

TRANSPORTATION ANALYSIS

KARLIK PROPERTY

Prepared For

PULTE GROUP

Prepared By



LINCKS & ASSOCIATES, INC.

Engineers - Planners

Tampa, Florida

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

May, 2022

Project No. 21199

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

Date



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INTRODUCTION

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

This analysis was conducted in conformance with the Hernando County Facility Design Guidelines. The access to serve the project is proposed to be via Powell Road. A copy of the proposed site plan is included in the appendix of this report.

ESTIMATED PROJECT AVERAGE DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021, as its data base. Based on these trip rates, the proposed development would generate approximately 708 daily trip ends.

PROJECT PEAK HOUR TRAFFIC

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

1.



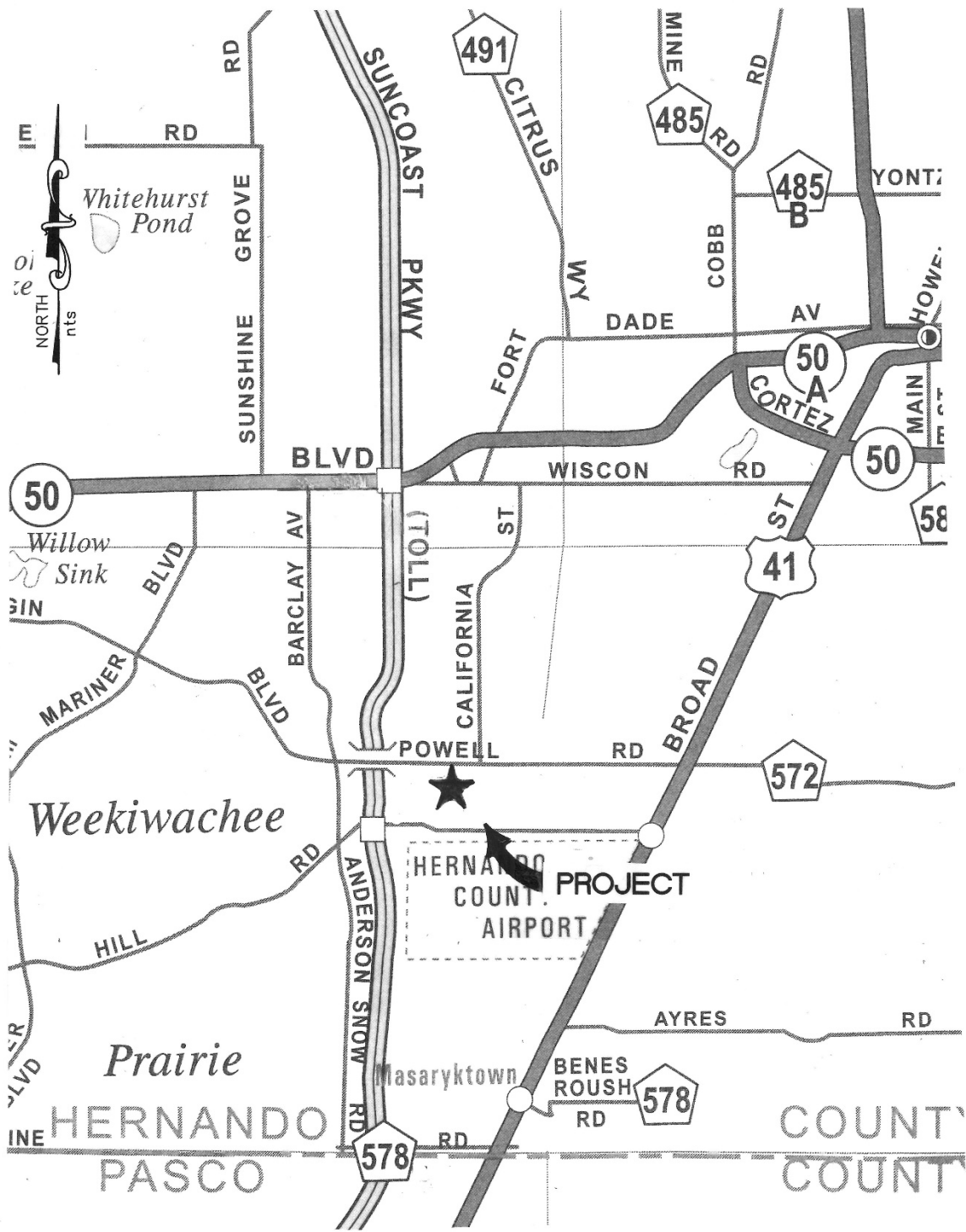


FIGURE 1
PROJECT LOCATION



TABLE 1

ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

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

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

PROJECT TRIP DISTRIBUTION

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

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

ADJACENT ROADWAYS

As stated previously, the project is located south of Powell Road and west of California Street in Hernando County, Florida. Powell Road is a two (2) lane undivided roadway in the vicinity of the project.

According to the Hernando County CIP, there are no capacity adding improvements budgeted in the vicinity of the project.

STUDY AREA

The study network includes those roadways in which the project traffic consumes 5% of the peak hour adopted Level of Service capacity for the roadways within the vicinity of the project.

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





LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/13/22

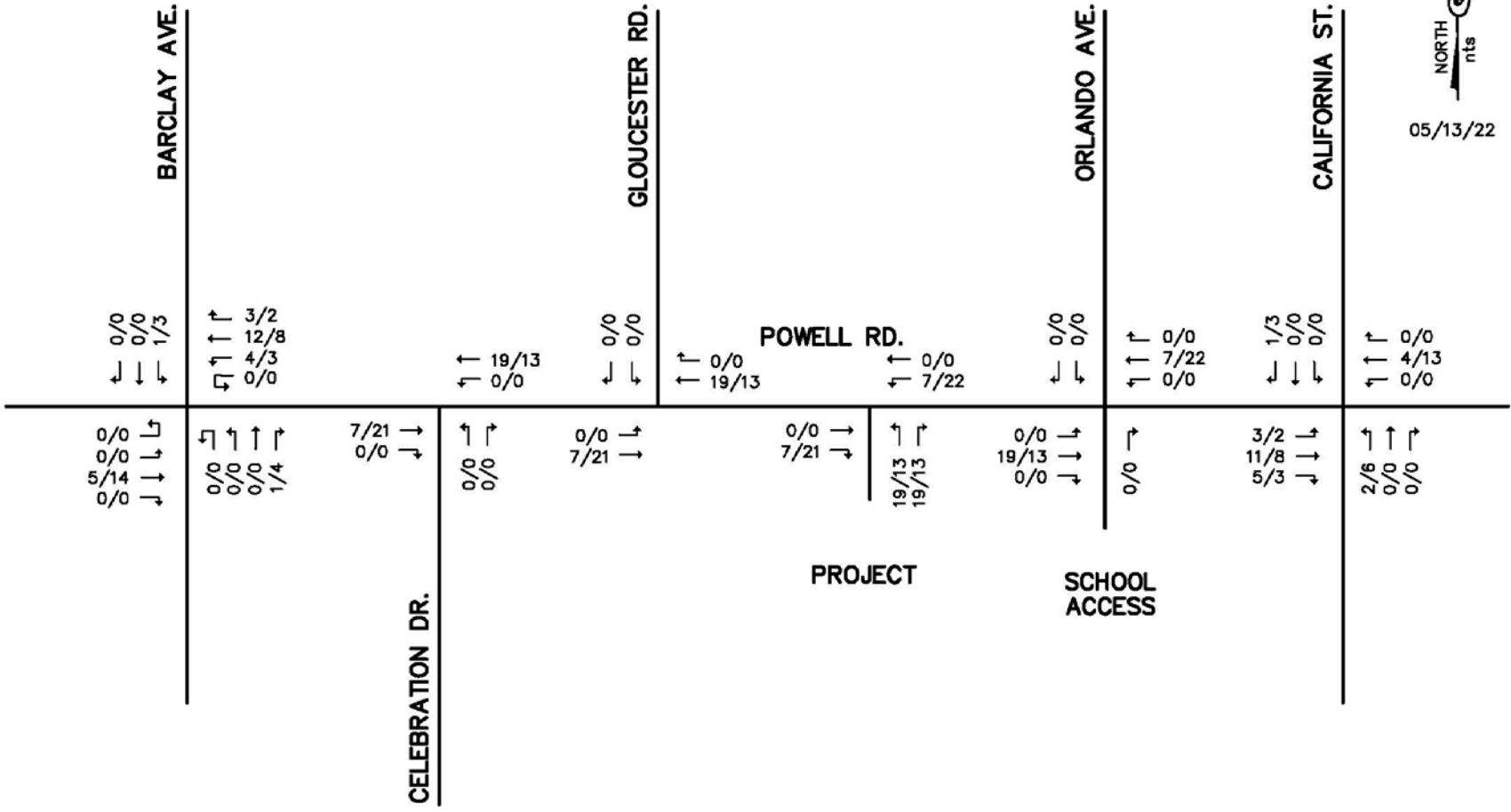


FIGURE 2
PROJECT TRAFFIC



TABLE 2
STUDY NETWORK DETERMINATION

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

(1) Source: Hernando County Tier I spreadsheet.

(2) Directly accessed roadway.

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

BUILDOUT

Buildout of the project is anticipated to be 2025.

BACKGROUND TRAFFIC

The 2025 background traffic utilized in this analysis was calculated as follows:

- 1) AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hour turning movement counts were conducted at the intersections within the study network which are as follows:

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

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

Figure 3 illustrates the peak season traffic.





LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/13/22

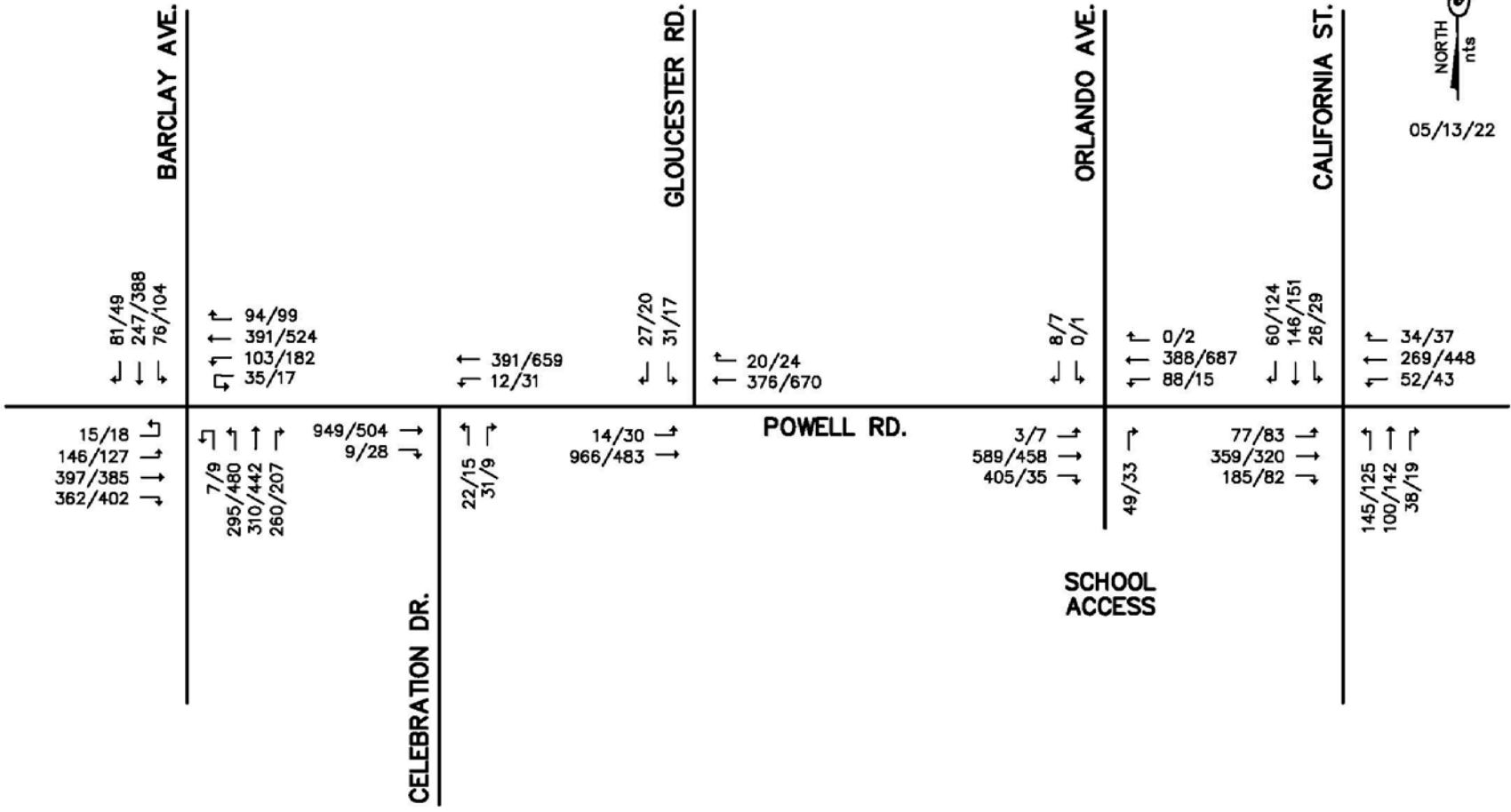


FIGURE 3
PEAK SEASON TRAFFIC

- 3) The peak season traffic was increased by the annual growth rate for each segment contained in the Hernando County Tier I spreadsheet.
- 4) The project traffic for the following projects was added to the volumes in #3 as background traffic:
 - Sterling Hill – Phase IV
 - Pine View Grove Estates
 - Village Van Gogh
 - Rainbow Glen

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

ARTERIAL ANALYSIS

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

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

INTERSECTION ANALYSIS

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





LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/13/22

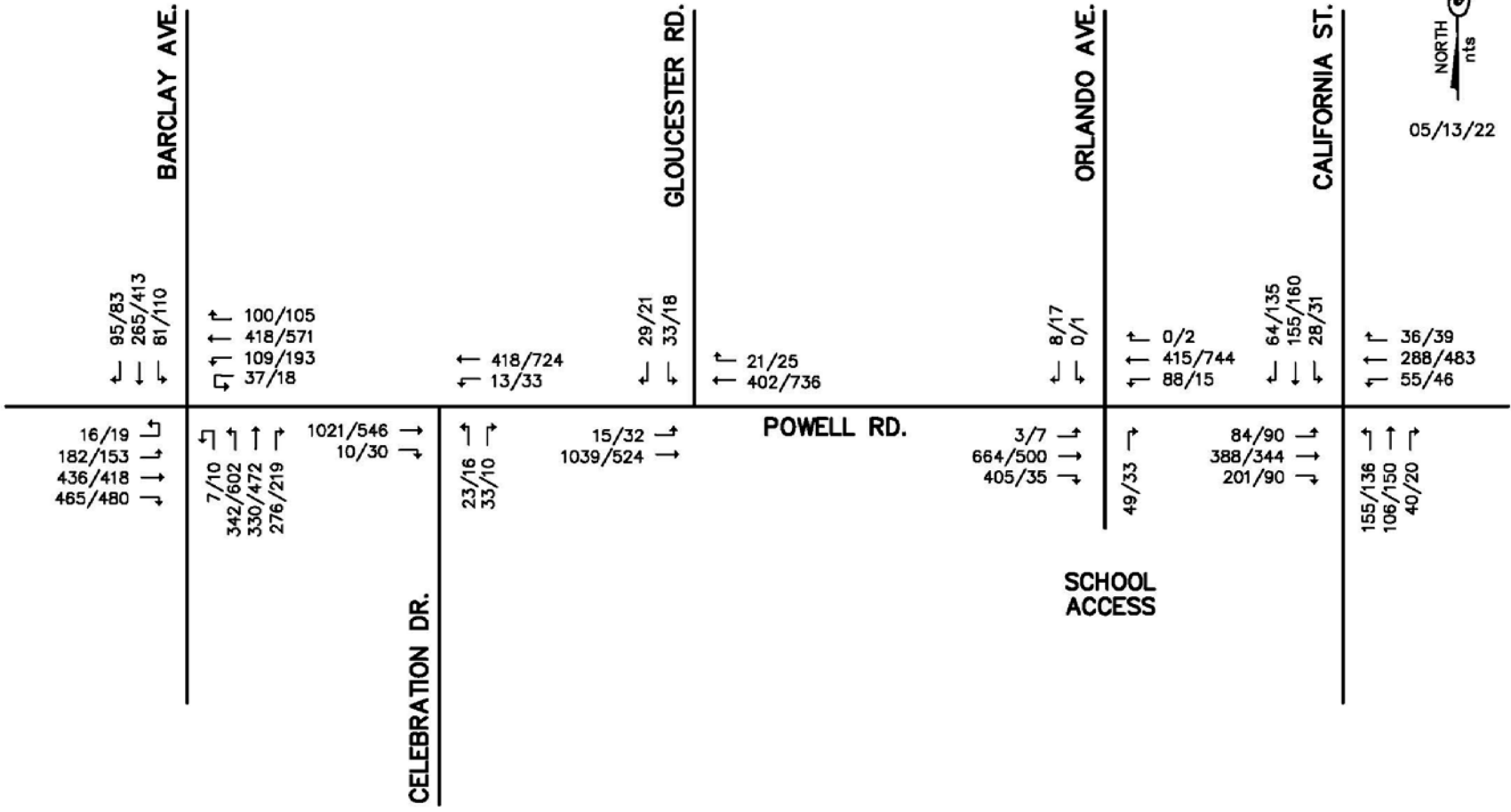


FIGURE 4
BACKGROUND TRAFFIC

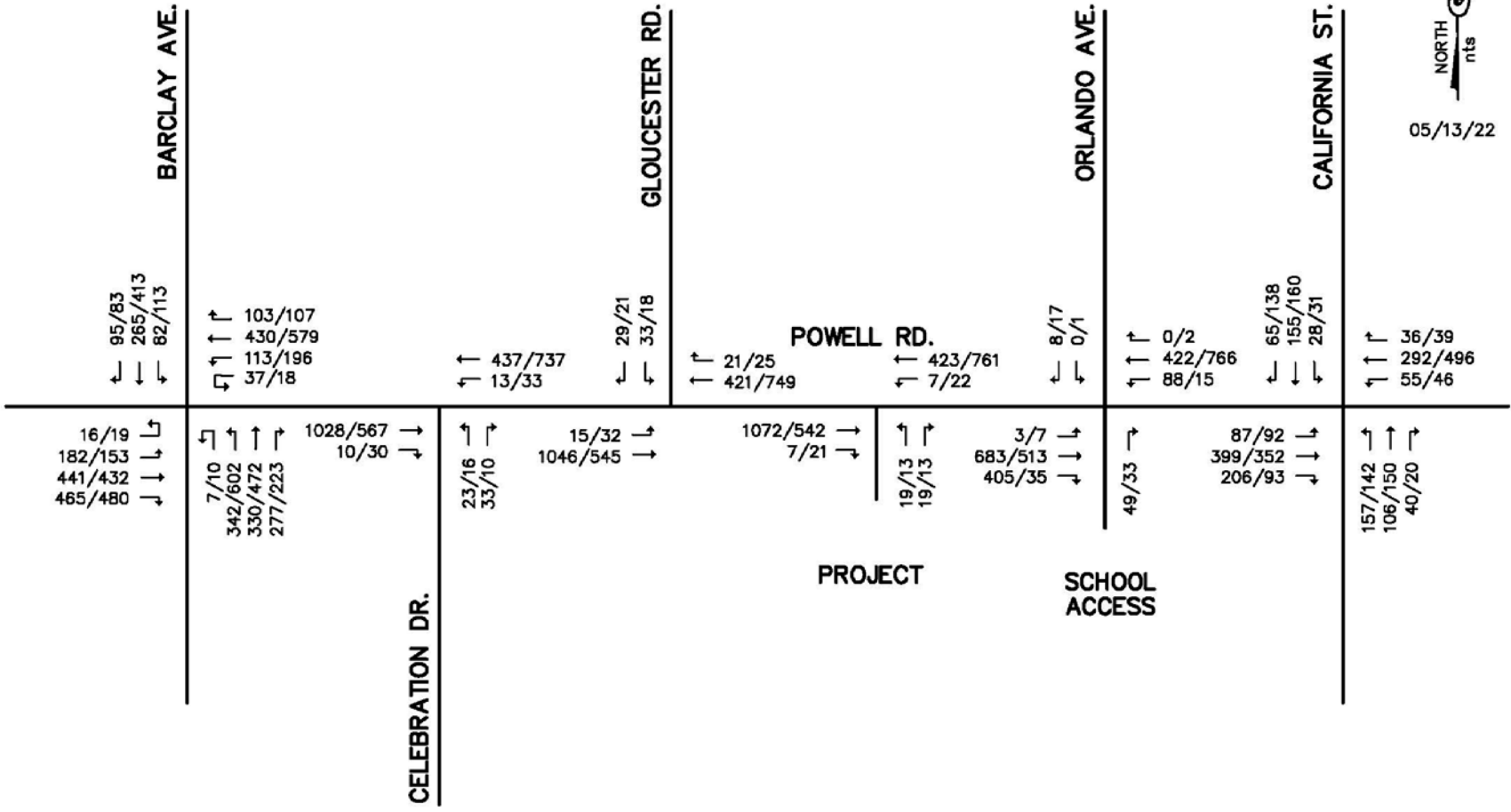


LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



05/13/22



**FIGURE 5
BACKGROUND PLUS
PROJECT TRAFFIC**



TABLE 3
ARTERIAL ANALYSIS

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

intersections:

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

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

Powell Road and Barclay Avenue

Signalized intersection analysis indicates that the overall intersection may operate at a Level of Service D and F during the AM and PM peak hours, respectively, with the 2025 background traffic and existing geometry and signal timings. The following improvements are required to allow all the movements to operate with a V/C ratio less than 1.0 with the background traffic:

- Eastbound left turn lane
- Westbound right turn lane
- Northbound through and/or right turn lane
- Southbound right turn lane

With the addition of the project traffic, the overall intersection should operate at a Level of Service D during both AM and PM peak hours and V/C ratio of less than 1.0 for all





TABLE 4
SIGNALIZED INTERSECTION
LEVEL OF SERVICE

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



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

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

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

Powell Road and California Street

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

Powell Road and Project Access

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

ACCESS RECOMMENDATIONS

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





TABLE 6
ACCESS RECOMMENDATIONS

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

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

Powell Road and Project Access

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

CONCLUSION

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

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



APPENDIX



SITE PLAN



| LEGEND | |
|----------|-----------------------------|
| [Symbol] | EXISTING IMPROVEMENTS |
| [Symbol] | PROPOSED IMPROVEMENTS |
| [Symbol] | PROPOSED DRIVE |
| [Symbol] | PROPOSED SIDEWALK |
| [Symbol] | PROPOSED BIKEWAY |
| [Symbol] | PROPOSED PARK SPACE |
| [Symbol] | OTHER PROPOSED IMPROVEMENTS |
| [Symbol] | PROPOSED DRAINAGE |
| [Symbol] | SINGLE FAMILY |



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

| SITE DATA TABLE | |
|---------------------------|--------------------------|
| PROJECT LOCATION | HERNANDO COUNTY, FLORIDA |
| APPLICANT | PULTE HOME COMPANY, LLC |
| | 2662 FALKENBURG ROAD |
| | RENEVIEW, FL 33578 |
| PARCEL KEY | 377598 |
| SECTION/TOWNSHIP/RANGE | 13/23 SOUTH/18 EAST |
| CURRENT ZONING | AF |
| PROPOSED ZONING | PP1 (SF) |
| TOTAL PROJECT AREA | 19.477 ACRES |
| SINGLE FAMILY DETACHED | 64 (3.5 DU/AC) |
| MINIMUM LOT AREA 6,000 SF | |
| 50' x 120' LOTS | |
| BUILDING SETBACKS | |
| FRONT | 20' (DEVIATION FROM 25) |
| REAR | 15' (DEVIATION FROM 20) |
| SIDE (INTERNAL LOTS) | 5' (DEVIATION FROM 10') |
| SIDE (CORNER LOTS) | 15' |

CELEBRATION DRIVE

DREAMS BEGIN LN

FANTASY WAY

RENE COURT

POWELL ROAD

TREE LINED BOULEVARD ENTRANCE ROADWAY

20' WIDE MIN. BUFFER

20' WIDE MIN. BUFFER

20' WIDE MIN. BUFFER

FLOOD ZONE 'X' AREA OF TYPICAL FLOOD HAZARD

FLOOD ZONE 'X' AREA OF TYPICAL FLOOD HAZARD

DRA (0.85 Ac.)

AMENITY PARK SPACE (1.20 Ac.)

DRA (1.05 Ac.)



VICINITY MAP
N.T.S.

HERNANDO DISTRICT SCHOOLS

BUFFERS:

THE BUFFER TRACTS INDICATED ON THE PLAN WILL COMPLY WITH ALL APPLICABLE REGULATIONS AND ORDINANCES OF THE COUNTY AND STATE OF FLORIDA. BUFFER TRACTS SHALL BE MAINTAINED AS OPEN SPACE AND NOT BE DEVELOPED FOR ANY OTHER PURPOSE.

FLOOD PLANS:

THE DESIGN OF THIS PROJECT HAS BEEN CONDUCTED IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND ORDINANCES OF THE COUNTY AND STATE OF FLORIDA. FLOOD PLANS SHALL BE MAINTAINED AS OPEN SPACE AND NOT BE DEVELOPED FOR ANY OTHER PURPOSE.

FIRE PROTECTION:

THE DESIGN OF THIS PROJECT HAS BEEN CONDUCTED IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND ORDINANCES OF THE COUNTY AND STATE OF FLORIDA. FIRE PROTECTION SHALL BE MAINTAINED AS OPEN SPACE AND NOT BE DEVELOPED FOR ANY OTHER PURPOSE.

GENERAL NOTES:

- 1. THE DESIGN OF THIS PROJECT HAS BEEN CONDUCTED IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND ORDINANCES OF THE COUNTY AND STATE OF FLORIDA.
- 2. THE DESIGN OF THIS PROJECT HAS BEEN CONDUCTED IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND ORDINANCES OF THE COUNTY AND STATE OF FLORIDA.
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- 9. THE DESIGN OF THIS PROJECT HAS BEEN CONDUCTED IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND ORDINANCES OF THE COUNTY AND STATE OF FLORIDA.
- 10. THE DESIGN OF THIS PROJECT HAS BEEN CONDUCTED IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND ORDINANCES OF THE COUNTY AND STATE OF FLORIDA.

| | |
|---|---|
| PROJECT NAME: KARLIK PROPERTY | LEVELUP CONSULTING, LLC 505 E JACKSON STREET SUITE 200 TAMPA, FLORIDA 33602 OFFICE: 813-375-0616 WWW.LEVELUPFLORIDA.COM |
| DRAWING TITLE: ZONING MASTER PLAN | |
| PREPARED FOR: PULTE HOME COMPANY, LLC | |
| PROJECT No: 191-01-01 SHEET: 1 OF 1 | |

DATE PREPARED: FEBRUARY 25, 2022

TRIP GENERATION



PERIOD SETTING

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

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

TRAFFIC REDUCTIONS

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

EXTERNAL TRIPS

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

ITE DEVIATION DETAILS

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

SUMMARY

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

PERIOD SETTING

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

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

TRAFFIC REDUCTIONS

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

EXTERNAL TRIPS

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

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

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

SUMMARY

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

PERIOD SETTING

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

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

TRAFFIC REDUCTIONS

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

EXTERNAL TRIPS

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

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

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

SUMMARY

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

TURNING MOVEMENT COUNTS





National Data & Surveying Services

Site Code: 22-120150-002

Date: 03/29/2022

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: Signalized

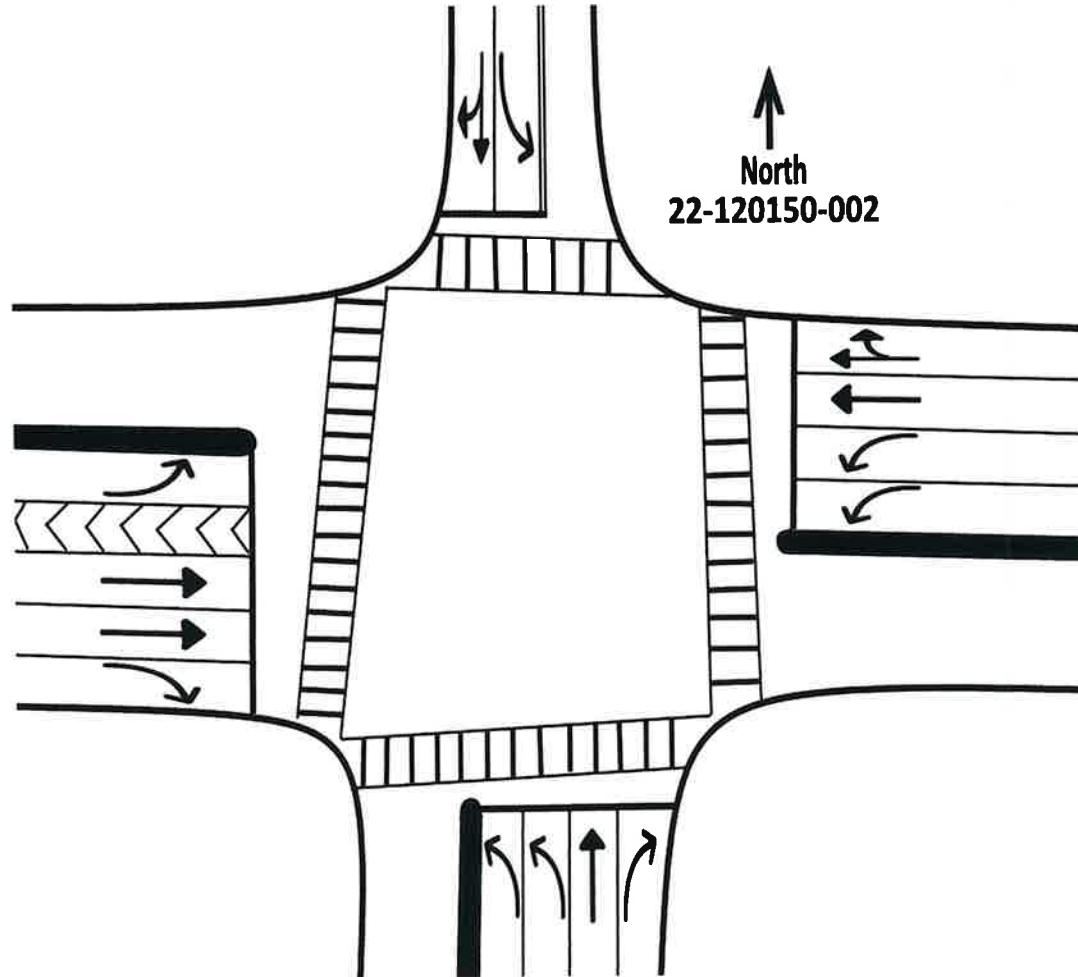
SIGNAL TIMING

| PHASES | 1 | 2 | 3 |
|--------|-------|-------|-------|
| NL/SL | 00:23 | 00:24 | 00:25 |
| NL/NT | 00:09 | 00:10 | 00:07 |
| NT/ST | 00:48 | 00:42 | 00:48 |
| EL/WL | 00:18 | 00:22 | 00:12 |
| WL/WT | - | - | 00:10 |
| ET/WT | 00:51 | 00:45 | 00:48 |



N/S Street: Barclay Ave

Speed: 50 MPH



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

Speed: 50 MPH

Barclay Ave & CR 572/Elgin Blvd/Powell Rd

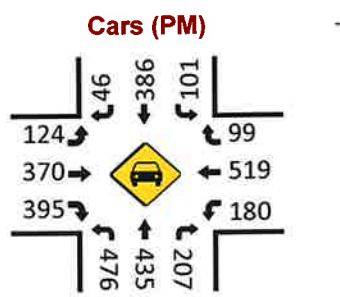
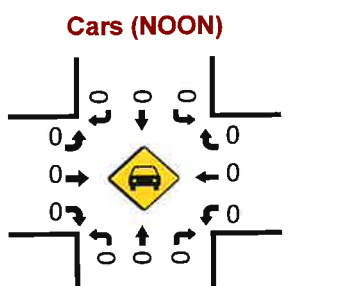
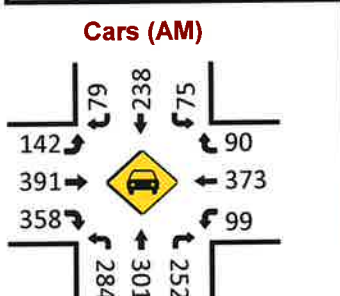
Peak Hour Turning Movement Count

ID: 22-120150-002
City: Spring Hill

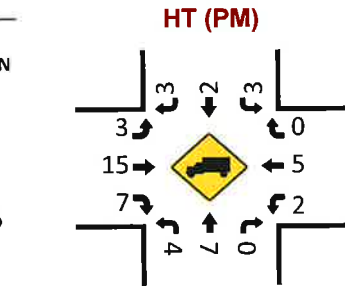
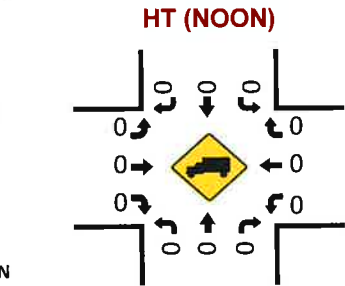
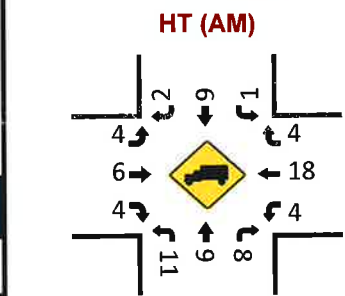
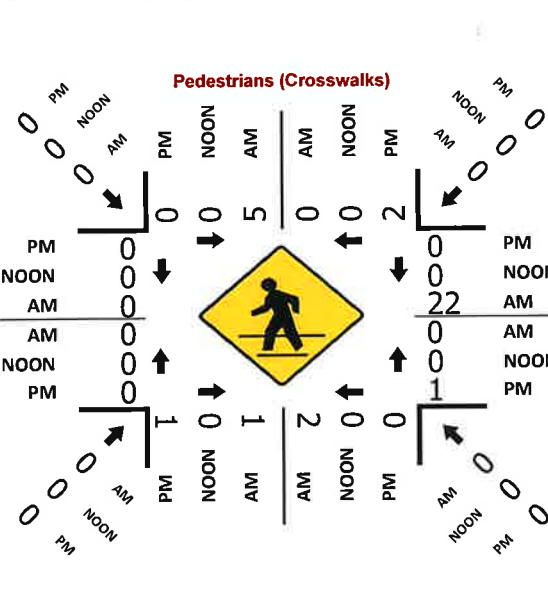
Day: Tuesday
Date: 3/29/2022

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

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



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



National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

| NS/EW Streets: | Barclay Ave | | | | Barclay Ave | | | | CR 572/Elgin Blvd/Powell Rd | | | | CR 572/Elgin Blvd/Powell Rd | | | | TOTAL | |
|-------------------------|----------------------------|---------|---------|---------|-------------|---------|---------|---------|-----------------------------|---------|---------|---------|-----------------------------|---------|---------|---------|-------|--|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| AM | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | TOTAL | |
| 7:00 AM | 38 | 64 | 28 | 0 | 28 | 72 | 11 | 0 | 21 | 109 | 76 | 3 | 15 | 50 | 12 | 1 | 528 | |
| 7:15 AM | 36 | 52 | 63 | 0 | 41 | 56 | 4 | 0 | 23 | 215 | 94 | 3 | 26 | 63 | 16 | 4 | 696 | |
| 7:30 AM | 39 | 72 | 57 | 0 | 29 | 75 | 10 | 0 | 27 | 147 | 91 | 5 | 29 | 70 | 14 | 2 | 667 | |
| 7:45 AM | 60 | 79 | 53 | 0 | 20 | 60 | 19 | 0 | 27 | 123 | 83 | 8 | 23 | 82 | 22 | 3 | 662 | |
| 8:00 AM | 68 | 78 | 43 | 1 | 29 | 48 | 14 | 0 | 34 | 110 | 95 | 6 | 28 | 83 | 23 | 5 | 665 | |
| 8:15 AM | 70 | 80 | 54 | 0 | 11 | 76 | 25 | 0 | 42 | 86 | 81 | 2 | 19 | 102 | 31 | 4 | 683 | |
| 8:30 AM | 73 | 69 | 64 | 3 | 15 | 62 | 16 | 0 | 40 | 96 | 91 | 4 | 38 | 117 | 27 | 15 | 730 | |
| 8:45 AM | 84 | 83 | 99 | 3 | 21 | 61 | 26 | 0 | 30 | 105 | 95 | 3 | 18 | 89 | 13 | 11 | 741 | |
| TOTAL VOLUMES : | 468 | 577 | 461 | 7 | 194 | 510 | 125 | 0 | 244 | 991 | 706 | 34 | 196 | 656 | 158 | 45 | 5372 | |
| APPROACH %'s : | 30.93% | 38.14% | 30.47% | 0.46% | 23.40% | 61.52% | 15.08% | 0.00% | 12.35% | 50.18% | 35.75% | 1.72% | 18.58% | 62.18% | 14.98% | 4.27% | | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 295 | 310 | 260 | 7 | 76 | 247 | 81 | 0 | 146 | 397 | 362 | 15 | 103 | 391 | 94 | 35 | 2819 | |
| PEAK HR FACTOR : | 0.878 | 0.934 | 0.657 | 0.583 | 0.655 | 0.813 | 0.779 | 0.000 | 0.869 | 0.902 | 0.953 | 0.625 | 0.678 | 0.835 | 0.758 | 0.583 | 0.951 | |
| | 0.810 | | | | 0.902 | | | | 0.939 | | | | 0.791 | | | | | |
| PM | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | TOTAL | |
| 4:00 PM | 95 | 95 | 44 | 1 | 16 | 94 | 15 | 0 | 22 | 69 | 59 | 7 | 36 | 113 | 23 | 5 | 694 | |
| 4:15 PM | 93 | 99 | 66 | 3 | 23 | 92 | 15 | 0 | 28 | 102 | 117 | 12 | 46 | 131 | 16 | 16 | 859 | |
| 4:30 PM | 118 | 129 | 58 | 1 | 31 | 105 | 9 | 0 | 40 | 116 | 120 | 5 | 50 | 123 | 26 | 2 | 933 | |
| 4:45 PM | 100 | 98 | 44 | 5 | 21 | 93 | 15 | 0 | 22 | 89 | 100 | 5 | 46 | 124 | 22 | 9 | 793 | |
| 5:00 PM | 127 | 107 | 46 | 2 | 21 | 84 | 12 | 0 | 28 | 86 | 73 | 4 | 37 | 138 | 31 | 2 | 798 | |
| 5:15 PM | 135 | 108 | 59 | 1 | 31 | 106 | 13 | 0 | 37 | 94 | 109 | 4 | 49 | 139 | 20 | 4 | 909 | |
| 5:30 PM | 115 | 106 | 28 | 0 | 36 | 117 | 15 | 0 | 23 | 84 | 87 | 5 | 52 | 117 | 23 | 4 | 812 | |
| 5:45 PM | 115 | 94 | 24 | 3 | 22 | 92 | 13 | 0 | 33 | 75 | 88 | 3 | 46 | 116 | 30 | 11 | 765 | |
| TOTAL VOLUMES : | 898 | 836 | 369 | 16 | 201 | 783 | 107 | 0 | 233 | 715 | 753 | 45 | 362 | 1001 | 191 | 53 | 6563 | |
| APPROACH %'s : | 42.38% | 39.45% | 17.41% | 0.76% | 18.42% | 71.77% | 9.81% | 0.00% | 13.34% | 40.95% | 43.13% | 2.58% | 22.53% | 62.29% | 11.89% | 3.30% | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 480 | 442 | 207 | 9 | 104 | 388 | 49 | 0 | 127 | 385 | 402 | 18 | 182 | 524 | 99 | 17 | 3433 | |
| PEAK HR FACTOR : | 0.889 | 0.857 | 0.877 | 0.450 | 0.839 | 0.915 | 0.817 | 0.000 | 0.794 | 0.830 | 0.838 | 0.900 | 0.910 | 0.942 | 0.798 | 0.472 | 0.920 | |
| | 0.930 | | | | 0.902 | | | | 0.829 | | | | 0.969 | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

| NS/EW Streets: | Barclay Ave | | | | Barclay Ave | | | | CR 572/Elgin Blvd/Powell Rd | | | | CR 572/Elgin Blvd/Powell Rd | | | | TOTAL | |
|-------------------------|----------------------------|---------|---------|---------|-------------|---------|---------|---------|-----------------------------|---------|---------|---------|-----------------------------|---------|---------|---------|-------|--|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| AM | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | TOTAL | |
| 7:00 AM | 36 | 64 | 28 | 0 | 25 | 72 | 11 | 0 | 19 | 104 | 75 | 3 | 15 | 50 | 12 | 1 | 515 | |
| 7:15 AM | 33 | 48 | 62 | 0 | 39 | 55 | 4 | 0 | 23 | 213 | 93 | 3 | 26 | 59 | 15 | 4 | 677 | |
| 7:30 AM | 38 | 70 | 56 | 0 | 29 | 70 | 10 | 0 | 27 | 145 | 90 | 4 | 29 | 69 | 12 | 2 | 651 | |
| 7:45 AM | 57 | 77 | 53 | 0 | 20 | 60 | 19 | 0 | 26 | 121 | 83 | 8 | 22 | 77 | 21 | 2 | 646 | |
| 8:00 AM | 66 | 75 | 40 | 1 | 29 | 45 | 14 | 0 | 34 | 108 | 94 | 6 | 26 | 81 | 23 | 5 | 647 | |
| 8:15 AM | 69 | 78 | 52 | 0 | 11 | 74 | 25 | 0 | 40 | 83 | 81 | 2 | 19 | 98 | 30 | 4 | 666 | |
| 8:30 AM | 70 | 66 | 64 | 3 | 14 | 59 | 14 | 0 | 38 | 95 | 90 | 4 | 36 | 114 | 24 | 15 | 706 | |
| 8:45 AM | 79 | 82 | 96 | 3 | 21 | 60 | 26 | 0 | 30 | 105 | 93 | 3 | 18 | 80 | 13 | 11 | 720 | |
| TOTAL VOLUMES : | 448 | 560 | 451 | 7 | 188 | 495 | 123 | 0 | 237 | 974 | 699 | 33 | 191 | 628 | 150 | 44 | 5228 | |
| APPROACH %'s : | 30.56% | 38.20% | 30.76% | 0.48% | 23.33% | 61.41% | 15.26% | 0.00% | 12.20% | 50.13% | 35.98% | 1.70% | 18.85% | 61.99% | 14.81% | 4.34% | | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 284 | 301 | 252 | 7 | 75 | 238 | 79 | 0 | 142 | 391 | 358 | 15 | 99 | 373 | 90 | 35 | 2739 | |
| PEAK HR FACTOR : | 0.899 | 0.918 | 0.656 | 0.583 | 0.647 | 0.804 | 0.760 | 0.000 | 0.888 | 0.905 | 0.952 | 0.625 | 0.688 | 0.818 | 0.750 | 0.583 | 0.951 | |
| | 0.812 | | | | 0.891 | | | | 0.936 | | | | 0.790 | | | | | |
| PM | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | TOTAL | |
| 4:00 PM | 93 | 95 | 44 | 1 | 16 | 92 | 15 | 0 | 22 | 68 | 58 | 7 | 35 | 109 | 23 | 5 | 683 | |
| 4:15 PM | 92 | 98 | 66 | 3 | 23 | 91 | 15 | 0 | 27 | 95 | 113 | 12 | 46 | 125 | 16 | 16 | 838 | |
| 4:30 PM | 118 | 127 | 58 | 1 | 30 | 105 | 7 | 0 | 37 | 114 | 117 | 5 | 49 | 123 | 26 | 2 | 919 | |
| 4:45 PM | 98 | 98 | 44 | 5 | 21 | 92 | 15 | 0 | 22 | 83 | 99 | 5 | 45 | 123 | 22 | 9 | 781 | |
| 5:00 PM | 127 | 105 | 46 | 2 | 20 | 84 | 12 | 0 | 28 | 84 | 73 | 4 | 37 | 135 | 31 | 2 | 790 | |
| 5:15 PM | 133 | 105 | 59 | 1 | 30 | 105 | 12 | 0 | 37 | 89 | 106 | 4 | 49 | 138 | 20 | 4 | 892 | |
| 5:30 PM | 115 | 105 | 28 | 0 | 36 | 114 | 15 | 0 | 22 | 81 | 86 | 5 | 52 | 115 | 22 | 4 | 800 | |
| 5:45 PM | 115 | 94 | 24 | 3 | 21 | 91 | 13 | 0 | 32 | 74 | 87 | 3 | 46 | 115 | 30 | 11 | 759 | |
| TOTAL VOLUMES : | 891 | 827 | 369 | 16 | 197 | 774 | 104 | 0 | 227 | 688 | 739 | 45 | 359 | 983 | 190 | 53 | 6462 | |
| APPROACH %'s : | 42.37% | 39.32% | 17.55% | 0.76% | 18.33% | 72.00% | 9.67% | 0.00% | 13.36% | 40.49% | 43.50% | 2.65% | 22.65% | 62.02% | 11.99% | 3.34% | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 476 | 435 | 207 | 9 | 101 | 386 | 46 | 0 | 124 | 370 | 395 | 18 | 180 | 519 | 99 | 17 | 3382 | |
| PEAK HR FACTOR : | 0.895 | 0.856 | 0.877 | 0.450 | 0.842 | 0.919 | 0.767 | 0.000 | 0.838 | 0.811 | 0.844 | 0.900 | 0.918 | 0.940 | 0.798 | 0.472 | 0.920 | |
| | 0.927 | | | | 0.906 | | | | 0.831 | | | | 0.966 | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

| NS/EW Streets: | Barclay Ave | | | | Barclay Ave | | | | CR 572/Elgin Blvd/Powell Rd | | | | CR 572/Elgin Blvd/Powell Rd | | | | |
|-------------------------|----------------------------|-------|-------|-------|-------------|-------|-------|-------|-----------------------------|-------|-------|-------|-----------------------------|-------|-------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 7:00 AM | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| 7:15 AM | 3 | 4 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 4 | 1 | 0 | 19 |
| 7:30 AM | 1 | 2 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 2 | 0 | 16 |
| 7:45 AM | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 5 | 1 | 1 | 16 |
| 8:00 AM | 2 | 3 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 2 | 0 | 0 | 18 |
| 8:15 AM | 1 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 4 | 1 | 0 | 17 |
| 8:30 AM | 3 | 3 | 0 | 0 | 1 | 3 | 2 | 0 | 2 | 1 | 1 | 0 | 2 | 3 | 3 | 0 | 24 |
| 8:45 AM | 5 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 21 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 20 | 17 | 10 | 0 | 6 | 15 | 2 | 0 | 7 | 17 | 7 | 1 | 5 | 28 | 8 | 1 | 144 |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 11 | 9 | 8 | 0 | 1 | 9 | 2 | 0 | 4 | 6 | 4 | 0 | 4 | 18 | 4 | 0 | 80 |
| PEAK HR FACTOR : | 0.550 | 0.750 | 0.667 | 0.000 | 0.250 | 0.750 | 0.250 | 0.000 | 0.500 | 0.500 | 0.500 | 0.000 | 0.500 | 0.500 | 0.333 | 0.000 | 0.833 |
| | 0.778 | | | | 0.500 | | | | 0.700 | | | | 0.722 | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 4:00 PM | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 0 | 0 | 11 |
| 4:15 PM | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 4 | 0 | 0 | 6 | 0 | 0 | 21 |
| 4:30 PM | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 2 | 3 | 0 | 1 | 0 | 0 | 0 | 14 |
| 4:45 PM | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 1 | 0 | 1 | 1 | 0 | 0 | 12 |
| 5:00 PM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 5:15 PM | 2 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 17 |
| 5:30 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 2 | 1 | 0 | 12 |
| 5:45 PM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 6 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 7 | 9 | 0 | 0 | 4 | 9 | 3 | 0 | 6 | 27 | 14 | 0 | 3 | 18 | 1 | 0 | 101 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 4 | 7 | 0 | 0 | 3 | 2 | 3 | 0 | 3 | 15 | 7 | 0 | 2 | 5 | 0 | 0 | 51 |
| PEAK HR FACTOR : | 0.500 | 0.583 | 0.000 | 0.000 | 0.750 | 0.500 | 0.375 | 0.000 | 0.250 | 0.625 | 0.583 | 0.000 | 0.500 | 0.417 | 0.000 | 0.000 | 0.750 |
| | 0.550 | | | | 0.667 | | | | 0.781 | | | | 0.583 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

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

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------------------|----------------------------|---------|---------|---------|------------|---------|---------|---------|-----------|---------|---------|---------|-----------|---------|---------|---------|-------|
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 8 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | | | 0.250 | | | | 0.250 | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Barclay Ave | | Barclay Ave | | CR 572/Elgin Blvd/Powell Rd | | CR 572/Elgin Blvd/Powell Rd | | |
|-------------------------|----------------------------|-------|-------------|--------|-----------------------------|---------|-----------------------------|----|-------|
| AM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| 8:30 AM | 2 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 8 |
| 8:45 AM | 3 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 19 |
| TOTAL VOLUMES : | 5 | 0 | 1 | 3 | 0 | 22 | 0 | 0 | 31 |
| APPROACH %'s : | 100.00% | 0.00% | 25.00% | 75.00% | 0.00% | 100.00% | | | |
| PEAK HR : | 08:00 AM - 09:00 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 5 | 0 | 1 | 2 | 0 | 22 | 0 | 0 | 30 |
| PEAK HR FACTOR : | 0.417 | | 0.250 | 0.500 | | 0.344 | | | 0.395 |
| | 0.417 | | 0.750 | | 0.344 | | | | |

| PM | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|----------------------------|--------|-----------|-------|----------|-------|----------|----|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| 4:00 PM | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 12 |
| 4:15 PM | 1 | 42 | 0 | 0 | 90 | 1 | 0 | 0 | 134 |
| 4:30 PM | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 1 | 44 | 1 | 0 | 103 | 1 | 0 | 0 | 150 |
| APPROACH %'s : | 2.22% | 97.78% | 100.00% | 0.00% | 99.04% | 0.96% | | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |
| PEAK HR FACTOR : | | 0.250 | 0.250 | | 0.250 | 0.250 | | | 0.250 |
| | 0.250 | | 0.250 | | 0.250 | | | | |

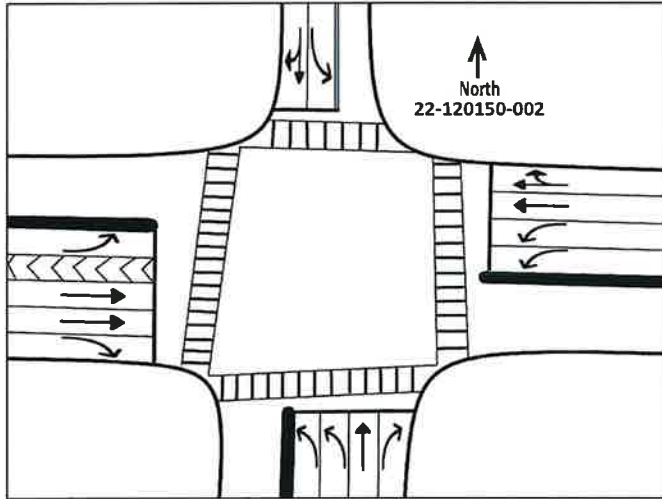
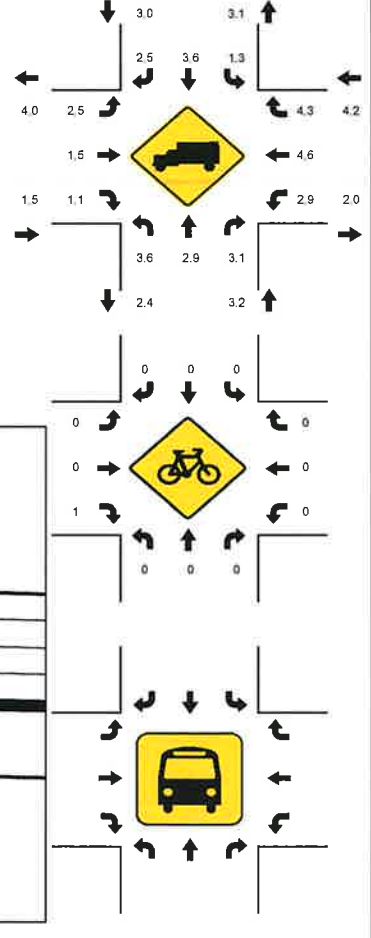
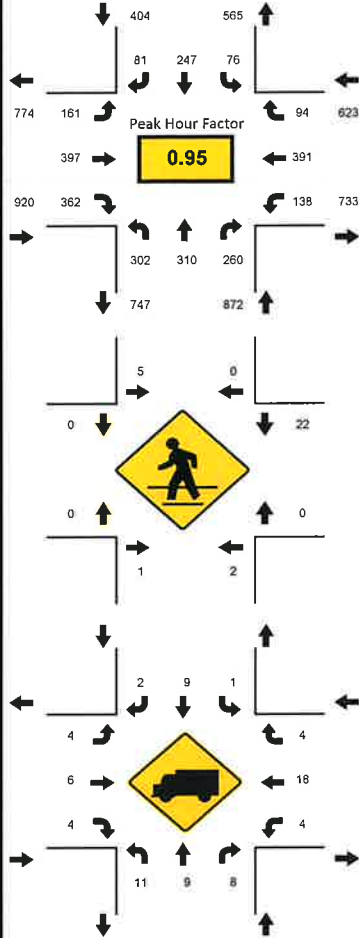
LOCATION: Barclay Ave & CR 572/Elgin Blvd/Powell Rd
 CITY/STATE: Spring Hill, FL

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

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



National Data & Surveying Services



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



National Data & Surveying Services

Site Code: 22-120124-001

Date: 03/23/2022

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

14:30 - 18:00

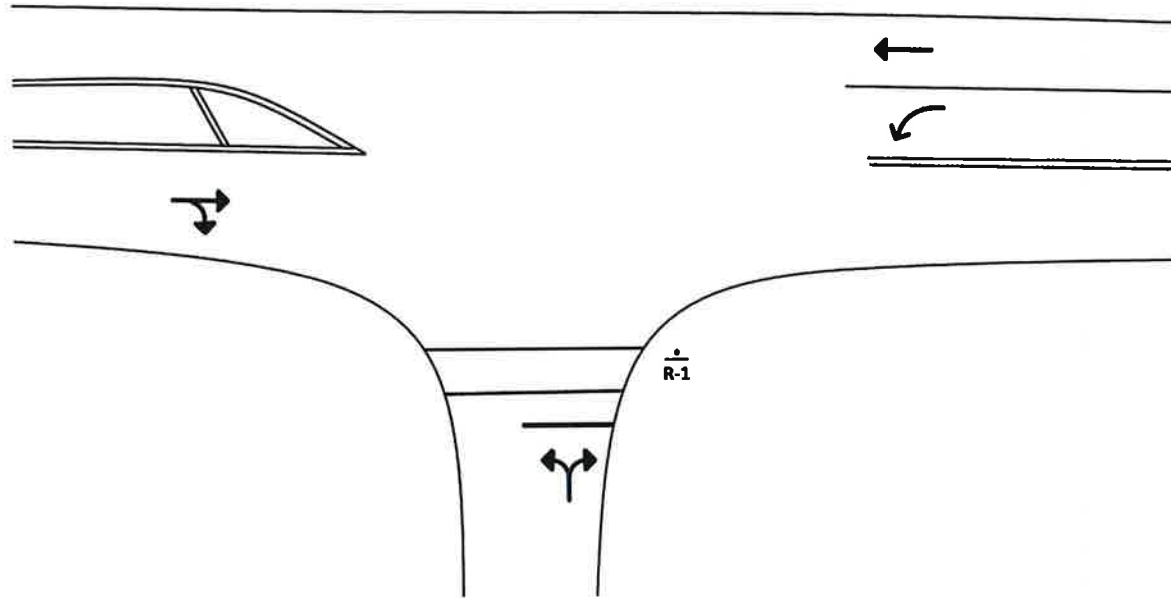
Control: 1-Way Stop(NB)



N/S Street: Celebration Dr

Speed: 30 MPH

North
22-120124-001



E/W Street: CR 572/Powell Rd

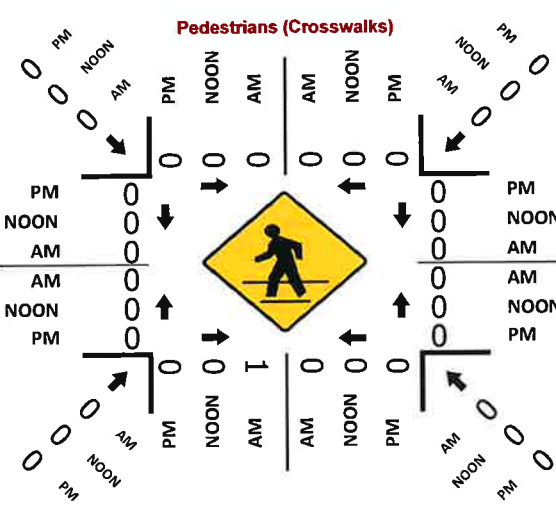
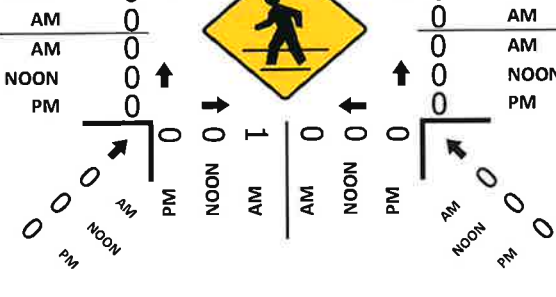
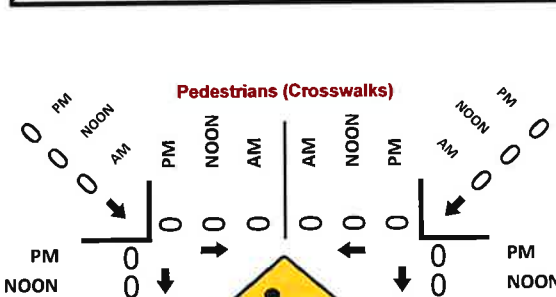
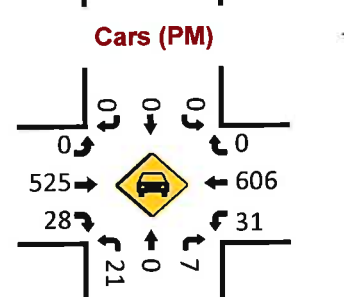
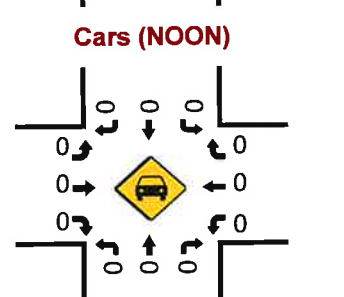
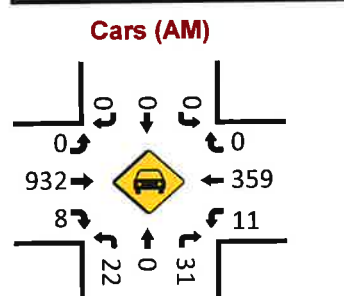
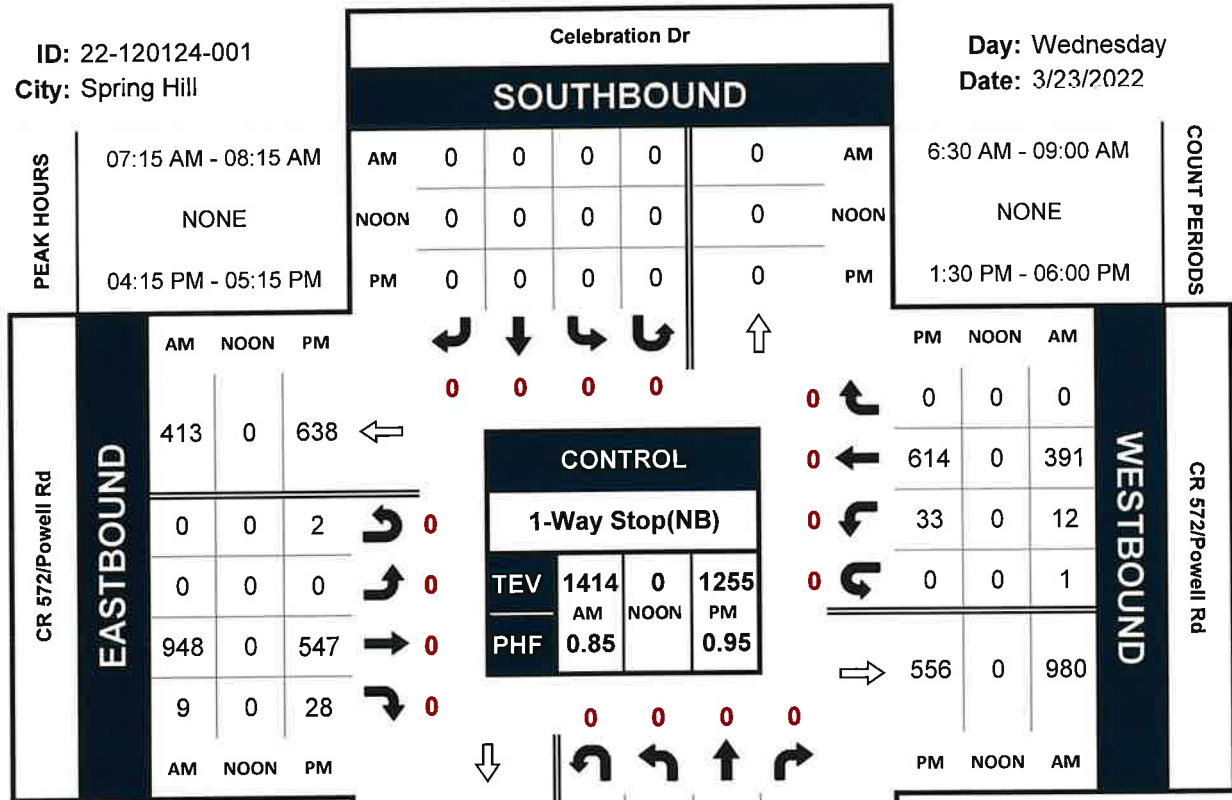
Speed: 55 MPH

Celebration Dr & CR 572/Powell Rd

Peak Hour Turning Movement Count

ID: 22-120124-001
City: Spring Hill

Day: Wednesday
Date: 3/23/2022



National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

| NS/EW Streets: | Celebration Dr | | | | Celebration Dr | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL |
|-------------------------|----------------------------|-------|-------|-------|----------------|-------|-------|-------|------------------|--------|-------|-------|------------------|--------|-------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 7 | 0 | 0 | 11 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 7 | 0 | 0 | 10 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 7 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 0 | 15 | 0 | 0 | 22 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 10 |
| 8:45 AM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 7 | 0 | 0 | 13 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 1 | 0 | 4 | 53 | 0 | 0 | 95 |
| | 100.00% | 0.00% | 0.00% | 0.00% | | | | | 0.00% | 97.30% | 2.70% | 0.00% | 7.02% | 92.98% | 0.00% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 1 | 0 | 1 | 32 | 0 | 0 | 50 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.667 | 0.250 | 0.000 | 0.250 | 0.533 | 0.000 | 0.000 | 0.568 |
| | | | | | | | | | 0.607 | | | | | | | | |

| NS/EW Streets: | Celebration Dr | | | | Celebration Dr | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL |
|-------------------------|----------------------------|-------|--------|-------|----------------|-------|-------|-------|------------------|---------|-------|-------|------------------|--------|-------|-------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 13 | 0 | 0 | 19 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 0 | 10 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 10 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 10 | 0 | 0 | 15 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 8 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 6 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 17 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 3:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 9 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 10 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 1 | 2 | 0 | 0 | 11 |
| 4:30 PM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 11 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 4 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 2 | 0 | 0 | 9 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 10 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 5 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 3 | 71 | 0 | 0 | 161 |
| | 40.00% | 0.00% | 60.00% | 0.00% | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 4.05% | 95.95% | 0.00% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 2 | 8 | 0 | 0 | 35 |
| PEAK HR FACTOR : | 0.250 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.786 | 0.000 | 0.000 | 0.500 | 1.000 | 0.000 | 0.000 | 0.795 |
| | 0.375 | | | | | | | | 0.786 | | | | 0.833 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

| NS/EW Streets: | Celebration Dr | | | | Celebration Dr | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | | |
|-------------------------|----------------------------|---------|---------|---------|----------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|----------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL | 1 |
| APPROACH %'s : | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | |

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

National Data & Surveying Services Intersection Turning Movement Count

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

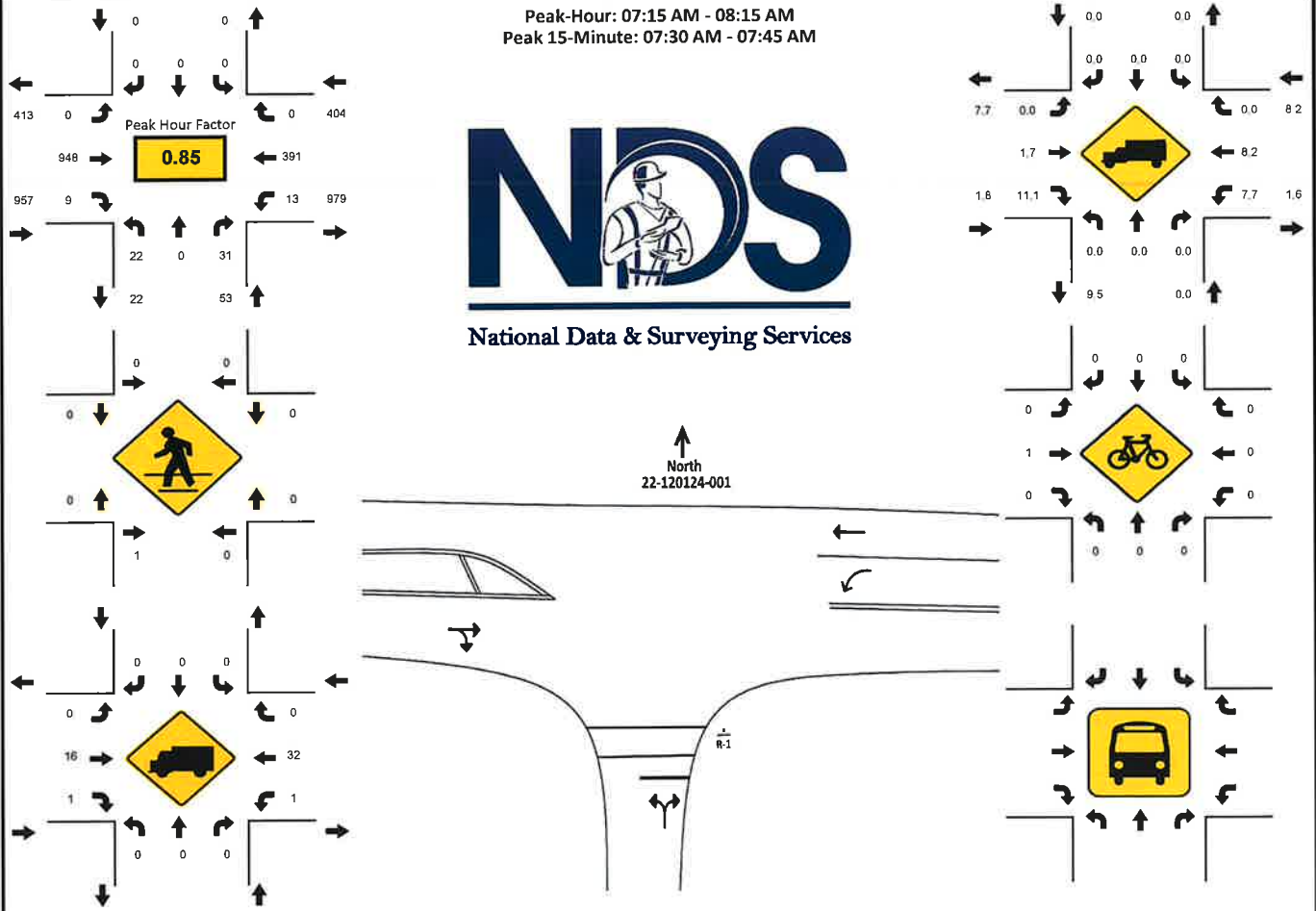
Project ID: 22-120124-001
Date: 3/23/2022

Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Celebration Dr | | Celebration Dr | | CR 572/Powell Rd | | CR 572/Powell Rd | | TOTAL |
|-------------------------|----------------------------|----|----------------|-------|------------------|----|------------------|----|-------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| AM | EB | WB | EB | WB | NB | SB | NB | SB | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| PEAK HR FACTOR : | | | 0.250 | 0.250 | | | | | 0.250 |

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

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



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



National Data & Surveying Services

Site Code: 22-120124-002

Date: 03/23/2022

Weather: Sunny

City: Spring Hill

County: Hernando

Count Times: 07:00 - 09:00

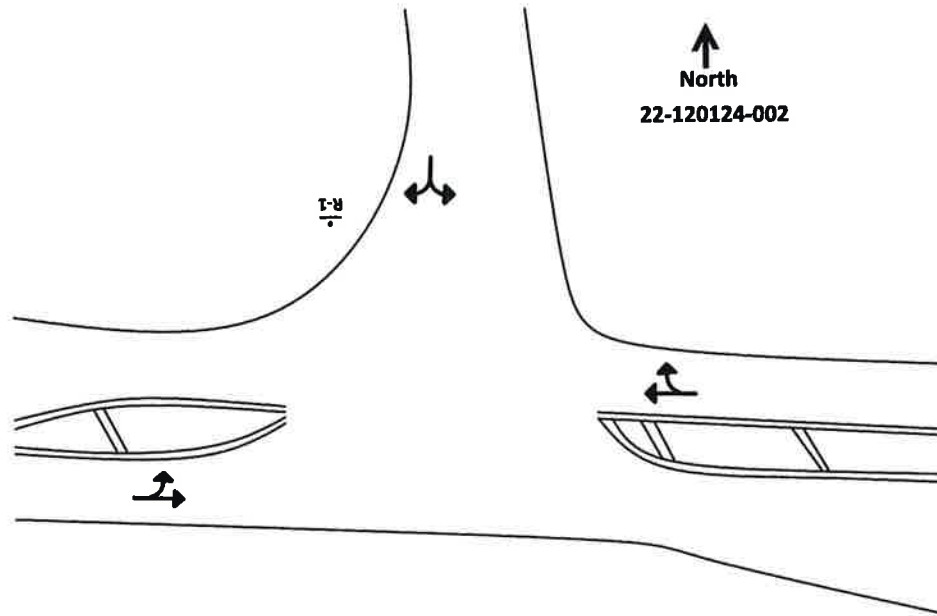
14:30 - 18:00

Control: 1-Way Stop(SB)



N/S Street: Gloucester Rd

Speed: 30 MPH



E/W Street: CR 572/Powell Rd

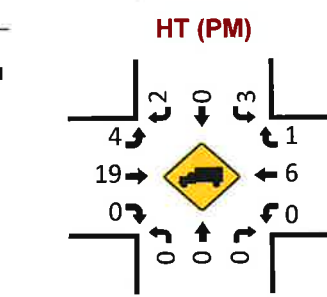
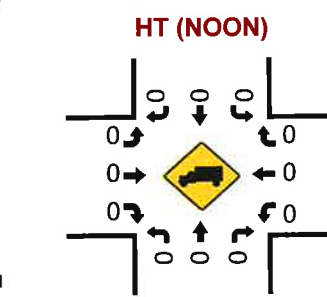
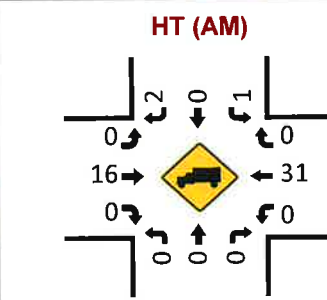
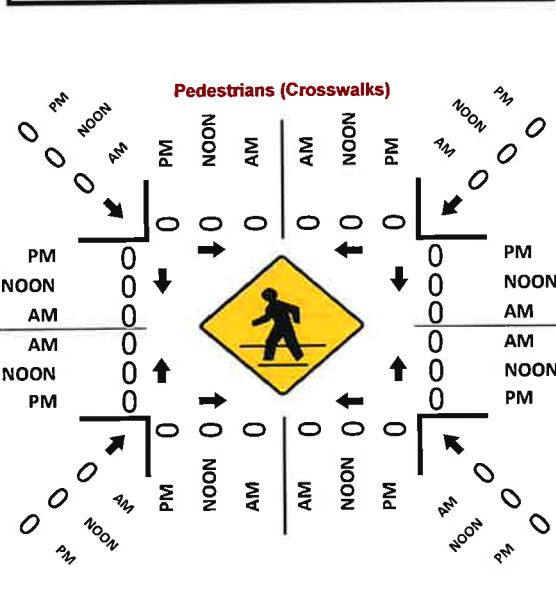
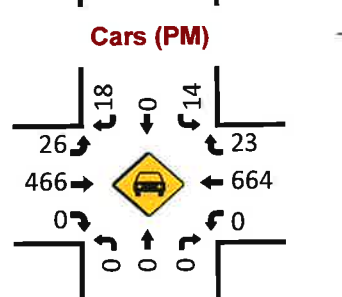
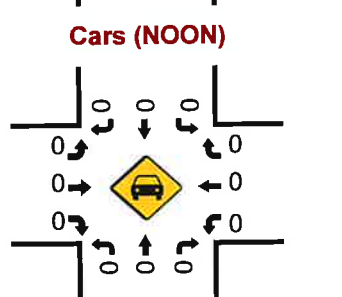
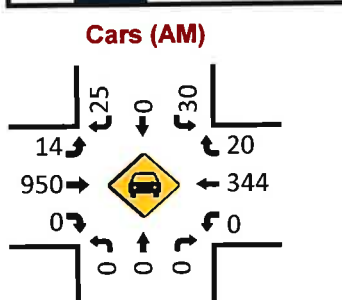
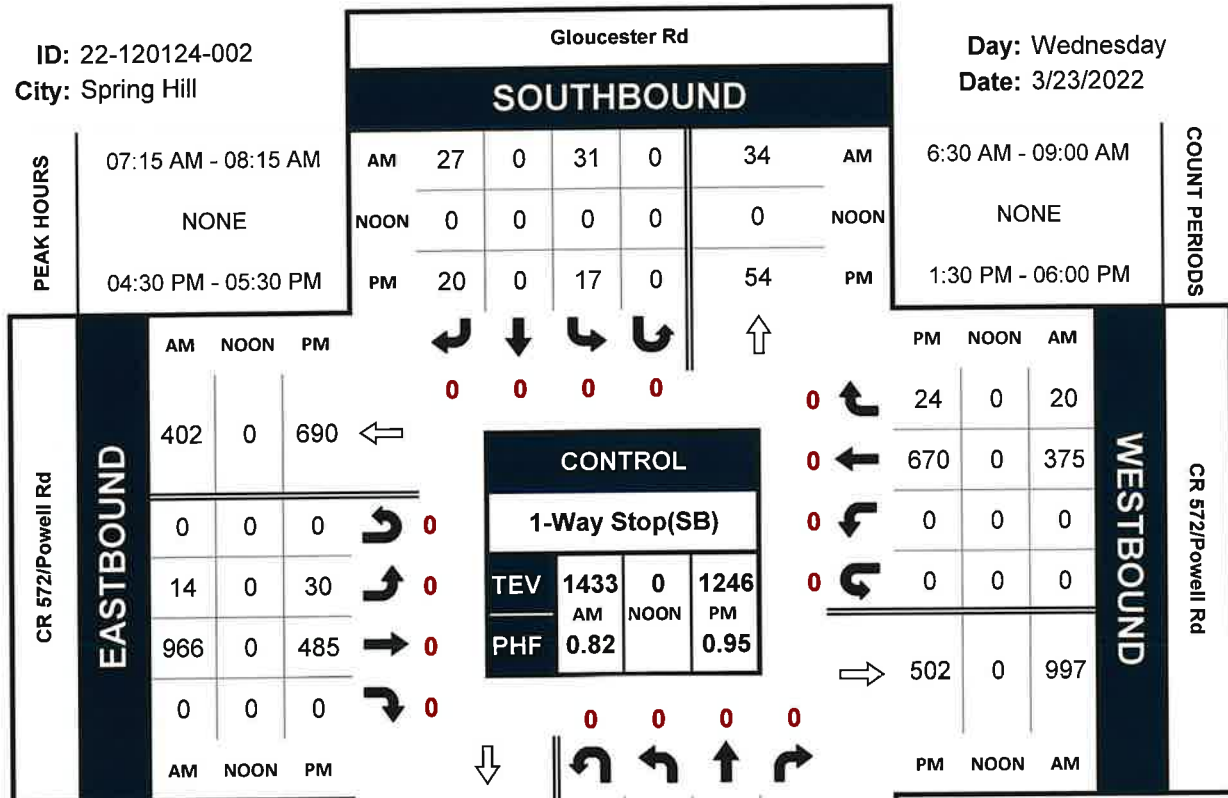
Speed: 55 MPH

Gloucester Rd & CR 572/Powell Rd

Peak Hour Turning Movement Count

ID: 22-120124-002
City: Spring Hill

Day: Wednesday
Date: 3/23/2022



National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

| NS/EW Streets: | Gloucester Rd | | | | Gloucester Rd | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL |
|-------------------------|----------------------------|---------|---------|---------|---------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | |
| 6:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 53 | 0 | 0 | 0 | 31 | 0 | 0 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 124 | 0 | 0 | 0 | 56 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 11 | 0 | 6 | 0 | 0 | 167 | 0 | 0 | 0 | 63 | 5 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 1 | 275 | 0 | 0 | 0 | 87 | 6 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 12 | 0 | 9 | 0 | 5 | 298 | 0 | 0 | 0 | 109 | 5 | 0 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 7 | 0 | 12 | 0 | 5 | 201 | 0 | 0 | 0 | 72 | 3 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 3 | 192 | 0 | 0 | 0 | 107 | 6 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 3 | 146 | 0 | 0 | 0 | 148 | 2 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 0 | 3 | 110 | 0 | 0 | 0 | 138 | 2 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 9 | 0 | 5 | 109 | 0 | 0 | 0 | 75 | 1 | 0 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 62 | 0 | 67 | 0 | 30 | 1675 | 0 | 0 | 0 | 886 | 30 | 0 | 2750 |
| APPROACH %'s : | | | | | 48.06% | 0.00% | 51.94% | 0.00% | 1.76% | 98.24% | 0.00% | 0.00% | 0.00% | 96.72% | 3.28% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 31 | 0 | 27 | 0 | 14 | 966 | 0 | 0 | 0 | 375 | 20 | 0 | 1433 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.646 | 0.000 | 0.563 | 0.000 | 0.700 | 0.810 | 0.000 | 0.000 | 0.000 | 0.860 | 0.833 | 0.000 | 0.818 |
| | | | | | 0.690 | | | | 0.809 | | | | 0.866 | | | | |

| NS/EW Streets: | Gloucester Rd | | | | Gloucester Rd | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL |
|-------------------------|----------------------------|---------|---------|---------|---------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| PM | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | |
| 1:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 48 | 0 | 0 | 0 | 38 | 1 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 7 | 113 | 0 | 0 | 0 | 118 | 4 | 0 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 6 | 117 | 0 | 0 | 0 | 115 | 3 | 0 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 3 | 0 | 12 | 0 | 6 | 108 | 0 | 0 | 0 | 211 | 7 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 4 | 133 | 0 | 0 | 0 | 138 | 8 | 0 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 5 | 0 | 6 | 0 | 2 | 148 | 0 | 0 | 0 | 108 | 2 | 0 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 8 | 90 | 0 | 0 | 0 | 132 | 6 | 0 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 0 | 6 | 123 | 0 | 0 | 0 | 159 | 5 | 0 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 7 | 0 | 11 | 0 | 6 | 113 | 0 | 0 | 0 | 200 | 10 | 0 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 11 | 96 | 0 | 0 | 0 | 157 | 7 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 5 | 87 | 0 | 0 | 0 | 178 | 2 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 9 | 126 | 0 | 0 | 0 | 131 | 2 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 13 | 138 | 0 | 0 | 0 | 153 | 4 | 0 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 6 | 131 | 0 | 0 | 0 | 152 | 8 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 7 | 122 | 0 | 0 | 0 | 188 | 4 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 4 | 94 | 0 | 0 | 0 | 177 | 8 | 0 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 12 | 105 | 0 | 0 | 0 | 162 | 2 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 14 | 84 | 0 | 0 | 0 | 168 | 5 | 0 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 55 | 0 | 121 | 0 | 126 | 1976 | 0 | 0 | 0 | 2685 | 88 | 0 | 5051 |
| APPROACH %'s : | | | | | 31.25% | 0.00% | 68.75% | 0.00% | 5.99% | 94.01% | 0.00% | 0.00% | 0.00% | 96.83% | 3.17% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 17 | 0 | 20 | 0 | 30 | 485 | 0 | 0 | 0 | 670 | 24 | 0 | 1246 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.708 | 0.000 | 0.833 | 0.000 | 0.577 | 0.879 | 0.000 | 0.000 | 0.000 | 0.891 | 0.750 | 0.000 | 0.947 |
| | | | | | 0.771 | | | | 0.853 | | | | 0.904 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

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

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

National Data & Surveying Services Intersection Turning Movement Count

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

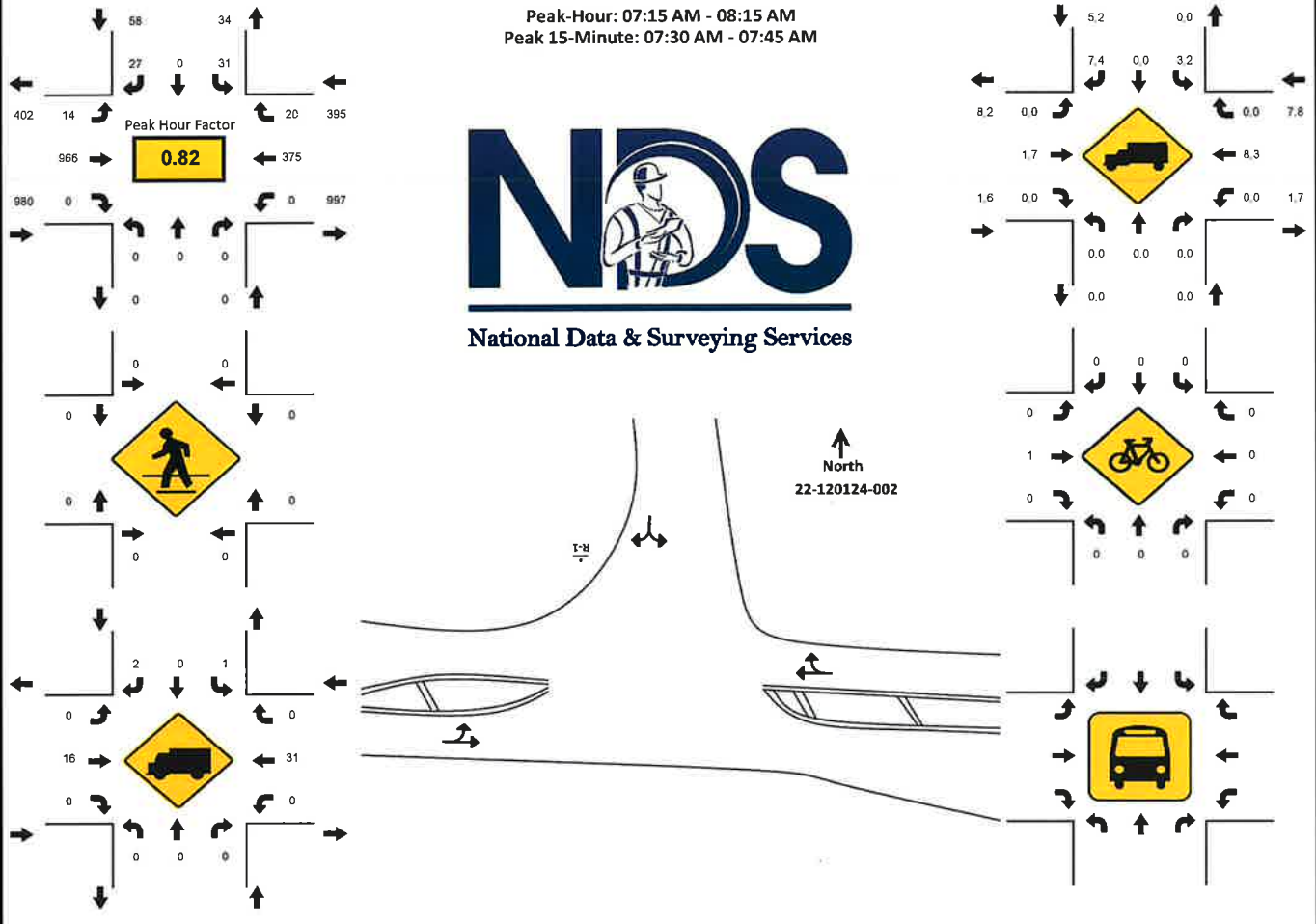
Project ID: 22-120124-002
Date: 3/23/2022

Data - Bikes

| NS/EW Streets: | Gloucester Rd | | | | Gloucester Rd | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | | |
|-------------------------|----------------------------|---------|---------|---------|---------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL | 1 |
| APPROACH %'s : | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL | 1 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | TOTAL | 0.250 |

| NS/EW Streets: | Gloucester Rd | | | | Gloucester Rd | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | | |
|-------------------------|----------------------------|---------|---------|---------|---------------|---------|---------|---------|------------------|---------|---------|---------|------------------|---------|---------|---------|--------------|-------|
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL | |
| | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | TOTAL | 4 |
| APPROACH %'s : | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | TOTAL | 3 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | TOTAL | 0.375 |

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

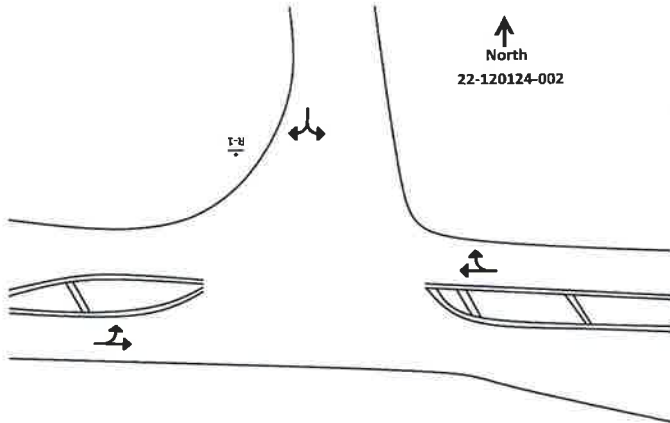
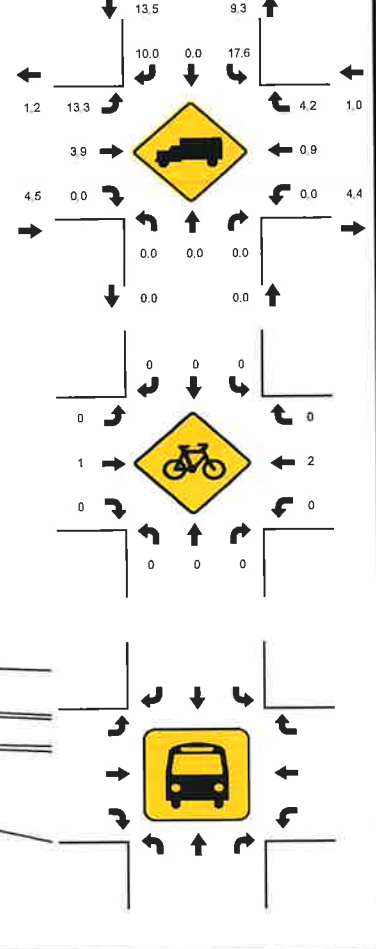
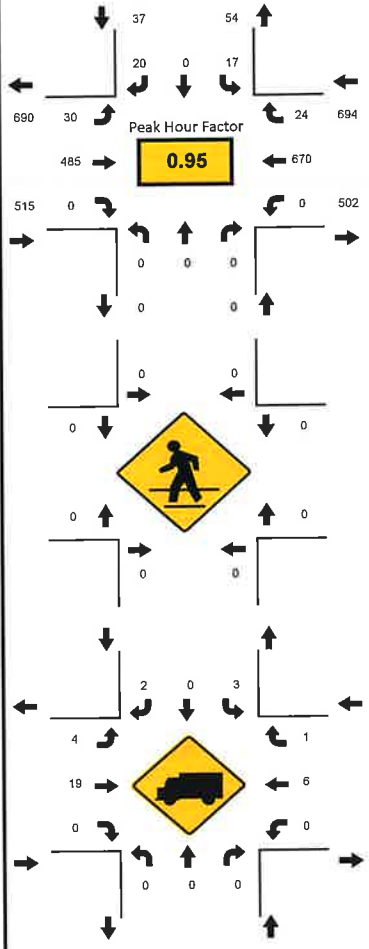


| 15-Min Count Period Beginning At | Gloucester Rd Northbound | | | | | Gloucester Rd Southbound | | | | | CR 572/Powell Rd Eastbound | | | | | CR 572/Powell Rd Westbound | | | | | Total | Hourly Total |
|----------------------------------|--------------------------|------|-----|---|----|--------------------------|------|-----|---|----|--------------------------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

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

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

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



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



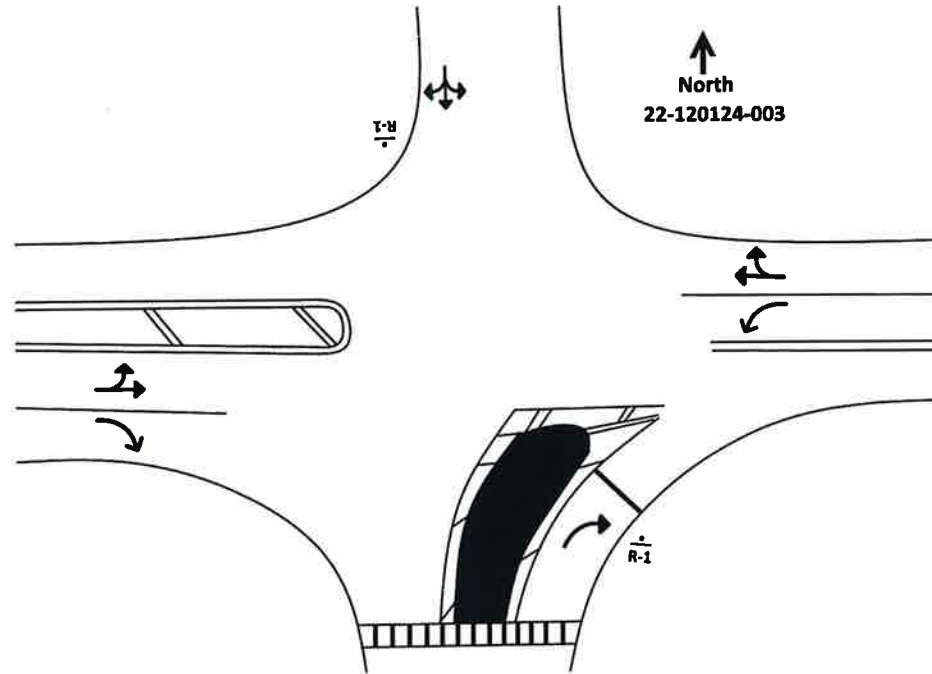
National Data & Surveying Services

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



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

Speed: 30 MPH



E/W Street: CR 572/Powell Rd

Speed: 55 MPH

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

| NS/EW Streets: | Orlando Ave/Chocachatti Elementary School | | | | Orlando Ave/Chocachatti Elementary School | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL | | | |
|-------------------------|---|-------|---------|-------|---|-------|---------|-------|------------------|--------|--------|-------|------------------|--------|-------|-------|--------------|-------|---|---|
| | Entrance Dwy | | | | Entrance Dwy | | | | EASTBOUND | | | | WESTBOUND | | | | | | | |
| AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | | | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | | |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | | |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 1 | 3 | 0 | 0 | 0 | 14 | | |
| 7:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 14 | | |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 8 | | |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 11 | | |
| 8:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 3 | 0 | 1 | 11 | 0 | 0 | 0 | 23 | | |
| 8:15 AM | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 4 | 0 | 0 | 0 | 17 | | |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 10 | | |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 1 | 8 | 0 | 0 | 0 | 14 | | |
| TOTAL VOLUMES : | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 17 | 0 | 7 | 56 | 0 | 0 | 0 | 114 | | |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 52.78% | 47.22% | 0.00% | 11.11% | 88.89% | 0.00% | 0.00% | 0.00% | | | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL | | | |
| PEAK HR VOL : | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 5 | 0 | 2 | 30 | 0 | 0 | 0 | 56 | | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.600 | 0.417 | 0.000 | 0.500 | 0.682 | 0.000 | 0.000 | 0.000 | 0.609 | | |
| | 0.500 | | | | 0.250 | | | | 0.607 | | | | 0.667 | | | | | | | |

| NS/EW Streets: | Orlando Ave/Chocachatti Elementary School | | | | Orlando Ave/Chocachatti Elementary School | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL | | | |
|-------------------------|---|-------|---------|-------|---|-------|---------|-------|------------------|--------|--------|-------|------------------|--------|-------|-------|--------------|-------|---|---|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | | | |
| PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | | |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 18 | 0 | 0 | 0 | 24 | | |
| 2:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 12 | | |
| 2:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 12 | | |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 1 | 8 | 0 | 0 | 0 | 15 | | |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 9 | | |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 3 | 0 | 0 | 0 | 10 | | |
| 3:15 PM | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 26 | | |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 9 | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 9 | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 11 | | |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | | |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | | |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 8 | | |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | | |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 5 | | |
| TOTAL VOLUMES : | 0 | 0 | 13 | 0 | 0 | 0 | 3 | 0 | 1 | 73 | 11 | 0 | 6 | 78 | 0 | 0 | 0 | 185 | | |
| APPROACH %'s : | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 1.18% | 85.88% | 12.94% | 0.00% | 7.14% | 92.86% | 0.00% | 0.00% | 0.00% | | | |
| PEAK HR : | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL | | | |
| PEAK HR VOL : | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 2 | 0 | 2 | 20 | 0 | 0 | 0 | 48 | | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.679 | 0.500 | 0.000 | 0.500 | 0.625 | 0.000 | 0.000 | 0.000 | 0.800 | | |
| | 0.500 | | | | 0.250 | | | | 0.750 | | | | 0.611 | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Bikes

| NS/EW Streets: | Orlando Ave/Chocachatti Elementary School | | | | Orlando Ave/Chocachatti Elementary School | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL |
|-------------------------|---|-------|-------|-------|---|-------|-------|-------|------------------|---------|-------|-------|------------------|-------|-------|-------|-------|
| | Entrance Dwy | | | | Entrance Dwy | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | | | | | | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | | | | | | | | 0.00% | 100.00% | 0.00% | 0.00% | | | | | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |

| NS/EW Streets: | Orlando Ave/Chocachatti Elementary School | | | | Orlando Ave/Chocachatti Elementary School | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL |
|-------------------------|---|-------|-------|-------|---|-------|-------|-------|------------------|-------|-------|-------|------------------|---------|-------|-------|-------|
| | Entrance Dwy | | | | Entrance Dwy | | | | EASTBOUND | | | | WESTBOUND | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | | | | | | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| | | | | | | | | | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | |
| PEAK HR : | 02:00 PM - 03:00 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 |

National Data & Surveying Services Intersection Turning Movement Count

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

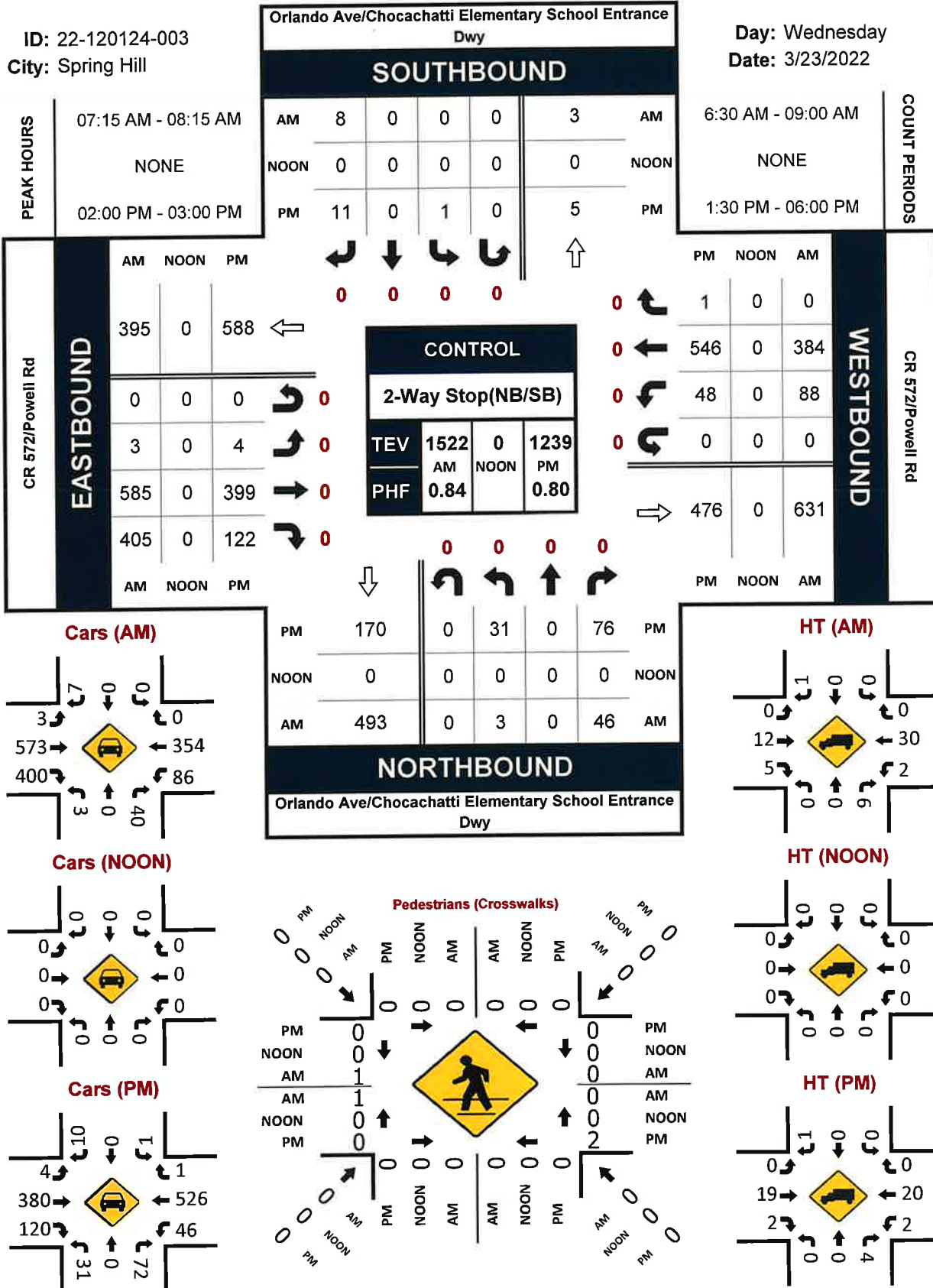
Data - Pedestrians (Crosswalks)

| NS/EW Streets: | Orlando Ave/Chocachatti Elementary School | | Orlando Ave/Chocachatti Elementary School | | CR 572/Powell Rd | | CR 572/Powell Rd | | TOTAL |
|-------------------------|---|----|---|----|------------------|----|------------------|--------|-------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| AM | | | | | | | | | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| APPROACH %'s : | | | | | | | 50.00% | 50.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | 1 | 1 | 2 |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0.250 | 0.250 | 0.250 |
| PEAK HR FACTOR : | | | | | | | 0.250 | | |

| NS/EW Streets: | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | TOTAL |
|-------------------------|----------------------------|----|-----------|----|----------|-------|----------|-------|-------|
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| | PM | | | | | | | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 |
| APPROACH %'s : | | | | | 100.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 02:00 PM - 03:00 PM | | | | | | 0 | 0 | 2 |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | | | | | 0.250 | 0.250 | | | 0.250 |

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

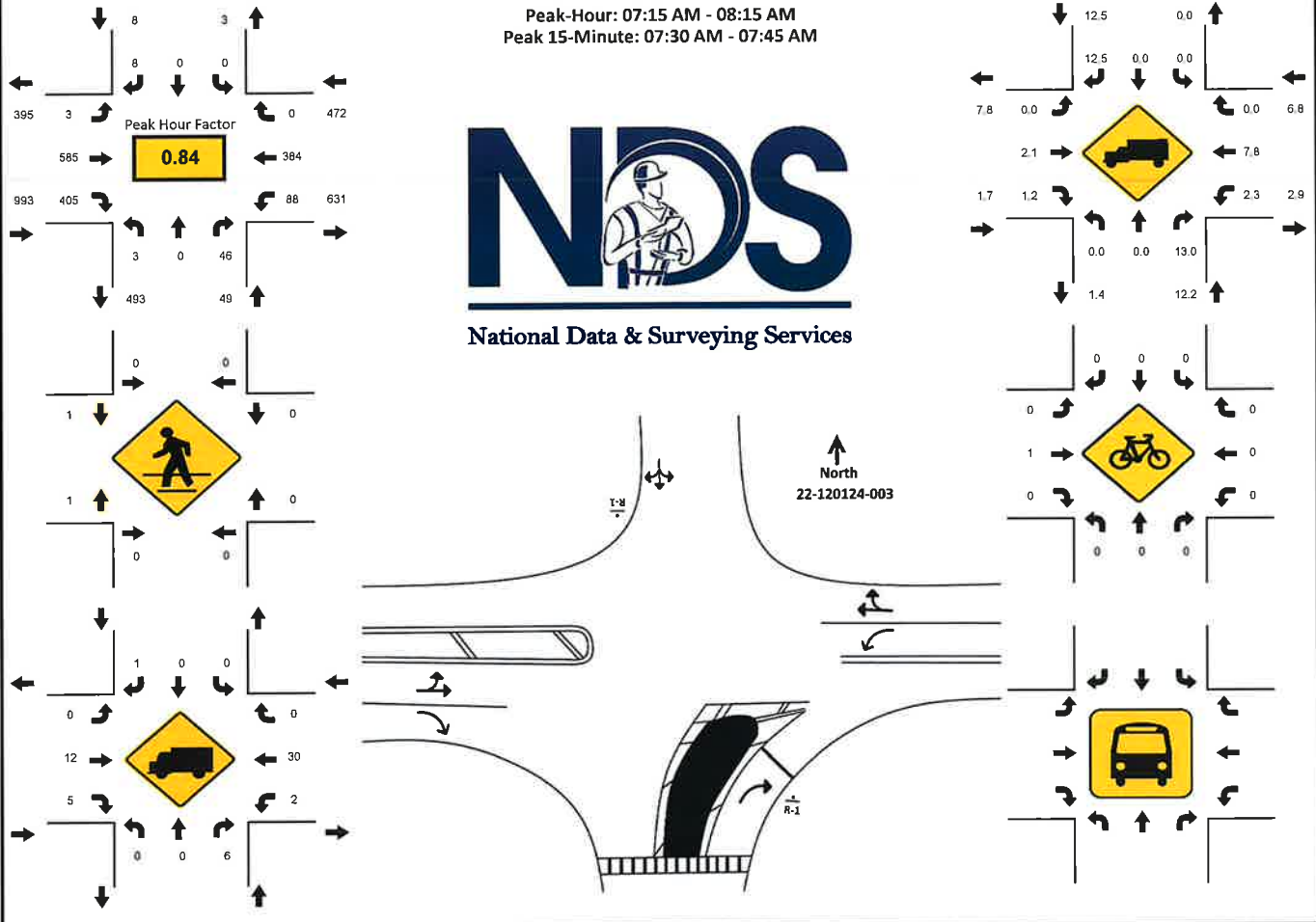
Peak Hour Turning Movement Count



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



National Data & Surveying Services

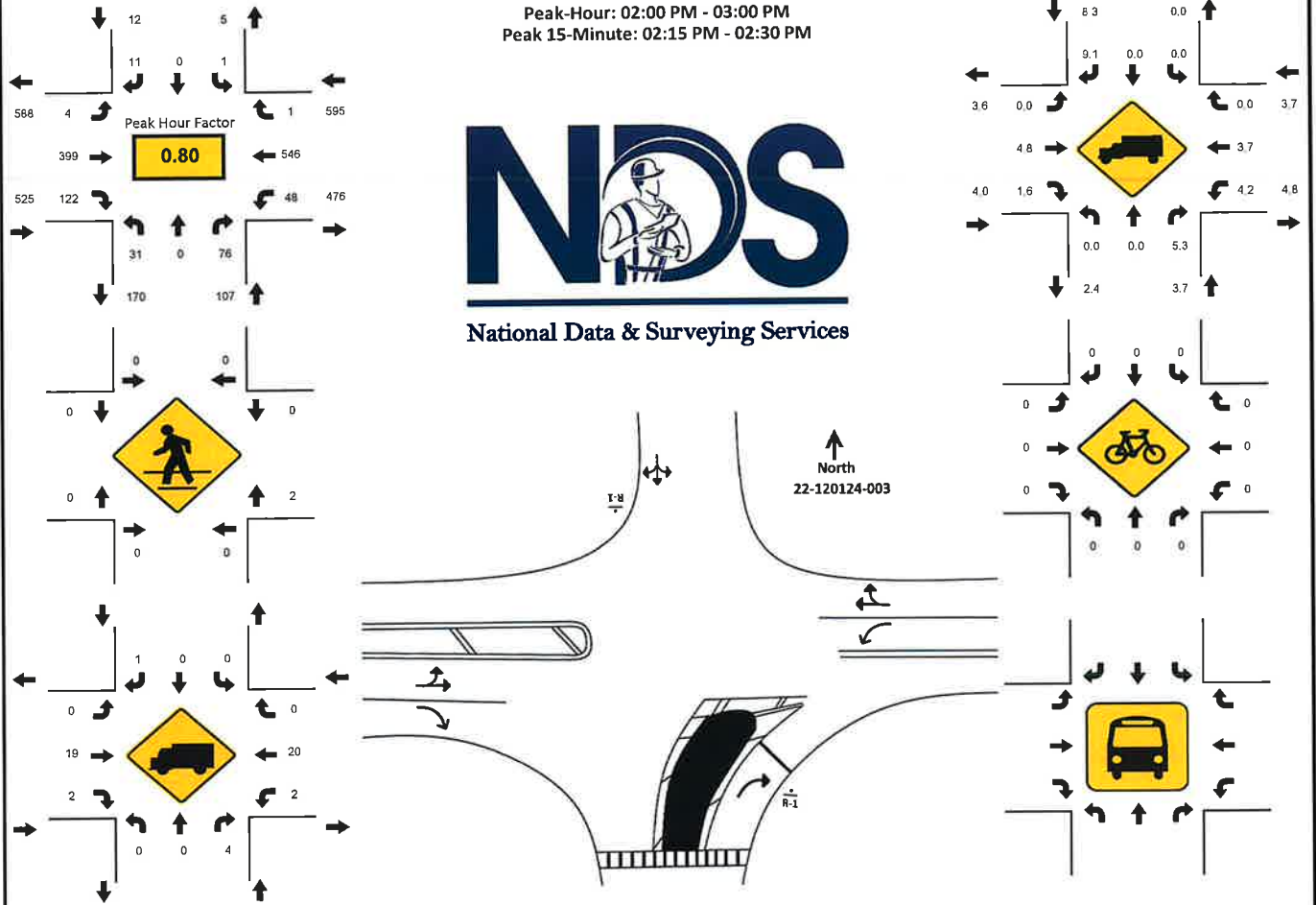
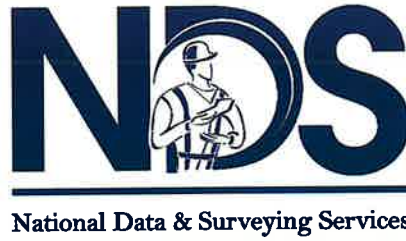


| 15-Min Count Period Beginning At | Chocachatti Elementary School Northbound | | | | | Chocachatti Elementary School Southbound | | | | | CR 572/Powell Rd Eastbound | | | | | CR 572/Powell Rd Westbound | | | | | Total | Hourly Total |
|----------------------------------|--|------|-----|---|----|--|------|-----|---|----|----------------------------|------|-----|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

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

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

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



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



National Data & Surveying Services

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

Date: **03/23/2022**

Weather: **Sunny**

City: **Spring Hill**

County: **Hernando**

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

14:30 - 18:00

Control: **Signalized**

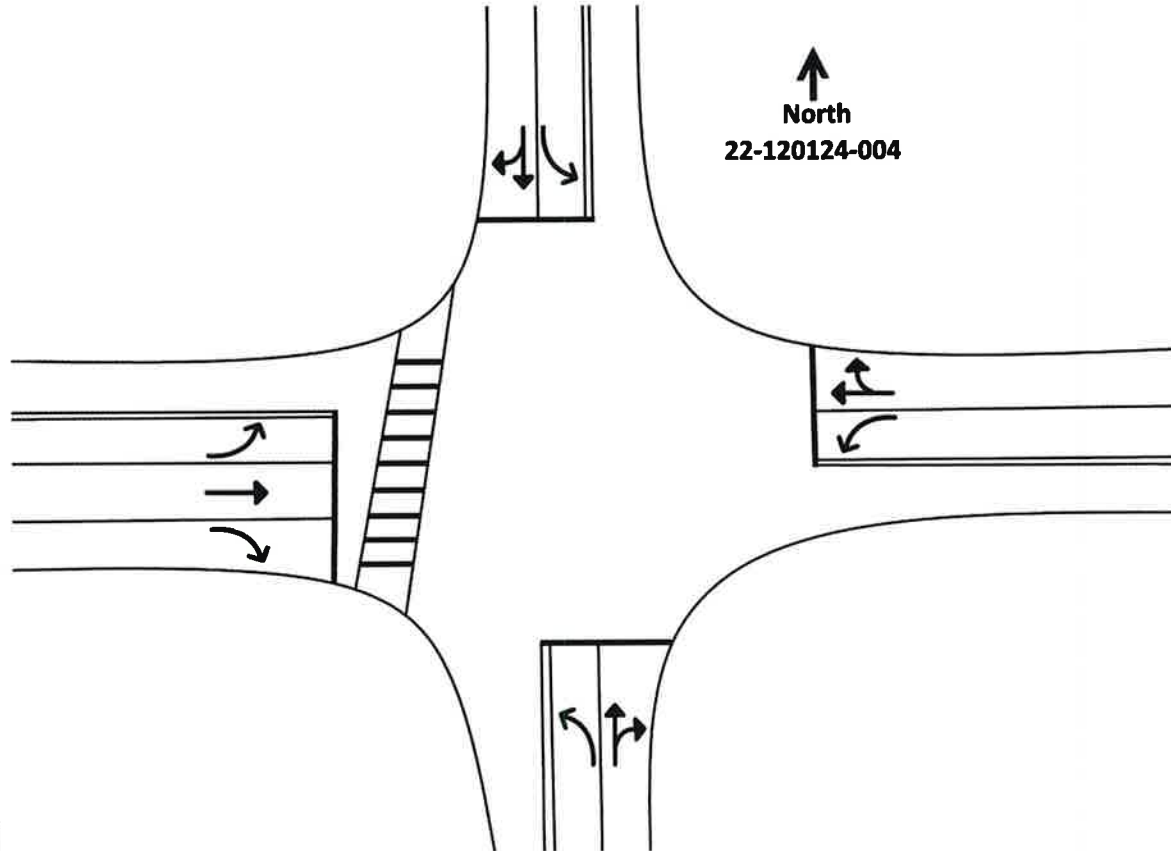
SIGNAL TIMING

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



N/S Street: **California St**

Speed: **50 MPH**



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

Speed: **55 MPH**

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Total

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

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

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Cars

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

| NS/EW Streets: | California St | | | | California St | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL | | | | |
|-------------------------|----------------------------|--------|-------|-------|---------------|--------|--------|-------|------------------|--------|--------|-------|------------------|--------|-------|-------|--------------|--|--|--|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | | | | |
| PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | | | | |
| 1:30 PM | 8 | 14 | 0 | 0 | 1 | 24 | 8 | 0 | 8 | 31 | 16 | 0 | 6 | 42 | 4 | 0 | | | | | 162 |
| 1:45 PM | 9 | 21 | 3 | 0 | 3 | 25 | 17 | 0 | 19 | 39 | 31 | 0 | 11 | 82 | 6 | 0 | | | | | 266 |
| 2:00 PM | 35 | 22 | 4 | 0 | 4 | 26 | 26 | 0 | 20 | 42 | 30 | 0 | 6 | 64 | 5 | 0 | | | | | 284 |
| 2:15 PM | 87 | 32 | 21 | 0 | 3 | 31 | 25 | 0 | 27 | 65 | 43 | 0 | 2 | 86 | 7 | 0 | | | | | 429 |
| 2:30 PM | 32 | 35 | 10 | 0 | 5 | 30 | 26 | 0 | 19 | 77 | 16 | 0 | 5 | 73 | 4 | 0 | | | | | 332 |
| 2:45 PM | 25 | 30 | 10 | 0 | 5 | 23 | 15 | 0 | 20 | 72 | 14 | 0 | 10 | 83 | 1 | 0 | | | | | 308 |
| 3:00 PM | 37 | 31 | 7 | 0 | 4 | 32 | 29 | 0 | 11 | 50 | 13 | 0 | 6 | 72 | 6 | 0 | | | | | 298 |
| 3:15 PM | 68 | 23 | 7 | 0 | 8 | 23 | 21 | 0 | 21 | 53 | 21 | 0 | 3 | 83 | 9 | 0 | | | | | 340 |
| 3:30 PM | 55 | 36 | 13 | 0 | 13 | 34 | 18 | 0 | 19 | 65 | 12 | 0 | 7 | 132 | 8 | 0 | | | | | 412 |
| 3:45 PM | 43 | 32 | 8 | 0 | 3 | 23 | 19 | 0 | 13 | 61 | 19 | 0 | 4 | 104 | 6 | 0 | | | | | 335 |
| 4:00 PM | 26 | 34 | 2 | 0 | 6 | 28 | 29 | 0 | 11 | 48 | 14 | 0 | 9 | 103 | 4 | 0 | | | | | 314 |
| 4:15 PM | 27 | 30 | 2 | 0 | 4 | 41 | 32 | 0 | 19 | 87 | 21 | 0 | 10 | 79 | 10 | 0 | | | | | 362 |
| 4:30 PM | 37 | 31 | 6 | 0 | 8 | 34 | 23 | 0 | 21 | 84 | 26 | 0 | 10 | 85 | 8 | 0 | | | | | 373 |
| 4:45 PM | 29 | 33 | 3 | 0 | 7 | 41 | 35 | 0 | 20 | 82 | 13 | 0 | 6 | 107 | 8 | 0 | | | | | 384 |
| 5:00 PM | 31 | 37 | 4 | 0 | 9 | 25 | 24 | 0 | 17 | 88 | 11 | 0 | 6 | 123 | 9 | 0 | | | | | 384 |
| 5:15 PM | 27 | 36 | 5 | 0 | 4 | 34 | 42 | 0 | 21 | 58 | 23 | 0 | 10 | 127 | 10 | 0 | | | | | 397 |
| 5:30 PM | 35 | 35 | 5 | 0 | 2 | 22 | 24 | 0 | 24 | 73 | 13 | 0 | 5 | 98 | 4 | 0 | | | | | 340 |
| 5:45 PM | 16 | 29 | 4 | 0 | 3 | 18 | 22 | 0 | 23 | 41 | 9 | 0 | 14 | 137 | 8 | 0 | | | | | 324 |
| TOTAL VOLUMES : | 627 | 541 | 114 | 0 | 92 | 514 | 435 | 0 | 333 | 1116 | 345 | 0 | 130 | 1680 | 117 | 0 | | | | | 6044 |
| APPROACH %'s : | 48.91% | 42.20% | 8.89% | 0.00% | 8.84% | 49.38% | 41.79% | 0.00% | 18.56% | 62.21% | 19.23% | 0.00% | 6.75% | 87.18% | 6.07% | 0.00% | | | | | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL | | | | |
| PEAK HR VOL : | 124 | 137 | 18 | 0 | 28 | 134 | 124 | 0 | 79 | 312 | 73 | 0 | 32 | 442 | 35 | 0 | | | | | 1538 |
| PEAK HR FACTOR : | 0.838 | 0.926 | 0.750 | 0.000 | 0.778 | 0.817 | 0.738 | 0.000 | 0.940 | 0.886 | 0.702 | 0.000 | 0.800 | 0.870 | 0.875 | 0.000 | | | | | 0.969 |
| | 0.943 | | | | 0.861 | | | | 0.885 | | | | 0.866 | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - HT

| NS/EW Streets: | California St | | | | California St | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL |
|-------------------------|----------------------------|----------|---------|---------|---------------|----------|----------|---------|------------------|----------|----------|---------|------------------|----------|---------|---------|---------------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | |
| 6:30 AM | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 9 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 9 |
| 7:15 AM | 5 | 1 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 2 | 2 | 0 | 21 |
| 7:30 AM | 1 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 14 |
| 7:45 AM | 0 | 5 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 20 |
| 8:00 AM | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 3 | 2 | 0 | 0 | 9 | 0 | 0 | 22 |
| 8:15 AM | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 6 | 0 | 1 | 3 | 1 | 0 | 21 |
| 8:30 AM | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 10 | 1 | 0 | 21 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 13 |
| TOTAL VOLUMES : | NL 9 | NT 14 | NR 7 | NU 0 | SL 1 | ST 23 | SR 13 | SU 0 | EL 6 | ET 18 | ER 10 | EU 0 | WL 6 | WT 43 | WR 5 | WU 0 | TOTAL 155 |
| APPROACH %'s : | 30.00% | 46.67% | 23.33% | 0.00% | 2.70% | 62.16% | 35.14% | 0.00% | 17.65% | 52.94% | 29.41% | 0.00% | 11.11% | 79.63% | 9.26% | 0.00% | |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 7 | 6 | 7 | 0 | 1 | 9 | 6 | 0 | 4 | 9 | 4 | 0 | 1 | 20 | 3 | 0 | 77 |
| PEAK HR FACTOR : | 0.350 | 0.300 | 0.583 | 0.000 | 0.250 | 0.750 | 0.500 | 0.000 | 0.500 | 0.563 | 0.500 | 0.000 | 0.250 | 0.556 | 0.375 | 0.000 | 0.875 |
| | 0.556 | | | | 0.800 | | | | 0.607 | | | | 0.667 | | | | |

| NS/EW Streets: | California St | | | | California St | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | TOTAL |
|-------------------------|----------------------------|----------|----------|---------|---------------|----------|---------|---------|------------------|----------|----------|---------|------------------|----------|----------|---------|---------------------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| PM | 0 NL | 0 NT | 0 NR | 0 NU | 0 SL | 0 ST | 0 SR | 0 SU | 0 EL | 0 ET | 0 ER | 0 EU | 0 WL | 0 WT | 0 WR | 0 WU | |
| 1:30 PM | 7 | 7 | 9 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 29 |
| 1:45 PM | 14 | 11 | 9 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 43 |
| 2:00 PM | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 14 |
| 2:15 PM | 3 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2:30 PM | 1 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 7 | 0 | 0 | 19 |
| 2:45 PM | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 11 |
| 3:00 PM | 5 | 2 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 17 |
| 3:15 PM | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 5 | 6 | 0 | 0 | 2 | 2 | 0 | 22 |
| 3:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 12 |
| 3:45 PM | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 2 | 0 | 13 |
| 4:00 PM | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 10 |
| 4:15 PM | 0 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 1 | 0 | 13 |
| 4:30 PM | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 2 | 0 | 1 | 3 | 1 | 0 | 16 |
| 4:45 PM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 12 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | 2 | 3 | 0 | 2 | 3 | 1 | 0 | 20 |
| 5:15 PM | 1 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 2 | 0 | 5 | 0 | 0 | 0 | 17 |
| 5:30 PM | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 10 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 5 | 1 | 2 | 0 | 14 |
| TOTAL VOLUMES : | NL 43 | NT 43 | NR 22 | NU 0 | SL 6 | ST 32 | SR 9 | SU 0 | EL 19 | ET 41 | ER 25 | EU 0 | WL 17 | WT 36 | WR 11 | WU 0 | TOTAL 304 |
| APPROACH %'s : | 39.81% | 39.81% | 20.37% | 0.00% | 12.77% | 68.09% | 19.15% | 0.00% | 22.35% | 48.24% | 29.41% | 0.00% | 26.56% | 56.25% | 17.19% | 0.00% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 1 | 5 | 1 | 0 | 1 | 17 | 0 | 0 | 4 | 8 | 9 | 0 | 11 | 6 | 2 | 0 | 65 |
| PEAK HR FACTOR : | 0.250 | 0.417 | 0.250 | 0.000 | 0.250 | 0.531 | 0.000 | 0.000 | 0.500 | 0.667 | 0.750 | 0.000 | 0.550 | 0.500 | 0.500 | 0.000 | 0.813 |
| | 0.583 | | | | 0.563 | | | | 0.750 | | | | 0.792 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: California St & CR 572/Powell Rd

City: Spring Hill

Control: Signalized

Project ID: 22-120124-004

Date: 3/23/2022

Data - Bikes

| NS/EW Streets: | California St | | | | California St | | | | CR 572/Powell Rd | | | | CR 572/Powell Rd | | | | |
|-------------------------|----------------------------|-------|-------|-------|---------------|-------|-------|-------|------------------|-------|-------|-------|------------------|-------|-------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR : | 07:15 AM - 08:15 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |

| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------------------|----------------------------|-------|-------|-------|------------|-------|-------|-------|-----------|-------|-------|-------|-----------|-------|-------|-------|--------------|
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| 1:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 9 |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.375 |

National Data & Surveying Services Intersection Turning Movement Count

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

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

Data - Pedestrians (Crosswalks)

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

| NS/EW Streets: | California St | | California St | | CR 572/Powell Rd | | CR 572/Powell Rd | | TOTAL |
|-------------------------|----------------------------|----|---------------|----|------------------|----|------------------|--------|-------|
| | NORTH LEG | | SOUTH LEG | | EAST LEG | | WEST LEG | | |
| | EB | WB | EB | WB | NB | SB | NB | SB | |
| PM | | | | | | | | | |
| 1:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 |
| 2:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| 2:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | EB | WB | EB | WB | NB | SB | NB | SB | TOTAL |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 18 |
| | | | | | | | 83.33% | 16.67% | |
| PEAK HR : | 04:30 PM - 05:30 PM | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| PEAK HR FACTOR : | | | | | | | 0.500 | 0.500 | 0.500 |

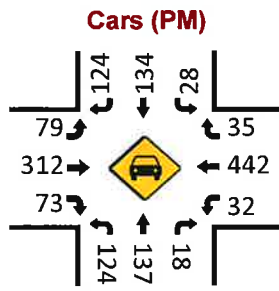
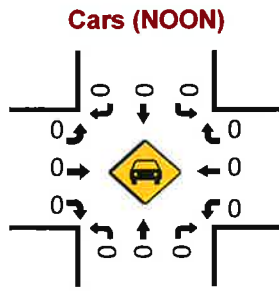
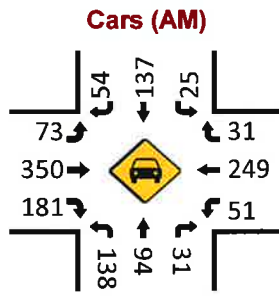
California St & CR 572/Powell Rd

Peak Hour Turning Movement Count

ID: 22-120124-004
City: Spring Hill

Day: Wednesday
Date: 3/23/2022

| PEAK HOURS | | California St | | | | | | | | | | COUNT PERIODS | |
|--|------|---------------|-----|----|---|--|------|--|----|------|----|--------------------------------------|--|
| 07:15 AM - 08:15 AM NONE 04:30 PM - 05:30 PM | AM | 60 | 146 | 26 | 0 | 211 | AM | 6:30 AM - 09:00 AM NONE 1:30 PM - 06:00 PM | PM | NOON | AM | CR 572/Powell Rd WESTBOUND | |
| | NOON | 0 | 0 | 0 | 0 | 0 | NOON | | | | | | |
| | PM | 124 | 151 | 29 | 0 | 262 | PM | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | CONTROL Signalized TEV 1491 (AM) 0 (NOON) 1603 (PM) PHF 0.82 0.97 | | | | | | | |
| | | | | | | | | | | | | | |



HT (AM)

HT (NOON)

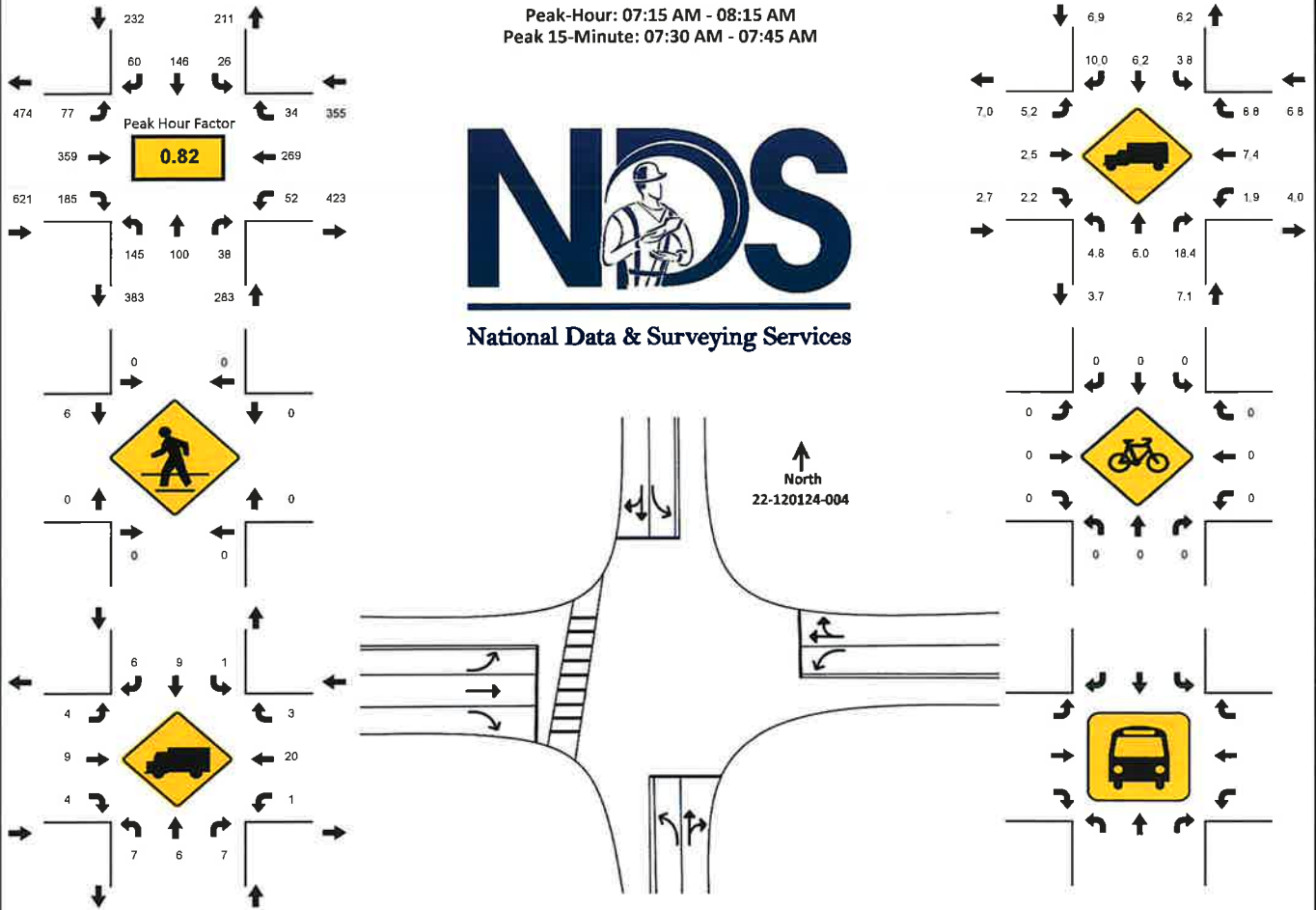
HT (PM)

Pedestrians (Crosswalks)

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



National Data & Surveying Services



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

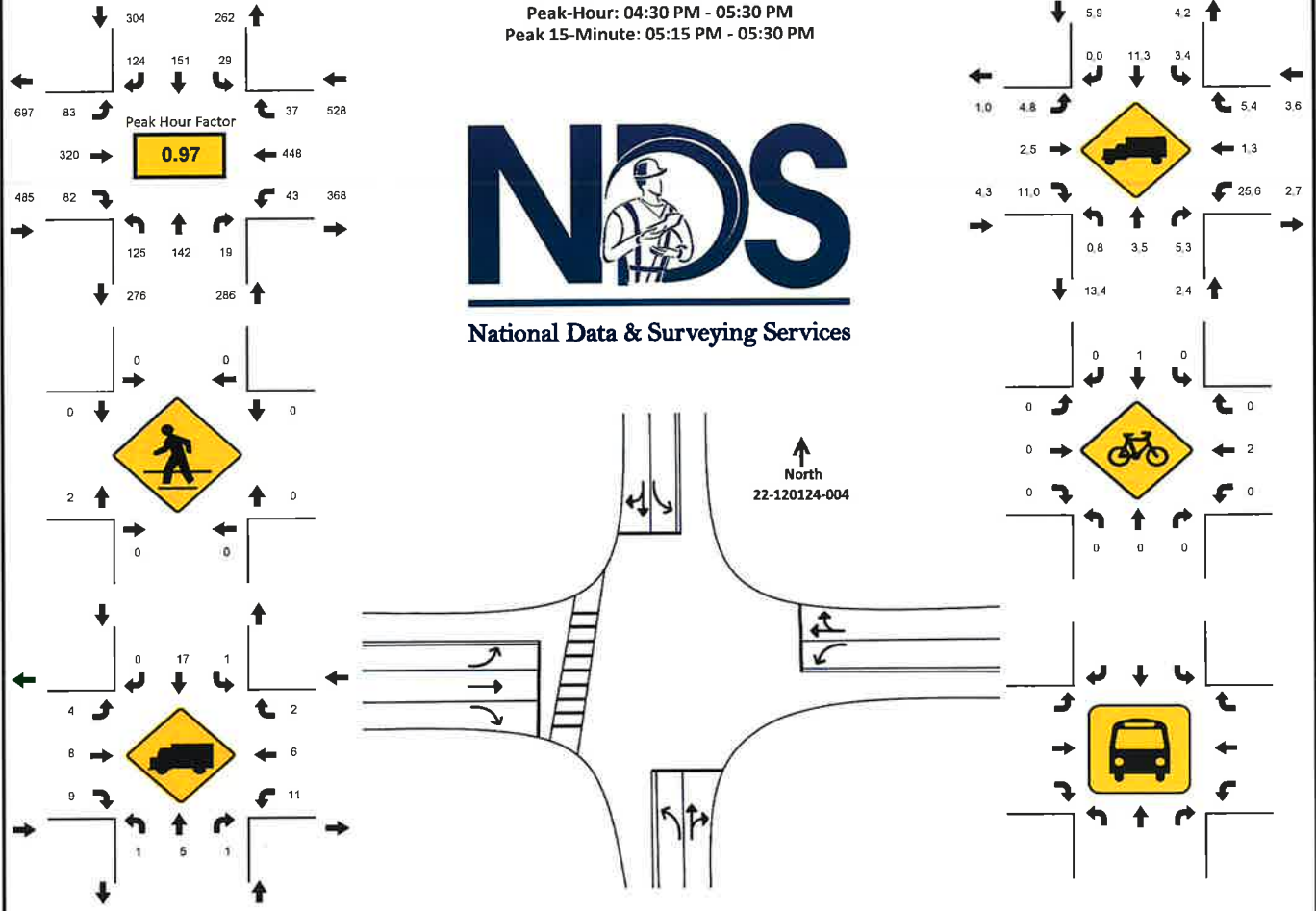
LOCATION: California St & CR 572/Powell Rd
 CITY/STATE: Spring Hill, FL

PROJECT ID: 22-120124-004
 DATE: Wed, Mar 23, 2022

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



National Data & Surveying Services



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

FDOT SEASONAL ADJUSTMENT FACTORS



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

MOCF: 0.94
 PSCF

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

* PEAK SEASON

14-FEB-2020 15:39:30

830UPD

7_0800_PKSEASON.TXT

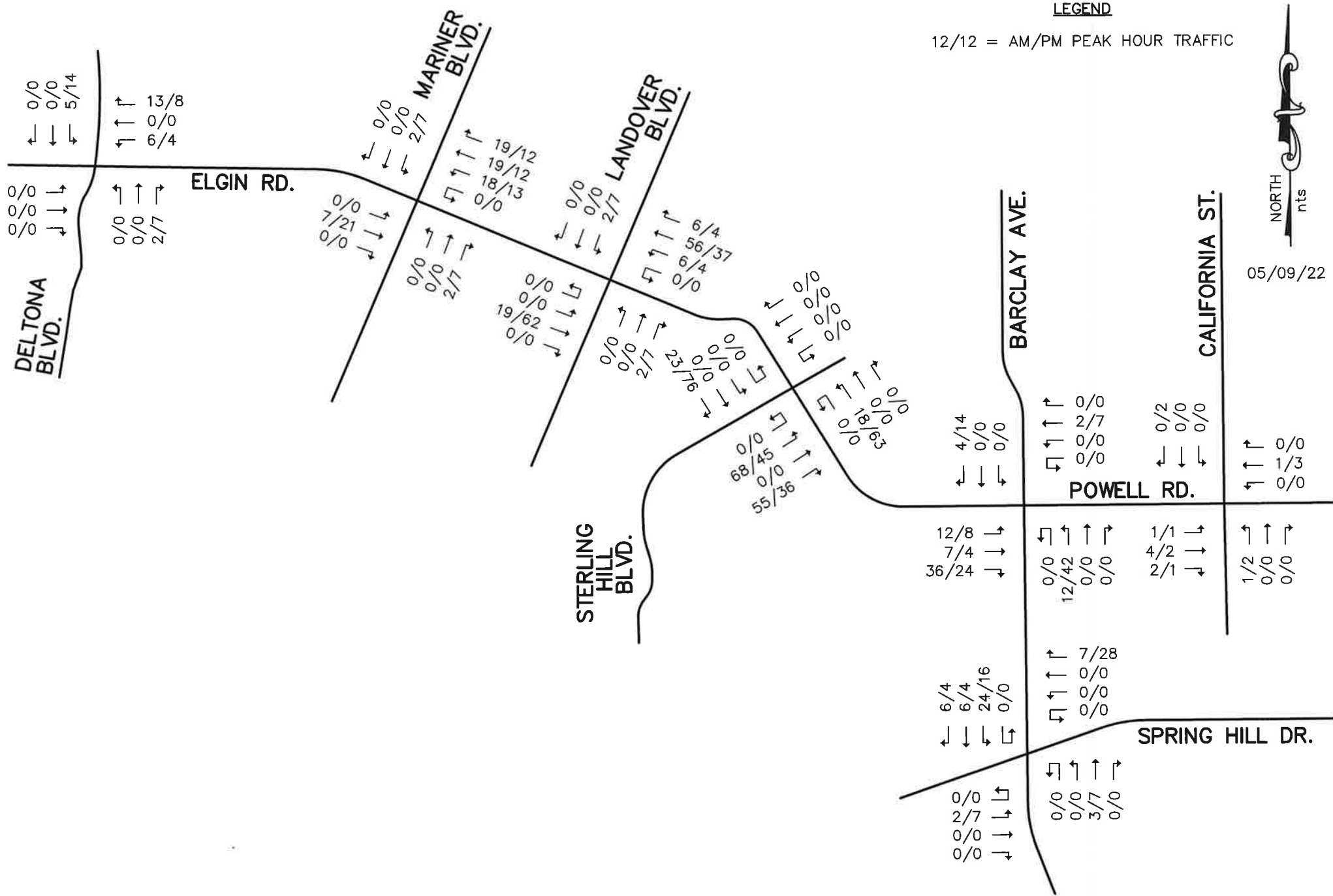
TIER 1 SPEADSHEET



BACKGROUND TRAFFIC



LINCKS & ASSOCIATES, INC.



05/09/22



FIGURE A-1
STERLING HILL
PHASE IV

TRANSPORTATION ANALYSIS

STERLING HILL PHASE IV

Prepared For

DR HORTON

Prepared By



LINCKS & ASSOCIATES, INC.

Engineers - Planners

Tampa, Florida

TRANSPORTATION ANALYSIS

STERLING HILL PHASE IV

Prepared For

DR HORTON

Prepared By

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

Revised March, 2019
January, 2019

Project No. 18144

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





TABLE 1

ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

| <u>Land Use</u> | <u>ITE LUC</u> | <u>Size</u> | <u>Daily Trip Ends</u> | <u>AM Peak Hour Trip Ends</u> | | | <u>PM Peak Hour Trip Ends</u> | | |
|-----------------|--------------------|-------------|----------------------------|-----------------------------------|------------|--------------|-----------------------------------|------------|--------------|
| | | | | <u>In</u> | <u>Out</u> | <u>Total</u> | <u>In</u> | <u>Out</u> | <u>Total</u> |
| Single Family | 210 | 224 DU's | 2,184 | 41 | 123 | 164 | 139 | 81 | 220 |

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

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC

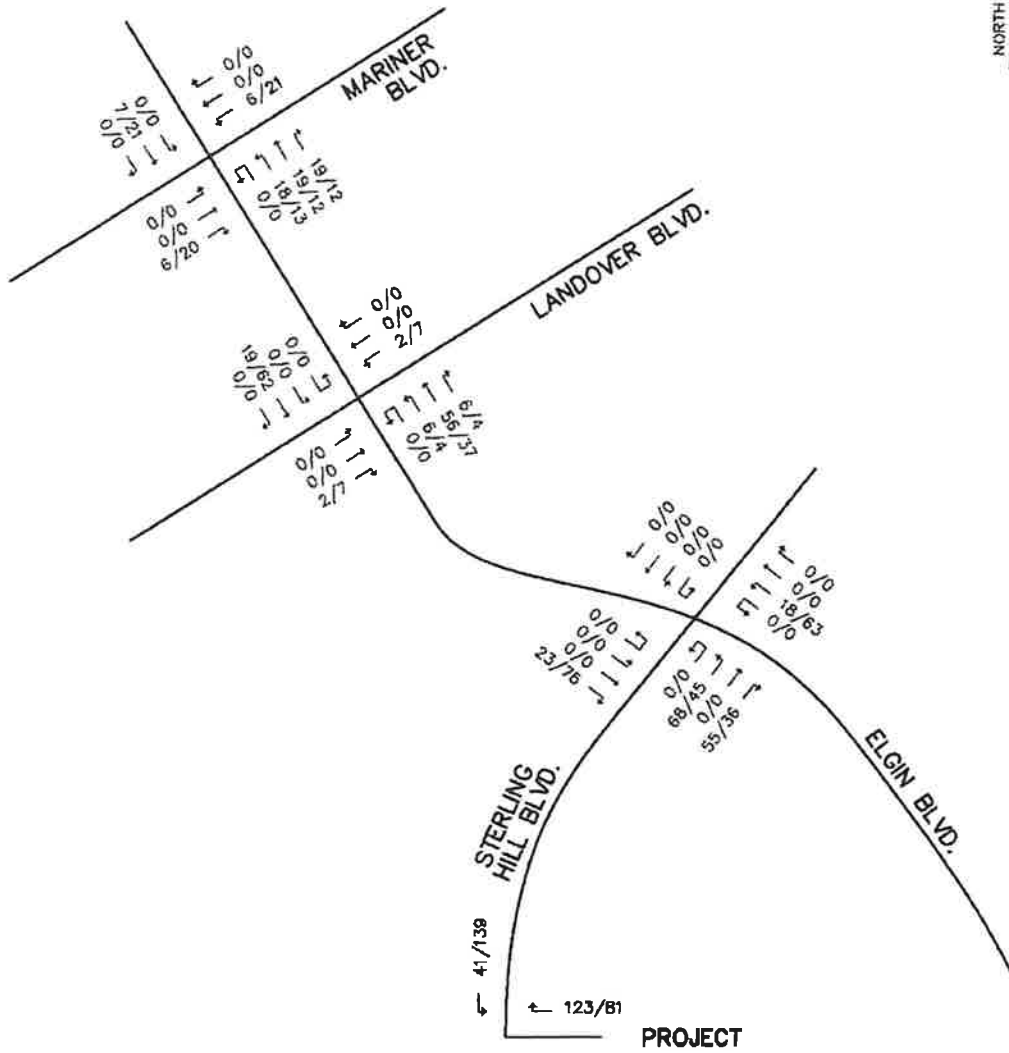
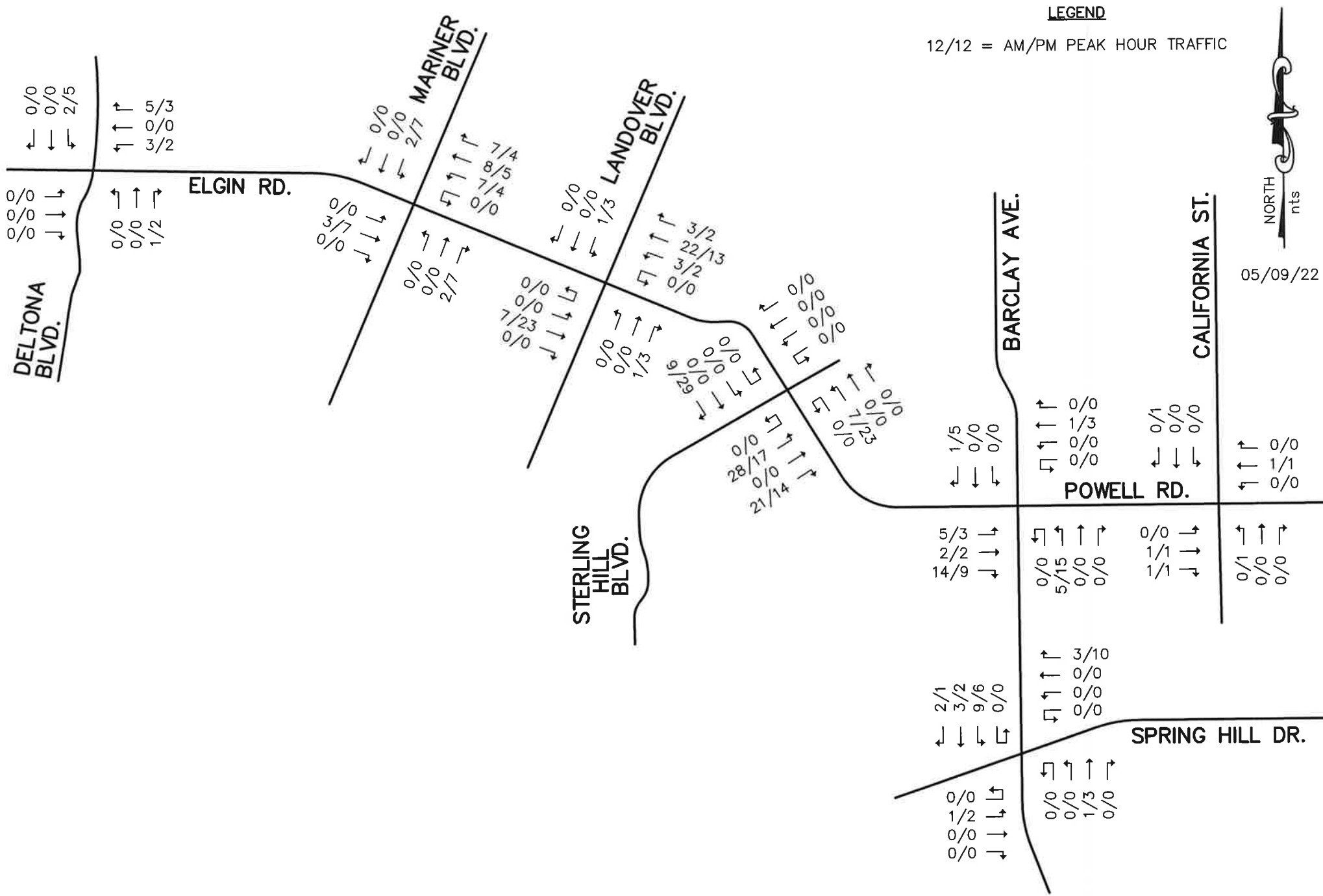


FIGURE 3
PROJECT TRAFFIC





05/09/22
 NORTH
 nts

FIGURE A-2
PINE VIEW GROVE
ESTATES

TRANSPORTATION ANALYSIS

PINE VIEW GROVE ESTATES

Prepared For

PROCIVIL360

Prepared By



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

TRANSPORTATION ANALYSIS

PINE VIEW GROVE ESTATES

Prepared For

PROCIVIL360

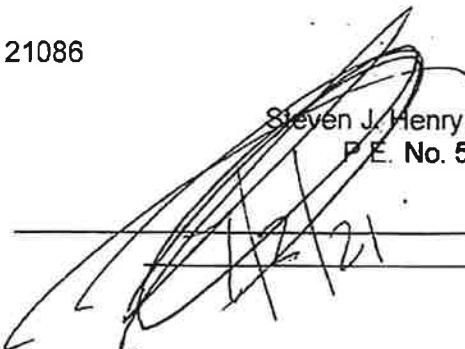
Prepared By

LINCKS & ASSOCIATES, INC.
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813-289-0039
State of Florida Authorization No. EB0004638

June, 2021

Project No. 21086

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



Date





TABLE 1
ESTIMATED PROJECT TRIP ENDS (1)

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

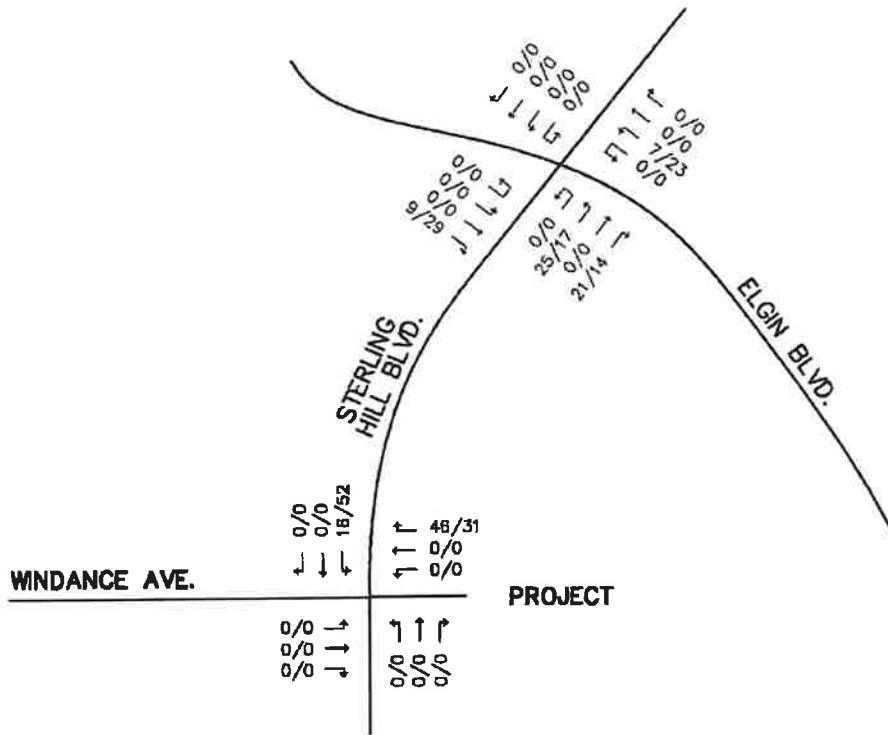
(1) Source: ITE Trip Generation Manual, 10th Edition.

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC

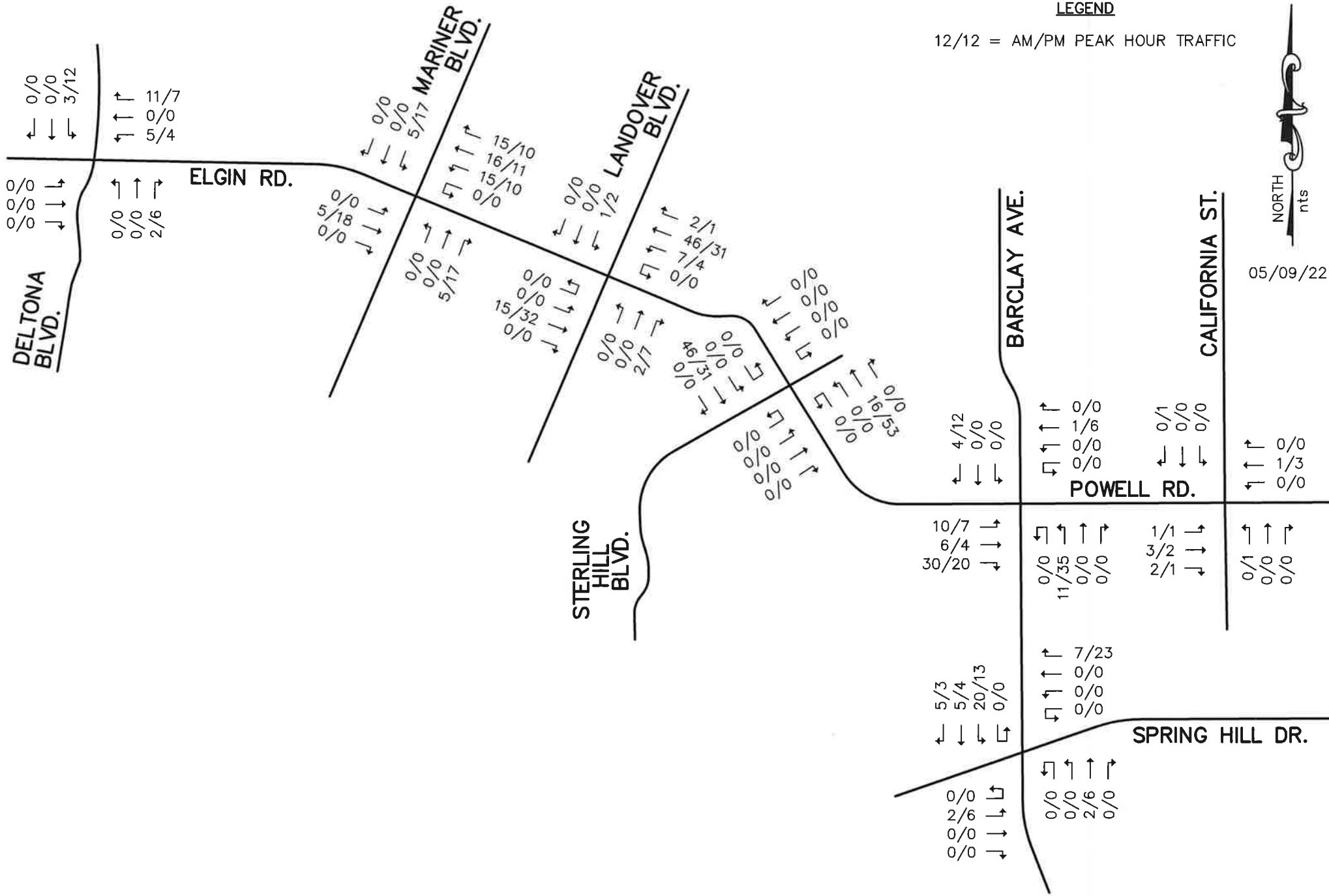


06/18/21



**FIGURE 3
PROJECT TRAFFIC**





05/09/22

FIGURE A-3
VILLAGE VAN GOGH

TRANSPORTATION ANALYSIS

VILLAGE VAN GOGH

Prepared For

LENNAR

Prepared By



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

TRANSPORTATION ANALYSIS

VILLAGE VAN GOGH

Prepared For

LENNAR

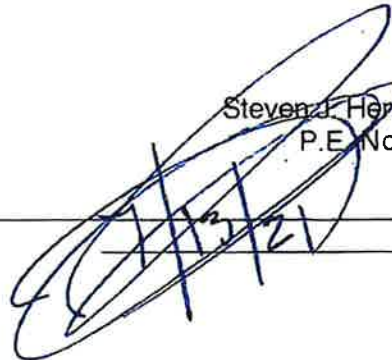
Prepared By

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813-289-0039
State of Florida Authorization No. EB0004638

July, 2021

Project No. 21095

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



7/13/21 Date





TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

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

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

LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



07/12/21

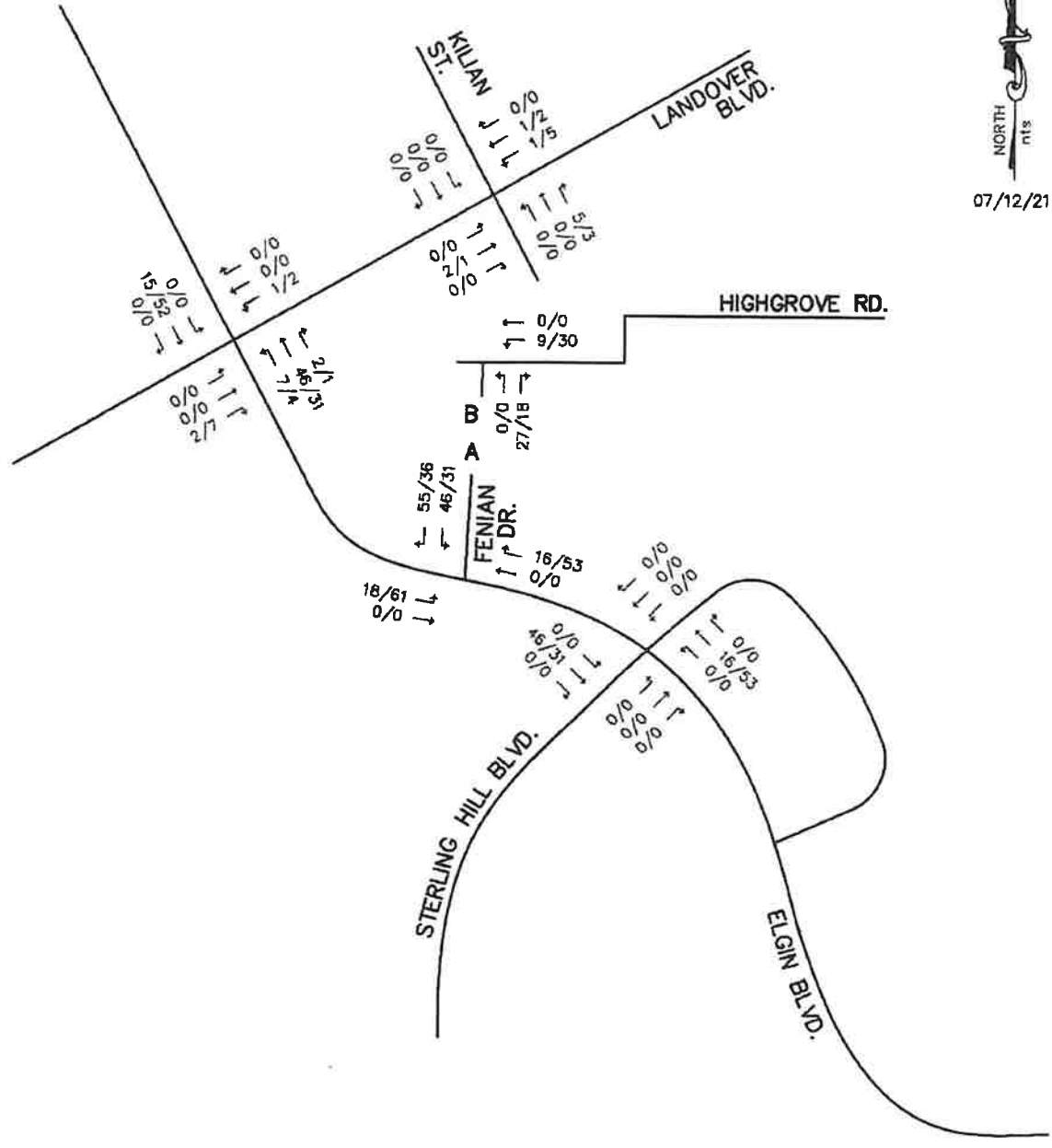


FIGURE 3
PROJECT TRAFFIC



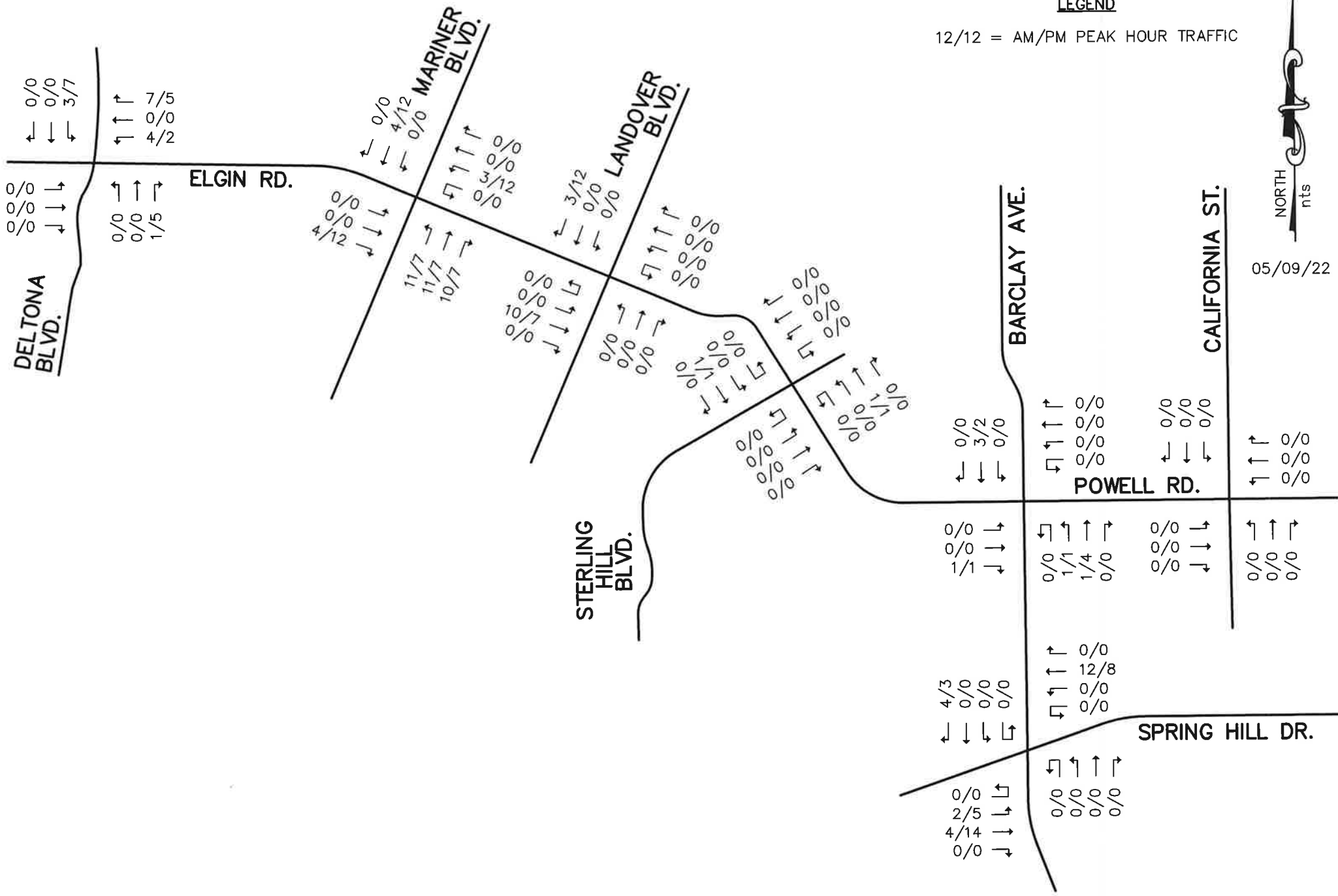


FIGURE A-4
RAINBOW GLEN

TRANSPORTATION ANALYSIS

RAINBOW GLEN

Prepared For -

LENNAR

Prepared By



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

TRANSPORTATION ANALYSIS

RAINBOW GLEN

Prepared For

LENNAR

Prepared By

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5023 West Laurel Street
Tampa, Florida 33607
813-289-0039

State of Florida Authorization No. EB0004638

January, 2022

Project No. 21185

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



Date





TABLE 1
ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

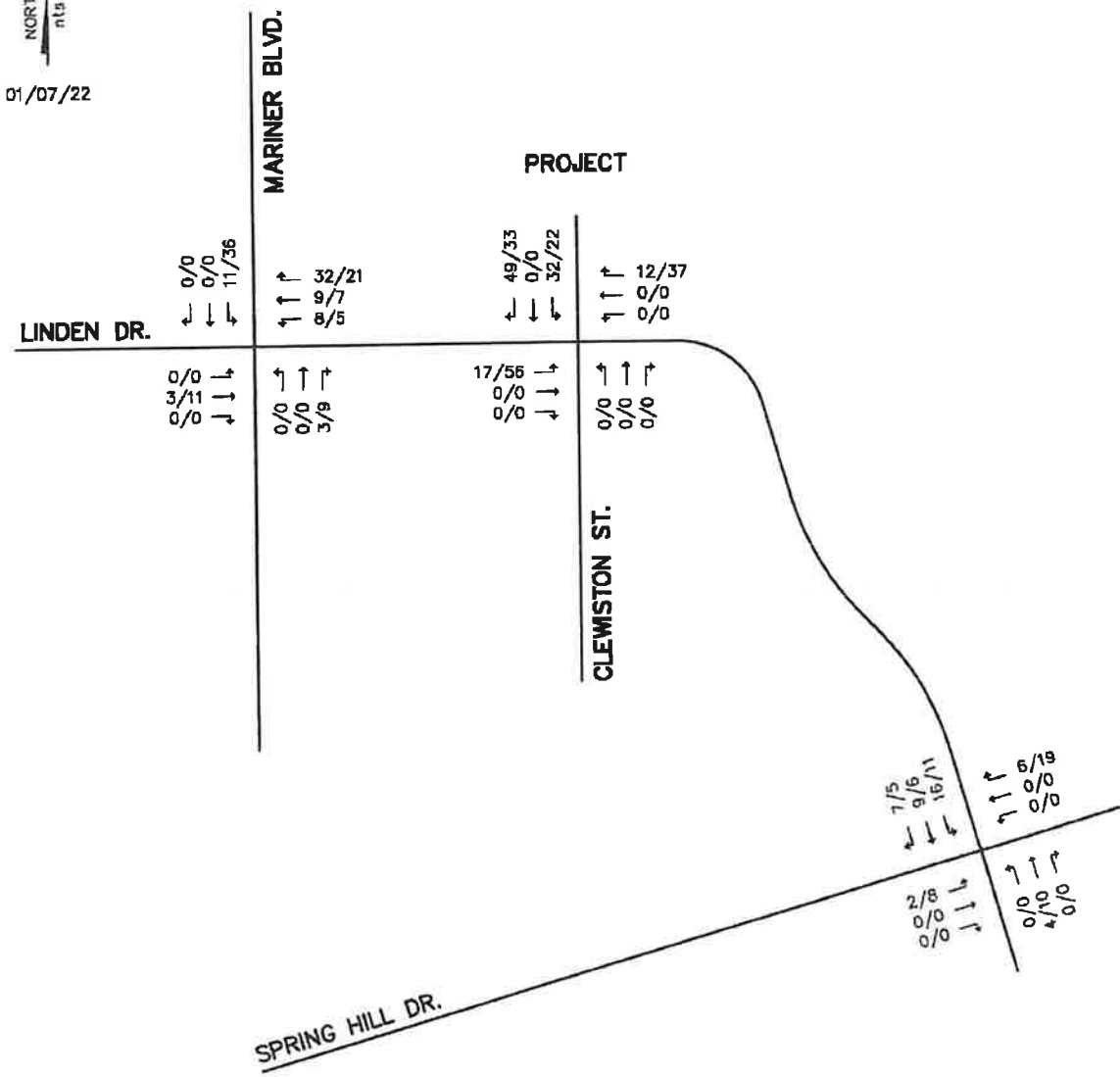
| <u>Land Use</u> | <u>ITE LUC</u> | <u>Size</u> | <u>Daily Trip Ends</u> | <u>AM Peak Hour Trip Ends</u> | | | <u>PM Peak Hour Trip Ends</u> | | |
|-----------------|--------------------|-------------|----------------------------|-----------------------------------|------------|--------------|-----------------------------------|------------|--------------|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

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



LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



**FIGURE 3
PROJECT TRAFFIC**

SIGNAL TIMINGS



Hernando County, FL



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

Controller Timing Plan (MM) 2-1

Plan 1 *EBL WB SBV NB WBL EB NBV SB*

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Direction | | | | | | | | | | | | | | | | |
| Min Green | 5 | 10 | 5 | 10 | 5 | 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Bk Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CS Min Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Delay Green | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 10 | 0 | 10 | 0 | 10 | 0 | 10 |
| Walk2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Walk Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear | 0 | 29 | 0 | 30 | 0 | 29 | 0 | 30 | 0 | 16 | 0 | 16 | 0 | 16 | 0 | 16 |
| Ped Clear 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped Clear Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped CO | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vehicle Ext | 3.0 | 5.0 | 3.0 | 4.0 | 3.0 | 5.0 | 3.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Ext 2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max1 | 15 | 45 | 20 | 40 | 15 | 45 | 20 | 40 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 35 |
| Max2 | 25 | 25 | 15 | 25 | 15 | 25 | 20 | 30 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 40 |
| Max3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DYM Max | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dym Step | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Yellow | 5.4 | 5.4 | 5.0 | 5.0 | 5.4 | 5.4 | 5.0 | 5.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Red Clear | 2.0 | 2.0 | 2.5 | 2.3 | 2.6 | 2.0 | 3.0 | 2.3 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Red Max | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Red Revert | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Act B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sec/Act | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Max Int | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 0 | 0 | 0 | 0 |
| Time B4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Cars Wt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| STPTDuc | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTReduc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Min Gap | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

ARTERIAL ANALYSIS



Arterial Level of Service: EB POWELL RD

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

Arterial Level of Service: WB POWELL RD

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

Arterial Level of Service: EB POWELL RD

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

Arterial Level of Service: WB POWELL RD

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

Arterial Level of Service: EB POWELL RD

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

Arterial Level of Service: WB POWELL RD

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

Arterial Level of Service: EB POWELL RD

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

Arterial Level of Service: WB POWELL RD

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

INTERSECTION ANALYSIS



Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 198 | 436 | 465 | 146 | 418 | 100 | 349 | 330 | 276 | 81 | 265 | 95 |
| Future Volume (vph) | 198 | 436 | 465 | 146 | 418 | 100 | 349 | 330 | 276 | 81 | 265 | 95 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | | | | 4 | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | 10.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 12.4 | 22.5 | 22.5 | 13.0 | 22.5 | | 13.4 | 22.5 | 22.5 | 12.9 | 12.7 | |
| Total Split (s) | 22.4 | 52.4 | 52.4 | 22.4 | 52.4 | | 28.0 | 47.3 | 47.3 | 28.0 | 47.3 | |
| Total Split (%) | 14.9% | 34.9% | 34.9% | 14.9% | 34.9% | | 18.7% | 31.5% | 31.5% | 18.7% | 31.5% | |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.6 | 2.0 | | 3.0 | 2.3 | 2.3 | 2.5 | 2.3 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 8.0 | 7.4 | | 8.0 | 7.3 | 7.3 | 7.5 | 7.3 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | Max | Max | None | Max | | None | Max | Max | None | None | |
| Act Effct Green (s) | 15.0 | 47.9 | 47.9 | 11.6 | 45.1 | | 18.7 | 42.5 | 42.5 | 12.3 | 35.5 | |
| Actuated g/C Ratio | 0.10 | 0.33 | 0.33 | 0.08 | 0.31 | | 0.13 | 0.29 | 0.29 | 0.09 | 0.25 | |
| v/c Ratio | 1.14 | 0.39 | 0.58 | 0.56 | 0.50 | | 0.83 | 0.63 | 0.43 | 0.57 | 0.85 | |
| Control Delay | 163.5 | 39.5 | 7.3 | 72.5 | 41.5 | | 77.6 | 50.8 | 6.2 | 78.5 | 68.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 163.5 | 39.5 | 7.3 | 72.5 | 41.5 | | 77.6 | 50.8 | 6.2 | 78.5 | 68.2 | |
| LOS | F | D | A | E | D | | E | D | A | E | E | |
| Approach Delay | | 48.2 | | | 48.4 | | | 47.7 | | | 70.1 | |
| Approach LOS | | D | | | D | | | D | | | E | |

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 144.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 51.1

Intersection LOS: D

Intersection Capacity Utilization 80.5%

ICU Level of Service D

Analysis Period (min) 15

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

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

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 172 | 418 | 480 | 211 | 571 | 105 | 612 | 472 | 219 | 110 | 413 | 83 |
| Future Volume (vph) | 172 | 418 | 480 | 211 | 571 | 105 | 612 | 472 | 219 | 110 | 413 | 83 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | | | | 4 | | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 10.0 | 10.0 | 5.0 | 5.0 | |
| Minimum Split (s) | 12.4 | 22.5 | 22.5 | 13.0 | 22.5 | | 13.4 | 22.5 | 22.5 | 12.9 | 12.7 | |
| Total Split (s) | 22.4 | 52.4 | 52.4 | 22.4 | 52.4 | | 28.0 | 47.3 | 47.3 | 28.0 | 47.3 | |
| Total Split (%) | 14.9% | 34.9% | 34.9% | 14.9% | 34.9% | | 18.7% | 31.5% | 31.5% | 18.7% | 31.5% | |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.6 | 2.0 | | 3.0 | 2.3 | 2.3 | 2.5 | 2.3 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 8.0 | 7.4 | | 8.0 | 7.3 | 7.3 | 7.5 | 7.3 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | None | Max | Max | None | Max | | None | Max | Max | None | None | |
| Act Effect Green (s) | 15.0 | 45.9 | 45.9 | 13.5 | 45.0 | | 20.0 | 45.4 | 45.4 | 15.1 | 40.0 | |
| Actuated g/C Ratio | 0.10 | 0.31 | 0.31 | 0.09 | 0.30 | | 0.13 | 0.30 | 0.30 | 0.10 | 0.27 | |
| v/c Ratio | 1.03 | 0.41 | 0.68 | 0.72 | 0.68 | | 1.41 | 0.88 | 0.39 | 0.66 | 1.07 | |
| Control Delay | 139.5 | 42.9 | 17.0 | 80.1 | 49.2 | | 241.9 | 68.1 | 14.7 | 81.5 | 110.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 139.5 | 42.9 | 17.0 | 80.1 | 49.2 | | 241.9 | 68.1 | 14.7 | 81.5 | 110.5 | |
| LOS | F | D | B | F | D | | F | E | B | F | F | |
| Approach Delay | | 46.8 | | | 56.6 | | | 140.7 | | | 105.3 | |
| Approach LOS | | D | | | E | | | F | | | F | |

Intersection Summary

Cycle Length: 150.1
 Actuated Cycle Length: 150.1
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.41
 Intersection Signal Delay: 89.9
 Intersection Capacity Utilization 98.0%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service F

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

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

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 198 | 436 | 465 | 146 | 418 | 100 | 349 | 330 | 276 | 81 | 265 | 95 |
| Future Volume (vph) | 198 | 436 | 465 | 146 | 418 | 100 | 349 | 330 | 276 | 81 | 265 | 95 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | | Prot | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | 8 |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 2 | 7 | 4 | | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 12.4 | 22.5 | 22.5 | 13.0 | 22.5 | 22.5 | 13.4 | 22.5 | | 12.9 | 12.7 | 12.7 |
| Total Split (s) | 22.4 | 52.4 | 52.4 | 22.4 | 52.4 | 52.4 | 28.0 | 47.3 | | 28.0 | 47.3 | 47.3 |
| Total Split (%) | 14.9% | 34.9% | 34.9% | 14.9% | 34.9% | 34.9% | 18.7% | 31.5% | | 18.7% | 31.5% | 31.5% |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.6 | 2.0 | 2.0 | 3.0 | 2.3 | | 2.5 | 2.3 | 2.3 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 8.0 | 7.4 | 7.4 | 8.0 | 7.3 | | 7.5 | 7.3 | 7.3 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | None | Max | Max | None | Max | | None | None | None |
| Act Effct Green (s) | 13.1 | 46.1 | 46.1 | 11.5 | 45.1 | 45.1 | 18.6 | 40.1 | | 12.1 | 33.0 | 33.0 |
| Actuated g/C Ratio | 0.09 | 0.33 | 0.33 | 0.08 | 0.32 | 0.32 | 0.13 | 0.29 | | 0.09 | 0.24 | 0.24 |
| v/c Ratio | 0.65 | 0.39 | 0.59 | 0.55 | 0.39 | 0.17 | 0.81 | 0.61 | | 0.56 | 0.64 | 0.21 |
| Control Delay | 71.6 | 38.1 | 7.1 | 69.8 | 38.6 | 2.1 | 73.5 | 36.8 | | 75.8 | 55.9 | 2.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 71.6 | 38.1 | 7.1 | 69.8 | 38.6 | 2.1 | 73.5 | 36.8 | | 75.8 | 55.9 | 2.3 |
| LOS | E | D | A | E | D | A | E | D | | E | E | A |
| Approach Delay | | 31.0 | | | 40.0 | | | 50.2 | | | 48.0 | |
| Approach LOS | | C | | | D | | | D | | | D | |

Intersection Summary









Cycle Length: 150.1
 Actuated Cycle Length: 139.9
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 41.1
 Intersection Capacity Utilization 66.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

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

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 172 | 418 | 480 | 211 | 571 | 105 | 612 | 472 | 219 | 110 | 413 | 83 |
| Future Volume (vph) | 172 | 418 | 480 | 211 | 571 | 105 | 612 | 472 | 219 | 110 | 413 | 83 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | | Prot | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | 8 |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 2 | 7 | 4 | | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 12.4 | 22.5 | 22.5 | 13.0 | 22.5 | 22.5 | 13.4 | 22.5 | | 12.9 | 12.7 | 12.7 |
| Total Split (s) | 18.1 | 40.1 | 40.1 | 20.0 | 42.0 | 42.0 | 41.0 | 64.5 | | 25.5 | 49.0 | 49.0 |
| Total Split (%) | 12.1% | 26.7% | 26.7% | 13.3% | 28.0% | 28.0% | 27.3% | 43.0% | | 17.0% | 32.6% | 32.6% |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.6 | 2.0 | 2.0 | 3.0 | 2.3 | | 2.5 | 2.3 | 2.3 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 8.0 | 7.4 | 7.4 | 8.0 | 7.3 | | 7.5 | 7.3 | 7.3 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | None | Max | Max | None | Max | | None | None | None |
| Act Effct Green (s) | 10.5 | 32.7 | 32.7 | 11.8 | 34.6 | 34.6 | 30.8 | 57.7 | | 14.3 | 40.8 | 40.8 |
| Actuated g/C Ratio | 0.07 | 0.22 | 0.22 | 0.08 | 0.24 | 0.24 | 0.21 | 0.39 | | 0.10 | 0.28 | 0.28 |
| v/c Ratio | 0.74 | 0.56 | 0.73 | 0.81 | 0.72 | 0.21 | 0.90 | 0.54 | | 0.67 | 0.84 | 0.15 |
| Control Delay | 85.5 | 54.3 | 15.7 | 88.4 | 57.7 | 0.9 | 72.5 | 33.3 | | 83.0 | 66.0 | 0.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 85.5 | 54.3 | 15.7 | 88.4 | 57.7 | 0.9 | 72.5 | 33.3 | | 83.0 | 66.0 | 0.5 |
| LOS | F | D | B | F | E | A | E | C | | F | E | A |
| Approach Delay | | 42.0 | | | 58.3 | | | 51.7 | | | 60.2 | |
| Approach LOS | | D | | | E | | | D | | | E | |

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 146.8

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 51.9

Intersection LOS: D

Intersection Capacity Utilization 85.0%

ICU Level of Service E









Analysis Period (min) 15

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

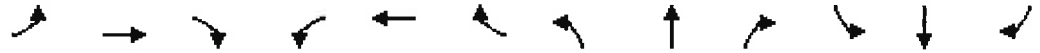
Splits and Phases: 3: BARCLAY AVE & ELGIN BLVD/POWELL RD

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 198 | 441 | 465 | 150 | 430 | 103 | 349 | 330 | 277 | 82 | 265 | 95 |
| Future Volume (vph) | 198 | 441 | 465 | 150 | 430 | 103 | 349 | 330 | 277 | 82 | 265 | 95 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | | Prot | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | 8 |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 2 | 7 | 4 | | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 12.4 | 22.5 | 22.5 | 13.0 | 22.5 | 22.5 | 13.4 | 22.5 | | 12.9 | 12.7 | 12.7 |
| Total Split (s) | 22.4 | 52.4 | 52.4 | 22.4 | 52.4 | 52.4 | 28.0 | 47.3 | | 28.0 | 47.3 | 47.3 |
| Total Split (%) | 14.9% | 34.9% | 34.9% | 14.9% | 34.9% | 34.9% | 18.7% | 31.5% | | 18.7% | 31.5% | 31.5% |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.6 | 2.0 | 2.0 | 3.0 | 2.3 | | 2.5 | 2.3 | 2.3 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 8.0 | 7.4 | 7.4 | 8.0 | 7.3 | | 7.5 | 7.3 | 7.3 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | None | Max | Max | None | Max | | None | None | None |
| Act Effct Green (s) | 13.1 | 46.0 | 46.0 | 11.6 | 45.1 | 45.1 | 18.6 | 40.1 | | 12.1 | 33.1 | 33.1 |
| Actuated g/C Ratio | 0.09 | 0.33 | 0.33 | 0.08 | 0.32 | 0.32 | 0.13 | 0.29 | | 0.09 | 0.24 | 0.24 |
| v/c Ratio | 0.65 | 0.40 | 0.59 | 0.56 | 0.40 | 0.18 | 0.81 | 0.61 | | 0.56 | 0.63 | 0.21 |
| Control Delay | 71.6 | 38.3 | 7.2 | 70.0 | 38.9 | 2.4 | 73.6 | 36.9 | | 75.9 | 55.9 | 2.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 71.6 | 38.3 | 7.2 | 70.0 | 38.9 | 2.4 | 73.6 | 36.9 | | 75.9 | 55.9 | 2.3 |
| LOS | E | D | A | E | D | A | E | D | | E | E | A |
| Approach Delay | | 31.2 | | | 40.2 | | | 50.3 | | | 48.0 | |
| Approach LOS | | C | | | D | | | D | | | D | |

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 140

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 41.2

Intersection LOS: D

Intersection Capacity Utilization 66.5%

ICU Level of Service C









Analysis Period (min) 15

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

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

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

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 172 | 432 | 480 | 214 | 579 | 107 | 612 | 472 | 223 | 113 | 413 | 83 |
| Future Volume (vph) | 172 | 432 | 480 | 214 | 579 | 107 | 612 | 472 | 223 | 113 | 413 | 83 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | | Prot | NA | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | | | 6 | | | 2 | | | | | | 8 |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | 2 | 7 | 4 | | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | 10.0 | 5.0 | 10.0 | | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 12.4 | 22.5 | 22.5 | 13.0 | 22.5 | 22.5 | 13.4 | 22.5 | | 12.9 | 12.7 | 12.7 |
| Total Split (s) | 18.1 | 40.1 | 40.1 | 20.0 | 42.0 | 42.0 | 41.0 | 64.5 | | 25.5 | 49.0 | 49.0 |
| Total Split (%) | 12.1% | 26.7% | 26.7% | 13.3% | 28.0% | 28.0% | 27.3% | 43.0% | | 17.0% | 32.6% | 32.6% |
| Yellow Time (s) | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.4 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.6 | 2.0 | 2.0 | 3.0 | 2.3 | | 2.5 | 2.3 | 2.3 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.4 | 7.4 | 7.4 | 8.0 | 7.4 | 7.4 | 8.0 | 7.3 | | 7.5 | 7.3 | 7.3 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | None | Max | Max | None | Max | | None | None | None |
| Act Effct Green (s) | 10.5 | 32.7 | 32.7 | 11.8 | 34.7 | 34.7 | 30.8 | 57.6 | | 14.5 | 40.8 | 40.8 |
| Actuated g/C Ratio | 0.07 | 0.22 | 0.22 | 0.08 | 0.24 | 0.24 | 0.21 | 0.39 | | 0.10 | 0.28 | 0.28 |
| v/c Ratio | 0.74 | 0.58 | 0.73 | 0.82 | 0.73 | 0.22 | 0.90 | 0.54 | | 0.68 | 0.84 | 0.15 |
| Control Delay | 85.6 | 54.8 | 15.7 | 89.2 | 58.2 | 0.9 | 72.5 | 33.4 | | 83.5 | 66.0 | 0.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 85.6 | 54.8 | 15.7 | 89.2 | 58.2 | 0.9 | 72.5 | 33.4 | | 83.5 | 66.0 | 0.5 |
| LOS | F | D | B | F | E | A | E | C | | F | E | A |
| Approach Delay | | 42.4 | | | 58.7 | | | 51.7 | | | 60.4 | |
| Approach LOS | | D | | | E | | | D | | | E | |

Intersection Summary

Cycle Length: 150.1

Actuated Cycle Length: 146.9

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 52.1

Intersection LOS: D

Intersection Capacity Utilization 85.2%

ICU Level of Service E









Analysis Period (min) 15

Timings

3: BARCLAY AVE & ELGIN BLVD/POWELL RD

05/12/2022

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

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

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 84 | 388 | 201 | 55 | 288 | 36 | 155 | 106 | 40 | 28 | 155 | 64 |
| Future Volume (vph) | 84 | 388 | 201 | 55 | 288 | 36 | 155 | 106 | 40 | 28 | 155 | 64 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 10.5 | 23.5 | 23.5 | 10.5 | 23.5 | | 10.5 | 23.5 | | 10.5 | 23.5 | |
| Total Split (s) | 23.0 | 38.0 | 38.0 | 23.0 | 38.0 | | 23.0 | 36.0 | | 23.0 | 36.0 | |
| Total Split (%) | 19.2% | 31.7% | 31.7% | 19.2% | 31.7% | | 19.2% | 30.0% | | 19.2% | 30.0% | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | Max | Max | None | Max | | None | Max | | None | Max | |
| Act Effct Green (s) | 41.0 | 33.7 | 33.7 | 39.0 | 32.8 | | 48.6 | 41.4 | | 37.3 | 30.7 | |
| Actuated g/C Ratio | 0.39 | 0.32 | 0.32 | 0.38 | 0.32 | | 0.47 | 0.40 | | 0.36 | 0.30 | |
| v/c Ratio | 0.27 | 0.70 | 0.33 | 0.22 | 0.61 | | 0.34 | 0.22 | | 0.06 | 0.44 | |
| Control Delay | 20.5 | 39.5 | 5.4 | 20.2 | 36.8 | | 19.3 | 22.4 | | 17.5 | 32.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.5 | 39.5 | 5.4 | 20.2 | 36.8 | | 19.3 | 22.4 | | 17.5 | 32.4 | |
| LOS | C | D | A | C | D | | B | C | | B | C | |
| Approach Delay | | 27.0 | | | 34.4 | | | 20.8 | | | 30.7 | |
| Approach LOS | | C | | | C | | | C | | | C | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 103.9

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 28.1

Intersection LOS: C

Intersection Capacity Utilization 63.6%

ICU Level of Service B









Analysis Period (min) 15

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

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

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 344 | 90 | 46 | 483 | 39 | 136 | 150 | 20 | 31 | 160 | 135 |
| Future Volume (vph) | 90 | 344 | 90 | 46 | 483 | 39 | 136 | 150 | 20 | 31 | 160 | 135 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 10.5 | 23.5 | 23.5 | 10.5 | 23.5 | | 10.5 | 23.5 | | 10.5 | 23.5 | |
| Total Split (s) | 11.0 | 69.0 | 69.0 | 10.6 | 68.6 | | 13.4 | 29.8 | | 10.6 | 27.0 | |
| Total Split (%) | 9.2% | 57.5% | 57.5% | 8.8% | 57.2% | | 11.2% | 24.8% | | 8.8% | 22.5% | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | Max | Max | None | Max | | None | Max | | None | Max | |
| Act Effct Green (s) | 70.0 | 65.6 | 65.6 | 68.2 | 63.1 | | 33.3 | 28.5 | | 26.6 | 21.5 | |
| Actuated g/C Ratio | 0.58 | 0.55 | 0.55 | 0.57 | 0.53 | | 0.28 | 0.24 | | 0.22 | 0.18 | |
| v/c Ratio | 0.23 | 0.35 | 0.10 | 0.09 | 0.55 | | 0.75 | 0.40 | | 0.11 | 0.90 | |
| Control Delay | 10.9 | 17.0 | 1.3 | 9.6 | 21.6 | | 59.0 | 42.2 | | 32.1 | 73.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 10.9 | 17.0 | 1.3 | 9.6 | 21.6 | | 59.0 | 42.2 | | 32.1 | 73.8 | |
| LOS | B | B | A | A | C | | E | D | | C | E | |
| Approach Delay | | 13.3 | | | 20.6 | | | 49.6 | | | 69.9 | |
| Approach LOS | | B | | | C | | | D | | | E | |

Intersection Summary









| | |
|---|------------------------|
| Cycle Length: 120 | |
| Actuated Cycle Length: 120 | |
| Natural Cycle: 75 | |
| Control Type: Actuated-Uncoordinated | |
| Maximum v/c Ratio: 0.90 | |
| Intersection Signal Delay: 32.9 | Intersection LOS: C |
| Intersection Capacity Utilization 75.3% | ICU Level of Service D |
| Analysis Period (min) 15 | |

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

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

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 87 | 399 | 206 | 55 | 292 | 36 | 157 | 106 | 40 | 28 | 155 | 65 |
| Future Volume (vph) | 87 | 399 | 206 | 55 | 292 | 36 | 157 | 106 | 40 | 28 | 155 | 65 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 10.5 | 23.5 | 23.5 | 10.5 | 23.5 | | 10.5 | 23.5 | | 10.5 | 23.5 | |
| Total Split (s) | 23.0 | 38.0 | 38.0 | 23.0 | 38.0 | | 23.0 | 36.0 | | 23.0 | 36.0 | |
| Total Split (%) | 19.2% | 31.7% | 31.7% | 19.2% | 31.7% | | 19.2% | 30.0% | | 19.2% | 30.0% | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | Max | Max | None | Max | | None | Max | | None | Max | |
| Act Effct Green (s) | 43.8 | 36.3 | 36.3 | 40.1 | 32.6 | | 48.7 | 41.4 | | 37.1 | 30.6 | |
| Actuated g/C Ratio | 0.41 | 0.34 | 0.34 | 0.38 | 0.31 | | 0.46 | 0.39 | | 0.35 | 0.29 | |
| v/c Ratio | 0.28 | 0.69 | 0.33 | 0.21 | 0.63 | | 0.36 | 0.23 | | 0.07 | 0.46 | |
| Control Delay | 20.7 | 38.9 | 5.3 | 20.2 | 38.4 | | 20.0 | 22.7 | | 17.6 | 33.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 20.7 | 38.9 | 5.3 | 20.2 | 38.4 | | 20.0 | 22.7 | | 17.6 | 33.3 | |
| LOS | C | D | A | C | D | | B | C | | B | C | |
| Approach Delay | | 26.6 | | | 35.8 | | | 21.3 | | | 31.6 | |
| Approach LOS | | C | | | D | | | C | | | C | |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 106.7

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 28.5

Intersection LOS: C

Intersection Capacity Utilization 64.3%

ICU Level of Service C









Analysis Period (min) 15

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

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

Timings

1: CALIFORNIA ST & POWELL RD

05/12/2022



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|-------------------------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|------|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 92 | 352 | 93 | 46 | 496 | 39 | 142 | 150 | 20 | 31 | 160 | 138 |
| Future Volume (vph) | 92 | 352 | 93 | 46 | 496 | 39 | 142 | 150 | 20 | 31 | 160 | 138 |
| Confl. Peds. (#/hr) | | | | | | | | | | | | |
| Confl. Bikes (#/hr) | | | | | | | | | | | | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Growth Factor | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| Bus Blockages (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Parking (#/hr) | | | | | | | | | | | | |
| Mid-Block Traffic (%) | | 0% | | | 0% | | | 0% | | | 0% | |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | 6 | 2 | | | 4 | | | 8 | | |
| Detector Phase | 1 | 6 | 6 | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 10.5 | 23.5 | 23.5 | 10.5 | 23.5 | | 10.5 | 23.5 | | 10.5 | 23.5 | |
| Total Split (s) | 11.0 | 69.0 | 69.0 | 10.6 | 68.6 | | 13.4 | 29.8 | | 10.6 | 27.0 | |
| Total Split (%) | 9.2% | 57.5% | 57.5% | 8.8% | 57.2% | | 11.2% | 24.8% | | 8.8% | 22.5% | |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 5.5 | 5.5 | 5.5 | 5.5 | | 5.5 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | | Yes | Yes | | Yes | Yes | |
| Recall Mode | None | Max | Max | None | Max | | None | Max | | None | Max | |
| Act Effct Green (s) | 70.0 | 65.6 | 65.6 | 68.2 | 63.1 | | 33.3 | 28.5 | | 26.6 | 21.5 | |
| Actuated g/C Ratio | 0.58 | 0.55 | 0.55 | 0.57 | 0.53 | | 0.28 | 0.24 | | 0.22 | 0.18 | |
| v/c Ratio | 0.25 | 0.36 | 0.10 | 0.09 | 0.57 | | 0.79 | 0.40 | | 0.11 | 0.91 | |
| Control Delay | 11.1 | 17.2 | 1.5 | 9.6 | 21.9 | | 64.1 | 42.2 | | 32.1 | 75.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 11.1 | 17.2 | 1.5 | 9.6 | 21.9 | | 64.1 | 42.2 | | 32.1 | 75.4 | |
| LOS | B | B | A | A | C | | E | D | | C | E | |
| Approach Delay | | 13.4 | | | 20.9 | | | 52.1 | | | 71.3 | |
| Approach LOS | | B | | | C | | | D | | | E | |

Intersection Summary









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

Timings

1: CALIFORNIA ST & POWELL RD

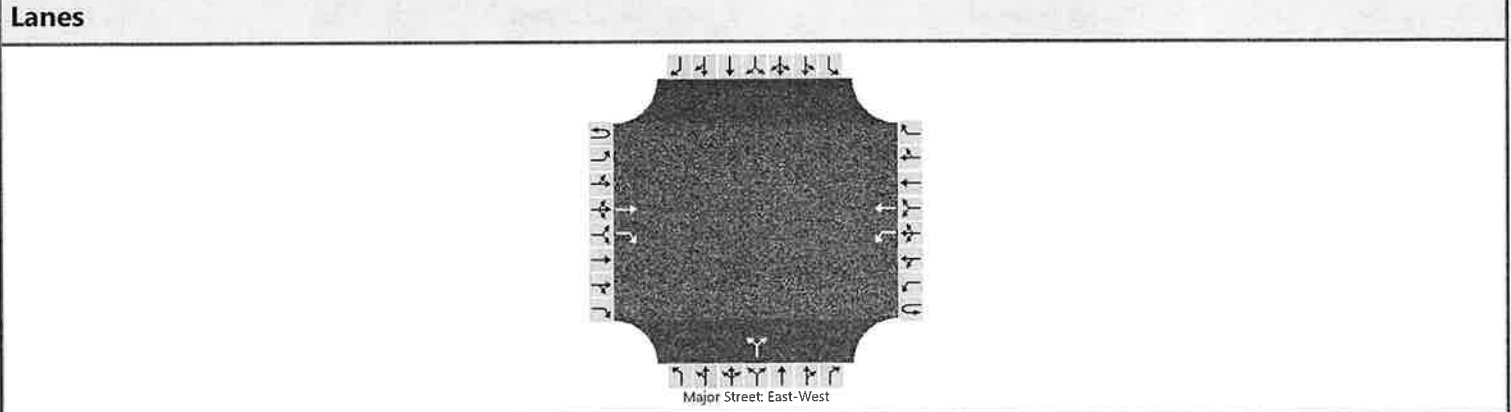
05/12/2022

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

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

HCS7 Two-Way Stop-Control Report

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



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

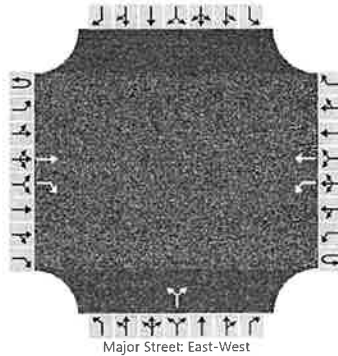
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

TURN LANE WARRANTS

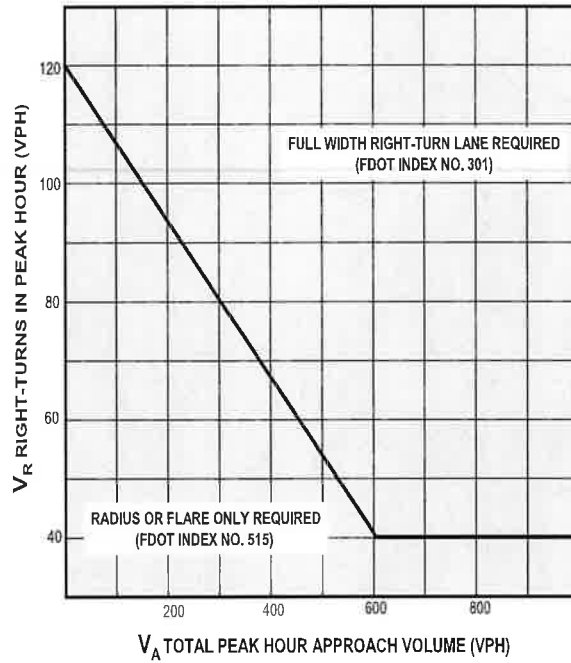


Powell Rd & Proj Access:

EBR < 40

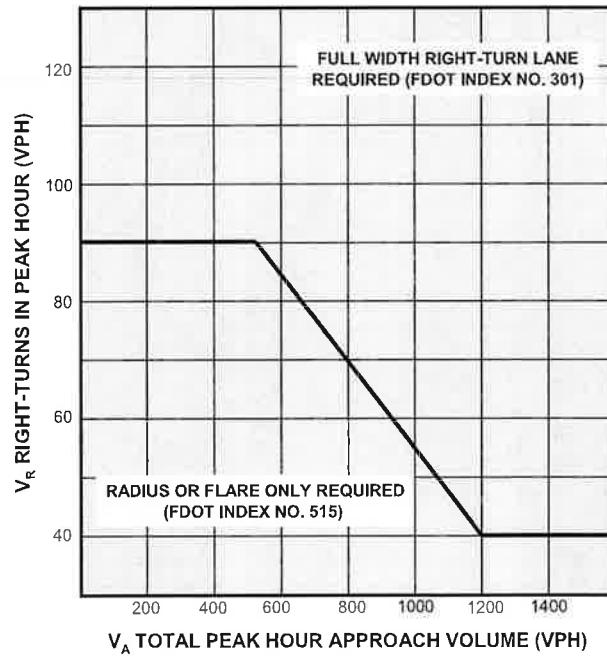
not warranted

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



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

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



NOTE: For application on high speed highways.

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

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

Warranted

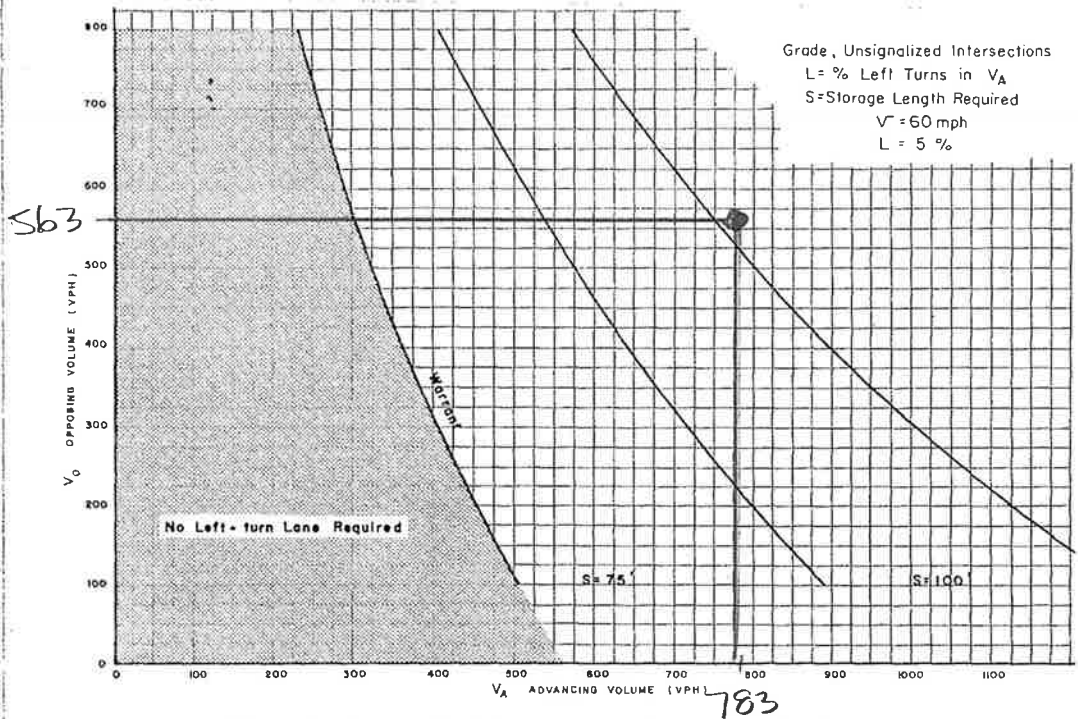


Figure 14. Warrant for left-turn storage lanes on two-lane highways.

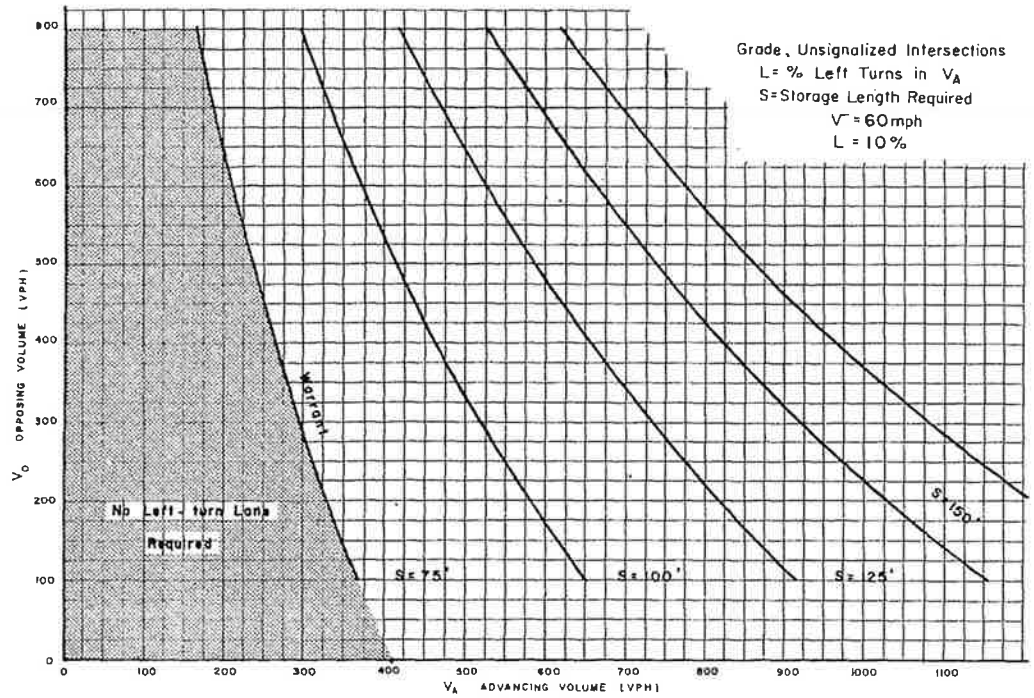
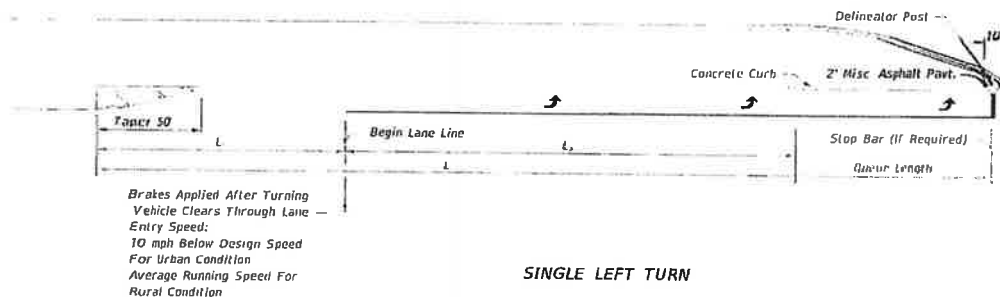
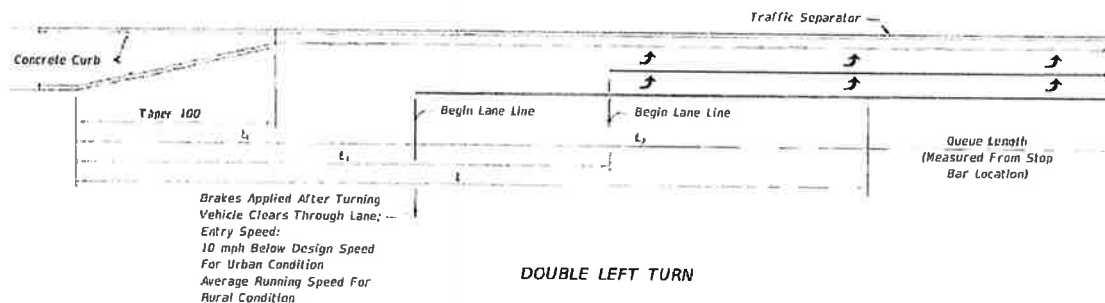


Figure 15. Warrant for left-turn storage lanes on two-lane highways.

FDOT EXHIBIT 212-1



MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS



| MEDIAN TURN LANES | | | | | | | | |
|--------------------|-------------------|-------------------------------|------------------------------------|--------------------------------|--------------------------------|-----------------------------------|--------------------------------|-------------------------------|
| Design Speed (mph) | Entry Speed (mph) | Clearance Distance L_1 (ft) | URBAN CONDITIONS | | | RURAL CONDITIONS | | |
| | | | Brake To Stop Distance L_2 (ft.) | Total Decel Distance L (ft.) | Clearance Distance L_1 (ft.) | Brake To Stop Distance L_2 (ft) | Total Decel. Distance L (ft) | Clearance Distance L_1 (ft) |
| 35 | 25 | 70 | 75 | 145 | 110 | | | |
| 40 | 30 | 80 | 75 | 155 | 120 | | | |
| 45 | 35 | 85 | 100 | 185 | 135 | | | |
| 50 | 40/44 | 105 | 135 | 240 | 160 | 185 | 290 | 160 |
| 55 | 48 | 125 | | | | 225 | 350 | 195 |
| 60 | 52 | 145 | | | | 260 | 405 | 230 |
| 65 | 55 | 170 | | | | 290 | 460 | 270 |

NOT TO SCALE

EXHIBIT 212-1
01/01/2018