

TRANSPORTATION ANALYSIS

KARLIK PROPERTY

Prepared For

PULTE GROUP

Prepared By



LINCKS & ASSOCIATES, INC.

Engineers - Planners

Tampa, Florida

TRANSPORTATION ANALYSIS

KARLIK PROPERTY

Prepared For
PULTE GROUP

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

May, 2022

Project No. 21199

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



Date



TABLE OF CONTENTS

	<u>Page</u>
Introduction	1
Estimated Project Average Daily Traffic.....	1
Project Peak Hour Traffic	1
Project Trip Distribution	4
Adjacent Roadways	4
Study Area	4
Buildout	7
Background Traffic.....	7
Arterial Analysis.....	9
Intersection Analysis	9
Access Recommendations	16
Conclusion	18
Appendix	

LIST OF TABLES

1	Estimated Peak Hour Project Trip Ends	3
2	Study Network Determination	6
3	Arterial Analysis	12
4	Signalized Intersection Level of Service	14
5	Unsignalized Intersection Level of Service (V/C Ratio).....	15
6	Access Recommendations	17

LIST OF FIGURES

1	Project Location	2
2	Project Traffic.....	5
3	Peak Season Traffic.....	8
4	Background Traffic.....	10
5	Background Plus Project Traffic.....	11



INTRODUCTION

The purpose of this report is to provide a Transportation Analysis in conjunction with the development of the property located south of Powell Road and west of California Street in Hernando County, Florida, as shown in Figure 1. The project is proposed to consist of up to 68 Single Family Homes.

This analysis was conducted in conformance with the Hernando County Facility Design Guidelines. The access to serve the project is proposed to be via Powell Road. A copy of the proposed site plan 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, 11th Edition, 2021, as its data base. Based on these trip rates, the proposed development would generate approximately 708 daily trip ends.

PROJECT PEAK HOUR TRAFFIC

Again, based on the ITE Trip Generation Manual, 11th Edition, the proposed project would generate approximately 52 trip ends during the AM peak hour with 14 inbound and 38 outbound, as shown in Table 1. During the PM peak hour, the proposed project would generate approximately 69 trip ends with 43 inbound and 26 outbound, as shown in Table

1.



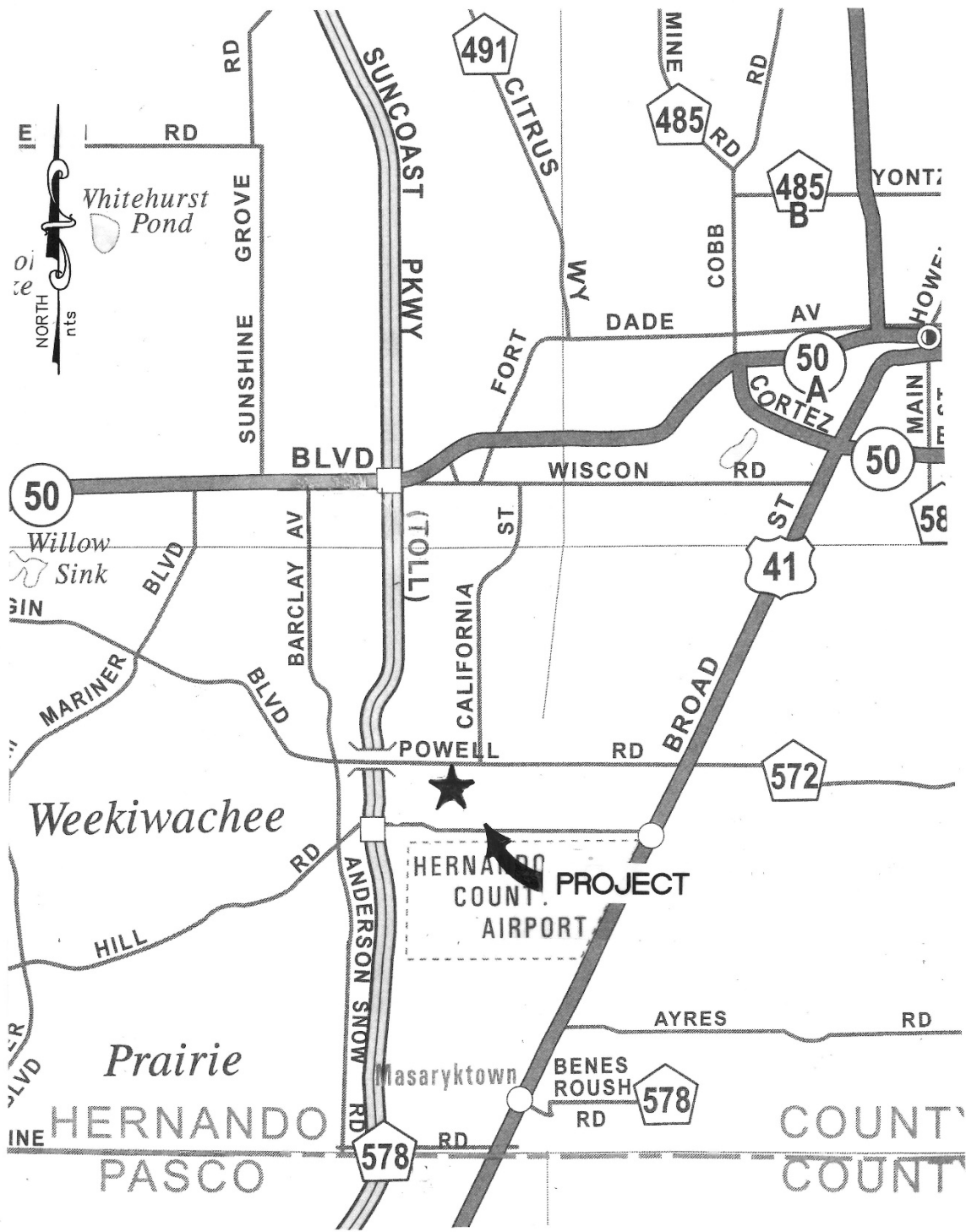


FIGURE 1
PROJECT LOCATION



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	68 DU's	708	14	38	52	43	26	69

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

PROJECT TRIP DISTRIBUTION

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

Figure 2 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 south of Powell Road and west of California Street in Hernando County, Florida. Powell Road is a two (2) lane undivided 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% of the peak hour adopted Level of Service capacity for the roadways within the vicinity of the project.

As shown in Table 2, the project traffic would not consume 5% of any roadway within the vicinity of the project. Therefore, the study network includes the first directly accessed roadway which is Powell Road from Barclay Avenue to California Street. The following intersections are included in the analysis:





LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/13/22

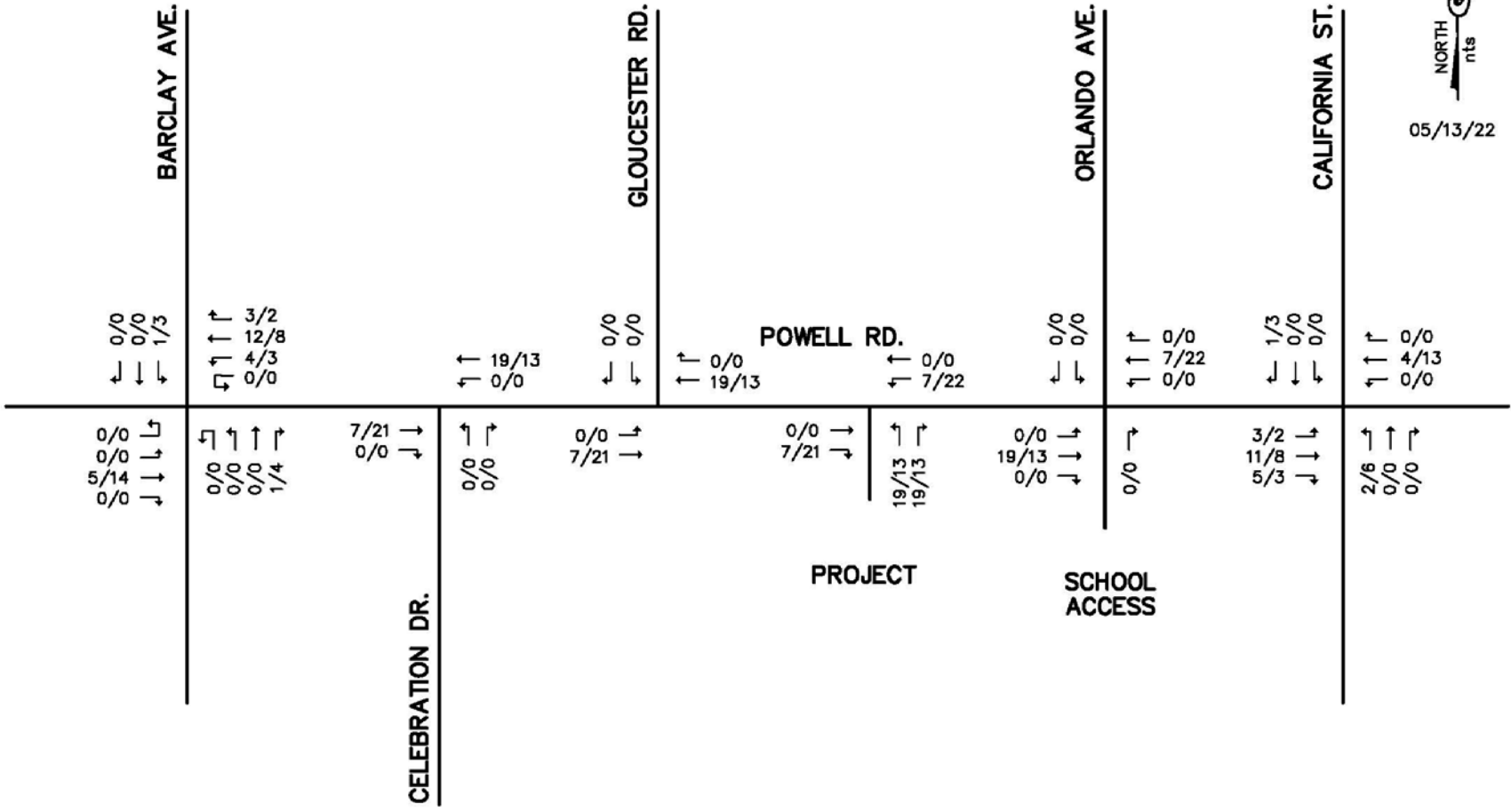


FIGURE 2
PROJECT TRAFFIC



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>PM Peak Hour Project Traffic</u>	<u>Percent Consumed</u>	<u>Study Network?</u>
Powell Road	Barclay Avenue	Project	2 LU	1,332	50%	34	2.6%	Yes (2)
	Project	California Street	2 LU	1,332	50%	35	2.6%	Yes (2)

(1) Source: Hernando County Tier I spreadsheet.

(2) Directly accessed roadway.

- Powell Road and Barclay Avenue
- Powell Road and California Street

BUILDOUT

Buildout of the project is anticipated to be 2025.

BACKGROUND TRAFFIC

The 2025 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 intersections within the study network which are as follows:

- Powell Road and Barclay Avenue
- Powell Road and Celebration Drive
- Powell Road and Gloucester Road
- Powell Road and School Access
- Powell Road and California Street

- 2) According to the 2019 FDOT Peak Season Adjustment Factors for Hernando County, the counts were conducted during peak season, therefore, no adjustments were made.

Figure 3 illustrates the peak season traffic.



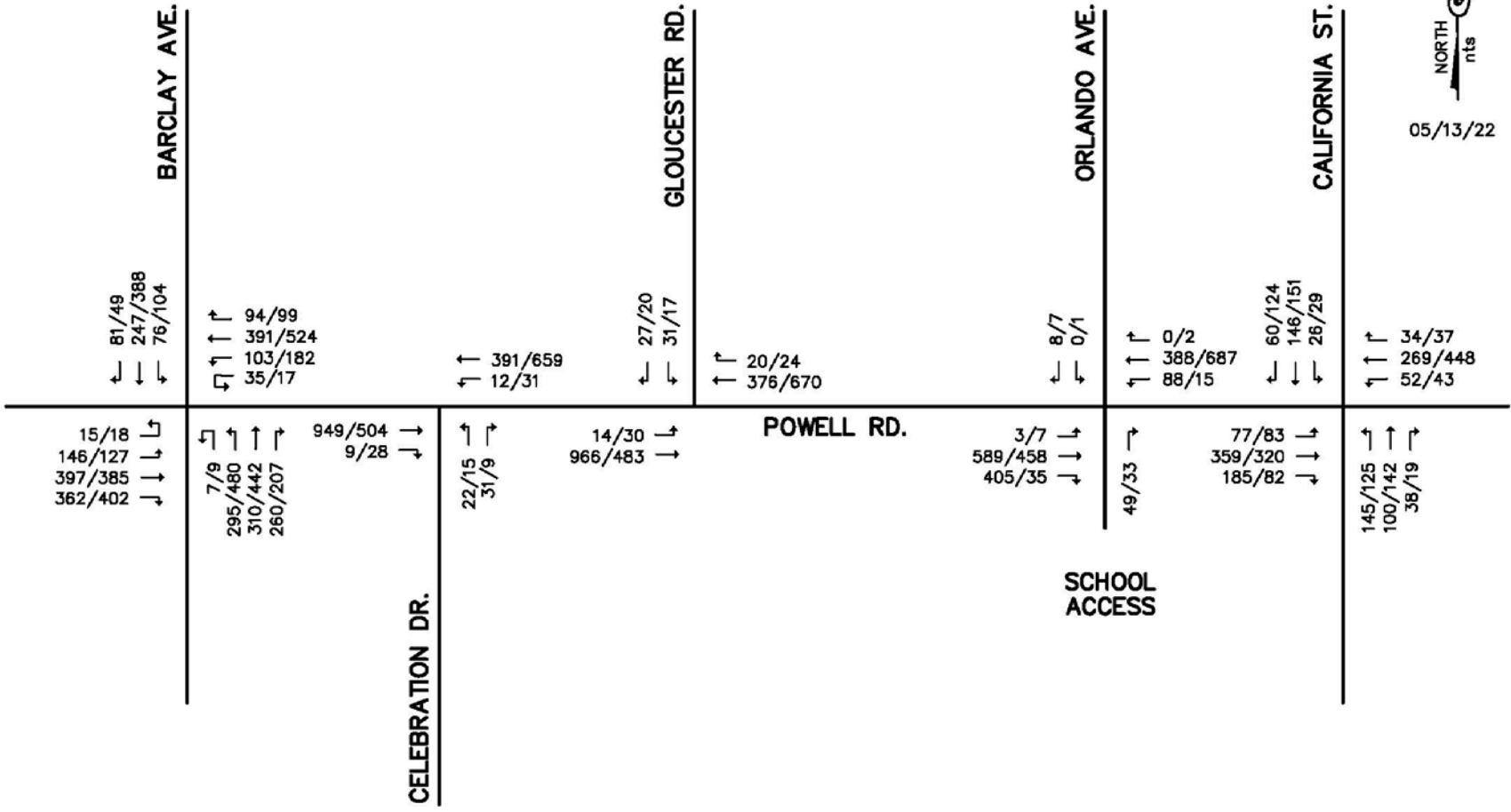


LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/13/22



SCHOOL ACCESS

FIGURE 3
PEAK SEASON TRAFFIC

- 3) The peak season traffic was 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 volumes in #3 as background traffic:
 - Sterling Hill – Phase IV
 - Pine View Grove Estates
 - Village Van Gogh
 - Rainbow Glen

Figure 4 illustrates the 2025 background traffic and Figure 5 illustrates the 2025 background plus project traffic.

ARTERIAL ANALYSIS

Arterial analysis was conducted for Powell Road from Barclay Avenue and California Street.

As shown in Table 3, based on detailed arterial analysis Powell Road is expected to operate at an acceptable Level of Service with the background traffic and the background plus project traffic.

INTERSECTION ANALYSIS

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





LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/13/22

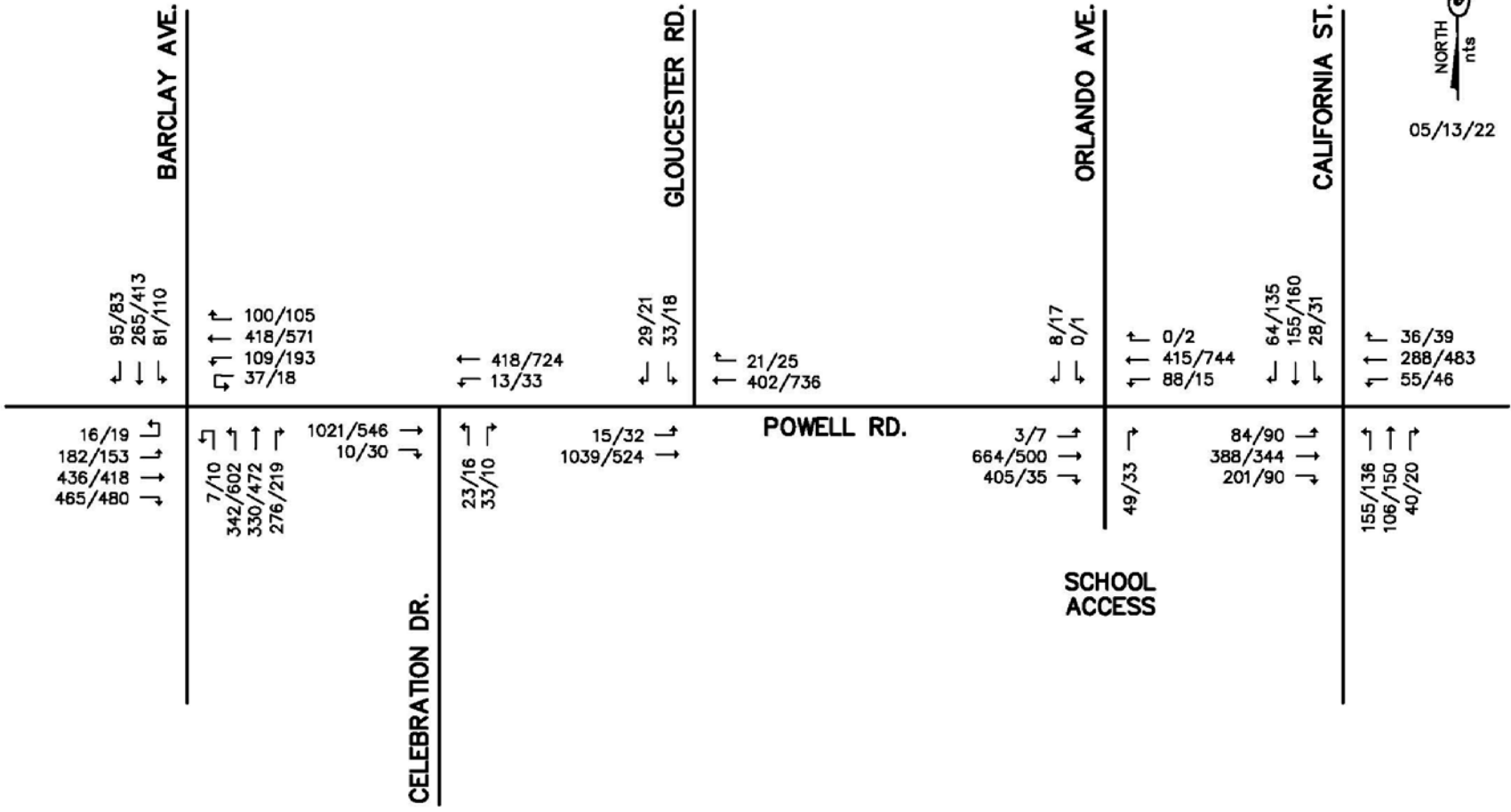


FIGURE 4
BACKGROUND TRAFFIC



LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/13/22

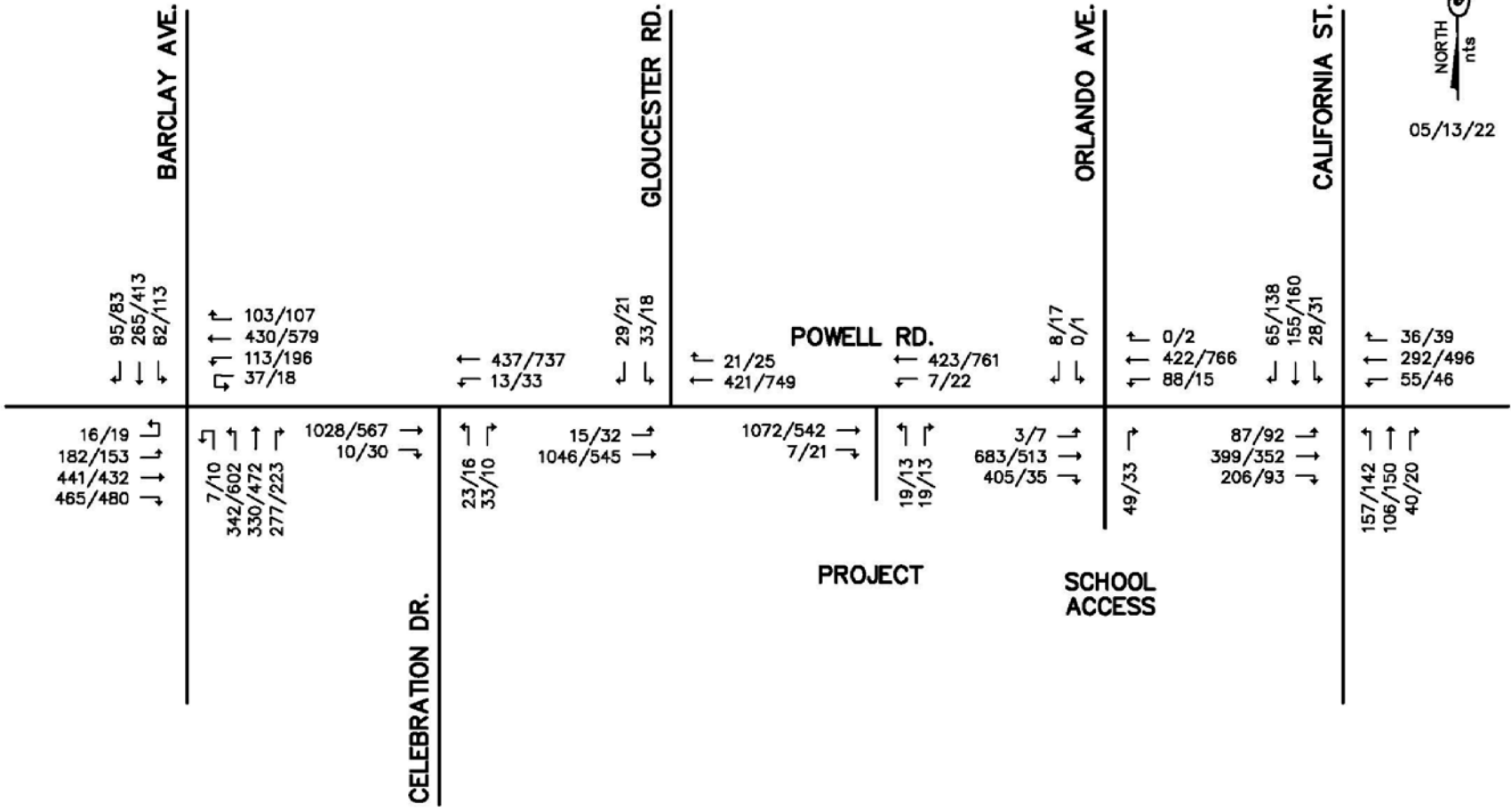


FIGURE 5
BACKGROUND PLUS
PROJECT TRAFFIC



TABLE 3
ARTERIAL ANALYSIS

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>Time Period</u>	<u>Background Traffic</u>			<u>Background Plus Project Traffic</u>		
				<u>Approach</u>	<u>Arterial Speed</u>	<u>Arterial LOS</u>	<u>Approach</u>	<u>Arterial Speed</u>	<u>Arterial LOS</u>
Powell Rd	Barclay Ave	California St	AM	EB	40.1	B	EB	47.2	A
				WB	37.8	B	WB	33.8	C
			PM	EB	40.3	B	EB	47.1	A
				WB	37.8	B	WB	33.7	C

intersections:

- Powell Road and Barclay Avenue
- Powell Road and California Street
- Powell Road and Project Access

These calculations were performed utilizing the methodology described in Chapters 18 and 19, Signalized and Unsignalized Intersections of the Transportation Research Board Special Report, the 2010 Highway Capacity Manual for unsignalized intersections and SYNCHRO 10 for signalized intersections. Tables 4 and 5 summarize the result of the analysis and the results are discussed in the following paragraphs:

Powell Road and Barclay Avenue

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service D and F during the AM and PM peak hours, respectively, with the 2025 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 during both AM and PM peak hours and V/C ratio of less than 1.0 for all





TABLE 4
SIGNALIZED INTERSECTION
LEVEL OF SERVICE

<u>Intersection</u>	<u>Time Period</u>	<u>2025 Background Traffic Existing Geometry</u>		<u>Required Improvement</u>	<u>2025 Background Traffic Proposed Improvement</u>		<u>2025 Background Plus Project Traffic Background Improvement</u>		<u>Required Improvements</u>
		<u>Delay</u>	<u>LOS</u>		<u>Delay</u>	<u>LOS</u>	<u>Delay</u>	<u>LOS</u>	
Powell Rd and Barclay Ave	AM	51.1	D	EBL, WBR, NBTR SBR	41.1	D	41.2	D	None
	PM	89.9	F		51.9	D	52.1	D	
Powell Rd and California St	AM	28.1	C	None	-	-	28.5	C	None
	PM	32.9	C		-	-	33.6	C	



TABLE 5
UNSIGANLIZED INTERSECTION
LEVEL OF SERVICE (V/C RATIO)

<u>Intersection</u>	<u>Time Period</u>	<u>Movement</u>	<u>2025 Background Plus Project Traffic</u>		
			<u>Left</u>	<u>Thru</u>	<u>Right</u>
Powell Rd and Project Access	AM	WB	0.01	*	-
		NB	0.28	-	0.28
	PM	WB	0.02	*	-
		NB	0.13	-	0.13

movements, with the geometry required for the background traffic and signal timings, as shown in Table 4.

Powell Road and California Street

This is a signalized intersection. Signalized intersection analysis indicates that this intersection may operate at a Level of Service C during both AM and PM peak hours, with the 2025 background traffic. 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, as shown in Table 4.

Powell Road and Project Access

This project access is proposed to be unsignalized. Unsignalized intersection analysis indicates that all movements at this intersection should operate with a V/C ratio less than 1.0 with the 2025 background plus project traffic during the AM and PM peak hours, as shown in Table 5.

ACCESS RECOMMENDATIONS

The recommendations included in this report are based on a field review of the site, the proposed site plan and the Transportation Analysis. The methodology utilized to determine the warrant for a left turn lane was based on MD Harmelink and right turn lane was based on NCHRP 279. The access recommendations are summarized in Table 6 and described in the following paragraph:





TABLE 6
ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Peak Hour Volume (1)</u>		<u>Turn Lane Warranted (2)</u>	<u>Queue Length (3)</u>	<u>Deceleration Length (4)</u>	<u>Total Length</u>
		<u>AM</u>	<u>PM</u>				
Project Access	EBR	7	21	No	-	-	-
Powell Rd and	WBL	7	22	Yes	50'	350'	400'

- (1) See Figure 5, 2025 Background plus Project Traffic, of this report.
- (2) Based on MD Harmelink and NCHRP 279 .
- (3) Queue length Calculation:
WBL: $22/30 \times 25 = 18'$ Use 50'
- (4) Based on FDOT Exhibit 212-1 and a posted speed of 55 MPH on Powell Rd.

Powell Road and Project Access

This project access is proposed to be unsignalized with full access to Powell Road. Based on the projected volumes, an eastbound right turn lane is not warranted and a westbound left turn lane is warranted. It is recommended a 400 foot westbound left turn lane be provided, as shown in Table 6.

CONCLUSION

Based on the results of the analysis, all the segments and intersections along Powell Road within the study area should operate within the adopted Level of Service and V/C ratio less than 1.0 with the 2025 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 amended by HB 319 improvements required to mitigate backlogged facilities is the responsibility of the local government.

With the improvement required for the 2025 background traffic, the intersections should operate with V/C less than 1.0 with the addition of the project traffic.



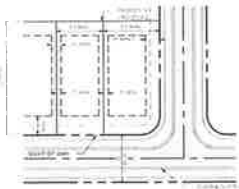
APPENDIX



SITE PLAN



LEGEND	
[Symbol]	UNIMPLEMENTS
[Symbol]	EXISTING IMPROVEMENTS
[Symbol]	PROPOSED IMPROVEMENTS
[Symbol]	PROPOSED DRIVE
[Symbol]	DRAINAGE AREA
[Symbol]	AMENITY PARK SPACE
[Symbol]	OTHER PROPOSED IMPROVEMENTS
[Symbol]	PROPOSED DRIVE
[Symbol]	SINGLE FAMILY



TYPICAL 50' LOT DETAIL
N.T.S.

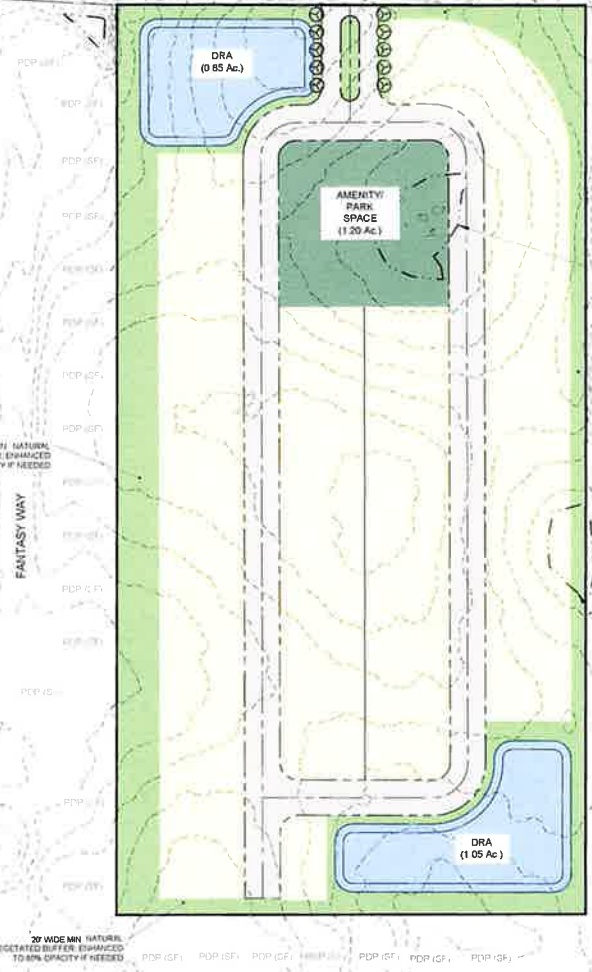
LAND USE TABLE	
LAND USE	ACRES
SINGLE FAMILY	(4+) 9.76
AMENITY PARK	(4+) 1.20
DRAINAGE	(4+) 1.9
ROADS	(4+) 3.11
OTHER OPEN SPACE/BUFFER TRACTS	(4+) 3.507
TOTAL AREA	(4+) 19.477

SITE DATA TABLE	
PROJECT LOCATION	HERNANDO COUNTY, FLORIDA
APPLICANT	PULTE HOME COMPANY, LLC
	2660 FALKENBURG ROAD
	RENEVIEW, FL 33578
PARCEL KEY	377598
SECTION/TOWNSHIP/RANGE	15/23 SOUTH/18 EAST
CURRENT ZONING	AF
PROPOSED ZONING	POP (SF)
TOTAL PROPOSED AREA	19.477 ACRES
SINGLE FAMILY DETACHED	64 (3.5 DUA/AC)
MINIMUM LOT AREA 6,000 SF	
50' x 120' LOTS	
BUILDING SETBACKS	
FRONT	20' (DEVIATION FROM 25)
REAR	15' (DEVIATION FROM 20)
SIDE (INTERNAL LOTS)	5' (DEVIATION FROM 10')
SIDE (CORNER LOTS)	15'

CELEBRATION DRIVE

DREAMS BEGIN LN

RENE COURT



POWELL ROAD TREE LINED BOULEVARD ENTRANCE ROADWAY 20' WIDE MIN. BUFFER

HERNANDO DISTRICT SCHOOLS



VICINITY MAP
N.T.S.

BUFFERS:
THE BUFFER TRACTS INDICATED ON THE PLAN WILL COMPLY WITH ALL APPLICABLE COUNTY AND STATE REQUIREMENTS. BUFFER TRACTS WILL BE MAINTAINED AS OPEN SPACE OR NATURAL VEGETATION AND SHALL BE MAINTAINED PERMANENTLY.

FLOOD PLANS:
THE AREA IS IN FLOOD ZONE 1 (AREA OF SPECIAL FLOOD HAZARD) AND IS SUBJECT TO FLOODING. FLOOD PLANS SHALL BE OBTAINED FROM THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) AND THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA).

FIRE PROTECTION:
THE PROPOSED DEVELOPMENT WILL BE SUBJECT TO THE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF FIRE AND LIFE SAFETY (FDLSS) AND THE FLORIDA FIRE-RESISTANCE RATING BOARD (FFRRB).

GENERAL NOTES:
1. THE PROPOSED DEVELOPMENT SHALL BE SUBJECT TO ALL APPLICABLE COUNTY AND STATE REQUIREMENTS.
2. ALL UTILITIES SHALL BE DEEPENED AND RELOCATED AS NECESSARY.
3. ALL UTILITIES SHALL BE DEEPENED AND RELOCATED AS NECESSARY.
4. ALL UTILITIES SHALL BE DEEPENED AND RELOCATED AS NECESSARY.
5. ALL UTILITIES SHALL BE DEEPENED AND RELOCATED AS NECESSARY.
6. ALL UTILITIES SHALL BE DEEPENED AND RELOCATED AS NECESSARY.
7. ALL UTILITIES SHALL BE DEEPENED AND RELOCATED AS NECESSARY.
8. ALL UTILITIES SHALL BE DEEPENED AND RELOCATED AS NECESSARY.

DATE PREPARED: FEBRUARY 25, 2022

PROJECT NAME: KARLIK PROPERTY
DRAWING TITLE: ZONING MASTER PLAN
PREPARED FOR: PULTE HOME COMPANY, LLC
PROJECT No: 181-01-01
SHEET: 1 OF 1

LEVELUP CONSULTING, LLC

LVJUP

505 E JACKSON STREET
SUITE 200
TAMPA, FLORIDA 33602
OFFICE: 813-375-0616
WWW.LEVELUPFLORIDA.COM

TRIP GENERATION



PERIOD SETTING

Analysis Name : New Analysis
Project Name : Karlik Property **No :**
Date: 4/16/2022 **City:**
State/Province: **Zip/Postal Code:**
Country: **Client Name:**
Analyst's Name: **Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	68	Weekday	Best Fit (LOG) Ln(T) = 0.92Ln(X) +2.68	354 50%	354 50%	708

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	354	0 %	354

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	708	0	0	708

ITE DEVIATION DETAILS

Weekday
 Landuse No deviations from ITE.
 Methods No deviations from ITE.
 External Trips 210 - Single-Family Detached Housing (General Urban/Suburban)
 ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	354
Total Exiting	354
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	354
Total Exiting Non-Pass-by Trips	354

PERIOD SETTING

Analysis Name : New Analysis
Project Name : Karlik Property **No :**
Date: 4/16/2022 **City:**
State/Province: **Zip/Postal Code:**
Country: **Client Name:**
Analyst's Name: **Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	68	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.91\ln(X) + 0.12$	14 27%	38 73%	52

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	14	0 %	38

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	52	0	0	52

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

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

SUMMARY

Total Entering	14
Total Exiting	38
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	14
Total Exiting Non-Pass-by Trips	38

PERIOD SETTING

Analysis Name : New Analysis
Project Name : Karlik Property **No :**
Date: 4/16/2022 **City:**
State/Province: **Zip/Postal Code:**
Country: **Client Name:**
Analyst's Name: **Edition:** Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	68	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.94\ln(X) + 0.27$	43 62%	26 38%	69

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	43	0 %	26

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	69	0	0	69

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

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

SUMMARY

Total Entering	43
Total Exiting	26
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	43
Total Exiting Non-Pass-by Trips	26

TURNING MOVEMENT COUNTS





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

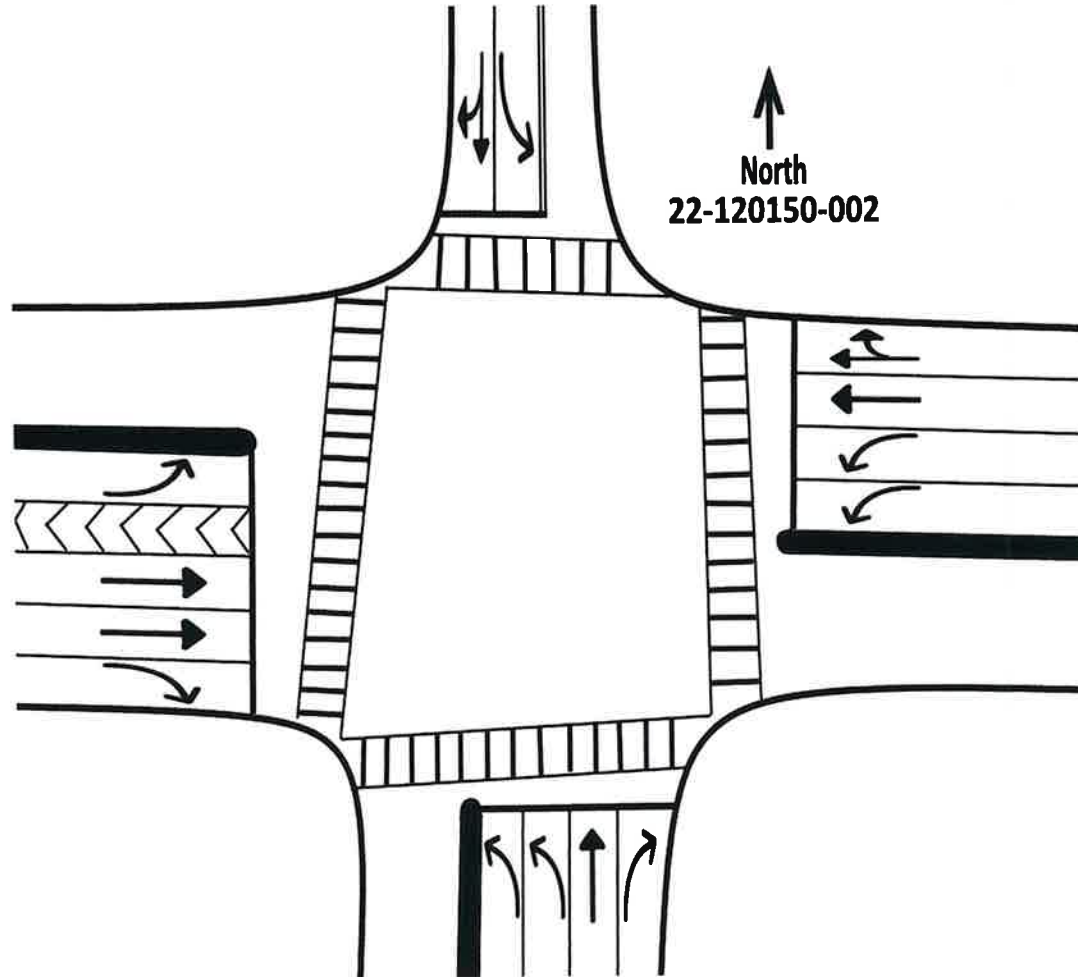
SIGNAL TIMING

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



N/S Street: Barclay Ave

Speed: 50 MPH



North
22-120150-002

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

Speed: 50 MPH

Barclay Ave & CR 572/Elgin Blvd/Powell Rd

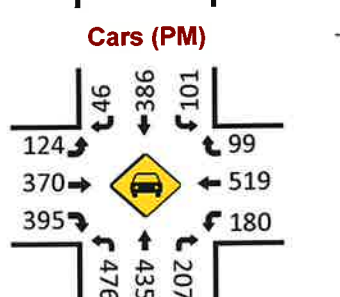
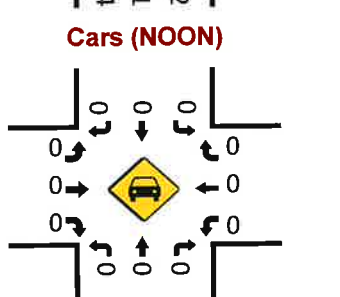
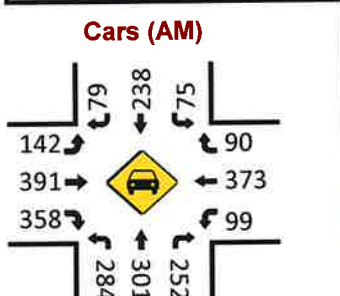
Peak Hour Turning Movement Count

ID: 22-120150-002
City: Spring Hill

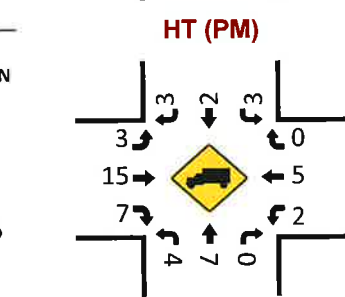
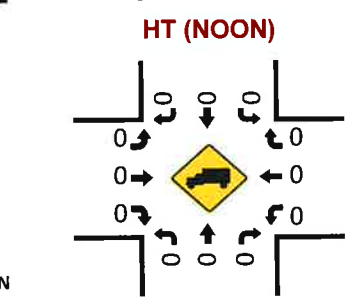
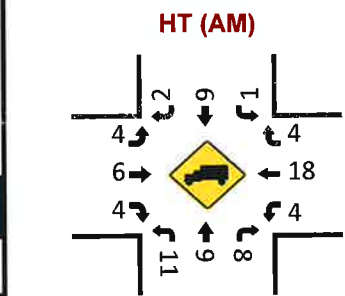
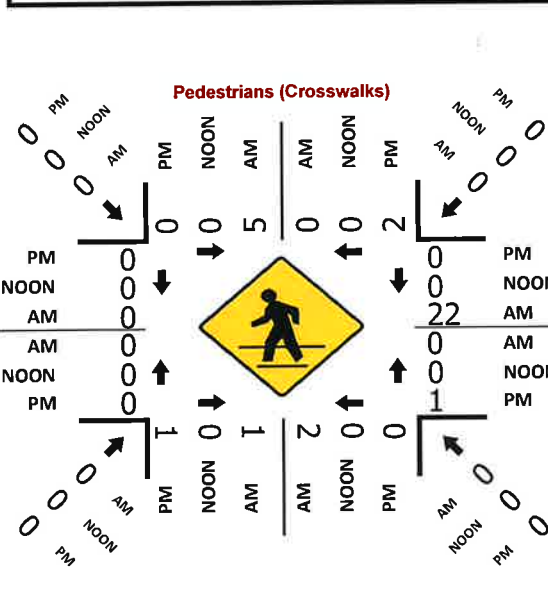
Day: Tuesday
Date: 3/29/2022

PEAK HOURS	Barclay Ave					COUNT PERIODS		
	SOUTHBOUND							
08:00 AM - 09:00 AM	AM	81	247	76	0	550	AM	7:00 AM - 09:00 AM
NONE	NOON	0	0	0	0	0	NOON	NONE
04:30 PM - 05:30 PM	PM	49	388	104	0	668	PM	4:00 PM - 06:00 PM

CR 572/Elgin Blvd/Powell Rd	EASTBOUND			CONTROL	WESTBOUND		
	AM	NOON	PM		PM	NOON	AM
	782	0	1071	Signalized	99	0	94
	15	0	18	TEV	524	0	391
	146	0	127	PHF	182	0	103
	397	0	385	2819	17	0	35
	362	0	402	0	713	0	768
				0			
	AM	NOON	PM	0	PM	NOON	AM
				2819			
				0			
				3433			
				0.95			
				0.92			
	AM	NOON	PM		PM	NOON	AM



Barclay Ave	NORTHBOUND				
	PM	981	9	480	442
NOON	0	0	0	0	0
AM	719	7	295	310	260



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					
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	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	
TOTAL VOLUMES :	468	577	461	7	194	510	125	0	244	991	706	34	196	656	158	45	5372	
APPROACH %'s :	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%		
PEAK HR :	08:00 AM - 09:00 AM																	
PEAK HR VOL :	295	310	260	7	76	247	81	0	146	397	362	15	103	391	94	35	2819	
PEAK HR FACTOR :	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					

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	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	
TOTAL VOLUMES :	898	836	369	16	201	783	107	0	233	715	753	45	362	1001	191	53	6563	
APPROACH %'s :	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%		
PEAK HR :	04:30 PM - 05:30 PM																	
PEAK HR VOL :	480	442	207	9	104	388	49	0	127	385	402	18	182	524	99	17	3433	
PEAK HR FACTOR :	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	
TOTAL VOLUMES :	448	560	451	7	188	495	123	0	237	974	699	33	191	628	150	44	5228	
APPROACH %'s :	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%		
PEAK HR :	08:00 AM - 09:00 AM																	
PEAK HR VOL :	284	301	252	7	75	238	79	0	142	391	358	15	99	373	90	35	2739	
PEAK HR FACTOR :	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					
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	
TOTAL VOLUMES :	891	827	369	16	197	774	104	0	227	688	739	45	359	983	190	53	6462	
APPROACH %'s :	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%		
PEAK HR :	04:30 PM - 05:30 PM																	
PEAK HR VOL :	476	435	207	9	101	386	46	0	124	370	395	18	180	519	99	17	3382	
PEAK HR FACTOR :	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				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	2	0	0	0	3	0	0	0	2	5	1	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	19
7:30 AM	1	2	1	0	0	5	0	0	0	2	1	1	0	1	2	0	16
7:45 AM	3	2	0	0	0	0	0	0	1	2	0	0	1	5	1	1	16
8:00 AM	2	3	3	0	0	3	0	0	0	2	1	0	2	2	0	0	18
8:15 AM	1	2	2	0	0	2	0	0	2	3	0	0	0	4	1	0	17
8:30 AM	3	3	0	0	1	3	2	0	2	1	1	0	2	3	3	0	24
8:45 AM	5	1	3	0	0	1	0	0	0	0	2	0	0	9	0	0	21
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	20	17	10	0	6	15	2	0	7	17	7	1	5	28	8	1	144
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	11	9	8	0	1	9	2	0	4	6	4	0	4	18	4	0	80
PEAK HR FACTOR :	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	0.833
	0.778				0.500				0.700				0.722				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	2	0	0	0	0	2	0	0	0	1	1	0	1	4	0	0	11
4:15 PM	1	1	0	0	0	1	0	0	1	7	4	0	0	6	0	0	21
4:30 PM	0	2	0	0	1	0	2	0	3	2	3	0	1	0	0	0	14
4:45 PM	2	0	0	0	0	1	0	0	0	6	1	0	1	1	0	0	12
5:00 PM	0	2	0	0	1	0	0	0	0	2	0	0	0	3	0	0	8
5:15 PM	2	3	0	0	1	1	1	0	0	5	3	0	0	1	0	0	17
5:30 PM	0	1	0	0	0	3	0	0	1	3	1	0	0	2	1	0	12
5:45 PM	0	0	0	0	1	1	0	0	1	1	1	0	0	1	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	7	9	0	0	4	9	3	0	6	27	14	0	3	18	1	0	101
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	4	7	0	0	3	2	3	0	3	15	7	0	2	5	0	0	51
PEAK HR FACTOR :	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	0.750
	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				
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	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	0	0	1	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

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	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	6
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	1
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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0	0	0	0	8
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
PEAK HR FACTOR :	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	0.000	0.000	0.500
					0.250				0.250								

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Barclay Ave		Barclay Ave		CR 572/Elgin Blvd/Powell Rd		CR 572/Elgin Blvd/Powell Rd		
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	1	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	0	0	1	0	1	0	0	2
8:30 AM	2	0	0	1	0	5	0	0	8
8:45 AM	3	0	0	0	0	16	0	0	19
TOTAL VOLUMES :	5	0	1	3	0	22	0	0	31
APPROACH %'s :	100.00%	0.00%	25.00%	75.00%	0.00%	100.00%			
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	5	0	1	2	0	22	0	0	30
PEAK HR FACTOR :	0.417		0.250	0.500		0.344			0.395
	0.417		0.750		0.344				

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	12	0	0	0	12
4:15 PM	1	42	0	0	90	1	0	0	134
4:30 PM	0	2	1	0	1	0	0	0	4
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
TOTAL VOLUMES :	1	44	1	0	103	1	0	0	150
APPROACH %'s :	2.22%	97.78%	100.00%	0.00%	99.04%	0.96%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	2	1	0	1	0	0	0	4
PEAK HR FACTOR :		0.250	0.250		0.250	0.250			0.250
	0.250		0.250		0.250				

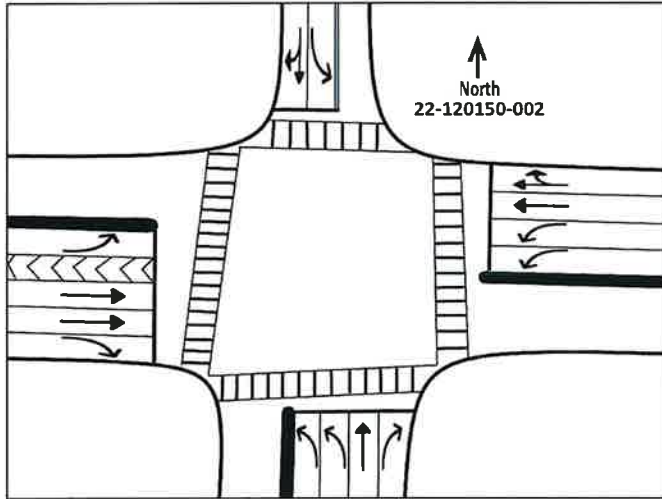
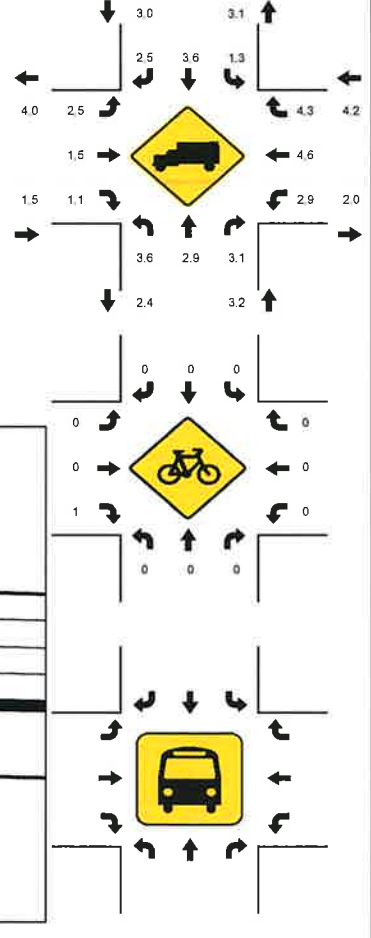
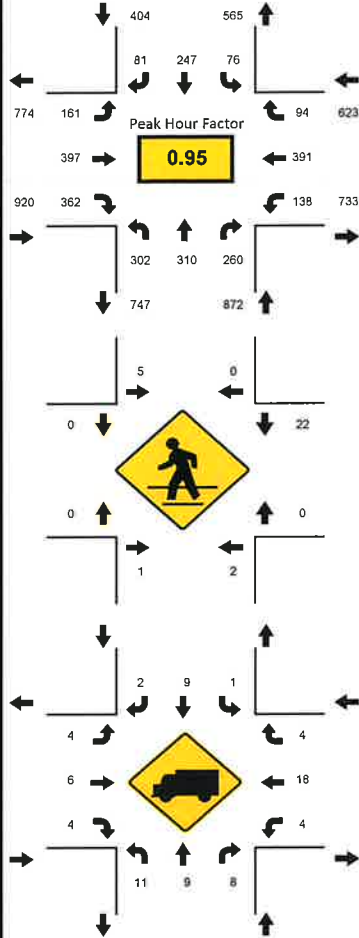
LOCATION: Barclay Ave & CR 572/Elgin Blvd/Powell Rd
 CITY/STATE: Spring Hill, FL

PROJECT ID: 22-120150-002
 DATE: Tue, Mar 29, 2022

Peak-Hour: 08:00 AM - 09:00 AM
 Peak 15-Minute: 08:45 AM - 09:00 AM



National Data & Surveying Services



15-Min Count Period Beginning At	Barclay Ave Northbound					Barclay Ave Southbound					CR 572/Elgin Blvd/Powell Rd Eastbound					CR 572/Elgin Blvd/Powell Rd 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	38	64	28	0		28	72	11	0		21	109	76	3		15	50	12	1		528	2553
07:15 AM	36	52	63	0		41	56	4	0		23	215	94	3		26	63	16	4		696	2690
07:30 AM	39	72	57	0		29	75	10	0		27	147	91	5		29	70	14	2		667	2677
07:45 AM	60	79	53	0		20	60	19	0		27	123	83	6		23	82	22	3		662	2740
08:00 AM	68	78	43	1		29	48	14	0		34	110	95	6		28	83	23	5		665	2819
08:15 AM	70	80	54	0		11	76	25	0		42	86	81	2		19	102	31	4		683	2154
08:30 AM	73	69	64	3		15	62	16	0		40	96	91	4		38	117	27	15		730	1471
08:45 AM	84	83	99	3		21	81	26	0		30	105	95	3		18	89	13	11		741	741
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*		
All Vehicles	336	332	396	12		116	304	104	0		168	440	380	24		152	468	124	60		3416	
Heavy Trucks	20	12	12	0		4	12	8	0		8	12	8	0		8	36	12	0		152	
Pedestrians		4					12					0					64				80	
Bicycles	0	0	0	0		0	0	0	0		0	0	4	0		0	0	0	0		4	
Buses																						
Stopped Buses																						



National Data & Surveying Services

Site Code: 22-120124-001

Date: 03/23/2022

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

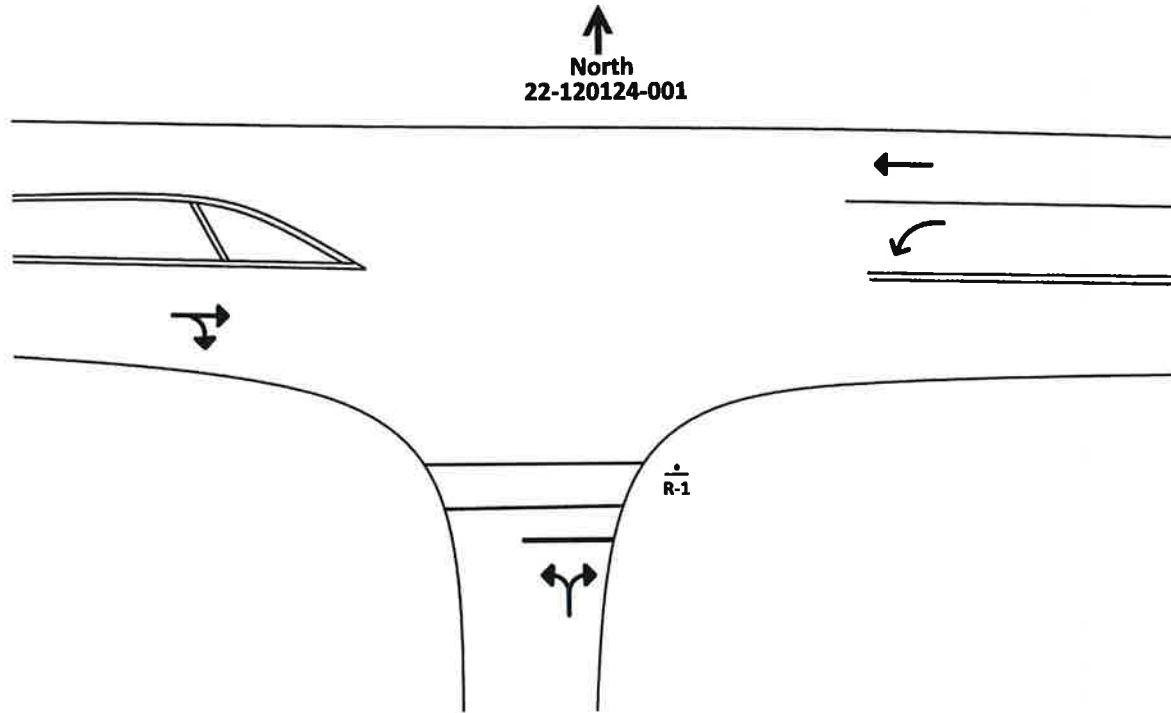
14:30 - 18:00

Control: 1-Way Stop(NB)



N/S Street: Celebration Dr

Speed: 30 MPH



E/W Street: CR 572/Powell Rd

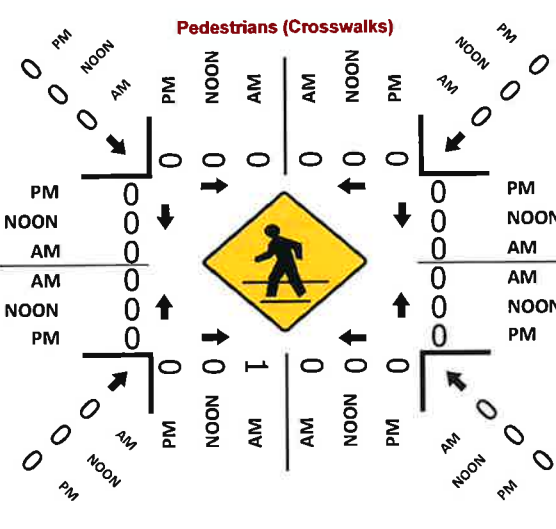
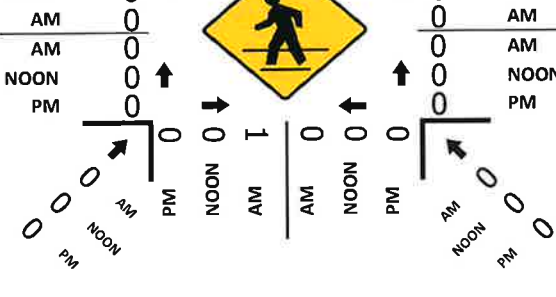
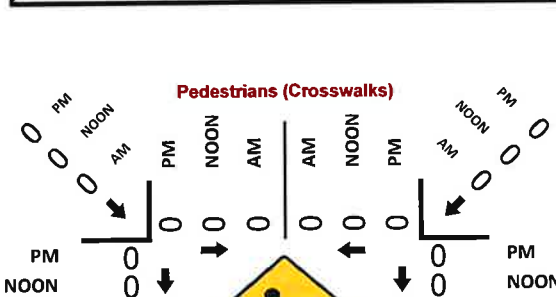
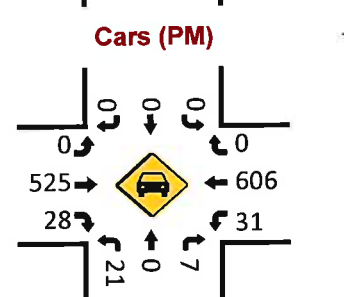
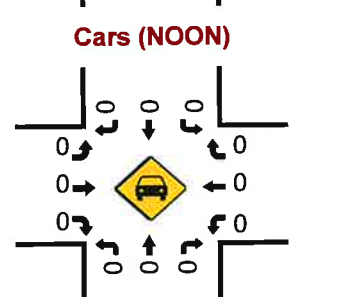
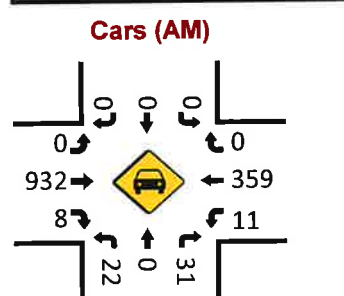
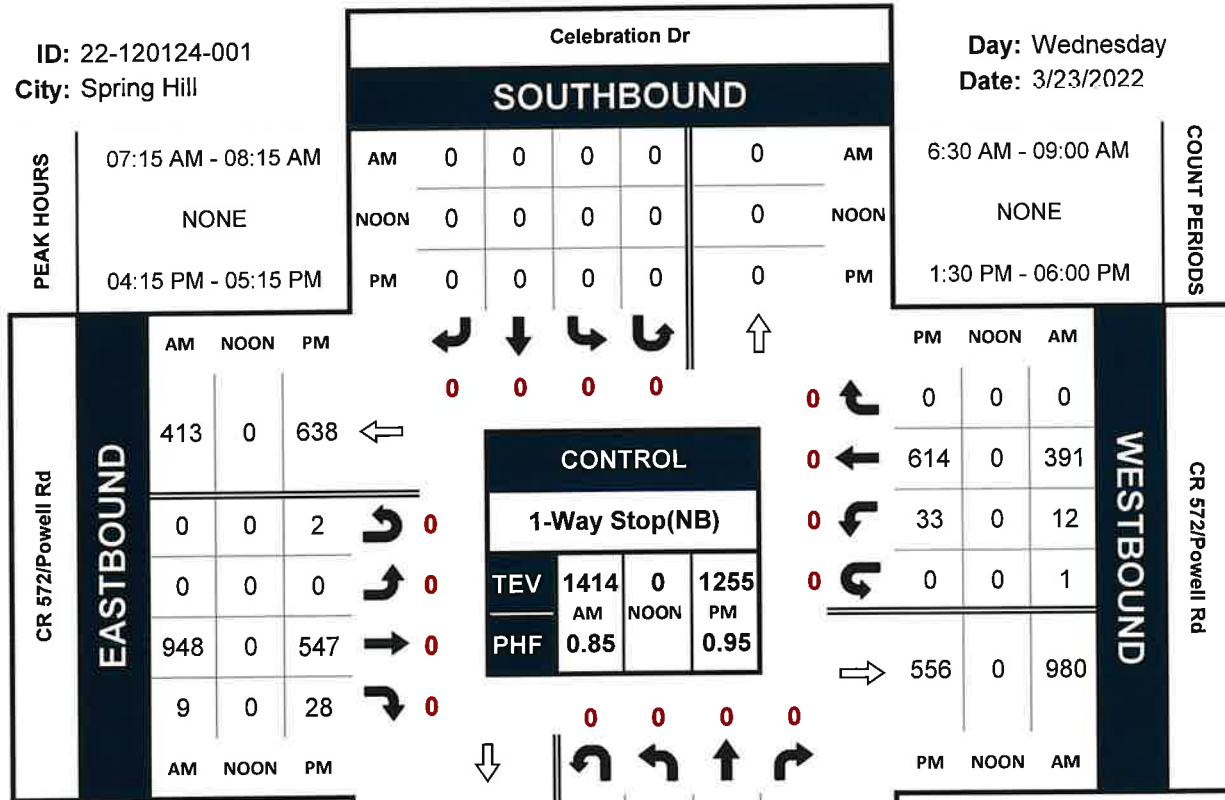
Speed: 55 MPH

Celebration Dr & CR 572/Powell Rd

Peak Hour Turning Movement Count

ID: 22-120124-001
City: Spring Hill

Day: Wednesday
Date: 3/23/2022



National Data & Surveying Services Intersection Turning Movement Count

Location: Celebration Dr & CR 572/Powell Rd
City: Spring Hill
Control: 1-Way Stop (NB)

Project ID: 22-120124-001
Date: 3/23/2022

Data - Total

NS/EW Streets:	Celebration Dr				Celebration Dr				CR 572/Powell Rd				CR 572/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
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	3	0	0	0	0	0	0	0	0	105	1	0	0	48	0	0	157
7:00 AM	3	0	5	0	0	0	0	0	0	164	1	0	1	68	0	0	242
7:15 AM	4	0	6	0	0	0	0	0	0	272	1	0	0	92	0	0	375
7:30 AM	3	0	17	0	0	0	0	0	0	281	0	0	7	109	0	0	417
7:45 AM	7	0	3	0	0	0	0	0	0	202	2	0	3	80	0	1	298
8:00 AM	8	0	5	0	0	0	0	0	0	193	6	0	2	110	0	0	324
8:15 AM	4	0	4	0	0	0	0	0	0	143	2	0	3	150	0	0	306
8:30 AM	10	0	2	0	0	0	0	0	0	113	0	0	8	144	0	0	277
8:45 AM	16	0	0	0	0	0	0	0	0	113	5	0	3	82	0	0	219
TOTAL VOLUMES :	58	0	42	0	0	0	0	0	0	1586	18	0	27	883	0	1	2615
APPROACH %'s :	58.00%	0.00%	42.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	98.88%	1.12%	0.00%	2.96%	96.93%	0.00%	0.11%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	22	0	31	0	0	0	0	0	0	948	9	0	12	391	0	1	1414
PEAK HR FACTOR :	0.688	0.000	0.456	0.000	0.000	0.000	0.000	0.000	0.000	0.843	0.375	0.000	0.429	0.889	0.000	0.250	0.848
	0.663								0.851				0.871				

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	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	4	0	3	0	0	0	0	0	0	104	3	0	8	100	0	0	222
2:00 PM	3	0	3	0	0	0	0	0	0	118	1	0	5	111	0	0	241
2:15 PM	4	0	3	0	0	0	0	0	0	111	6	0	12	216	0	0	352
2:30 PM	3	0	4	0	0	0	0	0	0	138	6	0	7	137	0	0	295
2:45 PM	2	0	4	0	0	0	0	0	0	142	4	0	5	110	0	0	267
3:00 PM	11	0	1	0	0	0	0	0	0	98	5	0	3	139	0	0	257
3:15 PM	3	0	4	0	0	0	0	0	0	125	0	0	10	155	0	0	297
3:30 PM	1	0	3	0	0	0	0	0	0	116	2	0	12	199	0	0	333
3:45 PM	0	0	3	0	0	0	0	0	0	103	2	0	4	159	0	0	271
4:00 PM	2	0	4	0	0	0	0	0	0	87	7	0	5	179	0	1	285
4:15 PM	9	0	3	0	0	0	0	0	0	133	7	0	11	129	0	0	292
4:30 PM	6	0	2	0	0	0	0	0	0	148	6	0	8	150	0	0	320
4:45 PM	6	0	0	0	0	0	0	0	0	137	9	1	7	151	0	0	311
5:00 PM	1	0	4	0	0	0	0	0	0	129	6	1	7	184	0	0	332
5:15 PM	2	0	3	0	0	0	0	0	0	94	7	0	9	174	0	0	289
5:30 PM	6	0	3	0	0	0	0	0	0	113	8	0	10	158	0	0	298
5:45 PM	3	0	2	0	0	0	0	0	0	96	0	0	7	169	0	0	277
TOTAL VOLUMES :	66	0	49	0	0	0	0	0	0	1992	79	2	130	2620	0	1	4939
APPROACH %'s :	57.39%	0.00%	42.61%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	96.09%	3.81%	0.10%	4.73%	95.24%	0.00%	0.04%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	22	0	9	0	0	0	0	0	0	547	28	2	33	614	0	0	1255
PEAK HR FACTOR :	0.611	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.924	0.778	0.500	0.750	0.834	0.000	0.000	0.945
	0.646								0.937				0.847				

National Data & Surveying Services Intersection Turning Movement Count

Location: Celebration Dr & CR 572/Powell Rd
City: Spring Hill
Control: 1-Way Stop (NB)

Project ID: 22-120124-001
Date: 3/23/2022

Data - Cars

NS/EW Streets:	Celebration Dr				Celebration Dr				CR 572/Powell Rd				CR 572/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
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	3	0	0	0	0	0	0	0	0	105	1	0	0	46	0	0	155
7:00 AM	3	0	5	0	0	0	0	0	0	155	1	0	1	67	0	0	232
7:15 AM	4	0	6	0	0	0	0	0	0	268	1	0	0	85	0	0	364
7:30 AM	3	0	17	0	0	0	0	0	0	279	0	0	6	102	0	0	407
7:45 AM	7	0	3	0	0	0	0	0	0	198	2	0	3	77	0	1	291
8:00 AM	8	0	5	0	0	0	0	0	0	187	5	0	2	95	0	0	302
8:15 AM	4	0	4	0	0	0	0	0	0	136	2	0	3	147	0	0	296
8:30 AM	10	0	2	0	0	0	0	0	0	113	0	0	6	136	0	0	267
8:45 AM	15	0	0	0	0	0	0	0	0	109	5	0	2	75	0	0	206
TOTAL VOLUMES :	57	0	42	0	0	0	0	0	0	1550	17	0	23	830	0	1	2520
APPROACH %'s :	57.58%	0.00%	42.42%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	98.92%	1.08%	0.00%	2.69%	97.19%	0.00%	0.12%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	22	0	31	0	0	0	0	0	0	932	8	0	11	359	0	1	1364
PEAK HR FACTOR :	0.688	0.000	0.456	0.000	0.000	0.000	0.000	0.000	0.000	0.835	0.400	0.000	0.458	0.880	0.000	0.250	0.838
	0.663								0.842				0.859				

NS/EW Streets:	Celebration Dr				Celebration Dr				CR 572/Powell Rd				CR 572/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
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	3	0	3	0	0	0	0	0	0	99	3	0	8	87	0	0	203
2:00 PM	3	0	3	0	0	0	0	0	0	112	1	0	5	107	0	0	231
2:15 PM	4	0	3	0	0	0	0	0	0	107	6	0	12	210	0	0	342
2:30 PM	3	0	4	0	0	0	0	0	0	133	6	0	7	127	0	0	280
2:45 PM	2	0	4	0	0	0	0	0	0	137	4	0	5	107	0	0	259
3:00 PM	11	0	1	0	0	0	0	0	0	95	5	0	3	136	0	0	251
3:15 PM	3	0	4	0	0	0	0	0	0	118	0	0	10	145	0	0	280
3:30 PM	1	0	3	0	0	0	0	0	0	111	2	0	12	199	0	0	328
3:45 PM	0	0	2	0	0	0	0	0	0	98	2	0	3	157	0	0	262
4:00 PM	2	0	4	0	0	0	0	0	0	85	7	0	5	171	0	1	275
4:15 PM	9	0	2	0	0	0	0	0	0	126	7	0	10	127	0	0	281
4:30 PM	5	0	1	0	0	0	0	0	0	141	6	0	8	148	0	0	309
4:45 PM	6	0	0	0	0	0	0	0	0	135	9	1	7	149	0	0	307
5:00 PM	1	0	4	0	0	0	0	0	0	123	6	1	6	182	0	0	323
5:15 PM	2	0	3	0	0	0	0	0	0	85	7	0	9	173	0	0	279
5:30 PM	6	0	3	0	0	0	0	0	0	112	8	0	10	157	0	0	296
5:45 PM	3	0	2	0	0	0	0	0	0	93	0	0	7	167	0	0	272
TOTAL VOLUMES :	64	0	46	0	0	0	0	0	0	1910	79	2	127	2549	0	1	4778
APPROACH %'s :	58.18%	0.00%	41.82%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	95.93%	3.97%	0.10%	4.74%	95.22%	0.00%	0.04%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	21	0	7	0	0	0	0	0	0	525	28	2	31	606	0	0	1220
PEAK HR FACTOR :	0.583	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.931	0.778	0.500	0.775	0.832	0.000	0.000	0.944
	0.636								0.944				0.847				

National Data & Surveying Services Intersection Turning Movement Count

Location: Celebration Dr & CR 572/Powell Rd
City: Spring Hill
Control: 1-Way Stop (NB)

Project ID: 22-120124-001
Date: 3/23/2022

Data - HT

NS/EW Streets:	Celebration Dr				Celebration Dr				CR 572/Powell Rd				CR 572/Powell Rd					
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		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	7	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	1	7	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	15	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	0	
8:45 AM	1	0	0	0	0	0	0	0	0	4	0	0	1	7	0	0	0	
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	36	1	0	4	53	0	0	0	95
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	97.30%	2.70%	0.00%	7.02%	92.98%	0.00%	0.00%	0.00%	0.00%
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	16	1	0	1	32	0	0	0	50
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.250	0.000	0.250	0.533	0.000	0.000	0.000	0.568
	0.607												0.550					

NS/EW Streets:	Celebration Dr				Celebration Dr				CR 572/Powell Rd				CR 572/Powell Rd					
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		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	
3:45 PM	0	0	1	0	0	0	0	0	0	5	0	0	1	2	0	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	8	0	0	0	
4:15 PM	0	0	1	0	0	0	0	0	0	7	0	0	1	2	0	0	0	
4:30 PM	1	0	1	0	0	0	0	0	0	7	0	0	0	2	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	2	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	
TOTAL VOLUMES :	2	0	3	0	0	0	0	0	0	82	0	0	3	71	0	0	0	161
APPROACH %'s :	40.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	4.05%	95.95%	0.00%	0.00%	0.00%	0.00%
PEAK HR :	04:15 PM - 05:15 PM																TOTAL	
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	22	0	0	2	8	0	0	0	35
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.786	0.000	0.000	0.500	1.000	0.000	0.000	0.000	0.795
	0.375								0.786				0.833					

National Data & Surveying Services Intersection Turning Movement Count

Location: Celebration Dr & CR 572/Powell Rd
City: Spring Hill
Control: 1-Way Stop (NB)

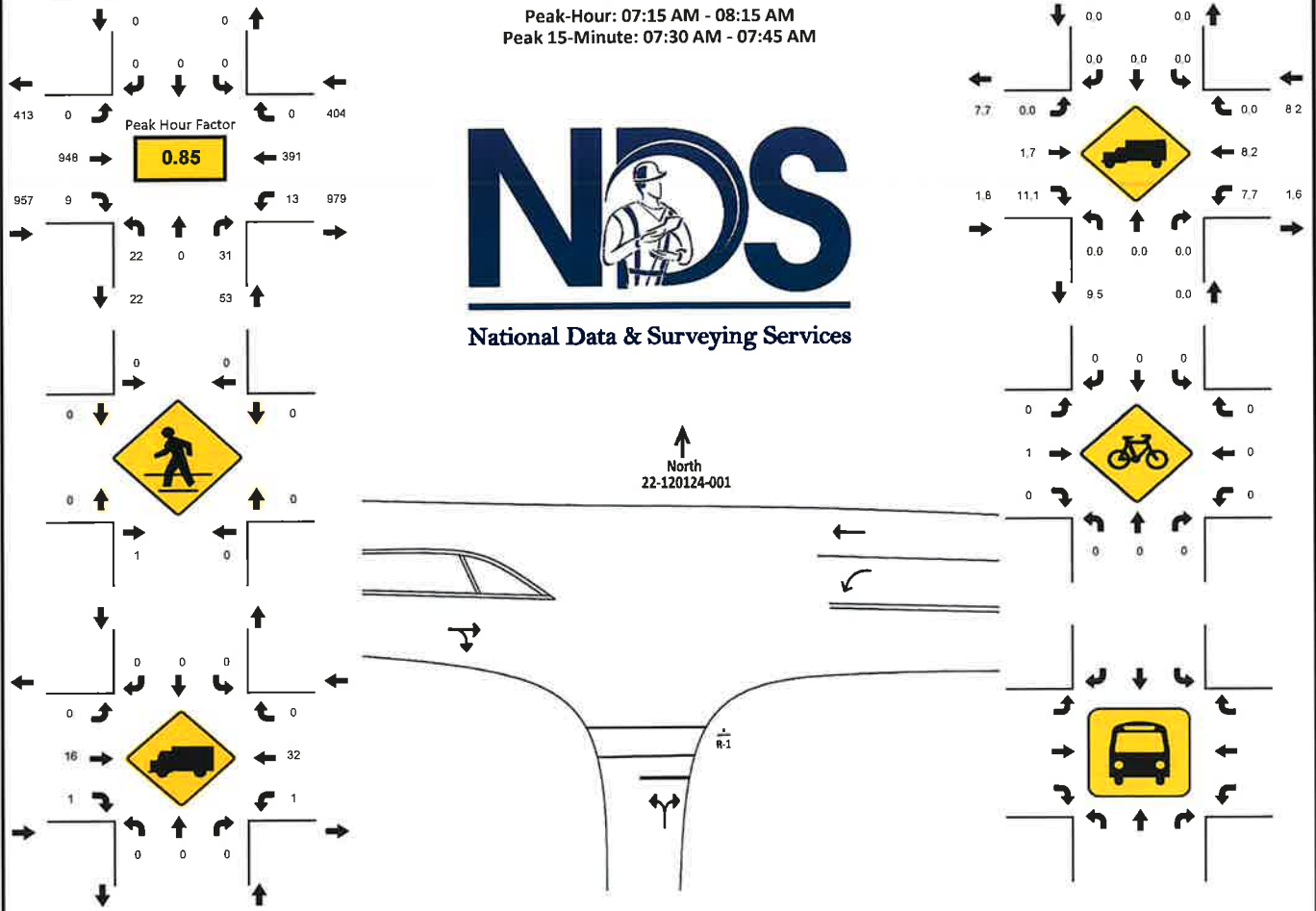
Project ID: 22-120124-001
Date: 3/23/2022

Data - Bikes

NS/EW Streets:	Celebration Dr				Celebration Dr				CR 572/Powell Rd				CR 572/Powell Rd				
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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	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	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	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

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	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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	0	0	0	2	0	0	2
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	1	0	0	0	0	0	0	1
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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250

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

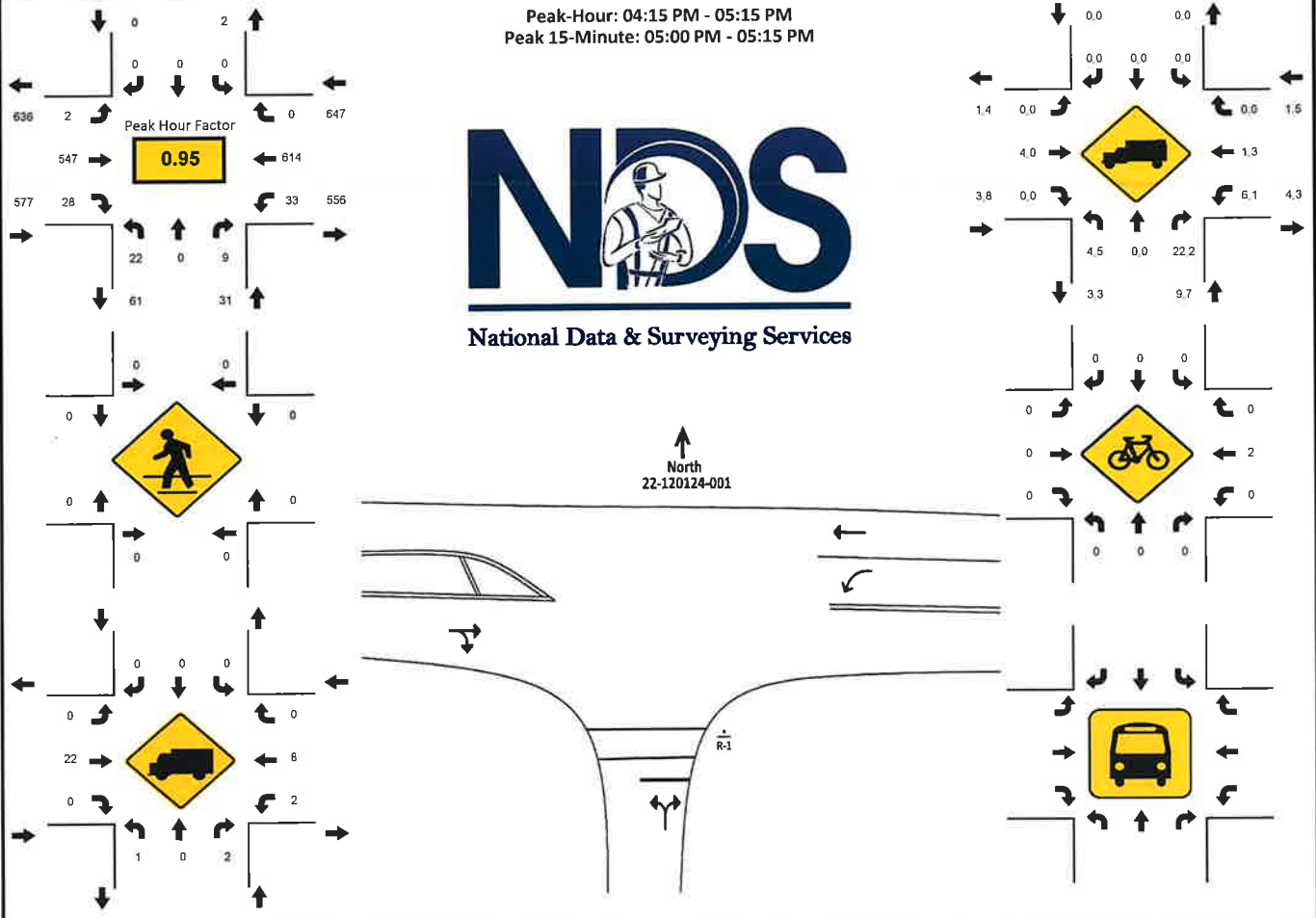


15-Min Count Period Beginning At	Celebration Dr Northbound					Celebration Dr Southbound					CR 572/Powell Rd Eastbound					CR 572/Powell Rd Westbound					Total	Hourly Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*						
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	774
06:45 AM	3	0	0	0	0	0	0	0	0	0	0	105	1	0	0	0	48	0	0	0	157	1191				
07:00 AM	3	0	5	0	0	0	0	0	0	0	0	164	1	0	0	1	68	0	0	0	242	1332				
07:15 AM	4	0	6	0	0	0	0	0	0	0	0	272	1	0	0	0	92	0	0	0	375	1414				
07:30 AM	3	0	17	0	0	0	0	0	0	0	0	281	0	0	0	7	109	0	0	0	417	1345				
07:45 AM	7	0	3	0	0	0	0	0	0	0	0	202	2	0	0	3	80	0	1	0	298	1205				
08:00 AM	8	0	5	0	0	0	0	0	0	0	0	193	6	0	0	2	110	0	0	0	324	1126				
08:15 AM	4	0	4	0	0	0	0	0	0	0	0	143	2	0	0	3	150	0	0	0	306	802				
08:30 AM	10	0	2	0	0	0	0	0	0	0	0	113	0	0	0	8	144	0	0	0	277	496				
08:45 AM	16	0	0	0	0	0	0	0	0	0	0	113	5	0	0	3	82	0	0	0	219	219				
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total					
All Vehicles	32	0	68	0	0	0	0	0	0	0	0	1124	24	0	0	28	440	0	4	0	1720					
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	24	4	0	0	4	60	0	0	0	92					
Pedestrians	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4					
Bicycles	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4					
Buses	0	0	0	0	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	0	0	0	0					

LOCATION: Celebration Dr & CR 572/Powell Rd
 CITY/STATE: Spring Hill, FL

PROJECT ID: 22-120124-001
 DATE: Wed, Mar 23, 2022

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



15-Min Count Period Beginning At	Celebration Dr Northbound					Celebration Dr Southbound					CR 572/Powell Rd Eastbound					CR 572/Powell Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
01:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	815
01:45 PM	4	0	3	0		0	0	0	0		0	104	3	0		8	100	0	0		222	1110
02:00 PM	3	0	3	0		0	0	0	0		0	118	1	0		5	111	0	0		241	1155
02:15 PM	4	0	3	0		0	0	0	0		0	111	6	0		12	216	0	0		352	1171
02:30 PM	3	0	4	0		0	0	0	0		0	138	6	0		7	137	0	0		295	1116
02:45 PM	2	0	4	0		0	0	0	0		0	142	4	0		5	110	0	0		267	1154
03:00 PM	11	0	1	0		0	0	0	0		0	98	5	0		3	139	0	0		257	1158
03:15 PM	3	0	4	0		0	0	0	0		0	125	0	0		10	155	0	0		297	1186
03:30 PM	1	0	3	0		0	0	0	0		0	116	2	0		12	199	0	0		333	1181
03:45 PM	0	0	3	0		0	0	0	0		0	103	2	0		4	159	0	0		271	1168
04:00 PM	2	0	4	0		0	0	0	0		0	87	7	0		5	179	0	1		285	1208
04:15 PM	9	0	3	0		0	0	0	0		0	133	7	0		11	129	0	0		292	1255
04:30 PM	6	0	2	0		0	0	0	0		0	148	6	0		8	150	0	0		320	1252
04:45 PM	6	0	0	0		0	0	0	0		0	137	9	1		7	151	0	0		311	1230
05:00 PM	1	0	4	0		0	0	0	0		0	129	6	1		7	184	0	0		332	1196
05:15 PM	2	0	3	0		0	0	0	0		0	94	7	0		9	174	0	0		289	864
05:30 PM	6	0	3	0		0	0	0	0		0	113	8	0		10	158	0	0		298	575
05:45 PM	3	0	2	0		0	0	0	0		0	96	0	0		7	169	0	0		277	277
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	36	0	16	0		0	0	0	0		0	592	36	4		44	736	0	0		1464	
Heavy Trucks	4	0	4	0		0	0	0	0		0	28	0	0		4	8	0	0		48	
Pedestrians	0					0					0					0					0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	8	0	0		8	
Buses																						
Stopped Buses																						



National Data & Surveying Services

Site Code: 22-120124-002

Date: 03/23/2022

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

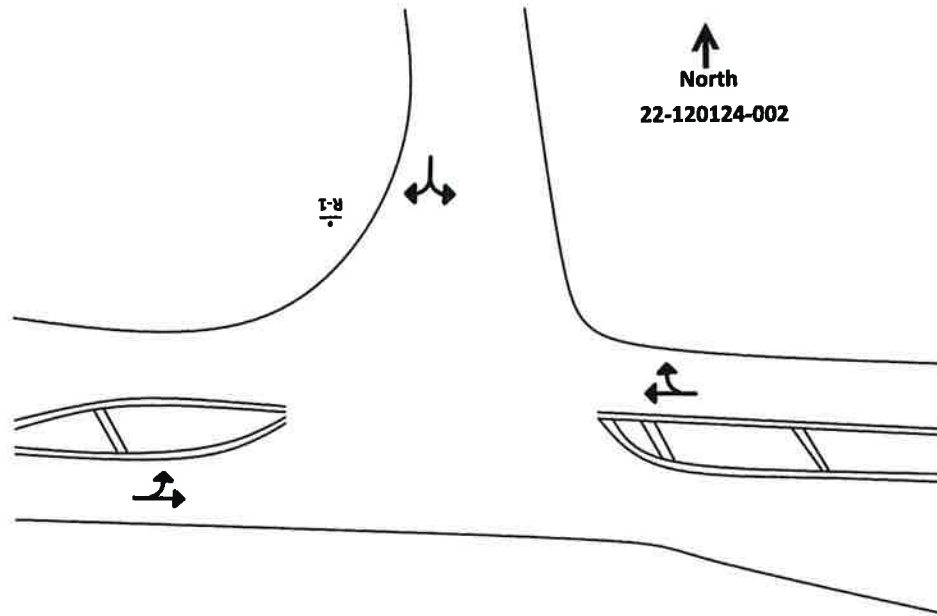
14:30 - 18:00

Control: 1-Way Stop(SB)



N/S Street: Gloucester Rd

Speed: 30 MPH



E/W Street: CR 572/Powell Rd

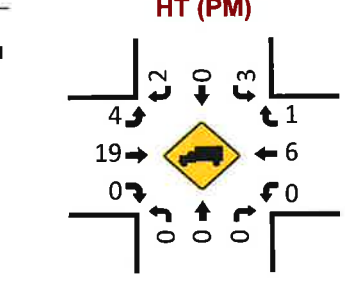
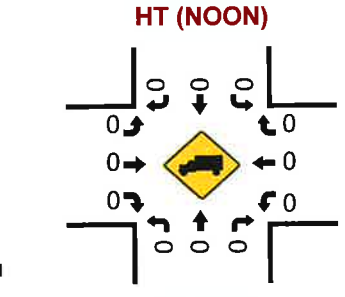
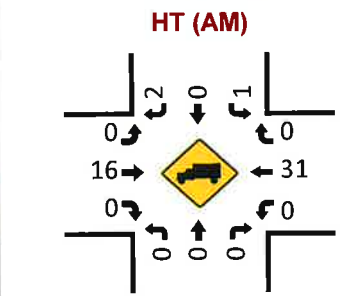
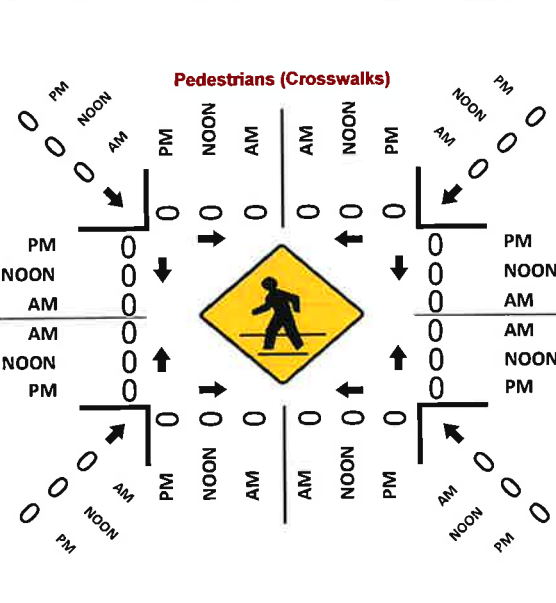
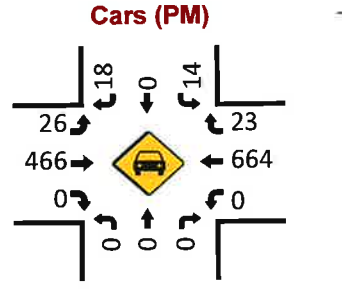
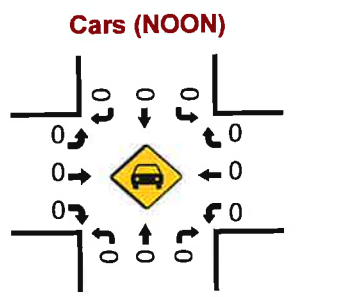
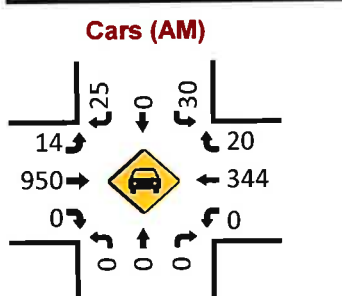
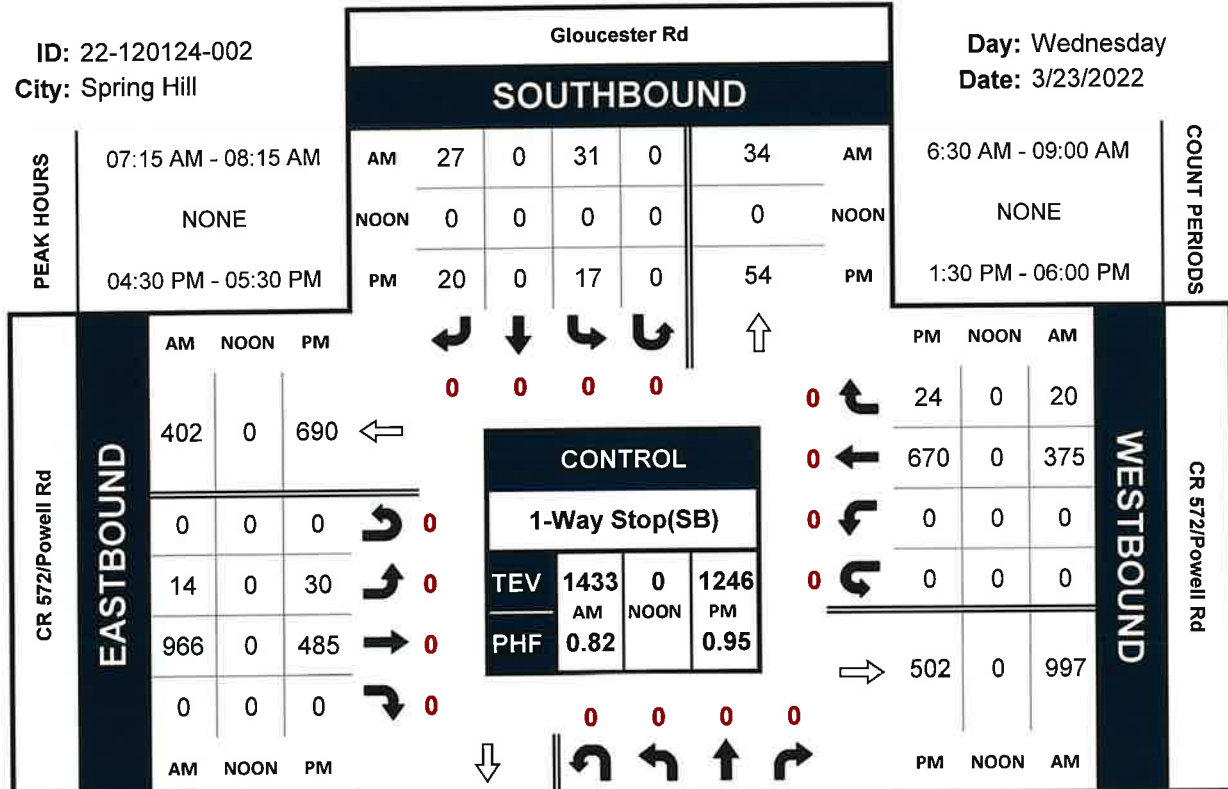
Speed: 55 MPH

Gloucester Rd & CR 572/Powell Rd

Peak Hour Turning Movement Count

ID: 22-120124-002
City: Spring Hill

Day: Wednesday
Date: 3/23/2022



National Data & Surveying Services Intersection Turning Movement Count

Location: Gloucester Rd & CR 572/Powell Rd
City: Spring Hill
Control: 1-Way Stop (SB)

Project ID: 22-120124-002
Date: 3/23/2022

Data - Total

NS/EW Streets:	Gloucester Rd				Gloucester Rd				CR 572/Powell Rd				CR 572/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	
6:30 AM	0	0	0	0	1	0	1	0	1	53	0	0	0	31	0	0	87
6:45 AM	0	0	0	0	4	0	4	0	4	124	0	0	0	56	0	0	192
7:00 AM	0	0	0	0	11	0	6	0	0	167	0	0	0	63	5	0	252
7:15 AM	0	0	0	0	5	0	4	0	1	275	0	0	0	87	6	0	378
7:30 AM	0	0	0	0	12	0	9	0	5	298	0	0	0	109	5	0	438
7:45 AM	0	0	0	0	7	0	12	0	5	201	0	0	0	72	3	0	300
8:00 AM	0	0	0	0	7	0	2	0	3	192	0	0	0	107	6	0	317
8:15 AM	0	0	0	0	6	0	8	0	3	146	0	0	0	148	2	0	313
8:30 AM	0	0	0	0	6	0	12	0	3	110	0	0	0	138	2	0	271
8:45 AM	0	0	0	0	3	0	9	0	5	109	0	0	0	75	1	0	202
TOTAL VOLUMES :	0	0	0	0	62	0	67	0	30	1675	0	0	0	886	30	0	2750
APPROACH %'s :					48.06%	0.00%	51.94%	0.00%	1.76%	98.24%	0.00%	0.00%	0.00%	96.72%	3.28%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	31	0	27	0	14	966	0	0	0	375	20	0	1433
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.646	0.000	0.563	0.000	0.700	0.810	0.000	0.000	0.000	0.860	0.833	0.000	0.818
					0.690				0.809				0.866				

NS/EW Streets:	Gloucester Rd				Gloucester Rd				CR 572/Powell Rd				CR 572/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	
1:30 PM	0	0	0	0	2	0	3	0	0	48	0	0	0	38	1	0	92
1:45 PM	0	0	0	0	4	0	4	0	7	113	0	0	0	118	4	0	250
2:00 PM	0	0	0	0	3	0	6	0	6	117	0	0	0	115	3	0	250
2:15 PM	0	0	0	0	3	0	12	0	6	108	0	0	0	211	7	0	347
2:30 PM	0	0	0	0	1	0	6	0	4	133	0	0	0	138	8	0	290
2:45 PM	0	0	0	0	5	0	6	0	2	148	0	0	0	108	2	0	271
3:00 PM	0	0	0	0	0	0	11	0	8	90	0	0	0	132	6	0	247
3:15 PM	0	0	0	0	3	0	5	0	6	123	0	0	0	159	5	0	301
3:30 PM	0	0	0	0	7	0	11	0	6	113	0	0	0	200	10	0	347
3:45 PM	0	0	0	0	2	0	7	0	11	96	0	0	0	157	7	0	280
4:00 PM	0	0	0	0	1	0	8	0	5	87	0	0	0	178	2	0	281
4:15 PM	0	0	0	0	2	0	7	0	9	126	0	0	0	131	2	0	277
4:30 PM	0	0	0	0	6	0	6	0	13	138	0	0	0	153	4	0	320
4:45 PM	0	0	0	0	2	0	5	0	6	131	0	0	0	152	8	0	304
5:00 PM	0	0	0	0	4	0	4	0	7	122	0	0	0	188	4	0	329
5:15 PM	0	0	0	0	5	0	5	0	4	94	0	0	0	177	8	0	293
5:30 PM	0	0	0	0	3	0	7	0	12	105	0	0	0	162	2	0	291
5:45 PM	0	0	0	0	2	0	8	0	14	84	0	0	0	168	5	0	281
TOTAL VOLUMES :	0	0	0	0	55	0	121	0	126	1976	0	0	0	2685	88	0	5051
APPROACH %'s :					31.25%	0.00%	68.75%	0.00%	5.99%	94.01%	0.00%	0.00%	0.00%	96.83%	3.17%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	17	0	20	0	30	485	0	0	0	670	24	0	1246
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.708	0.000	0.833	0.000	0.577	0.879	0.000	0.000	0.000	0.891	0.750	0.000	0.947
					0.771				0.853				0.904				

National Data & Surveying Services Intersection Turning Movement Count

Location: Gloucester Rd & CR 572/Powell Rd
City: Spring Hill
Control: 1-Way Stop (SB)

Project ID: 22-120124-002
Date: 3/23/2022

Data - Cars

NS/EW Streets:	Gloucester Rd				Gloucester Rd				CR 572/Powell Rd				CR 572/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
6:30 AM	0	0	0	0	1	0	1	0	1	53	0	0	0	28	0	0	84
6:45 AM	0	0	0	0	4	0	4	0	3	124	0	0	0	54	0	0	189
7:00 AM	0	0	0	0	10	0	6	0	0	158	0	0	0	62	3	0	239
7:15 AM	0	0	0	0	5	0	3	0	1	271	0	0	0	80	6	0	366
7:30 AM	0	0	0	0	12	0	8	0	5	296	0	0	0	103	5	0	429
7:45 AM	0	0	0	0	7	0	12	0	5	197	0	0	0	68	3	0	292
8:00 AM	0	0	0	0	6	0	2	0	3	186	0	0	0	93	6	0	296
8:15 AM	0	0	0	0	6	0	8	0	2	140	0	0	0	144	2	0	302
8:30 AM	0	0	0	0	6	0	10	0	3	110	0	0	0	131	1	0	261
8:45 AM	0	0	0	0	3	0	9	0	5	105	0	0	0	67	1	0	190
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	60	0	63	0	28	1640	0	0	0	830	27	0	2648
					48.78%	0.00%	51.22%	0.00%	1.68%	98.32%	0.00%	0.00%	0.00%	96.85%	3.15%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	30	0	25	0	14	950	0	0	0	344	20	0	1383
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.521	0.000	0.700	0.802	0.000	0.000	0.000	0.835	0.833	0.000	0.806
					0.688				0.801				0.843				

NS/EW Streets:	Gloucester Rd				Gloucester Rd				CR 572/Powell Rd				CR 572/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
1:30 PM	0	0	0	0	2	0	3	0	0	48	0	0	0	32	1	0	86
1:45 PM	0	0	0	0	4	0	3	0	7	110	0	0	0	102	3	0	229
2:00 PM	0	0	0	0	3	0	6	0	6	110	0	0	0	111	3	0	239
2:15 PM	0	0	0	0	3	0	12	0	6	104	0	0	0	205	7	0	337
2:30 PM	0	0	0	0	1	0	6	0	4	128	0	0	0	129	8	0	276
2:45 PM	0	0	0	0	5	0	6	0	2	143	0	0	0	105	2	0	263
3:00 PM	0	0	0	0	0	0	11	0	8	87	0	0	0	129	6	0	241
3:15 PM	0	0	0	0	3	0	5	0	6	117	0	0	0	149	4	0	284
3:30 PM	0	0	0	0	7	0	11	0	6	107	0	0	0	200	10	0	341
3:45 PM	0	0	0	0	2	0	7	0	11	90	0	0	0	154	7	0	271
4:00 PM	0	0	0	0	1	0	7	0	5	85	0	0	0	171	2	0	271
4:15 PM	0	0	0	0	2	0	7	0	9	118	0	0	0	128	2	0	266
4:30 PM	0	0	0	0	4	0	4	0	10	133	0	0	0	153	3	0	307
4:45 PM	0	0	0	0	2	0	5	0	6	129	0	0	0	150	8	0	300
5:00 PM	0	0	0	0	4	0	4	0	6	117	0	0	0	185	4	0	320
5:15 PM	0	0	0	0	4	0	5	0	4	87	0	0	0	176	8	0	284
5:30 PM	0	0	0	0	3	0	7	0	12	103	0	0	0	161	2	0	288
5:45 PM	0	0	0	0	2	0	8	0	13	81	0	0	0	166	5	0	275
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	52	0	117	0	121	1897	0	0	0	2606	85	0	4878
					30.77%	0.00%	69.23%	0.00%	6.00%	94.00%	0.00%	0.00%	0.00%	96.84%	3.16%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	14	0	18	0	26	466	0	0	0	664	23	0	1211
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.875	0.000	0.900	0.000	0.650	0.876	0.000	0.000	0.000	0.897	0.719	0.000	0.946
					0.889				0.860				0.909				

National Data & Surveying Services Intersection Turning Movement Count

Location: Gloucester Rd & CR 572/Powell Rd
City: Spring Hill
Control: 1-Way Stop (SB)

Project ID: 22-120124-002
Date: 3/23/2022

Data - HT

NS/EW Streets:	Gloucester Rd				Gloucester Rd				CR 572/Powell Rd				CR 572/Powell Rd				
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	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
7:00 AM	0	0	0	0	1	0	0	0	0	9	0	0	0	1	2	0	13
7:15 AM	0	0	0	0	0	0	1	0	0	4	0	0	0	7	0	0	12
7:30 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	6	0	0	9
7:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
8:00 AM	0	0	0	0	1	0	0	0	0	6	0	0	0	14	0	0	21
8:15 AM	0	0	0	0	0	0	0	0	1	6	0	0	0	4	0	0	11
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	7	1	0	10
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	0	12
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	2	0	4	0	2	35	0	0	0	56	3	0	102
					33.33%	0.00%	66.67%	0.00%	5.41%	94.59%	0.00%	0.00%	0.00%	94.92%	5.08%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	2	0	0	16	0	0	0	31	0	0	50
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.667	0.000	0.000	0.000	0.554	0.000	0.000	0.595
					0.750				0.667				0.554				

NS/EW Streets:	Gloucester Rd				Gloucester Rd				CR 572/Powell Rd				CR 572/Powell Rd				
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	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6
1:45 PM	0	0	0	0	0	0	1	0	0	3	0	0	0	16	1	0	21
2:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	11
2:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
2:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	14
2:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	10	1	0	17
3:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
4:00 PM	0	0	0	0	0	0	1	0	0	2	0	0	0	7	0	0	10
4:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11
4:30 PM	0	0	0	0	2	0	2	0	3	5	0	0	0	0	1	0	13
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
5:00 PM	0	0	0	0	0	0	0	0	1	5	0	0	0	3	0	0	9
5:15 PM	0	0	0	0	1	0	0	0	0	7	0	0	0	1	0	0	9
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	1	3	0	0	0	2	0	0	6
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	3	0	4	0	5	79	0	0	0	79	3	0	173
					42.86%	0.00%	57.14%	0.00%	5.95%	94.05%	0.00%	0.00%	0.00%	96.34%	3.66%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	0	2	0	4	19	0	0	0	6	1	0	35
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.333	0.679	0.000	0.000	0.000	0.500	0.250	0.000	0.673
					0.313				0.719				0.583				

National Data & Surveying Services Intersection Turning Movement Count

Location: Gloucester Rd & CR 572/Powell Rd
City: Spring Hill
Control: 1-Way Stop (SB)

Project ID: 22-120124-002
Date: 3/23/2022

Data - Bikes

NS/EW Streets:	Gloucester Rd				Gloucester Rd				CR 572/Powell Rd				CR 572/Powell Rd					
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		
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	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	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	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	TOTAL	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%						
PEAK HR :	07:15 AM - 08:15 AM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	TOTAL	1
PEAK HR FACTOR :	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	TOTAL	0.250

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		
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:45 PM	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	0	0	0	2	0	0	2	
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	1	0	0	0	0	0	0	1	
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	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	TOTAL	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																TOTAL	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	TOTAL	3
PEAK HR FACTOR :	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	TOTAL	0.375

National Data & Surveying Services Intersection Turning Movement Count

Location: Gloucester Rd & CR 572/Powell Rd
City: Spring Hill

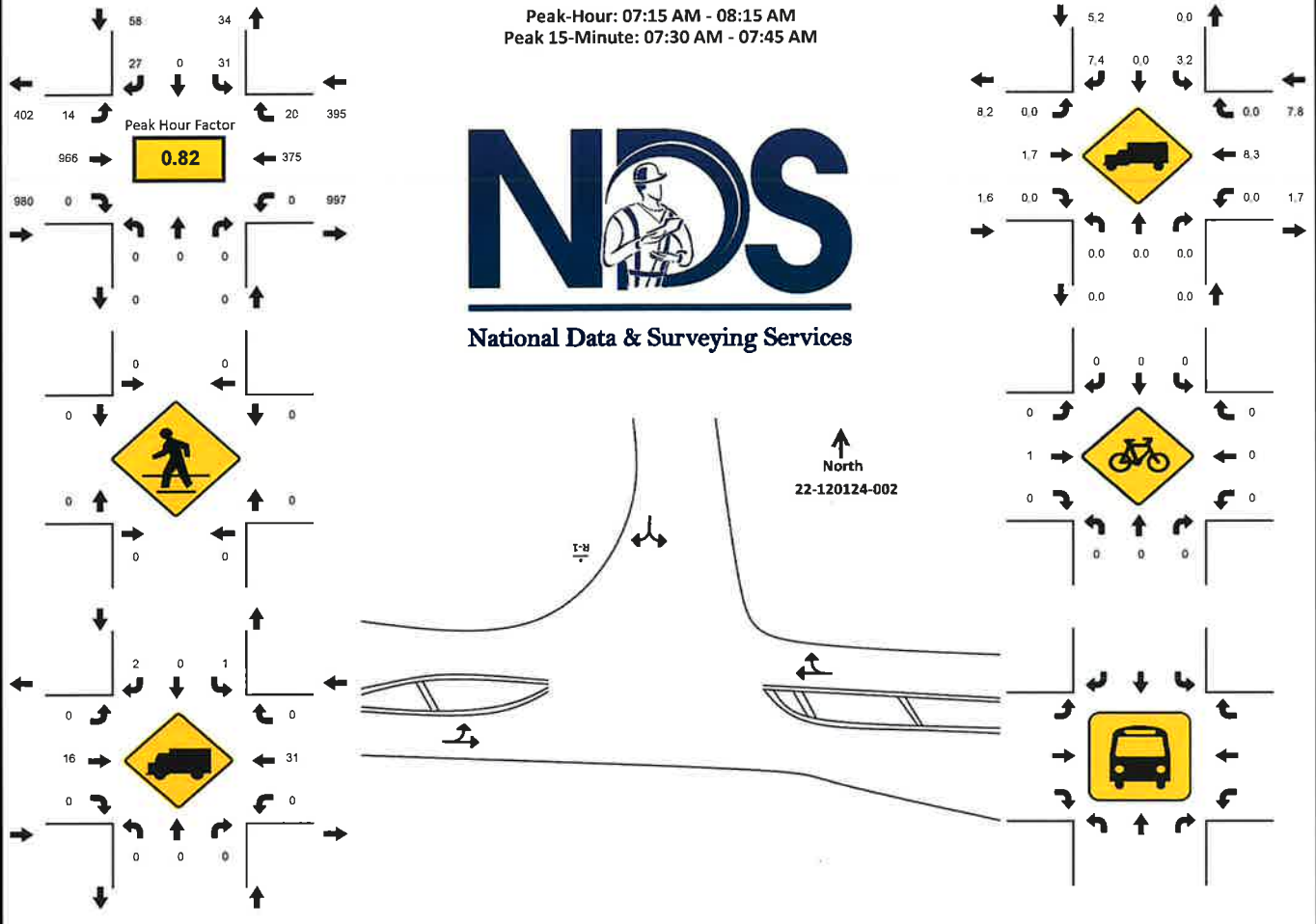
Project ID: 22-120124-002
Date: 3/23/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Gloucester Rd		Gloucester Rd		CR 572/Powell Rd		CR 572/Powell Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									0

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
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	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
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									0

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

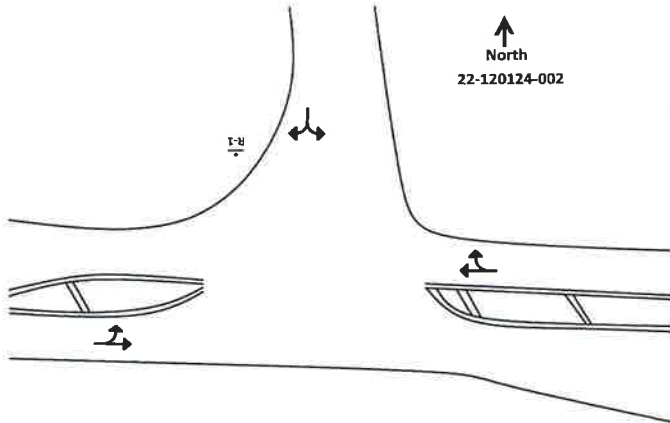
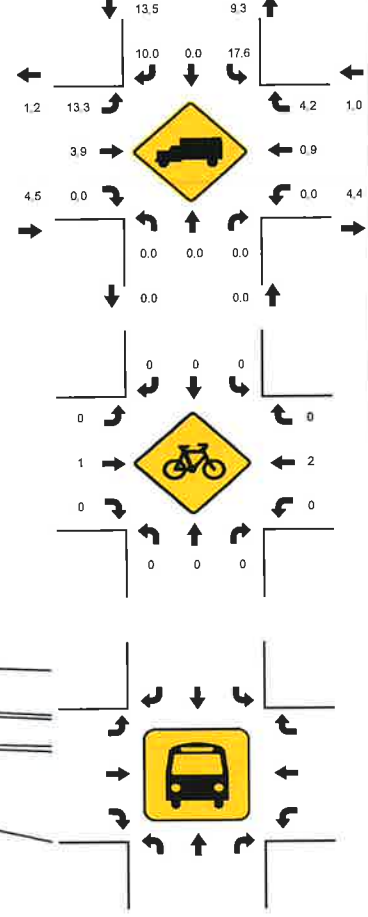
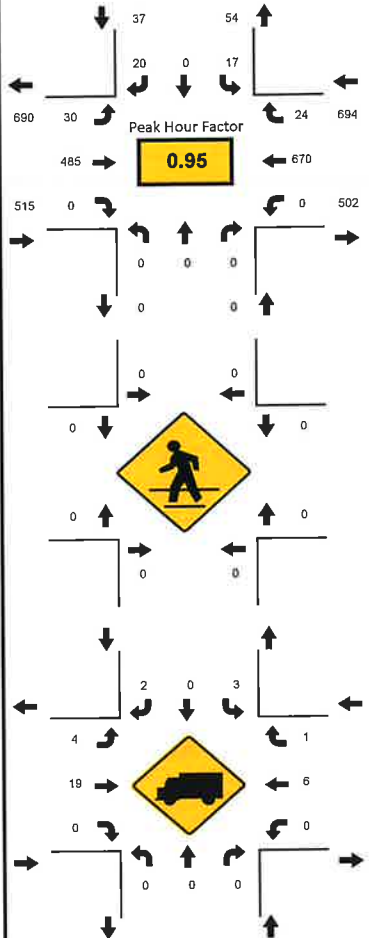


15-Min Count Period Beginning At	Gloucester Rd Northbound					Gloucester Rd Southbound					CR 572/Powell Rd Eastbound					CR 572/Powell Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:30 AM	0	0	0	0	0	1	0	1	0	0	1	53	0	0	0	0	31	0	0	0	87	909
06:45 AM	0	0	0	0	0	4	0	4	0	0	4	124	0	0	0	0	56	0	0	0	192	1260
07:00 AM	0	0	0	0	0	11	0	6	0	0	0	167	0	0	0	0	63	5	0	0	252	1368
07:15 AM	0	0	0	0	0	5	0	4	0	0	1	275	0	0	0	0	87	6	0	0	378	1433
07:30 AM	0	0	0	0	0	12	0	9	0	0	5	298	0	0	0	0	109	5	0	0	438	1368
07:45 AM	0	0	0	0	0	7	0	12	0	0	5	201	0	0	0	0	72	3	0	0	300	1201
08:00 AM	0	0	0	0	0	7	0	2	0	0	3	192	0	0	0	0	107	6	0	0	317	1103
08:15 AM	0	0	0	0	0	6	0	8	0	0	3	146	0	0	0	0	148	2	0	0	313	786
08:30 AM	0	0	0	0	0	6	0	12	0	0	3	110	0	0	0	0	138	2	0	0	271	473
08:45 AM	0	0	0	0	0	3	0	9	0	0	5	109	0	0	0	0	75	1	0	0	202	202
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	48	0	48	0	0	20	1192	0	0	0	0	436	24	0	0	1768	
Heavy Trucks	0	0	0	0	0	4	0	4	0	0	0	24	0	0	0	0	56	0	0	0	88	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4	
Buses	0	0	0	0	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	0	0	0	0	

LOCATION: Gloucester Rd & CR 572/Powell Rd
 CITY/STATE: Spring Hill, FL

PROJECT ID: 22-120124-002
 DATE: Wed, Mar 23, 2022

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



15-Min Count Period Beginning At	Gloucester Rd Northbound					Gloucester Rd Southbound					CR 572/Powell Rd Eastbound					CR 572/Powell Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
01:30 PM	0	0	0	0	0	2	0	3	0	0	0	48	0	0	0	0	38	1	0	0	92	939
01:45 PM	0	0	0	0	0	4	0	4	0	0	7	113	0	0	0	0	118	4	0	0	250	1137
02:00 PM	0	0	0	0	0	3	0	6	0	0	6	117	0	0	0	0	115	3	0	0	250	1158
02:15 PM	0	0	0	0	0	3	0	12	0	0	6	108	0	0	0	0	211	7	0	0	347	1155
02:30 PM	0	0	0	0	0	1	0	6	0	0	4	133	0	0	0	0	138	8	0	0	290	1109
02:45 PM	0	0	0	0	0	5	0	6	0	0	2	148	0	0	0	0	108	2	0	0	271	1166
03:00 PM	0	0	0	0	0	0	0	11	0	0	8	90	0	0	0	0	132	6	0	0	247	1175
03:15 PM	0	0	0	0	0	3	0	5	0	0	6	123	0	0	0	0	159	5	0	0	301	1209
03:30 PM	0	0	0	0	0	7	0	11	0	0	6	113	0	0	0	0	200	10	0	0	347	1185
03:45 PM	0	0	0	0	0	2	0	7	0	0	11	96	0	0	0	0	157	7	0	0	280	1158
04:00 PM	0	0	0	0	0	1	0	8	0	0	5	87	0	0	0	0	178	2	0	0	281	1182
04:15 PM	0	0	0	0	0	2	0	7	0	0	9	126	0	0	0	0	131	2	0	0	277	1230
04:30 PM	0	0	0	0	0	6	0	6	0	0	13	138	0	0	0	0	153	4	0	0	320	1246
04:45 PM	0	0	0	0	0	2	0	5	0	0	6	131	0	0	0	0	152	8	0	0	304	1217
05:00 PM	0	0	0	0	0	4	0	4	0	0	7	122	0	0	0	0	188	4	0	0	329	1194
05:15 PM	0	0	0	0	0	5	0	5	0	0	4	94	0	0	0	0	177	8	0	0	293	865
05:30 PM	0	0	0	0	0	3	0	7	0	0	12	105	0	0	0	0	162	2	0	0	291	572
05:45 PM	0	0	0	0	0	2	0	8	0	0	14	84	0	0	0	0	168	5	0	0	281	281
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	0	0	0	24	0	24	0	0	52	552	0	0	0	0	752	32	0	0	1436	
Heavy Trucks	0	0	0	0	0	8	0	8	0	0	12	28	0	0	0	0	12	4	0	0	72	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	8	0	0	0	12	
Buses																						
Stopped Buses																						



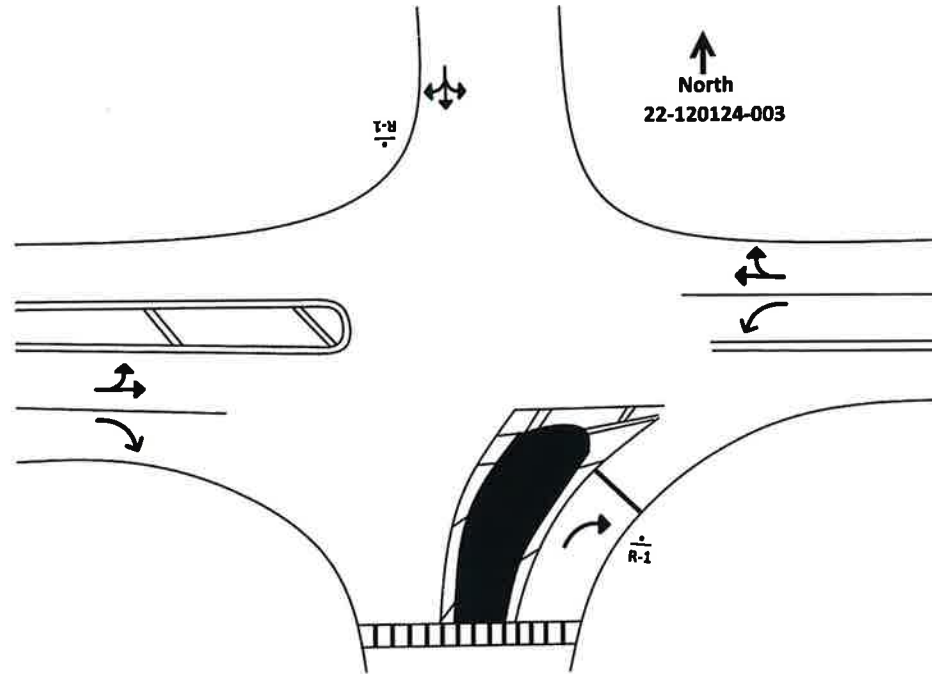
National Data & Surveying Services

Site Code: 22-120124-003
Date: 03/23/2022
Weather: Sunny
City: Spring Hill
County: Hernando
Count Times: 07:00 - 09:00
14:30 - 18:00
Control: 2-Way Stop(NB/SB)



N/S Street: Orlando Ave/Chocachatti Elementary School Entrance Dwy

Speed: 30 MPH



E/W Street: CR 572/Powell Rd

Speed: 55 MPH

National Data & Surveying Services Intersection Turning Movement Count

Location: Orlando Ave/Chocachatti Elementary School Entrance Dwy & CR 572/Powell Rd
City: Spring Hill
Control: 2-Way Stop (NB/SB)

Project ID: 22-120124-003
Date: 3/23/2022

Data - Total

NS/EW Streets:	Orlando Ave/Chocachatti Elementary School				Orlando Ave/Chocachatti Elementary School				CR 572/Powell Rd				CR 572/Powell Rd				TOTAL
	Entrance Dwy				Entrance Dwy				EASTBOUND				WESTBOUND				
	NORTHBOUND				SOUTHBOUND				0	0	0	0	0	0	0	0	
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	1	0	0	0	0	0	0	0	0	29	3	0	1	20	0	0	54
6:45 AM	0	0	1	0	0	0	2	0	0	112	9	0	2	53	0	0	179
7:00 AM	2	0	2	0	0	0	1	0	0	135	45	0	5	68	0	0	258
7:15 AM	0	0	14	0	0	0	2	0	1	152	126	0	16	89	0	0	400
7:30 AM	2	0	16	0	0	0	0	0	1	181	128	0	13	114	0	0	455
7:45 AM	1	0	5	0	0	0	1	0	0	145	64	0	23	73	0	0	312
8:00 AM	0	0	11	0	0	0	5	0	1	107	87	0	36	108	0	0	355
8:15 AM	3	0	15	0	0	0	2	0	1	79	75	0	30	146	0	0	351
8:30 AM	0	0	3	0	0	0	3	0	0	108	6	0	2	136	0	0	258
8:45 AM	0	0	1	0	0	0	4	0	1	110	4	0	2	70	0	0	192
TOTAL VOLUMES :	9	0	68	0	0	0	20	0	5	1158	547	0	130	877	0	0	2814
APPROACH %'s :	11.69%	0.00%	88.31%	0.00%	0.00%	0.00%	100.00%	0.00%	0.29%	67.72%	31.99%	0.00%	12.91%	87.09%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	3	0	46	0	0	0	8	0	3	585	405	0	88	384	0	0	1522
PEAK HR FACTOR :	0.375	0.000	0.719	0.000	0.000	0.000	0.400	0.000	0.750	0.808	0.791	0.000	0.611	0.842	0.000	0.000	0.836
	0.681				0.400				0.801				0.819				

NS/EW Streets:	Orlando Ave/Chocachatti Elementary School				Orlando Ave/Chocachatti Elementary School				CR 572/Powell Rd				CR 572/Powell Rd				TOTAL
	Entrance Dwy				Entrance Dwy				EASTBOUND				WESTBOUND				
	NORTHBOUND				SOUTHBOUND				0	0	0	0	0	0	0	0	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
1:30 PM	0	0	0	0	0	0	1	0	0	31	5	0	1	24	0	0	62
1:45 PM	1	0	4	0	0	0	1	0	0	83	28	0	4	120	0	0	241
2:00 PM	3	0	16	0	0	0	1	0	0	90	35	0	14	115	0	0	274
2:15 PM	21	0	49	0	0	0	5	0	0	89	25	0	9	190	0	0	388
2:30 PM	6	0	7	0	1	0	4	0	2	106	23	0	11	134	0	0	294
2:45 PM	1	0	4	0	0	0	1	0	2	114	39	0	14	107	1	0	283
3:00 PM	2	0	10	0	0	0	2	0	3	61	22	0	16	136	1	0	253
3:15 PM	1	0	22	0	0	0	5	0	1	93	35	0	14	157	0	0	328
3:30 PM	2	0	3	0	0	1	1	0	0	91	26	0	9	206	0	0	339
3:45 PM	3	0	9	0	0	0	3	0	0	94	7	0	3	161	0	0	280
4:00 PM	5	0	7	0	0	0	3	0	4	76	9	0	1	169	0	0	274
4:15 PM	5	0	7	0	0	0	3	0	2	116	9	0	3	128	0	1	274
4:30 PM	1	0	5	0	1	0	3	0	0	129	16	0	1	149	1	0	306
4:45 PM	2	0	7	0	0	0	2	0	3	118	10	0	7	158	1	0	308
5:00 PM	2	0	6	0	0	0	2	0	1	122	4	0	3	186	0	0	326
5:15 PM	2	0	8	0	0	0	0	0	3	89	5	0	4	187	0	0	298
5:30 PM	2	0	1	0	0	0	0	0	2	105	3	0	1	159	0	0	273
5:45 PM	2	0	0	0	2	0	2	0	4	77	4	0	1	170	0	0	262
TOTAL VOLUMES :	61	0	165	0	4	1	39	0	27	1684	305	0	116	2656	4	1	5063
APPROACH %'s :	26.99%	0.00%	73.01%	0.00%	9.09%	2.27%	88.64%	0.00%	1.34%	83.53%	15.13%	0.00%	4.18%	95.64%	0.14%	0.04%	
PEAK HR :	02:00 PM - 03:00 PM																TOTAL
PEAK HR VOL :	31	0	76	0	1	0	11	0	4	399	122	0	48	546	1	0	1239
PEAK HR FACTOR :	0.369	0.000	0.388	0.000	0.250	0.000	0.550	0.000	0.500	0.875	0.782	0.000	0.857	0.718	0.250	0.000	0.798
	0.382				0.600				0.847				0.747				

National Data & Surveying Services Intersection Turning Movement Count

Location: Orlando Ave/Chocachatti Elementary School Entrance Dwy & CR 572/Powell Rd
City: Spring Hill
Control: 2-Way Stop (NB/SB)

Project ID: 22-120124-003
Date: 3/23/2022

Data - Cars

NS/EW Streets:	Orlando Ave/Chocachatti Elementary School Entrance Dwy				Orlando Ave/Chocachatti Elementary School Entrance Dwy				CR 572/Powell Rd				CR 572/Powell Rd				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	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU					
6:30 AM	1	0	0	0	0	0	0	0	0	29	3	0	1	19	0	0					53
6:45 AM	0	0	1	0	0	0	2	0	0	112	9	0	2	51	0	0					177
7:00 AM	2	0	1	0	0	0	1	0	0	133	38	0	4	65	0	0					244
7:15 AM	0	0	11	0	0	0	2	0	1	149	125	0	16	82	0	0					386
7:30 AM	2	0	16	0	0	0	0	0	1	181	127	0	13	107	0	0					447
7:45 AM	1	0	5	0	0	0	1	0	0	140	64	0	22	68	0	0					301
8:00 AM	0	0	8	0	0	0	4	0	1	103	84	0	35	97	0	0					332
8:15 AM	3	0	9	0	0	0	2	0	1	77	72	0	28	142	0	0					334
8:30 AM	0	0	3	0	0	0	3	0	0	107	6	0	1	128	0	0					248
8:45 AM	0	0	0	0	0	0	4	0	1	108	2	0	1	62	0	0					178
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	9	0	54	0	0	0	19	0	5	1139	530	0	123	821	0	0	2700				
	14.29%	0.00%	85.71%	0.00%	0.00%	0.00%	100.00%	0.00%	0.30%	68.04%	31.66%	0.00%	13.03%	86.97%	0.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL				
PEAK HR VOL :	3	0	40	0	0	0	7	0	3	573	400	0	86	354	0	0	1466				
PEAK HR FACTOR :	0.375	0.000	0.625	0.000	0.000	0.000	0.438	0.000	0.750	0.791	0.787	0.000	0.614	0.827	0.000	0.000	0.820				
	0.597				0.438				0.790				0.833								

NS/EW Streets:	Orlando Ave/Chocachatti Elementary School Entrance Dwy				Orlando Ave/Chocachatti Elementary School Entrance Dwy				CR 572/Powell Rd				CR 572/Powell Rd				TOTAL				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND								
PM	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					
1:30 PM	0	0	0	0	0	0	1	0	0	31	5	0	1	19	0	0					57
1:45 PM	1	0	4	0	0	0	1	0	0	78	27	0	4	102	0	0					217
2:00 PM	3	0	14	0	0	0	1	0	0	83	35	0	14	112	0	0					262
2:15 PM	21	0	47	0	0	0	5	0	0	85	25	0	9	184	0	0					376
2:30 PM	6	0	7	0	1	0	3	0	2	102	22	0	10	126	0	0					279
2:45 PM	1	0	4	0	0	0	1	0	2	110	38	0	13	104	1	0					274
3:00 PM	2	0	10	0	0	0	2	0	3	58	22	0	12	133	1	0					243
3:15 PM	1	0	13	0	0	0	3	0	1	88	34	0	14	148	0	0					302
3:30 PM	2	0	3	0	0	1	1	0	0	86	25	0	9	206	0	0					333
3:45 PM	3	0	9	0	0	0	3	0	0	90	6	0	3	157	0	0					271
4:00 PM	5	0	7	0	0	0	3	0	4	74	8	0	1	163	0	0					265
4:15 PM	5	0	7	0	0	0	3	0	1	110	8	0	3	125	0	1					263
4:30 PM	1	0	5	0	1	0	3	0	0	122	16	0	1	148	1	0					298
4:45 PM	2	0	7	0	0	0	2	0	3	116	10	0	7	156	1	0					304
5:00 PM	2	0	6	0	0	0	2	0	1	117	4	0	3	183	0	0					318
5:15 PM	2	0	8	0	0	0	0	0	3	83	3	0	4	186	0	0					289
5:30 PM	2	0	1	0	0	0	0	0	2	104	2	0	1	158	0	0					270
5:45 PM	2	0	0	0	2	0	2	0	4	74	4	0	1	168	0	0					257
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
APPROACH %'s :	61	0	152	0	4	1	36	0	26	1611	294	0	110	2578	4	1	4878				
	28.64%	0.00%	71.36%	0.00%	9.76%	2.44%	87.80%	0.00%	1.35%	83.43%	15.23%	0.00%	4.08%	95.73%	0.15%	0.04%					
PEAK HR :	02:00 PM - 03:00 PM																TOTAL				
PEAK HR VOL :	31	0	72	0	1	0	10	0	4	380	120	0	46	526	1	0	1191				
PEAK HR FACTOR :	0.369	0.000	0.383	0.000	0.250	0.000	0.500	0.000	0.500	0.864	0.789	0.000	0.821	0.715	0.250	0.000	0.792				
	0.379				0.550				0.840				0.742								

National Data & Surveying Services Intersection Turning Movement Count

Location: Orlando Ave/Chocachatti Elementary School Entrance Dwy & CR 572/Powell Rd
City: Spring Hill
Control: 2-Way Stop (NB/SB)

Project ID: 22-120124-003
Date: 3/23/2022

Data - HT

NS/EW Streets:	Orlando Ave/Chocachatti Elementary School				Orlando Ave/Chocachatti Elementary School				CR 572/Powell Rd				CR 572/Powell Rd				TOTAL			
	Entrance Dwy				Entrance Dwy				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				
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	
7:00 AM	0	0	1	0	0	0	0	0	0	2	7	0	1	3	0	0	0	0	14	
7:15 AM	0	0	3	0	0	0	0	0	0	3	1	0	0	7	0	0	0	0	14	
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	7	0	0	0	8		
7:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	1	5	0	0	0	11		
8:00 AM	0	0	3	0	0	0	1	0	0	4	3	0	1	11	0	0	0	23		
8:15 AM	0	0	6	0	0	0	0	0	0	2	3	0	2	4	0	0	0	17		
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	8	0	0	0	10		
8:45 AM	0	0	1	0	0	0	0	0	0	2	2	0	1	8	0	0	0	14		
TOTAL VOLUMES :	0	0	14	0	0	0	1	0	0	19	17	0	7	56	0	0	0	114		
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	52.78%	47.22%	0.00%	11.11%	88.89%	0.00%	0.00%	0.00%			
PEAK HR :	07:15 AM - 08:15 AM																TOTAL			
PEAK HR VOL :	0	0	6	0	0	0	1	0	0	12	5	0	2	30	0	0	0	56		
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.600	0.417	0.000	0.500	0.682	0.000	0.000	0.000	0.609		
	0.500				0.250				0.607				0.667							

NS/EW Streets:	Orlando Ave/Chocachatti Elementary School				Orlando Ave/Chocachatti Elementary School				CR 572/Powell Rd				CR 572/Powell Rd				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				
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5		
1:45 PM	0	0	0	0	0	0	0	0	0	5	1	0	0	18	0	0	0	24		
2:00 PM	0	0	2	0	0	0	0	0	0	7	0	0	0	3	0	0	0	12		
2:15 PM	0	0	2	0	0	0	0	0	0	4	0	0	0	6	0	0	0	12		
2:30 PM	0	0	0	0	0	0	1	0	0	4	1	0	1	8	0	0	0	15		
2:45 PM	0	0	0	0	0	0	0	0	0	4	1	0	1	3	0	0	0	9		
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	4	3	0	0	0	10		
3:15 PM	0	0	9	0	0	0	2	0	0	5	1	0	0	9	0	0	0	26		
3:30 PM	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6		
3:45 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	4	0	0	0	9		
4:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	6	0	0	0	9		
4:15 PM	0	0	0	0	0	0	0	0	1	6	1	0	0	3	0	0	0	11		
4:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	8		
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	4		
5:00 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	8		
5:15 PM	0	0	0	0	0	0	0	0	0	6	2	0	0	1	0	0	0	9		
5:30 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3		
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	5		
TOTAL VOLUMES :	0	0	13	0	0	0	3	0	1	73	11	0	6	78	0	0	0	185		
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.18%	85.88%	12.94%	0.00%	7.14%	92.86%	0.00%	0.00%	0.00%			
PEAK HR :	02:00 PM - 03:00 PM																TOTAL			
PEAK HR VOL :	0	0	4	0	0	0	1	0	0	19	2	0	2	20	0	0	0	48		
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.679	0.500	0.000	0.500	0.625	0.000	0.000	0.000	0.800		
	0.500				0.250				0.750				0.611							

National Data & Surveying Services Intersection Turning Movement Count

Location: Orlando Ave/Chocachatti Elementary School Entrance Dwy & CR 572/Powell Rd
City: Spring Hill
Control: 2-Way Stop (NB/SB)

Project ID: 22-120124-003
Date: 3/23/2022

Data - Bikes

NS/EW Streets:	Orlando Ave/Chocachatti Elementary School				Orlando Ave/Chocachatti Elementary School				CR 572/Powell Rd				CR 572/Powell Rd				TOTAL
	Entrance Dwy				Entrance Dwy				EASTBOUND				WESTBOUND				
AM	NORTHBOUND				SOUTHBOUND												
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	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	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	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:	Orlando Ave/Chocachatti Elementary School				Orlando Ave/Chocachatti Elementary School				CR 572/Powell Rd				CR 572/Powell Rd				TOTAL
	Entrance Dwy				Entrance Dwy				EASTBOUND				WESTBOUND				
PM	NORTHBOUND				SOUTHBOUND												
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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	0	0	0	2	0	0	2
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	1	0	0	0	0	0	0	0	1
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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
									100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	02:00 PM - 03:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0

National Data & Surveying Services Intersection Turning Movement Count

Location: Orlando Ave/Chocachatti Elementary School Entrance Dwy & CR 572/ Project ID: 22-120124-003
 City: Spring Hill Date: 3/23/2022

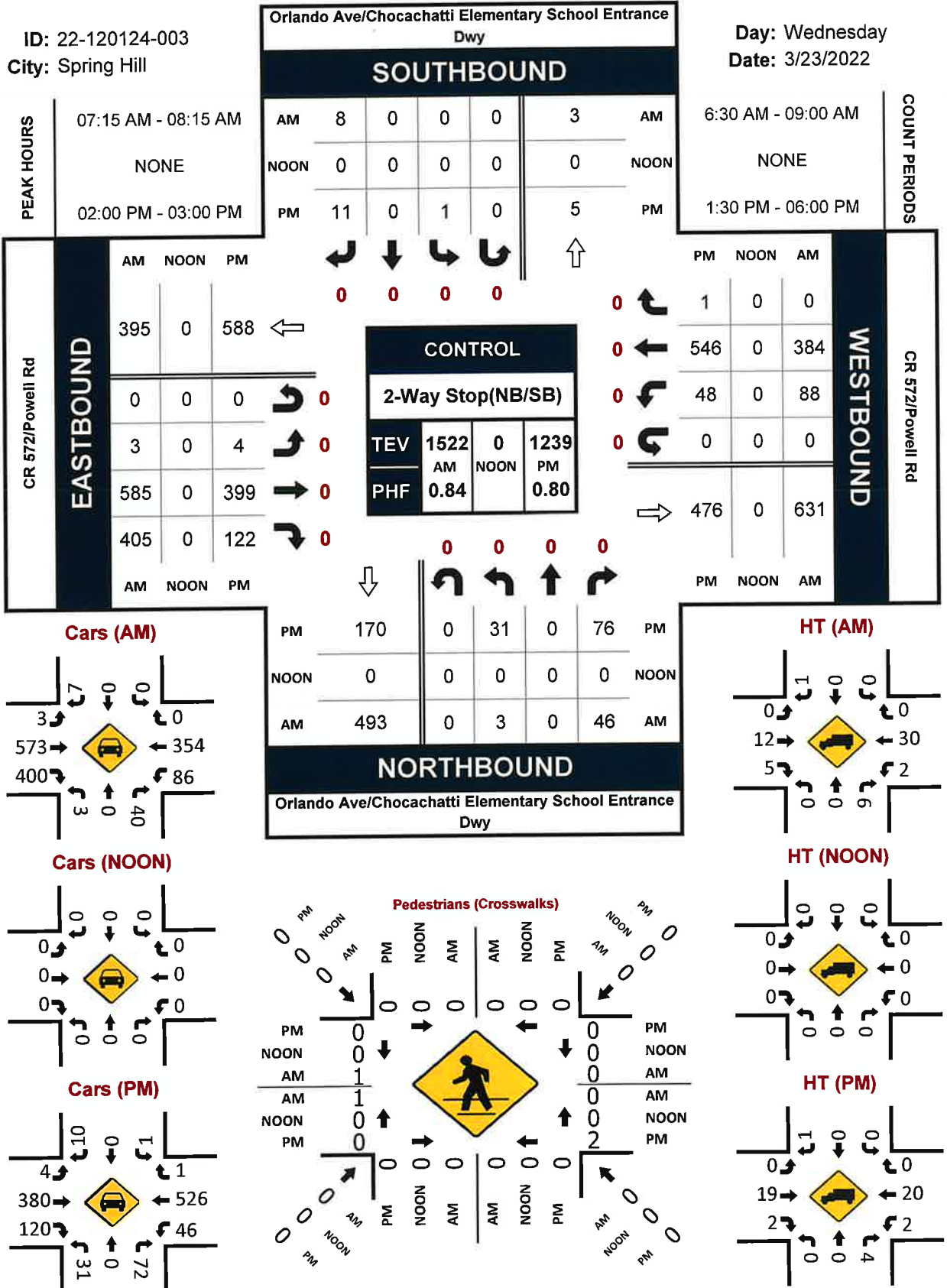
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Orlando Ave/Chocachatti Elementary School		Orlando Ave/Chocachatti Elementary School		CR 572/Powell Rd		CR 572/Powell Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	
AM									
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
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	1	1	2
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	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	0	0	1	1	2
APPROACH %'s :							50.00%	50.00%	
PEAK HR :	07:15 AM - 08:15 AM						1	1	2
PEAK HR VOL :	0	0	0	0	0	0	0.250	0.250	0.250
PEAK HR FACTOR :							0.250		

NS/EW Streets:	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	
	PM								
1:30 PM	0	0	0	0	0	0	1	0	1
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	2	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
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	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
TOTAL VOLUMES :	0	0	0	0	2	0	1	0	3
APPROACH %'s :					100.00%	0.00%	100.00%	0.00%	
PEAK HR :	02:00 PM - 03:00 PM						0	0	2
PEAK HR VOL :	0	0	0	0	2	0	0	0	2
PEAK HR FACTOR :					0.250	0.250			0.250

Orlando Ave/Chocachatti Elementary School Entrance Dwy & CR 572/Powell Rd

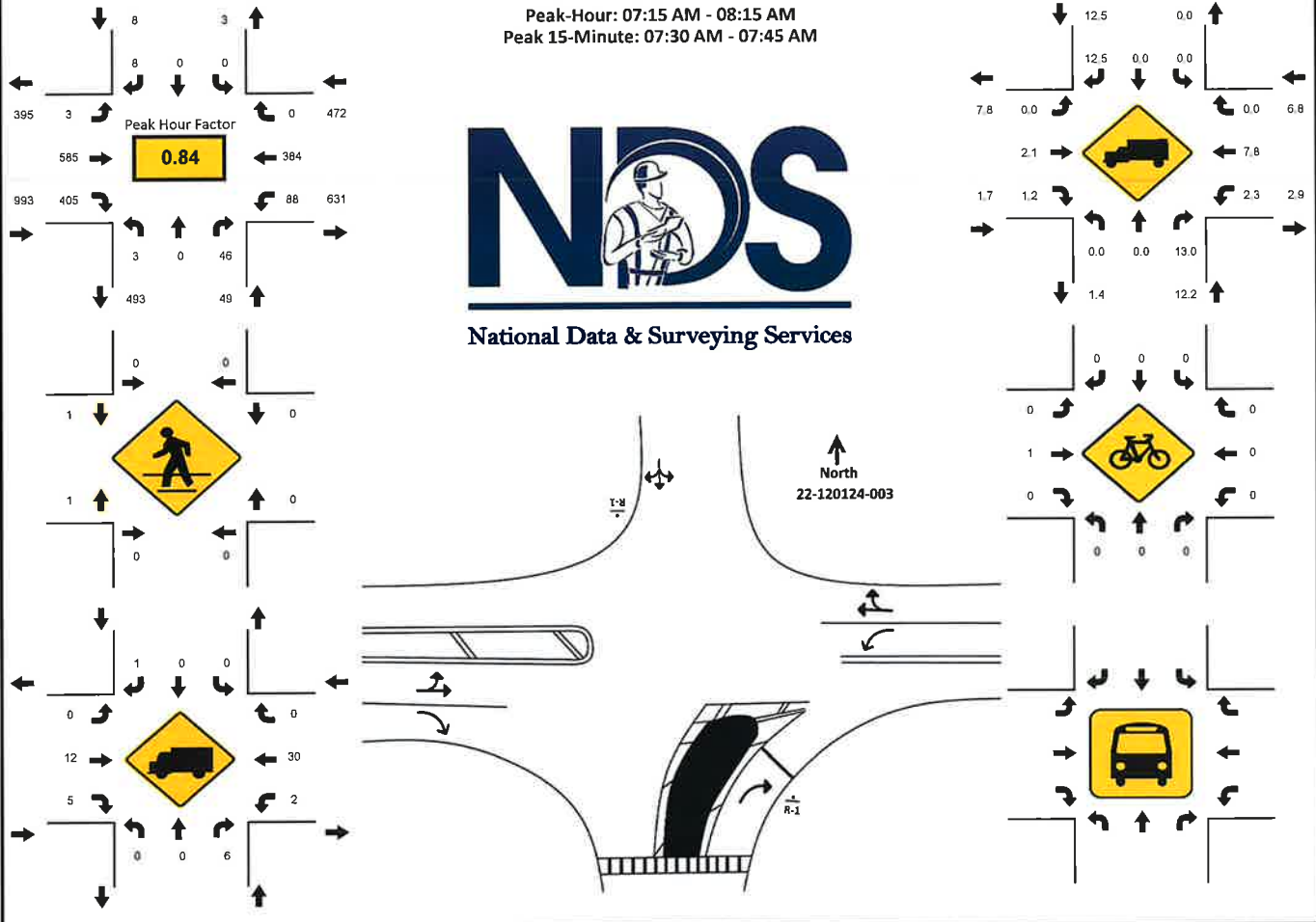
Peak Hour Turning Movement Count



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



National Data & Surveying Services

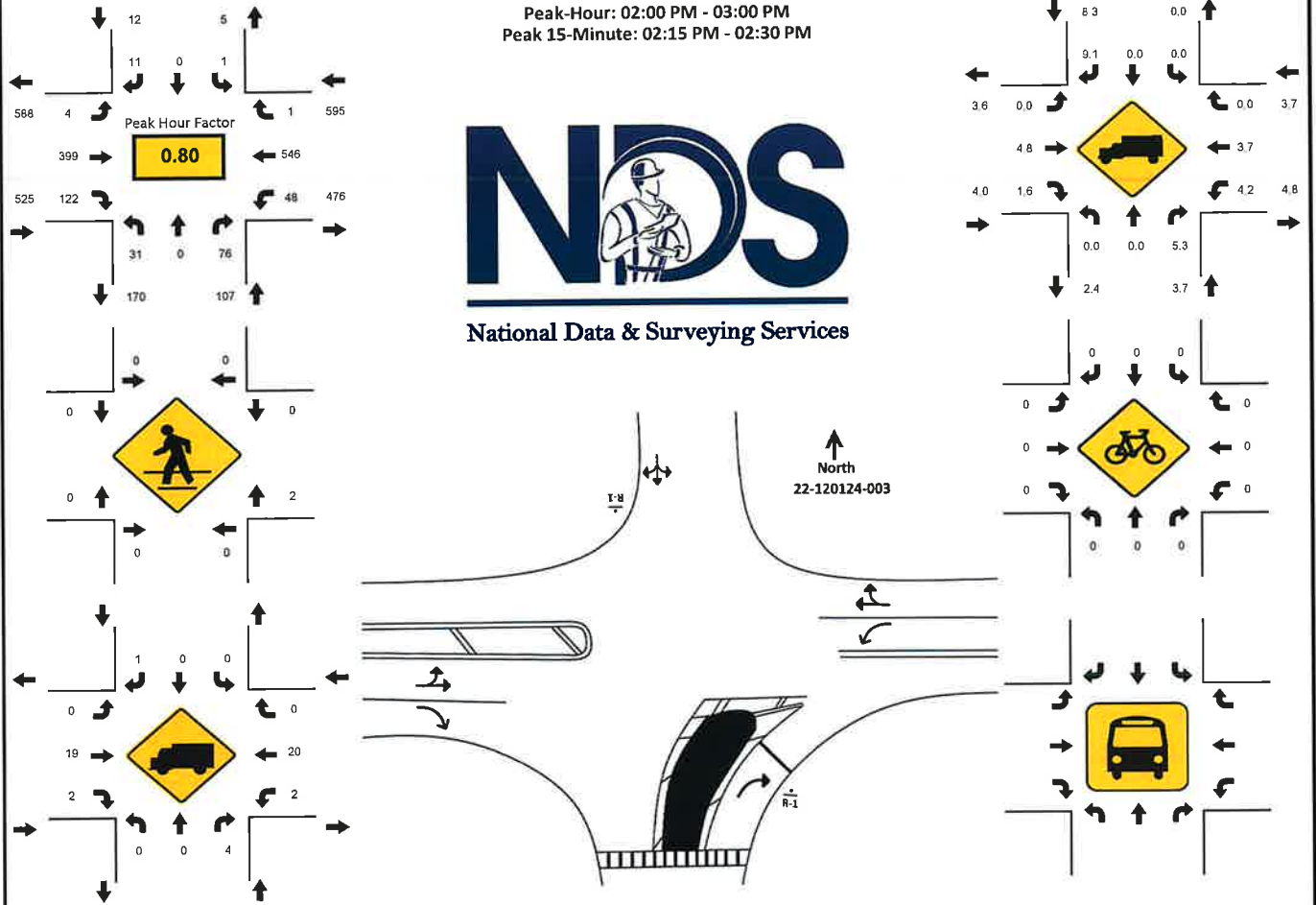


15-Min Count Period Beginning At	Chocachatti Elementary School Northbound					Chocachatti Elementary School Southbound					CR 572/Powell Rd Eastbound					CR 572/Powell Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:30 AM	1	0	0	0		0	0	0	0		0	29	3	0		1	20	0	0		54	891
06:45 AM	0	0	1	0		0	0	2	0		0	112	9	0		2	53	0	0		179	1292
07:00 AM	2	0	2	0		0	0	1	0		0	135	45	0		5	68	0	0		258	1425
07:15 AM	0	0	14	0		0	0	2	0		1	152	126	0		16	89	0	0		400	1522
07:30 AM	2	0	16	0		0	0	0	0		1	181	128	0		13	114	0	0		455	1473
07:45 AM	1	0	5	0		0	0	1	0		0	145	64	0		23	73	0	0		312	1276
08:00 AM	0	0	11	0		0	0	5	0		1	107	87	0		36	108	0	0		355	1156
08:15 AM	3	0	15	0		0	0	2	0		1	79	75	0		30	146	0	0		351	801
08:30 AM	0	0	3	0		0	0	3	0		0	108	6	0		2	136	0	0		258	450
08:45 AM	0	0	1	0		0	0	4	0		1	110	4	0		2	70	0	0		192	192
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	8	0	64	0		0	0	20	0		4	724	512	0		144	456	0	0		1932	
Heavy Trucks	0	0	12	0		0	0	4	0		0	20	12	0		4	44	0	0		96	
Pedestrians	0	0	0	0		0	0	0	0		8	8	0	0		0	0	0	0		8	
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

LOCATION: Orlando Ave/Chocachatti Elementary School Entrance Dwy & CR 572/Powell Rd
 CITY/STATE: Spring Hill, FL

PROJECT ID: 22-120124-003
 DATE: Wed, Mar 23, 2022

Peak-Hour: 02:00 PM - 03:00 PM
 Peak 15-Minute: 02:15 PM - 02:30 PM



15-Min Count Period Beginning At	Chocachatti Elementary School Northbound					Chocachatti Elementary School Southbound					CR 572/Powell Rd Eastbound					CR 572/Powell Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
01:30 PM	0	0	0	0	0	0	0	1	0	0	0	31	5	0	0	1	24	0	0	0	62	965
01:45 PM	1	0	4	0	0	0	0	1	0	0	0	83	28	0	0	4	120	0	0	0	241	1197
02:00 PM	3	0	16	0	0	0	0	1	0	0	0	90	35	0	0	14	115	0	0	0	274	1239
02:15 PM	21	0	49	0	0	0	0	5	0	0	0	89	25	0	0	9	190	0	0	0	388	1218
02:30 PM	6	0	7	0	0	1	0	4	0	0	2	106	23	0	0	11	134	0	0	0	294	1158
02:45 PM	1	0	4	0	0	0	0	1	0	0	2	114	39	0	0	14	107	1	0	0	283	1203
03:00 PM	2	0	10	0	0	0	0	2	0	0	3	61	22	0	0	16	136	1	0	0	253	1200
03:15 PM	1	0	22	0	0	0	0	5	0	0	1	93	35	0	0	14	157	0	0	0	328	1221
03:30 PM	2	0	3	0	0	0	1	1	0	0	0	91	26	0	0	9	206	0	0	0	339	1167
03:45 PM	3	0	9	0	0	0	0	3	0	0	0	94	7	0	0	3	161	0	0	0	280	1134
04:00 PM	5	0	7	0	0	0	0	3	0	0	4	76	9	0	0	1	169	0	0	0	274	1162
04:15 PM	5	0	7	0	0	0	0	3	0	0	2	116	9	0	0	3	128	0	1	0	274	1214
04:30 PM	1	0	5	0	0	1	0	3	0	0	0	129	16	0	0	1	149	1	0	0	306	1238
04:45 PM	2	0	7	0	0	0	0	2	0	0	3	118	10	0	0	7	158	1	0	0	308	1205
05:00 PM	2	0	6	0	0	0	0	2	0	0	1	122	4	0	0	3	186	0	0	0	326	1159
05:15 PM	2	0	8	0	0	0	0	0	0	0	3	89	5	0	0	4	187	0	0	0	298	833
05:30 PM	2	0	1	0	0	0	0	0	0	0	2	105	3	0	0	1	159	0	0	0	273	535
05:45 PM	2	0	0	0	0	2	0	2	0	0	4	77	4	0	0	1	170	0	0	0	262	262
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	84	0	196	0	0	4	0	20	0	0	8	456	156	0	0	56	760	4	0	0	1744	
Heavy Trucks	0	0	8	0	0	0	0	4	0	0	0	28	4	0	0	4	32	0	0	0	80	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	
Bicycles	0	0	0	0	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	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	



National Data & Surveying Services

Site Code: **22-120124-004**

Date: **03/23/2022**

Weather: **Sunny**

City: **Spring Hill**

County: **Hernando**

Count Times: **07:00 - 09:00**

14:30 - 18:00

Control: **Signalized**

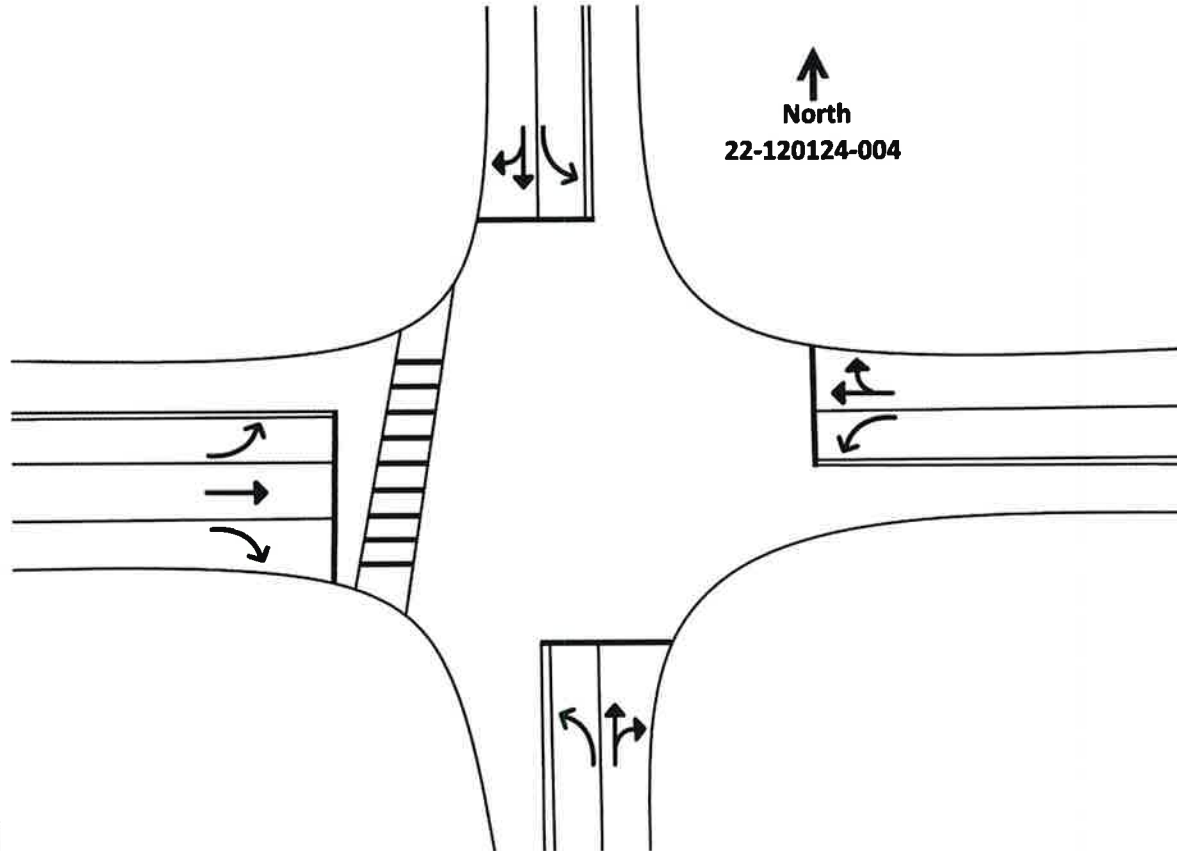
SIGNAL TIMING

PHASES	1	2	3
NL/NT	-	-	00:21
NT/ST	00:30	00:20	00:21
ET/WT	00:25	00:56	00:51



N/S Street: **California St**

Speed: **50 MPH**



↑
North
22-120124-004

E/W Street: **CR 572/Powell Rd**

Speed: **55 MPH**

National Data & Surveying Services Intersection Turning Movement Count

Location: California St & CR 572/Powell Rd
City: Spring Hill
Control: Signalized

Project ID: 22-120124-004
Date: 3/23/2022

Data - Total

NS/EW Streets:	California St				California St				CR 572/Powell Rd				CR 572/Powell Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	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	
6:30 AM	2	12	3	0	2	15	4	0	6	45	16	0	4	17	2	0	128
6:45 AM	3	17	2	0	10	27	21	0	17	65	33	0	8	25	5	0	233
7:00 AM	15	9	12	0	6	30	21	0	12	89	36	0	15	36	0	0	281
7:15 AM	37	15	13	0	3	50	18	0	16	80	59	0	23	54	9	0	377
7:30 AM	43	27	17	0	10	40	11	0	25	109	74	0	21	70	8	0	455
7:45 AM	18	29	3	0	10	31	11	0	20	94	35	0	4	70	7	0	332
8:00 AM	47	29	5	0	3	25	20	0	16	76	17	0	4	75	10	0	327
8:15 AM	80	23	12	0	2	24	18	0	17	68	19	0	2	81	3	0	349
8:30 AM	49	29	7	0	2	31	16	0	20	78	11	0	3	70	7	0	323
8:45 AM	10	30	4	0	2	31	13	0	15	77	18	0	3	52	2	0	257
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	304	220	78	0	50	304	153	0	164	781	318	0	87	550	53	0	3062
	50.50%	36.54%	12.96%	0.00%	9.86%	59.96%	30.18%	0.00%	12.98%	61.84%	25.18%	0.00%	12.61%	79.71%	7.68%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	145	100	38	0	26	146	60	0	77	359	185	0	52	269	34	0	1491
PEAK HR FACTOR :	0.771	0.862	0.559	0.000	0.650	0.730	0.750	0.000	0.770	0.823	0.625	0.000	0.565	0.897	0.850	0.000	0.819
	0.813				0.817				0.746				0.896				

NS/EW Streets:	California St				California St				CR 572/Powell Rd				CR 572/Powell Rd				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	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	
1:30 PM	15	21	9	0	1	27	9	0	8	32	16	0	6	43	4	0	191
1:45 PM	23	32	12	0	3	25	19	0	21	40	31	0	11	86	6	0	309
2:00 PM	37	23	4	0	4	26	27	0	23	48	30	0	6	65	5	0	298
2:15 PM	90	34	21	0	3	33	25	0	28	69	43	0	2	86	7	0	441
2:30 PM	33	38	12	0	5	30	27	0	20	79	18	0	5	80	4	0	351
2:45 PM	28	31	10	0	5	24	15	0	20	74	15	0	10	86	1	0	319
3:00 PM	42	33	8	0	5	32	30	0	12	50	16	0	6	75	6	0	315
3:15 PM	71	24	7	0	8	24	21	0	23	58	27	0	3	85	11	0	362
3:30 PM	55	39	13	0	13	35	18	0	23	67	12	0	7	133	9	0	424
3:45 PM	44	33	8	0	4	25	20	0	13	65	19	0	4	105	8	0	348
4:00 PM	28	35	2	0	6	29	30	0	11	50	14	0	9	106	4	0	324
4:15 PM	27	33	2	0	5	42	33	0	19	90	21	0	11	81	11	0	375
4:30 PM	37	34	6	0	8	35	23	0	23	87	28	0	11	88	9	0	389
4:45 PM	29	35	3	0	8	42	35	0	22	83	15	0	9	107	8	0	396
5:00 PM	31	37	5	0	9	33	24	0	17	90	14	0	8	126	10	0	404
5:15 PM	28	36	5	0	4	41	42	0	21	60	25	0	15	127	10	0	414
5:30 PM	36	36	5	0	4	23	24	0	25	73	15	0	5	99	5	0	350
5:45 PM	16	30	4	0	3	20	22	0	23	42	11	0	19	138	10	0	338
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	670	584	136	0	98	546	444	0	352	1157	370	0	147	1716	128	0	6348
	48.20%	42.01%	9.78%	0.00%	9.01%	50.18%	40.81%	0.00%	18.73%	61.58%	19.69%	0.00%	7.38%	86.19%	6.43%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	125	142	19	0	29	151	124	0	83	320	82	0	43	448	37	0	1603
PEAK HR FACTOR :	0.845	0.959	0.792	0.000	0.806	0.899	0.738	0.000	0.902	0.889	0.732	0.000	0.717	0.882	0.925	0.000	0.968
	0.929				0.874				0.879				0.868				

National Data & Surveying Services Intersection Turning Movement Count

Location: California St & CR 572/Powell Rd
City: Spring Hill
Control: Signalized

Project ID: 22-120124-004
Date: 3/23/2022

Data - Cars

NS/EW Streets:	California St				California St				CR 572/Powell Rd				CR 572/Powell Rd				
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	
6:30 AM	2	10	3	0	2	13	3	0	6	43	16	0	4	15	2	0	119
6:45 AM	3	17	2	0	10	24	20	0	17	65	33	0	8	24	5	0	228
7:00 AM	15	9	12	0	6	28	20	0	11	87	36	0	15	33	0	0	272
7:15 AM	32	14	10	0	3	47	18	0	14	78	58	0	23	52	7	0	356
7:30 AM	42	27	14	0	10	39	8	0	25	109	73	0	20	67	7	0	441
7:45 AM	18	24	2	0	9	28	11	0	20	90	35	0	4	64	7	0	312
8:00 AM	46	29	5	0	3	23	17	0	14	73	15	0	4	66	10	0	305
8:15 AM	78	21	12	0	2	21	18	0	16	66	13	0	1	78	2	0	328
8:30 AM	49	26	7	0	2	29	15	0	20	77	11	0	0	60	6	0	302
8:45 AM	10	29	4	0	2	29	10	0	15	75	18	0	2	48	2	0	244
TOTAL VOLUMES :	295	206	71	0	49	281	140	0	158	763	308	0	81	507	48	0	2907
APPROACH %'s :	51.57%	36.01%	12.41%	0.00%	10.43%	59.79%	29.79%	0.00%	12.86%	62.08%	25.06%	0.00%	12.74%	79.72%	7.55%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	138	94	31	0	25	137	54	0	73	350	181	0	51	249	31	0	1414
PEAK HR FACTOR :	0.750	0.810	0.554	0.000	0.625	0.729	0.750	0.000	0.730	0.803	0.620	0.000	0.554	0.929	0.775	0.000	0.802
	0.792				0.794				0.729				0.880				

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	
1:30 PM	8	14	0	0	1	24	8	0	8	31	16	0	6	42	4	0	162
1:45 PM	9	21	3	0	3	25	17	0	19	39	31	0	11	82	6	0	266
2:00 PM	35	22	4	0	4	26	26	0	20	42	30	0	6	64	5	0	284
2:15 PM	87	32	21	0	3	31	25	0	27	65	43	0	2	86	7	0	429
2:30 PM	32	35	10	0	5	30	26	0	19	77	16	0	5	73	4	0	332
2:45 PM	25	30	10	0	5	23	15	0	20	72	14	0	10	83	1	0	308
3:00 PM	37	31	7	0	4	32	29	0	11	50	13	0	6	72	6	0	298
3:15 PM	68	23	7	0	8	23	21	0	21	53	21	0	3	83	9	0	340
3:30 PM	55	36	13	0	13	34	18	0	19	65	12	0	7	132	8	0	412
3:45 PM	43	32	8	0	3	23	19	0	13	61	19	0	4	104	6	0	335
4:00 PM	26	34	2	0	6	28	29	0	11	48	14	0	9	103	4	0	314
4:15 PM	27	30	2	0	4	41	32	0	19	87	21	0	10	79	10	0	362
4:30 PM	37	31	6	0	8	34	23	0	21	84	26	0	10	85	8	0	373
4:45 PM	29	33	3	0	7	41	35	0	20	82	13	0	6	107	8	0	384
5:00 PM	31	37	4	0	9	25	24	0	17	88	11	0	6	123	9	0	384
5:15 PM	27	36	5	0	4	34	42	0	21	58	23	0	10	127	10	0	397
5:30 PM	35	35	5	0	2	22	24	0	24	73	13	0	5	98	4	0	340
5:45 PM	16	29	4	0	3	18	22	0	23	41	9	0	14	137	8	0	324
TOTAL VOLUMES :	627	541	114	0	92	514	435	0	333	1116	345	0	130	1680	117	0	6044
APPROACH %'s :	48.91%	42.20%	8.89%	0.00%	8.84%	49.38%	41.79%	0.00%	18.56%	62.21%	19.23%	0.00%	6.75%	87.18%	6.07%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	124	137	18	0	28	134	124	0	79	312	73	0	32	442	35	0	1538
PEAK HR FACTOR :	0.838	0.926	0.750	0.000	0.778	0.817	0.738	0.000	0.940	0.886	0.702	0.000	0.800	0.870	0.875	0.000	0.969
	0.943				0.861				0.885				0.866				

National Data & Surveying Services Intersection Turning Movement Count

Location: California St & CR 572/Powell Rd
 City: Spring Hill
 Control: Signalized

Project ID: 22-120124-004
 Date: 3/23/2022

Data - HT

NS/EW Streets:	California St				California St				CR 572/Powell Rd				CR 572/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
6:30 AM	0	2	0	0	0	2	1	0	0	2	0	0	0	2	0	0	9
6:45 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	5
7:00 AM	0	0	0	0	0	2	1	0	1	2	0	0	0	3	0	0	9
7:15 AM	5	1	3	0	0	3	0	0	2	2	1	0	0	2	2	0	21
7:30 AM	1	0	3	0	0	1	3	0	0	0	1	0	1	3	1	0	14
7:45 AM	0	5	1	0	1	3	0	0	0	4	0	0	0	6	0	0	20
8:00 AM	1	0	0	0	0	2	3	0	2	3	2	0	0	9	0	0	22
8:15 AM	2	2	0	0	0	3	0	0	1	2	6	0	1	3	1	0	21
8:30 AM	0	3	0	0	0	2	1	0	0	1	0	0	3	10	1	0	21
8:45 AM	0	1	0	0	0	2	3	0	0	2	0	0	1	4	0	0	13
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	9	14	7	0	1	23	13	0	6	18	10	0	6	43	5	0	155
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	7	6	7	0	1	9	6	0	4	9	4	0	1	20	3	0	77
PEAK HR FACTOR :	0.350	0.300	0.583	0.000	0.250	0.750	0.500	0.000	0.500	0.563	0.500	0.000	0.250	0.556	0.375	0.000	0.875
	0.556				0.800				0.607				0.667				

NS/EW Streets:	California St				California St				CR 572/Powell Rd				CR 572/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
1:30 PM	7	7	9	0	0	3	1	0	0	1	0	0	0	1	0	0	29
1:45 PM	14	11	9	0	0	0	2	0	2	1	0	0	0	4	0	0	43
2:00 PM	2	1	0	0	0	0	1	0	3	6	0	0	0	1	0	0	14
2:15 PM	3	2	0	0	0	2	0	0	1	4	0	0	0	0	0	0	12
2:30 PM	1	3	2	0	0	0	1	0	1	2	2	0	0	7	0	0	19
2:45 PM	3	1	0	0	0	1	0	0	0	2	1	0	0	3	0	0	11
3:00 PM	5	2	1	0	1	0	1	0	1	0	3	0	0	3	0	0	17
3:15 PM	3	1	0	0	0	1	0	0	2	5	6	0	0	2	2	0	22
3:30 PM	0	3	0	0	0	1	0	0	4	2	0	0	0	1	1	0	12
3:45 PM	1	1	0	0	1	2	1	0	0	4	0	0	0	1	2	0	13
4:00 PM	2	1	0	0	0	1	1	0	0	2	0	0	0	3	0	0	10
4:15 PM	0	3	0	0	1	1	1	0	0	3	0	0	1	2	1	0	13
4:30 PM	0	3	0	0	0	1	0	0	2	3	2	0	1	3	1	0	16
4:45 PM	0	2	0	0	1	1	0	0	2	1	2	0	3	0	0	0	12
5:00 PM	0	0	1	0	0	8	0	0	0	2	3	0	2	3	1	0	20
5:15 PM	1	0	0	0	0	7	0	0	0	2	2	0	5	0	0	0	17
5:30 PM	1	1	0	0	2	1	0	0	1	0	2	0	0	1	1	0	10
5:45 PM	0	1	0	0	0	2	0	0	0	1	2	0	5	1	2	0	14
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	43	43	22	0	6	32	9	0	19	41	25	0	17	36	11	0	304
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	5	1	0	1	17	0	0	4	8	9	0	11	6	2	0	65
PEAK HR FACTOR :	0.250	0.417	0.250	0.000	0.250	0.531	0.000	0.000	0.500	0.667	0.750	0.000	0.550	0.500	0.500	0.000	0.813
	0.583				0.563				0.750				0.792				

National Data & Surveying Services Intersection Turning Movement Count

Location: California St & CR 572/Powell Rd

City: Spring Hill

Control: Signalized

Project ID: 22-120124-004

Date: 3/23/2022

Data - Bikes

NS/EW Streets:	California St				California St				CR 572/Powell Rd				CR 572/Powell Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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	0	0	0	2	0	0	2
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	1	0	0	0	0	0	0	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
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	3	0	0	1	3	0	0	0	0	0	0	0	2	0	0	9
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.375

National Data & Surveying Services Intersection Turning Movement Count

Location: California St & CR 572/Powell Rd
City: Spring Hill

Project ID: 22-120124-004
Date: 3/23/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	California St		California St		CR 572/Powell Rd		CR 572/Powell Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
AM	EB	WB	EB	WB	NB	SB	NB	SB	
6:30 AM	0	0	0	0	0	0	0	2	2
6:45 AM	0	0	0	0	0	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	2	2
8:15 AM	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	2	9	11
							18.18%	81.82%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	6	6
PEAK HR FACTOR :								0.750	0.750
							0.750		

NS/EW Streets:	California St		California St		CR 572/Powell Rd		CR 572/Powell Rd		TOTAL
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
PM	EB	WB	EB	WB	NB	SB	NB	SB	
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	2	1	3
2:15 PM	0	0	0	0	0	0	8	0	8
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	3	1	4
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0
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	1	0	1
4:45 PM	0	0	0	0	0	0	1	0	1
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
TOTAL VOLUMES :	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
APPROACH %'s :	0	0	0	0	0	0	15	3	18
							83.33%	16.67%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	0	2
PEAK HR FACTOR :							0.500		0.500
							0.500		

California St & CR 572/Powell Rd

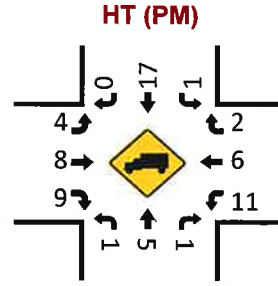
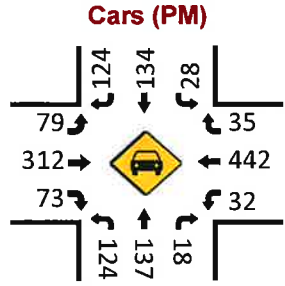
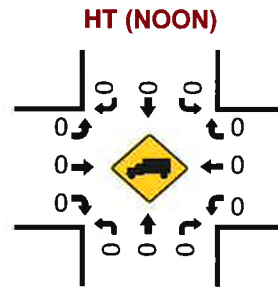
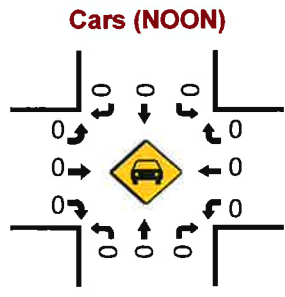
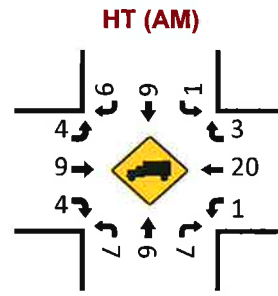
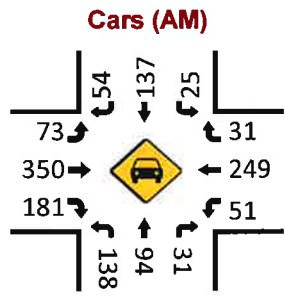
Peak Hour Turning Movement Count

ID: 22-120124-004
City: Spring Hill

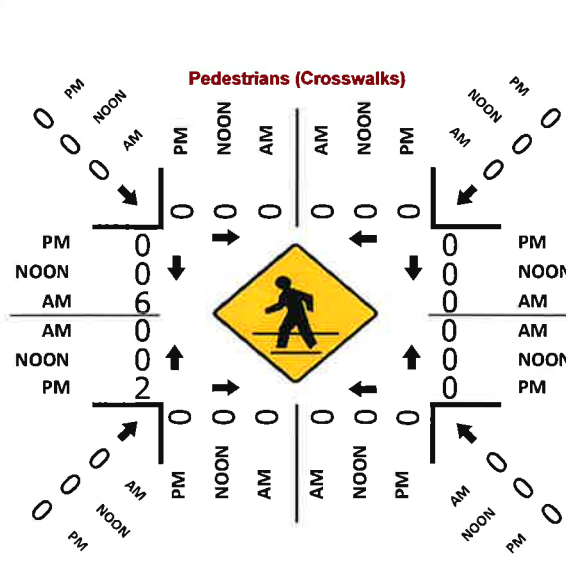
Day: Wednesday
Date: 3/23/2022

PEAK HOURS		California St										COUNT PERIODS		
07:15 AM - 08:15 AM		SOUTHBOUND										6:30 AM - 09:00 AM		
NONE		AM	60	146	26	0	211	AM	NONE		PM	NOON	AM	
04:30 PM - 05:30 PM		NOON	0	0	0	0	0	NOON	1:30 PM - 06:00 PM		PM	NOON	AM	
		PM	124	151	29	0	262	PM			PM	NOON	AM	
CR 572/Powell Rd	EASTBOUND	AM	NOON	PM					PM	NOON	AM	CR 572/Powell Rd	WESTBOUND	
		474	0	697	0	0	0	0	0	37	0			34
		0	0	0	0	0	0	0	0	448	0			269
		77	0	83	0	0	0	0	0	43	0			52
		359	0	320	0	0	0	0	0	0	0			0
185	0	82	0	0	0	0	0	368	0	423				
AM	NOON	PM					PM	NOON	AM					

CONTROL			
Signalized			
TEV	1491	0	1603
	AM	NOON	PM
PHF	0.82		0.97



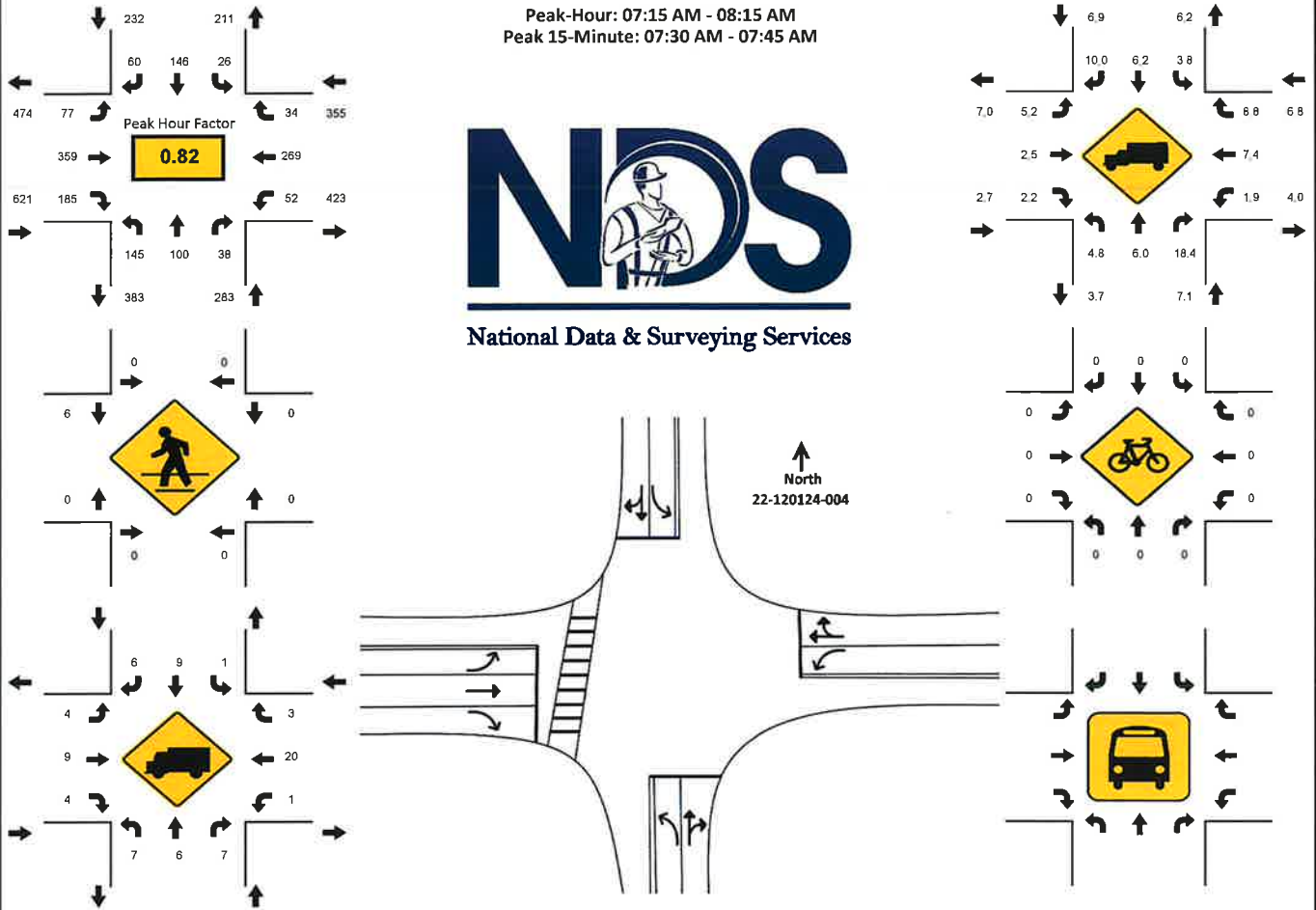
PEAK HOURS		California St											
NONE		NORTHBOUND											
AM	60	146	26	0	211	AM	PM	276	0	125	142	19	PM
NOON	0	0	0	0	0	NOON	NOON	0	0	0	0	0	NOON
PM	124	151	29	0	262	PM	AM	383	0	145	100	38	AM



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



National Data & Surveying Services

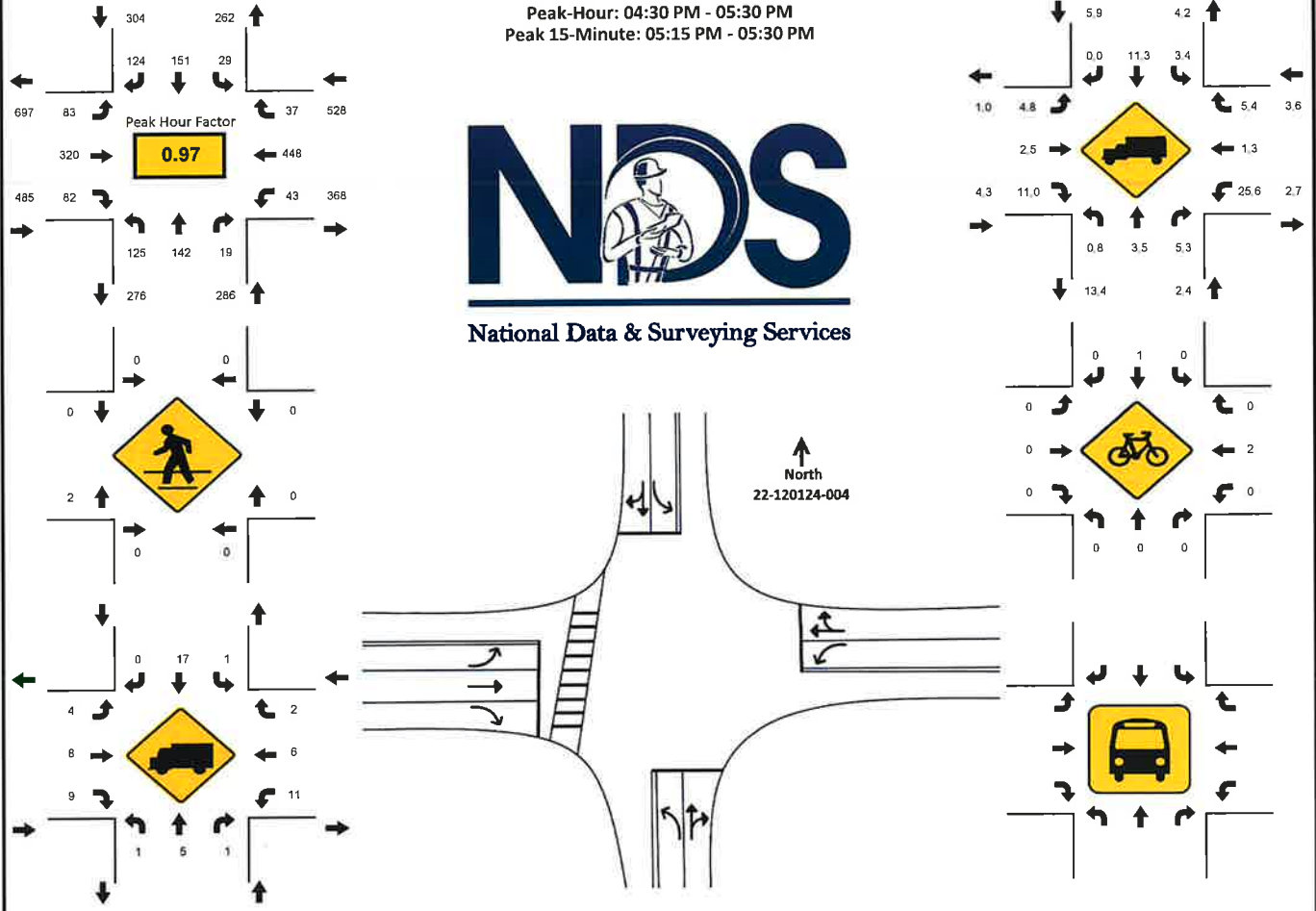


15-Min Count Period Beginning At	California St Northbound					California St Southbound					CR 572/Powell Rd Eastbound					CR 572/Powell Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:30 AM	2	12	3	0		2	15	4	0		6	45	16	0		4	17	2	0		128	1019
06:45 AM	3	17	2	0		10	27	21	0		17	65	33	0		8	25	5	0		233	1346
07:00 AM	15	9	12	0		6	30	21	0		12	89	36	0		15	36	0	0		281	1445
07:15 AM	37	15	13	0		3	50	18	0		16	80	59	0		23	54	9	0		377	1491
07:30 AM	43	27	17	0		10	40	11	0		25	109	74	0		21	70	8	0		455	1463
07:45 AM	18	29	3	0		10	31	11	0		20	94	35	0		4	70	7	0		332	1331
08:00 AM	47	29	5	0		3	25	20	0		16	76	17	0		4	75	10	0		327	1256
08:15 AM	80	23	12	0		2	24	18	0		17	68	19	0		2	81	3	0		349	929
08:30 AM	49	29	7	0		2	31	16	0		20	78	11	0		3	70	7	0		323	580
08:45 AM	10	30	4	0		2	31	13	0		15	77	18	0		3	52	2	0		257	257
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	188	116	68	0		40	200	80	0		100	436	296	0		92	300	40	0		1956	
Heavy Trucks	20	20	12	0		4	12	12	0		8	16	8	0		4	36	8	0		160	
Pedestrians		0						0				8					0				8	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

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	California St Northbound					California St Southbound					CR 572/Powell Rd Eastbound					CR 572/Powell Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
01:30 PM	15	21	9	0		1	27	9	0		8	32	16	0		6	43	4	0		191	1239
01:45 PM	23	32	12	0		3	25	19	0		21	40	31	0		11	86	6	0		309	1399
02:00 PM	37	23	4	0		4	26	27	0		23	48	30	0		6	65	5	0		298	1409
02:15 PM	90	34	21	0		3	33	25	0		28	69	43	0		2	86	7	0		441	1426
02:30 PM	33	38	12	0		5	30	27	0		20	79	18	0		5	80	4	0		351	1347
02:45 PM	28	31	10	0		5	24	15	0		20	74	15	0		10	86	1	0		319	1420
03:00 PM	42	33	8	0		5	32	30	0		12	50	16	0		6	75	6	0		315	1449
03:15 PM	71	24	7	0		8	24	21	0		23	58	27	0		3	85	11	0		362	1458
03:30 PM	55	39	13	0		13	35	18	0		23	67	12	0		7	133	9	0		424	1471
03:45 PM	44	33	8	0		4	25	20	0		13	65	19	0		4	105	8	0		348	1436
04:00 PM	28	35	2	0		6	29	30	0		11	50	14	0		9	106	4	0		324	1484
04:15 PM	27	33	2	0		5	42	33	0		19	90	21	0		11	81	11	0		375	1564
04:30 PM	37	34	6	0		8	35	23	0		23	87	28	0		11	88	9	0		389	1603
04:45 PM	29	35	3	0		8	42	35	0		22	83	15	0		9	107	8	0		396	1564
05:00 PM	31	37	5	0		9	33	24	0		17	90	14	0		8	126	10	0		404	1506
05:15 PM	28	36	5	0		4	41	42	0		21	60	25	0		15	127	10	0		414	1102
05:30 PM	36	36	5	0		4	23	24	0		25	73	15	0		5	99	5	0		350	688
05:45 PM	16	30	4	0		3	20	22	0		23	42	11	0		19	138	10	0		338	338
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	148	148	24	0		36	168	168	0		92	360	112	0		60	508	40	0		1864	
Heavy Trucks	4	12	4	0		4	32	0	0		8	12	12	0		20	12	4	0		124	
Pedestrians	0	0	0	0		0	0	0	0		4	4	0	0		0	0	0	0		4	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	8	0	0		12	
Buses																						
Stopped Buses																						

FDOT SEASONAL 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

TIER 1 SPEADSHEET



- 1 Manually enter the new external project traffic associated with your development. New trips should be reported as peak hour tow-way volumes.
New Project Traffic = Total Trips Generated - Pass By = Internal Capture
- 2 Manually enter the total external project traffic associated with your development. New trips and project traffic should be reported as peak hour tow-way volumes.
Total Project Traffic = Total Trips Generated - Internal Capture
- 3 Review the status columns to verify the level of study that will need to be performed.
If a No-LDS Method or Generation Tables (Column F) but the "Status" columns indicate "Study 2" then an ARTFLAN analysis is required for the Study 2 & 3 analysis. If the LDS Method or a "Generation ARTFLAN" and "Status" columns indicate "Study 1" an (ARTFLAN) analysis will need to be done. If the "Status" column indicates "Data 1," then data collection is required.

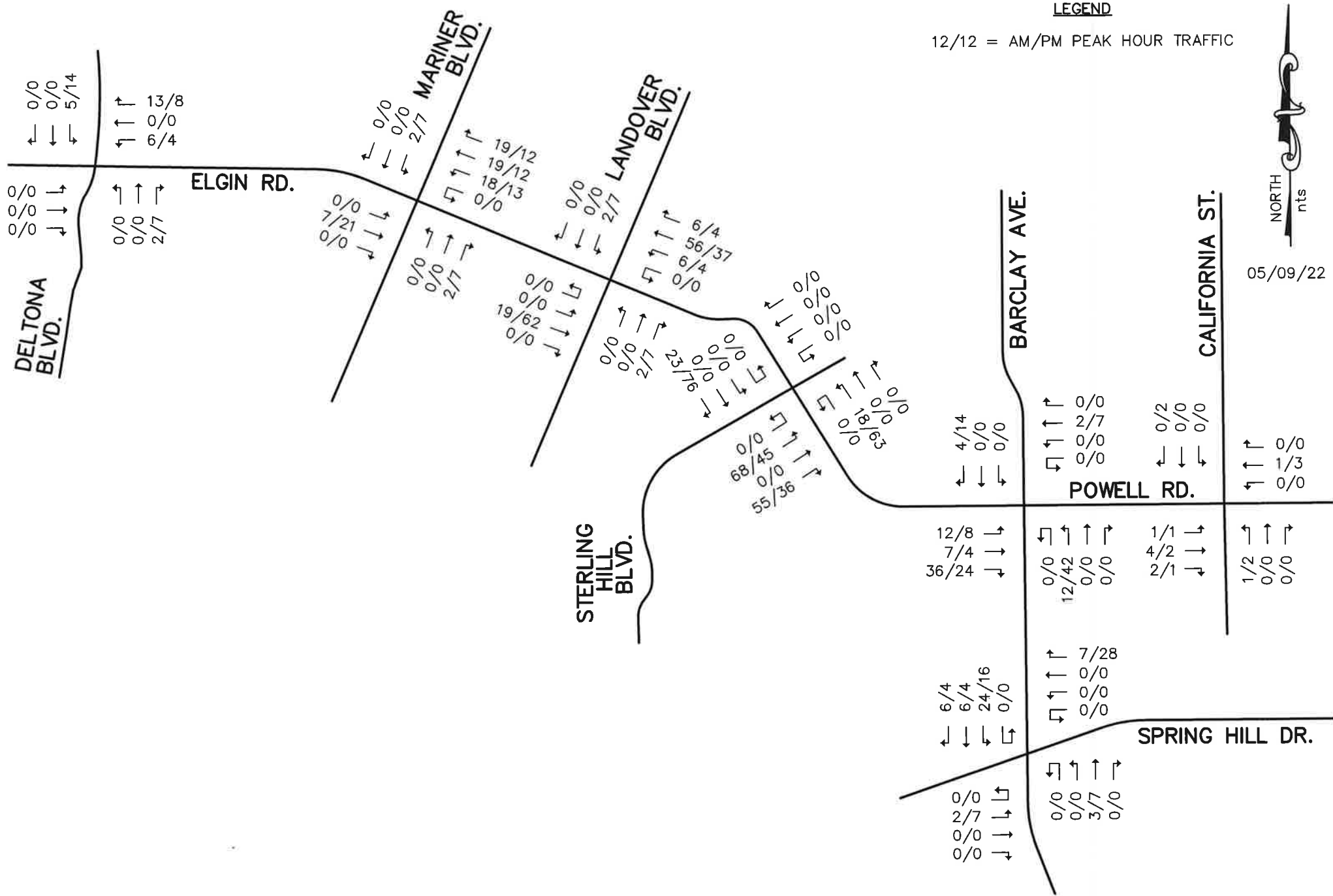
Notes:
1) In the Lane/Type column, "0" indicates that the segment does not exist in existing or future years.
2) Refer to the Technical Support Appendix for 2012, 2015 and 2017 LOS Reports for detailed Level of Service Information.

General Information						Lane/Type		Segment Description	Strategic Element	DE Status (2015)	Segment			AADT (Daily Volume)			w Factor	Segment Peak Hour Two-Way Volume			New New External Project Traffic	Total External Project Traffic	Facility Level of Service (LOS)		Facility Maximum Service Volume (MSV) Peak Hour Two-Way			Geographical Analysis Required (V.ME3 = 2014 base traffic / 3 or 4 base traffic = Project Traffic)												Within Radius of Influence	On Study Network	Trips Added as Percent of ME3	% Distribution	
Segment ID	Facility ID (2012)	Facility ID (2015)	Facility ID (2017)	On Street	From Street	To Street	Existing Number of Lanes and Type				Proposed Improvements	State Year Volume	State Year of Change	Annual Growth Rate	AADT (2012)	AADT (2015)		AADT (2017)	2012	2015			2017	LOS Method	LOS Standard	MSV (2012)	MSV (2015)	MSV (2017)	2012 Volume Total	2015 Volume Total	2017 Volume Total	2012 Status	2015 Volume Total	2017 Volume Total	2012 V.ME3 Ratio	2015 V.ME3 Ratio	2017 V.ME3 Ratio	2012 Status	2015 Status					2017 Status
8219	104	111	113	VECN2 RD	COOK RD	ROAD TO LEGION BLDG	30					2,186	2,018	2,050	2,017	3,520	3,660	0.84	300	341	329				3,520	3,520	3,520	D	1.44	1,440	1,440	322	0.220	OK	341	0.201	OK	329	0.240	OK	N	N	0.00%	
8325	113	117	116	VECN7 RD	SHINE DR	LEGION BLDG	30					3,143	3,012	3,050	3,028	4,424	3,370	0.88	319	330	347				4,424	4,424	4,424	D	1.46	1,460	1,460	348	0.218	OK	330	0.201	OK	347	0.210	OK	N	N	0.00%	

BACKGROUND TRAFFIC



LINCKS & ASSOCIATES, INC.



05/09/22



FIGURE A-1
STERLING HILL
PHASE IV

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
VICIA
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.

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC

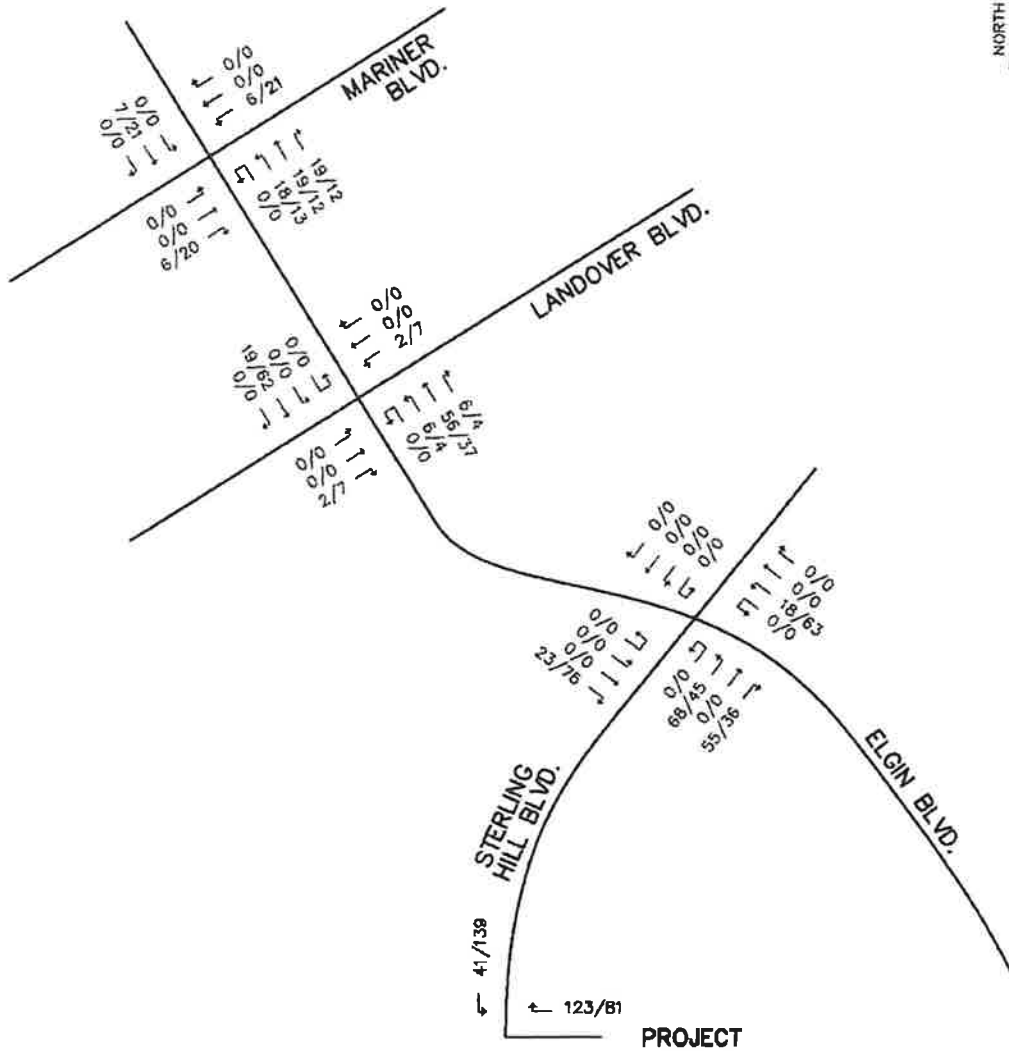
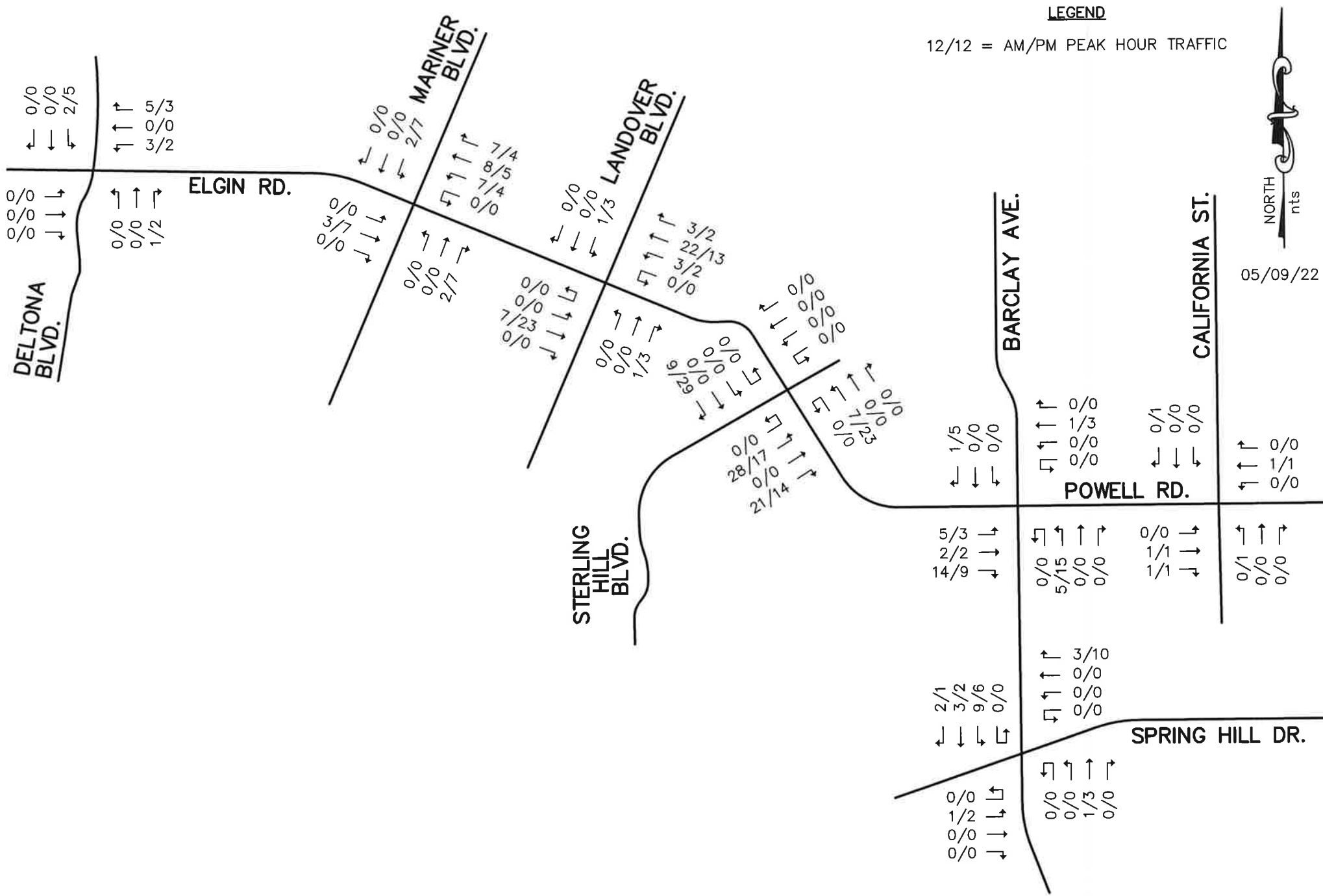


FIGURE 3
PROJECT TRAFFIC





05/09/22
 NORTH
 nts

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

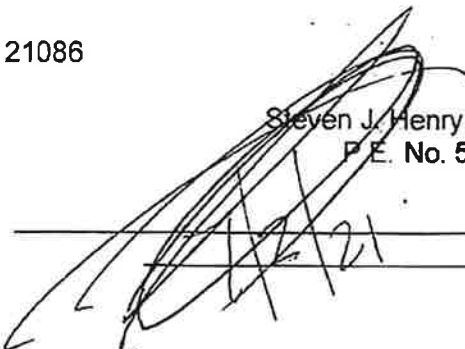
Prepared By

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 Trip Ends			PM Peak Hour Trip Ends		
				<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

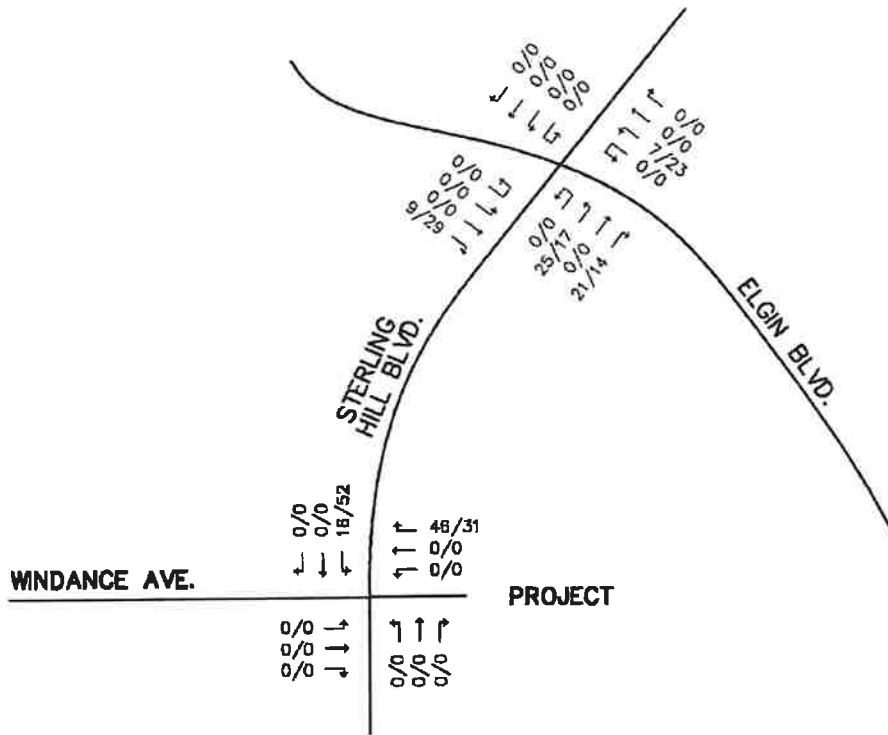
(1) Source: ITE Trip Generation Manual, 10th Edition.

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC

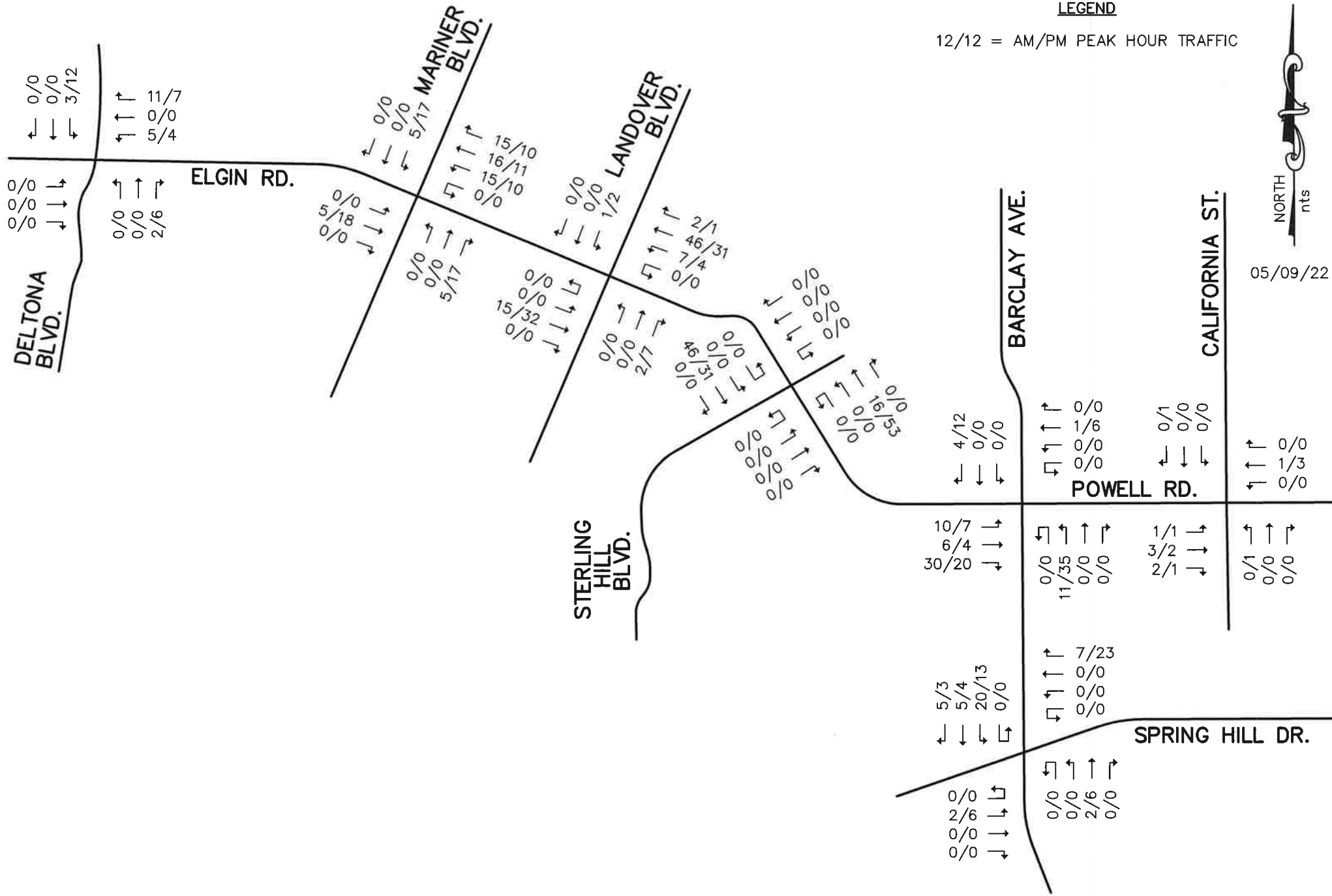


06/18/21



**FIGURE 3
PROJECT TRAFFIC**





05/09/22
NORTH
nts

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

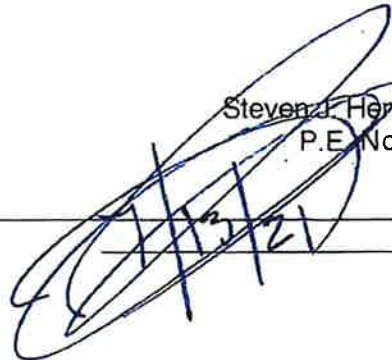
Prepared By

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



7/13/21 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

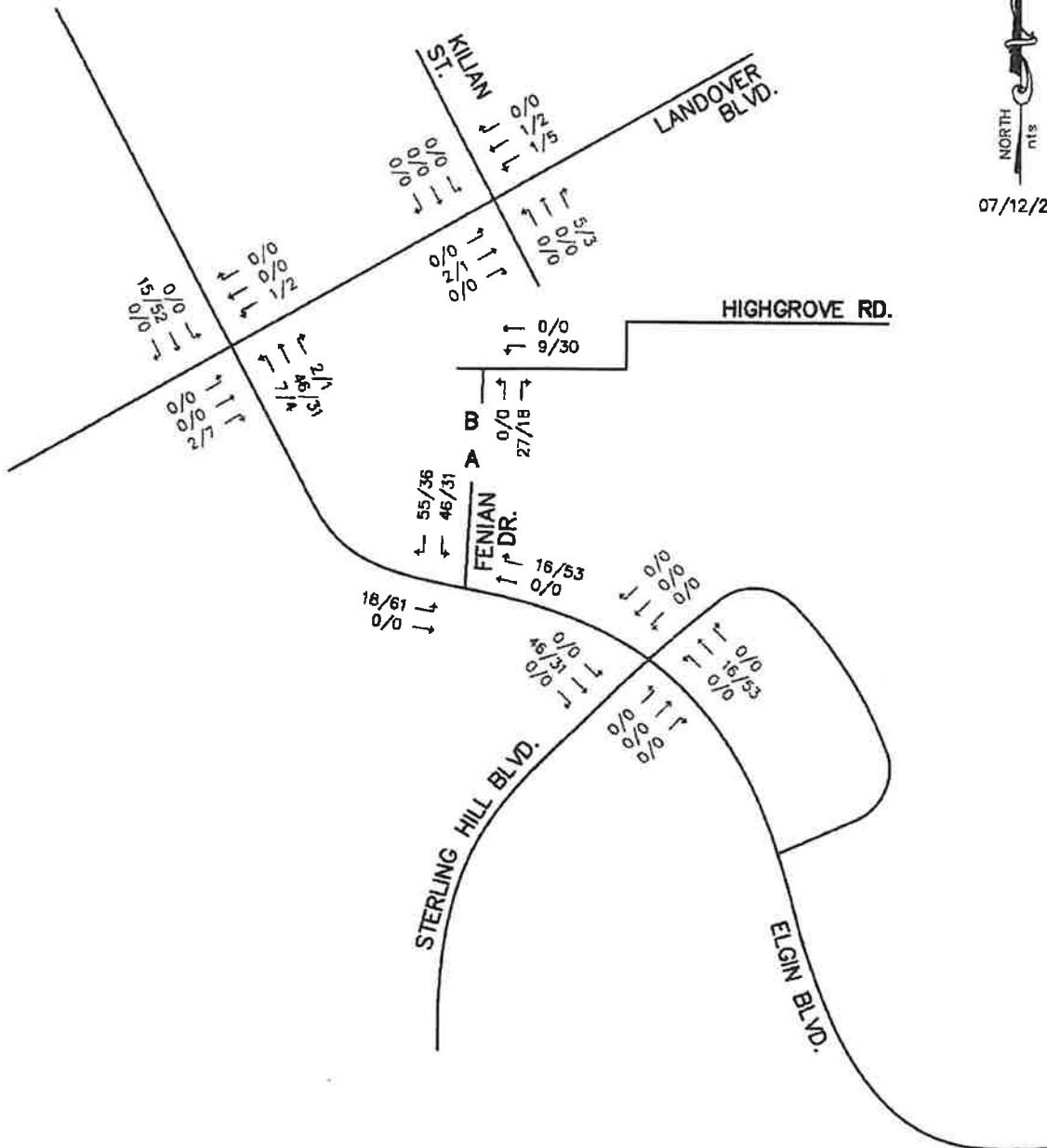
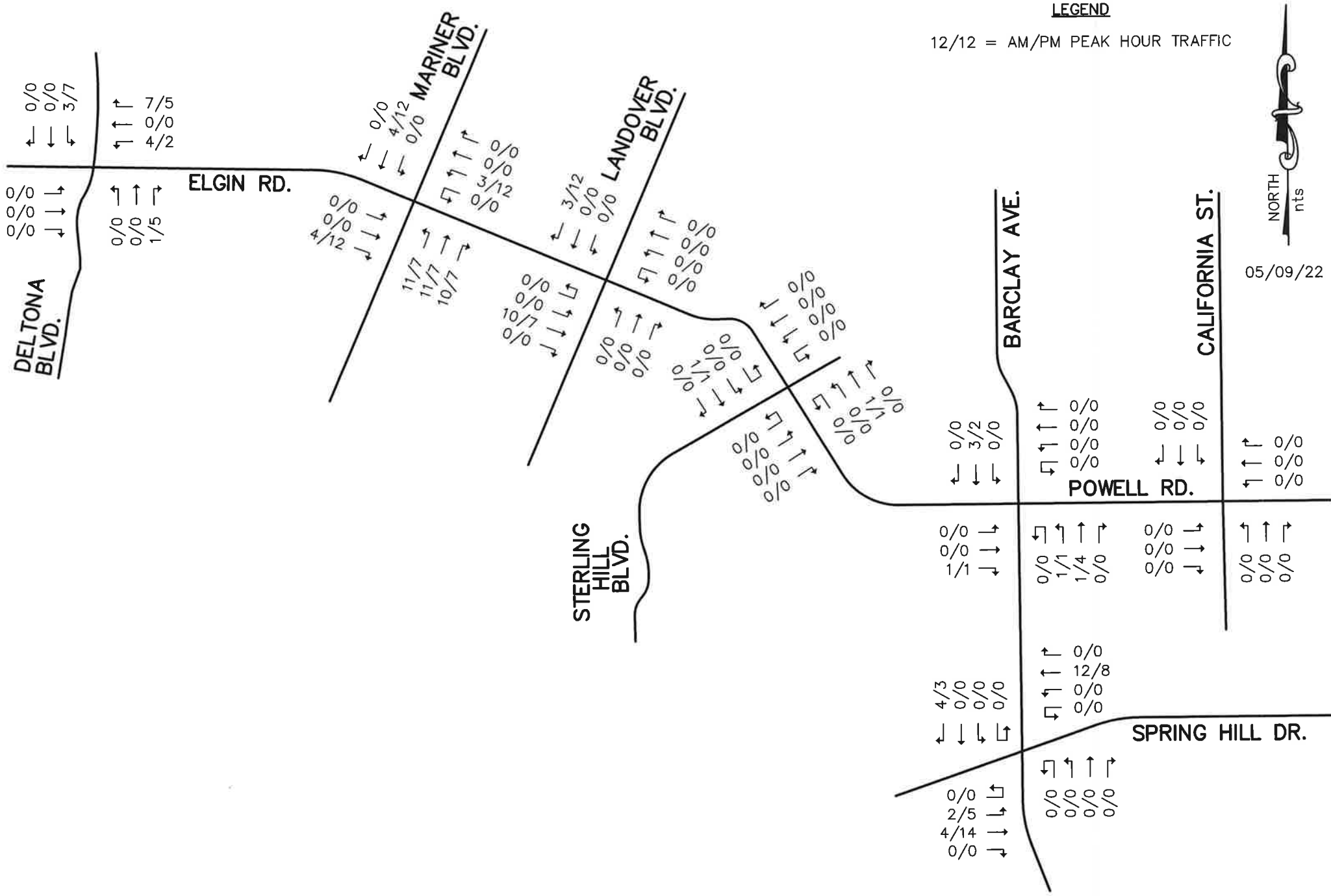


FIGURE 3
PROJECT TRAFFIC





05/09/22
NORTH
nts

FIGURE A-4
RAINBOW GLEN

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)

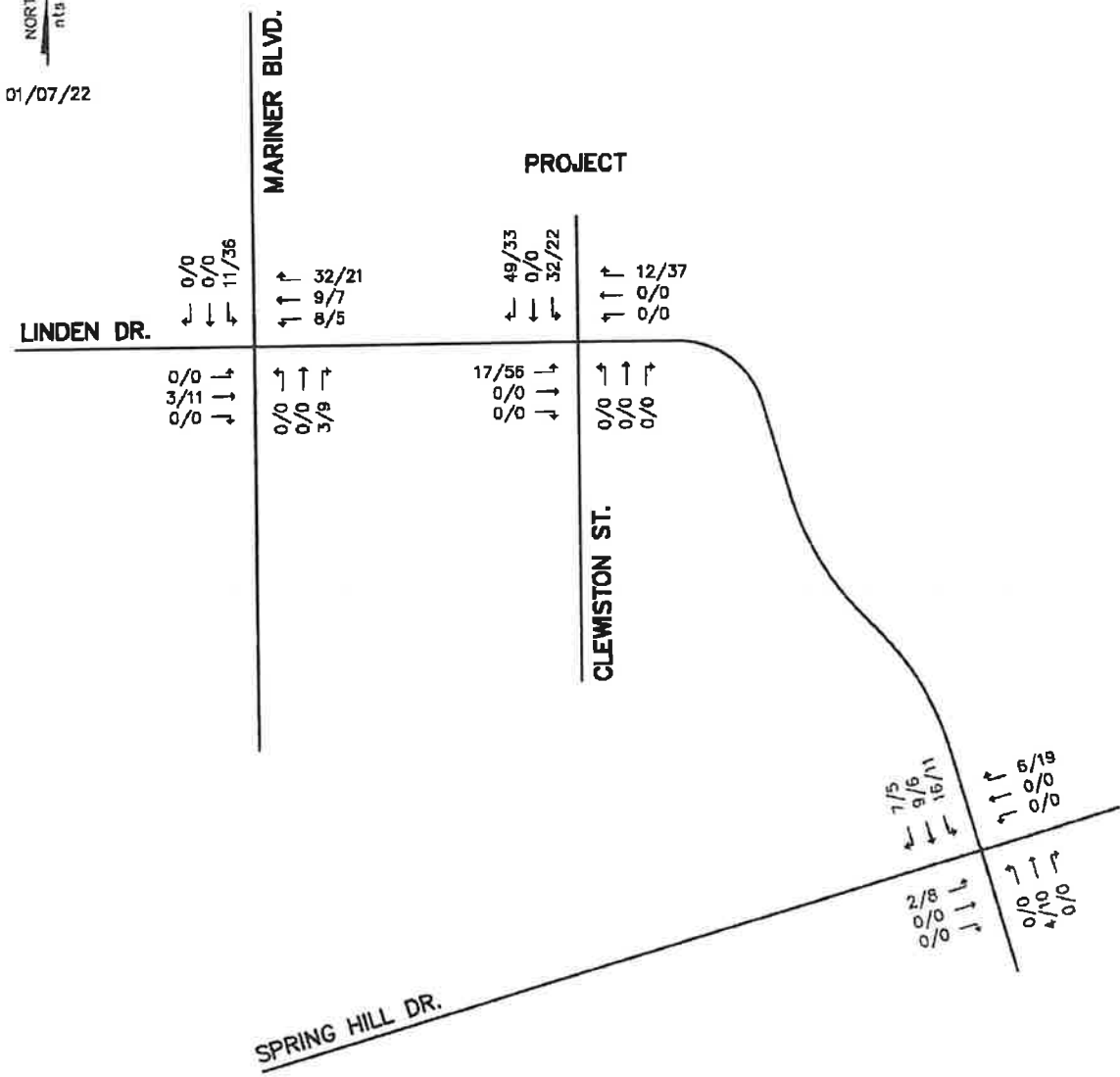
<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Single Family	210	153 DU's	1,492	29	81	110	93	55	148

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



LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



**FIGURE 3
PROJECT TRAFFIC**

SIGNAL TIMINGS



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 SBV NB WBL EB NBV 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

ARTERIAL ANALYSIS



Arterial Level of Service: EB POWELL RD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CALIFORNIA ST	I	54	110.1	39.5	149.6	1.67	40.1	B
Total	I		110.1	39.5	149.6	1.67	40.1	B

Arterial Level of Service: WB POWELL RD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
BARCLAY AVE	I	50	120.0	38.6	158.6	1.67	37.8	B
Total	I		120.0	38.6	158.6	1.67	37.8	B

Arterial Level of Service: EB POWELL RD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CALIFORNIA ST	I	54	110.1	17.0	127.1	1.67	47.2	A
Total	I		110.1	17.0	127.1	1.67	47.2	A

Arterial Level of Service: WB POWELL RD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
BARCLAY AVE	I	50	120.0	57.7	177.7	1.67	33.8	C
Total	I		120.0	57.7	177.7	1.67	33.8	C

Arterial Level of Service: EB POWELL RD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CALIFORNIA ST	I	54	110.1	38.9	149.0	1.67	40.3	B
Total	I		110.1	38.9	149.0	1.67	40.3	B

Arterial Level of Service: WB POWELL RD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
BARCLAY AVE	I	50	120.0	38.9	158.9	1.67	37.8	B
Total	I		120.0	38.9	158.9	1.67	37.8	B

Arterial Level of Service: EB POWELL RD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CALIFORNIA ST	I	54	110.1	17.2	127.3	1.67	47.1	A
Total	I		110.1	17.2	127.3	1.67	47.1	A

Arterial Level of Service: WB POWELL RD

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
BARCLAY AVE	I	50	120.0	58.2	178.2	1.67	33.7	C
Total	I		120.0	58.2	178.2	1.67	33.7	C

INTERSECTION ANALYSIS



Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	436	465	146	418	100	349	330	276	81	265	95
Future Volume (vph)	198	436	465	146	418	100	349	330	276	81	265	95
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	47.9	47.9	11.6	45.1		18.7	42.5	42.5	12.3	35.5	
Actuated g/C Ratio	0.10	0.33	0.33	0.08	0.31		0.13	0.29	0.29	0.09	0.25	
v/c Ratio	1.14	0.39	0.58	0.56	0.50		0.83	0.63	0.43	0.57	0.85	
Control Delay	163.5	39.5	7.3	72.5	41.5		77.6	50.8	6.2	78.5	68.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	163.5	39.5	7.3	72.5	41.5		77.6	50.8	6.2	78.5	68.2	
LOS	F	D	A	E	D		E	D	A	E	E	
Approach Delay		48.2			48.4			47.7			70.1	
Approach LOS		D			D			D			E	

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 144.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 51.1

Intersection LOS: D

Intersection Capacity Utilization 80.5%

ICU Level of Service D

Analysis Period (min) 15

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

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

↖ Ø1	← Ø2	↙ Ø3	↑ Ø4
22.4 s	52.4 s	28 s	47.3 s
↙ Ø5	→ Ø6	↘ Ø7	↓ Ø8
22.4 s	52.4 s	28 s	47.3 s

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	418	480	211	571	105	612	472	219	110	413	83
Future Volume (vph)	172	418	480	211	571	105	612	472	219	110	413	83
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 Effect Green (s)	15.0	45.9	45.9	13.5	45.0		20.0	45.4	45.4	15.1	40.0	
Actuated g/C Ratio	0.10	0.31	0.31	0.09	0.30		0.13	0.30	0.30	0.10	0.27	
v/c Ratio	1.03	0.41	0.68	0.72	0.68		1.41	0.88	0.39	0.66	1.07	
Control Delay	139.5	42.9	17.0	80.1	49.2		241.9	68.1	14.7	81.5	110.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	139.5	42.9	17.0	80.1	49.2		241.9	68.1	14.7	81.5	110.5	
LOS	F	D	B	F	D		F	E	B	F	F	
Approach Delay		46.8			56.6			140.7			105.3	
Approach LOS		D			E			F			F	

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 150.1

Natural Cycle: 140

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.41

Intersection Signal Delay: 89.9

Intersection LOS: F

Intersection Capacity Utilization 98.0%

ICU Level of Service F









Analysis Period (min) 15

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

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

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	436	465	146	418	100	349	330	276	81	265	95
Future Volume (vph)	198	436	465	146	418	100	349	330	276	81	265	95
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)	22.4	52.4	52.4	22.4	52.4	52.4	28.0	47.3		28.0	47.3	47.3
Total Split (%)	14.9%	34.9%	34.9%	14.9%	34.9%	34.9%	18.7%	31.5%		18.7%	31.5%	31.5%
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)	13.1	46.1	46.1	11.5	45.1	45.1	18.6	40.1		12.1	33.0	33.0
Actuated g/C Ratio	0.09	0.33	0.33	0.08	0.32	0.32	0.13	0.29		0.09	0.24	0.24
v/c Ratio	0.65	0.39	0.59	0.55	0.39	0.17	0.81	0.61		0.56	0.64	0.21
Control Delay	71.6	38.1	7.1	69.8	38.6	2.1	73.5	36.8		75.8	55.9	2.3
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	71.6	38.1	7.1	69.8	38.6	2.1	73.5	36.8		75.8	55.9	2.3
LOS	E	D	A	E	D	A	E	D		E	E	A
Approach Delay		31.0			40.0			50.2			48.0	
Approach LOS		C			D			D			D	

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 139.9

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 41.1

Intersection LOS: D

Intersection Capacity Utilization 66.2%

ICU Level of Service C









Analysis Period (min) 15

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

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

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	418	480	211	571	105	612	472	219	110	413	83
Future Volume (vph)	172	418	480	211	571	105	612	472	219	110	413	83
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)	18.1	40.1	40.1	20.0	42.0	42.0	41.0	64.5		25.5	49.0	49.0
Total Split (%)	12.1%	26.7%	26.7%	13.3%	28.0%	28.0%	27.3%	43.0%		17.0%	32.6%	32.6%
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)	10.5	32.7	32.7	11.8	34.6	34.6	30.8	57.7		14.3	40.8	40.8
Actuated g/C Ratio	0.07	0.22	0.22	0.08	0.24	0.24	0.21	0.39		0.10	0.28	0.28
v/c Ratio	0.74	0.56	0.73	0.81	0.72	0.21	0.90	0.54		0.67	0.84	0.15
Control Delay	85.5	54.3	15.7	88.4	57.7	0.9	72.5	33.3		83.0	66.0	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	85.5	54.3	15.7	88.4	57.7	0.9	72.5	33.3		83.0	66.0	0.5
LOS	F	D	B	F	E	A	E	C		F	E	A
Approach Delay		42.0			58.3			51.7			60.2	
Approach LOS		D			E			D			E	

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 146.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 51.9

Intersection LOS: D

Intersection Capacity Utilization 85.0%

ICU Level of Service E









Analysis Period (min) 15

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

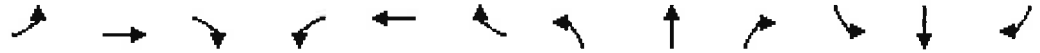
Splits and Phases: 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

 Ø1 18.1 s	 Ø2 42 s	 Ø3 25.5 s	 Ø4 64.5 s
 Ø5 20 s	 Ø6 40.1 s	 Ø7 41 s	 Ø8 49 s

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	441	465	150	430	103	349	330	277	82	265	95
Future Volume (vph)	198	441	465	150	430	103	349	330	277	82	265	95
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)	22.4	52.4	52.4	22.4	52.4	52.4	28.0	47.3		28.0	47.3	47.3
Total Split (%)	14.9%	34.9%	34.9%	14.9%	34.9%	34.9%	18.7%	31.5%		18.7%	31.5%	31.5%
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)	13.1	46.0	46.0	11.6	45.1	45.1	18.6	40.1		12.1	33.1	33.1
Actuated g/C Ratio	0.09	0.33	0.33	0.08	0.32	0.32	0.13	0.29		0.09	0.24	0.24
v/c Ratio	0.65	0.40	0.59	0.56	0.40	0.18	0.81	0.61		0.56	0.63	0.21
Control Delay	71.6	38.3	7.2	70.0	38.9	2.4	73.6	36.9		75.9	55.9	2.3
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	71.6	38.3	7.2	70.0	38.9	2.4	73.6	36.9		75.9	55.9	2.3
LOS	E	D	A	E	D	A	E	D		E	E	A
Approach Delay		31.2			40.2			50.3			48.0	
Approach LOS		C			D			D			D	

Intersection Summary









Cycle Length: 150.1	
Actuated Cycle Length: 140	
Natural Cycle: 80	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 41.2	Intersection LOS: D
Intersection Capacity Utilization 66.5%	ICU Level of Service C
Analysis Period (min) 15	

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

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

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	432	480	214	579	107	612	472	223	113	413	83
Future Volume (vph)	172	432	480	214	579	107	612	472	223	113	413	83
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)	18.1	40.1	40.1	20.0	42.0	42.0	41.0	64.5		25.5	49.0	49.0
Total Split (%)	12.1%	26.7%	26.7%	13.3%	28.0%	28.0%	27.3%	43.0%		17.0%	32.6%	32.6%
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)	10.5	32.7	32.7	11.8	34.7	34.7	30.8	57.6		14.5	40.8	40.8
Actuated g/C Ratio	0.07	0.22	0.22	0.08	0.24	0.24	0.21	0.39		0.10	0.28	0.28
v/c Ratio	0.74	0.58	0.73	0.82	0.73	0.22	0.90	0.54		0.68	0.84	0.15
Control Delay	85.6	54.8	15.7	89.2	58.2	0.9	72.5	33.4		83.5	66.0	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	85.6	54.8	15.7	89.2	58.2	0.9	72.5	33.4		83.5	66.0	0.5
LOS	F	D	B	F	E	A	E	C		F	E	A
Approach Delay		42.4			58.7			51.7			60.4	
Approach LOS		D			E			D			E	

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 146.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 52.1

Intersection LOS: D

Intersection Capacity Utilization 85.2%

ICU Level of Service E









Analysis Period (min) 15

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

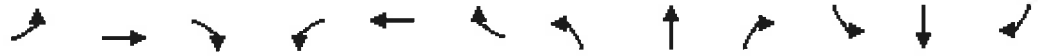
Splits and Phases: 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

 Ø1 18.1 s	 Ø2 42 s	 Ø3 25.5 s	 Ø4 64.5 s
 Ø5 20 s	 Ø6 40.1 s	 Ø7 41 s	 Ø8 49 s

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	388	201	55	288	36	155	106	40	28	155	64
Future Volume (vph)	84	388	201	55	288	36	155	106	40	28	155	64
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	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	23.0	38.0	38.0	23.0	38.0		23.0	36.0		23.0	36.0	
Total Split (%)	19.2%	31.7%	31.7%	19.2%	31.7%		19.2%	30.0%		19.2%	30.0%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	Max		None	Max	
Act Effct Green (s)	41.0	33.7	33.7	39.0	32.8		48.6	41.4		37.3	30.7	
Actuated g/C Ratio	0.39	0.32	0.32	0.38	0.32		0.47	0.40		0.36	0.30	
v/c Ratio	0.27	0.70	0.33	0.22	0.61		0.34	0.22		0.06	0.44	
Control Delay	20.5	39.5	5.4	20.2	36.8		19.3	22.4		17.5	32.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.5	39.5	5.4	20.2	36.8		19.3	22.4		17.5	32.4	
LOS	C	D	A	C	D		B	C		B	C	
Approach Delay		27.0			34.4			20.8			30.7	
Approach LOS		C			C			C			C	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 103.9
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 28.1
 Intersection Capacity Utilization 63.6%
 Analysis Period (min) 15









Intersection LOS: C
 ICU Level of Service B

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

 Ø1	 Ø2	 Ø3	 Ø4
23 s	38 s	23 s	36 s
 Ø5	 Ø6	 Ø7	 Ø8
23 s	38 s	23 s	36 s

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	344	90	46	483	39	136	150	20	31	160	135
Future Volume (vph)	90	344	90	46	483	39	136	150	20	31	160	135
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 (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	11.0	69.0	69.0	10.6	68.6		13.4	29.8		10.6	27.0	
Total Split (%)	9.2%	57.5%	57.5%	8.8%	57.2%		11.2%	24.8%		8.8%	22.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	Max		None	Max	
Act Effct Green (s)	70.0	65.6	65.6	68.2	63.1		33.3	28.5		26.6	21.5	
Actuated g/C Ratio	0.58	0.55	0.55	0.57	0.53		0.28	0.24		0.22	0.18	
v/c Ratio	0.23	0.35	0.10	0.09	0.55		0.75	0.40		0.11	0.90	
Control Delay	10.9	17.0	1.3	9.6	21.6		59.0	42.2		32.1	73.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.9	17.0	1.3	9.6	21.6		59.0	42.2		32.1	73.8	
LOS	B	B	A	A	C		E	D		C	E	
Approach Delay		13.3			20.6			49.6			69.9	
Approach LOS		B			C			D			E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 32.9

Intersection LOS: C

Intersection Capacity Utilization 75.3%

ICU Level of Service D









Analysis Period (min) 15

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

 Ø1	 Ø2	 Ø3	 Ø4
11 s	68.6 s	10.6 s	29.8 s
 Ø5	 Ø6	 Ø7	 Ø8
10.6 s	69 s	13.4 s	27 s

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	399	206	55	292	36	157	106	40	28	155	65
Future Volume (vph)	87	399	206	55	292	36	157	106	40	28	155	65
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	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	23.0	38.0	38.0	23.0	38.0		23.0	36.0		23.0	36.0	
Total Split (%)	19.2%	31.7%	31.7%	19.2%	31.7%		19.2%	30.0%		19.2%	30.0%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	Max		None	Max	
Act Effct Green (s)	43.8	36.3	36.3	40.1	32.6		48.7	41.4		37.1	30.6	
Actuated g/C Ratio	0.41	0.34	0.34	0.38	0.31		0.46	0.39		0.35	0.29	
v/c Ratio	0.28	0.69	0.33	0.21	0.63		0.36	0.23		0.07	0.46	
Control Delay	20.7	38.9	5.3	20.2	38.4		20.0	22.7		17.6	33.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.7	38.9	5.3	20.2	38.4		20.0	22.7		17.6	33.3	
LOS	C	D	A	C	D		B	C		B	C	
Approach Delay		26.6			35.8			21.3			31.6	
Approach LOS		C			D			C			C	

Intersection Summary









Cycle Length: 120	
Actuated Cycle Length: 106.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 28.5	Intersection LOS: C
Intersection Capacity Utilization 64.3%	ICU Level of Service C
Analysis Period (min) 15	

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

 Ø1	 Ø2	 Ø3	 Ø4
23 s	38 s	23 s	36 s
 Ø5	 Ø6	 Ø7	 Ø8
23 s	38 s	23 s	36 s

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	352	93	46	496	39	142	150	20	31	160	138
Future Volume (vph)	92	352	93	46	496	39	142	150	20	31	160	138
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 (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	11.0	69.0	69.0	10.6	68.6		13.4	29.8		10.6	27.0	
Total Split (%)	9.2%	57.5%	57.5%	8.8%	57.2%		11.2%	24.8%		8.8%	22.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	Max		None	Max	
Act Effct Green (s)	70.0	65.6	65.6	68.2	63.1		33.3	28.5		26.6	21.5	
Actuated g/C Ratio	0.58	0.55	0.55	0.57	0.53		0.28	0.24		0.22	0.18	
v/c Ratio	0.25	0.36	0.10	0.09	0.57		0.79	0.40		0.11	0.91	
Control Delay	11.1	17.2	1.5	9.6	21.9		64.1	42.2		32.1	75.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.1	17.2	1.5	9.6	21.9		64.1	42.2		32.1	75.4	
LOS	B	B	A	A	C		E	D		C	E	
Approach Delay		13.4			20.9			52.1			71.3	
Approach LOS		B			C			D			E	

Intersection Summary









Cycle Length: 120	
Actuated Cycle Length: 120	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.91	
Intersection Signal Delay: 33.6	Intersection LOS: C
Intersection Capacity Utilization 76.6%	ICU Level of Service D
Analysis Period (min) 15	

Timings

1: CALIFORNIA ST & POWELL RD

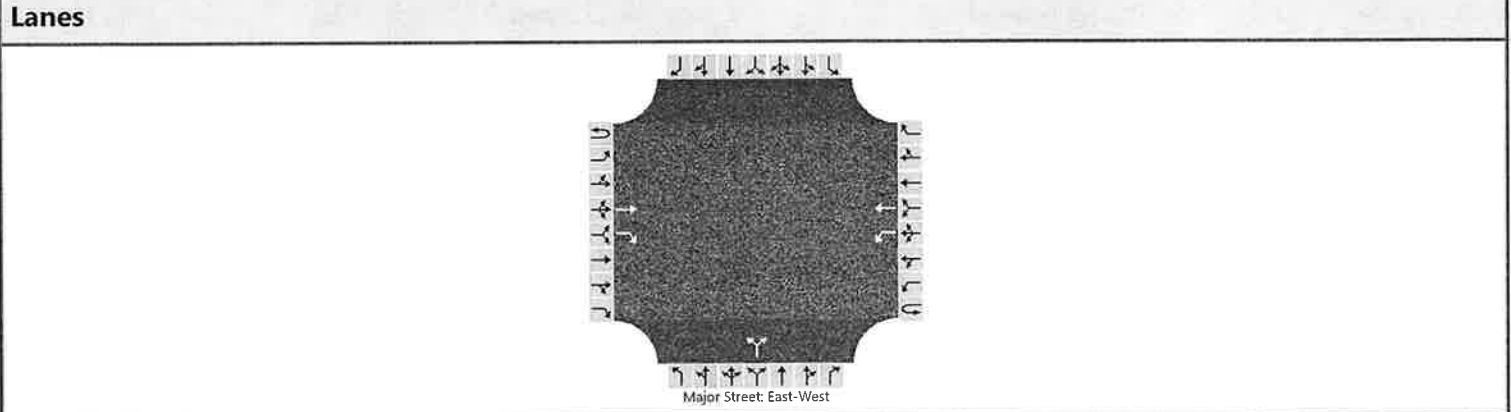
05/12/2022

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

 Ø1	 Ø2	 Ø3	 Ø4
11 s	68.6 s	10.6 s	29.8 s
 Ø5	 Ø6	 Ø7	 Ø8
10.6 s	69 s	13.4 s	27 s

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	KE	Intersection	POWELL RD & ACCESS
Agency/Co.	LINCKS & ASSOCIATES, INC.	Jurisdiction	HERNANDO COUNTY
Date Performed	5/12/2022	East/West Street	POWELL RD
Analysis Year	2025	North/South Street	ACCESS
Time Analyzed	AM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	BACKGROUND PLUS PROJECT TRAFFIC		



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	T				LR					
Volume (veh/h)			1072	7		7	423			19		19				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No													
Median Type Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

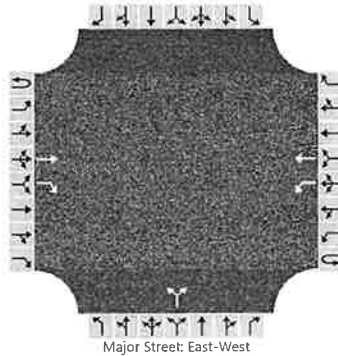
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8					41					
Capacity, c (veh/h)						592					148					
v/c Ratio						0.01					0.28					
95% Queue Length, Q ₉₅ (veh)						0.0					1.1					
Control Delay (s/veh)						11.2					38.4					
Level of Service (LOS)						B					E					
Approach Delay (s/veh)							0.2				38.4					
Approach LOS											E					

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	KE	Intersection	POWELL RD & ACCESS
Agency/Co.	LINCKS & ASSOCIATES, INC.	Jurisdiction	HERNANDO COUNTY
Date Performed	5/12/2022	East/West Street	POWELL RD
Analysis Year	2025	North/South Street	ACCESS
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	BACKGROUND PLUS PROJECT TRAFFIC		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	T				LR					
Volume (veh/h)			542	21		22	761			13		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No													
Median Type Storage																

Critical and Follow-up Headways

Base Critical Headway (sec)					4.1					7.1		6.2				
Critical Headway (sec)					4.13					6.43		6.23				
Base Follow-Up Headway (sec)					2.2					3.5		3.3				
Follow-Up Headway (sec)					2.23					3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					24					28						
Capacity, c (veh/h)					962					216						
v/c Ratio					0.02					0.13						
95% Queue Length, Q ₉₅ (veh)					0.1					0.4						
Control Delay (s/veh)					8.8					24.2						
Level of Service (LOS)					A					C						
Approach Delay (s/veh)							0.2					24.2				
Approach LOS												C				

TURN LANE WARRANTS

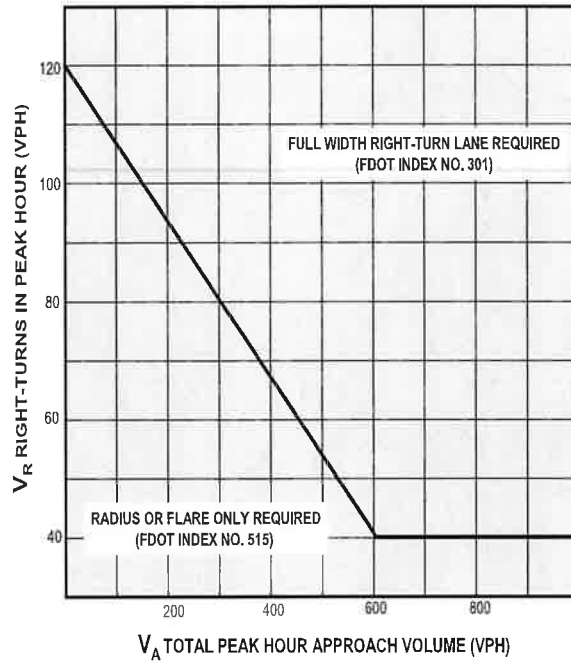


Powell Rd & Proj Access:

EBR < 40

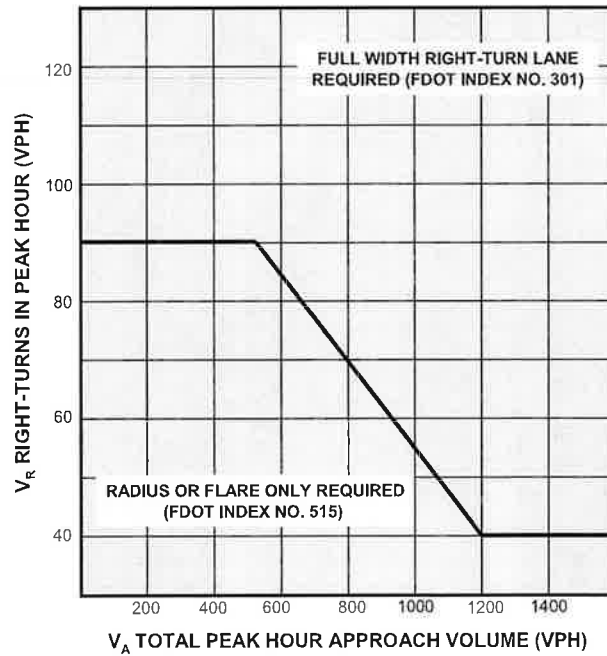
not warranted

GRAPH 1A. RIGHT-TURN LANE WARRANTS - TWO-LANE FACILITIES



NOTE: For posted speeds at or under forty-five (45) mph, peak hour right turns greater than forty (40) VPH, and total peak hour approach less than 300 VPH, adjust right turn volumes. Adjust peak hour right turns = peak hour right turns-twenty (20).

GRAPH 1B. RIGHT-TURN LANE WARRANTS
FOUR- OR SIX-LANE FACILITIES



NOTE: For application on high speed highways.

Graphs 1A & 1B Source: National Cooperative Highway Research Program, Report No. 279.

$$WBL - \frac{22}{783} = 2.8\%$$

Warranted

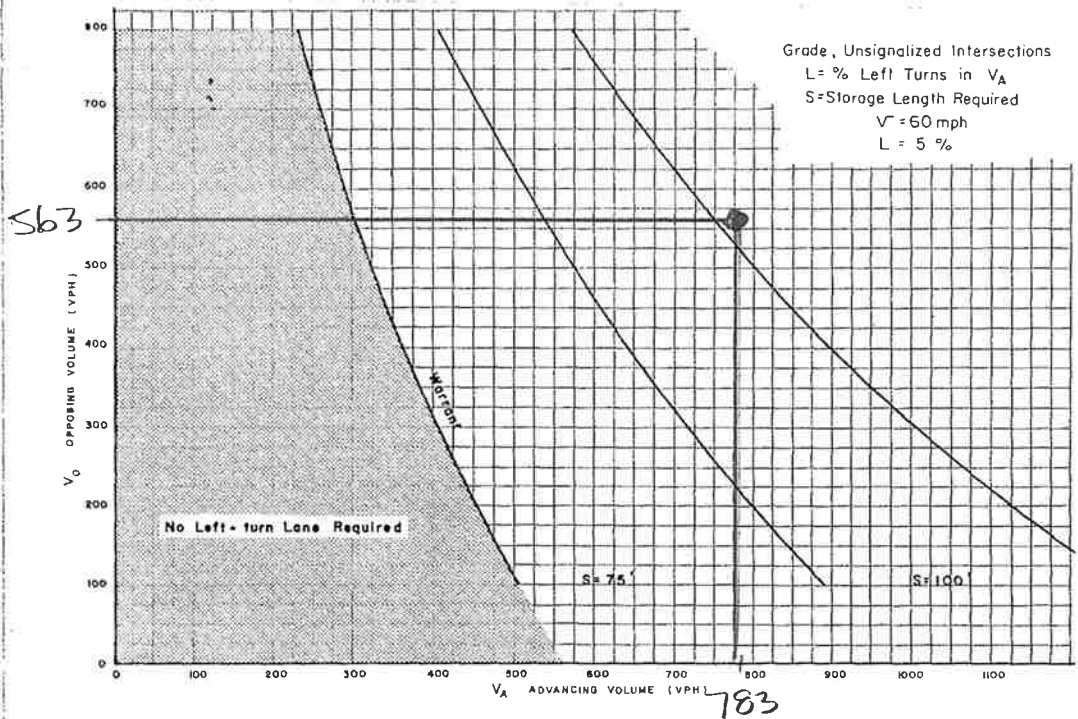


Figure 14. Warrant for left-turn storage lanes on two-lane highways.

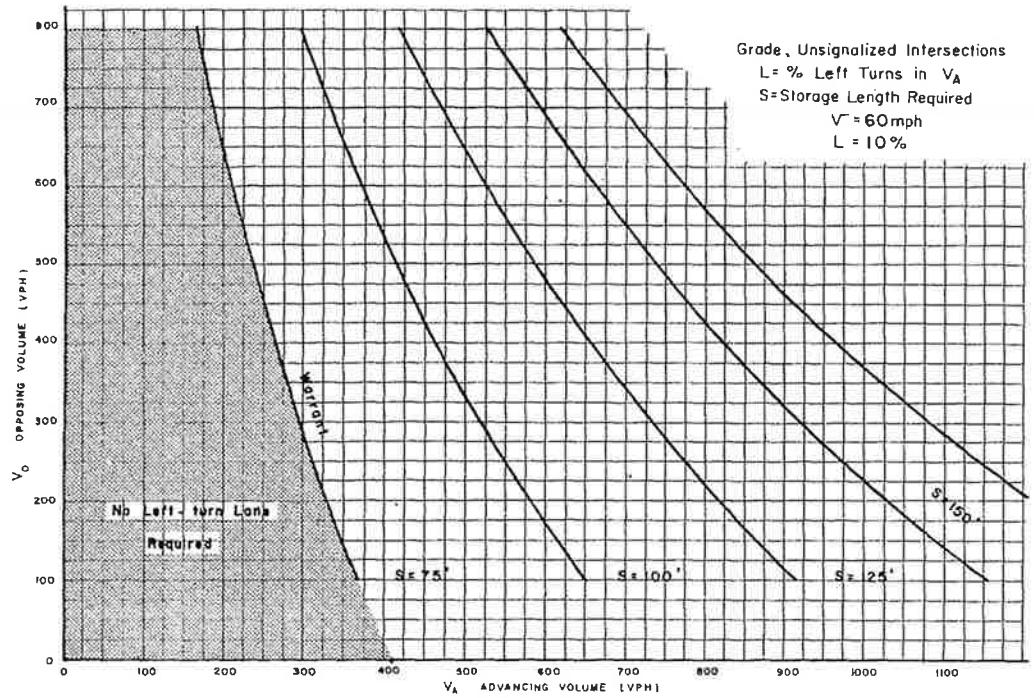
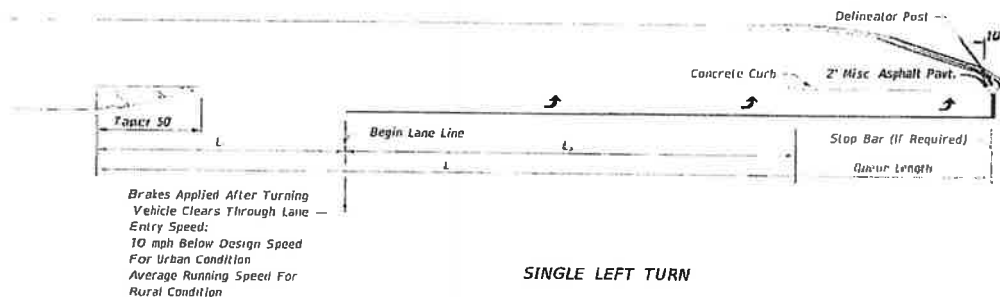
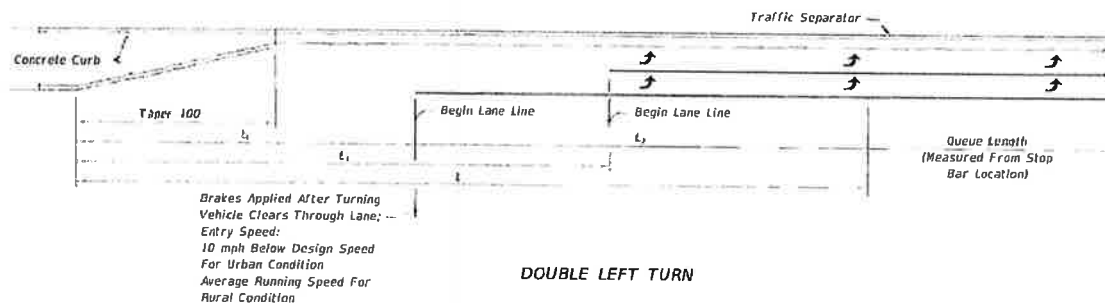


Figure 15. Warrant for left-turn storage lanes on two-lane highways.

FDOT 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	185	290	160
55	48	125				225	350	195
60	52	145				260	405	230
65	55	170				290	460	270

NOT TO SCALE

EXHIBIT 212-1
01/01/2018