

# *TRANSPORTATION ANALYSIS*

## *CALDERA*

*Prepared For*

*PULTE GROUP*

*Prepared By*



*LINCKS & ASSOCIATES, INC.*  
*Engineers - Planners*  
*Tampa, Florida*

TRANSPORTATION ANALYSIS

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Prepared By

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State of Florida Authorization No. EB0004638

Revised June, 2022  
February, 2022

Project No. 21144

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

Date



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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) Trip Generation Manual, 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 Trip Generation Manual, 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)

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

(1) Source: ITE Trip Generation Manual, 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.

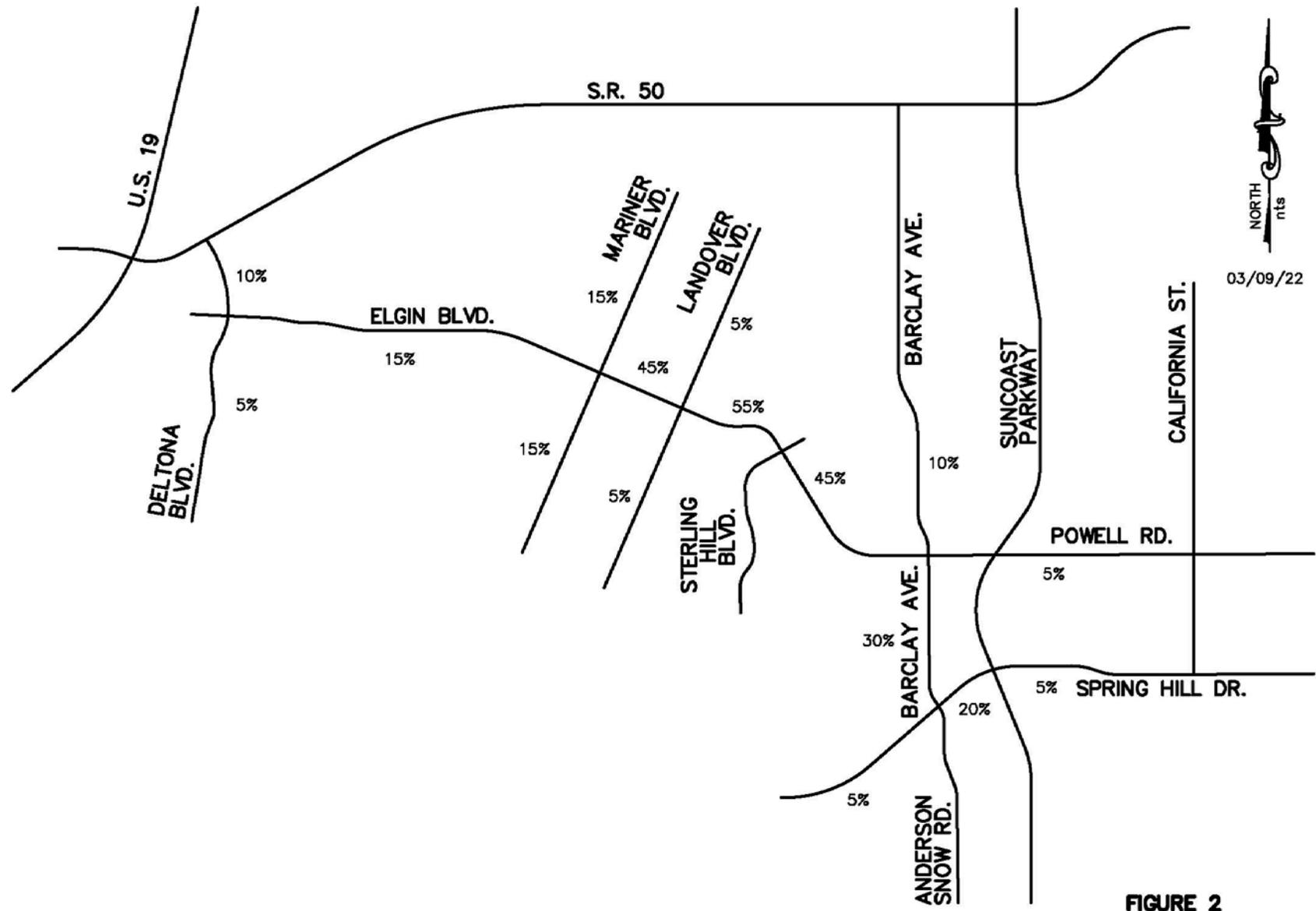
## STUDY AREA

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





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NORTH  
nts

**FIGURE 2**  
PROJECT TRAFFIC  
DISTRIBUTION





TABLE 2  
STUDY NETWORK DETERMINATION

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Lanes</u>	<u>Capacity (1)</u>	<u>Percent Project Distribution</u>	<u>Peak Hour Project Traffic</u>	<u>Percent Consumed</u>	<u>Study 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%	330	10.7%	Yes
Powell Rd	Barclay Ave	California 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

(1) 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.

2) 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



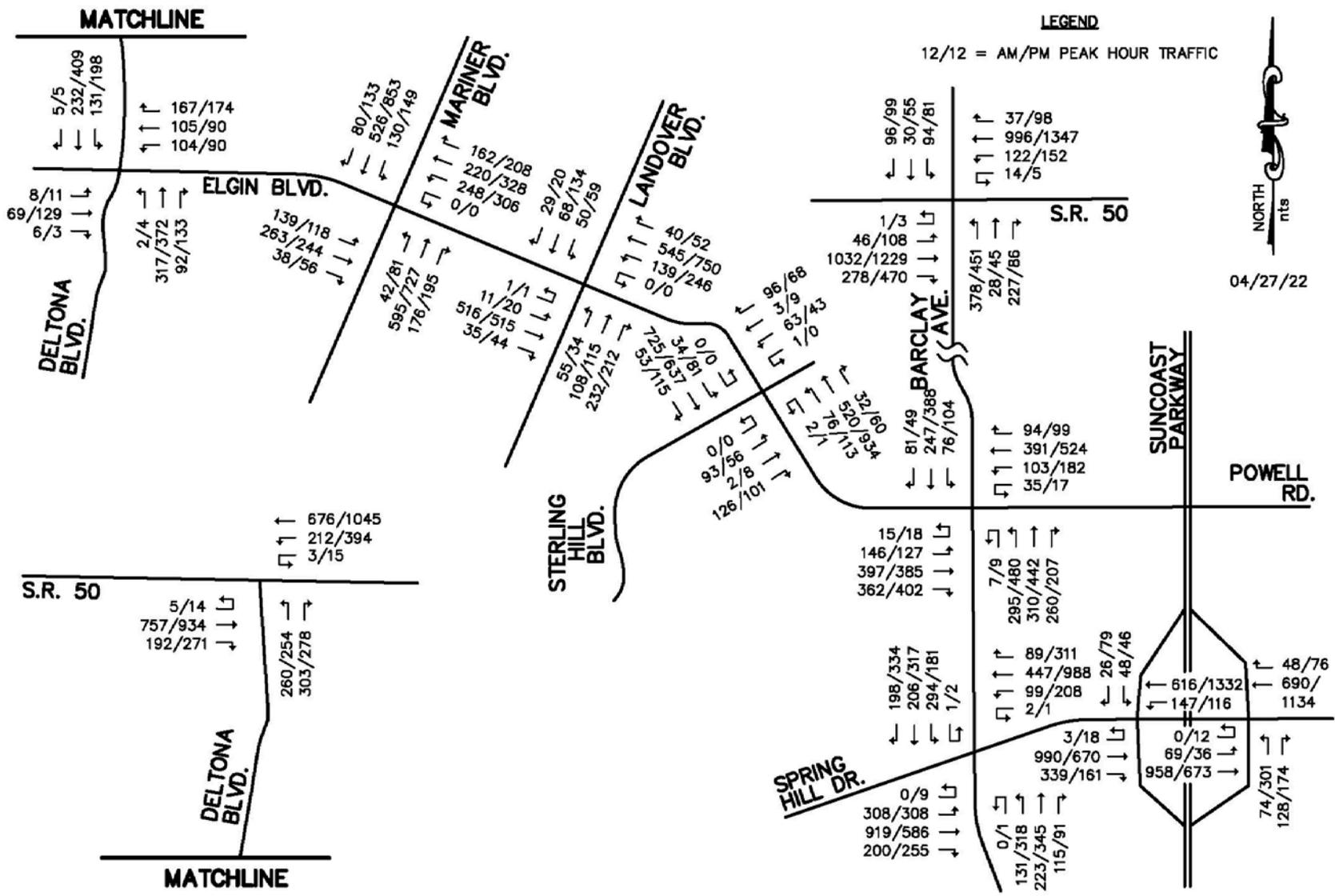
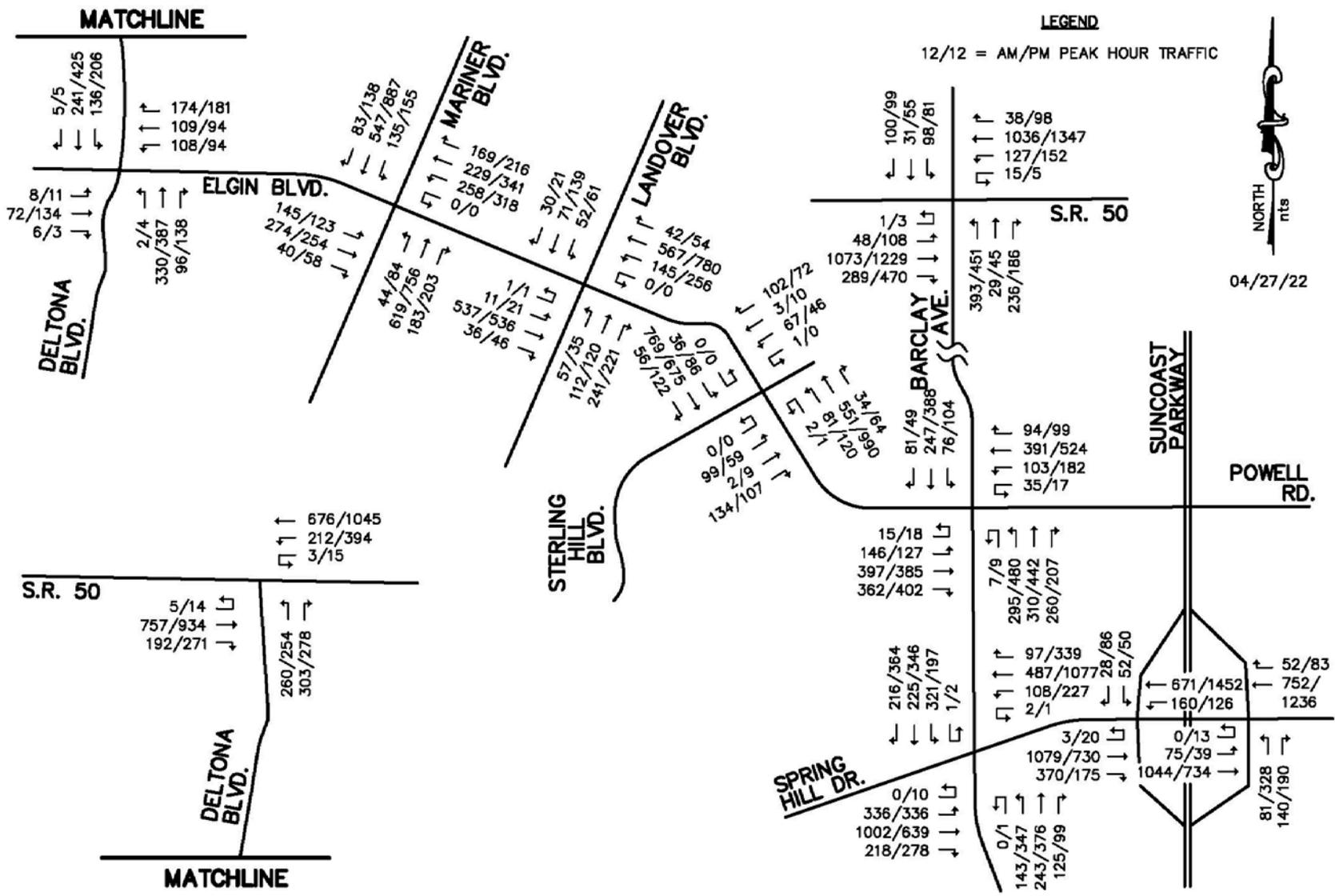


FIGURE 4  
EXISTING TRAFFIC



**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



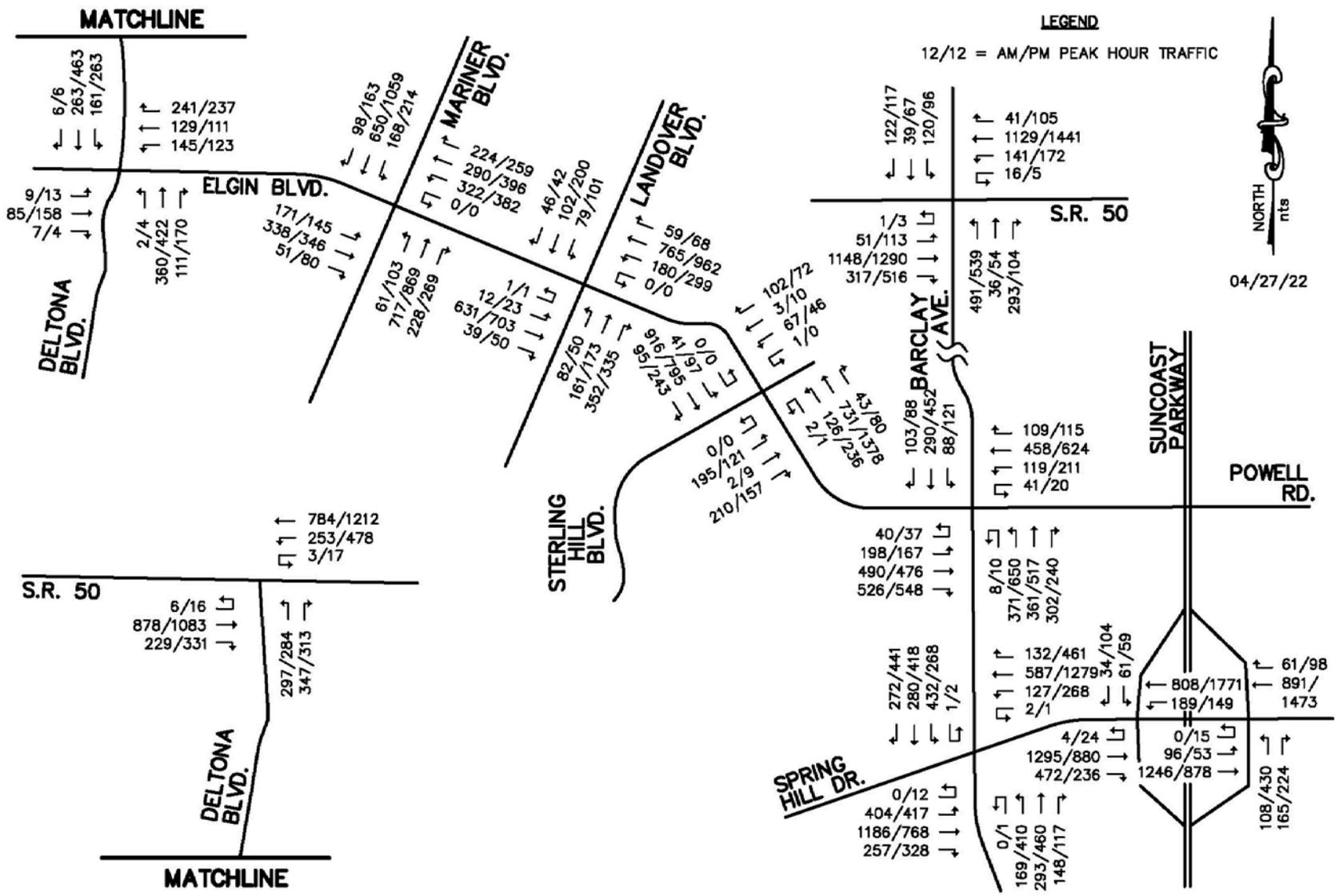


FIGURE 6  
BACKGROUND TRAFFIC





TABLE 3  
AM PEAK HOUR  
ARTERIAL ANALYSIS

Roadway	From	To	Background Traffic with Improvements			Background Plus Project Traffic with Background Improvements		
			Direction	Arterial Speed	Arterial LOS	Direction	Arterial Speed	Arterial LOS
Barclay Ave	Spring Hill Dr	SR 50	NB	32.4	B	NB	32.4	B
			SB	31.3	B	SB	31.1	B
Elgin Blvd	Deltona Blvd	Barclay Ave	EB	25.0	C	EB	23.8	C
			WB	24.0	C	WB	22.8	C
Spring Hill Dr	Barclay Ave	Suncoast Pkwy	EB	18.9	D	EB	20.7	D
			WB	15.5	E	WB	19.4	D



TABLE 4  
PM PEAK HOUR  
ARTERIAL ANALYSIS

Roadway	From	To	Background Traffic with Improvements			Background Plus Project Traffic with Background Improvements		
			Direction	Arterial Speed	Arterial LOS	Direction	Arterial Speed	Arterial LOS
Barclay Ave	Spring Hill Dr	SR 50	NB	31.5	B	NB	31.4	B
			SB	27.7	C	SB	27.0	C
Elgin Blvd	Deltona Blvd	Barclay Ave	EB	23.0	C	EB	19.9	D
			WB	23.1	C	WB	22.1	C
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	2030 Background Traffic Existing Geometry		Required Improvement	2030 Background Traffic Proposed Improvement		2030 Background Plus Project Traffic Background Improvement		Required Improvements
		Delay	LOS		Delay	LOS	Delay	LOS	
		Elgin Blvd and Deltona Blvd	AM		18.0	B	None	-		-	19.7	B	None
	PM	18.5	B		-	-	24.3	C	
Elgin Blvd and Mariner Blvd	AM	58.2	E	EBR, NBR	45.4	D	47.3	D	None
	PM	92.3	F	SBR, SBL	54.1	D	58.6	E	
Elgin Blvd and Landover Blvd	AM	30.7	C	NBR, SBL	23.2	C	24.9	C	None
	PM	41.8	D		27.1	C	37.5	D	
Elgin Blvd and Sterling Hill Blvd	AM	22.9	C	Signal Timings	24.1	C	34.2	C	None
	PM	28.3	C	Modification	25.3	C	39.6	D	
Elgin Blvd and Barclay Ave	AM	60.9	E	EBL, WBR, NBTR	45.6	D	47.7	D	None
	PM	106.9	F	SBR	57.1	E	65.0	E	
Barclay Ave and Spring Hill Dr	AM	49.6	D	NBR, SBT, SBR	41.9	D	41.1	D	None
	PM	72.8	E		52.3	D	56.4	E	
Barclay Ave and SR 50	AM	38.6	D	Signal Timings	36.1	D	36.5	D	None
	PM	48.0	D	Modification	44.5	D	47.6	D	
Deltona Blvd and SR 50	AM	21.9	C	None	-	-	22.6	C	None
	PM	30.8	C		-	-	32.5	C	
Spring Hill Dr and Suncoast SB Ramp	AM	11.2	B	None	-	-	12.8	B	None
	PM	12.6	B		-	-	14.4	B	
Spring Hill Dr and Suncoast NB Ramp	AM	15.7	B	None	-	-	11.8	B	None
	PM	26.0	C		-	-	29.1	C	

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

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Turn Lane Warranted (2)</u>	<u>Estimated Queue Length (3)</u>	<u>Deceleration Length (4)</u>	<u>Total Length</u>	<u>Existing Length</u>
Sterling Hill Blvd and Elgin Blvd	NBL	406/271	Existing	325'	155'	480'	360'
	WBL	186/444	Existing	375'	290'	665'	410'
Sterling Hill Blvd and Project Access E/F	NBL	0/0	Yes	50'	155'	205'	-
	SBL	5/18	Yes	50'	155'	205'	-
	SBR	47/162	Yes	0'	155'	155'	-
Sterling Hill Blvd and Project Access D/C	NBL	0/0	Yes	50'	155'	205'	-
	SBL	12/42	Yes	50'	155'	205'	-
	SBR	44/153	Yes	0'	155'	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 -  $18/30 \times 25 = 15'$  Use 50'

    Sterling Hill Blvd and Project Access D/C:

        SBL -  $42/30 \times 25 = 35'$  Use 50'

    Sterling Hill Blvd and Project Access A/B:

        SBL -  $88/30 \times 25 = 73'$  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 Statute 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.



APPENDIX



APPROVED METHODOLOGY





**LINCKS & ASSOCIATES, INC.**

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) Trip Generation Manual, 11<sup>th</sup> Edition, 2021, as its data base. Table 1 provides the trip generation for the proposed land use.

#### Distribution

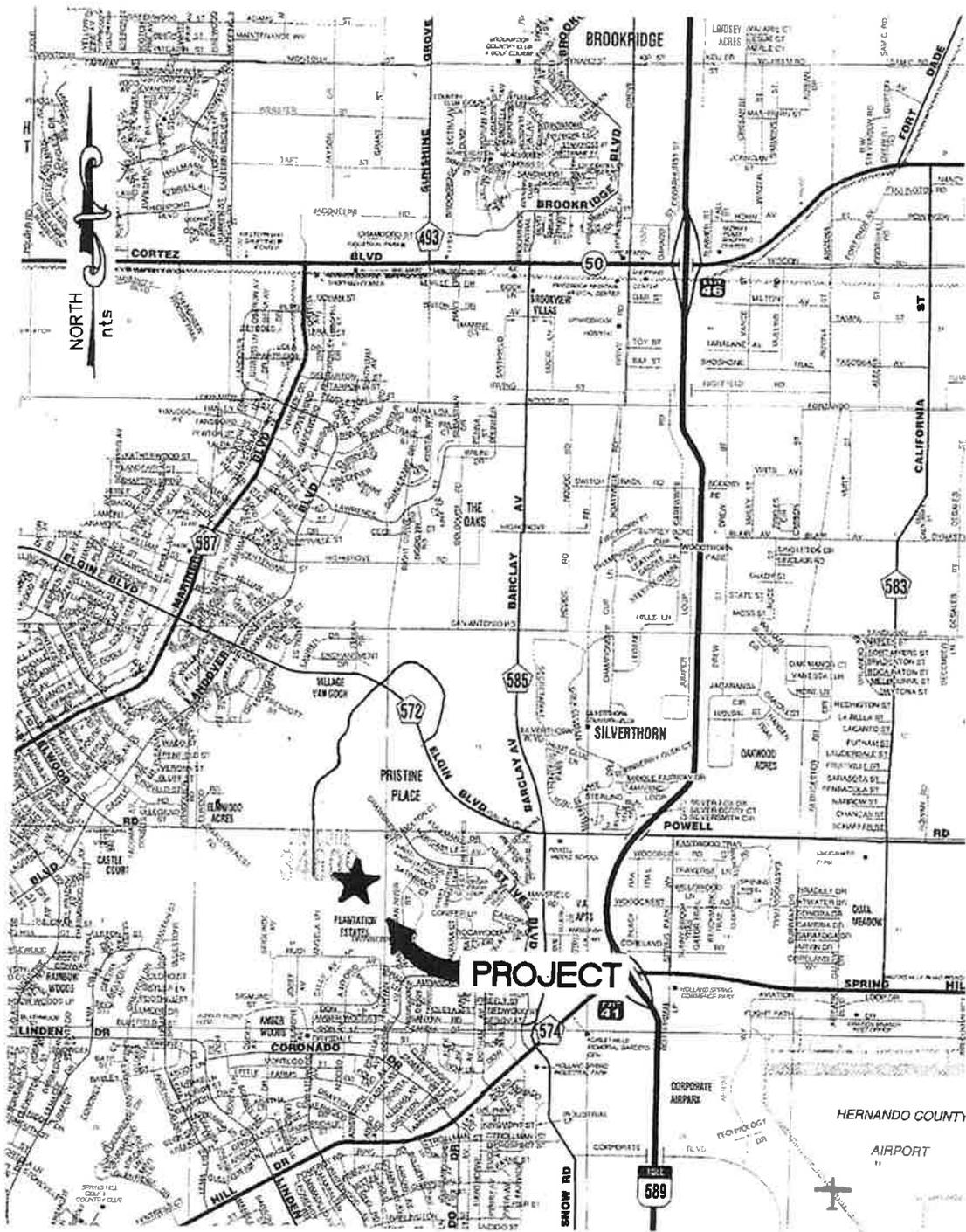
The distribution will be based on the existing development patterns in the vicinity of the project. Figure 2 illustrates the proposed project traffic distribution.

#### 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:

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

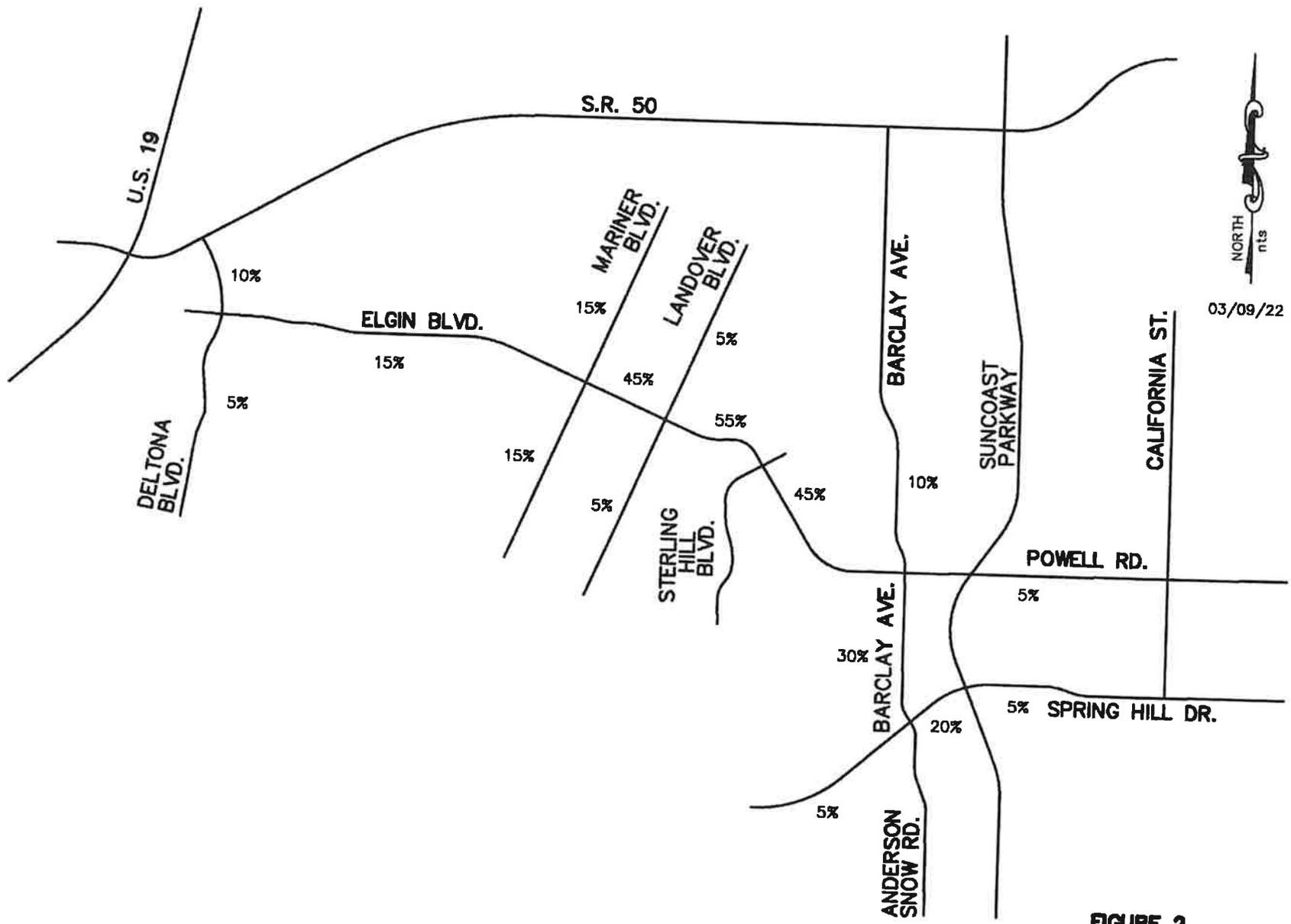


**FIGURE 1**  
**PROJECT LOCATION**

TABLE 1  
 ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

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

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



03/09/22

**FIGURE 2**  
**PROJECT TRAFFIC**  
**DISTRIBUTION**

TABLE 2  
STUDY NETWORK DETERMINATION

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Lanes</u>	<u>Capacity (1)</u>	<u>Percent Project Distribution</u>	<u>Peak Hour Project Traffic</u>	<u>Percent Consumed</u>	<u>Study 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	California 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

(1) Source: Hernando County Tier I spreadsheet.

- 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:

- 1) 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
- 2) 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:

- 1) 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.
- 2) 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.

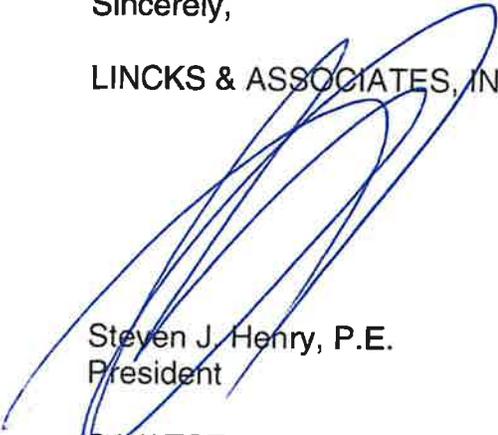
Please indicate your acceptance of the proposed methodology for the project by signing on the line provided below.

Mr. Ernie Lane  
March 9, 2022  
Page 8

Sincerely,

LINCKS & ASSOCIATES, INC.

I concur:



Steven J. Henry, P.E.  
President

Ernie Lane

Date

SJH/ TSF

Enclosures

APPENDIX



SITE PLAN



# DRAFT



### LEGEND

- IMPROVED WATERWAY PER
- PLANTING AREA PER
- ROAD RESERVATION
- UNIMPROVED LOT PER
- IMPROVED LOT PER

### SITE DATA

PROJECT NAME: [REDACTED]  
 DATE: [REDACTED]  
 SCALE: [REDACTED]  
 SHEET: [REDACTED]  
 TOTAL SHEETS: [REDACTED]



TYPICAL LOT DETAIL

CONCEPT PLAN: B

MEFFELL / CLYDEMAN PARCEL

SHEET

1

TRIP GENERATION



## PERIOD SETTING

<b>Analysis Name :</b>	Daily	<b>No :</b>	
<b>Project Name :</b>	Sterling Hill - Pulte	<b>City:</b>	
<b>Date:</b>	3/9/2022	<b>Zip/Postal Code:</b>	
<b>State/Province:</b>		<b>Client Name:</b>	
<b>Country:</b>		<b>Edition:</b>	Trip Generation Manual, 11th Ed
<b>Analyst's Name:</b>			

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) $\ln(T) = 0.92\ln(X) + 2.68$	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

<b>Total Entering</b>	3579
<b>Total Exiting</b>	3578
<b>Total Entering Reduction</b>	0
<b>Total Exiting Reduction</b>	0
<b>Total Entering Internal Capture Reduction</b>	0
<b>Total Exiting Internal Capture Reduction</b>	0
<b>Total Entering Pass-by Reduction</b>	0
<b>Total Exiting Pass-by Reduction</b>	0
<b>Total Entering Non-Pass-by Trips</b>	3579
<b>Total Exiting Non-Pass-by Trips</b>	3578

## PERIOD SETTING

<b>Analysis Name :</b>	AM Peak Hour	<b>No :</b>	
<b>Project Name :</b>	Sterling Hill - Pulte	<b>City:</b>	
<b>Date:</b>	3/9/2022	<b>Zip/Postal Code:</b>	
<b>State/Province:</b>		<b>Client Name:</b>	
<b>Country:</b>		<b>Edition:</b>	Trip Generation Manual, 11th Ed
<b>Analyst's Name:</b>			

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) $\ln(T) = 0.91\ln(X) + 0.12$	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

<b>Total Entering</b>	134
<b>Total Exiting</b>	383
<b>Total Entering Reduction</b>	0
<b>Total Exiting Reduction</b>	0
<b>Total Entering Internal Capture Reduction</b>	0
<b>Total Exiting Internal Capture Reduction</b>	0
<b>Total Entering Pass-by Reduction</b>	0
<b>Total Exiting Pass-by Reduction</b>	0
<b>Total Entering Non-Pass-by Trips</b>	134
<b>Total Exiting Non-Pass-by Trips</b>	383

## PERIOD SETTING

<b>Analysis Name :</b>	PM Peak Hour	<b>No :</b>	
<b>Project Name :</b>	Sterling Hill - Pulte	<b>City:</b>	
<b>Date:</b>	3/9/2022	<b>Zip/Postal Code:</b>	
<b>State/Province:</b>		<b>Client Name:</b>	
<b>Country:</b>		<b>Edition:</b>	Trip Generation Manual, 11th Ed
<b>Analyst's Name:</b>			

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) $\ln(T) = 0.94\ln(X) + 0.27$	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

<b>Total Entering</b>	463
<b>Total Exiting</b>	272
<b>Total Entering Reduction</b>	0
<b>Total Exiting Reduction</b>	0
<b>Total Entering Internal Capture Reduction</b>	0
<b>Total Exiting Internal Capture Reduction</b>	0
<b>Total Entering Pass-by Reduction</b>	0
<b>Total Exiting Pass-by Reduction</b>	0
<b>Total Entering Non-Pass-by Trips</b>	463
<b>Total Exiting Non-Pass-by Trips</b>	272

HERNANDO COUNTY  
CONCURRENCY MANAGEMENT SYSTEM  
TIER 1 TEST SPREADSHEETS









BACKGROUND TRAFFIC





# *TRANSPORTATION ANALYSIS*

## *STERLING HILL PHASE IV*

*Prepared For*

*DR HORTON*

*Prepared By*



*LINCKS & ASSOCIATES, INC.*  
*Engineers - Planners*  
*Tampa, Florida*

TRANSPORTATION ANALYSIS

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 J. HENRY  
Steven J. Henry, P.E.  
P.E. No. 51555  
Date  
ENGINEER

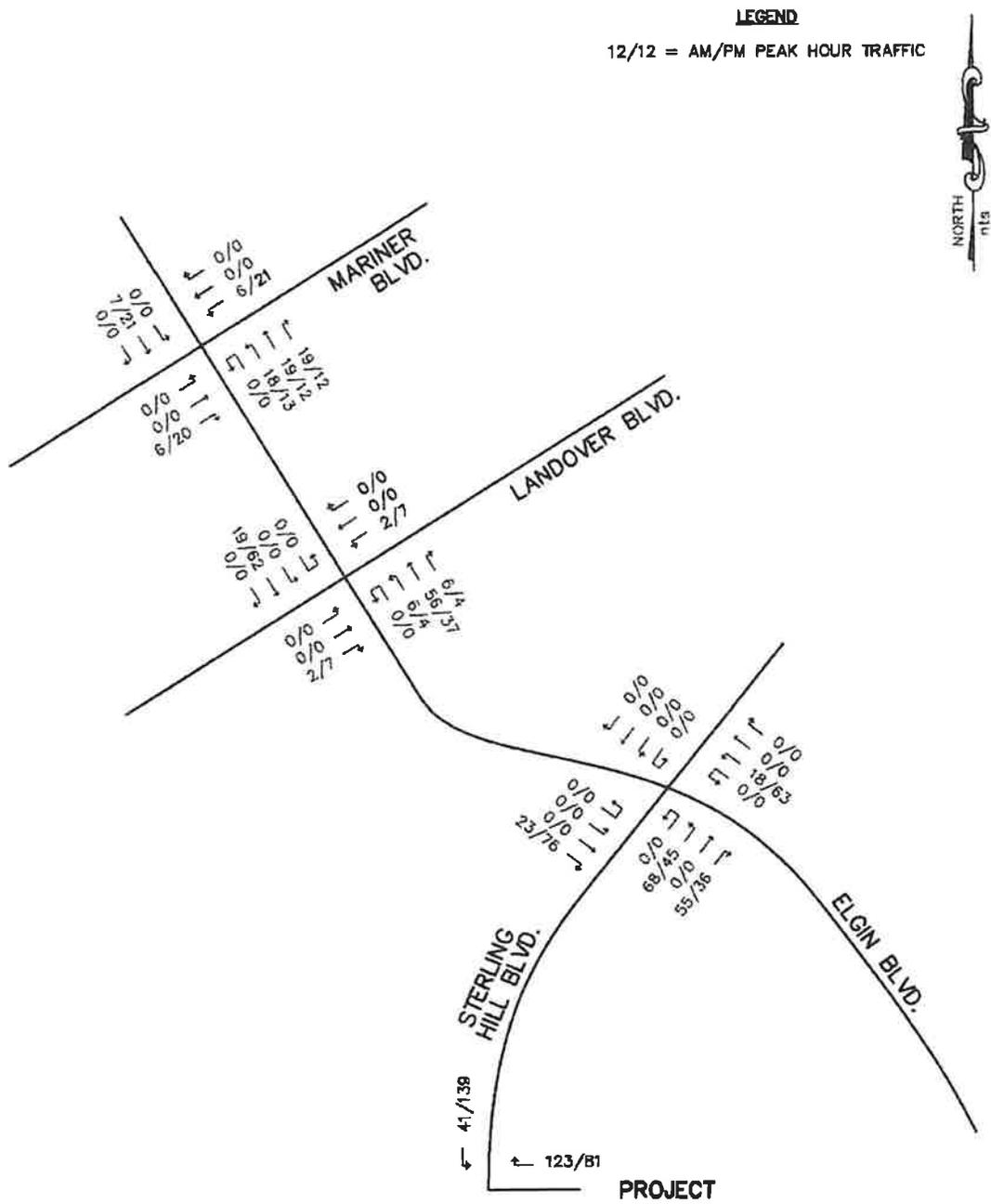




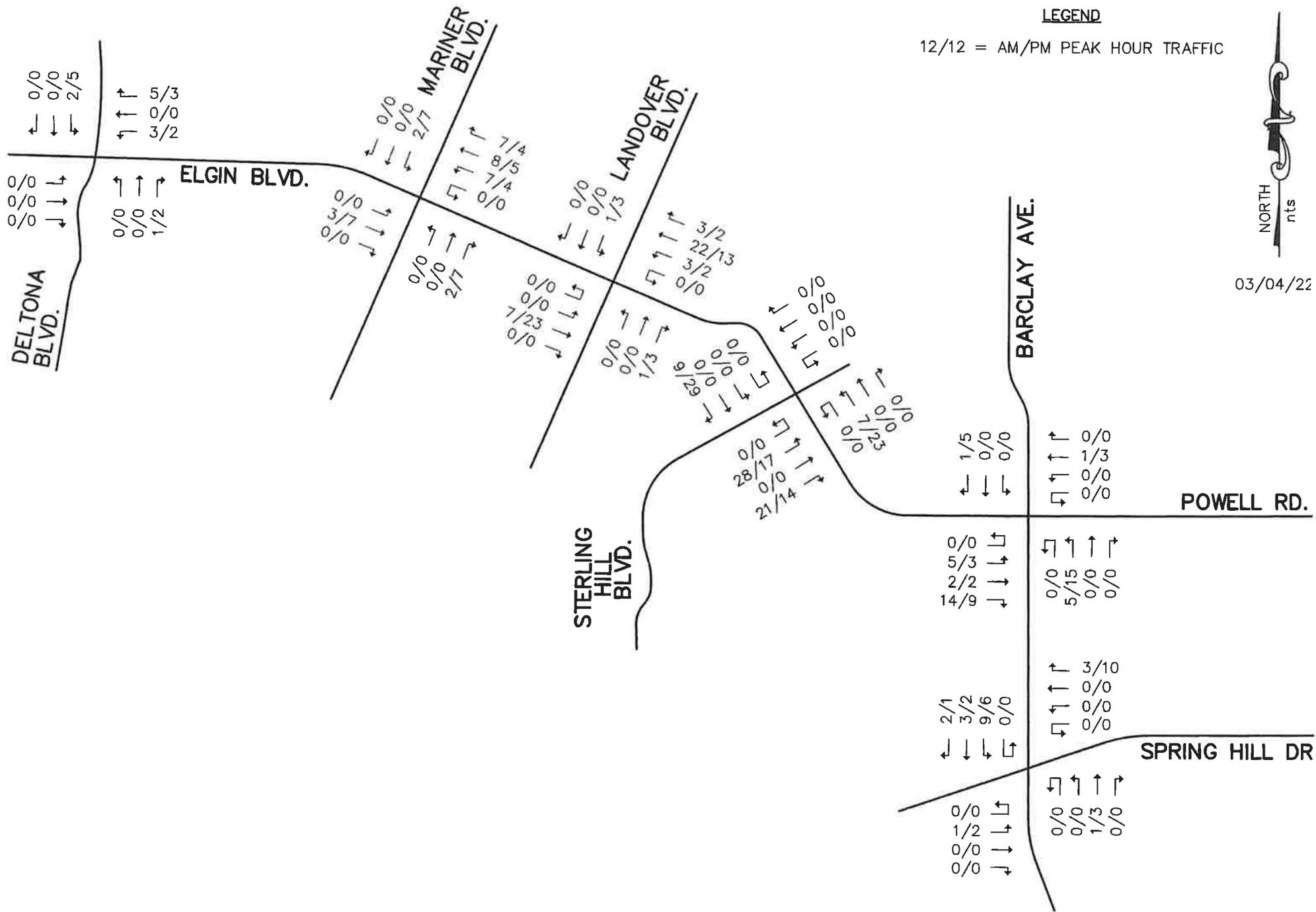
TABLE 1  
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
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**



03/04/22

**FIGURE A-2**  
**PINE VIEW GROVE**  
**ESTATES**

# *TRANSPORTATION ANALYSIS*

## *PINE VIEW GROVE ESTATES*

*Prepared For*

*PROCIVIL360*

*Prepared By*



*LINCKS & ASSOCIATES, INC.*  
*Engineers - Planners*  
*Tampa, Florida*

TRANSPORTATION ANALYSIS

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

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

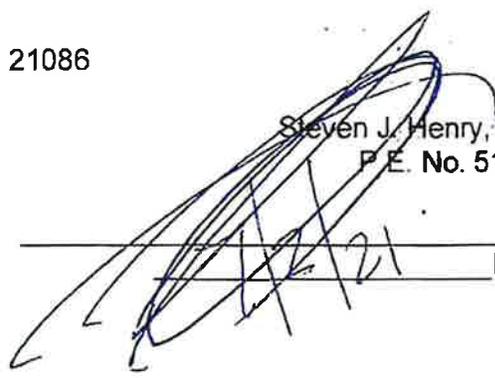
  
\_\_\_\_\_  
Date





TABLE 1  
ESTIMATED PROJECT TRIP ENDS (1)

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

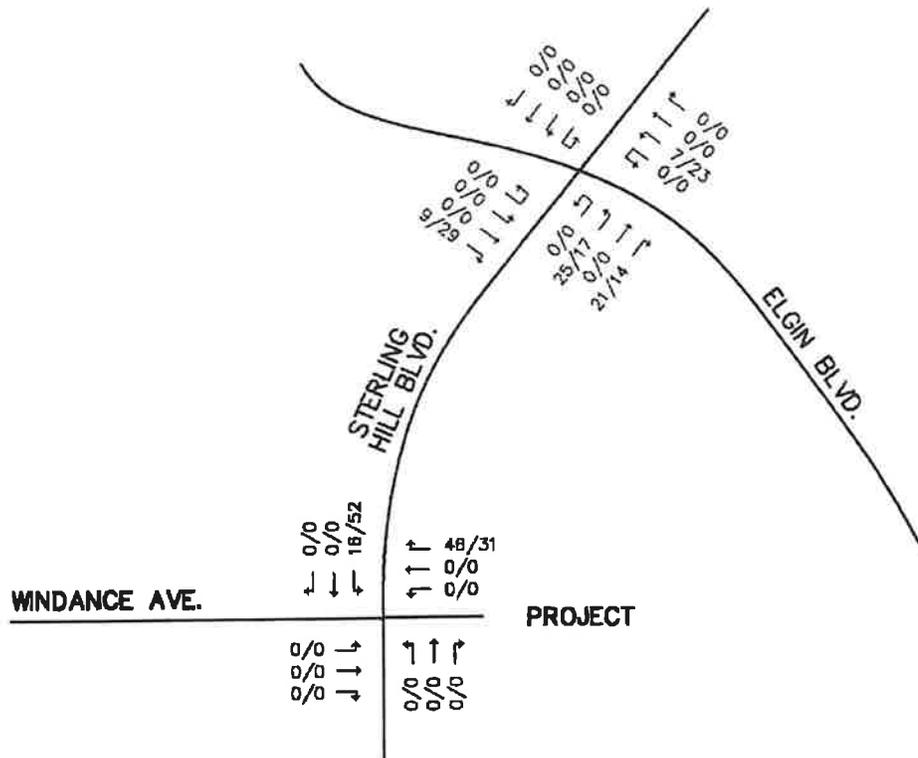
(1) Source: ITE Trip Generation Manual, 10th Edition.

**LEGEND**

12/12 = AM/PM PEAK HOUR TRAFFIC

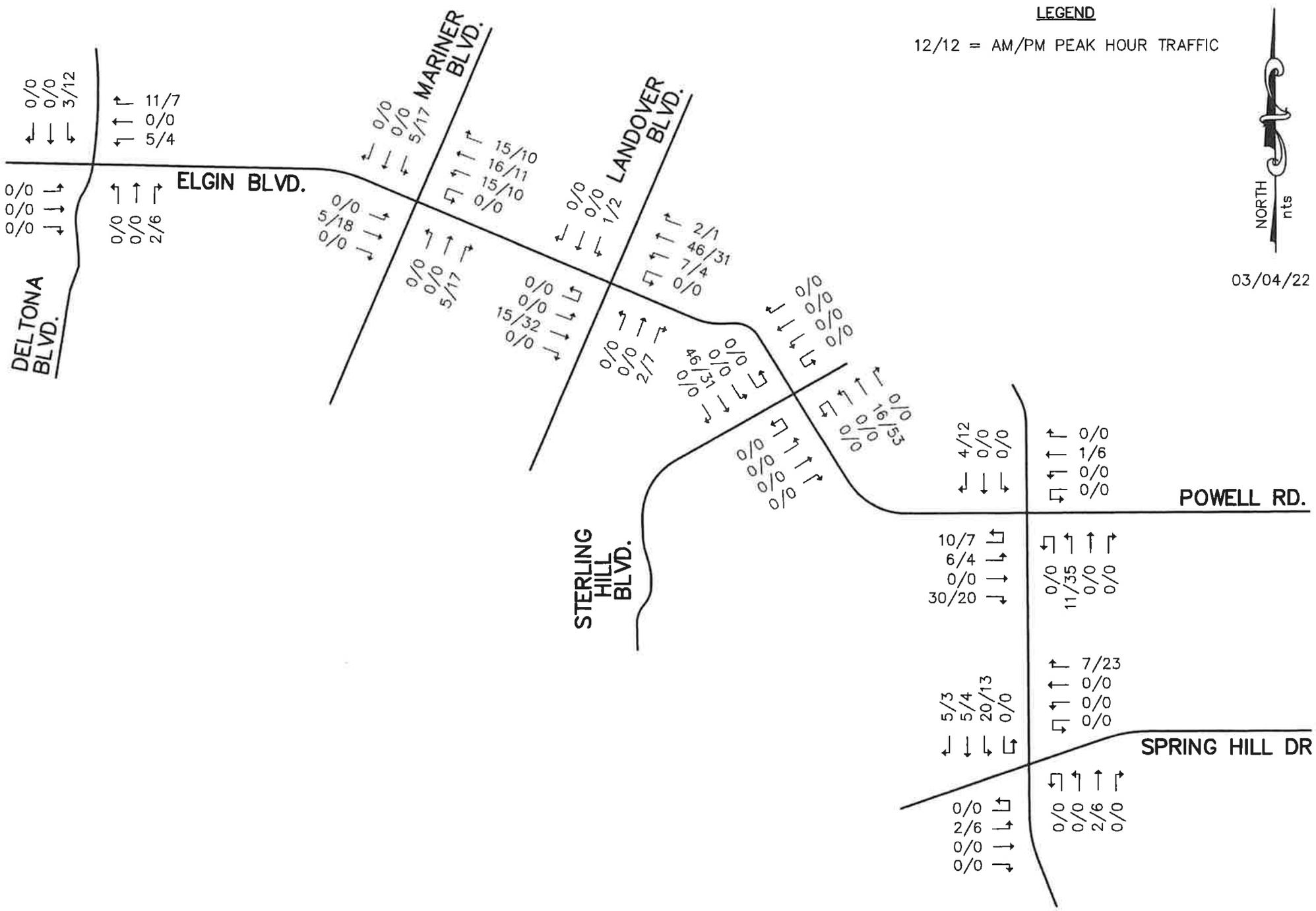


06/18/21



**FIGURE 3  
PROJECT TRAFFIC**





**FIGURE A-3**  
**VILLAGE VAN GOGH**

# *TRANSPORTATION ANALYSIS*

## *VILLAGE VAN GOGH*

*Prepared For*

*LENNAR*

*Prepared By*



*LINCKS & ASSOCIATES, INC.*

*Engineers - Planners*

*Tampa, Florida*

TRANSPORTATION ANALYSIS

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

Steven J. Henry, P.E.

P.E. No. 51555

Date





TABLE 1  
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

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

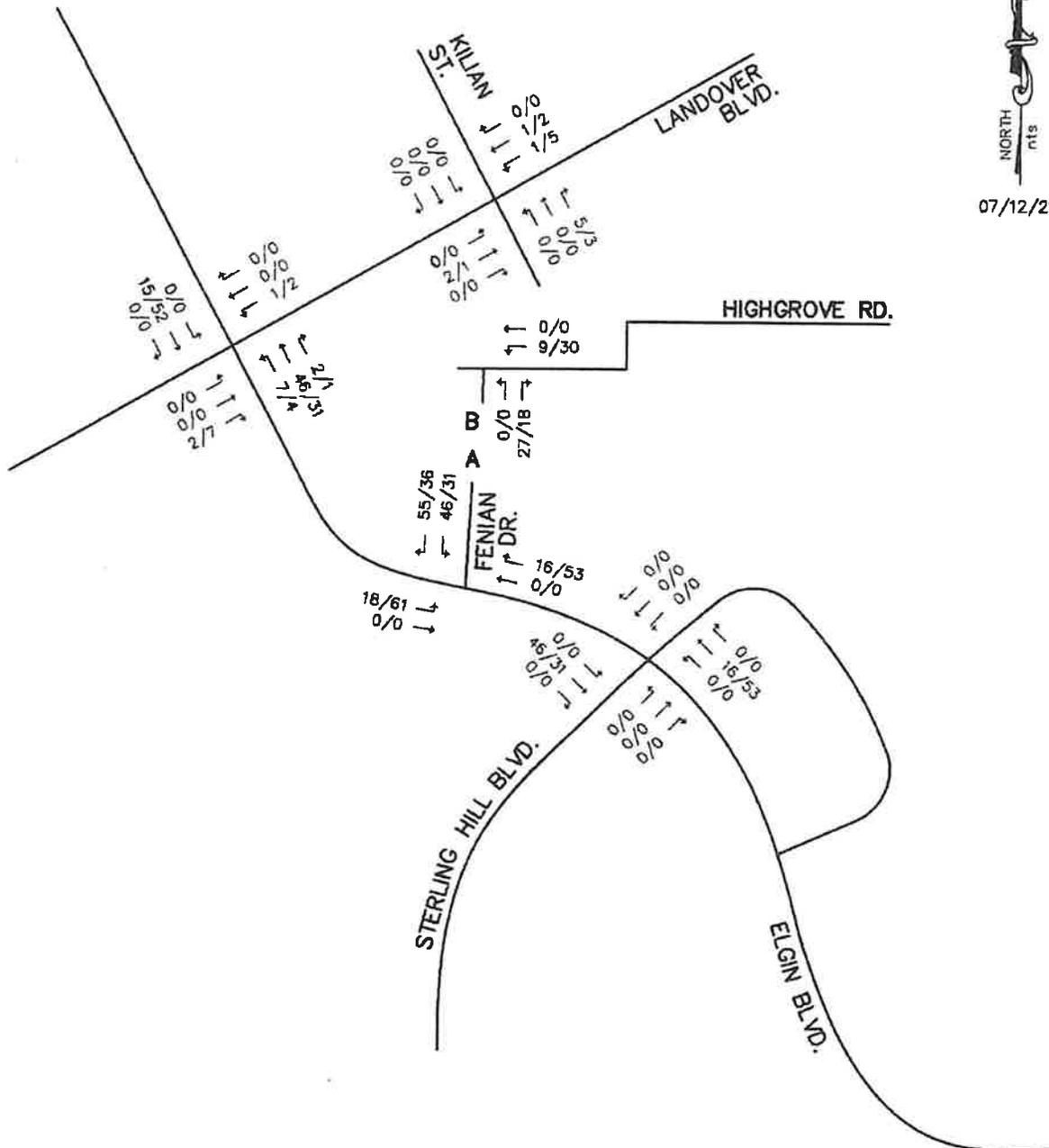
(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.

**LEGEND**

12/12 = AM/PM PEAK HOUR TRAFFIC



07/12/21



**FIGURE 3**  
**PROJECT TRAFFIC**





# *TRANSPORTATION ANALYSIS*

## *RAINBOW GLEN*

*Prepared For*

*LENNAR*

*Prepared By*



*LINCKS & ASSOCIATES, INC.*  
*Engineers - Planners*  
*Tampa, Florida*

TRANSPORTATION ANALYSIS

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

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

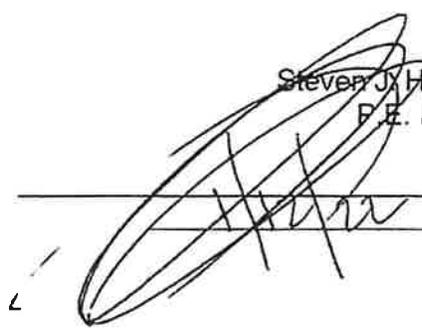
  
\_\_\_\_\_  
Date





TABLE 1  
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

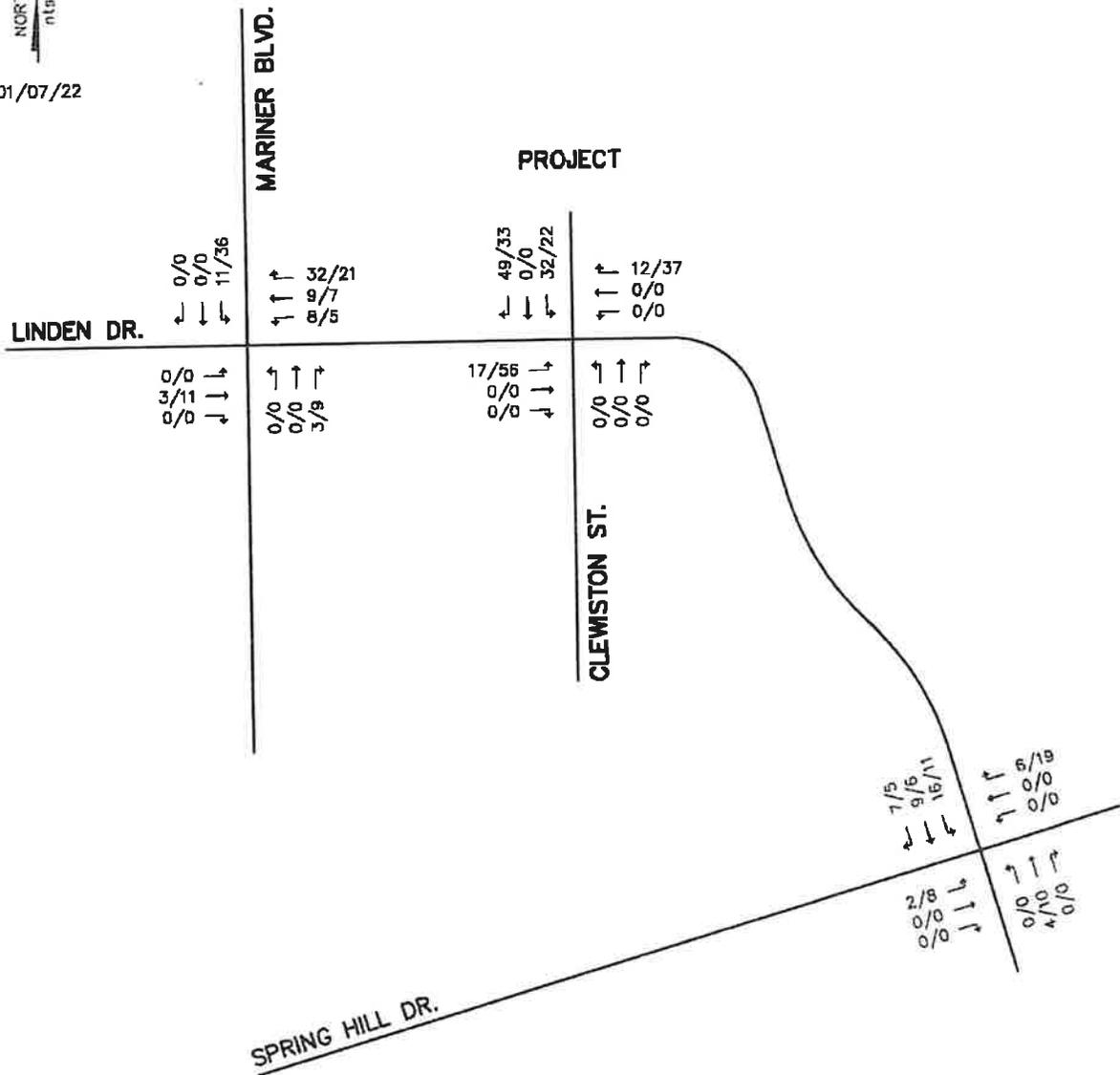
<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Single Family	210	153 DU's	1,492	29	81	110	93	55	148

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



**LEGEND**

12/12 = AM/PM PEAK HOUR TRAFFIC



**FIGURE 3  
PROJECT TRAFFIC**

TURNING MOVEMENT COUNTS





**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**

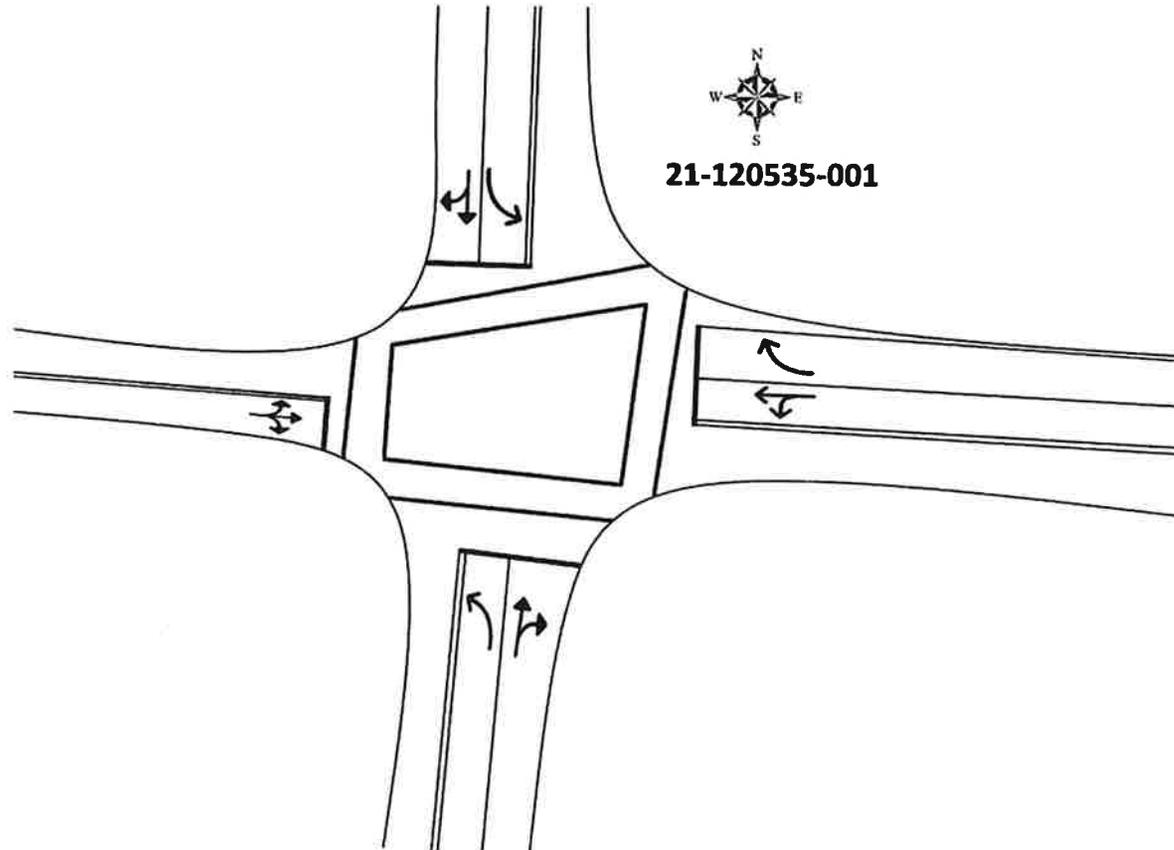
**SIGNAL TIMING**

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**



E/W Street: **CR 572/Elgin Blvd**

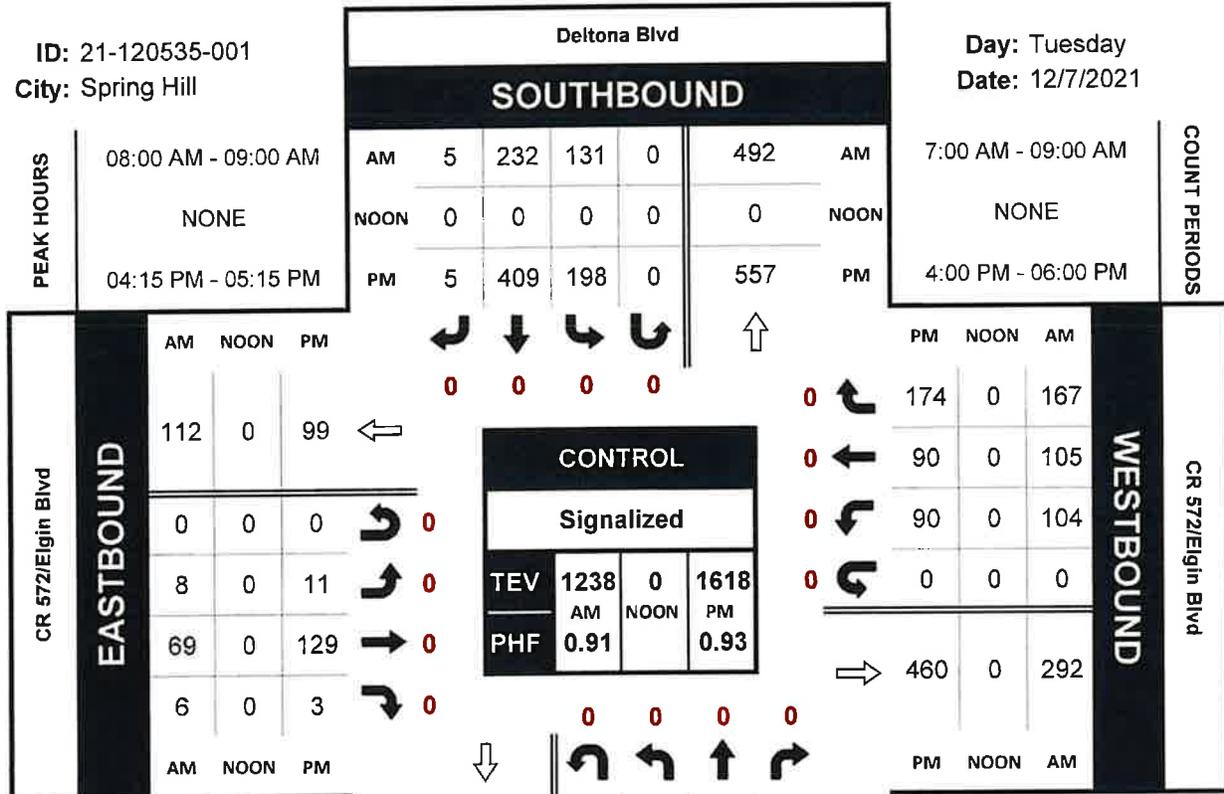
Speed: **35 MPH**

# Deltona Blvd & CR 572/Elgin Blvd

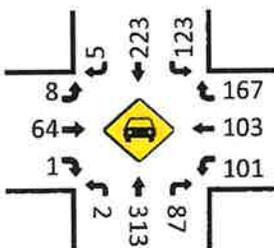
## Peak Hour Turning Movement Count

ID: 21-120535-001  
City: Spring Hill

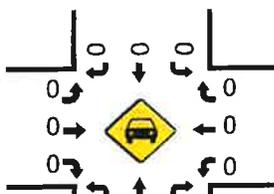
Day: Tuesday  
Date: 12/7/2021



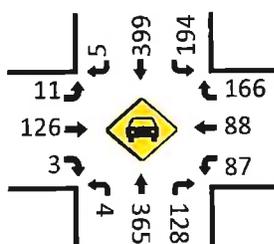
Cars (AM)



Cars (NOON)



Cars (PM)

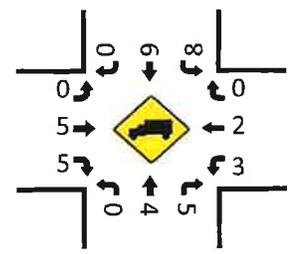


### NORTHBOUND

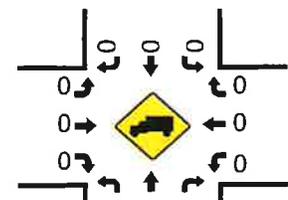
PM	502	0	4	372	133	PM
NOON	0	0	0	0	0	NOON
AM	342	0	2	317	92	AM

Deltona Blvd

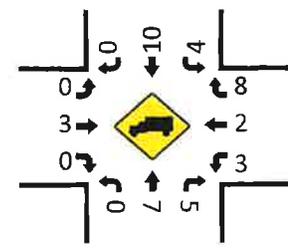
HT (AM)



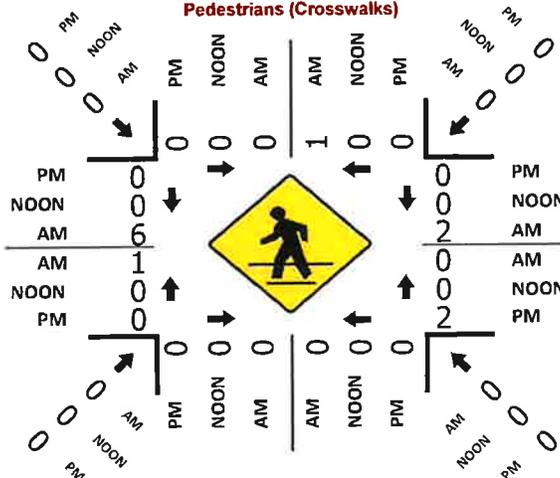
HT (NOON)



HT (PM)



### Pedestrians (Crosswalks)



# National Data & Surveying Services Intersection 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

NS/EW Streets:	Deltona Blvd				Deltona Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				<b>TOTAL</b>
	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	
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
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	3	687	147	0	219	457	8	0	12	129	10	0	165	214	310	0	2361
	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%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	2	317	92	0	131	232	5	0	8	69	6	0	104	105	167	0	1238
<b>PEAK HR FACTOR :</b>	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
	0.909				0.836				0.716				0.839				
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				<b>TOTAL</b>
	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	
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
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	9	689	237	0	366	765	9	0	18	227	7	0	182	166	331	0	3006
	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%	
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	4	372	133	0	198	409	5	0	11	129	3	0	90	90	174	0	1618
<b>PEAK HR FACTOR :</b>	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
	0.816				0.987				0.688				0.868				

# National Data & Surveying Services Intersection 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 - Cars

NS/EW Streets:	Deltona Blvd				Deltona Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	74	15	0	20	49	0	0	0	13	0	0	10	20	28	0	229
7:15 AM	0	79	15	0	25	41	1	0	1	8	1	0	11	29	40	0	251
7:30 AM	0	101	12	0	18	69	0	0	2	13	2	0	19	29	30	0	295
7:45 AM	1	109	11	0	19	55	1	0	1	21	0	0	19	27	38	0	302
8:00 AM	0	84	23	0	32	53	2	0	1	16	0	0	19	24	43	0	297
8:15 AM	1	58	18	0	41	63	1	0	4	22	1	0	25	22	35	0	291
8:30 AM	0	89	18	0	20	47	0	0	2	14	0	0	26	26	40	0	282
8:45 AM	1	82	28	0	30	60	2	0	1	12	0	0	31	31	49	0	327
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	3	676	140	0	205	437	7	0	12	119	4	0	160	208	303	0	2274
	0.37%	82.54%	17.09%	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%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																
<b>PEAK HR VOL :</b>	2	313	87	0	123	223	5	0	8	64	1	0	101	103	167	0	1197
<b>PEAK HR FACTOR :</b>	0.500	0.879	0.777	0.000	0.750	0.885	0.625	0.000	0.500	0.727	0.250	0.000	0.815	0.831	0.852	0.000	0.915
	0.905				0.836				0.676				0.836				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	1	70	25	0	46	87	2	0	1	16	2	0	25	21	22	0	318
4:15 PM	0	97	46	0	56	89	2	0	5	45	1	0	24	24	33	0	422
4:30 PM	1	107	43	0	47	101	1	0	2	26	0	0	25	16	39	0	408
4:45 PM	1	74	15	0	45	105	2	0	2	25	1	0	20	31	48	0	369
5:00 PM	2	87	24	0	46	104	0	0	2	30	1	0	18	17	46	0	377
5:15 PM	0	96	25	0	42	86	1	0	2	33	0	0	21	16	49	0	371
5:30 PM	1	79	28	0	40	93	1	0	2	27	1	0	20	21	38	0	351
5:45 PM	3	66	24	0	38	86	0	0	2	21	1	0	26	17	46	0	330
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	9	676	230	0	360	751	9	0	18	223	7	0	179	163	321	0	2946
	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%	
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>																
<b>PEAK HR VOL :</b>	4	365	128	0	194	399	5	0	11	126	3	0	87	88	166	0	1576
<b>PEAK HR FACTOR :</b>	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
	0.823			0.984				0.686				0.861					

# National Data & Surveying Services Intersection 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 - HT

NS/EW Streets:	Deltona Blvd				Deltona Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
7:00 AM	0	2	1	0	1	4	0	0	0	0	1	0	0	1	0	0	7
7:15 AM	0	1	1	0	0	1	1	0	0	1	0	0	1	1	3	0	15
7:30 AM	0	2	0	0	3	4	0	0	0	1	0	0	0	2	3	0	14
7:45 AM	0	2	0	0	2	2	0	0	0	3	0	0	0	0	0	0	8
8:00 AM	0	3	0	0	1	1	0	0	0	1	2	0	0	0	0	0	11
8:15 AM	0	0	4	0	4	1	0	0	0	1	1	0	0	0	0	0	9
8:30 AM	0	0	0	0	0	4	0	0	0	0	1	0	3	1	0	0	13
8:45 AM	0	1	1	0	3	3	0	0	0	3	1	0	0	1	0	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	11	7	0	14	20	1	0	0	10	6	0	5	6	7	0	87
<b>APPROACH %'s :</b>	0.00%	61.11%	38.89%	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%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																TOTAL
<b>PEAK HR VOL :</b>	0	4	5	0	8	9	0	0	0	5	5	0	3	2	0	0	41
<b>PEAK HR FACTOR :</b>	0.000	0.333	0.313	0.000	0.500	0.563	0.000	0.000	0.000	0.417	0.625	0.000	0.250	0.500	0.000	0.000	0.788
	0.563				0.708				0.625				0.313				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	1	0	12
4:15 PM	0	3	1	0	2	3	0	0	0	1	0	0	1	0	1	0	15
4:30 PM	0	2	3	0	1	2	0	0	0	0	0	0	1	2	4	0	5
4:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	2	0	10
5:00 PM	0	1	1	0	1	4	0	0	0	2	0	0	0	0	1	0	4
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	1	1	0	1	3	0	0	0	0	0	0	0	1	0	0	3
5:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	13	7	0	6	14	0	0	0	4	0	0	3	3	10	0	60
<b>APPROACH %'s :</b>	0.00%	65.00%	35.00%	0.00%	30.00%	70.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	18.75%	18.75%	62.50%	0.00%	
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>																TOTAL
<b>PEAK HR VOL :</b>	0	7	5	0	4	10	0	0	0	3	0	0	3	2	8	0	42
<b>PEAK HR FACTOR :</b>	0.000	0.583	0.417	0.000	0.500	0.625	0.000	0.000	0.000	0.375	0.000	0.000	0.750	0.250	0.500	0.000	0.700
	0.600				0.700				0.375				0.464				

# National Data & Surveying Services Intersection 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 - Bikes

NS/EW Streets:	Deltona Blvd				Deltona Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	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	0	1	0	0	0	0	0	0
7:30 AM	1	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	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	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>0</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	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

NS/EW Streets:	Deltona Blvd				Deltona Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	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	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>																<b>0</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR FACTOR :</b>	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

# National Data & Surveying Services Intersection Turning Movement

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

## Count

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

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Deltona Blvd		Deltona Blvd		CR 572/Elgin Blvd		CR 572/Elgin Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	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	0	0	0	0	3	3
8:15 AM	0	0	0	0	0	0	1	3	5
8:30 AM	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	2	0	0	2
<b>TOTAL VOLUMES :</b>	EB 0	WB 1	EB 0	WB 0	NB 0	SB 2	NB 1	SB 6	TOTAL 10
<b>APPROACH %'s :</b>	0.00%	100.00%			0.00%	100.00%	14.29%	85.71%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>								TOTAL 10
<b>PEAK HR VOL :</b>	0	1	0	0	0	2	1	6	10
<b>PEAK HR FACTOR :</b>		0.250				0.250	0.250	0.500	0.500
		0.250				0.250		0.438	

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	2	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 0	WB 0	EB 0	WB 0	NB 2	SB 0	NB 0	SB 1	TOTAL 3
<b>APPROACH %'s :</b>					100.00%	0.00%	0.00%	100.00%	
<b>PEAK HR :</b>	<b>04:15 PM - 05:15 PM</b>								TOTAL 2
<b>PEAK HR VOL :</b>	0	0	0	0	2	0	0	0	2
<b>PEAK HR FACTOR :</b>					0.250	0.250			0.250
						0.250			







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

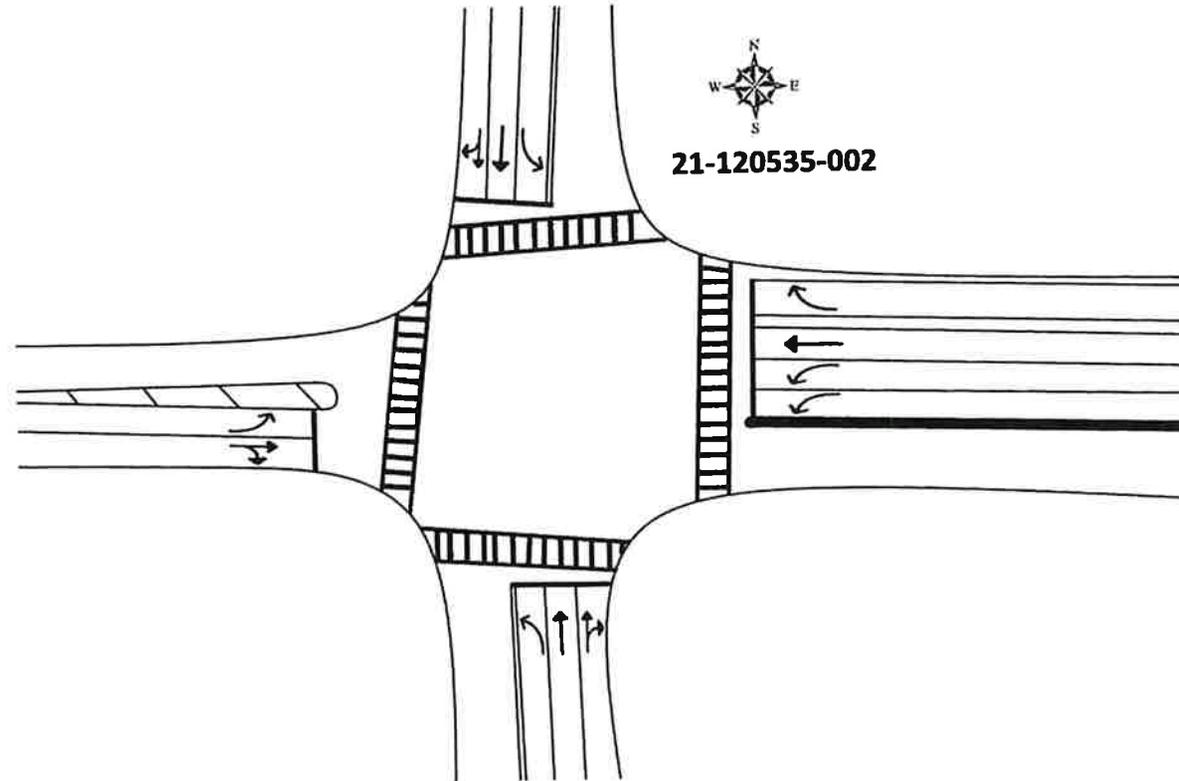
SIGNAL TIMING

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

Speed: 45 MPH



E/W Street: CR 572/Elgin Blvd

Speed: 40 MPH



# National Data & Surveying Services Intersection 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

NS/EW Streets:	Mariner Blvd				Mariner Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	5	81	40	0	23	86	10	0	28	75	4	0	48	34	25	0	459	
7:15 AM	4	121	50	0	27	78	9	0	25	90	8	0	41	30	27	0	510	
7:30 AM	6	152	53	0	18	103	8	0	29	57	4	0	61	60	40	0	591	
7:45 AM	13	160	36	0	14	86	16	0	34	66	6	0	51	57	50	0	589	
8:00 AM	15	141	36	0	30	106	18	0	38	65	6	0	43	42	35	0	575	
8:15 AM	11	139	57	0	38	150	25	0	35	74	14	0	78	50	51	0	722	
8:30 AM	6	158	43	0	39	143	22	0	40	63	11	0	53	54	38	0	670	
8:45 AM	10	157	40	0	23	127	15	0	26	61	7	0	74	74	38	0	652	
<b>TOTAL VOLUMES :</b>	NL 70	NT 1109	NR 355	NU 0	SL 212	ST 879	SR 123	SU 0	EL 255	ET 551	ER 60	EU 0	WL 449	WT 401	WR 304	WU 0	TOTAL 4768	
<b>APPROACH %'s :</b>	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%		
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																	TOTAL 2619
<b>PEAK HR VOL :</b>	42	595	176	0	130	526	80	0	139	263	38	0	248	220	162	0		
<b>PEAK HR FACTOR :</b>	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	
	0.982				0.864				0.894				0.847					
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	10	163	43	0	44	212	35	0	24	58	23	0	57	61	30	0	760	
4:15 PM	12	165	48	0	41	208	39	0	12	66	26	0	66	77	43	0	803	
4:30 PM	14	168	44	0	38	230	29	0	40	62	16	0	97	92	74	0	904	
4:45 PM	15	188	57	0	33	212	36	0	19	61	19	0	79	86	47	0	852	
5:00 PM	14	176	47	0	43	191	29	0	33	56	9	0	53	73	34	0	758	
5:15 PM	38	195	47	0	35	220	39	0	26	65	12	0	77	77	53	0	884	
5:30 PM	13	186	51	0	37	207	30	0	28	71	9	0	63	74	34	0	803	
5:45 PM	7	179	58	0	35	182	30	0	29	70	5	0	55	84	30	0	764	
<b>TOTAL VOLUMES :</b>	NL 123	NT 1420	NR 395	NU 0	SL 306	ST 1662	SR 267	SU 0	EL 211	ET 509	ER 119	EU 0	WL 547	WT 624	WR 345	WU 0	TOTAL 6528	
<b>APPROACH %'s :</b>	6.35%	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%		
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																	TOTAL 3398
<b>PEAK HR VOL :</b>	81	727	195	0	149	853	133	0	118	244	56	0	306	328	208	0		
<b>PEAK HR FACTOR :</b>	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	
	0.896				0.955				0.886				0.800					

# National Data & Surveying Services Intersection 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 - Cars

NS/EW Streets:	Mariner Blvd				Mariner Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	5	81	40	0	22	84	9	0	28	74	4	0	46	33	24	0	450	
7:15 AM	4	118	48	0	26	78	9	0	24	90	8	0	40	30	26	0	501	
7:30 AM	5	149	52	0	18	101	8	0	29	54	4	0	60	55	40	0	575	
7:45 AM	12	159	35	0	14	85	16	0	34	65	6	0	51	53	47	0	577	
8:00 AM	14	138	35	0	28	100	18	0	36	61	6	0	40	40	35	0	551	
8:15 AM	11	137	55	0	38	144	25	0	34	73	14	0	76	50	51	0	708	
8:30 AM	6	155	41	0	39	141	22	0	39	62	10	0	52	54	36	0	657	
8:45 AM	10	153	38	0	23	125	15	0	25	60	6	0	74	73	37	0	639	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	67	1090	344	0	208	858	122	0	249	539	58	0	439	388	296	0	4658	
	4.46%	72.62%	22.92%	0.00%	17.51%	72.22%	10.27%	0.00%	29.43%	63.71%	6.86%	0.00%	39.09%	34.55%	26.36%	0.00%		
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																	TOTAL
<b>PEAK HR VOL :</b>	41	583	169	0	128	510	80	0	134	256	36	0	242	217	159	0	2555	
<b>PEAK HR FACTOR :</b>	0.732	0.940	0.768	0.000	0.821	0.885	0.800	0.000	0.859	0.877	0.643	0.000	0.796	0.743	0.779	0.000	0.902	
	0.977				0.867				0.880				0.840					
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	10	160	42	0	44	209	34	0	23	56	23	0	57	61	28	0	747	
4:15 PM	12	160	48	0	41	206	38	0	12	61	26	0	65	74	42	0	785	
4:30 PM	14	168	43	0	38	225	28	0	39	61	16	0	95	88	73	0	888	
4:45 PM	15	188	55	0	33	211	35	0	19	58	19	0	77	85	46	0	841	
5:00 PM	13	175	47	0	43	188	29	0	33	53	9	0	53	72	34	0	749	
5:15 PM	38	195	46	0	35	219	39	0	26	62	12	0	77	77	53	0	879	
5:30 PM	13	185	50	0	37	205	29	0	28	69	9	0	63	71	34	0	793	
5:45 PM	7	176	58	0	35	179	30	0	29	68	5	0	54	82	30	0	753	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	122	1407	389	0	306	1642	262	0	209	488	119	0	541	610	340	0	6435	
	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%	22.80%	0.00%		
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																	TOTAL
<b>PEAK HR VOL :</b>	80	726	191	0	149	843	131	0	117	234	56	0	302	322	206	0	3357	
<b>PEAK HR FACTOR :</b>	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	0.705	0.000	0.945	
	0.893				0.958				0.877				0.811					

# National Data & Surveying Services Intersection 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 - HT

NS/EW Streets:	Mariner Blvd				Mariner Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	0	0	0	0	1	2	1	0	0	1	0	0	2	1	1	0	9	
7:15 AM	0	3	2	0	1	0	0	0	1	0	0	0	1	0	1	0	9	
7:30 AM	1	3	1	0	0	2	0	0	0	3	0	0	1	5	0	0	16	
7:45 AM	1	1	1	0	0	1	0	0	0	1	0	0	0	4	3	0	12	
8:00 AM	1	3	1	0	2	6	0	0	2	4	0	0	3	2	0	0	24	
8:15 AM	0	2	2	0	0	6	0	0	1	1	0	0	2	0	0	0	14	
8:30 AM	0	3	2	0	0	2	0	0	1	1	1	0	1	0	2	0	13	
8:45 AM	0	4	2	0	0	2	0	0	1	1	1	0	0	1	1	0	13	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	3	19	11	0	4	21	1	0	6	12	2	0	10	13	8	0	110	
	9.09%	57.58%	33.33%	0.00%	15.38%	80.77%	3.85%	0.00%	30.00%	60.00%	10.00%	0.00%	32.26%	41.94%	25.81%	0.00%		
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																	TOTAL
<b>PEAK HR VOL :</b>	1	12	7	0	2	16	0	0	5	7	2	0	6	3	3	0	64	
<b>PEAK HR FACTOR :</b>	0.250	0.750	0.875	0.000	0.250	0.667	0.000	0.000	0.625	0.438	0.500	0.000	0.500	0.375	0.375	0.000	0.667	
	0.833				0.563				0.583				0.600					
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	0	3	1	0	0	3	1	0	1	2	0	0	0	0	2	0	13	
4:15 PM	0	5	0	0	0	2	1	0	0	5	0	0	1	3	1	0	18	
4:30 PM	0	0	1	0	0	5	1	0	1	1	0	0	2	4	1	0	16	
4:45 PM	0	0	2	0	0	1	1	0	0	3	0	0	2	1	1	0	11	
5:00 PM	1	1	0	0	0	3	0	0	0	3	0	0	0	1	0	0	9	
5:15 PM	0	0	1	0	0	1	0	0	0	3	0	0	0	0	0	0	5	
5:30 PM	0	1	1	0	0	2	1	0	0	2	0	0	0	3	0	0	10	
5:45 PM	0	3	0	0	0	3	0	0	0	2	0	0	1	2	0	0	11	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	1	13	6	0	0	20	5	0	2	21	0	0	6	14	5	0	93	
	5.00%	65.00%	30.00%	0.00%	0.00%	80.00%	20.00%	0.00%	8.70%	91.30%	0.00%	0.00%	24.00%	56.00%	20.00%	0.00%		
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																	TOTAL
<b>PEAK HR VOL :</b>	1	1	4	0	0	10	2	0	1	10	0	0	4	6	2	0	41	
<b>PEAK HR FACTOR :</b>	0.250	0.250	0.500	0.000	0.000	0.500	0.500	0.000	0.250	0.833	0.000	0.000	0.500	0.375	0.500	0.000	0.641	
	0.750				0.500				0.917				0.429					



# National Data & Surveying Services Intersection Turning Movement Count

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

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

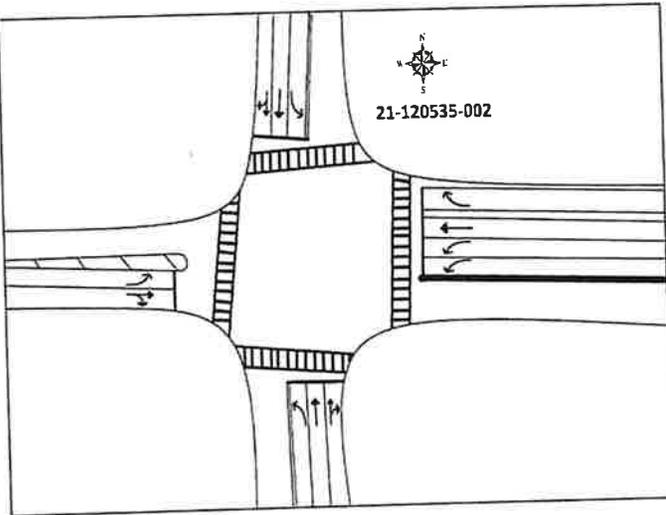
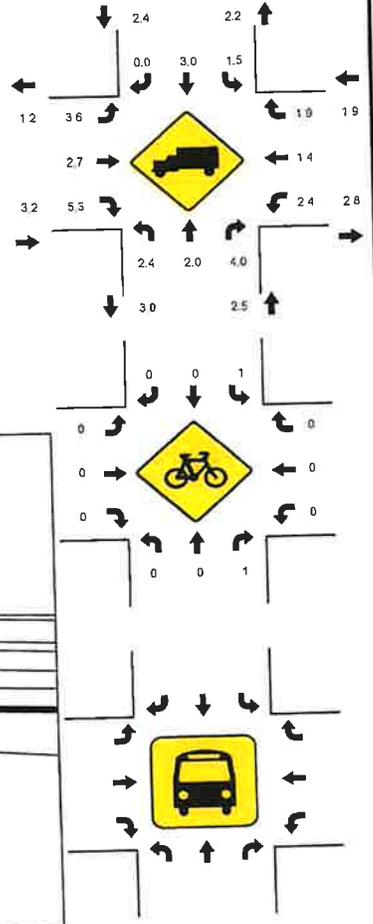
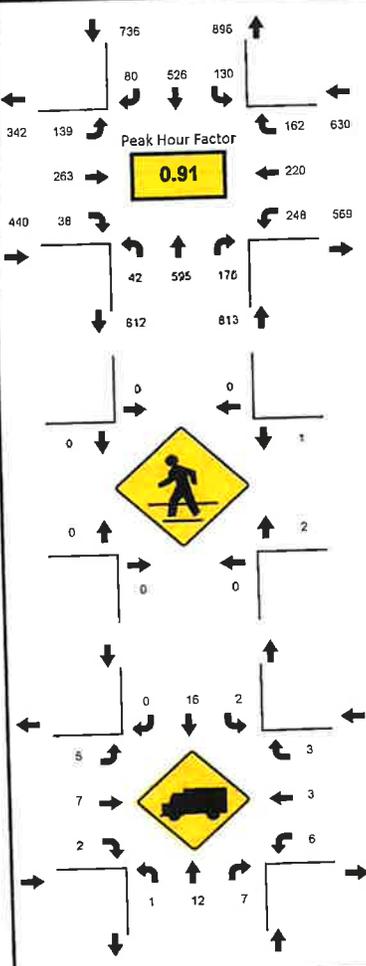
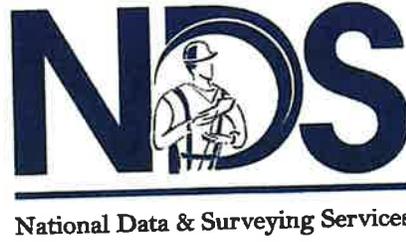
## Data - Pedestrians (Crosswalks)

NS/EW Streets:	Mariner Blvd		Mariner Blvd		CR 572/Elgin Blvd		CR 572/Elgin Blvd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>AM</b>									
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	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	0	2	0	0	0	2
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	2	1	0	0	3
<b>APPROACH %'s :</b>					66.67%	33.33%			
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>				2	1	0	0	3
<b>PEAK HR VOL :</b>	0	0	0	0	0.250	0.250			0.375
<b>PEAK HR FACTOR :</b>					0.375				

NS/EW Streets:	Mariner Blvd		Mariner Blvd		CR 572/Elgin Blvd		CR 572/Elgin Blvd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>PM</b>									
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	1	0	0	1	0	0	1	3
<b>APPROACH %'s :</b>	0.00%	100.00%			100.00%	0.00%	0.00%	100.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>				1	0	0	0	2
<b>PEAK HR VOL :</b>	0	1	0	0	0.250	0			0.250
<b>PEAK HR FACTOR :</b>		0.250			0.250				

LOCATION: Mariner Blvd & CR 572/Elgin Blvd  
CITY/STATE: Spring Hill, FL

Peak-Hour: 08:00 AM - 09:00 AM  
Peak 15-Minute: 08:15 AM - 08:30 AM



15-Min Count Period Beginning At	Mariner Blvd Northbound					Mariner Blvd Southbound					CR 572/Elgin Blvd Eastbound					CR 572/Elgin Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'		
7:00 AM	5	81	40	0	0	23	86	10	0	0	28	75	4	0	0	48	34	25	0	0	459	2149
7:15 AM	4	121	50	0	0	27	78	9	0	0	25	90	8	0	0	41	30	27	0	0	510	2265
7:30 AM	6	152	53	0	0	18	103	8	0	0	29	57	4	0	0	61	60	40	0	0	589	2556
7:45 AM	13	160	36	0	0	14	86	16	0	0	34	66	6	0	0	51	57	50	0	0	575	2619
8:00 AM	15	141	36	0	0	30	106	18	0	0	38	65	6	0	0	43	42	35	0	0	722	2044
8:15 AM	11	139	57	0	0	38	150	25	0	0	35	74	14	0	0	78	50	51	0	0	670	1322
8:30 AM	6	158	43	0	0	39	143	22	0	0	40	63	11	0	0	53	54	38	0	0	652	652
8:45 AM	10	157	40	0	0	23	127	15	0	0	26	61	7	0	0	74	74	38	0	0		
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	60	632	228	0	0	156	600	100	0	0	160	296	56	0	0	312	296	204	0	0	3100	
Heavy Trucks	4	16	8	0	0	8	24	0	0	0	8	16	4	0	0	12	8	8	0	0	116	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Bicycles	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Buses																						
Stopped Buses																						



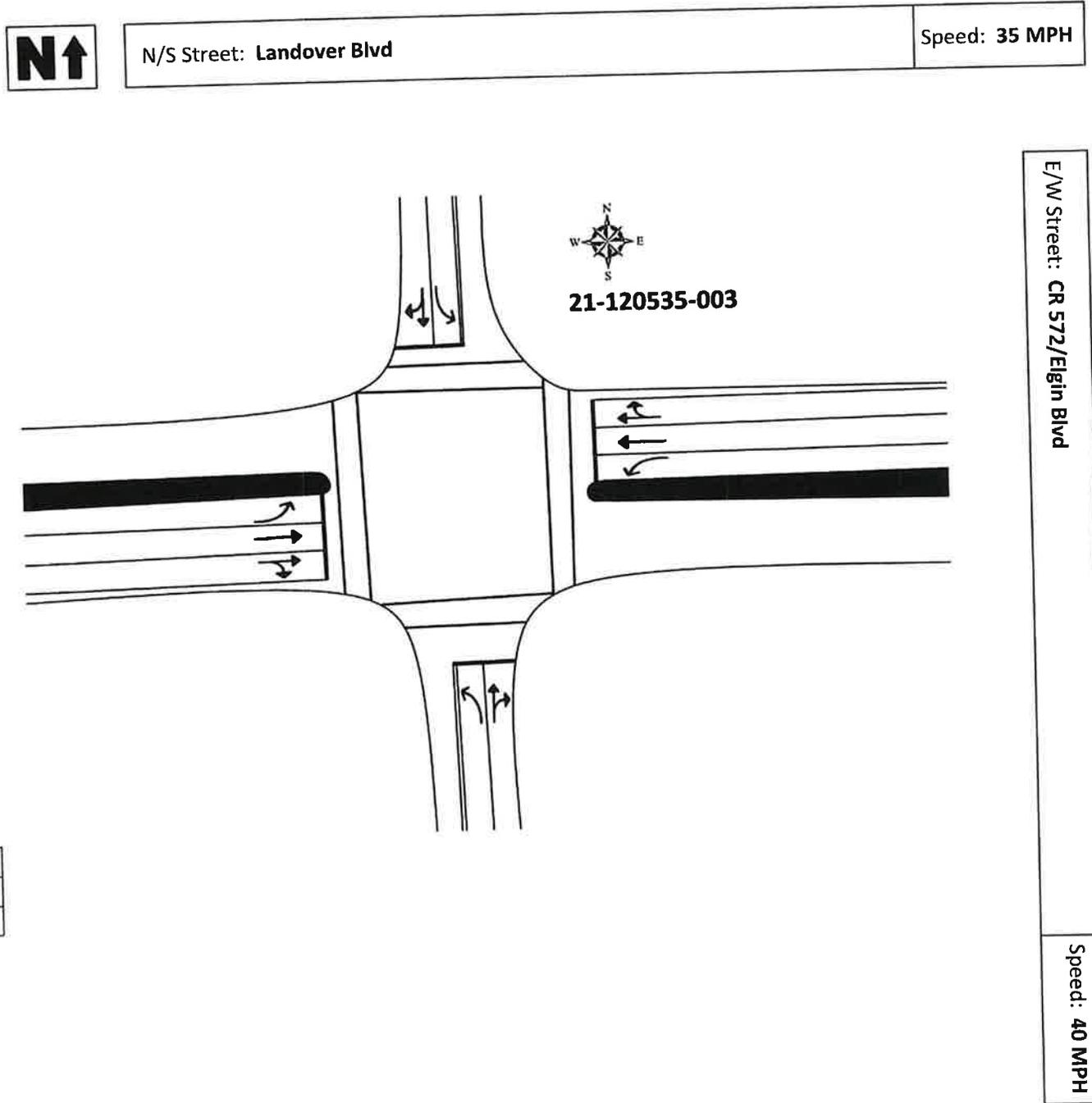


National Data & Surveying Services

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



# Landover Blvd & CR 572/Elgin Blvd

## Peak Hour Turning Movement Count

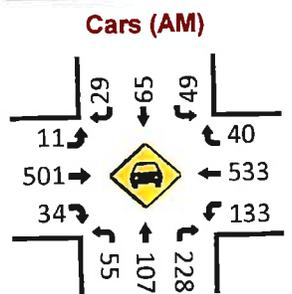
ID: 21-120535-003  
City: Spring Hill

Day: Tuesday  
Date: 12/7/2021

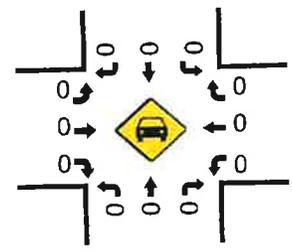
PEAK HOURS	Landover Blvd					COUNT PERIODS		
	SOUTHBOUND							
08:00 AM - 09:00 AM	AM	29	68	50	0	159	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:30 PM - 05:30 PM	PM	20	134	59	0	187	PM	4:00 PM - 06:00 PM

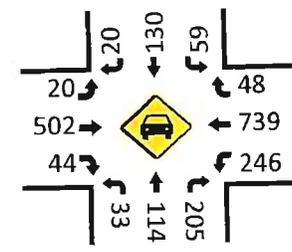
CR 572/Elgin Blvd	EASTBOUND			CONTROL	Signalized	WESTBOUND		
	AM	NOON	PM			PM	NOON	AM
630	0	805	0	TEV	1829	0	2202	
1	0	1	0	PHF	0.88	0.91	0	
11	0	20	0	0	0	0	0	
516	0	515	0	0	0	0	0	
35	0	44	0	0	0	0	0	
786	0	798	0	0	0	0	0	



Cars (AM)



Cars (NOON)



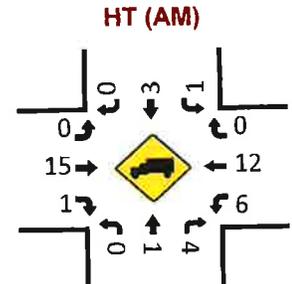
Cars (PM)

CR 572/Elgin Blvd	EASTBOUND			CONTROL	Signalized	WESTBOUND		
	AM	NOON	PM			PM	NOON	AM
424	0	34	115	212	PM	52	0	40
NOON	0	0	0	0	NOON	750	0	545
242	0	55	108	232	AM	246	0	139
						0	0	0
						786	0	798

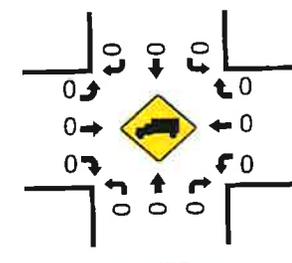
Landover Blvd						
NORTHBOUND						
PM	424	0	34	115	212	PM
NOON	0	0	0	0	0	NOON
AM	242	0	55	108	232	AM

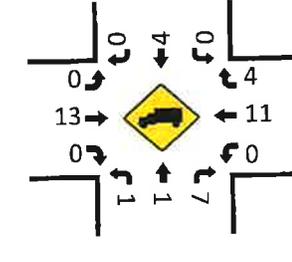
Pedestrians (Crosswalks)						
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM



HT (AM)



HT (NOON)



HT (PM)

# National Data & Surveying Services Intersection 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:	Landover Blvd				Landover Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				
<b>AM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
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	0	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
<b>TOTAL VOLUMES :</b>	91	200	463	0	100	118	48	0	27	1038	53	1	281	1012	69	1	3502
<b>APPROACH %'s :</b>	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%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	55	108	232	0	50	68	29	0	11	516	35	1	139	545	40	0	1829
<b>PEAK HR FACTOR :</b>	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
	0.844				0.835				0.848				0.823				

NS/EW Streets:	Landover Blvd				Landover Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				
<b>PM</b>	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
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	45	0	13	31	6	0	4	130	15	0	74	232	17	0	607
4:45 PM	3	24	57	0	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
5:15 PM	9	32	58	0	20	32	2	0	7	116	12	1	68	197	13	0	567
5:30 PM	3	30	54	0	12	26	8	0	3	166	4	0	55	172	7	0	540
5:45 PM	7	22	59	0	17	22	9	0	4	136	12	0	36	138	21	0	483
<b>TOTAL VOLUMES :</b>	61	203	419	0	118	238	50	0	38	1073	86	1	441	1397	105	2	4232
<b>APPROACH %'s :</b>	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%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	34	115	212	0	59	134	20	0	20	515	44	1	246	750	52	0	2202
<b>PEAK HR FACTOR :</b>	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
	0.912				0.951				0.973				0.811				

# National Data & Surveying Services Intersection 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 - Cars

NS/EW Streets:	Landover Blvd				Landover Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	7	9	33	0	11	13	3	0	1	124	8	0	66	103	6	0	384
7:15 AM	3	22	71	0	12	14	4	0	1	164	0	0	27	95	4	1	418
7:30 AM	14	23	61	0	11	13	8	0	6	114	3	0	18	119	11	0	401
7:45 AM	12	38	62	0	15	9	4	0	7	110	6	0	29	131	6	0	429
8:00 AM	20	29	49	0	14	19	9	0	4	99	11	1	40	91	7	0	393
8:15 AM	20	33	63	0	14	20	8	0	4	147	11	0	37	144	7	0	508
8:30 AM	9	26	61	0	13	12	6	0	0	140	10	0	22	128	14	0	441
8:45 AM	6	19	55	0	8	14	6	0	3	115	2	0	34	170	12	0	444
<b>TOTAL VOLUMES :</b>	91	199	455	0	98	114	48	0	26	1013	51	1	273	981	67	1	3418
<b>APPROACH %'s :</b>	12.21%	26.71%	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%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	55	107	228	0	49	65	29	0	11	501	34	1	133	533	40	0	1786
<b>PEAK HR FACTOR :</b>	0.688	0.811	0.905	0.000	0.875	0.813	0.806	0.000	0.688	0.852	0.773	0.250	0.831	0.784	0.714	0.000	0.879
	0.841				0.851				0.844				0.817				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	8	17	41	0	14	26	7	0	8	119	9	0	54	139	10	1	453
4:15 PM	7	19	46	0	15	29	6	0	3	131	15	0	48	193	15	1	528
4:30 PM	10	28	43	0	13	29	6	0	4	128	15	0	74	224	13	0	587
4:45 PM	3	24	53	0	14	29	8	0	4	132	8	0	53	180	13	0	521
5:00 PM	11	30	51	0	12	40	4	0	5	129	9	0	51	138	9	0	489
5:15 PM	9	32	58	0	20	32	2	0	7	113	12	1	68	197	13	0	564
5:30 PM	3	28	54	0	11	26	8	0	3	162	4	0	54	169	6	0	528
5:45 PM	7	21	57	0	17	20	8	0	4	134	12	0	36	136	19	0	471
<b>TOTAL VOLUMES :</b>	58	199	403	0	116	231	49	0	38	1048	84	1	438	1376	98	2	4141
<b>APPROACH %'s :</b>	8.79%	30.15%	61.06%	0.00%	29.29%	58.33%	12.37%	0.00%	3.25%	89.50%	7.17%	0.09%	22.88%	71.89%	5.12%	0.10%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	33	114	205	0	59	130	20	0	20	502	44	1	246	739	48	0	2161
<b>PEAK HR FACTOR :</b>	0.750	0.891	0.884	0.000	0.738	0.813	0.625	0.000	0.714	0.951	0.733	0.250	0.831	0.825	0.923	0.000	0.920
	0.889				0.933				0.964				0.830				

# National Data & Surveying Services Intersection 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 - HT

NS/EW Streets:	Landover Blvd				Landover Blvd				CR 572/Elgin Blvd				CR 572/Elgin Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	3	0	0	0	0	0	0	3	0	0	1	4	0	0	11
7:15 AM	0	0	0	0	1	1	0	0	0	2	0	0	1	3	0	0	8
7:30 AM	0	0	1	0	0	0	0	0	0	4	1	0	0	5	1	0	12
7:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	7	1	0	10
8:00 AM	0	0	1	0	0	2	0	0	0	5	1	0	0	5	0	0	14
8:15 AM	0	0	1	0	1	1	0	0	0	4	0	0	2	3	0	0	12
8:30 AM	0	1	0	0	0	0	0	0	0	3	0	0	1	3	0	0	8
8:45 AM	0	0	2	0	0	0	0	0	0	3	0	0	3	1	0	0	9
<b>TOTAL VOLUMES :</b>	0	1	8	0	2	4	0	0	1	25	2	0	8	31	2	0	84
<b>APPROACH %'s :</b>	0.00%	11.11%	88.89%	0.00%	33.33%	66.67%	0.00%	0.00%	3.57%	89.29%	7.14%	0.00%	19.51%	75.61%	4.88%	0.00%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	1	4	0	1	3	0	0	0	15	1	0	6	12	0	0	43
<b>PEAK HR FACTOR :</b>	0.000	0.250	0.500	0.000	0.250	0.375	0.000	0.000	0.000	0.750	0.250	0.000	0.500	0.600	0.000	0.000	0.768
	0.625				0.500				0.667				0.900				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	2	0	6	0	0	1	0	0	0	3	0	0	0	0	0	0	12
4:15 PM	0	0	1	0	1	0	0	0	0	3	2	0	2	5	0	0	14
4:30 PM	1	1	2	0	0	2	0	0	0	2	0	0	0	8	4	0	20
4:45 PM	0	0	4	0	0	2	0	0	0	5	0	0	0	2	0	0	13
5:00 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	1	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
5:30 PM	0	2	0	0	1	0	0	0	0	4	0	0	1	3	1	0	12
5:45 PM	0	1	2	0	0	2	1	0	0	2	0	0	0	2	2	0	12
<b>TOTAL VOLUMES :</b>	3	4	16	0	2	7	1	0	0	25	2	0	3	21	7	0	91
<b>APPROACH %'s :</b>	13.04%	17.39%	69.57%	0.00%	20.00%	70.00%	10.00%	0.00%	0.00%	92.59%	7.41%	0.00%	9.68%	67.74%	22.58%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	1	1	7	0	0	4	0	0	0	13	0	0	0	11	4	0	41
<b>PEAK HR FACTOR :</b>	0.250	0.250	0.438	0.000	0.000	0.500	0.000	0.000	0.000	0.650	0.000	0.000	0.000	0.344	0.250	0.000	0.513
	0.563				0.500				0.650				0.313				

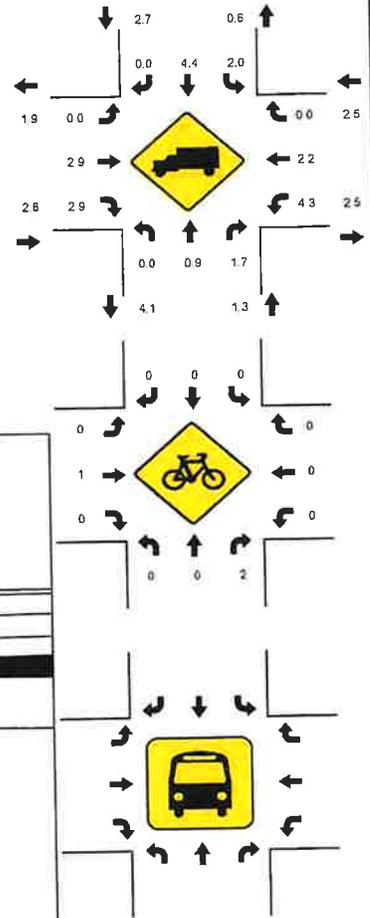
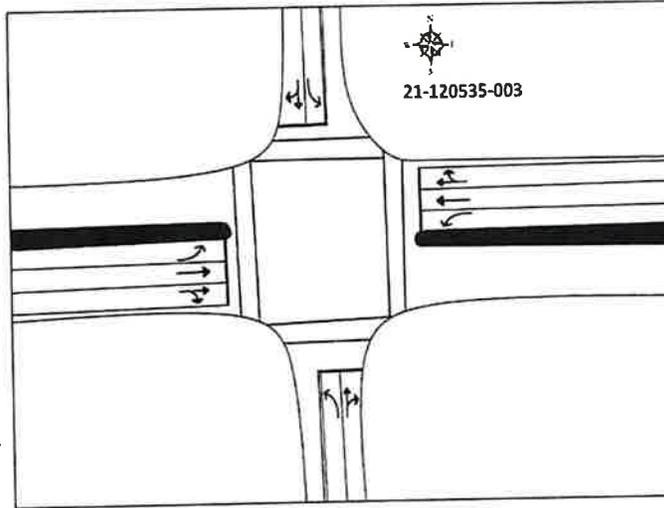
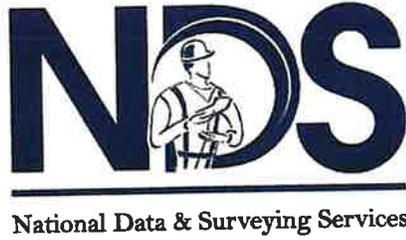
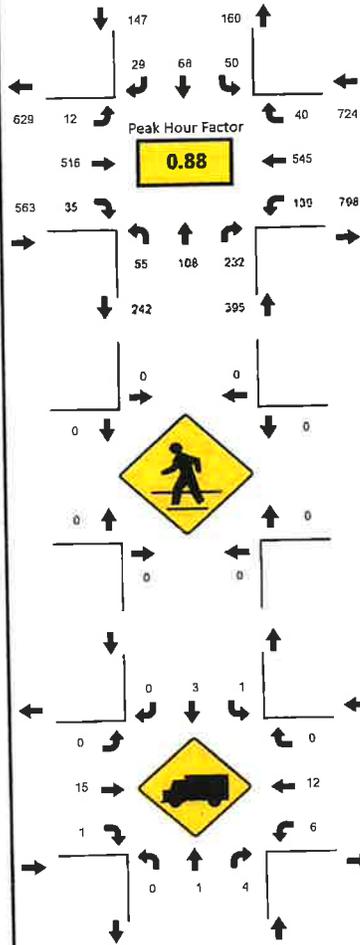




LOCATION: Landover Blvd & CR 572/Elgin Blvd  
 CITY/STATE: Spring Hill, FL

PROJECT ID: 21-120535-003  
 DATE: Tue, Dec 07, 2021

Peak-Hour: 08:00 AM - 09:00 AM  
 Peak 15-Minute: 08:15 AM - 08:30 AM

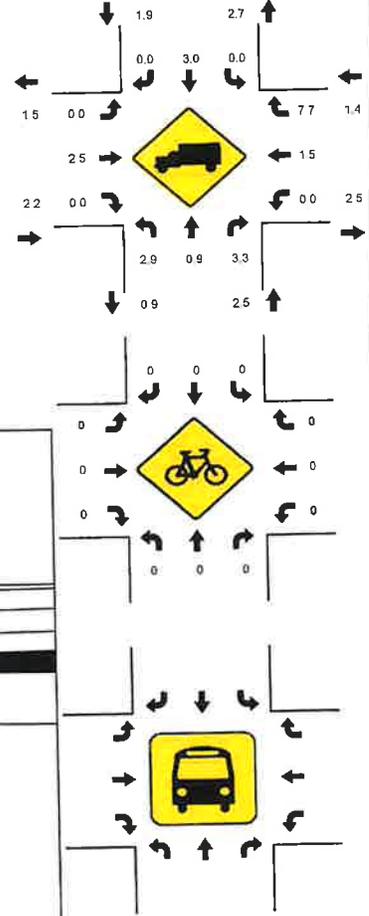
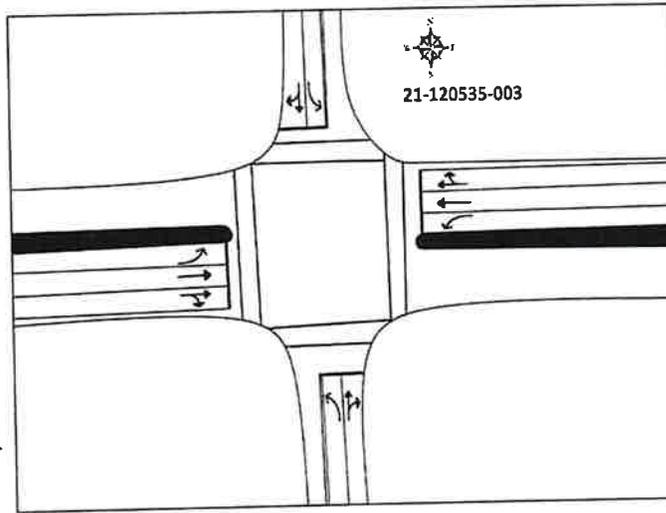
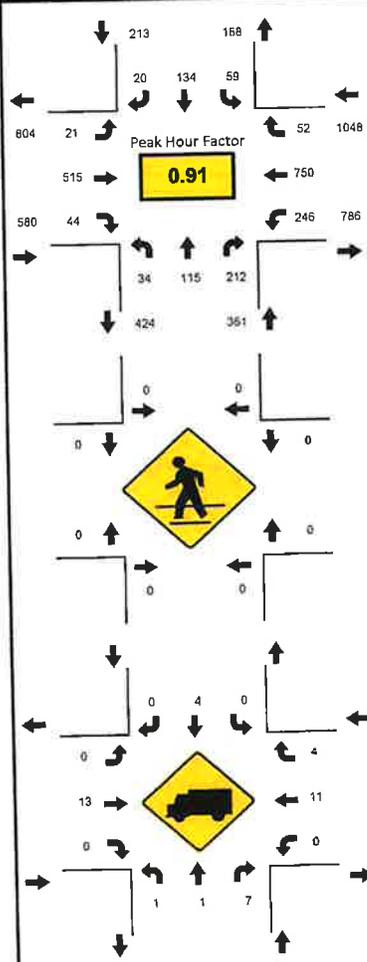
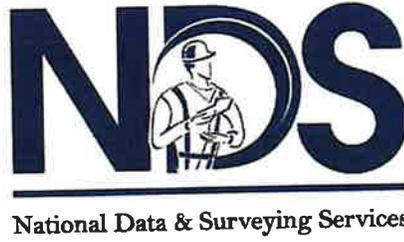


15-Min Count Period Beginning At	Landover Blvd Northbound					Landover Blvd Southbound					CR 572/Elgin Blvd Eastbound					CR 572/Elgin Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'		
7:00 AM	7	9	36	0		11	13	3	0		1	127	8	0		67	107	6	0		395	1673
7:15 AM	3	22	71	0		13	15	4	0		1	166	0	0		28	98	4	1		426	1685
7:30 AM	14	23	62	0		11	13	8	0		6	118	4	0		18	124	12	0		413	1779
7:45 AM	12	38	62	0		15	9	4	0		8	111	6	0		29	138	7	0		439	1815
8:00 AM	20	29	50	0		14	21	9	0		4	104	12	1		40	96	7	0		407	1829
8:15 AM	20	33	64	0		15	21	8	0		4	151	11	0		39	147	7	0		520	1422
8:30 AM	9	27	61	0		13	12	6	0		0	143	10	0		23	131	14	0		449	902
8:45 AM	6	19	57	0		8	14	6	0		3	118	2	0		37	171	12	0		453	453
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	80	132	256	0		60	84	36	0		16	604	48	4		160	684	56	0		2220	
Heavy Trucks	0	4	8	0		4	8	0	0		0	20	4	0		12	20	0	0		0	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	4	0		0	0	0	0		0	4	0	0		0	0	0	0		8	
Buses Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	

LOCATION: Landover Blvd & CR 572/Elgin Blvd  
 CITY/STATE: Spring Hill, FL

PROJECT ID: 21-120535-003  
 DATE: Tue, Dec 07, 2021

Peak-Hour: 04:30 PM - 05:30 PM  
 Peak 15-Minute: 04:30 PM - 04:45 PM



15-Min Count Period Beginning At	Landover Blvd Northbound					Landover Blvd Southbound					CR 572/Elgin Blvd Eastbound					CR 572/Elgin Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	10	17	47	0		14	27	7	0		8	122	9	0		54	139	10	1		465	2148
4:15 PM	7	19	47	0		16	29	6	0		3	134	17	0		50	198	15	1		542	2177
4:30 PM	11	29	45	0		13	31	6	0		4	130	15	0		74	232	17	0		607	2202
4:45 PM	3	24	57	0		14	31	8	0		4	137	8	0		53	182	13	0		534	2135
5:00 PM	11	30	52	0		12	40	4	0		5	132	9	0		51	139	9	0		494	2084
5:15 PM	9	32	58	0		20	32	2	0		7	116	12	1		68	197	13	0		567	1590
5:30 PM	3	30	54	0		12	26	8	0		3	166	4	0		55	172	7	0		540	1023
5:45 PM	7	22	59	0		17	22	9	0		4	136	12	0		36	138	21	0		483	483
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	2608	
All Vehicles	44	128	232	0		80	160	32	0		28	548	60	4		296	928	68	0		2608	
Heavy Trucks	4	4	16	0		0	8	0	0		0	20	0	0		0	32	16	0		100	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Stopped Buses	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	



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

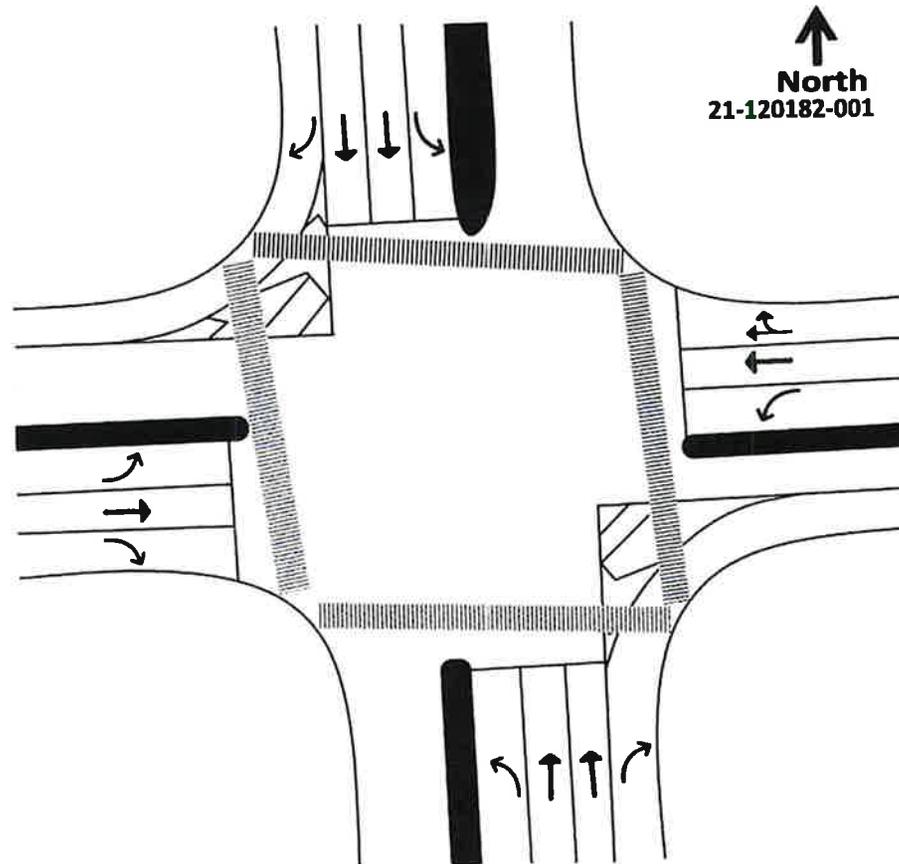
SIGNAL TIMING

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

Speed: 55 MPH



E/W Street: Sterling Hill Blvd

Speed: 40 MPH



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Elgin Blvd & Sterling Hill Blvd  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - Total

NS/EW Streets:	Elgin Blvd				Elgin Blvd				Sterling Hill Blvd				Sterling Hill Blvd				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	7	73	2	0	2	148	12	1	15	0	34	0	8	0	19	0	321	
7:15 AM	7	91	6	0	4	198	11	0	14	0	35	0	19	0	12	0	397	
7:30 AM	8	101	5	0	4	170	6	0	24	0	37	0	21	1	21	0	398	
7:45 AM	13	115	6	0	7	184	9	0	32	0	38	0	11	0	22	0	437	
8:00 AM	5	109	4	2	6	184	11	0	28	0	38	0	16	1	19	1	424	
8:15 AM	28	140	5	0	10	182	16	0	25	1	32	0	8	0	30	0	477	
8:30 AM	22	102	12	0	9	190	8	0	19	1	29	0	15	1	22	0	430	
8:45 AM	21	169	11	0	9	169	18	0	21	0	27	0	24	1	25	0	495	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	111	900	51	2	51	1425	91	1	178	2	270	0	122	4	170	1	3379	
	10.43%	84.59%	4.79%	0.19%	3.25%	90.88%	5.80%	0.06%	39.56%	0.44%	60.00%	0.00%	41.08%	1.35%	57.24%	0.34%		
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																	
<b>PEAK HR VOL :</b>	76	520	32	2	34	725	53	0	93	2	126	0	63	3	96	1	1826	
<b>PEAK HR FACTOR :</b>	0.679	0.769	0.667	0.250	0.850	0.954	0.736	0.000	0.830	0.500	0.829	0.000	0.656	0.750	0.800	0.250	0.922	
	0.784				0.976				0.837				0.815					
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	20	149	11	0	21	173	27	0	13	2	12	0	9	3	13	0	453	
4:15 PM	28	222	9	0	11	136	25	0	24	3	15	1	15	4	21	0	514	
4:30 PM	29	274	17	0	24	132	31	0	8	1	21	0	14	4	20	0	575	
4:45 PM	27	202	16	1	21	180	33	0	16	2	22	0	9	1	12	0	542	
5:00 PM	28	179	10	0	18	144	27	0	16	2	25	0	9	2	21	0	481	
5:15 PM	29	279	17	0	18	181	24	0	16	3	33	0	11	2	15	0	628	
5:30 PM	49	212	4	0	19	136	20	0	13	1	29	0	13	1	10	0	507	
5:45 PM	34	215	18	0	20	135	21	0	19	1	19	0	7	0	13	0	502	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL	
<b>APPROACH %'s :</b>	244	1732	102	1	152	1217	208	0	125	15	176	1	87	17	125	0	4202	
	11.74%	83.31%	4.91%	0.05%	9.64%	77.17%	13.19%	0.00%	39.43%	4.73%	55.52%	0.32%	37.99%	7.42%	54.59%	0.00%		
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																	
<b>PEAK HR VOL :</b>	113	934	60	1	81	637	115	0	56	8	101	0	43	9	68	0	2226	
<b>PEAK HR FACTOR :</b>	0.974	0.837	0.882	0.250	0.844	0.880	0.871	0.000	0.875	0.667	0.765	0.000	0.768	0.563	0.810	0.000	0.886	
	0.852				0.890				0.793				0.789					

# National Data & Surveying Services Intersection Turning Movement Count

Location: Elgin Blvd & Sterling Hill Blvd  
 City: Spring Hill  
 Control: Signalized

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

## Data - Cars

NS/EW Streets:	Elgin Blvd				Elgin Blvd				Sterling Hill Blvd				Sterling Hill Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	6	73	2	0	2	144	11	1	14	0	32	0	8	0	19	0	312
7:15 AM	6	89	6	0	4	197	10	0	14	0	35	0	19	0	12	0	392
7:30 AM	8	98	5	0	4	169	6	0	23	0	37	0	21	1	21	0	393
7:45 AM	11	111	6	0	7	183	7	0	32	0	37	0	11	0	21	0	426
8:00 AM	5	103	4	2	6	179	11	0	27	0	37	0	15	1	19	1	410
8:15 AM	27	139	5	0	10	182	16	0	25	1	31	0	8	0	28	0	472
8:30 AM	22	101	12	0	9	188	7	0	17	1	29	0	15	1	22	0	424
8:45 AM	20	167	11	0	9	163	15	0	21	0	27	0	24	1	25	0	483
<b>TOTAL VOLUMES :</b>	NL 105	NT 881	NR 51	NU 2	SL 51	ST 1405	SR 83	SU 1	EL 173	ET 2	ER 265	EU 0	WL 121	WT 4	WR 167	WU 1	TOTAL 3312
<b>APPROACH %'s :</b>	10.11%	84.79%	4.91%	0.19%	3.31%	91.23%	5.39%	0.06%	39.32%	0.45%	60.23%	0.00%	41.30%	1.37%	57.00%	0.34%	
<b>PEAK HR :</b>	08:00 AM - 09:00 AM																TOTAL
<b>PEAK HR VOL :</b>	74	510	32	2	34	712	49	0	90	2	124	0	62	3	94	1	1789
<b>PEAK HR FACTOR :</b>	0.685	0.763	0.667	0.250	0.850	0.947	0.766	0.000	0.833	0.500	0.838	0.000	0.646	0.750	0.839	0.250	0.926
	0.780				0.956				0.844				0.800				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	20	148	11	0	21	170	27	0	13	2	12	0	9	3	12	0	448
4:15 PM	28	213	9	0	11	134	25	0	22	3	15	1	13	4	21	0	499
4:30 PM	29	272	17	0	24	132	30	0	8	1	19	0	14	4	19	0	569
4:45 PM	27	202	15	1	21	173	31	0	16	2	21	0	9	1	12	0	531
5:00 PM	27	178	10	0	18	142	27	0	16	1	25	0	8	2	21	0	475
5:15 PM	29	279	17	0	18	177	24	0	16	3	32	0	11	2	15	0	623
5:30 PM	49	212	4	0	19	134	20	0	13	1	28	0	13	1	10	0	504
5:45 PM	34	215	18	0	20	135	21	0	19	1	19	0	7	0	13	0	502
<b>TOTAL VOLUMES :</b>	NL 243	NT 1719	NR 101	NU 1	SL 152	ST 1197	SR 205	SU 0	EL 123	ET 14	ER 171	EU 1	WL 84	WT 17	WR 123	WU 0	TOTAL 4151
<b>APPROACH %'s :</b>	11.77%	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%	54.91%	0.00%	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																TOTAL
<b>PEAK HR VOL :</b>	112	931	59	1	81	624	112	0	56	7	97	0	42	9	67	0	2198
<b>PEAK HR FACTOR :</b>	0.966	0.834	0.868	0.250	0.844	0.881	0.903	0.000	0.875	0.583	0.758	0.000	0.750	0.563	0.798	0.000	0.882
	0.848				0.908				0.784				0.797				

# National Data & Surveying Services Intersection Turning Movement Count

Location: Elgin Blvd & Sterling Hill Blvd  
 City: Spring Hill  
 Control: Signalized

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

## Data - HT

NS/EW Streets:	Elgin Blvd				Elgin Blvd				Sterling Hill Blvd				Sterling Hill Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	4	1	0	1	0	2	0	0	0	0	0	9
7:15 AM	1	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5
7:45 AM	0	3	0	0	0	1	2	0	0	0	1	0	0	0	1	0	11
8:00 AM	2	4	0	0	0	5	0	0	1	0	1	0	1	0	0	0	14
8:15 AM	0	6	0	0	0	5	0	0	0	0	1	0	0	0	2	0	5
8:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
8:45 AM	0	1	0	0	0	2	1	0	2	0	0	0	0	0	0	0	12
8:45 AM	1	2	0	0	0	6	3	0	0	0	0	0	0	0	0	0	12
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	6	19	0	0	0	20	8	0	5	0	5	0	1	0	3	0	67
	24.00%	76.00%	0.00%	0.00%	0.00%	71.43%	28.57%	0.00%	50.00%	0.00%	50.00%	0.00%	25.00%	0.00%	75.00%	0.00%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																
<b>PEAK HR VOL :</b>	2	10	0	0	0	13	4	0	3	0	2	0	1	0	2	0	37
<b>PEAK HR FACTOR :</b>	0.500	0.417	0.000	0.000	0.000	0.542	0.333	0.000	0.375	0.000	0.500	0.000	0.250	0.000	0.250	0.000	0.661
	0.500				0.472				0.625				0.375				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	3	0	0	0	0	0	0	0	0	1	0	5
4:15 PM	0	9	0	0	0	2	0	0	2	0	0	0	2	0	0	0	15
4:30 PM	0	2	0	0	0	0	1	0	0	0	2	0	0	0	1	0	6
4:45 PM	0	0	1	0	0	7	2	0	0	0	1	0	0	0	0	0	11
5:00 PM	0	0	1	0	0	2	0	0	0	1	0	0	1	0	0	0	6
5:15 PM	1	1	0	0	0	2	0	0	0	0	1	0	0	0	0	0	5
5:30 PM	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	1	13	1	0	0	20	3	0	2	1	5	0	3	0	2	0	51
	6.67%	86.67%	6.67%	0.00%	0.00%	86.96%	13.04%	0.00%	25.00%	12.50%	62.50%	0.00%	60.00%	0.00%	40.00%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																
<b>PEAK HR VOL :</b>	1	3	1	0	0	13	3	0	0	1	4	0	1	0	1	0	28
<b>PEAK HR FACTOR :</b>	0.250	0.375	0.250	0.000	0.000	0.464	0.375	0.000	0.000	0.250	0.500	0.000	0.250	0.000	0.250	0.000	0.636
	0.625				0.444				0.625				0.500				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Elgin Blvd & Sterling Hill Blvd  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - Bikes

NS/EW Streets:	Elgin Blvd				Elgin Blvd				Sterling Hill Blvd				Sterling Hill Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	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	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5
8:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	4
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
<b>TOTAL VOLUMES :</b>	0	1	0	0	0	8	0	0	0	0	0	0	3	0	0	0	12
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	1	0	0	0	6	0	0	0	0	0	0	3	0	0	0	10
<b>PEAK HR FACTOR :</b>	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.500
	0.250				0.375								0.375				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	5	4	0	1	0	0	0	0	0	0	0	0	0	0	0	10
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
<b>TOTAL VOLUMES :</b>	0	8	5	0	1	3	1	0	0	0	0	0	0	0	1	0	19
<b>APPROACH %'s :</b>	0.00%	61.54%	38.46%	0.00%	20.00%	60.00%	20.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.250												

# National Data & Surveying Services Intersection Turning Movement Count

Location: Elgin Blvd & Sterling Hill Blvd  
City: Spring Hill

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

## Data - Pedestrians (Crosswalks)

NS/EW Streets:	Elgin Blvd		Elgin Blvd		Sterling Hill Blvd		Sterling Hill Blvd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	1
8:15 AM	0	2	1	0	0	0	1	0	4
8:30 AM	0	0	0	3	0	2	0	3	8
8:45 AM	1	0	0	0	0	0	0	2	3
<b>TOTAL VOLUMES :</b>	EB 1	WB 3	EB 2	WB 3	NB 0	SB 2	NB 1	SB 5	TOTAL 17
<b>APPROACH %'s :</b>	25.00%	75.00%	40.00%	60.00%	0.00%	100.00%	16.67%	83.33%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>								TOTAL 16
<b>PEAK HR VOL :</b>	1	2	2	3	0	2	1	5	
<b>PEAK HR FACTOR :</b>	0.250	0.250	0.500	0.250		0.250	0.250	0.417	0.500
	0.375		0.417		0.250		0.500		

NS/EW Streets:	Elgin Blvd		Elgin Blvd		Sterling Hill Blvd		Sterling Hill Blvd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PM	EB	WB	EB	WB	NB	SB	NB	SB	
4:00 PM	0	0	1	0	0	0	0	0	1
4:15 PM	1	0	11	0	7	0	3	0	22
4:30 PM	0	0	1	1	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	1
<b>TOTAL VOLUMES :</b>	EB 1	WB 0	EB 13	WB 2	NB 7	SB 0	NB 3	SB 0	TOTAL 26
<b>APPROACH %'s :</b>	100.00%	0.00%	86.67%	13.33%	100.00%	0.00%	100.00%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>								TOTAL 2
<b>PEAK HR VOL :</b>	0	0	1	1	0	0	0	0	
<b>PEAK HR FACTOR :</b>			0.250	0.250					0.250
			0.250						





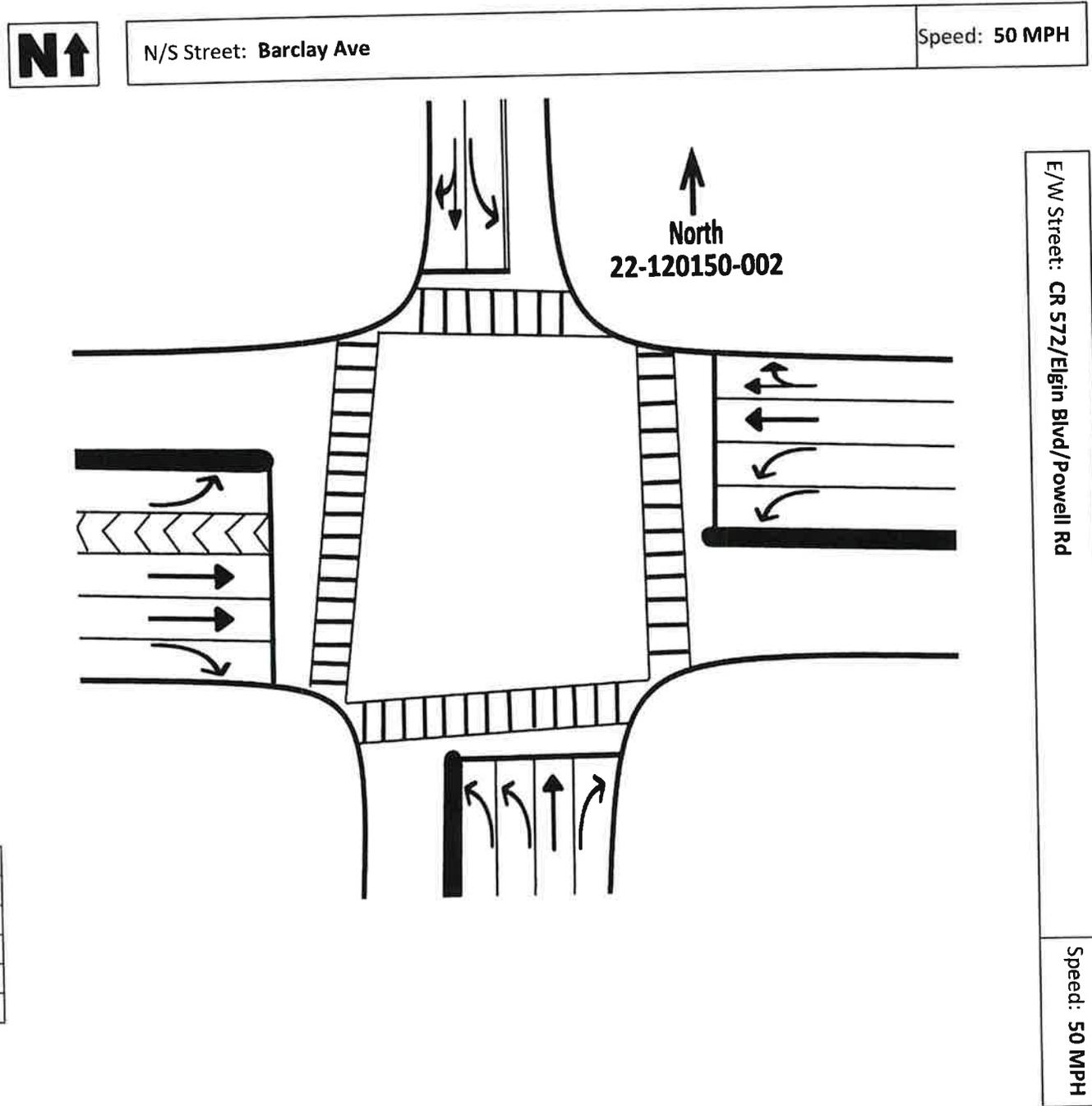


National Data & Surveying Services

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	-	-	00:10
ET/WT	00:51	00:45	00:48



# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Barclay Ave & CR 572/Elgin Blvd/Powell Rd  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - Total

NS/EW Streets:	Barclay Ave				Barclay Ave				CR 572/Elgin Blvd/Powell Rd				CR 572/Elgin Blvd/Powell Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	
<b>AM</b>																	
7:00 AM	38	64	28	0	28	72	11	0	21	109	76	3	15	50	12	1	528
7:15 AM	36	52	63	0	41	56	4	0	23	215	94	3	26	63	16	4	696
7:30 AM	39	72	57	0	29	75	10	0	27	147	91	5	29	70	14	2	667
7:45 AM	60	79	53	0	20	60	19	0	27	123	83	8	23	82	22	3	662
8:00 AM	68	78	43	1	29	48	14	0	34	110	95	6	28	83	23	5	665
8:15 AM	70	80	54	0	11	76	25	0	42	86	81	2	19	102	31	4	683
8:30 AM	73	69	64	3	15	62	16	0	40	96	91	4	38	117	27	15	730
8:45 AM	84	83	99	3	21	61	26	0	30	105	95	3	18	89	13	11	741
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	468	577	461	7	194	510	125	0	244	991	706	34	196	656	158	45	5372
<b>APPROACH %'s :</b>	30.93%	38.14%	30.47%	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%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
																	2819
<b>PEAK HR VOL :</b>	295	310	260	7	76	247	81	0	146	397	362	15	103	391	94	35	
<b>PEAK HR FACTOR :</b>	0.878	0.934	0.657	0.583	0.655	0.813	0.779	0.000	0.869	0.902	0.953	0.625	0.678	0.835	0.758	0.583	0.951
	0.810				0.902				0.939				0.791				
<b>PM</b>																	
4:00 PM	95	95	44	1	16	94	15	0	22	69	59	7	36	113	23	5	694
4:15 PM	93	99	66	3	23	92	15	0	28	102	117	12	46	131	16	16	859
4:30 PM	118	129	58	1	31	105	9	0	40	116	120	5	50	123	26	2	933
4:45 PM	100	98	44	5	21	93	15	0	22	89	100	5	46	124	22	9	793
5:00 PM	127	107	46	2	21	84	12	0	28	86	73	4	37	138	31	2	798
5:15 PM	135	108	59	1	31	106	13	0	37	94	109	4	49	139	20	4	909
5:30 PM	115	106	28	0	36	117	15	0	23	84	87	5	52	117	23	4	812
5:45 PM	115	94	24	3	22	92	13	0	33	75	88	3	46	116	30	11	765
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	898	836	369	16	201	783	107	0	233	715	753	45	362	1001	191	53	6563
<b>APPROACH %'s :</b>	42.38%	39.45%	17.41%	0.76%	18.42%	71.77%	9.81%	0.00%	13.34%	40.95%	43.13%	2.58%	22.53%	62.29%	11.89%	3.30%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
																	3433
<b>PEAK HR VOL :</b>	480	442	207	9	104	388	49	0	127	385	402	18	182	524	99	17	
<b>PEAK HR FACTOR :</b>	0.889	0.857	0.877	0.450	0.839	0.915	0.817	0.000	0.794	0.830	0.838	0.900	0.910	0.942	0.798	0.472	0.920
	0.930				0.902				0.829				0.969				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Barclay Ave & CR 572/Elgin Blvd/Powell Rd  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - Cars

NS/EW Streets:	Barclay Ave				Barclay Ave				CR 572/Elgin Blvd/Powell Rd				CR 572/Elgin Blvd/Powell Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	36	64	28	0	25	72	11	0	19	104	75	3	15	50	12	1	515
7:15 AM	33	48	62	0	39	55	4	0	23	213	93	3	26	59	15	4	677
7:30 AM	38	70	56	0	29	70	10	0	27	145	90	4	29	69	12	2	651
7:45 AM	57	77	53	0	20	60	19	0	26	121	83	8	22	77	21	2	646
8:00 AM	66	75	40	1	29	45	14	0	34	108	94	6	26	81	23	5	647
8:15 AM	69	78	52	0	11	74	25	0	40	83	81	2	19	98	30	4	666
8:30 AM	70	66	64	3	14	59	14	0	38	95	90	4	36	114	24	15	706
8:45 AM	79	82	96	3	21	60	26	0	30	105	93	3	18	80	13	11	720
<b>TOTAL VOLUMES :</b>	NL 448	NT 560	NR 451	NU 7	SL 188	ST 495	SR 123	SU 0	EL 237	ET 974	ER 699	EU 33	WL 191	WT 628	WR 150	WU 44	<b>TOTAL</b> 5228
<b>APPROACH %'s :</b>	30.56%	38.20%	30.76%	0.48%	23.33%	61.41%	15.26%	0.00%	12.20%	50.13%	35.98%	1.70%	18.85%	61.99%	14.81%	4.34%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	284	301	252	7	75	238	79	0	142	391	358	15	99	373	90	35	2739
<b>PEAK HR FACTOR :</b>	0.899	0.918	0.656	0.583	0.647	0.804	0.760	0.000	0.888	0.905	0.952	0.625	0.688	0.818	0.750	0.583	0.951
	0.812				0.891				0.936				0.790				

NS/EW Streets:	Barclay Ave				Barclay Ave				CR 572/Elgin Blvd/Powell Rd				CR 572/Elgin Blvd/Powell Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	93	95	44	1	16	92	15	0	22	68	58	7	35	109	23	5	683
4:15 PM	92	98	66	3	23	91	15	0	27	95	113	12	46	125	16	16	838
4:30 PM	118	127	58	1	30	105	7	0	37	114	117	5	49	123	26	2	919
4:45 PM	98	98	44	5	21	92	15	0	22	83	99	5	45	123	22	9	781
5:00 PM	127	105	46	2	20	84	12	0	28	84	73	4	37	135	31	2	790
5:15 PM	133	105	59	1	30	105	12	0	37	89	106	4	49	138	20	4	892
5:30 PM	115	105	28	0	36	114	15	0	22	81	86	5	52	115	22	4	800
5:45 PM	115	94	24	3	21	91	13	0	32	74	87	3	46	115	30	11	759
<b>TOTAL VOLUMES :</b>	NL 891	NT 827	NR 369	NU 16	SL 197	ST 774	SR 104	SU 0	EL 227	ET 688	ER 739	EU 45	WL 359	WT 983	WR 190	WU 53	<b>TOTAL</b> 6462
<b>APPROACH %'s :</b>	42.37%	39.32%	17.55%	0.76%	18.33%	72.00%	9.67%	0.00%	13.36%	40.49%	43.50%	2.65%	22.65%	62.02%	11.99%	3.34%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	476	435	207	9	101	386	46	0	124	370	395	18	180	519	99	17	3382
<b>PEAK HR FACTOR :</b>	0.895	0.856	0.877	0.450	0.842	0.919	0.767	0.000	0.838	0.811	0.844	0.900	0.918	0.940	0.798	0.472	0.920
	0.927				0.906				0.831				0.966				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Barclay Ave & CR 572/Elgin Blvd/Powell Rd  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - HT

NS/EW Streets:	Barclay Ave				Barclay Ave				CR 572/Elgin Blvd/Powell Rd				CR 572/Elgin Blvd/Powell Rd				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	2	0	0	0	3	0	0	0	2	5	1	0	0	0	0	0	0	13
7:15 AM	3	4	1	0	2	1	0	0	0	2	1	0	0	4	1	0	0	19
7:30 AM	1	2	1	0	0	5	0	0	0	2	1	1	0	1	2	0	0	16
7:45 AM	3	2	0	0	0	0	0	0	1	2	0	0	1	5	1	1	0	16
8:00 AM	2	3	3	0	0	3	0	0	0	2	1	0	2	2	0	0	0	18
8:15 AM	1	2	2	0	0	2	0	0	2	3	0	0	0	4	1	0	0	17
8:30 AM	3	3	0	0	1	3	2	0	2	1	1	0	2	3	3	0	0	24
8:45 AM	5	1	3	0	0	1	0	0	0	0	2	0	0	9	0	0	0	21
<b>TOTAL VOLUMES :</b>	NL 20	NT 17	NR 10	NU 0	SL 6	ST 15	SR 2	SU 0	EL 7	ET 17	ER 7	EU 1	WL 5	WT 28	WR 8	WU 1	<b>TOTAL</b> 144	
<b>APPROACH %'s :</b>	42.55%	36.17%	21.28%	0.00%	26.09%	65.22%	8.70%	0.00%	21.88%	53.13%	21.88%	3.13%	11.90%	66.67%	19.05%	2.38%		
<b>PEAK HR :</b>	08:00 AM - 09:00 AM				1	9	2	0	4	6	4	0	4	18	4	0	<b>TOTAL</b> 80	
<b>PEAK HR VOL :</b>	11	9	8	0	1	9	2	0	4	6	4	0	4	18	4	0	0.833	
<b>PEAK HR FACTOR :</b>	0.550	0.750	0.667	0.000	0.250	0.750	0.250	0.000	0.500	0.500	0.500	0.000	0.500	0.500	0.333	0.000		
	0.778				0.500				0.700				0.722					

NS/EW Streets:	Barclay Ave				Barclay Ave				CR 572/Elgin Blvd/Powell Rd				CR 572/Elgin Blvd/Powell Rd				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	2	0	0	0	0	2	0	0	0	1	1	0	1	4	0	0	0	11
4:15 PM	1	1	0	0	0	1	0	0	1	7	4	0	0	6	0	0	0	21
4:30 PM	0	2	0	0	1	0	2	0	3	2	3	0	1	0	0	0	0	14
4:45 PM	2	0	0	0	0	1	0	0	0	6	1	0	1	1	0	0	0	12
5:00 PM	0	2	0	0	1	0	0	0	0	2	0	0	0	3	0	0	0	8
5:15 PM	2	3	0	0	1	1	1	0	0	5	3	0	0	1	0	0	0	17
5:30 PM	0	1	0	0	0	3	0	0	1	3	1	0	0	2	1	0	0	12
5:45 PM	0	0	0	0	1	1	0	0	1	1	1	0	0	1	0	0	0	6
<b>TOTAL VOLUMES :</b>	NL 7	NT 9	NR 0	NU 0	SL 4	ST 9	SR 3	SU 0	EL 6	ET 27	ER 14	EU 0	WL 3	WT 18	WR 1	WU 0	<b>TOTAL</b> 101	
<b>APPROACH %'s :</b>	43.75%	56.25%	0.00%	0.00%	25.00%	56.25%	18.75%	0.00%	12.77%	57.45%	29.79%	0.00%	13.64%	81.82%	4.55%	0.00%		
<b>PEAK HR :</b>	04:30 PM - 05:30 PM				3	2	3	0	3	15	7	0	2	5	0	0	<b>TOTAL</b> 51	
<b>PEAK HR VOL :</b>	4	7	0	0	3	2	3	0	3	15	7	0	2	5	0	0	0.750	
<b>PEAK HR FACTOR :</b>	0.500	0.583	0.000	0.000	0.750	0.500	0.375	0.000	0.250	0.625	0.583	0.000	0.500	0.417	0.000	0.000		
	0.550				0.667				0.781				0.583					

# National Data & Surveying Services Intersection Turning Movement Count

Location: Barclay Ave & CR 572/Elgin Blvd/Powell Rd  
 City: Spring Hill  
 Control: Signalized

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

## Data - Bikes

NS/EW Streets:	Barclay Ave				Barclay Ave				CR 572/Elgin Blvd/Powell Rd				CR 572/Elgin Blvd/Powell Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	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	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	0
7:45 AM	0	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	1	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
<b>APPROACH %'s :</b>									0.00%	0.00%	100.00%	0.00%					
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>				0	0	0	0	0	0	1	0	0	0	0	0	1
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250								

NS/EW Streets:	Barclay Ave				Barclay Ave				CR 572/Elgin Blvd/Powell Rd				CR 572/Elgin Blvd/Powell Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	3	1	0	0	0	0	1	2	0	0	0	1	0	0	0	0	8
<b>APPROACH %'s :</b>	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%					
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>				0	0	0	1	0	0	0	1	0	0	0	0	2
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250								











National Data & Surveying Services

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**

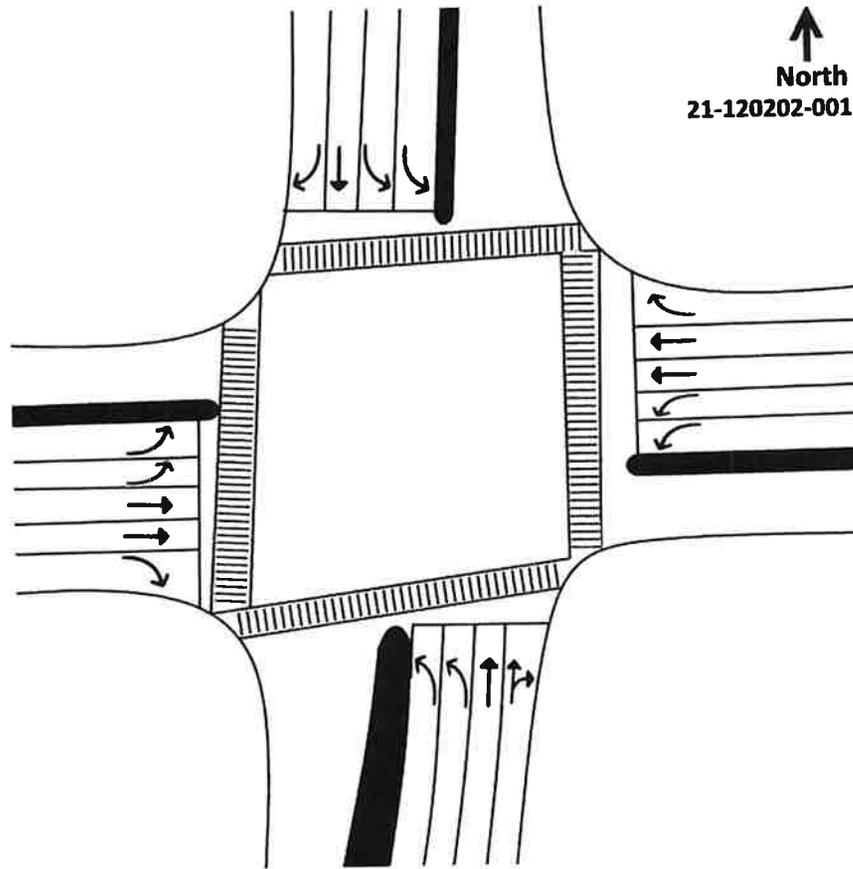
SIGNAL TIMING

PHASES	1	2	3
SL/ST	00:19	00:21	00:22
NT/ST	00:19	00:16	00:15
NL/NT	00:22	00:23	00:23
WL/WT	00:25	00:25	00:26
ET/WT	00:41	00:41	00:39
EL/ET	00:26	00:26	00:27



N/S Street: Anderson Snow Rd/Barclay Ave

Speed: 50 MPH



E/W Street: Spring Hill Dr

Speed: 40 MPH

# Anderson Snow Rd/Barclay Ave & Spring Hill Dr

## Peak Hour Turning Movement Count

ID: 21-120202-001  
City: Spring Hill

Day: Wednesday  
Date: 5/19/2021

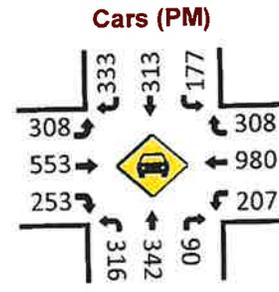
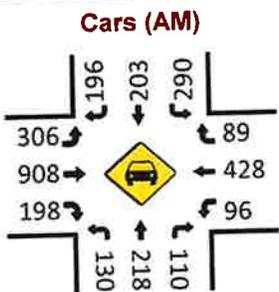
PEAK HOURS	Anderson Snow Rd/Barclay Ave					COUNT PERIODS		
	SOUTHBOUND							
07:15 AM - 08:15 AM	AM	198	206	294	1	621	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:45 PM - 05:45 PM	PM	334	317	181	2	966	PM	4:00 PM - 06:00 PM

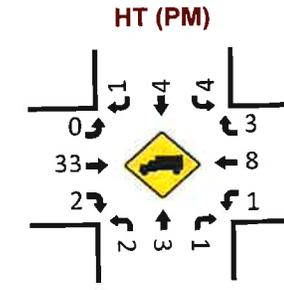
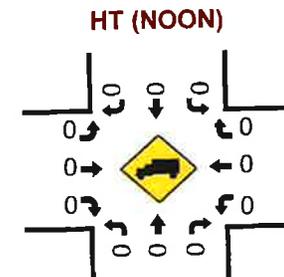
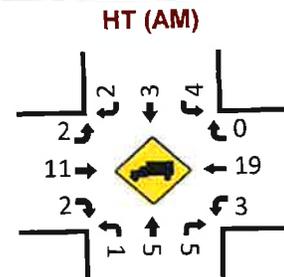
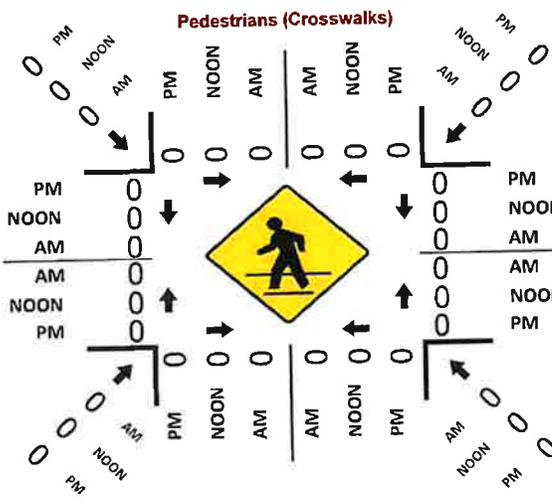
Spring Hill Dr	EASTBOUND			WESTBOUND		
	AM	NOON	PM	PM	NOON	AM
	776	0	1649	311	0	89
	0	0	9	988	0	447
	308	0	308	208	0	99
	919	0	586	1	0	2
	200	0	255	859	0	1330

CONTROL	
Signalized	
TEV	3232 AM, 0 NOON, 4255 PM
PHF	0.96 AM, 0.99 PM



NORTHBOUND				
AM	NOON	PM	AM	PM
505	0	781	1	318
115	0	91	0	345
223	0	0	0	0
131	0	0	0	0



# National Data & Surveying Services Intersection 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

## Data - Total

NS/EW Streets:	Anderson Snow Rd/Barclay Ave				Anderson Snow Rd/Barclay Ave				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	35	40	28	0	69	70	29	0	45	192	40	0	15	78	14	0	655
7:15 AM	22	34	32	0	93	69	48	0	78	284	61	0	16	79	14	0	830
7:30 AM	28	75	29	0	56	50	46	1	66	233	39	0	39	134	24	2	822
7:45 AM	36	61	27	0	77	57	56	0	94	228	55	0	25	101	22	0	839
8:00 AM	45	53	27	0	68	30	48	0	70	174	45	0	19	133	29	0	741
8:15 AM	35	53	19	0	57	56	38	0	78	183	49	0	33	100	24	0	725
8:30 AM	35	83	18	0	38	56	59	0	94	162	54	0	38	151	32	1	821
8:45 AM	31	56	15	0	64	58	98	0	129	133	44	3	28	97	32	0	788
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	267	455	195	0	522	446	422	1	654	1589	387	3	213	873	191	3	6221
<b>APPROACH %'s :</b>	29.12%	49.62%	21.26%	0.00%	37.53%	32.06%	30.34%	0.07%	24.84%	60.35%	14.70%	0.11%	16.64%	68.20%	14.92%	0.23%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL :</b>	131	223	115	0	294	206	198	1	308	919	200	0	99	447	89	2	3232
<b>PEAK HR FACTOR :</b>	0.728	0.743	0.898	0.000	0.790	0.746	0.884	0.250	0.819	0.809	0.820	0.000	0.635	0.834	0.767	0.250	0.963
	0.888				0.832				0.843				0.800				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	67	95	26	0	47	60	76	1	106	109	51	1	56	217	65	0	977
4:15 PM	73	79	20	0	44	96	123	2	69	111	47	4	45	211	53	1	978
4:30 PM	91	105	18	0	45	91	110	1	71	134	39	0	41	233	68	1	1048
4:45 PM	72	89	25	1	48	83	69	0	82	156	63	2	46	249	71	0	1056
5:00 PM	88	79	25	0	54	82	81	1	73	158	63	2	49	243	69	0	1067
5:15 PM	75	88	15	0	34	80	94	0	71	154	71	3	53	250	72	1	1061
5:30 PM	83	89	26	0	45	72	90	1	82	118	58	2	60	246	99	0	1071
5:45 PM	88	99	26	1	44	80	78	4	63	125	67	5	55	207	67	0	1009
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	637	723	181	2	361	644	721	10	617	1065	459	19	405	1856	564	3	8267
<b>APPROACH %'s :</b>	41.28%	46.86%	11.73%	0.13%	20.79%	37.10%	41.53%	0.58%	28.56%	49.31%	21.25%	0.88%	14.32%	65.63%	19.94%	0.11%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																TOTAL
<b>PEAK HR VOL :</b>	318	345	91	1	181	317	334	2	308	586	255	9	208	988	311	1	4255
<b>PEAK HR FACTOR :</b>	0.903	0.969	0.875	0.250	0.838	0.955	0.888	0.500	0.939	0.927	0.898	0.750	0.867	0.988	0.785	0.250	0.993
	0.953				0.956				0.955				0.931				

# National Data & Surveying Services Intersection 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

## Data - Cars

NS/EW Streets:	Anderson Snow Rd/Barclay Ave				Anderson Snow Rd/Barclay Ave				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	35	38	26	0	68	68	28	0	44	188	40	0	15	76	14	0	640
7:15 AM	22	33	31	0	93	68	47	0	78	283	60	0	15	73	14	0	817
7:30 AM	28	74	29	0	54	48	45	1	66	229	39	0	39	128	24	2	806
7:45 AM	35	59	25	0	77	57	56	0	93	224	54	0	23	99	22	0	824
8:00 AM	45	52	25	0	66	30	48	0	69	172	45	0	19	128	29	0	728
8:15 AM	32	51	19	0	56	54	37	0	78	180	47	0	30	97	23	0	704
8:30 AM	34	80	18	0	37	55	57	0	94	160	52	0	35	146	30	1	799
8:45 AM	31	50	14	0	63	56	97	0	119	132	43	3	27	95	32	0	762
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	262	437	187	0	514	436	415	1	641	1568	380	3	203	842	188	3	6080
<b>APPROACH %'s :</b>	29.57%	49.32%	21.11%	0.00%	37.63%	31.92%	30.38%	0.07%	24.73%	60.49%	14.66%	0.12%	16.42%	68.12%	15.21%	0.24%	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																TOTAL
<b>PEAK HR VOL :</b>	130	218	110	0	290	203	196	1	306	908	198	0	96	428	89	2	3175
<b>PEAK HR FACTOR :</b>	0.722	0.736	0.887	0.000	0.780	0.746	0.875	0.250	0.823	0.802	0.825	0.000	0.615	0.836	0.767	0.250	0.963
	0.874				0.829				0.838				0.797				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	66	92	26	0	47	59	76	1	104	108	51	1	55	216	64	0	966
4:15 PM	72	78	20	0	42	92	115	2	69	108	47	4	44	210	53	1	957
4:30 PM	91	104	17	0	45	90	110	1	71	131	37	0	40	232	68	1	1038
4:45 PM	72	88	25	1	46	81	68	0	82	146	63	2	45	247	70	0	1036
5:00 PM	86	78	25	0	54	81	81	1	73	147	63	2	49	240	68	0	1048
5:15 PM	75	87	14	0	32	79	94	0	71	145	71	3	53	249	72	1	1046
5:30 PM	83	89	26	0	45	72	90	1	82	115	56	2	60	244	98	0	1063
5:45 PM	87	99	26	1	44	80	78	4	63	120	65	5	55	206	67	0	1000
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	632	715	179	2	355	634	712	10	615	1020	453	19	401	1844	560	3	8154
<b>APPROACH %'s :</b>	41.36%	46.79%	11.71%	0.13%	20.75%	37.05%	41.61%	0.58%	29.19%	48.41%	21.50%	0.90%	14.28%	65.67%	19.94%	0.11%	
<b>PEAK HR :</b>	04:45 PM - 05:45 PM																TOTAL
<b>PEAK HR VOL :</b>	316	342	90	1	177	313	333	2	308	553	253	9	207	980	308	1	4193
<b>PEAK HR FACTOR :</b>	0.919	0.961	0.865	0.250	0.819	0.966	0.886	0.500	0.939	0.940	0.891	0.750	0.863	0.984	0.786	0.250	0.986
	0.946				0.950				0.958				0.930				

# National Data & Surveying Services Intersection 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

## Data - HT

NS/EW Streets:	Anderson Snow Rd/Barclay Ave				Anderson Snow Rd/Barclay Ave				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
<b>AM</b>																	
7:00 AM	0	2	2	0	1	2	1	0	1	4	0	0	0	2	0	0	15
7:15 AM	0	1	1	0	0	1	1	0	0	1	1	0	1	6	0	0	13
7:30 AM	0	1	0	0	2	2	1	0	0	4	0	0	0	6	0	0	16
7:45 AM	1	2	2	0	0	0	0	0	1	4	1	0	2	2	0	0	15
8:00 AM	0	1	2	0	2	0	0	0	1	2	0	0	0	5	0	0	13
8:15 AM	3	2	0	0	1	2	1	0	0	3	2	0	3	3	1	0	21
8:30 AM	1	3	0	0	1	1	2	0	0	2	2	0	3	5	2	0	22
8:45 AM	0	6	1	0	1	2	1	0	10	1	1	0	1	2	0	0	26
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	5	18	8	0	8	10	7	0	13	21	7	0	10	31	3	0	141
	16.13%	58.06%	25.81%	0.00%	32.00%	40.00%	28.00%	0.00%	31.71%	51.22%	17.07%	0.00%	22.73%	70.45%	6.82%	0.00%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																<b>57</b>
<b>PEAK HR VOL :</b>	1	5	5	0	4	3	2	0	2	11	2	0	3	19	0	0	<b>0.891</b>
<b>PEAK HR FACTOR :</b>	0.250	0.625	0.625	0.000	0.500	0.375	0.500	0.000	0.500	0.688	0.500	0.000	0.375	0.792	0.000	0.000	
	0.550				0.450				0.625				0.786				
<b>PM</b>																	
4:00 PM	1	3	0	0	0	1	0	0	2	1	0	0	1	1	1	0	11
4:15 PM	1	1	0	0	2	4	8	0	0	3	0	0	1	1	0	0	21
4:30 PM	0	1	1	0	0	1	0	0	0	3	2	0	1	1	0	0	10
4:45 PM	0	1	0	0	2	2	1	0	0	10	0	0	1	2	1	0	20
5:00 PM	2	1	0	0	0	1	0	0	0	11	0	0	0	3	1	0	19
5:15 PM	0	1	1	0	2	1	0	0	0	9	0	0	0	1	0	0	15
5:30 PM	0	0	0	0	0	0	0	0	0	3	2	0	0	2	1	0	8
5:45 PM	1	0	0	0	0	0	0	0	0	5	2	0	0	1	0	0	9
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	5	8	2	0	6	10	9	0	2	45	6	0	4	12	4	0	113
	33.33%	53.33%	13.33%	0.00%	24.00%	40.00%	36.00%	0.00%	3.77%	84.91%	11.32%	0.00%	20.00%	60.00%	20.00%	0.00%	
<b>PEAK HR :</b>	<b>04:45 PM - 05:45 PM</b>																<b>62</b>
<b>PEAK HR VOL :</b>	2	3	1	0	4	4	1	0	0	33	2	0	1	8	3	0	<b>0.775</b>
<b>PEAK HR FACTOR :</b>	0.250	0.750	0.250	0.000	0.500	0.500	0.250	0.000	0.000	0.750	0.250	0.000	0.250	0.667	0.750	0.000	
	0.500				0.450				0.795				0.750				

# National Data & Surveying Services Intersection 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

## Data - Bikes

NS/EW Streets:	Anderson Snow Rd/Barclay Ave				Anderson Snow Rd/Barclay Ave				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	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	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	0
7:45 AM	0	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	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	100.00%	0.00%	0.00%	0.00%	0	0	0	0	1
<b>PEAK HR :</b>	07:15 AM - 08:15 AM				0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR VOL :</b>	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	0.000	0
<b>PEAK HR FACTOR :</b>	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

NS/EW Streets:	Anderson Snow Rd/Barclay Ave				Anderson Snow Rd/Barclay Ave				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0	3	0	0	3
<b>PEAK HR :</b>	04:45 PM - 05:45 PM				0	0	0	0	0	0	0	0	0	2	0	0	2
<b>PEAK HR VOL :</b>	0	0	0	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
<b>PEAK HR FACTOR :</b>	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	0.500	0.000	0.000	0.500









**National Data & Surveying Services**

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**

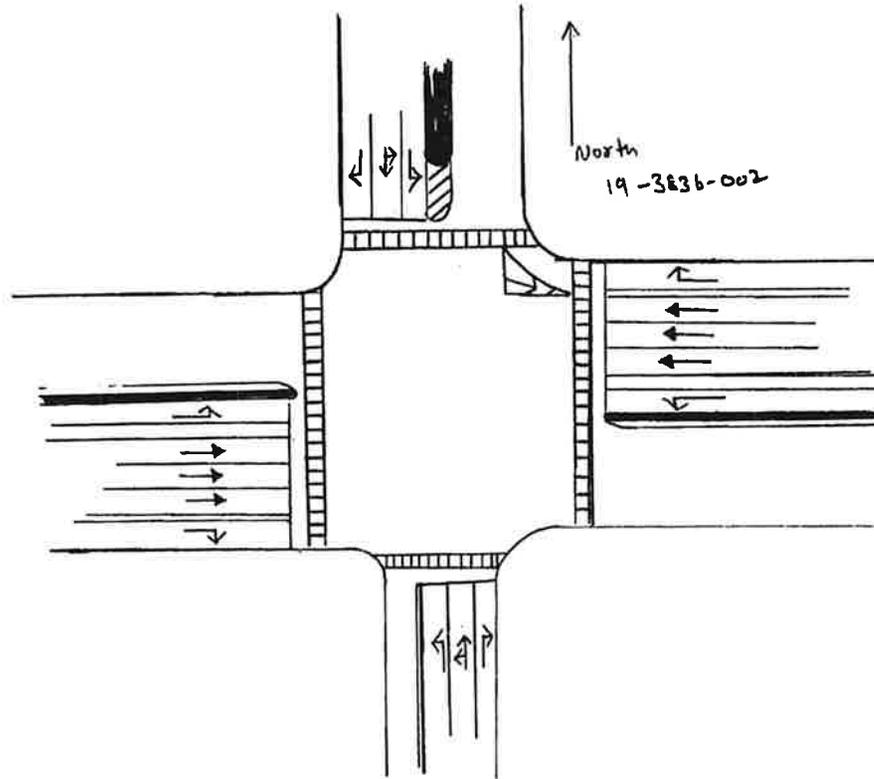
**SIGNAL TIMING**

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



N/S Street: **Barclay Ave**

Speed: **40 MPH**



E/W Street: **Cortez Blvd**

Speed: **55 MPH**

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Barclay Ave & Cortez Blvd  
 City: Spring Hill  
 Control: Signalized

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

### Total

NS/EW Streets:	Barclay Ave				Barclay Ave				Cortez Blvd				Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	60	5	39	0	13	5	12	0	3	221	52	0	10	143	4	2	569
7:15 AM	84	2	43	0	12	4	17	0	4	272	76	0	14	166	7	2	703
7:30 AM	80	4	57	0	25	9	19	0	8	275	81	0	17	212	6	2	795
7:45 AM	107	4	59	0	24	8	19	0	11	307	81	1	21	219	5	4	870
8:00 AM	92	9	69	0	23	5	25	0	9	230	62	0	26	259	6	2	817
8:15 AM	97	8	52	0	20	8	28	0	15	258	69	0	36	243	12	2	848
8:30 AM	82	7	47	0	27	9	24	0	11	237	66	0	39	275	14	6	844
8:45 AM	123	8	42	0	19	5	35	0	11	248	71	0	25	264	12	3	866
<b>TOTAL VOLUMES :</b>	NL 725	NT 47	NR 408	NU 0	SL 163	ST 53	SR 179	SU 0	EL 72	ET 2048	ER 558	EU 1	WL 188	WT 1781	WR 66	WU 23	TOTAL 6312
<b>APPROACH %'s :</b>	61.44%	3.98%	34.58%	0.00%	41.27%	13.42%	45.32%	0.00%	2.69%	76.45%	20.83%	0.04%	9.14%	86.54%	3.21%	1.12%	
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																TOTAL 3379
<b>PEAK HR VOL :</b>	378	28	227	0	94	30	96	0	46	1032	278	1	122	996	37	14	3379
<b>PEAK HR FACTOR :</b>	0.883	0.778	0.822	0.000	0.870	0.833	0.857	0.000	0.767	0.840	0.858	0.250	0.782	0.905	0.661	0.583	0.971
	0.931				0.917				0.848				0.875				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	114	10	21	0	21	15	31	0	40	306	118	1	40	348	32	9	1106
4:15 PM	89	9	21	0	14	6	37	0	27	322	122	1	39	351	28	1	1067
4:30 PM	90	21	21	0	16	10	27	0	35	308	136	0	50	339	28	2	1083
4:45 PM	91	12	18	0	18	12	28	0	39	318	112	0	34	307	25	0	1014
5:00 PM	117	11	34	0	15	13	33	0	22	282	128	0	42	351	26	2	1076
5:15 PM	104	14	24	0	14	15	29	0	26	305	125	1	38	364	24	3	1086
5:30 PM	131	11	20	0	22	7	25	0	29	310	142	1	30	300	12	2	1042
5:45 PM	128	10	16	0	14	15	29	0	25	225	105	0	26	297	22	1	913
<b>TOTAL VOLUMES :</b>	NL 864	NT 98	NR 175	NU 0	SL 134	ST 93	SR 239	SU 0	EL 243	ET 2376	ER 988	EU 4	WL 299	WT 2657	WR 197	WU 20	TOTAL 8387
<b>APPROACH %'s :</b>	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%	6.21%	0.63%	
<b>PEAK HR :</b>	<b>04:00 PM - 05:00 PM</b>																TOTAL 4270
<b>PEAK HR VOL :</b>	384	52	81	0	69	43	123	0	141	1254	488	2	163	1345	113	12	4270
<b>PEAK HR FACTOR :</b>	0.842	0.619	0.964	0.000	0.821	0.717	0.831	0.000	0.881	0.974	0.897	0.500	0.815	0.958	0.883	0.333	0.965
	0.891				0.877				0.984				0.952				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Barclay Ave & Cortez Blvd  
 City: Spring Hill  
 Control: Signalized

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

### Cars

NS/EW Streets:	Barclay Ave				Barclay Ave				Cortez Blvd				Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	
<b>AM</b>																	
7:00 AM	60	5	37	0	12	5	12	0	3	210	46	0	10	133	3	2	538
7:15 AM	82	2	43	0	12	3	17	0	4	266	73	0	12	162	7	2	685
7:30 AM	79	4	56	0	25	9	19	0	8	268	81	0	17	199	6	2	773
7:45 AM	105	4	57	0	24	8	19	0	11	302	78	1	17	203	5	4	838
8:00 AM	90	9	68	0	23	5	25	0	9	220	62	0	24	247	6	2	790
8:15 AM	97	8	52	0	20	8	28	0	14	246	67	0	32	231	11	2	816
8:30 AM	80	7	47	0	26	9	24	0	11	216	64	0	36	267	14	6	807
8:45 AM	121	8	39	0	19	5	34	0	11	237	65	0	23	250	12	3	827
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	714	47	399	0	161	52	178	0	71	1965	536	1	171	1692	64	23	6074
<b>APPROACH %'s :</b>	61.55%	4.05%	34.40%	0.00%	41.18%	13.30%	45.52%	0.00%	2.76%	76.37%	20.83%	0.04%	8.77%	86.77%	3.28%	1.18%	
<b>PEAK HR :</b>	07:45 AM - 08:45 AM																TOTAL
<b>PEAK HR VOL :</b>	372	28	224	0	93	30	96	0	45	984	271	1	109	948	36	14	3251
<b>PEAK HR FACTOR :</b>	0.89	0.778	0.824	0.000	0.894	0.833	0.857	0.000	0.804	0.815	0.869	0.250	0.757	0.888	0.643	0.583	0.970
	0.934				0.928				0.830				0.857				
<b>PM</b>																	
4:00 PM	113	10	18	0	20	15	31	0	40	296	115	1	39	344	30	9	1081
4:15 PM	89	9	21	0	14	6	36	0	27	314	119	1	39	347	28	1	1051
4:30 PM	90	20	21	0	15	10	27	0	35	302	134	0	49	339	28	2	1072
4:45 PM	91	12	18	0	18	12	28	0	39	310	112	0	34	297	25	0	996
5:00 PM	117	11	34	0	15	13	33	0	22	276	128	0	42	347	26	2	1066
5:15 PM	104	14	24	0	14	15	29	0	26	301	124	1	38	360	24	3	1077
5:30 PM	129	11	20	0	22	7	25	0	29	308	142	1	30	297	12	2	1035
5:45 PM	128	10	16	0	13	14	29	0	25	223	105	0	26	292	22	1	904
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	861	97	172	0	131	92	238	0	243	2330	979	4	297	2623	195	20	8282
<b>APPROACH %'s :</b>	76.19%	8.58%	15.22%	0.00%	28.42%	19.96%	51.63%	0.00%	6.83%	65.52%	27.53%	0.11%	9.47%	83.67%	6.22%	0.64%	
<b>PEAK HR :</b>	04:00 PM - 05:00 PM																TOTAL
<b>PEAK HR VOL :</b>	383	51	78	0	67	43	122	0	141	1222	480	2	161	1327	111	12	4200
<b>PEAK HR FACTOR :</b>	0.85	0.638	0.929	0.000	0.838	0.717	0.847	0.000	0.881	0.973	0.896	0.500	0.821	0.956	0.925	0.333	0.971
	0.908				0.879				0.979				0.954				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Barclay Ave & Cortez Blvd  
 City: Spring Hill  
 Control: Signalized

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

### HT

NS/EW Streets:	Barclay Ave				Barclay Ave				Cortez Blvd				Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
AM																	
7:00 AM	0	0	2	0	1	0	0	0	0	11	6	0	0	10	1	0	31
7:15 AM	2	0	0	0	0	1	0	0	0	6	3	0	2	4	0	0	18
7:30 AM	1	0	1	0	0	0	0	0	0	7	0	0	0	13	0	0	22
7:45 AM	2	0	2	0	0	0	0	0	0	5	3	0	4	16	0	0	32
8:00 AM	2	0	1	0	0	0	0	0	0	10	0	0	2	12	0	0	27
8:15 AM	0	0	0	0	0	0	0	0	1	12	2	0	4	12	1	0	32
8:30 AM	2	0	0	0	1	0	0	0	0	21	2	0	3	8	0	0	37
8:45 AM	2	0	3	0	0	0	1	0	0	11	6	0	2	14	0	0	39
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	11	0	9	0	2	1	1	0	1	83	22	0	17	89	2	0	238
	55.00%	0.00%	45.00%	0.00%	50.00%	25.00%	25.00%	0.00%	0.94%	78.30%	20.75%	0.00%	15.74%	82.41%	1.85%	0.00%	
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>																TOTAL
<b>PEAK HR VOL :</b>	6	0	3	0	1	0	0	0	1	48	7	0	13	48	1	0	128
<b>PEAK HR FACTOR :</b>	0.750	0.000	0.375	0.000	0.250	0.000	0.000	0.000	0.250	0.571	0.583	0.000	0.813	0.750	0.250	0.000	0.865
	0.563				0.250				0.609				0.775				

NS/EW Streets:	Barclay Ave				Barclay Ave				Cortez Blvd				Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
PM																	
4:00 PM	1	0	3	0	1	0	0	0	0	10	3	0	1	4	2	0	25
4:15 PM	0	0	0	0	0	0	1	0	0	8	3	0	0	4	0	0	16
4:30 PM	0	1	0	0	1	0	0	0	0	6	2	0	1	0	0	0	11
4:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	10	0	0	18
5:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10
5:15 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	4	0	0	9
5:30 PM	2	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	7
5:45 PM	0	0	0	0	1	1	0	0	0	2	0	0	0	5	0	0	9
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	3	1	3	0	3	1	1	0	0	46	9	0	2	34	2	0	105
	42.86%	14.29%	42.86%	0.00%	60.00%	20.00%	20.00%	0.00%	0.00%	83.64%	16.36%	0.00%	5.26%	89.47%	5.26%	0.00%	
<b>PEAK HR :</b>	<b>04:00 PM - 05:00 PM</b>																TOTAL
<b>PEAK HR VOL :</b>	1	1	3	0	2	0	1	0	0	32	8	0	2	18	2	0	70
<b>PEAK HR FACTOR :</b>	0.25	0.250	0.250	0.000	0.500	0.000	0.250	0.000	0.000	0.800	0.667	0.000	0.500	0.450	0.250	0.000	0.700
	0.313				0.750				0.769				0.550				

# National Data & Surveying Services

## Intersection Turning Movement Count

Location: Barclay Ave & Cortez Blvd  
 City: Spring Hill  
 Control: Signalized

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

### Bikes

NS/EW Streets:	Barclay Ave				Barclay Ave				Cortez Blvd				Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
<b>AM</b>																	
7:00 AM	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	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	0
7:45 AM	0	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	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>								0	1	0	0	0	1	0	0	2
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	
										0.250				0.250			
<b>PM</b>																	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	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	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>PEAK HR :</b>	<b>04:00 PM - 05:00 PM</b>								0	0	0	0	0	0	0	0	0
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
<b>PEAK HR FACTOR :</b>	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  
City: Spring Hill

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

## Pedestrians (Crosswalks)

NS/EW Streets:	Barclay Ave		Barclay Ave		Cortez Blvd		Cortez Blvd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>AM</b>									
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 0	WB 1	EB 0	WB 1	NB 0	SB 0	NB 0	SB 0	TOTAL 2
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	100.00%					
<b>PEAK HR :</b>	<b>07:45 AM - 08:45 AM</b>								TOTAL 1
<b>PEAK HR VOL :</b>	0	1	0	0	0	0	0	0	
<b>PEAK HR FACTOR :</b>	0.250								0.250

NS/EW Streets:	Barclay Ave		Barclay Ave		Cortez Blvd		Cortez Blvd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>PM</b>									
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	2	0	0	0	1	0	2	0	5
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 2	WB 0	EB 1	WB 0	NB 1	SB 0	NB 2	SB 0	TOTAL 6
<b>APPROACH %'s :</b>	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	100.00%	0.00%	
<b>PEAK HR :</b>	<b>04:00 PM - 05:00 PM</b>								TOTAL 5
<b>PEAK HR VOL :</b>	2	0	0	0	1	0	2	0	
<b>PEAK HR FACTOR :</b>	0.250				0.250	0.250	0.250	0.250	0.250

# Barclay Ave & Cortez Blvd

## Peak Hour Turning Movement Count

ID: 19-03836-002  
City: Spring Hill

Day: Wednesday  
Date: 12/18/2019

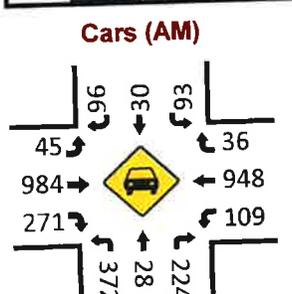
PEAK HOURS	Barclay Ave SOUTHBOUND					COUNT PERIODS
	AM	NOON	PM	AM	NOON		PM
07:45 AM - 08:45 AM	96	30	94	0	111	07:00 AM - 09:00 AM
NONE	0	0	0	0	0	NONE
04:00 PM - 05:00 PM	123	43	69	0	306	04:00 PM - 06:00 PM

Cortez Blvd EASTBOUND	AM			Cortez Blvd WESTBOUND	PM		
	AM	NOON	PM		PM	NOON	AM
	1471	0	1854		113	0	37
	1	0	2		1345	0	996
	46	0	141		163	0	122
	1032	0	1254		12	0	14
	278	0	488		1416	0	1367

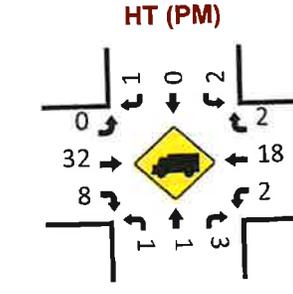
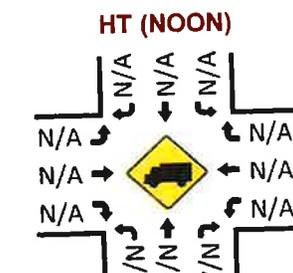
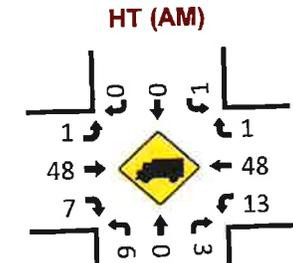
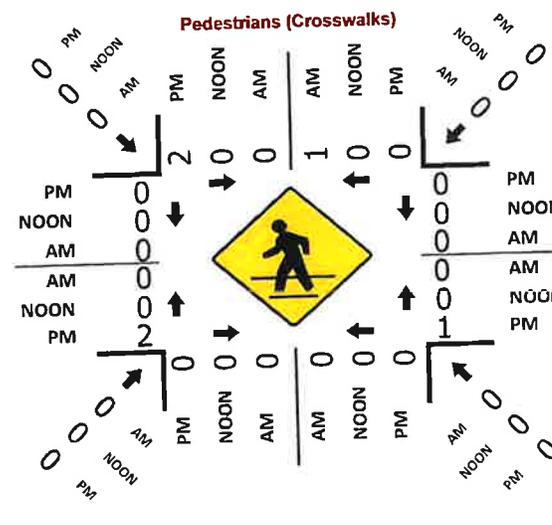
  

CONTROL		
Signalized		
TEV	AM	NOON
3379	0	4270
PHF	AM	PM
0.97	0.97	0.97



**Barclay Ave NORTHBOUND**

PEAK HOURS	AM	NOON	PM
07:45 AM - 08:45 AM	430	0	694
NONE	0	0	0
04:00 PM - 05:00 PM	227	28	384



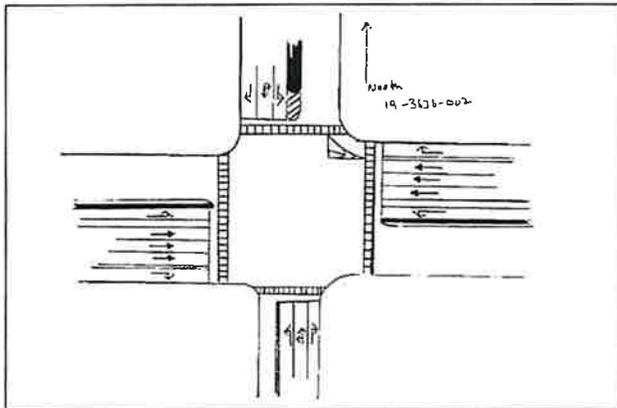
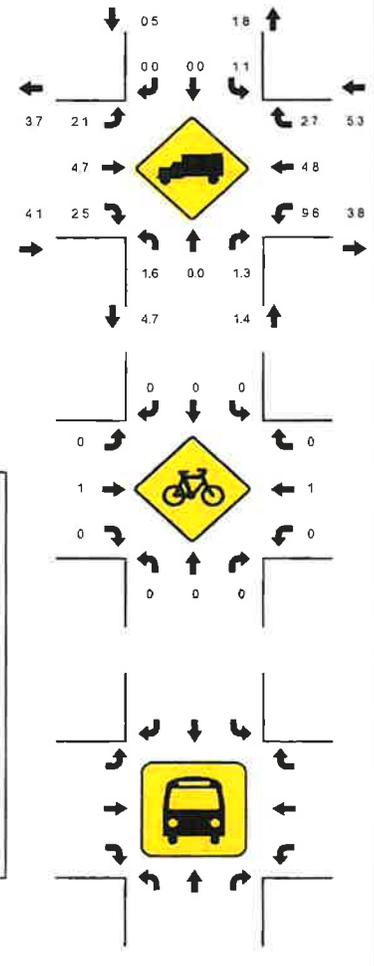
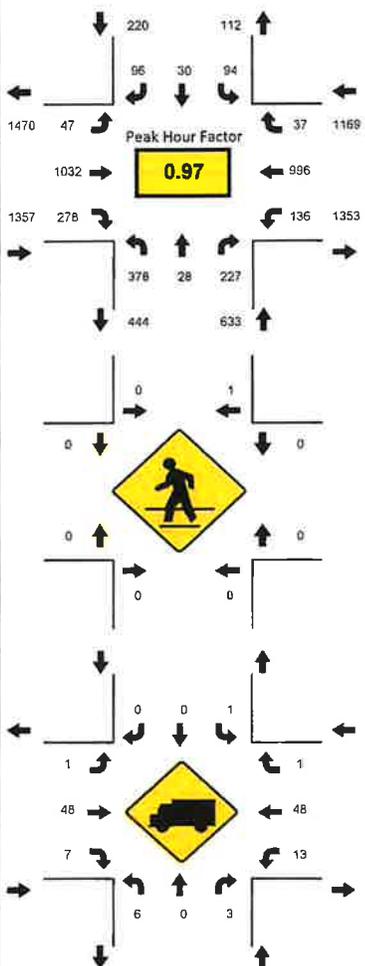
LOCATION: Barclay Ave & Cortez Blvd  
 CITY/STATE: Spring Hill, FL

PROJECT ID: 19-03836-002  
 DATE: 12/18/2019

Peak-Hour: 07:45 AM - 08:45 AM  
 Peak 15-Minute: 07:45 AM - 08:00 AM



National Data & Surveying Services



15-Min Count Period Beginning At	Barclay Ave Northbound					Barclay Ave Southbound					Cortez Blvd Eastbound					Cortez Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	60	5	39	0		13	5	12	0		3	221	52	0		10	143	4	2		569	2937
07:15 AM	84	2	43	0		12	4	17	0		4	272	76	0		14	166	7	2		703	3185
07:30 AM	80	4	57	0		25	9	19	0		8	275	81	0		17	212	6	2		795	3330
07:45 AM	107	4	59	0		24	8	19	0		11	307	81	1		21	219	5	4		870	3379
08:00 AM	92	9	69	0		23	5	25	0		9	230	62	0		26	259	6	2		817	3375
08:15 AM	97	8	52	0		20	8	28	0		15	258	69	0		36	243	12	2		848	2558
08:30 AM	82	7	47	0		27	9	24	0		11	237	66	0		39	275	14	6		844	1710
08:45 AM	123	8	42	0		19	5	35	0		11	248	71	0		25	264	12	3		866	866
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	428	36	276	0		108	36	112	0		60	1228	324	4		156	1100	56	24		3948	
Heavy Trucks	8	0	8			4	0	0			4	84	12			16	64	4			204	
Pedestrians	0						4				0					0					4	
Bicycles	0	0	0			0	0	0			0	4	0			0	4	0			8	
Railroad																						
Stopped Buses																						





National Data & Surveying Services

Site Code: 21-120102-002  
 Date: 03/23/2021  
 Weather: Sunny  
 City: Spring Hill  
 County: Hernando  
 Count Times: 16:00 - 18:00  
 Control: Signalized

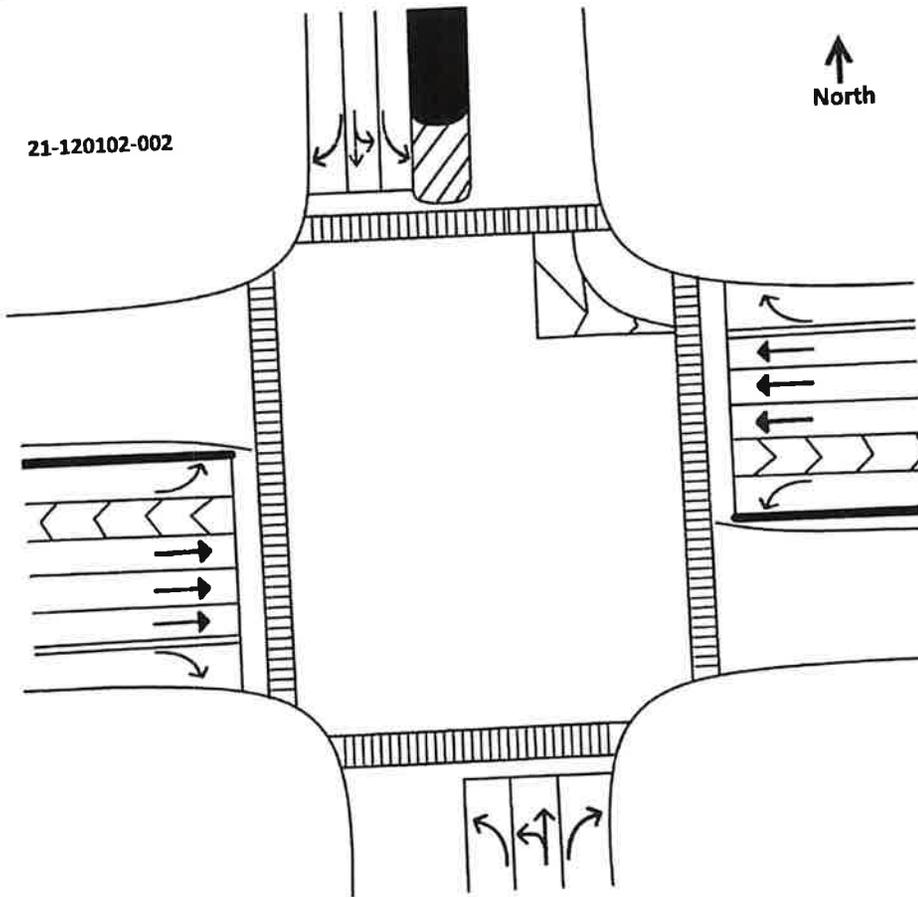
SIGNAL TIMING

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
ET/WT	00:39	00:41	00:43
EL/ET	00:26	00:27	00:26



N/S Street: Barclay Ave/Brookridge Central Blvd

Speed: 40 MPH



E/W Street: SR 50/Cortez Blvd

Speed: 55 MPH

# National Data & Surveying Services Intersection Turning Movement Count

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

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

## Data - Total

NS/EW Streets:	Barclay Ave/Brookridge Central Blvd				Barclay Ave/Brookridge Central Blvd				SR 50/Cortez Blvd				SR 50/Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:00 PM	80	14	27	0	18	12	21	0	21	305	124	1	32	322	30	3	1010
4:15 PM	83	9	33	0	26	10	31	0	22	310	122	2	32	346	30	1	1057
4:30 PM	120	12	21	0	22	12	25	0	22	343	99	1	41	323	27	1	1069
4:45 PM	103	10	20	0	16	15	32	0	20	294	115	0	36	335	33	1	1030
5:00 PM	96	16	15	0	21	14	20	0	30	280	126	1	44	330	16	2	1011
5:15 PM	132	7	30	0	22	14	22	0	36	312	130	1	31	359	22	1	1119
5:30 PM	81	14	15	0	20	12	16	0	35	284	109	1	26	300	23	7	943
5:45 PM	56	16	24	0	21	15	30	0	22	225	93	1	16	299	15	0	833
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	751	98	185	0	166	104	197	0	208	2353	918	8	258	2614	196	16	8072
	72.63%	9.48%	17.89%	0.00%	35.55%	22.27%	42.18%	0.00%	5.97%	67.48%	26.33%	0.23%	8.37%	84.76%	6.36%	0.52%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																
<b>PEAK HR VOL :</b>	451	45	86	0	81	55	99	0	108	1229	470	3	152	1347	98	5	<b>TOTAL</b>
<b>PEAK HR FACTOR :</b>	0.854	0.703	0.717	0.000	0.920	0.917	0.773	0.000	0.750	0.896	0.904	0.750	0.864	0.938	0.742	0.625	4229
	0.861				0.933				0.945				0.970				0.945



# National Data & Surveying Services Intersection Turning Movement Count

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

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

## Data - HT

NS/EW Streets:	Barclay Ave/Brookridge Central Blvd				Barclay Ave/Brookridge Central Blvd				SR 50/Cortez Blvd				SR 50/Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
4:15 PM	1	0	1	0	0	0	1	0	0	6	1	0	0	6	0	0	18
4:30 PM	0	0	1	0	0	0	0	0	0	8	5	0	1	3	0	0	16
4:45 PM	1	0	1	0	0	0	0	0	0	11	0	0	1	3	0	0	20
5:00 PM	1	0	1	0	1	0	0	0	0	9	1	0	1	6	0	0	16
5:15 PM	0	1	1	0	0	0	0	0	0	12	1	0	0	1	0	0	17
5:30 PM	1	0	1	0	0	0	0	0	0	3	7	0	1	4	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	10
	0	0	0	0	0	0	1	0	0	6	0	0	1	1	1	0	
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
<b>APPROACH %'s :</b>	4	1	5	0	1	0	2	0	0	57	15	0	5	28	1	0	119
	40.00%	10.00%	50.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	79.17%	20.83%	0.00%	14.71%	82.35%	2.94%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																
<b>PEAK HR VOL :</b>	3	1	3	0	1	0	0	0	0	35	9	0	3	14	0	0	
<b>PEAK HR FACTOR :</b>	0.750	0.250	0.750	0.000	0.250	0.000	0.000	0.000	0.000	0.729	0.321	0.000	0.750	0.583	0.000	0.000	0.863
	0.875				0.250				0.846				0.607				

# National Data & Surveying Services Intersection Turning Movement Count

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

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

## Data - Bikes

NS/EW Streets:	Barclay Ave/Brookridge Central Blvd				Barclay Ave/Brookridge Central Blvd				SR 50/Cortez Blvd				SR 50/Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
<b>PM</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	50.00%	50.00%	0.00%	0	0	0	0	2
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>				0	0	0	0	0	1	1	0	0	0	0	0	2
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500



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

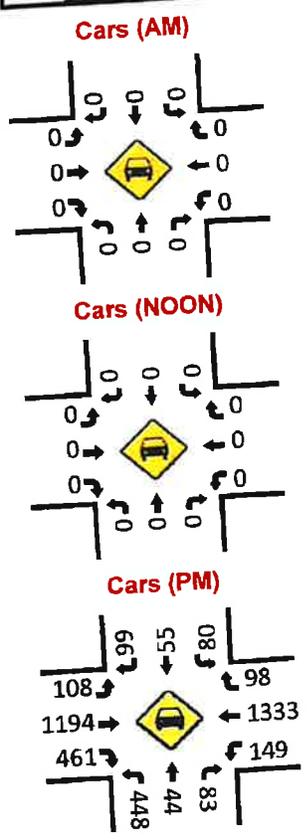
## Peak Hour Turning Movement Count

ID: 21-120102-002  
City: Spring Hill

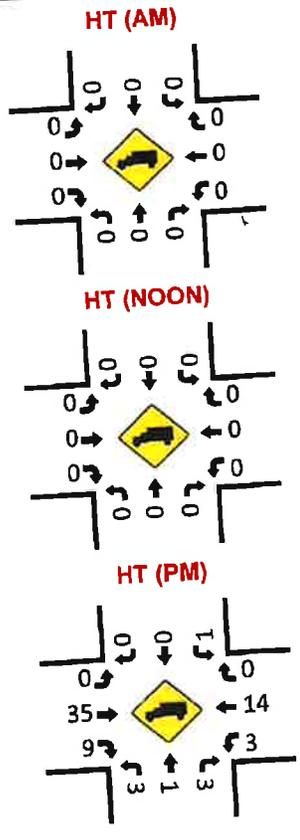
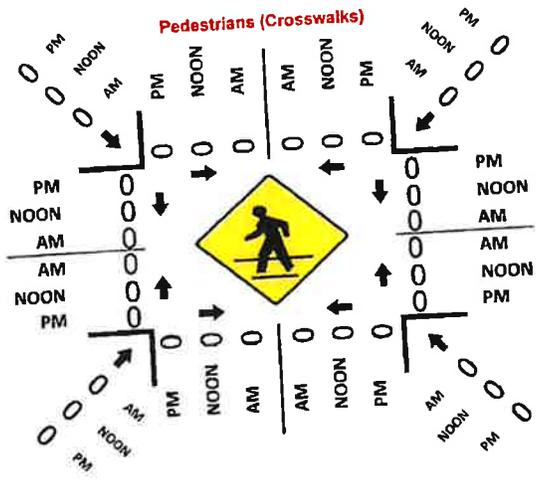
Day: Tuesday  
Date: 3/23/2021

PEAK HOURS		Barclay Ave/Brookridge Central Blvd					COUNT PERIODS			
NONE	04:30 PM - 05:30 PM	<b>SOUTHBOUND</b>					NONE	4:00 PM - 06:00 PM	NONE	
		AM	0	0	0	0	0			AM
		NOON	0	0	0	0	0			NOON
		PM	99	55	81	0	251	PM		
		<b>EASTBOUND</b>					<b>WESTBOUND</b>			
		AM	NOON	PM				PM	NOON	AM
		0	0	1900	0	98	0	0	0	0
		0	0	3	0	1347	0	0	0	0
		0	0	108	0	152	0	0	0	0
		0	0	1229	0	5	0	0	0	0
		0	0	470	0	1401	0	0	0	0
		AM	NOON	PM				PM	NOON	AM

CONTROL			
<b>Signalized</b>			
TEV	0	0	4229
PHF	AM	NOON	PM
			0.94



		Barclay Ave/Brookridge Central Blvd				
PM	677	0	451	45	86	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM
		<b>NORTHBOUND</b>				



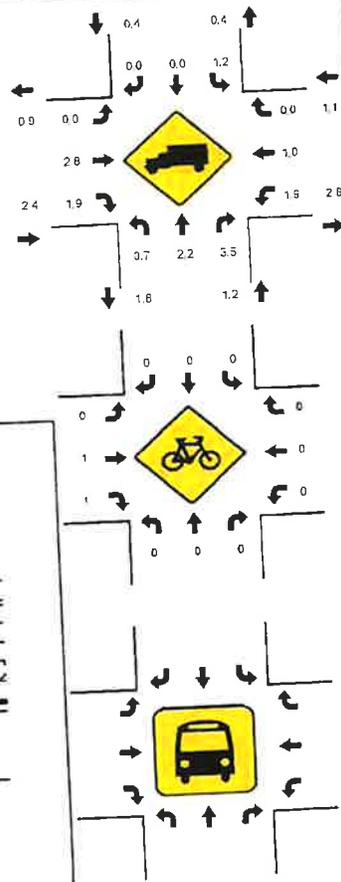
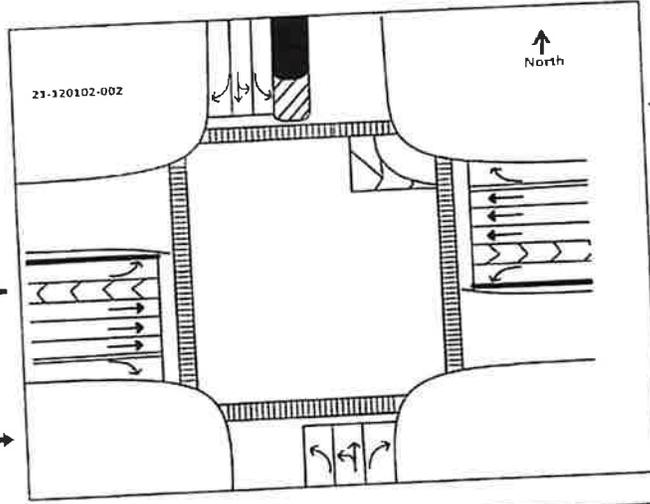
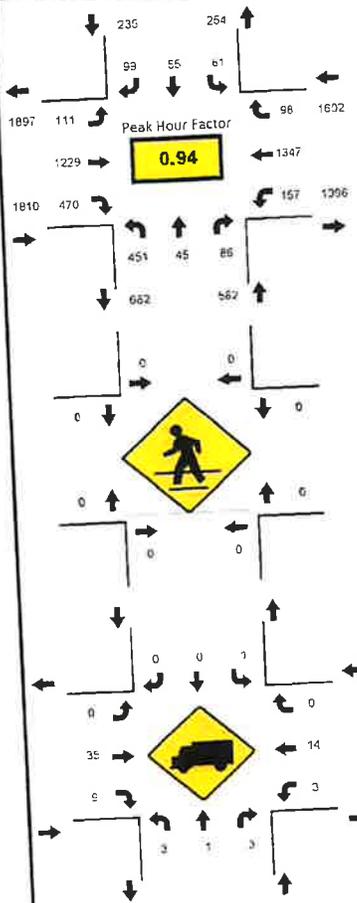
LOCATION: Barclay Ave/Brookridge Central Blvd & SR 50/Cortez Blvd  
 CITY/STATE: Spring Hill, FL

PROJECT ID: 21-120102-002  
 DATE: Tue, Mar 23, 2021

Peak-Hour: 04:30 PM - 05:30 PM  
 Peak 15-Minute: 05:15 PM - 05:30 PM



National Data & Surveying Services



15-Min Count Period Beginning At	Barclay Ave/Brookridge Central Blvd Northbound					Barclay Ave/Brookridge Central Blvd Southbound					SR 50/Cortez Blvd Eastbound					SR 50/Cortez Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'		
	04:00 PM	80	14	27	0		18	12	21	0		21	305	124	1		32	322	30	3				1010	4166
04:15 PM	83	9	33	0		26	10	31	0		22	310	122	2		32	346	30	1		1057	4167
04:30 PM	120	12	21	0		22	12	25	0		20	294	99	1		41	323	27	1		1069	4229
04:45 PM	103	10	20	0		16	15	32	0		30	280	126	1		36	335	33	1		1030	4103
05:00 PM	96	16	15	0		21	14	20	0		36	312	130	1		44	330	16	2		1011	3906
05:15 PM	132	7	30	0		22	14	22	0		35	284	109	1		31	359	22	1		1138	2895
05:30 PM	81	14	15	0		20	12	16	0		22	225	93	1		26	300	23	7		943	1776
05:45 PM	56	16	24	0		21	15	30	0		16	299	15	0		16	299	15	0		833	833
Peak 15-Min	Northbound					Southbound					Eastbound					Westbound					Total	
Flowrates	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	4780	
All Vehicles	528	64	120	0		88	60	128	0		144	1372	520	4		176	1436	132	8		120	
Heavy Trucks	4	4	4	0		4	0	0	0		0	48	28	0		4	24	0	0		0	
Pedestrians											0	0	0	0		0	0	0	0		0	
Bicycles	0	0	0	0		0	0	0	0		0	4	4	0		0	0	0	0		0	
Buses																						
Stopped Buses																						



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

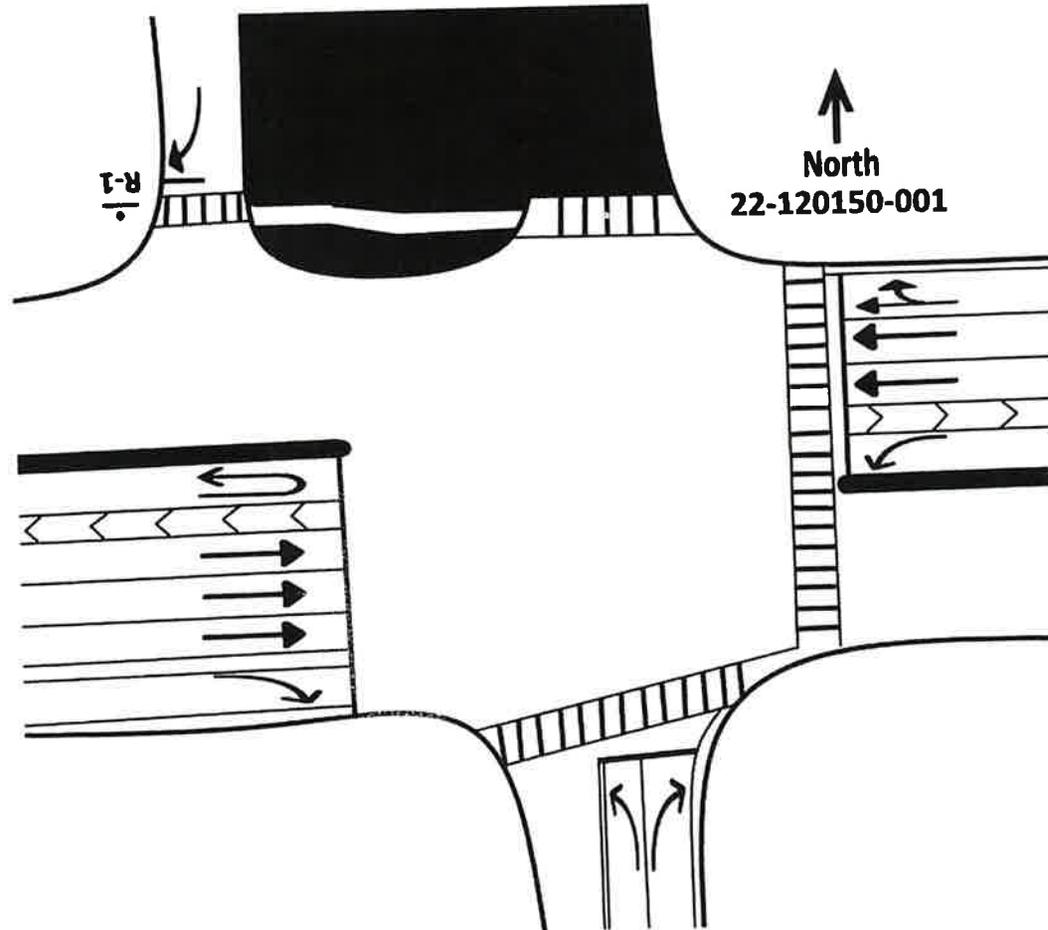
SIGNAL TIMING

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



E/W Street: SR 50/Cortez Blvd

Speed: 45/55  
MPH

# National Data & Surveying Services Intersection Turning Movement Count

**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/Cortez Blvd				SR 50/Cortez Blvd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
AM	0	0	0	0	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					
7:00 AM	59	0	67	0	0	0	0	0	0	133	24	0	36	91	0	1					411
7:15 AM	37	0	70	0	0	0	0	0	0	150	44	1	52	148	0	0					502
7:30 AM	44	0	89	0	0	0	0	0	0	165	34	1	49	142	0	1					525
7:45 AM	52	0	107	0	0	0	0	0	0	211	41	1	56	143	0	2					613
8:00 AM	48	0	66	0	0	0	0	0	0	194	65	2	61	132	0	0					568
8:15 AM	67	0	81	0	0	0	0	0	0	208	54	1	51	153	0	2					617
8:30 AM	71	0	74	0	0	0	0	0	0	174	37	0	47	172	1	0					576
8:45 AM	74	0	82	0	0	0	1	0	0	181	36	2	53	219	0	1					649
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
<b>APPROACH %'s :</b>	452	0	636	0	0	0	1	0	0	1416	335	8	405	1200	1	7					4461
	41.54%	0.00%	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%					
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>				
<b>PEAK HR VOL :</b>	260	0	303	0	0	0	1	0	0	757	192	5	212	676	1	3					2410
<b>PEAK HR FACTOR :</b>	0.878	0.000	0.924	0.000	0.000	0.000	0.250	0.000	0.000	0.910	0.738	0.625	0.869	0.772	0.250	0.375					0.928
	0.902				0.250				0.907				0.817								

NS/EW Streets:	Deltona Blvd				Deltona Blvd				SR 50/Cortez Blvd				SR 50/Cortez Blvd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	0	0	0	0	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					
4:00 PM	65	0	70	0	0	0	0	0	0	239	75	2	94	239	0	3					787
4:15 PM	64	0	65	0	0	0	1	0	0	257	66	4	89	267	0	4					817
4:30 PM	55	0	83	0	0	0	0	0	0	240	57	3	87	262	0	2					789
4:45 PM	49	0	59	0	0	0	0	0	0	227	85	3	105	223	0	5					756
5:00 PM	81	0	67	0	0	0	0	0	0	224	65	6	100	271	0	2					816
5:15 PM	69	0	69	0	0	0	0	0	0	243	64	2	102	289	0	6					844
5:30 PM	68	0	52	0	0	0	0	0	0	224	65	4	67	214	0	1					695
5:45 PM	56	0	52	0	0	0	0	0	0	204	49	1	82	235	0	6					685
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					TOTAL
<b>APPROACH %'s :</b>	507	0	517	0	0	0	1	0	0	1858	526	25	726	2000	0	29					6189
	49.51%	0.00%	50.49%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	77.13%	21.83%	1.04%	26.35%	72.60%	0.00%	1.05%					
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>				
<b>PEAK HR VOL :</b>	254	0	278	0	0	0	0	0	0	934	271	14	394	1045	0	15					3205
<b>PEAK HR FACTOR :</b>	0.784	0.000	0.837	0.000	0.000	0.000	0.000	0.000	0.000	0.961	0.797	0.583	0.938	0.904	0.000	0.625					0.949
	0.899								0.967				0.916								

# National Data & Surveying Services Intersection Turning Movement Count

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/Cortez Blvd				SR 50/Cortez Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
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	0	0	0	0	0	0	142	40	1	46	137	0	0	469
7:30 AM	42	0	88	0	0	0	0	0	0	155	33	1	48	132	0	1	500
7:45 AM	51	0	106	0	0	0	0	0	0	204	40	1	51	132	0	2	587
8:00 AM	46	0	65	0	0	0	0	0	0	186	64	2	61	123	0	0	547
8:15 AM	64	0	80	0	0	0	0	0	0	203	54	1	48	144	0	2	596
8:30 AM	70	0	73	0	0	0	0	0	0	161	37	0	45	164	1	0	551
8:45 AM	72	0	81	0	0	0	1	0	0	177	36	2	51	199	0	1	620
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	438	0	627	0	0	0	1	0	0	1356	328	8	385	1119	1	7	4270
<b>APPROACH %'s :</b>	41.13%	0.00%	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%	
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	252	0	299	0	0	0	1	0	0	727	191	5	205	630	1	3	2314
<b>PEAK HR FACTOR :</b>	0.875	0.000	0.923	0.000	0.000	0.000	0.250	0.000	0.000	0.895	0.746	0.625	0.840	0.791	0.250	0.375	0.933
	0.900				0.250				0.894				0.836				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	64	0	70	0	0	0	0	0	0	230	73	2	94	229	0	3	765
4:15 PM	62	0	63	0	0	0	1	0	0	245	66	4	87	260	0	3	791
4:30 PM	55	0	79	0	0	0	0	0	0	231	57	3	85	256	0	2	768
4:45 PM	49	0	58	0	0	0	0	0	0	220	85	3	105	220	0	5	745
5:00 PM	81	0	67	0	0	0	0	0	0	222	65	6	100	267	0	2	810
5:15 PM	67	0	69	0	0	0	0	0	0	238	63	2	99	284	0	5	827
5:30 PM	66	0	52	0	0	0	0	0	0	221	65	4	66	209	0	1	684
5:45 PM	55	0	51	0	0	0	0	0	0	201	49	1	82	232	0	6	677
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	<b>TOTAL</b>
	499	0	509	0	0	0	1	0	0	1808	523	25	718	1957	0	27	6067
<b>APPROACH %'s :</b>	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%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	252	0	273	0	0	0	0	0	0	911	270	14	389	1027	0	14	3150
<b>PEAK HR FACTOR :</b>	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
	0.887				0.970				0.921				0.921				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Deltona Blvd & SR 50/Cortez Blvd  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - HT

NS/EW Streets:	Deltona Blvd				Deltona Blvd				SR 50/Cortez Blvd				SR 50/Cortez Blvd				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	0	0	2	0	0	0	0	0	0	5	0	0	1	3	0	0	11	
7:15 AM	3	0	1	0	0	0	0	0	0	8	4	0	6	11	0	0	33	
7:30 AM	2	0	1	0	0	0	0	0	0	10	1	0	1	10	0	0	25	
7:45 AM	1	0	1	0	0	0	0	0	0	7	1	0	5	11	0	0	26	
8:00 AM	2	0	1	0	0	0	0	0	0	8	1	0	0	9	0	0	21	
8:15 AM	3	0	1	0	0	0	0	0	0	5	0	0	3	9	0	0	21	
8:30 AM	1	0	1	0	0	0	0	0	0	13	0	0	2	8	0	0	25	
8:45 AM	2	0	1	0	0	0	0	0	0	4	0	0	2	20	0	0	29	
<b>TOTAL VOLUMES :</b>	NL 14	NT 0	NR 9	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 60	ER 7	EU 0	WL 20	WT 81	WR 0	WU 0	TOTAL 191	
<b>APPROACH %'s :</b>	60.87%	0.00%	39.13%	0.00%					0.00%	89.55%	10.45%	0.00%	19.80%	80.20%	0.00%	0.00%		
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>																	TOTAL 96
<b>PEAK HR VOL :</b>	8	0	4	0	0	0	0	0	0	30	1	0	7	46	0	0	0.828	
<b>PEAK HR FACTOR :</b>	0.667	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.577	0.250	0.000	0.583	0.575	0.000	0.000		
	0.750								0.596				0.602					

NS/EW Streets:	Deltona Blvd				Deltona Blvd				SR 50/Cortez Blvd				SR 50/Cortez Blvd				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	1	0	0	0	0	0	0	0	0	9	2	0	0	10	0	0	22	
4:15 PM	2	0	2	0	0	0	0	0	0	12	0	0	2	7	0	1	26	
4:30 PM	0	0	4	0	0	0	0	0	0	9	0	0	2	6	0	0	21	
4:45 PM	0	0	1	0	0	0	0	0	0	7	0	0	0	3	0	0	11	
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6	
5:15 PM	2	0	0	0	0	0	0	0	0	5	1	0	3	5	0	1	17	
5:30 PM	2	0	0	0	0	0	0	0	0	3	0	0	1	5	0	0	11	
5:45 PM	1	0	1	0	0	0	0	0	0	3	0	0	0	3	0	0	8	
<b>TOTAL VOLUMES :</b>	NL 8	NT 0	NR 8	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 50	ER 3	EU 0	WL 8	WT 43	WR 0	WU 2	TOTAL 122	
<b>APPROACH %'s :</b>	50.00%	0.00%	50.00%	0.00%					0.00%	94.34%	5.66%	0.00%	15.09%	81.13%	0.00%	3.77%		
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																	TOTAL 55
<b>PEAK HR VOL :</b>	2	0	5	0	0	0	0	0	0	23	1	0	5	18	0	1	0.655	
<b>PEAK HR FACTOR :</b>	0.250	0.000	0.313	0.000	0.000	0.000	0.000	0.000	0.000	0.639	0.250	0.000	0.417	0.750	0.000	0.250		
	0.438								0.667				0.667					

# National Data & Surveying Services Intersection Turning Movement Count

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

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

## Data - Bikes

NS/EW Streets:	Deltona Blvd				Deltona Blvd				SR 50/Cortez Blvd				SR 50/Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
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	1	0	0	1
7:45 AM	0	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	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	3
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>				0	0	0	0	0	1	0	0	0	0	0	0	<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	1
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	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	0.250

NS/EW Streets:	Deltona Blvd				Deltona Blvd				SR 50/Cortez Blvd				SR 50/Cortez Blvd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	<b>TOTAL</b>
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	5
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>				0	0	0	0	0	1	0	0	0	1	0	0	<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	2
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250

# National Data & Surveying Services Intersection Turning Movement

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

## Count

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

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Deltona Blvd		Deltona Blvd		SR 50/Cortez Blvd		SR 50/Cortez Blvd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>AM</b>									
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	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	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	2
8:45 AM	0	1	0	0					
<b>TOTAL VOLUMES :</b>	0	1	0	0	1	0	0	0	2
<b>APPROACH %'s :</b>	0.00%	100.00%			100.00%	0.00%			
<b>PEAK HR :</b>	<b>08:00 AM - 09:00 AM</b>								2
<b>PEAK HR VOL :</b>	0	1	0	0	1	0	0	0	2
<b>PEAK HR FACTOR :</b>		0.250			0.250				0.250

NS/EW Streets:	Deltona Blvd		Deltona Blvd		SR 50/Cortez Blvd		SR 50/Cortez Blvd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>PM</b>									
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	1	0	0	0	2
5:00 PM	0	0	0	1	0	1	0	0	1
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	1
<b>TOTAL VOLUMES :</b>	0	1	0	1	2	3	0	0	7
<b>APPROACH %'s :</b>	0.00%	100.00%	0.00%	100.00%	40.00%	60.00%			
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>								5
<b>PEAK HR VOL :</b>	0	1	0	1	2	1	0	0	5
<b>PEAK HR FACTOR :</b>		0.250		0.250	0.500	0.250			0.625

# Deltona Blvd & SR 50/Cortez Blvd

## Peak Hour Turning Movement Count

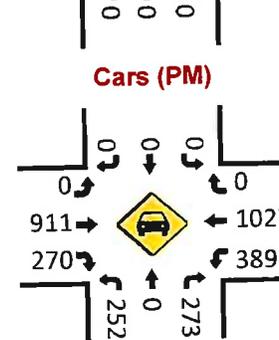
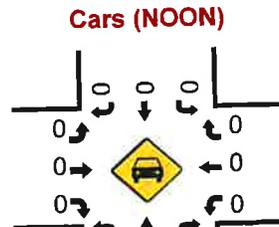
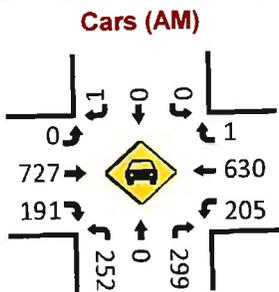
ID: 22-120150-001  
City: Spring Hill

Day: Tuesday  
Date: 3/29/2022

PEAK HOURS	Deltona Blvd					COUNT PERIODS		
	SOUTHBOUND							
08:00 AM - 09:00 AM	AM	1	0	0	0	1	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:30 PM - 05:30 PM	PM	0	0	0	0	0	PM	4:00 PM - 06:00 PM

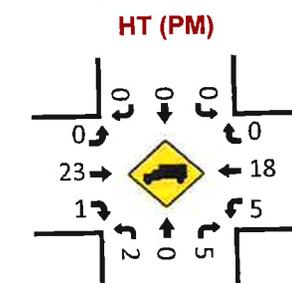
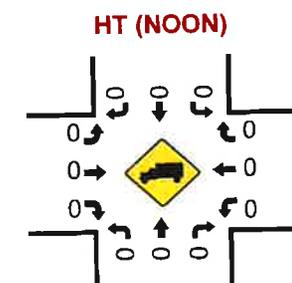
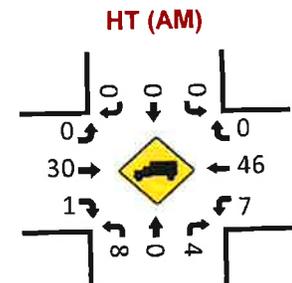
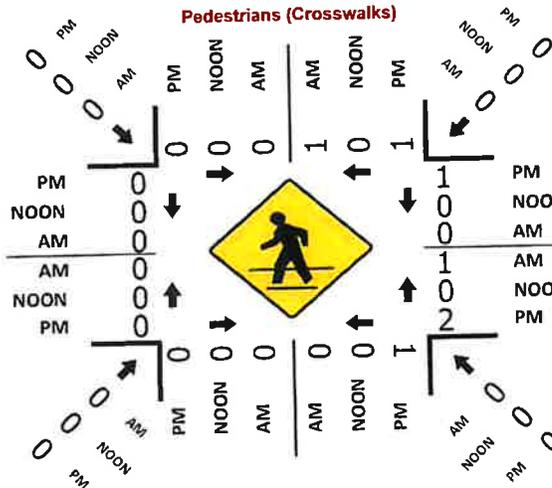
  

SR 50/Cortez Blvd	EASTBOUND			CONTROL	Signalized	WESTBOUND		
	AM	NOON	PM			PM	NOON	AM
942	0	1313	0	TEV	2410	0	3205	
5	0	14	0	AM	0.93	0	0.95	
0	0	0	0	PHF	0.93	0	0.95	
757	0	934	0					
192	0	271	0					
	AM	NOON	PM					
	1227	0	1063					
	PM	NOON	AM					



**NORTHBOUND**

Deltona Blvd	SR 50/Cortez Blvd	Deltona Blvd	SR 50/Cortez Blvd	Deltona Blvd	SR 50/Cortez Blvd
PM	665	0	254	0	278
NOON	0	0	0	0	0
AM	404	0	260	0	303









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

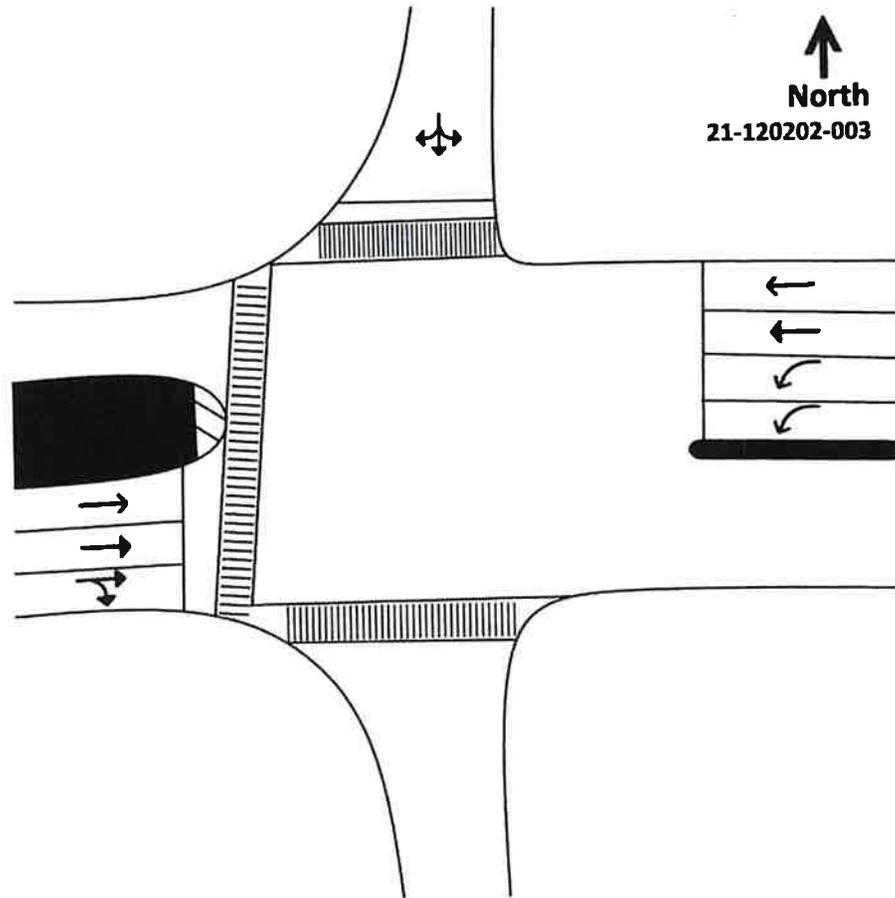
SIGNAL TIMING

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

# National Data & Surveying Services Intersection Turning Movement Count

Location: Suncoast Pkwy SB Ramps & Spring Hill Dr  
 City: Spring Hill  
 Control: Signalized

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

## Data - Total

NS/EW Streets:	Suncoast Pkwy SB Ramps				Suncoast Pkwy SB Ramps				Spring Hill Dr				Spring Hill Dr				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	0	0	0	0	10	0	5	0	0	193	95	1	26	97	0	0	427	
7:15 AM	0	0	0	0	13	0	7	0	0	292	108	1	42	108	0	0	571	
7:30 AM	0	0	0	0	12	0	4	0	0	266	76	0	43	183	0	0	584	
7:45 AM	0	0	0	0	10	0	7	0	0	232	76	2	30	152	0	0	509	
8:00 AM	0	0	0	0	13	0	8	0	0	200	79	0	32	173	0	0	505	
8:15 AM	0	0	0	0	6	0	10	0	0	195	55	2	17	151	0	0	436	
8:30 AM	0	0	0	0	4	0	14	0	0	177	49	0	16	207	0	0	467	
8:45 AM	0	0	0	0	9	0	7	0	0	146	37	4	14	135	0	0	352	
<b>TOTAL VOLUMES :</b>																		
<b>APPROACH %'s :</b>	0	0	0	0	77	0	62	0	0	1701	575	10	220	1206	0	0	3851	
					55.40%	0.00%	44.60%	0.00%	0.00%	74.41%	25.15%	0.44%	15.43%	84.57%	0.00%	0.00%		
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																	
<b>PEAK HR VOL :</b>	0	0	0	0	48	0	26	0	0	990	339	3	147	616	0	0	2169	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.923	0.000	0.813	0.000	0.000	0.848	0.785	0.375	0.855	0.842	0.000	0.000	0.929	
					0.881					0.830				0.844				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	0	0	0	0	9	0	16	0	0	149	40	2	24	318	0	0	558	
4:15 PM	0	0	0	0	9	0	13	0	0	155	31	4	26	265	0	0	503	
4:30 PM	0	0	0	0	11	0	23	0	0	150	37	3	26	383	0	0	633	
4:45 PM	0	0	0	0	11	0	12	0	0	174	40	6	29	299	0	0	571	
5:00 PM	0	0	0	0	16	0	20	0	0	188	48	7	30	336	0	0	645	
5:15 PM	0	0	0	0	8	0	24	0	0	158	36	2	31	314	0	0	573	
5:30 PM	0	0	0	0	13	0	17	0	0	162	37	2	24	348	0	0	603	
5:45 PM	0	0	0	0	10	0	9	0	0	143	35	1	13	287	0	0	498	
<b>TOTAL VOLUMES :</b>																		
<b>APPROACH %'s :</b>	0	0	0	0	87	0	134	0	0	1279	304	27	203	2550	0	0	4584	
					39.37%	0.00%	60.63%	0.00%	0.00%	79.44%	18.88%	1.68%	7.37%	92.63%	0.00%	0.00%		
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																	
<b>PEAK HR VOL :</b>	0	0	0	0	46	0	79	0	0	670	161	18	116	1332	0	0	2422	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.719	0.000	0.823	0.000	0.000	0.891	0.839	0.643	0.935	0.869	0.000	0.000	0.939	
					0.868					0.873				0.885				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Suncoast Pkwy SB Ramps & Spring Hill Dr  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - Cars

NS/EW Streets:	Suncoast Pkwy SB Ramps				Suncoast Pkwy SB Ramps				Spring Hill Dr				Spring Hill Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
7:00 AM	0	0	0	0	10	0	5	0	0	186	95	1	25	94	0	0	416
7:15 AM	0	0	0	0	12	0	6	0	0	289	108	1	41	103	0	0	560
7:30 AM	0	0	0	0	12	0	4	0	0	261	75	0	42	178	0	0	572
7:45 AM	0	0	0	0	9	0	7	0	0	230	75	2	30	148	0	0	501
8:00 AM	0	0	0	0	13	0	7	0	0	194	78	0	31	169	0	0	492
8:15 AM	0	0	0	0	5	0	10	0	0	192	55	2	17	140	0	0	421
8:30 AM	0	0	0	0	4	0	13	0	0	173	49	0	12	199	0	0	450
8:45 AM	0	0	0	0	7	0	7	0	0	144	36	4	14	132	0	0	344
<b>TOTAL VOLUMES :</b>	0	0	0	0	72	0	59	0	0	1669	571	10	212	1163	0	0	3756
<b>APPROACH %'s :</b>					54.96%	0.00%	45.04%	0.00%	0.00%	74.18%	25.38%	0.44%	15.42%	84.58%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	46	0	24	0	0	974	336	3	144	598	0	0	2125
<b>PEAK HR FACTOR :</b>	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	0.929
					0.875				0.825				0.843				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
4:00 PM	0	0	0	0	8	0	16	0	0	148	38	2	22	317	0	0	551
4:15 PM	0	0	0	0	8	0	12	0	0	154	29	4	24	264	0	0	495
4:30 PM	0	0	0	0	11	0	23	0	0	146	35	3	24	381	0	0	623
4:45 PM	0	0	0	0	11	0	12	0	0	163	39	6	28	294	0	0	553
5:00 PM	0	0	0	0	14	0	19	0	0	179	45	7	29	333	0	0	626
5:15 PM	0	0	0	0	8	0	23	0	0	146	35	2	29	314	0	0	557
5:30 PM	0	0	0	0	10	0	16	0	0	159	37	2	24	346	0	0	594
5:45 PM	0	0	0	0	10	0	9	0	0	139	34	1	13	284	0	0	490
<b>TOTAL VOLUMES :</b>	0	0	0	0	80	0	130	0	0	1234	292	27	193	2533	0	0	4489
<b>APPROACH %'s :</b>					38.10%	0.00%	61.90%	0.00%	0.00%	79.46%	18.80%	1.74%	7.08%	92.92%	0.00%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	44	0	77	0	0	634	154	18	110	1322	0	0	2359
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.786	0.000	0.837	0.000	0.000	0.885	0.856	0.643	0.948	0.867	0.000	0.000	0.942
					0.890				0.872				0.884				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Suncoast Pkwy SB Ramps & Spring Hill Dr  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - HT

NS/EW Streets:	Suncoast Pkwy SB Ramps				Suncoast Pkwy SB Ramps				Spring Hill Dr				Spring Hill Dr				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	1	3	0	0	11	
7:15 AM	0	0	0	0	1	0	1	0	0	3	0	0	1	5	0	0	11	
7:30 AM	0	0	0	0	0	0	0	0	0	5	1	0	1	5	0	0	12	
7:45 AM	0	0	0	0	1	0	0	0	0	2	1	0	0	4	0	0	8	
8:00 AM	0	0	0	0	0	0	1	0	0	6	1	0	1	4	0	0	13	
8:15 AM	0	0	0	0	1	0	0	0	0	3	0	0	0	11	0	0	15	
8:30 AM	0	0	0	0	0	0	1	0	0	4	0	0	4	8	0	0	17	
8:45 AM	0	0	0	0	2	0	0	0	0	2	1	0	0	3	0	0	8	
<b>TOTAL VOLUMES :</b>	0	0	0	0	5	0	3	0	0	32	4	0	8	43	0	0	95	
<b>APPROACH %'s :</b>					62.50%	0.00%	37.50%	0.00%	0.00%	88.89%	11.11%	0.00%	15.69%	84.31%	0.00%	0.00%		
<b>PEAK HR :</b>	07:15 AM - 08:15 AM																	
<b>PEAK HR VOL :</b>	0	0	0	0	2	0	2	0	0	16	3	0	3	18	0	0	44	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.667	0.750	0.000	0.750	0.900	0.000	0.000	0.846	
					0.500					0.679				0.875				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	0	0	0	0	1	0	0	0	0	1	2	0	2	1	0	0	7	
4:15 PM	0	0	0	0	1	0	1	0	0	1	2	0	2	1	0	0	8	
4:30 PM	0	0	0	0	0	0	0	0	0	4	2	0	2	2	0	0	10	
4:45 PM	0	0	0	0	0	0	0	0	0	11	1	0	1	5	0	0	18	
5:00 PM	0	0	0	0	2	0	1	0	0	9	3	0	1	3	0	0	19	
5:15 PM	0	0	0	0	0	0	1	0	0	12	1	0	2	0	0	0	16	
5:30 PM	0	0	0	0	3	0	1	0	0	3	0	0	0	2	0	0	9	
5:45 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	3	0	0	8	
<b>TOTAL VOLUMES :</b>	0	0	0	0	7	0	4	0	0	45	12	0	10	17	0	0	95	
<b>APPROACH %'s :</b>					63.64%	0.00%	36.36%	0.00%	0.00%	78.95%	21.05%	0.00%	37.04%	62.96%	0.00%	0.00%		
<b>PEAK HR :</b>	04:30 PM - 05:30 PM																	
<b>PEAK HR VOL :</b>	0	0	0	0	2	0	2	0	0	36	7	0	6	10	0	0	63	
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.750	0.583	0.000	0.750	0.500	0.000	0.000	0.829	
					0.333					0.827				0.667				

# National Data & Surveying Services Intersection Turning Movement Count

Location: Suncoast Pkwy SB Ramps & Spring Hill Dr  
 City: Spring Hill  
 Control: Signalized

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

## Data - Bikes

NS/EW Streets:	Suncoast Pkwy SB Ramps				Suncoast Pkwy SB Ramps				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	1	4	0	0	0	1	0	0	1	1	3	0	0	0	0	0	11
<b>APPROACH %'s:</b>	20.00%	80.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	20.00%	60.00%	0.00%					TOTAL
<b>PEAK HR:</b>	07:15 AM - 08:15 AM																4
<b>PEAK HR VOL:</b>	1	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0.500
<b>PEAK HR FACTOR:</b>	0.250	0.250	0.000	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	
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
4:15 PM	0	0	0	0	0	1	0	0	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	2	0	0	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES:</b>	0	4	0	0	0	5	0	0	0	0	0	0	0	4	0	0	13
<b>APPROACH %'s:</b>	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTAL
<b>PEAK HR:</b>	04:30 PM - 05:30 PM																6
<b>PEAK HR VOL:</b>	0	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0.375
<b>PEAK HR FACTOR:</b>	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	

# National Data & Surveying Services Intersection Turning Movement Count

Location: Suncoast Pkwy SB Ramps & Spring Hill Dr  
City: Spring Hill

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

## Data - Pedestrians (Crosswalks)

NS/EW Streets:	Suncoast Pkwy SB Ramps		Suncoast Pkwy SB Ramps		Spring Hill Dr		Spring Hill Dr		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>AM</b>									
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	1	0	0	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 2	WB 1	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	<b>TOTAL</b> 3
<b>APPROACH %'s :</b>	66.67%	33.33%							<b>TOTAL</b> 1
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>				0	0	0	0	0.250
<b>PEAK HR VOL :</b>	0	1	0	0	0	0	0	0	
<b>PEAK HR FACTOR :</b>	0.250								

NS/EW Streets:	Suncoast Pkwy SB Ramps		Suncoast Pkwy SB Ramps		Spring Hill Dr		Spring Hill Dr		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
<b>PM</b>									
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	1	1	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	EB 0	WB 0	EB 0	WB 0	NB 0	SB 0	NB 1	SB 1	<b>TOTAL</b> 2
<b>APPROACH %'s :</b>							50.00%	50.00%	<b>TOTAL</b> 2
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>				0	0	1	1	0.250
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0.250	0.250	0.250
<b>PEAK HR FACTOR :</b>							0.250		

# Suncoast Pkwy SB Ramps & Spring Hill Dr

## Peak Hour Turning Movement Count

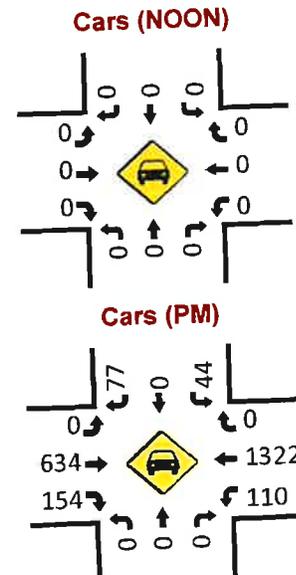
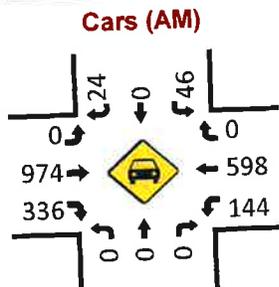
ID: 21-120202-003  
City: Spring Hill

Day: Wednesday  
Date: 5/19/2021

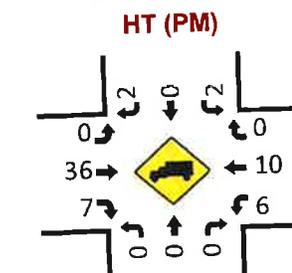
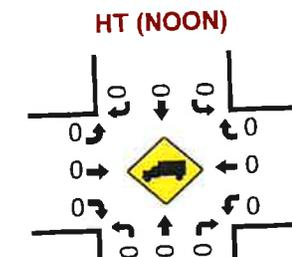
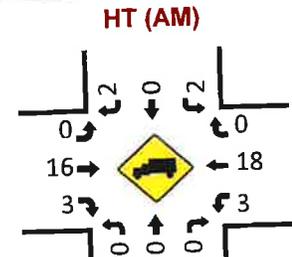
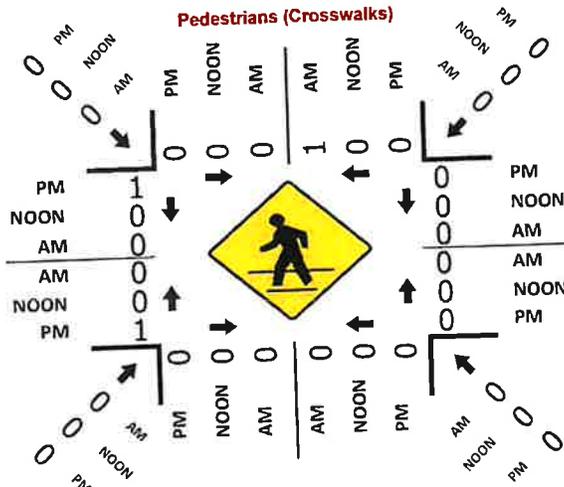
PEAK HOURS	Suncoast Pkwy SB Ramps						COUNT PERIODS	
	SOUTHBOUND							
07:15 AM - 08:15 AM	AM	26	0	48	0	0	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:30 PM - 05:30 PM	PM	79	0	46	0	0	PM	4:00 PM - 06:00 PM

Spring Hill Dr	EASTBOUND			CONTROL	WESTBOUND		
	AM	NOON	PM		PM	NOON	AM
645	0	1429	0	TEV	2169	0	2422
3	0	18	0	PHF	0.93	0.94	
0	0	0	0				
990	0	670	0				
339	0	161	0				
	AM <td>NOON <td>PM <td></td> <td></td> <td></td> <td></td> </td></td>	NOON <td>PM <td></td> <td></td> <td></td> <td></td> </td>	PM <td></td> <td></td> <td></td> <td></td>				
	716	0	1038				



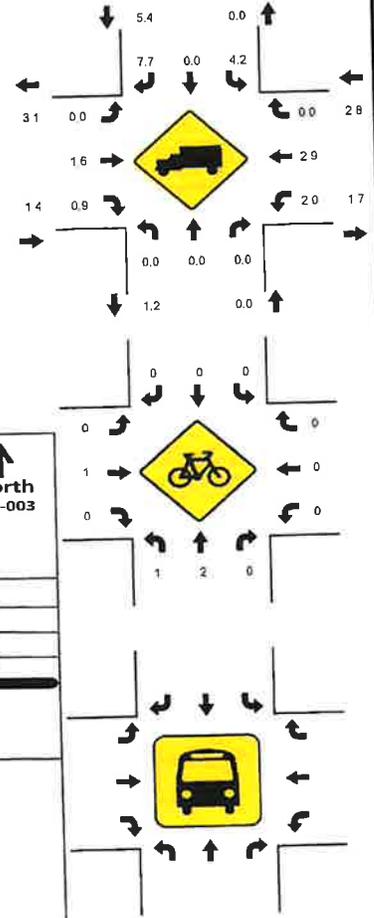
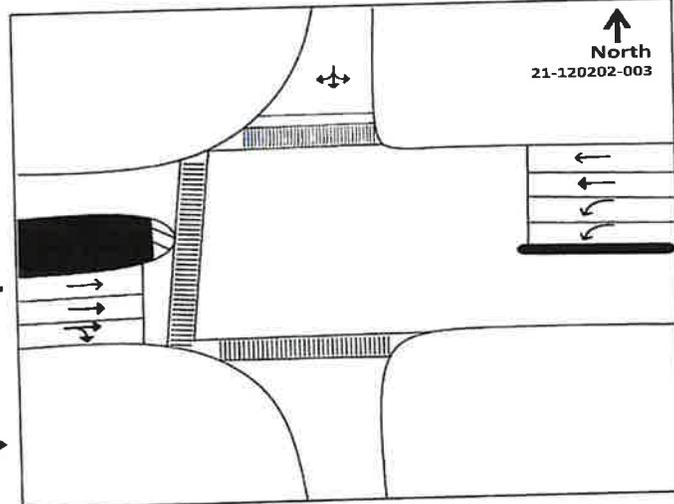
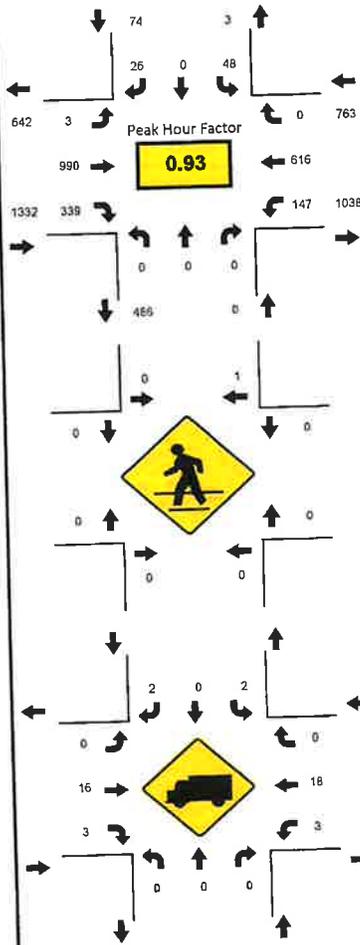
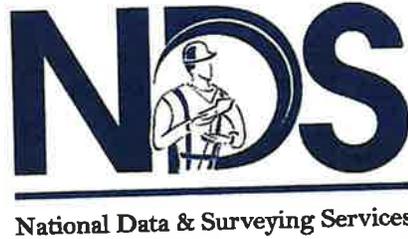
Suncoast Pkwy SB Ramps	NORTHBOUND					
	PM	277	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	486	0	0	0	0	AM



LOCATION: Suncoast Pkwy SB Ramps & Spring Hill Dr  
 CITY/STATE: Spring Hill, FL

PROJECT ID: 21-120202-003  
 DATE: Wed, May 19, 2021

Peak-Hour: 07:15 AM - 08:15 AM  
 Peak 15-Minute: 07:30 AM - 07:45 AM

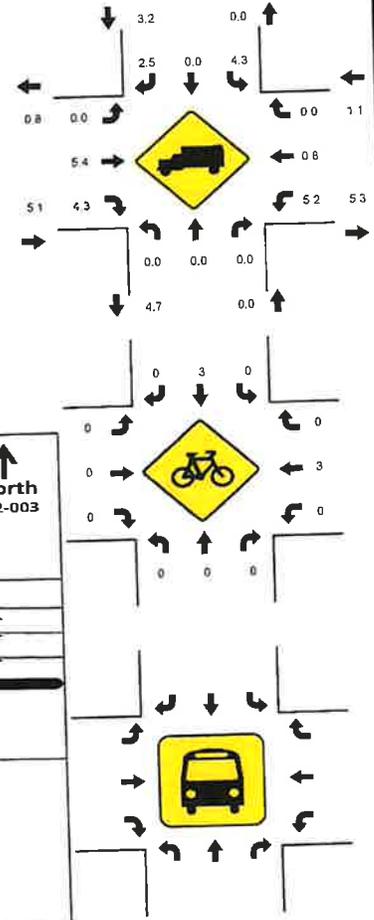
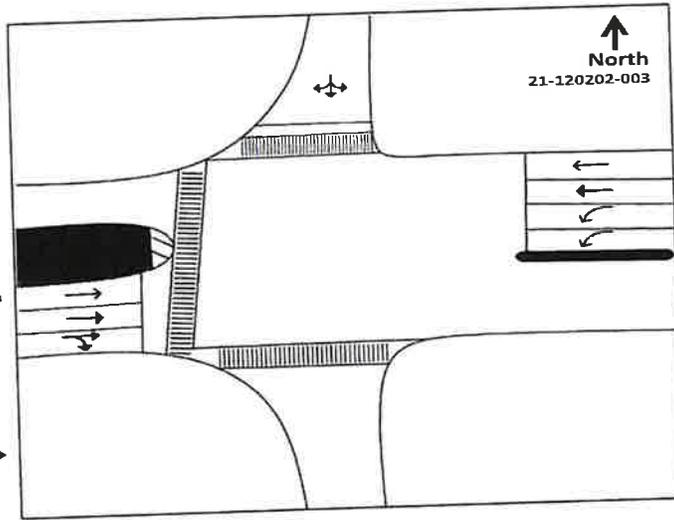
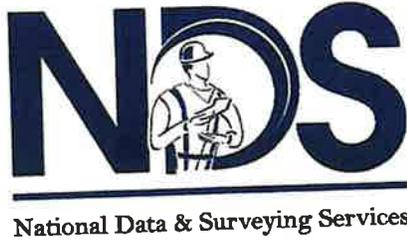
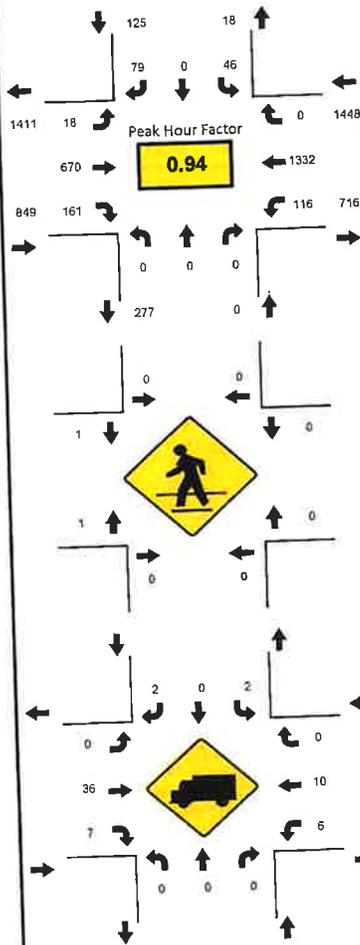


15-Min Count Period Beginning At	Suncoast Pkwy SB Ramps Northbound					Suncoast Pkwy SB Ramps Southbound					Spring Hill Dr Eastbound					Spring Hill Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0	0	10	0	5	0	0	0	193	95	1	0	26	97	0	0	0	427	2091
07:15 AM	0	0	0	0	0	13	0	7	0	0	0	292	108	1	0	42	108	0	0	0	571	2169
07:30 AM	0	0	0	0	0	12	0	4	0	0	0	266	76	0	0	43	183	0	0	0	584	2034
07:45 AM	0	0	0	0	0	10	0	7	0	0	0	232	76	2	0	30	152	0	0	0	509	1917
08:00 AM	0	0	0	0	0	13	0	8	0	0	0	200	79	0	0	32	173	0	0	0	505	1760
08:15 AM	0	0	0	0	0	6	0	10	0	0	0	195	55	2	0	17	151	0	0	0	436	1255
08:30 AM	0	0	0	0	0	4	0	14	0	0	0	177	49	0	0	16	207	0	0	0	467	819
08:45 AM	0	0	0	0	0	9	0	7	0	0	0	146	37	4	0	14	135	0	0	0	352	352
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	2596	
All Vehicles	0	0	0	0	0	52	0	32	0	0	0	1168	432	8	0	172	732	0	0	0	60	
Heavy Trucks	0	0	0	0	0	4	0	4	0	0	0	24	4	0	0	4	20	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	16	
Bicycles	4	8	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0		
Buses																						
Stopped Buses																						

LOCATION: Suncoast Pkwy SB Ramps & Spring Hill Dr  
 CITY/STATE: Spring Hill, FL

PROJECT ID: 21-120202-003  
 DATE: Wed, May 19, 2021

Peak-Hour: 04:30 PM - 05:30 PM  
 Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	Suncoast Pkwy SB Ramps Northbound					Suncoast Pkwy SB Ramps Southbound					Spring Hill Dr Eastbound					Spring Hill Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'		
04:00 PM	0	0	0	0	0	9	0	16	0	0	0	149	40	2	0	24	318	0	0	0	558	2265
04:15 PM	0	0	0	0	0	9	0	13	0	0	0	155	31	4	0	26	265	0	0	0	503	2352
04:30 PM	0	0	0	0	0	11	0	23	0	0	0	150	37	3	0	26	383	0	0	0	633	2422
04:45 PM	0	0	0	0	0	11	0	12	0	0	0	174	40	6	0	29	299	0	0	0	571	2392
05:00 PM	0	0	0	0	0	18	0	20	0	0	0	188	48	7	0	30	336	0	0	0	645	2319
05:15 PM	0	0	0	0	0	8	0	24	0	0	0	158	36	2	0	31	314	0	0	0	573	1674
05:30 PM	0	0	0	0	0	13	0	17	0	0	0	162	37	2	0	24	348	0	0	0	603	1101
05:45 PM	0	0	0	0	0	10	0	9	0	0	0	143	35	1	0	13	287	0	0	0	498	498
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	Left	Thru	Rgt	U	R'	2788	
All Vehicles	0	0	0	0	0	64	0	96	0	0	0	752	192	28	0	124	1532	0	0	0	100	
Heavy Trucks	0	0	0	0	0	8	0	4	0	0	0	48	12	0	0	8	20	0	0	0	8	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	16	
Bicycles	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	0	0	0		
Buses																						
Stopped Buses																						



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

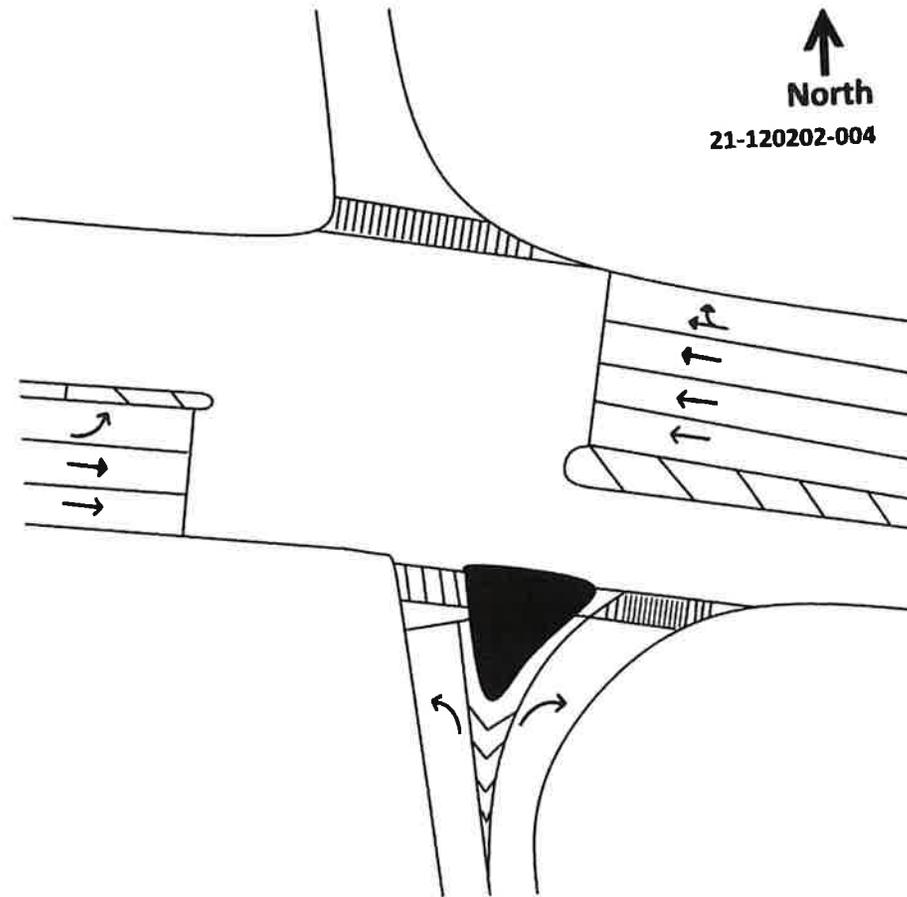
SIGNAL TIMING

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



N/S Street: Suncoast Pkwy NB Ramps

Speed: N/A



North  
21-120202-004

E/W Street: Spring Hill Dr

Speed: 40 MPH

# National Data & Surveying Services Intersection Turning Movement Count

**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:	Suncoast Pkwy NB Ramps				Suncoast Pkwy NB Ramps				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
<b>AM</b>																	
7:00 AM	10	0	17	0	0	0	0	0	18	188	0	0	0	109	6	0	348
7:15 AM	8	0	33	0	0	0	0	0	15	280	0	0	0	148	15	0	499
7:30 AM	15	0	32	0	0	0	0	0	19	252	0	0	0	206	15	0	539
7:45 AM	18	0	33	0	0	0	0	0	20	234	0	0	0	171	8	0	484
8:00 AM	33	0	30	0	0	0	0	0	15	192	0	0	0	165	10	0	445
8:15 AM	24	0	26	0	0	0	0	0	9	204	0	1	0	147	11	0	422
8:30 AM	23	0	15	0	0	0	0	0	10	159	0	0	0	192	6	0	405
8:45 AM	17	0	28	0	0	0	0	0	12	152	0	1	0	135	13	0	358
<b>TOTAL VOLUMES :</b>	148	0	214	0	0	0	0	0	118	1661	0	2	0	1273	84	0	3500
<b>APPROACH %'s :</b>	40.88%	0.00%	59.12%	0.00%					6.63%	93.26%	0.00%	0.11%	0.00%	93.81%	6.19%	0.00%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	74	0	128	0	0	0	0	0	69	958	0	0	0	690	48	0	1967
<b>PEAK HR FACTOR :</b>	0.561	0.000	0.970	0.000	0.000	0.000	0.000	0.000	0.863	0.855	0.000	0.000	0.000	0.837	0.800	0.000	0.912
	0.802								0.870				0.835				
<b>PM</b>																	
4:00 PM	81	0	29	0	0	0	0	0	7	155	0	3	0	253	20	1	549
4:15 PM	58	0	35	0	0	0	0	0	10	151	0	0	0	238	8	0	500
4:30 PM	60	0	39	0	0	0	0	0	10	153	0	0	0	341	17	0	620
4:45 PM	73	0	42	0	0	0	0	0	9	170	0	4	0	259	19	0	576
5:00 PM	77	0	50	0	0	0	0	0	9	187	0	4	0	278	20	0	625
5:15 PM	91	0	43	0	0	0	0	0	8	163	0	4	0	256	20	0	585
5:30 PM	104	0	50	0	0	0	0	0	11	162	0	3	0	258	26	0	614
5:45 PM	68	0	37	0	0	0	0	0	2	146	0	0	0	235	9	0	497
<b>TOTAL VOLUMES :</b>	612	0	325	0	0	0	0	0	66	1287	0	18	0	2118	139	1	4566
<b>APPROACH %'s :</b>	65.31%	0.00%	34.69%	0.00%					4.81%	93.87%	0.00%	1.31%	0.00%	93.80%	6.16%	0.04%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	301	0	174	0	0	0	0	0	36	673	0	12	0	1134	76	0	2406
<b>PEAK HR FACTOR :</b>	0.827	0.000	0.870	0.000	0.000	0.000	0.000	0.000	0.900	0.900	0.000	0.750	0.000	0.831	0.950	0.000	0.962
	0.886								0.901				0.845				

# National Data & Surveying Services Intersection Turning Movement Count

Location: Suncoast Pkwy NB Ramps & Spring Hill Dr  
 City: Spring Hill  
 Control: Signalized

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

## Data - Cars

NS/EW Streets:	Suncoast Pkwy NB Ramps				Suncoast Pkwy NB Ramps				Spring Hill Dr				Spring Hill Dr				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
7:00 AM	10	0	15	0	0	0	0	0	16	183	0	0	0	106	5	0	0	335
7:15 AM	7	0	31	0	0	0	0	0	15	277	0	0	0	141	13	0	0	484
7:30 AM	15	0	30	0	0	0	0	0	19	250	0	0	0	201	12	0	0	527
7:45 AM	18	0	31	0	0	0	0	0	20	227	0	0	0	166	7	0	0	469
8:00 AM	33	0	27	0	0	0	0	0	15	189	0	0	0	160	7	0	0	431
8:15 AM	23	0	24	0	0	0	0	0	9	198	0	1	0	138	8	0	0	401
8:30 AM	20	0	13	0	0	0	0	0	10	157	0	0	0	182	6	0	0	388
8:45 AM	17	0	25	0	0	0	0	0	8	149	0	1	0	133	12	0	0	345
<b>TOTAL VOLUMES :</b>	NL 143	NT 0	NR 196	NU 0	SL 0	ST 0	SR 0	SU 0	EL 112	ET 1630	ER 0	EU 2	WL 0	WT 1227	WR 70	WU 0	<b>TOTAL</b> 3380	
<b>APPROACH %'s :</b>	42.18%	0.00%	57.82%	0.00%					6.42%	93.46%	0.00%	0.11%	0.00%	94.60%	5.40%	0.00%	<b>TOTAL</b> 1911	
<b>PEAK HR :</b>	07:15 AM - 08:15 AM				0	0	0	0	69	943	0	0	0	668	39	0	0	<b>TOTAL</b> 1911
<b>PEAK HR VOL :</b>	73	0	119	0	0.000	0.000	0.000	0.000	0.863	0.851	0.000	0.000	0.000	0.831	0.750	0.000	0.907	
<b>PEAK HR FACTOR :</b>	0.553	0.000	0.960	0.000					0.866				0.830					

NS/EW Streets:	Suncoast Pkwy NB Ramps				Suncoast Pkwy NB Ramps				Spring Hill Dr				Spring Hill Dr				TOTAL	
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND					
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL	
4:00 PM	81	0	27	0	0	0	0	0	7	154	0	3	0	250	20	1	0	543
4:15 PM	58	0	33	0	0	0	0	0	10	148	0	0	0	235	6	0	0	490
4:30 PM	60	0	38	0	0	0	0	0	10	150	0	0	0	337	16	0	0	611
4:45 PM	73	0	39	0	0	0	0	0	8	160	0	4	0	254	19	0	0	557
5:00 PM	77	0	50	0	0	0	0	0	9	176	0	4	0	273	20	0	0	609
5:15 PM	91	0	42	0	0	0	0	0	8	150	0	4	0	254	19	0	0	568
5:30 PM	103	0	46	0	0	0	0	0	11	157	0	3	0	257	24	0	0	601
5:45 PM	68	0	36	0	0	0	0	0	2	142	0	0	0	233	9	0	0	490
<b>TOTAL VOLUMES :</b>	NL 611	NT 0	NR 311	NU 0	SL 0	ST 0	SR 0	SU 0	EL 65	ET 1237	ER 0	EU 18	WL 0	WT 2093	WR 133	WU 1	<b>TOTAL</b> 4469	
<b>APPROACH %'s :</b>	66.27%	0.00%	33.73%	0.00%					4.92%	93.71%	0.00%	1.36%	0.00%	93.98%	5.97%	0.04%	<b>TOTAL</b> 2345	
<b>PEAK HR :</b>	04:30 PM - 05:30 PM				0	0	0	0	35	636	0	12	0	1118	74	0	0	<b>TOTAL</b> 2345
<b>PEAK HR VOL :</b>	301	0	169	0	0.000	0.000	0.000	0.000	0.875	0.903	0.000	0.750	0.000	0.829	0.925	0.000	0.959	
<b>PEAK HR FACTOR :</b>	0.827	0.000	0.845	0.000					0.903				0.844					

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Suncoast Pkwy NB Ramps & Spring Hill Dr  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - HT

NS/EW Streets:	Suncoast Pkwy NB Ramps				Suncoast Pkwy NB Ramps				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	
<b>AM</b>																	
7:00 AM	0	0	2	0	0	0	0	0	2	5	0	0	0	3	1	0	13
7:15 AM	1	0	2	0	0	0	0	0	0	3	0	0	0	7	2	0	15
7:30 AM	0	0	2	0	0	0	0	0	0	2	0	0	0	5	3	0	12
7:45 AM	0	0	2	0	0	0	0	0	0	7	0	0	0	5	1	0	15
8:00 AM	0	0	3	0	0	0	0	0	0	3	0	0	0	5	3	0	14
8:15 AM	1	0	2	0	0	0	0	0	0	6	0	0	0	9	3	0	21
8:30 AM	3	0	2	0	0	0	0	0	0	2	0	0	0	10	0	0	17
8:45 AM	0	0	3	0	0	0	0	0	4	3	0	0	0	2	1	0	13
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	5	0	18	0	0	0	0	0	6	31	0	0	0	46	14	0	120
	21.74%	0.00%	78.26%	0.00%					16.22%	83.78%	0.00%	0.00%	0.00%	76.67%	23.33%	0.00%	
<b>PEAK HR :</b>	<b>07:15 AM - 08:15 AM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	1	0	9	0	0	0	0	0	0	15	0	0	0	22	9	0	56
<b>PEAK HR FACTOR :</b>	0.250	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.536	0.000	0.000	0.000	0.786	0.750	0.000	0.933
	0.833								0.536				0.861				
<b>PM</b>																	
4:00 PM	0	0	2	0	0	0	0	0	0	1	0	0	0	3	0	0	6
4:15 PM	0	0	2	0	0	0	0	0	0	3	0	0	0	3	2	0	10
4:30 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	4	1	0	9
4:45 PM	0	0	3	0	0	0	0	0	1	10	0	0	0	5	0	0	19
5:00 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	5	0	0	16
5:15 PM	0	0	1	0	0	0	0	0	0	13	0	0	0	2	1	0	17
5:30 PM	1	0	4	0	0	0	0	0	0	5	0	0	0	1	2	0	13
5:45 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	2	0	0	7
<b>TOTAL VOLUMES :</b>	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
<b>APPROACH %'s :</b>	1	0	14	0	0	0	0	0	1	50	0	0	0	25	6	0	97
	6.67%	0.00%	93.33%	0.00%					1.96%	98.04%	0.00%	0.00%	0.00%	80.65%	19.35%	0.00%	
<b>PEAK HR :</b>	<b>04:30 PM - 05:30 PM</b>																<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	5	0	0	0	0	0	1	37	0	0	0	16	2	0	61
<b>PEAK HR FACTOR :</b>	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	0.500	0.000	0.803
	0.417								0.731				0.900				

# National Data & Surveying Services Intersection Turning Movement Count

**Location:** Suncoast Pkwy NB Ramps & Spring Hill Dr  
**City:** Spring Hill  
**Control:** Signalized

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

## Data - Bikes

NS/EW Streets:	Suncoast Pkwy NB Ramps				Suncoast Pkwy NB Ramps				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	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	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	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0	0	0	0	TOTAL
<b>PEAK HR :</b>	07:15 AM - 08:15 AM				0	0	0	0	0	1	0	0	0	0	0	0	1
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250				0.000	0.000	0.000	0.000	

NS/EW Streets:	Suncoast Pkwy NB Ramps				Suncoast Pkwy NB Ramps				Spring Hill Dr				Spring Hill Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4
<b>APPROACH %'s :</b>	0	0	0	0	0	0	0	0	0.00%	100.00%	0.00%	0.00%	0	0	0	0	TOTAL
<b>PEAK HR :</b>	04:30 PM - 05:30 PM				0	0	0	0	0	0	0	0	0	3	0	0	3
<b>PEAK HR VOL :</b>	0	0	0	0	0	0	0	0	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375
<b>PEAK HR FACTOR :</b>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375				0.000	0.375	0.000	0.000	



# Suncoast Pkwy NB Ramps & Spring Hill Dr

## Peak Hour Turning Movement Count

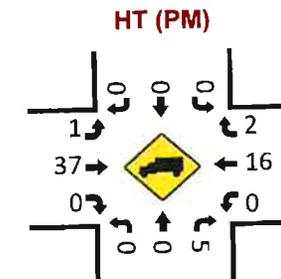
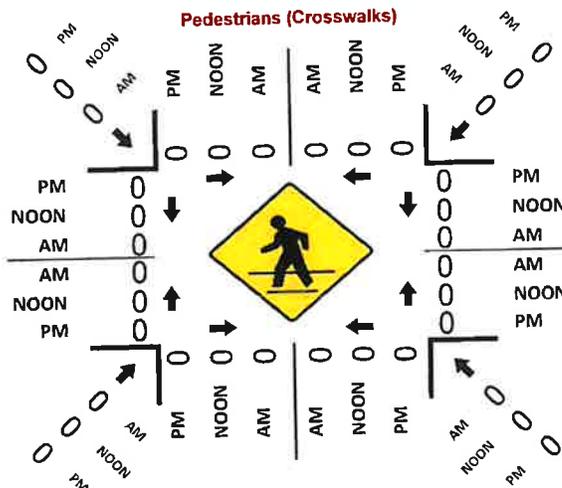
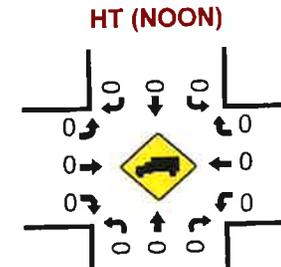
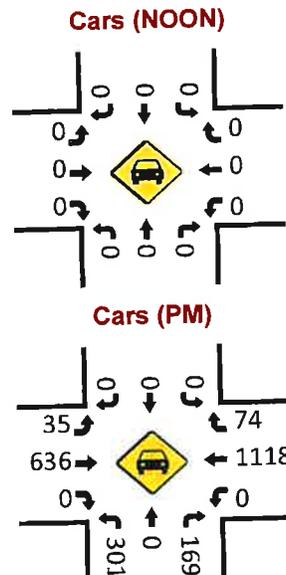
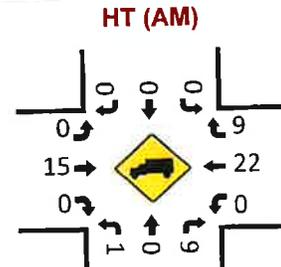
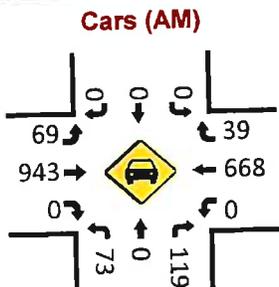
ID: 21-120202-004  
City: Spring Hill

Day: Wednesday  
Date: 5/19/2021

PEAK HOURS	Suncoast Pkwy NB Ramps					COUNT PERIODS		
	SOUTHBOUND							
07:15 AM - 08:15 AM	AM	0	0	0	0	117	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:30 PM - 05:30 PM	PM	0	0	0	0	112	PM	4:00 PM - 06:00 PM

Spring Hill Dr	EASTBOUND			CONTROL			WESTBOUND			
	AM	NOON	PM	Signalized			PM	NOON	AM	
764	0	1447	0	TEV	1967	0	2406	76	0	48
0	0	12	0	PHF	0.91	0	0.96	1134	0	690
69	0	36	0					0	0	0
958	0	673	0					0	0	0
0	0	0	0					847	0	1086







FDOT PEAK SEASON ADJUSTMENT FACTORS



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

MOCF: 0.94  
 PSCF

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.98	1.04
2	01/06/2019 - 01/12/2019	0.99	1.05
3	01/13/2019 - 01/19/2019	1.01	1.07
4	01/20/2019 - 01/26/2019	0.99	1.05
* 5	01/27/2019 - 02/02/2019	0.97	1.03
* 6	02/03/2019 - 02/09/2019	0.95	1.01
* 7	02/10/2019 - 02/16/2019	0.94	1.00
* 8	02/17/2019 - 02/23/2019	0.93	0.99
* 9	02/24/2019 - 03/02/2019	0.93	0.99
*10	03/03/2019 - 03/09/2019	0.92	0.98
*11	03/10/2019 - 03/16/2019	0.92	0.98
*12	03/17/2019 - 03/23/2019	0.92	0.98
*13	03/24/2019 - 03/30/2019	0.93	0.99
*14	03/31/2019 - 04/06/2019	0.94	1.00
*15	04/07/2019 - 04/13/2019	0.95	1.01
*16	04/14/2019 - 04/20/2019	0.96	1.02
*17	04/21/2019 - 04/27/2019	0.97	1.03
18	04/28/2019 - 05/04/2019	0.98	1.04
19	05/05/2019 - 05/11/2019	1.00	1.06
20	05/12/2019 - 05/18/2019	1.01	1.07
21	05/19/2019 - 05/25/2019	1.02	1.09
22	05/26/2019 - 06/01/2019	1.04	1.11
23	06/02/2019 - 06/08/2019	1.05	1.12
24	06/09/2019 - 06/15/2019	1.07	1.14
25	06/16/2019 - 06/22/2019	1.07	1.14
26	06/23/2019 - 06/29/2019	1.08	1.15
27	06/30/2019 - 07/06/2019	1.08	1.15
28	07/07/2019 - 07/13/2019	1.09	1.16
29	07/14/2019 - 07/20/2019	1.09	1.16
30	07/21/2019 - 07/27/2019	1.08	1.15
31	07/28/2019 - 08/03/2019	1.07	1.14
32	08/04/2019 - 08/10/2019	1.06	1.13
33	08/11/2019 - 08/17/2019	1.05	1.12
34	08/18/2019 - 08/24/2019	1.05	1.12
35	08/25/2019 - 08/31/2019	1.05	1.12
36	09/01/2019 - 09/07/2019	1.06	1.13
37	09/08/2019 - 09/14/2019	1.06	1.13
38	09/15/2019 - 09/21/2019	1.06	1.13
39	09/22/2019 - 09/28/2019	1.05	1.12
40	09/29/2019 - 10/05/2019	1.03	1.10
41	10/06/2019 - 10/12/2019	1.02	1.09
42	10/13/2019 - 10/19/2019	1.01	1.07
43	10/20/2019 - 10/26/2019	1.01	1.07
44	10/27/2019 - 11/02/2019	1.00	1.06
45	11/03/2019 - 11/09/2019	1.00	1.06
46	11/10/2019 - 11/16/2019	0.99	1.05
47	11/17/2019 - 11/23/2019	0.99	1.05
48	11/24/2019 - 11/30/2019	0.98	1.04
49	12/01/2019 - 12/07/2019	0.98	1.04
50	12/08/2019 - 12/14/2019	0.98	1.04
51	12/15/2019 - 12/21/2019	0.98	1.04
52	12/22/2019 - 12/28/2019	0.99	1.05
53	12/29/2019 - 12/31/2019	1.01	1.07

\* PEAK SEASON

14-FEB-2020 15:39:30

830UPD

7\_0800\_PKSEASON.TXT

SIGNAL TIMING SHEETS



Hernando County, FL



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

Controller Timing Plan (MM) 2-1

Plan 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	0	15	0	9	0	15	0	9	5	5	5	5	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	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	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	0	22	0	99	0	99	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	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	0.0	0.0	0.0	0.0	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	0	0	0	0
Max2	0	40	0	40	0	40	0	40	40	40	40	40	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	3.0	4.4	3.0	4.0	3.0	4.4	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	2.5	1.0	2.0	1.0	2.5	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	30	30	30	30	30	30	30	30
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

SBL N/B  
 EB NBL SB FBL WB  
 Elgin Blvd - Mariner Blvd @ Elgin Blvd

**Controller Timing Plan (MM)**  
**Plan 1**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	7	20	15	15	7	20	15	15	5	5	5	5	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	7	0	7	0	7	0	7
Walk 2	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	25	0	22	0	25	0	22	0	99	0	99	0	99	0	99
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	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	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
Max 1	17	45	29	30	17	45	29	30	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	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 Stp	0.0	0.0	0.0	0.0	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	4.7	4.7	4.5	4.5	4.7	4.7	4.5	4.5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.9	2.5	3.6	3.2	2.7	2.5	4.4	3.2	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	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
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	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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**

*Max Split  
 Max I + Red + Yellow*

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	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	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**

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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**

<b>Event</b>	<b>Action Plan</b>	<b>Start Time</b>
1	1	08:30
2	2	09:00

*Checked with  
Ernie*

Hernando County, FL



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)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B		B		B									

Sequence 1

Ring 1	| 1	2	| 3	4	| 9	10	| .	.	.	.	.	.	.	.	.	.
Ring 2	| 5	6	| 7	8	| 11	12	| .	.	.	.	.	.	.	.	.	.

**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	X	X		X	X	X		X								
Exclusive Ped																

**Phase Compatibility (MM) 1-1-2**

<b>Phase</b>	
n/a	Barrier Mode

**Phase and Overlap Descriptions**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
<b>Overlap</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	<b>F</b>	<b>G</b>	<b>H</b>	<b>I</b>	<b>J</b>	<b>K</b>	<b>L</b>	<b>M</b>	<b>N</b>	<b>O</b>	<b>P</b>
Description																

**Administration (MM) 1-7-1**

Enable Controller/Cabinet No  
 Interlock CRC  
 CRC (16 bit) BCF9  
 Enable Automatic Backup to Datakey No

Hernando County, FL

**ECONOLITE**

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

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

Plan 1 *EBL WB NB WBL EB SB*

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
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

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

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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

## Hernando County, FL



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

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

**Plan 1** *Ebl WB SBL NB WBL EB NBL SB*

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	10	5	10	5	10	5	5	5	5	5	5	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	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	10	0	10	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	29	0	30	0	29	0	30	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	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	3.0	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 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	15	45	20	40	15	45	20	40	35	35	35	35	35	35	35	35
Max2	25	25	15	25	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	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	5.4	5.4	5.0	5.0	5.4	5.4	5.0	5.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.5	2.3	2.6	2.0	3.0	2.3	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	30	30	30	30	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



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

Controller Timing Plan (MM) 2-1

Plan 1 *EB ✓ NB ✓ SB ✓ NB ✓ WB ✓ EB NB ✓ SB*

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction																
Min Green	5	15	5	7	5	15	5	7	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	33	0	37	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	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0	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	25	55	20	30	20	60	20	35	0	0	0	0	0	0	0	0
Max2	20	45	20	25	20	45	20	25	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	4.8	4.8	5.2	5.2	4.8	4.8	5.2	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.7	2.7	2.2	2.2	2.7	2.7	2.2	2.2	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	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	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
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

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

**Coordinator Pattern # 1**

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	120	Std (COS)	9	Offsets In	Seconds
Offset Value	116s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	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 1)	30	40	23	27	18	52	16	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	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	120s	0s	0s

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

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Function Outputs																

**Coordinator Pattern # 2**

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	120	Std (COS)	17	Offsets In	Seconds
Offset Value	64s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	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 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	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	120s	0s	0s

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

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Function Outputs																

**Coordinator Pattern # 3**

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	130	Std (COS)	25	Offsets In	Seconds
Offset Value	52s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	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 3)	23	54	18	35	23	54	21	32	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	0
Pref 2	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	130s	130s	0s	0s

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

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Function Outputs																

**Coordinator Pattern # 4**

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	110	Std (COS)	33	Offsets In	Seconds
Offset Value	61s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	9		
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 4)	23	40	16	31	19	44	20	27	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
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	110s	110s	0s	0s

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

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																
Special Function Outputs																

**Coordinator Pattern # 6**

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	120	Std (COS)	73	Offsets In	Seconds
Offset Value	39s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	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 6)	23	43	22	32	21	45	20	34	0	0	0	0	0	0	0	0



**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 Rest	No	Sequence	10		
Phase Reservice	No	Action Plan	0		
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	46	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
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	130s	130s	0s	0s

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

**Split Pattern**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

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

**Split Pattern # 1**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	30	40	23	27	18	52	16	34	0	0	0	0	0	0	0	0
Coord Phase		X				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**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	22	46	20	32	18	50	18	34	0	0	0	0	0	0	0	0
Coord Phase		X				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 # 3**

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description																
Split (seconds)	23	54	18	35	23	54	21	32	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase																

<b>Ring</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
Split Sum	130s	130s	0s	0s

**Split Pattern # 4**

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

<b>Ring</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
Split Sum	110s	110s	0s	0s

**Split Pattern # 6**

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

<b>Ring</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
Split Sum	120s	120s	0s	0s

**Split Pattern # 13**

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

<b>Ring</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>
Split Sum	130s	130s	0s	0s



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**Preempt Plan**

**Preempt Plan (MM) 4-1**

No Enabled Preempts

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

Input	Solid	Pulsing
1	...BYPASSED...	...BYPASSED...
2	...BYPASSED...	...BYPASSED...
3	PREEMPTION 3	PREEMPTION 7
4	PREEMPTION 4	PREEMPTION 8
5	PREEMPTION 5	PREEMPTION 9
6	PREEMPTION 6	PREEMPTION 10
7	...BYPASSED...	...BYPASSED...
8	...BYPASSED...	...BYPASSED...
9	...BYPASSED...	...BYPASSED...
10	...BYPASSED...	...BYPASSED...

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**Preempt TSP/SCP Plan and Split**

**TSP / SCP Plan (MM) 4-3**

TSP/SCP Plan	Enable Option	Signal Type	Det Lock	Delay Time	Max Presence	PMT Enables Reservice	No Delay in TSP	Action SF Inhibit	Reservice Cycles	Bus Heading
1	No	Solid	No	0	0	No	False	0	0	NB
2	No	Solid	No	0	0	No	False	0	0	SB
3	No	Solid	No	0	0	No	False	0	0	EB
4	No	Solid	No	0	0	No	False	0	0	WB
5	No	Solid	No	0	0	No	False	0	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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**TSP / SCP Split Pattern (MM) 4-4**

TSP/SCP Split Pattern	Max Type	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
4	Max Reduction	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255	255

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**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

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

**Action Plan - 1**

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	10
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																

Spec Func (1-8)									
-----------------	--	--	--	--	--	--	--	--	--

Aux Func (1-3)			
----------------	--	--	--

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Action Plan - 2**

Pattern 2                   Override Sys No  
 Timing Plan 0               Sequence 10  
 Veh Detector Plan 0       Det Log None  
 Flash No                    Red Rest No  
 Veh Det Diag 0            Ped Det Diag 0  
 Plan                        Plan  
 Dimming Enable No       Pmt Veh Priority No  
                               Ret  
 Pmt Ped Priority No       Pmt Queue Delay No  
 Ret  
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Action Plan - 3**

Pattern 3                   Override Sys No  
 Timing Plan 0               Sequence 10  
 Veh Detector Plan 0       Det Log None  
 Flash No                    Red Rest No  
 Veh Det Diag 0            Ped Det Diag 0  
 Plan                        Plan  
 Dimming Enable No       Pmt Veh Priority No  
                               Ret  
 Pmt Ped Priority No       Pmt Queue Delay No  
 Ret  
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

**Action Plan - 4**

Pattern 4                   Override Sys No  
 Timing Plan 0               Sequence 9  
 Veh Detector Plan 0       Det Log None  
 Flash No                    Red Rest No  
 Veh Det Diag 0            Ped Det Diag 0  
 Plan                        Plan  
 Dimming Enable No       Pmt Veh Priority No  
                               Ret  
 Pmt Ped Priority No       Pmt Queue Delay No  
 Ret  
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

**Action Plan - 6**

Pattern 6                   Override Sys No  
 Timing Plan 0               Sequence 10  
 Veh Detector Plan 0       Det Log None  
 Flash No                    Red Rest No  
 Veh Det Diag 0            Ped Det Diag 0  
 Plan                        Plan  
 Dimming Enable No       Pmt Veh Priority No  
                               Ret  
 Pmt Ped Priority No       Pmt Queue Delay No  
 Ret  
 Pmt Cond Delay No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.



Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 16-30	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 31-45	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 46-60	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 61-75	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 76-90	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
LP 91-100	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	



Hernando County, FL



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**

Event	Action Plan	Start Time
1	99	00:00
2	1	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









ARTERIAL ANALYSIS



## 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	II	50	67.5	42.2	109.7	0.94	30.8	B
	II	40	263.1	56.3	319.4	2.92	33.0	B
Total	II		330.6	98.5	429.1	3.86	32.4	B

## 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	II	40	263.1	70.2	333.3	2.92	31.6	B
SPRING HILL DR	II	50	67.5	43.9	111.4	0.94	30.3	B
Total	II		330.6	114.1	444.7	3.86	31.3	B

## 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	B
LANDOVER BLVD	II	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	II	50	34.6	35.5	70.1	0.40	20.6	D
Total	II		245.6	141.9	387.5	2.69	25.0	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	II	55	33.0	17.1	50.1	0.40	28.9	B
LANDOVER BLVD	II	40	27.5	15.3	42.8	0.25	21.0	D
MARINER BLVD	II	40	15.3	44.9	60.2	0.13	8.0	F
DELTONA BLVD	II	35	196.0	53.6	249.6	1.91	27.5	C
Total	II		271.8	130.9	402.7	2.69	24.0	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
	II	40	31.7	40.0	71.7	0.31	15.6	E
Suncoast SB Off Ramp	II	40	34.5	12.3	46.8	0.35	26.8	C
Suncoast NB Off Ramp	II	40	12.4	15.1	27.5	0.11	14.1	E
Total	II		78.6	67.4	146.0	0.77	18.9	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	6.6	19.0	0.11	20.5	D
BARCLAY AVE	II	40	34.5	52.3	86.8	0.35	14.5	E
Total	II		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	II	50	67.5	42.2	109.7	0.94	30.8	B
	II	40	263.1	56.8	319.9	2.92	32.9	B
Total	II		330.6	99.0	429.6	3.86	32.4	B

## 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	II	40	263.1	73.1	336.2	2.92	31.3	B
SPRING HILL DR	II	50	67.5	43.3	110.8	0.94	30.5	B
Total	II		330.6	116.4	447.0	3.86	31.1	B

## 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	59.9	231.4	1.91	29.6	B
LANDOVER BLVD	II	40	15.3	27.5	42.8	0.13	11.2	F
STERLING HILL BLVD	II	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	II		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	II	55	33.0	24.5	57.5	0.40	25.2	C
LANDOVER BLVD	II	40	27.5	17.4	44.9	0.25	20.0	D
MARINER BLVD	II	40	15.3	48.3	63.6	0.13	7.5	F
	II	35	196.0	61.9	257.9	1.91	26.6	C
Total	II		271.8	152.1	423.9	2.69	22.8	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
	II	40	31.7	41.5	73.2	0.31	15.3	E
Suncoast SB Off Ramp	II	40	34.5	11.8	46.3	0.35	27.1	C
Suncoast NB Off Ramp	II	40	12.4	1.3	13.7	0.11	28.4	B
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	II	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	II		46.9	38.0	84.9	0.46	19.4	D

## 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	II	50	67.5	34.8	102.3	0.94	33.0	B
	II	40	263.1	75.9	339.0	2.92	31.0	B
Total	II		330.6	110.7	441.3	3.86	31.5	B

## 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	II	40	263.1	85.7	348.8	2.92	30.2	B
SPRING HILL DR	II	50	67.5	85.1	152.6	0.94	22.1	C
Total	II		330.6	170.8	501.4	3.86	27.7	C

## 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	62.4	233.9	1.91	29.3	B
LANDOVER BLVD	II	40	15.3	30.2	45.5	0.13	10.5	F
STERLING HILL BLVD	II	55	24.2	26.8	51.0	0.25	17.6	D
BARCLAY AVE	II	50	34.6	56.3	90.9	0.40	15.9	E
Total	II		245.6	175.7	421.3	2.69	23.0	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	II	55	33.0	23.1	56.1	0.40	25.8	C
LANDOVER BLVD	II	40	27.5	19.4	46.9	0.25	19.2	D
MARINER BLVD	II	40	15.3	56.9	72.2	0.13	6.6	F
DELTONA BLVD	II	35	196.0	47.5	243.5	1.91	28.2	B
Total	II		271.8	146.9	418.7	2.69	23.1	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
	II	40	31.7	31.4	63.1	0.31	17.7	D
Suncoast SB Off Ramp	II	40	34.5	5.1	39.6	0.35	31.7	B
Suncoast NB Off Ramp	II	40	12.4	11.8	24.2	0.11	16.1	E
Total	II		78.6	48.3	126.9	0.77	21.8	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	8.0	20.4	0.11	19.1	D
BARCLAY AVE	II	40	34.5	58.9	93.4	0.35	13.4	E
Total	II		46.9	66.9	113.8	0.46	14.4	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	II	50	67.5	34.1	101.6	0.94	33.2	B
SR 50	II	40	263.1	77.6	340.7	2.92	30.9	B
Total	II		330.6	111.7	442.3	3.86	31.4	B

**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	II	40	263.1	93.9	357.0	2.92	29.5	B
SPRING HILL DR	II	50	67.5	90.7	158.2	0.94	21.3	D
Total	II		330.6	184.6	515.2	3.86	27.0	C

**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	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	II	55	24.2	56.2	80.4	0.25	11.2	F
BARCLAY AVE	II	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	II	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	II	40	15.3	62.4	77.7	0.13	6.2	F
DELTONA BLVD	II	35	196.0	50.2	246.2	1.91	27.9	C
Total	II		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
	II	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	B
Suncoast NB Off Ramp	II	40	12.4	14.4	26.8	0.11	14.5	E
Total	II		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	II	40	34.5	62.0	96.5	0.35	13.0	E
Total	II		46.9	72.1	119.0	0.46	13.8	E

INTERSECTION ANALYSIS



Timings

15: DELTONA BLVD & ELGIN BLVD

04/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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	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?												
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	
Total Delay		22.5			53.6	6.2	6.5	10.0		11.7	8.3	
LOS		C			D	A	A	B		B	A	
Approach Delay		22.5			31.4			10.0			9.6	
Approach LOS		C			C			B			A	

Intersection Summary

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

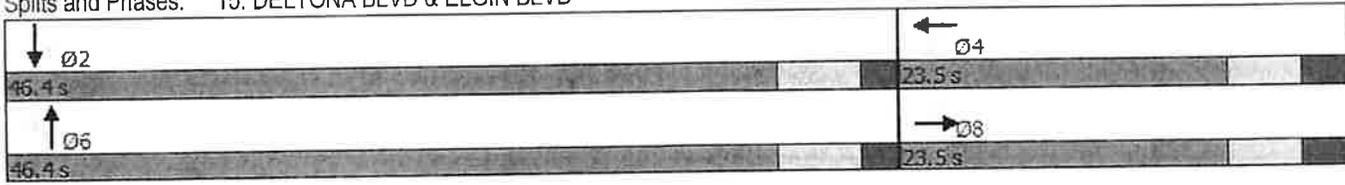
Intersection LOS: B  
 ICU Level of Service D

Timings

15: DELTONA BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 15: DELTONA BLVD & ELGIN BLVD



Timings

15: DELTONA BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕		↖	↗	
Traffic Volume (vph)	13	158	4	123	111	237	4	422	170	263	463	6
Future Volume (vph)	13	158	4	123	111	237	4	422	170	263	463	6
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	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?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		15.3			15.3	15.3	40.1	40.1		40.1	40.1	
Actuated g/C Ratio		0.22			0.22	0.22	0.59	0.59		0.59	0.59	
v/c Ratio		0.47			0.81	0.46	0.01	0.59		0.77	0.46	
Control Delay		26.9			46.7	6.4	6.5	11.4		29.8	10.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.9			46.7	6.4	6.5	11.4		29.8	10.1	
LOS		C			D	A	A	B		C	B	
Approach Delay		26.9			26.4			11.3				17.2
Approach LOS		C			C			B				B

Intersection Summary

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

Timings

15: DELTONA BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 15: DELTONA BLVD & ELGIN BLVD

↓ Ø2	← Ø4
46.4 s	23.5 s
↑ Ø6	→ Ø8
46.4 s	23.5 s

Timings

15: DELTONA BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↕		↖	↕	
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%
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	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?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		16.9			16.9	16.9	40.0	40.0		40.0	40.0	
Actuated g/C Ratio		0.24			0.24	0.24	0.57	0.57		0.57	0.57	
v/c Ratio		0.26			0.93	0.50	0.00	0.50		0.45	0.28	
Control Delay		22.4			61.9	6.2	6.5	10.3		12.8	8.4	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		22.4			61.9	6.2	6.5	10.3		12.8	8.4	
LOS		C			E	A	A	B		B	A	
Approach Delay		22.4			34.7			10.2			10.1	
Approach LOS		C			C			B			B	

Intersection Summary

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

Splits and Phases: 15: DELTONA BLVD & ELGIN BLVD

↓ Ø2 46.4 s	← Ø4 23.5 s
↑ Ø6 46.4 s	→ Ø8 23.5 s

Timings

15: DELTONA BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	158	4	137	111	265	4	422	193	310	463	6
Future Volume (vph)	13	158	4	137	111	265	4	422	193	310	463	6
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	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?												
Recall Mode	None	None		None	None	None	Max	Max		Max	Max	
Act Effct Green (s)		15.9			15.9	15.9	40.0	40.0		40.0	40.0	
Actuated g/C Ratio		0.23			0.23	0.23	0.58	0.58		0.58	0.58	
v/c Ratio		0.45			0.84	0.48	0.01	0.62		0.98	0.46	
Control Delay		26.5			50.2	6.3	6.5	12.0		63.6	10.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		26.5			50.2	6.3	6.5	12.0		63.6	10.2	
LOS		C			D	A	A	B		E	B	
Approach Delay		26.5			27.6			12.0			31.5	
Approach LOS		C			C			B			C	

Intersection Summary

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

Timings

15: DELTONA BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 15: DELTONA BLVD & ELGIN BLVD

↓ Ø2	← Ø4
46.4 s	23.5 s
↑ Ø6	→ Ø8
46.4 s	23.5 s

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Max		None	Max	Max	None	Max		None	Max	
Act Effct Green (s)	45.8	30.1		19.9	33.0	33.0	53.3	45.1		65.8	54.0	
Actuated g/C Ratio	0.33	0.21		0.14	0.23	0.23	0.38	0.32		0.47	0.38	
v/c Ratio	0.56	1.09		0.73	0.73	0.44	0.27	0.94		0.80	0.62	
Control Delay	35.4	122.1		67.6	61.5	7.8	24.6	61.0		60.2	38.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	35.4	122.1		67.6	61.5	7.8	24.6	61.0		60.2	38.5	
LOS	D	F		E	E	A	C	E		E	D	
Approach Delay		95.6			49.5			58.8			42.5	
Approach LOS		F			D			E			D	

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

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 12: MARINER BLVD & ELGIN BLVD

 Ø1 24.6 s	 Ø2 52.2 s	 Ø3 37.9 s	 Ø4 37.7 s
 Ø5 24.6 s	 Ø6 52.2 s	 Ø7 37.9 s	 Ø8 37.7 s

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Max		None	Max	Max	None	Max		None	Max	
Act Effct Green (s)	45.3	30.0		22.3	35.8	35.8	55.6	45.0		66.7	50.6	
Actuated g/C Ratio	0.31	0.21		0.15	0.25	0.25	0.38	0.31		0.46	0.35	
v/c Ratio	0.58	1.20		0.77	0.92	0.50	0.60	1.12		0.90	1.07	
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	0.0	
Total Delay	39.6	158.3		69.5	79.5	15.3	40.9	112.7		76.1	91.3	
LOS	D	F		E	E	B	D	F		E	F	
Approach Delay		128.2			59.8			106.8			89.1	
Approach LOS		F			E			F			F	

Intersection Summary

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

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 12: MARINER BLVD & ELGIN BLVD

 Ø1 24.6 s	 Ø2 52.2 s	 Ø3 37.9 s	 Ø4 37.7 s
 Ø5 24.6 s	 Ø6 52.2 s	 Ø7 37.9 s	 Ø8 37.7 s

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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												
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 Optimize?	Yes											
Recall Mode	None	Max	Max	None	Max	Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	58.8	44.7	44.7	20.4	49.9	49.9	49.1	42.5	42.5	12.4	50.8	50.8
Actuated g/C Ratio	0.39	0.30	0.30	0.13	0.33	0.33	0.32	0.28	0.28	0.08	0.34	0.34
v/c Ratio	0.45	0.67	0.10	0.77	0.52	0.37	0.30	0.79	0.42	0.66	0.60	0.17
Control Delay	27.7	55.1	0.3	74.5	44.9	7.9	31.9	57.5	10.4	79.3	45.2	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	27.7	55.1	0.3	74.5	44.9	7.9	31.9	57.5	10.4	79.3	45.2	2.0
LOS	C	E	A	E	D	A	C	E	B	E	D	A
Approach Delay		41.7			46.4			45.3			46.8	
Approach LOS		D			D			D			D	

Intersection Summary

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

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 12: MARINER BLVD & ELGIN BLVD

↙ Ø1	↑ Ø2	↘ Ø3	→ Ø4
21 s	49.4 s	33 s	49 s
↙ Ø5	↓ Ø6	↗ Ø7	← Ø8
14.6 s	55.8 s	24.4 s	57.6 s

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
Permitted Phases	4		4			8	2		2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
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
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 Optimize?	Yes											
Recall Mode	None	Max	Max	None	Max	Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	54.1	40.3	40.3	21.1	46.4	46.4	53.0	46.0	46.0	13.6	52.2	52.2
Actuated g/C Ratio	0.35	0.26	0.26	0.14	0.30	0.30	0.35	0.30	0.30	0.09	0.34	0.34
v/c Ratio	0.50	0.75	0.16	0.85	0.74	0.44	0.82	0.87	0.45	0.74	0.93	0.27
Control Delay	32.2	62.4	0.7	81.4	56.9	13.7	73.4	60.1	13.4	82.8	62.1	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	62.4	0.7	81.4	56.9	13.7	73.4	60.1	13.4	82.8	62.1	8.2
LOS	C	E	A	F	E	B	E	E	B	F	E	A
Approach Delay		46.1			55.1			51.1			59.1	
Approach LOS		D			E			D			E	

**Intersection Summary**

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

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 12: MARINER BLVD & ELGIN BLVD

↙ Ø1	↑ Ø2	↘ Ø3	→ Ø4
22 s	52.4 s	31 s	47 s
↙ Ø5	↓ Ø6	↗ Ø7	← Ø8
15 s	59.4 s	23.9 s	54.1 s

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
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 Optimize?	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	C	E	A	E	D	B	C	E	B	F	D	A
Approach Delay		45.7			50.1			44.8			48.1	
Approach LOS		D			D			D			D	

Intersection Summary

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%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service E

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 12: MARINER BLVD & ELGIN BLVD

↙ Ø1	↑ Ø2	↘ Ø3	→ Ø4
21 s	49.4 s	33 s	49 s
↙ Ø5	↓ Ø6	↗ Ø7	← Ø8
14.6 s	55.8 s	24.4 s	57.6 s

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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												
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
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 Optimize?	Yes											
Recall Mode	None	Max	Max	None	Max	Max	None	Max	Max	None	Max	Max
Act Effct Green (s)	53.4	39.6	39.6	21.8	46.4	46.4	52.2	45.2	45.2	14.4	52.2	52.2
Actuated g/C Ratio	0.35	0.26	0.26	0.14	0.30	0.30	0.34	0.30	0.30	0.09	0.34	0.34
v/c Ratio	0.56	0.92	0.16	0.92	0.82	0.51	0.82	0.88	0.55	0.93	0.93	0.27
Control Delay	34.9	79.3	0.7	88.3	62.4	19.2	73.0	61.8	14.2	102.4	62.1	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.9	79.3	0.7	88.3	62.4	19.2	73.0	61.8	14.2	102.4	62.1	8.2
LOS	C	E	A	F	E	B	E	E	B	F	E	A
Approach Delay		59.5			60.7			50.4			63.9	
Approach LOS		E			E			D			E	

Intersection Summary

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%  
 Analysis Period (min) 15

Intersection LOS: E  
 ICU Level of Service F

Timings

12: MARINER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 12: MARINER BLVD & ELGIN BLVD

↙ Ø1 22 s	↑ Ø2 52.4 s	↙ Ø3 31 s	→ Ø4 47 s
↙ Ø5 15 s	↓ Ø6 59.4 s	↗ Ø7 23.9 s	← Ø8 54.1 s

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
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	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	6.5		7.2	6.5		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	Max		None	None		None	None	
Act Effct Green (s)	33.2	30.1		39.1	39.1		22.1	22.1		22.1	22.1	
Actuated g/C Ratio	0.43	0.39		0.51	0.51		0.29	0.29		0.29	0.29	
v/c Ratio	0.06	0.55		0.64	0.52		0.27	1.02		0.93	0.32	
Control Delay	9.1	19.2		22.4	14.1		24.6	67.6		108.9	20.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.1	19.2		22.4	14.1		24.6	67.6		108.9	20.7	
LOS	A	B		C	B		C	E		F	C	
Approach Delay		19.0			15.6			61.7			51.5	
Approach LOS		B			B			E			D	

Intersection Summary

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%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service E

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 9: LANDOVER BLVD & ELGIN BLVD

 Ø1	 Ø2	 Ø4
10.9 s	45.5 s	28.8 s
 Ø5	 Ø6	 Ø8
10.9 s	45.5 s	28.8 s

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
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	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.2	6.5		7.2	6.5		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	Max		None	None		None	None	
Act Effct Green (s)	35.3	32.3		39.9	39.2		22.1	22.1		22.1	22.1	
Actuated g/C Ratio	0.45	0.41		0.51	0.50		0.28	0.28		0.28	0.28	
v/c Ratio	0.13	0.57		1.12	0.65		0.21	1.01		1.18	0.51	
Control Delay	9.7	19.2		107.3	17.4		26.2	68.0		181.3	27.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.7	19.2		107.3	17.4		26.2	68.0		181.3	27.9	
LOS	A	B		F	B		C	E		F	C	
Approach Delay		18.9			37.7			64.2			73.1	
Approach LOS		B			D			E			E	

Intersection Summary

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

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 9: LANDOVER BLVD & ELGIN BLVD

 Ø1 10.9 s	 Ø2 45.5 s	 Ø4 28.8 s
 Ø5 10.9 s	 Ø6 45.5 s	 Ø8 28.8 s

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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	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	
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	
Total Lost Time (s)	7.2	6.5		7.2	6.5		6.8	6.8	6.8	4.5	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	Max		None	None	None	None	None	
Act Effct Green (s)	30.2	23.8		39.4	38.2		13.4	13.4	13.4	5.2	20.7	
Actuated g/C Ratio	0.40	0.32		0.53	0.51		0.18	0.18	0.18	0.07	0.28	
v/c Ratio	0.04	0.68		0.54	0.52		0.43	0.55	0.82	0.38	0.33	
Control Delay	10.2	26.5		15.7	15.3		36.7	36.8	27.6	41.6	20.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.2	26.5		15.7	15.3		36.7	36.8	27.6	41.6	20.3	
LOS	B	C		B	B		D	D	C	D	C	
Approach Delay		26.2			15.4			31.3			27.8	
Approach LOS		C			B			C			C	

Intersection Summary

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

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 9: LANDOVER BLVD & ELGIN BLVD

 Ø1 14.2 s	 Ø2 39.4 s	 Ø3 9.6 s	 Ø4 22 s
 Ø5 17.8 s	 Ø6 35.8 s	 Ø8 31.6 s	

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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	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	
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	33.1		20.5	39.4		22.0	22.0	22.0	9.6	31.6	
Total Split (%)	16.7%	38.8%		24.1%	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	
Total Lost Time (s)	7.2	6.5		7.2	6.5		6.8	6.8	6.8	4.5	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	Max		None	None	None	None	None	
Act Effct Green (s)	30.8	24.4		43.5	39.3		13.3	13.3	13.3	5.2	20.6	
Actuated g/C Ratio	0.39	0.31		0.55	0.50		0.17	0.17	0.17	0.07	0.26	
v/c Ratio	0.09	0.76		0.80	0.64		0.29	0.61	0.79	0.49	0.55	
Control Delay	11.0	30.2		31.0	19.4		35.0	40.5	26.5	46.0	28.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.0	30.2		31.0	19.4		35.0	40.5	26.5	46.0	28.7	
LOS	B	C		C	B		D	D	C	D	C	
Approach Delay		29.6			22.0			31.6			33.8	
Approach LOS		C			C			C			C	

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

04/29/2022

Splits and Phases: 9: LANDOVER BLVD & ELGIN BLVD

 Ø1 14.2 s	 Ø2 39.4 s	 Ø3 9.6 s	 Ø4 22 s
 Ø5 20.5 s	 Ø6 33.1 s	 Ø8 31.6 s	

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
Confl. Bikes (#/hr)												
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	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	
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	
Total Lost Time (s)	7.2	6.5		7.2	6.5		6.8	6.8	6.8	4.5	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	Max		None	None	None	None	None	
Act Effct Green (s)	31.7	25.3		41.1	39.9		13.9	13.9	13.9	5.2	21.2	
Actuated g/C Ratio	0.41	0.33		0.53	0.52		0.18	0.18	0.18	0.07	0.27	
v/c Ratio	0.05	0.72		0.62	0.64		0.43	0.55	0.85	0.42	0.33	
Control Delay	10.2	27.5		19.2	17.4		37.3	37.4	32.7	43.8	21.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.2	27.5		19.2	17.4		37.3	37.4	32.7	43.8	21.0	
LOS	B	C		B	B		D	D	C	D	C	
Approach Delay		27.2			17.7			34.6			29.4	
Approach LOS		C			B			C			C	

Intersection Summary

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

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 9: LANDOVER BLVD & ELGIN BLVD

 Ø1	 Ø2	 Ø3	 Ø4
14.2 s	39.4 s	9.6 s	22 s
 Ø5	 Ø6	 Ø8	
17.8 s	35.8 s	31.6 s	

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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			
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	
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	33.1		20.5	39.4		22.0	22.0	22.0	9.6	31.6	
Total Split (%)	16.7%	38.8%		24.1%	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	
Total Lost Time (s)	7.2	6.5		7.2	6.5		6.8	6.8	6.8	4.5	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes		
Recall Mode	None	None		None	Max		None	None	None	None	None	
Act Effect Green (s)	32.9	26.6		46.1	41.5		13.9	13.9	13.9	5.1	23.5	
Actuated g/C Ratio	0.39	0.32		0.55	0.49		0.17	0.17	0.17	0.06	0.28	
v/c Ratio	0.11	0.95		0.96	0.74		0.30	0.61	0.89	0.65	0.51	
Control Delay	11.4	46.1		64.2	22.6		35.4	41.8	40.0	55.0	28.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	11.4	46.1		64.2	22.6		35.4	41.8	40.0	55.0	28.2	
LOS	B	D		E	C		D	D	D	E	C	
Approach Delay		45.3			31.4			40.1			37.3	
Approach LOS		D			C			D			D	

Intersection Summary

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

Timings

9: LANDOVER BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 9: LANDOVER BLVD & ELGIN BLVD

↖ Ø1 14.2 s	← Ø2 39.4 s	↘ Ø3 9.6 s	↑ Ø4 22 s
↙ Ø5 20.5 s	→ Ø6 33.1 s	↓ Ø8 31.6 s	

Timings

6: STERLING HILL BLVD & ELGIN BLVD

04/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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												
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	
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						
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)	7.8	40.1	40.1	10.8	49.0	49.0	18.1	18.1	18.1	18.1	18.1	
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	0.46	0.27	0.13	
Control Delay	44.8	22.9	1.7	55.2	15.6	0.1	64.8	29.5	7.8	33.9	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	44.8	22.9	1.7	55.2	15.6	0.1	64.8	29.5	7.8	33.9	0.3	
LOS	D	C	A	E	B	A	E	C	A	C	A	
Approach Delay		21.8			20.4			35.2			13.5	
Approach LOS		C			C			D			B	

Intersection Summary

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

Timings

6: STERLING HILL BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 6: STERLING HILL BLVD & ELGIN BLVD

 Ø1 20 s	 Ø2 47.2 s	 Ø4 27 s
 Ø5 20 s	 Ø6 47.2 s	 Ø8 27 s

Timings

6: STERLING HILL BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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	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												
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	
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						
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)	9.8	40.1	40.1	12.0	45.4	45.4	13.8	13.8	13.8	13.8	13.8	
Actuated g/C Ratio	0.11	0.45	0.45	0.14	0.51	0.51	0.16	0.16	0.16	0.16	0.16	
v/c Ratio	0.52	0.53	0.30	1.05	0.81	0.10	0.64	0.03	0.43	0.22	0.16	
Control Delay	47.3	19.3	3.2	110.6	25.3	0.9	49.1	30.4	9.0	34.3	10.3	
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	47.3	19.3	3.2	110.6	25.3	0.9	49.1	30.4	9.0	34.3	10.3	
LOS	D	B	A	F	C	A	D	C	A	C	B	
Approach Delay		18.3			36.1			26.6			18.9	
Approach LOS		B			D			C			B	

Intersection Summary

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

Timings

6: STERLING HILL BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 6: STERLING HILL BLVD & ELGIN BLVD

↗ Ø1	← Ø2	↑ Ø4
20 s	47.2 s	27 s
↙ Ø5	→ Ø6	↓ Ø8
20 s	47.2 s	27 s

Timings

6: STERLING HILL BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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												
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	
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						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	5.0	31.2	31.2	7.0	38.9	38.9	18.5	18.5	18.5	18.5	18.5	
Actuated g/C Ratio	0.06	0.39	0.39	0.09	0.49	0.49	0.23	0.23	0.23	0.23	0.23	
v/c Ratio	0.40	0.71	0.15	0.90	0.46	0.06	0.72	0.00	0.46	0.22	0.13	
Control Delay	48.9	24.8	2.2	89.3	17.1	0.1	41.5	21.5	10.7	25.2	0.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	48.9	24.8	2.2	89.3	17.1	0.1	41.5	21.5	10.7	25.2	0.5	
LOS	D	C	A	F	B	A	D	C	B	C	A	
Approach Delay		23.7			26.6			25.5			10.2	
Approach LOS		C			C			C			B	

Intersection Summary

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

Timings

6: STERLING HILL BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 6: STERLING HILL BLVD & ELGIN BLVD

↗ Ø1	← Ø2	↑ Ø4
13 s	40.2 s	41 s
↙ Ø5	→ Ø6	↓ Ø8
15 s	38.2 s	41 s

Timings

6: STERLING HILL BLVD & ELGIN BLVD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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	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												
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	
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	32.6	32.6	17.3	43.9	43.9	13.8	13.8	13.8	13.8	13.8	
Actuated g/C Ratio	0.07	0.38	0.38	0.20	0.51	0.51	0.16	0.16	0.16	0.16	0.16	
v/c Ratio	0.84	0.63	0.34	0.71	0.81	0.10	0.62	0.03	0.37	0.22	0.16	
Control Delay	89.7	26.8	4.8	43.1	23.1	0.8	46.8	29.3	3.6	33.0	10.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	89.7	26.8	4.8	43.1	23.1	0.8	46.8	29.3	3.6	33.0	10.0	
LOS	F	C	A	D	C	A	D	C	A	C	A	
Approach Delay		27.4			24.8			22.7			18.2	
Approach LOS		C			C			C			B	

Intersection Summary

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

Timings

6: STERLING HILL BLVD & ELGIN BLVD

04/29/2022

Splits and Phases: 6: STERLING HILL BLVD & ELGIN BLVD

↗ Ø1	← Ø2	↑ Ø4
14 s	51 s	29.2 s
↙ Ø5	→ Ø6	↓ Ø8
34.3 s	30.7 s	29.2 s

Timings

6: STERLING HILL BLVD & ELGIN BLVD

06/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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												
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	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	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	41.0
Total Split (%)	13.8%	40.6%	40.6%	15.9%	42.7%	42.7%	43.5%	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	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	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	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	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	None
Act Effect Green (s)	5.0	31.0	31.0	7.0	38.2	38.2	33.9	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	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	0.09
Control Delay	61.1	38.2	4.9	66.5	24.5	0.2	66.3	19.5	18.8	21.4	0.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	38.2	4.9	66.5	24.5	0.2	66.3	19.5	18.8	21.4	0.3	0.3
LOS	E	D	A	E	C	A	E	B	B	C	A	A
Approach Delay		34.0			31.6			43.2				8.6
Approach LOS		C			C			D				A

Intersection Summary

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 LOS: C

Intersection Capacity Utilization 78.3%

ICU Level of Service D

Analysis Period (min) 15

Timings

6: STERLING HILL BLVD & ELGIN BLVD

06/13/2022

Splits and Phases: 6: STERLING HILL BLVD & ELGIN BLVD

 Ø1 13 s	 Ø2 40.2 s	 Ø4 41 s
 Ø5 15 s	 Ø6 38.2 s	 Ø8 41 s

Timings

6: STERLING HILL BLVD & ELGIN BLVD

06/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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	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												
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	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	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	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%	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	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	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	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	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	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	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	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	A	E	C	A	E	C	A	C	A	
Approach Delay		42.6			38.3			41.7				16.6
Approach LOS		D			D			D				B

Intersection Summary

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 LOS: D

Intersection Capacity Utilization 86.8%

ICU Level of Service E

Analysis Period (min) 15

Timings

6: STERLING HILL BLVD & ELGIN BLVD

06/13/2022

Splits and Phases: 6: STERLING HILL BLVD & ELGIN BLVD

↗ Ø1	← Ø2	↖ Ø4
14 s	51 s	29.2 s
↙ Ø5	→ Ø6	↓ Ø8
34.3 s	30.7 s	29.2 s

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	490	526	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)												
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												
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	47.3	47.3	12.1	45.0		19.4	43.7	43.7	13.0	36.8	
Actuated g/C Ratio	0.10	0.32	0.32	0.08	0.31		0.13	0.30	0.30	0.09	0.25	
v/c Ratio	1.39	0.45	0.68	0.59	0.56		0.88	0.68	0.47	0.59	0.90	
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	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	250.4	41.8	13.7	73.9	43.8		83.3	53.2	7.7	79.7	74.8	
LOS	F	D	B	E	D		F	D	A	E	E	
Approach Delay		69.7			50.4			51.0			75.7	
Approach LOS		E			D			D			E	

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Splits and Phases: 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

 Ø1 22.4 s	 Ø2 52.4 s	 Ø3 28 s	 Ø4 47.3 s
 Ø5 22.4 s	 Ø6 52.4 s	 Ø7 28 s	 Ø8 47.3 s

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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												
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	
Actuated g/C Ratio	0.10	0.30	0.30	0.09	0.30		0.13	0.30	0.30	0.10	0.27	
v/c Ratio	1.22	0.47	0.79	0.77	0.74		1.52	0.98	0.43	0.69	1.17	
Control Delay	193.5	44.3	26.9	82.8	51.6		287.0	85.1	17.4	83.1	142.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	193.5	44.3	26.9	82.8	51.6		287.0	85.1	17.4	83.1	142.1	
LOS	F	D	C	F	D		F	F	B	F	F	
Approach Delay		61.4			59.0			167.7			131.3	
Approach LOS		E			E			F			F	

Intersection Summary

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Splits and Phases: 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

 Ø1 22.4 s	 Ø2 52.4 s	 Ø3 28 s	 Ø4 47.3 s
 Ø5 22.4 s	 Ø6 52.4 s	 Ø7 28 s	 Ø8 47.3 s

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	490	526	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)												
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)	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)	15.9	55.3	55.3	9.9	49.9	49.9	21.2	41.1		11.8	31.2	31.2
Actuated g/C Ratio	0.11	0.37	0.37	0.07	0.34	0.34	0.14	0.28		0.08	0.21	0.21
v/c Ratio	0.68	0.39	0.66	0.74	0.41	0.16	0.81	0.69		0.66	0.78	0.20
Control Delay	73.4	35.5	14.6	87.4	39.9	0.5	75.6	42.2		88.7	70.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	73.4	35.5	14.6	87.4	39.9	0.5	75.6	42.2		88.7	70.2	0.8
LOS	E	D	B	F	D	A	E	D		F	E	A
Approach Delay		33.9			44.4			54.3			58.8	
Approach LOS		C			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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Splits and Phases: 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

↗ Ø1	← Ø2	↘ Ø3	↑ Ø4
27 s	53.7 s	21 s	48.4 s
↙ Ø5	→ Ø6	↖ Ø7	↓ Ø8
18 s	62.7 s	31.4 s	38 s

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	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	E	C	F	E	A	E	C		F	F	A
Approach Delay		46.6			68.1			50.9			73.9	
Approach LOS		D			E			D			E	

Intersection Summary

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Splits and Phases: 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

 Ø1 19 s	 Ø2 40.1 s	 Ø3 26.4 s	 Ø4 64.6 s
 Ø5 19 s	 Ø6 40.1 s	 Ø7 45 s	 Ø8 46 s

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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												
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
Actuated g/C Ratio	0.12	0.37	0.37	0.07	0.33	0.33	0.15	0.28		0.08	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	0.23
Control Delay	74.8	35.8	25.1	87.4	41.0	0.5	78.6	42.2		88.7	73.1	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
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	E	D	C	F	D	A	E	D		F	E	A
Approach Delay		38.5			45.0			56.3			59.0	
Approach LOS		D			D			E			E	

Intersection Summary

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 Phases: 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

↗ Ø1	← Ø2	↙ Ø3	↑ Ø4
27 s	53.7 s	21 s	48.4 s
↙ Ø5	→ Ø6	↙ Ø7	↓ Ø8
18 s	62.7 s	31.4 s	38 s

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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	
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)	11.6	32.7	32.7	11.0	32.7	32.7	37.0	60.8		15.4	38.7	38.7
Actuated g/C Ratio	0.08	0.22	0.22	0.07	0.22	0.22	0.25	0.41		0.10	0.26	0.26
v/c Ratio	0.92	0.67	0.95	0.97	0.88	0.24	0.99	0.57		0.70	0.99	0.25
Control Delay	105.3	58.7	41.2	117.3	71.0	1.1	85.3	34.1		85.0	93.9	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	105.3	58.7	41.2	117.3	71.0	1.1	85.3	34.1		85.0	93.9	1.9
LOS	F	E	D	F	E	A	F	C		F	F	A
Approach Delay		58.5			73.7			60.4			74.9	
Approach LOS		E			E			E			E	

Intersection Summary

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

04/29/2022

Splits and Phases: 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

 Ø1	 Ø2	 Ø3	 Ø4
19 s	40.1 s	25.4 s	64.6 s
 Ø5	 Ø6	 Ø7	 Ø8
19 s	40.1 s	45 s	46 s

Timings  
18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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												
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
Minimum Split (s)	12.5	22.5	22.5	12.5	22.5	22.5	12.4	22.5		12.4	14.4	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
Total Split (%)	25.0%	43.3%	43.3%	15.0%	33.3%	33.3%	13.3%	22.5%		19.2%	28.3%	28.3%
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
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
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)	7.5	7.5	7.5	7.5	7.5	7.5	7.4	7.4		7.4	7.4	7.4
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	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	19.4	47.1	47.1	9.4	37.1	37.1	8.6	18.1		15.6	25.1	25.1
Actuated g/C Ratio	0.16	0.39	0.39	0.08	0.31	0.31	0.07	0.15		0.13	0.21	0.21
v/c Ratio	0.76	0.89	0.36	0.50	0.56	0.21	0.72	0.82		1.01	0.75	0.51
Control Delay	57.2	43.9	7.6	46.8	52.8	13.7	71.4	55.1		97.3	57.2	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	57.2	43.9	7.6	46.8	52.8	13.7	71.4	55.1		97.3	57.2	7.9
LOS	E	D	A	D	D	B	E	E		F	E	A
Approach Delay		41.8			45.8			59.6				61.3
Approach LOS		D			D			E				E

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: 1.01  
 Intersection Signal Delay: 49.6  
 Intersection Capacity Utilization 87.0%  
 Analysis Period (min) 15

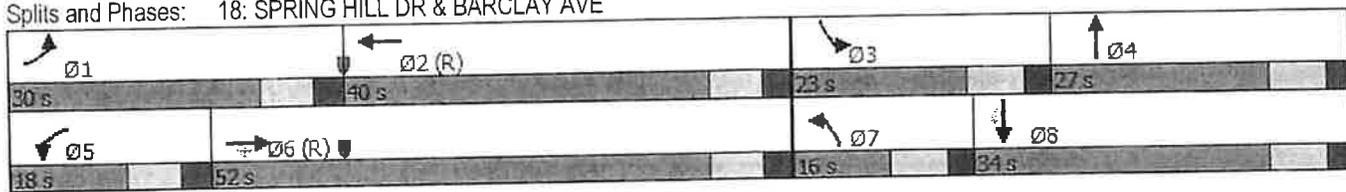
Intersection LOS: D  
 ICU Level of Service E

Timings

18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Splits and Phases: 18: SPRING HILL DR & BARCLAY AVE



Timings  
18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
Confl. Bikes (#/hr)												
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)												
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	15.0	15.0	5.0	15.0	15.0	5.0	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		12.4	14.4	14.4
Total 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 (%)	17.7%	41.5%	41.5%	17.7%	41.5%	41.5%	16.2%	26.9%		13.8%	24.6%	24.6%
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
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
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)	7.5	7.5	7.5	7.5	7.5	7.5	7.4	7.4		7.4	7.4	7.4
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	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None
Act Effct 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
Control Delay	114.8	36.0	8.5	55.3	75.2	27.3	147.5	54.8		107.9	158.6	46.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	114.8	36.0	8.5	55.3	75.2	27.3	147.5	54.8		107.9	158.6	46.8
LOS	F	D	A	E	E	C	F	D		F	F	D
Approach Delay		52.3			61.5			93.4			102.8	
Approach LOS		D			E			F			F	

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: 150  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.20  
 Intersection Signal Delay: 72.8  
 Intersection Capacity Utilization 106.2%  
 Analysis Period (min) 15

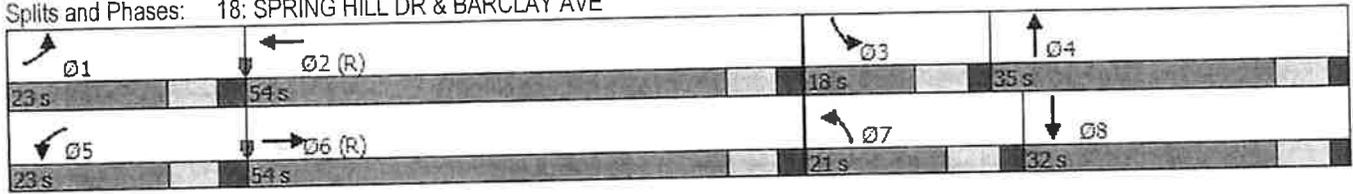
Intersection LOS: E  
 ICU Level of Service G

Timings

18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Splits and Phases: 18: SPRING HILL DR & BARCLAY AVE



Timings  
18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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												
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 Optimize?	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
v/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	A	E	D	A	E	E	A	E	D	A
Approach Delay		39.0			46.3			47.0			40.3	
Approach LOS		D			D			D			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%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service E

Timings

18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Splits and Phases: 18: SPRING HILL DR & BARCLAY AVE

Ø1 29.7 s		Ø2 (R) 38.8 s		Ø3 29 s		Ø4 22.5 s	
Ø5 14 s		Ø6 (R) 54.5 s		Ø7 18.6 s		Ø8 32.9 s	

Timings  
18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
Confl. Bikes (#/hr)												
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)												
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												
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)	25.0	58.4	58.4	24.2	57.6	57.6	23.4	26.6	26.6	20.8	24.0	24.0
Total Split (%)	19.2%	44.9%	44.9%	18.6%	44.3%	44.3%	18.0%	20.5%	20.5%	16.0%	18.5%	18.5%
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 Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	17.5	52.8	52.8	14.8	50.1	50.1	16.0	19.5	19.5	13.1	16.6	16.6
Actuated g/C Ratio	0.13	0.41	0.41	0.11	0.39	0.39	0.12	0.15	0.15	0.10	0.13	0.13
v/c Ratio	0.94	0.54	0.39	0.70	0.95	0.58	0.98	0.88	0.31	0.79	0.94	0.62
Control Delay	84.5	31.4	4.1	54.3	58.9	22.0	96.5	72.3	4.5	74.3	85.1	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.5	31.4	4.1	54.3	58.9	22.0	96.5	72.3	4.5	74.3	85.1	10.8
LOS	F	C	A	D	E	C	F	E	A	E	F	B
Approach Delay		40.5			49.8			74.4			53.5	
Approach LOS		D			D			E			D	

**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: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.98  
 Intersection Signal Delay: 52.3  
 Intersection Capacity Utilization 95.7%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service F

Timings

18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Splits and Phases: 18: SPRING HILL DR & BARCLAY AVE

 Ø1 25 s	 Ø2 (R) 57.6 s	 Ø3 20.8 s	 Ø4 26.6 s
 Ø5 24.2 s	 Ø6 (R) 58.4 s	 Ø7 23.4 s	 Ø8 24 s

Timings  
18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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												
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 Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
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	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	0.37
Control Delay	57.5	41.5	5.5	77.4	34.9	4.9	61.1	62.5	1.9	65.7	43.3	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.5	41.5	5.5	77.4	34.9	4.9	61.1	62.5	1.9	65.7	43.3	5.7
LOS	E	D	A	E	C	A	E	E	A	E	D	A
Approach Delay		40.0			35.7			47.6			43.7	
Approach LOS		D			D			D			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: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay: 41.1  
 Intersection Capacity Utilization 84.6%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service E

Timings

18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Splits and Phases: 18: SPRING HILL DR & BARCLAY AVE



Timings  
18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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)												
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												
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)	25.0	58.4	58.4	24.2	57.6	57.6	23.4	26.6	26.6	20.8	24.0	24.0
Total Split (%)	19.2%	44.9%	44.9%	18.6%	44.3%	44.3%	18.0%	20.5%	20.5%	16.0%	18.5%	18.5%
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 Optimize?	Yes											
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	17.5	52.8	52.8	14.8	50.1	50.1	16.0	19.2	19.2	13.4	16.6	16.6
Actuated g/C Ratio	0.13	0.41	0.41	0.11	0.39	0.39	0.12	0.15	0.15	0.10	0.13	0.13
v/c Ratio	0.99	0.54	0.39	0.70	0.95	0.69	0.98	0.93	0.32	0.93	0.96	0.64
Control Delay	95.2	31.4	4.1	50.9	62.0	29.4	96.5	80.9	4.5	90.1	90.7	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.2	31.4	4.1	50.9	62.0	29.4	96.5	80.9	4.5	90.1	90.7	12.1
LOS	F	C	A	D	E	C	F	F	A	F	F	B
Approach Delay		44.3			52.0			78.4			61.0	
Approach LOS		D			D			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

Timings

18: SPRING HILL DR & BARCLAY AVE

04/29/2022

Splits and Phases: 18: SPRING HILL DR & BARCLAY AVE

 Ø1	 Ø2 (R)	 Ø3	 Ø4
25 s	57.6 s	20.8 s	26.6 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
24.2 s	58.4 s	23.4 s	24 s

Timings

21: BARCLAY AVE & SR 50

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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									
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)	1.0	5.0	1.0	1.0	5.0	1.0	1.0	1.5	1.0	1.0	1.5	1.0
Minimum Split (s)	8.7	15.0	9.0	8.7	15.0	9.5	9.0	9.5	8.7	9.5	10.0	8.7
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 Optimize?	Yes											
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	None	Max	None
Act Effct Green (s)	8.6	39.6	69.5	15.0	46.0	62.7	22.1	22.1	50.6	9.0	7.6	28.4
Actuated g/C Ratio	0.07	0.33	0.58	0.12	0.38	0.52	0.18	0.18	0.42	0.08	0.06	0.24
v/c Ratio	0.43	0.71	0.31	0.74	0.60	0.05	0.86	0.88	0.41	0.64	0.76	0.24
Control Delay	63.4	38.3	2.1	70.0	31.4	0.1	73.6	75.5	16.6	77.1	93.3	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	38.3	2.1	70.0	31.4	0.1	73.6	75.5	16.6	77.1	93.3	1.8
LOS	E	D	A	E	C	A	E	E	B	E	F	A
Approach Delay		31.6			35.0			53.8			49.0	
Approach LOS		C			C			D			D	

Intersection Summary

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%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service C

# Timings

## 21: BARCLAY AVE & SR 50

04/29/2022

Splits and Phases: 21: BARCLAY AVE & SR 50

 Ø1	 Ø2 (R)	 Ø3	 Ø4
18 s	52 s	18 s	32 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
25 s	45 s	32 s	18 s

Timings

21: BARCLAY AVE & SR 50

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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									
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	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	7.7	8.5	8.5	7.7
Lead/Lag	Lead	Lag	Lead									
Lead-Lag Optimize?	Yes											
Recall Mode	None	C-Max	None	None	C-Max	None	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	55.1	11.3	11.3	36.3
Actuated g/C Ratio	0.10	0.40	0.63	0.13	0.42	0.55	0.18	0.18	0.37	0.08	0.08	0.24
v/c Ratio	0.69	0.68	0.46	0.84	0.71	0.12	1.04	1.03	0.17	0.67	0.67	0.25
Control Delay	83.8	39.6	2.4	94.3	38.6	1.0	121.5	118.0	8.3	92.8	91.5	3.9
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	83.8	39.6	2.4	94.3	38.6	1.0	121.5	118.0	8.3	92.8	91.5	3.9
LOS	F	D	A	F	D	A	F	F	A	F	F	A
Approach Delay		32.2			42.0			103.0			55.3	
Approach LOS		C			D			F			E	

Intersection Summary

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%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service D

Timings

21: BARCLAY AVE & SR 50

04/29/2022

Splits and Phases: 21: BARCLAY AVE & SR 50

 Ø1	 Ø2 (R)	 Ø3	 Ø4
27 s	67 s	21 s	35 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
28 s	66 s	35 s	21 s

Timings  
21: BARCLAY AVE & SR 50

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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									
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 Optimize?	Yes											
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	39.6	74.5	15.0	46.0	62.7	27.1	27.1	50.6	9.0	7.6	23.4
Actuated g/C Ratio	0.07	0.33	0.62	0.12	0.38	0.52	0.23	0.23	0.42	0.08	0.06	0.20
v/c Ratio	0.43	0.71	0.30	0.74	0.60	0.05	0.71	0.72	0.41	0.64	0.76	0.27
Control Delay	63.4	38.3	2.0	70.0	31.4	0.1	55.7	56.3	16.6	77.1	93.3	2.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	38.3	2.0	70.0	31.4	0.1	55.7	56.3	16.6	77.1	93.3	2.1
LOS	E	D	A	E	C	A	E	E	B	E	F	A
Approach Delay		31.6			35.0			41.9			49.2	
Approach LOS		C			C			D			D	

**Intersection Summary**

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

Timings

21: BARCLAY AVE & SR 50

04/29/2022

Splits and Phases: 21: BARCLAY AVE & SR 50

 Ø1 18 s	 Ø2 (R) 52 s	 Ø3 18 s	 Ø4 32 s
 Ø5 25 s	 Ø6 (R) 45 s	 Ø7 32 s	 Ø8 18 s

Timings

21: BARCLAY AVE & SR 50

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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									
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 Optimize?	Yes											
Recall Mode	None	C-Max	None	None	C-Max	None	None	Max	None	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
Actuated g/C Ratio	0.10	0.36	0.62	0.14	0.40	0.52	0.22	0.22	0.42	0.08	0.08	0.26
v/c Ratio	0.71	0.75	0.47	0.78	0.75	0.13	0.85	0.84	0.15	0.62	0.61	0.23
Control Delay	87.0	45.5	2.5	83.4	41.9	2.0	77.2	75.9	9.0	84.7	83.7	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.0	45.5	2.5	83.4	41.9	2.0	77.2	75.9	9.0	84.7	83.7	2.5
LOS	F	D	A	F	D	A	E	E	A	F	F	A
Approach Delay		36.5			43.7			66.4			50.1	
Approach LOS		D			D			E			D	

Intersection Summary

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

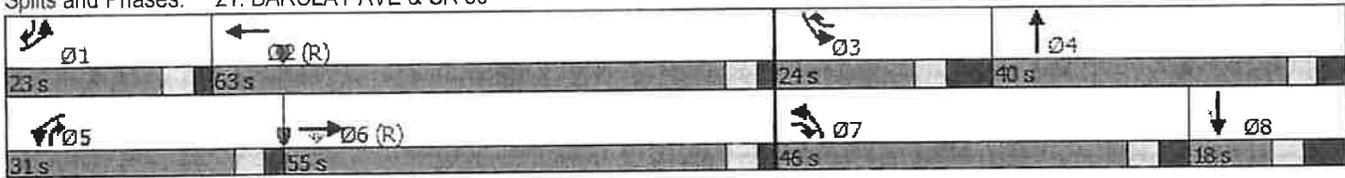
Intersection LOS: D  
 ICU Level of Service C

Timings

21: BARCLAY AVE & SR 50

04/29/2022

Splits and Phases: 21: BARCLAY AVE & SR 50



Timings  
21: BARCLAY AVE & SR 50

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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									
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 Optimize?	Yes											
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	39.5	74.8	15.1	46.0	62.7	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	0.52	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	0.05	0.75	0.73	0.42	0.65	0.76	0.27
Control Delay	63.4	38.4	2.0	70.5	31.4	0.1	57.8	56.8	17.0	77.8	93.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	38.4	2.0	70.5	31.4	0.1	57.8	56.8	17.0	77.8	93.3	2.2
LOS	E	D	A	E	C	A	E	E	B	E	F	A
Approach Delay		31.5			35.1			43.1			49.5	
Approach LOS		C			D			D			D	

**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

Timings

21: BARCLAY AVE & SR 50

04/29/2022

Splits and Phases: 21: BARCLAY AVE & SR 50

 Ø1 18 s	 Ø2 (R) 52 s	 Ø3 18 s	 Ø4 32 s
 Ø5 25 s	 Ø6 (R) 45 s	 Ø7 32 s	 Ø8 18 s

Timings

21: BARCLAY AVE & SR 50

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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									
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	22.7	13.0	12.7	22.7	13.5	13.0	22.5	12.7	13.5	22.5	12.7
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)	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 Optimize?	Yes											
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	13.9	49.9	91.0	20.7	56.7	76.9	33.5	33.5	63.7	12.5	12.5	36.4
Actuated g/C Ratio	0.09	0.33	0.61	0.14	0.38	0.51	0.22	0.22	0.42	0.08	0.08	0.24
v/c Ratio	0.75	0.81	0.50	0.82	0.80	0.13	0.87	0.86	0.16	0.62	0.61	0.23
Control Delay	93.0	50.9	3.0	88.4	45.6	1.0	78.9	77.6	7.6	85.0	83.3	1.0
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	93.0	50.9	3.0	88.4	45.6	1.0	78.9	77.6	7.6	85.0	83.3	1.0
LOS	F	D	A	F	D	A	E	E	A	F	F	A
Approach Delay		40.0			47.6			67.4			49.8	
Approach LOS		D			D			E			D	

Intersection Summary

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%  
 Analysis Period (min) 15

Intersection LOS: D  
 ICU Level of Service D

# Timings

## 21: BARCLAY AVE & SR 50

04/29/2022

Splits and Phases: 21: BARCLAY AVE & SR 50

 Ø1	 Ø2 (R)	 Ø3	 Ø4
23 s	63 s	24 s	40 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
31 s	55 s	46 s	18 s

Timings

1: Deltona Blvd & Cortez Blvd

04/29/2022



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰	↑↑↑	↗	↰	↑↑↑	↗	↗
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	B	C	A	E	A	D	A
Approach Delay		20.3			20.4	27.0	
Approach LOS		C			C	C	

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%  
 Analysis Period (min) 15

Intersection LOS: C  
 ICU Level of Service C

Timings

1: Deltona Blvd & Cortez Blvd

04/29/2022

Splits and Phases: 1: Deltona Blvd & Cortez Blvd

 Ø2 (R)		 Ø4
55 s		25 s
 Ø5	 Ø6 (R)	
22 s	33 s	

Timings

1: Deltona Blvd & Cortez Blvd

04/29/2022



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↱
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	C	D	A	E	A	E	A
Approach Delay		34.0			25.0	39.7	
Approach LOS		C			C	D	

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

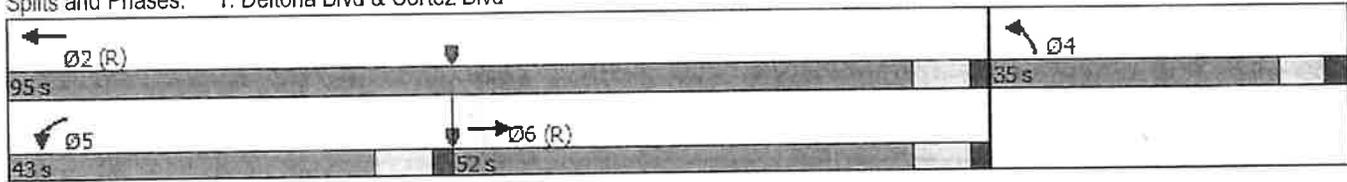
Intersection LOS: C  
 ICU Level of Service E

Timings

1: Deltona Blvd & Cortez Blvd

04/29/2022

Splits and Phases: 1: Deltona Blvd & Cortez Blvd



Timings

1: Deltona Blvd & Cortez Blvd

04/29/2022

							
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰	↑↑↑	↱	↰	↑↑↑	↱	↱
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			
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	B	C	A	E	A	D	A
Approach Delay		20.8			21.0	27.9	
Approach LOS		C			C	C	

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: 22.6  
 Intersection Capacity Utilization 67.4%  
 Analysis Period (min) 15

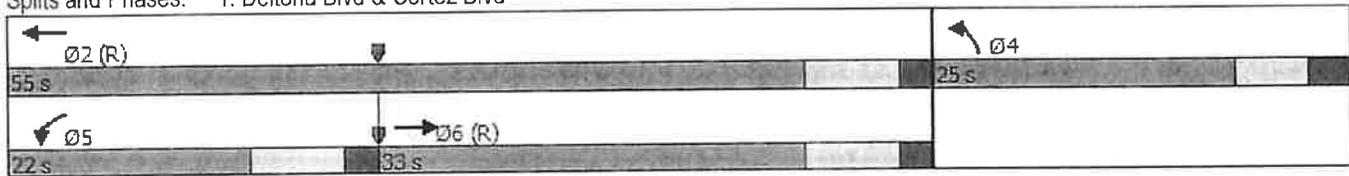
Intersection LOS: C  
 ICU Level of Service C

# Timings

## 1: Deltona Blvd & Cortez Blvd

04/29/2022

Splits and Phases: 1: Deltona Blvd & Cortez Blvd



Timings

1: Deltona Blvd & Cortez Blvd

04/29/2022



Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰	↑↑↑	↗	↰	↑↑↑	↗	↗
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	C	D	A	E	A	E	A
Approach Delay		34.1			28.3	40.2	
Approach LOS		C			C	D	

Intersection Summary

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%  
 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)	↑	↖ Ø4
95 s		35 s
↙ Ø5	→ Ø6 (R)	
43 s	52 s	

Timings

24: Suncoast SB Off Ramp & SPRING HILL DR

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↔↔	↑↑						↕	
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												
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								
Recall Mode		C-Min		None	C-Min					None	None	
Act Effct 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	
Total Delay		8.8		47.1	6.6						22.0	
LOS		A		D	A						C	
Approach Delay		8.8			14.3						22.0	
Approach LOS		A			B						C	

Intersection Summary

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%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service B

Timings

24: Suncoast SB Off Ramp & SPRING HILL DR

04/29/2022

Splits and Phases: 24: Suncoast SB Off Ramp & SPRING HILL DR

 Ø1	 Ø2 (R)	 Ø4
20 s	54 s	46 s
 Ø6 (R)		
74 s		

Timings

24: Suncoast SB Off Ramp & SPRING HILL DR

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↔↔	↑↑						↕	
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)												
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												
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	
Total Split (s)		60.0		24.0	84.0					46.0	46.0	
Total Split (%)		46.2%		18.5%	64.6%					35.4%	35.4%	
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								
Recall Mode		C-Min		None	C-Min					None	None	
Act Effct Green (s)		85.7		11.3	103.6						13.0	
Actuated g/C Ratio		0.66		0.09	0.80						0.10	
v/c Ratio		0.37		0.53	0.67						0.71	
Control Delay		4.6		79.2	8.9						44.0	
Queue Delay		0.0		0.0	0.4						0.0	
Total Delay		4.6		79.2	9.3						44.0	
LOS		A		E	A						D	
Approach Delay		4.6			14.8						44.0	
Approach LOS		A			B						D	

Intersection Summary

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%  
 Analysis Period (min) 15

Intersection LOS: B  
 ICU Level of Service C

Timings

24: Suncoast SB Off Ramp & SPRING HILL DR

04/29/2022

Splits and Phases: 24: Suncoast SB Off Ramp & SPRING HILL DR

 Ø1	 Ø2 (R)	 Ø4
24 s	50 s	46 s
Ø6 (R)		
84 s		

Timings

24: Suncoast SB Off Ramp & SPRING HILL DR

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↑↑	↑↑						↔	
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 (%)												
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								
Recall Mode		C-Min		None	C-Min					None	None	
Act Effct Green (s)		79.4		12.4	98.4						8.2	
Actuated g/C Ratio		0.66		0.10	0.82						0.07	
v/c Ratio		0.61		0.57	0.31						0.52	
Control Delay		11.8		60.1	3.1						22.7	
Queue Delay		0.0		0.0	0.1						0.0	
Total Delay		11.8		60.1	3.2						22.7	
LOS		B		E	A						C	
Approach Delay		11.8			13.7						22.7	
Approach LOS		B			B						C	

Intersection Summary

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

# Timings

## 24: Suncoast SB Off Ramp & SPRING HILL DR

04/29/2022

Splits and Phases: 24: Suncoast SB Off Ramp & SPRING HILL DR

 Ø1	 Ø2 (R)	 Ø4
20 s	54 s	46 s
 Ø6 (R)		
74 s		

Timings

24: Suncoast SB Off Ramp & SPRING HILL DR

04/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑		↔↔	↑↑						↕	
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)												
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												
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	
Total Split (s)		60.0		24.0	84.0					46.0	46.0	
Total Split (%)		46.2%		18.5%	64.6%					35.4%	35.4%	
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								
Recall Mode		C-Min		None	C-Max					None	None	
Act Effect Green (s)		85.2		11.3	103.2						13.4	
Actuated g/C Ratio		0.66		0.09	0.79						0.10	
v/c Ratio		0.39		0.53	0.70						0.73	
Control Delay		6.5		83.1	10.1						45.2	
Queue Delay		0.0		0.0	1.0						0.0	
Total Delay		6.5		83.1	11.1						45.2	
LOS		A		F	B						D	
Approach Delay		6.5			16.4						45.2	
Approach LOS		A			B						D	

Intersection Summary

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%  
 Analysis Period (min) 15

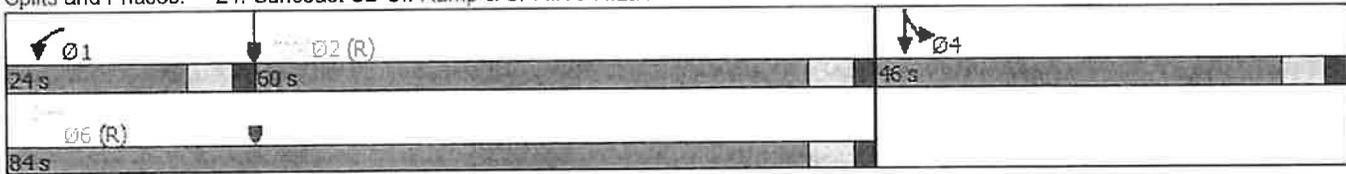
Intersection LOS: B  
 ICU Level of Service C

Timings

24: Suncoast SB Off Ramp & SPRING HILL DR

04/29/2022

Splits and Phases: 24: Suncoast SB Off Ramp & SPRING HILL DR



Timings

27: Suncoast NB Off Ramp & SPRING HILL DR

04/29/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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)												
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		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			
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)	12.5	93.0			73.4		13.4		93.0			
Actuated g/C Ratio	0.10	0.78			0.61		0.11		0.78			
v/c Ratio	0.57	0.50			0.27		0.60		0.14			
Control Delay	43.6	13.6			11.7		63.1		0.9			
Queue Delay	0.0	0.9			0.0		0.0		0.0			
Total Delay	43.6	14.5			11.7		63.1		0.9			
LOS	D	B			B		E		A			
Approach Delay		16.6			11.7			25.5				
Approach LOS		B			B			C				

Intersection Summary

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%  
 Analysis Period (min) 15

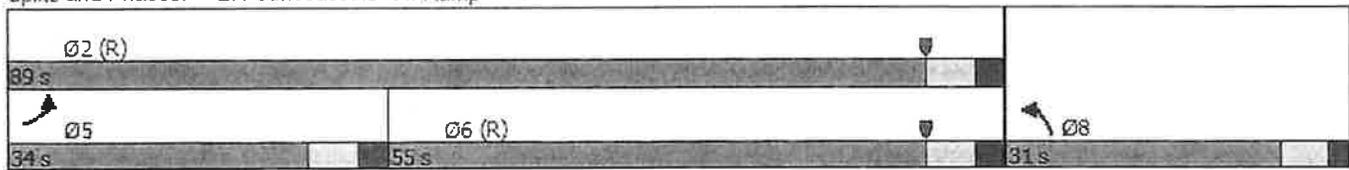
Intersection LOS: B  
 ICU Level of Service B

# Timings

## 27: Suncoast NB Off Ramp & SPRING HILL DR

04/29/2022

Splits and Phases: 27: Suncoast NB Off Ramp & SPRING HILL DR



Timings

27: Suncoast NB Off Ramp & SPRING HILL DR

04/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  							
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	E	B			C		E		A			
Approach Delay		16.1			24.5			43.7				
Approach LOS		B			C			D				

Intersection Summary

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

Timings

27: Suncoast NB Off Ramp & SPRING HILL DR

04/29/2022

Splits and Phases: 27: Suncoast NB Off Ramp & SPRING HILL DR

Ø2 (R)		
84 s		
Ø5	Ø6 (R)	Ø8
22 s	62 s	46 s

Timings

27: Suncoast NB Off Ramp & SPRING HILL DR

04/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
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		E		A			
Approach Delay		7.6			13.7			25.5				
Approach LOS		A			B			C				

Intersection Summary

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%  
 Analysis Period (min) 15

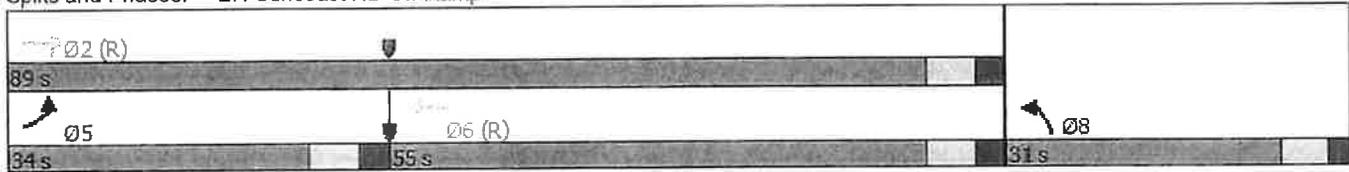
Intersection LOS: B  
 ICU Level of Service C

Timings

27: Suncoast NB Off Ramp & SPRING HILL DR

04/29/2022

Splits and Phases: 27: Suncoast NB Off Ramp & SPRING HILL DR



Timings

27: Suncoast NB Off Ramp & SPRING HILL DR

04/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			  							
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	0.08	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	B			C		E		A			
Approach Delay		19.1			27.1			47.0				
Approach LOS		B			C			D				

Intersection Summary

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%  
 Analysis Period (min) 15

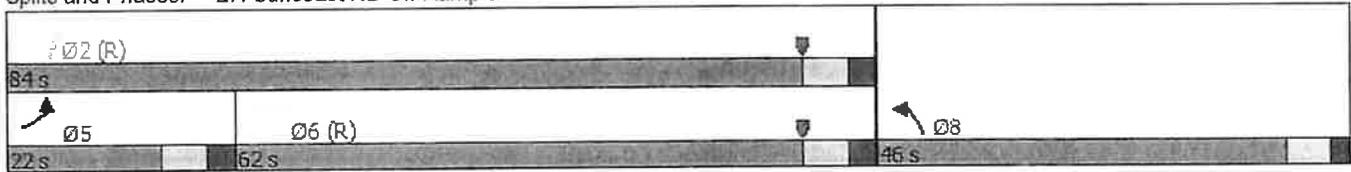
Intersection LOS: C  
 ICU Level of Service C

Timings

27: Suncoast NB Off Ramp & SPRING HILL DR

04/29/2022

Splits and Phases: 27: Suncoast NB Off Ramp & SPRING HILL DR



QUEUE LENGTH



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

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	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)			

Queuing and Blocking Report  
Baseline

06/13/2022

Intersection: 6: STERLING HILL BLVD & ELGIN BLVD

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	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			
Storage Blk Time (%)					1	0						
Queuing Penalty (veh)					6	0						

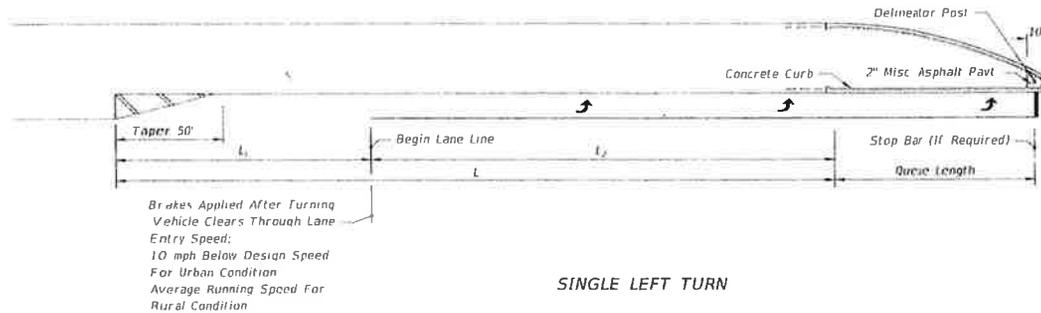
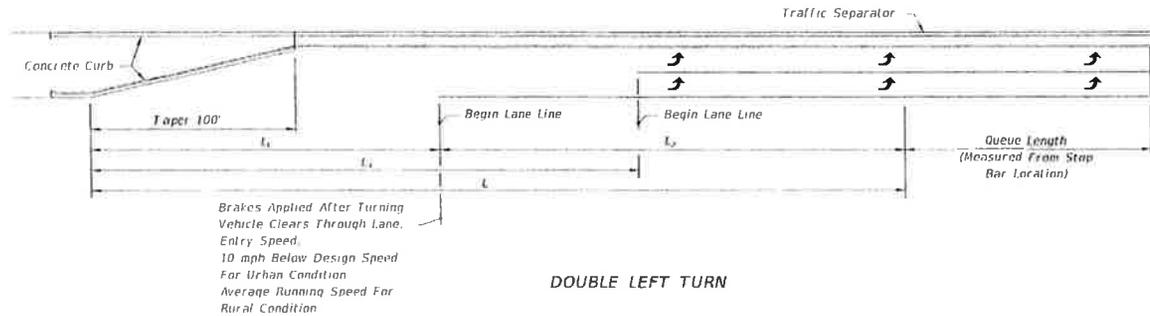
Intersection: 6: STERLING HILL BLVD & ELGIN BLVD

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)		

FDOT DESIGN MANUAL  
EXHIBIT 212-1



## MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS



MEDIAN TURN LANES								
Design Speed (mph)	Entry Speed (mph)	Clearance Distance $L_1$ (ft.)	URBAN CONDITIONS			RURAL CONDITIONS		
			Brake To Stop Distance $L_2$ (ft.)	Total Decel. Distance $L$ (ft.)	Clearance Distance $L_1$ (ft.)	Brake To Stop Distance $L_2$ (ft.)	Total Decel. Distance $L$ (ft.)	Clearance Distance $L_1$ (ft.)
35	25	70	75	145	110	-----	-----	-----
40	30	80	75	155	120	-----	-----	-----
45	35	85	100	185	135	-----	-----	-----
50	40/44	105	135	240	160	-----	-----	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