# TRANSPORTATION ANALYSIS

## **CALDERA**

Prepared For

**PULTE GROUP** 

Prepared By



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LINCKS & ASSOCIATES, INC. 5023 West Laurel Street Tampa, Florida 33607 813-289-0039 State of Florida Authorization No. EB0004638

> Revised June, 2022 February, 2022

Project No. 21144

Steven J. Henry, P.E. P.E. No. 51555

Date



LINCKS & ASSOCIATES, INC.

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#### INTRODUCTION

The purpose of this report is to provide a Transportation Analysis in conjunction with the development of the property located south of Elgin Boulevard and west of the extension of Sterling Hill Boulevard in Hernando County, as shown in Figure 1. The project is proposed to consist of up to 841 Single Family Homes.

This analysis was conducted in conformance with the approved Traffic Methodology Statement dated March 9, 2022. A copy of the Methodology Statement is included in the Appendix of this report.

#### ESTIMATED PROJECT AVERAGE DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) <u>Trip Generation Manual</u>, 11<sup>th</sup> Edition, 2021, as its data base. Based on these trip rates, the proposed development would generate approximately 7,157 daily trip ends.

#### PROJECT PEAK HOUR TRAFFIC

Again, based on the ITE <u>Trip Generation Manual</u>, 11<sup>th</sup> Edition, the proposed project would generate approximately 517 trip ends during the AM peak hour with 134 inbound and 383 outbound, as shown in Table 1. During the PM peak hour, the proposed project would generate approximately 735 trip ends with 463 inbound and 272 outbound, as shown in Table 1.



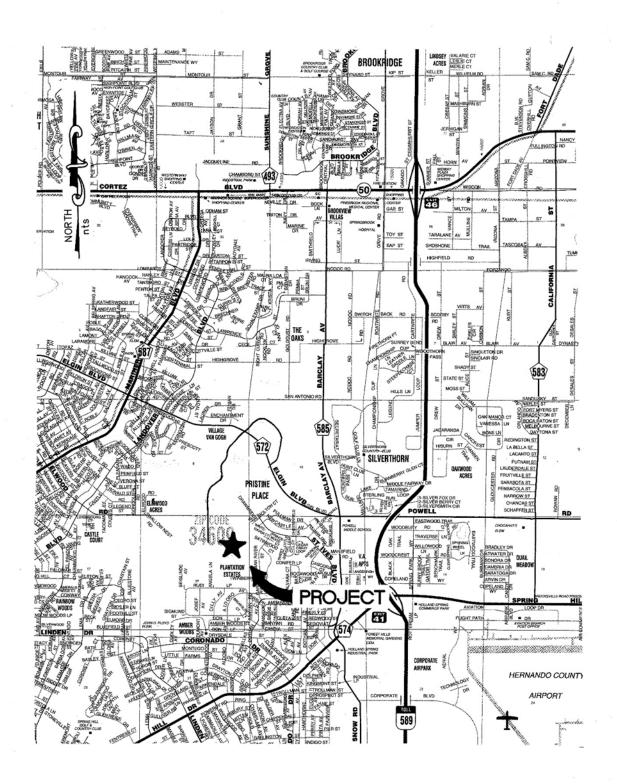


FIGURE 1
PROJECT LOCATION





TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

				AM Peak Hour			PM Peak Hour		
	ΠE		Daily	Trip Ends			Trip Ends		
Land Use	<u>LUC</u>	<u>Size</u>	Trip Ends	<u>ln</u>	<u>Out</u>	Total	<u>ln</u>	<u>Out</u>	Total
Single Family	210	841 DU's	7,157	134	383	517	463	272	735

(1) Source: ITE <u>Trip Generation Manual</u>, 11<sup>th</sup> Edition, 2021.

#### PROJECT TRIP DISTRIBUTION

The distribution of the project traffic was estimated based on existing traffic and development in the vicinity of the project.

Figure 2 illustrates the percent distribution of the project trip ends and Figure 3 illustrates the assignment of the AM and PM peak hour project trip ends on the adjacent transportation network.

#### ADJACENT ROADWAYS

As stated previously, the project is located west of Sterling Hill Boulevard and south of Elgin Boulevard in Hernando County, Florida. Sterling Hill Boulevard is a two (2) lane divided roadway that currently terminates at the project. Elgin Boulevard is a four (4) lane divided roadway in the vicinity of the project

According to the Hernando County CIP, there are no capacity adding improvements budgeted in the vicinity of the project.

#### STUDY AREA

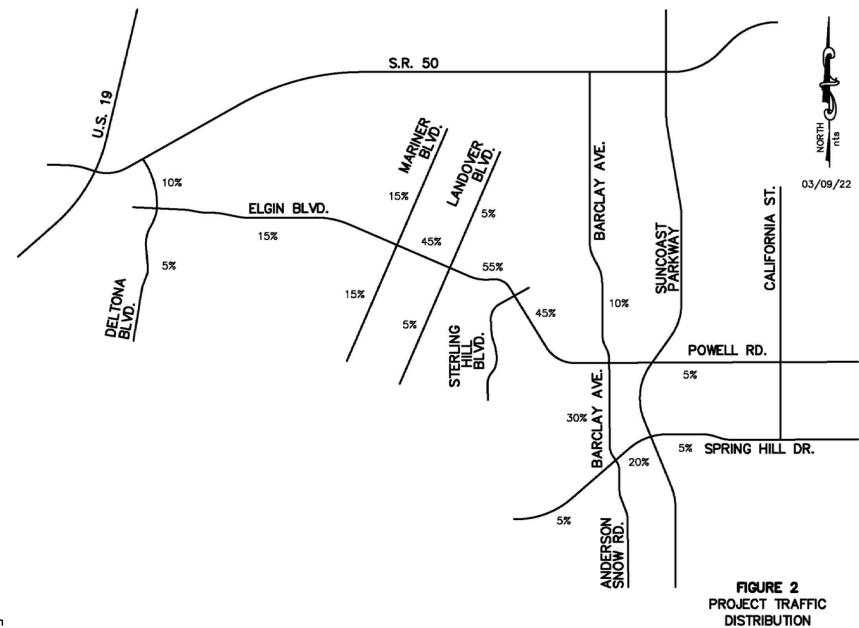
The study network includes those roadways in which the project traffic consumes 5.0% of the peak hour adopted Level of Service capacity for the roadways within the vicinity of the project.

Based on the results shown in Table 2, the study network includes the following roadways:

Elgin Boulevard from Deltona Boulevard to Barclay Avenue









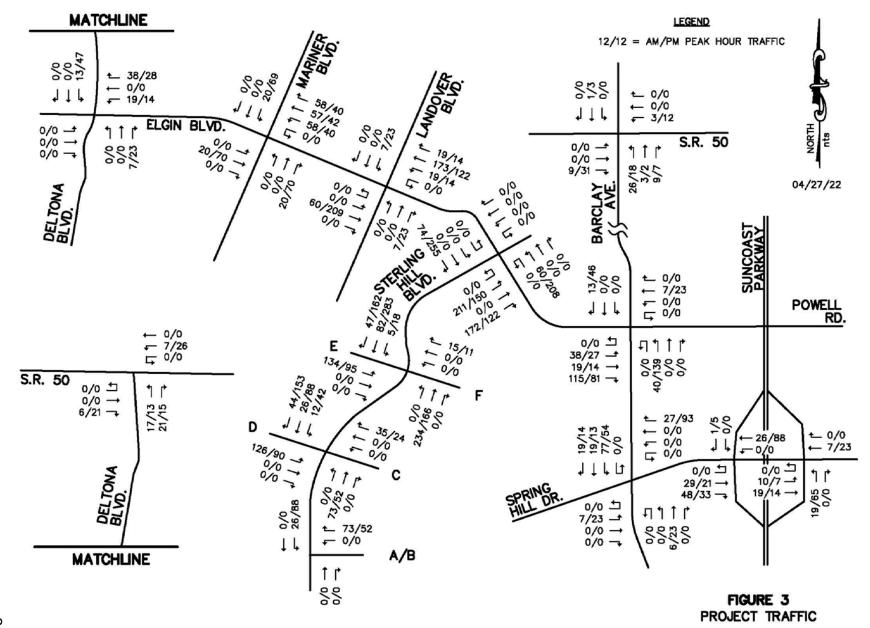




TABLE 2 STUDY NETWORK DETERMINATION

Roadway	<u>From</u>	<u>To</u>	<u>Lanes</u>	Capacity (1)	Percent Project <u>Distribution</u>	Peak Hour Project Traffic	Percent Consumed	Study Network?
Elgin Boulevard	Deltona Blvd	Mariner Blvd	2 LU	1,350	15%	110	8.1%	Yes
	Mariner Blvd	Landover Blvd	4 LD	2,178	45%	331	15.2%	Yes
	Landover Blvd	Sterling Hill Blvd	4 LD	2,178	55%	404	18.5%	Yes
	Sterling Hill Blvd	Barclay Ave	4 LD	3,096	45%	330	10.7%	Yes
Powell Rd	Barclay Ave	Calfornia St	2 LU	1,332	5%	37	2.8%	No
Landover Blvd	Mariner Blvd	Elgin Blvd	2 LU	2,040	5%	37	1.8%	No
	Elgin Blvd	Mariner Blvd	2 LU	2,040	5%	37	1.8%	No
Sterling Hill Blvd	Project	Elgin Blvd	2 LU	2,040	100%	735	36.0%	Yes
Barclay Ave	Spring Hill Dr	Elgin Blvd	4 LD	3,204	30%	221	6.9%	Yes
	Elgin Blvd	Lawrence St	2 LU	1,440	10%	74	5.1%	Yes
	Lawrence St	SR 50	2 LU	1,440	10%	74	5.1%	Yes
Mariner Blvd	Augustine Rd	Elgin Blvd	4 LD	3,204	15%	110	3.4%	No
	Elgin Blvd	Sams Club Rd	4 LD	3,204	15%	110	3.4%	No
Deltona Blvd	SR 50	Elgin Blvd	2 LU	1,440	10%	74	5.1%	Yes
	Elgin Blvd	Nothcliffe	2 LU	1,440	5%	37	2.6%	No
Spring Hill Dr	Coronado Dr	Barclay Ave	4 LD	3,204	5%	37	1.2%	No
	Baclay Ave	Suncoast Pkwy	4 LD	2,952	20%	147	5.0%	Yes
	Suncoast Pkwy	Springpark Wy	4 LD	2,952	5%	37	1.3%	No

<sup>(1)</sup> Source: Hernando County Tier I spreadsheet.

- Sterling Hill Boulevard from Elgin Boulevard to the project
- Barclay Avenue from SR 50 to Spring Hill Drive
- Deltona Boulevard from SR 50 to Elgin Boulevard
- Spring Hill Drive from Barclay Avenue to Suncoast Parkway

The following intersections are included in the analysis:

- Elgin Boulevard and Deltona Boulevard
- Elgin Boulevard and Mariner Boulevard
- Elgin Boulevard and Landover Boulevard
- Elgin Boulevard and Sterling Hill Boulevard
- Elgin Boulevard/Powell Road and Barclay Avenue
- Barclay Avenue and Spring Hill Drive
- Barclay Avenue and SR 50
- Deltona Boulevard and SR 50
- Spring Hill Drive and Suncoast Parkway Ramps

#### **BUILDOUT**

Buildout of the project is anticipated to be 2030.

#### **BACKGROUND TRAFFIC**

The 2030 background traffic utilized in this analysis was calculated as follows:



- 1) AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hour turning movement counts were conducted at the following intersections:
  - Elgin Boulevard and Deltona Boulevard
  - Elgin Boulevard and Mariner Boulevard
  - Elgin Boulevard and Landover Hill Boulevard
  - Elgin Boulevard and Sterling Hill Boulevard
  - Elgin Boulevard/Powell Road and Barclay Avenue
  - Barclay Avenue and Spring Hill Drive
  - Barclay Avenue and SR 50
  - Deltona Boulevard and SR 50
  - Spring Hill Drive and Suncoast Parkway Ramps

Figure 4 illustrates the existing traffic.

 The existing counts will be adjusted to the peak season based on the 2019 FDOT Peak Season Adjustment Factors for Hernando County

Figure 5 illustrates the peak season traffic.

- 3) The peak season traffic will be increased by the annual growth rate for each segment contained in the Hernando County Tier I spreadsheet
- 4) The project traffic for the following projects was added to the background volumes in #3 above. A copy of the report for each project is included in the appendix of this report:
  - Sterling Hill Phase IV
  - Pine View Grove Estates





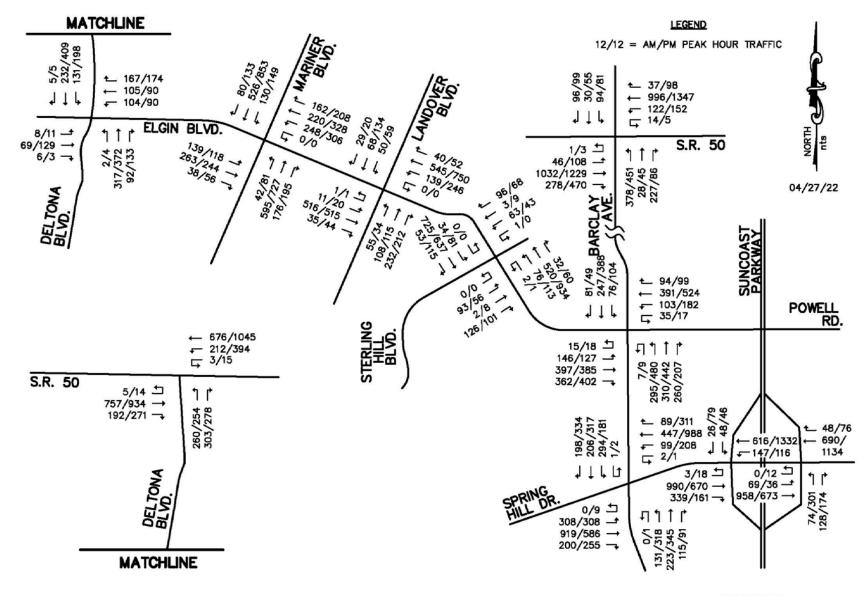


FIGURE 4
EXISTING TRAFFIC



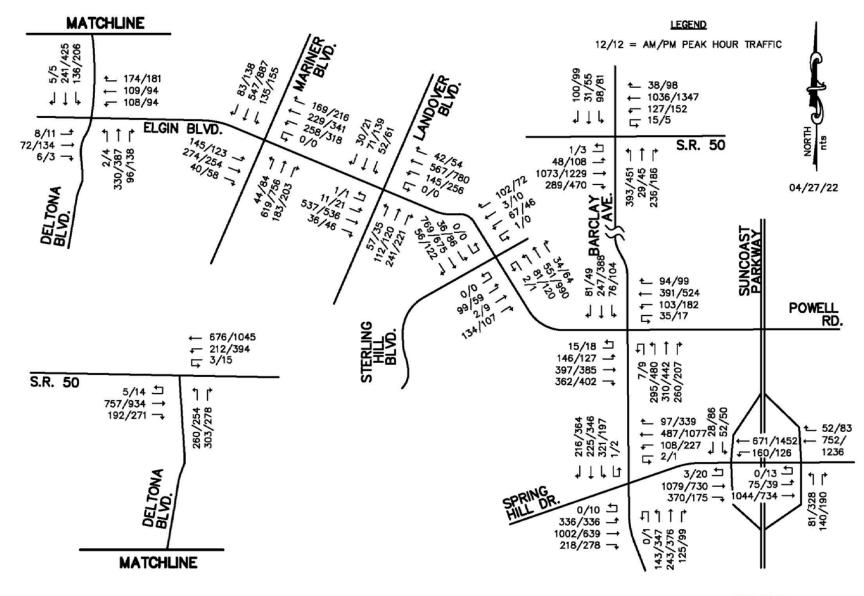


FIGURE 5
PEAK SEASON TRAFFIC

- Village Van Gogh
- Rainbow Glen

Figure 6 illustrates the 2030 background traffic and Figure 7 illustrates the 2030 background plus project traffic for the AM and PM peak hours.

#### ARTERIAL ANALYSIS

Arterial analysis was conducted for the following roadways within the study network:

- Elgin Boulevard from Deltona Boulevard to Barclay Avenue
- Sterling Hill Boulevard from the project to Elgin Boulevard
- Barclay Avenue from SR 50 to Spring Hill Drive
- Deltona Boulevard from SR 50 to Elgin Boulevard
- Spring Hill Drive from Barclay Avenue to Suncoast Parkway

As shown in Tables 3 and 4, all roadways within the study network except Spring Hill Drive from Barclay Avenue to Suncoast Parkway should operate within the adopted capacity with the 2030 background traffic and with the addition of the project traffic. It should be noted the intersections along the segment of roadway operate with a V/C ratio of less than 1.0.

#### INTERSECTION ANALYSIS

A capacity analysis was conducted for the AM and PM peak hours at the following intersections:

- Elgin Boulevard and Deltona Boulevard
- Elgin Boulevard and Mariner Boulevard





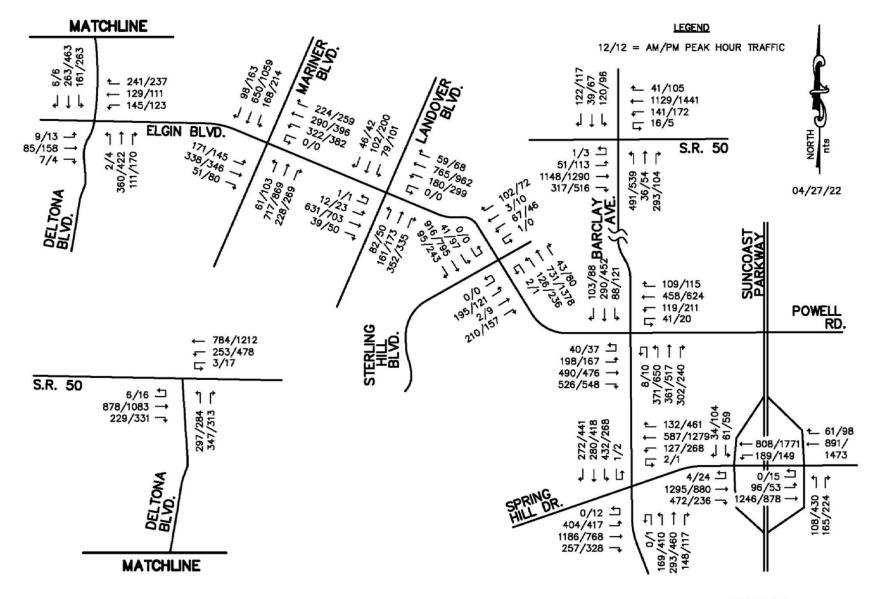


FIGURE 6
BACKGROUND TRAFFIC



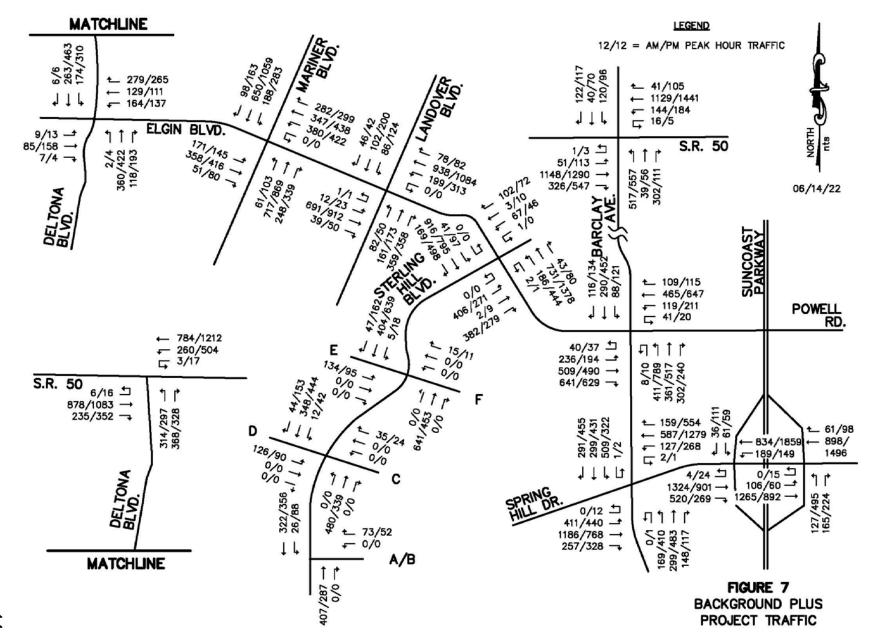




TABLE 3

## AM PEAK HOUR ARTERIAL ANALYSIS

			Backgrou	nd Traffic with Imp	rovements	Background Plus Project Traffic with Background Improvements		
Roadway	From	To	Direction	Arterial Speed	Arterial LOS	Direction	Arterial Speed	Arterial LOS
Barclay Ave	Spring Hill Dr	SR 50	NB	32.4	В	NB	32.4	В
			SB	31.3	В	SB	31.1	В
Elgin Blvd	Deltona Blvd	Barclay Ave	EB	25.0	С	EB	23.8	С
-			WB	24.0	С	WB	22.8	С
Spring Hill Dr	Barclay Ave	Suncoast Pkwy	EB	18.9	D	EB	20.7	D
, 3	,	,	WB	15.5	Е	WB	19.4	D



TABLE 4

PM PEAK HOUR

ARTERIAL ANALYSIS

			Backgrou	and Traffic with Imp	Background Plus Project Traffic with Background Improvements			
Roadway	From	To	Direction	Arterial Speed	Arterial LOS	Direction	Arterial Speed	Arterial LOS
Barclay Ave	Spring Hill Dr	SR 50	NB	31.5	В	NB	31.4	В
			SB	27.7	С	SB	27.0	С
Elgin Blvd	Deltona Blvd	Barclay Ave	EB	23.0	С	EB	19.9	D
			WB	23.1	С	WB	22.1	С
Spring Hill Dr	Barclay Ave	Suncoast Pkwy	EB	21.8	D	EB	21.1	D
	· ·	•	WB	14.4	E	WB	13.8	E

- Elgin Boulevard and Landover Boulevard
- Elgin Boulevard and Sterling Hill Boulevard
- Elgin Boulevard/Powell Road and Barclay Avenue
- Barclay Avenue and Spring Hill Drive
- Barclay Avenue and SR 50
- Deltona Boulevard and SR 50
- Spring Hill Drive and Suncoast Parkway Ramps

These calculations were performed utilizing the SYNCHRO software. Table 5 summarizes the results of the analysis and the results are described in the following paragraphs:

## Elgin Boulevard and Deltona Boulevard

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service B during both AM and PM peak hours with the 2030 background traffic and existing geometry and signal timings, as shown in Table 5. With the addition of the project traffic, the overall intersection should operate at a Level of Service B and C during the AM and PM peak hours, respectively, with a V/C ratio less than 1.0 for all the movements.

## Elgin Boulevard and Mariner Boulevard

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service E and F during the AM and PM peak hours, respectively, with the 2030 background traffic and existing geometry and signal timings. The following improvements are required to allow all the movements to operate with a V/C ratio less than 1.0 with the





TABLE 5

ESTIMATED INTERSECTION
LEVEL OF SERVICE (SIGNALIZED)

Intersection	Time Period	203 Backgrour Existing G	nd Traffic	Required Improvement	203 Backgroun Proposed Im Delay	d Traffic	20: Backgroi Project Background I <u>Delay</u>	und Plus Traffic	Required Improvements
Elgin Blvd and Deltona Blvd	AM PM	18.0 18.5	B B	None	-	-	19.7 24.3	B C	None
Elgin Blvd and Mariner Blvd	AM PM	58.2 92.3	E F	EBR, NBR SBR, SBL	45.4 54.1	D D	47.3 58.6	D E	None
Elgin Blvd and Landover Blvd	AM PM	30.7 41.8	C D	NBR, SBL	23.2 27.1	C C	24.9 37.5	C D	None
Elgin Blvd and Sterling Hill Blvd	AM PM	22.9 28.3	C C	Signal Timings Modification	24.1 25.3	C C	34.2 39.6	C D	None
Elgin Blvd and Barclay Ave	AM PM	60.9 106.9	E F	EBL, WBR, NBTR SBR	45.6 57.1	D E	47.7 65.0	D E	None
Barclay Ave and Spring Hill Dr	AM PM	49.6 72.8	D E	NBR, SBT, SBR	41.9 52.3	D D	41.1 56.4	D E	None
Barclay Ave and SR 50	AM PM	38.6 48.0	D D	Signal Timings Modification	36.1 44.5	D D	36.5 47.6	D D	None
Deltona Blvd and SR 50	AM PM	21.9 30.8	C C	None	-	-	22.6 32.5	C C	None
Spring Hill Dr and Suncoast SB Ramp	AM PM	11.2 12.6	B B	None	- -	-	12.8 14.4	B B	None
Spring Hill Dr and Suncoast NB Ramp	AM PM	15.7 26.0	B C	None	-	- -	11.8 29.1	B C	None

## background traffic:

- Eastbound right turn lane
- Northbound right turn lane
- Southbound right turn lane
- Southbound left turn lane

With the addition of the project traffic, the overall intersection should operate at a Level of Service D and E during the AM and PM peak hours, respectively, and V/C ratio of less than 1.0 for all movements with the geometry required for the background traffic and signal timings, as shown in Table 5.

#### Elgin Boulevard and Landover Boulevard

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service C and D during the AM and PM peak hours, respectively, with the 2030 background traffic and existing geometry and signal timings. The following improvements are required to allow all the movements to operate with a V/C ratio less than 1.0 with the background traffic:

- Northbound right turn lane
- Southbound left turn lane

With the addition of the project traffic, the intersection should operate at a Level of Service C during both AM and PM peak hours and V/C ratio of less than 1.0 for all movements, with the geometry required for the background traffic and signal timings, as shown in Table 5.



## Elgin Boulevard and Sterling Hill Boulevard

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service C during both AM and PM peak hours with the 2030 background traffic and existing geometry and signal timings, as shown in Table 5. Signal Timings modification is required to allow all the movements within the intersection to operate with a V/C ratio less than 1.0 with the background traffic. With the addition of the project traffic, the overall intersection should operate at a Level of Service C and D during the AM and PM peak hours, respectively, and a V/C ratio less than 1.0 for all the movements with the proposed signal timings, as shown in Table 5.

#### Elgin Boulevard/Powell Road and Barclay Avenue

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service E and F during the AM and PM peak hours, respectively, with the 2030 background traffic and existing geometry and signal timings. The following improvements are required to allow all the movements to operate with a V/C ratio less than 1.0 with the background traffic:

- Eastbound left turn lane
- Westbound right turn lane
- Northbound through and/or right turn lane
- Southbound right turn lane

With the addition of the project traffic, the overall intersection should operate at a Level of Service D and E during AM and PM peak hours, respectively, and V/C ratio of less than 1.0 for all movements, with the geometry required for the background traffic and signal timings, as shown in Table 5.



## Barclay Avenue and Spring Hill Drive

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service D and E during the AM and PM peak hours, respectively, with the 2030 background traffic and existing geometry and signal timings. The following improvements are required to allow all the movements within the intersection to operate with a V/C ratio less than 1.0 with the background traffic:

- Northbound right turn lane
- Southbound through lane
- Southbound right turn lane

With the addition of the project traffic, the intersection should continue to operate at a Level of Service D and E during the AM and PM peak hours, respectively, and V/C ratio less than 1.0 for all the movements with the geometry required for the background traffic and signal timings, as shown in Table 5.

## Barclay Avenue and SR 50

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service D during both AM and PM peak hours with the 2030 background traffic and existing geometry and signal timings. Signal Timings modification is required to allow all the movements within the intersection to operate with a V/C ratio less than 1.0 with the background traffic. With the addition of the project traffic, the intersection should continue to operate at a Level of Service D during both AM and PM peak hours and V/C ratio less than 1.0 for all the movements with the proposed signal timings, as shown in Table 5.



## Deltona Boulevard and SR 50

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service C during both AM and PM peak hours with the 2030 background traffic and existing geometry and signal timings. With the addition of the project traffic, the intersection should continue to operate at a Level of Service C during both AM and PM peak hours and V/C ratio less than 1.0 for all the movements, as shown in Table 5.

## Spring Hill Drive and Suncoast Parkway Southbound Ramp

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service B during both AM and PM peak hours with the 2030 background traffic and existing geometry and signal timings, as shown in Table 5. With the addition of the project traffic, the overall intersection should operate at a Level of Service B during both AM and PM peak hours with a V/C ratio less than 1.0 for all the movements.

## Spring Hill Drive and Suncoast Parkway Northbound Ramp

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service B and C during the AM and PM peak hours, respectively, with the 2030 background traffic and existing geometry and signal timings, as shown in Table 5. With the addition of the project traffic, the overall intersection should operate at a Level of Service B and C during the AM and PM peak hours, respectively with a V/C ratio less than 1.0 for all the movements.

#### ACCESS RECOMMENDATIONS

The recommendations included in this report are based on a field review of the site, the



proposed site plan and the Access Management Analysis. The methodology utilized to determine the need for a left and/or right turn lane was based M.D. Harmelink and AASHTO Exhibit 9-75. The access recommendations are summarized in Table 6 and described in the following paragraphs:

## Sterling Hill Boulevard and Elgin Boulevard

Sterling Hill Boulevard has full access to Elgin Boulevard. There is an existing approximately 360 foot northbound left turn lane and a 410 foot westbound left turn lane. Based on the projected volumes, it is recommended the westbound left turn lane be extended to 665 feet, as shown in Table 6. Due to the driveway south of the existing northbound left turn lane, there is no opportunity to extend this turn lane.

## Sterling Hill Boulevard and Project Access E and F

These driveways are proposed to have full access to Sterling Hill Boulevard. Based on the projected volumes, it is recommended a 205 foot northbound left turn lane and a 205 foot southbound left turn lane, and a 155 foot southbound right turn lane be provided, as shown in Table 6.

## Sterling Hill Boulevard and Project Access D and C

These driveways are proposed to have full access to Sterling Hill Boulevard. Based on the projected volumes, it is recommended a 205 foot northbound left turn lane and a 205 foot southbound left turn lane, and a 155 foot southbound right turn lane be provided, as shown in Table 6.





TABLE 6

ACCESS RECOMMENDATIONS

Intersection	Movement	Volume (1)	Turn Lane Warranted (2)	Estimated Queue Length (3)	Deceleration Length (4)	Total <u>Length</u>	Existing Length
Sterling Hill Blvd and Elgin Blvd	NBL WBL	406/271 186/444	Exisitng Existing	325' 375'	155' 290'	480' 665'	360' 410'
Sterling Hill Blvd and Project Access E/F	NBL SBL SBR	0/0 5/18 47/162	Yes Yes Yes	50' 50' 0'	155' 155' 155'	205' 205' 155'	- - -
Sterling Hill Blvd and Project Access D/C	NBL SBL SBR	0/0 12/42 44/153	Yes Yes Yes	50' 50' 0'	155' 155' 155'	205' 205' 155'	- - -
Serling Hill Blvd and Project Access A/B	SBL	26/88	Yes	75'	155'	230'	-

- (1) See Figure 7, Background plus Project Traffic, of this report
- (2) Based on M.D. Harmelink and AASHTO Exhibit 9-75
- (3) Queue Storage Length:

Sterling Hill Blvd and Elgin Blvd

Based on 95th Percentile Queue from SYNCHRO SIMTraffic.

Sterling Hill Blvd and Project Access E/F:

SBL - 18/30 x 25 = 15' Use 50'

Sterling Hill Blvd and Project Access D/C:

SBL - 42/30 x 25 = 35' Use 50'

Sterling Hill Blvd and Project Access A/B:

SBL - 88/30 x 25 = 73' Use 75'

(4) Based on FDOT FDM Index 212-1 and a design speed of 40 MPH for Sterling Hill Blvd and 50 MPH on Elgin Blvd.

## Sterling Hill Boulevard and Project Access A and B

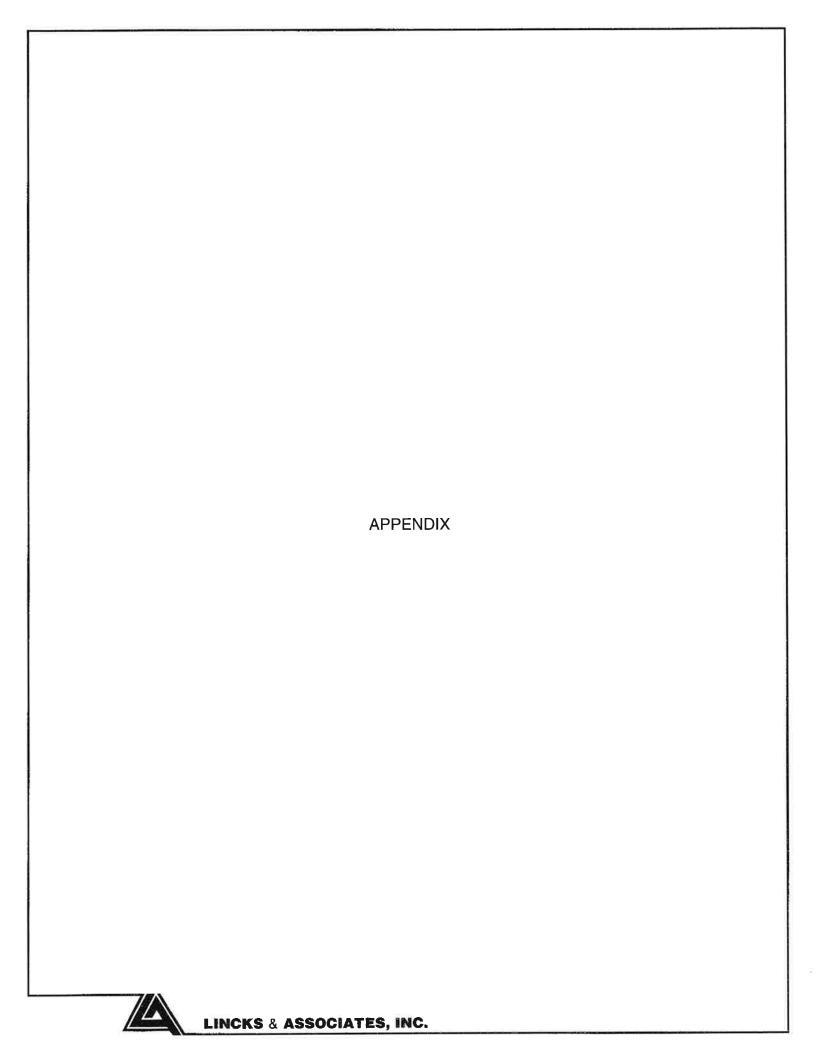
These driveways are proposed to have full access to Sterling Hill Boulevard. Based on the projected volumes, it is recommended a 230 foot southbound left turn lane be provided, as shown in Table 6.

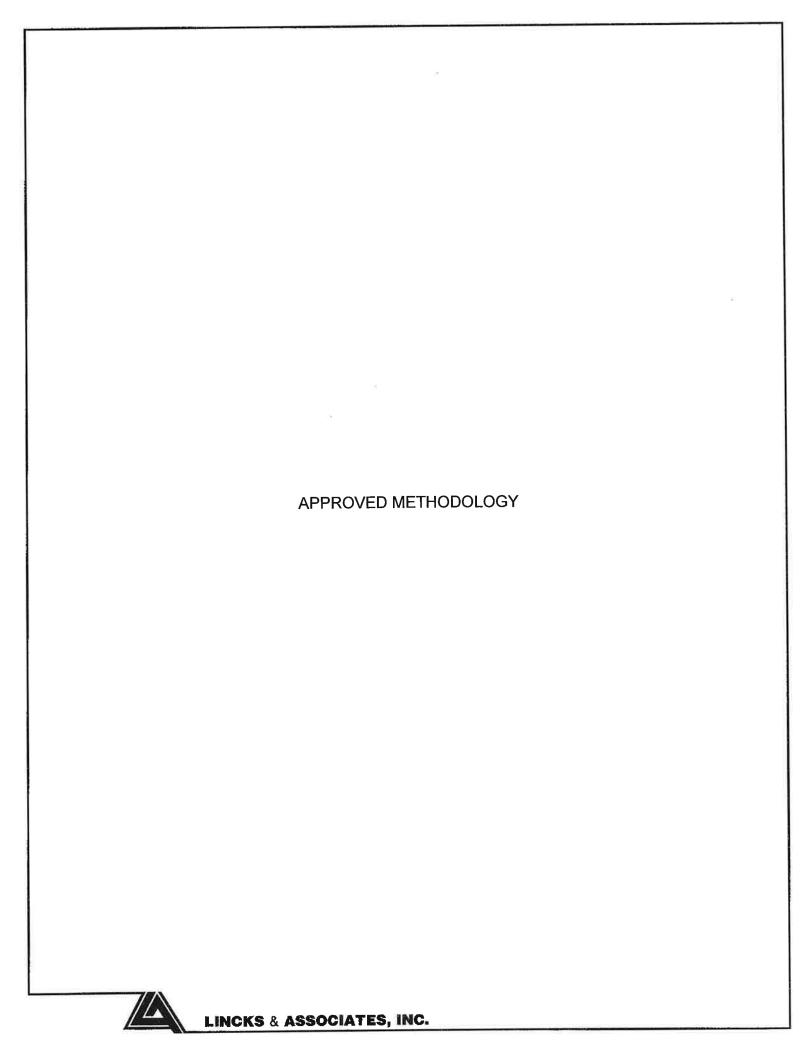
#### CONCLUSION

Based on the results of the analysis, all the roadway segments within the study area except Spring Hill Drive from Barclay Avenue to Suncoast Parkway should operate within the adopted capacity. However, all intersections within the study area should operate with V/C ratio less than 1.0 with the 2030 background plus project traffic with the required improvements for background traffic. Consistent with Chapter 2011 – 139, Laws of Florida and Chapter 163.3180 of the Florida Statue as amend by HB 319 improvements required to mitigate backlogged facilities is the responsibility of the local government.

With the improvement required for the 2030 background traffic, the intersections should operate with V/C less than 1.0 with the addition of the project traffic.









March 9, 2022

Mr. Ernie Lane Hernando County 1400 North Boulevard Tampa, FL 33607

Re: Sterling Hill

Lincks Project No. 21144

Dear Mr. Lane,

The purpose of this letter is to establish the methodology to be utilized for the Transportation Analysis for the proposed development located south of Eglin Boulevard and west of the extension of Sterling Hill Boulevard in Hernando County, as shown in Figure 1.

The developer proposes to develop the subject property for up to 841 Single Family Homes. The access for the project is proposed to be via the extension of Sterling Hill Boulevard.

A copy of the site plan is included in the appendix of this letter.

## Trip Generation

The trip rates to be utilized in the analysis will be obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) <u>Trip Generation Manual</u>, 11<sup>th</sup> Edition, 2021, as its data base. Table 1 provides the trip generation for the proposed land use.

## Distribution

The distribution will be based on the existing development patterns in the vicinity of the project. Figure 2 illustrates the proposed project traffic distribution.

## Study Network

The study network will include those roadways in which the project traffic consumes 5% of the peak hour adopted Level of Service capacity of the roadways within the vicinity of the project.

Based on the results shown in Table 2, the study network will include the following:

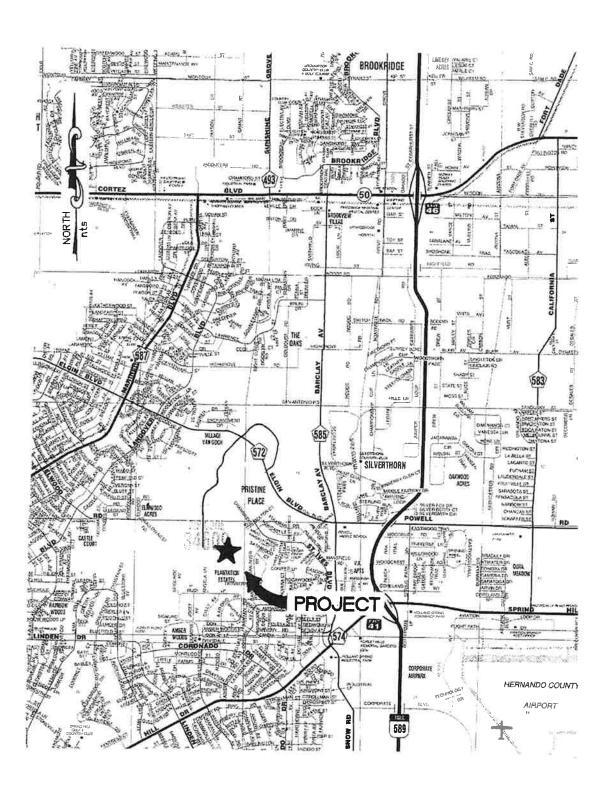


FIGURE 1
PROJECT LOCATION

TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

Londille	ΠE	0.	Daily	AM Peak Hour Trip Ends				PM Peak Hour Trip Ends		
Land Use	LUC	<u>Size</u>	Trip Ends	<u>In</u>	<u>Out</u>	Total	<u>In</u>	Out	Total	
Single Family	210	841 DU's	7,157	134	383	517	463	272	735	

(1) Source: ITE <u>Trip Generation Manual</u>, 11<sup>th</sup> Edition, 2021.

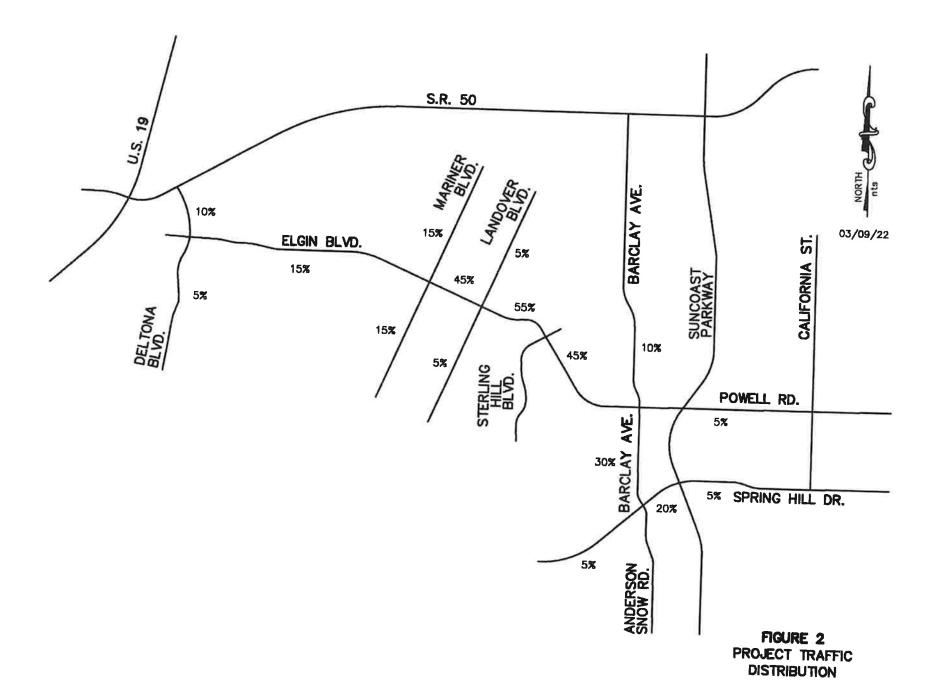


TABLE 2
STUDYNETWORK DETERMINATION

Roadway	From	<u>To</u>	Lanes	Capacity (1)	Percent Project <u>Distribution</u>	Peak Hour Project Traffic	Percent Consumed	Study <u>Network?</u>
Elgin Boulevard	Deltona Blvd	Mariner Blvd	2 LU	1,350	15%	110	8.1%	Yes
	Mariner Blvd	Landover Blvd	4 LD	2,178	45%	331	15.2%	Yes
	Landover Blvd	Sterling Hill Blvd	4 LD	2,178	55%	404	18.5%	Yes
	Sterling Hill Blvd	Barclay Ave	4 LD	3,096	45%	331	10.7%	Yes
Powell Rd	Barclay Ave	Calfornia St	2 LU	1,332	5%	37	2.8%	No
Landover Blvd	Mariner Blvd	Elgin Blvd	2 LU	2,040	5%	37	1.8%	No
	Elgin Blvd	Mariner Blvd	2 LU	2,040	5%	37	1.8%	No
Sterling Hill Blvd	Project	Elgin Blvd	2 LU	2,040	100%	735	36.0%	Yes
Barclay Ave	Spring Hill Dr	Elgin Blvd	4 LD	3,204	30%	221	6.9%	Yes
	Elgin Blvd	Lawrence St	2 LU	1,440	10%	74	5.1%	Yes
	Lawrence St	SR 50	2 LU	1,440	10%	74	5.1%	Yes
Mariner Blvd	Augustine Rd	Elgin Blvd	4 LD	3,204	15%	110	3.4%	No
	Elgin Blvd	Sams Club Rd	4 LD	3,204	15%	110	3.4%	No
Deltona Blvd	SR 50	Elgin Blvd	2 LU	1,440	10%	74	5.1%	Yes
	Elgin Blvd	Nothcliffe	2 LU	1,440	5%	37	2.6%	No
Spring Hill Dr	Coronado Dr	Barclay Ave	4 LD	3,204	5%	37	1.2%	No
3.	Baclay Ave	Suncoast Pkwy	4 LD	2,952	20%	147	5.0%	Yes
	Suncoast Pkwy	Springpark Wy	4 LD	2,952	5%	37	1.3%	No

<sup>(1)</sup> Source: Hernando County Tier I spreadsheet.

Mr. Ernie Lane March 9, 2022 Page 6

- Elgin Boulevard from Deltona Boulevard to Barclay Avenue
- Sterling Hill Boulevard from Elgin Boulevard to the project
- Barclay Avenue from SR 50 to Spring Hill Drive
- Deltona Boulevard from SR 50 to Elgin Boulevard
- Spring Hill Drive from Barclay Avenue to Suncoast Parkway

The following intersections will be included in the analysis:

- Elgin Boulevard and Deltona Boulevard
- Elgin Boulevard and Mariner Boulevard
- Elgin Boulevard and Landover Boulevard
- Elgin Boulevard and Sterling Hill Boulevard
- Elgin Boulevard/Powell Road and Barclay Avenue
- Barclay Avenue and Spring Hill Drive
- Barclay Avenue and SR 50
- Deltona Boulevard and SR 50
- Spring Hill Drive and Suncoast Parkway Ramps

## **Buildout**

Buildout of the project is anticipated to be 2030.

## Background Traffic

The 2030 background traffic to be utilized in this analysis will be calculated as follows:

- Lincks & Associates, Inc. will conduct AM (7:00 to 9:00) and PM peak hour (4:00 to 6:00) turning movement counts at the intersections within the study network. The intersections to be included are as follows:
  - Elgin Boulevard and Deltona Boulevard
  - Elgin Boulevard and Mariner Boulevard
  - Elgin Boulevard and Landover Boulevard
  - Elgin Boulevard and Sterling Hill Boulevard
  - Elgin Boulevard/Powell Road and Barclay Avenue
  - Barclay Avenue and Spring Hill Drive
  - Barclay Avenue and SR 50
  - Deltona Boulevard and SR 50
  - Spring Hill Drive and Suncoast Parkway Ramps
- The existing counts will be adjusted to the peak season based on the 2019 FDOT Peak Season Adjustment Factors for Hernando County.

- 3) The peak season traffic will be increased by the annual growth rate for each segment contained in the Hernando County Tier I spreadsheet.
- 4) The project traffic for the following projects will be added to the background volumes in # 3 above. A copy of the report for each project is included in the appendix of this letter:
  - Sterling Hill Phase IV
  - Pine View Grove Estates
  - Village Van Gogh
  - Rainbow Glen

### Signal Timings

The existing signal timings will be utilized for the intersection analysis.

### Analysis Scenario

Intersection analysis shall be conducted based on HCS and/or SYNCHRO methodology for the following scenarios:

- 2030 background traffic with budgeted geometry and signal timings. If the intersection operates at or above the adopted level of service, then no additional analysis is required.
- 2030 background traffic with the improvements required to allow the intersection to operate at the adopted level of service.
- 3) 2030 background plus project traffic with the background improvements identified in #2 above.
- 4) 2030 background plus project traffic with any additional improvements required beyond the background traffic to allow the intersection to operate at an acceptable level of service.

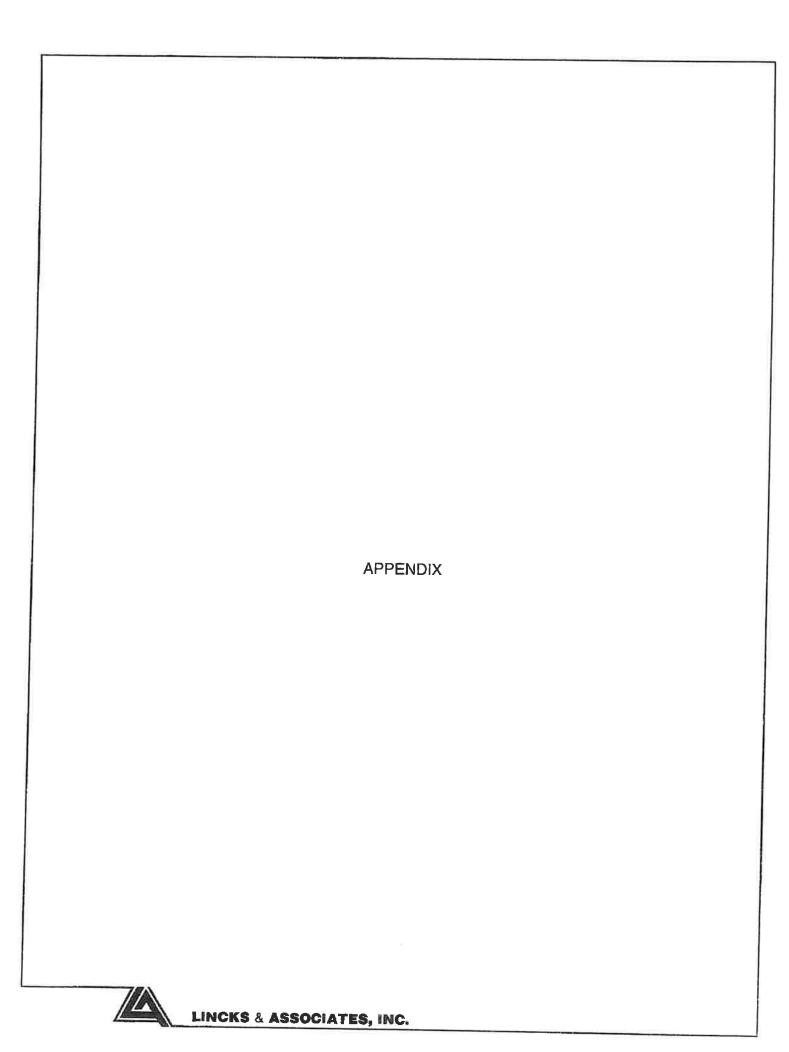
## Proportionate Share

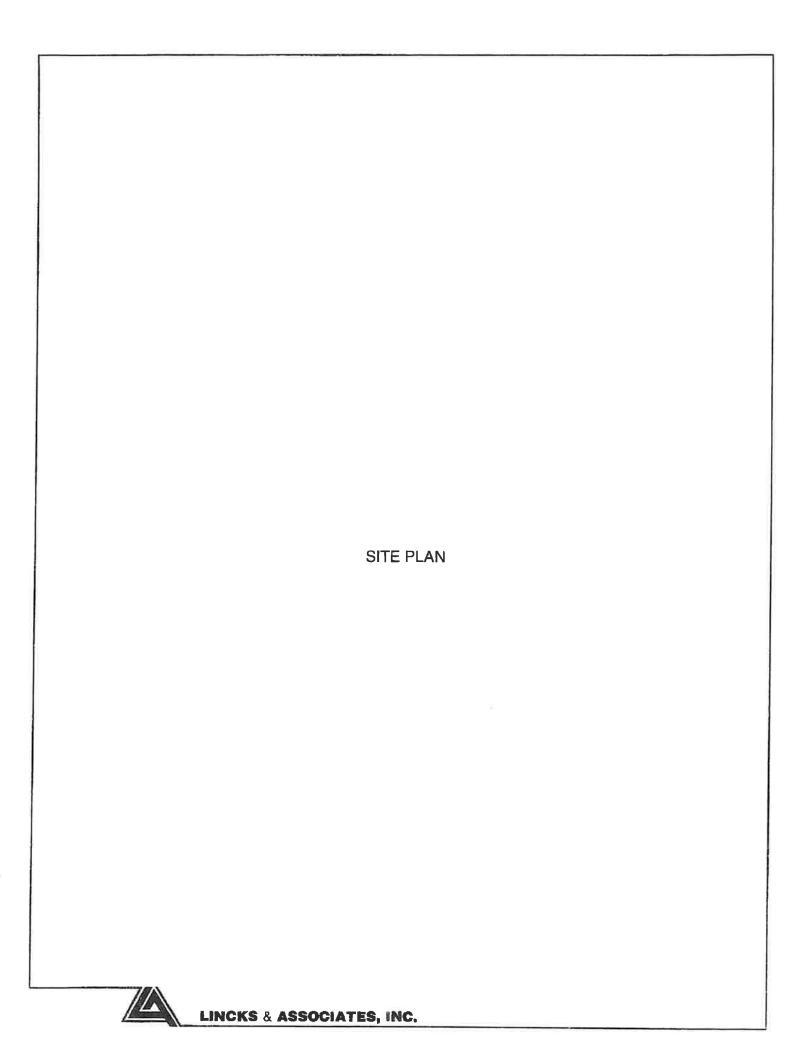
The proportionate share for any improvements required by the project traffic will be determined.

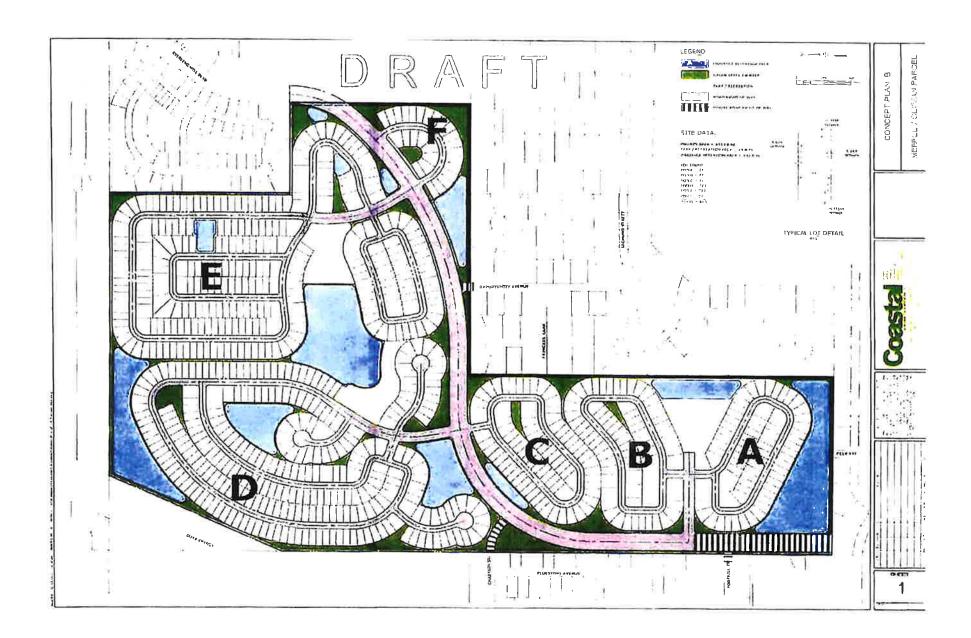
Please indicate your acceptance of the proposed methodology for the project by signing on the line provided below.

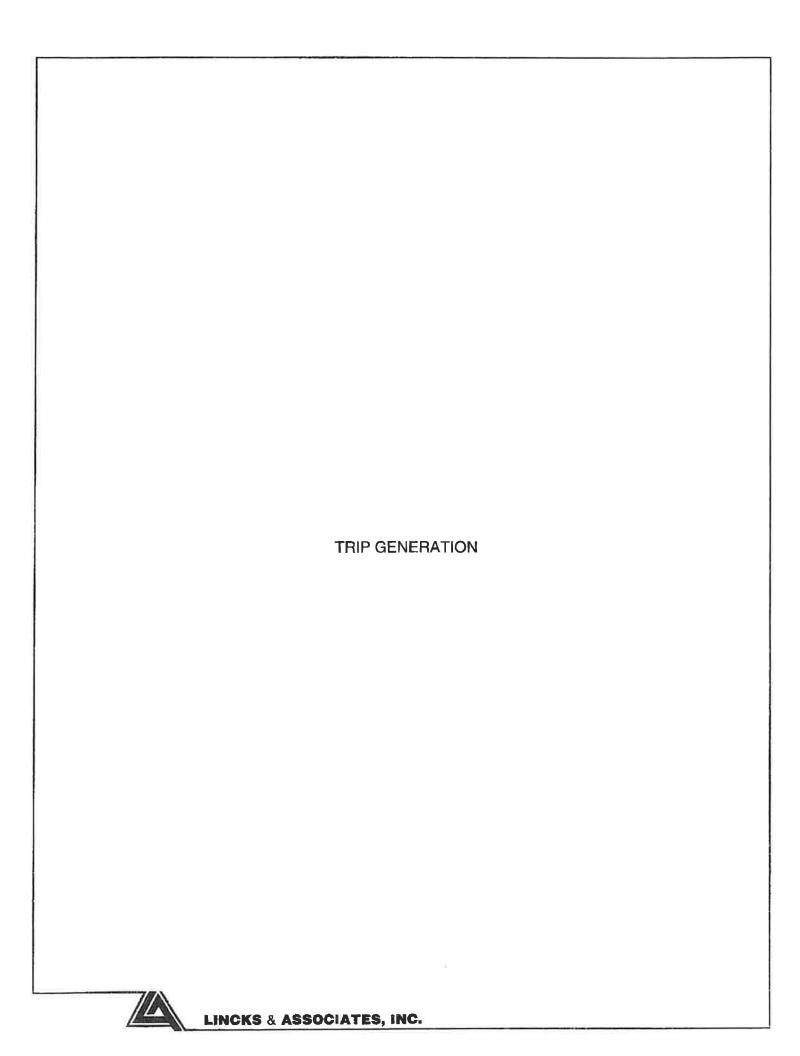
Mr. Ernie Lane March 9, 2022 Page 8			
Sincerely,			
LINCKS & ASSOCIATES, INC.	l concur:		
Steven J. Henry, P.E. President	Ernie Lane	Date	
SOH/ TSF			

**Enclosures** 









### **PERIOD SETTING**

Analysis Name:

Daily

**Project Name:** 

Sterling Hill - Pulte

Date:

No: City:

State/Province:

3/9/2022

Zip/Postal Code:

Country:

**Client Name:** 

Analyst's Name:

Edition:

Trip Generation Manual, 11th

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	841	Weekday	Best Fit (LOG) Ln(T) = 0.92Ln(X) +2.68	3579 50%	3578 50%	7157

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	3579	0 %	3578

## **EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	7157	0	0	7157

### **ITE DEVIATION DETAILS**

Weekday

Landuse

No deviations from ITE.

Methods

No deviations from ITE.

External Trips

210 - Single-Family Detached Housing (General Urban/Suburban)

ITE does not recommend a particular pass-by% for this case.

# SUMMARY

Total Entering	3579
Total Exiting	3578
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	3579
Total Exiting Non-Pass-by Trips	3578

### **PERIOD SETTING**

**Analysis Name:** 

AM Peak Hour

Project Name:

Sterling Hill - Pulte

Date:

3/9/2022

State/Province:

City: Zip/Postal Code:

Country:

**Client Name:** 

Analyst's Name:

Edition:

No:

Trip Generation Manual, 11th

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Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	841	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) Ln(T) = 0.91Ln(X) +0.12	134 26%	383 74%	517

### **TRAFFIC REDUCTIONS**

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	134	0 %	383

## **EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips	
210 - Single-Family Detached Housing	517	0	0	517	

## **ITE DEVIATION DETAILS**

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse

No deviations from ITE.

Methods

No deviations from ITE.

External Trips

210 - Single-Family Detached Housing (General Urban/Suburban)

ITE does not recommend a particular pass-by% for this case.

# SUMMARY

Total Entering	134
Total Exiting	
Total Entering Reduction	383
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	0
Total Exiting Non-Pass-by Trips	134
	383

### **PERIOD SETTING**

Analysis Name:

PM Peak Hour

**Project Name:** 

Sterling Hill - Pulte

Date:

3/9/2022

No :

State/Province:

City: Zip/Postal Code:

Country:

Client Name:

Analyst's Name:

Edition:

Trip Generation Manual, 11th

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Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	841	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.94Ln(X) +0.27	463 63%	272 37%	735

## TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	463	0 %	272

### **EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips	
210 - Single-Family Detached Housing	735	0	0	735	

# **ITE DEVIATION DETAILS**

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse

No deviations from ITE.

Methods

No deviations from ITE.

External Trips

210 - Single-Family Detached Housing (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

# SUMMARY

Total Entering	463
Total Exiting	272
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	_
Total Exiting Non-Pass-by Trips	463
	272

HERNANDO COUNTY
CONCURRENCY MANAGEMENT SYSTEM
TIER 1 TEST SPREADSHEETS



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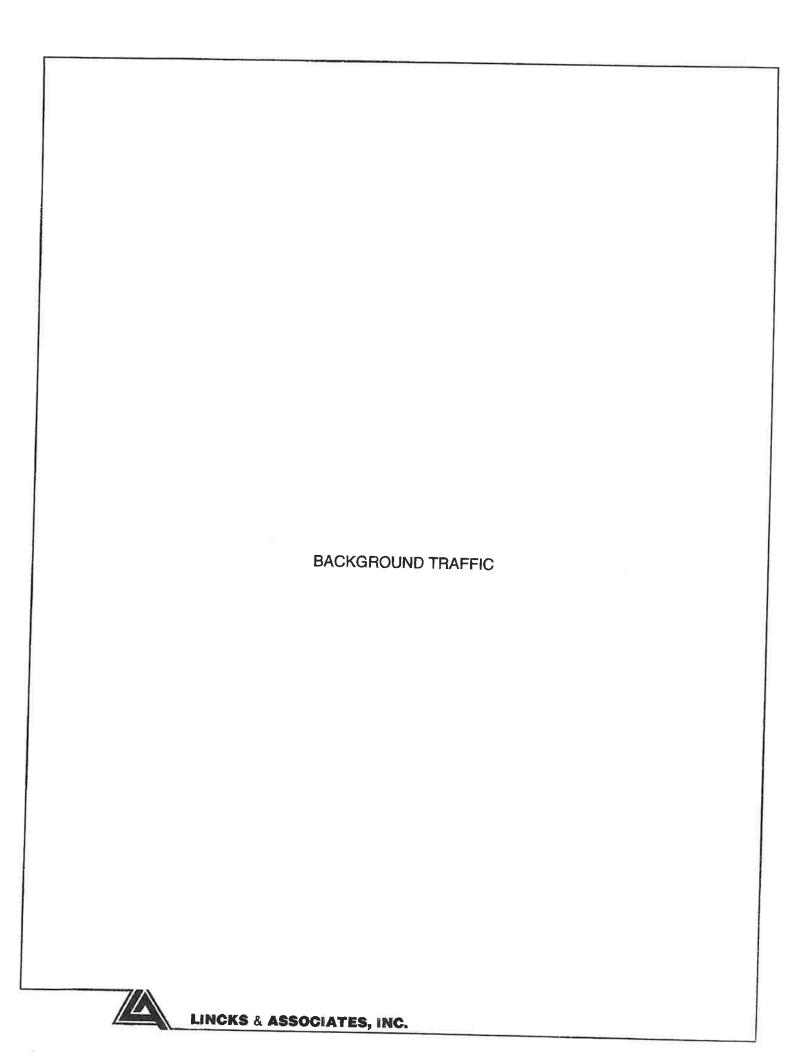
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5-72	4		#	1000 VAV	SCHOOL STREET	HARTER DEL	90	-	1	- 17		tec	2636	191	inte	277	55	3.00	*1	- 40	-			24 W. Call 12	1.0	7.00		9			10.0		200	Ow.	1	137) 110	4.38	7	-	1150	
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55.5	9		14.9	MALE OF A	DETALLINE SO	SOUR WASCIENCE	00	-	1	-		-117	201		120	Ette	UE.	6.5%	434	514	69			CAN TAKEN	1.5	340	1	3	-	8/8	\$4 CH		20 25	0 04	- 4	1160	04		4	4300	
10845	54	9	164	7.170	CONSTRUMEND	AND THE PROPERTY OF	10		7	h		20.00		100	17.65	<b>THE</b>	160	106	1454	388	100	-	-	SEN TABLES	1 2	176			3	1111 2	11 08 30 18	-	4	G 54	- 6		8	- 7	- 1	22///	
med 3	4	ğ-	10	4-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0-0	ATMINE MALE SIZE	She unan	- 6	-		-11		Name of	2570	1.00	AL SHIP	AL 473	B 1.74	3,390	2004		# A214		$\neg$	54 N 1845 4 A	1.5	1,52	15	SI - 17		CX X		1 2	4.04	41 E.A.	4.55	244	111	1 70	-2-	- 5074	
1003	20 1		111	314-3146	123,072	Hama at Long Same	629					T1-64-6	2014	2.000	47.4	100	104	COURT !		manager (\$4			-	SON DAILES	5	1,379	- 1	13		100		- 1		e e	12		Em		4	F105	
1,671	10 11		43	10 10 10 10 10 10 10 10 10 10 10 10 10 1	NEW YORK COM	PRETORY DE	10			×	_	30.444	#	265	10 8/10	*	166	107	1929	170	3 903			THE PARTY	1.5	130	-0		*	100	W The	1 1	91 64	100	536		138		1	100	_
2265	10.		123	ROTAL COLUMN	HIGHER EST	OFF ST SAAR A VS	- 43					2384		100	100	** 1931 1	3347	1747	* (1)	1,00	110	_	$\rightarrow$	AL TAKES	1-2-	970		2	6		200 64	-	1	100 100 100 100 100 100 100 100 100 100	15-		04	To to		9.50%	
10940 4	22 112		45 1	DEG GRAD	THE PROPERTY OF THE PARTY OF TH	PRICAN	18-	-		- 11		-535	201	1464	1111	14 54 14	1547	# risk	+12/1	100	100			SIN TAKES	1.2	110	-47	57	2	11 1	Fig. 10.6	1	74 13	7 10	10	0.00	1.0	- 79	-	188	
10000	11 11		111	The state of the s	MARKETTE BLVD	TEATHER DESIGNATION OF THE PERSON OF THE PER	111			-		3.00	7.9	1	/0.54H	20.65	225	7.00	1350	750	100	-	$\rightarrow$	TO HAVE	1 5	1.70	-13		7	10 1	754 54	1 3	64	64	430	250			5	Yes	
1270	21-12		93	A TANK	SHIP IN THE SHIP	COLUMN ASS	10			-7-		쾏쀍	29		An here	1.62	100	4.885	139	113	XVII		=	SEN THIS FA	130	3.52%	- 13	13	N-	₩ e	1 8	1 1	N .	4 Se	133	3 876	1-12	1 3	- 4	155	
11215	47 116	1	21	-819 (FROM	TAURI	-(3,66,76)	40			- 11	-		89						115	154	1100	_	-	104 150 11	1 6	7 Mg	40		2	100	279 68	- 1	0 43	100	1.00		64	100	14	300	
19092	0. 14		187	VIETE (\$155)	CECURAL DE POR	15000.00	- 13	_		- 6		11111	2615	100	1119	17 441 1	1110							774 73 17 7 1				1.0	00	141		1 11	27	17 64	134		100	1 2	- 4	-103	
******	1		-	ORIVINO.	- CALLETTE OF	THE RESERVE	- 402					113	2011			tig edn i						-	-		1-5-	4.00		2) -:		7	P8 114		* *2	CA.	185	130	65	- 5	4	1865	=
60	63 15		ai I	ATTENDED	CONTRACTOR TO	DROCKIONYDO	42	-		- 14		¥ 500 1	20 20 20	100	4.000	rices :	100	106	9540	3 64.0	F 194				130	4 12			(W)	170	7°F 4°F	11	0 11		100	334	62	- 1	14	188	
CHE	12	1	44	WE BLICK AND	ALLE TO BUILDING	CHOCATA	10			-		- 44	-07	THE PERSON		-177	7.00	91	17-	- 1	-	-	-	10 100 10 10 000 10	1 - 1 -		75	61 /1		111 7	HE 04		1 1	04	The second	4.74	100	100		1330	
351)	15	. 1	35	NECONE NE NECONE NE NECONE NE NECONE NE NECONE NE NE NE NE NE NE NE NE NE NE NE NE N	ACQUE. All act	ACCULATED TO	Ñ		123	-		-110	Sil.	20	437	協	CO.	-100	-63	-61	734			or for Table 6 to		1100	123	2 3		704			23		100	2111	0.6	7.		183	
100	11 11	- 1	74	20,00	CONTRACTOR AND ADDRESS OF THE PARTY AND ADDRES	CHICALS AV			-2	11		110	HIV I	10.74	0.171	0.611	6.66	-100	-23	-60	Air			IN COLUMN	1-1-	1540	23	23	-	200	170 60	1	21 22	14	17	610)	68	19	- 4	105	
47,6	5 H		72	2022010	ALF CHINA III	A FDIMA ST	- 20		-5-				Att	555	8.571	1.00	100			631	40			CON TABLET	1 0	1347	76	177	è	170	N7 64		A	E 174	- 6	0.912		-	- 4	1000	
50	47 11	2 1	4-	HISCHIEG	100 F 4 F 2	HISSORT AND A CONTROL	27			- 4		714	Q11 Q11	10	+ +74	1772	- 1	200	734	763	930	-	_	CEC TANTA	1-5-	100	- 11		-	7114 2	11-13	-	4 10	72 C B U S S B	49	0 (AB)	- 438	- 5	- 1		
924	44 11	1	11	SWYNE	THE REAL PROPERTY.	ZWITZW	20	-	-2-1	$\overline{}$		3,140	QIL.	85	1 1117	150	Dill.	15	- 2	141				of the Lagrange	10.	- 5 etc.			0	10	10		0 11	En Car	1	9,044	129	14	-1-	100	
							-	-	-	-		333(1	-	17.04	1175	1177	1.6/34	1.00	_ 115	8136	44			25 100.00	1 9	180	114	10 7.6	+	215 2	PH DE		11/2 2/21	III (H	1 14	4741	CA	-		130%	

Table (1975 and 1975 and 1975) and the part of the control of the



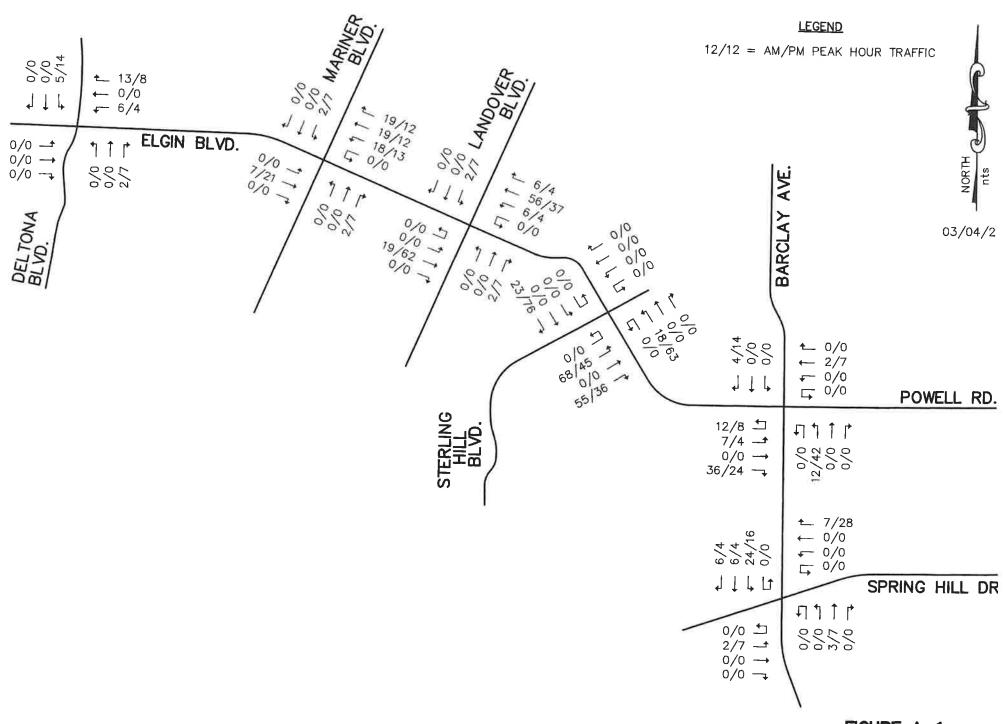


FIGURE A-1 STERLING HILL PHASE IV

# STERLING HILL PHASE IV

Prepared For

DR HORTON

Prepared By



STERLING HILL PHASE IV

Prepared For

DR HORTON

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

Revised March, 2019 January, 2019

Project No. 18144

Steven Julienty P.E. No. 5 1555





TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

				AΝ	1 Peak H	lour	PM	Peak H	lour
	ITE		Daily		Trip End:	s	T	rip End	S
<u>Land Use</u>	LUC	<u>Size</u>	Trip Ends	<u>In</u>	Out	Total	<u>In</u>	<u>Out</u>	Total
Single Family	210	224 DU's	2,184	41	123	164	139	81	220

(1) Source: ITE Trip Generation Manual, 10th Edition.

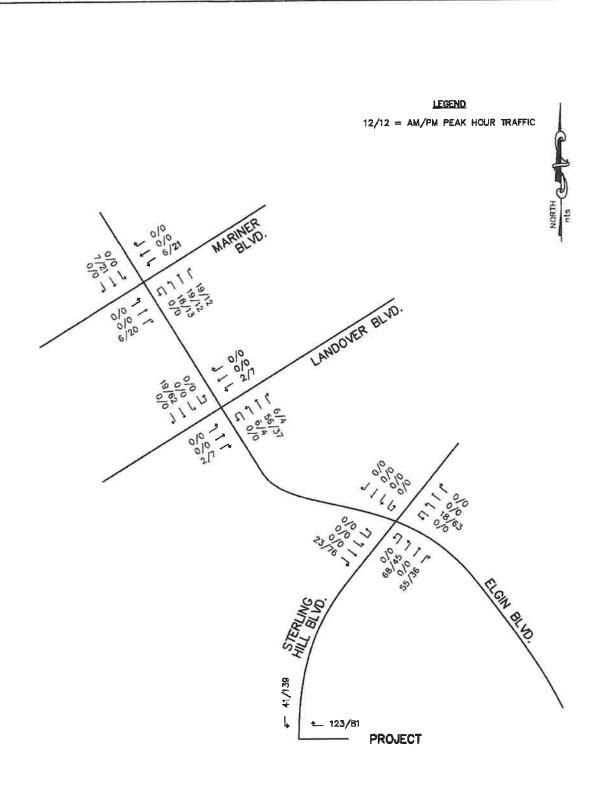


FIGURE 3
PROJECT TRAFFIC

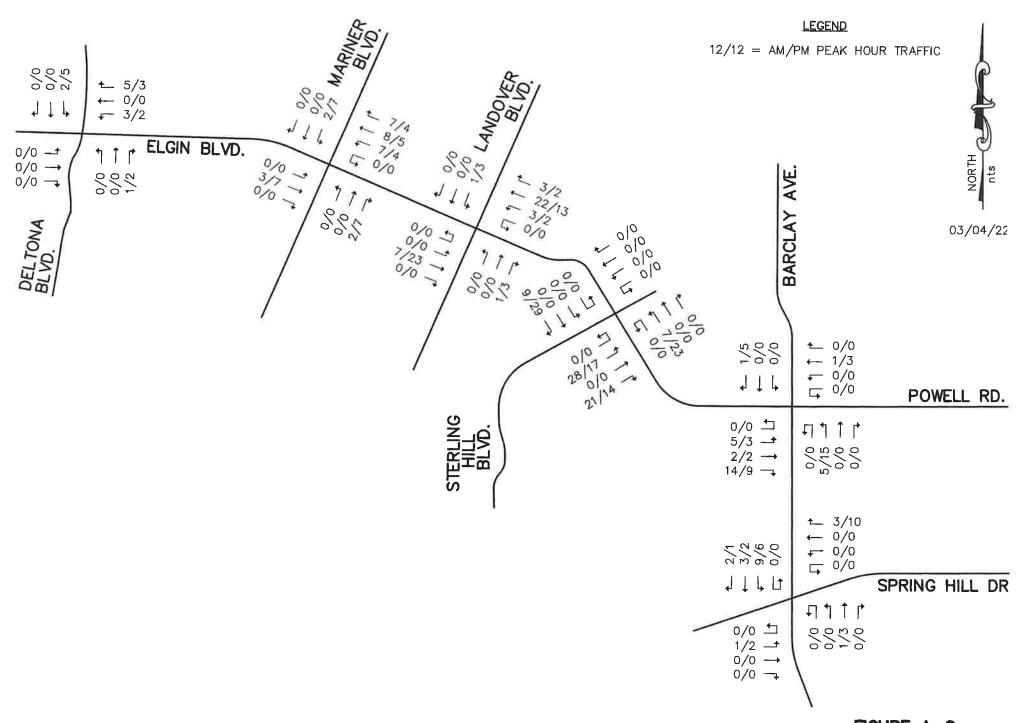


FIGURE A-2
PINE VIEW GROVE
ESTATES

# PINE VIEW GROVE ESTATES

Prepared For

PROCIVIL360

Prepared By



#### PINE VIEW GROVE ESTATES

Prepared For

PROCIVIL360

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

June, 2021

Project No. 21086

E. No. 51555

Date



LINCKS & ASSOCIATES, INC.



TABLE 1
ESTIMATED PROJECT TRIP ENDS (1)

	ITE		Daily		Peak rip End			Peak rip End	
Land Use	<u>LUC</u>	Size	Trip Ends	<u>In</u>	Out	<u>Total</u>	<u>In</u>	<u>Out</u>	Total
Single Family	210	81 DU's	857	16	46	62	52	31	83

(1) Source: ITE Trip Generation Manual, 10th Edition.

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



06/18/21

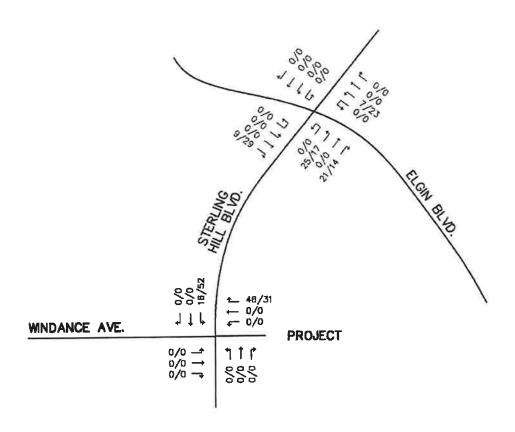


FIGURE 3
PROJECT TRAFFIC

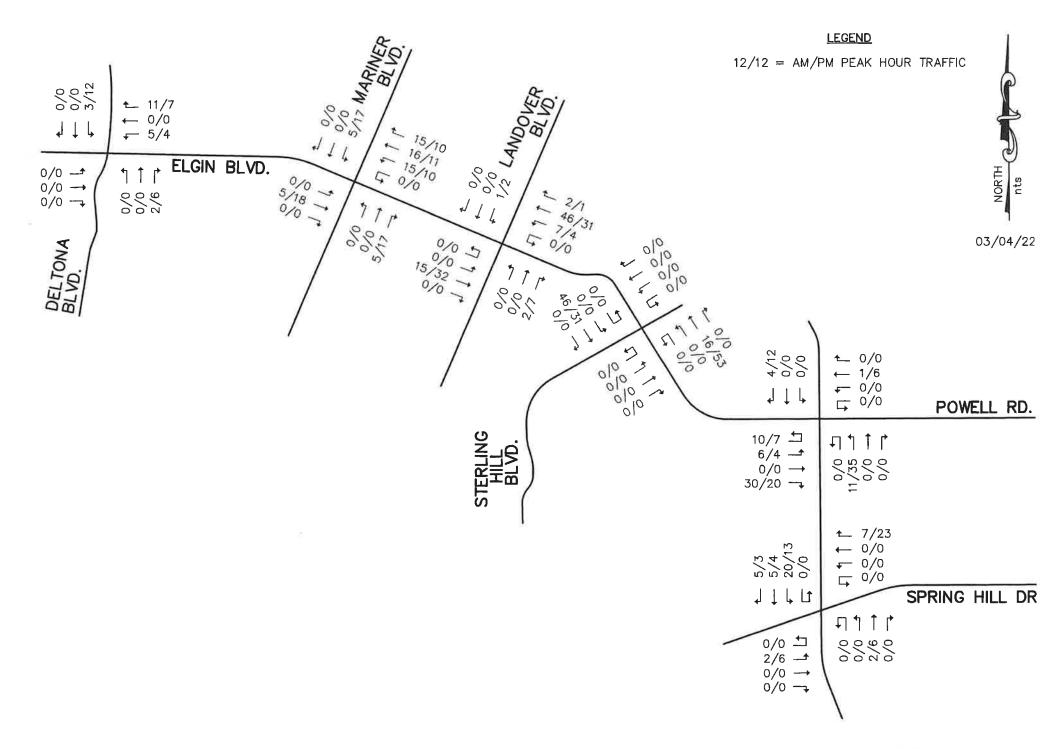


FIGURE A-3
VILLAGE VAN GOGH

# VILLAGE VAN GOGH

Prepared For

# LENNAR

Prepared By



VILLAGE VAN GOGH

Prepared For

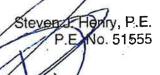
**LENNAR** 

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

July, 2021

Project No. 21095



Date



LINCKS & ASSOCIATES, INC.



TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

	ITE		Daily		Peak I			Peak I	
Land Use	<u>LUC</u>	<u>Size</u>	Trip Ends	<u>ln</u>	<u>Out</u>	Total	<u>ln</u>	<u>Out</u>	<u>Total</u>
Single Family	210	242 DU's	2,344	44	133	177	149	88	237

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

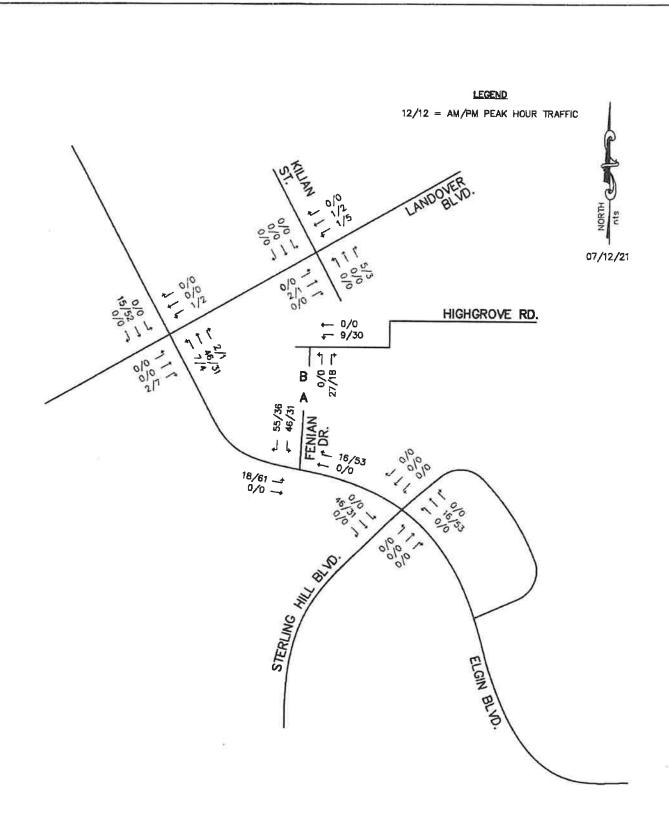


FIGURE 3
PROJECT TRAFFIC

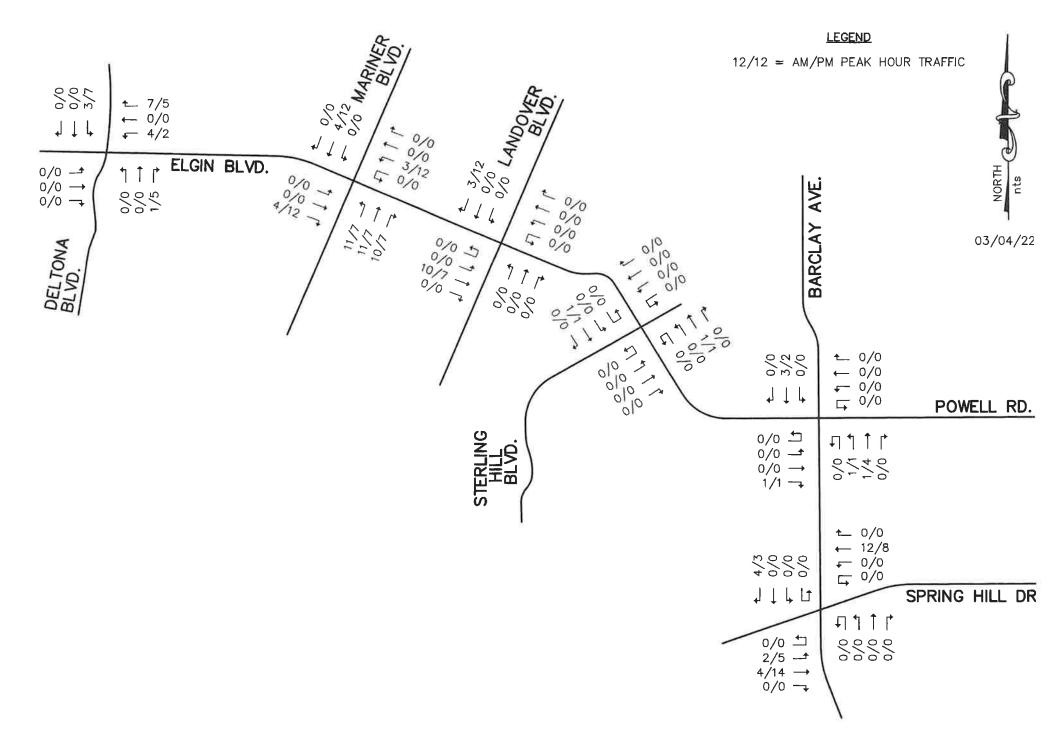


FIGURE A-4
RAINBOW GLEN

# RAINBOW GLEN

Prepared For

# **LENNAR**

Prepared By



#### RAINBOW GLEN

Prepared For

LENNAR

Prepared By

LINCKS & ASSOCIATES, INC.
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

January, 2022

Project No. 21185

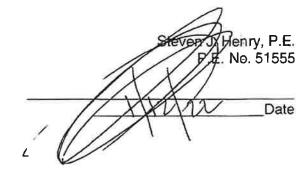






TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

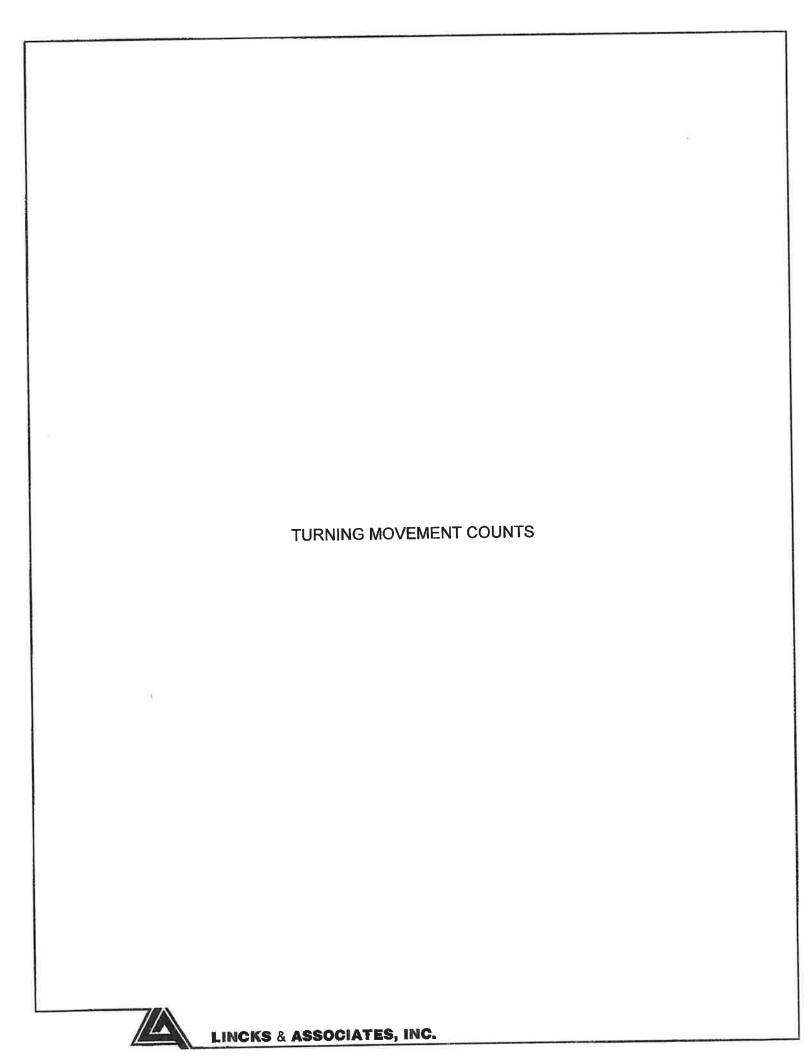
				Hour	PM	Peak I	Hour		
	ITE		Daily	Т	rip End	ls	T	rip Enc	ls
Land Use	<u>LUC</u>	<u>Size</u>	Trip Ends	<u>in</u>	<u>Out</u>	<u>Total</u>	<u>ln</u>	<u>Out</u>	Total
Single Family	210	153 DU's	1,492	29	81	110	93	55	148

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

**LEGEND** 12/12 = AM/PM PEAK HOUR TRAFFIC MARINER BLVD. 01/07/22 **PROJECT** , 0/0 0/0 11/36 12/37 ← 0/0 ← 0/0 4\_ 32/21 ← 9/7 ← 8/5 114 114 LINDEN DR. 17/56 → 0/0 → 0/0 → 0/0 <del>-</del> 3/11 → 0/0 → 111 111 \$\$\$ %% % CLEMSTON ST. 9/6 114 716 2/8 1

FIGURE 3
PROJECT TRAFFIC

SPRING HILL DR.







#### National Data & Surveying Services

Site Code:

21-120535-001

Date:

12/07/2021

Weather:

Sunny

City:

**Spring Hill** 

County:

Hernando

Count Times:

07:00 - 09:00

16:00 - 18:00

Control:

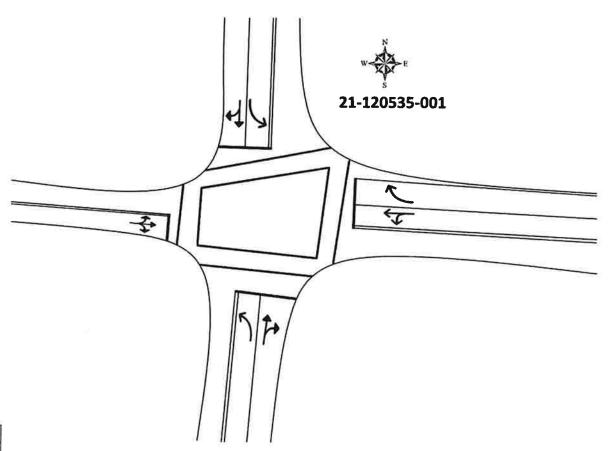
Signalized

#### SIGNAL TIMING

PHASES	1	2	3
NT/ST	01:00	00:59	00:55
ET/WT	00:25	00:26	00:26

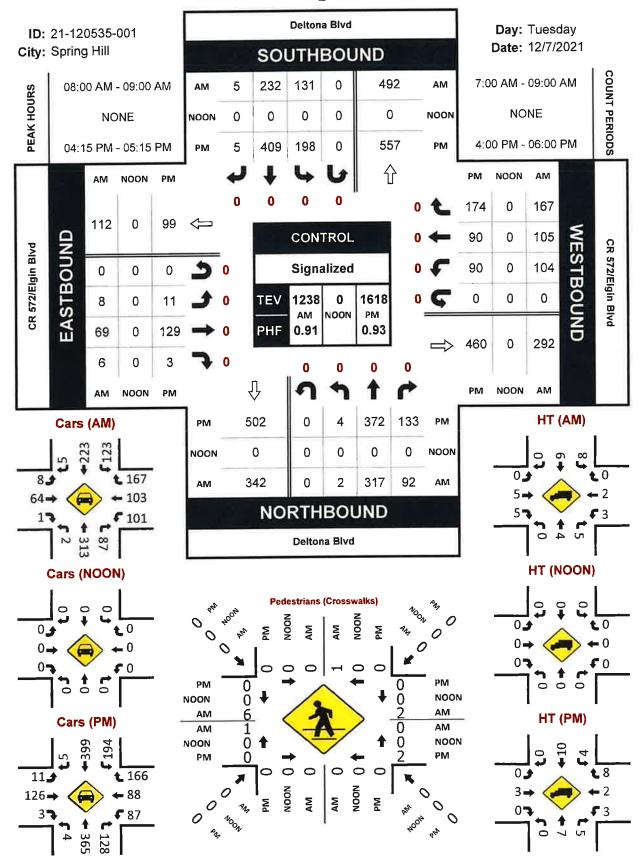


N/S Street: Deltona Blvd Speed: 40 MPH



### Deltona Blvd & CR 572/Elgin Blvd

### Peak Hour Turning Movement Count



Location: Deltona Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized

Project ID: 21-120535-001 Date: 12/7/2021

#### Data - Total

								Data -	TOGGI								
NS/EW Streets:		Deltona	Blvd			Deltona	Blvd			CR 572/E	gin Blvd			CR 572/El	gin Blvd		
		NORTHI	BOLIND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
- D-144	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	76	16	0	21	53	0	0	0	13	1	0	10	20	29	0	239
7:15 AM	0	80	16	0	25	42	2	0	1	9	1	0	12	30	40	0	258
7:30 AM	0	103	12	0	21	73	0	0	2	14	2	0	20	30	33	0	310
7:45 AM	1	111	11	0	21	57	1	0	1	24	0	0	19	29	41	0	316
8:00 AM	0	87	23	0	33	54	2	0	1	17	2	0	19	24	43	0	305
8:15 AM	1	58	22	0	45	64	1	0	4	23	2	0	25	22	35	0	302
8:30 AM	0	89	18	0	20	51	0	0	2	14	1	0	29	27	40	0	291
8:45 AM	1	83	29	0	33	63	2	0	1	15	1	0	31	32	49	0	340
	NL	NT	NR	NU I	SL	ST	ŠŔ	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	687	147	0	219	457	8	0	12	129	10	0	165	214	310	0	2361
APPROACH %'s:	0.36%	82.08%	17.56%	0.00%	32.02%	66.81%	1.17%	0.00%	7.95%	85.43%	6.62%	0.00%	23.95%	31.06%	44.99%	0.00%	
PEAK HR :		08:00 AM -	09:00 AM														TOTAL
PEAK HR VOL :	2	317	92	0	131	232	5	0	8	69	6	0	104	105	167	0	1238
PEAK HR FACTOR :	0.500	0.890	0.793	0.000	0.728	0.906	0.625	0.000	0.500	0.750	0.750	0.000	0.839	0.820	0.852	0.000	0.910
		0.90	09			0.8	36			0.7	16			0.8	39		0.510
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I. HELLA J.	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	72	25	0	46	88	2	0	1	17	2	0	25	21	23	0	323

		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WESTE	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL.	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	72	25	0	46	88	2	0	1	17	2	0	25	21	23	0	323
4:15 PM	0	100	47	0	58	92	2	0	5	46	1	0	25	24	34	0	434
4:30 PM	1	109	46	0	48	103	1	0	2	26	0	0	26	18	43	0	423
4:45 PM	1	75	15	0	45	106	2	0	2	25	1	0	21	31	50	0	374
5:00 PM	2	88	25	0	47	108	0	0	2	32	1	0	18	17	47	0	387
5:15 PM	0	99	25	0	42	86	1	0	2	33	0	0	21	16	50	0	375
5:30 PM	1	80	29	0	41	96	1	0	2	27	1	0	20	21	38	0	357
5:45 PM	3	66	25	0	39	86	0	0	2	21	1	0	26	18	46	0	333
	ŇL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	9	689	237	0	366	765	9	0	18	227	7	0	182	166	331	0	3006
APPROACH %'s:	0.96%	73.69%	25.35%	0.00%	32.11%	67.11%	0.79%	0.00%	7.14%	90.08%	2.78%	0.00%	26.80%	24.45%	48.75%	0.00%	
PEAK HR:		04:15 PM -	05:15 PM														TOTAL
PEAK HR VOL :	4	372	133	0	198	409	5	0	11	129	3	0	90	90	174	0	1618
PEAK HR FACTOR :	0.500	0.853	0.707	0.000	0.853	0.947	0.625	0.000	0.550	0.701	0.750	0.000	0.865	0.726	0.870	0.000	0.932
		0.8	16			0.9	37			0.6	88			0.8	58		0.552

Location: Deltona Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized

Project ID: 21-120535-001 Date: 12/7/2021

Data - Cars

								vala -	Cais								
NS/EW Streets:		Deltona	Blvd			Deltona	Blvd			CR 572/Elg	in Blvd			CR 572/Elg	in Blvd		
145/200000						SOUTHE	OLIND			EASTBO	UND			WESTBO	DUND	1	
0.50		NORTHE				0	0	0	0	0	0	0	0	0	0	0	
AM	0	0	0	0	0	-	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR	NU	SL	ST 49	0	0	0	13	0	0	10	20	28	0	229
7:00 AM	0	74	15	0	20		1	0	1	8	1	Ö	11	29	40	0	251
7:15 AM	0	79	15	0	25	41	_	0	2	13	2	0	19	29	30	0	295
7:30 AM	0	101	12	0	18	69	0	0	1	21	Ô	0	19	27	38	0	302
7:45 AM	1	109	11	0	19	55	1		1	16	0	0	19	24	43	0	297
8:00 AM	0	84	23	0	32	53	2	0	4	22	1	0	25	22	35	0	291
8:15 AM	1	58	18	0	41	63	1	0	•		0	0	26	26	40	0	282
8:30 AM	0	89	18	0	20	47	0	0	2	14	0	0	31	31	49	Ö	327
8:45 AM	1	82	28	0	30	60	2	0	1	12	U	U	31	J1			
		N.T.	NR	NU I	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT		0	205	437	7	0	12	119	4	0	160	208	303	0	2274
TOTAL VOLUMES :	3	676	140	0.00%	31.59%	67.33%	1.08%	0.00%	8.89%	88.15%	2.96%	0.00%	23.85%	31.00%	45.16%	0.00%	
APPROACH %'s:	0.37%	82.54%	17.09%	0.00%	31,3970	07.3370	1.0070	0.0070	0.03.70								TOTAL
PEAK HR :		- MA 00:80			422	223	5	0	8	64	1	0	101	103	167	0	1197
PEAK HR VOL :	2	313	87	0	123	0.885	0.625	0.000	0.500	0.727	0.250	0.000	0.815	0.831	0.852	0.000	0.915
PEAK HR FACTOR :	0.500	0.879	0.777	0.000	0.750	0.83		0.000	0.500	0.67		0.000	0.000	0.83	6		0.915
		0.9	05			0.0.	00			0.07							
		HORTH	DOUND	- 7		SOUTH	BOLIND			EASTB	DUND			WESTE	OUND		
	_		BOUND			0	0	0	0	0	0	0	0	0	0	0	
PM	0	0	0	0	0	<b>ड</b>	SR	SU	EL	Ē	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR	NU	SL	87	2	0	1	16	2	0	25	21	22	0	318
4:00 PM	1	70	25	0	46		2	0	5	45	1	0	24	24	33	0	422
4:15 PM	0	97	46	0	56	89	1	0	2	26	Ô	ő	25	16	39	0	408
4:30 PM	1	107	43	0	47	101	_	0	2	25	1	0	20	31	48	0	369
4:45 PM	1	74	15	0	45	105	2	0	2	30	1	0	18	17	46	0	377
5:00 PM	2	87	24	0	46	104	0	•	_	33	Ů	0	21	16	49	0	371
5:15 PM	0	96	25	0	42	86	1	0	2		1	0	20	21	· 38	Ō	351
5:30 PM	1	79	28	0	40	93	1	0	2	27	1	0	26	17	46	ŏ	330
5:45 PM	3	66	24	0	38	86	0	0	2	21	1	U	20				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ĔR	EU	WL	WT	WR	MU	TOTAL
TOTAL VOLUMES :	9	676	230	0	360	751	9	0	18	223	7	0	179	163	321	0	2946
APPROACH %'s:	0.98%	73.88%	25.14%	0.00%	32.14%	67.05%	0.80%	0.00%	7.26%	89.92%	2.82%	0.00%	27.00%	24.59%	48.42%	0.00%	TOTAL
PEAK HR :		04:15 PM -															TOTAL
PEAK HR VOL :	4	365	128	0	194	399	5	0	11	126	3	0	87	88	166	0	1576
PEAK HR VOL:	0.500	0.853	0.696	0.000	0.866	0.950	0.625	0.000	0.550	0.700	0.750	0.000	0.870	0.710	0.865	0.000	0.934
PEAK MK FACTOR :	0.300	0.633		0.000	0.000	0.9				0.6	86			0.8	51		
		0.0	16.0			9.12											

Location: Deltona Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized

Data - HT

Project ID:	21-120535-001
Date:	12/7/2021

								vata -									
		Deltona E	Plud			Deltona	Blvd			CR 572/Elgi	in Blvd			CR 572/Elg	in Blvd		
NS/EW Streets:		Deitoria i	olvu							EASTBO	LIND			WESTBO	DUND		
		NORTHBO	DUND			SOUTHB		_	•	0	0	0	0	0	0	0	
AM	0	0	0	0	0	0	0	0	0	ET	ER	EU	WL	WT	WR	WU	TOTA
AIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	0	1	0	0	0	1	0	10
7:00 AM	0	2	1	0	1	4	0	0	0	0	0	0	1	1	Ō	0	7
	0	i	ī	0	0	1	1	0	0	1	•	0	1	1	3	0	15
7:15 AM	0	2	ō	0	3	4	0	0	0	1	0	_	0	2	3	0	14
7:30 AM	0	2	ő	0	2	2	0	0	0	3	0	0	0	0	0	0	8
7:45 AM	0	3	0	0	1	1	0	0	0	1	2	0	0	0	0	0	11
8:00 AM	•	0	4	Ö	4	1	0	0	0	1	1	0	-	1	0	Ö	9
8:15 AM	0	_	0	ő	ò	4	0	0	0	0	1	0	3	1	0	ő	13
8:30 AM	0	0	1	0	3	3	0	0	0	3	1	0	0	1	U	0	13
8:45 AM	0	1	1		3	_									MD	wu	TOTA
			NID	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL.	WT	WR 7	0	87
	NL	NT	NR	0	14	20	1	0	0	10	6	0	5	6	•	0.00%	07
TOTAL VOLUMES:	0	11	7	0.00%	40.00%	57.14%	2.86%	0.00%	0.00%	62.50%	37.50%	0.00%	27.78%	33.33%	38.89%	0.00%	TOTA
APPROACH %'s:	0.00%	61.11%	38.89%	0.00%	40.0070	37.1170	2100.10								_	_	
PEAK HR:	0	8:00 AM - (				0	0	0	0	5	5	0	3	2	0	0	41
PEAK HR VOL :	0	4	5	0	8	9 0.563	0.000	0.000	0.000	0.417	0.625	0.000	0.250	0.500	0.000	0.000	0.78
PEAK HR FACTOR :	0.000	0.333	0.313	0.000	0.500	0.563		0.000	0.000	0.62	.5			0.31	L3		_
		0.56	3			0.70	J6										
						201 PT 1	DOUND			EASTB	OUND			WESTE			
		NORTH	BOUND			SOUTH		0	0	0	0	0	0	0	0	0	19650000
PM	0	0	0	0	0	0	0	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
WHAM.	NL	NT	NR	NU	SL	ST	SR		0	1	0	0	0	0	1	0	5
4:00 PM	0	2	0	0	0	1	0	0	0	1	0	0	1	0	1	0	12
4:15 PM	0	3	1	0	2	3	0	0	0	Ď	Ö	0	1	2	4	0	15
4:30 PM	0	2	3	0	1	2	0	0	0	0	0	0	1	0	2	0	5
4:45 PM	0	1	0	0	0	1	0	0		2	0	0	Ō	0	1	0	10
5:00 PM	0	1	1	0	1	4	0	0	0	0	0	n	Ö	Ö	1	0	4
5:15 PM	0	3	Ō	0	0	0	0	0	0	U	0	0	0	0	0	0	6
5:30 PM	0	1	1	0	1	3	0	0	0	0	0	n	0	1	0	0	3
5:45 PM	0	Ô	î	ō	1	0	0	0	0	0	U	U	U	•	_		
5:45 PM	U	V	_	-							ED	TU	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL	ST	SR	SU	EL.	ET	ER	ΕU	3	3	10	0	60
	0	13	7	0	6	14	0	0	0	4	0	0	18.75%	18.75%	62.50%	0.00%	
TOTAL VOLUMES:	0.00%	65.00%	35.00%	0.00%	30.00%	70.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	10./5%	10.7370	02.3070	3.5570	TOT
				0,0070									2	-	8	0	42
APPROACH %'s:																	
PEAK HR:		04:15 PM -		0	4	10	0	0	0	3	0	0	3	2			
	0.000	7 0.583	5 0.417	0.000	4 0.500	10 0.625	0 0.000	0.000	0.000	3 0.375 0.3	0.000	0.000	0.750	0.250 0.4	0.500	0.000	0.70

Location: Deltona Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized

Project ID: 21-120535-001 Date: 12/7/2021

Date: 1

								Data -						CR 572/EI	ain Blvd		
		Deltona	Blvd			Deltona	Blvd			CR 572/El	gin Blvd						
NS/EW Streets:					_	SOUTH	ROLIND			EASTB	OUND			WESTE	BOUND		
100 M	2	NORTHB	OUND	0	0	0	0	0	0	0	0	0	O WL	WT	WR	0 WU	TOTAL
AM	0	NT	NR.	NU	SL	ST	SR	SU	EL	ET	ER	EU	0	0	0	0	0
7:00 AM	NL_	0	0	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0
7:15 AM	n	0	0	0	0	0	0	0	U	0	1	ő	Ö	0	0	0	2
7:30 AM	1	Ö	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	<u> </u>	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	Ö	Ō	0	0	0	0	0	U	0
8:15 AM	0	0	0	0	0	0	n	ő	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	U	U	U
8:45 AM	0	0	U	U	Ü							EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL	ST 0	SR	SU	EL	ET	ER	0.0	0	0	0	0	2
TOTAL VOLUMES:	1	0	0	0	0	0	0	0	0.00%	0.00%	100.00%	0.00%		· ·			
APPROACH %'s:	100.00%	0.00%	0.00%	0.00%					0.0078	0.0070	100.00 10						TOTA
PEAK HR :		- MA 00:80	09:00 AM				•	0	0	0	0	0	0	0	0	0	0
PEAK HR VOL :	0	0	0	0	0	0 0.000	0 0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000									
										FACT	DOLIND			WEST	BOUND		
		NORTH	BOUND			SOUTI	HBOUND			EAST	BOUND	0	0	0	0	0	
PM	0	0	0	0	0	0	0	0 SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
THUM.	NL	NT	NR	NU	SL	ST	SR	0	LL	0	0	0	0	0	0	0	0

						COULT	IBOUND			EASTE	BOUND			WEST	BOUND	_	
PM	0	NORTH 0	IBOUND 0	0	0	0	0	0 SU	0 EL	0 FT	0 ER	0 EU	WL.	0 WT	0 WR	0 WU	тот
T. I.M.	NL	NT	NR	NU	SL	51	SR	30	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	Ô	0	0	0	0	0	0	0
4:15 PM	n	Ô	0	0	0	0	Ü	U	0	0	ň	Ô	0	0	0	0	0
4:30 PM	ň	Ď	0	0	0	0	0	Ü	U	0	0	0	0	0	0	0	0
4:45 PM	0	Ö	0	0	0	00	0	U	U	0	0	Ď.	0	0	0	0	0
	0	0	0	0	0	0	0	0	U	0	0	n	ň	Ŏ	0	0	0
5:00 PM	0	Ô	0	Ō	0	0	0	0	0	Ü	U	0	ň	n	Ö	0	0
5:15 PM	0	0	n	ñ	0	0	0	0	0	U	U	0	0	ň	Ö	0	0
5:30 PM	U	0	0	0	Ö	0	0	0	0	0	U	U	U	U	Ū	_	
5:45 PM	U	U	U	U									140	WATE	WR	WU	TO
			ND	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	VVIC	0	1 0
	NL	NT	NR	IND	0	n.	0	0	0	0	0	0	1 0	0	U	U	1 .
TOTAL VOLUMES:	0	0	U	U	1 "	U											TO
APPROACH %'s:													rise		_	•	
PEAK HR:		04:15 PM	- 05:15 PM		1 .	0	0	0	1 0	0	0	0	0	0	0	0	0
PEAK HR VOL:	0	0	0	0	0	0 000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1 0.000								

**Location:** Deltona Blvd & CR 572/Elgin Blvd **City:** Spring Hill

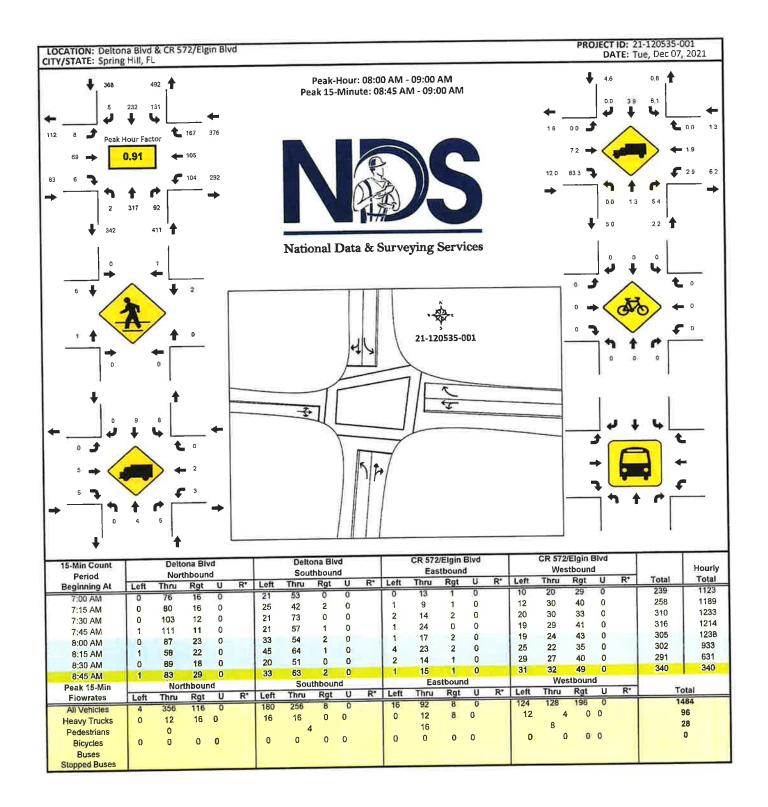
Count

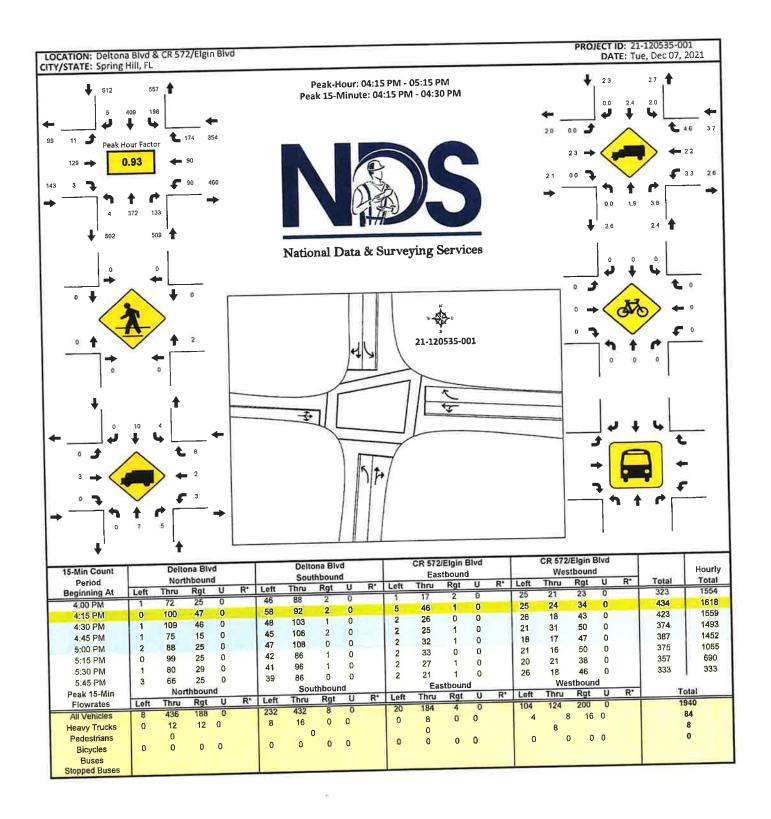
**Project ID:** 21-120535-001 **Date:** 12/7/2021

Data - Pedestrians (Crosswalks)

			Data - I	eacsti ia	110 (3133				
NS/EW Streets:	Delton	a Blvd	Delton	a Blvd	CR 572/E	lgin Blvd	CR 572/E		
	HODE	LLEC	COLIT	H LEG	FAST	LEG	WEST	LEG	
AM	NORT			WB	NB	SB	NB	SB	TOTAL
	EB	WB	EB	VVD	110	n	0	0	0
7:00 AM	0	0	Ü	0	0	Ů	Ô	0	0
7:15 AM	0	0	0	Ü	0	0	n	ō	o
7:30 AM	0	0	0	0	0	0	0	ň	Ö
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	Ü	0	2	3
8:15 AM	0	0	0	0	0	0	0	3	-
8:30 AM	n	1	0	0	0	0	1	3	) )
8:45 AM	0	ñ	0	0	0	2	0	U	2
6143 AM	U	•							
		WB	EB	WB	NB	SB	NB	SB	TOTAL
	EB	WD	0	0	0	2	1	6	10
TOTAL VOLUMES:	0	100,000	U	· ·	0.00%	100.00%	14.29%	85.71%	
APPROACH %'s:	0.00%	100.00%			0.0070				TOTAL
PEAK HR:	08:00 AM	- 09:00 AM	_	•	1 0	2	1	6	10
PEAK HR VOL:	0	1	0	0	0	0.250	0.250	0.500	11
PEAK HR FACTOR:		0.250			1 ,	0.250		438	0.500
i montalitation and	0.	250			0.	250	0	130	

	NORT	HIEG	SOUT	H LEG	EAST			r leg	TOTAL
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
	0	0	0	0	0	0	0	1	1
4:00 PM	0	0	ň	n	2	0	0	0	2
4:15 PM	0	0	0	n	0	0	0	0	0
4:30 PM	U	0	0	0	n	0	0	0	0
4:45 PM	0	U	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	ň	0	0	0
5:15 PM	0	0	0	Ü	0	0	n	0	0
5:30 PM	0	0	0	Ü	U	0	0	ő	0
5:45 PM	0	0	0	0	U	U	U	0	
	FD	W/D	EB	WB	I NB	SB	NB	SB	TOTA
	EB	WB	_	Λ. Ο	1 2	0	0	1	3
TOTAL VOLUMES :	0	o l	0	U	100.00%	0.00%	0.00%	100.00%	
APPROACH %'s:					100.0070	0.00.0			TOTA
PEAK HR :	04:15 PM	- 05:15 PM		_		0	l n	n	2
PEAK HR VOL :	0	0	0	0	2 250	U	1 "	J	
PEAK HR FACTOR :					0.250	F0			0.250
					0.2	.50			









### National Data & Surveying Services

Site Code: **21-120535-002** 

Date: 12/07/2021

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

16:00 - 18:00

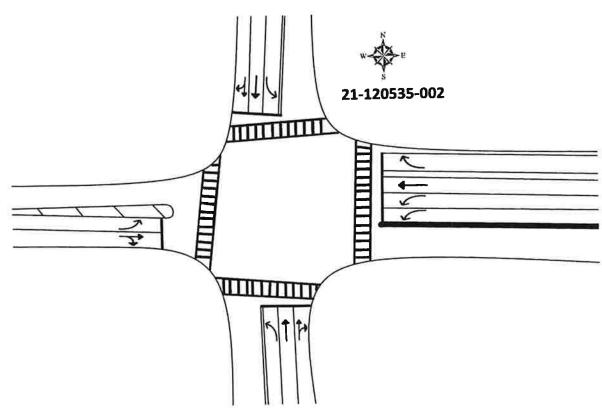
Control: Signalized

#### SIGNAL TIMING

PHASES	1	2	3
NL/SL	00:16	00:16	00:17
SL/ST	00:08	00:10	00:06
NT/ST	00:51	00:50	00:50
WL/WT	00:30	00:35	00:36
EL/ET	00:43	00:46	00:39

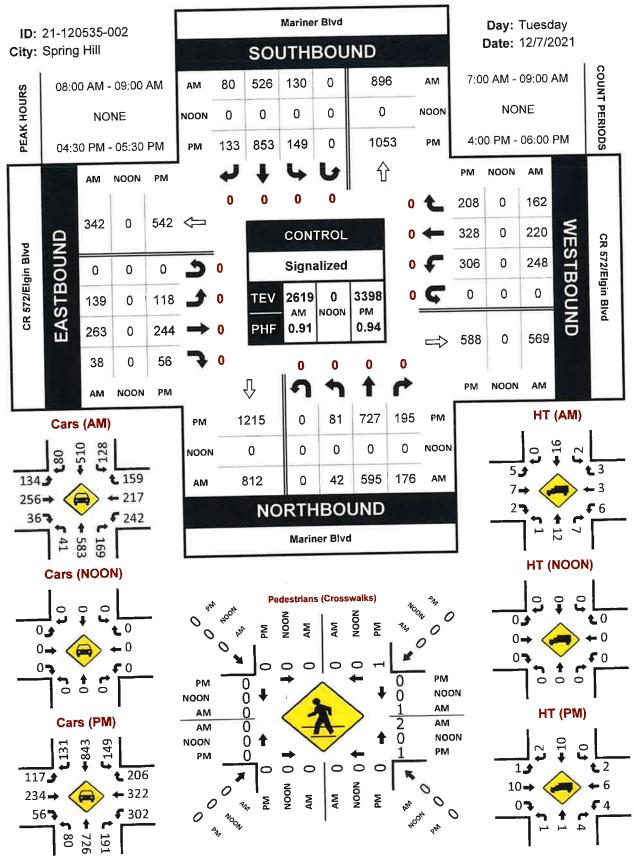


N/S Street: Mariner Blvd



### Mariner Blvd & CR 572/Elgin Blvd

### Peak Hour Turning Movement Count



Location: Mariner Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized

Project ID: 21-120535-002 Date: 12/7/2021

#### Data - Total

								Data -	Total								ľ
NS/EW Streets:		Mariner	Blvd			Mariner	Blvd			CR 572/Elg	gin Blvd			CR 572/El	gin Blvd		
NO/EW Ou coust		NODER IF	OUND			SOUTHE	ROLIND			EASTBO	OUND			WESTE	OUND		
AM	0	NORTHE 0	0	0	0	0	0	0	0	0	0	0	0 WL	0 WT	0 WR	0 WU	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU 0	48	34	25	0	459
7:00 AM	5	81	40	0	23	86	10	0	28	75 90	9	0	41	30	27	0	510
7:15 AM	4	121	50	0	27	78	9	0	25	90 57	4	0	61	60	40	Ö	591
7:30 AM	6	152	53	0	18	103	8	0	29		CASS	0	51	57	50	0	589
7:45 AM	13	160	36	0	14	86	16	0	34	66	6	0	43	42	35	0	575
8:00 AM	15	141	36	0	30	106	18	0	38	65 74	14	0	78	50	51	0	722
8:15 AM	11	139	57	0	38	150	25	0	35		11	0	53	54	38	ŏ	670
8:30 AM	6	158	43	0	39	143	22	0	40	63	7	0	74	74	38	Ö	652
8:45 AM	10	157	40	0	23	127	15	0	26	61	/	U	/7	/1	50	· ·	002
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ĒR	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	70	1109	355	0	212	879	123	0	255	551	60	0	449	401	304	0	4768
APPROACH %'s :	4.56%	72.29%	23.14%	0.00%	17.46%	72.41%	10.13%	0.00%	29.45%	63.63%	6.93%	0.00%	38.91%	34.75%	26.34%	0.00%	
PEAK HR:		08:00 AM -		4144.74											460		TOTA 2619
PEAK HR VOL :	42	595	176	0	130	526	80	0	139	263	38	0	248	220	162	0	
PEAK HR FACTOR :	0.700	0.941	0.772	0.000	0.833	0.877	0.800	0.000	0.869	0.889	0.679	0.000	0.795	0.743	0.794	0.000	0.907
PERKINTROTOKI		0.9				0.80	64			0.89	94			0.8	4/		1
		NODE	DOLIND.			SOUTH	BOUND			EASTE	OUND			WEST	BOUND		
D04			IBOUND		0	0	0	0	0	0	0	0	0	0	0	0	
PM	0	0	0 NR	0 NU	SL	ST	SR	SU	ĔĹ	ĒΤ	ER	EU	WL	WT	WR	WU	TOTA
1.00.00	NL	NT		0	44	212	35	0	24	58	23	0	57	61	30	0	760
4:00 PM	10	163	43	0	41	208	39	0	12	66	26	0	66	77	43	0	803
4:15 PM	12	165	48	0	38	230	29	Ö	40	62	16	0	97	92	74	0	904
4:30 PM	14	168	44	0	33	212	36	0	19	61	19	0	79	86	47	0	852
4:45 PM	15	188	57		43	191	29	0	33	56	9	0	53	73	34	0	758
5:00 PM	14	176	47	0 0	35	220	39	0	26	65	12	Ó	77	77	53	0	884
5:15 PM	38	195	47	U	35	220	39	0	20	71	0	ń	63	74	34	0	803

		NORTH	COUND			500 I H	ROOMD			EMSTD	CUND	2002		***			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PIVI	NL	NT	NR	NU	Si	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	163	43	0	44	212	35	0	24	58	23	0	57	61	30	0	760
Section 4	10	165	48	0	41	208	39	0	12	66	26	0	66	77	43	0	803
4:15 PM	12			0	38	230	29	ň	40	62	16	0	97	92	74	0	904
4:30 PM	14	168	44	•	33	212	36	0	19	61	19	0	79	86	47	0	852
4:45 PM	15	188	57	0			29	0	33	56	q	0	53	73	34	0	758
5:00 PM	14	176	47	0	43	191	39	0	26	65	12	ŏ	77	77	53	0	884
5:15 PM	38	195	47	U	35	220		0		71	0	ŏ	63	74	34	0	803
5:30 PM	13	186	51	0	37	207	30	0	28	71	,	Ö	55	84	30	0	764
5:45 PM	7	179	58	0	35	182	30	0	29	70	5	U	33	01	30		
	NII	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL 122		395	0	306	1662	267	n	211	509	119	0	547	624	345	0	6528
TOTAL VOLUMES : APPROACH %'s :	123 6.35%	1420 73.27%	20.38%	0.00%	13.69%	74.36%	11.95%	0.00%	25.15%	60.67%	14.18%	0.00%	36.08%	41.16%	22.76%	0.00%	
PEAK HR:		04:30 PM -		410010													TOTAL
PEAK HR VOL :	81	727	195	0	149	853	133	o	118	244	56	0	306	328	208	0	3398
	0.533	0.932	0.855	0.000	0.866	0.927	0.853	0.000	0.738	0.938	0.737	0.000	0.789	0.891	0.703	0.000	0.940
PEAK HR FACTOR :	0.533	0.932		0.000	0.000	0.9		5.555		0.8	86			0.8	00		0.510

Location: Mariner Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized **Project ID:** 21-120535-002 **Date:** 12/7/2021

Data	_	Cai	rs
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								Data -	Cars							$\overline{}$	
		Mariner	Rivd			Mariner	Blvd			CR 572/Elg	gin Blvd			CR 572/EI	gin Blvd		
NS/EW Streets:		NORTHE				SOUTHB				EASTB	OUND			WESTE	_	0	
AM	0	0	0	0	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	O EU	0 WL	WT	0 WR	0 WU	TOTA
7:00 AM	NL 5	NT 81	NR 40	NU 0	22	84	9	0	28	74	4	0	46 40	33 30	24 26	0	450 501
7:15 AM	4	118	48	0	26 18	78 101	9 8	0	24 29	90 54	4	0	60	55	40	0	575
7:30 AM 7:45 AM	12	149 1 <b>59</b>	52 35	0	14	85	16	0	34	65	6	0	51 40	53 40	47 35	0	577 551
8:00 AM	14	138	35 55	0	28 38	100 144	18 25	0	36 34	61 73	14	0	76	50	51	0	708
8:15 AM 8:30 AM	11 6	137 155	41	0	39	141	22	0	39	62 60	10	0	52 74	54 73	36 37	0	657 639
8:45 AM	10	153	38	0	23	125	15	U	25	60						3501	TOT
TOTAL VOLUMES:	NL 67	NT 1090	NR 344	NU 0	SL 208	ST 858	SR 122	SU 0 0.00%	EL 249 29.43%	ET 539 63.71%	ER 58 6.86%	EU 0 0.00%	WL 439 39.09%	WT 388 34.55%	WR 296 26.36%	WU 0 0.00%	465
APPROACH %'s:	4.46%	72.62%	22.92%	0.00%	17.51%	72.22%	10.27%	0.0078	23.4370	03.7170	0.007.0	- 1,100,70					TOT
PEAK HR :	41 0.732	08:00 AM - 583 0.940	169 0.768	0,000	128 0.821	510 0.885	80 0.800	0 0.000	134 0.859	256 0.877	36 0.643	0 0.000	242 0.796	217 0. <b>7</b> 43 0.8	159 0.779	0.000	255 0.90
PEAK HR FACTOR :	0.732	0.9		0,000		0.8	67			0.8	80			0.0	40		
		MORTH	BOUND	_		SOUTH	BOUND			EASTE	BOUND		_	WEST	BOUND	0	
PM	0	0	0	0	0	0	0	O SU	0 FI	0 FT	0 ER	0 EU	0 WL	WT	WR	0 WU	тот

						SOUTHE	CHAILO			EASTB	OUND			WESTB	OUND		
PM	0	NORTHE 0	O O	0	0	0	0	0	0	0	0	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
Lita	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	03	57	61	28	0	747
4:00 PM	10	160	42	0	44	209	34	0	23	56	23	0	65	74	42	0	785
4:15 PM	12	160	48	0	41	206	38	0	12	61	26	Ü	95	88	73	ñ	888
4:30 PM	14	168	43	0	38	225	28	0	39	61	16	ŭ	77	85	46	Ô	841
4:45 PM	15	188	55	0	33	211	35	0	19	58	19	0	14,500	72	34	0	749
5:00 PM	13	175	47	0	43	188	29	0	33	53	9	U	53	77	53	0	879
5:15 PM	38	195	46	0	35	219	39	0	26	62	12	U	62	71	34	0	793
5:30 PM	13	185	50	0	37	205	29	0	28	69	9	0	63	82	30	0	753
5:45 PM	7	176	58	0	35	179	30	0	29	68	5	U	54	02	30	v	, 55
3,43 [11]	,	170	00	-									1.00	VICE	WR	WU	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	340	0	6435
-a-th VOLUMES	122	1407	389	0	306	1642	262	0	209	488	119	0	541	610	22.80%	0.00%	
TOTAL VOLUMES : APPROACH %'s :	6.36%	73.36%	20.28%	0.00%	13.85%	74.30%	11.86%	0.00%	25.61%	59.80%	14.58%	0.00%	36.28%	40.91%	22,6070	0.0070	TOTAL
PEAK HR:		04:30 PM -										_	202	322	206	0	3357
	80	726	191	0	149	843	131	0	117	234	56	U	302		0.705	0.000	
PEAK HR VOL :	0,526	0.931	0.868	0.000	0.866	0.937	0.840	0.000	0.750	0.944	0.737	0.000	0.795	0.915		0.000	0.945
PEAK HR FACTOR :	0.520	0.531		0,000		0.9	58			0.8	77			8,0	11		

Location: Mariner Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized **Project ID: 21-120535-002** 

Date: 12/7/2021

Control: Si	gnalized							Data	- HT								
		Mariner	Blvd	- $-$		Mariner	Blvd			CR 572/Elg	gin Blvd			CR 572/Elg			
NS/EW Streets:						SOUTHB	OUND			EASTBO	DUND		12	WESTB	OUND	0	
AM	0	NORTHB 0	0	0	O SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	WT	WR	WU	TOTA
SA VOLUM	NL	NT	NR 0	NU 0	- SL	2	1	0	0	1	0	0	2	1	1	0	9
7:00 AM	0	0	2	0	1	ō	0	0	1	0	0	0	1	5	0	0	16
7:15 AM 7:30 AM	1	3	1	0	0	2	0	0	0	3	0	0	Ô	4	3	0	12
7:45 AM	1	1	ī	0	0	1	0	0	0	1	0	0	3	2	0	0	24
8:00 AM	1	3	1	0	2	6	0	0	1	1	0	Ö	2	0	0	0	14
8:15 AM	0	2	2	0	0	b	0	0	1	î	1	0	1	0	2	0	13
8:30 AM	0	3	2	0	0	2	0	Ö	1	1	1	0	0	1	1	0	13
8:45 AM	0	4	2	U	U								149	WIT	WR	wu	TO
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL 10	WT 13	8	0	1:
TOTAL VOLUMES :	3	19	11	0	4	21	1	0	6	12 60.00%	10.00%	0.00%	32.26%	41.94%	25.81%	0.00%	
APPROACH %'s:	9.09%	57.58%	33.33%	0.00%	15.38%	80.77%	3.85%	0.00%	30.00%	60.00%	10.0070	0.0070	DEILE IV				TOT
PEAK HR :		08:00 AM -	09:00 AM		_	4.0		0	5	7	2	0	6	3	3	0	64
PEAK HR VOL : PEAK HR FACTOR :	1 0.250	12 0. <b>7</b> 50	7 0.875	0.000	2 0.250	16 0.667 0.5	0.000	0.000	0.625	0.438	0.500 83	0.000	0.500	0.375 0.6	0.375 00	0.000	0.6
		0.8	33			0.5	03							WECT	BOUND		
		110077	POLIND			SOUTH	BOUND			EASTE	BOUND	_	^	VVESTI	0	Λ	(

						00107115	OLINID			EASTBO	DUND			WESTB	OUND		
		NORTHB	OUND	_		SOUTHE	סאוטטו	n	0	0	0	0	0	0	0	0	TOTAL
PM	0	0	0	0	U	CT	CD	SU	FI	ET	ER	EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL	31	31	0	1	2	0	0	0	0	2	0	13
4:00 PM	0	3	1	0	0	3	1	0	Ô	5	0	0	1	3	1	0	18
4:15 PM	0	5	0	0	0	2	1	0	1	1	ň	0	2	4	1	0	16
4:30 PM	n	0	1	0	0	5	1	Ü	1	2	0	0	2	1	1	0	11
4:45 PM	n	Ō	2	0	0	1	1	0	U	3	0	0	0	1	0	0	9
	ĭ	1	0	0	0	3	0	0	0	3	0	0	Ö	n	0	0	5
5:00 PM	0	ō	ĭ	0	0	1	0	0	0	3	Ü	0	0	3	ň	0	10
5:15 PM	U	1	1	n	0	2	1	0	0	2	U	0	Ü	2	Ö	0	11
5:30 PM	Ü	1	1	0	ň	3	0	0	0	2	0	0	1	2	U	U	11
5:45 PM	0	3	U	0	U	•									MD	10/11	TOTA
					CI	ST	SR	SU	EL.	ET	ER	EU	WL	WT	WR	WU	
	NL	NT	NR	NU	SL	-	51	0	2	21	0	0	6	14	5	0	93
TOTAL VOLUMES:	1	13	6	0	U	20	20.00%	0.00%	8.70%	91.30%	0.00%	0.00%	24.00%	56.00%	20.00%	0.00%	
APPROACH %'s:	5.00%	65.00%	30.00%	0.00%	0.00%	80.00%	20.00%	0.0070	0.7070	72.100 11							TOTA
PEAK HR:	(	04:30 PM -	05:30 PM				_	.		10	Λ	0	4	6	2	0	41
PEAK HR VOL :	1	1	4	0	0	10	2	U	7		0.000	0.000	0.500	0.375	0.500	0.000	0.64
	0,250	0.250	0.500	0.000	0.000	0.500	0.500	0.000	0.250	0.833		0.000	V.230	0.4			0.04
EAK HR FACTOR :	0,230	0.230				0.5	00			0.9	1/						

Location: Mariner Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized

0.000

PEAK HR FACTOR :

**Project ID: 21-120535-002** Date: 12/7/2021

Data - Rikes

Control. Si	gridinzed						1	Data - I	Bikes								
Г		Mariner	Dlud			Mariner E	Blvd			CR 572/Elg	jin Blvd			CR 572/El	gin Blvd		
NS/EW Streets:		Mariner	RIVO							EASTBO	מאוור			WESTB	OUND		
		NORTH	BOUND			SOUTHBO		0	0	0	0	0	0	0	0	0	
AM	0	0	0	0	0	0	0	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
Aivi	NL	NT	NR	NU	SL	ST	SR	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	-	n	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	n n	ñ	ő	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	U	0	1	Ö	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	<u> </u>	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	•	0	0	0	Õ	0	0	0	0
8:15 AM	0	ō	0	0	0	0	0	0	0	0	0	ŏ	Ö	Õ	0	0	0
8:30 AM	n	Ö	0	0	0	0	0	0	U	•	0	0	0	Ö	0	0	1
8:45 AM	0	Ö	1	0	0	0	0	0	0	0	U	· ·	· ·				
0.43 (415)	U	ŭ	_							parent.	ro.	EU	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER 0	0	0	0	0	0	3
	0	0	1	0	1	0	0	0	0	1	0.00%	0.00%	U	o	ŭ	-	
TOTAL VOLUMES : APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.0070					TOT
PEAK HR :	0.0070	08:00 AM -								_		Λ I	0	0	0	0	2
	0	0	1	0	1 1	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000	l
PEAK HR VOL :	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.50
PEAK HR FACTOR:	0.000	0.00				0.25	0										
										EACTE	BOUND	_		WEST	BOUND		
		NORTH	HBOUND			SOUTHE				EASIE	0	0	0	0	0	0	
PM	0	0	0	0	0	0	0	0	0	<u>~</u>	ER	EU	WL	WT	WR	WU	TOT
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET 0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	U	0	0	0	Ô	0	0	1
4:15 PM	0	ő	0	0	1	0	0	0	0	U	0	0	n	ň	Ō	0	0
4:30 PM	0	Ô	Ō	0	0	0	0	0	0	U	0	Ô	0	0	Ŏ	0	0
4:45 PM	0	Ö	ñ	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5;00 PM	0	Ô	n	0	0	0	0	0	0	O	•	0	0	0	ő	0	C
5:15 PM	0	0	ň	Ö	0	0	0	0	0	0	0	•	0	0	ŏ	Õ	C
5:15 PM 5:30 PM	n n	0	o o	Ö	0	0	0	0	0	0	0	0	0	0	0	ő	ď
	0	0	0	Õ	0	0	0	0	0	0	0	0	U	U	U	Ü	ļ.,
5:45 PM	ا ا	U	U	•							FD	CU	WL	WT	WR	WU	TO
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU		0	0	0	
		0	0	0	1	0	0	0	0	0	0	0	0	U	U	U	
TOTAL VOLUMES :	0	U		Ü	100.00%	0.00%	0.00%	0.00%									ТО
APPROACH %'s:		04-20 014	- 05:30 PM		*******							20		0	•	0	1 0
PEAK HR:				0	<b>1</b> 0	0	0	0	0	0	0	0	0	0	0	0.000	1 ,
PEAK HR VOL:	0	0 000	0 000	0 000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

0.000 0.000

0.000

0.000

0.000

0.000

**Location:** Mariner Blvd & CR 572/Elgin Blvd **City:** Spring Hill

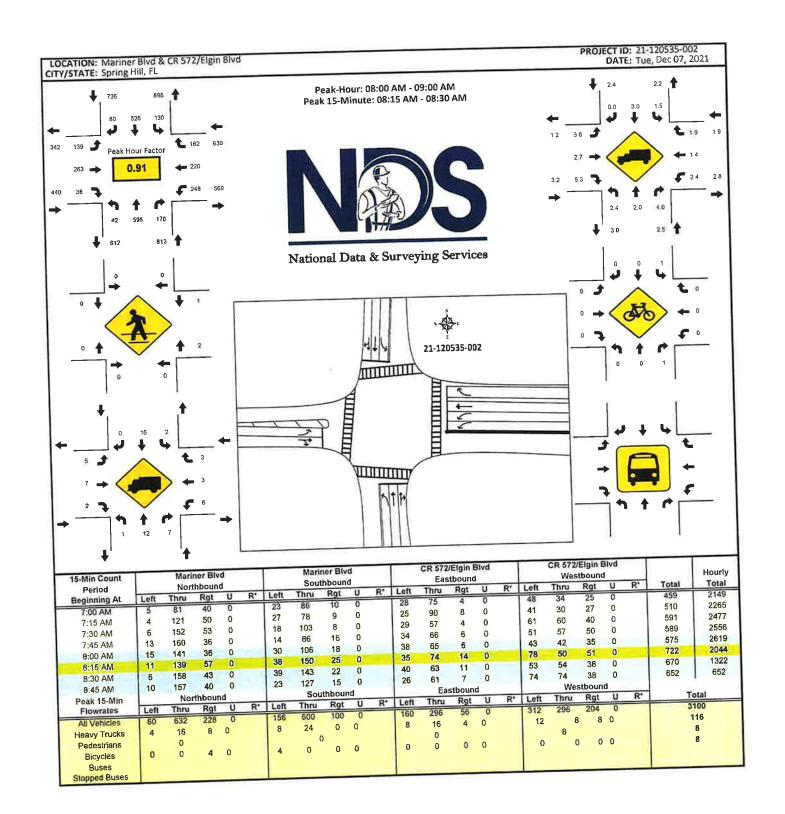
Count

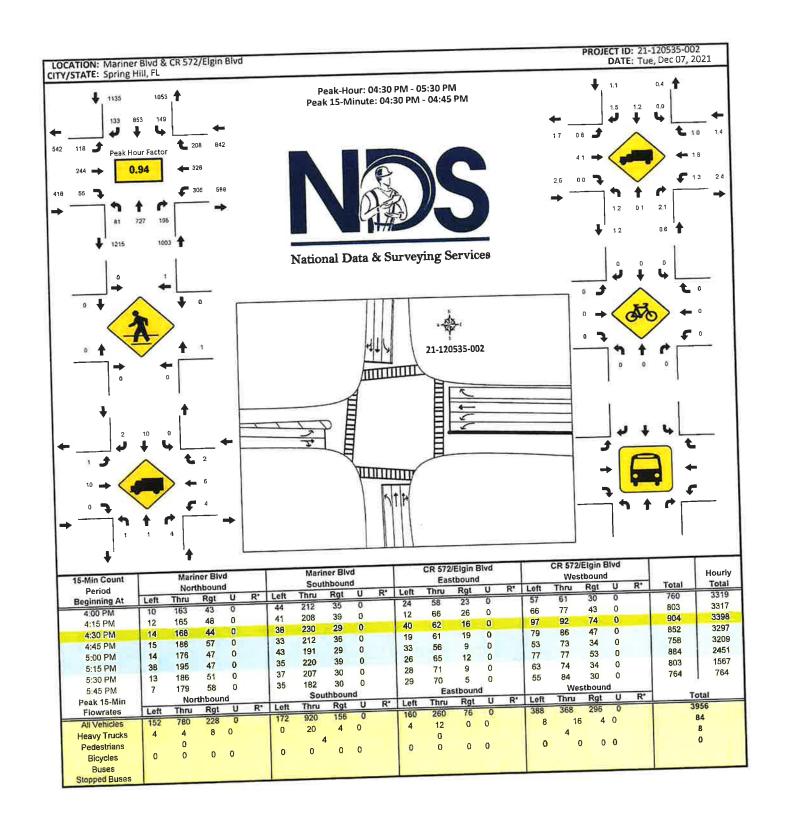
Project ID: 21-120535-002 Date: 12/7/2021

**Data - Pedestrians (Crosswalks)** 

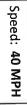
NG/EW Streets	Marine	r Blvd	Marine	r Blvd	CR 572/E	lgin Blvd	CR 572/E		
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM	NORTI EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		SOUTH EB 0 0 0 0 0		EAST NB 0 0 0 0 0 2 0	SB 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	WEST NB 0 0 0 0 0 0	SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 0 0 2 1 0
8:30 AM 8:45 AM TOTAL VOLUMES :	0 EB 0	0 WB 0	EB 0	0 WB 0	0 NB 2 66.67%	0 SB 1 33.33%	NB 0	SB 0	TOTAL 3
PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	<b>08:00 AM</b>	- <b>09:00 AM</b>	0	0	2 0.250	1 0.250 375	0	0	3 0.375

	NORT	H LEG	SOUT	H LEG	EAST		WEST		TOTAL
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
A STATE		0	0	0	0	0	0	0	0
4:00 PM	0	0	ň	0	0	0	0	U	U
4:15 PM	U	U	0	n	1	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0
4:45 PM	0	0	0		0	0	0	0	0
5:00 PM	0	0	U	0	0	ñ	0	0	0
5:15 PM	0	0	0	0	0	Ô	0	0	0
5:30 PM	0	0	0	0	U	0	ň	1	1
5:45 PM	0	0	0	0	U	U		-	
5, 15 , 1,	_					CD.	NB	SB	TOTA
	EB	WB	EB	WB	NB	SB	IND	3D 1	3
-o-al VOLUMES	0	1	0	0	1	0	0 000/	100.00%	
TOTAL VOLUMES :	0.00%	100.00%			100.00%	0.00%	0.00%	100.0090	TOTA
APPROACH %'s:		- 05:30 PM						_	1014
PEAK HR:		- 05:30 PM	n	Λ	1	0	0	0	2
PEAK HR VOL :		1	١ ٥	Ü	0.250		l		0.250
PEAK HR FACTOR:		0.250			0.250	50			0,25
	0.	.250			0,2	.50			











### National Data & Surveying Services

Site Code: 21-120535-003

Date: 12/07/2021

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: Signalized

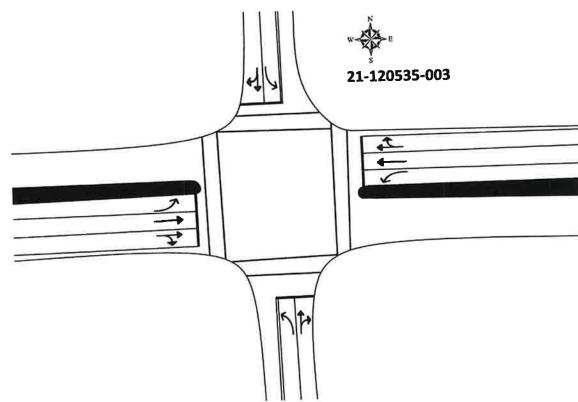
#### SIGNAL TIMING

PHASES	1	2	3
NT/ST	00:26	00:23	00:30
WL/WT	00:19	-	00:15
ET/WT	00:44	00:39	00:37



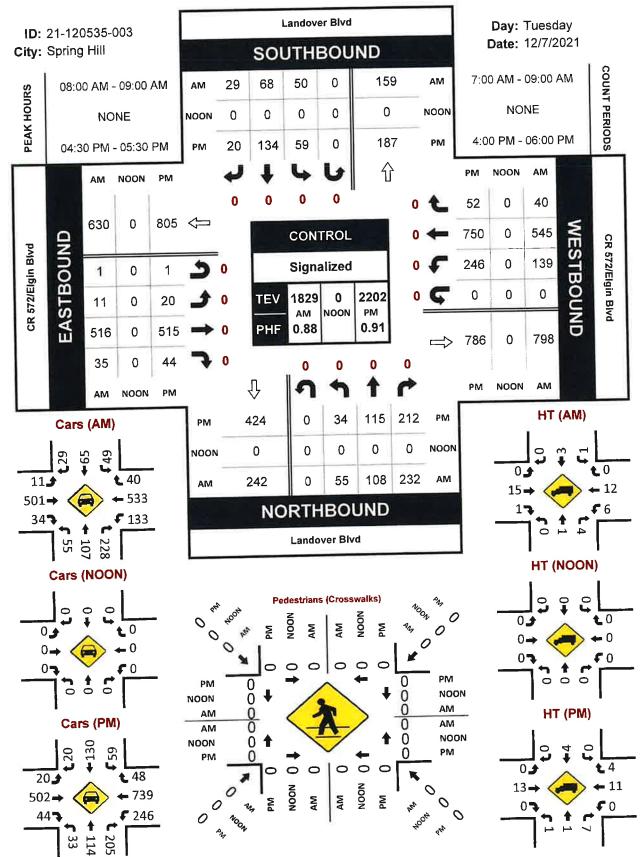
N/S Street: Landover Blvd

Speed: 35 MPH



### Landover Blvd & CR 572/Elgin Blvd

### Peak Hour Turning Movement Count



Location: Landover Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized

**Project ID:** 21-120535-003 **Date:** 12/7/2021

#### Data - Total

NS/EW Streets:		Landove	r Blvd			Landove	r Blvd			CR 572/Elg	jin Blvd			CR 572/Elg	gin Blvd		
		NORTHE	ROLIND			SOUTHE	BOUND			EASTB(	DUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Aivi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	9	36	0	11	13	3	0	1	127	8	0	67	107	6	0	395
7:15 AM	3	22	71	Ö	13	15	4	0	1	166	0	0	28	98	4	1	426
7:30 AM	14	23	62	0	11	13	8	0	6	118	4	0	18	124	12	0	413
7:45 AM	12	38	62	0	15	9	4	0	8	111	6	0	29	138	7	0	439
8:00 AM	20	29	50	0	14	21	9	0	4	104	12	1	40	96	7	0	407
8:15 AM	20	33	64	0	15	21	8	0	4	151	11	0	39	147	7	0	520
8:30 AM	9	27	61	0	13	12	6	0	0	143	10	0	23	131	14	0	449
8:45 AM	6	19	57	0	8	14	6	0	3	118	2	0	37	171	12	0	453
0.45 46	·		-		_												
H	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	91	200	463	0	100	118	48	0	27	1038	53	1	281	1012	69	1	3502
APPROACH %'s:	12.07%	26.53%	61.41%	0.00%	37.59%	44.36%	18.05%	0.00%	2.41%	92.76%	4.74%	0.09%	20.62%	74.25%	5.06%	0.07%	
PEAK HR :		- MA 00:80														_	TOTAL
PEAK HR VOL :	55	108	232	0	50	68	29	0	11	516	35	1	139	545	40	0	1829
PEAK HR FACTOR :	0.688	0.818	0.906	0.000	0.833	0.810	0.806	0.000	0.688	0.854	0.729	0.250	0.869	0.797	0.714	0.000	0.879
FEAR IIR FACTOR I	0,000	0.84		2.200		0.8	35			0.84	18			0.8	23		

		NORTHI	BOTIND	-		SOUTHE	ROUND		-	EASTB	OUND			WESTB	OUND		
PM		NORTH	0	0	0	0001111	n	0	0	0	0	0	0	0	0	0	
PIVI	0 NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	10	17	47	0	14	27	7	0	8	122	9	0	54	139	10	1	465
4:15 PM	7	19	47	0	16	29	6	0	3	134	17	0	50	198	15	1	542
4:30 PM	11	29		ň	13	31	6	0	4	130	15	0	74	232	17	0	607
4:45 PM	11	24	45 57	ő	14	31	8	0	4	137	8	0	53	182	13	0	534
5:00 PM	11	30	52	0	12	40	4	0	5	132	9	0	51	139	9	0	494
	11	32	58	0	20	32	2	ō	7	116	12	1	68	197	13	0	567
5:15 PM	9	30	54	0	12	26	8	ő	3	166	4	0	55	172	7	0	540
5:30 PM	3		59	0	17	22	o o	Ö	4	136	12	0	36	138	21	0	483
5:45 PM	/	22	29	0	1/	22	,			200							
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	61	203	419	n	118	238	50	0	38	1073	86	1	441	1397	105	2	4232
APPROACH %'s :	8.93%	29.72%	61.35%	0.00%	29.06%	58.62%	12.32%	0.00%	3.17%	89.57%	7.18%	0.08%	22.67%	71.83%	5.40%	0.10%	
PEAK HR :		04:30 PM -	05:30 PM														TOTAL
PEAK HR VOL :	34	115	212	0	59	134	20	0	20	515	44	1	246	750	52	0	2202
PEAK HR FACTOR :	0.773	0.898	0.914	0.000	0.738	0.838	0.625	0.000	0.714	0.940	0.733	0.250	0.831	0.808	0.765	0.000	0.907
FEAR HILL ACTOR	0.775	0.9			221.7	0.9	51			0.9	73			0.8	11		

Location: Landover Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized Project ID: 21-120535-003 Date: 12/7/2021

#### Data - Cars

NS/EW Streets:		Landovei	- Blvd			Landover	Blvd			CR 572/Elg	jin Blvd			CR 572/Elg	in Blvd		
NS/EW Streets						SOUTHE	OUND			EASTBO	DUND			WESTBO	DUND		
AM	0	NORTHE	UND	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
Aivi	0 NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU 0	TOTAL 384
7:00 AM	7	9	33	0	11	13	3	0	1	124	8	0	66 27	103 95	4	1	418
7:15 AM	3	22	71	0	12	14	4	0	1	164	Ü	ņ	18	119	11	0	401
7:30 AM	14	23		0	11	13	8	0	6	114	3	0	29	131	6	0	429
7:45 AM	12	38	61 62	0	15	9	4	0	7	110	11	1	40	91	7	0	393
8:00 AM	20	29	49	0	14	19	9	0	4	99 147	11	0	37	144	7	0	508
8:15 AM	20	33	63	0	14	20	8	0	4	147	10	n	22	128	14	0	441
8:30 AM	9	26	61	0	13	12	6	0	0	115	7	o l	34	170	12	0	444
8:45 AM	6	19	55	0	8	14	ь	U	3	113	2		-				
			ND	NO.	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR	NO	98	114	48	0	26	1013	51	1	273	981	67	1	3418
TOTAL VOLUMES :	91	199	455 61.07%	0.00%	37.69%	43.85%	18.46%	0.00%	2.38%	92.85%	4.67%	0.09%	20.65%	74.21%	5.07%	0.08%	
APPROACH %'s:	12.21%	26.71%		0.0076	37.03.70	15.0570	1011010										TOTAL
PEAK HR :		08:00 AM -			40	C.F.	29	0	11	501	34	1	133	533	40	0	1786
PEAK HR VOL:	55	107	228	0	49	65	0.806	0.000	0.688	0.852	0.773	0.250	0.831	0.784	0.714	0.000	0.879
PEAK HR FACTOR :	0.688	0.811	0.905	0.000	0.875	0.813		0.000	0.000	0.84				0.83	.7		0.075
		0.8	41			0,0	)1				4000						

						SOUTHE	CUND			EASTBO	OUND			WESTE	OUND		
		NORTH	BOUND	_	_	300100	סטועט	0	0	0	0	0	0	0	0	0	
PM	0	0	0	0	0	0	Ü	-	-	ET.	ER	EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU	EL.	119	O	0	54	139	10	1	453
4:00 PM	8	17	41	0	14	26	7	0	8		3	0	48	193	15	1	528
4:15 PM	7	19	46	0	15	29	6	0	3	131	15	0		224	13	ñ	587
4:30 PM	10	28	43	0	13	29	6	0	4	128	15	U	74		13	0	521
4:45 PM	3	24	53	0	14	29	8	0	4	132	8	0	53	180		0	489
	11	30	51	0	12	40	4	0	5	129	9	0	51	138	9	0	
5:00 PM	11		58	0	20	32	2	0	7	113	12	1	68	197	13	Ü	564
5:15 PM	9	32		0	11	26	R	0	3	162	4	0	54	169	6	0	528
5:30 PM	3	28	54	0		20	0	Ö	4	134	12	0	36	136	19	0	471
5:45 PM	7	21	57	0	17	20	0	•	-	131							
						CT.	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL	ST		30	38	1048	84	1	438	1376	98	2	414
TOTAL VOLUMES :	58	199	403	0	116	231	49	0 0004	3.25%	89.50%	7.17%	0.09%	22.88%	71.89%	5.12%	0.10%	
APPROACH %'s :	8.79%	30.15%	61.06%	0.00%	29.29%	58.33%	12.37%	0.00%	3.23%	69.3076	7.1770	0.0070	ELIGO 70				TOTA
PEAK HR:		04:30 PM -	05:30 PM							E03	44	4	246	739	48	0	216
PEAK HR VOL :	33	114	205	0	59	130	20	U	20	502		0.250	0.831	0.825	0.923	0.000	1
PEAK HR FACTOR :	0.750	0.891	0.884	0.000	0.738	0.813	0.625	0.000	0.714	0.951	0.733	0.230	0.031	0.8		0.000	0.92
, BAIL III. I AGI GILL		0.8	89			0.9	33			0.9	54			0.0	50		-

Location: Landover Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized

0

0.000

1

0.250

PEAK HR VOL:

PEAK HR FACTOR :

Project ID: 21-120535-003

0.500

0.000

15

0.750

0

0.000

1

0.250

0.667

0.600

0.000

0.900

0.000

0.768

Date: 12/7/2021

Control: Si	gnalized							Data ·	- HT								
		Landove	r Blvd			Landover	Blvd			CR 572/Elg	in Blvd			CR 572/Elg	jin Blvd		
NS/EW Streets:								_		EASTBO	UND			WESTB	OUND		
AM	0 NL	NORTHE 0 NT	O O NR	0 NU	0 SL	SOUTHB 0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	WL_	0 WT	0 WR	0 WU	TOTAL 11
7:00 AM	0	0	3	0	0 1	0	0	0	0 <b>0</b>	2	0	0	1	3	0	0	8 12
7:15 AM 7:30 AM	0	0	1	0	0	0	0	0	0 1	4 1	0	0	0	7	1	0	10 14
7:45 AM 8:00 AM	0	0	1	0	0	2	0	0	0	5 4	0	0	0 2	5 3	0	0	12
8:15 AM 8:30 AM	0	0 1	1 0	0	0	0	0	0	Ö	3	0	0	1	3 1	0 0	0	8 9
8:45 AM	Ö	0	2	0	0	0	0	0	0					MATE	WR	WU I	TOTAL
TOTAL VOLUMES	NL.	NT	NR 8	NU 0	SL 2	ST 4	SR 0	SU 0	EL 1	ET 25	ER 2	EU 0 0.00%	WL 8 19.51%	WT 31 75.61%	2 4.88%	0 0.00%	84
TOTAL VOLUMES : APPROACH %'s :	0.00%	11.11%	88.89%	0.00%	33.33%	66.67%	0.00%	0.00%	3.57%	89.29%	7.14%	0.00%	15.5170				TOTAL
PEAK HR :		08:00 AM -	09:00 AM			2	0	n	Λ	15	1	0	6	12	0	0	43

0

0.000

0

0.000

0.375

0.500

0.000

0.500

0.625

0.250

						6010716	OUND			EASTBO	CIND			WESTE	OUND		
		NORTHE	BOUND			SOUTHE	SOUND		•	0	n	0	0	0	0	0	
PM	0	0	0	0	0	0	Ü		Ü	ET	ER	EU	WL	WT	WR	WU	TOTA
ITIO	NL	NT	NR	NU	SL	ST	SR	SU	EL	2	0	0	0	0	0	0	12
4:00 PM	2	0	6	0	0	1	0	0	0	3	2	n	2	5	0	0	14
4:15 PM	ō	0	1	0	1	0	0	0	U	3	0	ň	Ď	8	4	0	20
4:30 PM	1	1	2	0	0	2	0	O I	0	2	0	0	ň	2	0	0	13
4:45 PM	ō	Ō	4	0	0	2	0	0	0	3	0	0	0	1	0	0	5
5:00 PM	0	0	1	0	0	0	0	0	0	3	0	0	ñ	ō	0	0	3
5:15 PM	ň	Ô	0	0	0	0	0	0	0	3	0	0	1	3	1	0	12
5:30 PM	0	2	0	0	1	0	0	0	U	4	0	0	ń	2	2	0	12
5:45 PM	Ŏ	1	2	0	0	2	1	0	0	2	U	U	U	_	_		
2,73 (5)(1)	Ū	-									ED	EII	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	3	21	7	0	9
TOTAL VOLUMES :	3	4	16	0	2	7	1	0	0	25	7.41%	0.00%	9.68%	67.74%	22.58%	0.00%	
APPROACH %'s:	13.04%	17.39%	69.57%	0.00%	20.00%	70.00%	10.00%	0.00%	0.00%	92.59%	7.4170	0.0070	5.0070	0717 170			TO
PEAK HR :		04:30 PM -	05:30 PM						0	13	0	0	0	11	4	0	4:
PEAK HR VOL:	1	1	7	0	0	4	0 000	0	0.000	0.650	0.000	0.000	0.000	0.344	0.250	0.000	0.5
PEAK HR FACTOR:	0.250	0.250	0.438	0.000	0.000	0.500	0.000	0.000	0.000	0.65				0.3	13		0.5
		0.5	63			0.5	UU			0.0	**						

Location: Landover Blvd & CR 572/Elgin Blvd

City: Spring Hill Control: Signalized Project ID: 21-120535-003 Date: 12/7/2021

### Data - Bikes

								Duca									
		Landove	r Blvd			Landove	er Blvd			CR 572/Elg	jin Bl <b>vď</b>			CR 572/E	lgin Blvd		
NS/EW Streets:		Landovc	i biva							EASTBO	CIMIC			WESTE	BOUND		
		NORTH	BOUND			SOUTH	BOUND			CASTO	0	0	0	0	0	0	
AM	0	0	0	0	0	0	0	0	51	ET	ER	EU	WL	WT	WR	WU	TOT
78000	NL	NT	NR	NU	SL	ST	SR	SU	EL	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	Ŏ	0	ñ	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	U	Ü	0	ő	ő	ŏ	Ō	0	0	0
7:30 AM	0	0	0	0	0	0	0	U	o o	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	ő	ō	Ö	0	1
8:15 AM	Ō	0	1	0	0	0	0	0	0	U	0	0	ň	ň	ō	0	1 1
8:30 AM	ñ	0	1	0	0	0	0	0	Ü	U	0	0	ő	Ô	ñ	0	. 1
8:45 AM	ō	Ō	0	0	0	0	0	0	0	1	U	U	U	Ü	·		
0.43	·										ro.	EU	WL	WT	WR	WU	TO
	NL	NT	NR	NU	SL.	ST	SR	SU	EL	ET	ER	Ę0	VV.	,,.	0	0	
TOTAL VOLUMES:	0	0	2	0	0	0	0	0	0	1	0 0000	0.00%	U	U	Ū	ŭ	
APPROACH %'s:	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%					TO
PEAK HR :			09:00 AM					_			0	0	n	0	0	0	3
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	1	0	0.000	0.000	0.000	0.000	0.000	
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	2.000	0.7
PEAR HK FACIOR :	0,000	0.50								0.2	50						
		0.5													POLIND		_

						COLUM	BOUND			EAST	BOUND			WESTE	OUND		
PM	0	0	BOUND	0	0	0 ST	0 SR	0 SU	O EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	тоти
	NL	NT	NR		OL.	0	0	0	0	0	0	0	0	1	0	0	1
4:00 PM	0	0	0	0	U	0	0	0	n	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	Ü	Ů.	0	ň	ñ	n	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	O	0	Ü	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	U	U	0	0	n	n	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	U	U	0	0	n	ñ	ŏ	0	0
5:15 PM	ň	ñ	ο	0	0	0	0	0	0	Ü	Ü	0	0	0	ň	ň	ň
	0	ň	Õ	n	0	0	0	0	0	0	U	ū	0	0	0	0	ň
5:30 PM	0	n	ŏ	ő	n	0	0	0	0	0	0	U	U	0	U	0	
5:45 PM	U	U	U	Ū	·	-									17.52	1481	TOT
			AID.	NUL	5L	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	тот
	NL	NT	NR	NU	3L	31	0	0	0	0	0	0	0	1	0	0	1
TOTAL VOLUMES :	0	0	0	0	U	U	U	86.	ľ	_			0.00%	100.00%	0.00%	0.00%	
APPROACH %'s:																	TOT
PEAK HR :		04:30 PM	- 05:30 PM						١ ,	0	0	0	Ιo	0	0	0	0
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0 000	0.000	0.000	0.000	0.000	0.000	0.000	1
PEAK HR FACTOR	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1 0.000	0.000	2.230		
PEAR HILLACION	0.500	2.502			7.												

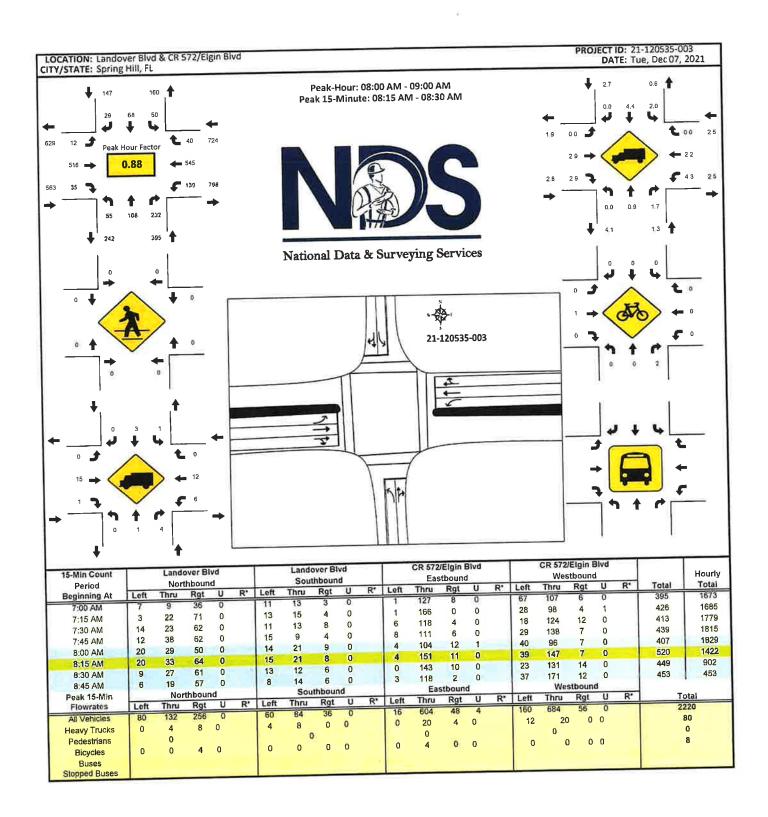
Location: Landover Blvd & CR 572/Elgin Blvd Count City: Spring Hill

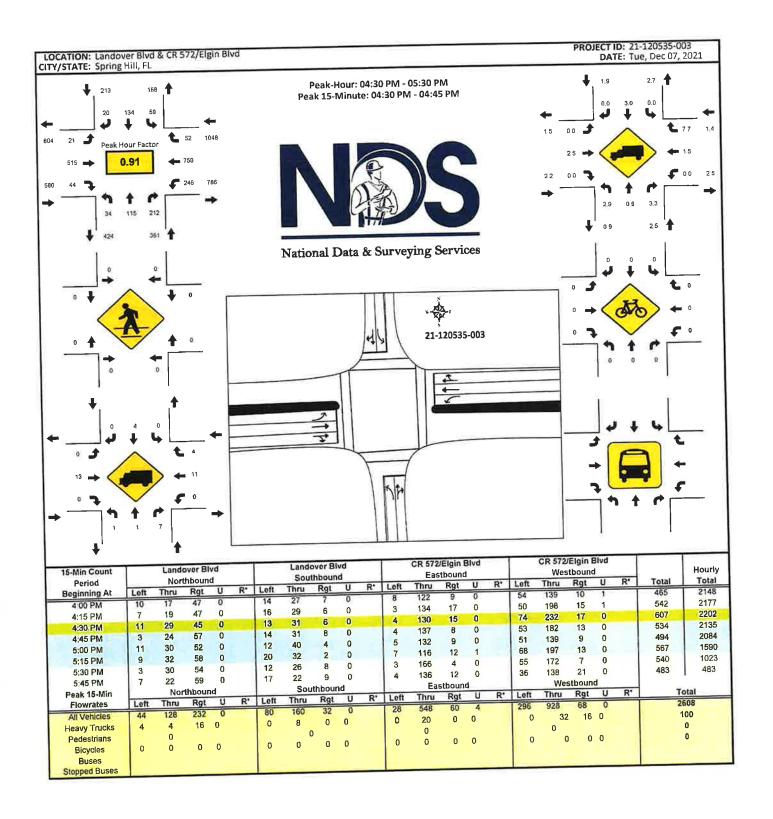
**Project ID: 21-120535-003 Date:** 12/7/2021

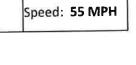
**Data - Pedestrians (Crosswalks)** 

			Jala - I	enezri ia		-			7
NS/EW Streets:	Landov	er Blvd	Landov	er Blvd	CR 572/E	lgin Blvd	CR 572/E	lgin Blvd	
	NORT		SOUT	H LEG	EAST		WEST NB	LEG SB	TOTAL
AM	EB	WB	EB	WB	NB	SB	IND	<u> </u>	0
7:00 AM	0	0	0	0	0	0	0	0	ŏ
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	U	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	Ö	0	0	0	0	0
8:15 AM	0	0	0	ő	0	0	0	0	0
8:30 AM	0	0	0	ñ	0	0	0	0	0
8:45 AM	0	U	U	ŭ					
		WP	EB	WB	NB	SB	NB	SB	TOTA
	EB	WB	U	0	0	0	0	0	0
TOTAL VOLUMES:	U	١	U	Ü					
APPROACH %'s:		00.00 414							TOTA
PEAK HR:		- 09:00 AM	0	0	1 0	0	0	0	0
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	U		•			

EAST LEG WEST LEG		'H LEG	SOLIT	TIEC	NODTI	
NB SB NB SB TOTA	Ni	WB			NORTH	PM
0 0 0 0	- 171	VVD	EB	WB	EB	
	,	U	Ü	0	0	4:00 PM
		1	0	0	0	4:15 PM
		0	0	0	0	4:30 PM
		0	0	0	0	4:45 PM
	2	0	0	0	0	5:00 PM
		0	0	0	0	5:15 PM
	t	0	0	0		5:30 PM
	(	0	0	0	The second secon	5:45 PM
NB SB NB SB TOTA						31.13 MAIN
NB SB NB SB 1017	N	WB	EB	WB	EB	
	(	1	0	0	0	TOTAL VOLUMES :
TOTA		100.00%	0.00%		Ů	APPROACH %'s :
	1 _			- 05:30 PM		PEAK HR :
	1 (	0	0	0	0	PEAK HR VOL :
			1			PEAK HR FACTOR :









#### National Data & Surveying Services

Site Code: **21-120182-001** 

Date: 05/11/2021

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

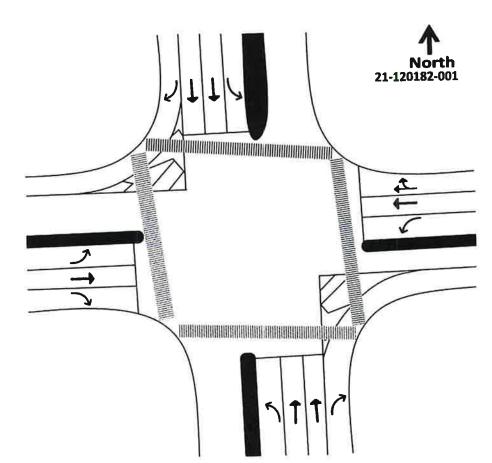
16:00 - 18:00

Control: Signalized

#### SIGNAL TIMING

PHASES	1	2	3
NL/SL	-	00:19	00:19
NL/NT	00:20	-	-
NT/ST	00:45	00:42	00:47
ET/WT	00:49	00:48	00:26

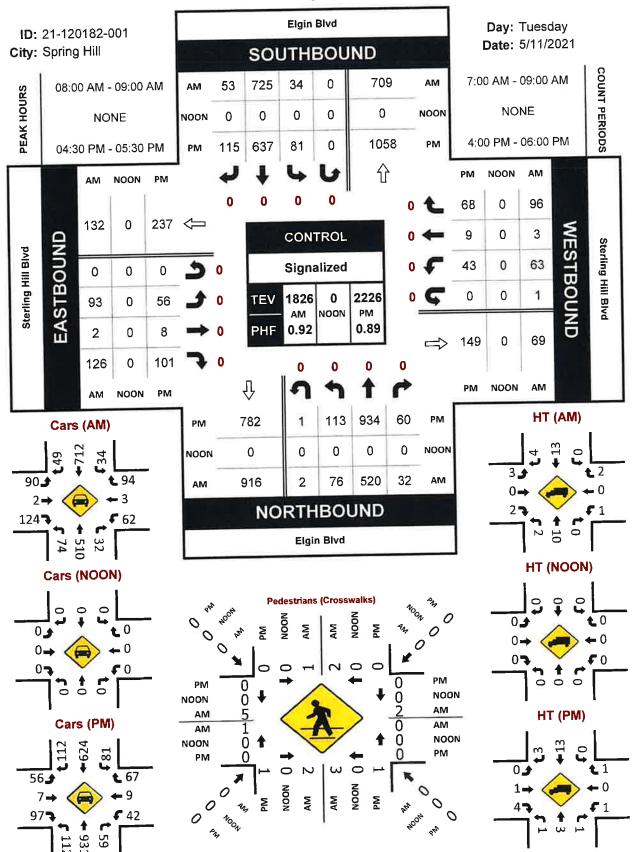
N/S Street: Elgin Blvd



E/W Street: Sterling Hill Blvd

### Elgin Blvd & Sterling Hill Blvd

### Peak Hour Turning Movement Count



Location: Elgin Blvd & Sterling Hill Blvd

City: Spring Hill Control: Signalized

Data - Total

Project ID: 21-120182-001 Date: 5/11/2021

Control: Sig	Inalizea							)ata - ˈ	Total								
		-1 : PI		- 1		Flain Bl				Sterling Hil	Blvd			WE   WI   WI   WI   WI   WI   WI   WI			
NS/EW Streets:		Elgin Bl	Va							FASTBO	UND			WESTBO	UND		
		NORTHBO	DUND						0			0	0		STBOUND   O   WR   WU   TO		
AM	0	0	0	0	0				270.0	_	ER	EU	WL.				TOTAL
AIVI	NL	NT	NR	NU						0	34	0		-		72.0	
7:00 AM	7	73	2	0				0		0	35	0	19	•		100	
7:15 AM	7	91	6	0	SOUTHBOUND												
7:30 AM	8	101	5	0	•		10000			0	38	0					
7:45 AM	13	115	6	0		The second secon				0	38	0		_		200	
8:00 AM	5	109	4	2	•					1	32	0		_		-	
8:15 AM	28	140	5	0				-		1	29	0	15			-	
8:30 AM	22	102	12	0						ō	27	0	24	1	25	0	495
8:45 AM	21	169	11	0	9	169	18	U	21	•							202741
0.10						-	CD	CH	FI	FT	ER	EU	WL			111000	TOTAL
	NL	NT	NR	NU				1.00				0					3379
TOTAL VOLUMES:	111	900	51	2							60.00%	0.00%	41.08%	1.35%	57.24%	0.34%	TOTAL
APPROACH %'s:	10.43%	84.59%	4.79%	0.19%	3.25%	90.88%	5.0070	0.0070	33.50.10	100.000							TOTAL
PEAK HR :		- MA 00:80	09:00 AM					, 1	03	2	126	0	63				1826
PEAK HR VOL :	76	520	32	2				-				0.000	0.656			0.250	0.922
PEAK HR FACTOR :	0.679	0.769	0.667	0.250	0.850			0,000	0.650					0.81	.5		
PEAR HILLACION	0.0.7	0.78	34			0.97	6										
										FASTB	OUND			WESTB			
		NORTH	BOUND					Δ.	0			0	0				
PM	0	0	0	0		_				- 1 a 1 1 1 1 1 1 1 1		EU	WL				TOTA
Livi	NL	NT	NR	NU								0	9				453
4:00 PM	20	149	11	0				1/2		3		1	15	4			514
4:15 PM	28	222	9	0				-		1		0	14	4		-	575
4:30 PM	29	274	17	0						2		0	9	1			542
4:45 PM	27	202	16	1	1200277				The state of the s	2		0	9	2			481
5:00 PM	28	179	10	0								0	11	2			628
5:15 PM	29	279	17	0						1		0	13	_			507
5:30 PM	49	212	4	0				_		1		0	7	0	13	0	502
5:45 PM	34	215	18	0	20	135	21	U	15	-							
5,15								CII	-	FT	FR	EU	WL	WT			TOTA
	NL	NT	NR	NU								200	87				420
TOTAL VOLUMES :	244	1732	102	1									37.99%	7.42%	54.59%	0.00%	
APPROACH %'s:	11.74%	83.31%	4.91%	0.05%	9.64%	77.17%	13.19%	0.00%	39.4370	S142-979.	33,5						TOTA
PEAK HR:		04:30 PM	- 05:30 PM						56	Q	101	0	43	9			222
PEAK HR VOL :	113	934	60	1	81	637	115			0.667	0.765	0.000	0.768	0.563	0.810	0.000	0.88
PEAK HR VOL	0.974	0.837	0.882	0.250	0.844	0.880	0.871	0.000	0.875	0.007		5.000		0.7	89		0.00
PEAK HK FACTOR	0.577		352		20	3.0	390			0.7							

Location: Elgin Blvd & Sterling Hill Blvd

City: Spring Hill Control: Signalized Project ID: 21-120182-001 Date: 5/11/2021

Data - Cars

•	-							Data -	cars								
Т		Elgin B	Blvd	- 1		Elgin B	Blyd			Sterling H	ill Blvd			Sterling H	lill Blvá		
NS/EW Streets:						SOUTHE				EASTBO	DUND			WESTB	OUND		
AM	0	NORTHE 0	0	0	0	0	0	0 SU	O EL	0 ET	0 ER	0 EU	0 WL	WT	WR	0 WU	TOTAL
AlV	NL	NT	NR	NU	SL	ST	SR	30	14	0	32	0	8	0	19	0	312
7:00 AM	6	73	2	0	2	144	11	*	14	ň	35	0	19	0	12	0	392
7:15 AM	6	89	6	0	4	197	10	0	23	ň	37	0	21	1	21	0	393
7:30 AM	8	98	5	0	4	169	6	U	32	0	37	0	11	0	21	0	426
7:45 AM	11	111	6	0	7	183	7	0		0	37	0	15	1	19	1	410
8:00 AM	5	103	4	2	6	179	11	0	27	1	31	n	8	0	28	0	472
8:15 AM	27	139	5	0	10	182	16	0	25	1	29	ŏ	15	1	28 22 25	0	424
8:30 AM	22	101	12	0	9	188	7	0	17	1	27	0	24	1	25	0	483
8:45 AM	20	167	11	0	9	163	15	0	21	U	21	U	2.1	_			
0145 MIII	20	10.								-	CD.	EÙ	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	0	121	4	167	1	3312
	105	881	51	2	51	1405	83	1	173	2	265 60.23%	0.00%	41,30%	1.37%	57.00%	0.34%	
TOTAL VOLUMES	10.11%		4.91%	0.19%	3.31%	91.23%	5.39%	0.06%	39.32%	0.45%	60.23%	0.00%	71.3070	1.57 70	57.105.15		TOTA
APPROACH %'s		08:00 AM -											63	3	94	1	1789
PEAK HR:		510	32	2	34	712	49	0	90	2	124	0	62	0.750	0.839	0.250	1
PEAK HR VOL:	74		0.667	0.250	0.850	0,947	0.766	0.000	0.833	0.500	0.838	0.000	0.646	0.750		0.250	0.926
PEAK HR FACTOR :	0.685	0.763		0.230	0.050	0.9			2	0.8	44			0.0	00		
		0.7	80											ee	POLINID		_
			in a little			SOUTH	IBOUND			EASTE	BOUND				BOUND		
20,402		NORTH	IBOUND			0	0	0	0	0	0	0	0	0	U	WU	TOTA
PM	0	0	0	0	C	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	0	
	NL	NT	NR	NU	SL 21	170	27	0	13	2	12	0	9	3	12	U	448
	20	1.40													21		

						0.0110010	OUND			EASTBO	DUND			WESTE	OUND		
		NORTHE	OUND			SOUTHE	COUND		•	0	0	0	0	0	0	0	
PM	0	0	0	0	0	0	0	0	Ö	ET	ER	EU	WL	WT	WR	WU	TOTA
FIVE	NL	NT	NR	NU	SL	ST	SR	SU	EL	2	12	0	9	3	12	0	448
4:00 PM	20	148	11	0	21	170	27	0	13	2	15	1	13	4	21	0	499
4:15 PM	28	213	9	0	11	134	25	0	22	3	19	â	14	4	19	0	569
4:30 PM	29	272	17	0	24	132	30	0	8	1	21	ŏ	9	1	12	0	531
4:45 PM	27	202	15	1	21	173	31	0	16		25	0	8	2	21	0	475
5:00 PM	27	178	10	0	18	142	27	0	16	1		0	11	2	15	0	623
	29	279	17	0	18	177	24	0	16	3	32	0	13	1	10	Ō	504
5:15 PM	49	212	4	0	19	134	20	0	13	1	28	0	7	ň	13	Ō	502
5:30 PM	34	215	18	0	20	135	21	0	19	1	19	0	′	U	13	Ĭ	
5:45 PM	34	213	10				_						20/1	WT	WR	WU	TOT
	***	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	17	123	0	415
	NL		101	1	152	1197	205	0	123	14	171	1	84	7.59%	54.91%	0.00%	
TOTAL VOLUMES :	243	1719 83.28%	4.89%	0.05%	9.78%	77.03%	13.19%	0.00%	39.81%	4.53%	55.34%	0.32%	37.50%	7.59%	34.3176	0.0070	TOT
APPROACH %'s:	11.77%	04:30 PM -		0.0570	31.3.3									•	67	•	219
PEAK HR:					0.4	624	112	0	56	7	97	0	42	9	67	0	219
PEAK HR VOL :	112	931	59	1	81		0.903	0.000	0.875	0.583	0.758	0.000	0.750	0.563	0.798	0.000	0.88
PEAK HR FACTOR :	0.966	0.834	0.868	0.250	0.844	0.881		0.000	0.073	0.7	84			0.7	97		1
		0.84	48			0.9	00										

Location: Elgin Blvd & Sterling Hill Blvd

10

0.417

City: Spring Hill Control: Signalized

PEAK HR VOL:

Project ID: 21-120182-001 Date: 5/11/2021

0.000

0.661

Control: Sig	gnalized							Data -	· HT								
		Elain B	lvd			Elgin B	vd			Sterling Hi	ill Blvd			Sterling H			
NS/EW Streets:		Elgin Blvd NORTHBOUND			SOUTHBOUND				EASTBOUND 0 0			0	0 0 0 0				
AM	O NL	0 NT	0 NR	0 NU	0 SL	0 ST	SR	SU	EL	ET	ER 2	EU 0	WL_	WT 0	WR 0	WU 0	<u>TOT/</u>
7:00 AM	1	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
7:15 AM	1	2	0	0	0	1	0	ŏ	1	0	0	0	0	0	Ü	0	11
7:30 AM	0	3	0	0	0	1	2	0	0	0	1	0	0	0	1	0	14
7:45 AM	2	4	0	0	0	5	0	0	1	0	1	0	1	U	2	0	5
MA 00:8	0	6	0	0	0	ő	0	0	0	0	1	0	U	0	6	ň	6
8:15 AM	1	1	0	0	0	2	1	0	2	0	0	0	U	0	ň	õ	12
8:30 AM	0	1	0	0	0	6	3	0	0	0	0	0	U	U	·		
8:45 AM	1	2	U			10.50	- 8					EU	WL	WT	WR	WU	TOT
	NL.	NT	NR O	NU	SL 0	ST 20	SR 8	SU 0	EL 5	0 0	ER 5 50.00%	0	1 25.00%	0.00%	3 75.00%	0 0.00%	6
TOTAL VOLUMES : APPROACH %'s :	6 24.00%	19 76.00%	0.00%	0.00%	0.00%	71.43%	28.57%	0.00%	50.00%	0.00%	50.00%	0.0076	25.0070	2.30 10	_		TO
PEAK HR :		- MA 00:80	09:00 AM		_	12	4	0	3	0	2	0	1	0	2	0 000	37

0

0.000

0

0.000

0.000

13

0.542

0.333

3

0.000 0.375

0.500

0.625

0.000

0.250

0.000

0.000

0.250

0.375

PEAK HR FACTOR :	0.500	0.417	0.000	0.000	0.000	0.47	2		0.625				0.373				
		NORTHE		0	0	SOUTHB	OUND 0	0	0	EASTBO 0	0	0	0 WL	WESTB 0 WT	OUND 0 WR	o wu	TOTA
PM	0 NL	NT	NR	NU	SL	ST	SR	SU	EL.	ET 0	ER 0	EU 0	0	0	1	0	5
4:00 PM	0	1	0	0	0	3 2	0	0	2	0	0	0	2	0	0 1	0	15 6
4:15 PM 4:30 PM	0	2	0	0	0	0	1 2	0	0	0	1	0	_ ŏ	0	0	0	11
4:45 PM 5:00 PM	0	0	0	0	0	2	0	0	0	1	0	0	1 0	0	0	o	5
5:15 PM	Ō	ō	0	0	0	4	0	0	0	0	i	0	0	0	0	0	3 0
5:30 PM 5:45 PM	0 0	0	0	0	0	ō	0	0	0	0	O	0	U				TOT
5.15 1.1.		NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT 0	WR 2	WU 0	TOT 5:
TOTAL VOLUMES:	NL 1	13	1	0	0	20 86.96%	3 13.04%	0.00%	2 25.00%	12.50%	62.50%	0.00%	60.00%	0.00%	40.00%	0.00%	TOT
APPROACH %'s:	6.67%	86.67% 04:30 PM -	6.67% 05:30 PM	0.00%	0.0076	00.30.10	20.0				4	0	1	0	1	0	28
PEAK HR :	<u> </u>	3	1	0	0	13	3	0 000	0.000	1 0.250	0.500	0.000	0.250	0.000	0.250	0.000	0.6
PEAK HR FACTOR :	0.250	0.375	0.250 25	0.000	0.000	0.464 0.4	0.375 44	0.000	0.000	0.230				0.5	00		

Location: Elgin Blvd & Sterling Hill Blvd

City: Spring Hill Control: Signalized Project ID: 21-120182-001 Date: 5/11/2021

#### Data - Bikes

								-									
<u> </u>		Clain D	ls ref			Elgin Bl	lvd			Sterling l	Hill Blvd			Sterling Hi			TOTAL 0 1 1 0 5 4 TOTAL 12 TOTAL 10 0.5500
NS/EW Streets:		Elgin B	ivu							EACTO	BOUND			WESTBO	DUND		
	NORTHBOUND				0	SOUTHB	O O		0	0	0	0	0 WL	0 WT	0 WR	0 WU	TOT
AM	0	0	.0	0 NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	0	0	0	0
	NL	NT	NR		OL.	0	0	0	0	0	0	0	U	0	0	0	1
7:00 AM	0	0	0	0	U	y .	0	0	0	0	0	0	0	Ü	U	0	4
7:15 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	Ü	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	U
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	U	0	0	ň	0	0	0	0	0	0
	ŏ	ñ	0	0	0	0	0	0	Ü	0	ň	Ō	1	0	0	0	5
8:15 AM	0	0	ñ	0	0	4	0	0	Ü	Ü	0	ň	2	0	0	0	4
8:30 AM	0	0	0	ñ	0	2	0	0	0	U	U	U	-				
8:45 AM	U	U	U	•									WL	WT	WR	WU	TOT
			410	501 I	SL	ST	SR	SU	EL	ET	ER	EU	VVL	0	0	0	12
	NL.	NT	NR	NU	O.	8	0	0	0	0	0	0	100 000/	0.00%	0.00%	0.00%	
TOTAL VOLUMES :	0	1	0	0 000/	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.0070	0.0070	
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	0.0070	100.0070									_	_	
PEAK HR :		08:00 AM -	09:00 AM			_	0	n	0	0	0	0	3	0	0	0	1 10
PEAK HR VOL :	0	1	0	0	0	6	0 000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.50
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000			7	0.37	75		
PEAR OR PACION	0.000	0.2				0.3	75										
											POLINID		1	WESTE	ROLIND		

										FASTE	BOUND			WESTE	OUND		
DM		NORTHB	OUND	0	0	SOUTHB 0	0	0	0	0	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTA
PM	NL	NT	NR	NU	SL	ST	SR	SU		0	0	0	0	0	1	0	1
4:00 PM	0	0	0	0	0	0	0	0	Ŏ	0	0	0	0	0	0	0	10
4:15 PM	0	5	4	0	0	0	0	ŏ	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ō	1
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	a	Õ	Ö	0	1
5:00 PM 5:15 PM	0	0	1	0	0	0	0	0	Ü	0	0	Ö	Ō	0	0	0	3
5:30 PM	Ö	3	0	0	0	0	0	0	0	ŏ	Ŏ	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	3	U						7.0	MET	WR	wu	TOT
		NE	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	VVIC	0	19
	NL	NT 8	5	0	1	3	1	0	0	0	U	0	0.00%	0.00%	100.00%	0.00%	
TOTAL VOLUMES : APPROACH %'s :	0.00%	61.54%	38.46%	0.00%	20.00%	60.00%	20.00%	0.00%									TOT
PEAK HR :	4.00	04:30 PM -	05:30 PM				4	0	n	0	0	0	0	0	0	0	2
PEAK HR VOL:	0	0	1	0	0	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.50
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000		2.2.00									

Location: Elgin Blvd & Sterling Hill Blvd

Count

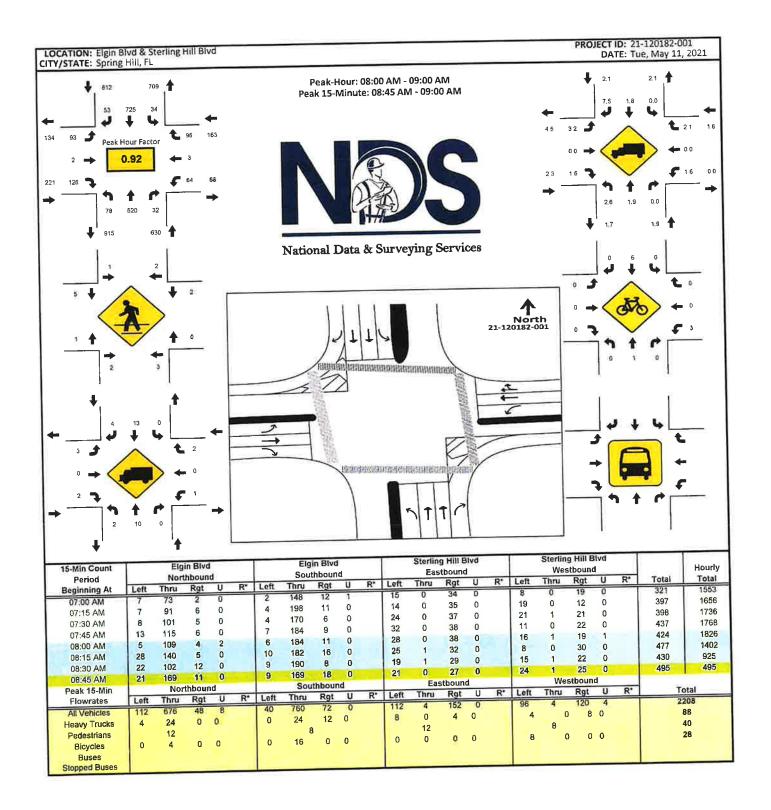
**Project ID:** 21-120182-001 **Date:** 5/11/2021

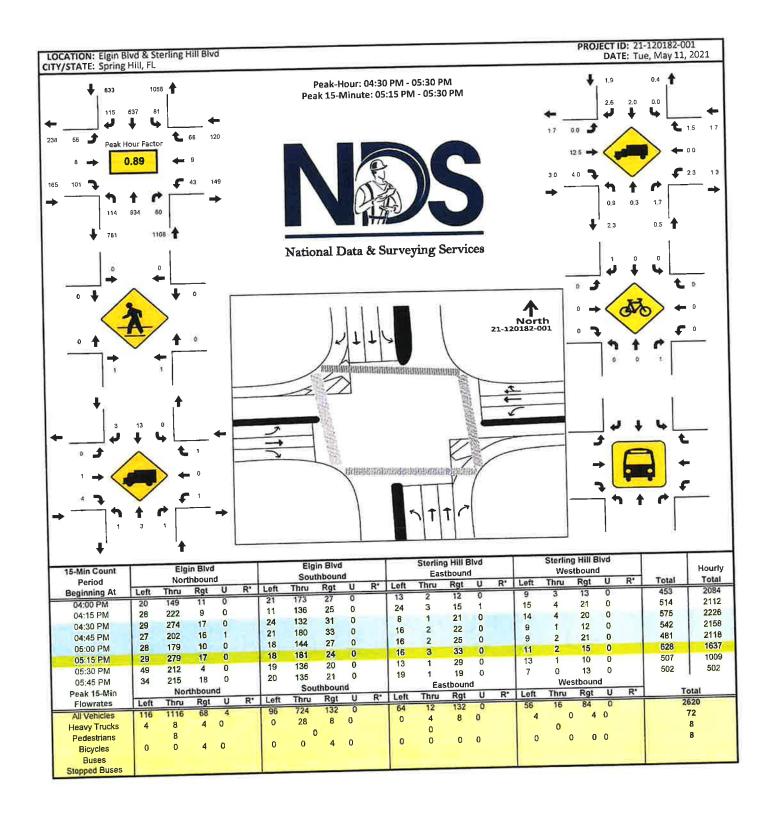
City: Spring Hill

Data - Pedestrians (Crosswalks)

			Data - Po	egestriai	12 (CI 03	SAACHWA			
NS/EW Streets:	Elgin f		Elgin		Sterling		Sterling h		
	NORTH		SOUTH	LEG		LEG	WEST	TOTAL	
AM	EB	WB	EB	WB	NB	SB	NB	SB	0
	0	0	0	0	0	0	0	o l	ň
7:00 AM	0	ñ	0	0	0	0	0	0	1
7:15 AM	0	1	0	0	0	0	Ü	0	Ō
7:30 AM	•	0	n	0	0	0	0	0	1
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	0	1	U	4
8:15 AM	0	2	0	3	0	2	0	3	8
8:30 AM	0	0	0	0	0	0	0	2	3
8:45 AM	1	U	U	· ·	-				
			- FD	WB	NB	SB	NB	SB	TOTA
	EB	WB	EB	2	110	2	1	5	17
TOTAL VOLUMES:	1	3	2	2	0.00%	100.00%	16.67%	83.33%	
APPROACH %'s:	25.00%	75.00%	40.00%	60.00%	0.0070	100,007			TOTA
PEAK HR:	08:00 AM - 09:00 AM			_	0	2	1	5	16
PEAK HR VOL :	1	2	2	3	ľ	0.250	0.250	0.417	0.500
PEAK HR FACTOR :	0.250	0.250	0.500	0.250	_			500	0.500
PEAR HK FACTOR I		375	0.	417		.250	0.		
							WEC	TIEC	

	NODTU	UEC	SOUTH	LEG	EAST		WEST		TOTAL
PM	NORTH EB	WB	EB	WB	NB	SB	NB NB	SB	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	22
4:15 PM	1	0	11	0	7	0	0	0	2
4:30 PM	Ō	0	1	1	0	0	0	Ō	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	Ö	0	0	0
5:15 PM	0	0	U	0	Ö	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	U	U					- CD	TOTA
	EB	WB	EB	WB	NB	SB	NB	SB	26
VOLUMES	1	0	13	2	7	0	3	0.00%	20
TOTAL VOLUMES : APPROACH %'s :	100.00%	0.00%	86.67%	13.33%	100.00%	0.00%	100.00%	0,0070	TOTA
PEAK HR :	04:30 PM - 05:30 PM				1 .	0	0	0	2
PEAK HR VOL :	0	0	1	1	l <sup>u</sup>	J			0.250
PEAK HR FACTOR :			0.250	0.250 250					0.23







Site Code: **22-120150-002** 

Date: 03/29/2022

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

16:00 - 18:00

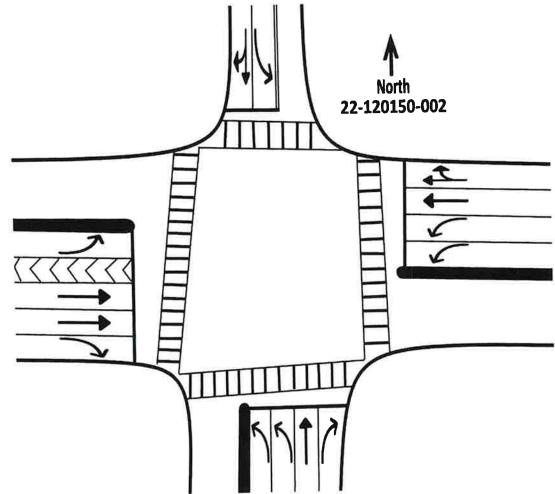
Control: Signalized

#### SIGNAL TIMING

PHASES	1	2	3
NL/SL	00:23	00:24	00:25
NL/NT	00:09	00:10	00:07
NT/ST	00:48	00:42	00:48
EL/WL	00:18	00:22	00:12
WL/WT		:20	00:10
ET/WT	00:51	00:45	00:48



N/S Street: Barclay Ave



E/W Street: CR 572/Elgin Blvd/Powell Rd

Speed: 50 MPH

Project ID: 22-120150-002

Date: 3/29/2022

Location: Barclay Ave & CR 572/Elgin Blvd/Powell Rd

City: Spring Hill Control: Signalized

Control: Si	ignalized							Data -	Total								
		Barclay	Aug			Barclay	Ave		CR 5	72/Elgin Bl	vd/Powell R	d	CR 5	72/Elgin Bl	vd/Powell R	d	
NS/EW Streets:		Balciay	AVC					_		EASTB	CIMIC			WESTB	OUND		
		NORTHE				SOUTHB	COND	0	0	0	0	0	0	0	0	0	
AM	0	0	0	0	0 SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR	NU		72	11	0	21	109	76	3	15	50	12	1	528
7:00 AM	38	64	28	0	28	56	4	Õ	23	215	94	3	26	63	16	4	696
7:15 AM	36	52	63	0	41	75	10	ŏ	27	147	91	5	29	70	14	2	667
7:30 AM	39	72	57	0	29	60	19	0	27	123	83	8	23	82	22	3	662
7:45 AM	60	79	53	0	20	48	14	0	34	110	95	6	28	83	23	5	665
MA 00:8	68	78	43	1	29		25	0	42	86	81	2	19	102	31	4	683
8:15 AM	70	80	54	0	11	76	16	0	40	96	91	4	38	117	27	15	730
8:30 AM	73	69	64	3	15	62	26	0	30	105	95	3	18	89	13	11	741
8:45 AM	84	83	99	3	21	61	20	U	30	100							
		A liter	ND	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	7	194	510	125	0	244	991	706	34	196	656	158	45	5372
TOTAL VOLUMES :	468	577	461	0.46%	23.40%	61.52%	15.08%	0.00%	12.35%	50.18%	35.75%	1.72%	18.58%	62.18%	14.98%	4.27%	
APPROACH %'s:	30.93%	38.14%	30.47%	0.40%	23.4070	01.52.70	1510070										TOTA
PEAK HR:		- MA 00:80			76	247	81	0	146	397	362	15	103	391	94	35	2819
PEAK HR VOL :	295	310	260	7	76	0.813	0.779	0.000	0.869	0.902	0.953	0.625	0.678	0.835	0.758	0.583	0.951
PEAK HR FACTOR :	0.878	0.934 0.8	0.657	0.583	0.655	0.613		0.000	0.000	0.9	39			0.7	91		
		0.8	10											WECT	POLIND		_
		MODITH	BOUND			SOUTH	BOUND			EASTE	BOUND	_			BOUND	0	
D04	0	0	0	0	0	0	0	0	0	0	0	0	0	0 WT	0 WR	wu	TOTA
PM	0 NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL		23	5	694
4.00 PM		95	44	1	16	94	15	0	22	69	59	7	36	113		16	859
4:00 PM	95	99	66	3	23	92	15	0	28	102	117	12	46	131	16 26	2	933
4:15 PM	93	129	58	1	31	105	9	0	40	116	120	5	50	123	20 22	9	793
4:30 PM	118	98	44	5	21	93	15	0	22	89	100	5	46	124		2	798
4:45 PM	100	107	46	2	21	84	12	0	28	86	73	4	37	138	31	4	909
5:00 PM	127	107	40	4	21			Δ.	27	04	109	4	49	139	20	4	909

			OLULO.			SOUTHE	COLIND			EASIB	DUND			WEDID	001110		
PM	0	NORTHE 0	0 0	0	0	0	0	0	0	0	0 ER	0 EU	0 WL	0 WT	0 WR	WU	TOTAL
FIVE	NL	NT	NR	NU	SL	ST	SR	SU	EL	69	59	7	36	113	23	5	694
4:00 PM	95	95	44	1	16	94	15	0	22	102	117	12	46	131	16	16	859
4:15 PM	93	99	66	3	23	92	15	U [	28		120	5	50	123	26	2	933
4:30 PM	118	129	58	1	31	105	9	0	40	116 89	100	5	46	124	22	9	793
4:45 PM	100	98	44	5	21	93	15	0	22	86	73	4	37	138	31	2	798
5:00 PM	127	107	46	2	21	84	12	0	28	94	109	4	49	139	20	4	909
5:15 PM	135	108	59	1	31	106	13	0	37	84	87	5	52	117	23	4	812
5:30 PM	115	106	28	0	36	117	15	U	23 33	75	88	3	46	116	30	11	765
5:45 PM	115	94	24	3	22	92	13	0	33	75	00	,	,,,				
					61	CT	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL	ST 783	107	0	233	715	753	45	362	1001	191	53	6563
TOTAL VOLUMES:	898	836	369	16	201	783 71.77%	9.81%	0.00%	13.34%	40.95%	43.13%	2.58%	22.53%	62.29%	11.89%_	3.30%	
APPROACH %'s:	42.38%	39.45%	17.41%	0.76%	18.42%	/1.//70	9.0170	0.0070	10,0,1,0								TOTA
PEAK HR:		04:30 PM -			104	200	49	0	127	385	402	18	182	5 <b>2</b> 4	99	17	3433
PEAK HR VOL:	480	442	207	9	104	388	0.817	0.000	0.794	0.830	0.838	0.900	0.910	0.942	0.798	0.472	0.920
PEAK HR FACTOR :	0.889	0.857	0.877	0.450	0.839	0.915 0.9		0.000	0.771	0.8	29			0.9	69		21920
		0.9	30			0.5	04										

Location: Barclay Ave & CR 572/Elgin Blvd/Powell Rd

City: Spring Hill Control: Signalized

Data - Cars

Controll	gridinacu							Data -	Cars								
Г		Barclay A	Δve			Barclay A	Ave		CR 57	72/Elgin Blv	d/Powell Rd		CR 57		d/Powell Ro		
NS/EW Streets:						COLUMN	NI INIO	_		EASTBO	UND			WESTBO	DUND		
		NORTHB	OUND	2	022	SOUTHBO		0	0	0	0	0	0	0	0	0	A SA SESSION
AM	0	0	0	0	0	0	0 SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
/A.I.V.I	NL	NT	NR	NU	SL	ST		0	19	104	75	3	15	50	12	1	515
7:00 AM	36	64	28	0	25	72	11	0	23	213	93	3	26	59	15	4	677
7:15 AM	33	48	62	0	39	55	•	0	27	145	90	4	29	69	12	2	651
7:30 AM	38	70	56	0	29	70	10	0	26	121	83	8	22	77	21	2	646
7:45 AM	57	77	53	0	20	60	19	0	34	108	94	6	26	81	23	5	647
8:00 AM	66	75	40	1	29	45	14	0	40	83	81	2	19	98	30	4	666
8:15 AM	69	78	52	0	11	74	25	0	38	95	90	4	36	114	24	15	706
8:30 AM	70	66	64	3	14	59	14	0	30	105	93	3	18	80	13	11	720
8:45 AM	79	82	96	3	21	60	26	U	30	103	,,,	_					
1132-7-1						CT.	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR	NU	SL	ST	123	0	237	974	699	33	191	628	150	44	5228
TOTAL VOLUMES :	448	560	451	7	188	495	15.26%	0.00%	12.20%	50.13%	35.98%	1.70%	18.85%	61.99%	14.81%	4.34%	
APPROACH %'s:	30.56%	38.20%	30.76%	0.48%	23.33%	61.41%	15,26%	0.0070	12.2070	5011570	-						TOTAL
PEAK HR :		8:00 AM -					70	0	142	391	358	15	99	373	90	35	2739
PEAK HR VOL:	284	301	252	7	75	238	79	0,000	0.888	0.905	0.952	0.625	0.688	0.818	0.750	0.583	0.951
PEAK HR FACTOR :	0.899	0.918	0.656	0.583	0.647	0.804	0.760	0.000 1	0.000	0.93				0.79	900		01301
		0.81	12			0.89	1										
						SOUTH	OUND			EASTB	OUND			WESTE			
Province 1		NORTH		_		0	0	0	0	0	0	0	0	0	0	0	
PM	0	0	0	0	0		SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR	NU	SL	ST 92	15	0	22	68	58	7	35	109	23	5	683
4:00 PM	93	95	44	1	16		15	0	27	95	113	12	46	125	16	16	838
4:15 PM	92	98	66	3	23	91	7	ő	37	114	117	5	49	123	26	2	919
4:30 PM	118	127	58	1	30	105 92	15	0	22	83	99	5	45	123	22	9	781
4:45 PM	98	98	44	5	21		12	0	28	84	73	4	37	135	31	2	790
5:00 PM	127	105	46	2	20	84	12	D	37	89	106	4	49	138	20	4	892
5:15 PM	133	105	59	1	30	105		0	22	81	86	5	52	115	22	4	800
5:30 PM	115	105	28	0	36	114	15 13	0	32	74	87	3	46	115	30	11	759
5:45 PM	115	94	24	3	21	91	13	U	32								
					CI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL		104	0	227	688	739	45	359	983	190	53	6462
TOTAL VOLUMES :	891	827	369	16	197	774	9.67%	0.00%		40.49%	43.50%	2.65%	22.65%	62.02%	11.99%	3.34%	
APPROACH %'s !	42.37%	39.32%	17.55%	0.76%	18.33%	72.00%	9.07%	0.0070	15,5076	10.12.70							TOTA
PEAK HR:		04:30 PM				206	46	0	124	370	395	18	180	519	99	17	3382
PEAK HR VOL:	476	435	207	9	101	386	46	0.000	0.838	0.811	0.844	0.900	0.918	0.940	0.798	0.472	0.920
PEAK HR FACTOR :	0.895	0.856	0.877	0.450	0.842	0.919	0.767	0.000	0.036	0.81		3.7.7.		0.9	66		0.720
		0.9	927			0.9	06			0.0	<u> </u>						

Location: Barclay Ave & CR 572/Elgin Blvd/Powell Rd

City: Spring Hill Control: Signalized

Data	-	H	T
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_	_					Barclay	Ave		CR 5	72/Elgin Blv	vd/Powell Re	d	CR 5	72/Elgin Blv	vd/Poweli Ro	1	
NS/EW Streets:	0	NORTHB 0		0 NU	0 SL	SOUTHB 0 ST		0 SU	0 EL	EASTBO 0 ET		O EU	0 WL	WESTB 0 WT 0	OUND 0 WR 0	0 WU 0	TOTA 13
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	NL 2 3 1 3 2 1 3	NT 0 4 2 2 3 2 3 1	0 1 1 0 3 2 0 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 2 0 0 0 0 1	0 1 5 0 3 2 3 1	0 0 0 0 0 0 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 1 0 2 2 2	2 2 2 2 3 1	1 1 0 1 0 1 2	0 1 0 0 0 0 0 0	0 0 1 2 0 2	4 1 5 2 4 3 9	1 2 1 0 1 3 0	0 0 1 0 0 0	19 16 16 18 17 24 21
TOTAL VOLUMES :	NL 20 42.55%	NT 17 36.17%	NR 10 21.28%	NU 0 0.00%	SL 6 26.09%	ST 15 65.22%	SR 2 8.70%	SU 0 0.00%	EL 7 21.88%	ET 17 53.13%	ER 7 21.88%	EU 1 3.13%	WL 5 11.90%	WT 28 66.67%	WR 8 19.05%	WU 1 2.38%	TOT 14
APPROACH %'S : PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	11 0.550	08:00 AM - 9 0.750 0.7	09:00 AM 8 0.667	0.000	1 0.250	9 0.750 0.5	2 0.250 00	0 0.000	4 0.500	6 0.500 0.7	4 0.500 00	0 0.000	4 0.500	18 0.500 0.7	0.333 22	0.000	0.83
		0.7	7.5							EACTI	ROUND			WEST	BOUND		

										EASTBO	OLIND	1		WESTB	OUND		
DNA		NORTHB	OUND	0	0	SOUTHB 0	OND 0	0	0	0	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTA
PM	O NL	NT	NR	NU	SL	ST	SR	SU	EL O	ET	1	0	1	4	0	0	11
4:00 PM	2	0	0	0	0	2	0	0	1	7	4	0	0	6	0	0	21 14
4:15 PM	1	1	0	0	0	1	2	0	3	2	3	0	1	0	0	0	12
4:30 PM	0	2	0	0	0	1	0	0	0	6	1	0	0	3	0	0	8
4:45 PM	2	0	0	0	1	0	0	0	0	2	0	0	Ü	1	0	0	17
5:00 PM	0	2	0	0	î	1	1	0	0	5	3 1	0	n	2	1	0	12
5:15 PM	0	1	ő	ŏ	0	3	0	0	1		1	0	Ö	1	0	0	6
5:30 PM 5:45 PM	0	Ô	Ö	0	1	1	0	U	1	1							TOT
5. 15						CT	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT/ 10
	NL	NT	NR	NU	SL	0	3	0	6	27	14	0	3	18 81.82%	4.55%	0.00%	
TOTAL VOLUMES :	7	9	0	0.00%	25.00%	56.25%	18.75%	0.00%	12.77%	57.45%	29.79%	0.00%	13.64%	81.8270	4.3370	0.00.70	TOT
APPROACH %'s :	43.75%	56.25% 04:30 PM -	0.00%	0.0070	2.3.00 10	5012211					_	_	2	5	Ö	0	51
PEAK HR:		04:30 PM -	05:30 PM	0	3	2	3	0	3	15	/ 0 FD3	0.000	0.500	0.417	0.000	0.000	0.75
PEAK HR VOL:	0.500	0.583	0.000	0.000	0.750	0.500	0.375	0.000	0.250	0.625 0.7	0.583	0.000	0.500	0.5			0.75
PEAK HR FACTOR	0.500	0.565		5,550	9)	0.6	67			0.7	0.1			1100			

Location: Barclay Ave & CR 572/Elgin Blvd/Powell Rd

City: Spring Hill Control: Signalized

PEAK HR:

TOTAL VOLUMES :

PEAK HR FACTOR :

APPROACH %'s:

PEAK HR VOL:

NL

0

0.000

75.00%

NT

25.00%

0

0.000

04:30 PM - 05:30 PM

Project ID: 22-120150-002 Date: 3/29/2022

TOTAL

8

TOTAL

2

0.500

WU

0

0.000

WR

0

0

0.000

WL

0

0.000

EU

1

0.250

0.00% 100.00%

ER

0

0.000

0.250

ET

0

0.000

0.00%

EL

0

0.000

0.00%

WT

0

0.000

Control: Si	ignalized							Data -	Bikes								
, , , , ,		Barclay	, Avo			Barclay				72/Elgin B	lvd/Powell R	t	CR .		lvd/Powell I	Rd	
NS/EW Streets:							201110			FASTE	BOUND			WEST	BOUND		
		NORTH	BOUND		4400	SOUTH		0	0	0	0	0	0	0	0	0	
AM	0	0	0	0	0	0	0 SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
LAULE.	NL	NT	NR	NU	SL	ST 0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	ñ	Ö	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	n	0	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	ő	ň	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	Ô	0	Õ	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	U	U	Ū								l mor
O1 12 1/1/11							CD	CII	EL	ET	ER	EU	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL	ST	SR D	SU	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	U	U	0.00%	0.00%	100.00%	0.00%					
APPROACH %'s:									0.0070								TOT
PEAK HR :		08:00 AM	- 09:00 AM				^	0	0	0	1	0	0	0	0	0	1
PEAK HR VOL :	0	0	0	0	0	0	0	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.25
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		250						
PEARCHICITE																	
						COLUM	HBOUND			EAST	BOUND				BOUND	-	
		NORT	HBOUND	_		0	0	0	0	0	0	0	0	0	0	0	тот
PM	0	0	0	0	0	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	101
	NL	NT	NR	NU	SL		0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	1	1	Ö	0	0	0	0	0	0	0	6
4:00 PM					- (1	U	-	-	0	0	0	0	0	0	0	U	1
4:00 PM 4:15 PM	3	1	U	0	_		Λ	1	L U	U	U			Ξ	_		
	3	1 0	0	0	0	0	0	1	0	0	0	Ö	Ö	0	0	0	-
4:15 PM	3	1 0 0	0	0	0	0	0	0		0	0	0	0	0	0	0	-
4:15 PM 4:30 PM 4:45 PM	3 0 0	1 0 0	0	0	0 0	0	0	0	0		0 0	0 0 1	0	0	0	0	C
4:15 PM 4:30 PM 4:45 PM 5:00 PM	3 0 0 0	1 0 0 0		0 0 0 0	0 0 0	0	0	0	0	0	0 0 0	0 0 1 0	0 0 0 0	0 0	0 0 0	0 0 0	1
4:15 PM 4:30 PM 4:45 PM	3 0 0 0	1 0 0 0 0 0		0	0 0	0	0	0	0	0	0 0 0 0	1	0	0	0	0	0 0 1 0

SU 2

66.67%

0.250

SR

1

0

0.000

0.250

33.33%

ST

0

0.000

0.00%

SL

0

0

0.000

0.00%

NU

0

0.000

0.00%

NR

0

0

0.000

0.00%

Location: Barclay Ave & CR 572/Elgin Blvd/Powell Rd
City: Spring Hill **Project ID:** 22-120150-002 Date: 3/29/2022

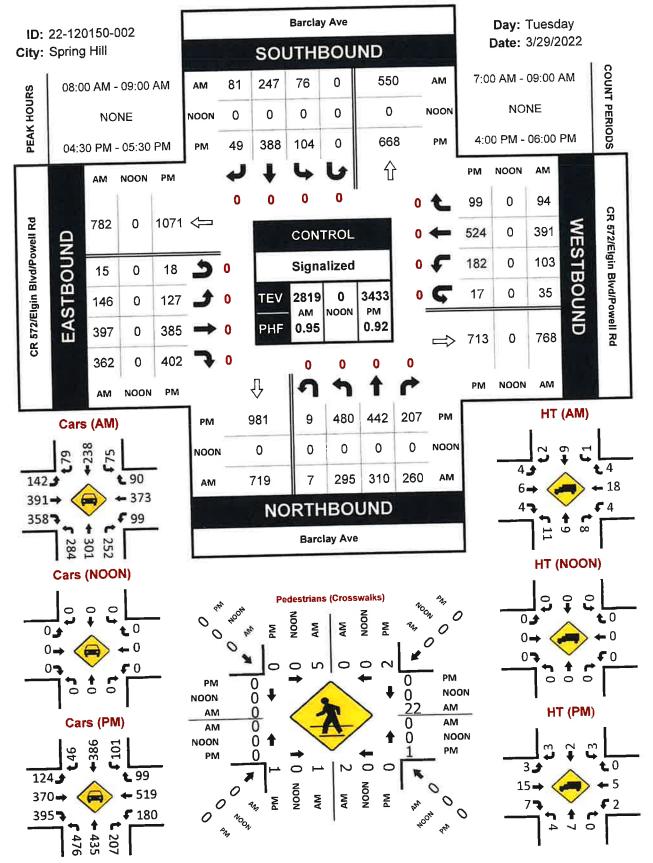
## Data - Pedestrians (Crosswalks)

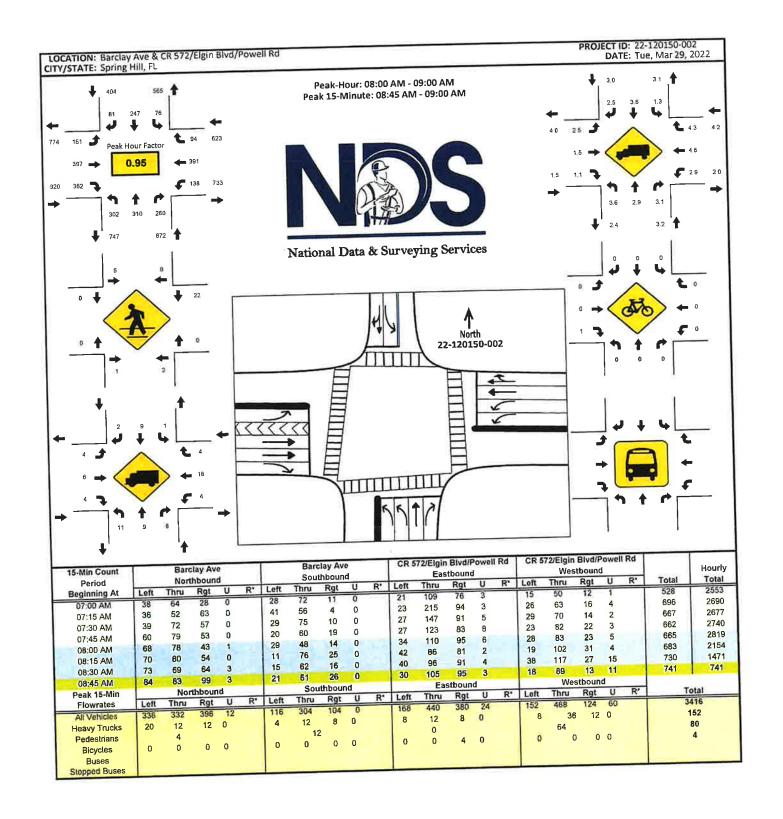
NG /FW Streets	Barclay		Barclay		ns (Cros CR 572/Elgin	Blvd/Powell	CR 5/2/Eigili	d	
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	NORTH EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		SOUTH EB 0 0 0 0 0 1 0 0		0 0 0 0 0 0 0 0		WEST NB 0 0 0 0 0 0 0 0 0 0 0 0	SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTAL 0 0 1 0 1 2 8 19
TOTAL VOLUMES :	EB 5	WB 0 0.00%	EB 1 25.00%	WB 3 75.00%	NB 0 0,00%	SB 22 100.00%	NB 0	SB 0	TOTA 31
PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	100.00% 08:00 AM - 5 0.417	09:00 AM 0	1 0.250	2 0.500 750	0 0	22 0.344 .344	0	0	30 0.395

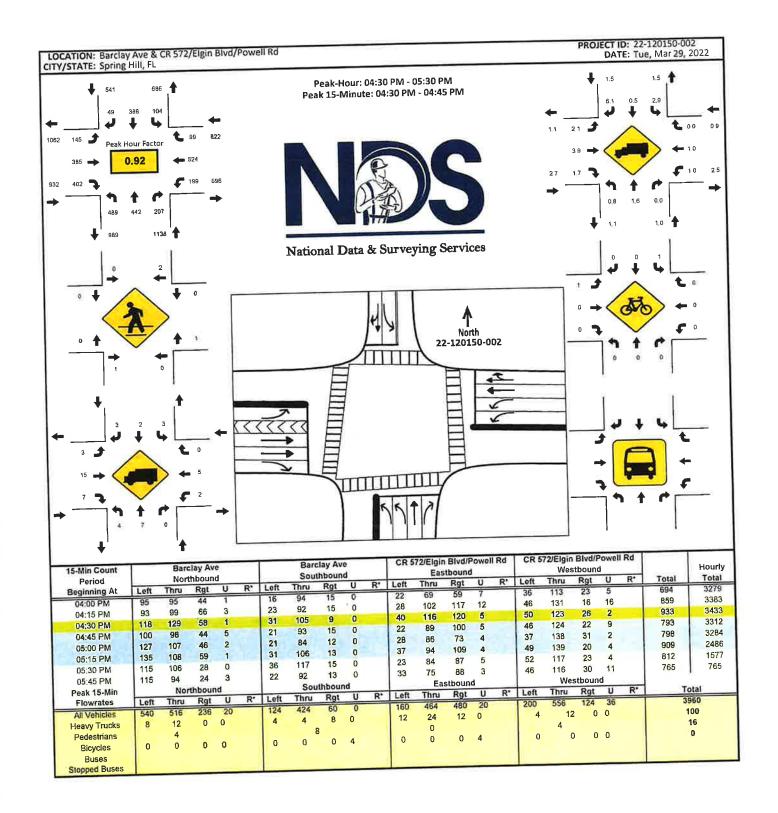
			SOUTH	LEG	EAST	LEG	WEST		TOTAL
PM	NORTH EB	H LEG WB	EB	WB	NB	SB 0	NB	SB 0	TOTAL 12
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 1 0 0 0 0	0 42 2 0 0 0 0	0 0 1 0 0 0 0	0 0 0 0 0 0	12 90 1 0 0 0 0	0 1 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	134 4 0 0 0 0 0
TOTAL VOLUMES :	EB 1	WB 44	EB 1 100.00%	WB 0 0.00%	NB 103 99.04%	SB 1 0.96%	NB 0	SB 0	TOTA 150
APPROACH %'s : PEAK HR :	2.22% 04:30 PM	97.78% - <b>05:30 PM</b>	1	0	1	0	0	0	TOTA 4
PEAK HR VOL : PEAK HR FACTOR :	U	0.250 250	0.250	250	0.250 0.2	250			0.250

## Barclay Ave & CR 572/Elgin Blvd/Powell Rd

### Peak Hour Turning Movement Count









Site Code:

21-120202-001

Date:

05/19/2021

Weather:

Sunny

City:

**Spring Hill** 

County:

Hernando

**Count Times:** 

07:00 - 09:00

16:00 - 18:00

Control:

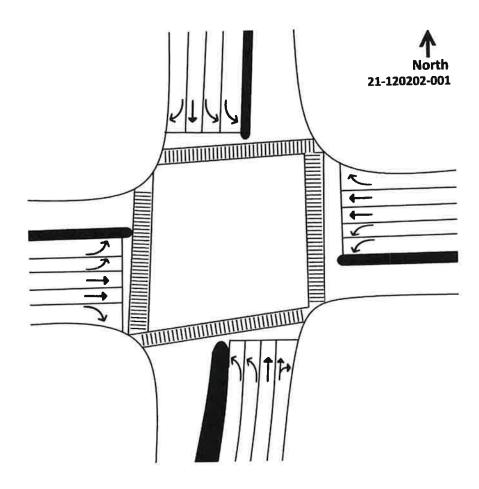
Signalized

#### SIGNAL TIMING

1	2	3
00:19	00:21	00:22
00:19	00:16	00:15
00:22	00:23	00:23
00:25	00:25	00:26
00:41	00:41	00:39
00:26	00:26	00:27
	00:19 00:22 00:25 00:41	00:19 00:21 00:19 00:16 00:22 00:23 00:25 00:25 00:41 00:41



N/S Street: Anderson Snow Rd/Barclay Ave



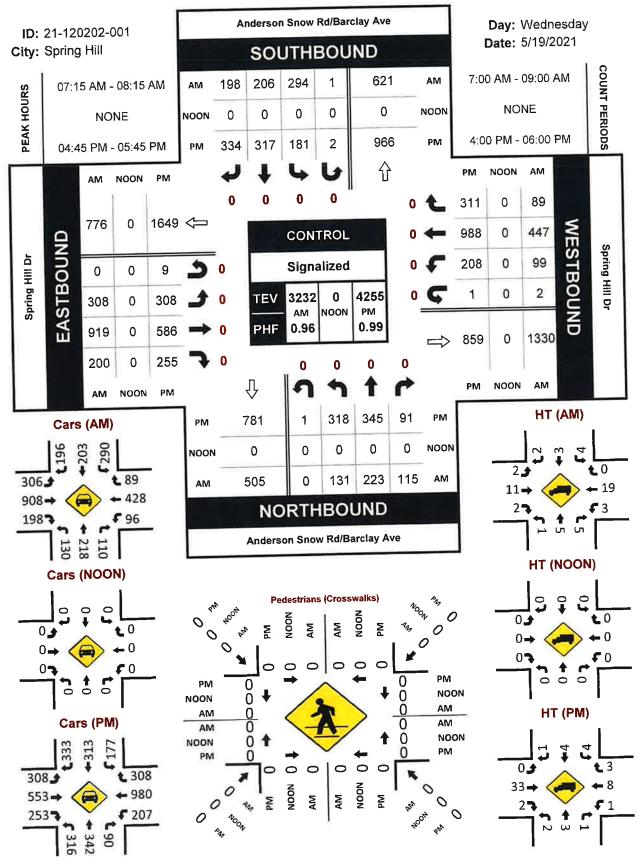
E/W Street: Spring Hill Dr

Speed: 50 MPH

Speed: 40 MPH

## Anderson Snow Rd/Barclay Ave & Spring Hill Dr

### Peak Hour Turning Movement Count



Location: Anderson Snow Rd/Barclay Ave & Spring Hill Dr

City: Spring Hill Control: Signalized

Project ID: 21-120202-001 Date: 5/19/2021

Control: Sig	gnalized							)ata - ˈ	Total								
	Andore	on Snow Pr	J/Barclay A	le l	Anders	on Snow Ro	l/Barclay Av	/e		Spring Hi	ill Dr			Spring Hi			
NS/EW Streets:	Anders									EASTBO	DUND			WESTBO	UND		
		NORTHBO				SOUTHBO 0	0	0	0	0	0	0	0	0	0	0	TOTAL
AM	0	0	0	0 NU	0 SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL 655
	NL.	NT	NR	0	69	70	29	0	45	192	40	0	15	78	14	0	830
7:00 AM	35	40	28 32	0	93	69	48	0	78	284	61	0	16	79	14 24	2	822
7:15 AM	22	34	29	0	56	50	46	1	66	233	39	0	39	134 101	22	ő	839
7:30 AM	28	75	27	0	77	57	56	0	94	228	55	0	25	133	29	0	741
7:45 AM	36	61 53	27	Ö	68	30	48	0	70	174	45	0	19	100	24	0	725
8:00 AM	45	53	19	0	57	56	38	0	78	183	49	0	33	151	32	1	821
8:15 AM	35	83	18	0	38	56	59	0	94	162	54	0	38 28	97	32	ō	788
8:30 AM	35 31	56	15	ŏ	64	58	98	0	129	133	44	3	28	37	JZ	ŭ	, 00
8:45 AM	31	30	13									FII 1	WL	WT	WR	wu	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	213	873	191	3	6221
	267	455	195	0	522	446	422	1	654	1589	387	3 0.11%	16.64%	68.20%	14.92%	0.23%	
TOTAL VOLUMES : APPROACH %'s :	29.12%	49.62%	21.26%	0.00%	37.53%	32.06%	30.34%	0.07%	24.84%	60.35%	14.70%	0.1170	10.0470	00,2070			TOTA
PEAK HR:		7:15 AM						8		04.0	200	0	99	447	89	2	3232
PEAK HR VOL :	131	223	115	0	294	206	198	1	308	919	0.820	0.000	0.635	0.834	0.767	0.250	0.96
PEAK HR FACTOR :	0.728	0.743	0.898	0.000	0.790	0.746	0.884	0.250	0.819	0.809		0.000	0.055	0.80			0.90
PEAR TIK FACTOR	01720	0.88				0.83	2			0.0	13						
										EASTB	OUND	1		WESTB	OUND		
		NORTH	BOUND			SOUTH			0	0	0	0	0	0	0	0	
PM	0	0	0	0	0	0	0	0	EL	ET	ER	EU	WL	WT	WR	WU	TOT
1 10	NL	NT	NR	NU	SL	ST	SR	SU 1	106	109	51	1	56	217	65	0	977
4:00 PM	67	95	26	0	47	60	76	2	69	111	47	4	45	211	53	1	978
4:15 PM	73	79	20	0	44	96	123 110	1	71	134	39	0	41	233	68	1	104
4:30 PM	91	105	18	0	45	91 83	69	Ô	82	156	63	2	46	249	71	0	105
4:45 PM	72	89	25	1	48	82	81	1	73	158	63	2	49	243	69	0	106
5:00 PM	88	79	25	0	54	80	94	Ô	71	154	71	3	53	250	72	1	106
5:15 PM	75	88	15	0	34	72	90	1	82	118	58	2	60	246	99	0	107 100
5:30 PM	83	89	26	0	45	80	78	4	63	125	67	5	55	207	67	0	100
5:45 PM	88	99	26	1	44	60	70										707
			AID.	NILL	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU 3	TO1
	NL.	NT	NR	NU 2	361	644	721	10	617	1065	459	19	405	1856	564	0.11%	
TOTAL VOLUMES:	637	723	181	0.13%		37.10%	41.53%	0.58%	28.56%	49.31%	21.25%	0.88%	14.32%	65.63%	19.94%	0.11%	TO
APPROACH %'s:	41.28%	46.86%	11.73% 05:45 PM	0.1370	20.7370	3712070	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,							***	244	1	425
PEAK HR :		04:45 PM -	The second second		4	247	334	2	308	586	255	9	208	988	311		li .
		245	01	1	1 191	517											
PEAK HR VOL : PEAK HR FACTOR :	318 0.903	345 0.969	91 0.875	0.250	181 0.838	317 0.955	0.888	0.500	0.939	0.927	0.898	0.750	0.867	0.988	0.785	0.250	0.9

Location: Anderson Snow Rd/Barclay Ave & Spring Hill Dr

City: Spring Hill Control: Signalized Project ID: 21-120202-001 Date: 5/19/2021

#### Data - Cars

	Ander	con Snow P	d/Barclay A	ve	Anders	son Snow R	d/Barclay A	ve		Spring H	IIII Dr			Spring H	lill Dr		
NS/EW Streets:	Anders	SUIT SHOW IN	a) Dai City 7							EASTBO	CIMIC			WESTB	OUND		
		NORTHE	BOUND			SOUTHB	OUND		•	CASIB	סאוטכ	0	0	0	0	0	
AM	0	0	0	0	0	0	0	0	0	EL	ER	EU	WL	WT	WR	WU	TOTAL
Aivi	NL	NT	NR	0 NU	SL	ST	SR	SU	EL	188	40	0	15	76	14	0	640
7:00 AM	35	38	26	0	68	68	28	0	44	283	60	ŏ	15	73	14	0	817
7:15 AM	22	33	31	0	93	68	47	0	78	229	39	ň	39	128	24	2	806
7:30 AM	28	74	29	0	54	48	45	1	66	229	54	0	23	99	22	0	824
7:45 AM	35	59	25	0	77	57	56	0	93	172	45	0	19	128	29	0	728
8:00 AM	45	52	25	0	66	30	48	0	69		47	ň	30	97	23	0	704
8:15 AM	32	52 51	19	0	56	54	37	0	78	180	52	ŏ	35	146	30	1	799
8:30 AM	34	80	18	0	37	55	57	0	94	160 132	43	3	27	95	32	0	762
8:45 AM	31	50	14	0	63	56	97	0	119	132	73	,	_,				
0.45 24.5	-							-		-	ER	EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET.	380	2	203	842	188	3	6080
TOTAL VOLUMES:	262	437	187	0	514	436	415	1	641	1568 60.49%	14.66%	0.12%	16.42%	68.12%	15.21%	0.24%	
APPROACH %'s:	29.57%	49.32%	21.11%	0.00%	37.63%	31.92%	30.38%	0.07%	24.73%	00,4970	14.00%	0.12.70	2011210				TOTA
PEAK HR :		07:15 AM -	08:15 AM		,				705	908	198	0	96	428	89	2	3175
PEAK HR VOL :	130	218	110	0	290	203	196	1	306	0.802	0.825	0.000	0.615	0.836	0.767	0.250	0.963
EAK HR FACTOR :	0.722	0.736	0.887	0.000	0.780	0.746	0.875	0.250	0.823	0.802		0.000	0.011	0.7	97		0.503
EMIC INC. MOTOR.		0.8	74			0.8	29			0.0	50						
										EACTE	BOUND			WEST	BOUND		
		NORTH	IBOUND			SOUTH	BOUND			CAST	0	0	0	0	0	0	
DAA		0	0	0	0	0	0	0	0	0			14/1	WIT	WR	WH	TOTA

		0.87	1														
4:00 PM 4:15 PM 4:30 PM	0 NL 66 72 91	NORTHE 0 NT 92 78 104	BOUND 0 NR 26 20 17	0 NU 0 0	0 SL 47 42 45	SOUTHB 0 ST 59 92 90	0 SR 76 115 110	0 SU 1 2	0 EL 104 69 71 82	EASTBO 0 ET 108 108 131 146	OUND 0 ER 51 47 37 63	0 EU 1 4 0	0 WL 55 44 40 45	WESTB 0 WT 216 210 232 247	OUND 0 WR 64 53 68 70	0 WU 0 1 1 0	707/ 966 957 103/ 103/
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	72 86 75 83 87	88 78 87 89 99	25 25 14 26 26	1 0 0 0 1	46 54 32 45 44	81 79 72 80	68 81 94 90 78	1 0 1 4	73 71 82 63	147 145 115 120	63 71 56 65	2 3 2 5	49 53 60 55	240 249 244 206	68 72 98 67	0 1 0 0	104 104 106 100
TOTAL VOLUMES :	NL 632 41.36%	NT 715 46.79%	NR 179 11.71%	NU 2 0.13%	SL 355 20.75%	ST 634 37.05%	SR 712 41.61%	SU 10 0.58%	EL 615 29.19%	ET 1020 48.41%	ER 453 21.50%	EU 19 0.90%	WL 401 14.28%	1844 65.67%	560 19.94%	3 0.11%	815 TOT
PEAK HR:		04:45 PM -			4.77	247	333	7	308	553	253	9	207	980	308	1	419
PEAK HR VOL : PEAK HR FACTOR :	316 0.919	342 0.961 0.9	90 0.865 46	0.250	177 0.819	313 0.966 0.9	0.886	0.500	0.939	0.940	0.891	0.750	0.863	0.984 0.9	0.786 30	0.250	0.98

Location: Anderson Snow Rd/Barclay Ave & Spring Hill Dr

City: Spring Hill Control: Signalized Project ID: 21-120202-001 Date: 5/19/2021

#### Data - HT

. 1		Capy B	d/Barclay A	(B	Anders	on Snow R	d/Barclay A	ve		Spring H	ill Dr			Spring H			
AM	0 NL	NORTHB 0 NT		0	0 SL	SOUTHB 0 ST		0 SU	0 EL 1	EASTBO 0 ET 4	OUND O ER O	0 EU 0	0 WL 0	WESTB 0 WT 2	OUND 0 WR 0	0 WU	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 1 0 3 1	2 1 1 2 1 2 3 6	2 1 0 2 2 0 0	0 0 0 0 0 0 0 0 0	1 0 2 0 2 1 1 1	1 2 0 0 2 1 2	1 1 0 0 1 2	0 0 0 0 0 0	0 0 1 1 0 0 0	1 4 4 2 3 2 1	1 0 1 0 2 2 1	0 0 0 0 0 0	1 0 2 0 3 3 1	6 6 2 5 3 5 2	0 0 0 1 2 0	0 0 0 0 0	13 16 15 13 21 22 26
TOTAL VOLUMES :	NL 5 16.13%	NT 18 58.06%	NR 8 25.81%	NU 0 0.00%	SL 8 32.00%	ST 10 40.00%	SR 7 28.00%	SU 0 0.00%	EL 13 31.71%	ET 21 51.22%	ER 7 17.07%	EU 0 0.00%	WL 10 22.73%	WT 31 70.45%	WR 3 6.82%	WU 0 0.00%	TOT/ 141
PEAK HR :  PEAK HR VOL :  PEAK HR FACTOR :	1 0.250	07:15 AM - 5 0.625 0.51	08:15 AM 5 0.625	0.000	4 0.500	3 0.375 0.49	2 0.500 50	0 0.000	2 0.500	11 0.688 0.6	2 0.500 25	0 0.000	3 0.3 <b>7</b> 5	19 0.792 0.7	0 0.000 86	0 0.000	57 0.89

		0.55								F1CTD/	OUND.			WESTB	OUND		
		NORTHE	BOUND		•	SOUTHB	OUND	0	0	EASTBO 0	0	0	0	0	0 WR	0 WU	TOTA
PM	0	0	NR.	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	1	0	11
	NL	NT		0	0	1	0	0	2	1	0	0	1	1	Ô	ň	21
4:00 PM	1	3	0	0	2	ā	8	0	0	3	0	0	1	1	0	0	40
4:15 PM	1	1	Ü	0	2	1	ň	0	0	3	2	0	1,	1	U I	0	20
4:30 PM	0	1	1	0	0	2	1	0	0	10	0	0	1			0	19
4:45 PM	0	1	0	0	2	1	0	0	0	11	0	0	0	3	1	0	15
5:00 PM	2	1	0	0	U	1	0	0	0	9	0	0	0	1	Ü	0	13
5:15 PM	0	1	1	0	2	1	0	ň	Ŏ	3	2	0	0	2	1	U	o o
5:30 PM	0	0	0	0	U	0	0	ň	Ď	5	2	0	0	1	0	U	9
5:45 PM	1	0	0	0	0	U	U	0	v				L			7707	707
						CT	SR	SU	EL	FT	ER	EU	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL	ST	214	50	2	45	6	0	4	12	4	0	11
TOTAL VOLUMES :	5	8	2	0	6	10	36 0006	0.00%	3.77%	84.91%	11.32%	0.00%	20.00%	60.00%	20.00%	0.00%	
APPROACH %'s:	33.33%	53.33%	13.33%	0.00%	24.00%	40.00%	36.00%	0.0070	3.7770	0.112272							TOT
PEAK HR :		04:45 PM -	05:45 PM					0	0	33	2	0	1	8	3	0	62
PEAK HR VOL :	2	3	1	0	4	4	7 JE0	0.000	0.000	0.750	0.250	0.000	0.250	0.667	0.750	0.000	0.7
PEAK HR FACTOR :	0.250	0.750	0.250	0.000	0.500	0.500	0.250	0.000	0.000	0.75				0.7	50		
- LANCING INC.		0.5	00			0.4	50			0							

Location: Anderson Snow Rd/Barclay Ave & Spring Hill Dr

City: Spring Hill Control: Signalized

- Rikes

Project ID: 21-120202-001

Date: 5/19/2021

Control: Si	gnalized							Data -	Bikes								ĺ
NS/EW Streets:	Ande	erson Snow I	Rd/Barclay /	Ave	Ander	son Snow	Rd/Barclay I	Ave		Spring H				Spring I			
AM	0 NL	NORTH 0 NT		0 NU	0 SL	SOUTH 0 ST	BOUND 0 SR	0 SU	O EL	0 ET	0 ER 0	O EU O	0 WL	0 WT 0	0 WR	0 WU 0	TOTAL 0
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 1
8:45 AM TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 1 100.00%	ET 0 0.00%	ER 0 0.00%	EU 0 0.00%	WL 0	WT 0	WR 0	WU 0	TOTA
APPROACH %'S: PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	0.000	07:15 AM 0 0.000	- 08:15 AM 0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0.000	0 0.000	0 0.000	0 0.000	0.000	0.000	0.000	0.000	0

	NORTHB	GOUND				econol)			LASTE	OUND				^	Λ	
		A	0	0	SOUTH 0	0	0	0	0	0	0 EU	WL	WT	0 WR	wu	TOTA
L 1	VT	NR.	NU	SL	ST	SR	SU	EL	ET	ER	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	ŏ	ň	0	1	0	0	1
3	ň	0	0	0	0	0	0	. 0	0	Ö	n	0	0	0	0	0
	0	ň	o l	0	0	0	0	O	Ü	0	0	ñ	1	0	0	1
	0	0	0	0	0	0	0	0	0	0		n	1	0	0	1
	0	0	0	0	0	0	0	0	O .	Ü		ň	ō	0	0	0
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3	0	u 0		ő	Ō	0	0	0	0	Ü	0	0	ñ	ō	0	0
)	0	-	-	ň	ñ	0	0	0	0	0	U	U	U			
0	0	U	U	U	•							1441	WIT	WD	WU	TOT
	-		AUT	CI	ST	SR	SU	EL	ET	ER		WL	77 1	0	0	3
IL I	NT		2.000000	O.	0	n	0	0	0	0	0	0 000/	100 00%	0.00%	0.00%	_
0	0	Ü	Ü	U	J.		1.00.0					0.00%	100.00%	0.00 /0	2.30 /0	TOT
04:	45 DM -	05:45 PM									0	۱ ،	7	0	0	2
04.	43 FM	03.45111		0	0	0	0	0	0		1000		0.500	0.000	0.000	0.50
on O.	.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000			5	0.50
0	L )	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

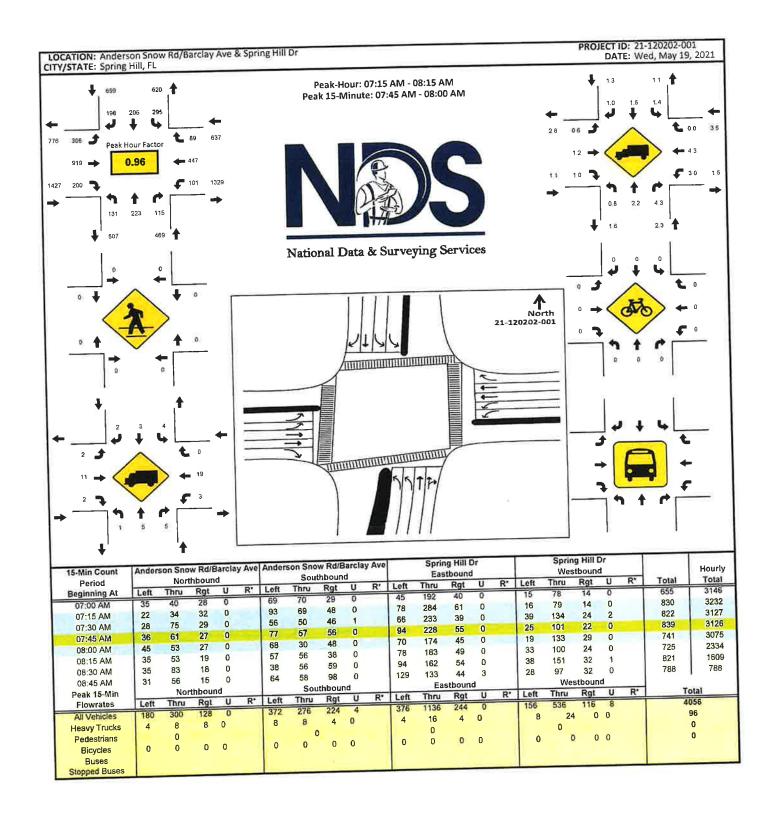
Location: Anderson Snow Rd/Barclay Ave & Spring Hill Dr Count
City: Spring Hill

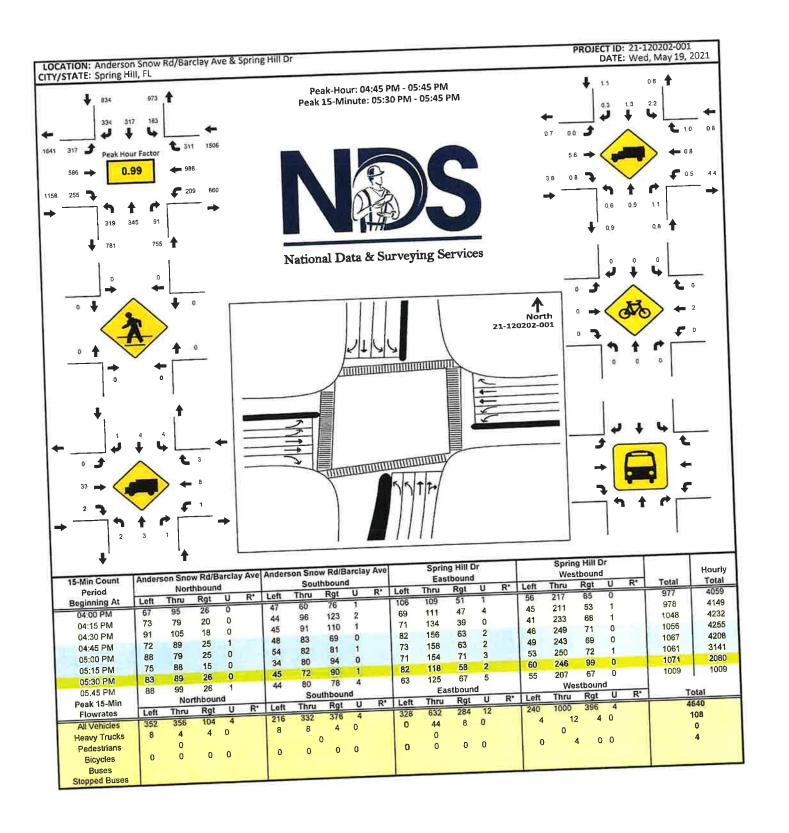
Project ID: 21-120202-001 Date: 5/19/2021

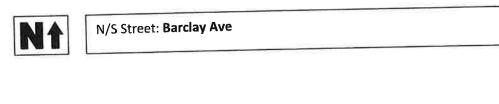
Data - Pedestrians (Crosswalks)

NS/EW Streets:			Anderson Sno	ow Rd/Barclay ve	Spring	Hill Dr	Spring		
	NORTI			'H LEG		LEG	WEST NB	r leg Sb	TOTAL
AM	EB	WB	EB	WB	NB	SB	ND	0	0
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
TOTAL VOLUMES :	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 0
PEAK HR: PEAK HR VOL: PEAK HR FACTOR:	<b>07:15 AM</b>	<b>- 08:15 AM</b>	0	0	0	0	0	0	0

	NORT	HIFG	SOUT	H LEG		r LEG		T LEG SB	TOTAL
PM	EB	WB	EB	WB	NB	SB	NB	3D	0
	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	ñ	0	0	0	0	0	0
4:15 PM	0	0	ň	0	0	0	0	4	4
4:30 PM	U	0	Ô	0	0	0	0	0	0
4:45 PM	0	0	0	Ö	0	0	0	0	0
5:00 PM	0	0	0	0	o o	0	0	0	0
5:15 PM	0	0	0	0	n	0	0	0	0
5:30 PM	0	0	U	0	ň	1	0	0	1
5:45 PM	0	0	Ü	U	0	•			
			- FD	MD	NB	SB	NB	SB	TOTA
	EB	WB	EB	WB	140	1	0	4	5
TOTAL VOLUMES :	0	0	0	U	0.00%	100.00%	0.00%	100.00%	
APPROACH %'s :					0.00%	100.0070	0.007.0		TOTA
PEAK HR:	04:45 PM	- 05:45 PM		0	0	0	0	0	0
PEAK HR VOL:	0	0	U	U	1 0	J			
PEAK HR FACTOR					1				









Site Code:

19-3836-002

Date:

12/18/2019

Weather:

Sunny

City:

Spring Hill

County:

Hernando

Count Times:

07:00 - 09:00

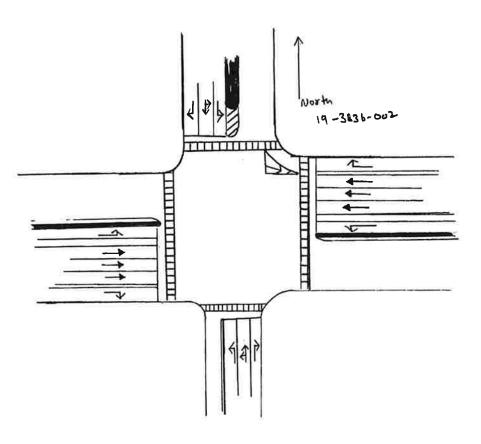
16:00 - 18:00

Control:

Signalized

#### SIGNAL TIMING

PHASES	1	2	3
SL/ST	00:19	00:20	00:20
NL/NT	00:34	00:35	00:34
WL/WT	00:29	00:28	00:28
WT/ET	00:40	00:39	00:39
ET/EL	00:27	00:29	00:28



E/W Street: Cortez Blvd

Speed: 40 MPH

Speed: 55 MPH

## Location: Barclay Ave & Cortez Blvd Intersection Turning Movement Count Project ID: 19-03836-002

City: Spring Hill Control: Signalized Date: 12/18/2019

#### Total

NS/EW Streets:		Barclay	Ave			Barclay	Ave			Cortez	Blvd			Cortez	Blvd		
AM	0 NL	NORTHE 0 NT		0 NU	0 SL	SOUTHB 0 ST	OUND 0 SR	0 SU	0 EL	EASTB 0 ET	0 ER	0 EU	0 WL	WESTB 0 WT 143	OUND O WR	0 WU	TOTAL 569
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	60 84 80 107 92 97 82 123	5 2 4 4 9 8 7 8	39 43 57 59 69 52 47 42	0 0 0 0 0 0	13 12 25 24 23 20 27 19	5 4 9 8 5 8 9	12 17 19 19 25 28 24 35	0 0 0 0 0 0	3 4 8 11 9 15 11	221 272 275 307 230 258 237 248	52 76 81 81 62 69 66 71	0 0 1 0 0 0	10 14 17 21 26 36 39 25	166 212 219 259 243 275 264	7 6 5 6 12 14 12	2 2 4 2 2 6 3	703 795 870 817 848 844 866
TOTAL VOLUMES :	NL 725 61.44%	NT 47 3.98%	NR 408 34.58%	NU 0 0.00%	SL 163 41.27%	ST 53 13.42%	SR 179 45.32%	SU 0 0.00%	EL 72 2.69%	ET 2048 76.45%	ER 558 20.83%	EU 1 0.04%	WL 188 9.14%	WT 1781 86.54%	WR 66 3.21%	WU 23 1.12%	TOTAL 6312
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	378 0.883	28 0.778	227 0.822	0.000	94 0.870	30 0.833 0.9	96 0.857 17	0 0.000	46 0.767	1032 0.840 0.8	278 0,858 48	1 0.250	122 0.782	996 0.905 0.8	37 0.661 <b>75</b>	14 0.583	3379 0.971
		0.9	31			0.5	17								OUND		_

						SOUTHE	CUMD			EASTB	OUND			WESTB	OUND	8	
		NORTHE	BOUND			SUUTHE	OUND		0	0	0	0	0	0	0	0	
PM	0	0	0	0	0	0	Ü	cu.	61	ET	ER	EU	WL	WT	WR	WU	TOTA
U.S. MAN	NL	NT	NR	NU	SL	ST	SR	SU	40	306	118	1	40	348	32	9	1106
4:00 PM	114	10	21	0	21	15	31	0	140,270	322	122	1	39	351	28	1	1067
4:15 PM	89	9	21	0	14	6	37	0	27	308	136	ō	50	339	28	2	1083
4:30 PM	90	21	21	0	16	10	27	0	35		112	0	34	307	25	0	1014
4:45 PM	91	12	18	0	18	12	28	0	39	318	128	0	42	351	26	2	1076
5:00 PM	117	11	34	0	15	13	33	0	22	282	125	1	38	364	24	3	1086
5:15 PM	104	14	24	0	14	15	29	0	26	305		1	30	300	12	ž	104
5:30 PM	131	11	20	0	22	7	25	0	29	310	142	1	26	297	22	1 1	913
5:45 PM	128	10	16	0	14	15	29	0	25	225	105	U	20	237	22	- 1	
3,73 (11)	120	10											144	WT	WR	wu	TOT
	NL	NT	NR	NU	SL	ST	SR	SU	EL	EL	ER	EU	WL	2657	197	20	838
NOLUMES	864	98	175	ő	134	93	239	0	243	2376	988	4	299		6.21%	0.63%	030
TOTAL VOLUMES :	75.99%	8.62%	15.39%	0.00%	28.76%	19.96%	51.29%	0.00%	6.73%	65.80%	27.36%	0.11%	9.42%	83.74%	0.2170	0.0570	TOTA
APPROACH %'s:		4:00 PM -		0.0070											445	42	4270
PEAK HR:			-	_	60	43	123	0 1	141	1254	488	2	163	1345	113	12	42/
PEAK HR VOL :	384	52	81	0	69	0.717	0.831	0.000	0.881	0.974	0.897	0.500	0.815	0.958	0.883	0.333	0.96
PEAK HR FACTOR :	0.842	0.619	0.964	0.000	0.821	0.717		0.000	0.301	0.9	84			0.9	52		3.50
1		0.8	91			0.8	//										

## Intersection Turning Movement Count

Location: Barclay Ave & Cortez Blvd

City: Spring Hill Control: Signalized Project ID: 19-03836-002 Date: 12/18/2019

#### Cars

		Darolay	Avo			Barclay	Ave			Cortez	Blvd			Cortez I	Blvd		
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM	0 NL 60 82 79 105 90	NORTHB 0 NT 5 2 4 4 9 8	OUND 0 NR 37 43 56 57 68 52	0 NU 0 0 0 0	0 SL 12 12 25 24 23 20 26	SOUTHB 0 ST 5 3 9 8		0 SU 0 0 0 0	0 EL 3 4 8 11 9	EASTBO 0 ET 210 266 268 302 220 246 216		0 EU 0 0 0 1 0 0	0 WL 10 12 17 17 24 32 36	WESTEG 0 WT 133 162 199 203 247 231 267	0 WR 3 7 6 5 6 11 14	0 WU 2 2 2 2 4 2 2 6	TOTA) 538 685 773 838 790 816 807
8:30 AM 8:45 AM	80 121	7 8	47 39	0	19	5	34 SR	0 SU	11 EL	237 ET	65 ER	0 EU	WL 23	250 WT	12 WR	WU	827 TOTA
TOTAL VOLUMES :	NL 714 61.55%	NT 47 4.05%	NR 399 34.40%	NU 0 0.00%	SL 161 41.18%	57 52 13.30%	178 45.52%	0 0.00%	71 2.76%	1965 76.37%	536 20.83%	1 0.04%	171 8.77%	1692 86.77%	64 3.28%	23 1.18%	6074 TOTA
PEAK HR :		7:45 AM -				20	96	0	45	984	271	1	109	948	36	14	3251
PEAK HR VOL : PEAK HR FACTOR :	372 0.89	28 0.778 0.9	224 0.824 34	0.000	93 0.894	30 0.833 0.9	0.857	0.000	0.804	0.815	0.869 30	0.250	0.757	0.888	0.643 57	0.583	0.97

							OUND.			EASTB	OLIND			WESTB	OUND	1	
		NORTHE	OUND			SOUTHE	COND	•		0	n	0	0	0	0	0	
PM	0	0	0	0	0	0 ST	0 SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL.		31	0	40	296	115	1	39	344	30	9	108
4:00 PM	113	10	18	0	20	15		0	27	314	119	1	39	347	28	1	105
4:15 PM	89	9	21	0	14	6	36	0		302	134	n l	49	339	28	2	107
4:30 PM	90	20	21	0	15	10	27	U	35	310	112	ň	34	297	25	0	996
4:45 PM	91	12	18	0	18	12	28	0	39			0	42	347	26	2	106
5:00 PM	117	11	34	0	15	13	33	0	22	276	128	1	38	360	24	3	107
		14	24	0	14	15	29	0	26	301	124	- 1		297	12	2	103
5:15 PM	104		20	ñ	22	7	25	0	29	308	142	1	30		22	1	90
5:30 PM	129	11		0	13	14	29	0	25	223	105	0	26	292	22		٥,
5:45 PM	128	10	16	U	13										1975		200
						Series .	SR	SU	EL	ET	ER	EU	WL	WΤ	WR	WU	TO
	NL	NT	NR	NU	SL	ST		0	243	2330	979	4	297	2623	195	20	82
TOTAL VOLUMES :	861	97	172	0	131	92	238	0.00%		65.52%	27.53%	0.11%	9.47%	83.67%	6.22%	0.64%	
APPROACH %'s:	76.19%	8.58%	15.22%	0.00%	28.42%	19.96%	51.63%	0.00%	0.0370	03,3270	2713310						TO
PEAK HR :		4:00 PM -	05:00 PM				422	0	141	1222	480	2	161	1327	111	12	420
PEAK HR VOL :	383	51	78	0	67	43	122	-	0.881	0.973	0.896	0.500	0.821	0.956	0.925	0,333	0.9
PEAK HR FACTOR	0.85	0.638	0.929	0.000	0.838	0.717	0.847	0.000	0,001	0.975				0.9	54		0.5
PLAN IIN I ACTOR	0.02	0.9	D8			0.8	79			0.9	75						

## Intersection Turning Movement Count

Location: Barclay Ave & Cortez Blvd

City: Spring Hill Control: Signalized Project ID: 19-03836-002 Date: 12/18/2019

HT

		Barclay	Ave	T		Barclay	Ave			Cortez	Blvd			Cortez	Blvd		
NS/EW Streets:	0 NL	NORTHE 0 NT		O NU	0 SL	SOUTHB 0 ST		0 SU	0 EL	EASTBO 0 ET	OUND 0 ER	O EU	0 WL	WESTBO WT 10	OUND 0 WR 1	0 WU 0	TOTAL 31
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 2 1 2 2 0 2	0 0 0 0 0 0	2 0 1 2 1 0 0 3	0 0 0 0 0 0 0	1 0 0 0 0 0 1	0 1 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 1 0	6 7 5 10 12 21 11	3 0 3 0 2 2 6	0 0 0 0 0 0	2 0 4 2 4 3 2	4 13 16 12 12 12 8 14	0 0 0 1 0 0	0 0 0 0 0 0	18 22 32 27 32 37 39
TOTAL VOLUMES : APPROACH %'s :	NL 11 55,00%	NT 0 0.00%	NR 9 45.00%	NU 0 0.00%	SL 2 50.00%	ST 1 25.00%	SR 1 25.00%	SU 0 0.00%	EL 1 0.94%	ET 83 78.30%	ER 22 20.75%	EU 0 0.00%	WL 17 15.74%	WT 89 82.41%	WR 2 1.85%	WU 0 0.00%	TOTAL
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	6 0.750	07:45 AM - 0 0.000 0.5	3 0.375	0.000	1 0.250	0 0.000 0.2	0 0.000 50	0 0.000	1 0.250	48 0.571 0.6	7 0.583 09	0.000	13 0.813	48 0.750 0.7	1 0.250 75	0.000	128 0.865

						COLUMN	OUND			EASTB	DUND			WESTB	OUND	- 1	
		NORTHE	BOUND			SOUTHE	SOUND			0	0	0	0	0	0	0	
PM	0	0	0	0	0	0	0	Ü	Ü	ET	ER	EU	WL	WT	WR	WU	TOTA
L IAI	NL	NT	NR	NU	SL	ST	SR	SU	EL	10	3	0	1	4	2	0	25
4:00 PM	1	0	3	0	1	0	0	0	0	10	:->:	0	Ô	4	0	0	16
	•	0	0	0	0	0	1	0	0	8	3	0	1	'n	n	0	11
4:15 PM	Ů,	1	0	o l	1	0	0	0	0	6	2	0	1	10	Ŏ	0	18
4:30 PM	e e	1	0	0	ō	0	0	0	0	8	0	0	0	10	0	0	10
4:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	U	0	10
5:00 PM	0	0	0	0	0	0	ñ	0	0	4	1	0	0	4	0	0	7
5:15 PM	0	0	U	U	0	0	Ö	ŏ	0	2	0	0	0	3	Ü	U I	_ ′
5:30 PM	2	0	0	0	Ü	0	0	o l	0	2	0	0	0	5	0	0	9
5:45 PM	0	0	0	0	1	1	U	U	·	_							
7.650								CII I	EL	ET	ER	EU	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL	ST	SR	SU	CL	46	Q	0	2	34	2	0	10
TOTAL VOLUMES :	3	1	3	0	3	1	1	0	0.0000	83.64%	16.36%	0.00%	5.26%	89.47%	5.26%	0.00%	
APPROACH %'s:	42.86%	14.29%	42.86%	0.00%	60.00%	20.00%	20.00%	0.00%	0.00%	63,0470	10.3070	0.0070	2.02.11				TOT
PEAK HR :		04:00 PM -	05:00 PM				41		^	32	8	0	2	18	2	0	70
PEAK HR VOL :	1	1	3	0	2	0	1	0 000	0.000	0.800	0.667	0,000	0.500	0.450	0.250	0.000	0.70
EAK HR FACTOR :	0.25	0.250	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.800		2,200		0.5	50		5.70
EARTIKTACION	0.23	0.3	13			0.7	50			0.7	05						

## Intersection Turning Movement Count

Location: Barclay Ave & Cortez Blvd

City: Spring Hill Control: Signalized Project ID: 19-03836-002 Date: 12/18/2019

Control: Si	gnalized							Bik	es								
		Barclay	Ave			Barclay	Ave			Cortez	Blvd			Cortez I			
NS/EW Streets:		NORTH				SOUTH	BOUND		101	EASTBO	DUND	0	0	WESTBO 0	ONUC	0	
AM	0	0	0	0	0 SL	0 ST	0 SR	0 SU	0 EL	ET	ER	EU	WL	WT	WR 0	WU	TOTA
	NL	NT	NR	NU	0 0	0	0	0	0	0	0	0	0	0	n	0	0
7:00 AM	0	0	0	0	0	ñ	0	0	0	0	0	0	0	0	ñ	ā l	0
7:15 AM	0	0	Ü	0	n	0	0	0	0	0	U	0	0	0	0	0	0
7:30 AM	0	U	Ü	0	ň	Ö	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	ő	0	0	1
8:00 AM	0	0	0	0	Ô	0	0	0	0	1	U	0	0	ĭ	0	0	1
8:15 AM	0	U	0	ő	ő	Ō	0	0	0	0	0	0	0	ô	0	0	0
8:30 AM	0	0	0	ŏ	Ō	0	0	0	0	U	U		•	•			
8:45 AM	U	U	U							-	- FR	EU	WL	WT	WR	WU	TOT
	AVI	ATT	NR	NU	SL	ST	SR	SU	EL	ET	ER	0	0	1	0	0	2
	NL 0	NT	0	0	0	0	0	0	0	100.000	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
TOTAL VOLUMES :	υ	U	Ü	- 1					0.00%	100.00%	0.0070	0.0070				-	TOT
APPROACH %'s:		07:45 AM	- 08:45 AM								^	0	0	9.1	0	0	2
PEAK HR:		07:45 AM	0	0	0	0	0	0	0	1	0 0.000	0.000	0.000	0.250	0.000	0.000	0.50
PEAK HR VOL :	0 000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250 0.2		0.000	0.000	0.2	50		0.50
PEAK HR FACTOR :	0.000	0,000	0.000	0.000						0.2	.50						
										EACT	BOUND			WEST	BOUND		
		NOPT	HBOUND			SOUT	HBOUND	_	•	CHOIL	n	0	0	0	0	0	
DM	0	0	0	0	0	0	0	0	0 EL	ET	ER	EU	WL	WT	WR	WU	TO
PM	NL	NT	NR	NU	SL	ST	SR	SU	0	0	0	0	0	0	0	0	0
4:00 PM		0	0	0	0	0	0	0	0	n	Ô	ō	0	0	0	0	0
4:00 PM	U		•	1000		0	n	0	1 0	U			_	•	Δ.	n	11

										EASTE	ROUND			WEST	BOUND		
PM	0	NORTH 0	0	0	0	0	BOUND 0	0 SU	0 FL	0 ET	0 ER	0 EU	0 WL	WT_	0 WR	wu 0	TOTA
T-IIVI	NL	NT	NR	NU	SL	ST	SR	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	n	Ö	0	0	0	0	0	0	0	0	Ö	Ö
4:15 PM	0	0	0	0	ñ	0	0	0	0	0	0	0	0	ŭ	0	0	0
4:30 PM	0	0	0	0	Ö	o	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	U	0	0	0	0	0	0	0	0	0	0	0	Õ	0	0	0	0
5:00 PM	0	0	ő	Ö	0	0	0	0	0	0	0	Õ	0	0	0	0	0
5:15 PM 5:30 PM	0	ő	0	0	0	0	0	0	0	0	ŏ	0	0	0	0	0	0
5:45 PM	Ö	Ō	0	0	0	0	U	U	U					wer	wn	WU	ТОТ
					CI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR 0	0	0
	NL	NT	NR	NU	SL	0	0	0	0	0	0	0	U	U	U		
TOTAL VOLUMES : APPROACH %'s :	0	0	0		, , ,											0	TOT
PEAK HR :		04:00 PM	- 05:00 PM		1	0	n	0	0	0	0	0	0	0	0.000	0.000	"
PEAK HR VOL : PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

# Intersection Turning Movement Count

Location: Barclay Ave & Cortez Blvd

**Project ID:** 19-03836-002 **Date:** 12/18/2019

City: Spring Hill

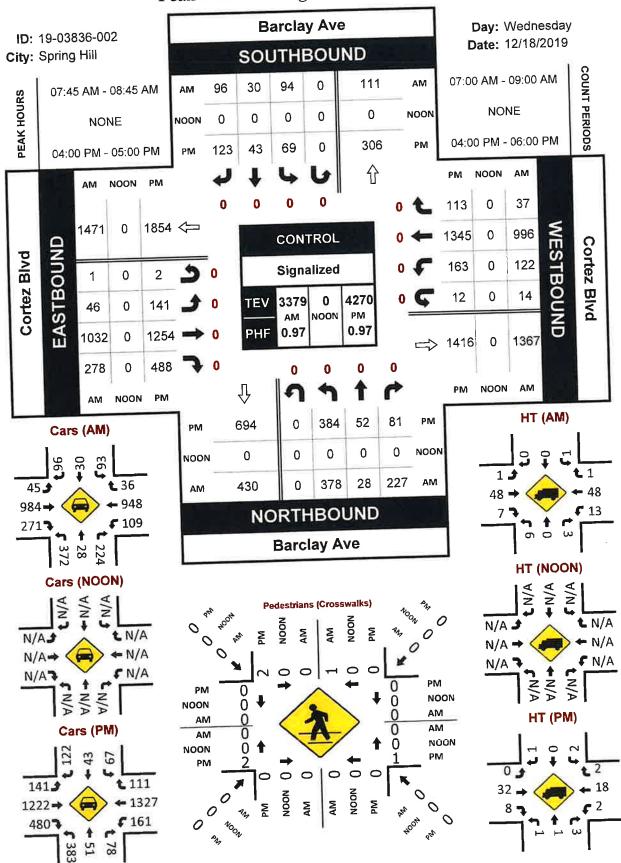
**Pedestrians (Crosswalks)** 

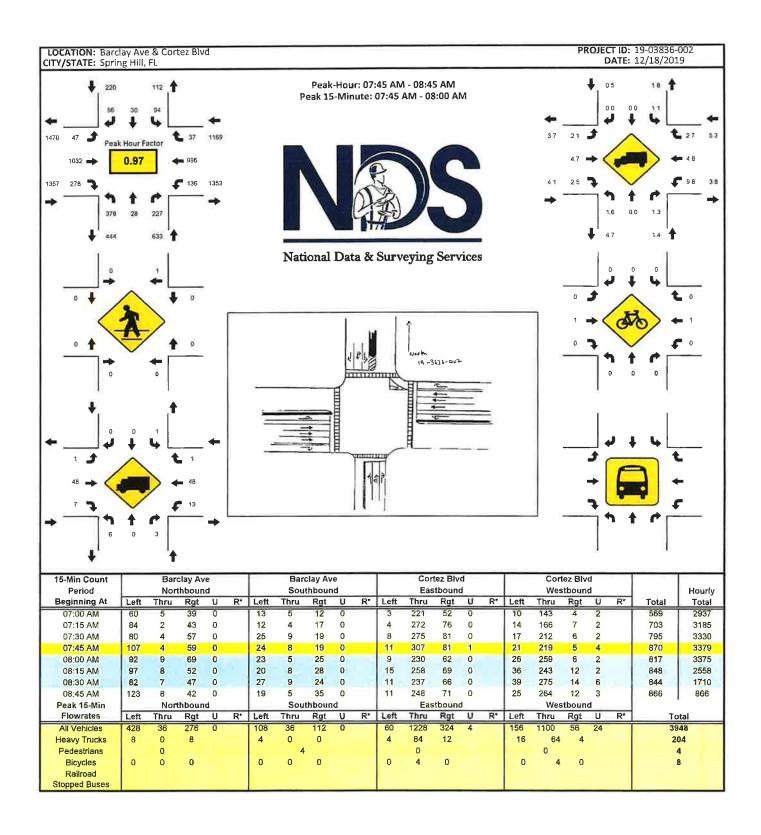
			PEUC	Sulalis (	CI 03344				7
NS/EW Streets:	Barcla	y Ave	Barcla	y Ave	Cortez	Blvd	Cortez		
110/ 211 84: 5545			SOUTI	HIFG	EAST	LEG	WEST	LEG	
AM		H LEG	EB	WB	NB	SB	NB	SB	TOTAL
A CONTRACTOR OF THE PARTY OF TH	EB	WB	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	ň	0	0	0	0
7:15 AM	0	0	U	1	n	Ō	0	0	1
7:30 AM	0	0	Ū	1	0	Ô	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	Ü	0	0	ň	0	1
8:15 AM	0	1	0	0	0	0	ň	ñ	<b>1</b> 0
8:30 AM	0	0	0	0	U	0	0	Õ	1 n
8:45 AM	Ö	0	0	0	0	U	U	U	
0.13 AIII	J						NIP	CD	TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	IUIAI
	ED	1	0	1	0	0	0	Ü	2
TOTAL VOLUMES:	0 000/	100.00%	0.00%	100.00%	1				
APPROACH %'s:	0.00%		0.0070	100,007					TOTA
PEAK HR:	07:45 AM	- 08:45 AM		0-	1 0	0	0	0	1
PEAK HR VOL:	0	1	0	U	ľ	ū	1		0.250
PEAK HR FACTOR :		0.250			1				0.230
	0.	.250							

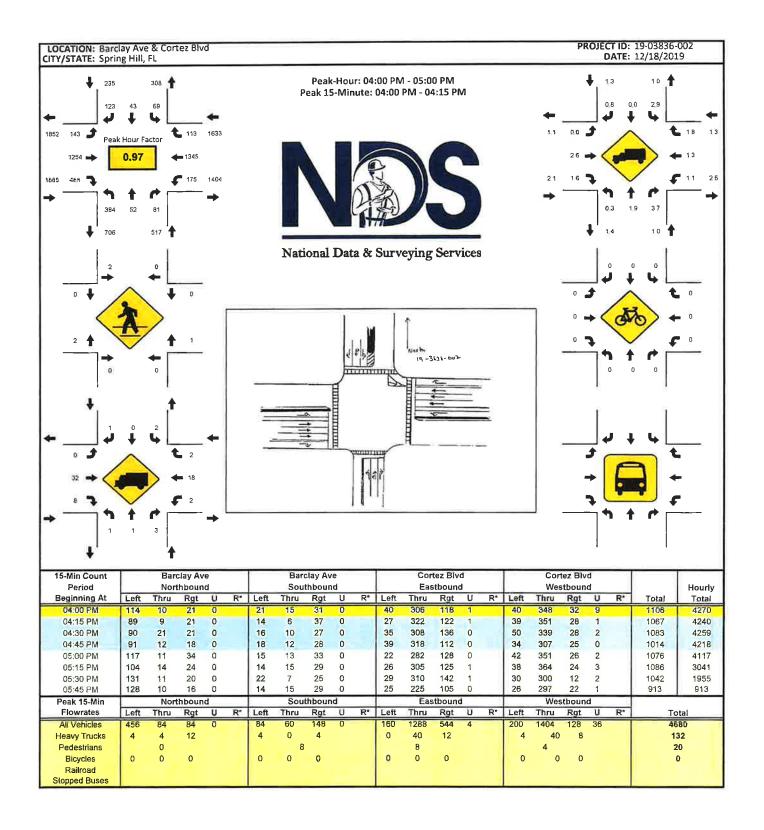
	NORTH	LEG	SOUTH	LEG	EAST		WEST	\$170000 U	TOTAL
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
		O VVB	0	0	0	0	0	0	U
4:00 PM	0	0	n	0	0	0	0	0	Ü
4:15 PM	0	0	0	n	0	0	0	0	0
4:30 PM	0	U	0	0	1	0	2	0	5
4:45 PM	2	0	0	0	<u> </u>	o o	0	0	0
5:00 PM	0	0	0	0	0	ñ	0	0	1
5:15 PM	0	0	1	0	0	ñ	n	0	∥ 0
5:30 PM	0	0	0	0	0	0	ň	0	o
5:45 PM	0	0	0	0	U	U		_	
					NID	SB	NB	SB	TOTA
	EB	WB	EB	WB	NB	30	2	0	6
TOTAL VOLUMES	2	0	1	0	1	0.0006	100.00%	0.00%	
APPROACH %'s:	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	100.0070	0.0070	TOTA
PEAK HR :	04:00 PM -	05:00 PM		_		n	)	0	5
PEAK HR VOL:	2	0	0	0	1 1	υ	0.250	•	
PEAK HR FACTOR :	0.250		1		0.250	E0	0.230	50	0.250
LEMIZINZINGIO	0.2	50			0.2	50	0.2		

## Barclay Ave & Cortez Blvd

### Peak Hour Turning Movement Count









Site Code:

21-120102-002

Date:

03/23/2021

Weather:

Sunny

City:

**Spring Hill** 

County:

Hernando

Count Times:

16:00 - 18:00

Control:

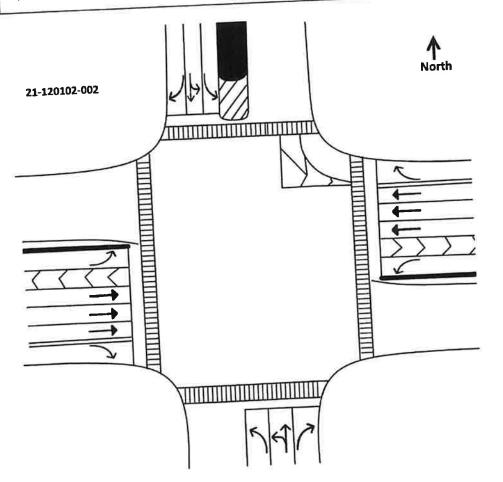
Signalized

#### SIGNAL TIMING

PHASES	1	2	3
SL/ST	00:23	00:23	00:23
NL/NT	00:33	00:31	00:34
WL/WT	00:30	00:28	00:25
	00:39	00:41	00:43
ET/WT	00:35	00:27	00:26
EL/ET	00.20	00,00	



N/S Street: Barclay Ave/Brookridge Central Blvd



E/W Street: SR 50/Cortez Blvd

Speed: 40 MPH

Speed: 55 MPH

Location: Barclay Ave/Brookridge Central Blvd & SR 50/Cortez Blvd

City: Spring Hill Control: Signalized

								Data -		SR 50/Corte	z Blvd	- 1	9	SR 50/Corte	z Biva		
S/EW Streets:	Barday A	ve/Brookrid	ge Central I	Blvd	Barday A		lge Central	Blvd		EASTBO				WESTBO	OUND	0	
		NORTHB		0	0	SOUTHBO 0	0	0	O EL	0 ET	O ER	0 EU	WL	WT	WR	WU	TOTA 1010
PM	NL NL	NT	NR	NU	SL 18	ST 12	SR 21	SU 0	21	305	124	1 2	32 32	322 346	30	1	1057
4:00 PM 4:15 PM	80 83	14 9	27 33 21 20	0	26 22	10 12	31 25	0	22 22	310 343	122 99 115	1 0	41 36	323 335	30 30 27 33	1	1030
4:30 PM 4:45 PM	120 103	12 10	21 20	0	16	15	32 20	0	20 30	280	126	1	44 31	330 359	16 22 23	1	101 111
5:00 PM	96 132	16 7	30	0	21 22	14	22 16	0	36 35	312 284	130 109	1	26 16	300 299	23 15	7 0	943 833
5:15 PM 5:30 PM	81 56	14 16	15 24	0 0	20 21	12 15	30	0	22	225	93	1		WT	WR	WU	TOT
5:45 PM		NT	NR	NU	SL	ST	SR	SU 0	EL 208	ET 2353	ER 918	EU 8	WL 258	2614 84.76%	196 6.36%	16 0.52%	807
TOTAL VOLUMES :	NL 751 72.63%	98 9.48%	185 17.89%	0	166 35.55%	104 22.27%	197 42.18%	0.00%	5.97%	67.48%	26.33%	0.23%	8.37%		98	5	TO1
APPROACH %'s: PEAK HR:		04:30 PM -	05:30 PM 86	0	81	55	99	0	108 0.750	1229 0.896	470 0.904	3 0.750	152 0.864	1347 0.938 0.9	0.742	0.625	0.9
PEAK HR VOL : PEAK HR FACTOR :	451 0.854	45 0.703 0.8	0.717	0.000	0.920	0.917 0.9	0.773 33	0.000	0.750	0.9				0.9	/0		

Location: Barclay Ave/Brookridge Central Blvd & SR 50/Cortez Blvd

City: Spring Hill Control: Signalized

Data	- Cars
------	--------

nalized							Data -	Cars						-1.1		
	ve/Brookrid	ige Central	Blvd	Barciay A		ge Central						-				
Dal Gay A					SOUTHBO	DUND	0	0	0	0	0	0	O MT	WR	WU	TOTA
O NL	0 NT	0 NR	NU	SL 18	ST 12	SR 20	SU 0	EL 21	299	123	1 2	32 31	316	30	3	994 1039 1053
79 83	9	26 32 21	0	26 22	10 12	31 25	0	22	332 285	114	1 0	40 35	329	27 33	1 2	1010
102	10	19	0	21	14	20	0	30 36	268 309	123	1	30	355	22 23	1 7	1102 937
131 81	7 14	15	0	20	12 15	16 29	0	35 22	282 219	93	i	15	298	14	0	823 TOT
		NR.	NU	SL	ST	SR 105	SU	EL 208	ET 2296	ER 903	EU 8	253	2586	195	16	79!
747	97 9.47%	180 17.58%			22.41%	42.03%	0.00%	6.09%						98	5	TOT 416
448 0,855	04:30 PM - 44 0.733	83 0,716	0.000	80 0.909	55 0.917	99 0.773	0.000	108 0.750	0.899	0.922	0.750	0.847	0.939	0.742 171	0.625	0.94
	0 NL 79 83 119 102 96 131 81 56 NL 747 72.95%	Barday Ave/Brookrid  0 0 NL NT  79 14 83 9 119 12 102 10 96 15 131 7 81 14 56 16  NL NT  747 97 72.95% 9.47%  04:30 PM 448 44	Barday Ave/Brookridge Central  NORTHBOUND  0 0 0  NL NT NR  79 14 26  83 9 32  119 12 21  102 10 19  96 15 14  131 7 29  81 14 15  56 16 24  NL NT NR  747 97 180  72.95% 9.47% 17.58%  04:30 PM - 05:30 PM  448 44 83	NORTHBOUND   O	NORTHBOUND   O	NORTHBOUND   SOUTHBOUND   O   O   O   O   O   O   O   O   O	Barclay Ave/Brookridge Central Blvd   Barclay Ave/Brookridge Central Blvd   SOUTHBOUND   O	Barclay Ave/Brookridge Central Blvd   Barclay Ave/Brookridge Central Blvd   SOUTHBOUND   O O O O O O O O O O O O O O O O O O	Barclay Ave/Brookridge Central Blvd   Barclay Ave/Brookridge Central Blvd   SOUTHBOUND   O	Barclay Ave/Brookridge Central Blvd   Barclay Ave/Brookridge Central Blvd   SR 50/Cortor	Barclay Ave/Brookridge Central Blvd   Barclay Ave/Brookridge Central Blvd   SR 50/Cortez Blvd	Barclay Ave/Brookridge Central Blvd   SR 50/Cortez Blvd   SR 50/Cortez Blvd	Barclay Ave/Brookridge Central Blvd	Barclay Ave/Brookridge Central Blvd Barclay Ave/Brookridge Central Blvd SR 50/Cortez Blvd SR 50/Corte	Barclay Ave/Brookridge Central Blvd  Barclay Ave/Brookridge Central Blvd  SR 50/Cortez Blvd  SR 50/Cortes B	Barclay Ave/Brookridge Central Blvd  Barclay Ave/Brookridge Central Blvd  Barclay Ave/Brookridge Central Blvd  SR 50/Cortez Blvd  SR 50/Cortez Blvd  WESTBUND  O 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Location: Barclay Ave/Brookridge Central Blvd & SR 50/Cortez Blvd
City: Spring Hill

City: Spi Control: Sig	nalized							Data -	5	R 50/Corte	z Blvd		5	R 50/Corte		-	
NS/EW Streets:	Barclay A	ve/Brookrid	ge Central B	lvd	Barday Av	e/Brookrid	ge Central E DUND	3lvd	0	EASTBO	ONU O	0	0 WL	WESTBO 0 WT	0 WR	0 WU	TOTAL 16
PM	O NL	NORTHBO 0 NT	OUND O NR	0 NU	SL 0	0 ST 0	O SR	0 SU 0	0 0	6 8	1 5	0 0	0 1 1	6 3 3	0	0	18 15 20
4:00 PM 4:15 PM 4:30 PM	1 0 1	0	1 0 1	0 0	0 0 1	0	0	0 0	0	11 9 12	1 7	0 0	0	1 4	0	0 0	16 17 6
4:45 PM 5:00 PM 5:15 PM	0 1	1 0 0	1 1 0	0	0	0	0 0 1	0 0 0	0	2	0	0	1	1 WT	1 WR	0 WU	10 TOTA
5:30 PM 5:45 PM	0 NL	0 NT	0 NR	0 NU	SL 1	ST 0	SR 2	SU 0 0.00%	EL 0 0.00%	ET 57 79.17%	ER 15 20.83%	6U 0 0.00%	WL 5 14.71%	28	1 2.94%	0.00%	119 TOT/ 69
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	4 40.00%	1 10.00% 04:30 PM -	5 50.00% 05:30 PM	0.00%	33.33%	0	0	0.0078	0.000	35 0.729	9 0.321	0.000	3 0.750	14 0.583 0.6	0.000 507	0.000	0.86
PEAK HR VOL : PEAK HR FACTOR :	3	0.250	0.750 375	0.000	0.250	0.000	0.000 250	0.000	L	0.8	346						

Location: Barclay Ave/Brookridge Central Blvd & SR 50/Cortez Blvd

Control: Signalized				Data -				SR 50/Cortez Blvd				SR 50/Cortez Blvd					
NS/EW Streets:	Barclay Ave/Brookridge Central Blvd				Barclay Ave/Brookridge Central Blvd				FASTBOUND				WESTBOUND			0	
	NORTHBOUND				-	SOUTH	BOUND	0	0	0	0	0	WL	WT	WR	WU	TOTAL
PM	O NL	0 NT	0 NR	0 NU	SL 0	0 5T 0	SR 0	SU 0	EL 0	0 0	0 0	0 0	0	0	0	0	0
4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1 0
4:30 PM 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	o o	0 0	0	0	0	Ö	0	0
5:30 PM 5:45 PM	0	0	0	0	0	0	0	SU	EL	ET	ER	EU	WL	WT	WR 0	WU 0	TO
	NL	NT	NR	NU	SL 0	ST 0	SR 0	0	0.00%	1 50.00%	1 50.00%	0.00%	.0.	9	-		TO
TOTAL VOLUMES : APPROACH %'s :	0	0	0						0.0070	1	1	0	0	0	0.000	0 0,000	1 2
PEAK HR :		04:30 PM	- 05:30 PM	0	1 0	0	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0,000	0.5

# National Data & Surveying Services Intersection Turning

Movement Count

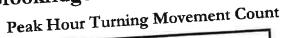
Location: Barclay Ave/Brookridge Central Blvd & SR 50/Cortez Blvd

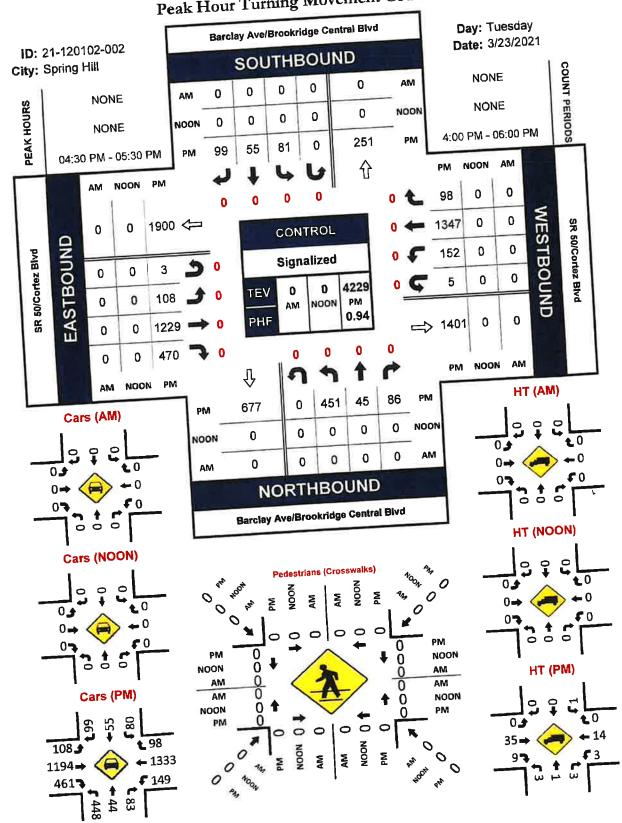
Pro **Project ID:** 21-120102-002 Date: 3/23/2021

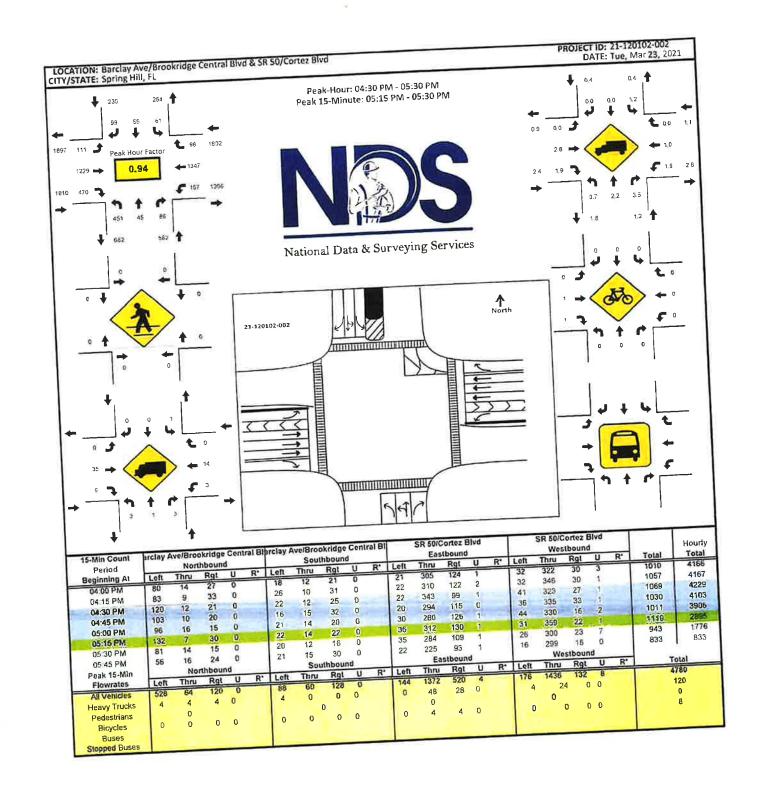
## Data - Pedestrians (Crosswalks)

City: Spring Hill			Data - Pedestrians (Crosswalks)  SR 50/Cortez Blvd							
NS/EW Streets:  PM  4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	Barclay Ave/B Central I NORTH EB 0 0 0 0 0 0 0 0 0 0 0 0 0 EB 0 0 0 0	rookridge Blvd	Barclay Ave/ Central SOUTH EB 0 0 0 0 0 0 0 EB 0	Brookriage Blvd	SR 50/Co	rtez Bivd  LEG SB 0 0 0 0 0 0 SB 0	SR 50/Corts  WEST L  NB  0  0  0  0  1  NB  1  100.00%		TOTAL  0 0 0 0 0 0 1 TOTAL	
TOTAL VOLUMES APPROACH %'s PEAK HE PEAK HR VO	04:30 PM	<b>- 05:30 PM</b> 0	0	0	0	0	0	0	0	

# Barclay Ave/Brookridge Central Blvd & SR 50/Cortez Blvd









### National Data & Surveying Services

Site Code: **22-120150-001** 

Date: 03/29/2022

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: Signalized

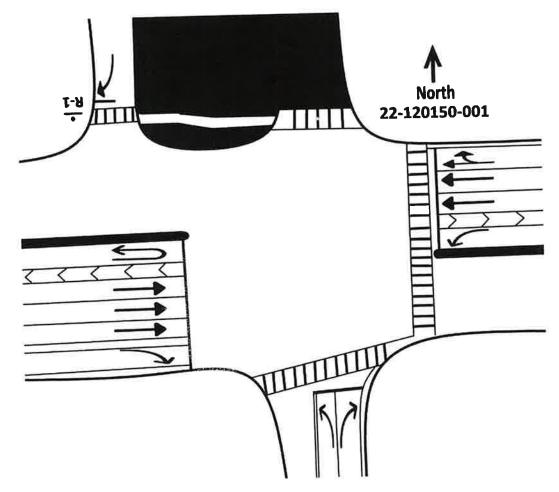
#### SIGNAL TIMING

PHASES	1	2	3
NL/NT	00:28	00:23	00:16
WL/WT	00:21	00:21	00:13
ET/WT	00:31	00:39	00:49



N/S Street: Deltona Blvd

Speed: 40 MPH



Location: Deltona Blvd & SR 50/Cortez Blvd

City: Spring Hill Control: Signalized **Project ID:** 22-120150-001 **Date:** 3/29/2022

#### Data - Total

NS/EW Streets:		Deltona	Blvd			Deltona	Blvd			SR 50/Cort	tez Blvd			SR 50/Cort	ez Blvd		
NS/EW Streets.						SOUTH	ROLIND			EASTBO	DUND			WESTB	OUND		
A 0.0		NORTHE	BOUND	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	0 NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
7:00 AM	59	0	67	0	0	0	0	0	0	133	24	0	36	91	0	1	41 50
4,000,000	37	0	70	ň	ñ	0	0	0	0	150	44	1	52	148	0	0	
7:15 AM		0	89	0	ň	ō	0	0	0	165	34	1	49	142	0	1	52
7:30 AM	44	0	107	0	ň	0	Ō	0	0	211	41	1	56	143	0	2	61
7:45 AM	52	0		0	0	0	n	0	0	194	65	2	61	132	0	0	56
8:00 AM	48	U	66	-	0	0	Ô	ñ	0	208	54	1	51	153	0	2	6:
8:15 AM	67	O .	81	0	O O	0	ŏ	n	ň	174	37	0	47	172	1	0	5
8:30 AM	71	0	74	0	0	0	1	0	n	181	36	2	53	219	0	1	6
8:45 AM	74	0	82	0	U	U	1	J		101							
	A11	MT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
	NL.	NT	636	0	0	n	1	0	0	1416	335	8	405	1200	1	7	44
TOTAL VOLUMES :	452	0.000	58.46%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	80.50%	19.04%	0.45%	25.11%	74.40%	0.06%	0.43%	
APPROACH %'s:	41.54%	0.00%		0.0070	0.0070	0.0070	20010013										TC
PEAK HR:		- MA 00:80				0	1	0	0	757	192	5	212	676	1	3	24
PEAK HR VOL :	260	0	303	0	0	_	0.250	0.000	0.000	0.910	0.738	0,625	0.869	0.772	0.250	0.375	0.9
PEAK HR FACTOR :	0.878	0.000	0.924	0.000	0.000	0.000	SEDest	0.000	0.000	0.910				0.8	17		0.:
<u>i</u> _		0.9	02			0.2	50			0.5	-						
			POLIND			00) (77)	IBOUND			EASTE	BOUND			WESTE	BOUND		

						SOUTH	CIMID			EASTB	OUND			WESTE	OUND		
1		NORTH	BOUND		_	SOUTH	BOOMD		0	0	n	0	0	0	0	0	
PM	0	0	0	0	0	U	0	CII	_	ET	ER	EU	WL	WT	WR	WU	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU	<u>EL</u>		75	2	94	239	0	3	787
4:00 PM	65	0	70	0	0	0	0	0	0	239		4	89	267	n	4	817
4:15 PM	64	0	65	0	0	0	1	0	Ü	257	66	7	87	262	Ŏ	2	789
4:30 PM	55	0	83	0	0	0	0	0	0	240	57	3		223	ň	-	756
4:45 PM	49	0	59	0	0	0	0	0	0	227	85	3	105			3	816
	81	0	67	0	0	0	0	0	0	224	65	6	100	271	0	2	
5:00 PM		0	69	ň	o o	0	0	0	0	243	64	2	102	289	0	6	844
5:15 PM	69	0		0	Õ	ŏ	n	0	0	224	65	4	67	214	0	1	695
5:30 PM	68	U	52	0	0	0	Õ	ñ	0	204	49	1	82	235	0	6	685
5:45 PM	56	0	52	0	U	U	· ·										
			- 776	407	CI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL	31	314	30	0	1858	526	25	726	2000	0	29	618
TOTAL VOLUMES :	507	0	517	0	0	0 0004	100 0004	0.00%	0.00%	77.13%	21.83%	1.04%	26.35%	72.60%	0.00%	1.05%	
APPROACH %'s:	49.51%	0.00%	50.49%	0.00%	0.00%	0.00%	100.00%	0.00%	0.0070	77.1370	EX.OS TO	210 170					TOT
PEAK HR:		04:30 PM -	05:30 PM							034	271	14	394	1045	D	15	320
PEAK HR VOL :	254	0	278	0	0	0	0	U	0 000	934	0.797	0.583	0.938	0.904	0.000	0.625	
PEAK HR FACTOR :	0.784	0.000	0.837	0.000	0.000	0.000	0.000	0.000	0.000	0.961		0,565	0.550	0.9			0.94
- EMICHAEL MOTORY		0.8	99		5					0.9	0/			0.5	10		

Location: Deltona Blvd & SR 50/Cortez Blvd

City: Spring Hill Control: Signalized

Project ID: 22-120150-001 Date: 3/29/2022

#### Data - Cars

NS/EW Streets:		Deltona	Blvd			Deltona	Blvd			SR 50/Con	tez Blvd			SR 50/Con	ez Blvd		
		NORTH	ROLIND			SOUTH	BOLIND			EASTB	OUND			WESTB	OUND		
0.04	^	O	OOND	0	0	0	0	O	0	0	0	0	0	0	0	0	
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	59	0	65	0	0	0	0	0	0	128	24	0	35	88	0	1	400
7:15 AM	34	0	69	Õ	0	0	0	0	0	142	40	1	46	137	0	0	469
	42	0	88	o l	0	Ô	Ô	0	0	155	33	1	48	132	0	1	500
7:30 AM	42 E1	0	106	0	0	Õ	Ö	0	0	204	40	1	51	132	0	2	587
7:45 AM	51		65	0	0	n	0	0	0	186	64	2	61	123	0	0	547
8:00 AM	46	0		0	0	n	n	ň	Ö	203	54	1	48	144	0	2	596
8:15 AM	64	U	80	0	0	0	0	n	Ŏ	161	37	0	45	164	1	0	551
8:30 AM	70	0	73	0	U	0	1	0	0	177	36	5	51	199	0	1	620
8:45 AM	72	0	81	0	U	U	1	·	U	1//	50	-					
	- NII	ACT	MD	NU	SL	SŤ	SR	SU	EL.	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR		JL 0	21	1	0	0	1356	328	8	385	1119	1	7	4270
TOTAL VOLUMES :	438	0	627 58.87%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	80.14%	19.39%	0.47%	25.46%	74.01%	0.07%	0.46%	
APPROACH %'s:	41.13%	0.00%		0.0076	0.0070	0.0074	100.0070	010070	0.007.0								TOTAL
PEAK HR:		- MA 00:80							0	727	191	5	205	630	1	3	2314
PEAK HR VOL :	252	0	299	0	U	0	1	0	0000	0.895	0.746	0.625	0.840	0.791	0.250	0.375	
PEAK HR FACTOR :	0.875	0.000	0.923	0.000	0.000	0.000	0.250	0.000	0.000			0.023	0.540	0.8		0.575	0.933
		0.9	00			0.2	:50			0.8	74			0.0.	70.		

		NORTH	ROLIND			SOUTH	BOUND			EASTB	OUND			WESTB	_	_	
PM	0	0	n	0	0	0	0	0	0	0	0	0	0	0	0	0	
FIVI	NL	·NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 DM	64	0	70	0	0	0	0	0	0	230	73	2	94	229	0	3	765
4:00 PM		0		Õ	0	n	1	ñ	0	245	66	4	87	260	0	3	791
4:15 PM	62	0	63	0	0	0	ň	ň	ň	231	57	3	85	256	0	2	768
4:30 PM	55	U	79	0	U	0	0	Ö	Õ	220	85	3	105	220	0	5	745
4:45 PM	49	0	58	0	0	0	0	0	0	222	65	6	100	267	0	2	810
5:00 PM	81	0	67	0	U	0	0	0	0	238	63	2	99	284	ñ	5	827
5:15 PM	67	0	69	0	0	0	U	0	0			4	66	209	n	1	684
5:30 PM	66	0	52	0	0	0	0	0	U	221	65	7	82	232	0	6	677
5:45 PM	55	0	51	0	0	0	0	0	U	201	49	1	02	232	U	U	0//
								-					150	WCC	WR	WU	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT		27	6067
TOTAL VOLUMES :	499	0	509	0	0	0	1	0	0	1808	523	25	718	1957	0		
APPROACH %'s:	49.50%	0.00%	50.50%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	76.74%	22.20%	1.06%	26.57%	72.43%	0.00%	1.00%	
PEAK HR:		04:30 PM -	05:30 PM														TOTAL
PEAK HR VOL :	252	0	273	0	0	0	0	0	0	911	270	14	389	1027	0	14	3150
PEAK HR FACTOR :	0.778	0.000	0.864	0.000	0.000	0.000	0.000	0.000	0.000	0.957	0.794	0.583	0.926	0.904	0.000	0.700	0.952
PEAR THE FACTOR	0.776	0.000		0.000	0.000	4.430				0.9	70			0.92	21		5.552
		0.0	,,														

Location: Deltona Blvd & SR 50/Cortez Blvd

City: Spring Hill Control: Signalized **Project ID:** 22-120150-001 **Date:** 3/29/2022

vala - III		Da	ta	-	H.	T
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Г		Deltona	Plud			Deltona	a Blvd			SR 50/Cort	tez Blvd			SR 50/Cort	ez Blvd		
NS/EW Streets:							BOUND			EASTBO	DUND			WESTB			
AM	0	NORTHE 0 NT	0 NR	O NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	WT	0 WR	0 WU	TOTA 11
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM	NL 0 3 2 1 2 3 1	0 0 0 0 0	2 1 1 1 1 1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	5 8 10 7 8 5 13	0 4 1 1 0 0	0 0 0 0 0 0	6 1 5 0 3 2 2	11 10 11 9 9 8 20	0 0 0 0 0	0 0 0 0 0	33 25 26 21 21 25 29
8:45 AM	NL 14 60.87%	0 NT 0 0.00%	NR 9 39.13%	0 NU 0 0.00%	SL 0	ST 0	5R 0	SU 0	EL 0 0.00%	ET 60 89.55%	ER 7 10.45%	EU 0 0.00%	WL 20 19.80%	WT 81 80.20%	WR 0 0.00%	WU 0 0.00%	TOT 19
APPROACH %'s: PEAK HR:	00.0770	0:00 AM -			_		0	0	n	30	1	0	7	46	0	0	96
PEAK HR VOL : PEAK HR FACTOR :	8 0.667	0 0.000 0.7	4 1.000 50	0.000	0.000	0.000	0.000	0.000	0.000	0.577 0.5	0.250 96	0.000	0.583	0.5 <b>7</b> 5 0.6	0.000 02	0.000	0.82
			IDOLIND			20117	HBOUND			FASTE	BOUND			WESTI	BOUND	0	

						COURT	BOUND			EASTBO	DUND			WESTE	OUND		
PM	0	NORTHE 0	OUND 0	0	0	0	0	0	0	0	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTA
PIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL O	0	2	0	0	10	0	0	22
4:00 PM	1	0	0	0	0	0	0	0	0	12	n	0	2	7	0	1	26
4:15 PM	2	0	2	0	0	0	U	Ü	0	0	ň	o l	2	6	0	0	21
4:30 PM	ō	0	4	0	0	0	0	0	Ü	7	0	Ö	0	3	0	0	11
4:45 PM	0	0	1	0	0	0	0	0	0		0	0	0	4	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	O C	5	1	n	3	5	0	1	17
5:15 PM	2	0	0	0	0	0	O	0	0	2	ñ	o l	1	5	0	0	11
5:30 PM	2	0	0	0	0	0	0	0	0	3	n	ŏ	0	3	0	0	8
5:45 PM	1	0	1	0	0	0	U	U	U	J	v		_				
						CT	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL	ST	3K	0	0	50	3	0	8	43	0	2	12
TOTAL VOLUMES :	8	0	8	0	U	U	U	U	0.00%	94,34%	5.66%	0.00%	15.09%	81.13%	0.00%	3.77%	L
APPROACH %'s:	50.00%	0.00%	50.00%	0.00%					0.0075								TOT
PEAK HR:		04:30 PM -	05:30 PM		_	^	0	0	1 0	23	1	0	5	18	0	1	55
PEAK HR VOL :	2	0	5	0	0	0 000	0.000	0.000	0.000	0.639	0.250	0.000	0.417	0.750	0.000	0.250	0.6
PEAK HR FACTOR:	0.250	0.000	0.313	0,000	0.000	0.000	0.000	0.000	0,000	0.6				0.6	67		
		0.4	38														

Location: Deltona Blvd & SR 50/Cortez Blvd

City: Spring Hill Control: Signalized Project ID: 22-120150-001 Date: 3/29/2022

Data	-	<b>Bikes</b>
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								vala -	DIKCO								
Г		Deltona	Dhad	- T		Deltona	Blvd			SR 50/Cort	tez Blvd			SR 50/Cort			
NS/EW Streets:		Deltona	BIVO							EASTBO	OLIMP			WESTB	OUND		
AM	0	NORTH 0	0	0	0	0	BOUND 0 SR	0 SU	0 FL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTA
PAIVI	NL	NT	NR	NU	SL	ST	0	0	0	0	0	0	0	1	0	0	1
7:00 AM	0	0	0	0	0	0	U	0	0	n	0	0	0	0	0	0	0
7:15 AM	Õ	O	0	0	0	0	U	0	0	Õ	n	0	0	0	0	0	0
7:30 AM	ň	ñ	0	0	0	0	O	Ü	0	0	0	0	0	1	0	0	1
7:45 AM	0	ň	0	0	0	0	0	U	0	0	0	ō l	0	0	0	0	0
	0	0	n	0	0	0	0	0	0	0	0	0	D	0	0	0	0
8:00 AM	0	0	n	0	0	0	0	0	0	U	0	0	n	n	0	0	0
8:15 AM	U	0	0	ň	ı o	0	0	0	0	0	0	0	0	ň	o o	0	1
8:30 AM	U	0	0	Ö	ō	0	0	0	0	1	U	U	U	•	•		
8:45 AM	0	U	U	v								eu l	WL	WT	WR	WU	TOT
		A 175	ND	NU	SL	ST	SR	SU	EL	ET	ER	EU	VVL	3	0	0	3
	NL	NT	NR	0	0	0	0	0	0	1	0	0	0.00%	100.00%	0.00%	0.00%	-
TOTAL VOLUMES : APPROACH %'s :	0	0	U						0.00%	100.00%	0.00%	0.00%	0.00%	100.00%			TOT
PEAK HR :		08:00 AM	- 09:00 AM				•	0	1 0	1	0	0	0	0	0	0	1
PEAK HR VOL :	0	0	0	0	0	0	0 000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.25
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	1 0.000	0.2							1
	_									FASTI	BOUND			WEST	BOUND		
		NORT	HBOUND			SOUT	HBOUND			0	0	0	0	0	0	0	30000
PM	0	0	0	0	0	0	0	0	0	5	ER	EU	WL	WT	WR	WU	TO
PIVI	U			201	CI	CT	SR	SU	EL	ET	LIV			•		0	2

										EASTBO	CINIC			WESTB	DUND		
DM		NORTH	BOUND	0	0	SOUTH 0	BOUND 0	0	0	0	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTA
PM	NL	NT	NR	NU	SL	ST	SR	SU	0	1	0	0	0	1	0	0	2
4:00 PM	0	0	0	0	0	U	0	0	Ö	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	ő	Ō	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	U	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	<u> </u>	0	0	0	0	0	0	0	0	U	0	0	2
5:00 PM	0	0	0	0	0	0	Ö	0	0	1	0	0	0	1	0	0	ก
5:15 PM	0	0	0	U	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	Ô	Ô	0	0	0	0	0	0	U	U	U	u	Ů
5:45 PM	0	Ü	U	U	U							(60)	WL	WT	WR	WU	TOT
		AFF	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	VVL	3	0	0	5
	NL	NT	0	0	0	0	0	0	0	2	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
TOTAL VOLUMES :	U	U	Ü	·					0.00%	100.00%	0.0078	0.0070	0.0070				TOT
APPROACH %'s: PEAK HR:		04:30 PM	- 05:30 PM								n	0	0	1	0	0	2
PEAK HR VOL :	0	0	0	0	0	0	0	0	0 000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.25
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		5,550		0.2	50		J.Z.
PEAK HK PACIOK	0,000	4.300								0.2	-						

Location: Deltona Blvd & SR 50/Cortez Blvd City: Spring Hill Count

**Project ID:** 22-120150-001 **Date:** 3/29/2022

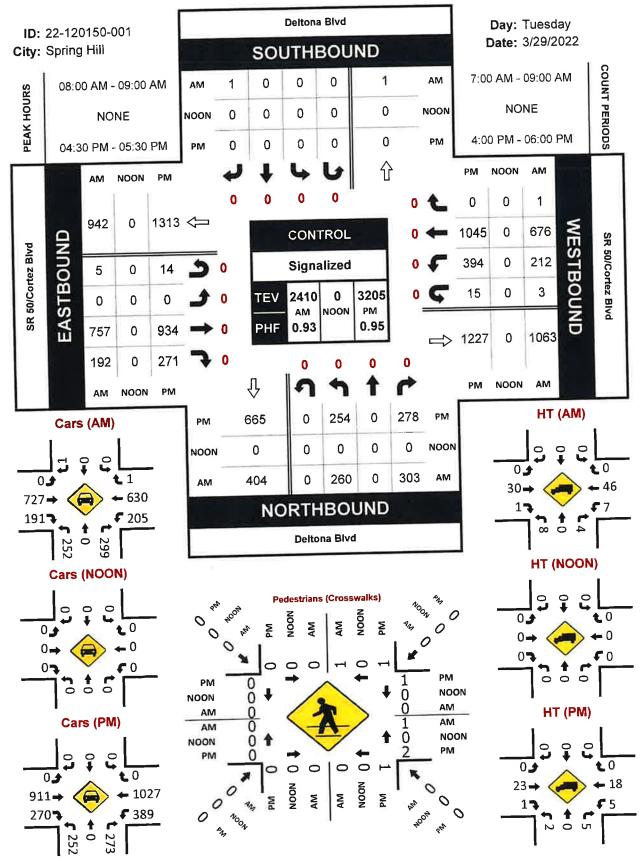
Data - Pedestrians (Crosswalks)

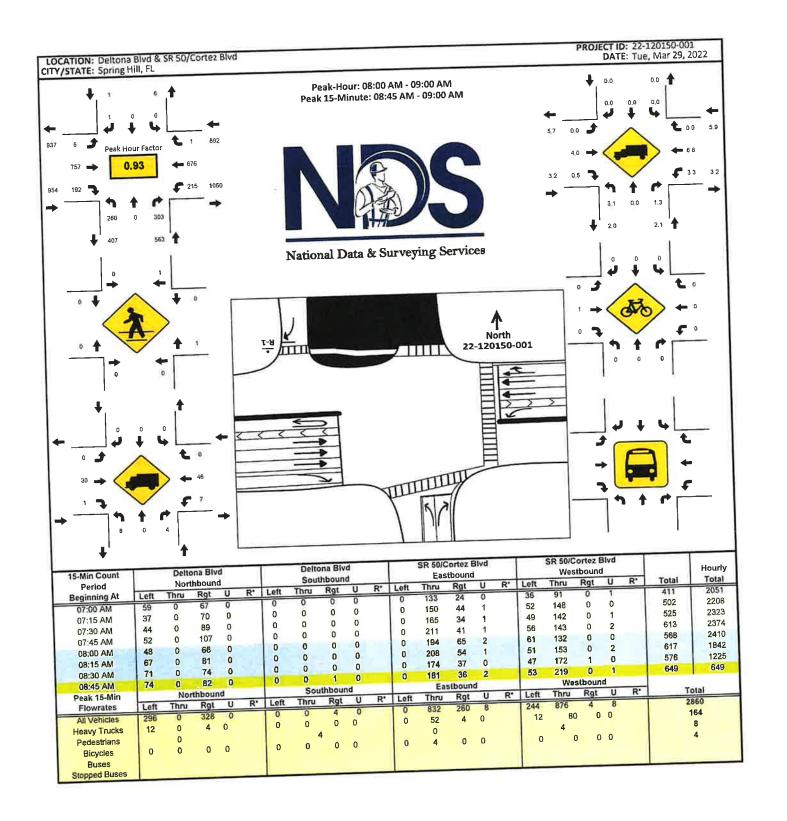
7:00 AM				)ata - P	edestria	ns (Cross	Walks			1
NORTH LEG   EB   WB   EB   WB   SB   NB   SB   NB   SB   TO	NC /EW Streets	Delton	a Blvd	Delton	a Blvd	SR 50/Cor	tez Blvd			
AW    EB   WB   EB   WB   NB   SB   NB   SB   TO	NS/EW Streets.			SOLIT	HIFG	EAST	LEG			
7:00 AM	A NA					NB	SB	NB	SB	TOTAL
7:15 AM			VVB		0	0	0	0	0	0
7:30 AM		0	0	0	Õ	0	0	0	0	0
7:45 AM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7:15 AM	0	0	0	0	0	0	0	0	0
8:00 AM	7:30 AM	0	0	Ü	0	0	0	0	0	0
8:15 AM	7:45 AM	0	0	U	<u> </u>	0	0	0	0	0
8:15 AM		0	0	0	0	0	ñ	0	0	0
8:30 AM 8:45 AM 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5-10-24	0	0	0	0	0	0	0	0	0
8:45 AM 0 1 0 0 1  TOTAL VOLUMES:  APPROACH %'s:  PEAK HR:  08:00 AM - 09:00 AM  PEAK HR VOL:  PEAK HR FACTOR:  0 1 0 0 1 0 0 0 1 0		0	0	0	0	U	0	ň	0	2
TOTAL VOLUMES:  APPROACH %'s:  Description of the peak hr start of the p	5.056.00		1	0	0	1	U	J		
TOTAL VOLUMES:  APPROACH %'s:  0 1 0 0 1 100.00% 0.00%  PEAK HR:  0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	(80)32712				WD	NR NR	SB	NB	SB	TOTA
TOTAL VOLUMES:           APPROACH %'s:         0.00%         100.00%         0.00%         TO           PEAK HR:         08:00 AM - 09:00 AM         0         1         0         0         0           PEAK HR VOL:         0         1         0         <		EB	WB		WB	1 1	0	0	0	2
APPROACH %'s:         0.00%         100.00%           PEAK HR:         08:00 AM - 09:00 AM         0         1         0         0         1         0	TOTAL VOLUMES:	0	1	0	U	100 0006	n nn%			III
PEAK HR:         08:00 AM - 09:00 AM         0         1         0         0           PEAK HR VOL:         0         1         0		0.00%	100.00%			100.00%	0.0070			TOTA
PEAK HR VOL: 0 1 0 0.250 0.250 0.250		08:00 AM	- 09:00 AM		0	1 ,	0	l o	0	2
PEAK HR FACTOR: 0.250 0.250		0	1	0	U	0.250	J			0.250
0,230			0.250				EN			0.250
0.250	FEMILINI MOION	0.	.250			1 0.2	200			

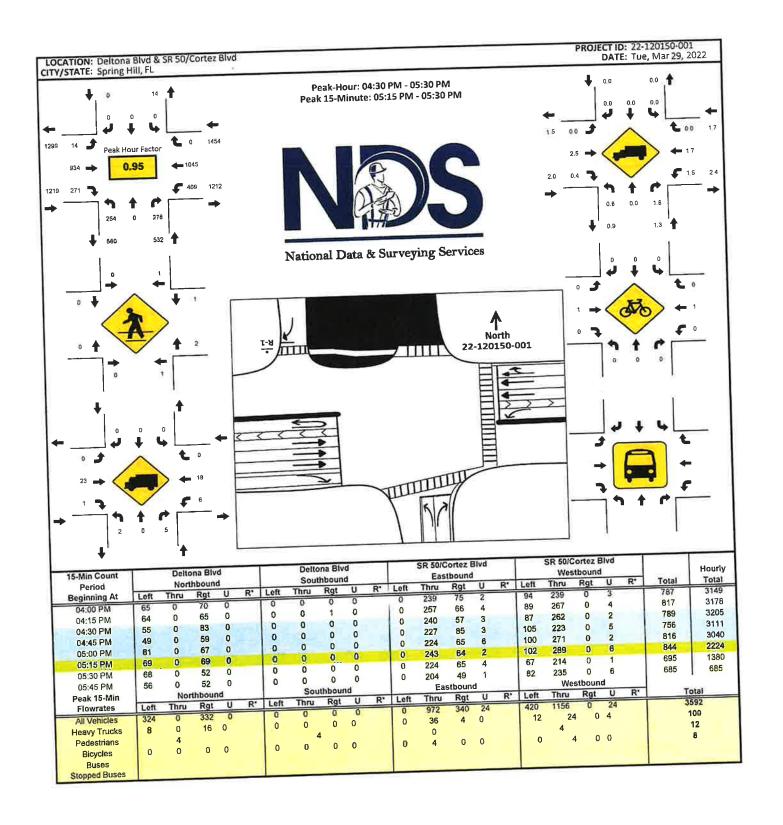
	NODT	LEC	SOUT	HIEG	EAST	LEG	WEST		TOTAL
PM	NORTI	WB	EB	WB	NB	SB	NB	SB	TOTAL
and the second second	EB	VVD	0	0	0	0	0	0	0
4:00 PM	0	0	0	n	0	0	0	0	0
4:15 PM	0	0	0	0	ñ	0	0	0	0
4:30 PM	0	0	Ü	0	1	0	0	0	2
4:45 PM	0	1	0	0		1	0	0	2
5:00 PM	0	0	0	1	1	ñ	0	0	1
5:15 PM	0	0	0	Ü	1	1	Ô	0	1
5:30 PM	0	0	0	0	U	1	ñ	0	1
5:45 PM	0	0	0	0	U	1	Ū		
0.10					ND	SB	NB	SB	TOTA
	EB	WB	EB	WB	NB	20	0	0	7
TOTAL VOLUMES :	0	1	0	1	2	50,000/	U	Ū	
APPROACH %'s:	0.00%	100.00%	0.00%	100.00%	40.00%	60.00%			TOTA
PEAK HR:		- 05:30 PM			2	1	0	0	5
PEAK HR VOL :	0	1	0	1	2 500	0.250	J	· ·	0.635
PEAK HR FACTOR :	(e)	0.250		0.250	0.500				0.625
PEAR HR I ACION I	0	250	0.	250	0,	750			

## Deltona Blvd & SR 50/Cortez Blvd

### Peak Hour Turning Movement Count









#### National Data & Surveying Services

Site Code:

21-120202-003

Date:

05/19/2021

Weather:

Sunny

City:

**Spring Hill** 

County:

Hernando

**Count Times:** 

07:00 - 09:00

16:00 - 18:00

Control:

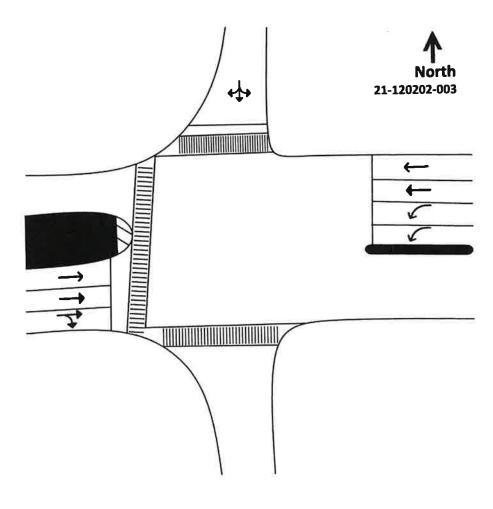
Signalized

#### SIGNAL TIMING

PHASES	1	2	3
SL/ST	00:24	00:15	00:17
ET/WT	03:54	01:54	04:03

N/S Street: Suncoast Pkwy SB Ramps

Speed: N/A



E/W Street: Spring Hill Dr

Speed: 40 MPH

Location: Suncoast Pkwy SB Ramps & Spring Hill Dr

City: Spring Hill Control: Signalized Project ID: 21-120202-003 Date: 5/19/2021

#### Data - Total

																110	
Г			. CD Damps		Sun	roast Pkwy	SB Ramps			Spring H	III Dr			Spring H			
IS/EW Streets:	Su		y SB Ramps			SOUTHB				EASTBO	DUND	*		WESTBO	DUND	0	
	024	NORTH	BOUND	0	0	0	0	0	0	0	0	0 EU	0 WL	WT	WR	WU	TOTA
AM	O NL	NT	NR	NU	SL	ST	SR	SU	EL	193	95	1	26	97	0	0	427
7:00 AM	U.	0	0	0	10	0	5	0	0	292	108	1	42	108	0	0	571
7:15 AM	0	0	0	0	13	0	/	0	Ů	266	76	0	43	183	0	0	584 509
7:30 AM	0	0	0	0	12	0	7	0	0	232	76	2	30	152	0	0	509
7:45 AM	0	0	0	0	10	0	A A	0	0	200	79	0	32	173	0	0	436
8:00 AM	0	0	0	0	13	n	10	0	0	195	55	2	17	151 207	0	0	467
8:15 AM	0	0	0	0	4	0	14	0	0	177	49	0	16 14	135	0	ŏ	352
8:30 AM	0	0	0	0	9	Ö	7	0	0	146	37	4	14	133			
8:45 AM	0	O	U								ER	EU	WL	WT	WR	WU	TOT
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET 1701	575	10	220	1206	0	0	385
TOTAL VOLUMES :	0	0	0	0	77	0	62	0.00%	0.00%	74.41%	25.15%	0.44%	15.43%	84.57%	0.00%	0.00%	707
APPROACH %'s:					55.40%	0.00%	44.60%	0.0076	0,0070						_		TOT 216
PEAK HR :		07:15 AM	- 08:15 AM				26	0	0	990	339	3	147	616	0	0.000	
PEAK HR VOL:	0	0	0	0	48	0.000	0.813	0.000	0.000	0.848	0.785	0.375	0.855	0.842 0.8	0.000	0.000	0.92
EAK HR FACTOR :	0.000	0.000	0.000	0.000	0.923	0.000				0.8	30			0.0	4-4		
						0.0									BOUND		

						COLUMNIA	OUND			EASTBO	DUND			WESTBO	DUND		
554		NORTH	BOUND	0	0	SOUTHB 0	0	0	0	0	0 ER	0 EU	D WL	0 WT	0 WR	WU	TOTA
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL 0	149	40	2	24	318	0	0	558
4:00 PM	0	0	0	0	9	0	16 13	0	0	155	31	4	26	265 383	0	0	503 633
4:15 PM	0	0	0	0	11	Ŏ	23	0	0	150 174	37 40	6	26 29	299	0	0	571
4:30 PM 4:45 PM	0	0	0	0	11	0	12 20	0	0	188	48	7	30	336	0	0	645 573
5:00 PM	0	0	0	0	16 8	0	24	0	0	158	36 37	2	31 24	314 348	0	ő	603
5:15 PM 5:30 PM	0	0	0	0	13	0	17	0	0	162 143	35	1	13	287	0	0	498
5:45 PM	0	0	0	0	10	U	9	Ů				eu.	WL	WT	WR	wu	TOT
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET 1279	ER 304	EU 27	203	2550	0	0	458
TOTAL VOLUMES:	0	0	0	0	87 39,37%	0 0.00%	134 60.63%	0.00%	0.00%	79.44%	18.88%	1.68%	7.37%	92.63%	0.00%	0.00%	TOT
APPROACH %'s:		04:30 PM	- 05:30 PM		33,3770	010.0			0	670	161	18	116	1332	0	0	242
PEAK HR VOL:	0	0	0	0.000	46 0.719	0 0.000	79 0.823	0.000	0.000	0.891	0.839	0.643	0.935	0.869	0.000	0.000	0.93
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.715	0.8				0.8	73		V	0.0	-	-	

Location: Suncoast Pkwy SB Ramps & Spring Hill Dr

City: Spring Hill Control: Signalized

PEAK HR FACTOR :

0.000

0.000

0.000

0.000 | 0.786

0.000

0.837

0.000

0.000

0.885

0.856

0.872

0.643

Project ID: 21-120202-003 Date: 5/19/2021

0.867

0.948

0.000

0.884

0.000

0.942

Control:	Signalizeu													pate. 3	7 13/2021		
-								Data -	Cars								
NS/EW Streets:	S	uncoast Pk	wy SB Ramp	5	Su	ncoast Pkw	y SB Ramps	5		Spring l	Hill Dr			Spring H	lill Dr		
24.040045		NORTI	HBOUND			SOUTH	BOUND			EASTB	OUND	1		WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TO
7:00 AM	0	0	0	0	10	0	5	0	0	186	95	1	25	94	0	0	4:
7:15 AM	0	0	0	0	12	0	6	0	0	289	108	1	41	103	0	0	50
7:30 AM	0	.0	0	0	12	0	4	0	0	261	75	0	42	178	0	0	5
7:45 AM	0	0	0	0	9	0	7	0	0	230	75	2	30	148	0	0	5
8:00 AM	0	0	0	0	13	0	7	0	0	194	78	0	31	169	0	0	4
8:15 AM	0	0	0	0	5	0	10	0	0	192	55	2	17	140	0	0	4
8:30 AM	0	0	0	0	4	0	13	0	0	173	49	0	12	199	0	0	4
8:45 AM	0	0	0	0	7	0	7	0	0	144	36	4	14	132	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WŔ	WU	TO
TOTAL VOLUMES :	0	0	0	0	72	0	59	0	0	1669	571	10	212	1163	0	0	3
APPROACH %'s					54.96%	0.00%	45.04%	0.00%	0.00%	74.18%	25.38%	0.44%	15.42%	84.58%	0.00%	0.00%	_
PEAK HR :		07:15 AM	- 08:15 AM														TO
PEAK HR VOL :	0	0	0	0	46	0	24	0	0	974	336	3	144	598	0	0	2:
EAK HR FACTOR :	0.000	0.000	0.000	0.000	0.885	0.000	0.857	0.000	0.000	0.843	0.778	0.375	0.857	0.840	0.000	0.000	0.
						0.83	/5			0.83	25			0.84	13		_
		NORT	HBOUND		1	SOUTH	BOUND			EASTE	OUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ĔΤ	ER	EU	WL	WT	WR	WU	T
4:00 PM	0	0	0	0	8	0	16	0	0	148	38	2	22	317	0	0	
4:15 PM	0	0	0	0	8	0	12	0	0	154	29	4	24	264	0	0	4
4:30 PM	0	0	0	0	11	0	23	0	0	146	35	3	24	381	0	0	- 6
4:45 PM	0	0	0	0	11	0	12	00	0	163	39	6	28	294	0	0	
5;00 PM	0	0	0	0	14	0	19	0	0	179	45	7	29	333	0	0	- 6
5:15 PM	0	0	0	0	8	0	23	0	0	146	35	2	29	314	0	0	- 5
5:30 PM	0	0	0	0	10	0	16	0	0	159	37	2	24	346	0	0	5
5:45 PM	0	0	0	0	10	0	9	0	0	139	34	1	13	284	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
TOTAL VOLUMES:	0	0	0	0	80	0	130	0	0	1234	292	27	193	2533	0	0	4
APPROACH %'s:					38.10%	0.00%	61.90%	0.00%	0.00%	79.46%	18.80%	1.74%	7.08%	92.92%	0.00%	0.00%	
PEAK HR:			- 05:30 PM														TO
PEAK HR VOL:	0	0	0	0	44	0	77	0	0	634	154	18	110	1322	0	0	2:
	0.000	0.000	0.000	0.000	0.700	0.000	0.007	0.000	0.000	0.005	0.056	0.642	0.040	0.067	0.000	0.000	

Location: Suncoast Pkwy SB Ramps & Spring Hill Dr

City: Spring Hill Control: Signalized Project ID: 21-120202-003 Date: 5/19/2021

Control: Sig	inalized							Data ·	· HT								
	Su	ncoast Pkwy	, SB Ramps		Suno	oast Pkwy	SB Ramps			Spring Hi	ll Dr			Spring Hil			_
NS/EW Streets:	Ju					SOUTHBO	TIND			EASTBO	UND			WESTBO		0	
		NORTHE			0	0	0	0	0	0	0	0	0	0	0 WR	wu	тот
AM	0	0	0	0	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	0	0	11
	NL	NT	NR	NU	0	0	0	0	0	7	0	0	1	3	0	0	11
7:00 AM	0	0	0	0	1	0	1	0	0	3	0	0	1	5	0	0	12
7:15 AM	0	0	0	0	0	n	Ô	0	0	5	1	0	1	5	0	Ö	8
7:30 AM	0	0	0	0	1	0	0	0	0	2	1	0	0	4		0	13
7:45 AM	0	0	0	0		0	1	0	0	6	1	0	1	4	0	0	15
8:00 AM	0	0	0	0	0 1	0	ō	0	0	3	0	0	0	11	0	0	17
8:15 AM	0	0	0	0	0	0	1	0	0	4	0	0	4	8	0	0	8
8:30 AM	0	0	0	0	2	0	ñ	0	0	2	1	0	0	3	U	v	٥
8:45 AM	0	0	0	0	2	v								77.00	14/71	wu I	TO
				500	SL	ST	SR	SU	EL.	ET	ER	EU	WL	WT	WR 0	0	9
	NL	NT	NR	NU	5	0	3	0	0	32	4	0	8	43	0.00%	0.00%	
TOTAL VOLUMES :	0	0	0	0	62.50%	0.00%	37.50%	0.00%	0.00%	88.89%	11.11%	0.00%	15.69%	84.31%	0.00%	0.0070	TO
APPROACH %'s:					02.5070	0.00 70	3713070								_		4
PEAK HR:		07:15 AM -			_	0	2	0 1	0	16	3	0	3	18	0	0,000	
PEAK HR VOL :	0	0	0	0	2	0.000	0,500	0.000	0.000	0.667	0.750	0.000	0.750	0.900	0.000	0,000	0.8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000		0.000	,	0.67	79			0.87	5		_
						0,50										- 1	_
						SOUTHE	ROHND			EASTB	OUND		A 245	WESTB		0	
		10-70-000	HBOUND	_		0	0	0	0	0	0	0	0	0	0 WR	wu	то
PM	0	0	0	0	0 SL	ST	SR	SU	EL	ET	ER	EU	WL	WT		0	-10
	NL	NT	NR	NU		0	0	0	0	1	2	0	2	1	0	Ö	
4:00 PM	0	0	0	0	1	0	1	0	0	1	2	0	2	1	0	0	1
4:15 PM	0	0	0	0	1 0	0	Ô	0	0	4	2	0	2	2	0	0	1
4:30 PM	0	0	0	0	0	0	0	Ŏ	0	11	1	0	1	5	0	0	1
4:45 PM	0	0	0			0	1	0	0	9	3	0	1	3	0	0	í
5:00 PM	0	0	0	0	2	0	1	ŏ	0	12	1	0	2	0	•	0	
5:15 PM	0	0	0	0	0	0	1	Ö	0	3	0	0	0	2	0	0	
5:30 PM	0	0	0	0	0	0	ō	Ď	0	4	1	0	0	3	U	U	
5:45 PM	0	0	0	0	U	U	·								1105	14/11	TC
				***	CI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU 0	10
	NL	NT	NR	NU	SL	0	4	0	0	45	12	0	10	17	0	0.00%	
TOTAL VOLUMES:	0	0	0	0	63.64%	0.00%	36.36%	0.00%	0.00%	78.95%	21.05%	0.00%	37.04%	62.96%	0.00%	0.00%	TO
APPROACH %'s:					03.04%	0.0070	50.2010								144.11		11
PEAK HR:		04:30 PM	- 05:30 PM		١.,	•	2	0	0	36	7	0	6	10	0	0	1
			0	0	2	0	2		1 7		0.583	0.000	0.750	0.500	0.000	0.000	0.
PEAK HR VOL:	0	0	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.750	0.563	0.000	0.730	0.6			∥ U,

Location: Suncoast Pkwy SB Ramps & Spring Hill Dr

City: Spring Hill Control: Signalized Project ID: 21-120202-003 Date: 5/19/2021

#### Data - Bikes

Control. Sig	J. 10112-0-							Jata - I	DIKES				_		1111 Pm		
		coast Pkwy	CD Damne		Sur	coast Pkwy	SB Ramps			Spring H	_			Spring H WESTB			
NS/EW Streets:	Sun					SOUTHBO				EASTBO	DUND	•	0	0	0	0	
		NORTHB	OUND		n	0	0	0	0	0	0	0 EU	WL	WT	WR	WU	TOTA
AM	0	0	NR	O NU	SL	ST	SR	SU	EL	ET	ER	0	0	0	0	0	0
	NL	NT	IVIC	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	O.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	U
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	- 2
7:45 AM	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0	0	U	1 4
8:00 AM	1	0	Õ	0	0	1	0	0	ď	0	3	0	0	0	0	0	7
8:15 AM	U	0	0	0	0	0	0	U	0	0	0	0	0	0	0	U	
8:30 AM	0	2	Ŏ	0	0	0	0	U	.0	12.00					MID	WU	TOT
8:45 AM	U	-					- cn	SU	EL	ET	ER	EU	WL	WT	WR	0	11
	NL.	NT	NR	NU	SL	ST	SR	0	1	1	3	0	0	0	U	v	
TOTAL VOLUMES :	1	4	0	0	0	1 0000	0.00%	0.00%	20.00%	20.00%	60.00%	0.00%					TOT
APPROACH %'s:	20.00%	80.00%	0.00%	0.00%	0.00%	100.00%	0.0070	0.00						0	0	0	4
PEAK HR :		07:15 AM -	08:15 AM		•	0	0	0	0	1	0	0	0.000	0.000	0.000	0.000	0.50
PEAK HR VOL : PEAK HR FACTOR :	1 0.250	2 0.250	0 0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250 0.2	0.000	0.000	0.000				0.50
r Erik Hitting		0.3	75								2011112			WEST	TBOUND		
						0.011771	CIMIDORI			EAST	BOUND			(talesta)	The state of the s	Λ	1

		0.375				COLUMN	OUND			EASTB	OUND			WESTBO	DUND	0	
PM	0	NORTHB 0	OUND 0 NR	0 NU	0 SL	SOUTHB 0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU 0	WL 0	WT	WR 0	WU 0	TOTAI 0
4:00 PM 4:15 PM 4:30 PM	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 1 0 2	0 0 0	0 0	0 0 0	0	0	0 0 0	0 0 0	1 0 2	0	0 0	0 4 1
4:45 PM 5:00 PM 5:15 PM 5:30 PM	0	0 0	0 0	0 0 0	0 0 0 0	0 1 1 0	0 0 0 0	0 0	0	0 0 0	0	0 0 0	0 0 0	0 0 0	0	0	1 4 TOTA
5:45 PM TOTAL VOLUMES:	NL 0	NT 4	NR 0	NU 0	SL 0 0.00%	ST 5 100.00%	SR 0 0.00%	SU 0 0.00%	EL 0	ET 0	ER 0	ΕU 0	WL 0 0.00%	WT 4 100.00%	WR 0 0.00%	WU 0 0.00%	13 TOT/
APPROACH %'s: PEAK HR:	0.00%	100.00% 04:30 PM -	0.00% 05:30 PM	0.00%	0.0070	3	0	0	0	0	0	0 0.000	0.000	3 0.3 <b>7</b> 5	0.000 0.000	0.000	6 0.37
PEAK HR VOL : PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.375 0.3	0.000 75	0.000	0.000	0.000	0.000	0.000	0.000	0.3	75		0.57

Location: Suncoast Pkwy SB Ramps & Spring Hill Dr Count

**Project ID: 21-120202-003** Date: 5/19/2021

City: Spring Hill

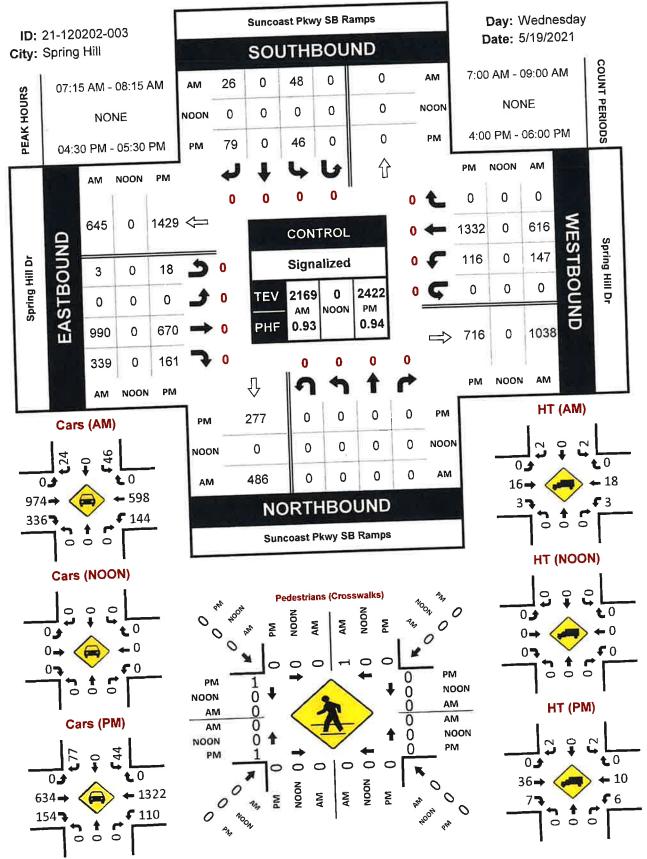
Data - Pedestrians (Crosswalks)

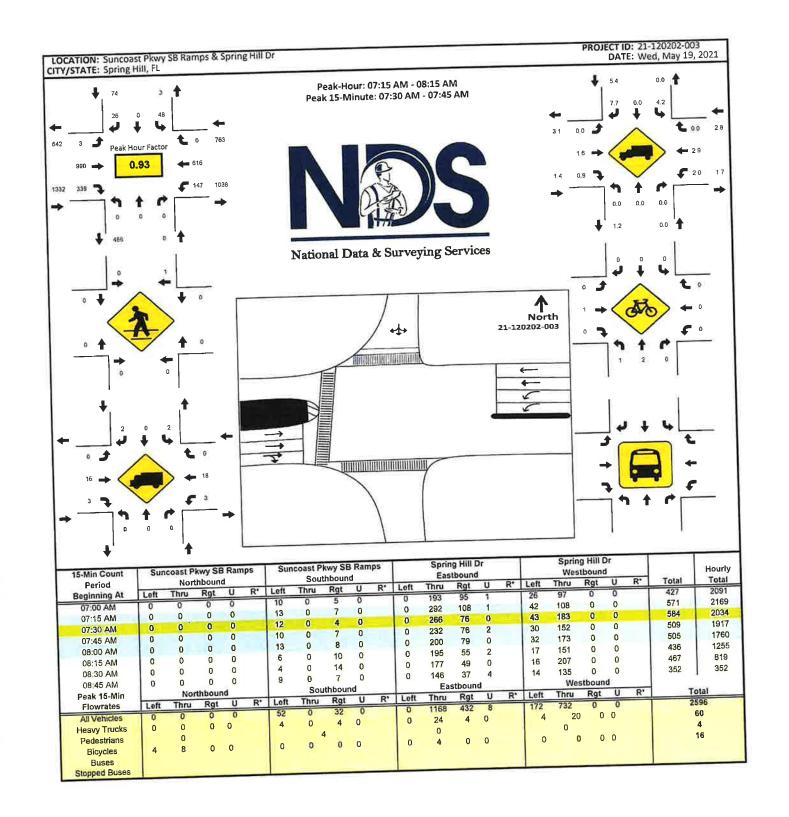
			Data - P	edestriai	5 (6103	Javania,			1
NS/EW Streets:	Suncoast Pkw	v SB Ramps		vy SB Ramps	Spring		Spring		
	NORTH			H LEG	EAST	LEG SB	WEST NB	LEG SB	TOTAL
AM	EB	WB	EB	WB	NB NB	3D	0	0	0
7:00 AM		0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	Ö	0	0	0
7:30 AM		0	0	0	Ö	0	0	0	0
7:45 AM		0	0	- 0	0	0	0	0	1
8:00 AM		1	0	Ö	0	0	0	0	1
8:15 AM		0	0	0	0	0	0	U	n
8:30 AM		0	0	0	0	0	0	U	
8:45 AM		Ü			100	CD.	NB	SB	TOTA
	EB	WB	EB	WB	NB	SB	100	0	3
TOTAL VOLUMES :	2	1	0	0	U	U	, ,		
APPROACH %'s:	66.67%	33.33%_							TOTA
PEAK HR:	07:15 AM	- 08:15 AM		,	n	0	0	0	1
PEAK HR VOL :	0	1	0	0	J	J			0.250
PEAK HR FACTOR :		0.250							J.,,,,
	0.	250							

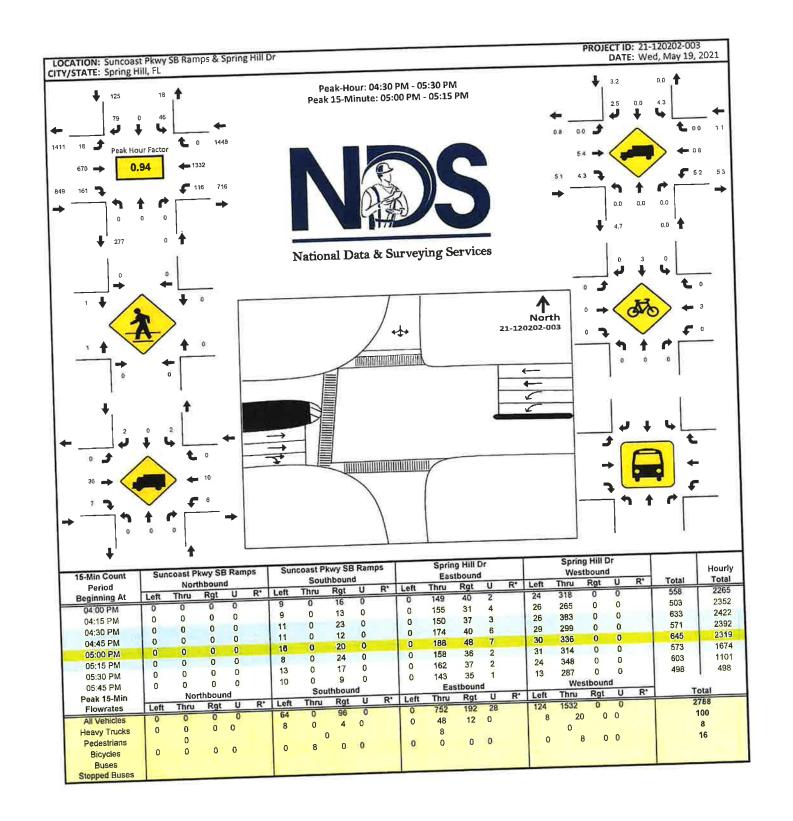
	HORT	11156	SOUT	H LEG	EAST	LEG	WEST		TOTAL
4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	NORT EB 0 0 0 0	0 0 0 0 0	EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WB 0 0 0 0 0	NB 0 0 0 0 0	SB 0 0 0 0 0	NB 0 0 0 0 0 0	SB 0 0 0 0 0	0 0 0 0 0 0 2
5:15 PM 5:30 PM 5:45 PM	0 0 0	0 0 0	0 0 0	0 0 WB	0 0	0 0 SB	0 0 NB	0 0 SB	TOTA
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	0	0	0	0	50.00%	50.00%	TOTA
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0	- <b>05:30 PM</b> 0	0	0	0	0	1 0.250 0.2	1 0.250 250	0.250

# Suncoast Pkwy SB Ramps & Spring Hill Dr

## Peak Hour Turning Movement Count









Speed: N/A





### National Data & Surveying Services

Site Code: 21-120202-004

Date: 05/19/2021

Weather: Sunny

City: Spring Hill

County: Hernando

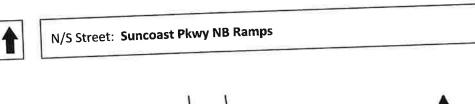
Count Times: 07:00 - 09:00

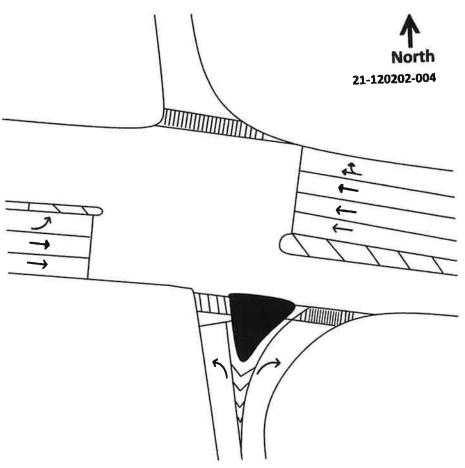
16:00 - 18:00

Control: Signalized

#### SIGNAL TIMING

PHASES	1	2	3
NL/NR	00:31	00:37	00:35
EL/ET		-	00:14
ET/WT	01:40	01:32	01:21





Location: Suncoast Pkwy NB Ramps & Spring Hill Dr

City: Spring Hill Control: Signalized Project ID: 21-120202-004 Date: 5/19/2021

#### Data - Total

NS/EW Streets:	Sur	ncoast Pkwy	NB Ramps		Su	ncoast Pkw	y NB Ramps	s		Spring H	iill Dr			Spring H			
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM	0 NL 10 8 15 18 33 24 23	NORTHE 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	OUND 0 NR 17 33 32 33 30 26 15	0 NU 0 0 0 0 0	0 SL 0 0 0 0		BOUND 0 SR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 SU 0 0 0 0	0 EL 18 15 19 20 15 9 10	EASTEC 0 ET 188 280 252 234 192 204 159 152	OUND 0 ER 0 0 0 0 0 0 0 0	0 EU 0 0 0 0 0	0 WL 0 0 0 0 0	WESTB 0 WT 109 148 206 171 165 147 192 135	OUND 0 WR 6 15 15 15 8 10 11 6 13	0 WU 0 0 0 0 0	TOTAL 348 499 539 484 445 422 405 358
8:45 AM	17	0	28	0	0	0	0	SU	EL EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES : APPROACH %'s :	NL 148 40.88%	NT 0 0.00%	NR 214 59.12%	NU 0 0.00%	SL 0	5T 0	SR 0	0	118 6.63%	1661 93.26%	0.00%	2 0.11%	0.00%	1273 93.81%	84 6.19%	0 0.00%	350
PEAK HR:		07:15 AM -				0	0	0	69	958	0	0	0	690	48	0	1967
PEAK HR VOL : PEAK HR FACTOR :	74 0.561	0.000 0.80	128 0.970	0.000	0.000	0.000	0.000	0.000	0.863	0.855	0.000	0.000	0.000	0.837 0.83	0.800 35	0.000	0.91

						COURT	BOUND			EASTB	DUND			WESTB	OUND		
		NORTHE	BOUND			50011	IBOOND			0	0	0	0	0	0	0	
PM	0	0	0	0	0	0	U	U .	ŭ	-	ER	EU	WL	WT	WR	WU	TOT
NAME OF THE PERSON OF THE PERS	NL	NT	NR	NU	SL	ST	SR	SU	EL	TTC TTC	0	3	0	253	20	1	549
4:00 PM	81	0	29	0	0	0	0	0	/	155	0	0	0	238	8	0	500
4:15 PM	58	ñ	35	0	0	0	0	0	10	151	U	0	0	341	17	ñ	620
4:30 PM	60	ñ	39	0	0	0	0	0	10	153	0	Ü	0	259	19	Ö	576
	73	0	42	0	0	0	0	0	9	170	0	4	U			0	62!
4:45 PM	/3	0	50	0	n	0	0	0	9	187	0	4	0	278	20	-	
5:00 PM	//	0		Č	Ö	n	0	0	8	163	0	4	0	256	20	0	58!
5:15 PM	91	Ü	43	0	0	0	Ŏ	Ď	11	162	0	3	0	258	26	0	61
5:30 PM	104	0	50	0	U	0	0	Ô	2	146	0	0	0	235	9	0	497
5:45 PM	68	0	37	0	U	U	U	U	_	2.0	_						
					- 01	-	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
	NL	NT	NR	NU	SL	डा	310	0	66	1287	0	18	0	2118	139	1	45
TOTAL VOLUMES :	612	0	325	0	0	0	U	U	4.81%	93.87%	0.00%	1.31%	0.00%	93.80%	6.16%	0.04%	
APPROACH %'s :	65.31%	0.00%	34.69%	0.00%					4.0170	55.07 70	0.0070	210 4 70					TOT
PEAK HR :		04:30 PM -	05:30 PM				_	^	36	673	0	12	0	1134	76	0	240
PEAK HR VOL :	301	0	174	0	0	0	0	0		0.900	0.000	0.750	0.000	0.831	0.950	0.000	0.0
PEAK HR FACTOR :	0.827	0.000	0.870	0.000	0.000	0.000	0.000	0.000	0.900	0.900		0.750	0.000	0.8			0.9
- ENKINGING		0.8	86							0.9	01			0.0			

Location: Suncoast Pkwy NB Ramps & Spring Hill Dr

City: Spring Hill Control: Signalized Project ID: 21-120202-004 Date: 5/19/2021

#### Data - Cars

											=			Spring H	ill Dr	- 1	
	Cur	ncoast Pkwy	NB Ramos		Sur	coast Pkw	NB Ramps			Spring H				WESTB			
NS/EW Streets:	Sui	NORTHB				SOUTH	BOUND			EASTBO	OUND	0	0	0	0	0	
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	SR	0 SU	EL	ET 183	ER 0	EU 0	WL 0	WT 106	5 13	0	335 484
7:00 AM 7:15 AM	10 7	0	15 31	0	0	0	0	0	15 19	277 250	0	0	0	141 201 166	12 7	0	527 469
7:30 AM 7:45 AM	15 18	0	30 31	0	0	0	0	0	20 15	189 189	0	0 0	0	160 138	7 8	0	431 401
8:00 AM 8:15 AM	33 23	0	27 24 13	0	0	0	0	0	10	198 157 149	0	0	0	182 133	6 12	0	388 345
8:30 AM 8:45 AM	20 17	0	25	0	0	0	0	0	EL	ET	ER	EU	WL	WT	WR	wu	TOTA 3380
TOTAL VOLUMES :	NL 143	NT 0	NR 196	NU 0	SL 0	ST 0	SR 0	SU 0	112 6.42%	1630 93.46%	0 0.00%	2 0.11%	0 0.00%	1227 94.60%	70 5.40%	0.00%	TOTA
APPROACH %'s: PEAK HR:	42.18%	0.00% 07:15 AM -	57.82% 08:15 AM	0.00%			^	0	69	943	0	0	0	668	39	0 0.000	1911
PEAK HR VOL : PEAK HR FACTOR :	73 0,553	0 0.000 0.8	119 0.960	0.000	0.000	0.000	0.000	0.000	0.863	0.851 0.8	0.000 66	0.000	0.000	0.831 0.8	0.750 330	0.000	0.907
		0.8	00								CIMID			WEST	BOUND		

		0.800								EASTBO	CIMID			WESTBO	DUND		
PM 4:00 PM	0 NL 81	NORTHB 0 NT 0	OUND 0 NR 27 33	0 NU 0	0 SL 0	SOUTH 0 ST 0 0	BOUND 0 SR 0 0	0 SU 0 0	0 EL 7 10	0 ET 154 148	O ER O	0 EU 3 0	0 WL 0 0	0 WT 250 235 337	0 WR 20 6 16	0 WU 1 0 0	543 490 611
4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	58 60 73 77 91 103	0 0 0	38 39 50 42 46 36	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	10 8 9 8 11 2	150 160 176 150 157 142	0 0 0	4 4 4 3 0	0 0 0 0	254 273 254 257 233	19 20 19 24 9	0 0 0 0	557 609 568 601 490
5:45 PM	68 NL 611	NT 0 0.00%	NR 311 33.73%	NU 0 0.00%	SL 0	ST 0	SR 0	SU 0	EL 65 4.92%	ET 1237 93.71%	ER 0 0.00%	EU 18 1.36%	WL 0 0.00%	WT 2093 93.98%	WR 133 5.97%	WU 1 0.04%	TO
PEAK HR :  PEAK HR VOL : PEAK HR FACTOR :	301 0.827	0.0098 04:30 PM - 0 0.000 0.8	05:30 PM 169 0.845	0,000	0 0.000	0 0.000	0.000	0 0.000	35 0.875	636 0.903 0.9	0 0.000 03	12 0.750	0.000	1118 0.829 0.8	74 0.925 14	0 0.000	0.9

Location: Suncoast Pkwy NB Ramps & Spring Hill Dr

City: Spring Hill Control: Signalized

Project ID: 21-120202-004 Date: 5/19/2021

Control: Si	gnalized							Data	- HT								
NS/EW Streets:	Sun	coast Pkwy	NB Ramps		Sur	ncoast Pkwy	NB Ramps	5		Spring H	ill Dr			Spring H			
NS/EW Street.						SOUTHE	CUIND			EASTBO	UND			WESTBO			
0.00		NORTHB		0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
AM	0	O TN	0 NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
- 00 444	NL 0	0	2	0	0	0	0	0	2	5	0	0	0	3	1	0	13 15
7:00 AM	1	0	2	0	0	0	0	0	0	3	0	0	0	7	2 3	0	12
7:15 AM	0	0	2	ñ	Ō	0	0	0	0	2	0	0	0	5	3	0	15
7:30 AM 7:45 AM	0	0	2	Ö	0	0	0	0	0	7	0	0	0	5	3	0	14
8:00 AM	0	0	3	0	0	0	0	0	0	3	0	0	0	9	3	0	21
8:15 AM	1	0	2	0	0	0	0	0	0	6	Ü	0	0	-	0	0	17
8:30 AM	3	0	2	0	0	0	0	0	0	2	0	0	0	10 2	1	0	13
8:45 AM	Õ	0	3	Ō	0	0	0	0	4	3	0	0	U	2	1	۰	13
ויות כד.ס												EU.	WL	WT	WR	wu I	TOTAL
	NL	NT	NR	NU	SL 0	ST	SR	SU	EL	ΕŤ	ER	EU 0	O	46	14	0	120
TOTAL VOLUMES:	5	0	18	0	0	0	0	0	6	31	0	0.00%	0.00%	76.67%	23.33%	0.00%	
APPROACH %'s :	21.74%	0.00%	78.26%	0.00%					16.22%	83.78%	0.00%	0.00%	0.0070	70.07 70	25.5570	-	TOTAL
PEAK HR:		7:15 AM -	08:15 AM							45	0	0	0	22	9	0	56
PEAK HR VOL :	1	0	9	0	0	0	0	0	0	15 0.536	0.000	0.000	0.000	0.786	0.750	0.000	
PEAK HR FACTOR :	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.536		0.000	0.000	0.86			0.933
		0.83	3							0.5.							
						00100	DOLLIND		¥	EASTB	OUND			WESTE	OUND		
		NORTH			_		BOUND	0	0	0	0	0	0	0	0	0	
PM	0	0	0	0	0	0	0 SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR	NU	SL	ST	0 0	0	0	1	0	0	0	3	0	0	6
4:00 PM	0	0	2	0	0	0	0	0	ŏ	3	0	0	0	3	2	0	10
4:15 PM	0	0	2	0	0	0	0	0	ŏ	3	Ó	0	0	4	1	0	9
4:30 PM	0	0	1	0	0	0	0	0	i	10	0	0	0	5	0	0	19
4:45 PM	0	0	3	0	0	0	Ö	0	Ö	11	0	0	0	5	0	0	16
5:00 PM	0	0	U	0	0	0	Õ	Õ	0	13	0	0	0	2	1	0	17
5:15 PM	0	0	1	0	0	Ö	Ö	ā	0	5	0	0	0	1	2	0	13
5:30 PM	1	0	4	0	0	0	ā	Ō	0	4	0	0	0	2	0	0	7
5:45 PM	0	U	1	U	U	•									1410	1401	TOTAL
	- All	NT	NR	NU	SL	ST	SR	SU	EL.	ET	ER	EU	WL	WT	WR	WU	97
	NL	0	14	0	0	0	0	0	1	50	0	0	0	25	6	0.00%	97
TOTAL VOLUMES :	6,67%	0.00%	93.33%	0.00%	ľ				1.96%	98.04%	0.00%	0.00%	0.00%	80.65%	19.35%	0.00%	TOTAL
APPROACH %'s:	0.07%	04:30 PM -		0.0070										16	٦.	n	61
PEAK HR :	0	0	5	0	0	0	0	0	1	37	0	0	0	16	2 0.500	0 0.000	
PEAK HR VOL :	0.000	0.000	0.417	0.000	0.000	0.000	0.000	0.000	0.250	0.712	0.000	0.000	0.000	0.800		0.000	0.803
PEAK HR FACTOR:	0.000	0.000		0,000	0.000				1	0.7	31			0.9	00		<u></u>

Location: Suncoast Pkwy NB Ramps & Spring Hill Dr

City: Spring Hill Control: Signalized Project ID: 21-120202-004 Date: 5/19/2021

Control: Sig	gridinzed							Data -	Bikes			-					
	Çıı	ncoast Pkwy	NB Ramps		Sun	coast Pkwy	NB Ramps			Spring H	ill Dr			Spring Hi			
NS/EW Streets:	Ju					SOUTHE	OUND			EASTBO	OUND		8	WESTBO			
		NORTHE		220		0	0	0	0	0	0	0	0	0	0	0	TOTA
AM	0	0	0	0	0 SL	ST	SR	SU	EL.	ET	ER	EU	WL	WT	WR 0	WU 0	0
	NL	NT	NR	NU 0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	-	0	0	0	0	0	0	0	0	0	0	-	0	0
7:15 AM	0	0	0	0	0	0	ñ	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	.0	0	0	0	0	0	0	0	1	0	0	0	0	_	0	0
8:00 AM	0	0	0	0	0	0	Ô	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	ŏ	Ö	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	Ŏ	0	0	0	0	0	0	0	U	U	U
8:45 AM	0	0	0	U	U	U	•	1							WR	wu I	TOT
				NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	0	0	1
	NL	NT	NR		0	0	0	0	0	1	0	0	0	0	U	١	-
TOTAL VOLUMES :	0	0	0	0	U	0	Ü		0.00%	100.00%	0.00%	0.00%					TOT
APPROACH %'s:																0	1
PEAK HR:		07:15 AM -			0	0	0	0	0	1	0	0	0	0	0 0.000	0.000	_
PEAK HR VOL :	0	0	0	0,000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.25
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	2.000			0.25	50						
														WESTB	OUND		
		MARTI	HBOUND	_		SOUTH	IBOUND			EASTE			0	0	0	0	
200		200222200	0	0	0	0	0	0	0	0	0	0	WL	WT	WR	WU	TOT
PM	0	0 NT	NR	NU	SL.	ST	SR	SU	EL	ET	ER	EU	O	0	0	0	0
	NL	0	0	0	0	0	0	0	0	0	0	0	0	1	Õ	0	1
4:00 PM	0	0	0	0	O	O	0	0	0	0	0	0	ŏ	Ô	0	Ö	0
4:15 PM	0	0	0	ő	o o	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	Ö	0	0	0	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	Ô	0	0	0	0	0	0	0	0	0	Ō	Ö	0	0
5:00 PM	0	0	0	Ô	0	0	0	0	0	0	0	0	0	0	Ö	ō	0
5:15 PM	0	0	0	Ö	0	0	0	0	0	0	0	0	0	n	0	0	0
5:30 PM		0	0	0	0	0	0	0	0	0	0	U	U	U	•	_	
5:45 PM	0	U	J	•							ED	EU	WL	WT	WR	WU	TO
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	0	0	4	0	0	4
	O.	0	0	0	0	0	0	0	0	0	0	U	0.00%	100.00%	0.00%	0.00%	
TOTAL VOLUMES :	U	U	U	ŭ									0.0070	1000070			TO
APPROACH %'s		04:30 PM	- 05:30 PM										0	3	0	0	100
PEAK HR :	-		0	0	1 0	0	0	0	0	0	0	0	0.000	0.375	0.000	0.000	
PEAK HR VOL:	0	0 000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0.373		0.000	0.3
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0,000									0.5	1.00		

Location: Suncoast Pkwy NB Ramps & Spring Hill Dr Count

Project ID: 21-120202-004 Date: 5/19/2021

City: Spring Hill

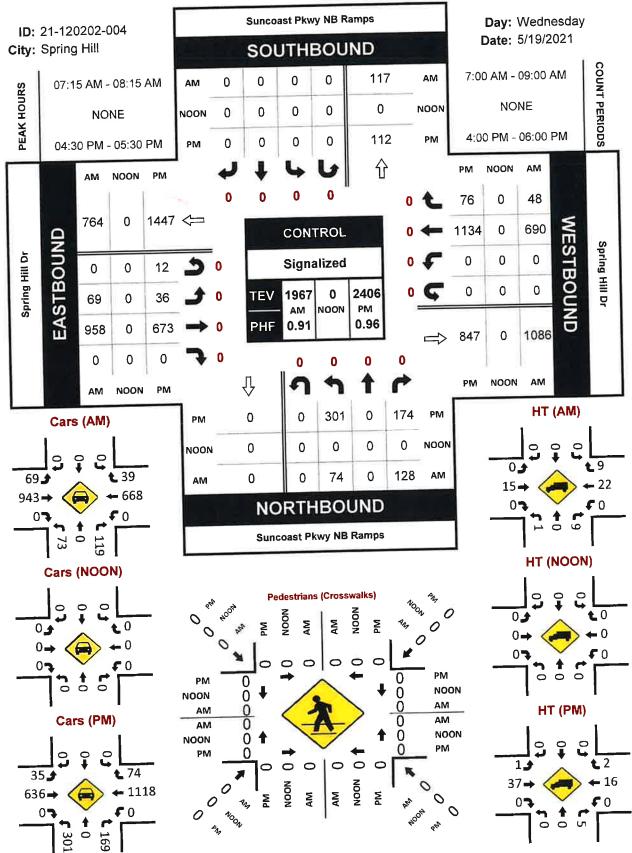
Data - Pedestrians (Crosswalks)

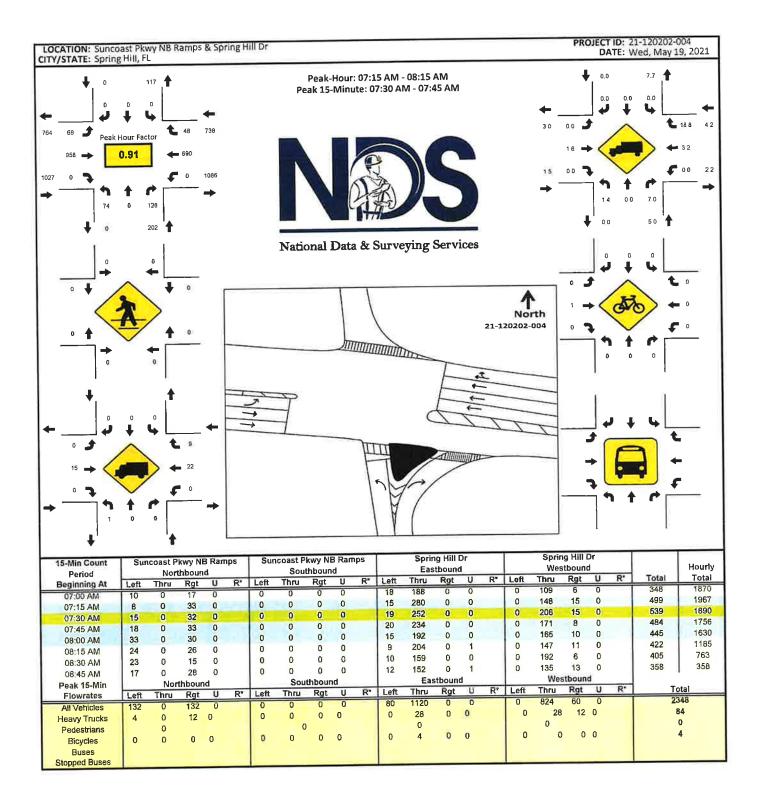
			udla - r	euesu iai	5 (				i
NS/EW Streets:	Suncoast Pkw	y NB Ramps	Suncoast Pkv		Spring		Spring		
AM 7:00 AM	NORTH EB		SOUT EB 0	H LEG WB 0	EAST NB 0	SB 0	WEST NB 0	SB 0	TOTAL 0
7:15 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 0 1 1	0 0 0 0 1 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 2 1 0
TOTAL VOLUMES :	EB 2 66.67%	WB 1 33.33%	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOTAL 3
PEAK HR VOL: PEAK HR FACTOR:		<b>08:15 AM</b>	0	0	0	0	0	0	0

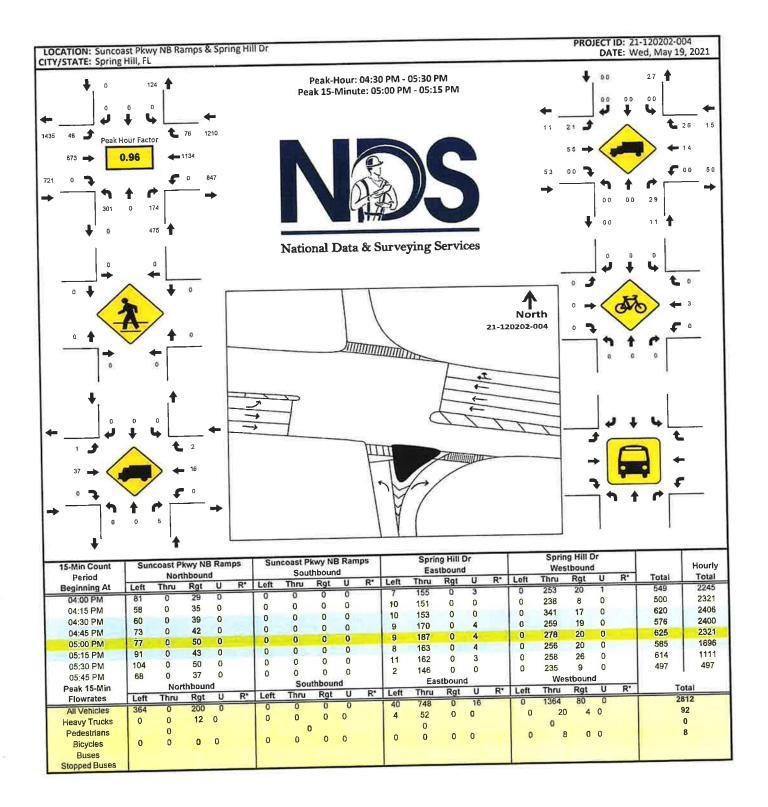
	NODT	H LEG	SOUT	H LEG	EAST	LEG	WEST		
PM			EB	WB	NB	SB	NB	SB	TOTAL
	EB	WB	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	ñ	0	0	0	0
4:15 PM	0	0	Ü	0	0	ň	0	0	0
4:30 PM	0	0	O	0	0	ů.	n	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	Ô	n
5:15 PM	0	0	0	0	0	0	0	0	l ň
5:30 PM	Ô	0	0	0	0	Ü	0	0	ň
5:45 PM	0	0	0	0	0	0	U	U	"
3,43 [11]	Ū	Ū						CD.	TOTA
	EB	WB	EB	WB	NB	SB	NB	SB	TOTA
	EB	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	U	v I	U	ū					
APPROACH %'s:									TOTA
PEAK HR:	04:30 PM	- 05:30 PM	-	0	١ ٥	n	1 0	0	0
PEAK HR VOL:	0	0	Ü	U	1 0	Ū	1		
PEAK HR FACTOR :		1							

# Suncoast Pkwy NB Ramps & Spring Hill Dr

## Peak Hour Turning Movement Count







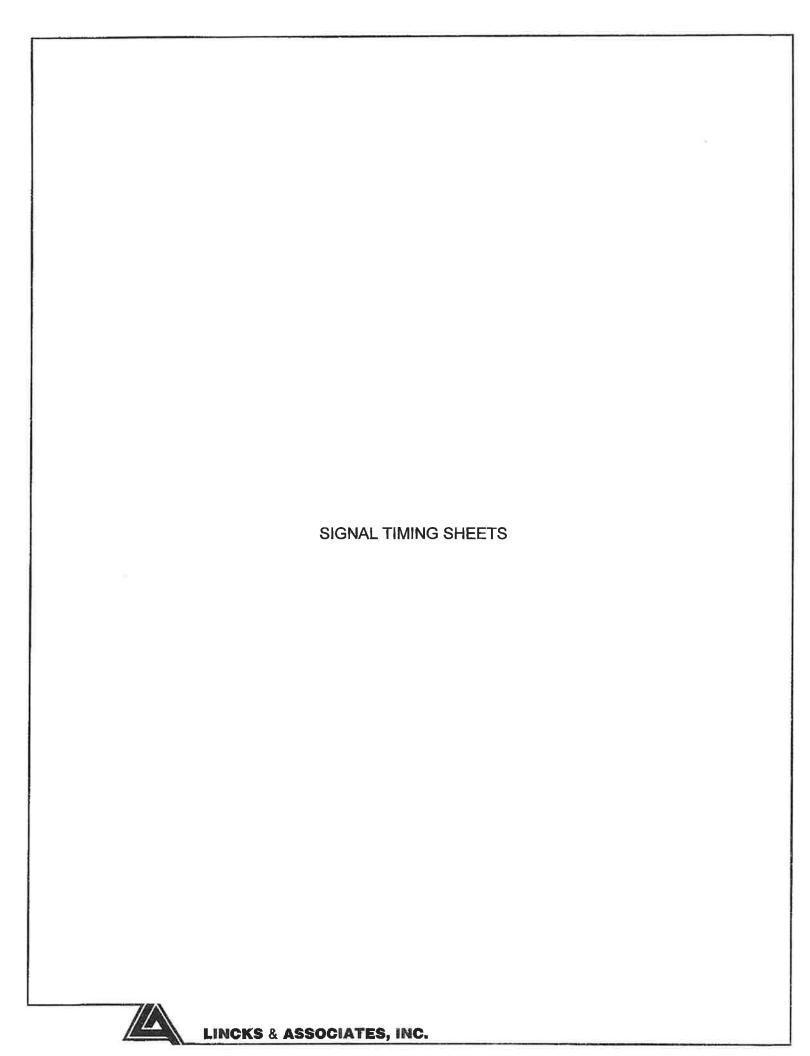
FDOT PEAK SEASON ADJUSTMENT FACTORS

LINCKS & ASSOCIATES, INC.

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 0800 HERNANDO COUNTYWIDE

MOCF:	0.94
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CATEGO.	RI: 0800 IIIIII		
MEEK	DATES	SF	PSCF
	01/01/2019 - 01/12/2019 01/13/2019 - 01/12/2019 01/13/2019 - 01/12/2019 01/27/2019 - 01/26/2019 02/03/2019 - 02/02/2019 02/10/2019 - 02/03/2019 02/17/2019 - 02/23/2019 02/17/2019 - 03/02/2019 02/17/2019 - 03/02/2019 03/03/2019 - 03/09/2019 03/10/2019 - 03/16/2019 03/17/2019 - 03/23/2019 03/17/2019 - 03/23/2019 03/17/2019 - 03/23/2019 03/17/2019 - 03/23/2019 03/17/2019 - 04/06/2019 03/17/2019 - 04/06/2019 04/07/2019 - 04/13/2019 04/14/2019 - 04/27/2019 04/14/2019 - 04/27/2019 04/28/2019 - 05/18/2019 05/05/2019 - 05/18/2019 05/12/2019 - 05/18/2019 05/12/2019 - 05/18/2019 05/12/2019 - 06/08/2019 06/02/2019 - 06/08/2019 06/02/2019 - 06/08/2019 06/02/2019 - 06/15/2019 06/16/2019 - 06/22/2019 06/23/2019 - 06/22/2019 06/30/2019 - 07/06/2019 07/07/2019 - 07/20/2019 07/07/2019 - 07/27/2019 07/28/2019 - 08/31/2019 07/14/2019 - 07/27/2019 07/28/2019 - 08/31/2019 08/11/2019 - 08/17/2019 08/11/2019 - 08/17/2019 08/11/2019 - 08/17/2019 08/11/2019 - 08/17/2019 08/11/2019 - 08/17/2019 08/11/2019 - 09/07/2019 09/01/2019 - 09/07/2019 09/01/2019 - 09/07/2019 09/01/2019 - 09/07/2019 09/01/2019 - 09/22/2019 10/20/2019 - 10/12/2019 10/20/2019 - 10/12/2019 10/20/2019 - 10/26/2019 10/27/2019 - 11/09/2019	0.98 0.99 1.01 0.99 0.97 0.95 0.94 0.93 0.92 0.92 0.92 0.92 0.92 0.92 0.93 0.94 0.95 0.96 0.97 0.98 1.00 1.01 1.02 1.04 1.05 1.05 1.06 1.05 1.06 1.05 1.06 1.05 1.06 1.05 1.06 1.05 1.06 1.05 1.06 1.05 1.06 1.05 1.06 1.05 1.06 1.05 1.06 1.07 1.06 1.06 1.05 1.00 1.01 1.02 1.06 1.05 1.06 1.07 1.06 1.05 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.05 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.05 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.07 1.08 1.09 1.09 1.09 1.09 1.09 1.09 1.00	MOCF: 0.94 PSCF  1.04 1.05 1.07 1.05 1.03 1.01 1.00 0.99 0.98 0.98 0.98 0.98 0.99 1.00 1.01 1.02 1.03 1.04 1.06 1.07 1.09 1.11 1.12 1.14 1.14 1.15 1.15 1.16 1.15 1.16 1.15 1.16 1.15 1.11 1.12 1.12 1.12 1.13 1.13 1.12 1.12
41 42 43 44	10/06/2019 - 10/12/2019 10/13/2019 - 10/19/2019 10/20/2019 - 10/26/2019 10/27/2019 - 11/02/2019	1.01 1.01 1.00	1.07 1.07 1.06
	= #		



# Hernando County, FL

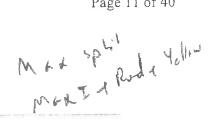
18 - Deltona Blvd @ Elgin Blvd - 592-5637 - Econolite Type - ASC/3

### Controller Timing Plan (MM) 2-1

lan 1	_	76		Sh		44	V	W							4.5	140
hase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction											-	-	0	0	0	0
Vin Green	0	15	0	9	0	15	0	9	5	5	5	5	0	U	0	U
3k Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	3	0	3	0	3	0	3	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0		0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	22	0	16	jo	22	0	99	0	99	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	10	+	U		-
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0
Vehicle Ext	4.0	5.0	0.0	4.5	4.0	5.0	0.0	4.5	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	2 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	0	40	0	17	0	40	0	17	35	35	35	35 40	0	0	0	0
Max2	0	40	0	40	0	40	0	40	40	40	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow	3.0	4.4	3.0	4.0	3.0	4.4	3.0	4.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Clear	1.0	2.0	1.0	2.5	1.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0	0	0	0	0	0	0	0	0
Act B4	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	30	30	0.0	0.0	0	0	0	0	0	0
Max Int	30	30	30	30	30	30	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
STPTDuc	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	0	0	0
TTReduc	0	0	0	0		0.0				_		0.0	0.0	0.0	0.0	0.
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0						

OUTHOUSE OF	ning F	Plan (M	M)2-1	4	71	31vd - 1	4	y(	10							
rian 1	11	12/	3	14 (	5/	16	7	18	19	10	11	12	13	14	15	16
Phase		-	15	15	7	20	15	15	5	5	5	5	5	5	5	15
Min Green	7	20		0	0	0	0	0	lo	0	10	0	0	0	0	10
BK Min Green	0	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0
CS Min Green	0	10	-	0	0	0	0	0	0	10	0	О	0	0	0	0
Delay Green	0	0	0	7	0	7	0	7	0	7	0	7	0	7	D	17
Walk	D	7	0		10	0	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	io	0	0	0	lo	0	0	0
Walk Max	0	0	0	0	0	25	0	22	0	99	0	99	0	199	0	99
Ped Clear	0	25	0	22	_	0	0	0	0	0	0	0	0	0	0	lo
Ped Clear 2	0	Į0	0	0	0	10	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	_	0	10	0	0	0	10	0	0	0	0
Ped CO	0	0	0	0	0	0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext	3.0	3 0	3.0	3.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.D	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	29	30	35	35	35	35	35	35	35	35
Max1	17	4.5	29	30	17	45		_	40	40	40	40	40	40	40	40
Max 2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	D	0	0	0	0	lo
DYM Max	0	]D	0	0	0	0	0	0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Yellow	4.7	4.7	4.5	4.5	4.7	4.7	4.5	4.5	_	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Clear	2.9	2.5	3.6	3.2	2.7	2.5	4.4	3,2	1.0	0.0	0.0	10.0	0.0	10.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	12.0	2.0	2.0
Red Revert	20	2 0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	_	0	10	0	0	0	0
ACT B4	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	-	10	0	io	0	0
Time B4	0	0	0	0	D	0	0	0	0	0	0	0	0	lo.	0	0
Cars Wt	0	0	10	0	0	0	0	0	10	0	0		0.0	10.0	0.0	0.0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.55	_	0,0	0.0
Time To Reduce	0	Jo	0	0	0	0	0	0	D	0	0	10	0	0	0.0	10.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	10.0	10.0

### Hernando County, FL ECONOLITE



2 - Elgin Blvd @ Landover Blvd - 192.168.150.39 - Econolite Type - ASC/3

### Controller Timing Plan (MM) 2-1

#### Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB		NB	WBLT	EB		SB								
Min Green	7	20	0	10	7	20	0	10	0	0	0	0	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	18	0	22	0	18	0	22	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	o	0	O	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	8	39	0	22	8	39	0	22	0	0	0	0	35	35	35	35
Max2	0	0	0	0	0	0	0	0	0	0	0	0	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.3	4.3	3.0	4.1	4.3	4.3	3.0	4.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.9	2.2	1.0	2.7	2.9	2.2	1.0	2.7	0.0	0.0	0.0	0.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Hernando County, FL

#### ECONOLITE

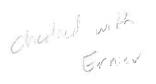
2 - Elgin Blvd @ Landover Blvd - 192.168.150.39 - Econolite Type - ASC/3

# Time Base Day Plan/Schedule Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	1 1	08:30
2	2	09:00

## Hernando County, FL



### ECONOLITE

3 - Elgin Blvd @ Sterling Hill Blvd - 192.168.150.41 - Econolite Type - ASC/3

### Configuration Controller Sequence

## Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence......(Note: Sequences identical to the prior one are not printed)

Phase King	01	02 03		06 07	08	09	10	11	12	13	14	15	16
	В	В	В	В									
Sequence 1 Ring 1 Ring 2	1   5	2   3		10   . 12   .					<u>a</u>	**************************************	•	(*) (*)	

Phases In Use/Exclusive Ped (MM) 1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases In Use	Х	Х		Х	Х	Х		Х								
Exclusive Ped																

### **Phase Compatibility**

(MM) 1-1-2

(101101) 1-1-4	
Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase and	Ov	erla	p De	scr	ptio	ns				40	4.4	40	12	11	15	16
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	13	10
Description									-	-	V		N/I	N	0	P
Overlap	Α	В	С	D	E	F	G	Н	-	J	<u> </u>	<u> </u>	IVI	-	-	H:
Description																

### Administration (MM) 1-7-1

Enable Controller/Cabinet No

Interlock CRC CRC (16 bit)

BCF9

Enable Automatic Backup No

to Datakey

3 - Elgin Blvd @ Sterling Hill Blvd - 192.168.150.41 - Econolite Type - ASC/3

Contro	ller Timine	n Plan	(MM)	2-1

Plan 1	68V	JP		26	WB'	FR	}	50								
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		<del>-</del>														
Min Green	4	20	0	8	4	20	0	8	0	0	0	0	0	0	0	0
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	33	0	34	0	33	0	34	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	4.0	4.0	0.0	4.0	4.0	4.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	12	40	0	20	12	40	0	20	0	0	0	0	0	0	0	0
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.9	4.9	3.0	3.6	4.9	4.9	3.0	3.6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.8	2.3	1.0	3.4	3.1	2.3	1.0	3.4	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	30	30	30	30	30	30	30	30	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3 - Elgin Blvd @ Sterling Hill Blvd - 192.168.150.41 - Econolite Type - ASC/3

# Time Base Day Plan/Schedule Day Plan (MM) 5-3

Day Plan #1

Event	Action Plan	Start Time
1	1	00:00
2	2	00:00

## ECONOLITE

5 - Elgin Blvd @ Barclay Ave - 192.168.150.45 - Econolite Type - ASC/3

## Controller Timing Plan (MM) 2-1

lati i			38	75			_			9	10	1	1	12	13	14	15	16
Phase	1	2	3	4	5	E	-	7	•	9	10	+	-+	12	-			-
Direction				_	-	_			_	5	5	5	-	5	5	5	5	5
Min Green	5	10	5	10	5		10	5	5	5	5	+			_			
3k Min Green	0	0	0	0	0		)	0	0	0	0	0		18	7.	0	0	0
CS Min Green	0	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0
Delay Green	0	3	0	3	0		3	0	3	0	0	C		0	0	0	0	10
Walk	0	7	0	7	0		7	0	7	0	10	C		10	0	10	0	_
Walk2	0	0	0	0	C		0	0	0	0	0			0	0	0	0	0
Walk Max	0	0	0	0	C	)	0	0	0	0	0	_	)	0	0	0	-	16
Ped Clear	0	29	0	30	C	)	29	0	30	0	16	-	)	16	0	16	0	0
Ped Clear 2	0	0	0	0	(	)	0	0	0	0	0	-10	0	0	0	0	10	-
Ped Clear Max	0	0	0	0	(	)	0	0	0	0	0		0	0	0	0	0	0
Ped CO	0	0	0	0	(	0	0	0	0	0	0	-	0	0	0	0	0	5.0
Vehicle Ext		5.0	3.0	4.	0 :	3.0	5.0	3.0	4.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext	-	0.0	0.0	0.	0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Max1	15	45	20	40	)	15	45	20	40	35	35	_	35	35	35	35	35	35
Max2	25	25	15	2	5	15	25	20	30	40	40		40	40	40	40	40	40
Max3	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	0
DYM Max	0	0	0	0		0	0	0	0	0	0		0	0	0	0	0	_
Dym Step	0.0	0.0	0.	0 0	.0	0.0	0.0	0.0	0.0	_	_		0.0	0.0	0.0	0.0	_	
Yellow	5.4	5.4	1 5.	) 5	.0	5.4	5.4	5.0	_	_	-	_	3.0	3.0	3.0	_	_	_
Red Clear	2.0	2.0	2.	5 2	.3	2.6	2.0	3.0	_	_			1.0	1.0			_	
Red Max	0.0	0.0	0.	0 0	.0	0.0	0.0	_		_	_	_	0.0	0.0				_
Red Reve	rt 2.0	2.0	) 2.	0 2	.0	2.0		_	_	_		_	2.0		_	0.0	0	0
Act B4	0	0	0	0		0	0	0	0	0	0		0	0	0		_	- 8
Sec/Act	0.0	0.	0 0.	0 0	.0	0.0	0.0	_	_	_	2000	.0	0.0	_	_	0.0	0.	0 0.
Max Int	30	30	) 3		0	30	30	30	_	_	_	_	30	0	0	0	0	0
Time B4	0	0	0	(0	)	0	0	0	0	0	0		0	10	lo	10	19	jo

					T-	10	To	10	0	0	n	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	U	ĮU	U	U	U	U	-	-	- 0	0.0
	-	+	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	0	n	0	0	0
	0	0	0	0	0	10	10	0	U	U	U	0	0	ļ <u>-</u>	10	-
TTReduc	U	U	0	-	-	100	0.0	0.0	0.0	0.0	n n	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	1	-

### Hernando County, FL ECONOLITE

# 4 - Spring Hill Dr @ Barclay Ave - 192.168.150.115 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

lan 1 🔠 🚶	W		58	16	42 .	2	<del>-,</del> 1	8	9	10	11	12	13	14	15	16
hase	1	2	3	4	5	6	7	8	9	10	111					
Direction						4-	r	7	0	0	0	0	0	0	0	0
Min Green	5	15	5	7	5	15	5		0				0	0	0	0
3k Min Green	0	0	0	0	0	0	0	0	0	0	0	1	0			0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
Ped Clear	0	33	0	<b>3</b> 3	0	37	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	10		1	-		0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext	3.0	4.0	3.0	3.0	3.0	4.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext	2 0.0	0.0	0.0	0.0	0.0	0.0	0.0	35_	0.0	0.0	0.0	0	0	0	0	0
Max1 <	25	55	20	30	20	60	20	25	0	0	0	0	0	0	0	0
Max2	20	45	20	25	20	45	0	0	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	130	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dym Step	0.0	0.0		0.0	0.0	0.0	5.2	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8		5.2	4.8	2.7	2.2	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.7	2.7	_	2.2	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0,0
Red Max	0.0			0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Red Revert	2.0	_		2.0	2.0	0	0	0	0	0	0	0	0	0	0	0
Act B4	0	0	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sec/Act	0.0	-			0.0	0.0	0.0	0	0	0	0	0	0	0	0	0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0.0		-	_	_	_	0.0	0.0	0.0	0.0	0.0	0.
STPTDuc	0.0			_	0.0	0.0	0.0	0.0	0	0	0	0	0	0	0	0
TTReduc	0.0	0	0 0.0	0.0	0.0	_		_	_	0.0	0.0	0.0	0.0	0.0	0.0	0.

### Hernando County, FL ECONOLITE

4 - Spring Hill Dr @ Barclay Ave - 192.168.150.115 - Econolite Type - ASC/3

### **Coordination Pattern Data** Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1>

Seconds Splits In 0-1 TS2 (Pat-Off) Split Pattern Offsets In Seconds 9 Std (COS) 120 Cycle Dwell/Add Time 0 116s Offset Value Timing Plan Actuated Coord Yes Actuated Walk 10 Sequence

Rest

Phase 0 Action Plan No Reservice None Force Off None Max Select

Split Preference Phases

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
						10	0.1	0		0	0	0	0	0	0
30	40	23	27	18	52	16	34	U	0	U	0	0	10	0	0
0	n	0	0	0	0	0	0	0	0	0	0	0	0	0	U
5	0	0	0	n	0	0	0	0	0	0	0	0	0	0	0
	30	30 40 0 0	30 40 23 0 0 0	30 40 23 27 0 0 0 0 0 0 0 0	30 40 23 27 18	30 40 23 27 18 52	30 40 23 27 18 52 16	30 40 23 27 18 52 16 34 0 0 0 0 0 0 0 0 0	30 40 23 27 18 52 16 34 0	30 40 23 27 18 52 16 34 0 0	30 40 23 27 18 52 16 34 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30 40 23 27 18 52 16 34 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30 40 23 27 18 52 16 34 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30 40 23 27 18 52 16 34 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	30 40 23 27 18 52 16 34 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement		0	0	0
Split Sum		120s	0s	0s

Misc. Data Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0 Crossing Arterial Split Demand 0 Split Demand 0 Pat Pat 2 Pat 1

Split Pattern Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
				<u> </u>	_	V			U.					1		
Coord Phase		X				X	_	-	-	-						
Vehicle Recall								-	-					-	-	
Pedestrian Recall									-	-	-	-		1	-	
Recall to Max. Time		Х				Х				-						
Omit Phase								-	-	1					1	-
Special Funciton Outputs																

Coordinator Pattern # 2

Seconds Splits In TS2 (Pat-Off) 0-2 2 Split Pattern Offsets In Seconds 17 Std (COS) 120

Cycle Dwell/Add Time 0 64s Offset Value

Timing Plan Actuated Coord Yes

Actuated Walk 10 Sequence Rest

Phase 0 Action Plan No Reservice

None Force Off Max Select None

Split Preference Phases

Split Preference	Pha	ases					- 1	0	0	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	-	8	9	10	11	12-	10			
Description					10	-	40	24	0		0	0	0	0	0	0
Splits (Split Pat 2)	22	46	20	32	18	50	18	34	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	10	10	10			

Misc. Data 4 2 3 1 Veh Perm 2 Disp 0 Ring Veh Perm 2 0 Veh Perm-1 0 0 0 0 Crossing Arterial Ring Split Ext Split Demand 0 Split Demand 0 Pat Pat 2 Ring 0 0 Pat 1 0 Displacement 0s 120s 120s 0s Split Sum

Split Pattern			_	_	F	C	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	-	0	-		_					
Coord Phase		Х				X		_		-	-		-			
Vehicle Recall						-			-	-			_			
Pedestrian Recall				-	_	-	-	-	-	+	-	+				
Recall to Max. Time		X				X				-		-				
Omit Phase						-	-	-	+-		-	1				-
Special Funciton Outputs																

Coordinator Pattern # 3 Seconds Splits In 0-3 TS2 (Pat-Off) 3 Split Pattern Offsets In Seconds 25 Std (COS) 130 Cycle

Dwell/Add Time 0 Offset Value 52s

Timing Plan Actuated Coord Yes

Actuated Walk 10 Sequence No

Rest 0 Phase Action Plan No

Reservice None Force Off None Max Select

**Split Preference Phases** 

Split Preference	Pha	ases					-	D	0	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6		0	9	10	-	1	-			
Description						-	0.4	20	0	0	0	0	0	0	0	0
Splits (Split Pat 3)	23	54	18	35	23	54	21	32	-	0	0	1-	-	-		

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755 S267	1 0	١٠١	١٨	l n	l n	ľο	10	10	1 0	1 0	0	0	0	0	0	0
Pref 1	0	0	0	0		0		0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	U	10	0	U								

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	_	0	0	0
Split Sum		130s	0s	0s

Misc. Data Veh Perm 1 0 Split Demand 0 Pat 1	Veh Perm 2 0 Split Demand <sub>0</sub> Pat 2	Veh Perm 2 Disp 0 Crossing Arterial <sub>0</sub> Pat
--	--	--

Split Pattern	4	2	2	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	3	_		-	_	-						
Coord Phase		Х				X				-		-				-
Vehicle Recall				(C					-	-	-	-				
Pedestrian Recall									_	-	-		-		-	
Recall to Max. Time		X				X										_
Omit Phase								_	┿	1_						
Special Funciton Outputs																

Coordinator Pattern # 4

Seconds Splits In 1-1 TS2 (Pat-Off) 4 Split Pattern Offsets In Seconds Std (COS) 33 110 Cycle

Dwell/Add Time 0 61s Offset Value 1 Timing Plan Actuated Coord Yes

Actuated Walk 9 Sequence Rest

Phase Action Plan 0 No Reservice

Force Off None Max Select None

Split Preference Phases

Split Preference	PIII	a565			_		-	0	_	40	11	12	13	14	15	16
Phase	1	2	3	4	5	6		8	9	10	11	12	13	17	10	Ť
Description								07	0	-	0	0	0	0	0	0
Splits (Split Pat 4)	23	40	16	31	19	44	20	21	0	U	U	U	U	-	0	-
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	U
Pref 1	0	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	U	0	U	10						

Misc. Data 3 4 2 1 Ring Veh Perm 2 Disp 0 Veh Perm 2 0 Veh Perm 1 0 0 0 0 Ring Split Ext Crossing Arterial Split Demand 0 Split Demand 0 Pat Ring Pat 2 0 0 0 Pat 1 Displacement 110s 110s 0s Split Sum

Split Pattern

Split Pattern	_		2	A	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	3	_	-	-	Ť	-	-					
Coord Phase		X				X				-					_	_
Vehicle Recall									-	-	-	-		-		
Pedestrian Recall						_			-	-	-	-	-	_		-
Recall to Max. Time		X				X										
Omit Phase						_	-	-	-			1	-	L		_
Special Funciton Outputs																

### Coordinator Pattern # 6

Seconds Splits In 1-3 TS2 (Pat-Off) 6 Split Pattern Offsets In Seconds 73 Std (COS) 120 Cycle

Dwell/Add Time 0 39s Offset Value Timing Plan Actuated Coord Yes

Actuated Walk 10 Sequence No

Rest Phase 0 Action Plan No Reservice

None Force Off None Max Select

Split Preference Phases

Split Preference	PII	ases		_			_	_	. ^	40	11	42	12	14	15	16
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	1.4	13	10
Description									_	-	0			0	0	
Splits (Split Pat 6)	23	43	22	32	21	45	20	34	0	U	U	U	U	0	-	-

1

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i	0	10	l n	ΙΛ	n	l n	0	0	0	0	0	0	0	0	0	0
Pref 1	U	U	0	0		-	-	0	0	n		0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	U	U	U	U		0	U	-	

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement		0	0	0
Split Sum	120s	120s	0s	0s

Misc. Data Veh Perm 1 0 Split Demand <sub>0</sub> Pat 1	Veh Perm 2 0 Split Demand 0 Pat 2	Veh Perm 2 Disp 0 Crossing Arterial Pat
--	---	---

Split Pattern	4	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase			3	-	-	_	_		_							
Coord Phase		Х				X		-					-			
Vehicle Recall						_		_	-	-						
Pedestrian Recall					_				-	-		-				
Recall to Max. Time		X				X						-				
Omit Phase					_	-	-	-	+			1	_		-	
Special Funciton																

7/9/2021

Coordinator Pattern # 13

Split Pattern 13 TS2 (Pat-Off) 4-1 Splits In Seconds Cycle 130 Std (COS) 153 Offsets In Seconds

Offset Value 46s Dwell/Add Time 0
Actuated Coord Yes Timing Plan 1

Actuated Walk No Sequence 10

Phase No Action Plan 0 Reservice

Max Select None Force Off None

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Splits (Split Pat 13)	26	45	26	33	25	<b>4</b> 6	21	38	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4	Misc. Data	Vob Porm 2	n	Veh Perm 2 Disp 0
Ring Split Ext	0	0	0	0		Split Demand		Crossing Arterial
Ring Displacement	(#	0	0	0	Split Demand <sub>0</sub> Pat 1	Pat 2	0	Pat
Split Sum	130s	130s	0s	0s				

Split Pattern

Split Pattern	4		_	1	E	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	O		0	3	10	···				_	<u> </u>
Coord Phase		X				X										-
Vehicle Recall																-
Pedestrian Recall										_		-				
Recall to Max. Time		Х				Х								_	V	
Omit Phase									X	X	X	X	X	X	<u> </u>	Х
Special Funciton Outputs																

### Hernando County, FL ECONOLITE

4 - Spring Hill Dr @ Barclay Ave - 192.168.150.115 - Econolite Type - ASC/3

### **Coordination Split Pattern** Split Pattern Data (MM) 3-3

Split Pattern # 1

Split Pattern # 1	4	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase			J					_	_							
Description							- 10	0.4	_	0		0	0	0	0	0
Split (seconds)	30	40	23	27	18	52	16	34	U	0	U	-	-	-	-	-
Coord Phase		Χ				X				_			-			
Vehicle Recall											-	-		-		-
Pedestrian Recall						-		-	_	-	-	-		-	-	
Recall to Max. Time		X				X					_					-
Omit Phase									_	_	_	-		-		

Ring	1	2	3	4
Split Sum	120s	120s	0s	0s

Split Pattern # 2

Split Pattern # 2			•	4	-	G	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5_	6	-	-	-	1	-	-				
Description								0.4	_	0	0	0	n	0	0	0
Split (seconds)	22	46	20	32	18	50	18	34	U	0	0	-	-	-	-	-
Coord Phase		Х				X				-	_	-	-			-
Vehicle Recall										-	-	-		-	1	-
Pedestrian Recall							_	_	_	-		-	-	1	+	$\vdash$
Recall to Max. Time		X				X				-		-	-	-	-	-
Omit Phase										J	1	1				-

Ring	1	2	3	4
Split Sum	120s	120s	0s	0s

Split Pattern # 3

Split Pattern # 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase			٦		<u> </u>	_										
Description						-	0.4	20	_	0		0	0	0	0	0
Split (seconds)	23	54	18	35	23	54	21	32	0	0	0	-	-	<u> </u>		-
Coord Phase		Х				X				-	_	-	_	-		-
Vehicle Recall										-		-	-	-	-	
Pedestrian Recall						-	-			-	-	+		1	1	
Recall to Max. Time		X				X						_			-	
Omit Phase										1	1	_	_			-

Ring	1	2	3	4
Split Sum	130s	130s	0s	0s

Split Pattern # 4

Split Pattern # 4		_			-	_	7	0	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6		8	9	10		12	10			
Description										-	_		0	0	0	0
Split (seconds)	23	40	16	31	19	44	20	27	0	0	0	0	U	U	0	-
Coord Phase		Х				X				-			_			-
Vehicle Recall										-	_					-
Pedestrian Recall								_	_	-	-	-	-		-	$\vdash$
Recall to Max. Time		Х				X										_
Omit Phase											1		_			

Ring	1	2	3	4
Split Sum	110s	110s	0s	0s

Split Pattern # 6

Split Pattern # 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	-					-			_					1		
Description									_		0		0	0	0	0
Split (seconds)	23	43	22	32	21	45	20	34	U	U	0	0	U	0	0	-
Coord Phase		Χ				Х										
Vehicle Recall											-	-				-
Pedestrian Recall										-		-	-	-	-	-
Recall to Max. Time		Х				X						_				_
Omit Phase														1		_

Ring	1	2	3	4
Split Sum	120s	120s	0s	0s

Split Pattern # 13

Split Pattern # 1	3		-	_	-	_	7	0	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6		8	9	10		12	10			
Description								-00	_	0	0	0	0		0	n
Split (seconds)	26	45	26	33	25	46	21	38	U	0	0	0	0	-	-	-
Coord Phase		Х				X						-				_
Vehicle Recall											-	-		-	-	
Pedestrian Recall									_			-		-		-
Recall to Max. Time		X				X								\	V	
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	130s	130s	0s	0s

4 - Spring Hill Dr @ Barclay Ave - 192.168.150.115 - Econolite Type - ASC/3

### Preempt Plan

Preempt Plan (MM) 4-1

No Enabled Preempts

4 - Spring Hill Dr @ Barclay Ave - 192.168.150.115 - Econolite Type - ASC/3

Preempt Preempt Filtering Enable Preempt Filtering & TSP/SCP (MM) 4-2

SCP (MM) 4-2	
Solid	Pulsing
BYPASSED	BYPASSED
BYPASSED	BYPASSED
PREEMPTION 3	PREEMPTION 7
PREEMPTION 4	PREEMPTION 8
PREEMPTION 5	PREEMPTION 9
PREEMPTION 6	PREEMPTION 10
BYPASSED	BYPASSED
BYPASSED	BYPASSED
BYPASSED.	
BYPASSED.	BYPASSED
	SolidBYPASSED PREEMPTION 3 PREEMPTION 4 PREEMPTION 5 PREEMPTION 6BYPASSEDBYPASSEDBYPASSED

### Hernando County, FL **ECONOLITE**

4 - Spring Hill Dr @ Barclay Ave - 192.168.150.115 - Econolite Type - ASC/3

### Preempt TSP/SCP Plan and Split

TSP / SCP Plan (MM) 4-3

TSP / SCI	P Plan	IVIIVI) 4	-ა							
TSP/SCP Plan	Enable Option	Signal Type	Det Lock	Delay Time	Max Presence		No Delay in TSP	Action SF Inhibit	Reservice Cycles	Bus Heading
1	No	Solid	No	0	0	No	False	0	0	NB
			No	0		No	False	0	0	SB
2	No	Solid			- 0		False	0	0	EB
3	No	Solid	No	0	0	No	raise	0		
4	No	Solid	No	0	0	No	False	0	0	WB
		Solid	No	0	0	No	False	0	0	22
5	No	Solid	140		-			1	0	
6	No	Solid	No	0	0	No	False	0	0	

Mode: TSP

Free Default Pattern: 120 Headway Allowance: 100

TSP/SCP Plan	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	.02			IIX.		50.0	×			,			16	.72		٠
2	C.					men.	141	•		10						•
3	363				347	ж.		÷		2	4	14	٠	٠		
4			22	- 2	×							3			-	-
5							3		(4)	1.0					-	H
6		194	9					•		×					25	

TSP / SCP Split Pattern (MM) 4-4

TSP/SCP	May								Pha	ase							
Split Pattern	Туре	1	2	3	4	5	6	7	8	_	-	11	_	_	-	_	_
4	Max Reduction	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

asse mineral 7400/Drint All html

### ECONOLITE

4 - Spring Hill Dr @ Barclay Ave - 192.168.150.115 - Econolite Type - ASC/3

### Time Base Clock/Calendar Clock/Calendar Data (MM) 5-1

Manual Action Plan:

0

SYNC Reference Time:

00:00

SYNC Reference:

Reference Time

Day Light Savings:

No

Time Reset Input Set Time: 3:30:00

Standard Time From GMT: 0

## CECONOLITE

4 - Spring Hill Dr @ Barclay Ave - 192.168.150.115 - Econolite Type - ASC/3

### Time Base Action Plan Action Plan (MM) 5-2

LP 91-100

Action Plan -	1		
Pattern	1	Override Sys	No
Timing Plan	0	Sequence	10
Veh Detector PI	an 0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag	_	Ped Det Diag	0
Plan	0	Plan	U

Pmt Veh Priority

Dimming Enable No Ret

Pmt Ped Priority No Pmt Queue Delay No Ret

Ret		140	,		·	• • • •										
mt Cond De	lay	No	_	_				_	_	-	4.4	40	40	4.4	AE	4.0
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	10
Ped Recall												-	_	_		
Walk 2										-	-	-			-	-
Veh Ext 2									_	-	-	-	-		$\vdash$	
Veh Recall								-	_	-	-	$\vdash$	-	-	-	$\vdash$
Max Recall								_	_	_	-	-	-	-	+	⊦
Max 2							_	-	-	-	-	+	-	-	+	╁
Max 3							_	-	-	-	+		1	-	+	+
CS Inhibit			1_		_		_	1	-	+	+	-	-	+	+	╁
Omit						_		_	-	1_		_		1_		1
Spec Func (1-8)																
Aux Func (1-3)																_
	1	2	1	4	5	6	7	8	Ĝ	1	0 1	1 1:	2 1:	3 14	4 1	5
LP 1-15	1.	١.	1	,					1		1.		1 0	1.	+	4
LP 16-30		100					1		1		- 1	- 13		+	+	-
LP 31-45							1		1	.   .		4	1:	+	1	+
LP 46-60									1	.	1	+		+	9 2	4
LP 61-75					100				1	-	4	-		+	+	-
LP 76-90	7								1	-	.	+		-	-	4
					- 1			111						0.1		- 1

Action Plan - 2

Override Sys No 2 Pattern 10 Sequence Timing Plan 0 None Det Log Veh Detector Plan 0 No Red Rest No Flash Ped Det Diag Veh Det Diag 0 Plan Plan

Pmt Veh Priority Nο Dimming Enable No

Ret

Pmt Ped Priority Pmt Queue Delay No

Ret

Pmt Cond Del Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	10
Ped Recall																_
Walk 2											_		_	_		
Veh Ext 2								_	_				_			-
Veh Recall								$\perp$			_			_		-
Max Recall														-	-	$\vdash$
Max 2										_		-	-	-	$\vdash$	$\vdash$
Мах 3										_		-	_	-	-	-
CS Inhibit										_		-	-	$\vdash$	+	┝
Omit									_					_		_
Spec Func (1-8)																
Aux Func (1-3)										_	_	1		1.		
	4	Ta	_	_						140	144	1142	1111			-1
1	1	2	3	4	5	6	7	8	9	10	1	112	11,	3 14	4 14	5
LP 1-15		2	3	4	5	6	7	8	9	10	-	1 2		1	4 1 !	7
	+	2	3	4	5	6	7		9		3			Ι.	7	-
LP 1-15 LP 16-30 LP 31-45	+	-	3	4	5	6	-	8			3.			Ι.	1	
LP 16-30	100			4		6	7	8							-	
LP 16-30 LP 31-45	4			4				8								
LP 16-30 LP 31-45 LP 46-60							7	8								

Action Plan - 3

No Override Sys 3 Pattern 10 Sequence 0 Timing Plan None Det Log Veh Detector Plan 0 Nο Red Rest No Flash Ped Det Diag 0 Veh Det Diag 0 Plan

Plan

Pmt Veh Priority No Dimming Enable No

Ret

Pmt Ped Priority Pmt Queue Delay No No

Ret

Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	10
Ped Recall								_	-	-		-		-		
Walk 2									_	-			-		-	_

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hase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
√eh Ext 2															_	L
Veh Recall											_				-	-
Max Recall											_	_			_	1
Max 2																-
Max 3													_	-	-	ł
CS Inhibit														-	_	1
Omit																1
Spec Func (1-8)																
	124															
Aux Func (1-3)										_	T	1	1.0	14.4	140	7
	1	2	3	4	5	6	7	8	9	10	11	12	13	3 14	15	3
	1	2	3	4	5	6	7	8	9	10	11	12	13	3 14	18	5
(1-3)	1	2	3	4	5	6	7	8	1	_	11	12	13			5
(1-3) LP 1-15 LP 16-30		2			5	6	7	8			11	12	13			5
(1-3) LP 1-15		2			5	6	7	8			11	12	13		114	5
(1-3) LP 1-15 LP 16-30 LP 31-45		1 2			*	6	7	8			11	12	13			
(1-3) LP 1-15 LP 16-30 LP 31-45 LP 46-60		1 2		•	*	6	7				11	12	13			

Action Plan - Pattern Timing Plan Veh Detector P Flash Veh Det Diag Plan Dimming Enab	lan	4 0 0 <b>N</b> o 0			S D R P P	over equalet I led led lan mt et	len Log Re De	ce st t Di	iag	ity	No 9 No No 0	ne				
Pmt Ped Priorit Ret Pmt Cond Dela		No No			F	mt	Qu	eue	e D	elay	No	0				
Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall		_														
Walk 2		$\neg$														
Veh Ext 2																
Veh Recall																
Max Recall															_	-
Max 2															-	_
Max 3								_						-	-	⊢
CS Inhibit													_	-	-	-
Omit							_		-					1_	_	
Spec Func (1-8)																
Aux Func (1-3)													_	_		7
	1	2	3	4	5	6	7	8	9	10	11	12	13	3 14	111	5
LP 1-15	100	li s		١,	_,				1			1.			1	4
LP 16-30					1.	,		1.			12	5	ŀ	-	1	4
LP 31-45					1		,				1:	0.5	-	÷	+	-
LP 46-60					12	1.	١.	ŀ	+		+:	+	1:	_		_
LP 61-75		N			F.				+	1.	ŀ	÷	1	+		-
LP 76-90		1,5		1	1.	1	1	8 .	+	1.		+	+	+	+	-
LP 91-100			1.		100	: l	1							1	_	

### Action Plan - 6 Override Sys No 6 Pattern 10 Sequence 0 Timing Plan None Det Log Veh Detector Plan 0 No Red Rest Flash No Ped Det Diag Veh Det Diag 0 Plan Plan Pmt Veh Priority No Dimming Enable No Ret Pmt Ped Priority Pmt Queue Delay No No Ret Pmt Cond Delay No 5 6 7 8 9 10 11 12 13 14 15 16 1 2 3 4 Phase

Ped Recall Walk 2

hase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1
/eh Ext 2														_	-	L
Veh Recall											_			_	_	-
Max Recall												$\vdash$		_		L
Max 2													-			H
Max 3									_		_				-	H
CS Inhibit										_	_			_	-	┝
Omit														_	_	L
Spec Func (1-8)																
Aux Func (1-3)																_
(1.5)	1	2	3	4	5	6	7	8	9	10	11	1 12	13	14	15	
LP 1-15	٦,	1.					4		9	1.	,					4
LP 16-30					-					1				ļ٠		4
LP 31-45			2.					*/				1.	ŀ			1
LP 46-60			2		0.		4		- 4	1.					ŀ	-
LP 61-75	J. A				18	•		-	,	1		-	ŀ		ŀ	7
Lt 01-10										-	1 .			1 .	112	- 1
LP 76-90			1 :	1.		-		+ -	-	_	_		+	+	-	7

7/9/2021

Action Plan - 13

Override Sys No 13 Pattern 10 0 Sequence Timing Plan None Det Log Veh Detector Plan 0 No Red Rest No Flash Ped Det Diag Veh Det Diag 0 0 Plan Plan

Pmt Veh Priority No Dimming Enable No

Ret

Pmt Ped Priority Pmt Queue Delay No Νo

Ret

Phase	1 1	2	3	4	5	6	7	8	9	10	11	12	1:	3 1	4	15	16
Ped Recall												_	-	+	-	_	
Walk 2					_	1				_		-	-	+	+		
Veh Ext 2					_	-				-	-	-	╀	+	-	-	-
Veh Recall						_					-	-	┝	+	-		-
Max Recall										-	-	-	+	+	-		H
Max 2				- 1				-		-	+	+	+	+	-		-
Max 3						_			_	-	₽	$\vdash$	+	+	-		-
CS Inhibit										-	+	+-	+	-	-	-	╁
Omit							_		L	_	1_	_		_ 1		_	1
Spec Func (1-8)																	
Aux Func																	
(1-3)				_			_		_	_	-	-1-	_	_		Ta a	7
(1-3)	1	2	3	4	5	6	7	8	9	10	0 1	1 1	2 1	13	14	1	3
(1-3) LP 1-15	1	2	3	4	5	6	7	8	9	11	0 1	1 1	2 1	13	14	1!	5
	+	2	3	4	5	6	7	8	9	1	0 1	1 1	2 1	13	14	Т	5
LP 1-15	1.	2	3	4		6	:0		9	1	1	1 1	2 1	13	14	Т	
LP 1-15 LP 16-30		2	3	4		6	:0		9			1 1	2 1	13	14		
LP 1-15 LP 16-30 LP 31-45		2				6	:0					1 1		13	14	3	
LP 1-15 LP 16-30 LP 31-45 LP 46-60						6						111		13	14		

Action Plan - 99

No Override Sys Free Pattern 0 Sequence 1 Timing Plan None Det Log Veh Detector Plan 0 Nο Red Rest No Flash Ped Det Diag 0 Veh Det Diag 0 Plan Plan

Pmt Veh Priority

Dimming Enable No Ret

Pmt Ped Priority Pmt Queue Delay No Νo Ret

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	10	10
Ped Recall										-	_	_	_		_	_
Walk 2							_	_	_	_		-	-	-		7

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Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1
Veh Ext 2													_	_		L
Veh Recall														_		-
Max Recall																_
Max 2																L
Max 3											_	_	_			H
CS Inhibit															_	┞
Omit																_
Spec Func (1-8)																
Aux Func (1-3)														_		7
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1
LP 1-15					-					i.					100	1
LP 16-30		000	2	41		×			,					- 2	i.	4
LP 31-45				22				3.		S./		1.				4
LP 46-60						120			,		1.					4
LP 61-75					21				10		7.				ŀ	4
LP 76-90		Τ.		١.	١.	١.			12	¥	Si				1.	4
L1 10-00	- 1															-

# Hernando County, FL \*\*BECONOLITE\*\*

## 4 - Spring Hill Dr @ Barclay Ave - 192.168.150.115 - Econolite Type - ASC/3

### Time Base Day Plan/Schedule Day Plan (MM) 5-3

Day Plan #1

Day F	lall # 1	
Event	Action Plan	Start Time
1	99	00:00
2	-10	06:00
3	2	09:30
4	3	14:00
5	13	16:00
6	3	16:30
7	4	18:30
8	99	20:00

Day Plan #2

Event	Action Plan	Start Time
1	99	00:00
2	6	08:30
3	99	20:00

Day Plan #3

Event	Action Plan	Start Time
1	99	00:00
2	6	09:00
3	99	19:00

Day Plan #4

Event	Action Plan	Start Time
2	1	06:00
3	2	09:30
4	3	14:00
5	4	18:30
6	99	20:00

	Location Details		
Signal ID:	5016	Date	March 5, 2017
	Cortez Blvd (SR 50)	Orientation	E-W
A PERSONAL PROPERTY AND A PERS	Brookridge Central Blvd-Barclay Ave	Orientation:	N-S

Controller Timings (seconds)

Movement #	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
(Controller Phase Ø )	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB									
Direction	FDEI		000		$\vdash$												
Turn Type	Prot		Prot		Prot		Prot		-				-				
Min Green	5	15	5	6	5	15	5	6					-				
Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0				-					
Yellow	5.6	5.6	3.4	4.5	5.6	5.6	4.5	3.4		_		_				-+	
All Red	2.1	2.1	5.1	3.5	2.1	2.1	3.5	5.1				_				-	
Max I	50	90	50	50	50	90	50	50				_	_				
Max II	50	90	50	50	50	90	50	50				-	-	-			
Walk		7		7		7		7		_	ļ		-				
Flashing Don't Walk		25		38		19		38		_	-	-	-	-	-	-	
Detector Memory	ON				ON							-	-	-	-	-	
Det. Switching to:												-	-	-	-		
Recall		MIN				MIN					-			-	-	-	
CNA																	

Coordination	Timings	(seconds)
--------------	---------	-----------

								coordi	natior	ı Timi	ngs (s	econ	ds)				_				Coord
		0	_		_					Sp							man = 1	~	Offset	Seq	Coord
Pattern	c-s-o	Cycle Length	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16			
1		120	18	52 MAX	18	32	25	45 MAX	32	18									62	13	2, 6
2		140	23	58 MAX	21	38	22	59 MAX	38	21							-		101	10	2, 6
3		150	27	67 MAX	21	35	28	66 MAX	35	21					_				67	10	2, 6
4		120	21	49 MAX	20	30	22	48 MAX	30	20									52	13	2, 6
5		120	21	47 MAX	21	31	21	MAX	31	21				-				-	11	9	2, 6
6		150	29	58 MAX	25	38	24	63 MAX	38	25	_						-	-	133	9	2, 0
									_	-	-	-		-	-	-	-	-	-		-
										_	-	-	-				-	-	-		-
							_		_		-	-	-	-	-	-	-	+-		1	+
										-	-	-	+	+	+	-	-	-			+-
											-	-		-	-	-	-	-	-	+	+

Offset Reference Point	Phase Mode
End of Green of first through movement	Standard 8
End of Green of Misc already market	

Notes:

1) Use 'Max I' during FREE Operation and 'Max Inhibit' during coordination.

2) Max recall Ø2 and Ø5 during coordination.

		SEC	0.1	
Ring - 1	1	2	3	4
Ring - 2			7	3
		SEC	2 9	
Ring - 1	1	2	3	4
Ring - 2	6	5	8	7
		SEC	10	
Ring - 1	2	1	3	4
Ring - 2	5	6	8	7
		SEC	2 13	
Ring - 1	1	2	3	4
Ring - 2	6	5	8	7

Signal ID:	5016
Major Street:	Cortez Blvd (SR 50)
Minor Street:	Brookridge Central Blvd-Barclay A

### Day Plans

	Mor	ı-Fri			
	Day F	Plan 1			
Hr	Min	Patt	Cycl		
0	00	99	FREE		
6	15	1.	120		
9	30	2	140		
14	30	3	150		
18	00	4	120		
20	00	99	FREE		

	Satu	rday	
	Day I	Plan 2	
Hr	Min	Patt	
0	00	99	FREE
8	30	5	120
10	00	6	150
19	30	99	FREE
	-	_	-
-	-	-	-
-			

Sunday										
Min	Patt	Cycl								
00	99	FREE								
00	5	120								
30	6	150								
30	99	FREE								
	Min 00 <b>00</b> 30	00 5 30 6								

	Day F	Plan 4	
Hr	Min	Patt	Cycl

Day Plan 5									
Hr	Min	Patt	Сус						
			-						
	-	-	-						

Day Plan 6 Hr   Min   Patt   Cyc											
Hr	Min	Patt	Сус								

	Day F	Plan 7			
Hr	Min	Patt	Cycl		
	+-	-			

	Day F	Plan 8	
Hr	Min	Patt	Cycl
	0		
	-		-
	$\vdash$		
	-	-	-

		11101	Alt Time	Coord					Al	t Time	e Tab	le Max	valu	ies (Sc	econo	15)		<b>—</b>	~15	0140	
Patt			Alt Opt Table	Table		Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	916
1	FLOAT						_		_												
2	FLOAT					-															
3	FLOAT				_	-	-	-	_												
4	FLOAT					-	-		-												
5	FLOAT					-	-	-	-	_											
6	FLOAT				_	-														_	
													-	-	-	-	-	-		+	
							_	-	-	-	-	-	-	-	-						
					-	-		-	-	-	-		-								
					-	-	-	1	1	$\vdash$											

	Location	n Details	
Signal ID:	5025	Date:	March 5, 2017
Major Street:	Cortez Blvd (SR 50)	Orientation:	E-W
Minor Street:	Deltona Blvd	Orientation	N-S

Controller Timings (seconds)

Movement ≠ (Controller Phase Ø)	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16	Notes
Direction		WB		NB	WBLT	EB											
Turn Type					Prot												
Min Green		15		6	5	15											
Ext		4.0		3.0	3.0	4.0											
Yellow		5.6		4.4	5.6	5.6											
All Red		2.0		2.6	2.0	2.0											
Max 1		60		20	30	40											
Max II		40		35	45	40									V.		
Walk				7		7											
lashing Don't Walk				34		22						_	ļ				
Detector Memory		ON											-	-	-	-	
Det. Switching to:												-	-	-			
Recall		MIN				MIN											
CNA																	

Coordination Timings (seconds)

								Coordi	natio	1 Timi	ngs (s	second	15)				_				_
		Cuels		_						Sp	lits								Offset	Seq	Coor
attem	c-s-o	Cycle Length	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	Ø14	Ø15	Ø16			Ø
1		80	D.I	55 MAX		25	22	33 MAX											5	1	2,6
2		80		60 MAX		20	27	33 MAX											70	1	2,6
3		130		95 MAX		35	43	52 MAX											86	1	2,6
4		80		57 MAX		23	24	33 MAX											15	1	2,6
5		110		80 MAX		30	26	54 MAX											67	1	2,
6		70		50 MAX		20	22	28 MAX							_	_			31	1	2,
										-	-		-	-	-				-		╁
								-		-			-	1	-	-	-	-	-		+
							-	-		-	-	-	-	-	-	-	-		-	-	+
			_	-		-			-	-	-	-	-	-		+-	+				+
			ļ		_	_		-	-	-	-	-	-			+-	-	+		-	-
															1	_	_	1			

Offset Reference Point	Phase Mode
End of Green of first through movement	Quad Sequential

			SE	Q 1		
Ring - 1		2		l	4	
Ring - 2	5		6			

Notes:
1) Use 'Max I' during FREE Operation and 'Max Inhibit' during coordination
2) Max recall Ø2 and Ø6 during coordination.

Signal ID:	5025
Major Street:	Cortez Blvd (SR 50)
Minor Street:	Deltona Blvd

### Day Plans

Mo	n-Fri	
Day	Plan 1	
Min	Patt	Cycl
00	99	FREE
15	1	80
30	2	80
30	3	130
00	4	80
00	99	FREE
	Day Min 00 15 30 30	00 99 15 1 30 2 30 3 00 4

	Sati	urday	
	Day	Plan 2	2
Hr	Min	Patt	Cycl
00	00	99	FREE
8	30	5	110
10	00	6	70
18	00	5	110
19	30	99	FREE
		-	-
			-

		nday	
	Day	Plan 3	3
Hr	Min	Patt	Cycl
00	00	99	FREE
10	00	5	110
11	30	6	70
16	30	5	110
18	30	99	FREE
			V
			1
			0
			-

	Day F	Plan 4	
Hr	Min	Patt	Cycl
			_
-		-	
		-	_
		-	-
_	-	-	_
-			
-			

Day Plan 5								
Hr	Min	Patt	Cycl					

Day Plan 6							
Hr	Min	Patt	Cycl				
	+	1					

	Day	Plan 7	
Hr	Min	Patt	Cycl
	-		
	1_	-	-

Day Plan 8 Hr   Min   Patt   Cycl								
Нг	Min	Patt	Cycl					
	_		_					
_	-	-	-					
	-	-	-					
_	+-	-						

		10.5	Alt Time	Coord					Al	t Time	e Tabl	e Max	value	5 (50)	conus	7		~	~4-	CXAC
Patt	Force Mode	Alt Opt Table	Table	- in the second	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	Ø10	Ø11	Ø12	Ø13	914	Ø15	910
1	FLOAT					-		-												
2	FLOAT					-		-	-											
3	FLOAT				-	-	_	+												
4	FLOAT				_	-	-	-		-										_
5	FLOAT					-	_	-												
6	FLOAT				_														-	-
		-											-		_	-	-	-	-	-
								-	-	-	-	-	-	-		-				
					_	-	-	+-		-		-	+							
-						-	-	+	-	+	-	-								

ARTERIAL ANALYSIS



LINCKS & ASSOCIATES, INC.

Arteria!	Level of Service:	NB B	ARCLAY	' AVE

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
POWELL RD		50	67.5	42.2	109.7	0.94	30.8	В
	11	40	263.1	56.3	319.4	2.92	33.0	B
Total	11		330.6	98.5	429.1	3.86	32.4	В

### Arterial Level of Service: SB BARCLAY AVE

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
ELGIN BLVD	11	40	263.1	70.2	333.3	2.92	31.6	В
SPRING HILL DR	11	50	67.5	43.9	111.4	0.94	30.3	В
Total	il i		330.6	114.1	444.7	3.86	31.3	В

### Arterial Level of Service: EB ELGIN BLVD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
MARINER BLVD	II	40	171.5	55.1	226.6	1.91	30.3	В
LANDOVER BLVD	11	40	15.3	26.5	41.8	0.13	11.5	F
STERLING HILL BLVD	II	55	24.2	24.8	49.0	0.25	18.3	D
BARCLAY AVE	11	50	34.6	35.5	70.1	0.40	20.6	D
Total			245.6	141.9	387.5	2.69	25.0	С

### Arterial Level of Service: WB ELGIN BLVD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	II	55	33.0	17.1	50.1	0.40	28.9	В
STERLING HILL BLVD	[]	40	27.5	15.3	42.8	0.25	21.0	D
LANDOVER BLVD	11	40	15.3	44.9	60.2	0.13	8.0	F
MARINER BLVD	11	35	196.0	53.6	249.6	1.91	27.5	С
DELTONA BLVD					402.7	2.69	24.0	C
Total	117		271.8	130.9	402.7	2.03	24.0	Ů

### Arterial Level of Service: EB SPRING HILL DR

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ciuss Street	11	40	31.7	40.0	71.7	0.31	15.6	E
0 LOD Off D	11	40	34.5	12.3	46.8	0.35	26.8	С
Suncoast SB Off Ramp	II II	40	12.4	15.1	27.5	0.11	14.1	E
Suncoast NB Off Ramp	11	10	78.6	67.4	146.0	0.77	18.9	D
Total	23.0		10.0	01.4				

### Arterial Level of Service: WB SPRING HILL DR

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
The Mark Control of the Control of t	II.	40	12.4	6.6	19.0	0.11	20.5	D
Suncoast SB Off Ramp BARCLAY AVE	S0E	40	34.5	52.3	86.8	0.35	14.5	E
Total	11		46.9	58.9	105.8	0.46	15.5	E

### Arterial Level of Service: NB BARCLAY AVE

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS						
POWELL RD		50	67.5	42.2	109.7	0.94	30.8	В						
	ii	II	II II	ii	40	0.000	0.4346	0.4346	0496	0.4945	0.440	319.9	2.92	32.9
Total	DATE STREET	NO A STATE	330.6	99.0	429.6	3.86	32.4	В						

### Arterial Level of Service: SB BARCLAY AVE

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
ELGIN BLVD		40	263.1	73.1	336.2	2.92	31.3	В
SPRING HILL DR	ii	50	67.5	43.3	110.8	0.94	30.5	В
Total			330.6	116.4	447.0	3.86	31.1	В

### Arterial Level of Service: EB ELGIN BLVD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
MARINER BLVD	11	40	171.5	59.9	231.4	1.91	29.6	В
LANDOVER BLVD	11	40	15.3	27.5	42.8	0.13	11.2	F
STERLING HILL BLVD		55	24.2	38.2	62.4	0.25	14.4	E
BARCLAY AVE	ii	50	34.6	35.8	70.4	0.40	20.6	D
Total	1	1111	245.6	161.4	407.0	2.69	23.8	C

### Arterial Level of Service: WB ELGIN BLVD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
STERLING HILL BLVD		55	33.0	24.5	57.5	0.40	25.2	C
LANDOVER BLVD	11	40	27.5	17.4	44.9	0.25	20.0	D
MARINER BLVD	III III II	40	15.3	48.3	63.6	0.13	7.5	F
	ll .	35	196.0	61.9	257.9	1.91	26.6	С
Total	11		271.8	152.1	423.9	2.69	22.8	С

### Arterial Level of Service: EB SPRING HILL DR

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	11	40	31.7	41.5	73.2	0.31	15.3	E
Suncoast SB Off Ramp	11	40	34.5	11.8	46.3	0.35	27.1	С
Suncoast NB Off Ramp	11	40	12.4	1.3	13.7	0.11	28.4	В
Total	II		78.6	54.6	133.2	0.77	20.7	D

### Arterial Level of Service: WB SPRING HILL DR

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Suncoast SB Off Ramp		40	12.4	3.1	15.5	0.11	25.1	C
BARCLAY AVE	ii	40	34.5	34.9	69.4	0.35	18.1	D
Total	11	The state of the state of	46.9	38.0	84.9	0.46	19.4	D

Arterial Level of Service: NB BARCLAY
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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
POWELL RD	11	50	67.5	34.8	102.3	0.94	33.0	В
	11	40	263.1	75.9	339.0	2.92	31.0	B
Total			330.6	110.7	441.3	3.86	31.5	В

### Arterial Level of Service: SB BARCLAY AVE

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	II	40	263.1	85.7	348.8	2.92	30.2	В
ELGIN BLVD SPRING HILL DR	11	50	67.5	85.1	152.6	0.94	22.1	C
Total	1		330.6	170.8	501.4	3.86	27.7	С

### Arterial Level of Service: EB ELGIN BLVD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial ::Speed	Arterial LOS
	11	40	171.5	62.4	233.9	1.91	29.3	В
MARINER BLVD	11	40	15.3	30.2	45.5	0.13	10.5	F
LANDOVER BLVD	11	55	24.2	26.8	51.0	0.25	17.6	D
STERLING HILL BLVD	11	50	34.6	56.3	90.9	0.40	15.9	E
BARCLAY AVE		- 00	245.6	175.7	421.3	2.69	23.0	С
Total	II		240.0	17 3.7	721.0	2.00		

### Arterial Level of Service: WB ELGIN BLVD

Casas Cland	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Street	U U	55	33.0	23.1	56.1	0.40	25.8	C
STERLING HILL BLVD	II	40	27.5	19.4	46.9	0.25	19.2	D
LANDOVER BLVD	11	40	15.3	56.9	72.2	0.13	6.6	F
MARINER BLVD	11	35	196.0	47.5	243.5	1.91	28.2	В
DELTONA BLVD	- II	30		146.9	418.7	2.69	23.1	C
Total	11		271.8	140.5	710.1	2.00	2011	

### Arterial Level of Service; EB SPRING HILL DR

Owner Chronit	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cross Street	Ulass	40	31.7	31.4	63.1	0.31	17.7	D
Suncoast SB Off Ramp Suncoast NB Off Ramp	11	40	34.5	5.1	39.6	0.35	31.7	В
	11	40	12.4	11.8	24.2	0.11	16.1	E
Total			78.6	48.3	126.9	0.77	21.8	D

Arterial Level of Service: WB SPRING H	HILL	DR
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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Suncoast SB Off Ramp	H	40	12.4	8.0	20:4	0.11	19.1	D
BARCLAY AVE	H	40	34.5	58.9	93.4	0.35	13.4	E
Total	U.		46.9	66.9	113.8	0.46	14.4	Е

## Arterial Level of Service: NB BARCLAY AVE

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
POWELL RD	80 M 48 TO	50	67.5	34.1	101.6	0.94	33.2	В
SR 50	i	40	263.1	77.6	340.7	2.92	30.9	В
Total		Segui Jelly I	330.6	111.7	442.3	3.86	31.4	В

#### Arterial Level of Service: SB BARCLAY AVE

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
ELGIN BLVD	1	40	263.1	93.9	357.0	2.92	29.5	В
SPRING HILL DR	11	50	67.5	90.7	158.2	0.94	21.3	D
Total			330.6	184.6	515.2	3.86	27.0	С

#### Arterial Level of Service: EB ELGIN BLVD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
MARINER BLVD		40	171.5	79.3	250.8	1.91	27.3	C
LANDOVER BLVD	ii	40	15.3	46.1	61.4	0.13	7.8	F
STERLING HILL BLVD		55	24.2	56.2	80.4	0.25	11.2	F
BARCLAY AVE	11	50	34.6	58.7	93.3	0.40	15.5	E
Total	ii .		245.6	240.3	485.9	2.69	19.9	D

#### Arterial Level of Service: WB ELGIN BLVD

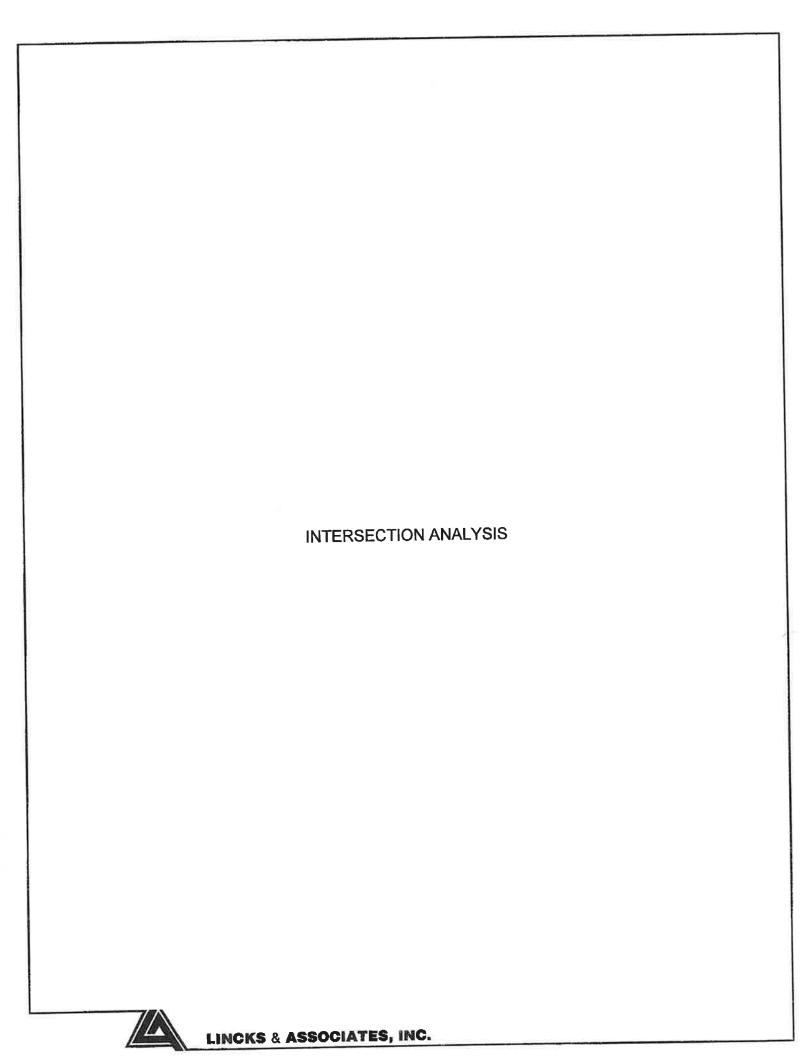
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
STERLING HILL BLVD		55	33.0	31.2	64.2	0.40	22.5	C
LANDOVER BLVD	II	40	27.5	22.6	50.1	0.25	17.9	D
MARINER BLVD	TI .	40	15.3	62.4	77.7	0.13	6.2	F
DELTONA BLVD	11	35	196.0	50.2	246.2	1.91	27.9	C
Total	11		271.8	166.4	438.2	2.69	22.1	C

### Arterial Level of Service: EB SPRING HILL DR

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
	11	40	31.7	31.4	63.1	0.31	17.7	D
Suncoast SB Off Ramp	ii	40	34.5	6.5	41.0	0.35	30.6	В
Suncoast NB Off Ramp		40	12.4	14.4	26.8	0.11	14.5	E
Total	TII .		78.6	52.3	130.9	0.77	21.1	D

#### Arterial Level of Service: WB SPRING HILL DR

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Suncoast SB Off Ramp	II	40	12.4	10.1	22.5	0.11	17.3	D
BARCLAY AVE	11	40	34.5	62.0	96.5	0.35	13.0	E
Total			46.9	72.1	119.0	0.46	13.8	E



	۶	<b>→</b>	7	1	<b>4</b> -	*	4	†	1	1	<b></b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	4		T	4	
Traffic Volume (vph)	9	85	7	145	129	241	2	360	111	161	263	6
Future Volume (vph)	9	85	7	145	129	241	2	360	111	161	263	6
Confl. Peds. (#/hr)											i.	
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					N.							
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4		4	6			2		
Detector Phase	8	8		4	4	4	6	6		2	2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0	9.0	15.0	15.0		15.0	15.0	
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	22.5	22.5		22.5	22.5	
Total Split (s)	23.5	23.5		23.5	23.5	23.5	46.4	46.4		46.4	46.4	
Total Split (%)	33.6%	33.6%		33.6%	33.6%	33.6%	66.4%	66.4%		66.4%	66.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5			6.5	6.5	6.4	6.4		6.4	6.4	
Lead/Lag												
Lead-Lag Optimize?											Mari	
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		16.3			16.3	16.3	40.0	40.0		40.0	40.0	
Actuated g/C Ratio		0.24			0.24	0.24	0.58	0.58		0.58	0.58	
v/c Ratio		0.27			0.88	0.46	0.00	0.49		0.40	0.28	
Control Delay		22.5			53.6	6.2	6.5	10.0		11.7	8.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0 8.3	
Total Delay		22.5			53.6	6.2	6.5	10.0		11.7	8.3 A	
LOS		С			D	А	А	B		В	9.6	
Approach Delay		22.5			31.4			10.0 B			9.6 A	
Approach LOS		С			С			В			A	

Cycle Length: 69.9

Actuated Cycle Length: 69.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88 Intersection Signal Delay: 18.0

Intersection Capacity Utilization 75.8%

Analysis Period (min) 15

Intersection LOS: B ICU Level of Service D

Splits and Phases: 15: DELTONA BLVD & ELGIN BLVD	
	Ø4
▼ Ø2 46.4s	23.5 \$
196	<b>→</b> Ø8
TOO STATE OF THE S	23,5's

13. DELI ONA BEVE	٠	<b>→</b>	*	•	-	4	4	†	$\nearrow$	-	<b>↓</b>	1
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	CDL	4		11.14.2	4	7	75	1→		1/4	₽	
Lane Configurations	13	158	4	123	111	237	4	422	170	263	463	6
Traffic Volume (vph)	13	158	4	123	111	237	4	422	170	263	463	6
Future Volume (vph)	10	100	,									
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Peak Hour Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Growth Factor		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Heavy Vehicles (%)	2%	2%	270	0	0	0	0	0	0	0	0	0
Bus Blockages (#/hr)	0	U	U	U	Ü							
Parking (#/hr)		00/			0%			0%			0%	
Mid-Block Traffic (%)		0%			070							
Shared Lane Traffic (%)	_			Perm	NA	Perm	Perm	NA		Perm	NA	
Turn Type	Perm	NA		Peim	4	1 61111	1 01111	6			2	
Protected Phases		8		A	4	4	6			2		
Permitted Phases	8			4 4	4	4	6	6		2	2	
Detector Phase	8	8		4	4	4	Ü	ŭ				
Switch Phase				0.0	0.0	9.0	15.0	15.0		15.0	15.0	
Minimum Initial (s)	9.0	9.0		9.0	9,0	17.0	22.5	22.5		22.5	22.5	
Minimum Split (s)	17.0	17.0		17.0	17.0	23.5	46.4	46.4		46.4	46.4	
Total Split (s)	23.5	23.5		23.5	23.5	33.6%	66.4%	66.4%		66.4%	66.4%	
Total Split (%)	33.6%	33.6%		33.6%	33.6%		4.4	4.4		4.4	4.4	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	2.0	2.0		2.0	2.0	
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	0.0	0.0		0.0	0.0	
Lost Time Adjust (s)		0.0			0.0	0.0	6.4	6.4		6.4	6.4	
Total Lost Time (s)		6.5			6.5	6.5	0.4	0.4		0.1	0	
Lead/Lag												
Lead-Lag Optimize?								May		Max	Max	
Recall Mode	None	None		None	None	None	Max	Max 40.1		40.1	40.1	
Act Effct Green (s)		15.3			15.3	15.3	40.1			0.59		
Actuated g/C Ratio		0.22			0.22	0.22	0.59	0.59		0.33		
v/c Ratio		0.47			0.81	0.46	0.01	0.59		29.8		
Control Delay		26.9			46.7	6.4		11.4		0.0		
Queue Delay		0.0			0.0	0.0		0.0		29.8		
Total Delay		26.9			46.7					29.0 C		
		C			D		. A			C	17.2	
LOS		26.9			26.4			11.3			17.2	
Approach Delay Approach LOS		C			С		CALLED ST. FT	B		CONTRACTOR OF THE PARTY OF THE		

Cycle Length: 69.9

Actuated Cycle Length: 68.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81 Intersection Signal Delay: 18.5

Intersection Capacity Utilization 90.6%

Analysis Period (min) 15

Intersection LOS: B ICU Level of Service E

Splits and Phases: 15: DELTONA BLVD & ELGIN BLVD	
₩ Ø2	<b>O</b> 4
46.4s	23.5.5
<b>↑</b> Ø6	→28
46.48	23,5 s

15: DELTONA BLV	<i>•</i>	<b>→</b>	*	1	+	4	1	†	1	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	T	₽		ď	₽	
Traffic Volume (vph)	9	85	7	164	129	279	2	360	118	174	263	6
Future Volume (vph)	9	85	7	164	129	279	2	360	118	174	263	6
Confl. Peds. (#/hr)		-										
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Heavy Vehicles (%)	0	0	0	0	0	0	0	0	0	0	0	0
Bus Blockages (#/hr)	O	· ·										
Parking (#/hr)		0%			0%			0%			0%	
Mid-Block Traffic (%)		070										
Shared Lane Traffic (%)	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Turn Type	L CITII	8		,	4			6			2	
Protected Phases	8	U		4		4	6			2		
Permitted Phases	8	8		4	4	4	-6	6		2	2	
Detector Phase	U	Ů		·								
Switch Phase	9.0	9.0		9.0	9.0	9.0	15.0	15.0		15.0	15.0	
Minimum Initial (s)	17.0	17.0		17.0	17.0	17.0	22.5	22.5		22.5	22.5	
Minimum Split (s)	23.5	23.5		23.5	23.5	23.5	46.4	46.4		46.4	46.4	
Total Split (s)	33.6%	33.6%		33.6%	33.6%	33.6%	66.4%	66.4%		66.4%	66.4%	
Total Split (%)	4.0	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
Yellow Time (s)	2.5	2.5		2.5	2.5	2.5	2.0	2.0		2.0	2.0	
All-Red Time (s)	2.5	0.0		2.0	0.0	0.0	0.0	0.0		0.0	0.0	
Lost Time Adjust (s)		6.5			6.5	6.5	6.4	6.4		6.4	6.4	
Total Lost Time (s)		0.5			• • • • • • • • • • • • • • • • • • • •							
Lead/Lag												
Lead-Lag Optimize?	None	None		None	None	None	Max	Max		Max	Max	
Recall Mode	None	16.9		110110	16.9	16.9	40.0	40.0		40.0	40.0	
Act Effct Green (s)		0.24			0.24	0.24	0.57	0.57		0.57	0.57	
Actuated g/C Ratio		0.24			0.93	0.50	0.00	0.50		0.45	0.28	
v/c Ratio		22.4			61.9	6.2	6.5	10.3		12.8	8.4	
Control Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Queue Delay		22.4			61.9	6.2	6.5	10.3		12.8		
Total Delay					E	A	А	В		В		
LOS		22.4			34.7			10.2			10.1	
Approach Delay  Approach LOS		22.4 C			C			В			В	
Approach LOS	the control of the co	C	s constant				VES IN		Mark Street			

Cycle Length: 69.9

Actuated Cycle Length: 69.8

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93 Intersection Signal Delay: 19.7

Intersection Capacity Utilization 77.2%

Analysis Period (min) 15

Intersection LOS: B ICU Level of Service D

### **Timings**

# 15: DELTONA BLVD & ELGIN BLVD

04/29/2022

plits and Phases: 15: DELTONA BLVD & ELGIN BLVD	
<b>▼</b> Ø2	Ø4
\$.4s.	<b>→</b> Ø8
□ Ø6 46.4\$	23.5 s

15: DELTONA BLV	•	<b>→</b>	7	1	<b>←</b>	4	4	†	1	-	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	75	₽		75	<b>\$</b>	
Traffic Volume (vph)	13	158	4	137	111	265	4	422	193	310	463	6
Future Volume (vph)	13	158	4	<b>1</b> 37	111	265	4	422	193	310	463	6
Confl. Peds. (#/hr)	, ,											
Confl. Bikes (#/hr)												0.04
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Heavy Vehicles (%)	0	0	0	0	0	0	0	0	0	0	0	0
Bus Blockages (#/hr)	O	Ü										
Parking (#/hr)		0%			0%			0%			0%	
Mid-Block Traffic (%)		070										
Shared Lane Traffic (%)	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Turn Type	L CITII	8			4			6			2	
Protected Phases	8	O		4		4	6			2		
Permitted Phases	8	8		4	4	4	6	6		2	2	
Detector Phase	0	0										
Switch Phase	9.0	9.0		9.0	9.0	9.0	15.0	15.0		15.0	15.0	
Minimum Initial (s)	17.0	17.0		17.0	17.0	17.0	22.5	22.5		22.5	22.5	
Minimum Split (s)	23.5	23.5		23.5	23.5	23.5	46.4	46.4		46.4	46.4	
Total Split (s)		33.6%		33.6%	33.6%	33.6%	66.4%	66.4%		66.4%	66.4%	
Total Split (%)	33.6%	4.0		4.0	4.0	4.0	4.4	4.4		4.4	4.4	
Yellow Time (s)	4.0	2.5		2.5	2.5	2.5	2.0	2.0		2.0	2.0	
All-Red Time (s)	2.5	0.0		2.0	0.0	0.0	0.0	0.0		0.0	0.0	
Lost Time Adjust (s)		6.5			6.5	6.5	6.4	6.4		6.4	6.4	
Total Lost Time (s)		0.0			0.0	0.0	•					
Lead/Lag												
		Mana		Mono	None	None	Max	Max		Max	Max	
	None			None						40.0	40.0	
										0.58	0.58	
Actuated g/C Ratio										0.98	0.46	
v/c Ratio										63.6	10.2	
Control Delay										0.0	0.0	
Queue Delay										63.6	10.2	
Total Delay										E	В	
LOS						A	^				31.5	
Approach Delay											С	
Approach LOS		С	;		C			U				111000
Control Delay Queue Delay Total Delay LOS Approach Delay	None	None 15.9 0.23 0.45 26.5 0.0 26.5 C		None	None 15.9 0.23 0.84 50.2 0.0 50.2 D 27.6 C	None 15.9 0.23 0.48 6.3 0.0 6.3 A	Max 40.0 0.58 0.01 6.5 0.0 6.5 A	Max 40.0 0.58 0.62 12.0 0.0 12.0 B 12.0 B		40.0 0.58 0.98 63.6 0.0 63.6	40.0 0.58 0.46 10.2 0.0 10.2 B 31.5	

Cycle Length: 69.9

Actuated Cycle Length: 68.8

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.98
Intersection Signal Delay: 24.3

Intersection Capacity Utilization 95.3%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service F

Splits and Phases: 15: DELTONA BLVD & ELGIN BLVD	
	Ø4
♥ Ø2 46.4s	23,5 s
1 06	<b>-</b> ▶ø8
46.4\$	23.5 s

### 12: MARINER BLVD & ELGIN BLVD

	<b>≯</b>	<b>→</b>	*	1	<b>—</b>	•	•	<b>†</b>	1	-	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>1</b> >		14.54	<b>†</b>	7	Ĭή	<b>1</b>		75	<b>†</b> ‡	
Traffic Volume (vph)	171	338	51	322	290	224	61	717	228	168	650	98
Future Volume (vph)	171	338	51	322	290	224	61	717	228	168	650	98
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)					(1)							
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4					8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase										7.0	00.0	
Minimum Initial (s)	15.0	15.0		15.0	15.0	15.0	7.0	20.0		7.0	20.0	
Minimum Split (s)	23.9	27.9		23.9	27.9	27.9	14.6	27.2		14.6	27.2	
Total Split (s)	37.9	37.7		37.9	37.7	37.7	24.6	52.2		24.6	52.2	
Total Split (%)	24.9%	24.7%		24.9%	24.7%	24.7%	16.1%	34.3%		16.1%	34.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.7	4.7		4.7	4.7 2.5	
All-Red Time (s)	4.4	3.2		4.4	3.2	3.2	2.9	2.5		2.9	0.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	7.2	
Total Lost Time (s)	8.9	7.7		8.9	7.7	7.7	7.6	7.2		7.6		
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead Yes	Lag Yes	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		None	Max	
Recall Mode	None	Max		None	Max	Max	None	Max		65.8	54.0	
Act Effct Green (s)	45.8	30.1		19.9	33.0	33.0	53.3	45.1		0.47	0.38	
Actuated g/C Ratio	0.33	0.21		0.14	0.23	0.23	0.38	0.32		0.47	0.62	
v/c Ratio	0.56	1.09		0.73	0.73	0.44	0.27	0.94		60.2	38.5	
Control Delay	35.4	122.1		67.6	61.5	7.8	24.6	61.0		0.0	0.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		60.2	38.5	
Total Delay	35.4	122.1		67.6	61.5	7.8		61.0 E		60.2 E	30.3 D	
LOS	D	F		E	E	А	С	58.8		L	42.5	
Approach Delay		95.6			49.5			58.6 E			42.5 D	
Approach LOS		F			D		The resident					3460

Intersection Summary

Cycle Length: 152.4

Actuated Cycle Length: 140.9

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.09 Intersection Signal Delay: 58.2

Intersection Capacity Utilization 96.0%

Analysis Period (min) 15

Intersection LOS: E ICU Level of Service F

Splits and Phase	es: 12: MARINER BLVD & ELGIN	BLVD	
1	↑ <sub>Ø2</sub>	<b>√</b> ø3	<del>-</del> ₽94
Ø1 4.5 s	52.2s	37.9(s)	37.75
<b>4</b> as	₩ Ø6	<i>▶</i> Ø7	Ø8
1 Ø5	52.2s	37.9 s	37.7 s

	۶	<b>→</b>	*	•	<b>←</b>	4	4	<b>†</b>	1	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*5	₽		7575	<b>†</b>	7	75	<b>†</b> ‡		Ť	<b>↑</b> ↑	
Traffic Volume (vph)	145	346	80	382	396	259	103	869	269	214	1059	163
Future Volume (vph)	145	346	80	382	396	259	103	869	269	214	1059	163
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4					8	2			6	_	
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0	15.0	7.0	20.0		7.0	20.0	
Minimum Split (s)	23.9	27.9		23.9	27.9	27.9	14.6	27.2		14.6	27.2	
Total Split (s)	37.9	37.7		37.9	37.7	37_7	24.6	52.2		24.6	52.2	
Total Split (%)	24.9%	24.7%		24.9%	24.7%	24.7%	16.1%	34.3%		16.1%	34.3%	
Yellow Time (s)	4.5	4.5		4.5	4.5	4.5	4.7	4.7		4.7	4.7	
All-Red Time (s)	4.4	3.2		4.4	3.2	3.2	2.9	2.5		2.9	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.9	7.7		8.9	7.7	7.7	7.6	7.2		7.6	7.2	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag Yes	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Recall Mode	None	Max		None	Max	Max	None	Max		None	Max 50.6	
Act Effct Green (s)	45.3	30.0		22.3	35.8	35.8	55.6	45.0		66.7	0.35	
Actuated g/C Ratio	0.31	0.21		0.15	0.25	0.25	0.38	0.31		0.46	1.07	
v/c Ratio	0.58	1.20		0.77	0.92	0.50	0.60	1.12		0.90		
Control Delay	39.6	158.3		69.5	79.5	15.3	40.9	112.7		76.1	91.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0 76.1	91.3	
Total Delay	39.6	158.3		69.5	79.5	15.3		112.7			91.3 F	
LOS	D	F		Е	Е	В	D	F		Е	89.1	
Approach Delay		128.2			59.8			106.8 F			89.1 F	
Approach LOS		F			E			Г				

Cycle Length: 152.4

Actuated Cycle Length: 145.4

Natural Cycle: 145

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.20 Intersection Signal Delay: 92.3

Intersection Capacity Utilization 106.2%

Analysis Period (min) 15

Intersection LOS: F
ICU Level of Service G

Splits and Phases	: 12: MARINER BLVD & ELGIN E	BLVD	
Øı	Ø2	<b>√</b> Ø3	→04
24.6 s	52.2 s	3749 s	37.7 s
4 55	1 05	<b>→</b> <sub>Ø7</sub>	Ø8
24.6 s	▼ Ø6 52.2 s	37.9 s	37.7 s

	۶	<b>→</b>	*	<b>*</b>	4-	1		†	1	-	$\downarrow$	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>↑</b>	7	14.54	<b>^</b>	7	7	十十	7	120	<b>^</b>	7
Traffic Volume (vph)	171	338	51	322	290	224	61	717	228	168	650	98
Future Volume (vph)	171	338	51	322	290	224	61	717	228	168	650	98
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)									0.04	0.04	0.01	0.91
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91 100%	100%
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	2%	2%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2% 0	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	U	U
Parking (#/hr)								00/			0%	
Mid-Block Traffic (%)		0%			0%			0%			070	
Shared Lane Traffic (%)						-		N1.6	Da	Prot	NA	Perm
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	1	6	Felli
Protected Phases	7	4		3	8		5	2	2	1	U	6
Permitted Phases	4		4			8	2 5	2	2	1	6	6
Detector Phase	7	4	4	3	8	8	5	2	2	1	U	U
Switch Phase					45.0	45.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	7.0	27.2	27.2	14.6	27.2	27.2
Minimum Split (s)	23.9	27.9	27.9	23.9	27.9	27.9	14.6 14.6	49.4	49.4	21.0	55.8	55.8
Total Split (s)	24.4	49.0	49.0	33.0	57.6	57.6	9.6%	32.4%	32.4%	13.8%	36.6%	36.6%
Total Split (%)	16.0%	32.2%	32.2%	21.7%	37.8%	37.8%	9.6%	32.476	4.7	4.7	4.7	4.7
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	2.9	2.5	2.5	2.9	2.5	2.5
All-Red Time (s)	4.4	3.2	3.2	4.4	3.2	3.2 0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	7.7	7.6	7.2	7.2	7.6	7.2	7.2
Total Lost Time (s)	8.9	7.7	7.7	8.9	7.7		Lead	Lag	Lag	Lead	Lag	Lag
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes Max	Max	None	Max	Max	None	Max	Max
Recall Mode	None	Max	Max	None	49.9	49.9	49.1	42.5	42.5	12.4	50.8	50.8
Act Effct Green (s)	58.8	44.7	44.7	20.4		0.33	0.32	0.28	0.28	0.08	0.34	0.34
Actuated g/C Ratio	0.39	0.30	0.30	0.13	0.33 0.52	0.33		0.79	0.42	0.66	0.60	0.17
v/c Ratio	0.45	0.67	0.10	0.77	44.9	7.9		57.5	10.4	79.3	45.2	2.0
Control Delay	27.7	55.1	0.3	74.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	44.9	7.9		57.5	10.4	79.3	45.2	2.0
Total Delay	27.7	55.1	0.3	74.5	44.9 D	7.9 A		57.5	В	F	D	Α
LOS	С	E	Α	Ε	46.4	А		45.3	U	_	46.8	
Approach Delay		41.7			46.4 D			40.0 D			D	
Approach LOS		D			D	motorcio	and sol	irosomodis			Green and	PE 65-00

Cycle Length: 152.4

Actuated Cycle Length: 151.4

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.79 Intersection Signal Delay: 45.4

Intersection Capacity Utilization 82.1%

Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service E

plits and Phase	s: 12: MARINER BLVD & ELGIN	BLVD	
\ <sub>Ø1</sub>	<b>↑</b> Ø2	<b>√</b> Ø3	<b>→</b> Ø4
15	49.4s	335	49.5
<b>↑</b> Ø5	<b>7</b> Ø6	<b>→</b> Ø7	Ø8
	8 s	24.45	57.6 s

72. 170 4 41 (21 ( 22 )	۶	<b>→</b>	7	1	+	*	4	†	1	-	<b></b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>^</b>	7	777	<b>^</b>	77	)F	<b>^</b>	7	12	ተተ	7
Traffic Volume (vph)	145	346	80	382	396	259	103	869	269	214	1059	163
Future Volume (vph)	145	346	80	382	396	259	103	869	269	214	1059	163
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												_
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	0
Permitted Phases	4		4			8	2		2	- 4	0	6 6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	р
Switch Phase								80.0	00.0	7.0	20.0	20.0
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	7.0	20.0	20.0	7.0 14.6	20.0 27.2	27.2
Minimum Split (s)	23.9	27.9	27.9	23.9	27.9	27.9	14.6	27.2	27.2	22.0	59.4	59.4
Total Split (s)	23.9	47.0	47.0	31.0	54.1	54.1	15.0	52.4	52.4	22.0 14.4%	39.0%	39.0%
Total Split (%)	15.7%	30.8%	30.8%	20.3%	35.5%	35.5%	9.8%	34.4%	34.4%	14.4% 4.7	39.0%	4.7
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.7	4.7	4.7	2.9	2.5	2.5
All-Red Time (s)	4.4	3.2	3.2	4.4	3.2	3.2	2.9	2.5	2.5 0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	7.6	7.2	7.2
Total Lost Time (s)	8.9	7.7	7.7	8.9	7.7	7.7	7.6	7.2		Lead	Lag	Lag
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead Yes	Lag Yes	Lag Yes	Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Max	Max	None	Max	Max
Recall Mode	None	Max	Max	None	Max	Max	None 53.0	46.0	46.0	13.6	52.2	52.2
Act Effct Green (s)	54.1	40.3	40.3	21.1	46.4	46.4	0.35	0.30	0.30	0.09	0,34	0.34
Actuated g/C Ratio	0.35	0.26	0.26	0.14	0.30	0.30		0.87	0.45	0.74	0.93	0.27
v/c Ratio	0.50	0.75	0.16	0.85	0.74	0.44		60.1	13.4	82.8	62.1	8.2
Control Delay	32.2	62.4	0.7	81.4	56.9	13.7		0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		60.1	13.4	82.8	62.1	8.2
Total Delay	32.2	62.4	0.7	81.4	56.9	13.7		60.1 E	13.4 B	52.0 F	E	Α.
LOS	С	E	Α	F	E	В		51.1	В	1	59.1	, (
Approach Delay		46.1			55.1			51.1 D			E	
Approach LOS		D			Е			D	-			APPLICATION OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TW

Cycle Length: 152.4

Actuated Cycle Length: 152.4

Natural Cycle: 115

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93 Intersection Signal Delay: 54.1 Intersection Capacity Utilization 94.6%

Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service F

Splits and Phas	ses: 12: MARINER BLVD & ELC	GIN BLVD	
<b>\</b> <sub>Ø1</sub>	<b>↑</b> Ø2	<b>√</b> Ø3	-» <b>-</b> Ø4
22's	52,4s	318	47.s
<b>♦</b> Ø5	<b>↓</b> Ø6	<i>→</i> <sub>07</sub>	Ø8
15 s   5	9.45	23.9 s	54.1s

	٠	<b>→</b>	*	1	-	*	4	†	1	1	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL.	SBT	SBR
Lane Configurations	7	<b>†</b>	7	14/4	<b>↑</b>	7*	M	<b>^</b>	7º	14.54	**	7
Traffic Volume (vph)	171	358	51	380	347	282	61	717	248	188	650	98
Future Volume (vph)	171	358	51	380	347	282	61	717	248	188	650	98
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2 2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												00.0
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	23.9	27.9	27.9	23.9	27.9	27.9	14.6	27.2	27.2	14.6	27.2	27.2
Total Split (s)	24.4	49.0	49.0	33.0	57.6	57.6	14.6	49.4	49.4	21.0	55.8	55.8
Total Split (%)	16.0%	32.2%	32.2%	21.7%	37.8%	37.8%	9.6%	32.4%	32.4%	13.8%	36.6%	36.6%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	4.4	3.2	3.2	4.4	3.2	3.2	2.9	2.5	2.5	2.9	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.9	7.7	7.7	8.9	7.7	7.7	7.6	7.2	7.2	7.6	7.2	7.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	56.9	42.9	42.9	22.2	49.9	49.9	48.9	42.3	42.3	12.7	51.0	51.0
Actuated g/C Ratio	0.38	0.28	0.28	0.15	0.33	0.33	0.32	0.28	0.28	0.08	0.34	0.34
v/c Ratio	0.51	0.75	0.10	0.83	0.62	0.47	0.30	0.80	0.45	0.72	0.60	0.17
Control Delay	29.6	59.9	0.4	77.7	48.3	14.9	31.9	57.8	10.5	82.6	45.1	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	59.9	0.4	77.7	48.3	14.9	31.9	57.8	10.5	82.6	45.1	2.0
LOS	С	Е	Α	Ε	D	В	С	Е	В	F	D	A
Approach Delay		45.7			50.1			44.8			48.1	
Approach LOS		D			Đ			D			D	

Cycle Length: 152.4 Actuated Cycle Length: 151.5

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.83 Intersection Signal Delay: 47.3 Intersection Capacity Utilization 83.2%

Intersection LOS: D ICU Level of Service E

Analysis Period (min) 15

Splits and Pha	ases: 12: MARINER BLVD & ELG	IN BLVD		
Øı	<b>†</b> Ø2	<b>√</b> Ø3	→ Ø4	
215	49.48	33 s	49 s	STATE OF STATE OF
<b>★</b> Ø5	<b>₽</b> Ø6	<i>▶</i> <sub>Ø7</sub>	Ø8	
14.6 s	55.8 s	24.4 s	57.6 s	A WASHINGTON

	•	<b>→</b>	•	•	<b>←</b>	*	1	†	<i>&gt;</i>	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	<b>†</b>	7	14.54	<b>†</b>	7	7	ተተ	7	1/2	ተተ	7
Traffic Volume (vph)	145	416	80	422	438	299	103	869	339	283	1059	163
Future Volume (vph)	145	416	80	422	438	299	103	869	339	283	1059	163
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase											20.0	20.0
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	15.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	23.9	27.9	27.9	23.9	27.9	27.9	14.6	27.2	27.2	14.6	27.2	27.2
Total Split (s)	23.9	47.0	47.0	31.0	54.1	54.1	15.0	52.4	52.4	22.0	59.4	59.4
Total Split (%)	15.7%	30.8%	30.8%	20.3%	35.5%	35.5%	9.8%	34.4%	34.4%	14.4%	39.0%	39.0%
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.7	4.7	4.7	4.7	4.7	4.7
All-Red Time (s)	4.4	3.2	3.2	4.4	3.2	3.2	2.9	2.5	2.5	2.9	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 7.2
Total Lost Time (s)	8.9	7.7	7.7	8.9	7.7	7.7	7.6	7.2	7.2	7.6	7.2	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes Max	Max
Recall Mode	None	Max	Max	None	Max	Max	None	Max	Max	None	52.2	52.2
Act Effct Green (s)	53.4	39.6	39.6	21.8	46.4	46.4	52.2	45.2	45.2	14.4	0.34	0.34
Actuated g/C Ratio	0.35	0.26	0.26	0.14	0.30	0.30	0.34	0.30	0.30	0.09	0.93	0.34
v/c Ratio	0.56	0.92	0.16	0.92	0.82	0.51	0.82	0.88	0.55	102.4	62.1	8.2
Control Delay	34.9	79.3	0.7	88.3	62.4	19.2	73.0	61.8	14.2	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		62.1	8.2
Total Delay	34.9	79.3	0.7	88.3	62.4	19.2		61.8	14.2	102.4 F	62, I	0.2 A
LOS	С	E	Α	F	E	В	E	E	В	۲	63.9	A
Approach Delay		59.5			60.7			50.4			63.9 E	
Approach LOS		Ε			Е			D			_	

Cycle Length: 152.4

Actuated Cycle Length: 152.4

Natural Cycle: 125

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.93 Intersection Signal Delay: 58.6 Intersection Capacity Utilization 96.8%

Intersection LOS: E ICU Level of Service F

Analysis Period (min) 15

ts and Phases: 12: MARINER BLVD & ELC	<b>√</b> Ø3	<del></del>	
Ø1 Ø2 s 52.4s	31s	47 s	Contract of the Contract of th
Ø5 ¥ Ø6	<b>→</b> <sub>Ø7</sub>	Ø8	

	۶	<b>→</b>	*	•	-	4	1	†	1	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	<b>1</b>		K	<b>A</b> \$		7	1→		75	<b>₽</b>	
Traffic Volume (vph)	13	631	39	180	765	59	82	161	352	79	102	46
Future Volume (vph)	13	631	39	180	765	59	82	161	352	79	102	46
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												0.00
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0,88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8	0	
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase										40.0	40.0	
Minimum Initial (s)	2.8	20.0		2.8	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	10.0	27.2		10.0	26.5		22.0	22.0		22.0	22.0	
Total Split (s)	10.9	45.5		10.9	45.5		28.8	28.8		28.8	28.8	
Total Split (%)	12.8%	53.4%		12.8%	53.4%		33.8%	33.8%		33.8%	33.8%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.9	2.2		2.9	2.2		2.7	2.7		2.7	2.7 0.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	6.8	
Total Lost Time (s)	7.2	6.5		7.2	6.5		6.8	6.8		6.8	0,0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					Name	None	
Recall Mode	None	None		None	Max		None	None		None	22.1	
Act Effct Green (s)	33.2	30.1		39.1	39.1		22.1	22.1		22.1	0.29	
Actuated g/C Ratio	0.43	0.39		0.51	0.51		0.29	0.29		0.29 0.93	0.29	
v/c Ratio	0.06	0.55		0.64	0.52		0.27	1.02			20.7	
Control Delay	9.1	19.2		22.4	14.1		24.6	67.6		108.9	0.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	20.7	
Total Delay	9.1	19.2		22.4	14.1		24.6	67.6		108.9 F	20.7 C	
LOS	Α	В		C	В		С	E 04.7		۲	51.5	
Approach Delay		19.0			15.6			61.7			31.3 D	
Approach LOS		В			В			E			U	

Cycle Length: 85.2

Actuated Cycle Length: 76.5

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.02 Intersection Signal Delay: 30.7 Intersection Capacity Utilization 89.8%

Intersection LOS: C ICU Level of Service E

Analysis Period (min) 15

# Timings 9: LANDOVER BLVD & ELGIN BLVD

4	4-	<b>†</b>
ø <sub>1</sub>	₹ Ø2	IØ4
0.95	45.5 s	28.8 s
<b>√</b> Ø5	- <del>1</del> 26	<b>▼</b> Ø8
0.93	45.58	28.8 s

	<b>*</b>	<b>→</b>	*	6	-	*	4	<b>†</b>	1	-	ļ	4
Loss Croup	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group  Lane Configurations	'n	<b>1</b>		*5	<b>^</b>		7	∱>		1/2	€	
Traffic Volume (vph)	24	703	50	299	962	68	50	173	335	101	200	42
Future Volume (vph)	24	703	50	299	962	68	50	173	335	101	200	42
Confl. Peds. (#/hr)		, 00										
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8	0	
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase								40.0		40.0	10.0	
Minimum Initial (s)	2.8	20.0		2.8	20.0		10.0	10.0		10.0 22.0	22.0	
Minimum Split (s)	10.0	27.2		10.0	26.5		22.0	22.0		22.0 28.8	28.8	
Total Split (s)	10.9	45.5		10.9	45.5		28.8	28.8		33.8%	33.8%	
Total Split (%)	12.8%	53.4%		12.8%	53.4%		33.8%	33.8%		33.0% 4.1	4.1	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.1	4.1		2.7	2.7	
All-Red Time (s)	2.9	2.2		2.9	2.2		2.7	2.7		0.0	0.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		6.8	6.8	
Total Lost Time (s)	7.2	6.5		7.2	6.5		6.8	6.8		0.0	0.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		None	None		None	None	
Recall Mode	None	None		None	Max		None 22.1	22.1		22.1	22.1	
Act Effct Green (s)	35.3	32.3		39.9	39.2		0.28	0.28		0.28	0.28	
Actuated g/C Ratio	0.45	0.41		0.51	0.50		0.20	1.01		1.18	0.51	
v/c Ratio	0.13	0.57		1.12	0.65		26.2	68.0		181.3	27.9	
Control Delay	9.7	19.2		107.3	17.4 0.0		0.0	0.0		0.0	0.0	
Queue Delay	0.0	0.0		0.0			26.2	68.0		181.3	27.9	
Total Delay	9.7	19.2		107.3	17.4 B		20.2 C	00.0 E		F	C	
LOS	Α			F	37.7		C	64.2			73.1	
Approach Delay Approach LOS		18.9 B			37.7 D			04.2 E			E	

Cycle Length: 85.2

Actuated Cycle Length: 78.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.18 Intersection Signal Delay: 41.8

Intersection Capacity Utilization 98.3%

Analysis Period (min) 15

Intersection LOS: D ICU Level of Service F

Splits and Pha	ases: 9: LANDOVER BLVD & ELG	SIN BLVD
A 01	<b>◆</b> Ø2	T <sub>Ø4</sub>
10.9 \$	45.5 s	28.8 s
<b>▼</b> Ø5	<b>→</b> Ø6	▼ Ø8 28.8 s
10.93	45.5 s	Taxioo.

9. LANDOVER DET	*	<b>→</b>	*	•	+	1	4	†	1	<b>&gt;</b>	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*5	<b>^</b>		ሻ	<b>^</b>		T	<b>↑</b>	7	14.14	1>	
Traffic Volume (vph)	13	631	39	180	765	59	82	161	352	79	102	46
Future Volume (vph)	13	631	39	180	765	59	82	161	352	79	102	46
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												0.00
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0 🙉	0	0
Parking (#/hr)											201	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6			2			4		4	2	8	
Detector Phase	1	6		5	2		4	4	4	3	0	
Switch Phase							40.0	40.0	40.0	5.0	10.0	
Minimum Initial (s)	7.0	20.0		7.0	20.0		10.0	10.0	10.0	9,5	22.0	
Minimum Split (s)	14.2	27.2		14.2	26.5		22.0	22.0	22.0 22.0	9.6	31.6	
Total Split (s)	14.2	35.8		17.8	39.4		22.0	22.0 25.8%	25.8%	11.3%	37.1%	
Total Split (%)	16.7%	42.0%		20.9%	46.2%		25.8%	25.6% 4.1	4.1	3.5	4.1	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.1 2.7	2.7	2.7	1.0	2.7	
All-Red Time (s)	2.9	2.2		2.9	2.2		0.0	0.0	0.0	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		6.8	6.8	6.8	4.5	6.8	
Total Lost Time (s)	7.2	6.5		7.2	6.5			Lag	Lag	Lead	0.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag Yes	Yes	Yes	Yes		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		None	None	None	None	None	
Recall Mode	None	None		None	Max 38.2		13.4	13.4	13.4	5.2	20.7	
Act Effct Green (s)	30.2	23.8		39.4			0.18	0.18	0.18	0.07	0.28	
Actuated g/C Ratio	0.40	0.32		0.53	0.51 0.52		0.43	0.55	0.82	0.38	0.33	
v/c Ratio	0.04	0.68		0.54	15.3		36.7	36.8	27.6	41.6	20.3	
Control Delay	10.2	26.5		15.7	0.0		0.0	0.0	0.0	0.0	0.0	
Queue Delay	0.0	0.0		0.0	15.3		36.7	36.8	27.6	41.6	20.3	
Total Delay	10.2	26.5		15.7 B	15.3 B		30.7 D	30.0 D	C C	D	С	
LOS	В	C		В	15.4		D	31.3	Ü		27.8	
Approach Delay		26.2			10.4 B			01.5 C			С	
Approach LOS		С			ū					a un marita de la		ULB THE

Cycle Length: 85.2 Actuated Cycle Length: 75

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.82 Intersection Signal Delay: 23.2

Intersection Capacity Utilization 68.3%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service C

Splits and Phases:	9: LANDOVER BLVD & ELGIN BLVD	
<b>≯</b> <sub>Ø1</sub>	<b>←</b> ©2	Ø3 TØ4
14.2 s	39,4s	9.6 s 22 s
ÿ5	→06	▼ Ø8
17.8 s	35.8 s	31.6s

# 9: LANDOVER BLVD & ELGIN BLVD

9: LANDOVER BL\	<u></u>	<b>→</b>	•	1	<b>—</b>	•	4	<b>†</b>	*	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>1</b>		Ť	<b>↑</b> ↑		75	<b>↑</b>	7	16.50	<b>}</b>	4.0
Fraffic Volume (vph)	24	703	50	299	962	68	50	173	335	101	200	42 42
Future Volume (vph)	24	703	50	299	962	68	50	173	335	101	200	4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)									0.04	0.04	0.04	0.9
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	100
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2'
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)	•										20/	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)											210	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6	_		2			4		4			
Detector Phase	1	6		5	2		4	4	4	3	8	
Switch Phase	•											
Minimum Initial (s)	7.0	20.0		7.0	20.0		10.0	10.0	10.0	5.0	10.0	
	14.2	27.2		14.2	26.5		22.0	22.0	22.0	9.5	22.0	
Minimum Split (s)	14.2	33.1		20.5	39.4		22.0	22.0	22.0	9,6	31.6	
Total Split (s)	16.7%	38.8%		24.1%	46.2%		25.8%	25.8%	25.8%	11.3%	37.1%	
Total Split (%)	4.3	4.3		4.3	4.3		4.1	4.1	4.1	3.5	4.1	
Yellow Time (s)	2.9	2.2		2.9	2.2		2.7	2.7	2.7	1.0	2.7	
All-Red Time (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Lost Time Adjust (s)	7.2	6.5		7.2	6.5		6.8	6.8	6.8	4.5	6.8	
Total Lost Time (s)	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead		
Lead/Lag	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Lead-Lag Optimize?	None	None		None	Max		None	None	None	None	None	
Recall Mode	30.8	24.4		43.5	39.3		13.3	13.3	13.3	5.2	20.6	
Act Effct Green (s)	0.39	0.31		0.55	0.50		0.17	0.17	0.17	0.07	0.26	
Actuated g/C Ratio	0.09	0.76		0.80	0.64		0.29	0.61	0.79	0.49	0.55	
v/c Ratio	11.0	30.2		31.0	19.4		35.0	40.5	26.5	46.0	28.7	
Control Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Queue Delay	11.0			31.0			35.0	40.5	26.5	46.0	28.7	
Total Delay	11.0 B			C			D	D	С	D	С	
LOS	D	29.6		Ŭ	22.0			31.6			33.8	
Approach Delay		29.0 C			C			С			С	
Approach LOS		0			700				Market S	SULFATION.	- at 10	1201

Intersection Summary

Cycle Length: 85.2

Actuated Cycle Length: 78.7

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80 Intersection Signal Delay: 27.1

Intersection Capacity Utilization 81.8%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service D

# Timings 9: LANDOVER BLVD & ELGIN BLVD

ills and Fhase	es. J. LANDO	/ER BLVD & ELGIN BLVD			1
<b>^</b> Ø1	Ø2			Ø3	Ø4
4.75	39.48		9.6	Solling	22.5
Lar		<b>→</b> Ø6	1 +	Ø8	
<b>♥</b> Ø5		33.1s	31.6	S	

9: LANDOVER BLV	•	<b>→</b>	*	1	<del>-</del>	4	4	<b>†</b>	<b>*</b>	1	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>1</b>		ÌΥ	<b>^</b>		75	<b>↑</b>	7	14.64	4	
Traffic Volume (vph)	13	691	39	199	938	78	82	161	359	86	102	46
Future Volume (vph)	13	691	39	199	938	78	82	161	359	86	102	46
Confl. Peds. (#/hr)	10											
Confl. Bikes (#/hr)											0.00	0.00
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
	0	0	0	0	0	0	0	0	0	0	0	0
Bus Blockages (#/hr)											00/	
Parking (#/hr) Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Prot	NA	
Turn Type Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6			2			4		4	_	•	
Detector Phase	1	6		5	2		4	4	4	3	8	
Switch Phase	•										40.0	
Minimum Initial (s)	7.0	20.0		7.0	20.0		10.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	14.2	27.2		14.2	26.5		22.0	22.0	22.0	9.5	22.0	
Total Split (s)	14.2	35.8		17.8	39.4		22.0	22.0	22.0	9.6	31.6	
Total Split (%)	16.7%	42.0%		20.9%	46.2%		25.8%	25.8%	25.8%	11.3%	37.1%	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.1	4.1	4.1	3.5	4.1	
All-Red Time (s)	2.9	2.2		2.9	2.2		2.7	2.7	2.7	1.0	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
	7.2	6.5		7.2	6.5		6.8	6.8	6.8	4.5	6.8	
Total Lost Time (s)	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead		
Lead/Lag	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	<b>A.</b>	
Lead-Lag Optimize?	None	None		None	Max		None	None	None	None	None	
Recall Mode	31.7	25.3		41.1	39.9		13.9	13.9	13.9	5.2	21.2	
Act Effet Green (s)	0.41	0.33		0.53	0.52		0.18	0.18	0.18	0.07	0.27	
Actuated g/C Ratio	0.05	0.72		0.62	0.64		0.43	0.55	0.85	0.42	0.33	
v/c Ratio	10.2	27.5		19.2	17.4		37.3	37.4	32.7	43.8	21.0	
Control Delay	0.0	0.0		0.0	0.0		0.0	0,0	0.0	0.0	0.0	
Queue Delay	10.2	27.5		19.2	17.4		37.3	37.4	32.7	43.8	21.0	
Total Delay	В	C		В	В		D	D	С	D	00.4	
LOS	D	27.2			17.7			34.6			29.4	
Approach Delay Approach LOS		C			В	COMMO	partinellis	С			С	

Cycle Length: 85.2

Actuated Cycle Length: 77.2

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.85 Intersection Signal Delay: 24.9

Intersection Capacity Utilization 73.7%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service D

<b>≯</b> <sub>Ø1</sub>	<b>4</b> - Ø2	Ø3 <b>T</b> Ø4
1.2 s	39.4s	9.6 s 22 s
ÿ5	<u>~</u> •₽6	₩ Ø8
1 23	35.8 s	31.6.5

	٠	<b>→</b>	7	1	+	1	1	†	1	-	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>†</b> \$		青	<b>^</b>		75	<b>^</b>	7	14.54	1>	
Traffic Volume (vph)	24	912	50	313	1084	82	50	173	358	124	200	42
Future Volume (vph)	24	912	50	313	1084	82	50	173	358	124	200	42
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											0.01	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)											NIA	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Prot	NA 8	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6			2			4		4	2	8	
Detector Phase	1	6		5	2		4	4	4	3	Ö	
Switch Phase							40.0	40.0	40.0	5.0	10.0	
Minimum Initial (s)	7.0	20.0		7.0	20.0		10.0	10.0	10.0 22.0	9.5	22.0	
Minimum Split (s)	14.2	27.2		14.2	26.5		22.0	22.0 22.0	22.0	9.5	31.6	
Total Split (s)	14.2	33.1		20.5	39.4		22.0		25.8%	11.3%	37.1%	
Total Split (%)	16.7%	38.8%		24.1%	46.2%		25.8%	25.8% 4.1	25.6% <b>4.1</b>	3.5	4.1	
Yellow Time (s)	4.3	4.3		4.3	4.3		4.1	2.7	2.7	1.0	2.7	
All-Red Time (s)	2.9	2.2		2.9	2.2		2.7 0.0	0.0	0.0	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		6.8	6.8	6.8	4.5	6.8	
Total Lost Time (s)	7.2	6.5		7.2	6.5			Lag	Lag	Lead	0.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lag Yes	Yes	Yes	Yes		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		None	None	None	None	None	
Recall Mode	None	None		None	Max 41.5		13.9	13.9	13.9	5.1	23.5	
Act Effct Green (s)	32.9	26.6		46.1	0.49		0.17	0.17	0.17	0.06	0.28	
Actuated g/C Ratio	0.39	0.32		0.55	0.49		0.30	0.61	0.89	0.65	0.51	
v/c Ratio	0.11	0.95		0.96 <b>64</b> .2	22.6		35.4	41.8	40.0	55.0	28.2	
Control Delay	11.4	46.1		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Queue Delay	0.0	0.0		64.2	22.6		35.4	41.8	40.0	55.0	28.2	
Total Delay	11.4	46.1 D		04.2 E	22:0 C		D.4	D	D	E	С	
LOS	В	45.3		C	31.4		5	40.1		_	37.3	
Approach Delay		40.3 D			0 C			D			D	
Approach LOS		U			0						THE PARTY	

Cycle Length: 85.2

Actuated Cycle Length: 84

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96 Intersection Signal Delay: 37.5 Intersection Capacity Utilization 88.3%

Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service E

## 9: LANDOVER BLVD & ELGIN BLVD

<b>≯</b> Ø1	<b>←</b> Ø2	Ø3 <b>1</b> Ø4	
1.2s	39.4s	9.6 s 22 s	1
ÿ5	→26	₩ Ø8	
156	33.1s	31.6s	W. W.

	•	<b>-</b>	*	1	<b>←</b>	•	•	<b>†</b>	-	>	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	<b>^</b>	7	ħ	ተተ	74	*5	<b>†</b>	7*	T	<b>↑</b> ↑	
Traffic Volume (vph)	41	916	95	128	731	43	195	2	210	68	3	102
Future Volume (vph)	41	916	95	128	731	43	195	2	210	68	3	102
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	
Switch Phase										0.0	0.0	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.0	28.0	28.0	12.3	27.2	27.2	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	20.0	47.2	47.2	20.0	47.2	47.2	27.0	27.0	27.0	27.0	27.0	
Total Split (%)	21.2%	50.1%	50.1%	21.2%	50.1%	50.1%	28.7%	28.7%	28.7%	28.7%	28.7%	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	3.6	3.6	3.6	3.6	3.6 3.4	
All-Red Time (s)	3.1	2.3	2.3	3.1	2.3	2.3	3.4	3.4	3.4	3.4	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	
Total Lost Time (s)	8.0	7.2	7.2	8.0	7.2	7.2	7.0	7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes			Mana	Nano	None	
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None 18.1	18.1	
Act Effct Green (s)	7.8	40.1	40.1	10.8	49.0	49.0	18.1	18.1	18.1 0.20	0.20	0.20	
Actuated g/C Ratio	0.09	0.44	0.44	0.12	0.54	0.54	0.20	0.20	0.20	0.20	0.20	
v/c Ratio	0.30	0.64	0.13	0.67	0.42	0.05	0.84	0.01	7.8	33.9	0.13	
Control Delay	44.8	22.9	1.7	55.2	15.6	0.1	64.8	29.5	0.0	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 29.5	7.8	33.9	0.3	
Total Delay	44.8	22.9	1.7	55.2	15.6	0.1	64.8	29.5 C	7.0 A	33.9 C	Α.5	
LOS	D	С	Α	Е	В	Α	Ε	35.2	A	C	13.5	
Approach Delay		21.8			20.4			35.2 D			13.3 B	
Approach LOS		С			С			U				THE PARTY

Cycle Length: 94.2

Actuated Cycle Length: 91.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 22.9

Intersection Capacity Utilization 68.4%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service C

Splits and Phases:	6: STERLING HILL BLVD & ELGIN BLVD
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<b>*</b>	Ø2	104
Ø1 0s	47.2s	27s
<b>√</b> Ø5	₹ Ø6	▼ Ø8
Ds	47.2s	27.6

o. orenem	*	<b>→</b>	<b>\</b>	1	4-	4	1	†	-	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^</b>	7	75	<b>^</b>	74	ሻ	<b>†</b>	7"	75	<b>↑</b> ↑>	
Traffic Volume (vph)	97	795	243	237	1378	80	121	9	157	46	10	72
Future Volume (vph)	97	795	243	237	1378	80	121	9	157	46	10	72
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												0.04
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											001	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										_		
Turn Type	Prot	NA	Perm	Prot	NΑ	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8	0	
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	
Switch Phase								0.0	0.0	0.0	8.0	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	8.0	8.0	8.0	8.0 20.0	20.0	
Minimum Split (s)	12.0	28.0	28.0	12.3	27.2	27.2	20.0	20.0	20.0	27.0	27.0	
Total Split (s)	20.0	47.2	47.2	20.0	47.2	47.2	27.0	27.0	27.0	28.7%	28.7%	
Total Split (%)	21.2%	50.1%	50.1%	21.2%	50.1%	50.1%	28.7%	28.7%	28.7% 3.6	3.6	3.6	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	3.6	3.6	3.4	3.4	3.4	
All-Red Time (s)	3.1	2.3	2.3	3.1	2.3	2.3	3.4	3.4	0.0	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	7.0	7.0	
Total Lost Time (s)	8.0	7.2	7.2	8.0	7.2	7.2	7.0	7.0	7.0	1.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Nano	None	None	None	None	
Recall Mode	None	Max	Max	None	Max	Max	None 13.8	13.8	13.8	13.8	13.8	
Act Effct Green (s)	9.8	40.1	40.1	12.0	45.4	45.4	0.16	0.16	0.16	0.16	0.16	
Actuated g/C Ratio	0.11	0.45	0.45	0.14	0.51	0.51	0.16	0.10	0.43	0.22	0.16	
v/c Ratio	0.52	0.53	0.30	1.05	0.81	0.10	49.1	30.4	9.0	34.3	10.3	
Control Delay	47.3	19.3	3.2	110.6	25.3	0.9	0.0	0.0	0.0	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	49.1	30.4	9.0	34.3	10.3	
Total Delay	47.3	19.3	3.2		25.3	0.9 A	49:1 D	30.4 C	J.0	C	В	
LOS	D	В	А	F	C 26.1	А	U	26.6			18.9	
Approach Delay		18.3 B			36.1 D			20.0 C			В	
Approach LOS		D		2012/08/03	o eggm	and the last		3 J. DK. WIS				ANTE I

Cycle Length: 94.2

Actuated Cycle Length: 88.2

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.05
Intersection Signal Delay: 28.3

Intersection Capacity Utilization 75.3%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service D

Splits and Phases: 6:	STERLING HILL BLVD & ELGIN BLVD	
<b>→</b> <sub>Ø1</sub>	<b>←</b> Ø2	Tø4
20 s	47:2s	27's
<b>√</b> Ø5	→ø6	<b>▼</b> Ø8

	۶	<b>→</b>	•	*	<b>+</b> -	*	1	†	-	-	ļ	4
Lane Group	EBL.	EBT	EBR	WBL	WBT	WBR :	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ħ	44	7	75	<b>个</b> 个	74	75	<b>^</b>	ř	1	<b>↑</b> ↑	
Traffic Volume (vph)	41	916	95	130	731	43	195	2	210	68	3	102
Future Volume (vph)	41	916	95	130	731	43	195	2	210	68	3	102
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											00/	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)											. 1 4	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8	0	
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	
Switch Phase								0.0	0.0	0.0	8.0	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	8.0	8.0	8.0	8.0	20.0	
Minimum Split (s)	12.0	28.0	28.0	12.3	27.2	27.2	20.0	20.0	20.0	20.0 <b>41</b> .0	41.0	
Total Split (s)	13.0	38.2	38.2	15.0	40.2	40.2	41.0	41.0	41.0		43.5%	
Total Split (%)	13.8%	40.6%	40.6%	15.9%	42.7%	42.7%	43.5%	43.5%	43.5%	43.5% 3.6	3.6	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	3.6	3.6	3.6 3.4	3.4	3.4	
All-Red Time (s)	3.1	2.3	2.3	3.1	2.3	2.3	3.4	3.4		0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 7.0	7.0	7.0	
Total Lost Time (s)	8.0	7.2	7.2	8.0	7.2	7.2	7.0	7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	None	None	None	None	None	
Recall Mode	None	Max	Max	None	Max	Max	None	18.5	18.5	18.5	18.5	
Act Effct Green (s)	5.0	31.2	31.2	7.0	38.9	38.9	18.5	0.23	0.23	0.23	0.23	
Actuated g/C Ratio	0.06	0.39	0.39	0.09	0.49	0.49	0.23	0.23	0.23	0.23	0.13	
v/c Ratio	0.40	0.71	0.15	0.90	0.46	0.06	0.72 <b>41.5</b>	21.5	10.7	25.2	0.5	
Control Delay	48.9	24.8	2.2	89.3	17.1	0.1	0.0	0.0	0.0	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	41.5	21.5	10.7	25.2	0.5	
Total Delay	48.9	24.8	2.2		17.1	0.1	41.5 D	21.5 C	В	23.2 C	Α.	
LOS	D	C	Α	F	B	Α	D	25.5	ט	J	10.2	
Approach Delay Approach LOS		23.7 C			26.6 C			25.5 C		nost-ser	В.	r prostine

Cycle Length: 94.2

Actuated Cycle Length: 79.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 24.1

Intersection Capacity Utilization 68.5%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service C

Splits and Phas	es: 6: STERLING HILL BLVD & ELGIN BLVD	
<b>≯</b> Ø1	<b>4</b> <sup></sup> ∞ Ø2	<b>↑</b> Ø4
13 s	40.2s	415
<b>√</b> Ø5	<u>-</u> ₽Ø6	▼ Ø8
15 s	38.2 s	418

	•	<b>→</b>	*	1	-	4	4	†	1	-	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ	7	ħ	ተተ	ř	門	<b>†</b>	7	75	<b>↑</b> ↑	
Traffic Volume (vph)	97	795	243	237	1378	.80	121	9	157	46	10	72
Future Volume (vph)	97	795	243	237	1378	80	121	9	157	46	10	72
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)									0.04	0.04	0.04	0.04
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)								001			00/	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										D	NΙΛ	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA 8	
Protected Phases	1	6		5	2		4	4	4	0	0	
Permitted Phases			6	_		2	4		4	8 8	8	
Detector Phase	1	6	6	5	2	2	4	4	4	0	0	
Switch Phase						20.0	• •	8.0	8.0	8.0	8.0	
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	8.0	20.0	20.0	20.0	20.0	
Minimum Split (s)	12.0	28.0	28.0	12.3	27.2	27.2	20.0	29.2	29.2	29.2	29.2	
Total Split (s)	14.0	30.7	30.7	34.3	51.0	51.0	29.2	31.0%	31.0%	31.0%	31.0%	
Total Split (%)	14.9%	32.6%	32.6%	36.4%	54.1%	54.1%	31.0% 3.6	31.0%	3.6	3.6	3.6	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	3.4	3.4	3.4	3.4	3.4	
All-Red Time (s)	3.1	2.3	2.3	3.1	2.3	2.3	0.0	0.0	0.0	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	7.0	7.0	7.0	7.0	7.0	
Total Lost Time (s)	8.0	7.2	7.2	8.0	7.2	7.2	7.0	1.0	7.0	1.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	None	None	None	None	None	
Recall Mode	None	Max	Max	None	Max	Max 43.9	None 13.8	13.8	13.8	13.8	13.8	
Act Effct Green (s)	6.0	32.6	32.6	17.3	43.9	0.51	0.16	0.16	0.16	0.16	0.16	
Actuated g/C Ratio	0.07	0.38	0.38	0.20	0.51	0.10	0.10	0.03	0.37	0.22	0.16	
v/c Ratio	0.84	0.63	0.34	0.71	0.81	0.10	46.8	29.3	3.6	33.0	10.0	
Control Delay	89.7	26.8	4.8	43.1	23.1 0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	23.1	0.0	46.8	29.3	3.6	33.0	10.0	
Total Delay	89.7	26.8	4.8	43.1	23.1 C	0.0 A	40.0 D	29.5 C	3.0 A	C	Α	
LOS	F	C	Α	D	24.8	A	U	22.7	^	Ü	18.2	
Approach Delay		27.4			24.8 C			C			В	
Approach LOS		С				-75-0-77				AURINE II	sousubaki	

Cycle Length: 94.2 Actuated Cycle Length: 86

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84 Intersection Signal Delay: 25.3 Intersection Capacity Utilization 75.3%

Analysis Period (min) 15

Intersection LOS: C ICU Level of Service D

Splits and Phases	s: 6: STERLING HIL	L BLVD & ELGIN BLVD	
<b>≯</b> <sub>Ø1</sub>	<b>4</b> Ø2		Tø4
14s	51s	了。	29.28
ÿ5		<b>→</b> Ø6	<b>▼</b> Ø8
34.3 s		30.78	29.2s

	<i>•</i>	<b>→</b>	*	*	+	*	1	<b>†</b>	-	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>ተ</b> ተ	7	ሻሻ	ተተ	7	ሻ	<b>↑</b>	7	Ĭ	<b>1</b>	
Traffic Volume (vph)	41	916	169	188	731	43	406	2	382	68	3	102
Future Volume (vph)	41	916	169	188	731	43	406	2	382	68	3	102
Confl. Peds. (#/hr)	TATES I				K ANDE							
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)				THE PARTY							100	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4		4	8		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	Sec.
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.0	28.0	28.0	12.3	27.2	27.2	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	13.0	38.2	38.2	15.0	40.2	40.2	41.0	41.0	41.0	41.0	41.0	200
Total Split (%)	13.8%	40.6%	40.6%	15.9%	42.7%	42.7%	43.5%	43.5%	43.5%	43.5%	43.5%	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	3.1	2.3	2.3	3.1	2.3	2.3	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.0	7.2	7.2	8.0	7.2	7.2	7.0	7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						1997
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	
Act Effct Green (s)	5.0	31.0	31.0	7.0	38.2	38.2	33.9	33.9	33.9	33.9	33.9	
Actuated g/C Ratio	0.05	0.33	0.33	0.07	0.41	0.41	0.36	0.36	0.36	0.36	0.36	
v/c Ratio	0.48	0.85	0.29	0.80	0.55	0.06	0.97	0.00	0.61	0.15	0.09	Comment To
Control Delay	61.1	38.2	4.9	66.5	24.5	0.2	66.3	19.5	18.8	21.4	0.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	61.1	38.2	4.9	66.5	24.5	0.2	66.3	19.5	18.8	21.4	0.3	
LOS	E	D	Α	Ε	С	Α	E	В	В	С	Α	
Approach Delay		34.0			31.6			43.2			8.6	
Approach LOS		С			С			D			Α	

Cycle Length: 94.2

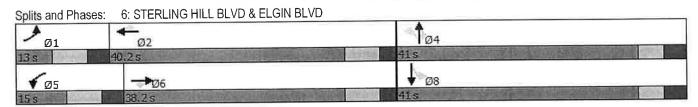
Actuated Cycle Length: 94.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.97 Intersection Signal Delay: 34.2 Intersection Capacity Utilization 78.3%

Intersection LOS: C
ICU Level of Service D



	٦		*	1	-	1	1	<b>†</b>	-	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations	ሻ	44	7"	*5	44	77	ሻ	<b>↑</b>	7	ሻ	<b>1</b>	
Traffic Volume (vph)	97	795	498	445	1378	80	271	9	279	46	10	72
Future Volume (vph)	97	795	498	445	1378	80	271	9	279	46	10	72
Confl. Peds. (#/hr)		VIII.	VI 4 18									
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	(
Parking (#/hr)										100		
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)				10 14								
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6	15	5	2			4			8	
Permitted Phases			6			2	4		4	8		
Detector Phase	1	6	6	5	2	2	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.0	28.0	28.0	12.3	27.2	27.2	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	14.0	30.7	30.7	34.3	51.0	51.0	29.2	29.2	29.2	29.2	29.2	
Total Split (%)	14.9%	32.6%	32.6%	36.4%	54.1%	54.1%	31.0%	31.0%	31.0%	31.0%	31.0%	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	3.6	3.6	3.6	3.6	3.6	
All-Red Time (s)	3.1	2.3	2.3	3.1	2.3	2.3	3.4	3.4	3.4	3.4	3.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	- 17
Total Lost Time (s)	8.0	7.2	7.2	8.0	7.2	7.2	7.0	7.0	7.0	7.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	
Act Effct Green (s)	6.0	23.6	23.6	26.2	43.8	43.8	22.0	22.0	22.0	22.0	22.0	
Actuated g/C Ratio	0.06	0.25	0.25	0.28	0.47	0.47	0.23	0.23	0.23	0.23	0.23	
v/c Ratio	0.92	0.95	0.67	0.96	0.89	0.10	0.95	0.02	0.50	0.15	0.11	
Control Delay	111.7	56.2	7.4	66.9	31.2	0.9	78.0	28.0	6.9	30.1	9.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	111.7	56.2	7.4	66.9	31.2	0.9	78.0	28.0	6.9	30.1	9.1	
LOS	F	E	Α	E	С	Α	E	С	Α	С	A	
Approach Delay		42.6		A STATE	38.3			41.7		PERMIT	16.6	
Approach LOS		D			D			D			В	

Cycle Length: 94.2 Actuated Cycle Length: 94

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

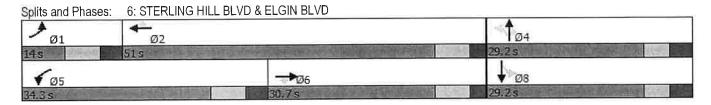
Maximum v/c Ratio: 0.96

Intersection Signal Delay: 39.6

Intersection Capacity Utilization 86.8%

Intersection LOS: D ICU Level of Service E

### 6: STERLING HILL BLVD & ELGIN BLVD



# 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

Sane Group   Sale   S	o, britton train	J.	<b>→</b>	7	1	4	1	1	†	*	-	ļ	1
Traffic Volume (vph)	Lane Group	FBI	EBT	EBR	WBL	WBT	WBR	NBL	NBT				SBR
Traffic Volume (vph)  238								肾肾	1	7	T		
Future Volume (vph)  Confl. Bikes (#hr)  Confl							109		361				
Confil Peds (#/hr) Confil Bikes (#/hr) Confil Bikes (#/hr) Confil Bikes (#/hr) Peak Hour Factor 100% 100% 100% 100% 100% 100% 100% 100%					160	458	109	379	361	302	88	290	103
Confile   Bikes (#/hr)   Does   Doe	, , ,	200											
Peak Hour Factor													
Growth Factor	, ,	0.95	0.95	0.95	0.95	0.95	0.95						
Heavy Vehicles (%)				100%	100%	100%							
Bus Blockages (#/hr)					2%	2%	2%	2%	2%		2%		
Parking (#/hr)         Mid-Block Traffic (%)         0%					0	0	0	0	0	0	0	0	0
Mid-Block Traffic (%)         Prot         NA         Perm         Prot         NA         Perm         Prot         NA         Na         Na         Na													
Shared Lane Traffic (%) Turn Type			0%			0%			0%			0%	
Turn Type Protected Phases 1 6 5 2 7 4 3 8 8 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9													
Protected Phases Permitted Phases Detector Phase Detector Phase Switch Phase Switch Phase Minimum Initial (s) Detector Phase Minimum Split (s) Detector Phase D		Prot	NA	Perm	Prot	NA		Prot		Perm			
Permitted Phases   1					5	2		7	4		3	8	
Detector Phase				6									
Switch Phase         Minimum Initial (s)         5.0         10.0         10.0         5.0         10.0         5.0         10.0         5.0         47.3         28.0         27.5         20.0         20.0         20.0         20.0         20.0         20.0         20.0		1	6		5	2		7	4	4	3	8	
Minimum Initial (s)         5.0         10.0         10.0         5.0         10.0         5.0         10.0         5.0         10.0         10.0         5.0         10.0         5.0         10.0         10.0         10.0         5.0         10.0         10.0         10.0         5.0         10.0         10.0         10.0         5.0         10.0         10.0         10.0         10.0         5.0         10.0         10.0         10.0         5.0         12.7           Minimum Split (s)         12.4         22.5         22.5         13.0         22.5         13.4         22.5         22.5         12.9         12.7           Total Split (s)         14.9%         34.9%         14.9%         34.9%         14.9%         34.9%         18.7%         31.5%         31.5%         31.5%           Yellow Time (s)         5.4         5.4         5.4         5.4         5.4         5.4         5.4         5.4         5.0													
Minimum Split (s)  12.4  22.5  22.5  13.0  22.5  13.4  22.5  22.5  13.4  22.5  22.5  12.9  12.7  Total Split (s)  14.9%  34.9%  34.9%  14.9%  34.9%  18.7%  31.5%  31.0  0.0  0.0  0.0  0.0  0.0  0.0  0.		5.0	10.0	10.0	5.0								
Total Split (s)  Total Lost Time (s)  T			22.5	22.5									
Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Recall Mode Act Effct Green (s) Actuated g/C Ratio V/C Ratio Control Delay Queue Delay Total Split (%) Yellow Time (s) 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 14.9% 34.9% 15.0 31.5% 31.5			52.4	52.4	22.4								
Yellow Time (s)         5.4         5.4         5.4         5.4         5.4         5.4         5.4         5.4         5.4         5.0         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.3         2.2         2.3         2.2         2.3		14.9%	34.9%	34.9%	14.9%								
All-Red Time (s)			5.4	5.4									
Lost Time Adjust (s)         0.0	, ,	2.0	2.0	2.0									
Total Lost Time (s)         7.4         7.4         7.4         7.4         8.0         7.4         8.0         7.3	. ,	0.0	0.0	0.0									
Lead/Lag         Lead         Lag		7.4	7.4	7.4	8.0								
Lead-Lag Optimize?         Yes		Lead	Lag	Lag	Lead								
Recall Mode         None         Max         Max         None         No		Yes	Yes	Yes									
Act Effct Green (s)		None	Max										
Actuated g/C Ratio  0.10 0.32 0.32 0.08 0.31 0.13 0.30 0.30 0.09 0.25 0.88 0.88 0.68 0.47 0.59 0.90 0.00 0.00 0.00 0.00 0.00 0.00		15.0	47.3										
V/c Ratio         1.39         0.45         0.68         0.59         0.56         0.88         0.68         0.47         0.39         0.30           Control Delay         250.4         41.8         13.7         73.9         43.8         83.3         53.2         7.7         79.7         74.8           Queue Delay         0.0		0.10	0.32	0.32									
Control Delay       250.4       41.8       13.7       73.9       43.8       83.3       53.2       7.7       79.7       74.6         Queue Delay       0.0		1.39	0.45	0.68									
Queue Delay         0.0 <th< td=""><td></td><td>250.4</td><td>41.8</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>		250.4	41.8										
Total Delay 250.4 41.8 13.7 73.9 43.8 83.3 53.2 7.7 79.7 79.5 14.0 LOS F D B E D F D A E E Approach Delay 69.7 50.4 51.0 75.7		0.0	0.0										
LOS F D B E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E E D F D A E D F D A E D F D A E D F	•	250.4											
Approach Delay 69.7 50.4 51.0 73.7		F		В	Е			F		А	E		
Approach LOS	Approach LOS		Ε			D			ט				

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 146.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.39 Intersection Signal Delay: 60.9 Intersection Capacity Utilization 86.8%

Analysis Period (min) 15

Intersection LOS: E ICU Level of Service E

0.4	100	100	200
U4	/29	IΖU	ZZ

Splits and Phases:	3: BARCLAY AVE & ELGIN BLVD/POWELL	. RD	
<b>≯</b> Ø1	<b>←</b> Ø2	Ø3	<b>1</b> Ø4
22.4s	52/4s	28 s	47.3 s2 mG to 1990 and 1990 are 1990 ar
<b>√</b> Ø5	₩ 206	<b>↑</b> Ø7	₩ Ø8
22.45	52.48	28 s	47.3 s

	٠	<b>→</b>	*	1	4	*		†	1	1	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	<b>ት</b> ት	77	16.54	<b>†</b>		阿斯	<b>*</b>	7	75	1>	
Traffic Volume (vph)	204	476	548	231	624	115	660	517	240	121	452	88
Future Volume (vph)	204	476	548	231	624	115	660	517	240	121	452	88
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase											= 0	
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	5.0	
Minimum Split (s)	12.4	22.5	22.5	13.0	22.5		13.4	22.5	22.5	12.9	12.7	
Total Split (s)	22.4	52.4	52.4	22.4	52.4		28.0	47.3	47.3	28.0	47.3	
Total Split (%)	14.9%	34.9%	34.9%	14.9%	34.9%		18.7%	31.5%	31.5%	18.7%	31.5%	
Yellow Time (s)	5.4	5.4	5.4	5.4	5.4		5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.6	2.0		3.0	2.3	2.3	2.5	2.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	7.4	7.4	8.0	7.4		8.0	7.3	7.3	7.5	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	Max	Max	None	None	
Act Effct Green (s)	15.0	45.5	45.5	13.9	45.0		20.0	44.8	44.8	15.7	40.0 0.27	
Actuated g/C Ratio	0.10	0.30	0.30	0.09	0.30		0.13	0.30	0.30	0.10		
v/c Ratio	1.22	0.47	0.79	0.77	0.74		1.52	0.98	0.43	0.69	1.17 142.1	
Control Delay	193.5	44.3	26.9	82.8	51.6		287.0	85.1	17.4	83.1	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	142.1	
Total Delay	193.5	44.3	26.9	82.8	51.6		287.0	85.1	17.4	83.1 F	142.1 F	
LOS	F	D	C	F	D		F	F	В	۲	131.3	
Approach Delay		61.4			59.0			167.7 F			131.3 F	
Approach LOS		Е			Е			F		N COLD IN	resissant in	

Cycle Length: 150.1

Actuated Cycle Length: 150.1

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.52 Intersection Signal Delay: 106.9 Intersection Capacity Utilization 105.3%

Analysis Period (min) 15

Intersection LOS: F
ICU Level of Service G

Synchro 10 Report Page 1

Splits and Phases:	3: BARCLAY AVE & ELGIN BLVD/POWEL	L RD	
<b>→</b> Ø1	<b>←</b> Ø2	<b>₽</b> Ø3	Tø4
22.4s	52.48	28 s	47.3s
<b>√</b> Ø5	→Ø6	<b>9</b> 7	▼ Ø8
22,45	52.4s	28.5	47.3 s

# 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

· ·	•	<u>_</u>	*	•	<b>←</b>	*	•	†	1	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	77	<b>^</b>	7	76.76	<b>十</b> 个	7	44	44		T	<b>†</b>	77
Traffic Volume (vph)	238	490	<sup>5</sup> 26	160	458	109	379	361	302	88	290	103
Future Volume (vph)	238	490	526	160	458	109	379	361	302	88	290	103
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												0.05
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											00/	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							_			D1	NA	Perm
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot 3	NA 8	Pellil
Protected Phases	1	6		5	2		7	4		3	o	8
Permitted Phases			6			2	~			3	8	8
Detector Phase	1	6	6	5	2	2	7	4		3	0	U
Switch Phase							5.0	40.0		5.0	5.0	5,0
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0 22.5		12.9	12.7	12.7
Minimum Split (s)	12.4	22.5	22.5	13.0	22.5	22.5	13.4	48.4		21.0	38.0	38.0
Total Split (s)	27.0	62.7	62.7	18.0	53.7	53.7	31,4	32.2%		14.0%	25.3%	25.3%
Total Split (%)	18.0%	41.8%	41.8%	12.0%	35.8%	35.8%	20.9%	5.0		5.0	5.0	5.0
Yellow Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.0	2.3		2.5	2.3	2.3
All-Red Time (s)	2.0	2.0	2.0	2.6	2.0	2.0	3.0	0.0		0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0 8.0	7.3		7.5	7.3	7.3
Total Lost Time (s)	7.4	7.4	7.4	8.0	7.4	7.4		Lag		Lead	Lag	Lag
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead Yes	Yes		Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	None	Max		None	None	None
Recall Mode	None	Max	Max	None	Max	Max 49.9	21.2	41.1		11.8	31.2	31.2
Act Effct Green (s)	15.9	55.3	55.3	9.9	49.9	0.34	0.14	0.28		0.08	0.21	0.21
Actuated g/C Ratio	0.11	0.37	0.37	0.07	0.34	0.34	0.81	0.69		0.66	0.78	0.20
v/c Ratio	0.68	0.39	0.66	0.74	0.41	0.16	75.6	42.2		88.7	70.2	0.8
Control Delay	73.4	35.5	14.6	87.4	39.9	0.0	0.0	0.0		0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		42.2		88.7	70.2	0.8
Total Delay	73.4	35.5	14.6	87.4	39.9	0.5 A		42.2 D		F	E	Α
LOS	E	D	В	F	D	А	_	54.3		•	58.8	
Approach Delay Approach LOS		33.9 C			44.4 D			D D			E	

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 148.3

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81 Intersection Signal Delay: 45.6

Intersection Capacity Utilization 71.3%

Analysis Period (min) 15

Intersection LOS: D ICU Level of Service C

lits and Phases:	3: BARCLAY AVE & ELGIN BLVI	Ø3	<b>↑</b> Ø4
Ø1	53.7 s	21 s	48.4 s
Ø5	<b>→</b> Ø6	<b>▼</b> Ø7	<b>₩</b> Ø8
	2.75	31.45	38's

	<i>&gt;</i>	$\rightarrow$	*	1	-	*		1		-	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	777	<b>^</b>	74	44	<b>ተ</b> ተ	7	14.14	<b>↑</b> ↑		F	<b>†</b>	7
Traffic Volume (vph)	204	476	548	231	624	115	660	517	240	121	452	88
Future Volume (vph)	204	476	548	231	624	115	660	517	240	121	452	88
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												4.05
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	5.0	5.0
Minimum Split (s)	12.4	22.5	22.5	13.0	22.5	22.5	13.4	22.5		12.9	12.7	12.7
Total Split (s)	19.0	40.1	40.1	19.0	40.1	40.1	45.0	64.6		26.4	46.0	46.0
Total Split (%)	12.7%	26.7%	26.7%	12.7%	26.7%	26.7%	30.0%	43.0%		17.6%	30.6%	30.6%
Yellow Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.6	2.0	2.0	3.0	2.3		2.5	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	8.0	7.4	7.4	8.0	7.3		7.5	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	None	None
Act Effct Green (s)	11.4	32.7	32.7	11.0	32.9	32.9	33.4	57.7		15.2	38.9	38.9
Actuated g/C Ratio	0.08	0.22	0.22	0.07	0.22	0.22	0.23	0.39		0.10	0.26	0.26
v/c Ratio	0.81	0.64	0.82	0.95	0.83	0.24	0.89	0.59		0.69	0.96	0.16
Control Delay	89.0	56.3	22.5	110.7	64.7	1,1	69.4	34.8		83.4	85.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	89.0	56.3	22.5	110.7	64.7	1.1	69.4	34.8		83.4	85.7	0.6
LOS	F	Ε	С	F	Ε	Α	Ε	С		F	F	Α
Approach Delay		46.6			68.1			50.9			73.9	
Approach LOS		D			Е			D			Ε	

Cycle Length: 150.1

Actuated Cycle Length: 146.8

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.96
Intersection Signal Delay: 57.1

Intersection Capacity Utilization 90.8%

Analysis Period (min) 15

Intersection LOS: E ICU Level of Service E

Splits and Phas	es: 3: BARCLAY AVE	& ELGIN BLVD/POWELL RD	
<b>≯</b> <sub>Ø1</sub>	<b>←</b> Ø2	Ø3	<b>1</b> 04
95	40.1s	26.4 s	64.63
<b>√</b> Ø5	<b>→</b> Ø6	₹ Ø7	↓ Ø8
) s	40.1s	45 s	46 s

	٠	<b>→</b>	7	1	←	4	4	†	1	<b>\</b>	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	757	ተተ	7ºF	ሻሻ	<b>^</b>	7	14.64	<b>↑</b> ↑>		75	<b>†</b>	7
Traffic Volume (vph)	276	509	641	160	465	109	419	361	302	88	290	116
Future Volume (vph)	276	509	641	160	465	109	419	361	302	88	290	116
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0,95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase											- 0	
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	5.0	5.0
Minimum Split (s)	12.4	22.5	22.5	13.0	22.5	22.5	13.4	22.5		12.9	12.7	12.7
Total Split (s)	27.0	62.7	62.7	18.0	53.7	53.7	31.4	48.4		21.0	38.0	38.0
Total Split (%)	18.0%	41.8%	41.8%	12.0%	35.8%	35.8%	20.9%	32.2%		14.0%	25.3%	25.3%
Yellow Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.0	5.0		5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.6	2.0	2.0	3.0	2.3		2.5	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	7.4	8.0	7.4	7.4	8.0	7.3		7.5	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	None	None
Act Effct Green (s)	17.2	55.3	55.3	9.9	48.6	48.6	22.2	41.1		11.8	30.3	30.3 0.20
Actuated g/C Ratio	0.12	0.37	0.37	0.07	0.33	0.33	0.15	0.28		80.0	0.20	0.20
v/c Ratio	0.73	0.41	0.81	0.74	0.42	0.17	0.86	0.69		0.66	0.80	1.0
Control Delay	74.8	35.8	25.1	87.4	41.0	0.5	78.6	42.2		88.7	73.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.0
Total Delay	74.8	35.8	25.1	87.4	41.0	0.5	78.6	42.2		88.7	73.1	1.0
LOS	Е	D	С	F	D	Α	Е	D		F	59.0	А
Approach Delay		38.5			45.0			56.3			59.U	
Approach LOS		D			D			E				

Cycle Length: 150.1

Actuated Cycle Length: 148.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.86 Intersection Signal Delay: 47.7 Intersection Capacity Utilization 78.4%

Analysis Period (min) 15

Intersection LOS: D ICU Level of Service D

## Timings

# 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Splits and Pha	ses: 3: BARCLAY AVE & ELGIN BLV	D/POWELL RD	
<b>≯</b> <sub>Ø1</sub>	Ø2	ø3	1ø4
27 s	75317s	215	48.45
€ Ø5	→06	₹ Ø7	₩ Ø8
18 s	62.75	31.4s	38 s

O. DANCE CONTROL	٠	<b>→</b>	7	1	<b>←</b>	1	1	†	1	-	<b>1</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	个个	7	ሻሻ	<b>十</b> 个	74	14.54	<b>1</b>		ħ.	<b>†</b>	7
Traffic Volume (vph)	231	490	629	231	647	115	799	517	240	121	452	134
Future Volume (vph)	231	490	629	231	647	115	799	517	240	121	452	134
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	0
Permitted Phases			6			2	_			0	0	8 8
Detector Phase	1	6	6	5	2	2	7	4		3	8	0
Switch Phase								40.0		F 0	ΕO	5.0
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	5.0 12.7	12.7
Minimum Split (s)	12.4	22.5	22.5	13.0	22.5	22.5	13.4	22.5		12.9 26.4	46.0	46.0
Total Split (s)	19.0	40.1	40.1	19.0	40.1	40.1	45.0	64.6		20.4 17.6%	30.6%	30.6%
Total Split (%)	12.7%	26.7%	26.7%	12.7%	26.7%	26.7%	30.0%	43.0%		5.0	5.0	5.0
Yellow Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.0	5.0		2.5	2.3	2.3
All-Red Time (s)	2.0	2.0	2.0	2.6	2.0	2.0	3.0	2.3		0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 7.3		7.5	7.3	7.3
Total Lost Time (s)	7.4	7.4	7.4	8.0	7.4	7.4	8.0			Lead	Lag	Lag
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead Yes	Lag Yes		Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Max		None	None	None
Recall Mode	None	Max	Max	None	Max	Max	None 37.0	60.8		15.4	38.7	38.7
Act Effct Green (s)	11.6	32.7	32.7	11.0	32.7	32.7	0.25	0.41		0.10	0.26	0.26
Actuated g/C Ratio	0.08	0.22	0.22	0.07	0.22	0.22	0.23	0.41		0.70	0.99	0.25
v/c Ratio	0.92	0.67	0.95	0.97	0.88	0.24	85.3	34.1		85.0	93.9	1.9
Control Delay	105.3	58.7	41.2	117.3	71.0	1.1	0.0	0.0		0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0 1.1	85.3	34.1		85.0	93.9	1.9
Total Delay	105.3	58.7	41.2	117.3	71.0	1.1 A	00.3 F	34. T		50.6 F	F	A
LOS	F	E	D	F	E 73.7	А	Г	60.4		•	74.9	
Approach Delay		58.5 E			73.7 E			00.4 E			E	
Approach LOS								-	AGEN (FILE)	ISAN BILLIAN	animile.	The Sales of

Cycle Length: 150.1

Actuated Cycle Length: 150.1

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.99 Intersection Signal Delay: 65.0

Intersection Capacity Utilization 95.6%

Analysis Period (min) 15

Intersection LOS: E ICU Level of Service F

Ø1 Ø2 Ø3 Ø4 64.6 s	
S 40.15	MARKET OF THE REAL PROPERTY OF THE PROPERTY OF
√Ø5 ₹Ø6 <b>₹</b> Ø7	<b>♦</b> Ø8

10. SPRING FILL L	٠	<b>→</b>	7	1	<del>-</del>	*	1	†	1	-	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	44	7	ሻሻ	ተተ	74	ሻሻ	<b>1</b>		1/2	<b>↑</b>	7
Traffic Volume (vph)	404	1186	257	129	587	132	169	293	148	433	280	272
Future Volume (vph)	404	1186	257	129	587	132	169	293	148	433	280	272
Confl. Peds. (#/hr)	, 0 .	,										
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												_
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2				_		8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase											7.0	7.0
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	7.0		5.0	7.0	7.0 14.4
Minimum Split (s)	12.5	22.5	22.5	12.5	22.5	22.5	12.4	22.5		12.4	14.4	
Total Split (s)	30.0	52.0	52.0	18.0	40.0	40.0	16.0	27.0		23.0	34.0	34.0 28.3%
Total Split (%)	25.0%	43.3%	43.3%	15.0%	33.3%	33.3%	13.3%	22.5%		19.2%	28.3%	26.3% 5.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	5.2	5.2		5.2	5. <b>2</b> 2.2	2.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2		2.2	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0 7.4	7.4	7.4
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.4	7.4				Lag
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead Yes	Lag Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes			None	None
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None 15.6	25.1	25.1
Act Effct Green (s)	19.4	47.1	47.1	9.4	37.1	37.1	8.6	18.1		0.13	0.21	0.21
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.31	0.31	0.07	0.15		1.01	0.21	0.21
v/c Ratio	0.76	0.89	0.36	0.50	0.56	0.21	0.72	0.82		97.3	57.2	7.9
Control Delay	57.2	43.9	7.6	46.8	52.8	13.7	71.4	55.1		0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		97.3	57.2	7.9
Total Delay	57.2	43.9	7.6		52.8	13.7	71.4	55.1		97.3 F	57.2 E	A
LOS	Ę	D	Α	D	D	В	E	59.6			61.3	
Approach Delay		41.8			45.8			59.6 E			01.3 E	
Approach LOS		D			D							-

Cycle Length: 120
Actuated Cycle Length: 120

Offset: 116 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01 Intersection Signal Delay: 49.6 Intersection Capacity Utilization 87.0%

Intersection LOS: D

olits and Phases:	18: SPRING HI	LL DR & BARCLAY AVE			
<b>*</b>	10	Ø2 (R)	<b>&gt;</b> 0:	3	Tø4
Ø1	40	) s	23 s	A CONTRACTOR	27 s
605	₩ Ø6 (R) <b>U</b>		<b>★</b> Ø	7 4	Ø8
♥ Ø5	52 s	Committee of the commit	16.9	34 s	成 於 司 》 宣传 上 三

10. 31 KINO TILLE	*	<b>→</b>	•	1	+	1	4	†	1	-	<b>↓</b>	1
in an amount of	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	ሻሻ	44	77	14/4	44	7	777	<b>^</b> }		42	<b>↑</b>	7
Lane Configurations	429	768	328	269	1279	461	411	460	117	270	418	441
Traffic Volume (vph)	429	768	328	269	1279	461	411	460	117	270	418	441
Future Volume (vph)	423	700	020									
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Peak Hour Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Growth Factor	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Heavy Vehicles (%)	0	0	0	0	0	0	0	0	0	0	0	0
Bus Blockages (#/hr)	U	O	Ü									
Parking (#/hr)		0%			0%			0%			0%	
Mid-Block Traffic (%)		070										
Shared Lane Traffic (%)	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Turn Type	1	6	1 01111	5	2		7	4		3	8	
Protected Phases	1	V	6			2						8
Permitted Phases	1	6	6	5	2	2	7	4		3	8	8
Detector Phase	'	J	•									
Switch Phase	5.0	15.0	15.0	5.0	15.0	15.0	5.0	7.0		5.0	7.0	7.0
Minimum Initial (s)	12.5	22.5	22.5	12.5	22.5	22.5	12.4	22.5		12.4	14.4	14.4
Minimum Split (s)	23.0	54.0	54.0	23.0	54.0	54.0	21.0	35.0		18.0	32.0	32.0
Total Split (s)	17.7%	41.5%	41.5%	17.7%	41.5%	41.5%	16.2%	26.9%		13.8%	24.6%	24.6%
Total Split (%)	4.8	4.8	4.8	4.8	4.8	4.8	5.2	5.2		5.2	5.2	5.2
Yellow Time (s) All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2		2.2	2.2	2.2
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Lost Time Adjust (s) Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.4	7.4		7.4	7.4	7.4
	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead/Lag Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None
Act Effet Green (s)	15.5	47.7	47.7	14.3	46.5	46.5	13.6	27.6		10.6	24.6	24.6
Actuated g/C Ratio	0.12	0.37	0.37	0.11	0.36	0.36	0.10	0.21		0.08	0.19	0.19
v/c Ratio	1.06	0.60	0.44	0.72	1.02	0.64	1.16	0.78		0.98	1.20	0.90
	114.8	36.0	8.5	55.3	75.2	27.3	147.5	54.8		107.9	158.6	46.8
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Queue Delay	114.8	36.0	8.5	55.3	75.2	27.3	147.5	54.8		107.9	158.6	46.8
Total Delay	F F	D	A		E	С	F	D		F	F	D
LOS	'	52.3			61.5			93.4			102.8	
Approach Delay		02.0 D			E			F			F	
Approach LOS		_			and the same of the same	- CONTRACTOR OF		SI SINII	85.0k.16	di Tuestini	O ALIST N	NA JESO

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 52 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20 Intersection Signal Delay: 72.8 Intersection Capacity Utilization 106.2%

Intersection LOS: E ICU Level of Service G

plits and Phases:	18: SPRING HILL DR & BARCLAY AV	<b>&gt;</b> ~~	<b>↑</b> Ø4
01	Ø2 (R)	18 s	35s 015 015 015 015 015 015 015 015 015 015
6 ar	10 → 06 (R)	₹ Ø7	₩ Ø8
♥ Ø5	548	21s	32 S

	٠	<b>→</b>	7	1	<b>←</b>	•	4	†	*	<b>&gt;</b>	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	757	44	7	1/1/	<b>个</b> 个	7	ሻሻ	ተተ	7	14.54	<b>*</b>	71.71
Traffic Volume (vph)	404	1186	257	129	587	132	169	293	148	433	280	272
Future Volume (vph)	404	1186	257	129	587	132	169	293	148	433	280	272
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												0.00
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot
Protected Phases	1	6		5	2		7	4		3	8	8
Permitted Phases			6			2			4		_	
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												7.0
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	12.5	22.5	22.5	12.5	22.5	22.5	12.4	22.5	22.5	12.4	14.4	14.4
Total Split (s)	29.7	54.5	54.5	14.0	38.8	38.8	18.6	22.5	22.5	29.0	32.9	32.9
Total Split (%)	24.8%	45.4%	45.4%	11.7%	32.3%	32.3%	15.5%	18.8%	18.8%	24.2%	27.4%	27.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	5.2	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.4	7.4	7.4	7.4	7.4	7.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	19.3	48.9	48.9	7.3	36.9	36.9	10.4	14.2	14.2	19.7	23.5	23.5
Actuated g/C Ratio	0.16	0.41	0.41	0.06	0.31	0.31	0.09	0.12	0.12	0.16	0.20	0.20
y/c Ratio	0.76	0.86	0.34	0.64	0.56	0.20	0.59	0.73	0.33	0.80	0.42	0.37
Control Delay	57.5	40.0	5.4	57.5	52.3	8.5	61.1	61.6	1.9	59.5	43.9	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	40.0	5.4	57.5	52.3	8.5	61.1	61.6	1.9	59.5	43.9	5.9
LOS	E	D	А	Ε	D	Α	E	Е	А	E	D	Α
Approach Delay	_	39.0			46.3			47.0			40.3	
Approach LOS		D			D			D			D	
Apploach 200						The state of the s			TO SOLD	The same	ELEZIONE.	\$100 mg

Intersection LOS: D

### Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 116 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86 Intersection Signal Delay: 41.9 Intersection Capacity Utilization 82.2%

ICU Level of Service E

its and Ph	ases: 18: SPRING HILL DR & BARCLAY AVE	<b>&gt;</b> Ø3	<b>↑</b> Ø4
Ø1	58.8 s	29 s.	22.5s
<b>√</b> Ø5		₹ Ø7	<b>₩</b> Ø8
4s	54.5 s	18.6 s	32.9 s

To. Of Tanto Falls	•	<b>→</b>	7	1	<b>←</b>	1	4	†	*	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	77	<b>^</b>	7	丙丙	ተተ	74	14.14	ተተ	7	14.54	ተተ	77
Traffic Volume (vph)	429	768	328	269	1279	461	411	460	117	270	418	441
Future Volume (vph)	429	768	328	269	1279	461	411	460	117	270	418	441
Confl. Peds. (#/hr)	.20											
Confl. Bikes (#/hr)												0.00
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											0.07	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)											N 1 A	D4
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot 8
Protected Phases	1	6		5	2		7	4		3	8	ŏ
Permitted Phases			6			2			4	0	0	8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	0
Switch Phase							5.0	7.0	7.0	۲.0	7.0	7.0
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	7.0	7.0	5.0 12.4	14.4	14.4
Minimum Split (s)	12.5	22.5	22.5	12.5	22.5	22.5	12.4	22.5	22.5 <b>2</b> 6.6	20.8	24.0	24.0
Total Split (s)	25.0	58.4	58.4	24.2	57.6	57.6	23.4	26.6	20.5%	20.8 16.0%	18.5%	18.5%
Total Split (%)	19.2%	44.9%	44.9%	18.6%	44.3%	44.3%	18.0%	20.5% 5.2	5.2	5.2	5.2	5.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	5.2	2.2	2.2	2.2	2.2	2.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.4	7.4	7.4	7.4	7.4
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.4		Lag	Lead	Lag	Lag
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	None	None	None	None
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None 16.0	19.5	19.5	13.1	16.6	16.6
Act Effct Green (s)	17.5	52.8	52.8	14.8	50.1	50.1	0.12	0.15	0.15	0.10	0.13	0.13
Actuated g/C Ratio	0.13	0.41	0.41	0.11	0.39	0.39	0.12	0.88	0.31	0.79	0.94	0.62
v/c Ratio	0.94	0.54	0.39	0.70	0.95	0.58	96.5	72.3	4.5	74.3	85.1	10.8
Control Delay	84.5	31.4	4.1	54.3	58.9	22.0		0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		72.3	4.5	74.3	85.1	10.8
Total Delay	84.5	31.4	4.1	54.3	58.9	22.0 C	90.5 F	72.5 E	4.0 A	, 4.0 E	F	В
LOS	F	С	А	D	40.9	U	Г	74.4		_	53.5	
Approach Delay		40.5			49.8 D			74.4 E			D	
Approach LOS		D			U		ROBULTON		Seminar S		9600.98	

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 52 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98 Intersection Signal Delay: 52.3 Intersection Capacity Utilization 95.7%

Intersection LOS: D ICU Level of Service F

olits and Phases:	(a)	Ø3	<b>1</b> Ø4
01	₩ Ø2 (R) 57.6/s	20.88	26.6 s
/		<b>↑</b> Ø7	<b>∜</b> Ø8
€ Ø5	₩ 106 (R)	Ø7 23.4s	¥ Ø8

	<i>*</i>	<b>→</b>	*	*	-	4	•	†	-	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	ተተ	74	ليرايز	<b>个</b> 个	77	1/1	<b>^</b>	7	Se Se.	<b>^</b>	77
Traffic Volume (vph)	411	1186	257	129	587	159	169	299	148	510	299	291
Future Volume (vph)	411	1186	257	129	587	159	169	299	148	510	299	291
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot
Protected Phases	1	6		5	2		7	4		3	8	8
Permitted Phases			6			2			4			
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												7.0
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	7.0	7.0	5.0	7.0	7.0
Minimum Split (s)	12.5	22.5	22.5	12.5	22.5	22.5	12.4	22.5	22.5	12.4	14.4	14.4
Total Split (s)	29.7	54.5	54.5	14.0	38.8	38.8	18.6	22.5	22.5	29.0	32.9	32.9
Total Split (%)	24.8%	45.4%	45.4%	11.7%	32.3%	32.3%	15.5%	18.8%	18.8%	24.2%	27.4%	27.4%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	5.2	5.2	5.2	5.2	5.2	5.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0,0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.4	7,4	7.4	7.4	7.4	7.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None 24.8
Act Effct Green (s)	19.5	48.1	48.1	6.9	35.4	35.4	10.4	14.2	14.2	21.0	24.8	
Actuated g/C Ratio	0.16	0.40	0.40	0.06	0.30	0.30	0.09	0.12	0.12	0.18	0.21	0.21
v/c Ratio	0.77	0.87	0.34	0.68	0.58	0.24	0.59	0.74	0.33	0.89	0.43	5.7
Control Delay	57.5	41.5	5.5	77.4	34.9	4.9	61.1	62.5	1.9	65.7	43.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 5.7
Total Delay	57.5	41.5	5.5	77.4	34.9	4.9	61.1	62.5	1.9	65.7	43.3	
LOS	Е	D	А	Ε	С	Α	Ε	E	А	Е	D	Α
Approach Delay		40.0			35.7			47.6			43.7 D	
Approach LOS		D			D			D			D	

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 116 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89 Intersection Signal Delay: 41.1 Intersection Capacity Utilization 84.6%

Intersection LOS: D

Splits and Ph	ases: 18: SPRING HILL DR & BARCLAY A	AVE	
<b>≯</b> <sub>Ø1</sub>	Ø2 (R)	<b>№</b> Ø3	Tø4
29.7s	38.8 \$	29 \$ 29 \$	22.5s
<b>√</b> Ø5	→ Ø6 (R) ■	<b>1</b> Ø7	Ø8
14s	54.5 s	18.5 \$	2.9 s

## 18: SPRING HILL DR & BARCLAY AVE

	•	<b>→</b>	*	1	-		1	†	-	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	77	<b>ት</b>	7	14.54	<b>十</b> 十	77	16 30	<b>^</b>	7	14.54	<b>个</b> 个	77
Traffic Volume (vph)	452	768	328	269	1279	554	411	483	117	324	431	455
Future Volume (vph)	452	768	328	269	1279	554	411	483	117	324	431	455
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)											0.00	0.00
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											00/	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)									Б	Б	510	Drot
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Prot 8
Protected Phases	1	6		5	2		7	4		3	8	0
Permitted Phases			6		_	2	~	4	4	2	8	8
Detector Phase	1	6	6	5	2	2	7	4	4	3	0	0
Switch Phase						4= 0		7.0	7.0	F 0	7.0	7.0
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	15.0	5.0	7.0	7.0	5.0 12.4	14.4	14.4
Minimum Split (s)	12.5	22.5	22.5	12.5	22.5	22.5	12.4	22.5	22.5 26.6	20.8	24.0	24.0
Total Split (s)	25.0	58.4	58.4	24.2	57.6	57.6	23.4	26.6		20.8 16.0%	18.5%	18.5%
Total Split (%)	19.2%	44.9%	44.9%	18.6%	44.3%	44.3%	18.0%	20.5%	20.5% 5.2	5.2	5.2	5.2
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	5.2	5.2	2.2	2.2	2.2	2.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 7.4	7.4	7.4	7.4	7.4
Total Lost Time (s)	7.5	7.5	7.5	7.5	7.5	7.5	7.4			Lead	Lag	Lag
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag Yes	Lag Yes	Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes		None	None	None	None
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None 16.0	None 19.2	19.2	13.4	16.6	16.6
Act Effct Green (s)	17.5	52.8	52.8	14.8	50.1	50.1	0.12	0.15	0.15	0.10	0.13	0.13
Actuated g/C Ratio	0.13	0.41	0.41	0.11	0.39	0.39	0.12	0.15	0.13	0.93	0.13	0.64
v/c Ratio	0.99	0.54	0.39	0.70	0.95	0.69	96.5	80.9	4.5	90.1	90.7	12.1
Control Delay	95.2	31.4	4.1	50.9	62.0	29.4	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	96.5	80.9	4.5	90.1	90.7	12.1
Total Delay	95.2	31.4	4.1	50.9	62.0	29.4 C	96.5 F	60.9 F	4.5 A	50.1 F	30.7 F	В
LOS	F	С	Α	D	E	C	Г	78.4	A	ı	61.0	2
Approach Delay Approach LOS		44.3 D			52.0 D			70.4 E			E	

#### Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 52 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99 Intersection Signal Delay: 56.4

Intersection Capacity Utilization 96.7%

Analysis Period (min) 15

Intersection LOS: E ICU Level of Service F

Splits and Phases	s: 18: SPRING HILL DR & BARCLAY AVE		
<b>≯</b> <sub>Ø1</sub>	Ø2 (R)	Ø3	<b>1</b> Ø4
25 s	57.6 s	20.8 s	26.6 s
<b>√</b> Ø5	₩ ₩ Ø6 (R)	<b>★</b> Ø7	<b>₩</b> Ø8
24.25	58.48	23.4 s	24s

<del></del>	۶	<b>→</b>	*	•	4-	*	4	†	1	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተተተ	7"	ħ	ተተተ	7	75	4	7	75	4	7
Traffic Volume (vph)	52	1148	317	157	1129	41	491	36	293	120	39	122
Future Volume (vph)	52	1148	317	157	1129	41	491	36	293	120	39	122
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)											0.07	0.07
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											0%	
Mid-Block Traffic (%)		0%			0%			0%		250/	U%	
Shared Lane Traffic (%)							47%			35%	NA	-m 1 011
Turn Type	Prot	NA	pm+ov	Prol	NA	pm+ov	Prot	NA	pm+ov	Prot 3		pm+ov 1
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	8
Permitted Phases			6			2	-		4 5	3	8	1
Detector Phase	1	6	7	5	2	3	7	4	5	3	0	
Switch Phase						4.0	4.0	1.5	1.0	1.0	1.5	1.0
Minimum Initial (s)	1.0	5.0	1.0	1.0	5.0	1.0	1.0	9.5	8.7	9.5	10.0	8.7
Minimum Split (s)	8.7	15.0	9.0	8.7	15.0	9.5	9.0 <b>32.0</b>	32.0	25.0	18.0	18.0	18.0
Total Split (s)	18.0	45.0	32.0	25.0	52.0	18.0	26.7%	26.7%	20.8%	15.0%	15.0%	15.0%
Total Split (%)	15.0%	37.5%	26.7%	20.8%	43.3%	15.0%	4.5	4.5	5.6	3.4	3.4	5.6
Yellow Time (s)	5.6	5.6	4.5	5.6	5.6	3.4 5.1	3.5	3.5	2.1	5.1	5.1	2.1
All-Red Time (s)	2.1	2.1	3.5	2.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	8.5	8.0	8.0	7.7	8.5	8.5	7.7
Total Lost Time (s)	7.7	7.7	8.0	7.7	7.7	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead/Lag	Lead	Lag	Lead	Lead	Lag Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	C-Max		None	Max	None	None	Max	
Recall Mode	None	C-Max	None	None 15.0	46.0		22.1	22.1	50.6	9.0	7.6	
Act Effct Green (s)	8.6	39.6	69.5	0.12	0.38	0.52	0.18	0.18	0.42	0.08	0.06	
Actuated g/C Ratio	0.07	0.33	0.58	0.74	0.30		0.86	0.88	0.41	0.64	0.76	
v/c Ratio	0.43	0.71	0.31	70.0	31.4		73.6	75.5	16.6	77:1	93.3	1.8
Control Delay	63.4	38.3		0.0	0.0		0.0	0.0		0.0	0.0	
Queue Delay	0.0	0.0		70.0	31.4		73.6	75.5		77.1	93.3	
Total Delay	63.4	38.3		70.0 E	31.4 C		75.0 E	7 U.U		Е	F	
LOS	Е	D			35.0		_	53.8			49.0	)
Approach Delay		31.6 C			33.0			D			D	
Approach LOS		C	erougen coller	and the same	SISTEM	V24/100100	00100000000	SCOTTEGE STATE			vista (Dr.	SECTION

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 13 (11%). Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88 Intersection Signal Delay: 38.6 Intersection Capacity Utilization 71.6%

Intersection LOS: D
ICU Level of Service C

## 21: BARCLAY AVE & SR 50

Splits and Phase	es: 21: BARCLAY AVE & SR 50		
<b>₹</b> Ø1	<b>←</b> (R)	Ø3	Tø4
18 s	52 s	18 s	32 s
<b>√</b> €05	<b>3</b> → 26 (R)	\$ 07	₩ Ø8
25 s	45 s	328	18 s

	۶	<b>→</b>	*	1	<del></del>	*	4	Ť	-	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR.	NBL	NBT.	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	T	ተተተ	7	ሻ	र्स	7	15	र्स	7
Traffic Volume (vph)	116	1290	516	177	1441	105	539	54	104	96	67	117
Future Volume (vph)	116	1290	516	177	1441	105	539	54	104	96	67	117
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							45%			17%		
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase											2.0	F 0
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	12.7	22.7	13.0	12.7	22.7	13.5	13.0	22.5	12.7	13.5	18.0	12.7
Total Split (s)	27.0	66.0	35.0	28.0	67.0	21.0	35.0	35.0	28.0	21.0	21.0	27.0
Total Split (%)	18.0%	44.0%	23.3%	18.7%	44.7%	14.0%	23.3%	23.3%	18.7%	14.0%	14.0%	18.0%
Yellow Time (s)	5.6	5.6	4.5	5.6	5.6	3.4	4.5	4.5	5.6	3.4	3.4	5.6
All-Red Time (s)	2.1	2.1	3.5	2.1	2.1	5.1	3.5	3.5	2.1	5.1	5.1	2,1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7	8.0	7.7	7.7	8.5	8.0	8.0		8.5	8.5	7.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	None
Act Effct Green (s)	15.3	59.7	94.4	18.9	63.3	82.3	27.0	27.0		11.3	11.3	36,3
Actuated g/C Ratio	0.10	0.40	0.63	0.13	0.42		0.18	0.18		0.08	0.08	
v/c Ratio	0.69	0.68	0.46	0.84	0.71	0.12	1.04	1.03		0.67	0.67	0.25
Control Delay	83.8	39.6	2.4	94.3	38.6		121.5	118.0		92.8	91.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	83.8	39.6	2.4	94.3	38.6		121.5	118.0		92.8	91.5	
LOS	F	D	Α	F	D		F	F		F	F	
Approach Delay		32.2			42.0			103.0			55.3	
Approach LOS		С			• D			F			E	consumation of

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04 Intersection Signal Delay: 48.0 Intersection Capacity Utilization 77.2%

Intersection LOS: D
ICU Level of Service D

Splits and Phases	s: 21: BARCLAY AVE & SR 50		
<b>₩</b> 01	<b>←</b> <b>Ø</b> Ø2 (R)	<b>₩</b> <sub>Ø3</sub>	<b>1</b> Ø4
27 s	67s	21s	55
<b>₹</b> Ø5	₩ ₩ Ø6 (R)	\$ 07	<b>₩</b> Ø8
28 s	66's	35's	21s

0	۶	-	*	•	-	*	4	<b>†</b>	~	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	ተተተ	7	7	<b>ተ</b> ቀተ	7	35	4	7	ħ	4	7
Traffic Volume (vph)	52	1148	317	157	1129	41	491	36	293	120	39	122
Future Volume (vph)	52	1148	317	157	1129	41	491	36	293	120	39	122
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							47%			35%		
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4		•	8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase										5.0	0.0	F 0
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0 12.7
Minimum Split (s)	12.7	25.7	13.0	12.7	25.7	13.6	13.0	26.0	12.7	13.6	18.0	18.0
Total Split (s)	18.0	45.0	32.0	25.0	52.0	18.0	32.0	32.0	25.0	18.0	18.0	15.0%
Total Split (%)	15.0%	37.5%	26.7%	20.8%	43.3%	15.0%	26.7%	26.7%	20.8%	15.0%	15.0% 3.4	5.6
Yellow Time (s)	5.6	5.6	4.5	5.6	<b>5</b> .6	3.4	4.5	4.5	5.6	3.4 5.1	5.1	2.1
All-Red Time (s)	2.1	2.1	3.5	2.1	2.1	5.1	3.5	3.5	2.1	0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0 7.7	8.5	8.5	7.7
Total Lost Time (s)	7.7	7.7	8.0	7.7	7.7	8.5	8.0	8.0		e.s Lead	Lag	Lead
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Yes	Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes None	None	None	None
Recall Mode	None	C-Max	None	None	C-Max	None	None	None 27.1	50.6	9.0	7.6	
Act Effct Green (s)	8.6	39.6	74.5	15.0	46.0	62.7	27.1	0.23	0.42	0.08	0.06	
Actuated g/C Ratio	0.07	0.33	0.62	0.12	0.38	0.52	0.23	0.23	0.42	0.64	0.76	
v/c Ratio	0.43	0.71	0.30	0.74	0.60	0.05	0.71	56.3		77.1	93.3	
Control Delay	63.4	38.3	2.0	70.0	31.4	0.1	55.7	0.0	0.0	0.0	0.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0 55.7	56.3		77.1	93.3	
Total Delay	63.4	38.3	2.0	70.0	31.4			30.3 E		77.1 E	55.5 F	
LOS	Е	D	Α	E	C		Е	41.9			49.2	
Approach Delay		31.6			35.0			41.9 D			43.2 D	
Approach LOS		С			С			U				and the second

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 62 (52%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76 Intersection Signal Delay: 36.1

Intersection Capacity Utilization 71.6%

Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service C

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Splits and Phases:	21: BARCLAY AVE & SR 50		
<b>₽</b> Ø1 <b>□</b> Ø (R)		Ø3	Īø4
18·s	52.5	188	325
<b>₹</b> €Ø5	<b>u</b> ₹ Ø6 (R)	\$ 07	₩ Ø8
25 s	45 s	32.8	18 s

27	۶	<b>→</b>	*	•	4-	*	1	<b>†</b>	-	<b>\</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ť	ተተተ	7*	۲	ተተተ	7	75	र्स	7*	75	4	7"
Traffic Volume (vph)	116	1290	516	177	1441	105	539	54	104	96	67	117
Future Volume (vph)	116	1290	516	177	1441	105	539	54	104	96	67	117
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							45%			17%		
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	10.6	22.5	12.0	10.6	22.5	13.6	12.0	22.5	10.6	13.6	18.0	10.6
Total Split (s)	23.0	55.0	46.0	31.0	63.0	24.0	46.0	40.0	31.0	24.0	18.0	23.0
Total Split (%)	15.3%	36.7%	30.7%	20.7%	42.0%	16.0%	30.7%	26.7%	20.7%	16.0%	12.0%	15.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.1	2.1	3.5	2.1	2.1	5.1	3.5	3.5	2.1	5.1	5.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	7.0	5.6	5.6	8.6	7.0	7.0	5.6	8.6	8.6	5.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max		None	None	None
Act Effct Green (s)	14.7	54.3	92.8	20.5	60.1	78.0	32.9	32.9	63.6	12.4	12.4	38.8 0.26
Actuated g/C Ratio	0.10	0.36	0.62	0.14	0.40	0.52	0.22	0.22		0.08	0.08	
v/c Ratio	0.71	0.75	0.47	0.78	0.75		0.85	0.84		0.62	0.61	0.23 2.5
Control Delay	87.0	45.5		83.4	41.9		77.2	75.9		84.7	83.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0 83.7	
Total Delay	87.0	45.5		83.4	41.9		77.2	75.9		84.7	83.7 F	
LOS	F	D		F	D		E	E		F	50.1	
Approach Delay		36.5			43.7			66.4			50.1 D	
Approach LOS		D			D			Е			U	

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 67 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85 Intersection Signal Delay: 44.5

Intersection Capacity Utilization 72.9%

Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service C

Splits and Phase	s: 21: BARCLAY AVE & SR 50		
y øi	<b>4</b> (R)	Ø3	<b>1</b> 94
23 s	63 s	245	40 s
₹05	<b>v</b> → Ø6 (R)	\$ 07	¥ Ø8
318	55 s	46's	18.5

# 21: BARCLAY AVE & SR 50

	۶	<b>→</b>	*	•	<b>←</b>	•	4	†	-	-	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*5	ተተተ	7	ħ	ተተተ	7	7	4	74	7	4	7
Traffic Volume (vph)	52	1148	326	160	1129	41	517	39	302	120	40	122
Future Volume (vph)	52	1148	326	160	1129	41	517	39	302	120	40	122
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							46%			34%		
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	. 7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	-5.0
Minimum Split (s)	12.7	25.7	13.0	12.7	25.7	13.6	13.0	26.0	12.7	13.6	18.0	12.7
Total Split (s)	18.0	45.0	32.0	25.0	52.0	18.0	32.0	32.0	25.0	18.0	18.0	18.0
Total Split (%)	15.0%	37.5%	26.7%	20.8%	43.3%	15.0%	26.7%	26.7%	20.8%	15.0%	15.0%	15.0%
Yellow Time (s)	5.6	5.6	4.5	5.6	5.6	3.4	4.5	4.5	5.6	3.4	3.4	5.6
All-Red Time (s)	2.1	2.1	3.5	2.1	2.1	5.1	3.5	3.5	2.1	5.1	5.1	2.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.7	7.7	8.0	7.7	7.7	8.5	8.0	8.0	7.7	8.5	8.5	7.7
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	8.6	39.5	74.8	15.1	46.0		27.6	27.6	50.7	9.0	7.6	23.0
Actuated g/C Ratio	0.07	0.33	0.62	0.13	0.38		0.23	0.23	0.42	0.08	0.06	0.19
v/c Ratio	0.43	0.71	0.30	0.74	0.60		0.75	0.73	0.42	0.65	0.76	
Control Delay	63.4	38.4	2.0	70.5	31,4		57.8	56.8		77.8	93.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	63.4	38.4		70.5	31.4		57.8	56.8		77.8	93.3	
LOS	Е	D		Ε	С		Е	E		Е	40 F	
Approach Delay		31.5			35.1			43.1			49.5 D	
Approach LOS		С			D			D			U	eranou terri

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 36.5

Intersection Capacity Utilization 72.6%

Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service C

Splits and Phases:	21: BARCLAY AVE & SR 50		
<b>₹</b> 01	<b>←</b> Ø (R)	Ø3	Î Ø 4
18.s	52's	18.5	32 s
<b>₹</b> 05	<b>→</b> Ø6 (R)	\$ ∅7	<b>↓</b> Ø8
25 s	W 45's	32s	18 s

	•	<b>→</b>	*	<b>1</b>	-	*	•	†	1	-	<b></b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	444	7	ሻ	<b>ተተተ</b>	7*	75	सी	7	75	4	T.
Traffic Volume (vph)	116	1290	547	189	1441	105	557	56	111	96	70	117
Future Volume (vph)	116	1290	547	189	1441	105	557	56	111	96	70	117
Confl. Peds. (#/hr)	,,,											
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)							45%			15%		
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4	_	0	8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	1
Switch Phase										- 0	0.0	F 0
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	5.0
Minimum Split (s)	12.7	22.7	13.0	12.7	22.7	13.5	13.0	22.5	12.7	13.5	22.5	12.7 23.0
Total Split (s)	23.0	55.0	46.0	31.0	63.0	24.0	46.0	40.0	31.0	24.0	18.0 12.0%	23.0 15.3%
Total Split (%)	15.3%	36.7%	30.7%	20.7%	42.0%	16.0%	30.7%	26.7%	20.7%	16.0%	3.4	5.6
Yellow Time (s)	5.6	5.6	4.5	5.6	5.6	3.4	4.5	4.5	5.6	3.4	5.1	2.1
All-Red Time (s)	2.1	2.1	3.5	2.1	2.1	5.1	3.5	3.5	2.1	5.1	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5	7.7
Total Lost Time (s)	7.7	7.7	8.0	7.7	7.7	8.5	8:0	8.0	7.7	8.5		Lead
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead Yes	Lag Yes	Yes
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	None	None	None
Recall Mode	None	C-Max	None	None	C-Max		None	None	None	12.5	12.5	36.4
Act Effct Green (s)	13.9	49.9	91.0	20.7	56.7	76.9	33.5	33.5	63.7	0.08	0.08	0.24
Actuated g/C Ratio	0.09	0.33	0.61	0.14	0.38		0.22	0.22		0.62	0.61	0.23
v/c Ratio	0.75	0.81	0.50	0.82	0.80		0.87	0.86		85.0	83.3	
Control Delay	93.0	50.9		88.4	45.6		78.9	77.6		0.0	0.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		85.0	83.3	
Total Delay	93.0	50.9		88.4	45.6		78.9	77.6		60.0 F	65.5 F	
LOS	F	D		F	D		Ε	67.4		Г	49.8	
Approach Delay		40.0			47.6			67.4 E			43.0 D	
Approach LOS		D				)						- 

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87 Intersection Signal Delay: 47.6 Intersection Capacity Utilization 78.5%

Intersection LOS: D
ICU Level of Service D

Splits and Phas	ses: 21: BARCLAY AVE & SR 50	· · · · · · · · · · · · · · · · · · ·	
<b>₽</b> Ø1	← QP (R)	Ø3	<b>↑</b> @4
23 s	63's	24s	40 s
<b>₹</b> ₹25	<b>9</b> → <b>9</b> 6 (R)	\$ 97	<b>▼</b> Ø8
31s	55 s	46.s	13 s

## 1: Deltona Blvd & Cortez Blvd

	<b></b>	<b>-</b>	7	*	-	1	-	
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	74. 计特别信息 最后的 (A.C.) 图14
Lane Configurations	Ð	ተተተ	71	ሻ	<b>ተተተ</b>	7	7	
Traffic Volume (vph)	6	878	229	256	784	297	347	
Future Volume (vph)	6	878	229	256	784	297	347	
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	
Parking (#/hr)								
Mid-Block Traffic (%)		0%			0%	0%		
Shared Lane Traffic (%)								
Turn Type	Perm	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases		6		5	2	4		
Permitted Phases	6		6				4	
Detector Phase	6	6	6	5	2	4	4	
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	6.0	6.0	
Minimum Split (s)	25.6	25.6	25.6	12.6	25.6	25.0	25.0	
Total Split (s)	33.0	33.0	33.0	22.0	55.0	25.0	25.0	
Total Split (%)	41.3%	41.3%	41.3%	27.5%	68.8%	31.3%	31.3%	
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.6	7.6	7.6	7.6	7.6	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None	
Act Effct Green (s)	25.9	25.9	25.9	14.5	48.1	17.3	17.3	
Actuated g/C Ratio	0.32	0.32	0.32	0.18	0.60	0.22	0.22	
v/c Ratio	0.03	0.57	0.36	0.86	0.28	0.83	0.59	
Control Delay	19.7	24.4	4.6	58.2	8.1	50.0	7.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.7	24.4	4.6	58.2	8.1	50.0	7.4	
LOS	В	С	Α	Е	A	D	А	
Approach Delay		20.3			20.4	27.0 C		
Approach LOS		С			С	Ü		

#### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 5 (6%). Referenced to phase 2:WBT and 6:EBTU, Start of Green

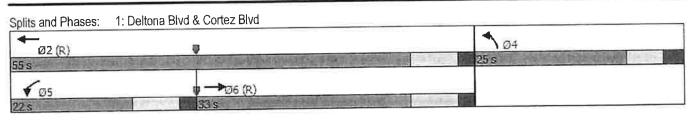
Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86 Intersection Signal Delay: 21.9 Intersection Capacity Utilization 66.1%

Intersection LOS: C
ICU Level of Service C

# 1: Deltona Blvd & Cortez Blvd



## 1: Deltona Blvd & Cortez Blvd

	<b>★</b>	<b>-</b>	•	1	<b>—</b>		1	
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	Child her interest and explanation
Lane Configurations	Ð	ተተተ	j#	75	ተተተ	75	7	
Traffic Volume (vph)	16	1083	331	495	1212	284	313	
Future Volume (vph)	16	1083	331	495	1212	284	313	
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	
Parking (#/hr)								
Mid-Block Traffic (%)		0%			0%	0%		
Shared Lane Traffic (%)								
Turn Type	Perm	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases		6		5	2	4		
Permitted Phases	6		6				4	
Detector Phase	6	6	6	5	2	4	4	
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	6.0	6.0	
Minimum Split (s)	25.6	25.6	25.6	12.6	25.6	25.0	25.0	
Total Split (s)	52.0	52.0	52.0	43.0	95.0	35.0	35.0	
Total Split (%)	40.0%	40.0%	40.0%	33.1%	73.1%	26.9%	26.9%	
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.6	7.6	7.6	7.6	7.6	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None	
Act Effct Green (s)	40.1	40.1	40.1	42.1	89.9	25.5	25.5	
Actuated g/C Ratio	0.31	0.31	0.31	0.32	0.69	0.20	0.20	
v/c Ratio	0.14	0.73	0.48	0.91	0.36	0.86	0.57	
Control Delay	34.3	42.8	5.4	64.3	8.9	73.8	8.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.3	42.8	5.4	64.3	8.9	73.8	8.6	
LOS	С	D	Α	E	Α	E	Α	
Approach Delay		34.0			25.0	39.7		
Approach LOS		С			С	D		
Name (Name (						escender i 100		BARBARET TO THE TOTAL PROPERTY.

## Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 6 (5%), Referenced to phase 2:WBT and 6:EBTU, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 30.8

Intersection Capacity Utilization 82.6% Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service E

# Timings

# 1: Deltona Blvd & Cortez Blvd

04/29/2022

Splits and Phases: 1: Deltona Blvd & Cortez Blvd

Ø2 (R)

Ø5

Ø6 (R)

Ø3

Ø5

	₫	-	*	•	<b>—</b>		<i>&gt;</i>	
Lane Group	EBU	EBT	EBR	WBL	WBŢ	NBL	NBR	ate from the fall from the second of the second
Lane Configurations	Ð	ተተተ	77	青	ተተተ	75	7	
Traffic Volume (vph)	6	878	235	263	784	314	368	
Future Volume (vph)	6	878	235	263	784	314	368	
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	
Parking (#/hr)								
Mid-Block Traffic (%)		0%			0%	0%		
Shared Lane Traffic (%)								
Turn Type	Perm	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases		6		5	2	4		
Permitted Phases	6		6				4	
Detector Phase	6	6	6	5	2	4	4	
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	6.0	6.0	
Minimum Split (s)	25.6	25.6	25.6	12.6	25.6	25.0	25.0	
Total Split (s)	33.0	33.0	33.0	22.0	55.0	25.0	25.0	
Total Split (%)	41.3%	41.3%	41.3%	27.5%	68.8%	31.3%	31.3%	
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.6	7.6	7.6	7.6	7.6	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	0.14	Maria	N	
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None	
Act Effct Green (s)	25.1	25.1	25.1	14.9	47.5	17.9	17.9	
Actuated g/C Ratio	0.31	0.31	0.31	0.19	0.59	0.22	0.22	
v/c Ratio	0.03	0.59	0.38	0.86	0.28	0.86	0.60	
Control Delay	19.7	25.2	4.7	58.7	8.3	52.1	7.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	19.7	25.2	4.7	58.7	8.3	52.1	7.3	
LOS	В	С	Α	Ε	Α	D	А	
Approach Delay		20.8			21.0	27.9 C		
Approach LOS		С			С	U		The second secon

Cycle Length: 80

Actuated Cycle Length: 80

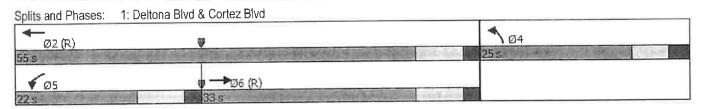
Offset: 5 (6%), Referenced to phase 2:WBT and 6:EBTU, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86 Intersection Signal Delay: 22.6 Intersection Capacity Utilization 67.4%

Intersection LOS: C
ICU Level of Service C



	<b>★</b>	-	*	1	<b>—</b>		1	
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR	and the second s
Lane Configurations	Ð	<b>ተተተ</b>	7	7	<b>ት</b> ቀ	T	7	
Traffic Volume (vph)	16	1083	352	521	1212	297	328	
Future Volume (vph)	16	1083	352	521	1212	297	328	
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	
Parking (#/hr)								
Mid-Block Traffic (%)		0%			0%	0%		
Shared Lane Traffic (%)								
Turn Type	Perm	NA	Perm	Prot	NA	Prot	Perm	
Protected Phases		6		5	2	4		
Permitted Phases	6		6				4	
Detector Phase	6	6	6	5	2	4	4	
Switch Phase								
Minimum Initial (s)	15.0	15.0	15.0	5.0	15.0	6.0	6.0	
Minimum Split (s)	25.6	25.6	25.6	12.6	25.6	25.0	25.0	
Total Split (s)	52.0	52.0	52.0	43.0	95.0	35.0	35.0	
Total Split (%)	40.0%	40.0%	40.0%	33.1%	73.1%	26.9%	26.9%	
Yellow Time (s)	5.6	5.6	5.6	5.6	5.6	4.4	4.4	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.6	2.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.6	7.6	7.6	7.6	7.6	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes				
Recall Mode	C-Min	C-Min	C-Min	None	C-Min	None	None	
Act Effct Green (s)	39.6	39.6	39.6	42.0	89.2	26.2	26.2	
Actuated g/C Ratio	0.30	0.30	0.30	0.32	0.69	0.20	0.20	
v/c Ratio	0.15	0.74	0.50	0.96	0.37	0.88	0.58	
Control Delay	34.4	43.4	5.5	73.0	9.1	75.1	8.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	34.4	43.4	5.5	73.0	9.1	75.1	8.5	
LOS	С	D	Α	E	A	E	А	
Approach Delay		34.1			28.3	40.2		
Approach LOS		С			С	D		

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 86 (66%), Referenced to phase 2:WBT and 6:EBTU, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 32.5

Intersection Capacity Utilization 84.7%

Intersection LOS: C ICU Level of Service E

Splits and Phases: 1: Delte	ona Blvd & Cortez Blvd	
Ø2 (R)		04
95s	THE PARTY OF THE P	35,S
√ Ø5 43 s	06 (R)	

	<b>*</b>	<b>→</b>	*	•	<b>←</b>	*	•	<b>†</b>	~	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ተተጉ		1/2	<b>^</b>						4	
Traffic Volume (vph)	0	1299	472	189	808	0	0	0	0	61	0	34
Future Volume (vph)	0	1299	472	189	808	0	0	0	0	61	0	34
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases				1						4	4	
Permitted Phases		2			6							
Detector Phase		2		1	6					4	4	
Switch Phase											1	
Minimum Initial (s)		15.0		5.0	15.0					7.0	7.0	
Minimum Split (s)		22.5		11.6	22.5					22.5	22.5	
Total Split (s)		54.0		20.0	74.0					46.0	46.0	
Total Split (%)		45.0%		16.7%	61.7%					38.3%	38.3%	
Yellow Time (s)		4.4		4.4	4.4					4.2	4.2	
All-Red Time (s)		2.2		2.2	2.2					2.6	2.6	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		6.6		6.6	6.6						6.8	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes							Nana	
Recall Mode		C-Min		None	C-Min					None	None	
Act Effet Green (s)		79.5		12.4	98.5						8.1	
Actuated g/C Ratio		0.66		0.10	0.82						0.07	
v/c Ratio		0.58		0.57	0.30						0.51	
Control Delay		8.8		47.1	6.6						22.0	
Queue Delay		0.0		0.0	0.0						0.0 22.0	
Total Delay		8.8		47.1	6.6	(1)						
LOS		А		D	Α						C	
Approach Delay		8.8			14.3						22.0 C	
Approach LOS		Α			В						C	

Cycle Length: 120

Actuated Cycle Length: 120

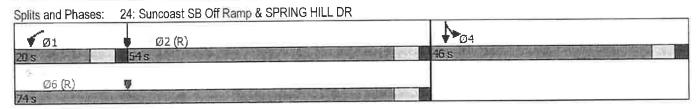
Offset: 63 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58 Intersection Signal Delay: 11.2 Intersection Capacity Utilization 63.5%

Intersection LOS: B ICU Level of Service B



	•	<b>→</b>	*	1	<b>—</b>	4	1	†	1	<b>\</b>	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ተተ <sub>ጉ</sub>		ሻሻ	个个						4	
Traffic Volume (vph)	0	904	236	149	1771	0	0	0	0	59	0	104
Future Volume (vph)	0	904	236	149	1771	0	0	0	0	59	0	104
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											001	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										_ 71.		
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases				1						4	4	
Permitted Phases		2			6						4	
Detector Phase		2		1	6					4	4	
Switch Phase										7.0	7.0	
Minimum Initial (s)		15.0		5.0	15.0					7.0	7.0	
Minimum Split (s)		24.6		11.6	24.6					24.8	24.8 46.0	
Total Split (s)		60.0		24.0	84.0					46.0	35.4%	
Total Split (%)		46.2%		18.5%	64.6%					35.4% 4.2	4.2	
Yellow Time (s)		4.4		4.4	4.4					2.6	2.6	
All-Red Time (s)		2.2		2.2	2.2					2.0	0.0	
Lost Time Adjust (s)		0.0		0.0	0.0						6.8	
Total Lost Time (s)		6,6		6.6	6.6						0.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes						None	None	
Recall Mode		C-Min		None	C-Min					None	13.0	
Act Effct Green (s)		85.7		11.3	103.6						0.10	
Actuated g/C Ratio		0.66		0.09	0.80						0.71	
v/c Ratio		0.37		0.53	0.67						44.0	
Control Delay		4.6		79.2	8.9						0.0	
Queue Delay		0.0		0.0	0.4						44.0	
Total Delay		4.6		79.2	9.3						44.0 D	
LOS		Α		Е	A						44.0	
Approach Delay		4.6			14.8						44.0 D	
Approach LOS		Α			В							

Cycle Length: 130 Actuated Cycle Length: 130

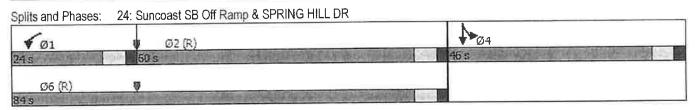
Offset: 125 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio. 0.71 Intersection Signal Delay: 12.6 Intersection Capacity Utilization 69.8%

Intersection LOS: B ICU Level of Service C



	*	<b>→</b>	*	1	<b>←</b>	*	4	<b>†</b>	*	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>ተ</b> ቀሱ		14.54	<b>ተ</b>						4	
Traffic Volume (vph)	0	1328	520	189	834	0	0	0	0	61	0	36
Future Volume (vph)	0	1328	520	189	834	0	0	0	0	61	0	36
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr) Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		4,10										
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases				1						4	4	
Permitted Phases		2			6							
Detector Phase		2		1	6					4	4	
Switch Phase												
Minimum Initial (s)		15.0		5.0	15.0					7.0	7.0	
Minimum Split (s)		23.4		11.6	22.5					23.2	23.2	
Total Split (s)		54.0		20.0	74.0					46.0	46.0	
Total Split (%)		45.0%		16.7%	61.7%					38.3%	38.3%	
Yellow Time (s)		4.4		4.4	4.4					4.2	4.2	
All-Red Time (s)		2.2		2.2	2.2					2.6	2.6	
Lost Time Adjust (s)		0.0		0.0	0.0						0.0	
Total Lost Time (s)		6.6		6.6	6.6						6.8	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes						Minne	Nama	
Recall Mode		C-Min		None	C-Min					None	None 8.2	
Act Effct Green (s)		79.4		12.4	98.4						0.07	
Actuated g/C Ratio		0.66		0.10	0.82						0.07	
v/c Ratio		0.61		0.57	0.31						22.7	
Control Delay		11.8		60.1	3.1						0.0	
Queue Delay		0.0		0.0	0.1						22.7	
Total Delay		11.8		60.1	3.2						ZZ.7	
LOS		В		Е	A						22.7	
Approach Delay Approach LOS		11.8 B			13.7 B						C	

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 63 (53%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61 Intersection Signal Delay: 12.8

Intersection Capacity Utilization 65.2%

Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service C

Splits and Phases:	24: Suncoast SB Off Ramp & SPF	RING HILL DR	_
<b>√</b> Ø1	- ≥Ø2 (R)	<b>₽</b>	F8112
20 s	54s	46 s	1000
Ø6 (R)	<b>V</b>		
74s			

	۶	<b>→</b>	*	1	<b>+</b> -	*	1	<b>†</b>	/	-	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<b>11</b>		16.14	<b>^</b>						4	
Traffic Volume (vph)	0	925	269	149	1859	0	0	0	0	59	0	111
Future Volume (vph)	0	925	269	149	1859	0	0	0	0	59	0	111
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											0.01	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										0 111		
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases				1						4	4	
Permitted Phases		2			6						4	
Detector Phase		2		1	6					4	4	
Switch Phase										7.0	7.0	
Minimum Initial (s)		15.0		5.0	15.0					7.0	7.0 24.8	
Minimum Split (s)		24.6		11.6	24.6					24.8 46.0	46.0	
Total Split (s)		60.0		24.0	84.0					35.4%	35.4%	
Total Split (%)		46.2%		18.5%	64.6%					4.2	33.4%	
Yellow Time (s)		4.4		4.4	4.4					2.6	2.6	
All-Red Time (s)		2.2		2.2	2.2					2.0	0.0	
Lost Time Adjust (s)		0.0		0.0	0.0						6.8	
Total Lost Time (s)		6.6		6.6	6.6						0,0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes	0.14					None	None	
Recall Mode		IC-Min		None	C-Max					INOLIC	13.4	
Act Effct Green (s)		85.2		11.3	103.2						0.10	
Actuated g/C Ratio		0.66		0.09	0.79						0.73	
v/c Ratio		0.39		0.53	0.70						45.2	
Control Delay		6.5		83.1	10.1						0.0	
Queue Delay		0.0		0.0	1.0						45.2	
Total Delay		6.5		83.1	11.1 B						43.2 D	
LOS		A		F							45.2	
Approach Delay		6.5			16.4 B						75.2 D	
Approach LOS		Α			D							

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 125 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Green

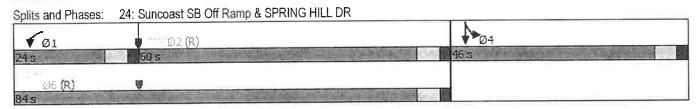
Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.73 Intersection Signal Delay: 14.4

Intersection Capacity Utilization 72.6%

Intersection LOS: B
ICU Level of Service C



	٠	<b>→</b>	7	1	4	*	1	†	-	<b>\</b>	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>^</b>			4111		Ϋ́		7			
Traffic Volume (vph)	96	1246	0	0	891	61	108	0	165	0	0	0
Future Volume (vph)	96	1246	0	0	891	61	108	0	165	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)											001	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA			NA		Prot		Perm			
Protected Phases	5						8					
Permitted Phases		2			6				2			
Detector Phase	5	2			6		8		2			
Switch Phase							~ 0		45.0			
Minimum Initial (s)	5.0	15.0			15.0		7.0		15.0			
Minimum Split (s)	12.2	25.2			25.2		24.4		25.2			
Total Split (s)	34.0	89.0			55.0		31.0		89.0			
Total Split (%)	28.3%	74.2%			45.8%		25.8%		74.2%			
Yellow Time (s)	4.5	4.5			4.5		4.2		4.5 2.7			
All-Red Time (s)	2.7	2.7			2.7		2.2		0.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		7.2			
Total Lost Time (s)	7.2	7.2			7.2		6.4		1.2			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes		Mone		C-Min			
Recall Mode	None	C-Min			C-Min		None 13.4		93.0			
Act Effct Green (s)	12.5	93.0			73.4		0.11		0.78			
Actuated g/C Ratio	0.10	0.78			0.61		0.60		0.70			
v/c Ratio	0.57	0,50			0.27		63.1		0.14			
Control Delay	43.6	13.6			11.7 0.0		0.0		0.0			
Queue Delay	0.0	0.9			11.7		63.1		0.9			
Total Delay	43.6	14.5			11.7 B		63.1 E		0.9 A			
LOS	D	B			11.7		L	25.5				
Approach Delay		16.6			11.7 B			20.0 C				
Approach LOS		В			D			0				

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 86 (72%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

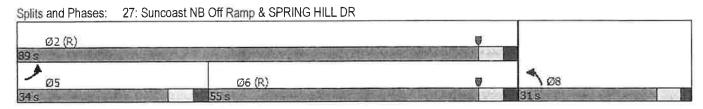
Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60 Intersection Signal Delay: 15.7

Intersection Capacity Utilization 63.5%

Intersection LOS: B ICU Level of Service B



	۶	<b>→</b>	*	•	<b>←</b>	1	1	†	-	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	<b>个</b> 个			tttt≯		T		77			
Traffic Volume (vph)	68	878	0	0	1473	98	430	0	224	0	0	0
Future Volume (vph)	68	878	0	0	1473	98	430	0	224	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA			NA		Prot		Perm			
Protected Phases	5						8					
Permitted Phases		2			6				2			
Detector Phase	5	2			6		8		2			
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		7.0		15.0			
Minimum Split (s)	12.2	25.2			25.2		22.5		25.2			
Total Split (s)	22.0	84.0			62.0		46.0		84.0			
Total Split (%)	16.9%	64.6%			47.7%		35.4%		64.6%			
Yellow Time (s)	4.5	4.5			4.5		4.2		4.5			
All-Red Time (s)	2.7	2.7			2.7		2.2		2.7			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	7.2	7.2			7.2		6.4		7.2			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Min			C-Min		None		C-Min			
Act Effct Green (s)	10.6	79.5			64.5		36.9		79.5			
Actuated g/C Ratio	0.08	0.61			0.50		0.28		0.61			
v/c Ratio	0.50	0.42			0.52		0.89		0.22			
Control Delay	72.9	11.6			24.5		65.4		2.0			
Queue Delay	0.0	0.1			0.0		0.0		0.0			
Total Delay	72.9	11.7			24.5		65.4		2.0			
LOS	Е	В			С		Ε		Α			
Approach Delay		16.1			24.5			43.7				
Approach LOS		В			С			D				

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 65

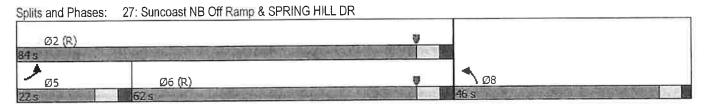
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89 Intersection Signal Delay: 26.0

Intersection Capacity Utilization 69.8%

Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C



	۶	<b>→</b>	7	•	<b>←</b>	*	4	†	7	1	<b></b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	朴			4111		T		7			
Traffic Volume (vph)	106	1265	0	0	898	61	127	0	165	0	0	0
Future Volume (vph)	106	1265	0	0	898	61	127	0	165	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA			NA		Prot		Perm			
Protected Phases	5						8					
Permitted Phases		2			6				2			
Detector Phase	5	2			6		8		2			
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		7.0		15.0			
Minimum Split (s)	12.2	22.5			22.5		22.5		22.5			
Total Split (s)	34.0	89.0			55.0		31.0		89.0			
Total Split (%)	28.3%	74.2%			45.8%		25.8%		74.2%			
Yellow Time (s)	4.5	4.5			4.5		4.2		4.5			
All-Red Time (s)	2.7	2.7			2.7		2.2		2.7			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	7.2	7.2			7.2		6.4		7.2			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Min			C-Min		None		C-Min			
Act Effct Green (s)	13.2	89.8			69.4		16.6		89.8			
Actuated g/C Ratio	0.11	0.75			0.58		0.14		0.75			
v/c Ratio	0.60	0.52			0.29		0.57		0.15			
Control Delay	83.0	1.3			13.7		57.1		1.0			
Queue Delay	0.0	0.0			0.0		0.0		0.0			
Total Delay	83.0	1.3			13.7		57.1		1.0			
LOS	F	A			B		Е	05.5	Α			
Approach Delay		7.6			13.7			25.5				
Approach LOS		Α			В			С				

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 86 (72%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 60

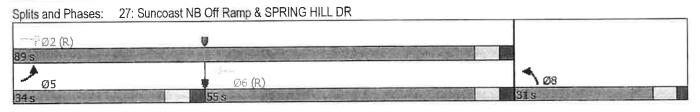
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60 Intersection Signal Delay: 11.8 Intersection Capacity Utilization 65.2%

Intersection LOS: B ICU Level of Service C

## **Timings**

04/29/2022



	۶	<b>→</b>	*	<b>*</b>	<b>←</b>	4	4	1	*	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ			11113		186		7			
Traffic Volume (vph)	75	892	0	0	1494	98	495	0	224	0	0	0
Future Volume (vph)	75	892	0	0	1494	98	495	0	224	0	0	0
Confl. Peds (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	Prot	NA			NA		Prot		Perm			
Protected Phases	5						8					
Permitted Phases		2			6				2			
Detector Phase	5	2			6		8		2			
Switch Phase												
Minimum Initial (s)	5.0	15.0			15.0		7.0		15.0			
Minimum Split (s)	12.2	25.2			25.2		22.5		25.2			
Total Split (s)	22.0	84.0			62.0		46.0		84.0			
Total Split (%)	16.9%	64.6%			47.7%		35.4%		64.6%			
Yellow Time (s)	4.5	4.5			4.5		4.2		4.5			
All-Red Time (s)	2.7	2.7			2.7		2.2		2.7			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	7.2	7.2			7.2		6.4		7.2			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	C-Min			C-Min		None		C-Min			
Act Effct Green (s)	10.9	75.5			60.1		40.9		75.5			
Actuated g/C Ratio	80.0	0.58			0.46		0.31		0.58			
v/c Ratio	0.52	0.45			0.56		0.93		0.23			
Control Delay	74.1	14.4			27.1		67.4		2.0			
Queue Delay	0.0	0.1			0.0		0.0		0.0			
Total Delay	74.1	14.5			27.1		67.4		2.0			
LOS	E	В			С		E		Α			
Approach Delay		19.1			27.1			47.0				
Approach LOS		В			С			D				

Cycle Length: 130

Actuated Cycle Length: 130

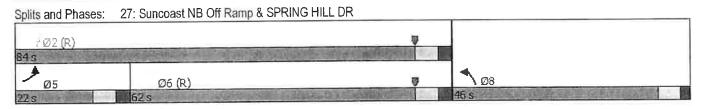
Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93 Intersection Signal Delay: 29.1 Intersection Capacity Utilization 72.6%

Intersection LOS: C
ICU Level of Service C



QUEUE LENGTH



LINCKS & ASSOCIATES, INC.

## Intersection: 6: STERLING HILL BLVD & ELGIN BLVD

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	ा	R	L	L	Т	Ŧ	R	L	T	R
Maximum Queue (ft)	41	202	224	30	79	97	160	255	32	298	13	167
Average Queue (ft)	11	112	148	7	36	54	69	161	13	196	2	108
95th Queue (ft)	40	217	241	33	79	99	159	284	34	306	14	171
Link Distance (ft)	1170	1170	1170	1170			1963	1963	1963		875	875
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					410	410				360		
Storage Blk Time (%)										1		
Queuing Penalty (veh)										0		

## Intersection: 6: STERLING HILL BLVD & ELGIN BLVD

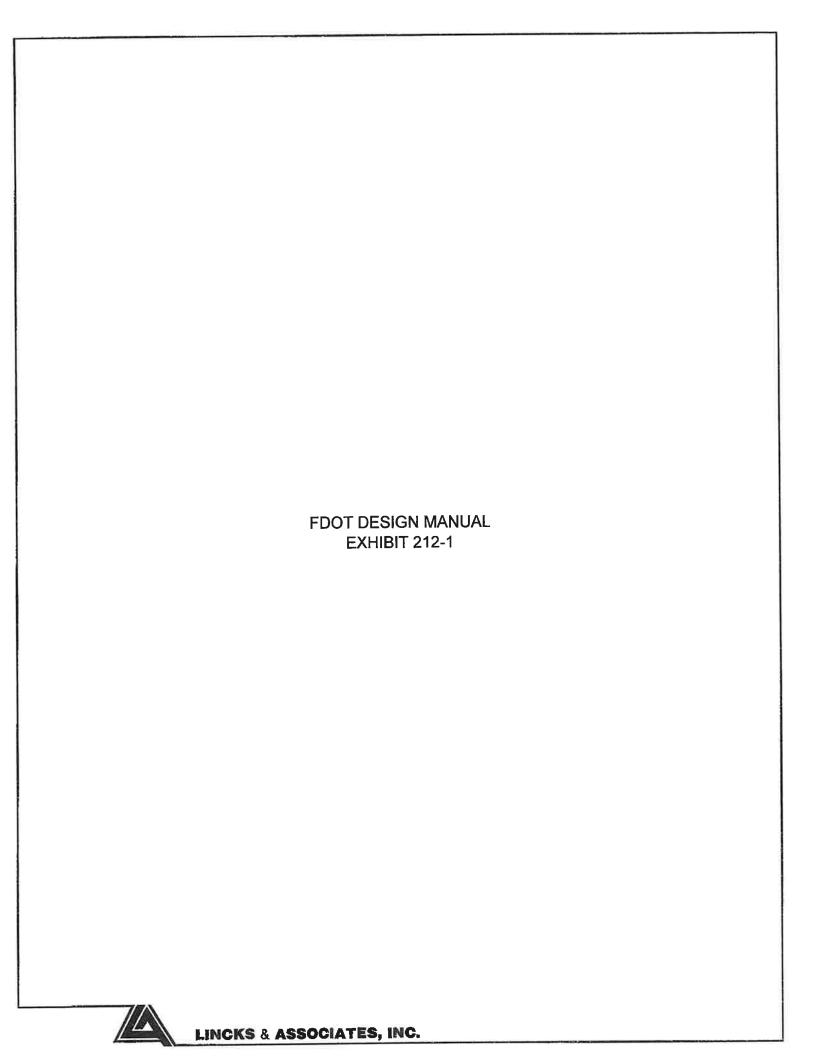
Movement	SB	SB	SB	
Directions Served	L	T	TR	
Maximum Queue (ft)	67	9	62	
Average Queue (ft)	35	1	38	
95th Queue (ft)	76	10	65	
Link Distance (ft)	510	510	510	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				And Salar Control of the second section of the second seco

## Intersection: 6: STERLING HILL BLVD & ELGIN BLVD

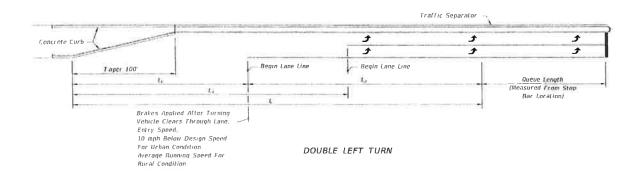
Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	Т	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	75	152	198	86	348	426	473	36	262	25	120	76
Average Queue (ft)	37	80	114	34	224	207	287	14	167	4	71	32
95th Queue (ft)	83	152	205	84	368	448	528	40	272	21	126	74
Link Distance (ft)	1170	1170	1170	1170		1963	1963	1963		875	875	510
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)					410				360			Pall
Storage Blk Time (%)					1	0						
Queuing Penalty (veh)	150 - 10				6	0						

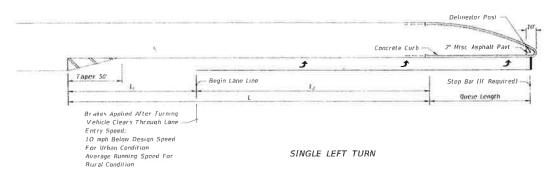
## Intersection: 6: STERLING HILL BLVD & ELGIN BLVD

Movement	SB	SB	
Directions Served	T	TR	
Maximum Queue (ft)	15	65	
Average Queue (ft)	4	33	
95th Queue (ft)	20	65	
Link Distance (ft)	510	510	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



# MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS





			MEDI	AN TUI	RN LANE.	5				
Speed Spe		Clearance Distance L, (ft.)	URBA	N CONDIT	TIONS	RURAL CONDITIONS				
	Entry Speed (mph)		Brake To Stop Distance L, (ft.)	Total Decel Distance L (ft.)	Clearance Distance L <sub>1</sub> (ft.)	Brake To Stop Distance L, (ft.)	Total Decel Distance L (ft.)	Clearance Distance L, (ft.)		
35	25	70	75	145	110			-		
40	30	80	7.5	155	120					
45	35	85	100	185	135					
50	40/44	105	135	240	160	185	290	160		
55	48	125	_		-	225	350	195		
60	52	145				260	405	230		
65	55	170	-			290	460	270		

NOT TO SCALE

EXHIBIT 212-1 01/01/2018