DRAFT

ALTERNATIVE CORRIDOR EVALUATION REPORT

Florida Department of Transportation

District Seven

SR 56 Extension

From US 301/SR 41 to US 98/SR 35/SR 700

Pasco County, Florida

Work Program Item Segment Number: 443367-1

Efficient Transportation Decision Making Number: 14390

April 2021

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 United States Code (U.S.C.) §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

This planning product may be adopted into the environmental review process, pursuant to 23 U.S.C. §168, or the state project development process.

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District Seven is utilizing the Alternative Corridor Evaluation (ACE) process as part of the study to evaluate the extension of State Road (SR) 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The ACE process is typically performed concurrent with the Efficient Transportation Decision Making (ETDM) screening efforts that precede the Project Development and Environment (PD&E) phase. The goals of the ACE process are to identify and evaluate alternative corridors, eliminate alternative corridors that do not meet the project's purpose and need or that have disproportionate and/or significant impacts to the surrounding environment, and to recommend a reasonable alternative corridor(s) for further study in the PD&E phase. The ACE process ensures that all alternatives are evaluated consistently. A corridor advancing to the PD&E phase should support the purpose and need for the project, in accordance with all applicable laws and regulations, through the balancing of engineering, environmental, and economic aspects while considering comments received from the public and agencies through the ETDM screening efforts and ACE Study. The FDOT District Seven initiated the ACE Study for the proposed extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 in June 2019.

The extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 is identified as a cost affordable project (Future Corridor Improvements (2020-2045)) in Mobility 2045, the Pasco County Metropolitan Planning Organization's (MPO) 2045 Long Range Transportation Plan (LRTP). The project is also listed in the Pasco County MPO's FY 2021 – FY 2025 Transportation Improvement Program (as a 2019 priority project in Table 1: Combined Roadway Capacity, Intersection, and ITS Projects), the current FDOT State Transportation Improvement Program, and the FY 2021 – FY 2025 FDOT Five-Year Work Program.

The purpose of this project is to provide the extension of an east-west route through Pasco County connecting to US 98/SR 35/SR 700 that would allow regional traffic to bypass the City of Zephyrhills and to have a more direct route to the Lakeland area in Polk County. SR 56/SR 54 forms a major east-west connection traversing a large portion of Pasco County from US 19 in west Pasco County to US 301/Gall Boulevard/SR 41. SR 56/SR 54 and SR 52 are parallel east-west facilities within the county; however, they are nearly 9 miles apart in some areas. They are also the only two continuous east-west connections within the county. With the completion of the portion of SR 56 from Meadow Pointe Boulevard to US 301/Gall Boulevard/SR 41, vehicles desiring to continue eastward to US 98/SR 35/SR 700 would need to utilize US 301/Gall Boulevard/SR 41, Chancey Road, and CR 54, creating a circuitous route along the eastern portion of the City of Zephyrhills.

The project study area is generally bounded by the Pasco/Hillsborough County Line to the south, CR 54 to the north, US 301/Gall Boulevard/SR 41 to the west, and US 98/SR 35/SR 700 to the east.

The ACE Methodology Memorandum (MM) was prepared for this project and Accepted by the FDOT Office of Environmental Management (OEM) on October 30, 2020. This document details the process utilized to develop and evaluate the project alternative corridors. The corridors evaluation included determinations of whether purpose and need criteria were met, potential environmental impacts, engineering feasibility, and associated cost estimates. The ACE MM also describes how alternative corridors would either be eliminated and/or advanced for further analysis in the PD&E phase.

The Land Suitability Mapping (LSM) process was performed to help identify potential corridors within the project study area. Using the project design criteria and results of the LSM analysis, seven corridors (Corridors 1, 2A, 2B, 2C, 3A, 3B, and 3C) with a width of 250 feet were identified. It is anticipated that a

four-lane divided roadway, expandable to six lanes, will be constructed for consistency as it will tie into the existing four and six-lane divided sections of SR 56 extending from SR 54 to US 301/Gall Boulevard/SR 41. Potential typical sections could include a high speed urban typical section requiring 174 feet of right-of-way and a rural typical section requiring 216 feet of right-of-way. The 250-foot corridor width allows for flexibility in developing proposed alignments that avoid potential constraints. This width can also accommodate multimodal features, including sidewalks, bicycle lanes, a multi-use trail, and transit. The typical sections and the corridor alignments will be further refined during the PD&E Study.

Of the three criteria considered for the purpose and need evaluation conducted as part of this ACE Study, Corridors 2A and 3A only satisfy one. Corridor 2A consists entirely of new alignment. Corridor 3A consists of a combination of new alignment and use of existing roadways in the study area. These corridors do not completely meet the purpose and need criterion of providing an east-west connection to US 98/SR 35/SR 700 as they form a more circuitous route from US 301/Gall Boulevard/SR 41 in that eastbound traffic must head north before traveling east to connect to US 98/SR 35/SR 700. In addition, these corridors only provide one other connection to a major north-south transportation facility in the area (SR 39/Paul Buchman Highway); as such, they fall short in meeting the purpose and need criterion of linking to two or more facilities. As stated in the approved ACE MM, corridors that do not satisfy (received a 'Moderate' or 'No') at least two of the three stated purpose and need criteria would be eliminated from further consideration. Therefore, Corridors 2A and 3A were eliminated because they do not satisfy the project purpose and need.

Corridor 1 primarily runs along existing roadways as it hugs the eastern boundary of the City of Zephyrhills, avoiding impacts to the city's downtown area. Similar to Corridors 2A and 3A, Corridor 1 does not completely meet the purpose and need criterion of providing an east-west connection to US 98/SR 35/SR 700 as it forms a more circuitous route from US 301/Gall Boulevard/SR 41 in that eastbound traffic must head north before traveling east to connect to US 98/SR 35/SR 700. However, it satisfies the purpose and need criterion of allowing regional traffic to bypass the City of Zephyrhills. In addition, given that Corridor 1 primarily runs along existing roadways, it already links major area east-west and north-south facilities (including Chancey Road, SR 39/Paul Buchman Highway, and CR 54); it is the only corridor that satisfies this particular purpose and need criterion.

Corridor 2B consists entirely of new alignment. Corridors 2C, 3B, and 3C consist of a combination of new alignment and use of existing roadways in the study area. These four corridors only provide one other connection to a major north-south transportation facility in the area (SR 39/Paul Buchman Highway); as such, they fall short in meeting the purpose and need criterion of linking to two or more facilities. However, they satisfy the other two purpose and need criteria in that they allow regional traffic to bypass the City of Zephyrhills and provide a more direct east-west route connecting US 301/Gall Boulevard/SR 41 to US 98/SR 35/SR 700. Corridors 1, 2B, 2C, 3B, and 3C satisfy the project purpose and need and were the five corridors that advanced from the purpose and need evaluation to the environmental and engineering evaluation. Results from the environmental and engineering evaluation for each corridor were compared against the other four corridors.

Corridor 2B would bisect two newly approved developments as well as divide surrounding existing communities, resulting in the third highest number of potential displacements (tied with Corridor 3C). It ranks third in potential impacts to historic and archaeological resources and is tied with Corridor 3B for the lowest potential impacts to recreational facilities. Corridor 2B would result in the highest impacts to floodplains and the second highest impacts to wetlands (and consequently, the second highest wetland mitigation costs). Corridor 2B would impact the lowest number of potential contamination sites and noise

sensitive sites, as well as result in the lowest number of utility conflicts (tied with Corridor 3B). Given that it is second longest in length, tied with Corridor 2C, Corridor 2B ranks second in stormwater pond acreage required and third in right-of-way acreage required; however, it would affect the fewest number of parcels. As such, Corridor 2B would result in the second lowest right-of-way costs. While Corridor 2B would result in the second lowest construction costs, tied with Corridor 2C, it would rank third in acreage required to mitigate for state land impacts. The social and economic and natural impacts outweigh the right-of-way and construction cost savings associated with Corridor 2B. As such, Corridor 2B is proposed for elimination from consideration.

Corridor 2C would bisect two newly approved developments as well as divide surrounding existing communities, resulting in the second highest number of potential displacements and the second highest impacts to community facilities (tied with Corridor 3C). Corridor 2C would also result in the second highest impacts to historic and archaeological resources and recreational facilities. Consequently, Corridor 2C would result in the second highest impacts to noise sensitive sites. Further, the corridor would result in the second highest impacts to state lands and the second highest number of utility conflicts. Given that Corridor 2C would result in the second lowest construction and wetland mitigation costs, but the second highest right-of-way costs and acreage to mitigate for state land impacts, the costs associated with the corridor cancel each other out. As such, Corridor 2C is proposed for elimination from consideration based on identified impacts alone.

Corridor 3C would divide surrounding existing communities, moderately impacting special populations and resulting in the third highest number of potential displacements (tied with Corridor 2B), the second highest impacts to community facilities (tied with Corridor 2C), and highest impacts to prime farmland acreage. In addition, Corridor 3C would result in the highest impacts to potential contamination sites, the second highest impacts to noise sensitive sites (tied with Corridor 2C), and the second highest number of conflicts with utilities (tied with Corridor 2C). Corridor 3C would result in the second lowest impacts to historic and archaeological sites and is tied with Corridor 3B for the least potential impacts to recreational facilities. Due to the fact that Corridor 3C is the longest in length (tied with Corridor 3B), it would ultimately result in the highest stormwater pond acreage required, the second highest right-of-way acreage required, the second highest number of parcels affected, and the highest acreage of state lands impacted. Consequently, Corridor 3C is proposed for elimination from consideration given the noted impacts and the fact that the corridor would result in the second highest construction costs and highest acreage to mitigate for state land impacts.

As Corridor 1 primarily follows existing roadways, it would not create any new divisions within surrounding communities. However, it would result in the greatest impacts to special populations, greatest number of potential displacements, greatest number of impacts to community facilities and neighborhoods, highest impacts to historic and archaeological resources, the highest impacts to recreational facilities, the second highest impacts to potential contamination sites, the highest impacts to noise sensitive sites, the greatest number of utility conflicts as well as the highest number of parcel impacts. No impacts to prime farmland acreage would occur. Corridor 1 also has a low potential for involvement with protected species given its more urban character and would result in the least impacts to state lands, wetlands, and the 100-year floodplain. Given that it is the shortest in length, Corridor 1 would result in the least amount of stormwater pond acreage needed and right-of-way acreage required. While Corridor 1 would result in the highest right-of-way costs, it would result in the lowest construction costs, lowest acreage required to mitigate for state land impacts, and lowest wetland mitigation costs. The lower impacts to natural resources and the lower construction and mitigation costs outweigh the potential impacts to social and economic, cultural, and physical features within the study area. Corridor 1 maximizes the existing

roadway network. In addition, the corridor footprint will be shifted and adjusted to minimize impacts to the surrounding urban environment. Further, Corridor 1 is preferred by the City of Zephyrhills, other local government entities, and area communities. As such, Corridor 1 is proposed for advancement to the PD&E Study.

Corridor 3B would result in some of the lowest or least impacts to social and economic, cultural, and physical features within the study area. In addition, the corridor would affect the second lowest number of parcels and result in the lowest right-of-way costs. Further, it would result in the second lowest impacts to state lands and ranks third in acreage required to mitigate for state land impacts. However, this corridor would result in the highest impacts to forested wetlands, the third highest impacts to non-forested wetlands, and the second highest impacts to the 100-year floodplain. The low impacts across the range of resources evaluated as part of the ACE Study outweigh the high impacts to wetlands and high costs (construction and wetland mitigation) and acreage (stormwater pond and right-of-way) associated with the long length of this corridor. As such, Corridor 3B is proposed for advancement to the PD&E Study.

TABLE OF CONTENTS

1.0 INTRODUCTION 1-1

1.1 PURPOSE OF ALTERNATIVES CORRIDOR EVALUATION REPORT (ACER) 1-1

1.2 PROJECT BACKGROUND 1-2

1.2.1 ETDM Screening 1-2

1.2.2 Project Status 1-2

1.3 PROJECT DESCRIPTION 1-2

1.4 OTHER RELATED STUDIES AND PROJECTS 1-4

1.4.1 SR 56 (Formerly SR 54) from Cypress Creek Road to US 301 PD&E Study – Work Program Number 7125920 1-4

1.4.2 US 301 from SR 56 (Proposed) to SR 39 (Buchman Highway) PD&E Study & Design Change Reevaluation – Work Program Item Segment Numbers: 416564-1 & 416564-2 1-5

1.4.3 SR 39 from I-4 to US 301 PD&E Study – Work Program Item Segment Numbers: 255099-1 & 256289-1 1-6

1.4.4 US 301 from Fowler Avenue to Proposed SR 56 Extension PD&E Study – Work Program Item Segment Number: 255796-1 1-7

1.4.5 US 301 from SR 39 to CR 54 PD&E Study – Work Program Item Segment Number: 256422-1 1-7

2.0 PURPOSE AND NEED 2-1

2.1 PROJECT PURPOSE 2-1

2.2 PROJECT NEED 2-1

3.0 EXISTING AND FUTURE CONDITIONS 3-1

3.1 DESCRIPTION OF ENVIRONMENTAL SETTING 3-1

3.1.1 Social Environment 3-1

3.1.1.1 Social 3-1

3.1.1.2 Economic 3-3

3.1.1.3 Land Use 3-3

3.1.1.4 Mobility 3-6

3.1.1.5 Aesthetic Effects 3-6

3.1.1.6 Relocation Potential 3-6

3.1.1.7 Farmlands 3-7

3.1.2 Cultural Environment 3-7

3.1.2.1 Historic and Archaeological Resources 3-7

3.1.2.2 Section 4(f) Potential 3-10

3.1.2.3 Recreational Areas and Protected Lands 3-10

3.1.3 Natural Environment 3-12

3.1.3.1 Wetlands and Surface Waters 3-12

3.1.3.2 Protected Species and Habitat 3-12

3.1.3.3 Floodplains 3-19
3.1.3.4 Water Resources 3-19
3.1.3.5 Special Designations 3-19
3.1.4 Physical Environment 3-21
3.1.4.1 Noise 3-21
3.1.4.2 Air Quality 3-21
3.1.4.3 Contamination 3-23
3.2 Roadway Characteristics 3-25
3.2.1 Vertical And Horizontal Alignment 3-26
3.2.2 Pedestrian Accommodations 3-28
3.2.3 Bicycle Facilities 3-29
3.2.4 Transit Facilities 3-29
3.2.5 Pavement Condition 3-29
3.2.6 Railroad Crossings 3-30
3.2.7 Drainage 3-30
3.2.8 Utilities 3-31
3.2.9 Lighting 3-33
3.2.10 Bridges And Structures 3-33
3.3 Traffic Characteristics 3-33
3.3.1 Traffic Volumes, Operational Conditions, and Level of Service 3-34
3.3.2 Truck Factors 3-36
3.3.3 Pedestrian and Bicycle Movements 3-36
3.4 Crash Data 3-39
4.0 ALTERNATIVES EVALUATION METHODOLOGY 4-1
4.1 Land Suitability Mapping 4-4
4.1.1 Input Data 4-4
4.2 Corridor Analysis and Evaluation Criteria 4-7
4.2.1 Purpose and Need Evaluation 4-7
4.2.2 Environmental Evaluation 4-7
4.2.3 Engineering Evaluation 4-8
4.2.4 Narrative of Assessment 4-9
4.2.5 Public and Agency Considerations 4-9
5.0 INITIAL CORRIDORS AND ALTERNATIVES 5-1
5.1 Design Controls 5-1
5.2 Description of Alternatives 5-3
5.3 FUTURE TRAFFIC 5-20
5.3.1 Travel Demand Model 5-20
5.3.2 Model Calibration and Validation 5-20

5.3.3 Future Socioeconomic Data And Land Use 5-20
5.3.4 Future Year Transportation Network 5-22
5.3.4.1 No-Build Model Alternative 5-22
5.3.4.2 Build Model Alternatives 5-23
5.3.5 Future Traffic Forecast 5-27
5.3.6 Future Conditions Level Of Service Analysis 5-30
6.0 ALTERNATIVES EVALUATION 6-1
6.1 PURPOSE AND NEED EVALUATION 6-1
6.1.1 Elimination of Alternative Corridors 6-2
6.2 ENVIRONMENTAL AND ENGINEERING EVALUATION 6-2
6.2.1 Environmental Evaluation 6-2
6.2.1.1 Social and Economic Evaluation 6-2
6.2.1.2 Cultural Resources Evaluation 6-6
6.2.1.3 Natural Resources Evaluation 6-8
6.2.1.4 Physical Resources Evaluation 6-11
6.2.2 Engineering Evaluation 6-14
6.2.2.1 Engineering Feasibility 6-14
6.2.2.2 Cost Evaluation 6-15
7.0 PUBLIC INVOLVEMENT AND AGENCY COORDINATION 7-1
7.1 AGENCY COORDINATION 7-1
7.2 PUBLIC COMMENTS 7-1
7.3 OUTSTANDING ISSUES 7-3
8.0 RECOMMENDATIONS 8-1
8.1 ALTERNATIVES ELIMINATED 8-1
8.2 ALTERNATIVES RECOMMENDED FOR PD&E STUDY 8-10
8.3 RECOMMENDED SYSTEMS MANAGEMENT AND OPERATIONAL STRATEGIES 8-14

LIST OF FIGURES

1-1 Study Area 1-3
1-2 Project Location Map 1-4
1-3 Other Related Studies & Projects Map 1-5

3-1 Community Resources 3-2
3-2 Existing Land Use Map 3-5
3-3 Prime Farmland 3-8
3-4 Historic and Archaeological Resources 3-9
3-5 Recreational Areas and Protected Lands 3-11
3-6 Wetlands 3-13
3-7 Public/Conservation Lands and Protected Species 3-15

3-8 Floodplains 3-20
3-9 Noise Sensitive Sites 3-22
3-10 Potential Sources of Contamination 3-24
3-11 Drainage Basins 3-32
3-12 Study Area Crash Data Summary (2015 through 2019) 3-39
3-13 Crash Location by Year 3-40
3-14 Severity of Crashes 3-41

5-1 Land Suitability Map 5-7
5-2 LSM Corridor Overlay Map 5-8
5-3 Alternative Corridors 5-9
5-4 Corridor 1 5-11
5-5 Corridor 2A 5-12
5-6 Corridor 2B 5-13
5-7 Corridor 2C 5-15
5-8 Corridor 3A 5-16
5-9 Corridor 3B 5-17
5-10 Corridor 3C 5-19
5-11 City of Zephyrhills Airport Industrial Corridor Master Plan Boundary 5-21
5-12 2045 No-Build Alternative Roadway Network 5-24
5-13 2045 Build Model Alternative 1 Roadway Network 5-25
5-14 2045 Build Model Alternative 2 Roadway Network 5-26

6-1 Corridors Advancing from Purpose and Need Evaluation 6-3
6-2 Social and Economic Evaluation 6-4
6-3 Cultural Resources Evaluation 6-7
6-4 Natural Resources Evaluation – Protected Species & Lands 6-9
6-5 Natural Resources Evaluation – Wetlands & Water Resources 6-10
6-6 Physical Resources Evaluation – Potential Contamination Sites 6-12
6-7 Physical Resources Evaluation – Noise Sensitive Sites 6-13

8-1 Alternative Corridors Recommended for PD&E Study 8-11

LIST OF TABLES

3-1 Demographic Information 3-3
3-2 Public/Conservation Lands within the Study Area 3-12
3-3 Protected Species Within the Region and their Potential for Occurrence Within the Study Area ...
3-16
3-4 Roadway Classifications 3-26
3-5 FDOT Pavement Condition (2020) 3-29
3-6 Pasco County Pavement Condition (2019) 3-30
3-7 Existing Year (2019) Traffic Volumes 3-35
3-8 Existing Level of Service 3-37
3-9 Design Traffic Factors 3-38

4-1 ETAT Acknowledgement and Comments on Methodology Memorandum 4-1
4-2 LSM Data Layers 4-5
4-3 Purpose and Need Evaluation Criteria 4-7
4-4 Environmental Evaluation Criteria 4-8
4-5 Engineering Evaluation Criteria 4-9
4-6 Evaluation of Costs 4-9

5-1 Design Criteria 5-2
5-2 GIS Data Layers Utilized in LSM Analysis 5-4
5-3 Population Estimates 5-27
5-4 Traffic Model Growth Rate Estimation 5-28
5-5 2045 Future Traffic Forecasts 5-29
5-6 2045 No-Build Alternative - Segment Level of Service 5-31
5-7 2045 Build Model Alternative 1 - Segment Level of Service 5-32
5-8 2045 Build Model Alternative 2 - Segment Level of Service 5-33
5-9 2045 Build Model Alternatives 1 and 2 - Truck Percentage Distribution Comparison 5-34
5-10 2045 Build Model Alternatives 1 and 2 - VMT and VHT Distribution Comparison 5-35

6-1 Purpose and Need Evaluation 6-1
6-2 Social and Economic Evaluation 6-5
6-3 Cultural Resources Evaluation 6-6
6-4 Natural Resources Evaluation 6-8
6-5 Physical Resources Evaluation 6-11
6-6 Engineering Evaluation 6-14
6-7 Cost Evaluation 6-15

8-1 Evaluation Results 8-2

APPENDICES

APPENDIX A Existing Conditions Report

APPENDIX B Alternative Corridor Evaluation Methodology Memorandum

APPENDIX C Context Classification Memorandum

1.0 INTRODUCTION

1.1 PURPOSE OF ALTERNATIVES CORRIDOR EVALUATION REPORT (ACER)

The FDOT District Seven is utilizing the ACE process as part of the study to evaluate the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The intent is to find a suitable corridor for the extension of the existing SR 54/SR 56 facility, which currently stretches from US 19 to the intersection with US 301/Gall Boulevard/SR 41. This extension of the corridor could complete a direct east-west route across the southern portion of Pasco County into Polk County and could also serve as part of a bypass for the City of Zephyrhills.

The ACE process, as defined in the FDOT PD&E Manual and ETDM Manual, meets the intent of Title 23 United States Code (USC) §168 (Integration of Planning and Environmental Review) and Appendix A of Title 23 Code of Federal Regulations (CFR) Part 450 (Linking the Transportation Planning and National Environmental Policy Act (NEPA) Processes), which mandate the integration of the statewide and metropolitan transportation planning process into the environmental review process; this integration, in turn, provides the foundation for and informs streamlined and comprehensive transportation project decisions.

The ACE process is typically performed concurrent with the ETDM screening efforts (that precede the PD&E phase). It is the intent to conduct the ACE Study for the proposed extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 so that planning decisions can be directly incorporated into the NEPA process. The goals of the ACE process are to identify and evaluate alternative corridors, eliminate alternative corridors that do not meet the project's purpose and need or that have disproportionate and/or significant impacts to the surrounding environment, and to recommend a reasonable alternative corridor(s) for further study in the PD&E phase. The ACE process ensures that all alternatives are evaluated consistently. In addition, the ACE process seeks comments and approvals from environmental resource agencies (the District Seven Environmental Technical Advisory Team (ETAT)), the public, and lead agency (the FDOT OEM) so that the information, analysis, products, and decisions from this transportation planning stage can be incorporated into and relied upon in subsequent PD&E Study analysis/NEPA documents. It should be noted that potential cooperating and/or participating agencies have not yet been identified for this project.

A corridor advancing to the PD&E phase should support the purpose and need for the project, in accordance with all applicable laws and regulations, through the balancing of engineering, environmental, and economic aspects while considering comments received from the public and agencies through the ETDM screening efforts and ACE Study.

The evaluation of several alternative corridors is documented in detail in this Alternative Corridor Evaluation Report (ACER). This report and supporting project documents, including the ACE MM and Existing Conditions Report, will be made available to the public for review on the project website (https://fdotd7studies.com/SR56EXT). A Public Information Meeting will also be held to seek comments and opinions on the corridors and evaluation process. The results in this ACER identify the reasonable alternative corridor(s) to be further evaluated in the ETDM Programming Screen and PD&E Study.

1.2 PROJECT BACKGROUND

1.2.1 ETDM SCREENING

The ETDM Planning Screen for Project #14390 (SR 56 Extension from US 301/SR 41 to US 98/SR 35/SR 700) was initiated on March 15, 2019 with the Planning Screen Summary Report being published on July 11, 2019. As part of the Planning Screen, two areas (Alternatives #1 and #2) – that would likely encompass all alternative corridors to be developed as part of the ACE Study – were screened to help identify sensitive resources and other fatal flaws that should be avoided. Features identified as important considerations during the ETDM screening included potential environmental justice communities, historic and archaeological resources, Upper Hillsborough Preserve, Upper Hillsborough Preserve Conservation Easement, Lower Green Swamp Nature Preserve, 100-year floodplain, water quality, wetlands, protected species and suitable habitat, contamination, Hillsborough River (an Outstanding Florida Water (OFW)), navigation, and infrastructure.

1.2.2 PROJECT STATUS

The extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 is identified as a cost affordable project (Future Corridor Improvements (2020-2045)) in Mobility 2045, the Pasco County MPO's 2045 LRTP. The total cost of the project as provided in Table ES-8 Roadway Project Cost and Revenues (2019-2045) within Mobility 2045 is $116,595,417 with funds allocated to the following project phases: $7,903,525 for PD&E/Design in 2025, $46,797,898 for Right-of-Way in 2031 – 2035, and $61,893,994 for Construction in 2036 – 2045. The project is also listed in the Pasco County MPO's FY 2021 – FY 2025 Transportation Improvement Program (as a 2019 priority project in Table 1: Combined Roadway Capacity, Intersection, and ITS Projects), the current FDOT State Transportation Improvement Program, and the FY 2021 – FY 2025 FDOT Five-Year Work Program with funds allocated to the PD&E phase only. The project is not currently depicted on the Future Number of Lanes (2035) Map of the Pasco County Comprehensive Plan. The project study area includes ongoing planning efforts in the form of the Airport Industrial Corridor Master Plan centered on the eastern part of the City of Zephyrhills and the Chancey Road corridor. The SR 56 extension team will continue coordination with the Airport Industrial Corridor Master Plan team to ensure consistency in planning efforts.

1.3 PROJECT DESCRIPTION

This project evaluates potential alternative corridors for the extension of SR 56 eastward from US 301/Gall Boulevard/SR 41 to US 98/SR 35/SR 700 in Pasco County. This extension of the corridor could complete a direct east-west route across the southern portion of Pasco County into Polk County and could also serve as part of a bypass for the City of Zephyrhills. The project study area is generally bounded by the Pasco/Hillsborough County Line to the south, CR 54 to the north, US 301/Gall Boulevard/SR 41 to the west, and US 98/SR 35/SR 700 to the east (see **Figure 1-1**).

SR 56 is a major east-west arterial that serves both local and regional traffic from SR 54 to US 301/Gall Boulevard/SR 41, for a length of approximately 13 miles. SR 56 from SR 54 to Meadow Pointe Boulevard is a four and six-lane divided roadway and is functionally classified as an Urban Principal Arterial. The segment of SR 56 from Meadow Pointe Boulevard to US 301/Gall Boulevard/SR 41 was recently opened to traffic and provides a new four-lane divided roadway with a 10-foot wide multi-use trail (south side), a 5-foot wide sidewalk (north side), and 7-foot wide bicycle lanes in each direction. The proposed extension of SR 56 from US 301/Gall Boulevard/SR 41 to US 98/SR 35/SR 700 would continue this four-lane divided

typical section with adequate right-of-way being acquired to accommodate a six-lane facility in the future. A project location map is shown in **Figure 1-2**.

It is important to note that SR 56 intends to serve as an extension of SR 54, which currently stretches from US 19 to the intersection with SR 56 just west of I-75. At this point, SR 54 becomes CR 54/Wesley Chapel Boulevard as it heads north to intersect with SR 581/Bruce B. Downs Boulevard. From SR 581/Bruce B. Downs Boulevard to US 301/Gall Boulevard/SR 41, the facility transitions back to SR 54. Figure 1-2 shows the state road designations within the vicinity of the project.

FIGURE 1-1
STUDY AREA

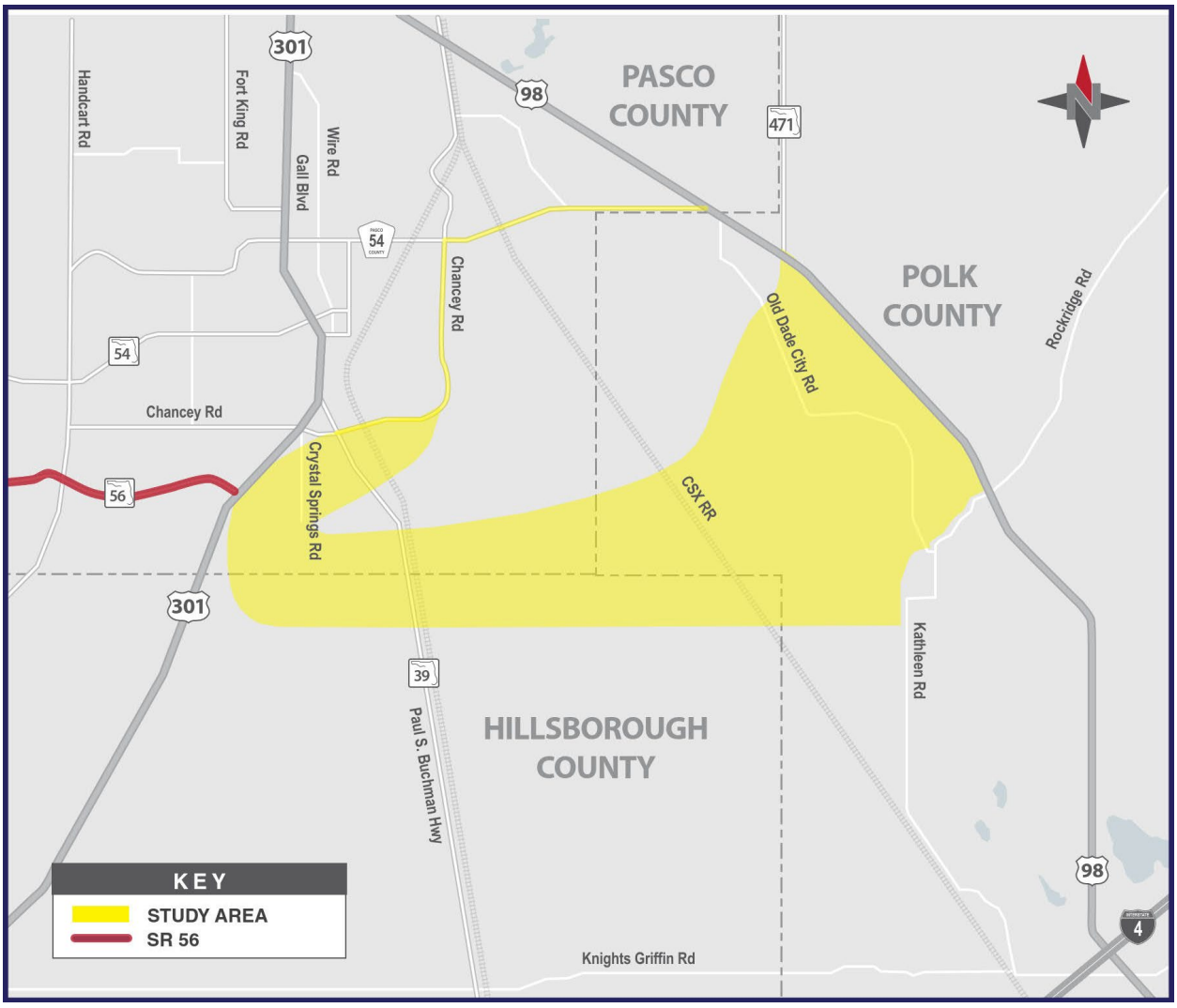

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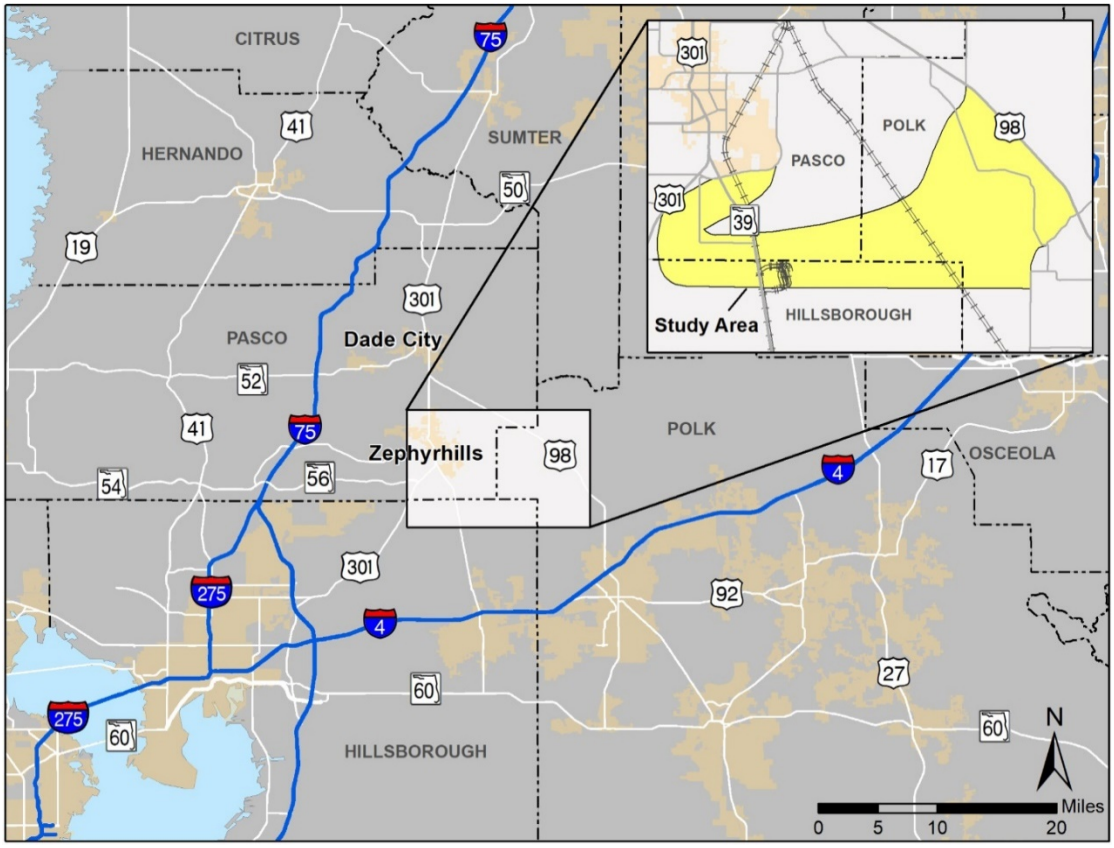
FIGURE 1-2
PROJECT LOCATION MAP



1.4 OTHER RELATED STUDIES AND PROJECTS

A number of transportation studies have occurred/are taking place in the project study area. These studies are summarized below and are depicted in **Figure 1-3**.

1.4.1 SR 56 (FORMERLY SR 54) FROM CYPRESS CREEK ROAD TO US 301 PD&E STUDY – WORK PROGRAM NUMBER 7125920

FDOT District Seven conducted a PD&E Study for the extension of SR 54 (now SR 56) on new alignment from Cypress Creek Road to the Zephyrhills East Bypass intersection with US 301 in Pasco County, Florida. The approved PD&E Study concept was an ultimate six-lane rural typical section on new alignment with three 12-foot travel lanes, 10-foot outside shoulders (4-foot paved) and 10-foot inside shoulders in both directions, a 50-foot depressed median, and no sidewalks within 250 feet of proposed right-of-way. The design speed was 70 miles per hour (mph). The project was developed to be constructed in phases with two and four lanes being constructed initially and six lanes being constructed ultimately. This study concluded with the Federal Highway Administration's (FHWA) approval of an Environmental Assessment/Finding of No Significant Impact (EA/FONSI) on January 25, 1993.

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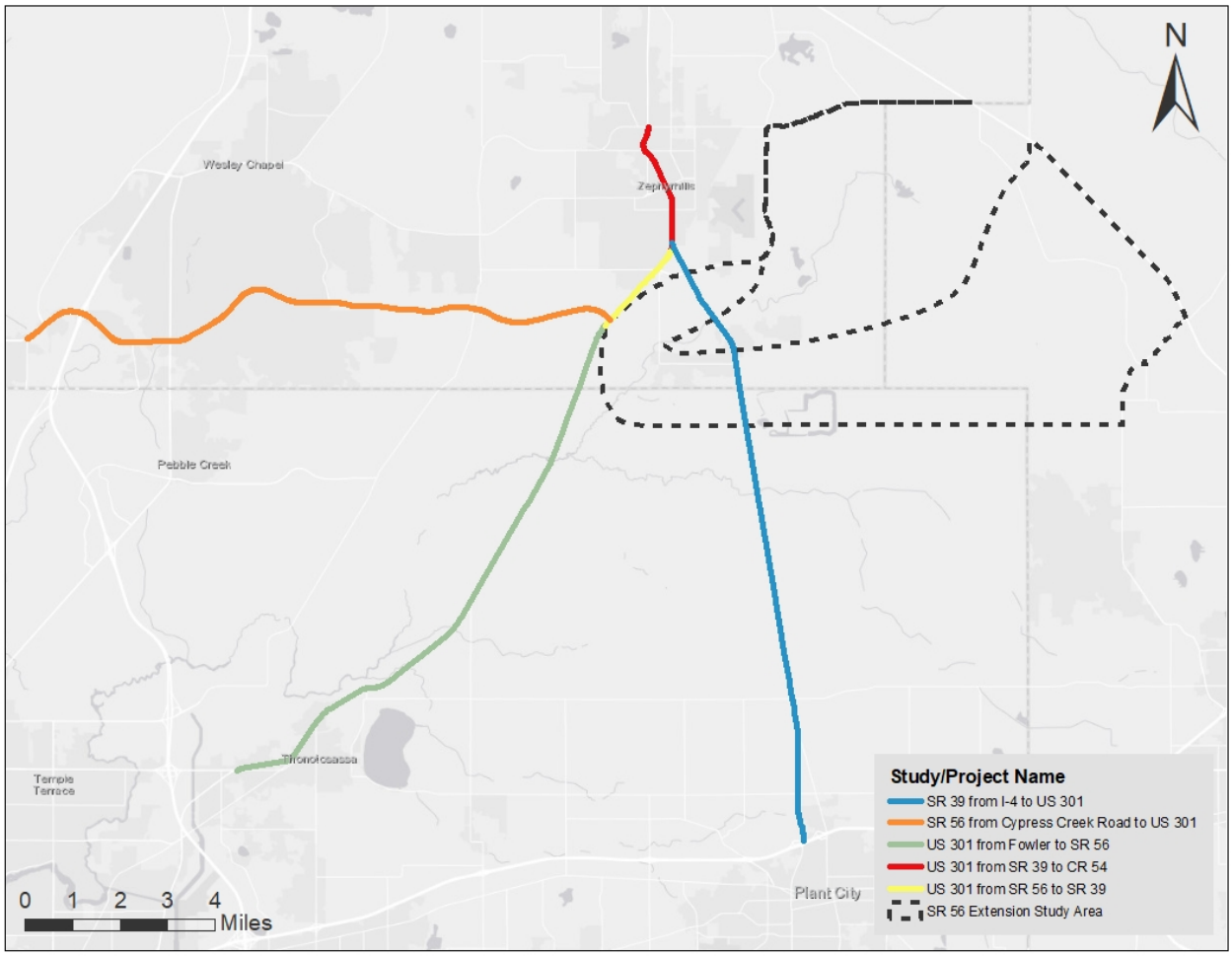
FIGURE 1-3
OTHER RELATED STUDIES & PROJECTS MAP



1.4.2 US 301 FROM SR 56 (PROPOSED) TO SR 39 (BUCHMAN HIGHWAY) PD&E STUDY & DESIGN CHANGE REEVALUATION – WORK PROGRAM ITEM SEGMENT NUMBERS: 416564-1 & 416564-2

The limits of the original EA/FONSI, approved January 25, 1993, included SR 54 (currently SR 56) from Cypress Creek Road to US 301 and extended northward along US 301 (Gall Boulevard) to Zephyrhills East Bypass/Chancey Road. During the Design Change Reevaluation for the segment of the EA/FONSI from SR 56 to Chancey Road, including the Chancey Road/US 301 (Gall Boulevard) intersection, the limit was extended to the north from Chancey Road to SR 39 (Buchman Highway) for an additional 0.4-mile. Therefore, the new limits of the design segment extend from south of the proposed connection of SR 56 (mile post 1.395) to south of the proposed future realignment of SR 39 (Buchman Highway) (mile post 3.505), which is approximately 2.1 miles. The improvements proposed for the segment advanced with the Design Change Reevaluation included widening the existing two-lane segment of US 301 (Gall Boulevard) to four lanes with a median.

The following changes occurred within the original project limits of the 1993 FONSI:

SUBURBAN SECTION (S. OF SR 56 TO CHANCEY ROAD)

- Proposed typical section reduction: overall right-of-way width from 250 feet to 172 feet (78-foot reduction)
- Proposed typical section reduction: median from 74 feet to 54 feet (20-foot reduction)
- Proposed typical section reduction: borders from 54 feet to 35 feet (38-foot reduction)
- Proposed typical section reduction: outside shoulders from 10 feet to 7 feet (6-foot reduction, but adds buffered bike lanes)
- Proposed typical section addition: 7-foot buffered bike lanes in both directions
- Proposed typical section addition: 5-foot sidewalk (east side) and 10-foot shared use path (west side)

The following typical section was added to account for the 0.4-mile extension of the original 1993 FONSI limits:

URBAN SECTION (CHANCEY ROAD TO S. OF SR 39)
Proposed typical section:

- Overall right-of-way width varies from 135 feet to 156 feet
- Four 11-foot travel lanes (44 feet)
- Variable median width (33 feet to 54 feet)
- 29-foot borders (58 feet)
- 7-foot buffered bike lanes in both directions (14 feet)
- 5-foot sidewalks in both directions (10 feet)

1.4.3 SR 39 FROM I-4 TO US 301 PD&E STUDY – WORK PROGRAM ITEM SEGMENT NUMBERS: 255099-1 & 256289-1

FDOT District Seven conducted a PD&E Study to evaluate the expansion of SR 39 to a four-lane facility from the vicinity of Joe McIntosh Road in Hillsborough County to the vicinity of US 301 in Pasco County, Florida. In addition, the FDOT District Seven is evaluating the extension of Alexander Street Bypass as a four-lane facility from I-4 northward to SR 39 in the vicinity of Joe McIntosh Road. After a thorough technical analysis and a comprehensive public involvement process, the study recommended the following improvements:

- *From I-4 to Cason Street (Alexander Street Bypass):* A four-lane divided facility with 12-foot wide travel lanes, a 54-foot depressed median, 10-foot outside shoulders with 5 feet of the shoulder paved, 10-foot inside shoulders, and 73-foot borders to accommodate a fill height of 6 feet. The proposed design speed for this typical section is 70 mph. This alignment will require 268 feet of right-of-way.
- *From Cason Street to SR 39 (Alexander Street Bypass):* A four-lane divided facility with 12-foot wide travel lanes, a 54-foot depressed median, 10-foot outside shoulders with 5 feet of the shoulder paved, 10-foot inside shoulders, and 50-foot borders to accommodate a fill height of 3 feet. The proposed design speed for this typical section is 70 mph. This alignment will require 222 feet of right-of-way.
- *From SR 39 to Blount Avenue (Existing SR 39):* A four-lane divided facility with 12-foot wide travel lanes, a 54-foot depressed median, 10-foot outside shoulders with 5 feet of the shoulder paved,

10-foot inside shoulders, and a 46-foot border on the west side of the roadway to accommodate a fill height of 1.5 feet and a 28-foot minimum border on the east side of the roadway. This alignment would share the ditch on the east side of the roadway with CSX Railroad. The proposed design speed for this typical section is 70 mph. This alignment will require 196 feet of right-of-way.

- *From Blount Avenue to Shady Oaks Drive (Existing SR 39):* A four-lane divided facility with 12-foot wide travel lanes, a 54-foot depressed median, 10-foot outside shoulders with 5 feet of the shoulder paved, 10-foot inside shoulders, and a 46-foot border to accommodate a fill height of 1.5 feet. The proposed design speed for this typical section is 70 mph. This alignment will require 214 feet of right-of-way.
- *From Shady Oaks Drive to US 301:* A four-lane divided facility with 12-foot wide travel lanes, 4-foot bicycle lanes, a 54-foot depressed median, Type E curb and gutter, and 5-foot sidewalks. The proposed design speed for this typical section is 55 mph. This typical section will require 168 feet of right-of-way.

1.4.4 US 301 FROM FOWLER AVENUE TO PROPOSED SR 56 EXTENSION PD&E STUDY – WORK PROGRAM ITEM SEGMENT NUMBER: 255796-1

The US 301 PD&E Study begins at Fowler Avenue in Hillsborough County and extends north to the proposed SR 56 intersection with US 301 in Pasco County. This segment of US 301 is currently a two-lane facility with one 12-foot wide travel lane in each direction. There are paved shoulders, intermittent sidewalks, and the Lower Hillsborough Wilderness Preserve Trail joins US 301 as a shared use path just east of Stacy Road; the path continues along US 301 for 2.2 miles before departing the roadway alignment. The functional classification of this corridor transitions from an Urban Principal Arterial to a Rural Principal Arterial. Corridor improvements that are being evaluated during the PD&E Study consist of widening the roadway to a four-lane divided facility with paved shoulders, sidewalks/shared use path in each direction, other pedestrian features, and drainage improvements. The section of US 301 south of this project is currently being widened to a four-lane divided facility through the Fowler Avenue intersection. Capacity improvements to US 301 north of proposed SR 56 to SR 39 have been explored in a separate PD&E Study (WPI 416564-1 presented above).

1.4.5 US 301 FROM SR 39 TO CR 54 PD&E STUDY – WORK PROGRAM ITEM SEGMENT NUMBER: 256422-1

FDOT District Seven conducted a PD&E Study for the improvement of US 301 (SR 41) between SR 39 and CR 54, a distance of approximately 2.6 miles, in Pasco County, Florida. The recommended alternative creates a one-way pair system using 6th Street southbound and US 301 northbound. The existing one-way 6th Street would be extended south to connect with US 301 just north of SR 39. An urban typical section is proposed for both streets, with three lanes in each direction. The proposed typical section has three 11-foot travel lanes, a 4-foot bicycle lane, and 5-foot sidewalks on each side. The lane widths were narrowed from 12 feet to 11 feet (after the Public Hearing was held) to allow for a wider border width, making it easier to connect to existing grade at the back of sidewalk. The FDOT Design Department recommended this change noting the design speed of 40 mph and the low truck traffic (5.5% daily). The proposed typical section fits within the existing 60-foot right-of-way for 6th Street and US 301. Approximately 2.0 acres of additional right-of-way will be needed to connect 6th Street to US 301 where the one-way pair would begin. Right-of-way will also be required for pond sites and floodplain mitigation areas, estimated at 4 sites approximately 10 acres in size total.

The FHWA approved the project study limits, from SR 39 to CR 54, with the understanding that Location and Design Concept Acceptance would only be granted for the section from SR 39 to A Avenue as this section was in the Pasco County MPO's LRTP. FHWA approval of the remaining section, from A Avenue to CR 54, would be requested at a later date once it was included in the Pasco County MPO's LRTP.

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2.0 PURPOSE AND NEED

2.1 PROJECT PURPOSE

The purpose of this project is to provide the extension of an east-west route through Pasco County connecting to US 98/SR 35/SR 700 that would allow regional traffic to bypass the City of Zephyrhills and to have a more direct route to the Lakeland area in Polk County.

2.2 PROJECT NEED

SR 56/SR 54 forms a major east-west connection traversing a large portion of Pasco County from US 19 in west Pasco County to US 301/Gall Boulevard/SR 41. SR 56/SR 54 and SR 52 are parallel east-west facilities within the county; however, they are nearly 9 miles apart in some areas. Improvements to the SR 56/SR 54 corridor are a focus of the Pasco County MPO. With the completion of the portion of SR 56 from Meadow Pointe Boulevard to US 301/Gall Boulevard/SR 41, vehicles desiring to continue eastward to US 98/SR 35/SR 700 would need to utilize US 301/Gall Boulevard/SR 41, Chancey Road, and CR 54, creating a circuitous route along the eastern portion of the City of Zephyrhills.

System Linkage

SR 54/56 is a principal arterial that spans a large portion of Pasco County providing an important east-west route. In addition to SR 52, it is one of only two continuous east-west connections within the County. It also links to important regional north-south facilities such as US 19, SR 589 (Suncoast Parkway), US 41, and I-75. It connects to US 19 in western Pasco County, just south of New Port Richey, and to US 301/Gall Boulevard/SR 41 south of the City of Zephyrhills. The Pasco County MPO is completing an initiative called Vision 54/56, which is a study designed to define a transportation vision for the future of the SR 54/56 corridor from US 19 to SR 581/Bruce B. Downs Boulevard.

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3.0 EXISTING AND FUTURE CONDITIONS

Existing and future conditions of environmental and engineering factors that impact the transportation system and network have been identified below and are detailed in the Existing Conditions Report provided in **Appendix A**. These conditions served a critical role in informing the development of the alternative project corridors.

3.1 DESCRIPTION OF ENVIRONMENTAL SETTING

3.1.1 SOCIAL ENVIRONMENT

3.1.1.1 Social

The project study area is generally rural in nature and does not feature a high concentration of community features. The western end of the study area around Crystal Springs contains two religious centers (Calvary Pentecostal Mission and First Baptist Church), both of which are located on Central Avenue in Crystal Springs; the Crystal Springs Post Office; one fire station (Pasco County Fire Department and Rescue Station); one community center (Crystal Springs Community Hall); one laser facility (Crystal Springs Veterinary Clinic); and one mobile home park. Most of these features are directly adjacent to SR 39/Paul S. Buchman Highway. The eastern end of the study area contains one religious center (Lakeland Acres Baptist Church) and two mobile home parks (EJ's Country Park and Ponderosa Estates) in close proximity to US 98/SR 35/SR700. The northern end of the study area includes one park and recreation facility (Samuel W. Pasco Recreation Complex) and one health care facility (Community Care Family Practice) along Chancey Road. Along CR 54, there are three mobile home parks (Forest Lake Estates, Forest Lake Village, and Chantel Park), two religious centers (Mt. Calvary Missionary Baptist and Branchborough Assembly of God), and one cemetery (Lumberton Cemetery). See **Figure 3-1** for the location of these resources within the project study area.

The demographic characteristics of the study area as compared to the characteristics for Hillsborough, Pasco, and Polk Counties are provided in **Table 3-1**. In comparison to the three counties, the study area has a higher White population percentage, a lower minority population percentage, lower percentages of individuals under the age of 18 and between the ages of 18 and 64, a higher percentage of individuals age 65 and older, a lower percentage of households with income under the poverty rate, and a lower percentage of households receiving public assistance.

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FIGURE 3-1
COMMUNITY RESOURCES

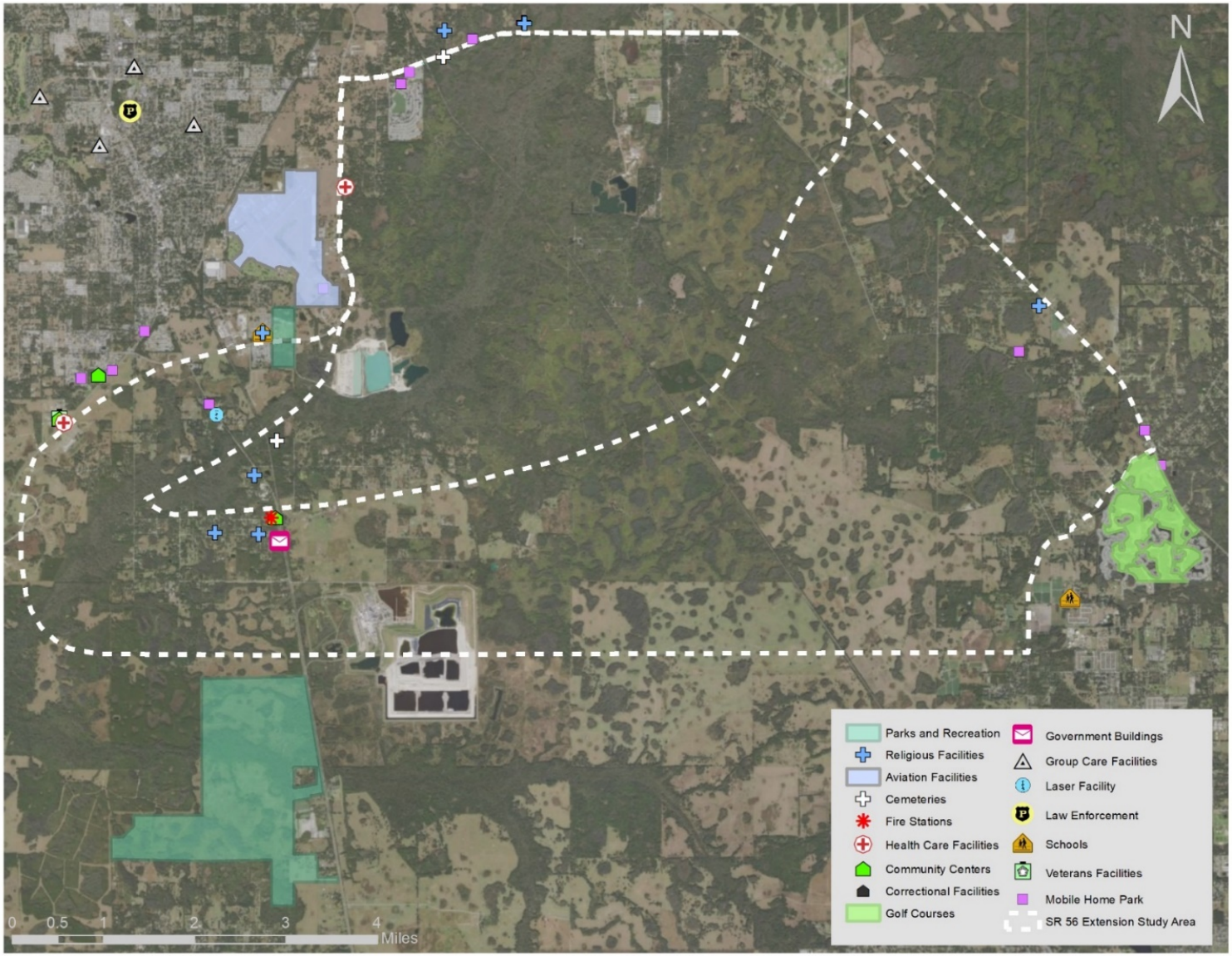

TABLE 3-1
DEMOGRAPHIC INFORMATION

Demographic	Project Study Area	Hillsborough County	Pasco County	Polk County
White (Race)	88.80%	70.90%	88.10%	78.30%
Black (Race)	5.40%	16.60%	5.40%	15.20%
Other* (Race)	5.80%	12.50%	6.50%	6.50%
Hispanic (Ethnicity)	11.60%	27.40%	14.00%	20.60%
Under Age 18	18.50%	23.10%	20.50%	22.60%
Ages 18-64	53.80%	63.50%	57.20%	57.60%
Age 65 and Above	27.70%	13.50%	22.30%	19.80%
Households with Income Under Poverty Rate	10.60%	14.70%	13.30%	15.40%
Households Receiving Public Assistance	1.10%	2.70%	2.90%	2.40%

*Other includes Asian, Hawaiian/Pacific Islander, Native American, Other, and Two or More Races.
Source: United States Census Bureau, 2013-2017 Five-Year American Community Survey.

3.1.1.2 Economic

Economic related land uses within the project study area include agricultural, extractive (mining), industrial, and commercial. Major employers of the area include Zephyrhills Municipal Airport (located in the eastern outskirts of the City of Zephyrhills, west of Chancey Road); Central State Aggregates (off Yonkers Boulevard, south of Chancey Road); and Mosaic's Plant City facility (located immediately south of County Line Road and east of SR 39/Paul S. Buchman Highway). It should be noted that Zephyrhills Municipal Airport has plans to expand its capabilities as indicated through the Airport Industrial Corridor Master Plan; the airport plans to extend a runway to accommodate larger passenger and corporate aircraft as well as encourage aviation and industrial development. Two active railroad mainlines, operated by CSX Transportation, also traverse the project study area; one line crosses the western end (running parallel to SR 39/Paul S. Buchman Highway) and the other crosses the eastern end where the Pasco, Hillsborough, and Polk County Lines converge. In addition, there is one major Planned Unit Development (Legacy Hills) under construction south of Chancey Road and west of SR 39/Paul S. Buchman Highway. The project study area is not located in a Rural Area of Opportunity.

3.1.1.3 Land Use

The individual existing land use datasets for the City of Zephyrhills and Pasco, Polk, and Hillsborough Counties were reviewed. Provided below are the existing land use types for each governing entity within the project study area:

City of Zephyrhills - the study area consists of Planned Unit Development, Community Commercial, Light Industrial, Airport, Airport Related, Medium Residential, Office/Professional, and Recreational/Conservation.

Hillsborough County - the study area is comprised of Agricultural, Planned Development, Mining, and Single Family/Mobile Home.

Pasco County - the study area consists of Agricultural District, Agricultural Residential, Neighborhood Commercial District, General Commercial District, Light Industrial, General Industrial, Planned Unit Development District, and Mobile Home District.

Polk County - the study area has two zoning uses: Rural Residential and Urban Growth Area.

As each political entity has its own land use dataset and definition of land use types, data from the Southwest Florida Water Management District (SWFWMD) was also examined and mapped to present a more cohesive picture of existing land use. The SWFWMD Existing Land Use data indicates that the study area is composed of the following uses: residential, commercial, industrial, extractive (mining), recreational, agricultural, transportation, communications, and utilities. Most of the study area is classified as agricultural, upland, and wetland land use types (see **Figure 3-2**).

Future land uses for Pasco, Polk, and Hillsborough Counties and City of Zephyrhills were reviewed and are described below for the project study area as mapped by these entities:

City of Zephyrhills - the study area consists of Mixed Use, Suburban Residential, Conservation/Wetlands, and Mobile Home/Recreational Vehicle.

Hillsborough County - the study area is comprised of Agricultural, Agricultural Rural, Light Industrial, and Mining.

Pasco County - the study area consists of Agricultural/Rural, Commercial, Conservation Lands, Industrial Light, Industrial Heavy, Major Attractors, Major Recreational/Open Space, Planned Development, and Residential-1.

Polk County - the study is mapped as Institutional, Rural Development Area, and Urban Growth Areas. Future land use maps for the three counties and the City of Zephyrhills are provided in **Appendix A**.

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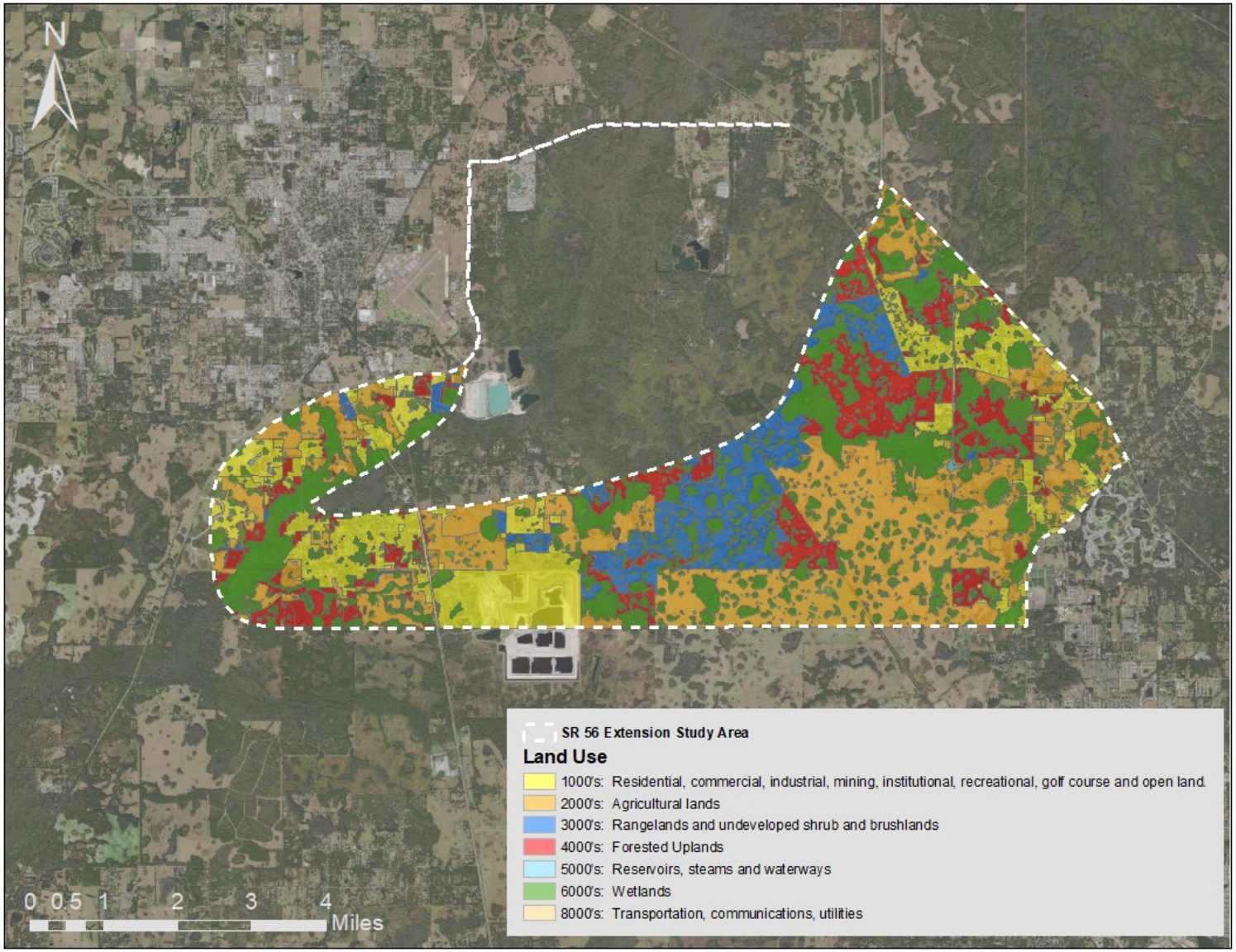
FIGURE 3-2
EXISTING LAND USE MAP



3.1.1.4 Mobility

The project study area contains eight major roadways: SR 39/Paul S. Buchman Highway, SR 56, US 98/SR 35/SR 700, US 301/Gall Boulevard/SR 41, CR 54, Chancey Road, Crystal Springs Road, and County Line Road. Five of the eight roads (SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, US 301/Gall Boulevard/SR 41, CR 54, and Chancey Road) are designated hurricane evacuation routes by the Florida Division of Emergency Management and Pasco County Emergency Management Department.

There is an existing 10-foot wide multi-use path on the south side and a 5-foot wide sidewalk on the north side of SR 56 that extend from SR 581/Bruce B. Downs Boulevard to US 301/Gall Boulevard/SR 41. Within the project study area, pedestrian facilities are provided on the eight major roadways. In addition, there are several trails adjacent to the project area that are associated with proximate parks and public lands. While there are no dedicated bicycle lanes currently provided along the SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, and US 301/Gall Boulevard/SR 41 corridors within the project study area, 4-foot wide paved shoulders are available on both sides of each roadway to accommodate bicycles; there are no existing bicycle facilities or paved shoulders to accommodate bicycles along CR 54, Chancey Road, Crystal Springs Road, and County Line Road. Currently, Pasco County Public Transportation (PCPT) does not operate any fixed bus routes along US 301/Gall Boulevard/SR 41, SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, or Chancey Road within the study area. The public transit authority in Polk County (Lakeland Area Mass Transit District) does not operate any fixed bus routes along US 98/SR 35/SR 700 either. The project study area is served by three Transportation Disadvantaged Service Providers, one for each of the three counties (Hillsborough County Board of Commissioners, Lakeland Area Mass Transit District in Polk County, and PCPT).

Other mobility features to be noted within the project area include the Zephyrhills Municipal Airport (located in the eastern outskirts of the City of Zephyrhills, west of Chancey Road); two active CSX Transportation railroad mainlines (one line crosses the western end, running parallel to SR 39/Paul S. Buchman Highway, and the other crosses the eastern end where the Pasco, Hillsborough, and Polk County Lines converge); and the Hillsborough River paddling trail located in the western portion of the project area.

3.1.1.5 Aesthetic Effects

There are no designated scenic highways or vistas/viewsheds within the project study area. However, the project area contains three distinct public/conservation lands (Upper Hillsborough Preserve, the Upper Hillsborough Preserve Conservation Easement, and the Lower Green Swamp Nature Preserve) which contain pristine, scenic resources.

3.1.1.6 Relocation Potential

Residential uses within the project study area are concentrated in the western end (within the Crystal Springs area), eastern end (between Old Dade City Road and US 98/SR 35/SR 700, and northern end (along CR 54). These uses include three mobile home/RV parks located within the project study area footprint: Colonial RV Park 1, The Emerald Pointe RV Resort, and EJ's Country Park; several other mobile home/RV parks are immediately adjacent to the project area, such as Ponderosa Estates, Forest Lake Estates, Forest Lake Village, and Chantel Park.

3.1.1.7 Farmlands

It should be noted that 1,385.9 acres of the 23,309 acres (5.9%) located within the project study area are considered prime farmland. These lands are generally located within the southern portion of the study area with a few small areas in the northeastern portion. **Figure 3-3** depicts the prime farmland within the study area.

3.1.2 CULTURAL ENVIRONMENT

3.1.2.1 Historic and Archaeological Resources

Within and immediately adjacent to the project study area, 43 archaeological/historic sites, 21 historic structures, two historic bridges, and two resource groups have been identified. Of the 43 identified archaeological/historic sites, 33 have been determined ineligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO), and three have not been evaluated by the SHPO. One of the sites that has not been evaluated by the SHPO is a historic cemetery (Lumberton Cemetery) located along CR 54. Two sites are in Hillsborough County and have been determined potentially eligible for listing in the NRHP by the SHPO. The 21 identified historic structures are frame vernacular or masonry vernacular style buildings mostly located in the community of Crystal Springs and are primarily concentrated to the west of SR 39/Paul S. Buchman Highway between Fig Street and County Line Road. Construction dates range from 1913 to 1949. Most of the buildings have not been evaluated for NRHP eligibility by the SHPO. There does not appear to be a potential NRHP-eligible historic district that would include these buildings.

The two identified previously recorded bridges within the study area include Crystal Springs Road Bridge (Bridge No. 144002) and the FDOT Bridge (Bridge No. 140136) on SR 39/Paul S. Buchman Highway. Crystal Springs Road Bridge (8PA00637) was constructed in 1928 to carry Crystal Springs Road over the Hillsborough River. This structure has been determined NRHP-eligible by the SHPO as a good example of a barrel arch bridge attributed to the Luten Bridge Company of York, Pennsylvania. Based on Google Earth street view, the FDOT Bridge which once carried SR 39/Paul S. Buchman Highway over the Hillsborough River is no longer extant and has been replaced by a new bridge in 2010.

The two identified resource groups within the analysis area include the Richloam Railroad and 3160 US 301 Resource Group (8PA02838). The Richloam Railroad is a linear resource located to the east of SR 39/Paul S. Buchman Highway; it has been determined by the SHPO to possess insufficient information for a determination of NRHP eligibility. The railroad was constructed between 1885 and 1888 by the Florida Railway & Navigation Company and is now owned by CSX Transportation. The 3160 US 301 Resource Group is a building complex that consists of two previously identified historic structures. The complex was a dairy farm from ca. 1959 up until 2006. Although the resource group boundary is within the study area, the individual buildings within the grouping are not within the study area. Both buildings have been determined individually NRHP-ineligible by the SHPO. Since the resource group does not possess any known significant historic associations and the buildings that comprise the grouping are common, the SHPO determined it was ineligible for listing in the NRHP. **Figure 3-4** shows the historic and archaeological resources within the study area.

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FIGURE 3-3
PRIME FARMLAND

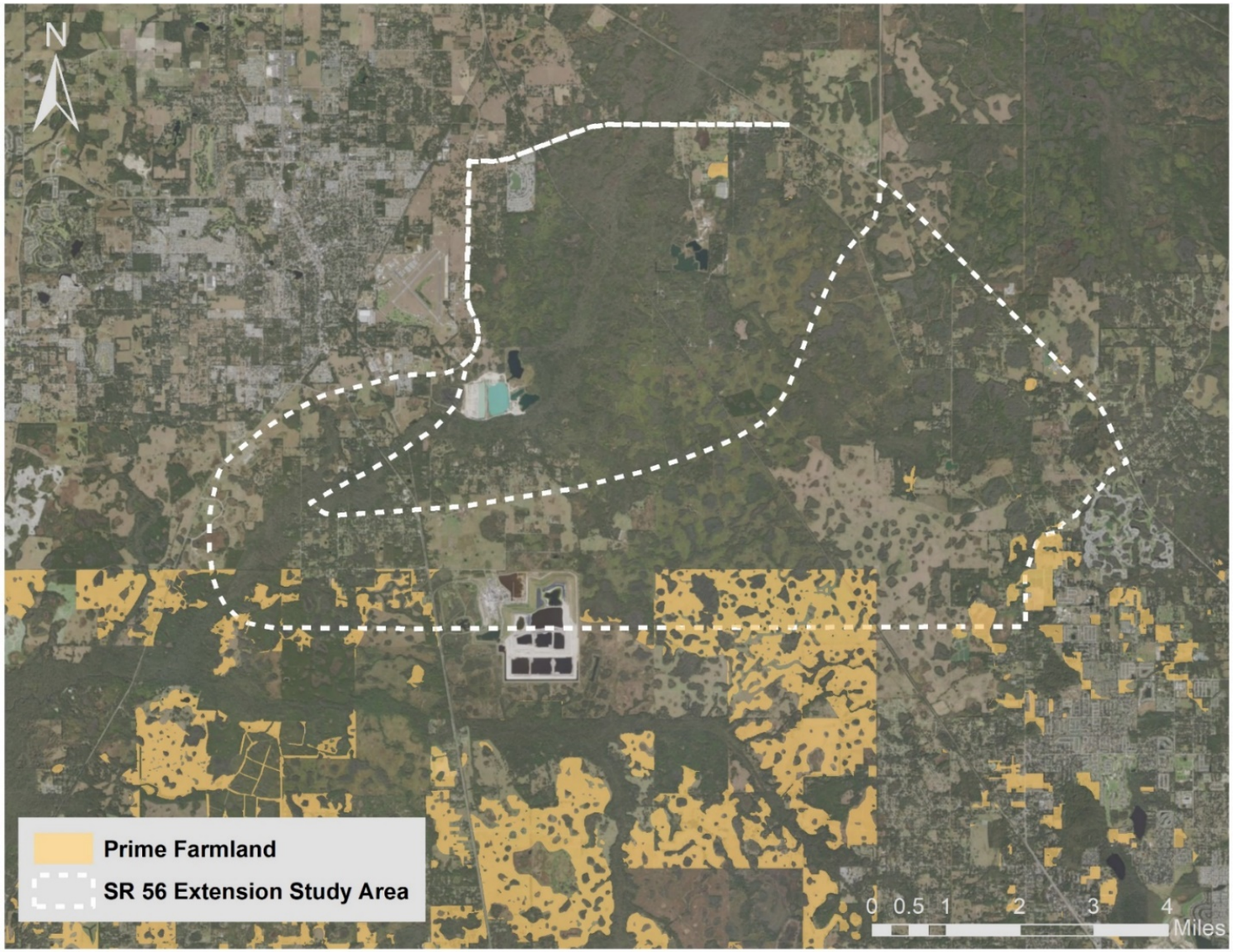
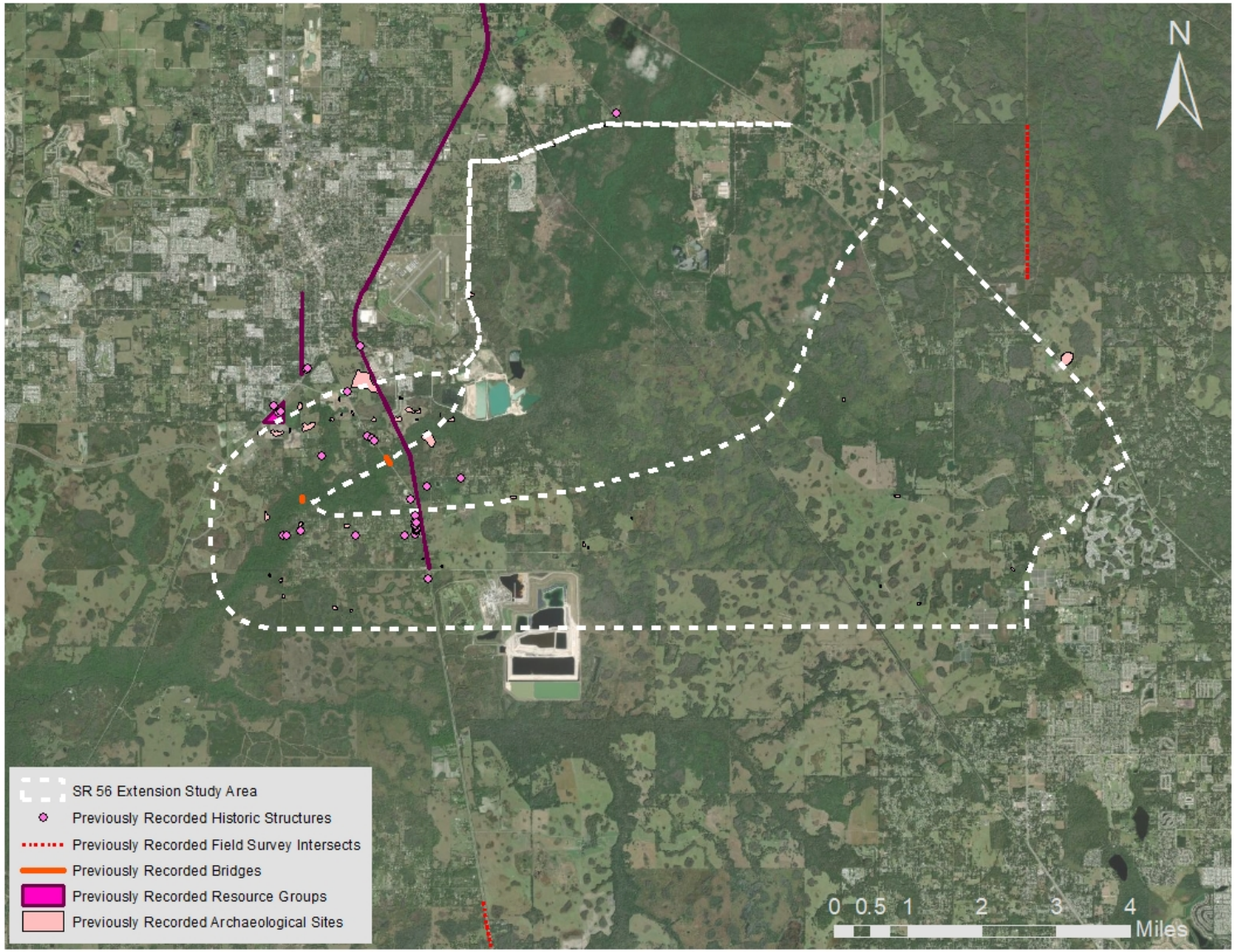


FIGURE 3-4
HISTORIC AND ARCHAEOLOGICAL RESOURCES



There have been 18 previous cultural resource surveys conducted within the study area, but none are specific to this project. These surveys were conducted between 1979 and 2017. Five of the surveys were completed for segments of US 301/Gall Boulevard/SR 41, SR 39/Paul S. Buchman Highway, or SR 54. Florida Master Site File (FMSF) Survey Numbers 252 and 1905 were conducted for the proposed Upper Hillsborough Flood Detention Area in Pasco and Polk Counties. FMSF Survey Number 11798 was a historic resources survey for East Pasco County. The remaining 10 surveys are related to telecommunication towers, pipelines, substations, transmission lines, mines, mitigation banks, or private developments.

3.1.2.2 Section 4(f) Potential

Resources potentially protected under Section 4(f) within the project study area include both recreational and cultural features. The identified recreational features encompass the Upper Hillsborough Preserve, the Upper Hillsborough Preserve Conservation Easement, the Lower Green Swamp Nature Preserve, the Crystal Springs Preserve, the Samuel W Pasco Recreation Complex, and the Hillsborough River State Paddling Trail; the Upper Hillsborough Trail (located within the Upper Hillsborough Preserve), trailheads associated with the Upper Hillsborough Trail, and the Withlacoochee State Trail Extension-Dade City Trail Corridor (proposed along US 301/Gall Boulevard/SR 41) are located on the outskirts of the study area. The headwaters of the Hillsborough River, west of the Polk County Line to FL 582A Bridge, are also present in the study area; these waters are included on the Nationwide Rivers Inventory and protected under Section 4(f). The cultural features consist of two archaeological/historic sites that have been determined to be potentially eligible for listing in the NRHP by the SHPO as well as three sites to be evaluated for NRHP eligibility by the SHPO, a number of historic structures to be evaluated for NRHP eligibility by the SHPO, the NRHP-eligible Crystal Springs Road Bridge, and other potential unrecorded NRHP-eligible resources since no comprehensive survey has been conducted for the entire project area.

3.1.2.3 Recreational Areas and Protected Lands

There are three areas that are identified as public/conservation lands and two mitigation banks within the project study area. These lands are located in the northern, western, central, and southwestern portions of the study area. Mitigation banks are classified as public/conservation lands for this study as they are required to have conservation easements recorded in the county property records identifying the State of Florida and/or federal government as the easement holders. The public/conservation lands within the study area are shown on **Figure 3-5** and listed in **Table 3-2**. Other recreational features to note within the study area include the Crystal Springs Preserve, the Samuel W Pasco Recreation Complex, the Hillsborough River State Paddling Trail, the Upper Hillsborough Trail located within the Upper Hillsborough Preserve, trailheads associated with the Upper Hillsborough Trail, the Withlacoochee State Trail Extension-Dade City Trail Corridor proposed along US 301/Gall Boulevard/SR 41, and the Big Cypress Golf Club located directly south of Rockridge Road and west of US 98/SR 35/SR 700.

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FIGURE 3-5
RECREATIONAL AREAS AND PROTECTED LANDS

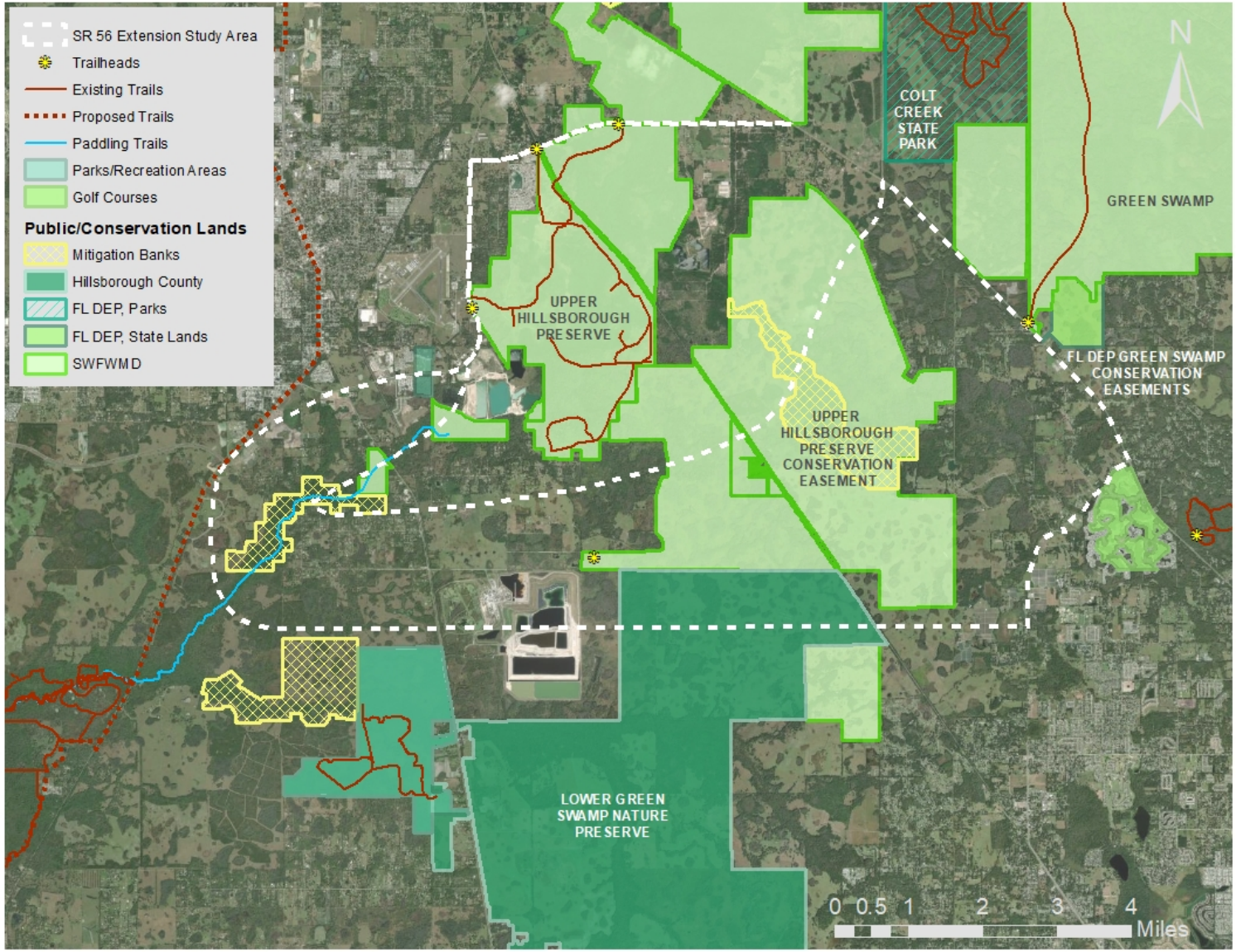


TABLE 3-2
PUBLIC/CONSERVATION LANDS WITHIN THE STUDY AREA

Name	Managing Agency/Entity
Upper Hillsborough Preserve	SWFWMD
Upper Hillsborough Conservation Easements	SWFWMD*
Hillsborough River Corridor	SWFWMD
Lower Green Swamp Nature Preserve	Hillsborough County
Hidden River	Pasco County
Two River Ranch Mitigation Bank	Two River Ranch, Inc.
Fox Ranch Mitigation Banks	Fox Branch Mitigation Holdings, L.L.C.**

*Property is owned by private individuals.
**Property is owned by a separate company (Fox Branch Cattle Company Partners).

3.1.3 NATURAL ENVIRONMENT

3.1.3.1 Wetlands and Surface Waters

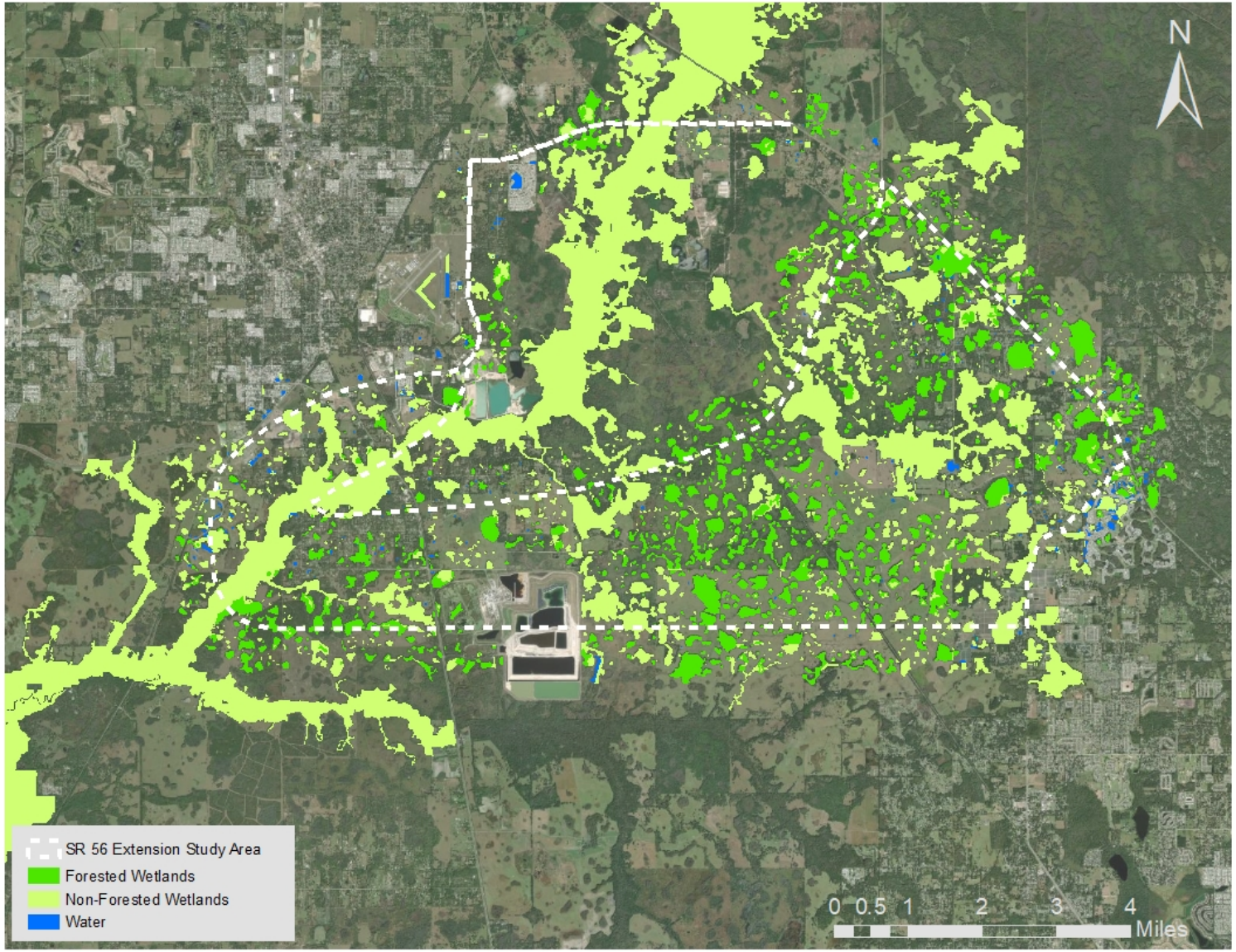
The project study area contains large forested wetland systems, composed of cypress and other hardwoods, such as bays, gums, and maples. Smaller wetland systems are composed of herbaceous communities of submerged and emergent wetland vegetation. It is anticipated that these wetlands are medium to high quality as they form large intact wetland systems that are hydrologically connected throughout the study area. Some wetland areas have an extra layer of protection as conservation lands. The wetlands within the study area are presented in **Figure 3-6**.

3.1.3.2 Protected Species and Habitat

The following information and datasets were reviewed to determine the likelihood of federally- and state-protected species occurring within the study area:

- True color aerial photography (Environmental Science Research Institute's (ESRI) Online Database 2019)
- United States Geological Survey topographic (ESRI Online Database)
- United States Department of Agriculture Natural Resources Conservation Service (NRCS) soils Geographic Information System (GIS) data (2020)
- SWFWMD FLUCFCS data (2017)
- United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) Wetlands Mapper data (accessed March 2020)
- "Federal Listed Species in Hillsborough, Pasco, and Polk Counties, Florida", USFWS (2018)
- Endangered & Threatened Wildlife and Plants, Title 50 CFR Parts 17.11 and 17.12
- "Notes on Florida's Endangered and Threatened Plants," Florida Department of Agriculture and Consumer Services (FDACS) (2010) and 5B-40 FAC
- Florida Natural Areas Inventory (FNAI) database of listed species (2020)
- Planning Screen Summary Report (2019)
- USFWS Wood Stork Key for South Florida (revised 2010)
- USFWS and United States Army Corps of Engineers (USACE) Wood Stork Effect Determination Key for the Wood Stork in Central and North Peninsular Florida (2008)
- USFWS Wood Stork Florida Nesting Colonies and Core Foraging Areas Active 2008-2017 (2019)

FIGURE 3-6
WETLANDS



- "Florida's Endangered and Threatened Species List", Florida Fish and Wildlife Conservation Commission (FWC) (2018)
- FWC listed species occurrence data (2017)
- FWC Gopher Tortoise Permitting Guidelines (2017)
- USFWS Consultation Areas and Critical Habitat Maps (2018)
- FWC Bald Eagle Nest Locator (accessed March 2020)
- FWC Historic Water Bird Colony Locator (accessed March 2020)

Based on the data review, there are federally- and state-protected species that have the potential to occur within the study area. Additionally, the study area is located completely within the USFWS consultation area for the Florida scrub-jay and partially within USFWS consultation areas for the crested caracara and Florida grasshopper sparrow. The protected species within the region and potential occurrence within the study area are shown on **Figure 3-7** and listed in **Table 3-3**. Protected species that require marine habitats, such as sea turtles, were not included in Table 3-3 due to the lack of habitat present within the study area; it is anticipated the proposed project will have "no effect" on these species.

According to the FWC Bald Nest Locator, one bald eagle nest is located within the southwestern portion of the study area and three nests are located two miles outside of the study area. According to the FWC Wading Bird Rookery locator, two historical rookeries are within the western portion of the study area. FWC black bear occurrence data documents three nuisance calls, but no bear mortalities within or adjacent to the study area. In addition, the study area is within six wood stork nesting colony core foraging areas. Given the undeveloped nature of the study area and species occurrence data, it is anticipated that multiple federally- and state-protected species may be present. The FWC 1992-1993 Scrub Jay Occurrence Data indicates that the southern central portion of the study area has one documented occurrence of the federally-protected Florida scrub-jay. The upland areas within the study area have the potential to contain habitat suitable for the federally-protected Florida scrub-jay and the state-protected gopher tortoise, pine snake, short-tailed snake, southeastern American kestrel, and burrowing owl. Wetlands contain suitable habitat for the federally-protected crested caracara and wood stork along with numerous state-protected wading birds. In addition, the diversity of the wetland and upland habitats increases the likelihood of federally-protected plants and the eastern indigo snake occurring within study area.

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FIGURE 3-7
PUBLIC/CONSERVATION LANDS AND PROTECTED SPECIES

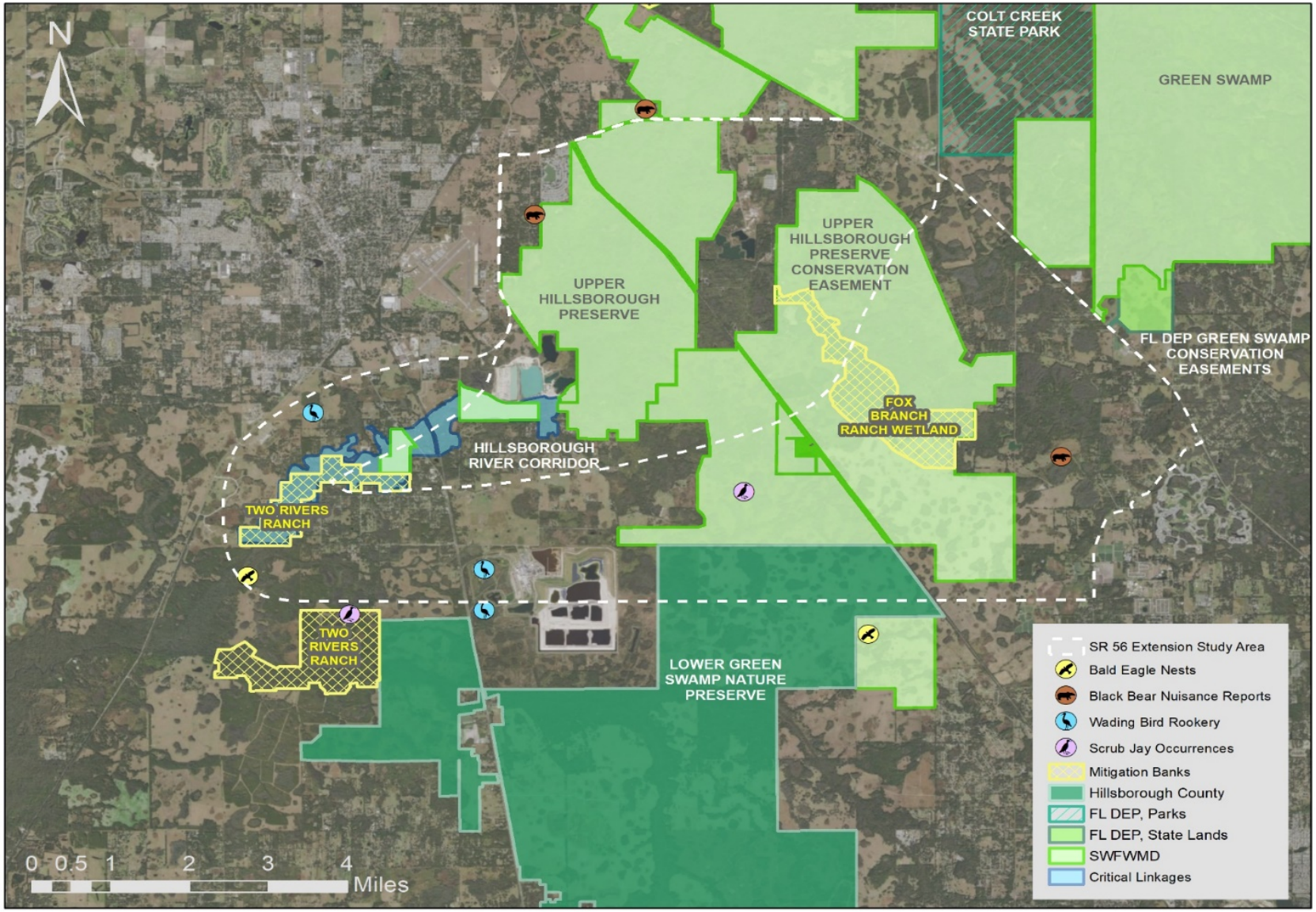

TABLE 3-3
PROTECTED SPECIES WITHIN THE REGION AND
THEIR POTENTIAL FOR OCCURRENCE WITHIN THE STUDY AREA

Protected Species		Jurisdictional Agency		Potential of Occurrence
Common Name	**Scientific Name**	**USFWS/ NMFS**	**FWC/ FDACS**	
Reptiles				
Eastern indigo snake	*Drymarchon couperi*	T	FT	Moderate
Gopher tortoise	*Gopherus polyphemus*	C	T	Moderate
Short-tailed snake	*Lampropeltis extenuata*	-	T	Moderate
Pine snake	*Pituophis melanoleucus*	-	T	Moderate
Birds				
Audubon's Crested Caracara	*Polyborus plancus audubonii*	T	FT	Moderate
Bald eagle*	*Haliateetus leucocephalus*	BGEPA/ MBTA	68A-16.002 FAC	Moderate
Everglade snail kite	*Rostrhamus sociabilis plumbeus*	E	E	Low
Florida grasshopper sparrow	*Ammodramus savannarum floridanu*	E	E	Low
Black skimmer	*Rychops niger*	-	T	Low
Eastern black rail	*Laterallus jamaicensis*	T	-	Low
Florida burrowing owl	*Athene cunicularia floridana*	-	T	Moderate
Florida sandhill crane	*Antigone canadensis pratensis*	-	T	High
Florida scrub-jay	*Aphelocoma coerulescens*	T	FT	Moderate
Least tern	*Sterna antillarum*	-	T	Low
Little blue heron	*Egretta caerulea*	-	T	Moderate
Red knot	*Calidris canutus rufa*	T	FT	Low
Roseate spoonbill	*Platalea ajaja*	-	T	Low
Southeastern American kestrel	*Falco sparverius paulus*	-	T	Low
Tricolored heron	*Egretta tricolor*	-	T	Moderate
Wood stork	*Mycteria americana*	T	FT	Moderate
Mammals				
West Indian manatee	Trichechus manatus	E	FE	Low
Florida black bear**	*Ursus americanus floridanus*	-	Chapter 68A-4.009	Moderate

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TABLE 3-3 (continued)
PROTECTED SPECIES WITHIN THE REGION AND
THEIR POTENTIAL FOR OCCURRENCE WITHIN THE STUDY AREA

Protected Species		Jurisdictional Agency		Potential of Occurrence
Common Name	Scientific Name	USFWS/ NMFS	FWC/ FDACS	
Plants				
American bird's nest fern	*Asplenium serratum*	-	E	Low
Ashe's savory	*Calamintha ashei*	-	T	Low
Auricled spleenwort	*Asplenium erosum*	-	E	Moderate
Avon Park rabbit-bells	*Crotalaria avonensis*	E	E	Low
Blushing scrub balm	*Dicerandra modesta*	-	E	Low
Brittle maidenhair fern	*Adiantum tenerum*	-	E	Low
Britton's beargrass	*Nolina brittoniana*	E	E	Low
Broad-leaved nodding-caps	*Triphora amazonica*	-	E	Low
Brooksville bellflower	*Campanula robinsiae*	E	E	Low
Carter's warea	*Warea carteri*	E	E	Moderate
Celestial lily	*Nemastylis floridana*	-	E	Moderate
Chaffseed	*Schwalbea americana*	E	E	Moderate
Chapman's sedge	*Carex chapmannii*	-	T	Moderate
Clasping warea	*Warea amplexifolia*	E	E	Low
Coastal hoary-pea	*Tephrosia angustissima var. curtissii*	-	E	Low
Comb polypody	*Pecluma ptilota var. bourgeauana*	-	E	Moderate
Cutthroatgrass	*Coleataenia abscissa*		E	Moderate
Edison's ascyrum	*Hypericum edisonianum*	-	E	Low
Florida blazing star	*Liatris ohlingerae*	E	E	Low
Florida bonamia	*Bonamia grandiflora*	T	E	Moderate
Florida goldenaster	*Chrysopsis floridana*	E	E	Low
Florida jointweed	*Polygonella basiramia*	E	E	Low
Florida spiny-pod	*Matelea floridana*	-	E	Moderate
Florida willow	*Salix floridana*	-	E	Moderate
Giant orchid	*Pteroglossaspis ecristata*	-	T	Moderate
Hammock fern	*Blechnum occidentale var. minor*	-	E	Moderate
Hand fern	*Ophioglossum palmatum*	-	E	Moderate
Hartwrightia	*Hartwrightia floridana*	-	T	Moderate
Highlands goldenaster	*Chrysopsis highlandsensis*	-	E	Low
Highlands Scrub hypericum	*Hypericum cumulicola*	E	E	Low
Incised groove-bur	*Agrimonia incisa*	-	T	Moderate
Large-plumed beaksedge	*Rhynchospora megaplumosa*	-	E	Low
Lewton's polygala	*Polygala lewtonii*	E	E	Low
Many-flowered grass-pink	*Calopogon multiflorus*	-	T	Moderate
Narrowleaf naiad	*Najas filifolia*	-	T	Low

TABLE 3-3 (continued)
PROTECTED SPECIES WITHIN THE REGION AND
THEIR POTENTIAL FOR OCCURRENCE WITHIN THE STUDY AREA

Protected Species		Jurisdictional Agency		Potential of Occurrence
Common Name	Scientific Name	USFWS/ NMFS	FWC/ FDACS	
Plants (continued)				
Nodding pinweed	*Lechea cernua*	-	T	Low
Paper-like nailwort	*Paronychia chartacea var. chartacea*	T	E	Low
Perforate reindeer lichen	*Cladonia perforata*	E	E	Low
Piedmont jointgrass	*Coelorachis tuberculosa*	-	T	Low
Pine pinweed	*Lechea divaricata*	-	E	Low
Pinewoods bluestem	*Andropogon arctatus*	-	T	Moderate
Plume polypody	*Pecluma plumula*	-	E	Moderate
Pondspice	*Litsea aestivalis*	-	E	Moderate
Pygmy fringe tree	*Chionanthus pygmaeus*	E	E	Low
Pygmy pipes	*Monotropsis reynoldsiae*	-	E	Low
Redmargin zephyrlily	*Zephyranthes simpsonii*	-	T	Moderate
Sand butterfly pea	*Centrosema arenicola*	-	E	Moderate
Scrub bluestem	*Schizachyrium niveum*	-	E	Low
Scrub buckwheat	*Eriogonum longifolium var. gnaphalifolium*	T	E	Low
Scrub lupine	*Lupinus aridorum*	E	E	Low
Scrub mint	*Dicerandra frutescens*	E	E	Low
Scrub pigeon-wing	*Clitoria fragrans*	T	E	Low
Scrub plum	*Prunus geniculata*	E	E	Low
Scrub stylisma	*Stylisma abdita*	-	E	Low
Scrub ziziphus	*Ziziphus celata*	E	E	Low
Short-leaved rosemary	*Conradina brevifolia*	E	E	Low
Small's jointweed	*Polygonella myriophylla*	E	E	Low
Star anise	*Illicium parviflorum*	-	E	Low
Tampa vervain	*Glandularia tampensis*	-	E	Moderate
Terrestrial peperomia	*Peperomia humilis*	-	E	Low
Toothed maiden fern	*Thelypteris serrata*	-	E	Moderate
Yellow fringeless orchid	*Platanthera integra*	-	E	Moderate

NMFS = National Marine Fisheries Service
Definitions:
C = Candidate, E = Endangered, T = Threatened, FE = Federally Endangered; FT = Federally Threatened
*Removed from Florida's Endangered and Threatened Species List in 2008 but is still protected under the Bald and Golden Eagle Protection Act (BGEPA), Migratory Bird Treaty Act (MBTA), and FAC Chapter 68A-16.002.
** Removed from Florida's Endangered and Threatened Species List in 2012, but still protected under the FAC Chapter 68A-4.009.

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3.1.3.3 Floodplains

The project study area is within Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels 12101C0485F, 12101C0495F, 12101C0462F, and 12101C0466F dated September 26, 2014 as well as 12105C0130G dated December 22, 2016. There are two existing floodways within the study area: the Hillsborough River between US 301/Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway in Pasco County and Fox Branch in Polk County. The floodplain is Zone AE (elevations determined) along the Hillsborough River and Fox Branch. Zone A (elevations not determined) throughout the project study area are outside of the Zone AE areas. Most of the floodplain outside of the floodway crossings is within Zone A (elevations not determined). SWFWMD Watershed models are available for the Hillsborough River and Blackwater Creek. **Figure 3-8** depicts floodplains within the project study area.

Residential flooding is known to occur along Jerry Road west of SR 39/Paul S. Buchman Highway. Pasco County is currently conducting a flooding investigation study to determine improvement alternatives.

3.1.3.4 Water Resources

The project study area is within the following watersheds: Upper Hillsborough River, Blackwater Creek, and Gator Creek.

The Hillsborough River, within the study area, is an OFW. The following Florida Department of Environmental Protection (FDEP) water body identification numbers (WBIDs) are within the project study area:

- WBID 1465 (Nutrients)
- WBID 1465A (Nutrients)
- WBID 1443A (Dissolved Oxygen)
- WBID 1452
- WBID 1445
- WBID 1454, and
- WBID 1462B

Portions of the study area are impaired for nutrients (dissolved oxygen). There is a 2009 Basin Management Action Plan (BMAP) for the Hillsborough River regarding fecal coliform for which the FDOT is not a contributor.

3.1.3.5 Special Designations

Special designations include Aquatic Preserves, OFWs, Wild and Scenic Rivers (including Rivers on the Nationwide Rivers Inventory), and Sole Source Aquifers. Within the project study area, the Hillsborough River is a designated OFW. The headwaters of the Hillsborough River, west of the Polk County Line to FL 582A Bridge, are also present in the study area; these waters are included on the Nationwide Rivers Inventory. No Aquatic Preserves or Sole Source Aquifers are present.

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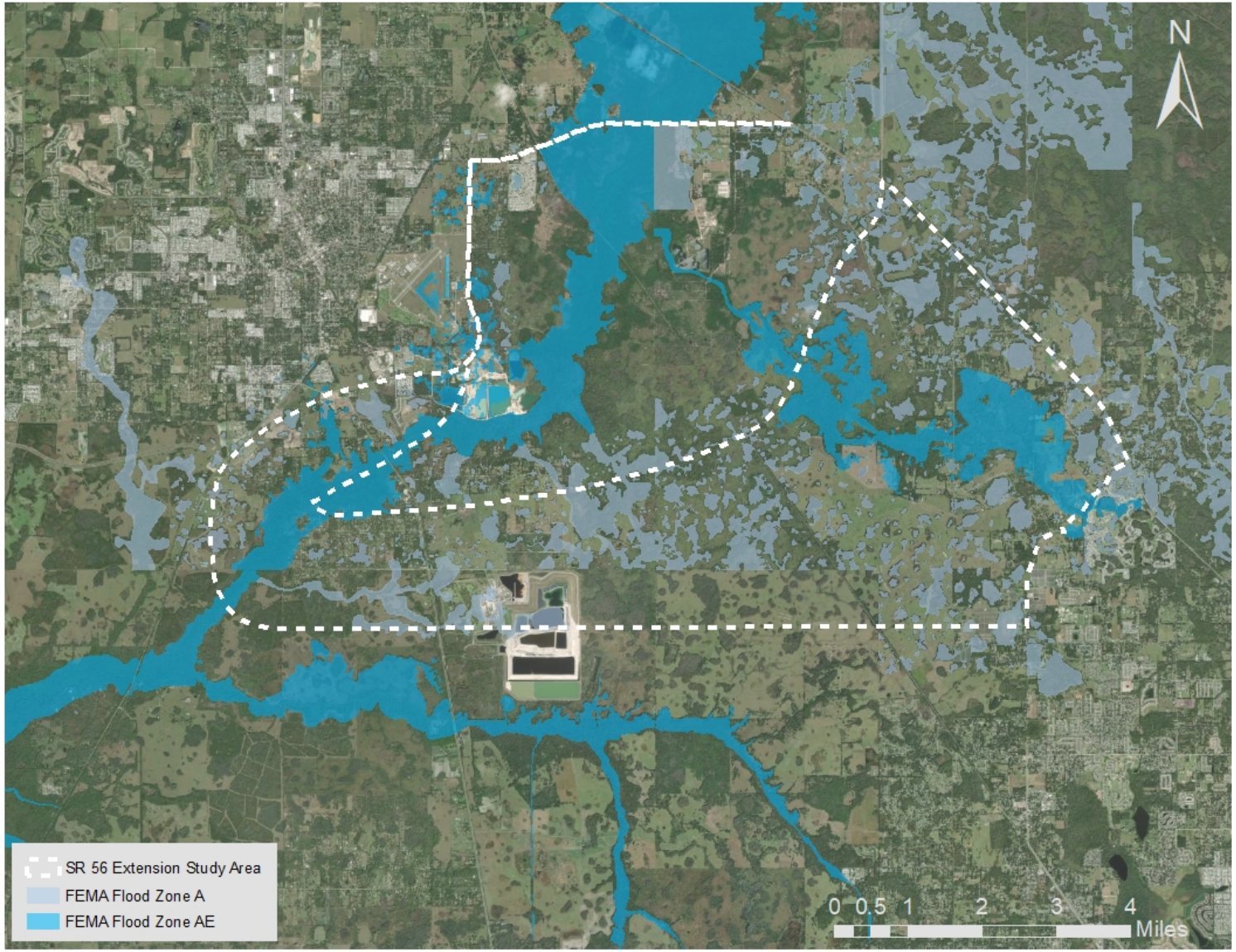
FIGURE 3-8
FLOODPLAINS



3.1.4 PHYSICAL ENVIRONMENT

3.1.4.1 Noise

Features identified within the project study area that may be sensitive to noise and vibration effects (noise sensitive sites) include residential areas, religious centers, healthcare facilities, laser facilities, cemeteries, cultural resources, and recreational features. No eye clinics, hospitals, or assisted living facilities are reported in the project area. The noise sensitive sites within the study area are presented on **Figure 3-9**.

Residential uses are situated in the western, eastern, and northern ends of the project study area. These uses include several mobile home parks. The western end of the study area contains two religious centers (Calvary Pentecostal Mission and First Baptist Church), both of which are located on Central Avenue in Crystal Springs; another religious center (Agape Baptist Church) located on Chancey Road just east of SR 39/Paul S. Buchman Highway; one health care facility associated with Zephyrhills Correctional Institution located on US 301/Gall Boulevard/SR 41; and one laser facility (Crystal Springs Veterinary Clinic) located on SR 39/Paul S. Buchman Highway. An additional religious center (Lakeland Acres Baptist Church) is located within the eastern portion of the study area. The northern end of the study area includes two other religious centers (Mt. Calvary Missionary Baptist and Branchborough Assembly of God) and one cemetery (Lumberton Cemetery). Cultural resources are concentrated in the western and northern portions of the study area.

There are three public and/or conservation lands (Upper Hillsborough Preserve, the Upper Hillsborough Preserve Conservation Easement, and the Lower Green Swamp Nature Preserve) in the area; these lands are open to the public for recreational use and are located within the northern, western, central, and southwestern portions of the study area. Other recreational features to note within the study area include the Crystal Springs Preserve, the Samuel W Pasco Recreation Complex, the Hillsborough River State Paddling Trail, trails and trailheads associated with the identified public lands, the Withlacoochee State Trail Extension-Dade City Trail Corridor proposed along US 301/Gall Boulevard/SR 41, and the Big Cypress Golf Club located directly south of Rockridge Road and west of US 98/SR 35/SR 700.

3.1.4.2 Air Quality

The project is located in an area that has been designated as attainment for all six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the United States Environmental Protection Agency in National Ambient Air Quality Standards established by the Clean Air Act of 1990 and subsequent amendments.

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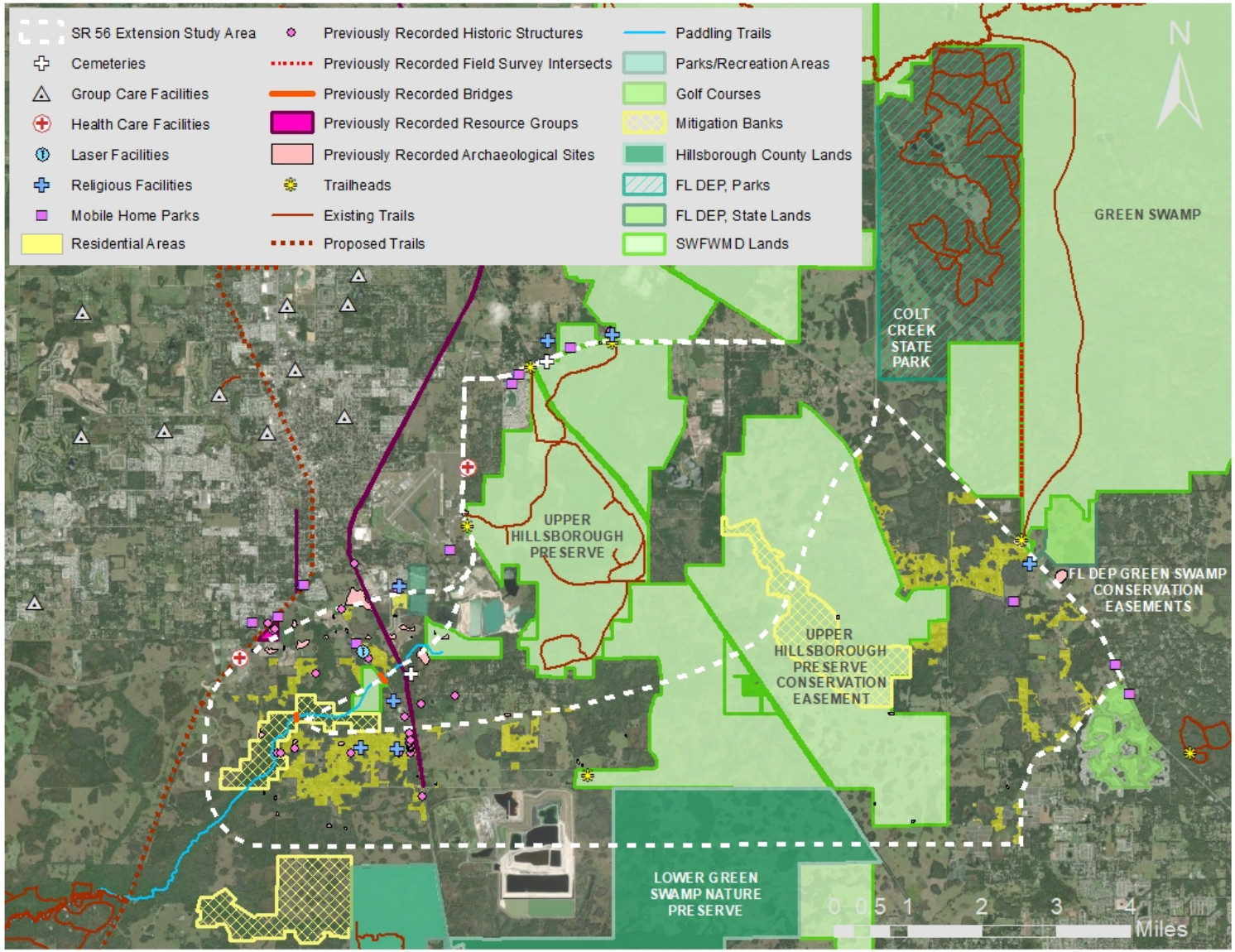
FIGURE 3-9
NOISE SENSITIVE SITES



3.1.4.3 Contamination

As a generally rural area, the central portion of the study area features few potential sources of contamination. Potential sources of contamination are concentrated on the edges of the study area, including within the Crystal Springs community, around Old Dade City Road and US 98/SR 35/SR 700, as well as along Chancey Road and CR 54. The Crystal Springs area includes a concentration of onsite sewage/septic facilities, several storage tank contamination monitoring sites, petroleum contamination monitoring sites, hazardous waste facilities, State Underground Petroleum Environmental Response (SUPER) Act wells, and SUPER Act risk sources. The area around US 98/SR 35/SR 700 also features a number of potential contamination sites, including a concentration of onsite sewage/septic facilities and SUPER Act wells, several wastewater facilities, SUPER Act risk sources, and petroleum contamination monitoring sites. A smaller concentration of potential contamination sites exists along Chancey Road and CR 54. Both corridors include onsite sewage/septic facilities and SUPER Act wells. While the Chancey Road corridor includes a few hazardous waste facilities and Resource Conservation and Recovery Act (RCRA) regulated facilities, the CR 54 corridor includes a few storage tank contamination monitoring sites. It is important to note that some of the identified contamination sites may overlap categories. **Figure 3-10** shows potential sources of contamination within the study area.

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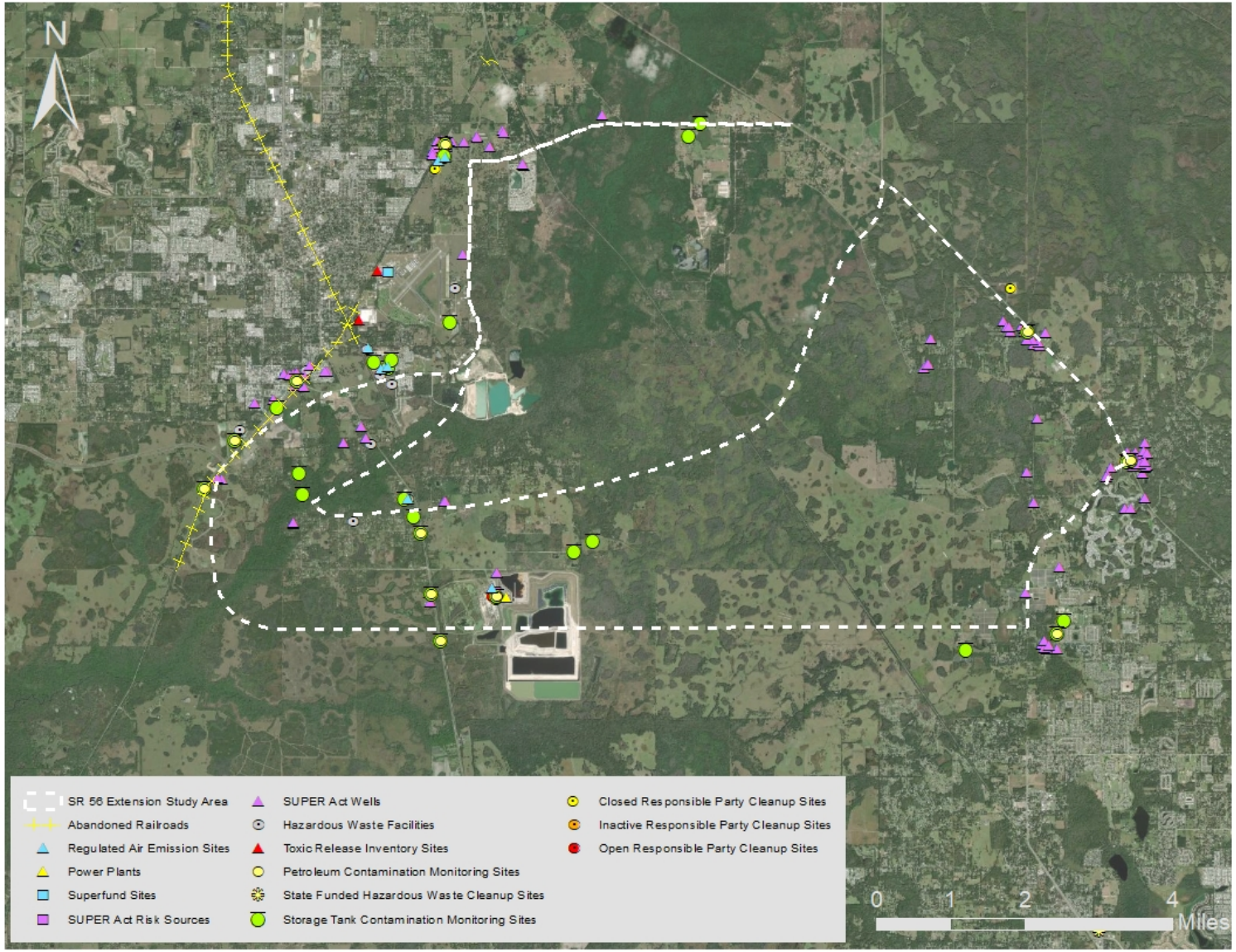
FIGURE 3-10
POTENTIAL SOURCES OF CONTAMINATION



3.2 ROADWAY CHARACTERISTICS

The SR 56 extension study area contains eight major roadways: SR 39/Paul S. Buchman Highway, SR 56, US 98/SR 35/SR 700, US 301/Gall Boulevard/SR 41, CR 54, Chancey Road, Crystal Springs Road, and County Line Road. Characteristics of these roadways are presented below.

SR 39/Paul S. Buchman Highway exists as a two-lane undivided north-south facility from Chancey Road to US 301/Gall Boulevard/SR 41. Between Plant City and Zephyrhills, the road is named Paul S. Buchman Highway. The existing posted speed limit on SR 39/Paul S. Buchman Highway ranges from 50 mph to 60 mph. The functional classification of SR 39/Paul S. Buchman Highway is Urban Principal Arterial – Other.

SR 56 is a major east-west arterial that serves both local and regional traffic from SR 54 to US 301/Gall Boulevard/SR 41, for a length of approximately 13 miles. SR 56 from SR 54 to Meadow Pointe Boulevard is a four and six-lane divided roadway and is functionally classified as Urban Principal Arterial – Other. The segment of SR 56 from Meadow Pointe Boulevard to US 301/Gall Boulevard/SR 41 was recently opened to traffic and provides a new four-lane divided roadway with a 10-foot wide multi-use trail (south side), a 5-foot wide sidewalk (north side), and 7-foot wide bicycle lanes in each direction. The speed limit on SR 56 is 55 mph west of US 301/Gall Boulevard/SR 41.

US 98/SR 35/SR 700 is an east-west arterial highway across the central and panhandle regions of Florida. Throughout the project area, US 98/SR 35/SR 700 runs in a northerly direction, and it bypasses the downtown area of Dade City in Pasco County. It is a two-lane undivided roadway with posted speed limits ranging from 55 mph to 60 mph. US 98/SR 35/SR 700 is functionally classified as Rural Principal Arterial – Other from Polk County Line to CR 35A and Urban Principal Arterial – Other from CR 35A to US 301.

US 301/Gall Boulevard/SR 41 is a two-lane undivided north/south facility. It is functionally classified as Urban Principal Arterial – Other and serves as the eastern terminus of existing SR 56. The intersection of US 301/Gall Boulevard/SR 41 and SR 56 serves as the first major intersection along US 301/Gall Boulevard/SR 41 in Pasco County. The next intersection of US 301/Gall Boulevard/SR 41 is with Chancey Road, which eventually becomes CR 535. North of Chancey Road, SR 39/Paul S. Buchman Highway intersects with US 301/Gall Boulevard/SR 41 from the southeast. The existing posted speed limit on US 301/Gall Boulevard/SR 41 is 55 mph south and 45 mph north of Chancey Road, respectively.

CR 54 is a two-lane undivided highway from US 301/Gall Boulevard/SR 41 to its eastern terminus at US 98/SR 35/SR 700. The functional classification of CR 54 is Rural Minor Arterial. CR 54 is an extension of SR 54 south of Dade City. It begins at CR 579/Morris Bridge Road, west of downtown Zephyrhills, and runs north in a short overlap with CR 579/Morris Bridge Road until it curves east and runs along Eiland Boulevard. The existing posted speed limit along CR 54 is 55 mph between Chancey Road and US 98/SR 35/SR 700.

Chancey Road is currently a two-lane undivided east/west facility west of US 301/Gall Boulevard/SR 41. Between US 301/Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway, a four-lane divided section exists. Chancey Road is functionally classified as Urban Minor Arterial. The speed limit is 45 mph west of SR 39/Paul S. Buchman Highway and 55 mph east of SR 39/Paul S. Buchman Highway to CR 54, respectively.

Crystal Springs Road is a two-way undivided Urban Major Collector. The maximum speed limit is 30 mph along the roadway.

County Line Road is a two-lane undivided Local Road. The maximum speed limit is 30 mph along the roadway.

The Census 2010 Urban Area Boundaries and Federal Functional Classification Map for Pasco County was utilized to classify the roadways within the project study area. **Table 3-4** shows the applicable classifications for the project area roadways.

TABLE 3-4
ROADWAY CLASSIFICATIONS

Roadway	Functional Classification	Number of Travel Lanes	Posted Speed (Miles per Hour)
SR 39/Paul S. Buchman Highway	Urban Principal Arterial - Other	2	50 to 60
SR 56	Urban Principal Arterial - Other	4	55
US 98/SR 35/SR 700	Rural Principal Arterial – Other (from Polk County Line to CR 35A) Urban Principal Arterial – Other (from CR 35A to US 301)	2	55 to 60
US 301/Gall Boulevard/SR 41	Urban Principal Arterial - Other	2	45 to 55
CR 54	Rural Minor Arterial	2	55
Chancey Road	Urban Minor Arterial	2 to 4	45 to 55
Crystal Springs Road	Urban Major Collector	2	30
County Line Road	Local Road	2	30

The project study area includes two signalized intersections along US 301/Gall Boulevard/SR 41 at SR 56 and Chancey Road. The intersection at US 301/Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway is currently operating under an unsignalized condition. The intersections along Chancey Road at SR 39/Paul S. Buchman Highway and CR 54 are currently operating under traffic signals. The intersection of CR 54 and US 98/SR 35/SR 700 is currently operating under an unsignalized condition.

3.2.1 VERTICAL AND HORIZONTAL ALIGNMENT

The vertical and horizontal alignments of the eight major roadways within the SR 56 extension study area are as follows:

SR 39/Paul S. Buchman Highway

Vertical: The profile grade of SR 39/Paul S. Buchman Highway is moderately level with no apparent vertical curves within the intersections of multiple alternatives.

Horizontal: Within the limits of the project study area, this road is a north-south facility with three horizontal curves. The curves are separated by tangents of over 4,500 feet long. SR 39/Paul S. Buchman Highway merges with US 301/Gall Boulevard/SR 41 at the northernmost curve.

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SR 56

Vertical: The vertical alignment of SR 56 at the intersection of US 301/Gall Boulevard/SR 41 is relatively flat with no apparent vertical curves within the vicinity.

Horizontal: Serving as an east-west corridor, SR 56 contains several horizontal curves which are generally connected by short tangents. This travel way currently ends at a 90-degree angle intersection with US 301/Gall Boulevard/SR 41. Before the intersection, there is a tangent of about 500 feet followed by a horizontal curve of approximately 3,200 feet in radius. The curve bends from a northeast direction to the southeast towards the US 301/Gall Boulevard/SR 41 intersection.

US 98/SR 35/SR 700

Vertical: The topography of US 98/SR 35/SR 700 within the vicinity of the project alternatives is relatively flat with little variance in elevation.

Horizontal: With only two curves within the limits of the project study area, US 98/SR 35/SR 700 is primarily a straight roadway. The corridor limits are between the intersection of Rockridge Road in the southeast to the intersection with CR 54 in the northwest. Both horizontal curves have large radii; one is located east of the intersection with SR 471 and the other at the intersection with Perkle Road. The tangent between the curves is about 3.6 miles long and has a southeast-northwest direction.

US 301/Gall Boulevard/SR 41

Vertical: US 301/Gall Boulevard/SR 41 has a moderately flat profile within the project study area. The first crest vertical curve occurs 0.4 miles south of SR 56. The topography then creates a natural low just north of the Zephyrhills Correctional Institute entrance. Another natural ground high occurs just 400 feet south of the Chancey Road intersection.

Horizontal: The general direction of US 301/Gall Boulevard/SR 41 is north-south from the Hillsborough-Pasco County Line to a horizontal curve located about 700 feet southwest of the intersection with SR 56. This curve uses a 5,500-foot radius that turns more towards the northeast. From that point, the road continues as a tangent past SR 56 until it intersects Chancey Road. US 301/Gall Boulevard/SR 41 then redirects to the north with a horizontal curve using a radius of about 1,600-feet before merging with SR 39/Paul S. Buchman Highway.

CR 54

Vertical: CR 54 is relatively flat between the intersections of Chancey Road and Berry Road with some minor highs and lows. The profile then utilizes a series of vertical curves to increase the roadway elevation to provide clearance for the bridge over the Hillsborough River before flattening out prior to Howard Boulevard. Approximately 900 feet west of O'Conner Road, the vertical grade rises four feet in elevation and maintains a fairly smooth grade until US 98/SR 35/SR 700.

Horizontal: The section of the CR 54 included in the study area is located between the intersections of Chancey Road and US 98/SR 35/SR 700. Within this segment, there are 2 horizontal curves with the general direction of the roadway going east-west. The first curve begins about 1,400 feet east of the intersection from Chancey Road and bends to the northeast using approximately a 3,600-foot radius. The

second curve turns toward the east using a radius close to 4,500 feet. Both curves are separated by a tangent of approximately 5,000 feet. The remaining tangent is a 2.4-mile stretch that ends at US 98/SR 35/SR 700.

Chancey Road

Vertical: Within the project study area, Chancey Road follows the natural highs and lows of the surrounding topography. There are multiple crest and sag vertical curves along the roadway. High points occur approximately 0.2 miles south of County Road and 0.6 miles south of CR 54.

Horizontal: Chancey Road is an east/west facility that turns to the north about 500 feet east of the intersection with Yonkers Boulevard. It has five horizontal curves within the study area. The first one starts at the intersection with US 301/Gall Boulevard/SR 41 and bends toward the southeast. The second curve is about 600 feet apart and bends to the east. The third curve has a large radius around 11,500 feet and begins approximately 600 feet from the intersection with Copeland Drive, it continues to point toward the east. The fourth curve bends to the northwest with roughly a 2,800-foot radius and it is just over a mile long. After a tangent of about 300 feet, the fifth curve bends toward the north with a radius of approximately 2,700 feet and ends 200 feet south of the intersection with Free Fall Avenue.

Crystal Springs Road

Vertical: The vertical alignment of Crystal Springs Road within the project study area is relatively flat with little variance in elevation. This includes the intersections with Chancey Road and County Line Road where there is no approaching grade.

Horizontal: Crystal Springs Road is mostly a straight roadway with north-south direction and only two horizontal curves at the northern end. The first curve bends 90 degrees toward the east, followed by a short tangent of approximately 50 feet into the next curve that bends northeast right before connecting with Chancey Road at a 90-degree angle.

County Line Road

Vertical: County Line Road is relatively flat with an increasing elevation grade between Crystal Springs Road and SR 39/Paul S. Buchman Highway. There is a high point 0.2 miles east SR 39/Paul S. Buchman Highway and then the road is mostly level until Saunders Road.

Horizontal: Within the limits of the project study area, County Line Road is an east-west roadway between Crystal Springs Road and Saunders Road. From the SR 39/Paul S. Buchman Highway intersection, the west segment has a 1.7-mile tangent, while the eastern tangent maintains a stretch of about 1.0 mile.

3.2.2 PEDESTRIAN ACCOMMODATIONS

There is an existing 10-foot wide multi-use path on the south side and a 5-foot wide sidewalk on the north side of SR 56 that extend from SR 581/Bruce B. Downs Boulevard to US 301/Gall Boulevard/SR 41. Within the project study area, pedestrian facilities are provided on the eight major roadways. Along SR 39/Paul S. Buchman Highway, there are no sidewalks or multi-use paths present; crosswalks along the corridor are only provided at legs of the intersection with Chancey Road. There are no sidewalks or multi-use paths along US 98/SR 35/SR 700; a single crosswalk exists along the corridor within the study area at the

intersection with Rockridge Road. Along US 301/Gall Boulevard/SR 41, there are no sidewalks or multi-use paths; crosswalks are provided at some of the intersections with other roads. No sidewalks or multi-use paths exist on Chancey Road; crosswalks along the corridor are only provided at all legs of the intersections with US 301/Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway. There are no sidewalks, multi-use paths, or crosswalks present along CR 54, Crystal Springs Road, and County Line Road. Future pedestrian facilities are planned as noted in the Pasco County MPO 2045 LRTP.

3.2.3 BICYCLE FACILITIES

There is a 10-foot wide multi-use path on the south side of existing SR 56, west of US 301/Gall Boulevard/SR 41. While there are no dedicated bicycle lanes currently provided along the SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, and US 301/Gall Boulevard/SR 41 corridors within the project study area, 4-foot wide paved shoulders are available on both sides of each roadway to accommodate bicycles; US 301/Gall Boulevard/SR 41 also includes several locations of keyhole lanes separating right turn lanes. There are no existing bicycle facilities or paved shoulders to accommodate bicycles along CR 54, Chancey Road, Crystal Springs Road, and County Line Road. Future dedicated bicycle facilities are planned as noted in the Pasco County MPO 2045 LRTP.

3.2.4 TRANSIT FACILITIES

Currently, PCPT does not operate any fixed bus routes along US 301/Gall Boulevard/SR 41, SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, or Chancey Road within the study area. The public transit authority in Polk County (Lakeland Area Mass Transit District) does not operate any fixed bus routes along US 98/SR 35/SR 700. However, future transit services are planned in the Pasco County MPO 2045 LRTP.

3.2.5 PAVEMENT CONDITION

According to the FDOT All System Pavement Forecast, US 301/Gall Boulevard/SR 41 within the study limits is in good condition (see **Table 3-5** below). Any rating less than 6.0 indicates that the pavement is deficient.

TABLE 3-5
FDOT PAVEMENT CONDITION (2020)

Location	Roadway ID	Direction	Beginning Mile Post	Ending Mile Post	Condition Category	Year 2020 Rating (0-10)
US 301/Gall Boulevard/SR 41 from SR 56 to Chancey Road	14050000	Northbound and Southbound	1.612	3.067	Cracking	6.5
					Ride	7.4

The pavement conditions for CR 54, Chancey Road, and County Line Road within the study limits are summarized in **Table 3-6** below. The pavement condition ratings are based on the Pasco County 2019 Pavement Condition Report. The ratings range from 0 (worst condition) to 100 (best condition). The Pavement Condition Number is an overall rating figure of the pavement; the Dynamic Condition Number is based on the condition of the base structure and indicates the pavement layer system interaction; the Deflection Condition Number reflects the degree which the pavement is supporting and will continue to

support the estimated traffic; and the Surface Condition Number is based on a combination of the crack condition, rut condition, and the ride quality.

TABLE 3-6
PASCO COUNTY PAVEMENT CONDITION (2019)

Location	Direction	Condition Category	2019 Condition # (0-100)
CR 54 from Chancey Road to US 98/SR 35/SR 700	Eastbound and Westbound	Pavement	84
		Dynamic	94
		Deflection	89
		Surface	66
Chancey Road from US 301/Gall Boulevard/SR 41 to Correia Drive	Eastbound and Westbound	Pavement	91
		Dynamic	92
		Deflection	93
		Surface	83
County Line Road from SR 39/Paul S. Buchman Highway to Saunders Road	Eastbound and Westbound	Pavement	70
		Dynamic	72
		Deflection	71
		Surface	63

3.2.6 RAILROAD CROSSINGS

Two active railroad mainlines, operated by CSX Transportation, traverse the project study area; one line crosses the western end (running parallel to SR 39/Paul S. Buchman Highway) and the other crosses the eastern end where the Pasco, Hillsborough, and Polk County Lines converge. There are four railroad crossings in the study area located on County Line Road, Bay Avenue, Chancey Road, and CR 54; all of the crossings are at-grade.

3.2.7 DRAINAGE

The study area can be divided into 15 different drainage basins, all contained within the Hillsborough River Watershed, as shown in **Figure 3-11**. Of the 15 basins, three of them are impaired: the Hillsborough River Basin (WBID 1443A), the Withlacoochee River Basin (WBID 1329F, and the Big Ditch Basin (WBID 1469).

The Withlacoochee River Basin (WBID 1329F) is located immediately to the north of the study area. Existing project area roadways graze the edge of the basin. A portion of this basin drains to the southeast and is eventually collected by the Hillsborough River. The basin is impaired for mercury. Existing area roadways also run through the middle of Zephyrhills Airport Run Basin (WBID 1448). The basin drains to the southeast where water flow is collected by the Hillsborough River. The last basin that existing project area roadways pass through is the Southside Branch Basin (WBID 1446). The basin drains to the south where it meets with the Hillsborough River.

The largest basin within the study area is the Hillsborough River Basin (WBID 1443A). This basin contains the Hillsborough River that flows to the southwest. The basin is impaired for nutrients, mercury, and dissolved oxygen. The southern section of US 301/Gall Boulevard/SR 41 boarders the Indian Creek Basin (WBID 1453). This basin drains to the south and into the Hillsborough River. The Hillsborough River Above Blackwater Creek Basin (WBID 1462C) is contained within the Hillsborough River and flows to the

southwest. Hawk Lake Basin (WBID 1465A) is located east of SR 39/Paul S. Buchman Highway just south of the Hillsborough River. The basin contains the limits of Hawk Lake. Surrounding Hawk Lake Basin is the Hawk Lake Drain Basin (WBID 1465). The basin drains to the northwest towards Hawk Lake. The Big Ditch Basin (WBID 1469) is in the southwest portion of the study area. The basin flows west to the Hillsborough River and is impaired for dissolved oxygen and nutrients. To the east of Big Ditch Basin is the Big Ditch Drain Basin (WBID 1471). The basin drains west to the Big Ditch Basin. To the north of Big Ditch Drain is the Intermittent Stream Basin (WBID 1462B). This basin drains west and then to the northwest where it meets the Hillsborough River. Wild Boar Creek Basin (WBID 1470) is in the southeastern part of the study area. The basin drains west and then southwest where it meets with the Blackwater Creek. The Fox Branch Basin (WBID 1454) is a large basin on the eastern side of the study area. The basin drains to the northeast where it meets the Hillsborough River. The Port Lonesome Ditches Basin (WBID 1445) is located at the northeastern end of the study area. The basin drains to the northwest where it meets with the Hillsborough River.

3.2.8 UTILITIES

The following fifteen Utility Agency Owners (UAOs) are located within the study area:

- AT&T Corp – communication lines, fiber
- CenturyLink – fiber, telephone
- Charter Communications – fiber, cable
- City of Lakeland Electric – electric
- City of Plant City – fiber, sewer, traffic lights, water
- City of Zephyrhills – water, sewer
- Duke Energy – electric
- Frontier Communications – fiber, cable, communication lines
- Pasco County Traffic Operations Division – traffic control, streetlights
- Pasco County Utilities – reclaimed water, water, sewer
- Tampa Electric Company – electric
- TECO Peoples Gas – gas
- Utilities Inc of Florida Labrador Utilities Inc – water, sewer
- Withlacoochee River Electric Cooperative – electric
- Zephyrhills Spring Water Company – water

Pasco County Utilities has a watermain along Crystal Springs Road that crosses the project study area and provides water service to the private bottled water supplier in the City of Zephyrhills. In addition, TECO Peoples Gas has a high-pressure gas main running along the east side of US 98/SR 35/SR 700 and then south along Old Dade City Road and Kathleen Road. Lastly, Florida Gas Transmission Company has a high-pressure gas main that services Mosaic's Plant City facility along the southern limits of the project study area.

A more detailed assessment of potential utility impacts will be provided during the PD&E Study when alternatives are refined within the study area and are provided to the UAOs for review.

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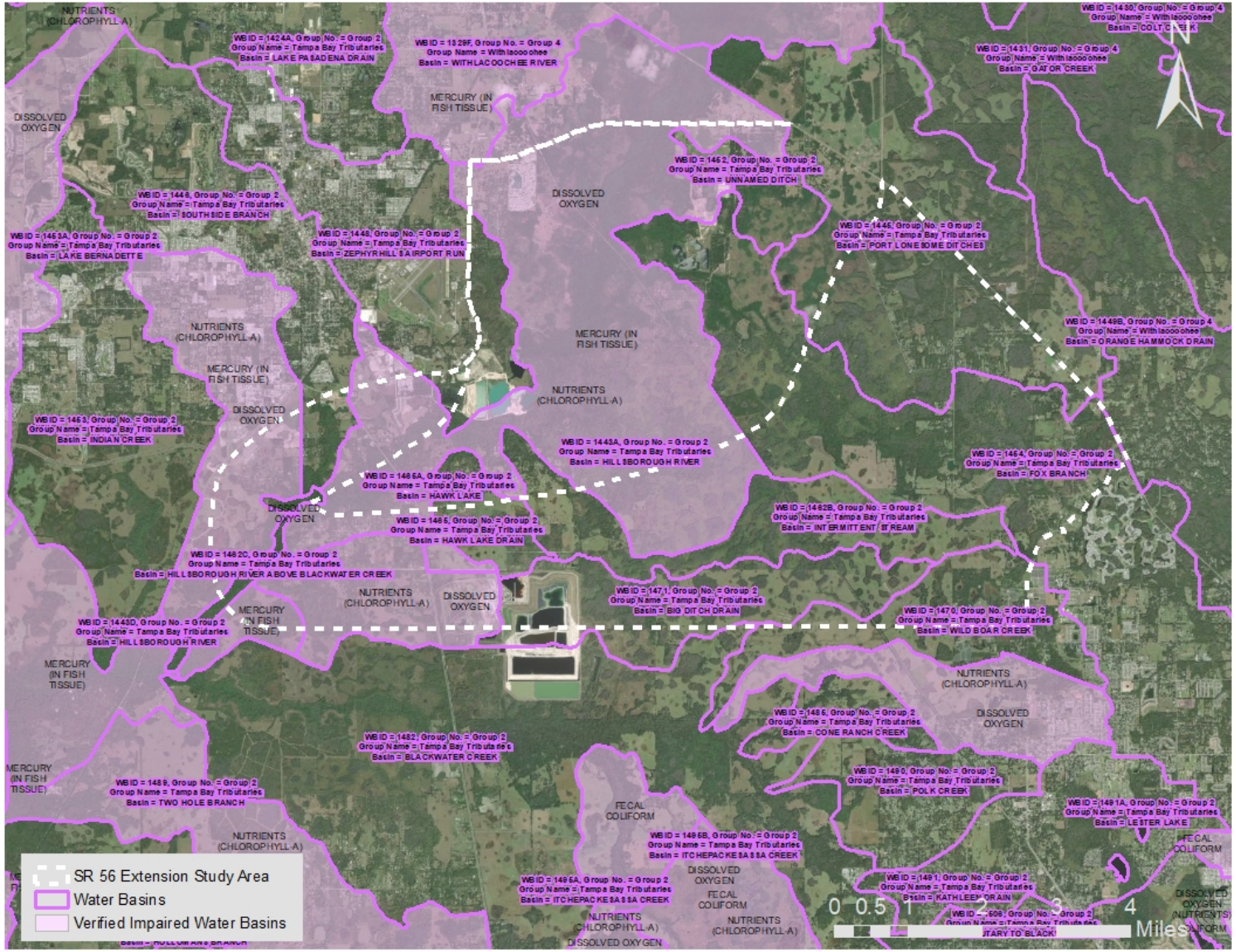
FIGURE 3-11
DRAINAGE BASINS



3.2.9 LIGHTING

Lighting exists within the project study area at the following roadway intersections:

- SR 56 and US 301/Gall Boulevard/SR 41 – The intersection is illuminated using four concrete strain poles each with dual arm Light-Emitting Diode (LED) lights. A pole is located at each quadrant of the intersection.
- Chancey Road at Laurel Valley Boulevard/Aquamarine Way (Emerald Pointe RV Resort) – There is a single High Pressure Sodium (HPS) light fixture mounted to a utility owned wooded pole on the south side of Chancey Road.
- Chancey Road at County Road – There is a single HPS light fixture mounted to a utility owned wooded pole on the west side of Chancey Road.
- County Line Road at Crystal Springs Road – There is a single HPS light fixture mounted to a utility owned wooded pole on the south side of County Line Road.

3.2.10 BRIDGES AND STRUCTURES

There are three bridge structures and five box culverts that were identified within the project study area. There are three box culverts located on US 301/Gall Boulevard/SR 41 just north of SR 56. There is one located along Chancey Road about 1,200 feet east of Yonkers Boulevard. The last of the box culverts, located within one of the alternatives, is roughly 1,400 feet west of US 98/SR 35/SR 700 on CR 54.

Bridge No. 140009 was built in 1962. It is located about 1.8 miles west of US 98/SR 35/SR 700 along CR 54 and crosses over the Hillsborough River. The bridge is a 4-span, prestressed concrete girder superstructure with a concrete cast-in-place deck. The total length of the bridge is 200.8 feet with a deck width (edge-to-edge) of 34.1 feet including a curb-to-curb width of 28.2 feet. The bridge inspection report from February 2018 classified the bridge as being in good condition with a sufficiency rating of 87.3. Sufficiency ratings range from 0 (poor condition) to 100 (very good condition).

Built in 1923, Bridge No. 144002 is located along Crystal Springs Road. It is approximately 1.5 miles south of Chancey Road and crosses over the Hillsborough River. The bridge is a 4-span, concrete arch-deck type structure. The total length of this bridge is 160.1 feet with a deck width (edge-to-edge) of 21.0 feet (18.7 feet is between railings). The bridge inspection report from February 2018 classified the bridge as being in fair condition with a sufficiency rating of 65.8.

Bridge No. 140136 is located along SR 39/Paul S. Buchman Highway. It was built in 2010 as a replacement for Bridge No. 140007 that was deemed to be in poor condition. The bridge is about 2.0 miles south of Chancey Road and crosses over the Hillsborough River. The bridge is a 7-span, prestressed concrete slab with concrete precast panels. The total length of the bridge is 327.4 feet with a deck width (edge-to-edge) of 47.6 feet (44.3 feet is between concrete railings). The bridge inspection report from February 2018 classified the bridge as being in good condition with a sufficiency rating of 97.0.

3.3 TRAFFIC CHARACTERISTICS

The existing traffic volumes and capacity analysis of the existing traffic conditions are described in the following sections and detailed in the Existing Conditions Report provided in **Appendix A**.

3.3.1 TRAFFIC VOLUMES, OPERATIONAL CONDITIONS, AND LEVEL OF SERVICE

Traffic data and characteristics for the study area were obtained from available sources [i.e., Florida Traffic Online (2018) and traffic counts (unpublished 2019) provided by the FDOT] as well as traffic counts conducted by AECOM. Three-day (72-hour) traffic machine counts (bi-directional approach volumes at 15-minute increments with hourly totals) were collected for the recently constructed segment of SR 56 between Meadow Pointe Boulevard and US 301/Gall Boulevard/SR 41. All counts were taken on Tuesday, Wednesday, or Thursday only (while school was in session) to represent typical weekday traffic conditions.

Three-Day Bi-Directional Machine Counts (October 1-3, 2019) were conducted at the following locations:

- SR 56, East of CR 579/Morris Bridge Road
- SR 56, West of CR 579/Morris Bridge Road

The Existing Year (2019) Design Hour Volumes (DHVs) and Directional Design Hour Volumes (DDHVs) were derived from the existing Annual Average Daily Traffic (AADT) volumes using the appropriate Design Hour Factor (K) and Directional Distribution Factor (D). These factors provide the ratio of the AADT that occurs during the design hour for the design year and the proportion of traffic traveling in the peak direction, respectively, and represent the amount of traffic demand that a roadway is typically designed to accommodate.

Design Hour Factor (K)

Based on information obtained from FDOT's Project Traffic Forecasting Handbook (2019), a Standard K-Factor of 9.0 percent was used in development of the Existing Year (2019) traffic volumes for the study area. This is the predominant K-Factor utilized in urbanized, transitioning to urbanized, and urban areas and represents a typical weekday peak hour.

Directional Distribution Factor (D)

The D-Factor was derived by considering historical traffic data and existing measured traffic characteristics from traffic counts. Portable traffic monitoring sites along US 301/Gall Boulevard/SR 41, SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, Crystal Springs Road, Central Avenue, and Chancey Road [available from FDOT Florida Traffic Online (2018)] were used to determine the historical D values from 2009 to 2018 (as available). The results from both methods were evaluated and a D-Factor of 57.0 percent was used in development of the existing DDHVs.

Existing Traffic Volumes

The AADT volumes for the Existing Year (2019) were developed from the traffic counts using the Average Daily Traffic (ADT) volumes. The ADT volumes were adjusted using the applicable weekly Seasonal Factor (SF) and Axle Correction Factor (applied only to the volume counts), as documented in FDOT's Project Traffic Forecasting Handbook (2019). All of the AADT volumes were rounded to the nearest figure based on American Association of State Highway Transportation Officials (AASHTO) standards.

The DDHVs for the existing year were developed by applying the Standard K-Factor of 9.0 percent and D-Factor to the AADT volumes. An annual average growth rate was applied to the year 2018 counts as year 2019 data was not available. The Existing Year (2019) AADT and DDHVs are shown on **Table 3-7**.

TABLE 3-7
EXISTING YEAR (2019) TRAFFIC VOLUMES

Roadway	From/To	Date	2019 Raw Count	Axle Correction Factor	Seasonal Factor (SF)	2019 AADT	K-Factor	Peak Hour Peak Directional Ratio	Peak Directional PM Peak Hour	Peak Directional PM DDHV
US 301/Gall Boulevard/SR 41	North of SR 54/5th Avenue	2/11/19- 2/12/19	21,195	0.98	0.97	**20,000**	9%	57.00%	NB	**1,026**
US 301/Gall Boulevard/SR 41	South of SR 54/5th Avenue	2/11/19- 2/12/19	17,035	1.00	0.97	**16,500**	9%	57.00%	NB	**846**
US 301/Gall Boulevard/SR 41	North of Geiger Road	2/4/19- 2/5/19	27,789	1.00	0.99	**27,500**	9%	57.00%	SB	**1,411**
US 301/Gall Boulevard/SR 41	South of Geiger Road	2/11/19- 2/12/19	29,524	0.98	0.97	**28,000**	9%	57.00%	SB	**1,436**
US 301/Gall Boulevard/SR 41	North of SR 39/Paul S. Buchman Highway	2/11/19- 2/12/19	23,349	0.98	0.97	**22,000**	9%	57.00%	NB	**1,129**
SR 39/Paul S. Buchman Highway	Southeast of US 301/Gall Boulevard/SR 41	2/11/19- 2/12/19	8,218	0.98	0.97	**7,800**	9%	57.00%	NB	**400**
SR 39/Paul S. Buchman Highway	South of Chancey Road	2/11/19- 2/12/19	13,835	1.00	0.97	**13,500**	9%	57.00%	NB	**693**
SR 54	East of Lamar Road and Walmart Entrance	2/11/19- 2/12/19	19,216	0.98	0.97	**18,500**	9%	57.00%	WB	**949**
SR 54	West of US 301/Gall Boulevard/SR 41	2/11/19- 2/12/19	14,430	1.00	0.97	**14,000**	9%	57.00%	EB	**718**
CR 54*	East of Wire Road	2018	10,700	N/A	N/A	**11,000**	9%	57.00%	EB	**564**
SR 56	West of CR 579/Morris Bridge Road	10/1/19- 10/3/19	12,385	0.98	1.02	**12,500**	9%	57.00%	EB	**641**
SR 56	East of CR 579/Morris Bridge Road	10/1/19- 10/3/19	6,952	0.98	1.02	**6,900**	9%	57.00%	EB	**354**
US 98/SR 35/SR 700*	North of Polk County Line	2018	N/A	N/A	N/A	**5,500**	9%	57.00%	NB	**282**
US 301/Gall Boulevard/SR 41	South of SR 39/Paul S. Buchman Highway	2/26/19- 2/27/19	14,864	1.00	0.95	**14,000**	9%	57.00%	NB	**718**
US 301/Gall Boulevard/SR 41	South of Chancey Road	2/4/19- 2/5/19	15,374	1.00	0.99	**15,000**	9%	57.00%	NB	**770**
Chancey Road*	West of US 301/Gall Boulevard/SR 41	2018	N/A	N/A	N/A	**11,000**	9%	57.00%	EB	**564**
Chancey Road*	East of US 301/Gall Boulevard/SR 41	2018	N/A	N/A	N/A	**11,500**	9%	57.00%	EB	**590**
Crystal Springs Road*	South of Chancey Road	2018	N/A	N/A	N/A	**1,300**	9%	57.00%	SB	**67**
Central Avenue*	West of SR 39/Paul S. Buchman Highway	2018	N/A	N/A	N/A	**1,300**	9%	57.00%	EB	**67**

Note: AADT obtained by applying Seasonal Adjustment Factors and Pasco Countywide Weekly Axle Factors (applied to volume count only).
AADT volumes are rounded according to the AASHTO rounding standards.
* Applied Annual Average Growth Rate.

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Level of Service

Existing corridor Level of Service (LOS) was evaluated based on the FDOT 2020 Generalized Service Volume Tables as included in the FDOT 2020 Quality/LOS Handbook.

The 2020 FDOT Generalized Service Volume Tables consist of the following area types:

- Urbanized areas
- Areas transitioning into urbanized/urban areas or cities over 5,000 population not in urbanized areas
- Rural undeveloped areas or cities and developed areas less than 5,000 population.

The 2020 FDOT Generalized Service Volume Tables include factors which can be used to adjust the maximum service volumes, as follows: exclusive left and right turn lane(s), median type, and number of lanes.

Most major roadways in Florida have exclusive left-turn lanes at major intersections except along those roadways with very low volumes. If a left-turn lane is not present at a major intersection, the maximum service volume of the roadway should be reduced by 20-25 percent (depending upon the number of lanes) as indicated in the 2020 FDOT Generalized Service Volume Tables.

A facilities inventory of major arterials and collector roadways within the study area was compiled from existing conditions. The data compiled includes the number of lanes, functional classification, area type, LOS standard, maximum service volumes (MSVs), 2019 peak hour volumes and LOS, and is provided in **Table 3-8**. The LOS was determined using the Generalized Service Volume Tables from FDOT's 2020 Quality/Level of Service Handbook. It should be noted that the results shown in Table 3-8 are for general planning purposes only.

3.3.2 TRUCK FACTORS

The Truck Factors (T) used in the analysis were derived by considering historical traffic data and existing measured traffic characteristics from recent traffic counts. Portable traffic monitoring sites along US 301/Gall Boulevard/SR 41, SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, Crystal Springs Road, Central Avenue, and Chancey Road [available from FDOT Florida Traffic Online (2018)] were used to determine the historical daily truck factors (T24) from 2009 to 2018 (as available). As outlined in the FDOT Project Traffic Forecasting Handbook (2019) and based on the assumption that only half as many trucks travel on a roadway during the peak hour, the T-Factors were derived by dividing the daily truck factors by two. The results were evaluated and the most conservative (highest) percentage of the two methods along the study area roadways was used in the traffic analysis.

A summary of the historic and measured traffic characteristics, including the design traffic factors, are provided in **Table 3-9**.

3.3.3 PEDESTRIAN AND BICYCLE MOVEMENTS

Pedestrian and bicycle movements will be examined in further detail during the PD&E phase.

TABLE 3-8
EXISTING LEVEL OF SERVICE

Roadway	From/To	Functional Class/Area Type	Lanes	FDOT LOS Standard	Maximum Service Volume	2019 Peak Hour DDHVs	2019 LOS
US 301/Gall Boulevard/SR 41	North of SR 54/5th Avenue	Urban Principal Arterial – Other	4DL	D	2,000	1,026	C
US 301/Gall Boulevard/SR 41	South of SR 54/5th Avenue	Urban Principal Arterial – Other	4DL	D	2,000	846	C
US 301/Gall Boulevard/SR 41	North of Geiger Road	Urban Principal Arterial – Other	4DL	D	1,630	1,411	D
US 301/Gall Boulevard/SR 41	South of Geiger Road	Urban Principal Arterial – Other	2UL	D	750	1,436	F
US 301/Gall Boulevard/SR 41	North of SR 39/Paul S. Buchman Highway	Urban Principal Arterial – Other	2UL	D	750	1,129	F
SR 39/Paul S. Buchman Highway	Southeast of US 301/Gall Boulevard/SR 41	Urban Principal Arterial – Other	2UL	D	880	400	C
SR 39/Paul S. Buchman Highway	South of Chancey Road	Urban Principal Arterial – Other	2UL	D	880	693	C
SR 54	East of Lamar Road and Walmart Entrance	Urban Principal Arterial – Other	2UL	D	880	949	F
SR 54	West of US 301/Gall Boulevard/SR 41	Urban Principal Arterial – Other	2UL	D	750	718	C
CR 54	East of Wire Road	Rural Minor Arterial	2UL	D	666	564	C
SR 56	West of CR 579/Morris Bridge Road	Urban Principal Arterial – Other	4DL	D	2,000	641	C
SR 56	East of CR 579/Morris Bridge Road	Urban Principal Arterial – Other	4DL	D	2,000	354	C
US 98/SR 35/SR 700	North of Polk County Line	Rural Principal Arterial – Other	2UL	D	740	282	C
US 301/Gall Boulevard/SR 41	South of SR 39/Paul S. Buchman Highway	Urban Principal Arterial – Other	2UL	D	880	718	C
US 301/Gall Boulevard/SR 41	South of Chancey Road	Urban Principal Arterial – Other	2UL	D	880	770	C
Chancey Road*	West of US 301/Gall Boulevard/SR 41	Urban Minor Arterial	2UL	D	836	564	C
Chancey Road*	US 301/Gall Boulevard/SR 41 to SR 39/Paul S. Buchman Highway	Urban Minor Arterial	4DL	D	1,900	590	C
Chancey Road*	West of US 301/Gall Boulevard/SR 41	Urban Minor Arterial	2UL	D	836	590	C
Crystal Springs Road*	South of Chancey Road	Urban Major Collector	2UL	D	525	67	C
Central Avenue*	West of SR 39/Paul S. Buchman Highway	Urban Major Collector	2UL	D	525	67	C

Note: DL - Divided Lane(s); UL - Undivided Lane(s)
* Non-state road MSV was adjusted based on FDOT's Generalized Peak Hour Directional Table 7.

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TABLE 3-9
DESIGN TRAFFIC FACTORS

Traffic Factor	Roadway	From/To	FDOT Standard/ Acceptable Range[2]	Historic Average (FDOT)[3]	Measured Average	Proposed Design Traffic Factor[4]
K-Factor[1]	SR 39/Paul S. Buchman Highway	South of Chancey Road	9.00%	9.00%	-	**9.00%**
	SR 56	West of CR 579/Morris Bridge Road	9.00%	-	8.36%	
	SR 56	East of CR 579/Morris Bridge Road	9.00%	-	10.23%	
	US 98	North of Polk County Line	9.00%	9.00%	-	
	US 301/Gall Boulevard/SR 41	South of SR 39/Paul S. Buchman Highway	9.00%	9.00%	-	
	CR 54	East of Wire Road	9.00%	9.00%	-	
	Chancey Road	West of US 301/Gall Boulevard/SR 41	9.00%	9.00%	-	
	Chancey Road	East of SR 39/Paul S. Buchman Highway	9.00%	9.00%	-	
	Crystal Springs Road	South of Chancey Road	9.00%	9.00%	-	
	Central Avenue	West of SR 39/Paul S. Buchman Highway	9.00%	9.00%	-	
D-Factor	SR 39/Paul S. Buchman Highway	South of Chancey Road	50.8% - 67.1%	57.98%	-	**57.00%**
	SR 56	West of CR 579/Morris Bridge Road	50.8% - 67.1%	-	51.95%	
	SR 56	East of CR 579/Morris Bridge Road	50.8% - 67.1%	-	60.21%	
	US 98/SR 35/SR 700	North of Polk County Line	50.8% - 67.1%	57.98%	-	
	US 301/Gall Boulevard/SR 41	South of SR 39/Paul S. Buchman Highway	50.8% - 67.1%	57.98%	-	
	CR 54	East of Wire Road	50.8% - 67.1%	57.98%	-	
	Chancey Road	West of US 301/Gall Boulevard/SR 41	50.8% - 67.1%	57.94%	-	
	Chancey Road	East of SR 39/Paul S. Buchman Highway	50.8% - 67.1%	57.98%	-	
	Crystal Springs Road	South of Chancey Road	50.8% - 67.1%	57.98%	-	
	Central Avenue	West of SR 39/Paul S. Buchman Highway	50.8% - 67.1%	-	-	
			Average	***57.97%***	***56.08%***	
T-Factor	SR 39/Paul S. Buchman Highway	South of Chancey Road	-	14.56%	-	**7.3%**
	SR 56	West of CR 579/Morris Bridge Road	-	-	17.07%	**8.5%**
	SR 56	East of CR 579/Morris Bridge Road	-	-	12.03%	**6.0%**
	US 98/SR 35/SR 700	North of Polk County Line	-	21.59%	-	**10.8%**
	US 301/Gall Boulevard/SR 41	South of SR 39/Paul S. Buchman Highway	-	6.26%	-	**3.1%**
	CR 54	East of Wire Road	-	4.38%	-	**2.2%**
	Chancey Road	West of US 301/Gall Boulevard/SR 41	-	5.60%	-	**2.8%**
	Chancey Road	East of SR 39/Paul S. Buchman Highway	-	27.13%	-	**13.6%**
	Crystal Springs Road	South of Chancey Road	-	4.95%	-	**2.5%**
	Central Avenue	West of SR 39/Paul S. Buchman Highway	-	-	-	**2.5%**

[1] Measured Average K-Factor provided represents the Peak-to-Daily Ratio calculated from existing (2019) counts.
[2] FDOT Acceptable Range provided represents characteristics for an Urban Arterial.
[3] Historic and measured value provided represents daily truck factors.
[4] Proposed T-Factor for the design hour assumes that half of the daily trucks (greater of historic or measured) travel during the peak hour [FDOT *Project Traffic Forecasting Handbook* (2019)].

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3.4 CRASH DATA

Crash data was analyzed for existing facilities within the project study area using the most recent five-year data provided by FDOT.

A total of 177 crashes were reported from 2015 to 2019 within the study area. Four out of nine fatal crashes involved pedestrians. Approximately 90 percent of the fatal crashes occurred along US 301/Gall Boulevard/SR 41. In terms of contributing causes, most pedestrian fatal crashes occurred during dark lighting conditions due to lack of streetlights and no dedicated bicycle/pedestrian facilities along the US 301/Gall Boulevard/SR 41 corridor. As shown on **Figure 3-12**, rear-end crashes constituted approximately 43 percent of total crashes; 11 percent of the crashes occurred during wet roadway conditions and 27 percent of the crashes occurred under dark lighting or no lighting conditions.

Based on the crash data, 45 crashes occurred at the US 301/Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway intersection within the last five years. At this intersection, the two-lane undivided north/south facilities intersect at an angle less than 45 degrees. This skewed unsignalized intersection configuration creates significant traffic operational challenges. Crash locations by year and severity are depicted on **Figures 3-13** and **3-14**, respectively.

FIGURE 3-12
STUDY AREA CRASH DATA SUMMARY (2015 THROUGH 2019)

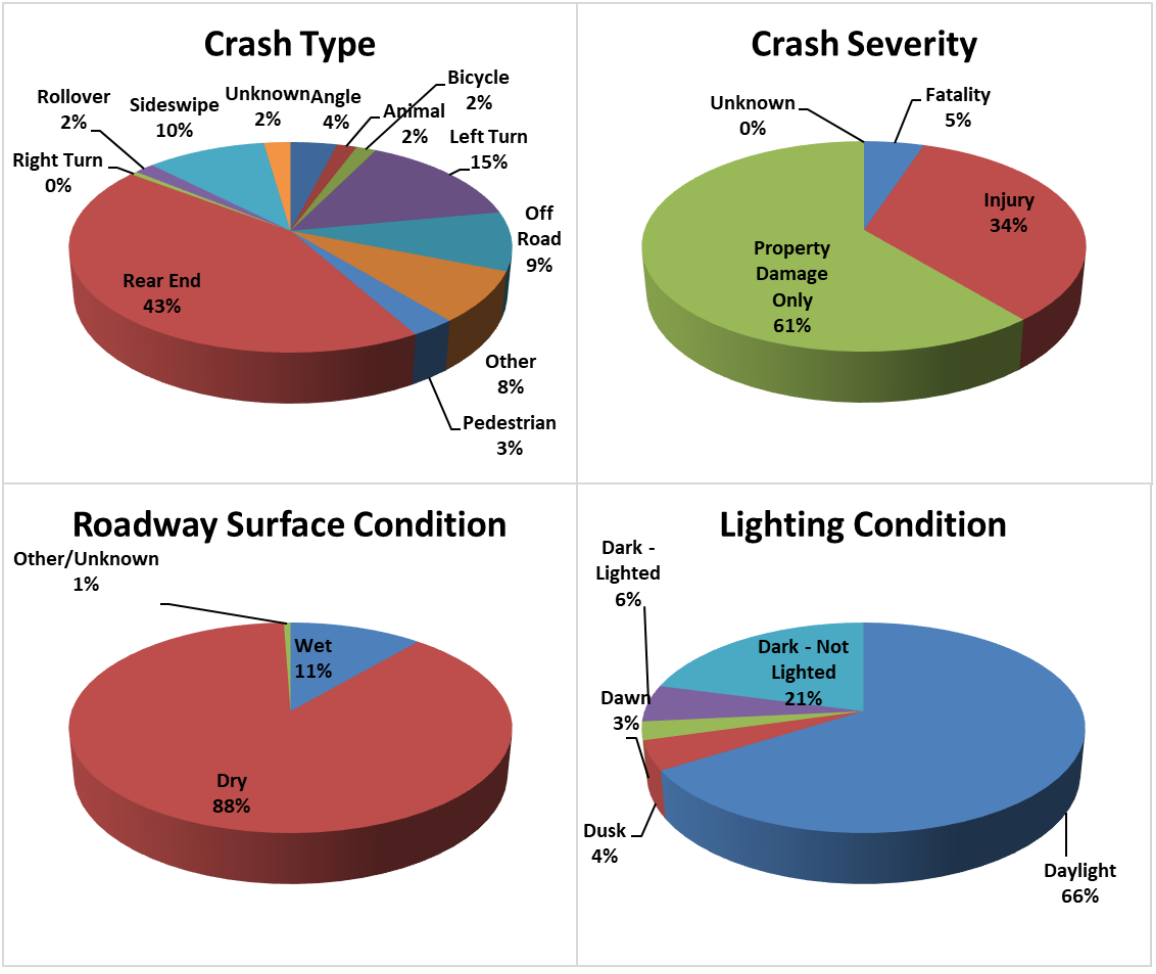
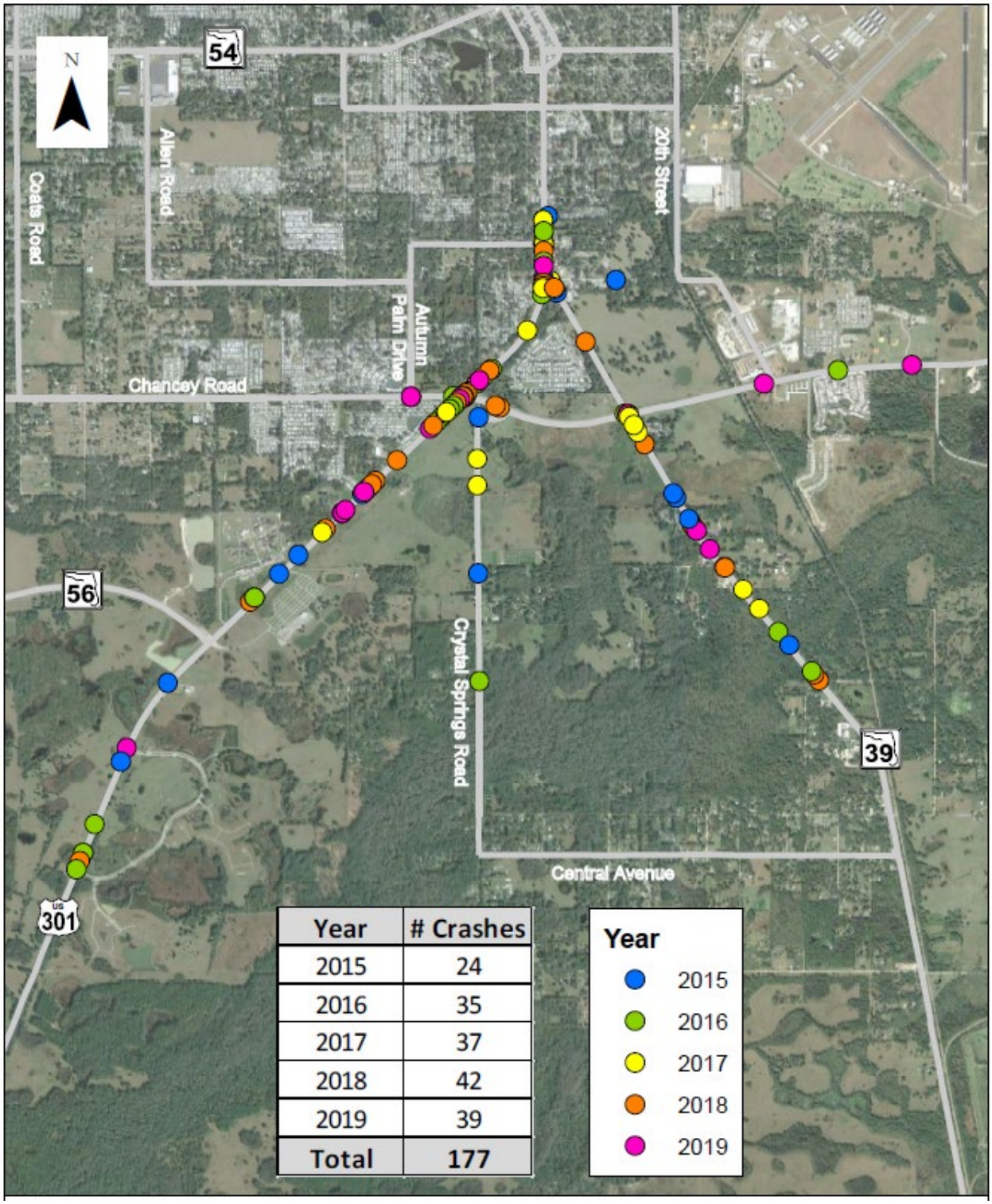


FIGURE 3-13
CRASH LOCATION BY YEAR



Year	# Crashes
2015	24
2016	35
2017	37
2018	42
2019	39
Total	**177**

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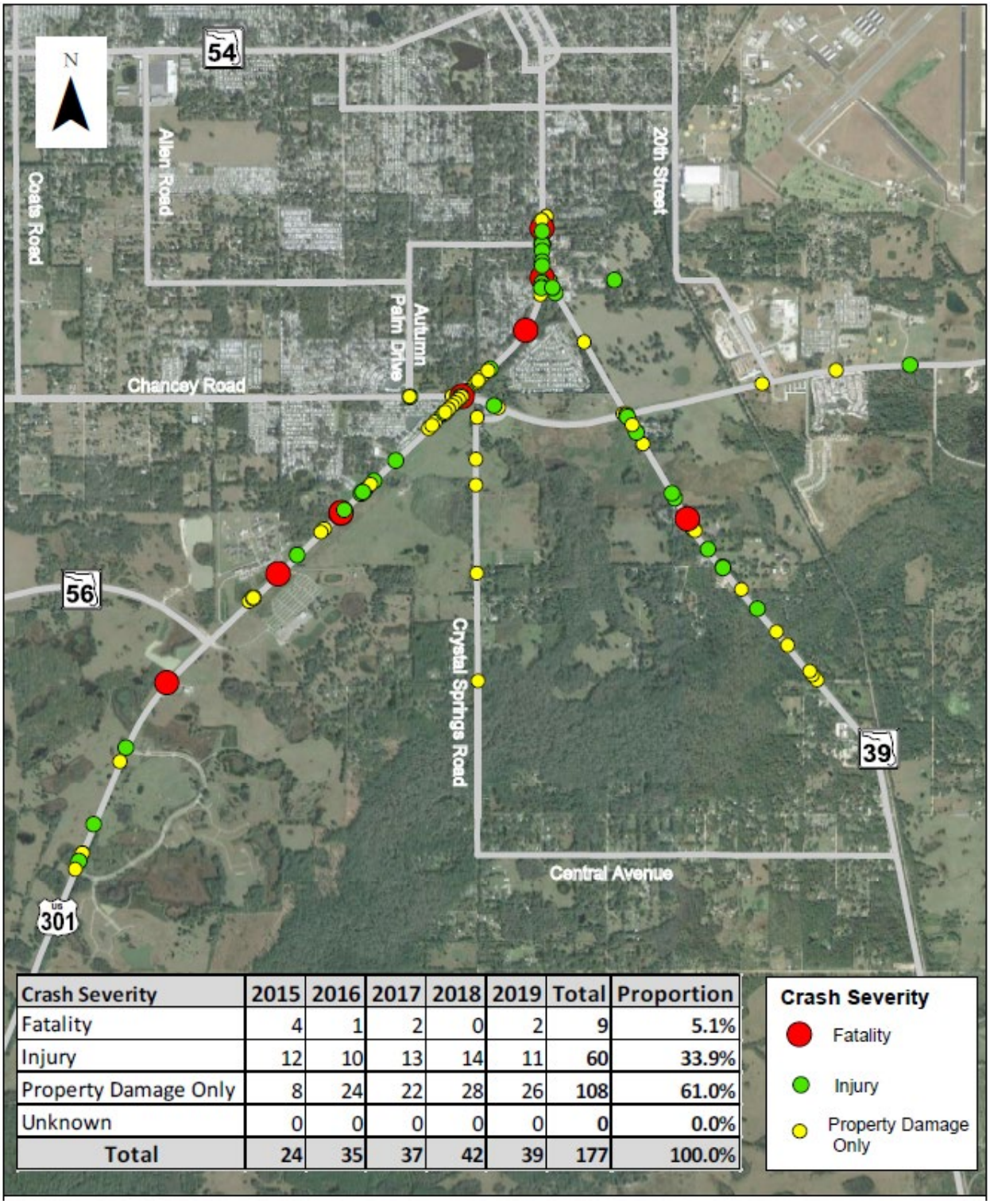
FIGURE 3-14
SEVERITY OF CRASHES



Crash Severity	2015	2016	2017	2018	2019	Total	Proportion
Fatality	4	1	2	0	2	9	5.1%
Injury	12	10	13	14	11	60	33.9%
Property Damage Only	8	24	22	28	26	108	61.0%
Unknown	0	0	0	0	0	0	0.0%
Total	24	35	37	42	39	177	100.0%

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4.0 ALTERNATIVES EVALUATION METHODOLOGY

The ACE MM (see **Appendix B**) was prepared for this project and distributed to the FDOT District Seven ETAT for review and comment through the Environmental Screening Tool (EST). The MM was reviewed by the ETAT during the period March 6, 2020 – April 5,2020. As presented in **Table 4-1**, the following ETAT members reviewed the document and provided an acknowledgement of Understood. Comments provided by the ETAT members are additionally included.

TABLE 4-1
ETAT ACKNOWLEDGEMENT AND COMMENTS ON METHODOLOGY MEMORANDUM

ETAT Member Agency	Acknowledgement	Comment(s)
FDOT District One	None	None
FDOT OEM	Understood (Final)	None
Florida Department of Agriculture and Consumer Services	None	None
Florida Department of Economic Opportunity (FDEO)	Understood (Final)	FDEO staff initially reviewed this project in the Planning Screen approximately one year ago. A review of the ACE MM was also conducted, and FDEO staff has no additional comments at this time.
Florida Department of Environmental Protection	Understood (Final)	There several recreational areas to be mindful of when going through the planning process for this transportation facility: Lower Green Swamp Nature Preserve, Upper Hillsborough Preserve and Conservation Easements, Upper Hillsborough Wildlife Management Area, and the Hillsborough River Corridor. The Hillsborough River Basin has an adopted Basin Management Action Plan: https://floridadep.gov/sites/default/files/hillsb_bmap_adopted.pdf
Florida Department of State (FDOS)	None	None
Florida Fish and Wildlife Conservation Commission	Understood (Final)	FWC staff reviewed the ACE MM the SR 56 Extension project (ETDM #14390) in Pasco, Hillsborough, and Polk Counties, and have no objections to the proposed methodology.
Hernando-Citrus County Metropolitan Planning Organization	None	None

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TABLE 4-1 (continued)
ETAT ACKNOWLEDGEMENT AND COMMENTS ON METHODOLOGY MEMORANDUM

ETAT Member Agency	Acknowledgement	Comment(s)
National Marine Fisheries Service	Understood (Final)	NMFS staff has reviewed the Alternative Corridor Evaluation Methodology Memorandum for the SR 56 extension from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida (ETDM 14390; Work Program Item Segment Number 443367-1). NMFS finds that the proposed methodology for the Alternative Corridor Evaluation is acceptable and is consistent with the methodology used for other FDOT projects in Florida.
Natural Resources Conservation Service	None	None
Pinellas County Metropolitan Planning Organization (Forward Pinellas)	None	None
Seminole Tribe of Florida (STOF)	None	None
Southwest Florida Water Management District	Understood (Final)	The SWFWMD has reviewed the ACE MM and has no comments on the document. The SWFWMD looks forward to the opportunity to review the future Alternative Corridor Evaluation Report, which will identify the reasonable alternative corridors(s) for NEPA analysis.
United States Army Corps of Engineers	Understood (Final)	The USACE has no issues with the Draft SR 56 Extension from US 301/SR 41 to US 98/SR 35/SR 700 Alternative Corridor Methodology Memorandum.
United States Coast Guard (USCG)	Understood (Final)	No USCG involvement with project as currently defined.
United States Fish and Wildlife Service	None	None
United States Environmental Protection Agency (USEPA)	Understood (Final)	The USEPA has reviewed ETDM #14390 ACEMM for the extension of State Road (SR) 56. The ACEMM documents the evaluation methodology that will be utilized for the elimination and recommendation of alternative corridor(s) for the SR-56 Extension Study. The ACEMM details the goals of the evaluation, the methodology, stakeholder coordination, and the basis for Florida Department of Transportation (FDOT) decision making.

TABLE 4-1 (continued)
ETAT ACKNOWLEDGEMENT AND COMMENTS ON METHODOLOGY MEMORANDUM

ETAT Member Agency	Acknowledgement	Comment(s)
United States Environmental Protection Agency (USEPA) (continued)	Understood (Final) (continued)	The ACEMM outlines the evaluation matrix that will support the potential direct, indirect, and cumulative effects on the environment. Based on the EPA's review, we have the following recommendations: Wetlands: The planning screening documented that the National Wetlands Inventory dataset of the EST GIS analysis identified 6,522.18 acres of palustrine wetlands, 159.13 acres of lacustrine wetlands, and 69.56 acres of riverine wetlands within the project study area. The EPA understands that a wetland delineation has not been completed and the exact number of acres that will be impacted by the roadway construction are unknown at this time. In future phases, the EPA recommends the completion of a wetland delineation to more precisely determine the location and extent of the wetland impacts. Social: Table 3-3 Evaluation of Environmental Factors for the Social category should consider including additional subgroups: --Residential Displacements: Create sub-groups to indicate if the residential displacements involve low-income and/or minority populations. --Non-residential Displacements: Indicate the type of facility or business (i.e., a doctor's office or grocery store) that will be affected. --Special Populations: Create three sub-groups 1) low-income, 2) 40% minority population or greater, and 3) both low-income and 40% minority population. --Community Facilities: Create a sub-group for essential services. For example, essential services may provide important services for low-income families. The essential services evaluation criteria may include the number of essential service facilities and the degree of potential impact on the facility. Physical: Table 3-3 Evaluation of Environmental Factors for the Contamination criteria should consider two subgroups: 1) the number of identified subsurface contamination areas/sites where no corrective action has taken place, and 2) the proximity of the contamination to low-income and 40% minority populations or greater where no corrective action has occurred.

The ACE MM was Accepted by the FDOT OEM on October 30, 2020. The approved methodology for the ACER (refined based on agency input) is discussed in the following sections.

4.1 LAND SUITABILITY MAPPING

The LSM process was used to help identify potential corridors within the project study area. This process establishes areas of suitability or opportunity in which corridors can be developed as well as areas of constraint or areas to be avoided by overlaying GIS data of social, cultural, natural, and physical resources on a base map of the study area and determining the intensity of present resources.

A grid of 150-foot by 150-foot squares was applied to the study area. Each resource data layer by category (social, cultural, natural, and physical) was evaluated within each of the 150-foot by 150-foot squares. Squares with a geographic representation of an identified resource were assigned a value of one (1). Squares with no geographic representation of a resource were assigned a value of zero (0). The values for each 150-foot by 150-foot square across the four categories (social, cultural, natural, and physical) were added, providing a total number of resource features within each square. Alternative corridors were then developed that either avoided and/or minimized impacts to squares with the largest number of sensitive resource features.

4.1.1 INPUT DATA

The GIS data used for the LSM was obtained from a variety of government agencies at the federal, state, and local levels. The data sets were derived predominantly from Pasco County and the Florida Geographic Data Library (FGDL). Sources of FGDL data include agencies such as SWFWMD, USFWS, FWC, USEPA, NRCS, FDEP, and FDOS. Specific data layers utilized as part of the LSM process included features of social and economic relevance (e.g., Developments of Regional Impact (DRI), existing trails, airports, etc.), of cultural relevance (e.g., historic structures resource groups, archaeological sites, etc.), pertaining to the natural environment (e.g., eagle nests, conservation lands, etc.), and pertaining to the physical environment (e.g., contamination sites, infrastructure related features, etc.). **Table 4-2** lists the data layers obtained by category, source, and publication year.

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TABLE 4-2
LSM DATA LAYERS

Category	Data Layer	Source	Publication Year
Social	Airports	FGDL	2016
	Railroads	FGDL	2017
	Cemeteries	FGDL	2019
	Civic Centers	FGDL	2019
	Community Centers	FGDL	2015
	Correctional Facilities	FGDL	2017
	Cultural Centers	FGDL	2015
	Fire Stations	FGDL	2018
	Government Buildings	FGDL	2013
	Golf Courses	FGDL	2015
	Health Care Facilities	FGDL	2014
	Hospitals	FGDL	2017
	Laser Facilities	FGDL	2016
	Law Enforcement Facilities	FGDL	2018
	Religious Centers	FGDL	2015
	Schools	FGDL	2017
	Social Service Facilities	FGDL	2010
	Veteran Facilities	FGDL	2013
	Assisted Housing Facilities	FGDL	2013
	Group Care Facilities	FGDL	2018
	Mobile Home and RV Parks	FGDL	2018
	Existing Residential Uses	Pasco County Hillsborough County Polk County FGDL (SWFWMD)	2019 2011 2007 2013
	Future Residential Uses	Pasco County Hillsborough County Polk County	2019 2019 2007
	Developments of Regional Impact	FGDL	2018
	Planned Unit Developments	Pasco County	2019
	Prime Farmlands	FGDL	2018
Cultural	Florida Site File Archaeological/Historic Resources	Pasco County & FDOS	2019
	Florida Site File Bridges	FGDL	2019
	Florida Site File Cemeteries	FGDL	2019
	Florida Site File Historic Standing Structures	FGDL	2019
	Florida Site File Resource Groups	FGDL	2019
	National Register of Historic Places	NPS	2014
	Historical Districts	Pasco County	2019
	Historical Railroads	Pasco County	2019
	Parks and Recreational Facilities	FGDL	2019
	Existing Trails	FGDL	2019
	Future Trails	FGDL	2018

TABLE 4-2 (continued)
LSM DATA LAYERS

Category	Data Layer	Source	Publication Year
Natural	100-Year Floodplain	FGDL	2018
	Hydric Soils	FGDL	2018
	Verified Impaired Waters	FGDL	2018
	Outstanding Florida Waters	FGDL	2019
	Aquifers (principal & sole source) & Recharge Areas	FGDL	2003
	Wellhead Protection Locations & Areas	Pasco County	2019
	Wetlands	FGDL (SWFWMD)	2017
	Mitigation Banks	FGDL	2019
	SWFWMD Permits	FGDL	2011-2018
	Bald Eagle Nesting Territories/Locations	FGDL	2016
	FWC Wildlife Observations	FGDL	2015-2016
	Scrub Jay Occurrences	FGDL	1994
	Wading Bird Rookery Surveys	FGDL	2007
	Wood Stork Nests	FGDL	2017
	Florida Black Bear Nuisance Reports	FGDL	2018
	Critical Wildlife Linkages/Wildlife Habitats	Pasco County	2019
	Public Lands	Pasco County	Pasco County
	Managed Areas	FGDL	2019
	SWFWMD Owned Lands	FGDL	2019
Physical	USEPA Regulated Facilities (air, water, & Resource and Recovery Act sites)	FGDL	2019
	Abandoned Railways	FGDL	2017
	Brownfields	FGDL	2019
	Hazardous Waste Facilities (including Superfund)	FGDL	2019
	Cleanup Sites	FGDL	2019
	Petroleum Contamination Monitoring Sites	FGDL	2019
	Storage Tank Contamination Monitoring Sites	FGDL	2019
	Super Act Risk Sources & Wells	FGDL	2011
	Toxic Release Inventory Sites	FGDL	2017
	Landfills	Pasco County	2019
	Radio, Television, & Cellular Towers/Structures	FGDL & Pasco County	2018 & 2012
	Airport Obstructions	FGDL	2019
	Railroad Crossings	FGDL	2019
	Sewage, Solid Waste, & Wastewater Facilities	EST of FGDL	2019
	Potable Water Wells	FDEP	2019
	Power Transmission Lines & Substations	FGDL	2017
	Dams	FGDL	2010
	Power Plants	FGDL	2016

4.2 CORRIDOR ANALYSIS AND EVALUATION CRITERIA

The preliminary corridors, determined from the LSM process, were evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, a narrative assessment of the corridors, and agency/public input. The analysis and assessment for each of these factors are described below.

4.2.1 PURPOSE AND NEED EVALUATION

Each corridor was evaluated for how well it satisfies the project purpose and need. Specifically, each corridor was assessed for its ability to:

- Allow regional traffic to bypass the City of Zephyrhills
- Provide an alternative east-west connection to US 98
- Link to other major facilities (such as SR 39/Paul Buchman Highway and Chancey Road)

A corridor was assigned a 'Yes' if it satisfied the criterion, a 'Moderate' if it provided a neutral benefit or did not completely resolve the issue or satisfy the criterion fully, or 'No' if it did not satisfy the criterion.

Corridors that did not satisfy (received a 'Moderate' or 'No') at least two of the three stated purpose and need criteria were eliminated from further consideration. The remaining corridors were evaluated using other considerations, including environmental impacts, engineering feasibility, associated costs, and agency/public input. **Table 4-3** provides the purpose and need evaluation criteria. **Section 6.0 Alternatives Evaluation** includes the table completed with corridor data.

TABLE 4-3
PURPOSE AND NEED EVALUATION CRITERIA

Corridor	Allows Traffic to Bypass Zephyrhills	Provides East-West Connection to US 98	Links to Other Major Facilities
1			
2A			
2B			
2C			
3A			
3B			
3C			

4.2.2 ENVIRONMENTAL EVALUATION

The potential direct, indirect, and cumulative effects on the environment were considered for each alternative corridor. **Table 4-4** provides the evaluation matrix that was populated with data based on the GIS layers identified in Table 4-2 and the footprints of the proposed corridors. **Section 6.0 Alternatives Evaluation** includes the table completed with corridor data. Quantifiable values for potential corridor impacts to the identified social, cultural, natural, and physical resources were displayed as a number in the evaluation matrix. Non-quantifiable factors were given a potential degree of impact (such as High, Moderate, or Low). For listed species occurrence potential, an assessment of likelihood of impact was made by a qualified biologist through the review of species occurrence databases from the sources

identified in Table 4-2. Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for potential elimination.

TABLE 4-4
ENVIRONMENTAL EVALUATION CRITERIA

Category	Evaluation Criteria	Unit of Measurement	Corridors						
			1	2A	2B	2C	3A	3B	3C
Social	Potential Residential Displacements	Number							
	Potential Non-Residential Displacements	Number							
	Community Facilities	Number							
	Neighborhoods	Number							
	Community Cohesion	Degree							
	Special Populations (low income or minority populations)	Number							
	Prime Farmlands	Acres							
Cultural	Historic Resources	Number							
	Archaeological Resources	Number							
	Potential Section 4(f) Resources	Number							
	Recreational Facilities	Number							
Natural	Listed Species Occurrence Potential	Degree							
	Managed/Conservation Lands	Acres							
	Forested Wetlands	Acres							
	Non-Forested Wetlands	Acres							
	100-Year Floodplain	Acres							
	Water Features	Acres							
	Water Quality (Verified Impaired Water-Drainage Basins)	Number							
	Special Designations (OFWs)	Number							
Physical	Potential Contamination Sites	Number							
	Noise Sensitive Sites	Number							

4.2.3 ENGINEERING EVALUATION

The engineering factors that were used to evaluate the alternative corridors are listed in **Table 4-5**. The engineering factors included potential utility conflicts and involvement with infrastructure items such as railroad crossings, drainage basins, stormwater pond requirements, and new required right-of-way. **Section 6.0 Alternatives Evaluation** includes the table completed with corridor data. Quantifiable values for the factors were displayed as a number in the evaluation matrix. Non-quantifiable factors were given a potential degree of impact (such as High, Moderate, or Low). Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for potential elimination.

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TABLE 4-5
ENGINEERING EVALUATION CRITERIA

Evaluation Criteria	Unit of Measurement	Corridors						
		1	2A	2B	2C	3A	3B	3C
Utility Conflicts	Number							
Railroad Crossings	Number							
Drainage Basins	Number							
Stormwater Ponds	Acres							
Right-of-Way	Acres							

Construction, wetland mitigation, and right-of-way costs were estimated for each alternative corridor. **Table 4-6** displays the cost categories that were considered. **Section 6.0 Alternatives Evaluation** includes the table completed with corridor data. Construction costs were developed utilizing FDOT Long Range Estimates (LRE). Right-of-way costs were estimated based upon general costs of land and buildings in the study area by land use type and unit right-of-way costs obtained from FDOT District Seven. Wetland mitigation costs were based on the average mitigation bank costs from bids submitted every two years to the District and the cost of SWFWMD-FDOT mitigation program sites developed pursuant to Section 373.4137, Florida Statutes, adjusted for the Consumer Price Index provided annually by FDOT OEM.

TABLE 4-6
EVALUATION OF COSTS

Cost Category	Corridors						
	1	2A	2B	2C	3A	3B	3C
Construction Costs							
Right-of-Way Costs*							
Wetland Mitigation Costs							

*To include mitigation costs required for potential impacts to managed/conservation lands.

4.2.4 NARRATIVE OF ASSESSMENT

Based on the evaluation criteria described above, a narrative discussion and assessment of each of the alternative corridors was prepared in compliance with elements and issues contained in 23 U.S.C. § 168(c). The narrative discusses the affected environment, as well as the advantages and limitations of each corridor, and highlights specific factors that may result in a corridor's elimination. Public and agency input were summarized in the narrative as appropriate.

4.2.5 PUBLIC AND AGENCY CONSIDERATIONS

Public, agency, and ETAT member input received during the ETDM screening process and review of the ACE MM was used to refine the purpose and need, corridor constraints, and evaluation criteria in order to analyze the corridors. **Section 7.0 Public Involvement and Agency Coordination** describes the opportunities for public input into the corridor evaluation process. The results documented in the ACER will be made available to the ETAT through the EST for 30 calendar days. Notification of the public meetings will be distributed to all the individuals on the project mailing list within the affected study area. If meetings are needed to explain the results of the ACER, they will be scheduled as necessary.

5.0 INITIAL CORRIDORS AND ALTERNATIVES

5.1 DESIGN CONTROLS

Within the project study area, there are eight major roadways that may be impacted by the proposed SR 56 alternative corridors. The impacted roadways include SR 39/Paul S. Buchman Highway, SR 56, US 98/SR 35/SR 700, US 301/Gall Boulevard/SR 41, CR 54, Chancey Road, Crystal Springs Road, and County Line Road. SR 39/Paul S. Buchman Highway, SR 56, US 301/Gall Boulevard/SR 41 are classified as Urban Principal Arterials throughout the project limits. US 98/SR 35/SR 700 is classified as a Rural Principal Arterial from Polk County Line to CR 35A and an Urban Principal Arterial from CR 35A to US 301/Gall Boulevard/SR 41. CR 54 is classified as a Rural Minor Arterial. Chancey Road is classified as an Urban Minor Arterial. Crystal Springs Road is classified as an Urban Major Collector, and County Line Road is classified as a local road.

FDOT will develop a Context Classification Memorandum for the study area based on the recommended alternative corridor(s). A majority of the study area is comprised of agricultural land, residential areas, open grassland, woodlands, and wetlands. Due to the existing nature of the study area, some of the roadways maintain a context classification of C2 (Rural) and C3 (Suburban Residential or Commercial). CR 54 and Chancey Road will likely have a context classification of C3 (Suburban Residential or Commercial) and C4 (Urban General).

While adhering to the 2021 FDOT Design Manual (FDM), design criteria were developed in order to guide the development of the alternative corridors. The design speed varies for the roadways within the project study area. In order to accommodate various alternative corridors, a range of design speeds was used during the development of the Design Criteria: a 60-mph design speed to accommodate a context classification of C2 (Rural), a 55-mph design speed to accommodate a context classification of C3 (Suburban Residential and Commercial), and a 45-mph design speed to accommodate a context classification for C4 (Urban General). US 98/SR 35/SR 700 and US 301/Gall Boulevard/SR 41 maintain an Access Management Classification of 3 (Restrictive). The anticipated Access Management Classification for the divided roadway alternative corridors is Access Class 5 (Restrictive). The design criteria are summarized in **Table 5-1**.

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TABLE 5-1
DESIGN CRITERIA

Design Element	Design Criteria	Source
Typical Section		
Design Speed	60 MPH 55 MPH 45 MPH	FDM Table 201.5.1
Travel Lane Widths	12 Ft - ≥ 50 MPH 11 Ft - 45 MPH 12 Ft - Turn Lanes	FDM Table 210.2.1
Bicycle Lane Widths	7 Ft Buffered (Desired) 4 Ft Minimum	FDM Section 223.2.1.1
Sidewalk Widths	5 Ft	FDM Table 222.2.1
Cross Slope	0.02 Minimum 0.03 Maximum (On Tangents) - > 45 MPH 0.04 Maximum (On Tangents) - ≤ 45 MPH	FDM Table 210.2.1
Shoulders	12 Ft (7 Ft Paved) – Outside 8 Ft – Inside	FDM Table 210.4.1
Shoulder Cross Slope	0.06 Outside 0.05 Inside	FDM Section 210.4.1
Clear Zone	36 Ft – 60 MPH 30 Ft – 55 MPH 24 Ft – 45 MPH	FDM Table 215.2.1
Minimum Lateral Offset Criteria	Outside Clear Zone	FDM Table 215.2.2
Horizontal		
Minimum Stopping Sight Distance	570 Ft – 60 MPH 495 Ft – 55 MPH 360 Ft – 45 MPH	FDM Table 210.11.1
Maximum Deflection without Curve	0°45’00”	FDM Section 210.8.1
Length of Horizontal Curve	900 Ft – 60 MPH 825 Ft – 55 MPH 675 Ft – 45 MPH	FDM Table 210.8.1
Maximum Degree of Curve / Minimum Radius	5°15’ / 1092’ – 60 MPH 6°30’ / 882’ – 55 MPH 10°15’ / 559’ – 45 MPH	FDM Table 210.9.1
Superelevation Transition	80% On Tangent (50% Minimum) 20% On Curve (50% Maximum) (Minimum L=100' for 10% emax) (Minimum L=50' for 5% emax)	FDM Section 210.9.1 & FDM Table 210.9.3
Superelevation Transition Rate	1:225 – 55-60 MPH 1:200 – 45 MPH	FDM Table 210.9.3
Maximum Superelevation Rate	10%	FDM Table 210.9.1
Maximum Curvature without Superelevation	11,709 Ft – 60 MPH 9,949 Ft – 55 MPH 6,878 Ft – 45 MPH	FDM Table 210.9.1

TABLE 5-1 (continued)
DESIGN CRITERIA

Design Element	Design Criteria	Source
Vertical		
Maximum K Value, Crest Vertical Curves	245 Ft – 60 MPH 185 Ft – 55 MPH 98 Ft – 45 MPH	FDM Table 210.10.3
Minimum Lengths, Crest Vertical Curves	400 Ft – 60 MPH 350 Ft – 55 MPH 135 Ft – 45 MPH	FDM Table 210.10.4
Minimum K Value, Sag Vertical Curves	136 – 60 MPH 115 – 55 MPH 79 – 45 MPH	FDM Table 210.10.3
Minimum Lengths of Sag Vertical Curves	300 Ft – 60 MPH 250 Ft – 55 MPH 135 Ft – 45 MPH	FDM Table 210.10.4
Vertical Clearance	17.5 Ft - Overhead Sign & New Signals 19.5 Ft - DMS Sign	FDM Section 210.10.3
	16.5 Ft - Roadway Over Arterial/Collector 23.5 Ft - Roadway Over Railroad	FDM Table 260.6.1
Maximum Profile Grade	3% – 60 MPH 4% – 55 MPH 6% – 45 MPH	FDM Table 210.10.1
Maximum Change without Vertical Curve	0.4% – 60 MPH 0.5% – 55 MPH 0.7% – 45 MPH	FDM Table 210.10.2
Minimum Base Clearance	3 Ft	FDM Section 210.10.3

5.2 DESCRIPTION OF ALTERNATIVES

As discussed in **Section 4.1 Land Suitability Mapping**, the alternative corridors were initially developed using the LSM process. Each GIS layer identified in Table 4-2 was analyzed to determine if there were any features in the study area. If not, that layer was removed from further analysis. Over 60 GIS layers included features within the study area. The final list of layers included in the LSM analysis is provided in **Table 5-2**.

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TABLE 5-2
GIS DATA LAYERS UTILIZED IN LSM ANALYSIS

Category	Data Layer	Source	Publication Year
Social	Airports	FGDL	2016
	Railroads	FGDL	2017
	Cemeteries	FGDL	2019
	Community Centers	FGDL	2015
	Correctional Facilities	FGDL	2017
	Fire Stations	FGDL	2018
	Government Buildings	FGDL	2013
	Golf Courses	FGDL	2015
	Health Care Facilities	FGDL	2014
	Laser Facilities	FGDL	2016
	Law Enforcement Facilities	FGDL	2018
	Religious Centers	FGDL	2015
	Schools	FGDL	2017
	Social Service Facilities	FGDL	2010
	Veteran Facilities	FGDL	2013
	Group Care Facilities	FGDL	2018
	Mobile Home and RV Parks	FGDL	2018
	Existing Residential Uses	FGDL (SWFWMD)	2013
	Future Residential Uses	Pasco County Hillsborough County Polk County	2019 2019 2007
	Planned Unit Developments	Pasco County	2019
	Prime Farmlands	FGDL	2018
Cultural	Florida Site File Archaeological/Historic Resources	Pasco County & FDOS	2019
	Florida Site File Bridges	FGDL	2019
	Florida Site File Cemeteries	FGDL	2019
	Florida Site File Historic Standing Structures	FGDL	2019
	Florida Site File Resource Groups	FGDL	2019
	National Register of Historic Places	NPS	2014
	Historical Railroads	Pasco County	2019
	Parks and Recreational Facilities	FGDL	2019

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TABLE 5-2 (continued)
GIS DATA LAYERS UTILIZED IN LSM ANALYSIS

Category	Data Layer	Source	Publication Year
Natural	100-Year Floodplain	FGDL	2018
	Hydric Soils	FGDL	2018
	Verified Impaired Waters	FGDL	2018
	Outstanding Florida Waters	FGDL	2019
	Wellhead Protection Locations & Areas	Pasco County	2019
	Wetlands	FGDL (SWFWMD)	2013
	Mitigation Banks	FGDL	2019
	SWFWMD Permits	FGDL	2011-2018
	Bald Eagle Nesting Territories/Locations	FGDL	2016
	FWC Wildlife Observations	FGDL	2015
	Scrub Jay Occurrences	FGDL	1994
	Wading Bird Rookery Surveys	FGDL	2007
	Wood Stork Nests	FGDL	2017
	Florida Black Bear Nuisance Reports	FGDL	2018
	Critical Wildlife Linkages/Wildlife Habitats	Pasco County	2019
	Public Lands	Pasco County	Pasco County
	Managed Areas	FGDL	2019
	SWFWMD Owned Lands	FGDL	2019
Physical	USEPA Regulated Facilities (air, water, & Resource and Recovery Act sites)	FGDL	2019
	Abandoned Railways	FGDL	2017
	Hazardous Waste Facilities (including Superfund)	FGDL	2019
	Cleanup Sites	FGDL	2019
	Petroleum Contamination Monitoring Sites	FGDL	2019
	Storage Tank Contamination Monitoring Sites	FGDL	2019
	Super Act Risk Sources & Wells	FGDL	2011
	Radio, Television, & Cellular Towers/Structures	FGDL & Pasco County	2018 & 2012
	Airport Obstructions	FGDL	2019
	Railroad Crossings	FGDL	2019
	Sewage, Solid Waste, & Wastewater Facilities	EST of FGDL	2019
	Potable Water Wells	FDEP	2019
	Power Transmission Lines & Substations	FGDL	2017
	Dams	FGDL	2010
	Power Plants	FGDL	2016

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Figure 5-1 presents the Land Suitability Map that was developed based on the analysis of the GIS layers.

Using the design criteria and results of the LSM analysis, seven corridors with a width of 250 feet were determined. It is anticipated that a four-lane divided roadway, expandable to six lanes, will be constructed for consistency as it will tie into the existing four and six-lane divided sections of SR 56 extending from SR 54 to US 301/Gall Boulevard/SR 41. To allow for flexibility in developing proposed alignments that avoid potential constraints, corridors with a width of 250 feet were established. This width can accommodate a range of potential typical sections that account for up to six general purpose lanes, including a high speed urban typical section requiring 174 feet of right-of-way and a rural typical section requiring 216 feet of right-of-way. This width can also accommodate multimodal features, including sidewalks, bicycle lanes, a multi-use trail, and transit. The typical sections and the corridor alignments will be further refined during the PD&E Study.

The seven developed corridors overlain on the Land Suitability Map are provided in **Figure 5-2**. **Figure 5-3** shows the seven corridors on an aerial background.

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FIGURE 5-1
LAND SUITABILITY MAP

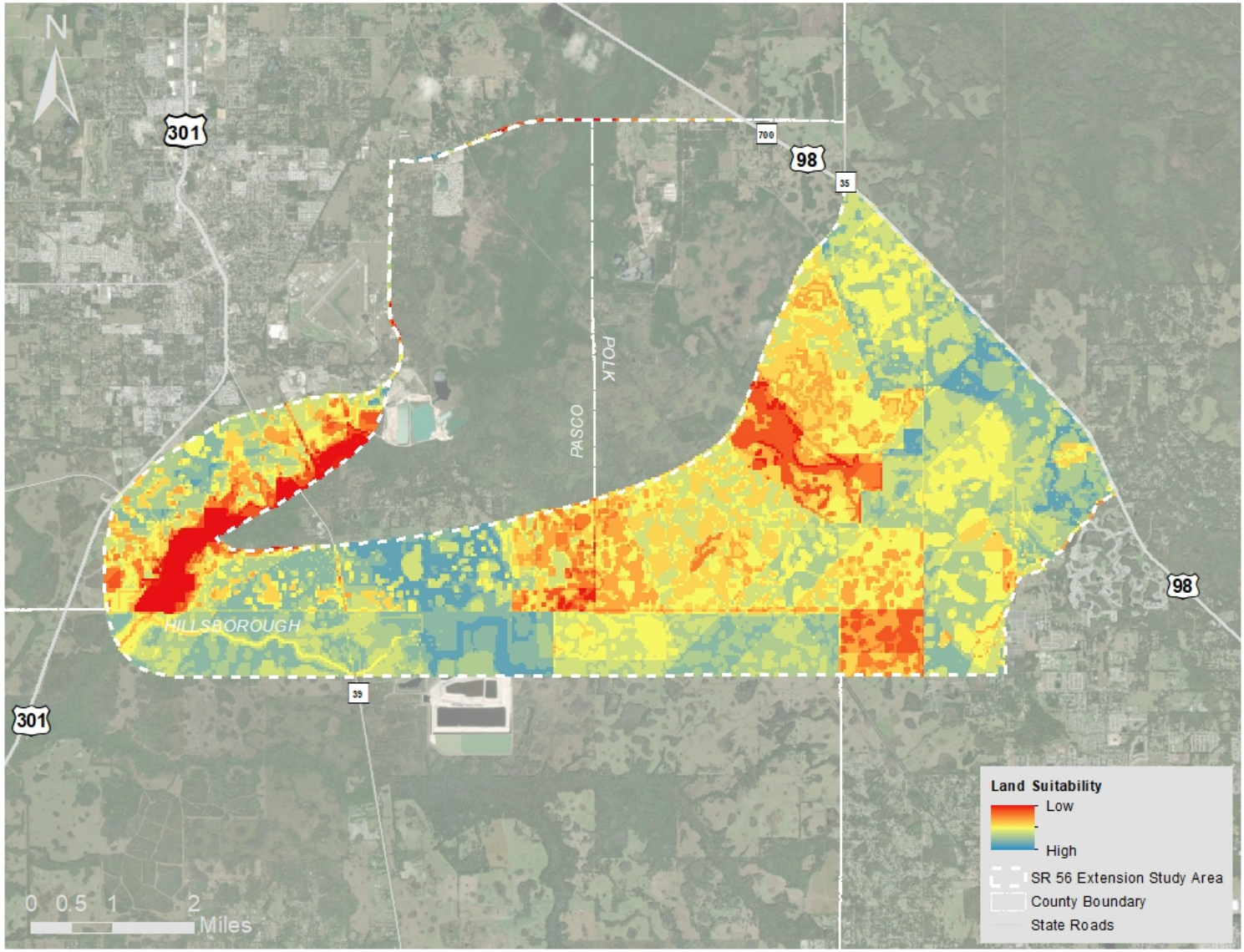


FIGURE 5-2
LSM CORRIDOR OVERLAY MAP

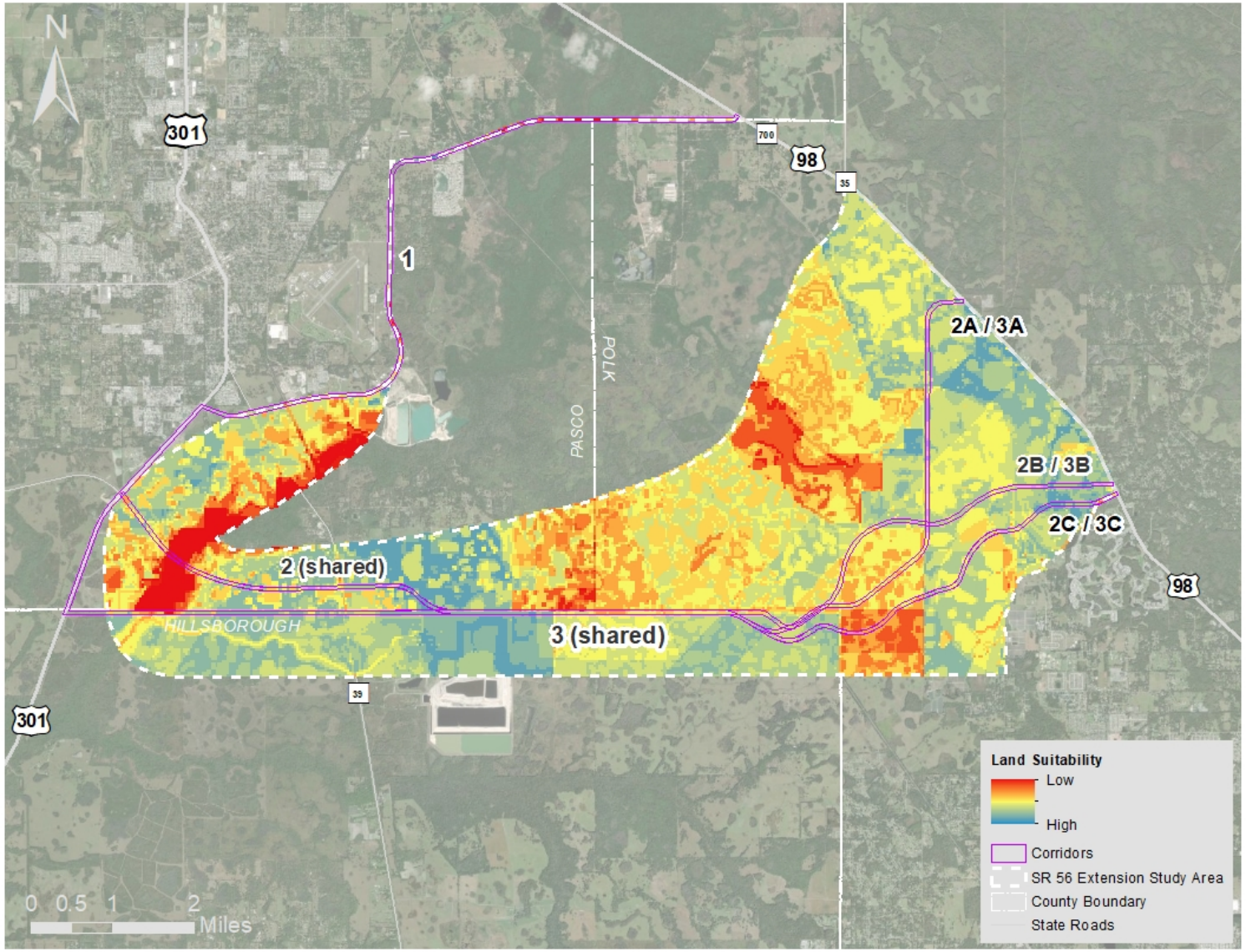
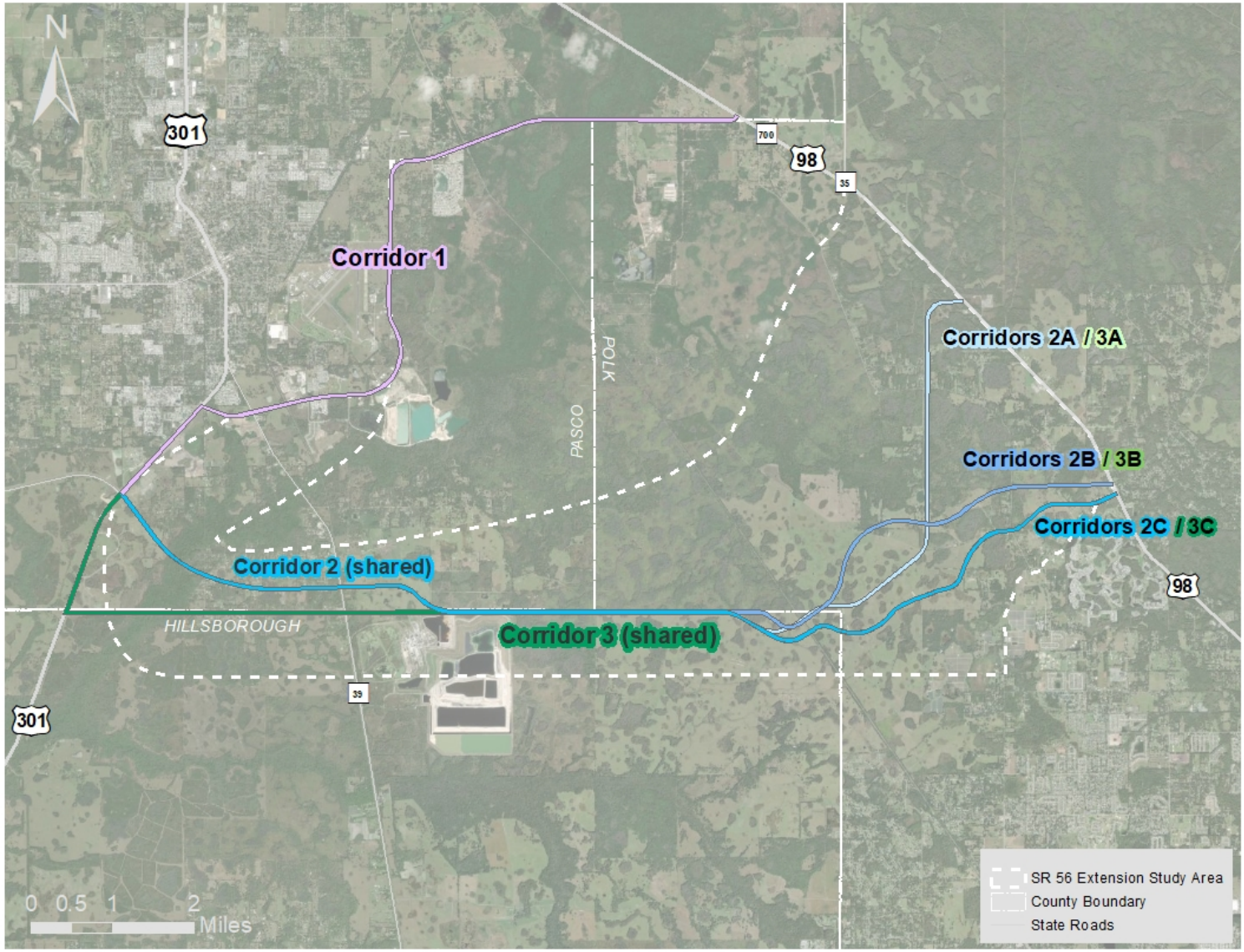


FIGURE 5-3
ALTERNATIVE CORRIDORS



Descriptions of the developed corridors are provided below.

Corridor 1

Corridor 1 primarily runs along existing roadways as it hugs the eastern boundary of the City of Zephyrhills, avoiding impacts to the city's downtown area. Starting from its southern/western terminus at the intersection of US 301/Gall Boulevard/SR 41 and SR 56, Corridor 1 extends in the northeast direction along US 301/Gall Boulevard/SR 41 until it reaches Chancey Road. At this point, Corridor 1 then follows Chancey Road (extending east and then north) until it intersects CR 54 where it continues east along CR 54 to US 98/SR 35/SR 700. It should be noted that the corridor crosses two railroad mainlines at-grade; the first is along Chancey Road (less than 0.5-mile east of SR 39/Paul S. Buchman Highway), and the second is along CR 54 (less than one mile east of Chancey Road). There is additionally one bridge structure located 0.34-mile east of Berry Road on the segment of CR 54 occupied by Corridor 1. It is anticipated that the intersection of Chancey Road and CR 54 would be realigned to the east in order to account for a horizontal curve associated with the Corridor 1 footprint. The total length of Corridor 1 is 10.86 miles. Corridor 1 is depicted in **Figure 5-4**.

Corridor 2A

Corridor 2A consists entirely of new alignment. Starting from its western terminus at the intersection of US 301/Gall Boulevard/SR 41 and SR 56, Corridor 2A extends in the southeast direction for approximately one mile before it reaches the Hillsborough River. As it crosses the Hillsborough River (where a new bridge structure would be required), it begins to travel in a more easterly direction, running parallel to and approximately 0.25-mile north of County Line Road. Where the alignment crosses SR 39/Paul S. Buchman Highway, it is also proposed to cross a parallel CSX Transportation railroad mainline directly to the east. As the alignment approaches Saunders Road (approximately 0.40-mile west of Saunders Road), the corridor travels again in a southeast direction. Once east of Saunders Road, the corridor extends east along the Pasco/Hillsborough County Line (north of Mosaic's Plant City facility) and then along the Polk/Hillsborough County Line. In the vicinity of a second proposed CSX Transportation railroad mainline crossing (where the Polk County and Hillsborough County Lines converge), the corridor snakes around area wetlands before heading in a northeast direction for approximately one mile within Polk County. At the first east-west dirt road, the corridor then shifts northward running parallel to a north-south utility easement as well as two north-south roads (Carlton Road and Bailey Road). At approximately 0.20-mile south of the northern terminus of the north-south utility easement, the corridor then curves to the east running parallel to an east-west utility easement for approximately 0.30-mile until it connects to US 98/SR 35/SR 700. The total length of Corridor 2A is 14.14 miles. Corridor 2A is presented in **Figure 5-5**.

Corridor 2B

Corridor 2B consists entirely of new alignment. It essentially follows the same alignment as Corridors 2A and 2C until just west of the CSX Transportation railroad mainline (where the Polk County and Hillsborough County Lines converge). The corridor snakes around area wetlands before heading northeast for approximately 1.4 miles within Polk County. It then turns to the east where it crosses Old Dade City Road and Sherrouse Road and continues on to US 98/SR 35/SR 700, terminating just north of Rockridge Road. The total length of Corridor 2B is 13.54 miles. Corridor 2B is shown in **Figure 5-6**.

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FIGURE 5-4
CORRIDOR 1

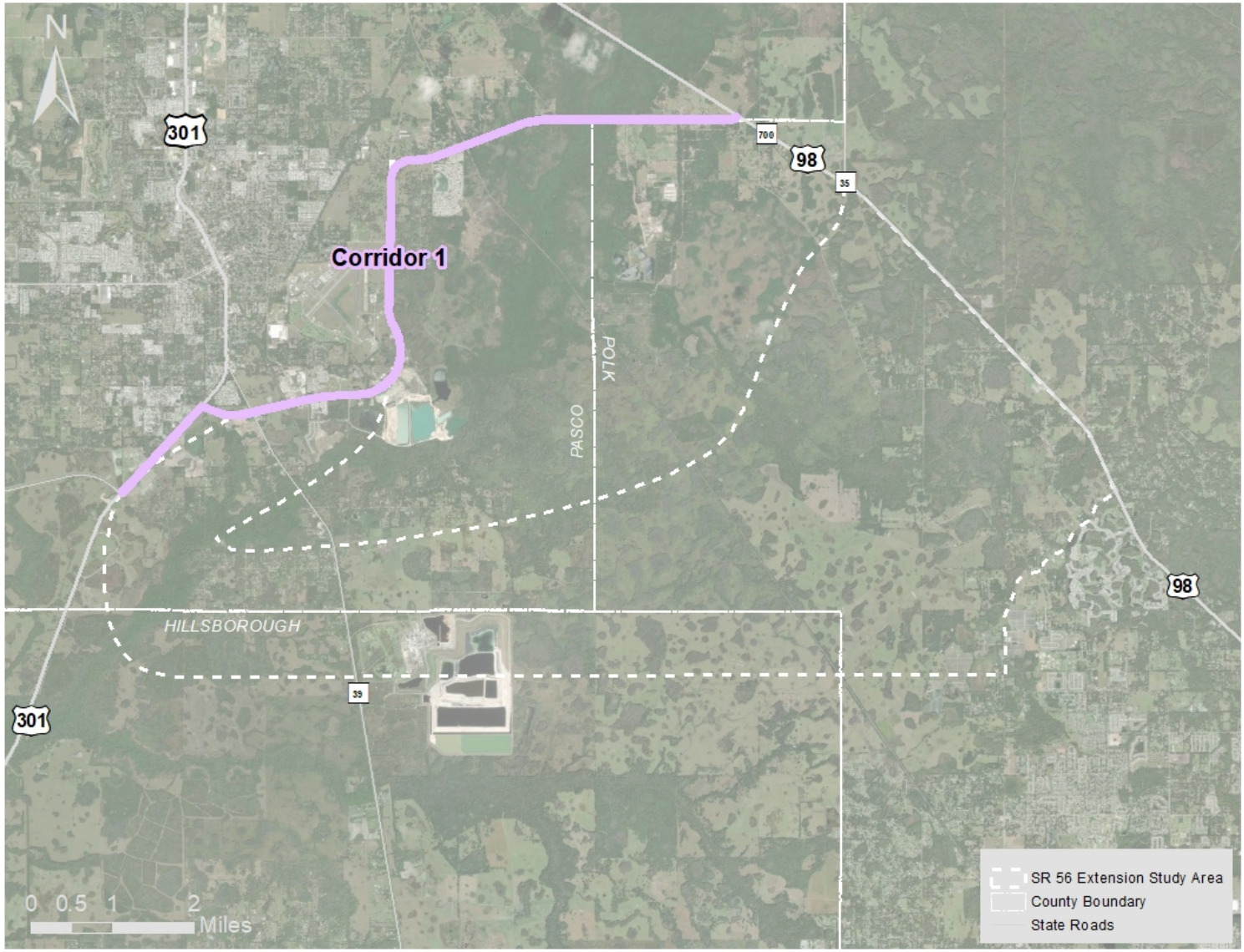


FIGURE 5-5
CORRIDOR 2A

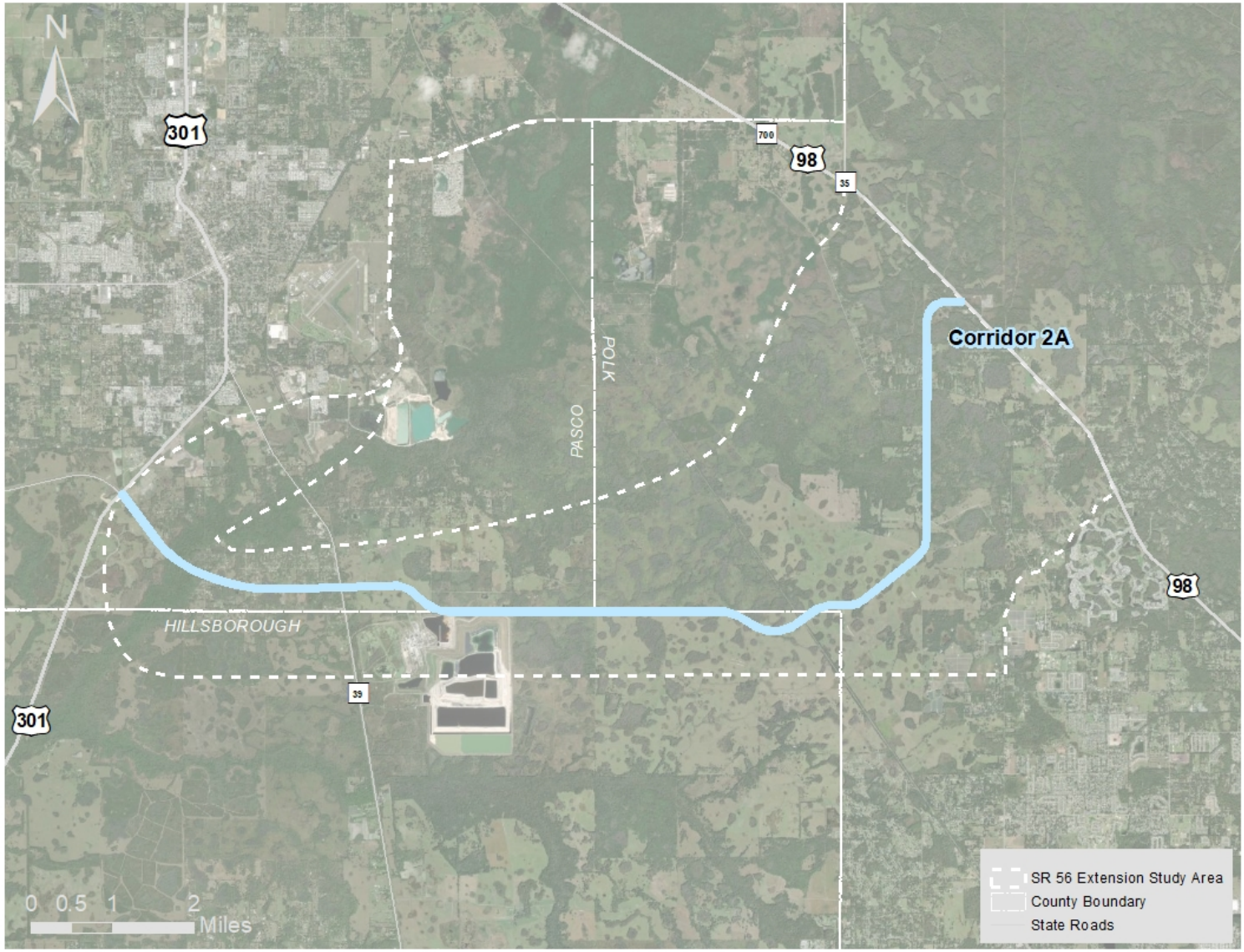
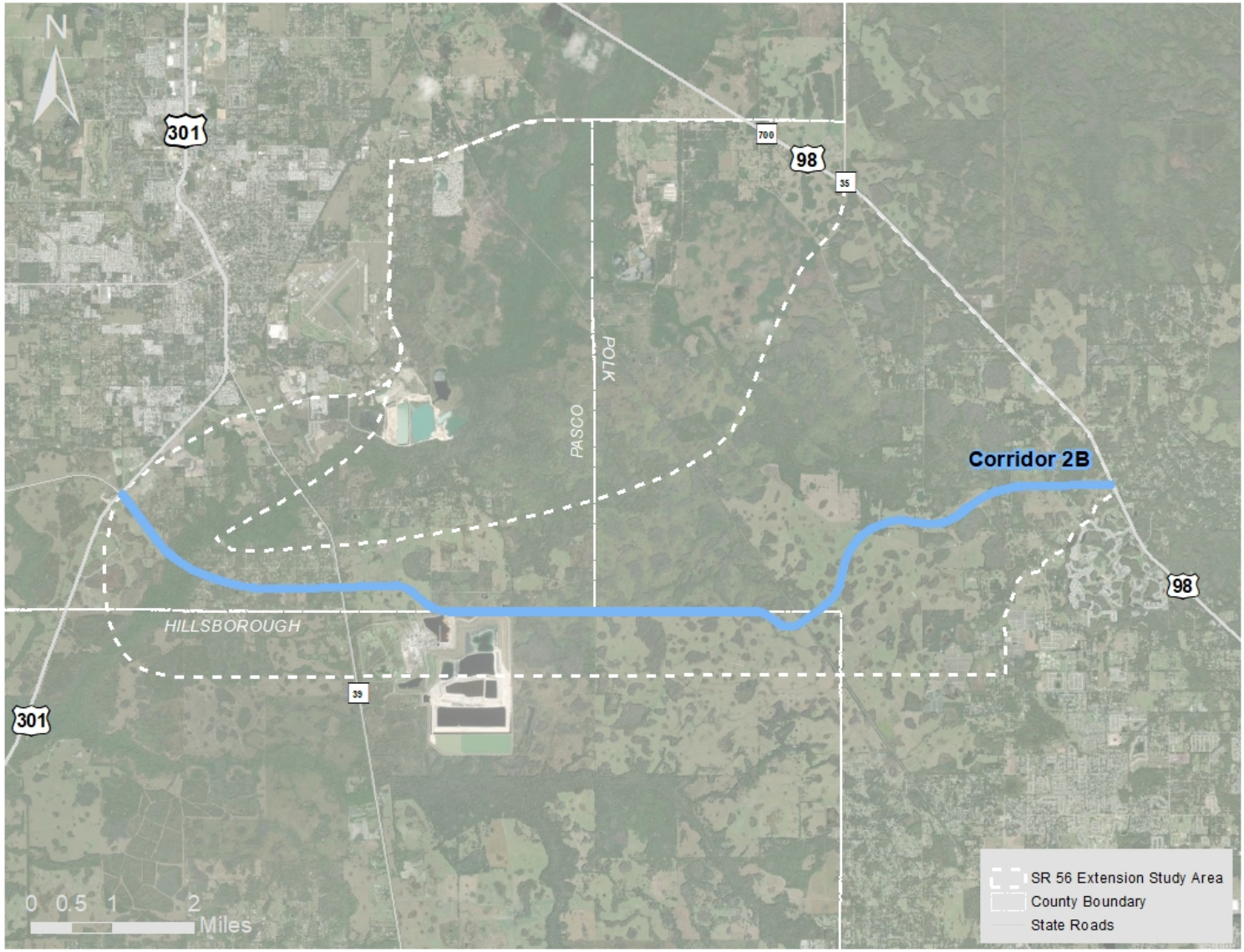


FIGURE 5-6
CORRIDOR 2B



Corridor 2C

Corridor 2C consists almost entirely of new alignment, utilizing only a small portion of existing roadway on the eastern end of the project near US 98/SR 35/SR 700. It essentially follows the same alignment as Corridors 2A and 2B until just west of the CSX Transportation railroad mainline (where the Polk County and Hillsborough County Lines converge). The corridor snakes around area wetlands and meanders in a northeast direction where it crosses Old Dade City Road and Sherrouse Road. From this point, the alignment veers to the east and ties into an existing portion of Rockridge Road for approximately 0.25-mile, where it terminates at US 98/SR 35/SR 700. The total length of Corridor 2C is 13.54 miles. Corridor 2C is depicted in **Figure 5-7**.

Corridor 3A

Corridor 3A consists of a combination of new alignment and use of existing roadways in the study area. Starting from its western terminus at the intersection of US 301/Gall Boulevard/SR 41 and SR 56, Corridor 3A follows an existing portion of US 301/Gall Boulevard/SR 41 in Pasco County south to the Pasco/Hillsborough County Line. It then turns east and follows the Pasco/Hillsborough County Line on new alignment for approximately 2.2 miles. At the intersection of Crystal Springs Road, it continues east along the existing unpaved portion of County Line Road for approximately 1.7 miles. At SR 39/Paul S. Buchman Highway, County line Road transitions to a paved roadway continuing eastward for approximately 1.05 miles where the pavement terminates at Mosaic's Plant City facility located at Saunders Road. Where the alignment crosses SR 39/Paul S. Buchman Highway, it is also proposed to cross a parallel CSX Transportation railroad mainline directly to the east. Once east of Saunders Road, the corridor extends east along the Pasco/Hillsborough County Line (north of Mosaic's Plant City facility) and then along the Polk/Hillsborough County Line. In the vicinity of a second proposed CSX Transportation railroad mainline crossing (where the Polk County and Hillsborough County Lines converge), the corridor snakes around area wetlands before heading in a northeast direction for approximately one mile within Polk County. At the first east-west dirt road, the corridor then shifts northward running parallel to a north-south utility easement as well as two north-south roads (Carlton Road and Bailey Road). At approximately 0.20-mile south of the northern terminus of the north-south utility easement, the corridor then curves to the east running parallel to an east-west utility easement for approximately 0.30-mile until it connects to US 98/SR 35/SR 700. The total length of Corridor 3A is 15.91 miles. Corridor 3A is presented in **Figure 5-8**.

Corridor 3B

Corridor 3B consists of a combination of new alignment and use of existing roadways in the study area. It essentially follows the same alignment as Corridors 3A and 3C until just west of the CSX Transportation railroad mainline (where the Polk County and Hillsborough County Lines converge). The corridor snakes around area wetlands before heading northeast for approximately 1.4 miles within Polk County. It then turns to the east where it crosses Old Dade City Road and Sherrouse Road and continues on to US 98/SR 35/SR 700, terminating just north of Rockridge Road. The total length of Corridor 3B is 15.31 miles. Corridor 3B is shown in **Figure 5-9**.

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FIGURE 5-7
CORRIDOR 2C

FIGURE 5-8
CORRIDOR 3A

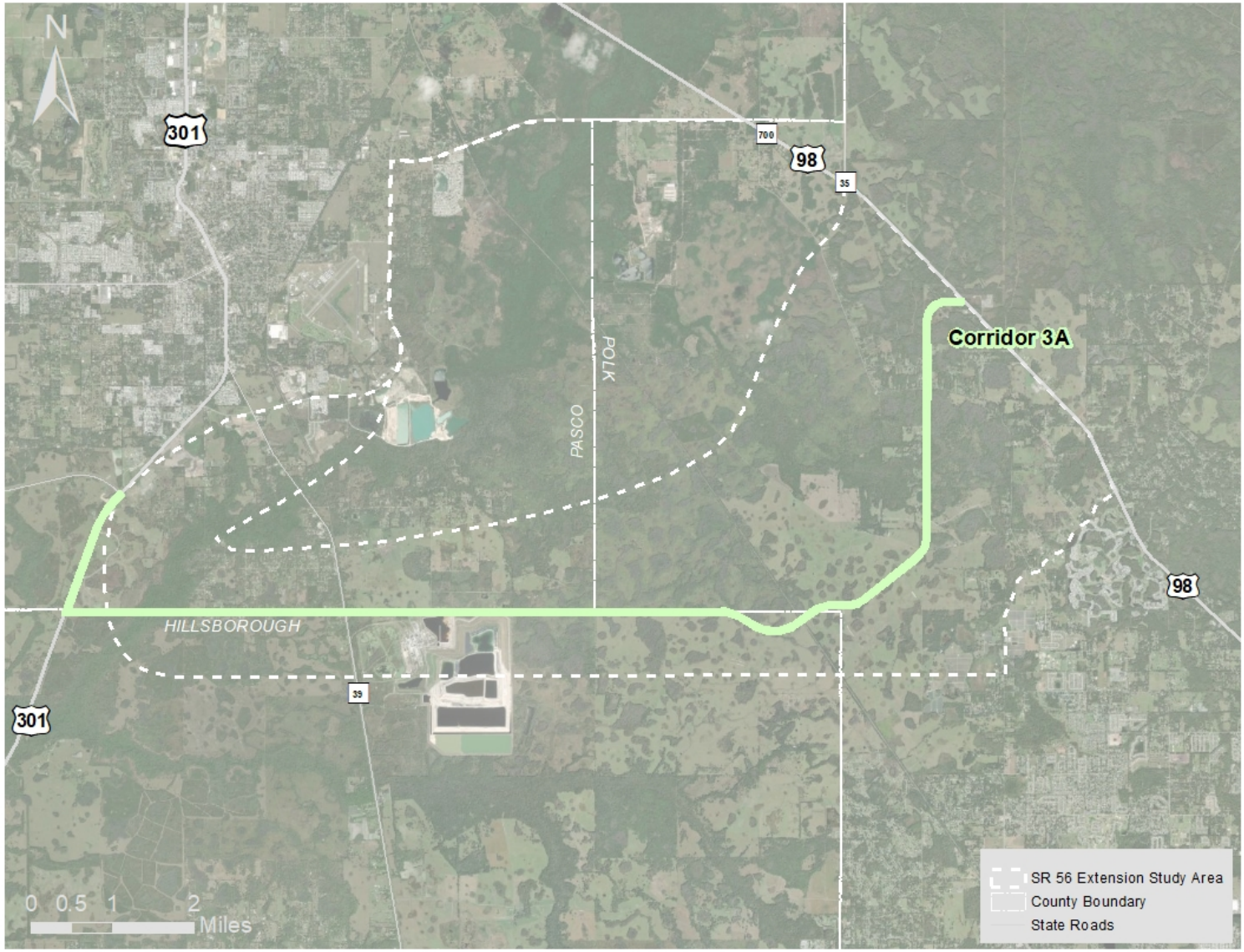

FIGURE 5-9
CORRIDOR 3B

Corridor 3C

Corridor 3C consists of a combination of new alignment and use of existing roadways in the study area. It essentially follows the same alignment as Corridors 3A and 3B until just west of the CSX Transportation railroad mainline (where the Polk County and Hillsborough County Lines converge). The corridor snakes around area wetlands and meanders in a northeast direction where it crosses Old Dade City Road and Sherrouse Road. From this point, the alignment veers to the east and ties into an existing portion of Rockridge Road for approximately 0.25-mile, where it terminates at US 98/SR 35/SR 700. The total length of Corridor 3C is 15.30 miles. Corridor 3C is depicted in **Figure 5-10**.

Transportation System Management & Operations (TSM&O)

The FHWA defines Transportation System Management & Operations (TSM&O) as "an integrated program to optimize the performance of existing multimodal infrastructure through implementation of systems, services, and projects to preserve capacity and improve the security, safety, and reliability of our transportation system." TSM&O strategies seek to optimize the efficiency of the current transportation system by implementing low-cost strategies such as the following:

- Adding turn or auxiliary lanes, and converting high occupancy vehicles (HOV) lanes to reversible lanes
- Optimizing traffic signals (improves overall operation) including signal coordination
- Improving interchange termini
- Milling and resurfacing to extend pavement life
- Improving roadway signage and pavement markings
- Traffic management strategies
- Enhancing pedestrian facilities

Typically, TSM&O improvements are implemented to reduce or eliminate the need for roadway widenings. Given that the purpose of this project is to provide an extension of an east-west route through Pasco County connecting to US 98/SR 35/SR 700 allowing for regional traffic to bypass the City of Zephyrhills and creating a more direct route to the Lakeland area in Polk County, it was determined that the TSM&O Alternative does not satisfy the purpose and need for the proposed project. However, as Corridor 1 primarily runs along existing roadways, TSM&O strategies may be evaluated further for this particular alternative corridor during the PD&E Study.

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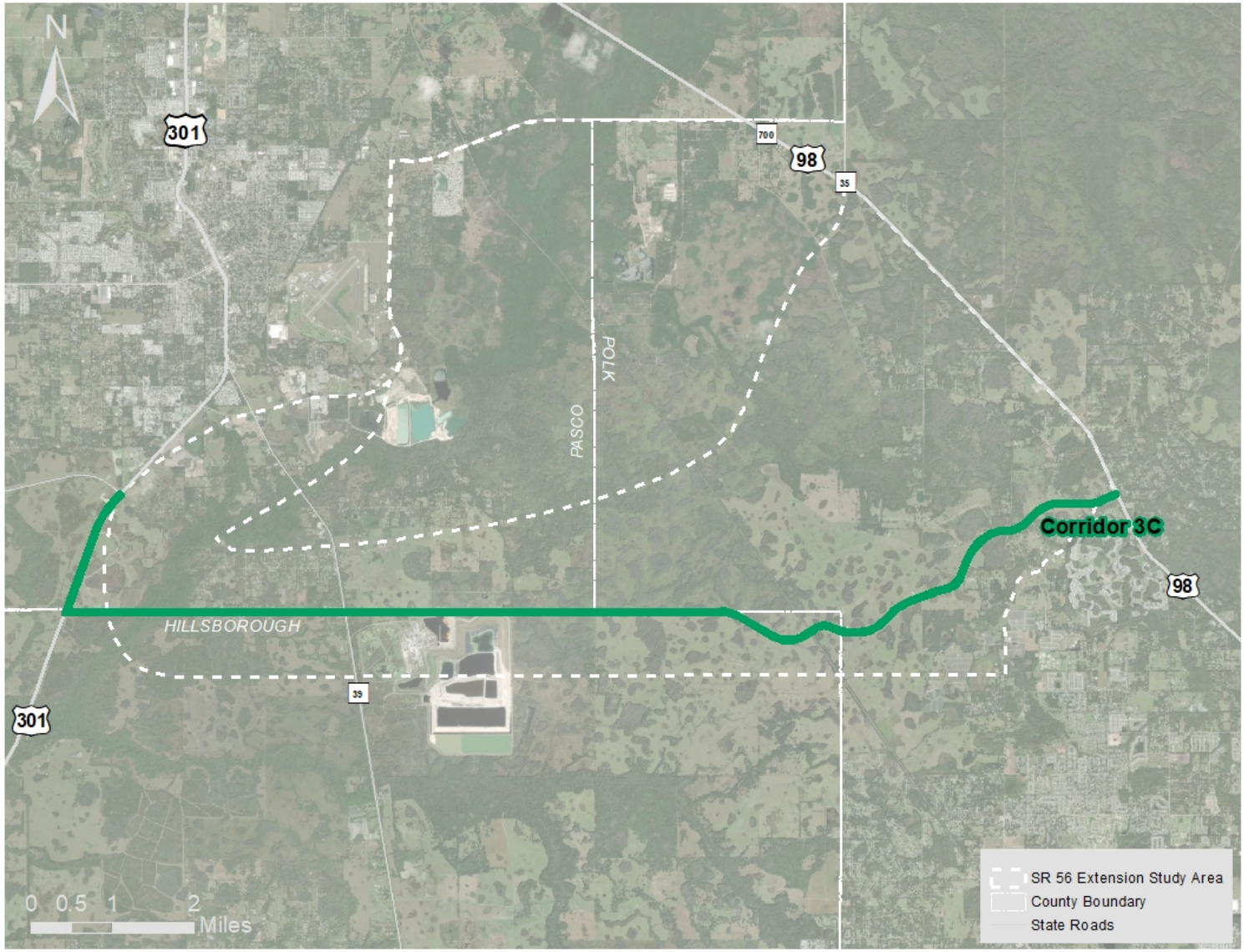
FIGURE 5-10
CORRIDOR 3C



5.3 FUTURE TRAFFIC

This section provides information on the planning-level development of future traffic daily forecasts, design hour volumes, and future traffic analysis for the alternative corridors.

5.3.1 TRAVEL DEMAND MODEL

Travel demand forecasting for this project was performed using the most recent version (Version 9.1) of the Tampa Bay Regional Planning Model (TBRPM). The TBRPM is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is recognized by both FDOT District Seven, as well as the Tampa Bay Area MPOs, as the accepted travel demand forecasting tool. The TBRPM was validated to the year 2015 and includes cost feasible network and socioeconomic (SE) data for the year 2045. The ultimate roadway network within the study area reflects the Pasco County MPO's Adopted 2045 LRTP Cost Feasible Plan.

5.3.2 MODEL CALIBRATION AND VALIDATION

The statistics for the subarea were extracted out of the regional model for the project. Base year model validation and calibration was performed at the subarea level and the modeling effort included, but is not limited to, the following items: reviewed 2015 social economic data and highway network; reviewed speed, capacity, and facility types; reviewed the reasonableness of trip distribution and assignment; and adjusted model to represent reasonable path building. During the validation for the year 2015, the Volume to Count (V/Cnt) ratio was reviewed to verify the accuracy of the regional model validation emphasizing the subarea. The areawide average V/Cnt ratio was calculated to assess how well the model is performing. The closer the V/Cnt ratio is to 1.0, the better the model reflects representative count data. The areawide V/Cnt resulted in 0.94 after calibration, which reflects an improvement in the study area as a result of the model adjustment.

5.3.3 FUTURE SOCIOECONOMIC DATA AND LAND USE

Future land uses in the study area do not differ greatly from the existing land uses. Much of the land within the study area will remain a mixture of industrial and residential land uses comprising most of the areas along US 301/Gall Boulevard/SR 41, SR 39/Paul S. Buchman Highway, and Chancey Road. The population and employment associated with approved DRIs and Master Planned Unit Developments (MPUDs) are expected to increase in future years as the developments reach their permitted build-out dates, especially along SR 56. Future land use growth and development information was acquired from the Tampa Bay Regional Planning Council (TBRPC) and Pasco County's Planning and Development website, which provided input regarding future development patterns and growth potential for the established DRIs and MPUDs.

The Zephyrhills Airport Industrial Corridor Master Plan is an ongoing effort of the City of Zephyrhills and its economic development partners, including Pasco County, Pasco Economic Development Council, and the Greater Zephyrhills Chamber of Commerce, to expand industrial businesses and create high-quality jobs in southeast Pasco County (see **Figure 5-11**). This future industrial development is within the study area of this project and may benefit from the proximity to the Zephyrhills Municipal Airport.

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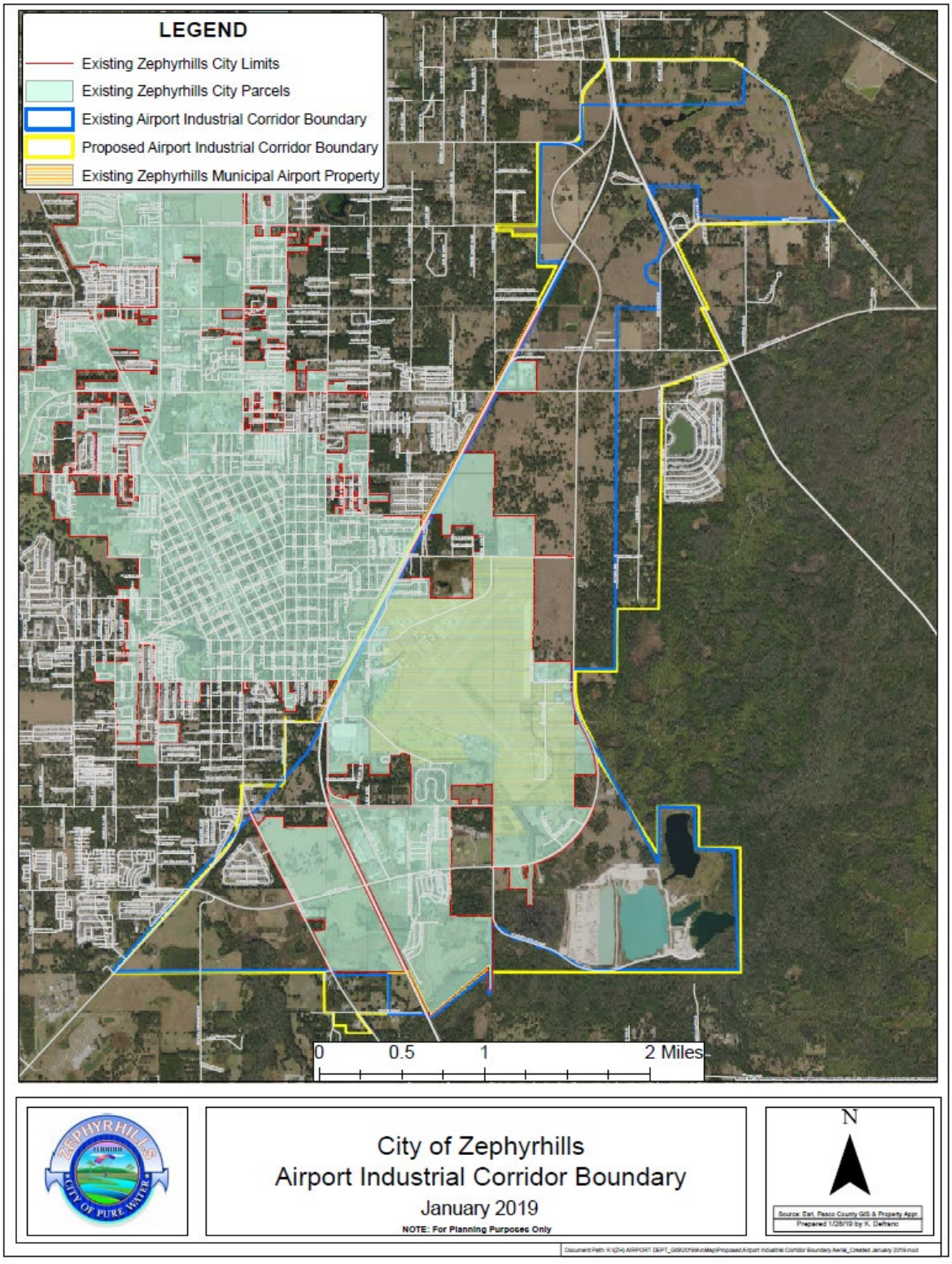
FIGURE 5-11
CITY OF ZEPHYRHILLS AIRPORT INDUSTRIAL CORRIDOR MASTER PLAN BOUNDARY



Source: Zephyrhills Airport Industrial Corridor Master Plan
(https://www.ci.zephyrhills.fl.us/470/Industrial-Corridor-Master-Plan)

The 2045 TBRPM was evaluated by comparing the model socio-economic data with the DRIs, MPUDs, and the Zephyrhills Airport Industrial Plan development within the area of influence. Future year model socio-economic data was updated and integrated into the TBRPM for the following developments:

- Wiregrass DRI #260 (5,142 Acres) – located northeast of SR 56 and SR 581/Bruce B Downs Boulevard
- Meadow Pointe DRI #211 (1,821 Acres) – located southeast of SR 56 and SR 581/Bruce B Downs Boulevard
- Wesley Chapel Lakes DRI #166 (2,150 Acres) – located along SR 56, west of US 301/Gall Boulevard/SR 41
- Stanley Meadows MPUD #170 (151.04 Acres) – located along Chancey Road, west of Coats Road
- Feliciano (a.k.a. Legacy Hills) MPUD #151 (40.3 Acres) – located in the southwest corner of Chancey Road and SR 39
- Cobblestone MPUD #39 (currently petitioning to vacate)

In addition to the developments listed above, the Zephyrhills Airport Industrial Corridor Master Plan includes a potential industrial area that is between 3000 and 4000 acres. For the subarea modeling effort, the gross square footage of industrial land use was estimated as 5% of the 4000 acres (equal to 200 acres) and was split to reflect 180 acres of industrial and 20 acres of office land use. This gross square footage calculation is based on applying consistent percentages as reflected for the Tampa International Airport in TBRPM version 9.1.

5.3.4 FUTURE YEAR TRANSPORTATION NETWORK

5.3.4.1 No-Build Model Alternative

The future year 2045 No-Build network (see **Figure 5-12**) included the following planned and programmed improvements within the study area:

- Four-lane widening of US 301/Gall Boulevard/SR 41 from SR 56 to SR 39/Paul S. Buchman Highway, US 301/Gall Boulevard/SR 41 redesign for a one-way pair in the City of Zephyrhills, and the six-lane widening of US 301/Gall Boulevard/SR 41 from Eiland Boulevard to Kossik Road (Pasco County MPO's 2045 LRTP Cost Feasible Plan)
- Four-lane widening of SR 54 from Morris Bridge Road and US 301/Gall Boulevard/SR 41 (Pasco County MPO 2045 LRTP Cost Feasible Plan)
- Four-lane widening of Eiland Boulevard from CR 579 (Handcart Road) to US 301/Gall Boulevard/SR 41 (Pasco County MPO 2045 LRTP Cost Feasible Plan)
- The Pasco County MPO's Mobility 2045 LRTP identifies the SR 56 Extension, a new four-lane roadway from US 301/Gall Boulevard/SR 41 to Chancey Road, as a Cost Feasible Plan project. However, the No-Build model network was modified by removing the SR 56 extension from US 301/Gall Boulevard/SR 41 to Chancey Road in order to identify deficiencies related to the purpose and need for the project.

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5.3.4.2 Build Model Alternatives

As described in Section 5.2, using the results of the LSM analysis, seven preliminary alternative corridors were developed. For the modeling effort, only two build corridor alternatives were coded into the network as follows:

Model Alternative 1: From where SR 56 currently ends, this alignment continues north along the existing US 301/Gall Boulevard/SR 41 corridor (four-lane cost affordable improvement) until it ties into Chancey Road. The alignment then continues east, following the existing Chancey Road geometry (four lanes) between US 301/Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway. At SR 39/Paul S. Buchman Highway, the alignment continues on Chancey Road as a proposed four-lane roadway, where it connects to CR 54. CR 54 is then proposed as a four-lane roadway and terminates at US 98/SR 35/SR 700. Build Model Alternative 1 is shown in **Figure 5-13**.

Model Alternative 2: The new extension of SR 56 has been proposed as a direct connection to US 98/SR 35/SR 700 under six different alternative corridors based on the LSM process (2A, 2B, 2C, 3A, 3B, and 3C). In terms of traffic assignment, it is anticipated that the planning-level traffic forecasts will be similar for the six alternative corridors, as each provides a connection through open land between US 301/Gall Boulevard/SR 41 and US 98/SR 35/SR 700. As such, only one corridor alternative was modeled in order to develop the future volumes for these corridors. **Figure 5-14** illustrates the roadway network for Build Model Alternative 2.

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FIGURE 5-12
2045 NO-BUILD ALTERNATIVE ROADWAY NETWORK

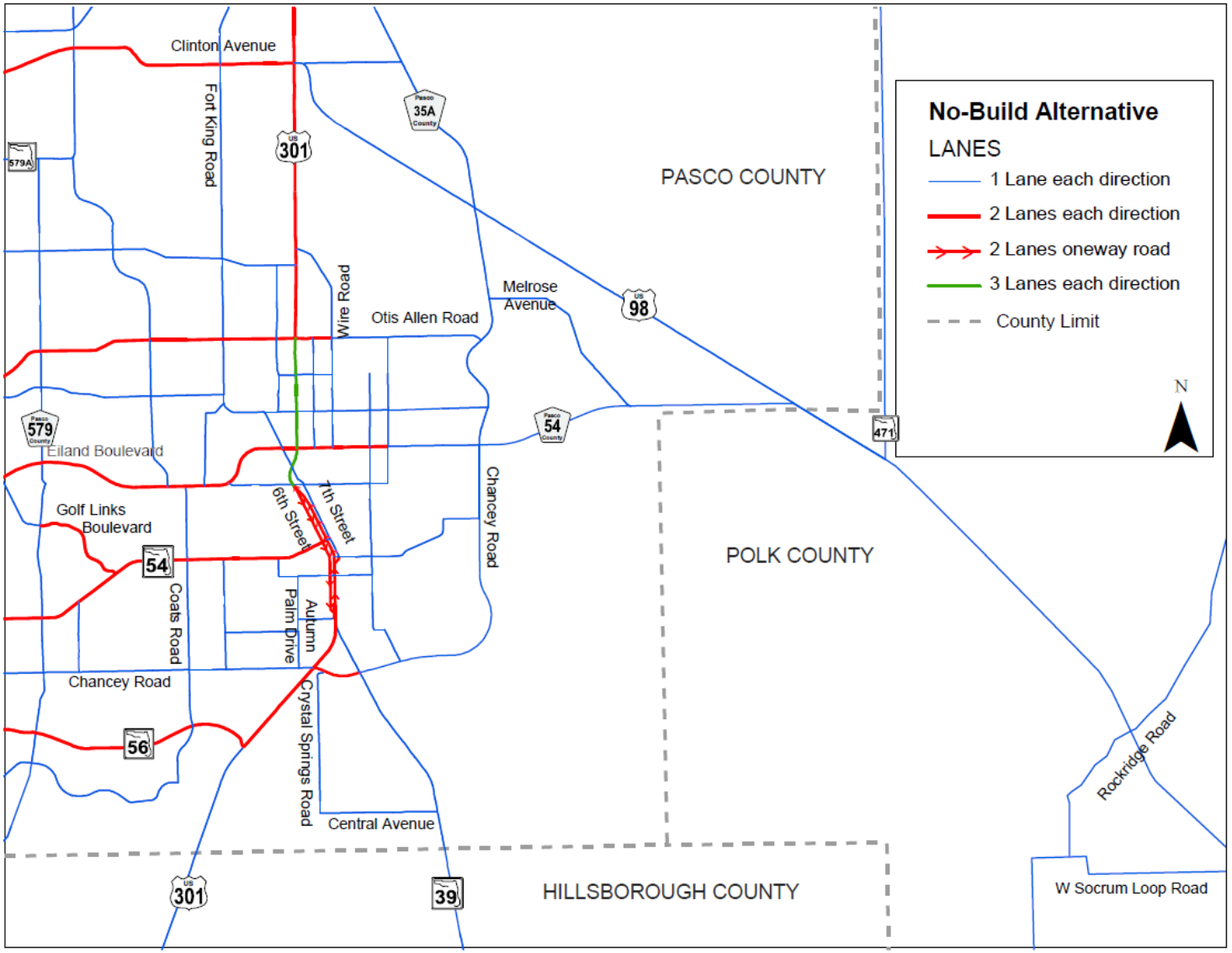


FIGURE 5-13
2045 BUILD MODEL ALTERNATIVE 1 ROADWAY NETWORK

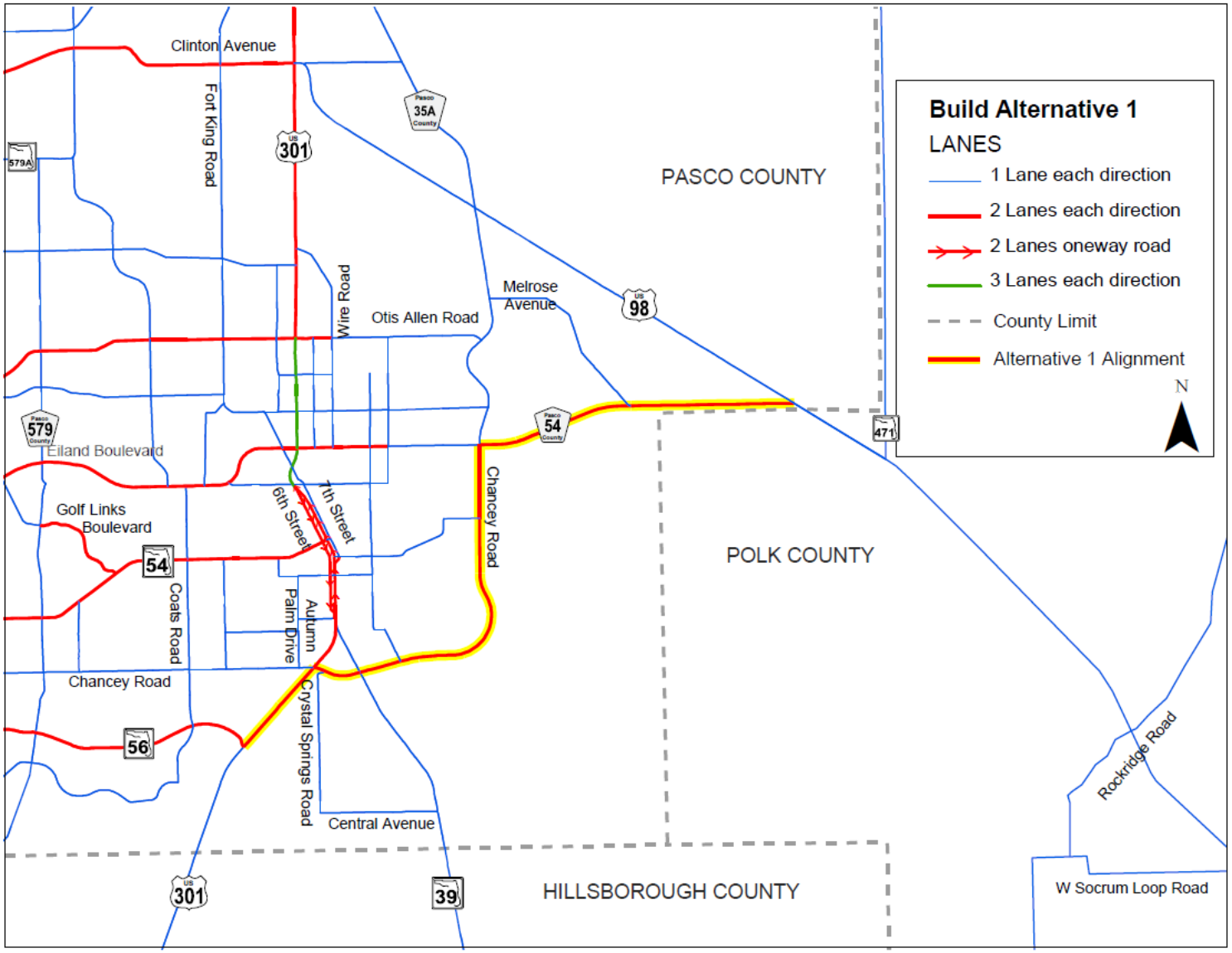
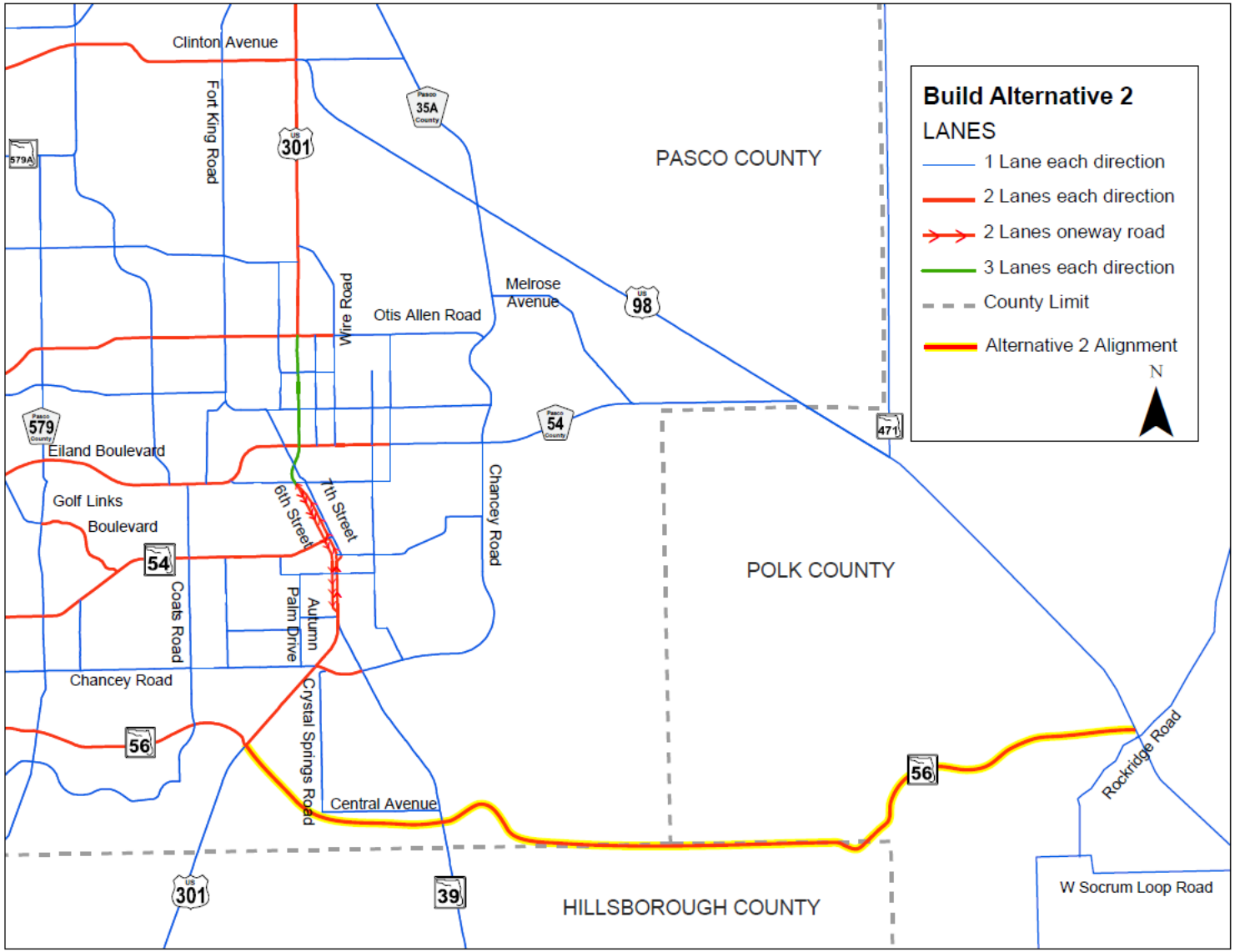


FIGURE 5-14
2045 BUILD MODEL ALTERNATIVE 2 ROADWAY NETWORK



5.3.5 FUTURE TRAFFIC FORECAST

Traffic projections were developed using the updated subarea TBRPM for the year 2045, corresponding to the design analysis year for this study. The development of future year traffic projections involved the review of population projections and the development of annual average growth rates between years 2015 and 2045 based on the currently adopted TBRPM v9.1.

Historical population data obtained from the Bureau of Economic and Business Research Report (BEBR), published by the University of Florida, was reviewed. **Table 5-3** shows the U.S. Census population data and population projections for 2019, 2025, 2035 and 2045 for Pasco County. Between 2019 and 2045, Pasco County has an estimated growth rate of approximately 2.24% per year based on the conservative (high) population forecasts.

TABLE 5-3
POPULATION ESTIMATES

Type of Projection	Estimates 2019 Population	Population Projection			Annual Average Growth Rate (2019-2045)
		2025	2035	2045	
Pasco County					
Low Population Projection	527,122	545,800	585,600	605,200	0.57%
Medium Population Projection		586,100	659,200	711,000	1.34%
High Population Projection		623,100	738,300	833,900	2.24%

Source: U.S. Census Bureau BEBR

The socio-economic zonal data for the TBRPM Traffic Analysis Zones (TAZs) located within the study area were compared with the development data to ensure that the population and employment projections are accurately reflected in the regional travel demand model. The National Cooperative Highway Research Project (NCHRP) Report 765 was utilized to adjust the future traffic forecast. Annual average growth rates between years 2015 and 2045 were calculated. Traffic at the external node of US 98/SR 35/SR 700 was reviewed and compared to the District 1 Regional Planning Model for reasonableness. All future year AADT volumes were checked for reasonableness and verified to be greater than the Existing Year (2019) AADT volumes. **Table 5-4** shows the growth rates calculation based on the No-Build alternative model between 2015 and 2045. An average study area-wide growth rate of 2.30% justifies the reasonableness of the model traffic projections when compared with the population growth rate of 2.24%.

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TABLE 5-4
TRAFFIC MODEL GROWTH RATE ESTIMATION

Roadway	From/To	TBRPM V9.1 Calibrated 2015 AADT	TBRPM V9.1 Adjusted 2045 No-Build AADT	Annual Average Growth Rate 2015 -2045
US 301/Gall Boulevard/SR 41	North of Geiger Road	25,000	31,000	0.80%
	South of Geiger Road	24,000	34,000	1.39%
	North of SR 54/5th Avenue	17,000	32,000	2.94%
	South of SR 54/5th Avenue	19,000	25,000	1.05%
	North of SR 39/Paul S. Buchman Highway	22,000	25,000	0.45%
	South of SR 39/Paul S. Buchman Highway	14,000	16,000	0.48%
	South of Chancey Road	15,000	19,000	0.89%
	South of SR 56	14,000	29,000	3.57%
SR 39/Paul S. Buchman Highway	Southeast of US 301/Gall Boulevard/SR 41	8,100	11,000	1.19%
	South of Chancey Road	14,000	21,000	1.67%
SR 54	East of Lamar Road and Walmart Entrance	13,000	22,000	2.31%
	West of US 301/Gall Boulevard/SR 41	9,400	17,000	2.70%
CR 54	West of Wire Road	9,600	13,000	1.18%
	West of 20th Street	9,900	12,000	0.71%
	West of US 98/SR 35/SR 700	4,500	9,500	3.70%
SR 56	West of CR 579/Morris Bridge Road	N/A	20,000	N/A
	East of CR 579/Morris Bridge Road	N/A	15,000	N/A
	West of US 301/SR 41	N/A	20,000	N/A
US 98/SR 35/SR 700	North of CR 54	4,400	9,300	3.71%
	South of CR 54	8,900	19,000	3.78%
Chancey Road	West of US 301/Gall Boulevard/SR 41	9,900	16,000	2.05%
	East of US 301/Gall Boulevard/SR 41	7,300	18,000	4.89%
	East of SR 39	6,100	15,000	4.86%
	South of CR 54	5,200	9,200	2.56%
Crystal Springs Road	South of Chancey Road	1,000	1,900	3.00%
Central Avenue	West of SR 39/Paul S. Buchman Highway	1,000	1,900	3.00%
			Average Area-wide Growth Rate	***2.30%***

Future year Directional Design Hour Volumes (DDHVs) were developed by applying the recommended design traffic factors described in Section 3.3.1 (K-Factor = 9.0 percent; D-Factor = 57.0 percent) to the future year AADT volumes for each of the alternative corridors (see **Table 5-5**).

TABLE 5-5
2045 FUTURE TRAFFIC FORECASTS

Roadway	From/To	2045 No-Build AADT	2045 Build Model Alternative 1 AADT	2045 Build Model Alternative 2 AADT	2045 Diff. Build Model Alternative 1 and No-Build	2045 Diff. Build Model Alternative 2 and No-Build	2045 No-Build Peak Directional PM DDHVs	2045 Build Model Alternative 1 Peak Directional PM DDHVs	2045 Build Model Alternative 2 Peak Directional PM DDHVs
US 301/Gall Boulevard/SR 41	North of Geiger Road	31,000	31,000	31,000	-	-	1590	1,590	1,590
	South of Geiger Road	34,000	34,000	32,000	-	-2,000	1740	1,740	1,640
	North of SR 54/5th Avenue	32,000	32,000	31,000	-	-1,000	1640	1,640	1,590
	South of SR 54/5th Avenue	25,000	25,000	24,000	-	-1,000	1280	1,280	1,230
	North of SR 39/Paul S. Buchman Highway	25,000	25,000	25,000	-	-	1280	1,280	1,280
	South of SR 39/Paul S. Buchman Highway	16,000	16,000	16,000	-	-	820	820	820
	South of Chancey Road	19,000	19,000	17,000	-	-2,000	970	970	870
	South of SR 56	29,000	29,000	25,000	-	-4,000	1490	1,490	1,280
SR 39/ Paul S. Buchman Highway	Southeast of US 301/Gall Boulevard/SR 41	11,000	11,000	11,000	-	-	560	560	560
	South of Chancey Road	21,000	21,000	17,000	-	-4,000	1080	1,080	870
SR 54	East of Lamar Road and Walmart Entrance	22,000	22,000	22,000	-	-	1130	1,130	1,130
	West of US 301/Gall Boulevard/SR 41	17,000	17,000	17,000	-	-	870	870	870
CR 54	West of Wire Road	13,000	13,000	13,000	-	-	670	670	670
	West of 20th Street	12,000	12,000	12,000	-	-	620	620	620
	West of US 98/SR 35/SR 700	9,500	9500*	5,300	-	-4,200	490	490	270
SR 56	West of CR 579/Morris Bridge Road	20,000	20,000	21,000	-	1,000	1030	1,030	1,080
	East of CR 579/Morris Bridge Road	15,000	15,000	16,000	-	1,000	770	770	820
	West of US 301	20,000	20,000	22,000	-	2,000	1030	1,030	1,130
	US 301 to SR 39//Paul S. Buchman Highway (New Road)	N/A	N/A	14,000	N/A	N/A	N/A	N/A	720
	SR 39//Paul S. Buchman Highway to US 98 (New Road)	N/A	N/A	7,500	N/A	N/A	N/A	N/A	380
US 98/SR 35/SR 700	North of CR 54	9,300	9300*	7,600	-	-1,700	480	480	390
	South of CR 54	19,000	19,000	19,000	-	-	970	970	970
Chancey Road	West of US 301/Gall Boulevard/SR 41	16,000	16,000	16,000	-	-	820	820	820
	East of US 301/Gall Boulevard/SR 41	18,000	18,000	12,000	-	-6,000	920	920	620
	East of SR 39	15,000	15,000	12,000	-	-3,000	770	770	620
	South of CR 54	9,200	9200*	8,400	-	-800	470	470	430
Crystal Springs Road	South of Chancey Road	1,900	1,900	1,500	-	-400	100	100	80
Central Avenue	West of SR 39/Paul S. Buchman Highway	1,900	1,900	1,500	-	-400	100	100	80

Note: DDHVs were developed by AADT multiplied with K (9%) and D (57%) Factors. *"*" Adjusted traffic for reasonableness by comparing with No-Build traffic*

5.3.6 FUTURE CONDITIONS LEVEL OF SERVICE ANALYSIS

Future corridor LOS was evaluated based on currently available FDOT 2020 Generalized Service Volume Tables, as included in the FDOT *2020 Quality/LOS Handbook,* and followed the same methodology as outlined in Section 3.3.1.

A facilities inventory of the major arterials and collector roadways within the study area was compiled for the future conditions. The data includes the number of lanes, LOS standard, MSVs, 2045 peak hour volumes, and LOS and is provided in **Tables 5-6 through 5-8** for the No-Build, Build Model Alternative 1, and Build Model Alternative 2, respectively. It should be noted that the results shown in these tables are for general planning purposes only and more detailed traffic analysis will be conducted in the PD&E Study.

Under the No-Build and Build Model Alternative 1 scenarios, the results indicate that segments of US 301/Gall Boulevard/SR 41 (south of SR 56), SR 39/Paul S. Buchman Highway (south of Chancey Road), and US 98/SR 35/SR 700 (south of CR 54) are anticipated to operate below the LOS D standard. However, the addition of capacity along Chancey Road (from SR 39/Paul S. Buchman Highway to CR 54) and CR 54 (from Chancey Road to US 98/SR 35/SR 700) is anticipated to improve traffic operations along this route.

Build Model Alternative 2 has been proposed to provide an extension of an east-west route from US 301/Gall Boulevard/SR 41 through Pasco County, connecting to US 98/SR 35/SR 700, that would allow regional traffic to bypass the City of Zephyrhills and to have a more direct route to the Lakeland area in Polk County. The dispersion of the surface street traffic demand due to a new extension of SR 56 may improve traffic operations on some roadways within study area (see Table 5-5 for reduction of demand volume).

Table 5-9 provides a comparison of the truck traffic distribution along the major roadways between Build Model Alternative 1 and Build Model Alternative 2. With the extension of SR 56, it is anticipated that truck traffic will bypass the City of Zephyrhills resulting in congestion relief.

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TABLE 5-6
2045 NO-BUILD ALTERNATIVE - SEGMENT LEVEL OF SERVICE

Roadway	From/To	FDOT LOS Standard	Lanes	Functional Class/Area Type	Maximum Service Volume (MSV)	2045 No-Build Peak Directional PM DDHVs	2045 No-Build LOS
US 301/SR 41/Gall Boulevard/SR 41	North of Geiger Road	D	6DL	Urban Principal Arterial – Other	2,520	1590	D
	South of Geiger Road	D	6DL	Urban Principal Arterial – Other	2,520	1740	D
	North of SR 54/5th Avenue	D	One-way pair (2L each dir.)	Urban Principal Arterial – Other	1,956	1640	D
	South of SR 54/5th Avenue	D	One-way pair (2L each dir.)	Urban Principal Arterial – Other	1,956	1280	D
	North of SR 39/Paul S. Buchman Highway	D	One-way pair (2L each dir.)	Urban Principal Arterial – Other	1,956	1280	D
	South of SR 39/Paul S. Buchman Highway	D	4DL	Urban Principal Arterial – Other	2,000	820	C
	South of Chancey Road	D	4DL	Urban Principal Arterial – Other	2,000	970	C
	South of SR 56	D	2UL	Urban Principal Arterial – Other	880	1490	F
SR 39/Paul S. Buchman Highway	Southeast of US 301/Gall Boulevard/SR 41	D	2UL	Urban Principal Arterial – Other	880	560	C
	South of Chancey Road	D	2UL	Urban Principal Arterial – Other	880	1080	F
SR 54	East of Lamar Road and Walmart Entrance	D	4DL	Urban Principal Arterial – Other	2,000	1130	C
	West of US 301/Gall Boulevard/SR 41	D	4DL	Urban Principal Arterial – Other	1,630	870	D
CR 54*	West of Wire Road	D	4DL	Urban Minor Arterial	1,467	670	D
	West of 20th Street	D	4DL	Urban Minor Arterial	1,467	620	C
	West of US 98/SR 35/SR 700	D	2UL	Rural Minor Arterial	666	490	C
SR 56	West of CR 579/Morris Bridge Road	D	4DL	Urban Principal Arterial – Other	2,000	1030	C
	East of CR 579/Morris Bridge Road	D	4DL	Urban Principal Arterial – Other	2,000	770	C
	West of US 301/SR 41	D	4DL	Urban Principal Arterial – Other	2,000	1030	C
	US 301/SR 41 to SR 39//Paul S. Buchman Highway (New Road)	D	N/A	Urban Principal Arterial – Other	N/A	N/A	N/A
	SR 39//Paul S. Buchman Highway to US 98 (New Road)	D	N/A	Urban Principal Arterial – Other	N/A	N/A	N/A
US 98/SR 35/SR 700	North of CR 54	D	2UL	Rural Principal Arterial – Other	740	480	C
	South of CR 54	D	2UL	Rural Principal Arterial – Other	740	970	F
Chancey Road*	West of US 301/Gall Boulevard/SR 41	D	2UL	Urban Minor Arterial	836	820	D
	East of US 301/Gall Boulevard/SR 41	D	4DL	Urban Minor Arterial	1,900	920	C
	East of SR 39	D	2UL	Urban Minor Arterial	836	770	C
	South of CR 54	D	2UL	Urban Minor Arterial	836	470	C
Crystal Springs Road*	South of Chancey Road	D	2UL	Urban Major Collector	525	100	C
Central Avenue*	West of SR 39/Paul S. Buchman Highway	D	2UL	Urban Major Collector	525	100	C

* Non-state road MSV was adjusted based on FDOT's Generalized Peak Hour Directional Table 7; DL - Divided Lane(s); UL - Undivided Lane(s)

TABLE 5-7
2045 BUILD MODEL ALTERNATIVE 1 - SEGMENT LEVEL OF SERVICE

Roadway	From/To	FDOT LOS Standard	Lanes	Functional Class/Area Type	Maximum Service Volume	2045 Build Alternative 1 Peak Directional PM DDHVs	2045 Build Alternative 1 LOS
US 301/Gall Boulevard/SR 41	North of Geiger Road	D	6DL	Urban Principal Arterial – Other	2,520	1,590	D
	South of Geiger Road	D	6DL	Urban Principal Arterial – Other	2,520	1,740	D
	North of SR 54/5th Avenue	D	One-way pair (2L each dir.)	Urban Principal Arterial – Other	1,956	1,640	D
	South of SR 54/5th Avenue	D	One-way pair (2L each dir.)	Urban Principal Arterial – Other	1,956	1,280	D
	North of SR 39/Paul S. Buchman Highway	D	One-way pair (2L each dir.)	Urban Principal Arterial – Other	1,956	1,280	D
	South of SR 39/Paul S. Buchman Highway	D	4DL	Urban Principal Arterial – Other	2,000	820	C
	South of Chancey Road	D	4DL	Urban Principal Arterial – Other	2,000	970	C
	South of SR 56	D	2UL	Urban Principal Arterial – Other	880	1,490	F
SR 39/Paul S. Buchman Highway	Southeast of US 301/Gall Boulevard/SR 41	D	2UL	Urban Principal Arterial – Other	880	560	C
	South of Chancey Road	D	2UL	Urban Principal Arterial – Other	880	1,080	F
SR 54	East of Lamar Road and Walmart Entrance	D	4DL	Urban Principal Arterial – Other	2,000	1,130	C
	West of US 301/Gall Boulevard/SR 41	D	4DL	Urban Principal Arterial – Other	1,630	870	D
CR 54*	West of Wire Road	D	4DL	Urban Minor Arterial	1,467	670	D
	West of 20th Street	D	4DL	Urban Minor Arterial	1,467	620	C
	West of US 98/SR 35/SR 700	D	4DL	Rural Minor Arterial	1,422	490	C
SR 56	West of CR 579/Morris Bridge Road	D	4DL	Urban Principal Arterial – Other	2,000	1,030	C
	East of CR 579/Morris Bridge Road	D	4DL	Urban Principal Arterial – Other	2,000	770	C
	West of US 301/SR 41	D	4DL	Urban Principal Arterial – Other	2,000	1,030	C
	US 301/SR 41 to SR 39//Paul S. Buchman Highway (New Road)	D	N/A	Urban Principal Arterial – Other	N/A	N/A	N/A
	SR 39//Paul S. Buchman Highway to US 98 (New Road)	D	N/A	Urban Principal Arterial – Other	N/A	N/A	N/A
US 98/SR 35/SR 700	North of CR 54	D	2UL	Rural Principal Arterial – Other	740	480	C
	South of CR 54	D	2UL	Rural Principal Arterial – Other	740	970	F
Chancey Road*	West of US 301/Gall Boulevard/SR 41	D	2UL	Urban Minor Arterial	836	820	D
	East of US 301/Gall Boulevard/SR 41	D	4DL	Urban Minor Arterial	1,900	920	C
	East of SR 39	D	4DL	Urban Minor Arterial	1,800	770	C
	South of CR 54	D	4DL	Urban Minor Arterial	1,800	470	C
Crystal Springs Road*	South of Chancey Road	D	2UL	Urban Major Collector	525	100	C
Central Avenue*	West of SR 39/Paul S. Buchman Highway	D	2UL	Urban Major Collector	525	100	C

* Non-state road MSV was adjusted based on FDOT's Generalized Peak Hour Directional Table 7; DL - Divided Lane(s); UL - Undivided Lane(s)

TABLE 5-8
2045 BUILD MODEL ALTERNATIVE 2 - SEGMENT LEVEL OF SERVICE

Roadway	From/To	FDOT LOS Standard	Lanes	Functional Class/Area Type	Maximum Service Volume	2045 Build Alternative 2 Peak Directional PM DDHVs	2045 Build Alternative 2 LOS
US 301/Gall Boulevard/SR 41	North of Geiger Road	D	6DL	Urban Principal Arterial – Other	2,520	1,590	D
	South of Geiger Road	D	6DL	Urban Principal Arterial – Other	2,520	1,640	D
	North of SR 54/5th Avenue	D	One-way pair (2L each dir.)	Urban Principal Arterial – Other	1,956	1,590	D
	South of SR 54/5th Avenue	D	One-way pair (2L each dir.)	Urban Principal Arterial – Other	1,956	1,230	D
	North of SR 39/Paul S. Buchman Highway	D	One-way pair (2L each dir.)	Urban Principal Arterial – Other	1,956	1,280	D
	South of SR 39/Paul S. Buchman Highway	D	4DL	Urban Principal Arterial – Other	2,000	820	C
	South of Chancey Road	D	4DL	Urban Principal Arterial – Other	2,000	870	C
	South of SR 56	D	2UL	Urban Principal Arterial – Other	880	1,280	F
SR 39/Paul S. Buchman Highway	Southeast of US 301/Gall Boulevard/SR 41	D	2UL	Urban Principal Arterial – Other	880	560	C
	South of Chancey Road	D	2UL	Urban Principal Arterial – Other	880	870	D
SR 54	East of Lamar Road and Walmart Entrance	D	4DL	Urban Principal Arterial – Other	2,000	1,130	C
	West of US 301/Gall Boulevard/SR 41	D	4DL	Urban Principal Arterial – Other	1,630	870	D
CR 54*	West of Wire Road	D	4DL	Urban Minor Arterial	1,467	670	D
	West of 20th Street	D	4DL	Urban Minor Arterial	1,467	620	C
	West of US 98/SR 35/SR 700	D	2UL	Rural Minor Arterial	666	270	C
SR 56	West of CR 579/Morris Bridge Road	D	4DL	Urban Principal Arterial – Other	2,000	1,080	C
	East of CR 579/Morris Bridge Road	D	4DL	Urban Principal Arterial – Other	2,000	820	C
	West of US 301/SR 41	D	4DL	Urban Principal Arterial – Other	2,000	1,130	C
	US 301/SR 41 to SR 39//Paul S. Buchman Highway (New Road)	D	4DL	Urban Principal Arterial – Other	2,000	720	C
	SR 39//Paul S. Buchman Highway to US 98 (New Road)	D	4DL	Urban Principal Arterial – Other	2,000	380	C
US 98/SR 35/SR 700	North of CR 54	D	2UL	Rural Principal Arterial – Other	740	390	C
	South of CR 54	D	2UL	Rural Principal Arterial – Other	740	970	F
Chancey Road*	West of US 301/Gall Boulevard/SR 41	D	2UL	Urban Minor Arterial	836	820	D
	East of US 301/Gall Boulevard/SR 41	D	4DL	Urban Minor Arterial	1,900	620	C
	East of SR 39	D	2UL	Urban Minor Arterial	836	620	C
	South of CR 54	D	2UL	Urban Minor Arterial	836	430	C
Crystal Springs Road*	South of Chancey Road	D	2UL	Urban Major Collector	525	80	C
Central Avenue*	West of SR 39/Paul S. Buchman Highway	D	2UL	Urban Major Collector	525	80	C

* Non-state road MSV was adjusted based on FDOT's Generalized Peak Hour Directional Table 7; DL - Divided Lane(s); UL - Undivided Lane(s)

TABLE 5-9
2045 BUILD MODEL ALTERNATIVES 1 AND 2 - TRUCK PERCENTAGE DISTRIBUTION COMPARISON

Roadway	From/To	2045 Build Model Alternative 1 Daily Truck Percentage	2045 Build Model Alternative 2 Daily Truck Percentage
US 301/Gall Boulevard/ SR 41	North of SR 39/Paul S. Buchman Highway	4.4	4.9
	South of SR 39/Paul S. Buchman Highway	2.8	2.7
	South of Chancey Road	6.1	2.3
	South of SR 56	4.3	2.1
SR 39/ Paul S. Buchman Highway	Southeast of US 301/Gall Boulevard/SR 41	6.4	7.8
	South of Chancey Road	8.5	10.3
CR 54	West of Wire Road	2.8	2.4
	West of 20th Street	3.0	2.6
	West of US 98/SR 35/SR 700	14.3	8.0
SR 56	West of CR 579/Morris Bridge Road	2.3	5.2
	East of CR 579/Morris Bridge Road	2.7	6.4
	West of US 301	2.1	5.0
	US 301 to SR 39/Paul S. Buchman Highway (New Road)	N/A	11.2
	SR 39/Paul S. Buchman Highway to US 98 (New Road)	N/A	32.6
US 98/SR 35/SR 700	North of CR 54	36.0	24.7
	South of CR 54	23.0	17.1
Chancey Road	West of US 301/Gall Boulevard/SR 41	6.0	6.4
	East of US 301/Gall Boulevard/SR 41	10.0	6.7
	East of SR 39	15.4	6.4
	South of CR 54	21.9	12.3

Alternative performance metrics such as Vehicle Miles Traveled (VMT) and Vehicle Hours Traveled (VHT) based on the travel demand model output were estimated for this study. AADTs were converted to VHT by multiplying the AADT by the estimated time needed to travel the corridor for the No-Build and the Build Model Alternatives 1 and 2. In addition, the AADT volumes were converted to VMT by multiplying the AADT by the estimated distance traveled in the corridor.

The Q-ratio, equal to the total VMT divided by total VHT, is a measure of the quality of travel. This measure is a proxy for the average travel speed in the sense that larger Q-ratios indicate higher speeds and better quality of travel. As shown in **Table 5-10**, based on the Q-ratio comparison between Build Model Alternatives 1 and 2, it is anticipated that Build Model Alternative 2 (corresponding to alternative Corridors 2A, 2B, 2C, 3A, 3B and 3C) will provide a slightly better quality of travel than Alternative 1 (Corridor 1).

TABLE 5-10
2045 BUILD MODEL ALTERNATIVES 1 AND 2 - VMT AND VHT DISTRIBUTION COMPARISON

Road	To/From	Build Alternative 1			Build Alternative 2		
		VMT	VHT	Q- Ratio	VMT	VHT	Q-Ratio
US 301/Gall Boulevard/SR 41	North of Geiger Road	7,533	209	36.04	7,337	204	35.97
	South of Geiger Road	1,024	30	34.13	7,098	198	35.85
	North of SR 54/5th Avenue	6,322	232	27.25	6,184	225	27.48
	South of SR 54/5th Avenue	1,929	68	28.37	1,889	66	28.62
	North of SR 39/Paul S. Buchman Highway	1,606	44	36.50	1,570	43	36.51
	South of SR 39/Paul S. Buchman Highway	1,572	42	37.43	1,604	42	38.19
	South of Chancey Road	11,721	308	38.06	8,960	235	38.13
	South of SR 56	10,049	270	37.22	8,503	209	40.68
SR 39/Paul S. Buchman Highway	Southeast of US 301/Gall Boulevard/SR 41	9,589	270	35.51	8,950	251	35.66
	South of Chancey Road	10,381	277	37.48	8,570	227	37.75
SR 54	East of Lamar Road and Walmart	2,397	64	37.45	2,405	64	37.58
	West of US 301	3,331	87	38.29	3,341	88	37.97
CR 54	West of Wire Road	2,869	90	31.88	2,503	78	32.09
	West of 20th Street	2,640	83	31.81	2,262	71	31.86
	West of US 98/SR 35/SR 700	26,381	678	38.91	12,368	318	38.89
US 98/SR 35/SR 700	North of CR 54	33,917	736	46.08	28,174	612	46.04
	South of CR 54	27,442	601	45.66	14,807	324	45.70
Chancey Road	West of US 301	1,972	51	38.67	1,859	48	38.73
	East of US 301	2,113	56	37.73	1,224	32	38.25
	East of SR 39	4,069	106	38.39	2,344	61	38.43
	South of CR 54	6,745	178	37.89	2,744	72	38.11
SR 56	West of CR 579/Morris Bridge Road	12,503	331	37.77	13,342	354	37.69
	East of CR 579/Morris Bridge Road	9,697	249	38.94	10,877	280	38.85
	West of US 301	16,344	426	38.37	17,935	472	38.00
	US 301 to SR 39//Paul S. Buchman Highway (New Road)	N/A	N/A	N/A	12,934	324	39.92
	SR 39//Paul S. Buchman Highway to US 98 (New Road)	N/A	N/A	N/A	6,791	169	40.18
	Average Speed			***36.91***			***37.43***

Legend	
	Q-ratio increased compared to Build Model Alternative 1
	Q-ratio decreased compared to Build Model Alternative 1

6.0 ALTERNATIVES EVALUATION

6.1 PURPOSE AND NEED EVALUATION

The purpose and need of this project are to extend SR 56 to provide an east-west route through Pasco County connecting to US 98/SR 35/SR 700 that would allow regional traffic to bypass the City of Zephyrhills and have a more direct route to the Lakeland area in Polk County. SR 56/SR 54 forms a major east-west connection traversing a large portion of Pasco County from US 19 in west Pasco County to US 301/Gall Boulevard/SR 41. SR 56/SR 54 and SR 52 are parallel east-west facilities within the county; however, they are nearly 9.0 miles apart in some areas. With the completion of the portion of SR 56 from Meadow Pointe Boulevard to US 301/Gall Boulevard/SR 41, vehicles desiring to continue eastward to US 98/SR 35/SR 700 would utilize US 301/Gall Boulevard/SR 41, Chancey Road, and CR 54, thereby following a circuitous route along the eastern portion of the City of Zephyrhills. In addition, SR 56/SR 54 and SR 52 are the only two continuous east-west connections within Pasco County. As such, it is critical for the extension to link to important north-south facilities in the area to accommodate regional traffic.

Table 6-1 shows the results of the purpose and need evaluation conducted for the seven proposed alternative corridors. A discussion of how each corridor satisfies the three purpose and need criteria is provided below. As noted in **Section 4.2.1 Purpose and Need Evaluation**, a corridor was assigned a 'Yes' if it satisfied the criterion, a 'Moderate' if it provided a neutral benefit or did not completely resolve the issue or satisfy the criterion fully, or 'No' if it did not satisfy the criterion.

TABLE 6-1
PURPOSE AND NEED EVALUATION

Corridor	Allows Traffic to Bypass Zephyrhills	Provides East-West Connection to US 98	Links to Other Major Facilities
1	Yes	Moderate	Yes
2A	Yes	Moderate	Moderate
2B	Yes	Yes	Moderate
2C	Yes	Yes	Moderate
3A	Yes	Moderate	Moderate
3B	Yes	Yes	Moderate
3C	Yes	Yes	Moderate

None of the corridors were assigned a 'No' in terms of not satisfying the purpose and need criteria. All of the corridors were assigned a 'Yes' in meeting the first criterion in providing a route that allows traffic to bypass the City of Zephyrhills (specifically, the downtown area of the City of Zephyrhills). While four of the seven corridors were assigned a 'Yes' in meeting the second criterion of providing an east-west connection to US 98/SR 35/SR 700, three of the corridors (1, 2A, and 3A) were assigned a 'Moderate' as they provide a more circuitous route to connect to US 98/SR 35/SR 700 from US 301/Gall Boulevard/SR 41 in that eastbound traffic must travel north to then go east. Only Corridor 1 was assigned a 'Yes' in meeting the third criterion of linking to other major transportation facilities in the area (such as SR 39/Paul Buchman Highway and Chancey Road). Given that Corridor 1 primarily runs along existing roadways, it already links major area east-west and north-south facilities (including Chancey Road, SR 39/Paul Buchman Highway, and CR 54). Since Corridors 2A, 2B, 2C, 3A, 3B, and 3C predominantly consist of new alignment, they are more limited in linking to other major transportation facilities; all six of the new alignment corridors are only proposed to connect to SR 39/Paul Buchman Highway.

6.1.1 ELIMINATION OF ALTERNATIVE CORRIDORS

As stated in the approved ACE MM, corridors that did not satisfy (received a 'Moderate' or 'No') at least two of the three stated purpose and need criteria would be eliminated from further consideration. For this reason, Corridors 2A and 3A are being eliminated because they do not fully satisfy two of the three purpose and need criteria. These corridors do not completely meet the purpose and need criterion of providing an east-west connection to US 98/SR 35/SR 700 as their respective alignments form a more circuitous route from US 301/Gall Boulevard/SR 41 in that eastbound traffic must head north before traveling east to connect to US 98/SR 35/SR 700. In addition, these corridors only provide one other connection to a major north-south transportation facility in the area (SR 39/Paul Buchman Highway). All remaining reasonable corridors (1, 2B, 2C, 3B, and 3C) will be evaluated using environmental, engineering, and cost considerations.

6.2 ENVIRONMENTAL AND ENGINEERING EVALUATION

The five corridors advancing from the purpose and need evaluation are shown in **Figure 6-1**. These reasonable corridors have been evaluated using environmental, engineering, and cost considerations as presented in the subsequent sections of this report.

6.2.1 ENVIRONMENTAL EVALUATION

The potential direct, indirect, and cumulative effects on the natural, social, cultural, and physical environment have been evaluated for each of the five corridors.

6.2.1.1 Social and Economic Evaluation

The social and economic evaluation included analyzing potential corridor impacts to social characteristics, economic factors, land use changes, mobility, aesthetic effects, relocation potential, and farmland resources. **Figure 6-2** depicts the social and economic features that are within the alternative corridors. **Table 6-2** details the anticipated impacts of each proposed corridor. Following Table 6-2, a narrative of the potential impacts of each of the five alternative corridors is provided.

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FIGURE 6-1
CORRIDORS ADVANCING FROM PURPOSE AND NEED EVALUATION

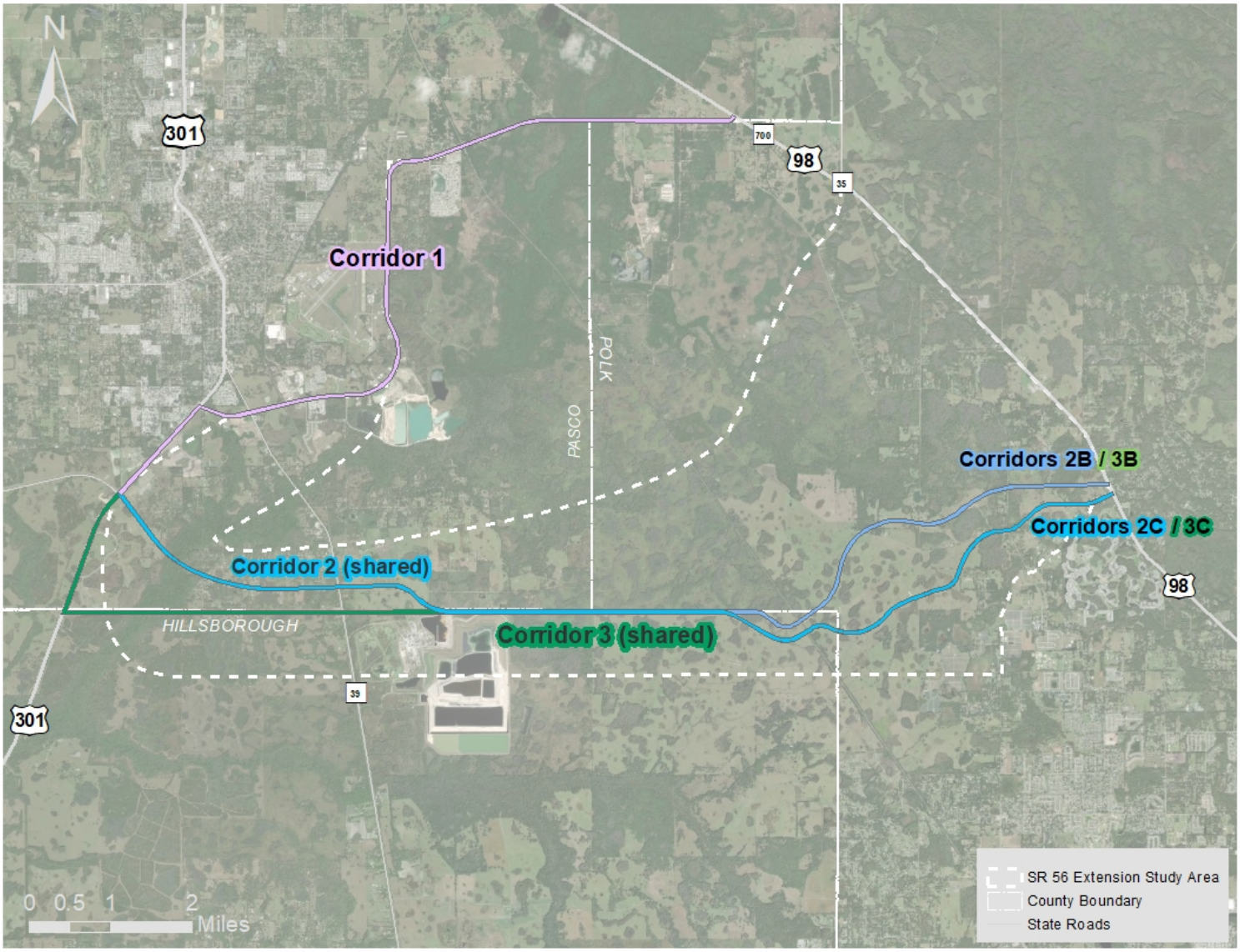


FIGURE 6-2
SOCIAL AND ECONOMIC EVALUATION

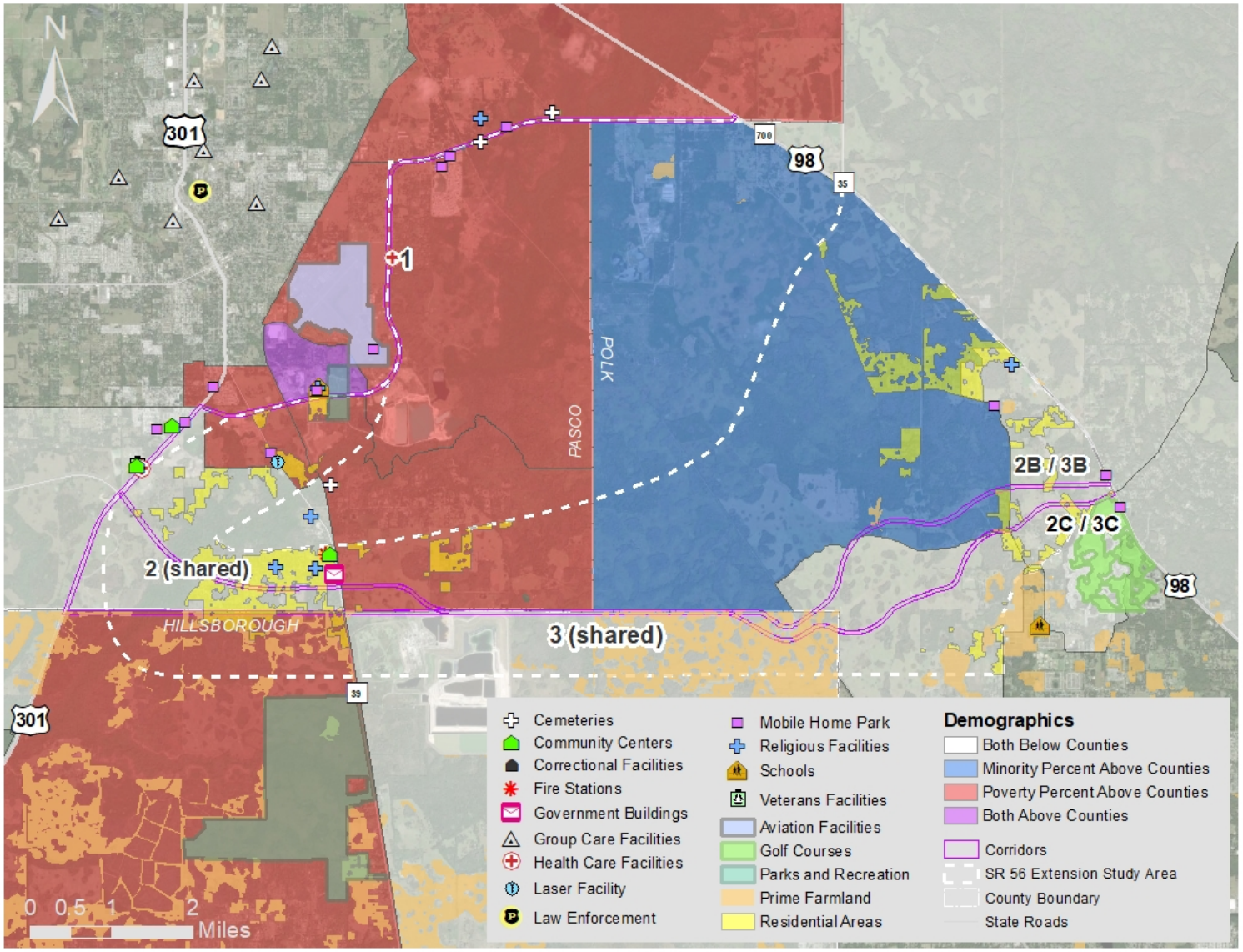


TABLE 6-2
SOCIAL AND ECONOMIC EVALUATION

Evaluation Criteria		Unit of Measurement	Corridors				
			1	2B	2C	3B	3C
Potential Residential Displacements		Number	85	20	23	15	18
Potential Non-Residential Displacements		Number	13	0	2	0	2
Community Facilities		Number	12	5	6	5	6
Neighborhoods/ Subdivisions		Number	4	1	1	1	1
Community Cohesion		Degree (Low, Moderate, High Effects to Residential Connectivity & Social Interaction)	Low	Moderate	Moderate	Moderate	Moderate
Special Populations	Low Income	Degree (Low, Moderate, High Potential for Disproportionate Impacts)	High	Low	Low	Moderate	Moderate
	Minority		Moderate	Low	Low	Low	Low
	Low Income & Minority		Low	Low	Low	Low	Low
Prime Farmlands		Acres	0.00	40.53	60.22	73.23	92.90

As Corridor 1 follows existing roadways on the western end of the project study area, the majority of the social and economic features within the study area are concentrated along Corridor 1. Therefore, Corridor 1 would result in the greatest number of potential residential displacements (85) and non-residential displacements (13) as well as the greatest number of impacts to community facilities (12) and neighborhoods (4); however, no impacts to prime farmland would occur. Given that Corridors 2B, 2C, 3B, and 3C are primarily composed of new alignment, they are more rural in nature. As such, they would result in lower impacts to social and economic features. Of all five corridors, Corridor 3B would result in the least number of potential residential displacements (15) and non-residential displacements (0). Both Corridors 2B and 3B would result in the least number of impacts to community facilities (5). Corridor 3C would impact the most acreage of prime farmland (92.90 acres).

Community cohesion is the degree to which residents have a sense of belonging to their neighborhood or community, including commitment to the community or level of attachment to neighbors, institutions in the community, or particular subgroups. Corridor 1 would result in a low effect to community cohesion since it would simply require the widening of existing roadways to accommodate the proposed project footprint. The other four corridors would have a moderate effect on community cohesion as the location of the new roadway through these proposed alternatives would divide surrounding existing communities.

To understand effects to special populations within the project study area, percentages from United States Census Bureau, 2013-2017 Five-Year American Community Survey data were examined for household income levels (focusing on low income levels) and minority populations. These figures were obtained for each Census block group in the study area, as well as for the three study area counties (Hillsborough, Pasco, and Polk) and the State of Florida. The lowest percentage figure in each of the two categories (low-income and minority) across the four geographies (three counties and the state) was selected as the threshold for determining concentrations of each special population group (or presence of both groups). The threshold percentages were determined to be 13.3% for households with income below the poverty line and 23.6% for minority populations; both figures were derived from Pasco County.

Of the five alternative corridors, Corridor 1 would have the greatest impact on special populations. Out of the eight Census block groups intersected by Corridor 1, five have high low-income population percentages and two have high minority population percentages with one block group included in both categories. Corridors 2B and 2C would have the least impacts on special populations as each corridor intersects one Census block group in each category and no Census block groups in both categories. Corridors 3B and 3C intersect two Census block groups with high low-income population percentages, one Census block group with a high minority population percentage, and no Census block groups in both categories.

6.2.1.2 Cultural Resources Evaluation

The cultural resources evaluation entailed analyzing potential corridor impacts to historic and archaeological resources, recreational features, and those cultural and recreational resources potentially protected under Section 4(f). **Table 6-3** details the anticipated impacts of each proposed corridor. Following Table 6-3, a narrative of the potential impacts of each of the five alternative corridors is provided. **Figure 6-3** depicts the cultural resource evaluation features that are within the alternative corridors.

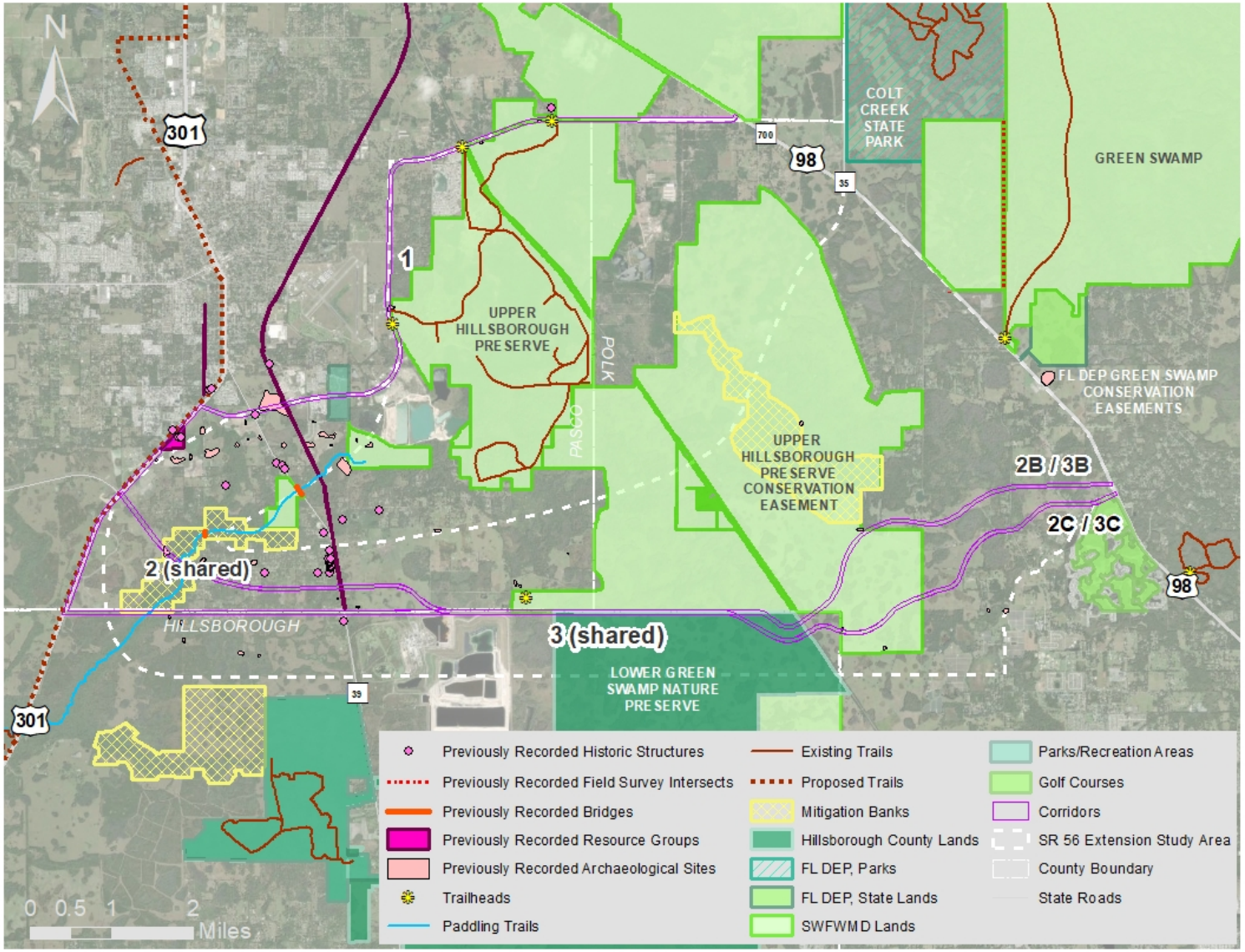
TABLE 6-3
CULTURAL RESOURCES EVALUATION

Evaluation Criteria	Unit of Measurement	Corridors				
		1	2B	2C	3B	3C
Historic Resources	Number	4	2	2	1	1
Archaeological Resources	Number	6	1	2	0	1
Potential Section 4(f) Resources	Number	12	6	6	5	5
Recreational Facilities	Number	8	5	6	5	6

With the exception of the three identified public/conservation lands (Upper Hillsborough Preserve, Upper Hillsborough Conservation Easement, and the Lower Green Swamp Nature Preserve), cultural and recreational features are concentrated within the western portion of the project study area.

As Corridor 1 follows existing roadways on the western end of the project study area, it would impact the most features as a result of the roadways needing to be widened to accommodate the proposed project footprint. Cultural related features that would be impacted potentially by Corridor 1 include four historic resources (including a historic cemetery), six archaeological resources, and eight recreational amenities. The majority of the identified historic and archaeological resources have been determined ineligible for listing in the NRHP by the SHPO; one historic resource (a historic cemetery located along CR 54) and three archaeological sites (one located along Chancey Road and two located along CR 54) have not yet been evaluated by the SHPO for NRHP eligibility. These four features may be protected under Section 4(f). Since Corridor 1 follows existing roadways, it divides both the Upper Hillsborough Preserve and Samuel W Pasco Recreation Complex. As it separates portions of the Upper Hillsborough Preserve, it would potentially affect the Upper Hillsborough Trail (located within the Upper Hillsborough Preserve) and its associated trailheads. In addition, since Corridor 1 follows US 301/Gall Boulevard/SR 41, it would potentially affect the Withlacoochee State Trail Extension-Dade City Trail Corridor proposed along US 301/Gall Boulevard/SR 41. All of the identified recreational amenities, including a section of the Upper Hillsborough Conservation Easement located immediately north of CR 54, are considered Section 4(f) resources.

FIGURE 6-3
CULTURAL RESOURCES EVALUATION



Corridors 2B, 2C, 3B, and 3C primarily run on new alignment and were developed to avoid and/or minimize impacts to cultural related features. The few historic and archaeological resources that exist within these corridors have been determined ineligible for listing in the NRHP by the SHPO with the exception of one archaeological site (located along the western end of Corridors 2B and 2C), which has not yet been evaluated by the SHPO for NRHP eligibility. This site may be protected under Section 4(f). It should be noted that Corridors 2B, 2C, 3B, and 3C would follow the boundary between the Upper Hillsborough Conservation Easement and the Lower Green Swamp Nature Preserve and then would cross the southeastern portion of the Upper Hillsborough Conservation Easement at different locations. Corridors 2B and 2C would additionally traverse the Crystal Springs Preserve near their shared western terminus. The Upper Hillsborough Preserve is located immediately north of all four corridors. Since all of these proposed alternative corridors would cross the Hillsborough River, they would cross the Hillsborough River State Paddling Trail. Due to the fact that a portion of both Corridors 3B and 3C follows US 301/Gall Boulevard/SR 41, each corridor would potentially affect the Withlacoochee State Trail Extension-Dade City Trail Corridor proposed along US 301/Gall Boulevard/SR 41. As Corridors 2C and 3C are proposed to tie into US 98/SR 35/SR 700 via Rockridge Road, each would potentially impact the Big Cypress Golf Club located directly to the south of Rockridge Road and west of US 98/SR 35/SR 700. With the exception of Big Cypress Golf Club, all of the identified recreational amenities are considered Section 4(f) resources.

6.2.1.3 Natural Resources Evaluation

The natural resources evaluation encompassed analyzing potential corridor impacts to protected species and habitat, public land, wetlands, Essential Fish Habitat (EFH), floodplains, water resources and quality, and Special Designations (specifically OFWs). **Table 6-4** details the anticipated impacts of each proposed corridor. **Figure 6-4** depicts the protected species observations, critical linkages, and public land within the alternative corridors. **Figure 6-5** presents the wetlands and water resources within the proposed alternative corridors. Following Figures 6-4 and 6-5, a narrative of the potential impacts of each of the five alternative corridors is provided.

TABLE 6-4
NATURAL RESOURCES EVALUATION

Evaluation Criteria	Unit of Measurement	Corridors				
		1	2B	2C	3B	3C
Listed Species Occurrence Potential	Degree (Low, Moderate, High)	Low	Mod	Mod	Mod	Mod
Managed/Conservation Lands	Acres	35.70	131.29	132.09	131.29	132.17
Forested Wetlands	Acres	21.96	59.67	40.42	66.70	47.73
Non-Forested Wetlands	Acres	0.63	14.80	18.50	15.29	19.03
100-Year Floodplain	Acres	57.54	95.33	72.19	89.10	66.13
Water Features	Acres	0.71	1.17	0.40	0.47	1.32
Water Quality (Verified Impaired Waters-Drainage Basins)	Number	0	1	1	1	1
Special Designations (OFWs)	Number	1	1	1	1	1

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FIGURE 6-4
NATURAL RESOURCES EVALUATION – PROTECTED SPECIES & LANDS

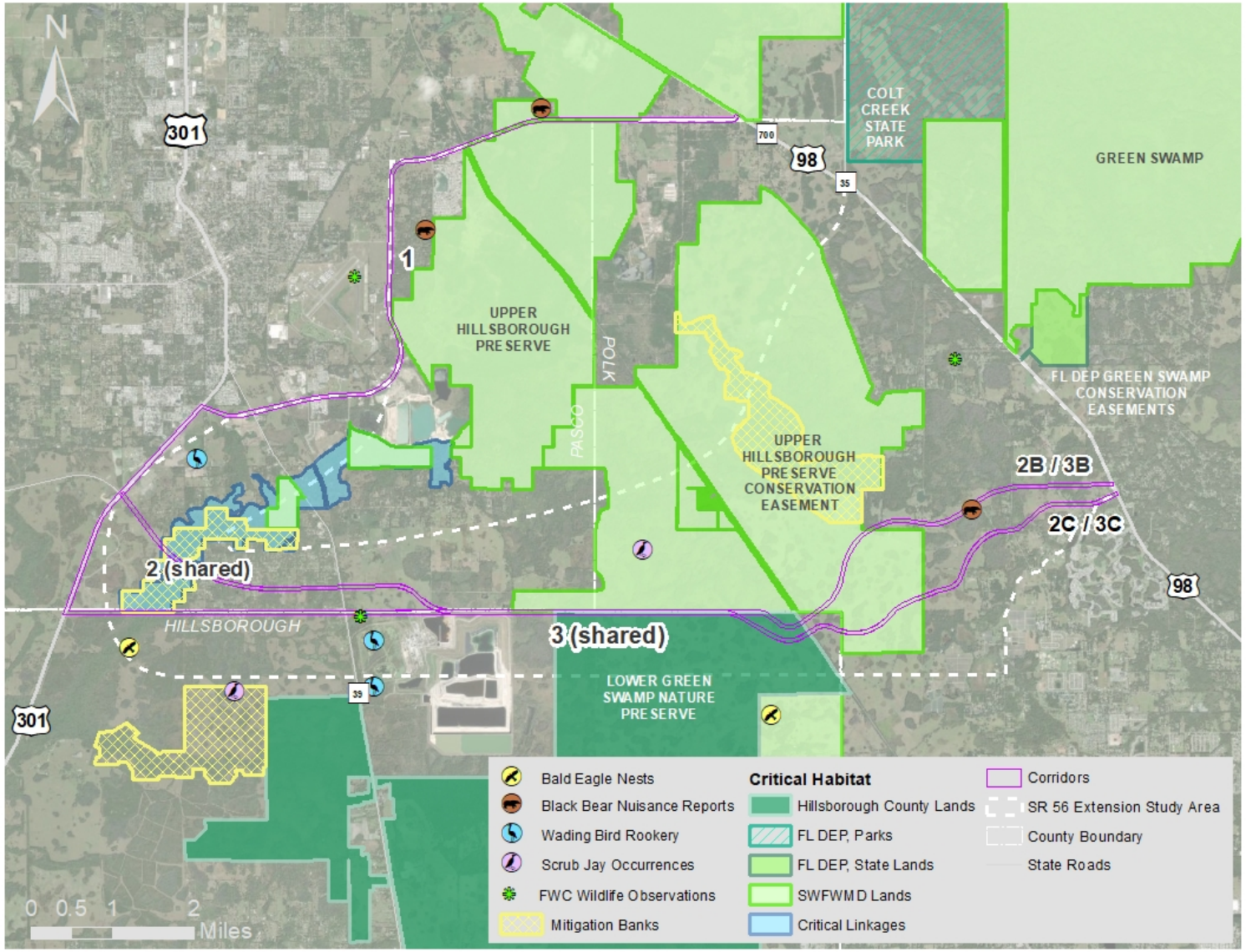
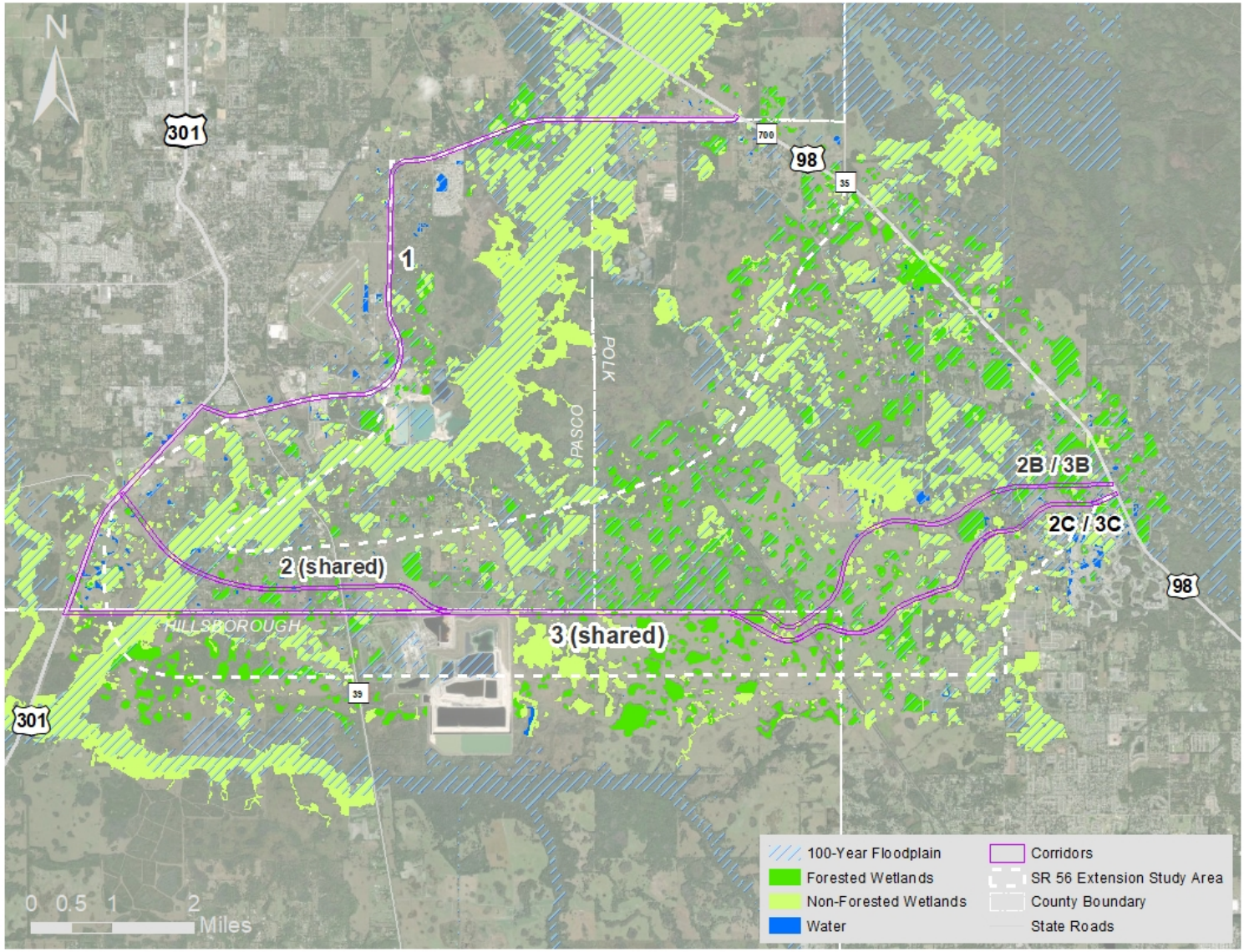


FIGURE 6-5
NATURAL RESOURCES EVALUATION – WETLANDS & WATER RESOURCES



With the exception of Corridor 1, all of the proposed alternative corridors have a moderate potential for involvement with protected species; meaning that suitable habitat is present, but no observations are documented. Corridors 2B and 2C cross a critical linkage between the Hillsborough River and Green Swamp. All alternative corridors would impact state lands. Corridor 1 follows existing CR 54, which currently divides the Upper Hillsborough Preserve. Corridors 2B, 2C, 3B, and 3C would follow the boundary between the Upper Hillsborough Conservation Easement and the Lower Green Swamp Nature Preserve and then would cross the southeastern portion of the Upper Hillsborough Conservation Easement at different locations. Corridors 2B and 2C would also need a new crossing through the Two Rivers Ranch Mitigation Bank, while Corridors 3B and 3C border this mitigation bank on the southern side. All alternative corridors would cross the Hillsborough River and associated wetlands that are considered OFWs. FEMA No-Rise certifications will be required for any floodway crossings. Each corridor would impact forested wetlands, non-forested wetlands, and areas within the 100-year floodplain. Corridor 1 would cross the Hillsborough River at an existing bridge, but Corridors 2B, 2C, 3B, and 3C would need a new crossing over the Hillsborough River. Corridors 2B, 2C, 3B, and 3C additionally cross Fox Branch Stream, which is a verified impaired waterbody.

6.2.1.4 Physical Resources Evaluation

The physical resources evaluation entailed analyzing potential corridor impacts to air quality, contamination, and highway noise. Potential corridor impacts pertaining to utilities and railroads are discussed in **Section 6.2.2 Engineering Evaluation**. **Table 6-5** details the anticipated impacts of each proposed corridor. Following Table 6-5, a narrative of the potential impacts of each of the five alternative corridors is provided. **Figures 6-6** and **6-7** respectively depict the potential contamination sites and noise sensitive receptors within the alternative corridors.

TABLE 6-5
PHYSICAL RESOURCES EVALUATION

Evaluation Criteria		Unit of Measurement	Corridors				
			1	2B	2C	3B	3C
Potential Contamination Sites		Number	31	18	26	28	36
Noise Sensitive Sites	Residences	Number	121	24	29	26	31
	Other Features	Number	21	8	10	6	8

As stated under **Section 3.1.4.2 Air Quality**, the project is located in an area that has been designated as attainment for all six pollutants [ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and small particulate matter] specified by the United States Environmental Protection Agency in National Ambient Air Quality Standards established by the Clean Air Act of 1990 and subsequent amendments.

Given the rural nature of the project area, on-site septic systems/sewage facilities (associated with the rural residential and commercial uses scattered throughout the area) compose the majority of potential contamination sources across all alternative corridors. Other sources of contamination pertain to agricultural uses in the area as well as industrial uses (such as facilities associated with Zephyrhills Municipal Airport along Corridor 1 and infrastructure associated with both Mosaic's Plant City facility and the Circle K/Shell gas station found along Corridors 2C and 3C).

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FIGURE 6-6
PHYSICAL RESOURCES EVALUATION – POTENTIAL CONTAMINATION SITES

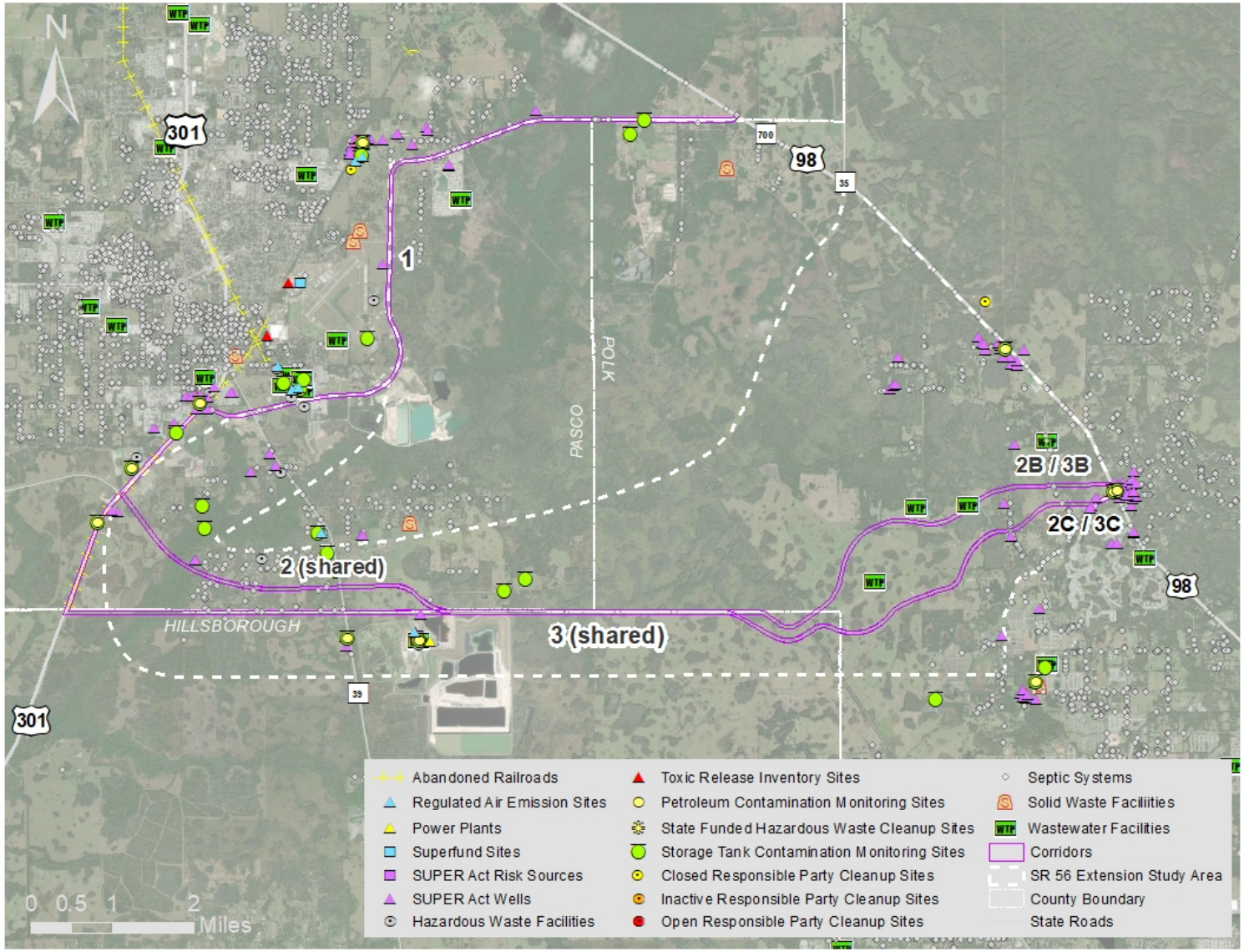
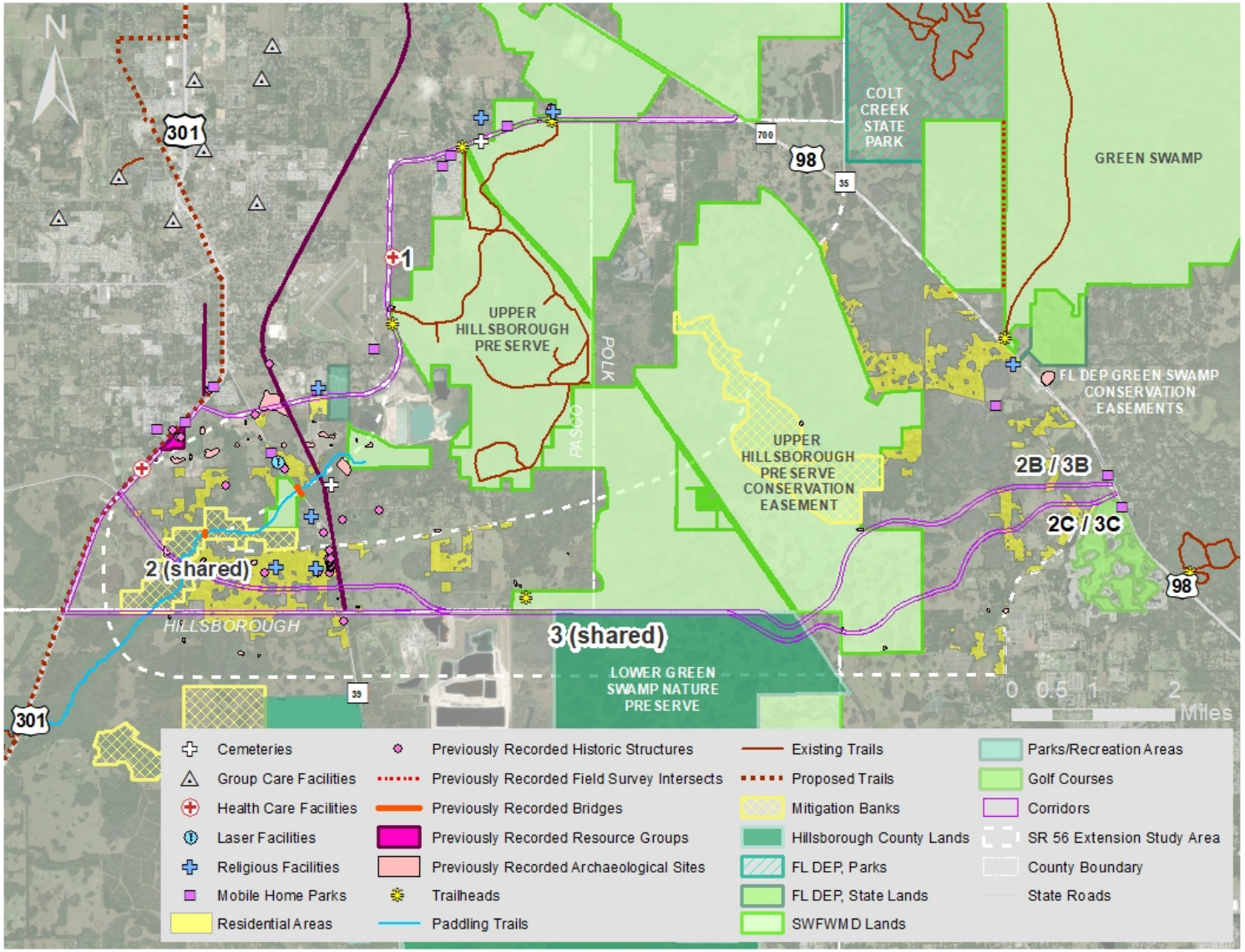


FIGURE 6-7
PHYSICAL RESOURCES EVALUATION – NOISE SENSITIVE SITES



Residences, recreational amenities, and cultural resources identified in the project area compose the majority of noise sensitive sites reported along the alternative corridors. Three additional features that may be sensitive to noise and vibration impacts are found along Corridor 1 and include one cemetery, one health care facility, and one religious center. As Corridor 1 primarily follows existing roadways, with two of the roadways forming the eastern boundary of the City of Zephyrhills, this corridor contains a higher concentration of residential uses. Therefore, it would likely result in higher impacts to these sensitive noise receptors.

6.2.2 ENGINEERING EVALUATION

The engineering considerations that were used to evaluate the alternative corridors included utility conflicts, involvement of infrastructure items such as bridges and railroad crossings, drainage basins involved, requirements for stormwater ponds, and acres of new right-of-way needed. Those corridors with greater engineering involvement are anticipated to have higher design and construction costs.

6.2.2.1 Engineering Feasibility

Table 6-6 details the potential engineering involvement regarding each proposed alternative corridor.

TABLE 6-6
ENGINEERING EVALUATION

Evaluation Criteria		Unit of Measurement	Corridors				
			1	2B	2C	3B	3C
Utility Conflicts		Number	11	9	10	9	10
Bridge Involvement		Number	1	1	1	1	1
Railroad Crossings		Number	2	2	2	2	2
Drainage Basins		Number	4	7	8	8	9
Stormwater Ponds		Acres*	82.20	102.50	102.40	115.90	115.90
Right-of-Way	Amount Needed	Acres	172.60	394.30	391.50	397.50	394.90
	Parcels Affected	Number	247	138	187	155	204

*Stormwater pond acreage equates to 25% of the alternative corridor area. The area for each alternative corridor was calculated multiplying the length of each corridor by the 250-foot right-of-way footprint.

A key factor in determining the level of engineering involvement regarding each corridor pertained to whether or not the corridor was identified along existing roadways or consisted entirely of new alignment.

Due to the fact that Corridor 1 primarily follows existing roadways, with two of the roadways forming the eastern boundary of the City of Zephyrhills, it would result in the greatest number of utility conflicts as well as the highest number of parcel impacts. Corridor 1 would also involve improvements to one existing bridge located on CR 54 and two existing railroad crossings located on Chancey Road and CR 54. In addition, Corridor 1 has the least amount of drainage basins (4) and would result in the least amount of stormwater pond acreage needed.

Corridors 2B, 2C, 3B, and 3C consist entirely of new alignment with the exception of small portions of 2C, 3B, and 3C which utilize a segment of Rockridge Road (Corridors 2C and 3C only) and a segment of County Line Road (Corridors 3B and 3C only). Each of these corridors would involve the construction of a new bridge over the Hillsborough River and two new railroad crossings. Given that Corridors 3B and 3C are

the longest in length (15.31 miles and 15.30 miles, respectively), they would result in the greatest right-of-way and stormwater pond acreages. They also have a higher number of drainage basins present. In addition, Corridor 3C would impact the second highest number of parcels.

A more in-depth analysis will be conducted during the PD&E Study of potential utility conflicts, alternative corridor parcel impacts and type of parcel takes, and right-of-way and stormwater pond acreage required.

6.2.2.2 Cost Evaluation

The estimated construction, right-of-way, and wetland mitigation costs for each of the five proposed alternative corridors are listed in **Table 6-7**.

TABLE 6-7
COST EVALUATION

Cost Category	Corridors				
	1	2B	2C	3B	3C
Construction Costs	$70,184,948	$79,392,213	$79,392,213	$88,817,386	$88,762,838
Right-of-Way Costs	$35,843,560	$9,402,998	$13,793,918	$4,465,401	$8,847,358
State Land Acquisition[1] (ac = acres)	53.55 ac + 50% value of 35.7 ac	196.94 ac + 50% value of 131.29 ac	198.14 ac + 50% value of 132.09 ac	196.94 ac + 50% value of 131.29 ac	198.26 ac + 50% value of 132.17 ac
Wetland Mitigation[2]	$2,527,362-$3,662,415	$8,869,869-$12,130,740	$7,304,994-$9,628,290	$9,723,060-$13,351,185	$8,195,301-$10,900,755

1 Pursuant to Section 253.02(2)(b)4, F.S. impacts to state land require purchase of 1.5 times impact acreage plus 0.5 times the market value of the impact area. Price estimate cannot be estimated at this stage since it requires agency coordination.
2 Assumes a cost per credit range of $123,000 to $180,000 for forested wetlands and $170,000 to $185,000 for non-forested wetlands. Credits were calculated using the UMAM and assumed delta of 0.9. Formula = UMAM delta x impact acreage x cost per credit.

The presented construction costs were developed utilizing FDOT LREs. For each alternative corridor, the LRE cost accounted for the construction of a new four-lane divided, rural roadway with a 10-foot wide multi-use trail on one side, a 5-foot wide sidewalk on the other side, and 7-foot wide bicycle lanes in each direction. One bridge structure was also included in the cost. Additional items such as lighting, traffic signals, etc. were accounted for in the corridor costs as appropriate.

Right-of-way costs were estimated based upon general market costs of land ($/square foot) and structures (value of the structure) obtained from the most recent Property Appraiser's database for each of the affected counties in the project area. The right-of-way needed was obtained using GIS to measure the area between the existing right-of-way and the proposed right-of-way. The right-of-way to be acquired was multiplied by the cost per square foot to get the raw cost of the land. This was added to the structure cost where appropriate to get the total raw cost. The raw right-of-way costs were multiplied by a factor of 2.5 to obtain the final estimated acquisition cost. A 2.5 multiplier was applied to cover additional costs of acquisition ,such as administrative and legal costs. As shown in Table 6-7, mitigation costs required for potential impacts to state managed/conservation lands as well as wetland mitigation costs were obtained separately and must be added to the right-of-way costs to obtain the final right-of-way acquisition costs. Wetland mitigation costs were based on the range of FDOT District Seven's bid prices for state and federal credits from mitigation banks within the Hillsborough River Watershed. Credits were calculated using the Uniform Mitigation Assessment Method (UMAM).

7.0 PUBLIC INVOLVEMENT AND AGENCY COORDINATION

A Public Involvement Plan (PIP) was prepared for this project to document the appropriate level of public engagement regarding the project in compliance with the FDOT PD&E Manual; the FDOT Public Involvement Handbook; Section 339.155, Florida Statutes; Executive Orders 11990 and 11988; Council on Environmental Quality Regulations for Implementing the Procedural Provisions of the NEPA; and Title 23 CFR Part 771.

Activities implemented as part of this PIP have allowed people living and working within the project study area, and other interested parties, to contribute to the decision-making process and to influence the choices that were made pertaining to this project. The PIP ensures the public is given opportunities to learn about the project and potential impacts as well as to provide input on the alternative project corridors.

7.1 AGENCY COORDINATION

Agency coordination began during the ETDM Planning Screen. The ETDM Planning Screen for Project #14390 (SR 56 Extension from US 301/SR 41 to US 98/SR 35/SR 700) was initiated on March 15, 2019 with the Planning Screen Summary Report being published on July 11, 2019.

The Draft ACE MM was distributed through the EST to the ETAT for review and comment in March/April 2020. The ETAT had 30 days in which to comment on the Draft ACE MM. Comments on the Draft MM (as discussed in Section 4.0 Alternatives Evaluation Methodology) were incorporated into the methodology utilized for the ACER. In addition, the corridors that were developed as part of the ACER avoided and/or minimized impacts to important features and resources identified by the ETAT members during the ETDM screening.

Once the public has had the opportunity to comment on the analysis and decisions made in this ACER and those comments are incorporated into the document, the Draft ACER will be distributed to the ETAT for review and comment through the EST. The ETAT will have 30 days in which to comment on the Draft ACER. Once the ETAT review period is complete, the ACER will be submitted to the FDOT OEM (the Lead Agency under the NEPA Assignment Program) for acceptance and concurrence. After acceptance and concurrence from FDOT OEM, the Final Planning Screen Summary Report will be published and will include both the ACE MM and ACER. Potential cooperating and/or participating agencies have not yet been determined for this project.

7.2 PUBLIC COMMENTS

The PIP outlines the public involvement activities that have been carried out or planned as part of the project study. These activities include:

Project Website

A project website (www.fdotd7studies.com/SR56EXT/) was developed to convey project information to the public. The website includes overviews of the project as well as the ACE and PD&E Study processes, a project location map, the project schedule, meeting announcements and presentations, project documents, and contact information for the FDOT District Seven Project Manager and FDOT District Seven Public Information Officer.

Links are also provided to allow the public to:

- Access the Online Commenting Tool (WikiMap)
- Submit a comment(s)
- Sign up to be added to the mailing list

Online Commenting Tool

An online public engagement tool (WikiMap) was created to offer the public an opportunity to add location-based notes to a map of the project study area at any point during the study process. This tool can be accessed through the main page of the project website.

To date, no comments have been received on the WikiMap site.

Newsletters

Newsletters were used to communicate directly with those on the project mailing list, including all residences and businesses within the project study area. The newsletters contained information about the project, upcoming project activities, the project schedule, and who to contact to obtain project information.

A newsletter was prepared and distributed prior to the Elected Officials/Agencies Project Kick-Off Meeting. A second newsletter will be prepared and distributed prior to the Public information Meeting. It will include project updates, including data and conclusions from the Draft ACER and an announcement about the Public Information Meeting and upcoming project activities. A third newsletter is anticipated to be prepared once the ACER has been approved by FDOT OEM to share the final results of the study.

Public Meetings

An Elected Officials/Agencies Project Kick-Off Meeting was held for elected officials, agency representatives, and other interested parties on Tuesday, August 13, 2019, from 1:00 p.m. to 3:00 p.m. at the Zephyrhills City Hall Council Chambers, 5335 8th Street, Zephyrhills, Florida 33542. The meeting was advertised in the Florida Administrative Register on August 5, 2019, and invitations were emailed to elected officials representing the area along with local, state, and federal stakeholder agency representatives. The FDOT also posted meeting information on the FDOT Public Notices website. Fourteen people were in attendance, including two elected officials. Also, in attendance were the FDOT District Seven Project Manager and five consultants of the project team. The meeting was conducted in an informal forum. Project staff followed a meeting agenda that was distributed to attendees along with a comment form and a copy of the August 2019 newsletter. Copies of the PowerPoint presentation were also available on a side table for attendees to take.

The meeting opened with introductions. The goals of the meeting were then discussed, and a PowerPoint presentation was given. The project team provided an overview of the project, including the project schedule and brief discussion of other on-going and concurrent projects in the corridor. The project team explained how they would work cooperatively with attendees to identify community goals and preferences regarding the project, identify known issues, and develop alternative corridor recommendations. The project team additionally demonstrated to the meeting attendees how to use the WikiMap tool.

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During the presentation, questions were asked about accounting for other roadway projects with the development of this project, accounting for available right-of-way along existing roads if they were to be widened as part of the SR 56 Extension ACE Study, and coordination to date with Polk County and the Pasco County MPO. One formal comment was submitted expressing that the extension of SR 56 through Crystal Springs as a new roadway with accompanying drainage improvements would benefit the area.

A Public Information Meeting is anticipated to be held in July 2021. The meeting will allow the public to provide input on the analysis and decisions made in this ACER. A summary of the meeting will be provided once it occurs.

7.3 OUTSTANDING ISSUES

Project issues that require resolutions will be evaluated in the PD&E phase.

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8.0 RECOMMENDATIONS

The following narrative provides a discussion of the advantages and limitations, as well as the affected environment pertaining to each corridor and highlights specific factors that may result in an unreasonable corridor. Input received on the alternative corridors from the ETAT, project stakeholders, and general public is summarized throughout this narrative.

Table 8-1 presents the evaluation results for all seven alternative corridors.

8.1 ALTERNATIVES ELIMINATED

The following corridors are proposed for elimination from consideration.

Corridor 2A

Corridor 2A consists entirely of new alignment. Starting from its western terminus at the intersection of US 301/Gall Boulevard/SR 41 and SR 56, Corridor 2A extends in the southeast direction for approximately one mile before it reaches the Hillsborough River. As it crosses the Hillsborough River (where a new bridge structure would be required), it begins to travel in a more easterly direction, running parallel to and approximately 0.25-mile north of County Line Road. Where the alignment crosses SR 39/Paul S. Buchman Highway, it is also proposed to cross a parallel CSX Transportation railroad mainline directly to the east. As the alignment approaches Saunders Road (approximately 0.40-mile west of Saunders Road), the corridor travels again in a southeast direction. Once east of Saunders Road, the corridor extends east along the Pasco/Hillsborough County Line (north of Mosaic's Plant City facility) and then along the Polk/Hillsborough County Line. In the vicinity of a second proposed CSX Transportation railroad mainline crossing (where the Polk County and Hillsborough County Lines converge), the corridor snakes around area wetlands before heading in a northeast direction for approximately one mile within Polk County. At the first east-west dirt road, the corridor then shifts northward running parallel to a north-south utility easement as well as two north-south roads (Carlton Road and Bailey Road). At approximately 0.20-mile south of the northern terminus of the north-south utility easement, the corridor then curves to the east running parallel to an east-west utility easement for approximately 0.30-mile until it connects to US 98/SR 35/SR 700. The total length of Corridor 2A is 14.14 miles.

Like all of the alternative corridors, Corridor 2A satisfies (received a 'Yes') the purpose and need criterion of allowing regional traffic to bypass the City of Zephyrhills. This corridor does not satisfy (received a 'Moderate') the other two purpose and need criteria similar to Corridor 3A. Corridor 2A does not completely meet the purpose and need criterion of providing an east-west connection to US 98/SR 35/SR 700 as it forms a more circuitous route from US 301/Gall Boulevard/SR 41 in that eastbound traffic must head north before traveling east to connect to US 98/SR 35/SR 700. In addition, this corridor only provides one other connection to a major north-south transportation facility in the area (SR 39/Paul Buchman Highway); as such, it falls short of meeting the purpose and need criterion of linking to two or more facilities. As stated in the approved ACE MM, corridors that do not satisfy (received a 'Moderate' or 'No') at least two of the three stated purpose and need criteria would be eliminated from further consideration.

Corridor 2A is being proposed for elimination from consideration in that it does not satisfy the purpose and need criteria. Corridor 2A and the determination to eliminate it from further consideration will be presented to the public and ETAT.

TABLE 8-1
EVALUATION RESULTS

			Evaluation Criteria	Unit of Measurement	Corridors						
					1	2A	2B	2C	3A	3B	3C
Purpose and Need Evaluation			Allows Traffic to Bypass Zephyrhills	Degree (Yes, Moderate, No)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
			Provides East-West Connection to US 98		Moderate	Moderate	Yes	Yes	Moderate	Yes	Yes
			Links to Other Major Facilities		Yes	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Environmental Evaluation	Social and Economic Evaluation		Potential Residential Displacements	Number	85		20	23		15	18
			Potential Non-Residential Displacements	Number	13		0	2		0	2
			Community Facilities	Number	12		5	6		5	6
			Neighborhoods/Subdivisions	Number	4		1	1		1	1
			Community Cohesion	Degree (Low, Moderate, High Effects to Residential Connectivity & Social Interaction)	Low		Moderate	Moderate		Moderate	Moderate
			Special Populations – Low Income	Degree (Low, Moderate, High Potential for Disproportionate Impacts)	High		Low	Low		Moderate	Moderate
			Special Populations – Minority		Moderate		Low	Low		Low	Low
			Special Populations – Low Income & Minority		Low		Low	Low		Low	Low
			Prime Farmlands	Acres	0		40.53	60.22		73.23	92.9
	Cultural Resources Evaluation		Historic Resources	Number	4		2	2		1	1
			Archaeological Resources	Number	6		1	2		0	1
			Potential Section 4(f) Resources	Number	12		6	6		5	5
			Recreational Facilities	Number	8		5	6		5	6
	Natural Resources Evaluation		Listed Species Occurrence Potential	Degree (Low, Moderate, High)	Low		Moderate	Moderate		Moderate	Moderate
			Managed/Conservation Lands	Acres	35.70		131.29	132.09		131.29	132.17
			Forested Wetlands	Acres	21.96		59.67	40.42		66.70	47.73
			Non-Forested Wetlands	Acres	0.63		14.80	18.50		15.29	19.03
			100-Year Floodplain	Acres	57.54		95.33	72.19		89.10	66.13
			Water Features	Acres	0.71		1.17	0.40		0.47	1.32
			Water Quality (Verified Impaired Waters-Drainage Basins)	Number	0		1	1		1	1
			Special Designations (OFWs)	Number	1		1	1		1	1

TABLE 8-1 (continued)
EVALUATION RESULTS

	Evaluation Criteria		Unit of Measurement	Corridors						
				1	2A	2B	2C	3A	3B	3C
Physical Resources Evaluation	Potential Contamination Sites		Number	31		18	26		28	36
	Noise Sensitive Sites	Residential	Acres	61.05		39.27	43.81		39.93	44.36
		Features	Number	21		8	10		6	8
Engineering Evaluation	Utility Conflicts		Number	11		9	10		9	10
	Bridge Involvement		Number	1		1	1		1	1
	Railroad Crossings		Number	2		2	2		2	2
	Drainage Basins		Number	4		7	8		8	9
	Stormwater Ponds		Acres*	82.20		102.50	102.40		115.90	115.90
	Right-of-Way	Amount Needed	Acres	172.60		394.30	391.50		397.50	394.90
		Parcels Affected	Number	247		138	187		155	204
Cost Evaluation	Construction Costs			$70,184,948		$79,392,213	$79,392,213		$88,817,386	$88,762,838
	Right-of-Way Costs			$35,843,560		$9,402,998	$13,793,918		$4,465,401	$8,847,358
	State Land Acquisition[1] (ac = acres)			53.55 ac + 50% value of 35.7 ac		196.94 ac + 50% value of 131.29 ac	198.14 ac + 50% value of 132.09 ac		196.94 ac + 50% value of 131.29 ac	198.26 ac + 50% value of 132.17 ac
	Wetland Mitigation[2]			$2,527,362-$3,662,415		$8,869,869-$12,130,740	$7,304,994-$9,628,290		$9,723,060-$13,351,185	$8,195,301-$10,900,755

*Stormwater pond acreage equates to 25% of the alternative corridor area. The area for each alternative corridor was calculated multiplying the length of each corridor by the 250-foot right-of-way footprint.
1 Pursuant to Section 253.02(2)(b)4, F.S. impacts to state land require purchase of 1.5 times impact acreage plus 0.5 times the market value of the impact area. Price estimate cannot be estimated at this stage since it requires agency coordination.
2 Assumes a cost per credit range of $123,000 to $180,000 for forested wetlands and $170,000 to $185,000 for non-forested wetlands. Credits were calculated using the UMAM and assumed delta of 0.9. Formula = UMAM delta x impact acreage x cost per credit.

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Corridor 2B

Corridor 2B consists entirely of new alignment. It essentially follows the same alignment as Corridors 2A and 2C until just west of the CSX Transportation railroad mainline (where the Polk County and Hillsborough County Lines converge). The corridor snakes around area wetlands before heading northeast for approximately 1.4 miles within Polk County. It then turns to the east where it crosses Old Dade City Road and Sherrouse Road and continues on to US 98/SR 35/SR 700, terminating just north of Rockridge Road. The total length of Corridor 2B is 13.54 miles.

Similar to the other alternative corridors, with the exception of Corridor 1, Corridor 2B only provides one other connection to a major north-south transportation facility in the area (SR 39/Paul Buchman Highway); as such, it falls short (received a 'Moderate') of meeting the purpose and need criterion of linking to two or more facilities. However, Corridor 2B satisfies (received a 'Yes') the other two purpose and need criteria in that it allows regional traffic to bypass the City of Zephyrhills and provides a more direct east-west route connecting US 301/Gall Boulevard/SR 41 to US 98/SR 35/SR 700. Corridor 2B was one of five corridors that was advanced from the purpose and need evaluation to the environmental and engineering evaluation. As such, the environmental and engineering evaluation results pertaining to Corridor 2B that are presented below are relative to the other four corridors that were analyzed.

Given that Corridor 2B is composed of new alignment, it is more rural in nature; therefore, it is anticipated to result in lower impacts to social and economic features. The social and economic evaluation (part of the overall environmental evaluation) revealed that Corridor 2B, tied with Corridor 3C, ranks third in the number of potential displacements (20 residential; 0 non-residential) as it passes through/divides surrounding existing communities. As such, it would have a moderate effect on community cohesion. Similar to Corridor 3B, it would result in the least number of impacts to community facilities (5). Tied with Corridor 2C, Corridor 2B would also have the least impacts on special populations as it intersects one Census block group in each category (low income or minority) and no Census block groups containing both population categories. Corridor 2B would result in the second lowest impacts to prime farmland acreage (40.53 acres).

In March 2021, it was discovered that a new residential development (River Run Subdivision) is planned immediately east of US 301/Gall Boulevard/SR 41 and north of Rapid River Boulevard. In addition, in April 2021, FDOT was informed that a Tampa Electric Company (TECO) owned and operated solar farm (Palm River Dairy Solar Farm) is planned north of County Line Road and east of SR 39/Paul Buchman Highway. Consequently, the proposed alignment of Corridor 2B would bisect these approved developments.

Based on the cultural resources evaluation (part of the overall environmental evaluation), Corridor 2B would result in impacts to two historic resources and one archaeological site. These resources have been determined ineligible for listing in the NRHP by the SHPO with the exception of one archaeological site (located along the western end of Corridor 2B), which has not yet been evaluated by the SHPO for NRHP eligibility. This site may be protected under Section 4(f). Corridor 2B would also result in impacts to five recreational facilities, which include public lands and the Hillsborough River State Paddling Trail; all of which are protected under Section 4(f). Overall, Corridor 2B ranks third in potential impacts to historic and archaeological resources and is tied with Corridor 3B for the lowest potential impacts to recreational facilities.

The natural resources evaluation (part of the overall environmental evaluation) revealed that Corridor 2B has a moderate potential for involvement with protected species, especially since it crosses a critical

linkage between the Hillsborough River and Green Swamp. This corridor would impact 131.29 acres of state lands as it is proposed to follow the boundary between the Upper Hillsborough Conservation Easement and the Lower Green Swamp Nature Preserve and then cross the southeastern portion of the Upper Hillsborough Conservation Easement at different locations. Corridor 2B would also need a new crossing through the Two Rivers Ranch Mitigation Bank. This corridor would cross the Hillsborough River and associated wetlands that are considered OFWs. In addition, Corridor 2B would result in the second highest impacts to forested wetlands (59.67 acres), the second lowest impacts to non-forested wetlands (14.80 acres), and the highest impacts to the 100-year floodplain (95.33 acres). Corridor 2B would cross Fox Branch Stream, which is a verified impaired waterbody, and require a new crossing over the Hillsborough River.

According to the results of the physical resources evaluation (part of the overall environmental evaluation), Corridor 2B would impact the lowest number of potential contamination sites (18) and noise sensitive sites, including residences (24) and other features (8).

The engineering evaluation revealed that Corridor 2B, along with Corridor 3B, would result in the lowest number of utility conflicts (9). Like the other alternative corridors, with the exception of Corridor 1, it would result in one new bridge crossing and two railroad crossings. Corridor 2B traverses seven drainage basins. Given that it is second longest in length, tied with Corridor 2C, it ranks second in stormwater pond acreage required (102.50 acres) and third in right-of-way acreage required (394.30 acres); however, it would affect the fewest number of parcels (138). As such, Corridor 2B would result in the second lowest right-of-way costs ($9,402,998). While Corridor 2B would result in the second lowest construction costs ($79,392,213), tied with Corridor 2C, it would rank third in acreage required to mitigate for state land impacts and would result in the second highest costs for wetland mitigation ($8,869,869-$12,130,740).

Accounting for the environmental and engineering evaluations that were performed in this ACE Study, Corridor 2B is proposed for elimination from consideration. Corridor 2B would bisect two newly approved developments as well as divide surrounding existing communities, resulting in the third highest number of potential displacements (20 residential; 0 non-residential). In addition, Corridor 2B would result in the highest impacts to floodplains and the second highest impacts to wetlands (and consequently, the second highest wetland mitigation costs). These social and economic and natural impacts outweigh the right-of-way and construction cost savings associated with Corridor 2B.

Corridor 2B and the determination to eliminate it from further consideration will be presented to the public and ETAT.

Corridor 2C

Corridor 2C consists almost entirely of new alignment, utilizing only a small portion of existing roadway on the eastern end of the project near US 98/SR 35/SR 700. It essentially follows the same alignment as Corridors 2A and 2B until just west of the CSX Transportation railroad mainline (where the Polk County and Hillsborough County Lines converge). The corridor snakes around area wetlands and meanders in a northeast direction where it crosses Old Dade City Road and Sherrouse Road. From this point, the alignment veers to the east and ties into an existing portion of Rockridge Road for approximately 0.25-mile, where it terminates at US 98/SR 35/SR 700. The total length of Corridor 2C is 13.54 miles.

Like the other alternative corridors, with the exception of Corridor 1, Corridor 2C only provides one other connection to a major north-south transportation facility in the area (SR 39/Paul Buchman Highway); as

such, it falls short (received a 'Moderate') of meeting the purpose and need criterion of linking to two or more facilities. However, Corridor 2C satisfies (received a 'Yes') the other two purpose and need criteria in that it allows regional traffic to bypass the City of Zephyrhills and provides a more direct east-west route connecting US 301/Gall Boulevard/SR 41 to US 98/SR 35/SR 700. Corridor 2C was one of five corridors that was advanced from the purpose and need evaluation to the environmental and engineering evaluation. As such, the environmental and engineering evaluation results pertaining to Corridor 2C that are presented below are relative to the other four corridors that were analyzed.

Given that Corridor 2C is composed of new alignment, it is more rural in nature; therefore, it is anticipated to result in lower impacts to social and economic features. The social and economic evaluation (part of the overall environmental evaluation) revealed that Corridor 2C would result in the second highest number of potential displacements (23 residential; 2 non-residential) as it passes through/divides surrounding existing communities. As such, it would have a moderate effect on community cohesion. Similar to Corridor 3C, it ranks second in the number of impacts to community facilities (6). Tied with Corridor 2B, Corridor 2C would also have the least impacts on special populations as it intersects one Census block group in each category (low income or minority) and no Census block groups containing both population categories. Corridor 2C ranks third in potential impacts to prime farmland acreage (60.22 acres).

In March 2021, it was discovered that a new residential development (River Run Subdivision) is planned immediately east of US 301/Gall Boulevard/SR 41 and north of Rapid River Boulevard. In addition, in April 2021, FDOT was informed that a Tampa Electric Company (TECO) owned and operated solar farm (Palm River Dairy Solar Farm) is planned north of County Line Road and east of SR 39/Paul Buchman Highway. Consequently, the proposed alignment of Corridor 2C would bisect these approved developments.

Based on the cultural resources evaluation (part of the overall environmental evaluation), Corridor 2C would result in impacts to two historic resources and two archaeological sites. These resources have been determined ineligible for listing in the NRHP by the SHPO with the exception of one archaeological site (located along the western end of Corridor 2C), which has not yet been evaluated by the SHPO for NRHP eligibility. This site may be protected under Section 4(f). Corridor 2C would also result in impacts to six recreational facilities, which include public lands, the Hillsborough River State Paddling Trail, and Big Cypress Golf Club; with the exception of the golf club, all identified resources are protected under Section 4(f). Overall, Corridor 2C would result in the second highest impacts to historic and archaeological resources and is tied with Corridor 3C for the second highest potential impacts to recreational facilities.

The natural resources evaluation (part of the overall environmental evaluation) revealed that Corridor 2C has a moderate potential for involvement with protected species, especially since it crosses a critical linkage between the Hillsborough River and Green Swamp. This corridor would result in the second highest impacts to state lands (132.09) as it is proposed to follow the boundary between the Upper Hillsborough Conservation Easement and the Lower Green Swamp Nature Preserve and then cross the southeastern portion of the Upper Hillsborough Conservation Easement at different locations. Corridor 2C would also need a new crossing through the Two Rivers Ranch Mitigation Bank. This corridor would cross the Hillsborough River and associated wetlands that are considered OFWs. Corridor 2C would result in the second lowest impacts to forested wetlands (40.42 acres) and the second highest impacts to non-forested wetlands (18.50 acres); it additionally ranks third in potential impacts to the 100-year floodplain (72.19 acres). Corridor 2C would cross Fox Branch Stream, which is a verified impaired waterbody, and require a new crossing over the Hillsborough River.

According to the results of the physical resources evaluation (part of the overall environmental evaluation), Corridor 2C would result in the second lowest impacts to potential contamination sites (26) and would result in the second highest impacts (tied with Corridor 3C) to noise sensitive sites, including residences (29) and other features (10).

The engineering evaluation revealed that Corridor 2C, along with Corridor 3C, would result in the second highest number of utility conflicts (10). Similar to the other alternative corridors, with the exception of Corridor 1, it would result in one new bridge crossing and two railroad crossings. Corridor 2C traverses eight drainage basins. Given that it is second longest in length, tied with Corridor 2B, it is marginally separated from Corridor 2B in impacts as it ranks third in stormwater pond acreage required (102.40 acres), fourth in right-of-way acreage required (391.50 acres), and third in number of parcels potentially affected (187). While Corridor 2C would result in the second lowest construction costs ($79,392,213), tied with Corridor 2B, and second lowest wetland mitigation costs ($7,304,994-$9,628,290), it would result in the second highest right-of-way costs ($13,793,918) and second highest acreage to mitigate for state land impacts.

Accounting for the environmental and engineering evaluations that were performed in this ACE Study, Corridor 2C is proposed for elimination from consideration. Corridor 2C would bisect two newly approved developments as well as divide surrounding existing communities, resulting in the second highest number of potential displacements (23 residential; 2 non-residential). Corridor 2C would also result in the second highest impacts to historic and archaeological resources and recreational facilities. Consequently, Corridor 2C would result in the second highest impacts to noise sensitive sites, including residences (29) and other features (10). Further, the corridor would result in the second highest impacts to state lands (132.09 acres) and the second highest number of utility conflicts (10). Given that Corridor 2C would result in the second lowest construction and wetland mitigation costs, but the second highest right-of-way costs and acreage to mitigate for state land impacts, the costs associated with the corridor cancel each other out. As such, Corridor 2C is proposed to be eliminated based on identified impacts alone.

Corridor 2C and the determination to eliminate it from further consideration will be presented to the public and ETAT.

Corridor 3A

Corridor 3A consists of a combination of new alignment and use of existing roadways in the study area. Starting from its western terminus at the intersection of US 301/Gall Boulevard/SR 41 and SR 56, Corridor 3A follows an existing portion of US 301/Gall Boulevard/SR 41 in Pasco County south to the Pasco/Hillsborough County Line. It then turns east and follows the Pasco/Hillsborough County Line on new alignment for approximately 2.2 miles. At the intersection of Crystal Springs Road, it continues east along the existing unpaved portion of County Line Road for approximately 1.7 miles. At SR 39/Paul S. Buchman Highway, County line Road transitions to a paved roadway continuing eastward for approximately 1.05 miles where the pavement terminates at Mosaic's Plant City facility located at Saunders Road. Where the alignment crosses SR 39/Paul S. Buchman Highway, it is also proposed to cross a parallel CSX Transportation railroad mainline directly to the east. Once east of Saunders Road, the corridor extends east along the Pasco/Hillsborough County Line (north of Mosaic's Plant City facility) and then along the Polk/Hillsborough County Line. In the vicinity of a second proposed CSX Transportation railroad mainline crossing (where the Polk County and Hillsborough County Lines converge), the corridor snakes around area wetlands before heading in a northeast direction for approximately one mile within Polk County. At the first east-west dirt road, the corridor then shifts northward running parallel to a north-

south utility easement as well as two north-south roads (Carlton Road and Bailey Road). At approximately 0.20-mile south of the northern terminus of the north-south utility easement, the corridor then curves to the east running parallel to an east-west utility easement for approximately 0.30-mile until it connects to US 98/SR 35/SR 700. The total length of Corridor 3A is 15.91 miles.

Like all of the alternative corridors, Corridor 3A satisfies (received a 'Yes') the purpose and need criterion of allowing regional traffic to bypass the City of Zephyrhills. This corridor does not satisfy (received a 'Moderate') the other two purpose and need criteria similar to Corridor 2A. Corridor 3A does not completely meet the purpose and need criterion of providing an east-west connection to US 98/SR 35/SR 700 as it forms a more circuitous route from US 301/Gall Boulevard/SR 41 in that eastbound traffic must head north before traveling east to connect to US 98/SR 35/SR 700. In addition, this corridor only provides one other connection to a major north-south transportation facility in the area (SR 39/Paul Buchman Highway); as such, it falls short of meeting the purpose and need criterion of linking to two or more facilities. As stated in the approved ACE MM, corridors that do not satisfy (received a 'Moderate' or 'No') at least two of the three stated purpose and need criteria would be eliminated from further consideration.

Corridor 3A is being proposed for elimination from consideration in that it does not satisfy the purpose and need criteria. Corridor 3A and the determination to eliminate it from further consideration will be presented to the public and ETAT.

Corridor 3C

Corridor 3C consists of a combination of new alignment and use of existing roadways in the study area. It essentially follows the same alignment as Corridors 3A and 3B until just west of the CSX Transportation railroad mainline (where the Polk County and Hillsborough County Lines converge). The corridor snakes around area wetlands and meanders in a northeast direction where it crosses Old Dade City Road and Sherrouse Road. From this point, the alignment veers to the east and ties into an existing portion of Rockridge Road for approximately 0.25-mile, where it terminates at US 98/SR 35/SR 700. The total length of Corridor 3C is 15.30 miles.

Similar to the other alternative corridors, with the exception of Corridor 1, Corridor 3C only provides one other connection to a major north-south transportation facility in the area (SR 39/Paul Buchman Highway); as such, it falls short (received a 'Moderate') of meeting the purpose and need criterion of linking to two or more facilities. However, Corridor 3C satisfies (received a 'Yes') the other two purpose and need criteria in that it allows regional traffic to bypass the City of Zephyrhills and provides a more direct east-west route connecting US 301/Gall Boulevard/SR 41 to US 98/SR 35/SR 700. Corridor 3C was one of five corridors that was advanced from the purpose and need evaluation to the environmental and engineering evaluation. As such, the environmental and engineering evaluation results pertaining to Corridor 3C that are presented below are relative to the other four corridors that were analyzed.

Given that Corridor 3C is composed of new alignment, it is more rural in nature; therefore, it is anticipated to result in lower impacts to social and economic features. The social and economic evaluation (part of the overall environmental evaluation) revealed that Corridor 3C, tied with Corridor 2B, ranks third in the number of potential displacements (18 residential; 2 non-residential) as it passes through/divides surrounding existing communities. As such, it would have a moderate effect on community cohesion. Similar to Corridor 2C, it ranks second in the number of impacts to community facilities (6). Like Corridor 3B, Corridor 3C would moderately impact special populations as it intersects two Census block groups with high low-income population percentages and one Census block group with a high minority population

percentage; it does not intersect Census block groups containing both population categories. Corridor 3C would impact the most acreage of prime farmland (92.90 acres).

Based on the cultural resources evaluation (part of the overall environmental evaluation), Corridor 3C would result in the second lowest impacts to historic and archaeological sites as it would potentially affect one historic resource and one archaeological site. These resources have been determined ineligible for listing in the NRHP by the SHPO. Corridor 3C would also result in impacts to six recreational facilities, which include public lands, the Hillsborough River State Paddling Trail, the Withlacoochee State Trail Extension-Dade City Trail Corridor, and Big Cypress Golf Club; with the exception of the golf club, all identified resources are protected under Section 4(f). Corridor 3C is tied with Corridor 3B for the least potential impacts to recreational facilities.

The natural resources evaluation (part of the overall environmental evaluation) revealed that Corridor 3C has a moderate potential for involvement with protected species. This corridor would impact the highest acreage of state lands (132.17 acres) as it is proposed to follow the boundary between the Upper Hillsborough Conservation Easement and the Lower Green Swamp Nature Preserve and then cross the southeastern portion of the Upper Hillsborough Conservation Easement at different locations. It would border the Two Rivers Ranch Mitigation Bank on the southern side. This corridor would cross the Hillsborough River and associated wetlands that are considered OFWs. In addition, Corridor 3C would result in the third highest impacts to forested wetlands (47.73 acres), the highest impacts to non-forested wetlands (19.03 acres), and the second lowest impacts to the 100-year floodplain (66.13 acres). Corridor 3C would cross Fox Branch Stream, which is a verified impaired waterbody, and require a new crossing over the Hillsborough River.

According to the results of the physical resources evaluation (part of the overall environmental evaluation), Corridor 3C would impact the highest number of potential contamination sites (36) and would result in the second highest impacts (tied with Corridor 2C) to noise sensitive sites, including residences (31) and other features (8).

The engineering evaluation revealed that Corridor 3C, along with Corridor 2C, would result in the second highest number of utility conflicts (10). Like the other alternative corridors, with the exception of Corridor 1, it would result in one new bridge crossing and two railroad crossings. Given that Corridor 3C, tied with Corridor 3B, is the longest in length, it traverses nine drainage basins and would result in the highest stormwater pond acreage required (115.90 acres). In addition, it would result in the second highest right-of-way acreage required (394.90 acres) and would affect the second highest number of parcels (204). While Corridor 3C would result in the second lowest right-of-way costs ($8,847,358) and ranks third in wetland mitigation costs ($8,195,301-$10,900,755), it would result in the second highest construction costs ($88,762,838) and highest acreage to mitigate for state land impacts.

Accounting for the environmental and engineering evaluations that were performed in this ACE Study, Corridor 3C is proposed for elimination from consideration. Corridor 3C would divide surrounding existing communities, resulting in the third highest number of potential displacements (18 residential; 2 non-residential). In addition, Corridor 3C would result in the highest impacts to potential contamination sites (36); the second highest impacts (tied with Corridor 2C) to noise sensitive sites, including residences (31) and other features (8); and the second highest number of conflicts (tied with Corridor 2C) with utilities (10). Due to the fact that Corridor 3C is the longest in length (tied with Corridor 3B), it has higher associated impacts and costs. Corridor 3C would ultimately result in the highest stormwater pond acreage required (115.90 acres), the second highest right-of-way acreage required (394.90 acres), the second

highest number of parcels affected (204), and the highest acreage of state lands impacted (132.17 acres). Consequently, these noted impacts and the fact that the corridor would result in the second highest construction costs ($88,762,838) and highest acreage to mitigate for state land impacts enhance the reasons for its elimination from consideration.

Corridor 3C and the determination to eliminate it from further consideration will be presented to the public and ETAT.

8.2 ALTERNATIVES RECOMMENDED FOR PD&E STUDY

The following corridors are proposed for advancement to the PD&E Study. These corridors are depicted in **Figure 8-1**.

Corridor 1

Corridor 1 primarily runs along existing roadways as it hugs the eastern boundary of the City of Zephyrhills, avoiding impacts to the city's downtown area. Starting from its southern/western terminus at the intersection of US 301/Gall Boulevard/SR 41 and SR 56, Corridor 1 extends in the northeast direction along US 301/Gall Boulevard/SR 41 until it reaches Chancey Road. At this point, Corridor 1 then follows Chancey Road (extending east and then north) until it intersects CR 54 where it continues east along CR 54 to US 98/SR 35/SR 700. It should be noted that the corridor crosses two railroad mainlines at-grade; the first is along Chancey Road (less than 0.5-mile east of SR 39/Paul S. Buchman Highway), and the second is along CR 54 (less than one mile east of Chancey Road). There is additionally one bridge structure located 0.34-mile east of Berry Road on the segment of CR 54 occupied by Corridor 1. It is anticipated that the intersection of Chancey Road and CR 54 would be realigned to the east in order to account for a horizontal curve associated with the Corridor 1 footprint. The total length of Corridor 1 is 10.86 miles.

Similar to Corridors 2A and 3A, Corridor 1 does not completely meet (received a 'Moderate') the purpose and need criterion of providing an east-west connection to US 98/SR 35/SR 700 as it forms a more circuitous route from US 301/Gall Boulevard/SR 41 in that eastbound traffic must head north before traveling east to connect to US 98/SR 35/SR 700. However, like the other proposed alternative corridors, Corridor 1 satisfies (received a 'Yes') the purpose and need criterion of allowing regional traffic to bypass the City of Zephyrhills. In addition, given that Corridor 1 primarily runs along existing roadways, it already links major area east-west and north-south facilities (including Chancey Road, SR 39/Paul Buchman Highway, and CR 54); it is the only corridor that satisfies this particular purpose and need criterion. Corridor 1 was one of the five corridors that was advanced from the purpose and need evaluation to the environmental and engineering evaluation. As such, the environmental and engineering evaluation results pertaining to Corridor 1 that are presented below are relative to the other four corridors that were analyzed.

As Corridor 1 follows existing roadways on the western end of the project study area, the majority of the social and economic, cultural, and physical features within the study area are concentrated along Corridor 1.

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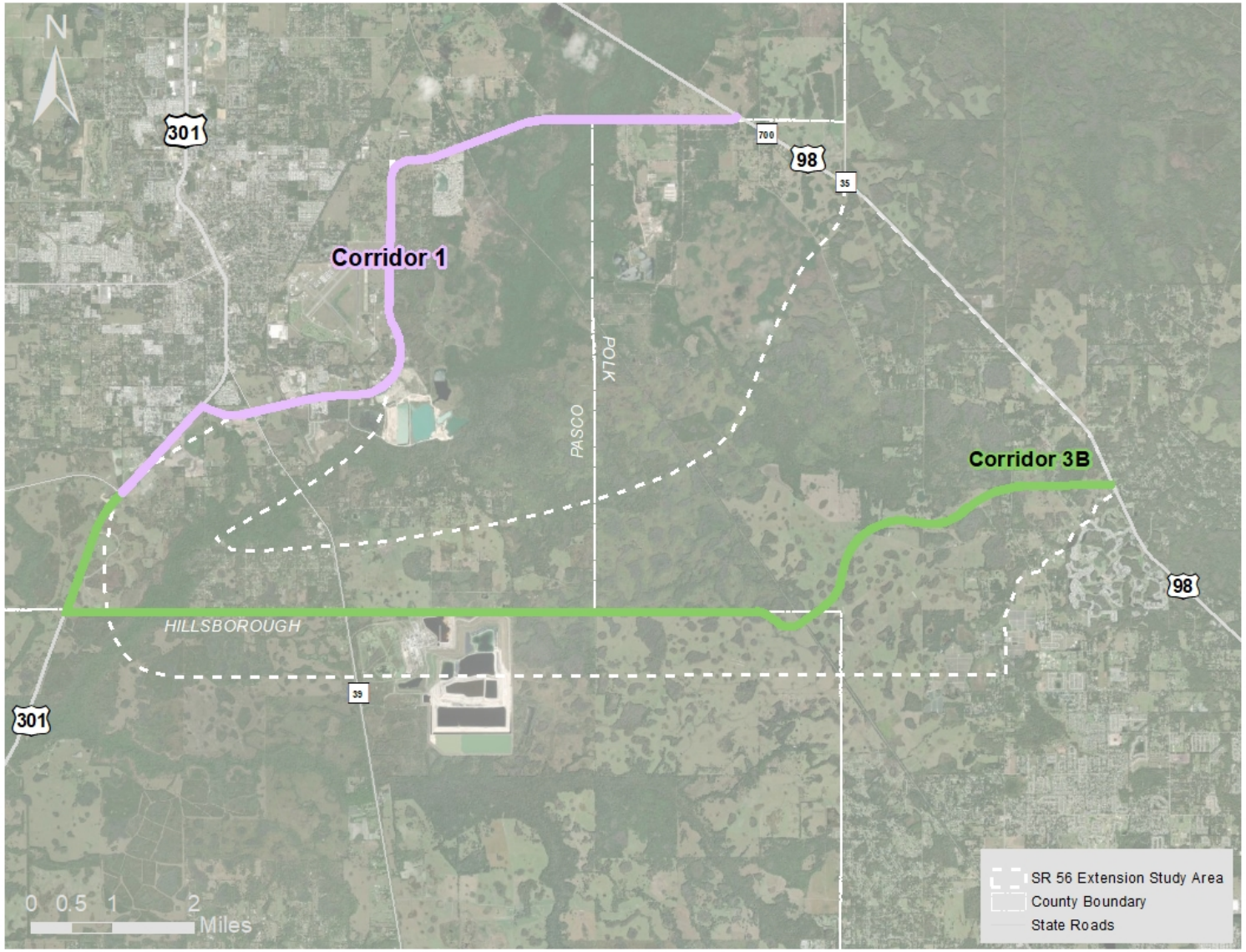
FIGURE 8-1
ALTERNATIVE CORRIDORS RECOMMENDED FOR PD&E STUDY



The social and economic evaluation (part of the overall environmental evaluation) revealed that Corridor 1 would result in the greatest number of potential displacements (85 residential; 13 non-residential) as well as the greatest number of impacts to community facilities (12) and neighborhoods (4); however, no impacts to prime farmland would occur. While Corridor 1 would have the lowest effect to community cohesion since it would simply require the widening of existing roadways to accommodate the proposed project footprint and not create any new divisions within surrounding communities, it would have the greatest impact on special populations. Out of the eight Census block groups intersected by Corridor 1, five have high low-income population percentages and two have high minority population percentages with one block group included containing both population categories.

Based on the cultural resources evaluation (part of the overall environmental evaluation), Corridor 1 would result in the highest impacts to historic and archaeological resources (four historic resources, including a historic cemetery, and six archaeological resources). The majority of the identified historic and archaeological resources have been determined ineligible for listing in the NRHP by the SHPO; one historic resource (a historic cemetery located along CR 54) and three archaeological sites (one located along Chancey Road and two located along CR 54) have not yet been evaluated by the SHPO for NRHP eligibility. These four features may be protected under Section 4(f). In addition, Corridor 1 would result in the highest impacts to recreational facilities (8), which include public lands, trails and trailheads, and the Samuel W Pasco Recreation Complex; all are considered Section 4(f) resources.

According to the results of the physical resources evaluation (part of the overall environmental evaluation), Corridor 1 would impact the second highest number of potential contamination sites (31) and would result in the highest impacts to noise sensitive sites, including residences (121) and other features (21).

The natural resources evaluation (part of the overall environmental evaluation) revealed that Corridor 1 has a low potential for involvement with protected species given its more urban character. Consequently, Corridor 1 would result in the least impacts to state lands, wetlands (both forested and non-forested), and the 100-year floodplain. This corridor would still cross the Hillsborough River at an existing bridge and associated wetlands that are considered OFWs.

As expected, the engineering evaluation revealed that Corridor 1 would result in the greatest number of utility conflicts (11) as well as the highest number of parcel impacts (247) as it primarily follows existing roadways, with two of the roadways forming the eastern boundary of the City of Zephyrhills. Corridor 1 would involve improvements to one existing bridge located on CR 54 and two existing railroad crossings located on Chancey Road and CR 54. Given that it is the shortest in length, Corridor 1 traverses four drainage basins and would result in the least amount of stormwater pond acreage needed (82.20 acres) as well as right-of-way acreage required (172.60 acres). While Corridor 1 would result in the highest right-of-way costs ($35,843,560) given the value of the properties to potentially be acquired, it would result in the lowest construction costs ($70,184,948), lowest acreage required to mitigate for state land impacts, and lowest wetland mitigation costs ($2,527,362-$3,662,415).

Accounting for the environmental and engineering evaluations that were performed in this ACE Study, Corridor 1 is proposed for advancement to the PD&E Study. The lower impacts to natural resources and the lower construction and mitigation costs outweigh the potential impacts to social and economic, cultural, and physical features within the study area. Corridor 1 maximizes the existing roadway network. In addition, the corridor footprint will be shifted and adjusted to minimize impacts to the surrounding

urban environment. Further, Corridor 1 is preferred by the City of Zephyrhills, other local government entities, and area communities.

Corridor 1 and the determination that it advance to the PD&E Study will be presented to the public and ETAT.

Corridor 3B

Corridor 3B consists of a combination of new alignment and use of existing roadways in the study area. It essentially follows the same alignment as Corridors 3A and 3C until just west of the CSX Transportation railroad mainline (where the Polk County and Hillsborough County Lines converge). The corridor snakes around area wetlands before heading northeast for approximately 1.4 miles within Polk County. It then turns to the east where it crosses Old Dade City Road and Sherrouse Road and continues on to US 98/SR 35/SR 700, terminating just north of Rockridge Road. The total length of Corridor 3B is 15.31 miles.

Like the other alternative corridors, with the exception of Corridor 1, Corridor 3B only provides one other connection to a major north-south transportation facility in the area (SR 39/Paul Buchman Highway); as such, it falls short (received a 'Moderate') of meeting the purpose and need criterion of linking to two or more facilities. However, Corridor 3B satisfies (received a 'Yes') the other two purpose and need criteria in that it allows regional traffic to bypass the City of Zephyrhills and provides a more direct east-west route connecting US 301/Gall Boulevard/SR 41 to US 98/SR 35/SR 700, specifically the Lakeland area in Polk County. Corridor 3B was one of the five corridors that was advanced from the purpose and need evaluation to the environmental and engineering evaluation. As such, the environmental and engineering evaluation results pertaining to Corridor 3B that are presented below are relative to the other four corridors that were analyzed.

Given that Corridor 3B is composed of new alignment, it is more rural in nature; therefore, it is anticipated to result in lower impacts to social and economic features. The social and economic evaluation (part of the overall environmental evaluation) revealed that Corridor 3B would result in the lowest number of potential displacements (15 residential; 0 non-residential). As it passes through/divides surrounding existing communities, Corridor 3B would have a moderate effect on community cohesion. Similar to Corridor 2B, it would result in the least number of impacts to community facilities (5). Like Corridor 3C, Corridor 3B would moderately impact special populations as it intersects two Census block groups with high low-income population percentages and one Census block group with a high minority population percentage; it does not intersect Census block groups containing both population categories. Corridor 3B would result in the second highest impacts to prime farmland acreage.

Based on the cultural resources evaluation (part of the overall environmental evaluation), Corridor 3B would result in the lowest impacts to historic and archaeological sites as it would potentially affect one archaeological site. This resource has been determined ineligible for listing in the NRHP by the SHPO. In addition, tied with Corridor 3C, Corridor 3B would result in the least impacts to recreational facilities (5), which include public lands, the Hillsborough River State Paddling Trail, and the Withlacoochee State Trail Extension-Dade City Trail Corridor; all are protected under Section 4(f).

The natural resources evaluation (part of the overall environmental evaluation) revealed that Corridor 3B has a moderate potential for involvement with protected species. Tied with Corridor 2B, Corridor 3B would result in the second lowest impacts to state lands (131.29 acres). However, this corridor would result in the highest impacts to forested wetlands (66.70 acres), the third highest impacts to non-forested

wetlands (15.29 acres), and the second highest impacts to the 100-year floodplain (89.10 acres). Corridor 3B would cross the Hillsborough River, through a new crossing, and associated wetlands that are considered OFWs as well as cross Fox Branch Stream, which is a verified impaired waterbody.

According to the results of the physical resources evaluation (part of the overall environmental evaluation), Corridor 3B ranks third in potential contamination sites to be impacted. Corridor 3B, tied with Corridor 2B, would result in the lowest impacts to noise sensitive sites, including residences (26) and other features (6).

The engineering evaluation revealed that Corridor 3B, along with Corridor 2B, would result in the lowest number of utility conflicts (9). Similar to the other alternative corridors, with the exception of Corridor 1, it would result in one new bridge crossing and two railroad crossings. Given that Corridor 3B, tied with Corridor 3C, is the longest in length, it traverses eight drainage basins and would result in the highest stormwater pond acreage required (115.90 acres) and the highest right-of-way acreage required (397.50 acres). However, it would affect the second lowest number of parcels (155). While Corridor 3B would result in the highest construction costs ($88,817,386) and highest wetland mitigation costs ($9,723,060-$13,351,185), it would result in the lowest right-of-way costs ($4,465,401) and would rank third, tied with Corridor 2B, in acreage required to mitigate for state land impacts.

Accounting for the environmental and engineering evaluations that were performed in this ACE Study, Corridor 3B is proposed for advancement to the PD&E Study. Corridor 3B would result in some of the lowest or least impacts to social and economic, cultural, and physical features within the study area. In addition, the corridor would affect the second lowest number of parcels and result in the lowest right-of-way costs. Further, it would result in the second lowest impacts to state lands and ranks third in acreage required to mitigate for state land impacts. These low impacts across the range of resources evaluated as part of the ACE Study outweigh the high impacts to wetlands and high costs (construction and wetland mitigation) and acreage (stormwater pond and right-of-way) associated with the long length of the corridor.

Corridor 3B and the determination that it advance to the PD&E Study will be presented to the public and ETAT.

8.3 RECOMMENDED SYSTEMS MANAGEMENT AND OPERATIONAL STRATEGIES

It was determined that the TSM&O Alternative does not satisfy the purpose and need for the proposed project. However, as Corridor 1 primarily runs along existing roadways, TSM&O strategies may be evaluated further for this particular alternative corridor during the PD&E Study.

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APPENDIX A
Existing Conditions Report

EXISTING CONDITIONS REPORT

Florida Department of Transportation

District Seven

SR 56 Extension from US 301/SR 41 to US 98/SR 35/SR 700

Pasco County, Florida

Work Program Item Segment Number: 443367-1

Efficient Transportation Decision Making Number: 14390

May 2020

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 United States Code (U.S.C.) §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration (FHWA) and FDOT.

This planning product may be adopted into the environmental review process, pursuant to 23 U.S.C. §168, or the state project development process.

TABLE OF CONTENTS

Section **Page**

1.0 INTRODUCTION 1
- 1.1 Project Description 1
- 1.2 Study Area 2
- 1.3 Purpose and Need 3
  - 1.3.1 Purpose 3
  - 1.3.2 Need 3

2.0 EXISTING TRANSPORTATION CHARACTERISTICS 3
- 2.1 Existing Roadway Characteristics 3
- 2.2 Existing Intersections 5
- 2.3 Existing Multimodal Accommodations 5
- 2.4 Existing Traffic Conditions 8
  - 2.4.1 Traffic Counts 8
  - 2.4.2 Design Traffic Characteristics 8
  - 2.4.3 Existing Traffic Volumes 9
  - 2.4.4 Existing Conditions Level of Service Analysis 12
- 2.5 Crash Analysis 14

3.0 ENVIRONMENTAL CHARACTERISTICS 18
- 3.1 Land Use 18
  - 3.1.1 Existing Land Use 18
  - 3.1.2 Future Land Use 20
- 3.2 Public and Conservation Lands 20
- 3.3 Soils And Farmlands 22
- 3.4 Wetlands 22
- 3.5 Protected Species 26
- 3.6 Drainage 30

4.0 SOCIOCULTURAL CHARACTERISTICS 31
- 4.1 Demographic Profile 31
- 4.2 Community Resources 38
- 4.3 Historic and Archaeological Resources 40
- 4.4 Physical Infrastructure and Utilities 42
- 4.5 Contamination 44
- 4.6 Planning Consistency 44

LIST OF FIGURES

1-1 Project Location Map 1
1-2 Study Area 2
2-1 Existing Roadway Geometry 6
2-2 Existing Roadway Speed Limits 7
2-3 Study Area Crash Data Summary (2015 through 2019) 15
2-4 Crash Location by Year 16
2-5 Severity of Crashes 17
3-1 SWFWMD Existing Land Use Map 19
3-2 Public/Conservation Lands and Protected Species Map 21
3-3 NRCS Soil by Hydrological Group Within the Study Area 23
3-4 Farmlands Map 24
3-5 Wetlands and Flood Zone Map 25
4-1 Race and Ethnicity Information by Census Block Group 33
4-2 Age by Census Block Group 35
4-3 Household Poverty Rate by Census Block Group 36
4-4 Households Receiving Assistance by Census Block Group 37
4-5 Community Resources 39
4-6 Cultural Resources 41
4-7 Physical Infrastructure 43
4-8 Potential Sources of Contamination 45

LIST OF TABLES

2-1 Roadway Classifications 5
2-2 Design Traffic Factors 10
2-3 Existing Year (2019) Traffic Volumes 11
2-4 Existing Year (2019) Traffic Conditions 13
3-1 SWFWMD Existing Land Use Within the Study Area 20
3-2 Public/Conservation Lands Within the Study Area 22
3-3 Protected Species Within the Region and Their Potential for Occurrence Within the Study Area 27
4-1 Race and Ethnicity Information 32
4-2 Age and Economic Status Information 34

LIST OF APPENDICES

Appendix A Planning Consistency Documentation

Appendix B Traffic Documentation

Appendix C Future Land Use Maps

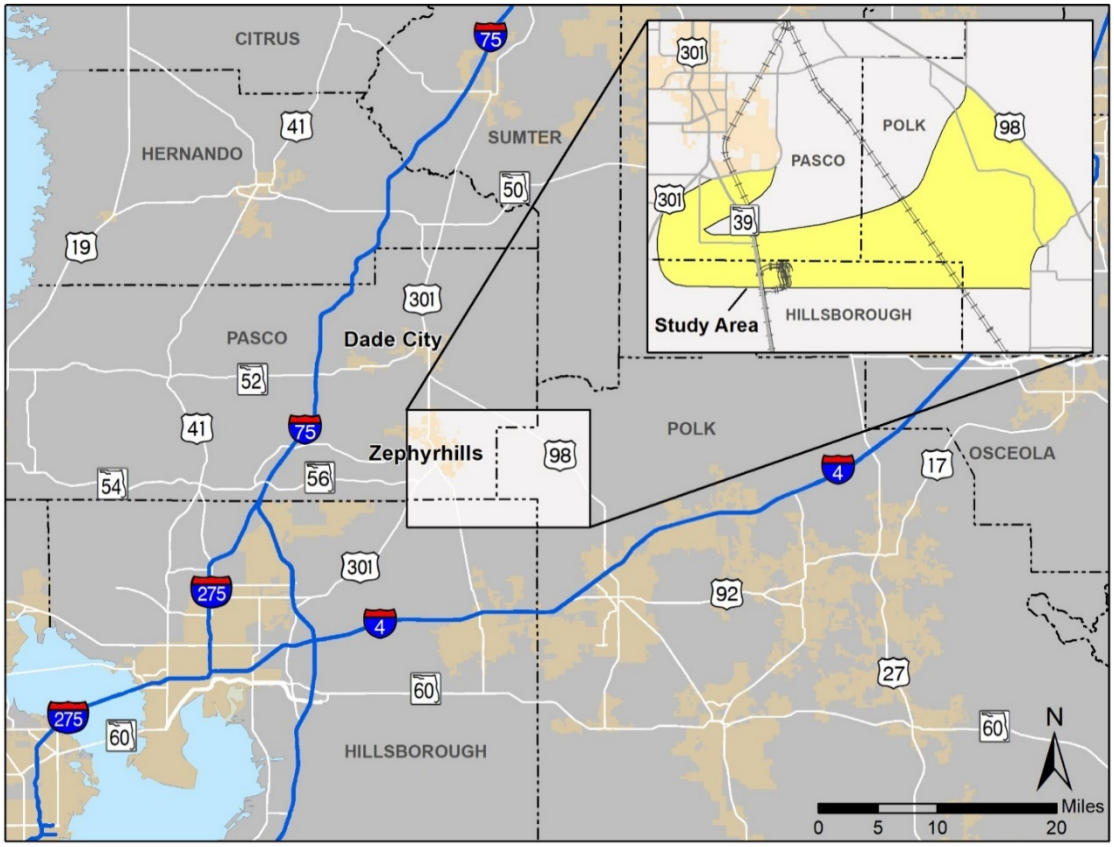
1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) District Seven is utilizing the Alternative Corridor Evaluation (ACE) process as part of the study to evaluate the extension of State Road (SR) 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The intent is to find a suitable corridor for the extension of the existing SR 54/SR 56 facility, which currently stretches from US 19 to the intersection with US 301. This extension of the corridor could complete a direct east-west route across the southern portion of Pasco County into Polk County and could also serve as part of a bypass for the City of Zephyrhills.

The ACE study will evaluate potential alternative corridors for the extension of SR 56 eastward from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County. SR 56 is a major east-west arterial that serves both local and regional traffic from SR 54 to US 301/SR 41, for a length of approximately 13 miles. SR 56 from SR 54 to Meadow Pointe Boulevard is a four and six-lane divided roadway and is functionally classified as an urban principal arterial. The segment of SR 56 from Meadow Pointe Boulevard to US 301/SR 41 was recently opened to traffic and provides a new four-lane divided roadway with a ten-foot wide multi-use trail (south side), a five-foot wide sidewalk (north side), and seven-foot wide bicycle lanes in each direction. A project location map is shown in **Figure 1-1**.

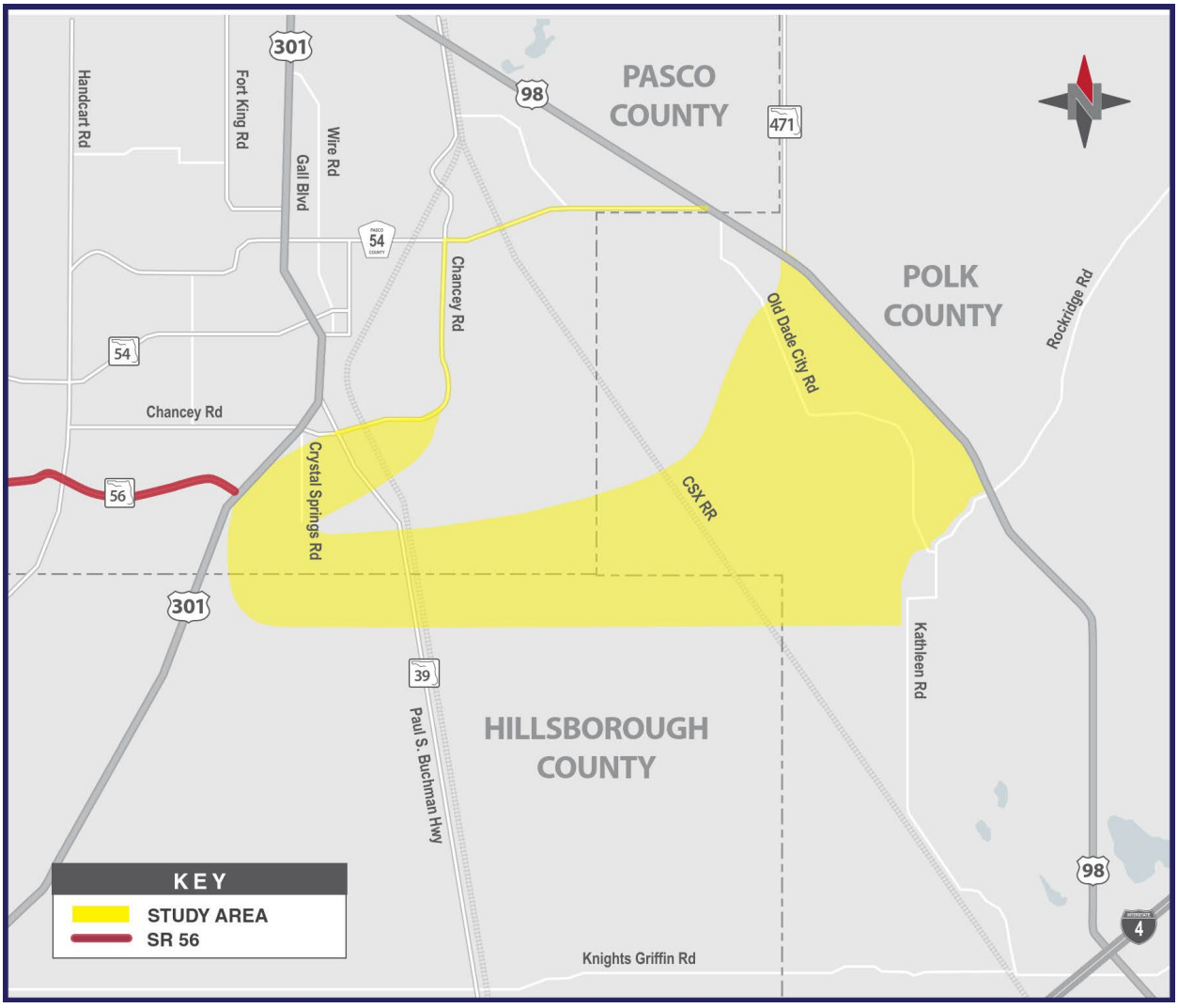
FIGURE 1-1
PROJECT LOCATION MAP



1.2 STUDY AREA

The study area that will be used for the ACE reflects the study area that was evaluated during the Efficient Transportation Decisions Making (ETDM) phase; it simply combines the two areas that were denoted as Alternative #1 and Alternative #2 in the ETDM Planning Screen (see **Figure 1-2**). The study area is generally bounded by the Pasco/Hillsborough County Line to the south, CR 54 to the north, US 301/SR 41 to the west, and US 98/SR 35/SR 700 to the east.

FIGURE 1-2
STUDY AREA



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1.3 PURPOSE AND NEED

1.3.1 PURPOSE

The purpose of this project is to provide the extension of an east-west route through Pasco County connecting to US 98/SR 35/SR 700 that would allow regional traffic to bypass the City of Zephyrhills and to have a more direct route to the Lakeland area in Polk County.

1.3.2 NEED

SR 56/SR 54 forms a major east-west connection traversing a large portion of Pasco County from US 19 in west Pasco County to US 301/SR 41. SR 56/SR 54 and SR 52 are parallel east-west facilities within the county; however, they are nearly 9 miles apart in some areas. Improvements to the SR 56/SR 54 corridor are a focus of the Pasco County Metropolitan Planning Organization (MPO). With the completion of the portion of SR 56 from Meadow Pointe Boulevard to US 301/SR 41, vehicles desiring to continue eastward to US 98/SR 35/SR 700 would need to utilize US 301/SR 41, Chancey Road, and CR 54, creating a circuitous route along the eastern portion of the City of Zephyrhills.

System Linkage

SR 54/56 is a principal arterial that spans a large portion of Pasco County providing an important east-west route. In addition to SR 52, it is one of only two continuous east-west connections within the County. It also links to important regional north-south facilities such as US 19, SR 589 (Suncoast Parkway), US 41, and I-75. It connects to US 19 in western Pasco County, just south of New Port Richey, and to US 301/SR 41 south of the City of Zephyrhills. The Pasco County MPO is completing an initiative called Vision 54/56, which is a study designed to define a transportation vision for the future of the SR 54/56 corridor from US 19 to SR 581/Bruce B. Downs Boulevard.

2.0 EXISTING TRANSPORTATION CHARACTERISTICS

2.1 EXISTING ROADWAY CHARACTERISTICS

Characteristics of the roadways within the SR 56 extension study area are presented below.

SR 39/Paul S. Buchman Highway exists as a two-lane undivided north-south facility from Chancey Road to US 301/Gall Boulevard/SR 41. Between Plant City and Zephyrhills, the road is named Paul S. Buchman Highway. The existing posted speed limit on SR 39/Paul S. Buchman Highway ranges from 50 miles per hour (mph) to 60 mph.

SR 56 is a major east-west arterial that serves both local and regional traffic from SR 54 to US 301/Gall Boulevard/SR 41, for a length of approximately 13 miles. SR 56 from SR 54 to Meadow Pointe Boulevard is a four and six-lane divided roadway and is functionally classified as an urban principal arterial. The segment of SR 56 from Meadow Pointe Boulevard to US 301/Gall Boulevard/SR 41 was recently opened to traffic and provides a new four-lane divided roadway with a ten-foot wide multi-use trail (south side), a five-foot wide sidewalk (north side), and seven-foot wide bicycle lanes in each direction. The speed limit on SR 56 is 55 mph west of US 301/Gall Boulevard/SR 41.

US 98/SR 35/SR 700 is an east-west arterial highway across the central and panhandle regions of Florida. Throughout the project area, US 98/SR 35/SR 700 runs in a northerly direction, and it bypasses the downtown area of Dade City in Pasco County. It is a two-lane undivided roadway with posted speed limits ranging from 55 mph to 60 mph.

US 301/Gall Boulevard/SR 41 is a two-lane undivided north/south facility. US 301/Gall Boulevard/SR 41 serves as the eastern terminus of existing SR 56. The intersection of US 301/Gall Boulevard/SR 41 and SR 56 serves as the first major intersection along US 301/Gall Boulevard/SR 41 in Pasco County. The next intersection of US 301/Gall Boulevard/SR 41 is with Chancey Road, which eventually becomes County Road (CR) 535. SR 39/Paul S. Buchman Highway intersects with US 301/Gall Boulevard/SR 41 from the southeast. The existing posted speed limit on US 301/Gall Boulevard/SR 41 is 55 mph south and 45 mph north of Chancey Road, respectively.

CR 54 is a two-lane undivided highway from US 301/Gall Boulevard/SR 41 to its eastern terminus at US 98/SR 35/SR 700. CR 54 is an extension of SR 54 south of Dade City. It begins at CR 579/Morris Bridge Road, west of downtown Zephyrhills, and runs north in a short overlap with CR 579/Morris Bridge Road until it curves east and runs along Eiland Boulevard. The existing posted speed limit along CR 54 is 55 mph between Chancey Road and US 98/SR 35/SR 700.

Chancey Road is currently a two-lane undivided east/west facility west of US 301/Gall Boulevard/SR 41. Between US 301/Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway, a four-lane divided section exists. The speed limit is 45 mph west of SR 39/Paul S. Buchman Highway and 55 mph east of SR 39/Paul S. Buchman Highway to CR 54, respectively.

Crystal Springs Road/Central Avenue is a two-way undivided collector road. The maximum speed limit is 30 mph along this roadway.

The Census 2010 Urban Area Boundaries and Federal Functional Classification Map for Pasco County was utilized to classify the roadways within the study area. **Table 2-1** shows the applicable classifications for the roadways within the study area.

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TABLE 2-1
ROADWAY CLASSIFICATIONS

Roadway	From/To	Functional Classification	Area Type
SR 39/ Paul S. Buchman Highway	Hillsborough County Line to US 301/Gall Boulevard/SR 41	Urban Principal Arterial - Other	Urban
SR 56	Meadow Pointe Boulevard to US 301/Gall Boulevard/SR 41	Urban Principal Arterial - Other	Urban
US 98/SR 35/SR 700	Polk County Line to CR 35A/Old Lakeland Highway	Rural Principal Arterial - Other	Rural
US 98/SR 35/SR 700	CR 35A/Old Lakeland Highway to US 301/Gall Boulevard/SR 41	Urban Principal Arterial - Other	Urban
US 301/Gall Boulevard/SR 41	Hillsborough County Line to Dade City	Urban Principal Arterial – Other	Urban
CR 54	Chancey Road to US 98/SR 35/SR 700	Rural Minor Arterial	Rural
Chancey Road	CR 579/Morris Bridge Road to US 301/Gall Boulevard/SR 41	Urban Minor Arterial	Urban
Chancey Road	US 301/Gall Boulevard/SR 41 to CR 54	Urban Minor Arterial	Urban
Crystal Springs Road	Chancey Road to Central Avenue	Urban Major Collector	Urban
Central Avenue	SR 39/ Paul S. Buchman Highway to Crystal Springs Road	Urban Major Collector	Urban

2.2 EXISTING INTERSECTIONS

The project study area includes two signalized intersections along US 301/Gall Boulevard/SR 41 at SR 56 and Chancey Road. The intersection at US 301/Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway is currently operating under an unsignalized condition. The intersections along Chancey Road at SR 39/Paul S. Buchman Highway and CR 54 are currently operating under traffic signals. The intersection of CR 54 and US 98/SR 35/SR 700 is currently operating under an unsignalized condition. The existing roadway number of lane(s) and speed limits are depicted in **Figures 2-1** and **2-2**, respectively.

2.3 EXISTING MULTIMODAL ACCOMMODATIONS

There are no dedicated bicycle lanes currently provided along the US 301/Gall Boulevard/SR 41, US 98/SR 35/SR 700, and SR 39/Paul S. Buchman Highway corridors within the study area; however, shoulders are available to accommodate bicycles. CR 54 does not have any shoulders. While there are pedestrian crosswalks provided at all legs of the intersections of Chancey Road with US 301 Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway, there are no pedestrian facilities provided along these roadways or within the study area. Future dedicated bicycle and pedestrian facilities are planned as noted in the Pasco County MPO 2045 Long Range Transportation Plan (LRTP) as documented in **Appendix A**.

FIGURE 2-1
EXISTING ROADWAY GEOMETRY

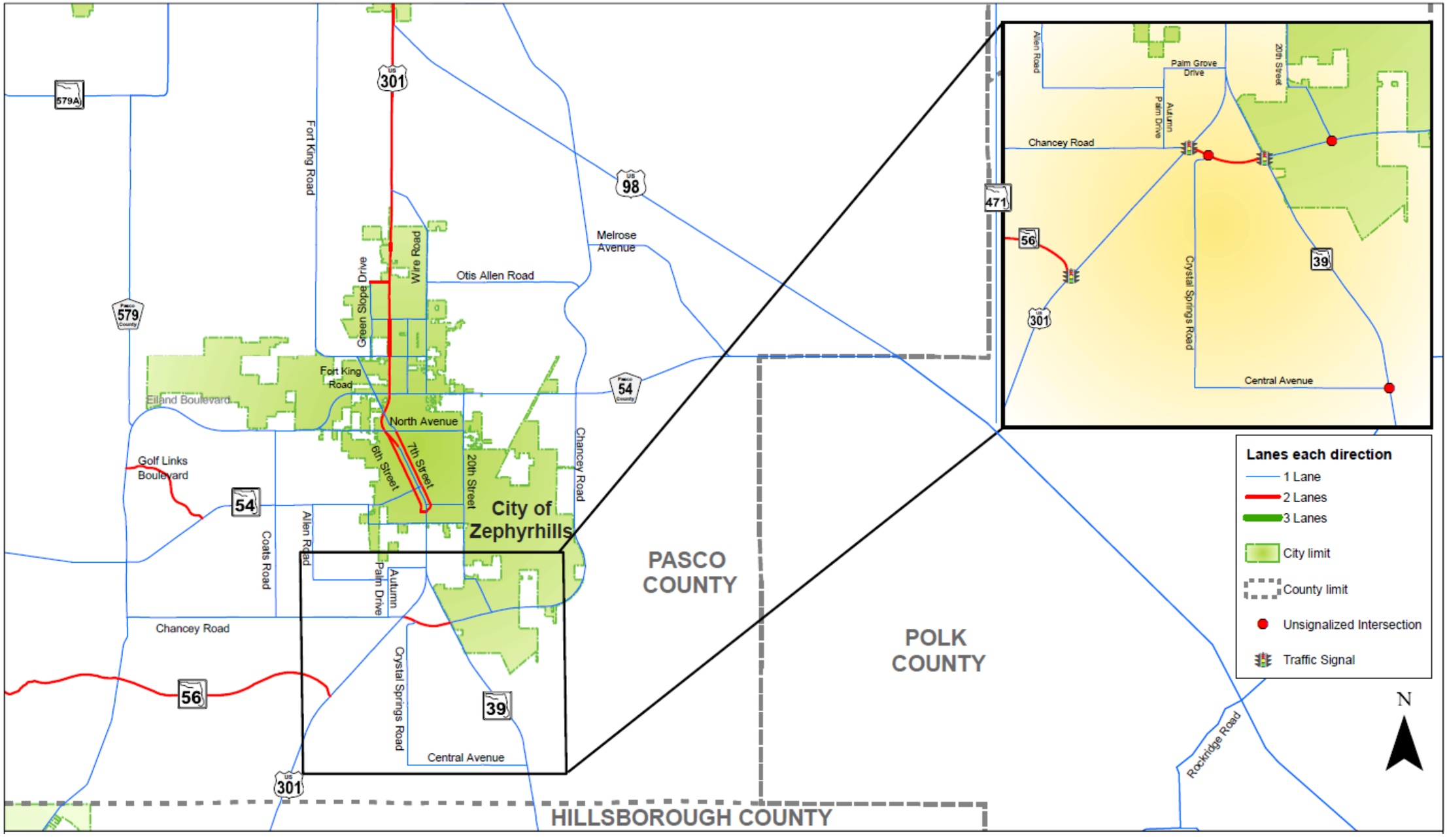
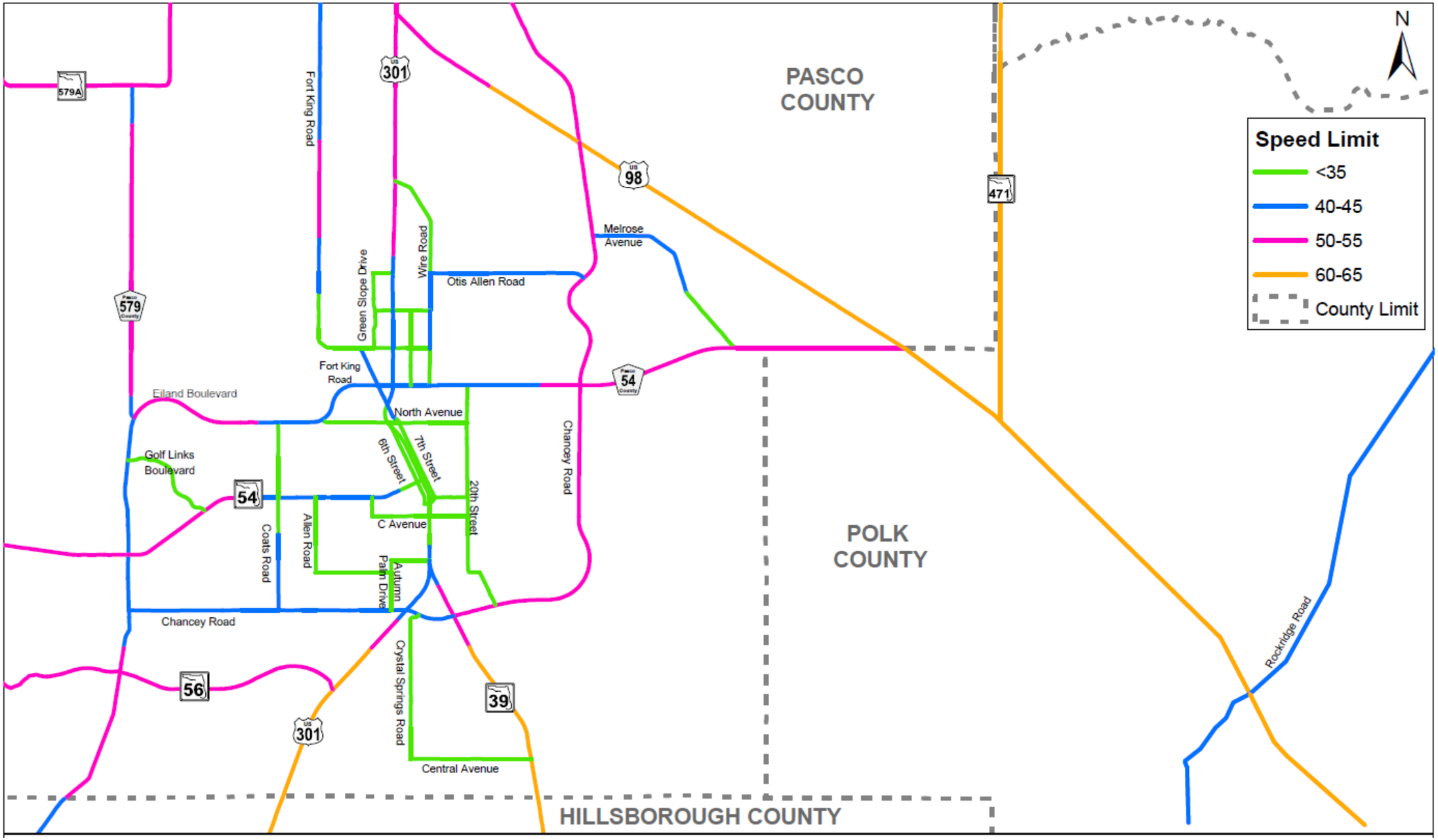


FIGURE 2-2
EXISTING ROADWAY SPEED LIMITS



Pasco County Public Transportation (PCPT) currently does not operate any fixed bus routes along US 301/Gall Boulevard/SR 41, SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, or Chancey Road within the study area. Public transit in Polk County does not operate any fixed bus routes along US 98/SR 35/SR 700. However, future transit services are planned in the Pasco County MPO 2045 LRTP as documented in **Appendix A**.

2.4 EXISTING TRAFFIC CONDITIONS

The existing traffic volumes and the capacity analysis of the existing traffic conditions are detailed in the following sections and in **Appendix B**.

2.4.1 TRAFFIC COUNTS

Traffic data and characteristics for the study area were obtained from available sources [i.e., *Florida Traffic Online* (2018) and traffic counts (unpublished 2019) provided by the FDOT] and traffic counts conducted by AECOM. Three-day (72-hour) traffic machine counts (bi-directional approach volumes at 15-minute increments with hourly totals) have been collected for the recently constructed segment of SR 56 between Meadow Pointe Boulevard and US 301/Gall Boulevard/SR 41. All counts were taken on Tuesday, Wednesday, or Thursday only (while school was in session) to represent typical weekday traffic conditions. Traffic counts were conducted at the following locations:

Three-Day Bi-Directional Machine Counts (October 1-3, 2019):

- SR 56, East of CR 579/Morris Bridge Road
- SR 56, West of CR 579/Morris Bridge Road

2.4.2 DESIGN TRAFFIC CHARACTERISTICS

The Existing Year (2019) Design Hour Volumes (DHVs) and Directional Design Hour Volumes (DDHVs) were derived from the existing Annual Average Daily Traffic (AADT) volumes using the appropriate Design Hour Factor (K) and Directional Distribution Factor (D). These factors provide the ratio of the AADT that occurs during the design hour for the design year and the proportion of traffic traveling in the peak direction, respectively, and represent the amount of traffic demand that a roadway is typically designed to accommodate.

DESIGN HOUR FACTOR (K)

Based on information obtained from FDOT's *Project Traffic Forecasting Handbook* (2019), a Standard K-Factor of 9.0 percent was used in development of the Existing Year (2019) traffic volumes for the study area. This is the predominant K-Factor utilized in urbanized, transitioning to urbanized, and urban areas and represents a typical weekday peak hour.

DIRECTIONAL DISTRIBUTION FACTOR (D)

The D-Factor used in the analysis was derived by considering historical traffic data and existing measured traffic characteristics from traffic counts. Portable traffic monitoring sites along US 301/Gall Boulevard/SR 41, SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, Crystal Springs Road/Central Avenue, and

Chancey Road [available from FDOT *Florida Traffic Online* (2018)] were used to determine the historical D values from 2009 to 2018 (as available). The results from both methods were evaluated and a D-Factor of 57.0 percent was used in development of the existing DDHVs.

TRUCK FACTOR (T)

The Truck Factors (T) used in the analysis were derived by considering historical traffic data and existing measured traffic characteristics from recent traffic counts. Portable traffic monitoring sites along US 301/Gall Boulevard/SR 41, SR 39/Paul S. Buchman Highway, US 98/SR 35/SR 700, Crystal Springs Road/Central Avenue, and Chancey Road [available from FDOT *Florida Traffic Online* (2018)] were used to determine the historical daily truck factors (T24) from 2009 to 2018 (as available). As outlined in the FDOT *Project Traffic Forecasting Handbook* (2019) and based on the assumption that only half as many trucks travel on the roadway during the peak hour, the T-Factors were derived by dividing the daily truck factors by two. The results were evaluated and the most conservative (highest) percentage of the two methods along the study area roadways was used in the traffic analysis.

Detailed tables showing all factors derived using historical traffic data and existing measured traffic characteristics from recent traffic counts are provided in **Appendix B**. A summary of the historic and measured traffic characteristics, including the design traffic factors, are provided in **Table 2-2**.

2.4.3 EXISTING TRAFFIC VOLUMES

The AADT volumes for the Existing Year (2019) were developed from the traffic counts using the Average Daily Traffic (ADT) volumes. The ADT volumes were adjusted using the applicable weekly Seasonal Factor (SF) and Axle Correction Factor (applied only to the volume counts), as documented in FDOT's *Project Traffic Forecasting Handbook* (2019) and provided in **Appendix B**. All of the AADT volumes were rounded to the nearest figure based on American Association of State Highway Transportation Officials (AASHTO) standards.

The DDHVs for the existing year were developed by applying the Standard K-Factor of 9.0 percent and D-Factor to the AADT volumes. An annual average growth rate was applied to the year 2018 counts as year 2019 data is not available. The Existing Year (2019) AADT and DDHVs are shown on **Table 2-3**.

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TABLE 2-2
DESIGN TRAFFIC FACTORS

Traffic Factor	Roadway	From/To	FDOT Standard/ Acceptable Range[2]	Historic Average (FDOT)[3]	Measured Average	Proposed Design Traffic Factor[4]
K-Factor[1]	SR 39/Paul S. Buchman Highway	South of Chancey Road	9.00%	9.00%	-	**9.00%**
	SR 56	West of CR 579/Morris Bridge Road	9.00%	-	8.36%	
	SR 56	East of CR 579/Morris Bridge Road	9.00%	-	10.23%	
	US 98	North of Polk County Line	9.00%	9.00%	-	
	US 301/Gall Boulevard/SR 41	South of SR 39/Paul S. Buchman Highway	9.00%	9.00%	-	
	CR 54	East of Wire Road	9.00%	9.00%	-	
	Chancey Road	West of US 301/Gall Boulevard/SR 41	9.00%	9.00%	-	
	Chancey Road	East of SR 39/Paul S. Buchman Highway	9.00%	9.00%	-	
	Crystal Springs Road	South of Chancey Road	9.00%	9.00%	-	
	Central Avenue	West of SR 39/Paul S. Buchman Highway	9.00%	9.00%	-	
D-Factor	SR 39/Paul S. Buchman Highway	South of Chancey Road	50.8% - 67.1%	57.98%	-	**57.00%**
	SR 56	West of CR 579/Morris Bridge Road	50.8% - 67.1%	-	51.95%	
	SR 56	East of CR 579/Morris Bridge Road	50.8% - 67.1%	-	60.21%	
	US 98/SR 35/SR 700	North of Polk County Line	50.8% - 67.1%	57.98%	-	
	US 301/Gall Boulevard/SR 41	South of SR 39/Paul S. Buchman Highway	50.8% - 67.1%	57.98%	-	
	CR 54	East of Wire Road	50.8% - 67.1%	57.98%	-	
	Chancey Road	West of US 301/Gall Boulevard/SR 41	50.8% - 67.1%	57.94%	-	
	Chancey Road	East of SR 39/Paul S. Buchman Highway	50.8% - 67.1%	57.98%	-	
	Crystal Springs Road	South of Chancey Road	50.8% - 67.1%	57.98%	-	
	Central Avenue	West of SR 39/Paul S. Buchman Highway	50.8% - 67.1%	-	-	
			Average	***57.97%***	***56.08%***	
T-Factor	SR 39/Paul S. Buchman Highway	South of Chancey Road	-	14.56%	-	**7.3%**
	SR 56	West of CR 579/Morris Bridge Road	-	-	17.07%	**8.5%**
	SR 56	East of CR 579/Morris Bridge Road	-	-	12.03%	**6.0%**
	US 98/SR 35/SR 700	North of Polk County Line	-	21.59%	-	**10.8%**
	US 301/Gall Boulevard/SR 41	South of SR 39/Paul S. Buchman Highway	-	6.26%	-	**3.1%**
	CR 54	East of Wire Road	-	4.38%	-	**2.2%**
	Chancey Road	West of US 301/Gall Boulevard/SR 41	-	5.60%	-	**2.8%**
	Chancey Road	East of SR 39/Paul S. Buchman Highway	-	27.13%	-	**13.6%**
	Crystal Springs Road	South of Chancey Road	-	4.95%	-	**2.5%**
	Central Avenue	West of SR 39/Paul S. Buchman Highway	-	-	-	**2.5%**

[1] Measured Average K-Factor provided represents the Peak-to-Daily Ratio calculated from existing (2019) counts.
[2] FDOT Acceptable Range provided represents characteristics for an Urban Arterial.
[3] Historic and measured value provided represents daily truck factors.
[4] Proposed T-Factor for the design hour assumes that half of the daily trucks (greater of historic or measured) travel during the peak hour [FDOT *Project Traffic Forecasting Handbook* (2019)].

TABLE 2-3
EXISTING YEAR (2019) TRAFFIC VOLUMES

Roadway	From/To	Date	2019 Raw Count	Axle Correction Factor	Seasonal Factor (SF)	2019 AADT	K-Factor	Peak Hour Peak Directional Ratio	Peak Directional PM Peak Hour	Peak Directional PM DDHV
US 301/Gall Boulevard/SR 41	North of SR 54/5th Avenue	2/11/19- 2/12/19	21,195	0.98	0.97	**20,000**	9%	57.00%	NB	**1,026**
US 301/Gall Boulevard/SR 41	South of SR 54/5th Avenue	2/11/19- 2/12/19	17,035	1.00	0.97	**16,500**	9%	57.00%	NB	**846**
US 301/Gall Boulevard/SR 41	North of Geiger Road	2/4/19- 2/5/19	27,789	1.00	0.99	**27,500**	9%	57.00%	SB	**1,411**
US 301/Gall Boulevard/SR 41	South of Geiger Road	2/11/19- 2/12/19	29,524	0.98	0.97	**28,000**	9%	57.00%	SB	**1,436**
US 301/Gall Boulevard/SR 41	North of SR 39/ Paul S. Buchman Highway	2/11/19- 2/12/19	23,349	0.98	0.97	**22,000**	9%	57.00%	NB	**1,129**
SR 39/ Paul S. Buchman Highway	Southeast of US 301/ Gall Boulevard/SR 41	2/11/19- 2/12/19	8,218	0.98	0.97	**7,800**	9%	57.00%	NB	**400**
SR 39/ Paul S. Buchman Highway	South of Chancey Road	2/11/19- 2/12/19	13,835	1.00	0.97	**13,500**	9%	57.00%	NB	**693**
SR 54	East of Lamar Road and Walmart Entrance	2/11/19- 2/12/19	19,216	0.98	0.97	**18,500**	9%	57.00%	WB	**949**
SR 54	West of US 301/ Gall Boulevard/SR 41	2/11/19- 2/12/19	14,430	1.00	0.97	**14,000**	9%	57.00%	EB	**718**
CR 54*	East of Wire Road	2018	10,700	N/A	N/A	**11,000**	9%	57.00%	EB	**564**
SR 56	West of CR 579/ Morris Bridge Road	10/1/19- 10/3/19	12,385	0.98	1.02	**12,500**	9%	57.00%	EB	**641**
SR 56	East of CR 579/ Morris Bridge Road	10/1/19- 10/3/19	6,952	0.98	1.02	**6,900**	9%	57.00%	EB	**354**
US 98/SR 35/SR 700*	North of Polk County Line	2018	N/A	N/A	N/A	**5,500**	9%	57.00%	NB	**282**
US 301/Gall Boulevard/SR 41	South of SR 39/ Paul S. Buchman Highway	2/26/19- 2/27/19	14,864	1.00	0.95	**14,000**	9%	57.00%	NB	**718**
US 301/Gall Boulevard/SR 41	South of Chancey Road	2/4/19- 2/5/19	15,374	1.00	0.99	**15,000**	9%	57.00%	NB	**770**
Chancey Road*	West of US 301/ Gall Boulevard/SR 41	2018	N/A	N/A	N/A	**11,000**	9%	57.00%	EB	**564**
Chancey Road*	East of US 301/ Gall Boulevard/SR 41	2018	N/A	N/A	N/A	**11,500**	9%	57.00%	EB	**590**
Crystal Springs Road*	South of Chancey Road	2018	N/A	N/A	N/A	**1,300**	9%	57.00%	SB	**67**
Central Avenue*	West of SR 39/ Paul S. Buchman Highway	2018	N/A	N/A	N/A	**1,300**	9%	57.00%	EB	**67**

Note: AADT obtained by applying Seasonal Adjustment Factors and Pasco Countywide Weekly Axle Factors (applied to volume count only).

AADT volumes are rounded according to the AASHTO rounding standards.

* Applied Annual Average Growth Rate.

2.4.4 EXISTING CONDITIONS LEVEL OF SERVICE ANALYSIS

Existing corridor Level of Service (LOS) was evaluated based on currently available FDOT 2012 Generalized Service Volume Tables as included in the FDOT *2013 Quality/LOS Handbook*.

The 2012 FDOT Generalized Service Volume Tables consist of the following area types:

- Urbanized areas
- Areas transitioning into urbanized/urban areas, or cities over 5,000 population not in urbanized areas
- Rural undeveloped areas, or cities and developed areas less than 5,000 population

The Census 2010 Urban Area Boundaries and Federal Functional Classification Map for Pasco County were utilized to classify the roadways within the study area as shown in Table 2-1.

The 2012 FDOT Generalized Service Volume Tables include factors which can be used to adjust the maximum service volumes, as follows:

- Exclusive left and right turn lane(s)
- Median type
- Number of lanes

Most major roadways in Florida have exclusive left-turn lanes at major intersections except along those roadways with very low volumes. If a left-turn lane is not present at a major intersection, the maximum service volume of the roadway should be reduced by 20-25 percent (depending upon the number of lanes) as indicated in the 2012 FDOT Generalized Service Volume Tables.

A facilities inventory of major arterials and collector roadways within the study area was compiled from existing conditions. The data compiled includes the number of lanes, functional classification, area type, LOS standard, maximum service volumes (MSVs), 2019 peak hour volumes and LOS, and is provided in **Table 2-4**. The LOS is determined using the Generalized Service Volume Tables, from FDOT's *2013 Quality/Level of Service Handbook*. It should be noted that the results shown in Table 2-4 are for general planning purposes only.

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TABLE 2-4
EXISTING YEAR (2019) TRAFFIC CONDITIONS

Roadway	From/To	Functional Class/Area Type	Lanes	FDOT LOS Standard	Maximum Service Volume	2019 Peak Hour DDHVs	2019 LOS
US 301/Gall Boulevard/SR 41	North of SR 54/5th Ave.	Urban Principal Arterial – Other	4DL	D	2,000	1,026	C
US 301/Gall Boulevard/SR 41	South of SR 54/5th Ave.	Urban Principal Arterial – Other	4DL	D	2,000	846	C
US 301/Gall Boulevard/SR 41	North of Geiger Road	Urban Principal Arterial – Other	4DL	D	1,630	1,411	D
US 301/Gall Boulevard/SR 41	South of Geiger Road	Urban Principal Arterial – Other	2UL	D	750	1,436	F
US 301/Gall Boulevard/SR 41	North of SR 39/ Paul S. Buchman Highway	Urban Principal Arterial – Other	2UL	D	750	1,129	F
SR 39/Paul S. Buchman Highway	Southeast of US 301/ Gall Boulevard/SR 41	Urban Principal Arterial – Other	2UL	D	880	400	C
SR 39/Paul S. Buchman Highway	South of Chancey Road	Urban Principal Arterial – Other	2UL	D	880	693	C
SR 54	East of Lamar Road and Walmart Entrance	Urban Principal Arterial – Other	2UL	D	880	949	F
SR 54	West of US 301/ Gall Boulevard/SR 41	Urban Principal Arterial – Other	2UL	D	880	718	C
CR 54	East of Wire Road	Rural Minor Arterial	2UL	D	740	564	C
SR 56	West of CR 579/ Morris Bridge Road	Urban Principal Arterial – Other	4DL	D	2,000	641	C
SR 56	East of CR 579/ Morris Bridge Road	Urban Principal Arterial – Other	4DL	D	2,000	354	C
US 98/SR 35/SR 700	North of Polk County Line	Rural Principal Arterial – Other	2UL	D	740	282	C
US 301/Gall Boulevard/SR 41	South of SR 39/ Paul S. Buchman Highway	Urban Principal Arterial – Other	2UL	D	880	718	C
US 301/Gall Boulevard/SR 41	South of Chancey Road	Urban Principal Arterial – Other	2UL	D	880	770	C
Chancey Road*	West of US 301/ Gall Boulevard/SR 41	Urban Minor Arterial	2UL	D	836	564	C
Chancey Road*	US 301/Gall Boulevard/SR 41 to SR 39/Paul S. Buchman Highway	Urban Minor Arterial	4DL	D	1,900	590	C
Chancey Road*	West of US 301/ Gall Boulevard/SR 41	Urban Minor Arterial	2UL	D	836	590	C
Crystal Springs Road*	South of Chancey Road	Urban Major Collector	2UL	D	525	67	C
Central Avenue*	West of SR 39/ Paul S. Buchman Highway	Urban Major Collector	2UL	D	525	67	C

* Non-state road MSV was adjusted based on FDOT's Generalized Peak Hour Directional Table 7; DL - Divided Lane(s); UL - Undivided Lane(s)

2.5 CRASH ANALYSIS

Crash data for the existing facilities within the study area were evaluated using the most recent five-year data provided by FDOT.

A total of 177 crashes were reported from 2015 to 2019 within the study area. Four out of nine fatal crashes involved pedestrians. Approximately 90 percent of the fatal crashes occurred along US 301/Gall Boulevard/SR 41. In terms of contributing causes, most pedestrian fatal crashes occurred during dark-lighting conditions due to lack of streetlights and no dedicated bicycle/pedestrian facilities along the US 301/Gall Boulevard/SR 41 corridor. As shown on **Figure 2-3**, rear-end crashes constituted approximately 43 percent of total crashes; 11 percent of the crashes occurred during wet roadway conditions and 27 percent of the crashes occurred under dark lighting or no lighting conditions.

Based on the crash data, 45 crashes occurred at the US 301/Gall Boulevard/SR 41 and SR 39/Paul S. Buchman Highway intersection within the last five years. At this intersection, the two-lane undivided north/south facilities intersect at an angle less than 45 degrees. This skewed unsignalized intersection configuration creates significant traffic operational challenges. Crash locations by year and severity are depicted on **Figures 2-4** and **2-5**, respectively.

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FIGURE 2-3
STUDY AREA CRASH DATA SUMMARY (2015 THROUGH 2019)

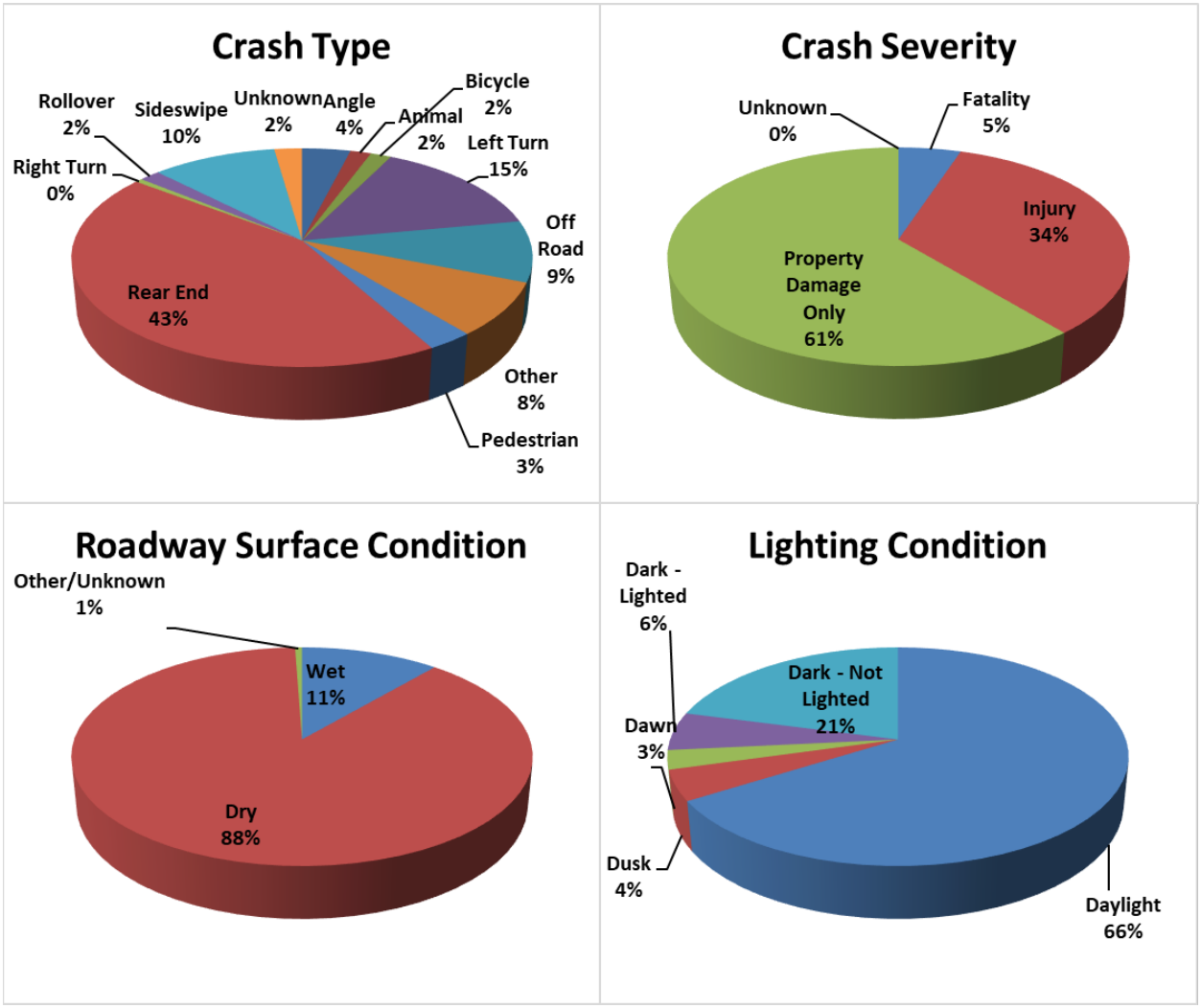

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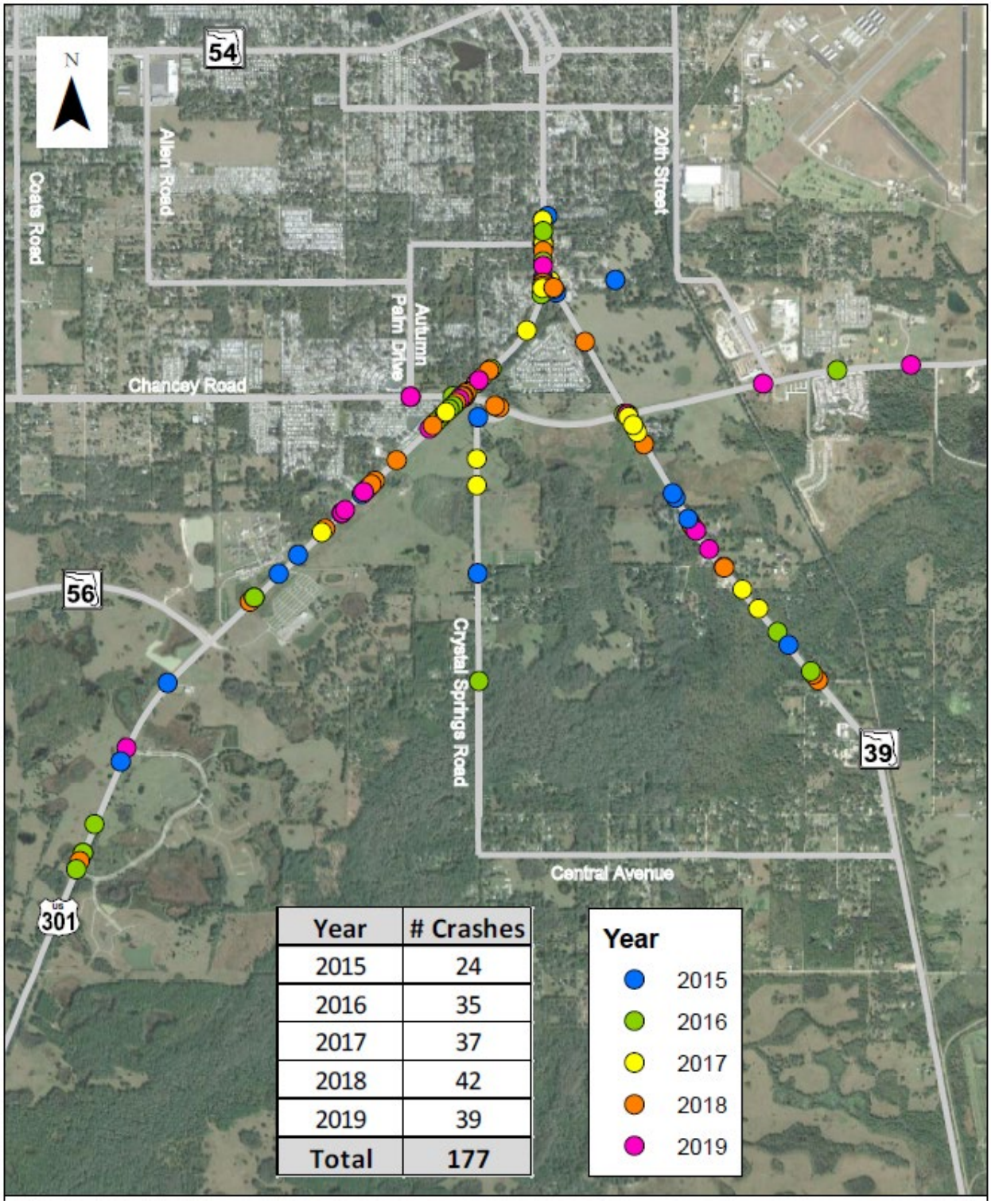
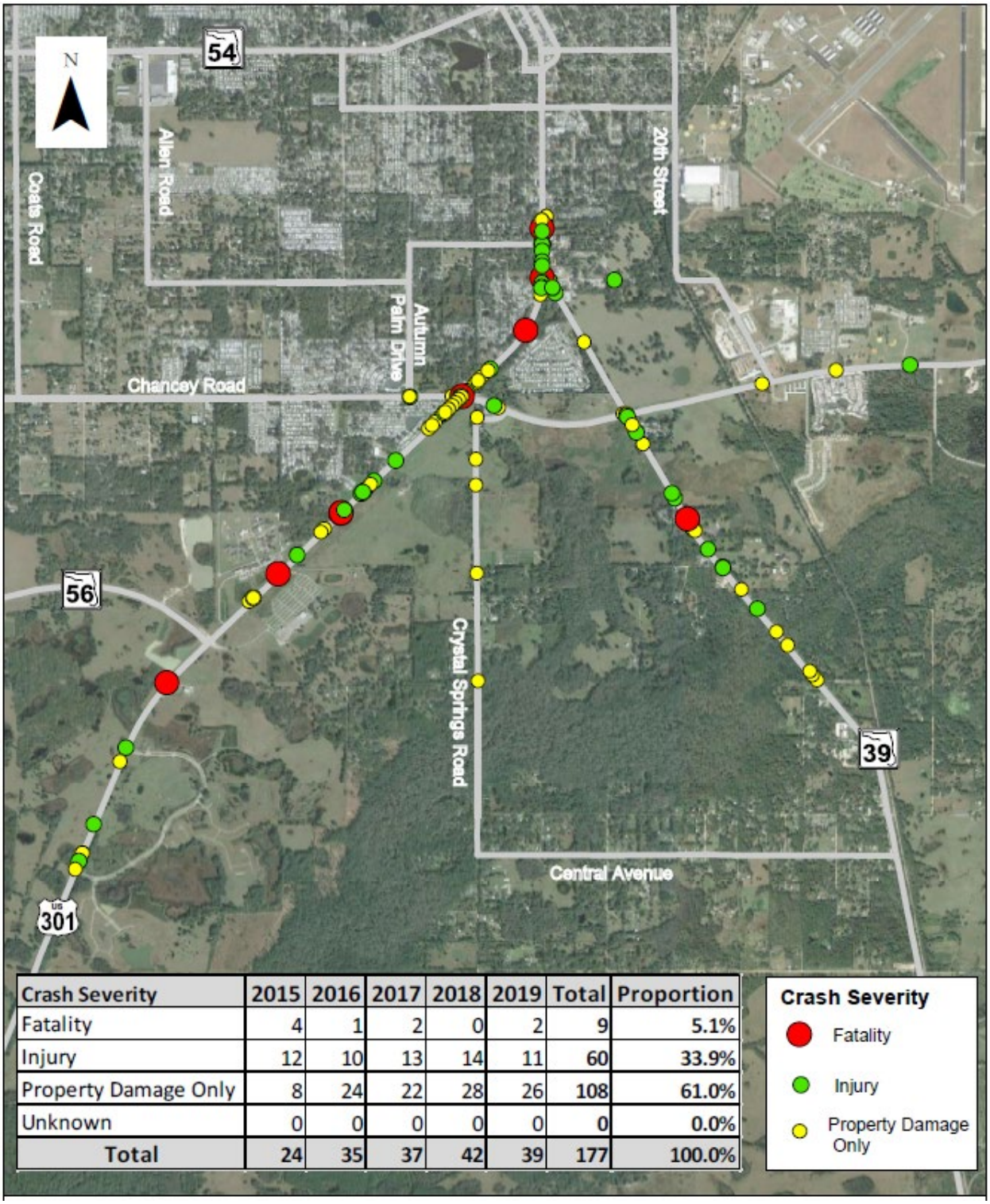
FIGURE 2-4
CRASH LOCATION BY YEAR



Year	# Crashes
2015	24
2016	35
2017	37
2018	42
2019	39
Total	**177**

FIGURE 2-5
SEVERITY OF CRASHES



Crash Severity	2015	2016	2017	2018	2019	Total	Proportion
Fatality	4	1	2	0	2	9	5.1%
Injury	12	10	13	14	11	60	33.9%
Property Damage Only	8	24	22	28	26	108	61.0%
Unknown	0	0	0	0	0	0	0.0%
Total	24	35	37	42	39	177	100.0%

3.0 ENVIRONMENTAL CHARACTERISTICS

Environmental data was compiled to identify natural resources within the study area. The following sections document the existing and future land uses and natural resources within the study area.

3.1 LAND USE

Existing and future land use maps are generated by cities and counties to identify areas for development or redevelopment as well as conservation. Typical land use and zoning categories include residential and commercial areas, industrial zones, recreational parks, schools, conservation areas, and other land development uses. In addition to the existing and future land uses, the Southwest Florida Water Management District (SWFWMD) maintains the *2017 Florida Land Use, Cover, and Forms Classification System* (FLUCFCS) Geographic Information System (GIS) data. This FLUCFCS data is used to identify natural and developed areas within the water management district boundary utilizing numeric code and descriptions. The existing and future land use data for the City of Zephyrhills as well as Pasco, Polk, and Hillsborough Counties along with the SWFWMD FLUCFCS data were reviewed to document the land use within the study area. Descriptions of the land uses are presented in the following sections.

3.1.1 EXISTING LAND USE

The individual existing land use datasets for the City of Zephyrhills and Pasco, Polk and Hillsborough Counties were reviewed. Provided below are the existing land use types for each governing entity within the study area:

City of Zephyrhills - the study area consists of Planned Unit Development, Community Commercial, Light Industrial, Airport, Airport Related, Medium Residential, Office/Professional, and Recreational/ Conservation.

Hillsborough County - the study area is comprised of Agricultural, Planned Development, Mining, and Single Family/Mobile Home.

Pasco County - the study area consists of Agricultural District, Agricultural Residential, Neighborhood Commercial District, General Commercial District, Light Industrial, General Industrial, Planned Unit Development District, and Mobile Home District.

Polk County - the study area has two zoning land uses: Rural Residential and Urban Growth Area.

As each political entity has its own land use dataset and definition of land use types, data from the SWFWMD was also examined and mapped to present a more cohesive picture of existing land use. The SWFWMD Existing Land Use data indicates that the study area is composed of the following uses: residential, commercial, industrial, extractive (mining), recreational, agricultural, transportation, communications, and utilities. Most of the study area is classified as agricultural, upland, and wetland land use types (see **Figure 3-1**). **Table 3-1** groups the FLUCFCS code and description by general land use category within the study area.

FIGURE 3-1
SWFWMD EXISTING LAND USE MAP

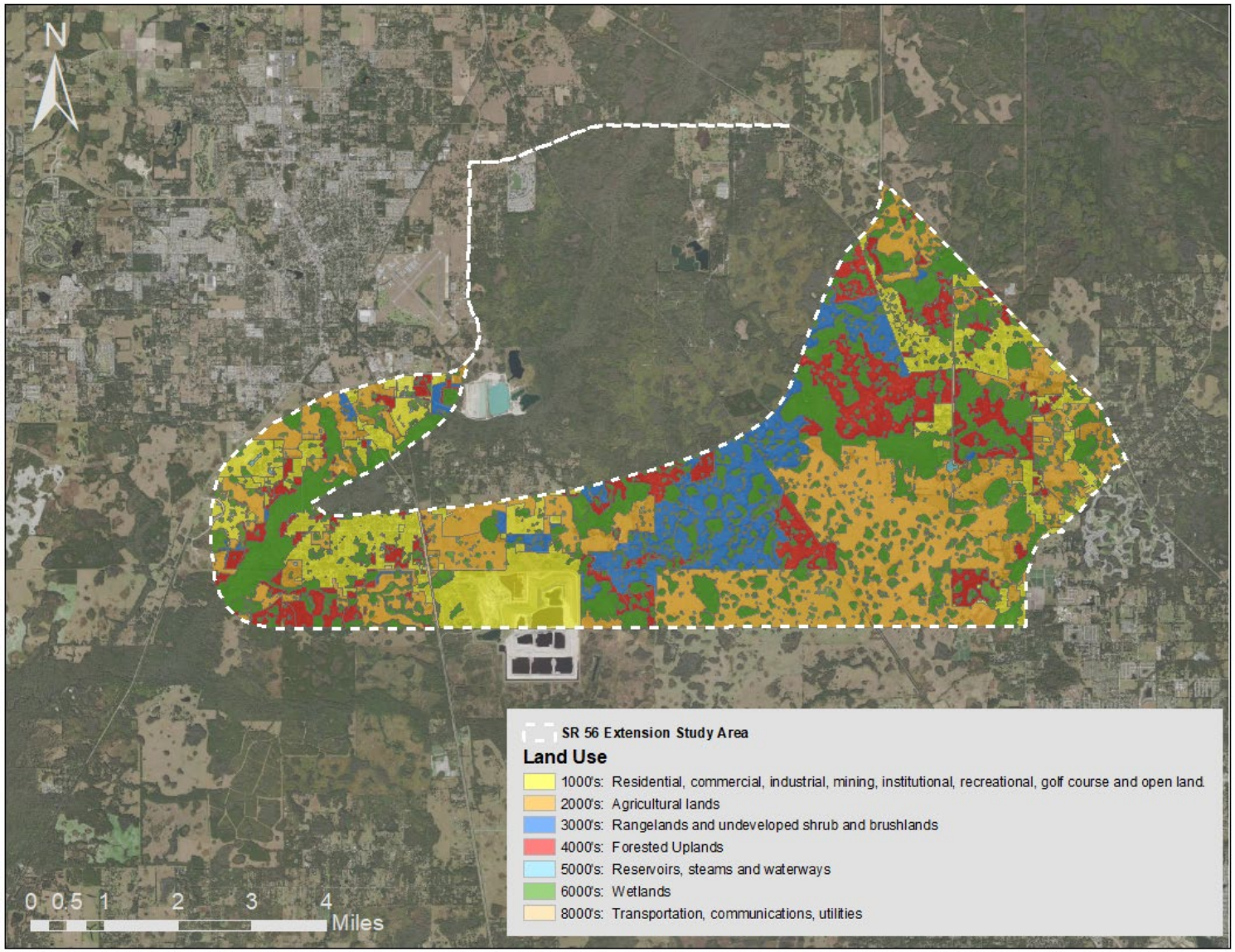


TABLE 3-1
SWFWMD EXISTING LAND USE WITHIN THE STUDY AREA

Code	Land Use Description
1000s	Residential, commercial, industrial, mining, institutional, recreational, golf course and open land.
2000s	Agricultural lands
3000s	Rangelands and undeveloped shrub and brushlands
4000s	Forested uplands
5000s	Reservoirs, steams and waterways
6000s	Wetlands
8000s	Transportation, communications, utilities

Note: The 2017 SWFWMD Land Use and Land Cover contains multiple codes and descriptions. Items shown are applicable to study area.

3.1.2 FUTURE LAND USE

The future land use data for Pasco, Polk, and Hillsborough Counties and City of Zephyrhills was reviewed and is listed below as mapped by these entities for the study area:

City of Zephyrhills - the study area consists of Mixed Use, Suburban Residential, Conservation/Wetlands, and Mobile Home/Recreational Vehicle.

Hillsborough County - the study area is comprised of Agricultural, Agricultural Rural, Light Industrial, and Mining.

Pasco County - the study area consists of Agricultural/Rural, Commercial, Conservation Lands, Industrial Light, Industrial Heavy, Major Attractors, Major Recreational/Open Space, Planned Development, and Residential-1.

Polk County - the study is mapped as Institutional, Rural Development Area, and Urban Growth Areas.

Due to the inconsistency of digitized future land use data and lack of GIS data available, future land use maps for the three counties and the city of Zephyrhills are provided in **Appendix C**.

3.2 PUBLIC AND CONSERVATION LANDS

According to the Florida Natural Areas Inventory (FNAI) Florida Conservation Lands GIS data (2019), there are three areas that are identified as public and/or conservation lands and two mitigation banks within the study area. These lands are located on the northern, western, central, and southwestern portions of the study area. Mitigation banks are classified as public lands/conservation areas for this study as they are required to have conservation easements recorded in the county property records identifying the State of Florida and/or federal government as the easement holders. The public/conservation lands within the study area are shown on **Figure 3-2** and listed in **Table 3-2**.

FIGURE 3-2
PUBLIC/CONSERVATION LANDS AND PROTECTED SPECIES MAP

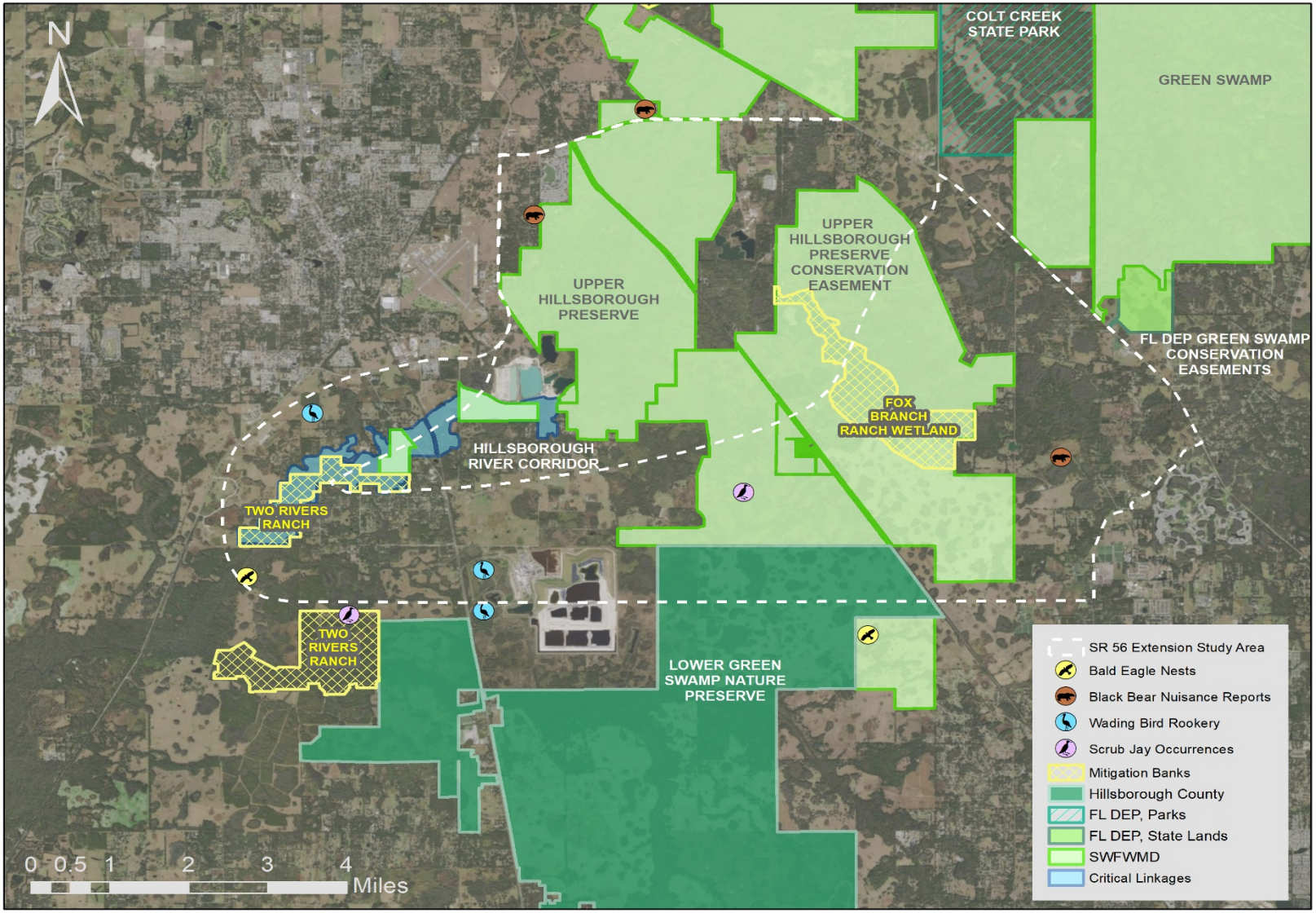


TABLE 3-2
PUBLIC/CONSERVATION LANDS WITHIN THE STUDY AREA

Name	Managing Agency/Entity
Upper Hillsborough Preserve	SWFWMD
Upper Hillsborough Conservation Easements	SWFWMD*
Hillsborough River Corridor	SWFWMD
Lower Green Swamp Nature Preserve	Hillsborough County
Hidden River	Pasco County
Two River Ranch Mitigation Bank	Two River Ranch, Inc.
Fox Ranch Mitigation Banks	Fox Branch Mitigation Holdings, L.L.C.**

*Property is owned by private individuals
**Property is owned by a separate company (Fox Branch Cattle Company Partners)

3.3 SOILS AND FARMLANDS

The soils within the study area were defined using the National Resources Conservation Service (NRCS) Soil Survey Geographic Database (SSURGO) data and soil surveys for the counties within the study area. Multiple upland and wetland soil types occur, and the soil data assists in determining wetland and upland areas within the study area. **Figure 3-3** depicts the NRCS soils by hydrological groups within the study area. Of the 23,309 acres located within the study area, there are 1,385.9 acres (5.9%) that are considered prime farmland. These lands are generally to the southern end of the study area with a few small areas in the northeastern portion of the study area. **Figure 3-4** depicts the farmlands within the study area**.**

3.4 WETLANDS

Activities in, on, or over Waters of the Unites States (WOTUS), including wetlands, are regulated at the state and federal level. Executive Order 11990, *Protection of Wetlands*, mandates that all federal agencies take action to minimize the destruction, loss, or degradation of wetlands, and preserve or enhance their natural value. The United States Army Corps of Engineers (USACE) has jurisdictional authority over activities in WOTUS under the Clean Water Act of 1972, as amended. In addition, §373.016 Florida Statutes (FS) requires the preservation of natural resources, such as wetlands and other surface waters, for fish and wildlife. If activities in, on, or over wetlands or surface waters cannot be avoided by an activity, it is subject to the conditions set forth in Chapter 62-330 Florida Administrative Code (FAC). The SWFWMD has the state jurisdictional authority over wetlands and surface waters within the study area.

A preliminary assessment of wetlands and surface waters was conducted within the study area utilizing the 2017 SWFWMD FLUCFCS and United States Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) GIS datasets. The study area contains large forested wetland systems, composed of cypress and other hardwoods, such as bays, gums, and maples. Smaller wetland systems are composed of herbaceous communities of submerged and emergent wetland vegetation. It is anticipated that these wetlands are medium to high quality as they form large intact wetland systems that are hydrologically connected throughout the study area. Some wetland areas have an extra layer of protection as conservation lands. The SWFWMD wetlands within the study area are presented in **Figure 3-5**.

FIGURE 3-3
NRCS SOIL BY HYDROLOGICAL GROUP WITHIN THE STUDY AREA

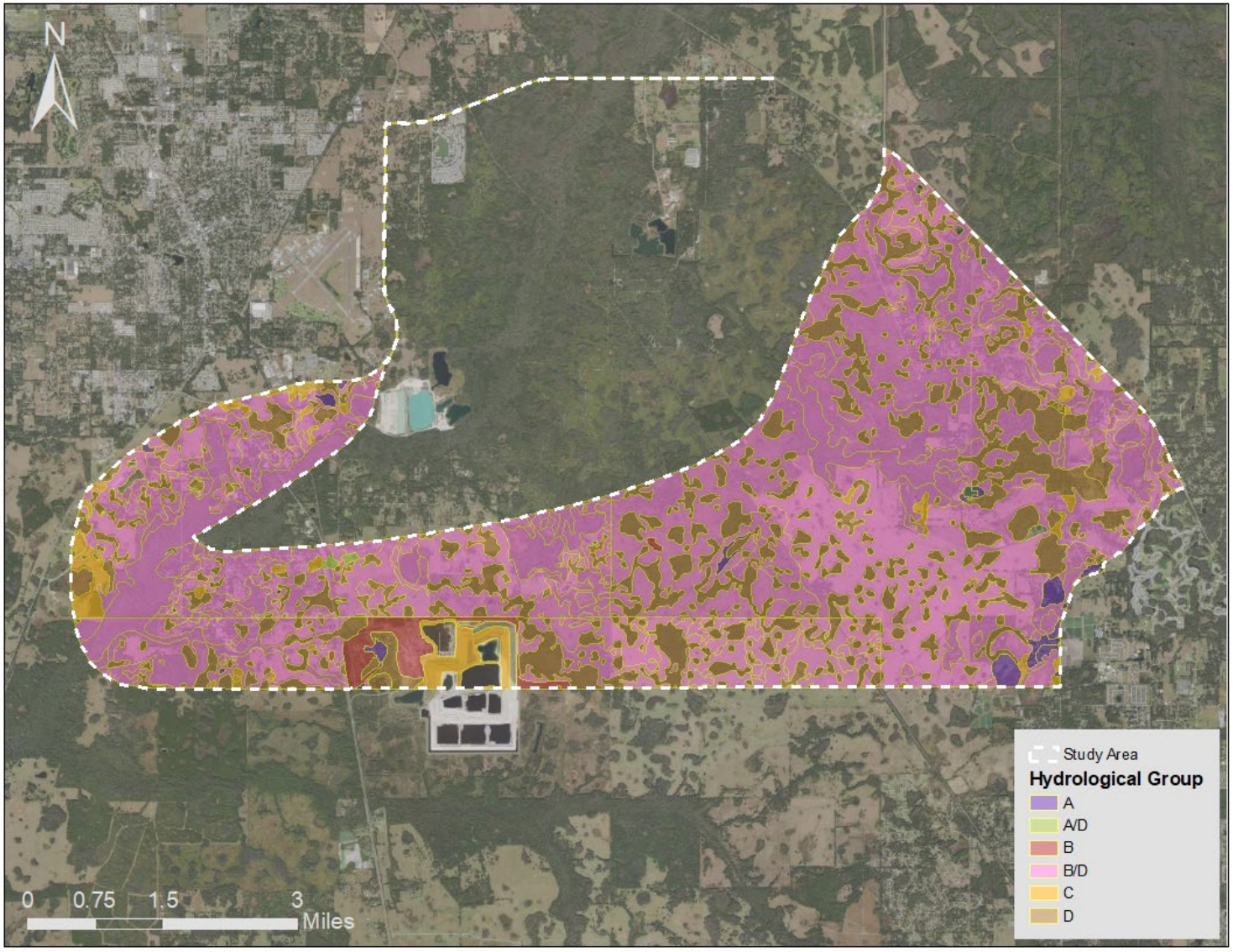


FIGURE 3-4
FARMLANDS MAP

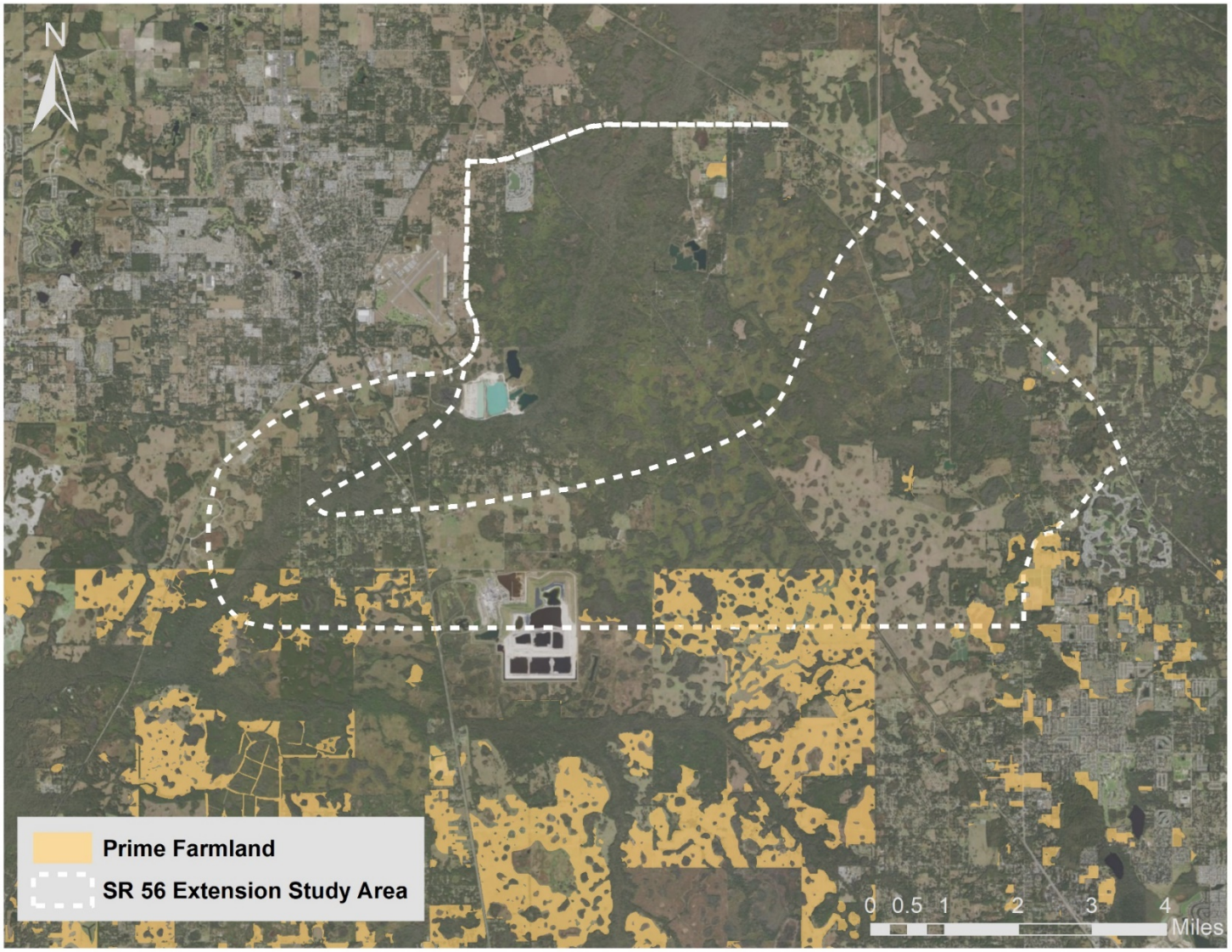
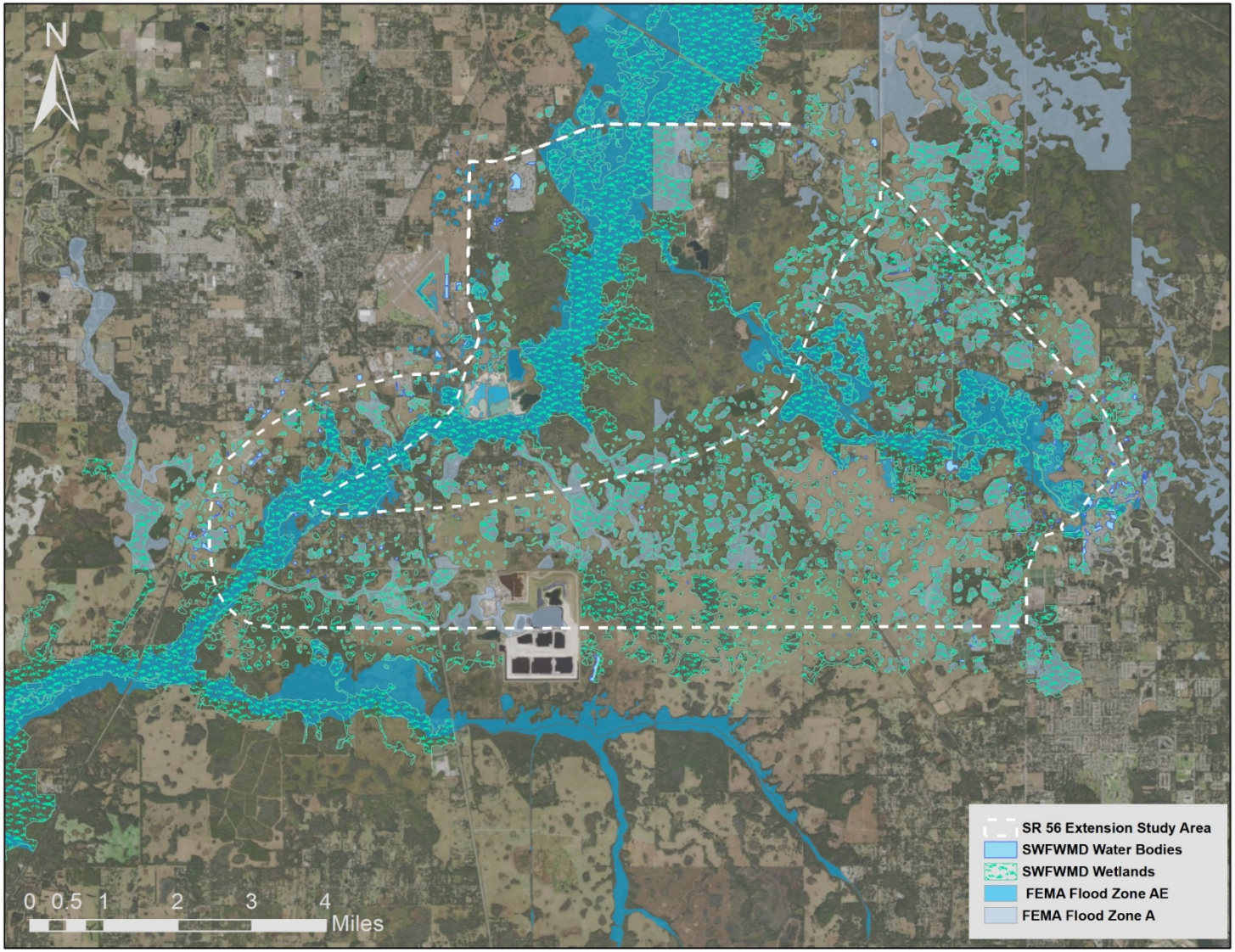


FIGURE 3-5
WETLANDS AND FLOOD ZONE MAP



3.5 PROTECTED SPECIES

Protected species refer to plant and animal species that are protected by law, regulation, or rule. The protected species and habitat discussed below include those listed under Section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. §1536); critical habitat as defined in the ESA (16 USC §1532); Chapter 68A-27, FAC, Florida Endangered and Threatened Species List; and Chapter 5B-40, FAC, Regulated Plant Index. For federally-protected species, the USFWS North Florida Ecological Services Office has jurisdiction over the species within Pasco and Hillsborough Counties and the USFWS South Florida Ecological Services Office has jurisdiction over the species within Polk County. For state-protected species, the Florida Fish and Wildlife Conservation Commission (FWC) oversees protection of animals and the Florida Department of Agriculture and Consumer Services (FDACS) oversees the protection of native plants.

The following information and datasets were reviewed to determine the likelihood of federally- and state-protected species occurring within the study area:

- True color aerial photography (Environmental Science Research Institute's (ESRI) Online Database (2019)
- United States Geological Survey topographic (ESRI Online Database)
- United States Department of Agriculture NRCS soils GIS data (2020)
- SWFWMD FLUCFCS data (2017)
- USFWS NWI Wetlands Mapper data (accessed March 2020)
- "Federal Listed Species in Hillsborough, Pasco, and Polk Counties, Florida", USFWS (2018)
- Endangered & Threatened Wildlife and Plants, 50 CFR 17.11 and 17.12
- "Notes on Florida's Endangered and Threatened Plants," FDACS (2010) and 5B-40 FAC
- FNAI database of listed species (2020)
- Planning Screen Summary Report (2019)
- USFWS Wood Stork Key for South Florida (revised 2010)
- USFWS and USACE Wood Stork Effect Determination Key for the Wood Stork in Central and North Peninsular Florida (2008)
- USFWS Wood Stork Florida Nesting Colonies and Core Foraging Areas Active 2008-2017 (2019)
- "Florida's Endangered and Threatened Species List", FWC (2018)
- FWC listed species occurrence data (2017)
- FWC Gopher Tortoise Permitting Guidelines (2017)
- USFWS Consultation Areas and Critical Habitat Maps (2018)
- FWC Bald Eagle Nest Locator (accessed March 2020)
- FWC Historic Water Bird Colony Locator (accessed March 2020)

Based on the data review, there are federally- and state-protected species that have the potential to occur within the study area. Additionally, the study area is located completely within the USFWS consultation area for the Florida scrub-jay and partially within USFWS consultation areas for the crested caracara, Florida grasshopper sparrow and sand skink. The study area also contains USFWS designated critical habitat for sand skink within Polk County. The protected species within the region and potential occurrence within the study area are listed in **Table 3-3** and shown on **Figure 3-2**. Protected species that require marine habitats, such as sea turtles, were not included in Table 3-3 due to the lack of habitat present within the study area; it is anticipated the proposed project will have "no effect" on these species.

TABLE 3-3
PROTECTED SPECIES WITHIN THE REGION AND
THEIR POTENTIAL FOR OCCURRENCE WITHIN THE STUDY AREA

Protected Species		Jurisdictional Agency		Potential of Occurrence
Common Name	**Scientific Name**	**USFWS/ NMFS**	**FWC/ FDACS**	
FISH				
Bluenose shiner	*Pteronotropis welaka*	-	T	Low
Shortnose sturgeon	*Acipenser brevirostrum*	E	FE	Moderate
Smalltooth sawfish	*Pristis pectinate*	E	FE	Moderate
REPTILES				
American alligator	*Alligator mississippiensis*	T (S/A)	FT (S/A)	Moderate
Eastern indigo snake	*Drymarchon couperi*	T	FT	Moderate
Gopher tortoise	*Gopherus polyphemus*	C	T	Moderate
Short-tailed snake	*Lampropeltis extenuata*	-	T	Moderate
Pine snake	*Pituophis melanoleucus*	-	T	Moderate
Sand skink	*Neoseps reynoldsi*	T	FT	Moderate
BIRDS				
Audubon's Crested Caracara	*Polyborus plancus audubonii*	T	FT	Moderate
Bald eagle*	*Haliateetus leucocephalus*	BGEPA/ MBTA	68A-16.002 FAC	Moderate
Everglade snail kite	*Rostrhamus sociabilis plumbeus*	E	E	Low
Florida grasshopper sparrow	Ammodramus savannarum floridanu	E	E	Low
Black skimmer	*Rychops niger*	-	T	Low
Eastern black rail	*Laterallus jamaicensis*	PT	-	Low
Florida burrowing owl	*Athene cunicularia floridana*	-	T	Moderate
Florida sandhill crane	*Antigone canadensis pratensis*	-	T	High
Florida scrub-jay	*Aphelocoma coerulescens*	T	FT	Moderate
Least tern	*Sterna antillarum*	-	T	Low
Little blue heron	*Egretta caerulea*	-	T	Moderate
Red knot	*Calidris canutus rufa*	T	FT	Low
Roseate spoonbill	*Platalea ajaja*	-	T	Low
Southeastern American kestrel	*Falco sparverius paulus*	-	T	Low
Tricolored heron	*Egretta tricolor*	-	T	Moderate
Wood stork	*Mycteria americana*	T	FT	Moderate
MAMMALS				
West Indian manatee	*Trichechus manatus*	E	FE	Low
**Florida black bear		-	Chapter 68A-4.009 FAC	Moderate

TABLE 3-3
(continued)

Protected Species		Jurisdictional Agency		Potential of Occurrence
Common Name	Scientific Name	USFWS/ NMFS	FWC/ FDACS	
PLANTS				
American bird's nest fern	*Asplenium serratum*	-	E	Low
Ashe's savory	*Calamintha ashei*	-	T	Low
Auricled spleenwort	*Asplenium erosum*	-	E	Moderate
Avon Park rabbit-bells	*Crotalaria avonensis*	E	E	Low
Blushing scrub balm	*Dicerandra modesta*	-	E	Low
Brittle maidenhair fern	*Adiantum tenerum*	-	E	Low
Britton's beargrass	*Nolina brittoniana*	E	E	Low
Broad-leaved nodding-caps	*Triphora amazonica*	-	E	Low
Brooksville bellflower	*Campanula robinsiae*	E	E	Low
Carter's warea	*Warea carteri*	E	E	Moderate
Celestial lily	*Nemastylis floridana*	-	E	Moderate
Chaffseed	*Schwalbea americana*	E	E	Moderate
Chapman's sedge	*Carex chapmannii*	-	T	Moderate
Chapman's skeletongrass	*Gymnopogon chapmanianus*	-	N	Moderate
Clasping warea	*Warea amplexifolia*	E	E	Low
Coastal hoary-pea	*Tephrosia angustissima var. curtissii*	-	E	Low
Comb polypody	*Pecluma ptilota var. bourgeauana*	-	E	Moderate
Cutthroatgrass	*Coleataenia abscissa*		E	Moderate
Edison's ascyrum	*Hypericum edisonianum*	-	E	Low
Florida blazing star	*Liatris ohlingerae*	E	E	Low
Florida bonamia	*Bonamia grandiflora*	T	E	Moderate
Florida goldenaster	*Chrysopsis floridana*	E	E	Low
Florida jointweed	*Polygonella basiramia*	E	E	Low
Florida spiny-pod	*Matelea floridana*	-	E	Moderate
Florida willow	*Salix floridana*	-	E	Moderate
Giant orchid	*Pteroglossaspis ecristata*	-	T	Moderate
Hammock fern	*Blechnum occidentale var. minor*	-	E	Moderate
Hand fern	*Ophioglossum palmatum*	-	E	Moderate
Hartwrightia	*Hartwrightia floridana*	-	T	Moderate
Highlands goldenaster	*Chrysopsis highlandsensis*	-	E	Low
Highlands Scrub hypericum	*Hypericum cumulicola*	E	E	Low
Incised groove-bur	*Agrimonia incisa*	-	T	Moderate
Large-plumed beaksedge	*Rhynchospora megaplumosa*	-	E	Low
Lewton's polygala	*Polygala lewtonii*	E	E	Low
Many-flowered grass-pink	*Calopogon multiflorus*	-	T	Moderate
Narrowleaf naiad	*Najas filifolia*	-	T	Low
Nodding pinweed	*Lechea cernua*	-	T	Low

TABLE 3-3
(continued)

Protected Species		Jurisdictional Agency		Potential of Occurrence
Common Name	Scientific Name	USFWS/ NMFS	FWC/ FDACS	
Paper-like nailwort	*Paronychia chartacea var. chartacea*	T	E	Low
Perforate reindeer lichen	*Cladonia perforata*	E	E	Low
Piedmont jointgrass	*Coelorachis tuberculosa*	-	T	Low
Piedmont water milfoil	*Myriophyllum laxum*	-	N	Low
Pine pinweed	*Lechea divaricata*	-	E	Low
Pinewoods bluestem	*Andropogon arctatus*	-	T	Moderate
Plume polypody	*Pecluma plumula*	-	E	Moderate
Pondspice	*Litsea aestivalis*	-	E	Moderate
Pygmy fringe tree	*Chionanthus pygmaeus*	E	E	Low
Pygmy pipes	*Monotropsis reynoldsiae*	-	E	Low
Redmargin zephyrlily	*Zephyranthes simpsonii*	-	T	Moderate
Sand butterfly pea	*Centrosema arenicola*	-	E	Moderate
Scrub bluestem	*Schizachyrium niveum*	-	E	Low
Scrub buckwheat	*Eriogonum longifolium var. gnaphalifolium*	T	E	Low
Scrub lupine	*Lupinus aridorum*	E	E	Low
Scrub mint	*Dicerandra frutescens*	E	E	Low
Scrub pigeon-wing	*Clitoria fragrans*	T	E	Low
Scrub plum	*Prunus geniculata*	E	E	Low
Scrub stylisma	*Stylisma abdita*	-	E	Low
Scrub ziziphus	*Ziziphus celata*	E	E	Low
Short-leaved rosemary	*Conradina brevifolia*	E	E	Low
Small's jointweed	*Polygonella myriophylla*	E	E	Low
Star anise	*Illicium parviflorum*	-	E	Low
Tampa vervain	*Glandularia tampensis*	-	E	Moderate
Terrestrial peperomia	*Peperomia humilis*	-	E	Low
Toothed maiden fern	*Thelypteris serrata*	-	E	Moderate
Yellow fringeless orchid	*Platanthera integra*	-	E	Moderate

Definitions:
E = Endangered, T = Threatened, T(S/A) =Threatened due to Similarity of Appearance, FE = Federally Endangered; FT = Federally Threatened
*Removed from Florida's Endangered and Threatened Species List in 2008 but is still protected under the Bald and Golden Eagle Protection Act (BGEPA), Migratory Bird Treaty Act (MBTA), and FAC Chapter 68A-16.002.
** Removed from Florida's Endangered and Threatened Species List in 2012, but still protected under the FAC Chapter 68A-4.009

According to the FWC Bald Nest Locator, one bald eagle nest is located within the southwestern portion of the study area and three nests are located two miles outside of the study area. According to the FWC Wading Bird Rookery locator, two historical rookeries were identified within the western portion of the study area. In addition, the study area is within six wood stork nesting colony core foraging areas. Given the undeveloped nature of the study area, and species occurrence data, it is anticipated that multiple federally- and state-protected species may occur within the study area. The FWC 1992-1993 Scrub Jay Occurrence Data indicates that the southern central portion of the study area has one documented occurrence of the federally-protected Florida scrub-jay (Figure 3-2). The upland areas within the study area have the potential to contain habitat suitable for the federally-protected Florida scrub-jay and sand skink and the state-protected gopher tortoise, pine snake, short-tailed snake, southeastern American kestrel, and burrowing owl. Wetlands contain suitable habitat for the federally-protected crested caracara and wood stork along with numerous state-protected wading birds and the American alligator. In addition, the diversity of the wetland and upland habitats increases the likelihood of federally-protected plants and the eastern indigo snake occurring within study area.

3.6 DRAINAGE

The study area is within the following watersheds: Upper Hillsborough River, Blackwater Creek, and Gator Creek. There are two existing floodways: the Hillsborough River between US 301/SR 41 and SR 39/Paul S. Buchman Highway in Pasco County and Fox Branch in Polk County. The floodplain is Zone AE (elevations determined) along the Hillsborough River and Fox Branch. Zone A (elevations not determined) throughout the study area are outside of the Zone AE areas. Reference is made to Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panels 12101C (from September 26, 2014) and 12105C0130G (December 22, 2016). SWFWMD Watershed models are available for the Hillsborough River and Blackwater Creek.

Residential flooding is known to occur along Jerry Road west of SR 39/Paul S. Buchman Highway. Pasco County is currently conducting a flooding investigation study to determine improvement alternatives.

The Hillsborough River is an Outstanding Florida Water (OFW). The following Florida Department of Environmental Protection (FDEP) water body identification numbers (WBIDs) are within the study area:

- WBID 1465 (Nutrients)
- WBID 1465A (Nutrients)
- WBID 1443A (Dissolved Oxygen)
- WBID 1452
- WBID 1445
- WBID 1454, and
- WBID 1462B

Portions of the study area are impaired for nutrients. There is a 2009 Basin Management Action Plan (BMAP) for the Hillsborough River regarding fecal coliform. The FDOT stakeholder commitment is public education and outreach.

4.0 SOCIOCULTURAL CHARACTERISTICS

4.1 DEMOGRAPHIC PROFILE

The study area demographics were examined using 2013-2017 Five-Year American Community Survey data. The study area falls within Hillsborough, Pasco, and Polk Counties within the western peninsular of Florida. The majority of the study area is within Pasco County; the southwest and eastern portions of the study area are located within Hillsborough County and Polk County, respectively. Overall, the area is rural in nature and has lower population densities compared to other areas of the three counties.

The study area has a higher population percentage of white residents and generally equal or lower population percentages of minority residents than Hillsborough, Pasco, and Polk Counties. Race and ethnicity information for the population within the study area is provided in **Table 4-1** and shown on **Figure 4-1**.

The study area generally has lower population percentages of residents under the age of 18 and between the ages of 18 and 64 when compared to the three counties. The study area has a higher population percentage of residents age 65 and older. Of particular note are three United States Census Block Groups containing percentages of residents that are age 65 and over that are above 50 percent. Two of the United States Census Block Groups are located in the Crystal Springs area, and one is located on the eastern end of the study area adjacent to US 98/SR 35/SR 700. Age information for the population within the study area is provided on **Figure 4.2**. The percentage of households with income under the poverty rate is 10.6 percent, which is lower than that of Hillsborough (14.7%), Pasco (13.3%) and Polk Counties (15.4%). Three United States Census Block Groups have poverty rates just below 20 percent; all are located within the eastern and northern portions of the study area between Crystal Springs and Zephyrhills (see **Figure 4.3**). The study area also has a lower percentage of households receiving public assistance than the three counties. See **Figure 4.4** and **Table 4.2** for more information.

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TABLE 4-1
RACE AND ETHNICITY INFORMATION

Geography Block Group	Population Total	White	Black	Native American	Asian	Hawaiian / PI	Other	Two or More Races	Hispanic	Minority
12-57-10108-1	803	91.00%	8.80%	0.00%	0.00%	0.00%	0.00%	0.10%	2.90%	11.80%
12-57-10103-1	2,923	86.50%	2.00%	0.20%	3.00%	0.90%	4.40%	2.90%	8.80%	17.90%
12-101-33014-1	2,467	85.30%	12.20%	0.80%	0.00%	0.00%	0.20%	1.50%	4.90%	19.30%
12-101-33014-3	907	99.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.60%	9.90%	10.50%
12-101-33101-1	771	94.20%	2.10%	0.00%	0.00%	0.00%	0.00%	3.80%	2.10%	7.90%
12-101-33101-2	1,094	97.70%	1.60%	0.00%	0.00%	0.00%	0.00%	0.60%	10.60%	11.20%
12-101-33102-1	1,389	87.70%	11.60%	0.00%	0.70%	0.00%	0.00%	0.00%	3.60%	15.90%
12-101-33102-2	792	90.30%	7.20%	0.00%	0.30%	0.00%	0.80%	1.50%	18.80%	26.60%
12-101-32904-1	590	98.80%	0.00%	1.20%	0.00%	0.00%	0.00%	0.00%	12.70%	13.90%
12-105-12306-1	1,626	94.00%	0.00%	0.00%	0.00%	0.00%	6.00%	0.00%	19.90%	19.90%
12-105-12111-1	2,037	94.90%	0.00%	0.00%	2.80%	0.00%	0.00%	2.30%	0.60%	5.70%
12-105-12111-3	4,861	81.40%	11.50%	2.00%	1.20%	0.00%	2.50%	1.40%	21.70%	35.30%
12-105-12111-4	2,279	91.00%	1.10%	0.20%	1.50%	0.00%	4.30%	1.80%	14.50%	18.60%
12-105-12129-2	865	82.70%	0.00%	5.50%	11.80%	0.00%	0.00%	0.00%	10.80%	28.10%
Study Area	23,404	88.80%	5.40%	0.80%	1.50%	0.10%	2.00%	1.40%	11.60%	20.10%
Florida	7,510,882	75.70%	16.10%	0.30%	2.70%	0.10%	2.60%	2.50%	24.70%	45.10%
Hillsborough County	505,845	70.90%	16.60%	0.30%	4.00%	0.10%	4.80%	3.30%	27.40%	49.70%
Pasco County	195,818	88.10%	5.40%	0.40%	2.50%	0.10%	1.10%	2.40%	14.00%	23.60%
Polk County	226,604	78.30%	15.20%	0.30%	1.70%	0.00%	2.00%	2.50%	20.60%	39.00%

FIGURE 4-1
RACE AND ETHNICITY INFORMATION BY CENSUS BLOCK GROUP

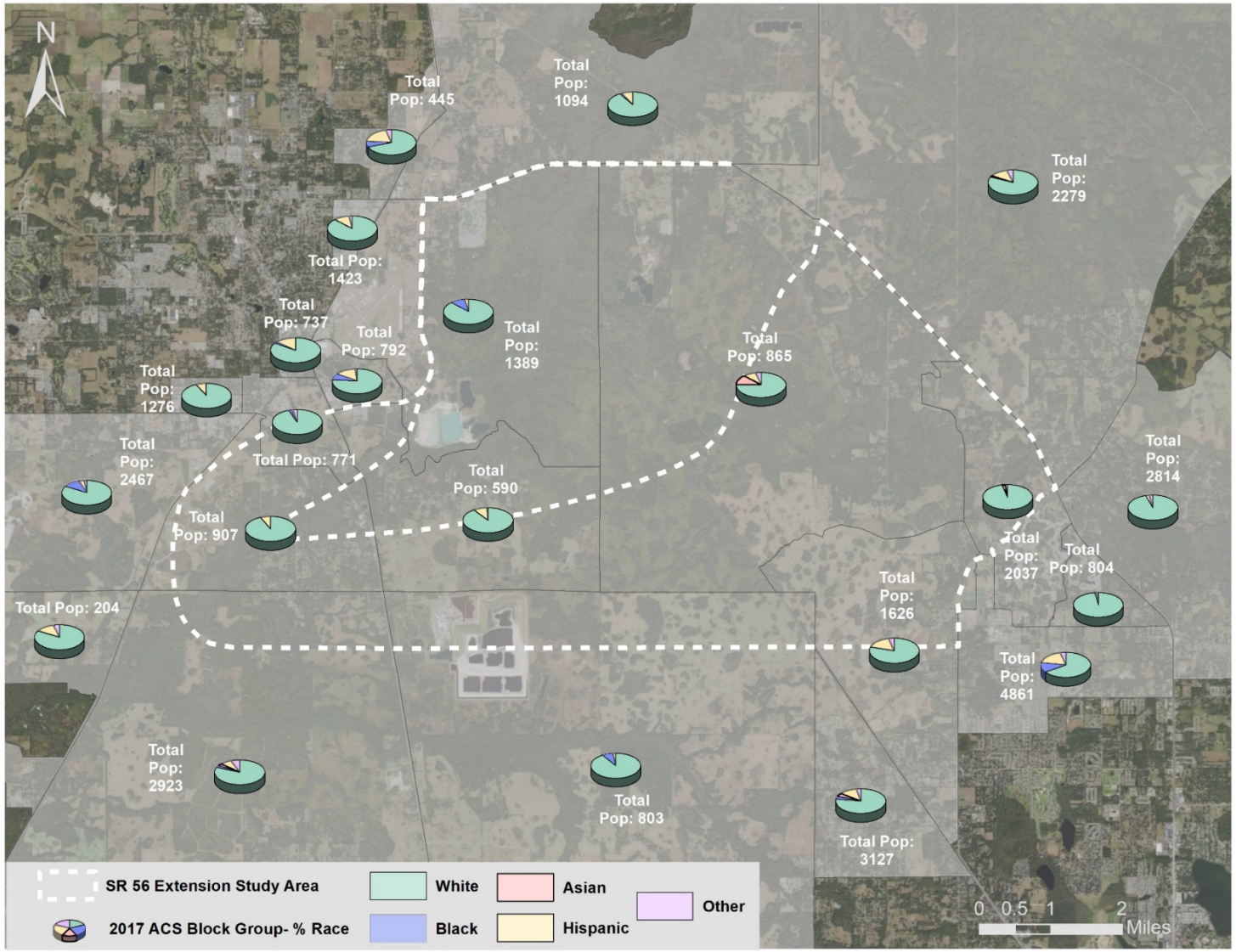


TABLE 4-2
AGE AND ECONOMIC STATUS INFORMATION

Geography	Age				Economic Status		
Block Group	Population Total	Under 18	18-64	65 and Up	Households	Poverty Rate	Public Assistance
12-57-10108-1	803	17.10%	47.40%	35.50%	358	12.60%	0.00%
12-57-10103-1	2,923	18.90%	66.70%	14.40%	1015	13.50%	3.00%
12-101-33014-1	2,467	10.70%	48.30%	41.10%	859	9.50%	0.00%
12-101-33014-3	907	19.60%	62.20%	18.20%	316	11.40%	4.10%
12-101-33101-1	771	9.50%	33.20%	57.30%	404	13.60%	2.00%
12-101-33101-2	1,094	30.70%	43.80%	25.50%	423	19.40%	0.00%
12-101-33102-1	1,389	1.20%	33.80%	65.00%	800	19.30%	0.00%
12-101-33102-2	792	15.00%	46.70%	38.30%	362	16.60%	0.00%
12-101-32904-1	590	12.50%	54.40%	33.10%	219	19.60%	2.70%
12-105-12306-1	1,626	26.30%	60.50%	13.30%	578	8.50%	0.00%
12-105-12111-1	2,037	13.70%	34.20%	52.10%	927	8.20%	0.00%
12-105-12111-3	4,861	26.40%	58.70%	15.00%	1709	4.90%	1.60%
12-105-12111-4	2,279	18.90%	64.10%	17.10%	768	4.60%	1.40%
12-105-12129-2	865	18.20%	71.00%	10.90%	271	6.30%	0.00%
Study Area	23,404	18.50%	53.80%	27.70%	9009	10.60%	1.10%
Florida	7,510,882	20.30%	60.40%	19.40%	7,510,882	14.40%	2.10%
Hillsborough County	505,845	23.10%	63.50%	13.50%	505,845	14.70%	2.70%
Pasco County	195,818	20.50%	57.20%	22.30%	195,818	13.30%	2.90%
Polk County	226,604	22.60%	57.60%	19.80%	226,604	15.40%	2.40%

FIGURE 4-2
AGE BY CENSUS BLOCK GROUP

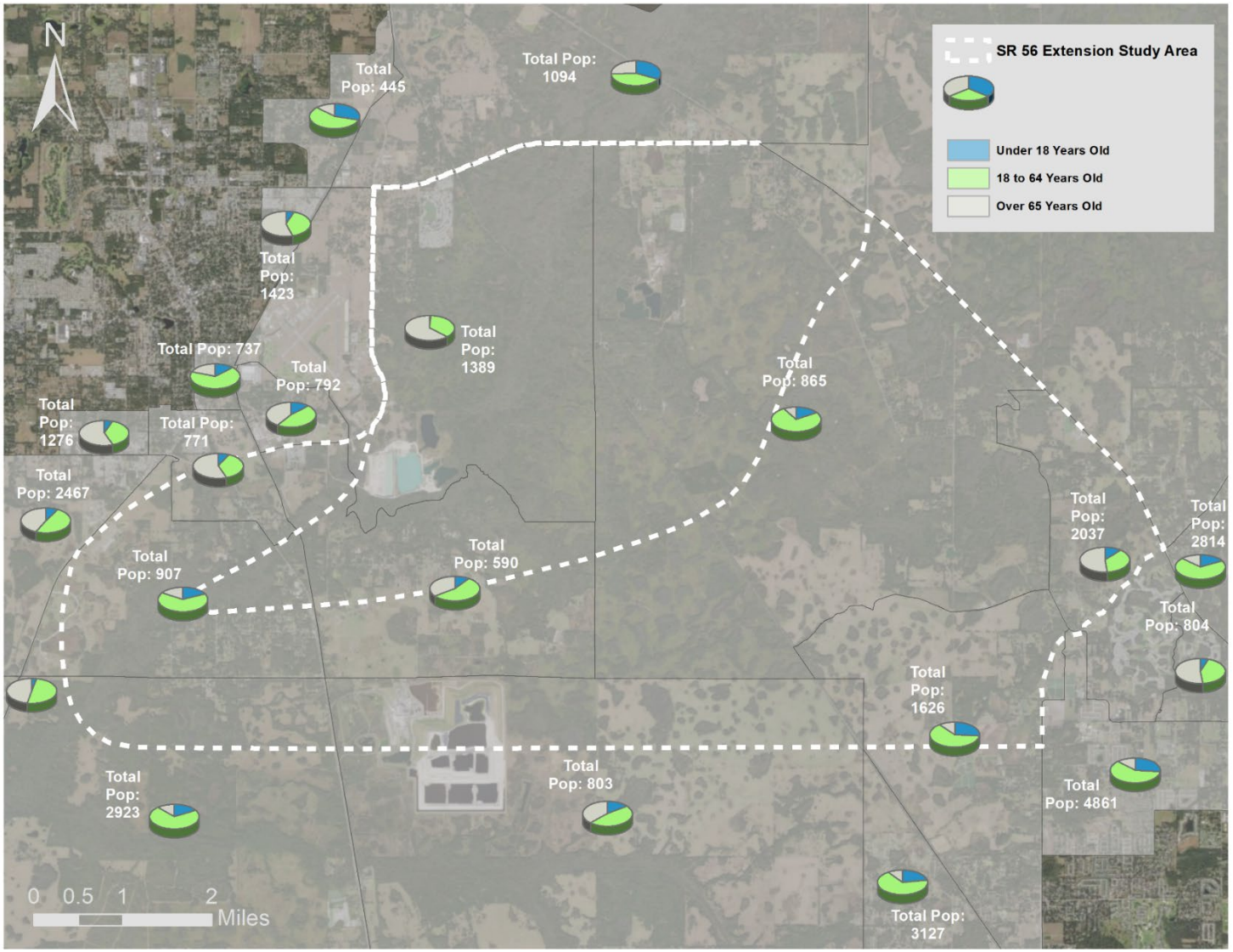


FIGURE 4-3
HOUSEHOLD POVERTY RATE BY CENSUS BLOCK GROUP

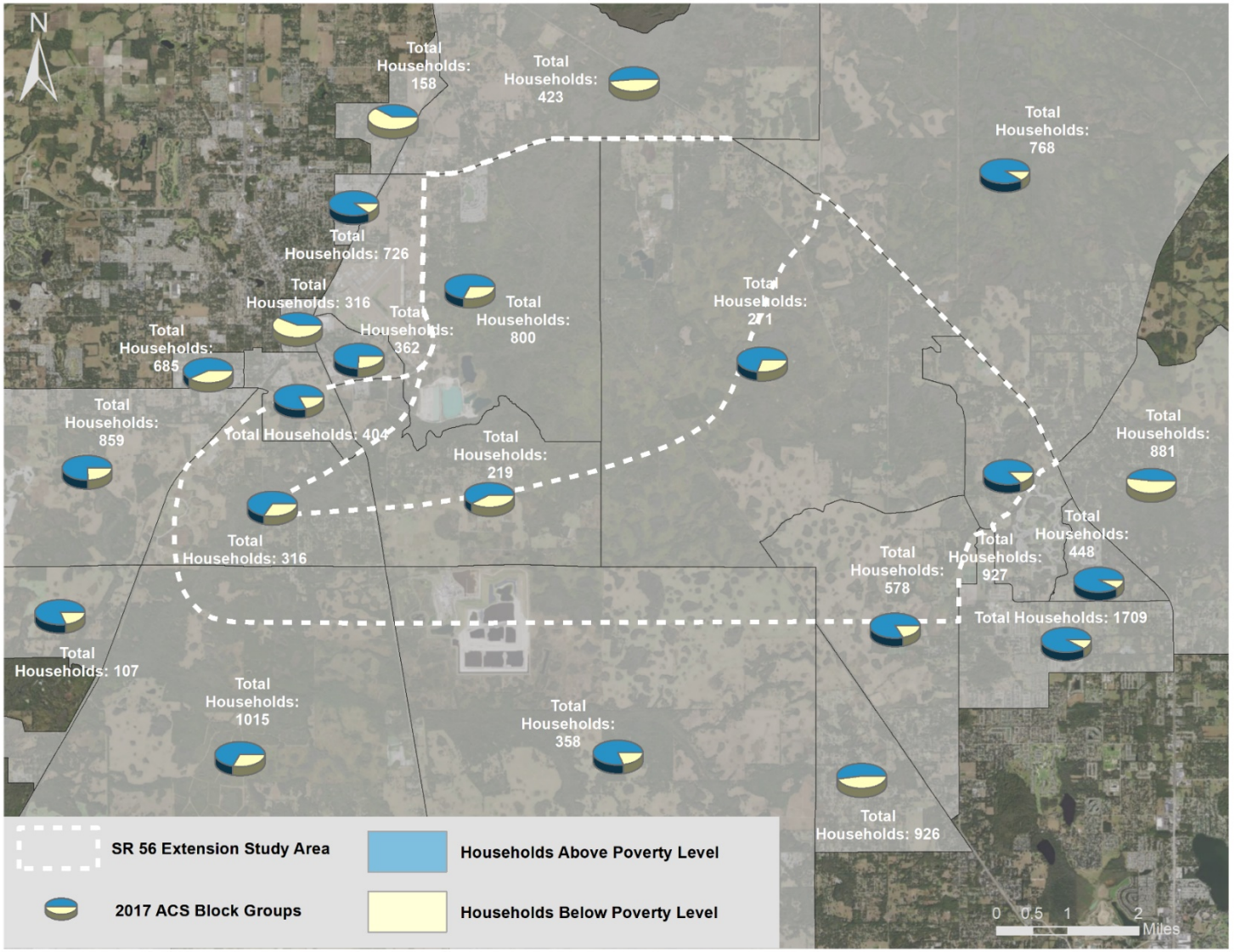
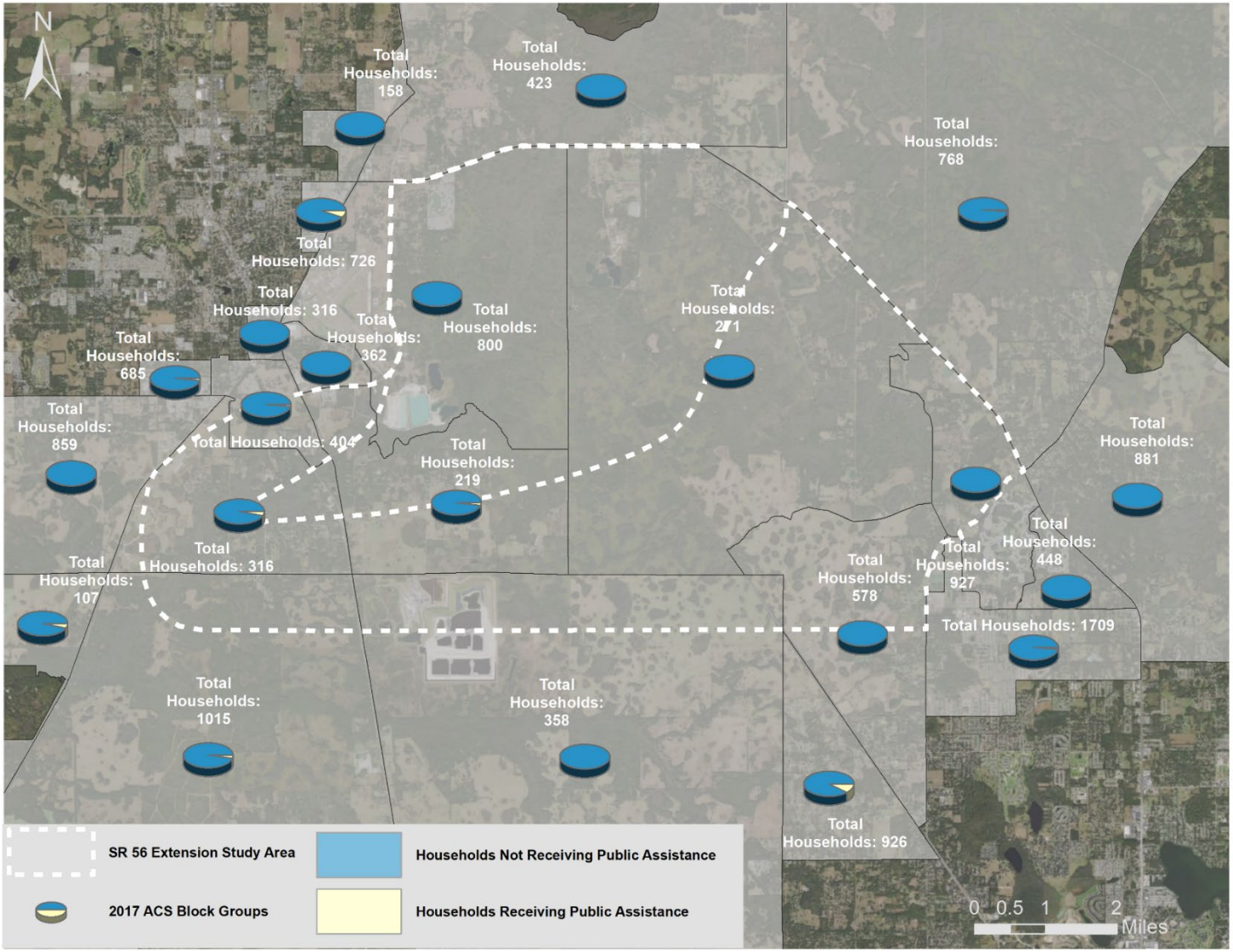


FIGURE 4-4
HOUSEHOLDS RECEIVING ASSISTANCE BY CENSUS BLOCK GROUP



4.2 COMMUNITY RESOURCES

Community resources were examined based on data from the Florida Geographic Data Library and the Environmental Screening Tool (EST). The study area is generally rural in nature and does not feature a high concentration of community features. The western end of the project area around Crystal Springs contains a small concentration of resources. This area features two religious centers (Calvary Pentecostal Mission and First Baptist Church), both of which are located on Central Avenue in Crystal Springs; the Crystal Springs Post Office; one fire station (Pasco County Fire Department and Rescue Station); one community center (Crystal Springs Community Hall); one laser facility (Crystal Springs Veterinary Clinic); and one mobile home park. Most of these features are directly adjacent to SR 39/Paul S. Buchman Highway.

The eastern end of the study area also contains one religious center (Lakeland Acres Baptist Church) and two mobile home parks (EJ's Country Park and Ponderosa Estates) in close proximity to US 98/SR 35/SR 700. The northern end of the study area includes one park and recreation facility (Samuel W. Pasco Recreation Complex) and one health care facility (Community Care Family Practice) along Chancey Road. Along CR 54, there are three mobile home parks (Forest Lake Estates, Forest Lake Village, and Chantel Park), two religious centers (Mt. Calvary Missionary Baptist and Branchborough Assembly of God), and one cemetery (Lumberton Cemetery). See **Figure 4.5** for more information.

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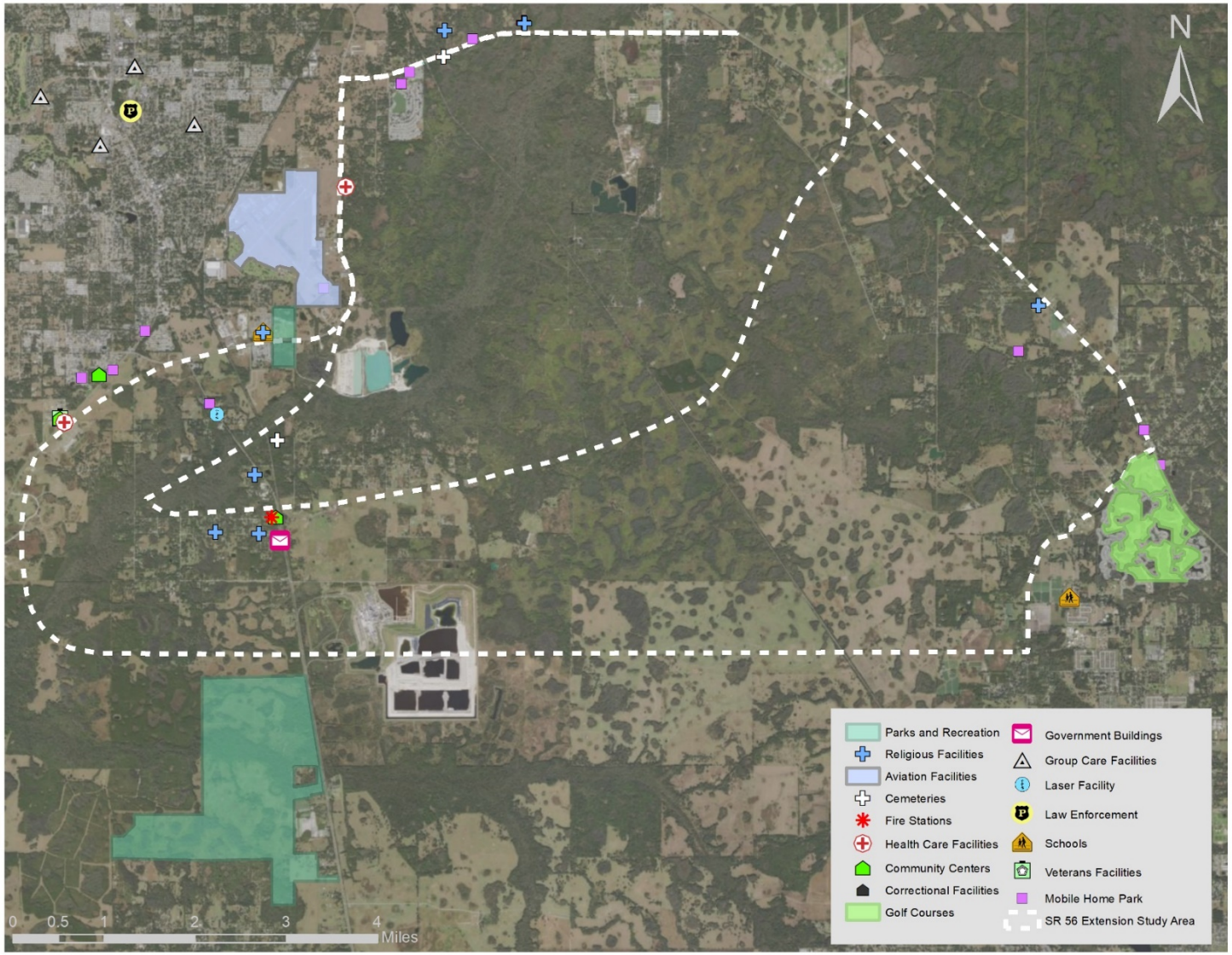
FIGURE 4-5
COMMUNITY RESOURCES



4.3 HISTORIC AND ARCHAEOLOGICAL RESOURCES

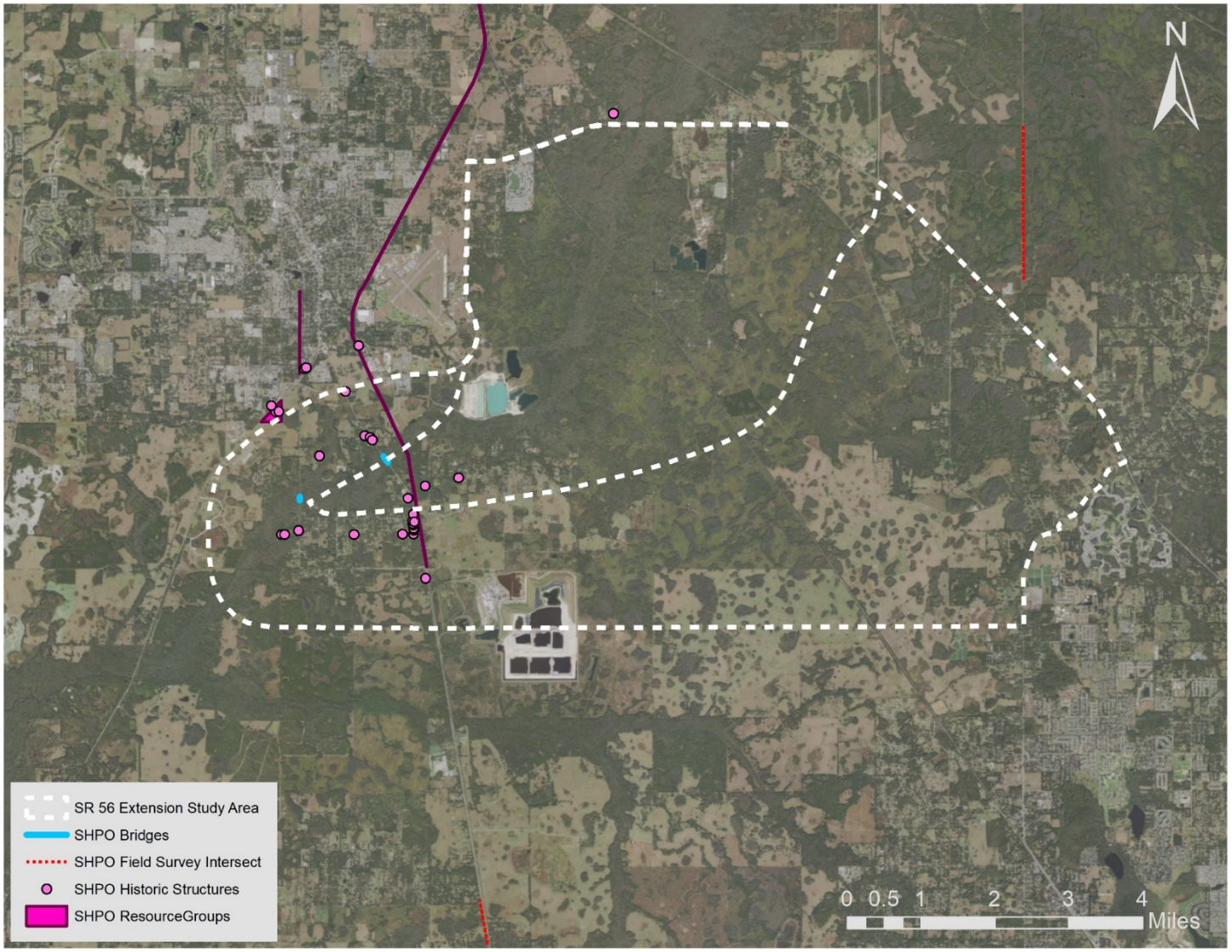
The EST GIS analysis, summarized in the Preliminary Environmental Discussion section of the ETDM Planning Screen Summary Report prepared for the project, identified 38 archaeological/historic sites, 21 historic structures, two historic bridges, and two resource groups within the study area. Of the 38 identified archaeological/historic sites, 33 have been determined ineligible for listing in the National Register of Historic Places (NRHP) by the State Historic Preservation Officer (SHPO), and three have not been evaluated by the SHPO. Two sites are in Hillsborough County and have been determined potentially eligible for listing in the NRHP by the SHPO. The 21 identified historic structures are frame vernacular or masonry vernacular style buildings mostly located in the community of Crystal Springs and are primarily concentrated to the west of SR 39/Paul S. Buchman Highway between Fig Street and County Line Road. Construction dates range from 1913 to 1949. Most of the buildings have not been evaluated for NRHP eligibility by the SHPO. There does not appear to be a potential NRHP-eligible historic district that would include these buildings.

The two identified previously recorded bridges within the study area include Crystal Springs Road Bridge and the FDOT Bridge on SR 39/Paul S. Buchman Highway. Crystal Springs Road Bridge [Bridge No. 144002 (8PA00637)] was constructed in 1928 to carry Crystal Springs Road over the Hillsborough River. This structure has been determined NRHP-eligible by the SHPO as a good example of a barrel arch bridge attributed to the Luten Bridge Company of York, Pennsylvania. Based on Google Earth street view, the FDOT Bridge which once carried SR 39/Paul S. Buchman Highway over the Hillsborough River is no longer extant and has been replaced by a new bridge in 2010.

The two identified resource groups within the analysis area include the Richloam Railroad and 3160 US 301 Resource Group (8PA02838). The Richloam Railroad is to the east of SR 39/Paul S. Buchman Highway and has been determined by the SHPO to possess insufficient information for a determination of NRHP eligibility. The railroad was constructed between 1885 and 1888 by the Florida Railway & Navigation Company and is now owned by CSX Transportation. The 3160 US 301 Resource Group is a building complex that consists of two previously identified historic structures. The complex was a dairy farm from ca. 1959 up until 2006. Although the resource group boundary is within the study area, the individual buildings within the grouping are not within the study area. Both buildings have been determined individually NRHP-ineligible by the SHPO. Since the resource group does not possess any known significant historic associations and the buildings that comprise the grouping are common, the SHPO determined it was ineligible for listing in the NRHP. **Figure 4.6** shows the historic and archaeological resources within the study area.

There have been 18 previous cultural resource surveys conducted within the study area, but none specific to this project. These surveys were conducted between 1979 and 2017. Five of the surveys were completed for segments of US 301/SR 41, SR 39/Paul S. Buchman Highway, or SR 54. Florida Master Site File (FMSF) Survey Numbers 252 and 1905 were conducted for the proposed Upper Hillsborough Flood Detention Area in Pasco and Polk Counties. FMSF Survey Number 11798 was a historic resources survey for East Pasco County. The remaining 10 surveys are related to telecommunication towers, pipelines, substations, transmission lines, mines, mitigation banks, or private developments.

FIGURE 4-6
CULTURAL RESOURCES



4.4 PHYSICAL INFRASTRUCTURE AND UTILITIES

Physical infrastructure and utilities were examined based on data from the Florida Geographic Data Library, the EST, and a desktop Google Earth analysis. Physical infrastructure features are concentrated at the western and eastern ends of the study area. There are a number of limited use drinking water wells and United States Environmental Protection Agency (USEPA) water monitoring stations concentrated around the Crystal Springs area along SR 39/Paul S. Buchman Highway. SR 39/Paul S. Buchman Highway parallels an active rail line and features numerous crossings between Zephyrhills and the south end of the study area. In the south-central portion of the study area, a number of power plants and USACE dams are concentrated east of SR 39/Paul S. Buchman Highway. Limited use drinking water wells and wastewater treatment facilities are concentrated around the eastern end of the study area in the north of the Socrum community, west and south of US 98/SR 35/SR 700. The CR 54 corridor in the northern section of the study area features a railroad crossing; a concentration of USEPA water quality monitoring stations; and electrical transmission power lines, which are also classified as Federal Aviation Administration (FAA) obstructions. **Figure 4.7** provides physical infrastructure resources within the study area.

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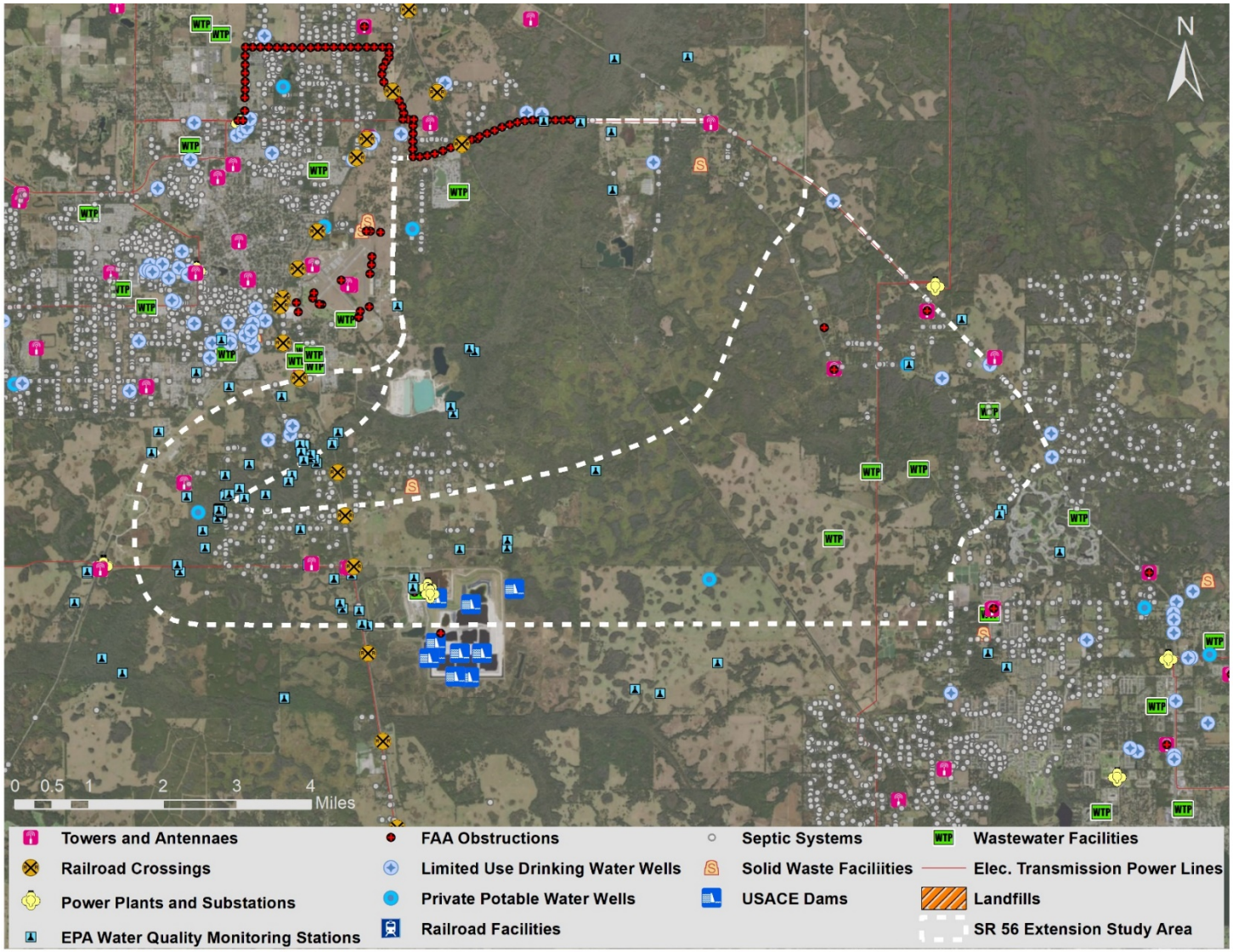
FIGURE 4-7
PHYSICAL INFRASTRUCTURE



4.5 CONTAMINATION

As a generally rural area, the central portion of the study area features few potential sources of contamination. Potential sources of contamination are concentrated on the edges of the study area, including within the Crystal Springs community, around US 98/SR 35/SR 700 and the Chancey Road area in the City of Zephyrhills. The Crystal Springs area includes a concentration of Florida Department of Health (FDOH) onsite sewage facilities, several FDEP storage tank contamination monitoring sites, FDEP petroleum contamination monitoring sites, FDEP hazardous waste sites, State Underground Petroleum Environmental Response (SUPER) Act wells, and hazardous waste facilities. The area around US 98/SR 35/SR 700 also features a number of potential contamination sites, including a concentration of FDOH onsite sewage facilities and SUPER Act wells, several FDEP wastewater facilities, and FDEP petroleum contamination monitoring sites. The corridor along Chancey Road in the northern part of the study area features a smaller concentration of potential contamination sites, including several FDOH onsite sewage facilities and a FDEP storage tank contamination monitoring site. **Figure 4.8** shows potential sources of contamination risk within the study area.

4.6 PLANNING CONSISTENCY

The extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 is identified as a cost affordable project in Mobility 2045, the Pasco County MPO's 2045 LRTP. A PD&E Study to evaluate the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 is listed in Table 1: Combined Roadway Capacity, Intersection, and ITS Projects of the Pasco County MPO's FY 2019/2020 – FY 2023/2024 Transportation Improvement Program (TIP). The project is also listed in the current FDOT State Transportation Improvement Program (STIP) and included in the FY 2020 – FY 2025 FDOT 5-Year Work Program. Mobility 2045, the Pasco County 2045 LRTP, includes the extension of SR 56 as a 4-lane roadway from US 301/SR 41 to SR 39/Paul S. Buchman Highway in Table 4-1: Roadway Project Cost and Revenues (2019 – 2045) with a total of $116,595,417 allocated ($7,903,525 for PD&E/Design in 2025, $46,797,898 for Right of Way in 2031 – 2035, and $61,893,994 for Construction in 2036 – 2045). The study area includes ongoing planning efforts in the form of the Airport Industrial Corridor Master Plan centered on the eastern part of the City of Zephyrhills and the Chancey Road corridor. The SR 56 extension team will continue coordination and contact with the Airport Industrial Corridor Master Plan team to ensure consistency in planning efforts. Appendix A contains the relevant pages of the noted plans identifying the project.

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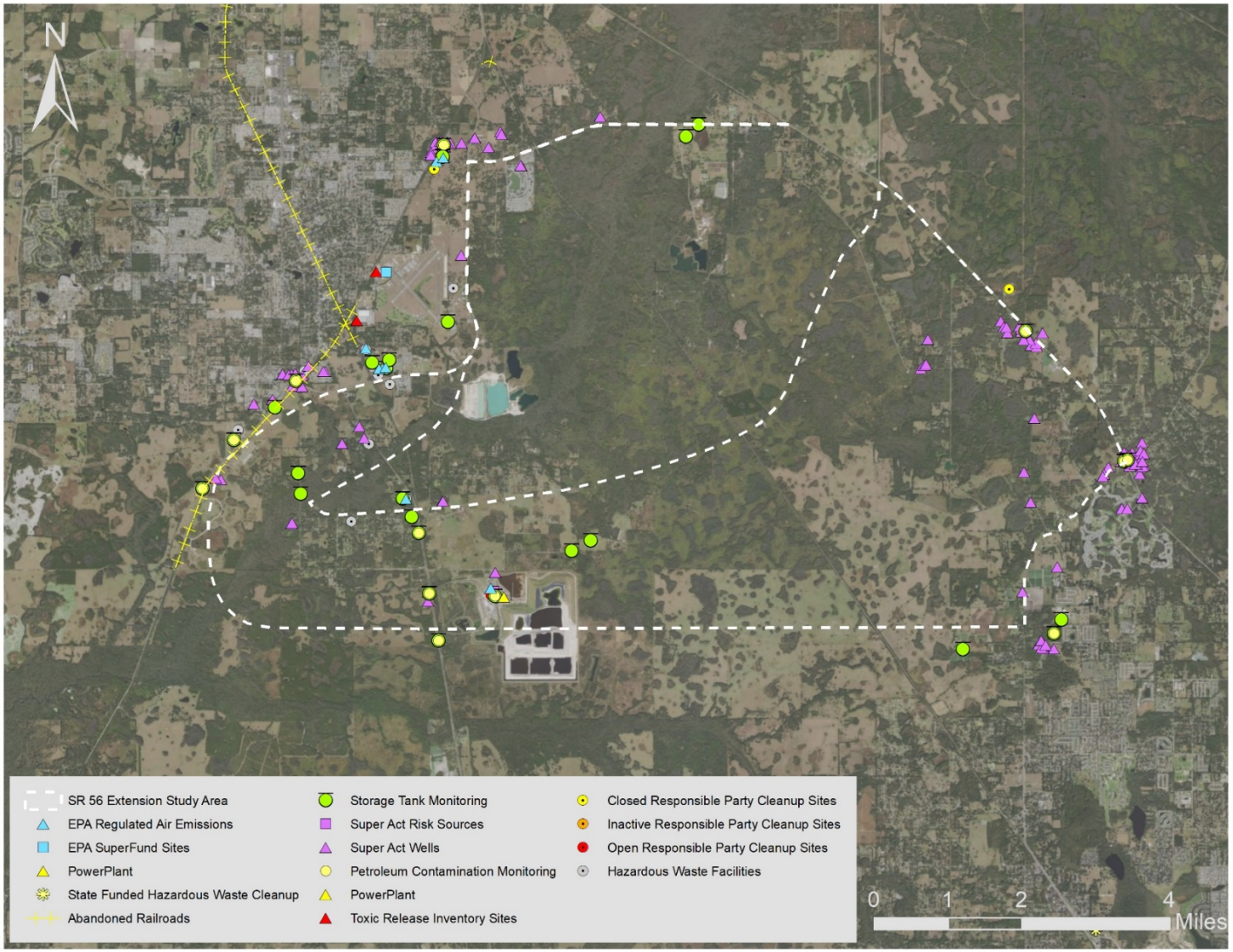
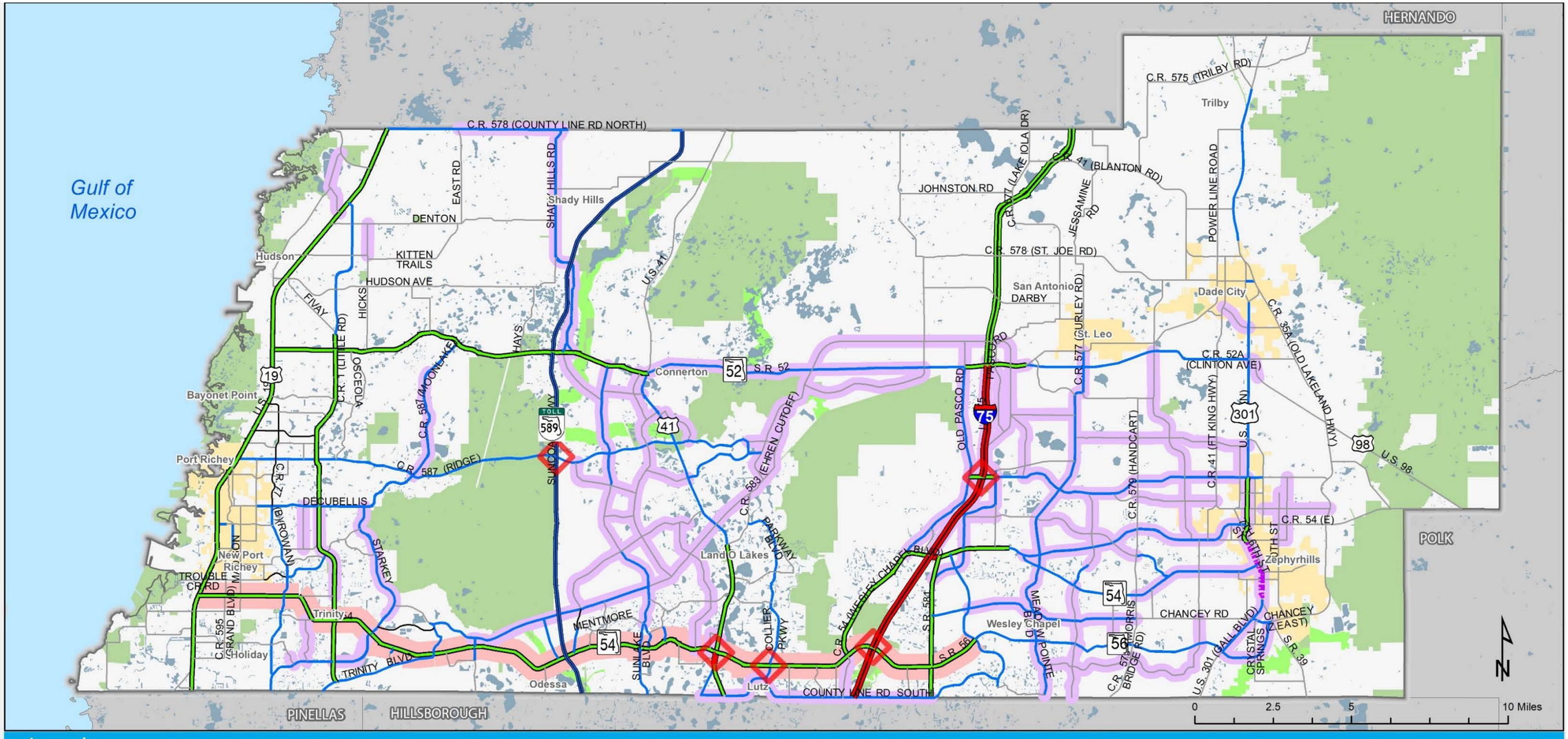
FIGURE 4-8
POTENTIAL SOURCES OF CONTAMINATION



Appendix A

Planning Consistency Documentation

Figure 4-2: Roadway Capacity Improvements and Number of Lanes (2025–2045)



Legend

Number of Lanes
- 2 Lane Divided
- 2 Lane Undivided
- 2 Lane One Way
- 4 Lane Divided
- 4 Lane Freeway
- 6 Lane Divided
- 6 Lane Freeway
- 8 Lane Divided
- 8 Lane Freeway
- 10 Lane Freeway
- City Limits
- New / Improved Interchange
- 2025-2045 Improvement
- SR 54/56 Corridor Improvements
- Critical Linkages
- Parks and Publicly Owned Land

$632.8m is set aside for various studies and improvements along the SR 54/56 Corridor

Table 4-1: Roadway Project Cost and Revenues (2019–2045)

State / Federal Revenue Balancing (YOE)

	2025	2026-2030	2031-2035	2036-2045	Total
Strategic Intermodal System (SIS) Available Revenues	$0	$259,731,143	$62,867,000	$525,234,344	$847,832,487
Total Amount Spent	$0	$259,731,143	$62,867,000	$525,234,344	$847,832,487
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**
Other State Roadways Preliminary Engineering (OAPE)	$5,128,000	$31,160,000	$33,624,000	$69,960,000	$139,872,000
Total Amount Spent	$0	$0	$2,804,601	$24,249,360	$27,053,961
Total Amount Remaining	**$5,128,000**	**$31,160,000**	**$30,819,399**	**$45,710,640**	**$112,818,039**
Other State Roadways Right-of-Way & Construction (OARC)	$23,320,000	$136,648,000	$147,824,000	$307,992,000	$615,784,000
Total Amount Spent	$23,320,000	$136,648,000	$147,824,000	$307,992,000	$615,784,000
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**
Federal Trasnportion Management Area (TMA)	$5,625,000	$27,160,000	$26,470,000	$41,750,000	$101,005,000
Total Amount Spent	$0	$24,715,091	$25,000,000	$39,909,169	$89,624,260
Total Amount Remaining	**$5,625,000**	**$2,444,909**	**$1,470,000**	**$1,840,831**	**$11,380,740**
State Transportation Regional Incentive Program (TRIP)	$740,000	$5,500,000	$6,100,000	$12,520,000	$24,860,000
Total Amount Spent	$740,000	$5,500,000	$6,100,000	$12,520,000	$24,860,000
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**

County Revenue Balancing (YOE)

	2025	2026-2030	2031-2035	2036-2045	Total
General County Transportation Funds (CoGen)	$75,246,126	$410,631,659	$487,419,248	$1,224,290,632	$2,197,587,666
Total Amount Spent	$71,323,103	$425,312,336	$498,327,798	$1,202,282,431	$2,197,245,668
Total Amount Remaining	**$3,923,023**	**-$14,680,677**	**-$10,908,549**	**$22,008,201**	**$341,998**
County Mobility Fees for SIS (CoMF)	$4,110,600	$19,639,100	$19,815,900	$37,988,600	$81,554,200
Total Amount Spent	$4,110,600	$19,639,100	$19,815,900	$37,988,600	$81,554,200
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**
Village of Pasadena Hills (CoVOPH)	$1,230,000	$7,430,000	$9,720,000	$27,240,000	$45,620,000
Total Amount Spent	$471,240	$6,905,688	$8,524,211	$0	$15,901,140
Total Amount Remaining	**$758,760**	**$524,312**	**$1,195,789**	**$27,240,000**	**$29,718,860**
Other (TBD) Revenues	$10,448,302	$0	$0	$0	$10,448,302
Total Amount Spent	$10,448,302	$0	$0	$0	$10,448,302
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**

Developer Revenue Balancing (YOE)

Developer Revenues	$36,484,210	$399,308,774	$632,004,211	$678,136,900	$1,745,934,095
Total Amount Spent	$36,484,210	$399,308,774	$632,004,211	$678,136,900	$1,745,934,095
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**

Project Number	On Street	From	To	2019 Lanes	2045 Lanes	Project Development & Environment / Design			Right of Way			Construction			Total Cost
						Source	Timing	Cost	Source	Timing	Cost	Source	Timing	Cost	
SIS Roadways															
3200	I-75 / I-275	S of County Line Road	SR 56	Interchange Modification		SIS	2019 - 2024	$7,582,999	SIS	2019 - 2024	$2,189,100	SIS	2026 - 2030	$69,809,191	$79,581,290
3023	I-75	SR 56	Wesley Chapel Blvd	8F	10F	SIS	2031 - 2035	$12,019,000		Unfunded	$0		Unfunded	$0	$12,019,000
3022	I-75	Wesley Chapel Blvd	SR 52	6F	8F	SIS	2036 - 2045	$23,754,000	SIS	2036 - 2045	$10,437,000	SIS	2036 - 2045	$258,441,344	$292,632,344
3021	I-75	SR 52	Hernando County Line	6F	8F	SIS	2031 - 2035	$4,848,000	SIS	2036 - 2045	$15,002,000		Unfunded	$0	$19,850,000
3202	Ridge Road @ Suncoast Pkwy						Completed			Completed		SIS	2019 - 2024	$12,654,973	$12,654,973
3203	US 19	Pinellas County Line	Hernando County Line	Corridor / Int. Improvements		SIS	2031 - 2035	$1,000,000		Unfunded			Unfunded		$1,000,000
3020	Suncoast Pkwy	Hillsborough County Line	SR 52	4F	6F	SIS	2019 - 2024	$23,750,000		Unfunded			Unfunded		$23,750,000
State Roadways															
3100a	Clinton Ave Ext (New SR 52)	Urdaco Pl	Fort King Rd	00 / 2U	4D		Completed			Completed			Under Construction		$0
3201	SR 52	US 41 (Land O' Lakes Blvd)	CR 581/Bellamy Brothers	2U	4D		Completed		OARC	2019 - 2024	$23,592,360	OARC	2026 - 2030	$109,078,089	$132,670,449
3007	SR 52	Urdaco Pl	Clinton Ave Ext	4D	6D	OAPE	2031 - 2035	$2,804,601		Completed		OARC	2036 - 2045	$16,859,221	$19,663,822
3076	SR 54	Morris Bridge Rd	US 301	2U	4D	OAPE	2036 - 2045	$24,249,360	OARC	2036 - 2045	$110,235,384	OARC	2036 - 2045	$110,235,384	$244,720,128
3111	SR 56 Extension	US 301	SR 39	00	4D	OARC	2025	$7,903,525	OARC	2031 - 2035	$31,797,898	OARC	2036 - 2045	$61,893,994	$116,595,417
									TMA	2031 - 2035	$15,000,000				
3018a	US 301 (Gall Blvd)	SR 56	SR 39	2U	4D	OAPE	2019 - 2024	$3,146,468	OARC	2019 - 2024	$20,625,740	OARC	2031 - 2035	$36,529,208	$60,301,416
3077	US 301 (6th, 7th, Gall)	SR 39	CR 54	3O	2O	OAPE	2019 - 2024	$7,032,239	OARC	2019 - 2024	$15,979,630	OARC	2031 - 2035	$69,966,983	$92,978,852
3019	US 301	S of CR 54/Eiland	Kossik Rd	4D	6D	OAPE	2019 - 2024	$3,885,108	OARC	2025	$11,375,900	OARC	2026 - 2030	$13,284,577	$41,830,162
												TMA	2026 - 2030	$13,284,577	
3209	US 98 Realignment	@ Clinton Ave		00	2U	TMA	2026 - 2030	$505,006	TMA	2026 - 2030	$3,157,994	TMA	2026 - 2030	$7,767,514	$11,430,514

INTELLIGENT TRANSPORTATION SYSTEM (ITS) / ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS)

Intelligent Transportation System (ITS) or Advanced Traffic Management System (ATMS) type projects were developed through efforts in coordination with FDOT and Pasco County Engineering Services/Traffic Operations and TAC/CMP Committee members. The projects under ATMS provide for automated traffic signal use through the installation of cameras at key signalized intersection locations and the addition of demand responsive signal timing controllers that automatically adjust timing based on time of day and traffic demands. The system is tied into existing and/or planned systems and includes highways both on and off of the State Highway System. The system is housed at the County's Traffic Operations Center located at the West Pasco Government Center in New Port Richey. ATMS is a technology used primarily to improve the flow of vehicle traffic and improve safety. Real-time traffic data from cameras, speed sensors, etc. flows into a Transportation Management Center (TMC) where it is integrated and processed (e.g. for incident detection), and may result in actions taken (e.g. traffic routing, Dynamic Message Signing (DMS)) with the goal of optimizing or improving traffic flows.

Table 1: Combined Roadway Capacity, Intersection, and ITS Projects (Cost Estimates are Planning Level, not for budgeting, actual costs will change. Years noted are FDOT fiscal years [FY], which run from July 1 to June 30. For example, FDOT Fiscal Year 2020 begins July 1, 2019 and ends June 30, 2020.)

2019 Priority	2018 Priority	Project ID#	Project Name	Project From	Project To	Project Information
NA	1	432734-2	I-75 & Overpass Road Interchange	Old Pasco Road to Boyette Road		Design/Build in FY 2018-2019; flyover ramp added to project
1	3	256334-1	SR 52 4-Lane	US 41	Belamy Bros Blvd.	Design Underway, Fully Funded ROW FY 2020 through FY 2024; CST Unfunded
2	2	438447-3	Annual Travel Demand Model Support			Annual Proportionate Share ($ 56,000) for TMA MPOs (Surveys, Collection, etc)
3	NA		Bruce B Downs	County Line Road	Chancey Road	ATMS - Design Underway; CST in FY 2020 and FY 2021 (county-funded)
4	NA		Little Road	Trinity Boulevard	SR 54	ATMS - Design in FY 2020; CST in FY 2021 (county-funded)
5	NA		Ridge Road	Broad Street	Moon Lake Road	ATMS - Design in FY 2020; CST in FY 2021 (county-funded)
6	NA		Trinity Blvd	Little Road	SR 54	ATMS - Design in FY 2021; CST in FY 2023 (county-funded)

2019 Priority	2018 Priority	Project ID#	Project Name	Project From	Project To	Project Information
7	4	419182-2	SR 54 at US 41 (SR 45)	West of Wilson Road	East of Osprey Road	PD&E and Preliminary Design underway; ROW in FY 2024; CST in FY 2028 (SIS)
8	5	443368-1	US 301/ US 98	Clinton Ave Intersection Realignment		Realignment Study under way
9	6	256422-2	US 301	SR 39	CR 54	Gall Blvd / 6th St One Way Pairs ROW FY 2016 through FY 2021; CST Not Funded
10	7	430573-2	I-75/I-275 Southbound	County Line Rd	SR 56	Design in FY 2018; ROW in FY 2023; CST in FY 2027 (SIS)
11	8	416564-2	US 301 4-Lane	SR 56	SR 39	Design in FY 2018; ROW in FY 2020 through FY 2022; CST Not Funded
12	9	408075-2	US 301 6-Lane	CR 54 / Eiland Blvd	Kossik Rd	Design Underway; ROW in FY 2023 and FY 2024; CST Not Funded
13	10		SR 54 at Collier Parkway / New Interchange (SIS)			SIS 10-Year Plan
14	11	255796-3	US 301 4-Lane	Hillsborough County Line	SR 56	US 301 PD&E and Design (Fletcher-SR 56) under way (Hillsborough MPO TIP)
15	12	439832-2	SR 52, Meridian, St. Joe Road	Re-alignment (Roundabout Intersection)		Design FY 2021
16	13		CR 578 (County Line Rd – North) 4-Lane	East of East Rd	Spring Time St	Project on hold with 60% Design Plans complete and 45% ROW maps completed. (Hernando MPO TIP)

2019 Priority	2018 Priority	Project ID#	Project Name	Project From	Project To	Project Information
17	14		CR 578 (County Line Rd – North) 4-Lane	East of Mariner Blvd	Suncoast Parkway	Project on hold with 60% Design complete and 45% ROW completed. (Hernando MPO TIP)
18	15		SR 52	Intersection with College Ave/Pompanic Street		Under Evaluation
19	NA	443367-1	SR 56 Extension	US 301/SR 41	US 98/SR 35/ SR 700	PD&E cost estimated at $850,000; $628,000 available from earmark

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Web Application

Federal Aid Management

Cynthia Lorenzo - Manager

STIP Project Detail and Summaries Online Report

Selection Criteria	
Current STIP	**Detail Report**
County/MPO Area: Pasco	**Financial Project:** 443367 _
Related Items Shown	

HIGHWAYS

Item Number: 443367 1 **Project Description:** SR 56 EXTENSION FROM US 301/SR 41 TO US 98/SR 35/SR 700

District: 07 **County:** PASCO **Type of Work:** PD&E/EMO STUDY

Extra Description: CONDUCT ALIGNMENT STUDY AND PD&E FOR 2 ALTERNATIVES TO CONTIN UE EASTWARD TO SR39, AND TO CHANCY RD/CR54

		Fiscal Year						
Phase / Responsible Agency		**<2020**	**2020**	**2021**	**2022**	**2023**	**>2023**	**All Years**
P D & E / MANAGED BY FDOT								
Fund Code:	DDR - DISTRICT DEDICATED REVENUE		242,261					**242,261**
	DIH - STATE IN-HOUSE PRODUCT SUPPORT		10,000					**10,000**
	EM19 - GAA EARMARKS FY 2019	750,000						**750,000**
	LF - LOCAL FUNDS	200,000						**200,000**
Phase: P D & E Totals		**950,000**	**252,261**					**1,202,261**
Item: 443367 1 Totals		**950,000**	**252,261**					**1,202,261**
Project Totals		**950,000**	**252,261**					**1,202,261**
HIGHWAYS Totals		**950,000**	**252,261**					**1,202,261**
Grand Total		**950,000**	**252,261**					**1,202,261**

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Florida Department of

TRANSPORTATION

Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
All in State 6 YEAR HISTORY Item Number:443367-1	2014-2019 G1 (Updated: 1/15/2020-21.15.01)

Display current records in a Report Style
Display current records in an Excel Document

Project Summary

Transportation System: INTRASTATE STATE HIGHWAY — District 07 - Pasco County
Description: SR 56 EXTENSION FROM US 301/SR 41 TO US 98/SR 35/SR 700
Type of Work: PD&E/EMO STUDY — View Scheduled Activities
Item Number: 443367-1

Project Detail

Fiscal Year:	2014	2015	2016	2017	2018	2019
Highways/PD & E						
Amount:						$950,000

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399.

For additional information please e-mail questions or comments to:
Office of Work Program and Budget
Lisa Saliba: Lisa.Saliba@dot.state.fl.us Or call 850-414-4622

View Contact Information for Office of Work Program and Budget

Application Home: Work Program
Office Home: Office of Work Program and Budget

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Table 4-1: Roadway Project Cost and Revenues (2019–2045)

State / Federal Revenue Balancing (YOE)

	2025	2026-2030	2031-2035	2036-2045	Total
Strategic Intermodal System (SIS) Available Revenues	$0	$259,731,143	$62,867,000	$525,234,344	$847,832,487
Total Amount Spent	$0	$259,731,143	$62,867,000	$525,234,344	$847,832,487
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**
Other State Roadways Preliminary Engineering (OAPE)	$5,128,000	$31,160,000	$33,624,000	$69,960,000	$139,872,000
Total Amount Spent	$0	$0	$2,804,601	$24,249,360	$27,053,961
Total Amount Remaining	**$5,128,000**	**$31,160,000**	**$30,819,399**	**$45,710,640**	**$112,818,039**
Other State Roadways Right-of-Way & Construction (OARC)	$23,320,000	$136,648,000	$147,824,000	$307,992,000	$615,784,000
Total Amount Spent	$23,320,000	$136,648,000	$147,824,000	$307,992,000	$615,784,000
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**
Federal Trasnportion Management Area (TMA)	$5,625,000	$27,160,000	$26,470,000	$41,750,000	$101,005,000
Total Amount Spent	$0	$24,715,091	$25,000,000	$39,909,169	$89,624,260
Total Amount Remaining	**$5,625,000**	**$2,444,909**	**$1,470,000**	**$1,840,831**	**$11,380,740**
State Transportation Regional Incentive Program (TRIP)	$740,000	$5,500,000	$6,100,000	$12,520,000	$24,860,000
Total Amount Spent	$740,000	$5,500,000	$6,100,000	$12,520,000	$24,860,000
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**

County Revenue Balancing (YOE)

	2025	2026-2030	2031-2035	2036-2045	Total
General County Transportation Funds (CoGen)	$75,246,126	$410,631,659	$487,419,248	$1,224,290,632	$2,197,587,666
Total Amount Spent	$71,323,103	$425,312,336	$498,327,798	$1,202,282,431	$2,197,245,668
Total Amount Remaining	**$3,923,023**	**-$14,680,677**	**-$10,908,549**	**$22,008,201**	**$341,998**
County Mobility Fees for SIS (CoMF)	$4,110,600	$19,639,100	$19,815,900	$37,988,600	$81,554,200
Total Amount Spent	$4,110,600	$19,639,100	$19,815,900	$37,988,600	$81,554,200
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**
Village of Pasadena Hills (CoVOPH)	$1,230,000	$7,430,000	$9,720,000	$27,240,000	$45,620,000
Total Amount Spent	$471,240	$6,905,688	$8,524,211	$0	$15,901,140
Total Amount Remaining	**$758,760**	**$524,312**	**$1,195,789**	**$27,240,000**	**$29,718,860**
Other (TBD) Revenues	$10,448,302	$0	$0	$0	$10,448,302
Total Amount Spent	$10,448,302	$0	$0	$0	$10,448,302
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**

Developer Revenue Balancing (YOE)

Developer Revenues	$36,484,210	$399,308,774	$632,004,211	$678,136,900	$1,745,934,095
Total Amount Spent	$36,484,210	$399,308,774	$632,004,211	$678,136,900	$1,745,934,095
Total Amount Remaining	**$0**	**$0**	**$0**	**$0**	**$0**

Project Number	On Street	From	To	2019 Lanes	2045 Lanes	Project Development & Environment / Design			Right of Way			Construction			Total Cost
						Source	Timing	Cost	Source	Timing	Cost	Source	Timing	Cost	
SIS Roadways															
3200	I-75 / I-275	S of County Line Road	SR 56	Interchange Modification		SIS	2019 - 2024	$7,582,999	SIS	2019 - 2024	$2,189,100	SIS	2026 - 2030	$69,809,191	$79,581,290
3023	I-75	SR 56	Wesley Chapel Blvd	8F	10F	SIS	2031 - 2035	$12,019,000		Unfunded	$0		Unfunded	$0	$12,019,000
3022	I-75	Wesley Chapel Blvd	SR 52	6F	8F	SIS	2036 - 2045	$23,754,000	SIS	2036 - 2045	$10,437,000	SIS	2036 - 2045	$258,441,344	$292,632,344
3021	I-75	SR 52	Hernando County Line	6F	8F	SIS	2031 - 2035	$4,848,000	SIS	2036 - 2045	$15,002,000		Unfunded	$0	$19,850,000
3202	Ridge Road @ Suncoast Pkwy						Completed			Completed		SIS	2019 - 2024	$12,654,973	$12,654,973
3203	US 19	Pinellas County Line	Hernando County Line	Corridor / Int. Improvements		SIS	2031 - 2035	$1,000,000		Unfunded			Unfunded		$1,000,000
3020	Suncoast Pkwy	Hillsborough County Line	SR 52	4F	6F	SIS	2019 - 2024	$23,750,000		Unfunded			Unfunded		$23,750,000
State Roadways															
3100a	Clinton Ave Ext (New SR 52)	Urdaco Pl	Fort King Rd	00 / 2U	4D		Completed			Completed			Under Construction		$0
3201	SR 52	US 41 (Land O' Lakes Blvd)	CR 581/Bellamy Brothers	2U	4D		Completed		OARC	2019 - 2024	$23,592,360	OARC	2026 - 2030	$109,078,089	$132,670,449
3007	SR 52	Urdaco Pl	Clinton Ave Ext	4D	6D	OAPE	2031 - 2035	$2,804,601		Completed		OARC	2036 - 2045	$16,859,221	$19,663,822
3076	SR 54	Morris Bridge Rd	US 301	2U	4D	OAPE	2036 - 2045	$24,249,360	OARC	2036 - 2045	$110,235,384	OARC	2036 - 2045	$110,235,384	$244,720,128
3111	SR 56 Extension	US 301	SR 39	00	4D	OARC	2025	$7,903,525	OARC	2031 - 2035	$31,797,898	OARC	2036 - 2045	$61,893,994	$116,595,417
									TMA	2031 - 2035	$15,000,000				
3018a	US 301 (Gall Blvd)	SR 56	SR 39	2U	4D	OAPE	2019 - 2024	$3,146,468	OARC	2019 - 2024	$20,625,740	OARC	2031 - 2035	$36,529,208	$60,301,416
3077	US 301 (6th, 7th, Gall)	SR 39	CR 54	3O	2O	OAPE	2019 - 2024	$7,032,239	OARC	2019 - 2024	$15,979,630	OARC	2031 - 2035	$69,966,983	$92,978,852
3019	US 301	S of CR 54/Eiland	Kossik Rd	4D	6D	OAPE	2019 - 2024	$3,885,108	OARC	2025	$11,375,900	OARC	2026 - 2030	$13,284,577	$41,830,162
												TMA	2026 - 2030	$13,284,577	
3209	US 98 Realignment	@ Clinton Ave		00	2U	TMA	2026 - 2030	$505,006	TMA	2026 - 2030	$3,157,994	TMA	2026 - 2030	$7,767,514	$11,430,514

Figure 4-4: Existing, Planned and Future Bicycle and Pedestrian Facilities

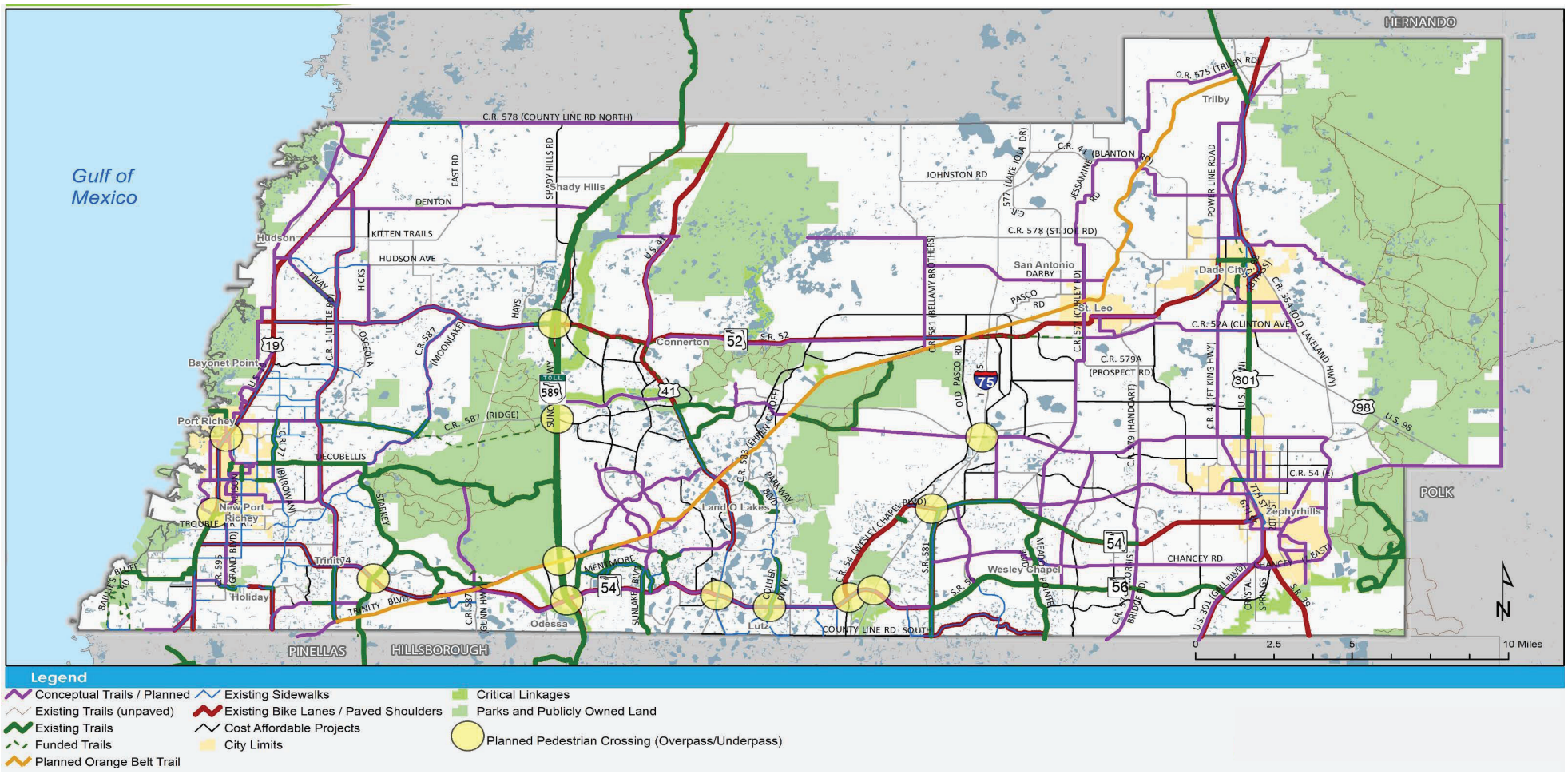
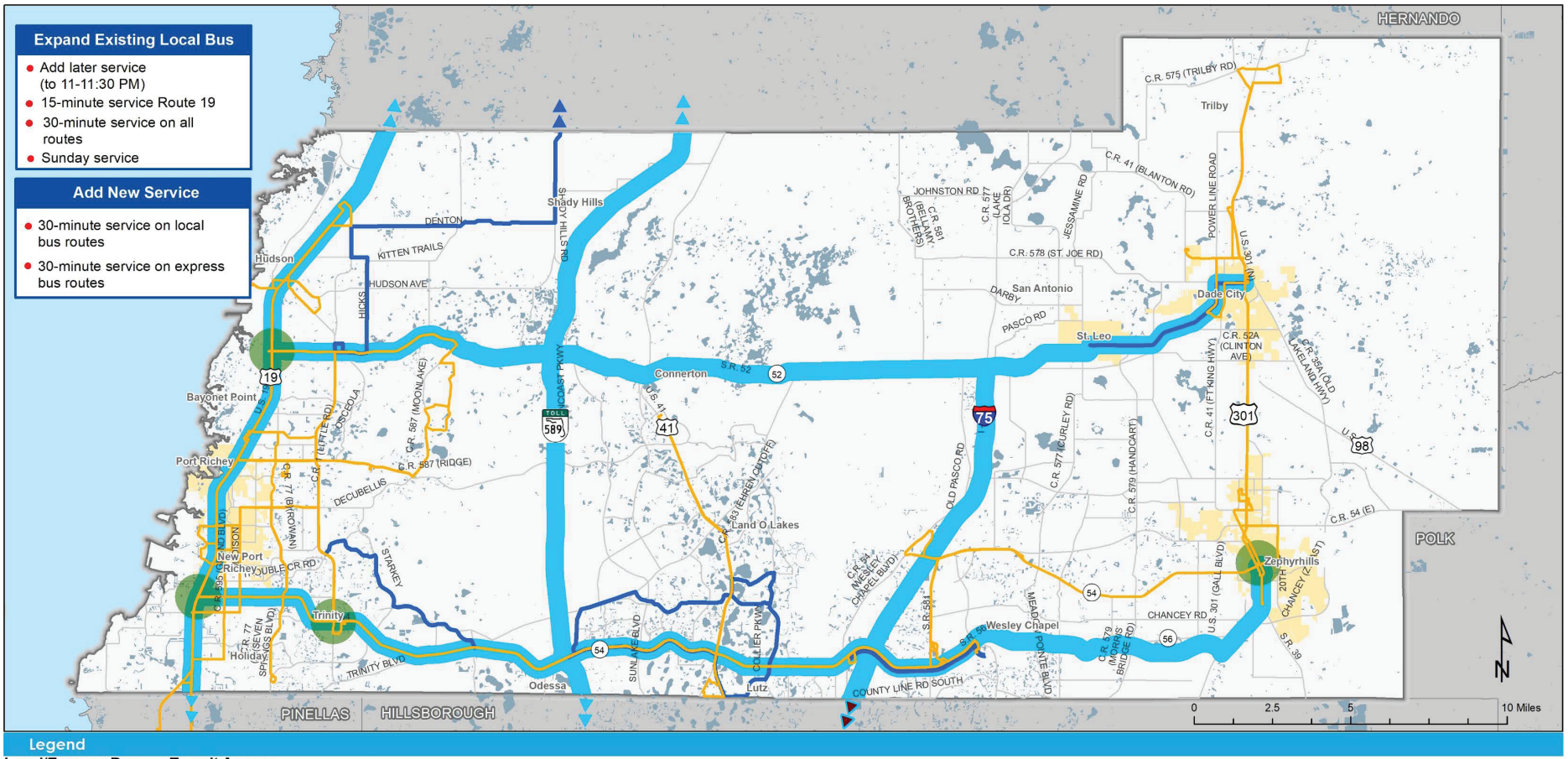


Figure 4-3: MOBILITY 2045 Cost Affordable Transit Plan, 2020–2040



*Super Stops are enhanced bus stops that may include a kiosk, real-time bus arrival information display, lighting, covered seating, bike storage, and other amenities.

Appendix B

Traffic Documentation

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1400 PASCO COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.99	1.03
2	01/07/2018 - 01/13/2018	1.02	1.06
3	01/14/2018 - 01/20/2018	1.05	1.09
4	01/21/2018 - 01/27/2018	1.03	1.07
5	01/28/2018 - 02/03/2018	1.01	1.05
* 6	02/04/2018 - 02/10/2018	0.99	1.03
* 7	02/11/2018 - 02/17/2018	0.97	1.01
* 8	02/18/2018 - 02/24/2018	0.96	1.00
* 9	02/25/2018 - 03/03/2018	0.95	0.99
*10	03/04/2018 - 03/10/2018	0.94	0.98
*11	03/11/2018 - 03/17/2018	0.93	0.97
*12	03/18/2018 - 03/24/2018	0.93	0.97
*13	03/25/2018 - 03/31/2018	0.94	0.98
*14	04/01/2018 - 04/07/2018	0.95	0.99
*15	04/08/2018 - 04/14/2018	0.96	1.00
*16	04/15/2018 - 04/21/2018	0.97	1.01
*17	04/22/2018 - 04/28/2018	0.99	1.03
*18	04/29/2018 - 05/05/2018	1.01	1.05
19	05/06/2018 - 05/12/2018	1.03	1.07
20	05/13/2018 - 05/19/2018	1.05	1.09
21	05/20/2018 - 05/26/2018	1.04	1.08
22	05/27/2018 - 06/02/2018	1.04	1.08
23	06/03/2018 - 06/09/2018	1.03	1.07
24	06/10/2018 - 06/16/2018	1.03	1.07
25	06/17/2018 - 06/23/2018	1.03	1.07
26	06/24/2018 - 06/30/2018	1.03	1.07
27	07/01/2018 - 07/07/2018	1.03	1.07
28	07/08/2018 - 07/14/2018	1.03	1.07
29	07/15/2018 - 07/21/2018	1.04	1.08
30	07/22/2018 - 07/28/2018	1.03	1.07
31	07/29/2018 - 08/04/2018	1.03	1.07
32	08/05/2018 - 08/11/2018	1.02	1.06
33	08/12/2018 - 08/18/2018	1.02	1.06
34	08/19/2018 - 08/25/2018	1.03	1.07
35	08/26/2018 - 09/01/2018	1.04	1.08
36	09/02/2018 - 09/08/2018	1.05	1.09
37	09/09/2018 - 09/15/2018	1.06	1.10
38	09/16/2018 - 09/22/2018	1.04	1.08
39	09/23/2018 - 09/29/2018	1.03	1.07
40	09/30/2018 - 10/06/2018	1.02	1.06
41	10/07/2018 - 10/13/2018	1.01	1.05
42	10/14/2018 - 10/20/2018	1.00	1.04
43	10/21/2018 - 10/27/2018	0.99	1.03
44	10/28/2018 - 11/03/2018	0.98	1.02
45	11/04/2018 - 11/10/2018	0.97	1.01
46	11/11/2018 - 11/17/2018	0.97	1.01
47	11/18/2018 - 11/24/2018	0.97	1.01
48	11/25/2018 - 12/01/2018	0.98	1.02
49	12/02/2018 - 12/08/2018	0.98	1.02
50	12/09/2018 - 12/15/2018	0.99	1.03
51	12/16/2018 - 12/22/2018	1.01	1.05
52	12/23/2018 - 12/29/2018	1.03	1.07
53	12/30/2018 - 12/31/2018	1.05	1.09

* PEAK SEASON

2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 14 - PASCO

WEEK	DATES	1429 PASCO WESTERN HPMS 2	1430 PASCO COUNTY WIDE	1431 SR 56
1	01/01/2018 - 01/06/2018	0.96	0.98	0.98
2	01/07/2018 - 01/13/2018	0.96	0.98	0.98
3	01/14/2018 - 01/20/2018	0.96	0.98	0.98
4	01/21/2018 - 01/27/2018	0.96	0.98	0.98
5	01/28/2018 - 02/03/2018	0.96	0.98	0.98
6	02/04/2018 - 02/10/2018	0.96	0.98	0.98
7	02/11/2018 - 02/17/2018	0.96	0.98	0.98
8	02/18/2018 - 02/24/2018	0.96	0.98	0.98
9	02/25/2018 - 03/03/2018	0.96	0.98	0.98
10	03/04/2018 - 03/10/2018	0.96	0.98	0.98
11	03/11/2018 - 03/17/2018	0.96	0.98	0.98
12	03/18/2018 - 03/24/2018	0.96	0.98	0.98
13	03/25/2018 - 03/31/2018	0.96	0.98	0.98
14	04/01/2018 - 04/07/2018	0.96	0.98	0.98
15	04/08/2018 - 04/14/2018	0.96	0.98	0.98
16	04/15/2018 - 04/21/2018	0.96	0.98	0.98
17	04/22/2018 - 04/28/2018	0.96	0.98	0.98
18	04/29/2018 - 05/05/2018	0.96	0.97	0.98
19	05/06/2018 - 05/12/2018	0.96	0.97	0.98
20	05/13/2018 - 05/19/2018	0.96	0.96	0.98
21	05/20/2018 - 05/26/2018	0.96	0.97	0.98
22	05/27/2018 - 06/02/2018	0.96	0.97	0.98
23	06/03/2018 - 06/09/2018	0.96	0.98	0.98
24	06/10/2018 - 06/16/2018	0.96	0.98	0.98
25	06/17/2018 - 06/23/2018	0.96	0.98	0.98
26	06/24/2018 - 06/30/2018	0.96	0.98	0.98
27	07/01/2018 - 07/07/2018	0.96	0.98	0.98
28	07/08/2018 - 07/14/2018	0.96	0.98	0.98
29	07/15/2018 - 07/21/2018	0.96	0.98	0.98
30	07/22/2018 - 07/28/2018	0.96	0.98	0.98
31	07/29/2018 - 08/04/2018	0.96	0.98	0.98
32	08/05/2018 - 08/11/2018	0.96	0.98	0.98
33	08/12/2018 - 08/18/2018	0.96	0.98	0.98
34	08/19/2018 - 08/25/2018	0.96	0.98	0.98
35	08/26/2018 - 09/01/2018	0.96	0.98	0.98
36	09/02/2018 - 09/08/2018	0.96	0.98	0.98
37	09/09/2018 - 09/15/2018	0.96	0.98	0.98
38	09/16/2018 - 09/22/2018	0.96	0.98	0.98
39	09/23/2018 - 09/29/2018	0.96	0.98	0.98
40	09/30/2018 - 10/06/2018	0.96	0.98	0.98
41	10/07/2018 - 10/13/2018	0.96	0.98	0.98
42	10/14/2018 - 10/20/2018	0.96	0.98	0.98
43	10/21/2018 - 10/27/2018	0.96	0.98	0.98
44	10/28/2018 - 11/03/2018	0.96	0.98	0.98
45	11/04/2018 - 11/10/2018	0.96	0.98	0.98
46	11/11/2018 - 11/17/2018	0.96	0.98	0.98
47	11/18/2018 - 11/24/2018	0.96	0.98	0.98
48	11/25/2018 - 12/01/2018	0.96	0.98	0.98
49	12/02/2018 - 12/08/2018	0.96	0.98	0.98
50	12/09/2018 - 12/15/2018	0.96	0.98	0.98
51	12/16/2018 - 12/22/2018	0.96	0.98	0.98
52	12/23/2018 - 12/29/2018	0.96	0.98	0.98
53	12/30/2018 - 12/31/2018	0.96	0.98	0.98

2.3.2 Continuous Classification Counts

FDOT has approximately 236 permanently installed continuous classification counters. The TDA Office collects classification data based on the classification of the vehicle according to FHWA Vehicle Classification Scheme F. (See **Figure 2-2**). Truck traffic data is collected through vehicle classification counts, which may be either part of FDOT's Vehicle Classification Reporting Program or a special Vehicle Classification study. There are currently 13 vehicle classification types ranging from motorcycles (Class 1) to Multi-Trailer 7 or more-axle Trucks (Class 13). In addition, TDA has a WIM count program which collects vehicle classification and truck weights.

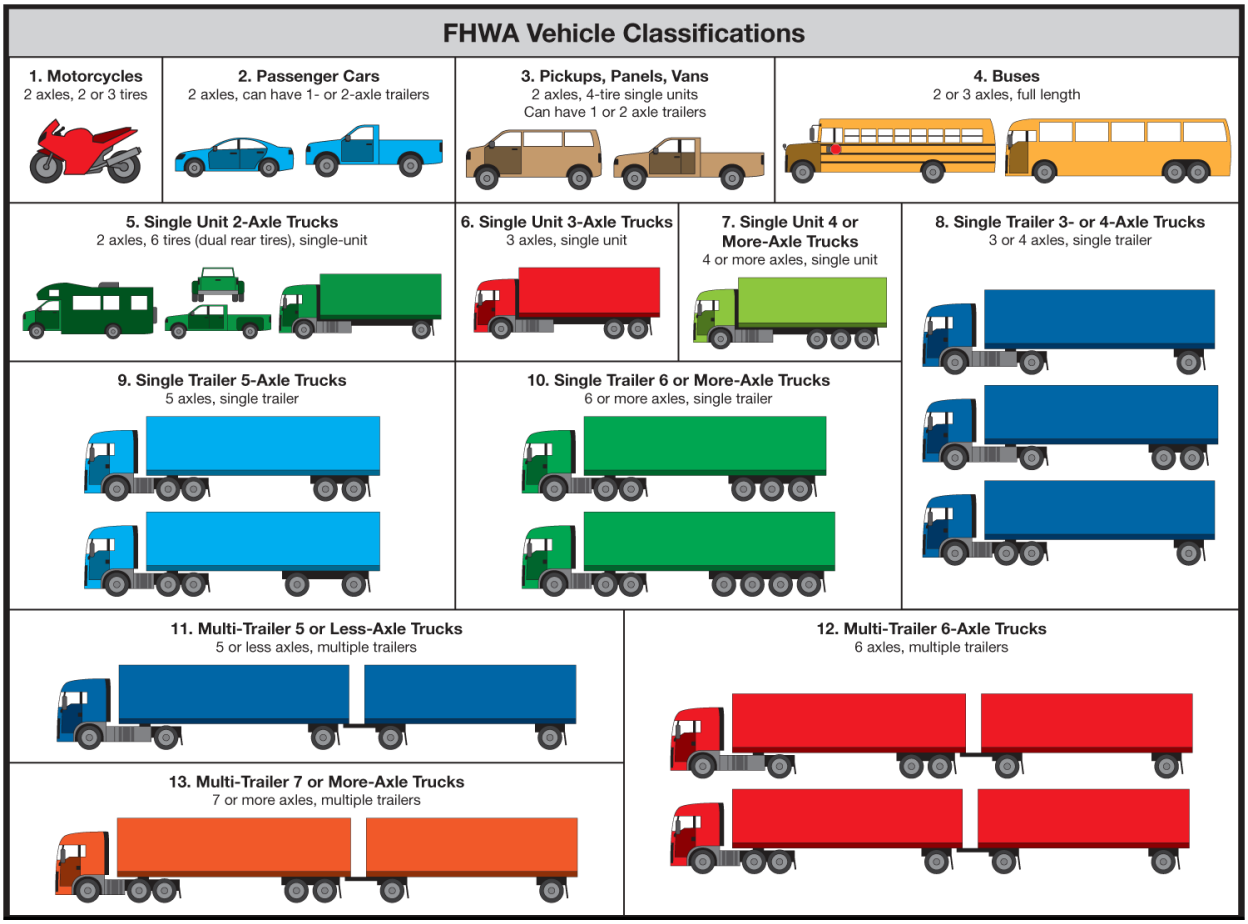


Figure 2-2 FHWA Vehicle Classification Scheme F

2.3.3 Short-Term Seasonal Classification Counts

FDOT has approximately 3,100 locations where short-term seasonal classification counts are performed. These Short-term Traffic Monitoring Sites (Short-term TMSs) are automatic traffic recorders that are temporarily placed at specific locations throughout the state to record the distribution and variation of traffic flow. Toll data is also collected to supplement volume counts. *Seasonal classification counts are used to develop axle correction factors and truck percentages*

SR 56
1.62 Miles East of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N19
Station ID:

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/01/19	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
00:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
01:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	2	0	0	2	0	0	0	0	0	0	0	0	6
	0	7	5	0	0	2	0	1	0	0	0	0	0	0	15
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	7	2	0	0	3	0	0	1	0	0	0	0	0	13
04:30	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
04:45	0	7	1	0	0	2	0	0	0	0	0	0	0	0	10
	0	21	5	0	0	5	0	0	2	0	0	0	0	0	33
05:00	0	5	1	0	0	1	0	0	0	0	0	0	0	0	7
05:15	1	10	1	0	1	3	0	0	0	0	0	0	0	0	16
05:30	0	17	4	0	2	1	0	0	0	0	0	0	0	0	24
05:45	0	12	6	0	1	2	0	0	0	0	0	0	0	0	21
	1	44	12	0	4	7	0	0	0	0	0	0	0	0	68
06:00	1	25	11	0	4	0	0	0	1	0	0	0	0	0	42
06:15	3	31	10	0	2	4	0	0	1	0	0	0	0	0	51
06:30	1	67	19	0	3	1	0	0	1	0	0	0	0	0	92
06:45	2	61	14	0	3	1	0	1	1	1	0	0	0	0	84
	7	184	54	0	12	6	0	1	4	1	0	0	0	0	269
07:00	0	97	17	0	1	3	0	2	1	0	0	0	0	0	121
07:15	0	89	14	0	2	4	0	2	0	1	0	0	0	0	112
07:30	0	93	15	2	6	1	0	2	0	0	0	0	0	0	119
07:45	0	73	8	2	4	1	0	3	2	0	0	0	0	1	94
	0	352	54	4	13	9	0	9	3	1	0	0	0	1	446
08:00	1	54	8	0	3	2	1	0	1	0	0	0	0	1	71
08:15	0	41	14	0	3	1	0	0	0	0	1	0	0	0	60
08:30	1	31	5	1	4	0	0	0	3	0	0	0	0	0	45
08:45	1	31	10	0	1	4	0	0	5	0	0	0	0	0	52
	3	157	37	1	11	7	1	0	9	0	1	0	0	1	228
09:00	0	28	10	1	5	3	0	0	5	0	0	0	0	0	52
09:15	0	28	9	0	1	1	0	0	1	0	0	0	0	0	40
09:30	0	31	14	2	3	4	0	0	0	0	0	0	0	0	54
09:45	0	23	6	1	3	2	0	1	2	0	0	0	0	0	38
	0	110	39	4	12	10	0	1	8	0	0	0	0	0	184
10:00	0	23	11	1	5	2	1	1	1	0	0	0	0	0	45
10:15	1	29	11	0	3	5	0	1	0	0	0	0	0	0	50
10:30	0	18	11	0	1	2	0	0	1	0	0	0	0	0	33
10:45	2	31	5	0	3	1	0	1	2	0	0	0	0	0	45
	3	101	38	1	12	10	1	3	4	0	0	0	0	0	173
11:00	1	30	7	0	3	1	0	2	1	0	0	0	0	0	45
11:15	0	28	8	0	2	1	0	2	1	0	0	0	0	0	42
11:30	1	18	6	1	1	2	0	1	0	0	0	0	0	0	30
11:45	0	19	10	1	3	5	0	1	0	0	0	0	0	0	39
	2	95	31	2	9	9	0	6	2	0	0	0	0	0	156
Total	16	1094	283	12	75	65	2	21	32	2	1	0	0	2	1605
Percent	1.0%	68.2%	17.6%	0.7%	4.7%	4.0%	0.1%	1.3%	2.0%	0.1%	0.1%	0.0%	0.0%	0.1%	

SR 56
1.62 Miles East of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N19
Station ID:

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	21	5	0	3	1	0	1	0	1	0	0	0	0	33
12:15	0	21	10	0	3	2	0	0	1	0	0	0	0	0	37
12:30	1	27	4	2	2	1	0	0	0	0	0	0	0	0	37
12:45	0	21	6	0	3	3	0	0	0	0	0	0	0	0	33
	2	90	25	2	11	7	0	1	1	1	0	0	0	0	140
13:00	0	24	10	0	1	2	0	0	0	0	0	0	0	0	37
13:15	0	28	11	0	2	1	0	1	0	0	0	0	0	0	43
13:30	1	15	12	1	2	0	0	1	1	0	0	0	0	0	33
13:45	0	22	9	0	1	1	0	1	0	0	0	0	0	0	34
	1	89	42	1	6	4	0	3	1	0	0	0	0	0	147
14:00	0	30	16	0	3	2	0	2	0	0	0	0	0	0	53
14:15	0	34	9	2	6	1	0	2	0	0	0	0	0	0	54
14:30	0	40	13	1	5	1	0	0	0	0	0	0	0	0	60
14:45	0	26	11	1	7	0	0	3	1	0	0	0	0	0	49
	0	130	49	4	21	4	0	7	1	0	0	0	0	0	216
15:00	1	46	10	1	4	0	0	3	0	0	0	0	0	0	65
15:15	0	45	16	0	2	2	0	1	0	0	0	0	0	0	66
15:30	0	32	16	0	6	2	0	0	0	0	0	0	0	0	56
15:45	0	42	14	0	4	0	0	3	1	0	0	0	0	0	64
	1	165	56	1	16	4	0	7	1	0	0	0	0	0	251
16:00	1	45	20	0	6	1	0	2	0	0	0	0	0	0	75
16:15	0	51	22	6	2	1	0	1	0	0	0	0	0	0	83
16:30	0	52	28	1	2	1	0	1	0	0	0	0	0	1	86
16:45	0	82	23	0	8	0	0	2	2	0	0	0	0	0	117
	1	230	93	7	18	3	0	6	2	0	0	0	0	1	361
17:00	1	60	17	0	4	0	0	2	0	0	0	0	0	1	85
17:15	0	70	19	0	6	0	0	1	0	0	0	0	0	0	96
17:30	0	78	11	0	6	0	0	0	1	0	0	0	0	0	96
17:45	1	56	20	0	8	0	0	3	0	0	0	0	0	0	88
	2	264	67	0	24	0	0	6	1	0	0	0	0	1	365
18:00	2	35	11	0	5	0	0	1	1	1	0	0	0	0	56
18:15	0	42	15	0	1	0	0	1	1	0	0	0	0	0	60
18:30	0	47	12	0	0	1	0	1	0	0	0	0	0	0	61
18:45	1	34	13	0	5	0	0	0	0	0	0	0	0	0	53
	3	158	51	0	11	1	0	3	2	1	0	0	0	0	230
19:00	1	27	12	0	2	0	0	1	0	0	0	0	0	0	43
19:15	0	20	6	0	3	1	0	1	0	0	0	0	0	0	31
19:30	2	17	4	0	1	0	0	0	0	0	0	0	0	0	24
19:45	0	15	7	0	1	0	0	0	0	0	0	0	0	0	23
	3	79	29	0	7	1	0	2	0	0	0	0	0	0	121
20:00	1	16	8	0	4	0	0	1	1	0	0	0	0	0	31
20:15	1	23	7	0	0	0	0	0	0	0	0	0	0	0	31
20:30	0	23	8	0	1	0	0	0	0	0	0	0	0	0	32
20:45	0	21	6	0	1	0	0	0	0	0	0	0	0	0	28
	2	83	29	0	6	0	0	1	1	0	0	0	0	0	122
21:00	0	17	7	0	1	0	0	0	0	0	0	0	0	0	25
21:15	0	15	4	2	1	0	0	0	0	0	0	0	0	0	22
21:30	0	11	5	2	2	0	0	0	0	0	0	0	0	0	20
21:45	1	15	3	0	1	0	0	0	0	0	0	0	0	0	20
	1	58	19	4	5	0	0	0	0	0	0	0	0	0	87
22:00	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
22:15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12
22:30	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
22:45	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
	0	38	12	0	4	0	0	0	0	0	0	0	0	0	54
23:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	29	4	0	0	0	0	0	0	0	0	0	0	0	33
Total	16	1413	476	19	129	24	0	36	10	2	0	0	0	2	2127
Percent	0.8%	66.4%	22.4%	0.9%	6.1%	1.1%	0.0%	1.7%	0.5%	0.1%	0.0%	0.0%	0.0%	0.1%	

SR 56
1.62 Miles East of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N19
Station ID:

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/02/19	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	3	0	0	1	0	0	0	1	0	0	0	0	0	6
03:00	0	1	2	2	0	1	0	0	0	0	0	0	0	0	6
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	1	0	0	1	0	0	0	0	0	0	0	0	3
	0	4	4	2	0	2	0	0	0	0	0	0	0	0	12
04:00	0	1	2	0	0	1	0	0	0	0	0	0	0	0	4
04:15	0	4	0	0	0	2	0	0	0	0	0	0	0	0	6
04:30	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
04:45	0	5	1	0	0	0	0	0	0	1	0	0	0	0	7
	0	16	3	0	1	3	0	0	0	1	0	0	0	0	24
05:00	0	4	1	0	0	3	0	0	0	0	0	0	0	0	8
05:15	0	8	2	0	2	1	0	0	0	0	0	0	0	0	13
05:30	0	16	8	0	1	1	0	0	1	0	0	0	0	0	27
05:45	0	20	8	0	1	0	0	0	1	0	0	0	0	0	30
	0	48	19	0	4	5	0	0	2	0	0	0	0	0	78
06:00	0	27	8	1	4	2	0	0	1	0	0	0	0	0	43
06:15	0	39	8	0	4	2	0	1	1	0	0	0	0	0	55
06:30	2	61	15	1	5	1	0	0	0	0	0	0	0	0	85
06:45	2	65	11	0	4	2	0	1	4	0	0	0	0	0	89
	4	192	42	2	17	7	0	2	6	0	0	0	0	0	272
07:00	1	99	15	1	5	2	0	2	1	1	0	0	0	0	127
07:15	0	99	17	1	3	2	0	1	1	0	0	0	0	0	124
07:30	0	117	20	1	7	4	0	0	1	0	0	0	0	0	150
07:45	0	94	13	0	9	4	0	1	1	0	0	0	0	0	122
	1	409	65	3	24	12	0	4	4	1	0	0	0	0	523
08:00	0	64	13	0	5	4	1	2	2	0	0	0	0	0	91
08:15	1	60	10	0	2	3	0	1	0	0	0	0	0	0	77
08:30	0	52	9	0	2	4	0	1	2	0	0	0	0	0	70
08:45	0	37	10	0	5	10	0	0	3	0	0	0	0	0	65
	1	213	42	0	14	21	1	4	7	0	0	0	0	0	303
09:00	1	26	8	0	1	2	0	0	2	0	0	0	0	0	40
09:15	1	27	7	2	9	5	0	0	1	0	0	0	0	0	52
09:30	0	31	12	2	1	1	0	1	0	0	0	0	0	0	48
09:45	0	34	8	0	2	2	0	1	0	0	0	1	0	0	48
	2	118	35	4	13	10	0	2	3	0	0	1	0	0	188
10:00	1	16	9	0	5	3	0	0	3	0	0	0	0	0	37
10:15	0	34	9	0	4	4	0	0	0	0	0	0	0	0	51
10:30	0	16	7	1	1	8	0	0	1	0	0	0	0	0	34
10:45	1	14	6	0	5	6	0	0	4	0	0	0	0	0	36
	2	80	31	1	15	21	0	0	8	0	0	0	0	0	158
11:00	1	24	16	1	2	3	0	0	1	0	0	0	0	0	48
11:15	1	26	4	0	0	2	0	0	1	0	0	0	0	0	34
11:30	0	27	10	1	3	0	0	0	1	0	0	0	0	0	42
11:45	0	27	14	1	4	4	0	0	0	0	0	0	0	0	50
	2	104	44	3	9	9	0	0	3	0	0	0	0	0	174
Total	13	1209	290	15	99	90	1	12	34	2	0	1	0	0	1766
Percent	0.7%	68.5%	16.4%	0.8%	5.6%	5.1%	0.1%	0.7%	1.9%	0.1%	0.0%	0.1%	0.0%	0.0%	

SR 56
1.62 Miles East of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N19
Station ID:

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	33	6	1	3	4	0	2	1	0	0	0	0	0	50
12:15	1	25	11	0	2	2	0	0	3	0	0	0	0	0	44
12:30	1	33	10	0	3	2	0	0	1	0	0	0	0	0	50
12:45	1	26	6	0	6	5	0	2	0	0	0	0	0	0	46
	3	117	33	1	14	13	0	4	5	0	0	0	0	0	190
13:00	0	19	7	0	1	4	0	0	1	0	0	0	0	0	32
13:15	1	33	14	1	3	6	0	2	3	0	0	0	0	0	63
13:30	0	22	11	1	1	2	0	1	3	1	0	1	0	0	43
13:45	0	24	8	0	0	4	0	0	0	0	0	0	0	0	36
	1	98	40	2	5	16	0	3	7	1	0	1	0	0	174
14:00	0	22	10	3	3	1	0	0	0	1	0	0	0	0	40
14:15	1	45	19	1	7	1	0	0	1	0	0	0	0	0	75
14:30	1	33	6	3	2	0	0	2	2	0	0	0	0	0	49
14:45	1	36	13	2	10	2	0	3	0	0	0	0	0	0	67
	3	136	48	9	22	4	0	5	3	1	0	0	0	0	231
15:00	0	40	10	0	2	0	0	0	0	0	0	0	1	0	53
15:15	0	38	12	0	5	2	0	0	1	0	0	0	0	0	58
15:30	0	56	15	1	4	2	0	1	1	0	0	0	0	0	80
15:45	0	47	20	2	3	0	0	0	0	0	1	0	0	0	73
	0	181	57	3	14	4	0	1	2	0	1	0	1	0	264
16:00	0	50	11	1	2	1	0	2	0	0	0	0	0	0	67
16:15	1	53	19	1	3	1	0	2	0	0	0	0	0	0	80
16:30	0	51	15	3	10	0	0	2	0	0	0	0	0	0	81
16:45	1	60	19	0	4	2	0	3	0	0	0	0	0	0	89
	2	214	64	5	19	4	0	9	0	0	0	0	0	0	317
17:00	0	58	16	0	3	0	0	1	1	0	0	1	0	0	80
17:15	1	71	24	0	5	2	0	4	0	0	0	0	0	0	107
17:30	0	69	17	0	5	0	0	1	0	0	0	0	0	1	93
17:45	0	57	15	1	5	2	0	2	1	0	0	0	0	0	83
	1	255	72	1	18	4	0	8	2	0	0	1	0	1	363
18:00	2	52	14	0	5	0	0	0	0	0	0	0	0	0	73
18:15	0	42	14	0	3	0	0	2	0	0	0	0	0	0	61
18:30	0	51	16	0	1	0	0	0	0	0	0	0	0	0	68
18:45	2	29	7	1	2	0	0	1	0	0	0	0	0	0	42
	4	174	51	1	11	0	0	3	0	0	0	0	0	0	244
19:00	0	24	11	1	1	0	0	0	0	0	0	0	0	0	37
19:15	0	24	6	0	3	0	0	1	0	0	0	0	0	0	34
19:30	0	25	9	0	2	0	0	1	0	0	0	0	0	0	37
19:45	1	16	6	0	0	0	0	1	0	0	0	0	0	0	24
	1	89	32	1	6	0	0	3	0	0	0	0	0	0	132
20:00	0	19	7	0	1	0	0	0	0	0	0	0	0	0	27
20:15	0	15	4	0	0	0	0	1	0	0	0	0	0	0	20
20:30	0	17	3	0	2	0	0	0	0	0	0	0	0	0	22
20:45	0	20	4	1	1	0	0	0	0	0	0	0	0	0	26
	0	71	18	1	4	0	0	1	0	0	0	0	0	0	95
21:00	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
21:15	0	19	5	0	0	0	0	0	0	0	0	0	0	0	24
21:30	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
21:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
	0	69	13	0	0	0	0	0	0	0	0	0	0	0	82
22:00	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
22:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
22:30	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
22:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
	0	42	9	0	1	0	0	0	0	0	0	0	0	0	52
23:00	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
23:15	0	7	1	1	0	0	0	0	0	0	0	0	0	0	9
23:30	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
23:45	2	4	1	0	1	0	0	0	0	0	0	0	0	0	8
	2	25	4	1	3	0	0	0	0	0	0	0	0	0	35
Total	17	1471	441	25	117	45	0	37	19	2	1	2	1	1	2179
Percent	0.8%	67.5%	20.2%	1.1%	5.4%	2.1%	0.0%	1.7%	0.9%	0.1%	0.0%	0.1%	0.0%	0.0%	

SR 56
1.62 Miles East of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N19
Station ID:

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/03/19	0	1	1	0	1	0	0	0	1	0	0	0	0	0	4
00:15	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	8	3	0	3	0	0	0	1	0	0	0	0	0	15
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
01:30	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	10	4	1	1	0	0	0	0	0	0	0	0	0	16
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	3	2	1	1	0	0	1	0	0	0	0	0	0	8
02:45	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
	0	6	4	1	1	1	0	1	0	0	0	0	0	0	14
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	5	1	2	1	1	0	0	0	0	0	0	0	0	10
03:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
03:45	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
	0	8	2	2	1	1	0	0	2	0	0	0	0	0	16
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	7	1	0	2	1	0	0	0	0	0	0	0	0	11
	0	20	4	0	2	1	0	0	0	0	0	0	0	0	27
05:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
05:15	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15
05:30	0	16	8	0	3	1	0	0	0	0	0	0	0	0	28
05:45	0	19	5	0	2	3	0	0	1	0	0	0	0	0	30
	0	47	21	0	6	4	0	0	1	0	0	0	0	0	79
06:00	0	26	6	0	3	0	0	0	0	0	0	0	0	0	35
06:15	1	39	7	0	3	2	0	2	2	0	0	0	0	0	56
06:30	1	62	16	0	6	0	0	0	0	0	0	0	0	0	85
06:45	1	69	14	0	2	2	1	2	0	0	0	0	1	0	92
	3	196	43	0	14	4	1	4	2	0	0	0	1	0	268
07:00	1	80	13	0	3	0	0	1	1	0	0	0	0	0	99
07:15	0	95	15	1	3	2	0	3	0	0	0	0	0	0	119
07:30	0	96	16	0	2	2	0	1	0	0	0	0	0	0	117
07:45	0	80	13	0	7	0	0	0	2	0	0	0	0	0	102
	1	351	57	1	15	4	0	5	3	0	0	0	0	0	437
08:00	0	62	8	0	4	1	0	1	1	0	0	0	0	0	77
08:15	0	47	12	0	2	1	0	2	1	0	1	0	0	0	66
08:30	0	46	4	0	5	4	0	1	3	0	0	0	0	0	63
08:45	0	31	14	0	7	2	0	1	0	0	0	0	0	0	55
	0	186	38	0	18	8	0	5	5	0	1	0	0	0	261
09:00	1	20	8	0	1	2	0	0	2	0	0	0	0	0	34
09:15	0	20	10	2	3	3	0	1	1	0	0	0	0	0	40
09:30	0	29	11	2	1	0	0	2	0	0	0	0	0	0	45
09:45	1	32	10	1	2	0	0	0	1	0	0	0	0	0	47
	2	101	39	5	7	5	0	3	4	0	0	0	0	0	166
10:00	0	23	12	1	2	1	0	2	0	0	0	0	0	0	41
10:15	2	25	9	0	4	1	0	0	1	0	0	0	0	0	42
10:30	0	27	4	1	3	1	0	0	1	0	0	0	0	0	37
10:45	0	18	10	0	3	1	0	1	2	0	0	0	0	0	35
	2	93	35	2	12	4	0	3	4	0	0	0	0	0	155
11:00	0	27	9	0	2	0	0	1	0	0	0	0	0	0	39
11:15	1	20	8	1	7	2	0	1	1	0	0	0	0	0	41
11:30	1	14	9	0	5	0	0	1	1	0	0	0	0	0	31
11:45	0	39	6	2	7	2	0	0	1	0	0	0	0	0	57
	2	100	32	3	21	4	0	3	3	0	0	0	0	0	168
Total	10	1126	282	15	101	36	1	24	25	0	1	0	1	0	1622
Percent	0.6%	69.4%	17.4%	0.9%	6.2%	2.2%	0.1%	1.5%	1.5%	0.0%	0.1%	0.0%	0.1%	0.0%	

SR 56
1.62 Miles East of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
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Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	15	11	0	4	1	0	0	0	0	0	0	0	0	31
12:15	0	20	9	1	1	1	0	2	0	0	0	0	0	0	34
12:30	1	29	10	1	4	3	0	1	2	0	0	0	0	0	51
12:45	0	32	7	0	4	2	0	1	0	0	0	0	0	0	46
	1	96	37	2	13	7	0	4	2	0	0	0	0	0	162
13:00	1	28	7	0	7	1	0	1	3	0	0	0	0	0	48
13:15	0	28	7	1	1	1	0	1	0	0	0	0	0	0	39
13:30	0	25	11	0	4	1	0	0	2	0	0	0	0	0	43
13:45	0	21	11	0	2	2	1	1	1	0	0	0	0	1	40
	1	102	36	1	14	5	1	3	6	0	0	0	0	1	170
14:00	0	17	11	0	4	1	0	2	0	0	0	0	0	0	35
14:15	0	32	16	1	4	1	0	3	0	0	0	0	0	0	57
14:30	0	47	6	2	5	0	0	3	2	0	0	0	0	0	65
14:45	1	47	13	1	4	1	0	4	0	0	0	0	0	0	71
	1	143	46	4	17	3	0	12	2	0	0	0	0	0	228
15:00	0	31	8	0	3	2	0	0	0	0	0	0	0	0	44
15:15	3	47	18	1	7	3	1	0	1	0	0	0	0	0	81
15:30	0	55	20	1	4	2	0	4	0	0	0	0	0	0	86
15:45	1	44	11	0	7	0	0	3	0	0	0	0	0	0	66
	4	177	57	2	21	7	1	7	1	0	0	0	0	0	277
16:00	0	65	14	0	6	0	0	2	1	0	0	0	0	0	88
16:15	0	51	25	4	6	0	0	2	1	0	0	0	0	0	89
16:30	1	64	15	2	7	2	0	3	0	0	1	0	0	1	96
16:45	1	53	21	0	5	1	0	1	0	1	1	0	0	0	84
	2	233	75	6	24	3	0	8	2	1	2	0	0	1	357
17:00	2	66	22	0	8	0	0	1	1	0	0	0	0	0	100
17:15	0	73	21	2	3	0	0	1	4	0	0	0	0	0	104
17:30	0	70	20	0	6	0	0	1	0	0	0	0	0	0	97
17:45	0	57	19	0	7	0	0	3	0	0	0	0	0	0	86
	2	266	82	2	24	0	0	6	5	0	0	0	0	0	387
18:00	1	43	8	0	0	0	0	2	0	0	0	0	0	0	54
18:15	0	33	15	0	6	0	0	0	0	0	0	0	0	0	54
18:30	0	44	20	1	3	0	0	3	0	0	0	0	0	0	71
18:45	0	35	15	0	5	0	0	0	0	0	0	0	0	0	55
	1	155	58	1	14	0	0	5	0	0	0	0	0	0	234
19:00	0	26	7	0	5	0	0	0	0	0	0	0	0	0	38
19:15	2	30	9	0	2	0	0	1	0	0	0	0	0	0	44
19:30	0	23	5	0	2	0	0	0	0	0	0	0	0	0	30
19:45	0	13	2	0	2	0	0	0	0	0	0	0	0	0	17
	2	92	23	0	11	0	0	1	0	0	0	0	0	0	129
20:00	0	29	6	1	0	0	0	0	0	0	0	0	0	0	36
20:15	1	16	8	0	1	0	0	0	0	0	0	0	0	0	26
20:30	0	19	5	1	1	0	0	0	0	0	0	0	0	0	26
20:45	0	23	6	0	2	0	0	0	0	0	0	0	0	0	31
	1	87	25	2	4	0	0	0	0	0	0	0	0	0	119
21:00	1	24	3	0	1	0	0	0	0	0	0	0	0	0	29
21:15	2	17	5	0	1	0	0	0	0	0	0	0	0	0	25
21:30	2	17	4	0	2	0	0	0	0	0	0	0	0	0	25
21:45	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
	5	68	14	0	5	0	0	0	0	0	0	0	0	0	92
22:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
22:15	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
22:30	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
22:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
	0	36	12	0	0	0	0	0	0	0	0	0	0	0	48
23:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
23:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
23:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	29	3	0	2	0	0	0	0	0	0	0	0	0	34
Total	20	1484	468	20	149	25	2	46	18	1	2	0	0	2	2237
Percent	0.9%	66.3%	20.9%	0.9%	6.7%	1.1%	0.1%	2.1%	0.8%	0.0%	0.1%	0.0%	0.0%	0.1%	
Grand Total	92	7797	2240	106	670	285	6	176	138	9	5	3	2	7	11536
Percent	0.8%	67.6%	19.4%	0.9%	5.8%	2.5%	0.1%	1.5%	1.2%	0.1%	0.0%	0.0%	0.0%	0.1%	

SR 56
1.62 Miles East of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N19
Station ID:

Start Time	Tue 01-Oct-19 A.M.	P.M.	Wed 02-Oct-19 A.M.	P.M.	Thu 03-Oct-19 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	4	33	5	50	4	31	4	38
12:15	7	37	5	44	6	34	6	38
12:30	1	37	7	50	3	51	4	46
12:45	4	33	3	46	2	46	3	42
01:00	2	37	0	32	5	48	2	39
01:15	1	43	2	63	2	39	2	48
01:30	5	33	3	43	8	43	5	40
01:45	5	34	3	36	1	40	3	37
02:00	1	53	2	40	1	35	1	43
02:15	1	54	1	75	1	57	1	62
02:30	2	60	1	49	8	65	4	58
02:45	0	49	2	67	4	71	2	62
03:00	6	65	6	53	0	44	4	54
03:15	1	66	2	58	10	81	4	68
03:30	2	56	1	80	3	86	2	74
03:45	6	64	3	73	3	66	4	68
04:00	2	75	4	67	5	88	4	77
04:15	13	83	6	80	5	89	8	84
04:30	8	86	7	81	6	96	7	88
04:45	10	**117**	7	**89**	11	84	9	**97**
05:00	7	**85**	8	**80**	6	**100**	7	**88**
05:15	16	**96**	13	**107**	15	**104**	15	**102**
05:30	24	**96**	27	**93**	28	**97**	26	**95**
05:45	21	88	30	83	30	**86**	27	86
06:00	42	56	43	73	35	54	40	61
06:15	51	60	55	61	56	54	54	58
06:30	92	61	85	68	85	71	87	67
06:45	84	53	89	42	92	55	88	50
07:00	**121**	43	**127**	37	**99**	38	**116**	39
07:15	**112**	31	**124**	34	**119**	44	**118**	36
07:30	**119**	24	**150**	37	**117**	30	**129**	30
07:45	**94**	23	**122**	24	**102**	17	**106**	21
08:00	71	31	91	27	77	36	80	31
08:15	60	31	77	20	66	26	68	26
08:30	45	32	70	22	63	26	59	27
08:45	52	28	65	26	55	31	57	28
09:00	52	25	40	25	34	29	42	26
09:15	40	22	52	24	40	25	44	24
09:30	54	20	48	19	45	25	49	21
09:45	38	20	48	14	47	13	44	16
10:00	45	15	37	15	41	7	41	12
10:15	50	12	51	12	42	12	48	12
10:30	33	15	34	15	37	18	35	16
10:45	45	12	36	10	35	11	39	11
11:00	45	10	48	9	39	13	44	11
11:15	42	10	34	9	41	11	39	10
11:30	30	8	42	9	31	8	34	8
11:45	39	5	50	8	57	2	49	5
Total	1605	2127	1766	2179	1622	2237	1664	2180
Combined Total	3732		3945		3859		3844	
Peak	07:00	04:45	07:00	04:45	07:00	05:00	07:00	04:45
Vol.	446	394	523	369	437	387	469	382
P.H.F.	0.921	0.842	0.872	0.862	0.918	0.930	0.909	0.936
ADT	ADT 3,845		AADT 3,845					

SR 56
1.62 Miles East of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N17
Station ID: 2A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/01/19	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	1	0	1	0	0	0	1	0	1	0	0	0	0	4
04:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	3	3	0	0	0	0	0	0	1	0	0	0	0	7
04:45	0	8	0	0	2	0	0	0	2	0	0	0	0	0	12
	0	14	6	1	2	0	0	1	2	2	0	0	0	0	28
05:00	1	10	3	0	0	1	0	0	0	0	0	0	0	0	15
05:15	1	13	10	0	2	1	0	0	0	0	0	0	0	0	27
05:30	0	25	5	1	2	0	1	0	1	0	0	0	0	0	35
05:45	1	27	8	2	6	1	0	0	1	0	0	0	0	0	46
	3	75	26	3	10	3	1	0	2	0	0	0	0	0	123
06:00	1	18	10	0	4	0	2	0	1	0	0	0	0	0	36
06:15	0	27	9	2	1	0	1	0	0	1	0	0	0	0	41
06:30	0	32	9	0	3	1	2	0	0	0	0	0	0	0	47
06:45	0	26	8	0	3	1	1	0	1	1	0	0	0	0	41
	1	103	36	2	11	2	6	0	2	2	0	0	0	0	165
07:00	1	30	7	0	3	0	0	0	0	0	0	0	0	0	41
07:15	1	33	10	1	1	0	2	2	1	0	0	0	0	0	51
07:30	2	37	10	0	2	1	2	2	0	0	0	0	0	0	56
07:45	0	42	12	2	0	3	0	2	1	0	0	0	0	0	62
	4	142	39	3	6	4	4	6	2	0	0	0	0	0	210
08:00	1	43	13	1	3	0	2	4	3	1	0	0	0	0	71
08:15	0	35	14	0	4	0	4	1	1	0	0	0	0	0	59
08:30	0	36	7	1	2	1	1	1	0	0	0	0	0	0	49
08:45	1	35	12	0	4	2	2	0	0	0	0	0	0	0	56
	2	149	46	2	13	3	9	6	4	1	0	0	0	0	235
09:00	1	27	10	0	3	2	0	2	1	1	0	0	0	0	47
09:15	1	26	6	0	4	1	2	1	4	0	0	0	0	0	45
09:30	1	29	10	2	4	1	3	0	0	0	0	0	0	0	50
09:45	1	25	12	0	3	4	1	1	1	0	0	0	0	0	48
	4	107	38	2	14	8	6	4	6	1	0	0	0	0	190
10:00	3	30	6	0	3	1	2	0	0	0	0	0	0	0	45
10:15	0	25	14	0	0	0	1	0	1	0	0	0	0	0	41
10:30	1	29	4	0	3	3	0	0	1	0	0	0	0	0	41
10:45	1	35	13	0	2	3	1	0	1	0	0	0	0	0	56
	5	119	37	0	8	7	4	0	3	0	0	0	0	0	183
11:00	0	20	6	2	2	2	3	0	0	0	0	0	0	0	35
11:15	2	28	6	1	2	0	2	2	0	0	0	0	0	0	43
11:30	0	24	10	0	3	1	0	2	0	1	0	0	0	0	41
11:45	0	21	4	1	2	0	1	0	1	0	0	0	0	0	30
	2	93	26	4	9	3	6	4	1	1	0	0	0	0	149
Total	21	822	260	17	73	30	36	21	22	7	0	0	0	0	1309
Percent	1.6%	62.8%	19.9%	1.3%	5.6%	2.3%	2.8%	1.6%	1.7%	0.5%	0.0%	0.0%	0.0%	0.0%	

SR 56
1.62 Miles East of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N17
Station ID: 2A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	20	5	0	2	0	1	0	0	2	0	0	0	0	30
12:15	1	25	11	0	1	3	4	0	0	1	0	0	0	0	46
12:30	0	15	8	0	3	1	3	0	0	0	0	0	0	0	30
12:45	0	23	5	1	3	1	1	0	3	0	0	0	0	0	37
	1	83	29	1	9	5	9	0	3	3	0	0	0	0	143
13:00	0	27	14	1	1	0	0	0	0	0	0	0	0	0	43
13:15	0	22	11	3	1	1	2	1	0	0	0	0	0	0	41
13:30	1	35	6	1	4	0	1	0	1	0	0	0	0	0	49
13:45	0	24	7	2	2	1	0	0	1	0	0	0	0	0	37
	1	108	38	7	8	2	3	1	2	0	0	0	0	0	170
14:00	0	34	14	0	2	2	1	0	0	0	0	0	0	0	53
14:15	1	38	6	0	2	2	4	1	1	0	0	0	0	0	55
14:30	0	24	12	0	1	0	0	0	2	1	0	0	0	0	40
14:45	0	23	8	0	2	0	0	0	0	0	0	0	0	0	33
	1	119	40	0	7	4	5	1	3	1	0	0	0	0	181
15:00	0	39	6	1	1	2	0	0	1	0	0	0	0	0	50
15:15	1	32	7	1	3	2	2	1	0	0	0	0	0	0	49
15:30	0	34	8	0	2	1	0	1	0	0	0	0	0	0	46
15:45	0	40	9	0	2	0	0	1	0	0	0	0	0	0	52
	1	145	30	2	8	5	2	3	1	0	0	0	0	0	197
16:00	0	41	8	0	6	0	0	0	0	0	0	0	0	0	55
16:15	0	47	7	0	4	0	0	2	2	0	0	0	0	0	62
16:30	0	47	16	1	2	0	0	0	0	0	0	0	0	0	66
16:45	0	36	8	0	4	0	0	0	1	0	0	0	0	0	49
	0	171	39	1	16	0	0	2	3	0	0	0	0	0	232
17:00	0	58	12	1	3	0	0	1	0	0	0	0	0	0	75
17:15	1	75	13	0	5	0	0	0	0	0	0	0	0	0	94
17:30	0	55	14	0	0	0	0	0	0	0	0	0	0	0	69
17:45	0	60	10	0	1	1	0	0	0	0	0	0	0	0	72
	1	248	49	1	9	1	0	1	0	0	0	0	0	0	310
18:00	3	60	13	0	4	1	0	0	0	0	0	0	0	0	81
18:15	0	48	9	0	2	0	0	0	0	0	0	0	0	0	59
18:30	0	35	12	0	3	0	0	0	0	0	0	0	0	0	50
18:45	0	37	4	0	1	0	0	0	0	0	0	0	0	0	42
	3	180	38	0	10	1	0	0	0	0	0	0	0	0	232
19:00	0	15	10	0	1	0	0	0	0	0	0	0	0	0	26
19:15	0	23	5	0	1	0	0	0	0	0	0	0	0	0	29
19:30	0	21	3	0	3	0	0	0	0	0	0	0	0	1	28
19:45	0	18	4	2	3	1	0	0	0	0	0	0	0	0	28
	0	77	22	2	8	1	0	0	0	0	0	0	0	1	111
20:00	0	20	4	0	1	0	0	0	0	0	0	0	0	0	25
20:15	0	23	6	0	0	0	0	0	0	0	0	0	0	0	29
20:30	0	8	2	0	1	0	0	1	0	0	0	0	0	0	12
20:45	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
	0	63	17	0	2	0	0	1	0	0	0	0	0	0	83
21:00	1	22	6	0	0	0	0	0	0	0	0	0	0	0	29
21:15	0	12	6	0	0	0	0	0	0	0	0	0	0	0	18
21:30	0	7	1	0	2	0	0	0	0	0	0	0	0	0	10
21:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
	1	48	15	0	2	0	0	0	0	0	0	0	0	0	66
22:00	2	6	2	1	1	0	0	0	0	0	0	0	0	0	12
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	21	3	1	1	0	0	0	0	0	0	0	0	0	28
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	8	0	1	0	0	0	0	0	0	0	0	0	0	9
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:45	1	2	2	0	1	0	0	0	0	0	0	0	0	0	6
	1	16	3	1	1	0	0	0	0	0	0	0	0	0	22
Total	12	1279	323	16	81	19	19	9	12	4	0	0	0	1	1775
Percent	0.7%	72.1%	18.2%	0.9%	4.6%	1.1%	1.1%	0.5%	0.7%	0.2%	0.0%	0.0%	0.0%	0.1%	

SR 56
1.62 Miles East of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N17
Station ID: 2A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/02/19	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	9	1	0	0	0	0	0	0	0	0	0	0	0	11
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	2	0	0	0	0	0	0	2	0	0	0	0	0	4
04:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	8	1	0	0	1	0	0	2	0	0	0	0	0	12
04:45	0	6	1	0	0	2	0	1	1	0	0	0	0	0	11
	0	18	4	0	0	3	0	1	5	0	0	0	0	0	31
05:00	1	7	2	0	0	0	1	0	0	0	0	0	0	0	11
05:15	0	13	7	0	1	2	0	0	0	0	0	0	0	0	23
05:30	0	19	7	0	1	0	0	0	0	0	0	0	0	0	27
05:45	0	19	7	4	5	0	2	0	0	0	0	0	0	0	37
	1	58	23	4	7	2	3	0	0	0	0	0	0	0	98
06:00	0	29	6	1	2	0	0	1	2	0	0	0	0	0	41
06:15	0	37	6	2	1	4	4	2	1	0	0	0	0	0	57
06:30	0	31	7	3	1	2	3	1	1	0	0	0	0	0	49
06:45	0	34	11	0	4	1	4	1	0	0	0	0	0	0	55
	0	131	30	6	8	7	11	5	4	0	0	0	0	0	202
07:00	0	24	11	0	2	2	4	2	1	0	0	0	0	0	46
07:15	1	29	11	0	3	0	1	2	1	1	0	0	0	0	49
07:30	0	31	11	1	2	0	1	2	0	0	0	0	0	0	48
07:45	0	31	7	0	3	2	4	1	3	0	0	0	0	0	51
	1	115	40	1	10	4	10	7	5	1	0	0	0	0	194
08:00	0	33	13	3	5	0	2	2	1	0	0	0	0	0	59
08:15	1	32	22	1	5	1	2	1	1	0	0	0	0	0	66
08:30	0	47	12	1	1	2	1	1	0	1	0	0	0	0	66
08:45	0	30	10	0	1	2	2	2	1	0	0	0	0	1	49
	1	142	57	5	12	5	7	6	3	1	0	0	0	1	240
09:00	0	32	10	1	3	3	4	5	1	0	0	0	0	0	59
09:15	1	32	6	0	4	2	3	0	3	0	0	0	0	0	51
09:30	0	24	10	0	3	0	4	0	1	1	0	0	0	0	43
09:45	0	25	6	1	2	1	2	1	1	0	0	0	0	0	39
	1	113	32	2	12	6	13	6	6	1	0	0	0	0	192
10:00	1	28	9	0	1	1	3	0	1	0	0	0	0	0	44
10:15	0	30	2	1	2	0	2	1	1	0	0	0	0	0	39
10:30	0	20	4	0	2	0	3	1	2	0	0	0	0	0	32
10:45	0	15	4	0	1	1	1	1	0	0	0	0	0	0	23
	1	93	19	1	6	2	9	3	4	0	0	0	0	0	138
11:00	2	20	9	0	3	3	2	2	0	0	0	0	0	0	41
11:15	1	29	7	1	1	1	4	0	0	2	0	0	0	0	46
11:30	0	24	9	2	3	0	4	0	0	0	0	0	0	0	42
11:45	0	20	9	0	4	1	3	0	1	0	0	0	0	0	38
	3	93	34	3	11	5	13	2	1	2	0	0	0	0	167
Total	9	788	246	22	67	34	66	30	28	5	0	0	0	1	1296
Percent	0.7%	60.8%	19.0%	1.7%	5.2%	2.6%	5.1%	2.3%	2.2%	0.4%	0.0%	0.0%	0.0%	0.1%	

SR 56
1.62 Miles East of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N17
Station ID: 2A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	15	6	1	2	0	1	0	1	0	0	0	0	0	26
12:15	0	23	4	0	2	2	3	0	0	1	0	0	0	0	35
12:30	0	20	13	0	0	2	1	1	1	0	0	0	0	0	38
12:45	0	23	5	1	1	1	3	2	1	0	0	0	0	0	37
	0	81	28	2	5	5	8	3	3	1	0	0	0	0	136
13:00	1	36	11	0	3	1	1	2	3	0	0	0	0	0	58
13:15	0	29	5	4	2	1	2	0	1	0	0	0	0	0	44
13:30	0	22	4	0	3	3	3	0	2	1	0	0	0	0	38
13:45	0	35	6	2	0	0	1	0	1	0	0	0	0	0	45
	1	122	26	6	8	5	7	2	7	1	0	0	0	0	185
14:00	0	28	5	0	1	3	4	1	0	0	0	0	0	0	42
14:15	0	30	6	0	3	2	1	0	1	0	0	0	0	0	43
14:30	0	27	7	0	5	0	0	0	0	0	0	0	1	0	40
14:45	0	26	9	0	1	2	2	0	1	0	0	0	0	0	41
	0	111	27	0	10	7	7	1	2	0	0	0	1	0	166
15:00	1	34	7	0	2	0	0	0	1	1	0	0	0	0	46
15:15	0	44	9	0	6	2	1	1	2	0	0	0	0	0	65
15:30	0	42	9	0	3	0	3	1	0	0	0	0	0	0	58
15:45	0	52	15	0	3	0	1	0	0	0	0	0	0	0	71
	1	172	40	0	14	2	5	2	3	1	0	0	0	0	240
16:00	3	39	10	0	0	1	2	1	1	0	0	0	0	0	57
16:15	0	39	13	1	2	0	0	1	1	0	0	0	0	0	57
16:30	1	55	11	0	3	1	0	1	0	0	0	0	0	0	72
16:45	0	57	12	0	2	0	0	1	0	0	0	0	0	0	72
	4	190	46	1	7	2	2	4	2	0	0	0	0	0	258
17:00	4	70	14	0	2	1	0	0	0	0	0	0	0	0	91
17:15	0	62	12	0	4	1	0	1	1	0	0	0	0	0	81
17:30	0	75	9	1	2	0	0	0	0	0	0	0	0	0	87
17:45	1	52	11	0	0	0	0	0	0	0	0	0	0	0	64
	5	259	46	1	8	2	0	1	1	0	0	0	0	0	323
18:00	1	46	14	0	2	0	0	0	0	0	0	0	0	0	63
18:15	0	44	10	0	1	0	0	1	0	0	0	0	0	0	56
18:30	0	32	6	0	3	0	0	0	0	0	0	0	0	0	41
18:45	0	28	5	0	0	0	0	0	1	0	0	0	0	0	34
	1	150	35	0	6	0	0	1	1	0	0	0	0	0	194
19:00	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34
19:15	0	33	7	0	3	0	0	0	0	0	0	0	0	0	43
19:30	1	23	13	0	3	0	0	0	0	0	0	0	0	0	40
19:45	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
	1	105	27	0	6	0	0	0	0	0	0	0	0	0	139
20:00	0	17	2	0	2	0	0	0	0	0	0	0	0	0	21
20:15	0	18	2	2	0	1	0	0	0	0	0	0	0	0	23
20:30	0	15	7	0	2	0	0	0	0	0	0	0	0	0	24
20:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
	0	64	14	2	4	1	0	0	0	0	0	0	0	0	85
21:00	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
21:15	0	21	6	0	2	0	0	0	0	0	0	0	0	0	29
21:30	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
21:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
	0	57	12	0	2	0	0	0	0	0	0	0	0	0	71
22:00	0	9	2	1	0	0	0	0	0	0	0	0	0	0	12
22:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	20	3	1	1	0	0	0	0	0	0	0	0	0	25
23:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
23:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	3	2	1	0	0	0	0	0	0	0	0	0	0	6
23:45	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
	0	14	6	1	3	0	0	0	0	0	0	0	0	0	24
Total	13	1345	310	14	74	24	29	14	19	3	0	0	1	0	1846
Percent	0.7%	72.9%	16.8%	0.8%	4.0%	1.3%	1.6%	0.8%	1.0%	0.2%	0.0%	0.0%	0.1%	0.0%	

SR 56
1.62 Miles East of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N17
Station ID: 2A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/03/19	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	1	0	0	1	0	0	0	0	0	0	0	0	4
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	2	1	0	0	0	0	0	0	0	0	0	0	5
	0	7	4	1	0	1	0	0	0	0	0	0	0	0	13
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:45	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
	0	6	4	0	1	0	0	1	0	0	0	0	0	0	12
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
04:30	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
04:45	0	6	0	0	0	1	0	1	1	0	0	0	0	0	9
	0	16	4	0	0	1	0	1	2	0	0	0	0	0	24
05:00	1	7	4	0	0	0	0	0	0	0	0	0	0	0	12
05:15	0	14	4	0	3	0	0	1	0	0	0	0	0	0	22
05:30	0	17	6	0	2	0	1	0	0	2	0	0	0	0	28
05:45	0	20	4	1	3	0	0	2	1	0	0	0	0	0	31
	1	58	18	1	8	0	1	3	1	2	0	0	0	0	93
06:00	1	21	6	0	4	1	0	0	1	0	0	0	0	0	34
06:15	0	34	15	2	1	0	0	1	3	0	0	0	0	0	56
06:30	1	38	6	1	4	1	0	1	0	1	0	0	0	0	53
06:45	1	31	13	1	7	1	0	4	0	1	0	0	0	0	59
	3	124	40	4	16	3	0	6	4	2	0	0	0	0	202
07:00	0	30	14	0	0	1	0	2	2	0	0	0	0	0	49
07:15	0	38	9	0	1	0	0	1	1	0	0	0	0	0	50
07:30	0	40	11	1	3	1	1	1	0	1	0	0	0	0	59
07:45	0	52	11	0	2	1	0	1	0	0	0	0	0	0	67
	0	160	45	1	6	3	1	5	3	1	0	0	0	0	225
08:00	0	42	13	1	4	4	0	1	2	0	0	0	0	0	67
08:15	0	32	10	0	3	0	3	3	2	0	0	0	0	0	53
08:30	0	39	16	0	5	1	0	2	1	0	0	0	0	0	64
08:45	1	31	9	1	3	1	0	0	2	0	0	0	0	0	48
	1	144	48	2	15	6	3	6	7	0	0	0	0	0	232
09:00	0	27	9	0	2	0	0	0	0	0	0	0	0	0	38
09:15	0	24	7	1	4	0	0	2	0	0	0	0	0	0	38
09:30	0	33	9	0	1	0	0	1	1	0	0	0	0	0	45
09:45	0	26	6	0	0	1	1	1	1	0	0	0	0	0	36
	0	110	31	1	7	1	1	4	2	0	0	0	0	0	157
10:00	0	30	9	1	0	1	1	0	1	0	0	0	0	0	43
10:15	0	30	3	0	0	1	2	0	0	0	0	0	0	0	36
10:30	1	23	4	1	2	0	1	1	1	0	0	0	0	0	34
10:45	1	26	5	1	2	1	0	1	0	0	0	0	0	0	37
	2	109	21	3	4	3	4	2	2	0	0	0	0	0	150
11:00	0	26	6	0	4	1	1	0	1	0	0	0	0	0	39
11:15	1	27	5	0	1	5	0	0	0	0	0	0	0	0	39
11:30	0	30	10	0	3	1	0	1	0	0	0	0	0	0	45
11:45	1	16	4	0	1	0	1	1	2	0	0	0	0	0	26
	2	99	25	0	9	7	2	2	3	0	0	0	0	0	149
Total	9	846	244	14	66	25	12	30	24	5	0	0	0	0	1275
Percent	0.7%	66.4%	19.1%	1.1%	5.2%	2.0%	0.9%	2.4%	1.9%	0.4%	0.0%	0.0%	0.0%	0.0%	

SR 56
1.62 Miles East of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N17
Station ID: 2A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	29	8	1	1	1	0	2	0	0	0	0	0	0	43
12:15	0	35	6	0	1	2	0	0	1	0	0	0	0	0	45
12:30	0	23	3	0	0	0	0	0	1	0	0	0	0	0	27
12:45	0	23	8	3	1	1	0	1	0	0	0	0	0	0	37
	1	110	25	4	3	4	0	3	2	0	0	0	0	0	152
13:00	0	30	9	0	3	0	0	1	0	0	0	0	0	0	43
13:15	0	36	8	2	2	1	1	0	1	0	0	0	0	0	51
13:30	0	25	11	1	3	1	0	1	1	0	0	0	0	0	43
13:45	0	31	9	1	1	1	0	1	2	0	0	0	0	0	46
	0	122	37	4	9	3	1	3	4	0	0	0	0	0	183
14:00	3	26	8	0	2	2	1	1	0	0	0	0	0	0	43
14:15	2	25	4	0	4	1	0	1	1	0	0	0	0	0	38
14:30	2	36	13	0	2	0	0	1	0	0	0	0	0	0	54
14:45	0	36	6	0	3	1	0	0	0	0	0	0	0	0	46
	7	123	31	0	11	4	1	3	1	0	0	0	0	0	181
15:00	0	34	7	1	0	0	0	0	3	1	0	0	0	0	46
15:15	0	41	9	0	1	0	1	1	0	1	0	0	0	0	54
15:30	0	39	10	0	0	1	0	0	0	0	0	0	0	0	50
15:45	0	44	13	1	1	0	0	0	0	0	0	0	0	0	59
	0	158	39	2	2	1	1	1	3	2	0	0	0	0	209
16:00	0	36	9	0	2	0	0	1	0	0	0	0	0	0	48
16:15	0	59	12	1	4	0	0	0	0	0	0	0	0	0	76
16:30	0	53	12	0	4	0	0	0	2	0	0	0	0	0	71
16:45	0	48	7	0	4	1	0	0	0	0	0	0	0	0	60
	0	196	40	1	14	1	0	1	2	0	0	0	0	0	255
17:00	0	64	15	0	4	0	0	0	0	0	0	0	0	0	83
17:15	0	65	11	0	5	0	0	1	0	0	0	0	0	0	82
17:30	1	57	11	0	2	2	0	1	1	0	0	0	0	0	75
17:45	0	58	12	0	3	0	0	1	0	0	0	0	0	0	74
	1	244	49	0	14	2	0	3	1	0	0	0	0	0	314
18:00	1	58	9	0	1	0	0	0	0	0	0	0	0	0	69
18:15	0	46	7	0	4	0	0	0	0	0	0	0	0	0	57
18:30	0	32	5	0	2	0	0	0	0	0	0	0	0	0	39
18:45	0	19	9	0	1	1	0	0	0	0	0	0	0	0	30
	1	155	30	0	8	1	0	0	0	0	0	0	0	0	195
19:00	0	26	6	0	1	1	0	0	0	0	0	0	0	0	34
19:15	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
19:30	0	24	5	2	2	1	0	1	0	0	0	0	0	1	36
19:45	0	19	6	0	1	0	0	0	0	0	0	0	0	0	26
	0	92	20	2	4	2	0	1	0	0	0	0	0	1	122
20:00	2	16	3	0	1	0	0	0	0	0	0	0	0	0	22
20:15	0	20	7	0	0	0	0	0	0	0	0	0	0	0	27
20:30	1	15	3	0	1	0	0	0	0	0	0	0	0	0	20
20:45	0	16	4	0	0	0	0	0	0	0	0	0	0	0	20
	3	67	17	0	2	0	0	0	0	0	0	0	0	0	89
21:00	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
21:15	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
21:30	0	13	3	0	2	0	0	0	0	0	0	0	0	0	18
21:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
	0	48	10	0	4	0	0	0	0	0	0	0	0	0	62
22:00	0	6	2	1	2	0	0	0	0	0	0	0	0	0	11
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	23	5	1	2	0	0	0	0	0	0	0	0	0	31
23:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	22	5	0	0	0	0	0	0	0	0	0	0	0	27
Total	13	1360	308	14	73	18	3	15	13	2	0	0	0	1	1820
Percent	0.7%	74.7%	16.9%	0.8%	4.0%	1.0%	0.2%	0.8%	0.7%	0.1%	0.0%	0.0%	0.0%	0.1%	
Grand Total	77	6440	1691	97	434	150	165	119	118	26	0	0	1	3	9321
Percent	0.8%	69.1%	18.1%	1.0%	4.7%	1.6%	1.8%	1.3%	1.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

SR 56
1.62 Miles East of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N17
Station ID: 2A

Start Time	Tue 01-Oct-19 A.M.	P.M.	Wed 02-Oct-19 A.M.	P.M.	Thu 03-Oct-19 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	3	30	2	26	2	43	2	33
12:15	0	46	3	35	3	45	2	42
12:30	1	30	3	38	5	27	3	32
12:45	2	37	3	37	3	37	3	37
01:00	1	43	2	58	0	43	1	48
01:15	1	41	2	44	2	51	2	45
01:30	1	49	1	38	3	43	2	43
01:45	0	37	2	45	0	46	1	43
02:00	3	53	2	42	4	43	3	46
02:15	0	55	2	43	2	38	1	45
02:30	2	40	1	40	2	54	2	45
02:45	2	33	1	41	5	46	3	40
03:00	1	50	5	46	2	46	3	47
03:15	2	49	2	65	4	54	3	56
03:30	5	46	1	58	3	50	3	51
03:45	2	52	2	71	3	59	2	61
04:00	4	55	4	57	1	48	3	53
04:15	5	62	4	57	7	76	5	65
04:30	7	66	12	72	7	71	9	70
04:45	12	49	11	**72**	9	60	11	60
05:00	15	75	11	**91**	12	**83**	13	**83**
05:15	27	**94**	23	**81**	22	**82**	24	**86**
05:30	35	**69**	27	**87**	28	**75**	30	**77**
05:45	46	**72**	37	64	31	**74**	38	**70**
06:00	36	**81**	41	63	34	69	37	71
06:15	41	59	57	56	56	57	51	57
06:30	47	50	49	41	53	39	50	43
06:45	41	42	55	34	59	30	52	35
07:00	41	26	46	34	49	34	45	31
07:15	51	29	49	43	50	26	50	33
07:30	**56**	28	48	40	59	36	54	35
07:45	**62**	28	**51**	22	**67**	26	**60**	25
08:00	**71**	25	**59**	21	**67**	22	**66**	23
08:15	**59**	29	**66**	23	**53**	27	**59**	26
08:30	49	12	**66**	24	**64**	20	**60**	19
08:45	56	17	49	17	48	20	51	18
09:00	47	29	59	18	38	19	48	22
09:15	45	18	51	29	38	13	45	20
09:30	50	10	43	15	45	18	46	14
09:45	48	9	39	9	36	12	41	10
10:00	45	12	44	12	43	11	44	12
10:15	41	3	39	6	36	9	39	6
10:30	41	5	32	3	34	6	36	5
10:45	56	8	23	4	37	5	39	6
11:00	35	6	41	9	39	8	38	8
11:15	43	9	46	6	39	8	43	8
11:30	41	1	42	6	45	9	43	5
11:45	30	6	38	3	26	2	31	4
Total	1309	1775	1296	1846	1275	1820	1297	1814
Combined Total	3084		3142		3095		3111	
Peak	07:30	05:15	07:45	04:45	07:45	05:00	07:45	05:00
Vol.	248	316	242	331	251	314	245	316
P.H.F.	0.873	0.840	0.917	0.909	0.937	0.946	0.928	0.919
ADT	ADT 3,107		AADT 3,107					

SR 56
0.73 Miles West of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N12
Station ID: 1B

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/01/19	0	9	6	0	1	0	0	0	0	0	0	0	0	0	16
00:15	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
00:30	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
00:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
	0	19	12	0	4	0	0	0	0	0	0	0	0	0	35
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
01:45	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
	0	10	7	0	2	0	0	0	0	0	0	0	0	0	19
02:00	0	3	6	0	2	0	0	0	0	0	0	0	0	0	11
02:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
02:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	8	11	0	3	0	0	0	0	0	0	0	0	0	22
03:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
03:45	0	0	3	0	1	1	0	0	0	0	0	0	0	0	5
	0	6	6	0	2	1	0	0	0	0	0	0	0	0	15
04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	2	6	0	2	1	0	0	0	0	0	0	0	0	11
04:30	0	7	8	0	2	0	0	0	1	0	0	0	0	0	18
04:45	0	3	9	1	1	0	0	0	0	0	0	0	0	0	14
	0	13	26	1	5	1	0	0	1	0	0	0	0	0	47
05:00	1	6	5	1	2	2	0	0	0	0	0	0	0	0	17
05:15	0	4	4	0	4	0	0	0	0	0	0	0	0	0	12
05:30	0	9	14	0	4	2	0	1	0	0	0	0	0	0	30
05:45	0	10	21	0	7	0	0	0	0	0	0	0	0	0	38
	1	29	44	1	17	4	0	1	0	0	0	0	0	0	97
06:00	3	17	21	0	10	1	0	1	0	0	0	0	0	0	53
06:15	1	29	37	2	11	2	0	0	1	0	0	0	0	0	83
06:30	0	39	46	1	12	0	0	3	1	0	0	1	0	0	103
06:45	0	28	35	0	10	2	0	4	1	0	0	0	0	0	80
	4	113	139	3	43	5	0	8	3	0	0	1	0	0	319
07:00	0	51	57	2	18	5	1	2	1	0	0	0	0	1	138
07:15	1	58	70	3	17	1	0	1	0	1	0	0	0	1	153
07:30	0	40	58	2	14	2	0	0	0	0	0	1	0	0	117
07:45	1	45	60	2	16	2	0	2	1	0	0	0	0	0	129
	2	194	245	9	65	10	1	5	2	1	0	1	0	2	537
08:00	1	33	48	1	14	4	1	0	0	0	0	0	0	0	102
08:15	0	29	48	5	16	0	0	2	1	0	0	0	0	0	101
08:30	1	35	30	1	12	0	0	2	2	0	0	0	0	0	83
08:45	0	19	34	1	11	3	0	0	5	0	0	0	0	0	73
	2	116	160	8	53	7	1	4	8	0	0	0	0	0	359
09:00	0	24	39	4	9	2	0	0	3	0	0	0	0	0	81
09:15	1	20	37	1	10	4	0	2	0	0	0	0	0	0	75
09:30	0	22	38	3	11	0	0	2	1	0	0	0	0	0	77
09:45	0	32	34	2	10	2	0	0	1	0	0	0	0	0	81
	1	98	148	10	40	8	0	4	5	0	0	0	0	0	314
10:00	1	24	30	0	11	3	1	5	1	0	0	0	0	0	76
10:15	1	23	31	0	13	5	0	2	0	0	0	0	0	0	75
10:30	1	19	29	1	8	3	0	0	0	0	0	0	0	0	61
10:45	0	22	37	0	13	2	0	2	3	0	0	0	0	0	79
	3	88	127	1	45	13	1	9	4	0	0	0	0	0	291
11:00	1	19	32	0	8	1	0	2	1	0	0	0	0	0	64
11:15	0	29	42	0	9	2	0	4	0	0	0	0	0	0	86
11:30	1	28	37	0	12	2	0	0	0	0	0	0	0	0	80
11:45	0	29	38	1	13	4	0	3	0	0	0	0	0	0	88
	2	105	149	1	42	9	0	9	1	0	0	0	0	0	318
Total	15	799	1074	34	321	58	3	40	24	1	0	2	0	2	2373
Percent	0.6%	33.7%	45.3%	1.4%	13.5%	2.4%	0.1%	1.7%	1.0%	0.0%	0.0%	0.1%	0.0%	0.1%	

SR 56
0.73 Miles West of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N12
Station ID: 1B

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	31	36	0	8	1	0	4	0	1	0	0	0	0	82
12:15	0	22	40	0	4	2	0	3	1	0	0	0	0	0	72
12:30	1	31	43	3	7	0	0	4	0	0	0	0	0	0	89
12:45	0	29	41	2	12	4	0	3	0	0	0	0	0	0	91
	2	113	160	5	31	7	0	14	1	1	0	0	0	0	334
13:00	0	29	32	0	11	1	0	0	1	0	0	0	0	0	74
13:15	0	23	38	1	11	1	0	2	0	0	0	0	0	0	76
13:30	2	33	37	0	15	2	0	1	1	0	0	0	0	1	92
13:45	0	42	33	3	16	0	0	2	0	0	1	0	0	0	97
	2	127	140	4	53	4	0	5	2	0	1	0	0	1	339
14:00	0	31	41	2	19	1	0	2	1	0	0	0	0	0	97
14:15	0	55	33	2	11	1	0	4	0	0	0	0	0	0	106
14:30	1	33	60	2	21	1	0	1	0	0	0	0	0	0	119
14:45	0	36	45	1	7	0	0	3	0	0	0	0	0	2	94
	1	155	179	7	58	3	0	10	1	0	0	0	0	2	416
15:00	1	44	67	1	20	0	1	6	0	0	0	1	0	0	141
15:15	0	46	48	1	13	0	0	3	0	0	0	0	0	0	111
15:30	0	36	50	0	18	0	0	1	0	0	0	0	0	0	105
15:45	0	27	58	2	15	1	0	4	0	0	0	0	0	0	107
	1	153	223	4	66	1	1	14	0	0	0	1	0	0	464
16:00	0	41	61	1	22	1	0	5	1	0	0	0	0	0	132
16:15	1	44	55	5	22	2	0	5	1	0	0	0	0	0	135
16:30	4	41	68	3	22	2	0	4	0	0	0	0	0	0	144
16:45	0	42	63	0	22	0	0	4	0	0	0	0	0	0	131
	5	168	247	9	88	5	0	18	2	0	0	0	0	0	542
17:00	3	52	58	0	18	1	0	5	0	0	0	0	0	1	138
17:15	0	52	71	2	17	1	0	6	0	0	0	0	0	0	149
17:30	1	42	73	0	9	0	0	2	0	0	0	0	0	0	127
17:45	0	51	65	0	18	0	0	5	1	0	0	0	0	2	142
	4	197	267	2	62	2	0	18	1	0	0	0	0	3	556
18:00	1	36	61	0	10	0	0	2	0	0	0	0	0	0	110
18:15	1	40	56	1	17	0	0	4	1	0	0	0	0	0	120
18:30	0	41	70	0	7	0	0	1	1	0	1	0	0	0	121
18:45	0	27	45	0	14	1	0	0	0	0	0	0	0	0	87
	2	144	232	1	48	1	0	7	2	0	1	0	0	0	438
19:00	0	39	49	0	15	0	0	5	0	0	0	0	0	0	108
19:15	4	26	39	0	8	2	0	3	0	0	0	0	0	0	82
19:30	1	34	32	0	2	0	0	2	0	0	0	0	0	0	71
19:45	1	20	40	2	9	0	0	7	0	0	0	0	0	0	79
	6	119	160	2	34	2	0	17	0	0	0	0	0	0	340
20:00	1	23	32	0	11	0	0	3	1	0	0	0	0	0	71
20:15	0	30	40	0	7	0	0	3	0	0	0	0	0	0	80
20:30	0	26	27	0	5	0	0	0	0	0	0	0	0	0	58
20:45	0	13	28	1	9	0	2	3	0	0	0	0	0	0	56
	1	92	127	1	32	0	2	9	1	0	0	0	0	0	265
21:00	0	22	30	2	3	0	1	2	0	0	0	0	0	0	60
21:15	1	25	20	0	11	0	0	0	0	0	0	0	0	0	57
21:30	0	20	15	2	8	0	0	0	0	0	0	0	0	0	45
21:45	1	17	19	0	5	0	0	0	0	0	0	0	0	0	42
	2	84	84	4	27	0	1	2	0	0	0	0	0	0	204
22:00	0	17	13	0	4	0	1	1	0	0	0	0	0	0	36
22:15	1	7	12	0	7	0	0	0	0	0	0	0	0	0	27
22:30	0	16	6	0	5	1	1	0	0	0	0	0	0	0	29
22:45	0	9	15	1	3	0	0	0	0	0	0	0	0	0	28
	1	49	46	1	19	1	2	1	0	0	0	0	0	0	120
23:00	0	8	14	0	1	0	0	0	0	0	0	0	0	0	23
23:15	0	11	6	0	1	0	0	0	0	0	0	0	0	0	18
23:30	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
23:45	0	7	3	0	2	0	0	0	0	0	0	0	0	0	12
	0	37	27	0	5	0	0	0	0	0	0	0	0	0	69
Total	27	1438	1892	40	523	26	6	115	10	1	2	1	0	6	4087
Percent	0.7%	35.2%	46.3%	1.0%	12.8%	0.6%	0.1%	2.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	

SR 56
0.73 Miles West of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N12
Station ID: 1B

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/02/19	0	5	5	0	2	0	0	0	0	0	0	0	0	0	12
00:15	0	4	7	0	1	0	0	0	0	0	0	0	0	0	12
00:30	0	4	5	0	2	0	0	0	0	0	0	0	0	0	11
00:45	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
	0	14	19	0	6	0	0	0	0	0	0	0	0	0	39
01:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
01:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
01:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	7	0	2	0	0	0	0	0	0	0	0	0	16
02:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
02:45	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3
	1	4	5	0	1	0	0	0	0	0	0	0	0	0	11
03:00	0	0	2	2	2	1	0	0	0	0	0	0	0	0	7
03:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
	0	2	10	2	2	1	0	0	0	0	0	0	0	0	17
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	5	0	1	1	0	0	0	0	0	0	0	0	8
04:30	0	3	9	0	1	0	0	0	0	0	0	0	0	0	13
04:45	1	6	3	0	3	2	0	0	1	0	0	0	0	0	16
	1	11	19	0	5	3	0	0	1	0	0	0	0	0	40
05:00	0	5	2	1	1	0	0	0	0	0	0	0	0	0	9
05:15	0	6	12	1	3	1	0	0	0	0	0	0	0	0	23
05:30	2	6	11	0	5	3	0	0	0	0	0	0	0	0	27
05:45	0	11	21	0	2	0	0	0	1	0	0	0	0	0	35
	2	28	46	2	11	4	0	0	1	0	0	0	0	0	94
06:00	0	23	26	1	8	2	0	1	0	0	0	0	0	0	61
06:15	0	31	24	1	16	2	0	1	2	0	0	0	0	0	77
06:30	2	34	46	3	11	1	0	0	0	0	0	0	0	0	97
06:45	1	37	46	1	8	3	0	2	1	0	0	0	0	1	100
	3	125	142	6	43	8	0	4	3	0	0	0	0	1	335
07:00	0	38	70	4	15	3	0	2	1	0	0	0	0	1	134
07:15	0	37	64	2	14	1	0	1	0	0	0	0	0	0	119
07:30	0	36	78	0	21	4	0	6	0	0	0	0	0	0	145
07:45	0	45	83	0	12	3	1	6	1	0	0	0	0	0	151
	0	156	295	6	62	11	1	15	2	0	0	0	0	1	549
08:00	0	26	83	2	15	2	0	3	1	0	0	0	0	0	132
08:15	1	45	57	2	18	1	0	0	1	0	0	0	0	0	125
08:30	0	26	44	2	12	1	0	1	3	0	0	0	0	0	89
08:45	0	23	49	2	25	5	0	1	0	1	0	0	0	1	107
	1	120	233	8	70	9	0	5	5	1	0	0	0	1	453
09:00	0	16	43	1	11	2	0	2	0	0	0	0	0	0	75
09:15	0	16	37	1	15	5	0	1	0	0	0	0	0	0	75
09:30	1	25	41	4	20	2	1	2	0	0	0	0	0	0	96
09:45	0	25	34	0	10	1	0	2	1	0	0	0	0	0	73
	1	82	155	6	56	10	1	7	1	0	0	0	0	0	319
10:00	0	18	30	1	7	3	0	1	1	0	0	0	0	0	61
10:15	0	23	35	0	10	2	0	3	1	0	0	0	0	0	74
10:30	1	15	34	3	7	4	0	2	1	0	0	0	0	0	67
10:45	0	12	25	1	11	4	0	1	0	0	0	0	0	0	54
	1	68	124	5	35	13	0	7	3	0	0	0	0	0	256
11:00	2	19	33	1	11	3	0	5	1	0	0	0	0	0	75
11:15	3	15	39	0	11	1	0	2	2	0	0	0	0	0	73
11:30	0	30	39	1	11	0	0	5	1	0	0	0	0	0	87
11:45	0	20	41	2	20	4	0	2	0	0	0	0	0	0	89
	5	84	152	4	53	8	0	14	4	0	0	0	0	0	324
Total	15	701	1207	39	346	67	2	52	20	1	0	0	0	3	2453
Percent	0.6%	28.6%	49.2%	1.6%	14.1%	2.7%	0.1%	2.1%	0.8%	0.0%	0.0%	0.0%	0.0%	0.1%	

SR 56
0.73 Miles West of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
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Site Code: N12
Station ID: 1B

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	24	37	0	8	3	0	1	1	0	0	0	0	0	74
12:15	1	35	40	0	4	2	0	1	3	0	0	0	0	0	86
12:30	0	23	45	0	13	2	0	3	0	1	0	0	0	0	87
12:45	1	29	43	1	13	3	0	5	0	0	0	0	0	0	95
	2	111	165	1	38	10	0	10	4	1	0	0	0	0	342
13:00	0	26	44	1	12	3	0	0	2	0	0	0	0	0	88
13:15	1	26	45	1	7	2	0	2	2	0	0	0	0	0	86
13:30	0	27	49	1	4	2	0	0	2	0	0	0	0	0	85
13:45	4	24	35	1	12	1	0	2	0	0	0	0	0	0	79
	5	103	173	4	35	8	0	4	6	0	0	0	0	0	338
14:00	0	42	67	4	23	1	0	4	0	0	0	0	0	0	141
14:15	1	33	41	1	11	1	0	1	1	0	0	0	0	0	90
14:30	0	39	54	5	8	1	0	6	2	1	0	1	1	0	118
14:45	1	41	62	1	16	1	0	2	0	0	0	0	0	0	124
	2	155	224	11	58	4	0	13	3	1	0	1	1	0	473
15:00	1	37	49	2	20	0	0	5	0	0	0	0	0	1	115
15:15	0	57	50	2	14	1	0	5	0	0	0	0	0	1	130
15:30	1	46	69	1	18	1	0	6	1	1	0	0	0	0	144
15:45	0	47	52	0	12	0	0	5	1	0	0	0	0	0	117
	2	187	220	5	64	2	0	21	2	1	0	0	0	2	506
16:00	2	47	59	2	11	1	0	4	0	0	0	0	0	0	126
16:15	1	49	71	3	22	0	0	4	0	0	0	1	0	0	151
16:30	2	37	61	3	25	3	0	2	0	0	0	0	0	0	133
16:45	2	43	70	0	14	0	0	4	0	0	0	0	0	0	133
	7	176	261	8	72	4	0	14	0	0	0	1	0	0	543
17:00	1	48	76	1	13	0	0	7	0	0	0	0	0	0	146
17:15	2	55	58	0	13	1	0	3	0	1	0	0	0	0	133
17:30	0	52	61	0	17	0	0	10	0	0	0	0	0	0	140
17:45	1	56	40	0	17	1	0	5	1	0	0	0	0	0	121
	4	211	235	1	60	2	0	25	1	1	0	0	0	0	540
18:00	0	52	62	0	12	1	0	5	0	0	0	0	0	0	132
18:15	1	48	55	0	15	1	0	1	0	1	1	0	0	1	124
18:30	0	33	54	0	9	0	0	1	0	0	0	0	0	0	97
18:45	0	31	45	1	10	1	0	1	0	0	0	0	0	0	89
	1	164	216	1	46	3	0	8	0	1	1	0	0	1	442
19:00	0	45	59	2	10	0	0	1	0	0	0	0	0	0	117
19:15	1	38	40	0	7	0	1	2	0	1	0	0	0	0	90
19:30	0	29	43	0	8	0	0	1	0	0	0	0	0	1	82
19:45	1	31	36	0	7	0	0	2	0	0	0	0	0	0	77
	2	143	178	2	32	0	1	6	0	1	0	0	0	1	366
20:00	0	34	36	0	4	0	0	1	0	0	0	0	0	0	75
20:15	0	26	19	1	6	0	0	2	0	0	0	0	0	0	54
20:30	0	25	32	0	9	0	0	0	0	0	0	0	0	0	66
20:45	0	28	33	1	6	0	0	1	0	0	0	0	0	0	69
	0	113	120	2	25	0	0	4	0	0	0	0	0	0	264
21:00	0	18	35	0	7	0	0	1	0	0	0	0	0	0	61
21:15	0	22	19	0	4	0	0	0	0	0	0	0	0	0	45
21:30	1	23	19	1	3	0	0	1	0	0	0	0	0	0	48
21:45	0	23	21	0	4	0	0	0	0	0	0	0	0	0	48
	1	86	94	1	18	0	0	2	0	0	0	0	0	0	202
22:00	0	12	20	0	2	0	0	0	0	0	0	0	0	0	34
22:15	1	12	10	0	4	0	0	0	0	0	0	0	0	0	27
22:30	0	19	15	0	2	0	0	1	0	0	0	0	0	0	37
22:45	0	12	10	0	2	0	0	0	0	0	0	0	0	0	24
	1	55	55	0	10	0	0	1	0	0	0	0	0	0	122
23:00	0	10	12	0	1	0	0	0	0	0	0	0	0	0	23
23:15	0	14	6	1	0	0	0	0	0	0	0	0	0	0	21
23:30	2	9	11	0	2	0	0	0	0	0	0	0	0	0	24
23:45	0	5	10	2	3	1	0	0	0	0	0	0	0	1	22
	2	38	39	3	6	1	0	0	0	0	0	0	0	1	90
Total	29	1542	1980	39	464	34	1	108	16	6	1	2	1	5	4228
Percent	0.7%	36.5%	46.8%	0.9%	11.0%	0.8%	0.0%	2.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.1%	

SR 56
0.73 Miles West of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N12
Station ID: 1B

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/03/19	0	4	3	1	0	0	0	0	0	0	0	0	0	0	8
00:15	0	2	4	0	3	0	0	0	0	0	0	0	0	1	10
00:30	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
00:45	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
	0	11	10	1	5	0	0	0	0	0	0	0	0	1	28
01:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:15	0	3	2	1	1	0	0	0	0	0	0	0	0	0	7
01:30	0	3	2	0	3	0	0	1	0	0	0	0	0	0	9
01:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	9	7	1	5	0	0	1	0	0	0	0	0	0	23
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	2	1	1	0	0	0	1	0	0	0	0	0	0	5
02:45	0	1	1	0	1	1	0	0	0	0	0	0	0	0	4
	0	4	6	1	1	1	0	1	0	0	0	0	0	0	14
03:00	0	1	2	2	1	1	0	0	0	0	0	0	0	0	7
03:15	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
03:30	0	0	3	0	1	0	0	0	2	0	0	0	0	0	6
03:45	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	4	11	2	3	1	0	0	2	0	0	0	0	0	23
04:00	0	0	5	0	1	0	0	0	0	0	0	0	0	0	6
04:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:30	0	2	3	0	3	0	0	0	0	0	0	0	0	0	8
04:45	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11
	0	9	14	0	5	0	0	0	0	0	0	0	0	0	28
05:00	0	0	7	0	2	0	0	0	0	0	0	0	0	0	9
05:15	0	10	7	0	2	0	0	0	0	0	0	0	0	0	19
05:30	0	12	10	0	11	1	0	0	0	0	0	0	0	0	34
05:45	1	6	19	0	6	2	0	0	0	0	0	0	0	0	34
	1	28	43	0	21	3	0	0	0	0	0	0	0	0	96
06:00	1	17	20	0	7	1	0	0	0	0	0	0	0	0	46
06:15	1	23	31	1	11	0	0	0	3	0	0	0	0	0	70
06:30	0	33	40	1	6	3	0	0	0	0	0	1	0	0	84
06:45	1	38	45	1	13	0	0	3	1	0	0	0	0	0	102
	3	111	136	3	37	4	0	3	4	0	0	1	0	0	302
07:00	0	36	51	2	13	0	0	1	0	0	0	0	0	0	103
07:15	2	41	67	5	9	1	0	2	0	0	0	0	0	0	127
07:30	1	52	67	0	14	1	0	5	0	0	0	0	0	1	141
07:45	0	38	61	0	8	0	2	3	1	0	0	0	0	0	113
	3	167	246	7	44	2	2	11	1	0	0	0	0	1	484
08:00	0	48	71	2	12	0	0	4	1	0	0	0	0	0	138
08:15	2	31	60	3	16	3	0	3	0	1	0	0	0	0	119
08:30	0	29	49	3	9	2	0	2	3	0	0	0	0	1	98
08:45	0	21	34	0	15	1	0	1	0	0	0	0	0	1	73
	2	129	214	8	52	6	0	10	4	1	0	0	0	2	428
09:00	1	12	40	0	10	2	0	2	1	0	0	0	0	1	69
09:15	0	18	35	1	15	1	0	3	0	0	0	0	0	0	73
09:30	0	22	46	5	10	0	0	0	0	0	0	0	0	0	83
09:45	1	29	40	4	10	0	0	1	1	0	0	0	0	0	86
	2	81	161	10	45	3	0	6	2	0	0	0	0	1	311
10:00	1	19	42	2	14	2	0	2	0	0	0	0	0	0	82
10:15	0	30	40	0	10	0	0	0	1	0	0	0	0	0	81
10:30	1	19	36	1	8	1	0	1	1	0	0	0	0	0	68
10:45	1	18	28	0	13	1	0	0	2	0	0	0	0	0	63
	3	86	146	3	45	4	0	3	4	0	0	0	0	0	294
11:00	1	26	42	0	7	0	0	1	0	0	0	0	0	0	77
11:15	1	19	29	2	19	1	0	1	0	0	0	0	0	0	72
11:30	3	20	38	2	10	1	0	0	0	0	0	0	0	0	74
11:45	1	28	39	2	11	1	0	2	0	0	0	0	0	0	84
	6	93	148	6	47	3	0	4	0	0	0	0	0	0	307
Total	20	732	1142	42	310	27	2	39	17	1	0	1	0	5	2338
Percent	0.9%	31.3%	48.8%	1.8%	13.3%	1.2%	0.1%	1.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.2%	

SR 56
0.73 Miles West of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N12
Station ID: 1B

Eastbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	19	32	1	12	1	0	1	0	0	0	0	0	0	67
12:15	0	29	35	2	9	1	0	3	0	0	0	0	0	1	80
12:30	0	17	51	2	13	3	0	0	1	0	0	0	0	1	88
12:45	1	29	48	1	14	0	0	2	0	0	0	0	0	0	95
	2	94	166	6	48	5	0	6	1	0	0	0	0	2	330
13:00	1	19	39	2	8	0	0	1	1	0	0	0	0	0	71
13:15	0	34	56	2	14	0	0	2	0	0	0	0	0	0	108
13:30	0	24	45	0	12	1	0	1	1	0	0	0	0	0	84
13:45	1	28	45	5	11	3	1	4	0	0	0	0	0	0	98
	2	105	185	9	45	4	1	8	2	0	0	0	0	0	361
14:00	0	29	41	2	10	1	0	3	0	0	0	0	0	0	86
14:15	2	36	51	1	13	0	0	3	0	1	1	0	0	0	108
14:30	2	44	57	3	14	1	0	6	2	0	0	1	0	1	131
14:45	1	42	42	0	11	0	0	1	0	0	0	0	0	0	97
	5	151	191	6	48	2	0	13	2	1	1	1	0	1	422
15:00	2	37	45	2	17	1	0	4	1	0	0	0	0	0	109
15:15	0	43	64	2	14	3	0	5	0	0	0	0	0	0	131
15:30	1	41	66	2	19	1	0	3	1	0	0	0	0	0	134
15:45	2	46	55	2	18	0	0	6	0	0	0	0	0	1	130
	5	167	230	8	68	5	0	18	2	0	0	0	0	1	504
16:00	0	53	64	1	20	0	0	7	1	0	0	0	0	1	147
16:15	1	33	62	7	22	0	0	3	1	0	0	0	0	0	129
16:30	2	50	66	1	13	1	0	7	0	0	0	0	0	0	140
16:45	0	40	60	1	19	0	0	8	1	0	0	1	0	0	130
	3	176	252	10	74	1	0	25	3	0	0	1	0	1	546
17:00	0	54	83	0	9	0	0	4	1	0	0	0	0	0	151
17:15	2	61	67	3	19	1	0	8	0	0	0	0	0	0	161
17:30	0	52	69	0	19	2	0	1	1	0	0	0	0	0	144
17:45	0	44	47	0	13	0	1	4	1	2	0	0	0	1	113
	2	211	266	3	60	3	1	17	3	2	0	0	0	1	569
18:00	1	48	54	0	15	0	0	2	0	0	0	0	0	0	120
18:15	0	31	47	1	12	0	0	3	0	0	0	0	0	0	94
18:30	1	38	37	0	16	0	0	1	0	0	0	0	0	0	93
18:45	0	30	65	0	11	1	0	3	0	0	0	0	0	0	110
	2	147	203	1	54	1	0	9	0	0	0	0	0	0	417
19:00	0	30	45	0	10	1	0	1	0	0	0	0	0	0	87
19:15	1	31	38	0	9	1	0	2	0	0	0	0	0	0	82
19:30	1	25	41	0	11	0	0	0	0	0	0	0	0	0	78
19:45	1	34	30	0	11	0	0	1	0	0	0	0	0	1	78
	3	120	154	0	41	2	0	4	0	0	0	0	0	1	325
20:00	0	26	31	1	7	0	0	1	0	0	0	0	0	0	66
20:15	0	31	34	0	9	0	0	1	0	0	0	0	0	0	75
20:30	0	28	31	0	8	0	0	1	0	1	0	0	0	0	69
20:45	1	22	35	0	7	0	0	1	0	0	0	0	0	0	66
	1	107	131	1	31	0	0	4	0	1	0	0	0	0	276
21:00	0	27	30	0	11	0	0	1	0	0	0	0	0	0	69
21:15	0	19	34	0	11	0	0	0	0	0	0	0	0	0	64
21:30	0	24	28	0	3	0	0	0	0	0	0	0	0	0	55
21:45	0	16	20	0	7	0	0	0	0	0	0	0	0	0	43
	0	86	112	0	32	0	0	1	0	0	0	0	0	0	231
22:00	0	13	25	0	3	0	0	1	0	0	0	0	0	0	42
22:15	0	9	6	0	6	0	0	0	0	0	0	0	0	0	21
22:30	0	19	14	0	1	0	0	0	0	0	0	0	0	0	34
22:45	1	17	13	0	2	0	0	1	0	0	0	0	0	0	34
	1	58	58	0	12	0	0	2	0	0	0	0	0	0	131
23:00	0	12	13	0	3	0	0	0	0	0	0	0	0	0	28
23:15	0	9	8	0	4	0	0	0	0	0	0	0	0	0	21
23:30	0	11	6	0	3	0	0	0	0	0	0	0	0	0	20
23:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	0	38	29	0	10	0	0	0	0	0	0	0	0	0	77
Total	26	1460	1977	44	523	23	2	107	13	4	1	2	0	7	4189
Percent	0.6%	34.9%	47.2%	1.1%	12.5%	0.5%	0.0%	2.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.2%	
Grand Total	132	6672	9272	238	2487	235	16	461	100	14	4	8	1	28	19668
Percent	0.7%	33.9%	47.1%	1.2%	12.6%	1.2%	0.1%	2.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.1%	

SR 56
0.73 Miles West of Morris Bridge Rd
Eastbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N12
Station ID: 1B

Start Time	Tue 01-Oct-19 A.M.	P.M.	Wed 02-Oct-19 A.M.	P.M.	Thu 03-Oct-19 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	16	82	12	74	8	67	12	74
12:15	8	72	12	86	10	80	10	79
12:30	4	89	11	87	5	88	7	88
12:45	7	91	4	95	5	95	5	94
01:00	2	74	5	88	4	71	4	78
01:15	7	76	5	86	7	108	6	90
01:30	5	92	5	85	9	84	6	87
01:45	5	97	1	79	3	98	3	91
02:00	11	97	4	141	1	86	5	108
02:15	4	106	1	90	4	108	3	101
02:30	5	119	3	118	5	131	4	123
02:45	2	94	3	124	4	97	3	105
03:00	5	141	7	115	7	109	6	122
03:15	3	111	2	130	6	131	4	124
03:30	2	105	1	144	6	134	3	128
03:45	5	107	7	117	4	130	5	118
04:00	4	132	3	126	6	147	4	135
04:15	11	135	8	**151**	3	129	7	138
04:30	18	**144**	13	**133**	8	140	13	**139**
04:45	14	**131**	16	**133**	11	**130**	14	**131**
05:00	17	**138**	9	**146**	9	**151**	12	**145**
05:15	12	**149**	23	133	19	**161**	18	**148**
05:30	30	127	27	140	34	**144**	30	137
05:45	38	142	35	121	34	113	36	125
06:00	53	110	61	132	46	120	53	121
06:15	83	120	77	124	70	94	77	113
06:30	103	121	97	97	84	93	95	104
06:45	80	87	100	89	102	110	94	95
07:00	**138**	108	134	117	103	87	**125**	104
07:15	**153**	82	119	90	**127**	82	**133**	85
07:30	**117**	71	**145**	82	**141**	78	**134**	77
07:45	**129**	79	**151**	77	**113**	78	**131**	78
08:00	102	71	**132**	75	**138**	66	124	71
08:15	101	80	**125**	54	119	75	115	70
08:30	83	58	89	66	98	69	90	64
08:45	73	56	107	69	73	66	84	64
09:00	81	60	75	61	69	69	75	63
09:15	75	57	75	45	73	64	74	55
09:30	77	45	96	48	83	55	85	49
09:45	81	42	73	48	86	43	80	44
10:00	76	36	61	34	82	42	73	37
10:15	75	27	74	27	81	21	77	25
10:30	61	29	67	37	68	34	65	33
10:45	79	28	54	24	63	34	65	29
11:00	64	23	75	23	77	28	72	25
11:15	86	18	73	21	72	21	77	20
11:30	80	16	87	24	74	20	80	20
11:45	88	12	89	22	84	8	87	14
Total	2373	4087	2453	4228	2338	4189	2385	4168
Combined Total	6460		6681		6527		6553	
Peak	07:00	04:30	- 07:30	04:15	- 07:15	04:45	- 07:00	04:30
Vol.	537	562	- 553	563	- 519	586	- 523	563
P.H.F.	0.877	0.943	0.916	0.932	0.920	0.910	0.976	0.951
ADT	ADT 6,556		AADT 6,556					

SR 56
0.73 Miles West of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N3
Station ID: 1A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/01/19	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	2	0	2	0	1	0	0	0	0	0	0	0	0	5
	0	8	1	2	1	1	0	0	0	0	0	0	0	0	13
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
03:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
03:45	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
	0	8	7	0	1	0	0	0	1	0	0	0	0	0	17
04:00	0	4	2	0	1	0	0	0	0	1	0	0	0	0	8
04:15	0	4	3	1	1	0	0	0	0	0	0	0	0	0	9
04:30	1	9	9	0	1	0	0	1	1	0	0	0	0	0	22
04:45	1	15	5	0	4	0	0	0	0	0	0	0	0	0	25
	2	32	19	1	7	0	0	1	1	1	0	0	0	0	64
05:00	0	10	5	0	3	0	1	1	0	0	0	0	0	0	20
05:15	1	19	10	0	7	0	0	1	0	0	0	0	0	0	38
05:30	0	30	24	1	7	1	1	0	1	0	0	0	0	0	65
05:45	1	29	18	3	12	0	0	2	1	1	0	0	0	0	67
	2	88	57	4	29	1	2	4	2	1	0	0	0	0	190
06:00	1	45	16	4	11	1	2	1	1	0	0	0	0	0	82
06:15	1	45	26	5	13	0	3	0	0	0	0	0	0	0	93
06:30	2	71	14	5	10	0	0	1	0	1	0	0	0	0	104
06:45	0	54	27	3	9	1	2	1	2	0	0	0	0	0	99
	4	215	83	17	43	2	7	3	3	1	0	0	0	0	378
07:00	0	54	23	1	10	0	0	3	1	1	0	0	0	0	93
07:15	3	65	18	1	13	1	1	1	1	0	0	0	0	0	104
07:30	0	86	39	1	15	0	2	2	0	0	0	0	0	0	145
07:45	1	60	43	1	5	1	2	5	1	0	0	0	0	0	119
	4	265	123	4	43	2	5	11	3	1	0	0	0	0	461
08:00	2	64	22	1	13	1	3	3	3	1	0	0	0	0	113
08:15	1	63	37	2	8	1	2	2	0	1	0	0	0	1	118
08:30	1	62	30	3	10	0	0	1	0	0	0	0	0	0	107
08:45	1	50	30	2	14	1	3	2	0	0	0	0	1	0	104
	5	239	119	8	45	3	8	8	3	2	0	0	1	1	442
09:00	1	40	22	1	12	0	0	3	0	0	0	0	0	0	79
09:15	1	41	18	0	15	1	1	2	5	1	0	0	0	0	85
09:30	0	50	26	3	12	1	5	0	0	0	0	0	0	0	97
09:45	1	42	27	0	13	2	1	2	1	0	1	0	0	0	90
	3	173	93	4	52	4	7	7	6	1	1	0	0	0	351
10:00	3	48	26	1	11	0	0	0	0	0	0	0	1	0	90
10:15	1	45	27	0	6	2	1	1	1	0	0	0	0	0	84
10:30	0	54	21	1	8	2	0	0	1	0	0	0	0	0	87
10:45	0	45	23	1	14	2	2	0	1	0	0	0	0	0	88
	4	192	97	3	39	6	3	1	3	0	0	0	1	0	349
11:00	0	41	20	2	8	3	3	1	1	0	0	0	0	0	79
11:15	2	37	33	2	6	1	0	2	0	0	0	0	0	0	83
11:30	0	40	17	0	8	0	2	2	1	0	0	0	0	0	70
11:45	1	37	17	0	9	0	1	3	1	0	0	0	0	0	69
	3	155	87	4	31	4	6	8	3	0	0	0	0	0	301
Total	27	1385	692	47	293	23	38	43	25	7	1	0	2	1	2584
Percent	1.0%	53.6%	26.8%	1.8%	11.3%	0.9%	1.5%	1.7%	1.0%	0.3%	0.0%	0.0%	0.1%	0.0%	

SR 56
0.73 Miles West of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N3
Station ID: 1A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	39	32	2	9	1	1	0	0	2	0	0	0	0	86
12:15	1	41	23	0	4	1	2	2	0	2	0	0	0	0	76
12:30	0	33	16	0	14	1	6	1	0	0	0	0	0	0	71
12:45	0	34	21	1	10	0	1	1	0	1	0	0	0	0	69
	1	147	92	3	37	3	10	4	0	5	0	0	0	0	302
13:00	0	45	26	7	7	0	2	1	2	0	0	0	0	0	90
13:15	1	52	21	9	9	0	1	2	1	0	0	0	0	0	96
13:30	0	46	26	0	9	2	1	4	1	0	0	0	0	1	90
13:45	1	40	23	0	6	1	2	1	0	1	0	0	0	0	75
	2	183	96	16	31	3	6	8	4	1	0	0	0	1	351
14:00	0	48	17	1	12	1	2	0	0	0	0	0	0	2	83
14:15	1	50	29	1	5	2	0	4	2	2	0	1	0	0	97
14:30	0	41	20	1	12	0	3	0	1	0	0	0	0	0	78
14:45	0	52	24	0	5	0	0	1	1	1	0	0	0	0	84
	1	191	90	3	34	3	5	5	4	3	0	1	0	2	342
15:00	0	48	30	2	6	1	0	0	1	0	0	0	0	0	88
15:15	1	41	21	1	7	1	2	2	0	0	0	0	0	2	78
15:30	1	48	21	0	6	0	2	0	1	0	0	0	0	2	81
15:45	0	54	29	0	7	1	0	3	0	0	0	0	0	1	95
	2	191	101	3	26	3	4	5	2	0	0	0	0	5	342
16:00	0	43	24	0	11	0	0	2	0	0	0	0	0	0	80
16:15	2	76	35	1	14	0	0	2	1	0	0	0	0	0	131
16:30	0	65	36	0	4	0	0	4	0	0	0	0	0	0	109
16:45	0	48	25	0	9	0	0	2	1	0	0	0	0	0	85
	2	232	120	1	38	0	0	10	2	0	0	0	0	0	405
17:00	0	63	30	0	9	0	0	3	0	0	0	0	0	0	105
17:15	1	74	45	1	13	0	1	3	0	0	0	0	0	1	139
17:30	1	86	26	0	9	0	0	2	0	0	0	0	0	1	125
17:45	0	71	24	0	9	1	0	1	0	0	0	0	0	0	106
	2	294	125	1	40	1	1	9	0	0	0	0	0	2	475
18:00	2	79	37	0	13	1	0	2	0	0	0	0	0	0	134
18:15	1	75	27	1	6	0	0	3	0	0	0	0	0	1	114
18:30	1	57	17	0	6	0	0	1	0	0	0	0	0	1	83
18:45	0	37	17	0	4	0	0	0	0	0	0	0	0	0	58
	4	248	98	1	29	1	0	6	0	0	0	0	0	2	389
19:00	0	36	24	0	8	0	0	0	1	0	0	0	0	0	69
19:15	0	26	11	0	3	0	0	0	0	0	0	0	0	0	40
19:30	0	29	16	0	3	0	0	1	0	0	0	0	0	0	49
19:45	0	32	11	0	8	0	0	1	0	0	0	0	0	0	52
	0	123	62	0	22	0	0	2	1	0	0	0	0	0	210
20:00	1	27	15	0	6	0	0	0	0	0	0	0	0	0	49
20:15	0	17	13	0	1	0	0	0	0	0	0	0	0	1	32
20:30	0	28	8	0	7	0	0	0	0	0	0	0	0	0	43
20:45	0	24	11	0	3	0	0	1	0	0	0	0	0	0	39
	1	96	47	0	17	0	0	1	0	0	0	0	0	1	163
21:00	1	19	12	0	5	0	0	3	0	0	0	0	0	0	40
21:15	0	20	11	0	4	2	0	0	0	0	0	0	0	0	37
21:30	0	13	6	0	4	0	0	0	0	0	0	0	0	0	23
21:45	0	8	7	0	0	0	0	0	0	0	0	0	0	0	15
	1	60	36	0	13	2	0	3	0	0	0	0	0	0	115
22:00	1	8	2	1	2	0	0	0	0	0	0	0	0	0	14
22:15	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
22:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
22:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
	1	25	9	1	3	1	0	0	0	0	0	0	0	0	40
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
23:15	0	8	1	1	0	0	0	0	0	0	0	0	0	0	10
23:30	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	22	5	1	1	0	0	0	0	0	0	0	0	0	29
Total	17	1812	881	30	291	17	26	53	13	9	0	1	0	13	3163
Percent	0.5%	57.3%	27.9%	0.9%	9.2%	0.5%	0.8%	1.7%	0.4%	0.3%	0.0%	0.0%	0.0%	0.4%	

SR 56
0.73 Miles West of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N3
Station ID: 1A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/02/19	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:15	1	5	2	0	0	0	0	0	0	0	0	0	0	0	8
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	12	4	0	0	0	0	0	0	0	0	0	0	0	17
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
03:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
03:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
	0	8	7	0	3	0	0	0	0	0	0	0	0	0	18
04:00	0	1	1	0	0	0	0	0	1	0	0	0	0	0	3
04:15	0	3	3	1	1	0	0	0	0	0	0	0	0	0	8
04:30	1	13	2	0	0	1	0	0	1	0	0	0	0	0	18
04:45	0	11	4	0	1	2	0	1	0	0	0	0	0	0	19
	1	28	10	1	2	3	0	1	2	0	0	0	0	0	48
05:00	0	6	7	0	1	0	1	0	0	0	0	0	0	0	15
05:15	1	20	11	0	4	1	0	0	0	0	0	0	0	0	37
05:30	0	26	13	1	6	0	0	0	0	0	0	0	0	0	46
05:45	0	35	25	2	12	0	2	0	0	0	0	0	0	0	76
	1	87	56	3	23	1	3	0	0	0	0	0	0	0	174
06:00	1	33	21	4	9	1	0	3	2	0	0	0	0	0	74
06:15	0	46	15	4	9	2	4	3	2	0	0	0	0	0	85
06:30	0	57	21	7	6	2	2	6	0	0	0	0	0	1	102
06:45	0	60	31	1	10	0	4	4	1	1	0	1	0	0	113
	1	196	88	16	34	5	10	16	5	1	0	1	0	1	374
07:00	2	54	22	0	15	0	3	4	0	0	0	0	0	0	100
07:15	1	57	33	0	11	0	4	5	0	1	0	0	1	0	113
07:30	0	87	35	1	18	0	1	6	2	1	0	0	0	0	151
07:45	2	59	36	0	12	4	0	1	1	1	0	0	0	0	116
	5	257	126	1	56	4	8	16	3	3	0	0	1	0	480
08:00	0	79	29	1	9	1	3	5	3	0	0	0	0	3	133
08:15	1	67	31	0	15	1	2	5	0	1	0	0	0	1	124
08:30	0	55	34	2	16	1	3	1	1	1	0	0	0	1	115
08:45	0	52	25	1	9	1	1	5	0	0	0	0	0	0	94
	1	253	119	4	49	4	9	16	4	2	0	0	0	5	466
09:00	2	54	22	2	14	3	5	8	0	0	0	0	0	1	111
09:15	1	49	37	1	12	2	5	1	1	1	0	0	0	0	110
09:30	4	51	27	2	7	0	5	0	2	0	0	0	0	0	98
09:45	0	43	20	1	7	0	1	2	0	1	0	0	0	0	75
	7	197	106	6	40	5	16	11	3	2	0	0	0	1	394
10:00	0	36	23	0	8	0	2	3	2	0	0	0	0	0	74
10:15	1	47	22	0	8	1	3	0	1	0	0	0	0	0	83
10:30	0	39	22	1	5	0	2	3	0	0	0	0	0	1	73
10:45	0	41	25	1	10	0	2	1	2	0	0	0	0	0	82
	1	163	92	2	31	1	9	7	5	0	0	0	0	1	312
11:00	0	33	22	2	6	1	5	1	0	1	0	0	0	1	72
11:15	2	41	15	1	11	1	3	1	0	2	0	0	0	1	78
11:30	1	37	23	1	12	0	3	1	0	1	0	0	0	0	79
11:45	1	32	27	0	10	1	5	1	1	0	0	0	0	0	78
	4	143	87	4	39	3	16	4	1	4	0	0	0	2	307
Total	22	1356	701	37	279	26	71	71	23	12	0	1	1	10	2610
Percent	0.8%	52.0%	26.9%	1.4%	10.7%	1.0%	2.7%	2.7%	0.9%	0.5%	0.0%	0.0%	0.0%	0.4%	

SR 56
0.73 Miles West of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
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Site Code: N3
Station ID: 1A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	30	12	1	3	0	2	3	0	0	0	0	0	0	51
12:15	1	43	13	0	7	3	3	1	0	1	1	0	0	1	74
12:30	1	42	17	1	9	0	2	2	3	0	0	0	0	0	77
12:45	1	38	27	2	6	0	3	3	2	1	0	0	0	2	85
	3	153	69	4	25	3	10	9	5	2	1	0	0	3	287
13:00	1	47	16	2	7	2	1	2	1	0	0	0	0	0	79
13:15	0	51	26	10	7	1	1	0	2	0	0	0	0	0	98
13:30	0	55	19	2	8	1	2	5	2	0	0	0	0	0	94
13:45	2	47	21	1	7	1	2	0	0	1	0	0	0	0	82
	3	200	82	15	29	5	6	7	5	1	0	0	0	0	353
14:00	0	52	22	3	5	0	7	2	0	0	0	0	0	0	91
14:15	0	50	37	0	12	1	3	2	0	0	0	0	0	0	105
14:30	0	53	21	0	9	1	0	0	0	0	0	0	0	0	84
14:45	0	47	32	1	7	2	2	3	0	0	0	0	0	2	96
	0	202	112	4	33	4	12	7	0	0	0	0	0	2	376
15:00	0	59	16	0	3	0	0	2	0	0	0	0	0	0	80
15:15	1	55	21	2	7	1	1	1	1	0	0	0	0	0	90
15:30	1	56	25	0	11	0	3	3	0	0	0	0	0	0	99
15:45	1	60	25	0	10	0	0	4	0	0	0	0	0	0	100
	3	230	87	2	31	1	4	10	1	0	0	0	0	0	369
16:00	1	51	18	0	9	0	4	5	1	1	0	0	0	0	90
16:15	2	67	30	1	7	0	0	3	2	0	0	0	0	0	112
16:30	1	73	28	0	7	0	0	5	0	0	0	0	0	0	114
16:45	3	70	40	1	15	1	0	2	0	0	0	0	0	0	132
	7	261	116	2	38	1	4	15	3	1	0	0	0	0	448
17:00	3	77	30	1	13	0	0	5	0	0	0	0	0	2	131
17:15	0	79	37	0	9	1	0	4	1	0	0	0	0	0	131
17:30	0	80	39	0	13	0	0	3	0	0	0	0	0	0	135
17:45	0	67	27	1	7	0	0	5	0	0	0	0	0	0	107
	3	303	133	2	42	1	0	17	1	0	0	0	0	2	504
18:00	1	68	33	0	4	0	0	2	0	0	0	0	0	0	108
18:15	1	66	25	0	9	0	0	3	0	1	0	0	0	0	105
18:30	0	51	18	0	4	0	0	0	0	0	0	0	0	0	73
18:45	0	37	28	0	10	0	0	0	1	0	0	0	0	0	76
	2	222	104	0	27	0	0	5	1	1	0	0	0	0	362
19:00	1	47	26	0	5	0	0	1	0	0	0	0	0	0	80
19:15	0	28	23	0	2	0	0	0	0	0	0	0	0	0	53
19:30	0	35	13	0	8	0	0	2	0	0	0	0	0	1	59
19:45	0	30	9	0	3	0	0	1	0	0	0	0	0	0	43
	1	140	71	0	18	0	0	4	0	0	0	0	0	1	235
20:00	1	24	16	0	1	0	0	2	0	0	0	0	0	0	44
20:15	1	22	12	0	2	0	0	0	0	0	0	0	0	0	37
20:30	0	24	8	2	3	1	0	0	0	0	1	0	0	0	39
20:45	0	27	10	0	3	0	0	0	0	0	0	0	0	0	40
	2	97	46	2	9	1	0	2	0	0	1	0	0	0	160
21:00	0	23	7	0	2	0	0	0	0	0	0	0	0	0	32
21:15	0	29	12	0	5	0	0	1	0	0	0	0	0	1	48
21:30	2	14	4	0	3	0	0	1	0	0	0	0	0	0	24
21:45	1	13	6	0	2	0	0	0	0	0	0	0	0	0	22
	3	79	29	0	12	0	0	2	0	0	0	0	0	1	126
22:00	0	13	7	1	1	0	0	0	0	0	0	0	0	0	22
22:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
22:45	0	3	1	0	2	0	0	0	0	0	0	0	0	0	6
	0	31	10	1	4	0	0	0	0	0	0	0	0	0	46
23:00	0	10	4	1	0	0	0	0	0	0	0	0	0	0	15
23:15	0	2	5	0	1	0	0	0	0	0	0	0	0	0	8
23:30	0	8	4	1	0	0	0	0	0	0	0	0	0	0	13
23:45	0	1	1	3	2	1	0	0	0	0	0	0	0	0	8
	0	21	14	5	3	1	0	0	0	0	0	0	0	0	44
Total	27	1939	873	37	271	17	36	78	16	5	2	0	0	9	3310
Percent	0.8%	58.6%	26.4%	1.1%	8.2%	0.5%	1.1%	2.4%	0.5%	0.2%	0.1%	0.0%	0.0%	0.3%	

SR 56
0.73 Miles West of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N3
Station ID: 1A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
10/03/19	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
01:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
01:15	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
01:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
	0	6	5	1	3	0	0	0	0	0	0	0	0	0	15
02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
02:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	4	1	0	1	1	0	0	0	0	0	0	0	0	7
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	11	2	0	2	1	0	0	0	0	0	0	0	0	16
03:00	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
03:30	0	0	2	1	3	0	0	0	0	0	0	0	0	0	6
03:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	4	8	1	5	0	0	0	0	0	0	0	0	0	18
04:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	1	11	8	0	3	0	0	0	1	0	0	0	0	0	24
04:45	0	11	5	0	0	0	0	0	2	0	0	0	0	0	18
	1	27	16	0	3	0	0	0	3	0	0	0	0	0	50
05:00	0	11	7	0	4	0	0	1	0	0	0	0	0	0	23
05:15	0	20	9	0	2	0	0	0	0	0	0	0	0	0	31
05:30	0	27	17	2	11	0	1	2	0	1	0	0	0	0	61
05:45	2	24	24	2	5	0	0	2	0	0	0	0	0	0	59
	2	82	57	4	22	0	1	5	0	1	0	0	0	0	174
06:00	0	36	14	4	9	1	0	2	2	0	0	0	0	0	68
06:15	1	42	22	7	11	0	0	5	1	1	0	0	0	0	90
06:30	3	61	23	5	13	0	0	2	1	1	0	0	0	0	109
06:45	0	58	26	3	14	2	0	3	0	1	0	0	0	1	108
	4	197	85	19	47	3	0	12	4	3	0	0	0	1	375
07:00	1	51	28	1	13	1	0	7	1	1	0	0	0	1	105
07:15	0	61	34	1	9	1	0	2	1	0	0	0	0	0	109
07:30	0	86	35	1	13	1	0	11	1	1	0	0	0	0	149
07:45	1	68	37	1	10	1	1	2	0	0	0	0	0	0	121
	2	266	134	4	45	4	1	22	3	2	0	0	0	1	484
08:00	0	74	45	1	7	1	0	8	1	0	0	1	0	0	138
08:15	1	57	22	0	10	2	2	6	2	0	0	1	0	1	104
08:30	1	59	36	4	17	2	1	0	1	0	0	0	0	0	121
08:45	1	48	22	2	7	3	0	5	4	0	0	0	0	1	93
	3	238	125	7	41	8	3	19	8	0	0	2	0	2	456
09:00	1	56	30	0	8	0	0	1	0	0	0	0	0	0	96
09:15	1	53	28	2	12	0	0	3	0	0	0	0	0	1	100
09:30	0	59	22	2	4	0	1	1	1	0	0	0	0	1	91
09:45	0	33	29	0	7	0	1	3	0	0	0	0	0	1	74
	2	201	109	4	31	0	2	8	1	0	0	0	0	3	361
10:00	1	41	34	4	9	0	1	1	1	0	0	0	0	0	92
10:15	0	53	22	1	5	1	1	2	1	0	0	0	0	0	86
10:30	1	42	16	1	8	1	1	1	1	0	0	0	0	0	72
10:45	1	60	19	5	6	1	0	0	0	0	0	0	0	0	92
	3	196	91	11	28	3	3	4	3	0	0	0	0	0	342
11:00	0	47	28	3	8	1	0	0	0	0	0	0	0	1	88
11:15	0	44	16	0	6	2	1	2	0	0	0	0	0	0	71
11:30	1	43	17	2	11	2	0	1	1	0	0	0	0	0	78
11:45	0	43	14	0	14	0	1	0	4	0	0	0	0	0	76
	1	177	75	5	39	5	2	3	5	0	0	0	0	1	313
Total	18	1425	712	56	267	24	12	73	27	6	0	2	0	8	2630
Percent	0.7%	54.2%	27.1%	2.1%	10.2%	0.9%	0.5%	2.8%	1.0%	0.2%	0.0%	0.1%	0.0%	0.3%	

SR 56
0.73 Miles West of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N3
Station ID: 1A

Westbound

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	34	27	2	3	1	1	2	1	0	0	0	1	0	73
12:15	1	39	30	0	3	1	0	2	0	0	0	0	0	1	77
12:30	0	38	22	0	5	0	0	2	2	0	0	0	0	0	69
12:45	0	38	22	4	6	0	0	2	0	0	0	0	0	0	72
	2	149	101	6	17	2	1	8	3	0	0	0	1	1	291
13:00	1	36	30	4	6	1	1	3	1	1	0	0	0	1	85
13:15	1	46	21	6	8	1	0	2	0	1	0	0	0	0	86
13:30	1	55	14	1	8	0	1	2	0	0	0	0	0	0	82
13:45	1	40	25	0	9	1	1	1	1	1	0	0	0	0	80
	4	177	90	11	31	3	3	8	2	3	0	0	0	1	333
14:00	1	37	23	4	10	2	1	2	0	0	0	0	0	0	80
14:15	1	49	28	1	3	2	0	0	1	0	0	0	0	0	85
14:30	5	48	22	0	9	0	0	3	1	0	0	0	0	1	89
14:45	0	51	18	0	7	1	0	1	0	0	0	0	0	0	78
	7	185	91	5	29	5	1	6	2	0	0	0	0	1	332
15:00	0	49	33	1	8	0	0	2	1	1	0	0	0	0	95
15:15	1	50	29	2	3	1	1	3	1	1	0	0	0	0	92
15:30	0	53	20	0	5	0	1	2	0	0	0	0	0	0	81
15:45	0	34	19	1	9	0	0	2	0	1	0	0	0	1	67
	1	186	101	4	25	1	2	9	2	3	0	0	0	1	335
16:00	0	66	29	1	5	0	0	3	0	0	0	0	0	1	105
16:15	3	76	21	0	8	3	0	4	0	0	1	0	0	0	116
16:30	1	63	34	1	12	0	0	3	0	0	0	0	0	0	114
16:45	0	70	33	0	12	0	0	2	2	0	0	0	0	2	121
	4	275	117	2	37	3	0	12	2	0	1	0	0	3	456
17:00	0	66	19	0	9	0	0	2	0	0	0	0	0	0	96
17:15	0	80	32	1	11	0	0	1	0	0	0	0	0	1	126
17:30	2	68	45	2	12	1	0	2	1	0	0	0	0	0	133
17:45	1	70	30	0	8	1	1	3	0	0	0	0	0	1	115
	3	284	126	3	40	2	1	8	1	0	0	0	0	2	470
18:00	2	76	33	1	12	0	0	0	0	0	0	0	0	1	125
18:15	0	60	25	0	4	0	0	6	0	0	0	0	0	1	96
18:30	1	51	29	0	4	0	1	3	0	1	0	0	0	0	90
18:45	2	39	12	0	8	1	0	2	0	0	0	0	0	0	64
	5	226	99	1	28	1	1	11	0	1	0	0	0	2	375
19:00	0	32	23	1	8	0	0	0	0	0	0	0	0	0	64
19:15	1	39	18	0	2	0	0	0	0	0	0	0	0	0	60
19:30	0	25	12	2	4	1	0	0	0	0	0	0	0	0	44
19:45	0	35	18	0	12	0	0	1	0	0	0	0	0	0	66
	1	131	71	3	26	1	0	1	0	0	0	0	0	0	234
20:00	2	20	11	0	0	0	0	0	0	0	0	0	0	0	33
20:15	0	22	21	0	3	0	0	0	0	0	0	0	0	0	46
20:30	1	22	9	1	1	0	0	0	0	0	0	0	0	0	34
20:45	1	19	11	0	1	0	0	0	0	0	0	0	0	0	32
	4	83	52	1	5	0	0	0	0	0	0	0	0	0	145
21:00	1	21	7	0	6	0	0	0	0	0	0	0	0	0	35
21:15	0	20	16	0	3	0	0	0	0	0	0	0	0	0	39
21:30	0	8	5	0	2	0	0	0	0	0	0	0	0	0	15
21:45	0	19	6	0	1	0	0	0	0	0	0	0	0	0	26
	1	68	34	0	12	0	0	0	0	0	0	0	0	0	115
22:00	0	13	2	1	2	0	0	0	0	0	0	0	0	0	18
22:15	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
22:30	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
22:45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
	0	40	11	1	5	0	0	0	0	0	0	0	0	0	57
23:00	0	9	3	0	2	0	0	0	0	0	0	0	0	0	14
23:15	1	9	2	0	2	0	0	0	0	0	0	0	0	0	14
23:30	2	7	2	0	1	0	0	0	0	0	0	0	0	0	12
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	3	30	8	0	5	0	0	0	0	0	0	0	0	0	46
Total	35	1834	901	37	260	18	9	63	12	7	1	0	1	11	3189
Percent	1.1%	57.5%	28.3%	1.2%	8.2%	0.6%	0.3%	2.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.3%	
Grand Total	146	9751	4760	244	1661	125	192	381	116	46	4	4	4	52	17486
Percent	0.8%	55.8%	27.2%	1.4%	9.5%	0.7%	1.1%	2.2%	0.7%	0.3%	0.0%	0.0%	0.0%	0.3%	

SR 56
0.73 Miles West of Morris Bridge Rd
Westbound 72 Hour Vehicle Classification

Date Start: 01-Oct-19
Date End: 03-Oct-19
Site Code: N3
Station ID: 1A

Start Time	Tue 01-Oct-19 A.M.	P.M.	Wed 02-Oct-19 A.M.	P.M.	Thu 03-Oct-19 A.M.	P.M.	Daily Average A.M.	P.M.
12:00	4	86	1	51	6	73	4	70
12:15	4	76	8	74	5	77	6	76
12:30	0	71	6	77	12	69	6	72
12:45	5	69	2	85	3	72	3	75
01:00	2	90	3	79	6	85	4	85
01:15	1	96	5	98	5	86	4	93
01:30	4	90	4	94	2	82	3	89
01:45	0	75	0	82	2	80	1	79
02:00	1	83	2	91	3	80	2	85
02:15	1	97	2	105	4	85	2	96
02:30	3	78	2	84	7	89	4	84
02:45	6	84	2	96	2	78	3	86
03:00	2	88	6	80	4	95	4	88
03:15	3	78	4	90	5	92	4	87
03:30	7	81	4	99	6	81	6	87
03:45	5	95	4	100	3	67	4	87
04:00	8	80	3	90	5	105	5	92
04:15	9	131	8	112	3	116	7	120
04:30	22	109	18	114	24	114	21	112
04:45	25	85	19	**132**	18	121	21	113
05:00	20	105	15	**131**	23	96	19	111
05:15	38	**139**	37	**131**	31	**126**	35	**132**
05:30	65	**125**	46	**135**	61	**133**	57	**131**
05:45	67	**106**	76	107	59	**115**	67	**109**
06:00	82	**134**	74	108	68	**125**	75	**122**
06:15	93	114	85	105	90	96	89	105
06:30	104	83	102	73	109	90	105	82
06:45	99	58	113	76	108	64	107	66
07:00	93	69	100	80	105	64	99	71
07:15	104	40	113	53	**109**	60	109	51
07:30	**145**	49	**151**	59	**149**	44	**148**	51
07:45	**119**	52	**116**	43	**121**	66	**119**	54
08:00	**113**	49	**133**	44	**138**	33	**128**	42
08:15	**118**	32	**124**	37	104	46	**115**	38
08:30	107	43	115	39	121	34	114	39
08:45	104	39	94	40	93	32	97	37
09:00	79	40	111	32	96	35	95	36
09:15	85	37	110	48	100	39	98	41
09:30	97	23	98	24	91	15	95	21
09:45	90	15	75	22	74	26	80	21
10:00	90	14	74	22	92	18	85	18
10:15	84	11	83	9	86	20	84	13
10:30	87	3	73	9	72	13	77	8
10:45	88	12	82	6	92	6	87	8
11:00	79	11	72	15	88	14	80	13
11:15	83	10	78	8	71	14	77	11
11:30	70	6	79	13	78	12	76	10
11:45	69	2	78	8	76	6	74	5
Total	2584	3163	2610	3310	2630	3189	2605	3222
Combined Total	5747		5920		5819		5827	
Peak	07:30	05:15	- 07:30	04:45	- 07:15	05:15	- 07:30	05:15
Vol.	495	504	- 524	529	- 517	499	- 510	494
P.H.F.	0.853	0.906	0.868	0.980	0.867	0.938	0.861	0.936
ADT	ADT 5,829		AADT 5,829					

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

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

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	5300 C	N 2700	S 2600	9.50	57.10	23.50
2017	4700 F	N 2400	S 2300	9.50	57.30	24.30
2016	4500 C	N 2300	S 2200	9.50	57.90	24.30
2015	4500 C	N 2300	S 2200	9.50	57.90	19.60
2014	4200 C	N 2200	S 2000	9.50	56.10	20.70
2013	4100 C	N 2100	S 2000	9.50	60.00	22.70
2012	4200 C	N 2200	S 2000	9.50	59.00	19.70
2011	4000 C	N 2000	S 2000	9.50	58.20	21.90
2010	4200 C	N 2100	S 2100	9.07	58.18	20.30
2009	4000 C	N 1900	S 2100	9.17	58.07	18.90
2008	4300 C	N 2100	S 2200	9.52	56.97	23.10
2007	4000 C	N 2000	S 2000	9.26	52.68	22.50
2006	4100 C	N 2000	S 2100	9.38	56.87	24.10
2005	4100 C	N 2000	S 2100	9.40	55.20	23.80
2004	4200 C	N 2100	S 2100	9.40	57.90	23.80
2003	4000 C	N 2000	S 2000	9.30	56.80	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
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 VEHICLE CLASS HISTORY DATA

COUNTY: 14 -- PASCO
SITE: 5308 DESCRIPTION: SR 39, S OF CHANCY RD

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2018	13400	85.54	11,462	14.46	1,938	5.61	752	8.70	1,166	0.15	20
2016	12800	85.76	10,977	14.24	1,823	5.79	741	8.07	1,033	0.38	49
2015	12000	85.40	10,248	14.60	1,752	4.82	578	9.67	1,160	0.11	13
2014	12100	86.09	10,417	13.91	1,683	5.95	720	7.86	951	0.10	12
2013	11800	85.69	10,111	14.31	1,689	5.57	657	8.60	1,015	0.14	17
2012	11600	85.52	9,920	14.48	1,680	5.12	594	9.34	1,083	0.02	2
2011	10900	84.81	9,244	15.19	1,656	5.90	643	9.24	1,007	0.05	5
2010	11700	86.63	10,136	13.37	1,564	5.89	689	7.19	841	0.29	34
2009	11700	83.44	9,762	16.56	1,938	7.88	922	8.64	1,011	0.04	5
2008	11600	85.63	9,933	14.37	1,667	7.14	828	6.99	811	0.24	28
2007	12700	83.50	10,605	16.50	2,095	7.37	936	9.04	1,148	0.09	11
2006	13800	85.70	11,826	14.30	1,974	7.11	981	7.11	981	0.08	11
2005	11300	82.65	9,340	17.35	1,960	9.34	1,055	7.97	901	0.04	5
2004	9300	81.41	7,571	18.59	1,729	9.65	898	8.90	828	0.04	4
2003	8300	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 6001 - CRYSTAL SPRINGS RD/ CENTRAL AVE, SOUTH OF CHANCEY(HPMS)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	1250 C	N	650	S	600	9.00	57.10	6.00
2017	1150 F	N	600	S	550	9.00	57.30	6.20
2016	1050 C	N	550	S	500	9.00	57.90	6.20
2015	1100 S	N	550	S	550	9.00	57.90	4.30
2014	1100 F	N	550	S	550	9.00	56.10	4.30
2013	1100 C	N	550	S	550	9.00	60.00	4.30
2012	1300 S	N	650	S	650	9.00	59.00	4.60
2011	1300 F	N	650	S	650	9.00	58.20	4.60
2010	1300 C	N	650	S	650	9.07	58.18	4.60
2009	1200 C	N	600	S	600	9.17	58.07	4.40
2008	1200 C	N	600	S	600	9.52	56.97	5.30

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 6019 - CHANCEY RD, EAST OF PAUL S BUCHMAN HWY (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	10800 C	E 5300	W 5500	9.00	57.10	30.60
2017	11400 F	E 5600	W 5800	9.00	57.30	20.20
2016	7000 C	E	W	9.00	57.90	20.20
2015	6800 S	E 3300	W 3500	9.00	57.90	30.00
2014	6600 F	E 3200	W 3400	9.00	56.10	30.00
2013	6600 C	E 3200	W 3400	9.00	60.00	30.00
2012	6800 S	E 3400	W 3400	9.00	59.00	27.60
2011	6600 F	E 3300	W 3300	9.00	58.20	27.60
2010	6600 C	E 3300	W 3300	9.07	58.18	27.60
2009	6500 C	E 3200	W 3300	9.17	58.07	27.50
2008	7100 C	E 3600	W 3500	9.52	56.97	19.40

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 9025 - CHANCEY RD, W OF US 301

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	10500 V	E 5200	W 5300	9.00	57.10	5.80
2017	10300 R	E 5100	W 5200	9.00	57.30	4.70
2016	9700 T	E 4800	W 4900	9.00	57.90	5.60
2015	9100 S	E 4500	W 4600	9.00	57.90	6.30
2014	8900 F	E 4400	W 4500	9.00	56.10	5.80
2013	8900 C	E 4400	W 4500	9.00	60.00	5.40
2012	8900 F	0	0	9.00	59.00	5.10
2011	8600 C	E 0	W 0	9.00	58.20	6.10

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0016 - SR 41/US 301/GALL BLVD, SOUTH OF SR39/PAUL S BUCHMAN HWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	14200 C	N 6900	S 7300	9.00	57.10	4.70
2017	14500 F	N 7300	S 7200	9.00	57.30	5.90
2016	13700 C	N 6900	S 6800	9.00	57.90	5.90
2015	13700 C	N 6800	S 6900	9.00	57.90	6.90
2014	15200 C	N 7600	S 7600	9.00	56.10	8.20
2013	13200 C	N 6600	S 6600	9.00	60.00	6.60
2012	13800 C	N 6900	S 6900	9.00	59.00	6.20
2011	14200 C	N 7200	S 7000	9.00	58.20	7.10
2010	13400 C	N 6700	S 6700	9.07	58.18	5.60
2009	14500 C	N 7300	S 7200	9.17	58.07	5.50
2008	13900 C	N 6900	S 7000	9.52	56.97	6.40
2007	15700 C	N 7700	S 8000	9.26	52.68	2.10
2006	15800 C	N 7900	S 7900	9.38	56.87	5.60
2005	18000 C	N 9000	S 9000	9.40	55.20	5.60
2004	2800 C	N 1500	S 1300	9.40	57.90	5.60
2003	11200 C	N 4800	S 6400	9.30	56.80	5.20

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 6027 - CR 54, EAST OF WIRE ROAD (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	10700 C	E 5200	W 5500	9.00	57.10	4.50
2017	11700 F	E 5700	W 6000	9.00	57.30	4.60
2016	11100 C	E 5400	W 5700	9.00	57.90	4.60
2015	10500 S	E 5100	W 5400	9.00	57.90	4.60
2014	10300 F	E 5000	W 5300	9.00	56.10	4.60
2013	10300 C	E 5000	W 5300	9.00	60.00	4.60
2012	11200 S	E 5500	W 5700	9.00	59.00	3.80
2011	10800 F	E 5300	W 5500	9.00	58.20	3.80
2010	10800 C	E 5300	W 5500	9.07	58.18	3.80
2009	10800 C	E 5200	W 5600	9.17	58.07	4.90
2008	12500 C	E 6100	W 6400	9.52	56.97	5.10

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

Roadway	To/From	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Annual Average Growth Rate
SR 39/Paul S. Buchman Highway	South of Chancey Road	11700	11700	10900	11600	11800	12100	12000	12800	13400	13400	1.61%
CR 54	East of Wire Road	10800	10800	10800	11200	10300	10300	10500	11100	11700	10700	-0.10%
US 98	North of CR 54/Polk County Line	4000	4200	4000	4200	4100	4200	4500	4500	4700	5300	3.61%
US 301	South of SR 39/Paul S. Buchman Highway	14500	13400	14200	13800	13200	15200	13700	13700	14500	14200	-0.23%
Chancey Road	Morris Bridge Road to US 301	N/A	N/A	8600	8900	8900	8900	9100	9700	10300	10500	3.16%
Chancey Road	US 301 to Melrose Avenue	6500	6600	6600	6800	6600	6600	6800	7000	11400	10800	7.35%
Crystal Springs Road	South of Chancey Road	1200	1300	1300	1300	1100	1100	1100	1050	1150	1250	0.46%
											Average	***2.27%***

Source: *Florida Traffic Online 2018*

N/A = Not Available

Area wide Annual Average Growth rate was applied where negative growth rates are shown in the table

140016CL-20190226

County: 14
Station: 0016
Description: SR 41/US 301/GALL BLVD, SOUTH OF SR39/PAUL S BUCHM
Start Date: 02/26/2019
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	9	16	14	9	48	12	16	6	1	35	83
0100	15	2	7	9	33	7	5	3	8	23	56
0200	6	3	11	5	25	9	3	10	3	25	50
0300	7	4	7	8	26	9	10	9	11	39	65
0400	3	6	11	7	27	16	28	31	28	103	130
0500	12	15	22	24	73	41	76	115	131	363	436
0600	31	32	69	82	214	167	183	165	176	691	905
0700	60	44	68	100	272	159	166	145	115	585	857
0800	88	72	100	108	368	143	138	118	93	492	860
0900	93	80	100	103	376	114	121	109	104	448	824
1000	103	94	122	117	436	85	109	107	112	413	849
1100	93	132	113	116	454	80	112	112	115	419	873
1200	150	128	130	115	523	123	130	97	117	467	990
1300	132	114	119	118	483	128	107	108	102	445	928
1400	111	117	123	155	506	105	108	99	97	409	915
1500	136	129	154	142	561	117	117	117	117	468	1029
1600	152	152	149	168	621	88	125	125	91	429	1050
1700	171	169	161	151	652	109	106	112	92	419	1071
1800	180	197	136	128	641	102	77	76	88	343	984
1900	135	85	75	77	372	71	56	62	59	248	620
2000	52	47	51	67	217	48	44	40	38	170	387
2100	45	40	35	40	160	26	28	35	34	123	283
2200	33	21	28	24	106	25	24	10	14	73	179
2300	20	27	23	26	96	15	16	19	14	64	160
24-Hour Totals:					7290					7294	14584

140016CL-20190226

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	381	645	646	645	900
P.M.	1730	689	1215	472	1615	1090
Daily	1730	689	600	691	1615	1090

Truck Percentage 3.33 4.58 3.96

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	12	5367	1668	3	166	13	2	21	36	1	0	0	1	0	0	243	7290
S	14	4852	2094	8	224	22	1	40	38	0	0	0	1	0	0	334	7294

Generated by SPS 5.0.48P

140016CL-20190227

County: 14
Station: 0016
Description: SR 41/US 301/GALL BLVD, SOUTH OF SR39/PAUL S BUCHM
Start Date: 02/27/2019
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	15	10	3	45	13	7	5	5	30	75
0100	9	7	11	6	33	5	3	7	6	21	54
0200	1	5	6	2	14	3	6	4	7	20	34
0300	5	4	9	6	24	11	9	14	11	45	69
0400	10	6	11	13	40	15	29	24	30	98	138
0500	15	12	16	20	63	52	81	118	114	365	428
0600	31	42	68	63	204	167	173	179	173	692	896
0700	55	61	87	89	292	170	152	131	122	575	867
0800	87	89	83	91	350	137	116	127	101	481	831
0900	89	104	91	115	399	127	122	117	83	449	848
1000	104	121	101	118	444	111	119	114	106	450	894
1100	100	119	127	99	445	115	134	112	108	469	914
1200	109	116	127	123	475	142	108	153	100	503	978
1300	134	124	114	119	491	123	122	119	113	477	968
1400	99	126	122	121	468	111	123	115	103	452	920
1500	116	144	161	148	569	115	111	117	115	458	1027
1600	180	157	161	179	677	108	122	100	117	447	1124
1700	168	189	187	191	735	116	112	131	97	456	1191
1800	177	177	153	111	618	99	91	91	105	386	1004
1900	113	110	71	81	375	85	68	58	79	290	665
2000	75	58	61	51	245	57	44	55	48	204	449
2100	53	56	49	43	201	45	38	34	42	159	360
2200	33	44	16	31	124	31	34	24	31	120	244
2300	33	22	22	28	105	20	17	10	14	61	166
24-Hour Totals:					7436					7708	15144

140016CL-20190227

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	375	645	626	645	892
P.M.	1715	744	1200	503	1645	1199
Daily	1715	744	615	695	1645	1199

Truck Percentage 3.46 4.44 3.96

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	24	5378	1777	4	181	21	0	29	20	2	0	0	0	0	0	257	7436
S	24	5207	2135	7	247	24	0	44	20	0	0	0	0	0	0	342	7708

Generated by SPS 5.0.48P

140019CL-20190204

County: 14
Station: 0019
Description: SR 39/US 301/GALL BLVD, NORTH OF GEIGER ROAD
Start Date: 02/04/2019
Start Time: 1200

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	20	14	13	60	14	21	12	25	72	132
0100	16	16	7	9	48	10	8	4	15	37	85
0200	6	13	8	12	39	9	11	13	6	39	78
0300	7	11	10	23	51	9	11	15	15	50	101
0400	9	11	13	17	50	12	21	26	28	87	137
0500	22	26	35	47	130	52	73	68	117	310	440
0600	46	58	97	118	319	134	148	147	173	602	921
0700	123	124	139	168	554	158	163	181	166	668	1222
0800	170	166	164	171	671	176	198	210	227	811	1482
0900	187	180	229	222	818	207	220	235	235	897	1715
1000	192	192	245	250	879	269	226	235	244	974	1853
1100	258	242	242	246	988	271	298	308	310	1187	2175
1200	234	222	274	244	974	299	315	336	291	1241	2215
1300	284	229	241	238	992	303	285	281	297	1166	2158
1400	255	253	238	206	952	294	326	303	319	1242	2194
1500	220	214	219	243	896	293	297	338	305	1233	2129
1600	264	231	214	226	935	290	317	303	257	1167	2102
1700	220	241	227	214	902	288	302	279	237	1106	2008
1800	229	201	172	191	793	233	217	191	162	803	1596
1900	151	149	98	103	501	165	166	148	134	613	1114
2000	104	104	82	85	375	122	116	99	84	421	796
2100	76	75	62	53	266	69	79	50	52	250	516
2200	47	50	52	31	180	55	59	46	42	202	382
2300	35	18	28	26	107	31	37	29	33	130	237
24-Hour Totals:					12480					15308	27788

140019CL-20190204

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	767	845	889	845	1656
P.M.	1230	1031	1530	1250	1215	2269
Daily	1230	1031	1145	1260	1215	2269
Truck Percentage	4.59		4.63		4.61	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	80	8615	3212	2	336	27	1	119	83	5	0	0	0	0	0	573	12480
S	102	10403	4094	10	417	38	5	169	67	2	0	0	1	0	0	709	15308

Generated by SPS 5.0.48P

140019CL-20190205

County: 14
Station: 0019
Description: SR 39/US 301/GALL BLVD, NORTH OF GEIGER ROAD
Start Date: 02/05/2019
Start Time: 1200

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	24	18	19	9	70	18	23	17	14	72	142
0100	11	14	10	10	45	14	11	14	5	44	89
0200	9	11	9	10	39	10	9	5	16	40	79
0300	6	8	11	12	37	14	5	9	9	37	74
0400	5	7	11	23	46	17	20	32	39	108	154
0500	12	28	32	51	123	41	70	70	107	288	411
0600	51	66	96	92	305	130	148	142	137	557	862
0700	108	130	137	154	529	144	171	192	174	681	1210
0800	154	155	153	164	626	185	176	201	211	773	1399
0900	178	222	241	208	849	237	220	233	233	923	1772
1000	232	218	227	232	909	257	243	262	240	1002	1911
1100	240	205	210	250	905	259	270	282	258	1069	1974
1200	234	252	252	263	1001	295	302	304	321	1222	2223
1300	267	250	267	235	1019	274	287	274	289	1124	2143
1400	250	251	252	224	977	293	283	315	282	1173	2150
1500	232	260	215	222	929	327	326	314	324	1291	2220
1600	259	227	210	206	902	270	315	303	264	1152	2054
1700	227	226	223	237	913	260	293	263	241	1057	1970
1800	221	184	199	198	802	196	201	209	189	795	1597
1900	167	185	129	133	614	172	180	164	158	674	1288
2000	109	103	85	102	399	128	119	98	100	445	844
2100	68	83	60	66	277	95	114	68	83	360	637
2200	42	36	38	31	147	75	43	44	39	201	348
2300	32	40	23	23	118	33	41	27	20	121	239
24-Hour Totals:					12581					15209	27790

140019CL-20190205

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	805	845	901	845	1706
P.M.	1245	1047	1500	1291	1215	2235
Daily	1245	1047	1500	1291	1215	2235
Truck Percentage	5.46		4.73		5.06	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	126	8690	3078	3	390	42	1	164	82	4	0	0	1	0	0	687	12581
S	142	10188	4159	10	438	39	5	168	54	4	0	0	2	0	0	720	15209

Generated by SPS 5.0.48P

140022-20190211

County: 14
Station: 0022
Description: SR 39/US 301/GALL BLVD, NORTH OF SR39
Start Date: 02/11/2019
Start Time: 1300

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	15	7	51	104	17	12	15	4	48	152
0100	10	11	11	15	47	8	11	12	7	38	85
0200	4	13	6	8	31	10	9	16	3	38	69
0300	12	16	14	7	49	10	18	11	23	62	111
0400	16	13	13	30	72	15	31	33	54	133	205
0500	11	28	30	33	102	76	109	173	165	523	625
0600	54	64	112	132	362	211	251	223	220	905	1267
0700	132	117	126	151	526	242	262	223	208	935	1461
0800	184	169	146	170	669	198	198	168	177	741	1410
0900	184	187	192	150	713	185	196	189	184	754	1467
1000	191	179	203	227	800	170	201	199	178	748	1548
1100	183	219	260	224	886	177	155	163	162	657	1543
1200	224	196	223	208	851	179	179	158	213	729	1580
1300	166	175	178	184	703	187	167	162	167	683	1386
1400	194	162	187	204	747	153	178	178	144	653	1400
1500	214	221	228	227	890	175	163	187	188	713	1603
1600	244	254	264	286	1048	164	185	182	168	699	1747
1700	263	314	282	300	1159	180	163	191	168	702	1861
1800	293	216	224	203	936	154	137	124	141	556	1492
1900	170	151	118	127	566	115	116	89	72	392	958
2000	111	90	64	88	353	71	74	60	64	269	622
2100	77	80	71	54	282	55	43	75	42	215	497
2200	34	38	31	44	147	53	37	29	23	142	289
2300	38	26	28	25	117	18	38	16	14	86	203
24-Hour Totals:					12160					11421	23581

140022-20190211

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	733	645	947	845	1480
P.M.	1715	1189	1215	737	1715	1865
Daily	1715	1189	630	947	1715	1865

Generated by SPS 5.0.48P

140022-20190212

County: 14
Station: 0022
Description: SR 39/US 301/GALL BLVD, NORTH OF SR39
Start Date: 02/12/2019
Start Time: 1300

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	21	28	25	15	89	16	10	13	9	48	137
0100	15	13	12	7	47	5	7	7	7	26	73
0200	12	13	7	12	44	7	10	6	8	31	75
0300	10	14	7	11	42	12	15	13	18	58	100
0400	8	6	13	19	46	25	29	38	42	134	180
0500	17	27	34	33	111	78	107	153	160	498	609
0600	51	74	90	123	338	204	247	225	200	876	1214
0700	114	103	107	148	472	261	234	187	203	885	1357
0800	159	130	155	171	615	166	201	169	170	706	1321
0900	173	177	167	209	726	142	161	150	136	589	1315
1000	170	152	204	208	734	164	175	178	152	669	1403
1100	188	180	173	209	750	143	149	167	163	622	1372
1200	162	194	187	240	783	171	202	166	181	720	1503
1300	233	192	190	191	806	165	178	201	172	716	1522
1400	185	188	223	199	795	185	177	160	160	682	1477
1500	207	213	241	210	871	182	180	174	171	707	1578
1600	266	247	260	275	1048	165	158	198	176	697	1745
1700	266	289	284	304	1143	193	179	179	161	712	1855
1800	286	303	222	177	988	150	123	137	125	535	1523
1900	182	168	111	118	579	111	113	108	94	426	1005
2000	115	112	76	71	374	92	87	76	58	313	687
2100	100	68	72	48	288	63	64	57	54	238	526
2200	47	49	44	51	191	36	28	35	28	127	318
2300	28	42	32	35	137	24	22	14	25	85	222
24-Hour Totals:					12017					11100	23117

140022-20190212

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	688	700	885	700	1357
P.M.	1730	1177	1630	746	1700	1855
Daily	1730	1177	615	933	1700	1855

Generated by SPS 5.0.48P

140023-20190211

County: 14
Station: 0023
Description: SR 39 SOUTHEAST OF SR 39, 41/US 301
Start Date: 02/11/2019
Start Time: 1300

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	22	10	5	4	41	9	4	3	4	20	61
0100	3	5	6	4	18	3	1	2	1	7	25
0200	2	6	2	3	13	2	4	7	2	15	28
0300	9	4	6	4	23	4	4	2	11	21	44
0400	9	5	4	9	27	9	9	13	16	47	74
0500	6	12	14	14	46	22	37	44	41	144	190
0600	25	29	50	47	151	59	70	69	79	277	428
0700	54	44	64	72	234	89	102	87	83	361	595
0800	74	62	51	65	252	73	89	57	77	296	548
0900	85	66	80	63	294	84	66	80	70	300	594
1000	80	85	86	94	345	68	75	90	85	318	663
1100	80	106	105	81	372	76	67	60	76	279	651
1200	94	69	92	75	330	60	66	59	73	258	588
1300	60	58	57	54	229	70	62	62	71	265	494
1400	59	59	56	72	246	52	61	70	60	243	489
1500	65	72	80	69	286	83	73	79	74	309	595
1600	66	81	78	78	303	52	55	65	77	249	552
1700	85	82	85	77	329	73	56	86	64	279	608
1800	66	49	64	36	215	68	46	48	61	223	438
1900	61	52	33	33	179	52	50	34	29	165	344
2000	35	23	13	24	95	31	18	23	22	94	189
2100	27	20	26	15	88	18	21	24	11	74	162
2200	17	24	18	27	86	17	10	8	11	46	132
2300	22	17	19	20	78	0	18	6	9	33	111
24-Hour Totals:					4280					4323	8603

140023-20190211

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	296	700	361	730	604
P.M.	1200	330	1500	309	1645	622
Daily	1115	386	700	361	1030	684

Generated by SPS 5.0.48P

140023-20190212

County: 14
Station: 0023
Description: SR 39 SOUTHEAST OF SR 39, 41/US 301
Start Date: 02/12/2019
Start Time: 1300

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	7	5	10	3	25	7	0	4	4	15	40
0100	4	3	8	3	18	1	0	6	1	8	26
0200	4	4	2	3	13	2	3	2	5	12	25
0300	3	2	4	8	17	2	1	8	6	17	34
0400	1	2	3	5	11	7	3	10	14	34	45
0500	4	9	14	13	40	20	33	44	37	134	174
0600	26	26	39	48	139	49	76	75	66	266	405
0700	45	38	39	61	183	78	104	81	75	338	521
0800	51	51	62	74	238	53	54	75	61	243	481
0900	74	58	53	85	270	51	52	53	55	211	481
1000	53	41	67	71	232	57	57	52	54	220	452
1100	81	56	62	69	268	49	51	56	64	220	488
1200	56	64	62	66	248	59	77	62	67	265	513
1300	86	65	62	56	269	50	74	68	61	253	522
1400	48	54	70	67	239	55	57	46	72	230	469
1500	69	72	69	63	273	76	68	84	60	288	561
1600	83	73	76	76	308	67	64	79	86	296	604
1700	67	90	91	95	343	79	84	75	68	306	649
1800	73	76	51	51	251	58	44	45	61	208	459
1900	54	36	42	34	166	42	49	33	34	158	324
2000	35	33	26	22	116	37	38	27	19	121	237
2100	36	26	24	12	98	20	25	23	14	82	180
2200	19	10	6	12	47	5	7	15	9	36	83
2300	10	8	13	5	36	7	4	5	7	23	59
24-Hour Totals:					3848					3984	7832

140023-20190212

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	268	700	338	700	521
P.M.	1715	349	1630	328	1700	649
Daily	1715	349	700	338	1700	649

Generated by SPS 5.0.48P

145028-20190211

County: 14
Station: 5028
Description: SR 39/US 301/GALL BLVD, N OF SR 54/5TH AVE
Start Date: 02/11/2019
Start Time: 1200

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	12	9	41	79	15	13	13	4	45	124
0100	13	7	5	16	41	9	9	5	8	31	72
0200	7	8	6	6	27	10	8	4	5	27	54
0300	10	11	12	9	42	7	11	6	15	39	81
0400	17	12	16	22	67	14	22	26	38	100	167
0500	21	21	25	45	112	37	65	85	103	290	402
0600	44	72	92	106	314	157	151	134	148	590	904
0700	129	133	124	150	536	152	154	147	130	583	1119
0800	155	142	153	168	618	159	146	165	152	622	1240
0900	173	162	184	176	695	158	171	193	127	649	1344
1000	209	186	209	230	834	180	158	203	177	718	1552
1100	209	199	228	275	911	168	159	190	144	661	1572
1200	229	227	206	252	914	206	177	191	165	739	1653
1300	221	211	209	215	856	179	188	167	175	709	1565
1400	206	181	199	230	816	153	179	174	160	666	1482
1500	192	195	220	188	795	177	170	186	181	714	1509
1600	198	193	197	204	792	176	161	185	144	666	1458
1700	199	185	194	193	771	192	180	178	164	714	1485
1800	209	178	180	168	735	149	137	136	114	536	1271
1900	147	131	101	101	480	114	118	86	64	382	862
2000	85	81	59	74	299	72	75	61	57	265	564
2100	73	79	44	52	248	56	44	46	40	186	434
2200	32	14	28	24	98	41	34	35	24	134	232
2300	24	21	20	19	84	22	34	12	17	85	169
24-Hour Totals:					11164					10151	21315

145028-20190211

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	687	845	674	845	1361
P.M.	1200	914	1200	739	1200	1653
Daily	1130	959	1200	739	1130	1676

Generated by SPS 5.0.48P

145028-20190212

County: 14
Station: 5028
Description: SR 39/US 301/GALL BLVD, N OF SR 54/5TH AVE
Start Date: 02/12/2019
Start Time: 1200

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	18	15	24	11	68	14	11	11	7	43	111
0100	8	16	11	9	44	5	11	6	10	32	76
0200	10	9	5	10	34	4	7	7	4	22	56
0300	14	11	8	14	47	10	9	8	18	45	92
0400	12	9	9	17	47	12	22	16	33	83	130
0500	18	36	41	46	141	41	75	63	98	277	418
0600	44	59	104	99	306	125	136	135	111	507	813
0700	111	102	112	149	474	163	125	103	125	516	990
0800	146	158	168	168	640	111	138	143	129	521	1161
0900	217	202	173	193	785	145	108	140	119	512	1297
1000	230	189	243	284	946	166	168	140	113	587	1533
1100	246	221	250	203	920	139	123	149	173	584	1504
1200	255	263	232	261	1011	184	179	168	180	711	1722
1300	261	206	208	184	859	159	166	189	153	667	1526
1400	204	193	221	202	820	194	149	166	154	663	1483
1500	179	196	189	189	753	174	168	169	163	674	1427
1600	219	177	201	201	798	167	189	200	162	718	1516
1700	201	182	210	184	777	167	180	185	156	688	1465
1800	191	229	163	148	731	144	154	118	124	540	1271
1900	137	140	109	107	493	117	109	88	92	406	899
2000	107	91	54	74	326	81	91	66	73	311	637
2100	77	54	71	43	245	73	50	52	56	231	476
2200	53	37	24	35	149	42	31	39	28	140	289
2300	21	24	30	30	105	23	20	14	20	77	182
24-Hour Totals:					11519					9555	21074

145028-20190212

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	760	815	555	845	1282
P.M.	1215	1017	1545	719	1200	1722
Daily	1215	1017	1545	719	1200	1722

Generated by SPS 5.0.48P

145029CL-20190211

County: 14
Station: 5029
Description: SR 39/US 301/GALL BLVD, SOUTH OF SR 54/5TH AVE
Start Date: 02/11/2019
Start Time: 1400

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	12	6	33	62	14	10	16	6	46	108
0100	10	5	7	15	37	8	10	5	12	35	72
0200	5	7	6	5	23	10	9	5	7	31	54
0300	4	11	12	7	34	5	13	7	19	44	78
0400	11	11	13	19	54	15	26	27	42	110	164
0500	19	23	23	31	96	44	72	99	113	328	424
0600	45	61	82	89	277	141	151	141	152	585	862
0700	87	87	90	111	375	157	166	151	128	602	977
0800	130	115	127	125	497	153	154	139	122	568	1065
0900	131	127	120	108	486	131	133	146	121	531	1017
1000	137	147	148	156	588	145	147	153	131	576	1164
1100	152	144	174	161	631	145	131	141	108	525	1156
1200	158	157	170	148	633	126	141	140	146	553	1186
1300	144	136	121	117	518	121	142	148	130	541	1059
1400	146	128	120	139	533	126	125	140	126	517	1050
1500	138	142	143	134	557	124	141	158	140	563	1120
1600	147	154	150	157	608	141	130	147	132	550	1158
1700	148	154	150	159	611	143	144	151	133	571	1182
1800	138	148	140	132	558	126	126	108	109	469	1027
1900	117	123	87	92	419	108	121	76	78	383	802
2000	72	75	50	65	262	70	72	59	68	269	531
2100	67	72	33	41	213	50	47	54	45	196	409
2200	25	20	23	28	96	40	36	32	25	133	229
2300	26	16	22	20	84	19	32	9	19	79	163
24-Hour Totals:					8252					8805	17057

145029CL-20190211

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	510	645	626	800	1065
P.M.	1200	633	1515	580	1200	1186
Daily	1130	650	645	626	1200	1186
Truck Percentage	6.52		6.92		6.72	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	77	5475	2162	6	316	56	5	95	53	3	0	0	4	0	0	538	8252
S	79	5664	2453	4	313	56	1	150	79	4	0	0	2	0	0	609	8805

Generated by SPS 5.0.48P

145029CL-20190212

County: 14
Station: 5029
Description: SR 39/US 301/GALL BLVD, SOUTH OF SR 54/5TH AVE
Start Date: 02/12/2019
Start Time: 1400

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	15	20	18	10	63	16	9	8	8	41	104
0100	11	12	12	8	43	6	11	7	6	30	73
0200	12	11	6	11	40	9	7	9	7	32	72
0300	11	8	4	11	34	10	8	9	18	45	79
0400	6	3	8	12	29	17	24	27	31	99	128
0500	17	29	30	37	113	46	74	76	109	305	418
0600	35	51	93	84	263	133	162	150	121	566	829
0700	74	65	79	112	330	157	146	126	133	562	892
0800	105	113	138	128	484	128	135	123	109	495	979
0900	148	141	114	146	549	122	115	130	107	474	1023
1000	148	132	145	147	572	129	156	138	123	546	1118
1100	131	152	136	157	576	117	125	140	128	510	1086
1200	141	132	152	115	540	134	141	128	136	539	1079
1300	141	164	140	169	614	133	132	133	138	536	1150
1400	152	150	161	143	606	141	142	128	134	545	1151
1500	139	153	150	124	566	138	125	142	126	531	1097
1600	142	143	164	167	616	142	136	147	134	559	1175
1700	165	155	161	147	628	139	142	156	138	575	1203
1800	153	165	141	130	589	133	128	126	107	494	1083
1900	121	114	79	86	400	109	106	97	86	398	798
2000	84	73	51	67	275	86	94	67	66	313	588
2100	65	51	56	40	212	67	58	49	58	232	444
2200	45	32	24	32	133	39	30	32	29	130	263
2300	23	29	26	23	101	20	24	16	19	79	180
24-Hour Totals:					8376					8636	17012

145029CL-20190212

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	555	700	562	830	1024
P.M.	1630	651	1700	575	1645	1219
Daily	1630	651	615	590	1645	1219

Truck Percentage 4.95 5.49 5.23

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	37	5950	1974	7	242	45	1	74	34	6	0	0	6	0	0	415	8376
S	32	6191	1939	4	201	118	1	86	57	4	0	0	3	0	0	474	8636

Generated by SPS 5.0.48P

145031-20190211

County: 14
Station: 5031
Description: SR 39/US 301/GALL BLVD, S.OF GEIGER RD.& N. AVE.
Start Date: 02/11/2019
Start Time: 1400

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	16	17	12	32	77	24	28	18	15	85	162
0100	16	9	6	16	47	17	13	8	11	49	96
0200	8	9	9	6	32	7	15	8	5	35	67
0300	6	18	10	14	48	10	13	10	21	54	102
0400	14	16	15	26	71	21	23	29	42	115	186
0500	24	20	37	57	138	41	81	94	147	363	501
0600	55	85	115	121	376	144	153	152	175	624	1000
0700	130	152	149	160	591	176	201	190	201	768	1359
0800	166	200	168	200	734	218	235	205	216	874	1608
0900	202	220	254	246	922	244	297	288	247	1076	1998
1000	243	243	251	281	1018	270	281	262	268	1081	2099
1100	209	246	249	264	968	309	292	301	305	1207	2175
1200	259	237	245	260	1001	326	329	321	284	1260	2261
1300	285	256	271	230	1042	307	307	296	277	1187	2229
1400	263	225	256	254	998	319	313	304	284	1220	2218
1500	255	214	253	253	975	332	324	289	307	1252	2227
1600	269	248	225	227	969	312	291	286	284	1173	2142
1700	219	228	205	227	879	277	283	261	230	1051	1930
1800	258	223	176	173	830	223	192	203	182	800	1630
1900	164	167	137	119	587	187	170	154	123	634	1221
2000	112	87	83	82	364	135	118	106	93	452	816
2100	75	85	64	60	284	94	65	81	64	304	588
2200	38	24	33	28	123	65	63	45	33	206	329
2300	31	27	29	21	108	28	39	26	24	117	225
24-Hour Totals:					13182					15987	29169

145031-20190211

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	876	845	1045	845	1921
P.M.	1245	1072	1200	1260	1215	2268
Daily	1245	1072	1145	1281	1145	2286

Generated by SPS 5.0.48P

145031-20190212

County: 14
Station: 5031
Description: SR 39/US 301/GALL BLVD, S.OF GEIGER RD.& N. AVE.
Start Date: 02/12/2019
Start Time: 1400

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	14	22	17	70	26	16	13	14	69	139
0100	9	21	10	10	50	9	19	9	11	48	98
0200	14	12	5	11	42	9	10	8	11	38	80
0300	15	12	8	19	54	12	10	9	26	57	111
0400	8	8	13	21	50	18	23	30	39	110	160
0500	23	30	47	48	148	49	78	74	136	337	485
0600	53	78	99	109	339	131	152	155	157	595	934
0700	160	101	131	150	542	187	180	167	202	736	1278
0800	184	148	192	185	709	193	220	210	227	850	1559
0900	224	222	225	241	912	262	280	291	296	1129	2041
1000	264	245	251	264	1024	266	288	273	294	1121	2145
1100	249	268	266	241	1024	311	335	325	321	1292	2316
1200	251	252	244	292	1039	318	354	320	330	1322	2361
1300	282	288	291	272	1133	318	264	263	278	1123	2256
1400	257	256	308	284	1105	303	310	289	285	1187	2292
1500	225	226	236	259	946	308	306	322	319	1255	2201
1600	295	227	257	225	1004	292	310	323	291	1216	2220
1700	231	226	268	229	954	287	305	287	272	1151	2105
1800	224	229	211	167	831	235	232	202	217	886	1717
1900	172	169	150	119	610	185	164	157	138	644	1254
2000	107	108	83	78	376	126	124	100	126	476	852
2100	76	70	61	73	280	100	84	78	85	347	627
2200	59	46	34	33	172	61	59	60	36	216	388
2300	32	37	29	39	137	34	35	21	32	122	259
24-Hour Totals:					13551					16327	29878

145031-20190212

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	856	845	1060	845	1916
P.M.	1245	1153	1200	1322	1215	2392
Daily	1245	1153	1200	1322	1215	2392

Generated by SPS 5.0.48P

145104-20190211

County: 14
Station: 5104
Description: SR 54, EAST OF LAMAR RD AND WALMART ENTRANCE
Start Date: 02/11/2019
Start Time: 1300

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	21	12	11	14	58	10	15	3	7	35	93
0100	7	5	6	6	24	4	9	6	5	24	48
0200	6	3	6	5	20	5	7	4	4	20	40
0300	6	3	2	6	17	6	3	11	4	24	41
0400	6	8	14	12	40	5	4	7	20	36	76
0500	14	15	34	33	96	16	30	46	59	151	247
0600	39	39	66	92	236	77	86	74	90	327	563
0700	121	135	137	151	544	93	110	128	131	462	1006
0800	174	180	139	151	644	140	149	170	157	616	1260
0900	139	151	191	207	688	144	186	170	192	692	1380
1000	173	223	149	168	713	165	195	184	164	708	1421
1100	174	154	174	179	681	159	176	166	158	659	1340
1200	154	144	204	177	679	189	191	166	157	703	1382
1300	172	160	162	164	658	204	168	196	174	742	1400
1400	171	168	179	193	711	194	183	180	198	755	1466
1500	172	164	191	190	717	193	214	195	181	783	1500
1600	167	190	207	183	747	205	183	181	206	775	1522
1700	200	174	170	169	713	175	213	177	157	722	1435
1800	170	130	127	131	558	134	133	131	119	517	1075
1900	104	106	85	86	381	115	110	97	79	401	782
2000	61	91	59	69	280	66	64	66	50	246	526
2100	58	59	48	43	208	41	51	30	35	157	365
2200	35	36	36	26	133	32	31	29	13	105	238
2300	17	19	18	13	67	23	12	12	12	59	126
24-Hour Totals:					9613					9719	19332

145104-20190211

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	644	830	657	845	1289
P.M.	1615	780	1445	800	1630	1539
Daily	930	794	1445	800	1630	1539

Generated by SPS 5.0.48P

145104-20190212

County: 14
Station: 5104
Description: SR 54, EAST OF LAMAR RD AND WALMART ENTRANCE
Start Date: 02/12/2019
Start Time: 1300

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	12	10	9	6	37	7	5	6	6	24	61
0100	5	4	8	5	22	2	3	7	8	20	42
0200	10	4	4	2	20	2	6	4	6	18	38
0300	2	9	6	7	24	3	4	8	3	18	42
0400	5	7	11	20	43	5	9	18	17	49	92
0500	9	20	24	36	89	16	28	32	55	131	220
0600	44	48	53	84	229	67	83	72	98	320	549
0700	107	121	125	164	517	100	89	120	117	426	943
0800	144	160	153	160	617	125	120	149	159	553	1170
0900	128	149	151	176	604	148	146	167	180	641	1245
1000	173	160	154	185	672	166	171	170	168	675	1347
1100	163	166	177	160	666	185	211	189	181	766	1432
1200	150	156	181	203	690	177	165	196	178	716	1406
1300	182	181	161	154	678	215	218	180	190	803	1481
1400	148	169	160	179	656	201	193	200	158	752	1408
1500	159	166	176	168	669	202	201	196	186	785	1454
1600	182	200	181	176	739	196	188	206	175	765	1504
1700	190	178	163	172	703	189	196	165	166	716	1419
1800	151	152	136	120	559	186	152	124	125	587	1146
1900	113	99	83	88	383	95	103	92	79	369	752
2000	101	85	64	54	304	71	74	68	52	265	569
2100	55	60	57	39	211	71	48	41	38	198	409
2200	35	36	32	24	127	31	31	34	22	118	245
2300	18	19	18	16	71	21	14	10	9	54	125
24-Hour Totals:					9330					9769	19099

145104-20190212

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	621	845	620	845	1208
P.M.	1230	747	1230	807	1230	1554
Daily	1230	747	1230	807	1230	1554

Generated by SPS 5.0.48P

145105CL-20190211

County: 14
Station: 5105
Description: SR 54/5TH AVE, WEST OF SR 39/US 301/GALL BLVD
Start Date: 02/11/2019
Start Time: 1400

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	12	9	8	13	42	9	8	3	4	24	66
0100	3	6	1	5	15	1	2	4	3	10	25
0200	4	2	6	2	14	2	2	0	0	4	18
0300	3	1	2	8	14	2	0	6	3	11	25
0400	5	8	12	9	34	3	0	5	10	18	52
0500	22	11	28	25	86	10	18	26	30	84	170
0600	25	45	53	101	224	33	37	38	38	146	370
0700	117	120	113	160	510	60	66	73	79	278	788
0800	127	161	122	147	557	100	99	124	107	430	987
0900	111	124	146	160	541	111	120	98	126	455	996
1000	162	180	153	156	651	88	125	120	121	454	1105
1100	148	133	145	158	584	112	137	125	118	492	1076
1200	155	129	167	147	598	130	108	129	113	480	1078
1300	155	149	156	140	600	137	147	121	116	521	1121
1400	148	149	155	166	618	142	127	126	123	518	1136
1500	135	145	158	128	566	165	147	138	152	602	1168
1600	132	132	144	145	553	150	130	129	112	521	1074
1700	160	120	123	119	522	136	141	127	106	510	1032
1800	138	109	113	100	460	90	94	98	78	360	820
1900	84	89	73	57	303	67	82	61	49	259	562
2000	47	44	47	51	189	47	40	38	34	159	348
2100	55	38	40	33	166	28	39	19	27	113	279
2200	32	20	18	19	89	20	33	19	7	79	168
2300	8	16	15	13	52	18	9	8	9	44	96
24-Hour Totals:					7988					6572	14560

145105CL-20190211

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	570	830	462	800	987
P.M.	1230	618	1500	602	1445	1177
Daily	945	655	1500	602	1445	1177
Truck Percentage	3.63		3.27		3.47	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	59	5953	1686	9	168	14	0	83	15	1	0	0	0	0	0	290	7988
W	60	4663	1634	0	131	24	0	46	13	1	0	0	0	0	0	215	6572

Generated by SPS 5.0.48P

145105CL-20190212

County: 14
Station: 5105
Description: SR 54/5TH AVE, WEST OF SR 39/US 301/GALL BLVD
Start Date: 02/12/2019
Start Time: 1400

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	7	10	7	35	6	8	12	5	31	66
0100	5	4	4	4	17	1	0	4	7	12	29
0200	7	3	2	2	14	2	4	0	3	9	23
0300	1	6	6	7	20	2	2	4	3	11	31
0400	5	8	10	12	35	3	4	10	11	28	63
0500	7	26	23	29	85	9	15	21	26	71	156
0600	29	47	49	95	220	33	44	33	57	167	387
0700	118	103	108	144	473	47	51	67	87	252	725
0800	123	144	110	114	491	93	78	97	94	362	853
0900	109	120	124	123	476	98	109	99	114	420	896
1000	152	132	147	148	579	107	98	115	119	439	1018
1100	152	129	156	123	560	121	145	123	137	526	1086
1200	151	137	152	176	616	134	112	120	113	479	1095
1300	169	162	157	142	630	128	125	141	129	523	1153
1400	135	136	145	159	575	136	137	135	141	549	1124
1500	124	139	123	126	512	149	141	127	139	556	1068
1600	162	121	143	141	567	145	149	133	130	557	1124
1700	142	136	125	129	532	131	133	119	113	496	1028
1800	139	129	112	102	482	105	98	86	84	373	855
1900	95	82	65	68	310	66	70	64	49	249	559
2000	60	63	41	43	207	42	53	48	42	185	392
2100	44	36	40	28	148	49	30	34	25	138	286
2200	31	20	32	18	101	31	22	34	7	94	195
2300	12	11	14	19	56	10	10	6	5	31	87
24-Hour Totals:					7741					6558	14299

145105CL-20190212

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	521	845	400	745	876
P.M.	1245	664	1430	566	1245	1171
Daily	1245	664	1430	566	1245	1171

Truck Percentage 3.36 3.75 3.54

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	28	5783	1670	4	160	19	0	55	20	1	0	0	1	0	0	260	7741
W	40	4737	1535	0	126	67	1	42	9	0	0	0	1	0	0	246	6558

Generated by SPS 5.0.48P

COUNTY: 14
STATION: 6027
DESCRIPTION: CR 54, EAST OF WIRE ROAD (HPMS)
START DATE: 05/16/2018
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	9	8	3	8	28	10	6	11	2	29	57
0100	4	3	6	3	16	8	1	6	4	19	35
0200	4	5	4	6	19	6	3	5	4	18	37
0300	4	4	5	1	14	5	3	5	8	21	35
0400	2	4	6	11	23	8	7	9	12	36	59
0500	8	14	16	24	62	22	20	31	44	117	179
0600	18	21	25	36	100	28	43	57	81	209	309
0700	34	53	50	48	185	94	91	89	86	360	545
0800	58	41	70	61	230	91	80	107	82	360	590
0900	54	64	73	81	272	100	87	102	117	406	678
1000	89	81	68	71	309	110	85	81	109	385	694
1100	85	85	77	97	344	91	76	77	75	319	663
1200	97	95	70	83	345	83	87	94	90	354	699
1300	84	85	82	92	343	94	82	89	94	359	702
1400	109	91	83	89	372	86	105	77	76	344	716
1500	95	86	101	109	391	94	101	82	105	382	773
1600	97	113	94	98	402	84	82	78	115	359	761
1700	113	112	92	88	405	84	97	86	83	350	755
1800	97	88	63	75	323	80	71	61	60	272	595
1900	70	77	73	69	289	75	61	55	45	236	525
2000	71	57	52	57	237	59	56	70	41	226	463
2100	48	49	34	33	164	36	20	22	32	110	274
2200	33	31	22	17	103	30	14	22	12	78	181
2300	17	15	15	17	64	16	6	7	6	35	99
24-HOUR TOTALS:					5040					5384	10424

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	252	830	376	830	625
P.M.	1530	420	1500	382	1645	797
DAILY	1530	420	915	416	1645	797

TRUCK PERCENTAGE 3.45 5.35 4.43

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	34	3574	1252	9	106	16	0	20	23	0	0	0	0	0	6	174	5040
W	26	3689	1367	12	157	16	1	64	25	12	0	0	1	0	14	288	5384

GENERATED BY SPS 5.0.54P

COUNTY: 14
STATION: 6027
DESCRIPTION: CR 54, EAST OF WIRE ROAD (HPMS)
START DATE: 05/17/2018
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	10	9	10	6	35	9	9	10	3	31	66
0100	12	5	3	6	26	8	7	5	2	22	48
0200	9	3	3	2	17	3	4	4	3	14	31
0300	5	4	3	6	18	3	6	7	4	20	38
0400	1	8	6	11	26	3	7	8	15	33	59
0500	14	18	18	21	71	17	28	27	39	111	182
0600	25	21	30	30	106	35	49	63	76	223	329
0700	37	52	41	60	190	102	86	90	104	382	572
0800	57	45	63	51	216	85	101	84	87	357	573
0900	67	78	68	68	281	95	95	106	86	382	663
1000	69	61	81	75	286	72	89	58	83	302	588
1100	81	77	82	92	332	97	82	98	82	359	691
1200	101	89	100	79	369	83	75	95	98	351	720
1300	68	65	86	94	313	88	78	101	90	357	670
1400	95	73	90	79	337	73	82	77	85	317	654
1500	100	80	77	75	332	74	87	81	75	317	649
1600	71	122	100	91	384	58	77	67	74	276	660
1700	105	103	65	84	357	83	75	97	66	321	678
1800	79	86	83	64	312	78	78	72	71	299	611
1900	71	49	78	54	252	70	42	51	50	213	465
2000	45	61	55	58	219	52	39	36	34	161	380
2100	58	35	28	31	152	27	32	26	18	103	255
2200	35	28	24	7	94	22	17	21	18	78	172
2300	16	19	12	18	65	13	8	12	9	42	107
24-HOUR TOTALS:					4790					5071	9861

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	264	845	383	845	647
P.M.	1615	418	1245	365	1200	720
DAILY	1615	418	845	383	1200	720

TRUCK PERCENTAGE 3.44 5.94 4.73

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	18	3376	1222	12	101	15	0	20	16	0	0	0	1	0	9	165	4790
W	21	3403	1333	11	164	16	5	69	17	19	0	0	0	0	13	301	5071

GENERATED BY SPS 5.0.54P

145308CL-20190211

County: 14
Station: 5308
Description: SR 39, S OF CHANCY RD
Start Date: 02/11/2019
Start Time: 1500

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	35	18	13	12	78	14	15	10	14	53	131
0100	16	10	8	6	40	5	3	3	4	15	55
0200	7	6	9	4	26	3	5	9	5	22	48
0300	9	7	15	8	39	11	21	18	21	71	110
0400	16	11	15	22	64	17	25	27	36	105	169
0500	21	27	50	36	134	40	64	70	87	261	395
0600	56	70	105	111	342	116	147	148	139	550	892
0700	107	107	128	138	480	169	181	179	158	687	1167
0800	137	123	99	123	482	140	131	102	129	502	984
0900	96	101	117	81	395	132	83	101	87	403	798
1000	91	90	87	83	351	103	107	106	123	439	790
1100	86	109	94	89	378	123	94	78	112	407	785
1200	94	102	93	99	388	82	116	107	99	404	792
1300	98	110	98	89	395	94	105	115	90	404	799
1400	100	106	109	107	422	99	103	110	107	419	841
1500	95	113	141	116	465	95	108	110	127	440	905
1600	134	132	145	149	560	106	126	139	138	509	1069
1700	169	172	181	174	696	109	127	131	111	478	1174
1800	135	119	85	93	432	110	94	79	75	358	790
1900	88	61	51	57	257	63	67	52	36	218	475
2000	51	39	33	32	155	38	37	32	34	141	296
2100	34	33	32	32	131	27	34	34	26	121	252
2200	23	26	44	48	141	32	26	26	13	97	238
2300	30	38	36	23	127	12	21	12	17	62	189
24-Hour Totals:					6978					7166	14144

145308CL-20190211

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	526	700	687	715	1168
P.M.	1700	696	1630	513	1645	1176
Daily	1700	696	700	687	1645	1176
Truck Percentage	15.71		15.20		15.45	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	49	3881	1952	9	281	212	10	191	379	5	3	5	1	0	0	1096	6978
S	47	3979	2051	7	285	91	127	203	325	38	3	6	4	0	0	1089	7166

Generated by SPS 5.0.48P

145308CL-20190212

County: 14
Station: 5308
Description: SR 39, S OF CHANCY RD
Start Date: 02/12/2019
Start Time: 1500

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	14	13	9	40	16	7	6	9	38	78
0100	7	9	11	6	33	5	5	5	9	24	57
0200	7	6	9	7	29	5	3	7	8	23	52
0300	6	9	14	12	41	10	8	18	19	55	96
0400	6	9	9	19	43	18	22	26	36	102	145
0500	10	28	37	42	117	36	57	76	85	254	371
0600	49	73	81	94	297	99	149	131	130	509	806
0700	101	75	84	83	343	140	166	163	181	650	993
0800	103	97	108	87	395	143	118	111	108	480	875
0900	100	102	99	105	406	110	101	116	101	428	834
1000	74	68	86	98	326	108	93	93	95	389	715
1100	95	67	96	85	343	104	88	91	86	369	712
1200	91	119	91	99	400	85	100	99	95	379	779
1300	93	102	86	93	374	99	107	109	108	423	797
1400	85	94	105	109	393	119	95	98	81	393	786
1500	121	116	123	118	478	120	110	109	128	467	945
1600	163	131	153	150	597	102	141	142	132	517	1114
1700	156	180	205	149	690	125	146	122	115	508	1198
1800	124	119	97	70	410	110	91	85	71	357	767
1900	80	68	55	56	259	72	59	50	50	231	490
2000	48	51	31	41	171	53	64	45	36	198	369
2100	36	40	37	33	146	40	31	35	26	132	278
2200	24	27	20	25	96	15	16	20	8	59	155
2300	15	17	23	10	65	15	12	7	15	49	114
24-Hour Totals:					6492					7034	13526

145308CL-20190212

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	397	715	653	715	998
P.M.	1645	691	1630	545	1645	1216
Daily	1645	691	715	653	1645	1216

Truck Percentage 13.80 12.88 13.32

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	17	3783	1796	6	274	65	2	182	342	14	2	6	3	0	0	896	6492
S	15	4090	2023	12	289	61	16	192	311	15	2	7	1	0	0	906	7034

Generated by SPS 5.0.48P

145501CL-20190204

County: 14
Station: 5501
Description: SR 41/US 301, S OF CHANCY RD.
Start Date: 02/04/2019
Start Time: 1200

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	8	24	17	9	58	12	6	8	2	28	86
0100	15	10	15	6	46	8	5	7	7	27	73
0200	6	8	8	7	29	5	4	10	11	30	59
0300	11	4	6	9	30	8	9	10	19	46	76
0400	7	6	12	10	35	27	45	47	43	162	197
0500	14	18	18	22	72	81	121	147	183	532	604
0600	32	51	64	80	227	216	248	255	271	990	1217
0700	62	71	73	92	298	263	269	239	224	995	1293
0800	77	69	76	94	316	200	167	137	136	640	956
0900	49	79	82	77	287	124	131	108	122	485	772
1000	79	76	95	86	336	121	116	127	109	473	809
1100	82	78	74	89	323	95	99	99	112	405	728
1200	73	81	106	80	340	117	95	82	92	386	726
1300	81	86	87	94	348	90	96	91	75	352	700
1400	105	106	100	104	415	93	79	108	89	369	784
1500	112	132	167	189	600	81	90	85	79	335	935
1600	210	225	222	206	863	93	101	90	101	385	1248
1700	211	272	229	236	948	104	106	108	99	417	1365
1800	261	169	204	142	776	78	81	55	50	264	1040
1900	114	94	77	75	360	36	39	48	29	152	512
2000	57	60	50	57	224	41	23	27	31	122	346
2100	37	46	47	39	169	22	29	27	17	95	264
2200	28	38	23	36	125	17	24	19	11	71	196
2300	28	13	27	22	90	14	16	6	8	44	134
24-Hour Totals:					7315					7805	15120

145501CL-20190204

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	316	645	1042	645	1328
P.M.	1715	998	1645	419	1715	1389
Daily	1715	998	630	1058	1715	1389

Truck Percentage 12.70 12.93 12.82

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	54	4003	2329	14	436	68	2	183	210	16	0	0	0	0	0	929	7315
S	43	4178	2575	15	489	47	12	194	193	57	0	0	2	0	0	1009	7805

Generated by SPS 5.0.48P

145501CL-20190205

County: 14
Station: 5501
Description: SR 41/US 301, S OF CHANCY RD.
Start Date: 02/05/2019
Start Time: 1200

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	22	13	18	13	66	5	8	1	4	18	84
0100	11	4	10	7	32	2	5	5	9	21	53
0200	8	5	9	11	33	6	7	10	11	34	67
0300	3	1	9	12	25	17	10	13	21	61	86
0400	3	8	15	18	44	30	34	40	45	149	193
0500	10	29	26	23	88	66	102	163	175	506	594
0600	44	39	71	52	206	220	262	271	282	1035	1241
0700	60	65	80	89	294	242	272	260	183	957	1251
0800	61	73	82	84	300	183	166	146	117	612	912
0900	61	66	76	81	284	133	139	139	127	538	822
1000	84	76	91	85	336	110	111	109	111	441	777
1100	70	77	94	85	326	101	117	96	109	423	749
1200	88	103	86	106	383	81	93	100	92	366	749
1300	89	87	77	111	364	93	113	117	95	418	782
1400	97	114	108	144	463	107	80	89	110	386	849
1500	158	157	148	175	638	95	97	105	91	388	1026
1600	226	230	274	229	959	91	87	98	103	379	1338
1700	230	223	254	244	951	91	96	107	86	380	1331
1800	214	244	221	118	797	79	71	60	59	269	1066
1900	135	90	111	90	426	41	61	40	40	182	608
2000	86	48	64	54	252	22	36	31	19	108	360
2100	62	54	48	44	208	33	22	25	24	104	312
2200	41	49	26	29	145	29	18	20	15	82	227
2300	19	37	34	26	116	10	9	10	5	34	150
24-Hour Totals:					7736					7891	15627

145501CL-20190205

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	305	645	1056	645	1313
P.M.	1615	963	1315	432	1630	1344
Daily	1615	963	630	1067	1630	1344

Truck Percentage 16.24 13.47 14.84

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	41	3115	3324	21	696	76	1	202	228	32	0	0	0	0	0	1256	7736
S	58	4087	2683	18	525	47	9	196	198	70	0	0	0	0	0	1063	7891

Generated by SPS 5.0.48P

COUNTY: 14
STATION: 0055
DESCRIPTION: US 98/SR 35/SR 700, NORTH OF CR 54/POLK COUNTY LIN
START DATE: 05/08/2018
START TIME: 1200

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	7	5	4	3	19	8	5	6	5	24	43
0100	5	7	5	5	22	2	4	9	4	19	41
0200	9	2	1	1	13	5	2	3	3	13	26
0300	3	7	4	8	22	12	5	2	7	26	48
0400	7	9	7	13	36	2	9	8	21	40	76
0500	21	17	15	18	71	16	27	28	47	118	189
0600	25	32	35	41	133	37	51	45	40	173	306
0700	41	33	34	46	154	64	58	68	58	248	402
0800	40	49	38	44	171	51	44	32	38	165	336
0900	29	29	37	33	128	41	34	32	30	137	265
1000	34	34	31	32	131	44	29	37	27	137	268
1100	27	33	45	33	138	39	48	34	34	155	293
1200	31	29	40	32	132	37	44	35	32	148	280
1300	39	35	43	36	153	26	36	27	28	117	270
1400	30	41	33	45	149	35	47	42	22	146	295
1500	40	34	49	52	175	46	41	40	31	158	333
1600	53	55	53	51	212	40	34	45	59	178	390
1700	39	71	56	55	221	42	59	47	37	185	406
1800	54	39	41	37	171	37	34	31	41	143	314
1900	26	30	22	21	99	22	16	12	18	68	167
2000	24	27	21	14	86	12	17	19	10	58	144
2100	12	16	16	17	61	6	9	20	12	47	108
2200	10	7	8	6	31	5	13	5	3	26	57
2300	14	10	11	5	40	7	5	5	6	23	63
24-HOUR TOTALS:					2568					2552	5120

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	173	700	248	700	402
P.M.	1715	236	1645	207	1645	424
DAILY	1715	236	700	248	1645	424

TRUCK PERCENTAGE 23.33 22.61 22.97

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	15	1296	658	7	153	41	13	97	239	48	0	1	0	0	0	599	2568
S	13	1272	690	7	126	35	11	122	265	11	0	0	0	0	0	577	2552

GENERATED BY SPS 5.0.54P

COUNTY: 14
STATION: 0055
DESCRIPTION: US 98/SR 35/SR 700, NORTH OF CR 54/POLK COUNTY LIN
START DATE: 05/09/2018
START TIME: 1200

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	4	11	4	4	23	6	2	6	3	17	40
0100	5	4	4	3	16	4	6	3	11	24	40
0200	3	1	2	2	8	4	4	2	5	15	23
0300	7	5	7	6	25	4	7	5	5	21	46
0400	10	13	6	10	39	3	3	8	15	29	68
0500	14	15	14	22	65	26	17	28	37	108	173
0600	25	31	41	34	131	42	49	42	48	181	312
0700	33	44	42	48	167	53	64	54	61	232	399
0800	40	36	38	37	151	47	54	38	48	187	338
0900	34	40	34	31	139	48	61	29	53	191	330
1000	24	32	31	35	122	40	33	38	37	148	270
1100	42	34	37	30	143	35	38	23	32	128	271
1200	26	44	34	42	146	26	30	23	25	104	250
1300	42	45	36	31	154	22	28	25	34	109	263
1400	46	35	40	45	166	30	36	52	26	144	310
1500	33	48	54	66	201	37	30	41	34	142	343
1600	61	42	52	59	214	50	38	34	47	169	383
1700	58	57	63	59	237	55	60	52	38	205	442
1800	54	43	35	37	169	50	36	40	22	148	317
1900	29	22	27	21	99	26	18	21	20	85	184
2000	13	19	15	16	63	15	14	15	10	54	117
2100	16	15	15	13	59	14	9	9	8	40	99
2200	9	16	15	10	50	9	5	10	5	29	79
2300	13	15	6	8	42	8	8	4	5	25	67
24-HOUR TOTALS:					2629					2535	5164

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	174	700	232	715	400
P.M.	1645	237	1645	214	1645	451
DAILY	1645	237	700	232	1645	451

TRUCK PERCENTAGE 24.72 23.47 24.11

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	12	1285	682	12	123	49	6	94	283	82	0	0	1	0	0	650	2629
S	16	1231	693	12	130	32	9	133	265	12	0	0	2	0	0	595	2535

GENERATED BY SPS 5.0.54P

COUNTY: 14
STATION: 6019
DESCRIPTION: CHANCEY RD, EAST OF PAUL S BUCHMAN HWY (HPMS)
START DATE: 02/20/2018
START TIME: 1700

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	4	4	4	8	20	6	4	3	5	18	38
0100	8	4	5	8	25	7	4	4	3	18	43
0200	3	4	6	9	22	5	4	12	4	25	47
0300	5	6	5	5	21	6	11	9	11	37	58
0400	3	15	18	28	64	8	25	21	20	74	138
0500	29	20	37	48	134	34	54	64	67	219	353
0600	28	39	46	57	170	71	114	88	100	373	543
0700	57	59	67	58	241	93	97	85	84	359	600
0800	58	52	75	88	273	82	98	83	100	363	636
0900	68	74	66	91	299	98	90	101	94	383	682
1000	85	74	75	85	319	106	85	75	92	358	677
1100	67	80	76	87	310	86	110	97	100	393	703
1200	78	79	88	71	316	96	89	87	82	354	670
1300	93	104	76	77	350	86	101	77	63	327	677
1400	86	88	88	91	353	87	83	81	77	328	681
1500	82	97	74	92	345	86	76	101	78	341	686
1600	105	90	102	100	397	88	93	80	63	324	721
1700	104	120	111	117	452	92	81	64	77	314	766
1800	97	88	77	83	345	79	54	41	54	228	573
1900	59	48	43	34	184	43	29	28	24	124	308
2000	31	21	33	34	119	34	27	24	18	103	222
2100	9	18	24	19	70	19	21	17	9	66	136
2200	22	13	17	9	61	16	12	9	5	42	103
2300	10	8	8	8	34	8	2	3	10	23	57
24-HOUR TOTALS:					4924					5194	10118

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	830	305	845	389	845	685
P.M.	1700	452	1530	360	1700	766
DAILY	1700	452	1115	403	1700	766

TRUCK PERCENTAGE 32.45 31.94 32.19

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	59	1843	1424	16	353	543	20	142	488	26	1	7	2	0	0	1598	4924
W	65	2049	1421	5	298	121	445	144	547	89	0	8	2	0	0	1659	5194

GENERATED BY SPS 5.0.54P

COUNTY: 14
STATION: 6019
DESCRIPTION: CHANCEY RD, EAST OF PAUL S BUCHMAN HWY (HPMS)
START DATE: 02/21/2018
START TIME: 1700

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	10	10	8	2	30	10	6	8	7	31	61
0100	3	4	11	5	23	4	4	6	5	19	42
0200	2	8	6	11	27	2	9	9	3	23	50
0300	2	6	12	5	25	7	14	13	5	39	64
0400	16	17	17	22	72	15	16	29	29	89	161
0500	26	24	28	38	116	31	50	63	58	202	318
0600	41	50	77	76	244	69	91	104	91	355	599
0700	71	62	87	109	329	97	112	102	88	399	728
0800	98	105	130	146	479	94	103	100	114	411	890
0900	119	137	142	135	533	125	137	127	131	520	1053
1000	127	149	157	132	565	142	137	137	158	574	1139
1100	120	112	115	101	448	169	176	163	145	653	1101
1200	91	99	75	96	361	145	133	136	108	522	883
1300	74	71	89	102	336	91	91	95	102	379	715
1400	91	84	96	76	347	82	87	90	92	351	698
1500	124	92	97	105	418	80	89	88	92	349	767
1600	85	100	87	113	385	107	81	89	82	359	744
1700	113	106	124	148	491	101	72	66	95	334	825
1800	119	118	77	71	385	75	73	50	41	239	624
1900	47	43	48	46	184	39	38	38	26	141	325
2000	40	36	35	22	133	45	25	32	18	120	253
2100	32	20	19	15	86	26	16	13	14	69	155
2200	21	16	16	16	69	15	9	14	12	50	119
2300	18	9	11	9	47	5	3	5	6	19	66
24-HOUR TOTALS:					6133					6247	12380

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	544	845	503	845	1047
P.M.	1730	509	1200	522	1200	883
DAILY	945	568	1045	666	1030	1161

TRUCK PERCENTAGE 30.47 28.08 29.26

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	56	2344	1864	14	421	634	11	186	565	28	0	10	0	0	0	1869	6133
W	81	2613	1799	7	310	127	504	193	528	75	0	9	1	0	0	1754	6247

GENERATED BY SPS 5.0.54P

COUNTY: 14
STATION: 6001
DESCRIPTION: CRYSTAL SPRINGS RD/ CENTRAL AVE, SOUTH OF CHANCEY(
START DATE: 02/20/2018
START TIME: 1700

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	1	0	2	0	3	0	1	1	2	4	7
0100	2	0	2	0	4	1	2	4	1	8	12
0200	0	0	3	0	3	0	1	0	1	2	5
0300	0	1	0	1	2	0	0	0	0	0	2
0400	0	2	0	3	5	0	0	0	2	2	7
0500	3	3	7	8	21	0	3	1	2	6	27
0600	8	10	14	19	51	1	2	4	3	10	61
0700	19	22	15	14	70	2	4	0	3	9	79
0800	16	10	12	12	50	4	7	7	3	21	71
0900	9	10	8	7	34	7	4	9	16	36	70
1000	7	11	9	6	33	9	7	2	9	27	60
1100	13	5	7	10	35	6	7	7	5	25	60
1200	15	19	8	9	51	6	10	8	6	30	81
1300	5	15	13	12	45	9	13	5	6	33	78
1400	8	11	6	15	40	6	17	15	9	47	87
1500	5	8	6	11	30	19	12	15	15	61	91
1600	14	10	3	11	38	16	11	14	13	54	92
1700	13	9	6	12	40	17	15	21	15	68	108
1800	12	5	10	6	33	20	11	18	8	57	90
1900	5	6	8	8	27	15	6	8	7	36	63
2000	6	6	6	2	20	10	8	9	3	30	50
2100	3	2	0	1	6	7	4	1	8	20	26
2200	1	4	3	2	10	5	4	2	3	14	24
2300	2	0	2	2	6	2	2	4	1	9	15
24-HOUR TOTALS:					657					609	1266

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	75	815	24	645	84
P.M.	1200	51	1715	71	1715	110
DAILY	645	75	1715	71	1715	110

TRUCK PERCENTAGE 6.24 6.24 6.24

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	6	439	171	1	18	8	0	11	1	2	0	0	0	0	0	41	657
S	5	395	171	0	23	6	1	7	1	0	0	0	0	0	0	38	609

GENERATED BY SPS 5.0.54P

COUNTY: 14
STATION: 6001
DESCRIPTION: CRYSTAL SPRINGS RD/ CENTRAL AVE, SOUTH OF CHANCEY(
START DATE: 02/21/2018
START TIME: 1700

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	0	3	0	0	3	2	3	3	5	13	16
0100	3	0	1	0	4	1	0	1	0	2	6
0200	0	0	1	1	2	1	1	0	0	2	4
0300	1	2	0	0	3	0	2	0	0	2	5
0400	1	0	0	3	4	0	0	0	0	0	4
0500	2	3	5	5	15	2	0	0	2	4	19
0600	15	12	12	20	59	2	5	4	1	12	71
0700	21	16	15	11	63	3	1	7	8	19	82
0800	15	13	14	15	57	2	9	7	8	26	83
0900	9	13	7	5	34	7	4	10	18	39	73
1000	11	8	11	11	41	17	13	8	2	40	81
1100	4	8	9	7	28	10	10	4	7	31	59
1200	8	7	7	25	47	7	7	9	28	51	98
1300	16	7	10	5	38	11	8	5	7	31	69
1400	6	16	10	15	47	10	11	11	14	46	93
1500	17	7	10	18	52	12	15	17	14	58	110
1600	5	8	10	6	29	8	20	14	15	57	86
1700	11	10	9	13	43	16	12	20	18	66	109
1800	11	10	9	5	35	19	23	14	13	69	104
1900	5	7	6	5	23	7	8	7	12	34	57
2000	7	6	4	1	18	7	7	13	7	34	52
2100	5	0	1	5	11	9	4	5	4	22	33
2200	2	3	1	0	6	3	2	5	3	13	19
2300	2	1	1	0	4	2	1	1	0	4	8
24-HOUR TOTALS:					666					675	1341

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	72	815	31	645	84
P.M.	1245	58	1730	80	1730	123
DAILY	645	72	1730	80	1730	123

TRUCK PERCENTAGE 6.01 6.07 6.04

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	11	449	166	0	24	7	0	8	1	0	0	0	0	0	0	40	666
S	12	448	174	0	21	0	5	14	1	0	0	0	0	0	0	41	675

GENERATED BY SPS 5.0.54P

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,100	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	44,100	57,600	68,900	71,700
6	65,100	85,600	102,200	111,000
8	85,100	113,700	135,200	150,000
10	106,200	141,700	168,800	189,000

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	9,200	17,300	24,400	33,300
4	Divided	35,300	49,600	62,900	69,600
6	Divided	52,800	74,500	94,300	104,500

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	12,900	14,200	**
4	Divided	*	29,300	30,400	**
6	Divided	*	45,200	45,800	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	1,300	2,000	3,200
50-84%	1,000	2,100	3,200	10,600
85-100%	2,600	3,900	18,500	>18,500

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,300	4,900	15,600
50-84%	1,700	4,500	13,300	18,500
85-100%	5,900	18,500	>18,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,700	9,200
50-84%	*	1,500	8,400	14,900
85-100%	3,600	10,200	16,700	>19,200

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	28,800	43,000	52,300	60,000
6	43,000	64,000	78,300	92,500
8	57,500	85,400	104,400	123,500

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	4,700	8,400	14,300	28,600
4	Divided	25,700	40,300	51,000	57,900
6	Divided	38,800	60,400	76,700	86,800

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	8,700	16,400	23,100	31,500
4	Divided	25,900	40,700	52,400	59,600
6	Divided	38,800	61,000	78,400	89,500

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 3
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≥ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≥ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≥ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≥ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

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

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

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

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,300	1,460	**
4	Divided	*	3,060	3,200	**
6	Divided	*	4,690	4,820	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	580	1,200	1,280
4	Divided	*	890	2,590	2,850
6	Divided	*	1,440	4,040	4,280

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,970	5,190	6,200	6,460
6	5,860	7,710	9,190	9,990
8	7,660	10,230	12,170	13,500
10	9,550	12,750	15,190	17,010

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	820	1,550	2,190	2,990
4	Divided	3,170	4,460	5,660	6,260
6	Divided	4,750	6,700	8,480	9,400

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

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

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	1,220	1,350	**
4	Divided	*	2,790	2,890	**
6	Divided	*	4,300	4,350	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	>1,010
85-100%	250	370	1,760	>1,760

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	>1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,020	4,510	5,490	6,300
6	4,510	6,720	8,220	9,720
8	6,040	8,970	10,960	12,970

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	440	790	1,350	2,710
4	Divided	2,440	3,820	4,840	5,500
6	Divided	3,680	5,730	7,280	8,240

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	820	1,550	2,190	2,990
4	Divided	2,460	3,860	4,970	5,660
6	Divided	3,680	5,790	7,440	8,500

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

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

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 6
(continued)

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, w)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≥ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≥ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≥ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≥ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

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

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

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

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 7
(continued)

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,200	2,880	3,440	3,580
3	3,260	4,280	5,100	5,540
4	4,260	5,680	6,760	7,500
5	5,300	7,080	8,440	9,440

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,740	2,450	3,110	3,440
3	Divided	2,610	3,680	4,660	5,170

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

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

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

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

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
CONTROL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

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

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	1,680	2,500	3,040	3,500
3	2,500	3,720	4,560	5,400
4	3,360	4,980	6,080	7,200

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,490
2	Divided	1,340	2,100	2,660	3,020
3	Divided	2,020	3,150	4,000	4,530

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,350	2,120	2,730	3,110
3	Divided	2,020	3,180	4,090	4,670

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

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

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

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

Source:

Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 9
(continued)

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

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

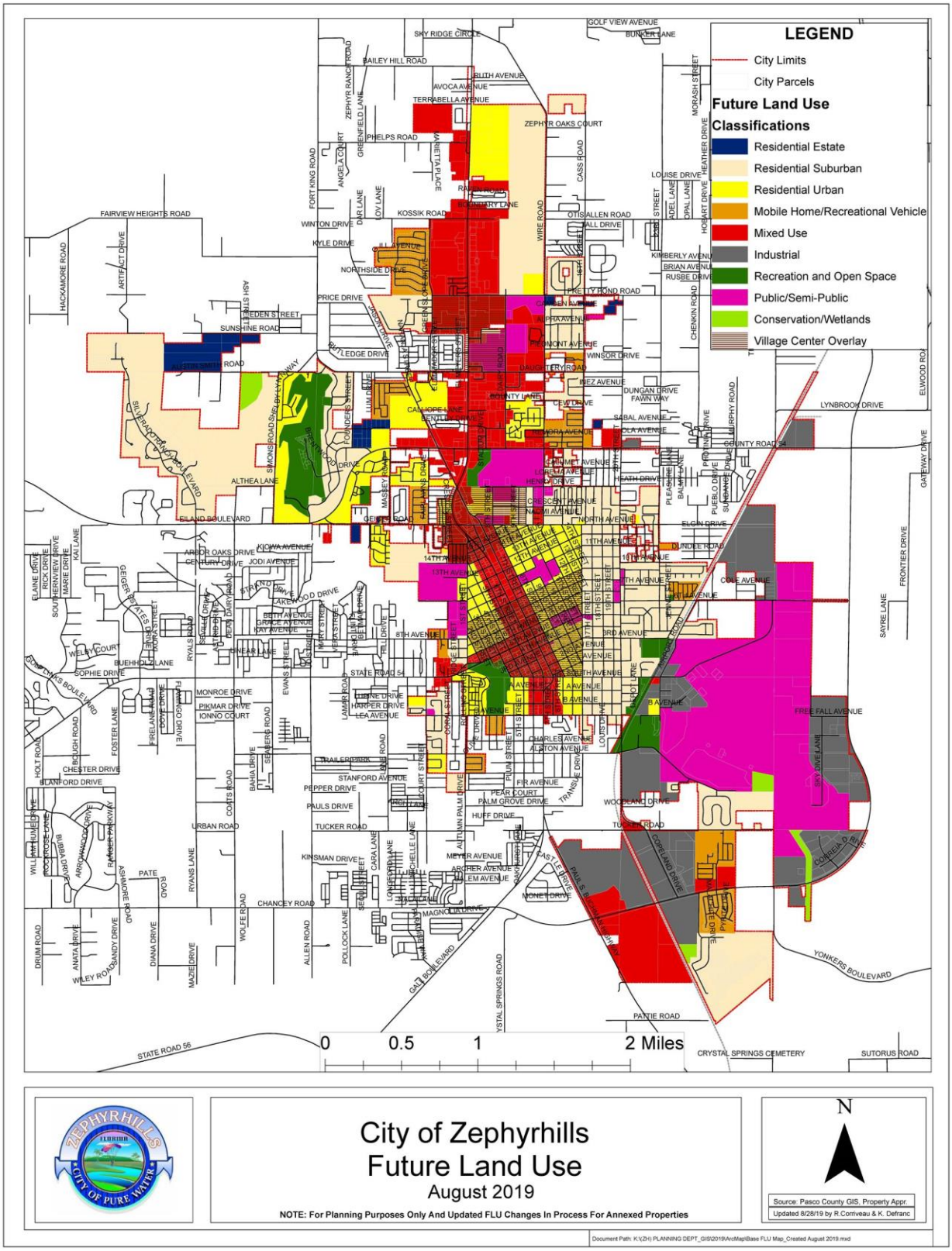
%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

HSMV_Rep	Agency_Re	Reporting_	Form_Type	Crash_Date	Year	Offset_Direction	Crash_Type	Vehicles	Non_Motor	Fatalities	Injuries	Alcohol_Re	Distraction	Drug_Related	Estimated_	Weather_C	Light_Conc	Street_Nur	Crash_Typ	Crash_Typ	Crash_Severity	Within_Cit	Manner_o	First_Harmful_Event	First_HE_L	First_HE_R	First_HE_V	Type_of_Ir	Road_Sys_Ider	Type_of_Sl	Road_Surf	Contrib_Ci	Contrib_Ci
85231266	FHPC15OF	FHP	Long	11/28/2015	2015		Left Turn	2	0	1	0	N	N	N	$10,000	Clear	Dark - Not Lighted		Left Enteri	S	Fatality	N	Front to Fr	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Y-Intersect	U.S.	Paved	Dry	None	
84554344	FHPC15OF	FHP	Long	1/12/2015	2015	South	Other	2	0	1	2	N	N	N	$26,000	Cloudy	Daylight		Other	S	Fatality	N	Angle	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
81968330	FHPC15OF	FHP	Long	12/24/2015	2015	North	Pedestrian	1	1	1	0	N	N	N	$1,500	Clear	Dark - Lighted		Pedestrian	N	Fatality	N	Other	Pedestrian	On Roadw	Non-Juncti	N	Not at Inte	County	Paved	Dry	None	
84864035	FHPC15OF	FHP	Long	3/18/2015	2015	South	Rear End	3	0	2	3	Y	N	Y	$36,500	Fog, Smog,	Dark - Not Lighted		Rear End	N	Fatality	N	Front to Re	Motor Vehicle in Transport	On Roadw	Driveway/	N	Four-Way I	U.S.	Paved	Dry	None	
84566581	FHPC15OF	FHP	Long	2/15/2015	2015		Left Turn	2	0	0	4	N	N	N	$22,000	Clear	Daylight		Left Enteri	N	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	T-Intersect	U.S.	Paved	Dry	None	
85187444	FHPC15OF	FHP	Long	9/17/2015	2015		Left Turn	2	0	0	2	N	N	N	$17,500	Cloudy	Daylight		Left Leavin	E	Injury	N	Front to Fr	Motor Vehicle in Transport	On Roadw	Intersectio	Y	T-Intersect	U.S.	Unpaved	Dry	None	
83784052	FHPC15OF	FHP	Long	3/15/2015	2015	North	Off Road	1	0	0	1	N	N	N	$5,000	Clear	Dark - Not Lighted		Off Road	S	Injury	N	Other	Ditch	Shoulder	Non-Juncti	N	Not at Inte	State	Unpaved	Dry	None	
85149081	FHPC15OF	FHP	Long	8/6/2015	2015	South	Off Road	1	0	0	1	N	N	N	$9,500	Clear	Daylight		Off Road	N	Injury	N	Other	Fence	Off Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85186672	FHPC15OF	FHP	Long	9/7/2015	2015	East	Off Road	1	0	0	2	N	N	N	$2,500	Clear	Daylight		Off Road	E	Injury	N	Other	Tree (standing)	On Roadw	Non-Juncti	N	Not at Inte	Local	Unpaved	Mud, Dirt,	None	
85206737	FHPC15OF	FHP	Long	11/16/2015	2015	South	Pedestrian	1	1	0	1	Y	N	N	$1,000	Clear	Dusk		Pedestrian	S	Injury	N	Other	Pedestrian	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	None	
84879923	FHPC15OF	FHP	Long	4/28/2015	2015	South	Rear End	2	0	0	1	N	N	N	$3,000	Rain	Daylight		Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Driveway/	N	T-Intersect	U.S.	Unpaved	Wet	None	
84894778	FHPC15OF	FHP	Long	4/9/2015	2015	South	Rear End	2	0	0	1	N	N	N	$1,750	Clear	Dawn		Rear End	N	Injury	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Intersectio	Y	T-Intersect	U.S.	Paved	Dry	None	
84899680	FHPC15OF	FHP	Long	5/19/2015	2015	South	Rear End	2	0	0	1	N	Y	N	$1,000	Clear	Daylight		Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85133665	FHPC15OF	FHP	Long	8/17/2015	2015		Rear End	2	0	0	2	N	Y	N	$13,500	Clear	Daylight		Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	Y	T-Intersect	U.S.	Paved	Dry	None	
85147016	FHPC15OF	FHP	Long	8/19/2015	2015	North	Rear End	2	0	0	1	N	Y	N	$16,500	Clear	Daylight		Rear End	S	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Unpaved	Dry	None	
85251048	FHPC15OF	FHP	Long	12/30/2015	2015		Right Turn	2	0	0	2	N	N	N	$3,500	Clear	Daylight		Right/Thro	N	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	N	T-Intersect	Local	Unpaved	Dry	None	
84547514	FHPC15OF	FHP	Short	1/9/2015	2015	North	Animal	1	0	0	0	N	N	N	$2,001	Clear	Dark - Not Lighted		Animal	S	Property Damage Only	N	Other	Animal	On Roadw	Non-Juncti	N	Not at Inte	County	Unpaved	Dry	None	
84866238	FHPC15OF	FHP	Long	4/1/2015	2015	South	Animal	1	0	0	0	N	N	N	$1,500	Clear	Dark - Not Lighted		Animal	S	Property Damage Only	N	Other	Animal	On Roadw	Non-Juncti	N	Not at Inte	Local	Unpaved	Dry	None	
84876220	FHPC15OF	FHP	Long	3/13/2015	2015	South	Left Turn	2	0	0	0	N	N	N	$15,000	Clear	Daylight		Left Enteri	S	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Driveway/	N	Not at Inte	State	Paved	Dry	None	
83216656	FHPC15OF	FHP	Long	5/22/2015	2015	North	Off Road	1	0	0	0	N	N	N	$10,000	Clear	Daylight		Off Road	S	Property Damage Only	N	Other	Other Post, Pole or Support	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
84862238	FHPC15OF	FHP	Long	4/11/2015	2015	East	Off Road	1	0	0	0	N	N	N	$1,000	Clear	Dark - Not Lighted		Off Road	W	Property Damage Only	N	Other	Other Fixed Object	Off Roadw	Non-Juncti	N	Not at Inte	Private Roadw	Unpaved	Dry	None	
83727379	FHPC15OF	FHP	Short	1/12/2015	2015	South	Rear End	2	0	0	0	N	N	N	$50	Rain	Daylight		Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Wet	None	
84878908	FHPC15OF	FHP	Long	3/28/2015	2015	South	Rear End	2	0	0	0	N	N	N	$1,000	Clear	Daylight		Rear End	N	Property Damage Only	N	Other	Struck by Falling, Shifting Cargo	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
84560581	FHPC15OF	FHP	Long	2/19/2015	2015	North	Sideswipe	2	0	0	0	N	N	N	$6,000	Clear	Dark - Not Lighted		Same Direc	N	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Unpaved	Dry	None	
85255554	FHPC16OF	FHP	Long	1/26/2016	2016		Left Turn	2	0	1	2	N	N	N	$13,000	Cloudy	Daylight		Left Enteri	S	Fatality	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Paved	Dry	None	
85384117	FHPC16OF	FHP	Long	9/25/2016	2016	South	Bicycle	1	1	0	1	N	N	N	$1,500	Clear	Dark - Not Lighted		Bicycle	S	Injury	N	Front to Re	Pedalcycle	Shoulder	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85335395	FHPC16OF	FHP	Long	6/16/2016	2016		Left Turn	2	0	0	2	N	N	N	$11,500	Clear	Daylight		Left Enteri	N	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Unpaved	Dry	None	
85237684	FHPC16OF	FHP	Long	1/13/2016	2016	South	Left Turn	2	0	0	3	N	N	N	$18,000	Clear	Daylight		Left Enteri	S	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Driveway/	N	T-Intersect	U.S.	Unpaved	Dry	None	
85353971	FHPC16OF	FHP	Long	6/25/2016	2016		Left Turn	2	0	0	2	N	N	N	$7,000	Clear	Dawn		Left Enteri	W	Injury	N	Front to Fr	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Curb	Dry	None	
85384018	FHPC16OF	FHP	Long	10/31/2016	2016		Left Turn	3	0	0	2	N	N	N	$30,000	Clear	Daylight		Left Enteri	N	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Paved	Dry	None	
85424555	FHPC16OF	FHP	Long	12/31/2016	2016	North	Off Road	1	0	0	1	N	N	N	$1,500	Clear	Daylight		Off Road	S	Injury	N	Other	Fence	Off Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85391685	FHPC16OF	FHP	Long	10/18/2016	2016	South	Rear End	2	0	0	1	N	N	N	$8,000	Clear	Daylight		Rear End	S	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85390611	FHPC16OF	FHP	Long	10/20/2016	2016	North	Rear End	2	0	0	2	N	N	N	$300	Clear	Daylight		Rear End	S	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85291304	FHPC16OF	FHP	Long	4/1/2016	2016	South	Rear End	2	0	0	1	N	N	N	$4,000	Clear	Daylight		Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85347507	FHPC16OF	FHP	Long	7/10/2016	2016		Angle	2	0	0	0	N	N	N	$11,000	Cloudy	Daylight		Right Angle	SW	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Paved	Dry	None	
85394601	FHPC16OF	FHP	Long	9/27/2016	2016	North	Animal	1	0	0	0	N	N	N	$3,000	Clear	Dark - Not Lighted		Animal	N	Property Damage Only	N	Other	Animal	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85370699	FHPC16OF	FHP	Long	8/26/2016	2016		Left Turn	2	0	0	0	N	N	N	$3,700	Clear	Daylight		Left Enteri	S	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Paved	Dry	None	
85346456	FHPC16OF	FHP	Short	7/26/2016	2016	North	Off Road	1	0	0	0	N	N	N	$1,600	Clear	Daylight		Off Road	N	Property Damage Only	N	Other	Traffic Sign Support	Off Roadw	Non-Juncti	N	Not at Inte	Local	Unpaved	Dry	None	
85370733	FHPC16OF	FHP	Short	9/20/2016	2016	North	Off Road	1	0	0	0	N	N	Y	$1,700	Clear	Daylight		Off Road	N	Property Damage Only	N	Other	Traffic Sign Support	Off Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85346394	FHPC16OF	FHP	Long	6/13/2016	2016	North	Off Road	1	0	0	0	N	N	N	$7,500	Clear	Daylight		Off Road	S	Property Damage Only	N	Other	Fence	Off Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
82258768	FHPC16OF	FHP	Long	3/1/2016	2016		Other	2	0	0	0	N	N	N	$2,000	Clear	Daylight		Other	E	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Other	County	Unpaved	Dry	None	
85350185	FHPC16OF	FHP	Short	8/5/2016	2016	North	Other	2	0	0	0	N	N	N	$2,600	Clear	Daylight		Other	N	Property Damage Only	N	Other	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85301416	FHPC16OF	FHP	Short	4/5/2016	2016	South	Rear End	2	0	0	0	N	Y	N	$1,000	Clear	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Curb	Dry	None	
85421007	FHPC16OF	FHP	Short	12/17/2016	2016	South	Rear End	2	0	0	0	N	N	N	$1,900	Clear	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85341148	FHPC16OF	FHP	Long	7/25/2016	2016	South	Rear End	2	0	0	0	N	N	N	$2,800	Clear	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Unpaved	Dry	None	
85293516	FHPC16OF	FHP	Long	3/17/2016	2016	South	Rear End	2	0	0	0	N	N	N	$2,100	Clear	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85303572	FHPC16OF	FHP	Short	5/30/2016	2016	North	Rear End	2	0	0	0	N	N	N	$1,550	Clear	Dusk		Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85324730	FHPC16OF	FHP	Long	5/31/2016	2016	South	Rear End	2	0	0	0	N	N	N	$3,500	Clear	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85324692	FHPC16OF	FHP	Long	5/11/2016	2016	South	Rear End	2	0	0	0	N	N	N	$6,500	Clear	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85272406	FHPC16OF	FHP	Long	2/3/2016	2016	South	Sideswipe	2	0	0	0	N	N	N	$1,500	Cloudy	Daylight		Same Direc	N	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85325428	FHPC16OF	FHP	Long	5/17/2016	2016	South	Sideswipe	2	0	0	0	N	N	N	$2,000	Clear	Daylight		Opposing S	NS	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	None	
85300027	FHPC16OF	FHP	Short	7/11/2016	2016	South	Sideswipe	2	0	0	0	N	Y	N	$900	Clear	Daylight		Same Direc	N	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85437516	FHPC16OF	FHP	Short	12/1/2016	2016	West	Sideswipe	2	0	0	0	N	N	N	$1,250	Clear	Dark - Not Lighted		Same Direc	W	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	County	Curb	Dry	None	
85255578	FHPC16OF	FHP	Long	2/22/2016	2016	North	Sideswipe	2	0	0	0	N	N	N	$1,000	Clear	Dusk		Opposing S	NS	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	None	
85293941	FHPC16OF	FHP	Long	3/19/2016	2016	West	Other	1	1	0	1	N	N	N	$0	Cloudy	Dark - Not Lighted		Single Vehicle		Injury	N	Unknown	Motor Vehicle in Transport	On Roadw	Intersectio	N	T-Intersect	Local	Paved	Wet	None	
83730095	FHPC16OF	FHP	Short	6/7/2016	2016	West	Rear End	2	0	0	0	N	N	N	$300	Rain	Daylight		Rear End	E	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	County	Unpaved	Wet	None	
85328640	FHPC16OF	FHP	Long	7/15/2016	2016	South	Rear End	2	0	0	0	N	N	N	$1,000	Rain	Dark - Lighted		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Wet	None	
85350195	FHPC16OF	FHP	Long	8/7/2016	2016	South	Rear End	3	0	0	0	N	N	N	$8,000	Rain	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	State	Unpaved	Wet	None	
85383339	FHPC16OF	FHP	Short	9/21/2016	2016	South	Sideswipe	2	0	0	0	N	N	N	$500	Cloudy	Dark - Lighted		Same Direc	N	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Wet	None	
85461322	FHPC17OF	FHP	Long	1/18/2017	2017	North	Pedestrian	1	1	1	0	N	N	N	$500	Clear	Dark - Not Lighted		Pedestrian	S	Fatality	N	Other	Pedestrian	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85440345	FHPC17OF	FHP	Long	1/12/2017	2017	South	Pedestrian	1	1	1	0	N	N	N	$2,000	Clear	Daylight		Pedestrian	N	Fatality	N	Other	Pedestrian	Off Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85570947	FHPC17OF	FHP	Long	9/1/2017	2017		Left Turn	2	0	0	1	N	N	N	$3,000	Clear	Daylight		Left Enteri	S	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Paved	Dry	None	
85608143	FHPC17OF	FHP	Long	10/16/2017	2017		Left Turn	2	0	0	3	N	N	N	$4,500	Clear	Dusk		Left Enteri	S	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	County	Unpaved	Dry	None	
85524603	FHPC17OF	FHP	Long	5/27/2017	2017	North	Left Turn	2	0	0	1	N	Y	N	$6,200	Clear	Daylight		Left Leavin	E	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	N	Not at Inte	U.S.	Paved	Dry	None	
85443814	FHPC17OF	FHP	Long	3/2/2017	2017		Left Turn	3	0	0	4	N	N	N	$30,000	Clear	Dark - Not Lighted		Left Rear	W	Injury	N	Front to Fr	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Paved	Dry	None	
85494834	FHPC17OF	FHP	Long	5/2/2017	2017		Other	2	0	0	1	N	Y	N	$5,500	Clear	Daylight		Other	N	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Paved	Dry	None	
85493343	FHPC17OF	FHP	Long	3/7/2017	2017	South	Other	2	0	0	2	N	N	N	$9,900	Clear	Daylight		Other	S	Injury	N	Other	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Unpaved	Dry	None	
85441792	FHPC17OF	FHP	Long	1/10/2017	2017		Rear End	2	0	0	1	N	N	N	$3,000	Clear	Daylight		Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Curb	Dry	None	
85432771	FHPC17OF	FHP	Long	11/10/2017	2017	South	Rear End	2	0	0	2	N	N	N	$8,000	Cloudy	Daylight		Rear End	S	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85461943	FHPC17OF	FHP	Long	2/27/2017	2017	North	Rear End	3	0	0	2	N	N	N	$9,000	Clear	Daylight		Rear End	S	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Unpaved	Dry	None	
87102644	FHPC17OF	FHP	Long	11/16/2017	2017	South	Rear End	4	0	0	4	N	Y	N	$24,500	Clear	Dark - Not Lighted		Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	None	
85452399	FHPC17OF	FHP	Long	1/28/2017	2017	South	Rear End	2	0	0	2	N	N	N	$4,500	Clear	Daylight		Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
87125576	FHPC17OF	FHP	Long	12/28/2017	2017	South	Sideswipe	2	0	0	1	N	Y	N	$14,000	Cloudy	Daylight		Opposing S	NS	Injury	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	None	
82265528	FHPC17OF	FHP	Long	3/20/2017	2017	West	Unknown	3	0	0	2	N	N	N	$13,000	Clear	Daylight		Unknown		Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	Local	Paved	Dry	None	
85590279	FHPC17OF	FHP	Long	9/13/2017	2017		Angle	2	0	0	0	N	N	N	$16,000	Clear	Daylight		Right Angle	NW	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Unpaved	Dry	None	
85489580	FHPC17OF	FHP	Long	3/2/2017	2017	North	Left Turn	2	0	0	0	N	N	N	$5,000	Clear	Daylight		Left Leavin	E	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Driveway/	Y	T-Intersect	U.S.	Paved	Dry	None	
85524543	FHPC17OF	FHP	Long	4/29/2017	2017	South	Off Road	1	0	0	0	N	Y	N	$500	Clear	Dark - Not Lighted		Off Road	N	Property Damage Only	N	Other	Ditch	Off Roadw	Non-Juncti	N	Not at Inte	County	Unpaved	Dry	None	
87133173	FHPC17OF	FHP	Short	12/11/2017	2017	East	Other	2	0	0	0	N	N	N	$2,000	Clear	Daylight		Other	W	Property Damage Only	N	Other	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	Local	Curb	Dry	None	
85495049	FHPC17OF	FHP	Long	4/16/2017	2017	North	Other	2	0	0	0	N	N	N	$7,000	Clear	Daylight		Other	S	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	
85501022	FHPC17OF	FHP	Long	4/12/2017	2017	North	Rear End	2	0	0	0	N	N	N	$2,300	Clear	Daylight		Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85488387	FHPC17OF	FHP	Long	4/14/2017	2017	North	Rear End	2	0	0	0	N	N	N	$5,000	Clear	Daylight		Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85495005	FHPC17OF	FHP	Long	3/14/2017	2017	North	Rear End	2	0	0	0	N	N	N	$1,400	Cloudy	Daylight		Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Unpaved	Dry	None	
85462864	FHPC17OF	FHP	Long	2/15/2017	2017	East	Rear End	2	0	0	0	N	N	N	$220	Clear	Daylight		Rear End	W	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	County	Curb	Dry	None	
85461752	FHPC17OF	FHP	Long	1/12/2017	2017	South	Rear End	4	0	0	0	N	N	N	$7,800	Clear	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Not at Inte	U.S.	Paved	Dry	None	
84502947	FHPC17OF	FHP	Long	4/7/2017	2017	South	Rear End	2	0	0	0	N	N	N	$5,500	Clear	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85594749	FHPC17OF	FHP	Short	9/14/2017	2017	South	Rear End	2	0	0	0	N	Y	N	$3,000	Clear	Daylight		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85478219	FHPC17OF	FHP	Long	3/5/2017	2017	East	Rear End	2	0	0	0	N	N	N	$1,000	Clear	Daylight		Rear End	W	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	County	Unpaved	Dry	None	
85461448	FHPC17OF	FHP	Short	1/26/2017	2017	South	Rear End	2	0	0	0	N	Y	N	$6,000	Clear	Dark - Not Lighted		Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None	
85506663	FHPC17OF	FHP	Long	5/15/2017	2017	South	Rear End	2	0	0	0	N	N	N	$600	Clear	Daylight		Rear End	N	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None	

87116561	FHPC17OFI	FHP	Long	11/19/2017	2017	South	Rear End	2	0	0	0	N	N	N	$250	Clear	Dark - Not Lighted	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
85561498	FHPC17OFI	FHP	Long	8/2/2017	2017	South	Rear End	3	0	0	0	N	N	N	$9,000	Clear	Dark - Lighted	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	None			
85557612	FHPC17OFI	FHP	Long	8/24/2017	2017	South	Rollover	1	0	0	0	N	N	N	$2,500	Clear	Dark - Not Lighted	Rollover	N	Property Damage Only	N	Other	Overturn/Rollover	Off Roadw	Non-Juncti	N	Not at Inte	Local	Unpaved	Dry	None			
85489574	FHPC17OFI	FHP	Long	3/1/2017	2017	East	Sideswipe	2	0	0	0	N	N	N	$700	Clear	Daylight	Same Direc	W	Property Damage Only	N	Other	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	County	Curb	Dry	None			
85549872	FHPC17OFI	FHP	Long	6/19/2017	2017	West	Sideswipe	2	0	0	0	N	N	N	$2,100	Clear	Daylight	Same Direc	E	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	State	Unpaved	Dry	None			
85489595	FHPC17OFI	FHP	Long	3/12/2017	2017	South	Sideswipe	2	0	0	0	N	N	N	$10,000	Clear	Daylight	Same Direc	S	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
85418064	FHPC17OFI	FHP	Long	1/3/2017	2017	North	Off Road	1	0	0	0	N	N	N	$6,500	Rain	Dark - Lighted	Off Road	S	Property Damage Only	N	Other	Guardrail Face	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Wet	Road Surface Conditio			
87155065	FHPC18OFI	FHP	Long	1/16/2018	2018	South	Bicycle	1	1	0	1	N	N	N	$175	Clear	Dark - Lighted	Bicycle	S	Injury	N	Sideswipe,	Pedalcycle	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
87282915	FHPC18OFI	FHP	Long	11/18/2018	2018	South	Bicycle	1	1	0	1	N	N	N	$5,150	Clear	Dark - Lighted	Bicycle	N	Injury	N	Other	Pedalcycle	Shoulder	Non-Juncti	N	Not at Inte	State	Unpaved	Dry	None			
87167421	FHPC18OFI	FHP	Long	2/14/2018	2018	North	Left Turn	2	0	0	3	N	N	N	$14,000	Clear	Dusk	Left Rear	W	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Driveway/A	Y	T-Intersect	County	Unpaved	Dry	None			
87262121	FHPC18OFI	FHP	Long	10/6/2018	2018	South	Off Road	1	0	0	1	N	N	N	$750	Clear	Dark - Not Lighted	Off Road	N	Injury	N	Other	Other Fixed Object	Off Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	Obstruction in Roadw			
87178193	FHPC18OFI	FHP	Long	2/27/2018	2018	East	Rear End	3	0	0	1	N	Y	N	$7,600	Clear	Daylight	Rear End	E	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	T-Intersect	Local	Unpaved	Dry	None			
87157224	FHPC18OFI	FHP	Long	3/5/2018	2018		Rear End	3	0	0	2	N	N	N	$7,500	Clear	Daylight	Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Unpaved	Dry	None			
87286117	FHPC18OFI	FHP	Long	10/19/2018	2018	South	Rear End	2	0	0	2	N	N	N	$7,500	Clear	Daylight	Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
87175368	FHPC18OFI	FHP	Long	3/28/2018	2018		Rear End	2	0	0	1	N	Y	N	$12,500	Clear	Daylight	Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Curb	Dry	None			
88004996	FHPC18OFI	FHP	Long	10/12/2018	2018	South	Rear End	4	0	0	5	N	N	N	$25,100	Clear	Daylight	Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88005883	FHPC18OFI	FHP	Long	10/4/2018	2018	South	Rear End	2	0	0	1	N	N	N	$7,000	Clear	Daylight	Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
87210432	FHPC18OFI	FHP	Long	5/3/2018	2018	South	Rear End	2	0	0	1	N	N	N	$7,300	Clear	Daylight	Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	State	Paved	Dry	None			
87227442	FHPC18OFI	FHP	Long	11/24/2018	2018	West	Rollover	1	0	0	1	N	N	N	$2,000	Clear	Daylight	Rollover	E	Injury	N	Other	Overturn/Rollover	On Roadw	Intersectio	N	Not at Inte	County	Curb	Dry	Other			
87286135	FHPC18OFI	FHP	Long	11/27/2018	2018	North	Unknown	2	0	0	3	N	N	N	$7,000	Clear	Dark - Not Lighted	Unknown		Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
87183849	FHPC18OFI	FHP	Short	4/25/2018	2018	North	Left Turn	2	0	0	0	N	N	N	$3,000	Clear	Daylight	Left Enteri	E	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Driveway/A	N	Not at Inte	U.S.	Unpaved	Dry	None			
87280841	FHPC18OFI	FHP	Short	9/12/2018	2018		Off Road	1	0	0	0	N	N	N	$1,500	Clear	Daylight	Off Road	W	Property Damage Only	N	Other	Traffic Signal Support	Off Roadw	Intersectio	Y	Four-Way I	Local	Unpaved	Dry	None			
87275909	FHPC18OFI	FHP	Long	9/22/2018	2018	North	Off Road	1	0	0	0	N	N	N	$0	Clear	Dark - Not Lighted	Off Road	N	Property Damage Only	N	Other	Ditch	Off Roadw	Non-Juncti	N	Not at Inte	Local	Unpaved	Dry	None			
87183712	FHPC18OFI	FHP	Short	4/18/2018	2018	South	Other	1	0	0	0	N	N	N	$1,500	Clear	Daylight	Single Vehi	N	Property Damage Only	N	Other	Other Non-Collision	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
87239498	FHPC18OFI	FHP	Long	6/12/2018	2018		Other	2	0	0	0	N	N	N	$2,000	Clear	Daylight	Other	E	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	County	Unpaved	Dry	None			
87258474	FHPC18OFI	FHP	Long	8/22/2018	2018	North	Other	2	0	0	0	N	N	N	$2,000	Clear	Daylight	Other	S	Property Damage Only	N	Other	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	None			
88017227	FHPC18OFI	FHP	Short	11/13/2018	2018	South	Rear End	2	0	0	0	N	N	N	$1,000	Clear	Daylight	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Curb	Dry	None			
87221011	FHPC18OFI	FHP	Long	5/8/2018	2018	North	Rear End	3	0	0	0	N	N	N	$11,000	Clear	Daylight	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88017209	FHPC18OFI	FHP	Short	10/19/2018	2018	South	Rear End	2	0	0	0	N	N	N	$2,500	Clear	Daylight	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
87259647	FHPC18OFI	FHP	Long	8/18/2018	2018	South	Rear End	2	0	0	0	N	Y	N	$8,000	Clear	Daylight	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
87269506	FHPC18OFI	FHP	Long	8/16/2018	2018	North	Rear End	2	0	0	0	N	N	N	$2,000	Clear	Daylight	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
87207811	FHPC18OFI	FHP	Long	4/16/2018	2018	North	Rear End	2	0	0	0	N	N	N	$400	Clear	Daylight	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Unpaved	Dry	None			
87182391	FHPC18OFI	FHP	Long	2/18/2018	2018	North	Rear End	2	0	0	0	N	Y	N	$3,500	Clear	Daylight	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Not at Inte	U.S.	Paved	Dry	None			
87997059	FHPC18OFI	FHP	Long	12/17/2018	2018	South	Rear End	2	0	0	0	N	N	N	$20,000	Clear	Dark - Not Lighted	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Paved	Dry	None			
87181683	FHPC18OFI	FHP	Short	2/19/2018	2018	South	Rear End	2	0	0	0	N	N	N	$1,000	Clear	Dusk	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Unpaved	Dry	None			
87275512	FHPC18OFI	FHP	Long	9/8/2018	2018	North	Rear End	2	0	0	0	N	N	N	$100	Clear	Daylight	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	Local	Unpaved	Dry	None			
87258460	FHPC18OFI	FHP	Long	8/9/2018	2018	South	Rear End	3	0	0	0	N	N	N	$2,000	Clear	Daylight	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
87151423	FHPC18OFI	FHP	Long	1/29/2018	2018	South	Sideswipe	2	0	0	0	N	Y	N	$2,500	Cloudy	Daylight	Same Direc	N	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Intersectio	N	Not at Inte	U.S.	Paved	Dry	None			
87196057	FHPC18OFI	FHP	Long	3/31/2018	2018	South	Sideswipe	3	0	0	0	N	N	N	$3,100	Clear	Dark - Not Lighted	Same Direc	N	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
87248246	FHPC18OFI	FHP	Long	7/27/2018	2018	South	Sideswipe	2	0	0	0	N	Y	N	$10,025	Clear	Dark - Not Lighted	Opposing S	NS	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	Local	Paved	Dry	None			
88011911	FHPC18OFI	FHP	Long	11/13/2018	2018	South	Unknown	2	0	0	0	N	N	N	$7,000	Clear	Dusk	Unknown		Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Driveway/A	N	Not at Inte	U.S.	Unpaved	Dry	None			
88005425	FHPC18OFI	FHP	Long	11/2/2018	2018	North	Left Turn	2	0	0	2	N	N	N	$10,000	Cloudy	Dark - Lighted	Left Enteri	E	Injury	N	Other	Motor Vehicle in Transport	On Roadw	Driveway/A	N	T-Intersect	U.S.	Unpaved	Wet	None			
88036452	FHPC18OFI	FHP	Long	12/20/2018	2018		Left Turn	2	0	0	0	N	N	N	$14,000	Rain	Dawn	Left Enteri	W	Property Damage Only	N	Front to Fr	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Paved	Wet	None			
88031444	FHPC18OFI	FHP	Short	11/26/2018	2018	West	Left Turn	2	0	0	0	N	N	N	$700	Cloudy	Dawn	Left Enteri	N	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Unpaved	Wet	None			
87208925	FHPC18OFI	FHP	Long	5/6/2018	2018	South	Off Road	1	0	0	0	N	N	N	$3,000	Rain	Daylight	Off Road	S	Property Damage Only	N	Other	Tree (standing)	Off Roadw	Non-Juncti	N	Not at Inte	State	Unpaved	Wet	None			
87234857	FHPC18OFI	FHP	Long	7/18/2018	2018	South	Rear End	2	0	0	0	N	N	N	$13,000	Clear	Dark - Not Lighted	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Wet	None			
87220159	FHPC18OFI	FHP	Long	5/26/2018	2018	South	Rear End	2	0	0	0	N	N	N	$3,000	Clear	Dark - Not Lighted	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Curb	Wet	None			
87211085	FHPC18OFI	FHP	Short	5/15/2018	2018	South	Rear End	2	0	0	0	N	N	N	$500	Rain	Daylight	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Wet	None			
88066163	FHPC19OFI	FHP	Long	2/11/2019	2019	North	Pedestrian	1	1	1	0	N	N	N	$500	Clear	Dark - Not Lighted	Pedestrian	S	Fatality	N	Other	Pedestrian	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88054399	FHPC19OFI	FHP	Long	1/2/2019	2019	South	Rear End	3	0	1	3	N	N	N	$17,500	Clear	Dark - Not Lighted	Rear End	N	Fatality	N	Front to Re	Motor Vehicle in Transport	On Roadw	Driveway/A	N	Not at Inte	U.S.	Paved	Dry	None			
88059648	FHPC19OFI	FHP	Long	1/25/2019	2019		Angle	2	0	0	3	N	N	N	$9,299	Clear	Dark - Lighted	Right Angle	SE	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Unpaved	Dry	None			
88127437	FHPC19OFI	FHP	Long	6/1/2019	2019	South	Angle	2	0	0	4	Y	Y	N	$3,000	Clear	Dark - Not Lighted	Right Angle	NW	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Not at Inte	U.S.	Paved	Dry	None			
88065277	FHPC19OFI	FHP	Long	1/11/2019	2019	North	Left Turn	2	0	0	7	N	N	N	$10,100	Clear	Dark - Lighted	Left Enteri	E	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	N	T-Intersect	U.S.	Unpaved	Dry	None			
88076348	FHPC19OFI	FHP	Long	1/13/2019	2019		Other	2	0	0	1	N	Y	N	$21,000	Clear	Daylight	Parked Vel	S	Injury	N	Angle	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	None			
88054409	FHPC19OFI	FHP	Long	1/22/2019	2019	West	Rear End	2	0	0	2	N	N	N	$13,500	Clear	Daylight	Rear End	E	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	Local	Unpaved	Dry	None			
88036486	FHPC19OFI	FHP	Long	1/18/2019	2019	North	Rear End	2	0	0	1	N	Y	N	$1,500	Clear	Daylight	Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Not at Inte	U.S.	Paved	Dry	None			
88065312	FHPC19OFI	FHP	Long	2/22/2019	2019	South	Rear End	2	0	0	1	N	N	N	$300	Clear	Dark - Not Lighted	Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88065302	FHPC19OFI	FHP	Long	2/5/2019	2019	North	Rear End	3	0	0	2	N	N	N	$5,100	Clear	Dark - Not Lighted	Rear End	N	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88059656	FHPC19OFI	FHP	Long	2/14/2019	2019	North	Rear End	2	0	0	2	N	N	N	$15,050	Clear	Daylight	Rear End	S	Injury	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Dry	None			
88118370	FHPC19OFI	FHP	Long	4/18/2019	2019	North	Sideswipe	2	0	0	1	N	N	N	$4,000	Clear	Daylight	Opposing S	NS	Injury	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88199646	FHPC19OFI	FHP	Long	9/26/2019	2019		Angle	2	0	0	0	N	N	N	$7,000	Clear	Daylight	Right Angle	SW	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	U.S.	Unpaved	Dry	None			
88227534	FHPC19OFI	FHP	Long	10/16/2019	2019		Angle	2	0	0	0	N	N	N	$17,000	Clear	Dark - Not Lighted	Right Angle	NW	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Curb	Dry	None			
88075178	FHPC19OFI	FHP	Long	2/25/2019	2019		Angle	2	0	0	0	N	N	N	$1,100	Clear	Daylight	Right Angle	SW	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	T-Intersect	Local	Unpaved	Dry	None			
85507922	FHPC19OFI	FHP	Long	6/2/2019	2019		Left Turn	2	0	0	0	N	Y	N	$22,000	Clear	Dusk	Left Enteri	W	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	U.S.	Paved	Dry	None			
88059889	FHPC19OFI	FHP	Long	9/11/2019	2019		Left Turn	2	0	0	0	N	N	N	$7,000	Clear	Daylight	Left Rear	E	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	N	T-Intersect	U.S.	Unpaved	Dry	None			
88115323	FHPC19OFI	FHP	Long	4/5/2019	2019	North	Left Turn	2	0	0	0	N	N	N	$3,000	Cloudy	Daylight	Left Rear	E	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88202824	FHPC19OFI	FHP	Long	9/23/2019	2019		Left Turn	2	0	0	0	N	N	N	$5,000	Clear	Dark - Not Lighted	Left Enteri	W	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	County	Unpaved	Dry	None			
88197241	FHPC19OFI	FHP	Long	9/17/2019	2019		Left Turn	2	0	0	0	N	Y	N	$93,500	Clear	Dark - Not Lighted	Left Enteri	W	Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Intersectio	Y	Four-Way I	Local	Unpaved	Dry	None			
88199546	FHPC19OFI	FHP	Long	8/28/2019	2019		Off Road	1	0	0	0	N	N	N	$500	Clear	Daylight	Off Road	N	Property Damage Only	N	Unknown	Traffic Sign Support	Off Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
88054413	FHPC19OFI	FHP	Long	2/5/2019	2019	East	Other	2	0	0	0	N	N	N	$300	Clear	Daylight	Other	W	Property Damage Only	N	Other	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	Local	Curb	Dry	None			
88054429	FHPC19OFI	FHP	Long	2/23/2019	2019	West	Rear End	2	0	0	0	N	N	N	$1,750	Clear	Daylight	Rear End	E	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	Local	Paved	Dry	None			
88098027	FHPC19OFI	FHP	Long	3/3/2019	2019	West	Rear End	3	0	0	0	N	Y	N	$2,300	Clear	Daylight	Rear End	E	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Railway Gr	N	Not at Inte	Local	Unpaved	Dry	None			
88118369	FHPC19OFI	FHP	Short	4/18/2019	2019	North	Rear End	2	0	0	0	N	N	N	$3,000	Clear	Daylight	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	T-Intersect	U.S.	Unpaved	Dry	None			
88130829	FHPC19OFI	FHP	Short	4/30/2019	2019	North	Rear End	2	0	0	0	N	N	N	$1,000	Cloudy	Dawn	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88065298	FHPC19OFI	FHP	Short	2/4/2019	2019	North	Rear End	2	0	0	0	N	N	N	$300	Clear	Daylight	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88169241	FHPC19OFI	FHP	Short	8/10/2019	2019		Rear End	2	0	0	0	N	Y	N	$1,100	Clear	Daylight	Rear End	W	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	County	Unpaved	Dry	None			
88210751	FHPC19OFI	FHP	Short	9/10/2019	2019	South	Rear End	2	0	0	0	N	N	N	$1,520	Clear	Daylight	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Unpaved	Dry	None			
88170319	FHPC19OFI	FHP	Long	10/4/2019	2019	South	Rear End	2	0	0	0	N	N	N	$400	Clear	Daylight	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Not at Inte	U.S.	Unpaved	Dry	None			
88216406	FHPC19OFI	FHP	Short	10/10/2019	2019		Rear End	2	0	0	0	N	N	N	$2,500	Clear	Daylight	Rear End	E	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Intersectio	N	Four-Way I	Local	Paved	Dry	None			
88145113	FHPC19OFI	FHP	Long	8/5/2019	2019	North	Rear End	2	0	0	0	N	Y	N	$25,000	Clear	Daylight	Rear End	N	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
88158367	FHPC19OFI	FHP	Short	6/28/2019	2019	South	Rear End	2	0	0	0	N	Y	N	$3,500	Clear	Daylight	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Driveway/A	N	Not at Inte	U.S.	Paved	Dry	None			
88182468	FHPC19OFI	FHP	Short	9/10/2019	2019	South	Sideswipe	2	0	0	0	N	N	N	$1,500	Clear	Daylight	Same Direc	N	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Other	Y	Other	U.S.	Unpaved	Dry	None			
88114765	FHPC19OFI	FHP	Long	4/17/2019	2019	South	Sideswipe	2	0	0	0	N	N	N	$500	Clear	Dark - Not Lighted	Same Direc	N	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Dry	None			
88143005	FHPC19OFI	FHP	Long	6/8/2019	2019	East	Rollover	1	0	0	1	Y	N	N	$10,000	Cloudy	Dark - Not Lighted	Rollover	N	Injury	N	Other	Overturn/Rollover	Off Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Wet	None			
88158887	FHPC19OFI	FHP	Short	7/25/2019	2019	South	Rear End	3	0	0	0	N	N	N	$2,750	Cloudy	Daylight	Rear End	S	Property Damage Only	N	Front to Re	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	U.S.	Paved	Wet	None			
88122035	FHPC19OFI	FHP	Short	4/19/2019	2019		Sideswipe	2	0	0	0	N	N	N	$2,400	Rain	Daylight	Same Direc	E	Property Damage Only	N	Sideswipe,	Motor Vehicle in Transport	On Roadw	Intersectio	N	Not at Inte	Local	Unpaved	Wet	None			
88157850	FHPC19OFI	FHP	Long	7/8/2019	2019	North	Unknown	2	0	0	0	N	N	N	$20,000	Rain	Daylight	Unknown		Property Damage Only	N	Angle	Motor Vehicle in Transport	On Roadw	Non-Juncti	N	Not at Inte	State	Paved	Wet	None			

Appendix C

Future Land Use Maps



City of Zephyrhills
Future Land Use
August 2019

NOTE: For Planning Purposes Only And Updated FLU Changes In Process For Annexed Properties

Source: Pasco County GIS, Property Appr.
Updated 8/28/19 by R.Corriveau & K. Defranc

Document Path: K:\ZH\ PLANNING DEPT_GIS\2019\ArcMap\Base FLU Map_Created August 2019.mxd

R 17 E | R 18 E | R 19 E | R 20 E | R 21 E | R 22 E

T 27 S | T 28 S | T 29 S | T 30 S | T 31 S | T 32 S

CL-50%

OS-25%

NMU-3
CL-50%

CL-50%

PINELLAS COUNTY

INSET:
EGMONT
KEY

HILLSBOROUGH COUNTY, FLORIDA
ADOPTED 2025 FUTURE LAND USE
UNINCORPORATED COUNTY-WIDE
EFFECTIVE: FEBRUARY 15, 2020
ORIGINALLY ADOPTED: JUNE 8, 2008

Hillsborough County
City-County
Planning Commission

LEGEND

UNINCORPORATED HILLSBOROUGH COUNTY

- AGRICULTURAL / MINING - 1/20
- AGRICULTURAL - 1/10
- AGRICULTURAL / RURAL - 1/5
- PLANNED ENVIRONMENTAL COMMUNITY - 1/2
- AGRICULTURAL ESTATE - 1/2.5
- RESIDENTIAL - 1
- RESIDENTIAL - 2
- RESIDENTIAL PLANNED - 2
- RESIDENTIAL - 4
- RESIDENTIAL - 6
- RESIDENTIAL - 9
- RESIDENTIAL - 12
- RESIDENTIAL - 16
- RESIDENTIAL - 20
- RESIDENTIAL - 35
- NEIGHBORHOOD MIXED USE - 4(3)
- SUBURBAN MIXED USE - 6
- COMMUNITY MIXED USE - 12
- URBAN MIXED USE - 20
- REGIONAL MIXED USE - 35
- INNOVATION CORRIDOR MIXED USE - 35
- OFFICE COMMERCIAL - 20
- RESEARCH CORPORATE PARK
- ENERGY INDUSTRIAL PARK
- LIGHT INDUSTRIAL PLANNED
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- PUBLIC / QUASI-PUBLIC
- WIMAUMA VILLAGE RESIDENTIAL - 2
- NATURAL PRESERVATION
- CITRUS PARK VILLAGE
  (See Citrus Park Village Plan - Sub-Areas Map)

Detailed land use category descriptions can be found in the Future Land Use section of the Comprehensive Plan.

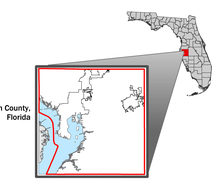
WATER AND ENVIRONMENTALLY SENSITIVE AREAS

- WATER
- SIGNIFICANT WILDLIFE HABITAT
- MAJOR WETLANDS

ROADS AND BOUNDARY LINES

- COCKROACH BAY AQUATIC PRESERVE BOUNDARY
- COUNTY BOUNDARY
- JURISDICTION BOUNDARY
- URBAN SERVICE AREA
- TPA SERVICE AREA
- EXISTING MAJOR ROAD NETWORK
- LIMITED ACCESS ROADS
- PLANNING AREA BOUNDARY
- COASTAL HIGH HAZARD AREA BOUNDARY
- RIGHT-OF-WAY OR OTHERWISE NOT CLASSIFIED

LOCATOR MAP AND REFERENCE INFORMATION



2025 FUTURE LAND USE: Hillsborough County City-County Planning Commission. Originally Adopted - June 08, 2009.

JURISDICTIONAL AREAS: Updated by plan amendment. Effective to present quarterly update.

URBAN SERVICE AREA BOUNDARIES: Hillsborough County City-County Planning Commission. Effective to present quarterly update.

SIGNIFICANT WILDLIFE HABITAT: Hillsborough County Geomatics.

WETLANDS AND WATER: Southwest Florida Water Management District. Wetland features over 40 acres extracted. from Land Use Land Cover.

MAJOR ROADS: Metropolitan Planning Organization Long Range Transportation Plan. See Adopted MPO Long Range Transportation Plan for specific improvements.

CHHA: Tampa Bay Regional Planning Council, July 28, 2016. The Coastal High Hazard Area as shown on the Future Land Use map is a general depiction as per HB1359, which is the area below the elevation of the category 1 storm surge line as established by the SLOSH computerized storm surge model. More specific information can be obtained by reviewing the TBRPC's computerized storm surge model.

ACCURACY: It is intended that the accuracy of the base map comply with U.S. map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commision.

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N

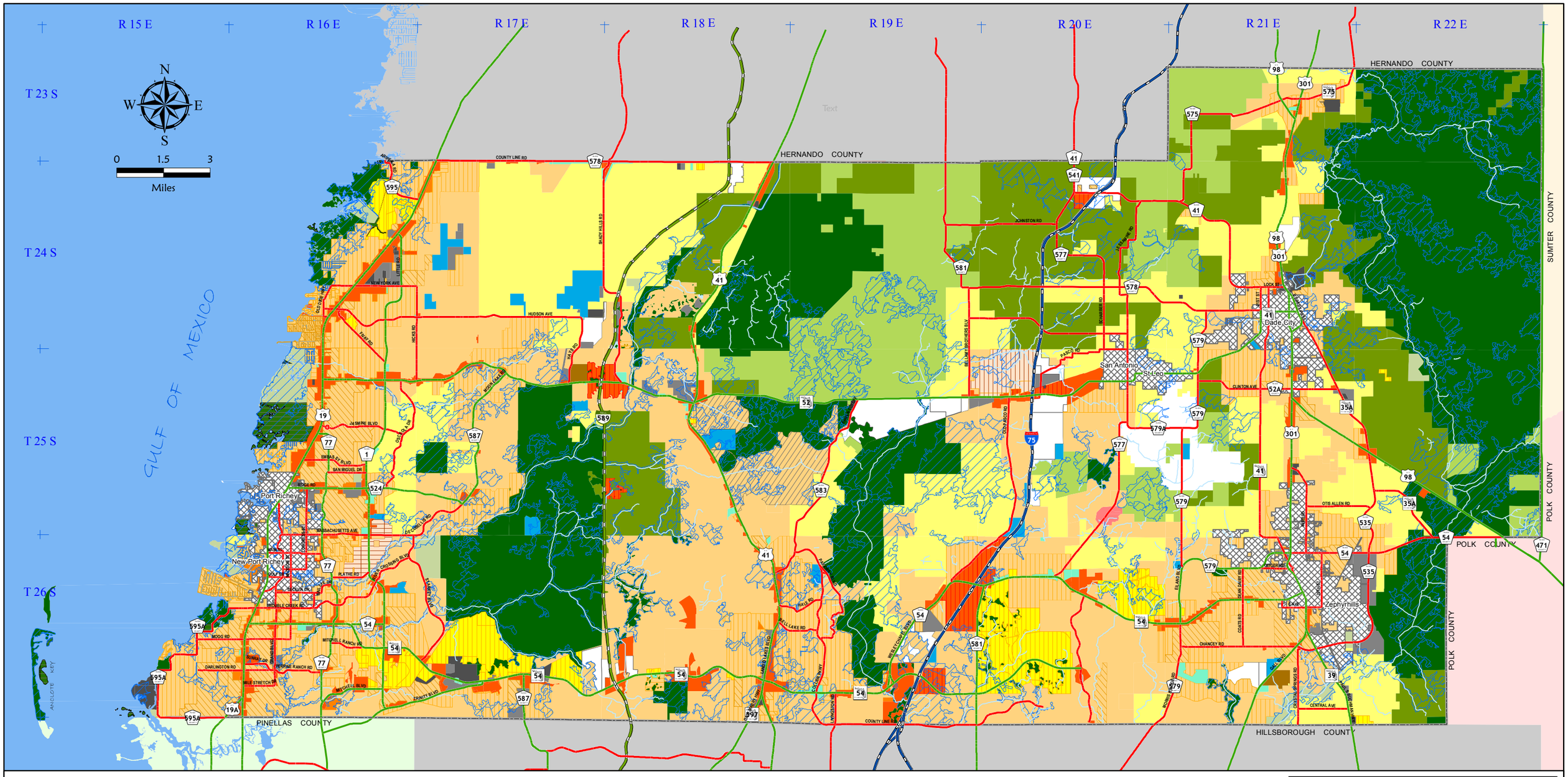
0 0.75 1.5 3 4.5 6 Miles

Author: CATANIAC

Date: 2/21/2020

Path: G:\gisroot\Projects\Cathy\Arcmap\NEW_MXD\Future_Land_Use\FLU_Maps_Current\Unincorporated Hillsborough County FLU_wam.mxd

PlanHillsborough.org



FUTURE LAND USE 2025 CLASSIFICATIONS

- **AG** — AGRICULTURAL - 0.1 du/ga *
- **AG/R** — AGRICULTURAL / RURAL - 0.2 du/ga *
- **AT** — MAJOR ATTRACTORS
- **C/L** — COASTAL LAND - .025 du/ga *
- **CON** — CONSERVATION LANDS
- **P/S P** — MAJOR PUBLIC / SEMI-PUBLIC
- **R/OS** — MAJOR RECREATION / OPEN SPACE
- **RES - 1** — RESIDENTIAL - 1 du/ga *
- **RES - 3** — RESIDENTIAL - 3 du/ga *
- **RES - 6** — RESIDENTIAL - 6 du/ga *
- **IH** — INDUSTRIAL - HEAVY
- **IL** — INDUSTRIAL - LIGHT
- **MU** — MIXED USES
- **NT** — NEW TOWN
- **PD** — Planned Development
- **RES - 9** — RESIDENTIAL - 9 du/ga *
- **RES - 12** — RESIDENTIAL - 12 du/ga *
- **RES - 24** — RESIDENTIAL - 24 du/ga *
- **ROR** — RETAIL / OFFICE / RESIDENTIAL
- **NPC** — NEW PORT CORNERS
- **OFF** — Office
- **TC** — Town Center
- **EC** — Employment Center
- **COM** — Commercial
- **GH** — GATEWAY HUB

* du / ga = dwelling units per gross acre

OVERLAYS

- CLASS 1 WETLANDS ONLY
- ROR OVERLAY (Max 10 du / ga)
- FLEXIBLE PLAN BOUNDARY
- CITY LIMITS
- PASADENA HILLS OVERLAY
- TRANSIT CENTER OVERLAY

Pasco County, Florida

Geographic Information Systems (G.I.S.)
Engineering Services
Survey Department

Title:

Map 2-15
2025 FUTURE LAND USE

BCC Adopted:	06/15/89 Ordinance 89-13
Map Revised:	8/25/2014 JLL

This map is for informational purposes only. The data contained herein is not collected under the supervision of, or approved by, a licensed surveyor. It is not intended for any legal use. The data does not meet the minimum technical standards under the Florida Administrative Code 61G17-6. The Pasco County Board of County Commissioners does not accept any responsibility for errors or omissions of any kind contained in the data herein. All products and derivations from the data contained herein must retain this disclaimer

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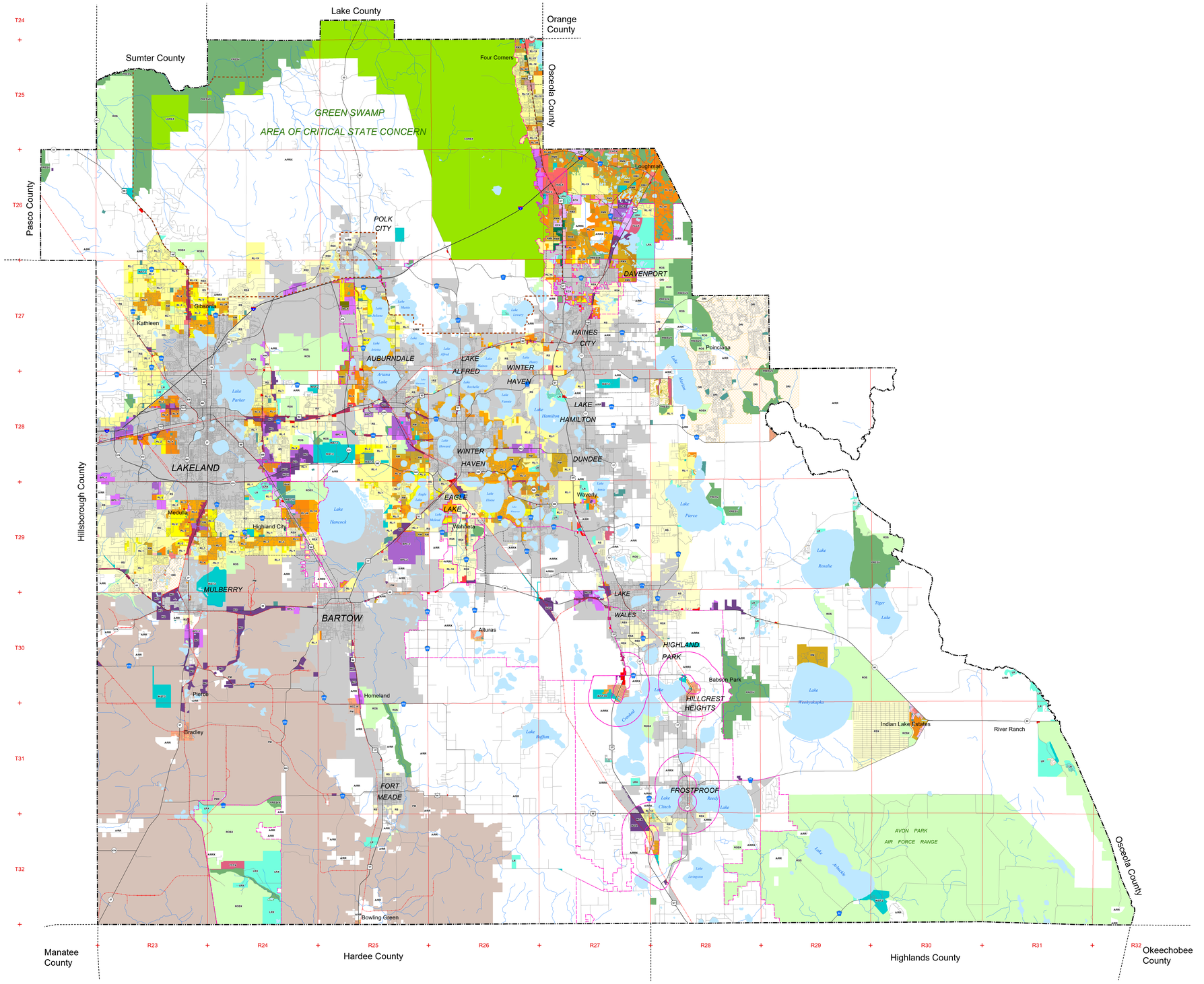

2030 COMPREHENSIVE PLAN MAP SERIES
Future Land Use

- CC - Convenience Center
- NAC - Neighborhood Activity Center
- CAC - Community Activity Center
- TC - Town Center
- RAC - Regional Activity Center
- HIC - High-Impact Commercial Center
- TCC - Tourism Commercial Center
- LCC - Linear Commercial Corridor
- CE - Commercial Enclave
- OC - Office Center
- EC - Employment Center
- BPC-1 - Business Park Center-1
- BPC-2 - Business Park Center-2
- IND - Industrial
- PM - Phosphate Mining
- LR - Leisure Recreation
- PI - Professional Institutional
- INST-1 - Institutional-1
- INST-2 - Institutional-2
- IAC - Interchange Actitivty Center
- ROS - Recreation and Open Space
- PRESV - Preservation
- CORE - Conservation Core
- MU - Mixed Use
- RCC - Rural Cluster Center (Non-Residential)
- RCC-R - Rural Cluster Center (Residential)
- RS - Residential-Suburban
- RL-1 - Residential Low-1
- RL-2 - Residential Low-2
- RL-3 - Residential Low-3
- RL-4 - Residential Low-4
- RM - Residential Medium
- RH - Residential High
- A/RR - Agriculture/Residential-Rural
- PRE-DRI & DRI - Development of Regional Impact
- SAP - Selected Area Plan

Green Swamp Areas
- GSACSC - Green Swamp Area of Critical State Concern
- RIDGE-SPA - Ridge Special Protection Area
- RURAL-SPA - Rural Special Protection Area
- PC-SPA - Polk City Special Protection Area

General Map Legend
- Interstate
- US
- State Road
- County
- Local Roads
- Railroads
- Streams
- Municipalities
- County_Boundary
- TownshipRange

CPMS Disclaimer:
THIS IS ONE MAP OF THE "POLK COUNTY COMPREHENSIVE PLAN MAP SERIES". IT MUST BE INTERPRETED IN CONJUNCTION WITH THE OTHER MAPS OF THE SERIES AND THE OBJECTIVES AND POLICIES OF THE "POLK COUNTY COMPREHENSIVE PLAN" AS ADOPTED AND AMENDED BY THE POLK COUNTY BOARD OF COUNTY COMMISSIONERS.

0 5 10 15 20 Miles

N W E S

GIS Mapping Disclaimer:
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COMPREHENSIVE PLAN
POLK COUNTY, FLORIDA
March 7, 2018
GENERALIZED FUTURE LAND USE

POLK COUNTY
BOARD OF COUNTY COMMISSIONERS

Prepared by: IT/GIS Division
CPMS Managed by: Office of Planning and Development

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Date: 3/7/2018

APPENDIX B
Approved Alternative Corridor Evaluation Methodology Memorandum

ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY MEMORANDUM

Florida Department of Transportation

District Seven

SR 56 Extension

From US 301/SR 41 to US 98/SR 35/SR 700

Pasco County, Florida

Work Program Item Segment Number: 443367-1

Efficient Transportation Decision Making Number: 14390

March 2020

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.

This planning product may be adopted into the environmental review process, pursuant to 23 U.S.C. §168, or the state project development process.

TABLE OF CONTENTS

1.0 BACKGROUND 1

1.1 Contact Personnel 1

1.2 Project Information 2

1.3 Project Description 2

1.4 Purpose and Need 5

2.0 GOALS AND OBJECTIVES OF THE ALTERNATIVE CORRIDOR EVALUATION 5

2.1 Intent of the Alternative Corridor Evaluation 5

2.2 Status in Project Delivery 6

2.3 Decision Points/Milestones 6

3.0 ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY 6

3.1 Data Collection 6

3.2 Study Area 9

3.3 Identify Corridor Constraints 10

3.4 Identify Potential Corridors 10

3.5 Corridor Analysis and Evaluation Criteria 10

3.5.1 Purpose and Need Evaluation 11

3.5.2 Environmental Evaluation 11

3.5.3 Engineering Evaluation 13

3.5.4 Narrative Assessment 13

3.5.5 Public and Agency Considerations 14

3.6 Approach to Eliminating Unreasonable Alternatives 14

3.6.1 Summary Corridor Ratings 14

3.7 Alternative Corridor Evaluation Report 15

4.0 STAKEHOLDER COORDINATION 15

5.0 CONCLUSION 16

LIST OF FIGURES

1-1 Project Location Map 3

1-2 State Road Designations 4

3-1 ACE Study Area 9

LIST OF TABLES

3-1 GIS Data Layers 7

3-2 Purpose and Need Evaluation Criteria 11

3-3 Environmental Evalaution Criteria 12

3-4 Engineering Evaluation Criteria 13

3-5 Evaluation of Costs 13

3-6 Summary of Corridor Impacts 15

4-1 Planned Public Meetings 15

1.0 BACKGROUND

The Florida Department of Transportation (FDOT) District Seven is utilizing the Alternative Corridor Evaluation (ACE) process as part of the study to evaluate the extension of State Road (SR) 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The intent is to find a suitable corridor for the extension of the existing SR 54/SR 56 facility, which currently stretches from US 19 to the intersection with US 301. This extension of the corridor could complete a direct east-west route across the southern portion of Pasco County into Polk County and could also serve as part of a bypass for the City of Zephyrhills.

The ACE process is typically performed concurrent with the Efficient Transportation Decision Making (ETDM) screening efforts (that precede the Project Development and Environment (PD&E) phase) to identify, evaluate, eliminate, and then recommend reasonable alternative corridor(s) for further study in the PD&E phase. A corridor advancing to the PD&E phase should support the purpose and need for the project, in accordance with all applicable laws and regulations, through the balancing of engineering, environmental, and economic aspects while considering comments received from the public and agencies through the ETDM screening efforts and ACE study.

The purpose of this Methodology Memorandum (MM) is to document the evaluation methodology to be utilized for the elimination and recommendation of alternative corridor(s) conceived as part of the SR 56 Extension Study. The MM details the goals of the evaluation, the methodology, how coordination with stakeholders will occur, and the basis for decision making. This MM will be reviewed by the Environmental Technical Advisory Team (ETAT) members during a 30-day comment period. The evaluation of the corridor(s) will be detailed in the Alternative Corridor Evaluation Report (ACER). The results documented in the ACER will identify the reasonable alternative corridor(s) to be recommended for advancement to the PD&E Study for further analysis.

1.1 CONTACT PERSONNEL

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(813) 975-6448
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Kristen Carson, Public Information Officer
FDOT District Seven
11201 N. McKinley Drive
Tampa, Florida 33612
(813) 975-6202
Kristen.Carson@dot.state.fl.us

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1.2 PROJECT INFORMATION

In June 2019, FDOT District Seven initiated the ACE process as part of the study to extend SR 56 from US 301/SR 41 to US 98/SR 35/SR 700. The Pasco County Metropolitan Planning Organization (MPO) 2040 Long Range Transportation Plan (LRTP) identifies the SR 56 Extension, a new four-lane roadway from US 301 to Chancey Road, as an "Unfunded Roadway Need". While the project is not currently included in the Cost Feasible Plan of the LRTP, it is identified as Priority #19 within the Pasco County MPO's 2019 List of Priority Projects.

Currently, no other phases beyond the ongoing PD&E phase are included in the FDOT Five Year Work Program and FDOT State Transportation Improvement Program (STIP) for the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700. As the project advances, FDOT District Seven will coordinate with the Pasco County MPO to ensure that the LRTP is amended to identify the project and programmed funding in order to satisfy planning consistency requirements.

1.3 PROJECT DESCRIPTION

The ACE study will evaluate potential alternative corridors for the extension of SR 56 eastward from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County. SR 56 is a major east-west arterial that serves both local and regional traffic from SR 54 to US 301/SR 41, for a length of approximately 13 miles. SR 56 from SR 54 to Meadow Pointe Boulevard is a four and six-lane divided roadway and is functionally classified as an urban principal arterial. The segment of SR 56 from Meadow Pointe Boulevard to US 301/SR 41 was recently opened to traffic and provides a new four-lane divided roadway with a ten-foot wide multi-use trail (south side), a five-foot wide sidewalk (north side), and seven-foot wide bicycle lanes in each direction. A project location map is shown in **Figure 1-1**.

It is important to note that SR 56 intends to serve as an extension of SR 54, which currently stretches from US 19 to the intersection with SR 56 just west of I-75. At this point, SR 54 becomes CR 54/Wesley Chapel Boulevard as it heads north to intersect with SR 581/Bruce B. Downs Boulevard. From SR 581/Bruce B. Downs Boulevard to US 301, the facility transitions back to SR 54. **Figure 1-2** shows the state road designations within the vicinity of the project.

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FIGURE 1-1
PROJECT LOCATION MAP

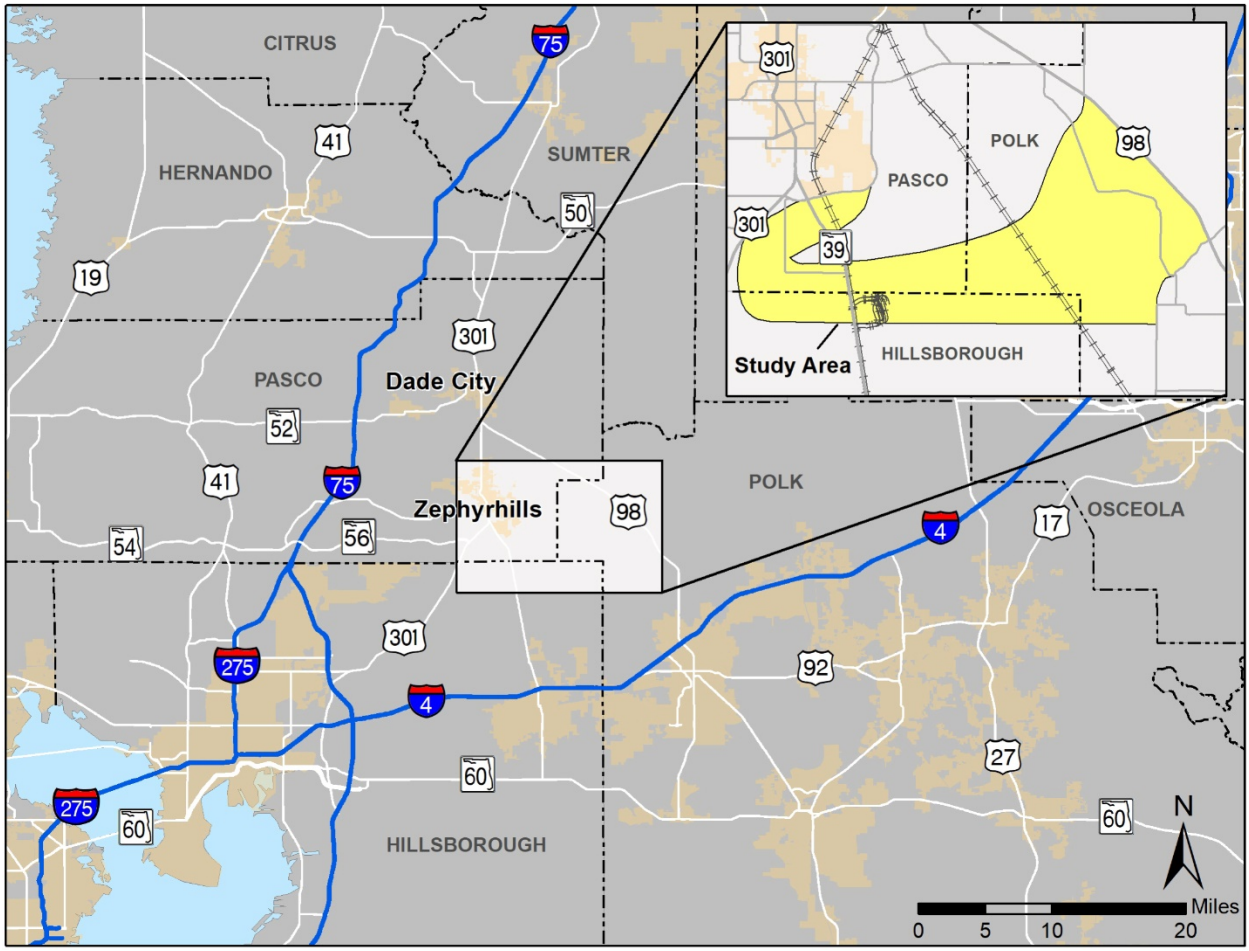

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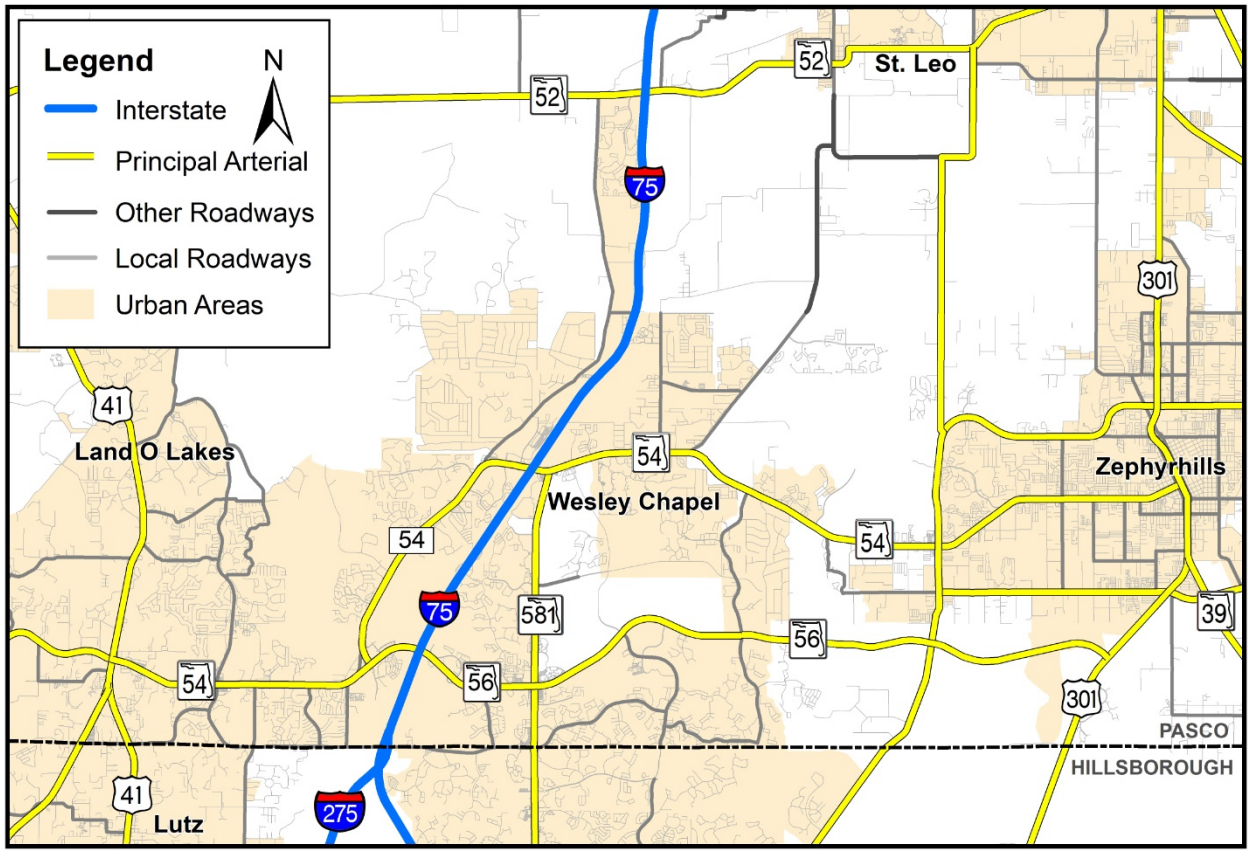
FIGURE 1-2
STATE ROAD DESIGNATIONS



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1.4 PURPOSE AND NEED

Purpose

The purpose of this project is to provide the extension of an east-west route through Pasco County connecting to US 98/SR 35/SR 700 that would allow regional traffic to bypass the City of Zephyrhills and to have a more direct route to the Lakeland area in Polk County.

Need

SR 56/SR 54 forms a major east-west connection traversing a large portion of Pasco County from US 19 in west Pasco County to US 301/SR 41. SR 56/SR 54 and SR 52 are parallel east-west facilities within the county; however, they are nearly 9 miles apart in some areas. Improvements to the SR 56/SR 54 corridor are a focus of the Pasco County MPO. With the completion of the portion of SR 56 from Meadow Pointe Boulevard to US 301/SR 41, vehicles desiring to continue eastward to US 98/SR 35/SR 700 would need to utilize US 301/SR 41, Chancey Road, and CR 54, creating a circuitous route along the eastern portion of the City of Zephyrhills.

System Linkage

SR 54/56 is a principal arterial that spans a large portion of Pasco County providing an important east-west route. In addition to SR 52, it is one of only two continuous east-west connections within the County. It also links to important regional north-south facilities such as US 19, SR 589 (Suncoast Parkway), US 41, and I-75. It connects to US 19 in western Pasco County, just south of New Port Richey, and to US 301/SR 41 south of the City of Zephyrhills. The Pasco County MPO is completing an initiative called Vision 54/56, which is a study designed to define a transportation vision for the future of the SR 54/56 corridor from US 19 to SR 581/Bruce B. Downs Boulevard.

2.0 GOALS AND OBJECTIVES OF THE ALTERNATIVE CORRIDOR EVALUATION

2.1 INTENT OF THE ALTERNATIVE CORRIDOR EVALUATION

The ACE process, as defined in the PD&E Manual Part 1, Chapter 4 and ETDM Manual, meets the intent of 23 Code of Federal Regulations (CFR) § 450 (Planning Regulations) and 23 United States Code (U.S.C.) §168 (Integration of Planning and Environmental Review). It documents and links planning activities for use in the National Environmental Policy Act (NEPA) environmental analysis in accordance with the Planning and Environment Linkages described under Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation (FAST) Act. It is FDOT's intent to utilize the ACE process for the proposed extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 so that planning decisions can be directly incorporated into the NEPA process.

Alternative corridors developed through the ACE process will be evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input.

Based on this evaluation, alternatives can be refined and advanced for further study or eliminated from further consideration.

2.2 STATUS IN PROJECT DELIVERY

The ETDM Planning Screen for Project #14390 (SR 56 Extension from US 301/SR 41 to US 98/SR 35/SR 700) was initiated on March 15, 2019 with the Planning Screen Summary Report being published on July 11, 2019. As part of the Planning Screen, two areas (Alternatives #1 and #2) – that would likely encompass all alternative corridors to be developed for this study – were screened to help identify sensitive resources and other fatal flaws that should be avoided. There are no proposed corridors from any previously completed planning activities. The Planning Screen Summary Report may be found via the Environmental Screening Tool (EST) at https://www.fla-etat.org/est/ or public access website at https://etdmpub.fla-etat.org/est/. The naming of each alternative corridor identified in the ACE will remain consistent throughout the ACE process and be carried through the PD&E phase.

2.3 DECISION POINTS/MILESTONES

This Draft MM will be distributed to the ETAT for review and comment through the EST. The ETAT has 30 calendar days to comment on the Draft MM. Once comments on the Draft MM have been incorporated, a link to the revised MM will be included in the republished Planning Screen Summary Report.

The revised MM and implementation of the ACE process will be documented in the ACER. The results of the ACE will determine which corridors are not feasible or do not meet the purpose and need and should be eliminated from further study. The Draft ACER will be distributed to the ETAT for review and comment through the EST. The ETAT has 30 calendar days to comment on the Draft ACER. After ETAT review, the ACER will be submitted to the FDOT Office of Environmental Management (OEM), the Lead Agency under the NEPA Assignment Program, for acceptance and concurrence. After acceptance and concurrence from FDOT OEM, the Planning Screen Summary Report will be republished which will include links to the approved MM and ACER.

3.0 ALTERNATIVE CORRIDOR EVALUATION METHODOLOGY

3.1 DATA COLLECTION

Data sets to be used to evaluate each project corridor's social, cultural, natural, and physical environmental impacts will be derived from Geographic Information Systems (GIS) data housed within the EST, Florida Geographic Data Library (FGDL), and websites of relevant counties and municipalities. Field and literature reviews will be performed, as appropriate, to verify key project corridor constraints. **Table 3-1** presents a preliminary list of the main GIS data layers to be used in the assessment of the project study area.

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TABLE 3-1
GIS DATA LAYERS

Category	Data Layer	Primary Source	Secondary Source
Social	U.S. Census Data (minority & low income)	EST or FGDL	
	Airports	Pasco County	EST or FGDL
	Railroads	Pasco County	EST or FGDL
	Cemeteries	Pasco County	EST or FGDL
	Civic Centers	EST or FGDL	
	Community Centers	EST or FGDL	
	Correctional Facilities	Pasco County	EST or FGDL
	Cultural Centers	EST or FGDL	
	Fire Stations	Pasco County	EST or FGDL
	Government Buildings	EST or FGDL	
	Golf Courses	EST or FGDL	
	Health Care Facilities	Pasco County	EST or FGDL
	Hospitals	Pasco County	EST or FGDL
	Laser Facilities	EST or FGDL	
	Law Enforcement Facilities	Pasco County	EST or FGDL
	Religious Centers	Pasco County	EST or FGDL
	Schools	Pasco County	EST or FGDL
	Social Service Facilities	EST or FGDL	
	Veteran Facilities	EST or FGDL	
	Residential Uses	Pasco County	EST or FGDL
	Developments of Regional Impact	EST or FGDL	Pasco County
	Planned Unit Developments	Pasco County	EST or FGDL
	Enterprise/Opportunity Zones	EST or FGDL	
	Existing Land Uses	EST or FGDL	Pasco County, Hillsborough County, Polk County
	Future Land Uses	EST or FGDL	Pasco County, Hillsborough County, Polk County
	Prime Farmlands	EST or FGDL	
Cultural	American Indian Lands	EST or FGDL	
	Florida Site File Archaeological/Historic Resources	EST or FGDL	Pasco County
	Florida Site File Bridges	EST or FGDL	
	Florida Site File Cemeteries	EST or FGDL	
	Florida Site File Historic Standing Structures	EST or FGDL	Pasco County
	Florida Site File Resource Groups	EST or FGDL	
	National Register of Historic Places	EST or FGDL	
	State Historic Highways	EST or FGDL	
	Local Parks	Pasco County	EST or FGDL
	State Parks	EST or FGDL	
	Existing and Future Trails	EST or FGDL	

TABLE 3-1
GIS DATA LAYERS (CONTINUED)

Natural	100-Year Floodplain	EST or FGDL	
	Soils	EST or FGDL	Pasco County
	Verified Impaired Waters	EST or FGDL	
	Outstanding Florida Waters	EST or FGDL	
	Aquifers (principal & sole source) & Recharge Areas	EST or FGDL	Pasco County
	Wellhead Protection Locations & Areas	Pasco County	
	Wetlands	EST or FGDL	Pasco County
	Mitigation Banks & Service Areas	EST or FGDL	
	Bald Eagle Nesting Territories (i.e. Eagle Nesting Locations)	EST or FGDL	
	Wood Stork Nests	EST or FGDL	
	Protected Species Occurrence Potential (including Consultation Areas) – multiple layers	EST or FGDL	
	Florida Black Bear Road Mortality Locations	EST or FGDL	
	Critical Wildlife Areas/Habitat	EST or FGDL	Pasco County
	Managed Lands/Public Lands	EST or FGDL	Pasco County
	Conservation Lands	EST or FGDL	Pasco County
	SWFWMD Owned Lands	EST or FGDL	Pasco County
Physical	USEPA Regulated Facilities (air, water, & Resource and Recovery Act sites)	EST or FGDL	
	Abandoned Railways	EST or FGDL	Pasco County
	Brownfields	EST or FGDL	
	Hazardous Waste Facilities (including Superfund)	EST or FGDL	
	Nuclear Sites	EST or FGDL	
	Petroleum Contamination Monitoring Sites	EST or FGDL	
	Storage Tank Contamination Monitoring	EST or FGDL	
	Super Act Risk Sources & Wells	EST or FGDL	
	Toxic Release Inventory Sites	EST or FGDL	
	Landfills	Pasco County	
	Radio, Television, & Cellular Towers/Structures	EST of FGDL	Pasco County
	Airport Obstructions	EST of FGDL	
	Railroad Crossings	EST of FGDL	
	Sewage, Solid Waste, & Wastewater Facilities	EST of FGDL	
	Drinking Water & Groundwater Wells	EST of FGDL	
	Power Transmission Lines & Substations	EST of FGDL	
	Dams	EST of FGDL	
	Power Plants	EST of FGDL	

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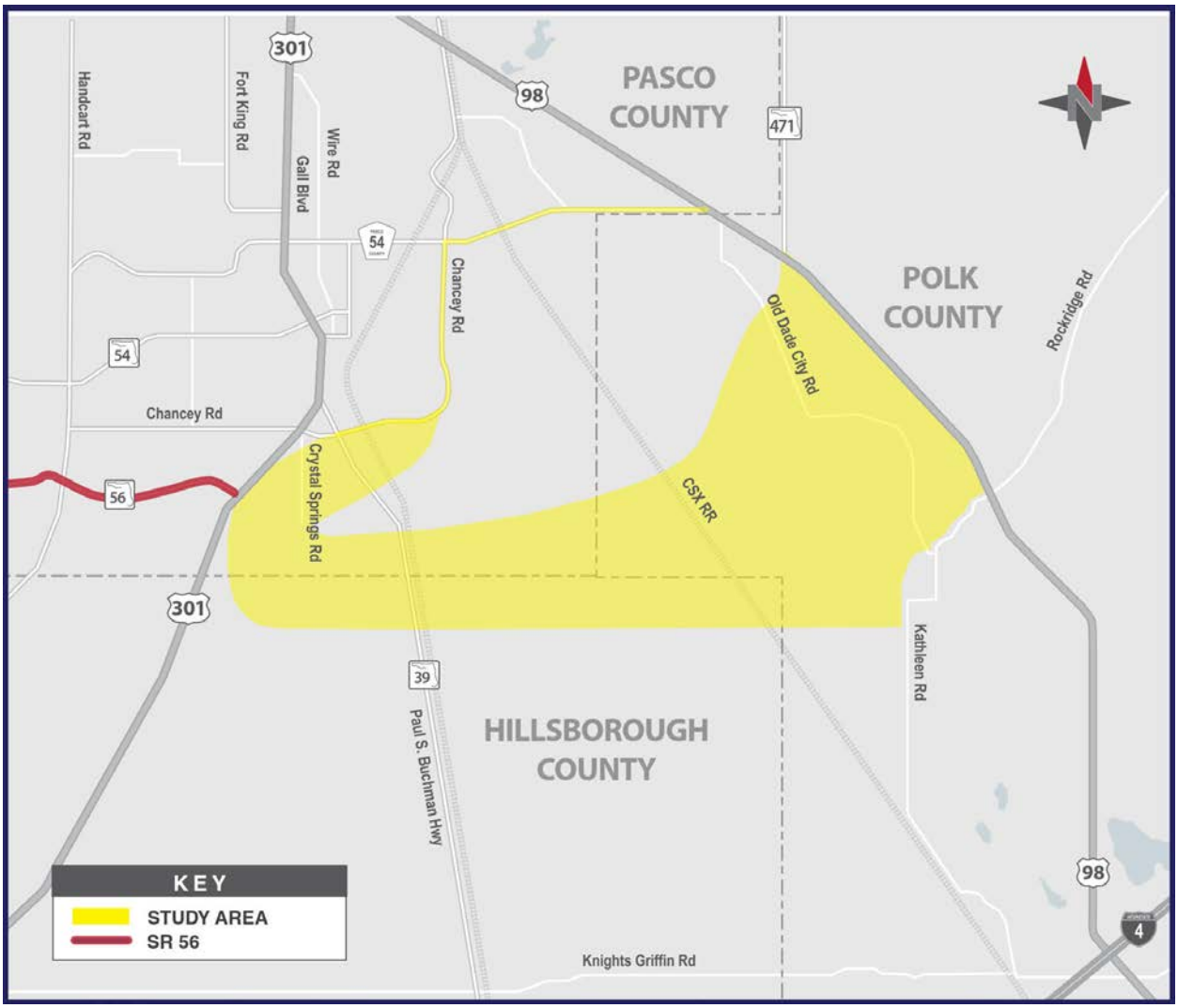
3.2 STUDY AREA

The study area that will be used for the ACE reflects the study area that was evaluated during the ETDM Planning Screen; it simply combines the two areas that were denoted as Alternative #1 and Alternative #2 in the ETDM Planning Screen. **Figure 3-1** shows the ACE study area.

FIGURE 3-1
ACE STUDY AREA



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3.3 IDENTIFY CORRIDOR CONSTRAINTS

The GIS data will be used to identify corridors that avoid and minimize impacts to sensitive environmental features to the greatest extent practicable. The data sources included in Table 3-1 will be applied to locate social, cultural, natural, and physical constraints within the study area. Based on ETAT commentary from the ETDM Planning Screen, features identified as important considerations include, but are not limited to: low income residents, aesthetics, archaeological and historic resources, Florida Managed Areas (including Upper Hillsborough Preserve), recreational facilities associated with the Upper Hillsborough Preserve (trails, camp sites, etc.), 100-year floodplain, water quality (including Outstanding Florida Waters), wetlands, wildlife and habitat, contamination, infrastructure-related facilities (airport, dams, power plant, etc.), and noise.

3.4 IDENTIFY POTENTIAL CORRIDORS

The portion of SR 56 extending from I-75 to Mansfield Boulevard is functionally classified as an urban principal arterial and consists of six general purpose lanes. The section of SR 56 extending from Mansfield Boulevard to US 301 is a four-lane facility (expandable to six lanes) featuring a ten-foot wide multi-use trail on the south side of the road, a five-foot wide sidewalk on the north side of the road, and seven-foot wide bicycle lanes in each direction. As such, to tie into the existing roadway, a similar typical section accommodating up to six lanes of traffic including sidewalk/trail facilities and bicycle lanes will be developed and utilized in the evaluation of the alternative corridors.

To allow for flexibility in developing proposed alignments that avoid potential constraints, corridors with a width of 250 feet will be evaluated as part of this ACE. This width can accommodate a range of potential typical sections that account for up to six general purpose lanes and possible multimodal features, including a high speed urban typical section requiring 174 feet of right-of-way and a rural typical section requiring 216 feet of right-of-way. The typical sections and the corridor alignments will be further refined during the PD&E Study. A planning-level traffic analysis is being performed as part of the ACE study to evaluate and compare traffic conditions and other relevant measures of effectiveness for each of the proposed alternative corridors and other key surrounding roadways in the study area.

It is anticipated that up to four corridors will be developed for evaluation as part of this ACE study.

3.5 CORRIDOR ANALYSIS AND EVALUATION CRITERIA

The alternative corridors developed through the ACE process will be evaluated based on consideration of meeting the project purpose and need, avoidance and/or minimization of potential impacts to environmental resources, engineering feasibility, cost estimates, a narrative assessment of the corridors, and agency/public input. These evaluation criteria allow for the range of corridors to be compared on an equal level. Each criterion is described below in more detail.

It should be noted that the evaluation matrix tables in this section are examples displayed to demonstrate how they may look in the ACER. The number of columns and rows showing corridors will be adjusted to reflect the actual number of corridors created and evaluated. If during the evaluation, changes are identified to engineering or environmental considerations and evaluation criteria, this methodology will be re-evaluated to ensure that it continues to meet the intent of the ACE process. If changes are necessary, they will be coordinated with the ETAT and FDOT OEM.

3.5.1 PURPOSE AND NEED EVALUATION

Each corridor will be evaluated for how well it satisfies the project purpose and need and will be assigned a 'Yes' or 'No' for its ability to:

- Allow regional traffic to bypass the City of Zephyrhills
- Provide an alternative east-west connection to US 98
- Link to other major facilities (such as SR 39/Paul Buchman Highway and Chancey Road)

Any corridor that does not satisfy at least three of the four stated purpose and need criteria will be eliminated from further consideration. All remaining corridors will be evaluated using other considerations such as environmental impacts, engineering feasibility, associated costs, and agency/public input. **Table 3-2** provides the purpose and need evaluation criteria.

TABLE 3-2
PURPOSE AND NEED EVALUATION CRITERIA

Corridor	Allows Traffic to Bypass Zephyrhills	Provides East-West Connection to US 98	Links to Other Major Facilities
A			
B			
C			

3.5.2 ENVIRONMENTAL EVALUATION

The potential direct, indirect, and cumulative effects on the environment will be considered for each alternative corridor. **Table 3-3** provides an evaluation matrix that will be populated with data based on the GIS layers identified in Table 3-1 and the footprints of the respective corridors to be developed. Quantifiable values for the social, cultural, natural, and physical environments will be displayed as a number in the evaluation matrix. Non-quantifiable factors will be given a potential degree of impact (such as High, Medium, or Low). For listed species occurrence potential, an assessment of likelihood of impact will be made by a qualified biologist through the review of species occurrence databases from the sources identified in Table 3-1, as well as limited pedestrian wildlife surveys within the ACE study area shown in **Figure 3-1**. Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for elimination.

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TABLE 3-3
ENVIRONMENTAL EVALUATION CRITERIA

Category	Evaluation Criteria	Unit of Measurement	Corridor A Quantity or Impact Rating	Corridor B Quantity or Impact Rating	Corridor C Quantity or Impact Rating	Corridor D Quantity or Impact Rating
Social	Potential Residential Displacements	Number				
	Potential Non-Residential Displacements	Number				
	Community Facilities	Number				
	Neighborhoods	Number				
	Community Cohesion	Degree				
	Special Populations (low income or minority populations)	Number				
	Prime Farmlands	Acres				
Cultural	Historic Resources	Number				
	Archaeological Resources	Number				
	Potential Section 4(f) Resources	Number				
	Recreational Facilities	Number				
Natural	Listed Species Occurrence Potential	Degree				
	Managed/Conservation Lands	Acres				
	Forested Wetlands	Acres				
	Non-Forested Wetlands	Acres				
	100-Year Floodplain	Acres				
	Water Features	Acres				
	Water Quality (Verified Impaired Watersheds)	Number				
	Special Designations (OFWs)	Number				
Physical	Potential Contamination Sites	Number				
	Noise Sensitive Sites	Number				

3.5.3 ENGINEERING EVALUATION

The engineering factors that will be used to evaluate the alternative corridors are listed in **Table 3-4**. The engineering factors include potential utility conflicts and involvement with infrastructure items such as railroad crossings, drainage basins, stormwater pond requirements, and new required right-of-way. Quantifiable values for the factors will be displayed as a number in the evaluation matrix. Non-quantifiable factors will be given a potential degree of impact (such as High, Medium, or Low). Those corridors resulting in higher quantifiable values or high impact ratings compared to other corridors will be considered for elimination.

TABLE 3-4
ENGINEERING EVALUATION CRITERIA

Evaluation Criteria	Unit of Measurement	Corridor A	Corridor B	Corridor C
		Quantity or Impact Rating	Quantity or Impact Rating	Quantity or Impact Rating
Utility Conflicts	Degree			
Railroad Crossings	Number			
Drainage Basins	Number			
Stormwater Ponds	Acres			
Right-of-Way	Acres			

Estimated construction, wetland mitigation, and right-of-way costs will be provided for each alternative corridor and displayed in **Table 3-5**. Construction costs will be developed utilizing FDOT Long Range Estimates (LRE). Right-of-way costs will be estimated based upon general costs of land and buildings in the study area by land use type and unit right-of-way costs obtained from FDOT District Seven. Wetland mitigation costs will be based on the average mitigation bank costs from bids submitted every two years to the District and the cost of Southwest Florida Water Management District-FDOT mitigation program sites developed pursuant to Section 373.4137, Florida Statutes, adjusted for the Consumer Price Index provided annually by FDOT OEM.

TABLE 3-5
EVALUATION OF COSTS

Cost Category	Corridor A	Corridor B	Corridor C
	Amount	Amount	Amount
Construction Costs			
Right-of-Way Costs*			
Wetland Mitigation Costs			

*Includes mitigation costs which may be required for potential impacts to managed/conservation lands.

3.5.4 NARRATIVE ASSESSMENT

Based on the evaluation criteria described above, a narrative discussion and assessment of each of the alternative corridors will be prepared in compliance with elements and issues contained in 23 U.S.C. § 168(c). This narrative will provide a discussion of the affected environment, advantages and limitations of each corridor, and highlight any specific factors that may result in a corridor's elimination. Public and

agency input (consideration of input received from the ETAT, project stakeholders, and the general public) will be summarized in the narrative.

3.5.5 PUBLIC AND AGENCY CONSIDERATIONS

Public, agency, and ETAT member input received during the alternatives screening process will be used to refine the purpose and need, corridor constraints, and evaluation criteria in order to evaluate the corridors. A complete description of the opportunities for public input into the corridor evaluation process is provided in Section 4.0. The results documented in the ACER will be made available to the ETAT through the EST for 30 calendar days. Notification of the public meetings will be distributed to all the individuals on the project mailing list (such as local officials, agencies including appropriate Native American tribes, stakeholders, special interest groups, and property owners) within the affected study area. If meetings are needed to explain the results of the ACER, they will be scheduled as necessary.

3.6 APPROACH TO ELIMINATING UNREASONABLE ALTERNATIVES

Any corridor that does not meet the purpose and need for the project or is not considered feasible will be eliminated from further consideration upon FDOT OEM approval. The corridors considered reasonable for detailed study as a result of the purpose and need evaluation will be compared using the evaluation criteria described in Section 3.5. The corridor evaluation involves both quantitative and qualitative comparisons of the evaluation criteria. The comparative analysis will include the following:

- Environmental impacts (quantitative and qualitative)
- Engineering factors and associated cost estimates (technical feasibility) (quantitative)
- Narrative assessment (advantages and limitations) (qualitative)
- Public support including plan consistency and controversy potential (qualitative)

Upon completion of the comparative analysis, additional corridors may be eliminated, with FDOT OEM concurrence, based on disproportionate environmental impacts or impacts that cannot be mitigated. The comparative evaluation process is discussed further in Section 3.6.1. At the conclusion of the ACE study, FDOT may recommend that a “most probable” corridor(s) be carried forward into the PD&E phase. The PD&E Study project documentation will be prepared in accordance with the PD&E Manual and shall, therefore, be in compliance with all applicable state and federal laws, executive orders, and regulations. In compliance with the ETDM Master Agreement, agency involvement regarding project needs, issues, evaluation criteria, avoidance, minimization, decisions, and preliminary mitigation concepts will be a continuous effort throughout the ETDM and ACE processes. The evaluation criteria and units of measure used to assess and compare alternative corridors will include resource issues that are consistent and acceptable to each respective resource agency. The ACE process ensures that alternative corridors are evaluated consistently.

3.6.1 SUMMARY OF CORRIDOR IMPACTS

The potential impacts for each criterion evaluated will be provided for each corridor and summarized in a matrix similar to **Table 3.6**. The intent of the matrix is to facilitate an overall comparison of the alternative corridors.

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TABLE 3-6
SUMMARY OF CORRIDOR IMPACTS

Corridor	Evaluation Criteria					Recommended for Further Consideration
	Purpose and Need	Environmental Impacts	Engineering Factors	Associated Costs	Agency/ Public Support	
A						
B						
C						

3.7 ALTERNATIVE CORRIDOR EVALUATION REPORT

The results of the analysis described above will be summarized in the ACER. This report will be submitted to the ETAT and interested stakeholders through the EST for a period of 30 calendar days. Once comments are addressed, a public information meeting will be held to inform the public of the study results. The appropriate decision making matrices will be included in the ACER to substantiate findings, provide reasons for eliminating corridors, and to identify the corridor(s) that will be carried forward into the PD&E phase. A link to the ACER will be included in the republished Planning Screen Summary Report.

4.0 STAKEHOLDER COORDINATION

Public outreach conducted as part of the ACE will be used to engage stakeholders to identify community values and concerns that may affect the development and evaluation of the project corridors. **Table 4-1** lists the public and agency events that either have occurred or are planned to take place.

TABLE 4-1
PLANNED PUBLIC MEETINGS

Meeting	Purpose	Schedule
Elected Officials/Agencies Project Kick-Off Meeting	To introduce the project, set expectations for the ACE process and project study, and present the project schedule	08/13/2019
Small Group Meetings (as needed)	To receive input on the project (as needed)	Ongoing
Public Information Meeting	To present the results of the ACE and seek public opinion on corridor recommendations	Fall 2020 (Tentative)

Agency coordination was initiated with the ETAT review during the ETDM Planning Screen. ETAT coordination will continue throughout the ACE process with ETAT reviews of this MM and the ACER. It should be noted that additional meetings with the public, elected officials, special interest groups, and/or public agencies may occur (as needed) through the project study/ACE process. Other communication aids are being and will continue to be utilized, including a project website (including an interactive WikiMap Tool) and newsletters.

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5.0 CONCLUSION

In conclusion, the purpose of this MM is to document and describe the ACE methodology to be conducted as part of the study evaluating the extension of SR 56 from US 301/SR 41 to US 98/SR 35/SR 700 in Pasco County, Florida. The MM details the goals of the evaluation, the methodology, the process for stakeholders/public coordination, and the basis for decision making. The evaluation of the corridors will be detailed in the ACER, and the results will identify the reasonable alternative corridor(s) for NEPA analysis.

APPENDIX C
Context Classification Memorandum

TO BE PROVIDED