# 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


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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) Trip Generation Manual, $11^{\text {th }}$ 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 Trip Generation Manual, $11^{\text {th }}$ 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


FIGURE 1
PROJECT LOCATION

TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

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

(1) Source: ITE Trip Generation Manual, $11^{\text {th }}$ Edition, 2021.

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:


- 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) $\mathrm{AM}(7: 00$ to $9: 00)$ and $\mathrm{PM}(4: 00$ 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

2) 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.



FIGURE 3
PEAK SEASON TRAFFIC
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


FIGURE 4
2030 BACKGROUND TRAFFIC


## TABLE 3

## ESTIMATED INTERSECTION

LEVEL OF SERVICE (SIGNALIZED)

|  | Time | 2030 <br> Background Traffic Existing Geometry |  | Required Improvement | 2030 <br> Background Traffic Proposed Improvement |  | 2030 <br> Background Plus Project Traffic <br> Background Improvement |  | Required Improvements |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Intersection | Period | Delay | LOS |  | Delay | LOS | Delay | LOS |  |
| Ayers Rd and | AM | 34.2 | C | SBR | 24.6 | C | 24.6 | c | None |
| County Line Rd | PM | 46.0 | D |  | 28.9 | c | 30.2 | c |  |
| Ayers Rd and | AM | 10.6 | B | None |  |  | 10.6 | B | None |
| Trillium Blvd | PM | 11.7 | B |  |  |  | 11.7 | B |  |

TABLE 4
ESTIMATED INTERSECTION LEVEL OF SERVICE
(UNSIGNALIZED)

| Intersection | Direction | AM Peak Hour <br> Bakground Plus Project Traffic |  |  | PM Peak Hour <br> Background Plus Project Traffic |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Left | Thru | Right | Left | Thru | Right |
| Trillium Blvd and | EB | B | - | B | B | - | B |
| Project Access | NB | A | * |  | A | * | - |

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 $\mathrm{V} / \mathrm{C}$ 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.

## Ayers 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 $\mathrm{V} / \mathrm{C}$ 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 975. The access recommendations are summarized in Table 5 and described in the following paragraph:

TABLE 5
ACCESS RECOMMENDATIONS

| Intersection | Movement | Volume (1) | Turn Lane Warranted (2) | Estimated Queue Length (3) | Deceleration Length (4) | Total Length |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Trillium Blvd and | NBL | 51/156 | Yes | $125{ }^{\prime}$ | 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 $\times 25=130$ Use $125^{\prime}$
(4) Based on FDOT FDM Index 212-1 and a design speed of 40 MPH on Trillium Blvd.

## 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.

APPENDIX

APPROVED METHODOLOGY

DEPARTMENT OF PUBLIC WORKS
 1525 EAST JEFFERSON STREET BROOKSVILLE FLORIDA 34601
P 352.754 .4060 F 352.754 .4423 ww.Hernandocounty.us

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

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) Trip Generation Manual, 11 Ed 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
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FIGURE 1
PROJECT LOCATION

TABLE 1
ESTIMATED PEAK HOUR PROJECTTRIP ENDS (1)

|  |  | TE |  | Daily | AM Peak Hour Trip Ends |  |  | PM Peak Hour Trip Ends |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Scenario | Land Use | LUC | Size | Trip Ends | In | Out | Total | In | Out | Total |
| Approved | Multi-Family | 221 | 400 DU's | 1,816 | 38 | 126 | 164 | 95 | 61 | 156 |
| Proposed | Multi-Family | 221 | 540 DU's | 2,452 | 46 | 154 | 200 | 129 | 82 | $\underline{211}$ |
|  |  |  | Difference | 636 | 8 | 28 | 36 | 34 | 21 | 55 |

(1) Source: TE Trip Generation Manual, $11^{\text {th }}$ Edition, 2021.

TABLE 2
STUDYNETWORK DETERMINATION

| Roadway | From | To | Lanes | Capacity (1) | Percent Project Distribution | Net Increase Project Traffic | Percent Consumed | Study Network? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Ayers Blvd | County Line Rd | Project | 4 LD | 3,222 | 55.4\% | 31 | 1.0\% | Yes (2) |
|  | Project | Trillum Blvd | 4LD | 3,222 | 44.6\% | 24 | 0.7\% | Yes (2) |
|  | Trillium Blvd | US 41 | 4LD | 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 Blva | 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:

- Ayers 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
- Ayers 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,


I concur:

Ernie Lane Date

APPENDIX

SITE PLAN


## TRIP GENERATION

## PERIOD SETTING



## TRAFFIC REDUCTIONS

| Land Use | Entry | Adjusted Entry | Exit Reduction | Adjusted Exit |
| :--- | :--- | :--- | :--- | :--- |
| 221 - Multifamily Housing (Mid-Rise) | Reduction | 908 | $0 \%$ | 908 |
| 221 - Multifamily Housing (Mid-Rise) - | $0 \%$ | $0 \%$ | 1226 | $0 \%$ |

## INTERNAL TRIPS

| 221 - Muitliamily Housing (Mid-Rise) |  |  |  |  |  | 221 - Multifamily Housing (Mid-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) |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Total Trips | Internal Trips |  | External Trips |
|  |  | 221 - Multifamily Housing (Mid-Rise) - 1 | Total |  |
| Entry | 908 (100\%) | 0 (0\%) | 0 (0\%) | 908 (100\%) |
| Exit | 908 (100\%) | 0 (0\%) | 0 (0\%) | 908 (100\%) |
| Total | 1816 (100\%) | 0 (0\%) | 0 (0\%) | 1816 (100\%) |


| 221 - Multifamily Housing (Mid-Rise) - |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
|  | Total Trips | Internal Trips |  |  |
|  |  | 221 - Multifamily <br> Housing (Mid-Rise) | Total | External Trips |
| Entry | $1226(100 \%)$ | $0(0 \%)$ | $0(0 \%)$ | $1226(100 \%)$ |
| Exit | $1226(100 \%)$ | $0(0 \%)$ | $0(0 \%)$ | $1226(100 \%)$ |
| Total | $2452(100 \%)$ | $0(0 \%)$ | $0(0 \%)$ | $2452(100 \%)$ |


| Land Use | External Trips | Pass-by\% | Pass-by Trips | Non-pass-by <br> Trips |
| :--- | :---: | :---: | :---: | :---: |
| 221 - Multifamily Housing (Mid-Rise) | 1816 | 0 | 0 | 1816 |
| 221 - Multifamily Housing (Mid-Rise) -1 | 2452 | 0 | 0 | 2452 |

## ITE DEVIATION DETAILS

## Weekday

Landuse No deviations from ITE.
Methods No deviations from ITE.
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.

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 Entering2134
Total Exiting ..... 2134
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 Exlting Pass-by Reduction ..... 0
Total Entering Non-Pass-by Trips ..... 2134
Total Exiting Non-Pass-by Trips ..... 2134

## PERIOD SETTING

Analysis Name:
Project Name :
Date:
State/Province:
Country:
Analyst's Name:

New Analysis
Springs at Suncoast No:
11/4/2022


## TRAFFIC REDUCTIONS

| Land Use | Entry <br> Reduction | Adjusted Entry | Exit Reduction | Adjusted Exlt |
| :--- | :--- | :--- | :--- | :--- |
| 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)

| Exit | 126 | Demand Exit: | $0 \%$ | $(0)$ |
| :--- | :--- | :--- | :--- | :--- |
| Entry | 38 | Demand Entry: $0 \%$ | $(0)$ |  |

## 221 - Multifamily Housing (Mid-RIse)

|  | Total Trips | Internal Trips |  | External Trips |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 221 - Multifamily Housing (Mid-Rise) - 1 | Total |  |
| Entry | 38 (100\%) | 0 (0\%) | 0 (0\%) | 38 (100\%) |
| Exit | 126 (100\%) | 0 (0\%) | 0 (0\%) | 126 (100\%) |


| Total | 164 (100\%) | 0 (0\%) | 0 (0\%) | 164 (100\%) |
| :---: | :---: | :---: | :---: | :---: |
| 221 - Multifamily Housing (Mid-Rise) - 1 |  |  |  |  |
|  |  | Internal Trips |  | External Trips |
|  | Total Trips | 221 - Multifamily Housing (Mid-Rise) | Total |  |
| Entry | 46 (100\%) | 0 (0\%) | 0 (0\%) | 46 (100\%) |
| Exit | 154 (100\%) | 0 (0\%) | 0 (0\%) | 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 <br> Trips |
| :--- | :---: | :---: | :---: | :---: |
| 221 - Multifamily Housing (Mid-Rise) | 164 | 0 | 0 | 164 |
| 221 - Multifamily Housing (Mid-Rise) -1 | 200 | 0 | 0 | 200 |

## ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Landuse No deviations from ITE.

Methods No deviations from ITE.
Extemal 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.

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 Entering ..... 84
Total Exiting ..... 280
Total Entering Reduction ..... 0
Total Exiting Reduction ..... 0 ..... 0
Total Entering Internal Capture Reduction
Total Entering Internal Capture Reduction
Total Exiting Internal Capture Reduction ..... 0
Total Entering Pass-by Reduction ..... 0
Total Exiting Pass-by Reduction ..... 0
Total Entering Non-Pass-by Trips ..... 84

## PERIOD SETTING



## TRAFFIC REDUCTIONS

| Land Use | Entry <br> Reduction | Adjusted Entry | Exlt Reduction | Adjusted Exit |
| :--- | :--- | :--- | :--- | :--- |
| 221 - Multifamily Housing (Mid-Rise) | $0 \%$ | 95 | $0 \%$ | 61 |
| 221 - Multifamily Housing (Mid-Rise) - | $0 \%$ | 129 | $0 \%$ | 82 |

## INTERNAL TRIPS

221 - Multifamily Housing (Mid-Rlse)

| Exit | 61 | Demand Exit: $0 \%$ | $(0)$ |
| :--- | :--- | :--- | :--- |
| Entry 95 | Demand Entry: $0 \%$ | $(0)$ |  |

## 221 - Multifamily Housing (Mid-Rise)

|  | Total Trips | Internal Trips |  | External Trips |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 221 - Multifamily Housing (Mid-Rise) - 1 | Total |  |
| Entry | 95 (100\%) | 0 (0\%) | 0 (0\%) | 95 (100\%) |
| Exit | 61 (100\%) | 0 (0\%) | 0 (0\%) | 61 (100\%) |


| Total | $156(100 \%)$ | $0(0 \%)$ | $0(0 \%)$ |
| :--- | :--- | :--- | :--- |


| 221 - Multlfamily HousIng (Mid-Rise) - 1 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Total Trips | Internal Trips |  | External Trips |
|  |  | 221 - Multifamily Housing (Mid-Rise) | Total |  |
| Entry | 129 (100\%) | 0 (0\%) | 0 (0\%) | 129 (100\%) |
| Exit | 82 (100\%) | 0 (0\%) | 0 (0\%) | 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 <br> Trips |
| :--- | :---: | :---: | :---: | :---: | :---: |
| 221 - Multifamily Housing (Mid-Rise) | 156 | 0 | 0 | 156 |
| 221 - Multifamily Housing (Mid-Rise) - | 211 | 0 | 0 | 211 |

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

## SUMMARY

Total Entering ..... 224
Total Exiting ..... 143
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

Select Zone Traffic Distribution (Network2020 E+C_ZDATA2030)


..O.. 1 NヨWHOV 1 \&

2020 FDOT QUALITY / LEVEL OF SERVICE HANDBOOK TABLES

## INUERTUPTED FLOWEAGIETIES

UNMNERRUPTEBELOM FACITIS

## STATE SIGNALIZED ARTERIALS

| Class I ( 40 mph or higher posted speed limit) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Lanes | Median | B | C | D | E |
| 2 | Undivided | * | 1,510 | 1,600 | ** |
| 4 | Divided | * | 3,420 | 3,580 |  |
| 6 | Divided | * | 5,250 | 5,390 |  |
| 8 | Divided | * | 7,090 | 7,210 | ** |
| Class II (35 mph or slower posted speed limit) |  |  |  |  |  |
| Lanes | Median | B | C | D | E |
| 2 | Undivided | * | 660 | 1,330 | 1,410 |
| 4 | Divided | * | 1,310 | 2,920 | 3,040 |
| 6 | Divided | * | 2,090 | 4,500 | 4,590 |
| 8 | Divided | * | 2,880 | 6,060 | 6,130 |

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - $10 \%$

| Median \& Turn Lane Adjustments |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | Exclusive | Exclusive | Adjustment |
| Lanes | Median | Left Lanes | Right Lanes | Factors |
| 2 | Divided | Yes | No | $+5 \%$ |
| 2 | Undivided | No | No | $-20 \%$ |
| Multi | Undivided | Yes | No | $-5 \%$ |
| Multi | Undivided | No | No | $-25 \%$ |
|  | - | - | Yes | $+5 \%$ |

## One-Way Facility Adjustment

 Multiply the corresponding two-directional volumes in this table by 0.6
## BICYCLE MODE ${ }^{2}$

(Multiply vehicie volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)
Paved
Shoulder/Bicycle

| Lane Coverage | B | C | D | E |
| :---: | :---: | ---: | ---: | ---: |
| $0-49 \%$ | $*$ | 260 | 680 | 1,770 |
| $50-84 \%$ | 190 | 600 | 1,770 | $>1,770$ |
| $85-100 \%$ | 830 | 1,700 | $>1,770$ | ** |

PEDESTRIAN MODE ${ }^{2}$
(Multiply vehicle volumes shown below by number of directional roadway lanes to detenuine two-way maximum service volumes.)

| Siduewalk Coverage | B | C | D | D |
| :---: | :--- | :--- | ---: | ---: |
| $0-49 \%$ | $*$ | $*$ | 250 | 850 |
| $50-84 \%$ | $*$ | 150 | 780 | 1,420 |
| $85-100 \%$ | 340 | 960 | 1,560 | $>1,770$ | BUS MODE (Scheduled Fixed Route) ${ }^{3}$

(Buses in peak howr in peak direction)

| Sidewalk Coverage | B | C | D | E |
| :---: | :---: | :---: | :---: | :---: |
| $0-84 \%$ | $>5$ | $\geq 4$ | $\geq 3$ | $\geq 2$ |
| $85-100 \%$ | $>4$ | $\geq 3$ | $\geq 2$ | $\geq 1$ |

## FREEWAYS

## Core Urbanized

| Lanes | B |
| :---: | :---: |
| 4 | 4,050 |
| 6 | 5,960 |
| 8 | 7,840 |
| 10 | 9,800 |
| 12 | 11,600 |


| C | D |
| :---: | ---: |
| 5,640 | 6,800 |
| 8,310 | 10,220 |
| 10,960 | 13,620 |
| 13,510 | 17,040 |
| 16,350 | 20,930 |

E 7,420 11,150 14,850 18,580 23,200

## Urbanized

| Lanes | B |
| :---: | :---: |
| 4 | 4,130 |
| 6 | 6,200 |
| 8 | 8,270 |
| 10 | 10,350 |


| C | D |
| :---: | ---: |
| 5,640 | 7,070 |
| 8,450 | 10,510 |
| 11,270 | 13,960 |
| 14,110 | 17,310 |E

$$
7,690
$$

$$
11,530
$$

$$
15,380
$$

$$
19,220
$$

## Freeway Adjustments

Auxiliary Lanes Present in Both Directions $+1,800$

UNINTERRUPTED FLOW HIGHWAYS

| Lanes | Median | B | C | D | E |
| :---: | :--- | :---: | :---: | :---: | :---: |
| 2 | Undivided | 1,050 | 1,620 | 2,180 | 2,930 |
| 4 | Divided | 3,270 | 4,730 | 5,960 | 6,780 |
| 6 | Divided | 4,910 | 7,090 | 8,950 | 10,180 |

Uninterrupted Flow Highway Adjustments
Lanes Median Exclusive left lanes Adjustment factors

| 2 | Divided | Yes | $+5 \%$ |
| :---: | :---: | :---: | :---: |
| Multi | Undivided | Yes | $-5 \%$ |
| Multi | Undivided | No | $-25 \%$ |

Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically steled. This table does nol constitute a standard and should be used only for general planning applications. The computer models from which this table is derived sboukd be used for more specific planning applications. The mbie and deriving computer models should not be used for corridor or intersection design, where more refined technicgues exist. Calculations are based an planning applications of the HCM and the Transit Capacity and Quality of Service Manual.
${ }^{2}$ Level of service for the bicycie and pedestrian modes in this lable is based on number of vehictes, not number of bicyclists or pedestrians using the facility.
${ }^{3}$ Buses per hour shown are only for the peak how in the single direction of the higher traffic flow.

* Cannot be achieved using table inpul valuc defaults.
${ }^{*}$ * Not applieable for that level of service letter grade. For the automobile mode, volumes greater than level of service $D$ become $F$ beeause intersection capacities have been reached. For the bieycle mode, the level of serviee letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table inpui value defaults.

Source:
Florida Departucnt of Transportation
Systems implementation Office
hifgs//www.fdot.gov/planning/systoms/

TABLE 4
(continued)

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

Urbanized Areas

| January 2020 |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities |  |  |  | Interrupted Flow Facilities |  |  |  |  |  |
|  |  |  |  |  | State Arterials |  |  |  | Class I |  |
|  | Freeways | Core Freeways | Highways |  | Class I |  | Class II |  | Bicycle | Pedestrian |
| ROADWAY CHARACTERISTICS |  |  |  |  |  |  |  |  |  |  |
| Area type (urban, rural) | urban | urban |  |  |  |  |  |  | 4 | 4 |
| Number of through lanes (both dir.) | 4-10 | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 4 | 45 |
| 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 ( $\mathrm{n}, \mathrm{y}$ ) | n | n |  |  |  |  |  |  | I | r |
| Median (d, twlt, $\mathrm{n}, \mathrm{rr}, \mathrm{r}$ ) |  |  |  | d | $n$ | 1 | n | 1 | 1 | 1 |
| Terrain ( $1, \mathrm{r}$ ) | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |
| \% nopassing zone |  |  | 80 |  |  |  |  |  |  |  |
| Exclusive left tum lane impact ( $\mathrm{n}, \mathrm{y}$ ) |  |  | [n] | $y$ | y | y | y | y | y | y |
| Exclusive right turn lanes ( $\mathrm{m}, \mathrm{y}$ ) |  |  |  |  | $n$ | n | n | 18 | $\square$ | $\square$ |
| Facility length (mi) | 3 | 3 | 5 | 5 | 2 | 2 | 1.9 | 1.8 | 2 | 2 |

TRAFFIC CHARACTERISTICS

| TRAFFIC CHARACTERASICS |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Planning analysis hour factor (K) | 0.090 | 0.085 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.55 | 0.55 | 0.55 | 0.55 | 0.550 | 0.560 | 0.565 | 0.560 | 0.565 | 0.565 |
| Peak hour factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | 2,400 | 2,400 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 4.0 | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.5 | 2.0 |
| Speed Adjustment Factor (SAF) | 0.975 | 0.975 |  | 0.975 |  |  |  |  |  |  |
| Capacity Adjustment Factor (CAF) | 0.968 | 0.968 |  | 0.968 |  |  |  |  |  |  |
| \% left turns |  |  |  |  | 12 | 12 | 12 | 12 | 12 | 12 |
| \% right turms |  |  |  |  | 12 | 12 | 12 | 12 | 12 | 12 |

## CONTROL CHARACTERISTICS

| CONTROL CHARACTERISICS |  |  |  |  | 4 | 4 | 10 | 10 | 4 | 6 |
| :--- | :--- | :--- | :--- | :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Number of signals |  |  |  |  | 3 | 3 | 4 | 4 | 4 | 4 |
| Arrival type (1-6) |  |  |  |  |  |  |  |  |  |  |
| Signal type $(\mathrm{a}, \mathrm{c}, \mathrm{p})$ |  |  |  |  | c | c | c | c | c | c |
| Cycle length $(\mathrm{C})$ |  |  |  |  | 120 | 150 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) |  |  |  |  | 0.44 | 0.45 | 0.44 | 0.44 | 0.44 | 0.44 |

## MULTIMODAL CHARACTERISTICS

| MULTIMODAL CHARACTERISTICS |  |  |  |  |  |  | $\mathrm{n}, 50 \%, \mathrm{y}$ | n |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- | :---: | :---: | :---: |
| Paved shoulder/bicycle lane $(\mathrm{n}, \mathrm{y})$ |  |  |  |  |  |  |  |  |  |  |
| Outside lane width $(\mathrm{n}, \mathrm{t}, \mathrm{w})$ |  |  |  |  |  |  |  |  | t | t |
| Pavement condition $(\mathrm{d}, \mathrm{t}, \mathrm{u})$ |  |  |  |  |  |  |  |  | t |  |
| On-street parking $(\mathrm{n}, \mathrm{y})$ |  |  |  |  |  |  |  |  |  |  |
| Sidewalk $(\mathrm{n}, \mathrm{y})$ |  |  |  |  |  |  |  |  |  |  |
| Sidewalk/roadway separation $(\mathrm{a}, \mathrm{t}, \mathrm{w})$ |  |  |  |  |  |  |  |  | $\mathrm{n}, 50 \%, \mathrm{y}$ |  |
| Sidewalk protective barrier $(\mathrm{n}, \mathrm{y})$ |  |  |  |  |  |  |  | t |  |  |

LEVEL OF SERVICE TBRESHOLDS

| Level of Service | Fre | 龶 | 促 |  |  | Bicycle | Ped | Bus |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Density | Two-Lan | Multilane | Class I | Class II |  | Score | Buses/hr. |
|  |  | \%ffs | Density | ats | ats | Score |  |  |
| B | $\leq 17$ | $>83.3$ | $\leq 17$ | $>31 \mathrm{mph}$ | > 22 \#-14 | $\leq 2.75$ | $\leq 2.75$ | $\leq 6$ |
| C | $\leq 24$ | > 75.0 | $\leq 24$ | $>23 \mathrm{mph}$ | $>17 \mathrm{mph}$ | $\leq 3.50$ | $\leq 3.50$ | $\leq 4$ |
| C | $\leq 31$ | $>66.7$ | $\leq 31$ | $>18 \mathrm{mph}$ | $>13 \mathrm{mph}$ | $\leq 4.25$ | $\leq 4.25$ | <3 |
| E | $\leq 39$ | $>58.3$ | $\leq 35$ | $>15 \mathrm{mph}$ | $>10 \mathrm{mph}$ | $\leq 5.00$ | $\leq 5.00$ | <2 |

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

## HERNANDO COUNTY TIER 1 SPREADSHEET






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## BACKGROUND TRAFFIC



## PERIOD SETTING

| Analysis Name: | Weekday, Peak Hour of <br> Adjacent Street Traffic, One <br> Hour Between 7 and 9 a.m. |
| :--- | :--- |
| Project Name: | Suncoast Background |
| Date: | $4 / 11 / 2023$ |
| State/Province: |  |
| Country: | KE |
| Analyst's Name: |  |

No:
City:
Zip/Postal Code:

## Client Name:

Edition: Trip Generation Manual, 11th Ed

| Land Use | Independent Variable | Size | Time Period | Method | Entry | Exit | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 821 - Shopping Plaza | 1000 Sq. Ft. GLA | $125^{(0)}$ | Weekday, Peak | Average | 134 | 82 | 216 |
| (40-150k) - |  |  | Hour of Adjacent | 1.73 | 62\% | 38\% |  |
| Supermarket - No |  |  | Street Traffic, |  |  |  |  |
| (General |  |  | One Hour |  |  |  |  |
| Urban/Suburban) |  |  | Between 7 and 9 a.m. |  |  |  |  |
| 210 - Single-Family | Dwelling Units | 125 | Weekday, Peak |  | 23 | $68$ | 91 |
| Detached Housing |  |  | Hour of Adjacent | $\operatorname{Ln}(T)=0.91 \operatorname{Ln}(X)$ | $25 \%$ | $75 \%$ |  |
| (General |  |  | Street Traffic, | +0.12 |  |  |  |
| Urban/Suburban) |  |  | One Hour |  |  |  |  |
|  |  |  | Between 7 and 9 a.m. |  | 57 | 50 | 307 |

TRAFFIC REDUCTIONS

| Land Use | Entry <br> 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 Plaza (40-150k)

| Exit | 82 | Demand Exit: | $0 \%$ |
| :--- | :--- | :--- | :--- |
| Entry | 134 | Demand Entry: | $0 \%$ |

210 - Single-Family Detached Housing

| Balanced: <br> 0 | Demand Entry: | $0 \%$ | $(0)$ | Entry |
| :---: | :---: | :---: | :---: | :---: |
| 23 |  |  |  |  |
| Balanced: | Demand Exit: | $0 \%$ | $(0)$ | Exit |
| 0 |  | 68 |  |  |

821 - Shopping Plaza (40-150k)

|  | Total Trips | Internal Trips |  | External Trips |
| :--- | :--- | :--- | :--- | :--- |
|  | $210-$-Single-Family <br> Detached Housing | Total | $0(0 \%)$ |  |


| 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 |  | External Trips |
|  |  | 821 - Shopping Plaza (40-150k) | Total |  |
| 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 <br> Trips |
| :--- | :---: | :---: | :---: | :---: |
| 821 - Shopping Plaza (40-150k) | 216 | 0 | 0 | 216 |
| 210 - Single-Family Detached Housing | 91 | 0 | 0 | 91 |

## ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Landuse No deviations from ITE.

Methods No deviations from ITE.
External Trips 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

## PERIOD SETTING

| Analysis Name : | Weekday, Peak Hour of <br> Adjacent Street Traffic, One <br> Hour Between 4 and 6 p.m. |
| :--- | :--- |
| Project Name : | Suncoast Background |
| Date: | $4 / 11 / 2023$ |
| State/Province: |  |
| Country: |  |
| Analyst's Name: | KE |

No:
City:
Zip/Postal Code:
Client Name:
Edition: Trip Generation Manual, 11th Ed

| Land Use | Independent Variable | Size | Time Period | Method | Entry | Exit | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 821 - Shopping Plaza | 1000 Sq. Ft. GLA | 125 | Weekday, Peak | Average | 318 | 331 | 649 |
| (40-150k) - |  |  | Hour of Adjacent | 5.19 | 49\% | 51\% |  |
| Supermarket - No |  |  | Street Traffic, |  |  |  |  |
| (General |  |  | One Hour |  |  |  |  |
| Urban/Suburban) |  |  | Between 4 and 6 p.m. |  |  |  |  |
| 210 - Single-Family | Dwelling Units | 125 | Weekday, Peak | Best Fit (LOG) | 77 | 46 | 123 |
| Detached Housing |  |  | Hour of Adjacent | $\operatorname{Ln}(\mathrm{T})=0.94 \mathrm{Ln}(\mathrm{X})$ | 63\% | 37\% |  |
| (General |  |  | Street Traffic, | +0.27 |  |  |  |
| Urban/Suburban) |  |  | One Hour |  |  |  |  |
|  |  |  | Between 4 and |  | $395$ | $371$ | 7 |

## TRAFFIC REDUCTIONS

| Land Use | Entry <br> 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)
$\begin{array}{lllll}\text { Exit } & 331 & \text { Demand Exit: } & 0 \% & (0) \\ \text { Entry } & 318 & \text { Demand Entry: } & 0 \% & (0)\end{array}$

210 - Single-Family Detached Housing
Balanced: 0 Balanced: 0

Demand Entry: 0 \% (0)
Demand Exit: 0 \% (0)

Entry 77
Exit 46

821 - Shopping Plaza (40-150k)

|  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
|  | Total Trips | Internal Trips <br> $210-$ Single-Family <br> Detached Housing <br> External Trips |  |  |
| Entry | $318(100 \%)$ | $0(0 \%)$ | $0(0 \%)$ | $318(100 \%)$ |
| Exit | $331(100 \%)$ | $0(0 \%)$ | $0(0 \%)$ | $331(100 \%)$ |


| Total | $649(100 \%)$ | $0(0 \%)$ | $0(0 \%)$ | $649(100 \%)$ |
| :--- | :--- | :--- | :--- | :--- |


| 210 - Single-Family Detached Housing |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  | Total Trips | Internal Trips |  | External Trips |
|  |  | 821 - Shopping Plaza (40-150k) | Total |  |
| 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 <br> 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


LEGEND
$13 / 40=\mathrm{AM} / \mathrm{PM}$ PEAK HOUR TRAFFIC



FIGURE A-2

## PERIOD SETTING



TRAFFIC REDUCTIONS

| Land Use | Entry | Adjusted Entry | Exit Reduction | Adjusted Exit |
| :--- | :--- | :--- | :--- | :--- |
| 221 - Multifamily Housing (Mid-Rise) | Reduction |  | $0 \%$ | 126 |

## EXTERNAL TRIPS

| Land Use | External Trips | Pass-by\% | Pass-by Trips | Non-pass-by <br> Trips |
| :--- | :---: | :---: | :---: | :---: |
| 221 - Multifamily Housing (Mid-Rise) | 164 | 0 | 0 | 164 |

## ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.
Landuse No deviations from ITE.
Methods No deviations from ITE.

## SUMMARY

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

## PERIOD SETTING



TRAFFIC REDUCTIONS

| Land Use | Entry | Adjusted Entry | Exit Reduction | Adjusted Exit |
| :--- | :--- | :--- | :--- | :--- |
| 221 - Multifamily Housing (Mid-Rise) | $0 \%$ | 95 | $0 \%$ | 61 |

EXTERNAL TRIPS

| Land Use | External Trips | Pass-by\% | Pass-by Trips | Non-pass-by <br> Trips |
| :--- | :---: | :---: | :---: | :---: |
| 221 - Multifamily Housing (Mid-Rise) | 156 | 0 | 0 | 156 |

## 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.

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: | $\mathbf{0 7 : 0 0 - 0 9 : 0 0}$ |
|  | 16:00-18:00 |
| Control: | Signalized |

## SIGNAL TIMING

| PHASES | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{2}$ |
| :--- | :---: | :---: | :---: |
| NL/SL | $00: 21$ | $00: 20$ | $00: 40$ |
| EL/ET | $00: 25$ | $00: 25$ | $00: 14$ |
| ET/WT | $00: 21$ | $00: 42$ | $00: 40$ |

National Data \& Surveying ServicesIntersection Turning Movement Count

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

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


| PM | NORTHBOUND |  |  |  | SOUTHEOUUND |  |  |  | EASTBOUND |  |  |  | WESTBOUND |  |  |  | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU |  |
| 4:00 PM | 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 |  |  | 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\% |  |
| PEAK HR: | 04:45 PM - 05:45 PM |  |  |  | $\begin{gathered} 5 \\ 0.625 \end{gathered}$ | $\begin{gathered} 11 \\ 0.550 \end{gathered}$ | $\begin{gathered} 82 \\ 0.759 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 103 \\ 0.888 \end{gathered}$ | $\begin{gathered} 407 \\ 0.917 \end{gathered}$ | $\begin{gathered} 278 \\ 0.869 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 2 \\ 0.500 \end{gathered}$ | $\begin{gathered} 548 \\ 0.840 \end{gathered}$ | 20.500 | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{aligned} & \hline \text { TOTAL } \\ & 1769 \\ & 0.916 \end{aligned}$ |
| PEAK HR VOL: | 307 | 16 | 8 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PEAK HR FACTOR : | 0.959 | 0.571 | 0.500 | 0.000 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 0.951 |  |  |  |  |  |  |  |  | 0.912 |  |  |  | 0.841 |  |  |  |

## National Data \& Surveying ServicesIntersection Turning Movement Count

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 - Cars


| PM | NORTHBOUND |  |  |  | SOUTHBOUND |  |  |  | EASTBOUND |  |  |  | WESTBOUND |  |  |  | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | NL | NT | NR | NU | SL | 51 | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU |  |
| 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 |
| TOTAL VOLUMES : APPROACH \%'s: | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
|  | 528 | 28 | 15 | 0 | 9 | 18 | 149 | 0 | 186 | 724 | 535 | 2 | 5 | 929 |  |  | 3130 |
|  | 92.47\% | 4.90\% | 2.63\% | 0.00\% | 5.11\% | 10.23\% | 84.66\% | 0.00\% | 12.85\% | 50.03\% | 36.97\% | 0.14\% | 0.53\% | 99.25\% | 0.21\% | 0.00\% |  |
| PEAK HR : | 04:45 PM - 05:45 PM |  |  |  | $\begin{gathered} 5 \\ 0.625 \end{gathered}$ | $\begin{gathered} 11 \\ 0.550 \end{gathered}$ | $\begin{gathered} 81 \\ 0.779 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 102 \\ 0.879 \end{gathered}$ | 3890.953 | 2650.849 | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 2 \\ 0.500 \end{gathered}$ | $\begin{gathered} 522 \\ 0.842 \end{gathered}$ | $\begin{gathered} 1 \\ 0.250 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{aligned} & \text { TOTAL } \\ & 1694 \\ & 0.923 \end{aligned}$ |
| PEAK HR VOL : | 292 | 16 | 8 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PEAK HR FACTOR : | 0.924 | 0.571 | 0.500 | 0,000 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 0.952 |  |  |  |  | 0,808 |  |  |  | 0.931 |  |  |  |  |  |  |  |

## National Data \& Surveying ServicesIntersection Turning Movement Count



## National Data \& Surveying ServicesIntersection Turning Movement Count

| Location: Trillium Blvd/County Line Rd \& County Line Rd/CR 578/Ayers Rd <br> City: Brooksville <br> Control: Signalized |  |  |  |  |  |  |  |  |  |  |  |  |  | $\begin{aligned} & \text { ject ID: } \\ & \text { Date: } \end{aligned}$ | $\frac{2-120516-4}{2 / 1 / 2022}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Data - Bikes |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| NS/EW Streets: | Trillium Blva/County Line Rd |  |  |  | Trililium Blvd/County Line Rd |  |  |  | County Line Rd/CR 578/Ayers Rd |  |  |  | County Line Rd/CR 578/Ayers Rd |  |  |  |  |
| AM | NORTHBOUND |  |  |  | SOUTHBOUND |  |  |  | EASTBOUND |  |  |  | WESTBOUND |  |  |  |  |
|  | ${ }_{0}^{0}$ | - | 0 | NU | $\begin{aligned} & 0 \\ & \mathrm{SL} \end{aligned}$ | 0ST | 0 | 0 | $\underset{E}{0}$ | 0ET | 0 | 0 | $0$ | $\begin{gathered} 0 \\ w T \end{gathered}$ | O |  |  |
|  |  |  | NR |  |  |  | SR | SU |  |  | ER | EU |  |  |  |  | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 0 | 0 | 0 | $0$ | $0$ | 1 | $0$ |  |
| APPROACH \%'s: |  |  |  |  | 0.00\% | 0.00\% | 100.00\% | 0.00\% |  |  |  |  |  |  |  |  |  |
| PEAK HR: |  | 7:00 AN | 8:00 AM |  |  |  |  |  |  |  |  |  |  |  |  |  | 0 |
| PEAK HR VOL: PEAK HR FACTOR | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | 0 0.000 | 0 0.000 | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | 0 0.000 | ${ }_{0}^{0} 000$ | 0 0.000 | 0 0.000 | 0.000 | 0.000 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | NOR | UUND |  |  | Sout | OUND |  |  | EAS | UND |  |  | WEST | OUND |  |  |
| PM |  | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | NL | NT | NR | NU | SL | ST | SR | Su | EL | ET | ER | EU | WL | WT | WR | wu | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| 4:45 PM | 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 | O |  | 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 |  | a | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | NL | $\begin{gathered} \text { NT } \\ 0 \end{gathered}$ | $\begin{gathered} \text { NR } \\ 0 \end{gathered}$ | $\begin{gathered} \text { NU } \\ 0 \end{gathered}$ | $\begin{gathered} \text { SL } \\ 0 \end{gathered}$ | $\begin{gathered} \mathrm{ST} \\ 0 \end{gathered}$ | $\begin{gathered} \text { SR } \\ 0 \end{gathered}$ | $\begin{gathered} \text { SU } \\ 0 \end{gathered}$ | $\begin{gathered} \text { EL } \\ 0 \end{gathered}$ | $\begin{gathered} E T \\ 0 \end{gathered}$ | $\begin{gathered} E R \\ 0 \end{gathered}$ | 0 | $\begin{gathered} \text { WL } \\ 0 \end{gathered}$ | $1$ |  |  | 1 |
| TOTAL VOLUMES: APPROACH \%'s : | 0 |  |  |  |  |  |  |  |  |  |  |  |  | 100.00\% | 0.00\% | 0.00\% |  |
| PEAK HR: |  | 04:45 PI | 5:45 PI |  |  |  |  |  |  |  |  |  |  |  |  |  | TOTAL |
| PEAK HR VOL: | 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 |  |

National Data \& Surveying ServicesIntersection Turning Movement 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 | unty Line | Trillium Blvd/County Line Rd |  | County Line Rd/CR 578/Ayers Rd |  | County Line Rd/CR 578/Ayers Rd |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AM | NORTH LEG |  | SOUTH LEG |  | EAST LEG |  | WEST LEG |  | TOTAL |
|  | EB | WB | EB | WB | NB | SB | NB | SB |  |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES: APPROACH \%'s : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  |  |  |  |  |  |  |  |  |  |
| PEAK HR : | 07:00 AM - 08:00 AM |  | 0 | 0 | 0 | 0 | 0 | 0 | $\begin{aligned} & \hline \text { TOTAL } \\ & 0 \end{aligned}$ |
| PEAK HR VOL: PEAK HR FACTOR : | 0 | 0 |  |  |  |  |  |  |  |


| PM | NORTH LEG |  | SOUTH LEG |  | EAST LEG |  | WEST LEG |  | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | EB | WB | EB | WB | NB | SB | NB | SB |  |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH \%'s : |  |  |  |  |  |  |  |  |  |
| PEAK HR : | 04:45 | 45 PM |  |  |  |  |  |  | TOTAL |
| PEAK HR VOL PEAK HR FACTOR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Prepared by National Data \& Surveying Services
Trillium Blvd/County Line Rd \& County Line Rd/CR 578/Ayers Rd

## Peak Hour Turning Movement Count

ID: 22-120516-003 City: Brooksville



Cars (PM)


1
1
1

## 





National Data \& Surveying Services

| Site Code: | 22-120516-004 |
| :--- | :--- |
| Date: | 12/01/2022 |
| Weather: | Sunny |
| City: | Brooksville |
| County: | Hernando |
| Count Times: | $\mathbf{0 7 : 0 0 - 0 9 : 0 0}$ |
|  | 16:00-18:00 |
| Control: | Signalized |

## SIGNAL TIMING

| PHASES | $\mathbf{1}$ | $\mathbf{c}$ | $\mathbf{2}$ |
| :--- | :---: | :---: | :---: |
| $\mathbf{3}$ |  |  |  |
| NT/ST | $02: 28$ | $00: 27$ | $00: 31$ |
| ET/WT | $00: 23$ | $00: 21$ | $00: 23$ |



## National Data \& Surveying ServicesIntersection Turning Movement Count

| Location: Ayers Rd \& Trilium BlvdCity: ${ }^{\text {Brooksville }}$Control: Signalized |  |  |  |  |  |  |  |  |  |  |  |  | Project ID: $22-120516-004$Date: $12 / 1 / 2022$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NS/EW Streets: | Ayers Rd |  |  |  | Ayers Rd |  |  |  | Trillium Blvd |  |  |  | Trillium Blva |  |  |  |  |
| AM | NORTHBOUND |  |  |  | SOUTHBOUND |  |  |  | EASTBOUND |  |  |  | WESTBOUND |  |  |  |  |
|  | - | NT | 0 | - | 0SL | 05 | 0 | SU | 0 | - | ER | EU | 0 | $\begin{gathered} \mathbf{0} \\ \text { WT } \end{gathered}$ | WR | $\stackrel{0}{\mathbf{w}^{0}}$ | TOTAL |
|  |  |  | NR |  |  |  | SR |  | EL |  |  |  |  |  |  |  |  |
| 7:00 AM | 1 | 103 | , | 0 | 2 | 56 | 4 | 0 | 17 | 0 | 3 | 0 | 10 | WT | 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 | 0 | 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 |  | 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 |  |  | 24 | 518 |  |  | 109 | 12 | 27.11\% | ${ }_{0}^{0.00 \%}$ | 100 $60.61 \%$ |  | ${ }^{57}$ 54.5\% | $\begin{gathered} 0 \\ 0.00 \% \end{gathered}$ |  |
| APPROACH \%'s: | 1.31\% | 95.41\% | 3.28\% | 0.00\% | 4.15\% | 89.46\% | 6.39\% | 0.00\% | 65.66\% | 7.23\% | 27.11\% |  | 60.61\% |  |  |  |  |
| PEAK HR: |  | 7:15 AM | 8:15 AM |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 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 |
|  |  |  |  |  |  |  |  |  |  | 0.8 |  |  |  |  |  |  |  |



## National Data \& Surveying ServicesIntersection Turning Movement Count




National Data \& Surveying ServicesIntersection Turning Movement Count



National Data \& Surveying ServicesIntersection Turning Movement Count

| Location: Ayers Rd \& Trillium BlvdCity: BrooksvilleControl: Signalized |  |  |  |  |  |  |  |  |  |  |  |  | Project ID: 22-120516-004 Date: 12/1/2022 |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NS/EW Streets: | Ayers Rd |  |  |  | Ayers Rd |  |  |  | Trillium Blvd |  |  |  | Trillium Blvd |  |  |  |  |
| AM | NORTHBOUND |  |  |  | SOUTHBOUND |  |  |  | EASTBOUND |  |  |  | WESTBOUND |  |  |  |  |
|  | 0NL | 0 | 0 | 0 | 0 | $0$ | 0 | 0 | 0 | $0$ | ER | $\begin{gathered} 0 \\ \text { EU } \end{gathered}$ | $0$ | $0$ | WR | $\begin{gathered} 0 \\ \text { Wu } \end{gathered}$ | TOTAL |
| $\begin{aligned} & \text { 7:00 AM } \\ & 7: 15 \mathrm{AM} \\ & 7: 30 \mathrm{AM} \\ & 7: 45 \mathrm{AM} \end{aligned}$ |  | NT | NR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 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 |
| TOTAL VOLUMES : APPROACH \%'s : | NL | NT | NR | NU | SL | 51 | $\overline{S R}$ | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  | 2 |  | $0$ | $1$ |  | $0$ | $0$ | 4 |
|  |  |  |  |  | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | 0.00\% | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ |  | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ | $\begin{aligned} & \text { TOTAL } \\ & 1 \\ & 0.250 \end{aligned}$ |
| PEAK HR: | 07:15 AM - 08:15 AM |  |  |  |  |  |  |  | $\begin{gathered} 0 \\ 0.000 \end{gathered}$ |  |  |  | $\begin{gathered} 1 \\ 0.250 \end{gathered}$ |  |  |  |  |
| PEAK HR VOL : PEAK HR FACTOR : | 0 | 0 | 0 | 0 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 0.000 | 0.000 | 0.000 | 0.000 |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PM | NORTHBOUND |  |  |  | SOUTHBOUND |  |  |  | EASTBOUND |  |  |  | WESTBOUND |  |  |  | TOTAL |
|  | 0 |  | 0 | 0$N U$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |  |
|  | NL | NT | NR |  | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU |  |
| $\begin{aligned} & \text { 4:00 PM } \\ & 4: 15 \mathrm{PM} \\ & 4: 30 \mathrm{PM} \\ & 4: 45 \mathrm{PM} \end{aligned}$ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
|  | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
|  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 |
|  | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTAL VOLUMES: <br> APPROACH \%'s: | $\begin{aligned} & \hline \text { NL } \\ & 0 \\ & 0.00 \% \end{aligned}$ | $\begin{gathered} \hline \text { NT } \\ 0 \\ 0.00 \% \\ \hline \end{gathered}$ | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
|  |  |  | 1 | 0 | 1 | 2 | 5 | 0 | 3 | 3 | 0 | 0 | 2 | 1 | 4 |  | 22 |
|  |  |  | 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\% |  |
| PEAK HR: | 04:45 PM-05:45 PM |  |  |  | $\begin{gathered} 1 \\ 0.250 \end{gathered}$ | $\begin{gathered} 2 \\ 0.250 \end{gathered}$ |  |  |  |  |  |  |  |  |  |  | TOTAL |
| PEAK HR VOL: | 0 | 0 | 0 | 0 |  |  | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 12 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 |  |  | 0.250 | 0.000 | 0.250 | 0.250 | 0.000 | 0,000 | 0.000 | 0.000 | 0,250 | 0.000 | 0.429 |
|  |  |  |  |  |  |  | 0.500 |  | 0.417 |  |  |  | 0.250 |  |  |  |  |

National Data \& Surveying ServicesIntersection Turning Movement
Location: Ayers Rd \& Trillium Blvd
Count
Project ID: 22-120516-004
City: Brooksville
Date: $12 / 1 / 2022$
Data - Pedestrians (Crosswalks)


| PM | NORTH LEG |  | SOUTH LEG |  | EAST LEG |  | WEST LEG |  | TOTAL |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | EB | WB | EB | WB | NB | SB | NB | SB |  |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 |
| TOTAL VOLUMES: APPROACH \%'s : | EB | WB | EB | WB | NB | SB | NB | SB | ${ }_{6}$ |
|  | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 1 |  |
|  | 66.67\% | 33.33\% |  |  | 0.00\% | 100.00\% | 50.00\% | 50.00\% |  |
| PEAK HR : | 04:45 PM - 05:45 PM |  | 0 | 0 | 0 | $\begin{gathered} 1 \\ 0.250 \\ \hline \end{gathered}$ | 0 | 0 | $\begin{gathered} \hline \text { TOTAL } \\ 3 \\ 0.750 \end{gathered}$ |
| PEAK HR VOL: | 2 | 0 |  |  |  |  |  |  |  |
| PEAK HR FACTOR : | 0.500 |  |  |  |  |  |  |  |  |
|  | 0.500 |  |  |  | 0.250 |  |  |  |  |

Prepared by National Data \& Surveying Services

## 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 | $\begin{aligned} & \text { MOCF: } 0.97 \\ & \text { PSCF } \end{aligned}$ |
| :---: | :---: | :---: | :---: |
| 1 | 01/01/2021-01/02/2021 | 0.95 | 0.98 |
| 2 | 01/03/2021-01/09/2021 | 1.02 | 1.05 |
| 3 | 01/10/2021-01/16/2021 | 1.08 | 1.11 |
| 4 | 01/17/2021-01/23/2021 | 1.07 | 1.10 |
| 5 | 01/24/2021-01/30/2021 | 1.06 | 1.09 |
| 6 | 01/31/2021-02/06/2021 | 1.06 | 1.09 |
| 7 | 02/07/2021-02/13/2021 | 1.05 | 1.08 |
| 8 | 02/14/2021-02/20/2021 | 1.04 | 1.07 |
| 9 | 02/21/2021-02/27/2021 | 1.02 | 1.05 |
| 10 | 02/28/2021-03/06/2021 | 1.01 | 1.04 |
| 11 | 03/07/2021-03/13/2021 | 0.99 | 1.02 |
| 12 | 03/14/2021-03/20/2021 | 0.98 | 1.01 |
| 13 | 03/21/2021-03/27/2021 | 0.98 | 1.01 |
| 14 | 03/28/2021-04/03/2021 | 0.98 | 1.01 |
| 15 | 04/04/2021-04/10/2021 | 0.98 | 1.01 |
| 16 | 04/11/2021-04/17/2021 | 0.98 | 1.01 |
| 17 | 04/18/2021-04/24/2021 | 0.98 | 1.01 |
| 18 | 04/25/2021-05/01/2021 | 0.98 | 1.01 |
| 19 | 05/02/2021-05/08/2021 | 0.98 | 1.01 |
| 20 | 05/09/2021-05/15/2021 | 0.98 | 1.01 |
| 21 | 05/16/2021-05/22/2021 | 0.98 | 1.01 |
| 22 | 05/23/2021-05/29/2021 | 0.99 | 1.02 |
| 23 | 05/30/2021-06/05/2021 | 0.99 | 1.02 |
| 24 | 06/06/2021-06/12/2021 | 0.99 | 1.02 |
| 25 | 06/13/2021-06/19/2021 | 1.00 | 1.03 |
| 26 | 06/20/2021-06/26/2021 | 1.01 | 1.04 |
| 27 | 06/27/2021-07/03/2021 | 1.02 | 1.05 |
| 28 | 07/04/2021-07/10/2021 | 1.04 | 1.07 |
| 29 | 07/11/2021-07/17/2021 | 1.05 | 1.08 |
| 30 | 07/18/2021-07/24/2021 | 1.05 | 1.08 |
| 31 | 07/25/2021-07/31/2021 | 1.05 | 1.08 |
| 32 | 08/01/2021-08/07/2021 | 1.05 | 1.08 |
| 33 | 08/08/2021-08/14/2021 | 1.05 | 1.08 |
| 34 | 08/15/2021-08/21/2021 | 1.05 | 1.08 |
| 35 | 08/22/2021-08/28/2021 | 1.05 | 1.08 |
| 36 | 08/29/2021-09/04/2021 | 1.04 | 1.07 |
| 37 | 09/05/2021-09/11/2021 | 1.04 | 1.07 |
| 38 | 09/12/2021-09/18/2021 | 1.03 | 1.06 |
| 39 | 09/19/2021-09/25/2021 | 1.02 | 1.05 |
| * 40 | 09/26/2021-10/02/2021 | 1.00 | 1.03 |
| * 41 | 10/03/2021-10/09/2021 | 0.99 | 1.02 |
| * 42 | 10/10/2021-10/16/2021 | 0.97 | 1.00 |
| * 43 | 10/17/2021-10/23/2021 | 0.97 | 1.00 |
| * 44 | 10/24/2021-10/30/2021 | 0.97 | 1.00 |
| * 45 | 10/31/2021-11/06/2021 | 0.96 | 0.99 |
| * 46 | 11/07/2021-11/13/2021 | 0.96 | 0.99 |
| * 47 | 11/14/2021-11/20/2021 | 0.96 | 0.99 |
| *48 | 11/21/2021-11/27/2021 | 0.95 | 0.98 |
| *49 | 11/28/2021-12/04/2021 | 0.95 | 0.98 |
| * 50 | 12/05/2021-12/11/2021 | 0.95 | 0.98 |
| *51 | 12/12/2021-12/18/2021 | 0.95 | 0.98 |
| *52 | 12/19/2021-12/25/2021 | 1.02 | 1.05 |
| 53 | 12/26/2021-12/31/2021 | 1.08 | 1.11 |

* PEAK SEASON

SIGNAL TIMING SHEETS


## Hernando County, FL



County Line Rd \& Trillium Blyd - Econolite Type - Cobalt
Plan 1 - "

| Phase | 14 | 2 | 3 | 4 | 5 | 6 | 7 | 18 | 18 | 10 | 11 | 112 | 13 | 14 | \|15 | \|16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | N-L | S-T | E.L | W-T | \|S-L | N-T | M-L | \|E | N | N | IN | 1N | 1 N | \|N | [N | N |
| Min Green | 5 | 15 | 5 | 115 | 15 | 15 | 15 | \|15 | 15 | 5 | 5 | 15 | 15 | 5 | 15 | 15 |
| 日k Min Green | 10 | 10 | 0 | 10 | 0 | 10 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 10 |
| CS Min Green | 10 | 0 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | 10 |
| Delay Green | 10 | 3 | 0 | 3 | 10 | 13 | 10 | 13 | 0 | 0 | 0 | 10 | 10 | 0 | 10 | 10 |
| Walk | 10 | 7 | Ia | 7 | 10 | 7 | 10 | 17 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Walk2 | 10 | 0 | 10 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 0 | 10 | 10 | 0 | 10 | 10 |
| Walk Max | 0 | 0 | 10 | 10 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 10 | 0 |
| Ped Clear | 10 | 18 | 10 | 22 | 10 | 22 | 10 | 28 | 0 | 16 | 10 | 116 | 0 | 16 | 10 | 16 |
| Ped Clear 2 | 0 | 0 | 10 | 10 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Ped Clear Max | 10 | 0 | 10 | 10 | 10 | 10 | 10 | 0 | 10 | 0 | 0 | 10 | 0 | 0 | 10 | j0 |
| Ped CO | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 10 | 10 |
| Vehicle Ext | 13.0 | 3.0 | 13.0 | 13.0 | 13.0 | 3.0 | 13.0 | 13.0 | 5.0 | 5.0 | 5.0 | 15.0 | 5.0 | 5.0 | 15.0 | 15.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 | 0.0 | 10.0 |
| Max1 | 115 | 45 | 10 | 135 | 195 | 145 | 10 | 35 | 15 | 45 | 10 | 135 | 15 | 145 | 110 | 135 |
| Max2 | 140 | 40 | 140 | 140 | 40 | 140 | 140 | 140 | 0 | 0 | 0 | 10 | 10 | 0 | 10 | 10 |
| Max3 | 10 | 0 | 10 | 10 | 10 | 10 | 10 | jo | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| DYM Max | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Dym Step | 10.0 | 0.0 | 0.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| Yellow | 4.8 | 4.8 | 4.0 | 4.0 | 4.8 | 14.8 | 4.0 | 4.0 | 4.8 | 4.8 | 4.0 | 14.0 | 4.8 | 4.8 | 4.0 | 14.0 |
| Red Clear | 2.5 | 2.4 | 3.1 | 3.1 | 12.4 | 2.5 | 3.1 | 13.1 | 2.5 | 2.4 | 3.1 | 13.1 | 2.4 | 2.5 | 13.1 | 3.1 |
| Red Max | 10.0 | 0.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 12.0 | 12.0 | 2.0 | 12.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act 84 | 0 | 0 | 0 | 0 | 10 | 10 | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 10.0 |
| Max Int | 0 | 0 | 10 | Jo | 10 | 0 | 10 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 10 |
| Time B4 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 10 | 10 | 10 | 0 | 10 | 10 |
| Cars Wh | 10 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 10 | 10 |
| STPTDuc | 0.0 | 0.0 | 10.0 | 10.0 | 10.0 | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | j0.0 | 0.0 |
| TTReduc | 10 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 10 | 0 |
| Min Gap | 0.0 | 0.0 | 10.0 | 10.0 | 10.0 | 0.0 | 10.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 |

Tuesday, January 24, 2023


## INTERSECTION ANALYSIS

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Configurations | ${ }^{*}$ | 舟 | F | 1 | 个 ${ }_{\text {¢ }}$ |  | ${ }^{*}$ | $t$ |  | 7 | $\hat{F}$ |  |
| 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) |  |  |  |  |  |  |  |  |  |  |  |  |
| Confl. Bikes (\#/hr) |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |
| Heavy Vehicles (\%) | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% |
| Bus Blockages (\#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (\#/hr) |  |  |  |  |  |  |  |  |  |  |  |  |
| Mid-Block Traffic (\%) |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA |  |
| Protected Phases | 1 | 6 | 7 | 5 | 2 |  | 7 | 4 |  | 3 | 8 |  |
| Permitted Phases | 6 |  | 6 | 2 |  |  | 4 |  |  | 8 |  |  |
| Detector Phase | 1 | 6 | 7 | 5 | 2 |  | 7 | 4 |  | 3 | 8 |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |
| Minimum Initial (s) | 5.0 | 15.0 | 5.0 | 5.0 | 15.0 |  | 5.0 | 15.0 |  | 5.0 | 5.0 |  |
| Minimum Split (s) | 12.3 | 22.3 | 12.1 | 12.2 | 22.2 |  | 12.1 | 25.1 |  | 12.1 | 12.1 |  |
| Total Split (s) | 15.0 | 45.0 | 10.0 | 15.0 | 45.0 |  | 10.0 | 35.0 |  | 10.0 | 35.0 |  |
| Total Split (\%) | 14.3\% | 42.9\% | 9.5\% | 14.3\% | 42.9\% |  | 9.5\% | 33.3\% |  | 9.5\% | 33.3\% |  |
| Yellow Time (s) | 4.8 | 4.8 | 4.0 | 4.8 | 4.8 |  | 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 |  |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 |  |
| Total Lost Time (s) | 7.3 | 7.3 | 7.1 | 7.2 | 7.2 |  | 7.1 | 7.1 |  | 7.1 | 7.1 |  |
| 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) | 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 |  |
| 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 |  | 152.8 | 22.7 |  | 20.9 | 12.6 |  |
| 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 |  | 20.9 | 12.6 |  |
| LOS | B | B | A | B | C |  | F | C |  | C | B |  |
| Approach Delay |  | 10.1 |  |  | 22.2 |  |  | 140.9 |  |  | 14.9 |  |
| Approach LOS |  | B |  |  | C |  |  | F |  |  | B |  |

## Intersection Summary

Cycle Length: 105
Actuated Cycle Length: 61.9
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 34.2
Intersection Capacity Utilization 68.7\%

Intersection LOS: C
ICU Level of Service C

Analysis Period (min) 15


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

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Configurations | ${ }^{\prime}$ | 坐个 | 1 | 7 | $\uparrow{ }_{6}$ |  | ${ }^{7}$ | $\hat{\beta}$ |  | ${ }^{*}$ | ¢ | F |
| 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) |  |  |  |  |  |  |  |  |  |  |  |  |
| Confl. Bikes (\#/hr) |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |
| Heavy Vehicles (\%) | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% |
| Bus Blockages (\#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (\#/hr) |  |  |  |  |  |  |  |  |  |  |  |  |
| Mid-Block Traffic (\%) |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA | Perm |
| Protected Phases | 1 | 6 | 7 | 5 | 2 |  | 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 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 |  | 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/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 Effit Green (s) | 26.5 | 25.1 | 35.4 | 21.0 | 16.5 |  | 14.0 | 17.7 |  | 20.9 | 15.2 | 15.2 |
| Actuated g/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 | B | C |  | E | C |  | B | C | A |
| Approach Delay |  | 11.4 |  |  | 24.9 |  |  | 74.3 |  |  | 12.2 |  |
| Approach LOS |  | B |  |  | C |  |  | E |  |  | B |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |

Cycle Length: 105
Actuated Cycle Length: 67.4
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 24.6
Intersection Capacity Utilization 57.4\%
Intersection LOS: C

Analysis Period (min) 15


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

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Configurations | 7 | 个个 | \％ | ${ }^{*}$ | 性 |  | 7 | $\hat{\square}$ |  | 7 | 4 | \％ |
| 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） |  |  |  |  |  |  |  |  |  |  |  |  |
| Confl．Bikes（\＃／hr） |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100\％ | 100\％ | 100\％ | 100\％ | 100\％ | 100\％ | 100\％ | 100\％ | 100\％ | 100\％ | 100\％ | 100\％ |
| Heavy Vehicles（\％） | 2\％ | 2\％ | 2\％ | 2\％ | 2\％ | 2\％ | 2\％ | 2\％ | 2\％ | 2\％ | 2\％ | 2\％ |
| Bus Blockages（\＃／hr） | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking（\＃／hr） |  |  |  |  |  |  |  |  |  |  |  |  |
| Mid－Block Traffic（\％） |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |
| Shared Lane Traffic（\％） |  |  |  |  |  |  |  |  |  |  |  |  |
| Turn Type | pm＋pt | NA | pm＋ov | pm＋pt | NA |  | pm＋pt | NA |  | pm＋pt | NA | Perm |
| Protected Phases | 1 | 6 | 7 | 5 | 2 |  | 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 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） | 18.0 | 43.0 | 25.0 | 14.0 | 39.0 |  | 25.0 | 31.0 |  | 17.0 | 23.0 | 23.0 |
| Total Split（\％） | 17．1\％ | 41．0\％ | 23．8\％ | 13．3\％ | 37．1\％ |  | 23．8\％ | 29．5\％ |  | 16．2\％ | 21．9\％ | 21．9\％ |
| 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／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） | 47.1 | 45.0 | 70.2 | 35.2 | 29.6 |  | 40.0 | 27.5 |  | 23.2 | 15.0 | 15.0 |
| Actuated g／C Ratio | 0.46 | 0.44 | 0.69 | 0.35 | 0.29 |  | 0.39 | 0.27 |  | 0.23 | 0.15 | 0.15 |
| 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 |  | 23.7 | 40.6 | 1.6 |
| 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 | 1.6 |
| LOS | D | C | A | B | D |  | D | C |  | C | D | A |
| Approach Delay |  | 19.2 |  |  | 42.4 |  |  | 34.2 |  |  | 14.9 |  |
| Approach LOS |  | B |  |  | D |  |  | C |  |  | B |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |

Cycle Length： 105
Actuated Cycle Length： 102
Natural Cycle： 90
Control Type：Actuated－Uncoordinated
Maximum v／c Ratio： 0.85
Intersection Signal Delay： 28.9
Intersection Capacity Utilization 78．0\％
Intersection LOS：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

|  | $\Rightarrow$ | $\rightarrow$ |  | 4 |  | 4 | 4 | $\dagger$ | \% |  | $\dagger$ | $+$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }_{1}$ | 44 | 7 | $\cdots$ | 个t |  | ${ }^{*}$ | $\hat{\dagger}$ |  | ${ }^{\circ}$ | 4 | 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) |  |  |  |  |  |  |  |  |  |  |  |  |
| Confl. Bikes (\#/hr) |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Growth Factor | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |
| Heavy Vehicles (\%) | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% |
| Bus Blockages (\#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (\#/hr) |  |  |  |  |  |  |  |  |  |  |  |  |
| Mid-Block Traffic (\%) |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Turn Type | pm+pt | NA | pm+ov | pm+pt | NA |  | pm+pt | NA |  | pm+pt | NA | Perm |
| Protected Phases | 1 | 6 | 7 | 5 | 2 |  | 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 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 |  | 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/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 |  | 0.21 | 0.26 |  | 0.31 | 0.23 | 0.23 |
| $\mathrm{v} / \mathrm{c}$ 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 |  | 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 | B | B | A | B | C |  | F | C |  | C | C | A |
| Approach Delay |  | 11.4 |  |  | 24.9 |  |  | 75.1 |  |  | 12.7 |  |
| Approach LOS |  | B |  |  | C |  |  | E |  |  | B |  |
| Intersection Summary |  |  |  |  |  |  |  |  |  |  |  |  |
| Cycle Length: 105 |  |  |  |  |  |  |  |  |  |  |  |  |
| Actuated Cycle Length: 67.5 |  |  |  |  |  |  |  |  |  |  |  |  |
| Natural Cycle: 75 |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Type: Actuated-Uncoordinated |  |  |  |  |  |  |  |  |  |  |  |  |
| Maximum v/c Ratio: 0.97 |  |  |  |  |  |  |  |  |  |  |  |  |
| Intersection Signal Delay: 24.6 |  |  |  | Intersection LOS: C |  |  |  |  |  |  |  |  |
| Intersection Capacity Utilization 57.4\% |  |  |  | ICU Level of Service B |  |  |  |  |  |  |  |  |
| Analysis Period (min) 15 |  |  |  |  |  |  |  |  |  |  |  |  |

[^0]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

|  | $\rangle$ |  |  |  |  | 4 | 4 | $\dagger$ | 7 | ＊ | $\frac{1}{7}$ | $\downarrow$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | ${ }^{7}$ | 个 $\uparrow$ | 「 | \％ | 炜 |  | \％ | A |  | 7 | $\uparrow$ | 「 |
| 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） |  |  |  |  |  |  |  |  |  |  |  |  |
| 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 |
| Parking（\＃／hr） |  |  |  |  |  |  |  |  |  |  |  |  |
| Mid－Block Traffic（\％） |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |  | 0\％ |  |
| Shared Lane Traffic（\％） |  |  |  |  |  |  |  |  |  |  |  |  |
| 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 |  | 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 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） | 18.0 | 43.0 | 25.0 | 14.0 | 39.0 |  | 25.0 | 31.0 |  | 17.0 | 23.0 | 23.0 |
| Total Split（\％） | 17．1\％ | 41．0\％ | 23．8\％ | 13．3\％ | 37．1\％ |  | 23．8\％ | 29．5\％ |  | 16．2\％ | 21．9\％ | 21．9\％ |
| 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／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 Efft Green（s） | 47.4 | 45.3 | 70.5 | 35.5 | 29.9 |  | 40.0 | 27.3 |  | 23.4 | 15.0 | 15.0 |
| Actuated g／C Ratio | 0.46 | 0.44 | 0.69 | 0.35 | 0.29 |  | 0.39 | 0.27 |  | 0.23 | 0.15 | 0.15 |
| v／c Ratio | 0.89 | 0.33 | 0.29 | 0.01 | 0.86 |  | 0.75 | 0.14 |  | 0.26 | 0.17 | 0.31 |
| Control Delay | 54.9 | 20.1 | 1.5 | 15.0 | 43.1 |  | 35.4 | 29.9 |  | 24.1 | 41.0 | 1.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  | 0.0 | 0.0 |  | 0.0 | 0.0 | 0.0 |
| Total Delay | 54.9 | 20.1 | 1.5 | 15.0 | 43.1 |  | 35.4 | 29.9 |  | 24.1 | 41.0 | 1.8 |
| LOS | D | C | A | B | D |  | D | C |  | C | D | A |
| Approach Delay |  | 21.9 |  |  | 43.0 |  |  | 34.6 |  |  | 15.4 |  |
| Approach LOS |  | c |  |  | D |  |  | C |  |  | B |  |

Intersection Summary
Cycle Length： 105
Actuated Cycle Length： 102.3
Natural Cycle： 90
Control Type：Actuated－Uncoordinated
Maximum v／c Ratio： 0.89
Intersection Signal Delay 30.2
Intersection Capacity Utilization 79．3\％
Intersection LOS：C
Analysis Period（min） 15

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


Timings
3: AYERS RD \& TRILIUM BLVD
08/09/2023


Timings
3: AYERS RD \& TRILIUM BLVD
Splits and Phases: 3 : AYERS RD \& TRILIUM BLVD



Timings
3: AYERS RD \& TRILIUM BLVD
Splits and Phases: 3: AYERS RD \& TRILIUM BLVD


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lane Configurations |  | \& |  |  | $\dagger$ |  | 7 | 种 |  | 7 | 楽 |  |
| 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) |  |  |  |  |  |  |  |  |  |  |  |  |
| Confl. Bikes (\#hr) |  |  |  |  |  |  |  |  |  |  |  |  |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% | 100\% |
| Heavy Vehicles (\%) | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% | 2\% |
| Bus Blockages (\#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (\#/hr) |  |  |  |  |  |  |  |  |  |  |  |  |
| Mid-Block Traffic (\%) |  | 0\% |  |  | 0\% |  |  | 0\% |  |  | 0\% |  |
| Shared Lane Traffic (\%) |  |  |  |  |  |  |  |  |  |  |  |  |
| Turn Type | 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 |  |  | 12.4 |  | 8.0 | 10.6 |  | 8.1 | 9.8 |  |
| LOS |  | B |  |  | B |  | A | B |  | A | A |  |
| Approach Delay |  | 12.8 |  |  | 12.4 |  |  | 10.5 |  |  | 9.7 |  |
| Approach LOS |  | B |  |  | B |  |  | B |  |  | A |  |

## Intersection Summary

Cycle Length: 95
Actuated Cycle Length: 42
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 10.6
Intersection LOS: B
Intersection Capacity Utilization 40.2\%
ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: AYERS RD \& TRILIUM BLVD


Timings
3: AYERS RD \& TRILIUM BLVD


Timings
3: AYERS RD \& TRILIUM BLVD
Splits and Phases: 3: AYERS RD \& TRILIUM BLVD


HCS7 Two-Way Stop-Control Report

## General Information

| Analyst | KE | Intersection | TRILLIUM BLVD 8LACCESS |
| :--- | :--- | :--- | :--- |
| Agency/Co. | LINCKS \& ASSOCIATES, INC. | Jurisdiction |  |
| Date Performed | $5 / 11 / 2023$ | East/West Street |  |
| Analysis Year | 2030 | North/South Street |  |
| Time Analyzed | AM PEAK HOUR | Peak Hour Factor |  |
| Intersection Orientation | North-South | Analysis Time Period (hrs) | 0.92 |
| Project Description | BACKGROUND PLUS PROJECT TRAFFIC |  |  |

## Lanes



Vehicle Volumes and Adjustments


General 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 TRAFFIC |  |  |
| Lanes |  |  |  |



Vehicle Volumes and Adjustments

| Approach | Eastbound |  |  |  | Westbound |  |  |  | Northbound |  |  |  | Southbound |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement | U | L | T | R | U | L | T | R | U | L | T | R | $U$ | L | T | R |
| Priority |  | 10 | 11 | 12 |  | 7 | 8 | 9 | 1 U | 1 | 2 | 3 | 4 U | 4 | 5 | 6 |
| Number of Lanes |  | 0 | 1 | 0 |  | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| Configuration |  |  | LR |  |  |  |  |  |  | L | T |  |  |  |  | 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 | Undivided |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical and Follow-up Headways |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Base Critical Headway (sec) |  | 7.1 |  | 6.2 |  |  |  |  |  | 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, and Level of Service



TURN LANE WARRANTS


Figure 7. Warrant for left-turn storage lanes on two-lane highways,

FDOT DESIGN MANUAL EXHIBIT 212-1

## MEDIAN TURN LANES

Minimum deceleration lengths

rakes Applled After Turning
Vehicle clears through Lane
Entry Speed:
10 mph Below Design Speed
For Urban Condition
For Urban Condition
Average Running Speed For Rural Condition

Single left turn

| MEDIAN TURN LANES |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { Design } \\ & \text { Speed } \\ & \text { (mph) } \end{aligned}$ | $\begin{aligned} & \text { Entry } \\ & \text { Speed } \\ & \text { (mph } \end{aligned}$ | $\begin{gathered} \text { Clearance } \\ \text { Dlstance } \\ L_{1} \text { (ft.) } \end{gathered}$ | UABAN CONDITIONS |  |  | RURAL CONDITIONS |  |  |
|  |  |  | $\begin{array}{\|c} \text { Brake To } \\ \text { stop } \\ \text { Sistance } \\ L_{2}(f t .) \end{array}$ | Total Decel. Distance $t(f t)$ | $\begin{gathered} \text { Clearance } \\ \text { Distance } \\ L_{3} \text { (ft.) } \end{gathered}$ | $\begin{array}{\|l\|l\|} \hline \text { Brake To } \\ \text { Stop } \\ \text { Distance } \\ L_{2}(f f .) \end{array}$ | $\begin{array}{\|c} \text { Total } \\ \text { Decel. } \\ \text { Distance } \\ L \text { (ft) } \end{array}$ | $\left\lvert\, \begin{gathered} \text { Clearance } \\ \text { Distance } \\ L_{3}(f t .) \end{gathered}\right.$ |
| 35 | 25 | 70 | 75 | 145 | 110 | - | - | - |
| 40 | 30 | 80 | 75 | 155 | 120 | - | - | - |
| 45 | 35 | 85 | 100 | 185 | 135 | - | - | - |
| 50 | 40/44 | 105 | 135 | 240 | 160 | 185 | 290 | 160 |
| 55 | 48 | 125 | - | - | - | 225 | 350 | 195 |
| 60 | 52 | 145 | - | - | - | 260 | 405 | 230 |
| 65 | 55 | 170 | - | - | - | 290 | 460 | 270 |


[^0]:    AM PEAK HOUR- BACKGROUND PLUS PROJECT TRAFFIC WITH BACKGROUND IMPROVEMENT $11: 59 \mathrm{pm} 05 / 09 / 292 \mathrm{Z}$ hro 10 Report KE

