1	45.6	32.7	6.5	34.9	14.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.2	42.1	45.6	32.7	6.5	34.9	14.5
LOS	C	D	D	C	A	C	B
Approach Delay (s/veh)		35.7		31.1			
Approach LOS		D		C			
Queue Length 50th (ft)	172	146	287	105	0	98	225
Queue Length 95th (ft)	249	198	359	150	87	148	328
Internal Link Dist (ft)		553		1985			
Turn Bay Length (ft)	225		435		260		420
Base Capacity (vph)	591	829	1085	838	791	960	1744
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	0.69	0.58	0.74	0.40	0.62	0.33	0.58

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 20 (17%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay (s/veh): 28.1	Intersection LOS: C
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2040 Build Conditions

Timing Plan: PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↔	↑↑			↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	713	113	45	343	0	148	0	73	405	13	389
Future Volume (veh/h)	0	713	113	45	343	0	148	0	73	405	13	389
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1678	1678	1678	1678	0	1752	1900	1752	1707	1707	1707
Adj Flow Rate, veh/h	0	751	119	47	361	0	156	0	77	436	0	409
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	15	15	15	15	0	10	0	10	13	13	13
Cap, veh/h	0	982	156	178	1361	0	179	0	147	959	0	427
Arrive On Green	0.00	0.36	0.36	0.01	0.14	0.00	0.10	0.00	0.10	0.29	0.00	0.29
Sat Flow, veh/h	0	2840	437	1598	3272	0	1810	0	1485	3252	0	1447
Grp Volume(v), veh/h	0	434	436	47	361	0	156	0	77	436	0	409
Grp Sat Flow(s),veh/h/ln	0	1594	1599	1598	1594	0	1810	0	1485	1626	0	1447
Q Serve(g_s), s	0.0	28.9	28.9	2.2	12.1	0.0	10.2	0.0	5.9	13.1	0.0	33.3
Cycle Q Clear(g_c), s	0.0	28.9	28.9	2.2	12.1	0.0	10.2	0.0	5.9	13.1	0.0	33.3
Prop In Lane	0.00		0.27	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	568	570	178	1361	0	179	0	147	959	0	427
V/C Ratio(X)	0.00	0.76	0.76	0.26	0.27	0.00	0.87	0.00	0.52	0.45	0.00	0.96
Avail Cap(c_a), veh/h	0	568	570	199	1361	0	179	0	147	959	0	427
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.2	34.2	26.8	34.8	0.0	53.3	0.0	51.4	34.5	0.0	41.6
Incr Delay (d2), s/veh	0.0	9.4	9.4	0.8	0.1	0.0	34.5	0.0	4.5	0.5	0.0	33.2
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	0.0	17.9	18.0	1.5	8.8	0.0	10.5	0.0	4.3	9.0	0.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	43.6	43.6	27.5	34.9	0.0	87.8	0.0	55.8	34.9	0.0	74.8
LnGrp LOS		D	D	C	C		F		E	C		E
Approach Vol, veh/h		870			408			233				845
Approach Delay, s/veh		43.6			34.0			77.2				54.2
Approach LOS		D			C			E				D
Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	8.5	49.6		43.0		58.0		19.0				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	5.5	41.2		* 35		51.2		11.9				
Max Q Clear Time (g_c+I1), s	4.2	30.9		35.3		14.1		12.2				
Green Ext Time (p_c), s	0.0	3.7		0.0		2.3		0.0				

Intersection Summary

HCM 7th Control Delay, s/veh	49.1
HCM 7th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.6									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑		↑	↑↑	↑		↑		
Traffic Vol, veh/h	0	1163	32	31	388	176	0	71	0	0
Future Vol, veh/h	0	1163	32	31	388	176	0	71	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	0	240	-	100	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	15	14	3	15	100	0	6	2	2
Mvmt Flow	0	1224	34	33	408	185	0	75	0	0

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	1258	0	0	-	629
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.16	-	-	-	7.02
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.23	-	-	-	3.36
Pot Cap-1 Maneuver	0	-	-	721	-	-	0	*758
Stage 1	0	-	-	-	-	-	0	-
Stage 2	0	-	-	-	-	-	0	-
Platoon blocked, %		-	-	0	-	-		0
Mov Cap-1 Maneuver	-	-	-	721	-	-	-	*758
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.53	10.27
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	758	-	-	721	-	-
HCM Lane V/C Ratio	0.099	-	-	0.045	-	-
HCM Control Delay (s/veh)	10.3	-	-	10.2	-	-
HCM Lane LOS	B	-	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2040 Build Conditions
Timing Plan: PM

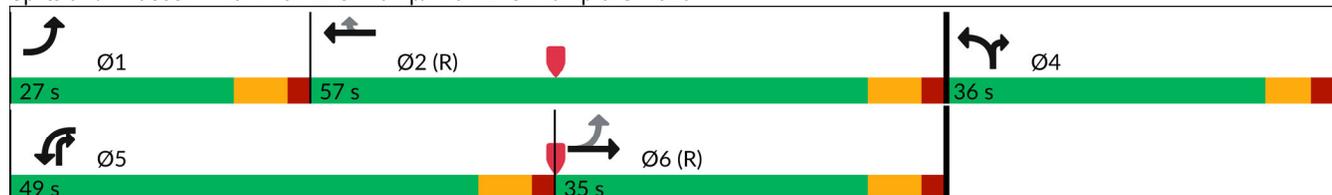


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	253	478	922	274	279	321	911
Future Volume (vph)	253	478	922	274	279	321	911
Lane Group Flow (vph)	266	503	971	288	294	338	959
Turn Type	pm+pt	NA	Prot	NA	Perm	Prot	pt+ov
Protected Phases	1	6	5	2		4	4 5
Permitted Phases	6				2		
Detector Phase	1	6	5	2	2	4	4 5
Switch Phase							
Minimum Initial (s)	6.0	16.0	5.0	16.0	16.0	10.0	
Minimum Split (s)	12.8	24.9	11.8	24.9	24.9	25.1	
Total Split (s)	27.0	35.0	49.0	57.0	57.0	36.0	
Total Split (%)	22.5%	29.2%	40.8%	47.5%	47.5%	30.0%	
Yellow Time (s)	4.8	4.9	4.8	4.9	4.9	4.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.9	6.8	6.9	6.9	7.1	
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	None	C-Min	C-Min	None	
Act Effct Green (s)	43.1	28.1	40.1	53.4	53.4	31.0	77.9
Actuated g/C Ratio	0.36	0.23	0.33	0.45	0.45	0.26	0.65
v/c Ratio	0.65	0.68	0.83	0.29	0.38	0.40	0.56
Control Delay (s/veh)	21.8	45.5	43.6	22.6	3.9	39.1	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.8	45.5	43.6	22.6	3.9	39.1	13.1
LOS	C	D	D	C	A	D	B
Approach Delay (s/veh)		37.3		32.2			
Approach LOS		D		C			
Queue Length 50th (ft)	103	142	345	72	0	112	206
Queue Length 95th (ft)	171	217	427	112	52	160	275
Internal Link Dist (ft)		553		1985			
Turn Bay Length (ft)	225		435		260		420
Base Capacity (vph)	479	759	1231	978	776	836	1753
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	0.56	0.66	0.79	0.29	0.38	0.40	0.55

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 30 (25%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 28.9	Intersection LOS: C
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



HCM 7th Signalized Intersection Summary
 47: NW 44TH AVE/I-75 SB Off-ramp & SR 326

2040 Build Conditions
 Timing Plan: Weekend

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↔	↑↑			↔	↔	↔	↔	↔
Traffic Volume (veh/h)	0	362	138	47	372	0	76	0	90	302	7	313
Future Volume (veh/h)	0	362	138	47	372	0	76	0	90	302	7	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	0	1752	1841	1841	1752	0	1841	1900	1841	1767	1767	1767
Adj Flow Rate, veh/h	0	381	145	49	392	0	80	0	95	323	0	329
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	10	4	4	10	0	4	0	4	9	9	9
Cap, veh/h	0	1031	387	400	1686	0	145	0	125	788	0	351
Arrive On Green	0.00	0.44	0.44	0.03	0.51	0.00	0.08	0.00	0.08	0.23	0.00	0.23
Sat Flow, veh/h	0	2455	889	1753	3416	0	1810	0	1560	3365	0	1497
Grp Volume(v), veh/h	0	266	260	49	392	0	80	0	95	323	0	329
Grp Sat Flow(s),veh/h/ln	0	1664	1592	1753	1664	0	1810	0	1560	1682	0	1497
Q Serve(g_s), s	0.0	12.9	13.2	1.8	7.9	0.0	5.1	0.0	7.2	9.8	0.0	25.9
Cycle Q Clear(g_c), s	0.0	12.9	13.2	1.8	7.9	0.0	5.1	0.0	7.2	9.8	0.0	25.9
Prop In Lane	0.00		0.56	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	725	693	400	1686	0	145	0	125	788	0	351
V/C Ratio(X)	0.00	0.37	0.37	0.12	0.23	0.00	0.55	0.00	0.76	0.41	0.00	0.94
Avail Cap(c_a), veh/h	0	725	693	436	1686	0	240	0	207	796	0	354
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)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.8	22.9	17.4	16.6	0.0	53.1	0.0	54.1	38.9	0.0	45.1
Incr Delay (d2), s/veh	0.0	1.4	1.5	0.1	0.1	0.0	4.6	0.0	12.5	0.5	0.0	32.5
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	0.0	8.8	8.7	1.3	5.2	0.0	4.5	0.0	5.8	7.4	0.0	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	24.2	24.4	17.5	16.6	0.0	57.7	0.0	66.6	39.4	0.0	77.6
LnGrp LOS		C	C	B	B		E		E	D		E
Approach Vol, veh/h		526			441			175				652
Approach Delay, s/veh		24.3			16.7			62.5				58.7
Approach LOS		C			B			E				E
Timer - Assigned Phs	1	2		4		6			8			
Phs Duration (G+Y+Rc), s	8.5	59.0		35.7		67.6		16.7				
Change Period (Y+Rc), s	4.5	6.8		* 7.6		6.8		7.1				
Max Green Setting (Gmax), s	6.5	43.2		* 28		54.2		15.9				
Max Q Clear Time (g_c+I1), s	3.8	15.2		27.9		9.9		9.2				
Green Ext Time (p_c), s	0.0	3.0		0.2		2.5		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh				38.7								
HCM 7th LOS				D								

Notes
 User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection										
Int Delay, s/veh	0.6									
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑		↑	↑↑	↑		↑		
Traffic Vol, veh/h	0	724	34	28	419	88	0	56	0	0
Future Vol, veh/h	0	724	34	28	419	88	0	56	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None	-	-
Storage Length	-	-	0	240	-	100	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	92	92
Heavy Vehicles, %	0	10	17	1	10	8	0	12	2	2
Mvmt Flow	0	762	36	29	441	93	0	59	0	0

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	-	0	0	798	0	0	- 399
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	4.12	-	-	- 7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	2.21	-	-	- 3.42
Pot Cap-1 Maneuver	0	-	-	1025	-	-	0 *863
Stage 1	0	-	-	-	-	-	0
Stage 2	0	-	-	-	-	-	0
Platoon blocked, %		-	-	0	-	-	0
Mov Cap-1 Maneuver	-	-	-	1025	-	-	- *863
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

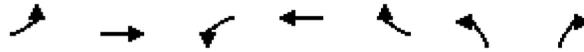
Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.45	9.48
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	WBR
Capacity (veh/h)	863	-	-	1025	-	-
HCM Lane V/C Ratio	0.068	-	-	0.029	-	-
HCM Control Delay (s/veh)	9.5	-	-	8.6	-	-
HCM Lane LOS	A	-	-	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings
49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326

2040 Build Conditions
Timing Plan: Weekend

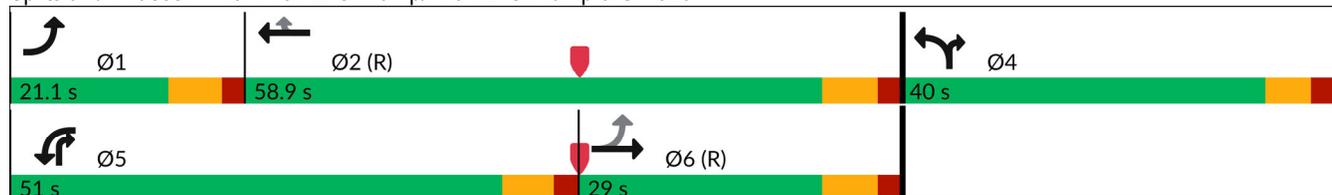


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	200	377	1011	209	358	326	1086
Future Volume (vph)	200	377	1011	209	358	326	1086
Lane Group Flow (vph)	204	385	1032	213	365	333	1108
Turn Type	pm+pt	NA	Prot	NA	Perm	Prot	pt+ov
Protected Phases	1	6	5	2		4	4 5
Permitted Phases	6				2		
Detector Phase	1	6	5	2	2	4	4 5
Switch Phase							
Minimum Initial (s)	6.0	16.0	5.0	16.0	16.0	10.0	
Minimum Split (s)	12.8	24.9	11.8	24.9	24.9	25.1	
Total Split (s)	21.1	29.0	51.0	58.9	58.9	40.0	
Total Split (%)	17.6%	24.2%	42.5%	49.1%	49.1%	33.3%	
Yellow Time (s)	4.8	4.9	4.8	4.9	4.9	4.1	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.8	6.9	6.8	6.9	6.9	7.1	
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Recall Mode	None	C-Min	None	C-Min	C-Min	None	
Act Effct Green (s)	34.1	22.0	42.4	52.4	52.4	34.8	84.0
Actuated g/C Ratio	0.28	0.18	0.35	0.44	0.44	0.29	0.70
v/c Ratio	0.56	0.63	0.84	0.19	0.43	0.35	0.59
Control Delay (s/veh)	30.5	58.4	42.4	21.4	3.8	35.4	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	30.5	58.4	42.4	21.4	3.8	35.4	10.8
LOS	C	E	D	C	A	D	B
Approach Delay (s/veh)		48.7		30.9			
Approach LOS		D		C			
Queue Length 50th (ft)	79	158	365	51	0	106	220
Queue Length 95th (ft)	123	210	450	80	55	150	285
Internal Link Dist (ft)		553		1985			
Turn Bay Length (ft)	225		435		260		420
Base Capacity (vph)	396	626	1289	1112	853	957	1917
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	0.52	0.62	0.80	0.19	0.43	0.35	0.58

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 31 (26%), Referenced to phase 2:WBT and 6:EBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay (s/veh): 28.1	Intersection LOS: C
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 49: I-75 NB Off-ramp/I-75 NB On-ramp & SR 326



**APPENDIX BB – FUTURE COMPARATIVE SAFETY
ANALYSIS**

ISATe No-Build Mainline Inputs

Input Worksheet for Freeway Segments									
Clear		Echo Input Values (View results in Column AV)		Check Input Values (View results in Advisory Messages)		Segment 1	Segment 2	Segment 3	Segment 4
						Study Period	Study Period	Study Period	Study Period
Basic Roadway Data									
Number of through lanes (n):						6	6	6	6
Freeway segment description:						SR 200 to SR 40	SR 40 to US 27	US 27 to SW 49th St	SW 49th St to SR 326
Segment length (L), mi:						1.915152	0.84072	1.645076	1.488258
Alignment Data									
Horizontal Curve Data						← See note			
1	Horizontal curve in segment?:					No	No	Both Dir.	Both Dir.
	Curve radius (R ₁), ft:							3282	3922
	Length of curve (L _{c1}), mi:							0.334091	0.194886
	Length of curve in segment (L _{c1,seg}), mi:							0.334091	0.194886
2	Horizontal curve in segment?:							Both Dir.	No
	Curve radius (R ₂), ft:							3282	
	Length of curve (L _{c2}), mi:							0.307197	
	Length of curve in segment (L _{c2,seg}), mi:							0.116667	
3	Horizontal curve in segment?:							No	
	Curve radius (R ₃), ft:								
	Length of curve (L _{c3}), mi:								
	Length of curve in segment (L _{c3,seg}), mi:								
Cross Section Data									
Lane width (W _l), ft:						12	12	12	12
Outside shoulder width (W _s), ft:						10	10	10	10
Inside shoulder width (W _{is}), ft:						10	10	10	10
Median width (W _m), ft:						40	40	40	40
Rumble strips on outside shoulders?:						Yes	Yes	Yes	Yes
Length of rumble strips for travel in increasing milepost direction, mi:						1.567045	0.549811	1.475568	1.356629
Length of rumble strips for travel in decreasing milepost direction, mi:						1.618561	0.563636	1.517235	1.142235
Rumble strips on inside shoulders?:						Yes	Yes	Yes	Yes
Length of rumble strips for travel in increasing milepost direction, mi:						1.888447	0.84072	1.645076	1.488258
Length of rumble strips for travel in decreasing milepost direction, mi:						1.888447	0.84072	1.645076	1.488258
Presence of barrier in median:						Offset	Offset	Offset	Offset
1	Length of barrier (L _{ib,1}), mi:					1.915152	0.84072	1.645076	1.488258
	Distance from edge of traveled way to barrier face (W _{off,in,1}), ft:					10	10	10	10
2	Length of barrier (L _{ib,2}), mi:								
	Distance from edge of traveled way to barrier face (W _{off,in,2}), ft:								
3	Length of barrier (L _{ib,3}), mi:								
	Distance from edge of traveled way to barrier face (W _{off,in,3}), ft:								
4	Length of barrier (L _{ib,4}), mi:								
	Distance from edge of traveled way to barrier face (W _{off,in,4}), ft:								
5	Length of barrier (L _{ib,5}), mi:								
	Distance from edge of traveled way to barrier face (W _{off,in,5}), ft:								
Median barrier width (W _{ib}), ft:						3	3	3	3
Nearest distance from edge of traveled way to barrier face (W _{near}), ft:						10	10	10	10
Roadside Data									
Clear zone width (W _{hc}), ft:						30	30	30	30
Presence of barrier on roadside:						Some	None	None	Some
1	Length of barrier (L _{ob,1}), mi:					0.396686			0.067803

	Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:	10			10	
2	Length of barrier ($L_{ob,2}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:					
3	Length of barrier ($L_{ob,3}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:					
4	Length of barrier ($L_{ob,4}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:					
5	Length of barrier ($L_{ob,5}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:					
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:						
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:						
Ramp Access Data						
Travel in Increasing Milepost Direction						
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	S-C Lane	S-C Lane	S-C Lane	S-C Lane	
	Distance from begin milepost to upstream entrance ramp gore ($X_{b,ent}$), mi:					
	Length of ramp entrance ($L_{en,inc}$), mi:	0.210227	0.092803	0.175189	0.3	
	Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:	0.210227	0.092803	0.168561	0.3	
Entrance side?:		Right	Right	Right	Right	
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	S-C Lane	S-C Lane	S-C Lane	S-C Lane	
	Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:					
	Length of ramp exit ($L_{ex,inc}$), mi:	0.125947	0.131061	0.296023	0.130682	
	Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:	0.111742	0.126894	0.296023	0.130682	
Exit side?:		Right	Right	Right	Right	
Weave	Type B weave in segment?:	No	No	No	No	
	Length of weaving section ($L_{wev,inc}$), mi:					
	Length of weaving section in segment ($L_{wev,seg,inc}$), mi:					
Travel in Decreasing Milepost Direction						
Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	S-C Lane	S-C Lane	S-C Lane	S-C Lane	
	Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:					
	Length of ramp entrance ($L_{en,dec}$), mi:	0.207197	0.158712	0.3	0.21553	
	Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:	0.207197	0.158712	0.274242	0.21553	
Entrance side?:		Right	Right	Right	Right	
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	S-C Lane	S-C Lane	S-C Lane	S-C Lane	
	Distance from begin milepost to downstream exit ramp gore ($X_{b,ext}$), mi:					
	Length of ramp exit ($L_{ex,dec}$), mi:	0.046402	0.132576	0.119318	0.3	
	Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:	0.046402	0.111364	0.119318	0.3	
Exit side?:		Right	Right	Right	Right	
Weave	Type B weave in segment?:	No	No	No	No	
	Length of weaving section ($L_{wev,dec}$), mi:					
	Length of weaving section in segment ($L_{wev,seg,dec}$), mi:					
Traffic Data		Year				
Proportion of AADT during high-volume hours (P_{hv}):						
Freeway Segment Data		2030	120800	120500	108800	101600
Average daily traffic (AADT _{fs}) by year, veh/d:		2031				
(enter data only for those years for which it is available, leave other years blank)		2032				
		2033				
		2034				
		2035				
		2036				
		2037				
		2038				

2039				
2040	142500	142500	130900	122200
2041				
2042				
2043				
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2047				
2048				
2049				
2050				
2051				
2052				
2053				

Entrance Ramp Data for Travel in Increasing Milepost Dir.

Average daily traffic (AADT_{b,ent}) by year, veh/d:
 (enter data only for those years for which
 it is available, leave other years blank)

Year				
2030	9400	6100	3700	3200
2031				
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040	10500	7000	5000	3900
2041				
2042				
2043				
2044				
2045				
2046				
2047				
2048				
2049				
2050				
2051				
2052				
2053				

Exit Ramp Data for Travel in Increasing Milepost Direction

Average daily traffic (AADT_{e,ext}) by year, veh/d:
 (enter data only for those years for which
 it is available, leave other years blank)

Year				
2030	6500	9700	6900	13000
2031				
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040	7100	11000	8400	16500
2041				
2042				
2043				

2044				
2045				
2046				
2047				
2048				
2049				
2050				
2051				
2052				
2053				

Entrance Ramp Data for Travel in Decreasing Milepost Dir.

Average daily traffic (AADT_{e,ent}) by year, veh/d:
 (enter data only for those years for which
 it is available, leave other years blank)

Year				
2030	6500	9900	6700	5100
2031				
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040	7000	11000	8100	6600
2041				
2042				
2043				
2044				
2045				
2046				
2047				
2048				
2049				
2050				
2051				
2052				
2053				

Exit Ramp Data for Travel in Decreasing Milepost Direction

Average daily traffic (AADT_{b,ext}) by year, veh/d:
 (enter data only for those years for which
 it is available, leave other years blank)

Year				
2030	9100	6200	4200	3200
2031				
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040	10000	7200	5400	3900

ISATe No-Build Mainline Outputs

Output Summary								
General Information								
Project description:	I-75 Mainline North Section PTAR							
Analyst:	FMK	Date:	12/2/2023	Area type:	Urban			
First year of analysis:	2030							
Last year of analysis:	2040							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		2532.1	12.0	32.5	176.2	508.4	1803.0	
Estimated average crash freq. during Study Period, crashes/yr:		230.2	1.1	3.0	16.0	46.2	163.9	
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:		4	2532.1	12.0	32.5	176.2	508.4	1803.0
Ramp segments, crashes:		0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:		0	0.0	0.0	0.0	0.0	0.0	0.0
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:	2030	201.3	1.0	2.6	14.3	41.2	142.2	
	2031	206.9	1.0	2.7	14.6	42.2	146.4	
	2032	212.5	1.0	2.8	15.0	43.2	150.6	
	2033	218.3	1.0	2.8	15.3	44.2	154.9	
	2034	224.0	1.1	2.9	15.7	45.2	159.3	
	Total Present Value: \$137,755,819	2035	229.9	1.1	3.0	16.0	46.2	163.6
		2036	235.8	1.1	3.0	16.4	47.2	168.1
		2037	241.8	1.1	3.1	16.7	48.2	172.6
		2038	247.8	1.2	3.2	17.1	49.3	177.1
		2039	253.9	1.2	3.2	17.4	50.3	181.7
		2040	260.0	1.2	3.3	17.8	51.4	186.4
		2041						
		2042						
		2043						
2044								
2045								
2046								
2047								
2048								
2049								
2050								
2051								
2052								
2053								
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	6.9	0.1	0.2	1.0	2.9	2.7	
	Right-angle crashes:	41.3	0.3	0.7	3.9	11.2	25.2	
	Rear-end crashes:	1380.8	6.9	18.5	100.4	290.1	964.9	
	Sideswipe crashes:	472.0	1.7	4.5	24.6	71.1	370.1	
	Other multiple-vehicle crashes:	48.2	0.3	0.7	3.9	11.2	32.1	
	Total multiple-vehicle crashes:	1949.2	9.1	24.7	133.8	386.5	1395.1	
Single vehicle	Crashes with animal:	9.1	0.0	0.0	0.1	0.3	8.7	
	Crashes with fixed object:	419.3	2.1	5.6	30.4	87.4	293.7	
	Crashes with other object:	67.6	0.2	0.4	2.3	6.7	58.0	
	Crashes with parked vehicle:	8.1	0.0	0.1	0.6	1.6	5.8	
	Other single-vehicle crashes:	78.7	0.6	1.7	9.0	25.7	41.7	
	Total single-vehicle crashes:	582.9	2.9	7.8	42.4	121.8	407.9	
Total crashes:		2532.1	12.0	32.5	176.2	508.4	1803.0	

ISATe Build Mainline Inputs

Input Worksheet for Freeway Segments									
Clear		Echo Input Values (View results in Column AV)		Check Input Values (View results in Advisory Messages)		Segment 1 Study Period	Segment 2 Study Period	Segment 3 Study Period	Segment 4 Study Period
Basic Roadway Data									
Number of through lanes (n):						8	8	8	8
Freeway segment description:						SR 200 to SR 40	SR 40 to US 27	US 27 to SW 49th St	SW 49th St to SR 326
Segment length (L), mi:						1.915152	0.84072	1.645076	1.488258
Alignment Data									
Horizontal Curve Data ↙ See note									
1	Horizontal curve in segment?:					No	No	Both Dir.	Both Dir.
	Curve radius (R ₁), ft:							3282	3922
	Length of curve (L _{c1}), mi:							0.334091	0.194886
	Length of curve in segment (L _{c1,seg}), mi:							0.334091	0.194886
2	Horizontal curve in segment?:							Both Dir.	No
	Curve radius (R ₂), ft:							3282	
	Length of curve (L _{c2}), mi:							0.307197	
	Length of curve in segment (L _{c2,seg}), mi:							0.116667	
3	Horizontal curve in segment?:							No	
	Curve radius (R ₃), ft:								
	Length of curve (L _{c3}), mi:								
	Length of curve in segment (L _{c3,seg}), mi:								
Cross Section Data									
Lane width (W _l), ft:						12	12	12	12
Outside shoulder width (W _s), ft:						10	10	10	10
Inside shoulder width (W _{is}), ft:						10	10	10	10
Median width (W _m), ft:						40	40	40	40
Rumble strips on outside shoulders?:						Yes	Yes	Yes	Yes
Length of rumble strips for travel in increasing milepost direction, mi:						1.567045	0.549811	1.475568	1.356629
Length of rumble strips for travel in decreasing milepost direction, mi:						1.618561	0.563636	1.517235	1.142235
Rumble strips on inside shoulders?:						Yes	Yes	Yes	Yes
Length of rumble strips for travel in increasing milepost direction, mi:						1.888447	0.84072	1.645076	1.488258
Length of rumble strips for travel in decreasing milepost direction, mi:						1.888447	0.84072	1.645076	1.488258
Presence of barrier in median:						Offset	Offset	Offset	Offset
1	Length of barrier (L _{ib,1}), mi:					1.915152	0.84072	1.645076	1.488258
	Distance from edge of traveled way to barrier face (W _{off,in,1}), ft:					10	10	10	10
2	Length of barrier (L _{ib,2}), mi:								
	Distance from edge of traveled way to barrier face (W _{off,in,2}), ft:								
3	Length of barrier (L _{ib,3}), mi:								
	Distance from edge of traveled way to barrier face (W _{off,in,3}), ft:								
4	Length of barrier (L _{ib,4}), mi:								
	Distance from edge of traveled way to barrier face (W _{off,in,4}), ft:								
5	Length of barrier (L _{ib,5}), mi:								
	Distance from edge of traveled way to barrier face (W _{off,in,5}), ft:								
Median barrier width (W _{ib}), ft:						3	3	3	3
Nearest distance from edge of traveled way to barrier face (W _{near}), ft:						10	10	10	10
Roadside Data									
Clear zone width (W _{hc}), ft:						30	30	30	30
Presence of barrier on roadside:						Some	None	None	Some
1	Length of barrier (L _{ob,1}), mi:					0.396686			0.067803

	Distance from edge of traveled way to barrier face ($W_{off,o,1}$), ft:	10			10
2	Length of barrier ($L_{ob,2}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,2}$), ft:				
3	Length of barrier ($L_{ob,3}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,3}$), ft:				
4	Length of barrier ($L_{ob,4}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,4}$), ft:				
5	Length of barrier ($L_{ob,5}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,o,5}$), ft:				
Distance from edge of traveled way to barrier face, increasing milepost ($W_{off,inc}$), ft:					
Distance from edge of traveled way to barrier face, decreasing milepost ($W_{off,dec}$), ft:					

Ramp Access Data

Travel in Increasing Milepost Direction

Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	Lane Add	Lane Add	Lane Add	Lane Add
	Distance from begin milepost to upstream entrance ramp gore ($X_{b,ent}$), mi:				
	Length of ramp entrance ($L_{en,inc}$), mi:				
	Length of ramp entrance in segment ($L_{en,seg,inc}$), mi:				
Entrance side?:					
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	Lane Drop	Lane Drop	Lane Drop	Lane Drop
	Distance from end milepost to downstream exit ramp gore ($X_{e,ext}$), mi:				
	Length of ramp exit ($L_{ex,inc}$), mi:				
	Length of ramp exit in segment ($L_{ex,seg,inc}$), mi:				
Exit side?:					
Weave	Type B weave in segment?:	No	No	No	No
	Length of weaving section ($L_{wev,inc}$), mi:				
	Length of weaving section in segment ($L_{wev,seg,inc}$), mi:				

Travel in Decreasing Milepost Direction

Entrance Ramp	Ramp entrance in segment? (If yes, indicate type.):	Lane Add	Lane Add	Lane Add	Lane Add
	Distance from end milepost to upstream entrance ramp gore ($X_{e,ent}$), mi:				
	Length of ramp entrance ($L_{en,dec}$), mi:				
	Length of ramp entrance in segment ($L_{en,seg,dec}$), mi:				
Entrance side?:					
Exit Ramp	Ramp exit in segment? (If yes, indicate type.):	Lane Drop	Lane Drop	Lane Drop	Lane Drop
	Distance from begin milepost to downstream exit ramp gore ($X_{b,ext}$), mi:				
	Length of ramp exit ($L_{ex,dec}$), mi:				
	Length of ramp exit in segment ($L_{ex,seg,dec}$), mi:				
Exit side?:					
Weave	Type B weave in segment?:	No	No	No	No
	Length of weaving section ($L_{wev,dec}$), mi:				
	Length of weaving section in segment ($L_{wev,seg,dec}$), mi:				

Traffic Data

Proportion of AADT during high-volume hours (P_{hv}):				
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Freeway Segment Data

Average daily traffic (AADT _{fs}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2030	120800	120500	108800	101600
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				

2039				
2040	142500	142500	130900	122200
2041				
2042				
2043				
2044				
2045				
2046				
2047				
2048				
2049				
2050				
2051				
2052				
2053				

Entrance Ramp Data for Travel in Increasing Milepost Dir.

Average daily traffic (AADT_{b,ent}) by year, veh/d:
(enter data only for those years for which it is available, leave other years blank)

Year				
2030	9400	6100	3700	3200
2031				
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040	10500	7000	5000	3900
2041				
2042				
2043				
2044				
2045				
2046				
2047				
2048				
2049				
2050				
2051				
2052				
2053				

Exit Ramp Data for Travel in Increasing Milepost Direction

Average daily traffic (AADT_{e,ext}) by year, veh/d:
(enter data only for those years for which it is available, leave other years blank)

Year				
2030	6500	9700	6900	13000
2031				
2032				
2033				
2034				
2035				
2036				
2037				
2038				
2039				
2040	7100	11000	8400	16500
2041				
2042				
2043				

	2044				
	2045				
	2046				
	2047				
	2048				
	2049				
	2050				
	2051				
	2052				
	2053				
Entrance Ramp Data for Travel in Decreasing Milepost Dir.		Year			
Average daily traffic (AADT _{e,ent}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2030	6500	9900	6700	5100
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040	7000	11000	8100	6600
	2041				
	2042				
	2043				
	2044				
	2045				
	2046				
	2047				
	2048				
	2049				
2050					
2051					
2052					
2053					
Exit Ramp Data for Travel in Decreasing Milepost Direction		Year			
Average daily traffic (AADT _{b,ext}) by year, veh/d: (enter data only for those years for which it is available, leave other years blank)	2030	9100	6200	4200	3200
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040	10000	7200	5400	3900

ISATe Build Mainline Outputs

Output Summary								
General Information								
Project description:	I-75 Mainline Build							
Analyst:	FMK	Date:	12/2/2023	Area type:	Urban			
First year of analysis:	2030							
Last year of analysis:	2040							
Crash Data Description								
Freeway segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp segments	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Ramp terminals	Segment crash data available?	No	First year of crash data:					
	Project-level crash data available?	No	Last year of crash data:					
Estimated Crash Statistics								
Crashes for Entire Facility		Total	K	A	B	C	PDO	
Estimated number of crashes during Study Period, crashes:		2210.2	13.1	34.7	188.9	421.0	1552.6	
Estimated average crash freq. during Study Period, crashes/yr:		200.9	1.2	3.2	17.2	38.3	141.1	
Crashes by Facility Component		Nbr. Sites	Total	K	A	B	C	PDO
Freeway segments, crashes:		4	2210.2	13.1	34.7	188.9	421.0	1552.6
Ramp segments, crashes:		0	0.0	0.0	0.0	0.0	0.0	0.0
Crossroad ramp terminals, crashes:		0	0.0	0.0	0.0	0.0	0.0	0.0
Crashes for Entire Facility by Year		Year	Total	K	A	B	C	PDO
Estimated number of crashes during the Study Period, crashes:		2030	175.3	1.1	2.8	15.3	34.1	121.9
		2031	180.2	1.1	2.9	15.7	35.0	125.6
		2032	185.2	1.1	2.9	16.1	35.8	129.3
		2033	190.3	1.1	3.0	16.4	36.6	133.1
		2034	195.4	1.2	3.1	16.8	37.4	137.0
		Total Present Value:	\$140,363,120	2035	200.6	1.2	3.1	17.2
		2036	205.9	1.2	3.2	17.5	39.1	144.8
		2037	211.2	1.2	3.3	17.9	39.9	148.8
		2038	216.6	1.3	3.4	18.3	40.8	152.9
		2039	222.0	1.3	3.4	18.7	41.6	157.0
		2040	227.5	1.3	3.5	19.1	42.5	161.1
		2041						
		2042						
		2043						
		2044						
		2045						
		2046						
		2047						
		2048						
		2049						
		2050						
		2051						
		2052						
		2053						
Distribution of Crashes for Entire Facility								
Crash Type	Crash Type Category	Estimated Number of Crashes During the Study Period						
		Total	K	A	B	C	PDO	
Multiple vehicle	Head-on crashes:	6.0	0.1	0.2	1.1	2.4	2.1	
	Right-angle crashes:	34.1	0.3	0.8	4.2	9.5	19.3	
	Rear-end crashes:	1096.4	7.1	18.8	102.6	229.3	738.4	
	Sideswipe crashes:	370.6	1.7	4.5	24.6	55.0	284.7	
	Other multiple-vehicle crashes:	40.5	0.3	0.8	4.2	9.5	25.7	
	Total multiple-vehicle crashes:	1547.4	9.5	25.1	136.9	305.8	1070.2	
Single vehicle	Crashes with animal:	11.3	0.0	0.0	0.2	0.5	10.6	
	Crashes with fixed object:	475.6	2.6	6.9	37.6	83.2	345.4	
	Crashes with other object:	76.2	0.2	0.5	2.7	5.9	67.0	
	Crashes with parked vehicle:	10.4	0.1	0.1	0.8	1.7	7.7	
	Other single-vehicle crashes:	89.1	0.8	2.0	10.8	24.0	51.6	
	Total single-vehicle crashes:	662.8	3.6	9.6	52.1	115.2	482.4	
Total crashes:		2210.2	13.1	34.7	188.9	421.0	1552.6	



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