TRANSPORTATION ANALYSIS

KARLIK PROPERTY

Prepared For

PULTE GROUP

Prepared By



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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



LINCKS & ASSOCIATES, INC.

TABLE OF CONTENTS

	<u> </u>	<u>age</u>
Esti Proj Proj Adja Stud Buil Bac Arte Inte Acc Con	oduction imated Project Average Daily Traffic	1 4 4 4 7 7 9
	LIST OF TABLES	
1 2 3 4 5 6	Estimated Peak Hour Project Trip Ends Study Network Determination Arterial Analysis Signalized Intersection Level of Service Unsignalized Intersection Level of Service (V/C Ratio) Access Recommendations	6 12 14 15
	LIST OF FIGURES	
1 2 3 4 5	Project Location Project Traffic Peak Season Traffic Background Traffic Background Plus Project Traffic	5 8 10



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) <u>Trip Generation Manual</u>, 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 <u>Trip Generation Manual</u>, 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.

1

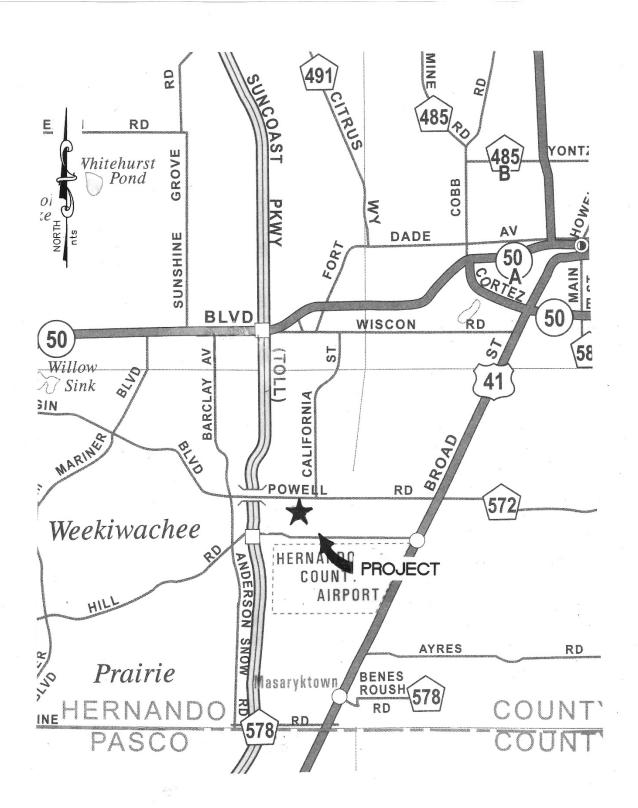


FIGURE 1
PROJECT LOCATION





TABLE 1

ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

				AM	Peak I	Hour	PM	Peak l	Hour
	ΙΤΕ		Daily	Trip Ends			Trip Ends		
Land Use <u>LUC</u> <u>Size</u>		Trip Ends	<u>In Out Total</u>		<u>In</u>	<u>Out</u>	Total		
Single Family	210	68 DU's	708	14	38	52	43	26	69

(1) Source: ITE <u>Trip Generation Manual</u>, 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:





							12/12	LEGEN = AM/PM PE	ND AK HOUR TRA	FFIC
BARCLAY AVE.				GLOUCESTER RD.			ORLANDO AVE.		CALIFORNIA ST.	E 数 数 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
1 † † %%; 1,%	€ 3/2 ← 12/8 ← 4/3 □ 0/0		← 19/13 ← 0/0	0/0 → 0/0 →	POWELL F ← 0/0 ← 19/13	RD. ← 0/0 ← 7/22	0/0 0/0 →	← 0/0 ← 7/22 ← 0/0	t 1/3 ← 0/0 ← 0/0	
0/0 → 0/0 → 5/14 → 0/0 →	ग1↑¢ \$%\$ <u>\$</u>	7/21 → 0/0 →	1 %	0/0 - 7/21 →	0/0 → 7/21 ¬	19/13 19/13 14	0/0 _ 19/13 → 0/0 →	۴ %	3/2 - → 11/8 → 5/3 →	1 ↑ ↑ %% %%
		CELEBRATION DR.			PROJ	ECT	SCH ACC	IOOL CESS		

FIGURE 2
PROJECT TRAFFIC



TABLE 2

STUDY NETWORK DETERMINATION

Roadway	<u>From</u>	<u>To</u>	<u>Lanes</u>	Capacity (1)	Percent Project <u>Distribution</u>	PM Peak Hour Project Traffic		Study Network?
Powell Road	Barclay Avenue	Project	2 LU	1,332	50%	34	2.6%	Yes (2)
	Project	Calfornia 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.





						12/12	LEGEN = AM/PM PEA		AFFIC
BARCLAY AVE.				GLOUCESTER RD.		ORLANDO AVE.		CALIFORNIA ST.	#ENON 25/13/22
t = 81/49 ← 247/388 ← 76/104	← 94/99 ← 391/524 ← 103/182 ┌ 35/17		← 391/659 ← 12/31	± 27/20 ∓ 31/17	<u>← 20/24</u> ← 376/670	± 8/7 ← 0/1	← 0/2 ← 388/68 ← 88/15	± 60/124 ← 146/151 ← 26/29	± 34/37 ← 269/448 ← 52/43
15/18 [△] 146/127 → 397/385 → 362/402 →	7/9 ± 295/480 ± 310/442 ± 260/207 ±	949/504 → 9/28 →	31/9 -	14/30 -	POWELL RD.	3/7 - → 589/458 → 405/35 →	\$5 1 35 1	77/83 - 1 9/320 → 85/82 →	145/125 → 100/142 → 38/19 →
		CELEBRATION DR.				SCH ACC	HOOL CESS		

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





						12/12	<u>LEGEND</u> = AM/PM PEAK H	OUR TRA	FFIC
BARCLAY AVE.				GLOUCESTER RD.		ORLANDO AVE.		CALIFORNIA ST.	05/13/22
← 95/83 ← 265/413 ← 81/110	← 100/105 ← 418/571 ← 109/193 ← 37/18		← 418/724 ← 13/33	← 29/21 ← 33/18	<u>← 21/25</u> ← 402/736	± 8/17 + 0/1		← 64/135 ← 155/160 ← 28/31	1 36/39 ← 288/483 ← 55/46
16/19 ¹ 182/153 → 436/418 → 465/480 →	7/10 ± 342/602 ± 330/472 ± 276/219 ±	21/546 → 10/30 →	23/16 33/10 33/10	15/32 -	POWELL RD.	3/7 - → 664/500 → 405/35 -	P 84/5 388/3- 201/5	90 _ 44 → 90 →	155/136 → 106/150 → 40/20 →
		CELEBRATION DR.				SCH	IOOL CESS		

FIGURE 4
BACKGROUND TRAFFIC



				12/12	= AM/PM PEAK HOUR TRA	AFFIC
BARCLAY AVE.		GLOUCESTER RD.		ORLANDO AVE.		## st
← 95/83 ← 265/413 ← 82/113	← 103/107 ← 430/579 ← 113/196 ← 37/18	← 437/737 ← 13/33 ↓ ↓	POWELL	- RD .	0/2 ↓ 422/766 ↓ 155/160 ↓ 58/31	1 36/39 ← 292/496 ← 55/46
16/19 ¹ 182/153 → 441/432 → 465/480 →	1028/567 10/30 - 10/30 - 10/30 - 10/30 -	15/32 → 1046/545 → 1046/545	1072/542 → 7/21 →	1 ↑ 3/7 → 683/513 → 405/35 → 666	↑ 87/92 → 399/352 → 206/93 →	157/142 → 106/150 → 40/20 →
		CELEBRATION DR.	PROJ	ECT SC AC	HOOL CESS	

FIGURE 5
BACKGROUND PLUS
PROJECT TRAFFIC

LEGEND



TABLE 3

ARTERIAL ANALYSIS

			Time	E	Background Traffi	ic	Backg	round Plus Projec	t Traffic
Roadway	<u>From</u>	<u>To</u>	Period	Approach	Arterial Speed	Arterial LOS	Approach	Arterial Speed	Arterial LOS
Powell Rd	Barclay Ave	California St	AM	EB	40.1	В	EB	47.2	Α
				WB	37.8	В	WB	33.8	С
			PM	EB	40.3	В	EB	47.1	Α
				WB	37.8	В	WB	33.7	С

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

	Time	202 Backgrou Existing 0	nd Traffic	Required Improvement	202 Backgroun Proposed Im	nd Traffic	20: Backgro Project Background I	Required Improvements	
<u>Intersection</u>	<u>Period</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 PM	51.1 89.9	D F	EBL, WBR, NBTR SBR	41.1 51.9	D D	41.2 52.1	D D	None
Powell Rd and California St	AM PM	28.1 32.9	C C	None	-	-	28.5 33.6	C C	None



TABLE 5

UNSIGANLIZED INTERSECTION
LEVEL OF SERVICE (V/C RATIO)

Intersection	Time Period	Movement		Backg Project Thru	
<u>IIIICI3CCIIOII</u>	<u>r criod</u>	IVIOVETTICITE	LOIL	<u> 1111 U</u>	ragne
Powell Rd and	AM	WB	0.01	*	-
Project Access		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

			Hour ne (1)	Turn Lane	Queue	Deceleration	Total
Intersection	Movement	<u>AM</u>	<u>PM</u>	Warranted (2)	Length (3)	Length (4)	<u>Length</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 x 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

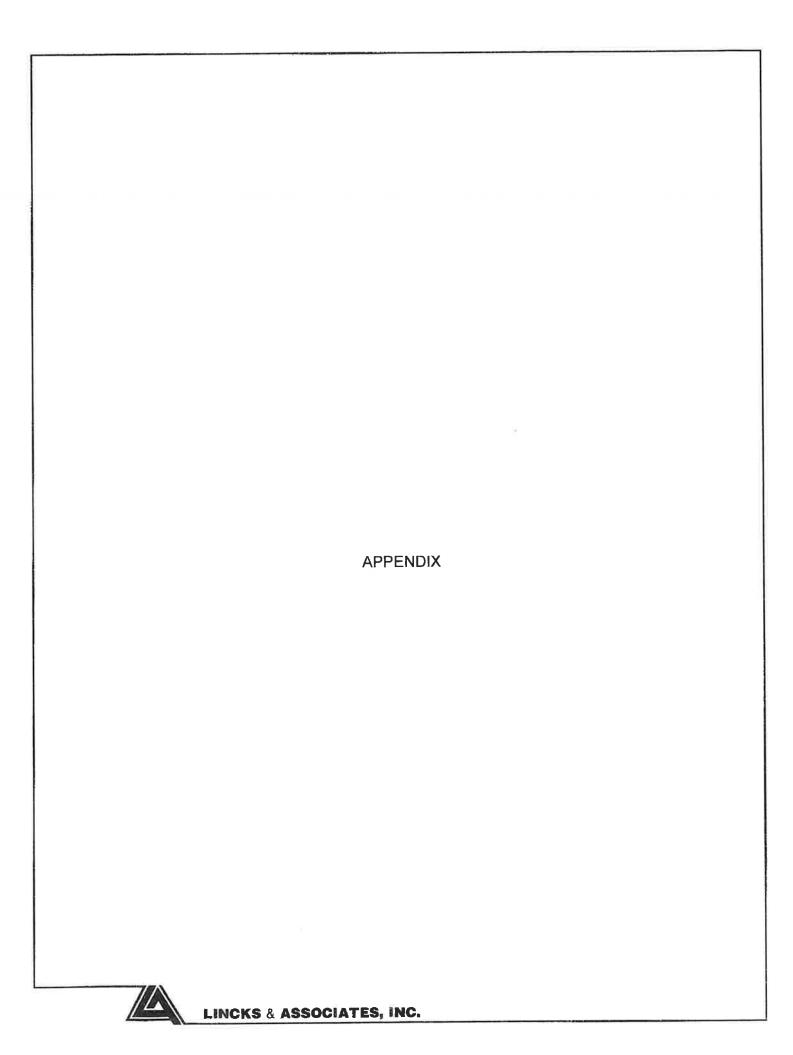
This project access is proposed to be unsignalized with full access to Powell Road. Based on the projected volumes, an eastbound right turn lane is not warranted and a westbound left turn lane is warranted. It is recommended a 400 foot westbound left turn lane be provided, as shown in Table 6.

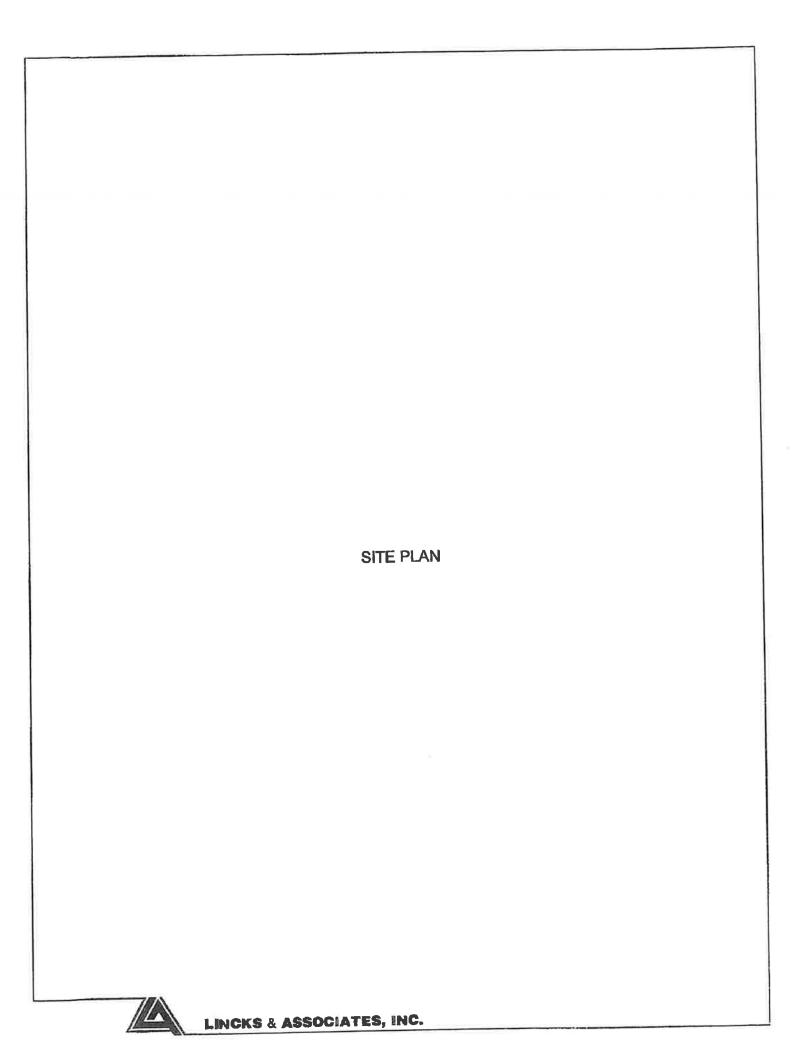
CONCLUSION

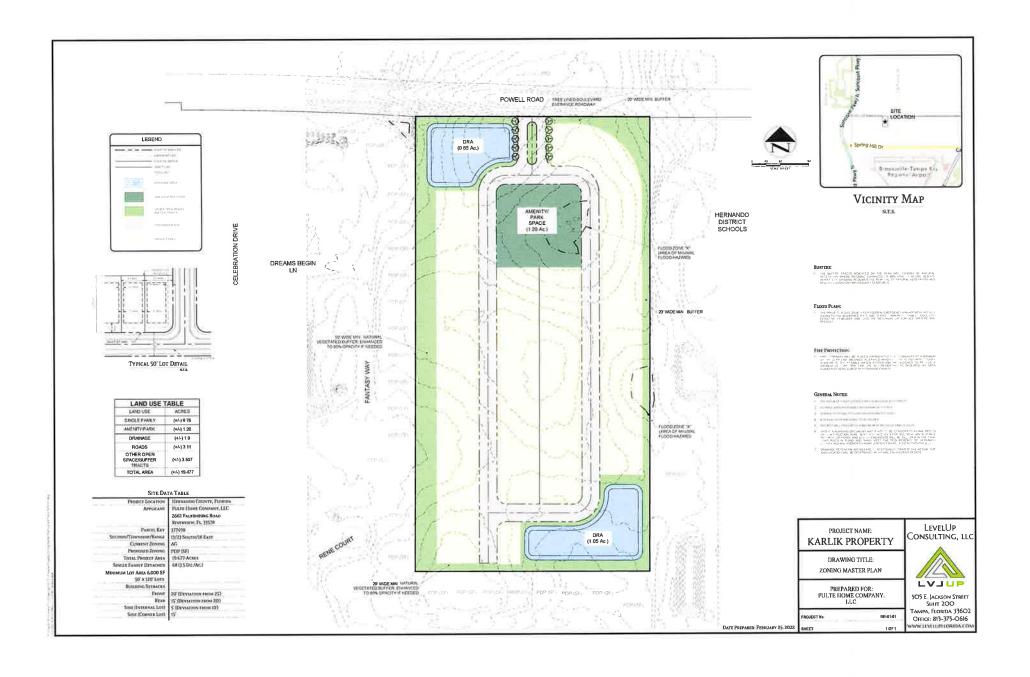
Based on the results of the analysis, all the segments and intersections along Powell Road within the study area should operate within the adopted Level of Service and V/C ratio less than 1.0 with the 2025 background plus project traffic with the required improvements for background traffic. Consistent with Chapter 2011 – 139, Laws of Florida and Chapter 163.3180 of the Florida Statue as amend by HB 319 improvements required to mitigate backlogged facilities is the responsibility of the local government.

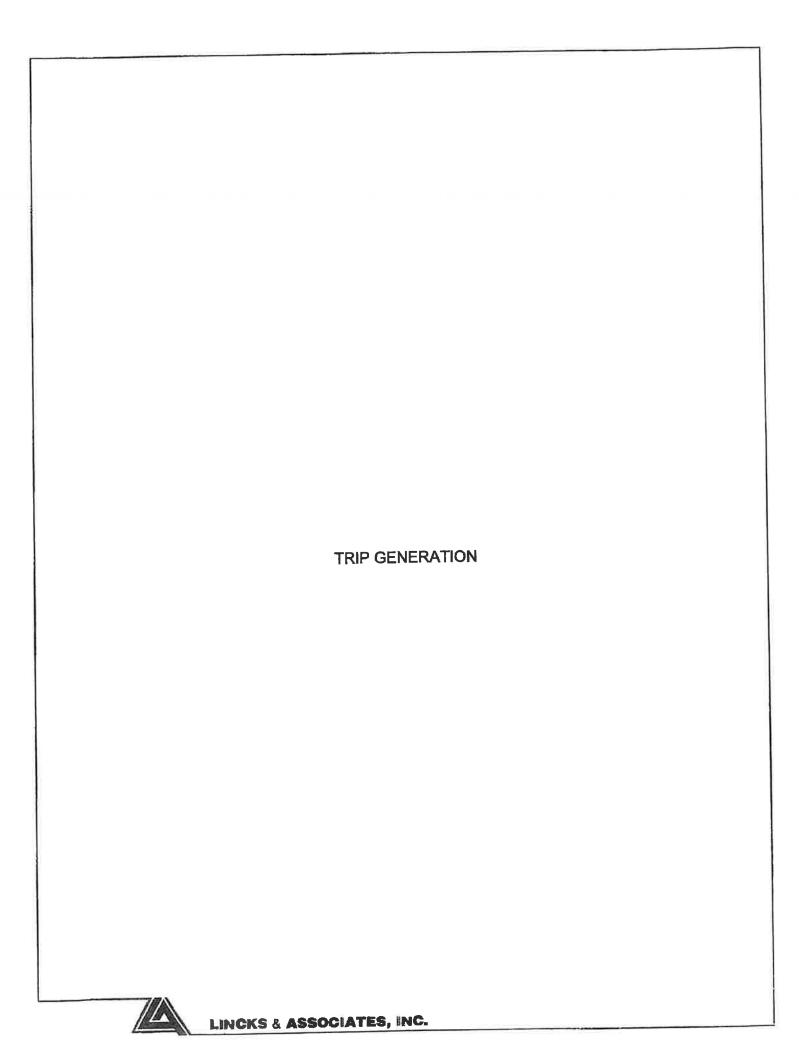
With the improvement required for the 2025 background traffic, the intersections should operate with V/C less than 1.0 with the addition of the project traffic.











PERIOD SETTING

Analysis Name:

New Analysis

Project Name:

Karlik Property

No:

4/16/2022

City: Zip/Postal Code:

State/Province:

Analyst's Name:

Country:

Date:

Client 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) 354 354 50% 50%

708

+2.68

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

Date:

4/16/2022

No: 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

52

210 - Single-Family

Detached Housing (General

Urban/Suburban)

Dwelling Units

68

Weekday, Peak Hour of Adjacent Ln(T) = 0.91Ln(X)Street Traffic,

Best Fit (LOG) +0.12

14 38 27% 73%

One Hour Between 7 and 9

a.m.

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.

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

Date:

4/16/2022

No: City:

State/Province:

Zip/Postal Code:

Country:

Client Name:

Analyst's Name:

Edition:

Trip Generation Manual, 11th

Land Use

Independent Variable

Size **Time Period**

68

Method

Entry Exit

Total

69

210 - Single-Family

Detached Housing

(General Urban/Suburban) **Dwelling Units**

Weekday, Peak

Best Fit (LOG) Hour of Adjacent Ln(T) = 0.94Ln(X)

+0.27

26 43 62% 38%

Street Traffic,

One Hour Between 4 and 6

p.m.

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

69

210 - Single-Family Detached Housing

69

0

0

ITE DEVIATION DETAILS

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

Landuse

No deviations from ITE.

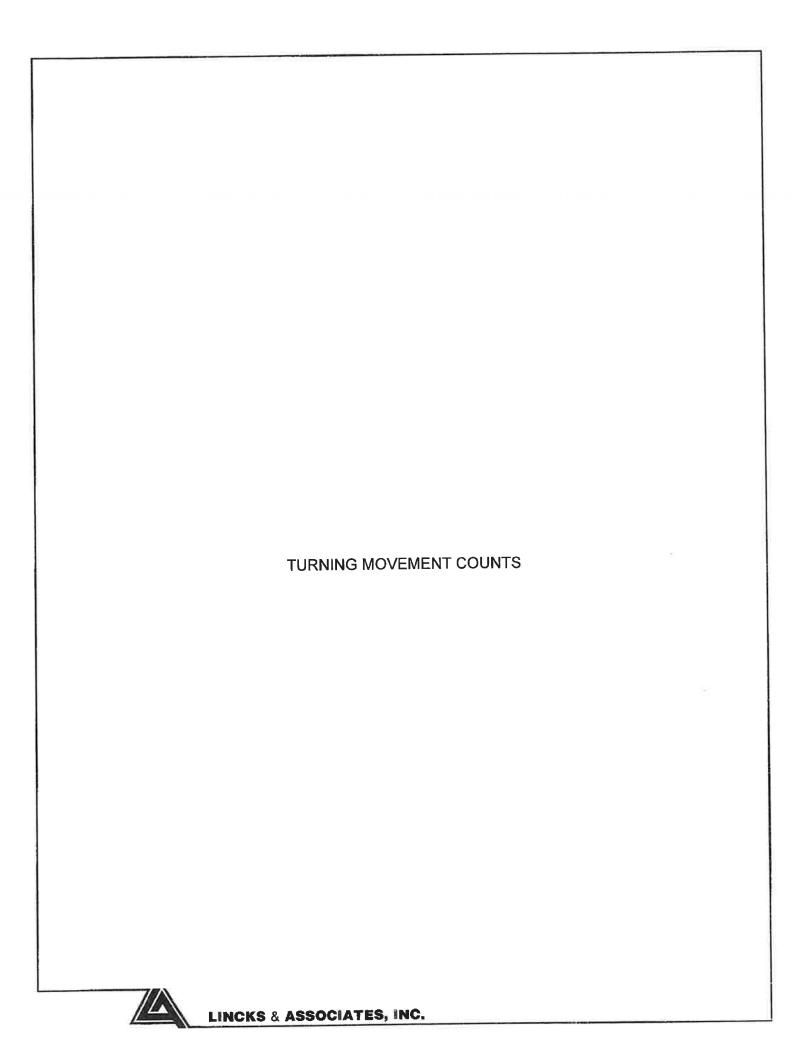
Methods

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.

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





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:

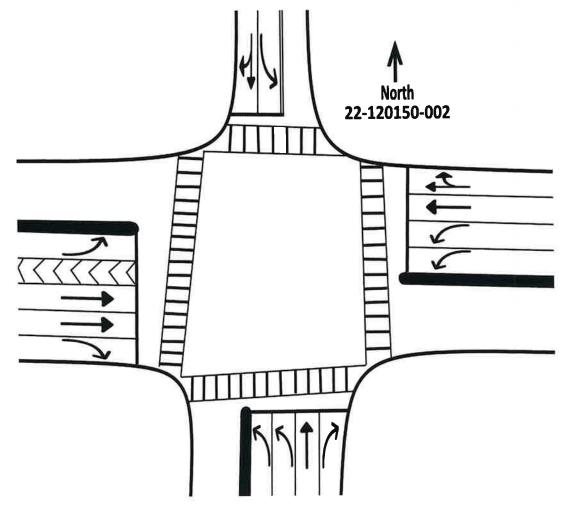
Signalized

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	-	7.	00:10
ET/WT	00:51	00:45	00:48

N/S Street: Barclay Ave

Speed: 50 MPH

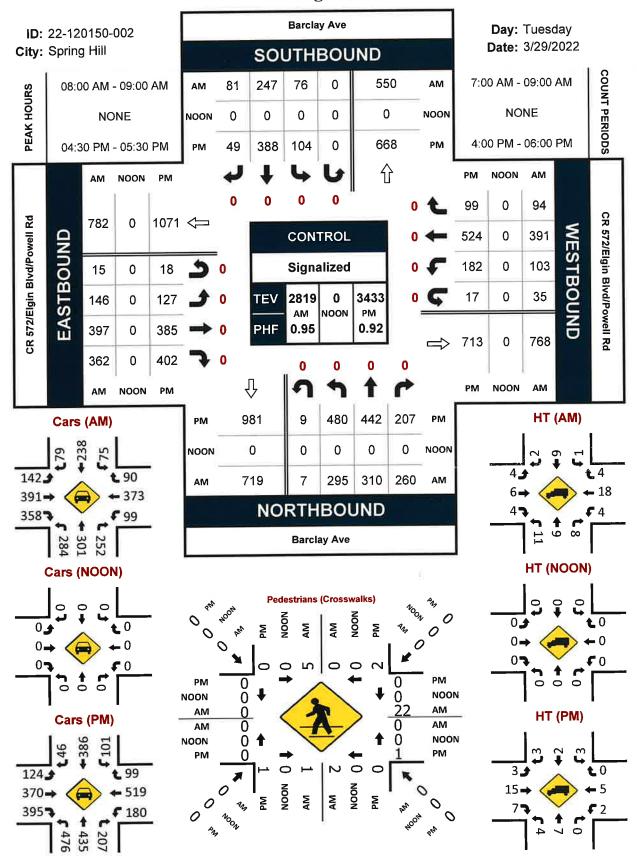


E/W Street: CR 572/Elgin Blvd/Powell Rd

Speed: 50 MPH

Barclay Ave & CR 572/Elgin Blvd/Powell Rd

Peak Hour Turning Movement Count



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 5	72/Elgin Blv	vd/Powell R	d	CR 5	72/Elgin Blv	/d/Powell R						
AM	0 NL	NORTHE 0 NT	BOUND 0 NR	0 NU	0 SL	SOUTHB 0 ST	OUND 0 SR	0 SU	0 EL	EASTBO 0 ET	OUND 0 ER	0 EU	0 WL	WESTBO 0 WT	OUND 0 WR	0 WU	TOTAL				
7:00 AM	38	64	28	0	28	72	11	0	21	109	76	3 3	15 26	50 63	12 16	1 4	528 696				
7:15 AM	36	52	63	0	41	56 75	4 10	0	23 27	215 147	94 91	5	29	70	14	2	667				
7:30 AM 7:45 AM	39 60	72 79	57 53	0	29	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	Ō	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	730 741				
8:45 AM	84	83	99	3	21	61	26	0	30	105	95	3	18	89	13	11	741				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT 656	WR 158	WU 45	TOTAL 5372				
TOTAL VOLUMES:	468	577	461	7 0.46%	194 23.40%	510 61.52%	125 15.08%	0.00%	244 12.35%	991 50.18%	706 35.75%	34 1.72%	196 18 . 58%	62.18%	14.98%	4.27%	3372				
APPROACH %'s:	30.93%	38.14% 18:00 AM -	30.47%	0.46%	23,40%	01.3270	13,0070	0,0070	12.5570	30,1070	3317370	117270	2010070				TOTAL				
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				
		0.81	10			0.90	2			0.93	39			0.79	91						
		NORTHI	POLIND	-		SOUTHE	SOLIND			EASTB	OUND			WESTBOUND							
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL				
4:00 PM	95	95	44	1	16	94	15	0	22	69	59	7	36	113	23	5	694				
4:15 PM	00									100						16					
A1411	93	99	66	3	23	92	15	0	28	102	117	12	46	131	16	16	859				
4:30 PM	118	129	58	3 1	23 31	92 105	15 9	0	28 40	102 116	117 120	12 5	46 50	131 123	16 26	2	859 933				
4:45 PM	118 100	129 98	58 44	3 1 5	23 31 21	92 105 93	15 9 15	0 0 0	28 40 22	102 116 89	117	12	46	131	16		859				
4:45 PM 5:00 PM	118 100 127	129 98 107	58 44 46	3 1 5	23 31 21 21	92 105 93 84	15 9 15 12	0	28 40	102 116	117 120 100	12 5 5	46 50 46	131 123 124 138 139	16 26 22 31 20	2 9 2 4	859 933 793 798 909				
4:45 PM 5:00 PM 5:15 PM	118 100	129 98 107 108	58 44 46 59	3 1 5	23 31 21	92 105 93	15 9 15	0 0 0	28 40 22 28	102 116 89 86 94 84	117 120 100 73 109 87	12 5 5 4 4 5	46 50 46 37 49 52	131 123 124 138 139 117	16 26 22 31 20 23	2 9 2 4 4	859 933 793 798 909 812				
4:45 PM 5:00 PM	118 100 127 135	129 98 107	58 44 46	3 1 5 2 1	23 31 21 21 31	92 105 93 84 106	15 9 15 12 13	0 0 0 0	28 40 22 28 37	102 116 89 86 94	117 120 100 73 109	12 5 5 4 4	46 50 46 37 49	131 123 124 138 139	16 26 22 31 20	2 9 2 4	859 933 793 798 909				
4:45 PM 5:00 PM 5:15 PM 5:30 PM	118 100 127 135 115 115	129 98 107 108 106	58 44 46 59 28	3 1 5 2 1 0	23 31 21 21 31 36	92 105 93 84 106 117	15 9 15 12 13 15	0 0 0 0 0	28 40 22 28 37 23 33	102 116 89 86 94 84 75	117 120 100 73 109 87 88	12 5 5 4 4 5 3	46 50 46 37 49 52 46	131 123 124 138 139 117 116	16 26 22 31 20 23 30 WR	2 9 2 4 4 11	859 933 793 798 909 812 765				
4:45 PM 5:00 PM 5:15 PM 5:30 PM	118 100 127 135 115	129 98 107 108 106 94 NT 836	58 44 46 59 28 24 NR 369	3 1 5 2 1 0 3 NU 16	23 31 21 21 31 36 22 SL 201	92 105 93 84 106 117 92 ST 783	15 9 15 12 13 15 13 SR 107	0 0 0 0 0 0 0 0	28 40 22 28 37 23 33 EL 233	102 116 89 86 94 84 75 ET 715	117 120 100 73 109 87 88 ER 753	12 5 5 4 4 5 3	46 50 46 37 49 52 46 WL 362	131 123 124 138 139 117 116	16 26 22 31 20 23 30 WR 191	2 9 2 4 4 11 WU 53	859 933 793 798 909 812 765				
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	118 100 127 135 115 115 NL 898 42.38%	129 98 107 108 106 94 NT 836 39.45%	58 44 46 59 28 24 NR 369 17.41%	3 1 5 2 1 0 3	23 31 21 21 31 36 22	92 105 93 84 106 117 92	15 9 15 12 13 15 13	0 0 0 0 0 0	28 40 22 28 37 23 33	102 116 89 86 94 84 75	117 120 100 73 109 87 88	12 5 5 4 4 5 3	46 50 46 37 49 52 46	131 123 124 138 139 117 116	16 26 22 31 20 23 30 WR	2 9 2 4 4 11	859 933 793 798 909 812 765 TOTAL 6563				
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	118 100 127 135 115 115 NL 898 42.38%	129 98 107 108 106 94 NT 836 39.45% 04:30 PM -	58 44 46 59 28 24 NR 369 17.41%	3 1 5 2 1 0 3 NU 16 0.76%	23 31 21 21 31 36 22 SL 201 18.42%	92 105 93 84 106 117 92 ST 783 71.77%	15 9 15 12 13 15 13 SR 107 9.81%	0 0 0 0 0 0 0 0 0 0	28 40 22 28 37 23 33 EL 233 13.34%	102 116 89 86 94 84 75 ET 715 40.95%	117 120 100 73 109 87 88 ER 753 43.13%	12 5 5 4 4 5 3 EU 45 2.58%	46 50 46 37 49 52 46 WL 362 22.53%	131 123 124 138 139 117 116 WT 1001 62.29%	16 26 22 31 20 23 30 WR 191 11.89%	2 9 2 4 4 11 WU 53 3.30%	859 933 793 798 909 812 765 TOTAL 6563				
4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM TOTAL VOLUMES : APPROACH %'s :	118 100 127 135 115 115 NL 898 42.38%	129 98 107 108 106 94 NT 836 39.45%	58 44 46 59 28 24 NR 369 17.41%	3 1 5 2 1 0 3 NU 16	23 31 21 21 31 36 22 SL 201	92 105 93 84 106 117 92 ST 783	15 9 15 12 13 15 13 SR 107	0 0 0 0 0 0 0 0	28 40 22 28 37 23 33 EL 233	102 116 89 86 94 84 75 ET 715	117 120 100 73 109 87 88 ER 753	12 5 5 4 4 5 3	46 50 46 37 49 52 46 WL 362	131 123 124 138 139 117 116	16 26 22 31 20 23 30 WR 191	2 9 2 4 4 11 WU 53	859 933 793 798 909 812 765 TOTAL 6563				

National Data & Surveying Services Intersection Turning Movement Count

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

0.927

City: Spring Hill Control: Signalized

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

0.966

Data - Cars

								Duta	Cuis								
NS/EW Streets:	Barclay Ave Barclay Ave								CR 5	72/Elgin Bl	vd/Powell R	d					
		NORTHE	CIMID	_		SOUTHE	CUIND			EASTB(OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Alvi	NL	NT	NR	NU	SL	ST	SR	SU	ĔĹ	ĔŤ	ER	EU	WL	WT	WR	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	O	39	55	4	0	23	213	93	3	26	59	15	4	677
7:30 AM	38	70	56	0	29	70	10	ō	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	7 7	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 78	52	ō	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
O.T. Airi	75	02	50														
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
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%	TOTA
PEAK HR :		- MA 00:80								204	250	45	00	373	90	35	2739
PEAK HR VOL :	284	301	252	7	75	238	79	0	142	391	358	15	99 0.688	0.818	0.750	0.583	
PEAK HR FACTOR :	0.899	0.918	0.656	0.583	0.647	0.804	0.760	0.000	0.888	0.905 0.93	0.952	0.625	0.688	0.818		0.303	0.951
		0.83	L2			0.89	91			0.9.	00			0.7			
		NORTH	BOLIND			SOUTH	ROLIND			EASTB	OUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
LIM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL.	WT	WR	WU	TOTA
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
							GD.	611		ET	ER	EU	WL	WT	WR	wu	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU 0	EL 227	688	739	45	359	983	190	53	646
TOTAL VOLUMES :	891	827	369	16	197 18.33%	774 72.00%	104 9.67%	0.00%	13.36%	40.49%	43.50%	2.65%	22.65%	62.02%	11.99%	3.34%	0.10
APPROACH %'s:	42.37%	39.32%	17.55%	0.76%	18.55%	72.00%	9.07%	0.00%	13.30%	-tu.177/0	-7J.JU70	2.0370	22.0370	J2.02 /d	22.0070	0.0.70	TOTA
PEAK HR :			05:30 PM 207	9	101	386	46	0	124	370	395	18	180	519	99	17	3382
PEAK HR VOL :	476	435	207	9	101	200	70	U	147			10	100				
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

0.831

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

0.550

City: Spring Hill Control: Signalized

Project ID: 22-120150-002

Date: 3/29/2022

0.583

D	a	ta	Н	٦

								2000									
NS/EW Streets:		Barclay	Ave			Barclay	Ave		CR 5	72/Elgin Bl	vd/Powell R	d	CR 5	72/Elgin Bl	vd/Powell R	d	
		NORTHE	CIMID			SOUTHE	ROLIND			EASTB	OUND			WESTB	OUND		
ARA			0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM	0 NL	0 NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7-00 444		0	0	0	3	0	0	0	2	5	1	0	0	0	0	0	13
7:00 AM	2	4	1	0	2	1	0	n	Ō	2	1	ō	0	4	1	0	19
7:15 AM	3	7	1	0	Õ	5	0	ň	0	2	1	1	0	1	2	0	16
7:30 AM	3	2	0	0	0	0	0	ñ	1	2	Õ	ō	1	5	1	1	16
7:45 AM	2	3	3	0	0	3	0	0	Ô	2	1	0	2	2	0	0	18
8:00 AM	2	2	2	0	0	2	0	0	2	3	ñ	0	ō	4	1	0	17
8:15 AM	1	_	_	0	1	3	2	0	2	1	1	0	2	3	3	0	24
8:30 AM	3	3	0	-	0	1	0	0	ō	ń	2	ő	0	9	0	0	21
8:45 AM	5	1	3	0	U	1	U	U		U							
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL 5	WT 28	WR 8	WU 1	TOTA 144
TOTAL VOLUMES :	20	17	10	0	6	15	2	0	7	17	7	1		28 66.67%	19.05%	2.38%	1777
APPROACH %'s:	42.55%	36.17%	21.28%	0.00%	26.09%	65.22%	8.70%	0.00%	21.88%	53.13%	21.88%	3.13%	11.90%	00.07%	19.05%	2.3670	TOTA
PEAK HR :		08:00 AM -										.	4	40	4		80
PEAK HR VOL :	11	9	8	0	1	9	2	0	4	6	4	0	4	18	4	0.000	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 0.7	0.333	0.000	0.833
		0.77	78			0.50	00			0.70	JU			0.7.	22		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I. W.	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
4:00 PM	2	0	0	0	0	2	0	0	0	1	1	0	1	4	0	0	11
4:15 PM	1	î	0	0	0	1	0	0	1	7	4	0	0	6	0	0	21
4:30 PM	Ō	2	Ō	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	11	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	ő	0	0	3	0	0	1	3	1	0	0	2	1	0	12
5:45 PM	0	ō	Ō	0	1	1	0	0	1	1	1	0	0	1	0	0	6
	NII.	NT	ND	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES	NL 7	NT 9	NR 0	0	4	9	3	0	6	27	14	0	3	18	1	0	101
TOTAL VOLUMES :	43.75%	56.25%	0.00%	0.00%	25.00%	56.25%	18.75%	0.00%	12.77%	57.45%	29.79%	0.00%	13.64%	81.82%	4.55%	0.00%	
APPROACH %'s : PEAK HR :		04:30 PM -		0.00%	23.0070	30.2370	10.7570	0.0070	12.77 70	5711570		0.0070	75.55.00				TOT
PEAK HR VOL :	4	7	0	0	3	2	3	0	3	15	7	0	2	5	0	0	51
(1-200 MAIN DESCRIPTION 10)	0.500						-	-	0.250	0.625	0.583	0.000	0.500	0.417	0.000	0.000	0.750
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 0.583									0./50					

0.667

0.781

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

City: Spring Hill Control: Signalized

Project ID: 22-120150-002

Date: 3/29/2022

Control	Signanzea							Data -	Bikes								
NS/EW Streets:		Barcla	y Ave			Barcla	y Ave		CR !	572/Elgin B	lvd/Powell F	₹d	CR	572/Elgin B	lvd/Powell	Rd	
		NORTH	HBOUND			SOUTH	BOUND			EASTE	BOUND			WESTI	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
- In a second	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ü	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ü	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	Ü	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	Ü	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	U	Ü	Ü	Ü	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	U	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0 0.00%	0 0.00%	1 100.00%	0 0.00%	0	0	0	0	1
PEAK HR :		OR:OO AM	- 09:00 AM														TOTAL
PEAK HR VOL :	0	0	0	0	1 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	0.250	0.000	0.000	0.000	0.000	0.000	0.250
										011							
		NORTI	HBOUND			SOUTI	HBOUND			EASTI	BOUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200000000000000000000000000000000000000
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				•		•	4	4	0	0	0	^	Λ.	0	0	Λ	6

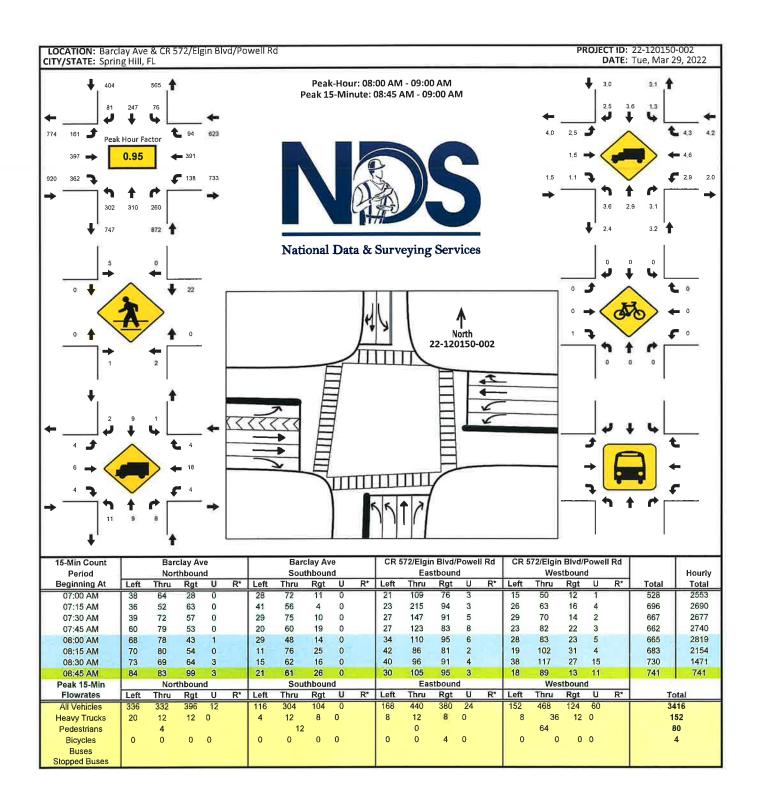
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	00	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 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 1
													1841	1455	u.b	14/11	TOTAL 1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WΤ	WR	WU	TOTAL
TOTAL VOLUMES :	3	1	0	0	0	0	1	2	0	0	0	1 1	U	U	0	0	8
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%					
PEAK HR :		04:30 PM -	05:30 PM		5				-520								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
						0.2	50			0.2	50						

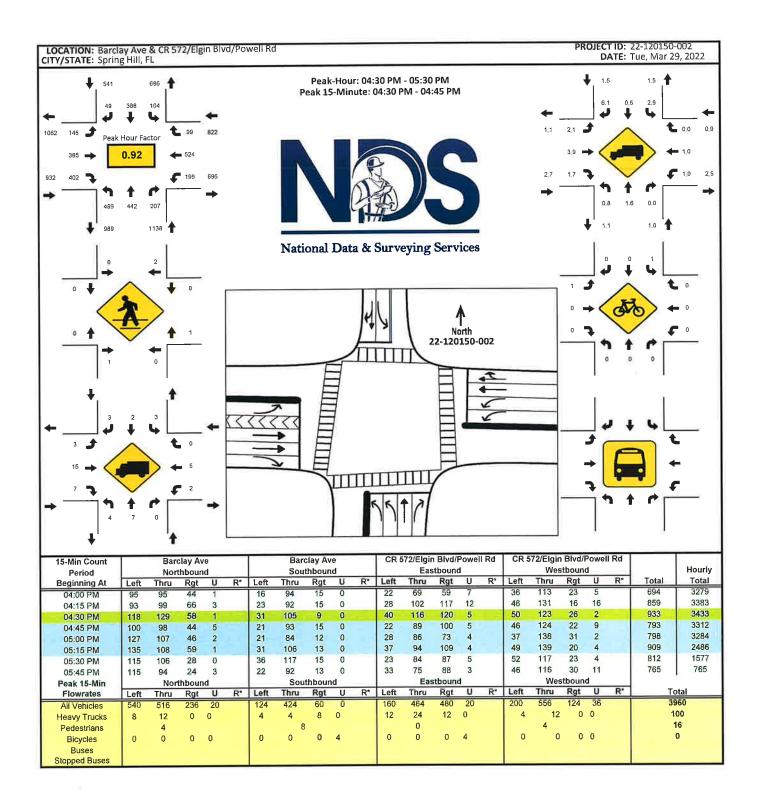
Location: Barclay Ave & CR 572/Elgin Blvd/Powell Rd
City: Spring Hill **Project ID: 22-120150-002 Date:** 3/29/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Barcla	y Ave	Barcla	y Ave		n Blvd/Powell Rd	CR 572/Elgin R	· ·	
AM	NORTH			H LEG		T LEG	WEST		
Alvi	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM		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 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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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:	- MA 00:80	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
	0.4	17	0.7	2 50	0.	344			0.393

PM	NOR	ΓH LEG	SOUTI	1 LEG	EAST	LEG	WEST	T LEG	
FIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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	o
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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	0.2	50	0.2	250			0.250







Speed: 30 MPH



National Data & Surveying Services

Site Code:

22-120124-001

Date:

03/23/2022

Weather:

Sunny

City:

Spring Hill

County:

Hernando

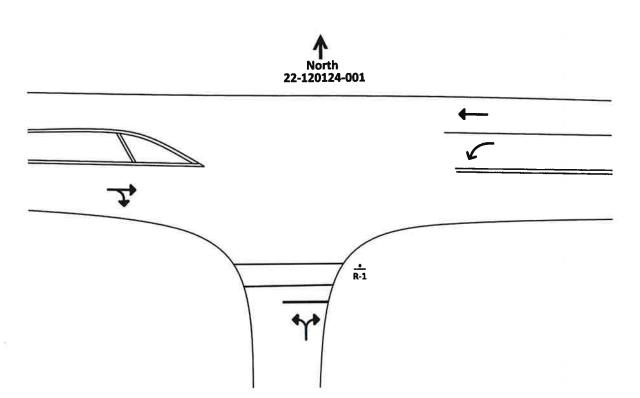
Count Times:

07:00 - 09:00

14:30 - 18:00

Control:

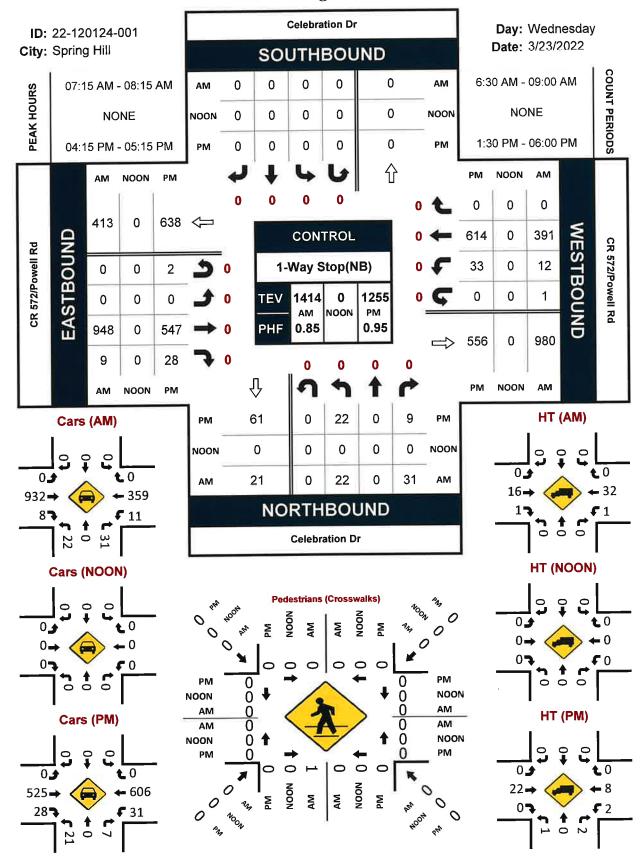
1-Way Stop(NB)



N/S Street: Celebration Dr

Celebration Dr & CR 572/Powell Rd

Peak Hour Turning Movement Count



Location: Celebration Dr & CR 572/Powell Rd

City: Spring Hill Control: 1-Way Stop (NB)

0.646

0.937

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

0.847

Data - Total

NS/EW Streets:		Celebrat	ion Dr			Celebra	tion Dr			CR 572/Po	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTH	BOUND			EASTBO	DUND			WESTBO	DUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ANVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	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	242 375
7:15 AM	4	0	6	0	0	0	0	0	0	272	1	0	0	92	0	0	417
7:30 AM	3	0	17	0	0	0	0	0	0	281	0	0	7	109 80	0	1	298
7:45 AM	7	0	3	0	0	0	0	0	0	202 193	6	0	2	110	0	0	324
8:00 AM	8	0	5	0	0	0	0	0	0	193	2	0	3	150	0	ő	306
8:15 AM	4	0	4	0	0	0	0	0	0	113	0	0	8	144	0	0	277
8:30 AM	10	0	2	0	0	0 0	0	0	0	113	5	0	3	82	Ö	ŏ	219
8:45 AM	16	0	0	0	U	U	U	U	U	113	3	U	3	02		ŭ	
-	NL	NT	NR	NÜ	SL	ST	SR	SU	EL	ΕŤ	ER	EU	WL	WT	WR	WU	TOTAL
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%	98.88%	1.12%	0.00%	2.96%	96.93%	0.00%	0.11%	
PEAK HR :		07:15 AM -		0.007.0													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
, EAR TIKT AGTOR!	01000	0.6								0.85	51			0.87	1		0.0.0
			IBOUND				HBOUND			EASTB				WESTB			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 WU	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	Ĕ <u>,</u>	<u>ER</u>	EU	WL	WT	WR 0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0 3	0	0 8	100	0	0	222
1:45 PM	4	0	3	0	0	0	0	0	0	104 118	1	0	5	111	0	0	241
2:00 PM	3	0	3	0	0	0	0	0	0	111	6	o l	12	216	0	ŏ	352
2:15 PM	4	0	3	0	0	0	0	0	0	138	6	ñ	7	137	Ö	0	295
2:30 PM	3	0	4	0	0	0	0	0	ő	142	4	ő	5	110	0	Ö	267
2:45 PM	2 11	0	4	0	0	0	0	0	0	98	5	0	3	139	0	0	257
3:00 PM 3:15 PM	3	0	4	0	0	0	0	0	0	125	Õ	ō	10	155	0	0	297
3:30 PM	1	0	3	0	0	0	ő	0	Ö	116	2	0	12	199	0	0	333
3:45 PM	0	Ô	3	Ö	ő	Ö	Ö	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	Ö	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	Ũ	0	0	0	0	0	113	8	0	10	158	0	0	298 277
5:45 PM	3	0	2	0	0	0	0	0	0	96	0	0	7	169	U	U	2//
	- NII	NIT	ND	NILL	CI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR 49	NU 0	SL 0	0	0 0	0	0	1992	79	2	130	2620	0	1	4939
TOTAL VOLUMES :	66 57.200/-	0	-	0.00%	_	U	U	U	0.00%	96.09%	3.81%	0.10%	4.73%	95.24%	0.00%	0.04%	
APPROACH %'s:	57.39%	0.00% 04:15 PM -	42.61%	0.00%					.0.00:70:	20.0270							TOTAL
PEAK HR:	22	04:15 PM -	9 9	0	1 0	0	0	0	0	547	28	2	33	614	0	0	1255
PEAK HR VOL :	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
PEAK HR FACTOR :	0.011	0.000	0.303	0.000	0.000	0.000	0.000	0.000	1 0,000	0.52				0.84		114	0.945

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

7																	
NS/EW Streets:		Celebrati	ion Dr			Celebra	tion Dr			CR 572/Po	well Rd			CR 572/Po	well Rd		
		NODTU	DOLIND	_		COLITH	BOUND			EASTBO	OLIND			WESTB	DUND		
454		NORTH						0	0	0	0	0	0	0	0	0	
AM	0	0	0	0	0	0	0			-	ER	EU	WL	WΤ	WR	WU	TOTAL
	NL	NT	NR	NU	SL.	ST	SR	SU	<u>EL</u>	<u>Ē</u>				0	0	0	0
6:30 AM	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		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	Ŏ	17	0	0	0	0	0	0	279	0	0	6	102	0	0	407
	7	Ö	3	0	Ö	0	Ō	0	0	198	2	0	3	7 7	0	1	291
7:45 AM	8	0	5	0	0	0	0	0	0	187	5	0	2	95	0	0	302
8:00 AM	-	•	_	0	0	0	0	ő	ő	136	2	ō	3	147	0	0	296
8:15 AM	4	0	4	•		•	0	0	0	113	ō	ŏ	6	136	0	0	267
8:30 AM	10	0	2	0	0	0	_		_		5	o l	2	75	ő	ō	206
8:45 AM	15	0	0	0	0	0	0	0	0	109	5	U	2	73	U	٠	200
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
		0	42	0	0	0	0	o l	0	1550	17	0 I	23	830	0	1	2520
TOTAL VOLUMES :	57	-		0.00%	U	U	U	Ů	0.00%	98.92%	1.08%	0.00%	2.69%	97.19%	0.00%	0.12%	
APPROACH %'s:	57.58%	0.00%	42.42%	0.00%					0.0070	30.32 70	110070	0.0070	2.03.10				TOTAL
PEAK HR :		07:15 AM -								000	0	_	11	359	0	1	1364
PEAK HR VOL :	22	0	31	0	0	0	0	0	0	932	8	0		0.880	0.000	0.250	
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			0.230	0.838
		0.66	63							0.84	12			0.85	9]	
														1415	OUND		
		NORTH	BOUND			SOUTI	HBOUND			EASTB			_	WESTB		_	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	Ö	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
	4	0	3	o o	0	0	ŏ	Ŏ	Ō	107	6	Ó	12	210	0	0	342
2:15 PM		- 1	4	0	0	0	0	0	ő	133	6	0	7	127	0	0	280
2:30 PM	3	0			_	0	0	0	0	137	4	0	5	107	0	0	259
2:45 PM	2	0	4	0	0			0	0	95	5	0	3	136	0	0	251
3:00 PM	11	0	1	0	0	0	•	-	_		0	0	10	145	0	Ö	280
3:15 PM	3	0	4	0	0	0	0	0	0	118	•				_	0	328
3:30 PM	1	0	3	0	0	0	0	0	0	111	2	0	12	199	0		
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	Ō	1	0	0	0	0	0	0	141	6	0	8	148	0	0	309
4:45 PM	6	ŏ	ō	0	0	0	0	0	0	135	9	1	7	149	0	0	307
5:00 PM	ĭ	ő	4	0	0	0	0	0	0	123	6	1	6	182	0	0	323
5:15 PM	2	0	3	ő	o o	0	Ō	0	0	85	7	0	9	173	0	0	279
	6	0	3	Ö	ő	0	Ö	ő	Ö	112	8	0	10	157	0	0	296
5:30 PM	3	0	2	0	0	0	0	0	0	93	0	0	7	167	0	0	272
5:45 PM	3	U	2	U	U	U	U	U	U	55		J					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	64	0	46	0	0	0	0	0	0	1910	79	2	127	2549	0	1	4778
APPROACH %'s:	58.18%	The state of the s	41.82%	0.00%					0.00%	95.93%	3.97%	0.10%	4.74%	95.22%	0.00%	0.04%	
		04:15 PM -		010070													TOTAL
PEAK HR:				0	0	0	0	0	0	525	28	2	31	606	0	0	1220
PEAK HR VOL:	21	0	7	0		_	_	0.000	0.000	0.931	0.778	0.500	0.775	0.832	0.000	0.000	
PEAK HR FACTOR:	0.583	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.931		0.500	0.,,5	0.032		5.500	0.944
		0.6	A Section							0.9	TT			0.0			

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:		Celebrati	ion Dr			Celebra	tion Dr			CR 572/Pc	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND	_		WESTB		0	
AM	0 NL	O NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	WT	0 WR	0 WU	TOTAL
6:30 AM 6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0 2	0	0	0 2
7:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	1 7	0	0	10 11
7:15 AM 7:30 AM	0	0	0	0	0	0	0	0	Ŏ	2	0	0	1	7	0	0	10 7
7:45 AM 8:00 AM	0	0	0	0	0	0	0	0	0	6	1	0	0	15	0	0	22 10
8:15 AM 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	8	0	0	10
8:45 AM	1	0	0	0	0	0	0	0	0	4	0	0	1	7	0	0	13
TOTAL VOLUMES :	NL 1	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 36	ER 1	EU 0	WL 4	WT 53 92.98%	WR 0 0.00%	WU 0 0.00%	TOTAL 95
APPROACH %'s : PEAK HR :	100.00%	0.00% 07:15 AM -	0.00% 08:15 AM	0.00%					0.00%	97.30%	2.70%	0.00%	7.02%		0.00%		TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.000	0.000	0 0.000	0.000	0 0.000	0 0.000	0 0.000	0.000	0.000	16 0.667 0.6	0.250 07	0.000	1 0.250	32 0.533 0.55	0 0.000 50	0.000	50 0.568

		NORTH	BOUND			SOUTH	HBOUND			EASTB	OUND			WESTB			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I IVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	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	1	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	19
2:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10
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	10	0	0	15
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	7	0	0	U	10	U	0	17
3:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	Ü	0	0	9
3:45 PM	0	0	1	0	0	0	0	0	0	5	0	0	1	2	0	0	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	U	8	0		10
4:15 PM	0	0	1	0	0	0	0	0	0	7	0	0	1	2	U	0	11
4:30 PM	1	0	1	0	0	0	0	0	0	7	0	0	0	2	0	0	11
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0		0	0	9
5:00 PM	0	0	0	0	0	0	0	0	0	6	0	0	1	2	0	0	10
5:15 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	U	2	U	U	,
	NL	NT	NR	NU	SŁ	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	2	0	3	0	0	0	0	0	0	82	0	0	3	71	0	0	161
APPROACH %'s :	40.00%	0.00%	60.00%	0.00%					0.00%	100.00%	0.00%	0.00%	4.05%	95.95%	0.00%	0.00%	
PEAK HR :		04:15 PM -															TOTAL
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	22	0	0	2	8	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	0.795
, LAK IIK I ACTOK	0.200	0.3								0.7	86			0.8	33		

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:		Celebra	tion Dr			Celebra	tion Dr			CR 572/Pc	well Rd			CR 572/P	owell Rd		
		NORTH	IBOUND			SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	254222222
	NL	NT	NR	NU	SL	ST	SR	SU	EL.	ET	ER	EU	WL	WT	WR	WU	TOTA
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 2
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	тот
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s:									0.00%	100.00%	0.00%	0.00%					
PEAK HR:		07:15 AM	- 08:15 AM													_	ТОТ
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 0.2	0.000 50	0.000	0.000	0.000	0.000	0.000	0.25

		NORTH	HBOUND			SOUTH	HBOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I- IVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	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	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	Ō	Ó	0	0	0	0	0	0	0	0	0	0	00	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	Ō	Ö	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
APPROACH %'s:									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		04:15 PM	- 05:15 PM														TOT
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	0.25
														0.2	ου		

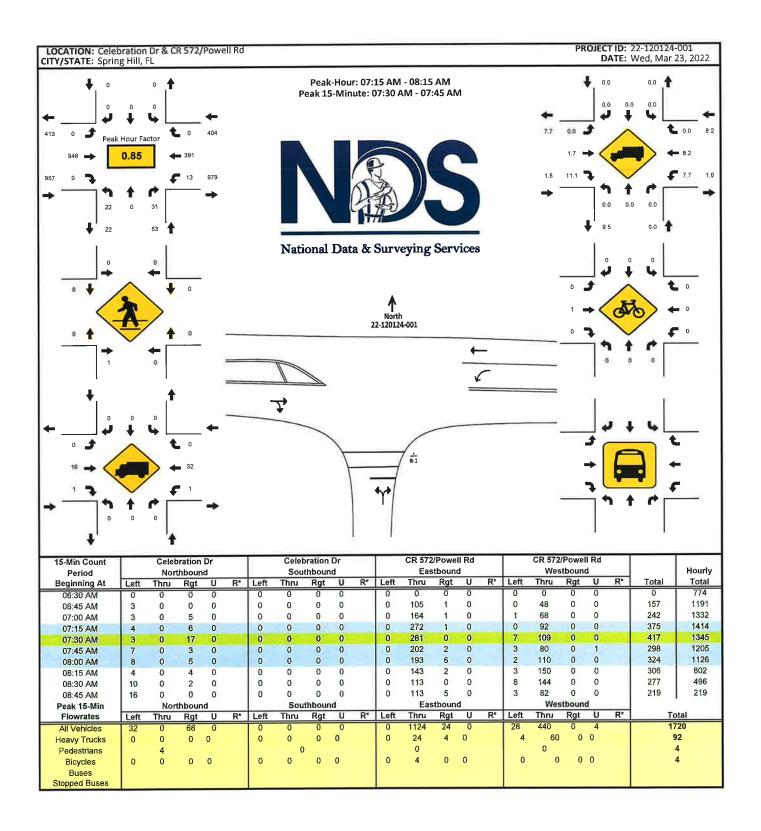
Location: Celebration Dr & CR 572/Powell Rd **City:** Spring Hill

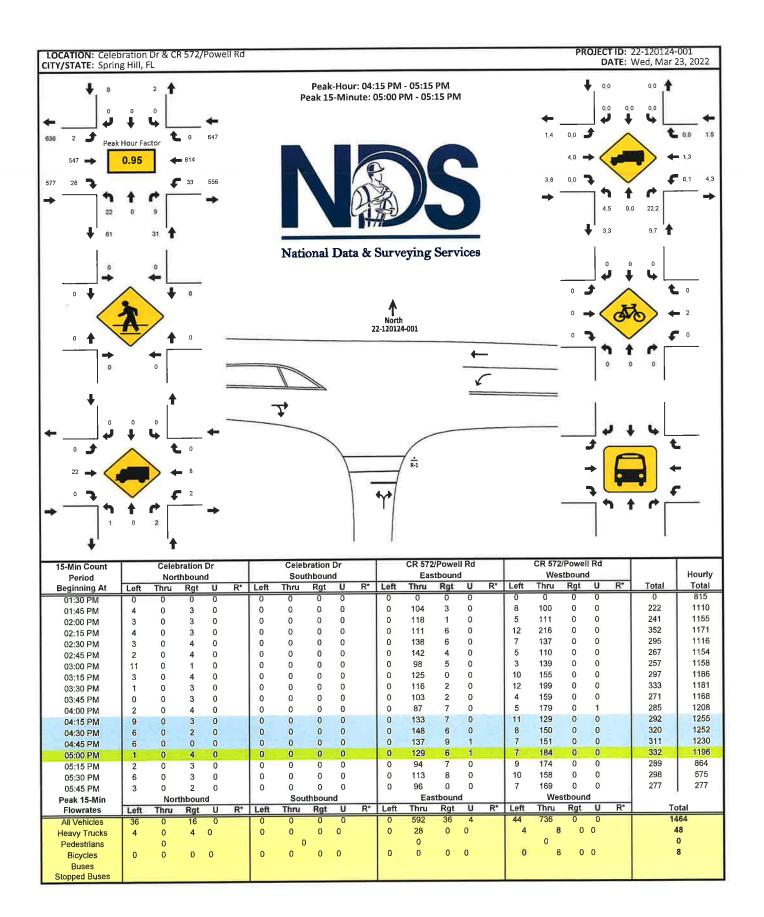
Project ID: 22-120124-001 Date: 3/23/2022

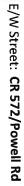
Data - Pedestrians (Crosswalks)

NS/EW Streets:	Celebra	ation Dr	Celebrat	tion Dr	CR 572/P	owell Rd	CR 572/P	owell Rd	
AM	NORT EB	H LEG WB	SOUTH EB	I LEG WB	EAST NB	LEG SB	WEST NB	LEG SB	TOTAL
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	1	0	0	0	0	0	1
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	1
APPROACH %'s:			100.00%	0.00%					
PEAK HR:	07:15 AM	- 08:15 AM							TOTAL
PEAK HR VOL:	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR:			0.250						0.250
			0.2	.50					0.230

DM	NORT	'H LEG	SOUT	'H LEG	EAS	Γ LEG	WEST		
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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	1	0	0	0	0	1
2:30 PM	0	0	0	1	0	0	0	0	1
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	2	0	0	0	0	2
APPROACH %'s:			0.00%	100.00%					
PEAK HR:	04:15 PM	- 05:15 PM							TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:									







Speed: 30 MPH



National Data & Surveying Services

Site Code:

22-120124-002

Date:

03/23/2022

Weather:

Sunny

City:

Spring Hill

County:

Hernando

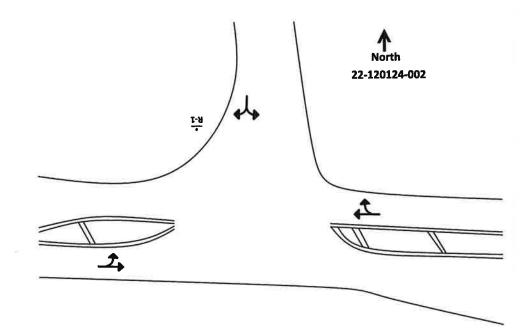
Count Times:

07:00 - 09:00

14:30 - 18:00

Control:

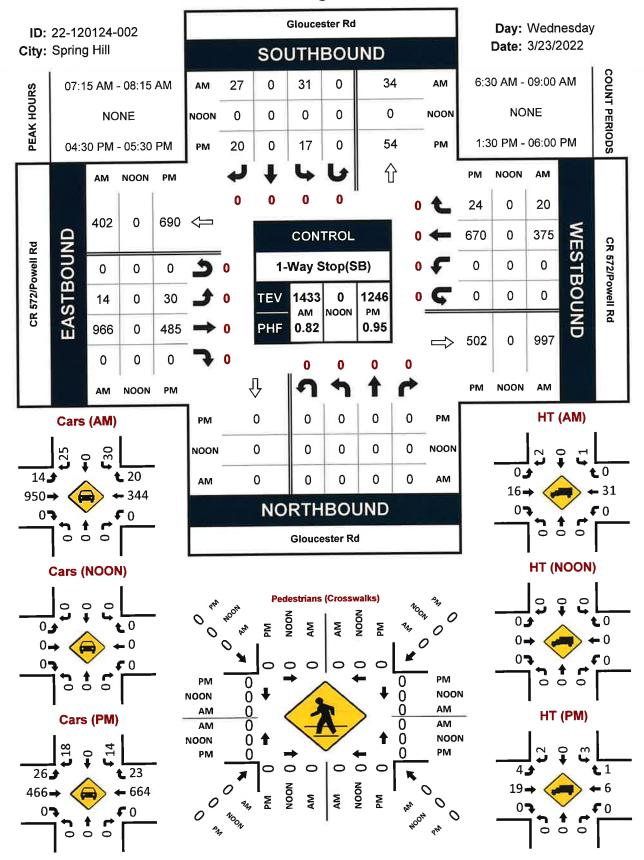
1-Way Stop(SB)



N/S Street: Gloucester Rd

Gloucester Rd & CR 572/Powell Rd

Peak Hour 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:		Glouces	ster Rd			Gloucest	er Rd			CR 572/Pc	well Rd			CR 572/Po	well Rd		
		NORTH	IBOUND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	O NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	O WL	0 WT	0 WR	0 WU	TOTAL
6.20.444	NL	NT_	NR		3L	51	3K	0	1	53	0	0	0	31	0	0	87
6:30 AM	0	0	0	0	1	0	4	ň	4	124	ñ	ő	Ŏ	56	Ō	0	192
6:45 AM	0	0	0	0	11	0	- 4	0	0	167		0	0	63	5	0	252
7:00 AM	0	0	Ü	0	11	0	4	0	1	275	Ô	0	ő	87	6	ō	378
7:15 AM	0	0	U	0	12	0	0	0	5	298	ň	o l	Ö	109	5	0	438
7:30 AM	0	U	U	0	12	0	12	0	2	201	ň	ŏ	Ö	72	3	0	300
7:45 AM	0	0	0	0		0	7	0	3	192	n	0	0	107	6	0	317
8:00 AM	0	Ü	0	0	,	0	2	0	2	146	Ŏ	ŏ	n	148	2	0	313
8:15 AM	0	O .	Ü	U	6	0	17	0	2	110	0	ŏ	0	138	2	Ď	271
8:30 AM	0	0	0	0	6	0	12 9	0	2	109	0	ñ	0	75	1	ő	202
8:45 AM	0	0	0	0	3	U	9	U	3	109	U		U	,,,	•		202
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOT
TOTAL VOLUMES :	0	0	0	0	62	0	67	0	30	1675	0	0	0	886	30	0	275
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									6201					TOT
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	0.81
						0.69	90			0.8	09			0.86	56		

		NORTH	HBOUND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I IVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
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	Ō	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	Ō	0	0	0	3	0	5	0	6	123	0	0	0	159	5	0	301
3:30 PM	ō	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		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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
OTAL VOLUMES :	0	0	0	0	55	0	121	0	126	1976	0	0	0	2685	88	0	505
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														TOT
PEAK HR VOL :	0	0	0	0	17	0	20	0	30	485	0	0	0	670	24	0	124
AK HR FACTOR :	0.000	0.000	0.000	0.000	0.708	0.000	0.833	0.000	0.577	0.879 0.8	0.000	0.000	0.000	0.891 0.9	0.750	0.000	0.94

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:		Glouces	ster Rd			Gloucest	er Rd			CR 572/Po	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTHE	BOUND			EASTB	DUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	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	Ó	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	Ó	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	60	0	63	0	28	1640	0	0	0	830	27	0	2648
APPROACH %'s:	-				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												20		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
						0.68	38			0.8	01			0.8	43		

		NORTH	HBOUND			SOUTHE	BOUND			EASTBO	OUND			WESTB	DUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I-IM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	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	/	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		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	341 271
3:45 PM	0	0	0	0	2	0	7	0	11	90	0	0	0	154		0	271
4:00 PM	0	0	0	0	1	0	7	0	5	85	0	0	0	171	2	0	266
4:15 PM	0	0	0	0	2	0	7	0	9	118	0	0	0	128	2	0	307
4:30 PM	0	0	0	0	4	0	4	0	10	133	0	0	Ü	153	3	0	307
4:45 PM	0	0	0	0	2	0	5	0	6	129	0	0	0	150	8	0	320
5:00 PM	0	0	0	0	4	0	4	0	6	117	0	0	0	185	4	0	284
5:15 PM	0	0	0	0	4	0	5	0	4	87	0	0	Ü	176	8	0	288
5:30 PM	0	0	0	0	3	0	7	0	12	103	0	0	0	161	2	0 =	275
5:45 PM	0	0	0	0	2	0	8	0	13	81	U	0	0	166	5	0 %	2/3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL.	WT	WR	WU 0	TOTAL 4878
TOTAL VOLUMES :	0	0	0	0	52	0	117	0	121	1897	0	0	0	2606	85	0.00%	
APPROACH %'s:					30.77%	0.00%	69.23%	0.00%	6.00%	94.00%	0.00%	0.00%	0.00%	96.84%	3.16%	0.00%	TOTAL
PEAK HR :		04:30 PM	- 05:30 PM												22		73 Sept 17 (12 77 Comm)
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
					14	0.8	89			0.86	60			0.90	פו		

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

																$\overline{}$	
NS/EW Streets:		Glouces	ter Rd			Gloucest	er Rd			CR 572/Po	well Rd			CR 572/Po	well Rd		
		NODTI	IDOLIND.			SOUTHE	OUND			EASTBO	JUND			WESTB	OUND		
A A A	_		BOUND	_				0	0	0	0	0	0	0	0	0	
AM	0	0	0	0	0	0	0			-	_	EU	WL	WT	WR	wu	TOT
- Common	NL	NT	NR	NU	SL	ST	SR	SU	<u> </u>	<u>ET</u>	ER 0	0	0	3	0	0	3
6:30 AM	0	0	0	0	0	0	0	0	0	0	•	-			0	0	3
6:45 AM	0	0	0	0	Ō	0	0	0	ik:	0	0	0	0	2			
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	Ŏ	Ö	Ö	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	2:
	0	0	0	o l	ō	Õ	Ö	ō	1	6	0	0	0	4	0	0	11
8:15 AM	_	-	-	0	0	0	2	ŏ	ō	ő	Õ	o l	Ō	7	1	0	10
8:30 AM	0	0	0	-		0	0	0	0	4	0	0	Ö	8	0	0	12
8:45 AM	0	0	0	0	0	U	U	U	U		U	· ·					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU 0	WL 0	WT 56	WR 3	WU 0	TO1
TOTAL VOLUMES :	0	0	0	0	2	0	4	0	2	35	0	0.00%	0.00%	94.92%	5.08%	0.00%	1
APPROACH %'s:					33.33%	0.00%	66.67%	0.00%	5.41%	94.59%	0.00%	0.00%	0.0070	34.3270	3.00 /0	0.0070	TO
PEAK HR :		07:15 AM ·	· 08:15 AM										_				
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	0.5
				- ·		0.75	50			0.66	57			0.55	54		
		NORTH	HBOUND		I	SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PIVI				NU	SL	ST	SR	SU	EL	ĒĪ	ER	EU	WL	WT	WR	WU	TO
	NL	NT_	NR			0	0	0	0	0	0	0	0	6	0	0	6
1:30 PM	0	0	0	0	0			ŏ	0	3	0	ő	Ö	16	1	0	2
1:45 PM	0	0	0	0	0	0	1		0	7	0	0	0	4	0	0	1
2:00 PM	0	0	0	0	0	0	0	0	-	•		0	0	6	0	ő	1
2:15 PM	0	0	0	0	0	0	0	0	0	4	0	•	_		0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	9	-	0	
2:45 PM	0	0	0	0	0	0	0	0	00	5	0	0	0	3	0		8
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	(
3:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	10	1	0	1
3:30 PM	0	ñ	0	0	0	0	0	0	0	6	0	0	0	0	0	0	(
3:45 PM	0	ñ	ŏ	Ö	o o	0	0	0	0	6	0	0	0	3	0	0	9
4:00 PM	0	0	0	0	0	0	1	Ö	0	2	0	0	0	7	0	0	1
	0	0	0	Ö	Ö	0	Ō	ŏ	Ö	8	0	0	0	3	0	0	1
4:15 PM	_	0	0	0	2	0	2	0	3	5	Ö	0	0	0	1	0	1
4:30 PM	0	-	0	0	0	0	Õ	0	0	2	0	0	0	2	0	0	
4:45 PM	0	0				0	0	0	1	5	0	0	0	3	0	0	
5:00 PM	0	0	0	0	0		0	0	0	7	0	ő	0	1	O	0	
5:15 PM	0	0	0	0	1	0	_	_	_	-	0	0	0	1	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	
5:45 PM	0	0	0	0	0	0	0	0	1	3	U	U	U	2		U	<u> </u>
		NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT 79	WR 3	WU 0	TC 1
	NL	NT	1417							79	0	0	0				п 1
TOTAL VOLUMES :	NL 0	0	0	0	3	0 0.00%	4 57,14%	0 0.00%	5 5.95%		_	0.00%	0.00%		3.66%	0.00%	
APPROACH %'s:		0	0	0	3 42.86%	0 0.00%	4 57.14%	0.00%	5.95%	94.05%	0.00%	-		96.34%		-	
APPROACH %'s : PEAK HR :	0	0 04:30 PM	0 - 05:30 PM	0	42.86%	0.00%	57.14%	0.00%	5.95%	94.05%	0.00%	0.00%	0.00%	96.34%	3.66%	0.00%	ТО
APPROACH %'s:		0	0	0	_	-					_	-				-	

0.313

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

The Control of the Co																	0.11
NS/EW Streets:		Glouces	ster Rd			Glouce	ster Rd			CR 572/Pc	well Rd			CR 572/P	owell Rd		
		NODT	HBOUND			COLITI	IBOUND			EASTB	OLIND			MECT	BOUND		
AM	•			0	_		0	0	0	0 CA310	0	0	0	0	0	0	
AIVI	0	0	0	-	0	0	-	- 1	_	_	-	-	_		-	-	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
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	Ō	Ō	Ö	Ö	0	0	Ō	0	0	0	0	0	0	0	Ó	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	ō	0	Ö	0	0	0
	0	0	0	0	l o	0	0	ŏ	0	0	0	ő	0	0	0	Õ	ő
8:15 AM	-	_	_	-		•	-	_	_	0	•	0	0	-	0	0	0
8:30 AM	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s:									0.00%	100.00%	0.00%	0.00%					
PEAK HR :		07:15 AM	- 08:15 AM														TOTA
PEAK HR VOL :	0	0	0	0	1 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	II.
FEAR HR FACTOR .	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.25		0.000	0.000	0.000	0.000	0.000	0.25
			HBOUND				HBOUND			EASTB			_		BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
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	Ö	Ö	ō	Ō	Ď	ō	ō	Ō	0	n	ñ	0	0	0	0	0
2:30 PM	0	Ö	ŏ	ŏ	ŏ	0	0	ő	0	ő	ő	ő	0	Ö	ő	ŏ	ő
2:45 PM	0	0	0	0	0	0	0	0		0	0	ñ	0	0	0	Ö	0
				0		U			^								U
3:00 PM	0	0	0			^			0								
3:15 PM				-	0	0	ő	0	0	0	0	Ö	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	Ö	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	0 0	0 0 0	0 0	0 0 0	0 0 0	0
	_		0	0	0	0	0	0	0 0 0	0	Ö	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	0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0
3:30 PM 3:45 PM	0	0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0
3:30 PM 3:45 PM 4:00 PM	0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 2	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 2
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 2	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 2 0
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 2 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 2 0
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 2 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 2 0 0
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 2 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 2 0
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 2 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 2 0 0 1 0 0
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 2 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 2 0 0 1
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 2 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 2 0 0 1 0 0
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 2 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 2 0 0 1 0 0
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 2 0 0 1 0 0 0 TOTA 4
3:30 PM 3:45 PM 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 2 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 2 0 0 1 0 0

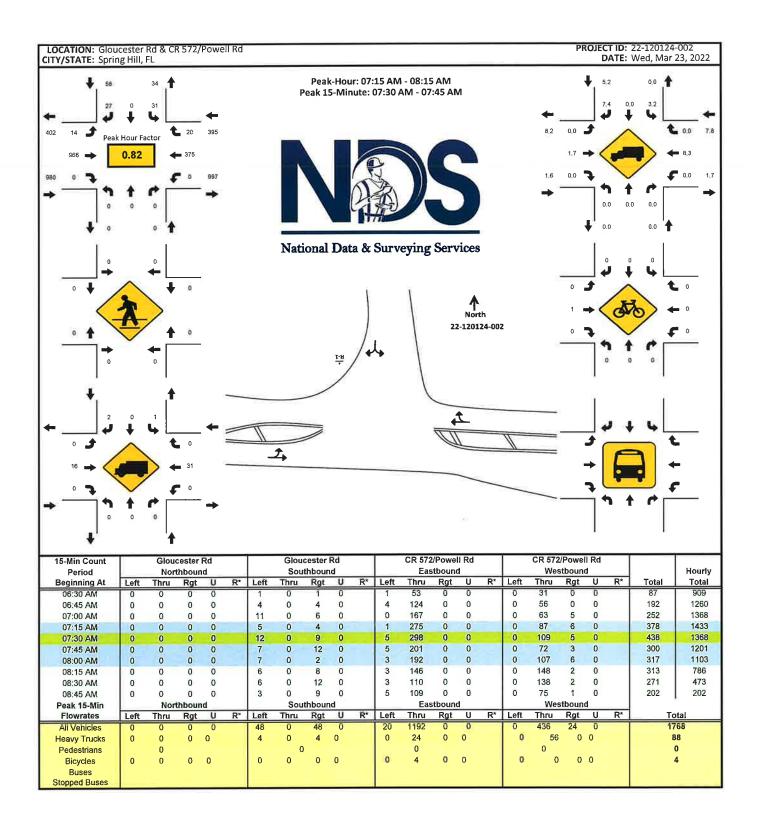
Location: Gloucester Rd & CR 572/Powell Rd **City:** Spring Hill

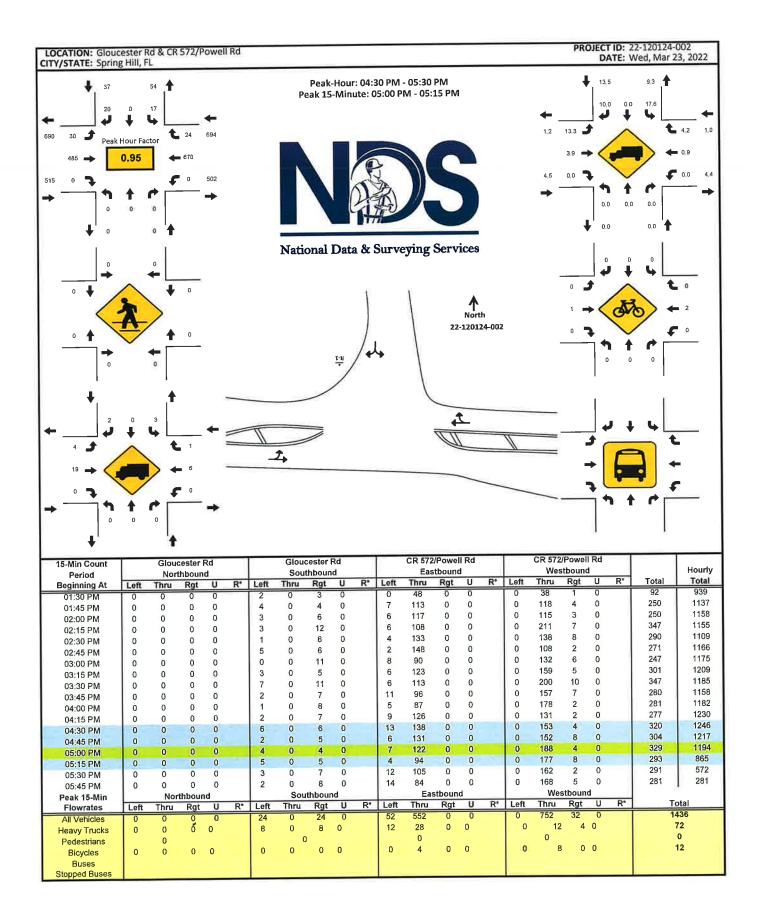
Project ID: 22-120124-002 **Date:** 3/23/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Glouce	ster Rd	Glouce	ester Rd	CR 572/F	Powell Rd	CR 572/P	owell Rd	
AM		'H LEG		'H LEG		Γ LEG	WEST		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:30 AM	97.	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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR:	07:15 AM	- 08:15 AM							TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0

PM	NORT	'H LEG	SOUT	'H LEG		LEG	WES.	T LEG	
FIM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0
PEAK HR:	04:30 PM	- 05:30 PM							TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0







Speed: 30 MPH



National Data & Surveying Services

Site Code:

22-120124-003

Date:

03/23/2022

Weather:

Sunny

City:

Spring Hill

County:

Hernando

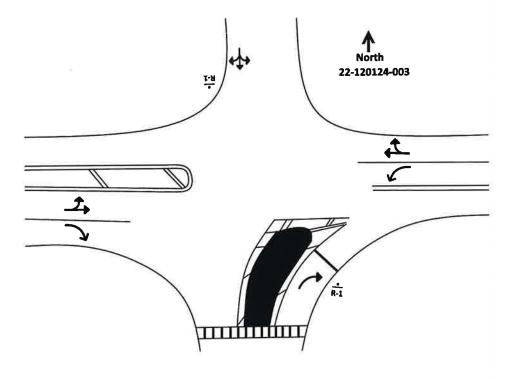
Count Times:

07:00 - 09:00

14:30 - 18:00

Control:

2-Way Stop(NB/SB)



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

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

0.382

City: Spring Hill
Control: 2-Way Stop (NB/SB)

Data - Total

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

0.747

								Data -	Total								
NS/EW Streets:	Orlando Ave			ry School	Orlando Ave			ry School		CR 572/Po	well Rd			CR 572/Po	well Rd		
NO/EN GERCES!		Entrance				Entrance SOUTHE				EASTBO	OUND			WESTBO	OLIND	_	
AM	•	NORTHE		0	0	0	0 0	0	0	0	0	0	0	0	0	0	
AIVI	0 NL	0 NT	0 NR	NU	SL	ST	SR	SU	EL	ĒΤ	ER	EU	WL	WT	WR	wu	TOTA
6:30 AM	1	0	0	0	0	0	0	0	0	29	3	0	1	20 53	0	0	54 179
6:45 AM	0	0	1	0	0	0	2	0	0	112	9	0	5	68	0	0	258
7:00 AM	2	0	2	0	0	0	1	0	0	135	45	0	16	89	0	0	400
7:15 AM	0	0	14	0	0	0	2	0	1	152 181	126 128	0	13	114	0	0	45.
7:30 AM	2	0	16	0	0	0	0 1	0	1 0	145	64	0	23	73	0	ő	31
7:45 AM	1	0	5	0	0	0	5	0	1	107	87	0	36	108	0	0	35
8:00 AM	0	0	11	0	0	0	2	0	1	79	75	0	30	146	Õ	0	35
8:15 AM	3	0	15	_	0	0	3	Ö	Ô	108	6	o l	2	136	Ö	ō	25
8:30 AM	0	0 0	3 1	0	0	0	4	0	1	110	4	ŏ	2	70	Ö	ō	19
8:45 AM	0	U	1	0	U	U	7	·		110							
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
TOTAL VOLUMES :	9	0	68	0	0	0	20	0	5	1158	547	0	130	877 87.09%	0 0.00%	0 0.00%	28:
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%	TOT
PEAK HR:)7:15 AM -									405	.	00	204	0	0	152
PEAK HR VOL :	3	0	46	0	0	0	8	0	3	585	405	0	88	384 0.842	0.000	0.000	154
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	0.8
		NORTH	BOUND			SOUTH				EASTB				WESTB		-	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
M PONE	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	<u>WT</u>	WR	WU 0	TO
1:30 PM	0	0	0	0	0	0	1	0	0	31	5	0	1 4	24 120	0 0	0	24
1:45 PM	1	0	4	0	0	0	1	0	0	90 90	28 35	0	14	115	0	0	27
2:00 PM	3	0	16	0	0	0	1 5	0	0	89	25	0	9	190	Ö	ő	38
2:15 PM	21	0	49	0	0	0	4	0	2	106	23	0	11	134	Ö	0	29
2:30 PM	6	0	7 4	0	1 0	0	1	0	2	114	39	0	14	107	1	Ö	28
2:45 PM	2	0	10	0	0	0	2	0	3	61	22	0	16	136	1	0	25
3:00 PM 3:15 PM	1	0	22	0	0	0	5	ő	1	93	35	ŏ	14	157	0	0	32
3:30 PM	2	0	3	0	0	1	1	ő	ō	91	26	ō	9	206	0	0	33
3:45 PM	3	0	9	0	ő	Ô	3	ō	0	94	7	0	3	161	0	0	28
4:00 PM	5	0	7	0	0	0	3	0	4	76	9	0	1	169	0	0	27
_ 4:15 PM	5	0	7	0	0	0	3	0	2	116	9	0	3	128	0	1	27
4:30 PM	1	0	5	0	1	0	3	0	0	129	16	0	1	149	1	0	30
4:45 PM	2	0	7	0	0	0	2	0	3	118	10	0	7	158	1	0	30
5:00 PM	2	0	6	0	0	0	2	0	1	122	4	0	3	186	0	0	32
5:15 PM	2	0	8	0	0	0	0	0	3	89	5	0	4	187	0	0	29
5:30 PM	2	0	1	0	0	0	0	0	_2	105	3	0	1	159 170	0	0	27
5:45 PM	2	0	0	0	2	0	2	0	4	77	4	0	1	170	U	U	20
The state of the s						ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
	NL	NT	NR	NU	SL								446	2656	4	4	11 50
TOTAL VOLUMES :	NL 61	0	165	0	4	1	39	0	27	1684	305	0	116	2656	4	1	50
TOTAL VOLUMES : APPROACH %'s :	61 26.99%	0 0.00%	165 73.01%						27 1.34%	1684 83.53%	305 15.13%	0 0.00%	116 4.18%	2656 95.64%	4 0.14%	1 0.04%	
	61 26.99%	0	165 73.01% 03:00 PM	0 0.00%	4 9.09%	1 2.27%	39 88.64%	0 0.00%	1.34%	83.53%	15.13%	0.00%	4.18%	95.64%	0.14%	0.04%	ТО
APPROACH %'s:	61 26.99%	0 0.00%	165 73.01%	0	4	1	39	0				-					

0.847

0.600

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

City: Spring Hill

Control: 2-Way Stop (NB/SB)

Data - Cars

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

								vala -	Cars								
NS/EW Streets:	Orlando Ave	c/Chocachat Entrance		ry School	Orlando Ave	/Chocacha Entranc		ry School		CR 572/Pc	well Rd			CR 572/Po			
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7 (17)	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	7 2	0	28	142	U	0	334
8:30 AM	0	0	3	0	0	0	3	0	0	107	6	0	1	128	U	0	248
8:45 AM	0	0	0	0	0	0	4	0	1	108	2	0	1	62	0	0	178
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	9	0	54	0	0	0	19	0	5	1139	530	0	123	821	0	0	2700
APPROACH %'s:	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														TOTA
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
		0.59	97			0.4	38			0.79	90			0.83	33		

The second secon		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND	1000	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1,000	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	U	1	158	0	0	270 257
5:45 PM	2	0	0	0	2	0	2	0	4	74	4	0	1	168	0	0	25/
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	61	0	152	0	4	1	36	0	26	1611	294	0	110	2578	4	1	4878
APPROACH %'s :	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
		0.3				0.5	50			0.8	40			0.7	42		2 72

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

0.500

City: Spring Hill Control: 2-Way Stop (NB/SB) Project ID: 22-120124-003 Date: 3/23/2022

Control:	2-Way Stop	(NR/SR)						Data	- HT					D 444. 5	, 23, 2022		
NS/EW Streets:	Orlando Ave			ry School	Orlando Ave					CR 572/Po	well Rd			CR 572/Po	well Rd		
NO/EN SEICES!		Entrance				Entrance SOUTH		_	_	EASTBO	OLIND			WESTB	OUND		
AM	0	NORTHI 0	0 BOUND	0	0	0	0 0	0	0	0	0	0	0	0	0	0	
Alvi	NL	NT	NR	NU	SL	ST	SR	SU	EL	ĔŤ	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:00 AM	0	0	1	0	0	0	0	0	0	2	7	0	1	3	0	0	14
7:15 AM	0	0	3	0	0	0	0	0	0	3	1	0	0	7 7	0	0	14 8
7:30 AM	0	0	0	0	0	0	0	0	0	5	0	0	1	5	0	0	11
7:45 AM	0	0	3	0	0	0	1	0	0	4	3	0	1	11	0	0	23
8:00 AM 8:15 AM	0	0	6	0	0	0	Ô	0	Ŏ	2	3	ō	2	4	0	0	17
8:30 AM	0	0	0	Ö	ŏ	Ö	Ö	0	Ō	1	0	0	1	8	0	0	10
8:45 AM	ő	ŏ	1	0	0	0	0	0	0	2	2	0	1	8	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	14	0	0	0	1	0	0	19	17	0	7	56	0 0.00%	0.00%	114
APPROACH %'s:	0.00%	100000000000000000000000000000000000000	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%	0.0076	TOTAL
PEAK HR :		07:15 AM -		0	0	0	1	0	0	12	5	0	2	30	0	0	56
PEAK HR VOL :	0.000	0 0.000	6 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	0.609
PEAK HR FACTOR :	0.000	0.000		0.000	0.000	0.000		0.000	0.000	0.60		0.000		0.66			0.609
Table 1		NORTH	IBOUND			SOUTH				EASTB				WESTE	BOUND 0	0	
PM	0	0	0	0	0	0	0	0	0	0 ET	0 ER	0 EU	0 WL	0 WT	WR	WU	TOTAL
4-20 PM	NL	NT	NR	NU 0	SL 0	5T 0	SR 0	SU 0	EL 0	0	0	0	0	5	0	0	5
1:30 PM 1:45 PM	0	0	0	0	0	0	0	ő	0	5	1	ő	Ö	18	Ō	0	24
2:00 PM	Ö	0	2	0	0	0	0	0	0	7	0	0	0	3	0	0	12
2:15 PM	ő	0	2	Ŏ	Ö	0	Ō	0	0	4	0	0	0	6	0	0	12
2:30 PM	0	0	0	0	0	0	1	0	0	4	1	0	1	8	0	0	15
2:45 PM	0	0	0	0	0	0	0	0	0	4	1	0	1	3	0	0	9
3:00 PM	0	0	0	0	0	0	0	0	0	3	0	0	4	3	0	0	10 26
3:15 PM	0	0	9	0	0	0	2	0	0	5 5	1	0	0	0	0	0	6
3:30 PM	0	0	0	0	0	0	0	0	0	4	1	0	o o	4	Ô	ő	9
3:45 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	6	0	0	9
4:00 PM 4:15 PM		0	0	0	0	0	Ö	ŏ	1	6	1	0	0	3	0	0	11
4:30 PM		Ö	ŏ	Ö	0	0	0	0	0	7	0	0	0	1	0	0	8
4:45 PM	Ö	Ō	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	0	5	0	0	0	3	0	0	8
5:15 PM		0	0	0	0	0	0	0	0	6	2	0	0	1	0	0	9
5:30 PM		0	0	0	0	0	0	0	0	1 3	1 0	0	0	2	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	U	3							
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA 185
TOTAL VOLUMES:	0	0	13	0	0	0	3	0	1	73	11	0	6	78	0 0.00%	0 0.00%	192
APPROACH %'s:	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%	TOTA
PEAK HR:		02:00 PM -						0		19	2	0	2	20	0	0	48
PEAK HR VOL : PEAK HR FACTOR :	0	0	4	0	0.000	0 0.000	1 0.250	0 0.000	0.000	0.679	0.500	0.000	0.500	0.625	0.000	0.000	
	0.000	0.000	0.500	0.000	1 0.000	0.000	0.230	0.000	0.000	0.079		3.000	0.500	0.6			0.800

0.750

0.250

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

Control: 2-Way Stop (NB/SB)

Data - Bikes

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

The state of the s	Orlando Av	/e/Chocacha	atti Elementa	ary School	Orlando Av	e/Chocacha	tti Element	ary School		CR 572/Pd	well Dd			CR 572/P	owell Rd		
NS/EW Streets:	011411-111	Entrand				Entranc				CR 5/2/PC	well Ru						
		NORTH	IBOUND			SOUTH	IBOUND			EASTB	OUND			WESTI	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
27100000	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	<u> </u>	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ü	0	U	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ü	Ů.	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	Ü	0	0	T T
7:45 AM	0	00	0	0	0	0	0	0	0	0	0	U	0		0	0	0
8:00 AM	0	0	0	0	0	0	0	0	U	0	Ů.	Ü	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	Ü	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	U	U	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	U	U	U	U	U	U	U	U	U
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s:									0.00%	100.00%	0.00%	0.00%					TOTAL
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
										0.2	50						

		NORTH	HBOUND			SOUTH	IBOUND			EASTB	OUND			WESTE	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I IVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	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	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	00	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	O	0	U	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	U
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	U	_ <u>~</u>
4:45 PM	0	0	0	0	0	00	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ΕT	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
APPROACH %'s:									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	U
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	
					er												

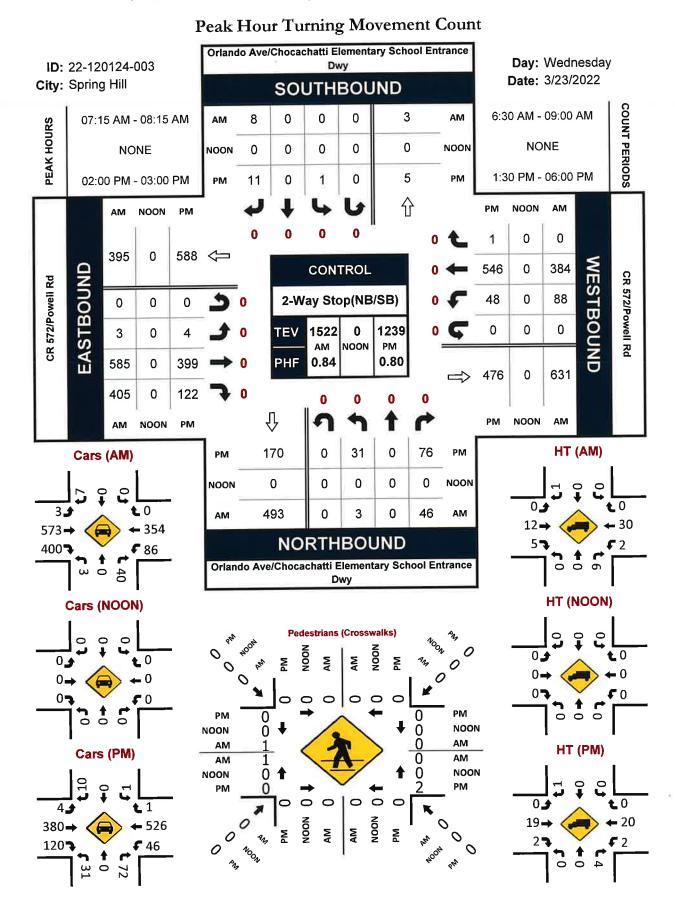
Location: Orlando Ave/Chocachatti Elementary School Entrance Dwy & CR 572/ Project ID: 22-120124-003
City: Spring Hill
Date: 3/23/2022

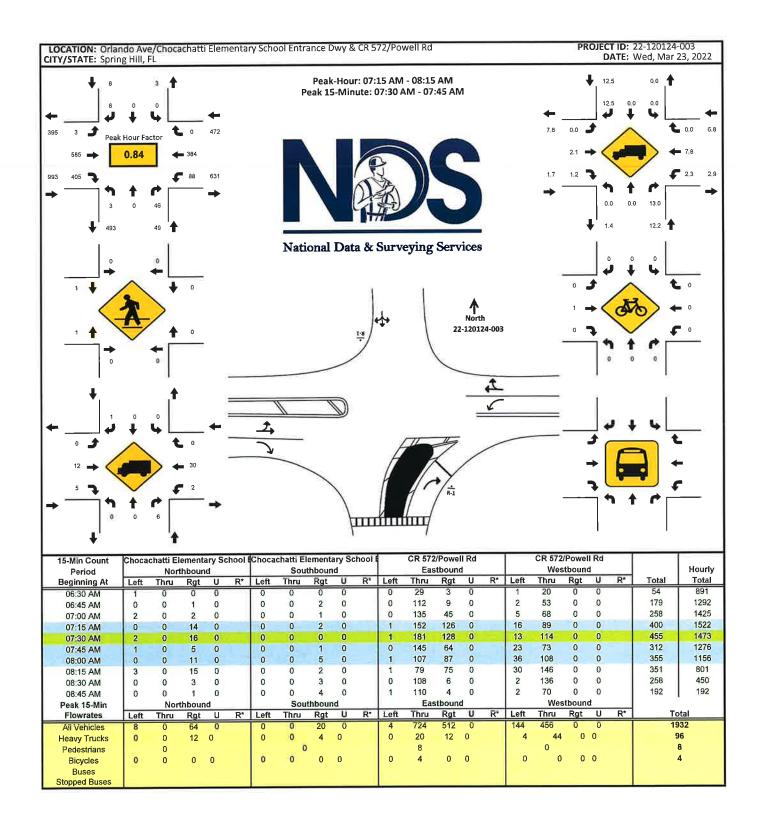
Data - Pedestrians (Crosswalks)

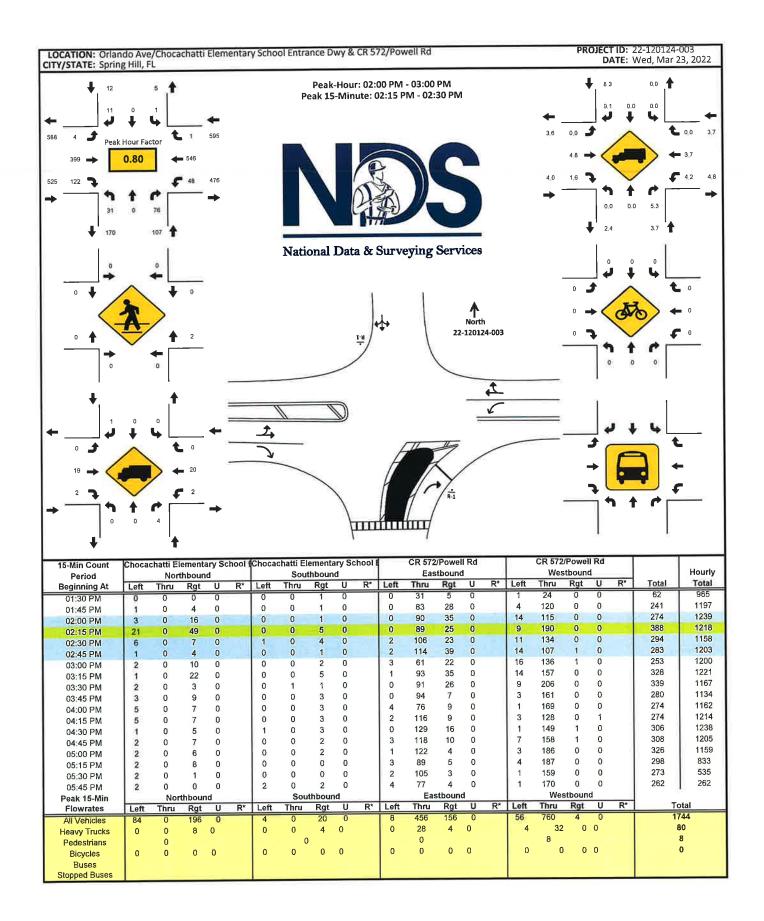
NS/EW Streets:	Orlando Ave, Elementa			/Chocachatti iry School	CR 572/F	Powell Rd	CR 572/P	owell Rd	
AM		H LEG	SOUT	'H LEG		LEG	WEST		TOTAL
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM		0	0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	1	1	2
7:45 AM		0	0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	0	0	0
8:45 AM	II .	Ō	0	0	0	0	0	0	0
5.1.5									
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	0	0	0	0	0	0	1	1	2
APPROACH %'s:		ŭ					50.00%	50.00%	
PEAK HR:	07:15 AM	- 08:15 AM							TOTAL
PEAK HR VOL :	0	0	1 0	0	0	0	1	1	2
PEAK HR FACTOR :							0.250	0.250	0.250
PEAR IIR FACIOR .							0.2	250	0.250

DNA	NORT	'H LEG	SOUT	H LEG	EAST		WEST		
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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	00	00	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	Ō	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	Ō	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTA
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							TOTA
PEAK HR VOL :	0	0	0	0	2	0	0	0	2
PEAK HR FACTOR :					0.250	250			0.250

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









National Data & Surveying Services

Site Code: 22-1

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

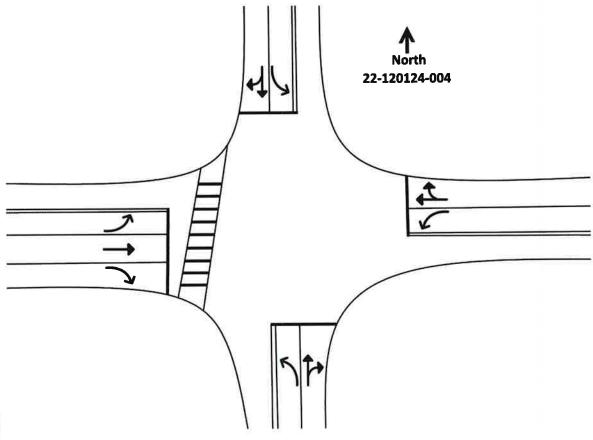
SIGNAL TIMING

PHASES	1	2	3
NL/NT	34 0	(#1	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



E/W Street: CR 572/Powell Rd

Speed: 55 MPH

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 NORTHBOUND				Californ	ia St			CR 572/Pc	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTHE	OUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7-3.17.1	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT.	WR	WU	TOTAL
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		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	/	0	323
8:45 AM	10	30	4	0	2	31	13	0	15	77	18	0	3	52	2	0	257
	NL	NT	NR	NU I	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	304	220	78	0	50	304	153	0	164	781	318	0	87	550	53	0	3062
APPROACH %'s:	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
		0.83	13			0.83	17			0.7	46			0.89	96		

		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
W New Art	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	375 389
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	404
5:00 PM	31	37	5	0	9	33	24	0	17	90	14	0	8	126	10	0	414
5:15 PM	28	36	5	0	4	41	42	0	21	60	25	0	15	127	10	0	350
5:30 PM	36	36	5	0	4	23	24	0	25	73	15	0	5	99	5	0	338
5:45 PM	16	30	4	0	3	20	22	0	23	42	11	0	19	138	10	U	230
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	670	584	136	0	98	546	444	0	352	1157	370	0	147	1716	128	0	6348
APPROACH %'s:	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
		0.9	29			0.8	74			0.83	/9			0.86	ეგ		

Location: California St & CR 572/Powell Rd

04:30 PM - 05:30 PM

0.943

18

0.750

137

0.926

28

0.778

0.000

134

0.817

124

0.738

0.861

PEAK HR:

PEAK HR VOL:

PEAK HR FACTOR :

124

0.838

City: Spring Hill Control: Signalized

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

1538

0.969

0

0.000

442

0.870

32

0.800

35

0.875

0.866

Data - Cars

								Data	Cars								
NS/EW Streets:		Californ	nia St			Californ	ia St			CR 572/Pd	well Rd			CR 572/Po	well Rd		
		110 DOM: 1	201112			SOUTHE	OUND	_		EASTB	OLIND			WESTBO	OHIND		
A D 4	_	NORTH	The state of the s		•		0	0	0	0	0	0	0	0	0	0	
AM	0	0	0	0	0	0		-	EL	ET	ER	EU	WL	ŴΤ	WR	wu	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU		43	16	0	4	15	2	0	119
6:30 AM	2	10	3	0	2	13	3	0	6			0	8	24	5	ŏ	228
6:45 AM	3	17	2	0	10	24	20	0	17	65	33		15	33	0	0	272
7:00 AM	15	9	12	0	6	28	20	0	11	87	36	0			7	0	356
7:15 AM	32	14	10	0	3	47	18	0	14	78	58	0	23	52		0	
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		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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	295	206	71	0	49	281	140	o	158	763	308	0	81	507	48	0	290
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 -		0.00.00													TOTA
PEAK HR VOL :	138	94	31	0	25	137	54	0	73	350	181	0	51	249	31	0	1414
	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	0.80
PEAK HR FACTOR :	0.750	0.810		0.000	0.025	0.723		0.000	0.750	0.7				0.88	0		0.80
		0.7	JZ			0.77											
		NORTH	IBOUND			SOUTH	BOUND			EASTE	OUND			WESTB			
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
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	Ŏ	19	39	31	0	11	82	6	0	266
	35	22	4	0	4	26	26	0	20	42	30	0	6	64	5	0	284
2:00 PM			21	0	3	31	25	ő	27	65	43	o l	2	86	7	0	429
2:15 PM	87	32		0	5	30	26	Ô	19	77	16	ō	5	73	4	0	332
2:30 PM	32	35	10	-	5	23	15	0	20	72	14	ő	10	83	1	0	308
2:45 PM	25	30	10	0	4		29	0	11	50	13	0	6	72	6	0	298
3:00 PM	37	31	7	0		32		0	21	53	21	0	3	83	9	0	340
3:15 PM	68	23	7	0	8	23	21	0	19	65	12	0	7	132	8	0	412
3:30 PM	55	36	13	0	13	34	18	-			19	0	4	104	6	0	33
3:45 PM	43	32	8	0	3	23	19	0	13	61		0	9	103	4	0	314
4:00 PM	26	34	2	0	6	28	29	0	11	48	14	-	200	79	10	0	362
4:15 PM	27	30	2	0	4	41	32	0	19	87	21	0	10	79 85	8	0	373
4:30 PM	37	31	6	0	8	34	23	0	21	84	26	0	10		8	0	384
4:45 PM	29	33	3	0	7	41	35	0	20	82	13	0	6	107		0	384
5:00 PM	31	37	4	0	9	25	24	0	17	88	11	0	6	123	9	-	
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	32
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
TOTAL VOLUMES :	627	541	114	0	92	514	435	0	333	1116	345	0	130	1680	117	0	604
APPROACH %'s:	48.91%		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%	
ALLICACITY OF	13.31.70	,_,	010370														TOT

79

0.940

0

0.000

312

0.886

73

0.702

0.885

0.000

Location: California St & CR 572/Powell Rd

City: Spring Hill Control: Signalized Project ID: 22-120124-004 Date: 3/23/2022

Data - HT

								Data	- H I								
NS/EW Streets:		Californ	ia St			Californ	nia St			CR 572/Pc	well Rd			CR 572/Pc	well Rd		
		NORTH	CIMID			SOUTH	ROLIND			EASTB	OUND			WESTE	OUND		
AM	0	NOKI FI	U	0	0	0	0	0	0	0	0	0	0	0	0	0	
AIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	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	ō	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	ō	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	9	14	7	0	1	23	13	0	6	18	10	0	6	43	5	0	155
APPROACH %'s:	30.00%	46.67%	23.33%	0.00%	2.70%	62.16%	35.14%	0.00%	17.65%	52.94%	29.41%	0.00%	11.11%	79.63%	9.26%	0.00%	
PEAK HR :		07:15 AM -	08:15 AM														TOTA
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
		0.5				0.8	00			0.6	07			0.6	67		01070
		NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J. W.	NI	NT	NR	NU	SL	ST	SR	SU	EL	_ ET	ER	EU	WL	WΓ	WR	WU _	TOTA

		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	545041000
(F.M.)	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WΠ	TOTAL
TOTAL VOLUMES :	43	43	22	0	6	32	9	0	19	41	25	0	17	36	11	0	304
APPROACH %'s:	39.81%	39.81%	20.37%	0.00%	12.77%	68.09%	19.15%	0.00%	22.35%	48.24%	29.41%	0.00%	26.56%	56.25%	17.19%	0.00%	
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
		0.58	83			0.5	63			0.7	50			0.79	92		

National Data & Surveying Services Intersection Turning Movement Count

Location: California St & CR 572/Powell Rd

City: Spring Hill Control: Signalized

PEAK HR FACTOR: 0.000

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

Data - Bikes

NS/EW Streets:		Califor	nia St			Californ	nia St			CR 572/F	owell Rd			CR 572/Pc	well Rd		
		NORTH	BOLIND			SOUTH	ROLIND			FACT	BOUND			WESTE	OLIND		
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	ĘŢ	ER	EU	WL	WT	WR	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	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : 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	
		NORTH	BOUND			SOUTH	BOUND	-		EAST	BOUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
L LAA	NL	NT	NR	NU	SL	ŠŤ	SR	SU	EL	ĒĪ	ER	EU	WL	WT	WR	WU	TOTAL
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	Ō	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 4:15 PM	0	0	0	0	0	0	0	0	0	0	-	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	0	0	0	1	0	0	0	n n	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	n	0	0	0	0	0	0	ō
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ö
5:45 PM	Ö	ő	0	ő	ő	Ö	ő	Ö	Ö	Ö	Ö	Ö	ő	Ö	ő	ő	ő
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	1	3	0	0	0	0	0	0	0	2	0	0	9
APPROACH %'s:	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :		04:30 PM -	05:30 PM												1-2		TOTAL
PEAK HR VOL:	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
																	4

0.000 0.000

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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

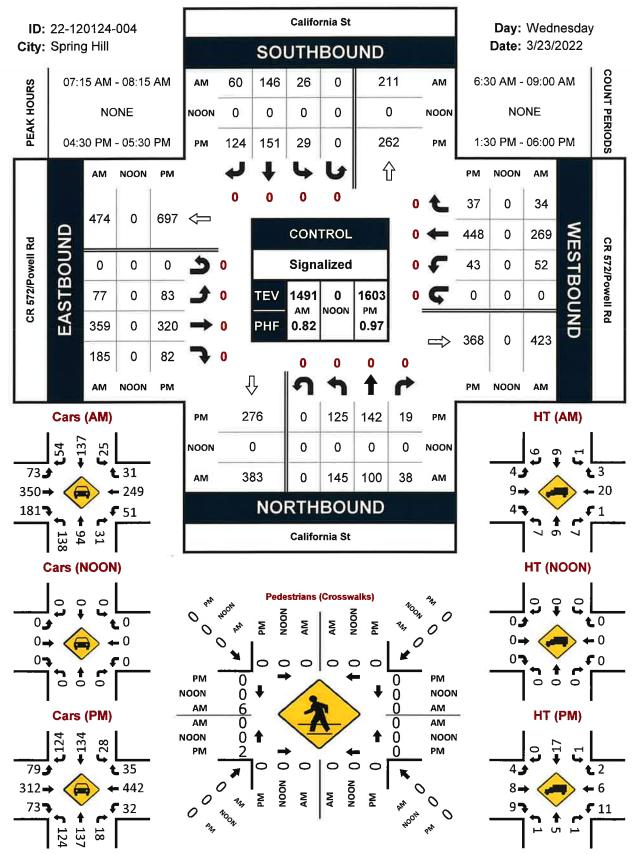
Data - Pedestrians (Crosswalks)

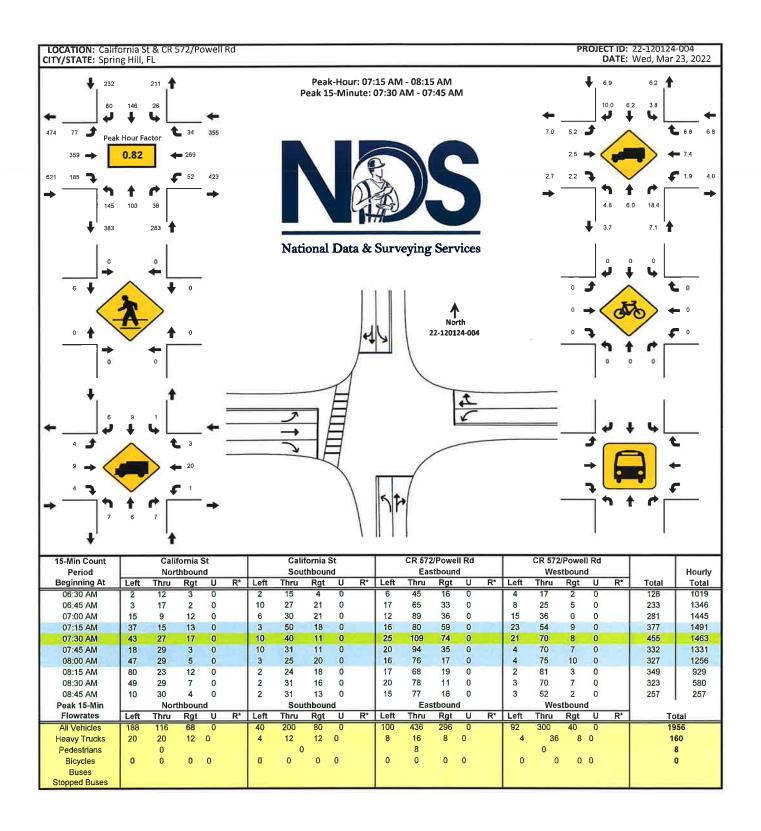
NS/EW Streets:	Califo	rnia St	Califo	ornia St	CR 572/F	Powell Rd	CR 572/F	owell Rd	
AM		H LEG		TH LEG		T LEG		Γ LEG	TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:30 AM		U	0	0	0	U	U	2	2
6:45 AM		0	0	0	0	0	0	1	1
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	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 1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	0	0	0	0	l 0	0	2	9	11
APPROACH %'s:							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:		- A					0.7	0.750 750	0.750

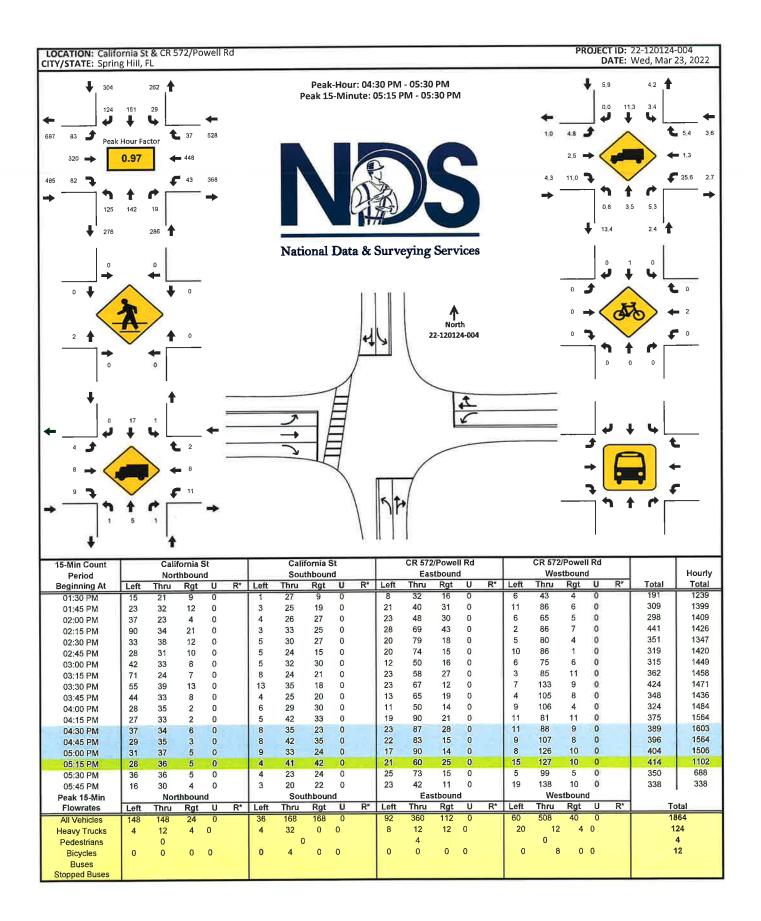
PM		'H LEG	SOUT	'H LEG	EAS	Γ LEG	WEST	LEG	
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	2	1	3
2:15 PM	0	0	0	0	0	0	8	0	8
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	3	1	4
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	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	11
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	l ö	0	15	3	18
APPROACH %'s:		J		ū	ľ	ū	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 0.5	00	0.500

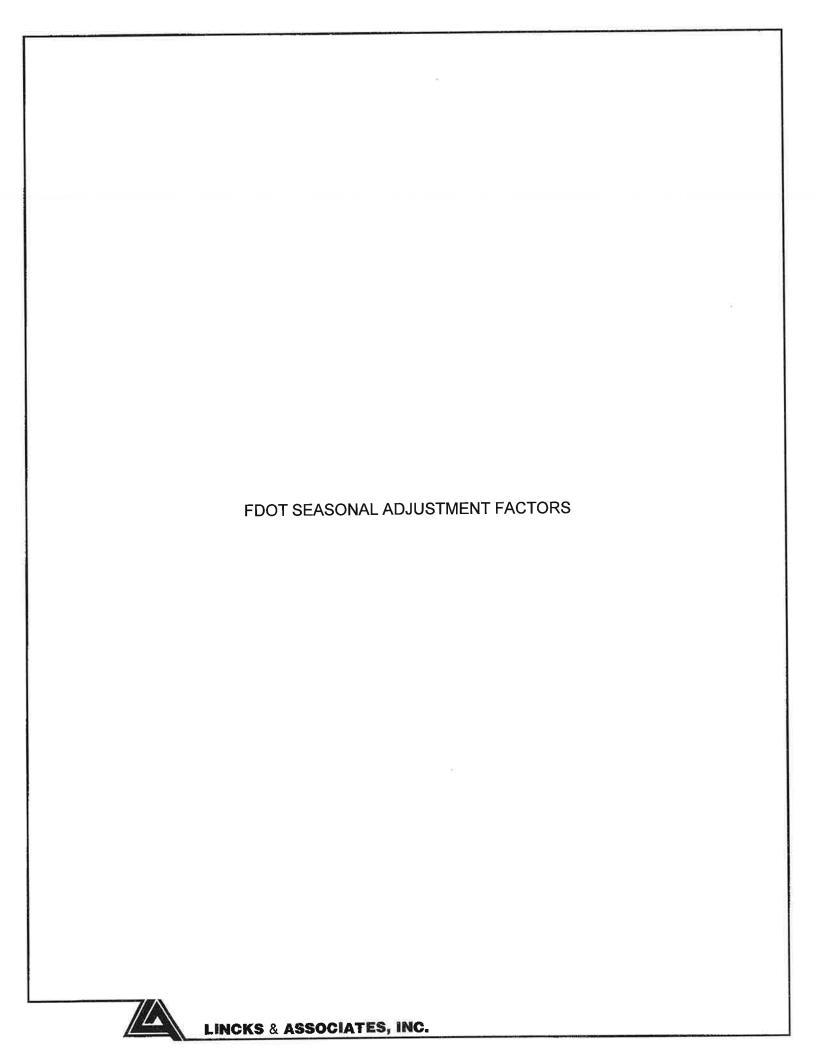
California St & CR 572/Powell Rd

Peak Hour Turning Movement Count









2019 CATEGO	PEAK SEASON FACTOR CARY: 0800 HERNANDO COU	TEGORY REPORT - UNTYWIDE	REPORT TYPE: ALL MOCF: 0.94	
WEEK	DATES	SF	PSCF	=======================================
	01/01/2019 - 01/05/2	019 0.98	1.04	
1	01/01/2019 - 01/03/2	019 0.99	- :	
2	01/06/2019 - 01/12/2 01/13/2019 - 01/19/2	019 0.55	1.07	
3	01/13/2019 - 01/19/2		1.05	
4	01/20/2019 - 01/26/2		1.03	
* 5	01/27/2019 - 02/02/2		1.01	
* 6	02/03/2019 - 02/09/2		1.00	
* 7	02/10/2019 - 02/16/2		0.99	
* 8	02/17/2019 - 02/23/2		0.99	
* 9	02/24/2019 - 03/02/2	019 0.93	0.98	
*10	03/03/2019 - 03/09/2	70 PT-00	0.98	
*11	03/10/2019 - 03/16/2		0.98	
*12	03/17/2019 - 03/23/2		0.99	
*13	03/24/2019 - 03/30/2	0.93	1.00	
*14	03/31/2019 - 04/06/2	019 0.94	1.01	
*15	04/07/2019 - 04/13/2	019 0.95	1.02	
*16	04/14/2019 - 04/20/2	019 0.96	1.02	
*17	04/21/2019 - 04/27/2	019 0.97	1.03	
18	04/28/2019 - 05/04/2	019 0.98		
19	05/05/2019 - 05/11/2	019 1.00	1.06	
20	05/12/2019 - 05/18/2	019 1.01	1.07	
21	05/19/2019 - 05/25/2	019 1.02	1.09	
22	05/26/2019 - 06/01/2	019 1.04	1.11	
23	06/02/2019 - 06/08/2	019 1.05	1.12	
24	06/09/2019 - 06/15/2	019 1.07	1.14	
25	06/16/2019 - 06/22/2	019 1.07	1.14	
26	06/23/2019 - 06/29/2	019 1.08	1.15	
27	06/30/2019 - 07/06/2	019 1.08	1.15	
28	07/07/2019 - 07/13/2	019 1.09	1.16	
29	07/14/2019 - 07/20/2	019 1.09	1.16	
30	07/21/2019 - 07/27/2	019 1.08	1.15	
31	07/28/2019 - 08/03/2	019 1.07	1.14	
32	08/04/2019 - 08/10/2	019 1.06	1.13	
33	08/11/2019 - 08/17/2	1.05	1.12	
34	08/18/2019 - 08/24/2	019 1.05	1.12	
35	08/25/2019 - 08/31/2	1.05	1.12	
26	09/01/2019 - 09/07/2		1.13	

1.06

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* PEAK SEASON

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14-FEB-2020 15:39:30

09/01/2019 - 09/07/2019

09/08/2019 - 09/14/2019 09/15/2019 - 09/21/2019

09/22/2019 - 09/28/2019

09/29/2019 - 10/05/2019

10/06/2019 - 10/12/2019 10/13/2019 - 10/19/2019

10/20/2019 - 10/26/2019

10/27/2019 - 11/02/2019 11/03/2019 - 11/09/2019 11/10/2019 - 11/16/2019

11/17/2019 - 11/23/2019

11/24/2019 - 11/30/2019 12/01/2019 - 12/07/2019 12/08/2019 - 12/14/2019

12/15/2019 - 12/21/2019

12/22/2019 - 12/28/2019

12/29/2019 - 12/31/2019

830UPD

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1.12

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7_0800_PKSEASON.TXT

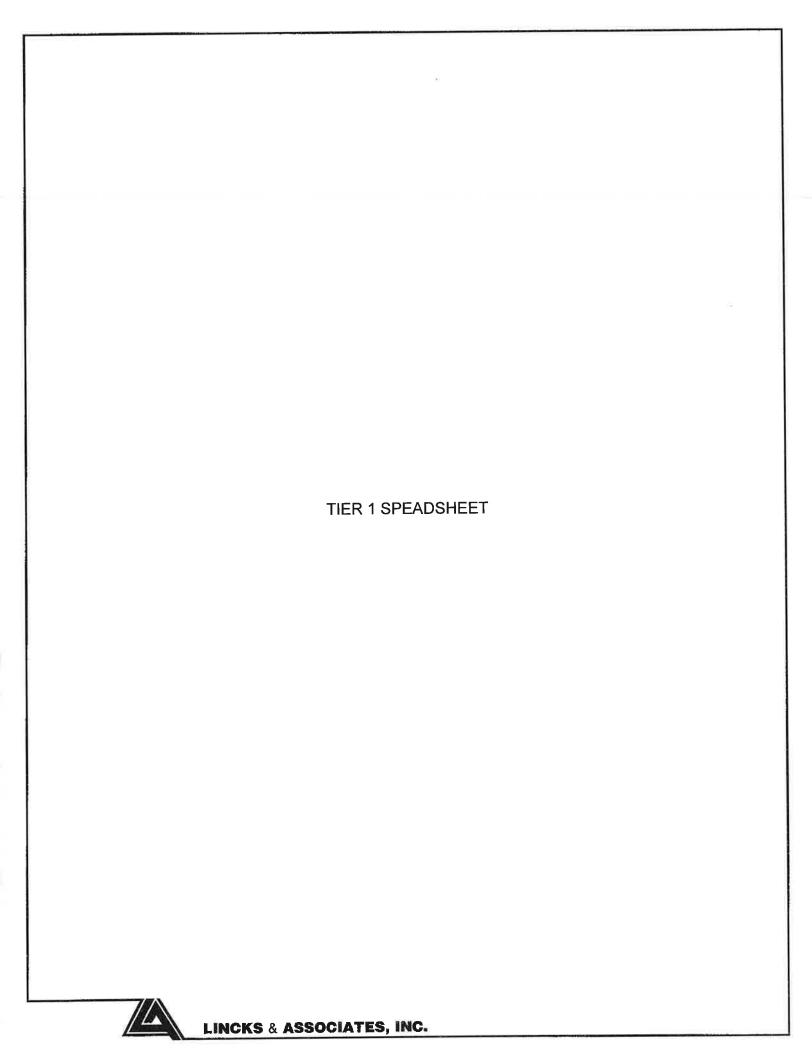


Table 1

Hernando County Concurrency Management System
Tier I Test: To Determine Concurrency or Need for Additional Analysis
Version, 1200/2009, Verbil August 2011 - August 2019, unless augerasted
Sonde assertingly prictingly to an

Stanuary enter the new external project tradition between the new year development, from they be unusually be reported to prove that they are projected.

Monually enter the total external project fraffic associated with your development New trips and project liable should be reported as peak hour two way volumes.

the status columns to verify the level of study that will need to be performed

The STATE of STATE AS SERVICE STATE OF STATE OF

1

I) In the Carrier ye columns. 10° indicates that the segment does not dotal in ensting or future years.
21 Refer to marker year Support Appendix for 2012, 2015 and 2017 LOS Reports for detailed Level of Service information.

2) Refer to the Technical Support Appendix	for 2012, 2015 and 2017 LOS	B Reports for detailed Level of Se	ev-ce (nigrmalion										_				-	*						-		_	_	_	-	_	_			1	
	General Inform	malian .		5.00	n/Terr	Partition	61rate gle	De Minimis		Greath	AA	LDT (Daily Velo	om 0)		way Vol	k Hese Tyre Lemen	Net Haw External	lotal Experne	Facility Level of Sci	rvice (LOS)	Volumb	(MSV) Peo Way	Service A Hose Tur			Corro	rptwal Ansiyo se ludic : 3 a	da Perpubud (3 Year Fronts •	(V:MBV > 6 Pared Traffic	10%)		refront.	On trudy Network	frips Andred se Percent	Disaritrution
Feetility Feetility Feetility Feetility	Ox Sired	Prom Street	To (bres)	Existing Number of Lants and	Programmed Improvements	Route	System	Status (2019)	Base Year Volume	Base Year of Gree Countil Ba	AAC 201	DT AADT (2015)	AADT (2017)	30	OL 201	gm17	Project Traffic	Project Yeather	LOS Mathed	COS Standard	MSV (2012)	di co	1000	TOTAL	2012 V/MSV Ratte	2/9/cm	2015 Yoluma Total	Ratio S	Claten V	Total Re	SV I but	y following	. HOUNDA	of MSV	
A B, B, B,	e e	D.		Type	à	ж	-	7	ж	/A		0		8	3 !	U	. VPI	W2	OFF TARTES	Y		AA 20		AD	0 000	AF OC DA	40	0.000	DK DK	A1 A	360 G	AP	AQ N	0.00	A5
300 F A	INFORT BLVD	CORPORATE MAYO COUNTY LAW NO	AMENO IN MENO IN MENO IN	2U		N N	- 14		1333	2011	tor 1,	ASS + 338	3.676	0.054	138	164 61			SEN THICTIS	D D	2 1s 2 1s	0 20 0 20 0 14	# 2.00 #1 1.4	10 F2	3.0	265 - 106	7845 8535	0.000 0.371 0.562	0X	816	360 O	N.	t in	3.00	
3123	AND STATE OF THE PART OF THE	INDUSTRIAL LP	SPRING HILL OR THICKNESS AND THE	201 201		- 14	- 10		7.353	2012 Z	00% 7	225	1.04	0.017	100	909 84	9		SCN TABLES	D	1.44	0 14	16	d B	0 050	NO OX	ents C	0.000	DK DK	84)	566 Q	C N	1	3.00	
20000 3 0 0 A	NZ NEICH ENCHN BC YEAR RD YEAR RD	TAILLAM EXTENSION	COMPTRIATE READ	3		11 N	N N			- 3	00%			0.000		1	0		SEW TABLES	D	1.10	3 13	9 1.8	50 30	0 00k	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	125	0.247	OX	30	021 0		14	-0.00	
11100 4 4 4	YEREND YANGAYAD AMGIAYAD INCLAYAD	PRICER EXTENSION BROWN STOUGHTHER SPENS HELDS	ELEMPTRITUES ELEMPTRITUES	40		N.	N N		18.475	2912 2	00'5 17	101 11.16 521 11.16	1882	0.087	1563 1	18			OKN TANLES	0	3.30	4 55 0 14	54 3.2 #0 1.A	De 1,81	05	III OX	1,764 1,061	\$1000 0.241 3.561 0.781	OK OK	1323	191 O	15 17 17 18 18 18 18 18	3	9.007	
10000 T 16 18 19 194	HICLAY FID.	LAWNENCE ST	LABRICACE ST INVOICE ST CORTEZ REVOICERIO	70	1000	14 hg			10,010	2010 Z 2012 Z 2012 Z 2010 Z	00% 16			5.697	1.018 Ed	081 1.1			GEN TABLES GEN TABLES GEN TABLES	0 0	1.4		40 1.6	4 1.0	0.7	H DX	1,001		OK .	5.125	Tel O	4	14	9.07	1
1000 F 6	ARCLAY RD	SWORD ST	FOUCANTR.	30		No. 14	N.		10 013	2010 2	60%	504 11.142	- 24	a 095	1116	0	8		GEN TABLES	D	134	2.4	at 21		30 000	000 □€	- 1	8 000	OX OX		1000 0	7		0.000	-
9 10	MINTER SOL	ANDERGON SNOW PC COUNTY UNE RD	CORRESPONDING FORCES TO CORROBATE BLYD AYERS BC LIBERAT BLYD	30		- 3	- M		11 300	2000 1	45% 11	819 12113 807 13.16 907 13.16 907 13.16 401 03.261 173 25.634	12,450	2098	(18) C	101 (1)			STEEL TAIL SIL	C	3.1	0 3	1,0	10 125	2 94	00 04 64 04 64 04	1,193	6.797 6.412	DK	1,105	#19 C	1 12	- 1	0.00	3
#60 10 10 12 12 12	ROAD BY (SEASONAL)	ANSPIS PO	SPRING HELDER	40 40		Y	N		12,600	2000 U		957 13.195	13.307	0.007	188				DAN TABLES DAN TABLES	0000	- X1	- 1	31	10 14	9 00	64 04 65 04	1,290 1,290 1,764 2,576	0.526	CK CK	1,840	1994 0	N	10	0.000 0.000 0.000 0.000	2
HIGHS 11 11 12 HE	MICHAEL BY (CRANTIFIED)	POWERT NO	PRO CARA RO	60		Ÿ.	N N		71.000	2010 0	114 21	173 25-04	21 811	I OAS	2864 7	574 E 8	4		GENTANCES GENTANCES			100	60 60	60 E.M			2.576	0315	CX CX	2,595	5318 C	E N	14	0.00	3
111100 12 12 14 14 15 14 15 14 15 15 15 15 15 15 15 15 15 15 15 15 15	HOAD ST (USANSARS)	THE NAME OF COME	HENNES COYE	(E)		T.	- 14	2	21,000	2010 0 2016 6	41% 21	177 21-454 177 21-454 177 21-454 177 21-454 177 21-454 177 21-454 178 21-454 188 21-454 200 18/17/ 200 18/17/ 201 13/17/ 201 13	7111	(Ca)	2.054 7	an zo	4		HALN TAIN FO	C	6.6	0 84 0 64	6.0	00 20	54 D3	III DK	2.079	0 315 0 315 0 315 0 543 0 543 0 745 0 245 0 543 0 543 0 543	OK .	2,098	3 318; C	C N	- N	6.30°	5
10110 2 12 112 14 H	MOAD ST (LEATHER)	DOUGH WHILLIATE	WISCON NO	60		Y	Pi Pi		\$1,000	2018 3 2018 3	最素	U7) 21.434 U3 21.434	21.816	EGF	110 1	17 1			GEN TAIRES	C	3.2	17		2.0	54 2.8 23 0.5	42 CX	2/3/9	0.545	DR.	2.817	5 545 C	K N	74	0 (c-	À
10120 12 12 15 10	HOAD ST (URAVERIES)	WISCONED CONTEX N. VO BALL	CONTEX SEVO (SPISIS WAYN DOOR PLAZA	40		1	- N		29,000	3018 0 3016 0	95 E	180 21.471	77 XF	0.087 0.047	£891 2	#10 J.h 543 E.1 (6) 2.1 (6) 2.1 (6) 7.1 (6) 1.0	2		GIN TABLES GEN TABLES	000000000000000000000000000000000000000	37	2	40 X	2.00	55 35	At OK	2.03	0.30	04 04 04	2.000 2.000	D MAN C	K N	10	0.00	
10148 13 173 15 15	POAD ST (USANGRAS)	CANDLEIGHT E.VO	KEN BLVD	- 60		v.	N		71,000 £1,000	2018 0 2018 3	65 1	165 21 ATT	21,870 21,870	0.657	2010 2	243 7.4	ž.		DEN YAR ES	- C	31			90 25				235	200						
15160 13 13 15 16178 13 13 15	AGAD STRUCKINIANS	MALE BLOSS	PENCE DE LEUN DE SELEMENTATION	60		Y.	N		16.4%	2010 7	417 U	361 12130	12 fair	0.017	1301 1	272 13	re .	-	GEN YARLES	G	3.7	3	10 37	10	91 03	(A)	1,314	0.836	CR.	1,526	2311 3	N N	74	0.00*	2
1910 13 15 15 10188 14 14 15	ASSAS ST JUNEAU TAIL	CAMAN AV OLD HOSPITAL DR	DLD HOSPITAL DR ULDRICK TE WALL WALLEST TE WALL	20 20		- V	N-		11,900	2010 2	50% 12 50% 12	361 13.130	13.643	2.097	1301 1	274 13 274 13	10		GEN TAN ES GEN TANEES SEN TANEES	- 6	1.5			12	- 00	n the	120	4414	OK I	1334	0.662	N N	No.	0.00	P.
15 116 17 0 12010 15 115 17 0			DEFECTION OF THIS IS	20		1	N		8.000	2019 9 2019 9 2010 9 2010 9 2010 9 2010 1 2010 1 2010 1	90% 8	330 18 11/ 341 19 130 341 13 130 341 13 130 361 13 130 361 13 130 370 8 833 132 8 833	8189	6.607	10	MUT E	91		CEST TARK ES	C C C C C C C C C C C C C C C C C C C	1.0	12 1.4	9 V	G	0.0	NA OX	857	0.50	OK	1,155	0791 0	K N	N	0.00	0.4
HODR 16 III II8	SOAD ET ALEXVOIRE	WENTY CREETS ETTERSON'ST (SMED) MONOCHIMIL NO	CHOOM HOLL NO	20		Y	N N		10 700 9 194	2010 3 2010 0	9144 B	30 1784 30 168 30 783	9,796	E 004	1,545, 1 251, 438, 790, 141, 14	101 II	21		GEN TABLES	C	11	100		6	0 04	14 OX 100 OX 08 OX	854	0.610	CK.	625	0 4521 C	N N	14	6,50	A CONTRACTOR
115 16 18 18 172 17 17 19	CAD ST (USE)	CROOM RO CHATTELO OR	CHATERIODY	- 10		- 7	34 N		A.600	2010	拾			3 234	636	100 E	5		DEN TABLES CATH TABLES CATH TABLES CATH TABLES	- C	1	601 1.	40	e11 6	50 0 4	136 CK	459	0.451	GK CK	829	5 #dJ (N N	100	0.00	A
17 19 19 18 18 20 P	CAD ST (VIA USPAI)	HOWELL AVE	SHOW MENORIAL PRIVE SHOW MENORIAL PRIVE CASE LINGSEY RD	30	100	Ÿ	10		1,216	2010 1	30% A	110 8 450 147 1 100 240 2 640 450 660 1 004 640	1.622	6.00F	341	550 E	Pr Transfer		OCH TANKES	- C		90		1	41 94	SH DX	568	0 561 5 726 0 cm	OK .	573	67311	98. 1 N	N.	0.00	2
12/10 20 22	CND 57 H254559454	LANT LACSEY AS RANCO COUNTY LINE SPANSO HELLOA	COTHUS COUNTY UNE CONTY SUVSTIDANT	10		¥	- ft	-	3.56	2018 2 3018	34"+	Chin (68)	A 1070 A30	1966	60	374 3	60		GEN TAIR ES	D	13	601	1	v.	63 0.5	947 O4 431 CK	100	0.549	6X	430	E 24	1 N	14	100	2-
1419 121 21 23 16598 122 12 24	CALL CONTRACTOR ALL CONTRACTOR AND ST (CALL CALL) AND ST (CALL CALL)	SPACES HULLON	POWELL FO WISCOURD	30		-	Fe		5.743 6.000	2018 2018 2018 2018 2015 2015	110	1.147 3.016	1.591	4.09/4	101	124 S	50 42		GEN FARES	0	1 13	27	100	i i	0		1.2		DX DX	547	Capr C	× 6	14	0.00	
1000 022 72 24 10110 72 72 24	CALIFORNIA ST	POWELL PD WISCON PD POWELL PD	CONTEXT IN YOU GROSS UAST-MI GROSS MS	30	_	N.	N N	-			90%	147 Lant 142 Lant 143 Lant 140 T.014	1.097	0.093	944 2791 244 1501	320	94		GEN TAILES	D	2.5	40 £		ie -	23	IAI CK	100	9 649	06	322	G 3814 4	A N			8
(845 DA DA DA DA	ENTRACIA NO	CHICA CRIMANI	UAD-end GROVE RD SKCZAA RD	70	_	7	14		2.729	2910 J	2 EUP 2	7 5121 7,0901 2 4430 2 5511	2415	21	244	210 1			GEN TABLES		2.4	00 ž	-		014 0	UII X	214	0 V 30 8 3000 2 \$45	GA DH	200	0.100	X N	1 14	0.00	A -
1630 D4 34 38 G	ENTINUA NO ENTINUA NO SIGNO NO	BLASHONE GROVE HD BLOOM FO BRINNS LAKE HAY	CITIVUE WAY INVERSING	39		- Y	34							3.664	57	80 744 19 19	10		SHA YARKS	3	13	800 1	984 E.		49 49	647 CK				744			1 10	8.00	<i>A</i>
1000 B 14 04 C	STAUS WAY DIAUS WAY DIAUS WAY	CONTEADS AW	CENTRALIA PO LAKE LAKSEV RO	30		N N	M.		2,562	3011	1 50°-	162 618 273 ZAS 1610 1.72 1810 1.30 2 69 3.54 9.80 4.71	2.482	200	168	162	Ye		GAN YARLES GEN YARLES GEN YARLES	9	1		200 I			117 DK	167	0.120	OK.	174	0124 0129 0129)6 U	- N	16 00	10%
10000 P/ 17 PF 18	CITALS WAY	MANE CROSSEY NO	CONTRACT AVE	10		7	No.		1,57	3010	285	2 169 3.348	4.032	100	201	317 3	74		OF AS TARE, SA	0	13	te i	160		KS 1	781 OA	377	0.2791	CK C	200	0.2121	HE N	F9	£ 00	2 -
1000 Ge /s 77	Services	CONTEX BLYO (TABLE)	FORT BASE AVE	19		- 14	10							0.1	632	377 3 676 7 676 7	99		GEN TABLES	0	1 23	00 7	000 7		9	313 82	671	0.339	OR I		U 242	N N	. 10	100	2
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(A3453 (3) (3) (3) (5)	SAPSAN AVE	ASSIGNATION OF THE PERSON NAMED IN COLUMN TO	A SUNCOAST PRATTIFICATI	20.	-	- 1	10 50		-		7 (00%)		- 0	0.000	ti iii	- 0	0		GEN TANKES	1 8	1	9	UACO S.	a l	0 1	X0 0X 00 00 00	-	0.00 0.00	DK.		9 133	SK N	- 1	10	8
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		PAR BLANDON BHOM LINE OLVO	MATERIAL PO	70	40	Y	10		24,000	2010 2010	7 00% Z	4.600 4.507 7.600 38.706	5 041 21 664	2.071	2314 2	APO 2	71		GEN TAN 15 GEN TAN 15 COME ANT FLAN COME WITH A WA	- E		50 1	720 4	100	111-1	11100	2.61	0.291 0.666 3.564	OK DA	2.772	G 588	or h	14	9 ft 8 M	
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1020 f 18 56 58 6 2030 7 56 18 58 6	CONTRO EL VOIDANCE CONTRO EL VOIDANCE	CAMPINET N. VO	SUNGHAL GROVE FO	49	80	- V	10	-	34.10 34.10	8 20+0 0 2010	(2)	0,055 42,557	68,844	3.19	130 130 100	185 4	15		OFF TABLES	g.	1	610 %		200 3		31Vg	3 25	2 500	04 04 05	3.154		OW. N	. Pé	2.00	674
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30565 36 38 38 SISTR (35 35 37	CONTRA BLACT BLACT CONTRA BLACT BLACT CONTRA BLACT BLACT CONTRA BLACT BLACT	TO SEPPERIOR ST. PHINE PLANT	MILEMENTS!	40		-	14 61		30,28	2010	2.35%	M.RHOT 30 333	31,820	2 533	2.873	2 620 2	77		COME CASE TRANSCORDER COME CASE CASE TRANSCORDER CASE TRANSCORDER CASE TRANSCORDER CASE CASE CASE CASE CASE CASE CASE CASE	9	1	190 3	550 A	1	100	712 CH	244		OK.	2.941	28-9	DE N	A	10	
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2715 (1) (2) (2)	CONTRACTOR NO LESS SESSO	DENIES LASS HELY	CCXHANT RO	4D		- v	11		19-10	0 3016 0 3016 0 30 0	195	10 300 10 112 (7 300 18 192	18.723	0.044	2 525	7.101 P.	797		CONC MAY PLAY	0	1 3	710 7 716 7	790 2	790	enn o	405 04	174	0.834	6×	1747	CELM	OK A	H H	9.0	
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2225.1 542 542 64 5	CSULLTY ON THE 27 LINES	16.7% (C/16.7%	135 philips 135 philips 135 philips included (b) Washing included (b)	40	-	1	N N		15.30	01 2018	1974	15.800 16.870	17.491	0.014	1,526	1.646 1	631		CONG (ART PLAN	1 8	1	no 1	776 2	78	534 g	1511 9	141	0 937 0 9383 6 9383 6 9563 6 9563 0 9557 1 936 1 936 1 178	OH.	1879	Cent	DE A		80	65
2226 142 142 44 9	CORTEZ BLVO BRUMONOS	175 CHARLES FROM TAGE ES	MACHENE NO	10		++			1530	0 36+8 26+5	1.03%	1,000 tq.531	TF.abt	0.004	1,636	1,616 t	179		CONC MAT PLAN	8	2	770	772 2	776	524 0	181 8	18	3.563	OR.	1,676	2545	OK S	N N	9.0	
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as (from and finite arts 10). 27 28 Samuel Andréada and Samuel Samuel, Januard Samuel Samue

Manually arter the new external graphs? braffle associated with your development low-large should be reported as peak from low-large yoursely.

New Project Traffic = Total Trips Generated | Pass By + Internal Capture

Manually enter the total external project trattle associated with your development Nov trips and project traffic should be reported as peak hour two way volumes. Total Project Trailic = Total Trips Generaled Internal Capture

3 Renew the status columns to verify the level of study that will need to be performed

O some LCG Memics is Generated Team (Column 8) but the "Some" returns indicate Turky 7" this as ARTPLAN 3 to the LCG Memics is "recognized ARTPLAN"; and "Some" columns values "Study 1" on (Located) ARTPLAN analysis infrared: 1.5 to 100.

3 to the LCG Memics is discussed and the LCG and data collection is required.

	F70	47	General Intern	mution	N STEEL	Len	емТура	EV,			Gri	eidh	AADT (0	Duffy Volumes)			nt Peals Hour Ti	Nut Ne		Facili	Alty Level of Service	cos)	(M) enume	lacumum Sen SV) Peak Hou Way	Ice Two		Concept	tuel Analysi Indic - 3 a S	le Required Fee Charts	(V:NSV > 9 • Proper Freib	W%)		Walthin	On Study Add	90 10 10 10
Segment	ectify Facility 10	rector D	On Whiteff	Fram Street	To Street	Common of Number of Lease and	Pregrammed improvements	Horricens Everantion Roots	Symun	\$talus (2015)	Base Di Year Va	and Asmuni er of Greenin erat Rate	AADT (2012)	AADT AAD1 (2015) (2017	Faller	2012	20 11 20	Projec Traffic	Project		LOS Melhod		MSV	MSA Y	Votes Total	2 2012 760 V/M91 pl Retto	2012 Status	7015 Volume Total	2016 V/MeV Retio	2015 Status	2017 clume V	2017 788V Stat	7 Influence	Multwork Per	Distribution MSV
Α.		120171		D		Type	- 0	- 11	- C	- 1	K	L H	- N	0 P		- 5	T (Wt	WZ		X	Y	2		1000	AE.	W.	1.000	AH	At .	AJ LINE	5331 O		AG /	
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2000 A	12	- 12	COUNTY UNE RG	SMCER OR TOWCOAST PROVE US PANAL SMCERS TO COLOR (1914) SMCERS TO COLOR (19	N EURODAY PRINT INS RUMP)	10		Ti N	74			DE 211	1111	3,440 313 3,440 315 3,440 315	1.000 100 h	325	1 000 1 243	706 206		GEN.	TAOLES TAOLES	5	2,000	7.000	7,000	315 0	61 DK 17 OX 58 OK 60 OK 65 OK 65 OK 65 OK	3434	0 763 0 173 0 123	05 05	3560 3560	\$170 DE	. N	N N N	0.000
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17-00	5 45	0	CHOOM NO	PROPERTY OF	WEATHER Y RO WORLDON HALL FO WITHROW RO HAW ROAD	80		N N			2 100 2 2 100 2 2 100 2 3 100 2 3 100 3	one 1.66	9.760	3.448 35	0 0 0 0 0 0 0 0	539	345	358	1	CLIN	TANCES	D U	1,000	125	1.351	329 0.1 322 0.7	AN DK	336	3.173 0.24	00 00 00 00 00 00 00 00 00 00 00 00 00	364	\$178 O	- N	ii N	1 107h
111102	10	10	CROOM RO CROOM RO CROOM RITAL RO	CONTRACTOR OF THE PARTY OF THE		80		1	N N		3186 2	2.00	1290	344 35 344 33	58 G 084	323	330	H		SER	TANCES	0	1,550	1266		6 00	20 DR 198 OR 00 DR 191 OR 111 OR	334	0.00	2000000	349	0 000 O		1	0.00%
1040		80	CLX, MACATH NO	AYERS NO	CROOURS APPRE NO FOWER, PO	20		1	N N		1.512 Z	511 1 15	1,928	3.648 25 3.554 3.4 1.603 16 13.976 16.3 17.975 18.3 17.975 18.3 17.975 18.3 17.985 11.7 17.985 11.7	# #00 # 600	39	329	H)	-	歌	TABLES	0	1,390	100	130	HC 01	(11 OH	-9	0 111	OX	- 194	8 tot 0 0 kg 0 0 1 k 0 6 tot 0	A N	N.	6.00% 0.00%
IDA(S	4 61	102			FOWER PS CARE LINESE FREE ARCLING FIE FOREST CARS REVE	20		1	-		0.08	016 120	13.40	15 FF 14.3		138	1390 1390 13734 138 138	56 56		OCA.	TABLES	0.	1,880	166	1.84	X4 21	S SHIP I	1,3141	0 942 0 842	STUDY A	1,300	O MALESTON	Y. 19 N	14	0 00%
10400	7 62	64	DELTONA BLVO	SPREAD IT LESS AMELIAN NO TORK SP CASES IN TO NOWING LEVE IN VO OLI TION IN VO MINING IN DEVO MINING IN DEVO	INCOMPACTABLE RESTOR	8		- N	N.		10,071	010 2 NO 010 1 NO	11,108	15 348 (1)	55 &(*) 17 +00	1 163	1136	162		GEN	TARKES TARKS	0			3.204 1.640	066 67	11 OA	1138	0.341	OK OK	7,143	0 163 O	- 7	- 1	0.00%
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5613.1	3 14	113	ELSW III VOHOWELL NO	CANCOLLIN MIC	CANCOVER NO YARREN EN CAURCIS EN	40		1 1	- A		11329	016 CAP	11 908	12.424 12.7	7V 510	110	1,000			GEN	TANKS TANKS	č	2 174	2 178	2 179	1966 B	SD DK	1 201		0X	1,240	C 1610 D		74	0.00%
3619 A	4 11	108	ELBANE VONCONTLINO	LAUREN HG LAUREN DR FENNAN CH	FUNIAL CR STERCING MULELYS SLACLAY NO	- 13		N	14		11,378	010 1.42 010 1.62	11,000	12.424 12.7 12.424 12.7	79 0.00	(F) 1,150 (7) 1,150	7.266	200 201		GEN.	TARE 23 TARE 23	Ę	3,046	3,014	3 600 3 600		17) OK	1.201	2.369 1.369	0X	1249	6421 O		76	0.000
Davis	A NF	19		PENGHILINO	CONTEX BLYO HAND	40 20		N	N N		7,667	911 FA3	13 52 H	2 (ac) 22	74 800	200	1.40	221		Office Office	Tall 15 Tall 15 Tall 15 Tall 15	ě.	1,512	3334 1337 254	150	200	DA CX III OX III OX	30	0.119	8888	221	0.16E D	N N	- G	966
29000 E290	3 10	1		COMPEX IN VOIDENIE	CONTEX BLYOT FINDS OF FEMOUS BY CHARLE OF FEMAUS BLYOT CONTEX BLYOT STATES	- 10		n	N.	-	A./925 2	011 J 500	8,111	8.863 2.3	0 100	91	803	369		19614	1.8(0.0)	0	1,000	2,040	3046	910 B	200 DK	- 144	9.000	DK OA	95%	0 Am 0		1	9.66% 9.66%
3006II	17	72	FORT CACE AND FORT CACE AND FORT CACE AND	WISCON RD CORTYZ RLVO CIPSII COM, S WAY	CONTEX MAY CORNER WAY CORN PRI	- S			N N	-	7 191	010 200 011 7.60	2.20	2.155 Z 2.372 E	(A) 0 09 (A) 0 39	19	200	230		GEN.	TARLES.	Ď.	2 0 alls 2 2 4 th	2.54	7140	217 0	100 DK	200	0.3525	2000	233	9117 0	5 5	4	000
3030	0 0	FS.	FORY DADE AVE	COLEMA TO THE PERSON NAMED IN COLEMA	PORT OF LITTLE COMMISSION OF THE PERSON NAMED AND T	R)		F1	16		7.171	011 2.01 010 2.01	7,770	2.372 2.4 1.850 1.6	10 I D	76	7 050	134		- 112	YAIR ER.	0	1,240 (246 (310 (310 1,300	1,840 1,840 1,540	144	(A) 00	OX OX	150	8.104	OK OK	1584	9108 C	A A	FR FR	0.00% 0.00%
(1525 1523	3 74	7% 7%	FORT DATE AND FORT DATE AND FORT DATE AND FORT DATE FORT DATE AND FORT DATE AND FORT DATE AND FORT DATE FORT DATE AND FORT DATE	FAUR FORTUNE UN	SPRING LAKE HWY	20 20		- 1	1		1,574	010 2.50	1118	One 1		11	116			GEN.	TABLES	9	1,300	1,290	1 390 2 800	115 0. 178 0	um OX	114 421	0.040	CH.	453	8777 C	1 h	N	1004
3110	1 /5 1 /8	16	HECKOWY MILL PER	USTE (SP)() SPRING LAKE PART WINDOW RES FORT DACK AVE	BASERALL POND RD	50		No.	1		A492	250			9 219		0 0	-		GEN	TABLES	0	2 (540) 2 (540)	2.540 2.640	2.045			- 6	9 800 0 000	OK OK OK OK	- 6	5 000 E			1 00°s
1315	7 78	6	HOWELL AVE	FORT DACE AVE	CONTEX 6CVD (SASS) BROOM SA BROOM ST BUSH (BRINE)	20 20		No.	N.		A Egy	999 3.60	14.142	6.612 6.	500	14 39	475 475			GEN	TABLES	8	2 0000 2 400 5 400	2.080	2360	2011 B	IN OK	495	1277	KINDEX	400	0304 C		-	0.000
104/8 104/8	9 49	12	HE AND FOLLOWS SELECTION OF THE SE	PLECO COUNTY LINE POWCHURE PD	CONTRACTORY DISPLAY INCOME THE INFORMATION OF THE	45		¥	H		41,000 41,000	008 2 04 008 2 04	44.51	87,550 85 87,550 85 56,775 36 36,775 36 2,478 30 2,478 3 3,066 3 12,534 G 12,534 G	341 060	110	8 3 636	531	-	GEN GEN	TABLE 1 TABLE	Ę.	- A16	1.00	S.AND	20 B	774 CK 604 DK	4.5) t 2.454	9.823	CK CK	3.589	Settle C	N N	N .	122
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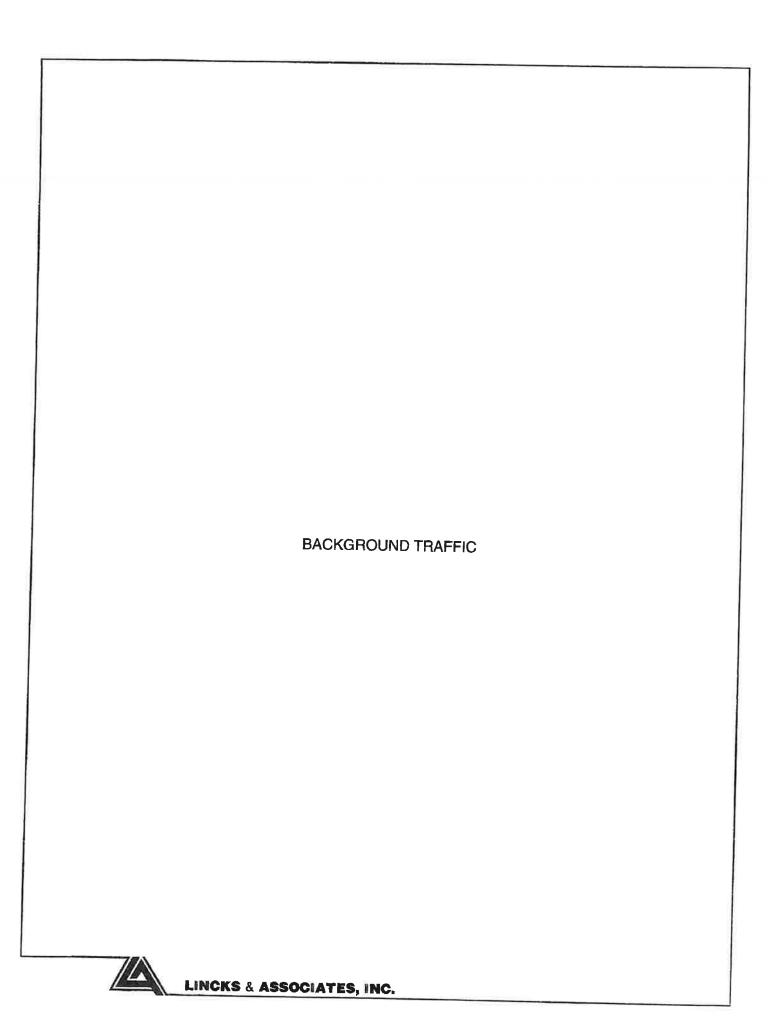
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Notes:
1] In the Lance/Type columns, "O' Indicates that the segment does not exist in exacting or future years.
1] In the Lance/Type columns, "O' Indicates that the segment does not exist in exacting or future years.
2015 and 2015 Reports for detailed Layer of Service Information.

2] Refer to the Technical Support Appendix for 2012, 2015 and 2017 L			i.e.	из/Тере	Barton	Titulegie	De Staume		Seed.	-	AUT Bedy You	-	Seg	May Vision		Set Hite	(held)	Family Laws of Sur	en+(LOE)	Pasie Value	office Peak	n Service A Hour Tes	15		General	plust Analy a lister / J.o.	C has closed	(v.may.	HP4		70	GR!	The same of the sa	***
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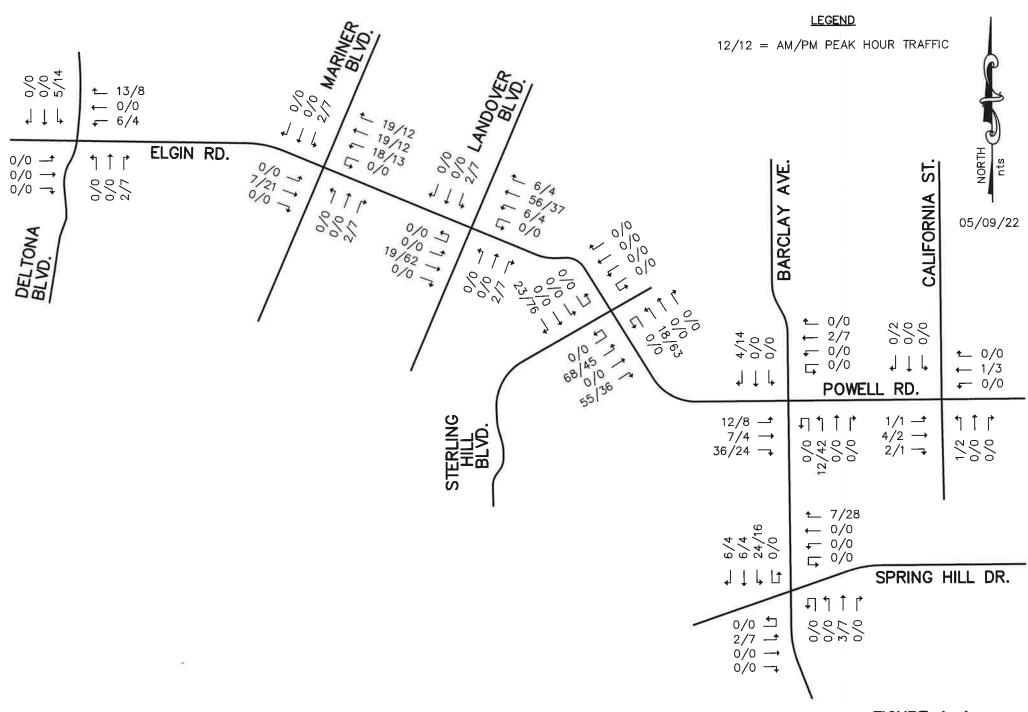


FIGURE A-1 STERLING HILL PHASE IV

STERLING HILL PHASE IV

Prepared For

DR HORTON

Prepared By



STERLING HILL PHASE IV

Prepared For

DR HORTON

Prepared By

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

> Revised March, 2019 January, 2019

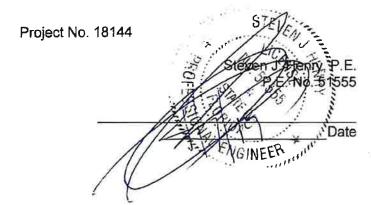






TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

	ΠE		Daily		l Peak H Frip Enda			Peak F rip End	
<u>Land Use</u>	<u>LUC</u>	<u>Size</u>	Trip Ends	<u>ln</u>	Out	Total	<u>In</u>	Out	Total
Single Family	210	224 DU's	2,184	41	123	164	139	81 .	220

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

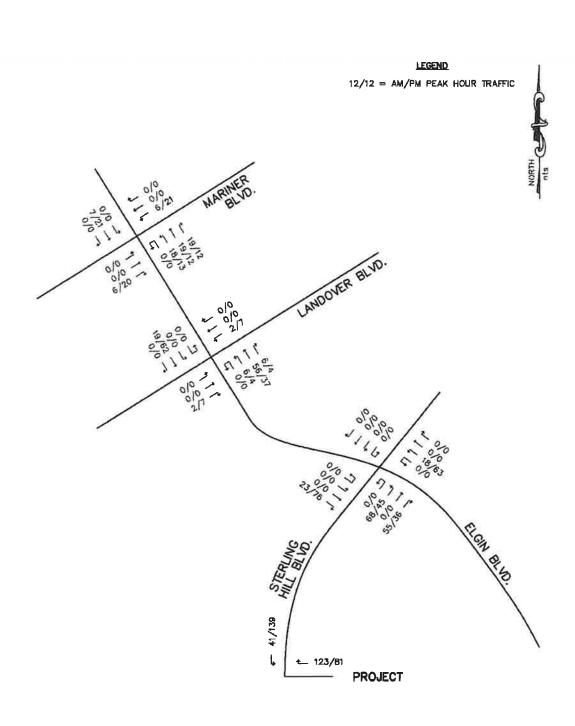


FIGURE 3
PROJECT TRAFFIC



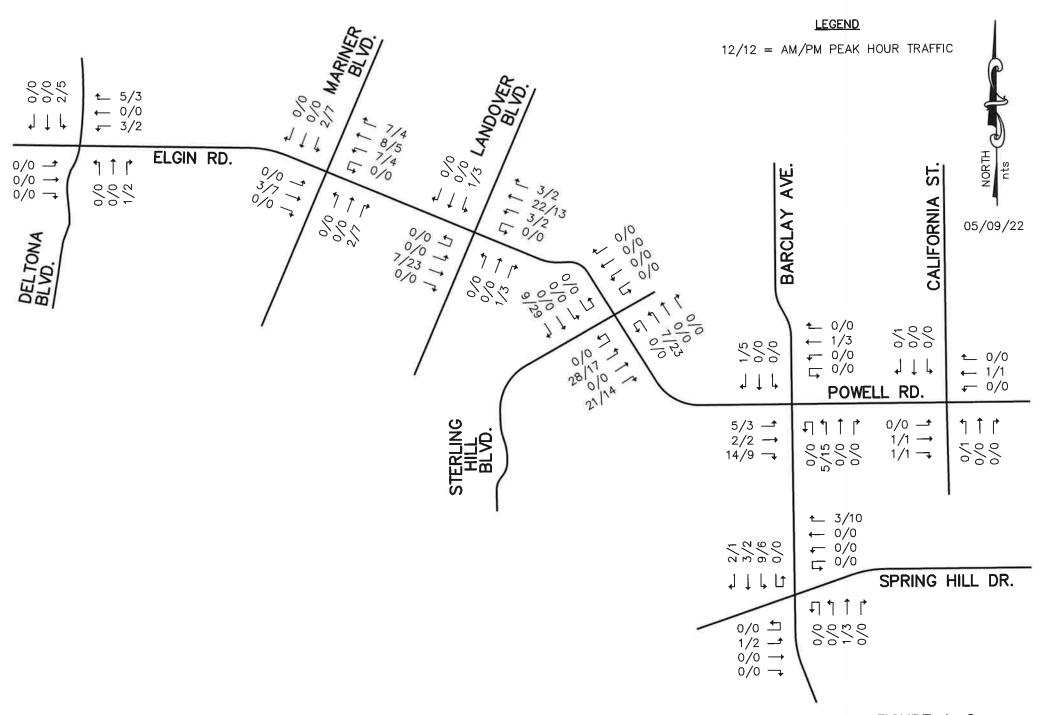


FIGURE A-2
PINE VIEW GROVE
ESTATES

PINE VIEW GROVE ESTATES

Prepared For

PROCIVIL360

Prepared By



PINE VIEW GROVE ESTATES

Prepared For

PROCIVIL360

Prepared By

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

June, 2021

Project No. 21086

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

Date



LINCKS & ASSOCIATES, INC.



TABLE 1

ESTIMATED PROJECT TRIP ENDS (1)

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

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

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC

FEGURE

06/18/21

FIGURE 3
PROJECT TRAFFIC



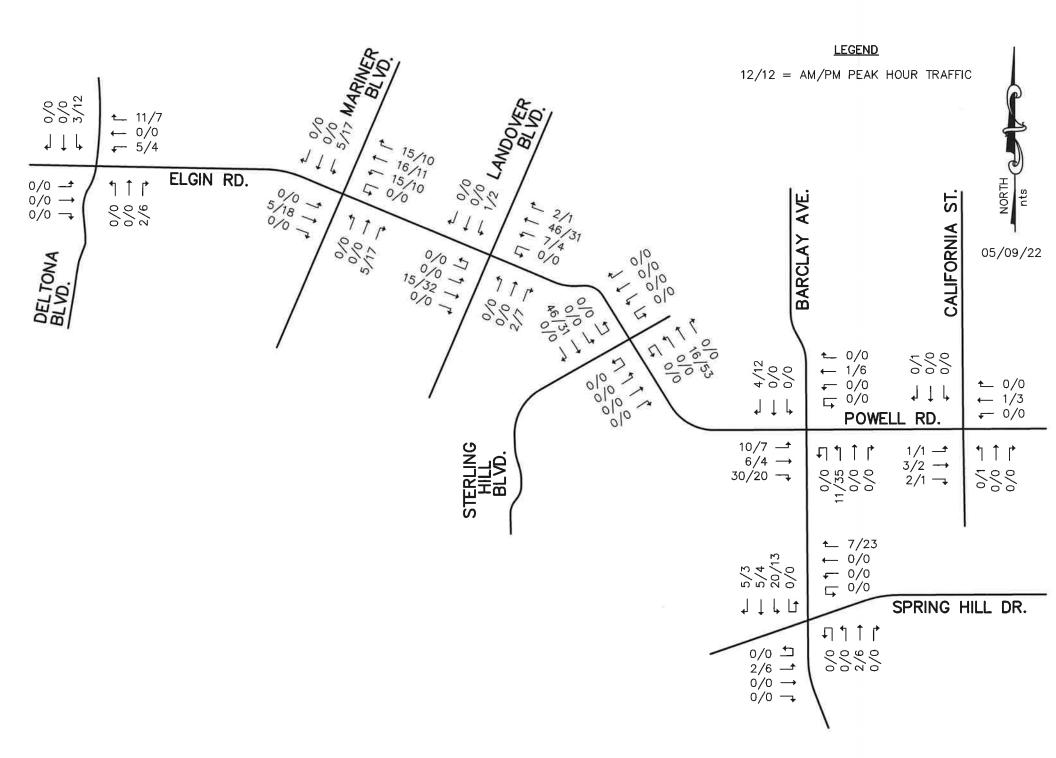


FIGURE A-3
VILLAGE VAN GOGH

VILLAGE VAN GOGH

Prepared For

LENNAR

Prepared By



VILLAGE VAN GOGH

Prepared For

LENNAR

Prepared By

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

July, 2021

Project No. 21095

Stevenst Herry, P.E. P.E.No. 51555

Date



LINCKS & ASSOCIATES, INC.



TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

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

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

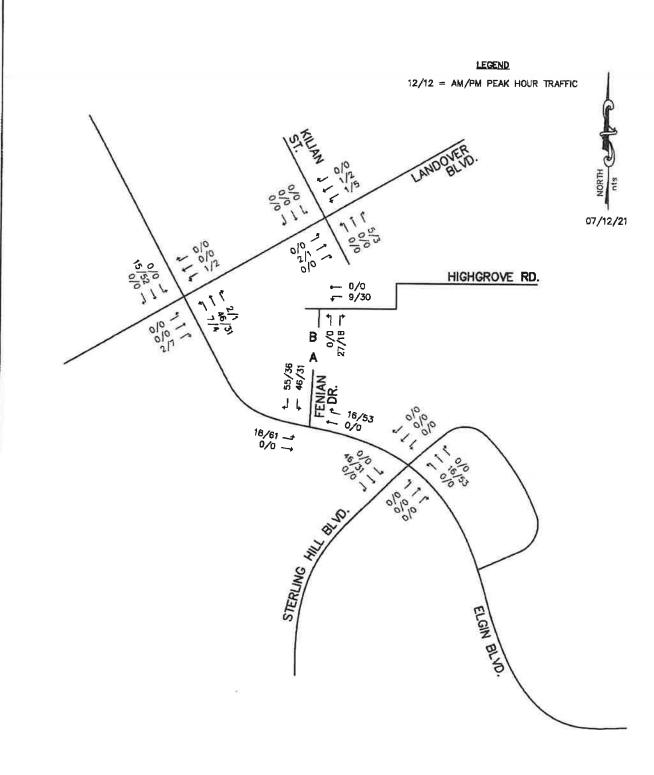


FIGURE 3
PROJECT TRAFFIC



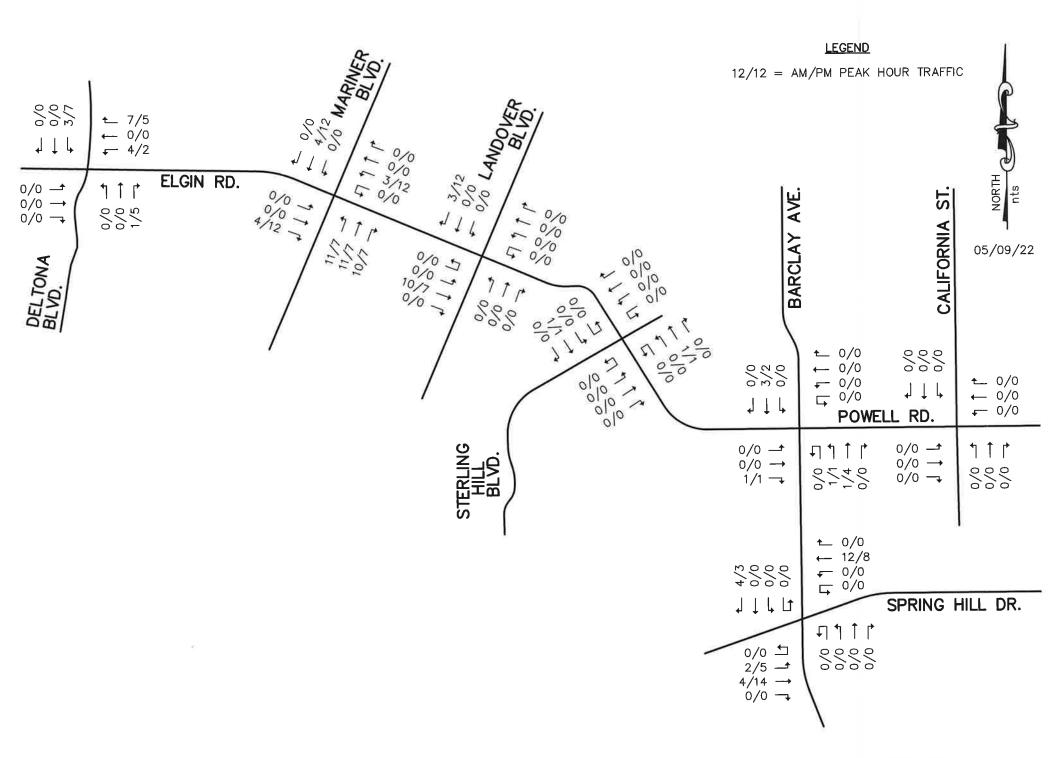


FIGURE A-4
RAINBOW GLEN

RAINBOW GLEN

Prepared For

LENNAR

Prepared By



RAINBOW GLEN

Prepared For

LENNAR

Prepared By

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

January, 2022

Project No. 21185



Date



LINCKS & ASSOCIATES, INC.



TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

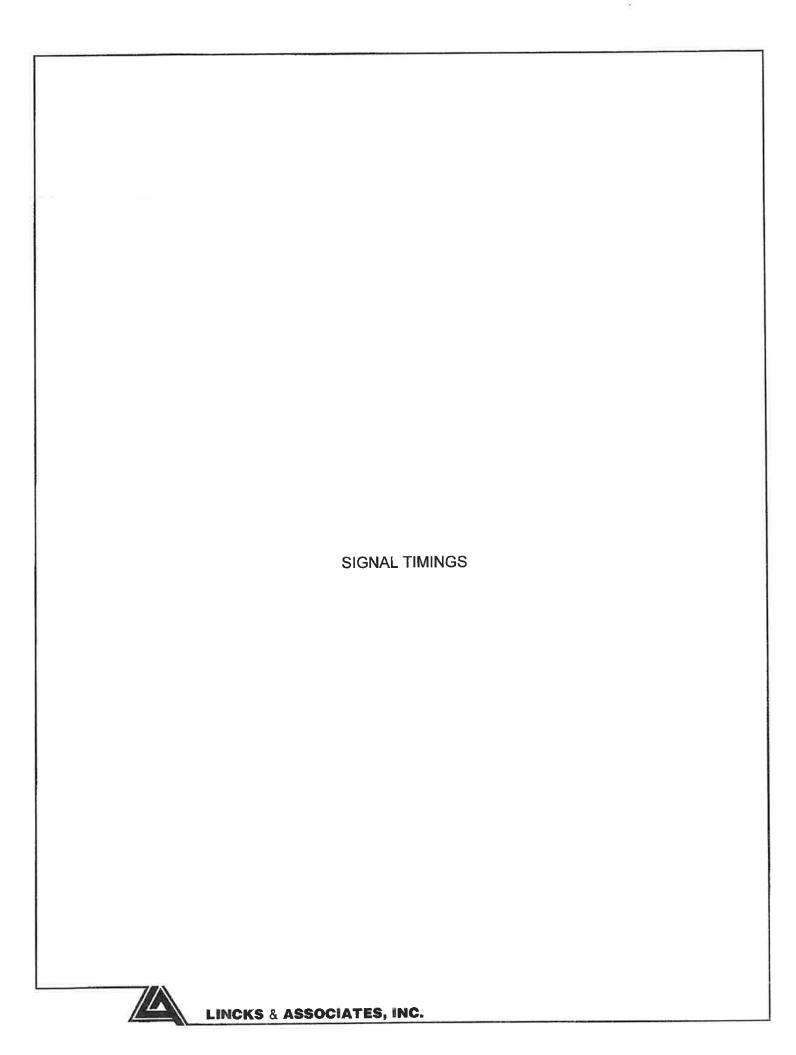
	ITE		Daily		Peak I			Peak I	
Land Use	LUC	<u>Size</u>	Trip Ends	<u>In</u>	<u>Out</u>	Total	<u>ln</u>	<u>Out</u>	Total
Single Family	210	153 DU's	1,492	29	81	110	93	55	148

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

LEGEND 12/12 = AM/PM PEAK HOUR TRAFFIC MARINER BLVD. 01/07/22 **PROJECT** 0 0 11/36 12/37 ← 0/0 ← 0/0 52/21
 9/7
 8/5 111 114 LINDEN DR. 17/56 → 0/0 → 0/0 → 0/0 - 3/11 → 0/0 → 111 11 | **\$**\$\$ %% % CLEMISTON ST. 5/2 7 p 216 2/8 3 SPRING HILL DR.

FIGURE 3
PROJECT TRAFFIC





Hernando County, FL

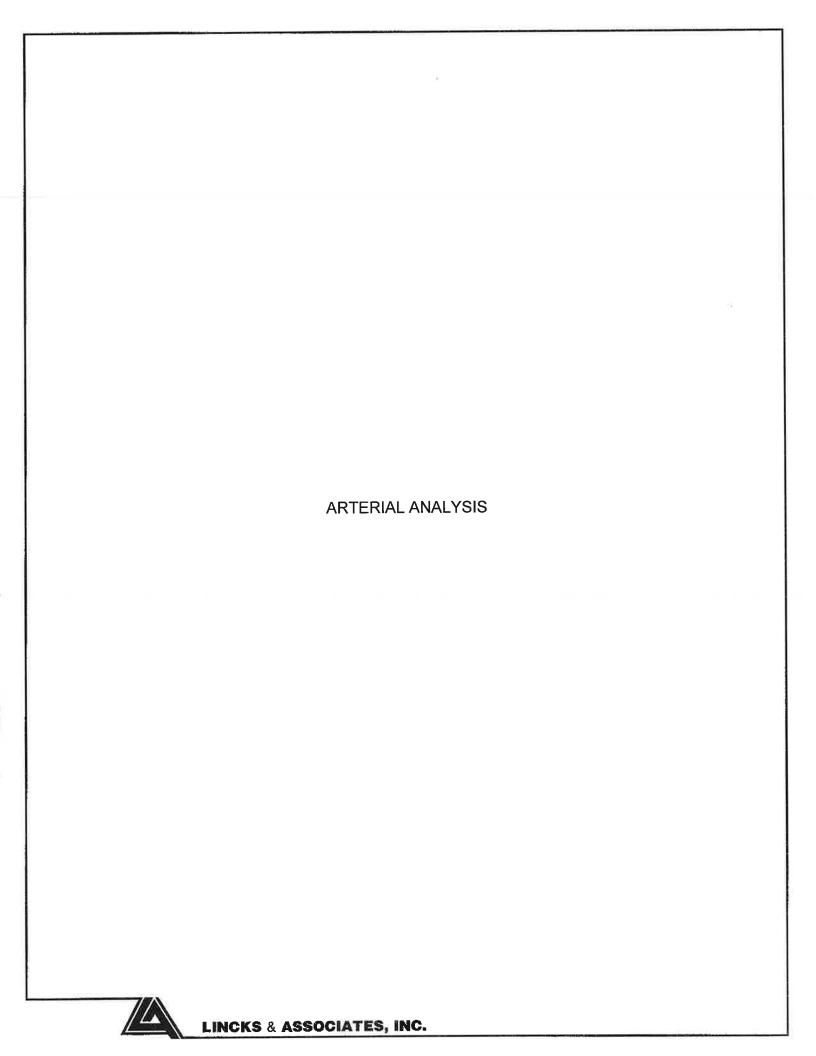


5 - Elgin Blvd @ Barclay Ave - 192.168.150.45 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

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Walk Max	0	0	0		0	0	0	0	0	0	0	_		0	0	0	0	16
Ped Clear	0	29	0		30	0	29	0	30	0	16	-	0	16	0	16	0	0
Ped Clear 2	0	0	0		0	0	0	0	0	0	0		0	0	0	0	10	
Ped Clear Max	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0
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Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CALIFORNIA ST	T	54	110.1	39.5	149.6	1.67	40.1	В
Total			110.1	39.5	149.6	1.67	40.1	В

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
BARCLAY AVE		50	120.0	38.6	158.6	1.67	37.8	В
Total	1		120.0	38.6	158.6	1.67	37.8	В

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

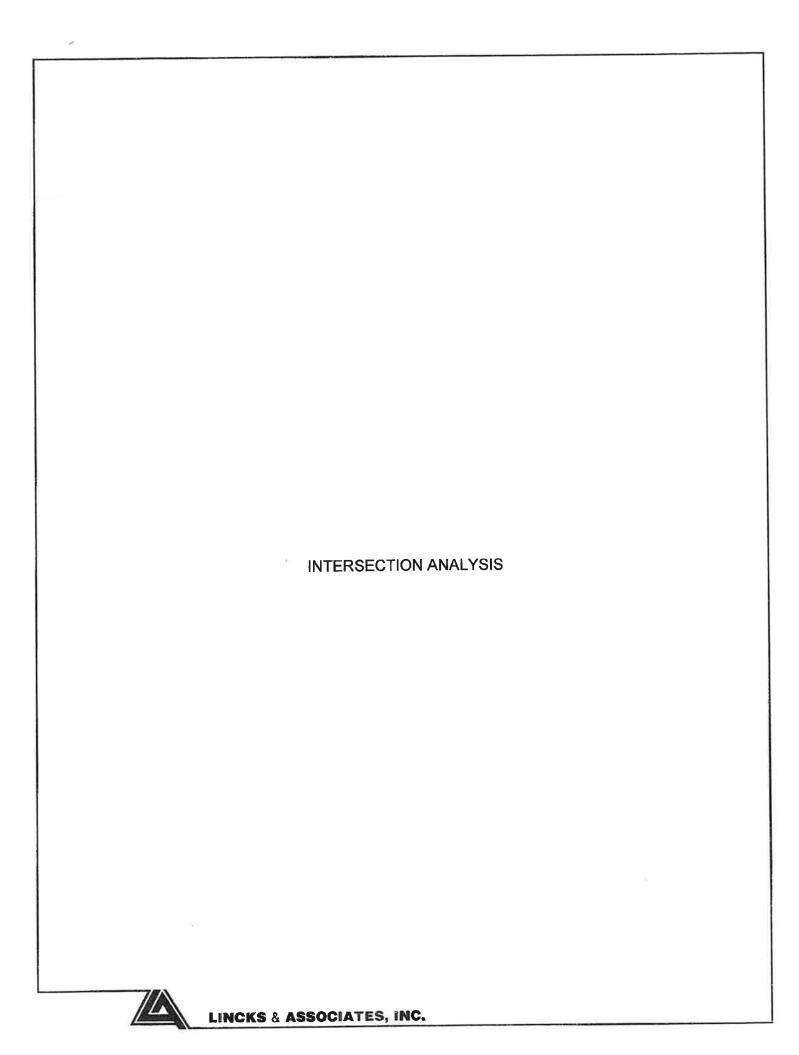
	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mi)	Speed	LOS
BARCLAY AVE		50	120.0	57.7	177.7	1.67	33.8	С
Total	1		120.0	57.7	177.7	1.67	33.8	С

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CALIFORNIA ST		54	110.1	38.9	149.0	1.67	40.3	В
Total	1		110.1	38.9	149.0	1.67	40.3	В

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

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

(1) (if)	Arterial	Flow	Running	Signal	Travel	Dist	Arterial	Arterial
Cross Street	Class	Speed	Time	Delay	Time (s)	(mî)	Speed	LOS
BARCLAY AVE		50	120.0	58.2	178.2	1.67	33.7	C
Total	İ		120.0	58.2	178.2	1.67	33.7	С



	۶	→	*	•	+	•	1	†	<i>></i>	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	75	ተተ	7*	ሻሻ	↑ ↑		1/2	^	7	*	í,	
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	Α	Ε	D		Е	D	Α	Ε	Е	
Approach Delay		48.2			48.4			47.7			70.1	
Approach LOS		D			D			D			Ε	

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 Capacity Utilization 80.5%

Analysis Period (min) 15

Intersection LOS: D
ICU Level of Service D

Synchro 10 Report Page 3

Splits and Phas	ses: 3: BARCLAY AVE & ELGIN I	BLVD/POWELL RD	
≯ _{Ø1}	4 — Ø2	▶ Ø3	↑ ø4
22.45	52.45	28 s	47.3 s
√ Ø5	→ 206	★ Ø7	₩ Ø8
22.4s	52.4s	28 s	47.3 s

-		
3 BARCI	AY AVE & ELGIN BLVD/POWEL	L RD

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
L'ane Configurations	ሻ	ተተ	77	ሻሻ	↑ ↑		1,4	^	7	ሻ	₽	
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 Effct 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	В	F	D		F	Е	В	F	F	
Approach Delay		46.8			56.6			140.7			105.3	
Approach LOS		D			E			F			F	
Interception Cummons	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1											Charles II

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 Capacity Utilization 98.0%

Intersection LOS: F
ICU Level of Service F

Analysis Period (min) 15

Splits and Phase	es: 3: BARCLAY AVE & ELGIN BLVD/P	OWELL RD	
≯ _{Ø1}	← Ø2	▶ Ø3	1 Ø4
22.4s	52.4s	28 s	47.3s
√ Ø5	₩ 206	↑ Ø7	₩ Ø8
22.4s	52.4s	28 s	47.3 s

	٠	→	*	1	•	*	4	†	*	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14.54	^	77	الوالو	^	7	14.54	↑ ₽		ሻ	†	7
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	Α	E	D	Α	E	D		Е	E	А
Approach Delay		31.0			40.0			50.2			48.0	
Approach LOS		С			D			D			D	

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 Capacity Utilization 66.2%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service C

Splits and Phas	ses: 3: BARCLAY AVE & ELGIN BLVI	D/POWELL RD	
→ Ø1	◆ Ø2	™ Ø3	↑ Ø4
22.45	52.4s	28 s	47.3s
ÿ5	▽ 26	↑ Ø7	₩ Ø8
22.45	52.4s	28 s	47.3 s

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	76	ተተ	7	14.14	^	7	77	^		7	↑	7
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	В	F	Е	Α	Е	С		F	Е	Α
Approach Delay		42.0			58.3			51.7			60.2	
Approach LOS		D			Е			D			E	

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

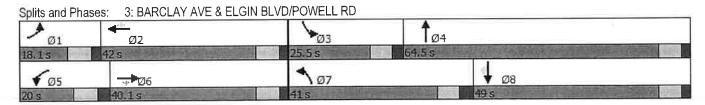
Intersection Capacity Utilization 85.0%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service E

3: BARCLAY AVE & ELGIN BLVD/POWELL RD



3: BARCLAY AVE & ELGIN BLVD/POWELL RD

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14.54	ተተ	7	ليراير	ተተ	7	آثارات	^		14	↑	7
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					- Alle							
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	Е	D	Α	Е	D	Α	Е	D		Ε	Е	Α
Approach Delay		31.2			40.2			50.3			48.0	
Approach LOS		С			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 Capacity Utilization 66.5%

Intersection LOS: D
ICU Level of Service C

Analysis Period (min) 15

Splits and Phase	s: 3: BARCLAY AVE & ELGIN E	BLVD/POWELL RD		
≯ _{Ø1}	4 [⊕] Ø2	Ø3	† Ø4	
22.4s	52.4s	28 s	47.3 s	
√ Ø5	→ Ø6	↑ Ø7	₩ Ø8	
22.4s	52.4s	28 s	47.3 s	THE WAY THE WAY THE

	۶	→	*	1	+	1	1	†	<i>></i>	-	 	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14.14	ተተ	79	ايراير	ተተ	7	77	1		ř	1	ř
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	В	F	Е	Α	Е	С		F	Ε	Α
Approach Delay		42.4			58.7			51.7			60.4	
Approach LOS		D			Ε			D			Ε	

Cycle Length: 150.1

Actuated Cycle Length: 146.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

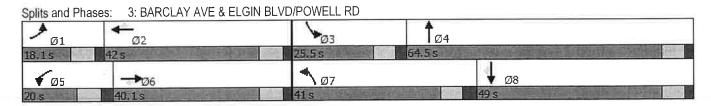
Maximum v/c Ratio: 0.90 Intersection Signal Delay: 52.1

Intersection Capacity Utilization 85.2%

Analysis Period (min) 15

Intersection LOS: D ICU Level of Service E

3: BARCLAY AVE & ELGIN BLVD/POWELL RD



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	15	1	ř	Ť	ß		ሻ	4		*5	B	
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	C
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	Α	С	D		В	С		В	С	
Approach Delay		27.0			34.4			20.8			30.7	
Approach LOS		C			С			С			С	

Cycle Length: 120

Actuated Cycle Length: 103.9

Natural Cycle: 70

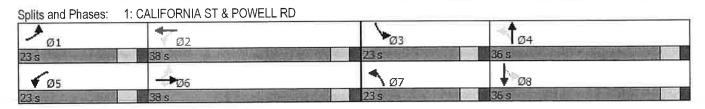
Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70 Intersection Signal Delay: 28.1 Intersection Capacity Utilization 63.6%

Intersection LOS: C
ICU Level of Service B

Analysis Period (min) 15

1: CALIFORNIA ST & POWELL RD



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ň	↑	7	7	1>		1	f)		Ϋ́	f)	
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	and the same of	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	В	В	Α	Α	С		Е	D		С	E	
Approach Delay		13.3			20.6			49.6			69.9	
Approach LOS		В			С			D			Ε	

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 Capacity Utilization 75.3%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service D

Splits and I	Phases: 1: CALIFORNIA ST & POWELL RD		
≯ _{Ø1}	▼ Ø2	▶ Ø3	† ø4
115	68.6 s	10.6 s	29.8 s
√ Ø5	→ Ø6	↑ Ø7	↓ Ø8
10.6 \$	69 s	13.4s	27s

·	۶	→	*	*	+	1	1	†	<i>></i>	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑	7	7	1}→		T	1•		14	1>	
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	4 3 4	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	С	D	Α	С	D		В	С		В	С	
Approach Delay		26.6			35.8			21.3			31.6	
Approach LOS		С			D			С			С	

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 Capacity Utilization 64.3%

Analysis Period (min) 15

Intersection LOS: C
ICU Level of Service C

Synchro 10 Report

05/12/2022

Splits and Phases:	1: CALIFORNIA ST & POWELL	RD	70
≯ _{Ø1}	₹ø2	№ Ø3	† ø4
23 s	38.s	23.5	36 s
√ ø5	₩06	↑ Ø7	₩ Ø8
23 s	38 s	23 s	36 s

	۶	→	*	1	+	1	1	†	1	1	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	†	7	ሻ	1→		79	1→		ħ	4	
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	24
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	В	В	А	Α	С		E	D		С	E	
Approach Delay		13.4			20.9			52.1			71.3	
Approach LOS		В			С			D			E	

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 Capacity Utilization 76.6%

Analysis Period (min) 15

Intersection LOS: C

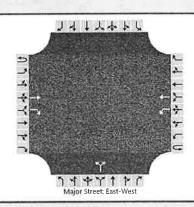
ICU Level of Service D

1: CALIFORNIA ST & POWELL RD



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 TRAFFI	С							

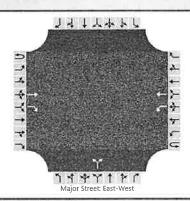
Lanes



Vehicle Volumes and Ad	1				_	357 4			_	Nimet	la series d		_	Carrala	bound	
Approach		East	bound		<u> </u>	West	bound			North	bound			South		
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	Т				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			Vo													
Median Type Storage				Und	ivided											
Critical and Follow-up H	leadwa	ys	Ru s													
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, ar	d Leve	l of S	ervice				- 14		P. Lan							
Flow Rate, v (veh/h)	1					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)						В					E					
Approach Delay (s/veh)					0.2				38.4							
Approach LOS	1										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 TRAFFIG	C							

Lanes

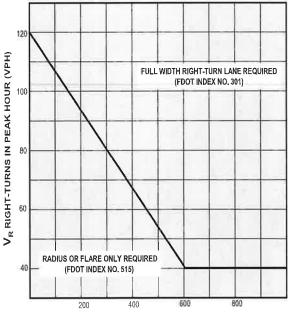


Approach		Eastl	oound			Westl	oound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	Т	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			T	R		L	Т				LR					
Volume (veh/h)			542	21		22	761			13		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized		1	٧o													
Median Type Storage	1			Undi	vided											
Critical and Follow-up H	leadway	ys														
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, an	d Leve	of S	ervice				Single State		1999	Maris						
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)						А					С					
Approach Delay (s/veh)	1				0.2				24.2						***	
Approach LOS			-10001								С					



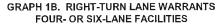
Powell Rd & Proj Access: EBR /40 [not warm ted]

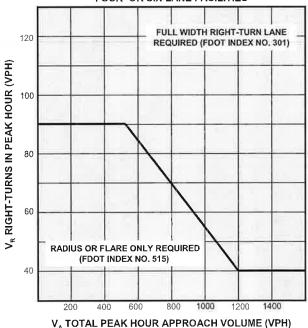




 V_{Δ} TOTAL PEAK HOUR APPROACH VOLUME (VPH)

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 turnstwenty (20).





NOTE: For application on high speed highways.

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

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

warmtel

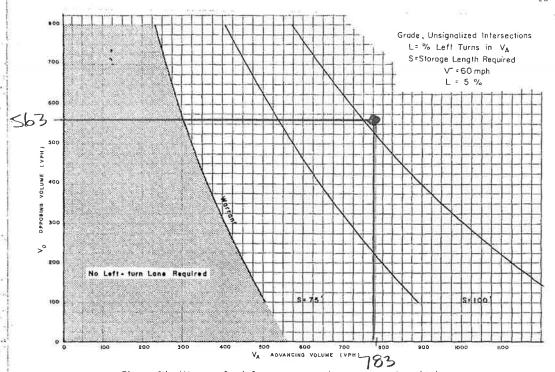


Figure 14. Warrant for left-turn storage lanes on two-lane highways.

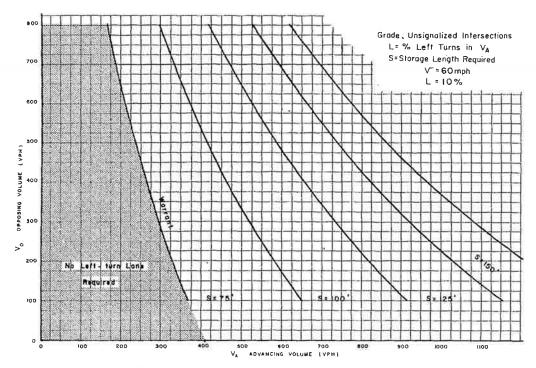
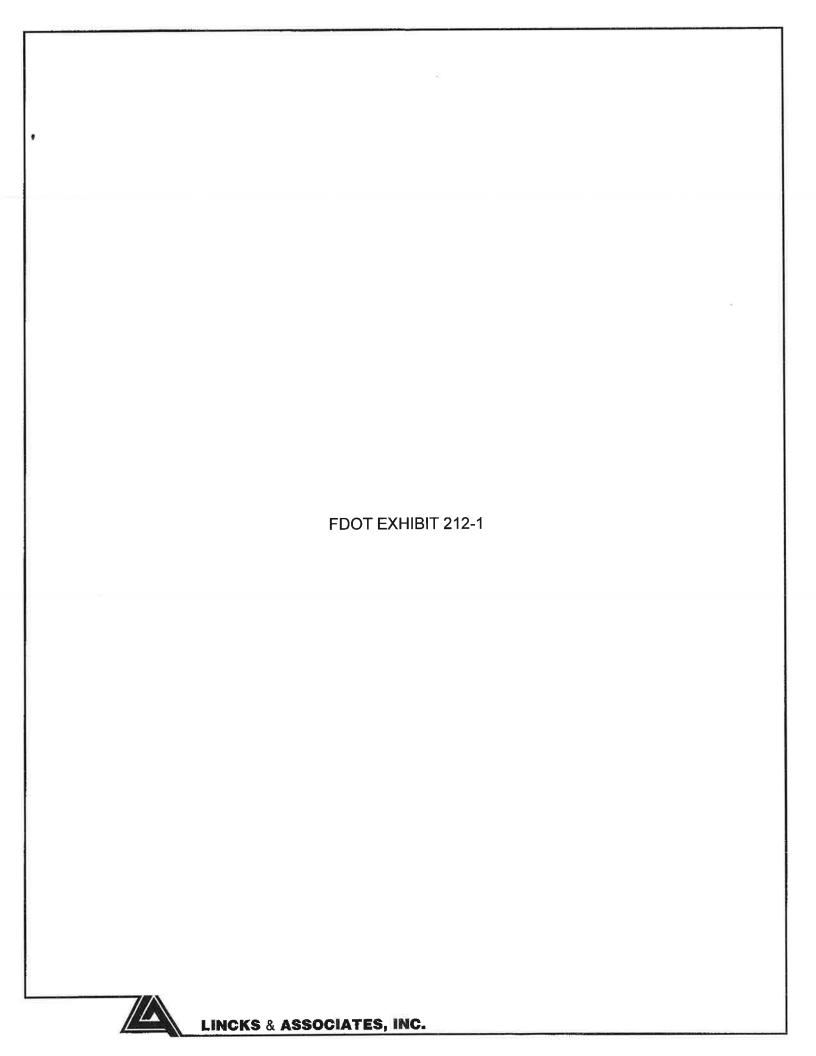
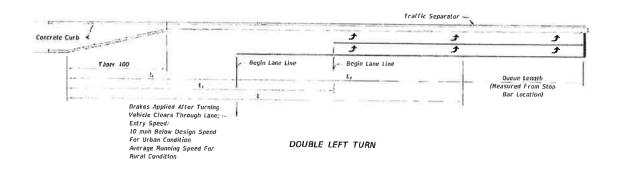
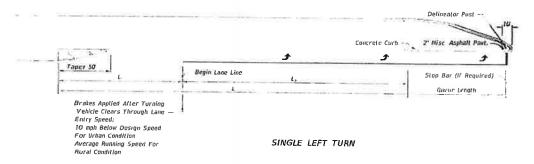


Figure 15. Warrant for left-turn storage lanes on two-lane highways.



MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS





			MED	IAN TUI	RN LANE	5				
			URBA	AN CONDI	TIONS	RURAL CONDITIONS				
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L _i (ft)	Brake To Stop Distance L, (ft.)	Total Decei Distance L (ft _i)	Clearance Distance L, (ft.)	Brake To Stop Distance L, (ft)	Total Decel. Distance L (ft)	Clearance Distance L, (ft)		
35	25	70	75	145	110					
40	30	80	75	155	120					
45	35	85	100	185	135	-3-1	i kin	-		
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	-	0.00	= 1	290	460	270		

NOT TO SCALE

EXHIBIT 212-1 01/01/2018