

SUMTER COUNTY  
ANNUAL TRAFFIC COUNT PROGRAM  
2015 TRAFFIC REPORT

Every year, the Lake-Sumter Metropolitan Planning Organization (MPO), in cooperation and partnership with Sumter County Public Works Department, implements a traffic count program. The MPO collects and analyzes the traffic data, and subsequently uses the information to identify traffic flow trends over time and to support the decision-making process related to road maintenance and project development. The traffic data is used by the MPO, County, municipalities within the County, and other transportation agencies in the review of road improvement projects, traffic impact studies for proposed developments, and level-of-service ratings for maintenance operations. In the private sector - realtors, bankers, developers, economic development agencies, as well as citizens also use traffic count data for a variety of purposes. This information is provided via this web site as a service of Sumter County in partnership with the MPO.

The "SUMTER COUNTY ANNUAL TRAFFIC REPORT – 2015 TRAFFIC REPORT" provides the latest traffic count information. The counts were obtained using pneumatic traffic data recorders and the locations were marked using GPS units. Data collection was conducted during the months of February, March, and April 2015 during the historical peak season of activity in Sumter County. Data was collected for a 24 hour period on a Tuesday, Wednesday or Thursday for each count station. Additional counts were collected at a few select stations on a Monday to capture the special event traffic generated by the Webster Flea Market.

The report contains a series of maps and a table. The following information is intended to explain the headings in the table as well as key definitions and information associated with the Annual Traffic Count Program:

1	2	3	4	5	6						7						8	9	10	11		
Sta ID	Street	Location Description	Start Date	Dura- tion	2010	2011	2012	2013	2014	2015	A.M. Peak Hour				P.M. Peak Hour				# of Lanes	Posted Speed	Golf Cart	
											Time	Total	NB/EB	SB/WB	'K'	'D'	Time	Total			NB/EB	SB/WB

1. Sta ID – This is the unique station number assigned to each count station for consistent tracking.
2. Street – Name of the street/road where the count was taken.
3. Location Description – Location that the count was obtained described by distance from the nearest major cross street. The location is also marked by a GPS point location.
4. Start Date – The data the volume count was started.
5. The length of time data was collected, usually 24 hours.
6. ADT – The "Average Daily Trips" is a measure of the traffic volume observed during the 2015 count period. The historical (2010 - 2014) ADT is also provided for reference. An ADT of 0 or NC signifies that a count was not obtained in that year.
7. A.M. Peak Hour – The traffic information observed for the highest one hour period during the morning.
  - Time – The start time of the A.M. peak hour (e.g. 9:15 means the peak hour is 9:15 to 10:15).
  - Total – Total traffic observed during the A.M. peak hour.
  - NB/EB – The traffic volume observed in the NB or EB (depending on road orientation) during the A.M. peak hour.
  - SB/WB – The traffic volume observed in the SB or WB (depending on road orientation) during the A.M. peak hour.
  - K – This factor reflects the ratio of total A.M. peak hour traffic to the total daily traffic (e.g. if peak hour volume is 100 vehicles and ADT is 1,000, then  $K = \text{peak}/\text{daily} = 100/1,000 = 0.1$ ). It is reported in the table as a percentage.
  - D – This factor reflects the ratio of peak direction peak hour traffic to the total A.M. peak hour traffic (e.g. if volume in EB direction 550 vehicles and WB direction is 450 vehicles, then total A.M. peak hour volume is 1,000 vehicles and  $D = \text{peak direction}/\text{total peak} = 550/1,000 = 0.55$ ). It is reported in the table as a percentage.
8. P.M. Peak Hour – The traffic information for the highest one hour period during the evening peak.
  - Time – The start time of the P.M. peak hour (e.g. 4:30 means the peak hour is 4:30 to 5:30).
  - Total – Total traffic observed during the P.M. peak hour.
  - NB/EB – The traffic volume observed in the NB or EB (depending on road orientation) during the P.M. peak hour.
  - SB/WB – The traffic volume observed in the SB or WB (depending on road orientation) during the P.M. peak hour.
  - K – This factor reflects the ratio of total P.M. peak hour traffic to the total daily traffic (e.g. if peak hour volume is 100 vehicles and ADT is 1,000, then  $K = \text{peak}/\text{daily} = 100/1,000 = 0.1$ ). It is reported in the table as a percentage.
  - D – This factor reflects the ratio of peak direction peak hour traffic to the total P.M. peak hour traffic. (e.g. if volume in EB direction 550 vehicles and WB direction is 450 vehicles, then total P.M. peak hour volume is 1,000 vehicles and  $D = \text{peak direction}/\text{total peak} = 550/1,000 = 0.55$ ). It is reported in the table as a percentage.
9. # of Lanes – The number of travel lanes on the roadway at the time that the count was taken.
10. Posted Speed – The posted speed limit on the road at the location where the count was taken.
11. Golf Cart – Bi-directional golf cart traffic observed on dedicated golf cart paths or golf cart lanes at the location where the count was taken. The count observed in 2014 is also provided.