## TRANSPORTATION ANALYSIS

## SPRINGS AT SUNCOAST

Prepared For

CONTINENTAL PROPERTIES COMPANY, INC.

Prepared By



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

## TRANSPORTATION ANALYSIS

SPRINGS AT SUNCOAST

**Prepared For** 

## CONTINENTAL PROPERTIES COMPANY, INC.

**Prepared By** 

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

July, 2023

Project No. 22213 Stever .E. 51555 PE Date



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#### INTRODUCTION

The purpose of this report is to provide a Transportation Analysis in conjunction with the development of the property located north of County Line Road and west of Ayers Road in Hernando County, Florida, as shown in Figure 1. The subject property is currently approved for 400 Multi-Family dwelling units. Phase 1 of the project is under construction with 264 Multi-Family dwelling units. The developer proposed to amend the approval to allow up to 540 Multi-Family dwelling units.

This analysis was conducted in conformance with the approved Traffic Methodology Statement dated November 8, 2022. A copy of the Methodology Statement is included in the Appendix of this report.

#### ESTIMATED PROJECT AVERAGE DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) <u>Trip Generation</u> <u>Manual</u>, 11<sup>th</sup> Edition, 2021, as its data base. Based on these trip rates, the proposed land use would generate approximately 2,452 daily trip ends, with a net increase of 636 trip ends.

#### PROJECT PEAK HOUR TRAFFIC

Again, based on the ITE <u>Trip Generation Manual</u>, 11<sup>th</sup> Edition, the proposed land use would generate approximately 200 trip ends during the AM peak hour with 46 inbound and 154 outbound with a net increase of 36 trip ends, as shown in Table 1. During the PM peak hour, the proposed land use would generate approximately 211 trip ends with 129 inbound and

1





#### TABLE 1

#### ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

ITE					AM Peak Hour			PM Peak Hour		
			ITE Daily					Т	Trip Ends	
<u>Scenario</u>	Land Use	LUC	<u>Size</u>	Trip Ends	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Approved	Multi-Family	221	400 DU's	1,816	38	126	164	95	61	156
Proposed	Multi-Family	221	540 DU's	2,452	<u>46</u>	<u>154</u>	<u>200</u>	<u>129</u>	<u>82</u>	<u>211</u>
			Difference	636	8	28	36	34	21	55

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

ω

82 outbound with a net increase of 55 trip ends, as shown in Table 1.

#### PROJECT TRIP DISTRIBUTION

The distribution of the project traffic was estimated based on the model included in the Appendix.

Figure 2 illustrates the assignment of the net increase in the AM and PM peak hour project trip ends on the adjacent transportation network.

#### ADJACENT ROADWAYS

As stated previously, the project is located north of County Line Road and west of Ayers Road in Hernando County, Florida. County Line Road and Ayers Road are both four (4) lane divided roadways 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 net increase in the project traffic consumes 5.0% of the peak hour adopted Level of Service capacity for the roadways within the vicinity of the project. Based on the results shown in Table 2, the study network includes Ayers Road from County Line Road to Trillium Boulevard. The study network also includes the following intersections:





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- Ayers Road and County Line Road
- Ayers Road and Trillium Boulevard
- Trillium Boulevard and Project Access

## BUILDOUT

Buildout of the project is anticipated to be 2030.

## BACKGROUND TRAFFIC

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

- 1) AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hour turning movement counts were conducted at the following intersections:
  - Ayers Road and County Line Road
  - Ayers Road and Trillium Boulevard
- The existing counts were conducted during the peak season based on the FDOT Peak Season Adjustment Factors for Hernando County; therefore, no adjustments were made.

Figure 3 illustrates the 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.



#### TABLE 2

#### STUDY NETWORK DETERMINATION

<u>Roadway</u>	From	<u>To</u>	Lanes	Capacity (1)	Percent Project Distribution	Net Increase Project Traffic	Percent <u>Consumed</u>	Study <u>Network?</u>
Ayers Blvd	County Line Rd	Project	4 LD	3,222	55.4%	31	1.0%	Yes (2)
	Project	Trillium Blvd	4 LD	3,222	44.6%	24	0.7%	Yes (2)
	Trillium Blvd	US 41	4 LD	3,222	38.0%	21	0.6%	No
County Line Rd	Suncoast Pkwy	Ayers Blvd	4 LD	3,222	43%	24	0.7%	No
	Ayers Blvd	US 41	2 LU	1,440	12.4%	7	0.5%	No

(1) Source: FDOT 2020 Quality/Level of Service Handbook.(2) Directly accessed roadway.

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4) The project traffic associated with Suncoast Commercial/Residential Development to the south and the approved 400 dwelling unit Multi-Family was added to the volumes in #3 above as background traffic. Project traffic figures for each project are included in the Appendix of this report.

Figure 4 illustrates the 2030 background traffic and Figure 5 illustrates the 2030 background plus project traffic for the AM and PM peak hours.

#### INTERSECTION ANALYSIS

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

- Ayers Road and County Line Road
- Ayers Road and Trillium Boulevard
- Trillium Boulevard and Project Access

These calculations were performed utilizing HCS and SYNCHRO softwares. Tables 3 and 4 summarize the results of the analysis and the results are described in the following paragraphs:

## Ayers Road and County Line Road

Signalized intersection analysis indicates that the overall intersection may operate at Level of Service C and D during the AM and PM peak hours, respectively, with the 2030 background traffic and existing geometry and signal timings. It is required to add a southbound right turn lane to allow all the movements to operate with a V/C ratio less







#### TABLE 3

#### ESTIMATED INTERSECTION LEVEL OF SERVICE (SIGNALIZED)

							20	30		
		203	30		203	0	Backgro	und Plus		
	Background Traffic		Required	Background Traffic		Project Traffic		Required		
	Time	Existing (	Geometry	Improvement	Proposed Im	provement	Background	Improvement	<b>Improvements</b>	
Intersection	Period	Delay	LOS		Delay	LOS	Delay	LOS		
Ayers Rd and	AM	34.2	С	CDD	24.6	С	24.6	С	Nono	
County Line Rd	PM	46.0	D	SBR	28.9	С	30.2	С	NULLE	
Ayers Rd and	AM	10.6	в	None	-	-	10.6	В	None	
Trillium Blvd	PM	11.7	В	NONE	-	-	11.7	В	NOTIC	

#### TABLE 4

## ESTIMATED INTERSECTION LEVEL OF SERVICE (UNSIGNALIZED)

		AM Peak Hour			PM Peak Hour				
		Bakgrou	nd Plus Proje	ect Traffic	Backgrou	Background Plus Project Traffic			
Intersection	<b>Direction</b>	Left	<u>Thru</u>	<u>Right</u>	Left	<u>Thru</u>	<u>Right</u>		
Trillium Blvd and	EB	В	-	В	В	-	В		
Project Access	NB	А	*	-	А	*	-		

 $\frac{1}{3}$ 

than 1.0 with the background traffic. With the addition of the project traffic, the overall intersection should operate at Level of Service C during both AM and PM peak hours, and V/C ratio of less than 1.0 for all movements with the geometry required for the background traffic and signal timings, as shown in Table 3.

#### Avers Road and Trillium Boulevard

Signalized intersection analysis indicates that the overall intersection may operate at Level of Service B during both AM and PM peak hours, with the 2030 background traffic and existing geometry and signal timings, as shown in Table 3. With the addition of the project traffic, the overall intersection should continue to operate at Level of Service B during both AM and PM peak hours, with a V/C ratio less than 1.0 for all the movements.

### Trillium Boulevard and Project Access

Unsignalized intersection analysis indicates that all movements within this intersection should operate with the adopted Level of Service, as shown in Table 4.

## 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 need for a left and/or right turn lane was based M.D. Harmelink and AASHTO Exhibit 9-75. The access recommendations are summarized in Table 5 and described in the following paragraph:



#### TABLE 5

#### ACCESS RECOMMENDATIONS

			Turn Lane	Estimated	Deceleration	Total
Intersection	Movement	Volume (1)	Warranted (2)	Queue Length (3)	Length (4)	Length
Trillium Blvd and	NBL	51/156	Yes	125'	155'	280'
Project Access	SBR	1/3	No	-	-	-

(1) See Figure 5, Background plus Project Traffic, of this report

(2) Based on M.D. Harmelink and AASHTO Exhibit 9-75

(3) Queue Storage Length:

Trillium Blvd and Project Access:

NBL - 156/30 x 25 = 130' Use 125'

(4) Based on FDOT FDM Index 212-1 and a design speed of 40 MPH on Trillium Blvd.

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#### Trillium Boulevard and Project Access

This project driveway has full access to Trillium Boulevard. Based on the projected volumes, a northbound left turn lane is warranted and a southbound right turn lane is not warranted, as shown in Table 5. It is recommended a 280 foot northbound left turn lane be provided.

#### CONCLUSION

Based on the results of the analysis, all intersections within the study area should operate at the adopted Level of Service with the 2030 background plus project traffic with the required improvements for background traffic. Consistent with Chapter 2011 – 139, Laws of Florida and Chapter 163.3180 of the Florida Statue as amend by HB 319 improvements required to mitigate backlogged facilities is the responsibility of the local government.



LINCKS & ASSOCIATES, INC.





APPROVED METHODOLOGY





December 1, 2022

Mr. Steven J. Henry, PE LINCKS & Associates, Inc. 5023 West Laurel Street Tampa, Florida 33607

SUBJECT: Springs at Suncoast (AKA: Authentix) Transportation Analysis Methodology Statement

Dear Mr. Henry:

Staff has reviewed your Methodology Statement (dated November 8, 2022) for the Springs at Suncoast project. The methodology statement is in the format shown in the Hernando County guidelines. Staff accepts the methodology as presented with one addition.

Under the Study Network, the Single Family and Commercial directly South of this project will need to be included in the Analysis.

These comments are not intended to be inclusive of any or all errors or omissions within the subject analysis. It remains the responsibility of the consulting engineer to thoroughly check the analysis and make necessary corrections.

Please provide the Synchro files with the Analysis submittal.

Please contact me with any questions or comments.

Sincerely,

D. Todd Crosby, P.E. Assistant County Engineer

EL:DTC

Letter to Steven J. Henry, P.E. December 1, 2022 Subject: Springs at Suncoast TA Methodology Page #2

Attachments: Hernando County Facility Design Guideline's sheet IV-18.

cc: Laura A. Borgesi P.E., Traffic Engineer Kandi McCorkel, Engineering Development Coordinator File



# Engineers Planners

## LINCKS & ASSOCIATES, INC.

November 8, 2022

Mr. Ernie Lane Hernando County 1525 E. Jefferson St. Brooksville, Florida 34601

Re: Springs at Suncoast Lincks Project No. 22213

Dear Mr. Lane,

The purpose of this letter is to establish the methodology to be utilized for the Transportation Analysis for the proposed development located north of Countyline Road and west of Ayers Road in Hernando County, Florida, as shown in Figure 1.

The subject property is currently approved for 400 Multi-Family dwelling units. Phase I of the project is under construction with 264 Multi-Family dwelling units. The developer proposes to amend the approval to allow up to 540 Multi-Family dwelling units.

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

#### **Trip Generation**

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

#### Distribution

The distribution will be based on the distribution utilized in the previous analysis for the project. The distribution is included in the Appendix of this letter.

#### Study Network

Since the project is currently approved for 400 Multi-Family dwelling units, therefore, the study network will include those roadways in which the net increase in project traffic consumes 5% of the peak hour adopted Level of Service capacity of the roadways within the vicinity of the project.

Based on the results shown in Table 2, the net project traffic does not consume 5% of

Mr. Ernie Lane November 8, 2022 Page 2



FIGURE 1 PROJECT LOCATION

### TABLE 1

## ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

					AM Peak Hour		PM	Peak H	lour		
		ΠE		Daily		Trip Ends			Trip Ends		
Scenario	Land Use	LUC	<u>Size</u>	Trip Ends	<u>In</u>	Out	Total	In	<u>Out</u>	Total	
Approved	Multi-Family	221	400 DU's	1,816	38	126	164	95	61	156	
Proposed	Multi-Family	221	540 DU's	<u>2,452</u>	<u>46</u>	<u>154</u>	<u>200</u>	<u>129</u>	<u>82</u>	<u>211</u>	
			Difference	636	8	28	36	34	21	55	

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

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#### TABLE 2

#### STUDY NETWORK DETERMINATION

Roadway	From	<u>To</u>	Lanes	Capacity (1)	Percent Project Distribution	Net Increase Project Traffic	Percent Consumed	Study <u>Network?</u>
Ayers Blvd	County Line Rd	Project	4 LD	3,222	55.4%	31	1.0%	Yes (2)
	Project	Trillium Blvd	4 LD	3,222	44.6%	24	0.7%	Yes (2)
	Trillium Blvd	US 41	4 LD	3,222	38.0%	21	0.6%	No
County Line Rd	Suncoast Pkwy	Ayers Blvd	4 LD	3,222	43%	24	0.7%	No
	Ayers Blvd	US 41	2 LU	1,440	12.4%	7	0.5%	No

(1) Source: FDOT 2020 Quality/Level of Service Handbook.(2) Directly accessed roadway.

Mr. Ernie Lane November 8, 2022 Page 5

any roadway segments. Therefore, the study network includes the directly accessed segment of Ayers Road from County Line Road to Trillium Boulevard. The following intersections will be included in the analysis:

- Avers Road and County Line Road
- Ayers Road and Trillium Boulevard
- Ayers Road and Project Access

#### **Buildout**

Buildout of the project is anticipated to be 2030.

#### Background Traffic

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

- 1) AM (7:00 to 9:00) and PM peak hour (4:00 to 6:00) turning movement counts will be conducted at the intersections within the study network. The intersections to be included are as follows:
  - Ayers Road and County Line Road
  - Ayers Road and Trillium Boulevard
  - Avers Road and Project Access
- 2) The existing counts will be adjusted to the peak season based on the 2021 FDOT Peak Season Adjustment Factors for Hernando County.
- 3) The peak season traffic will be increased by the annual growth rate for each segment contained in the Hernando County Tier I spreadsheet.

#### Signal Timings

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

#### Analysis Scenario

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

- 1) 2030 background traffic with budgeted geometry and signal timings. If the intersection operates at or above the adopted level of service, then no additional analysis is required.
- 2) 2030 background traffic with the improvements required to allow the intersection to operate at the adopted level of service.

Mr. Ernie Lane November 8, 2022 Page 6

- 3) 2030 background plus project traffic with the background improvements identified in #2 above.
- 4) 2030 background plus project traffic with any additional improvements required beyond the background traffic to allow the intersection to operate at an acceptable level of service.

#### Proportionate Share

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

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

Sincerely, LINCKS & ASSOCIATES, ING P.E. Steven J Henry, President SJH/TSF

I concur:

**Ernie Lane** Date

**Enclosures** 

APPENDIX



SITE PLAN





TRIP GENERATION



Analysis Name :	New Analysi	s							
Project Name :	Springs at S	uncoast	No :						
Date:	11/4/2022		City:						
State/Province:			Zip/Postal Code:						
Country:			Client I	Name:					
Analyst's Name: Edition			Edition: Trip Generation M Ed			inual, 11th			
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total		
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	400 <sup>(0)</sup>	Weekday	Average 4.54	908 50%	908 50%	1816		
221 - Multifamily Housing (Mid-Rise) - 1 - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	540 <sup>(0)</sup>	Weekday	Average 4.54	1226 50%	1226 50%	2452		
(0) indicates size out of	range.								

#### TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
221 - Multifamily Housing (Mid-Rise)	0 %	908	0 %	908
221 - Multifamily Housing (Mid-Rise) - 1	0 %	1226	0 %	1226

#### INTERNAL TRIPS

221 - 1	Multifamily	Housing (Mid-R	ise)			221 - Multif	amily	Housing (Mi	d-Rise)	-1
Exit	908	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	1226
Entry	908	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	1226

## 221 - Multifamily Housing (Mid-Rise)

	1	Internal Trips			
Entry	Total Trips	221 - Multifamily Housing (Mid-Rise) - 1	Total	External Trips	
Entry	908 (100%) 908 (100%)	0 (0%) 0 (0%)	0 (0%) 0 (0%)	908 (100%) 908 (100%)	
Total	1816 (100%)	0 (0%)	0 (0%)	1816 (100%)	

#### 221 - Multifamily Housing (Mid-Rise) - 1

	Total Trips	Internal Trips	Internal Trips			
	Total Trips	221 - Multifamily Housing (Mid-Rise)	Total	External Trips		
Entry Exit	1226 (100%) 1226 (100%)	0 (0%) 0 (0%)	0 (0%) 0 (0%)	1226 (100%) 1226 (100%)	_	
Total	2452 (100%)	0 (0%)	0 (0%)	2452 (100%)	_	

#### **EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
221 - Multifamily Housing (Mid-Rise)	1816	0	0	1816
221 - Multifamily Housing (Mid-Rise) - 1	2452	0	0	2452

#### ITE DEVIATION DETAILS

#### Weekday

LanduseNo deviations from ITE.MethodsNo deviations from ITE.External Trips221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)<br/>ITE does not recommend a particular pass-by% for this case.221 - Multifamily Housing (Mid-Rise) - 1 - Not Close to Rail Transit (General Urban/Suburban)<br/>ITE does not recommend a particular pass-by% for this case.

SUMMARY	MMARY
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Total Entering	2134
Total Entering	2134
	0
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	U
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	2134
Total Exiting Non-Pass-by Trips	2134
-	

Analysis Name :	New Analysis						
Project Name :	Springs at Suncoast		No :				
Date:	11/4/2022		City:				
State/Province:			Zip/Posta	I Code:			
Country:			Cilent Na	me:			
Analyst's Name:			Edition:		Trip Genera Ed	ition Ma	nual, 11th
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	400	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.44 (X)+-11.61	38 23%	126 77%	164
221 - Multifamily Housing (Mid-Rise) - 1 - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	540 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.37	46 23%	154 77%	200

(0) indicates size out of range.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
221 - Multifamily Housing (Mid-Rise)	0 %	38	0 %	126
221 - Multifamily Housing (Mid-Rise) - 1	0 %	46	0 %	154

INTERNAL TRIPS

## 221 - Multifamily Housing (Mid-Rise) - 1

221 - Multifamily Housing (Mid-Rise)						221 - Multifamily Housing (Mid-Rise) - 1				
Exit	126	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	46
Entry	38	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	154

## 221 - Multifamily Housing (Mid-Rise)

	Total Trips	Internal Trips			
	Total Trips	221 - Multifamily Housing (Mid-Rise) - 1	Total	External Trips	_
Entry Exit	38 (100%) 126 (100%)	0 (0%) 0 (0%)	0 (0%) 0 (0%)	38 (100%) 126 (100%)	_
Total	164 (100%)	0 (0%)	0 (0%)	164 (100%)	_
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#### 221 - Multifamily Housing (Mid-Rise) - 1

		Internal Trips			
	Total Trips	221 - Multifamily Housing (Mid-Rise)	Total	External Trips	
Entry	46 (100%) 154 (100%)	0 (0%) 0 (0%)	0 (0%) 0 (0%)	46 (100%) 154 (100%)	
Total	200 (100%)	0 (0%)	0 (0%)	200 (100%)	

	EXTERNAL TRIPS					
Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips		
221 - Multifamily Housing (Mid-Rise)	164	0	0	164		
221 - Multifamily Housing (Mid-Rise) - 1	200	0	0	200		

#### ITE DEVIATION DETAILS

-		
	Weekday, Peal	c Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
	Landuse	No deviations from ITE.
	Methods	No deviations from ITE.
	Extemal Trips	221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)

221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Trans ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) - 1 - Not Close to Rall Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entaring	84
Iota Entering	280
Total Exiting	n
Total Entering Reduction	°
Total Exiting Reduction	U
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
	0
Total Exiting Pass-by Reduction	84
Total Entering Non-Pass-by Trips	

Total Exiting Non-Pass-by Trips

PERIOD SETTING

Analysis Name :	New Analysis							
Project Name :	Springs at Su	ncoast	No :					
Date:	11/4/2022		City:					
State/Province:			Zip/Posta	I Code:				
Country:			Client Na	me:				
Analyst's Name:			Edition:		Trip Ed	Genera	tion Mar	ual, 11th
Land Use	Independent Variable	Size	Time Period	Method		Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	400	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.39 (X)+0.34		95 61%	61 39%	156
221 - Multifamily Housing (Mid-Rise) - 1 - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	540 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.39		129 61%	82 39%	211

(0) indicates size out of range.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
221 - Multifamily Housing (Mid-Rise)	0 %	95	0 %	61
221 - Multifamily Housing (Mid-Rise) - 1	0 %	129	0 %	82

**INTERNAL TRIPS** 

#### 221 - Multifamily Housing (Mid-Rise) - 1

X.

221 - N	Jultifamily	Housing (Mid-R	lse)			221 - Multif	amily	Housing (Mid	d-Rise)	- 1
Exit	61	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	129
Entry	95	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	82

#### 221 - Multifamily Housing (Mid-Rise)

		Internal Trips		
	Total Trips	221 - Multifamily Housing (Mid-Rise) - 1	Total	External Trips
Entry Exit	95 (100%) 61 (100%)	0 (0%) 0 (0%)	0 (0%) 0 (0%)	95 (100%) 61 (100% <del>)</del>
			1	4

Total	156 (100%)	0 (0%)	0 (0%)	156 (100%)	

#### 221 - Multifamily Housing (Mid-Rise) - 1

		Internal Trips		
	Total Trips	221 - Multifamily Housing (Mid-Rise)	Total	External Trips
Entry Exit	129 (100%) 82 (100%)	0 (0%) 0 (0%)	0 (0%) 0 (0%)	129 (100%) 82 (100%)
Total	211 (100%)	0 (0%)	0 (0%)	211 (100%)

	EXTERNAL TRIPS					
Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips		
221 - Multifamily Housing (Mid-Rise)	156	0	0	156		
221 - Multifamily Housing (Mid-Rise) - 1	211	0	0	211		

<b>ITE</b>	DE\	AT	ION	DE	TAILS
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Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

No deviations from ITE. Landuse

No deviations from ITE. Methods

221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case. **External Trips** 

221 - Multifamily Housing (Mid-Rise) - 1 - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Estaring	224
Total Exiting	143
Iotal Exiting	0
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	224

Total Exiting Non-Pass-by Trips

.

PROJECT TRAFFIC DISTRIBUTION





Suncoast Residential Site Tampa Bay Regional Planning Model Project Site Trip Distribution (with edits)



#### 2020 FDOT QUALITY / LEVEL OF SERVICE HANDBOOK TABLES



# Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas<sup>1</sup>

					Ulbain	zeu raeu			and the second second	January 2020
	INTERRU	IPTED FL	OW FACIL	ITIES			UNINTERI	RUPTED FLOV	N FACILITIE	\$
	STATE SI	CNALIZ	ED ARTI	ERIALS	5			FREEWAY	'S	
	STATE SI		en montad m	need limi	τ)			Core Urbaniz	ed	
<b>.</b>	Class I (40 m	ph or nign	er posteu s	D D	E	Lanes	В	С	D	Е
Lanes	Median	*	1 510	1,600	**	4	4,050	5,640	6,800	7,420
2	Divided	*	3,420	3.580	**	6	5,960	8,310	10,220	11,150
4	Divided	*	5.250	5,390	**	8	7,840	10,960	13,620	14,850
8	Divided	*	7,090	7,210	**	10	9,800	13,510	17,040	18,580
0	Divided	<u>.</u>	., ,		.:43	12	11,600	16,350	20,930	23,200
	Class II (35 m	iph or slov	ver posted	speed IIII				Urbanized	l	
Lanes	Median	B	660	1 330	1 410	Lanes	в	C	D	E
2	Undivided	*	1 3 1 0	2 920	3 040	4	4,130	5,640	7,070	7,690
4	Divided	*	2 000	4 500	4,590	6	6,200	8,450	10,510	11,530
6	Divided	*	2,090	6.060	6,130	8	8,270	11,270	13,960	15,380
8	Divided	-	2,000	0,000	-,	10	10,350	14,110	17,310	19,220
			and way	diustma	nts		Fr	eeway Adjust	ments	
	Non-State Sig	correspondie	ng state volum	aes	519 A.G.		Auxiliary Lane	es e	Ramj	p
	(Alter b	y the indicat	ed percent.)			Prese	ent in Both Dire	ections	Meteri	ng
	Non-State S	Signalized I	Roadways	- 10%			+ 1,800		+ 5%	D
	Median	& Turn L	ane Adjus	tments	divetment	τ	ININTERR	UPTED FLO	W HIGHV	VAYS
		Exclusive	Exclus Dight I	SIVE P	Factors	Lanes	Median	В	C E	) E
Lanes	Median	Len Lanes			+5%	2	Undivided	1,050 1,6	520 2,18	2,930
2	Undivided	No	No	)	-20%	4	Divided	3,270 4,1	730 5,96	6,780
Multi	Undivided	Yes	No	)	-5%	6	Divided	4,910 7,0	90 8,95	0 10,180
Multi	Undivided	No	No	)	-25%	8		General Control		ornae.
-	-		Ye	S	+ 5%		Uninterrupt	ed Flow High	way Adjustn	ients
						Lanes	Median	Exclusive left	lanes Adju	L 50/
	One-V	Vay Facili	ty Adjust	ment	· · · · · · · · · · · · · · · · · · ·	2	Divided	Yes		-5%
	Multiply t	he correspon	s table by 0 f	Cononar		Multi	Undivided	I es		-25%
	v0		a tuble by th			Ivititit	Olidivided		1	usic eFreeder and
	(Multiply v directional roadw	BICYCLI whicle volum way lanes to d volum	E MODE <sup>2</sup> nes shown bei etermine two nes.)	low by num way maxir	ber of num service	Values are for th constitut compute planning corridor	shown are presented to automobile/truck to a standard and she tr models from whice applications. The u or intersection desig	I as peak hour direction modes unless specifi- puld be used only for h this table is derived able and deriving con gri, where more refind	eally stated. This is general planning a l should be used for apputer models should be Trennit Consciences.	able does not pplications. The r more specific ald not be used for . Calculations are wand Outshity of
C1 .	Paved					Service 1	Manual.	nis of the rick and t	ne i tunati cupacit	
Shot	under/Bicycle	R	С	D	Е	<sup>2</sup> Level o	of service for the bic	ycle and pedestrian n	nodes in this table	is based on e facility.
Lat	0 10%	*	260	680	1,770	number	of venicies, not built	inter of dicycliata of p	odestrians using -	6.0 12.1 <b>1</b> -17.
	50-84%	190	600	1,770	>1,770	<sup>3</sup> Buses p	er hour shown are on	ly for the peak hour in	the single direction	ot me mëner name
	85-100%	830	1,700	>1,770	**	± Canno	t he achieved using	table input value defa	aults.	
	PH	DESTRI	AN MOD	E <sup>2</sup>		## blat #	unlicable for that Is	wel of service letter s	rade. For the auto	mobile mode,
(I di	Multiply vehicle ve irectional roadway	lumes show lanes to dete volu	n below by nu muine two-wa mes.)	umber of ay maximur	n service	volumes been res achieval	s greater than level c inched. For the bicyc ble because there is staults.	of service D become I le mode, the level of no maximum vehicle	because intersect service letter grade volume threshold	ion capacities have (including F) is no using table input
Sides	walk Coverage	B	С	D	E	Fourse				
Dides	0-49%	*	*	250	850	Florida	Department of Tran	sportation		
	50-84%	*	150	780	1,420	Systems	s Implementation Of	frice ing/systems/		
	85-100%	340	960	1,560	>1,770	in the second	and a state of the			
	BUS MO	DE (Sche	luled Fixe	d Route)	3					
	(Buse	s in peak hou	r in peak dire	caon)	Б					
Sidev	walk Coverage	В	C	D	E > 2					
	0-84%	> 5	24	20	>1					
	85-100%	>4	23	24	<u> </u>	1141				

TABLE 4 (continued)

### Generalized Peak Hour Two-Way Volumes for Florida's

#### **Urbanized Areas**

			Zerr Feeili	tion	1.	Inte	rrupted H	low Facili	ties	
INPUT VALUE	Unint	errupted I	low Facu	lies		State A	rterials		Clas	ss I
ASSUMPTIONS	Freeways	Core Freeways	Highw	ays	Cla	ss I	Cla	ss II	Bicycle	Pedestrian
ROADWAY CHARACTERISTICS						_		_		_
Area type (urban, rural)	urban	urban				1.0		4.0	4	A
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n		]			-			
Median (d. twlt, n, nr, r)				d	n	ſ	n	Г	I	<u> </u>
Terrain (l.r)	1	1	1	1	1	1	1	1	1	1
% no passing zone			80	-	-		-		-	1
Exclusive left turn lane impact (n, y)			[n]	У	у	у	у	У	У	У
Exclusive right turn lanes (n, y)	12				n	n	n	n	n	<u>n</u>
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS							-			
Number of the sector (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Planning analysis four factor (R)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Directional distribution factor (D)	0.95	0.95	0.95	0.95	1,000	1.000	1.000	1.000	1.000	1.000
Peak hour factor (PHP)	2 400	2 400	1,700	2.200	1,950	1,950	1,950	1,950	1,950	1,950
Base saturation now fate (pepapi)	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Heavy vehicle percent	4.0	0.975	210	0.975	1		6. Sec. 1			
Speed Adjustment Factor (SAF)	0.975	0.975		0.968		1	1			
Capacity Adjustment Factor (CAF)	0.908	0.500			12	12	12	12	12	12
% left turns			· · · · · · · · · · · · · · · · · · ·	-	12	12	12	12	12	12
% right turns										
CONTROL CHARACTERISTICS					1 4	4	1 10	10	4	1 6
Number of signals				-	3	3	4	4	4	4
Arrival type (1-6)			-	-		C	C	c	C	C
Signal type (a, c, p)	1	-		-	120	150	120	120	120	120
Cycle length (C)				-	0.44	0.45	0.44	0.44	0.44	0.44
Effective green ratio (g/C)	1			-	0.44	0.15	1 0111	1 +1-1-1	1	
MULTIMODAL CHARACTERIST	TICS				-	T	-	-	1- 500/ -	1
Paved shoulder/bicycle lane (n, y)			2.2.2	-					n, 50%, y	
Outside lane width (n, t, w)	1.5		1. A. A. A.		-			-	+	
Pavement condition (d, t, u)	1			·					-	
On-street parking (n, y)					-		-		-	5.0%
Sidewalk (n, y)		1			-	-			-	1, 5070,
Sidewalk/roadway separation(a, t, w)		1			-		-		-	-
Sidewalk protective barrier (n, y)			-	0.25		1	1	-	1	1 1
		LEVEL	OF SERV	ICE TH	RESHOLI	DS				
	Freewow	High	ways		Art	erials		Bicycle	Ped	Bus
Level of	ricemaj	Two-Lane	Multilane	C	ass I	Cla	ass II	Scora	Score	Buses/
Service	Density	%ffs	Density		ats		ats	Score	00010	
	<17	> 83 3	< 17	> 3	1 mph	> 2:	2 mph	≤2.75	≤2.75	≤6
В	< 21/	> 75.0	< 2.4	>2	3 mph	> 1	7 mph	≤3.50	≤3.50	≤4
U U	244	- 1010	< 21	51	8 mph	>1	3 mph	< 4.25	≤4.25	< 3
D	≤31	> 00./	> 31	>1	5 mph	>1	0 mph	< 5.00	< 5.00	< 2
Е	≤39	> 58.3	≤ 35	>1	2 mhu	-1	o mpu	1-3000		1

% ffs = Percent free flow speed ats = Average travel speed

### HERNANDO COUNTY TIER 1 SPREADSHEET



Table 1 Hernando County Concurrency Management System Tier I Test: To Determine Concurrency or Need for Additional Analysis Winter: March Vita Ray 2010 - Layar 2019 entra asperaded Entra Astronomy Strategy Deal On Street

				6	Desard and the same spin to pro-	To In	Marsi	the series the stated external project	(2) Manual line statutes converting the formal and a land g (bad west proved in the Section and	Contractor in the
				0	Now Project Traffic = Total Trips Ownersted Pass By + Internal Cup?		111 23	La produkcia uchytyc dowiania una kwi priest kwisk słował ta prze kwi priest kwisk słował ta przest i take w tarch trans przest Trake w tarch trans urad - knował Gaslaw	The second second sector and the second sector sect	
me In Me Lawes/Type column 2. "O" Indicates Nat New segment doors not excel in easiling of Antoni yidan Refer to the Tachetod Exceed Accessing for 2012, 2015 and 2017 LOB Peparts for chalafed Level of Service Information				C		1	-			
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12

BACKGROUND TRAFFIC





FIGURE A-1 SUNCOAST RESIDENTIAL/ COMMERCIAL SITE

Analysis Name :	Weekday, F Adjacent St Hour Betwe	Peak Hou reet Traff een 7 and	r of īc, One 9 a.m.				
Project Name :	Suncoast B	ackgrour	nd No:				
Date:	4/11/2023		City:				
State/Province:			Zip/Pos	tal Code:			
Country:			Client N	ame:			
Analyst's Name:	KE		Edition:		Trip Gene Ed	eration Ma	anual, 11th
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No (General Urban/Suburban)	1000 Sq. Ft. GLA	125 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 1.73	134 62%	82 38%	216
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	125	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) Ln(T) = 0.91Ln(X) +0.12	23 25%	68 75%	91 
(0) indicates size out o	of range.				-		

#### TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
821 - Shopping Plaza (40-150k)	0 %	134	0 %	82
210 - Single-Family Detached Housing	0 %	23	0 %	68

#### **INTERNAL TRIPS**

821 -	Shopping I	Plaza (40-150k)				210 - Sing	le-Far	nily Detached	l Housi	ng
Exit	82	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	23
Entry	134	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	68

#### 821 - Shopping Plaza (40-150k)

		Internal Trips			
	Total Trips	210 - Single-Family Detached Housing	Total	External Trips	
Entry	134 (100%)	0 (0%)	0 (0%)	134 (100%)	

Exit	82 (100%)	0 (0%)	0 (0%)	82 (100%)
Total	216 (100%)	0 (0%)	0 (0%)	216 (100%)

#### 210 - Single-Family Detached Housing

	Total Trips	Internal Trips			
		821 - Shopping Plaza (40-150k)	Total	External Trips	
Entry	23 (100%)	0 (0%)	0 (0%)	23 (100%)	
Exit	68 (100%)	0 (0%)	0 (0%)	68 (100%)	
Total	91 (100%)	0 (0%)	0 (0%)	91 (100%)	

#### EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
821 - Shopping Plaza (40-150k)	216	0	0	216
210 - Single-Family Detached Housing	91	0	0	91

#### **ITE DEVIATION DETAILS**

<b>Weekday, Peak</b> Landuse	Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. No deviations from ITE.
Methods	No deviations from ITE.
External Trips	821 - Shopping Plaza (40-150k) - Supermarket - No (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.
	210 - Single-Family Detached Housing (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

#### SUMMARY

Total Entering	157
Total Exiting	150
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

Analysis Name :	Weekday, F Adjacent St Hour Betwe	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.					
Project Name :	Suncoast B	ackgroui	nd No:				
Date:	4/11/2023		City:				
State/Province:			Zip/Pos	tal Code:			
Country:			Client N	lame:			
Analyst's Name:	KE		Edition:		Trip Gene Ed	ration Ma	anual, 11th
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
821 - Shopping Plaza (40-150k) - Supermarket - No (General Urban/Suburban)	1000 Sq. Ft. GLA	125	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 5.19	318 49%	331 51%	649
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	125	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.94Ln(X) +0.27	77 63% 395	46 37% 371	123  ]72

#### **TRAFFIC REDUCTIONS**

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
821 - Shopping Plaza (40-150k)	0 %	318	0 %	331
210 - Single-Family Detached Housing	0 %	77	0 %	46

#### **INTERNAL TRIPS**

#### 821 - Shopping Plaza (40-150k)

#### 210 - Single-Family Detached Housing

Exit	331	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	77
Entry	318	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	46

### 821 - Shopping Plaza (40-150k)

		Internal Trips	Internal Trips		
	Total Trips	210 - Single-Family Detached Housing	Total	External Trips	
Entry	318 (100%)	0 (0%)	0 (0%)	318 (100%)	
Exit	331 (100%)	0 (0%)	0 (0%)	331 (100%)	

Total   649 (100%)   0 (0%)   0 (0%)   6	649 (100%)
--	------------

#### 210 - Single-Family Detached Housing

		Internal Trips	Internal Trips		
	Total Trips	821 - Shopping Plaza (40-150k)	Total	External Trips	
Entry	77 (100%)	0 (0%)	0 (0%)	77 (100%)	
Exit	46 (100%)	0 (0%)	0 (0%)	46 (100%)	
Total	123 (100%)	0 (0%)	0 (0%)	123 (100%)	

#### **EXTERNAL TRIPS**

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
821 - Shopping Plaza (40-150k)	649	0	0	649
210 - Single-Family Detached Housing	123	0	0	123

#### 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	821 - Shopping Plaza (40-150k) - Supermarket - No (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.	
	210 - Single-Family Detached Housing (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.	

SUMMARY

Total Entering	395
Total Exiting	377
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	395

Total Exiting Non-Pass-by Trips

.



FIGURE A-2 APPROVED 400 DU MULTI-FAMILY PERIOD SETTING

	Analysis Name :	Weekday, F Adjacent Sf Hour Betwe	Peak Hou treet Trat een 7 and	ur of ffic, One d 9 a.m.				
	Project Name :	400 MF		No :				
	Date:	5/12/2023		City:				
	State/Province:			Zip/F	ostal Code:			
	Country:			Clier	t Name:			
	Analyst's Name:			Editi	on:	Trip Gener	ation Manual. 11th	
						Ed		
	Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit Total	
	221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	400 <sup>(0)</sup>	Weekday, Pea Hour of Adjac Street Traffic, One Hour Between 7 an 9 a.m.	ak Best Fit (LIN) ent T = 0.44 (X)+- d	38 11.61 23%	126 164 77%	
	(0) indicates size out o	of range.						
			TRA	AFFIC REDU	CTIONS			
	Land Use		E	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit	
	221 - Multifamily Hous	ing (Mid-Rise)	(	) %	38	0 %	126	
_			F	XTERNAL T	RIPS			
	Lond Has			Sytemal Trino	Bass by%	Paga by Tring	Non-pass-by	
	Land Use			zxternar mps	F d55=Dy /6	rass-by mps	Trips	
	221 - Multifamily Hous	ing (Mid-Rise)		164	0	0	164	
-			ITE					-
			IIE	DEVIATION	JETAILO			
	Weekday, Peak Hour	of Adjacent Street	t Traffic,	One Hour Betv	veen 7 and 9 a.m.			
	Landuse No de	eviations from ITE.						
	Methods No de	eviations from ITE.						

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

External Trips 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SU	Μ	Μ	A	RY

Total Entering	38
Total Exiting	126
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	38
Total Exiting Non-Pass-by Trips	126

	Anatysis Name : Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.,   Project Name : 400 MF No : S1/2/2023 City: City: City: City: Citent Name:   State/Province: Citent Name: Citent Name: Trip Generation Manual, 11th Edition: Entry Exit Total   Analysi's Name: Citent Name: Trip Generation Manual, 11th Edition: Entry Exit Total   221 - Multifamily Housing (Mid-Rise) Dwelling Units 400 <sup>(0)</sup> Size Meckday, Peak Best Fit (UN) Hour of Adjacent 1 = 0.39 (X)+0.34 Entry Exit Total   221 - Multifamily Urban/Suburban Dwelling Units Street Traffic, One Hour Between 4 and 6 p.m. Adjusted Entry Reduction Exit Reduction Adjusted Exit   221 - Multifamily Housing (Mid-Rise) Different I 0 % Pass-by% Pass-by Trips Non-pass-by Trips   Land Use External Trips Pass-by% Pass-by Trips Non-pass-by Trips   221 - Multifamily Housing (Mid-Rise) 156 0 0 156 0 156   Land Use External Trips Pass-by% Pass-by Trips Non-pass-by Trips Non-pass-by Trips Non-pass-by Trips   221 - Multifamily Housing (Mid-Rise) 156 0							
	Project Name :	400 MF		No :				
	Date:	5/12/2023		City:				
	State/Province:			Zip/P	ostal Code:			
	Country:			Clien	t Name:			
	Analyst's Name:			Editi	on:	Trip Gene Ed	ration Manual, 11th	
	Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit Total	
	221 - Multifamily Housing (Mid-Rise) Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units ) -	400 <sup>(0)</sup>	Weekday, Pea Hour of Adjace Street Traffic, One Hour Between 4 an 6 p.m.	lk Best Fit (LIN) ent T = 0.39 (X)+⊢ d	95 0.34 61%	61 156 39%	
	(0) indicates size o	ut of range.						
_			TRA	FFIC REDU	CTIONS			
-								
	Land Use		E	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit	
	221 - Multifamily H	ousing (Mid-Rise)	C	%	95	0 %	61	
			E	XTERNAL T	RIPS			
	Land Use		E	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips	
	221 - Multifamily H	ousing (Mid-Rise)		156	0	0	156	
			ITE		DETAILS			
-								
	Weekday, Peak H	our of Adjacent Street	t Traffic,	One Hour Betw	veen 4 and 6 p.m.			
	Landuse N	o deviations from TE.						
	Methods N	o deviations from ITE.						

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

External Trips 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

#### SUMMARY

Total Entering	95
Total Exiting	61
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	95
Total Exiting Non-Pass-by Trips	61

TURNING MOVEMENT COUNTS





National Data & Surveying Services

Site Code:	22-120516-003
Date:	12/01/2022
Weather:	Sunny
City:	Brooksville
County:	Hernando
Count Times:	07:00 - 09:00
	16:00 - 18:00
Control:	Signalized

#### SIGNAL TIMING

PHASES	1	2	3
NL/SL	00:21	00:20	00:40
EL/ET	00:25	00:25	00:14
ET/WT	00:21	00:42	00:40



35 MPH



Tabal

Location: Trillium Blvd/County Line Rd & County Line Rd/CR 578/Ayers Rd City: Brooksville

Control: Signalized

Project ID: 22-120516-003 Date: 12/1/2022

1.5								Data -	Total								
NS/EW Streets:	Trilli	ium Blvd/Co	unty Line R	d	Trilli	um Blvd/Co	unty Line R	d	County	/ Line Rd/Cl	R 578/Ayers	Rd	County	Line Rd/CF	R 578/Ayers	Rd	
	-	NORTH	BOLIND			SOUTHE	OUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	IOTAL
7:00 AM	62	6	0	0	7	0	33	0	4	104	69	0	2	59	6	0	352
7:15 AM	59	1	0	0	0	2	27	0	10	116	81	0	0	88	2	0	386
7:30 AM	52	2	0	0	5	3	30	0	9	88	53	0	2	89	3	0	330
7:45 AM	63	4	0	0	0	3	24	0	1	92	66	0	3	70	-	0	333
8:00 AM	57	2	0	0	3	2	27	0	8	100	54	0	1	79	1	0	309
8:15 AM	52	2	0	0	0	2	18	0	13	90	46	0	3	81	2	0	309
8:30 AM	56	1	0	0	1	4	22	0	14	81	48	0	0	96	2	0	320
8:45 AM	35	4	0	0	1	3	22	0	12	11	51	0	2	65	U	U	200
	NL	NT	NR	NU	SL	ST	SR	ŞU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	436	22	0	0	17	19	203	0	77	742	468	0	13	627	18	0	2642
APPROACH %'s :	95.20%	4.80%	0.00%	0.00%	7.11%	7.95%	84.94%	0.00%	5.98%	57.65%	36.36%	0.00%	1.98%	95.29%	2.74%	0.00%	
PEAK HR :		07:00 AM -	08:00 AM														TOTAL
PEAK HR VOL :	236	13	0	0	12	8	114	0	30	400	269	0	7	306	12	0	1407
PEAK HR FACTOR :	0.937	0.542	0.000	0.000	0.429	0.667	0.864	0.000	0.750	0.862	0.830	0.000	0.583	0.860	0.500	0.000	0.911
and all car of a		0.9:	15	-	-	0.83	8			0.84	14			0.86	94	-1.	
	-	NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	64	5	1	0	0	2	16	0	27	82	79	0	0	93	0	0	369
4:15 PM	58	1	5	0	1	2	20	0	17	97	83	1	0	98	1	0	384
4:30 PM	58	3	1	0	2	2	19	0	19	93	83	0	3	114	0	0	397
4:45 PM	76	7	4	0	0	1	13	0	22	104	60	0	0	108	1	0	396
5:00 PM	72	4	1	0	1	5	20	0	25	111	80	0	1	163	0	0	483
5:15 PM	79	3	1	0	2	2	27	0	29	103	71	0	1	149	1	0	468
5:30 PM	80	2	2	0	2	3	22	0	27	89	67	0	0	128	0	0	422
5:45 PM	68	3	0	0	2	3	15	0	23	80	51	1	1	125	0	0	372
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	555	28	15	0	10	20	152	0	189	759	574	2	6	978	3	0	3291
APPROACH %'s :	92.81%	4.68%	2.51%	0.00%	5.49%	10.99%	83.52%	0.00%	12.40%	49.80%	37.66%	0.13%	0.61%	99.09%	0.30%	0.00%	TOTAL
PEAK HR :	the second	04:45 PM -	05:45 PM														IUTAL
PEAK HR VOL :	307	16	8	0	5	11	82	0	103	407	278	0	2	548	2	0	1/69
<b>PEAK HR FACTOR :</b>	0.959	0.571	0.500	0.000	0.625	0.550	0.759	0.000	0.888	0.917	0.869	0.000	0.500	0.840	0.500	0.000	0.916
		0.9	51			0.79	90			0.9	12			0.84	+1		-

Location: Trillium Blvd/County Line Rd & County Line Rd/CR 578/Ayers Rd City: Brooksville

04:45 PM - 05:45 PM

0.952

8

0.500

0

0.000

5

0.625

11

0.550

81

0.779

0,808

0

0.000

16

0.571

292

0.924

Control: Signalized

PEAK HR :

PEAK HR VOL :

PEAK HR FACTOR :

Project ID: 22-120516-003 Date: 12/1/2022

TOTAL

1694

0.923

0

0.000

0

0.000

265

0.849

0.931

2

0.500

522

0.842

1

0.250

0.841

								Data -	Çais								
NS/EW Streets:	Trilli	ium Blvd/Co	unty Line R	.d	Trillio	um Blvd/Co	unty Line R	d	County	/ Line Rd/CF	R 578/Ayers	Rd	County	Line Rd/CF	t 578/Ayers	Rd	
		NODTHE			SOUTHBOUND				-	FASTBO	OUND		WESTBOLIND				
A B.4	0		0	0	0	0	00000	0	0	0	0	0	0	0	0	0	
AIVI	NU	NT	ND	NU	SI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	55	6	0	0	7	0	33	0	4	99	62	0	2	51	6	0	325
7:15 AM	54	1	ő	ő	Ó	2	27	0	10	109	76	0	0	85	2	0	366
7.13 AM	52	2	ő	ő	5	3	30	0	9	81	49	0	2	83	2	0	318
7:45 AM	54	4	ő	0	õ	3	23	0	6	85	61	0	3	61	1	0	301
9:00 AM	54	2	0	0	3	2	27	0	8	89	51	0	1	70	0	0	307
0.00 APT	44	1	ő	ő	0	2	17	ō	13	84	43	0	3	74	1	0	282
0.13 AM	48	1	ő	ő	1	4	19	0	14	68	44	0	0	81	2	0	282
0.30 AM	31	4	ő	ő	ī	3	21	õ	12	67	49	0	2	59	0	0	249
O.45 ANI	51	-	v	•													
	NL	NT	NR	NU	SI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES	302	21	0	0	17	19	197	0	76	682	435	0	13	564	14	0	2430
ADDDOACH %/s	94 92%	5 08%	0.00%	0.00%	7.30%	8.15%	84.55%	0.00%	6.37%	57.17%	36.46%	0.00%	2.20%	95.43%	2.37%	0.00%	
DEAK HR	51.52.10	07:00 AM -	08:00 AM												-		TOTAL
DEAK HD VOL	215	13	0	0	12	8	113	0	29	374	248	0	7	280	11	0	1310
DEAK HE FACTOR	0.977	0 542	0.000	0.000	0.429	0.667	0.856	0.000	0.725	0.858	0.816	0.000	0.583	0.824	0.458	0.000	0.895
PLANINGTACTON	0.577	0.93	34			0.83	31		· · · · · · · · · · · · · · · · · · ·	0.83	35			0.85	6		0.000
		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	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	62	5	1	0	0	2	16	0	27	80	70	0	0	83	0	0	346
4:15 PM	56	1	5	0	1	1	19	0	17	91	75	1	0	96	1	0	364
4:30 PM	55	3	1	0	1	2	18	0	18	89	76	0	2	106	0	0	371
4:45 PM	71	7	4	0	0	1	13	0	22	99	54	0	0	99	0	0	370
5:00 PM	69	4	1	0	1	5	20	0	24	101	78	0	1	155	0	0	459
5:15 PM	73	3	1	0	2	2	26	0	29	102	67	0	1	146	1	0	453
5:30 PM	79	2	2	0	2	3	22	0	27	87	66	0	0	122	0	0	412
5:45 PM	63	3	0	0	2	2	15	0	22	75	49	1	1	122	0	0	355
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	528	28	15	0	9 E 1104	18	149	0	186	724	535 36.97%	2 0 14%	5	929 99-25%	2	0.00%	3130
APPROACH %'S :	92.47%	4,90%	2.03%	0.00%	2.11%	10.23%	04.0070	0.0070	12.03/0	30.0370	30.57 70	012170	0.0010	J J J J J J J J J J J J J J J J J J J			

102

0.879

389

0.953

Danker.

LAT

Location: Trillium Blvd/County Line Rd & County Line Rd/CR 578/Ayers Rd City: Brooksville

Control: Signalized

0.625

0.250

Project 1D: 22-120516-003 Date: 12/1/2022

0.675

		_						Data	- 111								
NS/EW Streets:	Trill	lium Blvd/Co	unty Line R	d	Trilli	um Blvd/Co	ounty Line R	d	County	/ Line Rd/Cl	R 578/Ayers	Rd	County	Line Rd/CF	R 578/Ayers	Rd	
		NORTH			SOUTHBOUND				EASTBOUND				WESTBOUND				
A N A		NORTH	SOUND O	0	0	0	0	0	0	0	0	0	0	0	0	0	
AIVI	U	U	ND	NU	CI CI	5	CD	su l	FL	FT	FR	FU	WI	WT	WR	wu	TOTAL
7.00 AM	7	0	0	NU	0	0	0	0	0	5	7	0	0	8	0	0	27
7:00 AM	5	0	0	0	ő	0	0	ő	ő	7	5	0	0	3	0	0	20
7:15 AM	5	0	0	0	ő	ő	0	ŏ	ő	7	4	0	ō	6	1	0	18
7:30 AM	0	0	0	0	ő	ő	1	ő	1	7	5	0	õ	9	0	0	32
7:45 AM	2	0	0	0	0	0	0	0	0	11	3	0	0	9	1	0	27
S:00 AM	2	1	0	0	ő	0	1	ő	ő	6	3	õ	õ	7	1	0	27
8:15 AM	0	1	0	0	0	ő	3	ő	ñ	13	4	ő	õ	15	1	0	44
8:30 AM	8	0	0	0	0	0	1	ő	ő	4	2	ő	ő	6	õ	õ	17
8:45 AM	4	U	0	0	U	0	1	v	U		-	U.S.					
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	1	0	0	0	0	6	0	1	60	33	0	0	63	4	0	212
APPROACH %'s :	97.78%	2.22%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.06%	63.83%	35.11%	0.00%	0.00%	94.03%	5.97%	0.00%	
PEAK HR :		07:00 AM -	08:00 AM		1												TOTAL
PEAK HR VOL :	21	0	Ō	0	0	0	1	0	1	26	21	0	0	26	1	0	97
PEAK HR FACTOR :	0.583	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.929	0.750	0.000	0.000	0.722	0.250	0.000	0.758
		0.5	83			0.2	50			0.92	23	-	1	0.75	0		01100
																	-
	Y	NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	0	0	0	0	0	0	0	2	9	0	0	10	0	0	23
4:15 PM	2	0	0	0	0	1	1	0	0	6	8	0	0	2	0	0	20
4:30 PM	3	0	0	0	1	0	1	0	1	4	7	0	1	8	0	0	26
4:45 PM	5	0	0	0	0	0	0	0	0	5	6	0	0	9	1	0	26
5:00 PM	3	0	0	0	0	0	0	0	1	10	2	0	0	8	0	0	24
5:15 PM	6	0	0	0	0	0	1	0	0	1	4	0	0	3	0	0	15
5:30 PM	1	0	0	0	0	0	0	0	0	2	1	0	0	6	0	0	10
5:45 PM	5	0	0	0	0	1	0	0	1	5	2	0	0	3	0	0	17
	NI	NT	NP	MU	SI	ST	SR	SU	FI	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES	77	0	0	0	1	2	3	0	3	35	39	0	1	49	1	0	161
APPROACH %'s	100.00%	0.00%	0.00%	0.00%	16.67%	33.33%	50.00%	0.00%	3.90%	45.45%	50.65%	0.00%	1.96%	96.08%	1.96%	0.00%	
PEAK HR :	20010070	04:45 PM -	05:45 PM														TOTAL
PEAK HR VOL	15	0	0	0	0	0	1	0	1	18	13	0	0	26	1	0	75
PEAK HR FACTOR :	0.625	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0,250	0.450	0.542	0,000	0,000	0.722	0.250	0.000	0.721

0,615

Location: Trillium Blvd/County Line Rd & County Line Rd/CR 578/Ayers Rd City: Brooksville Control: Signalized

Project ID: 22-120516-003 Date: 12/1/2022

								Data -	<b>Bikes</b>		_		-			_	
NS/EW Streets:	Trillium Blvd/County Line Rd								County Line Rd/CR 578/Ayers Rd				County Line Rd/CR 578/Ayers Rd			Rd	
	NORTHROUND									FASTBOUND			WESTBOUND				
AM	0	0 NT		O	0	0		0	0 Fl	0 FT	0 FR	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	ő	0	0	0	õ	Ō	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	ő	Ō	ō	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	õ	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	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0 0.00%	0 0.00%	1 100.00%	0 0.00%	0	0	0	0	0 0.00%	0 0.00%	1 100.00%	0.00%	2
PEAK HR :	07:00 AM - 08:00 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	
	NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND						
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FIVI	NI	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	ŏ	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	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	U	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	U	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	0	U	0.00%	100.00%	0.00%	0.00%	1
PEAK HR :		04:45 PM	- 05:45 PM		1												TOTAL
PEAK HR VOL :	0	0	0	0,000	0	0.000	0	0	0	0 0.000	0 0.000	0 0,000	0.000	0 0.000	0.000	0 0.000	0

Count

Location: Trillium Blvd/County Line Rd & County Line Rd/CR 578/Ayers Rd City: Brooksville Project ID: 22-120516-003 Date: 12/1/2022

### Data - Pedestrians (Crosswalks)

NS/EW Streets:	Trillium Blvd	/County Line	Trillium Blvo	I/County Line	County Li 578/Ay	ine Rd/CR /ers Rd	County Line Rd/CR 578/Ayers Rd		
AM	NORTH LEG EB WB		SOUT EB	Th leg WB	EAST NB	r leg Sb	WEST LEG NB SB		TOTAĹ
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM	0 0 0 0 0 0	0 0 0 0 0 0 0		0 0 0 0 0 0 0 0		0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
TOTAL VOLUMES : APPROACH %'s : PEAK HR : PEAK HR VOL :	EB 0 07:00 AM 0	WB 0 - 08:00 AM 0	EB 0 0	WB 0 0	NB 0	SB 0 0	NB 0 0	SB 0 0	TOTAL 0 TOTAL 0

		3001	H LEG	EASI	LEG	VVEST		
EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
0	0	0	0	0	0	0	0	0
04:45 PM	- 05:45 PM							TOTAL
0	0	0	0	0	0	0	0	0
	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LD   WE     0   0     0   0     0   0     0   0     0   0     0   0     0   0     0   0     0   0     0   0     0   0     0   0     0   0	ID   ID   ID     0   0   0     0   0   0     0   0   0     0   0   0     0   0   0     0   0   0     0   0   0     0   0   0     0   0   0     EB   WB   EB     0   0   0     0   0   0	ID   ID   ID   ID   ID     0   0   0   0   0     0   0   0   0   0     0   0   0   0   0     0   0   0   0   0     0   0   0   0   0     0   0   0   0   0     EB   WB   EB   WB     0   0   0   0     0   0   0   0	LD   WD   LD   WD   ND   ND     0   0   0   0   0   0   0     0   0   0   0   0   0   0   0     0 </th <th>LD   MD   LD   MD   MD&lt;</th> <th>LD   MD   LD   MD   MD&lt;</th> <th>LD   MD   LD   MD   MD&lt;</th>	LD   MD   LD   MD   MD<	LD   MD   LD   MD   MD<	LD   MD   LD   MD   MD<

### Trillium Blvd/County Line Rd & County Line Rd/CR 578/Ayers Rd



Peak Hour Turning Movement Count








N/S Street: Ayers Rd

Speed: 45 MPH



#### National Data & Surveying Services

Site Code:	22-120516-004
Date:	12/01/2022
Weather:	Sunny
City:	Brooksville
County:	Hernando
Count Times:	07:00 - 09:00
	16:00 - 18:00
Control:	Signalized

#### SIGNAL TIMING

PHASES	1	2	3
NT/ST	02:28	00:27	00:31
ET/WT	00:23	00:21	00:23

Location: Ayers Rd & Trillium Blvd City: Brooksville Control: Signalized

Project ID: 22-120516-004 Date: 12/1/2022

				-				Data -	TULAI		-						
NS/EW Streets:		Ayers	Rd			Ayers	Rd			Trillium	Blvd			Trillium	Blvd		
		NOPTHE	ROUND	-		SOUTHP	OUND	1		EASTBO	DUND			WESTB	DUND		
A N/I	٥	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Alvi	NI	NT	NR	NU	SI	ŠĨ	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL_
7:00 AM	1	103	1	0	2	56	4	0	17	0	3	0	10	0	15	0	212
7:15 AM	2	115	3	0	5	72	4	0	12	0	7	0	16	0	7	0	243
7:30 AM	ō	93	3	0	2	75	2	0	17	2	6	0	10	2	8	0	220
7:45 AM	0	89	1	0	2	51	6	0	15	1	11	0	12	2	10	0	200
8:00 AM	4	98	6	0	0	66	6	0	21	2	5	0	17	1	4	0	230
8:15 AM	2	84	2	0	6	67	3	0	9	3	5	0	10	2	6	0	199
8:30 AM	0	81	1	0	3	78	6	0	8	3	3	0	15	1	4	0	203
8:45 AM	1	64	8	0	4	53	6	0	10	1	5	0	10	0	3	0	165
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	727	25	0	24	518	37	0	109	12	45	0	100	8	57	0	1672
APPROACH %'s :	1.31%	95,41%	3.28%	0.00%	4.15%	89.46%	6.39%	0.00%	65.66%	7.23%	27.11%	0.00%	60.61%	4.85%	34.55%	0.00%	
PEAK HR :	-	07:15 AM -	08:15 AM														TOTAL
PEAK HR VOL :	6	395	13	0	9	264	18	0	65	5	29	0	55	5	29	0	893
PEAK HR FACTOR :	0.375	0.859	0.542	0.000	0.450	0.880	0.750	0.000	0.774	0.625	0.659	0.000	0.809	0.625	0.725	0.000	0.919
		0.86	53			0.89	98			0.88	34	-		0.92	./		-
	+	NORTH	BOUND	-		SOUTH	BOUND	1		EASTB	OUND			WESTB	OUND		1
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	IOTAL
4:00 PM	5	65	12	0	8	83	17	0	8	0	4	0	2	1	3	0	208
4:15 PM	6	88	14	0	6	94	15	0	10	2	5	0	6	0	5	0	251
4:30 PM	8	81	10	0	12	110	12	0	6	2	5	0	5	1	6	0	258
4:45 PM	5	79	11	0	4	106	14	1	13	3	3	0	6	3	2	0	250
5:00 PM	6	83	19	0	6	142	20	0	6	1	4	0	9	1	5	0	302
5:15 PM	12	78	17	0	12	133	17	0	8	0	3	0	12	0	5	0	297
5:30 PM	6	76	11	0	8	120	13	0	6	2	7	0	6	3	8	0	200
5:45 PM	5	69	11	0	12	106	13	1	11	1	1	0	9	U	2	0	241
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WΤ	WR	WU	TOTAL
TOTAL VOLUMES :	53	619	105	0	68	894	121	2	68	11	32	0	55	9	36	0 0000	2073
APPROACH %'s :	6.82%	79.67%	13.51%	0.00%	6.27%	82.40%	11.15%	0.18%	61.26%	9.91%	28.83%	0.00%	55.00%	9.00%	36.00%	0.00%	TOTAL
PEAK HR :		04:45 PM -	05:45 PM		1									-	20		IUTAL
PEAK HR VOL :	29	316	58	0	30	501	64	1	33	6	17	0	33	7	20	0 000	1115
PEAK HR FACTOR :	0.604	0.952	0.763	0.000	0.625	0.882	0.800	0.250	0.635	0.500	0.607	0.000	0.688	0.583	0.625	0.000	0.923
		0.0	22			0.8	87			0.7	1/			0.8	54		

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Location: Ayers Rd & Trillium Blvd City: Brooksville Control: Signalized

Project ID: 22-120516-004 Date: 12/1/2022

								Vala -	Cars							-	
NS/EW Streets:		Ayers	Rd			Ayers	Rd			Trillium	Blvd	-		Trillium	Blvd		
		NODTH	OUND	-		SOUTHE	OUND			EASTBO	OUND	-		WESTB	OUND		
A B.4	0	NORTH	O	0	0	0	0	0	0	0	0	0	0	0	0	0	
AIVI	NI	NT	NR	NII	SI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	99	1	0	2	47	4	0	17	0	3	0	10	0	15	0	199
7:15 AM	2	107	3	0	5	69	4	0	12	0	7	0	16	0	7	0	232
7.30 AM	ō	88	3	0	2	67	2	0	17	2	6	0	10	2	8	0	207
7:45 AM	0	81	0	0	1	43	5	0	15	0	11	0	12	2	9	0	179
8:00 AM	4	92	4	0	0	60	5	0	19	2	5	0	15	1	4	0	211
8:15 AM	2	76	1	0	6	57	3	0	9	3	5	0	10	2	6	0	180
8:30 AM	0	71	1	0	3	65	6	0	7	2	3	0	14	1	3	0	176
8:45 AM	1	58	8	0	4	48	6	0	10	1	5	0	10	0	3	0	154
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	10	672	21	0	23	456	35	0	106	10	45	0	97	8	55	0	1538
APPROACH %'s :	1.42%	95.59%	2,99%	0.00%	4.47%	88.72%	6.81%	0.00%	65.84%	6.21%	27.95%	0.00%	60.63%	5.00%	34.38%	0.00%	-
PEAK HR :		07:15 AM -	08:15 AM					-				0					TOTAL
PEAK HR VOL :	6	368	10	0	8	239	16	0	63	4	29	0	53	5	28	0	829
PEAK HR FACTOR :	0.375	0.860	0.625	0.000	0,400	0.866	0.800	0.000	0.829	0.500	0.659	0,000	0.828	0.625	0.778	0.000	0.893
		0.8	57			0.84	13		-	0.92	23	-		0.92	55		
		NORTH	BOUND		-	SOUTH	BOUND			EASTB	OUND			WESTE	SOUND		1.1.1.1.1.1.1
DМ	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	TW	WR	WU	TOTAL
4:00 PM	5	62	12	0	8	73	17	0	8	0	4	0	2	1	3	0	195
4:15 PM	5	84	14	0	6	92	15	0	10	2	5	0	6	0	5	0	244
4:30 PM	8	75	10	0	12	100	11	0	6	1	4	0	5	1	5	0	238
4:45 PM	5	75	11	0	4	97	14	1	11	3	3	0	6	3	2	0	235
5:00 PM	6	75	18	0	6	136	20	0	6	1	4	0	8	1	5	U	285
5:15 PM	12	75	17	0	12	129	17	0	8	0	3	0	12	0	5	U	290
5:30 PM	6	73	11	0	8	113	13	0	6	2		0	6	3	8	0	250
5:45 PM	5	65	11	0	12	104	13	1	11	1	1	0	9	U	2	U	235
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	52	584	104	0	68	844	120	2	66	10	31	0	54	9	35	0 0000	19/9
APPROACH %'s :	7.03%	78.92%	14.05%	0.00%	6.58%	81.62%	11.61%	0.19%	61.68%	9.35%	28.97%	0.00%	55.10%	9.18%	55./1%	0.00%	TOTAL
PEAK HR :	k	04:45 PM -	05:45 PM	E. A.									22	7	20	0	1067
PEAK HR VOL :	29	298	57	0	30	475	64	1	31	6	17	0	32	0 502	20	0 000	100/
PEAK HR FACTOR :	0.604	0.993	0.792	0.000	0.625	0.873	0.800	0.250	0.705	0.500	0.607	0.000	0.667	0.583	0.025	0.000	0.920
		0.0	72			0.8	80			0.7	94			0.8	00		

Location: Ayers Rd & Trillium Blvd City: Brooksville Control: Signalized

Project ID: 22-120516-004 Date: 12/1/2022

								Data	- 11							-	
NS/EW Streets:		Ayers	Rd			Ayers	Rd			Trillium	Blvd	-		Trillium	Blvd		
		MODTH	OUND			SOUTHE	NOLIND		-	FASTB	OUND			WESTB	OUND		r
A N/I	0			0	0	0	0	0	0	0	0	0	0	0	0	0	
AIVI	NI	NT	ND	MII	SI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0	0	13
7:15 AM	ő	8	ñ	õ	ō	3	0	0	0	0	0	0	0	0	0	0	11
7-30 AM	ő	5	õ	õ	ō	8	0	0	0	0	0	0	0	0	0	0	13
7:45 AM	Ő	8	1	0	1	8	1	0	0	1	0	0	0	0	1	0	21
8:00 AM	0	6	2	0	0	6	1	0	2	0	0	0	2	0	0	0	19
8:15 AM	õ	8	1	0	0	10	0	0	0	0	0	0	0	0	0	0	19
8:30 AM	ō	10	0	0	0	13	0	0	1	1	0	0	1	0	1	0	27
8:45 AM	Ō	6	0	0	0	5	0	0	0	0	0	0	0	0	0	0	11
	NI	NT	NR	NU	SI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES	0	55	4	0	1	62	2	0	3	2	0	0	3	0	2	0	134
ADDROACH %'s	0.00%	93.22%	6.78%	0.00%	1.54%	95.38%	3.08%	0.00%	60.00%	40.00%	0.00%	0.00%	60.00%	0.00%	40.00%	0.00%	
DEAK HR	0,0070	07:15 AM -	08:15 AM	010011													TOTAL
PEAK HR VOL	0	27	3	0	1	25	2	0	2	1	0	0	2	0	1	0	64
PEAK HR FACTOR :	0.000	0.844	0.375	0.000	0.250	0.781	0.500	0.000	0.250	0.250	0.000	0,000	0.250	0.000	0.250	0.000	0.762
		0.8	33			0.70	00			0.37	75	-		0,3	75		OIL OF
		NODTH	POUND			SOUTH		1	_	FASTR		-		WESTE	OUND	-	-
DM	0	NUKIH	000ND	0	0	0	0	0	0	0	0	0	0	0	0	0	
PIVI	NI	NT	NID	NUL	SI	ST	SR	SU	FL	FT	ER	EU	WL	WT	WR	WU	TOTAL
4:00 DM	INL O	3	0	0	0	10	0	0	0	0	0	0	0	0	0	0	13
4.15 DM	1	4	ő	ő	ŏ	2	0	0	0	0	0	0	0	0	0	0	7
4.30 PM	Ô	6	õ	ō	Ō	10	1	0	0	1	1	0	0	0	1	0	20
4.45 PM	ő	4	ŏ	0	Ō	9	0	0	2	0	0	0	0	0	0	0	15
5:00 PM	0	8	1	0	0	6	0	0	0	0	0	0	1	0	0	0	16
5:15 PM	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	7
5:30 PM	0	3	0	0	0	7	0	0	0	0	0	0	0	0	0	0	10
5:45 PM	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	35	1	0	0	50	1	0	2	1	1	0	1	0	1	0	94
APPROACH %'s :	2.70%	94.59%	2.70%	0.00%	0.00%	98.04%	1.96%	0.00%	50.00%	25.00%	25.00%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :		04:45 PM -	05:45 PM													-	TOTAL
PEAK HR VOL :	0	18	1	0	0	26	0	0	2	0	0	0	1	0	0	0	48
			0.000	0.000	0.000	0 777	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	
PEAK HR FACTOR :	0.000	0.563	0.250	0.000	0.000	0.722	0.000	0.000	0,250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750

Location: Ayers Rd & Trillium Blvd City: Brooksville Control: Signalized

Project ID: 22-120516-004 Date: 12/1/2022

	-ignalized							Data -	Bikes								
NS/EW Streets:		Ayers	Rd			Ayers	Rd			Trillium	Blvd			Trillium	Blvd		
		NOPTH	ROUND		-	SOUTHE	OUND			EASTB	OUND			WESTB	DUND		1
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
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	2	0	0	0	1	0	0	3
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	ज	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0 0.00%	2 100.00%	0 0.00%	0 0.00%	1 50.00%	1 50.00%	0.00%	0 0.00%	4
PEAK HR :	1	07:15 AM -	08:15 AM													-	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000	0.000	0.250	0.000	0.000	0,000	0.250
											011115			MECTO	OUND		
1 days and		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB		0	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	U	WD	MUL	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	EI	ER	EU	VVL	VVI	WR	WU	IUTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	U	1	0	0	1
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	ň	2
4:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	- 2
5:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	3	0	7
5:30 PM	0	0	0	0	U	2	0	0	2	0	0	0	0	0	0	ő	4
5:45 PM	0	0	0	0	0	0	4	0	U	0	U	0	U	U	v	U	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	2	5	0	3	3	0	0	2	1	4	0	22
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	12.50%	25.00%	62.50%	0.00%	50.00%	50.00%	0.00%	0.00%	28.57%	14.29%	57.14%	0.00%	TOTAL
PEAK HR :	1.1.2	04:45 PM	- 05:45 PM	1 mar 1													TOTAL
PEAK HR VOL :	0	0	0	0	1	2	1	0	2	3	0	0	0	0	3	0	12
PEAK HR FACTOR :	0.000	0,000	0.000	0.000	0.250	0.250	0.250	0.000	0.250	0.250	0.000	0,000	0.000	0.000	0,250	0.000	0.429

Location: / City: F	Ayers Rd & Ti Brooksville	rillium Blvd	Data - F	Cou Pedestria	nt ns (Cros	Project ID: Date: Swalks)	22-120516-00 12/1/2022	)4	
NS/EW Streets:	Ayer	rs Rd	Aye	rs Rd	Trilliur	n Blvd	Trilliur	n Blvd	
AM	NORT	H LEG WB	SOUT EB	TH LEG WB	EAST NB	T LEG SB	WEST NB	r leg Sb	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0 0
8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 0 0 0	0 0 0 0	0 0 0 0	0 1 0 0	0 0 0 0	0 0 0 0	0 0 0	0 0 0	0 1 0 0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0 0.00%	WB 1 100.00%	NB 0	SB 0	NB 0	SB 0	TOTAI 1
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	<b>07:15 AM</b> 0	- <b>08:15 AM</b> 0	0	0	0	0	0	0	TOTAL 0

DA	NORT	H LEG	SOUT	H LEG	EAS	T LEG	WEST	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	1	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	0	0	0	1	1	1	6
APPROACH %'s :	66.67%	33.33%	-		0.00%	100.00%	50.00%	50.00%	
PEAK HR :	04:45 PM	- 05:45 PM			1				TOTAL
PEAK HR VOL :	2	0	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.500					0.250			0.750
	0.5	500	1		0.	250			0

## Ayers Rd & Trillium Blvd

#### Peak Hour Turning Movement Count







FDOT PEAK SEASON ADJUSTMENT FACTORS



#### 2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 0800 HERNANDO COUNTYWIDE

WEEK	DATES	SF	PSCF
WEEK 1 2 3 4 5 6 7 8 9 10	$\begin{array}{c} 01/01/2021 & - & 01/02/2021 \\ 01/03/2021 & - & 01/09/2021 \\ 01/10/2021 & - & 01/16/2021 \\ 01/17/2021 & - & 01/23/2021 \\ 01/24/2021 & - & 01/30/2021 \\ 01/31/2021 & - & 02/06/2021 \\ 02/07/2021 & - & 02/13/2021 \\ 02/14/2021 & - & 02/20/2021 \\ 02/21/2021 & - & 02/27/2021 \\ 02/28/2021 & - & 03/06/2021 \\ \end{array}$	0.95 1.02 1.08 1.07 1.06 1.06 1.06 1.05 1.04 1.02 1.01	0.98 1.05 1.11 1.10 1.09 1.09 1.09 1.08 1.07 1.05 1.04
11 12 13 14 15 16 17 18 20 21	03/07/2021 - 03/13/2021 03/14/2021 - 03/20/2021 03/21/2021 - 03/27/2021 03/28/2021 - 04/03/2021 04/04/2021 - 04/10/2021 04/11/2021 - 04/17/2021 04/18/2021 - 04/24/2021 04/25/2021 - 05/01/2021 05/02/2021 - 05/08/2021 05/09/2021 - 05/15/2021 05/12021 - 05/22/2021	0.99 0.98 0.98 0.98 0.98 0.98 0.98 0.98	1.02 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01 1.01
21 22 23 24 25 26 27 28 29 30 31	$\begin{array}{rrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrrr$	0.98 0.99 0.99 1.00 1.01 1.02 1.04 1.05 1.05 1.05	1.02 1.02 1.02 1.03 1.04 1.05 1.07 1.08 1.08 1.08 1.08
32 334 35 36 37 38 39 *40 *41	08/01/2021 - 08/07/2021 08/08/2021 - 08/07/2021 08/15/2021 - 08/14/2021 08/22/2021 - 08/28/2021 08/29/2021 - 09/04/2021 09/05/2021 - 09/18/2021 09/12/2021 - 09/18/2021 09/19/2021 - 09/25/2021 09/26/2021 - 10/02/2021 10/03/2021 - 10/09/2021	1.05 1.05 1.05 1.05 1.04 1.04 1.04 1.03 1.02 1.00 0.99	1.08 1.08 1.08 1.08 1.07 1.07 1.07 1.06 1.05 1.03 1.02
**** *445 44567 890123	$\begin{array}{r} 10/10/2021 & - & 10/16/2021 \\ 10/17/2021 & - & 10/23/2021 \\ 10/24/2021 & - & 10/30/2021 \\ 10/31/2021 & - & 11/06/2021 \\ 11/07/2021 & - & 11/20/2021 \\ 11/14/2021 & - & 11/20/2021 \\ 11/21/2021 & - & 11/27/2021 \\ 11/28/2021 & - & 12/04/2021 \\ 12/05/2021 & - & 12/11/2021 \\ 12/12/2021 & - & 12/18/2021 \\ 12/19/2021 & - & 12/25/2021 \\ 12/26/2021 & - & 12/31/2021 \\ \end{array}$	0.97 0.97 0.97 0.96 0.96 0.96 0.95 0.95 0.95 0.95 1.02 1.08	1.00 1.00 1.00 0.99 0.99 0.99 0.98 0.98 0.98 0.98 1.05 1.11

\* PEAK SEASON

08-MAR-2022 12:36:28

830UPD

7\_0800\_PKSEASON.TXT

SIGNAL TIMING SHEETS





#### Hernando County, FL



#### County Line Rd & Trillium Blvd - Econolite Type - Cobalt

#### Plan 1 - ""

Phase	11	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E	N	N	N	N	N	N	N	N
Min Green	5	15	5	15	5	15	5	15	5	5	5	5	5	5	5	5
Bk Min Green	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	3	0	3	0	3	0	13	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	17	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	18	0	22	0	22	0	28	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	15	45	10	35	15	45	10	35	15	45	10	35	15	45	10	35
Max2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	]0	0	0	0	0	0	0	0	10	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	4.0	4.0	4.8	4.8	4.0	4.0	4.8	4.8	4.0	4.0	4.8	4.8	4.0	4.0
Red Clear	2.5	2.4	3.1	3.1	2.4	2.5	3.1	3.1	2.5	2.4	3.1	3.1	2.4	2.5	3.1	3.1
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



INTERSECTION ANALYSIS



# Timings 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD

08/09/2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	44	1	ሻ	<b>A</b> D		5	Þ		ň	₽	
Traffic Volume (vph)	67	446	296	9	390	48	263	26	0	85	34	190
Future Volume (vph)	67	446	296	9	390	48	263	26	0	85	34	190
Confl Peds (#/hr)				-							1	1.1
Confl Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Rus Blockages (#/br)	2.70	270	0	0	0	0	0	0	0	0	0	0
Darking (#/hr)	U	0		U	0	0	0	U	0	0	Ū	Ű
Mid Block Troffic (%)		0%			0%			0%	-		0%	-
Charad Lana Traffic (%)		076	-	-	070	-		070		-	070	-
Turn Turn	nm+nt	NIA	nmtou	om+ot	MΛ		nm+nt	NΔ		nm+nt	NΔ	
Protocted Phases	pintpi	INA 6	7	pintpt	2		7	1	-	2 pinipt	8	10
Protected Phases	1	0	1	0	2	6	1	4		8	0	10.0
Permitted Phases	0	G	7	5	2		7	1		3	8	1
Detector Phase	1	0	1	5	2		1	4		5	0	
Switch Phase	5.0	15.0	5.0	5.0	15.0		5.0	15.0	-	5.0	5.0	
Minimum Initial (s)	0.0	10.0	10.0	10.0	10.0		10.1	25.4		10.1	12.1	
Minimum Split (s)	12.3	ZZ.3	10.0	12.2	AE O		10.0	25.1		10.0	25.0	-
Total Split (s)	15.0	45.0	10.0	10.0	40.00		10.0	0.00		0.5%	22.20/	-
Total Split (%)	14.3%	42.9%	9.5%	14.3%	42.9%		9.5%	33.3%		9.5%	33.3 /0	-
Yellow Time (s)	4.8	4.8	4.0	4.8	4.8	00,000	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5	3.1	2.4	2.4		3.1	3.1		3.1	0.0	0.000
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	-	0.0	0.0	0
Total Lost Time (s)	1.3	1.3	7.1	1.2	1.2	-	7.1	7.1		1.1	/.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	-
Recall Mode	None	Min	None	None	Min	1	None	None		None	None	
Act Effct Green (s)	26.5	25.2	35.8	21.1	16.7		11.6	15.6		15.2	9.2	
Actuated g/C Ratio	0.43	0.41	0.58	0.34	0.27		0.19	0.25		0.25	0.15	4.14
v/c Ratio	0.18	0.34	0.31	0.03	0.51		1.19	0.06		0.27	0.59	
Control Delay	11.5	14.9	2.5	11.0	22.4	1 21	152.8	22.7		20.9	12.6	(a. 1997) Ale
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	-
Total Delay	11.5	14.9	2.5	11.0	22.4		152.8	22.7	1.00	20.9	12.6	
LOS	В	В	A	В	C		F	C		C	В	-
Approach Delay	- 13	10.1		1.	22.2			140.9	199	-	14.9	-
Approach LOS		В			С			F			В	
Intersection Summary	The fair of	and the		- 101					1. 22			
Cycle Length: 105												
Actuated Cycle Length: 61	.9											-
Natural Cycle: 75												
Control Type: Actuated-Un	coordinated	ł							100	1.5		
Maximum v/c Ratio: 1.19												
Intersection Signal Delay:	34.2			1	ntersectio	n LOS: C	)					
Intersection Capacity Utiliz	ation 68.7%	)			CU Level	of Servic	ce C					
Analysis Period (min) 15												

## Splits and Phases: 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD



# Timings 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD

08/09/2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	**	1	5	<b>^</b>		3	Ъ		5	Þ	
Traffic Volume (voh)	208	477	318	2	712	83	352	48	9	72	40	123
Future Volume (vph)	208	477	318	2	712	83	352	48	9	72	40	123
Confl Peds (#/hr)		-411							10			
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 Eactor	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%
Rus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	v	0	0		,			
Mid Block Traffic (%)		0%			0%			0%			0%	
Shorod Long Traffic (%)		070	-		0.10		-	0.10	-		070	-
Turn Turn	nm+nt	NIA	nm+ov/	om+nt	NΙΔ		nm+nt	NΔ		nm+nt	MΔ	
Protocted Phones	pin+pt	NA 6	7	phip	2		7	NA A		phirpt	8	
Protected Phases	6	0	6	2	4		1	4		8	0	
Permitted Phases	0	G	0	2	2		4	4		3	8	
Delector Pridse		0	1	5	4	-	- /	-4		3	0	
Switch Phase	5.0	15.0	EO	5.0	15.0		5.0	15.0		5.0	15.0	
Minimum Initial (S)	10.0	10.0	12.1	12.0	15.0		10.0	25.1		12.1	22.1	
Minimum Split (S)	12.3	22.3 AE 0	12.1	12.2	20.Z		12.1	20.1		10.0	26.0	
Total Split (S)	10.0	40.0	10.0	15.0	40.0	1.00	0.5%	22.20/		0.5%	22 20/	
Total Split (%)	14.3%	42.9%	9.5%	14.3%	42.9%		9.5%	33.3%		9.0%	33.370	
Yellow Time (s)	4.8	4.8	4.0	4.8	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5	3.1	2.4	2.4		3.1	3.1		3.1	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Lotal Lost Lime (s)	1.3	1.3	1.1	1.2	1.2		7.1	7.1	_	7.1	1.1	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	_	Yes	Yes	-
Recall Mode	None	Min	None	None	Min	-	None	None		None	None	
Act Effct Green (s)	41.3	39.9	50.2	32.9	27.3		19.5	17.3		18.0	15.1	
Actuated g/C Ratio	0.50	0.49	0.61	0.40	0.33		0.24	0.21		0.22	0.18	
v/c Ratio	0.75	0.30	0.31	0.00	0.74		1.33	0.16	_	0.25	0.43	-
Control Delay	29.5	13.8	1.9	9.5	27.7	-	202.2	28.0	1.32	26.8	13.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	_
Total Delay	29.5	13.8	1.9	9.5	27.7		202.2	28.0	1000	26.8	13.7	_
LOS	C	В	A	A	С	_	F	C		C	В	
Approach Delay		13.3			27.7			178.0	3	Service.	17.7	
Approach LOS		В			С			F			В	
Intersection Summary			201		1		3.15		252			
Cycle Length: 105												
Actuated Cycle Length: 81.	9											
Natural Cycle: 90												
Control Type: Actuated-Un	coordinated	i										
Maximum v/c Ratio: 1.33												
Intersection Signal Delay: 4	46.0			1	ntersectio	n LOS: D	)					-
Intersection Capacity Utilization	ation 89.8%	2		1	CU Level	of Servic	еE					
Analysis Period (min) 15					a second							

Timings	
6: COUNTY LINE RD	& AYERS RD & TRILLIUM BLVD

### Splits and Phases: 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD



Timings 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD

08/09/2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	44	7	5	<b>*</b> D		1	₽	_	ሻ	<b>A</b>	7
Traffic Volume (vph)	67	446	296	9	390	48	263	26	0	85	34	190
Future Volume (vph)	67	446	296	9	390	48	263	26	0	85	34	190
Confl Peds (#/hr)	-			-								100
Confl Bikes (#/hr)												_
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Eactor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)			-	-				-				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		4.14						-			1	
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6	7	5	2	1	7	4		3	8	
Permitted Phases	6		6	2			4			8		8
Detector Phase	1	6	7	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0		5.0	15.0		5.0	15.0	15.0
Minimum Solit (s)	12.3	22.3	12.1	12.2	25.2		12.1	25.1		12.1	22.1	22.1
Total Solit (s)	15.0	45.0	10.0	15.0	45.0		10.0	35.0		10.0	35.0	35.0
Total Split (%)	14.3%	42.9%	9.5%	14.3%	42.9%		9.5%	33.3%		9.5%	33.3%	33.3%
Yellow Time (s)	4.8	4.8	4.0	4.8	4.8	-	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	3.1	2.4	2.4		3.1	3.1	_	3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.1	7.2	7.2		7.1	7.1		7.1	7.1	7.1
Lead/Lan	Lead	Lag	Lead	Lead	Lag	1	Lead	Lag		Lead	Lao	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min		None	None		None	None	None
Act Effet Green (s)	26.5	25.1	35.4	21.0	16.5		14.0	17.7		20.9	15.2	15.2
Actuated o/C Ratio	0.39	0.37	0.53	0.31	0.24		0.21	0.26		0.31	0.23	0.23
v/c Ratio	0.20	0.37	0.33	0.03	0.56		0.96	0.06		0.22	0.09	0.40
Control Delay	12.9	17.0	2.6	11.4	25.2		79.4	23.6		19.6	23.8	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	12.9	17.0	2.6	11.4	25.2		79.4	23.6		19.6	23.8	6.8
LOS	B	B	A	В	C		E	С		В	C	A
Approach Delay		11.4		-	24.9			74.3	111-	/41	12.2	1
Approach LOS		В			С			E			В	1
Intersection Summary	2.5								1.2		-	
Cycle Length: 105											_	
Actuated Cycle Length: 67	.4		-									
Natural Cycle: 75			_									
Control Type: Actuated-Un	coordinated	1				-					1	1-0-
Maximum v/c Ratio: 0.96						-						
Intersection Signal Delay:	24.6	-			ntersectio	on LOS: C	)	-				
Intersection Capacity Utiliz	ation 57.4%	0		1	CU Level	of Servic	e B			_		
Analysis Period (min) 15												

Timings		
6: COUNTY LINE RD	& AYERS RD &	& TRILLIUM BLVD

08/09/2023

## Splits and Phases: 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD

▶ <sub>Ø1</sub>	<b>₩</b> Ø2	<b>1</b> 03	1 df @4	
15 s	45 s	10.\$	35 6	
<b>√</b> Ø5	<b>→</b> Ø6	\$ 07	Ø8	
15 s	45.5	10 3	35 s	

#### Timings 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD

08/09/2023

	•	-	$\mathbf{r}$	4	+		1	+	1	1	+	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	**	*	ή	<b>≜</b> î≽		ξ	ĥ		5	<b>^</b>	7
Traffic Volume (vph)	208	477	318	2	712	83	352	48	9	72	40	123
Future Volume (vph)	208	477	318	2	712	83	352	48	9	72	40	123
Confl Peds (#/hr)	200		010	100								
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 Eactor	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%
Bue Blockages (#/hr)	2.0	270	0	0	0	0	0	0	0	0	0	0
Dus blockages (#/III) Darking (#/hr)	0	U		U		v						
Mid Plock Troffic (%)		0%			0%			0%			0%	_
Shored Lana Troffic (%)		070	-		070			0.10	-	-	070	1.1.1
Tura Tura	nm+nt	NIA	nmtov	nm+nt	NΔ		nm+nt	MΔ		nm+nt	NΔ	Perm
Turn Type Destasted Dhases	pm+pt	INA G	7	phipt	2		7	A		philipt	8	1 cmi
Protected Phases	6	0	6	2	4		1			8	U U	8
Permitted Phases	0	c	7	5	2	-	- 7	٨		3	8	8
Detector Phase	1	0	1	3	4			-1		0	0	0
Switch Phase	5.0	45.0	5.0	5.0	15.0	-	5.0	15.0	-	5.0	15.0	15.0
Minimum Initial (s)	5.0	15.0	0.0	10.0	10.0		10.1	25.4		12.1	22.1	22.1
Minimum Split (s)	12.3	12.3	12.1	14.0	20.2		25.0	20.1		17.0	22.1	22.1
Total Split (s)	18.0	43.0	20.0	14.0	07.40/		20.0	20.5%		16 20/	20.0	20.0
Total Split (%)	17.1%	41.0%	23.8%	13.3%	37.170		23.0%	29.5%		10.270	21.970	21.370
Yellow Time (s)	4.8	4.8	4.0	4.0	4.0	(100 B)	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	3.1	2.4	2.4		3.1	0.0		0.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	7.4	7.1
Total Lost Time (s)	1.3	1.3	7.1	1.2	1.2		1.1	/.1		1.1	1.1	1.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	_	Yes	Yes	_	Yes	Yes	Maga
Recall Mode	None	Min	None	None	Min	1000	None	None		None	INONE 1E O	15 O
Act Effct Green (s)	47.1	45.0	70.2	35.2	29.6		40.0	27.5		23.2	10.0	10.0
Actuated g/C Ratio	0.46	0.44	0.69	0.35	0.29		0.39	0.27		0.23	0.15	0.10
v/c Ratio	0.82	0.33	0.29	0.01	0.85		0.74	0.12		0.23	0.16	0.29
Control Delay	44.0	20.2	1.5	15.0	42.4		35.1	29.1		23.1	40.6	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	_	0.0	0.0	0.0
Total Delay	44.0	20.2	1.5	15.0	42.4		35.1	29.1		23.7	40.6	1.0
LOS	D	С	A	В	D		D	C		C	D	A
Approach Delay	L Lines	19.2	a la sur		42.4	1922		34.2	-		14.9	0.000
Approach LOS		В			D			С			В	
Intersection Summary	12	1.1	3112-1		The second	1.1.2.2	17-11	1. 22.00	-	200	1500	U.T.C
Cycle Length: 105												
Actuated Cycle Length: 10	2											
Natural Cycle: 90												
Control Type: Actuated-Un	coordinated	ł										
Maximum v/c Ratio: 0.85												
Intersection Signal Delay:	28.9	1			ntersectio	n LOS: C	;					
Intersection Capacity Utiliz	ation 78.0%	0		1	CU Level	of Servic	e D					
Analysis Period (min) 15		- 1-	1215									

Timings	
6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD	



#### Timings 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD

08/09/2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ň	<b>^</b>	7	5	<b>1</b>		3	Þ		ሻ	1	7
Traffic Volume (vph)	70	446	296	9	390	52	263	27	0	97	38	202
Future Volume (vph)	70	446	296	9	390	52	263	27	0	97	38	202
Confl. Peds. (#/hr)						2.2						
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	-			-	100 Mar	100						
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	11.00		-				11					
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6	7	5	2		7	4	1	3	8	- 1
Permitted Phases	6		6	2			4			8		8
Detector Phase	1	6	7	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0		5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	12.3	22.3	12.1	12.2	25.2		12.1	25.1		12.1	22.1	22.1
Total Split (s)	15.0	45.0	10.0	15.0	45.0		10.0	35.0		10.0	35.0	35.0
Total Split (%)	14.3%	42.9%	9.5%	14.3%	42.9%		9.5%	33.3%		9.5%	33.3%	33.3%
Yellow Time (s)	4.8	4.8	4.0	4.8	4.8		4.0	4.0	1000	4.0	4.0	4.0
All-Red Time (s)	2.5	2.5	3.1	2.4	2.4		3.1	3.1		3.1	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	1.00	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.1	7.2	7.2		7.1	7.1		7.1	7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	_	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min		None	None		None	None	None
Act Effct Green (s)	26.6	25.2	35.5	21.0	16.6		14.0	17.7		20.9	15.2	15.2
Actuated g/C Ratio	0.39	0.37	0.53	0.31	0.25	3	0.21	0.26		0.31	0.23	0.23
v/c Ratio	0.21	0.37	0.33	0.03	0.56		0.97	0.06		0.25	0.10	0.42
Control Delay	12.9	17.0	2.6	11.4	25.2	2.4	80.4	23.6		20.4	24.0	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	12.9	17.0	2.6	11.4	25.2		80.4	23.6		20.4	24.0	6.9
LOS	В	В	A	В	С		F	С		С	С	A
Approach Delay		11.4			24.9			75.1			12.7	
Approach LOS		В			С			E			В	
Intersection Summary			1000	-		-	1					
Cycle Length: 105												
Actuated Cycle Length: 67.	5	-						and the	· · · ·			
Natural Cycle: 75							_					
Control Type: Actuated-Und	coordinated	1										-
Maximum v/c Ratio: 0.97		_										
Intersection Signal Delay: 2	4.6			1	ntersectio	n LOS: C						_
Intersection Capacity Utiliza	ation 57.4%			1	CU Level	of Servic	еB			_		_
Analysis Period (min) 15									11 2			

Timings	
6: COUNTY LINE RD & AYERS RD & TRIL	LIUM BLVD

08/09/2023

### Splits and Phases: 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD



AM PEAK HOUR- BACKGROUND PLUS PROJECT TRAFFIC WITH BACKGROUND IMPROVEMENT 11:59 pm 05/09/2020 hro 10 Report KE Page 2

Timings 6: COUNTY LINE RD & AYERS RD & TRILLIUM BLVD

08/09/2023

	1	-	7	4	+	*	1	1	1	4	÷.	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	**	7	η	<b>≜</b> ₽	1	ሻ	Þ		ň	ŕ	7
Traffic Volume (vph)	223	477	318	2	712	98	352	52	9	81	43	132
Future Volume (vph)	223	477	318	2	712	98	352	52	9	81	43	132
Confl Peds (#/hr)				-	1.14							-
Confl Bikes (#/hr)												
Peak Hour Eactor	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 (%)		0.10	-		070	-		0,10	-		0.0	-
Turn Type	nm+nt	NΔ	nm+ov	nm+nt	NΔ		nm+nt	NA		nm+nt	NA	Perm
Protoctod Phases	pin-pi	6	7	5	2		7	4		3	8	1 dim
Permitted Phases	6	U	6	2	4		4			8	0	8
Detector Phase	1	6	7	5	2		7	4		3	8	8
Switch Dhase		0		0	4			-	10.00			U
Minimum Initial (c)	50	15.0	50	50	15.0		5.0	15.0		50	15.0	15.0
Minimum Solit (s)	12.3	22.3	12.1	12.2	25.2		12.1	25.1		12.1	22.1	22.1
Total Split (s)	12.0	12.0	25.0	14.0	30.0		25.0	31.0	-	17.0	23.0	23.0
Total Split (9/)	17 10/	45.0	23.0	13 3%	37 1%		23.8%	20 5%		16.2%	21.0%	21.0%
Vollow Time (a)	17.170	41.070	23.070	10.070	1.170		10	20.070		10.2.10	10	4.0
All Ded Time (s)	4.0	4.0	4.0	9.0	2.0		3.1	4.0		3.1	31	3.1
All-Red Time (s)	2.0	2,0	0.0	2.4	0.0		0.0	0.0		0.0	0.0	0.0
Lost Time Adjust (5)	0.0	7.2	7.1	7.0	7.2		7.1	7.1		7.1	7.1	7.1
Lood/Lost Time (S)	1.0	1.0	1.1	1.4	1.2		Load	1.1		Lood	1.1	1.1
Lead/Lag	Leau	Lag	Leau	Van	Lay		Voo	Lag		Voc	Vas	Vas
Lead-Lag Optimizer	Nene	Tes	Nene	None	Min		None	Nono		Mono	Nono	Mono
Recall Mode	None 47.4	11/11/1	None	None	1010		NOTE	07.2	-	110He	15.0	15.0
Act Effect Green (s)	47.4	40.3	70.5	30.0	29.9		40.0	21.3		23.4	0.15	0.15
Actuated g/C Ratio	0.46	0.44	0.69	0.35	0.29	-	0.39	0.27		0.25	0.15	0.15
V/C Ratio	0.89	0.33	0.29	0.01	0.00	-	0.75	0.14		0.20	0.17	1.0
Control Delay	04.9	20.1	1.5	15.0	45.1		0.0	29.9	-	24.1	41.0	1.0
Queue Delay	0.0	0.0	0.0	15.0	42.4		25.4	20.0	-	0.0	41.0	1.0
Total Delay	54.9	20.1	1.5	15.0	43,1		35.4	29.9		24.1	41.0	1.0
LOS	D	01.0	A	В	42.0	-	D	24.0	-	C	15.4	A
Approach Delay		21.9		-	43.0	-		34.0			10.4	
Approach LOS		C			U			C			D	
Intersection Summary					510	- qLU		1			1	
Cycle Length: 105 Actuated Cycle Length: 102 Natural Cycle: 90 Control Type: Actuated-Un Maximum v/c Ratio: 0.89 Intersection Signal Delay: 3 Intersection Capacity Utiliz	2.3 coordinated 30.2 ation 79.3%	1		ļ	ntersectio CU Level	n LOS: C of Servic	c e D					
Analysis Period (min) 15			- 1 -		1000					1.2		

Synchro 10 Report Page 1 PM PEAK HOUR- BACKGROUND PLUS PROJECT TRAFFIC WITH BACKGROUND IMPROVEMENT 05/10/2023 KE

Timings					
6: COUNTY L	INE RD & AY	YERS RD & TRI	LLIUM BLVD		
Splits and Phases:	6: COUNTY LINE	RD & AYERS RD & T	RILLIUM BLVD		
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2 Ø1	V Ø2	<b>X</b> 03	Tø4	
18 s	39 8	175	51 5	
<b>√</b> Ø5		\$ 07	Øŝ	
14's	43s	25 s	23 s	

08/09/2023

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			\$		ή	<b>1</b>		ሻ	<b>1</b>	
Traffic Volume (vph)	65	5	29	59	5	29	7	566	19	11	368	22
Future Volume (vph)	65	5	29	59	5	29	7	566	19	11	368	22
Confl. Peds. (#/hr)		1000		-				1				511
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)	0.000								-	1		1
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	21.25	-	11.23									
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6	1	5	2	
Permitted Phases	8			4	_		6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase				d								
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0	100	5.0	15.0	
Minimum Split (s)	24.6	24.6		24.6	24.6		11.8	24.8		11.8	24.8	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	45.0		15.0	45.0	-
Total Split (%)	36.8%	36.8%		36.8%	36.8%		15.8%	47.4%		15.8%	47.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.6	2.6		2.6	2.6		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	2211	0.0	1		0.0	-	0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.6			6.6		6.8	6.8		6.8	6.8	
Lead/Lag					-		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)		16.9			16.9		22.1	25.5		22.3	25.6	
Actuated g/C Ratio		0.40		1.11	0.40		0.53	0.61		0.53	0.61	
v/c Ratio		0.20			0.18		0.01	0.30		0.02	0.20	
Control Delay	1997	12.7		1020	12.3	TI SE	8.0	10.6		8.1	9.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	- E	12.7			12.3		8.0	10.6		8.1	9.8	
LOS		В			В		А	В		А	А	
Approach Delay		12.7			12.3			10.5			9.7	
Approach LOS		В			В			В			А	
Intersection Summary	0.7	22	1000	1000	NEX-		10000	100			1	in the
Cycle Length: 95												_
Actuated Cycle Length: 41.	.9											Sec. 4
Natural Cycle: 65						_	_					
Control Type: Actuated-Un	coordinated	i										- 2
Maximum v/c Ratio: 0.30						-						
Intersection Signal Delay: 1	10.6			l	ntersectio	n LOS: E	3					
Intersection Capacity Utilization	ation 39.9%			ŀ	CU Level	of Servic	e A					
Analysis Period (min) 15												

Splits and Phases:	3: AYERS RD & TRILIUM BLVD		-
101	Ø2	<b>₩</b> Ø4	
15 s	45 s	35 s	
Ø5	1 Ø6		
15 s	45 s	35 5	

	- >	-	$\mathbf{r}$	-	-	*	1	- <b>†</b>	1	1	Į.	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	朴		7	<b>≜</b> î≽	
Traffic Volume (vph)	33	6	17	40	7	20	35	485	78	38	728	78
Future Volume (vph)	33	6	17	40	7	20	35	485	78	38	728	78
Confl. Peds. (#/hr)			-				1	1				
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)								1.00				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)			-		1.10	2.011					-	
Turn Type	Perm	NA		Perm	NA	_	pm+pt	NA		pm+pt	NA	_
Protected Phases		8		2	4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8	1.00	4	4		1	6	-	5	2	223
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0	-	5.0	15.0	
Minimum Split (s)	24.6	24.6		24.6	24.6		11.8	24.8		11.8	24.8	_
Total Split (s)	35.0	35.0		35.0	35.0	1	15.0	45.0	A CAN	15.0	45.0	1
Total Split (%)	36.8%	36.8%		36.8%	36.8%		15.8%	47.4%		15.8%	47.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.6	2.6		2.6	2.6		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	1.0	0.0		1	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.6			6.6		6.8	6.8		6.8	6.8	1
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min	20	None	Min	
Act Effct Green (s)		17.2			17.2		31.2	32.6		32.8	35.2	
Actuated g/C Ratio		0.33		1.1.1.	0.33	-	0.59	0.62	100	0.62	0.67	
v/c Ratio		0.13			0.16		0.08	0.29		0.07	0.38	
Control Delay		17.7			17.5		6.7	12.1		6.4	11.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		17.7	0.0		17.5		6.7	12.1		6.4	11.1	
LOS		В			В		А	В		A	В	
Approach Delay		17.7			17.5			11.8			10.9	
Approach LOS		В			В			В			В	
Intersection Summary							1		1.1.1	1000	112	
Cycle Length: 95									_			_
Actuated Cycle Length: 52.	9							1				
Natural Cycle: 65												
Control Type: Actuated-Une	coordinated	ł					-					
Maximum v/c Ratio: 0.38				_		-	_			_		_
Intersection Signal Delay: 1	1.7			1	ntersectio	n LOS: B		-			Hal	
Intersection Capacity Utilization	ation 55.2%				CU Level	of Servic	еB					
Analysis Period (min) 15												

Splits and Phases: 3: AYERS RD & TRILIUM BLVD

01 02		<b>▼</b> Ø4
15 s	45 s	35 s
05	<i>d</i> <sup>™</sup> Ø6	
15 s	45 s	35's

	1	$\rightarrow$	$\rightarrow$	1		*	1	. Ť.	1	-	÷+	-
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		\$			4		5	朴		7	朴	
Traffic Volume (vph)	65	5	29	59	5	29	7	578	19	11	372	22
Future Volume (vph)	65	5	29	59	5	29	7	578	19	11	372	22
Confl. Peds. (#/hr)				10000	-			1	-			1.1
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)	1											
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	100											
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	24.6	24.6		24.6	24.6		11.8	24.8		11.8	24.8	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	45.0		15.0	45.0	
Total Split (%)	36.8%	36.8%		36.8%	36.8%		15.8%	47.4%		15.8%	47.4%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.6	2.6		2.6	2.6		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.6			6.6		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)		16.9			16.9		22.2	25.6		22.3	25.7	
Actuated g/C Ratio		0.40			0.40		0.53	0.61		0.53	0.61	
v/c Ratio		0.20			0.18		0.01	0.30	-	0.02	0.20	
Control Delay		12.8			12.4		8.0	10.6		8.1	9.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.8	1:11		12.4		8.0	10.6	1	8.1	9.8	
LOS		В			В		A	В		A	A	
Approach Delay		12.8		Constanting of the	12.4			10.5	1.12.1		9.7	
Approach LOS		В			В			В			A	
Intersection Summary			17-1	10178	10	10.252	1	1	in where	10	1	-
Cycle Length: 95												
Actuated Cycle Length: 42									12.7			15
Natural Cycle: 65												
Control Type: Actuated-Un	coordinated									100		1.7
Maximum v/c Ratio: 0.30	and a local second									_		_
Intersection Signal Delay: 10.6				Intersection LOS: B								
Intersection Capacity Utilization	ation 40.2%	1			CU Level	of Servic	еA			_		_
Analysis Period (min) 15												

Splits and Phase	s: 3: AYERS RD & TRILIUM BLVD	
101	Ø2	₹ø4
15.5	45.8	35 s
105	₫ø6	-was
15 s	45s	39 5
## Timings 3: AYERS RD & TRILIUM BLVD

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4.			4		7	<b>*</b> 1>		ή	<b>A</b> te	
Traffic Volume (vph)	33	6	17	40	7	20	35	494	78	38	743	78
Future Volume (vph)	33	6	17	40	7	20	35	494	78	38	743	78
Confl. Peds. (#/hr)		10 100	100	10	100		1000		-	1.5		-
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 Eactor	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)	Ū		Ū				Ű				-	
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		070	-		070	-	-	070	-		0.10	
Turn Type	Porm	NIΔ		Perm	NΔ		nm+nt	NΔ		nm+nt	NΔ	
Protected Phases	I CIIII	8	-	1 cm	4		1	6		5	2	-
Protected Phases	Q	0		1	4		6	U		2	4	1
Detector Phase	9	8	-	4	4	-	4	6		5	2	1000
Switch Phase	0	0		4	4			0			2	-
Minimum Initial (a)	15.0	15.0		15.0	15.0	-	50	15.0		50	15.0	-
Minimum Colit (c)	24.6	24.6	-	24.6	24.6		11.8	24.8		11.8	24.8	
Total Calif. (c)	24.0	24.0		24.0	24.0		15.0	15.0		15.0	45.0	-
Total Split (S)	26 00/	26 00/		36.00/	26.90/		15.9%	40.0		15.9%	40.0	
Vellew Time (a)	30.0%	30.070	-	30.0 %	30.076	-	13.070	41.470	-	10.070	47.470	1000
All Ded Time (s)	4.0	4.0		4.0	4.0	-	4.0	2.0	-	4.0	9.0	
All-Red Time (S)	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	
Total Lost Time (s)		0.0			0.0	-	0.0	0.0	-	0.0	0.0	-
Lead/Lag				-			Leau	Lag		Leau	Lag	
Lead-Lag Optimize?	March	Marra		Mana	Mana	_	Yes	Yes		Yes	Yes	-
Recall Mode	None	None		None	NORE		None	MIN		None	IVIIN 25.5	
Act Effect Green (s)	-	17.2			17.2	_	31.5	32.9		33.1	35.5	-
Actuated g/C Ratio	10.34	0.32			0.32		0.59	0.62		0.62	0.67	
v/c Ratio		0.13			0.16		80.0	0.29	- 11	0.07	0.38	-
Control Delay		17.8	1000		17.7		6.7	12.1		6.4	11.1	
Queue Delay		0.0	-		0.0		0.0	0.0		0.0	0.0	-
Total Delay		17.8			17.7		6.7	12.1		6.4	11.1	
LOS		В			B		A	В		A	B	
Approach Delay	in the second	17.8		1.1	17.7			11.8			10.9	
Approach LOS		В			В			В			В	
Intersection Summary	-0	-	100	- 6 B.M.			1	the content	and a	-		
Cycle Length: 95												
Actuated Cycle Length: 53.	2											
Natural Cycle: 65												
Control Type: Actuated-Un	coordinated	1										
Maximum v/c Ratio: 0.38												
Intersection Signal Delay: 1	11.7	1		1	ntersectio	n LOS: B	1		110			
Intersection Capacity Utilization	ation 55.2%			1	CU Level	of Servic	eВ					
Analysis Period (min) 15		0.01	3.5		111112			-1		1		

## Timings 3: AYERS RD & TRILIUM BLVD

Splits and Phas	es: 3: AYERS RD & TRILIUM BLVD		
<b>1</b> Ø1	Ø2	₹Ø4	
15 :	45.5	35 s	the state of the
05	<b>▲</b> ↑ <sub>Ø6</sub>		
15 5	45 s	35.s	and the second second

	and the second	1=1	CS/	100-	vvay	Stop	0-00	nuoi	Kept	JIL	-		11-1-1			160			
General Information							Site Information												
Analyst	KE						Inters	ection			TRILL	UM BLV	D & ACC	ESS					
Agency/Co.	LINCK	s & Ass	OCIATES	s, inc.			Jurisdiction												
Date Performed	5/11/2	2023				East/West Street													
Analysis Year	2030						North/South Street												
Time Analyzed	AM PI	EAK HOU	JR				Peak I	Hour Fac	ctor		0.92								
Intersection Orientation	North	-South					Analy	sis Time	Period (I	nrs)	0.25					_			
Project Description	BACK	BACKGROUND PLUS PROJECT TRAFFIC																	
				JATAAL	<u>ពក</u>	<u>ን †</u>	t the Courts	14+24+5											
Vehicle Volumes and	Adjustme	nts										-							
Approach	Eastbound					West	bound			North	bound			Southbound					
Movement	U	L	T	R	U	L	Т	R	U	L	Т	R	U	L	Т	R			
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6			
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1				
C E unation			1 R								Т	1				T			

Priority	10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes	0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration		LR							L	Т					TR
Volume (veh/h)	3		177						51	98				160	1
Percent Heavy Vehicles (%)	3		3						3				-		
Proportion Time Blocked															
Percent Grade (%)	(	С											-		
Right Turn Channelized									_	-				-	
Median Type   Storage			Undiv	vided							_				
Critical and Follow-up Hea	dways						3						14		
Base Critical Headway (sec)	7.1	1.5	6.2						4.1				-	1.77	
Critical Headway (sec)	6.43		6.23						4.13						
Base Follow-Up Headway (sec)	3.5	·	3,3					1	2.2						
Follow-Up Headway (sec)	3.53		3.33		-				2.23						
Delay, Queue Length, and	Level of Se	ervice	1												
Flow Rate, v (veh/h)		196							55						
Capacity, c (veh/h)		859						1	1395						
v/c Ratio		0.23							0.04						
95% Queue Length, Q95 (veh)		0.9							0.1						
Control Delay (s/veh)		10,4				1.2			7.7						
Level of Service (LOS)		В							A						
Approach Delay (s/veh)	1	0.4							ž	2.6					
Approach LOS		В										1			

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HCS7 Two-Way Stop-Control Report													
General Information		Site Information											
Analyst	KE	Intersection	TRILLIUM BLVD & ACCESS										
Agency/Co.	LINCKS & ASSOCIATES, INC.	Jurisdiction											
Date Performed	5/11/2023	East/West Street											
Analysis Year	2030	North/South Street											
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.92										
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25										
Project Description	BACKGROUND PLUS PROJECT TRAFFI	c											

## Lanes



Vehicle Volumes and Ad	justme	nts														
Approach		1.1	West	bound			North	bound		Southbound						
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority		10	11	12		7	8	9	10	1	2	3	40	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	0
Configuration			LR							L	Т					TR
Volume (veh/h)		2		98						156	217				158	3
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	-		0				-									-
Right Turn Channelized																
Median Type   Storage				Undi	vided											
Critical and Follow-up H	leadwa	ys		2	3											
Base Critical Headway (sec)		7.1		6,2				1		4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2,2						
Follow-Up Headway (sec)		3.53		3.33						2.23				-		
Delay, Queue Length, an	nd Leve	l of S	ervice	÷									TR			
Flow Rate, v (veh/h)			109							170						
Capacity, c (veh/h)			840	1						1395						
v/c Ratio			0.13	1						0,12						
95% Queue Length, Q₅₅ (veh)			0.4	1						0.4						
Control Delay (s/veh)			9.9							7.9						1
Level of Service (LOS)			A							A						
Approach Delay (s/veh)			9.9							3	3.3					
Approach LOS		A														







## FDOT DESIGN MANUAL EXHIBIT 212-1



