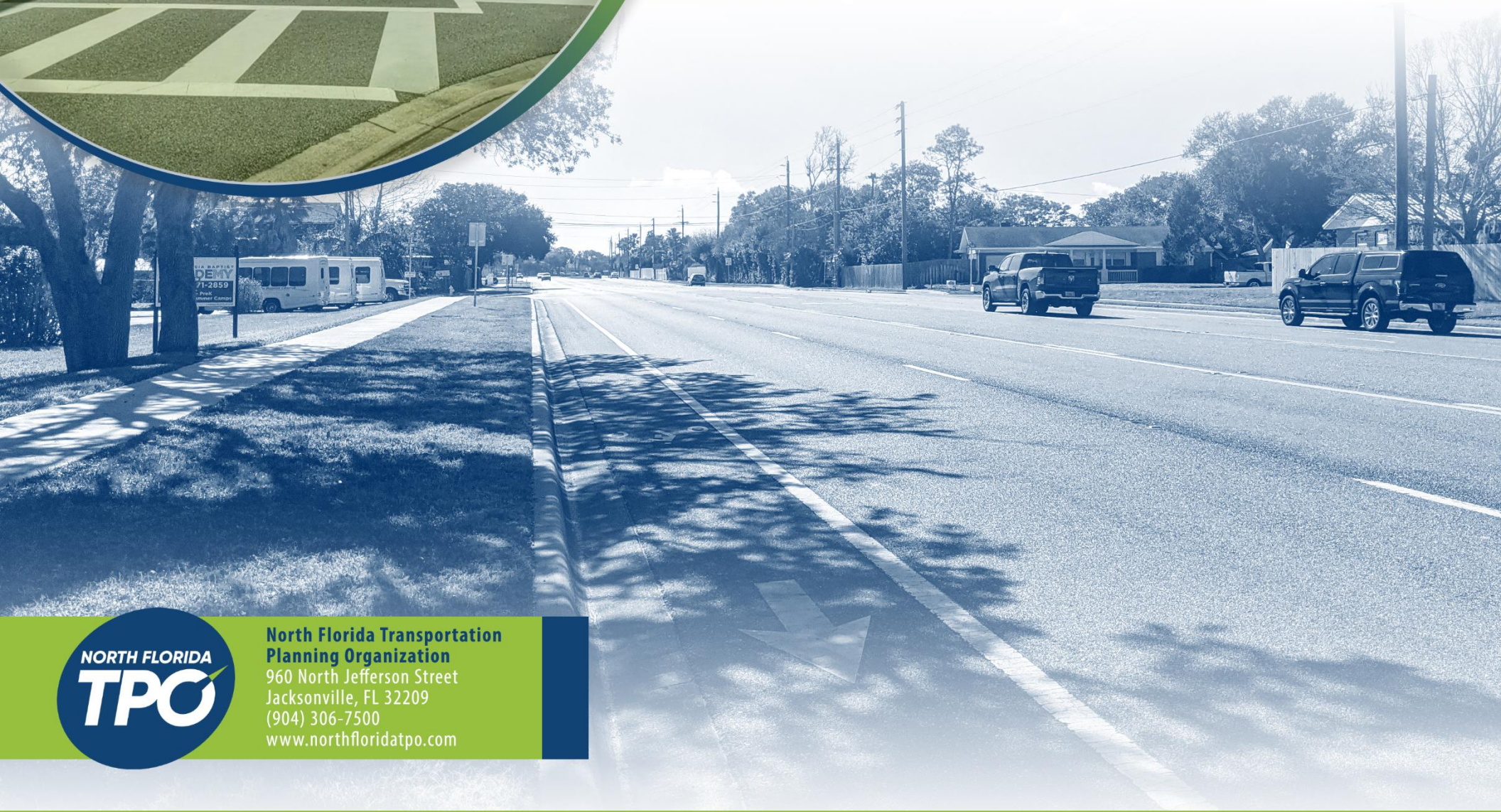




A1A

Speed Design Corridor Study



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A1A Speed Design Corridor Study

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ACRONYMS

AADT	Annual Average Daily Traffic	TMC	Turning Movement Counts
CIP	Capital Improvement Plan	TPO	Transportation Planning Organization
FDEP	Florida Department of Environmental Protection	TSM&O	Transportation Systems Management and Operations
FDM	FDOT Design Manual	UF	University of Florida
FDOT	Florida Department of Transportation		
FGDL	Florida Geographic Data Library		
FGTS	Florida Greenways and Trails System		
FHWA	Federal Highway Administration		
HCM	Highway Capacity Manual		
LOS	Level of Service		
LRTP	Long Range Transportation Plan		
MUT	Median U-Turn		
NACTO	National Association of Transportation Officials		
NRHP	National Register of Historic Places		
PUD	Planned Unit Development		
RCUT	Reduced Conflict U-Turn		
RRFB	Rectangular Rapid Flashing Beacon		
S4	Signal 4 Analytics		
SIS	Strategic Intermodal System		
SJR2C	St. Johns River-to-Sea Loop		
SUN Trail	Shared-Use Nonmotorized Trail		
TIP	Transportation Improvement Plan		

1.0 INTRODUCTION

The North Florida Transportation Planning Organization (TPO) tasked Atkins with conducting a corridor study along the SR A1A corridor from Red Cox Drive to SR 312 to analyze the corridor and provide recommendations for future mobility improvements.

1.1 STUDY PURPOSE

This study was to identify methods to manage speeds and calm traffic through context sensitive solutions.

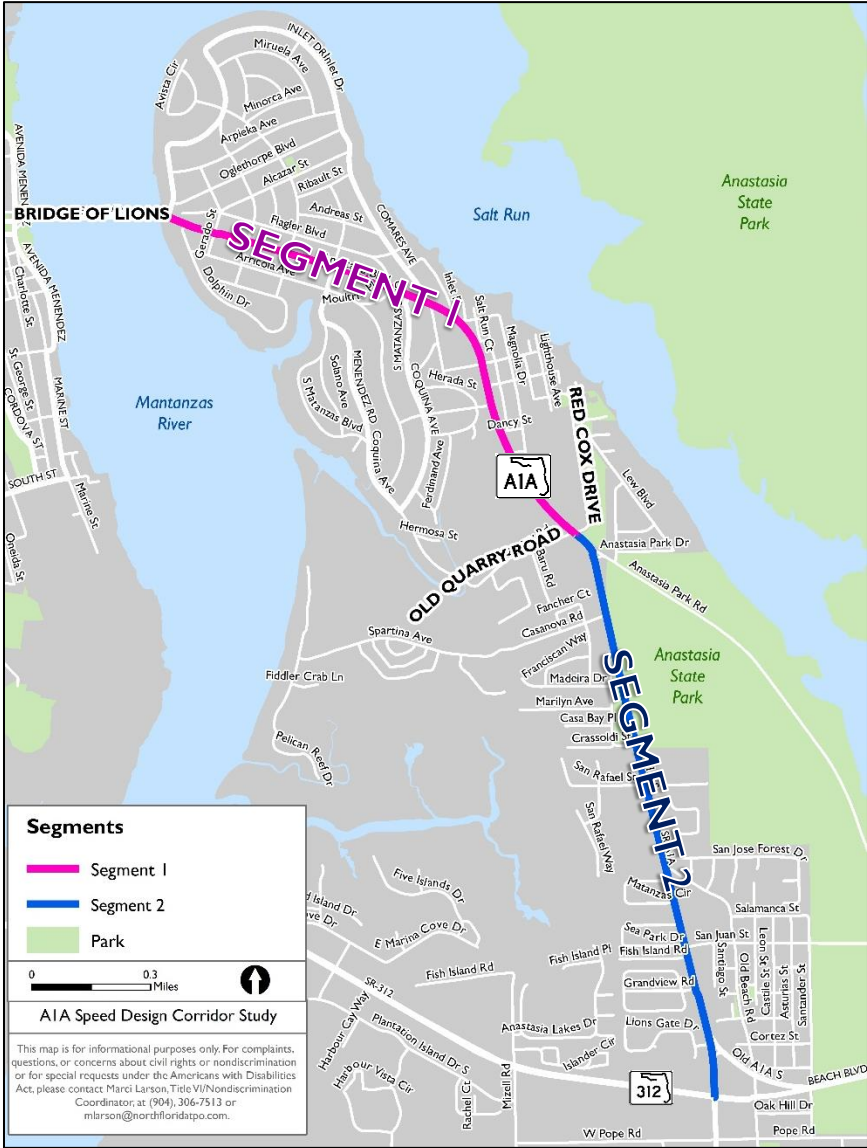
1.2 CONCURRENT STUDY

This study, referred to as "Segment 2", was done concurrently with an adjacent segment of SR A1A referred to as "Segment 1" (see Figure 1-1). The limits of Segment 1 are from Red Cox Drive to the Bridge of Lions. The purpose of the Segment 1 study was to perform a complete streets analysis for that corridor versus a speed design study for Segment 2. Additionally, the contexts and needs for each of these corridors are fundamentally different. For this reason, two separate studies were executed. More information about the Segment 1 study can be found in the *Anastasia Boulevard Complete Streets Study* report.

Red Cox Drive/Old Quarry Road Intersection

The two studies share the boundary of the Red Cox Drive/Old Quarry Road intersection near the Alligator Farm. Information, recommendations, and analyses for this intersection are duplicated in each report.

FIGURE 1-1 SEGMENT MAP



1.3 STUDY BACKGROUND

The study was conducted in partnership with St. Johns County, the Florida Department of Transportation and the North Florida TPO to analyze the corridor and provide recommendations for future mobility improvements that address the following issues:

- ◆ Pedestrian and vehicular access to the St. Augustine Amphitheater, and Anastasia State Park;
- ◆ Develop design alternatives to manage speeds throughout the corridor;
- ◆ Identify alternatives at the Red Cox Drive/ Old Quarry Road intersection;
- ◆ Impact of slip lanes at A1A and SR 312 on bicyclists and pedestrians;
- ◆ Ensuring the continuum of service with the City of St. Augustine Comprehensive Plan Mobility Element and the St. Johns River to Sea Loop;
- ◆ Consider the impacts of through movements and alternative transportation modes between the City of St. Augustine and the City of St. Augustine Beach.

1.4 DOCUMENT ORGANIZATION

This document is organized into the following sections:

- ◆ **1.0 Introduction**
- ◆ **2.0 Existing Conditions Analysis**
- ◆ **3.0 Safety Review and Traffic Analysis**
- ◆ **4.0 Public Involvement**
- ◆ **5.0 Proposed Corridor Improvements**
- ◆ **6.0 Conclusion**

This plan evaluated various features and characteristics of the roadway and the surrounding area including: traffic data, land use data, crash data, intersection geometries, and bicycle and pedestrian facilities. By evaluating these corridor conditions, the project team was able to develop potential improvements to manage speeds, increase safety and enhance mobility along the corridor, including bicycle and pedestrian modes.

This plan assesses the current state of several aspects of the corridor, such as the urban design context of the area, traffic and transportation elements, and safety concerns in the area. Additionally, this plan provides a baseline to understand the impacts of the proposed improvements developed for the corridor.

Through analysis, on-site reviews, and discussions with stakeholders, proposed recommendations have been developed to help mitigate some of the corridor's most pressing issues. The proposed recommendations put forth in this plan are intended to provide a robust menu of improvements that can be constructed over time as funding becomes available.



St. Augustine sign on SR A1A near Red Cox Drive. Source: Study Team, January 2021.

2.0 EXISTING CONDITIONS ANALYSIS

The existing conditions analysis includes a review of the existing transportation system for the corridor. The purpose of the existing conditions analysis is to determine the adequacy of existing facilities using the following criteria: safety; connectivity; completeness of network; ability to serve commercial freight, recreational, and residential uses; barriers and constraints; and the ability to serve the needs of all types and users.

2.1 STUDY CORRIDOR DESCRIPTION

SR A1A is a north-south roadway located in St. Johns County, Florida. The study limits are from Red Cox Drive to SR 312. It is functionally classified by FDOT as an **Urban Minor Arterial** and is approximately **1.47 miles long**. The local jurisdictions for the SR A1A study corridor are the City of St. Augustine north of SR A1A/Crassoldi Street and St. Johns County from south of A1A/Crassoldi Street to SR 312. See **Figure 2-1** for the project study area limits.

FIGURE 2-1. STUDY AREA



Corridor photo. Source: Project Team, January 2021.

2.2 GENERAL ROADWAY CHARACTERISTICS

The following list summarizes the existing roadway characteristics for the SR A1A study corridor:

- ◆ The FDOT functional classification of SR A1A is **Urban Minor Arterial**.
- ◆ The facility is within an **Urbanized Area** as classified by the Federal Highway Administration (FHWA).
- ◆ SR A1A is a **four-lane** facility with either a continuous, center left-turn lane or paved median.
- ◆ The posted speed limit along the corridor is **40 mph**.
- ◆ **Sidewalks** are present along the length of the corridor.
- ◆ **Bike lanes** are along the length of the corridor.
- ◆ **One crosswalk** is present on the corridor.
- ◆ **No school zones** are along the corridor.
- ◆ Limited **street lighting** is present along the corridor.

2.3 FDOT PRELIMINARY CONTEXT CLASSIFICATION

The FDOT preliminary context classification for the segment of SR A1A is C3C (Suburban Commercial) from Red Cox Drive to Crassoldi Street, transitions to C3R (Suburban Residential) from Crassoldi Street to San Juan Street and returns to C3C from San Juan Street to SR 312 (Figure 2-2).

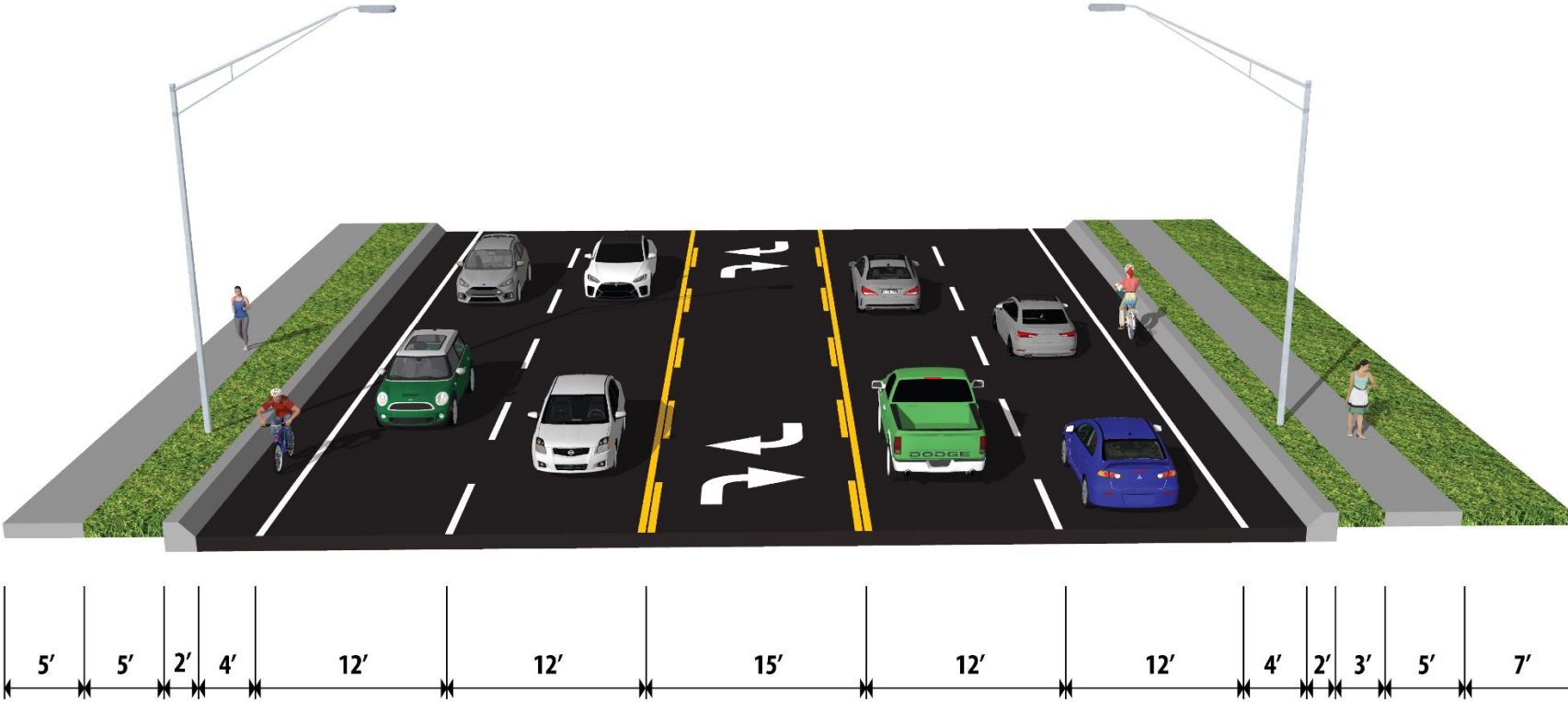
2.4 TYPICAL SECTION

The existing roadway configuration consists of four 11 to 12-foot travel lanes, a 12.5 to 15-foot center left-turn lane, 4-foot bike lanes, and a 5-foot sidewalk on both sides of the roadway from Red Cox Drive to Grandview Road (Figure 2-3). At Grandview Road the center left-turn lane transitions to a paved median approaching the SR 312 intersection. Drainage is handled through a traditional Type E curb and gutter system on both sides along the corridor.

FIGURE 2-2 FDOT PRELIMINARY CONTEXT CLASSIFICATION



FIGURE 2-3 EXISTING TYPICAL SECTION



2.5 STUDY INTERSECTIONS

The two (2) intersections analyzed in this study are listed below and displayed in **Figure 2-4**. An analysis of these intersections is included in **Section 3.3** of this report.

- ◆ **SR A1A/Red Cox Drive/Old Quarry Road:** An unsignalized four-way intersection with left-turn lanes along SR A1A. Sidewalks are present on both sides of SR A1A, along along Red Cox Road/Old Quarry Road. There are painted crosswalks to cross Red Cox Road/Old Quarry Road, but none for SR A1A. Bike lanes on both sides of SR A1A begin to the south of this intersection.
- ◆ **SR A1A/SR 312/A1A Beach Boulevard:** A signalized intersection with commercial uses on all four corners. Two dedicated left-turn lanes and a right dedicated turn lane are north bound on SR A1A and one dedicated left-turn lane on SR A1A. SR 312 has two dedicated left turn lanes eastbound and one dedicated left-turn lane westbound. There are sidewalks on both sides of SR A1A, but not along SR 312/A1A Beach Boulevard. There are painted, signalized crosswalks on all approaches. Bike lanes are present along SR A1A and begin along SR 312/A1A Beach Boulevard eastbound starting at this intersection. SR 312 westbound has paved shoulders.

FIGURE 2-4 STUDY INTERSECTIONS



2.6 ANNUAL AVERAGE DAILY TRAFFIC

FDOT count stations show that the Annual Average Daily Traffic (AADT) was 22,000 along SR A1A within the study limits in 2020.

2.7 ROADWAY CLASSIFICATIONS AND DESIGNATIONS

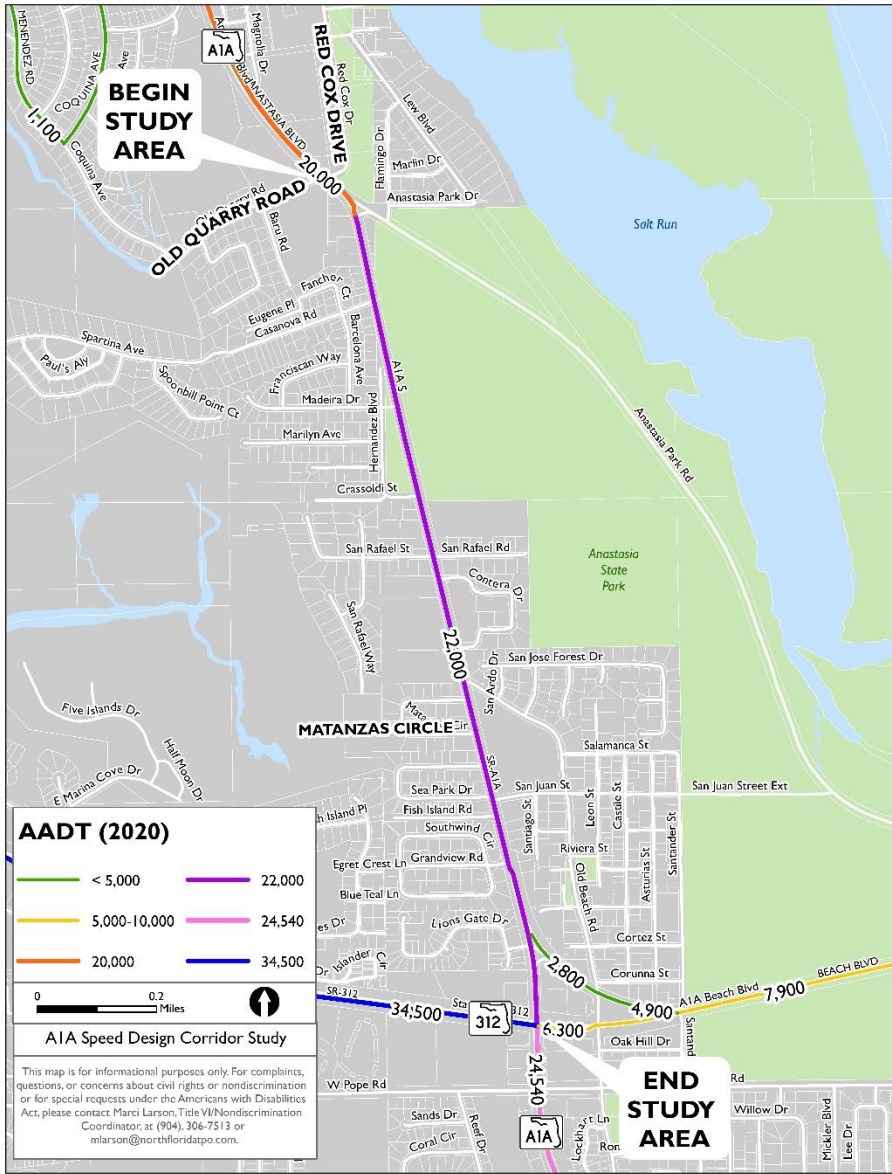
SR A1A has the following classifications and designations within the study corridor:

- ◆ Functionally classified as an Urban Minor Arterial by FDOT
- ◆ Context Classification of C3C Suburban Commercial from Red Cox Drive to Crassoldi Street; C3R Suburban Residential from Crassoldi to Sea Park Drive/San Juan Street; C3C from Sea Park Drive/San Juan Street to SR 312
- ◆ Designated Evacuation Route



Vehicles along corridor near Anastasia Fitness. Source: Study Team, January 2021.

FIGURE 2-5 AADT 2020



2.8 BICYCLE AND PEDESTRIAN FACILITIES

Sidewalks approximately 5 feet wide are present along both sides of SR A1A throughout the corridor. There are limited options for pedestrians to cross SR A1A within the study area (see **Figure 2-6**). The only marked crosswalk across SR A1A within the study area is at the southern limits of the corridor at the SR 312/A1A Beach Boulevard intersection. The next marked crosswalk is north of the study area near RB Hunt Elementary School. The distance between these crosswalks is approximately 1.65 miles.

Bike lanes approximately 4 feet wide are present along both sides of the corridor beginning at Red Cox Drive/Old Quarry Road and traveling south through the length of the study area and continue south of SR 312. Connecting bike lanes are not present north of the study area along SR A1A.

FIGURE 2-6 CROSSWALK LOCATIONS



Beginning of bike lane along corridor. Source: Study Team, January 2021.

2.9 SCHOOL ZONES

No school zones within the study area.

2.10 TRANSIT

The Sunshine Bus Route Red Line runs along the project corridor. The Red Line has two routes: northbound and southbound connecting the Depot on Pope Road to the St. Johns County Government Center located off of US 1 and San Sebastian View. The trip duration from one end to the other is approximately 45 minutes. The eight stops along the Red Line include:

- ◆ St. Johns County Government Center
- ◆ Winn Dixie (US 1)
- ◆ San Marco and May Street
- ◆ San Marco Visitor Center
- ◆ M L King and Post Office
- ◆ Community Center
- ◆ Bridge of Lions
- ◆ Depot

Currently no bus stops for the Red Line are along the project corridor. The bus runs Monday through Saturday from 6:45 a.m. to 5:50 p.m.



Corridor near Old A1A South. Source: Study Team, January 2021.

FIGURE 2-7 TRANSIT MAP



Source: moovitapp.com, July 2021.

2.11 PLANNED AND PROGRAMMED ROADWAY PROJECTS

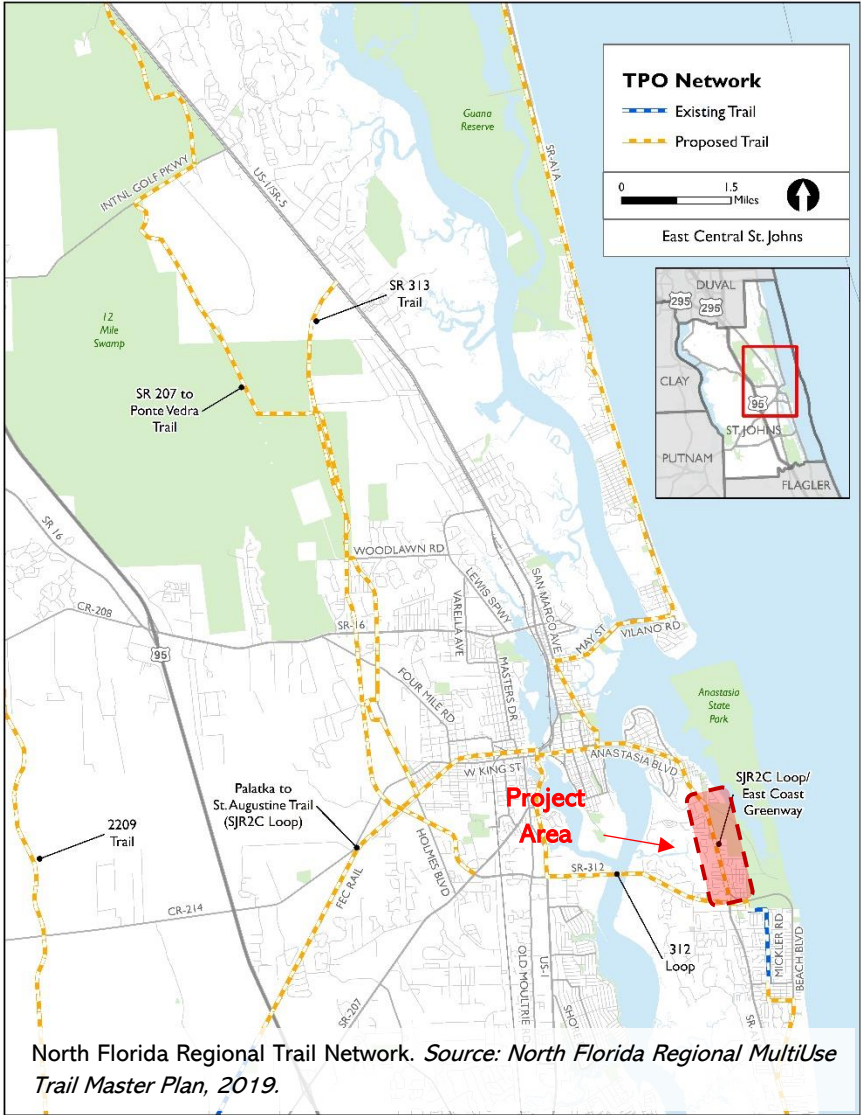
◆ The Florida SUN (Shared-Use Nonmotorized) Trail network is the statewide system of high-priority, strategic trail corridors for bicycles and pedestrians. Currently, the SUN Trail network includes a combination of existing, planned, and conceptual multiple-use trails and is a refined version of the Florida Greenways and Trails System (FGTS) Plan’s Land Trails Priority Network.

A portion of the SUN Trail network traverses the study corridor along SR A1A. The specific trail is part of the St. Johns River-to-Sea Loop (SJR2C), which is a planned and partially constructed, paved multi-use path connecting Volusia, Brevard, Putnam, St. Johns, and Flagler counties. In September of 2008, the five counties signed a memorandum of agreement emphasizing their commitment to complete this regional trail system. According to the SUN Trail website, approximately 120 miles of trail are open in segments for biking and walking. In March of 2016, the SJR2C Loop was recognized as the top priority for SUN Trail funding by the FDOT (FDOT SUN Trail FAQs, October 2020).

Additionally, the SJR2C Loop was adopted in the North Florida TPO’s Long Range Transportation Plan (LRTP) and is recognized as part of the regional trail network by the North Florida TPO.

- ◆ No active FDOT projects are along the project segment, according to the FDOT Interactive Project Map (January 2021).
- ◆ A planned FDOT lighting project is not currently funded.
- ◆ No planned projects along the project segment are in the North Florida TPO’s five-year Transportation Improvement Plan
- ◆ No planned projects are in the St. Johns County Capital Improvement Plan (CIP) for the project segment.

FIGURE 2-8 PLANNED TRAILS



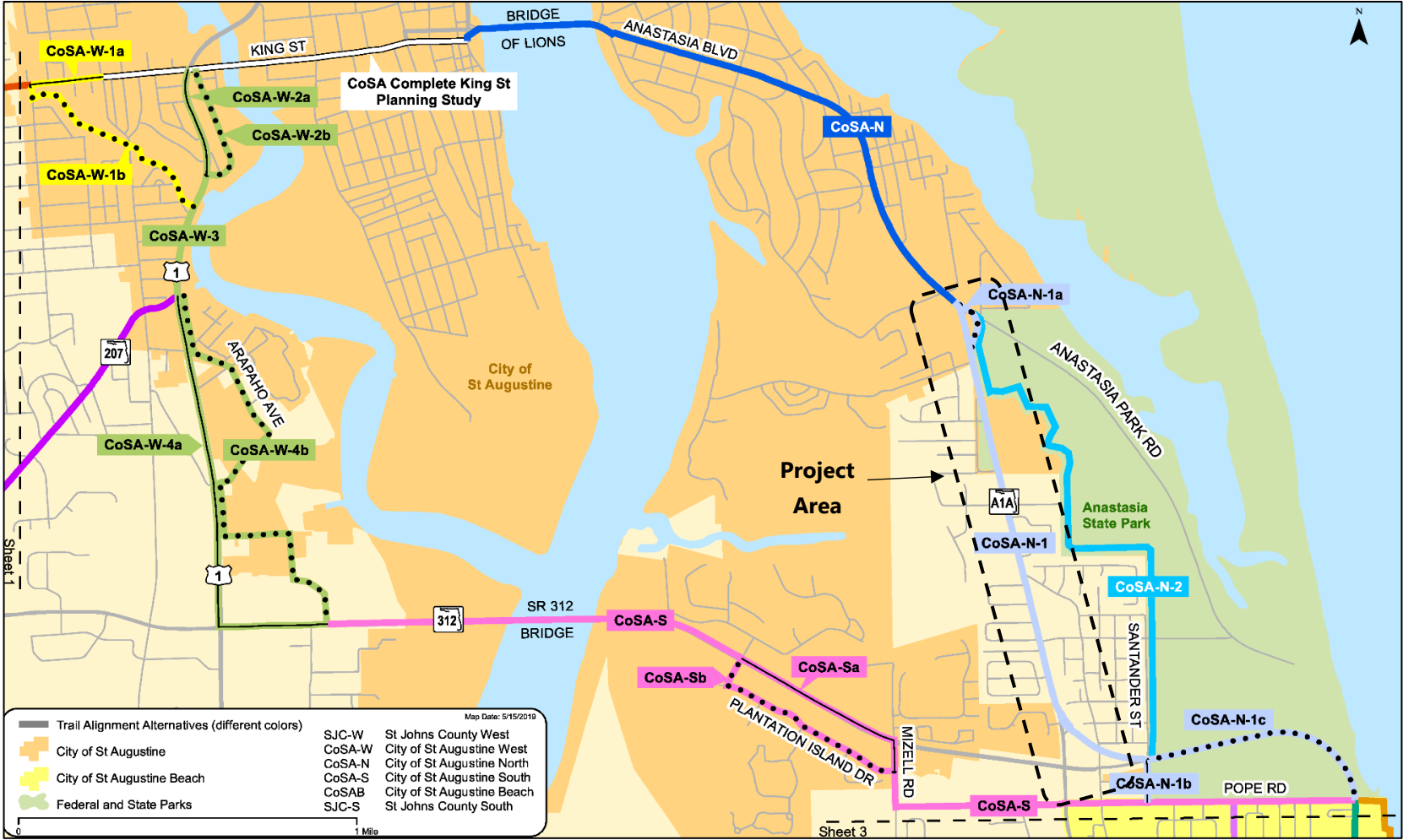
2.12 RECENTLY COMPLETED STUDIES

SUN TRAIL – ST. JOHNS RIVER-TO-SEA LOOP PLANNING STUDY (2019)

A planning study funded by FDOT was conducted to identify corridors, determine the feasibility, and recommend a preferred alignment alternative to complete the SJR2C Loop within St. Johns County.

The preferred alignment comprises the entire study area along SR A1A from Red Cox Drive to SR 312. Another alternative alignment is shown through Anastasia State Park to the east of the study area. **Figure 2-9** displays the trail alignment alternatives within the vicinity of the study area identified in the planning study (*Figure Source: SUN Trail SJR2C Loop Planning Study (2018), Figure 1-4*).

FIGURE 2-9 SJR2C LOOP ALIGNMENT ALTERNATIVES



2.14 EXISTING LAND USE, ZONING, AND FUTURE LAND USE

EXISTING LAND USE

The generalized land use was determined using the 'Generalized Land Use Derived from 2019 Florida Parcels' dataset from the GeoPlan Center. The dataset was created for FDOT and generalizes 99 available land uses into 15 land use classifications.

As displayed in **Figure 2-10**, the corridor generally consists of Residential (yellow) or Commercial (red) land uses. The land uses along the west side of SR A1A are primarily residential uses whereas the land uses along the east side are a mix of Commercial, Institutional and Residential land uses. The Institutional uses (pink) shown are existing churches.

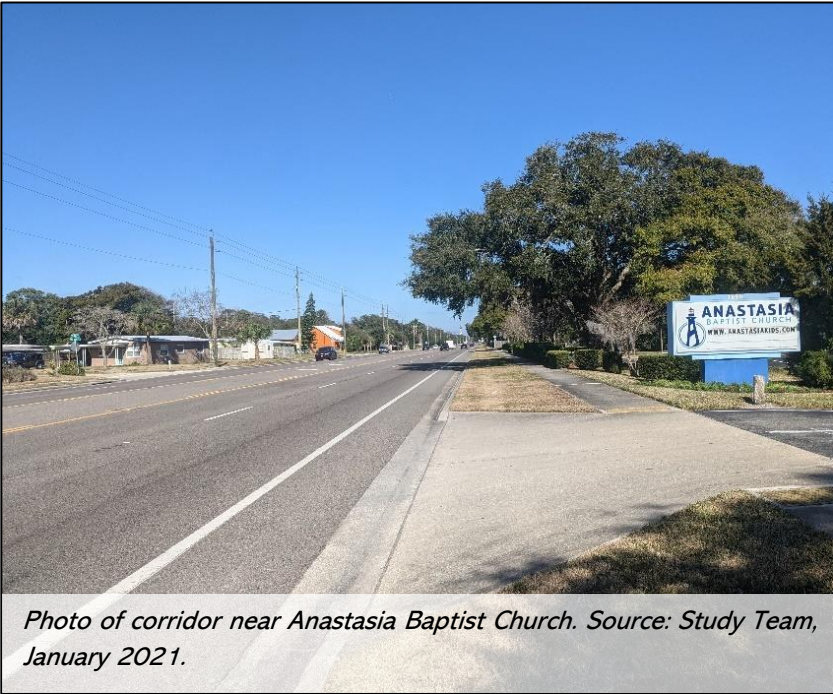
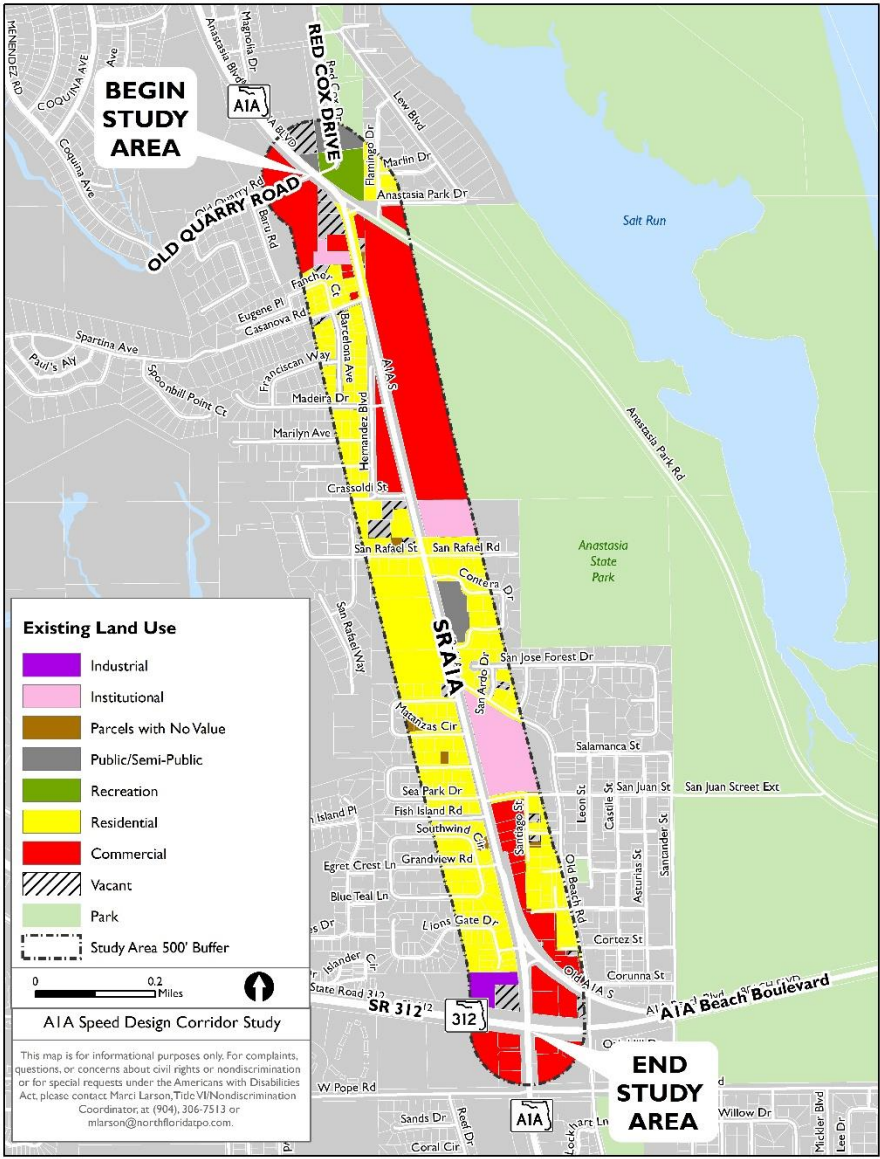


FIGURE 2-10 EXISTING LAND USE

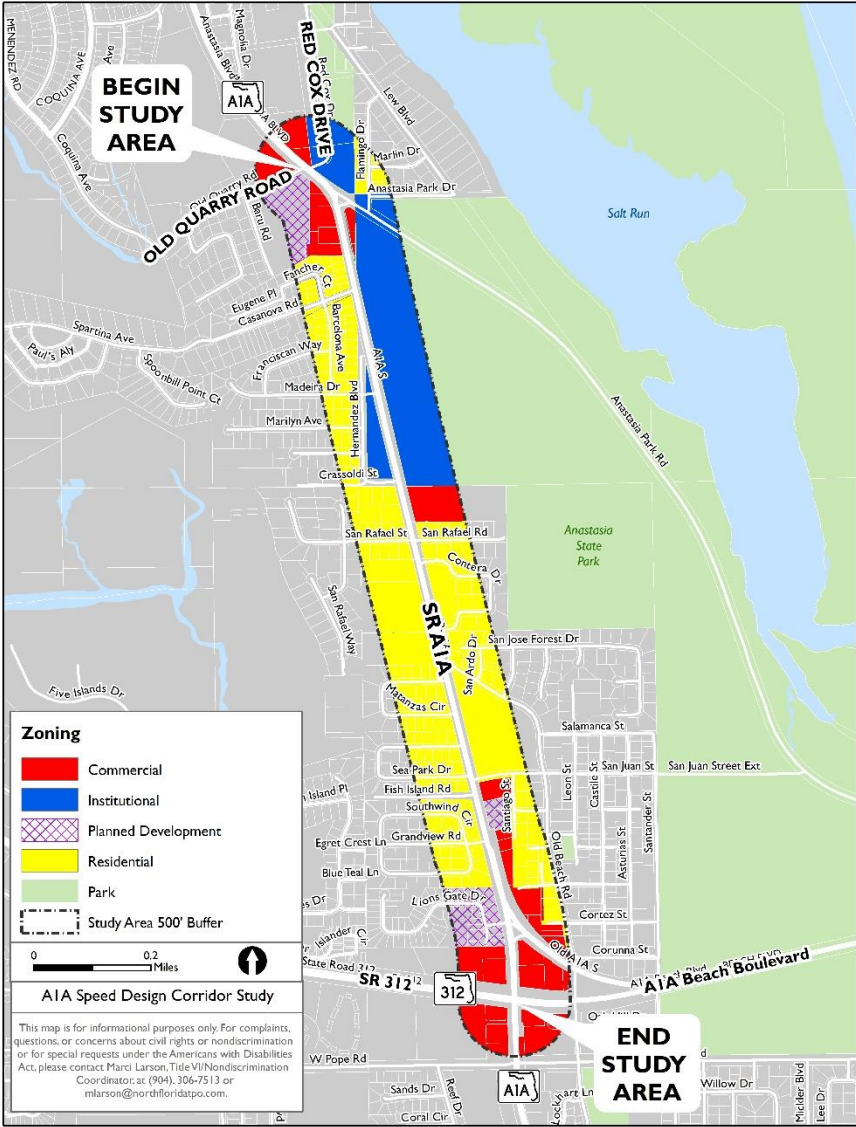


ZONING

The zoning data was obtained from the City of St. Augustine (dated June 2020) and St. Johns County (dated January 2021) and displayed in **Figure 2-11**. The zoning categories were generalized for comparison purposes.

The zoning adjacent to the corridor is generally either Residential (yellow) or Commercial (red). The Institutional zoning (blue) is for the existing parks. The Commercial zoning is concentrated near SR 312 and Red Cox Drive/Old Quarry Road.

FIGURE 2-11 ZONING



FUTURE LAND USE

The future land use data was obtained from the City of St. Augustine (dated November 2020) and St. Johns County (dated January 2021) and displayed in **Figure 2-12**. The zoning categories were generalized for comparison purposes. Similar to the zoning, the future land use along to the study corridor is largely either residential (yellow) or commercial (red).

2.15 ENVIRONMENTAL JUSTICE

Demographic indicators were summarized using the United States Environmental Protection Agency's (USEPA) EJSCREEN tool. As described by the USEPA, EJSCREEN is an environmental justice mapping and screening tool that provides EPA with a nationally consistent dataset and approach for combining environmental and demographic indicators.

Six demographic indicators for the corridor were summarized with all indicators below both the state of Florida average as well as the US average with the exception of the Population over age 64. **Figure 2-13** summarizes the demographic indicators.

FIGURE 2-13 ENVIRONMENTAL JUSTICE INDICATORS

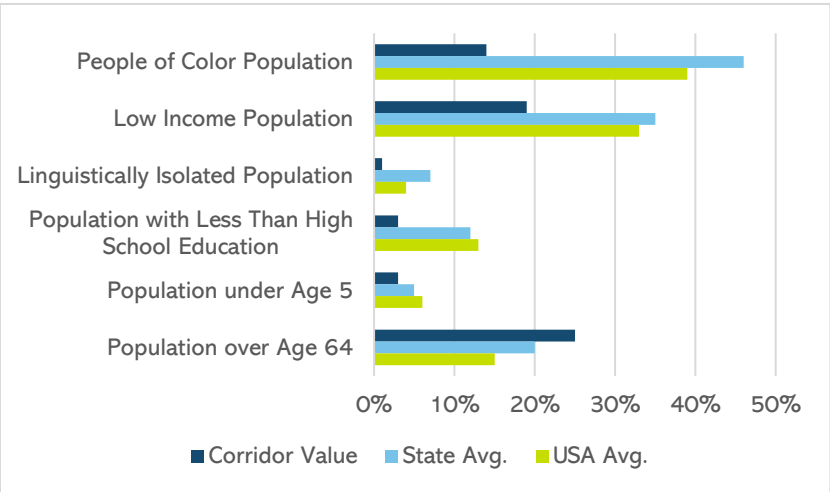
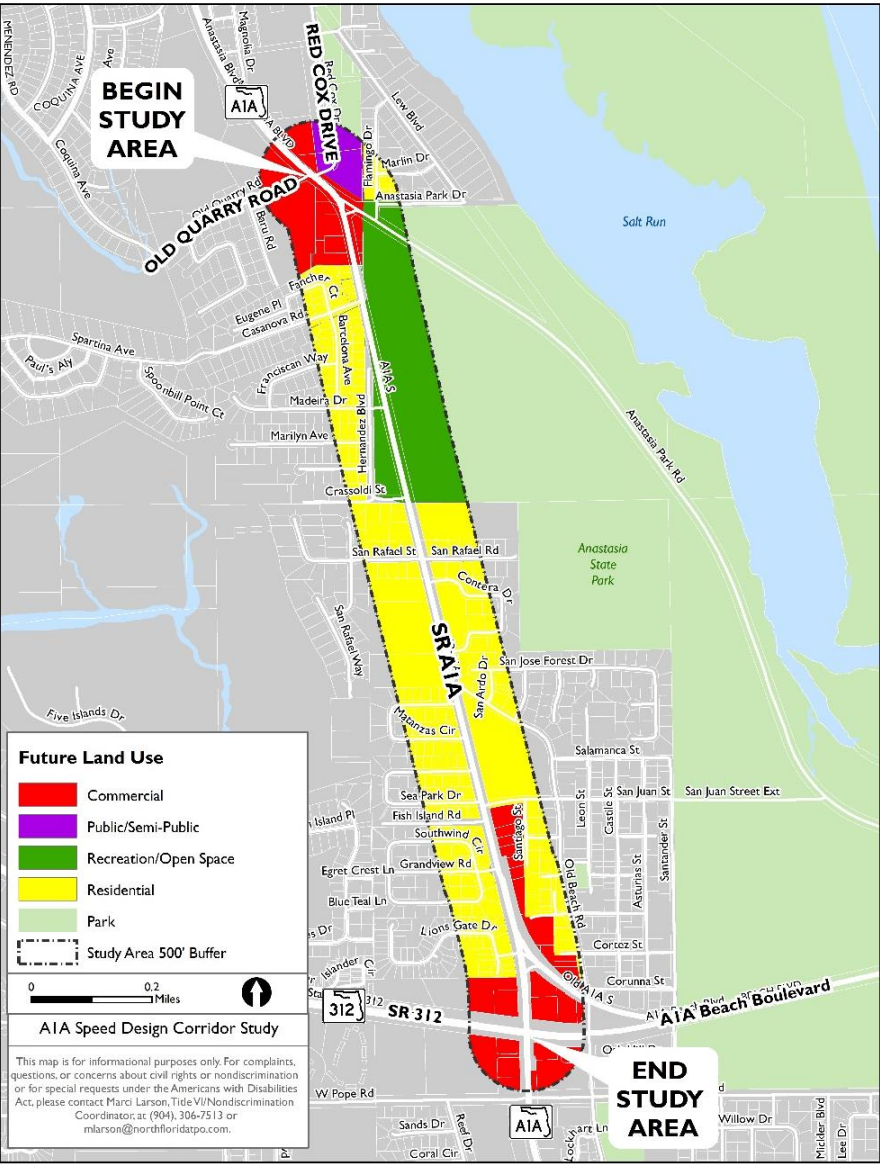


FIGURE 2-12 FUTURE LAND USE



2.16 GENERAL ENVIRONMENTAL CHARACTERISTICS

General environmental characteristics for the corridor were documented including surface waters and wetlands, species and habitat, contamination, and cultural historic sites.

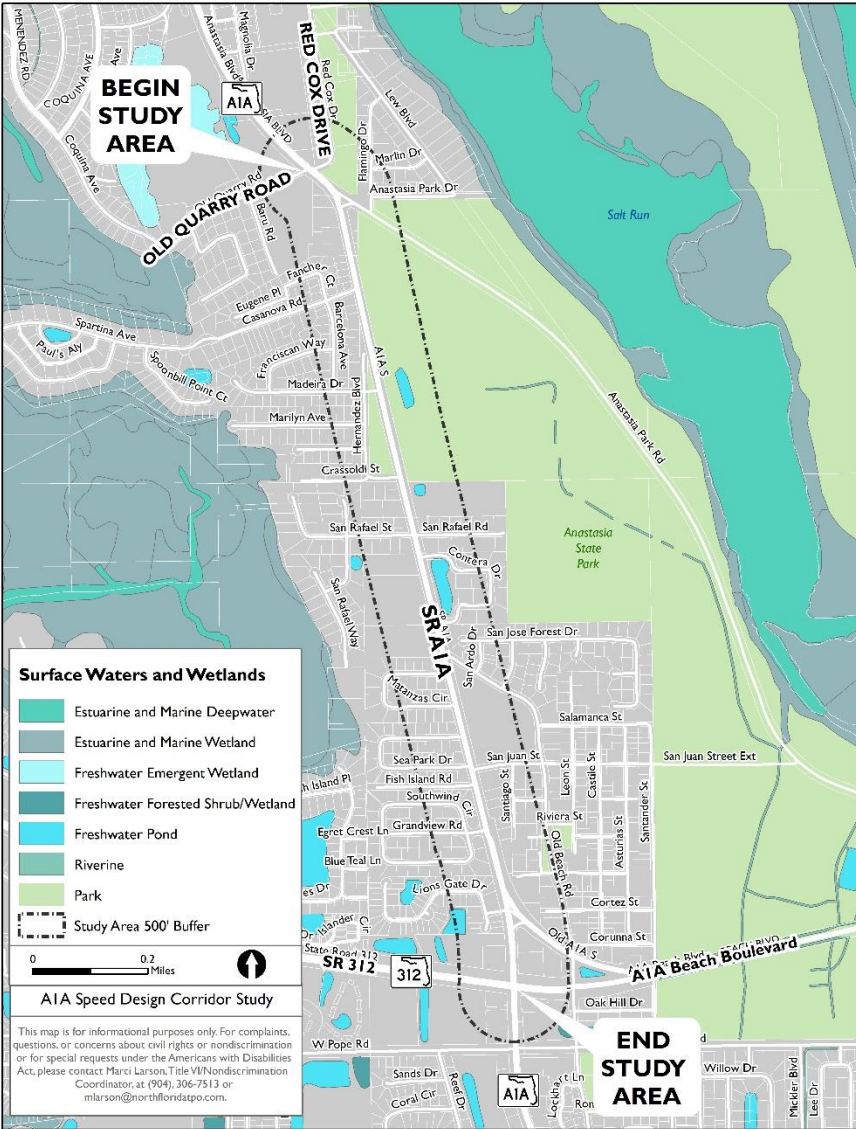
- ◆ **Surface Waters and Wetlands:** The surface waters and wetlands within the vicinity of the project area are shown in **Figure 2-14** using the *National Wetlands Inventory Polygons in Florida* dataset from U.S. Fish and Wildlife Services published on the Florida Geographic Data Library (FGDL) dated October 2019.

Limited wetlands are within 500 feet of the study area, but there are some Freshwater Ponds are within the buffer. The surrounding area contains Estuarine and Marine Wetlands and Deepwater.

- ◆ **Species and Habitat:** No identified protected species and habitat are within the vicinity of the project area as indicated by the *Species Locations in the State of Florida* dataset from the University of Florida (UF) Geoplan Center published on FGDL, dated November 2013.

- ◆ **Contamination:** No designated brownfields are within the project area as determined using the *Brownfield Areas in Florida* dataset from the Florida Department of Environmental Protection (FDEP) published on FGDL, dated July 2019.

FIGURE 2-14 SURFACE WATERS, WETLANDS AND BROWNFIELDS



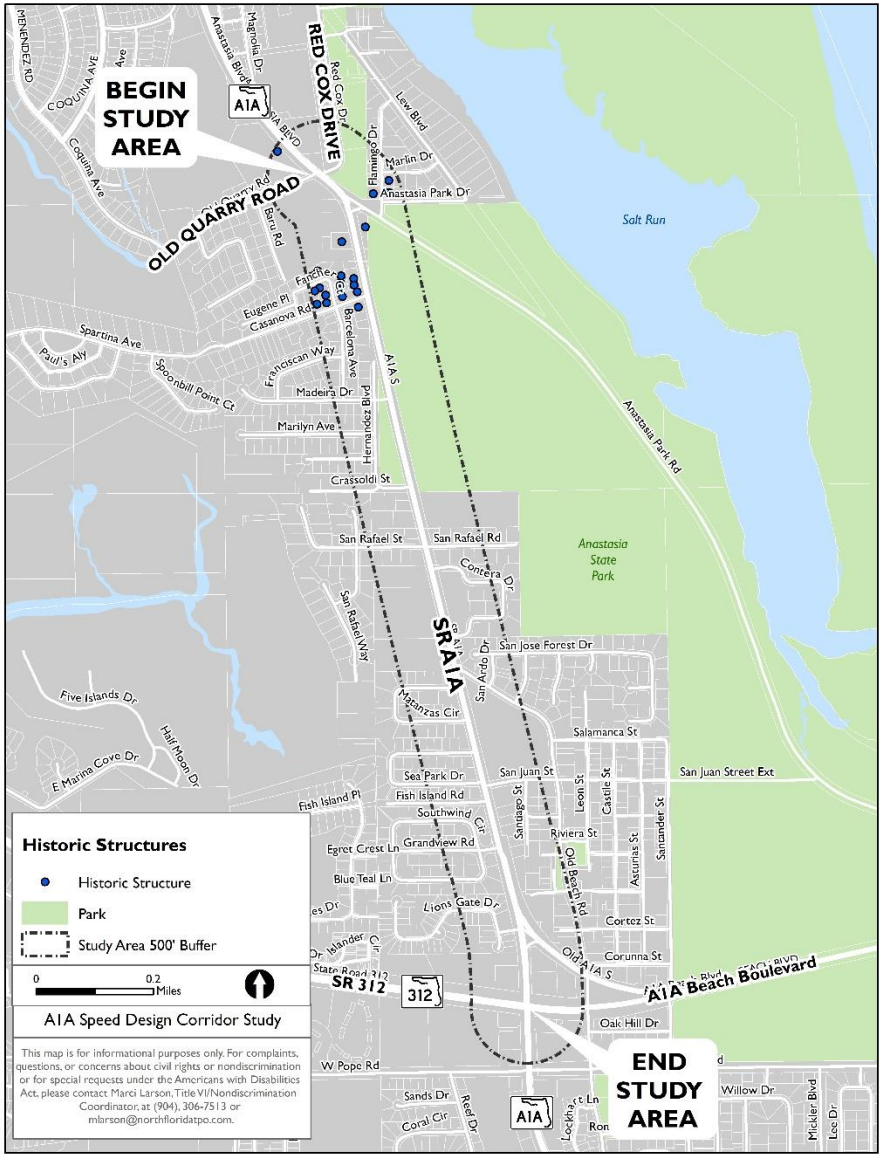
◆ **Cultural Historic Sites:** A total of 21 cultural historic sites were identified within the 500-foot study area buffer, as determined using the *Historical Structure Locations in Florida* dataset from the Bureau of Archaeological Research published on FGDL, dated April 2020. These structures are concentrated on the northern end of the study area between Casanova Road and Red Cox Drive. The locations of these structures are displayed in **Figure 2-14** and summarized below.

- ◆ A majority of the structures (81%) are private residences, many built in the 1950s and early 1960s. One structure (the Alligator Farm) is classified as eligible for the National Register of Historic Places (NHRP).
- ◆ 19 of the structures (90%) have been identified as a potential contributor to a National Register District.



Alligator Farm entrance sign. Source: Study Team, January 2021.

FIGURE 2-15 HISTORIC STRUCTURES



3.0 SAFETY REVIEW AND TRAFFIC ANALYSIS

3.1 SPEED SAFETY REVIEW

The purpose of this study is to manage vehicular speeds on SR A1A by identifying context-sensitive/complete street solutions to improve the safety of SR A1A for pedestrians, bicyclists and motorists. The first step in this process was to create a baseline utilizing existing speed data on the corridor. To accomplish this, speed data was recorded at two locations: south of Casanova Road and south of Grandview Road. This data was collected over two days in November 2020. Speed data from both locations are summarized in **Tables 3-1** and **3-2**.

As shown in the tables, the 85th percentile speed average (50.24 mph) of both locations is **approximately 10 mph over the posted speed limit of 40 mph**. The Casanova location exhibits higher speeds than the Grandview location with 92.1% of vehicles traveling over the posted speed limit with an average speed of 46.29 mph.



Speed limit sign on corridor. Source: Study Team, January 2021.

TABLE 3-2 SPEED SUMMARY SOUTH OF CASANOVA STREET

Description	Average (Both Directions)
85th Percentile Speed	51.15
15th Percentile Speed	41.49
10 mph Pace Speed (40-50 mph, % of Total Vehicles)	74.5%
Median Speed	46.43
Average Speed	46.29
Vehicles > 40 mph	92.1%

TABLE 3-1 SPEED SUMMARY SOUTH OF GRANDVIEW ROAD

Description	Average (Both Directions)
85th Percentile Speed	49.34
15th Percentile Speed	38.51
10 mph Pace Speed (40-50 mph, % of Total Vehicles)	68.4%
Median Speed	44.04
Average Speed	43.89
Vehicles > 40 mph	78.6%

3.2 HISTORICAL SAFETY REVIEW (CRASH ANALYSIS)

A historical safety review was conducted in the form of a crash analysis using the Signal 4 Analytics (S4) database to summarize corridor-wide and intersection crash trends from the previous five years (2015 to 2019). General crash trends are summarized below and further detailed in this section.

- ◆ There were **269 total** crashes ranging between 46 and 59 crashes per year.
- ◆ One crash resulted in a **fatality** and 47 of the crashes resulted in **injuries** (17%).
- ◆ There were **six bicycle** crashes and **one pedestrian** crash.
- ◆ 25% of the crashes occurred between **11 a.m. and 2 p.m.**
- ◆ The top three **crash intersections** along the corridor were SR 312, Red Cox/Old Quarry Road and Old A1A South.
- ◆ 44% of the crashes were **rear ends**.
- ◆ Most crashes occurred during clear weather conditions, on dry roads in daylight.

BICYCLE AND PEDESTRIAN CRASHES

Six bicycle crashes and one pedestrian crash occurred (see **Figure 3-1**). Two of the bicycle crashes occurred between Matanzas Circle and Sea Park Drive. One bicycle crash resulted in a fatality at Old Quarry Road/Red Cox Drive. The fatal crashes are further detailed in the Crash Severity section.

FIGURE 3-1 CRASH MODE



CRASH SEVERITY

Of the 269 crashes, one of them resulted in a fatality (shown in red in Figure 3-2). The details of this fatal crash are summarized below.

- ◆ Crash involving a bicycle at SR A1A/Red Cox Road, at 6:25 p.m. Vehicle and bicycle crossed paths at a sign-controlled intersection. Unknown if bicycle stopped at a stop sign before heading into traffic

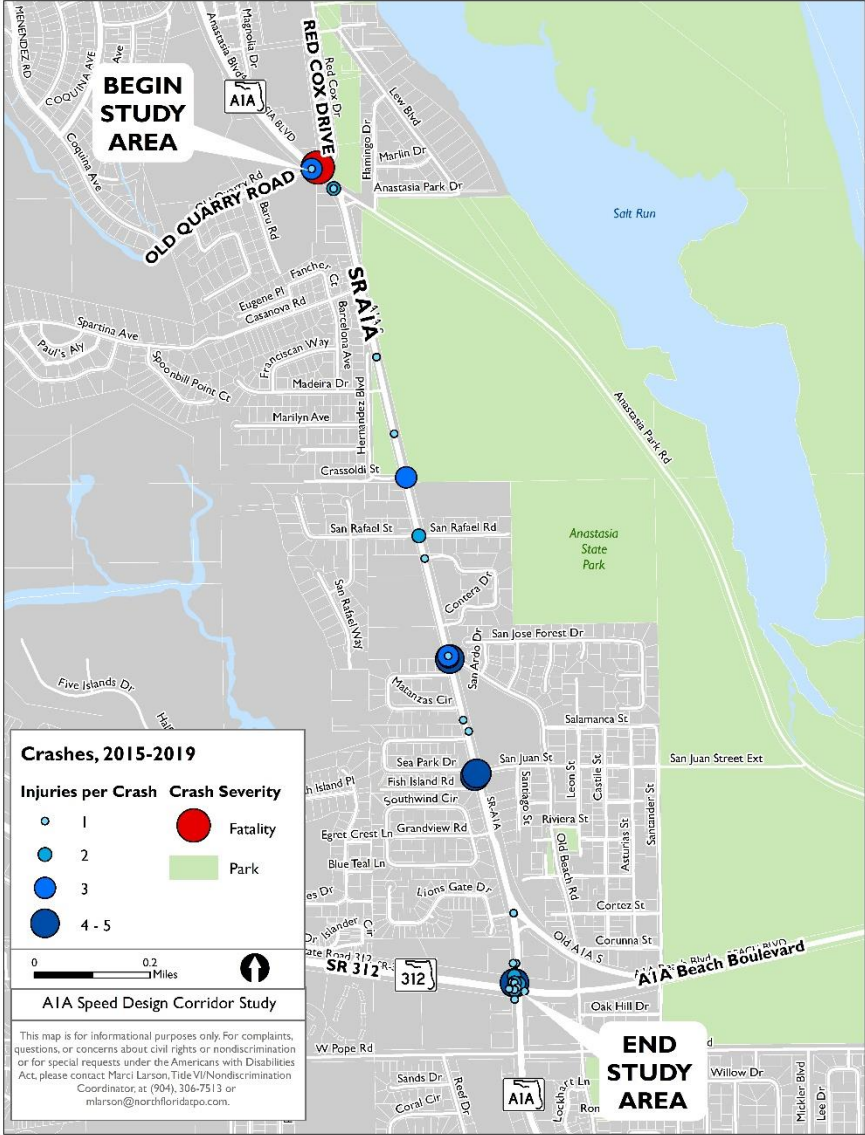
CRASH INTERSECTIONS

Figure 3-2 displays injuries per crash in graduated blue circles. This metric identified the top four intersections where crashes occurred. They are also listed and summarized as follows:

- ◆ SR 312: 110 crashes, 41% of the total crashes for the corridor. 69 crashes (63% of crashes at this intersection) were rear ends.
- ◆ Old Quarry Road/Red Cox Drive: 25 crashes, 9% of total crashes for the total. Five of these crashes were rear ends (20%).
- ◆ Old A1A South: 14 crashes, 5% of total crashes for the corridor. Four of these crashes were rear ends (29%).
- ◆ Old Beach Road: 12 crashes, 4% of the total. Seven of which occurred between 10:50 a.m. and 12:00 p.m.

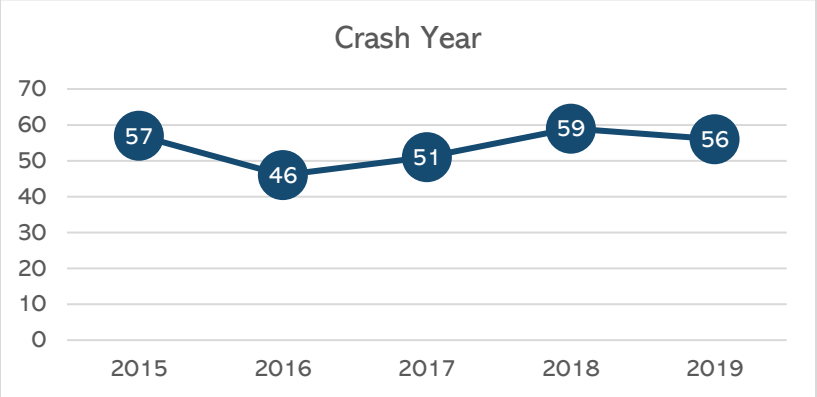


FIGURE 3-2 CRASH SEVERITY



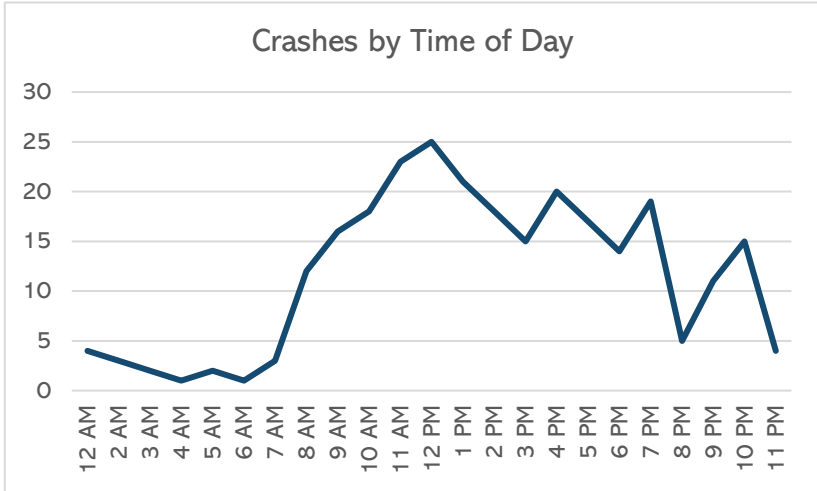
CRASH YEAR

Overall, the number of crashes remained relatively constant from 2015 to 2019 ranging from 46 to 59 crashes per year. The year 2016 experienced the fewest number of crashes with 46 total crashes. The year 2018 saw the most crashes with 59 reported crashes for the year.



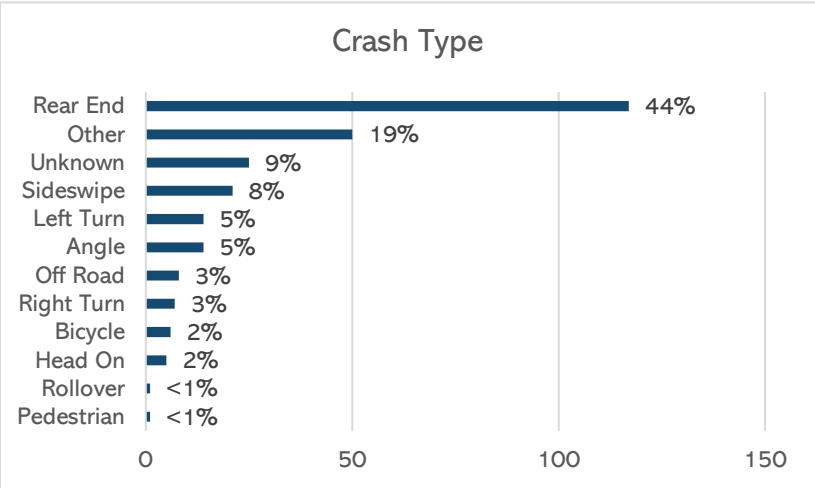
CRASH TIME OF DAY

Crash frequency was highest in the afternoon between 11 a.m. and 2 p.m. hours (25% of crashes). Crashes were generally less frequent in the morning than in the evening.



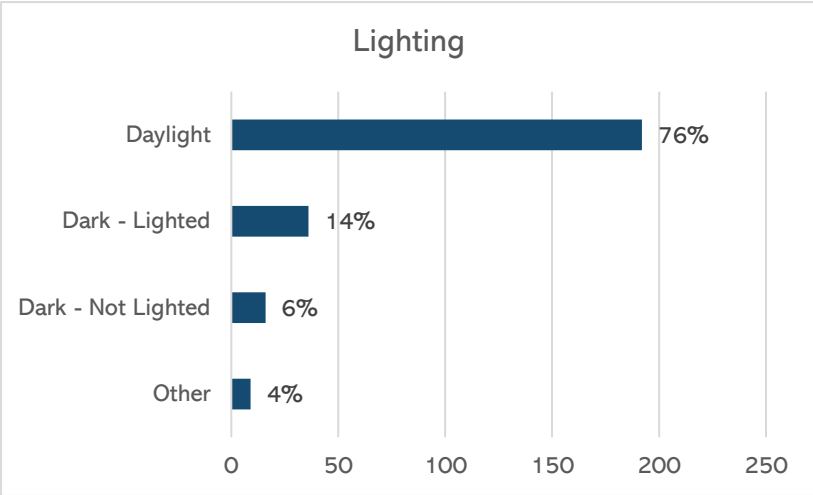
CRASH TYPE

The most common type of crash was rear ends with about 44% of the total crashes. The least frequent crash types were rollover and pedestrian with one crash each.



LIGHT CONDITIONS

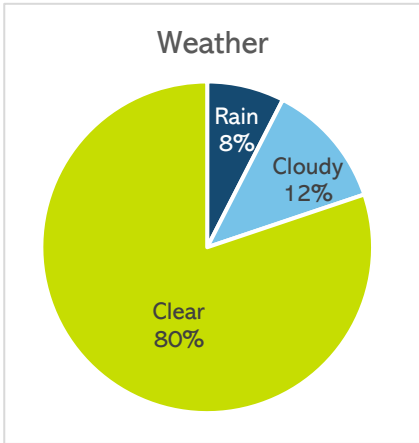
Most of the crashes occurred during daylight conditions (76%) or in dark – lighted conditions (14%). Approximately 6% of the crashes occurred in dark – not lighted conditions.



WEATHER CONDITIONS

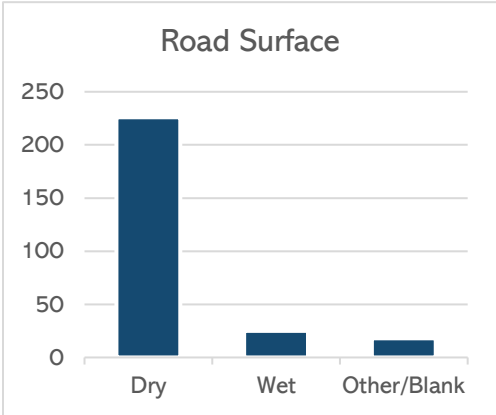
A majority of the crashes occurred during clear weather conditions (80%).

The remaining crashes occurred either in cloudy (12%) or rain (8%) weather conditions.



ROAD SURFACE

A majority of the crashes occurred during dry road surface conditions (84%). Nine percent of the crashes occurred during wet road surface conditions.



3.3 TRAFFIC ANALYSIS

Traffic analysis of intersections along SR A1A were performed using a combination of traffic forecasting to estimate future travel demands along the corridor and a network operations analysis featuring a corridor and intersection level of service (LOS).

TRAFFIC FORECASTING

Traffic forecasting was conducted using historic traffic volumes local to the project area and assuming they represent of annual traffic growth rates for design year analysis. These growth rates were applied to existing traffic volumes counted as part of this study. The existing

analysis is performed for year 2019 and design year analysis is performed for the year 2045.

Along SR A1A historical traffic count data for the most recently available 10 years of AADT data collected from FDOT’s Florida Traffic Online database (Site 780240, SR A1A, south of Anastasia Park Road and Site 785036, north of Old Quarry Road). **Table 3-3** provides the annual count estimate along with the simple 5-year and 10-year growth rate estimate comparison. The volumes show a 10-year historical growth rate of 1% per year and the 5-year historical growth rate was negative. Based on the historical trends the traffic analysis was performed assuming a 1% per year traffic growth between 2019 and 2045.

TABLE 3-3 HISTORICAL AADT COUNTS

Location	Count ID	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	5-yr Simple Growth Rate	10-yr Simple Growth Rate
S of Anastasia Park Rd	780240	21,000	21,000	22,000	21,000	22,000	24,000	22,500	23,500	23,000	23,000	-0.9%	1.0%

CORRIDOR LEVEL OF SERVICE

The FDOT Quality Level of Service tables were used to complete a planning level analysis of the SR A1A corridor study area. The table below presents the results existing year AADT and forecasted year AADT

with corresponding LOS. Based on the segment analysis, the roadway level of service (LOS) is expected to operate within acceptable LOS targets (LOS D) through the study period.

TABLE 3-4 CORRIDOR LOS SUMMARY

Location	Service Volume at LOS D	2019 AADT	2019 LOS	Suggested Annual Growth Rate	2045 AADT	2045 LOS
SR A1A – South of Anastasia Park Rd	39,800	23,000	C	1.0%	28,750	C

INTERSECTION LEVEL OF SERVICE ANALYSIS

Turning movement counts (TMCs) were collected on Wednesday, November 4, 2020 from 7-9 a.m., 11 a.m.-1 p.m., and 3-7:30 p.m. at the following intersections:

- ◆ SR A1A & Red Cox Drive/Old Quarry Road
- ◆ SR A1A & SR 312

The overall network peaks were determined to be 8-9 AM, 12-1 p.m. and 4:45-5:45 p.m. Peak volumes were adjusted by the St Johns County Seasonal Correction Factor of 1.03%.

The intersection traffic analysis was conducted using Synchro (version 11) traffic software, which uses the Highway Capacity Manual (HCM6) methodology to determine intersection delay and LOS. Signal timings for all signalized intersections were optimized using Synchro’s optimization tool to achieve comparable intersection operating conditions and traffic progression to regular Transportation Systems Management and Operations (TSM&O) signal retiming maintenance.

SR A1A and Red Cox Drive/Old Quarry Road

The SR A1A and Red Cox Drive intersection analysis was performed for five models, including:

- ◆ Existing volumes and existing infrastructure
- ◆ 2045 volumes with no infrastructure changes
- ◆ Three 2045 concepts with conceptual intersection types that incorporate roundabout movements or reduced conflict u-turns (RCUT) or median u-turn movements (MUT).

The results of the existing model indicate that all movements are operating at LOS D or better. The future no-build traffic analysis indicates that the stop-controlled westbound left turn movement performs at an LOS F with delays in the PM reaching as high as 245 seconds per vehicle in the existing model and over 1,000 seconds per vehicle in the 2045 model (both indicating that the existing design will be unable to meet future traffic demands). Additionally, the mainline eastbound left-turn experiences delays of 53 seconds per vehicle in the AM period. All other movements in the 2045 model operate at LOS D or above.

TABLE 3-5 SR A1A RED COX DRIVE INTERSECTION ANALYSIS

Analysis Period	Year	Alternative	Intersection Control	Approach Delay (LOS)												Intersection
				EB			WB			NB			SB			
				L	T	R	L	T	R	L	T	R	L	T	R	
AM	2020	Existing	TWSC	23.9 (C)	23.9 (C)	23.9 (C)	43.5 (E)	43.5 (E)	9.7 (A)	0.0 (A)	0.0 (A)	0.0 (A)	10.0 (A)	0.0 (A)	0.0 (A)	43.5 (E)
	2045	Future No-Build	TWSC	53.0 (F)	53.0 (F)	53.0 (F)	127 (F)	127 (F)	127 (F)	127 (F)	10.7 (B)	0.0 (A)	11.1 (B)	0.0 (A)	0.0 (A)	127.0 (F)
PM	2020	Existing	TWSC	23.0 (C)	23 (C)	23 (C)	245.0 (F)	245 (F)	245 (F)	11.1 (B)	0.0 (A)	0.0 (A)	9.3 (A)	0.0 (A)	0.0 (A)	245.0 (F)
	2045	Future No-Build	TWSC	49.0 (E)	49 (E)	49.0 (E)	1,241 (F)	1,210 (F)	1,210 (F)	13.0 (B)	0.0 (A)	0.0 (A)	11 (B)	0.0 (A)	0.0 (A)	1,210.0 (F)

SR A1A and SR 312

The SR A1A and SR 312 intersection analysis was performed for two models, which includes existing volumes and existing infrastructure and 2045 volumes with no infrastructure changes, and 2045 volumes with modifications to bring the intersection within target LOS values. The results of the existing traffic analysis indicate the intersection operates at a LOS D in the AM and LOS E in the mid-day and PM. In all three periods there are left-turn movements operating at LOS F.

The 2045 future no-build traffic analysis indicates that the intersection is estimated to operate at LOS E in the AM and mid-day and LOS F (87.6 seconds/vehicle) in the PM. It's noted that for signalized intersections LOS F begins at 80.0 seconds of delay per vehicle.

SR A1A and SR 312 Slip Lane Analysis

A proposal was reviewed to install a southbound to westbound slip lane from SR A1A to SR 312. A slip lane would segregate southbound right turning traffic into a dedicated right turn lane and then into a slip lane to enter westbound traffic on SR 312 via a merge lane. The slip lane would remove right turning traffic from the combination southbound through/right lane and provide more capacity to that lane and the

intersection. The slip lane, if designed properly, would require the dedicated deceleration SR A1A right turn lane and the receiving SR 312 westbound acceleration lane. Adequate right-of-way and either a painted or curbed traffic separator island would be required to adequately separate the right turns from through traffic. This island would provide a safe haven for pedestrians crossing SR A1A or SR 312.

After review of the need for and safety of the proposed slip lane, it is recommended that the traffic capacity benefits to the intersection may be outweighed by the safety hazards created for bicyclists and pedestrians. Bicycle traffic would have to be separated into a keyhole bike lane for through southbound movements or use the slip lane for westbound movement. In either case, slower moving bikes would be at potential hazard from right turning traffic looking “left” (for traffic coming from the east) and not at the bike traffic alongside them. Additionally, the same hazard of high speed right turns would put pedestrians at risk as right turning slip lane traffic would be looking left for oncoming traffic prior to merging. Installation of the safe haven separator island would aid pedestrians (or dismounted bicyclists) in using the crosswalks across either SR A1A or SR 312. Additionally, pedestrian advance warning signs noting the location of the pedestrian crosswalk to the separator island should give guidance “yield to pedestrians”.

TABLE 3-6 SR A1A/SR 312 INTERSECTION ANALYSIS

Analysis Period	Year	Alternative	Intersection Control	Approach Delay (LOS)												Intersection
				EB			WB			NB			SB			
				L	T	R	L	T	R	L	T	R	L	T	R	
AM	2020	Existing	Signal	82.2 (F)	49.9 (D)	72.0 (E)	97.2 (F)	60.8 (E)	60.9 (E)	77.5 (E)	16.0 (B)	13.8 (B)	89.6 (F)	33.9 (C)	34.3 (C)	52.9 (D)
	2045	Future No-Build	Signal	112.7 (F)	45.1 (D)	79.5 (E)	105 (F)	55.4 (E)	56 (E)	97.2 (F)	21.3 (C)	17.7 (B)	93.6 (F)	52.1 (D)	53.0 (D)	65.5 (E)
Mid-day	2020	Existing	Signal	85.0 (F)	47.1 (D)	73.7 (E)	102.3 (F)	55.7 (E)	55.7 (E)	77.4 (E)	19.7 (B)	17.1 (B)	92.2 (F)	40.6 (D)	41.2 (D)	55.6 (E)
	2045	Future No-Build	Signal	85.0 (F)	43 (D)	88.6 (F)	99 (F)	53 (D)	53 (D)	113.7 (F)	26.0 (C)	21.6 (C)	93.3 (F)	64.9 (E)	66.4 (E)	69.9 (E)
PM	2020	Existing	Signal	83.7 (F)	44.7 (D)	82.4 (F)	88.5 (F)	53.9 (D)	53.9 (D)	75.7 (E)	20.0 (B)	17.4 (B)	94.7 (F)	46.5 (D)	46.9 (D)	57.3 (E)
	2045	Future No-Build	Signal	86.7 (F)	47.5 (D)	153.4 (F)	101 (F)	60 (E)	60 (E)	109.2 (F)	25.9 (C)	21.9 (C)	104 (F)	88.5 (F)	90.7 (F)	86.7 (F)

4.0 PUBLIC INVOLVEMENT

An online survey was administered via *SurveyMonkey* to solicit public input from the community about the study. A PowerPoint with a voice-over was on the website ahead of the survey to include information about the study and potential alternatives.

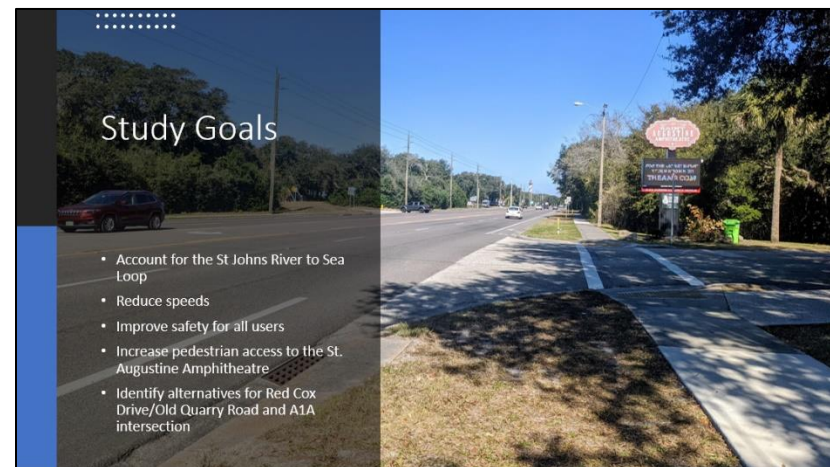
The survey included 12 questions and was a mixture of multiple-choice, “yes” or “no”, ranking and open-ended questions. The survey was open for 2 weeks from June 1 to June 16. Information about the survey and the link to the survey was shared via the North Florida TPO monthly newsletter, the North Florida TPO Facebook page, and Facebook ads were purchased that focused on a 5-mile radius of the study area covering almost the entire island and south into the city of St. Augustine Beach. The survey received a total of **652** responses. The survey results are summarized in this section. The full survey results along with the presentation and alternatives considered are provided in Appendix A.

- ◆ Most of the respondents live near the project segment (67%).
- ◆ Nearly 20% use the segment to access SR 312/US 1.
- ◆ More than half (56%) use the segment multiple times per day. Approximately 25% of the respondents use the segment a few times per week.
- ◆ Over 1/3 of the respondents (36%) walk or bike the corridor at least weekly. 30% claimed to never walk or bike on this segment.
- ◆ Most indicated that they travel by vehicle most often along the corridor (90%).
- ◆ About 7% reported that they most often walk or bike along the corridor.

*“I refer to this stretch as **death valley** when biking.”*
 – Survey Response, Question 12



Screenshot of North Florida TPO Facebook post promoting the



Screenshot from the survey powerpoint on the website.

“Traffic needs to be slowed down in some way.” – Survey Response, Question 12

- ◆ When asked to rank the importance of **five transportation problems** from 1-4 along the corridor (pedestrian safety, bicycle safety, crossing the street at non-intersection locations, speeding and accessing the St. Augustine Amphitheater (the Amp), the following results were yielded (see Figure 4-1):
 - ◇ Pedestrian Safety (3.42) and Speeding (3.37) ranked the highest
 - ◇ Accessing the Amp ranked the lowest (2.05).
 - ◇ Speeding received the most #1 rankings (41%).
 - ◇ Accessing the Amp received the fewest #1 rankings (8%)
 - ◇ Accessing the Amp received the most #5 rankings (50%).
 - ◇ Pedestrian Safety received the fewest #5 rankings.

Speeding received the most #1 rankings.

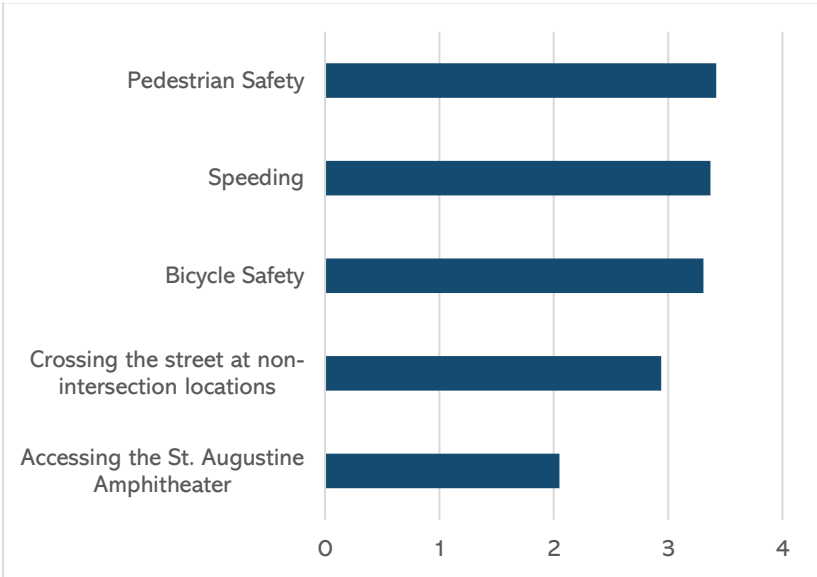
Accessing the Amp received the most #5 rankings.

- ◆ A majority of the respondents (67%) would be willing to use protected bicycle facilities.
- ◆ Over half of the respondents (56%) do not feel like there is

“We desperately need a way to cross A1A safely.” – Survey Response, Question 12

- ◆ sufficient lighting along the segment.
- ◆ Most of the respondents (71%) would support pedestrian crossings at non-signalized intersections.

FIGURE 4-1 RANKED TRANSPORTATION PROBLEMS



- ◆ A majority of the respondents (71%) would support installing a continuous median as shown in the example.
- ◆ A majority of the respondents (75%) would support median islands as an alternative to a continuous or full median.
- ◆ A majority of the respondents (78%) would support a new intersection design at Red Cox/Old Quarry Road.
- ◆ Additional feedback for the project team included the following themes: safety, bike lanes, police enforcement of existing laws, speed limits, opinions on the scenarios presented, requests for a traffic signal at the Red Cox intersection, and safe left turns.

78% support a new intersection design at Red Cox/Old Quarry Road.

5.0 PROPOSED CORRIDOR IMPROVEMENTS

The purpose of this study is to manage vehicular speeds on SR A1A by identifying context sensitive and complete street solutions to improve the safety of SR A1A for all users, ages and abilities.

It is important to note that there is more to managing speeds along roadways than simply adjusting the posted speed limit. In fact, a study conducted by the FHWA indicated that lowering posted speed limits by as much as 20 mph had little effect on motorist's speeds. However, altering the configuration of a roadway through context sensitive design and a variety of traffic calming techniques has proven to be successful in achieving reduced vehicular speeds. A few examples of these techniques include medians, roundabouts, street trees, and narrower lane widths. The proposed corridor improvements in the section includes various traffic calming tools to encourage lower vehicular speeds and increase the safety and livability along SR A1A.

The proposed improvements are rooted in traditional complete streets guidance documents including the *NACTO Urban Street Design Guide*, FHWA's *Pedestrian Safety Guide and Countermeasure Selection System*, FDOT's *Context Classification Guide*, and *FDOT's Design Manual (FDM)*.

Specifically, the FDOT Design Manual (FDM) provides a table of strategies to achieve the desired operating speeds along a corridor based on context classification. The corridor improvements recommended for this segment of SR A1A are directed by these strategies identified by FDOT to achieve the desired operating speed. These strategies include:

- ◆ Narrowing travel lanes
- ◆ Speed feedback signs
- ◆ Roundabout
- ◆ Rectangular Rapid Flashing Beacons (RRFB)

"Speeding is number one concern." – Survey Response, Question 12

- ◆ Median islands in crossings
- ◆ Reduced speed limit

In addition to improvements to lower operating speed, the following improvements are intended to improve safety and mobility for all users:

- ◆ Wider bike lanes
- ◆ Shared use path
- ◆ Lighting enhancements
- ◆ Midblock crossings



SR A1A at Red Cox Drive. Source: Project Team.

IMPROVEMENT CONTRIBUTIONS

The table below provides an overview of the types of improvements recommended along the corridor and the specific contributions they bring to the corridor. Six categories are listed. Each category has an associated symbol used to provide additional detail.

- ◆ **Safety:** increases the overall safety of the corridor.
- ◆ **Mobility:** increases the ability to travel along the corridor.
- ◆ **Speed reduction:** decreases vehicle travel speeds.
- ◆ **Bicycle:** offers specific benefits for bicycles along the corridor.
- ◆ **Pedestrian:** improvements for people walking along the corridor.
- ◆ **Aesthetics:** improves the appearance of the corridor.

TABLE 5-1 IMPROVEMENT CONTRIBUTION MATRIX

Improvement	Description	Speed					
		Safety	Mobility	Reduction	Bicycle	Pedestrian	Aesthetics
		S	M	R	B	P	A
Lighting Enhancements	Lighting can increase comfort and safety by increasing the visibility of bicycles, pedestrians and other road users.	X			X	X	X
Median Islands	Provides a place for pedestrians to stand and wait for motorists to stop or yield.	X	X	X		X	X
Midblock Crossing	A designated pedestrian crossing at a non-signalized intersection.	X	X	X	X	X	
Narrower Travel Lane	Narrows the vehicle travel lanes to recommended FDOT minimum.	X	X	X	X	X	
Roundabout	Circular intersections designed to eliminate left turns, reduce vehicle speeds, and increase safety.	X	X	X			X
Rectangular Rapid Flashing Beacon (RRFB)	A device used in combination with pedestrian warning signs to provide a high-visibility strobe-like warning to drivers when pedestrians use a crosswalk.	X	X	X		X	
Shared-Use Path	Off-street facilities shared with pedestrians, bicycles and other users.	X	X		X	X	
Speed Feedback Sign	Interactive signs displaying oncoming vehicle's current speed.	X		X			
Speed Limit Reduction	Lowers the posted speed limit of the roadway.	X		X	X	X	
Wider Bike Lanes	Increases the bike lane width adding additional safety and comfort for bicycles.	X	X	X	X		

5.1 ROADWAY SPEED REDUCTION DESIGN

During the public involvement process, the public ranked pedestrian safety, speeding, and bicycle safety as the top three mobility problems along the corridor. Therefore, improvements were identified that will slow automobile traffic, to enhance bicycle and pedestrian connections. A number of safety improvements are recommended to address these issues.

A variety of traffic calming techniques that when deployed correctly, can result in a reduced traffic speeds. While certain speed controls alter the configuration of the roadway, others change how people perceive and respond to a roadway. For this study of SR A1A, several tools/techniques were considered and one final roadway speed reduction design was developed for this segment of SR A1A. This roadway speed reduction design would not require reconstruction of the roadway and could be implemented during a restriping project.

TRAVEL LANE WIDTH

The existing lane width along this segment of SR A1A is approximately 12 feet. As indicated in the FDOT Design Manual (FDM), the minimum lane width for this type of roadway and speed limit is 11 feet.

Reducing lane widths to the recommended minimums can help improve safety for all roadway users. Road narrowing projects lower vehicle speeds, reduce crossing widths and exposure to motor vehicle traffic for pedestrians, and redistributes roadway space for other users. Vehicle lane widths that are greater than the minimum often results in safety and speeding problems.

PARKING LANE

Based on public feedback from this study as well as previous study efforts, adding an on-street parking lane is not recommended along this segment.

BICYCLE FACILITIES

The FDM states that bicycle lanes can be used “on curbed roadways with a design speed of less than or equal to 45 mph. However, it is best practice to consider other types of facilities for design speeds greater than 30 mph” (FDM 2020, 223.2.1).

Existing four-foot bike lanes are along both sides of the roadway. It is recommended that these bike lanes be widened to six feet to provide more space for bicycles to increase their comfort and safety.

Additionally, there is an opportunity to install a shared-use path along the east side of the roadway described in Section 5.4. This could be constructed with or without restriping the roadway.

“It’s important to either widen bike lanes or create a multi-use path.”
 – Survey Response, Question 10

PEDESTRIAN FACILITIES

Existing five-foot sidewalks are on both sides of SR A1A. These sidewalks would remain intact for the roadway speed reduction design.

CURB-AND-GUTTER

It is costly to reconstruct existing drainage facilities (curb-and-gutter) along the roadway. The existing drainage would remain intact for this speed reduction design.



Existing bike lane and curb. Source: Project Team.

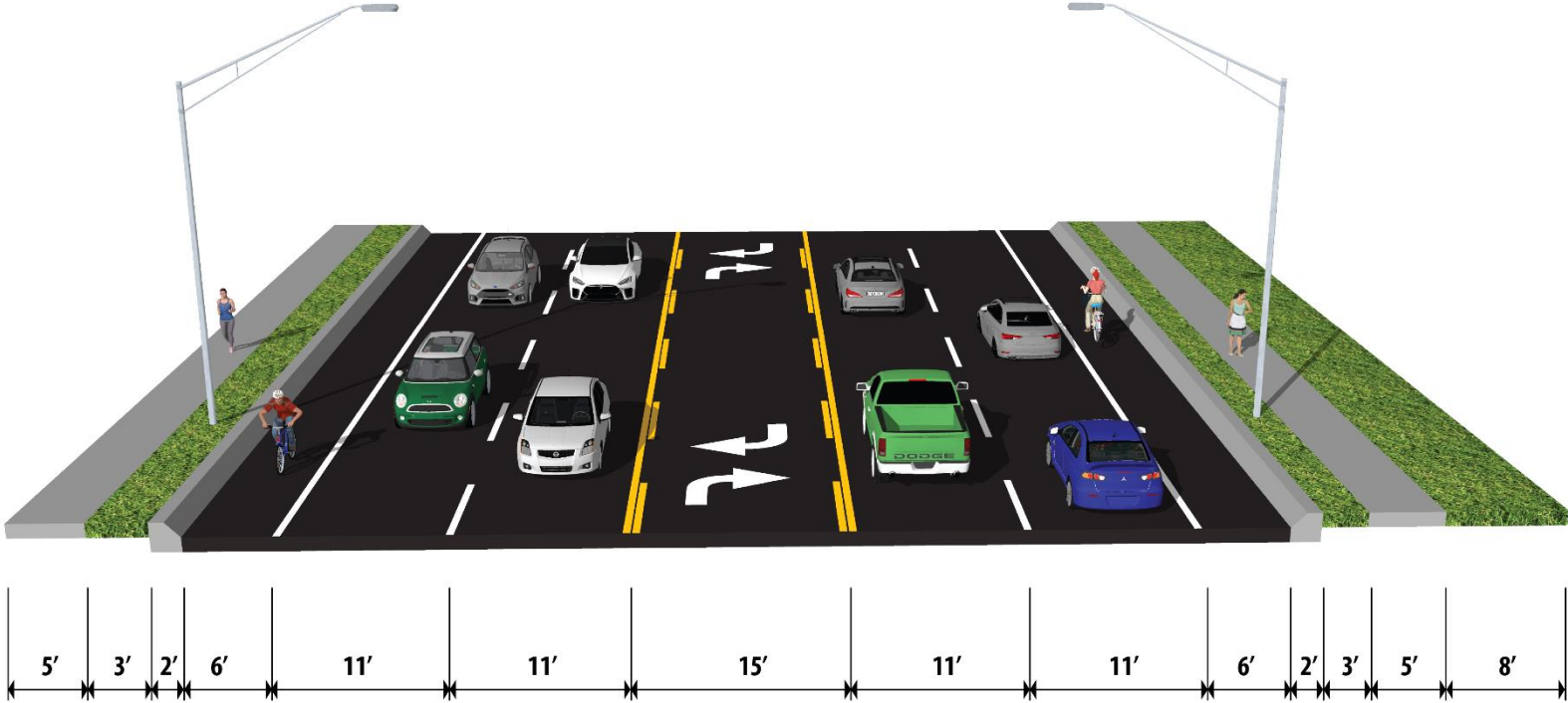
SPEED REDUCTION RESTRIPING PROJECT

Contributions: **S** **M** **R** **B** **P**

The typical section in **Figure 5-1** below depicts the narrower travel lanes and wider bike lanes. This roadway design preserves the existing curb-and-gutter, sidewalks and median width.

Existing		Speed Reduction Design	
Travel Lane Width	12'	→	11'
Median Width	15'	→	Unchanged
Parking Lane	None	→	Unchanged
Bike Lanes	4' (Both Sides)	→	6' (Both Sides)
Curb and Gutter	Existing	→	Unchanged
Sidewalks	5'	→	Unchanged
Shared-Use Path	No	→	Optional

FIGURE 5-1 SPEED REDUCTION DESIGN TYPICAL SECTION



5.2 MEDIAN ISLANDS

Contributions: **S** **M** **R** **P** **A**

Median islands can provide a visual cue to the motorists about the preferred vehicle speed. A median island can often double as a pedestrian refuge island if a cut in the island is provided along a marked crosswalk. It is recommended that midblock crosswalks include a median island.

Median islands are preferable to a full median along this stretch of SR A1A as it preserves the existing turning movements along the corridor while influencing the design speed of the through lanes, offering additional pedestrian safety for those crossing the corridor, and improving the corridor aesthetic. Median islands are also more cost effective than a full median option.

FIGURE 5-2 MEDIAN ISLAND RENDERING



Median island rendering for the proposed midblock crossing at the entrance of the St. Augustine Amphitheater.

5.3 SHARED-USE PATH

Contributions: **S** **M** **B** **P**

The FDM states that it is best practice to consider facilities other than bike lanes for roadways with design speeds greater than 30 mph. The current speed limit of this segment is 40 mph with 85th percentile speeds closer to 50 mph. With this in mind, a shared-use path is recommended to replace the existing sidewalk along the east side of SR 1A. This shared-use path would connect to the potential shared-use path on the same side of the road along SR A1A in Segment 1.

This path will serve as the connection of the St. Johns River to Sea Loop into downtown St. Augustine which has been designated as one of the top trail priorities for the state of Florida. Moreover, there has been discussions about a potential shared-use path within Anastasia State Park. This shared-use path will serve as an additional connection to that future trail network providing access to the beach, the St. Augustine Amphitheater, and other popular locations along the corridor.



This shared-use path can be constructed with the recommended speed reduction roadway design or as a standalone project. There is sufficient existing right-of-way and reconstructing the road is not required.

In order to be eligible for SUN Trail funding, ideally the width of the shared-use path is 12-feet. However, in certain circumstances, a path as narrow as 10-feet may be eligible for funding. More information about SUN Trail funding and eligibility can be found here:

<https://www.fdot.gov/planning/systems/suntrail/guidance.shtm>.

FIGURE 5-3 SHARED-USE PATH RENDERING



Existing sidewalk on east side of SR A1A. Photo Source: Study Team, January 2021.



Rendering of shared-use path replacing the sidewalk on east side of SR A1A.

5.4 PEDESTRIAN CROSSINGS

There are limited opportunities to safely cross SR A1A within the corridor limits. Identifying potential midblock crossing locations and other pedestrian crossing enhancements were included in the analysis as well as in the public involvement element.

MIDBLOCK CROSSINGS

Contributions: **S** **M** **R** **B** **P**

Using the results of the traffic analysis and feedback from the public, RRFB midblock crossings are recommended at the locations listed below (numbered from north to south, not by priority). Multiple RRFBs have been installed along SR A1A in recent years along the east coast of Florida. Additional RRFBs are consistent with recent trends and are becoming more effective as drivers become more familiar with them.

- 1 **St. Augustine Amphitheater:** Due to heavy pedestrian traffic for special events including a weekly farmers market, a signalized crossing is warranted at this location. Additionally, according to the City of St. Augustine, the existing fire station at Red Cox Drive may be relocated within the vicinity of this RRFB. This signal could potentially serve as the emergency signal for the outgoing fire trucks.
- 2 **Matanzas Circle/near Anastasia Baptist Church:** Based on survey feedback and pedestrian demand, a signalized pedestrian crossing could be justified at this location. However, an additional study is required to be done on this area focusing on pedestrian usage to further justify a midblock crossing and identify the ideal location for a crossing.

Additionally, if the shared-use path through Anastasia State Park is constructed, it is recommended that a midblock crossing be installed at the SR A1A connection for that shared-use path.

FIGURE 5-4 PEDESTRIAN CROSSINGS



DECORATIVE SIDE STREET CROSSINGS

Contributions: **S** **M** **B** **P** **A**

The crossings at the side streets along SR A1A could be enhanced with decorative crosswalks. Decorative crosswalks provide an opportunity to promote the local character of the area and increase safety. These improvements can be done in coordination with local artists and the county to provide creative and more visible crossings along the local streets adjacent to SR A1A.



Example side street decorative crosswalk in the Springfield neighborhood, Jacksonville. Source: Project Team.



Example side street decorative crosswalk in Coral Gables, Florida. Source: Project Team.



Example side street decorative crosswalk location in front of the Amphitheater. Source: Project Team.

5.5 RED COX DRIVE INTERSECTION IMPROVEMENTS

Identifying improvements at the Anastasia Boulevard/Red Cox Drive intersection was a key focus of this study. At the beginning of the study, a traffic analysis was conducted and preliminary design concepts for the intersection were developed. These concepts included a restricted crossing u-turn (RCUT) concept developed by FDOT and a peanut roundabout concept developed by Atkins.

PRELIMINARY DESIGN CONCEPTS

These concepts were developed to improve traffic operations in this area, each with the goals to (1) address the higher delays in the east and west-bound approaches at Red Cox Drive/Old Quarry Road and (2) reduce conflicts between at the closely spaced Anastasia Park Road to the south. A summary of each concept is as follows:

- ◆ **Preliminary Concept 1: Restricted Crossing U-Turn (RCUT)**
An RCUT intersection at Red Cox Drive/Old Quarry Road that reroutes west-bound left-turns at Anastasia Park Road as right turns followed by a median u-turn movement to head southbound.
- ◆ **Preliminary Concept 2: Peanut Roundabout**
Two closely spaced roundabouts that incorporates and combines movements between Red Cox Drive/Old Quarry Road and SR A1A. In this concept drivers wishing to make an eastbound left turn from Old Quarry Road must turn south on the peanut roundabout before circling back to the north at the 2nd roundabout loop. This sequence of movements is also required for making a westbound left-turn from Anastasia Park Road. The concept also routes southbound left-turns into the more southern roundabout loop before circling back to make a right onto Red Cox Drive.

These concepts were tested for traffic performance and presented to the public in the public survey. Conceptual designs of each concept and the results of the traffic performance analysis are included in **Appendix C**.

DESIGN CONCEPT 3

Based on the comments received during the public involvement process, the peanut roundabout alternative was further evaluated and a new concept (Concept 3) was developed by FDOT and the City of St. Augustine.

"I fully and enthusiastically support a roundabout type solution." – Survey Response, Question 12

In addition to addressing vehicular traffic operations, Concept 3 includes bicycle and pedestrian features within the conceptual design of the roundabout. However, this additional design was proposed subsequent to the TPO's solicitation of public input. For this reason, it is included as **Appendix C** to this report.

PAVEMENT MARKINGS

An immediate safety improvement for this intersection is installing pavement markings warning drivers to slow down as they enter the intersection (see photo below). These markings will supplement the existing slow curve arrow signage approaching the intersection.



'Slow' pavement markings in downtown St. Augustine. Source: Project Team.

5.6 OTHER IMPROVEMENTS

In addition to the roadway scenarios, pedestrian crossings and intersection improvements, other improvements recommended include reducing the speed limit to 30 mph and providing enhanced lighting along the corridor.

SPEED LIMIT REDUCTION

Contributions: **S** **R** **B** **P**

The existing speed limit for the length of the corridor is 40 mph with context classifications ranging from C3C to C3R. According to the FDOT Design Manual (FDM), the design speed for these classifications ranges from 35 to 55 mph. With the proposed traffic calming improvements such as reduced travel lane width, reducing the speed limit from 40 mph to a speed limit of 35 mph would be appropriate throughout the length of the corridor and consistent with the existing context classification.

“I would like the speed limit lowered on this stretch.” – Survey Response, Question 12

SPEED FEEDBACK DEVICES

Contributions: **S** **R**

Speed feedback signs are low-cost, interactive signs that display a vehicle’s current speed. They help to remind the driver to slow down and obey the posted speed limit and give a sense that the driver is being monitored. Research shows these types of signs have been effective at reducing speeds by 5 mph. These are recommended northbound near the Amphitheater to influence drivers to slow down approaching the Red Cox intersection.

“We also need solar radar signs on A1A to control speeds.” – Survey Response, Question 12

LIGHTING ENHANCEMENT

Contributions: **S** **B** **P** **A**

Enhancing lighting along the corridor will provide increased visibility for all users which will in turn increase safety. There is an existing unfunded candidate lighting project along this segment of SR A1A (A1A from SR 312 to Anastasia Park Road, 447177-1). Lighting projects are eligible for highway safety funding but, this project has not yet been funded.

“Better lighting would be a huge help.” – Survey Response, Question 12



Example speed feedback device.

5.7 COST ESTIMATES

Generalized planning cost estimates are provided in **Table 5-3** below for the proposed improvements. The purpose of these estimates is to provide a rough order of magnitude of cost.

TABLE 5-2 GENERALIZED COST ESTIMATES

Improvement	Cost
Roadway Speed Reduction Design	\$1.8 million (mill and resurface)
Median Islands	\$22,000 (per 100 feet)
Shared-Use Path	\$480,000
Midblock Crossings (RRFBs)	\$22,250-\$153,000 (overhead sign)/each
Red Cox Drive Intersection Concept	TBD
Speed Limit Reduction	Minimal
Speed Feedback Devices	\$5,000 per sign
Lighting Enhancements	\$866,000



6.0 CONCLUSION

The purpose of this study was to manage vehicular speeds on SR A1A by identifying context sensitive and complete street solutions to improve the safety of SR A1A for all users, of all ages, and abilities.

Altering the configuration of a roadway through context sensitive design and complete streets strategies has been demonstrated to achieve a reduction in vehicular speeds. Investing in complete streets creates a transportation system that serves users of all ages and abilities including bicycles, pedestrians, transit riders and commuters. Complete streets increase the safety of roadways, increase quality of life of the community, and encourage economic development.

The study process included an existing conditions analysis, a safety review and traffic analysis, and public involvement. The results of the study process yielded a set of corridor improvements developed to enhance the livability, mobility, and safety of the corridor.

The proposed improvements are summarized in **Table 6-1** along with an estimated time frame that they could be implemented (near-term, mid-term, or long-term). The improvements are grouped by type and not by priority order. In compliance with FDOT’s ADA policy, every new construction or alteration project, including these proposed improvements, must include ADA accessible elements and features.

This study was done concurrently with the *Anastasia Boulevard Complete Streets Study*, which began at the northern limits of this corridor and continued to the Bridge of Lions. The findings for the shared intersection of A1A/Red Cox Drive are duplicated in each study. The results of that study can be found in the *Anastasia Boulevard Complete Streets Study* report.

TABLE 6-1 IMPLEMENTATION TIME FRAME

Improvement		Near-Term	Mid-Term	Long-Term
Speed Design	Restriping Project <i>Narrower Travel Lanes</i> <i>Wider Bike Lanes</i>			
	Speed Feedback Devices			
	Speed Limit Reduction			
Intersection	Red Cox Intersection Improvements			
	Red Cox Pavement Markings			
Bicycle/Pedestrian	Shared-Use Path			
	Midblock Crossing at the St. Augustine Amphitheater			
	Midblock Crossing at Matanzas Circle			
	Decorative Side Street Crossings			
Other	Lighting Enhancement			



Appendix A

Public Involvement





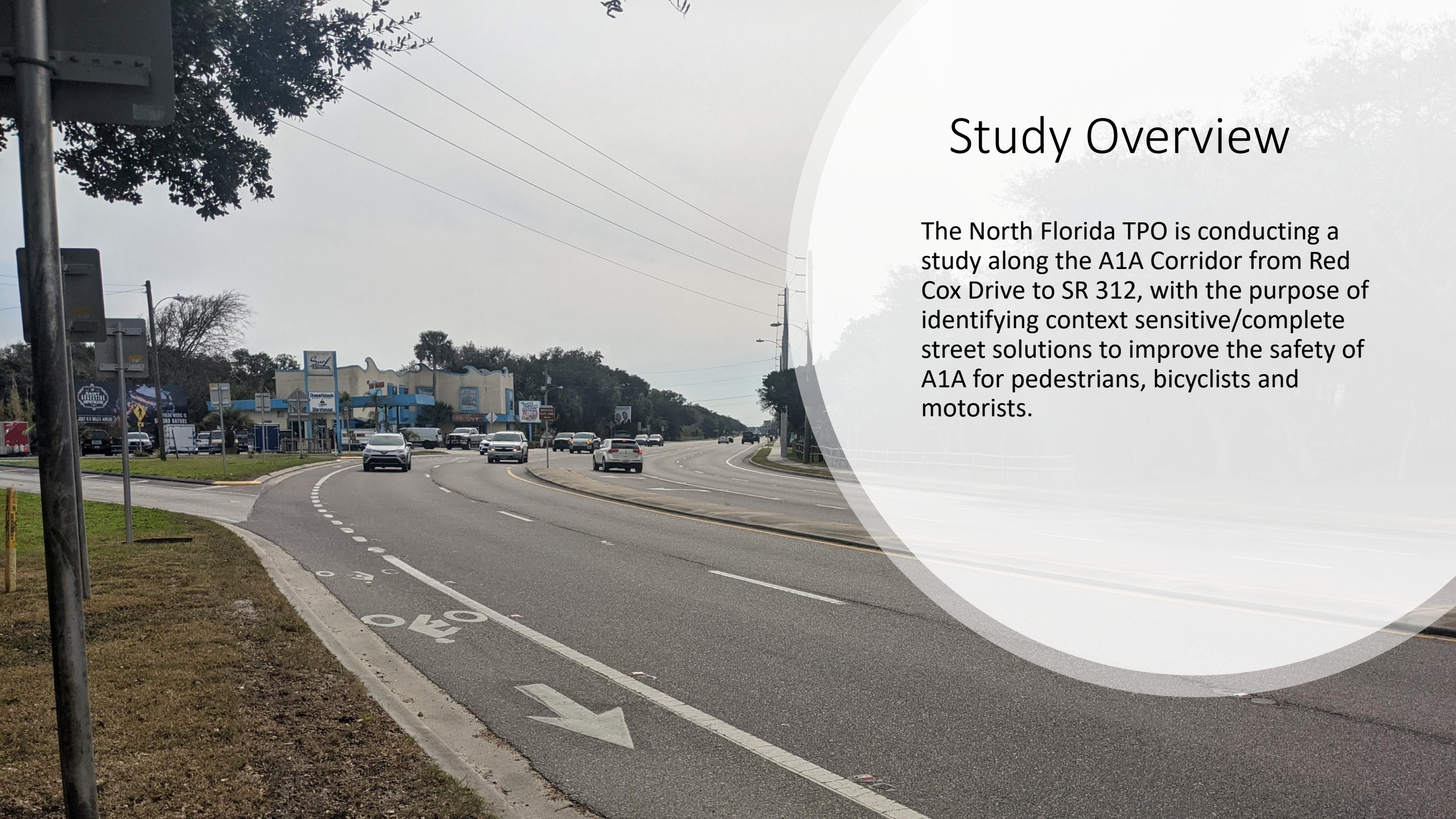
A1A Speed Design Study

Red Cox Drive to SR 312

North Florida TPO | City of St. Augustine | St. Johns County

Study Overview

The North Florida TPO is conducting a study along the A1A Corridor from Red Cox Drive to SR 312, with the purpose of identifying context sensitive/complete street solutions to improve the safety of A1A for pedestrians, bicyclists and motorists.





Study Goals

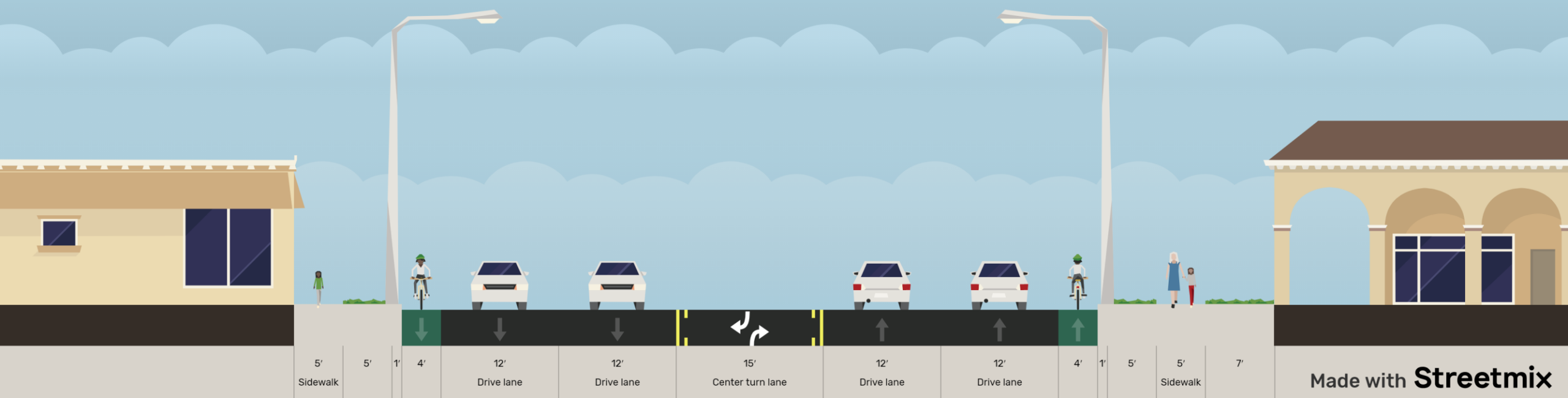
- Account for the St Johns River to Sea Loop
- Reduce speeds
- Improve safety for all users
- Increase pedestrian access to the St. Augustine Amphitheatre
- Identify alternatives for Red Cox Drive/Old Quarry Road and A1A intersection



A photograph of a multi-lane road with trees on the left and utility poles on the right. The text "Existing Conditions" is overlaid in white. The road has yellow lane markings and a white shoulder line. A car is visible in the distance on the road. The sky is blue with some clouds. The text is centered horizontally and vertically.

Existing Conditions

Existing Conditions 100'



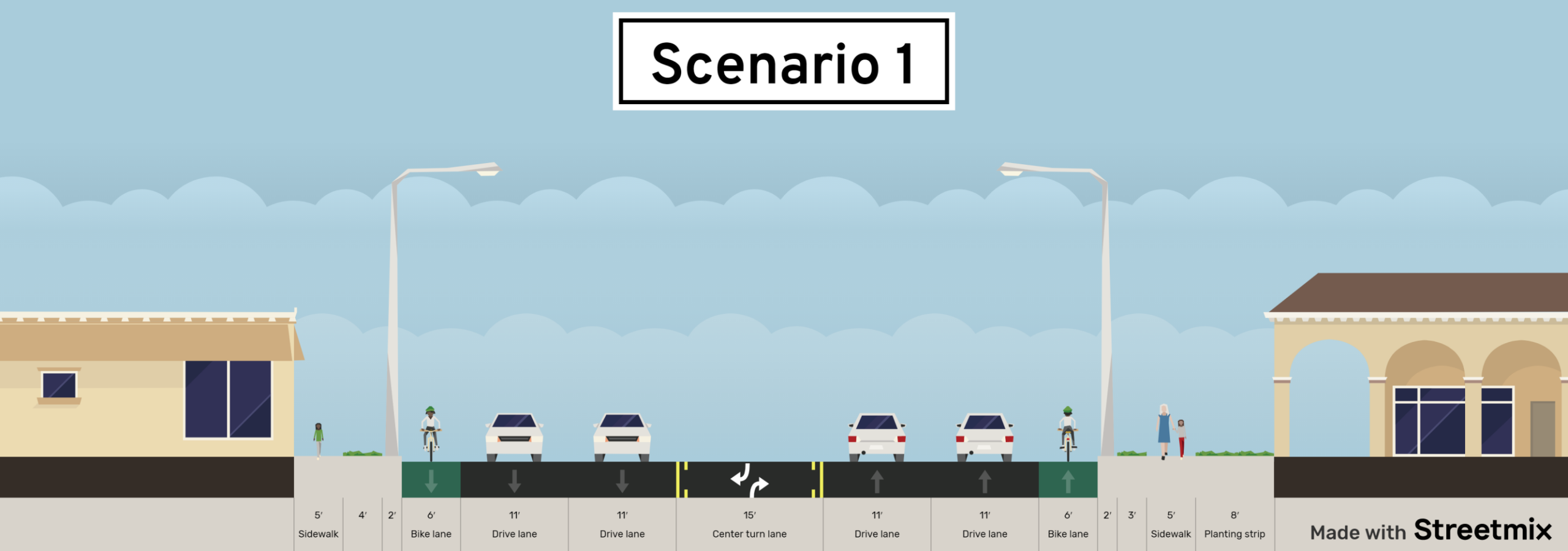
Made with **Streetmix**

Segment 2: Red Cox Drive to SR 312



Scenario 1

Scenario 1



Made with **Streetmix**

Scenario 2





Hernandez Bvd

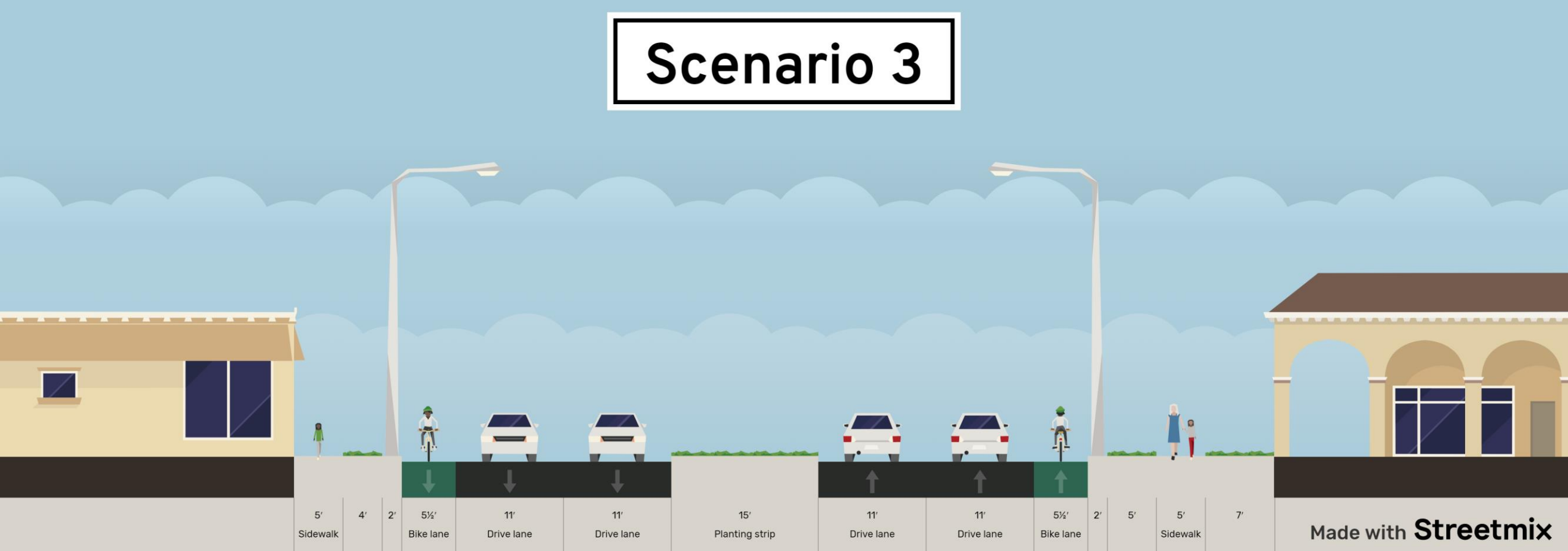
St. Augustine Amphitheatre

A1A

Median Island Scenario

Scenario 3

Scenario 3





Hernandez Blvd

St. Augustine Amphitheatre

ATA

Continuous Median Scenario

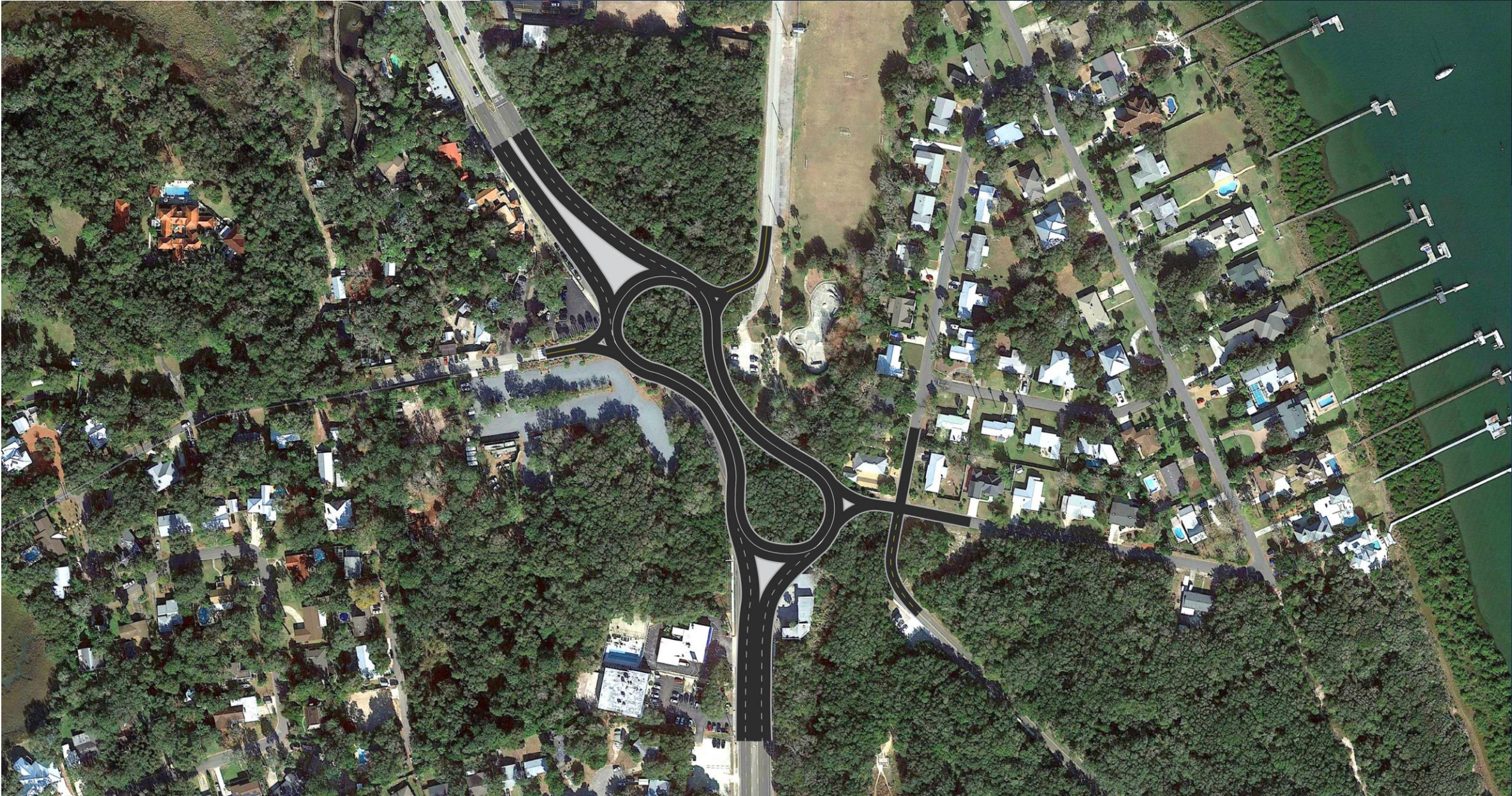
Enhanced Pedestrian Crossings

- Enhanced lighting
- Advanced motorists' warnings
- High visibility crossings



Red Cox Drive at A1A Scenarios







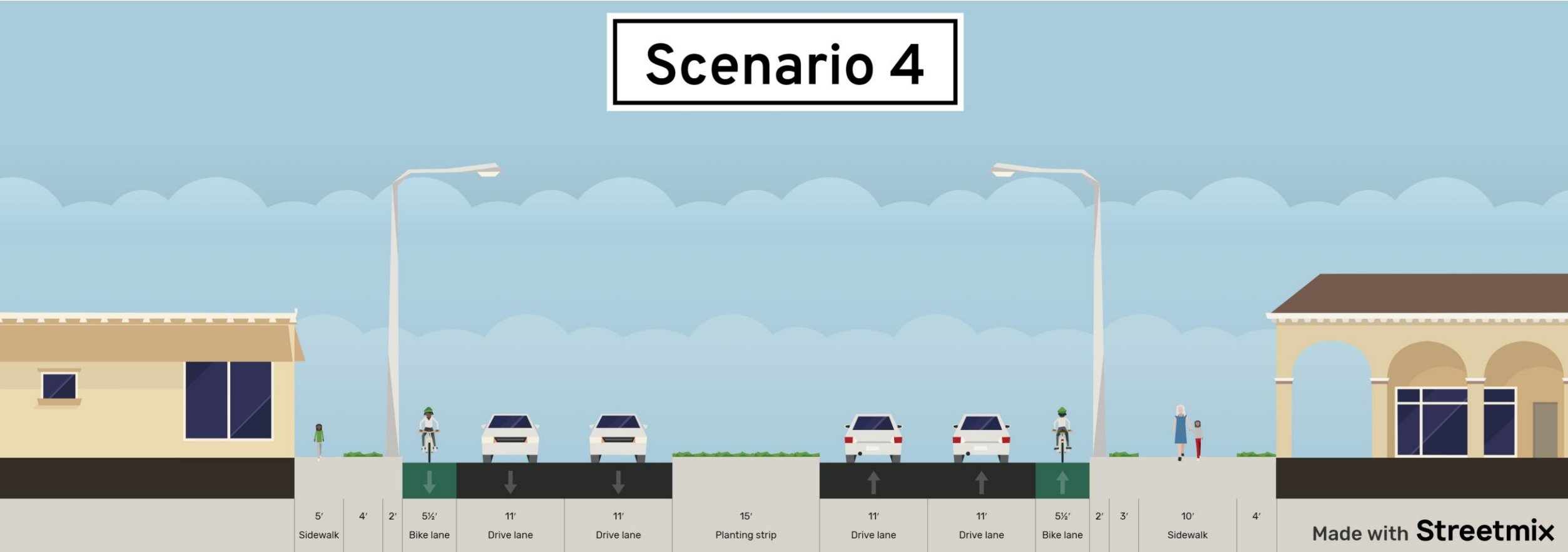


Multi-Use Trail Option

- Construction of a multi-use trail on the east side of AIA

Multi-Use Path

Scenario 4



Next Steps

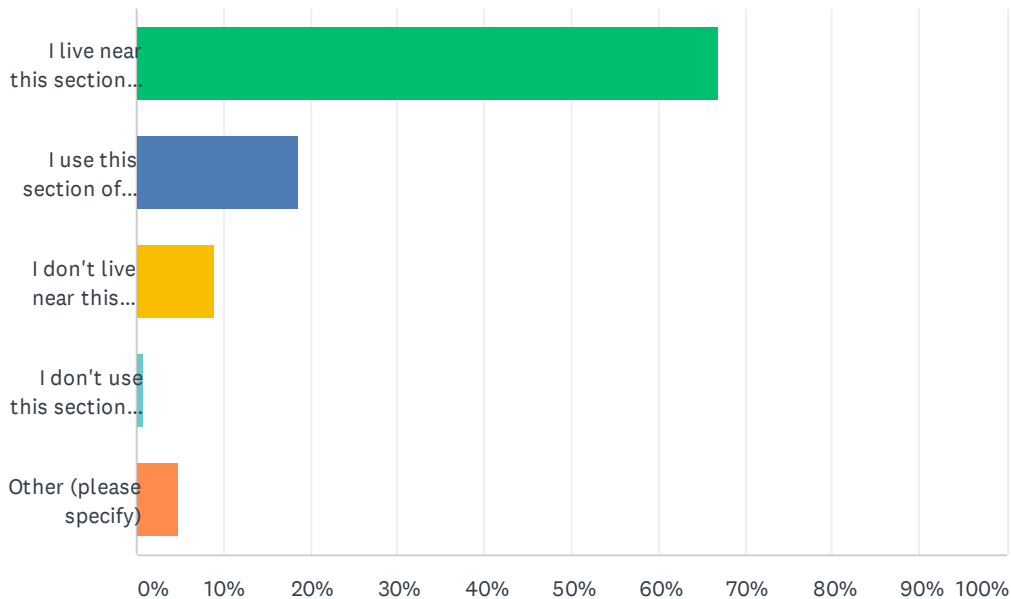
- Select a preferred scenario
- Complete report and submit to St Johns County and the Florida Department of Transportation (FDOT)
- County, FDOT and TPO coordination on funding
- Implementation



Feedback Survey

Q1 Which best describes your use of Anastasia Boulevard (A1A) south of Red Cox Drive?

Answered: 652 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live near this section of Anastasia Boulevard and use it to access many of my destinations.	66.87%	436
I use this section of Anastasia Boulevard to access SR 312/US 1.	18.56%	121
I don't live near this section of Anastasia Boulevard, but I use it to access work or school.	9.05%	59
I don't use this section of Anastasia Boulevard.	0.77%	5
Other (please specify)	4.75%	31
TOTAL		652

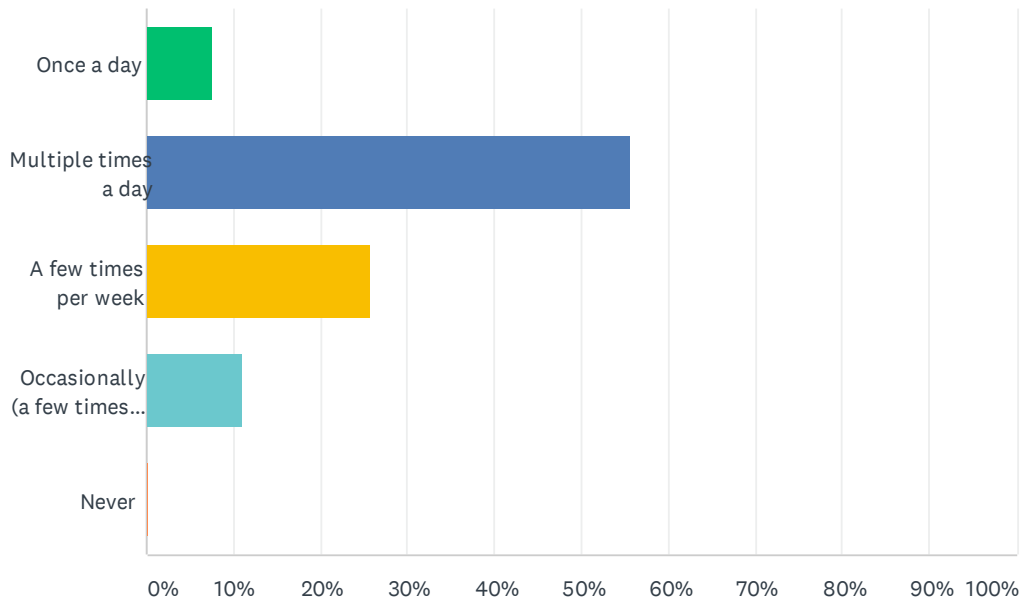
#	OTHER (PLEASE SPECIFY)	DATE
1	Use it to go to family	6/14/2021 3:51 PM
2	Work	6/13/2021 10:20 AM
3	I go to the state park everyday and use this section of the road daily	6/12/2021 10:51 AM
4	I don't live near Anastasia Blvd but use it to access recreational destinations.	6/11/2021 9:28 PM
5	I own a business on Anastasia boulevard	6/11/2021 4:17 PM
6	I own a business right next to the Alligator Farm heading south your solutions are ridiculous these will not take care of the ongoing speeding problem put a light up and quit monkeying around	6/10/2021 7:07 PM
7	none of the solution are viable , accidents will happen	6/8/2021 7:41 PM
8	I live near A1A and use the blvd to get into and out of downtown SA.	6/8/2021 3:49 PM
9	I use this section of A1A to travel south on A1A avoiding US 1 and highways, when going to Crescent Beach, Marineland, and Flagler Beach	6/7/2021 4:34 PM

Anastasia Boulevard from Red Cox Drive to SR 312

10	I live north of the airport but use Anastasia Blvd to get to AnastasiaFit, the beach, SP & all parts south from there	6/6/2021 8:58 AM
11	I use this section of Anastasia Boulevard to attend church functions, go to the doctor, go to Anastasia State Park, and go to the Amphitheatre.eat at restaurants,	6/5/2021 7:58 PM
12	Again, used to live close by	6/4/2021 12:09 PM
13	I live near by but use 312 bridge and avoid the blvd.	6/4/2021 8:27 AM
14	Use to access beach and park	6/4/2021 1:29 AM
15	I use Anastasia Blvd regularly for work and recreation	6/3/2021 12:32 PM
16	I own a business here	6/3/2021 5:58 AM
17	I own a business on dead mans curve for the last 9 years	6/2/2021 9:16 PM
18	I visit family who live off of Anastasia Blvd	6/1/2021 11:41 PM
19	I dont live nearby but use this to access the local shopping and St Aug downtown.	5/31/2021 11:38 AM
20	I use this section mainly for shopping, by motorized vehicle.	5/30/2021 11:41 AM
21	I use this as a through way from downtown.	5/29/2021 6:47 PM
22	I bike along Anastasia Blvd and utilize businesses for both food and drink	5/29/2021 4:12 PM
23	use this area a lot when going downtown	5/29/2021 12:39 PM
24	I have been a resident and used this intersection often. But don't anymore for safety	5/28/2021 10:53 PM
25	Use to drive to the beach and island	5/28/2021 8:24 PM
26	to reach beaches	5/28/2021 7:56 PM
27	Traveling to South Beach.	5/28/2021 7:55 PM
28	Use to access state park	5/28/2021 2:51 PM
29	As a St Augustine resident, I regularly use Anastasia Blvd south of Red Cox Drive to access 312 enroute to Allegro and/or the beach	5/28/2021 1:12 PM
30	Business owner on the Blvd.	5/28/2021 12:01 PM
31	I bike this area couple of times a month at least.	5/28/2021 11:23 AM

Q2 How often do you use Anastasia Boulevard (A1A) between Red Cox Drive and SR 312?

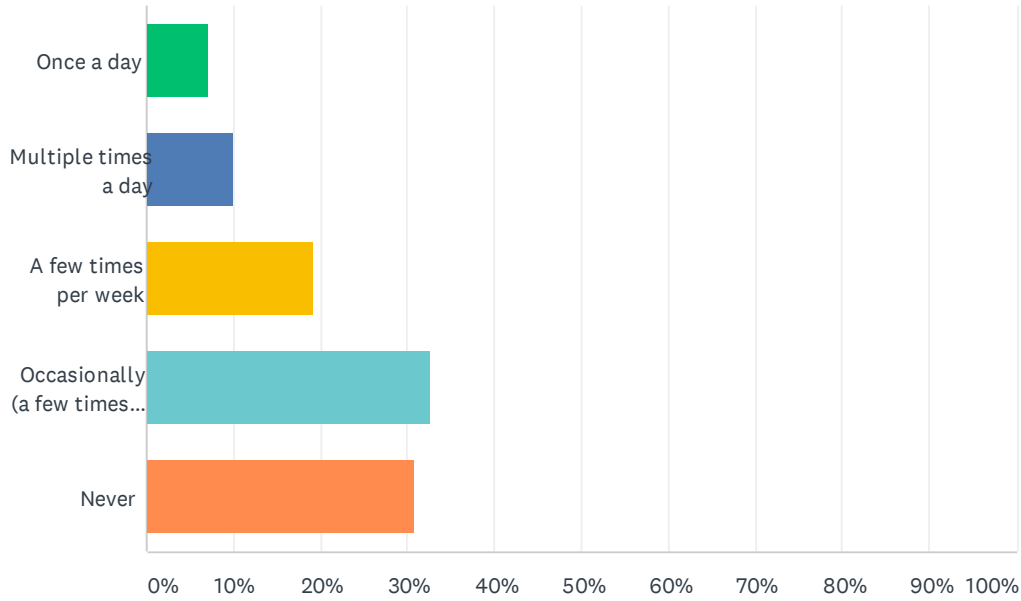
Answered: 643 Skipped: 9



ANSWER CHOICES	RESPONSES	
Once a day	7.47%	48
Multiple times a day	55.68%	358
A few times per week	25.66%	165
Occasionally (a few times a month)	11.04%	71
Never	0.16%	1
TOTAL		643

Q3 How often do you walk or bike on Anastasia Boulevard (A1A) between Red Cox Drive and SR 312?

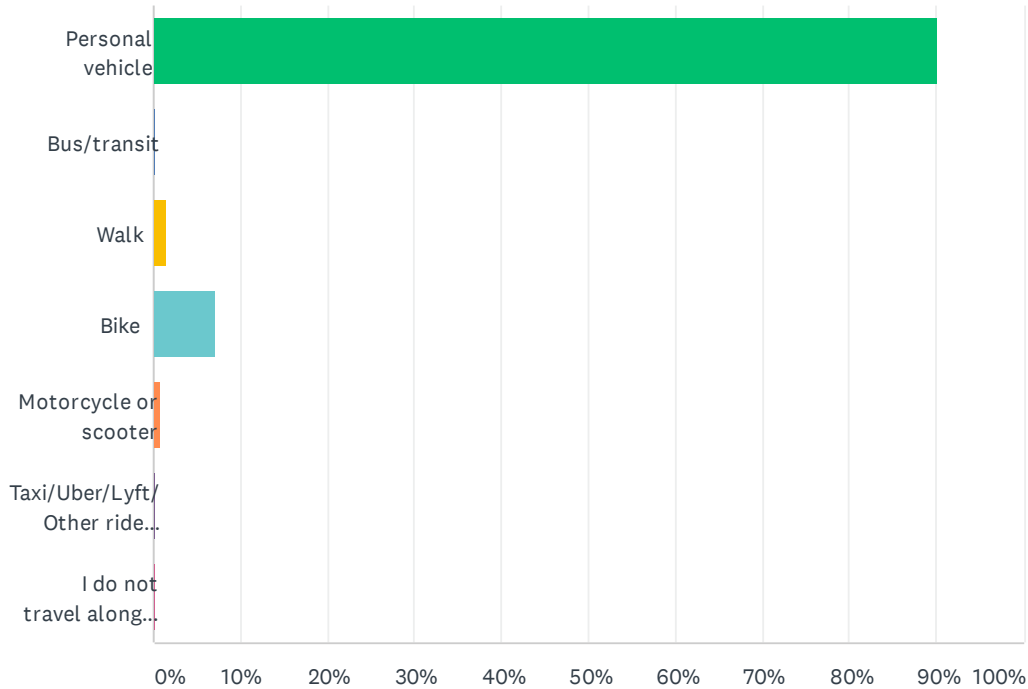
Answered: 642 Skipped: 10



ANSWER CHOICES	RESPONSES	
Once a day	7.17%	46
Multiple times a day	9.97%	64
A few times per week	19.31%	124
Occasionally (a few times a month)	32.71%	210
Never	30.84%	198
TOTAL		642

Q4 What form of transportation do you use most often when you travel along Anastasia Boulevard (A1A) between Red Cox Drive and SR 312?

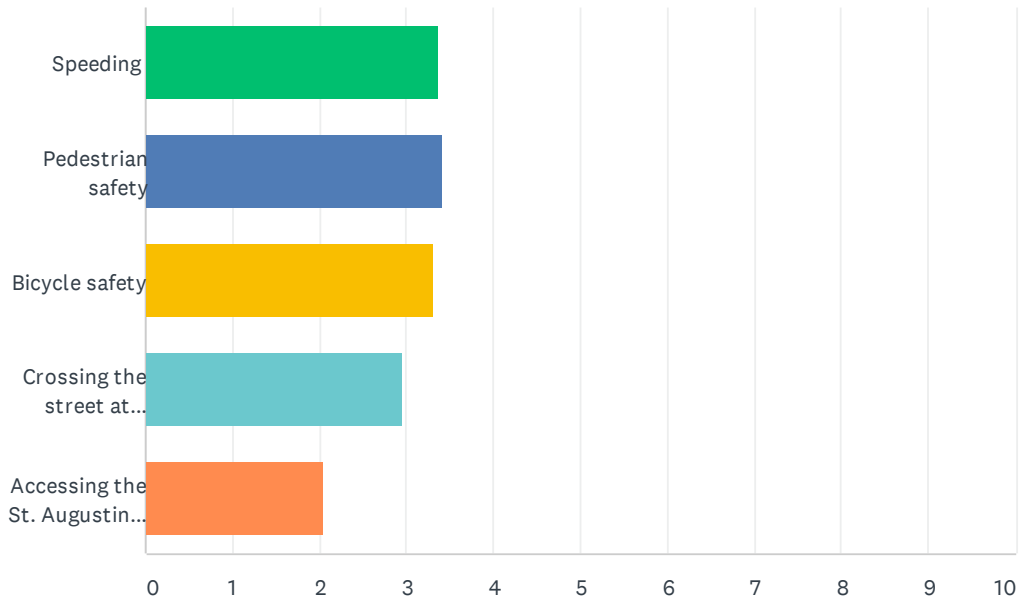
Answered: 641 Skipped: 11



ANSWER CHOICES	RESPONSES	
Personal vehicle	90.17%	578
Bus/transit	0.16%	1
Walk	1.40%	9
Bike	7.02%	45
Motorcycle or scooter	0.78%	5
Taxi/Uber/Lyft/Other ride share	0.16%	1
I do not travel along this section of Anastasia Boulevard.	0.31%	2
TOTAL		641

Q5 Please rank the importance of the following transportation problems on Anastasia Boulevard (A1A) between Red Cox Drive and SR 312 with 1 being the most important and 5 being the least important.

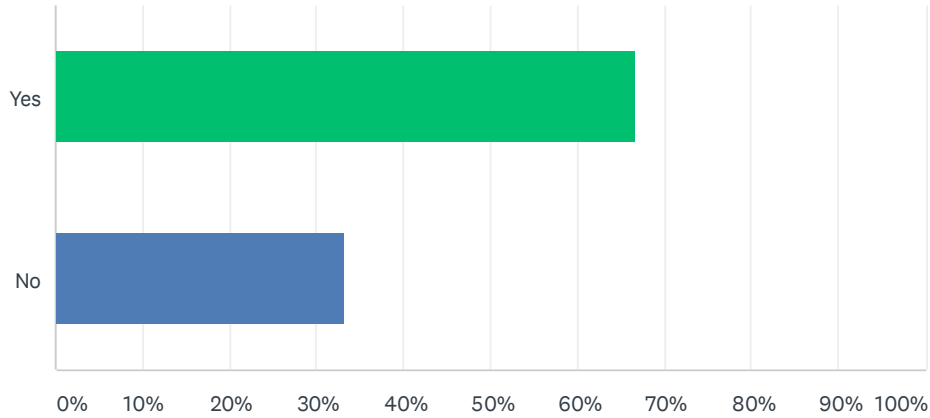
Answered: 621 Skipped: 31



	1	2	3	4	5	TOTAL	SCORE
Speeding	40.93% 246	9.82% 59	12.98% 78	17.64% 106	18.64% 112	601	3.37
Pedestrian safety	17.32% 102	34.47% 203	25.64% 151	18.51% 109	4.07% 24	589	3.42
Bicycle safety	20.37% 121	27.27% 162	24.75% 147	17.85% 106	9.76% 58	594	3.31
Crossing the street at non-intersection locations	16.39% 98	18.73% 112	23.24% 139	25.75% 154	15.89% 95	598	2.94
Accessing the St. Augustine Amphitheater	7.58% 46	9.56% 58	14.00% 85	18.45% 112	50.41% 306	607	2.05

Q6 Would you be willing to use protected bicycle facilities along Anastasia Boulevard (A1A) between Red Cox Drive and SR 312 like the one pictured above?

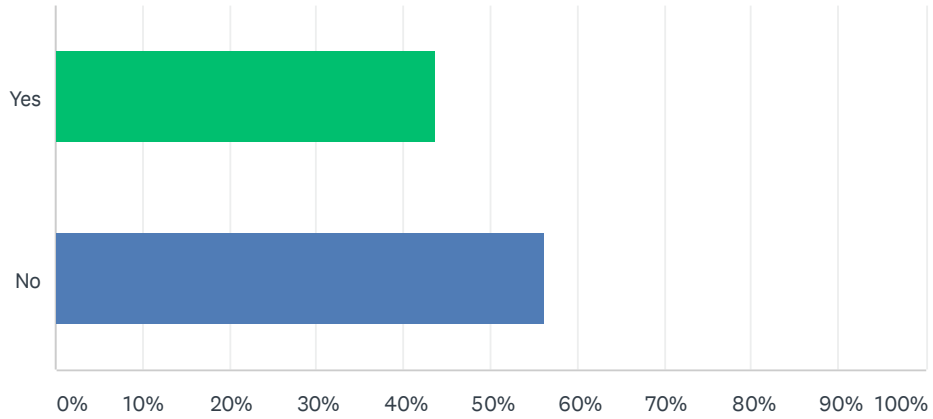
Answered: 600 Skipped: 52



ANSWER CHOICES	RESPONSES	
Yes	66.67%	400
No	33.33%	200
TOTAL		600

Q7 Do you feel as though the lighting along Anastasia Boulevard (A1A) is sufficient for both motorists and pedestrians?

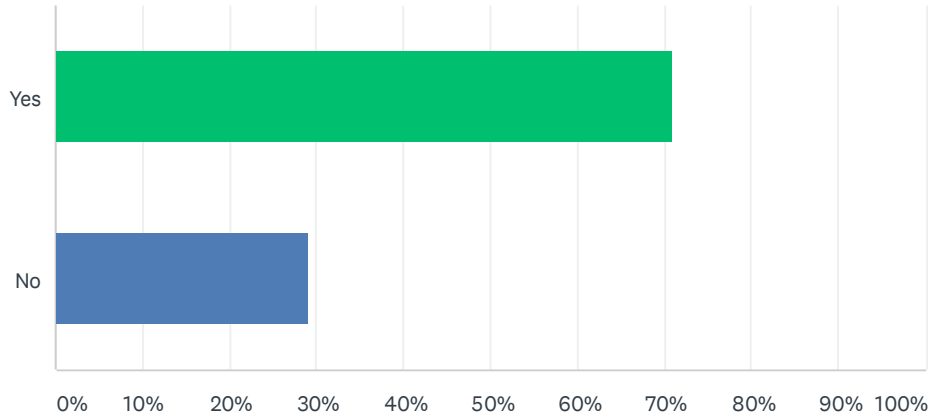
Answered: 594 Skipped: 58



ANSWER CHOICES	RESPONSES	
Yes	43.77%	260
No	56.23%	334
TOTAL		594

Q8 Would you support pedestrian crossings along Anastasia Boulevard (A1A) between Red Cox Drive and SR 312 at non-signalized intersections?

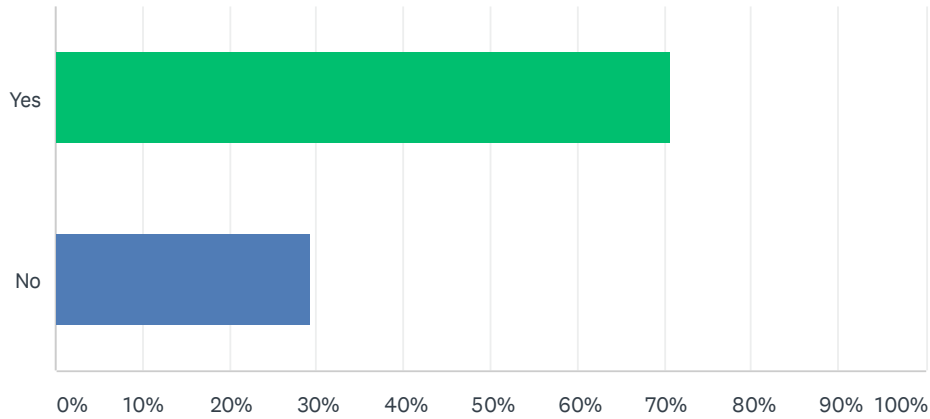
Answered: 596 Skipped: 56



ANSWER CHOICES	RESPONSES	
Yes	70.97%	423
No	29.03%	173
TOTAL		596

Q9 Would you support installing a continuous median similar to the segments of A1A to the north and south with turn lanes on Anastasia Boulevard (A1A) from Red Cox Drive to SR 312? Please see picture for an example.

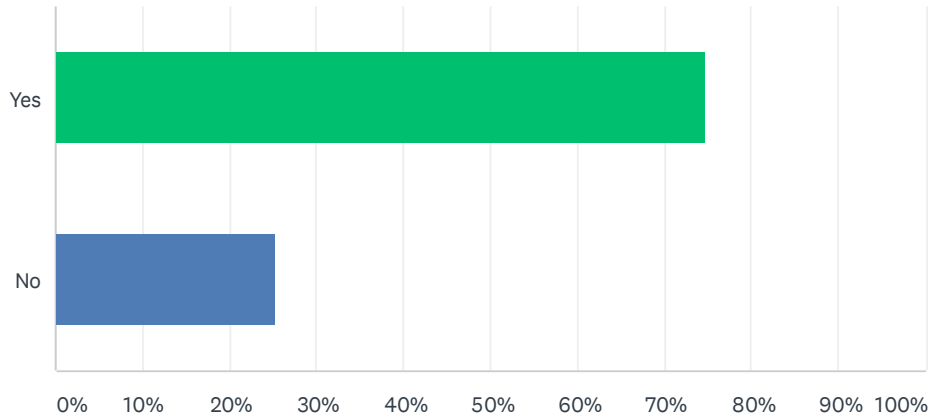
Answered: 591 Skipped: 61



ANSWER CHOICES	RESPONSES	
Yes	70.73%	418
No	29.27%	173
TOTAL		591

Q10 Would you support median islands at limited locations along Anastasia Boulevard (A1A) between Red Cox Drive and SR 312 as an alternative to a continuous or full median? Please see picture for an example.

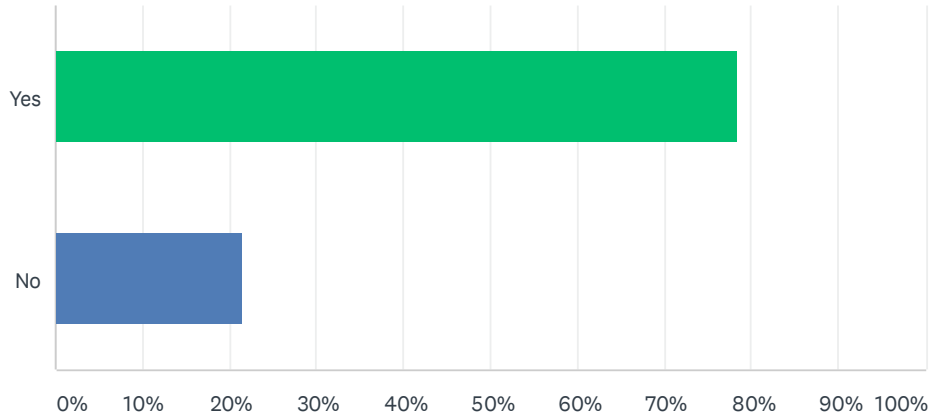
Answered: 586 Skipped: 66



ANSWER CHOICES	RESPONSES	
Yes	74.74%	438
No	25.26%	148
TOTAL		586

Q11 Would you support a new intersection design at Red Cox Drive/Old Quarry Road/Anastasia State Park Road? This may include alternatives similar to the ones presented in the video.

Answered: 582 Skipped: 70



ANSWER CHOICES	RESPONSES
Yes	78.52% 457
No	21.48% 125
TOTAL	582

Q12 If you would like to provide any additional feedback for the study team, please do so below.

Answered: 286 Skipped: 366

#	RESPONSES	DATE
1	I live on Madeira Drive which is right across from the amphitheater. The biggest problem I see is speeding; people drive 45-55 mph in a 40 mph zone which is unsafe, especially when they reach the curve near Red Cox Drive. If the problem is speeding, why can't the police department do more to monitor and ticket in this area? That seems much more cost effective than rebuilding and rerouting roads.	6/15/2021 11:32 PM
2	I've been raised here since I was 3 yrs old. across the street from the Amphitheatre. I've personally known 4 people who have died on this stretch of hwy. my mom is a senior citizen widow who lives in the home I was raised in. My children and I and my sister and her children all live here.we're all avid bike riders Please Prevent any more deaths by shifting the traffic pattern and creating a safer passage to the state park beach, lighthouse park and Amphitheatre by creating medians, traffic signals and overpass.	6/15/2021 9:38 PM
3	In the video a reduction in speed was mentioned several times, this segment is no different than A1A south of SR 312. The County cheaped out when the road (SR 3) was widened years ago, they need to match SAB and COSA in design!	6/15/2021 8:43 AM
4	I support the Peanut Concept for Old Quarry and Red Cox. I would like to see a separate exit for Anastasia Park Road. The Peanut Concept has the road intersecting with Anastasia Park Drive which is unacceptable due to the fact that it would allow easy access of unnecessary traffic into the Lighthouse Park neighborhood. I am a bike rider, but I would only use bike lanes that are separated from traffic by a median of some sort. Right now I only ride on the sidewalks, but even that is dangerous with all the curb cut outs along the Boulevard. I see the bike lanes in the Peanut Concept as being too dangerous, especially for children.	6/14/2021 7:19 PM
5	roundabouts work!	6/14/2021 4:03 PM
6	You need to make it easier for school buses and boats traveling from the south to make the turn onto red cox Blvd.	6/14/2021 3:15 PM
7	We live right off of A1A and it sometimes take 5-7 mins just to get out of our street. I also ride my bike and I only do it at early morning because of the traffic. Also, when the Amphitheater has events, it is nearly impossible to turn onto my street. When I use the center lane for my turn, I have cars coming the opposite direction, impeding my turn.	6/14/2021 2:34 PM
8	Speeding is number one concern	6/14/2021 12:50 PM
9	I suggest offering a "not sure" option in future surveys - as some respondents may not feel they can answer with a yes/no option	6/14/2021 11:29 AM
10	I drive A1A from BOL to my home on Pope Road several times a day. I believe many of the issues are due to drivers unfamiliar with these roads and speed limits. Please don't waste anymore money on an intersection and road that already works and has been working for years. Please spend the money on the local police department to enforce the present law. Thank you.	6/14/2021 11:24 AM
11	Better lighting would be a huge help. This also goes for beach A1A. We needs lights closer the sidewalks —12-15ft off the ground. No more botched roundabouts. A light at the Amp would help with traffic, speeding, pedestrian crossing, and access to the Amp.	6/14/2021 10:54 AM
12	Lights/signage/crosswalks/lower speed limits from the Surf Station to the Bridge of Lions would make a big difference in pedestrian safety. We live on Flamingo Drive and rarely cross A1A due to safety concerns. We are opposed to the dog bone and elongated round about.	6/14/2021 6:46 AM
13	Although round-abouts slow traffic, they don't feel bike friendly. Hopefully you develop a plan that meets both needs. Thanks for seeking input.	6/13/2021 4:15 PM

Anastasia Boulevard from Red Cox Drive to SR 312

14	Of the two options for the Red Cox Quarry Road intersection I would support the "dog bone", but with modifications to how Anastasia Park Road and Anastasia Park drive converge before entering the dog bone.	6/13/2021 12:30 PM
15	The round-about planned for Alligator Farm/ Anastasia State Park/ RB Hunt is not pedestrian and bike friendly.	6/13/2021 11:15 AM
16	I feel the speed limit down the stretch should in fact be increased to at least 45 miles an hour. Not slower. Most people travel faster than that. I do like the idea of three or four middle median islands. Aesthetics of that would be nice but the middle turning median is very important especially with people with trying to get in and out of the neighborhoods. I feel a vehicle triggered light would be more beneficial than any type of roundabout. On the north end. (By the Alligator Farm) Being as boater and frequent the light house ramp, a light and a larger right turning lane would be a better solution. Thank you.	6/13/2021 10:09 AM
17	PUT A STOP LIGHT AT THE ROAD BY SURF STATION AND STATE PARK....NO PEANUT !!! A stoplight there would give Red Cox Road people ample time to drive onto A1A	6/13/2021 9:07 AM
18	Medians need nicer landscaping	6/13/2021 8:23 AM
19	Speeding is the #1 issue. Accidents happen here due to speed so that needs to be addressed before any other fixes or redesigns won't solve anything. Especially on the curve where traffic is congested with alligator farm, lighthouse, boat ramp traffic.	6/13/2021 7:09 AM
20	Physical barriers, Botts dots and/or rumble strips would be a big improvement for bike safety.	6/13/2021 6:11 AM
21	Please no fire station across from the Amphitheatre. The Amphitheatre needs a cross walk or traffic light.	6/12/2021 6:27 PM
22	It is so hard to cross the street by the amphitheater either walking or riding bikes. We have lived there 25 years and the traffic just gets worse. You are taking your life in your hands when you try cross at any time if the day and you pray no one gets in the turning lane and runs you over. I fear for my children on their bikes when they go to the beach	6/12/2021 6:03 PM
23	I would like the speed limit lowered on this stretch including rb hunt zone, if stoplights are part of this then so be it. I also am not in favor of moving the fire station to across from amphitheater	6/12/2021 5:11 PM
24	1. Change the speed limit to 30 mph on Anastasia Blvd beginning at the amphitheatre signto the Bridge of Lions, including painted slow down warnings painted on road and flashing signs with 30 mph.2 . All traffic access to and from the Lighthouse and the boat ramp use Red Cox Rd . 3. Signs restricting boat traffic on all other residential streets, specifically Flamingo and Lew Blvd.4. Create an exit from Anastasia park for large vehicles, campers etc between the Amphitheatre and the Surf Station.5. Keep the dedicated park entrance where it is located.6. Encourage others to fill out the survey and provide written comments. Go to anastasiablvdstudy.com I do not support any plan that directs traffic thourgh the Lighthouse residential neighborhoods or changes the State Park access to the intersection ofFlamingo and Anastasia Park Drive which are both residential streets.	6/12/2021 3:53 PM
25	Thank you for making changes!	6/12/2021 2:05 PM
26	The "dog bone" design has a serious flaw. There is no reason to not continue the Anastasia Park Road exit from the park to its current location/configuration away from the residential neighborhood and adjacent to the Surf Station parking lot entrance/exit. In this configuration we would continue to have the Flamingo at Anastasia Park Drive Intersection be a three way intersection as it currently is so that traffic from the neighborhood would continue to go straight on Flamingo and turn right at Anastasia Park Road in order to access AIA via a left turn onto Anastasia Park Road. The proposed configuration of having the exit from the park moved to intersect Anastasia Park Drive is also bad for the large vehicles that come out of the park and also creates heavy traffic at the entrance to a residential neighborhood. Also by entering the Dog bone earlier in the curve using the current Anastasia Park Road AIA intersection it gives drivers more room to get into the left lane so as to allow them to go south via the second loop. Further we need to stop the School buses and boat haulers from using Lew, Flamingo and Anastasia Park Dr and rather have them all have to go via Red Cox Drive. There should be some sort of traffic control to prevent these vehicles from entering Lew Blvd at the Red Cox intersection. Perhaps no left or right turns at the intersection of Red Cox and Lew. Also block left turns from parking lot adjacent to that intersection so that all Boats have to go via Red Cox. We also need solar radar signs on A1A to control speed. How about starting 30 or 35 mph	6/12/2021 11:30 AM

Anastasia Boulevard from Red Cox Drive to SR 312

at the Amphitheater sign all the way to St. Augustine. We have schools and businesses that currently front onto this highspeed road that is basically a residential corridor. Such a slower speed would facilitate people entering A1A from the residential neighborhoods along the way and help to control the speed at which people are entering "deadman's curve" at the corner of A1A and Anastasia Park Road.

27	The biggest issue for me, is the time involved for construction for projects such as these. For example the Vilano traffic circle & the use of lights within it is not helpful to the flow of traffic. The project took at least triple the time it was suppose to take. The inconvenience for locals was not worth the final design which to this day includes signal lights. Perhaps the NON BONE design would continue traffic flow but how would traffic to get into the state park while constructing a new traffic design? Would a new entrance be put in place so DAILY park users could easily access the park?? I am all for bike & pedestrian safety. Why isn't an option available for a bike loop that follows the water after you cross the bridge of lions?? That would be a better choice for bikeway ~ healthier air quality and views!!	6/12/2021 11:08 AM
28	Would greatly appreciate a pedestrian crossing at the Amphitheatre!	6/12/2021 10:36 AM
29	This study does not take into consideration the needs of the considerable amount of boat traffic utilizing Red Cox Road to access the Lighthouse Boat Ramp. In my opinion, reducing the size of the drive lanes on Anastasia Boulevard, coupled with the proposed roundabouts will cause dangerous conditions for drivers towing boats, especially those traveling in the East/South direction. According to the image presented, the elongated roundabout appears to impact the location of the St. Augustine Fire Department - Island Station at the corner of the Boulevard and Red Cox Road, no? As a resident of this area, I would like more detail as to the impact the proposed changes will have on boat traffic, specifically as a large number of residents and non-residents alike utilize the Lighthouse Boat Ramp.	6/12/2021 9:26 AM
30	FDOT's design at Red Cox is useless and will not improve the dangers we drive thru everyday. I support the 'Peanut' round a bout concept	6/12/2021 8:04 AM
31	I would like to see a traffic light at the amphitheater...for use during events only. It's too dark and the officers put their life in danger doing traffic. I want a light at Red Cod too or get rid of the left turn out of the fire station. Too much going on with the gator farm, state park, RbHunt field, skatepark. There is speeding, wandering tourists, and kids. Something must be done. Also can someone address all these little scooters driving around?? They can't keep up with traffic and drive in the bike lanes???? Thank you!	6/12/2021 7:55 AM
32	I am so thankful after living in this area for 19 years and being considered and voicing opinions about the safety along this stretch that there is talk of making improvements. Thank you!	6/11/2021 10:25 PM
33	Would really like to see more visible speed traps and police. My kid bikes to school and people fly down the road at 55 or better.	6/11/2021 9:53 PM
34	Has anyone considered installing traffic signals between the speedway from 312 and the curve at the surf station on A1A?It seems to me traffic signal's would certainly slow down the traffic. It is very dangerous to cross Anastasia Boulevard. I think everyone would agree with this. And I mean cross it on foot, bicycle or car! I dislike traffic signals as much as the next person but they do seem to be a necessary evil. SLOW DOWN the traffic! Thank you	6/11/2021 9:49 PM
35	No round snouts! Confusing to most and this is a vey busy intersection. Open up grass park from Red Cox to A1A and install intersection with lights. Allow only right turn lane in front of FireDept. So much boat traffic trying to cross over Anastasia Blvd to head south on A1A.	6/11/2021 7:36 PM
36	Median trees especially palm trees are an enhancement to the roadway. Pedestrian and bicycle safety are important.	6/11/2021 6:42 PM
37	Crossing this stretch of road is dangerous for pedestrians, bike riders and drivers attempting to turn left. Needed are stop lights NOT flashing pedestrians lights which are ignored.	6/11/2021 6:28 PM
38	I DO NOT support the "dog bone" plan or "peanut" plan which will increase vehicular traffic including six wheel boat trailers through the adjacent Lighthouse Park neighborhood far in excess of what we currently experience everyday. this will endanger the children in the neighborhood who travel to and from R.B.Hunt elementary school. A traffic signal at the Red Cox intersection will be a cost effective intervention rather than to use a plan which redesigns the whole area and creates additional hazards in our neighborhood.	6/11/2021 6:00 PM
39	Bike lanes, shaded pedestrian sidewalks with dog waste receptacles would be ideal!	6/11/2021 5:04 PM

We would like to share our concerns as neighbors and home owners living on Flamingo Drive in the south portion of the Lighthouse Park neighborhood (between Redcox and Anastasia Park Road). We share the concerns about the safety hazards that Redcox intersection poses, but trading one safety hazard for another will not solve the issues, and will likely lead to additional unintended negative consequences, if the "Peanut Plan or dog bone" plan is chosen. Do we actually have evidence that slowing the traffic would have prevented the tragic fatalities that have occurred in this area? It was my impression that it was more of an issue of not being able to safely cross in front of the Redcox intersection (without a light) that may have contributed. We do appreciate that a lot of thought went into these proposals, but perspective is important, and for those of us living in the South end of the Lighthouse Park neighborhood...this "peanut plan" (designed to slow traffic) will shift the flow of traffic from Anastasia Blvd North and instead of using Anastasia Park Road, would then divert traffic to a newly paved street extending Anastasia Park Drive and directly past the last residential home on Flamingo Drive, and past residential homes on Anastasia Park Road to Lew Blvd or down Flamingo drive. The general area where this road is being proposed is currently a vacant lot owned in part by the State Park (we believe) and City Right of Way . The northern portion of this vacant lot was also providing a badly needed City required buffer between the residential homes on Flamingo and the commercial business parking lot directly to the South. This particular area, the vacant lot, and its uses have been discussed many times in the past with the City, and we know that both Mr. Franklin and Mr. Giblin from the State Park and representatives from the St Augustine Amphitheater even attended a meeting with representatives from the neighborhood due to the long history of issues, and are quite familiar with the neighborhood's long list of concerns with the use of this lot and the negative impacts that traffic and parking bring when they are adjacent to residential homes in this very same location. They are not compatible. We have worked in good faith as a neighborhood with the City in order to lessen the flow of traffic, parking, and congestion in this particular area as vehicles enter Anastasia Park Road and mix with pedestrian traffic, RVs, patrons of Nalus food trailer, and children on skateboards and bicycles coming across Anastasia Park Road from the skate park (to the north) to the Surf Station (to the south). Meetings have been held due to the negative impacts experienced by the neighbors, and we felt like we had reached solutions with the City and amphitheater that have improved the traffic and parking issues. So, we hope you can understand why this proposed "Peanut/dog bone" Plan came as a surprise when we had the chance to look carefully at the design. If we read this correctly....the "peanut" design will also divert traffic via an exit from Anastasia Blvd in a straight path to all of the residential homes along Anastasia Park Drive (the very first residential block (running east /west) in the South end of the neighborhood. This would lead to anyone unfamiliar with the area (tourists, Camper RVs, trailered boat traffic, tour buses, etc) accessing the first roundabout turn and driving directly through the South end of our neighborhood , past residential homes with children, directly past the Ranger residence, and down Lew Blvd or Flamingo Drive. This plan seems to require a sharp right turn in order to backtrack and access the State Park entrance on Anastasia State Park Road (which is currently used as the exit off of Anastasia Blvd). It would also be the first roundabout exit when driving from the South on Anastasia Blvd. This exit into our end of the neighborhood would also likely be used by boaters with 6 wheel trailers (large boats), and drivers unfamiliar with the area and trying not to miss the lighthouse or boat ramp turn off. This plan essentially shifts the incoming traffic from Anastasia Park Road to Anastasia Park Drive and brings traffic much too close to the last home at the south end of Flamingo, and directly past many other residential homes along Anastasia Park Drive. We also have children and hearing impaired neighbors residing in our end of the neighborhood, and we would ask that you please consider this perspective and please modify this plan, so that it does not serve to worsen the flow of traffic into the South end of our Lighthouse park neighborhood. There are children who routinely skate across Anastasia Park Road from the Hamilton Upchurch Skate park (to the north) in order to get to the Surf Station(to the south of the park)....it is a pedestrian crossing used mainly by children on skateboards - not adults. Unfortunately, it is not hard to foresee the possibility of a collision between a car entering or exiting the roundabout and children on skate boards and bicycles. We have already had at least one near miss (witnessed and reported to the County School transportation department) with neighborhood children returning home from RB Hunt on bikes (using this same vacant lot as a cut through to the neighborhood) and a school bus, who routinely races down Flamingo Drive to exit onto Anastasia blvd. We have asked the County School transportation department several times to use service officers for 20 minutes on school days to safely let the buses exit at Redcox (as the 4 buses leave the school within 20 minutes of each other - it would be easy to fix that part of the problem)...but the school district has repeatedly declined to hire a service officer. Again, please consider this perspective and let's come up with a better solution, which will be consistent with our previous agreement with the City to reduce the impact of vehicular traffic in

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this very area, and design a plan that would not negatively impact our neighborhood by attracting additional traffic and creating more safety hazards than we already have. We definitely support reducing the speed limit around the northbound bend approaching Redcox, and feel that a light at that Redcox intersection would make the most sense. However, if this is not felt warranted by FDOT, then at least some measures (such as a light before the bend that detects speed limit of approaching vehicles and flashes) to slow traffic down, marked slow signs on the pavement, or even an empty parked police vehicle near this area to slow traffic. We do not support reconfiguring the road way, if it would mean shifting access from Anastasia Park Road to Anastasia Park Drive....this would be detrimental to our neighborhood, and foreseeably create more safety problems by encouraging more vehicular traffic directly past residential homes. We have a reduced speed limit in our neighborhood, but outside traffic pays no attention to that, including the school buses (as I mentioned above). Let's not create another safety hazard by trying to fix the issues at Redcox. Please let's come up with a better solution than the dog bone/peanut round-about plan; and one that will not negatively impact the south end of our Lighthouse Park Neighborhood or restrict the access to Anastasia Park Road.

41	Widen the sidewalks to 6 feet. Smart bicyclist know to stay on a sidewalk in St Augustine for their safety. This is a much better solution.	6/11/2021 9:09 AM
42	Please do not change the location of the fire station	6/11/2021 9:00 AM
43	Crosswalks and slowing traffic are most important to us. The continuous median is definitely our choice.	6/11/2021 8:07 AM
44	I believe it is the drivers not the roads. People drive the vehicles and do not follow the rules so they cause the accidents NOT the roads. Common Sense	6/10/2021 9:35 PM
45	Bike lanes need to be physically separated from the travel lanes with some sort of barrier. It's too dangerous to ride near the road.	6/10/2021 9:00 PM
46	There is no safe place to cross A1A between red Cox and 312! And the speed of cars should be reduced to 35.	6/10/2021 8:16 PM
47	Make yhis safer for bikes and pedestrians.	6/10/2021 7:34 PM
48	Again this is an opportunity to succeed greatly or to fail miserably like the May Street turn around. May Street is the perfect example of an over injured engineered failure and that failure has made it again a laughing joke of traffic control in this town this stretch of road on A1 A starting at the Alligator Farm and finishing after the amphitheater can be corrected with a light at the entranceway to Anastasia State Park as well some kind of a monitor or camera houses in place at 3:12 and A1A the money being perceived and spent with the solutions outlined here	6/10/2021 7:13 PM
49	The dog leg looks as though it is restricting access to the oldest attraction in Florida (St. Augustine Alligator Farm Zoological Park).	6/10/2021 3:33 PM
50	My concern for the "peanut" proposal is that it re-directs traffic even further into our residential neighborhood, eg. Flamingo Drive where we currently already experience cars towing boats and even RV campers. It would seem that simple traffic lights would go a long way toward easing access to Anastasia Blvd from cars entering and exiting the Anastasia State Park.	6/10/2021 2:08 PM
51	I fully and enthusiastically support a roundabout type solution to the Anastasia Park Road, Red Cox and Old Quarry intersections. This has to be addressed as soon as possible, and I am more than willing to assist as needed. To not do so will result in more deaths and injuries, and that is unacceptable. I live at 940 Lew Blvd, my name is Jim Tunstall, and you can reach me at 954-604-1661. Thanks for your work on this.	6/10/2021 1:19 PM
52	I live on the south end of Coquina Avenue and observe daily how exiting cars from the Alligator Farm negotiate Anastasia Blvd. The Alligator Farm presents increasing traffic issues as cars exiting the zoo from Old Quarry frequently turn left (or attempt it) to head north on Anastasia Blvd. I think a No Left Turn sign would be of great benefit. Cars turning right from the zoo (heading south) have the opportunity to make a U-turn in a lane already provided. South Davis Shores residents desiring to head north on Anastasia Blvd do not typically use Old Quarry Road when heading in that direction. This is almost exclusively an issue created by patrons of the Alligator Farm who don't realize they can turn right and then make the U-turn. "Protected" bicycle lanes such as the one pictured in the video aren't protected enough for my comfort. I was nearly hit while cycling on this stretch of road by a car that drifted into the bike lane. Bike lanes need a concrete barricade to delineate them from vehicular traffic to insure safety. A	6/10/2021 10:36 AM

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pedestrian crossover at the amphitheatre is a great idea. It surely would facilitate the flow of traffic while protecting pedestrians who wish to cross to the other side.

53	The lighting in this area is very poor.	6/10/2021 8:12 AM
54	This intersection is very dangerous. With all the signs directing to the East and West attractions, visitors are busy looking at signs not watching traffic or pedestrians. I bike this route every single day, my rides over the past few years have turned into panic attacks as every ride I go on has turned into avoiding getting hit by cars speeding or not looking.	6/10/2021 7:57 AM
55	The lights from police that manage access to the amphitheatre are blinding to drivers and make it difficult to see pedestrians due to backlighting	6/10/2021 6:24 AM
56	Dangerous coming out of Red Cox by fire station. Making a left turn.I use the skate park, the boat ramp,visit lighthouse and the field .. it needs a traffic light and wider entrance	6/10/2021 6:18 AM
57	I would suggest a traffic light at Red Cox Drive would be simplest and most cost efficient option to improve the current situation	6/10/2021 12:21 AM
58	We need street lighting now!	6/9/2021 10:23 PM
59	I live on Anastasia Park Dr	6/9/2021 6:06 PM
60	Also need to solve for particular spots where U turns are prevalent and dangerous - such as the left turn lane on Anastasia Blvd at Grandview Road	6/9/2021 6:00 PM
61	i have lived in Old quarry road for 35 years. we would like to be able to access the state park area without fear for our lives. also the curve with alligator farm traffic and park traffic is very dangerous. while there is a suggested speed for the curve. there are many drivers who treat it like a sling shot.	6/9/2021 5:40 PM
62	I live on Anastasia Park Dr and do not support the dogbone road configuration. It would bring way too many people to our neighborhood. The exit from the State Park just doesn't make sense and is no good for the folks that live in the nearby neighborhood. It would bring way too much traffic to my front door.	6/9/2021 5:28 PM
63	This section of road is dangerous. I have seen students trying to cross near the Alligator Farm without any traffic light. Part of that street is obscured from visual line of sight.	6/9/2021 3:53 PM
64	We live on the West side of A1A in Surfwood neighborhood. We desperately need a way to cross A1A safely. It's like playing chicken trying to cross (especially with kids) to get to the East side of A1A. We cross often to get to the back gate of the State Park, go to the Village Food Truck Garden, to ride our bike to Ron Parker or the YMCA. The intersection at 312/A1A is way too busy.,	6/9/2021 3:29 PM
65	This has been an area of concern for years. I have seen people killed at this intersection and a light has been needed for a long time!	6/9/2021 2:57 PM
66	Depending on what happens to the intersection at red Cox, it would be helpful to eliminate the parking on the alligator farm side that makes making a uturn after pulling out of red Cox to head south Difficult	6/9/2021 2:39 PM
67	I applaud your efforts to deal with the task of the problematic and deadly area. I would like to state that the proposed re-routing of Anastasia Park Road into the residential area would only divert traffic problems into the neighborhood...I COULD NOT SUPPORT this and understandably others feel the same way. Making a new problem is not a solution to the existing problem.	6/9/2021 12:50 PM
68	Red Cox is a terrible designed intersection. Firetrucks don't have a light to get out in case of emergency, and increased traffic and population make this intersection extremely dangerous.	6/9/2021 12:15 PM
69	as opposed to the alternatives at Red Cox drive and Old Quarry Road, a simple more reasonable (less costly) alternative is to put a traffic light at intersection of Old Quarry and Anastasia Blvd. This would slow down the traffic in the area, make it safer for pedestrians. If bicyclist would follow the law then fewer incidents as well as provide a safe access for cars, boats, buses and pedestrians accessing the Alligator Farm, RB Hunt elementary, Lighthouse, boat ramps, soccer fields, skatepark and for local resident travel. This would not tear up the road. Plus would complement the pedestrian cross walk in existance in front of RB Hunt elementary currently. More practical solution. Less costly.	6/9/2021 12:01 PM

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70	I would use this section of Anastasia Blvd by bicycle more often if safer and less stressful. I like the idea of the River to Sea trail and would use it to get to St. Augustine Beach. Also, continuous or island medians with Landscaping trees (Palm Trees) is needed badly & would calm traffic speeds.	6/9/2021 11:47 AM
71	I like the dog bone best, however it needs to address pedestrian and bicycle crossing, as well as school traffic	6/9/2021 11:17 AM
72	Speeders and the lax enforcement by LEOs has led to a dangerous environment at certain points. Going south along that stretch, it is dangerous to bike in that curve rounding the alligator farm going towards anastasia fitness. Many motorists stray in the bike lane. Having non-signal crosswalks is a recipe for disaster. Motorists aren't yielding to pedestrians even at the signaled crosswalks unless there is a red light. It is very dangerous at crosswalks south of here by the beaches when cars speed through. Very little enforcement by LEOs. LEOs should all get a training course on enforcement of crosswalks.	6/9/2021 9:56 AM
73	This section desperately needs a bike lane that is separated from the vehicle by an actual curb. The east side is wide and could be a multi-use path, narrow the current bike line to be a shoulder and therefore truly protect cyclists and pedestrians from vehicles. Additionally, vehicles routinely travel 50+mph due to the straight, flat, uninterrupted nature of this stretch, which is unacceptable. Speed needs to be controlled, ASAP.	6/9/2021 9:19 AM
74	The Continuous turn lane is a must for all the side roads	6/9/2021 8:28 AM
75	there needs to be a traffic light at intersection of State Park Dr./Surf Station area, and speed needs to be slowed to at least 30 mph if not 25. There are too many things for drivers and bikes/pedestrians to watch for, not to mention the boats that have to slow down to 5 mph to make either a turn on to Red Cox or State Park Dr. as they travel to boat ramp. There is just too much going on in the section of road not to have traffic light and slower speeds.	6/9/2021 7:55 AM
76	The corner at the Anastasia park entrance, where the surf station store exists, needs a pedestrian crossing desperately.	6/8/2021 7:58 PM
77	any one way designation will force traffic back into residential neighborhoods including 35 foot trailered boats where children play causing lethal results . Traffic light is only safe solution. see Penmen road in jax beach for solution	6/8/2021 7:49 PM
78	The scenarios are literally terrible ideas. I get you all are cyclists (appears that way) but this town is growing at a ridiculous rate. Traffic is terrible. Getting any where in a normal amount of time is out of the question. I want safety for cyclist and pedestrians but that means keeping them off the main roadways. A car and a bike collide, only one of them is walking away 100% of the time.	6/8/2021 7:29 PM
79	Crossings need signals. It's the only way to safely cross such a big road. People swerve into the bike claims too often they should be further from the road	6/8/2021 5:22 PM
80	A pedestrian crossing that is needed for the more northern section, which I forgot to mention, is by the Bridge of Lions.	6/8/2021 4:15 PM
81	The difference between a continuous median and the second median alternative was not at clear, even with the photos. I looked at a google map, and it confirmed what I thought: some kind of median already exists at the Red Cox/Anastasia Blvd intersection, so now I'm even LESS SURE of what you're proposing. How about some rumble strips or speed bumps both NB and SB? How about a traffic light? (If you want that intersection to be safe, that would be the safest, no?) How about straightening out the curve? Lowering the speed limit?	6/8/2021 4:02 PM
82	We live in 'borde del mar' just North of the state park. We presently have both boat and school bus traffic use of Flamingo Drive due to the difficulty of making a left hand turn onto US1 from Red Cox. Would a traffic triggered traffic light be possible? The vehicle traffic we have in our small neighborhood is too fast and pretty heavy.	6/8/2021 3:43 PM
83	A continuous multi-use path connecting 312 to the bridge of lions would be a tremendous asset. I personally would bike much more often if I knew there was a dedicated, safe, route for bicycles, particularly at night.	6/8/2021 2:45 PM
84	I think installing any grass median would be extremely dangerous. We locals rely on the continuous turn lane when turning left from our local side streets. Installing a median would cause accidents and require drivers to take unnecessary risk when turning. Anything to make biking more enjoyable is good	6/8/2021 2:27 PM

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85	I think that more attention to controlling speed and vehicle noise would be very useful tools to contribute to safety along A1A	6/8/2021 1:07 PM
86	I cross A1A near red Cox, the surf station and the Amphitheater multiple times a day with young children. I am terrified that we will be hit by a car someday because there are no pedestrian crossings. I see many people dashing across the street in the section between surf station and the amphitheater. I would love to be involved and help in any way to make this section safer and more accessible for the families that live in the neighborhoods in this area.	6/8/2021 12:52 PM
87	I liked Scenario #3 best. And the #1 option in the second set of options (dog bone shaped intersection). I think it's great you are thinking about enhancing the pedestrian access to the AMP. A lot of people walk and bike to San Juan Extension to access the park through the back neighborhood access gate. It may be worth keeping an eye on so that people can cross easily there (near Southern Horticulture). I have to play frogger daily to get across - but I know there may not be enough of us to warrant a pedestrian-safe access point there. However, there is a TON of traffic to Anastasia Baptist on church days, so maybe it would benefit the church, too. I like the median islands, especially if they can be beautified with trees and native plants. I like the multi-use trail option as well. Thanks!!	6/8/2021 12:15 PM
88	Add some trees, add some benches, add some trash cans. I refer to this stretch as death valley when biking. Zero shady spots to stop. Add shaded bus stop	6/8/2021 11:43 AM
89	Keep it simple...most issues are a result of poor driving skills. Traffic back up all along this area is the biggest problem...I, for one, do not advocate for anything that makes this area more congested....think of the big picture, not preferences of a small number of individuals...that's all.	6/8/2021 10:36 AM
90	The most dangerous part of the road is the intersection of Alligator farm, Anastasia beach park, access to the lighthouse, a fire station!, an elementary school all merging together at a curve. It is beyond dangerous and none of your plans (even with the dogbone) show a safe for cars traversing from one major attraction to the next. Now there is NO WAY for a pedestrian to cross that curve at Old Quarry without pedestrian help. PUT A LIGHT THERE. I'd support the dogbone if you can also have a pedestrian/user initiated light for safe cross. Strongly support the separate bike trail and pedestrian multi use option. IMHO the police will always have to be involved at the Ampitheatre traffic nightmare unless that is a separate issue. There always need to be additional ways to cross A1A for residents between Matanzas Ave and 312. That's two miles without a safe crossing zone. Did I mention the alligator farm, lighthouse, beach park and fire station all together on a curve with no traffic signal? AHHHH! Who planned this stuff? Ponce De Leon?	6/8/2021 10:23 AM
91	Very interested in wider sidewalk for multiuse that goes all the way to bridge of lions. Family with children and we enjoy biking downtown but I don't feel comfortable with kids in the bike lane off the main road. People and cell phones scare me.	6/8/2021 10:18 AM
92	Kudos to the Sheriff's department for the work they do caring for pedestrian safety and keeping traffic moving during events at the Ampitheater. Taking a left when exiting the State Park is extremely dangerous and needs to be addressed. Thank you for asking for feedback.	6/8/2021 10:13 AM
93	Any and all speed reducing measures should be the priority. Medians are wonderful, but how many people have been hit on A1A between St. Augustine Beach and Crescent Beach? Vehicle speeds must be affectively reduced starting just South of Red Cox Rd. This is the only thing that will signal to locals, tourists, and all drivers that they are entering the City and need to transition from "highway mentality" to safely passing through a community.	6/8/2021 9:48 AM
94	Traffic needs to be slowed down in some way	6/8/2021 8:20 AM
95	Speeding and people running the red light at 312/A1A are the biggest problems between Red Cox and 312, particularly at night and the "Fast & Furious" crowd. I don't consider any of the options (bicycle safety, pedestrian safety, crossing at non-intersections, etc.) important. Please do not use this as an excuse to add more traffic lights and/or "must stop here" crosswalks.	6/8/2021 8:10 AM
96	I like the multi use trail odea	6/8/2021 7:11 AM
97	The storage unit building at the corner of 312 and A1A has caused a tremendous amount of U-Turns to happen at our neighborhood (Grandview turn in). Large trucks enter and use the intersection of Grandview and Southwind Circle for these U-Turns. My property backs to A1A and the speeding that occurs in this section of A1A is horrendous, the nice stright shot in	6/8/2021 7:08 AM

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either direction seems to give drivers the go ahead to put the pedal to the floor. 60+ miles an hour is very common! Hopefully sound absorbing vegetation can be planted in the medians to mitigate sound transmission. Hopefully the existing medians near the McDonalds can be upgraded to higher level (these are the ONLY medians between bridge of Lions and the 206 bridge that have no landscaping other than grass. Maybe think about putting in a permanent system of letting people know their speed! The merge lane coming from the beach near Tom's gifts is an area of very aggressive driving. The right of way width in this area is 130' not 100'. A turn lane for people going south on A1A and heading onto 312 (westerly). Gregg Paumen 203-470-3143

98	Even Enforcing current laws would make a huge difference. Speed limits for cars and sidewalks for pedestrians only and proper use of bike lanes (correct direction for flow of traffic)	6/8/2021 6:15 AM
99	I would prefer a designated bike/multiuse path for cyclists. I ride bikes often but this road is not preferred with the way people drive along A1A. There needs to be separation from motorists and cyclists, and if there is no curb then I don't see how the bicycle lane can be called "protected." Thanks!	6/7/2021 11:24 PM
100	Please have better training for the traffic control officers during events at the amphitheater. They really don't pay attention to cars turning into the neighborhoods across the street. Always fun having a car coming at you while making a legal left turn. There will be a bad wreck there someday. Lack of training.	6/7/2021 10:23 PM
101	There should be a safe pedestrian crossing at the Amphitheater. There should be a safe median for pedestrians to use a "refuge".	6/7/2021 9:06 PM
102	I live on San Rafael Street, west side. Trying to turn left in the afternoons and weekends are vary dangerous heading to bridge of lions. Speed limit should be lowered. I use the turn lane to merge with traffic moving north. I can wait minutes to make it to the turn lane because of speed. Additionally, I pull a boat from my house to the light house. Turning left out of light house with a boat trailer is dangerous. so I use the neighborhood to come out at the park entrance turning south, so I have a turn lane to merge into south bound traffic. Speed must be slowed down in this area.	6/7/2021 8:20 PM
103	I support wider bicycle lanes. Pedestrian crossings signals should be invoked by pedestrians wishing to cross vs. at timed intervals.	6/7/2021 4:39 PM
104	We need must have recreational lanes	6/7/2021 4:36 PM
105	NO MORE ROUND SHAPES- PLEASE. We do not experience the world in PLAN - this is not a viable option for the pedestrian users. I cross from Quarry Creek Road to Anastasia Park on bike constantly and all of these options will ruin my day! I use the left turn lane on Anastasia Blvd. on my bike to get to the state park, my entire neighborhood of S Davis Shores does. These options neglect the state park entrance for the neighborhood, so how will we cross? This intersection is terrible for a left turn for all modes of transportation from Quarry Creek (towards Lions) and the fire house/ Red Cox to 312 bridge. DONT cut off the stare park entrance to the neighborhoods on Quarry Creek to fix the traffic snags on Anastasia Blvd! This location is just as important as the much needed crossing at the Amp- DUH!	6/7/2021 2:52 PM
106	bike lanes need to be away from traffic (please see Wakulla county trail project next to Highway 98) and paved with tar; keep bike lanes away from traffic; install multi use trail 10' wide or wider; would be used by pedestrians, bikes, strollers, etc. Omit dangerous bike lanes next to traffic; lighting needed along this trail	6/7/2021 2:10 PM
107	The biggest issue I have encountered as a driver is trying to turn left after leaving the Alligator Farm, lighthouse, or state park. The way the road curves makes it very hard to see what is coming and the "turn lane" in the middle is very narrow.	6/7/2021 1:39 PM
108	Sufficient right and left turning lanes for boat trailers entering and leaving Red Cox Road is the single most important improvement to the safety of that area. It would also greatly assist emergency vehicles from the Fire Station there.	6/7/2021 10:55 AM
109	This is much needed. Please do it as soon as you ae able to.	6/7/2021 10:47 AM
110	Would like to see walkway and bicycle path like the one on Pope road!	6/7/2021 8:13 AM
111	Traffic actually flows there now. Need more police due to constant speeders. Only problem is heavy volume and back up at 312. Need a designated right turn lane south on Anastasia blvd	6/6/2021 9:27 PM

Anastasia Boulevard from Red Cox Drive to SR 312

at 312 westbound

112	Again, I suggest that median or island plantings be restricted to trees and ground cover. Shrubs make it difficult to see. Traffic safety officers who are supposed to make it safer to access the amphitheater always park in the only place where bikes can ride. It's dangerous. We don't need more lighting. It's a source of light pollution and an annoyance to homeowners along the road.	6/6/2021 8:32 PM
113	Maintain turning left from Anastasia Park on to a1a south bound	6/6/2021 3:37 PM
114	I support the dog bone at Red Cox Rd but it is not clear how pedestrian and bicyclist would cross the intersection safely.	6/6/2021 1:25 PM
115	Too much speeding, unsafe for bicyclists. Currently unsafe to cross at any time.	6/6/2021 9:46 AM
116	Reduce speed to 30 mph along the length of A1A from Lions Bridge to 312. Full Medians along its length. Enhanced Pedestrian Signals at key locations are necessary. This is an outdoor community. Slow people down we can leave earlier, arrive later. We don't have to have every road become I-95. As for the curve at Red Cox Drive and the State Park. Used to be there was actually a stop sign there then a left hand turn to continue north. No one ever was going so fast that they overran the curve and ended up in the tree's. Perhaps a Signal there would actually help the situation allowing people to break up the long line of dual lane continuous traffic when traffic coming from side streets is trying to get out and merge in. It creates a traffic separator and a way for them to get in or make left turns. Of course we could also ban left turns everywhere in the city except at specially designated intersections which would keep traffic moving as well.	6/6/2021 8:44 AM
117	The shown bicycle lanes are not protected! Just a white line is very little protection. A bicycle lane MUST be protected by a curb to avoid cars drifting into that dedicated lane. Look at Amsterdam and Copenhagen as a good example.	6/6/2021 7:22 AM
118	Put a right turning lane in front of Atlantic storage at 312 and Anastacia	6/5/2021 11:04 PM
119	Creating a continuation of the bike/ped trail is most important.	6/5/2021 8:55 PM
120	I think the biggest problem on Anastasia Blvd is not the speed limit, but the speeders. We need police to enforce the speed limits. There is also a pedestrian crossing in front of RBHunt near the Alligator Farm. I think a pedestrian crossing like that in front of the Amphitheatre is a good idea.	6/5/2021 8:06 PM
121	The need for safe options for crossing A1A between 312 and Red Cox is critical.	6/5/2021 5:21 PM
122	NO ROUND-ABOUT OR DOGGIE BONE AT RED COX. PLACE NO LEFT TURN SIGN AT BOTH RED COX AND OLD QUARRY AND BE DONE WITH IT.... MAYBE A TRAFFIC LIGHT AT RED COX / OLD QUARRY	6/5/2021 3:23 PM
123	I would like to know how many bicycles use this road each day? I am NOT in support of narrowing the driving lanes. It seems to me if you have more than 20,000 vehicles traveling the road each day and only a handful of bicycles why do you need to narrow the driving lanes? I am not in favor of reducing the speed limit. At times you can barely do 40 mph. Most people that I see riding bicycles do not obey the laws of the road. Since when are bicycles more important than the 20,000 plus cars using the road daily. I do not see any direct benefit to the roundabouts that you propose. A traffic light at Red Cox Road would be helpful for the people who live in the Lighthouse area, for boaters who use the ramp there, for visitors to the Lighthouse and for the visitors to the Alligator farm. This area can become quite congested and dangerous for vehicles trying to cross Anastasia Blvd. As someone who drives this road daily I do not believe the curve at Red Cox Road is dangerous for drivers but it is dangerous if you're attempting to cross Anastasis Blvd. Especially cars/trucks pulling boats.	6/5/2021 1:17 PM
124	It's almost impossible to make a left turn safely from Red Cox Drive onto Anastasia Boulevard. Something needs to be done there ASAP. Existing bike lanes are unsafe. A separate multi-use path would be a great solution.	6/5/2021 12:09 PM
125	The bone shaped round about would be a disaster. Tourist are easily confused in this town and it would cause more accidents. I do believe that a lower speed limit all the way down through crescent beach is absolutely needed. I like the ideas of more crosswalks but vehicles blow through all crosswalks unless it's an actual Red light. I love the idea of a wider side walk. But I don't really understand the need for grass medians.	6/5/2021 11:52 AM

Anastasia Boulevard from Red Cox Drive to SR 312

126	A multi-use trail separate from a traffic lane would be ideal. Bike lanes adjacent to moving traffic are dangerous due to distracted driving and speeding.	6/5/2021 10:55 AM
127	Raised median with trees and such - this might slow down traffic. Traffic seems to go faster when the road is wide open. Most bikes are using the sidewalks - bicyclists want to be considered vehicles when on the road but pedestrians when on the sidewalks - they need to make up their minds. Maybe a much wider sidewalk and no bike lane? Traffic light needed badly at Red Cox and Anastasia Blvd - all of South Davis Shores believes this.	6/5/2021 10:35 AM
128	I like either scenario 1 or 2 for the Red Cox Drive intersection improvements. Too many accidents as it is now.	6/5/2021 10:26 AM
129	I rarely see anyone attempting to cross A1A between SR 312 and Red Cox Dr. The Amp takes care of safe crossings for shows. No need for pedestrian crossings. Bicycles are a danger in the area - I strongly urge removing them from the road and requiring operation on multi use pathways on east side of the road. Don't try to fix the Red Cox Dr area with any roundabout. What a disaster that is at May St and San Marco. Fix the lanes for a safer turn and be done with it.	6/5/2021 9:50 AM
130	The biggest problem is turning onto 312 from the Blvd. There needs to be a right turn lane since only 8-10 cars can get through a green traffic light and traffic backs up to Matanzas Circle and beyond! It's an absolute nightmare!	6/5/2021 9:04 AM
131	Need a right-turn lane from Southbound A1A to Westbound 312. This will reduce congestion and relieve driver frustration.	6/5/2021 8:17 AM
132	Thank you for this survey and the options. The roundabout idea is novel but would work with a lot of education of drivers and signage. Has anyone looked at the RB HUNT School drop off and pick up that takes over the right lane completely on M-F am and pm set times and that impact on changes? Coming northbound, better info signage because a lot of non local traffic is confused and then they try to jump lanes while the locals are bunching into the left lane as it is, because they know what the right becomes. Lower speeds are a good idea but enforcement needs to step up too. I use the Old Quarry intersection but to right-turn only even if I am headed to downtown. I am not crazy so I will not attempt left turn anytime. Also, any pedestrian crossings should be fully lighted like they are downtown on Avenida day and night to ensure the vehicles SEE them. The other thing is that wider bike lanes only mean more bikes trying to ride three abreast in them as some bikes do now two abreast in narrower lanes. That should not be allowed. I would not shrink those vehicle lanes especially considering how unwieldy larger pick up trucks have become. Buy more right of way, move sidewalks back from the road, and be realistic about bicycle riders, especially with those new electric bicycles. Thank you!	6/4/2021 6:16 PM
133	Glad to see more interest in pedestrian and cycling safety. More people would cycle if safer reducing vehicle traffic	6/4/2021 5:55 PM
134	Why not a light at Red Cox Drive (versus a costly redesign)? Simpler & Cheaper	6/4/2021 5:44 PM
135	Red Cox/Anastasia Blvd (aka Deadman's curve) is too fast, blind curve on 4 way highway with people turning off Anastasia onto three different sideroads with high use activities of: a school, the Allegator Farm, a Skate park, a lighthouse, a boatramp, state park, Surf shop, food cart and residential areas all in one curve. This area needs to prioritise pedestrian and bicycle traffic over thoroughfare traffic. I have personally been caught in the turn lane on Anastasia Blvd with cars turning both directions around me on my bike. Street parking on Anastasia Blvd in front of the Alligator Farm, along with bushes on the Alligator Farm property limit visibility for pedestrians, cars and bikers turning left or right from Quarry Rd onto Anastasia Blvd. Regarding the multi-use lane, I would prefer to use this lane for bikers and walkers so that there is a raised curb between the car lane and the multi-use lane. Speed limits should be lowered as well due to traffic exiting and entering for a church, the elks club, the amphitheater and businesses located in this stretch of A1A. (Previously in Lions Bridge to Red Cox survey, I also mentioned the businesses around Red Cox Dr...Surf Shop, state park entrance, skate board park, lighthouse and boat ramp). Neither survey mentioned the Elementary School	6/4/2021 3:38 PM
136	Would not support taking state land for a fire station.	6/4/2021 11:59 AM
137	Speed and distracting driving is the main problem here. Enforcement of speed is lacking. This area should have the reputation as a "speed trap!"it did when I was a child!	6/4/2021 11:16 AM
138	I lived on lew blvd for over 25 years, the red cox/old quarry/anastasia park drive area is a	6/4/2021 10:40 AM

Anastasia Boulevard from Red Cox Drive to SR 312

death trap and I have personally witnessed terrible tragedies there. This is the # 1 priority for improvement in this section. Speed limit should be reduced as a first step. The sidewalks on the east side do not line up across many of the roadways and are dangerous to transit at night, the bike lane on the west dside is rarely used as there is no where to cross until you get to 312.

139	My suggestion is a pedestrian overpass to cross Anastasia Blvd to get to the Amphitheater.	6/4/2021 9:38 AM
140	N/a	6/4/2021 9:30 AM
141	Make bike riding/walking to and from amphitheater after dark safer please!	6/4/2021 8:40 AM
142	We need a crosswalk from amphitheatre to west side of A1A. Better then that have the state park adjusted the entrance to the amphitheater to line up with Madeira St and put a light.	6/4/2021 8:23 AM
143	Consider traffic control at Old Beach Road. It's dangerous, especially turning south.	6/4/2021 8:17 AM
144	Putting the bike path next to the car lanes is going kill more bicyclist. Narrowing the lanes is stupid, drop the speed to 30mph from surf station to past the alligator farm. Traveling north on A1A, there is a left turn that creates a lot of problems, there is not enough room to complete the turn and cause a problems and accidents. I think the dog bone idea is your best but that is kind of what is up by the Vilano bridge road where the carousel was, that has taken for ever to complete I think 4 years now and still isn't complete. Your man problem is speed and larger vehicles turning right coming from the park and vehicle's turning into the alligator farm. Vegetation needs to be better managed to see vehicles that grows in the median by the alligator farm.	6/4/2021 7:29 AM
145	Speeding is rampant on this roadway. Crossing the street is nearly impossible.	6/4/2021 7:10 AM
146	There must be protected Multi use bicycle lanes.	6/4/2021 6:23 AM
147	No roundabout	6/4/2021 12:23 AM
148	Making lanes smaller would be quite dangerous, people speed on this stretch always, 60+mph some days. I would not cross as a pedestrian, and it is hard to come out of the state park going south. the proposed designs do not look like any of them would work. the first one is a joke just like the traffic circle at May Street. maybe put in a traffic light by the state park, that might be the easiest solution. a bike lane with on street parking and narrower lanes, just sound like death for bike riders. forget the grass by the sidewalk and make that the bike lane, narrow the sidewalk on each side. keep on street parking. Motorists in St Augustine are ruthless, they speed and tourists are clueless that turn where-ever and when-ever they want. If this is about the bike path, make it on the sidewalk and narrow the sidewalk. Take a survey on how many people actually use the sidewalk for walking.	6/3/2021 10:36 PM
149	Stop planting item that obstruct the view of oncoming traffic from the turning areas	6/3/2021 10:14 PM
150	More safety for pedestrians and bicycles and slower speeds. You can only provide crossing A1A at the light unless cars are slowed down so as to see pedestrians and bikes intent to cross.	6/3/2021 10:04 PM
151	Be sure to have bike trail to be separate from the road.	6/3/2021 9:24 PM
152	Please install new major 3-intersection traffic light!	6/3/2021 9:19 PM
153	do not feel safe riding my bicycle on bike path it is too small and car really drive too fast want a separate bike path away from street - where it d be much safer for us to ride bicycle	6/3/2021 9:18 PM
154	I am NOT for the dog bone example #3 or the last #4	6/3/2021 8:50 PM
155	Prefer dogleg.	6/3/2021 8:44 PM
156	Love the idea of wider bike paths. Not enough.lighting to ride.bike after dusk on a1a. Need pedestrian cross at old Beach for concert walkers to.church lot.	6/3/2021 8:37 PM
157	No roundabout	6/3/2021 8:36 PM
158	Remove the street parking in front of the alligator farm	6/3/2021 8:35 PM
159	Anastasia Blvd corridor is the identified route for the East Coast Greenway Trail, SUN Trail SJR2C Loop and Scenic A1A Trail. Improvements and enhancement options to Anastasia Blvd should be complimentary and supportive of those alternative transportation efforts.	6/3/2021 12:38 PM

Anastasia Boulevard from Red Cox Drive to SR 312

160	You have to slow down traffic. Speed limit is 40 yet travel speed is 55+. Remove median near 312 and put in turn lane. A lot of dangerous u turns in this area. As much as I hate to say it we may need more red lights in this area as the long stretch really allows people to get to high rates of speed	6/3/2021 6:03 AM
161	We NEED a light at Alligator Farm/Old Quarry/Red Cox! And the PSA folks make it SO much more dangerous parking on our sidewalks there AND putting cones up so we can't access our street there safely. This intersection is a death trap... I've seen 3 fatalities there and almost was one 2 days ago.	6/2/2021 10:18 PM
162	Problem is Huge... a signal at both the fire station intersection and or at the entrance to the state park to slow down speeds as traffic slingshots the curve to the south and speeds into the north with traffic/pedestrians from key tourist attractions , elementary school, skate park , lighthouse. The latest reach to move the fire station across from the Amphitheater is another waste of growing an already obese department with every equipment avail as well as more fire fighter employed local good old boys	6/2/2021 9:26 PM
163	An intersection at the amphitheater could also help	6/2/2021 4:55 PM
164	The "protected" bicycle lane given in the example is not very protected. Bicycle traffic needs to be separated from motor vehicle traffic by a raised curb (not merely painted lines on the asphalt). If bicycle lanes are not shielded from motor vehicle traffic and shaded, then people will not use them. With regard to lighting, additional lighting would contribute to light pollution that can disorient sea turtles, migrating birds, and other species and impact the quality of life for nearby residents by subjecting them to light pollution.	6/2/2021 4:17 PM
165	It would be helpful to have more speeding enforcement during morning and evening rush hours along this section of road. There is a lot of aggressive driving in this area.	6/2/2021 1:15 PM
166	We really need a traffic light at A1A and Red Cox. With all the boat traffic and Light House traffic it is very dangerous. Thank you.	6/2/2021 1:07 PM
167	I like Scenario 3 for the road redesign and the "dogbone" style roundabout for the redesign of the Red Cox rd. intersection.	6/2/2021 12:29 PM
168	Adding the multipurpose sidewalks will be a huge benefit to the community. We currently bike our kids to RB hunt almost every morning but we don't use the bike lanes for the safety of our children. The large multi-purpose path would benefit everyone. We encounter walkers and bike riders everyday on these narrow sidewalks. It's safer to bike on the sidewalks since the car drivers speed so quickly down Anastasia BLVD. Even crossing the pedestrian cross walk at the 312 intersection we encounter aggressive motorists that are not following the law regarding pedestrian right of way.	6/2/2021 11:42 AM
169	1) Excessive Speed is the number one issue; cars are coming into the curve at Red Cox and Old Quarry in excess of 60 mph, and they are speeding inside the school zone at 40+ mph. 2) Unless the pedestrian crosswalks are well marked and use Flashing Pedestrian Crossing Alert Signs I would not attempt to cross Anastasia Blvd., it is too dangerous. 3) I would never allow my school child to ride their bike to RB Hunt Elementary in the bike lane; not with speeders doing in excess of 60 mph, and many of the drivers are texting while driving. It is WAY to DANGEROUS! Perhaps, since it is a State Road, you could send STATE TROOPERS to patrol the road and reduce the number of drivers speeding and texting while driving. SAPD claims they are too busy to do this.	6/2/2021 10:13 AM
170	The island medians with shrubbery make it very dangerous to see oncoming traffic when making turns onto side streets. As much as I love plants, the shrubbery along the blvd has been dangerous on multiple occasions	6/2/2021 9:34 AM
171	Pedestrian walkways will be too dangerous. Not all pedestrians use the buttons to turn lights on and it can be hard to see them until they step out (current practice on A1A north and on San Marco). Traffic lights to stop traffic would be the only way to safely install pedestrian crossings. Very needed by the Amp, and Red Cox Dr. The dog bone shaped roundabout would be the best (least confusing for rednecks) option for an alternative intersection for Red Cox dr and Anastasia state park.	6/2/2021 8:37 AM
172	It works well as it is!	6/2/2021 7:35 AM
173	If it ain't broke don't fix it. Adding additional pedestrian crossing zones is all that is needed. Period.	6/1/2021 9:17 PM

Anastasia Boulevard from Red Cox Drive to SR 312

174	Round a bout. Close off the little neighborhood behind the surf station with trees and a green space to keep traffic from going in there and preserving the park entrance.	6/1/2021 8:35 PM
175	Please fix the intersections near the alligator farm and the entrance into the state park and Red Cox rd.	6/1/2021 8:18 PM
176	I hope someone is looking at the # and size of boats, buses, RV's and the Fire trucks that use Red and Anastasia intersection going North. This is a very dangerous intersection and the new solution needs to accommodate very large vehicles that don't have enough time to get across 4 lanes of traffic going 40+ MPH.	6/1/2021 7:59 PM
177	Coming from St. Aug Beach, turning left is very dangerous.	6/1/2021 5:00 PM
178	BIGGER SIDEWALKS/MULTI USE PATHS! KIDS BIKE THIS AREA. IT IS NOT SAFE FOR KIDS TO BIKE IN THE ROAD. BIGGER SIDEWALKS FOR 2 BICYCLISTS TO TRAVEL PARALLEL.	6/1/2021 3:40 PM
179	Signals are ancient, add roundabouts	6/1/2021 3:38 PM
180	Traffic light needed by firehouse across from alligator farm . That will help slow down traffic at curve and allow Vehicles with trailers to leave the boat ramp safely when pulling out on to Anastasia Blvd	6/1/2021 3:36 PM
181	I answered no to 11 because I don't see that being a popular opinion among residents. Floridians and roundabouts seem to be a major struggle. The car line to RBHunt as well as alligator farm/amphitheater traffic could make the flow of this difficult. People have a tough time with the new roundabout on San Marco near FSDB and I don't think it'd be wildly popular. A pedestrian signal and other attempts at traffic calming may be more accepted. Street lighting from the alligator farm to the church would be beneficial as well as some sort of signal noting ongoing events at the amphitheater as traffic is approaching from the north. In addition, crossing 312 on A1A is a scary feat. The multi use trail is intriguing	6/1/2021 3:24 PM
182	Definitely support reduced speeds and protected (by barriers not paint) bike lanes. People drive like distracted maniacs on this stretch. This important commercial and residential corridor is heavily traveled by motorized vehicles, bikes and pedestrians who need to SHARE the space. Cars should not be prioritized over each of the others, yet they are, like in so many other places in town. How lucky for this area to even get a study, when there are places on the west side of the city where there are not even sidewalks....	6/1/2021 2:16 PM
183	The adoption of modified roundabouts has been successful in other parts of the county and i think they are good solutions to traffic quieting and safe, continuous speed traffic movement.	6/1/2021 1:53 PM
184	Anything is better then what we have. It is such a dangerous stretch of road. As a resident of Madeira Heights, I welcome any improvement. People will continue to get seriously injured or killed until we address this problem. Between out of town guest not knowing the area, high speed and parent pick up for RB Hunt, that area truly is the death mans curve.	6/1/2021 1:48 PM
185	Your bike lane plan is NO GOOD! Too dangerous to have bike lane adjacent to traffic. Move BOTH Bike lanes to ONE Side and create a 10-11 ft wide dedicated bike road for BIKES only! That is the only SAFE way to do it!	6/1/2021 12:20 PM
186	Speed limit should be reduced to 30/35mph and strictly enforced.	6/1/2021 10:23 AM
187	Please review and consider the vehicle/boat trailer use in the area. Weekends AM	6/1/2021 8:07 AM
188	Red Cox Drive/ Old Quarry intersection is awful and extremely dangerous . It has been ignored far too long. This needs to be top priority.	6/1/2021 5:39 AM
189	Whatever changes made to the Quarry Rd / Red Cox ? A1a intersection need to be sure that the boaters and RV drivers using that intersection will have ample room to navigate the intersection while towing a boat or RV to and from the state park and Lighthouse Park Boat ramp. I pp[ersonally would prefer a signaled intersection because people in our area do not navigate the various roundabouts very well . The one at a1A North at May Street is VERY difficult to navigate, especially when towing a boat or RV.	5/31/2021 10:29 PM
190	The turn lane going South onto Old Beach is super dangerous ...if you are turning in to Casa Del Mar you basically are in the way of the turn lane	5/31/2021 10:19 PM
191	I do not feel that ANY changes are necessary to A1A boulevard. Please use funds for more important projects.	5/31/2021 9:10 PM

Anastasia Boulevard from Red Cox Drive to SR 312

192	Please for the love of all that is holy don't make a fucking roundabout like the one you did to get to Vilano bridge	5/31/2021 7:58 PM
193	Lower the speed limit! Intersection at Red Cox Dr is a well-known death trap, too many speeders, also dangerous to make left turns from east side of road. Improve access to amphitheater, maybe a signal.	5/31/2021 4:28 PM
194	The Dogbone roundabout is cool. SAFE Bike Lanes. Not sure how you do that with out SEPERATION from cars! We bikers are AFRAID! We have all been hit by cars!	5/31/2021 2:06 PM
195	Access to and from the City Boat ramp near the lighthouse is critical. The intersection of SR A1A and Red Cox is less than safe for vehicles towing boat trailers to or from this ramp. Southbound SR A1A badly needs a dedicated right turn lane onto SR 312: FDOT should have met this need in previous projects: e.g., SR 312 4-laning, SR3 4-laning. The City missed an opportunity more recently when permitting the self storage in the northwest quadrant of the intersection. Let's not miss another opportunity!	5/31/2021 11:53 AM
196	I support any improvements that lower vehicle volumes and speed and encourage pedestrian use.	5/31/2021 11:41 AM
197	Would love a light at the surf station/state park area. Scary turn. Lives lost. Would love to have kids bike to school with out fear of that area.	5/31/2021 11:13 AM
198	Is there any reason to maintain A1A btw 312 and the Bridge of Lions as a 4 lane road? Two seems like plenty; if anything we want to discourage use of that stretch as a main travel artery.	5/31/2021 9:31 AM
199	i would prefer the round about option rathertgentge oblong option bike path should be totally seperatedfrom the road. a multi use option separate from the road is the safest.	5/31/2021 9:23 AM
200	Please help, bike riding anywhere on Anastasia blvd is a death trap!!! Help !!!!	5/31/2021 9:21 AM
201	We need the signal	5/31/2021 9:14 AM
202	A safe crosswalk is needed in the area of the amphitheater. We do not however need to add a fire station to that same area in the current state park land, this would add to the already congested area during events. We need our emergency personnel to be able to do their job of responding quickly to emergencies, not trying to squeeze a fire truck through concert traffic across four lanes. I fully support the thoughtful redesign of Red Cox.	5/30/2021 11:31 PM
203	Red Cox Drive is a very dangerous intersection. The Fire Station needs a signal ASAP to help them exit in a timely fashion for emergencies.	5/30/2021 8:04 PM
204	A roundabout would be the absolute last option I'd support, as tourists have no idea which lane to be in and residents are also very confused on how to use them. The biggest problem I see with the current intersection is that it is very dangerous and often difficult for school buses and trucks with boat trailers to turn south onto A1A from Red Cox Rd.	5/30/2021 7:34 PM
205	Any of the exit options from Red Cox Road onto A1 a need to take heavily into consideration vehicles pulling boats due to the lighthouse boat ramp and school buses leaving RB Hunt Elementary. If it is too difficult for vehicles pulling boats to exit and head south people will start going through lighthouse Park, a residential neighborhood, in order to exit from the boat ramp. There are commercial businesses along A1A that require deliveries from full-size tractor trailers. The potential addition of medians need to be careful not to impact them turning into the businesses. Otherwise they will be making U-turns potentially causing traffic hazards.	5/30/2021 7:33 PM
206	I do not like the figure eight traffic loop. It's not pedestrian friendly and looks like an interstate not a neighborhood. There definitely needs to be a light though.	5/30/2021 3:56 PM
207	The stretch from Red Cox Dr to Anastasia Park Road, a one block area has the following conditions: A sharp curve. Entrance to and from State Park. Access to and from Lighthouse Park neighborhood. Access to and from the feeder road to the Lighthouse Museum, The Lighthouse Park and boat launch, and the sail and boat club. The access to and from the Alligator Farm. The access to and from the neighborhood behind the Alligator Farm. Satellite parking for events at the Amphitheater. Plus the fire station is on the corner of Red Cox and A1A. All of this is going on in a one short block area without a traffic signal. People, bikes and cars cannot cross A1A with any safety. There have been several vehicular and bicycle accidents in this one block area which has resulted in multiple deaths. You never want to cross the road if you were a pedestrian. The only way to cross is about 1/2 mile north of this area.	5/30/2021 2:30 PM

Anastasia Boulevard from Red Cox Drive to SR 312

How about additional crossing lights in this area. This would help all people whatever way they choose to access and cross A1A.

208	Narrowing vehicle lanes and expanding bicycle lanes is the best option. This help decrease motorists speed and improve safety for those biking/traveling in the bike lane. The amphitheater does not need a designated crossing nor a median or "island". PSA's are more than enough for occasional events.	5/30/2021 1:23 PM
209	All of this work is not necessary. Enforce current speed and driving laws and things will improve.	5/30/2021 12:43 PM
210	I am open to making it better, but the choices given would make the situation worse overall.	5/30/2021 12:41 PM
211	Double painted lines between cycling & cars.	5/30/2021 12:30 PM
212	1) Bike lanes are desperately needed, but 3' is not enough! A bicyclist is about 2' wide, leaving only 6" leeway on each side in a 3' bike lane. If they hit a little bump or piece of gravel, or have to swerve, boom, they've driven into traffic. If a driver drifts even slightly from the driving lane, a 3' bike lane means the cyclist is hit. In Colorado, probably the most cyclist-friendly state, their bike lanes are at least 5' wide. 2) PLEASE do not use the daylight bright halogen lights, they actually blind many of us drivers. I have to put on my sunglasses or shield my eyes when I drive past the amphitheater on event nights. It is especially scary with the lights that are set up at Old Quarry Road, where I have to turn to go home. You have the blinding lights, the pylons inconveniently placed for the turn lane for Old Quarry, police cars with their lights on, police standing in the road, and pedestrians crossing the road. Do not blind us when we most need to be able to see all possible dangers. 3) With regard to the Red Cox / Old Quarry intersection, it desperately needs a traffic light. EVERY day, I see a near miss there, and there have been several fatalities over the years. If not for the skate park, I would say to reroute the Anastasia Park Road to Red Cox, so that there is one less point of entry onto Anastasia Blvd at such a hazardous intersection. Also, for cars turning south from Red Cox, the bushes in the median in front of the Alligator Farm block their view of southbound vehicles. Truly, because of the high volume of traffic, most of which is going over the speed limit, left turns should not be allowed from either Red Cox or Old Quarry unless there is a traffic light. Heading north on Anastasia turning left onto Old Quarry, there is limited distance vision because of the bushes in the median. And if a car is in the left turn lane heading south, it is impossible to see if there is any oncoming southbound traffic. A traffic light would also enable pedestrians and cyclists a safe place to cross over to get to Anastasia Park, Lighthouse Park, and the Amp. Lastly, a traffic light would hopefully serve to slow traffic at the curve. 4) PLEASE do not put a continuous raised median on this stretch of road, because for the folks who live on streets in this area, many times the only way they can turn left is to pull onto the median to wait until it is safe to merge into traffic. If you put in raised medians, they would be forced to do u-turns, which would not be safe to pull into the high volume and speeding traffic.	5/30/2021 12:24 PM
213	I strongly believe bicycles, vehicles, and pedestrians should be separated by more than paint. And I also believe that sidewalks are not safe for bicycles when traveling 15+ mph.	5/30/2021 11:47 AM
214	I support median turn lanes, but drivers don't know how to use the existing ones on Anastasia Blvd. So many drives use an opening in the median to do a U-turn, while someone coming in the opposite direction is trying to use the same turn lane properly marked for them. People will come out of a business on one side of Anastasia and cross over to the opposite side without using the proper turn lane. It's a very dangerous situation. I never turn left coming out of Lighthouse Park onto Anastasia Blvd. I always turn right and go to the closest turn lane and do a U-turn. It's become a VERY dangerous situation.	5/30/2021 11:40 AM
215	love the round about idea at the Quarey/red cox intersection! Great option	5/30/2021 10:10 AM
216	scenario 1 is better than scenario 2 at red cox and the state park. as long at as there is a safe way for pedestrians to cross.	5/30/2021 8:04 AM
217	A continuous median would slow traffic down. You must redesign the intersections of Old Quarry, Red Cox and A1A. Take part of the Alligator Farm and make a round about. The new one at May St. Works great! Traffic back ups are much less now.	5/30/2021 7:37 AM
218	Do NOT create a roundabout at the state park. Do not cower to bikers. If you do anything, create a walkover like they have in Vilano for the Amp traffic.	5/30/2021 12:23 AM
219	The posted speed limit is too high for the area between Comares and Casanova. RB Hunt being included in this section of roadway only adds to the need to slow/better control the auto	5/29/2021 10:00 PM

Anastasia Boulevard from Red Cox Drive to SR 312

traffic on this stretch of roadway.

220	The dog bone looks like a good solution at the Red Cox Drive intersection. Vehicles do not drive 40 mph south from Red Cox Drive. The bicycle paths concern me. Narrow the vehicle lanes and adding an additional buffer between vehicles and bikes is a good idea. I am impressed with the thought and planning that has gone into this much needed project.	5/29/2021 9:13 PM
221	I think multiple pedestrian crosswalks are needs along A1A. By the Amp and Anastasia Baptist church to name a few.	5/29/2021 7:29 PM
222	Please make sure to allow for the huge vehicles - buses RVs and towed boats that use the road - many of them do not know the road and any lane narrowing will cause massive danger to other vehicles and pedestrians. I would support a light at the amphitheater to stay green except during events and the farmers market - also a light and crosswalk at the state park entrance. I've seen too many accidents and near misses at the new roundabout on San Marco to support anything like that on Anastasia Blvd. Police on this section of road are also an issue - they sit hidden on the east side of the road where they pull out after speeding cars. But they are not on roads they are on closed access entrances to the state park and no one expects a car there - I've seen bicyclists and pedestrians almost hit by police zooming out onto the Blvd - I've been hit by flying gravel walking along the sidewalk. The middle lane is necessary due to all of the side streets and neighborhood access- it needs to stay.	5/29/2021 5:54 PM
223	More pedestrian crossing areas. Too dangerous for my family to cross at 312/A1A or anywhere between where there is not a signal	5/29/2021 5:24 PM
224	A larger circle. Almost round.	5/29/2021 5:21 PM
225	Thank you for attempting to keep us families safe.	5/29/2021 4:03 PM
226	An improved bicycle lane would have to be separated from the road ways. Too often in notice distracted drivers swerving into the bicycle lanes now. The suggested lanes would not improve safety. Pedestrian crossings would have to be signaled to ensure safety when crossing.	5/29/2021 3:55 PM
227	We need more crosswalks on A1 A near 312	5/29/2021 3:50 PM
228	I think speed limits around corner are most important	5/29/2021 3:38 PM
229	A protected bike lane would protect cyclists. Speed is always a problem in this stretch.	5/29/2021 3:21 PM
230	Between tourists on rental pod cars not knowing where they r going at a high rate of speed Pedestrians at the alligator farm and boaters it's a nightmare	5/29/2021 3:12 PM
231	Red Cox Dr. intersection is very dangerous. The elongated figure 8. looks promising.	5/29/2021 3:03 PM
232	The designated parking areas currently in front of, and across the street from the Alligator Farm, are completely wasteful and should be continuous bike lanes. Bikes have to go from a clear bike lane, to then share the road with cars and do so without any notification to cars of the change in joining of traffic. Thank you for listening to us Chris Cygul	5/29/2021 2:35 PM
233	Thank you for considering this! With such Hugh traffic going to the state park, church and the amp it would be so nice to be able to cross in between 312 and red fox rd. Anastasia baptist already has a crossing guard every week and the amp for events, possibly a permanent light would be more helpful.	5/29/2021 2:06 PM
234	Slow these people down 25-30 mph max. Put in cameras to enforce the speed limit.	5/29/2021 1:54 PM
235	Very unsafe conditions during Amphitheater offerings. Pedestrians and bicyclists cannot get through and it is difficult for cars to get around all the ticket goers	5/29/2021 1:40 PM
236	Scenario 4 I like best. I travel on bike on sidewalk because of safety. Like idea of loop connected with park. Definety more lightening is needed an green media's for sure. It's like a rave track thru that area.	5/29/2021 1:24 PM
237	I support a grassy median but it can't have bushes or trees that are too tall and interfere with sight.	5/29/2021 1:15 PM
238	Landscaping! Especially at a new gateway area.	5/29/2021 1:07 PM
239	Put a light at Red Cox Drive and make it safe for people using the boat ramp. Make bicycles use a multi-use lane and get them off the road where it's not safe.	5/29/2021 1:02 PM

Anastasia Boulevard from Red Cox Drive to SR 312

240	We need a higher level of protected bike lane for this area other than just widening. I believe a physical barrier is essential to protect bikers. It takes one swerve of a car into the bike lane, no matter the size, to kill a person. The speed limit needs to be lowered and traffic needs to be interrupted (such as the round about plans) in order to get cars to slow down.	5/29/2021 12:56 PM
241	Anastasia traffic is great daily as is from 312 to red cox. The only issues are during concerts and that's why they have patrols. Raised medians will just congest more vehicles using that currently use turning lanes to reach their home in neighborhood. If any changes are need it is a raised walkover bridge at amphitheater only, and use small park forest across street for more parking.	5/29/2021 12:52 PM
242	if you could get drivers to stop speeding and get them off their cell phones there would be less accidents	5/29/2021 12:44 PM
243	We live along this stretch close to 312 than to Red Cox, and there is no safe place to cross the street anywhere. A crosswalk closer to Anastasia Baptist Church or Anastasia Diner would be very beneficial as it is extremely dangerous to cross the busy 312 intersection.	5/29/2021 12:23 PM
244	Leave this area alone.	5/29/2021 12:13 PM
245	Dog bone roundabout at Red Cox looks easier to figure out, especially for non resident tourists in vehicles. Can pedestrians cross A1A at the roundabout? I have seen tourists (wearing trolley stickers) cross at Red Cox to access points of interest. What would be the best route for a pedestrian to take from the Alligator Farm to the Lighthouse or State Park?	5/29/2021 12:09 PM
246	Better access to boat ramp turning lane..at the curve People pulling out of Anastasia State Park behind the surf shop don't slow down when you're trying to turn by the fire house to get to the boat ramp and so difficult when leaving to make a left-hand turn slow the traffic down people Leaving from the alligator farm have no idea that you're swinging wide and cut you off	5/29/2021 10:57 AM
247	A new turn lane should be installed for north bound traffic on A1A turning into Red Cox Dr. This should be treated as an emergency and installed now. The school buses stop in the traffic lane of A1A trying to make a 120 degree turn on to Red Cox. Install this turning lane now while you continue your study. People are getting killed at this location.	5/29/2021 9:49 AM
248	Video did not show	5/29/2021 9:00 AM
249	Get the bikes off the highway. There is room in the park to make a dedicated bike lane. OR use the multi-use trail for bikes, too. Biking should not be encouraged on that stretch of A1A when you have a perfectly good recreational area adjacent to the road. A treed median and slower speed would complement each other. People tend to drive more slowly with a landscaped median, i.e. boulevard effect, and the median is a refuge for pedestrians. There is a bigger issue with those attempting to make left turns from the streets on the west side and east of A1A. Accommodation will be the challenge as a turning lane is needed. If you get the bikes off the road, you will have another 8' to work with.	5/29/2021 8:45 AM
250	Put a traffic light at intersection of Old Quarry and Red Cox Rd. No round abouts or figure eight.	5/29/2021 8:44 AM
251	We live across from the Ampitheater and so badly need something done for the safety of our children and residents! It's so dangerous. So thankful to see this is going to be addressed!	5/29/2021 8:28 AM
252	There is substantial boat trailer traffic to the boat ramp, stemming from the City's unwillingness to add facilities in other neighborhoods. The intersection changes MUST NOT create a situation where it is more convenient for the boat trailers, the lighthouse tour busses and the lighthouse delivery trucks to enter the lighthouse area through the narrow neighborhood roads in the northern section of the Lighthouse Park neighborhood.	5/29/2021 7:43 AM
253	These roads are not safe! This needs to change for pedestrians and bicycles!	5/28/2021 10:53 PM
254	Speeding is a big problem; area by the amphitheater is crazy. Anything that slows people down is good.	5/28/2021 10:47 PM
255	Put a flashing light at the amphitheater entrance like the one at RB Hunt so people can turn the light red and make it a crosswalk when its not large groups. Traffic control will still be needed for large events. Do NOT do a peanut or any stupid round abouts like on San Marco.	5/28/2021 10:28 PM
256	There are no areas for safe crossings of A1A south of Red Cox Drive to SR 312. Students who live on the west side of the road ride bikes to school in the wrong direction which is dangerous.	5/28/2021 9:57 PM

Anastasia Boulevard from Red Cox Drive to SR 312

Also, a safe crossing to access the amphitheater is urgently needed as well.

257	The scenario of widening the road around Old Quarry Road is much less complicated than the dog-bone redesign. Also, there are sensitive 4,000 year old Native American deposits along Old Quarry Road that are within the City of St. Augustine Archaeology Zone I1H. Any work in that area could impact archaeological resources and trigger the City's Archaeological Preservation Ordinance.	5/28/2021 9:16 PM
258	There needs to be an intersection at the amp. There are events there almost everyday and the pedestrian access is horrible. Police officers are forced to stand in traffic to slow it down. Additionally an intersection would slow the traffic down as it enters the curve north of the amp. Red cox could reconstructed as an intersection with crosswalks. The merge lane heading north at anastasia park road should be switched to a right turn lane. This would allow the sidewalk to be placed where traffic can see pedestrians. It is currently placed away from the edge of the road in a blindspot and there have been several near accidents as cars turn right off A1a north into the park.	5/28/2021 9:11 PM
259	The only reason I would not bike in a designated in this section is that traffic is way too fast, too many visiting drivers, don't feel safe at all. We desperately need an alternative to the current red Cox road intersection.	5/28/2021 9:03 PM
260	I wasn't able to add this to survey 1, but I find the rental scooters/scooter coups are a hazard by allowing to drive on the road over the bridge and on A1A.	5/28/2021 8:22 PM
261	I don't know what it is about that curve at surf station that makes people drive like they're at the Daytona 500. Modify the curve to make it less sharp.	5/28/2021 8:03 PM
262	Speeding is an issue. The Amp is a big draw.	5/28/2021 7:55 PM
263	Definitely need multi-use path for bike safety connected to BoL. Need to keep bikes and traffic totally separate.	5/28/2021 7:52 PM
264	The Old Quarry Rd intersection is dangerous, something needs to be done	5/28/2021 7:23 PM
265	Speeding is a huge issue! Any type of traffic light would be a huge relief!	5/28/2021 6:36 PM
266	Speeding is a major problem.	5/28/2021 6:35 PM
267	We need a stoplight. Visitors are clueless on where their going and local speed so badly is a danger. I myself have been almost hit once a week. Close enough to kick the cars fender. It shouldn't be like this!	5/28/2021 6:01 PM
268	I do not feel lowering the speed limit in this area is going to resolve the problem. The problem is Red Cox drive. That road should be redesigned to ONLY allow fire truck ingress/egress. Some other alternative for boater traffic should be studied. Possibly opening back up the old road thru the park. I bike this area and will not use the the bike lanes because my personal observation is 40% or > of the drivers are looking at their cell phones while driving thru this area. Crossing at the AMP is not an issue as PSA's & SJSO are ALWAYS present at every event. Adding a raised median with trees and shrubbery is going to obstruct a drivers view, especially for pedestrians crossing the road during these events. Pedestrian traffic crossing this road is the greatest during the events at the AMP and very light otherwise. But as stated, PSA and Police are always present at these events.	5/28/2021 4:03 PM
269	Please consider a traffic light at the intersection of Anastasia Blvd and Inlet Drive. (Conch House traffic!)	5/28/2021 3:51 PM
270	I am the President of the Lighthouse Park Neighborhood Association. Our association has been asking for a traffic light at the Red Cox Dr/Anastasia Blvd intersection for almost 20 years. Something must be done. A couple of weeks ago I meet with city officials and was told other traffic study (Survey 1) would be the study that looks at this dangerous intersection. One thing that is most important in any plan for this intersection is tour buses going to the Lighthouse, trucks pulling large boats, semi trucks delivering to the Lighthouse and tourist in large rvs or pulling large rvs must be able to navigate this intersection. They must be able to pull out of Red Cox Drive and head south. These large vehicles cannot navigate the neighborhood which was established in the late 1800s and has narrow streets, sharp turns with over 100 year old walls and homes right on the street and overhanging limbs from our beautiful tree canopy. These large vehicles have gotten "stuck" on our streets and had to back out of the neighborhood. I invite your representative to come to one of our Lighthouse Park	5/28/2021 3:24 PM

Anastasia Boulevard from Red Cox Drive to SR 312

Neighborhood Association meetings to hear residents concerns for this intersection. Please contact me at Debcwicker@gmail.com

271	Put the money on 4 lane on bridge of lions	5/28/2021 3:12 PM
272	Please improve the safety for vehicles and pedestrians near Red Cox drive. Far to many accidents and fatalities have occurred here in the past 32 years that I have lived here. Thank You	5/28/2021 2:51 PM
273	The first offering of a modified roundabout, in my opinion, looks to be the best way to solve the current problems of safely accessing A1A from either Old Quarry or Red Cox roads.	5/28/2021 2:49 PM
274	As a local resident who drives this section of Anastasia Blvd. frequently at appropriate speeds, the design of the intersection is not the issue. A select number of users put themselves and others at risk by their behavior, cyclists not crossing in safer areas away from the turn itself, pedestrians jaywalking / crossing without the assistance of public service officers to get to the Amp - and excessive speeding at a turn with substantial signage showing that it is a turn. Local residents who do not speed excessively or who elect to cross the roadway at safer areas where visibility is clearer, do not have difficulty safely navigating this stretch of roadway.	5/28/2021 2:49 PM
275	dogbone roundabout all the way	5/28/2021 2:47 PM
276	Slow traffic down to at least 30MPH. I understand the current speed is 40MPH but in reality alot of people drive 50+MPH which is not safe for the people riding bikes. I do sometimes ride my bike on this corridor of A1A but only on the sidewalk because the bike lane is too dangerous. Also there are neighborhoods on both sides of this corridor which is another reason why I believe the traffic should be slowed down. The existing street lights are pathetic.	5/28/2021 2:47 PM
277	The intersection of Red Cox Drive/Anastasia Blvd/Old Quarry road is incredibly dangerous. I've lived near there for twenty years and have heard many accidents/deaths that have happened on that turn. I would like energy to be focused on making that blind spot safer.	5/28/2021 2:08 PM
278	Please address the left turns at Red Cox Drive. My friend was killed on a bicycle there.	5/28/2021 1:58 PM
279	Why are the RB Hunt fields locked?	5/28/2021 1:31 PM
280	Definite need for pedestrian crossings and slower traffic flow.	5/28/2021 12:16 PM
281	I think a "round about" is critical to slowing traffic and giving traffic from the boat ramp at the lighthouse a way to turn left.	5/28/2021 12:06 PM
282	Bicyclists do NOT prefer to use a designated bike lane!! So that's a waste. Lighting is poor on this stretch. Add more poles! I don't like either options for new intersection. Why not a circle there at the elbow and make RB entry the rear? RB Hunt at drop off and pickup times is a BIG cluster too! The State Park entry is poorly designed and visitors ALWAYS lost. They cannot find the entry to Lighthouse either. Add a pedestrian crosswalk/signal at Amphitheater (that is midway on this stretch as well). The issue with Amp is that the County allows all the parking on the W side of Blvd, which means they all have to cross the street which is dangerous and causes unnecessary backups. I like the landscaped median, but a lot of people use the middle for turns and so that needs to be considered as a potential distraction. Speeding is biggest issue. They go 50+ regularly. Look at better options.	5/28/2021 12:02 PM
283	I find Red Cox intersection extremely dangerous in its current configuration.	5/28/2021 11:26 AM
284	bike lanes need to be more protected, separated in some way from traffic flow. I like to ride my bike but feel it is too dangerous to do so in existing lanes that have no such separation.	5/28/2021 11:24 AM
285	Slow down traffic!	5/28/2021 11:15 AM
286	A traffic light is well needed at this busy intersection with mutable intersecting roads. The road to the Light House off A1A needs to have a stacking or deceleration lane, so boaters can get off the road when making a turn to get to the boat ramp & light house. School Pick up lane really needs to be re-designed or re-located. Not to mention Slow Down Traffic at this dangerous School & Residential & Commercial & Recreational Activity mixed intersections converging in the same area of the curve.	5/28/2021 11:00 AM



Appendix B

Traffic Data



Peggy Malone & Associates

(888) 247-8602

File Name : 1- A1A & Red Cox Dr_Old Quarry Rd AM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Cars

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	44	0	1	46	0	1	0	0	1	3	102	5	0	110	3	0	2	1	6	163
07:15 AM	0	56	1	0	57	2	0	1	3	6	4	155	5	0	164	5	0	1	1	7	234
07:30 AM	0	100	2	0	102	2	0	2	2	6	10	168	3	0	181	3	0	0	0	3	292
07:45 AM	5	121	4	1	131	1	0	1	1	3	9	224	4	0	237	16	0	0	9	25	396
Total	6	321	7	2	336	5	1	4	6	16	26	649	17	0	692	27	0	3	11	41	1085
08:00 AM	1	161	1	1	164	2	0	2	6	10	10	210	4	0	224	3	0	0	6	9	407
08:15 AM	4	183	3	1	191	1	0	2	0	3	6	137	6	0	149	10	1	3	0	14	357
08:30 AM	0	108	1	0	109	1	0	3	1	5	5	155	6	0	166	6	0	0	0	6	286
08:45 AM	1	134	3	2	140	2	0	0	4	6	3	166	10	1	180	6	0	0	0	6	332
Total	6	586	8	4	604	6	0	7	11	24	24	668	26	1	719	25	1	3	6	35	1382
Grand Total	12	907	15	6	940	11	1	11	17	40	50	1317	43	1	1411	52	1	6	17	76	2467
Apprch %	1.3	96.5	1.6	0.6		27.5	2.5	27.5	42.5		3.5	93.3	3	0.1		68.4	1.3	7.9	22.4		
Total %	0.5	36.8	0.6	0.2	38.1	0.4	0	0.4	0.7	1.6	2	53.4	1.7	0	57.2	2.1	0	0.2	0.7	3.1	

Start Time	A1A Southbound				Red Cox Dr Westbound				A1A Northbound				Old Quarry Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	100	2	102	2	0	2	4	10	168	3	181	3	0	0	3	290
07:45 AM	5	121	4	130	1	0	1	2	9	224	4	237	16	0	0	16	385
08:00 AM	1	161	1	163	2	0	2	4	10	210	4	224	3	0	0	3	394
08:15 AM	4	183	3	190	1	0	2	3	6	137	6	149	10	1	3	14	356
Total Volume	10	565	10	585	6	0	7	13	35	739	17	791	32	1	3	36	1425
% App. Total	1.7	96.6	1.7		46.2	0	53.8		4.4	93.4	2.1		88.9	2.8	8.3		
PHF	.500	.772	.625	.770	.750	.000	.875	.813	.875	.825	.708	.834	.500	.250	.250	.563	.904

Peggy Malone & Associates

(888) 247-8602

File Name : 1- A1A & Red Cox Dr_Old Quarry Rd AM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Trucks

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
07:15 AM	0	5	0	0	5	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	11	0	0	11	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	16
08:00 AM	1	0	0	0	1	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	6
08:15 AM	1	3	0	0	4	0	0	2	0	2	0	1	0	0	1	2	1	0	0	3	3	10
08:30 AM	0	2	0	0	2	2	0	0	0	2	0	4	1	0	5	1	0	1	0	2	2	11
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	11
Total	2	10	0	0	12	2	0	2	0	4	4	11	1	0	16	4	1	1	0	6	6	38
Grand Total	2	21	0	0	23	3	0	2	0	5	5	14	1	0	20	4	1	1	0	6	6	54
Apprch %	8.7	91.3	0	0		60	0	40	0		25	70	5	0		66.7	16.7	16.7	0			
Total %	3.7	38.9	0	0	42.6	5.6	0	3.7	0	9.3	9.3	25.9	1.9	0	37	7.4	1.9	1.9	0	11.1		

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	1	0	0	0	1	0	0	0	0	0	4	1	0	0	5	0	0	0	0	0	0	6
08:15 AM	1	3	0	0	4	0	0	2	0	2	0	1	0	0	1	2	1	0	0	3	3	10
08:30 AM	0	2	0	0	2	2	0	0	0	2	0	4	1	0	5	1	0	1	0	2	2	11
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	1	11
Total Volume	2	10	0	0	12	2	0	2	0	4	4	11	1	0	16	4	1	1	0	6	6	38
% App. Total	16.7	83.3	0	0		50	0	50	0		25	68.8	6.2	0		66.7	16.7	16.7	0			
PHF	.500	.500	.000	.000	.600	.250	.000	.250	.500		.250	.550	.250	.800		.500	.250	.250	.500			.864

Peggy Malone & Associates

(888) 247-8602

File Name : 1- A1A & Red Cox Dr_Old Quarry Rd AM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	1	44	0	1	46	0	1	0	0	1	3	104	5	0	112	3	0	2	1	6	165
07:15 AM	0	61	1	0	62	3	0	1	3	7	5	156	5	0	166	5	0	1	1	7	242
07:30 AM	0	104	2	0	106	2	0	2	2	6	10	168	3	0	181	3	0	0	0	3	296
07:45 AM	5	123	4	1	133	1	0	1	1	3	9	224	4	0	237	16	0	0	9	25	398
Total	6	332	7	2	347	6	1	4	6	17	27	652	17	0	696	27	0	3	11	41	1101
08:00 AM	2	161	1	1	165	2	0	2	6	10	14	211	4	0	229	3	0	0	6	9	413
08:15 AM	5	186	3	1	195	1	0	4	0	5	6	138	6	0	150	12	2	3	0	17	367
08:30 AM	0	110	1	0	111	3	0	3	1	7	5	159	7	0	171	7	0	1	0	8	297
08:45 AM	1	139	3	2	145	2	0	0	4	6	3	171	10	1	185	7	0	0	0	7	343
Total	8	596	8	4	616	8	0	9	11	28	28	679	27	1	735	29	2	4	6	41	1420
Grand Total	14	928	15	6	963	14	1	13	17	45	55	1331	44	1	1431	56	2	7	17	82	2521
Apprch %	1.5	96.4	1.6	0.6		31.1	2.2	28.9	37.8		3.8	93	3.1	0.1		68.3	2.4	8.5	20.7		
Total %	0.6	36.8	0.6	0.2	38.2	0.6	0	0.5	0.7	1.8	2.2	52.8	1.7	0	56.8	2.2	0.1	0.3	0.7	3.3	

Start Time	A1A Southbound				Red Cox Dr Westbound				A1A Northbound				Old Quarry Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	5	123	4	132	1	0	1	2	9	224	4	237	16	0	0	16	387
08:00 AM	2	161	1	164	2	0	2	4	14	211	4	229	3	0	0	3	400
08:15 AM	5	186	3	194	1	0	4	5	6	138	6	150	12	2	3	17	366
08:30 AM	0	110	1	111	3	0	3	6	5	159	7	171	7	0	1	8	296
Total Volume	12	580	9	601	7	0	10	17	34	732	21	787	38	2	4	44	1449
% App. Total	2	96.5	1.5		41.2	0	58.8		4.3	93	2.7		86.4	4.5	9.1		
PHF	.600	.780	.563	.774	.583	.000	.625	.708	.607	.817	.750	.830	.594	.250	.333	.647	.906

Peggy Malone & Associates

(888) 247-8602

File Name : 1- A1A & Red Cox Dr_Old Quarry Rd MID
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Cars

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	130	4	0	134	5	0	9	0	14	9	135	6	0	150	8	1	2	4	15	313
11:15 AM	1	153	3	0	157	6	0	2	1	9	6	154	8	0	168	7	0	2	0	9	343
11:30 AM	2	140	11	0	153	1	0	2	0	3	11	160	5	0	176	4	0	2	2	8	340
11:45 AM	1	163	4	0	168	7	0	4	4	15	12	166	4	0	182	9	1	0	0	10	375
Total	4	586	22	0	612	19	0	17	5	41	38	615	23	0	676	28	2	6	6	42	1371
12:00 PM	1	148	3	0	152	5	0	5	0	10	16	156	5	0	177	4	0	2	2	8	347
12:15 PM	0	143	1	0	144	6	0	5	0	11	8	174	2	0	184	4	0	0	1	5	344
12:30 PM	0	118	3	0	121	5	0	5	0	10	7	229	5	1	242	8	0	2	0	10	383
12:45 PM	2	231	2	0	235	6	0	5	3	14	6	180	6	2	194	6	0	1	7	14	457
Total	3	640	9	0	652	22	0	20	3	45	37	739	18	3	797	22	0	5	10	37	1531
Grand Total	7	1226	31	0	1264	41	0	37	8	86	75	1354	41	3	1473	50	2	11	16	79	2902
Apprch %	0.6	97	2.5	0		47.7	0	43	9.3		5.1	91.9	2.8	0.2		63.3	2.5	13.9	20.3		
Total %	0.2	42.2	1.1	0	43.6	1.4	0	1.3	0.3	3	2.6	46.7	1.4	0.1	50.8	1.7	0.1	0.4	0.6	2.7	

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	1	148	3		152	5	0	5		10	16	156	5		177	4	0	2		6	345
12:15 PM	0	143	1		144	6	0	5		11	8	174	2		184	4	0	0		4	343
12:30 PM	0	118	3		121	5	0	5		10	7	229	5		241	8	0	2		10	382
12:45 PM	2	231	2		235	6	0	5		11	6	180	6		192	6	0	1		7	445
Total Volume	3	640	9		652	22	0	20		42	37	739	18		794	22	0	5		27	1515
% App. Total	0.5	98.2	1.4			52.4	0	47.6			4.7	93.1	2.3			81.5	0	18.5			
PHF	.375	.693	.750		.694	.917	.000	1.00		.955	.578	.807	.750		.824	.688	.000	.625		.675	.851

Peggy Malone & Associates

(888) 247-8602

File Name : 1- A1A & Red Cox Dr_Old Quarry Rd MID
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Trucks

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	3	2	0	5	1	0	0	0	1	0	2	1	0	3	0	0	0	0	0	9
11:15 AM	0	0	0	0	0	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	5
11:30 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
11:45 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
Total	0	9	2	0	11	3	0	0	0	3	0	11	1	0	12	0	0	0	0	0	26
12:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
12:15 PM	0	5	0	0	5	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	10
12:30 PM	0	1	0	0	1	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	8
12:45 PM	0	3	0	0	3	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	10
Total	0	12	0	0	12	0	0	0	0	0	7	16	0	0	23	0	0	0	0	0	35
Grand Total	0	21	2	0	23	3	0	0	0	3	7	27	1	0	35	0	0	0	0	0	61
Apprch %	0	91.3	8.7	0		100	0	0	0		20	77.1	2.9	0		0	0	0	0		
Total %	0	34.4	3.3	0	37.7	4.9	0	0	0	4.9	11.5	44.3	1.6	0	57.4	0	0	0	0	0	

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
12:15 PM	0	5	0	0	5	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	10
12:30 PM	0	1	0	0	1	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	8
12:45 PM	0	3	0	0	3	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	10
Total Volume	0	12	0	0	12	0	0	0	0	0	7	16	0	0	23	0	0	0	0	0	35
% App. Total	0	100	0	0		0	0	0	0		30.4	69.6	0	0		0	0	0	0		
PHF	.000	.600	.000	.000	.600	.000	.000	.000	.000	.000	.583	.800	.000	.821		.000	.000	.000	.000		.875

Peggy Malone & Associates

(888) 247-8602

File Name : 1- A1A & Red Cox Dr_Old Quarry Rd MID
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	0	133	6	0	139	6	0	9	0	15	9	137	7	0	153	8	1	2	4	15	322
11:15 AM	1	153	3	0	157	8	0	2	1	11	6	157	8	0	171	7	0	2	0	9	348
11:30 AM	2	144	11	0	157	1	0	2	0	3	11	161	5	0	177	4	0	2	2	8	345
11:45 AM	1	165	4	0	170	7	0	4	4	15	12	171	4	0	187	9	1	0	0	10	382
Total	4	595	24	0	623	22	0	17	5	44	38	626	24	0	688	28	2	6	6	42	1397
12:00 PM	1	151	3	0	155	5	0	5	0	10	16	160	5	0	181	4	0	2	2	8	354
12:15 PM	0	148	1	0	149	6	0	5	0	11	10	177	2	0	189	4	0	0	1	5	354
12:30 PM	0	119	3	0	122	5	0	5	0	10	10	233	5	1	249	8	0	2	0	10	391
12:45 PM	2	234	2	0	238	6	0	5	3	14	8	185	6	2	201	6	0	1	7	14	467
Total	3	652	9	0	664	22	0	20	3	45	44	755	18	3	820	22	0	5	10	37	1566
Grand Total	7	1247	33	0	1287	44	0	37	8	89	82	1381	42	3	1508	50	2	11	16	79	2963
Apprch %	0.5	96.9	2.6	0		49.4	0	41.6	9		5.4	91.6	2.8	0.2		63.3	2.5	13.9	20.3		
Total %	0.2	42.1	1.1	0	43.4	1.5	0	1.2	0.3	3	2.8	46.6	1.4	0.1	50.9	1.7	0.1	0.4	0.5	2.7	

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	1	151	3	0	155	5	0	5	0	10	16	160	5	0	181	4	0	2	0	6	352
12:15 PM	0	148	1	0	149	6	0	5	0	11	10	177	2	0	189	4	0	0	0	4	353
12:30 PM	0	119	3	0	122	5	0	5	0	10	10	233	5	1	248	8	0	2	0	10	390
12:45 PM	2	234	2	0	238	6	0	5	3	11	8	185	6	2	199	6	0	1	7	14	455
Total Volume	3	652	9	0	664	22	0	20	3	42	44	755	18	3	817	22	0	5	0	27	1550
% App. Total	0.5	98.2	1.4	0		52.4	0	47.6	0		5.4	92.4	2.2	0		81.5	0	18.5	0		
PHF	.375	.697	.750	.697		.917	.000	1.00	.955		.688	.810	.750	.824		.688	.000	.625	.675		.852

Peggy Malone & Associates

(888) 247-8602

File Name : 1- A1A & Red Cox Dr_Old Quarry Rd PM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Cars

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	170	19	2	191	5	0	15	0	20	10	150	7	0	167	7	0	0	1	8	386
03:15 PM	0	194	7	0	201	7	0	13	1	21	3	149	7	0	159	8	0	1	2	11	392
03:30 PM	2	170	8	0	180	3	0	13	3	19	4	147	6	0	157	8	0	2	2	12	368
03:45 PM	1	173	4	0	178	3	0	5	0	8	8	142	4	0	154	9	0	1	2	12	352
Total	3	707	38	2	750	18	0	46	4	68	25	588	24	0	637	32	0	4	7	43	1498
04:00 PM	2	197	0	0	199	3	1	6	1	11	11	184	6	0	201	9	0	2	1	12	423
04:15 PM	1	198	7	0	206	6	0	7	4	17	16	161	10	0	187	12	0	1	0	13	423
04:30 PM	1	96	5	0	102	7	0	6	0	13	22	140	9	0	171	8	0	2	1	11	297
04:45 PM	2	263	10	0	275	16	0	15	1	32	25	158	6	0	189	17	0	1	2	20	516
Total	6	754	22	0	782	32	1	34	6	73	74	643	31	0	748	46	0	6	4	56	1659
05:00 PM	4	226	9	0	239	9	0	7	2	18	7	177	4	0	188	11	0	2	0	13	458
05:15 PM	1	213	8	0	222	2	0	14	0	16	10	159	6	0	175	4	0	1	3	8	421
05:30 PM	4	171	3	0	178	9	0	21	0	30	5	135	12	1	153	11	1	0	2	14	375
05:45 PM	0	165	2	0	167	12	0	10	0	22	4	140	7	0	151	12	0	2	0	14	354
Total	9	775	22	0	806	32	0	52	2	86	26	611	29	1	667	38	1	5	5	49	1608
06:00 PM	2	149	1	0	152	8	0	24	0	32	2	129	5	0	136	6	0	0	1	7	327
06:15 PM	2	160	0	0	162	2	0	4	1	7	3	120	4	0	127	3	0	0	0	3	299
06:30 PM	3	118	1	0	122	2	0	6	0	8	2	97	9	0	108	5	0	0	1	6	244
06:45 PM	0	97	0	0	97	0	0	3	2	5	1	92	1	0	94	1	0	0	3	4	200
Total	7	524	2	0	533	12	0	37	3	52	8	438	19	0	465	15	0	0	5	20	1070
Grand Total	25	2760	84	2	2871	94	1	169	15	279	133	2280	103	1	2517	131	1	15	21	168	5835
Apprch %	0.9	96.1	2.9	0.1		33.7	0.4	60.6	5.4		5.3	90.6	4.1	0		78	0.6	8.9	12.5		
Total %	0.4	47.3	1.4	0	49.2	1.6	0	2.9	0.3	4.8	2.3	39.1	1.8	0	43.1	2.2	0	0.3	0.4	2.9	

Start Time	A1A Southbound				Red Cox Dr Westbound				A1A Northbound				Old Quarry Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	263	10	275	16	0	15	31	25	158	6	189	17	0	1	18	513
05:00 PM	4	226	9	239	9	0	7	16	7	177	4	188	11	0	2	13	456
05:15 PM	1	213	8	222	2	0	14	16	10	159	6	175	4	0	1	5	418
05:30 PM	4	171	3	178	9	0	21	30	5	135	12	152	11	1	0	12	372
Total Volume	11	873	30	914	36	0	57	93	47	629	28	704	43	1	4	48	1759
% App. Total	1.2	95.5	3.3		38.7	0	61.3		6.7	89.3	4		89.6	2.1	8.3		
PHF	.688	.830	.750	.831	.563	.000	.679	.750	.470	.888	.583	.931	.632	.250	.500	.667	.857

Peggy Malone & Associates

(888) 247-8602

File Name : 1- A1A & Red Cox Dr_Old Quarry Rd PM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Trucks

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	1	0	0	0	1	9
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
03:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
03:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
Total	0	14	0	0	14	0	0	0	0	0	1	10	1	0	12	1	0	0	0	1	27
04:00 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	6
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
04:45 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	6	1	0	7	1	0	0	0	1	1	6	0	0	7	3	0	0	0	3	18
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	2	0	0	2	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	5
Total	0	5	0	0	5	1	0	0	0	1	1	5	0	0	6	0	0	0	0	0	12
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Grand Total	0	25	1	0	26	2	0	0	0	2	3	25	1	0	29	4	0	0	0	4	61
Apprch %	0	96.2	3.8	0		100	0	0	0		10.3	86.2	3.4	0		100	0	0	0		
Total %	0	41	1.6	0	42.6	3.3	0	0	0	3.3	4.9	41	1.6	0	47.5	6.6	0	0	0	6.6	

Start Time	A1A Southbound				Red Cox Dr Westbound				A1A Northbound				Old Quarry Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	4	0	4	0	0	0	0	1	3	0	4	1	0	0	1	9
03:15 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
03:30 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
03:45 PM	0	4	0	4	0	0	0	0	0	0	1	1	0	0	0	0	5
Total Volume	0	14	0	14	0	0	0	0	1	10	1	12	1	0	0	1	27
% App. Total	0	100	0		0	0	0		8.3	83.3	8.3		100	0	0		
PHF	.000	.875	.000	.875	.000	.000	.000	.000	.250	.625	.250	.750	.250	.000	.000	.250	.750

Peggy Malone & Associates

(888) 247-8602

File Name : 1- A1A & Red Cox Dr_Old Quarry Rd PM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound					Red Cox Dr Westbound					A1A Northbound					Old Quarry Rd Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	174	19	2	195	5	0	15	0	20	11	153	7	0	171	8	0	0	1	9	395
03:15 PM	0	196	7	0	203	7	0	13	1	21	3	153	7	0	163	8	0	1	2	11	398
03:30 PM	2	174	8	0	184	3	0	13	3	19	4	150	6	0	160	8	0	2	2	12	375
03:45 PM	1	177	4	0	182	3	0	5	0	8	8	142	5	0	155	9	0	1	2	12	357
Total	3	721	38	2	764	18	0	46	4	68	26	598	25	0	649	33	0	4	7	44	1525
04:00 PM	2	200	0	0	202	3	1	6	1	11	12	186	6	0	204	9	0	2	1	12	429
04:15 PM	1	200	7	0	208	6	0	7	4	17	16	162	10	0	188	15	0	1	0	16	429
04:30 PM	1	96	5	0	102	8	0	6	0	14	22	142	9	0	173	8	0	2	1	11	300
04:45 PM	2	264	11	0	277	16	0	15	1	32	25	159	6	0	190	17	0	1	2	20	519
Total	6	760	23	0	789	33	1	34	6	74	75	649	31	0	755	49	0	6	4	59	1677
05:00 PM	4	228	9	0	241	9	0	7	2	18	8	179	4	0	191	11	0	2	0	13	463
05:15 PM	1	213	8	0	222	2	0	14	0	16	10	160	6	0	176	4	0	1	3	8	422
05:30 PM	4	172	3	0	179	9	0	21	0	30	5	135	12	1	153	11	1	0	2	14	376
05:45 PM	0	167	2	0	169	13	0	10	0	23	4	142	7	0	153	12	0	2	0	14	359
Total	9	780	22	0	811	33	0	52	2	87	27	616	29	1	673	38	1	5	5	49	1620
06:00 PM	2	149	1	0	152	8	0	24	0	32	2	131	5	0	138	6	0	0	1	7	329
06:15 PM	2	160	0	0	162	2	0	4	1	7	3	121	4	0	128	3	0	0	0	3	300
06:30 PM	3	118	1	0	122	2	0	6	0	8	2	97	9	0	108	5	0	0	1	6	244
06:45 PM	0	97	0	0	97	0	0	3	2	5	1	93	1	0	95	1	0	0	3	4	201
Total	7	524	2	0	533	12	0	37	3	52	8	442	19	0	469	15	0	0	5	20	1074
Grand Total	25	2785	85	2	2897	96	1	169	15	281	136	2305	104	1	2546	135	1	15	21	172	5896
Apprch %	0.9	96.1	2.9	0.1		34.2	0.4	60.1	5.3		5.3	90.5	4.1	0		78.5	0.6	8.7	12.2		
Total %	0.4	47.2	1.4	0	49.1	1.6	0	2.9	0.3	4.8	2.3	39.1	1.8	0	43.2	2.3	0	0.3	0.4	2.9	

Start Time	A1A Southbound				Red Cox Dr Westbound				A1A Northbound				Old Quarry Rd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	264	11	277	16	0	15	31	25	159	6	190	17	0	1	18	516
05:00 PM	4	228	9	241	9	0	7	16	8	179	4	191	11	0	2	13	461
05:15 PM	1	213	8	222	2	0	14	16	10	160	6	176	4	0	1	5	419
05:30 PM	4	172	3	179	9	0	21	30	5	135	12	152	11	1	0	12	373
Total Volume	11	877	31	919	36	0	57	93	48	633	28	709	43	1	4	48	1769
% App. Total	1.2	95.4	3.4		38.7	0	61.3		6.8	89.3	3.9		89.6	2.1	8.3		
PHF	.688	.830	.705	.829	.563	.000	.679	.750	.480	.884	.583	.928	.632	.250	.500	.667	.857

Peggy Malone & Associates

(888) 247-8602

File Name : 2- A1A & Casanova Rd AM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Cars

Start Time	A1A Southbound				A1A Northbound				Casanova Dr Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	3	51	0	54	106	1	0	107	3	3	0	6	167
07:15 AM	1	62	0	63	157	1	0	158	7	6	3	16	237
07:30 AM	9	89	0	98	180	0	0	180	3	2	6	11	289
07:45 AM	6	137	0	143	233	4	0	237	7	15	5	27	407
Total	19	339	0	358	676	6	0	682	20	26	14	60	1100
08:00 AM	4	164	0	168	221	6	0	227	4	8	1	13	408
08:15 AM	5	197	0	202	136	3	0	139	13	10	2	25	366
08:30 AM	5	121	0	126	162	5	0	167	6	4	2	12	305
08:45 AM	2	141	0	143	180	5	0	185	4	5	0	9	337
Total	16	623	0	639	699	19	0	718	27	27	5	59	1416
Grand Total	35	962	0	997	1375	25	0	1400	47	53	19	119	2516
Apprch %	3.5	96.5	0		98.2	1.8	0		39.5	44.5	16		
Total %	1.4	38.2	0	39.6	54.7	1	0	55.6	1.9	2.1	0.8	4.7	

Start Time	A1A Southbound			A1A Northbound			Casanova Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	6	137	143	233	4	237	7	15	22	402
08:00 AM	4	164	168	221	6	227	4	8	12	407
08:15 AM	5	197	202	136	3	139	13	10	23	364
08:30 AM	5	121	126	162	5	167	6	4	10	303
Total Volume	20	619	639	752	18	770	30	37	67	1476
% App. Total	3.1	96.9		97.7	2.3		44.8	55.2		
PHF	.833	.786	.791	.807	.750	.812	.577	.617	.728	.907

Peggy Malone & Associates

(888) 247-8602

File Name : 2- A1A & Casanova Rd AM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Trucks

Start Time	A1A Southbound				A1A Northbound				Casanova Dr Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
07:15 AM	0	5	0	5	2	0	0	2	0	0	0	0	7
07:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	10	0	10	4	0	0	4	0	0	0	0	14
08:00 AM	0	2	0	2	6	0	0	6	0	0	0	0	8
08:15 AM	1	6	0	7	1	2	0	3	0	0	0	0	10
08:30 AM	1	3	0	4	6	0	0	6	2	0	0	2	12
08:45 AM	0	7	0	7	6	0	0	6	0	0	0	0	13
Total	2	18	0	20	19	2	0	21	2	0	0	2	43
Grand Total	2	28	0	30	23	2	0	25	2	0	0	2	57
Apprch %	6.7	93.3	0		92	8	0		100	0	0		
Total %	3.5	49.1	0	52.6	40.4	3.5	0	43.9	3.5	0	0	3.5	

Start Time	A1A Southbound			A1A Northbound			Casanova Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	2	2	6	0	6	0	0	0	8
08:15 AM	1	6	7	1	2	3	0	0	0	10
08:30 AM	1	3	4	6	0	6	2	0	2	12
08:45 AM	0	7	7	6	0	6	0	0	0	13
Total Volume	2	18	20	19	2	21	2	0	2	43
% App. Total	10	90		90.5	9.5		100	0		
PHF	.500	.643	.714	.792	.250	.875	.250	.000	.250	.827

Peggy Malone & Associates

(888) 247-8602

File Name : 2- A1A & Casanova Rd AM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound				A1A Northbound				Casanova Dr Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
07:00 AM	3	51	0	54	108	1	0	109	3	3	0	6	169
07:15 AM	1	67	0	68	159	1	0	160	7	6	3	16	244
07:30 AM	9	92	0	101	180	0	0	180	3	2	6	11	292
07:45 AM	6	139	0	145	233	4	0	237	7	15	5	27	409
Total	19	349	0	368	680	6	0	686	20	26	14	60	1114
08:00 AM	4	166	0	170	227	6	0	233	4	8	1	13	416
08:15 AM	6	203	0	209	137	5	0	142	13	10	2	25	376
08:30 AM	6	124	0	130	168	5	0	173	8	4	2	14	317
08:45 AM	2	148	0	150	186	5	0	191	4	5	0	9	350
Total	18	641	0	659	718	21	0	739	29	27	5	61	1459
Grand Total	37	990	0	1027	1398	27	0	1425	49	53	19	121	2573
Apprch %	3.6	96.4	0		98.1	1.9	0		40.5	43.8	15.7		
Total %	1.4	38.5	0	39.9	54.3	1	0	55.4	1.9	2.1	0.7	4.7	

Start Time	A1A Southbound			A1A Northbound			Casanova Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	6	139	145	233	4	237	7	15	22	404
08:00 AM	4	166	170	227	6	233	4	8	12	415
08:15 AM	6	203	209	137	5	142	13	10	23	374
08:30 AM	6	124	130	168	5	173	8	4	12	315
Total Volume	22	632	654	765	20	785	32	37	69	1508
% App. Total	3.4	96.6		97.5	2.5		46.4	53.6		
PHF	.917	.778	.782	.821	.833	.828	.615	.617	.750	.908

Peggy Malone & Associates

(888) 247-8602

File Name : 2- A1A & Casanova Rd MID
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Cars

Start Time	A1A Southbound				A1A Northbound				Casanova Dr Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
11:00 AM	6	136	0	142	151	5	0	156	8	5	5	18	316
11:15 AM	2	165	0	167	176	5	0	181	8	3	0	11	359
11:30 AM	2	161	0	163	178	4	0	182	3	4	2	9	354
11:45 AM	4	172	0	176	177	7	0	184	6	6	0	12	372
Total	14	634	0	648	682	21	0	703	25	18	7	50	1401
12:00 PM	6	169	0	175	185	2	0	187	7	4	2	13	375
12:15 PM	4	170	0	174	191	11	0	202	9	1	0	10	386
12:30 PM	1	122	0	123	230	6	0	236	4	12	0	16	375
12:45 PM	5	249	0	254	182	4	0	186	6	10	4	20	460
Total	16	710	0	726	788	23	0	811	26	27	6	59	1596
Grand Total	30	1344	0	1374	1470	44	0	1514	51	45	13	109	2997
Apprch %	2.2	97.8	0		97.1	2.9	0		46.8	41.3	11.9		
Total %	1	44.8	0	45.8	49	1.5	0	50.5	1.7	1.5	0.4	3.6	

Start Time	A1A Southbound			A1A Northbound			Casanova Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	6	169	175	185	2	187	7	4	11	373
12:15 PM	4	170	174	191	11	202	9	1	10	386
12:30 PM	1	122	123	230	6	236	4	12	16	375
12:45 PM	5	249	254	182	4	186	6	10	16	456
Total Volume	16	710	726	788	23	811	26	27	53	1590
% App. Total	2.2	97.8		97.2	2.8		49.1	50.9		
PHF	.667	.713	.715	.857	.523	.859	.722	.563	.828	.872

Peggy Malone & Associates

(888) 247-8602

File Name : 2- A1A & Casanova Rd MID
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Trucks

Start Time	A1A Southbound				A1A Northbound				Casanova Dr Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
11:00 AM	0	4	0	4	3	1	0	4	1	0	0	1	9
11:15 AM	0	0	0	0	3	2	0	5	1	0	0	1	6
11:30 AM	0	4	0	4	1	0	0	1	1	0	0	1	6
11:45 AM	0	3	0	3	5	0	0	5	1	0	0	1	9
Total	0	11	0	11	12	3	0	15	4	0	0	4	30
12:00 PM	0	3	0	3	5	1	0	6	0	0	0	0	9
12:15 PM	0	0	0	0	4	0	0	4	1	0	0	1	5
12:30 PM	0	1	0	1	7	1	0	8	0	0	0	0	9
12:45 PM	0	3	0	3	8	0	0	8	0	0	0	0	11
Total	0	7	0	7	24	2	0	26	1	0	0	1	34
Grand Total	0	18	0	18	36	5	0	41	5	0	0	5	64
Apprch %	0	100	0		87.8	12.2	0		100	0	0		
Total %	0	28.1	0	28.1	56.2	7.8	0	64.1	7.8	0	0	7.8	

Start Time	A1A Southbound			A1A Northbound			Casanova Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	0	3	3	5	1	6	0	0	0	9
12:15 PM	0	0	0	4	0	4	1	0	1	5
12:30 PM	0	1	1	7	1	8	0	0	0	9
12:45 PM	0	3	3	8	0	8	0	0	0	11
Total Volume	0	7	7	24	2	26	1	0	1	34
% App. Total	0	100		92.3	7.7		100	0		
PHF	.000	.583	.583	.750	.500	.813	.250	.000	.250	.773

Peggy Malone & Associates

(888) 247-8602

File Name : 2- A1A & Casanova Rd MID
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound				A1A Northbound				Casanova Dr Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
11:00 AM	6	140	0	146	154	6	0	160	9	5	5	19	325
11:15 AM	2	165	0	167	179	7	0	186	9	3	0	12	365
11:30 AM	2	165	0	167	179	4	0	183	4	4	2	10	360
11:45 AM	4	175	0	179	182	7	0	189	7	6	0	13	381
Total	14	645	0	659	694	24	0	718	29	18	7	54	1431
12:00 PM	6	172	0	178	190	3	0	193	7	4	2	13	384
12:15 PM	4	170	0	174	195	11	0	206	10	1	0	11	391
12:30 PM	1	123	0	124	237	7	0	244	4	12	0	16	384
12:45 PM	5	252	0	257	190	4	0	194	6	10	4	20	471
Total	16	717	0	733	812	25	0	837	27	27	6	60	1630
Grand Total	30	1362	0	1392	1506	49	0	1555	56	45	13	114	3061
Apprch %	2.2	97.8	0		96.8	3.2	0		49.1	39.5	11.4		
Total %	1	44.5	0	45.5	49.2	1.6	0	50.8	1.8	1.5	0.4	3.7	

Start Time	A1A Southbound			A1A Northbound			Casanova Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	6	172	178	190	3	193	7	4	11	382
12:15 PM	4	170	174	195	11	206	10	1	11	391
12:30 PM	1	123	124	237	7	244	4	12	16	384
12:45 PM	5	252	257	190	4	194	6	10	16	467
Total Volume	16	717	733	812	25	837	27	27	54	1624
% App. Total	2.2	97.8		97	3		50	50		
PHF	.667	.711	.713	.857	.568	.858	.675	.563	.844	.869

Peggy Malone & Associates

(888) 247-8602

File Name : 2- A1A & Casanova Rd PM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Cars

Start Time	A1A Southbound				A1A Northbound				Casanova Dr Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
03:00 PM	4	189	0	193	171	6	0	177	5	4	1	10	380
03:15 PM	6	215	0	221	161	7	0	168	4	1	1	6	395
03:30 PM	3	202	0	205	157	1	0	158	6	5	1	12	375
03:45 PM	1	195	0	196	159	9	0	168	9	2	5	16	380
Total	14	801	0	815	648	23	0	671	24	12	8	44	1530
04:00 PM	4	199	0	203	200	10	0	210	5	3	0	8	421
04:15 PM	3	222	0	225	178	9	0	187	5	6	0	11	423
04:30 PM	2	107	0	109	171	10	0	181	9	6	0	15	305
04:45 PM	9	284	0	293	185	6	0	191	4	5	1	10	494
Total	18	812	0	830	734	35	0	769	23	20	1	44	1643
05:00 PM	8	248	0	256	193	4	0	197	10	4	1	15	468
05:15 PM	5	231	0	236	164	10	0	174	5	3	1	9	419
05:30 PM	2	206	0	208	142	12	0	154	5	7	4	16	378
05:45 PM	6	178	0	184	148	13	0	161	7	2	0	9	354
Total	21	863	0	884	647	39	0	686	27	16	6	49	1619
06:00 PM	7	178	0	185	125	10	0	135	5	2	1	8	328
06:15 PM	7	156	0	163	123	4	0	127	2	5	0	7	297
06:30 PM	6	129	0	135	98	2	0	100	5	4	1	10	245
06:45 PM	4	95	0	99	91	5	0	96	3	3	2	8	203
Total	24	558	0	582	437	21	0	458	15	14	4	33	1073
Grand Total	77	3034	0	3111	2466	118	0	2584	89	62	19	170	5865
Apprch %	2.5	97.5	0		95.4	4.6	0		52.4	36.5	11.2		
Total %	1.3	51.7	0	53	42	2	0	44.1	1.5	1.1	0.3	2.9	

Start Time	A1A Southbound			A1A Northbound			Casanova Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	9	284	293	185	6	191	4	5	9	493
05:00 PM	8	248	256	193	4	197	10	4	14	467
05:15 PM	5	231	236	164	10	174	5	3	8	418
05:30 PM	2	206	208	142	12	154	5	7	12	374
Total Volume	24	969	993	684	32	716	24	19	43	1752
% App. Total	2.4	97.6		95.5	4.5		55.8	44.2		
PHF	.667	.853	.847	.886	.667	.909	.600	.679	.768	.888

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File Name : 2- A1A & Casanova Rd PM
 Site Code :
 Start Date : 11/4/2020
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Groups Printed- Trucks

Start Time	A1A Southbound				A1A Northbound				Casanova Dr Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
03:00 PM	0	5	0	5	6	0	0	6	1	0	0	1	12
03:15 PM	0	2	0	2	5	0	0	5	0	0	0	0	7
03:30 PM	0	4	0	4	3	1	0	4	0	0	0	0	8
03:45 PM	0	3	0	3	2	0	0	2	1	0	0	1	6
Total	0	14	0	14	16	1	0	17	2	0	0	2	33
04:00 PM	0	4	0	4	2	2	0	4	0	0	0	0	8
04:15 PM	1	4	0	5	1	0	0	1	0	0	0	0	6
04:30 PM	0	0	0	0	4	0	0	4	2	0	0	2	6
04:45 PM	0	1	0	1	2	1	0	3	0	0	0	0	4
Total	1	9	0	10	9	3	0	12	2	0	0	2	24
05:00 PM	1	1	0	2	3	1	0	4	1	0	0	1	7
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	2
05:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	1	5	0	6	6	1	0	7	1	0	0	1	14
06:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	2
06:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	4	0	0	4	1	0	0	1	5
Grand Total	2	28	0	30	35	5	0	40	6	0	0	6	76
Apprch %	6.7	93.3	0		87.5	12.5	0		100	0	0		
Total %	2.6	36.8	0	39.5	46.1	6.6	0	52.6	7.9	0	0	7.9	

Start Time	A1A Southbound			A1A Northbound			Casanova Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	0	5	5	6	0	6	1	0	1	12
03:15 PM	0	2	2	5	0	5	0	0	0	7
03:30 PM	0	4	4	3	1	4	0	0	0	8
03:45 PM	0	3	3	2	0	2	1	0	1	6
Total Volume	0	14	14	16	1	17	2	0	2	33
% App. Total	0	100		94.1	5.9		100	0		
PHF	.000	.700	.700	.667	.250	.708	.500	.000	.500	.688

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File Name : 2- A1A & Casanova Rd PM
 Site Code :
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Groups Printed- Combined

Start Time	A1A Southbound				A1A Northbound				Casanova Dr Eastbound				Int. Total
	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
03:00 PM	4	194	0	198	177	6	0	183	6	4	1	11	392
03:15 PM	6	217	0	223	166	7	0	173	4	1	1	6	402
03:30 PM	3	206	0	209	160	2	0	162	6	5	1	12	383
03:45 PM	1	198	0	199	161	9	0	170	10	2	5	17	386
Total	14	815	0	829	664	24	0	688	26	12	8	46	1563
04:00 PM	4	203	0	207	202	12	0	214	5	3	0	8	429
04:15 PM	4	226	0	230	179	9	0	188	5	6	0	11	429
04:30 PM	2	107	0	109	175	10	0	185	11	6	0	17	311
04:45 PM	9	285	0	294	187	7	0	194	4	5	1	10	498
Total	19	821	0	840	743	38	0	781	25	20	1	46	1667
05:00 PM	9	249	0	258	196	5	0	201	11	4	1	16	475
05:15 PM	5	232	0	237	165	10	0	175	5	3	1	9	421
05:30 PM	2	208	0	210	142	12	0	154	5	7	4	16	380
05:45 PM	6	179	0	185	150	13	0	163	7	2	0	9	357
Total	22	868	0	890	653	40	0	693	28	16	6	50	1633
06:00 PM	7	178	0	185	127	10	0	137	5	2	1	8	330
06:15 PM	7	156	0	163	124	4	0	128	3	5	0	8	299
06:30 PM	6	129	0	135	98	2	0	100	5	4	1	10	245
06:45 PM	4	95	0	99	92	5	0	97	3	3	2	8	204
Total	24	558	0	582	441	21	0	462	16	14	4	34	1078
Grand Total	79	3062	0	3141	2501	123	0	2624	95	62	19	176	5941
Apprch %	2.5	97.5	0		95.3	4.7	0		54	35.2	10.8		
Total %	1.3	51.5	0	52.9	42.1	2.1	0	44.2	1.6	1	0.3	3	

Start Time	A1A Southbound			A1A Northbound			Casanova Dr Eastbound			Int. Total
	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	9	285	294	187	7	194	4	5	9	497
05:00 PM	9	249	258	196	5	201	11	4	15	474
05:15 PM	5	232	237	165	10	175	5	3	8	420
05:30 PM	2	208	210	142	12	154	5	7	12	376
Total Volume	25	974	999	690	34	724	25	19	44	1767
% App. Total	2.5	97.5		95.3	4.7		56.8	43.2		
PHF	.694	.854	.849	.880	.708	.900	.568	.679	.733	.889

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File Name : 3- A1A & SR 312 AM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Cars

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	30	19	2	0	51	0	29	4	0	33	1	55	81	0	137	47	23	25	1	96	317
07:15 AM	48	25	0	1	74	1	29	2	0	32	4	84	92	0	180	43	37	41	0	121	407
07:30 AM	28	45	4	0	77	0	62	6	1	69	2	92	82	0	176	58	44	54	1	157	479
07:45 AM	55	62	1	0	118	2	42	9	0	53	3	116	128	0	247	80	40	67	0	187	605
Total	161	151	7	1	320	3	162	21	1	187	10	347	383	0	740	228	144	187	2	561	1808
08:00 AM	65	71	3	0	139	2	42	2	0	46	3	106	84	0	193	81	44	82	0	207	585
08:15 AM	71	93	5	0	169	0	43	14	0	57	2	71	108	0	181	106	52	53	0	211	618
08:30 AM	55	73	9	0	137	4	44	4	0	52	4	92	101	0	197	120	46	51	3	220	606
08:45 AM	55	92	5	0	152	5	48	8	0	61	3	106	142	0	251	100	55	56	1	212	676
Total	246	329	22	0	597	11	177	28	0	216	12	375	435	0	822	407	197	242	4	850	2485
Grand Total	407	480	29	1	917	14	339	49	1	403	22	722	818	0	1562	635	341	429	6	1411	4293
Apprch %	44.4	52.3	3.2	0.1		3.5	84.1	12.2	0.2		1.4	46.2	52.4	0		45	24.2	30.4	0.4		
Total %	9.5	11.2	0.7	0	21.4	0.3	7.9	1.1	0	9.4	0.5	16.8	19.1	0	36.4	14.8	7.9	10	0.1	32.9	

Start Time	A1A Southbound				SR 312 Westbound				A1A Northbound				SR 312 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	65	71	3	139	2	42	2	46	3	106	84	193	81	44	82	207	585
08:15 AM	71	93	5	169	0	43	14	57	2	71	108	181	106	52	53	211	618
08:30 AM	55	73	9	137	4	44	4	52	4	92	101	197	120	46	51	217	603
08:45 AM	55	92	5	152	5	48	8	61	3	106	142	251	100	55	56	211	675
Total Volume	246	329	22	597	11	177	28	216	12	375	435	822	407	197	242	846	2481
% App. Total	41.2	55.1	3.7		5.1	81.9	13		1.5	45.6	52.9		48.1	23.3	28.6		
PHF	.866	.884	.611	.883	.550	.922	.500	.885	.750	.884	.766	.819	.848	.895	.738	.975	.919

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File Name : 3- A1A & SR 312 AM
 Site Code :
 Start Date : 11/4/2020
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Groups Printed- Trucks

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	1	0	2	0	3	6
07:15 AM	1	2	1	0	4	0	3	0	0	3	0	1	3	0	4	1	0	1	0	2	13
07:30 AM	0	1	1	0	2	0	1	0	0	1	0	0	1	0	1	6	2	0	0	8	12
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	5	1	0	0	6	9
Total	1	5	2	0	8	0	5	0	0	5	0	2	6	0	8	13	3	3	0	19	40
08:00 AM	2	0	0	0	2	0	2	1	0	3	1	3	0	0	4	2	1	2	0	5	14
08:15 AM	0	2	0	0	2	0	1	0	0	1	0	2	2	0	4	4	0	2	0	6	13
08:30 AM	4	2	0	0	6	0	0	0	0	0	1	2	2	0	5	2	0	1	0	3	14
08:45 AM	2	4	0	0	6	0	0	2	0	2	0	1	2	0	3	2	1	4	0	7	18
Total	8	8	0	0	16	0	3	3	0	6	2	8	6	0	16	10	2	9	0	21	59
Grand Total	9	13	2	0	24	0	8	3	0	11	2	10	12	0	24	23	5	12	0	40	99
Apprch %	37.5	54.2	8.3	0		0	72.7	27.3	0		8.3	41.7	50	0		57.5	12.5	30	0		
Total %	9.1	13.1	2	0	24.2	0	8.1	3	0	11.1	2	10.1	12.1	0	24.2	23.2	5.1	12.1	0	40.4	

Start Time	A1A Southbound				SR 312 Westbound				A1A Northbound				SR 312 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	0	0	2	0	2	1	3	1	3	0	4	2	1	2	5	14
08:15 AM	0	2	0	2	0	1	0	1	0	2	2	4	4	0	2	6	13
08:30 AM	4	2	0	6	0	0	0	0	1	2	2	5	2	0	1	3	14
08:45 AM	2	4	0	6	0	0	2	2	0	1	2	3	2	1	4	7	18
Total Volume	8	8	0	16	0	3	3	6	2	8	6	16	10	2	9	21	59
% App. Total	50	50	0		0	50	50		12.5	50	37.5		47.6	9.5	42.9		
PHF	.500	.500	.000	.667	.000	.375	.375	.500	.500	.667	.750	.800	.625	.500	.563	.750	.819

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File Name : 3- A1A & SR 312 AM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	30	20	2	0	52	0	30	4	0	34	1	56	81	0	138	48	23	27	1	99	323
07:15 AM	49	27	1	1	78	1	32	2	0	35	4	85	95	0	184	44	37	42	0	123	420
07:30 AM	28	46	5	0	79	0	63	6	1	70	2	92	83	0	177	64	46	54	1	165	491
07:45 AM	55	63	1	0	119	2	42	9	0	53	3	116	130	0	249	85	41	67	0	193	614
Total	162	156	9	1	328	3	167	21	1	192	10	349	389	0	748	241	147	190	2	580	1848
08:00 AM	67	71	3	0	141	2	44	3	0	49	4	109	84	0	197	83	45	84	0	212	599
08:15 AM	71	95	5	0	171	0	44	14	0	58	2	73	110	0	185	110	52	55	0	217	631
08:30 AM	59	75	9	0	143	4	44	4	0	52	5	94	103	0	202	122	46	52	3	223	620
08:45 AM	57	96	5	0	158	5	48	10	0	63	3	107	144	0	254	102	56	60	1	219	694
Total	254	337	22	0	613	11	180	31	0	222	14	383	441	0	838	417	199	251	4	871	2544
Grand Total	416	493	31	1	941	14	347	52	1	414	24	732	830	0	1586	658	346	441	6	1451	4392
Apprch %	44.2	52.4	3.3	0.1		3.4	83.8	12.6	0.2		1.5	46.2	52.3	0		45.3	23.8	30.4	0.4		
Total %	9.5	11.2	0.7	0	21.4	0.3	7.9	1.2	0	9.4	0.5	16.7	18.9	0	36.1	15	7.9	10	0.1	33	

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	67	71	3		141	2	44	3		49	4	109	84		197	83	45	84		212	599
08:15 AM	71	95	5		171	0	44	14		58	2	73	110		185	110	52	55		217	631
08:30 AM	59	75	9		143	4	44	4		52	5	94	103		202	122	46	52	220		617
08:45 AM	57	96	5		158	5	48	10		63	3	107	144		254	102	56	60		218	693
Total Volume	254	337	22		613	11	180	31		222	14	383	441		838	417	199	251		867	2540
% App. Total	41.4	55	3.6			5	81.1	14			1.7	45.7	52.6			48.1	23	29			
PHF	.894	.878	.611		.896	.550	.938	.554		.881	.700	.878	.766		.825	.855	.888	.747		.985	.916

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File Name : 3- A1A & SR 312 MID
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Cars

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	53	67	5	0	125	3	42	13	0	58	4	74	91	0	169	109	68	62	0	239	591
11:15 AM	52	91	5	2	150	3	38	14	1	56	3	98	122	0	223	87	44	70	2	203	632
11:30 AM	47	76	11	0	134	1	53	21	0	75	3	86	125	0	214	116	59	67	1	243	666
11:45 AM	53	107	9	0	169	2	55	13	1	71	3	104	108	0	215	104	72	72	0	248	703
Total	205	341	30	2	578	9	188	61	2	260	13	362	446	0	821	416	243	271	3	933	2592
12:00 PM	59	82	8	0	149	3	56	15	2	76	11	107	140	0	258	108	63	65	0	236	719
12:15 PM	68	98	7	0	173	5	65	23	0	93	5	99	109	0	213	120	56	68	1	245	724
12:30 PM	74	77	6	1	158	1	61	14	1	77	10	131	141	0	282	110	47	66	3	226	743
12:45 PM	76	101	8	0	185	3	64	10	1	78	5	106	113	0	224	134	61	76	0	271	758
Total	277	358	29	1	665	12	246	62	4	324	31	443	503	0	977	472	227	275	4	978	2944
Grand Total	482	699	59	3	1243	21	434	123	6	584	44	805	949	0	1798	888	470	546	7	1911	5536
Apprch %	38.8	56.2	4.7	0.2		3.6	74.3	21.1	1		2.4	44.8	52.8	0		46.5	24.6	28.6	0.4		
Total %	8.7	12.6	1.1	0.1	22.5	0.4	7.8	2.2	0.1	10.5	0.8	14.5	17.1	0	32.5	16	8.5	9.9	0.1	34.5	

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	59	82	8		149	3	56	15		74	11	107	140		258	108	63	65		236	717
12:15 PM	68	98	7		173	5	65	23		93	5	99	109		213	120	56	68		244	723
12:30 PM	74	77	6		157	1	61	14		76	10	131	141		282	110	47	66		223	738
12:45 PM	76	101	8		185	3	64	10		77	5	106	113		224	134	61	76		271	757
Total Volume	277	358	29		664	12	246	62		320	31	443	503		977	472	227	275		974	2935
% App. Total	41.7	53.9	4.4			3.8	76.9	19.4			3.2	45.3	51.5			48.5	23.3	28.2			
PHF	.911	.886	.906		.897	.600	.946	.674		.860	.705	.845	.892		.866	.881	.901	.905		.899	.969

Peggy Malone & Associates

(888) 247-8602

File Name : 3- A1A & SR 312 MID
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Trucks

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	1	3	0	0	4	0	2	0	0	2	0	3	3	0	6	6	1	1	0	8	20
11:15 AM	4	1	0	0	5	0	1	0	0	1	2	1	5	0	8	2	0	2	0	4	18
11:30 AM	2	1	0	0	3	0	1	0	0	1	0	2	3	0	5	0	4	1	0	5	14
11:45 AM	4	2	0	0	6	0	1	0	0	1	0	4	1	0	5	3	2	0	0	5	17
Total	11	7	0	0	18	0	5	0	0	5	2	10	12	0	24	11	7	4	0	22	69
12:00 PM	0	2	0	0	2	0	2	0	0	2	1	4	1	0	6	6	2	3	0	11	21
12:15 PM	2	4	0	0	6	0	1	0	0	1	0	1	4	0	5	4	2	1	0	7	19
12:30 PM	1	1	0	0	2	0	2	0	0	2	0	4	2	0	6	3	2	3	0	8	18
12:45 PM	0	2	0	0	2	0	1	0	0	1	0	2	5	0	7	2	1	4	0	7	17
Total	3	9	0	0	12	0	6	0	0	6	1	11	12	0	24	15	7	11	0	33	75
Grand Total	14	16	0	0	30	0	11	0	0	11	3	21	24	0	48	26	14	15	0	55	144
Apprch %	46.7	53.3	0	0		0	100	0	0		6.2	43.8	50	0		47.3	25.5	27.3	0		
Total %	9.7	11.1	0	0	20.8	0	7.6	0	0	7.6	2.1	14.6	16.7	0	33.3	18.1	9.7	10.4	0	38.2	

Start Time	A1A Southbound				SR 312 Westbound				A1A Northbound				SR 312 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	4	2	0	6	0	1	0	1	0	4	1	5	3	2	0	5	17
12:00 PM	0	2	0	2	0	2	0	2	1	4	1	6	6	2	3	11	21
12:15 PM	2	4	0	6	0	1	0	1	0	1	4	5	4	2	1	7	19
12:30 PM	1	1	0	2	0	2	0	2	0	4	2	6	3	2	3	8	18
Total Volume	7	9	0	16	0	6	0	6	1	13	8	22	16	8	7	31	75
% App. Total	43.8	56.2	0		0	100	0		4.5	59.1	36.4		51.6	25.8	22.6		
PHF	.438	.563	.000	.667	.000	.750	.000	.750	.250	.813	.500	.917	.667	1.00	.583	.705	.893

Peggy Malone & Associates

(888) 247-8602

File Name : 3- A1A & SR 312 MID
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
11:00 AM	54	70	5	0	129	3	44	13	0	60	4	77	94	0	175	115	69	63	0	247	611
11:15 AM	56	92	5	2	155	3	39	14	1	57	5	99	127	0	231	89	44	72	2	207	650
11:30 AM	49	77	11	0	137	1	54	21	0	76	3	88	128	0	219	116	63	68	1	248	680
11:45 AM	57	109	9	0	175	2	56	13	1	72	3	108	109	0	220	107	74	72	0	253	720
Total	216	348	30	2	596	9	193	61	2	265	15	372	458	0	845	427	250	275	3	955	2661
12:00 PM	59	84	8	0	151	3	58	15	2	78	12	111	141	0	264	114	65	68	0	247	740
12:15 PM	70	102	7	0	179	5	66	23	0	94	5	100	113	0	218	124	58	69	1	252	743
12:30 PM	75	78	6	1	160	1	63	14	1	79	10	135	143	0	288	113	49	69	3	234	761
12:45 PM	76	103	8	0	187	3	65	10	1	79	5	108	118	0	231	136	62	80	0	278	775
Total	280	367	29	1	677	12	252	62	4	330	32	454	515	0	1001	487	234	286	4	1011	3019
Grand Total	496	715	59	3	1273	21	445	123	6	595	47	826	973	0	1846	914	484	561	7	1966	5680
Apprch %	39	56.2	4.6	0.2		3.5	74.8	20.7	1		2.5	44.7	52.7	0		46.5	24.6	28.5	0.4		
Total %	8.7	12.6	1	0.1	22.4	0.4	7.8	2.2	0.1	10.5	0.8	14.5	17.1	0	32.5	16.1	8.5	9.9	0.1	34.6	

Start Time	A1A Southbound				SR 312 Westbound				A1A Northbound				SR 312 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	59	84	8	151	3	58	15	76	12	111	141	264	114	65	68	247	738
12:15 PM	70	102	7	179	5	66	23	94	5	100	113	218	124	58	69	251	742
12:30 PM	75	78	6	159	1	63	14	78	10	135	143	288	113	49	69	231	756
12:45 PM	76	103	8	187	3	65	10	78	5	108	118	231	136	62	80	278	774
Total Volume	280	367	29	676	12	252	62	326	32	454	515	1001	487	234	286	1007	3010
% App. Total	41.4	54.3	4.3		3.7	77.3	19		3.2	45.4	51.4		48.4	23.2	28.4		
PHF	.921	.891	.906	.904	.600	.955	.674	.867	.667	.841	.900	.869	.895	.900	.894	.906	.972

Peggy Malone & Associates

(888) 247-8602

File Name : 3- A1A & SR 312 PM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Cars

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	64	90	2	1	157	4	64	14	2	84	5	73	122	0	200	111	60	75	1	247	688
03:15 PM	60	127	9	0	196	4	57	3	0	64	5	88	109	0	202	127	74	65	0	266	728
03:30 PM	78	90	4	0	172	2	58	10	2	72	10	87	117	0	214	125	54	48	3	230	688
03:45 PM	63	141	7	1	212	3	43	5	0	51	6	85	116	0	207	129	75	86	1	291	761
Total	265	448	22	2	737	13	222	32	4	271	26	333	464	0	823	492	263	274	5	1034	2865
04:00 PM	66	95	9	0	170	4	63	8	0	75	5	118	127	0	250	115	58	80	0	253	748
04:15 PM	79	127	9	1	216	2	49	4	2	57	3	87	126	0	216	112	78	82	2	274	763
04:30 PM	49	73	9	0	131	3	41	15	1	60	5	109	101	0	215	140	66	80	0	286	692
04:45 PM	58	168	6	0	232	2	45	13	1	61	2	91	112	1	206	128	54	76	0	258	757
Total	252	463	33	1	749	11	198	40	4	253	15	405	466	1	887	495	256	318	2	1071	2960
05:00 PM	69	150	10	1	230	4	47	9	1	61	7	116	125	0	248	127	58	70	1	256	795
05:15 PM	68	129	5	0	202	2	44	12	0	58	2	81	122	0	205	141	61	77	2	281	746
05:30 PM	69	111	6	0	186	3	53	11	1	68	3	99	100	0	202	126	56	73	1	256	712
05:45 PM	70	120	5	0	195	3	29	5	2	39	2	75	89	2	168	103	56	69	1	229	631
Total	276	510	26	1	813	12	173	37	4	226	14	371	436	2	823	497	231	289	5	1022	2884
06:00 PM	60	92	11	0	163	2	44	5	0	51	1	60	84	0	145	112	35	65	0	212	571
06:15 PM	53	78	3	0	134	2	29	3	0	34	1	73	68	0	142	90	39	46	0	175	485
06:30 PM	45	78	4	0	127	2	36	3	0	41	0	46	61	0	107	92	33	44	0	169	444
06:45 PM	41	63	5	0	109	6	12	3	0	21	4	56	47	0	107	88	39	32	0	159	396
Total	199	311	23	0	533	12	121	14	0	147	6	235	260	0	501	382	146	187	0	715	1896
Grand Total	992	1732	104	4	2832	48	714	123	12	897	61	1344	1626	3	3034	1866	896	1068	12	3842	10605
Apprch %	35	61.2	3.7	0.1		5.4	79.6	13.7	1.3		2	44.3	53.6	0.1		48.6	23.3	27.8	0.3		
Total %	9.4	16.3	1	0	26.7	0.5	6.7	1.2	0.1	8.5	0.6	12.7	15.3	0	28.6	17.6	8.4	10.1	0.1	36.2	

Start Time	A1A Southbound				SR 312 Westbound				A1A Northbound				SR 312 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	58	168	6	232	2	45	13	60	2	91	112	205	128	54	76	258	755
05:00 PM	69	150	10	229	4	47	9	60	7	116	125	248	127	58	70	255	792
05:15 PM	68	129	5	202	2	44	12	58	2	81	122	205	141	61	77	279	744
05:30 PM	69	111	6	186	3	53	11	67	3	99	100	202	126	56	73	255	710
Total Volume	264	558	27	849	11	189	45	245	14	387	459	860	522	229	296	1047	3001
% App. Total	31.1	65.7	3.2		4.5	77.1	18.4		1.6	45	53.4		49.9	21.9	28.3		
PHF	.957	.830	.675	.915	.688	.892	.865	.914	.500	.834	.918	.867	.926	.939	.961	.938	.947

Peggy Malone & Associates

(888) 247-8602

File Name : 3- A1A & SR 312 PM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Trucks

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	2	2	1	0	5	0	1	0	0	1	0	4	5	0	9	0	1	1	0	2	17
03:15 PM	1	1	0	0	2	0	0	0	0	0	0	3	2	0	5	2	1	0	0	3	10
03:30 PM	1	1	0	0	2	0	3	0	0	3	0	0	1	0	1	3	0	4	0	7	13
03:45 PM	2	3	0	0	5	0	1	0	0	1	0	1	3	0	4	1	0	1	0	2	12
Total	6	7	1	0	14	0	5	0	0	5	0	8	11	0	19	6	2	6	0	14	52
04:00 PM	1	2	1	0	4	0	3	0	0	3	0	3	3	0	6	1	2	2	0	5	18
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	4
04:30 PM	3	1	0	0	4	0	3	0	0	3	0	3	4	0	7	0	0	1	0	1	15
04:45 PM	1	0	1	0	2	0	1	0	0	1	0	0	5	0	5	0	0	1	0	1	9
Total	6	3	2	0	11	0	7	0	0	7	0	6	15	0	21	1	2	4	0	7	46
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2
Total	1	2	0	0	3	0	0	0	0	0	0	2	3	0	5	3	0	1	0	4	12
06:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	5
06:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	2	1	0	0	3	0	1	0	0	1	0	2	3	0	5	1	0	0	0	1	10
Grand Total	15	13	3	0	31	0	13	0	0	13	0	18	32	0	50	11	4	11	0	26	120
Apprch %	48.4	41.9	9.7	0		0	100	0	0		0	36	64	0		42.3	15.4	42.3	0		
Total %	12.5	10.8	2.5	0	25.8	0	10.8	0	0	10.8	0	15	26.7	0	41.7	9.2	3.3	9.2	0	21.7	

Start Time	A1A Southbound				SR 312 Westbound				A1A Northbound				SR 312 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	1	1	0	2	0	0	0	0	0	3	2	5	2	1	0	3	10
03:30 PM	1	1	0	2	0	3	0	3	0	0	1	1	3	0	4	7	13
03:45 PM	2	3	0	5	0	1	0	1	0	1	3	4	1	0	1	2	12
04:00 PM	1	2	1	4	0	3	0	3	0	3	3	6	1	2	2	5	18
Total Volume	5	7	1	13	0	7	0	7	0	7	9	16	7	3	7	17	53
% App. Total	38.5	53.8	7.7		0	100	0		0	43.8	56.2		41.2	17.6	41.2		
PHF	.625	.583	.250	.650	.000	.583	.000	.583	.000	.583	.750	.667	.583	.375	.438	.607	.736

Peggy Malone & Associates

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File Name : 3- A1A & SR 312 PM
 Site Code :
 Start Date : 11/4/2020
 Page No : 1

Groups Printed- Combined

Start Time	A1A Southbound					SR 312 Westbound					A1A Northbound					SR 312 Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	66	92	3	1	162	4	65	14	2	85	5	77	127	0	209	111	61	76	1	249	705
03:15 PM	61	128	9	0	198	4	57	3	0	64	5	91	111	0	207	129	75	65	0	269	738
03:30 PM	79	91	4	0	174	2	61	10	2	75	10	87	118	0	215	128	54	52	3	237	701
03:45 PM	65	144	7	1	217	3	44	5	0	52	6	86	119	0	211	130	75	87	1	293	773
Total	271	455	23	2	751	13	227	32	4	276	26	341	475	0	842	498	265	280	5	1048	2917
04:00 PM	67	97	10	0	174	4	66	8	0	78	5	121	130	0	256	116	60	82	0	258	766
04:15 PM	80	127	9	1	217	2	49	4	2	57	3	87	129	0	219	112	78	82	2	274	767
04:30 PM	52	74	9	0	135	3	44	15	1	63	5	112	105	0	222	140	66	81	0	287	707
04:45 PM	59	168	7	0	234	2	46	13	1	62	2	91	117	1	211	128	54	77	0	259	766
Total	258	466	35	1	760	11	205	40	4	260	15	411	481	1	908	496	258	322	2	1078	3006
05:00 PM	70	150	10	1	231	4	47	9	1	61	7	118	125	0	250	129	58	70	1	258	800
05:15 PM	68	130	5	0	203	2	44	12	0	58	2	81	122	0	205	141	61	78	2	282	748
05:30 PM	69	112	6	0	187	3	53	11	1	68	3	99	102	0	204	126	56	73	1	256	715
05:45 PM	70	120	5	0	195	3	29	5	2	39	2	75	90	2	169	104	56	69	1	230	633
Total	277	512	26	1	816	12	173	37	4	226	14	373	439	2	828	500	231	290	5	1026	2896
06:00 PM	61	92	11	0	164	2	44	5	0	51	1	60	84	0	145	112	35	65	0	212	572
06:15 PM	53	79	3	0	135	2	29	3	0	34	1	74	71	0	146	90	39	46	0	175	490
06:30 PM	45	78	4	0	127	2	37	3	0	42	0	46	61	0	107	93	33	44	0	170	446
06:45 PM	42	63	5	0	110	6	12	3	0	21	4	57	47	0	108	88	39	32	0	159	398
Total	201	312	23	0	536	12	122	14	0	148	6	237	263	0	506	383	146	187	0	716	1906
Grand Total	1007	1745	107	4	2863	48	727	123	12	910	61	1362	1658	3	3084	1877	900	1079	12	3868	10725
Apprch %	35.2	61	3.7	0.1		5.3	79.9	13.5	1.3		2	44.2	53.8	0.1		48.5	23.3	27.9	0.3		
Total %	9.4	16.3	1	0	26.7	0.4	6.8	1.1	0.1	8.5	0.6	12.7	15.5	0	28.8	17.5	8.4	10.1	0.1	36.1	

Start Time	A1A Southbound				SR 312 Westbound				A1A Northbound				SR 312 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	80	127	9	216	2	49	4	55	3	87	129	219	112	78	82	272	762
04:30 PM	52	74	9	135	3	44	15	62	5	112	105	222	140	66	81	287	706
04:45 PM	59	168	7	234	2	46	13	61	2	91	117	210	128	54	77	259	764
05:00 PM	70	150	10	230	4	47	9	60	7	118	125	250	129	58	70	257	797
Total Volume	261	519	35	815	11	186	41	238	17	408	476	901	509	256	310	1075	3029
% App. Total	32	63.7	4.3		4.6	78.2	17.2		1.9	45.3	52.8		47.3	23.8	28.8		
PHF	.816	.772	.875	.871	.688	.949	.683	.960	.607	.864	.922	.901	.909	.821	.945	.936	.950

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 1

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
00:45	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	2	5	3	1	1	0	0	0	12
01:15	0	0	0	0	0	0	1	1	3	0	0	0	0	0	5
01:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
Hour Total	0	0	0	0	0	0	2	5	7	0	0	0	0	0	14
02:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	1	4	1	0	0	0	0	0	6
03:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
04:15	0	0	0	0	0	1	0	2	1	1	0	0	0	0	5
04:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	0	0	0	0	1	2	3	2	1	0	0	0	0	9
05:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:45	1	0	0	0	1	0	0	0	1	2	0	0	0	0	5
06:00	0	0	0	0	0	0	2	3	3	1	0	0	0	0	9
Hour Total	1	0	0	0	1	1	2	4	5	3	0	0	0	0	17
06:15	0	0	0	0	0	2	1	8	2	3	0	0	0	0	16
06:30	0	0	0	0	0	0	1	12	7	3	0	0	0	0	23
06:45	0	0	0	0	0	1	2	9	6	4	0	0	0	0	22
07:00	0	0	0	0	1	0	5	14	19	4	1	0	0	0	44
Hour Total	0	0	0	0	1	3	9	43	34	14	1	0	0	0	105
07:15	0	0	0	0	0	0	2	13	7	7	1	0	0	0	30
07:30	0	0	0	1	1	1	1	14	16	8	0	0	0	0	42
07:45	0	0	0	0	0	1	2	17	19	7	0	0	0	0	46
08:00	0	0	0	0	2	1	3	27	35	9	1	0	0	0	78
Hour Total	0	0	0	1	3	3	8	71	77	31	2	0	0	0	196
08:15	0	0	0	0	2	0	3	30	38	6	1	0	0	0	80
08:30	0	1	0	0	2	4	12	38	36	6	0	1	0	0	100
08:45	1	2	0	0	1	5	6	28	24	5	0	0	0	0	72
09:00	2	0	0	0	0	0	4	27	31	16	0	0	0	0	80
Hour Total	3	3	0	0	5	9	25	123	129	33	1	1	0	0	332

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 1

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	0	1	28	34	11	1	1	0	0	76
09:30	0	1	0	0	0	1	7	20	23	5	2	1	0	0	60
09:45	0	0	0	1	0	0	3	23	28	6	0	0	0	0	61
10:00	0	0	0	0	1	1	7	24	31	9	1	1	0	0	75
Hour Total	0	1	0	1	1	2	18	95	116	31	4	3	0	0	272
10:15	1	0	0	0	2	1	10	29	17	4	3	0	0	0	67
10:30	1	1	0	0	2	4	4	26	39	14	1	0	0	0	92
10:45	0	1	0	0	0	0	11	34	30	10	1	0	0	0	87
11:00	0	0	0	0	0	0	4	22	30	6	1	0	0	0	63
Hour Total	2	2	0	0	4	5	29	111	116	34	6	0	0	0	309
11:15	0	0	1	1	4	5	9	20	12	4	0	0	0	0	56
11:30	0	0	1	0	0	0	8	33	34	14	0	0	0	0	90
11:45	0	0	0	0	0	3	9	36	37	9	1	0	1	0	96
12:00	0	1	0	0	0	1	12	39	32	7	2	2	0	0	96
Hour Total	0	1	2	1	4	9	38	128	115	34	3	2	1	0	338
12:15	0	0	0	0	0	6	7	33	44	4	1	0	0	0	95
12:30	0	0	0	2	1	2	13	28	32	9	0	0	0	0	87
12:45	0	0	1	0	1	0	10	24	34	8	1	0	0	0	79
13:00	1	0	0	0	1	2	30	61	28	7	0	0	0	0	130
Hour Total	1	0	1	2	3	10	60	146	138	28	2	0	0	0	391
13:15	0	1	0	2	2	4	21	44	36	4	2	0	0	0	116
13:30	0	0	0	1	3	2	14	48	35	9	1	0	0	0	113
13:45	0	0	0	0	3	3	6	39	37	9	1	0	0	0	98
14:00	0	3	2	0	0	2	7	27	43	13	4	0	1	0	102
Hour Total	0	4	2	3	8	11	48	158	151	35	8	0	1	0	429
14:15	0	0	1	0	2	1	7	35	23	13	2	0	0	0	84
14:30	0	0	1	0	1	0	8	46	34	6	1	1	0	1	99
14:45	0	1	0	0	1	0	15	29	30	6	4	0	1	0	87
15:00	0	2	0	0	0	1	17	33	29	7	1	0	0	0	90
Hour Total	0	3	2	0	4	2	47	143	116	32	8	1	1	1	360
15:15	0	0	0	0	1	0	4	19	53	19	5	0	0	0	101
15:30	0	0	0	0	1	2	19	42	27	11	2	0	0	0	104
15:45	0	1	1	0	1	5	5	38	43	8	2	0	0	0	104
16:00	0	1	0	0	1	1	4	37	53	13	0	1	0	0	111
Hour Total	0	2	1	0	4	8	32	136	176	51	9	1	0	0	420
16:15	0	0	0	1	0	3	10	37	48	12	1	0	0	0	112
16:30	0	0	0	0	3	2	15	38	46	18	3	0	0	0	125
16:45	0	1	1	1	2	2	6	29	26	5	1	0	0	0	74
17:00	0	0	0	0	1	4	9	55	42	10	0	0	0	0	121
Hour Total	0	1	1	2	6	11	40	159	162	45	5	0	0	0	432
17:15	0	0	0	1	1	1	16	47	35	3	2	0	0	0	106
17:30	0	0	0	0	2	4	7	42	36	6	0	0	0	0	97
17:45	0	1	0	0	0	6	15	31	20	13	0	0	0	0	86
18:00	0	0	0	0	0	1	17	24	24	3	0	0	0	0	69
Hour Total	0	1	0	1	3	12	55	144	115	25	2	0	0	0	358

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 1

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	1	0	2	1	21	43	14	5	1	0	0	0	88
18:30	0	0	0	0	0	2	18	29	5	7	1	0	0	0	62
18:45	0	0	0	0	0	4	18	25	12	2	1	0	0	0	62
19:00	0	0	0	0	0	2	5	28	17	6	1	1	0	0	60
Hour Total	0	0	1	0	2	9	62	125	48	20	4	1	0	0	272
19:15	0	0	0	0	0	1	6	22	16	4	0	0	0	0	49
19:30	0	0	0	0	0	2	3	21	21	4	0	1	0	0	52
19:45	0	0	0	0	0	1	3	20	19	3	0	0	0	0	46
20:00	0	0	0	0	0	0	4	16	17	4	0	0	0	0	41
Hour Total	0	0	0	0	0	4	16	79	73	15	0	1	0	0	188
20:15	0	0	0	0	0	1	4	19	15	2	0	0	0	0	41
20:30	1	0	0	0	0	1	7	13	11	1	0	0	0	1	35
20:45	0	0	0	0	1	0	6	16	8	5	0	0	0	0	36
21:00	0	0	0	0	0	0	4	12	19	0	1	0	0	0	36
Hour Total	1	0	0	0	1	2	21	60	53	8	1	0	0	1	148
21:15	0	0	0	0	0	1	2	10	12	3	0	0	0	0	28
21:30	0	0	0	0	1	2	0	17	11	4	2	0	0	0	37
21:45	0	0	0	0	1	0	5	9	11	2	1	0	0	0	29
22:00	0	1	0	1	0	0	3	7	13	5	0	0	0	0	30
Hour Total	0	1	0	1	2	3	10	43	47	14	3	0	0	0	124
22:15	0	0	0	0	0	0	1	10	13	4	0	0	0	0	28
22:30	0	0	0	0	1	0	2	11	7	3	1	1	0	0	26
22:45	0	0	0	0	0	0	2	6	2	3	1	0	1	0	15
23:00	0	0	0	0	1	0	1	7	1	4	2	0	0	0	16
Hour Total	0	0	0	0	2	0	6	34	23	14	4	1	1	0	85
23:15	0	0	0	0	0	1	1	2	3	2	1	0	0	0	10
23:30	0	0	0	0	0	2	0	3	4	0	0	1	0	0	10
23:45	0	0	0	0	0	0	0	6	3	0	0	0	0	0	9
24:00	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
Hour Total	0	0	0	0	0	3	1	13	13	2	1	1	0	0	34
DAY TOTAL	8	19	10	12	54	108	535	1833	1722	471	65	12	4	2	4855
PERCENTS	0.2%	0.4%	0.2%	0.2%	1.1%	2.2%	11.0%	37.8%	35.5%	9.7%	1.3%	0.2%	0.1%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 1

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
39.9 mph

85th Percentile Speed
49.5 mph

Median Speed
44.6 mph

Average Speed
44.4 mph

10 MPH Pace Speed
40 mph to 50 mph
3555 vehicles in pace
Representing 73.4% of the total vehicles

Vehicles > 40 MPH
4107
84.8%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 1

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	1	0	1	2	0	1	0	0	0	0	5
00:30	0	0	0	0	0	0	0	4	2	0	1	0	0	0	7
00:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Hour Total	0	0	0	0	1	0	1	9	5	1	1	0	0	0	18
01:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	0	1	2	2	1	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:45	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
Hour Total	0	0	0	0	0	0	0	7	5	1	0	0	0	0	13
03:15	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
03:30	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	1	2	0	3	0	1	0	0	0	7
04:15	0	0	0	1	0	0	0	0	2	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4
Hour Total	0	0	0	1	0	1	1	2	3	2	0	0	0	0	10
05:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:30	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3
05:45	0	0	0	0	0	0	1	4	3	0	0	0	0	0	8
06:00	0	0	0	0	0	0	1	4	4	1	0	0	0	0	10
Hour Total	0	0	0	0	0	0	3	9	9	2	0	0	0	0	23
06:15	0	0	2	0	0	0	3	6	1	0	0	0	0	0	12
06:30	0	1	0	0	0	0	0	8	9	2	0	0	0	0	20
06:45	0	1	0	0	0	1	2	11	6	1	1	0	0	0	23
07:00	0	0	1	0	0	0	8	15	11	1	0	0	0	0	36
Hour Total	0	2	3	0	0	1	13	40	27	4	1	0	0	0	91
07:15	0	0	1	0	1	1	3	16	16	11	0	0	0	0	49
07:30	0	1	0	1	1	1	8	11	16	2	0	0	0	0	41
07:45	0	0	0	0	0	0	17	33	20	3	0	0	0	0	73
08:00	0	0	0	0	0	1	10	34	28	11	3	0	0	0	87
Hour Total	0	1	1	1	2	3	38	94	80	27	3	0	0	0	250
08:15	0	0	1	0	1	4	9	37	21	4	0	0	0	0	77
08:30	0	0	0	0	1	2	7	40	35	10	1	0	0	0	96
08:45	1	0	0	0	1	0	6	22	27	14	1	0	0	0	72
09:00	0	0	0	1	0	0	7	23	24	6	0	0	0	0	61
Hour Total	1	0	1	1	3	6	29	122	107	34	2	0	0	0	306

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 1

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	2	0	0	0	0	8	23	22	8	0	0	0	0	63
09:30	0	1	1	0	0	1	4	33	33	7	0	0	0	0	80
09:45	0	0	0	0	1	0	9	25	33	13	1	0	0	0	82
10:00	0	0	0	1	0	0	4	27	23	11	1	1	0	0	68
Hour Total	0	3	1	1	1	1	25	108	111	39	2	1	0	0	293
10:15	0	0	0	1	0	1	7	29	31	15	1	0	0	0	85
10:30	0	0	0	0	0	3	12	15	32	9	1	0	0	0	72
10:45	0	0	1	0	0	0	6	23	32	9	1	0	0	0	72
11:00	0	0	1	0	1	2	9	28	32	11	3	0	0	0	87
Hour Total	0	0	2	1	1	6	34	95	127	44	6	0	0	0	316
11:15	0	0	1	0	1	2	4	32	30	10	1	0	0	0	81
11:30	0	0	0	0	0	0	6	36	30	12	2	0	0	0	86
11:45	0	0	0	0	2	3	5	33	32	13	4	0	0	0	92
12:00	0	0	0	0	0	5	17	44	37	6	0	0	0	0	109
Hour Total	0	0	1	0	3	10	32	145	129	41	7	0	0	0	368
12:15	0	0	0	0	3	0	5	28	33	10	1	1	0	0	81
12:30	0	0	0	0	2	4	16	18	51	17	2	0	0	0	110
12:45	0	1	0	0	0	2	4	32	40	11	3	0	0	0	93
13:00	0	0	1	0	0	1	12	39	46	15	3	0	0	0	117
Hour Total	0	1	1	0	5	7	37	117	170	53	9	1	0	0	401
13:15	0	0	0	0	0	1	6	38	44	15	3	0	0	0	107
13:30	0	0	0	0	0	0	5	37	43	24	3	0	0	0	112
13:45	0	0	0	0	2	6	6	29	32	9	0	0	0	0	84
14:00	0	0	0	0	0	1	8	36	33	16	2	0	0	0	96
Hour Total	0	0	0	0	2	8	25	140	152	64	8	0	0	0	399
14:15	0	1	0	0	0	3	9	41	33	12	2	0	0	0	101
14:30	0	0	0	0	0	2	17	19	35	9	2	0	0	0	84
14:45	0	1	1	0	0	0	12	31	32	16	0	0	0	0	93
15:00	0	0	0	2	2	0	7	48	34	11	0	1	0	0	105
Hour Total	0	2	1	2	2	5	45	139	134	48	4	1	0	0	383
15:15	0	0	1	1	1	1	14	54	41	9	0	0	0	0	122
15:30	0	0	0	0	2	2	20	50	47	13	1	0	0	0	135
15:45	0	0	0	0	1	3	11	36	46	11	1	0	0	0	109
16:00	0	0	0	0	0	3	9	33	45	13	2	0	0	0	105
Hour Total	0	0	1	1	4	9	54	173	179	46	4	0	0	0	471
16:15	0	0	0	1	0	1	11	44	40	21	1	0	0	0	119
16:30	0	0	0	0	1	5	10	46	47	16	2	0	0	0	127
16:45	0	0	0	0	0	1	10	34	51	10	1	1	0	0	108
17:00	0	0	0	0	2	5	9	43	44	20	1	0	0	0	124
Hour Total	0	0	0	1	3	12	40	167	182	67	5	1	0	0	478
17:15	0	0	1	0	0	2	5	41	50	16	4	0	0	0	119
17:30	0	0	0	0	0	4	4	41	54	18	4	0	0	0	125
17:45	0	0	2	0	0	1	15	46	46	15	1	0	0	0	126
18:00	0	0	0	0	1	3	12	40	21	10	1	0	0	0	88
Hour Total	0	0	3	0	1	10	36	168	171	59	10	0	0	0	458

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 1

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	1	3	12	36	26	2	0	1	0	0	81
18:30	0	0	1	0	0	0	6	34	37	13	2	0	0	0	93
18:45	0	0	0	0	1	0	10	23	21	3	2	0	0	0	60
19:00	0	0	0	0	1	0	7	28	14	3	1	0	0	0	54
Hour Total	0	0	1	0	3	3	35	121	98	21	5	1	0	0	288
19:15	0	0	0	0	0	0	5	22	19	2	0	0	0	0	48
19:30	0	0	0	0	0	1	6	30	19	6	1	0	0	0	63
19:45	0	0	0	0	0	1	6	14	18	8	1	1	0	0	49
20:00	1	0	0	0	1	1	4	16	14	9	1	0	0	0	47
Hour Total	1	0	0	0	1	3	21	82	70	25	3	1	0	0	207
20:15	0	0	0	0	0	0	3	17	17	4	0	0	0	0	41
20:30	0	0	0	0	0	2	8	21	13	2	1	0	0	0	47
20:45	0	0	0	0	0	2	7	11	14	2	0	1	0	0	37
21:00	0	0	0	0	0	0	5	12	22	2	0	0	0	0	41
Hour Total	0	0	0	0	0	4	23	61	66	10	1	1	0	0	166
21:15	0	0	0	0	0	1	5	17	13	3	0	0	0	0	39
21:30	0	1	0	0	0	1	3	12	19	1	0	0	0	0	37
21:45	0	0	1	0	0	0	1	15	7	2	0	0	0	0	26
22:00	0	0	0	0	1	1	1	8	10	3	0	0	0	0	24
Hour Total	0	1	1	0	1	3	10	52	49	9	0	0	0	0	126
22:15	0	0	0	0	0	0	2	7	10	5	0	0	0	0	24
22:30	0	0	0	0	0	1	0	10	9	1	1	0	0	0	22
22:45	1	0	0	0	0	1	0	5	4	1	0	0	0	0	12
23:00	0	0	0	0	0	1	1	6	5	1	0	0	0	0	14
Hour Total	1	0	0	0	0	3	3	28	28	8	1	0	0	0	72
23:15	0	0	0	0	0	0	0	4	5	1	0	0	0	0	10
23:30	0	0	1	0	0	1	4	3	4	0	0	0	0	0	13
23:45	0	0	0	0	0	0	2	2	4	0	0	0	0	0	8
24:00	0	0	0	0	1	0	0	2	2	2	0	0	0	0	7
Hour Total	0	0	1	0	1	1	6	11	15	3	0	0	0	0	38
DAY TOTAL	3	10	18	9	34	97	514	1892	1922	609	73	7	0	0	5188
PERCENTS	0.1%	0.2%	0.3%	0.2%	0.7%	1.9%	9.9%	36.5%	37.0%	11.7%	1.4%	0.1%	0.0%	0.0%	100.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 1

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
40.3 mph

85th Percentile Speed
49.8 mph

Median Speed
45.1 mph

Average Speed
44.8 mph

10 MPH Pace Speed
40 mph to 50 mph
3814 vehicles in pace
Representing 73.6% of the total vehicles

Vehicles > 40 MPH
4503
86.8%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 1

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
GRAND TOTAL	11	29	28	21	88	205	1049	3725	3644	1080	138	19	4	2	10043
PERCENTS	0.1%	0.3%	0.3%	0.2%	0.9%	2.0%	10.4%	37.1%	36.3%	10.8%	1.4%	0.2%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 2

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	1	2	2	3	0	0	0	0	8
00:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	3	2	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Hour Total	0	0	0	0	0	0	1	7	6	3	0	0	0	0	17
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	3	4	0	0	0	0	0	7
01:45	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	0	5	7	1	0	0	0	0	13
02:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
02:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7
03:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:30	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	1	0	0	0	5	2	1	0	0	0	0	9
04:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	3
Hour Total	0	0	0	0	0	0	1	2	2	2	0	0	0	0	7
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
05:45	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
06:00	0	0	0	0	0	0	0	2	3	1	0	0	0	0	6
Hour Total	0	0	0	0	0	0	0	6	5	2	0	0	0	0	13
06:15	0	0	0	0	0	0	1	3	4	2	0	0	0	0	10
06:30	0	0	0	0	0	0	0	4	7	3	0	0	0	0	14
06:45	0	0	0	0	0	0	1	8	5	1	2	0	0	0	17
07:00	0	0	0	0	0	0	3	6	15	10	1	0	0	0	35
Hour Total	0	0	0	0	0	0	5	21	31	16	3	0	0	0	76
07:15	0	0	0	0	0	0	0	10	8	4	1	0	0	0	23
07:30	0	0	0	0	0	0	2	11	14	5	0	0	0	0	32
07:45	0	0	0	0	0	0	1	16	24	7	3	1	0	0	52
08:00	0	0	0	0	0	0	1	31	24	8	1	0	0	0	65
Hour Total	0	0	0	0	0	0	4	68	70	24	5	1	0	0	172
08:15	0	0	0	0	0	0	2	31	45	7	3	0	0	0	88
08:30	0	0	0	0	0	0	6	46	53	6	0	1	0	0	112
08:45	0	2	1	0	0	0	0	15	33	9	2	0	0	0	62
09:00	0	0	0	0	0	0	1	15	30	26	1	0	0	0	73
Hour Total	0	2	1	0	0	0	9	107	161	48	6	1	0	0	335

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 2

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	1	1	16	16	18	4	1	0	0	57
09:30	0	0	0	0	0	0	0	11	25	10	2	0	0	0	48
09:45	0	0	0	0	0	0	0	15	29	18	0	0	0	0	62
10:00	0	0	0	0	0	1	1	10	31	9	1	0	0	0	53
Hour Total	0	0	0	0	0	2	2	52	101	55	7	1	0	0	220
10:15	0	0	0	0	0	0	5	13	25	11	1	0	0	0	55
10:30	0	0	0	0	0	0	2	16	24	11	2	0	0	0	55
10:45	0	0	0	0	0	0	4	18	30	9	1	0	0	0	62
11:00	0	0	0	0	0	0	3	9	32	15	5	1	0	0	65
Hour Total	0	0	0	0	0	0	14	56	111	46	9	1	0	0	237
11:15	0	0	0	0	0	2	15	37	30	6	1	0	0	0	91
11:30	0	0	0	0	0	0	2	27	47	6	2	0	0	0	84
11:45	0	0	0	0	0	0	0	26	34	15	0	1	1	0	77
12:00	0	0	0	0	0	0	4	32	40	7	0	0	1	0	84
Hour Total	0	0	0	0	0	2	21	122	151	34	3	1	2	0	336
12:15	0	0	0	0	0	0	3	21	34	24	2	0	0	0	84
12:30	0	0	0	1	0	0	5	28	46	13	2	0	0	0	95
12:45	0	0	1	0	1	0	0	11	25	8	2	0	0	0	48
13:00	0	0	0	0	0	1	8	38	71	17	1	0	0	0	136
Hour Total	0	0	1	1	1	1	16	98	176	62	7	0	0	0	363
13:15	0	0	1	0	1	0	1	48	72	13	3	0	0	0	139
13:30	0	0	0	0	1	1	9	43	60	15	2	0	0	0	131
13:45	0	0	0	0	0	0	5	18	45	20	4	0	0	0	92
14:00	0	0	0	0	0	0	0	16	44	21	3	0	0	0	84
Hour Total	0	0	1	0	2	1	15	125	221	69	12	0	0	0	446
14:15	0	0	0	0	0	0	7	14	39	18	4	0	0	0	82
14:30	0	0	0	0	0	0	4	38	42	19	3	0	0	0	106
14:45	0	0	0	0	0	1	3	24	40	24	5	0	0	0	97
15:00	0	0	0	0	0	1	6	34	34	19	2	1	0	0	97
Hour Total	0	0	0	0	0	2	20	110	155	80	14	1	0	0	382
15:15	0	0	0	0	0	0	2	10	50	29	4	1	0	0	96
15:30	0	0	0	0	0	0	3	32	56	19	4	0	0	0	114
15:45	0	0	0	0	0	0	2	16	58	25	4	0	0	0	105
16:00	0	0	0	0	0	0	5	16	49	26	3	1	0	0	100
Hour Total	0	0	0	0	0	0	12	74	213	99	15	2	0	0	415
16:15	0	0	0	0	0	0	0	32	47	15	0	0	0	0	94
16:30	0	0	0	0	0	1	2	34	53	20	2	0	0	0	112
16:45	0	0	0	0	0	0	3	12	23	7	1	0	0	0	46
17:00	0	0	0	0	0	1	3	26	98	31	4	1	0	0	164
Hour Total	0	0	0	0	0	2	8	104	221	73	7	1	0	0	416
17:15	0	0	0	0	0	0	8	53	70	17	1	0	0	0	149
17:30	0	0	0	0	0	0	5	42	78	19	1	1	0	0	146
17:45	0	0	0	0	0	0	5	39	64	14	1	0	0	0	123
18:00	0	0	0	0	0	0	12	33	51	16	2	0	0	0	114
Hour Total	0	0	0	0	0	0	30	167	263	66	5	1	0	0	532

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 2

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	0	0	10	37	43	8	1	0	0	0	99
18:30	0	0	0	0	0	1	13	27	40	14	0	0	0	0	95
18:45	0	0	0	0	0	0	12	28	25	6	1	0	0	0	72
19:00	0	0	0	0	0	0	2	10	20	6	1	0	0	0	39
Hour Total	0	0	0	0	0	1	37	102	128	34	3	0	0	0	305
19:15	0	0	0	0	0	0	4	20	19	8	0	1	0	0	52
19:30	0	0	0	0	0	0	2	16	16	5	2	0	0	0	41
19:45	0	0	0	0	0	0	1	8	26	5	1	0	0	0	41
20:00	0	0	0	0	0	0	3	10	20	6	0	0	0	0	39
Hour Total	0	0	0	0	0	0	10	54	81	24	3	1	0	0	173
20:15	0	0	0	0	0	0	0	14	19	4	0	0	0	0	37
20:30	0	0	0	0	0	0	1	15	13	1	1	0	0	0	31
20:45	0	0	0	0	0	0	2	15	12	3	0	0	0	0	32
21:00	0	0	0	0	0	0	3	16	7	3	0	0	0	0	29
Hour Total	0	0	0	0	0	0	6	60	51	11	1	0	0	0	129
21:15	0	0	0	0	0	0	0	9	12	7	0	0	0	0	28
21:30	0	0	0	1	0	0	3	13	18	2	1	0	0	0	38
21:45	0	0	0	0	0	0	2	6	13	3	1	0	0	0	25
22:00	0	0	0	0	0	0	1	11	5	2	1	0	0	0	20
Hour Total	0	0	0	1	0	0	6	39	48	14	3	0	0	0	111
22:15	0	0	0	0	0	0	3	8	15	2	0	0	0	0	28
22:30	0	0	0	0	0	0	0	6	4	5	2	0	0	0	17
22:45	0	0	0	0	0	0	1	8	6	3	0	1	0	0	19
23:00	0	0	0	0	0	0	1	7	8	3	1	1	0	0	21
Hour Total	0	0	0	0	0	0	5	29	33	13	3	2	0	0	85
23:15	0	0	0	0	0	0	1	8	2	1	0	0	0	0	12
23:30	0	0	0	0	0	0	1	2	2	1	1	2	0	0	9
23:45	0	0	0	0	0	0	1	6	1	1	0	0	0	0	9
24:00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
Hour Total	0	0	0	0	0	0	3	20	5	3	1	2	0	0	34
DAY TOTAL	0	2	3	3	3	11	225	1436	2245	781	107	15	2	0	4833
PERCENTS	0.0%	0.0%	0.1%	0.1%	0.1%	0.2%	4.7%	29.7%	46.5%	16.2%	2.2%	0.3%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 2

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------

Statistical Information...

15th Percentile Speed
41.7 mph

85th Percentile Speed
51.2 mph

Median Speed
46.6 mph

Average Speed
46.5 mph

10 MPH Pace Speed
40 mph to 50 mph
3681 vehicles in pace
Representing 76.2% of the total vehicles

Vehicles > 40 MPH
4586
94.9%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 2

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	1	2	2	0	1	1	0	0	0	7
00:30	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4
00:45	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
01:00	0	0	0	0	0	0	1	1	3	0	0	0	0	0	5
Hour Total	0	0	0	0	0	1	3	6	9	1	2	0	0	0	22
01:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
01:30	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5
01:45	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Hour Total	0	0	0	0	0	0	0	5	7	1	0	0	1	0	14
02:15	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5
Hour Total	0	0	0	0	0	0	0	10	1	1	0	0	0	0	12
03:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30	0	0	0	0	0	0	1	1	2	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
04:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	1	1	2	2	3	0	0	0	0	9
04:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
05:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
Hour Total	0	0	0	0	0	0	1	3	2	1	0	0	0	0	7
06:15	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
06:30	0	0	0	0	0	0	1	10	12	3	0	0	0	0	26
06:45	0	0	0	0	0	0	1	5	9	4	0	0	0	0	19
07:00	0	0	0	0	0	0	3	14	15	1	0	0	0	0	33
Hour Total	0	0	0	0	0	0	7	30	36	8	0	0	0	0	81
07:15	0	0	0	0	0	0	1	8	12	6	0	0	0	0	27
07:30	0	0	0	0	0	0	3	13	24	11	0	0	0	0	51
07:45	0	0	0	0	1	0	11	21	12	3	0	1	0	0	49
08:00	0	0	0	0	0	0	1	23	43	12	0	0	0	0	79
Hour Total	0	0	0	0	1	0	16	65	91	32	0	1	0	0	206
08:15	0	0	0	0	0	0	3	40	41	7	2	0	0	0	93
08:30	0	0	0	0	0	3	3	35	55	15	3	0	0	0	114
08:45	0	0	0	0	0	0	3	9	35	11	1	0	0	0	59
09:00	0	0	0	0	0	1	0	20	29	14	1	0	0	0	65
Hour Total	0	0	0	0	0	4	9	104	160	47	7	0	0	0	331

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 2

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	0	1	19	31	14	3	0	0	0	68
09:30	0	0	0	0	0	0	1	14	34	14	0	0	0	0	63
09:45	0	0	0	0	0	0	4	20	26	13	1	0	0	0	64
10:00	0	0	0	0	0	0	3	13	34	9	6	0	0	0	65
Hour Total	0	0	0	0	0	0	9	66	125	50	10	0	0	0	260
10:15	0	0	0	0	0	0	0	14	22	10	4	0	0	0	50
10:30	0	0	0	0	0	0	1	15	36	11	2	0	0	0	65
10:45	0	0	0	0	0	2	0	10	33	20	0	0	0	0	65
11:00	0	0	0	0	0	0	6	20	37	10	0	0	0	0	73
Hour Total	0	0	0	0	0	2	7	59	128	51	6	0	0	0	253
11:15	0	0	0	0	0	0	4	20	24	24	1	0	0	0	73
11:30	0	0	0	0	0	1	3	15	19	15	4	1	0	0	58
11:45	0	0	0	0	1	1	3	26	38	23	4	0	0	0	96
12:00	0	0	0	0	0	1	9	28	33	15	3	0	0	0	89
Hour Total	0	0	0	0	1	3	19	89	114	77	12	1	0	0	316
12:15	0	0	0	0	1	0	1	18	52	15	3	2	0	0	92
12:30	0	0	0	0	0	0	2	18	48	31	4	0	0	0	103
12:45	0	0	0	0	1	0	4	22	33	18	2	2	0	0	82
13:00	0	0	0	0	0	0	0	19	58	30	4	1	0	0	112
Hour Total	0	0	0	0	2	0	7	77	191	94	13	5	0	0	389
13:15	0	0	0	0	0	0	2	26	45	26	2	0	0	0	101
13:30	0	0	0	0	0	0	1	34	54	25	0	1	0	0	115
13:45	0	0	0	0	0	1	3	22	29	17	2	0	0	0	74
14:00	0	0	0	0	0	0	0	14	51	32	5	1	0	0	103
Hour Total	0	0	0	0	0	1	6	96	179	100	9	2	0	0	393
14:15	0	0	0	0	0	0	2	22	44	22	3	0	0	0	93
14:30	0	0	0	0	0	0	4	16	48	6	2	0	0	0	76
14:45	0	0	0	0	0	0	3	22	60	11	5	0	0	0	101
15:00	0	0	0	0	0	0	2	40	61	10	2	0	0	0	115
Hour Total	0	0	0	0	0	0	11	100	213	49	12	0	0	0	385
15:15	0	0	0	0	0	0	6	71	79	11	0	0	0	0	167
15:30	0	0	0	0	3	0	2	38	61	13	4	0	0	0	121
15:45	0	0	0	0	0	1	1	33	50	21	6	0	0	1	113
16:00	0	0	0	0	1	0	3	16	59	22	3	0	0	0	104
Hour Total	0	0	0	0	4	1	12	158	249	67	13	0	0	1	505
16:15	0	0	0	0	0	4	7	28	50	16	6	0	1	0	112
16:30	0	0	0	0	0	0	5	28	75	34	2	1	0	0	145
16:45	0	0	0	0	0	2	3	32	40	20	2	0	0	0	99
17:00	0	0	0	0	0	0	3	26	73	28	3	0	0	0	133
Hour Total	0	0	0	0	0	6	18	114	238	98	13	1	1	0	489
17:15	0	0	0	0	0	1	1	22	69	25	2	0	0	0	120
17:30	0	0	0	0	0	0	1	26	61	34	6	1	0	0	129
17:45	0	0	0	0	0	0	4	33	56	18	2	0	0	0	113
18:00	0	0	0	0	0	1	5	25	38	14	1	0	0	0	84
Hour Total	0	0	0	0	0	2	11	106	224	91	11	1	0	0	446

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 2

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	0	0	5	25	48	11	2	0	0	0	91
18:30	0	0	0	0	0	0	1	29	35	13	0	0	0	0	78
18:45	0	0	0	0	0	0	3	24	27	3	1	1	0	0	59
19:00	0	0	0	0	0	0	1	17	22	12	0	0	0	0	52
Hour Total	0	0	0	0	0	0	10	95	132	39	3	1	0	0	280
19:15	0	0	0	0	0	0	3	16	28	4	0	0	0	0	51
19:30	0	0	0	0	0	0	0	17	32	4	0	0	0	0	53
19:45	0	0	0	0	0	0	3	19	12	4	0	0	0	0	38
20:00	0	0	0	0	0	0	4	20	23	8	0	0	0	0	55
Hour Total	0	0	0	0	0	0	10	72	95	20	0	0	0	0	197
20:15	0	0	0	0	0	1	3	12	17	2	2	0	0	0	37
20:30	0	0	0	0	0	0	0	13	27	4	0	0	0	0	44
20:45	0	0	0	0	0	0	3	17	16	4	2	0	0	0	42
21:00	0	0	0	0	0	0	2	7	9	6	0	0	1	0	25
Hour Total	0	0	0	0	0	1	8	49	69	16	4	0	1	0	148
21:15	0	0	0	0	0	0	4	8	21	6	1	0	0	0	40
21:30	0	0	0	0	0	0	3	14	18	3	1	0	0	0	39
21:45	0	0	0	0	0	0	0	13	7	2	0	0	0	0	22
22:00	0	0	0	0	0	0	2	4	8	11	2	0	0	0	27
Hour Total	0	0	0	0	0	0	9	39	54	22	4	0	0	0	128
22:15	0	0	0	0	0	0	0	11	6	6	1	0	0	0	24
22:30	0	0	0	0	0	1	3	10	8	2	1	0	0	0	25
22:45	0	0	0	0	0	0	3	12	12	1	0	1	0	0	29
23:00	0	0	0	0	0	0	0	9	5	0	0	0	0	0	14
Hour Total	0	0	0	0	0	1	6	42	31	9	2	1	0	0	92
23:15	0	0	0	0	0	0	0	4	5	4	0	0	0	0	13
23:30	0	0	0	0	0	1	0	6	3	1	1	0	1	0	13
23:45	0	0	0	0	0	0	3	5	6	1	0	0	0	0	15
24:00	0	0	0	0	0	0	0	3	7	1	0	0	0	0	11
Hour Total	0	0	0	0	0	1	3	18	21	7	1	0	1	0	52
DAY TOTAL	0	0	0	0	8	24	183	1408	2371	885	122	13	4	1	5019
PERCENTS	0.0%	0.0%	0.0%	0.0%	0.2%	0.5%	3.6%	28.1%	47.2%	17.6%	2.4%	0.3%	0.1%	0.0%	100.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 2

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
41.9 mph

85th Percentile Speed
51.5 mph

Median Speed
46.9 mph

Average Speed
46.8 mph

10 MPH Pace Speed
40 mph to 50 mph
3779 vehicles in pace
Representing 75.3% of the total vehicles

Vehicles > 40 MPH
4803
95.7%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: SOUTH
Lane: 2

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
GRAND TOTAL	0	2	3	3	11	35	408	2844	4616	1666	229	28	6	1	9852
PERCENTS	0.0%	0.0%	0.0%	0.0%	0.1%	0.4%	4.1%	28.9%	46.9%	16.9%	2.3%	0.3%	0.1%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 3

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
00:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	6	1	1	0	0	0	0	8
01:15	0	0	0	0	0	1	0	0	5	0	1	0	0	0	7
01:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	1	0	1	7	1	1	0	0	0	11
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
02:45	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	1	0	1	1	1	0	0	0	4
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
Hour Total	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4
04:15	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
04:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
05:00	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
Hour Total	0	0	0	0	0	0	0	2	3	3	0	0	0	0	8
05:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:30	0	0	0	0	0	0	0	3	3	0	0	0	0	0	6
05:45	0	0	0	0	0	0	0	3	3	2	1	0	0	0	9
06:00	0	0	0	0	0	0	1	1	6	2	1	0	0	0	11
Hour Total	0	0	0	0	0	0	2	8	12	4	2	0	0	0	28
06:15	0	0	0	0	0	0	0	2	5	0	0	0	0	0	7
06:30	0	0	0	0	0	0	1	4	10	4	2	0	0	0	21
06:45	0	0	0	0	1	0	0	5	7	10	2	0	0	0	25
07:00	0	0	0	1	0	0	0	4	21	14	2	3	0	0	45
Hour Total	0	0	0	1	1	0	1	15	43	28	6	3	0	0	98
07:15	0	0	0	0	0	0	0	0	14	23	5	0	0	0	42
07:30	0	0	0	0	1	1	0	6	23	24	5	1	0	0	61
07:45	0	0	0	0	1	1	2	4	37	18	6	0	0	0	69
08:00	0	0	0	1	0	0	1	13	53	35	0	0	0	0	103
Hour Total	0	0	0	1	2	2	3	23	127	100	16	1	0	0	275
08:15	0	0	0	0	0	1	0	14	44	24	8	0	0	0	91
08:30	0	0	0	0	3	0	2	6	33	17	1	0	0	2	64
08:45	0	0	0	0	0	3	1	12	28	22	5	1	0	0	72
09:00	0	0	0	0	0	1	0	13	41	32	4	0	0	0	91
Hour Total	0	0	0	0	3	5	3	45	146	95	18	1	0	2	318

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 3

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	1	1	1	9	36	24	5	0	0	0	77
09:30	0	0	0	0	1	0	3	19	40	23	6	0	1	0	93
09:45	0	0	0	0	1	1	0	11	23	30	3	0	0	0	69
10:00	0	0	0	0	1	0	5	38	41	16	1	0	0	0	102
Hour Total	0	0	0	0	4	2	9	77	140	93	15	0	1	0	341
10:15	0	0	0	0	1	1	4	20	42	23	3	0	0	0	94
10:30	0	0	0	0	0	2	4	13	36	25	1	0	0	0	81
10:45	0	0	0	0	0	0	0	10	35	24	4	2	0	0	75
11:00	0	0	0	0	2	0	0	16	33	20	9	0	0	0	80
Hour Total	0	0	0	0	3	3	8	59	146	92	17	2	0	0	330
11:15	0	0	0	0	0	2	6	20	26	8	4	0	0	0	66
11:30	0	0	0	0	1	6	31	50	31	11	2	0	0	0	132
11:45	0	0	0	1	0	2	0	7	43	20	10	0	0	0	83
12:00	0	0	0	0	0	0	2	13	33	25	2	0	0	0	75
Hour Total	0	0	0	1	1	10	39	90	133	64	18	0	0	0	356
12:15	0	0	0	0	1	0	1	8	31	31	4	0	0	0	76
12:30	0	0	0	0	1	0	2	11	41	20	8	2	0	0	85
12:45	0	0	0	0	2	2	1	19	46	27	3	0	0	0	100
13:00	0	0	0	0	0	0	2	15	40	20	8	0	1	0	86
Hour Total	0	0	0	0	4	2	6	53	158	98	23	2	1	0	347
13:15	0	0	0	0	1	0	4	18	28	22	7	2	0	0	82
13:30	0	0	0	0	0	0	0	13	37	24	6	1	0	0	81
13:45	0	0	0	0	0	0	2	5	27	31	4	2	0	0	71
14:00	0	0	0	0	0	0	3	7	32	27	5	2	0	0	76
Hour Total	0	0	0	0	1	0	9	43	124	104	22	7	0	0	310
14:15	0	0	0	0	1	0	2	4	23	20	4	2	0	0	56
14:30	0	0	0	0	0	2	2	11	28	31	9	1	0	0	84
14:45	0	0	0	0	0	0	2	15	36	22	1	0	0	0	76
15:00	0	0	0	1	2	1	4	19	46	19	2	0	0	0	94
Hour Total	0	0	0	1	3	3	10	49	133	92	16	3	0	0	310
15:15	0	0	0	0	0	0	1	11	32	33	8	1	0	0	86
15:30	0	0	1	0	1	1	2	15	30	21	8	0	0	0	79
15:45	0	0	0	0	1	0	0	9	15	28	4	2	0	0	59
16:00	0	0	0	0	0	0	1	6	30	31	6	0	0	0	74
Hour Total	0	0	1	0	2	1	4	41	107	113	26	3	0	0	298
16:15	0	0	0	0	1	0	1	18	35	32	3	2	0	0	92
16:30	0	0	0	0	0	0	1	7	39	36	8	1	1	0	93
16:45	0	0	0	1	1	1	0	12	41	20	6	1	0	0	83
17:00	0	0	0	0	0	0	0	19	37	19	3	0	0	0	78
Hour Total	0	0	0	1	2	1	2	56	152	107	20	4	1	0	346
17:15	0	0	0	0	3	1	2	15	39	32	1	0	0	0	93
17:30	0	0	0	0	0	0	0	13	28	30	4	0	1	0	76
17:45	0	0	0	0	0	0	2	18	30	20	7	0	0	0	77
18:00	0	0	0	0	1	1	5	29	29	15	1	0	1	0	82
Hour Total	0	0	0	0	4	2	9	75	126	97	13	0	2	0	328

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 3

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	0	0	1	25	25	12	0	0	0	0	63
18:30	0	0	0	0	1	1	1	16	25	6	0	0	0	0	50
18:45	0	0	0	0	0	0	0	10	21	4	2	0	0	0	37
19:00	0	0	0	0	0	1	2	10	16	7	1	0	0	0	37
Hour Total	0	0	0	0	1	2	4	61	87	29	3	0	0	0	187
19:15	0	0	0	0	0	1	4	5	23	7	1	0	0	0	41
19:30	0	0	0	0	0	0	1	6	24	3	4	0	1	0	39
19:45	0	0	0	0	0	0	1	8	18	5	0	0	0	0	32
20:00	0	0	0	0	0	1	0	6	19	4	2	0	0	1	33
Hour Total	0	0	0	0	0	2	6	25	84	19	7	0	1	1	145
20:15	0	0	0	0	0	0	1	2	10	4	2	0	0	0	19
20:30	0	0	0	0	0	1	0	8	5	5	2	1	0	0	22
20:45	0	0	0	0	0	0	0	1	7	8	1	0	0	0	17
21:00	0	0	0	0	0	1	2	5	9	6	0	0	0	0	23
Hour Total	0	0	0	0	0	2	3	16	31	23	5	1	0	0	81
21:15	0	0	0	0	0	1	4	4	5	5	0	0	0	0	19
21:30	0	0	0	0	0	1	0	1	5	4	2	0	0	0	13
21:45	0	0	0	0	0	0	1	7	7	1	0	0	0	0	16
22:00	0	0	0	0	0	0	1	2	7	5	1	0	0	0	16
Hour Total	0	0	0	0	0	2	6	14	24	15	3	0	0	0	64
22:15	0	0	0	0	0	0	0	2	5	2	0	1	0	0	10
22:30	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5
22:45	0	0	0	0	0	0	1	1	2	4	0	0	0	0	8
23:00	0	0	0	0	0	0	1	1	3	2	0	0	0	0	7
Hour Total	0	0	0	0	0	0	2	6	11	10	0	1	0	0	30
23:15	0	0	0	0	0	0	0	1	3	1	0	0	0	0	5
23:30	0	0	0	0	0	0	0	3	3	0	1	0	0	0	7
23:45	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
24:00	0	0	0	0	0	0	0	2	1	2	0	0	0	0	5
Hour Total	0	0	0	0	0	0	0	6	8	4	1	0	0	0	19
DAY TOTAL	0	0	1	5	31	40	127	772	1805	1194	234	28	6	3	4246
PERCENTS	0.0%	0.0%	0.0%	0.1%	0.7%	0.9%	3.0%	18.2%	42.5%	28.1%	5.5%	0.7%	0.1%	0.1%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 3

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
42.8 mph

85th Percentile Speed
53.5 mph

Median Speed
48.2 mph

Average Speed
48.1 mph

10 MPH Pace Speed
45 mph to 55 mph
2999 vehicles in pace
Representing 70.7% of the total vehicles

Vehicles > 40 MPH
4039
95.2%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 3

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
00:30	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
00:45	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	6	5	0	0	0	0	0	11
01:15	0	0	0	0	0	0	0	0	3	0	1	0	0	0	4
01:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	3	2	0	0	0	0	5
02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	0	2	7	2	1	0	0	0	12
02:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
02:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
02:45	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	3	1	2	1	0	0	0	7
03:15	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	0	1	2	1	1	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3
05:00	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
Hour Total	0	0	0	0	0	0	0	1	5	1	1	0	0	0	8
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	1	3	2	0	0	0	0	6
05:45	0	0	0	0	0	0	1	3	5	4	0	0	0	0	13
06:00	0	0	0	0	0	0	0	5	3	3	0	0	0	0	11
Hour Total	0	0	0	0	0	0	1	9	11	9	0	0	0	0	30
06:15	0	0	0	1	0	0	1	3	3	5	1	0	0	0	14
06:30	0	0	0	0	0	0	0	6	10	3	2	0	0	0	21
06:45	0	0	0	1	0	0	1	0	14	5	1	0	0	0	22
07:00	0	0	0	0	2	1	1	14	9	11	5	0	0	0	43
Hour Total	0	0	0	2	2	1	3	23	36	24	9	0	0	0	100
07:15	0	0	1	0	0	0	0	10	17	19	2	0	0	0	49
07:30	0	0	0	0	1	2	0	9	26	20	6	0	0	0	64
07:45	0	0	0	1	4	9	30	21	30	15	1	0	0	0	111
08:00	0	0	0	0	0	1	4	31	50	21	3	0	0	0	110
Hour Total	0	0	1	1	5	12	34	71	123	75	12	0	0	0	334
08:15	0	0	0	0	0	1	3	15	68	15	3	1	0	0	106
08:30	0	0	0	0	0	2	1	5	26	30	2	0	0	0	66
08:45	0	0	0	0	0	0	1	7	27	18	5	1	0	0	59
09:00	0	0	0	1	1	1	1	18	46	37	2	1	0	0	108
Hour Total	0	0	0	1	1	4	6	45	167	100	12	3	0	0	339

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 3

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	0	1	9	34	20	4	1	0	0	69
09:30	0	0	0	0	0	1	1	10	34	19	4	0	0	0	69
09:45	0	0	0	1	0	0	1	14	36	18	4	0	0	0	74
10:00	0	0	0	0	1	1	3	15	30	28	4	1	0	0	83
Hour Total	0	0	0	1	1	2	6	48	134	85	16	2	0	0	295
10:15	0	0	0	0	0	0	2	13	27	22	2	0	0	0	66
10:30	0	0	0	0	0	0	1	8	34	20	3	1	0	0	67
10:45	0	0	0	0	0	0	1	7	33	16	6	0	0	0	63
11:00	0	0	0	0	0	0	2	16	50	23	5	0	0	0	96
Hour Total	0	0	0	0	0	0	6	44	144	81	16	1	0	0	292
11:15	0	0	0	0	0	0	1	15	37	22	6	0	0	0	81
11:30	0	0	0	0	0	0	1	9	21	30	7	0	0	0	68
11:45	0	0	0	0	0	1	0	13	33	24	10	1	0	0	82
12:00	0	0	0	0	0	0	3	8	32	29	4	0	0	0	76
Hour Total	0	0	0	0	0	1	5	45	123	105	27	1	0	0	307
12:15	0	0	0	0	0	0	2	9	37	32	4	0	0	0	84
12:30	0	0	0	0	0	2	0	16	53	19	3	0	0	0	93
12:45	0	0	0	0	0	0	0	14	32	25	10	0	0	0	81
13:00	0	0	0	0	0	0	0	7	42	35	8	0	0	0	92
Hour Total	0	0	0	0	0	2	2	46	164	111	25	0	0	0	350
13:15	0	0	0	0	0	1	2	13	32	29	1	0	0	0	78
13:30	0	0	0	0	1	1	0	14	47	19	3	0	1	0	86
13:45	0	0	0	0	0	3	2	7	29	24	7	0	0	0	72
14:00	0	0	0	0	1	0	1	11	47	37	7	1	1	0	106
Hour Total	0	0	0	0	2	5	5	45	155	109	18	1	2	0	342
14:15	0	0	0	0	0	0	1	14	28	19	3	0	0	0	65
14:30	0	0	0	0	3	1	4	14	39	29	5	1	0	0	96
14:45	0	0	0	1	1	1	1	22	50	31	4	0	0	0	111
15:00	0	0	0	0	0	1	2	17	34	17	4	6	0	0	81
Hour Total	0	0	0	1	4	3	8	67	151	96	16	7	0	0	353
15:15	0	0	0	0	2	1	2	11	29	22	4	0	0	0	71
15:30	0	0	0	0	0	0	1	14	42	35	3	0	0	0	95
15:45	0	0	0	1	0	1	0	11	36	29	7	4	1	0	90
16:00	0	0	0	0	0	2	1	21	35	31	2	0	1	0	93
Hour Total	0	0	0	1	2	4	4	57	142	117	16	4	2	0	349
16:15	0	0	0	0	0	0	2	7	44	36	2	2	0	0	93
16:30	0	0	0	0	1	0	1	12	37	21	4	0	1	0	77
16:45	0	0	0	0	1	0	2	11	28	32	7	2	1	0	84
17:00	0	0	0	0	1	0	0	12	33	29	8	0	0	0	83
Hour Total	0	0	0	0	3	0	5	42	142	118	21	4	2	0	337
17:15	0	0	0	0	0	0	1	20	63	21	4	0	0	0	109
17:30	0	0	0	0	1	0	3	10	37	33	6	2	0	0	92
17:45	0	0	0	0	1	0	0	7	44	21	4	0	2	0	79
18:00	0	0	0	1	0	1	0	16	68	12	4	1	0	0	103
Hour Total	0	0	0	1	2	1	4	53	212	87	18	3	2	0	383

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 3

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	0	0	4	7	35	16	2	0	0	0	64
18:30	0	0	0	0	0	0	2	12	29	26	2	1	0	0	72
18:45	0	0	0	0	1	0	2	16	22	6	4	0	0	0	51
19:00	0	0	0	0	0	1	4	8	24	12	2	0	0	0	51
Hour Total	0	0	0	0	1	1	12	43	110	60	10	1	0	0	238
19:15	0	0	0	0	0	2	2	5	17	3	2	1	2	1	35
19:30	0	0	0	0	0	0	1	8	13	7	0	1	0	0	30
19:45	0	0	0	0	0	0	1	9	21	8	2	0	0	0	41
20:00	0	1	0	0	0	0	1	8	14	8	1	0	0	0	33
Hour Total	0	1	0	0	0	2	5	30	65	26	5	2	2	1	139
20:15	0	0	0	0	0	0	1	5	7	2	2	0	0	0	17
20:30	0	0	0	0	0	0	0	5	17	7	3	0	0	0	32
20:45	0	0	0	0	0	0	1	7	7	6	3	0	0	0	24
21:00	0	0	0	0	0	0	1	2	5	5	2	0	0	0	15
Hour Total	0	0	0	0	0	0	3	19	36	20	10	0	0	0	88
21:15	0	0	0	0	0	0	0	2	5	3	0	0	0	0	10
21:30	0	0	0	0	0	0	0	5	8	2	0	0	0	0	15
21:45	0	0	0	0	0	0	2	5	5	1	1	0	1	0	15
22:00	0	0	0	0	0	0	1	4	12	4	2	1	0	0	24
Hour Total	0	0	0	0	0	0	3	16	30	10	3	1	1	0	64
22:15	0	0	0	0	0	0	0	5	8	2	1	0	0	0	16
22:30	0	0	0	0	0	0	0	3	11	4	3	0	0	0	21
22:45	0	0	0	0	0	0	0	3	1	3	0	0	0	0	7
23:00	0	0	0	0	0	0	0	1	1	4	0	0	0	0	6
Hour Total	0	0	0	0	0	0	0	12	21	13	4	0	0	0	50
23:15	0	0	0	0	0	0	0	2	0	2	0	1	0	0	5
23:30	0	0	0	0	0	0	0	1	1	1	1	0	0	0	4
23:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
24:00	0	0	0	0	0	0	1	1	1	0	0	1	0	0	4
Hour Total	0	0	0	0	0	0	1	4	2	3	2	2	0	0	14
DAY TOTAL	0	1	1	8	23	38	114	733	1987	1255	243	32	11	1	4447
PERCENTS	0.0%	0.0%	0.0%	0.2%	0.5%	0.9%	2.6%	16.5%	44.7%	28.2%	5.5%	0.7%	0.2%	0.0%	100.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 3

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
43.3 mph

85th Percentile Speed
53.5 mph

Median Speed
48.3 mph

Average Speed
48.3 mph

10 MPH Pace Speed
45 mph to 55 mph
3242 vehicles in pace
Representing 72.9% of the total vehicles

Vehicles > 40 MPH
4261
95.8%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 3

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
=====															
GRAND TOTAL	0	1	2	13	54	78	241	1505	3792	2449	477	60	17	4	8693
PERCENTS	0.0%	0.0%	0.0%	0.1%	0.6%	0.9%	2.8%	17.3%	43.6%	28.2%	5.5%	0.7%	0.2%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 4

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	0	4	1	2	0	0	0	0	7
00:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
01:00	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
Hour Total	0	0	0	0	0	0	3	8	1	3	0	0	0	0	15
01:15	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	1	1	5	1	0	0	0	0	0	8
02:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:30	0	0	0	0	0	1	0	1	4	0	0	0	0	0	6
02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Hour Total	0	0	0	0	0	1	1	2	6	0	0	0	0	0	10
03:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
03:30	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour Total	0	0	0	0	0	1	2	3	4	0	0	0	0	0	10
04:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	2	1	1	1	0	0	0	5
04:45	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3
05:00	0	0	0	0	1	0	0	0	2	2	0	0	0	0	5
Hour Total	0	0	0	0	1	0	0	4	3	5	1	0	0	0	14
05:15	0	0	0	0	0	0	1	0	2	2	1	0	0	0	6
05:30	0	0	0	0	0	0	0	3	7	2	0	0	0	0	12
05:45	0	0	0	0	0	0	1	6	9	2	0	0	0	0	18
06:00	0	0	0	0	0	0	1	7	8	4	0	0	0	0	20
Hour Total	0	0	0	0	0	0	3	16	26	10	1	0	0	0	56
06:15	0	0	0	0	1	0	3	9	8	2	0	0	0	0	23
06:30	0	0	0	0	0	0	1	10	16	4	0	0	0	0	31
06:45	0	0	0	0	0	1	1	13	23	9	0	0	0	0	47
07:00	0	0	0	0	0	0	6	18	28	11	1	0	0	0	64
Hour Total	0	0	0	0	1	1	11	50	75	26	1	0	0	0	165
07:15	0	0	0	0	0	0	7	16	29	15	0	0	0	0	67
07:30	0	0	0	0	0	0	9	28	43	19	0	0	0	0	99
07:45	0	0	0	0	0	0	4	43	55	8	1	0	0	0	111
08:00	0	0	0	0	0	0	9	43	62	14	2	1	0	0	131
Hour Total	0	0	0	0	0	0	29	130	189	56	3	1	0	0	408
08:15	0	0	0	0	0	1	5	31	79	21	0	0	0	0	137
08:30	0	0	0	0	0	0	8	20	32	15	1	0	0	0	76
08:45	0	0	0	0	2	1	9	40	41	5	3	0	0	0	101
09:00	0	0	0	0	0	0	7	34	42	13	0	0	0	0	96
Hour Total	0	0	0	0	2	2	29	125	194	54	4	0	0	0	410

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 4

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	1	2	25	28	16	4	2	0	0	78
09:30	0	0	0	0	0	1	4	17	29	12	0	0	0	0	63
09:45	0	0	0	0	0	0	9	28	21	7	3	0	0	0	68
10:00	0	0	0	0	1	2	17	32	18	3	0	0	0	0	73
Hour Total	0	0	0	0	1	4	32	102	96	38	7	2	0	0	282
10:15	0	1	0	0	2	2	7	38	23	4	1	0	0	0	78
10:30	0	0	0	1	1	2	7	43	36	5	2	0	0	0	97
10:45	0	0	0	0	0	0	5	32	43	6	3	1	0	0	90
11:00	0	0	0	1	0	0	5	37	47	13	1	0	0	0	104
Hour Total	0	1	0	2	3	4	24	150	149	28	7	1	0	0	369
11:15	0	0	0	0	0	2	13	28	44	8	0	0	0	0	95
11:30	0	1	0	1	0	2	17	13	18	3	0	0	0	0	55
11:45	0	0	0	0	0	3	12	37	41	5	2	0	0	0	100
12:00	0	0	0	0	0	1	12	45	47	8	1	0	0	0	114
Hour Total	0	1	0	1	0	8	54	123	150	24	3	0	0	0	364
12:15	0	0	0	0	2	0	10	51	37	17	2	0	0	0	119
12:30	0	0	0	0	0	2	16	36	50	12	1	0	0	0	117
12:45	0	0	0	1	1	2	10	62	49	16	1	0	0	0	142
13:00	0	0	0	0	1	1	11	45	43	9	0	1	0	0	111
Hour Total	0	0	0	1	4	5	47	194	179	54	4	1	0	0	489
13:15	0	0	0	0	1	1	8	35	39	15	4	1	0	0	104
13:30	0	0	1	0	0	2	7	39	34	10	2	0	0	0	95
13:45	0	0	0	0	0	2	1	27	48	14	2	0	0	0	94
14:00	0	0	0	0	0	0	8	34	45	18	3	0	0	0	108
Hour Total	0	0	1	0	1	5	24	135	166	57	11	1	0	0	401
14:15	0	0	0	0	0	0	3	28	37	13	0	0	0	0	81
14:30	0	0	0	0	0	0	9	24	42	21	3	0	0	0	99
14:45	0	0	0	0	0	0	3	40	48	7	1	1	0	0	100
15:00	0	0	0	0	4	1	18	34	35	5	1	0	0	0	98
Hour Total	0	0	0	0	4	1	33	126	162	46	5	1	0	0	378
15:15	0	0	0	0	0	0	8	36	41	15	1	0	0	0	101
15:30	0	0	0	0	0	1	3	22	49	17	1	0	1	0	94
15:45	0	0	0	0	0	1	2	21	58	15	3	1	0	0	101
16:00	0	0	0	0	0	0	4	28	45	19	2	2	0	0	100
Hour Total	0	0	0	0	0	2	17	107	193	66	7	3	1	0	396
16:15	0	0	0	0	0	1	4	33	65	14	1	0	0	0	118
16:30	0	0	0	0	0	1	1	22	55	16	0	2	0	0	97
16:45	0	0	0	0	0	1	9	25	51	15	0	0	0	0	101
17:00	0	0	0	0	0	1	4	41	51	16	3	0	0	0	116
Hour Total	0	0	0	0	0	4	18	121	222	61	4	2	0	0	432
17:15	0	0	0	0	0	0	3	33	53	15	2	0	0	0	106
17:30	0	0	0	0	0	1	3	39	42	15	1	0	0	0	101
17:45	0	0	0	0	0	0	4	18	47	9	1	0	0	0	79
18:00	0	0	0	0	0	5	6	46	16	3	1	0	0	0	77
Hour Total	0	0	0	0	0	6	16	136	158	42	5	0	0	0	363

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 4

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	0	0	9	33	30	3	0	0	0	0	75
18:30	0	0	0	0	0	0	11	29	29	8	0	0	0	0	77
18:45	0	0	0	0	0	0	5	30	27	1	0	1	0	0	64
19:00	0	0	0	0	0	2	7	26	17	6	0	0	0	0	58
Hour Total	0	0	0	0	0	2	32	118	103	18	0	1	0	0	274
19:15	0	0	0	0	0	0	6	26	20	4	0	0	0	0	56
19:30	0	0	0	0	1	1	1	11	25	6	0	1	0	0	46
19:45	0	0	0	0	0	0	5	18	15	4	0	0	0	0	42
20:00	0	0	0	0	0	0	1	14	22	2	0	1	0	0	40
Hour Total	0	0	0	0	1	1	13	69	82	16	0	2	0	0	184
20:15	0	0	0	0	0	0	0	18	19	9	2	1	0	0	49
20:30	0	0	0	0	0	0	2	13	12	8	0	0	0	0	35
20:45	0	0	0	0	0	0	6	4	10	5	0	1	0	0	26
21:00	0	0	0	0	0	0	2	17	11	2	0	0	0	0	32
Hour Total	0	0	0	0	0	0	10	52	52	24	2	2	0	0	142
21:15	0	0	0	0	0	0	1	9	11	0	1	0	0	0	22
21:30	0	0	0	0	0	0	2	9	5	3	2	0	0	0	21
21:45	0	0	0	0	0	0	2	5	16	1	0	0	0	0	24
22:00	0	0	0	0	0	0	2	14	9	5	0	0	0	0	30
Hour Total	0	0	0	0	0	0	7	37	41	9	3	0	0	0	97
22:15	0	0	0	0	0	0	2	8	11	1	0	0	0	0	22
22:30	0	0	0	0	0	0	3	3	5	3	0	0	0	0	14
22:45	0	0	0	1	0	0	2	6	8	5	2	0	0	0	24
23:00	0	0	0	0	0	0	2	6	6	3	2	0	0	0	19
Hour Total	0	0	0	1	0	0	9	23	30	12	4	0	0	0	79
23:15	0	0	0	0	0	0	0	3	2	1	1	0	0	0	7
23:30	0	0	0	0	0	0	0	3	3	2	0	0	0	0	8
23:45	0	0	0	0	0	0	1	6	1	0	0	0	0	0	8
24:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	2	13	6	3	1	0	0	0	25
DAY TOTAL	0	2	1	5	18	48	417	1849	2288	652	73	17	1	0	5371
PERCENTS	0.0%	0.0%	0.0%	0.1%	0.3%	0.9%	7.8%	34.4%	42.6%	12.1%	1.4%	0.3%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 4

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
40.9 mph

85th Percentile Speed
49.9 mph

Median Speed
45.8 mph

Average Speed
45.6 mph

10 MPH Pace Speed
40 mph to 50 mph
4137 vehicles in pace
Representing 77.0% of the total vehicles

Vehicles > 40 MPH
4880
90.9%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 4

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	0	5	4	1	0	0	0	0	10
00:30	0	0	0	0	0	0	2	3	1	1	1	0	0	0	8
00:45	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4
01:00	0	0	0	0	0	0	0	2	2	0	1	0	0	0	5
Hour Total	0	0	0	0	0	0	2	10	9	4	2	0	0	0	27
01:15	0	0	0	0	0	0	0	1	2	3	1	0	0	0	7
01:30	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
01:45	0	0	0	0	0	0	0	2	3	2	4	0	1	0	12
02:00	0	0	0	0	0	0	1	1	3	1	1	0	0	0	7
Hour Total	0	0	0	0	0	0	1	9	10	6	6	0	1	0	33
02:15	0	0	0	0	0	0	0	3	1	2	1	0	0	0	7
02:30	0	0	0	0	0	0	0	4	2	1	0	0	1	0	8
02:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
03:00	0	0	0	0	0	0	1	1	2	1	0	0	0	0	5
Hour Total	0	0	0	0	0	0	2	8	5	5	1	0	1	0	22
03:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	4	4	0	0	0	0	0	8
04:15	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
04:30	0	0	0	1	0	0	2	0	0	1	1	0	0	0	5
04:45	0	0	0	0	0	0	0	1	2	1	0	0	0	0	4
05:00	0	0	0	0	0	0	0	1	3	0	0	0	0	0	4
Hour Total	0	0	0	1	0	0	2	3	7	3	1	0	0	0	17
05:15	0	0	0	0	0	0	0	2	1	3	0	0	0	0	6
05:30	0	0	0	1	0	0	0	2	6	5	0	0	0	0	14
05:45	0	0	0	0	0	0	2	8	9	1	1	0	0	0	21
06:00	0	0	0	0	0	0	0	6	8	2	0	0	0	0	16
Hour Total	0	0	0	1	0	0	2	18	24	11	1	0	0	0	57
06:15	0	0	0	0	0	0	2	12	11	2	1	0	0	0	28
06:30	0	0	0	0	0	0	3	9	9	3	1	0	0	0	25
06:45	0	0	0	0	0	0	2	21	23	10	1	0	0	0	57
07:00	0	0	0	0	0	0	6	26	21	11	1	1	0	0	66
Hour Total	0	0	0	0	0	0	13	68	64	26	4	1	0	0	176
07:15	0	0	0	0	0	0	5	23	33	13	1	0	0	0	75
07:30	0	0	0	1	1	0	2	23	44	19	0	0	0	0	90
07:45	0	0	0	0	0	0	1	20	40	2	0	0	0	0	63
08:00	0	0	0	1	2	1	10	41	56	7	2	0	0	0	120
Hour Total	0	0	0	2	3	1	18	107	173	41	3	0	0	0	348
08:15	0	0	0	2	1	1	9	55	66	7	0	0	0	0	141
08:30	0	0	0	0	2	5	4	29	45	16	0	0	0	0	101
08:45	0	0	0	1	0	0	6	28	58	9	2	0	0	0	104
09:00	0	0	0	0	1	4	5	44	45	13	5	0	0	0	117
Hour Total	0	0	0	3	4	10	24	156	214	45	7	0	0	0	463

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 4

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	0	2	29	35	10	0	0	0	0	76
09:30	0	0	0	0	0	1	6	28	32	13	0	0	0	0	80
09:45	0	0	0	0	0	0	5	52	23	4	3	0	0	0	87
10:00	0	0	0	0	0	0	8	29	39	12	2	0	0	0	90
Hour Total	0	0	0	0	0	1	21	138	129	39	5	0	0	0	333
10:15	0	0	0	0	0	1	5	14	41	18	2	1	0	0	82
10:30	0	0	0	0	0	4	7	32	33	14	4	0	0	0	94
10:45	0	0	0	0	1	0	3	31	29	9	1	0	0	0	74
11:00	0	0	0	0	1	0	4	23	58	20	1	0	0	0	107
Hour Total	0	0	0	0	2	5	19	100	161	61	8	1	0	0	357
11:15	0	0	0	0	0	0	5	37	43	11	3	0	0	0	99
11:30	0	0	0	0	0	2	5	45	42	12	3	0	0	0	109
11:45	0	0	0	0	2	2	5	38	45	12	1	0	0	0	105
12:00	0	0	0	1	1	2	9	32	47	17	2	0	0	0	111
Hour Total	0	0	0	1	3	6	24	152	177	52	9	0	0	0	424
12:15	0	0	0	0	0	1	4	31	64	15	5	0	0	0	120
12:30	0	0	0	0	0	1	3	33	63	10	4	0	0	0	114
12:45	0	0	0	0	0	0	6	30	48	17	2	0	0	0	103
13:00	0	0	0	0	0	1	6	37	45	21	2	0	0	0	112
Hour Total	0	0	0	0	0	3	19	131	220	63	13	0	0	0	449
13:15	0	0	0	0	0	2	3	32	41	16	0	1	0	0	95
13:30	0	0	0	0	0	1	2	49	49	16	1	0	0	0	118
13:45	0	0	0	0	0	0	5	37	56	18	2	0	0	0	118
14:00	0	0	0	0	1	0	5	33	39	8	3	2	0	0	91
Hour Total	0	0	0	0	1	3	15	151	185	58	6	3	0	0	422
14:15	0	0	0	0	0	1	3	34	32	14	1	2	0	0	87
14:30	0	0	0	0	0	1	7	41	34	6	5	0	0	0	94
14:45	0	0	0	0	0	0	5	56	50	10	0	0	0	0	121
15:00	0	0	0	0	0	1	6	37	32	22	4	0	0	0	102
Hour Total	0	0	0	0	0	3	21	168	148	52	10	2	0	0	404
15:15	0	0	0	1	1	0	11	34	38	16	3	0	0	0	104
15:30	0	0	0	0	0	1	3	44	46	16	2	0	0	0	112
15:45	0	0	0	0	0	3	2	28	41	14	2	0	0	0	90
16:00	0	0	0	0	2	4	5	31	33	13	5	0	0	0	93
Hour Total	0	0	0	1	3	8	21	137	158	59	12	0	0	0	399
16:15	0	0	0	0	0	0	5	43	45	10	3	1	0	0	107
16:30	0	0	0	0	0	0	8	30	54	19	2	0	0	0	113
16:45	0	0	0	0	0	0	11	30	45	16	3	0	0	0	105
17:00	0	0	0	0	0	2	10	49	40	11	3	0	0	0	115
Hour Total	0	0	0	0	0	2	34	152	184	56	11	1	0	0	440
17:15	0	0	0	0	1	1	22	40	55	21	0	0	0	0	140
17:30	0	0	0	0	0	0	8	32	50	18	0	0	0	0	108
17:45	0	0	0	0	0	1	8	32	36	15	5	0	1	0	98
18:00	0	0	0	0	0	0	8	40	39	6	0	0	0	0	93
Hour Total	0	0	0	0	1	2	46	144	180	60	5	0	1	0	439

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 4

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	0	0	6	26	36	10	1	0	0	0	79
18:30	0	0	0	0	0	0	5	36	34	11	2	0	0	0	88
18:45	0	0	0	0	0	1	8	35	19	7	2	0	0	0	72
19:00	0	0	0	0	0	0	6	22	25	7	0	0	0	0	60
Hour Total	0	0	0	0	0	1	25	119	114	35	5	0	0	0	299
19:15	0	0	0	0	0	1	1	14	25	12	1	0	0	0	54
19:30	0	0	0	0	0	1	10	19	20	4	0	0	0	0	54
19:45	0	0	0	0	0	1	5	15	14	11	1	0	0	0	47
20:00	0	0	0	0	0	1	7	13	14	10	1	0	0	0	46
Hour Total	0	0	0	0	0	4	23	61	73	37	3	0	0	0	201
20:15	0	0	0	0	0	0	2	21	13	9	0	1	0	0	46
20:30	0	0	0	0	0	0	2	13	14	7	2	0	0	0	38
20:45	0	0	0	0	0	0	1	16	14	2	1	1	0	0	35
21:00	0	0	0	0	0	0	2	6	16	6	1	0	0	0	31
Hour Total	0	0	0	0	0	0	7	56	57	24	4	2	0	0	150
21:15	0	0	0	0	0	0	2	10	8	0	0	0	0	0	20
21:30	0	0	0	0	0	0	2	12	14	6	1	0	0	0	35
21:45	0	0	0	0	1	0	3	12	7	4	0	0	0	0	27
22:00	0	0	0	0	0	0	2	6	8	4	3	0	0	0	23
Hour Total	0	0	0	0	1	0	9	40	37	14	4	0	0	0	105
22:15	0	0	0	0	0	0	0	7	10	2	2	0	0	0	21
22:30	0	1	0	0	0	0	3	8	6	1	0	0	0	0	19
22:45	0	0	0	0	0	0	3	9	6	1	0	0	0	0	19
23:00	0	0	0	0	0	0	0	6	5	0	0	0	0	0	11
Hour Total	0	1	0	0	0	0	6	30	27	4	2	0	0	0	70
23:15	0	0	0	0	0	0	1	5	6	0	0	0	0	0	12
23:30	0	0	0	0	0	0	3	4	6	0	0	0	0	0	13
23:45	0	0	0	0	0	0	0	8	0	4	0	0	0	0	12
24:00	0	0	0	0	0	0	0	4	4	1	1	0	0	0	10
Hour Total	0	0	0	0	0	0	4	21	16	5	1	0	0	0	47
DAY TOTAL	0	1	0	9	18	49	358	1983	2376	760	123	10	3	0	5690
PERCENTS	0.0%	0.0%	0.0%	0.2%	0.3%	0.9%	6.3%	34.9%	41.8%	13.4%	2.2%	0.2%	0.1%	0.0%	100.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 4

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
41.1 mph

85th Percentile Speed
50.3 mph

Median Speed
45.9 mph

Average Speed
45.8 mph

10 MPH Pace Speed
40 mph to 50 mph
4359 vehicles in pace
Representing 76.6% of the total vehicles

Vehicles > 40 MPH
5255
92.4%

Station #: Site A
Site ID: 000000007468
Loc: A1A S/o Casanova Rd (O/I/I/O)
Direction: NORTH
Lane: 4

File: D1104001.PRN
Info: 20-263 MG WTX
GPS: 29.876263,-81.285506

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------

GRAND TOTAL	0	3	1	14	36	97	775	3832	4664	1412	196	27	4	0	11061
PERCENTS	0.0%	0.0%	0.0%	0.1%	0.3%	0.9%	7.0%	34.6%	42.2%	12.8%	1.8%	0.2%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 1

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	2	2	1	1	0	0	0	0	6
00:30	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3
00:45	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	5	3	2	2	1	0	0	0	13
01:15	0	0	0	0	0	0	2	3	0	0	0	0	0	0	5
01:30	0	0	0	0	1	1	1	1	1	0	0	0	0	0	5
01:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	0	0	0	1	1	3	7	2	0	0	0	0	0	14
02:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
02:45	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	5	3	0	0	0	0	0	0	8
03:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
04:15	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
04:30	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3
04:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
Hour Total	0	0	0	2	0	2	3	4	0	0	0	0	0	0	11
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
05:45	0	0	0	0	0	2	0	1	1	2	0	0	0	0	6
06:00	0	0	0	0	0	0	0	4	6	0	1	0	0	0	11
Hour Total	0	0	0	0	0	2	0	7	8	2	1	0	0	0	20
06:15	0	0	0	0	0	3	2	6	4	2	0	0	0	0	17
06:30	0	0	0	0	0	1	6	11	4	2	0	0	0	0	24
06:45	0	0	0	0	0	1	3	15	10	1	0	0	0	0	30
07:00	0	0	0	0	2	4	7	23	15	2	1	0	0	0	54
Hour Total	0	0	0	0	2	9	18	55	33	7	1	0	0	0	125
07:15	0	0	0	0	0	0	8	14	12	5	1	0	0	0	40
07:30	0	0	1	0	0	2	9	23	11	7	0	0	0	0	53
07:45	0	0	0	0	0	0	6	24	15	2	0	1	0	0	48
08:00	0	0	0	0	0	1	12	24	37	6	0	0	0	0	80
Hour Total	0	0	1	0	0	3	35	85	75	20	1	1	0	0	221
08:15	0	0	0	0	1	1	21	39	29	4	0	0	0	0	95
08:30	0	0	0	0	1	6	30	42	25	7	0	0	0	0	111
08:45	0	1	0	0	2	6	22	38	21	7	0	0	0	0	97
09:00	0	0	0	0	1	1	21	44	21	6	0	0	0	0	94
Hour Total	0	1	0	0	5	14	94	163	96	24	0	0	0	0	397

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 1

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	1	0	1	2	18	39	20	5	0	1	0	0	87
09:30	0	0	0	0	0	4	11	29	16	5	1	0	0	0	66
09:45	0	0	0	1	0	3	11	32	14	2	0	0	0	0	63
10:00	0	0	0	0	0	3	17	32	16	6	2	0	0	0	76
Hour Total	0	0	1	1	1	12	57	132	66	18	3	1	0	0	292
10:15	0	0	0	0	0	2	14	41	13	4	0	0	0	0	74
10:30	0	0	0	0	1	4	20	33	25	7	0	1	0	0	91
10:45	0	0	1	0	1	5	33	38	17	2	1	0	0	0	98
11:00	0	0	0	0	0	6	15	43	19	3	1	0	0	0	87
Hour Total	0	0	1	0	2	17	82	155	74	16	2	1	0	0	350
11:15	0	0	0	0	2	6	24	29	17	3	0	0	0	0	81
11:30	0	0	1	0	0	4	24	45	16	2	0	0	0	0	92
11:45	0	0	0	0	2	10	28	45	15	1	0	0	0	0	101
12:00	0	0	0	0	2	5	30	44	20	2	0	0	0	0	103
Hour Total	0	0	1	0	6	25	106	163	68	8	0	0	0	0	377
12:15	0	0	1	1	0	9	31	46	14	2	0	0	0	0	104
12:30	0	0	1	1	7	16	26	35	9	3	0	0	0	0	98
12:45	0	0	2	0	1	2	36	42	19	2	2	0	0	0	106
13:00	0	0	1	5	13	29	51	25	8	0	0	0	1	0	133
Hour Total	0	0	5	7	21	56	144	148	50	7	2	0	1	0	441
13:15	1	0	2	8	18	30	42	21	3	1	1	0	0	0	127
13:30	3	4	8	10	19	23	36	19	1	0	0	0	0	0	123
13:45	0	0	0	0	5	6	37	40	21	3	0	0	0	0	112
14:00	0	0	1	0	3	8	24	42	25	3	0	0	0	0	106
Hour Total	4	4	11	18	45	67	139	122	50	7	1	0	0	0	468
14:15	2	1	1	0	0	8	26	40	19	5	1	0	0	0	103
14:30	0	1	2	3	12	20	35	34	11	1	0	0	0	0	119
14:45	0	0	0	0	0	5	15	51	23	8	0	0	0	0	102
15:00	0	2	0	2	13	20	26	34	15	4	0	0	0	0	116
Hour Total	2	4	3	5	25	53	102	159	68	18	1	0	0	0	440
15:15	0	0	0	0	1	4	21	54	23	8	2	0	0	0	113
15:30	0	0	0	0	1	6	27	41	24	4	1	0	0	0	104
15:45	0	0	1	0	0	2	33	56	21	4	0	0	0	0	117
16:00	0	1	0	0	2	12	37	38	13	1	1	0	0	0	105
Hour Total	0	1	1	0	4	24	118	189	81	17	4	0	0	0	439
16:15	0	0	0	1	0	4	24	46	22	5	2	0	0	0	104
16:30	0	0	0	0	4	15	46	42	16	8	0	0	0	0	131
16:45	0	0	0	0	3	6	14	36	21	2	1	0	0	0	83
17:00	0	0	0	0	0	7	33	50	23	4	1	0	0	0	118
Hour Total	0	0	0	1	7	32	117	174	82	19	4	0	0	0	436
17:15	0	0	0	1	0	11	42	48	13	3	0	0	0	0	118
17:30	0	0	0	0	0	10	33	45	19	6	1	0	0	0	114
17:45	0	0	0	0	1	4	35	52	23	1	1	0	0	0	117
18:00	0	0	0	0	1	7	36	41	12	5	0	0	0	0	102
Hour Total	0	0	0	1	2	32	146	186	67	15	2	0	0	0	451

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 1

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	2	7	36	42	15	3	0	0	0	0	105
18:30	0	0	0	0	0	1	21	35	17	3	0	0	0	0	77
18:45	0	0	0	0	0	10	19	35	15	2	0	0	0	0	81
19:00	0	0	0	0	0	5	14	30	14	3	1	0	0	0	67
Hour Total	0	0	0	0	2	23	90	142	61	11	1	0	0	0	330
19:15	0	0	0	0	1	3	6	24	16	3	0	0	0	0	53
19:30	0	0	0	0	1	2	8	26	8	4	1	0	0	0	50
19:45	0	0	0	1	0	1	16	23	13	1	0	0	0	0	55
20:00	0	0	0	0	2	1	16	22	13	0	0	0	0	0	54
Hour Total	0	0	0	1	4	7	46	95	50	8	1	0	0	0	212
20:15	0	0	0	0	0	1	13	19	8	0	0	0	0	0	41
20:30	1	0	0	0	0	1	6	14	6	2	0	0	1	0	31
20:45	0	0	0	0	0	0	11	18	4	2	0	0	0	0	35
21:00	0	0	0	0	0	1	6	22	12	2	0	0	0	0	43
Hour Total	1	0	0	0	0	3	36	73	30	6	0	0	1	0	150
21:15	0	0	0	0	0	1	5	14	7	5	1	0	0	0	33
21:30	0	0	0	0	1	1	10	20	8	0	0	0	0	0	40
21:45	0	0	0	0	1	1	2	19	8	1	0	0	0	0	32
22:00	0	1	0	0	1	1	3	9	4	4	0	0	0	0	23
Hour Total	0	1	0	0	3	4	20	62	27	10	1	0	0	0	128
22:15	0	0	0	0	1	0	6	13	5	2	0	0	0	0	27
22:30	0	0	0	0	0	0	4	12	5	3	0	0	0	0	24
22:45	0	0	0	0	0	0	3	5	2	4	1	0	0	0	15
23:00	0	0	0	0	1	0	3	5	2	2	0	1	0	0	14
Hour Total	0	0	0	0	2	0	16	35	14	11	1	1	0	0	80
23:15	0	0	0	0	0	0	1	2	3	1	0	0	0	0	7
23:30	0	0	0	0	0	0	2	3	2	0	1	0	0	0	8
23:45	0	0	0	0	0	0	2	3	3	1	0	0	0	0	9
24:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	5	10	8	2	1	0	0	0	26
DAY TOTAL	7	11	24	36	132	386	1388	2174	1013	228	28	4	2	0	5433
PERCENTS	0.1%	0.2%	0.4%	0.7%	2.4%	7.1%	25.5%	40.0%	18.6%	4.2%	0.5%	0.1%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 1

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
35.8 mph

85th Percentile Speed
47.3 mph

Median Speed
41.7 mph

Average Speed
41.3 mph

10 MPH Pace Speed
35 mph to 45 mph
3562 vehicles in pace
Representing 65.6% of the total vehicles

Vehicles > 40 MPH
3449
63.6%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 1

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	2	3	1	0	0	0	0	0	6
00:30	0	0	0	0	0	0	2	3	2	2	0	0	0	0	9
00:45	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
01:00	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
Hour Total	0	0	0	0	0	1	4	10	4	3	0	0	0	0	22
01:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	0	1	2	1	2	0	0	0	0	6
02:15	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2
02:45	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
03:00	0	0	0	0	0	0	1	2	2	0	0	0	0	0	5
Hour Total	0	0	0	0	0	0	2	5	5	1	0	0	0	0	13
03:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	1	2	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	0	1	2	2	2	0	0	0	0	7
04:15	0	0	0	1	1	0	0	0	1	0	1	0	0	0	4
04:30	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3
04:45	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
Hour Total	0	0	0	1	2	2	0	5	2	1	1	0	0	0	14
05:15	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
05:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
05:45	0	0	0	0	0	4	1	6	3	0	0	0	0	0	14
06:00	0	0	0	0	0	0	1	4	3	2	0	0	0	0	10
Hour Total	0	0	0	0	0	5	4	10	7	3	0	0	0	0	29
06:15	0	1	0	0	0	0	5	4	4	0	0	0	0	0	14
06:30	0	0	0	0	0	2	4	12	8	4	0	0	0	0	30
06:45	0	1	0	0	0	0	5	9	6	3	0	0	0	0	24
07:00	0	0	0	0	0	6	12	12	11	3	0	0	0	0	44
Hour Total	0	2	0	0	0	8	26	37	29	10	0	0	0	0	112
07:15	0	1	0	0	0	0	4	31	16	2	0	0	0	0	54
07:30	0	1	0	0	0	1	9	16	22	1	0	0	0	0	50
07:45	0	0	0	0	3	0	20	25	25	3	1	0	0	0	77
08:00	0	0	0	0	1	2	19	43	24	3	0	0	0	0	92
Hour Total	0	2	0	0	4	3	52	115	87	9	1	0	0	0	273
08:15	0	0	0	0	1	3	27	45	17	2	0	0	0	0	95
08:30	0	0	0	0	1	2	20	49	22	5	1	0	0	0	100
08:45	0	0	0	0	0	3	30	30	25	4	1	0	0	0	93
09:00	0	0	0	0	0	3	27	32	15	2	1	0	0	0	80
Hour Total	0	0	0	0	2	11	104	156	79	13	3	0	0	0	368

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 1

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	1	0	0	0	5	15	29	20	5	0	0	0	0	75
09:30	0	0	0	0	0	3	15	40	19	6	1	0	0	0	84
09:45	0	0	0	0	2	10	14	40	18	3	0	0	0	0	87
10:00	0	1	0	0	0	2	18	40	15	2	0	0	0	0	78
Hour Total	0	2	0	0	2	20	62	149	72	16	1	0	0	0	324
10:15	0	0	1	0	4	3	11	38	21	6	2	0	0	0	86
10:30	0	0	0	1	0	0	25	35	24	3	0	0	0	0	88
10:45	0	0	0	0	1	2	7	49	18	5	0	0	0	0	82
11:00	0	0	0	0	1	9	17	38	24	4	0	0	0	0	93
Hour Total	0	0	1	1	6	14	60	160	87	18	2	0	0	0	349
11:15	0	0	0	0	0	5	20	39	14	9	0	0	0	0	87
11:30	0	0	0	0	0	4	19	49	36	4	0	0	0	0	112
11:45	0	0	0	0	0	9	22	40	15	6	0	0	0	0	92
12:00	0	0	0	0	0	6	18	56	24	2	1	0	0	0	107
Hour Total	0	0	0	0	0	24	79	184	89	21	1	0	0	0	398
12:15	0	0	0	0	1	9	16	53	20	5	2	0	0	0	106
12:30	0	0	0	0	2	4	22	49	27	3	0	1	0	0	108
12:45	0	0	0	0	1	7	28	45	29	2	0	0	0	0	112
13:00	0	0	0	1	4	13	36	46	20	3	0	0	0	0	123
Hour Total	0	0	0	1	8	33	102	193	96	13	2	1	0	0	449
13:15	0	0	0	0	3	10	40	44	13	5	0	0	0	0	115
13:30	0	0	0	0	3	16	39	44	22	3	0	0	0	0	127
13:45	0	0	0	0	1	7	26	40	21	3	0	0	0	0	98
14:00	0	0	0	0	3	3	23	40	32	3	3	0	0	0	107
Hour Total	0	0	0	0	10	36	128	168	88	14	3	0	0	0	447
14:15	0	0	0	0	0	2	22	40	23	6	1	0	0	0	94
14:30	0	1	0	1	7	12	37	31	9	6	0	0	0	0	104
14:45	0	0	0	0	0	8	20	35	25	6	3	0	0	0	97
15:00	0	0	0	1	3	13	33	62	13	2	0	0	0	0	127
Hour Total	0	1	0	2	10	35	112	168	70	20	4	0	0	0	422
15:15	0	0	0	0	7	23	31	43	20	1	0	0	0	0	125
15:30	0	0	0	0	3	15	58	43	19	0	0	0	0	0	138
15:45	0	0	1	0	0	8	24	44	32	4	1	0	0	0	114
16:00	0	0	0	1	4	4	15	54	33	5	1	0	0	0	117
Hour Total	0	0	1	1	14	50	128	184	104	10	2	0	0	0	494
16:15	0	0	0	0	0	3	17	54	35	4	0	0	0	0	113
16:30	0	0	0	0	2	9	36	56	25	1	1	0	0	0	130
16:45	0	0	0	0	4	4	27	43	18	3	1	0	0	0	100
17:00	0	0	0	4	11	23	34	42	12	5	1	0	0	0	132
Hour Total	0	0	0	4	17	39	114	195	90	13	3	0	0	0	475
17:15	0	0	0	0	2	6	44	57	23	8	0	0	0	0	140
17:30	0	0	0	0	2	10	37	55	21	9	0	0	0	0	134
17:45	0	0	0	0	2	12	43	51	17	1	0	0	0	0	126
18:00	0	0	1	1	1	5	28	36	12	5	0	0	0	0	89
Hour Total	0	0	1	1	7	33	152	199	73	23	0	0	0	0	489

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 1

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	1	2	22	37	17	3	0	0	0	0	82
18:30	0	0	0	1	0	5	25	48	12	2	2	0	0	0	95
18:45	0	0	0	0	1	5	13	31	9	1	0	0	0	0	60
19:00	0	0	0	0	1	4	18	26	14	3	0	0	0	0	66
Hour Total	0	0	0	1	3	16	78	142	52	9	2	0	0	0	303
19:15	0	0	0	0	0	1	9	20	12	4	0	0	0	0	46
19:30	0	0	0	0	1	4	12	21	16	5	0	0	0	0	59
19:45	0	0	0	1	1	0	8	27	12	4	0	0	0	0	53
20:00	0	0	0	0	0	0	18	17	10	1	0	0	0	0	46
Hour Total	0	0	0	1	2	5	47	85	50	14	0	0	0	0	204
20:15	0	0	0	0	0	2	4	18	6	1	1	0	0	0	32
20:30	0	0	0	0	0	2	14	21	13	1	1	0	0	0	52
20:45	0	1	0	0	0	3	10	19	5	1	0	0	0	0	39
21:00	0	0	0	0	0	0	17	18	9	3	0	0	0	1	48
Hour Total	0	1	0	0	0	7	45	76	33	6	2	0	0	1	171
21:15	0	0	0	0	0	2	14	21	8	1	1	0	0	0	47
21:30	0	0	0	0	0	2	4	21	5	1	0	0	0	0	33
21:45	0	0	0	0	0	1	6	14	3	1	1	0	0	0	26
22:00	0	0	0	0	0	0	2	20	4	1	1	0	0	0	28
Hour Total	0	0	0	0	0	5	26	76	20	4	3	0	0	0	134
22:15	0	0	0	0	0	0	1	8	8	1	0	0	0	0	18
22:30	0	0	0	0	0	0	2	9	6	1	0	0	0	0	18
22:45	0	0	0	0	0	0	2	9	3	1	1	0	0	0	16
23:00	1	0	0	0	0	0	2	6	1	0	0	0	0	0	10
Hour Total	1	0	0	0	0	0	7	32	18	3	1	0	0	0	62
23:15	0	0	0	0	0	0	1	4	3	0	0	0	0	0	8
23:30	0	0	0	0	0	0	2	10	3	0	0	0	0	0	15
23:45	0	0	0	0	0	0	1	6	2	0	0	0	0	0	9
24:00	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6
Hour Total	0	0	0	0	0	0	4	22	12	0	0	0	0	0	38
DAY TOTAL	1	8	3	13	87	347	1338	2375	1170	228	31	1	0	1	5603
PERCENTS	0.0%	0.1%	0.1%	0.2%	1.6%	6.2%	23.9%	42.4%	20.9%	4.1%	0.6%	0.0%	0.0%	0.0%	100.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 1

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
36.4 mph

85th Percentile Speed
47.5 mph

Median Speed
42.1 mph

Average Speed
41.9 mph

10 MPH Pace Speed
35 mph to 45 mph
3713 vehicles in pace
Representing 66.3% of the total vehicles

Vehicles > 40 MPH
3805
67.9%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 1

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
GRAND TOTAL	8	19	27	49	219	733	2726	4549	2183	456	59	5	2	1	11036
PERCENTS	0.1%	0.2%	0.2%	0.4%	2.0%	6.6%	24.7%	41.2%	19.8%	4.1%	0.5%	0.0%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 2

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	1	4	0	1	0	0	0	0	6
00:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
00:45	0	0	0	0	0	0	1	2	1	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	3	8	3	1	0	0	0	0	15
01:15	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
01:30	0	0	0	0	0	0	1	2	2	0	0	0	0	0	5
01:45	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
Hour Total	0	0	0	0	0	1	3	6	5	0	0	0	0	0	15
02:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
02:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	1	3	3	0	0	0	0	0	7
03:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
03:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	1	0	5	2	1	0	0	0	0	9
04:15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:45	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	3
Hour Total	0	0	0	0	0	1	2	3	1	0	1	0	0	0	8
05:15	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
05:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:45	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
06:00	0	0	0	0	0	0	2	1	4	0	0	0	0	0	7
Hour Total	0	0	0	0	0	1	4	3	7	2	0	0	0	0	17
06:15	0	0	0	0	0	1	1	3	3	1	0	0	0	0	9
06:30	0	0	0	0	0	2	6	6	2	1	1	0	0	0	18
06:45	0	0	0	0	0	1	8	8	4	1	1	0	0	0	23
07:00	0	0	0	0	0	1	4	12	12	4	0	0	0	0	33
Hour Total	0	0	0	0	0	5	19	29	21	7	2	0	0	0	83
07:15	0	0	0	0	0	3	6	11	6	2	0	0	0	0	28
07:30	0	0	0	0	2	0	10	8	12	2	1	0	0	0	35
07:45	0	0	0	0	0	4	8	18	21	11	0	0	0	0	62
08:00	0	0	0	0	0	0	5	26	18	6	5	0	0	0	60
Hour Total	0	0	0	0	2	7	29	63	57	21	6	0	0	0	185
08:15	0	0	0	0	0	0	6	39	25	9	0	0	0	0	79
08:30	0	0	0	0	0	3	21	52	23	6	1	0	0	0	106
08:45	0	0	0	0	1	2	11	26	23	6	0	0	0	0	69
09:00	0	0	0	0	0	1	11	32	36	7	0	0	0	0	87
Hour Total	0	0	0	0	1	6	49	149	107	28	1	0	0	0	341

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 2

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	1	4	11	18	19	8	1	1	0	0	63
09:30	0	0	0	0	0	0	7	26	20	4	0	0	0	0	57
09:45	0	0	0	0	2	0	13	27	24	6	1	0	0	0	73
10:00	0	0	0	0	0	7	10	24	21	7	1	0	0	0	70
Hour Total	0	0	0	0	3	11	41	95	84	25	3	1	0	0	263
10:15	0	0	0	1	0	1	14	16	15	7	2	0	0	0	56
10:30	0	0	0	0	0	1	14	30	27	3	0	0	0	0	75
10:45	0	0	0	0	2	8	11	25	17	3	0	0	0	0	66
11:00	0	0	0	0	0	1	12	25	24	8	1	0	0	0	71
Hour Total	0	0	0	1	2	11	51	96	83	21	3	0	0	0	268
11:15	0	0	0	0	0	4	8	26	19	9	1	0	0	0	67
11:30	0	0	0	0	0	3	22	42	20	3	0	0	0	0	90
11:45	0	0	0	0	0	6	28	33	12	2	0	0	0	0	81
12:00	0	0	0	0	0	3	22	47	22	8	0	0	1	0	103
Hour Total	0	0	0	0	0	16	80	148	73	22	1	0	1	0	341
12:15	0	0	0	0	0	2	11	39	27	5	0	0	0	0	84
12:30	0	0	0	0	1	10	38	40	20	6	0	0	0	0	115
12:45	0	0	0	0	2	2	12	25	21	3	0	0	0	0	65
13:00	0	0	0	0	2	17	47	48	15	1	0	0	0	0	130
Hour Total	0	0	0	0	5	31	108	152	83	15	0	0	0	0	394
13:15	0	0	0	0	1	11	42	45	23	4	0	0	0	0	126
13:30	0	0	0	3	7	26	49	39	8	2	0	0	0	0	134
13:45	0	0	0	0	0	5	28	31	27	5	1	0	0	0	97
14:00	0	0	0	0	1	1	16	32	32	11	2	0	0	0	95
Hour Total	0	0	0	3	9	43	135	147	90	22	3	0	0	0	452
14:15	0	0	0	0	0	1	13	29	32	5	1	0	0	0	81
14:30	0	0	0	0	0	9	38	47	21	5	0	0	0	0	120
14:45	0	0	0	0	0	5	19	29	27	8	0	0	0	0	88
15:00	0	0	0	2	9	10	19	38	22	8	0	0	0	0	108
Hour Total	0	0	0	2	9	25	89	143	102	26	1	0	0	0	397
15:15	0	0	0	0	0	1	4	33	38	8	1	0	1	0	86
15:30	0	0	0	0	0	4	21	57	34	7	1	0	0	0	124
15:45	0	0	0	0	2	7	21	30	37	4	0	0	0	0	101
16:00	0	0	0	0	0	9	35	53	26	3	0	0	0	0	126
Hour Total	0	0	0	0	2	21	81	173	135	22	2	0	1	0	437
16:15	1	0	0	0	0	3	17	36	29	7	1	0	0	0	94
16:30	0	0	0	0	2	3	36	74	27	1	0	0	0	0	143
16:45	0	0	0	0	0	1	12	18	17	4	0	0	0	0	52
17:00	0	0	0	0	0	1	32	74	49	10	0	1	0	0	167
Hour Total	1	0	0	0	2	8	97	202	122	22	1	1	0	0	456
17:15	0	0	0	0	1	6	29	82	33	2	0	0	0	0	153
17:30	0	0	0	0	1	4	24	72	25	9	0	1	0	0	136
17:45	0	0	0	0	0	2	12	53	36	6	0	0	0	0	109
18:00	0	0	0	0	0	4	20	42	26	10	0	0	0	0	102
Hour Total	0	0	0	0	2	16	85	249	120	27	0	1	0	0	500

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 2

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	0	2	24	28	27	6	2	0	0	0	89
18:30	0	0	0	0	0	3	14	29	36	3	1	0	0	0	86
18:45	0	0	0	0	0	8	15	30	12	5	1	1	0	0	72
19:00	0	0	0	0	0	5	8	18	17	1	1	0	0	0	50
Hour Total	0	0	0	0	0	18	61	105	92	15	5	1	0	0	297
19:15	0	0	0	0	0	1	12	20	17	5	0	0	0	0	55
19:30	0	0	0	0	0	1	12	33	14	1	0	1	0	0	62
19:45	0	0	0	0	0	1	4	18	18	1	0	0	0	0	42
20:00	0	0	0	0	0	0	3	20	17	2	0	0	0	0	42
Hour Total	0	0	0	0	0	3	31	91	66	9	0	1	0	0	201
20:15	0	0	0	0	1	0	6	19	9	3	1	0	0	0	39
20:30	0	0	0	0	0	5	9	14	10	1	0	0	0	0	39
20:45	0	0	0	0	0	1	11	20	6	2	0	0	0	0	40
21:00	0	0	0	0	0	0	7	13	12	2	0	0	0	0	34
Hour Total	0	0	0	0	1	6	33	66	37	8	1	0	0	0	152
21:15	0	0	0	0	0	2	2	14	10	3	0	0	0	0	31
21:30	0	0	0	0	0	3	4	17	13	3	0	0	0	0	40
21:45	0	0	0	0	1	0	5	14	6	4	0	0	0	0	30
22:00	0	0	0	0	0	0	7	11	5	3	0	0	0	0	26
Hour Total	0	0	0	0	1	5	18	56	34	13	0	0	0	0	127
22:15	0	0	0	0	1	3	5	14	6	3	0	0	0	0	32
22:30	0	0	0	0	0	0	1	7	9	1	0	0	0	0	18
22:45	0	0	0	0	0	0	4	8	5	3	0	0	0	0	20
23:00	0	0	0	0	0	1	3	11	8	4	0	0	0	0	27
Hour Total	0	0	0	0	1	4	13	40	28	11	0	0	0	0	97
23:15	0	0	0	0	0	2	3	8	2	3	0	0	0	0	18
23:30	0	0	0	0	0	2	0	3	4	2	1	0	0	0	12
23:45	0	0	0	0	0	0	4	3	1	0	1	0	0	0	9
24:00	0	0	0	0	0	0	0	5	1	1	0	0	0	0	7
Hour Total	0	0	0	0	0	4	7	19	8	6	2	0	0	0	46
DAY TOTAL	1	0	0	6	40	244	1040	2051	1363	324	32	5	2	0	5108
PERCENTS	0.0%	0.0%	0.0%	0.1%	0.8%	4.8%	20.4%	40.2%	26.7%	6.3%	0.6%	0.1%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 2

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
37.3 mph

85th Percentile Speed
48.5 mph

Median Speed
43.0 mph

Average Speed
43.0 mph

10 MPH Pace Speed
40 mph to 50 mph
3414 vehicles in pace
Representing 66.8% of the total vehicles

Vehicles > 40 MPH
3777
74.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 2

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	3	0	1	1	0	0	1	0	6
00:30	0	0	0	0	0	0	2	3	1	0	0	0	0	0	6
00:45	0	0	0	0	0	0	0	4	2	0	0	0	0	0	6
01:00	0	0	0	0	0	0	1	2	1	1	0	0	0	0	5
Hour Total	0	0	0	0	0	0	6	9	5	2	0	0	1	0	23
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:30	0	0	0	0	0	1	0	1	5	0	0	0	0	0	7
01:45	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
02:00	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
Hour Total	0	0	0	0	1	1	2	1	7	0	1	0	0	0	13
02:15	0	0	0	1	0	1	1	0	2	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
02:45	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
Hour Total	0	0	0	1	0	2	4	5	2	1	0	0	0	0	15
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	0	0	2	0	1	0	0	0	0	0	3
03:45	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
04:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Hour Total	0	0	0	0	1	0	3	0	4	0	0	0	0	0	8
04:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:30	0	0	0	0	0	0	2	0	0	0	1	0	0	0	3
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	2	2	1	0	1	0	0	0	6
05:15	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
06:00	0	0	0	0	0	0	1	4	0	0	1	0	0	0	6
Hour Total	0	0	0	0	0	0	2	7	2	0	1	0	0	0	12
06:15	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
06:30	0	0	0	0	0	1	5	13	6	1	0	0	0	0	26
06:45	0	0	0	0	0	0	1	11	5	3	0	0	0	0	20
07:00	0	0	0	0	0	4	9	10	8	3	1	0	0	0	35
Hour Total	0	0	0	0	0	6	15	35	19	7	1	0	0	0	83
07:15	0	0	0	0	1	0	7	9	11	2	1	0	0	0	31
07:30	0	0	0	0	1	4	7	17	15	4	0	0	0	0	48
07:45	0	0	0	0	0	5	16	30	13	0	0	0	0	0	64
08:00	0	0	0	0	0	0	12	34	23	7	0	0	0	0	76
Hour Total	0	0	0	0	2	9	42	90	62	13	1	0	0	0	219
08:15	0	0	0	0	0	1	11	27	35	3	0	0	0	0	77
08:30	0	0	0	0	0	1	19	51	36	7	2	0	0	0	116
08:45	0	0	0	0	0	0	4	28	26	9	0	0	0	0	67
09:00	0	0	0	1	0	2	9	30	25	7	1	0	0	0	75
Hour Total	0	0	0	1	0	4	43	136	122	26	3	0	0	0	335

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 2

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	1	2	12	19	25	9	1	0	0	0	69
09:30	0	0	0	0	0	1	14	24	23	9	0	0	0	0	71
09:45	0	0	0	0	1	5	8	21	28	5	0	0	0	0	68
10:00	0	0	0	0	0	1	2	27	19	8	3	0	0	0	60
Hour Total	0	0	0	0	2	9	36	91	95	31	4	0	0	0	268
10:15	0	0	0	0	0	0	9	22	21	8	2	0	0	0	62
10:30	0	0	0	0	0	1	11	30	23	10	1	0	0	0	76
10:45	0	0	0	0	0	1	5	21	19	3	2	0	0	0	51
11:00	0	0	0	0	0	3	16	50	23	4	0	0	0	0	96
Hour Total	0	0	0	0	0	5	41	123	86	25	5	0	0	0	285
11:15	0	0	0	0	0	0	13	31	25	7	1	0	0	0	77
11:30	0	0	0	0	2	0	10	24	22	4	1	1	0	0	64
11:45	0	0	0	0	1	4	16	43	35	4	0	0	0	0	103
12:00	0	0	0	0	0	1	18	49	21	3	0	0	0	0	92
Hour Total	0	0	0	0	3	5	57	147	103	18	2	1	0	0	336
12:15	0	0	0	0	0	5	27	32	32	6	1	0	0	0	103
12:30	0	0	0	0	0	0	21	39	38	8	2	0	0	0	108
12:45	0	0	0	0	0	2	16	48	14	7	0	0	0	0	87
13:00	0	0	0	0	1	3	27	58	29	3	0	0	0	0	121
Hour Total	0	0	0	0	1	10	91	177	113	24	3	0	0	0	419
13:15	0	0	0	0	1	11	32	52	17	5	0	0	0	0	118
13:30	0	0	0	0	0	11	30	49	22	2	0	0	0	0	114
13:45	0	0	0	0	0	3	21	30	19	7	0	0	0	0	80
14:00	0	0	0	0	0	1	23	54	25	7	0	0	0	0	110
Hour Total	0	0	0	0	1	26	106	185	83	21	0	0	0	0	422
14:15	0	0	0	0	1	6	21	33	27	5	0	0	0	0	93
14:30	0	0	0	0	10	8	22	33	16	6	0	0	0	0	95
14:45	0	0	0	0	0	5	22	33	30	2	0	0	0	0	92
15:00	0	0	0	0	1	3	35	58	19	6	1	0	0	0	123
Hour Total	0	0	0	0	12	22	100	157	92	19	1	0	0	0	403
15:15	0	0	0	0	2	21	35	56	27	3	0	0	0	0	144
15:30	0	0	0	0	6	17	23	55	29	4	0	0	0	0	134
15:45	0	0	0	0	0	0	32	45	33	15	2	0	0	0	127
16:00	0	0	0	0	0	3	16	43	32	14	1	1	0	0	110
Hour Total	0	0	0	0	8	41	106	199	121	36	3	1	0	0	515
16:15	0	0	0	0	0	5	15	28	38	6	0	0	0	0	92
16:30	0	0	0	0	1	6	43	79	27	8	0	0	0	0	164
16:45	0	0	0	0	0	5	22	37	25	12	1	0	0	0	102
17:00	0	0	0	0	9	18	31	50	36	4	2	0	0	0	150
Hour Total	0	0	0	0	10	34	111	194	126	30	3	0	0	0	508
17:15	0	0	0	0	0	3	28	54	39	6	1	0	0	0	131
17:30	0	0	0	0	1	1	15	51	51	8	2	0	0	0	129
17:45	0	0	0	0	0	2	39	50	26	3	0	1	0	0	121
18:00	0	0	0	0	1	1	19	31	39	5	1	0	0	0	97
Hour Total	0	0	0	0	2	7	101	186	155	22	4	1	0	0	478

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 2

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	1	4	18	33	31	5	1	0	0	0	93
18:30	0	0	0	0	0	2	21	40	17	2	0	0	0	0	82
18:45	0	0	0	0	1	1	17	27	12	2	0	0	0	0	60
19:00	0	0	0	0	0	0	7	30	12	3	0	0	0	0	52
Hour Total	0	0	0	0	2	7	63	130	72	12	1	0	0	0	287
19:15	0	0	0	0	0	2	9	23	15	8	1	0	0	0	58
19:30	0	0	0	0	0	3	16	27	11	4	0	0	0	0	61
19:45	0	0	0	0	0	1	12	16	13	1	1	0	0	0	44
20:00	0	0	0	0	0	4	14	21	11	1	0	0	0	0	51
Hour Total	0	0	0	0	0	10	51	87	50	14	2	0	0	0	214
20:15	0	0	0	0	1	6	8	13	11	0	1	0	0	0	40
20:30	0	0	0	0	6	2	8	17	14	2	0	0	0	0	49
20:45	0	0	0	0	0	1	12	17	12	2	0	0	0	0	44
21:00	0	0	0	0	0	1	6	12	7	3	0	0	0	0	29
Hour Total	0	0	0	0	7	10	34	59	44	7	1	0	0	0	162
21:15	0	0	0	0	0	1	8	17	12	0	1	0	0	0	39
21:30	0	0	0	0	0	1	13	17	7	4	1	0	0	0	43
21:45	0	0	0	0	0	0	3	15	6	2	0	0	0	0	26
22:00	0	0	0	0	0	1	5	6	6	6	2	0	0	0	26
Hour Total	0	0	0	0	0	3	29	55	31	12	4	0	0	0	134
22:15	0	0	0	0	0	4	3	12	7	5	1	0	0	0	32
22:30	0	0	0	0	0	2	10	5	8	2	0	0	0	0	27
22:45	0	0	0	0	0	1	3	6	7	3	1	0	0	0	21
23:00	0	0	0	0	0	0	3	6	9	1	0	0	0	0	19
Hour Total	0	0	0	0	0	7	19	29	31	11	2	0	0	0	99
23:15	0	0	0	0	0	0	1	5	7	0	1	0	0	0	14
23:30	0	0	0	0	0	0	5	5	1	1	2	0	0	0	14
23:45	0	0	0	0	0	0	1	4	5	1	1	0	0	0	12
24:00	0	0	0	0	0	1	3	5	1	0	0	0	0	0	10
Hour Total	0	0	0	0	0	1	10	19	14	2	4	0	0	0	50
DAY TOTAL	0	0	0	2	52	219	1074	2123	1440	333	47	3	1	0	5294
PERCENTS	0.0%	0.0%	0.0%	0.0%	1.0%	4.1%	20.3%	40.1%	27.2%	6.3%	0.9%	0.1%	0.0%	0.0%	100.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 2

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
37.4 mph

85th Percentile Speed
48.6 mph

Median Speed
43.1 mph

Average Speed
43.1 mph

10 MPH Pace Speed
40 mph to 50 mph
3563 vehicles in pace
Representing 67.3% of the total vehicles

Vehicles > 40 MPH
3947
74.6%

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: SOUTH
Lane: 2

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
GRAND TOTAL	1	0	0	8	92	463	2114	4174	2803	657	79	8	3	0	10402
PERCENTS	0.0%	0.0%	0.0%	0.1%	0.9%	4.5%	20.3%	40.1%	26.9%	6.3%	0.8%	0.1%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 3

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	1	0	1	2	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	1	0	2	4	0	0	0	0	0	7
01:15	0	0	0	0	0	0	0	1	4	1	0	0	0	0	6
01:30	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
01:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	1	8	1	0	0	0	0	10
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
04:15	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
04:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	0	1	1	1	0	0	0	4
Hour Total	0	0	0	0	0	1	0	2	2	2	1	0	0	0	8
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
05:45	0	0	0	0	0	0	0	2	4	2	1	0	0	0	9
06:00	0	0	0	0	0	0	1	2	3	3	0	0	0	0	9
Hour Total	0	0	0	0	0	0	1	6	8	5	1	0	0	0	21
06:15	0	0	0	0	0	1	0	0	5	1	0	0	0	0	7
06:30	0	0	0	0	0	0	1	2	6	4	0	0	0	0	13
06:45	0	0	0	0	0	0	0	4	11	1	1	0	0	0	17
07:00	0	0	0	0	1	0	0	7	20	5	3	0	0	0	36
Hour Total	0	0	0	0	1	1	1	13	42	11	4	0	0	0	73
07:15	0	0	0	0	0	0	1	14	12	13	0	0	0	0	40
07:30	0	0	0	0	1	0	4	12	27	15	2	0	0	0	61
07:45	0	0	0	0	0	1	2	7	26	14	1	0	0	0	51
08:00	0	0	0	0	0	1	0	11	53	29	2	0	0	0	96
Hour Total	0	0	0	0	1	2	7	44	118	71	5	0	0	0	248
08:15	0	0	0	0	0	0	3	19	44	22	3	0	0	0	91
08:30	0	0	0	0	0	1	4	11	22	11	1	0	0	0	50
08:45	0	0	0	0	0	1	1	10	34	20	2	0	0	0	68
09:00	0	0	0	0	0	1	4	24	34	23	2	0	0	0	88
Hour Total	0	0	0	0	0	3	12	64	134	76	8	0	0	0	297

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 3

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	1	3	8	28	14	3	0	0	0	57
09:30	0	0	0	0	0	0	6	11	30	14	1	0	0	0	62
09:45	0	0	0	0	0	0	1	11	22	15	2	0	0	0	51
10:00	0	0	1	0	2	0	2	23	30	14	2	0	0	0	74
Hour Total	0	0	1	0	2	1	12	53	110	57	8	0	0	0	244
10:15	0	0	0	0	1	0	2	16	33	11	1	0	0	0	64
10:30	0	0	0	5	2	0	13	23	27	12	3	0	0	0	85
10:45	0	0	0	0	0	2	6	20	40	13	0	1	0	0	82
11:00	0	0	0	0	0	1	4	20	35	14	4	0	0	0	78
Hour Total	0	0	0	5	3	3	25	79	135	50	8	1	0	0	309
11:15	0	0	0	0	0	1	2	17	29	7	3	0	0	0	59
11:30	0	0	0	0	1	1	2	24	38	12	0	0	0	0	78
11:45	0	0	0	0	0	0	2	23	28	10	4	2	0	0	69
12:00	0	0	0	1	0	0	5	22	36	22	1	0	0	0	87
Hour Total	0	0	0	1	1	2	11	86	131	51	8	2	0	0	293
12:15	0	0	0	0	1	0	9	20	34	12	2	1	0	0	79
12:30	0	0	0	0	2	1	1	24	38	11	1	0	0	0	78
12:45	0	1	0	0	0	0	2	24	48	17	0	1	0	0	93
13:00	0	0	1	0	0	4	11	17	57	14	1	0	0	1	106
Hour Total	0	1	1	0	3	5	23	85	177	54	4	2	0	1	356
13:15	0	0	0	0	0	2	2	26	41	14	0	0	0	0	85
13:30	0	1	0	0	0	0	3	20	34	18	5	0	0	0	81
13:45	0	0	0	0	0	0	5	15	30	12	2	0	0	0	64
14:00	0	0	0	1	1	0	4	22	33	12	4	0	0	0	77
Hour Total	0	1	0	1	1	2	14	83	138	56	11	0	0	0	307
14:15	0	0	0	0	3	3	10	26	19	5	1	0	0	0	67
14:30	0	0	0	0	0	0	11	18	27	17	1	0	0	0	74
14:45	0	0	0	0	0	0	3	31	35	14	3	0	0	0	86
15:00	0	0	0	0	0	1	6	21	40	17	0	0	0	0	85
Hour Total	0	0	0	0	3	4	30	96	121	53	5	0	0	0	312
15:15	0	0	0	0	0	0	3	18	31	22	1	0	0	0	75
15:30	0	0	0	0	0	1	8	13	29	20	6	3	0	0	80
15:45	0	0	0	1	1	1	5	9	25	16	1	1	0	0	60
16:00	0	0	0	0	2	1	9	23	35	10	2	0	0	0	82
Hour Total	0	0	0	1	3	3	25	63	120	68	10	4	0	0	297
16:15	0	0	0	0	0	6	12	30	28	13	2	1	0	0	92
16:30	0	0	0	0	0	1	9	14	48	15	5	1	0	0	93
16:45	0	0	0	0	0	2	9	17	38	19	3	0	0	0	88
17:00	0	0	0	0	0	2	6	19	32	18	3	1	0	1	82
Hour Total	0	0	0	0	0	11	36	80	146	65	13	3	0	1	355
17:15	0	0	0	0	0	0	6	18	45	14	4	0	0	0	87
17:30	0	0	0	0	0	1	3	22	34	19	1	0	0	0	80
17:45	0	0	0	0	0	2	4	26	31	9	2	1	0	0	75
18:00	0	0	0	0	0	2	9	14	29	12	4	0	0	1	71
Hour Total	0	0	0	0	0	5	22	80	139	54	11	1	0	1	313

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 3

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	0	1	5	22	29	9	1	0	0	0	67
18:30	0	0	0	0	1	0	2	20	26	7	1	0	0	0	57
18:45	0	0	0	0	0	1	5	14	16	6	0	0	0	0	42
19:00	0	0	0	0	0	4	1	7	22	6	0	0	0	0	40
Hour Total	0	0	0	0	1	6	13	63	93	28	2	0	0	0	206
19:15	0	0	0	0	0	0	3	6	15	8	0	0	0	0	32
19:30	0	0	0	0	0	1	5	18	13	10	0	1	0	0	48
19:45	0	0	0	0	0	1	2	14	15	6	0	0	0	0	38
20:00	0	0	0	0	0	2	0	14	19	4	1	0	0	0	40
Hour Total	0	0	0	0	0	4	10	52	62	28	1	1	0	0	158
20:15	0	0	0	0	0	1	2	6	14	7	0	0	0	0	30
20:30	0	0	0	0	0	2	1	4	11	3	1	0	0	0	22
20:45	0	0	0	0	0	0	0	5	9	5	1	0	1	0	21
21:00	0	0	0	0	1	1	1	8	9	4	0	1	0	0	25
Hour Total	0	0	0	0	1	4	4	23	43	19	2	1	1	0	98
21:15	0	0	0	0	1	1	3	5	5	3	2	0	0	0	20
21:30	0	0	0	0	1	0	0	5	4	6	0	0	0	0	16
21:45	0	0	0	0	0	0	3	8	6	1	0	0	0	0	18
22:00	0	0	0	0	0	3	0	2	7	2	0	0	0	0	14
Hour Total	0	0	0	0	2	4	6	20	22	12	2	0	0	0	68
22:15	0	0	0	0	0	1	0	2	4	3	0	0	0	0	10
22:30	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
22:45	0	0	0	0	0	0	0	1	3	2	3	0	0	0	9
23:00	0	0	0	0	0	1	0	1	2	3	0	0	0	0	7
Hour Total	0	0	0	0	0	2	0	6	11	9	3	0	0	0	31
23:15	0	0	0	0	0	0	1	1	2	1	0	0	0	0	5
23:30	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
23:45	0	0	0	0	0	0	0	1	1	2	1	0	0	0	5
24:00	0	0	0	0	0	0	0	0	3	1	0	0	0	0	4
Hour Total	0	0	0	0	0	0	1	2	9	4	1	0	0	0	17
DAY TOTAL	0	2	2	8	22	65	253	1004	1773	777	108	15	1	3	4033
PERCENTS	0.0%	0.0%	0.0%	0.2%	0.5%	1.6%	6.3%	24.9%	44.0%	19.3%	2.7%	0.4%	0.0%	0.1%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 3

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
41.3 mph

85th Percentile Speed
51.9 mph

Median Speed
46.9 mph

Average Speed
46.5 mph

10 MPH Pace Speed
40 mph to 50 mph
2777 vehicles in pace
Representing 68.9% of the total vehicles

Vehicles > 40 MPH
3678
91.3%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 3

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	1	0	3	0	0	0	0	0	4
00:30	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
00:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	1	3	5	1	0	0	0	0	10
01:15	0	0	0	0	0	0	1	0	4	0	1	0	0	0	6
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	1	1	8	0	1	0	0	0	11
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	0	0	0	0	0	0	1	1	1	0	1	0	0	0	4
03:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	3
Hour Total	0	0	0	0	0	1	2	2	2	0	1	0	0	0	8
03:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:45	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
05:00	0	0	0	0	0	0	0	0	2	1	0	0	0	0	3
Hour Total	0	0	0	0	0	0	0	1	5	2	0	0	0	0	8
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	1	2	0	1	0	0	0	4
05:45	0	0	0	0	0	0	0	0	6	2	0	0	0	0	8
06:00	0	0	0	0	0	1	1	2	2	1	0	0	0	0	7
Hour Total	0	0	0	0	0	1	1	3	11	3	1	0	0	0	20
06:15	0	0	0	0	0	0	0	1	3	3	1	0	0	0	8
06:30	0	0	0	0	0	0	2	4	4	3	2	0	0	0	15
06:45	0	0	0	0	0	1	1	7	13	5	0	0	0	0	27
07:00	0	0	0	0	0	0	1	8	12	8	1	1	0	0	31
Hour Total	0	0	0	0	0	1	4	20	32	19	4	1	0	0	81
07:15	0	0	0	0	0	0	3	9	22	13	0	0	0	0	47
07:30	0	0	0	0	0	0	1	8	24	18	2	0	0	0	53
07:45	0	0	0	0	0	2	2	16	33	12	2	0	0	0	67
08:00	0	0	0	0	0	0	0	21	48	12	3	0	0	0	84
Hour Total	0	0	0	0	0	2	6	54	127	55	7	0	0	0	251
08:15	0	0	0	0	0	2	6	23	45	17	1	0	0	0	94
08:30	0	0	0	0	0	0	5	14	29	17	3	0	0	0	68
08:45	0	0	0	1	0	0	5	8	23	16	2	1	1	0	57
09:00	0	0	0	0	0	0	2	25	44	22	3	0	1	0	97
Hour Total	0	0	0	1	0	2	18	70	141	72	9	1	2	0	316

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 3

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	0	2	18	18	27	1	1	0	0	67
09:30	0	0	0	2	0	0	4	11	33	6	1	0	0	0	57
09:45	0	0	0	0	0	1	7	21	27	9	1	0	0	0	66
10:00	0	0	0	0	0	0	3	23	32	10	0	0	0	0	68
Hour Total	0	0	0	2	0	1	16	73	110	52	3	1	0	0	258
10:15	0	0	0	0	0	2	8	14	34	13	1	0	0	0	72
10:30	0	0	0	0	0	3	2	14	40	14	1	0	0	0	74
10:45	0	0	0	0	0	1	3	17	30	11	1	0	0	0	63
11:00	0	0	0	0	0	1	4	26	28	15	4	0	0	0	78
Hour Total	0	0	0	0	0	7	17	71	132	53	7	0	0	0	287
11:15	0	0	0	0	1	1	3	26	34	13	0	0	0	0	78
11:30	0	0	0	0	1	0	5	14	41	10	4	0	0	0	75
11:45	0	0	0	0	2	5	9	14	28	13	3	1	0	0	75
12:00	0	0	0	0	1	1	1	21	33	30	4	0	0	0	91
Hour Total	0	0	0	0	5	7	18	75	136	66	11	1	0	0	319
12:15	0	0	0	0	0	2	3	23	33	19	0	0	0	0	80
12:30	0	0	0	0	0	1	8	21	40	13	1	0	0	0	84
12:45	0	0	0	0	1	0	3	16	34	17	3	0	0	0	74
13:00	0	0	0	0	0	1	5	18	45	29	0	0	0	0	98
Hour Total	0	0	0	0	1	4	19	78	152	78	4	0	0	0	336
13:15	0	0	0	0	3	1	6	21	35	13	4	0	0	0	83
13:30	0	0	0	0	1	0	3	33	21	16	2	0	0	0	76
13:45	0	0	0	1	0	0	4	20	25	22	1	0	0	0	73
14:00	0	0	0	0	1	1	5	14	40	14	1	1	1	0	78
Hour Total	0	0	0	1	5	2	18	88	121	65	8	1	1	0	310
14:15	0	0	0	0	0	2	2	20	20	17	1	0	0	0	62
14:30	0	0	0	0	0	1	10	26	30	16	1	0	0	0	84
14:45	0	0	0	0	0	2	9	31	31	17	1	0	0	0	91
15:00	0	0	0	0	0	0	2	28	30	11	2	0	0	0	73
Hour Total	0	0	0	0	0	5	23	105	111	61	5	0	0	0	310
15:15	0	0	0	1	4	3	6	13	36	6	2	0	0	1	72
15:30	0	0	1	1	3	1	5	21	37	16	0	1	0	0	86
15:45	0	0	0	0	0	3	3	25	29	19	2	0	0	0	81
16:00	0	0	0	0	1	1	4	14	45	11	4	0	0	0	80
Hour Total	0	0	1	2	8	8	18	73	147	52	8	1	0	1	319
16:15	0	0	0	0	0	1	3	28	39	14	2	0	0	0	87
16:30	0	0	1	0	0	0	4	25	26	17	2	1	0	0	76
16:45	0	0	0	1	0	2	3	22	36	15	2	0	0	0	81
17:00	0	0	0	0	0	2	12	32	33	9	2	0	0	0	90
Hour Total	0	0	1	1	0	5	22	107	134	55	8	1	0	0	334
17:15	0	0	0	0	0	1	9	40	42	26	1	0	0	0	119
17:30	0	0	0	0	2	1	5	21	35	13	3	0	0	0	80
17:45	0	0	0	0	0	2	7	24	30	19	2	0	0	0	84
18:00	0	0	0	0	0	5	9	20	43	9	1	0	0	0	87
Hour Total	0	0	0	0	2	9	30	105	150	67	7	0	0	0	370

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 3

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	1	2	3	18	32	15	2	0	0	0	73
18:30	0	0	0	0	0	0	6	23	24	14	2	0	1	0	70
18:45	0	0	0	0	0	2	3	15	17	4	2	0	0	0	43
19:00	0	0	0	0	0	0	2	18	19	12	0	0	0	0	51
Hour Total	0	0	0	0	1	4	14	74	92	45	6	0	1	0	237
19:15	0	0	0	0	0	3	8	11	15	5	0	2	1	0	45
19:30	0	0	0	0	0	1	4	10	8	7	1	0	0	0	31
19:45	0	0	0	0	0	0	1	9	15	7	0	0	0	0	32
20:00	0	0	0	0	0	2	1	13	10	5	1	0	0	0	32
Hour Total	0	0	0	0	0	6	14	43	48	24	2	2	1	0	140
20:15	0	0	0	0	0	0	6	6	10	0	1	0	0	0	23
20:30	0	0	0	0	0	0	0	18	15	3	1	0	0	0	37
20:45	0	0	0	0	0	1	0	8	15	5	0	0	0	0	29
21:00	0	0	0	0	0	3	1	3	5	3	0	0	0	0	15
Hour Total	0	0	0	0	0	4	7	35	45	11	2	0	0	0	104
21:15	0	0	0	0	0	1	3	4	5	4	0	0	0	0	17
21:30	0	0	0	0	0	0	1	8	6	0	0	0	0	0	15
21:45	0	0	0	0	0	2	3	4	7	1	1	0	0	0	18
22:00	0	0	0	0	0	1	0	4	10	5	0	1	0	0	21
Hour Total	0	0	0	0	0	4	7	20	28	10	1	1	0	0	71
22:15	0	0	0	0	0	0	3	4	4	5	2	0	0	0	18
22:30	0	0	0	0	0	0	1	5	7	0	0	0	0	0	13
22:45	0	0	0	0	0	0	0	4	4	1	0	0	0	0	9
23:00	0	0	0	0	0	0	0	0	5	2	0	0	0	0	7
Hour Total	0	0	0	0	0	0	4	13	20	8	2	0	0	0	47
23:15	0	0	0	0	0	0	0	2	2	1	0	0	0	0	5
23:30	0	0	0	0	0	0	0	3	1	1	0	0	0	0	5
23:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
24:00	0	0	0	0	0	0	1	1	1	1	1	0	0	0	5
Hour Total	0	0	0	0	0	0	1	6	4	5	1	0	0	0	17
DAY TOTAL	0	0	2	7	22	73	261	1122	1764	804	98	10	5	1	4169
PERCENTS	0.0%	0.0%	0.0%	0.2%	0.5%	1.8%	6.3%	26.9%	42.3%	19.3%	2.4%	0.2%	0.1%	0.0%	100.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 3

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
41.2 mph

85th Percentile Speed
51.8 mph

Median Speed
46.7 mph

Average Speed
46.4 mph

10 MPH Pace Speed
40 mph to 50 mph
2886 vehicles in pace
Representing 69.2% of the total vehicles

Vehicles > 40 MPH
3803
91.2%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 3

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
GRAND TOTAL	0	2	4	15	44	138	514	2126	3537	1581	206	25	6	4	8202
PERCENTS	0.0%	0.0%	0.0%	0.2%	0.5%	1.7%	6.3%	25.9%	43.1%	19.3%	2.5%	0.3%	0.1%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 4

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	1	2	2	2	0	0	0	0	7
00:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
00:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	1	4	1	1	0	0	0	0	7
Hour Total	0	0	0	0	0	0	2	8	4	3	0	0	0	0	17
01:15	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
01:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
01:45	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	1	1	1	4	3	0	0	0	0	0	10
02:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	2	3	2	0	0	0	0	0	7
02:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	3	4	3	0	0	0	0	0	10
03:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30	0	0	0	0	1	0	1	2	0	0	0	0	0	0	4
03:45	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Hour Total	0	0	0	0	1	0	1	4	3	0	0	0	0	0	9
04:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
04:30	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
04:45	0	0	0	0	0	0	1	0	1	2	0	0	0	0	4
05:00	0	0	0	0	0	0	0	0	2	2	0	0	0	0	4
Hour Total	0	0	0	0	0	0	1	1	4	5	1	0	0	0	12
05:15	0	0	0	0	0	0	1	2	2	1	1	0	0	0	7
05:30	0	0	0	0	0	0	0	3	4	4	0	0	0	0	11
05:45	0	0	0	0	0	0	1	3	5	3	0	0	0	0	12
06:00	0	0	0	0	0	0	2	5	9	2	0	0	0	0	18
Hour Total	0	0	0	0	0	0	4	13	20	10	1	0	0	0	48
06:15	0	0	0	0	0	0	3	5	8	3	1	0	0	0	20
06:30	0	0	0	0	1	1	2	10	12	4	0	0	1	0	31
06:45	0	0	0	0	0	1	3	13	23	8	1	0	0	0	49
07:00	0	0	0	0	0	1	6	22	31	4	2	0	0	0	66
Hour Total	0	0	0	0	1	3	14	50	74	19	4	0	1	0	166
07:15	0	0	0	0	0	1	9	8	30	9	1	0	0	0	58
07:30	0	0	0	0	0	0	4	33	39	9	3	0	0	0	88
07:45	0	0	0	0	0	3	6	35	44	13	2	0	0	0	103
08:00	0	0	0	1	0	2	13	54	42	8	2	0	0	0	122
Hour Total	0	0	0	1	0	6	32	130	155	39	8	0	0	0	371
08:15	0	0	0	1	1	3	13	37	45	13	0	0	0	0	113
08:30	0	0	0	0	1	2	6	38	40	13	0	0	0	0	100
08:45	0	0	0	0	1	4	17	40	27	12	2	0	0	0	103
09:00	0	0	0	0	0	2	16	48	40	5	0	0	0	0	111
Hour Total	0	0	0	1	3	11	52	163	152	43	2	0	0	0	427

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 4

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	0	7	36	30	14	2	0	0	0	89
09:30	0	0	0	0	0	0	15	33	28	10	2	0	0	0	88
09:45	0	0	0	0	0	2	18	27	27	10	1	0	0	0	85
10:00	0	0	0	0	1	4	23	41	28	8	2	0	0	0	107
Hour Total	0	0	0	0	1	6	63	137	113	42	7	0	0	0	369
10:15	0	0	0	0	0	4	17	35	26	14	1	0	0	0	97
10:30	0	0	0	3	1	5	26	27	31	8	0	0	0	0	101
10:45	0	0	0	2	0	2	13	40	33	10	1	0	0	0	101
11:00	0	0	0	0	0	5	17	34	33	6	2	0	0	0	97
Hour Total	0	0	0	5	1	16	73	136	123	38	4	0	0	0	396
11:15	0	0	0	0	0	2	20	49	21	10	1	0	0	0	103
11:30	0	0	0	0	1	5	22	49	34	10	0	0	0	0	121
11:45	0	0	0	0	1	2	16	46	28	8	0	0	0	0	101
12:00	0	0	0	0	2	1	23	48	38	5	0	0	0	0	117
Hour Total	0	0	0	0	4	10	81	192	121	33	1	0	0	0	442
12:15	0	1	0	1	0	2	16	45	38	5	1	1	0	0	110
12:30	0	0	0	0	1	2	21	60	30	7	0	0	0	0	121
12:45	0	0	0	0	0	6	32	56	42	8	1	0	0	0	145
13:00	0	0	0	0	3	5	13	42	25	10	3	0	0	0	101
Hour Total	0	1	0	1	4	15	82	203	135	30	5	1	0	0	477
13:15	0	0	0	0	0	2	28	39	31	8	3	0	0	0	111
13:30	0	0	0	0	0	4	14	44	31	7	1	0	0	0	101
13:45	0	0	0	0	1	2	14	43	35	11	0	0	0	0	106
14:00	0	0	0	0	0	5	17	45	24	7	1	0	0	0	99
Hour Total	0	0	0	0	1	13	73	171	121	33	5	0	0	0	417
14:15	0	0	0	0	2	3	16	37	27	6	0	0	0	0	91
14:30	0	0	0	0	0	1	21	47	25	12	0	0	0	0	106
14:45	0	0	0	0	1	9	15	44	33	5	1	0	0	0	108
15:00	0	0	0	0	0	1	19	57	28	5	1	0	0	0	111
Hour Total	0	0	0	0	3	14	71	185	113	28	2	0	0	0	416
15:15	0	0	0	0	1	4	20	40	27	8	1	1	0	0	102
15:30	0	0	0	0	0	3	14	23	41	17	0	0	0	0	98
15:45	0	0	0	0	0	1	5	38	36	11	1	0	0	0	92
16:00	0	0	0	0	0	5	14	36	37	10	0	2	0	0	104
Hour Total	0	0	0	0	1	13	53	137	141	46	2	3	0	0	396
16:15	0	0	0	0	3	2	14	47	42	17	1	1	0	0	127
16:30	0	0	0	2	2	4	13	28	46	14	3	0	0	0	112
16:45	0	0	0	1	1	1	13	46	41	10	1	1	0	0	115
17:00	0	0	0	0	0	3	11	46	42	13	0	0	0	0	115
Hour Total	0	0	0	3	6	10	51	167	171	54	5	2	0	0	469
17:15	0	0	0	0	0	1	15	43	49	15	1	0	0	0	124
17:30	0	0	0	0	0	1	10	30	26	23	3	1	0	0	94
17:45	0	0	0	0	1	0	7	40	47	9	2	0	0	0	106
18:00	0	0	0	0	0	3	14	51	23	8	2	0	0	0	101
Hour Total	0	0	0	0	1	5	46	164	145	55	8	1	0	0	425

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 4

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	1	0	1	17	35	16	7	0	0	0	0	77
18:30	0	0	0	0	0	1	14	24	29	10	1	0	1	0	80
18:45	0	0	0	0	0	1	5	22	17	7	0	0	0	0	52
19:00	0	0	0	0	0	1	9	20	21	5	0	0	0	0	56
Hour Total	0	0	0	1	0	4	45	101	83	29	1	0	1	0	265
19:15	0	0	0	0	0	0	6	16	22	9	0	0	0	0	53
19:30	0	0	0	0	0	2	2	22	18	7	1	0	0	0	52
19:45	0	0	0	1	0	0	3	19	13	4	1	0	0	0	41
20:00	0	0	0	0	0	0	2	11	26	1	2	0	0	0	42
Hour Total	0	0	0	1	0	2	13	68	79	21	4	0	0	0	188
20:15	0	0	0	0	0	2	5	10	13	9	0	0	0	0	39
20:30	0	0	0	0	0	1	5	8	14	7	0	0	0	0	35
20:45	0	0	0	0	0	1	1	4	12	7	2	1	0	0	28
21:00	0	0	0	0	0	1	6	5	12	3	0	0	0	0	27
Hour Total	0	0	0	0	0	5	17	27	51	26	2	1	0	0	129
21:15	0	0	0	0	0	0	2	7	11	1	1	0	0	0	22
21:30	0	0	0	0	0	0	1	7	9	4	1	0	0	0	22
21:45	0	0	0	0	0	1	2	2	14	3	1	0	0	0	23
22:00	0	0	0	0	0	1	2	11	7	4	0	0	0	0	25
Hour Total	0	0	0	0	0	2	7	27	41	12	3	0	0	0	92
22:15	0	0	0	0	1	0	1	4	13	2	0	0	0	0	21
22:30	0	0	0	0	0	0	0	4	5	1	1	0	0	0	11
22:45	0	0	0	0	0	0	2	8	6	2	1	0	0	0	19
23:00	0	0	0	0	0	0	1	6	9	0	3	1	0	0	20
Hour Total	0	0	0	0	1	0	4	22	33	5	5	1	0	0	71
23:15	0	0	0	0	0	0	0	2	4	0	1	0	0	0	7
23:30	0	0	0	0	0	0	0	3	3	5	0	0	0	0	11
23:45	0	0	0	0	0	0	0	5	2	0	0	0	0	0	7
24:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Hour Total	0	0	0	0	0	0	0	10	9	6	1	0	0	0	26
DAY TOTAL	0	1	0	13	29	136	789	2124	1897	577	71	9	2	0	5648
PERCENTS	0.0%	0.0%	0.0%	0.2%	0.5%	2.4%	14.0%	37.6%	33.6%	10.2%	1.3%	0.2%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 4

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
39.2 mph

85th Percentile Speed
49.5 mph

Median Speed
44.4 mph

Average Speed
44.4 mph

10 MPH Pace Speed
40 mph to 50 mph
4021 vehicles in pace
Representing 71.2% of the total vehicles

Vehicles > 40 MPH
4680
82.9%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 4

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	1	4	2	3	0	0	0	0	10
00:30	0	0	0	0	0	0	2	1	2	1	0	0	0	0	6
00:45	0	0	0	0	0	0	0	3	3	1	0	0	0	0	7
01:00	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
Hour Total	0	0	0	0	0	0	3	10	8	5	0	0	0	0	26
01:15	0	0	0	0	0	0	1	0	4	0	1	0	0	0	6
01:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:45	0	0	0	0	1	0	1	3	4	1	0	0	0	0	10
02:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2
Hour Total	0	0	0	0	1	0	2	5	9	2	1	0	0	0	20
02:15	0	0	0	0	0	1	0	1	2	2	0	0	0	0	6
02:30	0	0	0	0	0	0	1	3	1	2	0	0	0	0	7
02:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4
Hour Total	0	0	0	0	0	1	1	7	4	5	0	0	0	0	18
03:15	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
03:30	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3
03:45	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	4	2	1	0	0	0	0	7
04:15	0	0	1	0	0	0	0	1	2	1	0	0	0	0	5
04:30	0	0	0	1	0	0	3	1	0	1	0	1	0	0	7
04:45	0	0	0	0	0	0	0	0	1	2	0	0	0	0	3
05:00	0	0	0	0	0	0	1	0	2	1	0	0	0	0	4
Hour Total	0	0	1	1	0	0	4	2	5	5	0	1	0	0	19
05:15	0	0	0	0	0	0	0	1	2	2	0	0	0	0	5
05:30	0	0	0	0	0	0	0	2	7	4	0	0	0	0	13
05:45	0	0	0	0	0	0	1	7	8	4	0	0	0	0	20
06:00	0	0	0	0	0	0	0	3	10	2	1	1	0	0	17
Hour Total	0	0	0	0	0	0	1	13	27	12	1	1	0	0	55
06:15	0	0	0	0	0	0	2	9	10	3	0	0	0	0	24
06:30	0	0	0	0	0	1	2	11	4	5	0	0	0	0	23
06:45	0	0	0	0	0	0	3	16	28	4	0	0	0	0	51
07:00	0	0	0	0	0	0	6	18	29	10	3	0	0	0	66
Hour Total	0	0	0	0	0	1	13	54	71	22	3	0	0	0	164
07:15	0	0	0	0	0	0	6	28	25	11	0	1	0	0	71
07:30	0	0	0	1	0	1	5	19	36	23	2	0	0	0	87
07:45	0	0	0	0	0	2	7	38	46	14	0	0	0	0	107
08:00	0	0	0	1	1	3	11	44	32	11	3	0	0	0	106
Hour Total	0	0	0	2	1	6	29	129	139	59	5	1	0	0	371
08:15	0	0	0	0	1	0	17	64	37	9	2	1	0	0	131
08:30	0	0	0	0	0	5	10	42	29	11	1	0	0	0	98
08:45	0	0	0	0	0	1	7	32	47	11	3	0	0	0	101
09:00	0	0	0	0	0	1	8	45	33	15	2	1	0	0	105
Hour Total	0	0	0	0	1	7	42	183	146	46	8	2	0	0	435

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 4

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	1	10	35	32	11	0	0	0	0	89
09:30	0	0	0	0	2	2	12	26	32	13	0	0	0	0	87
09:45	0	0	0	0	0	3	21	32	32	10	1	0	0	0	99
10:00	0	0	0	0	0	2	13	41	26	13	3	1	0	0	99
Hour Total	0	0	0	0	2	8	56	134	122	47	4	1	0	0	374
10:15	0	0	0	0	4	4	8	33	29	13	1	2	0	0	94
10:30	0	0	0	0	0	2	22	36	24	10	0	0	0	0	94
10:45	0	0	0	0	0	2	11	35	32	7	2	0	0	0	89
11:00	0	0	0	0	0	1	24	39	34	12	1	0	0	0	111
Hour Total	0	0	0	0	4	9	65	143	119	42	4	2	0	0	388
11:15	0	0	0	1	0	4	13	41	33	16	0	0	0	0	108
11:30	0	0	0	0	0	7	18	39	39	3	0	0	0	0	106
11:45	0	0	0	0	1	5	13	44	28	12	2	0	0	0	105
12:00	0	0	0	0	0	3	16	46	42	13	0	0	0	0	120
Hour Total	0	0	0	1	1	19	60	170	142	44	2	0	0	0	439
12:15	0	0	0	1	2	2	22	37	48	5	0	0	0	0	117
12:30	0	0	0	0	1	5	13	46	32	9	3	0	0	0	109
12:45	0	0	0	0	1	0	11	40	38	11	1	0	0	0	102
13:00	0	0	0	0	0	4	17	42	42	11	2	0	0	0	118
Hour Total	0	0	0	1	4	11	63	165	160	36	6	0	0	0	446
13:15	0	0	0	0	0	0	14	49	34	7	3	0	0	0	107
13:30	0	0	0	0	1	2	18	39	32	11	2	0	0	0	105
13:45	0	0	0	0	0	2	20	46	43	5	0	0	0	0	116
14:00	0	0	0	0	0	1	8	54	31	13	2	0	1	0	110
Hour Total	0	0	0	0	1	5	60	188	140	36	7	0	1	0	438
14:15	0	0	0	0	3	2	10	48	27	8	3	0	1	0	102
14:30	0	0	0	0	0	1	18	46	32	11	2	1	0	0	111
14:45	0	0	0	0	0	6	14	53	38	10	0	0	0	0	121
15:00	0	0	0	0	1	7	21	36	31	13	0	0	0	0	109
Hour Total	0	0	0	0	4	16	63	183	128	42	5	1	1	0	443
15:15	0	0	0	0	0	2	16	47	42	6	2	0	0	0	115
15:30	0	0	0	0	0	6	3	58	34	7	1	1	0	0	110
15:45	0	0	0	0	1	2	6	45	25	7	2	0	0	0	88
16:00	0	0	0	0	2	4	13	33	40	15	2	1	0	0	110
Hour Total	0	0	0	0	3	14	38	183	141	35	7	2	0	0	423
16:15	0	0	0	0	0	7	17	46	38	12	1	0	0	0	121
16:30	0	0	0	0	0	1	20	35	44	7	4	0	0	0	111
16:45	0	0	0	0	1	4	18	43	40	8	2	0	0	1	117
17:00	0	0	0	0	2	0	24	64	25	12	2	0	0	0	129
Hour Total	0	0	0	0	3	12	79	188	147	39	9	0	0	1	478
17:15	0	0	0	0	0	3	32	50	49	8	0	0	0	0	142
17:30	0	0	0	2	0	4	19	38	27	11	0	0	0	0	101
17:45	0	0	0	0	0	6	19	38	26	10	0	0	0	0	99
18:00	0	0	0	0	0	7	20	26	38	11	1	0	0	0	103
Hour Total	0	0	0	2	0	20	90	152	140	40	1	0	0	0	445

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 4

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	0	1	5	39	30	6	2	0	0	0	83
18:30	0	0	0	0	0	4	19	21	24	4	0	0	0	0	72
18:45	0	0	0	1	1	3	17	23	19	4	0	1	0	0	69
19:00	0	0	0	0	0	2	4	21	35	8	2	0	0	0	72
Hour Total	0	0	0	1	1	10	45	104	108	22	4	1	0	0	296
19:15	0	0	0	0	0	1	3	10	19	6	0	0	0	0	39
19:30	0	0	0	0	0	0	6	15	16	9	0	0	0	0	46
19:45	0	0	0	0	0	2	9	15	24	4	0	0	0	0	54
20:00	0	0	0	1	0	0	2	18	20	5	0	0	0	0	46
Hour Total	0	0	0	1	0	3	20	58	79	24	0	0	0	0	185
20:15	0	0	0	0	0	3	6	14	13	5	4	0	0	0	45
20:30	0	0	0	0	0	1	4	13	11	5	0	0	0	0	34
20:45	0	0	0	0	0	0	4	13	6	3	1	1	0	0	28
21:00	0	0	0	0	0	1	2	11	10	5	0	0	0	0	29
Hour Total	0	0	0	0	0	5	16	51	40	18	5	1	0	0	136
21:15	0	0	0	0	0	0	2	6	14	1	0	0	0	0	23
21:30	0	0	0	0	0	0	3	11	13	5	0	0	0	0	32
21:45	0	0	0	0	0	2	4	8	10	4	0	0	0	0	28
22:00	0	0	0	0	0	0	0	7	8	2	0	0	0	0	17
Hour Total	0	0	0	0	0	2	9	32	45	12	0	0	0	0	100
22:15	0	0	0	0	0	0	4	6	4	4	2	0	0	0	20
22:30	0	0	0	0	0	0	1	5	8	2	2	0	0	0	18
22:45	0	0	0	0	0	0	0	9	3	1	0	0	0	0	13
23:00	0	0	0	0	0	0	2	5	7	0	1	0	0	0	15
Hour Total	0	0	0	0	0	0	7	25	22	7	5	0	0	0	66
23:15	0	0	0	0	0	0	0	5	2	1	0	0	0	0	8
23:30	0	0	0	0	0	0	1	2	3	1	0	0	0	0	7
23:45	0	0	0	0	0	0	1	5	4	1	0	0	0	0	11
24:00	0	0	0	0	0	0	0	3	4	1	0	0	0	0	8
Hour Total	0	0	0	0	0	0	2	15	13	4	0	0	0	0	34
DAY TOTAL	0	0	1	9	26	149	768	2198	1957	605	77	13	2	1	5806
PERCENTS	0.0%	0.0%	0.0%	0.2%	0.4%	2.6%	13.2%	37.9%	33.7%	10.4%	1.3%	0.2%	0.0%	0.0%	100.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 4

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
39.5 mph

85th Percentile Speed
49.6 mph

Median Speed
44.4 mph

Average Speed
44.5 mph

10 MPH Pace Speed
40 mph to 50 mph
4155 vehicles in pace
Representing 71.6% of the total vehicles

Vehicles > 40 MPH
4852
83.6%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 4

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
------	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-------

GRAND TOTAL	0	1	1	22	55	285	1557	4322	3854	1182	148	22	4	1	11454
PERCENTS	0.0%	0.0%	0.0%	0.2%	0.5%	2.5%	13.6%	37.7%	33.6%	10.3%	1.3%	0.2%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 5

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hour Total	0	0	0	0	0	1	0	0	2	0	0	0	0	0	3
03:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
04:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hour Total	0	0	0	0	0	1	3	0	1	0	0	0	0	0	5
05:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	2	4	0	0	0	0	0	6
06:00	0	0	1	0	0	0	1	1	1	0	0	0	0	0	4
Hour Total	0	0	1	0	0	0	1	3	7	0	0	0	0	0	12
06:15	0	0	0	0	0	1	1	2	1	0	0	0	0	0	5
06:30	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
06:45	0	0	0	0	1	0	0	1	1	0	0	0	0	0	3
07:00	0	0	0	0	0	0	1	5	0	1	0	0	0	0	7
Hour Total	0	0	0	0	1	1	4	8	4	1	0	0	0	0	19
07:15	0	0	0	0	1	0	1	2	1	1	0	0	0	0	6
07:30	0	0	0	0	0	1	5	7	6	0	0	0	0	0	19
07:45	0	0	0	0	0	0	1	6	6	0	0	0	0	0	13
08:00	0	0	0	1	0	1	6	6	3	0	0	0	0	0	17
Hour Total	0	0	0	1	1	2	13	21	16	1	0	0	0	0	55
08:15	0	0	0	1	1	0	3	5	5	2	0	0	0	0	17
08:30	0	0	0	1	1	0	5	7	1	0	0	0	0	0	15
08:45	0	0	0	1	1	2	2	1	0	2	0	0	0	0	9
09:00	0	0	0	0	0	0	3	3	1	0	0	0	0	0	7
Hour Total	0	0	0	3	3	2	13	16	7	4	0	0	0	0	48

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 5

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	1	0	0	3	2	1	0	1	0	0	0	8
09:30	0	0	0	0	0	0	2	5	0	1	0	0	0	0	8
09:45	0	0	0	1	1	1	0	5	1	0	0	0	0	0	9
10:00	0	0	0	0	2	2	5	3	0	1	0	0	0	0	13
Hour Total	0	0	0	2	3	3	10	15	2	2	1	0	0	0	38
10:15	0	0	0	0	0	0	5	4	2	0	0	0	0	0	11
10:30	0	0	0	1	0	2	4	9	1	0	0	0	0	0	17
10:45	0	0	0	0	3	2	0	5	2	1	0	0	0	0	13
11:00	0	0	0	0	4	3	5	1	2	0	0	0	0	0	15
Hour Total	0	0	0	1	7	7	14	19	7	1	0	0	0	0	56
11:15	0	0	0	1	0	1	4	5	2	0	0	0	0	0	13
11:30	0	1	0	0	1	2	4	1	1	1	0	0	0	0	11
11:45	0	0	0	0	2	4	8	7	0	0	0	0	0	0	21
12:00	0	0	0	1	2	0	3	2	3	1	0	0	0	0	12
Hour Total	0	1	0	2	5	7	19	15	6	2	0	0	0	0	57
12:15	0	0	1	4	1	2	2	5	1	1	0	0	0	0	17
12:30	0	0	0	1	7	2	4	7	6	0	0	0	0	0	27
12:45	0	0	0	0	0	4	5	8	1	0	0	0	0	0	18
13:00	0	0	0	1	2	4	4	3	1	0	0	0	0	0	15
Hour Total	0	0	1	6	10	12	15	23	9	1	0	0	0	0	77
13:15	0	0	0	0	0	2	5	4	1	1	0	0	0	0	13
13:30	0	0	0	0	0	2	6	5	2	0	0	0	0	0	15
13:45	0	0	0	0	3	3	4	8	2	0	0	0	0	0	20
14:00	0	0	0	2	0	1	7	5	1	0	1	0	0	0	17
Hour Total	0	0	0	2	3	8	22	22	6	1	1	0	0	0	65
14:15	0	0	0	1	1	0	4	2	2	0	0	0	0	0	10
14:30	0	1	0	0	0	6	3	7	2	1	0	0	0	0	20
14:45	0	0	0	0	1	1	6	3	0	1	0	0	0	0	12
15:00	0	0	0	0	0	2	3	3	6	0	0	0	0	0	14
Hour Total	0	1	0	1	2	9	16	15	10	2	0	0	0	0	56
15:15	0	0	0	0	0	2	6	6	0	0	0	0	0	0	14
15:30	0	0	0	1	1	0	2	8	2	2	0	0	0	0	16
15:45	0	0	0	0	1	1	4	10	5	0	0	0	0	0	21
16:00	0	0	0	1	1	3	2	9	3	0	0	0	0	0	19
Hour Total	0	0	0	2	3	6	14	33	10	2	0	0	0	0	70
16:15	0	0	1	0	2	0	3	8	3	0	0	0	0	0	17
16:30	0	0	0	0	0	2	4	13	0	1	0	0	0	0	20
16:45	0	0	0	0	2	1	3	5	2	0	0	0	0	0	13
17:00	0	0	0	0	0	1	6	2	4	0	0	0	0	0	13
Hour Total	0	0	1	0	4	4	16	28	9	1	0	0	0	0	63
17:15	0	0	0	0	2	0	2	6	4	0	0	0	0	0	14
17:30	0	0	0	0	0	2	4	6	2	0	0	0	0	0	14
17:45	0	0	0	0	3	3	2	5	4	1	0	0	0	0	18
18:00	0	0	0	0	0	1	6	6	2	2	0	0	0	0	17
Hour Total	0	0	0	0	5	6	14	23	12	3	0	0	0	0	63

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 5

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	2	2	5	7	2	2	0	0	0	0	20
18:30	0	0	0	0	0	2	4	8	3	0	0	0	0	0	17
18:45	0	0	0	0	1	2	9	6	4	0	0	0	0	0	22
19:00	0	0	0	0	0	1	7	5	2	0	0	0	0	0	15
Hour Total	0	0	0	0	3	7	25	26	11	2	0	0	0	0	74
19:15	0	0	0	0	0	0	1	9	5	0	0	0	0	0	15
19:30	0	0	0	2	1	2	3	3	1	0	0	0	0	0	12
19:45	0	0	0	0	0	2	3	2	0	0	0	0	0	0	7
20:00	0	0	0	0	0	2	1	3	0	0	1	0	0	0	7
Hour Total	0	0	0	2	1	6	8	17	6	0	1	0	0	0	41
20:15	0	0	0	2	3	1	4	1	0	0	0	0	0	0	11
20:30	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7
20:45	0	0	0	0	0	0	8	3	0	1	0	0	0	0	12
21:00	0	0	1	0	0	0	3	2	1	0	1	0	0	0	8
Hour Total	0	0	1	2	3	3	17	8	2	1	1	0	0	0	38
21:15	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
21:30	0	0	0	0	0	1	1	2	2	0	0	0	0	0	6
21:45	0	0	0	1	1	0	2	5	0	1	0	0	0	0	10
22:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	4
Hour Total	0	0	0	1	1	1	6	11	3	1	0	0	0	0	24
22:15	0	0	0	0	1	1	1	3	1	0	0	0	0	0	7
22:30	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	2	1	1	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hour Total	0	0	0	0	1	1	2	6	3	3	0	0	0	0	16
23:15	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
23:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Hour Total	0	0	0	0	0	0	1	2	2	0	0	0	0	0	5
DAY TOTAL	0	2	4	25	56	87	236	311	135	30	4	0	0	0	890
PERCENTS	0.0%	0.2%	0.4%	2.8%	6.3%	9.8%	26.5%	34.9%	15.2%	3.4%	0.4%	0.0%	0.0%	0.0%	100.0%

SPEED SUMMARY
Wed 11/4/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 5

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
32.7 mph

85th Percentile Speed
46.3 mph

Median Speed
40.6 mph

Average Speed
39.7 mph

10 MPH Pace Speed
35 mph to 45 mph
547 vehicles in pace
Representing 61.5% of the total vehicles

Vehicles > 40 MPH
480
53.9%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 5

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
00:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
00:30	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
Hour Total	0	0	0	0	0	0	2	2	3	1	0	0	0	0	8
01:15	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	1	3	1	0	0	0	0	0	5
01:45	0	0	0	0	0	0	0	2	2	2	0	0	0	0	6
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	1	2	6	3	2	0	0	0	0	14
02:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	2	0	0	1	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Hour Total	0	0	0	0	0	0	3	3	0	1	0	0	0	0	7
03:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
04:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	1	0	0	0	0	0	0	1	2	1	0	0	0	0	5
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	1	0	0	1	0	0	0	1	2	1	0	0	0	0	6
06:15	0	0	0	0	0	0	0	2	3	0	0	0	0	0	5
06:30	0	0	0	0	0	1	1	3	0	0	0	0	0	0	5
06:45	0	0	1	1	0	0	0	2	2	1	0	0	0	0	7
07:00	0	0	0	0	0	1	2	3	1	1	0	0	0	0	8
Hour Total	0	0	1	1	0	2	3	10	6	2	0	0	0	0	25
07:15	0	0	0	0	1	0	0	3	4	0	0	0	0	0	8
07:30	0	1	1	0	0	0	0	4	6	2	0	0	0	0	14
07:45	0	0	0	0	0	1	4	6	5	0	0	0	0	0	16
08:00	0	0	0	0	0	1	3	3	3	0	0	0	0	0	10
Hour Total	0	1	1	0	1	2	7	16	18	2	0	0	0	0	48
08:15	0	1	0	2	1	0	1	5	4	0	0	0	0	0	14
08:30	0	0	0	0	0	1	2	3	3	1	0	0	0	0	10
08:45	0	0	0	0	0	0	4	4	4	1	0	0	0	0	13
09:00	0	0	0	0	0	0	2	11	4	1	0	0	0	0	18
Hour Total	0	1	0	2	1	1	9	23	15	3	0	0	0	0	55

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 5

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
09:15	0	0	0	0	0	2	2	0	2	0	0	0	0	0	6
09:30	0	0	0	1	1	1	4	5	4	0	0	0	0	0	16
09:45	0	0	1	0	1	2	5	2	2	0	0	0	0	0	13
10:00	0	0	0	0	0	2	2	4	6	0	0	0	0	0	14
Hour Total	0	0	1	1	2	7	13	11	14	0	0	0	0	0	49
10:15	0	0	0	0	1	2	0	6	2	0	0	0	0	0	11
10:30	0	0	0	0	1	2	3	2	2	0	0	0	0	0	10
10:45	0	1	0	0	0	5	2	6	1	0	0	0	0	0	15
11:00	0	0	0	0	2	4	3	6	4	0	0	0	0	0	19
Hour Total	0	1	0	0	4	13	8	20	9	0	0	0	0	0	55
11:15	0	0	0	0	3	1	2	4	2	0	0	0	0	0	12
11:30	0	0	0	0	1	3	6	7	4	0	0	0	0	0	21
11:45	0	0	0	0	3	3	3	7	1	0	1	0	0	0	18
12:00	0	0	0	1	3	1	5	5	1	0	0	0	0	0	16
Hour Total	0	0	0	1	10	8	16	23	8	0	1	0	0	0	67
12:15	0	0	0	3	1	2	2	4	4	1	0	0	0	0	17
12:30	0	0	0	1	2	3	6	5	2	0	0	0	0	0	19
12:45	0	1	0	1	2	1	3	9	4	0	0	0	0	0	21
13:00	0	0	0	0	1	1	4	5	2	1	0	0	0	0	14
Hour Total	0	1	0	5	6	7	15	23	12	2	0	0	0	0	71
13:15	0	0	0	0	1	1	4	5	0	1	0	0	0	0	12
13:30	0	0	0	0	0	1	7	8	3	0	0	0	0	0	19
13:45	0	0	0	1	0	2	6	6	4	1	0	0	0	0	20
14:00	0	0	0	1	1	1	3	7	2	0	0	0	0	0	15
Hour Total	0	0	0	2	2	5	20	26	9	2	0	0	0	0	66
14:15	0	0	0	0	1	2	8	5	3	0	0	0	0	0	19
14:30	0	0	0	0	0	1	3	4	5	1	0	0	0	0	14
14:45	0	0	0	0	0	3	7	6	4	3	0	0	0	0	23
15:00	0	0	0	0	1	4	5	5	6	1	0	0	0	0	22
Hour Total	0	0	0	0	2	10	23	20	18	5	0	0	0	0	78
15:15	0	0	0	0	0	1	4	6	3	4	0	0	0	0	18
15:30	0	0	0	1	2	1	6	6	5	0	0	0	0	0	21
15:45	0	0	0	0	0	1	2	9	5	0	0	0	0	0	17
16:00	0	0	0	0	0	1	1	3	4	0	0	0	0	0	9
Hour Total	0	0	0	1	2	4	13	24	17	4	0	0	0	0	65
16:15	0	0	0	0	1	1	4	7	3	0	0	0	0	0	16
16:30	0	0	0	0	0	2	5	7	2	0	0	0	0	0	16
16:45	0	0	0	1	0	4	5	4	3	1	0	0	0	0	18
17:00	0	0	1	0	0	0	6	4	1	0	0	0	0	0	12
Hour Total	0	0	1	1	1	7	20	22	9	1	0	0	0	0	62
17:15	0	0	0	0	0	3	5	3	3	1	0	0	0	0	15
17:30	0	0	0	3	0	4	5	8	2	0	0	0	0	0	22
17:45	0	0	0	0	3	2	8	10	4	1	0	0	0	0	28
18:00	0	0	1	3	1	3	10	5	4	0	0	0	0	0	27
Hour Total	0	0	1	6	4	12	28	26	13	2	0	0	0	0	92

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 5

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME	<10	<15	<20	<25	<30	<35	<40	<45	<50	<55	<60	<65	<70	<75	Total
18:15	0	0	0	0	1	1	6	3	8	1	0	1	0	0	21
18:30	0	0	0	0	1	3	13	7	3	1	0	0	0	0	28
18:45	0	0	0	0	1	2	4	5	0	0	0	0	0	0	12
19:00	0	0	0	1	0	2	3	7	2	0	0	0	0	0	15
Hour Total	0	0	0	1	3	8	26	22	13	2	0	1	0	0	76
19:15	0	1	0	0	0	4	6	5	0	0	0	0	0	0	16
19:30	0	0	0	0	0	3	2	6	1	0	0	0	0	0	12
19:45	0	0	0	0	0	1	2	4	2	0	0	0	0	0	9
20:00	0	0	1	2	1	1	5	8	1	0	1	0	0	0	20
Hour Total	0	1	1	2	1	9	15	23	4	0	1	0	0	0	57
20:15	0	0	0	1	0	0	3	2	0	0	0	0	0	0	6
20:30	0	0	0	0	3	2	3	5	2	0	0	0	0	0	15
20:45	0	0	0	0	0	2	2	1	2	0	0	0	0	0	7
21:00	0	0	0	0	1	0	1	2	2	1	0	0	0	0	7
Hour Total	0	0	0	1	4	4	9	10	6	1	0	0	0	0	35
21:15	0	0	0	0	0	1	0	1	1	1	0	0	0	0	4
21:30	0	0	0	0	0	0	2	5	2	0	0	0	0	0	9
21:45	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
22:00	0	0	1	0	1	0	1	4	1	0	0	0	0	0	8
Hour Total	0	0	1	0	1	2	4	10	6	1	0	0	0	0	25
22:15	0	1	0	0	0	1	4	1	1	0	0	0	0	0	8
22:30	0	0	0	0	0	0	2	1	3	1	0	0	0	0	7
22:45	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	1	6	5	5	1	0	0	0	0	19
23:15	0	0	0	0	0	1	1	1	0	1	0	0	0	0	4
23:30	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
23:45	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
24:00	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Hour Total	0	0	0	0	0	2	2	5	3	1	0	0	0	0	13
DAY TOTAL	1	6	7	25	44	107	244	332	193	34	2	1	0	0	996
PERCENTS	0.1%	0.6%	0.7%	2.5%	4.4%	10.7%	24.5%	33.3%	19.4%	3.4%	0.2%	0.1%	0.0%	0.0%	100.0%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 5

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

Statistical Information...

15th Percentile Speed
33.2 mph

85th Percentile Speed
47.1 mph

Median Speed
41.0 mph

Average Speed
40.0 mph

10 MPH Pace Speed
35 mph to 45 mph
576 vehicles in pace
Representing 57.9% of the total vehicles

Vehicles > 40 MPH
562
56.5%

SPEED SUMMARY
Thu 11/5/2020

Station #: Site B
Site ID: 000000007726
Loc: A1A S/o Grandview Rd (O/I/I/M/O)
Direction: NORTH
Lane: 5

File: D1104002.PRN
Info: 20-263 MG WTX
GPS: 29.863964,-81.282048

TIME <10 <15 <20 <25 <30 <35 <40 <45 <50 <55 <60 <65 <70 <75 Total

=====
GRAND TOTAL 1 8 11 50 100 194 480 643 328 64 6 1 0 0 1886
PERCENTS 0.1% 0.4% 0.6% 2.7% 5.3% 10.3% 25.5% 34.1% 17.4% 3.4% 0.3% 0.1% 0.0% 0.0% 100.0%



Appendix C

Red Cox Drive Intersection Concepts



Design Concepts Traffic Performance Estimates

The traffic performance results of the conceptual models are provided in the table below. To compare the existing conditions versus conceptual designs, the Red Cox Drive and Anastasia Park Drive movements were separated into two tables. In each concept, there are rerouted turning movements that

were options in the existing design. To account for the additional travel time required when rerouting movements, a travel time delay was added to several of the movements (see table notes for the impacted movements and travel time assumptions).

- ◆ **Concept 1** operates similar to a two-way stop-controlled intersection therefore only experiences delays for side street movements and mainline left-turn movements. In the AM and PM peak periods the eastbound and westbound approaches experience delays equal to LOS E and F. Additionally, the northbound left-turn delay is estimated to be

over 100 seconds per vehicle (LOS F), which is due to increased volumes caused by combining the rerouted westbound left-turn at Anastasia Park Drive into this movement. For the eastbound approach movements, the delays exceed LOS D thresholds because of the travel time delay (15 seconds) for comparative calculations.

- ◆ **Concept 2** reduces the overall intersection delay by distributing delays to all four approach movements, which also means adding new delay to the through movements on SR A1A that is not present in the existing design. This concept is estimated to operate with all future volumes operating within LOS D delay thresholds except for the Old Quarry Road approach movements in the PM, which are LOS E and F and westbound left turn from Anastasia Park Drive (LOS E). In each of these movements the delays exceed LOS D thresholds because of the 25 seconds of added travel time delay applied for comparative calculations.

SR A1A/ANASTASIA PARK ROAD INTERSECTION DELAY AND LOS

Analysis Period	Year	Alternative	Intersection Control	Approach Delay (LOS)												Intersection		
				L	EB T	R	L	WB T	R	L	NB T	R	L	SB T	R			
AM	2045	Future No-Build	TWSC				26.1 (D)			13.0 (B)			0.0 (A)	0.0 (A)	11.1 (B)	0.0 (A)		26.1 (D)
		Concept 1	TWSC				44.8 (E)			13.7 (B)			0.0 (A)	0.0 (A)	10.8 (B)	0.0 (A)		44.8 (E)
		Concept 2	Roundbt				43.3 (E)			18.3 (C)			7.4 (A)	7.4 (A)	7.7 (A)	7.7 (A)		8.3 (A)
PM	2045	Future No-Build	TWSC				34.0 (D)			12.8 (B)			0.0 (A)	0.0 (A)	11.2 (B)	0.0 (A)		34.0 (D)
		Concept 1	TWSC				140 (F)			13.6 (B)			0.0 (A)	0.0 (A)	10.8 (B)	0.0 (A)		140.0 (F)
		Concept 2	Roundbt				42.9 (E)			17.9 (C)			7.4 (A)	7.4 (A)	0.0 (A)	0.0 (A)		4.0 (A)

- ◆ *Intersection LOS column represents worst side street LOS*
- ◆ *Concept 1 includes 15 seconds of additional delay to account for travel times required to navigate the diverted route for the WB left-turn*
- ◆ *Concept 2 includes 25 seconds of additional delay to account for travel times required to navigate the diverted route for the WB left-turn*

SR A1A/RED COX DRIVE INTERSECTION DELAY AND LOS

Analysis Period	Year	Alternative	Intersection Control	Approach Delay (LOS)												Intersection
				L	EB T	R	L	WB T	R	L	NB T	R	L	SB T	R	
AM	2020	Existing	TWSC	23.9 (C)	23.9 (C)	23.9 (C)	43.5 (E)	43.5 (E)	43.5 (E)	9.7 (A)	0.0 (A)	0.0 (A)	10.0 (A)	0.0 (A)	0.0 (A)	43.5 (E)
	2045	Future No-Build	TWSC	53.0 (F)	53.0 (F)	53.0 (F)	127 (F)	127 (F)	127 (F)	10.7 (B)	0.0 (A)	0.0 (A)	11.1 (B)	0.0 (A)	0.0 (A)	127.0 (F)
		Concept 1	TWSC	48.4 (E)	48.4 (E)	14.1 (B)	29.5 (D)	29.5 (D)	13.3 (B)	16.2 (C)	0.0 (A)	0.0 (A)	11.1 (B)	0.0 (A)	0.0 (A)	48.4 (E)
		Concept 2	Roundbt	42.9 (E)	42.9 (E)	17.9 (C)	18.3 (C)	18.3 (C)	18.3 (C)	7.2 (A)	7.2 (A)	7.2 (A)	35.0 (D)	10.0 (A)	10.0 (A)	9.1 (A)
PM	2020	Existing	TWSC	23.0 (C)	23 (C)	23 (C)	245.0 (F)	245 (F)	245 (F)	11.1 (B)	0.0 (A)	0.0 (A)	9.3 (A)	0.0 (A)	0.0 (A)	245.0 (F)
	2045	Future No-Build	TWSC	49.0 (E)	49 (E)	49.0 (E)	1,241 (F)	1,210 (F)	1,210 (F)	13.0 (B)	0.0 (A)	0.0 (A)	11.0 (B)	0.0 (A)	0.0 (A)	1,210.0 (F)
		Concept 1	TWSC	52.4 (F)	52.4 (F)	17.4 (C)	119 (F)	119 (F)	6.9 (A)	112 (F)	0.0 (A)	0.0 (A)	35.0 (D)	0.0 (A)	0.0 (A)	119.0 (F)
		Concept 2	Roundbt	75.0 (F)	75.0 (F)	50.0 (E)	29.0 (D)	29.0 (D)	29.0 (D)	7.4 (A)	7.4 (A)	7.4 (A)	38.9 (E)	13.9 (B)	13.9 (B)	13.6 (B)

- ◆ Intersection LOS column represents worst side street LOS
- ◆ Concept 1 includes 15 seconds of additional delay to account for travel times required to navigate the diverted routes for movements at the EB left-turn, EB through, and SB left-turn.
- ◆ Concept 2 includes 25 seconds of additional delay to account for travel times required to navigate the diverted routes for movements at the EB left-turn, EB through, and SB left-turn.

RED COX DRIVE CONCEPT 1

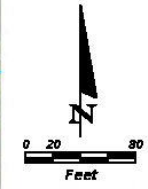


NB CURVE 2
 $R = 716'$
 $e = RC (30 MPH)$
 $L = 341'$

NB CURVE 1
 $R = 382'$
 $e = 2.3\% (30 MPH)$
 $L = 400'$

- LEGEND**
- MILLING AND RESURFACING
 - WIDENING
 - 6' SIDEWALK
 - MEDIAN SOD
 - PARCEL LINES

NOTE: THE PARCEL LINES AND EXISTING EDGES OF PAVEMENT ARE APPROXIMATE AND INTENDED FOR PRELIMINARY ESTIMATING PURPOSES ONLY.



RED COX DRIVE CONCEPT 2



SR A1A and RED COX DR.
Intersection Alternatives
St Augustine - St Johns
County, Florida.

RED COX DRIVE CONCEPT 3

SR A1A AT RED COX DR

