TIMING AND PHASING ANALYSIS

MITRAS PROPERTY

Prepared For

JEN TAMPA, LLC

Prepared By

LINCKS & ASSOCIATES
A TMC Company

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State of Florida Authorization No. EB0004638

May, 2025

Project No. 25043

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P.E. No. 51555

Date

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INTRODUCTION

The purpose of this report is to provide the Timing and Phasing Analysis in conjunction with the rezoning of the property located north of SR 52 and west of Kent Grove Drive in Pasco County, Florida, as shown in Figure 1.

The subject property is proposed to be rezoned R-4 with a deed restriction to a maximum of 85 Single Family Homes.

The Timing and Phasing Analysis was conducted in accordance with the approved Methodology Statement dated April 2, 2025 and provided in the appendix of this report.

ESTIMATED PROJECT PM PEAK HOUR TRAFFIC

Based on the ITE Trip Generation Manual, 11th Edition, 2021 data, the proposed land uses would generate approximately 85 trip ends during PM peak hour with 54 inbound and 31 outbound, as shown in Table 1.

PROJECT TRAFFIC DISTRIBUTION

The distribution of the PM peak hour trip ends was based on the existing and future travel patterns as per the approved Methodology Statement. Figure 2 illustrates the project trip ends within the study network.

ANALYSIS PERIOD

The analysis is limited to the PM peak hour.

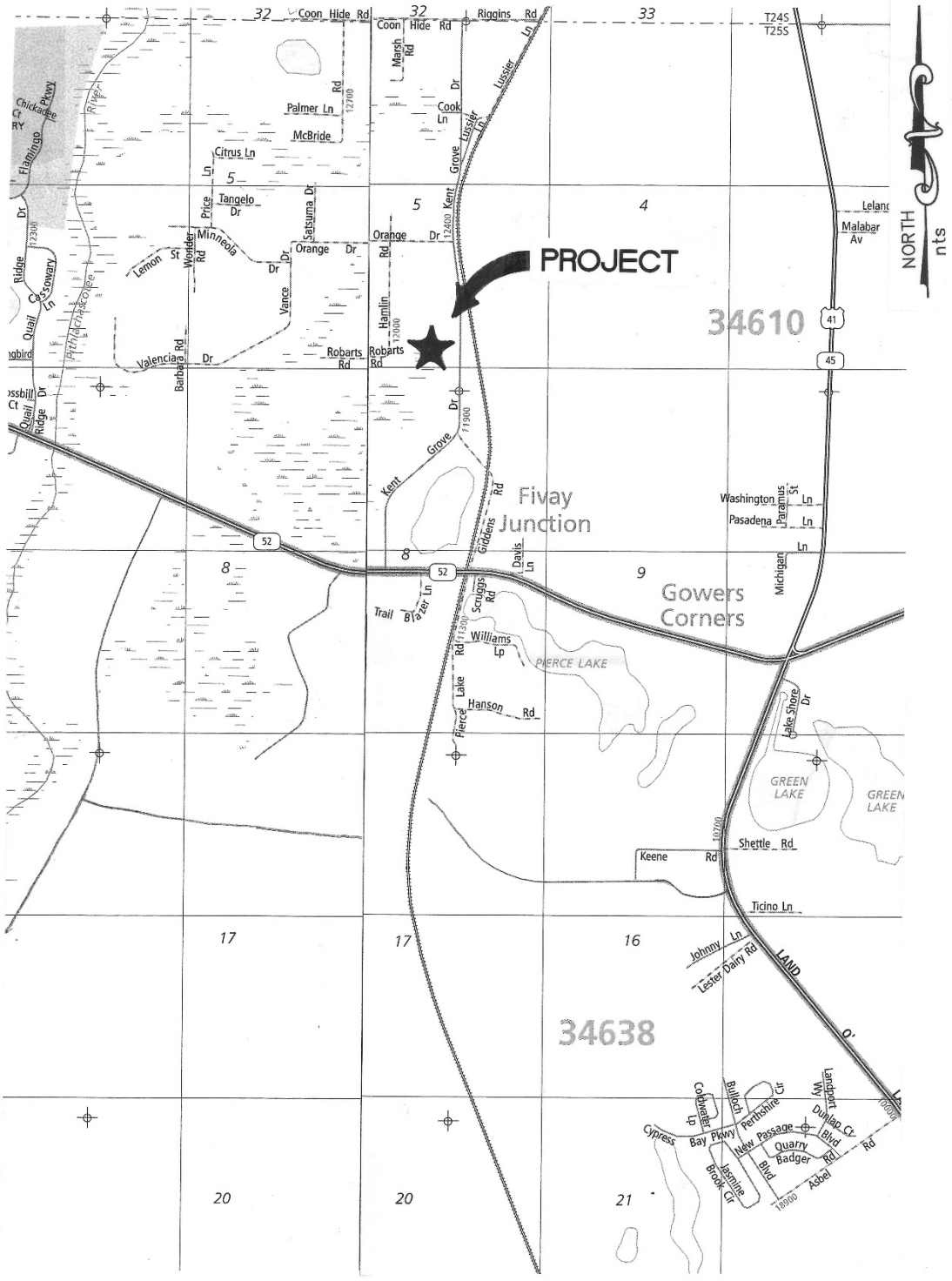


FIGURE 1
PROJECT LOCATION

TABLE 1

PROJECT TRIP GENERATION

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends (1) In	Out	Total
Single Family	210	85 DU's	54	31	85

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

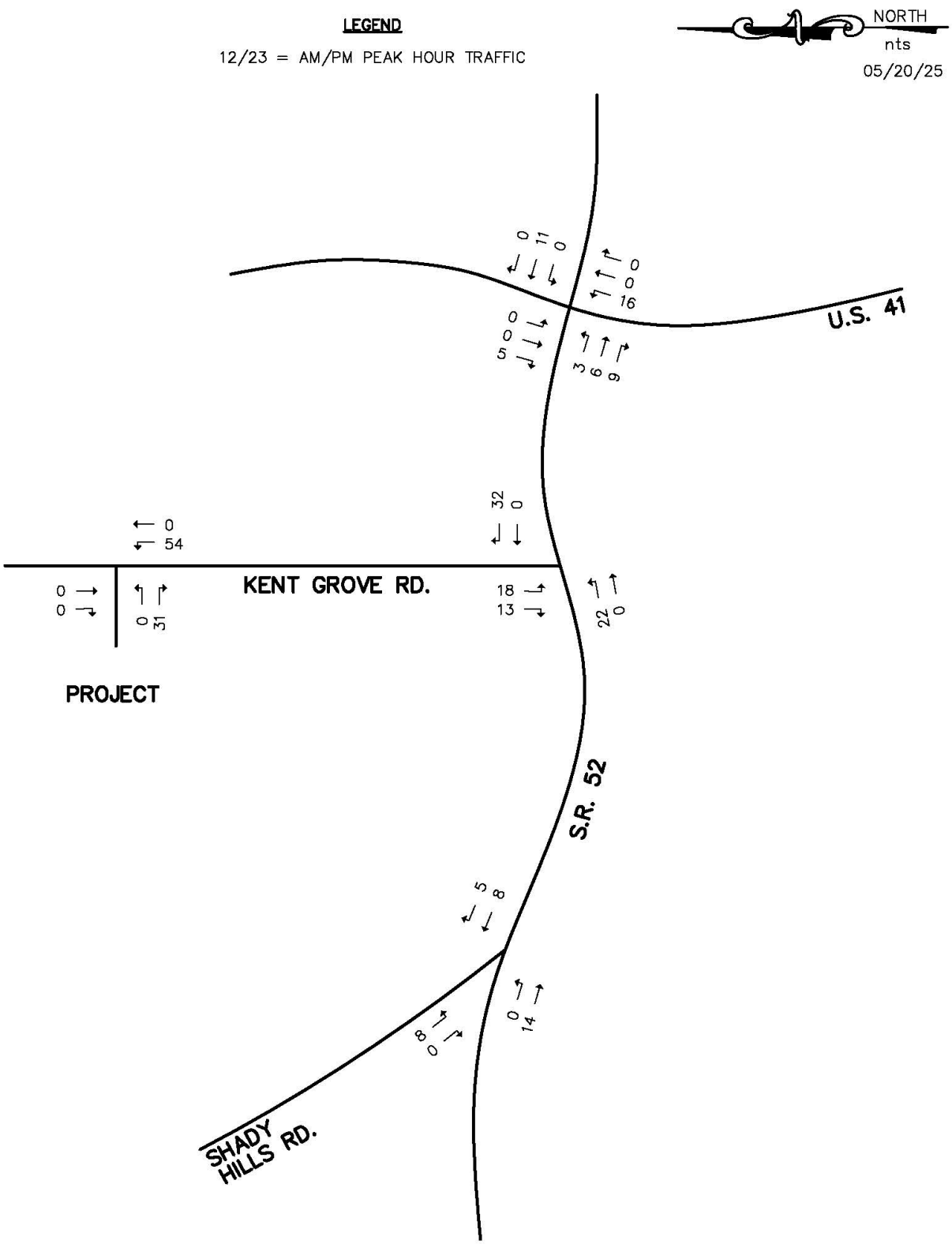


FIGURE 2
PROJECT TRAFFIC

STUDY AREA

The study area includes the following roadway segments and intersections:

- Roadway Segments:
    - SR 52 from Shady Hills Road to US 41
- Intersections
    - SR 52 and Shady Hills Road
    - SR 52 and US 41

BUILDOUT YEAR

The buildout year for the project is anticipated to be 2028.

BUDGETED/PLANNED IMPROVEMENTS

According to Pasco County Capital Improvement Plan and FDOT Work Program, there are no capacity adding improvements budgeted for construction within the vicinity of the project.

According to Pasco County 2050 Cost Affordable Plan, the following are improvements planned in the vicinity of the project.

- US 41 from SR 52 to Hernando County Line Road widened to four (4) lanes
- Shady Hills Road from SR 52 to Hernando County Line Road widened to four (4) lanes

BACKGROUND TRAFFIC

The 2028 background traffic utilized in the Timing and Phasing Analysis was calculated as follows:

1) PM peak hour turning movement counts were conducted at the following intersections:

    - SR 52 and Shady Hills Road
    - SR 52 and Kent Grove Drive
    - SR 52 and US 41

2) According to the 2024 FDOT Seasonal Adjustment Factors, the counts were conducted during peak season; therefore, no adjustments were made to the counts.

Figure 3 illustrates the peak season traffic.

3) The 2028 PM peak hour volumes were calculated utilizing a 3% annual growth rate based on FDOT historical counts provided in Table A-1 of the appendix.

Figure 4 illustrates the 2028 background traffic and Figure 5 illustrates the 2028 background plus project traffic for the Timing and Phasing Analysis.

LINK ANALYSIS

Link analysis was conducted for SR 52 from Shady Hills Road to US 41 with the 2028 background traffic and with the addition of the project traffic. The analysis was conducted

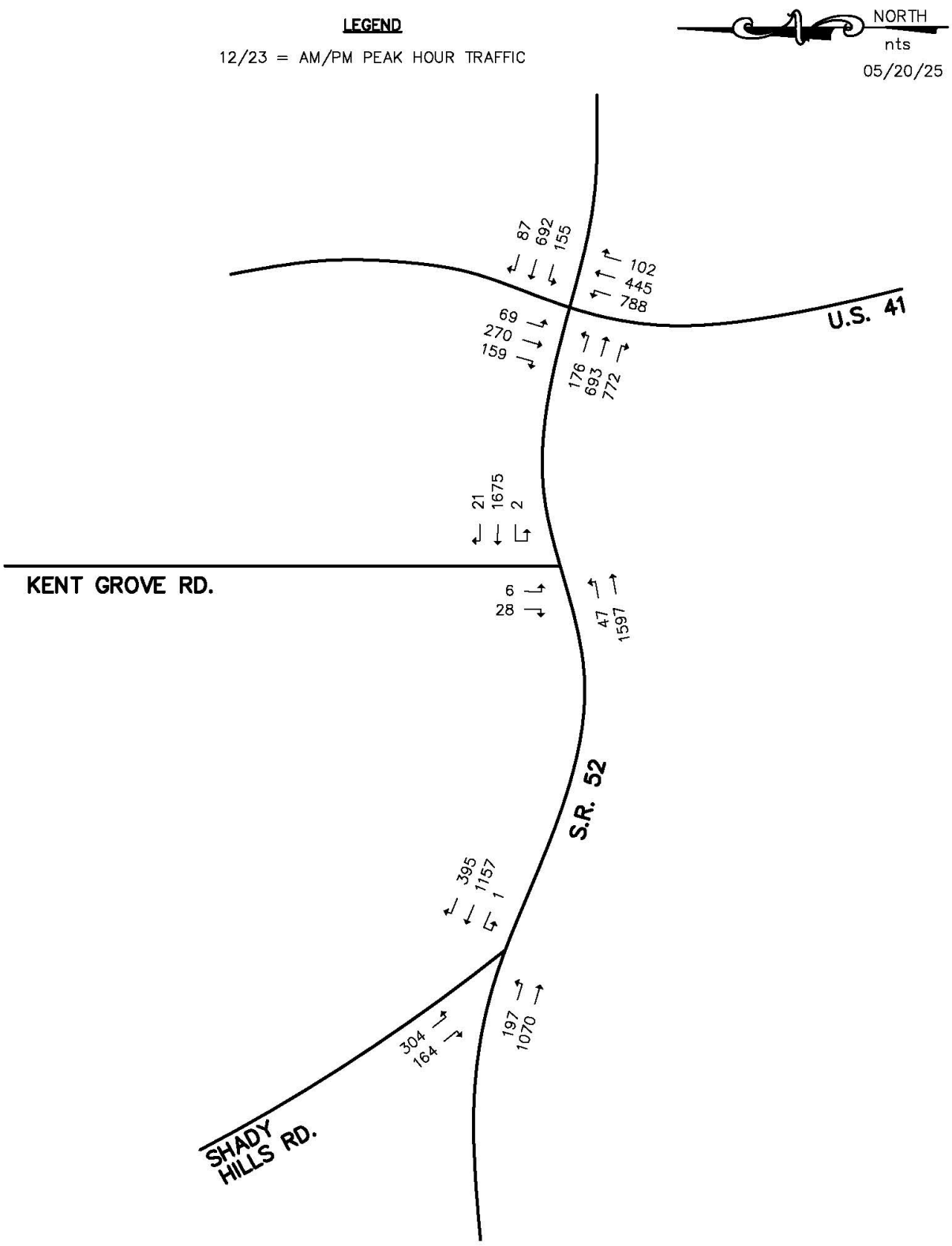


FIGURE 3
PEAK SEASON TRAFFIC

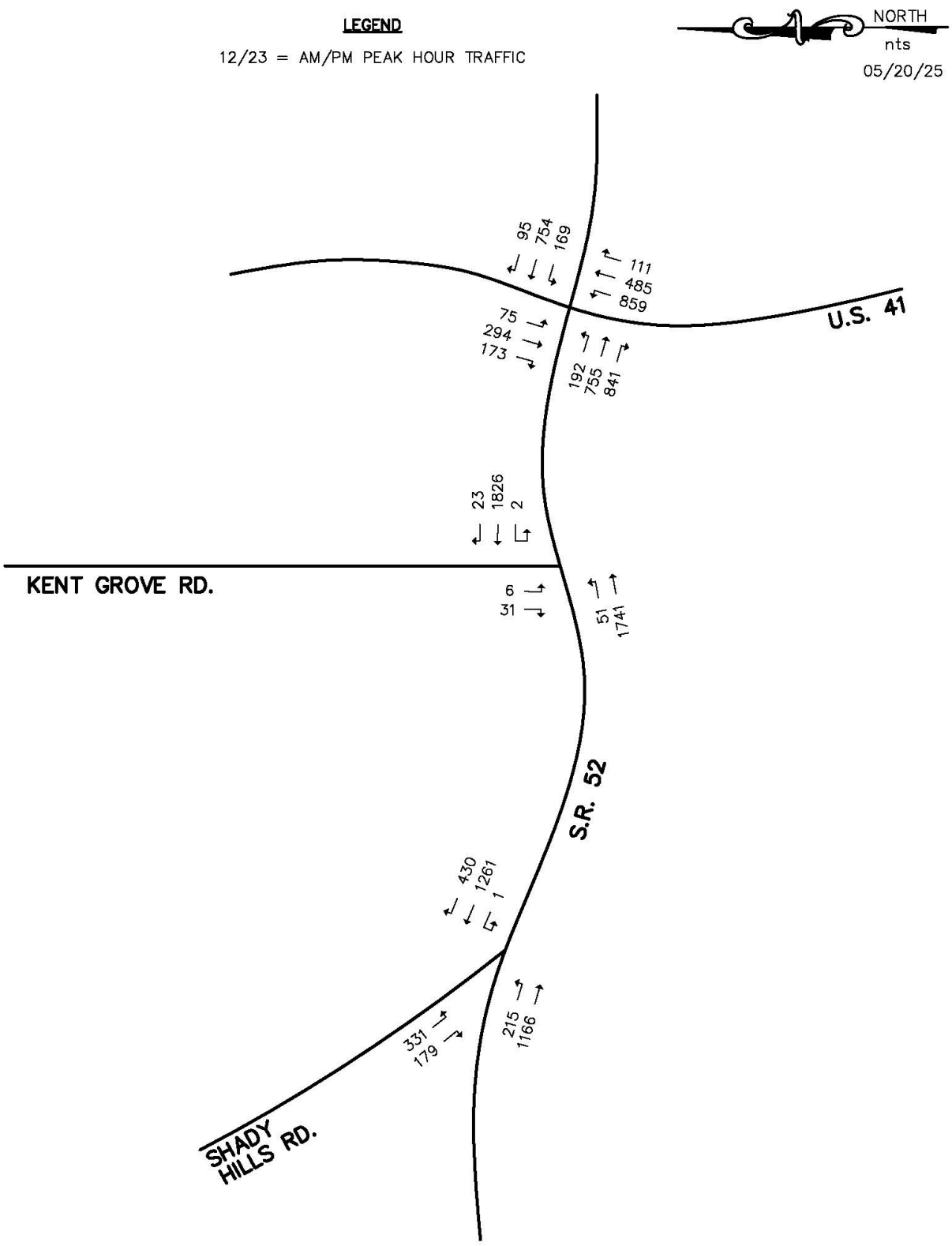


FIGURE 4
2028 BACKGROUND TRAFFIC

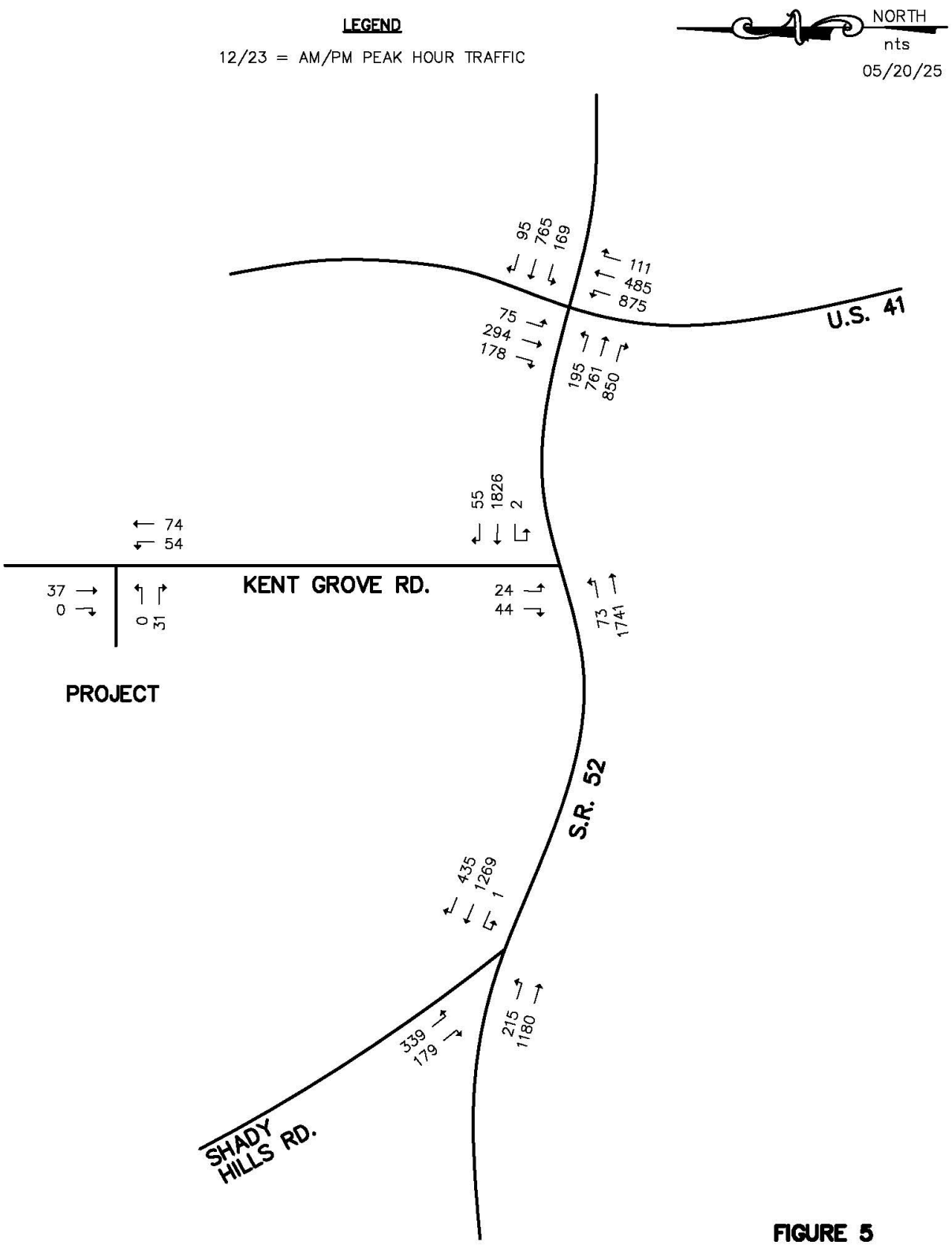


FIGURE 5
2028 BACKGROUND PLUS PROJECT TRAFFIC

TABLE 2

LINK CAPACITY ANALYSIS
PM PEAK HOUR (EXISTING GEOMETRY)

Segment	From	To	Lanes	LOS STD	Capacity (1)	2028 Background Traffic (2)	V/C	2028 Background Plus Project Traffic (2)	V/C
SR 52	Shady Hills Rd	Kent Grove Rd	6 D	D	4,960	3,484	0.70	3,519	0.71
	Kent Grove Rd	US 41	6 D	D	4,960	3,639	0.73	3,689	0.74

(1) Based on 2023 FDOT Generalized Capacity Tables.
(2) See Figures 4 and 5 of this report.

utilizing the FDOT Generalized Capacities. Table 2 provides the results of the analysis.

As shown in Table 2, the roadway segments in the study area should operate within the adopted Level of Service with the 2028 background traffic, and with the 2028 background plus project traffic, as shown in Table 2.

INTERSECTION ANALYSIS

The following intersections were analyzed during the PM peak hour:

- SR 52 and Shady Hills Road
- SR 52 and US 41

The analysis was performed utilizing the methodology described in Chapter 18, Signalized Intersection of the Transportation Research Board (TRB) Special Report, the Highway Capacity Manual, 6th Edition. The results are shown in Table 3 and discussed in the following paragraphs:

SR 52 and Shady Hills Road

This intersection is currently signalized. Based on signalized intersection analysis, all movements at this intersection are expected to operate within the adopted V/C and delay criteria with 2028 background traffic and with the 2028 background plus project traffic, as shown in Table 3.

SR 52 and US 41

This intersection is currently signalized. Based on signalized intersection analysis, all movements at this intersection are expected to operate within the adopted V/C and delay

TABLE 3

ESTIMATED INTERSECTION LEVEL OF SERVICE
PM PEAK HOUR (EXISTING GEOMETRY)

		Background Traffic						Background Plus Project Traffic					
		Left		Through		Right		Left		Through		Right	
Intersection	Movement	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C	Delay	V/C
SR 52 and	EB	36.3	0.70	20.5	0.44	-	-	36.9	0.7	20.5	0.45	-	-
Shady Hills Rd	WB	14.0	0.00	42.1	0.73	4.8	0.52	14.0	0.00	42.0	0.73	4.8	0.53
	SB	48.7	0.62	-	-	10.2	0.31	49.4	0.63	-	-	10.2	0.31
SR 52 and	EB	64.6	0.56	44.3	0.58	12.4	0.50	64.8	0.57	44.2	0.58	12.5	0.50
US 41	WB	65.0	0.53	45.3	0.60	1.9	0.19	65.2	0.53	45.4	0.60	1.8	0.19
	NB	53.2	0.75	44.5	0.51	5.0	0.15	54.0	0.77	44.7	0.51	5.0	0.15
	SB	71.3	0.50	62.9	0.66	19.4	0.32	71.6	0.50	63.1	0.66	19.9	0.33

criteria with 2028 background traffic and with the 2028 background plus project traffic, as shown in Table 3.

CONCLUSION

Based on the Timing and Phasing Analysis, all roadway segments and intersections should operate within the adopted Level of Service with the 2028 background traffic and with the addition of the project traffic.

APPENDIX

METHODOLOGY

TIMING AND PHASING METHODOLOGY

Meeting Date: 4/2/25
Draft Submitted: 4/2/25
Final Approved:

Project Name: Mitras Property
T&P Number: T&P-2025-00032
SSRRA Number: SSRRA-2025-00084
Zoning Action: Rezone to R-4

Timing & Phasing Analysis

1) Exemption Status:
   a. The property is currently zoned AR.
   b. The Developer proposes to rezone the property to R-4 with a deed restriction to 85 Single Family Homes.
   c. The applicant has elected not to have the County complete this analysis. As a result, all hearing dates have been waived.

2) Site Parameters:
   a. *Description of Land Uses* – Developer proposes to rezone the property to R-4 with a deed restriction to 85 Single Family Homes.
   b. *Buildout Schedule and Phasing* – The buildout year for the project is to be 2028.
   c. *Interim Uses Generating Traffic* – N/A

3) Study Area:
   a. The study area will include SR 52 from Shady Hills Road to US 41. In addition the following intersections will be analyzed:
      - SR 52 and Shady Hills Road
      - US 41 and SR 52

4) Traffic Counts:
   a. Traffic counts shall be conducted within one (1) year from the date of the methodology meeting and shall occur during the PM peak hour (4:00 to 6:00)

5) Trip Generation:
   a. For the purpose of the analysis, the trip generation will be based on the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition, 2021.

6) Background Growth Procedure:
   a. The background traffic to be utilized in the analysis will be calculated as follows:
      i. PM peak hour turning movement counts will be conducted at the intersections within the study network.
      ii. The existing counts will be adjusted to peak season based on the FDOT Seasonal Adjustment Factors.
      iii. The peak season volumes will be adjusted to the build out year based on a 2% per year growth rate.

7) Distribution and Assignment:
   a. The distribution of the project traffic will be based on the percentages shown in Figure 1.

8) Analysis:
   a. FDOT Generalized Capacities, Artplan and/or SYNCHRO will be used to complete the Timing & Phasing portion of the analysis.
   b. Existing G/C ratios will be based on the Pasco County/DOT timing sheets.
   c. The improvements required to meet the adopted level of service identified in the comprehensive plan for the purpose of CIP development for each roadway within the study network will be identified for informational purposes only.

The current version of Transportation Analysis Guidelines will be based for parameters not specifically mentioned here.

ITE – TRIP GENERATION MANUAL, 11TH EDITION

PERIOD SETTING

Analysis Name :	PM Peak Hour		
Project Name :	Mitras Property	**No :**	
Date:	4/30/2025	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	NN	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	85	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.94Ln(X) +0.27	54 64%	31 36%	85

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
210 - Single-Family Detached Housing	0 %	54	0 %	31

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
210 - Single-Family Detached Housing	85	0	0	85

ITE DEVIATION DETAILS

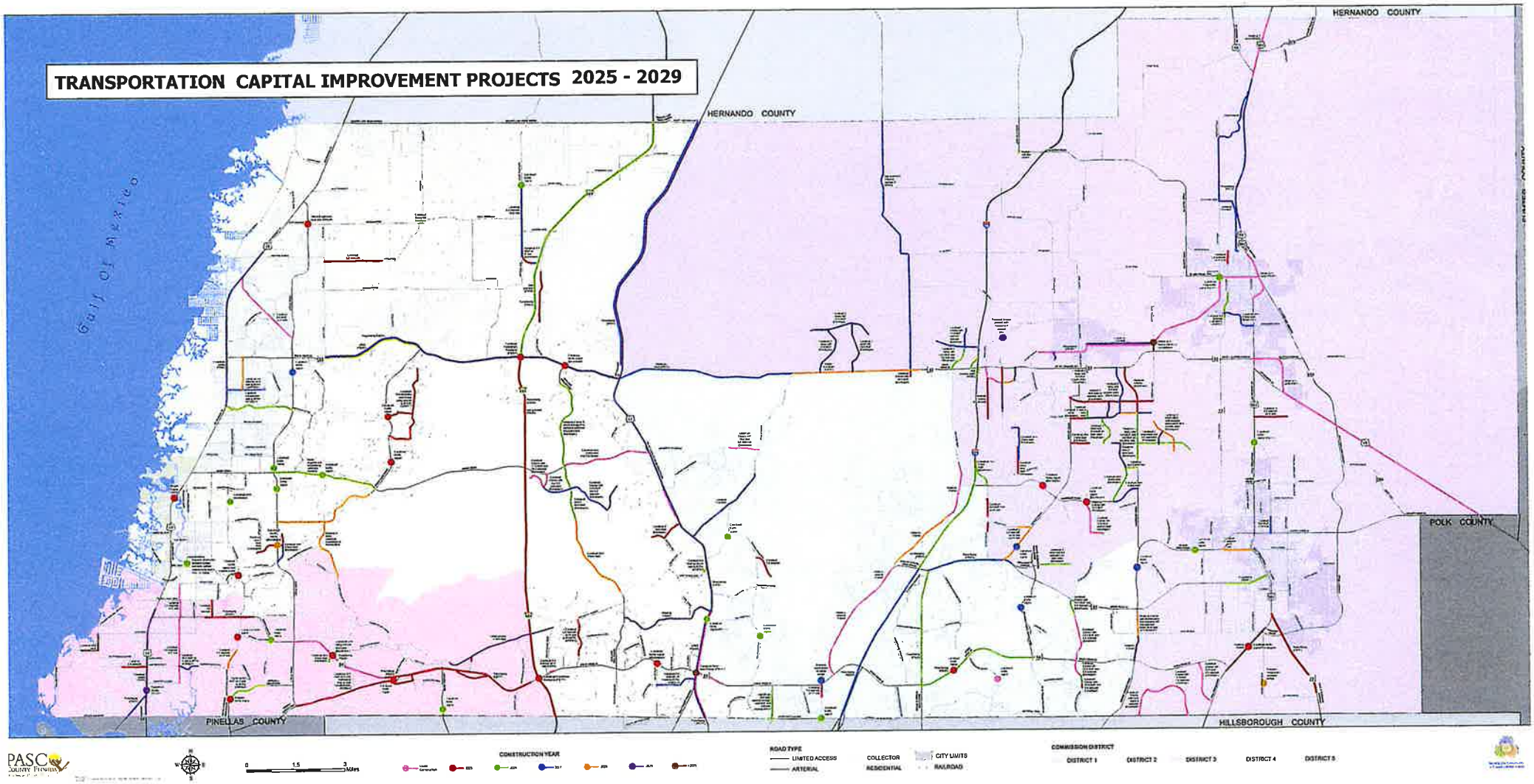
Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

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

SUMMARY

Total Entering	54
Total Exiting	31
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	54
Total Exiting Non-Pass-by Trips	31

PASCO COUNTY CIP


TRANSPORTATION CAPITAL IMPROVEMENT PROJECTS 2025 - 2029
HERNANDO COUNTY
HERNANDO COUNTY
POLK COUNTY
PINELLAS COUNTY
HILLSBOROUGH COUNTY
Gulf of Mexico
CONSTRUCTION YEAR
ROAD TYPE
LIMITED ACCESS
ARTERIAL
COLLECTOR
RESIDENTIAL
CITY LIMITS
RAILROAD
COMMISSION DISTRICT
DISTRICT 1
DISTRICT 2
DISTRICT 3
DISTRICT 4
DISTRICT 5
Miles

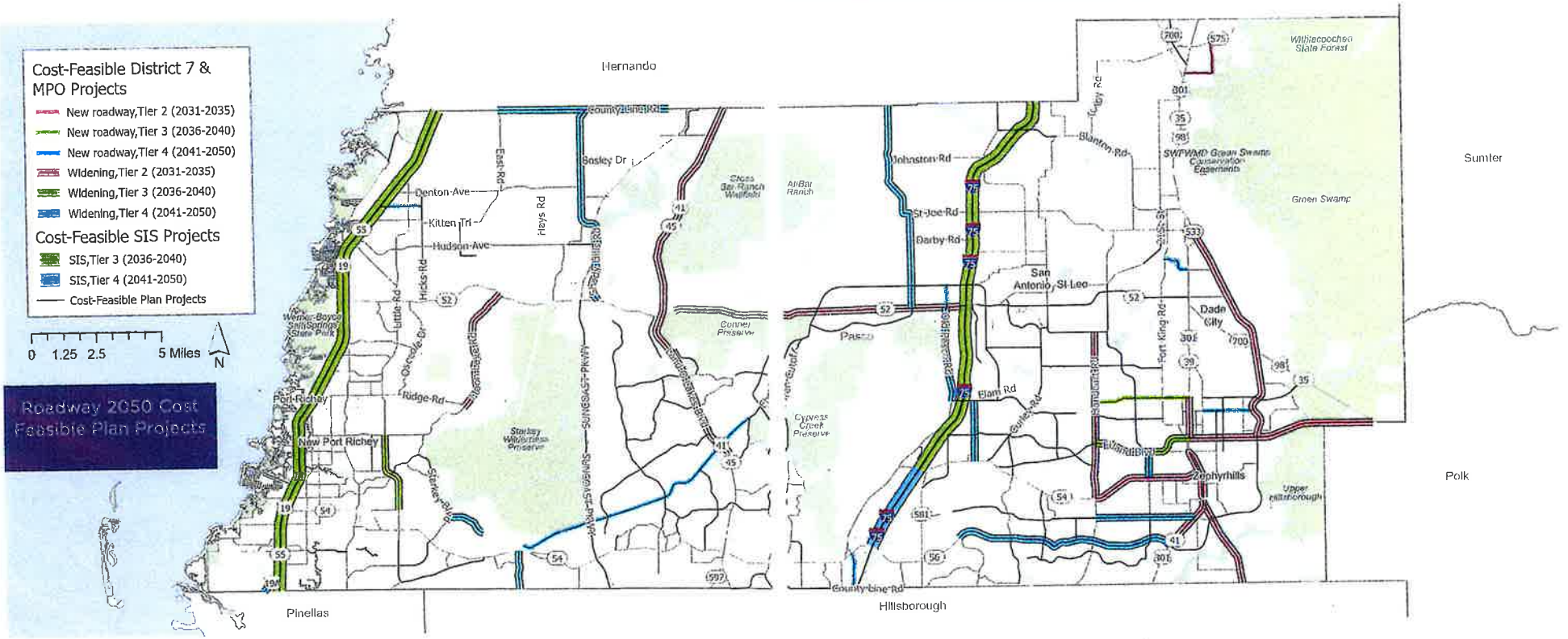
2045 COST FEASIBLE PLAN

COST FEASIBLE PLAN RESULTS

The 2050 Long-Range Transportation Plan Cost Feasible Plan represents the culmination of combining the forecast available transportation improvement revenues with the prioritized roadway capital projects list. Each of these prioritized projects and its associated cost will be compared against the eligible revenue categories to determine whether it can be accommodated within the Cost Feasible Plan. Projects that are not able to be fully funded within the Cost Feasible Plan will be included in the Illustrative Project List.

YEAR OF EXPENDITURE

All revenues and costs shown within the Cost Feasible Plan are expressed in the form of Year of Expenditure (YOE) dollars. Inflation factors for estimated costs were supplied by FDOT. The cost inflation values used for the Cost Feasible Plan are: 1.33% annually between 2031-2035, 1.61% annually between 2036-2040, and 2.00% annually between 2041-2050. The SIS has its own unique inflation values provided in the "SIS Cost Feasible Plan, 2035-2050, 2024 Edition," which were used to provide Year of Expenditure values for those project types.



TURNING MOVEMENT COUNTS

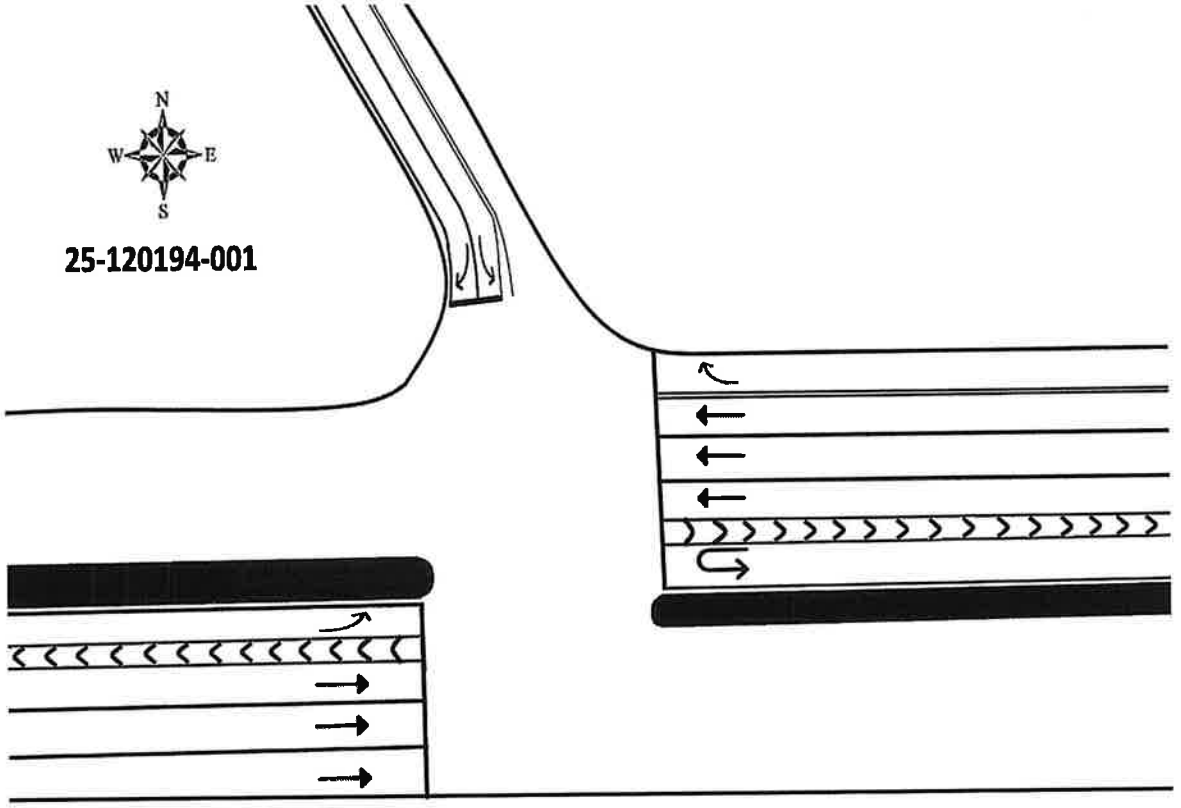
National Data & Surveying Services

Site Code:	**25-120194-001**
Date:	**04/17/2025**
Weather:	**Sunny**
City:	**Land O' Lakes**
County:	**Pasco**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**Signalized**

N

N/S Street: **Shady Hills Rd**

Speed: **NA**



E/W Street: **SR 52**

Speed: **45 MPH**

Prepared by National Data & Surveying Services

Shady Hills Rd & SR 52

Peak Hour Turning Movement Count

ID: 25-120194-001
City: Land O' Lakes

Day: Thursday
Date: 4/17/2025

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	4:00 PM - 06:00 PM

SOUTHBOUND — Shady Hills Rd

AM	328	0	405	0	621	AM
NOON	0	0	0	0	0	NOON
PM	164	0	304	0	592	PM

EASTBOUND — SR 52

AM	NOON	PM	
1233	0	1321	⇦
1	0	0	↶ 0
308	0	197	↱ 0
1129	0	1070	→ 0
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — SR 52

PM	NOON	AM	
395	0	313	0 ↰
1157	0	904	0 ←
0	0	0	0 ↶
1	0	7	0 ↰
1375	0	1541	⇨
PM	NOON	AM	

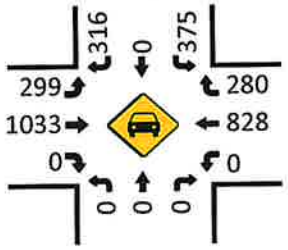
NORTHBOUND — Shady Hills Rd

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

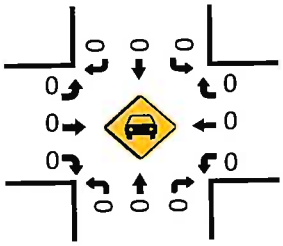
CONTROL			
Signalized			
TEV	3395 AM	0 NOON	3288 PM
PHF	0.95		0.97

0 0 0 0 (EB left, EB thru, EB right, EB U)
0 0 0 0 (WB left, WB thru, WB U, WB right)
0 0 0 0 (NB left, NB thru, NB right, NB U)

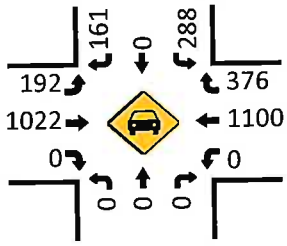
Cars (AM)



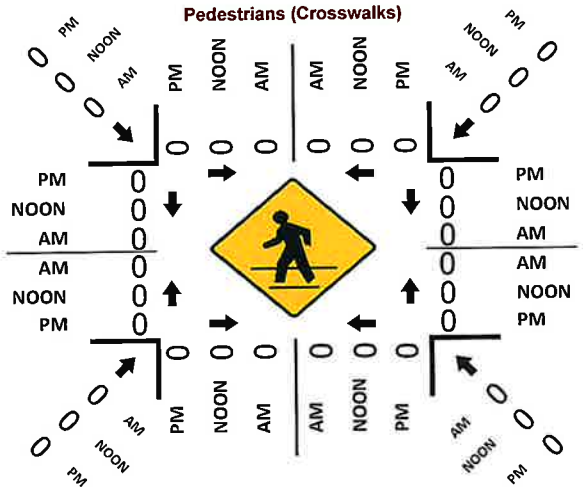
Cars (NOON)



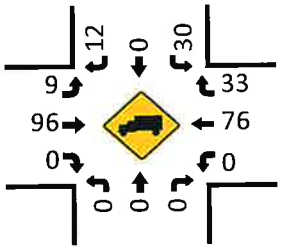
Cars (PM)



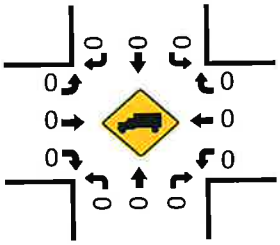
Pedestrians (Crosswalks)



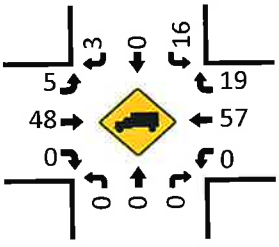
HT (AM)



HT (NOON)



HT (PM)



SIGNAL TIMING

	Cycle	Phase	BOG	EOY	Signal Timing
AM	1	SL	7:39:10	7:39:54	0:00:44
		ET/WT	7:39:54	7:40:49	0:00:55
		ET/EL	7:40:49	7:41:30	0:00:41
	2	SL	7:41:30	7:42:14	0:00:44
		ET/WT	7:42:14	7:43:07	0:00:53
		ET/EL	7:43:07	7:43:47	0:00:40
PM	1	SL	16:37:32	16:37:59	0:00:27
		EL/ET	16:37:59	16:38:32	0:00:33
		ET/WT	16:38:32	16:39:52	0:01:20
	2	SL	16:39:52	16:40:27	0:00:35
		EL/ET	16:40:27	16:40:59	0:00:32
		ET/WT	16:40:59	16:42:13	0:01:14

National Data & Surveying Services

Intersection Turning Movement Count

Location: Shady Hills Rd & SR 52
City: Land O' Lakes
Control: Signalized

Project ID: 25-120194-001
Date: 4/17/2025

Data - Total

NS/EW Streets:	Shady Hills Rd				Shady Hills Rd				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	95	0	72	0	84	242	0	0	0	206	81	1	781
7:15 AM	0	0	0	0	99	0	66	0	92	293	0	0	0	210	85	1	846
7:30 AM	0	0	0	0	107	0	85	0	64	295	0	0	0	248	77	2	878
7:45 AM	0	0	0	0	104	0	105	0	68	299	0	1	0	240	70	3	890
8:00 AM	0	0	0	0	97	0	61	0	34	240	0	0	0	211	63	1	707
8:15 AM	0	0	0	0	65	0	41	0	41	241	0	0	0	216	77	1	682
8:30 AM	0	0	0	0	70	0	47	0	30	200	0	1	0	217	77	1	643
8:45 AM	0	0	0	0	86	0	38	0	24	202	0	0	0	210	55	2	617
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	723	0	515	0	437	2012	0	2	0	1758	585	12	6044
APPROACH %'s :					58.40%	0.00%	41.60%	0.00%	17.83%	82.09%	0.00%	0.08%	0.00%	74.65%	24.84%	0.51%	
PEAK HR :	**07:00 AM - 08:00 AM**																TOTAL
PEAK HR VOL :	0	0	0	0	405	0	328	0	308	1129	0	1	0	904	313	7	3395
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.946	0.000	0.781	0.000	0.837	0.944	0.000	0.250	0.000	0.911	0.921	0.583	0.954
					0.877				0.934				0.936				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	81	0	41	0	42	251	0	0	0	270	72	0	757
4:15 PM	0	0	0	0	48	0	33	0	53	305	0	0	0	303	81	0	823
4:30 PM	0	0	0	0	69	0	50	0	53	206	0	0	0	289	107	0	774
4:45 PM	0	0	0	0	81	0	34	0	70	266	0	0	0	263	97	0	811
5:00 PM	0	0	0	0	61	0	53	0	34	244	0	0	0	306	90	0	788
5:15 PM	0	0	0	0	56	0	38	0	51	283	0	0	0	312	103	1	844
5:30 PM	0	0	0	0	106	0	39	0	42	277	0	0	0	276	105	0	845
5:45 PM	0	0	0	0	90	0	29	0	61	228	0	0	0	243	96	0	747
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	592	0	317	0	406	2060	0	0	0	2262	751	1	6389
APPROACH %'s :					65.13%	0.00%	34.87%	0.00%	16.46%	83.54%	0.00%	0.00%	0.00%	75.05%	24.92%	0.03%	
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	304	0	164	0	197	1070	0	0	0	1157	395	1	3288
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.717	0.000	0.774	0.000	0.704	0.945	0.000	0.000	0.000	0.927	0.940	0.250	0.973
					0.807				0.943				0.933				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Shady Hills Rd & SR 52
City: Land O' Lakes
Control: Signalized

Project ID: 25-120194-001
Date: 4/17/2025

Data - Cars

NS/EW Streets:	Shady Hills Rd				Shady Hills Rd				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	90	0	65	0	79	217	0	0	0	188	79	1	719
7:15 AM	0	0	0	0	94	0	64	0	91	266	0	0	0	194	78	1	788
7:30 AM	0	0	0	0	95	0	83	0	63	274	0	0	0	227	71	2	815
7:45 AM	0	0	0	0	96	0	104	0	66	276	0	1	0	219	52	3	817
8:00 AM	0	0	0	0	90	0	55	0	31	224	0	0	0	194	48	1	643
8:15 AM	0	0	0	0	58	0	36	0	31	212	0	0	0	201	70	1	609
8:30 AM	0	0	0	0	61	0	37	0	24	179	0	1	0	197	68	1	568
8:45 AM	0	0	0	0	72	0	34	0	21	183	0	0	0	183	46	1	540
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	656	0	478	0	406	1831	0	2	0	1603	512	11	5499
APPROACH %'s :					57.85%	0.00%	42.15%	0.00%	18.13%	81.78%	0.00%	0.09%	0.00%	75.40%	24.08%	0.52%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	375	0	316	0	299	1033	0	1	0	828	280	7	3139
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.977	0.000	0.760	0.000	0.821	0.936	0.000	0.250	0.000	0.912	0.886	0.583	0.961
					0.864				0.933				0.929				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	74	0	37	0	41	229	0	0	0	247	69	0	697
4:15 PM	0	0	0	0	45	0	33	0	52	282	0	0	0	281	76	0	769
4:30 PM	0	0	0	0	66	0	49	0	52	196	0	0	0	268	103	0	734
4:45 PM	0	0	0	0	77	0	32	0	69	255	0	0	0	252	94	0	779
5:00 PM	0	0	0	0	56	0	53	0	31	237	0	0	0	286	81	0	744
5:15 PM	0	0	0	0	56	0	37	0	51	267	0	0	0	298	101	1	811
5:30 PM	0	0	0	0	99	0	39	0	41	263	0	0	0	264	100	0	806
5:45 PM	0	0	0	0	88	0	29	0	60	216	0	0	0	221	92	0	706
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	561	0	309	0	397	1945	0	0	0	2117	716	1	6046
APPROACH %'s :					64.48%	0.00%	35.52%	0.00%	16.95%	83.05%	0.00%	0.00%	0.00%	74.70%	25.26%	0.04%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	288	0	161	0	192	1022	0	0	0	1100	376	1	3140
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.727	0.000	0.759	0.000	0.696	0.957	0.000	0.000	0.000	0.923	0.931	0.250	0.968
					0.813				0.937				0.923				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Shady Hills Rd & SR 52
City: Land O' Lakes
Control: Signalized

Project ID: 25-120194-001
Date: 4/17/2025

Data - HT

NS/EW Streets:	Shady Hills Rd				Shady Hills Rd				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	5	0	7	0	5	25	0	0	0	18	2	0	62
7:15 AM	0	0	0	0	5	0	2	0	1	27	0	0	0	16	7	0	58
7:30 AM	0	0	0	0	12	0	2	0	1	21	0	0	0	21	6	0	63
7:45 AM	0	0	0	0	8	0	1	0	2	23	0	0	0	21	18	0	73
8:00 AM	0	0	0	0	7	0	6	0	3	16	0	0	0	17	15	0	64
8:15 AM	0	0	0	0	7	0	5	0	10	29	0	0	0	15	7	0	73
8:30 AM	0	0	0	0	9	0	10	0	6	21	0	0	0	20	9	0	75
8:45 AM	0	0	0	0	14	0	4	0	3	19	0	0	0	27	9	1	77
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	67	0	37	0	31	181	0	0	0	155	73	1	545
APPROACH %'s :					64.42%	0.00%	35.58%	0.00%	14.62%	85.38%	0.00%	0.00%	0.00%	67.69%	31.88%	0.44%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	30	0	12	0	9	96	0	0	0	76	33	0	256
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.429	0.000	0.450	0.889	0.000	0.000	0.000	0.905	0.458	0.000	0.877
					0.750				0.875				0.699				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	7	0	4	0	1	22	0	0	0	23	3	0	60
4:15 PM	0	0	0	0	3	0	0	0	1	23	0	0	0	22	5	0	54
4:30 PM	0	0	0	0	3	0	1	0	1	10	0	0	0	21	4	0	40
4:45 PM	0	0	0	0	4	0	2	0	1	11	0	0	0	11	3	0	32
5:00 PM	0	0	0	0	5	0	0	0	3	7	0	0	0	20	9	0	44
5:15 PM	0	0	0	0	0	0	1	0	0	16	0	0	0	14	2	0	33
5:30 PM	0	0	0	0	7	0	0	0	1	14	0	0	0	12	5	0	39
5:45 PM	0	0	0	0	2	0	0	0	1	12	0	0	0	22	4	0	41
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	31	0	8	0	9	115	0	0	0	145	35	0	343
APPROACH %'s :					79.49%	0.00%	20.51%	0.00%	7.26%	92.74%	0.00%	0.00%	0.00%	80.56%	19.44%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	16	0	3	0	5	48	0	0	0	57	19	0	148
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.571	0.000	0.375	0.000	0.417	0.750	0.000	0.000	0.000	0.713	0.528	0.000	0.841
					0.679				0.828				0.655				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Shady Hills Rd & SR 52
City: Land O' Lakes
Control: Signalized

Project ID: 25-120194-001
Date: 4/17/2025

Data - Bikes

NS/EW Streets:	Shady Hills Rd				Shady Hills Rd				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	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	1	0	0	0	0	1	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	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	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
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	0	1	0	0	0	1	1	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
															0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Shady Hills Rd & SR 52
City: Land O' Lakes

Project ID: 25-120194-001
Date: 4/17/2025

Data - Pedestrians (Crosswalks)

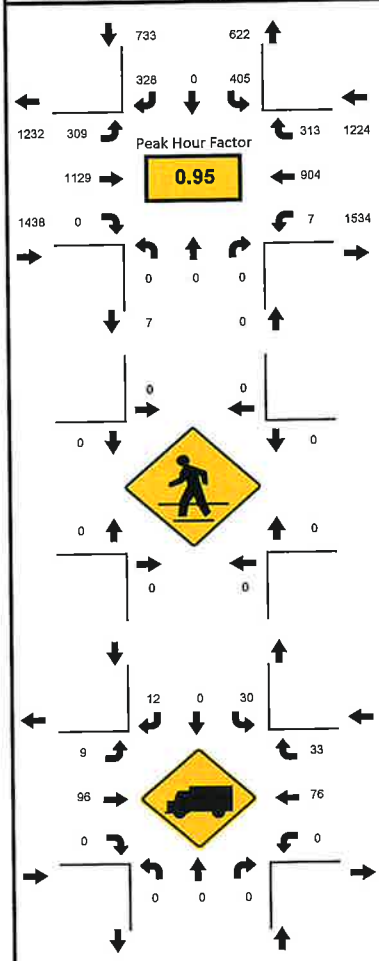
NS/EW Streets:	Shady Hills Rd		Shady Hills Rd		SR 52		SR 52		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	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	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

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

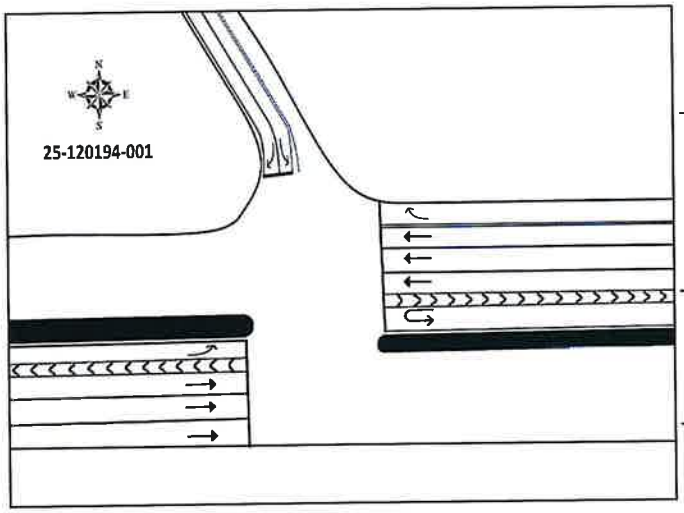
LOCATION: Shady Hills Rd & SR 52
CITY/STATE: Land O' Lakes, FL

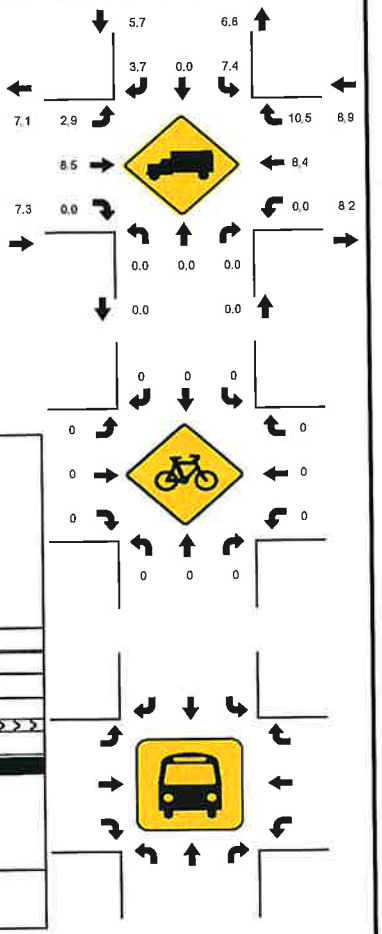
PROJECT ID: 25-120194-001
DATE: Thu, Apr 17, 2025

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:45 AM - 08:00 AM



National Data & Surveying Services



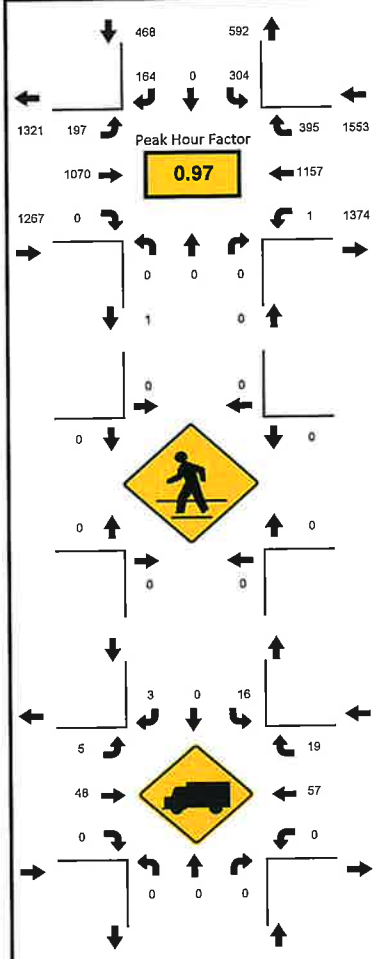


15-Min Count Period Beginning At	Shady Hills Rd Northbound					Shady Hills Rd Southbound					SR 52 Eastbound					SR 52 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		95	0	72	0		84	242	0	0		0	206	81	1		781	3395
7:15 AM	0	0	0	0		99	0	66	0		92	293	0	0		0	210	85	1		846	3321
7:30 AM	0	0	0	0		107	0	85	0		64	295	0	0		0	248	77	2		878	3157
7:45 AM	0	0	0	0		104	0	105	0		68	299	0	1		0	240	70	3		890	2922
8:00 AM	0	0	0	0		97	0	61	0		34	240	0	0		0	211	63	1		707	2649
8:15 AM	0	0	0	0		65	0	41	0		41	241	0	0		0	216	77	1		682	1942
8:30 AM	0	0	0	0		70	0	47	0		30	200	0	1		0	217	77	1		643	1260
8:45 AM	0	0	0	0		86	0	38	0		24	202	0	0		0	210	55	2		617	617
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		428	0	420	0		368	1196	0	4		0	992	340	12		3760	
Heavy Trucks	0	0	0	0		48	0	28	0		20	108	0	0		0	84	72	0		360	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

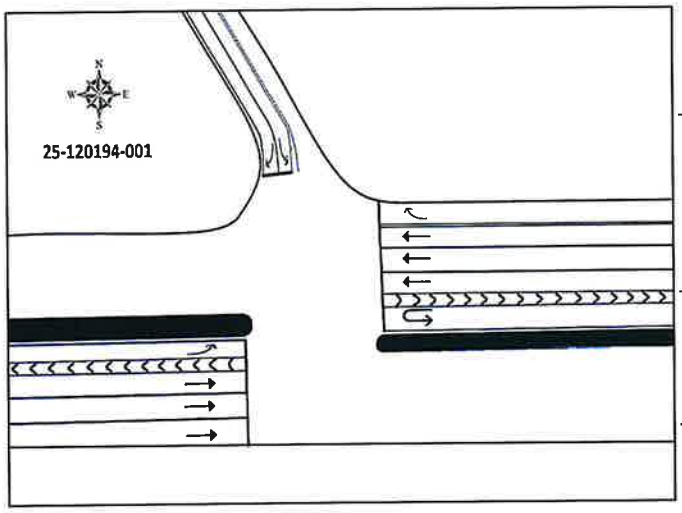
LOCATION: Shady Hills Rd & SR 52
CITY/STATE: Land O' Lakes, FL

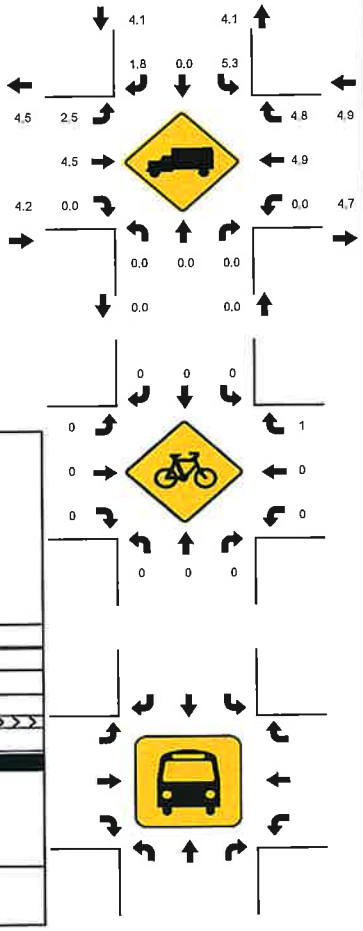
PROJECT ID: 25-120194-001
DATE: Thu, Apr 17, 2025

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services





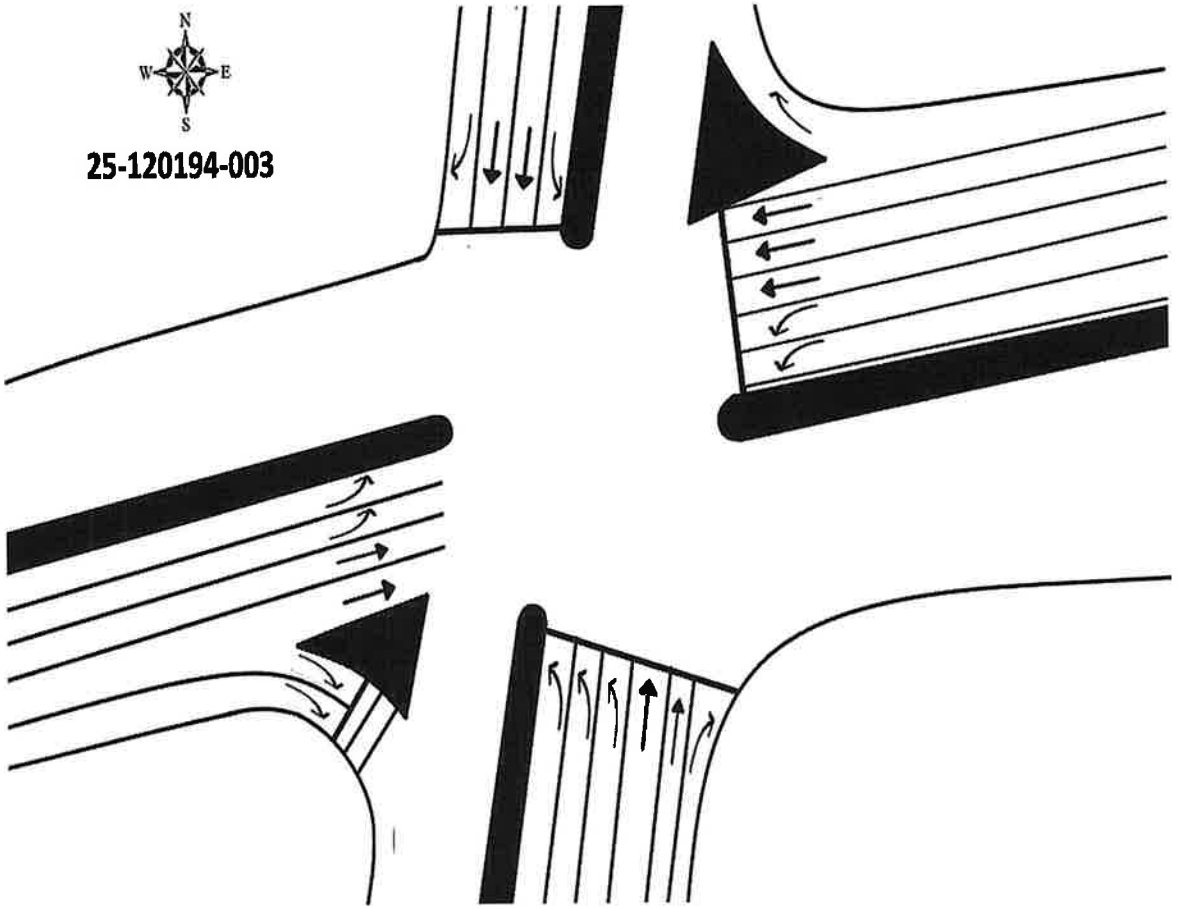
15-Min Count Period Beginning At	Shady Hills Rd Northbound					Shady Hills Rd Southbound					SR 52 Eastbound					SR 52 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		81	0	41	0		42	251	0	0		0	270	72	0		757	3165
4:15 PM	0	0	0	0		48	0	33	0		53	305	0	0		0	303	81	0		823	3196
4:30 PM	0	0	0	0		69	0	50	0		53	206	0	0		0	289	107	0		774	3217
4:45 PM	0	0	0	0		81	0	34	0		70	266	0	0		0	263	97	0		811	3288
5:00 PM	0	0	0	0		61	0	53	0		34	244	0	0		0	306	90	0		788	3224
5:15 PM	0	0	0	0		56	0	38	0		51	283	0	0		0	312	103	1		844	2436
5:30 PM	0	0	0	0		106	0	39	0		42	277	0	0		0	276	105	0		845	1592
5:45 PM	0	0	0	0		90	0	29	0		61	228	0	0		0	243	96	0		747	747
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		424	0	212	0		280	1132	0	0		0	1248	420	4		3720	
Heavy Trucks	0	0	0	0		28	0	8	0		12	64	0	0		0	80	36	0		228	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	4	0		4	
Buses																						
Stopped Buses																						

National Data & Surveying Services

N↑ | N/S Street: **US 41** | Speed: **45 MPH**

E/W Street: **SR 52** | Speed: **55 MPH**

Site Code:	**25-120194-003**
Date:	**04/17/2025**
Weather:	**Sunny**
City:	**Land O' Lakes**
County:	**Pasco**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**Signalized**



Prepared by National Data & Surveying Services

US 41 & SR 52

Peak Hour Turning Movement Count

ID: 25-120194-003
City: Land O' Lakes

Day: Thursday
Date: 4/17/2025

PEAK HOURS
07:15 AM - 08:15 AM
NONE
05:00 PM - 06:00 PM

COUNT PERIODS
7:00 AM - 09:00 AM
NONE
4:00 PM - 06:00 PM

US 41 — SOUTHBOUND

AM	245	461	113	3	374	AM
NOON	0	0	0	0	0	NOON
PM	159	270	69	0	708	PM

SR 52 — EASTBOUND

AM	NOON	PM	
1490	0	1635	⇦
1	0	0	↶ 0
109	0	176	↱ 0
616	0	693	→ 0
1002	0	772	↴ 0

CONTROL: Signalized

TEV	4240 AM	0 NOON	4408 PM
PHF	0.94		0.99

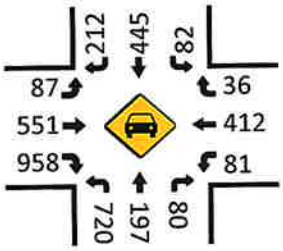
SR 52 — WESTBOUND

PM	NOON	AM	
87	0	53	↰ 0
692	0	492	← 0
143	0	94	↰ 0
12	0	2	↰ 0
876	0	818	⇨

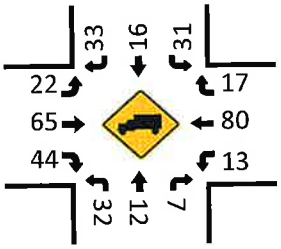
US 41 — NORTHBOUND

PM	1189	4	784	445	102	PM
NOON	0	0	0	0	0	NOON
AM	1558	1	752	209	87	AM

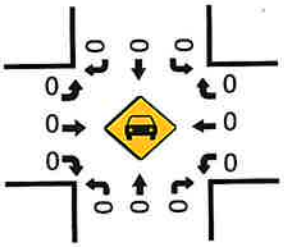
Cars (AM)



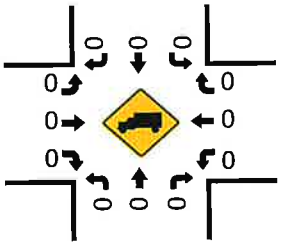
HT (AM)



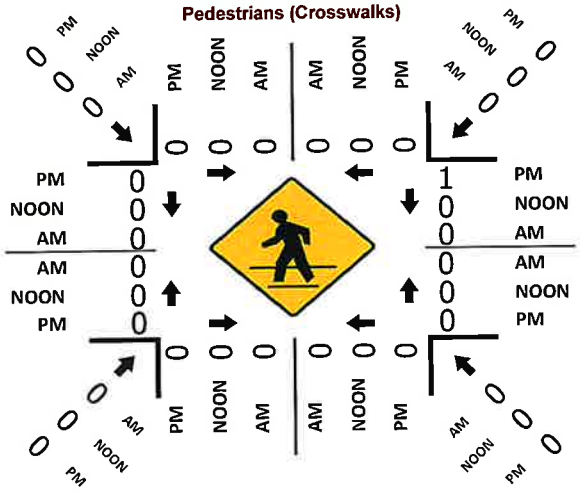
Cars (NOON)



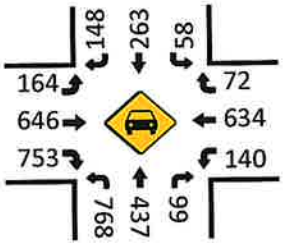
HT (NOON)



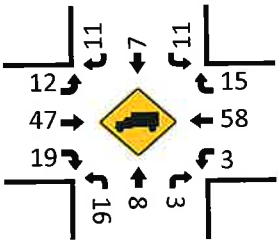
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



SIGNAL TIMING

	Cycle	Phase	BOG	EOY	Signal Timing
AM	1	NL/SL	7:51:55	7:52:20	0:00:25
		NL/NT	7:52:20	7:52:49	0:00:29
		ST	7:52:49	7:53:21	0:00:32
		EL/ET	7:53:21	7:54:04	0:00:43
		ET/WT	7:54:04	7:54:50	0:00:46
	2	NL/SL	7:54:50	7:55:45	0:00:55
		NT/ST	7:55:45	7:56:47	0:01:02
		EL/ET	7:56:47	7:57:26	0:00:39
		ET/WT	7:57:26	7:58:14	0:00:48
		WL	7:58:14	7:58:36	0:00:22
PM	1	NL/SL	16:53:21	16:53:54	0:00:33
		NT/ST	16:53:54	16:54:42	0:00:48
		EL/ET	16:54:42	16:55:23	0:00:41
		ET/WT	16:55:23	16:55:37	0:00:14
		WT/WL	16:55:37	16:56:01	0:00:24
	2	NL/SL	16:56:01	16:56:26	0:00:25
		NT/ST	16:56:26	16:57:12	0:00:46
		EL/ET	16:57:12	16:57:56	0:00:44
		ET/WT	16:57:56	16:58:24	0:00:28
		WT/WL	16:58:24	16:58:50	0:00:26

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41 & SR 52
City: Land O' Lakes
Control: Signalized

Project ID: 25-120194-003
Date: 4/17/2025

Data - Total

NS/EW Streets:	US 41				US 41				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	151	51	23	0	38	79	50	3	16	177	186	0	21	123	6	2	926
7:15 AM	200	65	21	0	28	119	69	0	25	161	222	0	16	123	22	0	1071
7:30 AM	235	39	20	0	24	121	72	1	27	160	234	0	30	150	8	1	1122
7:45 AM	198	63	18	1	33	123	51	2	19	140	284	0	21	100	10	0	1063
8:00 AM	119	42	28	0	28	98	53	0	38	155	262	1	27	119	13	1	984
8:15 AM	166	63	32	1	43	74	28	1	31	168	210	0	20	124	11	0	972
8:30 AM	168	54	12	3	32	98	36	0	19	115	147	0	21	142	9	0	856
8:45 AM	98	46	20	2	21	76	36	0	25	123	158	0	14	135	9	2	765
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1335	423	174	7	247	788	395	7	200	1199	1703	1	170	1016	88	6	7759
APPROACH %'s :	68.85%	21.82%	8.97%	0.36%	17.19%	54.84%	27.49%	0.49%	6.45%	38.64%	54.88%	0.03%	13.28%	79.38%	6.88%	0.47%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	752	209	87	1	113	461	245	3	109	616	1002	1	94	492	53	2	4240
PEAK HR FACTOR :	0.800	0.804	0.777	0.250	0.856	0.937	0.851	0.375	0.717	0.957	0.882	0.250	0.783	0.820	0.602	0.500	0.945
	0.892				0.943				0.947				0.848				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	188	100	30	2	13	43	29	0	38	177	136	0	24	196	24	0	1000
4:15 PM	211	126	32	2	11	67	32	0	44	154	187	0	26	160	24	0	1076
4:30 PM	206	103	28	1	15	39	31	0	51	167	170	0	34	209	17	0	1071
4:45 PM	224	118	19	2	13	66	20	0	40	162	167	0	42	156	20	1	1050
5:00 PM	181	106	26	1	15	64	43	0	48	175	192	0	40	193	22	3	1109
5:15 PM	228	102	27	0	18	71	38	0	35	165	199	0	39	162	16	3	1103
5:30 PM	179	132	27	1	14	66	37	0	57	186	197	0	34	161	23	3	1117
5:45 PM	196	105	22	2	22	69	41	0	36	167	184	0	30	176	26	3	1079
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1613	892	211	11	121	485	271	0	349	1353	1432	0	269	1413	172	13	8605
APPROACH %'s :	59.15%	32.71%	7.74%	0.40%	13.80%	55.30%	30.90%	0.00%	11.14%	43.17%	45.69%	0.00%	14.41%	75.68%	9.21%	0.70%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	784	445	102	4	69	270	159	0	176	693	772	0	143	692	87	12	4408
PEAK HR FACTOR :	0.860	0.843	0.944	0.500	0.784	0.951	0.924	0.000	0.772	0.931	0.970	0.000	0.894	0.896	0.837	1.000	0.987
	0.935				0.943				0.932				0.905				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41 & SR 52
City: Land O' Lakes
Control: Signalized

Project ID: 25-120194-003
Date: 4/17/2025

Data - Cars

NS/EW Streets:	US 41				US 41				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	148	50	21	0	34	77	48	3	15	158	176	0	21	103	5	2	861
7:15 AM	189	61	20	0	21	115	61	0	20	142	216	0	12	106	14	0	977
7:30 AM	228	38	19	0	15	116	64	1	16	147	221	0	25	125	6	0	1021
7:45 AM	190	59	16	0	25	120	45	2	16	127	271	0	20	81	6	0	978
8:00 AM	113	39	25	0	21	94	42	0	35	135	250	1	24	100	10	1	890
8:15 AM	160	62	32	1	36	70	25	1	21	138	199	0	20	106	9	0	880
8:30 AM	154	49	12	3	24	97	29	0	17	97	140	0	19	127	9	0	777
8:45 AM	90	42	15	2	15	73	27	0	15	102	146	0	12	104	4	2	649
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1272	400	160	6	191	762	341	7	155	1046	1619	1	153	852	63	5	7033
APPROACH %'s :	69.21%	21.76%	8.71%	0.33%	14.68%	58.57%	26.21%	0.54%	5.49%	37.08%	57.39%	0.04%	14.26%	79.40%	5.87%	0.47%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	720	197	80	0	82	445	212	3	87	551	958	1	81	412	36	1	3866
PEAK HR FACTOR :	0.789	0.807	0.800	0.000	0.820	0.927	0.828	0.375	0.621	0.937	0.884	0.250	0.810	0.824	0.643	0.250	0.947
		0.875				0.942				0.948				0.849			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	184	96	28	2	13	41	26	0	36	160	128	0	22	181	20	0	937
4:15 PM	208	121	30	2	11	66	30	0	42	137	179	0	21	137	19	0	1003
4:30 PM	198	102	27	1	14	33	31	0	47	155	168	0	34	192	16	0	1018
4:45 PM	218	117	19	2	11	66	19	0	40	154	160	0	41	145	18	1	1011
5:00 PM	177	106	25	1	12	62	42	0	46	165	186	0	39	176	15	3	1055
5:15 PM	225	99	27	0	16	67	37	0	29	155	197	0	38	151	14	2	1057
5:30 PM	178	129	26	1	13	66	33	0	55	174	189	0	33	151	21	3	1072
5:45 PM	188	103	21	2	17	68	36	0	34	152	181	0	30	156	22	3	1013
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1576	873	203	11	107	469	254	0	329	1252	1388	0	258	1289	145	12	8166
APPROACH %'s :	59.18%	32.78%	7.62%	0.41%	12.89%	56.51%	30.60%	0.00%	11.08%	42.17%	46.75%	0.00%	15.14%	75.65%	8.51%	0.70%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	768	437	99	4	58	263	148	0	164	646	753	0	140	634	72	11	4197
PEAK HR FACTOR :	0.853	0.847	0.917	0.500	0.853	0.967	0.881	0.000	0.745	0.928	0.956	0.000	0.897	0.901	0.818	0.917	0.979
		0.932				0.969				0.935				0.920			

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41 & SR 52
City: Land O' Lakes
Control: Signalized

Project ID: 25-120194-003
Date: 4/17/2025

Data - HT

NS/EW Streets:	US 41				US 41				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	3	1	2	0	4	2	2	0	1	19	10	0	0	20	1	0	65
7:15 AM	11	4	1	0	7	4	8	0	5	19	6	0	4	17	8	0	94
7:30 AM	7	1	1	0	9	5	8	0	11	13	13	0	5	25	2	1	101
7:45 AM	8	4	2	1	8	3	6	0	3	13	13	0	1	19	4	0	85
8:00 AM	6	3	3	0	7	4	11	0	3	20	12	0	3	19	3	0	94
8:15 AM	6	1	0	0	7	4	3	0	10	30	11	0	0	18	2	0	92
8:30 AM	14	5	0	0	8	1	7	0	2	18	7	0	2	15	0	0	79
8:45 AM	8	4	5	0	6	3	9	0	10	21	12	0	2	31	5	0	116
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	23	14	1	56	26	54	0	45	153	84	0	17	164	25	1	726
APPROACH %'s :	62.38%	22.77%	13.86%	0.99%	41.18%	19.12%	39.71%	0.00%	15.96%	54.26%	29.79%	0.00%	8.21%	79.23%	12.08%	0.48%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	32	12	7	1	31	16	33	0	22	65	44	0	13	80	17	1	374
PEAK HR FACTOR :	0.727	0.750	0.583	0.250	0.861	0.800	0.750	0.000	0.500	0.813	0.846	0.000	0.650	0.800	0.531	0.250	0.926
	0.813				0.909				0.885				0.841				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	4	4	2	0	0	2	3	0	2	17	8	0	2	15	4	0	63
4:15 PM	3	5	2	0	0	1	2	0	2	17	8	0	5	23	5	0	73
4:30 PM	8	1	1	0	1	6	0	0	4	12	2	0	0	17	1	0	53
4:45 PM	6	1	0	0	2	0	1	0	0	8	7	0	1	11	2	0	39
5:00 PM	4	0	1	0	3	2	1	0	2	10	6	0	1	17	7	0	54
5:15 PM	3	3	0	0	2	4	1	0	6	10	2	0	1	11	2	1	46
5:30 PM	1	3	1	0	1	0	4	0	2	12	8	0	1	10	2	0	45
5:45 PM	8	2	1	0	5	1	5	0	2	15	3	0	0	20	4	0	66
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	37	19	8	0	14	16	17	0	20	101	44	0	11	124	27	1	439
APPROACH %'s :	57.81%	29.69%	12.50%	0.00%	29.79%	34.04%	36.17%	0.00%	12.12%	61.21%	26.67%	0.00%	6.75%	76.07%	16.56%	0.61%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	16	8	3	0	11	7	11	0	12	47	19	0	3	58	15	1	211
PEAK HR FACTOR :	0.500	0.667	0.750	0.000	0.550	0.438	0.550	0.000	0.500	0.783	0.594	0.000	0.750	0.725	0.536	0.250	0.799
	0.614				0.659				0.886				0.770				

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41 & SR 52
City: Land O' Lakes
Control: Signalized

Project ID: 25-120194-003
Date: 4/17/2025

Data - Bikes

NS/EW Streets:	US 41				US 41				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	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	1	0	0	0	0	0	0	0	1
APPROACH %'s :									100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	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	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	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	1	0	0	1	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	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	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: US 41 & SR 52
City: Land O' Lakes

Project ID: 25-120194-003
Date: 4/17/2025

Data - Pedestrians (Crosswalks)

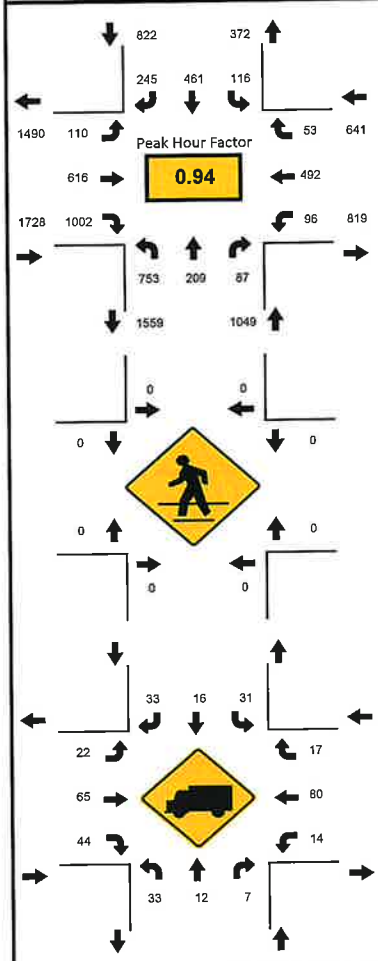
NS/EW Streets:	US 41		US 41		SR 52		SR 52		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	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	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
PEAK HR FACTOR :									

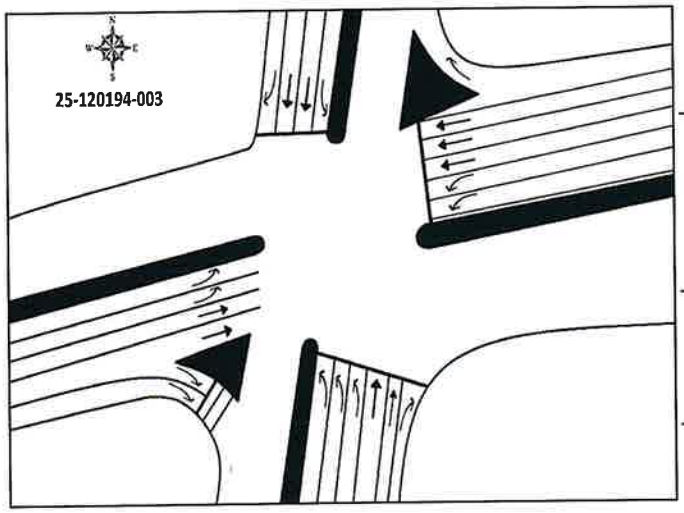
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	1
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :						0.250			0.250
						0.250			

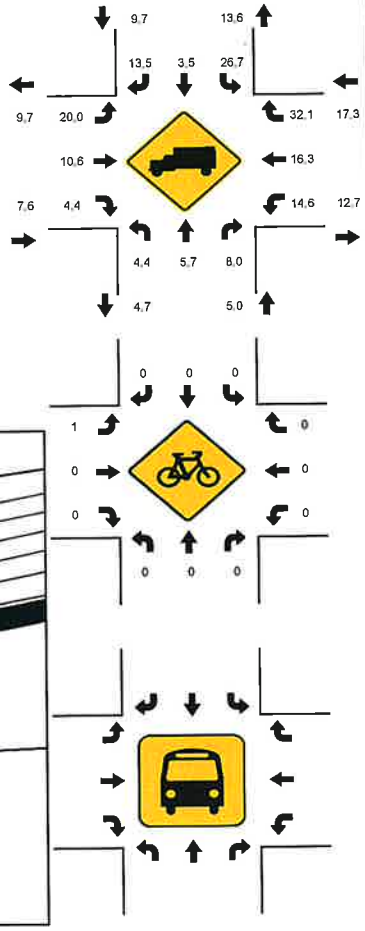
LOCATION: US 41 & SR 52
CITY/STATE: Land O' Lakes, FL

PROJECT ID: 25-120194-003
DATE: Thu, Apr 17, 2025

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





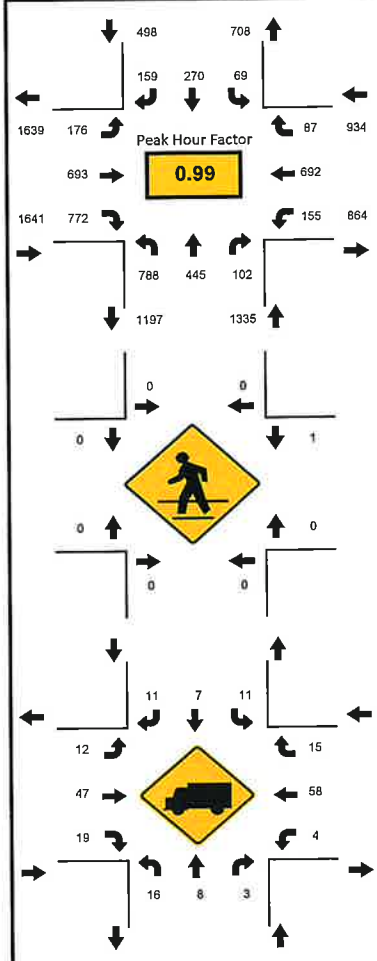


15-Min Count Period Beginning At	US 41 Northbound					US 41 Southbound					SR 52 Eastbound					SR 52 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	151	51	23	0		38	79	50	3		16	177	186	0		21	123	6	2		926	4182
7:15 AM	200	65	21	0		28	119	69	0		25	161	222	0		16	123	22	0		1071	4240
7:30 AM	235	39	20	0		24	121	72	1		27	160	234	0		30	150	8	1		1122	4141
7:45 AM	198	63	18	1		33	123	51	2		19	140	284	0		21	100	10	0		1063	3875
8:00 AM	119	42	28	0		28	98	53	0		38	155	262	1		27	119	13	1		984	3577
8:15 AM	166	63	32	1		43	74	28	1		31	168	210	0		20	124	11	0		972	2593
8:30 AM	168	54	12	3		32	98	36	0		19	115	147	0		21	142	9	0		856	1621
8:45 AM	98	46	20	2		21	76	36	0		25	123	158	0		14	135	9	2		765	765
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	940	260	112	4		132	492	288	8		152	644	1136	4		120	600	88	4		4984	
Heavy Trucks	44	16	12	4		36	20	44	0		44	80	52	0		20	100	32	4		500	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0	0		0	0	0	0		4	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

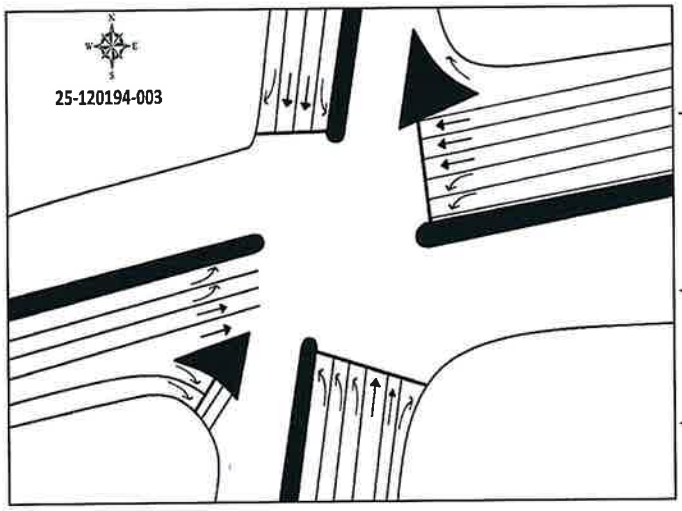
LOCATION: US 41 & SR 52
CITY/STATE: Land O' Lakes, FL

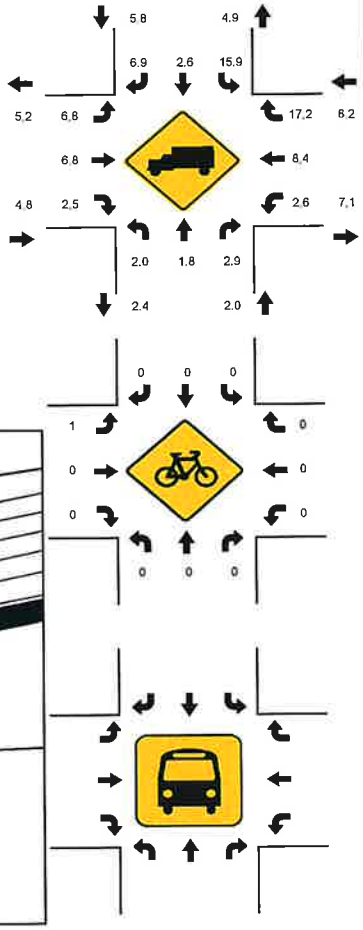
PROJECT ID: 25-120194-003
DATE: Thu, Apr 17, 2025

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services





15-Min Count Period Beginning At	US 41 Northbound					US 41 Southbound					SR 52 Eastbound					SR 52 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	188	100	30	2		13	43	29	0		38	177	136	0		24	196	24	0		1000	4197
4:15 PM	211	126	32	2		11	67	32	0		44	154	187	0		26	160	24	0		1076	4306
4:30 PM	206	103	28	1		15	39	31	0		51	167	170	0		34	209	17	0		1071	4333
4:45 PM	224	118	19	2		13	66	20	0		40	162	167	0		42	156	20	1		1050	4379
5:00 PM	181	106	26	1		15	64	43	0		48	175	192	0		40	193	22	3		1109	4408
5:15 PM	228	102	27	0		18	71	38	0		35	165	199	0		39	162	16	3		1103	3299
5:30 PM	179	132	27	1		14	66	37	0		57	186	197	0		34	161	23	3		1117	2196
5:45 PM	196	105	22	2		22	69	41	0		36	167	184	0		30	176	26	3		1079	1079
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	912	528	108	8		88	284	172	0		228	744	796	0		160	772	104	12		4916	
Heavy Trucks	32	12	4	0		20	16	20	0		24	60	32	0		4	80	28	4		332	
Pedestrians		0					0					0					4				4	
Bicycles	0	0	0	0		0	0	0	0		4	0	0	0		0	0	0	0		4	
Buses																						
Stopped Buses																						

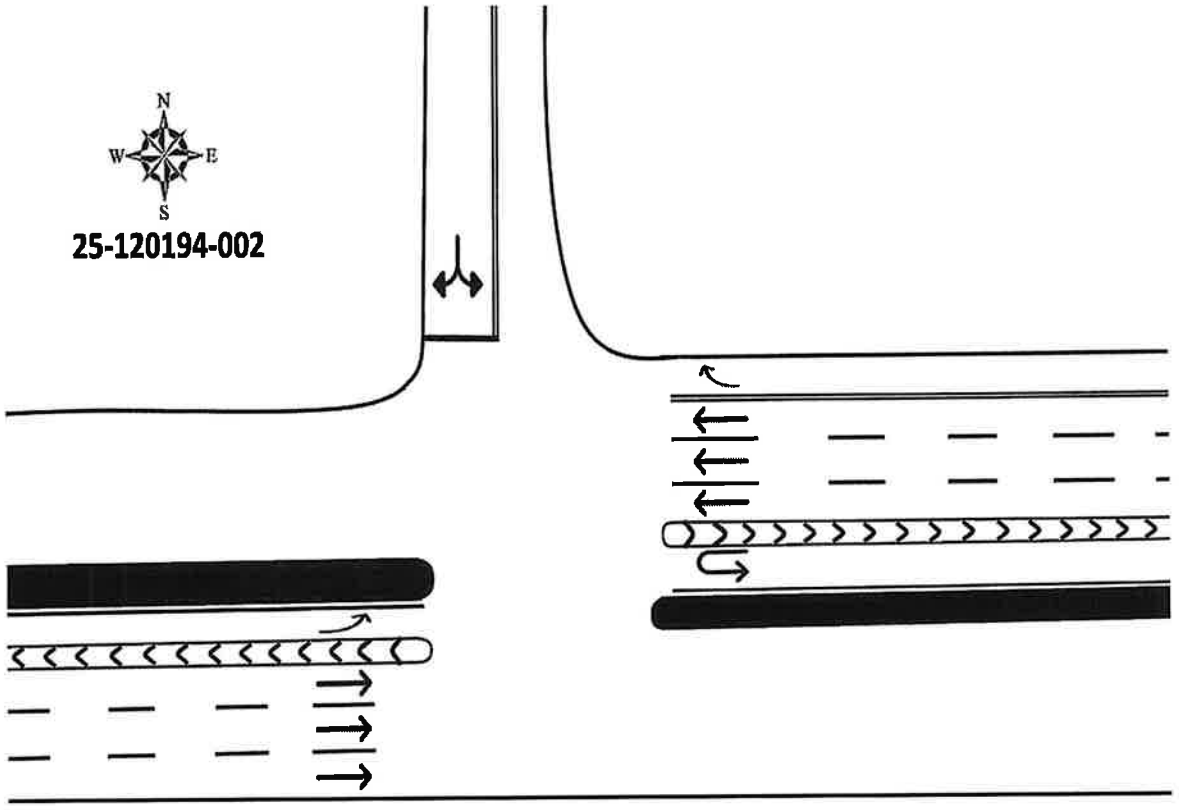
National Data & Surveying Services

N

N/S Street: **Kent Grove Dr**

Speed: **30 MPH**

Site Code:	**25-120194-002**
Date:	**04/17/2025**
Weather:	**Sunny**
City:	**Land O' Lakes**
County:	**Pasco**
Count Times:	**07:00 - 09:00**
	16:00 - 18:00
Control:	**1-Way Stop(SB)**



E/W Street: **SR 52**

Speed: **45 MPH**

Prepared by National Data & Surveying Services

Kent Grove Dr & SR 52

Peak Hour Turning Movement Count

ID: 25-120194-002
City: Land O' Lakes

Day: Thursday
Date: 4/17/2025

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

Kent Grove Dr

SOUTHBOUND

AM	42	0	22	0	20 AM
NOON	0	0	0	0	0 NOON
PM	28	0	6	0	67 PM

EASTBOUND (SR 52)

AM	NOON	PM	
1561	0	1704	⇦
1	0	1	↶ 0
14	0	46	↱ 0
1713	0	1594	→ 0
0	0	3	↷ 0
AM	NOON	PM	

WESTBOUND (SR 52)

PM	NOON	AM	
21	0	6	↶ 0
1675	0	1517	← 0
0	0	1	↰ 0
2	0	2	↰ 0
1602	0	1737	⇨
PM	NOON	AM	

CONTROL

1-Way Stop(SB)

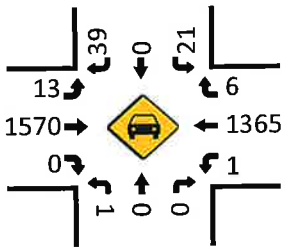
TEV	3319 AM	0 NOON	3376 PM
PHF	0.93		0.98

PM	3	0	0	0	0 PM
NOON	0	0	0	0	0 NOON
AM	1	0	1	0	0 AM

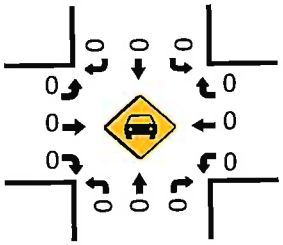
NORTHBOUND

Kent Grove Dr

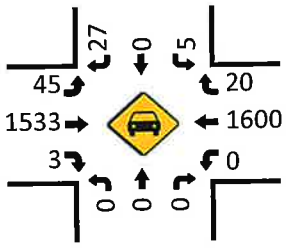
Cars (AM)



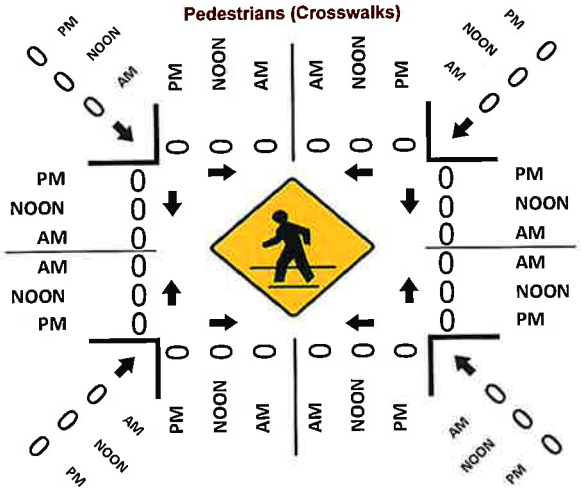
Cars (NOON)



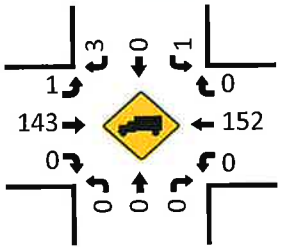
Cars (PM)



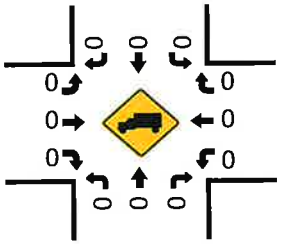
Pedestrians (Crosswalks)



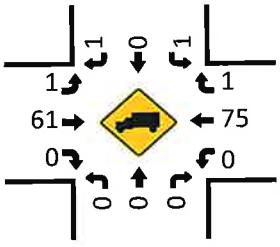
HT (AM)



HT (NOON)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Kent Grove Dr & SR 52
City: Land O' Lakes
Control: 1-Way Stop(SB)

Project ID: 25-120194-002
Date: 4/17/2025

Data - Total

NS/EW Streets:	Kent Grove Dr				Kent Grove Dr				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	11	0	10	0	1	396	0	1	0	314	0	1	734
7:15 AM	0	0	0	0	8	0	12	0	6	402	0	0	0	418	1	1	848
7:30 AM	0	0	0	0	3	0	11	0	0	430	0	0	0	445	2	0	891
7:45 AM	0	0	0	0	3	0	8	0	4	439	0	1	0	352	1	0	808
8:00 AM	1	0	0	0	8	0	11	0	4	442	0	0	1	302	2	1	772
8:15 AM	0	0	0	0	2	0	9	0	2	357	0	2	0	329	3	1	705
8:30 AM	0	0	0	0	2	0	8	0	4	305	0	0	0	353	3	1	676
8:45 AM	0	0	0	0	3	0	11	0	7	302	0	0	0	253	1	2	579
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	40	0	80	0	28	3073	0	4	1	2766	13	7	6013
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0.90%	98.97%	0.00%	0.13%	0.04%	99.25%	0.47%	0.25%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	0	0	0	22	0	42	0	14	1713	0	1	1	1517	6	2	3319
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.688	0.000	0.875	0.000	0.583	0.969	0.000	0.250	0.250	0.852	0.750	0.500	0.931
	0.250				0.800				0.969				0.853				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	3	0	4	0	8	382	0	0	0	389	4	0	790
4:15 PM	0	0	0	0	4	0	6	0	10	395	0	0	0	392	6	1	814
4:30 PM	1	0	0	0	2	0	6	0	14	359	0	1	0	418	5	1	807
4:45 PM	0	0	0	0	2	0	4	0	14	372	1	1	0	417	4	0	815
5:00 PM	0	0	0	0	1	0	10	0	10	392	0	0	0	436	5	1	855
5:15 PM	0	0	0	0	1	0	7	0	9	379	1	0	0	436	7	1	841
5:30 PM	0	0	0	0	2	0	7	0	13	451	1	0	0	386	5	0	865
5:45 PM	0	0	0	0	0	0	8	0	10	392	0	0	0	378	7	0	795
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	15	0	52	0	88	3122	3	2	0	3252	43	4	6582
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	22.39%	0.00%	77.61%	0.00%	2.74%	97.11%	0.09%	0.06%	0.00%	98.58%	1.30%	0.12%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	6	0	28	0	46	1594	3	1	0	1675	21	2	3376
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.700	0.000	0.821	0.884	0.750	0.250	0.000	0.960	0.750	0.500	0.976
					0.773				0.884				0.956				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kent Grove Dr & SR 52
City: Land O' Lakes
Control: 1-Way Stop(SB)

Project ID: 25-120194-002
Date: 4/17/2025

Data - Cars

NS/EW Streets:	Kent Grove Dr				Kent Grove Dr				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	11	0	9	0	1	361	0	1	0	287	0	1	671
7:15 AM	0	0	0	0	8	0	12	0	6	371	0	0	0	384	1	1	783
7:30 AM	0	0	0	0	2	0	10	0	0	384	0	0	0	408	2	0	806
7:45 AM	0	0	0	0	3	0	8	0	4	411	0	1	0	309	1	0	737
8:00 AM	1	0	0	0	8	0	9	0	3	404	0	0	1	264	2	1	693
8:15 AM	0	0	0	0	2	0	9	0	2	311	0	2	0	299	3	1	629
8:30 AM	0	0	0	0	2	0	8	0	4	275	0	0	0	314	3	1	607
8:45 AM	0	0	0	0	2	0	11	0	6	264	0	0	0	214	1	1	499
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	38	0	76	0	26	2781	0	4	1	2479	13	6	5425
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0.92%	98.93%	0.00%	0.14%	0.04%	99.20%	0.52%	0.24%	
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	1	0	0	0	21	0	39	0	13	1570	0	1	1	1365	6	2	3019
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.656	0.000	0.813	0.000	0.542	0.955	0.000	0.250	0.250	0.836	0.750	0.500	0.936
	0.250				0.750				0.952				0.838				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	3	0	4	0	8	352	0	0	0	367	4	0	738
4:15 PM	0	0	0	0	4	0	5	0	10	373	0	0	0	365	6	1	764
4:30 PM	1	0	0	0	2	0	6	0	13	345	0	1	0	400	5	1	774
4:45 PM	0	0	0	0	2	0	4	0	14	360	1	1	0	398	4	0	784
5:00 PM	0	0	0	0	1	0	10	0	9	376	0	0	0	411	5	1	813
5:15 PM	0	0	0	0	1	0	6	0	9	365	1	0	0	420	7	1	810
5:30 PM	0	0	0	0	1	0	7	0	13	432	1	0	0	371	4	0	829
5:45 PM	0	0	0	0	0	0	7	0	10	372	0	0	0	348	5	0	742
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	14	0	49	0	86	2975	3	2	0	3080	40	4	6254
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	22.22%	0.00%	77.78%	0.00%	2.80%	97.03%	0.10%	0.07%	0.00%	98.59%	1.28%	0.13%	
PEAK HR :	**04:45 PM - 05:45 PM**																TOTAL
PEAK HR VOL :	0	0	0	0	5	0	27	0	45	1533	3	1	0	1600	20	2	3236
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.625	0.000	0.675	0.000	0.804	0.887	0.750	0.250	0.000	0.952	0.714	0.500	0.976
					0.727				0.887				0.947				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kent Grove Dr & SR 52
City: Land O' Lakes
Control: 1-Way Stop(SB)

Project ID: 25-120194-002
Date: 4/17/2025

Data - HT

NS/EW Streets:	Kent Grove Dr				Kent Grove Dr				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	1	0	0	35	0	0	0	27	0	0	63
7:15 AM	0	0	0	0	0	0	0	0	0	31	0	0	0	34	0	0	65
7:30 AM	0	0	0	0	1	0	1	0	0	46	0	0	0	37	0	0	85
7:45 AM	0	0	0	0	0	0	0	0	0	28	0	0	0	43	0	0	71
8:00 AM	0	0	0	0	0	0	2	0	1	38	0	0	0	38	0	0	79
8:15 AM	0	0	0	0	0	0	0	0	0	46	0	0	0	30	0	0	76
8:30 AM	0	0	0	0	0	0	0	0	0	30	0	0	0	39	0	0	69
8:45 AM	0	0	0	0	1	0	0	0	1	38	0	0	0	39	0	1	80
	NL	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	292	0	0	0	287	0	1	588
APPROACH %'s :					33.33%	0.00%	66.67%	0.00%	0.68%	99.32%	0.00%	0.00%	0.00%	99.65%	0.00%	0.35%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	3	0	1	143	0	0	0	152	0	0	300
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.250	0.777	0.000	0.000	0.000	0.884	0.000	0.000	0.882
					0.500				0.783				0.884				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	30	0	0	0	22	0	0	52
4:15 PM	0	0	0	0	0	0	1	0	0	22	0	0	0	27	0	0	50
4:30 PM	0	0	0	0	0	0	0	0	1	14	0	0	0	18	0	0	33
4:45 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	19	0	0	31
5:00 PM	0	0	0	0	0	0	0	0	1	16	0	0	0	25	0	0	42
5:15 PM	0	0	0	0	0	0	1	0	0	14	0	0	0	16	0	0	31
5:30 PM	0	0	0	0	1	0	0	0	0	19	0	0	0	15	1	0	36
5:45 PM	0	0	0	0	0	0	1	0	0	20	0	0	0	30	2	0	53
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	3	0	2	147	0	0	0	172	3	0	328
APPROACH %'s :					25.00%	0.00%	75.00%	0.00%	1.34%	98.66%	0.00%	0.00%	0.00%	98.29%	1.71%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	1	61	0	0	0	75	1	0	140
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.803	0.000	0.000	0.000	0.750	0.250	0.000	0.833
					0.500				0.816				0.760				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kent Grove Dr & SR 52
City: Land O' Lakes
Control: 1-Way Stop(SB)

Project ID: 25-120194-002
Date: 4/17/2025

Data - Bikes

NS/EW Streets:	Kent Grove Dr				Kent Grove Dr				SR 52				SR 52				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	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	

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

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kent Grove Dr & SR 52
City: Land O' Lakes

Project ID: 25-120194-002
Date: 4/17/2025

Data - Pedestrians (Crosswalks)

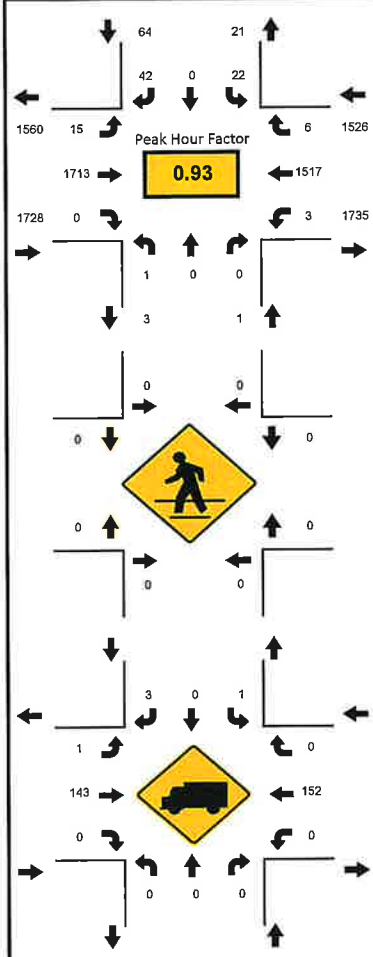
NS/EW Streets:	Kent Grove Dr		Kent Grove Dr		SR 52		SR 52		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	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	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
PEAK HR FACTOR :									

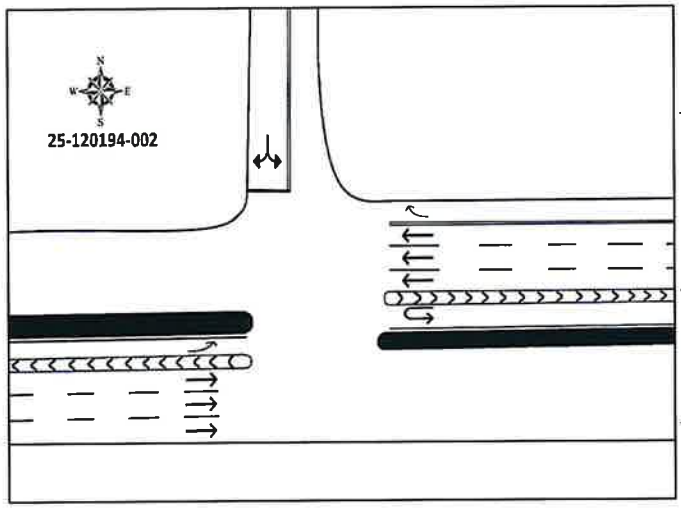
PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB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

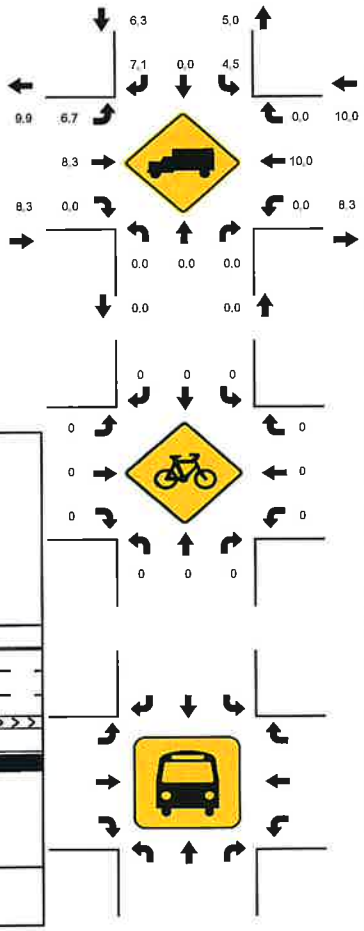
LOCATION: Kent Grove Dr & SR 52
CITY/STATE: Land O' Lakes, FL

PROJECT ID: 25-120194-002
DATE: Thu, Apr 17, 2025

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





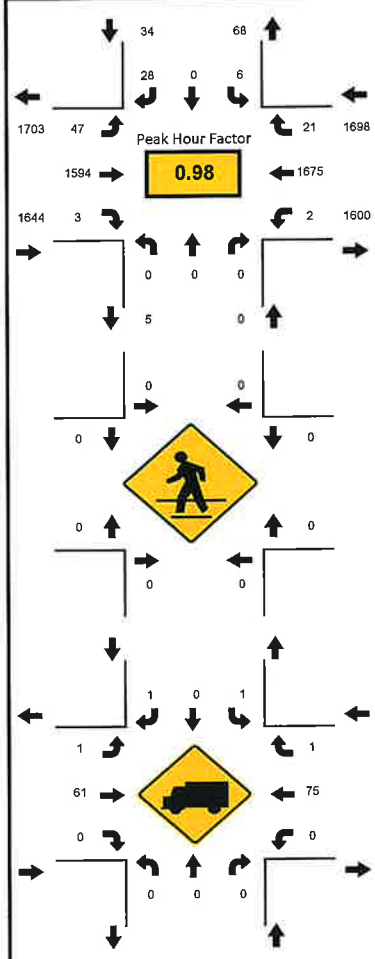


15-Min Count Period Beginning At	Kent Grove Dr Northbound					Kent Grove Dr Southbound					SR 52 Eastbound					SR 52 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	0	0	0	0		11	0	10	0		1	396	0	1		0	314	0	1		734	3281
7:15 AM	0	0	0	0		8	0	12	0		6	402	0	0		0	418	1	1		848	3319
7:30 AM	0	0	0	0		3	0	11	0		0	430	0	0		0	445	2	0		891	3176
7:45 AM	0	0	0	0		3	0	8	0		4	439	0	1		0	352	1	0		808	2961
8:00 AM	1	0	0	0		8	0	11	0		4	442	0	0		1	302	2	1		772	2732
8:15 AM	0	0	0	0		2	0	9	0		2	357	0	2		0	329	3	1		705	1960
8:30 AM	0	0	0	0		2	0	8	0		4	305	0	0		0	353	3	1		676	1255
8:45 AM	0	0	0	0		3	0	11	0		7	302	0	0		0	253	1	2		579	579
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	0	0	0		32	0	48	0		24	1768	0	4		4	1780	8	4		3676	
Heavy Trucks	0	0	0	0		4	0	8	0		4	184	0	0		0	172	0	0		372	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

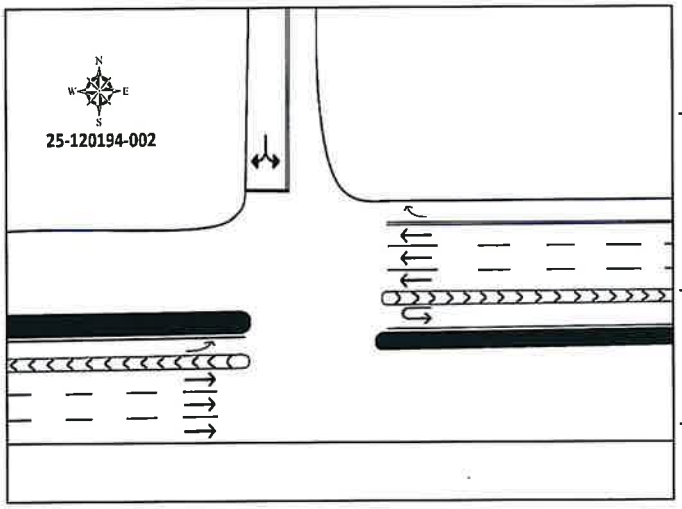
LOCATION: Kent Grove Dr & SR 52
CITY/STATE: Land O' Lakes, FL

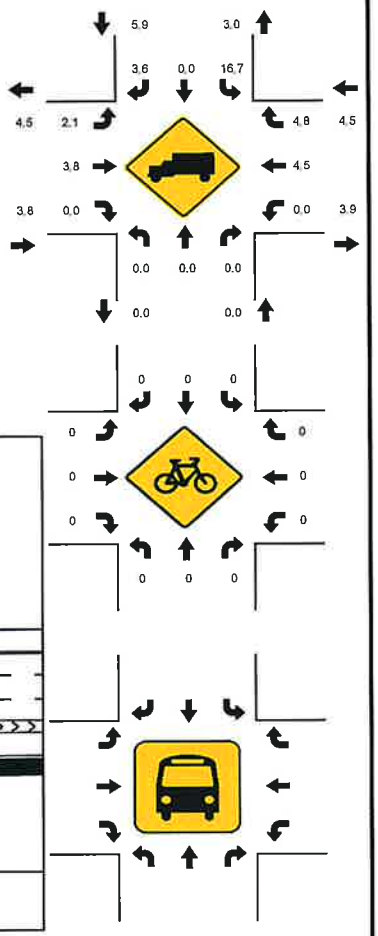
PROJECT ID: 25-120194-002
DATE: Thu, Apr 17, 2025

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:30 PM - 05:45 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Kent Grove Dr Northbound					Kent Grove Dr Southbound					SR 52 Eastbound					SR 52 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	0	0	0		3	0	4	0		8	382	0	0		0	389	4	0		790	3226
4:15 PM	0	0	0	0		4	0	6	0		10	395	0	0		0	392	6	1		814	3291
4:30 PM	1	0	0	0		2	0	6	0		14	359	0	1		0	418	5	1		807	3318
4:45 PM	0	0	0	0		2	0	4	0		14	372	1	1		0	417	4	0		815	3376
5:00 PM	0	0	0	0		1	0	10	0		10	392	0	0		0	436	5	1		855	3356
5:15 PM	0	0	0	0		1	0	7	0		9	379	1	0		0	436	7	1		841	2501
5:30 PM	0	0	0	0		2	0	7	0		13	451	1	0		0	386	5	0		865	1660
5:45 PM	0	0	0	0		0	0	8	0		10	392	0	0		0	378	7	0		795	795
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		8	0	40	0		56	1804	4	4		0	1744	28	4		3692	
Heavy Trucks	0	0	0	0		4	0	4	0		4	76	0	0		0	100	4	0		192	
Pedestrians		0					0					0					0				0	
Bicycles	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Buses																						
Stopped Buses																						

PEAK SEASON ADJUSTMENT FACTOR

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1400 PASCO COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.00	1.04
2	01/07/2024 - 01/13/2024	1.02	1.06
3	01/14/2024 - 01/20/2024	1.03	1.07
4	01/21/2024 - 01/27/2024	1.02	1.06
5	01/28/2024 - 02/03/2024	1.00	1.04
6	02/04/2024 - 02/10/2024	0.99	1.03
* 7	02/11/2024 - 02/17/2024	0.97	1.01
* 8	02/18/2024 - 02/24/2024	0.96	1.00
* 9	02/25/2024 - 03/02/2024	0.96	1.00
*10	03/03/2024 - 03/09/2024	0.95	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.98
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.96	1.00
*15	04/07/2024 - 04/13/2024	0.96	1.00
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.01
*18	04/28/2024 - 05/04/2024	0.97	1.01
*19	05/05/2024 - 05/11/2024	0.98	1.02
20	05/12/2024 - 05/18/2024	0.98	1.02
21	05/19/2024 - 05/25/2024	0.99	1.03
22	05/26/2024 - 06/01/2024	1.00	1.04
23	06/02/2024 - 06/08/2024	1.00	1.04
24	06/09/2024 - 06/15/2024	1.01	1.05
25	06/16/2024 - 06/22/2024	1.01	1.05
26	06/23/2024 - 06/29/2024	1.02	1.06
27	06/30/2024 - 07/06/2024	1.02	1.06
28	07/07/2024 - 07/13/2024	1.03	1.07
29	07/14/2024 - 07/20/2024	1.03	1.07
30	07/21/2024 - 07/27/2024	1.04	1.08
31	07/28/2024 - 08/03/2024	1.04	1.08
32	08/04/2024 - 08/10/2024	1.04	1.08
33	08/11/2024 - 08/17/2024	1.05	1.09
34	08/18/2024 - 08/24/2024	1.05	1.09
35	08/25/2024 - 08/31/2024	1.05	1.09
36	09/01/2024 - 09/07/2024	1.06	1.10
37	09/08/2024 - 09/14/2024	1.06	1.10
38	09/15/2024 - 09/21/2024	1.07	1.11
39	09/22/2024 - 09/28/2024	1.05	1.09
40	09/29/2024 - 10/05/2024	1.04	1.08
41	10/06/2024 - 10/12/2024	1.03	1.07
42	10/13/2024 - 10/19/2024	1.02	1.06
43	10/20/2024 - 10/26/2024	1.01	1.05
44	10/27/2024 - 11/02/2024	1.01	1.05
45	11/03/2024 - 11/09/2024	1.00	1.04
46	11/10/2024 - 11/16/2024	1.00	1.04
47	11/17/2024 - 11/23/2024	1.00	1.04
48	11/24/2024 - 11/30/2024	1.00	1.04
49	12/01/2024 - 12/07/2024	1.00	1.04
50	12/08/2024 - 12/14/2024	1.00	1.04
51	12/15/2024 - 12/21/2024	1.00	1.04
52	12/22/2024 - 12/28/2024	1.02	1.06
53	12/29/2024 - 12/31/2024	1.03	1.07

* PEAK SEASON

TABLE A-1
GROWTH RATE CALCULATION

LINCKS & ASSOCIATES, A TMG Company

TABLE A-1

GROWTH RATE DETERMINATION

Roadway	Location	2024 Volumes	2021 Volumes	Growth Rate
SR 52	East of Suncoat Pkwy	22,500	21,500	1.55% / yr
	West of US 41	25,500	24,000	2.08% / yr
	East of US 41	16,500	14,600	4.34% / yr
Shady Hills Rd	North of SR 52	11,200	10,400	2.56% / yr
US 41	South of SR 52	22,500	21,000	2.38% / yr
				2.58% / yr
				Use 3.0% / yr

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 5503 - SR 52 E OF N SUNCOAST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	22500 E			9.50	55.60	14.10
2023	22500 S	E 11500	W 11000	9.50	55.80	14.10
2022	21500 F	E 11000	W 10500	9.50	55.10	14.10
2021	21500 C	E 11000	W 10500	9.50	54.60	14.20
2020	22000 C	E 11500	W 10500	9.50	55.40	14.20
2019	25000 E			9.50	56.20	13.50
2018	24000 S	E 12000	W 12000	9.50	57.10	10.70
2017	23000 F	E 11500	W 11500	9.50	57.30	10.70
2016	22000 C	E 11000	W 11000	9.00	57.90	10.70
2015	22000 F	E 11000	W 11000	9.00	57.90	13.70
2014	21000 C	E 10500	W 10500	9.00	56.10	10.90
2013	20500 C	E 10000	W 10500	9.00	60.00	10.70
2012	20000 C	E 10000	W 10000	9.00	59.00	9.30
2011	18200 C	E 9100	W 9100	9.00	58.20	10.60
2010	19300 C	E 9500	W 9800	9.07	58.18	8.80
2009	19100 C	E 9700	W 9400	9.17	58.07	7.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0106 - SR 52, WEST OF SR 45/US 41

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	25500 E			9.00	55.60	14.10
2023	25000 S	E 12500	W 12500	9.00	55.80	14.10
2022	24000 F	E 12000	W 12000	9.00	55.10	14.10
2021	24000 C	E 12000	W 12000	9.00	54.60	14.10
2020	25500 S	E 13000	W 12500	9.00	55.40	10.40
2019	25500 F	E 13000	W 12500	9.00	56.20	10.40
2018	24500 C	E 12500	W 12000	9.00	57.10	10.40
2017	24500 F	E 12500	W 12000	9.00	57.30	10.70
2016	23500 C	E 12000	W 11500	9.00	57.90	10.70
2015	23000 C	E 11500	W 11500	9.00	57.90	10.00
2014	21000 C	E 10500	W 10500	9.00	56.10	9.60
2013	21000 C	E 10500	W 10500	9.00	60.00	9.10
2012	19100 C	E 9500	W 9600	9.00	59.00	9.40
2011	18600 C	E 9300	W 9300	9.00	58.20	9.30
2010	19300 C	E 9600	W 9700	9.07	58.18	8.60
2009	19000 C	E 9500	W 9500	9.17	58.07	8.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0006 - SR 52, EAST OF SR 45/US 41

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	16500 E			9.00	55.60	14.10
2023	15600 S	E 7800	W 7800	9.00	55.80	20.20
2022	14800 F	E 7400	W 7400	9.00	55.10	20.20
2021	14600 C	E 7300	W 7300	9.00	54.60	20.20
2020	13700 C	E 6900	W 6800	9.00	55.40	19.90
2019	15100 F	E 7700	W 7400	9.00	56.20	17.30
2018	14700 C	E 7500	W 7200	9.00	57.10	17.30
2017	13700 F	E 6800	W 6900	9.00	57.30	19.60
2016	13100 C	E 6500	W 6600	9.00	57.90	19.60
2015	12400 C	E 6200	W 6200	9.00	57.90	16.20
2014	11200 C	E 5600	W 5600	9.00	56.10	16.20
2013	10900 C	E 5400	W 5500	9.00	60.00	16.90
2012	10700 C	E 5300	W 5400	9.00	59.00	15.40
2011	10500 C	E 5300	W 5200	9.00	58.20	15.00
2010	11500 C	E 5800	W 5700	9.07	58.18	14.80
2009	10900 C	E 5500	W 5400	9.17	58.07	12.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 9618 - SHADY HILLS RD, SOFTWIND LN / CREWS LAKE DRTO SR 52

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	11200 C	N 5500	S 5700	9.50	55.60	6.50
2023	9600 C	N 4900	S 4700	9.50	55.80	5.50
2022	10600 F	N 5200	S 5400	9.50	55.10	5.90
2021	10400 C	N 5100	S 5300	9.50	54.60	4.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2024 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

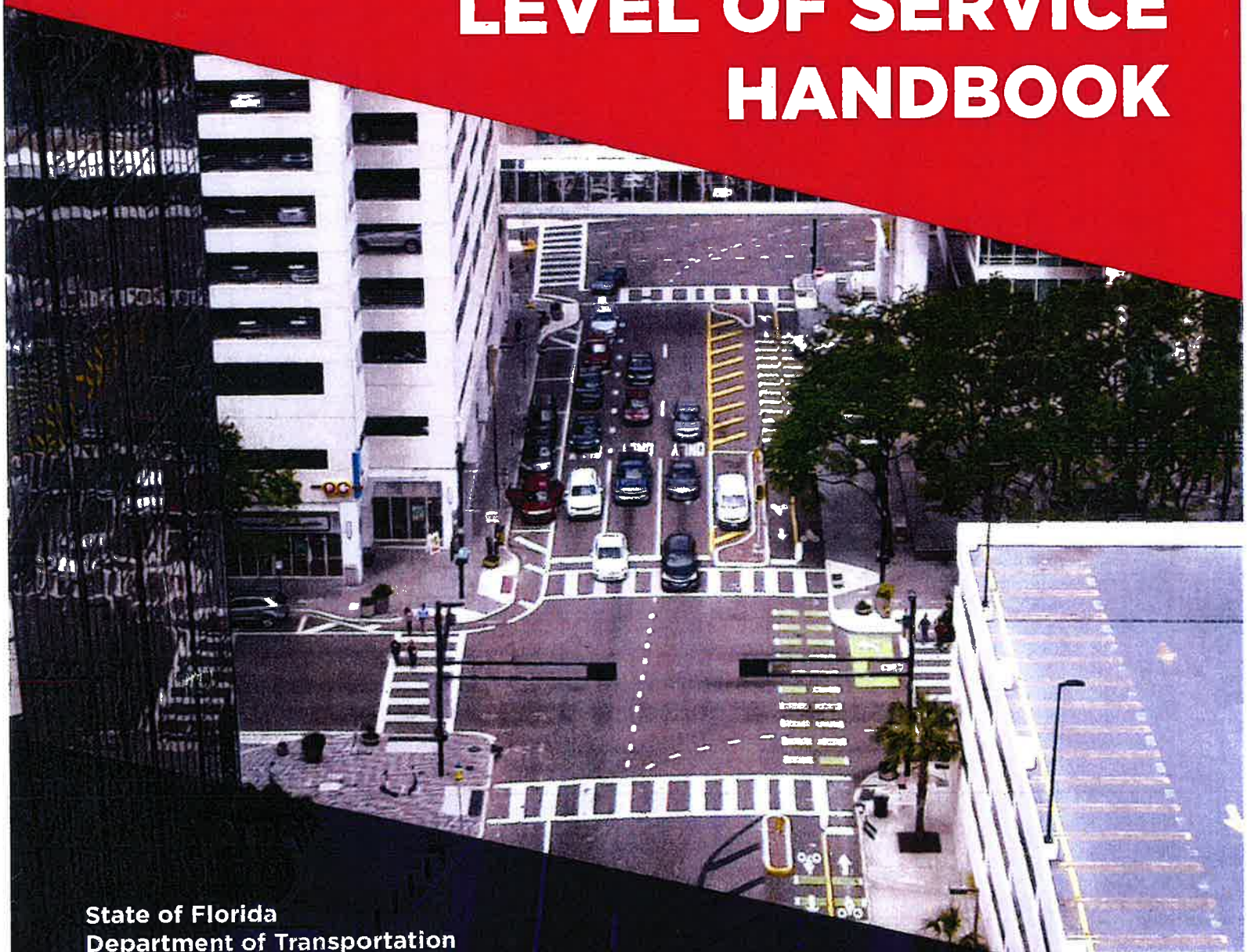
SITE: 0025 - SR 45/US 41/LAND O LAKES BLVD, SOUTH OF SR 52

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2024	22500 E			9.00	55.60	14.10
2023	22000 S	N 11000	S 11000	9.00	55.80	8.30
2022	21000 F	N 10500	S 10500	9.00	55.10	8.30
2021	21000 C	N 10500	S 10500	9.00	54.60	8.30
2020	21000 C	N 10000	S 11000	9.00	55.40	7.50
2019	23500 F	N 11500	S 12000	9.00	56.20	8.00
2018	22500 C	N 11000	S 11500	9.00	57.10	8.00
2017	21500 F	N 10500	S 11000	9.00	57.30	6.70
2016	20500 C	N 10000	S 10500	9.00	57.90	6.70
2015	20500 C	N 10000	S 10500	9.00	57.90	7.60
2014	19500 C	N 9700	S 9800	9.00	56.10	6.90
2013	19400 C	N 9800	S 9600	9.00	60.00	6.90
2012	17100 C	N 8600	S 8500	9.00	59.00	6.40
2011	15300 C	N 7800	S 7500	9.00	58.20	6.40
2010	16700 C	N 8500	S 8200	9.07	58.18	8.60
2009	17400 C	N 8900	S 8500	9.17	58.07	7.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FDOT GENERALIZED CAPACITY TABLES

2023 MULTIMODAL QUALITY/ LEVEL OF SERVICE HANDBOOK



State of Florida
Department of Transportation
Systems Implementation Office
605 Suwannee St. MS 19
Tallahassee, FL 32399

www.fdot.gov/planning
January 2023

Appendix B: Florida's Generalized Service Volume Tables

Limited Access

Freeway Generalized Service Volume Tables

(Core Urbanized)

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Transitioning)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Rural)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

Limited Access

Freeway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Number of Lanes (one direction)	2-6	2.5	2-5	2-4
Posted Speed (mph)	65	70	70	70
Auxiliary Lanes	No	No	No	No
Lane Width (feet)	12	12	12	12
Total Ramp Density (ramps/mile)	1.33	2.67	0.50	0.17
Facility Length (miles)	3	3	6	18
Terrain	Level	Level	Level	Level

Traffic Characteristics

	Core Urbanized	Urbanized	Transitioning	Rural
Planning Analysis Hour Factor (K)	0.085	0.090	0.098	0.105
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.95	0.95	0.92	0.88
Base Free Flow Speed (mph)	70	75	75	75
Heavy Vehicle Percent (%)	4%	4%	9%	12%
Speed Adjustment Factor (SAF)	0.975	0.975	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968	0.968	0.968

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C1	C2
Number of Lanes (one direction)	1	2-3
Posted Speed (mph)	55	55
Base Free Flow Speed (mph)	60	60
Median Type	Undivided	Divided
Shoulder Width (feet)	3	6
Lane Width (feet)	12	12
% No Passing Zone	20%	
Access-Point Density (access/mile)	2	2
Terrain	Level	Level

Traffic Characteristics

	C1	C2
Planning Analysis Hour Factor (K)	0.095	0.095
Directional Distribution Factor (D)	0.55	0.55
Peak Hour Factor (PHF)	0.88	0.88
Heavy Vehicle Percent (%)	5%	10%
Speed Adjustment Factor (SAF)	0.975	0.975
Capacity Adjustment Factor (CAF)	0.968	0.968

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables



(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C3C	C3R
Number of Lanes (one direction)	1-4	1-3
Posted Speed (mph)	45	45
Facility Length (miles)	3.98	2.57

Traffic Characteristics

	C3C		C3R	
Planning Analysis Hour Factor (K)	0.09		0.09	
Directional Distribution Factor (D)	0.55		0.55	
Peak Hour Factor (PHF)	0.95		0.92	
Base Saturation Flow Rate	1,950		1,950	
Heavy Vehicle Percent (%)	4		4	
Lane Width	12		12	
Median Type	Non Restrictive (1 lane)	Restrictive (2,3,4 lanes)	Non Restrictive (1 lane)	Restrictive (2,3 lanes)
Roadway Edge Type	Curbed		Flush	
On-Street Parking	None		None	

Control Characteristics

	C3C		C3R
Cycle Length	160		190
Major Street Through g/c	0.5 (1,2,3 lanes)	0.45 (4 lanes)	0.5
Yellow Change Interval	5.1		5.1
Red Change Interval	2		2
Number of Signals	10		5

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900



(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

Input Parameters

Roadway Characteristics

	C2T	C4	C5	C6
Number of Lanes (one direction)	1-3	1-4	1-4	1-4
Posted Speed (mph)	40	45	35	30
Facility Length (miles)	0.78	1.83	1.18	0.74
Number of Signals	4	9	9	7

Traffic Characteristics

	C2T	C4	C5	C6
Planning Analysis Hour Factor (K)	0.095	0.09	0.09	0.09
Directional Distribution Factor (D)	0.55	0.55	0.55	0.55
Peak Hour Factor (PHF)	0.92	0.95	0.95	0.95
Base Saturation Flow Rate	1,700	1,950	1,950	1,950
Heavy Vehicle Percent (%)	5	3	2	2
Lane Width	11	11	10	10
Median Type	Non Restrictive	Non Restrictive	Non Restrictive	Non Restrictive
Roadway Edge Type	Curb	Curb	Curb	Curb
On-Street Parking	50%	100%	100%	100%

Signal Characteristics

	C2T	C4		C5		C6	
Cycle Length	90	170		150		120	
Major Street Through g/c	0.47	0.52 (1,2,3 lanes)	0.47 (4 lanes)	0.55 (1,2,3 lanes)	0.48 (4 lanes)	0.52 (1,2,3 lanes)	0.46 (4 lanes)
Yellow Change Interval	4.4	4.8		4		3.7	
Red Change Interval	2	2		2		2	

SIGNAL TIMINGS

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

SIGNAL INTERSECTION DATA FILE

LOCATION:	SR 52 & SHADY HILLS RD			**WO #:**	693
LAST UPDATE:	6/12/2024	**TURN ON DATE:**		**PMI AREA:**	WEST
CONTROLLER:	COBALT	**SIGNAL TYPE:**	SIG	**GPS:**	NO
MONITOR:	MMU	**SMART MONITOR:**	YES	**UPS:**	YES
CABINET TYPE:	TS-2	**CYCLE LENGTH:**	169	**SOP:**	7
REPAIR PRIORITY:	3	**POWER COMPANY:**	WREC	**MASTARMS:**	NO
DETECTION TYPE:	LOOPS	**ACCOUNT #:**	1906369/559	**STRAIN POLES:**	C
DETECTOR QTY:	9	**METER #:**	13180638	**EXCL PED:**	NO
OTHER 1:					
OTHER 2:					

WARNING FLASHERS:	**120v or SOLAR:**	NO	**QTY:**		
WF BATTERY TYPE:		**WF BATTERY QTY:**			
BLANK OUT SIGN:	NO	**SPEED FEEDBACK SIGN:**	NO		
STREET LIGHTS:	YES	**STREET LIGHTS QTY:**	3		
ILLUMINATED SIGNS	YES	**ILLUMINATED SIGNS QTY:**	6		

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1	WB U-TURN FYA	7			3	15			5.5	6			X			X / 6	R
2	EB	20			5	75			5.5	2.7	X			X			Y
3																	
4	SB	10	7	37	3	45			4.8	4.9			X				R
5	EBLT FYA	7			3	40			5.5	5.2			X			X / 2	R
6	WB	20	7	26	5	75			5.5	2.7	X			X			Y
7																	
8																	
9																	
10																	
11																	
12																	
13																	
14																	
15																	
16																	

OVERLAP				
	A		+	
	B		+	
	C		+	
	D		+	

JURISDICTION:	FDOT	
VALUE:	200,000	
REIMBURSEMENT:	66%	

FLASH TIMES	**FROM:**		
	TO:		
SYSTEM DATA	**TYPE:**	CENTRACS	
	SYS #:	00	
	ID #:	150	
COMM. TYPE	**FIBER:**	X	
	FSK:		
	RADIO:		
	MODEM:		
TIME TRAVEL DETECT:	NO	**120v:**	
		SOLAR:	

NOTES:

L1 PH 4 SBRT HAS 10 SEC DELAY DONE IN CONTROLLER. 3 SEC DELAY ON PH 4 AND 6.

IDF	
ARIES	
ASC 2 PP	
ASC 3 KEY	
CENTRACS	
COBALT KEY	

ECONOLITE

MOVING TRAFFIC FORWARD

212-150 - Centracs Cobalt ASC-3 Default Prog Isolated - @ TMC 10.195.5.105 - Econolite Type - Cobalt

Coordination Pattern Data
Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	140	Std (COS)	9	Offsets In	Seconds
Offset Value	38s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	5		
Phase Reservice	No	Action Plan	1		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	W-L	E-T	N	S-T	E-L	E-T	S	N	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	19	73	0	48	40	52	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	140s	92s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	110	Std (COS)	10	Offsets In	Seconds
Offset Value	107s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	2		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	W-L	E-T	N	S-T	E-L	E-T	S	N	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	21	53	0	36	27	47	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	110s	74s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	140	Std (COS)	11	Offsets In	Seconds
Offset Value	25s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	3		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	W-L	E-T	N	S-T	E-L	E-T	S	N	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	20	75	0	45	31	64	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	140s	95s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	110	Std (COS)	82	Offsets In	Seconds
Offset Value	3s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	4		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	W-L	E-T	N	S-T	E-L	E-T	S	N	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	19	65	0	26	27	57	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	110s	84s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	80	Std (COS)	41	Offsets In	Seconds
Offset Value	16s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	5		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	W-L	E-T	N	S-T	E-L	E-T	S	N	N	N	N	N	N	N	N	N
Splits (Split Pat 5)	20	38	0	22	20	38	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	58s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	120	Std (COS)	12	Offsets In	Seconds
Offset Value	9s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	2		
Phase Reservice	No	Action Plan	6		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	W-L	E-T	N	S-T	E-L	E-T	S	N	N	N	N	N	N	N	N	N
Splits (Split Pat 6)	21	63	0	36	27	57	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	84s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

Coordinator Pattern # 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits In	Seconds
Cycle	80	Std (COS)	81	Offsets In	Seconds
Offset Value	7s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	7		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	W-L	E-T	N	S-T	E-L	E-T	S	N	N	N	N	N	N	N	N	N
Splits (Split Pat 7)	20	39	0	21	20	39	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	59s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Funciton Outputs																

ECONOLITE

MOVING TRAFFIC FORWARD

212-150 - Centracs Cobalt ASC-3 Default Prog Isolated - @ TMC 10.195.5.105 - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM) 5-3

Day Plan #1 - "Mon-Fri"

Event	Action Plan	Start Time
1	99	00:00
2	1	06:00
3	2	09:30
4	3	14:30
5	4	19:00
6	98	20:15
7	99	22:00

Day Plan #2 - "Sat"

Event	Action Plan	Start Time
1	99	00:00
2	98	06:00
3	6	11:00
4	98	18:00
5	99	22:00

Day Plan #3 - "Sun"

Event	Action Plan	Start Time
1	99	00:00
2	98	06:00
3	6	11:00
4	98	17:30
5	99	22:00

PASCO COUNTY FLORIDA
OPEN SPACES. VIBRANT PLACES.

SIGNAL INTERSECTION DATA FILE

LOCATION:	US 41 (LOL) & SR 52					**WO #:**	**530**
LAST UPDATE:	6/13/2024		**TURN ON DATE:**			**PMI AREA:**	LOL
CONTROLLER:	COBALT		**SIGNAL TYPE:**	SIG		**GPS:**	NO
MONITOR:	MMU		**SMART MONITOR:**	NO		**UPS:**	YES
CABINET TYPE:	TS-2		**CYCLE LENGTH:**	227		**SOP:**	SPECIAL
REPAIR PRIORITY:	1		**POWER COMPANY:**	WREC		**MASTARMS:**	NO
DETECTION TYPE:	MIOVISION		**ACCOUNT #:**	1NF339154793		**STRAIN POLES:**	C
DETECTOR QTY:	2		**METER #:**	70640784		**EXCL PED:**	NO
OTHER 1:							
OTHER 2:							
WARNING FLASHERS:	**120v or SOLAR:**	NO	**QTY:**			**AUDIBLE PED:**	**NO**
WF BATTERY TYPE:		**WF BATTERY QTY:**					
BLANK OUT SIGN:	3	**SPEED FEEDBACK SIGN:**	0				
STREET LIGHTS:	YES	**STREET LIGHTS QTY:**	4				
ILLUMINATED SIGNS	YES	**ILLUMINATED SIGNS QTY:**	4			**SL MAINTAINED BY:**	**COUNTY**

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1	WBLT	7	7	7	4	30			5.5	3.1			X				R
2	EB	20	7	47	5	75			5.5	3.1	X			X			Y
3	NBLT	7			4	40			5.1	5			X				R
4	SB	10	7	35	5	50			5.1	5				X			R
5	EBLT	7			4	30			5.5	3.1			X				R
6	WB	20	7	46	5	75			5.5	3.1	X			X			Y
7	SBLT	7			4	30			5.1	5			X				R
8	NB	10	7	38	5	50			5.1	5				X			R
9																	
10																	
11																	
12																	
13																	
14																	
15																	
16																	

OVERLAP				
	A		+	
	B		+	
	C		+	
	D		+	

JURISDICTION:	FDOT	
VALUE:	350,000	
REIMBURSEMENT:	100%	

FLASH TIMES	**FROM:**	
	TO:	
SYSTEM DATA	**TYPE:**	CENTRACS
	SYS #:	00
	ID #:	150
COMM. TYPE	**FIBER:**	X
	FSK:	
	RADIO:	
	MODEM:	
TIME TRAVEL DETECT:	NO	**120v:**
		SOLAR:

NOTES:

L1 PH 4 SBRT AND L10 PH 8 NBRT HAS 15 SEC DELAY DONE IN CONTROLLER. 3 SEC DELAY GREEN ON PH 4 AND 8. OVL A IS EBRT. OVL C IS SBRT. OVL D IS NBRT. PH 1 PED ON LOAD SWITCH 10. BLANK OUT SIGNS ON PEDS 1, 4, 8 YELLOW.

IDF	
ARIES	
ASC 2 PP	
ASC 3 KEY	
CENTRACS	
COBALT KEY	

INTERSECTION ANALYSIS

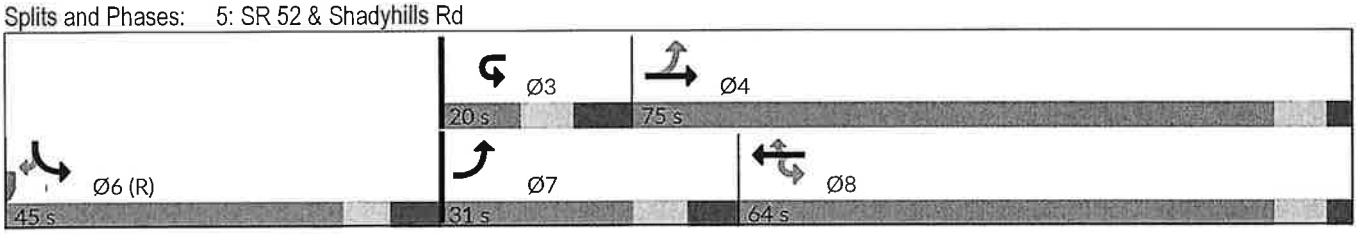


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	215	1166	1	1261	430	331	179
Future Volume (vph)	215	1166	1	1261	430	331	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		500		300	400	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.108		0.222			0.950	
Satd. Flow (perm)	201	5085	414	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					443		159
Link Speed (mph)		45		45		45	
Link Distance (ft)		1236		10993		1041	
Travel Time (s)		18.7		166.6		15.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	222	1202	1	1300	443	341	185
Shared Lane Traffic (%)							
Lane Group Flow (vph)	222	1202	1	1300	443	341	185
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		12		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Number of Detectors	1	2	1	2	1	1	1
Detector Template	Left	Thru	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94		94			
Detector 2 Size(ft)		6		6			
Detector 2 Type		Cl+Ex		Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)		0.0		0.0			
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Prot	Perm
Protected Phases	7	4	3	8		6	
Permitted Phases	4		8		8		6

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Detector Phase	7	4	3	8	8	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.7	26.2	16.5	26.2	26.2	27.7	27.7
Total Split (s)	31.0	75.0	20.0	64.0	64.0	45.0	45.0
Total Split (%)	22.1%	53.6%	14.3%	45.7%	45.7%	32.1%	32.1%
Maximum Green (s)	20.3	66.8	8.5	55.8	55.8	35.3	35.3
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.8	4.8
All-Red Time (s)	5.2	2.7	6.0	2.7	2.7	4.9	4.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	10.7	8.2	11.5	8.2	8.2	9.7	9.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	None	Min	Min	C-Max	C-Max
Walk Time (s)		7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0	0	0
Act Effct Green (s)	75.8	74.9	51.2	49.0	49.0	43.8	43.8
Actuated g/C Ratio	0.54	0.54	0.37	0.35	0.35	0.31	0.31
v/c Ratio	0.70	0.44	0.00	0.73	0.53	0.62	0.31
Control Delay (s/veh)	36.3	20.5	14.0	42.1	4.8	48.7	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.3	20.5	14.0	42.1	4.8	48.7	10.2
LOS	D	C	B	D	A	D	B
Approach Delay (s/veh)		22.9		32.6		35.2	
Approach LOS		C		C		D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 25 (18%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 29.2		Intersection LOS: C	
Intersection Capacity Utilization 78.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: SR 52 & Shadyhills Rd

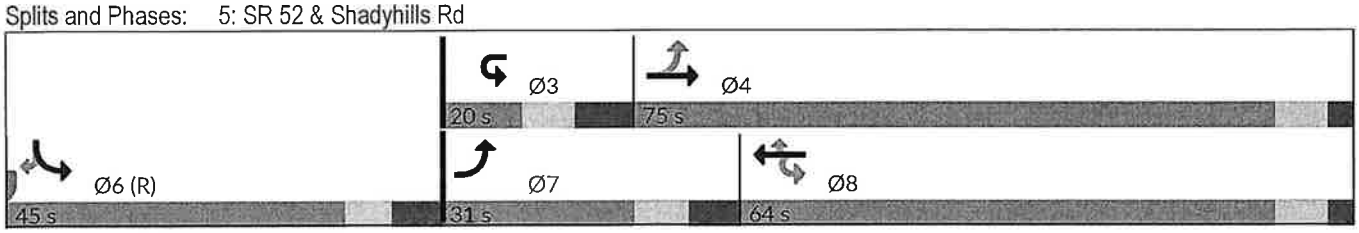


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	215	1180	1	1269	435	339	179
Future Volume (vph)	215	1180	1	1269	435	339	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		500		300	400	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.106		0.219			0.950	
Satd. Flow (perm)	197	5085	408	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					448		159
Link Speed (mph)		45		45		45	
Link Distance (ft)		1236		10993		1041	
Travel Time (s)		18.7		166.6		15.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	222	1216	1	1308	448	349	185
Shared Lane Traffic (%)							
Lane Group Flow (vph)	222	1216	1	1308	448	349	185
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		12		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Number of Detectors	1	2	1	2	1	1	1
Detector Template	Left	Thru	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94		94			
Detector 2 Size(ft)		6		6			
Detector 2 Type		Cl+Ex		Cl+Ex			
Detector 2 Channel							
Detector 2 Extend (s)		0.0		0.0			
Turn Type	pm+pt	NA	pm+pt	NA	Perm	Prot	Perm
Protected Phases	7	4	3	8		6	
Permitted Phases	4		8		8		6

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Detector Phase	7	4	3	8	8	6	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.7	26.2	16.5	26.2	26.2	27.7	27.7
Total Split (s)	31.0	75.0	20.0	64.0	64.0	45.0	45.0
Total Split (%)	22.1%	53.6%	14.3%	45.7%	45.7%	32.1%	32.1%
Maximum Green (s)	20.3	66.8	8.5	55.8	55.8	35.3	35.3
Yellow Time (s)	5.5	5.5	5.5	5.5	5.5	4.8	4.8
All-Red Time (s)	5.2	2.7	6.0	2.7	2.7	4.9	4.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	10.7	8.2	11.5	8.2	8.2	9.7	9.7
Lead/Lag	Lead	Lag	Lead	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	None	Min	Min	C-Max	C-Max
Walk Time (s)		7.0		7.0	7.0	7.0	7.0
Flash Don't Walk (s)		11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0	0	0
Act Effct Green (s)	75.9	75.0	51.4	49.1	49.1	43.7	43.7
Actuated g/C Ratio	0.54	0.54	0.37	0.35	0.35	0.31	0.31
v/c Ratio	0.70	0.45	0.00	0.73	0.53	0.63	0.31
Control Delay (s/veh)	36.9	20.5	14.0	42.0	4.8	49.4	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	36.9	20.5	14.0	42.0	4.8	49.4	10.2
LOS	D	C	B	D	A	D	B
Approach Delay (s/veh)		23.0		32.5		35.8	
Approach LOS		C		C		D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 25 (18%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 29.3		Intersection LOS: C	
Intersection Capacity Utilization 79.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: SR 52 & Shadyhills Rd

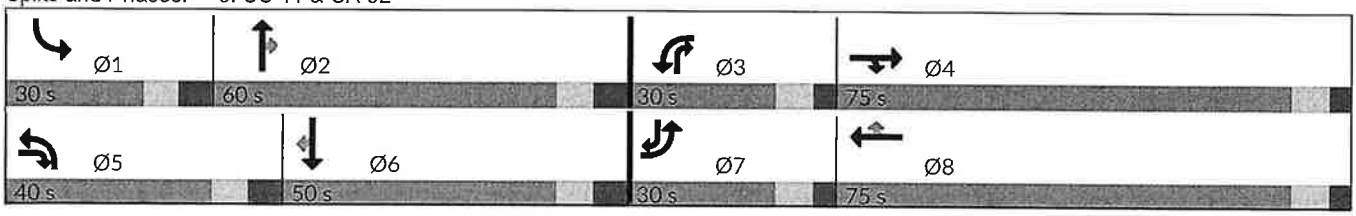


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	755	841	169	754	95	859	485	111	75	294	173
Future Volume (vph)	192	755	841	169	754	95	859	485	111	75	294	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	600		600	600		500
Storage Lanes	2		2	2		1	3		0	1		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.91	1.00	0.94	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	2787	3433	5085	1583	4990	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	2787	3433	5085	1583	4990	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			271			144			112			88
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		14051			1800			3000			999	
Travel Time (s)		212.9			27.3			45.5			22.7	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	194	763	849	171	762	96	868	490	112	76	297	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	194	763	849	171	762	96	868	490	112	76	297	175
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	4 5	3	8		5	2	3	1	6	7
Permitted Phases						8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4 5	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.6	26.6		13.6	26.6	26.6	15.1	28.1	13.6	15.1	28.1	13.6
Total Split (s)	30.0	75.0		30.0	75.0	75.0	40.0	60.0	30.0	30.0	50.0	30.0
Total Split (%)	15.4%	38.5%		15.4%	38.5%	38.5%	20.5%	30.8%	15.4%	15.4%	25.6%	15.4%
Maximum Green (s)	21.4	66.4		21.4	66.4	66.4	29.9	49.9	21.4	19.9	39.9	21.4
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	5.1	5.1	5.5	5.1	5.1	5.5
All-Red Time (s)	3.1	3.1		3.1	3.1	3.1	5.0	5.0	3.1	5.0	5.0	3.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6		8.6	8.6	8.6	10.1	10.1	8.6	10.1	10.1	8.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min		None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	13.1	33.8	74.3	12.2	32.9	32.9	30.3	35.7	58.2	11.3	16.8	40.2
Actuated g/C Ratio	0.10	0.26	0.57	0.09	0.25	0.25	0.23	0.27	0.44	0.09	0.13	0.31
v/c Ratio	0.56	0.58	0.50	0.53	0.60	0.19	0.75	0.51	0.15	0.50	0.66	0.32
Control Delay (s/veh)	64.6	44.3	12.4	65.0	45.3	1.9	53.2	44.5	5.0	71.3	62.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.6	44.3	12.4	65.0	45.3	1.9	53.2	44.5	5.0	71.3	62.9	19.4
LOS	E	D	B	E	D	A	D	D	A	E	E	B
Approach Delay (s/veh)		31.5			44.5			46.6			50.2	
Approach LOS		C			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 195			
Actuated Cycle Length: 131			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 40.9		Intersection LOS: D	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: US 41 & SR 52



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	761	850	169	765	95	875	485	111	75	294	178
Future Volume (vph)	195	761	850	169	765	95	875	485	111	75	294	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	500		500	600		600	600		500
Storage Lanes	2		2	2		1	3		0	1		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.91	1.00	0.94	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	2787	3433	5085	1583	4990	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	2787	3433	5085	1583	4990	3539	1583	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			271			144			112			88
Link Speed (mph)		45			45			45			30	
Link Distance (ft)		14051			1800			3000			999	
Travel Time (s)		212.9			27.3			45.5			22.7	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	197	769	859	171	773	96	884	490	112	76	297	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	769	859	171	773	96	884	490	112	76	297	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	4 5	3	8		5	2	3	1	6	7
Permitted Phases						8			2			6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	7	4	4 5	3	8	8	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	13.6	26.6		13.6	26.6	26.6	15.1	28.1	13.6	15.1	28.1	13.6
Total Split (s)	30.0	75.0		30.0	75.0	75.0	40.0	60.0	30.0	30.0	50.0	30.0
Total Split (%)	15.4%	38.5%		15.4%	38.5%	38.5%	20.5%	30.8%	15.4%	15.4%	25.6%	15.4%
Maximum Green (s)	21.4	66.4		21.4	66.4	66.4	29.9	49.9	21.4	19.9	39.9	21.4
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	5.1	5.1	5.5	5.1	5.1	5.5
All-Red Time (s)	3.1	3.1		3.1	3.1	3.1	5.0	5.0	3.1	5.0	5.0	3.1
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.6	8.6		8.6	8.6	8.6	10.1	10.1	8.6	10.1	10.1	8.6
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min		None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	
Flash Don't Walk (s)		11.0			11.0	11.0		11.0			11.0	
Pedestrian Calls (#/hr)		0			0	0		0			0	
Act Effct Green (s)	13.3	34.3	74.8	12.3	33.2	33.2	30.3	35.8	58.3	11.3	16.9	40.4
Actuated g/C Ratio	0.10	0.26	0.57	0.09	0.25	0.25	0.23	0.27	0.44	0.09	0.13	0.31
v/c Ratio	0.57	0.58	0.50	0.53	0.60	0.19	0.77	0.51	0.15	0.50	0.66	0.33
Control Delay (s/veh)	64.8	44.2	12.5	65.2	45.4	1.8	54.0	44.7	5.0	71.6	63.1	19.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.8	44.2	12.5	65.2	45.4	1.8	54.0	44.7	5.0	71.6	63.1	19.9
LOS	E	D	B	E	D	A	D	D	A	E	E	B
Approach Delay (s/veh)		31.5			44.7			47.3			50.2	
Approach LOS		C			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 195			
Actuated Cycle Length: 131.5			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 41.2		Intersection LOS: D	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: US 41 & SR 52

