TRANSPORTATION ANALYSIS

KARLIK PROPERTY

Prepared For

PULTE GROUP

Prepared By



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

May, 2022

Project No. 21199

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



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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) <u>Trip Generation</u> <u>Manual</u>, 11th Edition, 2021, as its data base. Based on these trip rates, the proposed development would generate approximately 708 daily trip ends.

PROJECT PEAK HOUR TRAFFIC

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







ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

				AM	Peak	Hour	PM	Peak	Hour
	ITE		Daily	T	rip Enc	ls	T	rip Enc	ls
Land Use	<u>LUC</u>	<u>Size</u>	<u>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 <u>Trip Generation Manual</u>, 11th Edition, 2021.

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PROJECT TRIP DISTRIBUTION

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

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

ADJACENT ROADWAYS

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

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

STUDY AREA

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

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



							12/12	LEGEN = Am/Pm Pe/	ND Ak hour trai	FFIC
BARCLAY AVE.				GLOUCESTER RD.			ORLANDO AVE.		CALIFORNIA ST.	HLWN 22
111 885	€ 3/2 ↓ 12/8 ↓ 4/3 ↓ 0/0		← 19/13 ← 0/0	0/0 ↓ 0/0	POWELL ← 0/0 ← 19/13	RD. ← 0/0 ← 7/22	0/0 ↓ ↓	1 0/0 ← 7/22 ↓ 0/0	t † 1/3 1 0/0 0/0	1 0/0 ← 4/13 ← 0/0
0/0 년 0/0 년 5/14 → 0/0 구	ग111 %%%‡	7/21 → 0/0 →	1 ľ %	0/0 - 7/21 →	0/0 → 7/21 →	19/13 L	0/0 -1 19/13 → 0/0 -	^ 0∕0	3/2 → 11/8 → 5/3 →	111 %%%
		CELEBRATION DR.			PRO	JECT	SCH	OOL ESS		

FIGURE 2 PROJECT TRAFFIC

СЛ



STUDY NETWORK DETERMINATION

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

(1) Source: Hernando County Tier I spreadsheet.(2) Directly accessed roadway.

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

BUILDOUT

Buildout of the project is anticipated to be 2025.

BACKGROUND TRAFFIC

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

- 1) AM (7:00 to 9:00) and PM (4:00 to 6:00) peak hour turning movement counts were conducted at the intersections within the study network which are as follows:
 - Powell Road and Barclay Avenue
 - Powell Road and Celebration Drive
 - Powell Road and Gloucester Road
 - Powell Road and School Access
 - Powell Road and California Street
- According to the 2019 FDOT Peak Season Adjustment Factors for Hernando County, the counts were conducted during peak season, therefore, no adjustments were made.

Figure 3 illustrates the peak season traffic.



								12/12	LEGEND = AM/PM PEAK HOU	R TRA	FFIC
LINCKS & ASSOCI		BARCLAY AVE.				GLOUCESTER RD.		ORLANDO AVE.		CALIFORNIA ST.	변 방외 05/13/22
ATES, INC.		← 81/49 ← 247/388 ← 76/104	€ 94/99 ←391/52 ←103/18 ⊊35/17	24 2	← 391/659 ← 12/31	ت 1 27/20 1 31/17	← 20/24 ← 376/670	t 8/7 ≠ 0/1	↓ 0/2 ↓ 0/2 ↓ 0/2 ↓ 0/2 ↓ 0/2 ↓ 0/2	← 146/151 ← 26/29	1— 34/37 ← 269/448 ← 52/43
		15/18 ± 146/127 ≠ 397/385 → 362/402 →	7/9 ¹ 295/480	949/504 → 9/28 →	22/15 - 31/9 -	14/30 –* 966/483 →	POWELL RD.	3/7 1 589/458 - → 405/35 - →	77/83 359/320 8 185/82	414	145/125 → 100/142 → 38/19 →
				CELEBRATION DR.				SCH ACC	iool Xess		
	œ								PEAK	FIGU SEAS	RE 3 ON TRAFFIC

- The peak season traffic was increased by the annual growth rate for each segment contained in the Hernando County Tier I spreadsheet.
- 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



								1:	2/12 =	Legend = Am/Pm Peak	HOUR TRA	FFIC
LINCKS & ASSOCI		BARCLAY AVE.				GLOUCESTER RD.			ORLANDO AVE.		CALIFORNIA ST.	HENN 22 05/13/22
ATES, INC.		← 95/83 ← 265/413 ← 81/110	€_ 100/10 ← 418/57 ← 109/19 ⋤ 37/18	5 1 3	← 418/7 ← 13/3	724 5	t— 21/25 ← 402/736	2	+ 0/1	1— 0/2 ← 415/744 ↓— 88/15	← 64/135 ← 155/160 ← 28/31	1 36/39 ← 288/483 ← 55/46
		16/19 ⊥ 182/153 → 436/418 → 465/480 →	7/10 ⊐ 342/602 → 330/472 → 276/219 →	1021/546 → 10/30 →	23/16 🚽 33/10 ⊣	15/32 → 1039/524 →	POWELL RE). 3/7 664/500 405/35	1 T T	1 8 388, 20	4/90	155/138 → 106/150 → 40/20 →
				CELEBRATION DR.					SCH ACC	OOL ESS		
	10									BA	Figu Ckgrou	RE 4 ND TRAFFIC

							12/12 -	<u>Legeni</u> = am/pm pea)	Σ < HOUR TRA	FFIC
	BARCLAY AVE.			GLOUCESTER RD.			ORLANDO AVE.		CALIFORNIA ST.	45/13/22
	t— 95/83 ← 265/413 ← 82/113	← 103/107 ← 430/579 ← 113/196 더 37/18	← 4 ← 1	37/737 3/33 ↓ ↓	POWELL ← 21/25 ← 421/749	- RD. ← 423/761 ← 7/22	t− 8/17 t− 0/1	t_ 0/2 ← 422/766 ≠ 88/15	← 65/138 ← 155/160 ← 28/31	1 36/39 ← 292/496 ← 55/46
	16/19 ± 182/153 ± 441/432 → 465/480 →	עניין 10/28/5 10/272 10/222 10/222 10/222 10/222 10/222 10/222	67 → 1 ↑ /30 → 91/22 81/22	15/32 - 1 1046/545 →	1072/542 → 7/21 →	1 2 2 2 405 405 405	3/7 /513 -→ 5/35 -→	1 399 55/64	37/92 → 9/352 → 96/93 →	157/142
			CELEBRATION DR.		PROJ	ECT	SCH ACC	ool Ess		
1 1								I	FIGU BACKGRO PROJECT	RE 5 UND PLUS TRAFFIC



ARTERIAL ANALYSIS

			Time	E	Background Traffi	с	Backg	round Plus Projec	t Traffic
<u>Roadway</u>	From	<u>To</u>	Period	Approach	Arterial Speed	Arterial LOS	Approach	Arterial Speed	Arterial LOS
Powell Rd	Barclay Ave	California St	АМ	EB WB	40.1 37.8	B B	EB WB	47.2 33.8	A C
			PM	EB WB	40.3 37.8	B B	EB WB	47.1 33.7	A 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 <u>2010 Highway Capacity Manual</u> 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





SIGNALIZED INTERSECTION LEVEL OF SERVICE

						_	202	25	
		202	25		202	5	Backgro	und Plus	
		Backgrou	nd Traffic	Required	Backgroun	d Traffic	Project	Traffic	Required
	Time	Existing C	Geometry	Improvement	Proposed Im	provement	Background I	mprovement	Improvements
Intersection	Period	Delay	LOS		Delay	LOS	Delay	LOS	
Powell Rd and	AM	51.1	D	EBL, WBR, NBTR	41.1	D	41.2	D	Nono
Barclay Ave	PM	89.9	F	SBR	51.9	D	52.1	D	NULLE
Powell Rd and	AM	28.1	С		-	-	28.5	С	
California St	PM	32.9	С	None	-	-	33.6	С	None



UNSIGANLIZED INTERSECTION LEVEL OF SERVICE (V/C RATIO)

	Time		2025 Plus F	Backg	round Fraffic
Intersection	Period	<u>Movement</u>	Left	Thru	Right
Powell Rd and Project Access	AM	WB NB	0.01 0.28	*	- 0.28
	PM	WB NB	0.02 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:





ACCESS RECOMMENDATIONS

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

(1) See Figure 5, 2025 Background plus Project Traffic, of this report.

(2) Based on MD Harmelink and NCHRP 279.

(3) Queue length Calculation:

WBL: 22/30 x 25 = 18' Use 50'

(4) Based on FDOT Exhibit 212-1 and a posted speed of 55 MPH on Powell Rd.

Powell Road and Project Access

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

CONCLUSION

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

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



APPENDIX



SITE PLAN





TRIP GENERATION



		P	ERIOD SETT	TING								
Analysis Name : Project Name : Date: State/Province:	New Analys Karlik Prope 4/16/2022	is erty	No : City: Zip/P Clien	ostal Code: t Name:								
Analyst's Name:			Editio	on:		Trip Genera Ed	ation Ma	inual, 11th				
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) = 0.92L +2.68	5) .n(X)	354 50%	354 50%	708				
		TRA	FFIC REDUC	CTIONS								
Land Use		E	ntry	Adjusted Entry	Exit F	Reduction	Adjus	Adjusted Exit				
210 - Single-Family De	etached Housing	0	%	354	0 %		354					
		E	XTERNAL T	RIPS								
Land Use		E	xternal Trips	Pass-by%	Pass	-by Trips	Non-p Trips	ass-by				
210 - Single-Family De	etached Housing		708	0		0		708				
		ITE D	EVIATION E	DETAILS								
Weekday Landuse No de	eviations from ITE.											
Methods No de	eviations from ITE											
External Trips 210 - ITE de	Single-Family Deta oes not recommend	ched Hou I a particu	using (General L ular pass-by% fo	Jrban/Suburban) or this case.								
			SUMMAR	Y								

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

Project Name : Date: State/Province: Country: Analyst's Name	: New Kar 4/10	w Analysis lik Property 6/2022		No: City: Zip/P Clien Editio	Posta It Na on:	Tr	ip Genera	ation Ma	nual, 11th				
Land Use	Independ	dent Siz	ze -	Time Period		Method		Entry	Exit	Total			
210 - Single-Far Detached Housi (General Urban/Suburbar	nily Dwelling ng	Units 68		Weekday, Pea Hour of Adjac Street Traffic, One Hour Between 7 ar a.m.		eak Best Fit (LOG icent Ln(T) = 0.91L ;, +0.12 and 9		14 27%	38 73%	52			
		TI	RAFF		стіс	DNS							
Land Use			Enti Red	ry luction	Ad	justed Entry	Exit Re	duction	Adjus	Manual, 11th t Total 52 6 iusted Exit			
210 - Single-Fai	210 - Single-Family Detached Housing		0 %		14		0 %		38				
			EXT	ERNAL T	RIP	S							
Land Use			Exte	ernal Trips	Pa	ss-by%	Pass-b	y Trips	Non-p Trips	ass-by			
210 - Single-Fai	mily Detached Hou	using		52		0		0		52			
		IT	E DE	VIATION [DET	AILS							
Weekday, Peak Landuse	a Hour of Adjacer No deviations fro	nt Street Traff om ITE.	fic, On	e Hour Betw	veen	7 and 9 a.m.							
Methods	No deviations fro	om ITE.											
External Trips	210 - Single-Farr	nily Detached	Housi	ng (General l	Jrbai	n/Suburban)							

Total Entoring	14
Total Linering	
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
New Analysis

	Analysis Name :	New A	nalysis								
	Project Name :	Karlik	Property	No :							
	Date:	4/16/2	022	City							
	State/Province:			Zip/	Posta	I Code:					
	Country:			Clie	nt Na	me:					
	Analyst's Name:	:		Edit	ion:		Tr Ec	ip Genera J	ation Ma	nual, 11th	
	Land Use	Independe Variable	nt Size	e Time Period	I	Method		Entry	Exit	Total	
	210 - Single-Far Detached Housir (General Urban/Suburban	nily Dwelling Ur ng)	its 68	Weekday, Pe Hour of Adja Street Traffic One Hour Between 4 a p.m.	eak cent c, nd 6	Best Fit (LOG Ln(T) = 0.94Li +0.27) n(X)	43 62%	26 38%	69	
			TR	AFFIC REDU	СТІ	ONS					
				Entry							
	Land Use			Reduction	Ad	justed Entry	Exit Re	duction	Adjus	ted Exit	
	210 - Single-Fan	nily Detached Housi	ng	0 %	43		0 %		26		
				EXTERNAL	RIP	S					
	Land Use			External Trips	Pa	ss-by%	Pass-b	y Trips	Non-p Trips	ass-by	
	210 - Single-Fan	nily Detached Housi	ng	69		0		0		69	
_			ITE	DEVIATION	DET	AILS					_
	Weekday, Peak Landuse	Hour of Adjacent a	Street Traffi ITE.	c, One Hour Bet	ween	4 and 6 p.m.					
	Methods	No deviations from	ITE.								
	External Trips	210 - Single-Family ITE does not recon	/ Detached H nmend a par	Housing (General ticular pass-by%	Urba for th	n/Suburban) is case.					

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

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



Barclay Ave & CR 572/Elgin Blvd/Powell Rd

Peak Hour Turning Movement Count



National Data & Surveying Services Intersection Turning Movement Count

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

Control: Signalized

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

						1		Data -	Total								
NS/EW Streets:		Barclay	Ave			Barclay	Ave		CR 5	572/Elgin Bl	vd/Powell R	.d	CR 5	572/Elgin Bl	vd/Powell R	d	
	_	NORTH	BOLIND		SOUTHBOUND EASTBOUND								WESTBOUND				
ΔM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
															11/2	1401	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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%	TOTAL
PEAK HR :		08:00 AM -	09:00 AM											201		25	DOTAL
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
		0.8	10			0.9	02			0.9	39			0.7	91	_	

		NORTH	BOUND	-		SOUTH	BOUND			EASTB	OUND			WESTE	OUND		
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FIVI	NI	NT	NR	NU	SI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	95	95	44	1	16	94	15	0	22	69	59	7	36	113	23	5	694
4:15 PM	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
	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
5.00 PM	127	109	59	1	31	106	13	0	37	94	109	4	49	139	20	4	909
5:15 PM	135	106	29	0	36	117	15	ő	23	84	87	5	52	117	23	4	812
5:30 PM	115	106	20	2	20	02	13	ő	33	75	88	3	46	116	30	11	765
5:45 PM	115	94	24	3	22	92	15	v		15	00						
	NI	NT	NP	NUL	SI	ST	SR	SU	FI	ET	ER	EU	WL	WT	WR	WU	TOTAL
		026	260	16	201	783	107	0	233	715	753	45	362	1001	191	53	6563
ADDDOACH %/s	47 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%	
DEAK HD -	42.3070	04:30 PM -	05:30 PM		1011111												TOTAL
	490	447	207	9	104	388	49	0	127	385	402	18	182	524	99	17	3433
	0.000	0.957	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	0.020
PEAK HR FACTOR :	0.009								5	0.8	29			0.9	69		0.920
		0.9.	0			0.2											

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

	- J							Data -	Cars								
NS/EW Streets:		Barclay	Ave	-		Barclay	Ave		CR 5	572/Elgin Bl	vd/Powell R	.d	CR 5	572/Elgin Bl	vd/Powell R	d	
	-	NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	36	64	28	0	25	72	11	0	19	104	75	3	15	50	12	1	515
7:15 AM	33	48	62	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		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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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%	TOTAL
PEAK HR ;		08:00 AM -	09:00 AM													25	10TAL
PEAK HR VOL :	284	301	252	7	75	238	79	0	142	391	358	15	99	373	90	35	2/39
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
		0.8	12			0.8	91			0.9.	36			0.7	90		
		NORTH	BOUND		SOUTHBOUND					EASTB	OUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0 EP	0 EU	0	0 WT	0 WR	0 WU	TOTAL

PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
UNIMO	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL.	WT	WR	WU	TOTAL
4·00 P	M 93	95	44	1	16	92	15	0	22	68	58	7	35	109	23	5	683
4:15 P	M 92	98	66	3	23	91	15	0	27	95	113	12	46	125	16	16	838
4·30 P	M 118	127	58	1	30	105	7	0	37	114	117	5	49	123	26	2	919
4·45 P	M 98	98	44	5	21	92	15	0	22	83	99	5	45	123	22	9	781
5:00 P	M 127	105	46	2	20	84	12	0	28	84	73	4	37	135	31	2	790
5.15 P	M 133	105	59	1	30	105	12	0	37	89	106	4	49	138	20	4	892
5:30 P	M 115	105	28	0	36	114	15	0	22	81	86	5	52	115	22	4	800
5:45 P	M 115	94	24	3	21	91	13	0	32	74	87	3	46	115	30	11	759
0.101	110																
	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	891	827	369	16	197	774	104	0	227	688	739	45	359	983	190	53	6462
APPROACH %	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 HE		04:30 PM - 05:30 PM															TOTAL
PEAK HR VOI	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			
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 5	572/Elgin Bi	vd/Powell F	kd	CR !	572/Elgin Bl	lvd/Powell F	kd	
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
in a composition	NL	NT	NR	NU	SL	ST	SR	SU	EL	EI	ER	EU	VVL			000	101AL
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	ō	Ő	1	3	2	0	2	1	1	0	2	3	3	0	24
8:45 AM	5	1	ă	0	ō	1	0	0	0	0	2	0	0	9	0	0	21
0.45	5	-			, i i i i i i i i i i i i i i i i i i i	-											
	NI	NT	NR	NU	SI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES	20	17	10	0	6	15	2	0	7	17	7	1	5	28	8	1	144
	47 55%	36 17%	21 28%	0.00%	26.09%	65.22%	8.70%	0.00%	21.88%	53.13%	21.88%	3.13%	11.90%	66.67%	19.05%	2.38%	
DEAV HD	12.5570	08-00 AM -	MA 00:01	010070													TOTAL
	11	0	8	0	1	9	2	0	4	6	4	0	4	18	4	0	80
PEAK HR VUL :	11	9 750	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	0.022
PEAK HR FACTOR :	0.550	0.750	78	0.000	0.250	0.750	00	0.000	0.500	0.7	00			0.7	22		0.655
		0.7	70			0.5	~~										
	1	NORTH				SOUTH	BOUND	_		EASTE	BOUND			WESTE	BOUND		
504	-	north		•	•	000111		0	0	0	0	0	0	0	0	0	1

and the second se		NORTHE	SOUND			30010				LASID							
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1-IVI	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
														WIT	14(0)	W/11	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	VV I	WR	000	TOTAL
TOTAL VOLUMES :	7	9	0	0	4	9	3	0	6	27	14	0	3	18	1	0	101
APPROACH %'s :	43.75%	56.25%	0.00%	0.00%	25.00%	56.25%	18.75%	0.00%	12.77%	57.45%	29.79%	0.00%	13.64%	81.82%	4.55%	0.00%	TOTAL
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	U	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
		0.55	0			0.6	57			0.7	81			0.5	83		

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:		Barcla	y Ave		-	Barcla	y Ave		CR S	572/Elgin B	lvd/Powell R	d	CR	572/Elgin E	lvd/Powell	Rd	
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WEST	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%					
PEAK HR :		08:00 AM	- 09:00 AM		1												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
									8	0.2	50						

	-	NORTH	BOUND			SOUTH	BOUND			EASTE	OUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2011.02.03.02.00V
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	3	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	1	0	0	0	0	1	2	0	0	0	1	0	0	0	0	8
APPROACH %'s :	75.00%	25.00%	0.00%	0.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%				_	
PEAK HR :		04:30 PM -	05:30 PM		6												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
				10	· · ·	0.2	50			0.2	50					_	2.500

Location: City:	Barclay Ave & Spring Hill	CR 572/Elgin	Bivd/Powell R	Joun	t	Project ID: Date:	22-120150-00 3/29/2022)2	
-			Data - P	edestria	ns (Cro	sswalks)			
NS/EW Streets:	Barcla	y Ave	Barcla	iy Ave	CR 572/Elgi	n Blvd/Powell Rd	CR 572/Elgir R	n Blvd/Powell d	
004	NORT	h leg	SOUT	h leg	EAS	T LEG	WES	T LEG	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	0	1	3	0	22	0	0	31
APPROACH %'s :	100.00%	0.00%	25.00%	75.00%	0.00%	100.00%			
PEAK HR :	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			0.205
	0.4	17	0.7	750	0.	344			0.395

DM	NORT	"H leg	SOUTI	H LEG	EAST	LEG	WES	t leg	
HIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	12	0	0	0	12
4:15 PM	1	42	0	0	90	1	0	0	134
4:30 PM	0	2	1	0	1	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	44	1	0	103	1	0	0	150
APPROACH %'s :	2.22%	97.78%	100.00%	0.00%	99.04%	0.96%			
PEAK HR :	04:30 PM	- 05:30 PM							TOTAL
PEAK HR VOL :	0	2	1	0	1	0	0	0	4
PEAK HR FACTOR :		0.250	0.250		0.250				0.250
	0.	250	0.2	50	0.2	250			0.250







Celebration Dr & CR 572/Powell Rd

Peak Hour Turning Movement Count



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

Control: 1-Way Stop (NB)

Data -	Total
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2																	
NS/EW Streets:		Celebrat	ion Dr			Celebra	tion Dr			CR 572/Po	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	DUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NI	ŇŤ	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	3	0	0	0	0	0	0	0	0	105	1	0	0	48	0	0	157
7:00 AM	3	0	5	0	0	0	0	0	0	164	1	0	1	68	0	0	242
7:15 AM	4	0	6	0	0	0	0	0	0	272	1	0	0	92	0	0	375
7:30 AM	3	Ō	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
011071																	
	NI	NT	NR	NU	SL	ST	SR	SU	EL	EĨ	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	58	0	42	0	0	0	0	0	0	1586	18	0	27	883	0	1	2615
APPROACH %'s :	58.00%	0.00%	42.00%	0.00%					0.00%	98.88%	1.12%	0.00%	2.96%	96.93%	0.00%	0.11%	
PFAK HR :	5010071	07:15 AM -	08:15 AM		_				2								TOTAL
DEAK HD VOL	22	0	31	0	0	0	0	0	0	948	9	0	12	391	0	1	1414
DEAK HE 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
FLAKTIKTACIÓK	0.000	0.6	63	01000					• •	0.8	51	- H		0.8	71		0.010
												_			_		
		NORTH	BOUND		1	SOUT	HBOUND			EASTB	OUND			WESTE	BOUND		
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(Construction)
Lead Will	NI	NT	NR	NU	SL	ST -	SR	SU	EL	ET.	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
					1						-			400	•	•	

PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Verenerou:
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.45 PM	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	Ō	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	õ	4	0	0	0	0	0	0	125	0	0	10	155	0	0	297
3:30 PM	1	Ō	3	0	0	0	0	0	0	116	2	0	12	199	0	0	333
3:45 PM	ō	Ō	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	Û	0	0	0	0	0	113	8	0	10	158	0	0	298
5:45 PM	3	Ō	2	0	0	0	0	0	0	96	0	0	7	169	0	0	277
	NL	NT	NR	NU	SL	ज	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	66	0	49	0	0	0	0	0	0	1992	7 9	2	130	2620	0	1	4939
APPROACH %'s :	57.39%	0.00%	42.61%	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		1												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
		0.64	16	0	6					0.93	37			0.8	47		0.515

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:		Celebrat	ion Dr			Celebra	tion Dr			CR 572/Po	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL.	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	3	0	0	0	0	0	0	0	0	105	1	0	0	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	Ō	2	0	0	0	0	0	0	113	0	0	6	136	0	0	267
8:45 AM	15	õ	0	0	0	0	0	0	0	109	5	0	2	75	0	0	206
0.13 /10		-	-														(
·	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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%	98.92%	1.08%	0.00%	2.69%	97.19%	0.00%	0.12%	
DEAK HR -		07:15 AM -	08:15 AM														TOTAL
DEAK HR VOL	22	0	31	0	0	0	0	0	0	932	8	0	11	359	0	1	1364
	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
PEAK FIK FACTOR :	0.000	0.000	63	0,000	0.000	72.500				0.8	42			0.8	59		0.000
		0.0	00														

		NORTH	BOUND		SOUTHBOUND					EASTB	DUND			WESTB	OUND		
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
I IVI	NI	NT	NR	NU	SL	्र ।	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	3	0	3	0	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	2/9
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WF	WR	WU	
TOTAL VOLUMES :	64	0	46	0	0	0	0	0	0	1910	79	2	127	2549	0	0.040/	4//8
APPROACH %'s :	58.18%	0.00%	41.82%	0.00%					0.00%	95.93%	3.97%	0.10%	4./4%	95.22%	0.00%	0.04%	TOTAL
PEAK HR :		04:15 PM -	05:15 PM													0	101AL
PEAK HR VOL :	21	0	7	0	0	0	0	0	0	525	28	2	31	606	0	0 000	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
	2.45	0.63	36							0.94	14			0.8	4/		

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

Control: 1-Way Stop (NB)

Data -	HT
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NS/EW Streets:		Celebrat	ion Dr			Celebra	tion Dr			CR 572/Po	well Rd			CR 572/Po	well Rd		
		NOPTH	BOLIND			SOUTH	BOUND			EASTBO	DUND			WESTB	OUND		
A N/	0	nokini 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AIVI	NI	NT	NR	NIL	si	গ	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	õ	ő	ő	õ	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	ő	õ	õ	0	0	0	0	0	0	4	0	0	0	7	0	0	11
7.30 AM	ň	ŏ	õ	Ō	0	0	0	0	0	2	0	0	1	7	0	0	10
7:45 AM	Ň	õ	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	ň	õ	õ	ō	0	0	0	0	0	7	0	0	0	3	0	0	10
8-30 AM	ŏ	ő	õ	õ	0	0	0	0	0	0	0	0	2	8	0	0	10
8-45 AM	1	õ	õ	ō	0	0	0	0	0	4	0	0	1	7	0	0	13
0.TJ AM		, in the second s	· ·		-										1.5%		
	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES	1	0	0	0	0	0	0	0	0	36	1	0	4	53	0	0	95
APPROACH %'s	100.00%	0.00%	0.00%	0.00%	_				0.00%	97.30%	2.70%	0.00%	7.02%	92.98%	0.00%	0.00%	
DEAK HD -	10010070	07:15 AM -	08:15 AM														TOTAL
DEAK HP VOL	0	0	0	0	0	0	0	0	0	16	1	0	1	32	0	0	50
DEAK HE 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
FLANTINTACION	0.000	0.000	01000							0.60	07		_	0.5	50		01000
															_	_	
		NORTH	BOUND			SOUT	HBOUND			EASTB	OUND			WESTE	OUND		
DM	n	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FIVI	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1.30 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	19
2:00 PM	Ô	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10
2:15 PM	0	ŏ	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
2.13714							0	0	0	E	0	0	0	10	0	0	15

		NORTH	BOUND			SOUTH	IROOND			EASID	UUND			WESTE			1
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	U	
	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	1	0	0	0	0	0	0	0	0	5	0	0	0	13	0	0	19
2:00 PM	Ô	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10
2.15 PM	0	õ	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10
2:30 PM	õ	ŏ	0	0	0	0	0	0	0	5	0	0	0	10	0	0	15
2:45 PM	Ő	0	Ō	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	õ	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	U	5
						_	_							WET	MD	14/11	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	W1	WK	WU	161
TOTAL VOLUMES :	2	0	3	0	0	0	0	0	0	82	U	0	3	71	0.001/	0.00%	101
APPROACH %'s :	40.00%	0.00%	60.00%	0.00%					0.00%	100.00%	0.00%	0.00%	4.05%	95.95%	0.00%	0.00%	TOTAL
PEAK HR :		04:15 PM -	05:15 PM												0	0	
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	22	0	0	2	8	0	0 000	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
		0.3	75							0.7	86	-		0.8	33		

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

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

Data -	Bikes
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NS/EW Streets:		Celebra	tion Dr			Celebra	tion Dr			CR 572/Pc	well Rd			CR 572/P	owell Rd		
	_	NORTH	BOUND		_	SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0 WT	0 \\\\\P	0 WH	TOTAL
	NL	NT	NR	NU	SL	51	SK	50	EL	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	õ	0	õ	õ	õ
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	U	0	0	0	0	0	0	0	0	ŏ	0	ň	ő
7:15 AM	0	0	0	0	0	U	U	0	0	1	0	0	0	ő	ő	ŏ	1
7:30 AM	0	0	0	0	0	U	0	0	0	1	0	0	0	0	ő	ő	0
7:45 AM	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	U	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	U	U	U	U	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					J
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 50	0.000	0.000	0.000	0.000	0.000	0.250

		NORTH	HBOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1 million	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	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	U	U	U
											50	F (1)	187	MOT	MD	34/11	TOTA
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	2	VVK	WU	
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0,000/	100.000/	0,0004	0 0004	7
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTAL
PEAK HR :	-	04:15 PM	- 05:15 PM											2	0	0	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0 000	0 000	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
													-	0.2			

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Location: City:	Celebration D Spring Hill	or & CR 572/Po	well Rd			Project ID: Date:	22-120124-00 3/23/2022	1	
			Data - P	edestria	ns (Cros	swalks)			-
NS/EW Streets:	Celebra	ation Dr	Celebrat	tion Dr	CR 572/I	Powell Rd	CR 572/P	owell Rd	
0.04	NORT	'H LEG	SOUTH	1 LEG	EAST	Г LEG	WEST	LEG	1
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	1
APPROACH %'s :			100.00%	0.00%					
PEAK HR :	07:15 AM	- 08:15 AM							TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :			0.250						0.250
			0.2	50					0.2.50

DN/	NOR	TH LEG	SOUT	TH LEG	EAS	T LEG	WEST	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	1	0	0	0	0	1
2:30 PM	0	0	0	1	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	2	0	0	0	0	2
APPROACH %'s :			0.00%	100.00%			II		
PEAK HR :	04:15 PM	- 05:15 PM							TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									
						_			





15-Min Count		Celeb	ration	Dr			Celet	oration	Dr			CR 572	2/Powel	l Rd			CR 572	Powel	l Rd			
Period		Nort	hbour	nd			Sou	thboun	d			Eas	stbound	i			Wes	stbound	d	-		Hourly
Beginning At	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	Total
01:30 PM	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	815
01:45 PM	4	0	з	0		0	0	0	0		0	104	3	0		8	100	0	0	- 0	222	1110
02:00 PM	3	0	3	0		0	0	0	0		0	118	1	0		5	111	0	0	- 1	241	1155
02:15 PM	4	0	3	0		0	0	0	0		0	111	6	0		12	216	0	0		352	1171
02:30 PM	3	0	4	0		0	0	0	0		0	138	6	0		7	137	0	0		295	1116
02:45 PM	2	0	4	0		0	0	0	0		0	142	4	0		5	110	0	0		267	1154
03:00 PM	11	0	1	0		0	0	0	0		0	98	5	0		3	139	0	0		257	1158
03:15 PM	3	0	4	0		0	0	0	0		0	125	0	0		10	155	0	0	- 8	297	1186
03:30 PM	1	0	3	0		0	0	0	0		0	116	2	0		12	199	0	0		333	1181
03:45 PM	0	0	3	0		0	0	0	0		0	103	2	0		4	159	0	0		271	1168
04:00 PM	2	0	4	0		0	0	0	0		0	87	7	0		5	179	0	1		285	1208
04:15 PM	9	0	3	0		0	0	0	0		0	133	7	0		11	129	0	0		292	1255
04:30 PM	6	0	2	0		0	0	0	0		0	148	6	0		8	150	0	0		320	1252
04:45 PM	6	0	0	0		0	0	0	0		0	137	9	1		7	151	0	0		311	1230
05:00 PM	1	0	4	0		0	0	0	0		0	129	6	1		7	184	0	0		332	1196
05:15 PM	2	0	3	0		0	0	0	0		0	94	7	0		9	174	0	0		289	864
05:30 PM	6	0	3	0		0	0	0	0		0	113	8	0		10	158	0	0		298	575
05:45 PM	3	0	2	0		0	0	0	0		0	96	0	0		7	169	0	0		277	277
Peak 15-Min		Nor	thbour	nd			Sou	thboun	d			Eas	stbound	1			We	stboun	d		_	
Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	0	R*	Тс	otal
All Vehicles	36	0	16	0		0	0	0	0		0	592	36	4		44	736	0	0		14	64
Heavy Trucks	4	0	4	0		0	0	0	0		0	28	0	0		4	8	0	0		4	18
Pedestrians		0					0					0					0		_			0
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	E	0	0			8
Buses																						
Stopped Buses	L									_		_							_			



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)



E/W Street: CR 572/Powell Rd

Speed: 55 MPH

Gloucester Rd & CR 572/Powell Rd

Peak Hour Turning Movement Count



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

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

Data - Total

NS/EW Streets:		Glouces	ster Rd		12.51	Gloucest	er Rd			CR 572/Pc	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
/~	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	1	0	1	0	1	53	0	0	0	31	0	0	87
6:45 AM	0	0	0	0	4	0	4	0	4	124	0	0	0	56	0	0	192
7:00 AM	0	0	0	0	11	0	6	0	0	167	0	0	0	63	5	0	252
7:15 AM	0	0	0	0	5	0	4	0	1	275	0	0	0	87	6	0	378
7:30 AM	ō	0	0	0	12	0	9	0	5	298	0	0	0	109	5	0	438
7:45 AM	0	0	0	0	7	0	12	0	5	201	0	0	0	72	3	0	300
8:00 AM	0	0	0	0	7	0	2	0	3	192	0	0	0	107	6	0	317
8:15 AM	ő	õ	Ő	Ő	6	0	8	0	3	146	0	0	0	148	2	0	313
8:30 AM	0	ō	0	0	6	0	12	0	3	110	0	0	0	138	2	0	271
8:45 AM	ő	õ	0	0	3	0	9	0	5	109	0	0	0	75	1	0	202
0.13 API	Ŭ	Č.															
	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES	0	0	0	0	62	0	67	0	30	1675	0	0	0	886	30	0	2750
APPROACH %'s		0	U		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
DEAK HR VOL	0	0	0	0	31	0	27	0	14	966	0	0	0	375	20	0	1433
	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
FEAR HE FACTOR :	0.000	0.000	0.000	0.000		0.69	90			0.8	09			0.8	66		0.010

	_	NORTH	BOUND		1	SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FIM	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	2	0	3	0	0	48	0	0	0	38	1	0	92
1:45 PM	õ	õ	Ō	0	4	0	4	0	7	113	0	0	0	118	4	0	250
2:00 PM	0	0	0	0	3	0	6	0	6	117	0	0	0	115	3	0	250
2:15 PM	0	0	0	0	3	0	12	0	6	108	0	0	0	211	7	0	347
2:30 PM	Ő	ō	Ō	0	1	0	6	0	4	133	0	0	0	138	8	0	290
2:45 PM	0	0	0	0	5	0	6	0	2	148	0	0	0	108	2	0	271
3:00 PM	0	Ö	0	0	0	0	11	0	8	90	0	0	0	132	6	0	247
3:15 PM	0	Ō	0	0	3	0	5	0	6	123	0	0	0	159	5	0	301
3:30 PM	Õ	0	0	0	7	0	11	0	6	113	0	0	0	200	10	0	347
3:45 PM	0	ō	0	0	2	0	7	0	11	96	0	0	0	157	7	0	280
4:00 PM	0	0	0	0	1	0	8	0	5	87	0	0	0	178	2	0	281
4:15 PM	Ō	0	0	0	2	0	7	0	9	126	0	0	0	131	2	0	277
4.30 PM	0	0	0	0	6	0	6	0	13	138	0	0	0	153	4	0	320
4:45 PM	0	0	0	0	2	0	5	0	6	131	0	0	0	152	8	0	304
5:00 PM	0	0	0	0	4	0	4	0	7	122	0	0	0	188	4	0	329
5:15 PM	0	0	0	0	5	0	5	0	4	94	0	0	0	177	8	0	293
5:30 PM	0	0	0	0	3	0	7	0	12	105	0	0	0	162	2	0	291
5:45 PM	0	0	0	0	2	0	8	0	14	84	0	0	0	168	5	0	281
																	monter
-	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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%	MORIN
PEAK HR :		04:30 PM	- 05:30 PM														TOTAL
PEAK HR VOL	0	0	0	0	1 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
	2.300	2.000		20		0.7	71			0.8	53)4		

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

								Data -	Cars						_		
NS/EW Streets:		Glouces	ster Rd			Gloucest	er Rd			CR 572/Pc	well Rd			CR 572/Po	well Rd		
	_	NORTH	BOUND			SOUTHE	OUND			EASTB	OUND			WESTB	OUND		
ΔΜ	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	<u></u>	WR	WU	TOTAL
6:30 AM	0	0	0	0	1	0	1	0	1	53	0	0	0	28	0	0	84
6:45 AM	0	0	0	0	4	0	4	0	3	124	0	0	0	54	0	0	189
7:00 AM	0	0	0	0	10	0	6	0	0	158	0	0	0	62	3	0	239
7:15 AM	ŏ	ō	Ō	0	5	0	3	0	1	271	0	0	0	80	6	0	366
7:30 AM	õ	õ	Ō	0	12	0	8	0	5	296	0	0	0	103	5	0	429
7:45 AM	Ő	Ő	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	ő	õ	0	0	6	0	8	0	2	140	0	0	0	144	2	0	302
8:10 AM	ő	ő	ő	0	6	0	10	0	3	110	0	0	0	131	1	0	261
8:45 AM	0	õ	0	Ō	3	0	9	0	5	105	0	0	0	67	1	0	190
	NI	NT	NR	NU	SI	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES		0	0	0	60	0	63	0	28	1640	0	0	0	830	27	0	2648
ADDROACH %/s	U	0	U	U	48,78%	0.00%	51.22%	0.00%	1.68%	98.32%	0.00%	0.00%	0.00%	96.85%	3.15%	0.00%	
DEAK HD		07:15 AM	- 08-15 AM		1017.07.0				01/								TOTAL
	0	0	0	0	30	0	25	0	14	950	0	0	0	344	20	0	1383
PEAK HK VOL :	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
PEAK IIK FACTOR :	0.000	0.000	0.000	0.000		0.6	38		40	0.8	01			0.84	13		0.000

	_	NORTH	BOUND			SOUTHE	BOUND			EASTB	DUND			WESTB	ound		
DM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
J-I MA	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	2	0	3	0	0	48	0	0	0	32	1	0	86
1:45 PM	õ	õ	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	õ	Ō	0	3	0	12	0	6	104	0	0	0	205	7	0	337
2 30 PM	õ	õ	ō	0	1	0	6	0	4	128	0	0	0	129	8	0	276
2:45 PM	ő	õ	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	ő	ŏ	õ	ō	3	0	5	0	6	117	0	0	0	149	4	0	284
3.30 PM	ő	õ	Ő	0	7	0	11	0	6	107	0	0	0	200	10	0	341
3:45 PM	ñ	õ	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	ő	ő	0	0	2	0	7	0	9	118	0	0	0	128	2	0	266
4:30 PM	0	ő	õ	0	4	0	4	0	10	133	0	0	0	153	3	0	307
4-45 PM	ň	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	ň	ő	0	ō	4	0	5	0	4	87	0	0	0	176	8	0	284
5:30 PM	ő	0	ŏ	0	3	0	7	0	12	103	0	0	0	161	2	0	288
5-45 PM	0	ő	õ	0	2	0	8	0	13	81	0	0	0	166	5	0 🖻	275
3,-t3 FP	Ŭ	Ŭ		-	_												
	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL.	WT	WR	WU	TOTAL
TOTAL VOLUMES	0	0	0	0	52	0	117	0	121	1897	0	0	0	2606	85	0	4878
ADDROACH %'s	Ŭ	Ū	Ũ	Ţ.	30.77%	0.00%	69.23%	0.00%	6.00%	94.00%	0.00%	0.00%	0.00%	96.84%	3.16%	0.00%	
DEAK HD	-	04:30 PM	- 05:30 PM	6	1												TOTAL
	0	0	0	0	1 14	0	18	0	26	466	0	0	0	664	23	0	1211
PEAK HR VUL :	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
PEAK HIR FACTOR :	0.000	0.000	0.000	0.000	0.075	0.8	89			0.8	60			0.9	09		0.540

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:		Glouces	ster Rd			Gloucest	er Rd			CR 572/Po	well Rd			CR 572/Po	well Rd		
	_	NORTH				SOUTHE	BOUND			EASTB	DUND			WESTB	OUND		
A N/I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
ANN I	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	Ő	0	0	0	0	0	1	0	0	4	0	0	0	7	0	0	12
7:30 AM	Ō	0	0	0	0	0	1	0	0	2	0	0	0	6	0	0	9
7:45 AM	Ő	Ō	Ó	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	ō	0	0	0	0	0	0	0	1	6	0	0	0	4	0	0	11
8:30 AM	0	ō	0	0	0	0	2	0	0	0	0	0	0	7	1	0	10
8:45 AM	ő	ō	0	Ō	0	0	0	0	0	4	0	0	0	8	0	0	12
0.15741	-	-															
	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES -	0	0	0	0	2	0	4	0	2	35	0	0	0	56	3	0	102
APPROACH %'s :	Ũ	U	•		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
DEAK HP VOL	0	0	0	0	1	0	2	0	0	16	0	0	0	31	0	0	50
DEAK HE 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
FLANTINTACION	0.000	0.000	2.500			0.7	50	Term', A		0.6	57	1 m		0.5	54		0.000

		NORTH	BOUND			SOUTH	BOUND	1		EASTB	DUND			WESTB	DUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10000000
	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	U	TOTAL
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
															14/15	AVI I	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	70	WK	WU	172
TOTAL VOLUMES :	0	0	0	0	3	0	4	0	5	79	0	0	0	79	3	0.000%	1/5
APPROACH %'s :					42.86%	0.00%	57.14%	0.00%	5.95%	94.05%	0.00%	0.00%	0.00%	96.34%	3.00%	0.00%	TOTAL
PEAK HR :		04:30 PM	- 05:30 PM													0	
PEAK HR VOL :	0	0	0	Ô	3	0	2	0	4	19	0	0	0	6	1	0 000	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
ATA 7750104AV/03101042/276046/02261	(Marcosca)				66	03	13			0.7	19			0.58	33	_	

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:		Glouce	ster Rd			Glouce	ster Rd			CR 572/Pc	well Rd			CR 572/F	owell Rd		
		NORTH	BOUND			SOUTH	HBOUND			EASTB	OUND			WEST	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :		07:15 AM	- 08:15 AM	-								~					TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.2	50						0.200

		NORT	HBOUND			SOUT	HBOUND			EASTB	OUND			WESTE	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
											200					22.01	1000041
	NL	NT	NR	NU	SL	ST	SR	SU	EL	EL	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	U	0	0	0	U	0	1	0	0	0	3	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTAL
PEAK HR :		04:30 PM	- 05:30 PM													•	
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0 000	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 50	0.000	0.000	0.250	0.000 50	0.000	0.375

Location: City:	Gloucester Re Spring Hill	1 & CR 572/Po	well Rd			Project ID: Date:	22-120124-00 3/23/2022	12	
NS/EW Streets:	Glouce	ster Rd	Data - P Glouce	edestria	CR 572/	SSWAIKS) Powell Rd	CR 572/P	owell Rd	1
AM	NORT EB	TH LEG WB	SOUT EB	H LEG WB	EAS NB	T LEG SB	WEST NB	T LEG SB	TOTAL
6:30 AM 6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	Ő	0	0	0	0	0 0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM 8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	EB 0	WB 0	EB 0	WB 0	NB O	SB O	NB O	SB 0	TOTAL 0
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	07:15 AM 0	- 08:15 AM 0	0	0	0	0	0	0	TOTAL 0

DB/	NOR	TH LEG	SOUT	TH LEG	EAS	Г LEG	WE:	ST LEG	·/
PIM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	04:30 PM	- 05:30 PM							TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									
			·						





15-Min Count		Gloud	ester	Rd			Gloucester Rd					CR 572	Powel	I Rd			CR 572	/Powel	IRd			
Period		Nor	hboun	d			Sout	thboun	d		li	Eas	stbound	i			Wes	tbound	d			Hourly
Beginning At	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	Total
01:30 PM	0	0	0	0		2	0	3	0		0	48	0	0		0	38	1	0		92	939
01:45 PM	0	0	0	0		4	0	4	0		7	113	0	0		0	118	4	0		250	1137
02:00 PM	0	0	0	0		3	0	6	0		6	117	0	0		0	115	3	0	- 1	250	1158
02:15 PM	0	0	0	0		3	0	12	0	- U	6	108	0	0		0	211	7	0		347	1155
02:30 PM	0	0	0	0		1	0	6	0		4	133	0	0		0	138	8	0	- 1	290	1109
02:45 PM	0	0	0	0		5	0	6	0		2	148	0	0		0	108	2	0	- 1	271	1166
03:00 PM	0	0	0	0		0	0	11	0		8	90	0	0		0	132	6	0	1	247	1175
03:15 PM	0	0	0	0		3	0	5	0		6	123	0	0		0	159	5	0	- 11	301	1209
03:30 PM	0	0	0	0		7	0	11	0		6	113	0	0		0	200	10	0		347	1185
03:45 PM	0	0	0	0		2	0	7	0		11	96	0	0		0	157	7	0		280	1158
04:00 PM	0	0	0	0	1 0 8 0				5	87	0	0		0	178	2	0		281	1182		
04:15 PM	0	0	0	0	2 0 7 0			9	126	0	0		0	131	2	0		277	1230			
04:30 PM	0	0	0	0		6	0	6	0		13	138	0	0		0	153	4	0		320	1246
04:45 PM	0	0	0	0		2	0	5	0		6	131	0	0		0	152	8	0		304	1217
05:00 PM	0	0	0	0		4	0	4	0		7	122	0	0		0	188	4	0		329	1194
05:15 PM	0	0	0	0		5	0	5	0		4	94	0	0		0	177	8	0		293	865
05:30 PM	0	0	0	0		3	0	7	0		12	105	0	0		0	162	2	0		291	5/2
05:45 PM	0	0	0	0		2	0	8	0		14	84	0	0		0	168	5	0		281	281
Peak 15-Min		Nor	thbour	ıd			Sou	thboun	d			Ea	stboun	d			Wes	stboun	d	-	т.	4.1
Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	0	R*		otal
All Vehicles	0	0	0	0	-	24	0	24	0		52	552	0	0		0	752	32	0		14	100
Heavy Trucks	0	0	Q	0		8	0	8	0		12	28	0	0		0	12	4	0			2
Pedestrians		0					C	1				0				1	0	~	0			0
Bicycles	0	0	0	0		0	0	0	0		0	4	0	0		0	8	0	U			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



E/W Street: CR 572/Powell Rd

Speed: 55 MPH

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

	,							Data -	Total						_		
NS/EW Streets:	Orlando Ave	e/Chocachat Entrance	ti Elementa e Dwy	ry School	Orlando Ave	/Chocacha Entranc	itti Elementa e Dwy	ry School		CR 572/Pc	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Val M	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	1	0	0	0	0	0	0	0	0	29	3	0	1	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	Ō	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
	NL	NT	NR	NU	SL	ज	SR	SU	EL	ET	ER	EU	WL.	WT	WR	WU	TOTAL
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	1 0	0	8	0	3	585	405	0	88	384	0	0	1522
PEAK HR FACTOR :	0.375	0.000	0.719	0.000	0.000	0.000	0.400	0.000	0.750	0.808	0.791	0.000	0.611	0.842	0.000	0.000	0.836
		0.6	81			0.4	100		5.)	0.8	01			0.8	19		0.050
					-												

		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
UPLCAD.	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	1	0	0	31	5	0	1	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	Ô	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	2/3
5:45 PM	2	0	0	0	2	0	2	0	4	77	4	0	1	170	0	0	262
	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
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									-			1		TOTAL
DEAK HP VOL	31	0	76	0	1	0	11	0	4	399	122	0	48	546	1	0	1239
DEAK HE FACTOR	0 369	0.000	0.388	0.000	0.250	0.000	0.550	0.000	0.500	0.875	0.782	0.000	0.857	0.718	0.250	0.000	0 798
FLAN IIN FACTOR .	0.505	0.3	82	0.000		0.6	00			0.8	47			0.74	17		0.750

Data - Cars

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

NS/EW Streets:	Orlando Av	e/Chocachat Entrance	tti Elementai e Dwy	ry School	Orlando Ave	/Chocacha Entranc	tti Elementa e Dwy	ry School		CR 572/Pc	weli Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
ΔM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL.
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	<mark>84</mark>	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
- SAN TACTOR	0.375	0.5	97			0.4	38			0.7	90			0.83	33		0.020
	0																

and the second se		NORTH	BOUND			SOUTH	BOUND		1	EASTB	OUND			WESTE	OUND	1999	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
C-0-0	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	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	Ō	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	ō	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	61	0	152	0	4	1	36	0	26	1611	294	0	110	2578	4	1	4878
APPROACH %'s :	28.64%	0.00%	71.36%	0.00%	9.76%	2.44%	87.80%	0.00%	1.35%	83.43%	15.23%	0.00%	4.08%	95.73%	0.15%	0.04%	
PEAK HR :		02:00 PM -	03:00 PM														TOTAL
PEAK HR VOL :	31	0	72	0	1	0	10	0	4	380	120	0	46	526	1	0	1191
PEAK HR FACTOR :	0.369	0.000	0.383	0.000	0.250	0.000	0.500	0.000	0.500	0.864	0.789	0.000	0.821	0.715	0.250	0.000	0.792
		0.3	79			0.5	50			0.8	40			0.7	42		SITTE

Data - HT

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

NS/EW Streets:	Orlando Av	e/Chocacha Entranc	tti Elementa e Dwy	ry School	Orlando Ave	/Chocacha Entranc	tti Elementa e Dwy	ry School		CR 572/Pc	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	ound		
ΔM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
(ALLA	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:00 AM	0	0	1	0	0	0	0	0	0	2	7	0	1	3	0	0	14
7:15 AM	0	0	3	0	0	0	0	0	0	3	1	0	0	7	0	0	14
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	7	0	0	8
7:45 AM	0	0	0	0	0	0	0	0	0	5	0	0	1	5	0	0	11
8:00 AM	0	0	3	0	0	0	1	0	0	4	3	0	1	11	0	0	23
8:15 AM	0	0	6	0	0	0	0	0	0	2	3	0	2	4	0	0	17
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	8	0	0	10
8:45 AM	0	0	1	0	0	0	0	0	0	2	2	0	1	8	0	0	14
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	14	0	0	0	1	0	0	19	17	0	7	56	0	0	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%	
PEAK HR :		07:15 AM -	08:15 AM		-												TOTAL
DEAK HR VOL	0	0	6	0	0	0	1	0	0	12	5	0	2	30	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	0.609
	0.000	0.5	00			0.2	50			0.6	07	-		0.6	67		0.005
		010															

		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
L L L L L L L L L L L L L L L L L L L	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5
1:45 PM	0	õ	0	0	0	0	0	0	0	5	1	0	0	18	0	0	24
2:00 PM	0	0	2	0	0	0	0	0	0	7	0	0	0	3	0	0	12
2:15 PM	Ő	0	2	0	0	0	0	0	0	4	0	0	0	6	0	0	12
2:30 PM	ő	õ	ō	0	0	0	1	0	0	4	1	0	1	8	0	0	15
2:45 PM	ő	õ	ñ	0	0	0	0	0	0	4	1	0	1	3	0	0	9
3.00 PM	0	0	0	0	0	0	0	0	0	3	0	0	4	3	0	0	10
3:15 PM	ő	ŏ	9	0	Ō	0	2	0	0	5	1	0	0	9	0	0	26
3:30 PM	ő	õ	ō	0	0	0	0	0	0	5	1	0	0	0	0	0	6
3:45 PM	ő	õ	ŏ	0	Ō	0	0	0	0	4	1	0	0	4	0	0	9
4:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	6	0	0	9
4-15 PM	ő	õ	0	0	õ	0	0	0	1	6	1	0	0	3	0	0	11
4.30 PM	ő	ő	õ	0	õ	0	0	0	0	7	0	0	0	1	0	0	8
4:45 PM	õ	õ	õ	ō	Ő	0	0	0	0	2	0	0	0	2	0	0	4
5:00 PM	ő	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8
5.15 PM	õ	õ	0	0	Ō	0	0	0	0	6	2	0	0	1	0	0	9
5:30 PM	õ	õ	õ	0	0	0	0	0	0	1	1	0	0	1	0	0	3
5:45 PM	ő	õ	õ	0	Ō	0	0	0	0	3	0	0	0	2	0	0	5
5115111	· ·	-															
	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	0	13	0	0	0	3	0	1	73	11	0	6	78	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%	
PEAK HR	0.00.0	02:00 PM -	03:00 PM														TOTAL
DEAK HE VOL	0	0	4	0	0	0	1	0	0	19	2	0	2	20	0	0	48
DEAK HE 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	0.800
PLANTIK PACTOR .	0.000	0.5	00	0.000		0.2	50			0.7	50 -			0.6	11		0.000

Data - Bikes

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

NS/EW Streets:	Orlando A	ve/Chocacha	atti Elementa	ry School	Orlando Av	e/Chocacha Entranc	itti Elementa :e Dwy	ary School		CR 572/Pc	well Rd			CR 572/P	owell Rd		
		NORTH				SOUTH	BOUND			EASTB	OUND			WEST	BOUND		
ΔM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NI	NT	NR	NU	SL	ŝī	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	U	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
																1101	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WI	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					TOTAL
PEAK HR :		07:15 AM	- 08:15 AM														IOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						_	_			0.2	50						

		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
U.W.	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	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	Ó	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
													(
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
APPROACH %'s ;									100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :		02:00 PM	- 03:00 PM														TOTAL
PEAK HR VOL :	0	0	0	0	1 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	
FLANTIK FACTOR	0.000	0.000	0.000	0.500											_		

			Data - I	redestria	ns (Cros	swalks)			
NS/EW Streets:	Orlando Ave	e/Chocachatti arv School	Orlando Ave Elementa	e/Chocachatti ary School	CR 572/F	Powell Rd	CR 572/P	owell Rd	
	NOR	TH LEG	SOU	TH LEG	EAST	LEG	WEST	LEG	
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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							TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	1	2
PEAK HR FACTOR :							0.250	0.250	0.250
							0.2	250	012.00

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

	NOR	TH LEG	SOUT	'H LEG	EAST	LEG	WEST	LEG	
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
1:30 PM	0	0	0	0	0	0	1	0	1
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	2	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	1	0	5
APPROACH %'s :					100.00%	0.00%	100.00%	0.00%	TOTAL
PEAK HR :	02:00 PM	- 03:00 PM							TOTAL
PEAK HR VOL :	0	0	0	0	2	0	0	0	2
PEAK HR FACTOR :			1 C C C C C C C C C C C C C C C C C C C		0.250				0.250
					0.2	.50			

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



Peak Hour Turning Movement Count







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



N/S Street: California St

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

Speed: 55 MPH

Speed: 50 MPH

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

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

Data - Total

NS/EW Streets:		Californ	ia St			Californ	iia St			CR 572/Po	well Rd			CR 572/Po	well Rd		
		NORTH	BOUND			SOUTH	BOUND			EASTBO	DUND			WESTB	OUND		
ΔM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Auto	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	2	12	3	0	2	15	4	0	6	45	16	0	4	17	2	0	128
6:45 AM	3	17	2	0	10	27	21	0	17	65	33	0	8	25	5	0	233
7:00 AM	15	9	12	0	6	30	21	0	12	89	36	0	15	36	0	0	281
7:15 AM	37	15	13	0	3	50	18	0	16	80	59	0	23	54	9	0	377
7:30 AM	43	27	17	0	10	40	11	0	25	109	74	0	21	70	8	0	455
7:45 AM	18	29	3	0	10	31	11	0	20	94	35	0	4	70	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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	304	220	78	0	50	304	153	0	164	781	318	0	87	550	53	0	3062
APPROACH %'s :	50.50%	36.54%	12.96%	0.00%	9.86%	59.96%	30.18%	0.00%	12.98%	61.84%	25.18%	0.00%	12.61%	79.71%	7.68%	0.00%	
PEAK HR :		07:15 AM -	08:15 AM														TOTAL
PEAK HR VOL :	145	100	38	0	26	146	60	0	77	359	185	0	52	269	34	0	1491
PEAK HR FACTOR :	0.771	0.862	0.559	0.000	0.650	0.730	0.750	0.000	0.770	0.823	0.625	0.000	0.565	0.897	0.850	0.000	0.819
		0.8	13			0.8	17			0,74	16			0.8	96		0.015

		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND			WESTE	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
N.WW.	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	15	21	9	0	1	27	9	0	8	32	16	0	6	43	4	0	191
1:45 PM	23	32	12	0	3	25	19	0	21	40	31	0	11	86	6	0	309
2:00 PM	37	23	4	0	4	26	27	0	23	48	30	0	6	65	5	0	298
2:15 PM	90	34	21	0	3	33	25	0	28	69	43	0	2	86	7	0	441
2:30 PM	33	38	12	0	5	30	27	0	20	79	18	0	5	80	4	0	351
2:45 PM	28	31	10	0	5	24	15	0	20	74	15	0	10	86	1	0	319
3:00 PM	42	33	8	0	5	32	30	0	12	50	16	0	6	75	6	0	315
3:15 PM	71	24	7	0	8	24	21	0	23	58	27	0	3	85	11	0	362
3:30 PM	55	39	13	0	13	35	18	0	23	67	12	0	7	133	9	0	424
3:45 PM	44	33	8	0	4	25	20	0	13	65	19	0	4	105	8	0	348
4:00 PM	28	35	2	0	6	29	30	0	11	50	14	0	9	106	4	0	324
4:15 PM	27	33	2	0	5	42	33	0	19	90	21	0	11	81	11	0	375
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
							479						144	MET	W/D	MU	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	EI	ER	EU	VVL	1716	120	0	6249
TOTAL VOLUMES :	670	584	136	0	98	546	444	0	352	1157	3/0	0.000	147	1/10	£ 4204	0,00%	0540
APPROACH %'s :	48.20%	42.01%	9.78%	0.00%	9.01%	50.18%	40.81%	0.00%	18.73%	61.58%	19.69%	0.00%	7.38%	80.19%	0.43%	0.00%	TOTAL
PEAK HR :		04:30 PM -	05:30 PM										42	440	27	0	1602
PEAK HR VOL :	125	142	19	0	29	151	124	0	83	320	82	0 000	43	448	3/	0,000	1003
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	0.002	0.925	0.000	0.968
		0.9	29			0.8	74			0.8	/9			0.8	00		

Data - Cars

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

Control: Signalized

										_					_		
NS/EW Streets:		Californ	ia St			Californ	ia St			CR 572/Po	well Rd			CR 572/Po	well Rd		
		NOPTHE	ROLIND			SOUTHE	BOUND			EASTB	OUND			WESTB	OUND		
A N A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AIVI	NI	NT	NR	NU	SI	ŠT.	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL.	WT	WR	WU	TOTAL
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%	month
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
		0.79	92			0.7	94			0.7	29			0.88	30		

	_	NORTH	BOUND			SOUTH	BOUND			EASTB	OUND	1					
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
FIVI	NI	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	ō	5	30	26	0	19	77	16	0	5	73	4	0	332
2:30 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
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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						-		1								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
	51000	0.9	43			0.8	51			0.8	35			0.000			

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

Control: Signalized

Data	-	HT
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NS/EW Streets:		Californ	nia St		1	ia St			CR 572/Po	well Rd							
		NORTH	BOUND			SOUTHE	BOUND			EASTB	OUND						
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NI	ŇŤ	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	2	0	0	0	2	1	0	0	2	0	0	0	2	0	0	9
6:45 AM	0	0	0	0	0	3	1	0	0	0	0	0	0	1	0	0	5
7:00 AM	0	0	0	0	0	2	1	0	1	2	0	0	0	3	0	0	9
7:15 AM	5	1	3	0	0	3	0	0	2	2	1	0	0	2	2	0	21
7:30 AM	1	0	3	0	0	1	3	0	0	0	1	0	1	3	1	0	14
7:45 AM	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
											_						
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	14	7	0	1	23	13	0	6	18	10	0	6	43	5	0	155
APPROACH %'s :	30.00%	46.67%	23.33%	0.00%	2.70%	62.16%	35.14%	0.00%	17.65%	52.94%	29.41%	0.00%	11.11%	79.63%	9.26%	0.00%	
PEAK HR :		07:15 AM -	08:15 AM														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
		0.5	56			0.8	00		_	0.6	07						
														_			
		NODTH	ROUND			SOUTH	BOUND			FASTR	OUND						

		NORTH	BOUND			SOUTH	BOUND	122		EASTB	OUND						
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
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	1/
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
																	TOTU
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
TOTAL VOLUMES :	43	43	22	0	6	32	9	0	19	41	25	0	1/	35	11	0,000/	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%	TOTAL
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
	2	0.5	83			0.5	63			0.7	50	_					
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:		Califor	rnia St			Califor	rnia St		-	CR 572/F	Powell Rd			CR 572/P	owell Rd		
		NORTH	HBOUND		-	SOUTH	IBOUND			EAST	BOUND			WEST	BOUND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
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	
									NO 10							2	

		NORTH	BOUND			SOUTH	BOUND			EAST	BOUND			WEST	BOUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
17 1000	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	1	0	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
	NL	NT	NR	NU	SL	ਤਾ	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	1	3	0	0	0	0	0	0	0	2	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :		04:30 PM -	05:30 PM														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 0.2	0.000 50	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000 50	0.000	0.375

National Data & Surveying Services Intersection Turning Movement Count

Location: City:	California St a Spring Hill	& CR 572/Pow	ell Rd Data - I	Pedestria	ans (Cros	Project ID: Date: Swalks)	22-120124-00 3/23/2022)4	
NS/EW Streets:	Califo	rnia St	Califo	ornia St	CR 572/	Powell Rd	CR 572/F	owell Rd	
A B 4	NORT	TH LEG	SOUT	TH LEG	EAS	T LEG	WES	r leg	
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
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
	EB	WB	ËB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	2	9	11
APPROACH %'s :							18,18%	81.82%	
PEAK HR :	07:15 AM	- 08:15 AM	1						TOTAL
PEAK HR VOL :	0	0	1 0	0	0	0	0	6	6
PEAK HR FACTOR :	1							0.750	0.750
							0.7	750	0.750

D1/	NOR	TH LEG	SOUT	TH LEG	EAST	Г LEG	WEST	T LEG	
PIVI	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	2	1	3
2:15 PM	0	0	0	0	0	0	8	0	8
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	3	1	4
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	1	1
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	1	0	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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	15	3	18
APPROACH %'s :							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
						-	0.5	00	0.500

California St & CR 572/Powell Rd

Peak Hour Turning Movement Count





07:15 AM	37	15	13	0		3	50	18	0		16	80	59	0		23	54	9	0	1.1	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		Nor	thbour	nd			Sou	thbour	nd			Eas	tboun	d			Wes	stboun	d			
Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Тс	otal
All Vehicles	188	116	68	Ū		40	200	80	0		100	436	296	Û		92	300	40	0		19	56
Heavy Trucks	20	20	12	0		4	12	12	0		8	16	8	0		4	36	8	0		1	60
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																						



15-Min Count		Cali	fornia	St			Cali	fornia S	St			CR 572	2/Powel	ll Rd			CR 572	/Powel	l Rd			
Period		Nor	thbour	ıd			Sou	thboun	d			Eas	stbound				Wes	stbound	tt			Hourly
Beginning At	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	Total
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	1.5	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		Nor	thbour	nd			Sou	thboun	d			Eas	stboune	d			We	stboun	d b			
Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Тс	otal
All Vehicles	148	148	24	0		36	168	168	0		92	360	112	0		60	508	40	0		18	64
Heavy Trucks	4	12	4	0		4	32	0	0		8	12	12	0		20	12	4	0		1.	24
Pedestrians		0					0	l.				4					0					4
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	8	0	0		1	12
Buses																						
Stopped Buses																						





WEEK	DATES	SF	MOCF: 0.94 PSCF
=======================================	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 - 03/10/2019	0.92	0.98
*12	03/11/2019 = 03/23/2019	0.93	0.99
*13 +14	03/24/2019 = 03/30/2019	0.94	1.00
^_4 *15	03/31/2019 - 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 15
26	06/23/2019 - 06/29/2019	1.08	1 15
27	06/30/2019 - 07/06/2019	1 09	1.16
28	07/07/2019 = 07/20/2019	1 09	1.16
29	07/14/2019 = 07/20/2019	1.08	1.15
21	07/28/2019 - 08/03/2019	1.07	1.14
30	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	
40	09/29/2019 - 10/05/2019	1.03	1 09
41	10/06/2019 - 10/12/2019	1.02	1 07
42	10/13/2019 - 10/19/2019	1 01	1 07
43	10/20/2019 - 10/20/2019	1 00	1.06
44	11/03/2019 - 11/09/2019	1.00	1.06
45	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



Table 1 Harnando County Concurrency Management System Tier I Test: To Determine Concurrency or Need for Additional Analysis Version toxetody, Yedia August 2011 - August 2012, unless supersided Sonthe succeeding y Focury David Direct

				0	mustly other the new estima- ility processed with your deer	prepat (Mor	tually enter the total external fic associated with your devel	l project lepment		10)#=+= the stat	ius columns la v	verify the la	level of sludy that v	will need to b	e performed				the marked	anter Par 1
Refet.				Ne	vo w Project Teallis = Totol Tirps one aled = Pass By + Internal	Capitro	Teta	v inga ana project franc shou oilad as peak hour ivo way w al Project Trailic = Total Trips teratad = Internal Capture	olumes			Hine LOS Manet alges and seed to A the LOE Metor alges all seed to a the "Datus" solu	la Generaldott Le Japo al a nor la Constitue na Cons lanta adorate 10	ANIFOR	alonas III balina "Ba Ni" ent "Banu" colu es cata ortecous il s	umns indicato	"Study 1" an (u	ly 2" Then "pdaled) /	ARTPLAN	35.13	ingh and hydr an Brac Share Manual Program Sharen W Ji	e databan dange Proper e Witt and Tong at Traffic inter call offer
 In the Country - solume, "Or indicates that the sequent gate that clist is ensays or kunity pairs." Refer to Market a support Appendia for 2012, 2013 and 2017 LOS Reports for detailed Level of Service Information 			Growth AADT (Dathy Velson		Begment Petik Harar Ten	Ť	-	Facility Level of Service (1.05)	Foculity &	Laximum Sarvier SV) Peak Hour Tr	0 10	Course	erptual Ans	salysta Required (V: 3 or 5 Year Fronts - Pe	MEV > 60%)	· · ·	-			frips	Ť
General lifeoneal lifeonea	Extense Number of Programmed Route	Strategic De Minimite Intermodel Statue System (2016)	Base Base Actual AADT AADT A	ADT K	2013 2015 2015	Externel Project Traffic	Estat na Project Traffie	LOS Sisted	105	MSV CID121	May MSV MST (3015) (2015)	2012 7 Volume V/	012 MSV 2012 Status	2015 Yolum	2016 20 V/MSV Stat	16 ZOIA Volum	2017 V/MSV	2017 E baivas	Radius of	On Brudy Notwork	Percent of MSV	Obstribution
ID ID<	Type Peprovomonta	1 1 2	Voltame Counti Barle (2012) (2015) (2 K L M N O	10 IN	s t u	.ve	W2	T	Y	2	AA AB 2.040 7	AD 0	AL AF	40	AN A 6 0.000 0	AJ	AK	AL	A#	AQ Ri	AA 0.00	45
Statistics F Alleform (a, y) Common (a, y) <thcommon (a,="" th="" y)<=""> <thcommon (a,="" th="" y)<=""></thcommon></thcommon>	2222	202	7333 858 280% 7858 8338 7353 858 280% 7858 8338 7353 858 280% 7868 8338	104 C31				SEN TAILES SEN TAILES SEN TAILES	D D D	2.540	2 mil 7 1.441 1 1.442 1	100 700 110 700 110 700	0.510 OK 0.510 OX 0.526 OX	h 8	6 0 0 16 0		HE 3.999 42 -0.945 60 -0.965	000	N N	2 2 2 2	3.00	
CODE D ACCARGON DECEMBER AL POLITIKAL P SPIRING ALL DI COM CODE D ACCARGON DECEMBER AL POLITIKAL DI CALLAN (ALTO COM CODE A D ACCARGON DECEMBER AL COMPANY ALL DI COM COMPANY ALL DI COMPANY ALL DI COM COMPANY ALL DI COM COM COMPANY ALL DI COM COM COM COM COM COM COM COM		N.	3001 2011 2025 2120 1312	6 60 6 000 3.441 0.0	8 4 4 8 4 8 € 20 20 1	5		SSN TANTS	0	18	139	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			0 4100 0 0 4100 0 0 100 0			20.00	1 2 3	- NA	300	
Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committee Committeee	40 N N N N N N N N N N N N N N N N N N N	2.7.2	16.475 2012 2.00% 17.141 18.00 1 10.000 2015 2.00% 18.500 11.143 1 10.000 2015 2.00% 18.500 11.143 1 10.533 2010 2.00% 18.501 11.143 1	14 121 0 00 11 514 00 11 554 55	47 1.503 1.75+ 1.5 17 1.615 1.685 1.1 17 1.615 1.681 1.1	8		GEN TANKES GEN TANKES GEN TANKES		1445		444 1,010 661 1,010 144 1,010	0718 OA 0756 DA 0.118 OK	1.0	41 0781 0 41 2781 0 144 0.781 0	A A A	25 0 /41	DX DX	14 14	- 11 - 11 - 11	9.0 9.0 9.0	49.2
10002 6 8 8 Lucci AV Is0 Avails still Control avails still 20160 7 5 Lucci AV Is0 Avails still Exact Avails still Evaluation avails still avails st	22 22 22 22 22 22 22 22 22 22 22 22 22	122	10083 2016 2275 48501 11332 1 2675 5 5 7675 5 5	1 114 00 1 00 1 00		000	-	GEN TABLES GEN TABLES DEN TABLES	D D C	7547	2.840 2 2.041 2 1.840 1	14 B 48 1.03	0.000 OK 0.000 OA 0.754 OA		e 2.000 0 e 2.000 0 e 2.000 0	X	0.000 0.000 195 3.419	828	NNN	-	00	alere,
Liste 9 11 Line(AD BY coard Sites) COArtY unit AD Artstor AC 2010 1 10 12 Inicial Strategistic Addition Artstor AC Artstor AC 2010 1 10 12 Inicial Strategistic Addition Artstor AC Artstor AC 2010 2 10 12 Inicial Strategistic Addition Artstor AC Artstor AC	200		12.000 2010 U.STL (2.01/ 13.19) 12.000 2010 U.STL (2.01/ 13.19) 12.000 2010 U.STL (2.01/ 13.19)	13.357 0.0				GEN TABLES	C C C	2110 1100	300 3	110 1.200 110 1.800 110 1.400	9.454 DX 8.404 DX 9.545 DX	12	240 0 412 0 280 1 412 0 764 0 524 0	XXX	-54 0.4XT 296 5.417 448 0.5354	222		N	00	Teres and the second
No.00 11 11 12 Next 24 (24 (24 (24 (24 (24 (24 (24 (24 (24		8	2.000 2010 0.01% 27.172 29.434 21.000 2010 0.01% 27.172 29.434 21.000 2010 0.01% 27.172 29.434	21 811 2.0	10 2864 2.274 13 17 2064 2.575 2 17 2064 2.575 2	8		GEN TANKES GEN TANKES GEN TANKES	000	6.600 6.600	A 401 4	600 2.054 600 2.054 600 2.054	0.311 DK 0.311 DK	20	678 0315 0 678 0315 0 678 0315 0	XXX	600 0-318 204 0-318	22.2		N.	0.0	
Option 1 12 13 14 Initial State State State Person 1 Decision MultiParty 10110 2 12 12 14 Initial State Sta	9000 · · ·	N N	11002 2018 3.015 2.175 21436 71002 2019 3.015 1.03 21.05 31002 3010 0.105 2015 2020	31 840 E 0 31 840 E 0 33 857 E 0	17 2354 2376 23 17 2354 2378 23 17 2354 2378 23 17 2428 2438 31	47	_	OLN TABLES OLN TABLES	CCC	3.595	8.400 8 3.780 3 3.790 3	400 3 054 791 2 054 791 7 A23	2142 CA 0745 CA	20	070 0.545 0 070 0.545 0 4 m 0.745 0		100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000	N N	- 11	00	
10120 13 15 BECARD ST (LIAR STRUCT) WYSECKERD CONTRACT OF DEST 95300 13 15 BECARD ST (LIAR STRUCT) WYSECKERD CONTRACT OF DEST 95300 13 15 BECARD ST (LIAR STRUCT) WYSECKERD CONTRACT OF DEST 95300 13 15 BECARD ST (LIAR STRUCT) WYSECKERD WYSECKERD 95300 13 15 BECARD ST (LIAR STRUCT) WYSECKERD WYSECKERD WYSECKERD 95300 13 15 BECARD ST (LIAR STRUCT) WYSECKERD WYSECKERD WYSECKERD WYSECKERD 95300 13 15 BECARD ST (LIAR STRUCT) WYSECKERD WYSECKERD <td< td=""><td>- 40 - 40</td><td>N.</td><td>7.000 2010 3.01% (C.100 21.27) 71.000 2010 0.05% (F.100 21.27) 71.000 2010 3.05% (F.100 21.27)</td><td>21 820 03 21 820 04 21 820 04</td><td>47 2.00 2.00 2. 17 2.00 2.00 2. 17 2.00 2.00 2. 17 2.00 2.00 2.00 3.</td><td>822</td><td></td><td>DEN YARES DEN YARES</td><td>L C C</td><td>3790</td><td>1785 1785 1786 1780</td><td>780 7.005 197 2.035 398 1.586</td><td>0 340 CK</td><td>1</td><td></td><td></td><td>10 0 KM</td><td>2022</td><td>-</td><td>- 11 - N - 14</td><td>00</td><td>2000</td></td<>	- 40 - 40	N.	7.000 2010 3.01% (C.100 21.27) 71.000 2010 0.05% (F.100 21.27) 71.000 2010 3.05% (F.100 21.27)	21 820 03 21 820 04 21 820 04	47 2.00 2.00 2. 17 2.00 2.00 2. 17 2.00 2.00 2. 17 2.00 2.00 2.00 3.	822		DEN YARES DEN YARES	L C C	3790	1785 1785 1786 1780	780 7.005 197 2.035 398 1.586	0 340 CK	1			10 0 KM	2022	-	- 11 - N - 14	00	2000
10110 13 15 Implicit (a) 0.00000000000000000000000000000000000		<u>N</u>	14.412 2010 7.41* 17.322 14.712 11.500 2016 7.02* 15.311 17.120 11.500 2019 7.02* 12.311 17.120	13 fair 0.0 13 fair 0.0 13 645 0.0	47 1.640 1.615 1. 67 1.304 1.274 1. 87 1.201 1.274 1.	15 26 26	-	DEN TABLES DEN TABLES DEN TABLES	000	3,740	3/6	78 18	5513 DK		274 C X24 C		1	1	H	14 14	00	200
Come Lis Lis Dir Dir <thdir< th=""> <thdir< th=""></thdir<></thdir<>	200 V	2.2.2	11.500 2010 3 2010 12.521 13.134 8.000 0016 2.00% 2.250 9.520 8.000 0016 2.00% 8.303 9.520	12.643 5.0 10.775 8.0 8.189 6.0	1274 1.274 1.274 1.2 00 +10 953 00 847 MCT	195 197	-	SON TARLES SON TARLES	u c c c	1.652	LAQ		0.010 DR 0.506 DX		#11 0 414 C	XXX	etr 3414	222	N	N N N	000	202
1000 16 17 18	22 22 22 22 22 22 22 22 22 22 22 22 22	- <u>N</u> N	10,750 3016 3006 11,722 11,414 9,194 3016 8,91% 9,963 9,520 8,600 5618 1,22% 8,50 7,858	12 (p) 00 1340 00 7.160 00	01 1,040 1,111 1, 54 ## 56 10 8.9 55			CON TABLES	0000	1 #48	1.44	410 6.54 410 6.54	0.400 DH 0.400 DH 0.400 DH		104 0.675 0 81.0 0.4075 0 85.0 0.4075 0	2008	821 3431 625 8-182 825 3-84	200	NN	14 11 14	6.5	A0.06
1225 17 17 19 19 WORD 57 US1/01/01 CHATTALL BY 11250 18 18 20 PHOLD 57 US1/01/01 HOTEL BY 1250 18 18 20 PHOLD 57 US1/01/01 HOTEL BY 1250 19 19 19 19 19 19 19 19 19 19 19 19 19	8) V 70 V	1	4600 2010 172% 8.127 7815 1210 2010 120% 8.121 8.400 5.200 2010 100% 5127 1.000	1417 0.0 1477 0.0	81 795 811 81 54 558			OFN TAR IS OFN TARES	C C	1 #810 7900	1.345	10 710 10 541	0541 DX 0645 DX 2452 DX		210 0.5613 0 3520 2.720 0 3791 3.41 0	28.85 26.85	854 6574 571 6785 388 6.838	OK OK	- H	N N 31	600 600 600	6
15/56 20 22 # 240 51 858109489 UAK 12/559 X/O 27840 2000 UAK 1416 27 27 28 # 240 51 858109489 UAK 12/559 X/O 27840 2000 UAK 15/55 25 25 25 24 24 24 24 24 24 24 24 24 24 24 24 24	20 20 X X X	N	01 200 1345 240 1446 01 200 1345 240 480 1345 240 1445 1446	430 1) 430 1) 430 40	866 61 66 27 179 615 27 129 615	40	-	GEN TAILES	0	1300	1300	10 11 11 01 11 01	0.047 OK 0.431 DK 0.374 DK		48 0.547 0 411 5.40 0 52 0.254 0	XXX	430 0.40 542 0.40	2830			00	
CODING D2 D2 D4 CALIFICATIONA 31 PCWVLL RD WVECKN RD CODING D2 D2 D2 D2 D2 D2 D2 D3	2222	N	1000 2010 1815 1.02 5.116 274 2011 275 201 1.014 218 201 2015 205 2017 1.014	3.041 87 1.097 82	97 507 325 98 94 305 9.1 294 305	4) 54	-	GEN TAILES GEN TAILES GEN TAILES	0 0 0	1,532 2,545 2,100	210	222 841 See #4 601 891	104 (A		100 2441	XXX	104 0051 322 0.16	AX NO	N	- 14	0.0	2
0x5 0x 0x 28 CENTRALIA INJ CENTRALIA INJ <thcentralia inj<="" th=""> CENTRALIA INJ</thcentralia>			3.517 2010 2.005 2.442 2.519 1.455 2011 2.455 1.155 2.014 545 2028 1.465 1.155 2.014	2,438	5 7 244 218 9 7 190 200 668 57 81		-	SEN FAR (S SEN FAR (S SEN FAR (S	000	3,500 5100 1,300	2 000		1041 CR		204 8,102 et 3,641	666	213 9.162 43 9.200 744 0.154	0.00	N	N N	80	
ISSN 27 27 27 28 CTARGO ROZ ISSN 27 28 CTARGO ROZ ISSN 27		N	235 261 349 237 245 15% 261 26% 160 178 15% 261 26% 160 178	240 170 50	61 227 744 min 104 102	Ya Ya		CAR TARLES	0	1,300	1.300	200 - 100 350 - 110	\$117 DA		167 0 126 0 167 0 124 0 177 0 279	200	178 0.127 174 0.127 3991 0.2783	08	11	N	10	24
1778 CONTRACTOR CONTRA		2	1421 2010 2.255 2.167 3.268 6.127 2010 2.075 6.261 4.111 6.122 2010 2.075 6.261 4.111	4012 10 7000 7032	Dir 201 317 0.1 0.07 0.09 0.09 5.1 0.02 0.09 0.09			GEN TABLES	000	3 000	2,000 2,000	900 417 900 417	0.312 OK		1710 0.250 6711 0.330 9701 0.251	OK OK	740 0.212 745 0.355 727 9.24	DE	N	10		NIN N
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Notes: 1) In ris Langer/Type columns, "O' indicates that the segment does no 2) Refer to the Technical Support Appendix for 2012, 2015 and 2017	extel in exceling or future years. OS Reports for detailed Leval of	Service Information,												anually end attic assoc ew trips shi ro-way volu ew Project enerated ~	der lihe now s classed with yo world be repo urnes . Trailic = Tot Pass By + Ir	uxiennali pr ur devalop ted sa per al Trips tieunal Cap	ojeet muni, ik hour tura	Ter Ge	al Projec) Traific = Tolat rerated (nernal Capito	rinal priving Dentity - call checks is iny returnes Trips				e p.775 Matte 9 p.075 Matte 9 p.05 Aast 9 p.05 Matte 9 p.	etia cena e a Garta e a Cen o data con data	nota to second an a constant of a constant computer UMA Scatter "Data	ty the level	ef study the of) but me "Status" o la collection	d with heard 1 Status" and Status (note States) (note La requised	o Le porter nati indiciale ple "D'urty 1	nterð 4 Tävite 77 10 17 en fuzztare	en ge Alltrig 1 Alltrig All		ipercent of a construction for the construction of the line to leging (Scherer John R., and Scherer W.) (con-	nacifia S nali contract o data de cont deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit deservit
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BACKGROUND TRAFFIC





STERLING HILL PHASE IV

Prepared For

DR HORTON

Prepared By



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



TABLE 1

ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

				AN	l Peak H	lour	PM	Peak H	lour
	ITE		Daily		Frip End	S	T	rip End	S
Land Use	LUC	<u>Size</u>	Trip Ends	ln	Out	Total	<u>In</u>	<u>Out</u>	Total
Single Family	210	224 DU's	2,184	41	123	164	139	81 .	220

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

LINCKS & ASSOCIATES, INC.

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PINE VIEW GROVE ESTATES

Prepared For

PROCIVIL360

Prepared By



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

PINE VIEW GROVE ESTATES

Prepared For

PROCIVIL360

Prepared By

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

June, 2021

Project No. 21086 lenry, P.E. No. 51555 Date



LINCKS & ASSOCIATES, INC.

TABLE 1

ESTIMATED PROJECT TRIP ENDS (1)

	ITE		Daily	AM T	Peak rip Enc	Hour Is	PM T	Peak rip End	Hour ds
Land Use	<u>LŲC</u>	Size	<u>Trip Ends</u>	<u>In</u>	<u>Out</u>	Total	ln	Out	Total
Single Family	210	81 DU's	857	16	46	62	52	31	83

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

LINCKS & ASSOCIATES, INC.

ω





VILLAGE VAN GOGH

VILLAGE VAN GOGH

Prepared For

LENNAR

Prepared By



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

VILLAGE VAN GOGH

Prepared For

LENNAR

Prepared By

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

July, 2021

Project No. 21095

even Henry, P.E. 0. 51555 Date



LINCKS & ASSOCIATES, INC.

TABLE 1

ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

	ITE		Daily	AM T	Peak I Trip End	Hour Is	PM T	Peak I rip End	Hour Is
Land Use	LUC	<u>Size</u>	Trip Ends	ln	Out	Total	<u>ln</u>	Out	Total
Single Family	210	242 DU's	2,344	44	133	177	149	88	237

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

LINCKS & ASSOCIATES, INC.



	Rec: 4			<u>LEGEND</u>		
ſ	N N N N N N N N N N N N N N N N N N N	1	2/12 = AM	M/PM PEAK H	IOUR TRAFFIC	
$\begin{array}{c} 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 \\ 0 $	ANDOOK BRUDOK TO OVO TO OVO TO TO OVO TO OVO					5
$ \begin{array}{c} 0/0 \stackrel{-1}{\rightarrow} \\ 0/0 \stackrel{-1}{\rightarrow} \\ 0/0 \stackrel{-1}{\rightarrow} \end{array} \left(\begin{array}{c} 1 \uparrow \uparrow \\ 8 \stackrel{\circ}{\otimes} \stackrel{\circ}{\searrow} \\ 8 \stackrel{\circ}{\otimes} \stackrel{\circ}{\searrow} \end{array} \right) $ ELGIN RD.	0/0 - 1 - 1 - 0/0 4/12 - 1 - 1 - 1 - 0/0		Y AVE.		IIA ST.	NORTH
DEL TONA BLVD.	11 1 1 0 000 000 000 000 000 000 000 00	000	BARCLA		CALIFORN	05/09/22
		5000	↑ ↑ ↑ 0/0 0/0	↓ 0/0 ↓ 0/0 ↓ 0/0 ↓ 0/0 POWE	°,000 ↓↓↓ LL RD.	← 0/0 ← 0/0 ← 0/0
	BLVD.		0/0 _ 0/0 → 1/1 →	רן ו ו אין ו ו אין ו ו	0/0 0/0 0/0 	1 ↑ ↑ 0 0000
		2	- 4/3 - 0/0 - 0/0	 € 0/0 ← 12/8 ← 0/0 □ 0/0 		
*			$\begin{array}{c} 0/0 \\ 2/5 \\ 4/14 \\ 0/0 \\ \end{array}$	₽11 ↑ \$\$\$\$\$	Jrring F	
				` F	FIGURE A	4 Glen

RAINBOW GLEN

Prepared For

LENNAR

Prepared By



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

RAINBOW GLEN

Prepared For

LENNAR

Prepared By

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

January, 2022

Project No. 21185

Henry, P.E. ¢. No. 51555 P Date ۷



LINCKS & ASSOCIATES, INC.

TABLE 1

ESTIMATED PEAK HOUR PROJECT TRIP ENDS (1)

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

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

LINCKS & ASSOCIATES, INC.

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SIGNAL TIMINGS



Hernando County, FL

ECONOLITE

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

Controller Timing Plan (MM) 2-1

Dhase	1	2	3	4	1	5	6	7	8	9	1	0	11	12	13	14	15	16
Direction	-	-	+	-+						2	1							
Min Groon	5	10	5	-	10	5	10	5	5	5	5	5	5	5	5	5	5	5
	5						~	0	0	0	1		0	0	0	0	0	0
Green	0	0	0		0	0	0	0	0	-			-	<u> </u>				
CS Min Green	0	0	C)	0	0	0	0	0	0	C)	0	0	0	0	0	0
Delay	0	3	C)	3	0	3	0	3	0		C	0	0	0	0	0	0
Walk	0	7	C)	7	0	7	0	7	0	ŀ	10	0	10	0	10	0	10
Walk2	0	0	1)	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
Ped Clear	0	29	(C	30	0	29	0	30	0		16	0	16	0	16	0	16
Ped Clear 2	20	0	1	0	0	0	0	0	0	0		0	0	0	0	0	0	0
Ped Clear	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0
Iviax Ded CO	0	0	-	0	0	0	0	0	0	0		0	0	0	0	0	0	0
Vehiclo Ev	E 3 D	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 Ex	t 0.0	0.	0	0.0	0.0	0.0	0.0	0.0	0.0	0.	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Z Mov1	15	1	5	20	40	15	45	20	40	3	5	35	35	35	35	35	35	35
Max2	25	2	5	15	25	15	25	20	30	4	C	40	40	40	40	40	40	40
Max2	0	- 0		0	0	0	0	0	0	0		0	0	0	0	0	0	0
DVM 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
Vellow	5.4	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	0 2	.0	2.5	2.3	2.6	2.0	3.0) 2.3	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 C	.0	0.0	0.0	0.0	0.0	0.0		
Red Reve	rt 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	1 2.0
Act B4	0	С		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
Max Int	30) 3	80	30	30	30	30	30	30) 3	30	30	30	30		0	0	0
Time B4	0	C)	0	0	0	0	0	0	lc.)	0	10	10	0	Įu	10	10

	1	To	10	10	In	10	0	In	10	10	10	0	0	0	0	0
Cars Wt	0	0	U	<u> </u>	0	10	0		00	0.0	0.0	0.0	0.0	00	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
	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0
TReduc	0	0	10	0	0.0	0.0	0.0	0.0	0.0	0.0	00	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	10.0	0.0	0.0	10.0	0.0	0.0	10,0		1
ARTERIAL ANALYSIS



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

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

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

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

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

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

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CALIFORNIA ST	1	54	110.1	17.2	127.3	1.67	47.1	A
Total			110.1	17.2	127.3	1.67	47.1	A

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delav	Travel Time (s)	Dist (mî)	Arterial Speed	Arterial LOS
BARCLAY AVE		50	120.0	58.2	178.2	1.67	33.7	С
Total	I.		120.0	58.2	178.2	1.67	33.7	С

INTERSECTION ANALYSIS



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05/12/2022

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	**	7	ሻሻ	≜ î≽		ሻሻ	↑	*	ሻ	Þ	
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 Eactor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)				24,000	1.5				1.11			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)					1.0					June 1		
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							1			220	120	
Minimum Initial (s)	50	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	5.0	
Minimum Snlit (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)	54	54	54	54	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	74	8.0	7.4		8.0	7.3	7.3	7.5	7.3	
Lead/Lag	Lead	Lag	Lag	Lead	Lao		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Ontimize?	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	100	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		1.12	48.4			47.7		stan E	70.1	
Approach LOS		D			D			D			E	
Intersection Summary		201	1.21.472			auser:	aussi)					
Cycle Length: 150.1												
Actuated Cycle Length: 144	4.5											
Natural Cycle: 90												
Control Type: Actuated-Uni	coordinated	i										
Maximum v/c Ratio: 1.14												
Intersection Signal Delay: 5	51.1			- 1	ntersectio	n LOS: D	N.					
Intersection Capacity Utilization	ation 80.5%			1	CU Level	of Servic	e D					
Analysis Period (min) 15												

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

∕ ø1	Ø2	₩ø3	1 ø4	
22.4 s	52.4 s	28 s	47.3 s	
√ Ø5		1 Ø7	↓ Ø8	
22.45	52.45	28 s	47.3 s	AND DESCRIPTION OF

05/12/2022

	۶	-	\mathbf{i}	*	-	*	1	†	1	1	Į.	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	**	7	ካካ	≜ †}		ሻሻ	↑	Ť	۲	4Î	
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)			1						1.1			
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		070										
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	1	6	, onn	5	2		7	4		3	8	
Permitted Phases		0	6		_				4			
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase		0	· ·		_							
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0	5.0	5.0	
Minimum Solit (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%	
Vellow Time (s)	5.4	54	54	54	54		50	50	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 Timo 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	73	
	heal	ne l	Lan	Lead	Lan		Lead	Lag	Lag	Lead	Lag	
Leau/Lay	Vac	Vas	Ves	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Leau-Lay Optimizer	Nopo	Max	May	None	Max		None	Max	Max	None	None	
Act Effet Crean (a)	15.0	1010	15 0	13.5	45.0		20.0	45.4	45.4	15.1	40.0	
Actuated a/C Datio	0.10	43.5	0.31	0.00	0.30		0.13	0.30	0.30	0.10	0.27	
Actualed g/C Ralio	0.10	0.31	0.01	0.03	0.00		1 /1	0.00	0.00	0.10	1.07	
V/C Rallo	120.5	42.0	17.0	80.1	10.00		2/1 0	68.1	14.7	81.5	110.5	
Control Delay	139.0	42.9	17.0	0.1	49.2		241.0	0.1	0.0	01.0	0.0	
	120 5	42.0	17.0	0.0	10.0		241.0	68.1	14.7	81.5	110.5	
Total Delay	139.5	42.9	17.0 D	00.1 E	49.2		241.3 E	00.1 E	(4.7 R	01.5 E	110.5 E	
LUS Annual Delay	Г	10.0	D	Г	56.6		1	1/0 7	D		105 3	
Approach Delay		40.8			50.0 E			140.7 E			10J.5	
Approach LOS		U			E			Г				-
Intersection Summary		12103			pica de la		725		- SUSIA	(B) (moles		
Cycle Length: 150.1												
Actuated Cycle Length: 150	0.1											
Natural Cycle: 140												
Control Type: Actuated-Une	coordinated	ł										
Maximum v/c Ratio: 1.41												
Intersection Signal Delay: 8	39.9			10.00	ntersectio	n LOS: F						
Intersection Capacity Utiliza	ation 98.0%	5			CU Level	of Servic	e F					
Analysis Period (min) 15												

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

• Ø1	4 Ø2	₩ø3	¶ø4	
22.45	52.4 s	28 s	47.3 s	and the second second
√ ø5	* Ø6	\$ Ø7	↓ Ø8	
22.45	52.4 s	28 s	47.3 s	PLANE STORE WITH THE PARTY

05/12/2022

	≯	-	\mathbf{i}	4	-	*	*	†	1	1	Ļ	1
Lane Group	FBI	FBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	55	**	7	ሻሻ	**	7	ሻሻ	≜ 1≽		٢	*	7
Traffic Volume (vnh)	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)	100	100	100	110	110	100		1000				
Confl Bikes (#/hr)												
Dook Hour Eactor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Crowth Eactor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Hoppy Vahiolog (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Pue Pleekegee (#/br)	2/0	270	270	270	270	0	0	2,0	0	0	0	0
Dus blockayes (#/III)	0	U	U	0	U	U	U	v	U	Ŭ	Ŭ	Ŭ
Mid Dlook Troffic (9/)		0.0/			0%			0%			0%	
MIQ-BIOCK TRAILC (%)		0 /0			070			070			070	
Shared Lane Trailic (%)	Drot	NLA	Dorm	Drot	NA	Dorm	Drot	NIA		Prot	ΝΔ	Porm
Turn Type	PIOL	INA G	Peim	FIUL	1NA 2	reiiii	7	1		2	R R	I enn
Protected Phases		0	C	5	2	2	1	4		3	0	g
Permitted Phases		C	0 C	F	2	2	7	٨		3	Q	g
Detector Phase	1	0	0	0	2	2	1	4		5	0	0
Switch Phase	5.0	10.0	10.0	5.0	10.0	10.0	ΕO	10.0		5.0	5.0	5.0
Minimum Initial (s)	5.0	10.0	10.0	0.0	10.0	10.0	12.4	10.0		12.0	10.7	10.7
Minimum Split (s)	12.4	22.5	22.5	13.0	22.5	22.0	13.4	47.0		12.9	12.1	12.7
Total Split (s)	22.4	52.4	52.4	22.4	52.4	52.4	20.0	47.5		20.0	41.0	47.0
Total Split (%)	14.9%	34.9%	34.9%	14.9%	34.9%	34.9%	10.7%	31.5%		IO.7%	31.5%	51.0%
Yellow Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	0.0	0.0		5.0	0.0	0.0
All-Red Time (s)	2.0	2.0	2.0	2.6	2.0	2.0	3.0	2.3		2.5	2.3	2.5
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	1.4	/.4	8.0	7.4	7.4	0.8	1.3		C.1	1.3	1.3
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		/5.8	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	А	E	D	A	E	D		E	E	A
Approach Delay		31.0			40.0			50.2			48.0	
Approach LOS		С			D			D			D	
Intersection Summary	S 14		1. 1						12.4°	1		
Cycle Length: 150.1												
Actuated Cycle Length: 139	9.9											
Natural Cycle: 80												
Control Type: Actuated-Une	coordinated	1.0										
Maximum v/c Ratio: 0.81												
Intersection Signal Delay: 4	1.1			1.51	ntersectio	n LOS: D	nd set					
Intersection Capacity Utilization	ation 66.2%)			CU Level	of Servic	еC					
Analysis Period (min) 15												

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

.▲ Ø1	▲ Ø2	1 03	1 Ø4	
22.45	52.4s	28 s	47.3s	CONTRACTOR AND CONTRACTOR
√ Ø5		1 Ø7	↓ Ø8	
22.45	52.4 s	28 s	47.3 s	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	A A	7	ካካ	**	Ť	ሻሻ	† 1 ₂		ሻ	•	7
Traffic Volume (voh)	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)			1									
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 Eactor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)		C 1										
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		070			St. Land							
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6	1 0111	5	2		7	4		3	8	1.0
Permitted Phases		Ū	6		-	2						8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	50	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	5.0	5.0
Minimum Snlit (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)	54	54	54	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)	74	7.4	7.4	8.0	7.4	7.4	8.0	7.3		7.5	7.3	7.3
Lead/Lan	Lead	Lag	Lad	Lead	Lao	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 Effet 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 a/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
	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	F	A	E	C		F	E	A
Approach Delay	1.12	42.0		of land	58.3		1.1	51.7			60.2	
Approach LOS		D			E			D			E	
	AVE DOUG	1000,000 V			10000	and total method				AND DOLLAR		STATE O
Intersection Summary				9 N. S	Mariak	115			240	C F OIE	331.53	Contraction of the
Cycle Length: 150.1												
Actuated Cycle Length: 146	5.8							100				
Natural Cycle: 90												
Control Type: Actuated-Un	coordinated											
Maximum v/c Ratio: 0.90												
Intersection Signal Delay: 5	51.9				ntersectio	on LOS: D	-					
Intersection Capacity Utilization	ation 85.0%)			CU Level	of Servic	еE					
Analysis Period (min) 15												

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

▲ ø1	4 ⁴ − Ø2	₩ø3	↑ <i>ø</i> 4	
18.15	42 s	25.5 s	64.5 s	
√ Ø5		1 Ø7	₩ Ø8	
20 s	40.1 s	41s	49 s	50

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ኻኻ	**	1	ኻኻ	**	7	ኻኻ	≜t ≽	H1017164.14	۲	A	7
Traffic Volume (vph)	198	441	465	150	430	103	349	330	277	82	265	95
Future Volume (vph)	198	441	465	150	430	103	349	330	277	82	265	95
Confl Peds (#/hr)			1.4.4		162							
Confl. Bikes (#/hr)												
Peak Hour Eactor	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 Eactor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Rus Blockages (#/br)	2.0	0	0	0	0	0	0	0	0	2.10	2.10	2.0
Parking (#/hr)	, i i i i i i i i i i i i i i i i i i i	v	Ū			Ű		U	U.S.	v	U	v
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		0.0			070			070			070	
	Prot	NΙΔ	Porm	Prot	ΝΔ	Porm	Prot	NΔ		Prot	MA	Dorm
Protected Phases	1	6	1 cm	5	2	T GHI	7	110		3	8	r cim
Pormitted Phases		0	6	5	2	2	4	4		5	0	0
Detector Phase	1	6	6	5	2	2	7	٨		2	0	9
Switch Phase		0	0	3	4	2	1	4		3	0	0
Minimum Initial (a)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0		5.0	50	5.0
Minimum Initial (S)	12.4	10.0	22.5	12.0	22.5	22.5	12.0	22.5		12.0	10.7	10.7
Total Split (s)	12.4	52.0	52.0	22.4	52 A	52 4	20.0	17.2		12.9	12.1	12.1
Total Split (S)	14 00/	24.0%	32.4	14 09/	24.00/	24.00/	10 70/	47.5		20.0	47.3	47.0
Yollow Time (%)	14.9%	54.9%	54.9%	14.9% E A	54.9% E A	54.970 E A	10.7%	51.5%		10.7%	51.5%	31.3%
All Dad Time (s)	0.4	0.4	0.4	0.4	5.4	0.4	0.0	0.0		0.0	0.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	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	1.3		1.5	1.3	1.3
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	А	E	D		E	E	A
Approach Delay		31.2			40.2			50.3			48.0	
Approach LOS		С			D			D			D	
Intersection Summary	V.S. Sett	S. Star	13				Via 197	10	p dial	1.272	n and i	1.1.1
Cycle Length: 150.1					_				_			
Actuated Cycle Length: 140												
Natural Cycle: 80												
Control Type: Actuated-Unc	oordinated											
Maximum v/c Ratio: 0.81												
Intersection Signal Delay: 4	1.2			li li	ntersectio	n LOS: D						
Intersection Capacity Utiliza	tion 66.5%			10	CU Level	of Service	θC					
Analysis Period (min) 15												

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

▶ _{Ø1}	Ø2	1 03	1 ø4	
22.4s	52.4s	28 s	47.3 s	The state of the state of the
√ Ø5	* 06	1 Ø7	🖌 Ø8	
22.45	52.4 s	28 s	47.3 s	

05/12/2022

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	**	1	ሻሻ	**	1	ሻሻ	۸ ۵		ሻ	1	*
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)				STR. BT	1							
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 Eactor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	11 ST 1		1.1.1.1.1.1	<u> </u>					51 M P			
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	1 onin	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)	50	10.0	10.0	50	10.0	10.0	5.0	10.0		5.0	5.0	5.0
Minimum Solit (s)	12.4	22.5	22.5	13.0	22.5	22.5	13.4	22.5		12.9	12.7	12.7
Total Solit (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%
Vellow Time (s)	54	54	54	54	54	54	50	50		50	50	5.0
All-Red Time (s)	2.0	2.0	2.0	2.6	2.0	20	3.0	2.3		2.5	23	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	ne l	De l	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead an Ontimize?	Vas	Ves	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Max	Max	None	Max		None	None	None
Act Effet 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 a/C Ratio	0.07	0.22	0.22	0.08	0.24	0.24	0.21	0.39		0 10	0.28	0.28
vic Patio	0.07	0.58	0.73	0.82	0.24	0.24	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
Oueue 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	00.0	04.0 D	B	F	F	Δ.	F	C		F	F	0.0 A
Approach Delay		42.4	U	1. 1. 1. 1. 1. 1.	58.7			517		in the second	60.4	
Approach LOS		42.4 D			E			D			E	
Intersection Summary			No with	C. Caller			(III)	A LAVE			SS . 172	
Cycle Length: 150.1 Actuated Cycle Length: 146 Natural Cycle: 90 Control Type: Actuated-Und Maximum v/c Ratio: 0.90 Intersection Signal Delay: 5 Intersection Capacity Utiliza	5.9 coordinated 52.1 ation 85.2%	1		li	ntersectio CU Level	n LOS: D of Service	e E					
Analysis Period (min) 15							A					

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

∕ ø1	4 − Ø2	₩@3	1 Ø4	
18.1 s	42 s	25.5 s	64.5s	and the second of the second
√ Ø5	>∞6	1 Ø7	↓ Ø8	
20 s	40.1s	41 s	49 s	The property of the second

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	۲	A	7	ሻ	ĥ		ሻ	Þ		ሻ	Þ	
Traffic Volume (voh)	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)		_		1								
Confl. Bikes (#/hr)												
Peak Hour Eactor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Eactor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Rus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)	J	0			C STORE	CARL IT		1.44				
Mid-Block Traffic (%)		0%			0%	-		0%			0%	
Shared Lane Traffic (%)		010			010						Const Inc.	
	nm+nt	NΔ	Perm	nm+nt	NA		nm+nt	NA		pm+pt	NA	
Protocted Phases	1	6	ronn	5	2		7	4	1.00	3	8	
Protected Phases	6	0	6	2			4	1.2.4		8		
Petrotor Phase	1	6	6	5	2		7	4		3	8	
Switch Dhose		0	0		<u>,</u>		_				Ū	
Minimum Initial (c)	5.0	5.0	5.0	50	50		50	50	and water	5.0	50	
Minimum Colit (s)	10.5	23.5	23.5	10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	22.0	23.0	23.0	23.0	38.0		23.0	36.0		23.0	36.0	
Total Split (S)	10.20/	21 70/	21 70/	10.2%	31 7%		10.2%	30.0%		19.2%	30.0%	
Total Split (%)	19.270	31.770	25	15.270	31.770		3.5	3.5		35	3.5	
Yellow Time (s)	3.0	3.5	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	5.5		5.5	5.5	
Total Lost Time (s)	C.C	5.5	0.0	0.0	0.0		Lood	1.00		Lood	1.00	
Lead/Lag	Lead	Lag	Lag	Leau	Lay		Vea	Lay		Vac	Vac	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	res		Nene	Max		Nono	May	
Recall Mode	None	IVIAX	Max 00.7	None	Max		NOTE 40.C	Max.		27.2	20.7	
Act Effect Green (s)	41.0	33.7	33.7	39.0	32.8		40.0	41.4		0.26	0.20	
Actuated g/C Ratio	0.39	0.32	0.32	0.38	0.32		0.47	0.40		0.00	0.30	
v/c Ratio	0.27	0.70	0.33	0.22	0.61		0.34	0.22		17.5	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	30.8		19.3	22.4		17.5	32.4	
LOS	C	D	A	С	D		В	00.0		В	20.7	
Approach Delay	1. S. 185	27.0			34.4			20.8			30.7	
Approach LOS		С			C			C			C	
Intersection Summary	Superson b		Learning and	-11 1. Str.						- 1 - St. 1 - 1	1. S	28.35
Cycle Length: 120	2.72										-	
Actuated Cycle Length: 10	3.9											
Natural Cycle: 70												
Control Type: Actuated-Un	coordinated	ł										
Maximum v/c Ratio: 0.70							5					
Intersection Signal Delay: 2	28.1				ntersectio	n LOS: C	;					
Intersection Capacity Utiliz	ation 63.6%	b		-	CU Level	of Servic	e B					
Analysis Period (min) 15												

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

<u>م</u>	₹Ø2	►ø3	1 Ø4	
23 s	38 s	23 s	36 s	
√ Ø5		1 Ø7	Ø8	
22.0	28.0	23 \$	36 s	in nation while the state

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	↑	7	ሻ	ĥ		ή	ţ,		ሻ	Þ	
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)	a la second											
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4	-	3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	11.0	69.0	69.0	10.6	68.6		13.4	29.8		10.6	27.0	
Total Split (%)	9.2%	57.5%	57.5%	8.8%	57.2%		11.2%	24.8%		8.8%	22.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	Max	and the second	None	Max	
Act Effct Green (s)	70.0	65.6	65.6	68.2	63.1		33.3	28.5		26.6	21.5	
Actuated g/C Ratio	0.58	0.55	0.55	0.57	0.53		0.28	0.24		0.22	0.18	
v/c Ratio	0.23	0.35	0.10	0.09	0.55		0.75	0.40		0.11	0.90	
Control Delay	10.9	17.0	1.3	9.6	21.6		59.0	42.2		32.1	73.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.9	17.0	1.3	9.6	21.6		59.0	42.2		32.1	73.8	
LOS	В	В	А	А	С		E	D		С	E	
Approach Delay		13.3			20.6			49.6			69.9	
Approach LOS		В			С			D			E	
Intersection Summary	TO YOUR		6.25	AND AND	11.45 V.S	No.					1-1	and all
Cycle Length: 120												
Actuated Cycle Length: 120)											
Natural Cycle: 75												
Control Type: Actuated-Und	coordinated	1										
Maximum v/c Ratio: 0.90												
Intersection Signal Delay: 3	32.9			1	ntersectio	n LOS: C						
Intersection Capacity Utilization	ation 75.3%)		1	CU Level	of Servic	e D					
Analysis Period (min) 15												

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

▶ _{Ø1}	4 ₩ Ø2	₩ø3	1 ø4
11 s	68.6 s	10.6 s	29.8 s
√ Ø5	₩06	1 Ø7	↓ ø8
10.65	69 S	13.4s	27 s

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ĥ	٨	7	ሻ	ħ		ሻ	đ,		Υ	£}	
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)	01		1									- 1 B
Confl. Rikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Eactor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Darking (#/hr)	0	U	Ū	U		Ū						
Mid Block Traffic (%)		0%			0%			0%			0%	
Sharad Lana Traffic (%)		0 70			070			070			070	
	nm+nt	NA	Dorm	om+nt	NΛ		nm+nt	NΔ		nm+nt	NΔ	
Distanted Dhapan	phi pt	INA G	I GIIII	phi pt	2		7	1		3	8	
Protected Phases	6	0	6	2	2		1			8	U	
Permitted Phases	0	6	6	5	2		4	1		3	8	
Detector Phase	5 D.	0	0	5	2		1	4		5	U	
Switch Phase	5.0	ΕO	5.0	5.0	5.0		5.0	5.0		5.0	50	
Minimum Initial (S)	0.U	0.0	0.0	10.5	0.0		10.5	22.5		10.5	22.5	
Minimum Split (s)	10.5	23.0	20.0	10.0	20.0		10.0	20.0		22.0	20.0	
	23.0	30.0	30.0	20.0	21 70/		20.0	20.0%		10.20/	20.0%	
Total Split (%)	19.2%	31.7%	31.770	19.2%	25		19.270	30.0%		19.270	30.0 %	
Yellow Lime (s)	3.5	3.5	3.0	3.5	3.0		3.5	3.0		3.0	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		C.C	5.5		C.C	0.0	
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	IVIAX		None	Max	
Act Effct Green (s)	43.8	36.3	36.3	40.1	32.6		48.7	41.4		37.1	30.6	
Actuated g/C Ratio	0.41	0.34	0.34	0.38	0.31		0.46	0.39		0.35	0.29	
v/c Ratio	0.28	0.69	0.33	0.21	0.63		0.36	0.23		0.07	0.46	
Control Delay	20.7	38.9	5.3	20.2	38.4		20.0	22.7		17.6	33.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.7	38.9	5.3	20.2	38.4		20.0	22.7		17.6	33.3	
LOS	С	D	A	С	D		В	С		В	С	
Approach Delay		26.6			35.8			21.3			31.6	
Approach LOS		С			D			С			С	
Intersection Summary				2.152	S. Har Lin	(Jan	s franker j		19		- So- XI	Sec.
Cycle Length: 120												
Actuated Cycle Length: 100	6.7											
Natural Cycle: 70												
Control Type: Actuated-Un	coordinated	ł										
Maximum v/c Ratio: 0.69												
Intersection Signal Delay: 2	28.5			S	ntersectio	n LOS: C	;					
Intersection Capacity Utilization	ation 64.3%)		1	CU Level	of Servic	e C					
Analysis Period (min) 15												

AM PEAK HOUR- BACKGROUND PLUS PROJECT TRAFFIC WITH IMPROVEMENT 04/15/2022

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

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23 s	38 s	23 s	36 s	
√ Ø5		1 07	Ø8	
23 s	38 \$	23 s	36 s	100

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	5	*	1	ሻ	4Î		٦	ţ,		۲	ţ.	
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)									1.1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5	23.5	10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	11.0	69.0	69.0	10.6	68.6		13.4	29.8		10.6	27.0	
Total Split (%)	9.2%	57.5%	57.5%	8.8%	57.2%		11.2%	24.8%		8.8%	22.5%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	- 24
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Max	Max	None	Max		None	Max		None	Max	le che
Act Effct Green (s)	70.0	65.6	65.6	68.2	63.1		33.3	28.5		26.6	21.5	
Actuated a/C Ratio	0.58	0.55	0.55	0.57	0.53		0.28	0.24		0.22	0.18	
v/c Ratio	0.25	0.36	0.10	0.09	0.57		0.79	0.40		0.11	0.91	
Control Delay	11.1	17.2	1.5	9.6	21.9		64.1	42.2		32.1	75.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.1	17.2	1.5	9.6	21.9		64.1	42.2		32.1	75.4	
LOS	В	В	А	А	С		E	D		С	E	
Approach Delay		13.4			20.9			52.1			71.3	
Approach LOS		В			С			D			E	
Intersection Summary				ST. St.			100000	S. 201		是原業	Selet 1	1 mil
Cycle Length: 120												
Actuated Cycle Length: 120												
Natural Cycle: 75												
Control Type: Actuated-Unc	oordinated	ł										
Maximum v/c Ratio: 0.91												
Intersection Signal Delay: 33	3.6				ntersectio	n LOS: C	;					
Intersection Capacity Utiliza	tion 76.6%)			CU Level	of Servic	e D					
Analysis Period (min) 15												

Splits and Phases: 1: CALIFORNIA ST & POWELL RD

∕ ø1	↓ Ø2	> Ø3	1 Ø4
115	68.6 s	10.6 \$	29.8 s
√ Ø5	₩06	1 07	↓ Ø8
10.6 5	69 s	13.4s	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 TRAFFI	С	
Lanes			Martha State State
	. ل	4 1 2 4 5 4	



Vehicle Volumes and Ad	justme	nts	1	1 1												
Approach	Eastbound				1	Westbound				North	bound			South	bound	
Movement	U	L	Т	R	υ	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			Т	R		L	Т				LR					
Volume (veh/h)			1072	7		7	423			19		19				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized		١	10													
Median Type Storage		Undivided														
Critical and Follow-up H	leadwa	ys	2.0													
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				
Delay, Queue Length, an	nd Leve	l of S	ervice		1	22	-	100	10.00					· · · ·		
Flow Rate, v (veh/h)						8	Ι				41					
Capacity, c (veh/h)						592		1			148					
v/c Ratio						0.01					0.28					
95% Queue Length, Q ₉₅ (veh)					1	0.0					1.1					
Control Delay (s/veh)						11.2	Ι				38.4					
Level of Service (LOS)						В	1				E					
Approach Delay (s/veh)					1	(0.2			3	8.4					
Approach LOS					1						E					

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HCS7 Two-Way Stop-Control Report											
General Information	and the second second	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 TRAFFI	С									
Lanes											



Vehicle Volumes and Adjustments

Vennele Volumes and Adj	astine	105			_								_			
Approach		Eastb	ound			West	bound		Northbound					South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	1	0	1	1	0		0	1	0		0	0	0
Configuration			Т	R		Ł	т				LR					
Volume (veh/h)			542	21		22	761			13		13				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized		N	lo													
Median Type Storage	Undivided															
Critical and Follow-up He	eadwa	ys														
Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				
Delay, Queue Length, and	d Leve	of Se	ervice		- 51	2 -	6. je			Marris.						1
Flow Rate, v (veh/h)						24					28					
Capacity, c (veh/h)						962					216					
v/c Ratio				1		0.02					0.13					
95% Queue Length, Q95 (veh)						0.1					0.4					
Control Delay (s/veh)						8.8					24.2					
Level of Service (LOS)						A					С					
Approach Delay (s/veh)						0	.2			24	4.2					
Approach LOS										с						

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TURN LANE WARRANTS



Powell Rd & Proj Access: EBR <40 [not worm hed]



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

VA TOTAL PEAK HOUR APPROACH VOLUME (VPH)







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



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FDOT EXHIBIT 212-1



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