



# 14th Street Bicycle and Pedestrian Safety Study







14<sup>th</sup> Street Bicycle and Pedestrian Safety Study  
Nassau County, Florida

Final Report

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## 1 – Introduction and Background

The 14<sup>th</sup> Street Bicycle and Pedestrian Safety Study is a planning-level evaluation of Nassau County's 14<sup>th</sup> Street corridor to identify potential improvements that may enhance safety for bicyclists and pedestrians. The study corridor included approximately 5.3 miles of 14<sup>th</sup> Street between Fort Clinch State Park (northern limit) and Amelia Island Parkway (southern limit). Although all traffic modes (motorists, pedestrians, bicyclists and transit users) were considered, improvements to benefit bicyclists and pedestrians were emphasized.

This study included the following activities:

- Reviewing crash history
- Considering context sensitive safety enhancements (e.g., a shared-use path)
- Identifying and considering underserved populations
- Coordinating with Nassau County for public outreach

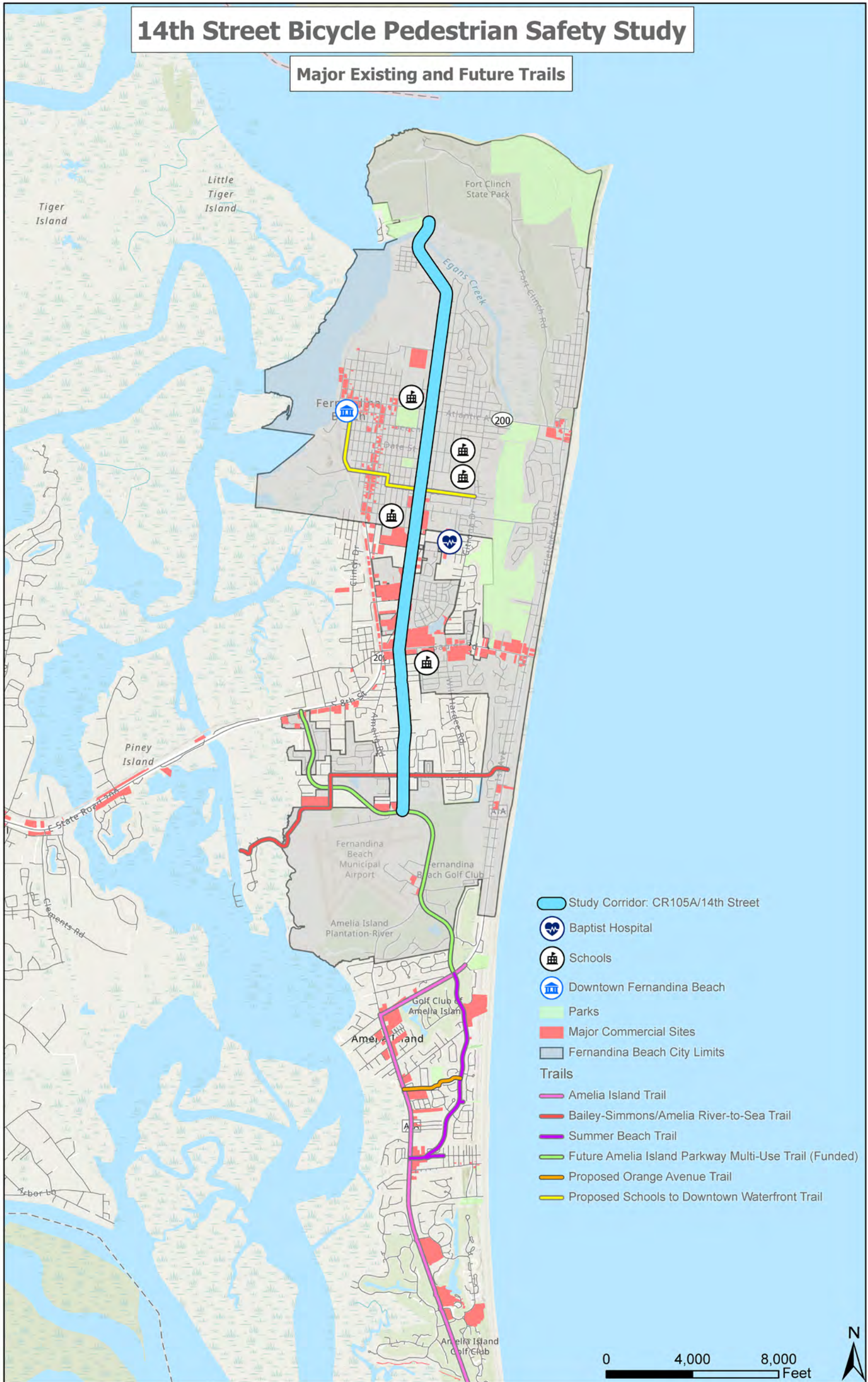
Ultimately, Nassau County would like to enhance bicycle and pedestrian connectivity throughout the corridor. Figure 1 displays current and planned trails near the 14<sup>th</sup> Street Study Corridor.



**Photo: Bailey-Simmons/Amelia River-to-Sea Trail (west of 14<sup>th</sup> Street at Simmons Road)**



Figure 1. 14<sup>th</sup> Street Overview





As shown in Figure 2, 14<sup>th</sup> Street (CR 105A) is a north-south roadway located on Amelia Island in Nassau County, Florida. Most of the roadway is in the city limits of Fernandina Beach. The official study limits are from Amelia Island Parkway (on the south) to Broome Street (almost 1,000 feet north of Atlantic Avenue/SR 200/SR A1A), a length of approximately 3.7 miles. In response to a stakeholder request, the study also evaluated North 14<sup>th</sup> Street from Broome Street to Pogy Place, an additional distance of approximately 1.6 miles.



**Photo: Northbound 14<sup>th</sup> Street, north of TJ Courson Road/Park Avenue**



Figure 2. Study Area



## Related Projects, Plans and Studies

The study team reviewed several documents as listed below.

- Programmed Projects: Amelia Island Parkway Multi-Use Trail from South Fletcher Avenue to SR 200, 3.2 miles
- Safety Study/Off-System Highway Safety Improvement Program (HSIP) Evaluation Report for Improvements to the Intersection of South 14<sup>th</sup> Street and Simmons Road, prepared for Nassau County (2020)
- Schools to Downtown Waterfront Trail Planning Study for City of Fernandina Beach, Florida (2020)
- Nassau County Mobility Plan (2020)
- Nassau County Technical Memorandum regarding North 14<sup>th</sup> Street Multi-Use Trail Feasibility Assessment (2019)
- Safety Study/Off-System Highway Safety Improvement Program (HSIP) Evaluation Report for Improvements to South 14<sup>th</sup> Street (from Sadler Road to Hickory Street) and Sadler Road (from 8<sup>th</sup> Street to east of Citrona Drive), prepared for Nassau County Public Works, Engineering Services (2018)
- Sadler Road – Road Diet, Operational Feasibility Traffic Study, prepared for Nassau County (2017)
- Amelia Island Bicycle and Pedestrian Focus Area Study, Summary Report, prepared for the North Florida TPO (2016)

A few key documents are highlighted below, and remaining documents are summarized in Appendix C.

### **An Evaluation Report for Improvements to the Intersection of South 14<sup>th</sup> Street and Simmons Road** concluded that:

- A traffic signal is warranted at the 14<sup>th</sup> Street and Simmons Road intersection
- It is not recommended to construct a roundabout at the intersection of South 14<sup>th</sup> Street and Simmons Road

The **Nassau County Mobility Plan** (2020) includes potential improvements on 14<sup>th</sup> Street, approximately 1.5 miles between Sadler Road and north of Hickory Street, at an estimated cost of \$2.8 million<sup>1</sup>.

- The improvements will restripe the lanes and add turn lanes to improve safety, add raised medians to improve access and safety, restripe bicycle lanes and add a shared-use path on one side of the roadway
- The mobility plan ranks this project 43<sup>rd</sup> overall and 29<sup>th</sup> in the east zone
- These improvements are based on Nassau County's 2018 Safety Study and should enhance safety, mobility and system preservation

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<sup>1</sup> Cost is not adjusted to represent today's value



The **Amelia Island Parkway Multi-Use Trail** from South Fletcher Avenue to SR 200 (3.2 miles) is programmed for funding.

- The project will construct a multi-use trail for pedestrians and cyclists
- The trail will be asphalt, 8 to 10 feet wide and will include drainage improvements, landscaping, signage and flashing beacons for intersection crossings
- Design is underway and construction will begin in 2023 (as of July 2020)
- The trail will be located at the southern end of the 14<sup>th</sup> Street Bicycle Pedestrian Safety Study Corridor

The **14th Street Trail** is listed in the North Florida TPO 2020 Annual List of Priority Projects (LOPP) as an unfunded priority (adopted May 14, 2020).

- The trail limits are from the Dee Dee Boat Ramp (at the west end of Pogy Place) to Sadler Road, then east on Sadler Road to Will Hardee Road/Citrona Drive, then south on Will Hardee Road to the Simmons Road Trail
- Per the LOPP, the estimated cost is \$8.5 million<sup>2</sup>

The **Schools to Downtown Waterfront Trail Study**, City of Fernandina Beach, was completed in January 2020.

- The study proposed a new multi-use trail to connect Citrona Drive to downtown Fernandina and a future segment of the Cumberland to Timucuan Regional Trail
- In June 2020, the City Commission voted to move ahead with efforts to obtain \$2.3 million<sup>3</sup> in grants for this trail

The **Nassau County Technical Memorandum** regarding North 14<sup>th</sup> Street Multi-Use Trail Feasibility Assessment (2019) summarizes the feasibility of constructing a 1.2-mile multi-use trail along North 14<sup>th</sup> Street from Broome Street to White Street.

- The memo describes several challenges for placing a trail along North 14<sup>th</sup> Street.
- These challenges include protected trees, numerous intersections and driveways along the east side of 14<sup>th</sup> Street, existing power poles on the west side, numerous grading and slope challenges which may require retaining walls and/or drainage improvements and two wetland crossings (located south of Franklin Street and north of Hernando Street) that require increased embankment, relocated guardrail and wetland impacts that need to be mitigated.

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<sup>2</sup> Cost is not adjusted to represent today's value

<sup>3</sup> Cost is not adjusted to represent today's value

## 2 – Data Collection

**Aerial Photography** – Aerial Photography was used as a basis for plotting various existing conditions and historical crash data on condition and collision diagrams in Appendices A1 and A2, respectively.

**Existing Condition Maps** – Geographic Information Systems (GIS) was used to map data from various sources including Nassau County Property Appraiser (2019), Nassau County functional classification (2020), FDOT traffic counts on surrounding roadways (2019), U.S. Census Bureau American Community Survey (2018 5-year data), and FEMA Flood Hazard Zones (2018). The most recent data available was utilized. GIS maps are located throughout the report and additional maps are in Appendix B.

**Multi-modal Infrastructure** – Nassau Transit bus-route and bus-stop data were evaluated. Existing trails, programmed/planned/studied trails and infrastructure for bicyclists and pedestrians were also documented. Multi-modal infrastructure is depicted in Figure 1 and described in Section 3.0 (Conditions Analysis) of this report.

**Plans, Studies and Projects** – These documents include relevant transportation/mobility projects, plans and studies and are described in Section 1 (Introduction and Background) of this report and Appendix C.

**Public Involvement** – Public involvement is summarized in Section 4.0. Questions and results from an online survey of the general public can be found in Appendices D1 and D2, respectively.

**Roadway Safety Data** – All crash data for the corridor was collected from *Signal Four Analytics*. Crash data is summarized in Section 3.0 (Conditions Analysis).

- An initial review of crash data was completed for a three-year period (January 1, 2017 to December 31, 2019).
- To further examine characteristics of bicyclist and pedestrian crashes, the study team prepared a collision diagram of bicyclist, pedestrian, incapacitating injury and fatal crashes. The more detailed review of crashes was completed for a five-year period (January 1, 2015 to August 2020). The collision diagram is in Appendix A2.

**Site Photos** – Site photos of the study area were taken February 5, 2021, and are in Appendix E.

**Speed Data** – Peggy Malone & Associates collected speed data along 14<sup>th</sup> Street January 12–14, 2021 at the same locations as listed below for the traffic counts. Appendix F contains this data.

**Traffic Counts** – Peggy Malone & Associates collected 72-hour traffic counts along 14<sup>th</sup> Street January 12–14, 2021. The counts were classified by vehicle type. Appendix G contains the counts at the following locations:

- North of Amelia Island Parkway (Amelia Island Parkway to Simmons Road)
- South of Isleworth Lane (Simmons Road to Sadler Road)
- South of Comcast Driveway (Sadler Road to Jasmine Street, between TJ Courson Road/Park Avenue and Nectarine Street)
- South of Beech Street (Jasmine Street to Atlantic Avenue)
- South of Broome Street (Atlantic Avenue to Broome Street)

## 3 – Existing Conditions Analysis

### Land Use and Roadway Characteristics

The study corridor is considered a Major Collector by the Florida Department of Transportation (FDOT) and Nassau County. Portions of 14<sup>th</sup> Street are in the city of Fernandina Beach, an urban area as defined by the U.S. Census Bureau.<sup>4</sup>

14<sup>th</sup> Street connects the southern and northern portions of Amelia Island. As a Major Collector, 14<sup>th</sup> Street provides both transportation mobility and land access. It enables the movement of people and goods. Figure 3 illustrates roadway function and connectivity within the study area.

Land uses along 14<sup>th</sup> Street are largely a mix of residential and commercial uses (retail stores, professional offices, marinas, etc.). Most of 14<sup>th</sup> Street also provides connections to adjacent residential neighborhoods. Other notable land uses along and/or near the corridor include a municipal airport and a golf course (at the south end of the corridor), four public schools (two elementary, one middle and one high school), a community center, a hospital, a fire station and heavy manufacturing (at the northwest end of the corridor). Flood zone and wetland areas impact 14<sup>th</sup> Street north of Atlantic Avenue, particularly near the bridge over Egans Creek.

The posted speed limit along the corridor ranges from a high of 45 mph (between Amelia Island Parkway and Lime Street) to a low of 20 mph (near the bridge over Egans Creek).

The roadway varies along 14<sup>th</sup> Street, from a two-lane, undivided roadway (on the southern and northern portions of the corridor) to a four-lane roadway with a continuous center turn lane between Sadler Road and Lime Street. There are many variations in the typical section along the corridor.

Based on the Nassau County Property Appraiser's parcel map, the right-of-way along the corridor ranges from 60 to 150 feet with the widest right-of-way (150 feet) near the Egans Creek bridge and the narrowest right-of-way (60 feet) north of Jasmine Street.

Figures 4 – 7 illustrate typical sections along South 14<sup>th</sup> Street between Amelia Island Parkway and Atlantic Avenue. Although numerous typical sections exist within the study limits, four examples reflect most segments of 14<sup>th</sup> Street: north of Amelia Island Parkway, north of Sadler Road, north of Jasmine Street, and north of Date Street.

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<sup>4</sup> An Urban Cluster (UC) is an urban area of at least 2,500 and less than 50,000 people, as defined by the U.S. Census Bureau



Figure 3. Roadway Function and Connectivity



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Figure 4. 14<sup>th</sup> Street - North of Amelia Island Parkway

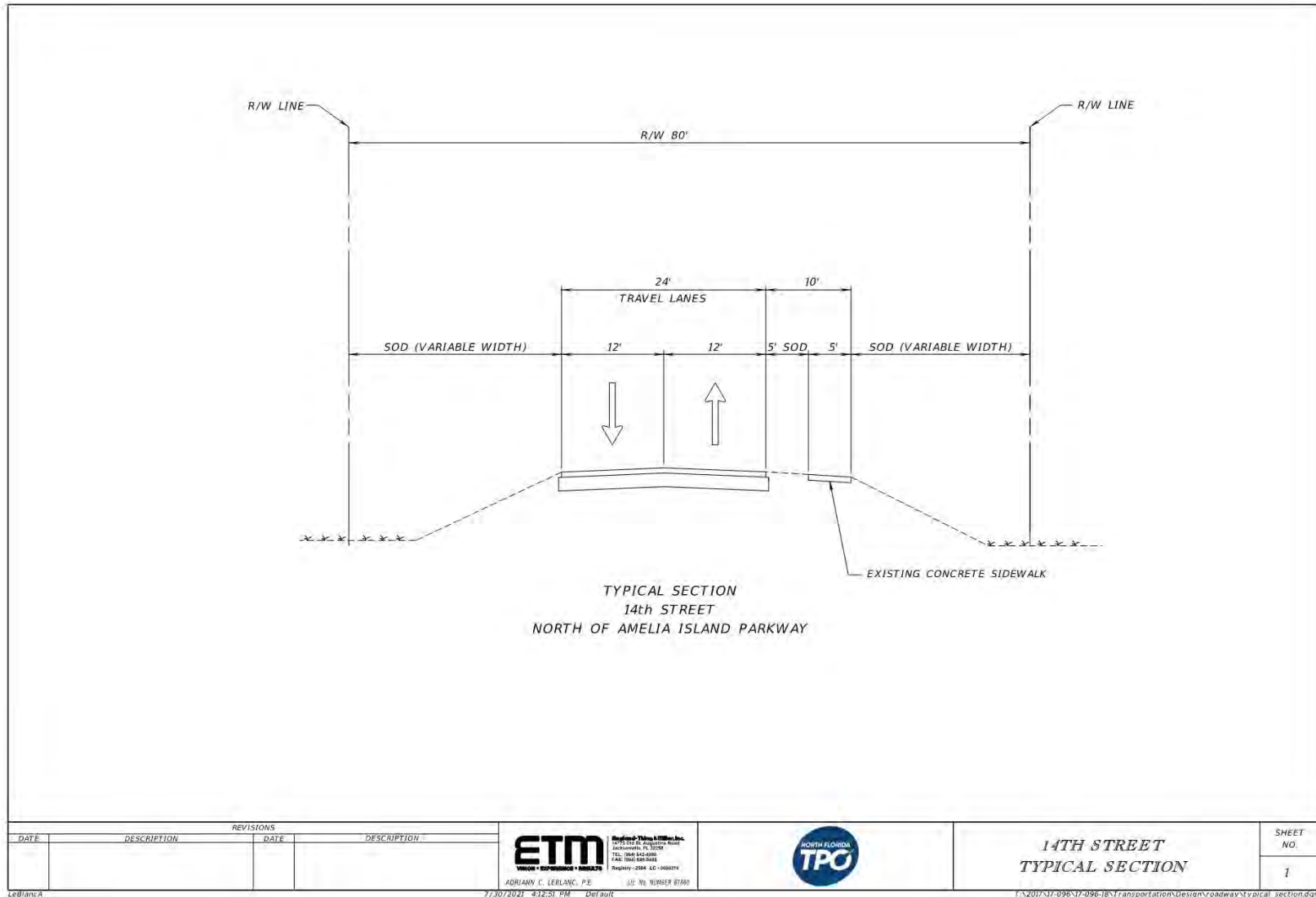


Figure 5. 14<sup>th</sup> Street - North of Sadler Road

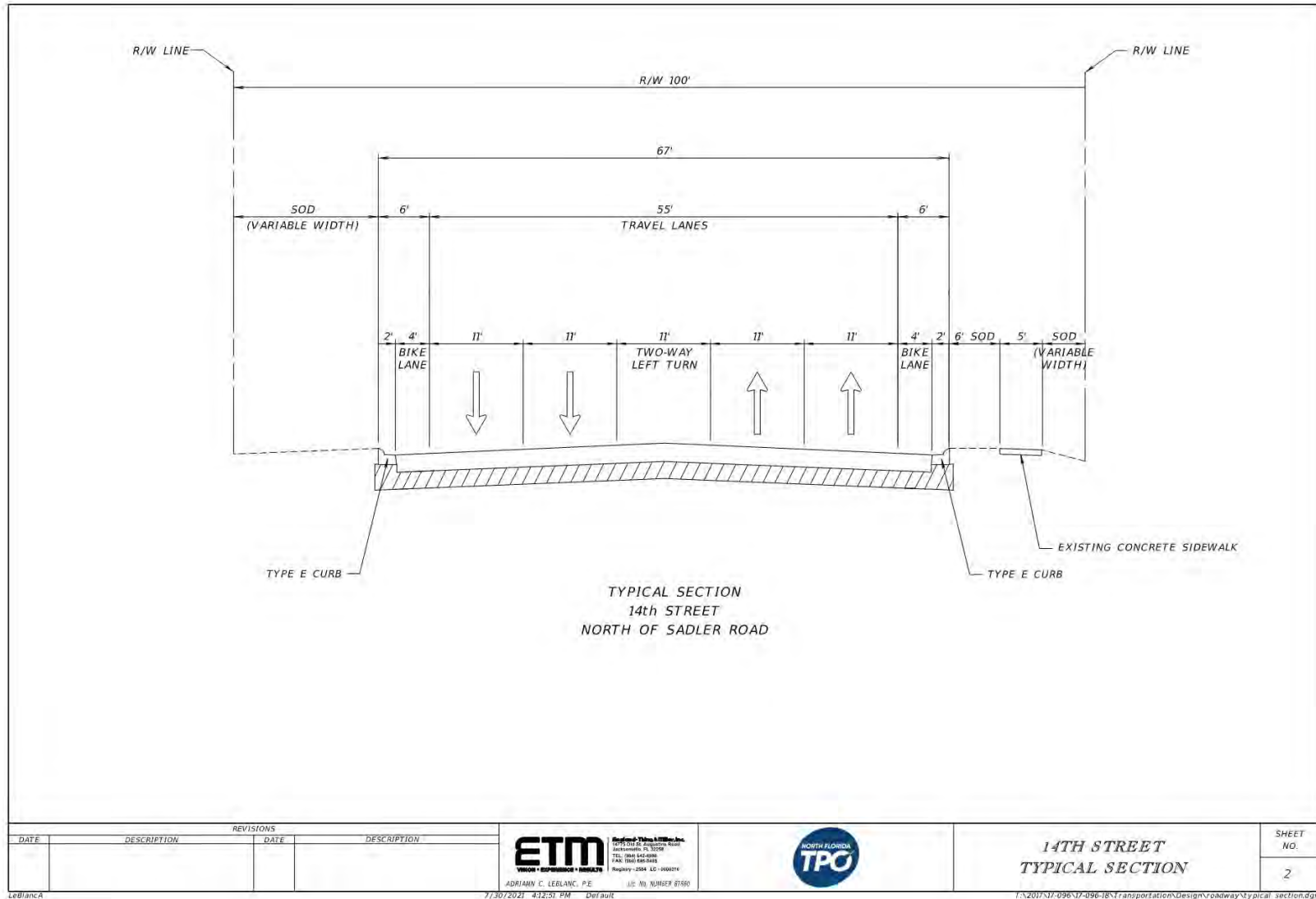




Figure 6. 14<sup>th</sup> Street - North of Jasmine Street

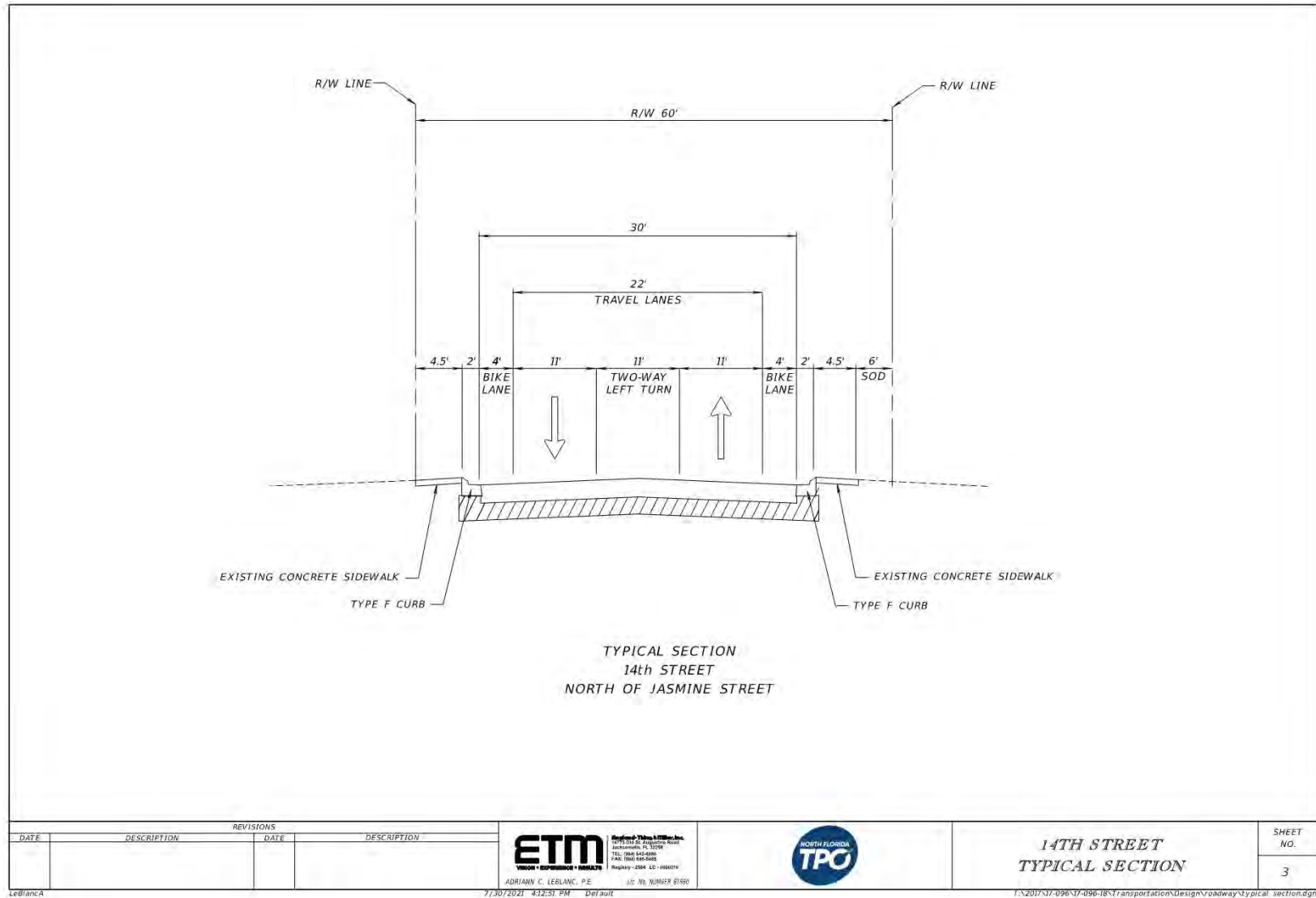
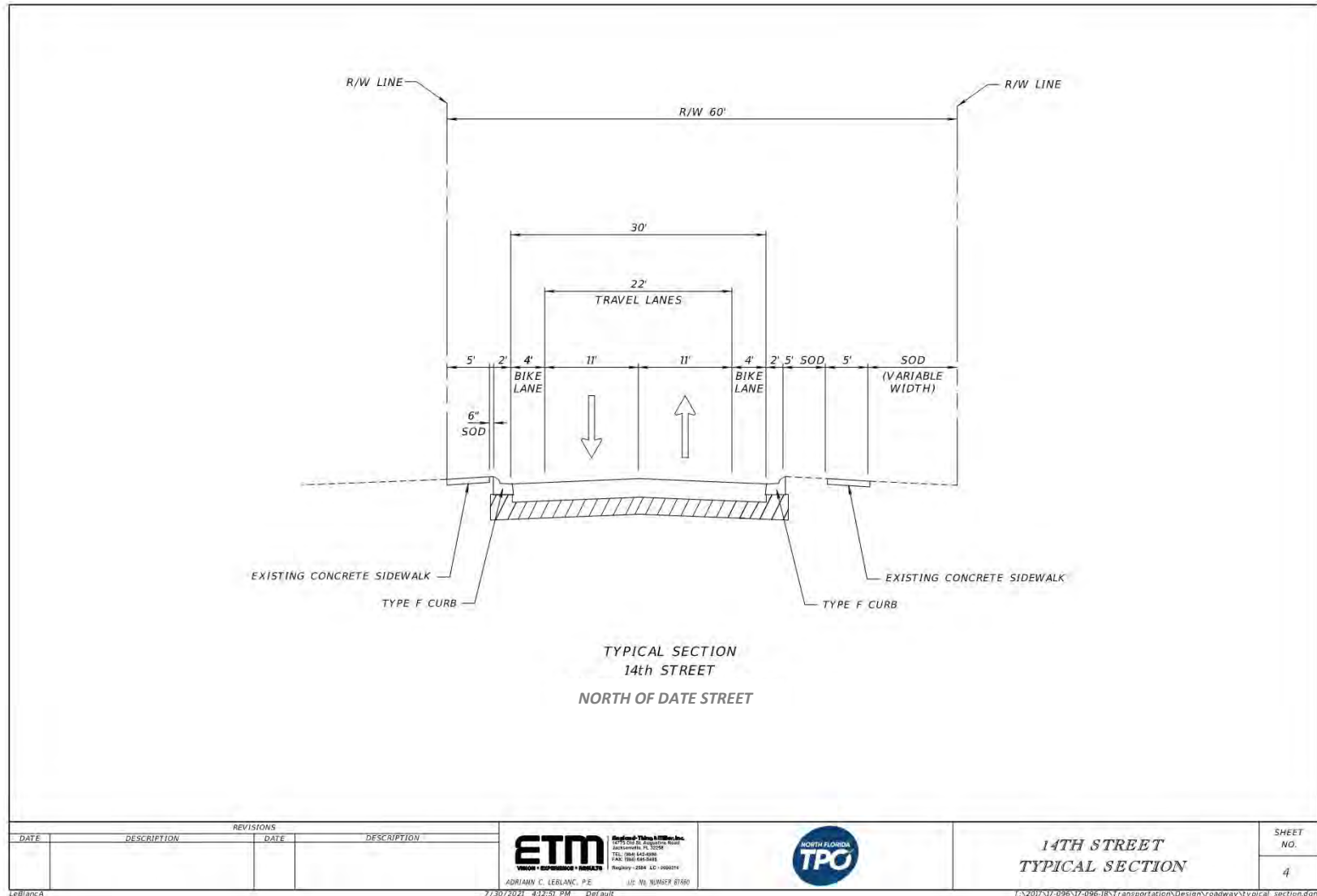


Figure 7. 14<sup>th</sup> Street - North of Date Street



### Population Characteristics

This section describes population projections, density and underserved population characteristics in the study area.

### Population Trend and Projection

Population trends and projections for the study area are shown in Tables 1 and 2. The Florida Department of Transportation (FDOT) publishes population estimates on its Demographic Analysis, Forecasting and Trends Website.

In Table 1, the total estimated population growth from 2010 to 2020 ranges from 17.8% (for the City of Fernandina Beach) to 21.8% (for Nassau County and the Fernandina Beach Urban Area). The average annual growth rate for the 10-year period ranges from 1.8% to 2.2%.

Table 1. Population Trends

| Area                           | U.S. Census 2010 | Final Estimate 2019 | Current Estimate 2020 | # Change     |              | % Change     |              |
|--------------------------------|------------------|---------------------|-----------------------|--------------|--------------|--------------|--------------|
|                                |                  |                     |                       | 2010 to 2020 | 2019 to 2020 | 2010 to 2020 | 2019 to 2020 |
| Nassau County                  | 73,314           | 85,100              | 89,300                | 15,986       | 4,200        | 21.8%        | 4.9%         |
| City of Fernandina Beach       | 11,487           | 12,920              | 13,530                | 2,043        | 610          | 17.8%        | 4.7%         |
| Fernandina Beach Urban Cluster | 25,239           | 29,296              | 30,742                | 5,503        | 1,446        | 21.8%        | 4.9%         |
| Florida                        |                  |                     |                       |              |              | 14.9%        | 1.8%         |

Source: The U.S. Census Bureau, University of Florida, Bureau of Economic and Business Research, FDOT, Forecasting and Trends Office, January 2021 and March 2020, respectively.

In Table 2, the population projection was collected for Nassau County for the next 25 years. The most recent available forecast data (for years 2020 to 2045 in five-year increments) was adjusted to reflect the 2019 population estimate. The resulting annual growth rate between 2020 and 2045 is projected to be 1.5% per year.

Table 2. Population Projections

| Area          | U.S. Census 2010 | Estimate (BEBR) 2019 | Projections (BEBR) |        |         |         |         |         | % Change |
|---------------|------------------|----------------------|--------------------|--------|---------|---------|---------|---------|----------|
|               |                  |                      | 2020               | 2025   | 2030    | 2035    | 2040    | 2045    |          |
| Nassau County | 73,314           | 85,070               | 86,900             | 95,800 | 103,100 | 109,100 | 114,300 | 118,900 | 1.5%     |

Source: Technical Memorandum, Projections of Florida Population by County, 2020-2070, Prepared for Forecasting and Trends Office, FDOT, October 2020



## Population Density

Figure 8 illustrates the study area’s population density, using the U.S. Census Bureau, American Community Survey (ACS) data. The greatest concentrations of residents are shown in purple, while the smallest concentrations of residents are shown in lighter colors (light gray and white).

Many areas bordering 14<sup>th</sup> Street are relatively dense, with more than 1,270 people per square mile. The greatest population densities are located between Amelia Island Parkway and Atlantic Avenue. The densest area relative to other areas is located west of 14<sup>th</sup> Street, between 14<sup>th</sup> Street and 9<sup>th</sup> Street (east to west) and between Jasmine Street and Centre Street/Atlantic Avenue (south to north). These areas have between 3000 to 4060 people per square mile.

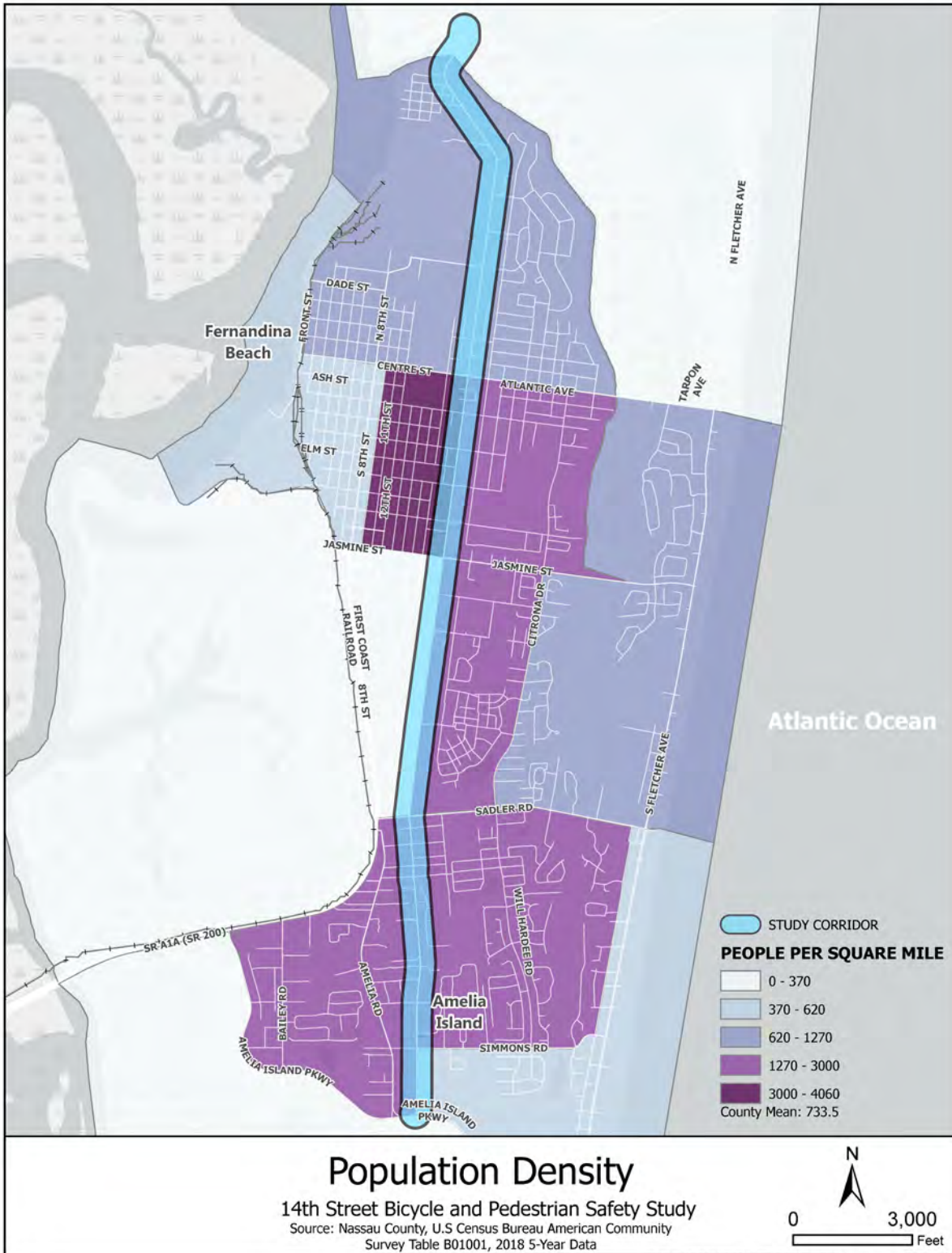
## Underserved Population

Population percentages were examined for the following communities: 1) those with no vehicles available (zero-car households), 2) low income and 3) minority. Residents in underserved and/or underrepresented areas may rely on transit or walk or bicycle more often than the general population. The U.S. Census Bureau’s ACS data was used for this analysis and Appendix B contains maps illustrating the data.

The highest percentage areas (relative to the entire study area) are generally as follows.

- *Households with no vehicles available* - The highest percentages of zero-car households are located on either side of 14<sup>th</sup> Street between Sadler Road and Atlantic Avenue. These relatively high percentage areas represent a range from 6% to 16%.
- *Low Income* - The highest percentages of low income households (below poverty level) are located on either side of 14<sup>th</sup> Street between Jasmine Street and Atlantic Avenue. These relatively high percentage areas represent a range from 15% to 31%.
- *Minorities*– The highest percentages of minority residents are located on either side of 14<sup>th</sup> Street between Sadler Road and Atlantic Avenue. These relatively high percentage areas represent a range from 20% to 60%. For this analysis, minority includes non-white and Hispanic/Latino groups.

Figure 8. Population Density



## Multi-modal Transportation Infrastructure

This section describes the public transit, pedestrian and bicycle lane characteristics of 14<sup>th</sup> Street.

### Public Transit

The Nassau County Council on Aging, which operates Nassau Transit, has two bus routes in the study area (see Figure 9 next page). Each route travels along the study corridor between Sadler Road and Jasmine Street. Bus fare is \$1 per one-way trip.

- The first bus route (blue on the map) operates weekdays (except holidays) and travels between Fernandina Beach and Yulee along SR A1A/SR 200. Within the study area, the route travels from SR A1A/SR 200 to Sadler Road to 14<sup>th</sup> Street and north to Jasmine Street<sup>5</sup>. Bus stops are in the Walmart shopping center (located in the northwest corner of 14<sup>th</sup> Street and TJ Courson Road) and the Barnabas Center parking lot (located on Jasmine Street, just west of 14<sup>th</sup> Street). Buses run four times in the morning (from Fernandina Beach) and four times in the evening (to Fernandina Beach) and will deviate ½ mile from the route upon request.
- The second route (pink on the map), called Island Hopper, circulates the northern portion of Amelia Island Thursday through Monday except two holidays (Thanksgiving and Christmas). The route begins and ends at the Fernandina Beach City Hall and makes scheduled and requested stops along the route. A portion of the route travels along northbound 14<sup>th</sup> Street from Sadler Road to Jasmine Street<sup>6</sup>. Buses run every hour between 10:30 a.m. and 3:30 p.m.

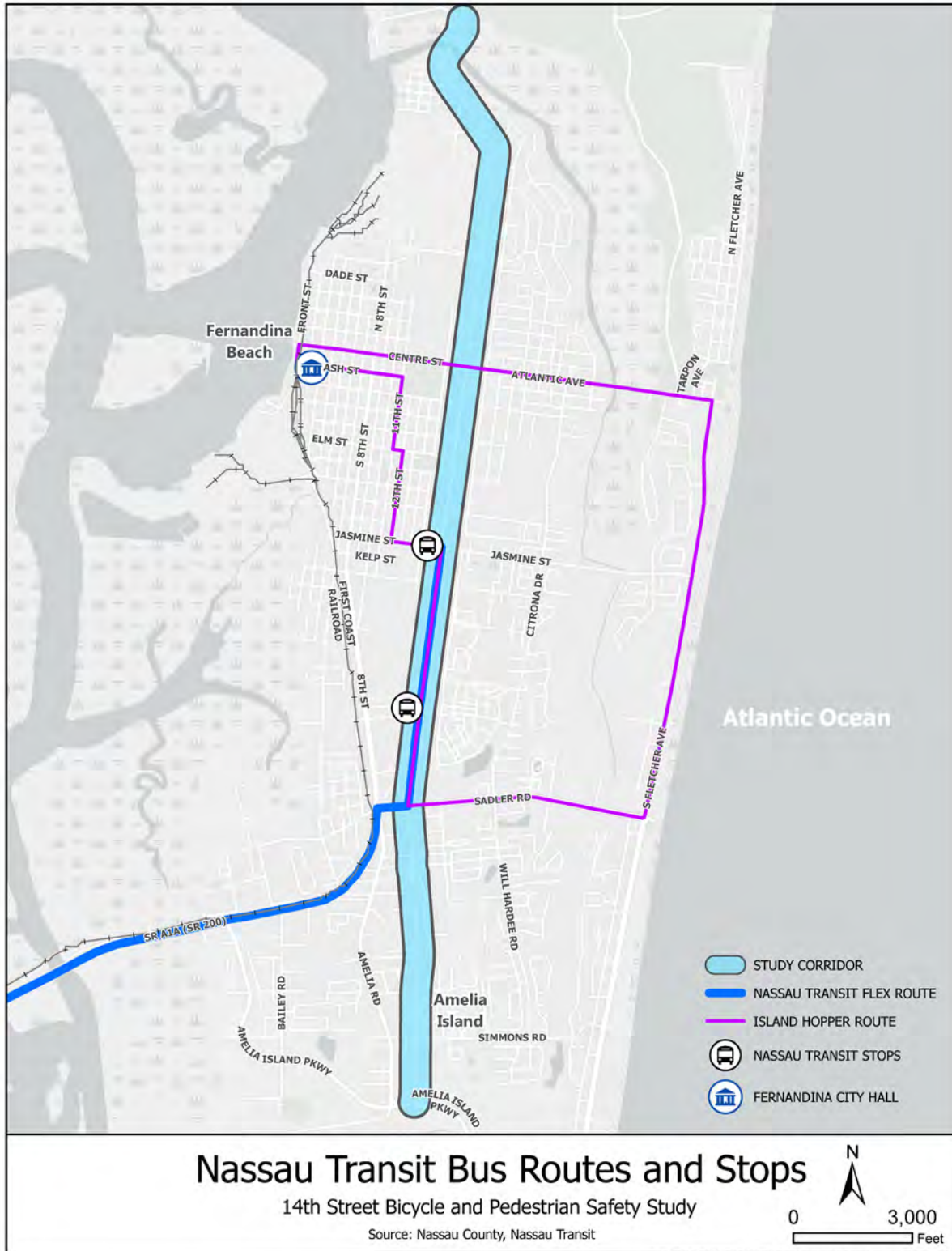
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<sup>5</sup> The vehicle also travels the same streets on the return trip

<sup>6</sup> The route circulates in one direction so does not travel on southbound 14<sup>th</sup> Street



Figure 9. Public Transit Routes and Stops



### **Sidewalks and Bicycle Lanes**

Figures 10 and 11 show the locations of sidewalks and bicycle lanes, respectively, along 14<sup>th</sup> Street. Sidewalks and bicycle lanes are located on portions of the study corridor. A 5-foot sidewalk is located along the east side of 14<sup>th</sup> Street from Amelia Island Parkway to Broome Street, just north of Atlantic Avenue. On the west side of 14<sup>th</sup> Street, a 5-foot sidewalk exists between Sadler Road and Broome Street with a few gaps. There is minimal or no landscape buffer between the sidewalk and roadway and minimal or no pedestrian lighting. On-road bicycle lanes are located between Sadler Road and Hickory Street.

### **Crosswalks and Pedestrian Signals**

Protected pedestrian crosswalks are present throughout the study corridor at signalized intersections. There are six signalized intersections on 14<sup>th</sup> Street: at Sadler Road, TJ Courson Road/Park Avenue, Lime Street, Jasmine Street, Beech Street and Atlantic Avenue.

Additional crosswalks on 14<sup>th</sup> Street are located at Simmons Road and Hickory Street. Simmons Road has a 4-way stop and a multi-use trail crossing. A 15-mph school zone is located at Hickory Street. Other crosswalks cross local streets that intersect 14<sup>th</sup> Street.

Figure 10. Sidewalks





Figure 11. Bicycle Lanes



### Traffic Volumes and Level of Service

Table 3 and Figure 12 describe traffic volumes and level of service. Based on recent traffic counts, average daily traffic along the corridor ranges from 8,700 vehicles per day (vpd) to 9,000 south of Atlantic Avenue. Immediately north of Atlantic Avenue, the traffic volume is 3,400 vpd. Existing Level of Service (LOS) on 14<sup>th</sup> Street is LOS B (South of Sadler Road), LOS C (north of Sadler Road and north of Atlantic Avenue) and LOS D (south of Atlantic Avenue).

Regarding truck influences on the study corridor, the Port of Fernandina and a paper mill are located west of 14<sup>th</sup> Street and north of Atlantic Avenue, in the northwest portion of Amelia Island. Although most trucks travel along SR 200/SR A1A/8<sup>th</sup> Street to and from the port and mill, some may also travel on 14<sup>th</sup> Street. According to 2019 data from FDOT, the percentage of trucks north of Sadler Road is 3.4%. Truck percentages based on vehicle classification counts collected January 2021 by the study team are shown in Table 3.

Table 3. 14<sup>th</sup> Street Traffic Characteristics, 2019 FDOT Data vs. 2021 Counts<sup>7</sup>

| Corridor Segment                      | Roadway                                   | Maximum Service Volume (vpd <sup>8</sup> ) | 2019 FDOT Data                       |     |                   | 2021 Traffic Counts <sup>9</sup>    |     |                   |
|---------------------------------------|---|--|--------------------------------------|-----|-------------------|-------------------------------------|-----|-------------------|
|                                       |   |  | Traffic Volume (AADT <sup>10</sup> ) | LOS | Truck Percent (%) | Traffic Volume (vpd <sup>11</sup> ) | LOS | Truck Percent (%) |
| Amelia Island Parkway to Simmons Road | 2-lane undivided 45 mph                   | 14,580                                     | 19,400 <sup>12</sup>                 | D   | ---               | 8,831                               | B   | 1.5               |
| Simmons Road to Sadler Road           | 2-lane undivided 45 mph                   | 14,580                                     | 19,400 <sup>12</sup>                 | D   | ---               | 9,034                               | B   | 1.4               |
| Sadler Road to Jasmine Street         | 5-lane undivided 45 mph                   | 31,950                                     | 6,900 – 19,400 <sup>12</sup>         | C   | 3.4               | 8,952                               | C   | 4.8               |
| Jasmine Street to Atlantic Avenue     | 2-lane undivided 30 mph                   | 11,900                                     | 6,900                                | D   | 3.4               | 8,690                               | D   | 1.9               |
| Atlantic Avenue to Broome Street      | 2-lane undivided on-street parking 30 mph | 11,370                                     | 3,400                                | C   | 3.4               | 3,396                               | C   | 3.0               |

Source: FDOT Florida Online Traffic and AADT Report, 2019; FDOT Quality and Level of Service Handbook, 2020; Peggy Malone & Associates, 2021.

<sup>7</sup> Uninterrupted flow LOS

<sup>8</sup> vpd = vehicles per day

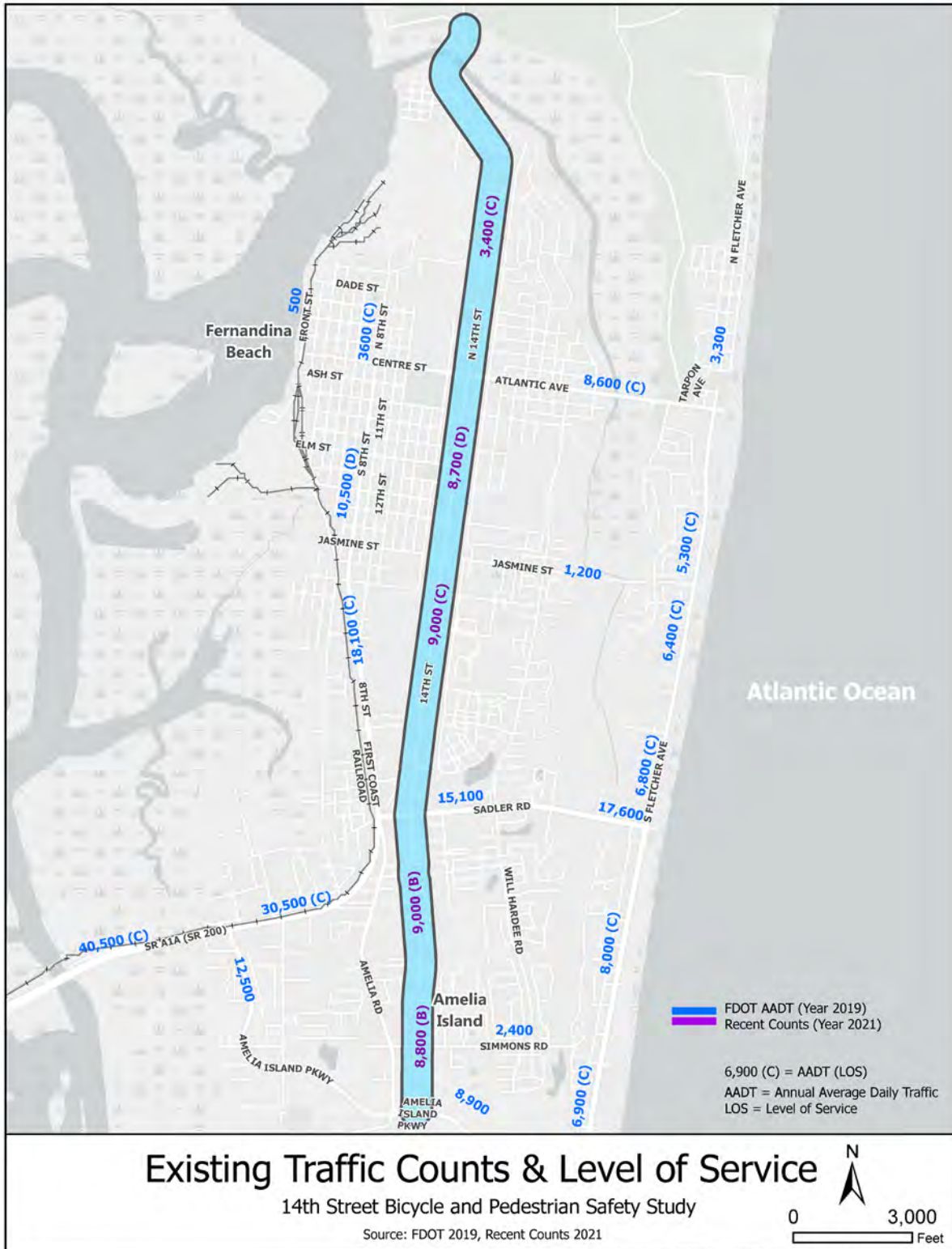
<sup>9</sup> Average Daily Traffic based on 72 hours in January 2021

<sup>10</sup> Annual Average Daily Traffic (AADT)

<sup>11</sup> vpd = vehicles per day

<sup>12</sup> The 19,400 volume for these three locations come from a single FDOT count station, north of Sadler Rd.

Figure 12. Traffic Counts and Level of Service



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## Crash History

### Overall Crashes

Crash data along the study corridor was collected from *Signal Four Analytics*. An initial review of crash data was completed for a three-year period (January 1, 2017 to December 31, 2019). During this period, a total of 192 crashes occurred along 14<sup>th</sup> Street. The highest concentration of crashes occurred at the intersection of 14<sup>th</sup> Street and Sadler Road.

Additional crash patterns and profiles for this initial review are described in Tables 4-7. The most common crash type was rear end at 30% (see Table 4), followed by angle (16%) and left turn (15%).

Table 5 (next page) indicates that 72% of crashes involved “property damage only” while 27% involved some type of non-fatal injury. Two crashes (or 1%) involved a fatality.

In Table 6 (next page), most crashes occurred during daylight conditions (66%). Eighteen percent (18%) of crashes occurred at night. Most crashes happened on dry pavement (70%) with 14% occurring on wet pavement.

Over one-half of the crashes (52%) occurred at an intersection or the roundabout. Approximately one-third of the crashes occurred at non-intersection locations. See Table 7 (next page).

Table 4. Crash Types

| Year         | 2017      | 2018      | 2019      | SUM        |
|--------------|-----------|-----------|-----------|------------|
| Type         |           |           |           |            |
| Angle        | 10        | 10        | 11        | 31         |
| Animal       | 0         | 0         | 0         | 0          |
| Bicycle      | 1         | 1         | 0         | 2          |
| Head On      | 7         | 0         | 6         | 13         |
| Left Turn    | 10        | 8         | 10        | 28         |
| Off Road     | 2         | 2         | 1         | 5          |
| Other        | 3         | 5         | 5         | 13         |
| Pedestrian   | 2         | 0         | 0         | 2          |
| Rear End     | 21        | 16        | 20        | 57         |
| Right Turn   | 3         | 2         | 2         | 7          |
| Rollover     | 1         | 0         | 0         | 1          |
| Sideswipe    | 4         | 1         | 4         | 9          |
| Unknown      | 7         | 12        | 5         | 24         |
| <b>TOTAL</b> | <b>71</b> | <b>57</b> | <b>64</b> | <b>192</b> |

Source: Signal Four Analytics, 2017 - 2019

Table 5. Crash Severity

| Year                      | 2017      | 2018      | 2019      | SUM        |
|---------------------------|-----------|-----------|-----------|------------|
| Type                      |           |           |           |            |
| Fatal                     | 2         | 0         | 0         | 2          |
| Incapacitating Injury     | 2         | 4         | 1         | 7          |
| Non-Incapacitating Injury | 4         | 8         | 3         | 15         |
| Possible Injury           | 10        | 10        | 10        | 30         |
| Property Damage Only      | 53        | 35        | 50        | 138        |
| <b>TOTAL</b>              | <b>71</b> | <b>57</b> | <b>64</b> | <b>192</b> |

Table 6. Crash Road Condition

| Year                      | 2017 | 2018 | 2019 | SUM        |
|---------------------------|------|------|------|------------|
| Type                      |      |      |      |            |
| <b>Lighting Condition</b> |      |      |      | <b>192</b> |
| Daylight                  | 47   | 35   | 44   | 126        |
| Dark - Lighted            | 4    | 9    | 7    | 20         |
| Dark - Not Lighted        | 3    | 2    | 3    | 8          |
| Dusk/Dawn                 | 3    | 3    | 1    | 7          |
| Unknown                   | 14   | 8    | 9    | 31         |
| <b>Roadway Condition</b>  |      |      |      | <b>192</b> |
| Dry Pavement              | 51   | 38   | 46   | 135        |
| Wet Pavement              | 6    | 12   | 9    | 27         |
| Unknown                   | 14   | 7    | 9    | 30         |

Table 7. Crash Intersection-Type

| Year                  | 2017      | 2018      | 2019      | SUM        |
|-----------------------|-----------|-----------|-----------|------------|
| Type                  |           |           |           |            |
| Four-Way Intersection | 30        | 25        | 17        | 72         |
| Not at Intersection   | 17        | 17        | 29        | 63         |
| Other                 | 8         | 0         | 5         | 13         |
| Roundabout            | 3         | 5         | 1         | 9          |
| T-Intersection        | 5         | 4         | 8         | 17         |
| Y-Intersection        | 1         | 0         | 0         | 1          |
| Unknown               | 7         | 6         | 4         | 17         |
| <b>TOTAL</b>          | <b>71</b> | <b>57</b> | <b>64</b> | <b>192</b> |

Source for Tables 5 - 7: Signal Four Analytics, 2017 - 2019

## Serious Crashes

To further examine characteristics of bicyclist and pedestrian crashes, the study team prepared a collision diagram of bicyclist, pedestrian and incapacitating injury and fatal crashes. Since the number of these crashes was limited, additional years of crash data were included to enhance the sample of crashes. This more detailed review was completed for a five-year period (January 1, 2015 to August 2020). The collision diagram and associated list of crash characteristics is in Appendix A2. For this analysis, pedestrian, bicycle, incapacitating injury and fatal crashes are called “serious crashes.”

During this five-year period, there were 19 serious crashes along 14<sup>th</sup> Street.

- Of these serious crashes, two crashes (11%) were fatal and the rest (89%) involved injuries. Both fatal crashes involved pedestrians. There were no property-damage-only crashes.
- Most serious crashes involved bicyclists or pedestrians (47%). Other (16%), angle (16%) or left turn (11%) crashes, were also reported.
- The most common reason for the serious crashes was failure to yield the right-of-way, as 13 crashes (68%) noted this contributing cause.
- 32% occurred at night and 68% occurred during daylight. Also, 16% of the serious crashes, occurred on wet pavement, while 84% occurred on dry pavement.
- Four crashes occurred at Simmons Road: a pedestrian-related crash resulting in a possible injury in 2020; a bicyclist-related crash resulting in a possible injury in 2020; a right-turn crash resulting in an incapacitating injury in 2019 and an angle crash resulting in an incapacitating injury in 2015. Failure to yield the right-of-way was a contributing cause for all four crashes.
- There were nine bicyclist and pedestrian crashes, listed below from south to north. The contributing cause for seven bicycle/pedestrian crashes (78%) was failure to yield the right of way. Five bicyclist/pedestrian crashes (55%) occurred Saturday or Sunday, and three (33%) Monday. Two bicycle/pedestrian crashes happened at night.
  - Pedestrian injury crash at Simmons Road, Saturday, January 2020 at 1:15 p.m.
  - Bicyclist injury crash at Simmons Road, Monday, August 2020 at 7:45 a.m.
  - Pedestrian fatal crash between East Oak Street and Sadler Road, Monday, June 2017 at 4:37 p.m.
  - Bicyclist injury crash at Woodrow Drive, Saturday, August 2018 at 8:22 a.m.
  - Pedestrian injury crash at Woodrow Drive, Monday, June 2015 at 8:40 p.m. (hit and run, dark, wet)
  - Bicyclist injury crash at TJ Courson Road/Park Avenue, Wednesday, December 2016 at 8:40 a.m. (disregarded control device)
  - Pedestrian fatal crash at Fir Street, Saturday, November 2017, 5:48 p.m. (dark)
  - Bicyclist injury crash at Elm Street, Sunday, January 2017 at 3:00 p.m.
  - Bicyclist injury crash at Leon Street, Saturday, May 2018 at 1:04 p.m.





**Photo: North side crosswalk is missing at the S. 14<sup>th</sup> Street and Beech Street intersection**

## 4 - Public and Stakeholder Input

### Public Survey

As part of the 14<sup>th</sup> Street Bicycle and Pedestrian Safety Study, the North Florida TPO and Nassau County stakeholders developed a survey to solicit public input on safety issues and potential safety projects. The survey was published January 15 - February 17, 2021. It was promoted via regional and local outlets including e-newsletters to approximately 3,000 contacts, social media and The County Insider (Nassau County's blog).

Over 500 people responded (answered at least one question) with 88% residing on Amelia Island, 8% in Yulee and 4% in other locations. Half the survey respondents do not typically work outside the home: 40% work on Amelia Island, 4% work in the Yulee area and 6% work other places. Summary results for the survey are provided below. Survey questions and results can be found in Appendices D1 and D2, respectively.

### Primary destination or purpose for walkers and bicyclists

Most survey participants who walk or bicycle do so for recreation/exercise purposes. Of those that walk, 45% indicated their primary destination or purpose was recreation/exercise. Of those that bicycle, 72% indicated their primary destination or purpose was recreation/exercise.

The second most popular destination or trip purpose was running errands, shopping or dining, at 13% for walkers and 7% for bicyclists.

### How safe do people feel walking or bicycling

When asked "How safe do you feel walking along 14<sup>th</sup> Street on the sidewalk?", 42% of respondents feel safe, 30% somewhat safe, 12% very safe and 27% feel unsafe (18% somewhat unsafe and 9% very unsafe). One-third responded they do not walk on 14<sup>th</sup> Street (32%).

Most survey participants feel unsafe bicycling along the study corridor (63%). When asked "How safe do you feel riding your bicycle along 14<sup>th</sup> Street?", 33% feel somewhat unsafe and 30% very unsafe. Only 2% feel very safe, while 16% feel somewhat safe. Nineteen percent do not ride their bicycle along the corridor.

Most survey respondents also feel unsafe walking or riding a bicycle across 14<sup>th</sup> Street (59%). When asked "How safe do you feel walking or riding a bicycle **across** 14<sup>th</sup> Street?", 40% feel somewhat unsafe and 19% very unsafe. Twenty-nine percent (29%) feel somewhat safe and only 5% feel very safe. Six percent (6%) do not walk or ride their bicycle across the street.

### Factors that discourage walking and bicycling

The top five factors that discourage respondents from walking along 14<sup>th</sup> Street are:

- Bad driver behaviors/unsafe drivers (38%)
- Sidewalks in poor conditions (31%)
- Unsafe intersections (28%)
- Too hot/little shade (15%)
- Takes too much time/not convenient (14%)

The top five factors that discourage survey respondents from bicycling along 14<sup>th</sup> Street are:

- No bicycle lanes (62%)
- Too much traffic (52%)
- Bad driver behaviors/unsafe drivers (48%)
- Unsafe intersections (33%)
- Too hot/little shade (7%)

The above questions allowed respondents to select multiple options.

### **Where do bicyclists prefer to ride a bicycle if there is no bike lane?**

Most respondents prefer to ride their bicycle on the sidewalk if no bike lane is available. When asked, “If there is no on-street bicycle lane, where do you prefer to ride your bicycle?”, 62% selected “on the sidewalk” and 38% selected “on the street.”

### **Changes that would make people feel safer/more comfortable**

The most selected options to make survey respondents feel safer walking along 14<sup>th</sup> Street are:

- Wider sidewalk (44%)
- More space between the road and sidewalk (42%)
- Repair sidewalks in poor conditions (41%)
- More enforcement to ensure drivers follow laws (30%)
- More shade trees (26%)
- Better lighting (16%)

When asked to select one bicycling improvement they would most likely use, most respondents selected “an off-street multi-use path.”

- An off-street multi-use path (56%)
- An on-street clearly marked bicycle lane (30%)
- A wider sidewalk (7%)
- I would still ride the way I’m riding now (5%)
- Other (2%)

### **Additional Respondent Characteristics**

Most survey respondents (80%) replied their primary means of travel along 14<sup>th</sup> Street is driving or riding with someone else, while 16% replied that their primary means of travel is bicycling. Most survey respondents had two working, registered vehicles in their household (59%); 20% had one vehicle and another 20% had three or more vehicles. When survey respondents were asked how frequently they walk, bicycle and drive along 14<sup>th</sup> Street:

- 40% walk either almost daily (18%) or weekly (22%)
- 37% bicycle either almost daily (6%) or weekly (31%)
- 85% drive or ride with someone either daily (43%) or weekly (42%)

The age options selected most often were 65 to 74 years old (38%), 55-64 years old (31%) and 45 to 54 years old (11%). The income options selected most often were \$100,000 or more (43%), those who preferred not to respond (30%) and \$70,000 to \$99,999 (15%).

### Summary of Survey Comments

The public survey received about 600 comments related to safety concerns or traffic safety suggestions along 14<sup>th</sup> Street. Many responses support better and/or more sidewalks and bicycle facilities, safer intersections, lower speeds and an overall reduction in conflicts between pedestrians/bicyclists and motorists. Survey participants were asked to describe their traffic safety concerns along 14<sup>th</sup> Street. Table 8 summarizes these concerns by their general location along the corridor.

Table 8. Summary Safety Concerns from the Public Survey

| Location   | Concerns from the Public Survey   |
|--|---|
| Overall Corridor                                   | <ul style="list-style-type: none"> <li>• Missing sidewalks and bicycle lanes</li> <li>• Bicycle lanes not wide enough</li> <li>• Suggestions for multiuse path, separated bicycle lanes</li> <li>• Busy intersections (many turning vehicles)</li> <li>• Drivers not yielding to pedestrians/bicyclists</li> <li>• Rolling stops</li> <li>• Vehicles speeding (including trucks)</li> <li>• Difficult crossing 14<sup>th</sup> Street</li> <li>• Better maintenance (sweep street/bike lanes, repair sidewalks, more visible bike lane markings)</li> <li>• Comments that the signals are not timed</li> <li>• Lighting for sidewalks and bike lanes</li> <li>• Enforce traffic laws - Educate drivers and bicyclists</li> <li>• Shrubbery sometimes blocks view of drivers exiting parking lots</li> <li>• Replace share the road signs with “bicycles may use full lane”</li> <li>• Distracted driving (phones) and generally unsafe driving</li> </ul> |
| Amelia Island Parkway Roundabout                   | <ul style="list-style-type: none"> <li>• Amelia Island Parkway roundabout is very busy (peak hours)</li> <li>• Roundabout is challenging for bicyclists (vehicles travel too fast and it’s not clear where the bicycle path continues)</li> <li>• Distracted driving (airplanes, not paying attention)</li> <li>• People don’t know how to use the roundabout</li> </ul>  |
| Amelia Island Parkway to Sadler Road               | <ul style="list-style-type: none"> <li>• No shoulder or bike lanes</li> <li>• Sidewalks are narrow and need repair (sharp bends with uneven concrete)</li> <li>• Narrow, busy portion with speeding and many side streets</li> <li>• A few do not like 4-way stop at Simmons Road</li> <li>• There was mention that drivers get confused when turning at the 4-way stop; drivers do rolling stops and pedestrians and bicyclist don’t stop/look first</li> </ul>  |
| 14 <sup>th</sup> Street & Sadler Road Intersection | <ul style="list-style-type: none"> <li>• Safety concerns (“dangerous”, “scary”, “not efficient”)</li> <li>• Busy intersection (backups, long wait, lots of turning vehicles)</li> <li>• Right turning drivers on SB 14<sup>th</sup> Street not yielding to pedestrians (even with walk light)</li> <li>• Suggestion for two right turn lanes from SB 14<sup>th</sup> Street</li> <li>• Pedestrian signal not very responsive</li> <li>• Suggestion for better signage on SB 14<sup>th</sup> Street approaching the intersection to indicate left, through and right turn lanes</li> </ul>   |





| Location   | Concerns from the Public Survey   |
|--|---|
| Sadler Road to Atlantic Avenue                         | <ul style="list-style-type: none"> <li>• Multiple businesses/driveways</li> <li>• Safety concerns north of Sadler (at sidewalk near Publix driveways; also too many left turns near Publix/Zaxby's)</li> <li>• Sidewalk and bicycle lane gaps</li> <li>• Misuse of the center turn lane (darting in and out)</li> <li>• Difficult for pedestrians to cross 14<sup>th</sup> Street at TJ Courson Road/Park Avenue (near the Walmart) due to turning vehicles</li> <li>• No crosswalks between Park Avenue and Nectarine Street</li> <li>• Difficult turning from Nectarine due to heavy traffic</li> <li>• Lighting needed at Nectarine Street</li> <li>• Safety concerns between Sadler Road and Jasmine Street (driveways, poor bike path, business signs block views, difficult to cross, speeding)</li> <li>• Suggestion to reduce posted speed to 35 mph at Lime Street</li> <li>• Drivers are ignoring right turn only lane at Lime Street (speed up to change lanes)</li> <li>• Missing crosswalk on south side of Hickory Street</li> <li>• No crosswalk and lighting between Hickory and Fir Streets, back entrance to the high school (students cross here)</li> <li>• Suggestion to better integrate Hickory Street crosswalk into traffic patterns</li> <li>• Suggestion for lighting at Beech Street</li> <li>• Logging trucks too large on 2-lane portion of roadway</li> <li>• Wheelchairs in the bike lanes</li> <li>• Consider alternate bike/ped path (15th or Citrona Drive)</li> </ul> |
| 14 <sup>th</sup> Street & Atlantic Avenue Intersection | <ul style="list-style-type: none"> <li>• Lots of turning vehicles</li> <li>• Topography concerns – dip in the roadway</li> <li>• Crosswalk does not line up with sidewalk</li> <li>• Sidewalk drops off near a storm drain</li> <li>• Crosswalk overlaps with SR A1A westbound lane</li> <li>• Traffic signal needs a turn signal; vehicles sit through multiple signal cycles behind turning vehicles</li> </ul>   |
| North of Atlantic Avenue                               | <ul style="list-style-type: none"> <li>• No shoulder or bicycle lanes</li> <li>• No sidewalks north of Broome Street</li> <li>• Conflicts between bicycles and large vehicles (semi-trucks, vehicles pulling boat trailers)</li> <li>• Suggest a parallel paved pathway/trail, off the road to Oldtown</li> <li>• Suggestion to limit trucks to 8th Street or 14th Street, not both</li> <li>• Bridge over Egans Creeks is too narrow and visibility to/from oncoming traffic is poor</li> <li>• Enforce vehicles blocking the bike lane</li> <li>• Limited sight distance around the curve north of Egans Creek</li> <li>• Topography makes passing challenging</li> <li>• Allow bicycle access to Fort Clinch at North 14<sup>th</sup> Street</li> </ul>  |

### Elected Officials and Stakeholders

In addition to the survey, the study team spoke to Nassau County Commissioners for the study area and community stakeholders. Table 9 lists the elected officials and stakeholders who participated, followed by a summary of safety concerns and suggestions along 14<sup>th</sup> Street.

Table 9. Elected Official and Stakeholder Interviews

| Name                     | Organization                                       |
|--------------------------|--|
| Commissioner Aaron Bell  | Nassau County Board of Commissioners, District Two |
| Commissioner John Martin | Nassau County Board of Commissioners, District One |
| Mike Pikula              | Friends of Amelia Island Trail, Inc.               |
| Lester Crawford          | Barnabas/New to You Resale Store                   |
| Brad Underhill           | Nassau County School Board, Transportation         |

### General Comments about 14<sup>th</sup> Street

- 14<sup>th</sup> Street includes a mix of traffic types
- There is speeding along 14<sup>th</sup> Street including the school zone at Hickory Street
- The roadway is not safe for cyclists
- More enforcement is needed to discourage unsafe driver behaviors

### Schools

- School children need safe walking routes to and from school
- Crossing busy intersections such as 14<sup>th</sup> Street and Sadler Road is challenging for young children
- Many children that attend Emma Love Hardee Elementary School (located south of Sadler Road) live north of Sadler Road, as far as north of TJ Courson Road/Park Avenue

### Amelia Island Parkway to Sadler Road

- Residents really like the trail and stop sign(s) at Simmons Road
- There are drainage ditches located south of Sadler Road on the west side; building a sidewalk or path there may be challenging

### Sadler Road to Lime Street

- The intersection of 14<sup>th</sup> Street and Sadler Road could use safety improvements such as better crosswalks
- It is difficult to get through the signal at the intersection of 14<sup>th</sup> Street and Sadler Road, when traveling northbound
- 14<sup>th</sup> Street is wide between Sadler Road and Lime Street, and encourages higher speeds
- At 14<sup>th</sup> Street and Lime Street, many drive unsafely by merging to the thru-lane from the northbound right-turn lane (this may confuse pedestrians anticipating vehicles to turn right)
- In the wide merge area north of Lime Street, consider converting shoulders to bike lanes
- This portion of 14<sup>th</sup> Street needs more bike lane signs and better pavement markings along the bike lane (between Sadler Road and Atlantic Avenue) so that it is clear to

everyone where the bike lane is located; the pavement markings on the bike lane have faded

- Sidewalk is close to the road
- Sewer/manhole covers are often off-center and may contribute to unpredictable and unsafe driving behaviors

### 14<sup>th</sup> and Jasmine Streets Intersection

- The northern crosswalk is missing at the 14<sup>th</sup> and Jasmine Streets intersection (northside of the intersection)
  - People cross on the north side of the intersection to travel between the Barnabas New to You Resale Store (located at the NE corner) and the Barnabas Center's main office (located on Jasmine Street to the west of the intersection)
  - Also, there is a transit stop at the Barnabas Center's main office
- Pedestrian pole in the SE corner needs to be rotated for visibility (the walk signal is not visible from the NE corner)
- Many people walk and jog in the area

### 14<sup>th</sup> Street north of Atlantic Avenue

- Old bridge over Egans Creek



**Photo: The northern crosswalk is missing at the 14<sup>th</sup> Street and Jasmine Street intersection (north side of the intersection)**

## 5 – Summary of Issues and Opportunities

Based on the analysis of crashes and existing conditions, this section of the report summarizes issues and opportunities within the corridor for enhancing safety and identifying context-sensitive improvement strategies including a shared-use path.

### General 14<sup>th</sup> Street Corridor

- Intersections – Perceived as unsafe (e.g., turning vehicles at southbound Sadler make it difficult for pedestrians to cross)
- Suggest special emphasis crosswalks where they are missing
- Walking – Based on the survey, people want wider sidewalks, more space between sidewalk and roadway and sidewalk repair to feel safer. People would also like more shade
- Bicycling – Survey respondents want bicycle lanes. Traffic and bad driver behaviors make them feel unsafe. Most are likely to use off-street multi-use path (56%) or on-street, clearly marked bicycle lanes (30%)
- Survey respondents and stakeholders are concerned about speed along the corridor
- Education and Enforcement - Bad driver behaviors/unsafe drivers discourage people from walking/bicycling

### Segment 1: Amelia Island Parkway to Sadler Road

- Crash History – Two bicycle/pedestrian crashes at Simmons Road and one fatal pedestrian crash south of Sadler Road from January 2015 to August 2020
- Bicycle infrastructure - No bike lanes, bicyclists do not feel safe (posted speeds are 45 mph)
- Sidewalks - Partial sidewalk (east side only), perceived as in poor condition/unsafe, especially for use by bicyclists
- Roundabout is challenging for bicyclists (vehicles travel too fast)
- Potential right-of-way issues located near northbound 14<sup>th</sup> Street south of Sadler near Robinhood Drive; may not be enough right-of-way for shared-use path
- Drainage and Ditches - Potential drainage issues, swales are located on the west side of the roadway
- People do not feel safe crossing at Sadler Road

### Segment 2: Sadler Road to Atlantic Avenue

- This segment contains the highest population density and highest percentages of underserved and/or underrepresented communities (minority population, low income households, zero-car households)
- People are especially concerned about speed in this segment
- Intersections –
  - Missing curb cuts at a few crosswalks
  - Missing crosswalks at a few intersections
  - Missing pedestrian signal signs at a few crosswalks
  - Jasmine Street and 14<sup>th</sup> Street pedestrian pole in the southeast corner needs to be rotated for visibility and a crosswalk on the north leg was requested/observed by a stakeholder
- Bike Lane markings/signage should be reviewed; unclear where bicycle lane is located



- Sidewalk gaps exist on west side of 14<sup>th</sup> Street
- Five bicycle/pedestrian crashes between Sadler Road and Atlantic Avenue from January 2015 to August 2020. Two were at Woodrow Drive, one at TJ Courson Avenue, one at Elm Street and one fatal pedestrian crash at Fir Street
- The area between Sadler Road and TJ Courson/Park Avenue is perceived as unsafe, difficult to cross the street and to turn left - there are lots of driveways and stores, the roadway is wide with a center turn lane, no traffic signals, business signs/landscaping block views at driveways and 45 mph posted speed limit
- Lime Street and 14<sup>th</sup> St. – northbound, right-turn only and merge markings cause unsafe travel behaviors
- Hickory Street school zone and flashing beacons should be reviewed - consider fluorescent green school zone signs
- Survey comments stated that students also cross near Fir Street and the roadway is dark at this location
- Beech Street and 14<sup>th</sup> Street connects to middle and high schools
  - Missing crosswalk across 14<sup>th</sup> Street (northern leg)
  - Missing signage for the pedestrian push buttons at southwest and southeast corners
  - Consider separated curb ramps; large inlets on all corners may make it difficult to separate the curb ramps
- Atlantic Avenue and 14<sup>th</sup> Street –
  - A push button sign is missing in the southeast corner.
  - The southeast corner has two push buttons on one pole and it would be better to add another push button closer to the other crosswalk on a separate pole (at the westbound, south side of Atlantic Avenue)
  - Signal pole is in the middle of the sidewalk on the northwest corner

### Segment 3: North of Atlantic Avenue

- Topography issues at the intersection of 14<sup>th</sup> Street and Atlantic Avenue were noted from respondents of the public survey
- No sidewalks or bicycle lanes exist north of Broome Street
- Boat trailers and trucks make it challenging/unsafe for bicyclists
- 2-lane bridge on North 14<sup>th</sup> over Egans Creek is too narrow and visibility of oncoming traffic is poor
- Several challenges for placing a trail along North 14<sup>th</sup> Street were noted in Nassau County's Technical Memorandum regarding North 14<sup>th</sup> Street Multi-Use Trail Feasibility Assessment (2019)
  - Flood zones
  - Wetland crossings that may require increased embankment, relocated guardrail and wetland impacts that may need to be mitigated
  - Numerous grading and slope challenges which may require retaining walls and/or drainage improvements
  - Topography contributes to poor visibility
  - Protected trees located along the roadway
  - Numerous intersections and driveways along the east side
  - Existing power poles on the west side

## 6 – Recommended Enhancement Strategies

### Description of Recommendations

Based on this planning-level study of existing conditions, crash analysis and public outreach, several modifications are proposed to enhance safety along the 14<sup>th</sup> Street Corridor.

- **Consider a shared-use path along the east side of 14<sup>th</sup> Street from Amelia Island Parkway to the public boat ramp** – A shared use path is recommended to enhance bicycle and pedestrian safety and connectivity along the corridor. It is anticipated that the shared-use path will need to replace the existing sidewalk that is currently located between Amelia Island Parkway and Broome Street.
- **Add Shared Lane Markings to the Roundabout** – Based on the survey comments received, some bicyclists are unsure how they should maneuver through the 14<sup>th</sup> Street and Amelia Island Parkway roundabout. Adding Shared Lane Markings (“Sharrows”) to the east and west approaches of the roundabout is recommended. The Sharrows should be placed in the center of the travel lane to provide guidance to bicyclists so they can “command the lane”. This placement also informs drivers that cyclists are entitled to ride in the center of the lane for their safety. Additionally, the Bike Lane Ends sign (for westbound traffic) should be relocated prior to the right-turn bay to alert bicyclists to enter the through lane. The Short-Term Concept Plan is included Appendix K.
- **Add a traffic signal at Simmons Road** – In January 2020, an evaluation report for improvements to the Intersection of South 14<sup>th</sup> Street and Simmons Road concluded that a traffic signal is warranted at the 14<sup>th</sup> Street and Simmons Road intersection. The County implemented a four way stop as an interim control. Currently, the Bailey-Simmons/Amelia River-to-Sea Trail crosses 14<sup>th</sup> Street at Simmons Road. Additional recommendations from the report include:
  - Converting “the crosswalk on the east side of the intersection to a high-emphasis crosswalk.”
  - Adding “six-inch white striping along the returns where there are crosswalks.”
  - Refreshing “the stop bar on the westbound approach.”
  - Replacing “the CROSS ROAD signs (W2-1) on the northbound and southbound (approaches) with a SIGNAL AHEAD sign (W3-3) and an AHEAD plaque (W16-9P) with supplemental beacons on top.”
  - Removing the “BICYCLE/PEDESTRIAN sign assemblies with and without rapid rectangular flashing beacons (RRFB’s) (W11-15) assemblies, the STOP signs (R1-1) on the trail, and the street signs.”
- **Add a left-turn bay at Simmons Road** - It is recommended to restripe the northbound approach to Simmons Road to include a left-turn lane. Without widening a full-length turn bay cannot be provided, but a shortened turn bay would still allow for vehicles to exit the through lane. Adding left-turn lanes have a proven safety benefit of 28% - 48% reduction in total crashes. Additionally, the operation of the intersection will also be more efficient.



**Nearmap Image of the existing 14<sup>th</sup> Street and Simmons Road intersection**

- **Consider a roadway reconfiguration** – A roadway reconfiguration may improve safety for all road users. Consider replacing the center turn lane, located between Sadler Road and Atlantic Avenue, with raised medians and add turn lanes. Along with raised medians and turn lanes, the county may also want to consider a reduction in the number of through lanes. A median may provide opportunity to install pedestrian refuge islands and may help calm traffic and provide better mobility and access that accomodates the needs of pedestrians with fewer lanes to cross and potentially more space for a wider bicycle lane and/or shared-use path. The Nassau County Mobility Plan Report identifies 14<sup>th</sup> Street Safety Improvements from Sadler Road to Hickory Street. These improvements include median and bike lane restriping and a shared use path. The improvements are intended to enhance safety, mobility and system preservation.
- **Remove right-turn lane at Lime Street** - At the Lime Street and 14<sup>th</sup> Street intersection the northbound outside lane is marked as a right-turn only lane. However, during field visits it was noted vehicles still proceed straight through the intersection in the outside lane. On the northside of the intersection, the outside lane still exists and immediately becomes a merge lane. In the short-term, it is recommended that the merge lane be replaced with gore markings. It is also recommended to add two more right turn arrows and ONLY pavement markings and an additional “Right Lane Must Turn Right” sign. In



the long-term this area is needed within the right-of-way to construct a shared use path and this pavement will be removed and the curb line brought in.

- **Add/Improve bicycle lane markings and signage** so that both bicyclists and motorists are clearer about where the bicycle lane is located.
- **Add flexible retroreflective backplates** to all existing signal heads without backplates. Signal heads that have backplates equipped with retroreflective borders are more visible in both daytime and nighttime conditions. This has a proven safety benefit of 15% reduction in total crashes.
- **Add special emphasis crosswalks** where they are missing and other enhancements to improve safety at the intersections. Other potential enhancements are listed in the previous section of this report and include adding missing signage to pedestrian signals.
- **Eliminate sidewalk gaps** – Fill in sidewalk gaps on the west side of 14<sup>th</sup> Street, generally between Sadler Road and Atlantic Avenue.

### Limitations and Cost Considerations

South of Sadler Road, numerous cross drains and side drains are along/beneath 14<sup>th</sup> Street. Constructing a shared use path along the east side will require piping the existing ditches and extending the existing cross drains. This may require permitting with the SJRWMD, due to the reduced capacity of the existing swales or ditches. Piping the ditches may also require extensive drainage design. North of Sadler Road, a full 4-foot clear zone front and back of the 10-foot shared use path may not be obtainable within the ROW.

Appendix I illustrates a potential shared-use path along the east side of 14<sup>th</sup> Street, between Amelia Island Parkway and the public boat ramp, and potential constrained areas. GIS Parcel lines were used to determine areas of constrained right-of-way by assuming a minimum of 18 feet is needed (4-foot clear zone on both sides of the shared use path and a 10-foot path). Conflict areas were determined by having less than 18 feet between the back of curb and the right-of-way. Areas with less than three feet of conflict were not added to the constrained areas list because it is recommended that in these areas the clear zone requirement be reduced.

There are five options in these constrained areas:

1. Reduce the clear zone distances
2. Reduce the width of the shared use path (minimum 8 feet)
3. Buy right-of-way or a sidewalk easement
4. Lane reduction to allow for additional room (only in certain locations)
5. Remove right-turn bays (only in certain locations)

The potential constrained areas are listed in Table 10.



Table 10. Shared-Use Path – Potential Constrained Areas

| Clear Zone Conflict Area | Location  |
|--------------------------|---|
| Conflict Area 1          | From 150 feet south of Robin Hood Dr to Robin Hood Dr |
| Conflict Area 2          | From Lime St to 200 feet south of Jasmine St          |
| Conflict Area 3          | From 200 feet south of Jasmine St to Jasmine St       |
| Conflict Area 4          | From Jasmine St to 200 feet south of Hickory St       |
| Conflict Area 5          | From 200 feet south of Hickory St to Hickory St       |
| Conflict Area 6          | From Hickory St to 250 feet north of Hickory St       |
| Conflict Area 7          | From 175 feet south of Atlantic Ave to Atlantic Ave   |
| Conflict Area 8          | From Atlantic Ave to Alachua St                       |
| Conflict Area 9          | From Alachua St to Broome St                          |

Source: ETM, 2021

Additionally, existing wetlands along 14<sup>th</sup> may be impacted which will require a SJRWMD permit and potential wetland mitigation. Some areas within flood zones will need to be carefully designed to minimize these impacts.

Appendix J contains a cost estimate for a 10-foot shared-use path on the east side of 14<sup>th</sup> Street from Amelia Island Parkway to the public boat ramp. The cost does not include resolving constraints or constructing a path on the N. 14<sup>th</sup> Street bridge.

#### Additional Considerations and Next Steps

- Consider additional review of the school zone near Hickory Street - Review flashing beacons. Consider additional study to observe/count students crossing in and near the school zone to determine if students are crossing outside the zone and/or if there are any additional needs.
- Consider taking pedestrian and bicycle counts in the corridor to determine any mid-block crossing needs/issues.
- Consider a more detailed examination of potential shade and pedestrian lighting enhancements within the corridor.
- Consider targeted enforcement efforts for motorists not yielding to pedestrians and bicyclists, perhaps as part of a safety campaign. Also consider targeted outreach efforts to educate pedestrians and bicyclists about safety within the corridor.
- A shared-use path on the North 14<sup>th</sup> bridge over Egans Creek requires further study of options as the bridge is too narrow for a shared-use path.

Next Steps to consider: Review the potential constraints and potential options available to construct a shared-use path. Confirm and prioritize the potential modifications for funding.





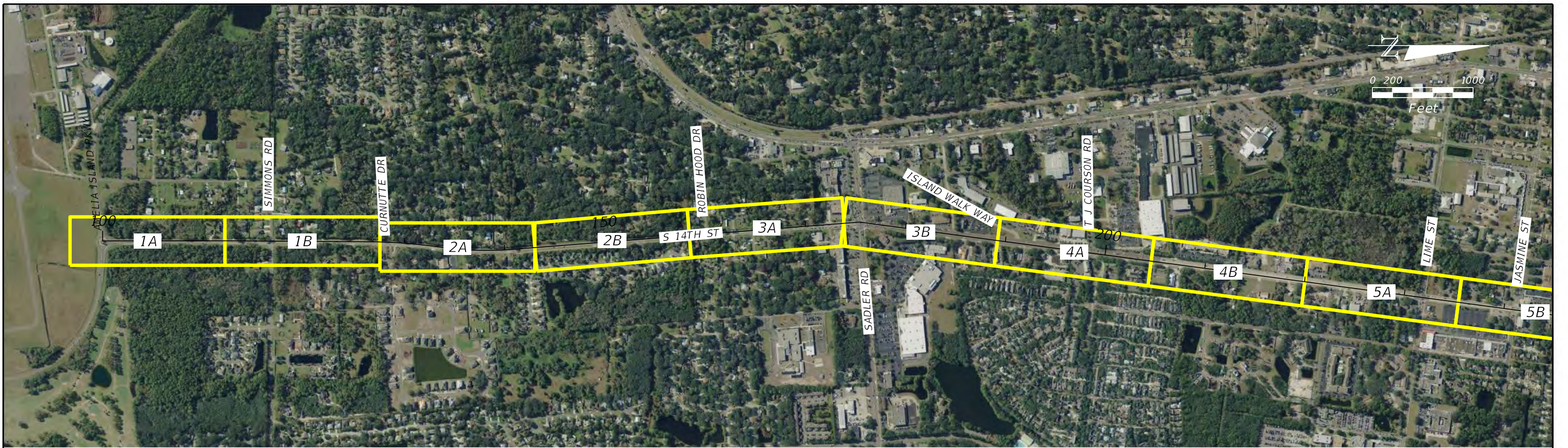
# APPENDICES



APPENDIX A1:

CONDITIONS DIAGRAM (WITH AERIAL PHOTOGRAPHY)





**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thibault & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
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 Registry - 2584 LC - 0000316

ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860

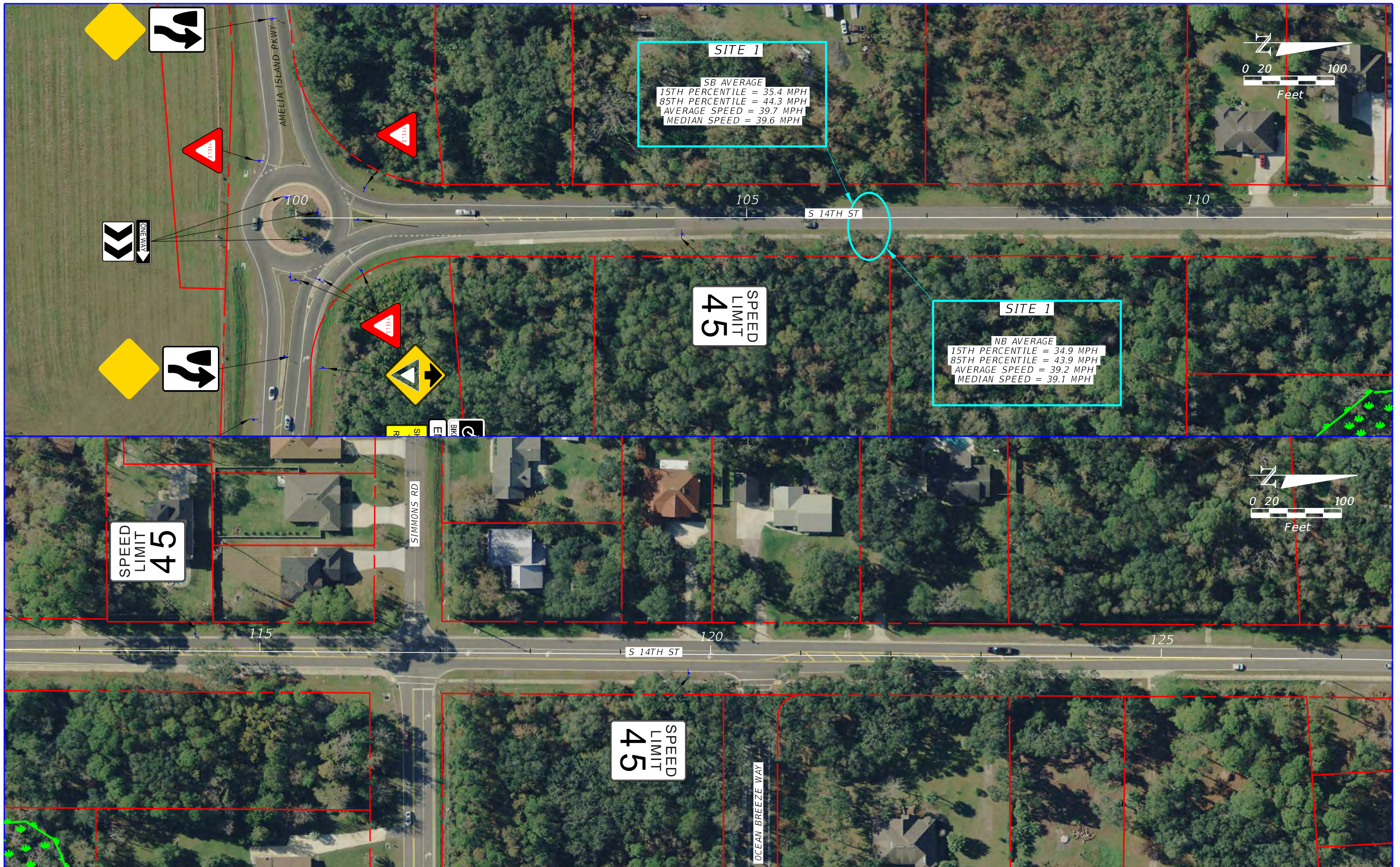


**KEY SHEET**  
**14TH ST BIKE/PED STUDY**

SHEET NO.

1





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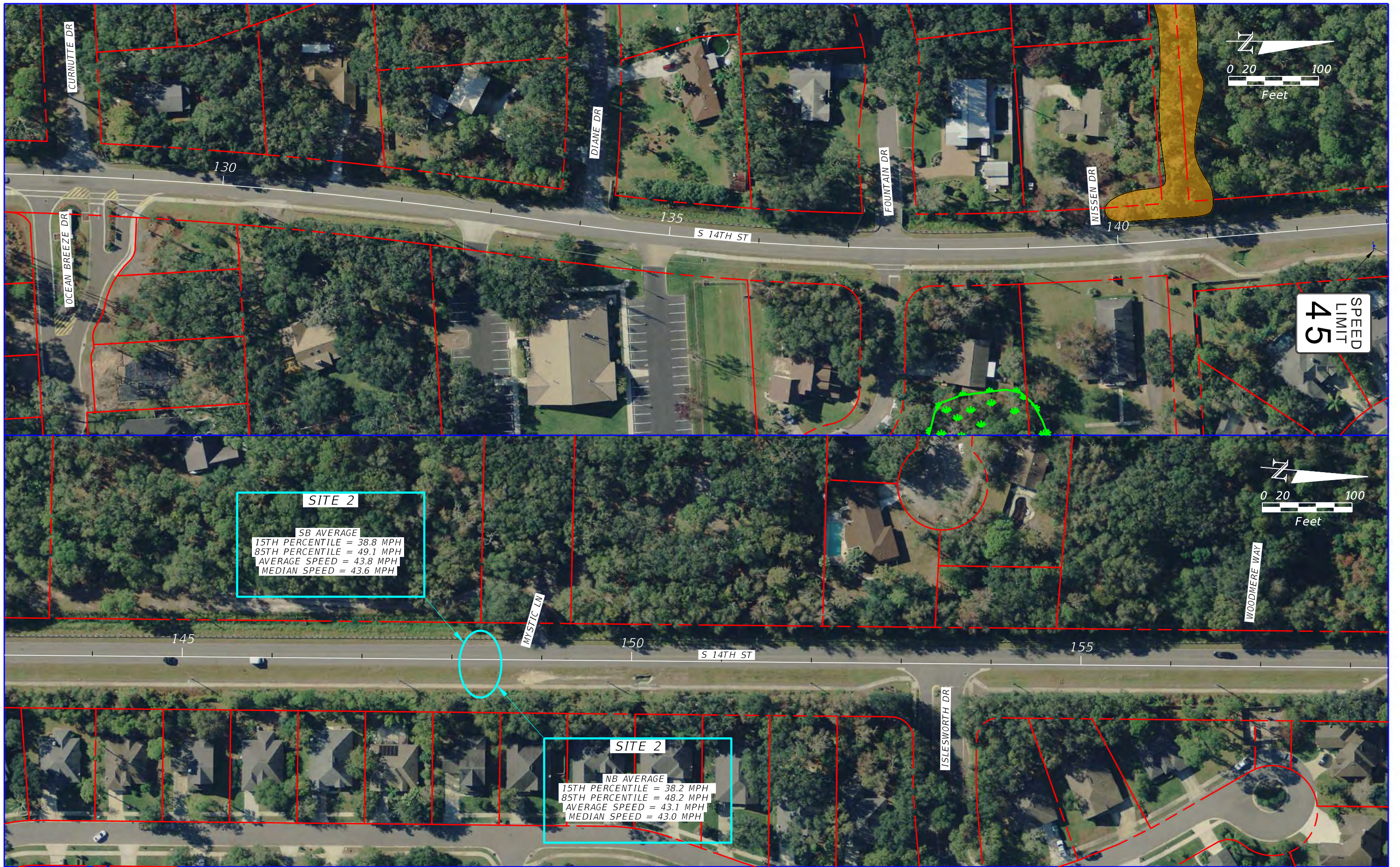
**England-Thing & Miller, Inc.**  
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 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316

**NORTH FLORIDA TPO**

**CONDITION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
 1





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

**ETM** England-Thing & Miller, Inc.  
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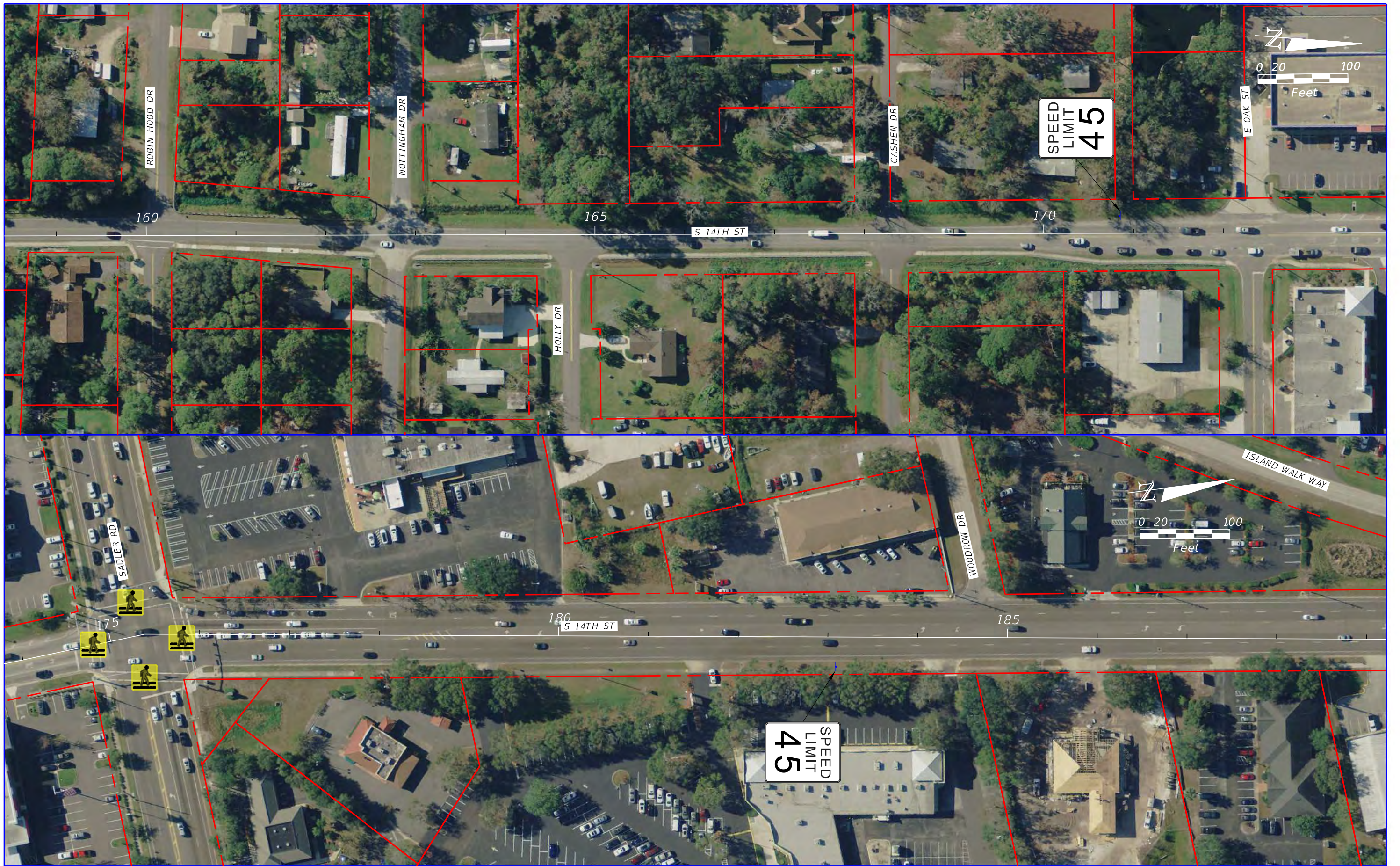
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CONDITION DIAGRAM  
 14TH ST BIKE/PED STUDY

SHEET NO.  
 2





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

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CONDITION DIAGRAM  
 14TH ST BIKE/PED STUDY

SHEET NO.  
 3





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

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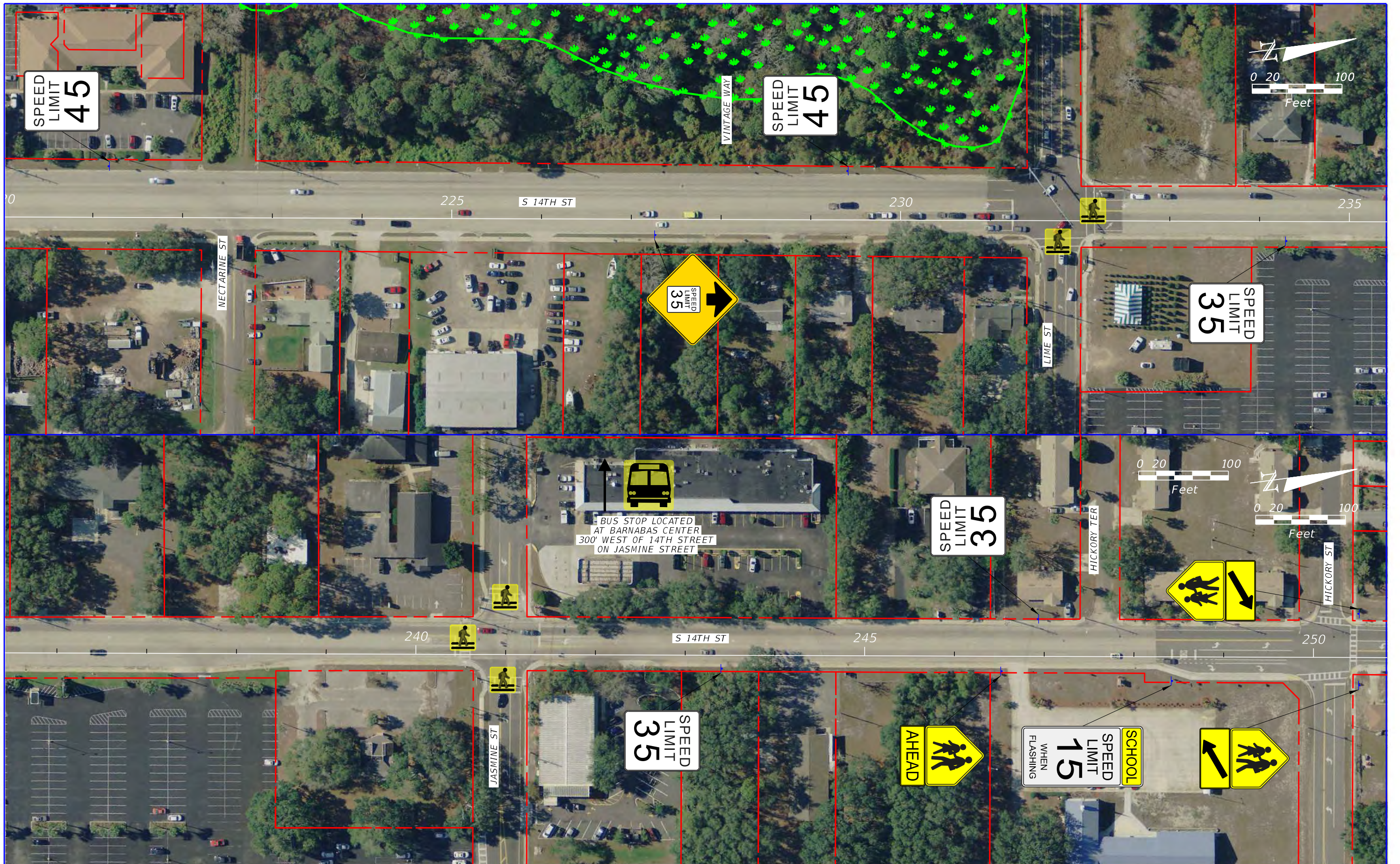
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CONDITION DIAGRAM  
 14TH ST BIKE/PED STUDY

SHEET NO.  
 4





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

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CONDITION DIAGRAM  
 14TH ST BIKE/PED STUDY

SHEET NO.  
 5





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

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CONDITION DIAGRAM  
 14TH ST BIKE/PED STUDY

SHEET NO.  
 6





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

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CONDITION DIAGRAM  
 14TH ST BIKE/PED STUDY

SHEET NO.  
 7





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

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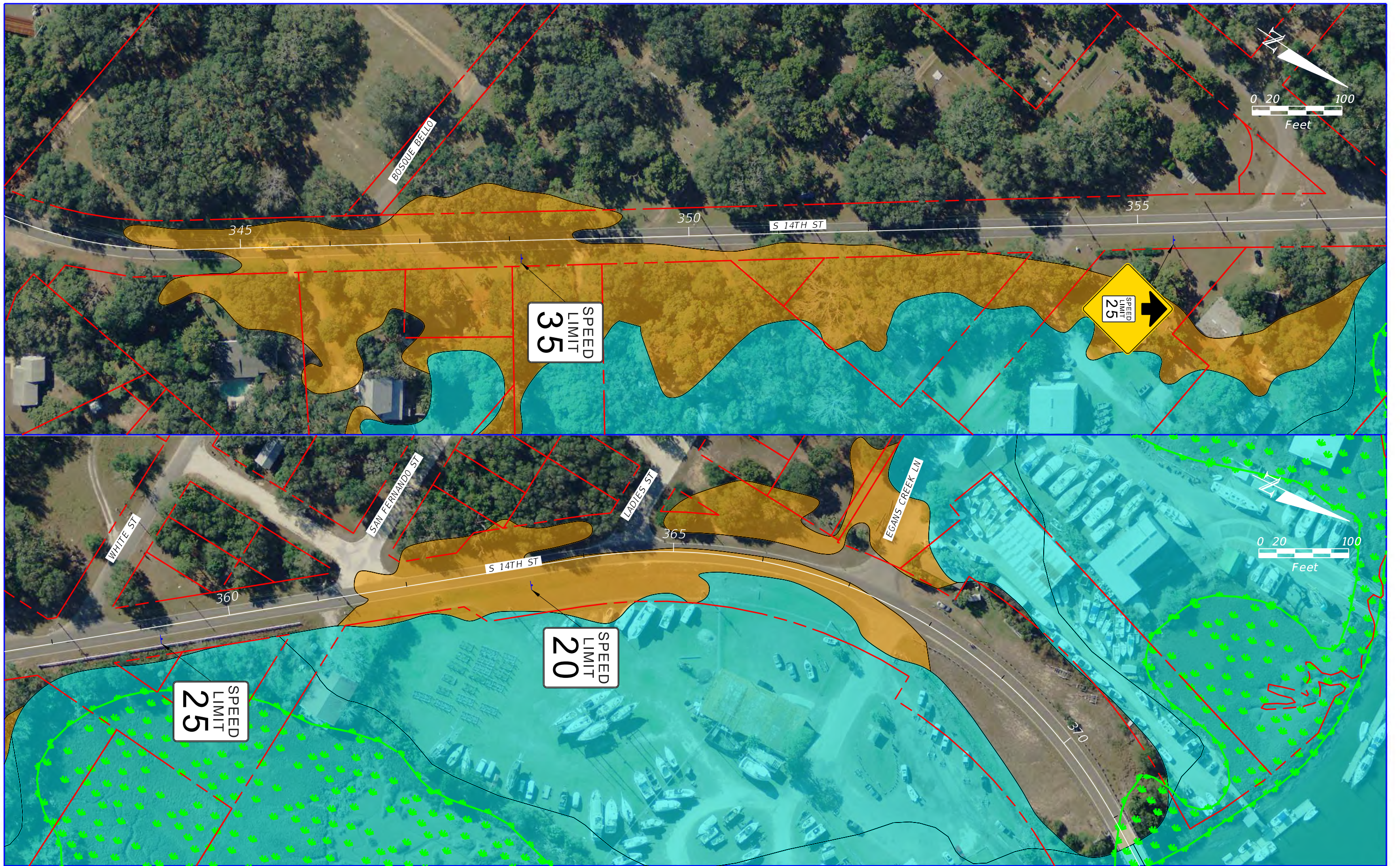
ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



CONDITION DIAGRAM  
 14TH ST BIKE/PED STUDY

SHEET NO.  
 8





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

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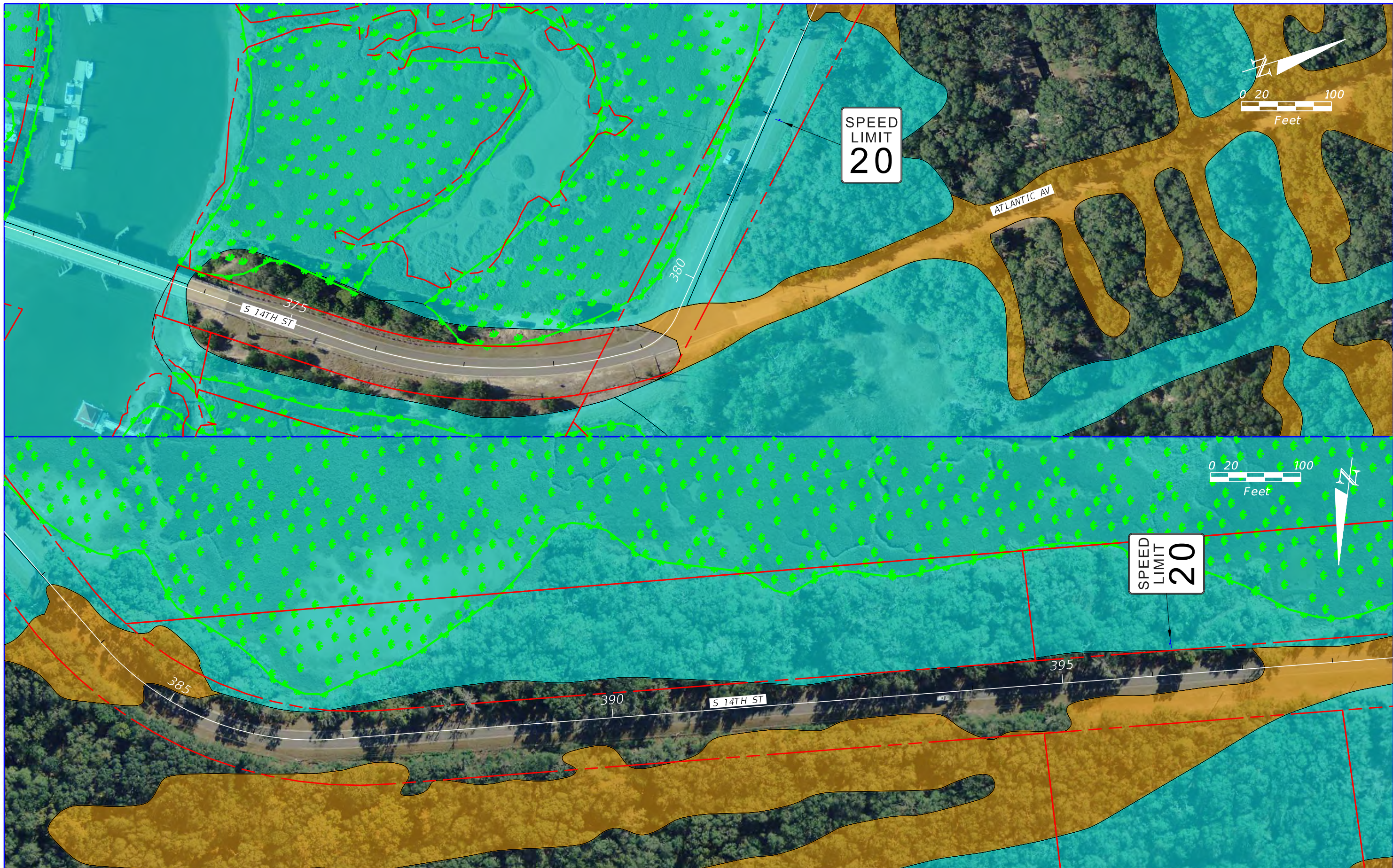
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**CONDITION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
 9





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

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CONDITION DIAGRAM  
 14TH ST BIKE/PED STUDY

SHEET NO.  
 10





LEGEND (GIS BASED DATA)

- FLOOD ZONE AE
- 0.2% ANNUAL CHANCE FLOOD HAZARD
- WETLANDS
- PROTECTED PEDESTRIAN CROSSWALK
- RIGHT-OF-WAY

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*CONDITION DIAGRAM*  
*14TH ST BIKE/PED STUDY*

SHEET NO.  
 11

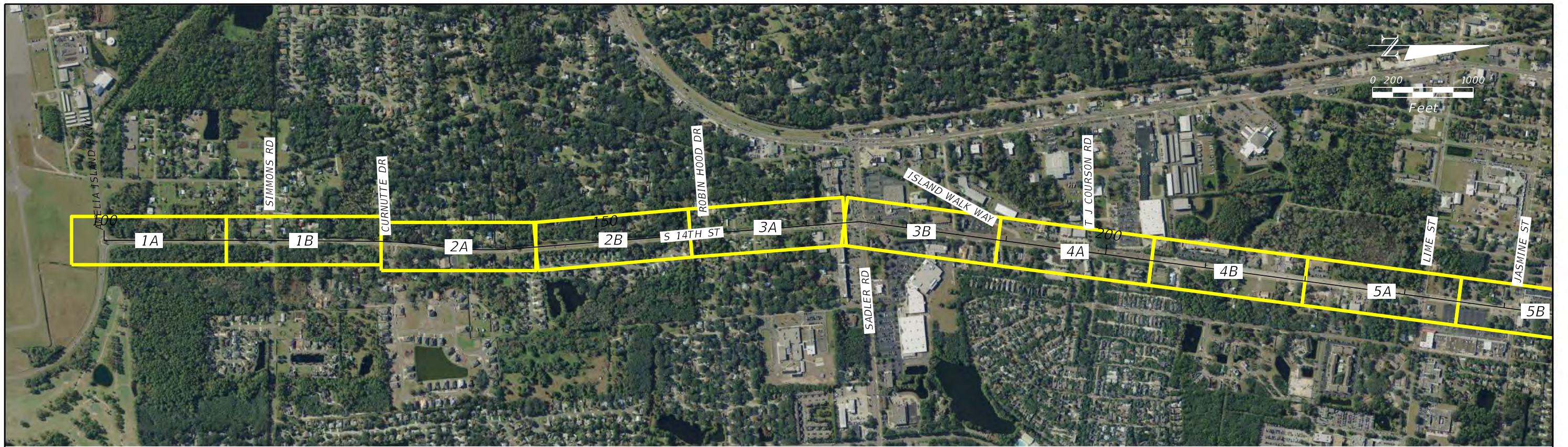
APPENDIX A2:

COLLISION DIAGRAM (WITH AERIAL PHOTOGRAPHY)









**ETM**  
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**KEY SHEET**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
 1





| LEGEND |   |
|--------|---|
|        | CRASH NUMBER<br>INJURY SEVERITY<br>1 = NO INJURY<br>2 = POSSIBLE INJURY<br>3 = NON-INCAPACITATING<br>4 = INCAPACITATING<br>5 = FATALITY |
|        | VEHICLE DIRECTION   |
|        | PEDESTRIAN  |
|        | BIKE  |
|        | REAR END  |
|        | LEFT-TURN   |
|        | OUT OF CONTROL  |
|        | ANGLE   |
|        | OBJECT  |
|        | FATALITY  |

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**NORTH FLORIDA TPO**

**COLLISION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

|           |   |
|-----------|---|
| SHEET NO. | 1 |
|-----------|---|





| LEGEND |                        |
|--------|------------------------|
|        | CRASH NUMBER           |
|        | INJURY SEVERITY        |
|        | 1 = NO INJURY          |
|        | 2 = POSSIBLE INJURY    |
|        | 3 = NON-INCAPACITATING |
|        | 4 = INCAPACITATING     |
|        | 5 = FATALITY           |
|        | YEAR                   |
|        | VEHICLE DIRECTION      |
|        | PEDESTRIAN             |
|        | REAR END               |
|        | OUT OF CONTROL         |
|        | FATALITY               |
|        | ANGLE                  |
|        | LEFT-TURN              |
|        | OBJECT                 |

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**NORTH FLORIDA TPO**

**COLLISION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
 2





**LEGEND**

|                        |                   |            |        |
|------------------------|-------------------|------------|--------|
| CRASH NUMBER<br>XX-X   | VEHICLE DIRECTION | PEDESTRIAN | ANGLE  |
| 1 = NO INJURY          | REAR END          | LEFT-TURN  | OBJECT |
| 2 = POSSIBLE INJURY    | OUT OF CONTROL    |            |        |
| 3 = NON-INCAPACITATING |                   |            |        |
| 4 = INCAPACITATING     |                   |            |        |
| 5 = FATALITY           |                   |            |        |
| YEAR                   | FATALITY          |            |        |

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**NORTH FLORIDA TPO**

**COLLISION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
3





**LEGEND**

|   |                   |            |        |
|---|-------------------|------------|--------|
| CRASH NUMBER<br>INJURY SEVERITY<br>1 = NO INJURY<br>2 = POSSIBLE INJURY<br>3 = NON-INCAPACITATING<br>4 = INCAPACITATING<br>5 = FATALITY | VEHICLE DIRECTION | PEDESTRIAN | ANGLE  |
| FATALITY  | REAR END          | LEFT-TURN  | OBJECT |
|   | OUT OF CONTROL    |            |        |

**ETM** England-Thing & Miller, Inc.  
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**NORTH FLORIDA TPO**

**COLLISION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
4





**LEGEND**

|  |   |  |                      |  |            |  |        |
|--|---|--|----------------------|--|------------|--|--------|
|  | CRASH NUMBER<br>INJURY SEVERITY<br>1 = NO INJURY<br>2 = POSSIBLE INJURY<br>3 = NON-INCAPACITATING<br>4 = INCAPACITATING<br>5 = FATALITY |  | VEHICLE<br>DIRECTION |  | PEDESTRIAN |  | ANGLE  |
|  | FATALITY  |  | REAR END             |  | LEFT-TURN  |  | OBJECT |
|  |   |  | OUT OF CONTROL       |  |            |  |        |

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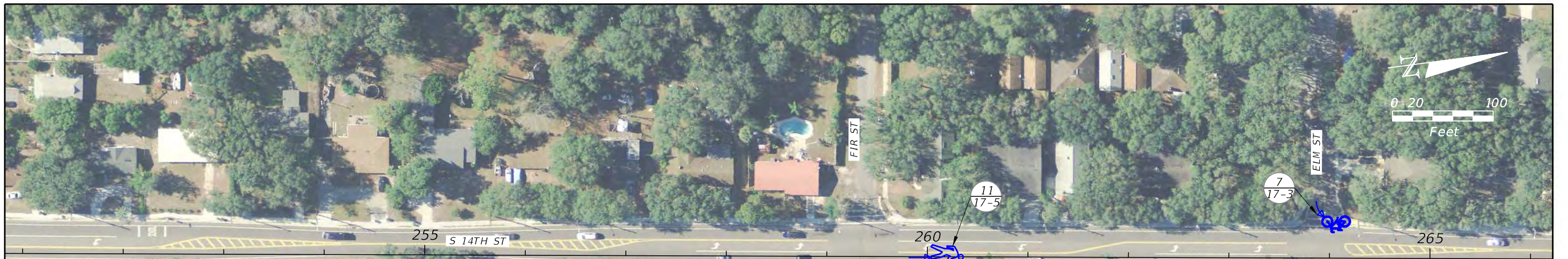
ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860

**NORTH FLORIDA TPO**

**COLLISION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
5





| LEGEND |                    |  |                   |
|--------|--------------------|--|-------------------|
|        | CRASH NUMBER       |  | VEHICLE DIRECTION |
| 1      | NO INJURY          |  | PEDESTRIAN        |
| 2      | POSSIBLE INJURY    |  | REAR END          |
| 3      | NON-INCAPACITATING |  | LEFT-TURN         |
| 4      | INCAPACITATING     |  | OUT OF CONTROL    |
| 5      | FATALITY           |  | OBJECT            |
| YEAR   |                    |  | ANGLE             |

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**NORTH FLORIDA TPO**

**COLLISION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
 6





| LEGEND |   |
|--------|---|
|        | CRASH NUMBER<br>INJURY SEVERITY<br>1 = NO INJURY<br>2 = POSSIBLE INJURY<br>3 = NON-INCAPACITATING<br>4 = INCAPACITATING<br>5 = FATALITY |
|        | VEHICLE DIRECTION   |
|        | PEDESTRIAN  |
|        | REAR END  |
|        | OUT OF CONTROL  |
|        | ANGLE   |
|        | LEFT-TURN   |
|        | OBJECT  |
|        | FATALITY  |

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**COLLISION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

|           |   |
|-----------|---|
| SHEET NO. | 7 |
|-----------|---|





**LEGEND**

|  |                        |  |                   |  |            |  |        |
|--|------------------------|--|-------------------|--|------------|--|--------|
|  | CRASH NUMBER           |  | VEHICLE DIRECTION |  | PEDESTRIAN |  | ANGLE  |
|  | 1 = NO INJURY          |  | REAR END          |  | LEFT-TURN  |  | OBJECT |
|  | 2 = POSSIBLE INJURY    |  | OUT OF CONTROL    |  |            |  |        |
|  | 3 = NON-INCAPACITATING |  |                   |  |            |  |        |
|  | 4 = INCAPACITATING     |  |                   |  |            |  |        |
|  | 5 = FATALITY           |  |                   |  |            |  |        |
|  | FATALITY               |  |                   |  |            |  |        |

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**NORTH FLORIDA TPO**

**COLLISION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
 8





**LEGEND**

|  |   |  |                      |  |            |  |        |
|--|---|--|----------------------|--|------------|--|--------|
|  | CRASH NUMBER<br>INJURY SEVERITY<br>1 = NO INJURY<br>2 = POSSIBLE INJURY<br>3 = NON-INCAPACITATING<br>4 = INCAPACITATING<br>5 = FATALITY |  | VEHICLE<br>DIRECTION |  | PEDESTRIAN |  | ANGLE  |
|  | FATALITY  |  | REAR END             |  | LEFT-TURN  |  | OBJECT |
|  |   |  | OUT OF CONTROL       |  |            |  |        |

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**NORTH FLORIDA TPO**

**COLLISION DIAGRAM**  
**14TH ST BIKE/PED STUDY**

SHEET NO.  
 9





| LEGEND |   |  |                   |
|--------|---|--|-------------------|
|        | CRASH NUMBER<br>INJURY SEVERITY<br>1 = NO INJURY<br>2 = POSSIBLE INJURY<br>3 = NON-INCAPACITATING<br>4 = INCAPACITATING<br>5 = FATALITY |  | VEHICLE DIRECTION |
|        | FATALITY  |  | PEDESTRIAN        |
|        |   |  | REAR END          |
|        |   |  | OUT OF CONTROL    |
|        |   |  | ANGLE             |
|        |   |  | LEFT-TURN         |
|        |   |  | OBJECT            |

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**NORTH FLORIDA TPO**

**COLLISION DIAGRAM  
 14TH ST BIKE/PED STUDY**

SHEET NO.  
 10





Large empty area for drawing the collision diagram, bounded by dotted lines.

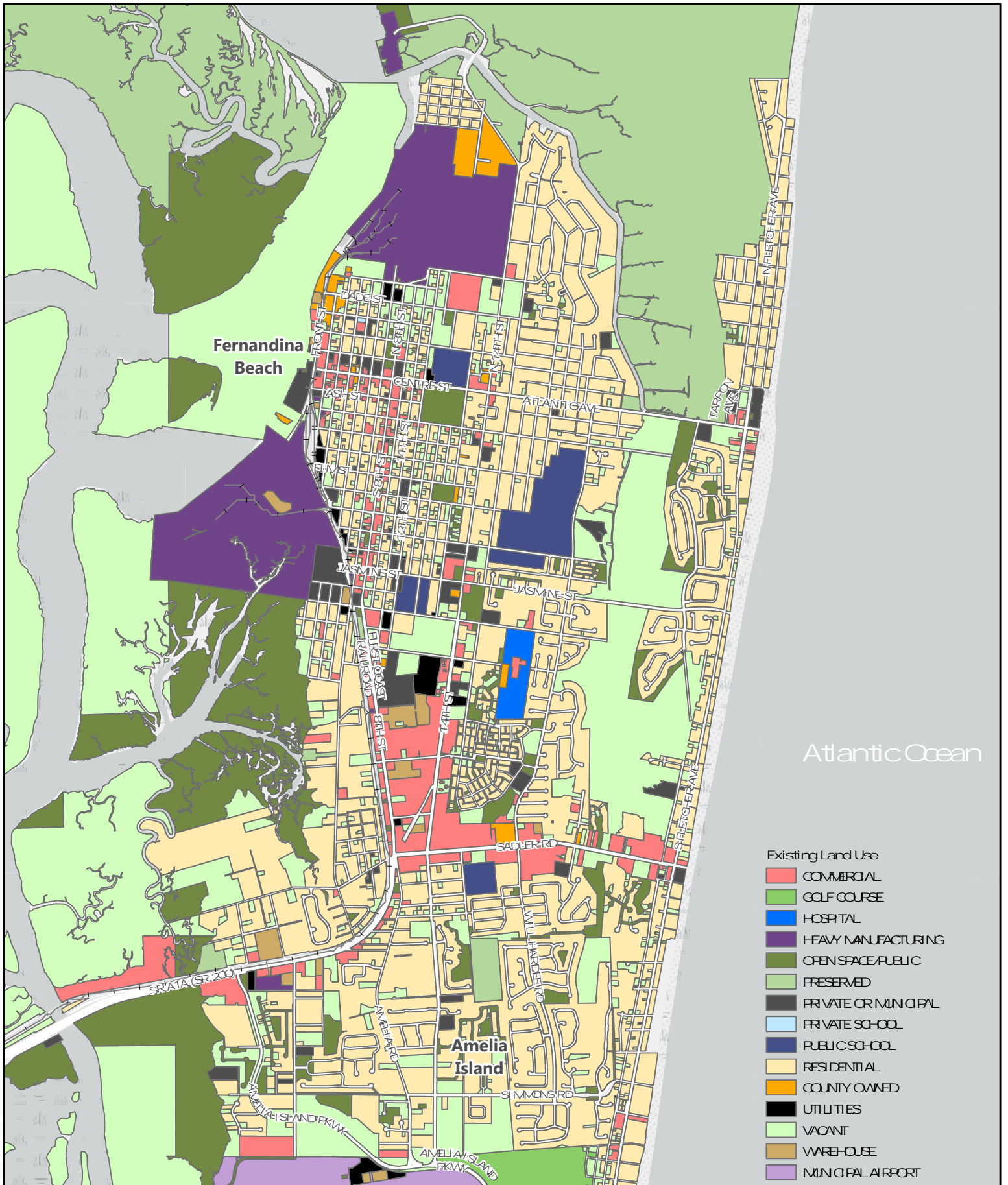
|   |   |  |  |   |                                |
|---|---|--|--|---|--------------------------------|
| <p>CRASH NUMBER<br/>INJURY SEVERITY</p> <p>1 = NO INJURY<br/>2 = POSSIBLE INJURY<br/>3 = NON-INCAPACITATING<br/>4 = INCAPACITATING<br/>5 = FATALITY</p> <p>YEAR</p> | <p><b>LEGEND</b></p> <p>→ VEHICLE DIRECTION</p> <p>PEDESTRIAN</p> <p>REAR END</p> <p>OUT OF CONTROL</p> <p>ANGLE</p> <p>LEFT-TURN</p> <p>OBJECT</p> <p>FATALITY</p> | <p><b>ETM</b> England-Thompson &amp; Miller, Inc.<br/>14775 Old St. Augustine Road<br/>Jacksonville, FL 32258<br/>TEL: (904) 642-8990<br/>FAX: (904) 646-9485<br/>Registry - 2584 LC - 0000316</p> <p>ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860</p> |  | <p><b>COLLISION DIAGRAM</b><br/><b>14TH ST BIKE/PED STUDY</b></p> | <p>SHEET NO.<br/><b>11</b></p> |
|---|---|--|--|---|--------------------------------|



APPENDIX B:  
ADDITIONAL GIS MAPS

- Land Use
- Community destination
- Percent Households with No Vehicles Available
- Percent Low income
- Percent Minority
- Overall Crashes
- Bicycle and Pedestrian Crashes
- FEMA





# Existing Land Use

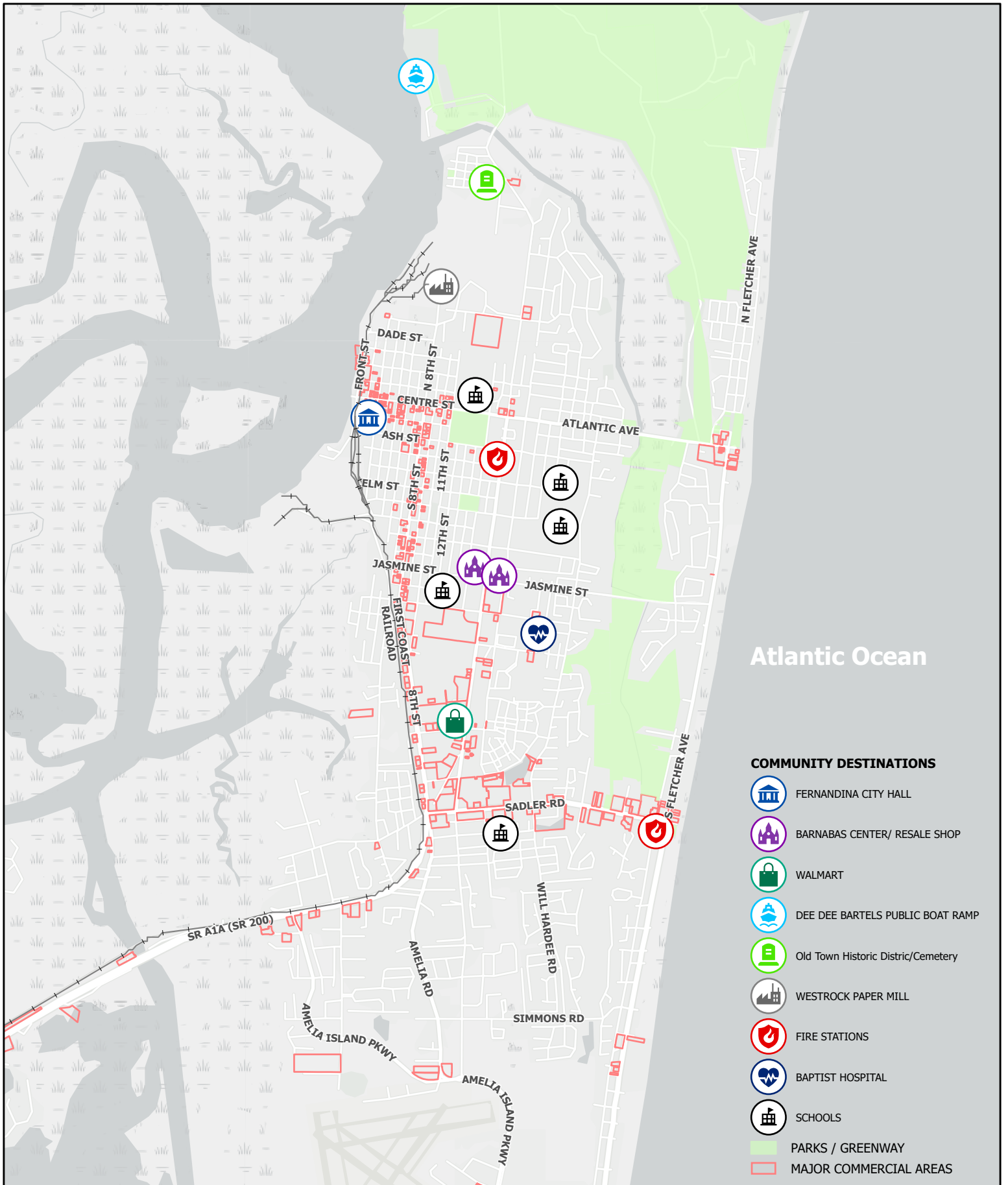
## 14th Street Bypass and Pedestrian Safety Study

Source: Nassau County Property Appraiser, 2019



0 3,000  
Feet

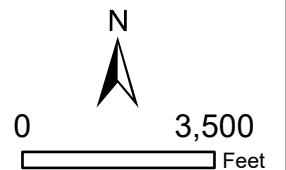




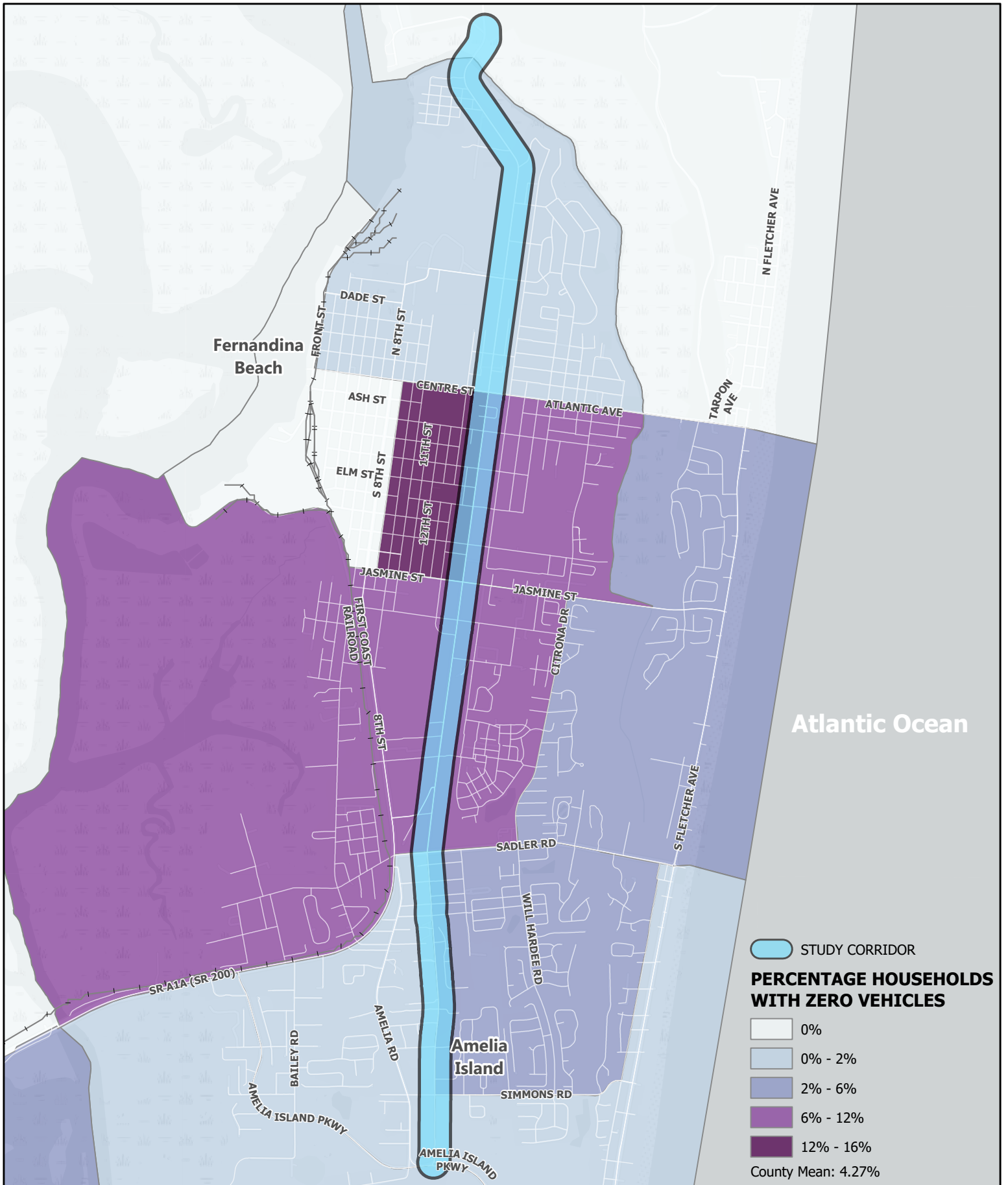
# Community Destinations

14th Street Bicycle and Pedestrian Safety Study

Source: Nassau County Property Appraiser, 2019



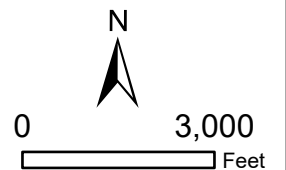




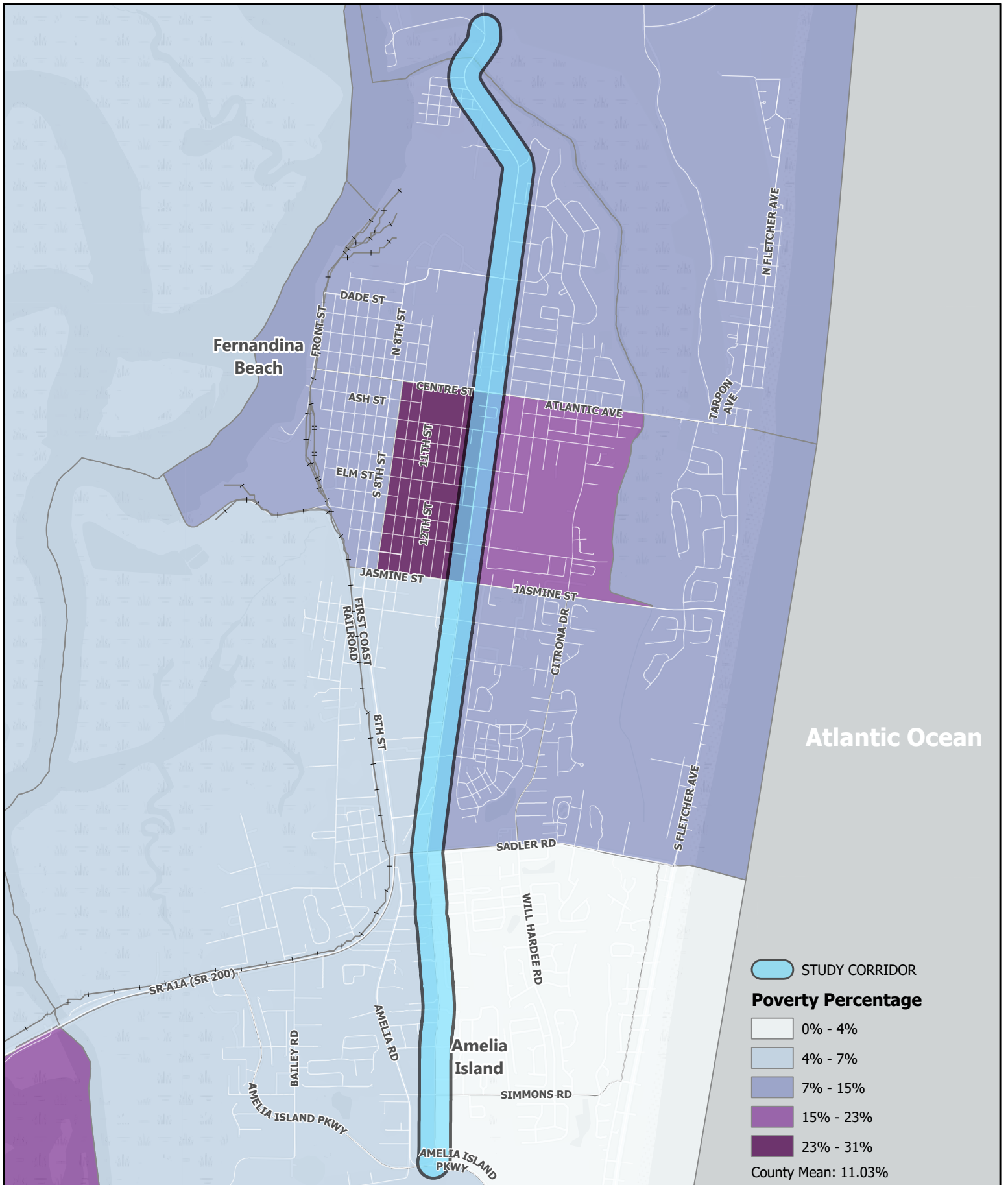
# Percent Zero Vehicle Households

## 14th Street Bicycle and Pedestrian Safety Study

Source: Nassau County, U.S Census Bureau American Community Survey Table B25044, 2018 5-Year Data



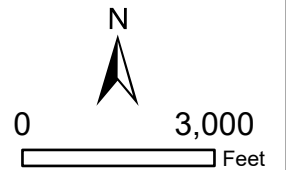




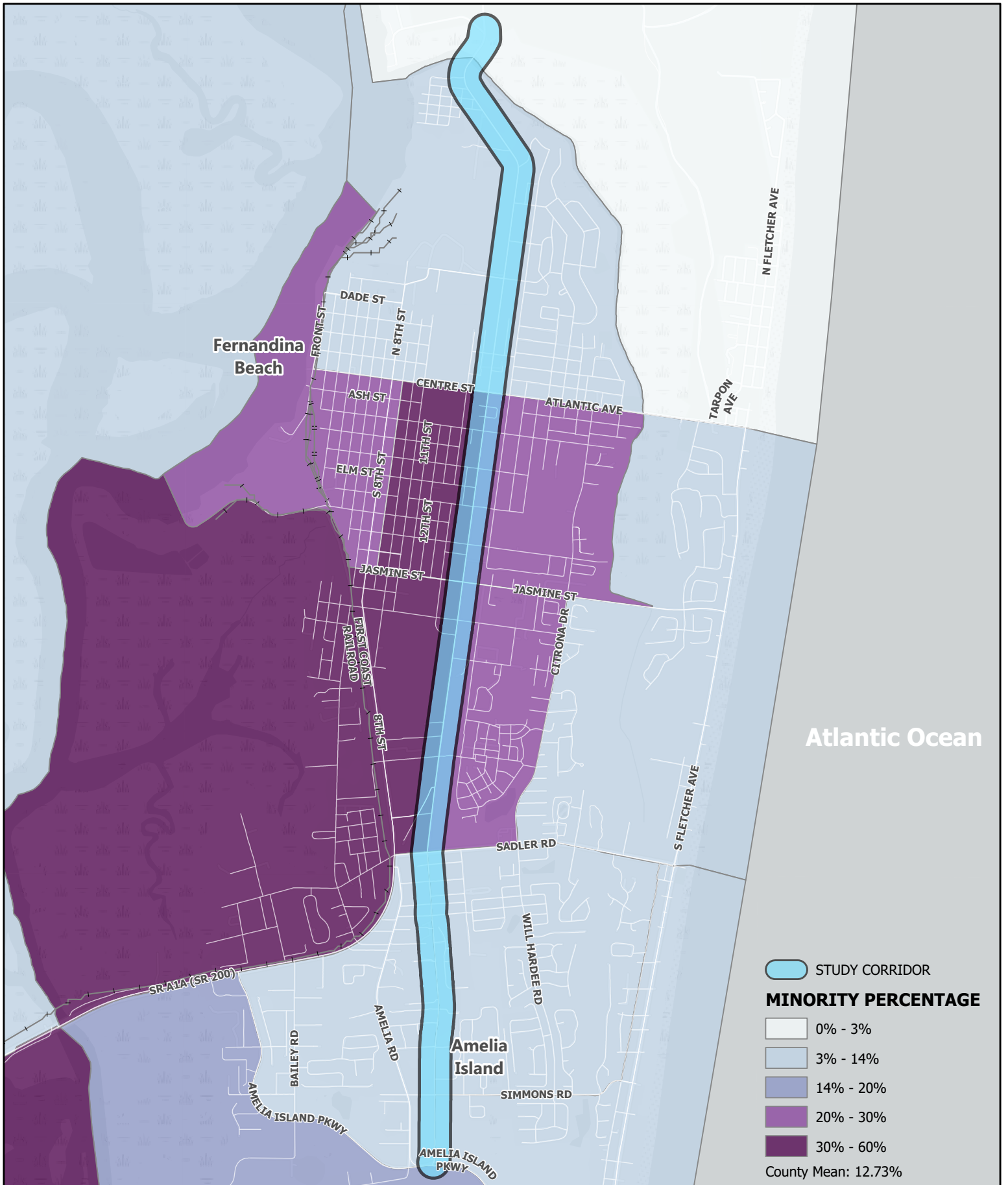
# Percent Below Poverty Level

## 14th Street Bicycle and Pedestrian Safety Study

Source: Nassau County, U.S Census Bureau American Community Survey Table B17017, 2018 5-Year Data



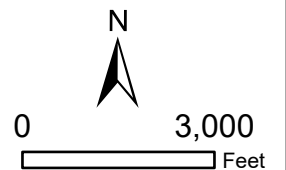




# Percent Minority Population

## 14th Street Bicycle and Pedestrian Safety Study

Source: Nassau County, U.S Census Bureau American Community Survey Table B03002, 2018 5-Year Data



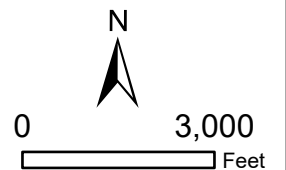




# Crash Severity

## 14th Street Bicycle and Pedestrian Safety Study

Source: Nassau County, Signal Four Analytics, 2017-2019



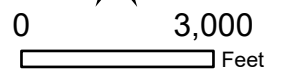




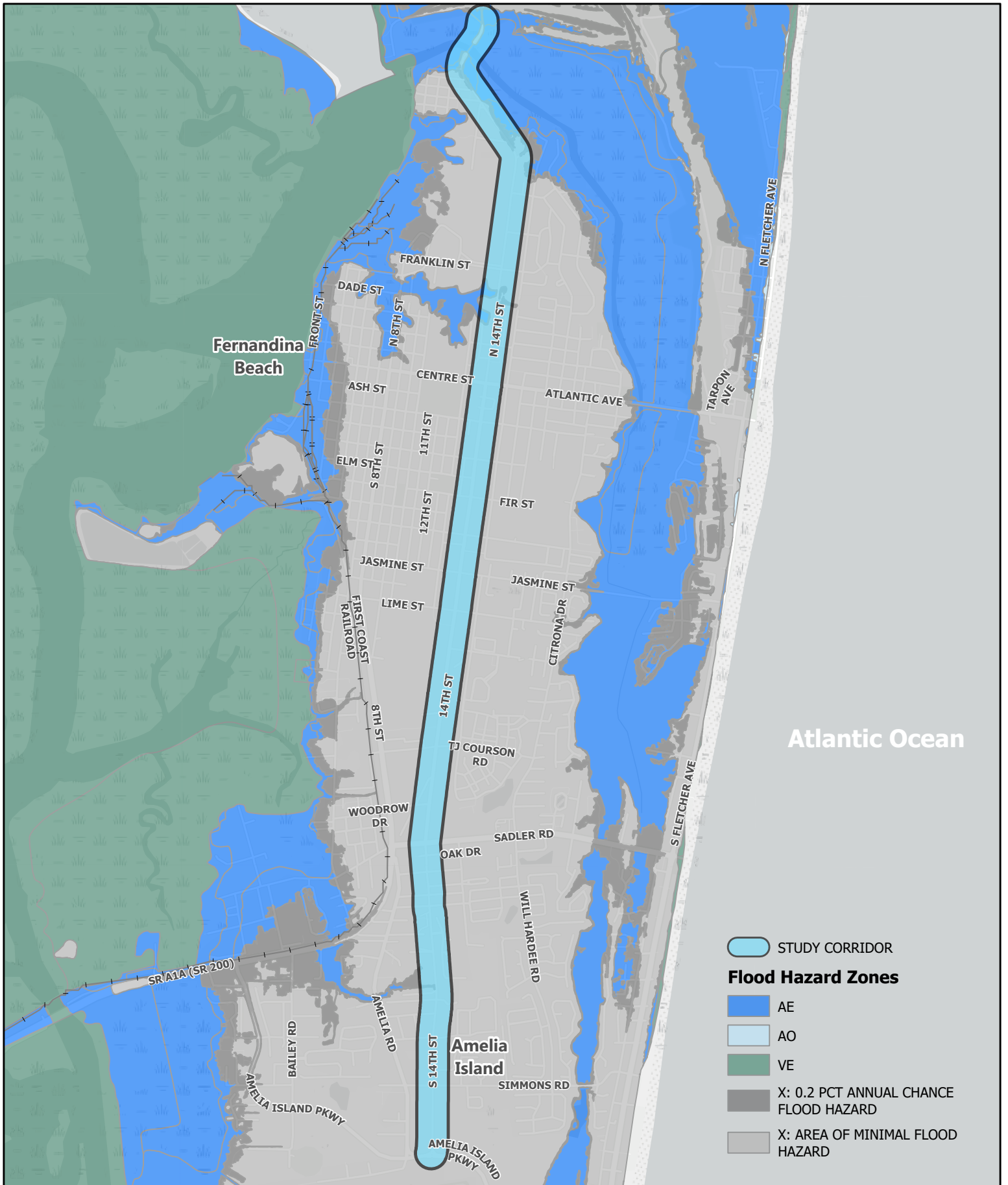
# Bicycle and Pedestrian Crash Severity

## 14th Street Bicycle and Pedestrian Safety Study

Source: Nassau County, Signal Four Analytics, 2017-2019



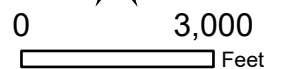




# FEMA Flood Hazard Zones

## 14th Street Bicycle and Pedestrian Safety Study

Source: Nassau County, FEMA (2018)





APPENDIX C:

PLANS, STUDIES AND PROJECTS



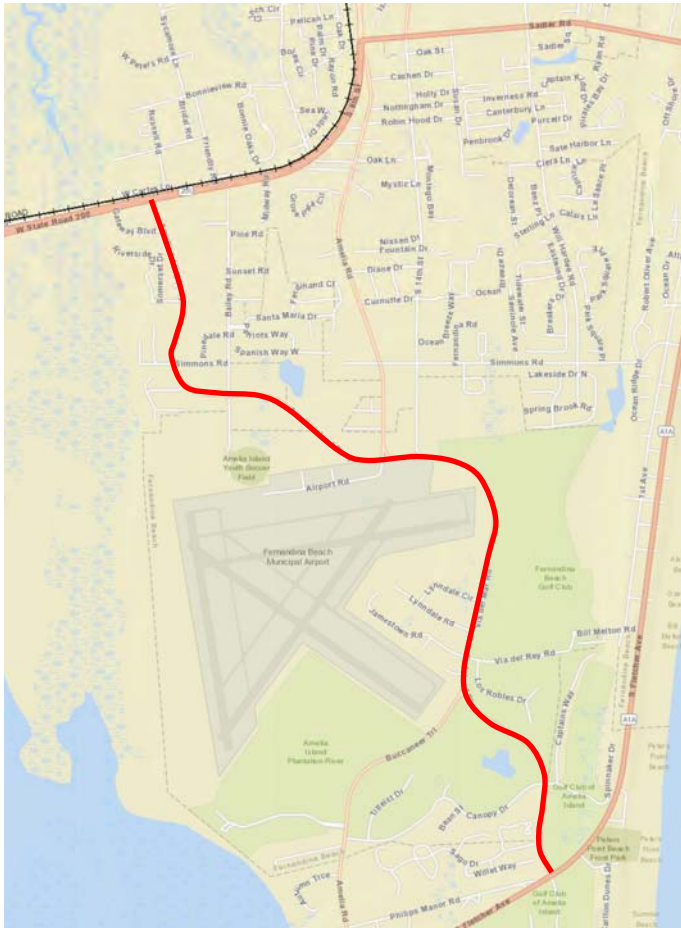


Engineering Services

Updated July 9, 2020

# Amelia Island Parkway Multi-Use Trail

## Project Photo



## Current Status:

- FDOT LAP funding Agreement executed in February
- Design is underway

## Project Team Members:

Engineering Firm: STV Engineering

Contractor: TBD

Construction Engineering Inspection: TBD

Project Manager: Robert T. Companion, PE

## Project

### Project Limits:

- From South Fletcher Avenue to SR 200 (3.2 miles)

### Project Goals:

- Construct a multi-use trail for pedestrian cyclists

### Construction Activities:

- Construct an asphalt trail, 8' to 10' in width
- Install drainage improvements
- Install landscaping
- Install signage and flashing beacons for intersection crossings

### Project Schedule:

- Design Underway
- Construction to begin in 2023



## TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS

The Transportation Alternatives Program (TAP) was authorized under Moving Ahead for Progress in the 21st Century Act (MAP-21). North Florida TPO Staff requested input from member counties, cities and authorities for proposed multi-use trail projects within the North Florida TPO area. Staff also requested input from the school boards and districts within the North Florida TPO area for the School Safety Walks projects. The following table includes multi-use Trail and School Safety Walks projects submitted for funding in FY 2025/2026.

| MULTI-USE TRAILS    |   |  |                |                |
|---------------------|---|--|----------------|----------------|
| Rank                | Project Name  | Limits   | Estimated Cost | Status         |
| CONSTRUCTION FUNDED |   |  |                |                |
|                     | Amelia Island Parkway Multi-Use Trail, Phase 2, <i>Nassau County</i>  | Bailey Road to 14 <sup>th</sup> St   | \$876,107      | Const FY 23/24 |
|                     |   | SR A1A/8 <sup>th</sup> Street to Bailey Road   | \$166,500 PE   | PE FY 19/20    |
|                     |   | SR A1A/Fletcher Avenue to Via del Rey  | \$756,196      | FY 22/23       |
|                     |   | Via del Rey to 14 <sup>th</sup> St   | \$1,167,327    | FY 23/24       |
| UNFUNDED PRIORITIES |   |  |                |                |
| 1                   | <b>McCoy's Creek Greenway</b><br><i>Duval County</i>                  | <u>Segment 1:</u> Edison Avenue to King Street   | \$1M           |                |
|                     |   | <u>Segment 2:</u> King Street to Osceola Ave   | \$1M           |                |
|                     |   | <u>Segment 3:</u> Osceola Avenue to Margaret St  | \$1M           |                |
| 2                   | Vilano Trail<br><i>St. Johns County</i>                               | Cedar Avenue Vilano Beach to Mickler Road  | Study on-going |                |
| 3                   | Black Creek Trail Extension across US 17 Bridge<br><i>Clay County</i> | US17 from Ball Rd to Black Creek Trail   | \$3.5 M        |                |
| 4                   | 14 <sup>th</sup> Street Trail<br><i>Nassau County</i>                 | Dee Dee Boat Ramp to Sadler Rd, down Sadler Rd to Will Hardee and down Will Hardee extending to the Simmons Rd Trail | \$8.5 M        |                |



## TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECTS

| SCHOOL SAFETY SIDEWALKS |   |   |               |
|-------------------------|---|---|---------------|
| Rank                    | Project Name                                    | Limits  | Cost Estimate |
| 1                       | Henry Kite Elementary<br><i>Duval County</i>    | Sidewalk network surrounding the school within a 2 mile radius ( 5 <sup>th</sup> Ave., Carey Ave., Clyde Drive, Highland Ave., Ribault Ave., 7 <sup>th</sup> Ave., 4 <sup>th</sup> Ave., Washington Ave., | \$382,540     |
| 2                       | Valley Ridge Academy<br><i>St. Johns County</i> | Palm Valley Road from Walden Chase neighborhood to Valley Ridge Drive   | N/A           |
| 3                       | Yulee Elementary School<br><i>Nassau County</i> | Sidewalks on Felmor Road to provide access to Yulee Elementary School.  | \$568,908     |



## SUNTRAILS PRIORITIES

For the 2021 List of Priorities Projects the North Florida TPO will expand the SunTrails Priorities to include projects for which a preliminary feasibility study has been performed with cost estimates and for which local governments. Details will be provided in Fall 2020.

| SUN TRAILS PROJECT PRIORITIES |   |   |                |
|-------------------------------|---|---|----------------|
| Rank                          | Project Name                                | Project Description/Project Limits                                    | Estimated Cost |
| RIVER TO SEA LOOP             |   |   |                |
|                               | St. Johns River to Sea Loop                 | West of I-95 to City of St. Augustine to Flagler County Line          |                |
| INDIVIDUAL TRAILS             |   |   |                |
| 1                             | Timucuan Trail<br><i>Duval County</i>       | Huguenot Park to Ft. George River                                     | \$8.7M         |
| 2                             | Amelia Island Trail<br><i>Nassau County</i> | Phase II-Amelia Island Parkway<br>Multi-Use Trail<br>Segments 1 and 2 | \$2.5M         |
| 3                             | Vilano Trail<br><i>St. Johns County</i>     | Cedar Avenue Vilano Beach to Mickler Road                             | Study ongoing  |



## **Summary of Related Projects, Plans and Studies**

### **Amelia Island Parkway Multi-Use Trail from South Fletcher Avenue to SR 200 (3.2 miles) is programmed for funding**

- The project is to construct a multi-use trail for pedestrians and cyclists
  - An asphalt trail, 8-10 feet wide with drainage improvements, landscaping, signage and flashing beacons for intersection crossings
- Design is underway and construction to begin in 2023 (as of July 2020)
- FDOT LAP funding agreement executed in February 2020
- Located at the southern end of the Nassau County/TPO 14<sup>th</sup> Street Bicycle Pedestrian Safety Study

### **14th Street Trail, Nassau County, listed in the North Florida TPO 2020 Annual List of Priority Projects as an unfunded priority (Adopted May 14, 2020)**

- The trail limits are from Dee Dee Boat Ramp to Sadler Road down Sadler Road to Will Hardee and down Will Hardee extending to the Simmons Road Trail, \$8.5 Million

### **Off-System Highway Safety Improvement Program (HSIP) Evaluation Report for the Intersection of South 14<sup>th</sup> Street and Simmons Road, prepared for Nassau County, Florida, prepared by CPH, Inc., January 14, 2020**

- The report determined that a traffic signal is warranted
- Recommendations include:
  - "... a signal should be installed at the intersection of South 14th Street and Simmons Road."
  - Converting "the crosswalk on the east side of the intersection to a high-emphasis crosswalk."
  - Adding "six-inch white striping along the returns where there are crosswalks."
  - Refreshing "the stop bar on the westbound approach."
  - Replacing "the CROSS ROAD signs (W2-1) on the northbound and southbound (approaches) with a SIGNAL AHEAD sign (W3-3) and an AHEAD plaque (W16-9P) with supplemental beacons on top."
  - Removing the "BICYCLE/PEDESTRIAN sign assemblies with and without rapid rectangular flashing beacons (RRFB's) (W11-15) assemblies, the STOP signs (R1-1) on the trail, and the street signs."
- A step 2 roundabout benefit-cost analysis was performed to see if a roundabout would present greater benefits compared to the installation of a signal
- Based on results of the benefit-cost analysis and anticipated complications in constructing a roundabout, " ...it is not recommended to construct a roundabout at the intersection of South 14<sup>th</sup> Street and Simmons Road."



**Nassau County Mobility Plan Report, prepared for the Nassau County Board of County Commission, prepared by Peters and Yaffee, Inc., July 21, 2020**

- Portions of 14<sup>th</sup> Street (between Lime Street and Hickory Street) and Sadler Road (between 8<sup>th</sup> Street and 14<sup>th</sup> Street) are projected to exceed capacity by year 2040
- 14<sup>th</sup> Street Safety Improvements are identified from Sadler Road to Atlantic Avenue at an estimated cost of \$2,845,691. Improvements include lanes, median and bike lane restriping and a shared use path based on the 2018 Safety Study from Peters & Yaffee. Improvements are intended to enhance safety, congestion/mobility and system preservation.
- Study mentions that the center turn lane creates congestion and confusion
- Overall rank is 43 out of 47 projects; East Zone rank is 24 out of 29 projects
- Another potential project listed in the Mobility Plan is a 3-mile long, 10-foot wide shared use path along Citrona Drive/Wil Hardee Road from Simmons Road to Atlantic Avenue at \$3.3 million. The project would be part of the East Coast Greenway (connecting Amelia Island Trail and the Amelia River to Sea Trail) and provide a safe, alternative mode of transportation.

**Schools to Downtown Waterfront Trail Planning Study, prepared for the City of Fernandina Beach, Florida, prepared by Coyle & Caron, Inc. Landscape Architects, January 2020**

- Planning study for a new multi-use trail to connect the Schools and Citrona Trail to the Downtown waterfront and future segment of the Cumberland to Timucuan Regional Trail
- In June 2020, the City Commission voted to move ahead with efforts to obtain \$2.3 million in grants for the trail

**Nassau County Technical Memorandum regarding North 14<sup>th</sup> Street Multi-Use Trail Feasibility Assessment, July 30, 2019**

- Engineering Services reviewed the feasibility of constructing a 1.2-mile multi-use trail along North 14<sup>th</sup> Street from Broome Street to White Street
- The existing right of way is 60 feet along the entire proposed path
- There are challenges for placing a trail along North 14<sup>th</sup> Street in the study area including existing protected trees, numerous intersections and driveways along the east side and existing power poles on the west side. North of Broome Street there are also numerous grading and slope challenges present which may require retaining walls and drainage improvements. There are a couple wetland crossings along the study corridor (located south of Franklin Street and north of Hernando Street) that would require increased embankment, relocated guardrail and wetland impacts that would need to be mitigated. There are also utility poles closer to the roadway along the front of Bosque Bello Cemetery to White Street.
- Estimated cost to design, construct and perform CEI inspection for delivery of a multi-use trail is approximately \$1.3 million per mile for a total project cost of approximately \$2.25 million including the relocation of utilities and drainage improvements



**Safety Study for Improvements to South 14<sup>th</sup> Street (from Sadler Road to Hickory Street) and Sadler Road (from 8<sup>th</sup> Street to east of Citrona Drive), Off-System Highway Safety Improvement Program (HSIP) Evaluation Report, prepared for Nassau County Public Works, Engineering Services, prepared by Peters and Yaffee, Inc., November 1, 2018**

- Prepared as an evaluation report and part of a grant application by Nassau County for funding through the Off-System Highway Safety Improvement Program (HSIP)
- Proposed improvements to reduce crashes
  - Replace the two-way left turn lane with a raised median
  - Install left-turn flashing yellow arrow signals and signs
  - Restripe all pavement markings with exception of the special emphasis crosswalks being proposed under FDOT project 44120615201. At the time of the study there were proposed plans to restripe existing crosswalks located at five intersections
    - South 14<sup>th</sup> Street and Sadler Road
    - South 14<sup>th</sup> Street at T.J. Courson Road
    - South 14<sup>th</sup> Street at Lime Street
    - South 14<sup>th</sup> Street at Jasmine Street
    - Sadler Road at Citrona Drive
  - Install or replace bike signage where needed
- Estimated cost for South 14<sup>th</sup> Street proposed improvements - \$539,953, with a benefit/cost ratio of 4.09 and net present value (NPV) of \$1,635,751
- Estimated cost for Sadler Road proposed improvements - \$342,904, with a benefit/cost ratio of 6.08 and net present value (NPV) of \$1,667,829

**Sadler Road – Road Diet, Operational Feasibility Traffic Study, prepared for Nassau County, prepared by Chindalur Traffic Solutions, Inc. (CTSi), November 14, 2017**

- Study of lane reductions along Sadler Road. The five-lane section was proposed to be re-configured to three lanes, adding parking and bicycle lanes
- Study cites from FHWA guidelines that a lane reduction should be considered only if the AADT on the roadway section is in the range of 15,000 to 18,000 VPD
- This study has turning movement counts of the intersection of Sadler and 14<sup>th</sup> Street



**Amelia Island Bicycle and Pedestrian Focus Area Study, Summary Report, prepared for the North Florida TPO, prepared by Sprinkle Consulting and RS&H, June 2016**

- The study area was Amelia Island and included 14<sup>th</sup> Street from Sadler Road on the south to Pogy Place/boat ramp on North 14<sup>th</sup> Street
- Existing Sidewalk and Bicycle facility on 14<sup>th</sup> Street:
  - *Sadler Road to Hickory Street* – sidewalk 100% on one side and partial on the other side; bike lanes; fair sidewalk condition and partial low shade on both sides; curb ramp present
  - *Hickory Street to Atlantic Avenue* – sidewalk on both sides, fair condition and partial low shade; shoulders; curb ramp present
  - *Atlantic Avenue to Broome street* – Incomplete and undesirable condition sidewalk; partial low shade; curb ramps present; shared lane greater than or equal to 14’
  - *Broome Street to Franklin Street* – No sidewalk; shared lane less than 14’
  - *Franklin Street to boat ramp* – No sidewalk
- Existing Strava Data indicates significant bike trips located north of Atlantic Avenue
  - Several public comments suggesting a path along North 14<sup>th</sup> Street
  - The study mentions that North 14<sup>th</sup> Street was incorporated into routes of the annual events known as the “Katie Ride” and the “Watermelon Ride”
  - The study mentions that North 14<sup>th</sup> Street is identified in the Nassau County Recreation Plan as part of the proposed 14<sup>th</sup> Street Trail and that no funding was identified
- Proposed:
  - Bicycle Facility - Buffered bike lanes from *Sadler Road to Atlantic Avenue*; shared bike lane with shared lane markings from *Atlantic Avenue to the boat ramp* (consider adding shoulders for bike lanes); consider activated flashers and bicycle warning sign to warn motorists of bicycles on bridge in real time
    - Bike lanes could be added if parking is restricted to one side
    - Buffered bike lanes could be added if parking is removed altogether
  - Non-Wayfinding Route (Major Road) from *Sadler Road to Broome Street*;
  - Wayfinding Route (Major Road) from *Broome Street to Pogy Place/boat ramp*
  - *Sadler to Hickory Street*, consider restriping for buffered bike lanes
  - Consider lane reduction *north of Island Walkway*



APPENDIX D1:

PUBLIC INVOLVEMENT - SURVEY QUESTIONS



## 14th Street Bicycle and Pedestrian Safety Study

The North Florida TPO is assisting Nassau County with a study of 14th Street from Amelia Island Parkway to north of Atlantic Avenue. The study will recommend ways to enhance traffic safety, with a focus on improving safety for bicyclists and pedestrians. The purpose of this survey is to gather public input on current traffic safety issues and conditions along 14th Street.

If you live or travel within the study area, please take a few minutes to answer the questions below. We appreciate your participation and dedication to improving traffic conditions in your community!

Where do you live?

- Amelia Island
- Yulee area
- Hilliard area
- Callahan area
- Duval County
- Camden County, GA
- Other location

What is your home zip code?

Where do you typically work?

- Amelia Island
- Yulee area
- Hilliard area
- Callahan area
- Duval County
- Camden County, GA
- Other location
- I do not work outside the home

If and when you travel along 14th Street, what is your primary means of travel?

- Drive or ride with someone else
- Nassau Transit
- Walk
- Bicycle
- Other - please specify



How often do you travel on 14th Street within the study area?

| Almost every day | A few times a week | Once or twice a week | 1-3 times a month | Not often/rarely | Never |
|------------------|--------------------|----------------------|-------------------|------------------|-------|
|------------------|--------------------|----------------------|-------------------|------------------|-------|

- Walking
- Riding a bike
- Driving or riding with someone else
- Ride the bus

If you primarily drive or ride with someone else along 14th Street, please share any traffic safety concerns below.

If you walk, please select your primary destination or purpose.

- Work
- School
- Get to or from bus stop
- Recreation/exercise
- Run errands/shop/dining
- I do not walk
- Other

How safe do you feel walking along 14th Street on the sidewalk?

- Very unsafe
- Somewhat unsafe
- Somewhat safe
- Very safe
- I do not walk on 14th Street

What are the biggest factors that discourage you from walking along 14th Street? Select all that apply.

- Sidewalks in poor condition
- Unsafe intersections
- Bad driver behaviors (unsafe drivers)
- Takes too much time/not convenient
- My health or ability
- Too hot/little shade
- None
- Other



What would make you feel safer or more comfortable walking along 14th Street? Check all that apply.

- More space between the road and sidewalk
- Wider sidewalk
- Repair sidewalks in poor condition
- Better lighting
- More shade trees
- More enforcement to ensure drivers follow laws
- Other

If you ride a bicycle, please indicate your primary destination or purpose.

- Work
- School
- Get to or from bus stop
- Run errands/shop/dining
- Recreation/exercise
- I don't ride a bicycle
- Other

How safe do you feel riding your bicycle along 14th Street?

- Very unsafe
- Somewhat unsafe
- Somewhat safe
- Very safe
- I do not ride my bicycle along 14th Street

If there is no on-street bicycle lane, where do you prefer to ride your bicycle?

- On the street
- On the sidewalk

What are the biggest factors that discourage you from riding a bicycle along 14th Street? Select all that apply.

- No bicycle parking/racks
- Too much traffic
- No bicycle lanes
- Unsafe intersections
- Takes too much time/not convenient
- Bad driver behaviors (unsafe drivers)
- Too hot/little shade
- I do not have a bicycle
- My health or ability
- None
- Other



Which bicycling improvement would you be most likely to use?

- A wider sidewalk
- An off-street multi-use path
- An on-street clearly marked bicycle lane
- I would still ride the way I'm riding now
- Other

How safe do you feel walking or riding a bike **across** 14th Street?

- Very unsafe
- Somewhat unsafe
- Somewhat safe
- Very safe
- I do not walk or ride my bicycle across the street

What options for crossing 14th Street do you use? Select all that apply.

- Go to nearest traffic signal to use the crosswalk
- Go to nearest crosswalk
- Cross lanes when there is a break in traffic (not in a crosswalk)
- I do not walk or ride my bicycle across the street

If you **do not** cross at an intersection/crosswalk, please select all reasons that apply.

- Drivers don't yield at the marked crosswalk
- Drivers don't stop or yield at the red light at the intersections
- I don't want to walk that far to get to the intersection/crosswalk
- I don't want to wait for the signal
- I feel safer crossing one direction at a time
- Not enough time to cross at a traffic signal crosswalk
- Other

Where do you experience your biggest traffic safety issue or concerns along 14th Street within the study area?

On the map, mark up to **three** areas along the yellow highlighted 14th Street corridor where you feel there is a safety problem. You may mark a point or draw a line to show each location. As you add a point or line to the map, describe your concerns in the box after you double click.



APPENDIX D2:

PUBLIC INVOLVEMENT - SURVEY RESULTS



# 14th Street Bicycle and Pedestrian Safety Study

## Project Engagement

VIEWS  
1,379

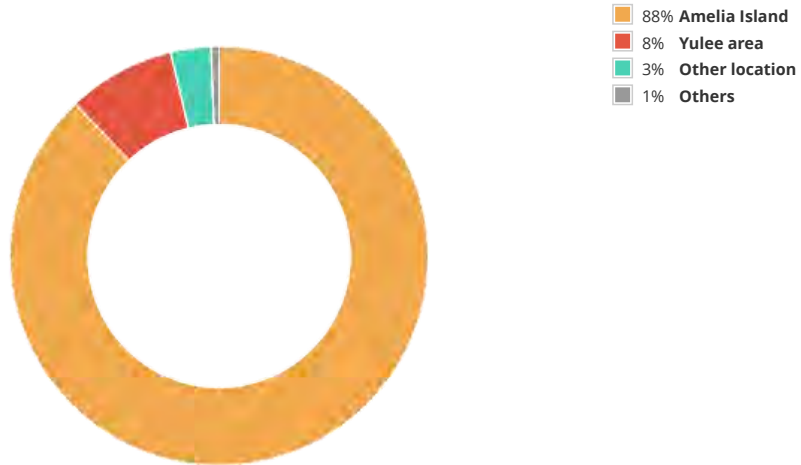
RESPONSES  
9,485

SUBSCRIBERS  
170

PARTICIPANTS  
505

COMMENTS  
596

Where do you live?



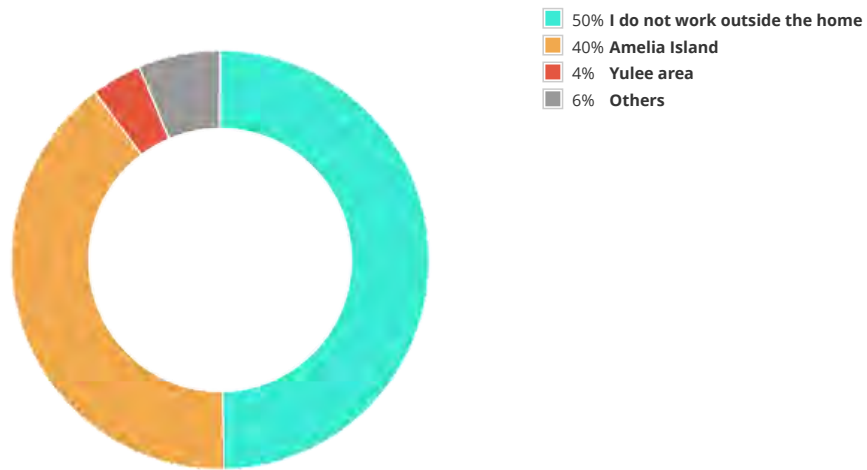
481 respondents



What is your home zip code?



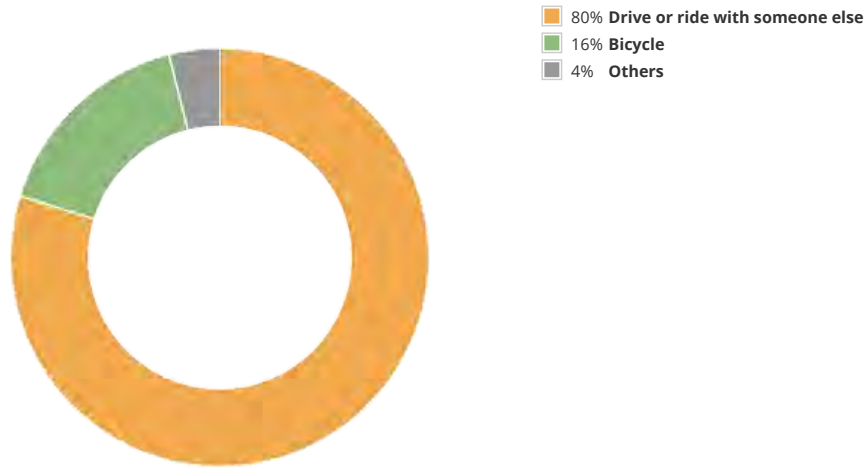
Where do you typically work?



489 respondents



If and when you travel along 14th Street, what is your primary means of travel?



484 respondents

How often do you travel on 14th Street within the study area?

|                                     | Almost every day        | A few times a week        | Once or twice a week        | 1-3 times a month        | Not often/rarely        | Never        |
|-------------------------------------|-------------------------|---------------------------|-----------------------------|--------------------------|-------------------------|--------------|
| Walking                             | 18%<br>Almost every day | 13%<br>A few times a week | 9%<br>Once or twice a week  | 11%<br>1-3 times a month | 24%<br>Not often/rarely | 26%<br>Never |
| Riding a bike                       | 6%<br>Almost every day  | 18%<br>A few times a week | 13%<br>Once or twice a week | 23%<br>1-3 times a month | 20%<br>Not often/rarely | 21%<br>Never |
| Driving or riding with someone else | 43%<br>Almost every day | 28%<br>A few times a week | 14%<br>Once or twice a week | 7%<br>1-3 times a month  | 6%<br>Not often/rarely  | 2%<br>Never  |
| Ride the bus                        | -<br>Almost every day   | -<br>A few times a week   | -<br>Once or twice a week   | -<br>1-3 times a month   | 4%<br>Not often/rarely  | 95%<br>Never |

380 respondents



If you primarily drive or ride with someone else along 14th Street, please share any traffic safety concerns below.

Too many vehicles utilizing the middle turn lane (a/k/a the Florida suicide lanes). Not sure how to control this, but people dart in and out, use it as a travel lane, head-to-head convergence can be unsafe. Eliminate old people, just kidding, I am one of them (I'm age 63)

5 days ago

Timing of traffic lights, in particular the sequence between Lime and Jasmine. It seems like when one turns green the other quickly changes to red, creating a start-stop situation which disrupts traffic flow, and is inefficient in energy consumption.

5 days ago

The bike lane needs to be separated from vehicle traffic.

6 days ago

People drive above the speed limit and generally don't use blinkers. Actually, I recommend the County/City make all roads on the island no more than 35 mph. This would increase safety for drivers, bicyclists, walkers.  
In addition, road ready golf carts could be used to travel on all roads on the island.

8 days ago

14TH STREET NARROWS FROM 4 LANES TO 2 AT BOTH LIME ST AND SADLER RD, CAUSING JOSTLING FOR CLASSIC GUN-IT CUT-OFFS AT LIME AND A LONG WAIT IN THE LINE TO CROSS SADLER. AND IT JUST TAKES WAY TOO LONG TO TRAVEL ON 14TH STREET ANYWAY BECAUSE THE LIGHTS AREN'T TIMED AND THERE NO DEDICATED EXIT/TURNING LANES AT MAJOR INTERSECTIONS (JASMINE, LIME AND TJ COURSON) SO DRIVERS SPEED TO BEAT THE LIGHTS, CUT EACH OTHER OFF ABRUPTLY CHANGING LANES TO DO SO OR TO TURN, CREATE BACK-UPS AT THESE INTERSECTIONS, AND EXECUTE PERFECT "FERNANDINA ROLLING STOPS" AT RED LIGHTS . WOE BE UNTO YE WHO WOULD RIDE A BICYCLE OR WALK ALONG 14TH ST IN THE CURRENT SCENARIO.

10 days ago

Speed

11 days ago

Lime street only right turn required is not enforced. This reduction from four to two lanes is a hazzard.

14 days ago

People not paying attention and not knowing how to use roundabouts

14 days ago

Traffic too heavy to ride bike safrly

15 days ago

The bridge on south end of island needs barriers between road and bike path

15 days ago

Sidewalks are needed as well as bike lanes. It is hazardous to encounter slow moving riders.

15 days ago

Debris in bike lanes presents a hazard.

15 days ago

Speeders on 14th street, trying to beat the light at Park and 14th. Hard to turn left from Nectarine onto 14th due to heavy traffic. Hard to find Nectarine street at night. No street lights in that area. Very difficult to pull out of CVS to go north on 14th street.

16 days ago



BIG TRUCKS Traveling Waaaay Too Fast

16 days ago

bicycles in traffic and lots of construction trucks as well as vehicles pulling boats...the amount of traffic in all those has dramatically increased

16 days ago

People in motorized wheelchairs or bicycles in the road

16 days ago

It is too busy and you can not get across to the other side...car, bike, walking. Tybee island has pedestrian walk stops. I could walk to the beach but it is almost impossible to cross 14th. I go out Old Amelia rd cause of the heavy traffic. I would love to be able to walk to the new park.

16 days ago

no bike lane!

17 days ago

A bicyclists hit my son last summer. The cyclist was going too fast in a right turn only lane, proceeded to pass the car on the left as that car was slowing down to turn right onto lime. My son didn't see the cyclists and the cyclists didn't see him. The cyclists was driving faster than my son and hit him. My son was financially responsible since the cyclist had no insurance. Very frustrating the cyclists wasn't held responsible. Many don't pay attention and abide by the rules. Many cross in the middle of the road.

17 days ago

Speed of vehicles  
Blind crest of bridge  
Bicycles not in single file

17 days ago

Drivers do not respect cyclists  
They think that a cyclist has no right to be on the road.  
Car drivers do not understand what an inductor is for, how to give a cyclist space when passing  
I will not cycle on roads, it's far to dangerous.

17 days ago

Traffic speed should be reduced sometimes it seems like a raceway for vehicles. Bike land would make bike riding much safer For me and my family to write up on 14th St.

17 days ago

The VERY low speed limit around Old Town.

17 days ago

Traffic, narrow single lane

17 days ago

Speeding vehicles; no shoulder

17 days ago

Making left turns in center lane can be a bit scary at certain spots where there are 4 lanes

17 days ago

14th St. bridge has no pedestrian or bicycle lane and visibility from and to oncoming vehicle traffic is poor

17 days ago



Too narrow for bicycles in some areas; lots of traffic in some areas, too

17 days ago

The "suicide" lanes or the center lanes for turning into businesses. Sadler Rd intersection. Constantly see accidents there.

17 days ago

Changes in speed limit and lane narrowing at Jasmine.

17 days ago

I only ride bicycle north of Atlantic Blvd due to car traffic / no bike lane or poor bike lane.

17 days ago

Narrow road with large vehicle traffic, no sidewalk or sidewalk

17 days ago

None

17 days ago

We need a bike lane!!

17 days ago

Riding a bike between Atlantic and Saddler is dicy and not really save.

18 days ago

Not enough space for both cars and bikes

18 days ago

People riding their bike on the wrong side of the road. Not riding with the flow of traffic.

18 days ago

Big trucks pulling boats on trailers do not like to share the road with bicycles.

18 days ago

I think the bike lanes should be wider and we shouldn't be changing density requirements on lots on 14th because it already is so congested

18 days ago

None really

18 days ago

People don't follow road rules, don't drive the speed limit, don't know how to use the round about and just basically aren't paying attention to their driving like everywhere else.

18 days ago

There is really no way to bike north and south on the island except for A1A/Fletcher and most of the traffic goes too fast. 14th street doesn't have bike lanes even where it is plenty wide enough. The vehicles pulling boat trailers to Dee Dee Bartles barely have enough room on narrow 14th street.

18 days ago

Not safe for road cyclists. Only safe area to get across is at four way stop sign at Simmons.

18 days ago

Right lane when north bound ends at Lime with a left turn only...people go straight then have to force over to left lane after light.

18 days ago



The roadway from the amelia parkway circle to sadler has no bike lane or any berm and is extremely dangerous for bicyclists who ride on the road. Those who go on the sidewalk have abrupt turns and rough joints between the slabs, so it is very uncomfortable and dangerous if we come upon a pedestrian or other cyclist (sidewalk is very narrow).

18 days ago

No real problems driving.

18 days ago

Vehicles drive very fast between Sadler Rd and the 4-way stop/flashing lights. Some cars still don't fully stop at the 4-way. There isn't any bike lane for cyclists and most of us don't like riding on the sidewalk because of walkers/runners - we prefer the road.

18 days ago

(1) Drivers use the two-way, center left-turn lane incorrectly. (2) When driving southbound on 14th approaching Saddler there needs to be better signage indicating the left turn lane, straight and right turn lane.

18 days ago

Poor drivers overall. They don't see bikers. Sooo many people run red lights in this town I always worry about a red-light runner. Even as a walker, which I do plenty of....14th lacks sidewalks.

18 days ago

cars drive very fast down the straight way from Atlantic.

19 days ago

Traffic moves very quickly and I have seen many near misses especially at the school zone around Hickory and the intersection of Sadler and 14th if you are traveling north. Worst speeding happens north of Sadler to Lime and south of Sadler.

19 days ago

45 mph seems high speed limit from Sadler to Lime

19 days ago

n/a

19 days ago

Very busy road

20 days ago

I would bike every day but 14th Street is horrible; there are not even any sidewalks north of Sadler, and the trucks with boat trailers are downright frightening when you are on a bike. And riding on the sidewalk south of Atlantic is not very pleasant. If there was a dedicated bike path, I would use it every day to do errands, go to town etc.

20 days ago

I don't have any traffic safety concerns in this area.

20 days ago

There is no safe place to ride a bike on 14th St which makes me nervous and cautious when encountering bike riders on that busy road. Riding a bike on the sidewalk is not a solution as there are lots of walkers, too. But riding on the side of the road is dangerous for drivers and bikers.

21 days ago

4-way stop at Simmons. Because of turn lanes, drivers are often confused about right of way. Shopping center right before Sadler. Cars exit without looking.

21 days ago



There is no walking or biking lane

21 days ago

Drivers need to be aware of the road for a 4way stop such as that on 14th and Simmons.

21 days ago

North 14th has no sidewalks or bike paths past Broome St. It is a VERY busy area.

21 days ago

There is an increase in traffic with the new development, thus an increase in speed, weaving in and out. There is a change in speed limits and quick turns into the shopping centers. The intersection at Sadler and 14th is scary and not efficient.

22 days ago

Left turners around Zacks and Publix is greatest safety hazard.

23 days ago

Debris in the bike lane

25 days ago

Unsafe bike lanes

25 days ago

Unfortunately, 14th Street is not wide enough to add a bicycle lane. If i

25 days ago

The merging areas sometimes confuse motorists not familiar

25 days ago

The crosswalk or lack thereof on the corner of 14th and First St. Could really use some attention. The students are on their phones and walk right into traffic with no signs and just outside the school zone

26 days ago

No shoulder on the road. There's no sidewalk or bike lane - it's dangerous

26 days ago

I think 45 mph is too fast.

26 days ago

Sometimes the 18 wheelers go too fast; otherwise, I rarely find there is much traffic (NORTH of Atlantic, that is) - South 14th St has a lot more traffic, inconsistent speed limits and on busy days/at busy times, hard to get out of parking lots along this route - especially from the 14th St entrance/exit at Walmart and the shopping center on the opposite side - the distance between lights and possibly the timing of lights seems eschewed

26 days ago

Speeding vehicles, especially with trailers and boats or watercraft. They don't even stay in their lane necessarily and go way too fast for what they are towing or in general.

27 days ago

Trucks

27 days ago

There is no safe connection between North Fernandina Beach and South Amelia Island on bicycle. To suggest riding on A1A is crazy and dangerous. Especially near the hotel area!!

27 days ago



Congestion, number of businesses along 14th with traffic entering and leaving 14th Street.

27 days ago

I cycle primarily. Riding along 14th St. from Amelia Island Parkway and Sadler Road is nearly impossible as there is no shoulder, heavy traffic and speed limit of 45 mph. Riding a bicycle from Sadler to Atlantic Ave. is only marginally better as there is a bicycle lane. Riding a bicycle north of Atlantic Ave. to Dee Dee Bartles boat ramp is difficult as well. Again, there's no bicycle lane or shoulder and while the speed limit is lower and less traffic there is the added danger of cars and trucks towing boats to the boat ramp.

28 days ago

Bike riders do not observe proper traffic regulations

28 days ago

NO bike path on 14th north of atlantic

28 days ago

My main concern is at the south end of 14th St where it joins Amelia Island Parkway. Why is there a separate right turn lane (to turn northbound onto 14th from the Parkway) and a roundabout that is designed from the start to let you easily make that same right turn? There is absolutely no need for this right turn lane, and it poses confusion and safety concerns for anyone traveling southbound on the Parkway, going through the roundabout, and then turning north on 14th. That extra/separate right turn lane should be taken out.

28 days ago

Corner South 14th St and Simmons Rd pedestrians do not stop.

28 days ago

The middle median is dangerous. Cars are entering it to make a turn while others are using it as a chicken lane, views get blocked and I've seen many close calls with head on collisions or cars cutting across lanes when it wasn't clear

28 days ago

The change from a user-controlled crossing at Simmons and 14th street to a 4-way stop has made that intersection FAR more dangerous for drivers and bikers/pedestrians in all directions. One of the stupidest changes ever!

28 days ago

Bicycles in the road

28 days ago

The four way by hickory and 14th st I don't like it specially when kids r crossing to go to school and home

28 days ago

The stop sign on 14th isn't obeyed frequently

28 days ago

No shoulders, no room to give way

28 days ago

1) Need two northbound through lanes at Sadler. 2) Pedestrian signal crossing Sadler not very responsive such that I typically cross without the protected phase.

28 days ago

Bicycle lanes are not wide enough

28 days ago



The speed limit of 45 MPH is way too fast, as cars and trucks actually end up going 55+ in some cases. It's dangerously fast and it is too congested, too many older drivers who either drive slowly or have poor reaction time

28 days ago

The intersection of 14th Street and Atlantic Ave should be a round about. There needs to be a bike lane on 14th Street from Atlantic Ave to the County Boat ramp. On weekends the trailered boat traffic is dangerous.

28 days ago

I don't have any, I think it's fine.

28 days ago

I am concerned about bicycle safety.

28 days ago

Unsafe and would never ride bicycle or walk on 14th street

28 days ago

The 4 way stop put in by the county near the airport is inefficient. A round about would be better.

28 days ago

I would ride my bike there if it was safer.

29 days ago

Frequent running of lights.

29 days ago

Speeding and frequent running of lights.

29 days ago

People using the bike path on Simmons don't heed the stop signs - they expect drivers to be alert and stop for them to pass. Bicycles should be treated as vehicles and required to stop. Pedestrians should also stop but I observe many times they "step out" without taking care of their own safety

29 days ago

No bike lane

29 days ago

Two weeks ago a woman was riding a bike down the middle of the road near the fruit stand/ cable company. Very unsafe. People pulling to the center for turns were stopping in the left lanes.

29 days ago

People constantly run the stop sign at the corner of 14th and Simmons, unless a police officer is parked nearby. MANY do a "rolling" pause.

29 days ago

N 14th has no room for bikes or peds. Speed limit of 45 is too high on S 14 north of Sadler

29 days ago

Speeding, tailgating, cutting off vehicles

29 days ago

There is so much congestion near Sadler Rd. Folks trying to make a left out of the Publix parking lot onto 14th is very dangerous in that area. I do bike often but when cyclist are riding against the traffic on 14th they can go unnoticed by vehicles turning right onto 14th from all the various parking lots. Finally drivers exiting many of the parking lots do not have a clear view of the sidewalks until the front of their vehicles have already crossed the sidewalk. Shrubbery is generally the problem with this issue.

29 days ago



At intersection with Sadler, 14th street traffic turning right onto Sadler going west rarely give bike traffic going south across Sadler the right of way.

29 days ago

Motorist exceeding the posted speed limit. Too much traffic for the existing roadway.

29 days ago

the road is too narrow for cyclists and cars and the sidewalks are too narrow to accommodate pedestrians and cyclists

29 days ago

Fast traffic and it is too close for bicycles.

29 days ago

None known.

29 days ago

It needs more monitoring, because so many people speed. Bicycle lanes need to be as separate as possible from traffic flow.

29 days ago

Driving North on 14th Street approaching Lime Street there is a right-hand turn ONLY lane which WRECKLESS drivers frequently will drive STRAIGHT thru the intersection and CUT-OFF safe drivers who obey driving laws. I've almost had the side of my car tore-out or have been cut-off and pushed into oncoming traffic in the opposite lane dozens of times over the years in my 15-years living in the downtown Historic District of Fernandina Beach. Reported it to the FBPD on several occasions over the years without any positive results.

29 days ago

If you ride a bike on 14th you risk your life.

29 days ago

The bike lane needs to be cleaned and then cleaned on an ongoing basis! It is full of debris that is a potential hazard for bicyclists. Also, some cars do not strictly respect the bike lane so that it doesn't always feel safe to use. I'm so grateful FB has this bike lane, but I more often travel on 15th street because it is safer on a bike.

29 days ago

The middle (or third) lane is a problem that does create a disastrous situation Either do away with it or create a four lane road between Sadler and Jasmine. The trouble area peppered with most of businesses on 14th

29 days ago

We exit our neighborhood on to 14th. At times the traffic is heavy and the cars are speeding.

29 days ago

The stop sign is so annoying. We should have installed a crossing like the one on A1A south of Harris Teeter for pedestrians.

I am only comfortable riding my bike on the sidewalk of 14th because of the narrow shoulders. The path has sharp turns, uneven concrete, and is very narrow.

We should have a bike path that flows from the south end of the island to downtown that is NOT using skinny sidewalks.

29 days ago

Bicyclists must be educated that they are part of a moving traffic. It is moronic to see people riding bikes coming towards your side of the road. People think they are pedestrians when they are riding their bikes so it is a common practice for them to ride against the flow of traffic just like a pedestrian does. It is not only stupid but also dangerous for both the motor vehicle driver and the biker. Educate the bikers

29 days ago



No bicycle/pedestrian paths.

29 days ago

Referring to 14th street north of Atlantic, where there are no shoulders and large vehicles hauling wide boat trailers. There is not adequate pavement width to "share the road" if the vehicle stays in the lane.

29 days ago

Since they put a 4-way stop at Simmons, it make it's extremely hard to turn left on 14th St. It spaces the cars out.

29 days ago

Speeding cars and trucks

29 days ago

No surprise, speeding and pull-out-in-front-of-you drivers are the biggest issue on 14th as elsewhere on the island. Slow mopeds can also be an issue from time to time.

29 days ago

Congestion at Sadler Road. Higher volumes during shift changes.

29 days ago

I would bike more but don't feel safe. Wide Bicycle clear lanes. Lower speed limit. Traffic is heavy

29 days ago

Road shoulders are needed.

29 days ago

Speeding

29 days ago

Not many crosswalks. No bicycle lane for much of the way

29 days ago

Speed of traffic and lack of confidence that drivers will stop at stop sign at Simmons

29 days ago

Walking or riding a bicycle on 14th Street north of Atlantic is dangerous.

29 days ago

People speeding on 14th north of Atlantic. It is a regular occurrence.

29 days ago

There is no space for bicyclists on the shoulders of the road.

29 days ago

Slow down

29 days ago

To much traffic, moving too fast. I like to bicycle but won't be riding this road due to the issues cited.

29 days ago

There's almost no room for both cars and bikes to share. It's even worse with foot and vehicular traffic

29 days ago

Evening/early morning cyclists on road in dark clothing.

29 days ago



Its a pretty drive and I'd prefer to bike it but its scary with the no bike path and fast weaving cars.

29 days ago

14th St. South of Atlantic to Lime is very dark at night. It is impossible to see people crossing the street. Also, the 14th St. intersection at Atlantic needs a turn signal. Cars sit through multiple lights and then try to go around the turning vehicles.

29 days ago

volume of car traffic using 14 st

29 days ago

Poor driving practices

Speeding

No use of signals

29 days ago

Inconsistent and poorly marked bike lanes.

29 days ago

Traffic flow is high speed most of the time. Bike lane is narrow.

29 days ago

No issues except the short back up at school time for the crossing near Jasmine.

29 days ago

none except at the north end from atlantic to dee dee B park...that section is narrow for bikes & cars. that and 14th & simmons, that should also be a round-a-bout...

29 days ago

None

29 days ago

Speed limit is often ignored by a large number of drivers.

29 days ago

45 mph speed limit in area with many vehicles turning results in vehicles at a wide variety of speeds and entering or exiting roadway makes driving conditions that require strict attention to detail. 14th st south/west of Sadler rd needs speed monitoring. Traffic S/W of intersection is regularly racing/speeding/high velocity and construction vehicles. Dangerous combination with neighborhoods

29 days ago

A traffic light or roundabout is needed at S. 14th and Hickory.

29 days ago

It is not safe for pedestrians or cyclists.

29 days ago

Bicycles fly from sidewalk to street, often swerving in front of cars with little thought to the driver's ability to see them and stop in time to avoid hitting them. Sometimes they ride with the flow of cars, sometimes going against the flow. Pedestrians will cross side streets and parking lot entrances without looking for turning cars. Cars are often driving too fast for this congested area.

29 days ago

The 45 mph zone south of Sadler seems to me to be too fast considering that cars are coming onto 14th St. from side streets connecting neighborhoods or traffic from Emma love. I think the stop sign at 14th St. and Simmons is great and if a stop light or roundabout is ever put there it will be even safer.

29 days ago



No bike lane

29 days ago

Bicyclists who do not follow the law

29 days ago

There is no sidewalk and no bike lanes for most of the road.

29 days ago

There should be a sidewalk and a bike path. It's a twisty road and dangerous for pedestrians and bicyclists.

29 days ago

It is not safe for bikes or pedestrians, so I have to drive. My commute to work is 1.1 mile but it is not safe to walk or ride. (Amelia parkway to Sadler rd)

29 days ago

Fast drivers along with a lot of stop and go traffic in some spots. From Parkway to Sadler it is all Residential and houses of worship yet speed limit is 45.

29 days ago

area nearest Talbots on 14th. When it rains the puddles smell like sewage. Pedestrian crossing signals need checking esp near b&b theater area.

29 days ago

45 miles an hour is too fast for that street. Hard to cross and motorists go even faster. Traffic has really increased on 14 th as well. Lots of trucks, that are very noisy and are speeding.

29 days ago

Very little space along 14th street from Saddler to the airport.

29 days ago

We looked at buying in Old town but decided against it bc I feel there is not a safe way to get to downtown by bike or walking and had a 5 year old at the time.

29 days ago

I don't bike or walk on North 14th because it is unsafe. I only drive

29 days ago

I live in Old Town. I am on 14th almost daily. The traffic is increasing. The industrial sized truck traffic is increasing. No one drives the speed limit. The traffic is too fast and there is no bike lane. When cyclists ride north 14th between DeeDee Bartels park and Atlantic Ave. have to ride in the street. There are several areas on 14th where the curve or hill creates blind spots for vehicles that are trying to get around the bikes. Bike lanes are needed and the speed must be controlled

29 days ago

45 mh bad t fast

29 days ago

None

29 days ago

Bike riders during early morning 6-8 Am

one month ago

Driveways provide safety issues for bikers

one month ago



Nowhere on 14th St. is it safe to ride a bicycle.

one month ago

There needs to be a continuation of sidewalks on N. 14th St.

one month ago

Speed on 14th near residences

one month ago

Cars with boat trailers drive way too fast.

one month ago

The logging trucks r too large for when 14th st narrows to one lane going to toward Atlantic. Also there should be sidewalks on both sides of the road. There r people riding their motorized wheelchairs in the bike lane frequently

one month ago

Bicycle lane needs more room and enforce not blocking the bicycle lane

one month ago

no shoulders, frequently encounter drivers going too fast

one month ago

People not observing traffic laws

one month ago

bicycles have no business on the road with automobiles.

one month ago

Speeders.

one month ago

Traffic entering 14th from Woodrow Dr. and the Publix shopping center is congested. Elderly drivers take lots of risk.

one month ago

The 2-to-1 lane transition on 14th north of Lime St can get tricky if there are drivers unfamiliar with the road pattern. I actually feel safer at the 14th and Simmons intersection since the pedestrian crosswalk and 4-way stop went in. Prior to that, cars used to travel at very high speeds and it was difficult to get across via vehicle/bike/walk. In the mornings, there is intermittent congestion at 14th and Holly Dr where southbound school buses are turning onto east Holly Dr and have to wait for the northbound lane to clear.

one month ago

I would ride my bike or walk everyday if it felt safe. The shoulders aren't wide enough, we don't have bike friendly drivers and he intersection aren't bike safe.

one month ago

No bike lane for bike riders.

one month ago

No bike lane for bicyclists. It's dangerous.

one month ago

None

one month ago



too often times people on bikes are on the wrong side of the road. regarding walking, there is only a sidewalk on the east side of the road way.

one month ago

People drive too fast

one month ago

there needs to be better and safer ways for bicycles to travel.

one month ago

Bicycles, cars speeding , doesn't seem a secure walking area for pedestrians.

one month ago

Congestion and cars turning into and out of driveways south of the 14th and Beech intersection. Cars try to pass when traffic is slowed for the same reason. Impairments from other drivers when needing to turn onto Beech. The sidewalk is uneven when walking on 14th. The intersection is dangerous for walkers who are trying to cross beech on the east side of 14th

one month ago

Driving is hazardous because of odd turn lanes, drastically different speed limits, drivers illegally passing on right, and pedestrians jay walking.

one month ago

There is no bike lane as Fletcher and Amelia Parkway have.

one month ago

I don't dare ride my bike down 14th, too dangerous.

one month ago

Highschool crosswalk could be better integrated into traffic patterns.

one month ago

If it is time to replace the bridge, it is too narrow for bicycles.

one month ago

Is the bridge in good shape to take large tonnage trucks?

one month ago

Bicyclist and speeding cars

one month ago

Speed limit between Walmart and lime at. Needs to be reduced. There need to be paved sidewalks all the way to Walmart on the Steve Johnson side of the road. For 3 yrs I walked or rode a bicycle or took the Hopper. Have had to walk to lab Corp. It is dangerous. I have noticed the newly bike crossing with no light to stop vehicles to cross. Still dangerous. I see workers walking to work to Walmart who do not walk in the grass because in is to high or wet. Those in motorized wheelchairs need easier access to cross from one side to the other of 14th Street. Thanks for making that Street safer for those who do not own vehicles.

one month ago

I think it's fine the way it is

one month ago

Alot of traffic with no shoulder access, dangerous but so is Fletcher with cars trucks parked in bike lanes

one month ago

Sidewalks inadequate especially north of Atlantic. Bikes and cars do not mix, to narrow area for both

one month ago



We pull our boat down this road frequently and it's dangerous for walkers and bike riders. We also ride our golf cart on this road frequently- both on the north end of 14th St.

one month ago

Trash cans n cars parked blocking sidewalks

one month ago

Intermittent bike lanes, no sidewalks on west side, many entrances. It would be a popular cycling corridor north of Atlantic if there were a dedicated off-road trail.

one month ago

No ped facilities

one month ago

Ineffective stop sign at 14th Street and Simmons Road: 14th Street should be the priority flow of traffic with Simmons Road (and the related trail) secondary to maintaining the flow of traffic on 14th Street.

one month ago

People driving too fast from the Al Parkway circle north to Sadler — particularly people who work at the medical center and are late for work in the morning!

one month ago

Corner of Sadler - there should be a left turn lane and two lanes going straight, with a right turn possible. Much of the traffic wants to turn right on Sadler and is blocked by those heading North.

one month ago

Speeding. Confusion where road narrows at Lime St. Difficulty getting out to turn left from just about anywhere.  
Congestion at 14th and Sadler and people turning in to Publix.

one month ago

Need light or something at turn in to Marsh Cove

one month ago

Speed, turn lanes

one month ago

Bikes are a real danger as they have no bike lane.... We drive tge road multiple times a day.... just a matter of time b4 there's a serious accident

one month ago

People walking on road versus sidewalks. No sidewalks on both sides for walkers, children, strollers. Vehicles running red lights, cars pulling out in front of others, vehicles riding down turning lane as a traffic lane. Bicycles not following traffic rules

one month ago

During peak traffic, people take incredible risks to jump into traffic. Red light running, although not as bad as trucks on 8th St.

one month ago

None

one month ago

I generally have no concerns.

one month ago

Cars driving too fast in some areas, overtaking each other, sometimes swerving into bike lane. Bike Lanes in poor condition or too narrow.

one month ago



Bikers have no place to safely ride

one month ago

Narrow roadway with no sidewalk or bike path north of Atlantic Ave

one month ago

Speed

one month ago

14th Street north is narrow roadway with fast cars and boats on trailers. South 14 Street better, but debris on side s of road

one month ago

Narrow roadway and having to contend with fast drivers and boats on trailers

one month ago

1. Going north on 14th St at the intersection with Sadler, a cable TV / telephone cable hangs in front of the traffic signal, blocking the view of the lights. This cable needs to be moved as it causes a safety issue for drivers.
2. The 4-way stop at 14th St and Simmons should be converted to a roundabout in order to facilitate smooth traffic flow.
3. Flashing caution signals should be installed on 14th St at the school zone between Jasmine and Hickory St intersections.

one month ago

Sadler and 14th Street Intersection

one month ago

I am a regular—almost daily—bicyclist. I avoid 14th street almost completely south from Atlantic Ave all the way to the roundabout near the airport. Even on the section with a bike lane, the heavy, fast-moving traffic makes cycling there unpleasant and hazardous. North of Atlantic is much more bike friendly due, primarily, to reduced motor traffic.

one month ago

It is pretty congested between Geiger and Sadler and the center turn lanes can at times have conflicting cars that I have seen come pretty close to a collision.

one month ago

Sadler intersection and Publix area. Too broad. Too many places to be turning, especially in a 45 mph. I hate riding my bike near there. Very scared. Too fast for the volume of traffic.

one month ago

The 45 mph speed limit is too fast.

one month ago

Not safe to bike

one month ago

As a bike rider, I am concerned there is no shoulder or bike path along this narrow two lane road. There are frequently pickup trucks pulling boat trailers heading to Dee Dee Bartels Boat ramp driving this route which do not have enough room to safely pass bike riders.

one month ago

Traffic on 14th Street S between Sadler Road and Amelia Island Parkway is steady and often, very heavy. There is no shoulder and bicyclists have very little room when cars are passing. I live off this stretch of 14th St S and consider it too dangerous for me to ride.

one month ago



There are many commercial business driveways North of Sadler that directly intersect 14th Street. Motorist must be aware of the need to slow down and yield to vehicles entering & leaving 14th Street in these areas.

one month ago

None.

one month ago

Vehicles entering and exiting businesses can create dangerous situations, especially where the speed limit is 45 MPH, and even more so if they do not look both ways when entering traffic.

one month ago

speed limit too high .... too many lanes .... too many left turn options

one month ago

No bike lane on 14th; between Amelia Island Parkway and Sadler, as well as from Jasmine to Atlantic. From Atlantic to the north end boat ramp the little "hills" prevent traffic from seeing oncoming vehicles when they pass bikes, especially when towing boats.

one month ago

Speeding traffic, particularly log trucks and semis. Traffic entering from adjacent shopping entrances.

one month ago

The roadway isn't wide enough when there's a boat trailer that exceeds the road width, bikers on the road and a vehicle coming the other way. No vehicle wants to give an inch and wants to beat the other person. Totally unsafe conditions.

one month ago

Whatever you do to 14th street, MAKE SURE THE PLAN DOESN'T SHIFT TRAFFIC TO A1A ALONG THE BEACH, where the majority of pedestrians are located, where marked crossings are desperately needed at each beach access point. For 14th street, the lack of pedestrian islands in the middle of the street in the sections where it is 4-laned makes the street unsafe, and unattractive - there are several folks I see regularly in wheelchairs trying to get to the store on sidewalks from the nearby more affordable housing, and they are going to get killed. Also need a dedicated bike lane along the road both sides.

one month ago

14th street narrows heading north at Lime Street. No bike lane south of Sadler St

one month ago

aggressive drivers with no law enforcement

one month ago

The speed limit is too fast. It should be 35. Also people frequently drive in the center turn lane because they enter before they intend to turn.

one month ago

Driving-wise I don't have any issues....it's all about walkers/runners/bikers especially on N 14th st.

one month ago

4 lanes of undivided traffic @ 45 mph is too dangerous .... reduce to 2 lanes with median ... I would bike if there were a bike path or multi-use trail. Instead when I bike I use Amelia Road and cut through the Beach Diner parking lot to reach Sadler ... or go up Simmonds. North of Sadler is too dangerous to bike on 14th as now configures ... instead I use Citrona cutting thru Amelia Park to 15th and north to Atlantic to avoid traffic ... or Fletcher ... or Clinch Rd to Gum to 3rd st, but there is no good crossing point on 8th to get to Clinch Rd st.

one month ago

Narrow lanes with no bicycle lane on north 14th st

one month ago



Going northbound on 14th at Jasmine, the right lane is a turn lane only. Many cars pass across Jasmine in this lane and then try to merge rather than turning right. This creates poor merging as the lanes narrow.

one month ago

45 mph seems too fast (the ENTIRE length). People making left turns from businesses sometimes veer into moving lanes, others ride the turn lanes to avoid waiting. I always drive with my left foot over the brake when I go through the business section.

one month ago

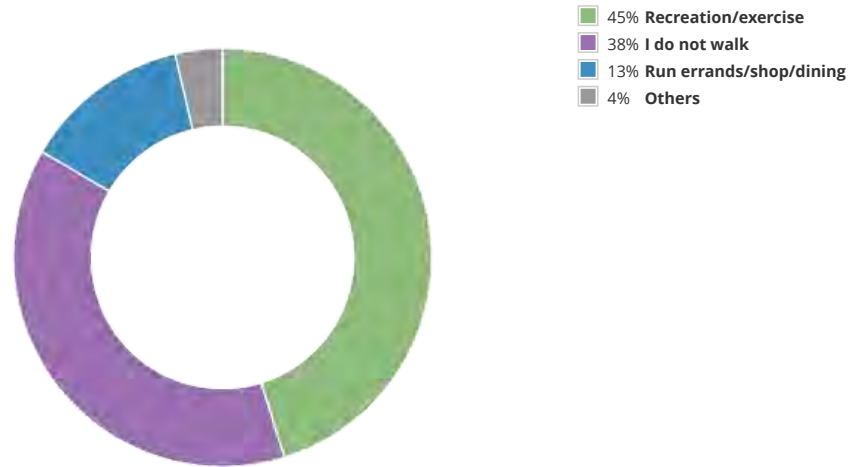
1. School zone crossing S. 14th St M-F complicate traffic pattern 2Xday.. 2. No shoulder or bike lane on N. 14th St. 3. Bike lane on S. 14th St ends at Hickory Terrace, should continue at least to Atlantic Av; there is a marked shoulder that can easily be converted. 4.

one month ago

Bikes

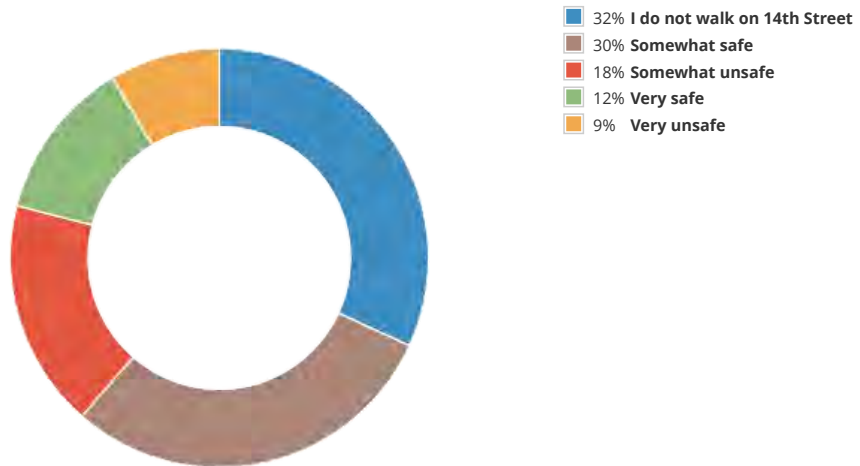
one month ago

If you walk, please select your primary destination or purpose.



356 respondents

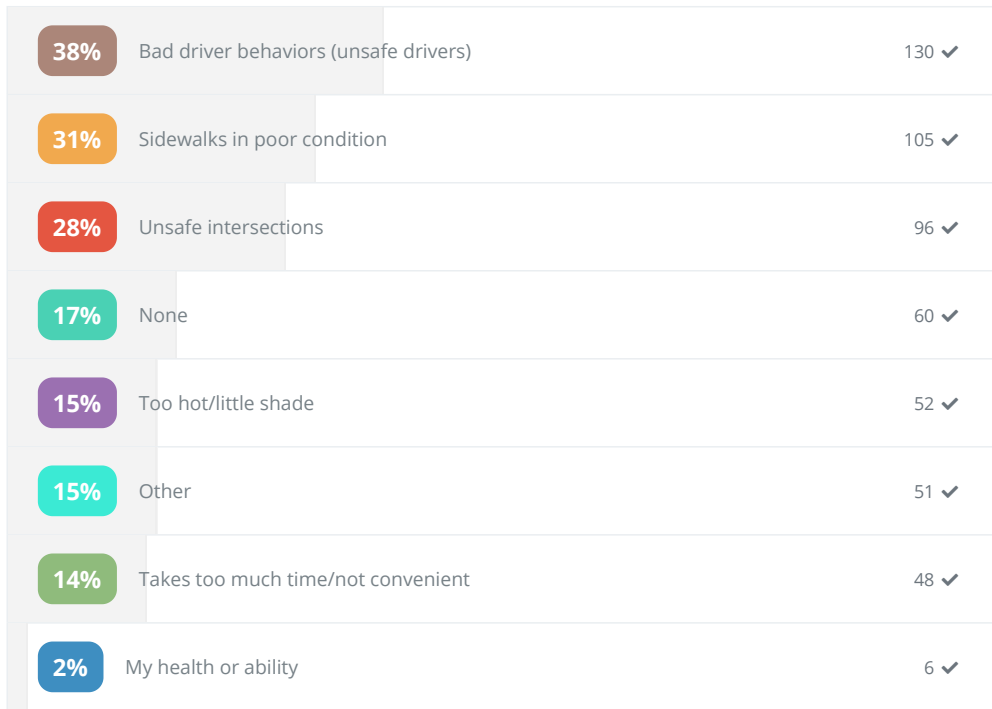
How safe do you feel walking along 14th Street on the sidewalk?



386 respondents

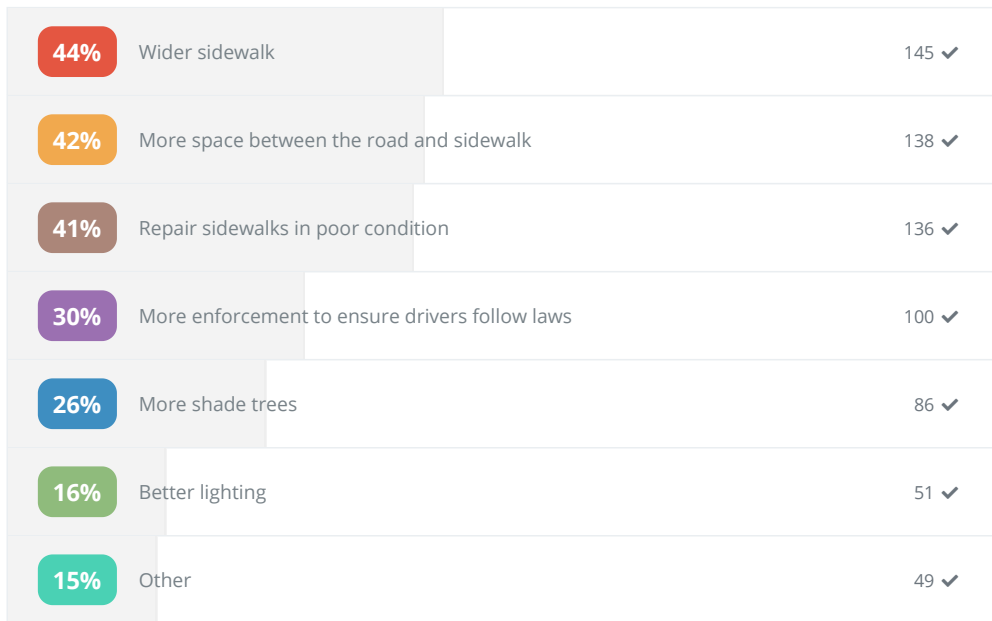


What are the biggest factors that discourage you from walking along 14th Street? Select all that apply.



343 Respondents

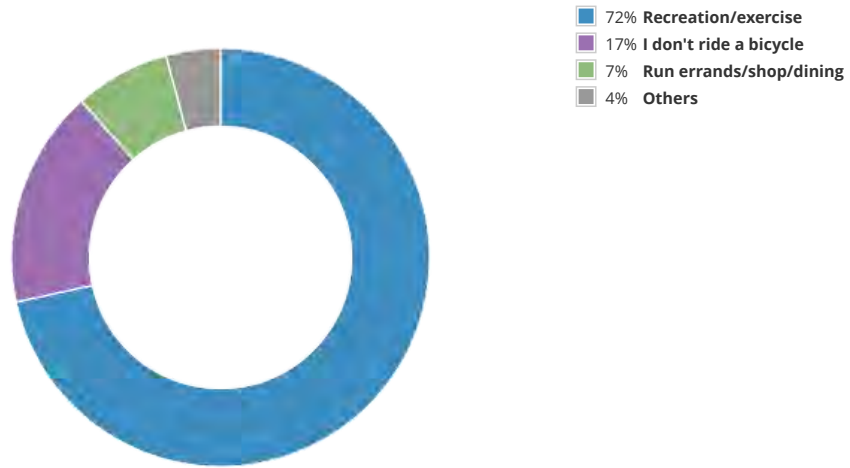
What would make you feel safer or more comfortable walking along 14th Street? Check all that apply.



328 Respondents

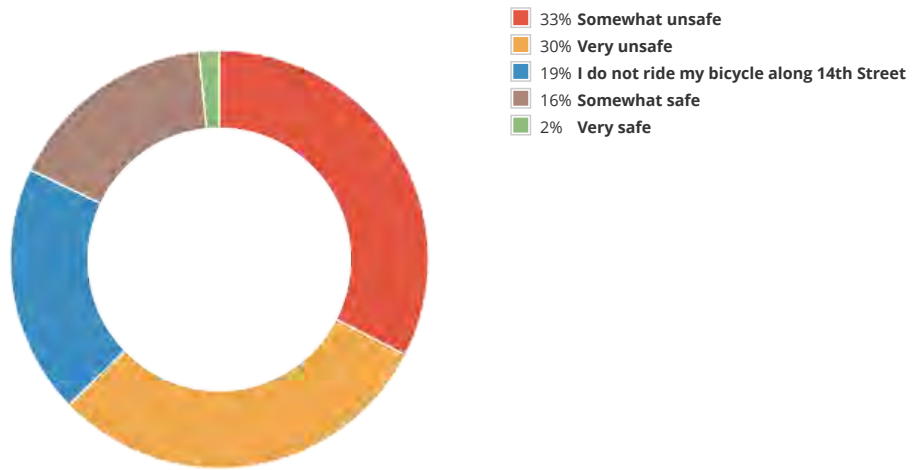


If you ride a bicycle, please indicate your primary destination or purpose.



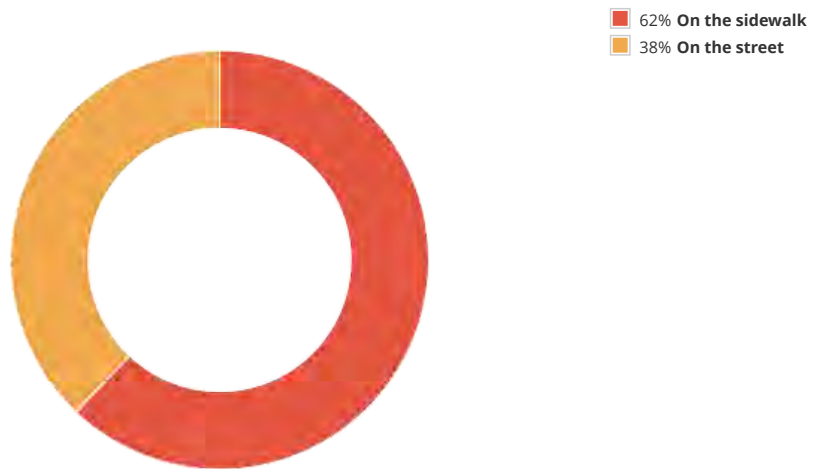
380 respondents

How safe do you feel riding your bicycle along 14th Street?



384 respondents

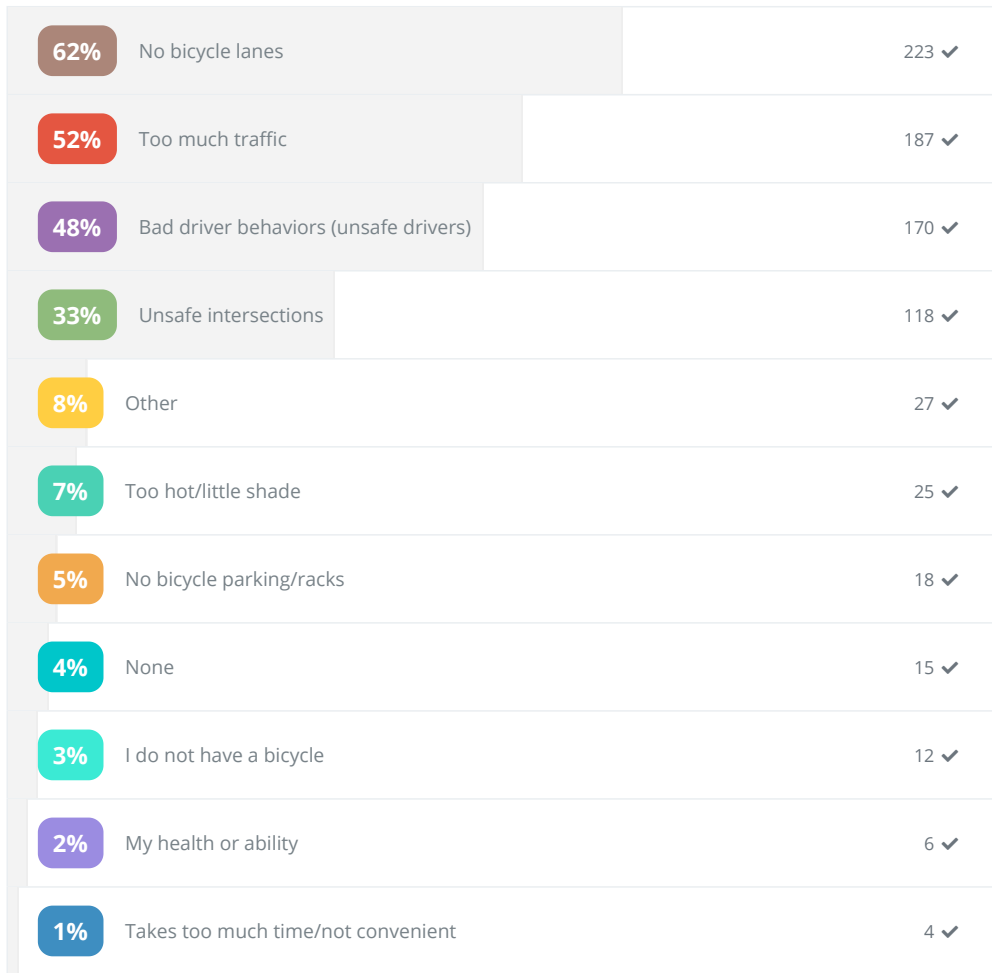
If there is no on-street bicycle lane, where do you prefer to ride your bicycle?



361 respondents

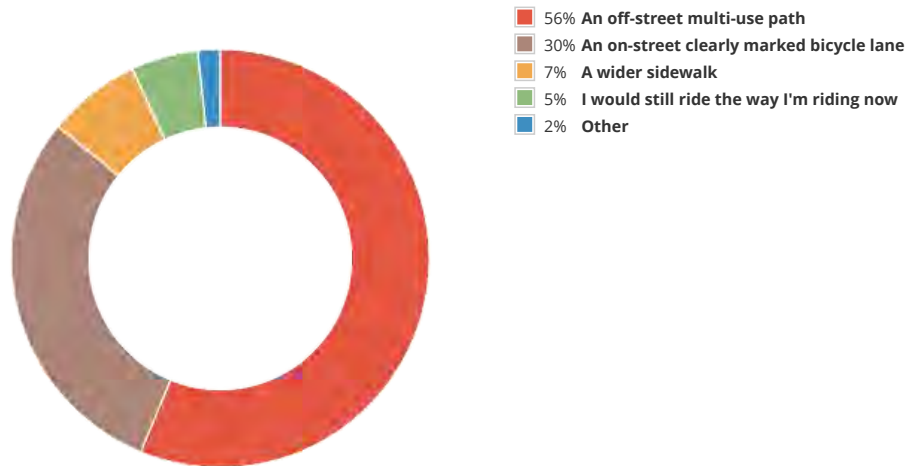


What are the biggest factors that discourage you from riding a bicycle along 14th Street?  
Select all that apply.



357 Respondents

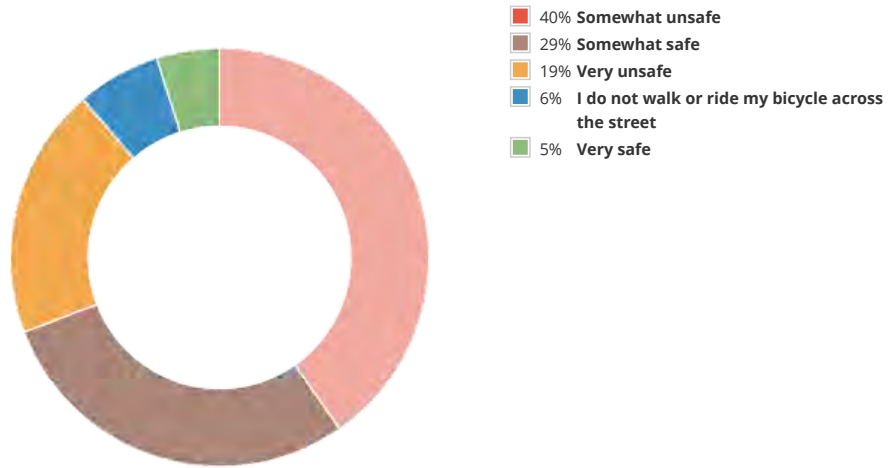
Which bicycling improvement would you be most likely to use?



347 respondents



How safe do you feel walking or riding a bike **across** 14th Street?



370 respondents

What options for crossing 14th Street do you use? Select all that apply.

|     |   |       |
|-----|---|-------|
| 58% | Go to nearest traffic signal to use the crosswalk                 | 202 ✓ |
| 33% | Cross lanes when there is a break in traffic (not in a crosswalk) | 116 ✓ |
| 33% | Go to nearest crosswalk   | 115 ✓ |
| 8%  | I do not walk or ride my bicycle across the street                | 29 ✓  |

347 Respondents

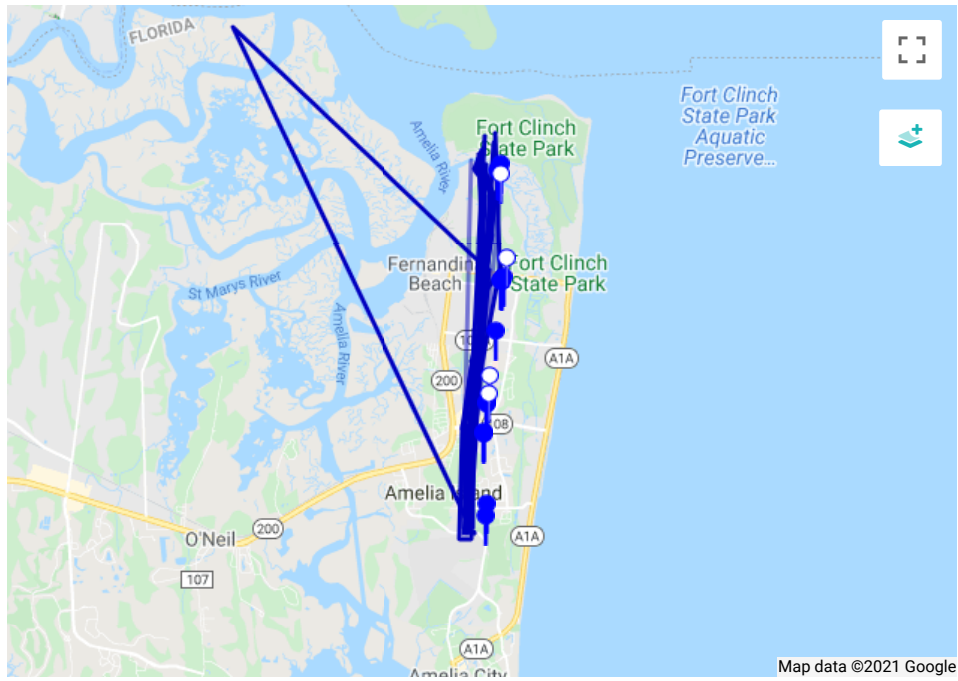
If you **do not** cross at an intersection/crosswalk, please select all reasons that apply.

|     |  |      |
|-----|--|------|
| 42% | Drivers don't yield at the marked crosswalk                        | 94 ✓ |
| 27% | Drivers don't stop or yield at the red light at the intersections  | 60 ✓ |
| 25% | I don't want to walk that far to get to the intersection/crosswalk | 57 ✓ |
| 20% | Other  | 45 ✓ |
| 14% | I feel safer crossing one direction at a time                      | 31 ✓ |
| 10% | Not enough time to cross at a traffic signal crosswalk             | 22 ✓ |
| 9%  | I don't want to wait for the signal                                | 20 ✓ |

224 Respondents

Where do you experience your biggest traffic safety issue or concerns along 14th Street within the study area?

On the map, mark up to **three** areas along the yellow highlighted 14th Street corridor where you feel there is a safety problem. You may mark a point or draw a line to show each location. As you add a point or line to the map, describe your concerns in the box after you double click.





What additional comments do you have to improve traffic safety in the study area?

not at this time

5 days ago

Lower the speed limits to no more than 35 mph on all roads on Amelia Island. At 45 mph, people are now driving 50 mph and higher. In addition to driving too fast I observe many drivers distracted by using their phones making this an even more safe situation. High speeds & phone use is very unsafe for walkers and cyclists.

8 days ago

EASY: ENFORCE TRAFFIC LAWS AND SYNC THE LIGHTS. LONGSHOT: ADD TURNING LANES FOR RIGHT-HAND TURNS.

10 days ago

Bridge at south end

15 days ago

North Atlantic Ave is a nightmare

15 days ago

Map is not user friendly. There are no crosswalks between Park and Nectarine. Also, there is only a sidewalk on one side of street in this area.

15 days ago

Between Sadler Rd & Jasmine Street is the scariest section.

16 days ago

It is unsafe to cross especially with a curve. I saw a mother and son that could not get across. The traffic would NOT STOP TO ALLOW THEM

17 days ago

No sidewalks, limited view, and large boat trailers.

17 days ago

Most of these questions have little or nothing to do with the bridge over Egan's Creek

17 days ago

Map isn't loading. On S. 14th, the sidewalks are in bad shape. There are no sidewalks on N. 14th past the mill.

17 days ago

This map is not usable. My concerns are between Sadler and Dee Bartels.

17 days ago

Better maintenance would go a long way. Like street sweeping. Trucks with boat trailers are the scary ones. PS- as a cyclist, and there are a bunch of us, we ride too fast to use the sidewalks. They are for walkers.

17 days ago

None

17 days ago

Dedicated bike lanes needed south of Sadler to round-about and north of Nectarine to Atlantic.

17 days ago

We need better bike lanes for walkers and bikers.

17 days ago

The round about, Sadler and Walmart area are bad

18 days ago

The bike paths added on the south end of the island have been good for making travel safer. It would be awesome to have more of paths like these for 14th street.

18 days ago

14th could use a bike trail as well as a sidewalk which extends all the way to the northernmost side

18 days ago

14th and Sadler too busy. Definitely would not want to walk across the road there.

18 days ago

Needs a multi purpose lane off road or separate from road.

18 days ago

Needs a multi use sidewalk to be safe for pedestrians and bikes.

18 days ago

See replies above

18 days ago

the road at the north end can be a little dicey with very narrow berms for cyclists but there isn't much traffic and what there is, is mostly local so they have their eyes on the road.  
Rush hours at the Amelia Parkway Circle are very bad...often backed up past airport road. That intersection (the airport) is very dangerous to cross (motorists are watching the planes, not other cars).

18 days ago

Additional law enforcement of traffic laws. Speeding, running red lights, not yielding to pedestrians in crosswalks or intersections. I live at 14 & Lime and walk, bike and drive on 14th every day. It is challenge to do so, walk lights will get you halfway across the first traffic lane before turning to a wait sign...when you have to wait for a car to turn in front of you at the walk, it is at the wait before you can even start to cross.

18 days ago

Widen road & add bike lane from traffic circle to Sadler Rd. Add bike lane from Jasmine to Atlantic Ave.

18 days ago

In areas where there are no bicycles post " Bicycles may use full lanes" signs. These are better than 'share the road" signs.

18 days ago

Slower speeds narrow lanes on 4 lane section. Off road path would be perfect.

19 days ago

n/a

19 days ago

If you put in the multi use paths, you will get the bikers off the streets and get more people out walking and biking and fewer cars on the streets, fewer parking spaces needed. Bikers like to eat and shop so a win-win for the city of Fernandina.

20 days ago

Map didn't work for me. Sadler, Beech, Atlantic Ave intersections are difficult to cross.

21 days ago



Multi-use trail for bikes and pedestrians. Wider sidewalks and bike lanes where multi-use trail not feasible. Light at Simmons and 14th.

21 days ago

The entire stretch of 14th, including up to DeeDee Bartels needs a safe bike lane

21 days ago

The sidewalks between Simmons and Sadler need repair. Also, in general I'm not in favor of adding a bike path or widening the road or sidewalks due to the destruction of trees and retaining that are done. That practice is counter intuitive to protecting the character and conservation efforts of the city. I'm requesting that this survey be posted on the city's website and be posted in our local newspapers. Reach out to all bike groups, such as with the Newcomer's Club of Amelia Island. The section of 14th street is dangerous between Atlantic and Dee Bartels. The ride to Bosque Bella cemetery is beautiful and a perfect tourist spot. But so dangerous with the trucks!!! Bike racks at the state park might be nice.

22 days ago

Bigger bike lanes in places

25 days ago

Clean debris from bike paths more frequently

25 days ago

Please make bike lanes

25 days ago

Map doesn't load to add info. Area at intersection of Jasmine and also Lime are hard to navigate a bike because of curbs.

26 days ago

Have wide bike lanes and easy transitions through intersections without trying to avoid curbs in your path

26 days ago

We need more safe crosswalks for pedestrians

26 days ago

I'm having issues with the map. The bridge, the intersection on Atlantic and 14th, and heading south towards the walmart are areas I ride my bike and find could be better. They could be improved for space, safety, and ease of use. I generally try to take other routes if possible aside from crossing the bridge, of course.

27 days ago

Why is there no connection once south of the concourse to Buccaneer trail. It is impossible to cross this road anywhere else but the roundabout and cannot connect to AITS trail. The traffic on this road is VERY dangerous.

27 days ago

More bike lanes in general.

27 days ago

better and more visible bike lane markings. current markings faded or non-existent. Biking from Sadler to airport circle is impossible on 14th street. . . have to use the sometimes treacherous sidewalk.

27 days ago

signage for motor vehicle operators that bicycles have the same right of way as they do, especially at the intersection of 14th and Sadler. Vehicles turning right onto Sadler from 14th street southbound just ignore people trying to cross Sadler. Even when the pedestrian walk light is on.

27 days ago

I cycle primarily. Riding along 14th St. from Amelia Island Parkway and Sadler Road is nearly impossible as there is no shoulder, heavy traffic and speed limit of 45 mph. Riding a bicycle from Sadler to Atlantic Ave. is only marginally better as there is a bicycle lane. Riding a bicycle north of Atlantic Ave. to Dee Dee Bartles boat ramp is difficult as well. Again, there's no bicycle lane or shoulder and while the speed limit is lower and less traffic there is the added danger of cars and trucks towing boats to the boat ramp.

28 days ago

Bike rider should be made to have insurance and get tickets for not obeying traffic laws

28 days ago

A roundabout would be much more effective at flowing traffic especially on busy days, in conjunction with the fact that pedestrian traffic crossing is not as prevalent

28 days ago

Its not a prob. We can ride elsewhere.

28 days ago

Between Atlantic and Sadler is fairly good for bike riding except for the crossing at Sadler. South of Sadler is not very good but Amillia is a good alternative

28 days ago

Upgrade North 14th Street to the same standards as South 14th Street

28 days ago

No additional comment

28 days ago

Done

28 days ago

Map won't load. There are many bicycle unfriendly drivers on the island. Not to bad on certain streets but 14th main 8th Sadler forget about safety.

29 days ago

I can't figure out the map but north 14th Street from Atlantic north is the most dangerous as there is no sidewalk and no bike path. The second dangerous spot is between Simmons and the round about because there is a bike path on only one side and if you are going south on 14th you either have to take the road, with no bike lane or path, or bike into traffic that is turning right to go onto A1A

29 days ago

A dedicated bike lane & ticket bikes on sidewalk or in the street ( unless handicapped)

29 days ago

Perhaps flashing lights might help the Simmons intersection.

29 days ago

Add a wider walking/bike path on south 14th street

29 days ago

There are many road bikers, like myself, on the Island. 14th Street is narrow and congested and unsafe for bikers south of Atlantic Avenue. Dedicated bike lanes would be a great safety improvement.

29 days ago

An off street multi use path would be ideal. Painted Street bike paths are feel dangerous,

29 days ago

increase unmarked and marked law enforcement vehicle presence.

29 days ago



There is the same EXACT issue going on, Northbound on S. 8th Street in the right-hand ONLY turn lane at Lime Street as well, but it is even WORSE at this location than 14th Street. Same here, reported to FBPD on numerous occasions and nothing was ever done about it.

29 days ago

Getting people to slow down is a major challenge.

29 days ago

Hard to indicate on map but all of 14th, especially south of Lime and North of Atlantic (where there is no bike lane).

29 days ago

Tool will not work. Danger points are where roundabout meets 14th, at Simmons where there is an unnecessary stop sign, and where the sidewalk has a sharp bend with uneven concrete and where 14th meets sadler

29 days ago

Map didn't load - biggest areas of concern along 14th Street for me - Amelia Island Parkway to Sadler and north of Atlantic.

29 days ago

Educate both drivers and bicyclist on the rules of the road. You can install all the bike lanes and all but if the cyclists don't know how to observe the rules it won't really matter. It applies to some drivers too who don't respect the presence of cyclist on the road. Inshort EDUCATE the people about these.

29 days ago

The 4-way stop at Simmons Road has become a hazard to those who live off of 14th St.

29 days ago

Drivers exiting retail stores roll thru the sidewalk w/o looking much less stopping. Very dangerous for walkers & bikers. The Publix area is super dangerous to anyone on the sidewalk. Crossing Sadler everywhere is dangerous. Crossing lights for pedestrians DO NOT stop traffic. Left turners get a green arrow and pedestrians get the cross light simultaneously. Almost got hit at Sadler&8'th yesterday! Do right on red drivers stop? Heck no. Put up signs and enforce laws.

29 days ago

Continued focus on bike; Ames and off-street pathswould be greatly a-predicated!

29 days ago

Back side entrance into Ft. Clinch for bicycles from 14th Street.

29 days ago

Widen sidewalk to allow bike use

29 days ago

North 14th Street bicycle lane with access to Fort Clinch would make a great loop ride.

29 days ago

Roundabout at Simmons

29 days ago

Shoulders

29 days ago

Reduce the traffic speed on both 14th Street and Simmons Road. Add a traffic light or stop sign at Ocean Breeze Drive.

29 days ago

Police stopping speeding; making bikers more aware of bike lanes - which need to be widened and marked better.

29 days ago

Riding to Bosque bello cemetery and dee dee barrels. Second riding to publix.

29 days ago

- \* Label use lanes clearly. Raise awareness of multi use streets.
- \* Lane, sidewalk repairs/improvements, signage needed to protect increased bike/pedestrian traffic on side streets (lacking lanes, safe sidewalks) that parallel Atlantic as it becomes more heavily traveled.
- \* Intersections are blocked by beautiful foliage.
- \* Study and adjust street lights to illuminate both sidewalk and bike lanes.

29 days ago

I wish people were more aware of bicyclist.

29 days ago

Put bike lane between Al Pkwy and Sadler

29 days ago

None

29 days ago

And offstreet, wide multi use land would be great.

29 days ago

A dedicated bike lane or path would allow me to bike to work. Right now, 14th and 8th are too dangerous - especially in the early morning and late afternoon.

29 days ago

A consistent police presence has the potential to allow this issue to self regulate

29 days ago

Put a light or roundabout at Hickory and S. 14.

29 days ago

can't get the map to work. Traffic from 14th and Sadler up to Jasmine needs to be slowed, more pedestrian crosswalks (enforced car stopping), and dedicated bicycle lanes put in place.

29 days ago

I had trouble pinning the intersection at 14th St and Simmons but I would like to say that the four-way stop there is a great improvement and will reduce the chance of a serious accident there. I go through that intersection several times per day and the four-way stop seems to be working very well. During times when there is more than the usual amount of traffic on Simmons there is sometimes a backup of five or six cars on 14th but the wait is a small price to pay for the added safety. An additional benefit of the four-way stop is that it prevents drivers on 14th St. from building up too much speed on this stretch of 14th St. The completion of the River-to-Sea Trail on Simmons has increased the amount of bicycle and pedestrian traffic at this intersection and the four-way stop is an excellent addition to their safety. In the future a traffic light or roundabout (space permitting) might be an even greater improvement.

29 days ago

From 14th st to the boat ramp at dede bartles, there should be a sidewalk and bike lane.

29 days ago

Very unsafe between the airport and sadler

29 days ago



More enforcement of drivers is needed along with repairs preciously mentioned. A lot of fast and aggressive drivers along entire stretch of study area.

29 days ago

saddler and 14th more time to turn. and please dont allow outsiders to panhandle that corner. they are always in the street and a nuisance. the firemen are fine but that out of town "church" that keeps changing its name every time they are here are really annoying and scary when in the roads all the time.. even after warnings from the police.

29 days ago

Map too difficult to navigate. Intersection of 14th /Sadler, 14th/Atlantic, and 14th/amelia Parkway traffic circle.

29 days ago

Please, widen road, wide walking lane and slow traffic

29 days ago

14 atlantc makn m f htl

29 days ago

Stop with the sharrows - they're not safe.

one month ago

Larger paths

one month ago

Larger bike path the full length of 14th street and continue the North 14th st side walk further down to maybe the Bosqebello cemetery

one month ago

14 street north of Atlantic is very unsafe for bike riders. The road is narrow with no sidewalk of bike lane. Drivers to not follow speed limits of traffic laws. It's the only road to get to old town and dd bartels park. The bridge going over Egan's creek is extremely dangerous. Many times while riding my bike, trucks pulling boat trailers have passed me on the bridge. The bridge is narrow and there is a blind corner once you cross the bridge. I have witnessed many near accidents because of vehicles passing me on the bridge.

one month ago

Light area up towards Beech Street

one month ago

No bike lane on 14th from Ameila Island Parkway to Sadler Rd. I avoid biking this at all costs. Heavy traffic and a lot of vehicles turning into plazas just north of Sadler. No sidewalk on the west side of 14th from The Loop to Lime St. North of Jasmine St. has no bike lane. Hickory St and 14th intersection doesn't have a crosswalk. North 14th has no bike lane or sidewalk.

I see can potential benefit in have a mix-used North/South paved path on one side of 14th with improved East/West crosswalks. I would consider biking and walking 14th much more if that were the case.

one month ago

Citrona also needs attention. You have two schools on citrona & no bike path.

one month ago

No visibility no sidewalks no bike lane

one month ago

Need bike lanes

one month ago

None

one month ago

More multi use paths and bicycle lanes, please!

one month ago

At Sadler

one month ago

It is very dangerous at the intersection of Sadler and 14th, when turning north on 14th. Many drivers try to cross multiple lanes to turn into the Loop and the bar parking lot, which is too close to the intersection and people turning do not have enough time to see a stopped vehicle to safely stop. Also people pulling out of the loop and bar parking lot and crossing multiple lanes to go north

one month ago

Can't draw on the map. All of 14th street on the road is unsafe except from Atlantic to turn for Dee Dee Bartles

one month ago

Failure of vehicles, especially towing trailers (including boats) to obey the speed limit and laws regarding bicycles in their lane (sufficient clearance or wait if you cannot provide that clearance safely). Few who do yield the required clearance consider the length of the trailer before pulling back over. I have experienced this problem on 14th north of Atlantic, but the worst at the bridge.

one month ago

Please expand walking/biking paths. As more visitors/cars come to the island it becomes more unsafe on the roads. Visitors don't always obey road rules for ped/bikes

one month ago

Sadler to Dee Dee Bartels is unsafe. Make a multi use path. Fletcher got a bike lane but it is even more dangerous having to weave around parked vehicles in bike lanes, construction crews and people putting trash cans in bike lanes. Don't do this on 14th...bikes/pedestrians need to be separate from traffic.

one month ago

Challenged to use above map but as a frequent walker and user of 14th street my 3 areas of concern is 1) no sidewalks north of Atlantic Ave after 1 block; 2) cars at 14th and Atlantic do not stop behind the wide white line when turning East therefore making it challenging to cross; 3) hickory/14th intersection may need a light

one month ago

45 MPH on 14th north of Sadler Road is too fast given the rather narrow shoulder. South of Sadler Road there is no shoulder. I have been riding a bicycle for more than 60 years...14th south of Sadler is a non-starter for me. North of Sadler Road it is only when needed (such as when a new drain pipe was installed on Citronia north of the Post Office.

one month ago

45 MPH on 14th is too fast for on-street cyclists (even skilled cyclists) especially for the very narrow shoulder. This is even worse south of Sadler Road where there is no shoulder.

one month ago

That map is crappy! It would be great to have a bike lane on 14th north of Atlantic. Plus a bike lane on N Fletcher Ave.

one month ago

If the city is going to provide some funding for the golf course, consider the multiple use option for cycling trails around the perimeter or as destination connectors.

one month ago



Bridge low railing and pavement drop to rain gutter too dangerous to ride near edge of road or allow car traffic to push bike to edge. I ride in the middle of the traffic lane. IMPROVEMENT is to paint bike lane markers in the middle of the traffic lane on the bridge. Traffic sign on each approach to bridge stating bicycles in traffic lane.

one month ago

most of 14th unfriendly to walk/bike. Fix sidewalks and add a bike lane on the street would be great!

one month ago

Nothing like bikes riding 2 or 3 abreast to ask for trouble

one month ago

All points due to traffic and laws not followed

one month ago

Courson at 14th.

one month ago

traffic controls do not detect bicycles at intersections.

one month ago

Going north on 14th St, the traffic light at Sadler is obstructed by a cable TV or Telephone cable.

one month ago

Law/speed enforcement, and driver education- will result in better driver behavior. Thank you.

one month ago

Due to heavy fast traffic, bike lanes need to be larger. Some physical barrier between the two would be best.

one month ago

I believe I heard at a county planning meeting some statistics that show overhead canopy helps drivers slow down. As 14th st develops we could put parking lots behind buildings so drivers, walkers, cyclists don't have to look at ugly parking lots. And provide a wide barrier between the street and buildings that provides for adequate growing room for large street trees.

one month ago

14th north of Atlantic is dangerous for bicycles. The pickups hauling boat trailers are wide and the street has hills that obscure the view. A trail on that portion of 14th going up to Dee Dee Bartels would be most welcome and a very safe option for cyclists and walkers.

one month ago

Replace the sidewalk along 14th St S, between Sadler and Amelia Island Parkway with a Multi-use Path.

one month ago

Needs clear bike lanes in both direction or one multi use path where you can travel both directions

one month ago

The driveways from commercial enterprises with direct access to 14th Street have automobile traffic that threatens walkers, riders, & joggers. There needs to be greater caution signage and traffic calming measures taken in these areas.

one month ago

N. 14th St. is a safety concern for cyclists and walkers.

one month ago

S. 14th is a fairly safe road to walk, bicycle or drive.

one month ago

None

one month ago

Add bike lanes

one month ago

Three items: 1. No bike lane south of Sadler. 2. The speed limit from Sadler north to Lime is an unreasonable 45 miles per hour. Given the large number of driveway accesses and heavy traffic that speed is very unsafe. 3. Going north in the bike lane at Lime the right turn only lane is a good place to get killed as a cyclist going straight. Cities have had solution for this for many years. Where is ours?

one month ago

Please note, from Atlantic to DD Bartells boat ramp is dangerous. The entire road needs to be widened with a bike lane on each side of the road.

one month ago

Use traffic circles wherever possible, they are low maintenance, safer and allow traffic to keep flowing while implicitly slowing speeds and reducing enforcement costs. they are also far more aesthetically pleasing.

one month ago

This map is not clear enough to mark. Riding west between Sadler and Amelia island play is totally unsafe. There needs to be bike lanes.

one month ago

Bridge is extremely dangerous with tiny sidewalks on the side...way too close to traffic. N 14th has no sidewalk at all for much of the street, making it very unsafe to walkers/runners.

one month ago

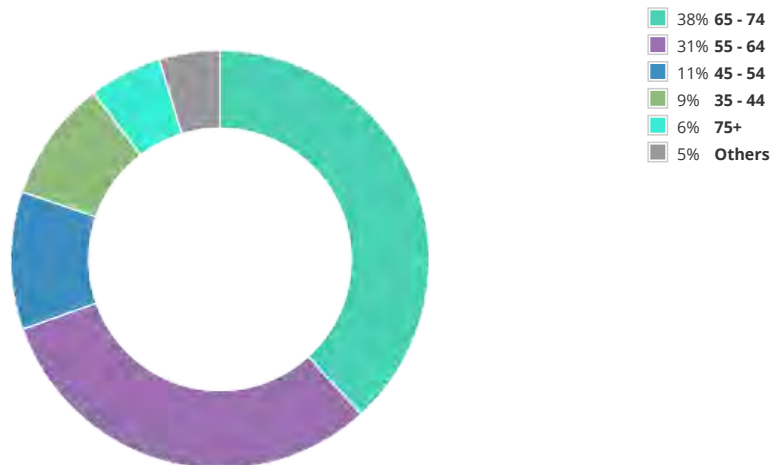
1. Consult with City of Fernandina Beach Police Dept and Nassau County Sheriffs Office to identify high-accident locations. 2. Consult with Nassau County Engineering Dept Head to discuss converting road shoulders to bike lanes in one location.3. Consider reducing speed limits on some segments of 14th St from 45 to 35 mph.

one month ago

If you would like to receive updates about the study, please share your contact information.

No data to display...

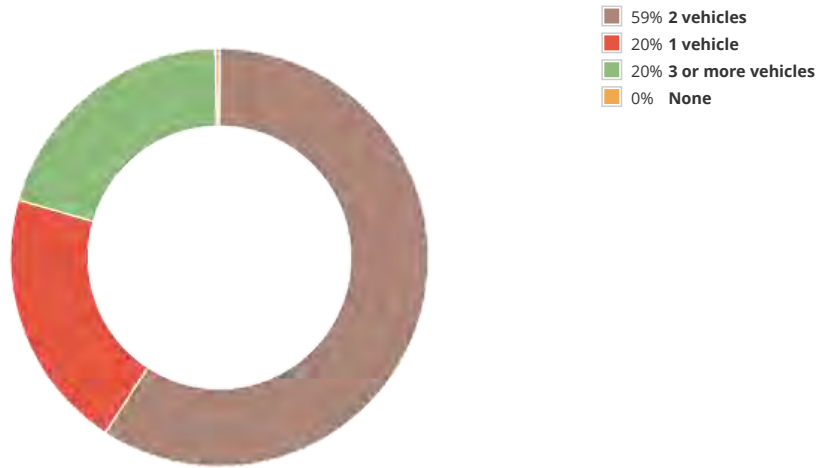
What is your age?



319 respondents

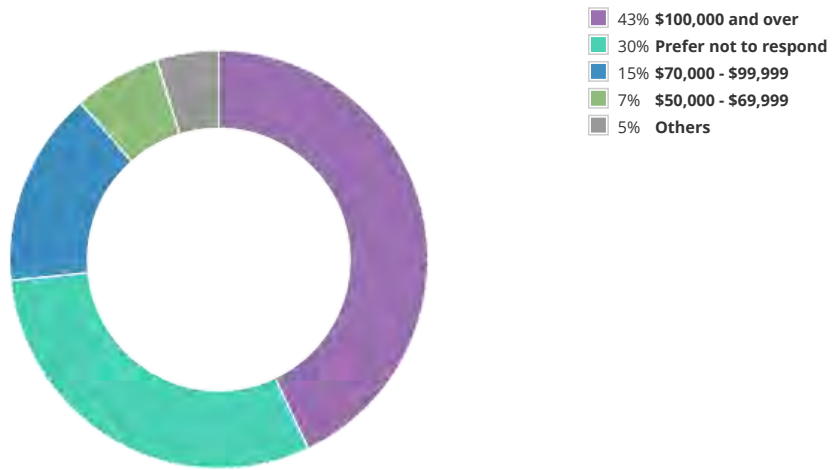


How many working, registered vehicles are in your household?



316 respondents

What is your household income?



312 respondents

APPENDIX E:

SITE PHOTOS



# 14th Street at South of Sadler Road



◀ Sidewalk along east side of 14th Street (southbound)



Swales along west side of 14th Street ▶ (westbound)

**14th Street at  
Sadler Road**



**West crosswalk (southbound)**



**Sidewalk ramp on the southeast corner**



# 14th Street at Sadler Road



North crosswalk (westbound)



View looking toward the southeast corner

## 14th Street at Park Avenue/ TJ Courson Road



**14th Street (northbound, north of Park Avenue)**



**East crosswalk (southbound)**



## 14th Street at Park Avenue / TJ Courson Road



**Pedestrian lighting along the east crosswalk**  
(looking toward the southeast corner)



**South crosswalk (eastbound)**

## 14th Street at Lime Street



Looking toward the southwest corner



Tricycle traveling south in the bicycle lane (south of Lime Street)



**14th Street at  
Lime Street**



**14th Street sidewalk and merge area (northbound, north of Lime Street)**



**East crosswalk (northbound)**

# 14th Street at Jasmine Street



**Sidewalk near Barnabas Center’s resale store (at the northeast corner)**



**14th Street (north of Jasmine Street, south view)**



# 14th Street at Jasmine Street



◀ Sidewalk ramp on the southwest corner



North crosswalk is not marked (looking toward the northeast corner)

# 14th Street at Beech Street



Looking toward the northeast corner



14th Street (southbound, south of Beech Street)



## 14th Street at Beech Street



**South crosswalk (eastbound, looking toward southeast corner)**



**Missing signage at the pedestrian push button (at the southeast corner)**

# 14th Street at Atlantic Avenue



◀ At the southeast corner (looking north-bound)



Looking toward the southwest corner



**14th Street at  
Atlantic Avenue**



**14th Street (south of Atlantic Avenue, looking north)**

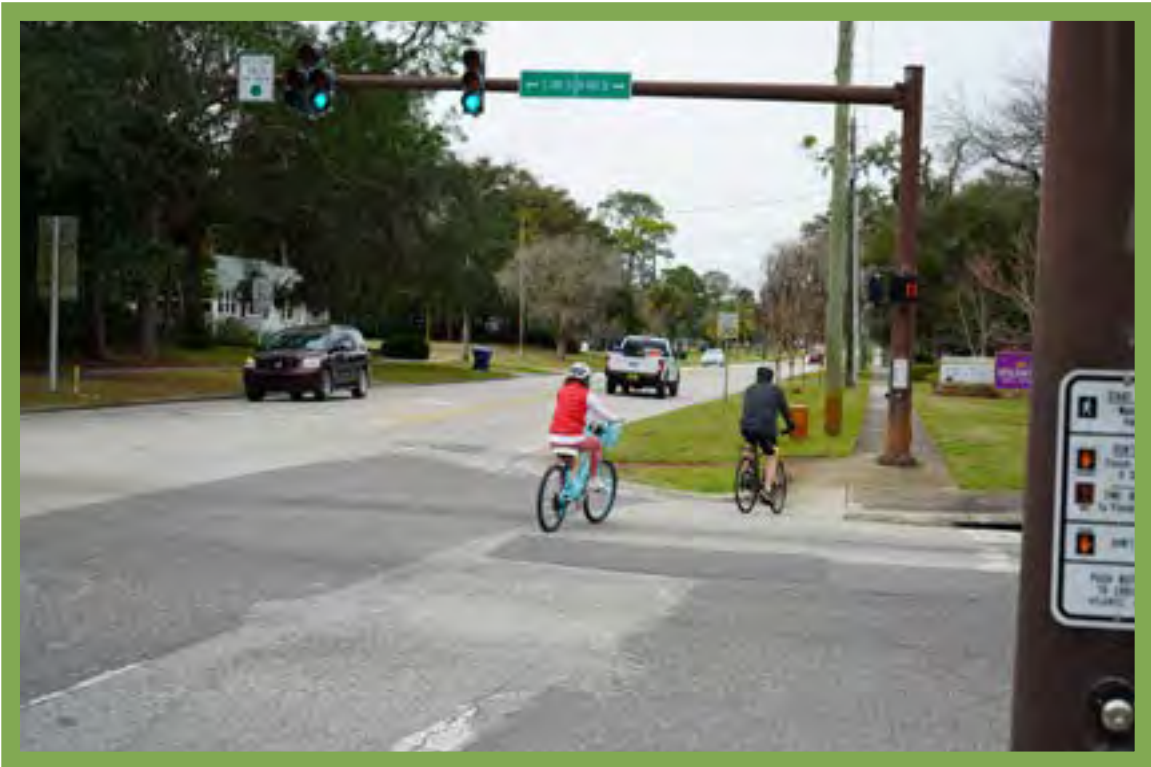


**North crosswalk is not marked (westbound)**

# 14th Street at Atlantic Avenue



Missing signage at the pedestrian push button (at the southeast corner)



Bicyclist on north crosswalk (westbound)



## North 14th Street Bridge



**On the North 14th Street bridge (looking north)**

**14th Street at  
Dee Dee Bartels Public Boat Ramp**



**North 14th Street/Pogy Place** (at the driveway to boat ramp, looking east)



**At the driveway to boat ramp**



APPENDIX F:  
SPEED DATA

| Site number | Site Location                       | Posted Speed Limit | Direction | Day 1 (1/12/2021)           |                       |                     |                    |                         | Day 2 (1/13/2021)           |                       |                     |                    |                         | Day 3 (1/14/2021)           |                       |                     |                    |                         | Average                     |                       |                     |                    |                         |
|-------------|-------------------------------------|--------------------|-----------|-----------------------------|-----------------------|---------------------|--------------------|-------------------------|-----------------------------|-----------------------|---------------------|--------------------|-------------------------|-----------------------------|-----------------------|---------------------|--------------------|-------------------------|-----------------------------|-----------------------|---------------------|--------------------|-------------------------|
|             |                                     |                    |           | 15th Percentile Speed (mph) | 85th Percentile (mph) | Average Speed (mph) | Median Speed (mph) | 10 MPH Pace Speed (veh) | 15th Percentile Speed (mph) | 85th Percentile (mph) | Average Speed (mph) | Median Speed (mph) | 10 MPH Pace Speed (veh) | 15th Percentile Speed (mph) | 85th Percentile (mph) | Average Speed (mph) | Median Speed (mph) | 10 MPH Pace Speed (veh) | 15th Percentile Speed (mph) | 85th Percentile (mph) | Average Speed (mph) | Median Speed (mph) | 10 MPH Pace Speed (veh) |
| 1           | 630' north of Amelia Island Parkway | 45                 | NB        | 34.4                        | 43.7                  | 39.0                | 38.9               | 30 mph to 40 mph        | 35.0                        | 43.8                  | 39.1                | 38.9               |                         | 35.2                        | 44.1                  | 39.5                | 39.4               |                         | 34.9                        | 43.9                  | 39.2                | 39.1               |                         |
|             |                                     |                    |           | 35.3                        | 44.2                  | 39.6                | 39.4               |                         | 35                          | 44.1                  | 39.3                | 39.2               |                         | 35.8                        | 44.6                  | 40.2                | 40.2               |                         | 35.4                        | 44.3                  | 39.7                | 39.6               |                         |
| 2           | 500' South of Isleworth Ln          | 45                 | NB        | 38.1                        | 48                    | 43                  | 42.9               |                         | 37.9                        | 48.1                  | 42.9                | 42.9               |                         | 38.6                        | 48.4                  | 43.4                | 43.3               |                         | 38.2                        | 48.2                  | 43.1                | 43.0               |                         |
|             |                                     |                    |           | 38.9                        | 49.1                  | 43.9                | 43.6               |                         | 37.8                        | 48.7                  | 43.2                | 43.1               |                         | 39.8                        | 49.4                  | 44.4                | 44.1               |                         | 38.8                        | 49.1                  | 43.8                | 43.6               |                         |
| 3           | South of Comcast Driveway           | 45                 | NB        | 35.5                        | 47.7                  | 41.2                | 41.2               |                         | 35.2                        | 47.4                  | 41                  | 41.1               |                         | 36.1                        | 48.1                  | 41.9                | 41.8               |                         | 35.6                        | 47.7                  | 41.4                | 41.4               |                         |
|             |                                     |                    |           | 35.2                        | 45.9                  | 40.4                | 40.6               |                         | 35                          | 45.5                  | 40.1                | 40.1               |                         | 35.6                        | 46.6                  | 40.9                | 41                 |                         | 35.3                        | 46.0                  | 40.5                | 40.6               |                         |
| 4           | 430' South of Beech St              | 30                 | NB        | 25.3                        | 35                    | 30.3                | 30.6               |                         | 26.7                        | 36.5                  | 31.6                | 31.8               |                         | 27.1                        | 37.1                  | 32.1                | 32.2               |                         | 26.4                        | 36.2                  | 31.3                | 31.5               |                         |
|             |                                     |                    |           | 27.1                        | 37.2                  | 32.1                | 32.3               |                         | 28.3                        | 37.9                  | 33                  | 33                 |                         | 29.5                        | 38.3                  | 33.5                | 33.4               |                         | 28.3                        | 37.8                  | 32.9                | 32.9               |                         |
| 5           | 170' South of Broome St             | 30                 | NB        | 27                          | 38.1                  | 32.5                | 32.7               |                         | 27.9                        | 38.3                  | 33                  | 33.1               |                         | 28.1                        | 38.7                  | 33.4                | 33.4               |                         | 27.7                        | 38.4                  | 33.0                | 33.1               |                         |
|             |                                     |                    |           | 27.6                        | 38.7                  | 33.2                | 33.4               |                         | 28.2                        | 39.1                  | 33.7                | 33.7               |                         | 29                          | 39.4                  | 34.3                | 34.5               |                         | 28.3                        | 39.1                  | 33.7                | 33.9               |                         |

Source: Speed data collected by Peggy Malone & Associates, Inc., January 2021



APPENDIX G:

72-HOUR TRAFFIC VOLUME, CLASSIFICATION COUNTS







Station #: Site 1 NB  
Site ID: 000000008522  
Loc: 14th St 630' N/o Amelia Island Pkwy  
Direction: NORTH  
Lane: 1

File: D0111011.prn  
Info: 21-006 MG TRS  
GPS: 30.620666,-81.455304

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10   | 11   | 12   | 13   | 14   | 15    | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|-------|--------|
| 18:15              | 0     | 50    | 11    | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 62     |
| 18:30              | 0     | 36    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 39     |
| 18:45              | 0     | 32    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 36     |
| 19:00              | 0     | 25    | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 36     |
| Hour Total         | 0     | 143   | 29    | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 173    |
| 19:15              | 0     | 22    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 27     |
| 19:30              | 0     | 20    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 24     |
| 19:45              | 0     | 14    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 20     |
| 20:00              | 0     | 18    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 21     |
| Hour Total         | 0     | 74    | 18    | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 92     |
| 20:15              | 0     | 8     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 12     |
| 20:30              | 0     | 14    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 17     |
| 20:45              | 0     | 12    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 16     |
| 21:00              | 0     | 18    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 21     |
| Hour Total         | 0     | 52    | 14    | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 66     |
| 21:15              | 0     | 10    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 12     |
| 21:30              | 0     | 7     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 8      |
| 21:45              | 0     | 7     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 10     |
| 22:00              | 0     | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 10     |
| Hour Total         | 0     | 34    | 5     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 40     |
| 22:15              | 0     | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 11     |
| 22:30              | 0     | 5     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 6      |
| 22:45              | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 3      |
| 23:00              | 0     | 3     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 6      |
| Hour Total         | 0     | 21    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 26     |
| 23:15              | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 6      |
| 23:30              | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 5      |
| 23:45              | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 1      |
| 24:00              | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 1      |
| Hour Total         | 0     | 13    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0     | 13     |
| DAY TOTAL          | 5     | 3354  | 833   | 2     | 43    | 4     | 4     | 7     | 3     | 0    | 0    | 0    | 0    | 0    | 0     | 4255   |
| PERCENTS           | 0.1%  | 78.8% | 19.6% | 0.0%  | 1.0%  | 0.1%  | 0.1%  | 0.2%  | 0.1%  | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0%  | 100.0% |
| Passenger Vehicles | 98.5% |       |       |       |       |       |       |       |       |      |      |      |      |      |       |        |
| Trucks & Buses     | 1.5%  |       |       |       |       |       |       |       |       |      |      |      |      |      |       |        |
| AM Times           | 06:45 | 10:30 | 11:15 | 07:45 | 07:15 | 09:00 | 09:00 | 10:30 | 07:00 |      |      |      |      |      |       | 10:30  |
| AM Peaks           | 2     | 283   | 86    | 1     | 7     | 2     | 1     | 2     | 1     |      |      |      |      |      |       | 364    |
| PM Times           | 13:30 | 15:00 | 14:00 |       | 12:30 | 12:30 | 14:45 | 12:30 |       |      |      |      |      |      | 14:45 |        |
| PM Peaks           | 357   | 92    | 7     |       | 1     | 1     | 3     | 1     |       |      |      |      |      |      | 424   |        |









Station #: Site 1 NB  
Site ID: 000000008522  
Loc: 14th St 630' N/o Amelia Island Pkwy  
Direction: NORTH  
Lane: 1

File: D0111011.prn  
Info: 21-006 MG TRS  
GPS: 30.620666,-81.455304

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 18:15      | 0 | 51  | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 67    |
| 18:30      | 1 | 47  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 18:45      | 0 | 31  | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 40    |
| 19:00      | 0 | 32  | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 46    |
| Hour Total | 1 | 161 | 44 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 207   |
| 19:15      | 0 | 31  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| 19:30      | 0 | 30  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 37    |
| 19:45      | 0 | 8   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 20:00      | 0 | 17  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| Hour Total | 0 | 86  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 97    |
| 20:15      | 0 | 16  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 20:30      | 0 | 25  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| 20:45      | 0 | 10  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 21:00      | 0 | 15  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| Hour Total | 0 | 66  | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| 21:15      | 0 | 7   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 21:30      | 0 | 13  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| 21:45      | 0 | 7   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 22:00      | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 0 | 30  | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 39    |
| 22:15      | 1 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 22:30      | 0 | 5   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 22:45      | 0 | 8   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 23:00      | 0 | 2   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| Hour Total | 1 | 18  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| 23:15      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 23:30      | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 23:45      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 24:00      | 0 | 2   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 0 | 10  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |

|           |      |       |       |      |      |      |      |      |      |      |      |      |      |      |      |        |
|-----------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| DAY TOTAL | 5    | 3434  | 857   | 0    | 33   | 8    | 4    | 7    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 4353   |
| PERCENTS  | 0.1% | 78.9% | 19.7% | 0.0% | 0.8% | 0.2% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.7% Trucks & Buses 1.3%

|          |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 10:00 | 11:15 | 11:15 | 08:15 | 09:00 | 08:45 | 08:00 | 11:00 | 11:15 |
| AM Peaks | 2     | 320   | 93    | 6     | 2     | 1     | 2     | 2     | 421   |
| PM Times | 12:15 | 13:30 | 13:30 | 15:15 | 15:30 | 13:00 | 12:45 | 12:30 | 13:30 |
| PM Peaks | 1     | 331   | 81    | 6     | 2     | 1     | 2     | 1     | 420   |

Station #: Site 1 NB  
Site ID: 000000008522  
Loc: 14th St 630' N/o Amelia Island Pkwy  
Direction: NORTH  
Lane: 1

File: D0111011.prn  
Info: 21-006 MG TRS  
GPS: 30.620666,-81.455304

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 00:30      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 00:45      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 6   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 01:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:30      | 0 | 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  | 0     |
| 02:00      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:15      | 0 | 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  | 0     |
| 03:45      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 04:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 04:30      | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 04:45      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 05:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 05:15      | 0 | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:30      | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 05:45      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 06:00      | 0 | 5   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| Hour Total | 0 | 12  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| 06:15      | 0 | 4   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 06:30      | 0 | 10  | 1  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 06:45      | 0 | 17  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 24    |
| 07:00      | 0 | 17  | 4  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| Hour Total | 0 | 48  | 15 | 0 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 66    |
| 07:15      | 0 | 35  | 2  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 38    |
| 07:30      | 0 | 51  | 6  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 58    |
| 07:45      | 0 | 44  | 11 | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 57    |
| 08:00      | 0 | 54  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 69    |
| Hour Total | 0 | 184 | 34 | 0 | 2 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 222   |
| 08:15      | 0 | 47  | 12 | 0 | 1 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 62    |
| 08:30      | 0 | 56  | 10 | 0 | 0 | 0 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 69    |
| 08:45      | 0 | 69  | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 90    |
| 09:00      | 0 | 62  | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| Hour Total | 0 | 234 | 60 | 0 | 3 | 0 | 0 | 4 | 3 | 0  | 0  | 0  | 0  | 0  | 0  | 304   |





Station #: Site 1 NB  
Site ID: 000000008522  
Loc: 14th St 630' N/o Amelia Island Pkwy  
Direction: NORTH  
Lane: 1

File: D0111011.prn  
Info: 21-006 MG TRS  
GPS: 30.620666,-81.455304

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 18:15      | 0 | 46  | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 18:30      | 0 | 56  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 63    |
| 18:45      | 0 | 29  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 36    |
| 19:00      | 0 | 41  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 46    |
| Hour Total | 0 | 172 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 205   |
| 19:15      | 0 | 26  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| 19:30      | 0 | 28  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 35    |
| 19:45      | 0 | 16  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| 20:00      | 0 | 15  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 17    |
| Hour Total | 0 | 85  | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 108   |
| 20:15      | 0 | 20  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 20:30      | 0 | 14  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| 20:45      | 1 | 12  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 21:00      | 0 | 17  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| Hour Total | 1 | 63  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 72    |
| 21:15      | 0 | 8   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 21:30      | 0 | 7   | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 21:45      | 0 | 9   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 22:00      | 0 | 3   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| Hour Total | 0 | 27  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 35    |
| 22:15      | 0 | 9   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 22:30      | 1 | 6   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 22:45      | 0 | 10  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 23:00      | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 1 | 28  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 31    |
| 23:15      | 0 | 8   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 23:30      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 23:45      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 24:00      | 0 | 3   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| Hour Total | 0 | 16  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |

|           |      |       |       |      |      |      |      |      |      |      |      |      |      |      |      |        |
|-----------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| DAY TOTAL | 7    | 3594  | 797   | 1    | 38   | 8    | 3    | 11   | 5    | 0    | 1    | 0    | 0    | 0    | 0    | 4465   |
| PERCENTS  | 0.2% | 80.5% | 17.8% | 0.0% | 0.9% | 0.2% | 0.1% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.5% Trucks & Buses 1.5%

|          |       |       |       |       |       |       |       |       |       |  |       |  |  |  |  |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|-------|--|--|--|--|-------|
| AM Times | 09:30 | 10:30 | 11:00 | 10:45 | 07:00 | 08:30 | 07:45 | 08:15 |       |  |       |  |  |  |  | 11:00 |
| AM Peaks | 1     | 289   | 79    | 5     | 1     | 1     | 5     | 3     |       |  |       |  |  |  |  | 375   |
| PM Times | 12:15 | 14:00 | 13:30 | 15:30 | 12:45 | 14:30 | 12:45 | 14:30 | 13:00 |  | 14:15 |  |  |  |  | 12:45 |
| PM Peaks | 1     | 347   | 76    | 1     | 5     | 2     | 1     | 2     | 1     |  | 1     |  |  |  |  | 423   |











Station #: Site 1 SB  
Site ID: 000000008525  
Loc: 14th St 630' N/o Amelia Island Pkwy  
Direction: SOUTH  
Lane: 1

File: D0111013.prn  
Info: 21-006 MG TRS  
GPS: 30.620666,-81.455304

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8    | 9     | 10    | 11   | 12    | 13    | 14    | 15   | Total          |      |
|--------------------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|------|-------|-------|-------|------|----------------|------|
| 18:15              | 0     | 41    | 8     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 49             |      |
| 18:30              | 1     | 47    | 7     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 55             |      |
| 18:45              | 0     | 40    | 10    | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 50             |      |
| 19:00              | 0     | 52    | 6     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 58             |      |
| Hour Total         | 1     | 180   | 31    | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 212            |      |
| 19:15              | 1     | 33    | 5     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 39             |      |
| 19:30              | 0     | 30    | 7     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 37             |      |
| 19:45              | 0     | 20    | 3     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 23             |      |
| 20:00              | 0     | 20    | 7     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 27             |      |
| Hour Total         | 1     | 103   | 22    | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 126            |      |
| 20:15              | 0     | 15    | 2     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 17             |      |
| 20:30              | 0     | 14    | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 15             |      |
| 20:45              | 0     | 14    | 3     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 17             |      |
| 21:00              | 0     | 19    | 3     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 22             |      |
| Hour Total         | 0     | 62    | 9     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 71             |      |
| 21:15              | 0     | 11    | 2     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 13             |      |
| 21:30              | 0     | 5     | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 6              |      |
| 21:45              | 0     | 8     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 8              |      |
| 22:00              | 0     | 9     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 9              |      |
| Hour Total         | 0     | 33    | 3     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 36             |      |
| 22:15              | 0     | 5     | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 6              |      |
| 22:30              | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 3              |      |
| 22:45              | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 3              |      |
| 23:00              | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 2              |      |
| Hour Total         | 0     | 12    | 2     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 14             |      |
| 23:15              | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 2              |      |
| 23:30              | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 1              |      |
| 23:45              | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 3              |      |
| 24:00              | 0     | 1     | 2     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 3              |      |
| Hour Total         | 0     | 5     | 4     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0    | 0     | 0     | 0     | 0    | 9              |      |
| DAY TOTAL          | 6     | 3436  | 879   | 2     | 30    | 8     | 0     | 5    | 2     | 1     | 0    | 0     | 0     | 0     | 0    | 4369           |      |
| PERCENTS           | 0.1%  | 78.6% | 20.1% | 0.0%  | 0.7%  | 0.2%  | 0.0%  | 0.1% | 0.0%  | 0.0%  | 0.0% | 0.0%  | 0.0%  | 0.0%  | 0.0% | 100.0%         |      |
| Passenger Vehicles | 98.9% |       |       |       |       |       |       |      |       |       |      |       |       |       |      | Trucks & Buses | 1.1% |
| AM Times           | 05:45 | 11:15 | 10:00 | 10:30 | 09:30 | 09:30 | 08:30 |      |       |       |      | 10:30 | 09:00 | 11:15 |      |                |      |
| AM Peaks           | 1     | 293   | 81    | 1     | 5     | 3     | 1     |      |       |       |      | 1     | 1     | 375   |      |                |      |
| PM Times           | 18:30 | 12:45 | 12:30 | 15:00 | 14:15 | 12:45 | 13:45 |      | 13:45 | 12:45 |      |       |       |       |      |                |      |
| PM Peaks           | 2     | 338   | 88    | 1     | 7     | 2     | 2     |      | 1     | 429   |      |       |       |       |      |                |      |





CLASSIFICATION SUMMARY  
Wed 1/13/2021

Station #: Site 1 SB  
Site ID: 000000008525  
Loc: 14th St 630' N/o Amelia Island Pkwy  
Direction: SOUTH  
Lane: 1

File: D0111013.prn  
Info: 21-006 MG TRS  
GPS: 30.620666,-81.455304

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 1 | 59  | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| 09:30      | 0 | 49  | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 64    |
| 09:45      | 2 | 58  | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 74    |
| 10:00      | 0 | 56  | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 82    |
| Hour Total | 3 | 222 | 67 | 0 | 4 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 298   |
| 10:15      | 1 | 57  | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 74    |
| 10:30      | 0 | 52  | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 64    |
| 10:45      | 0 | 61  | 18 | 0 | 2 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| 11:00      | 0 | 62  | 18 | 0 | 1 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| Hour Total | 1 | 232 | 63 | 0 | 4 | 3 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 304   |
| 11:15      | 0 | 78  | 20 | 0 | 1 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| 11:30      | 0 | 59  | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| 11:45      | 0 | 87  | 21 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 109   |
| 12:00      | 1 | 94  | 26 | 0 | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 123   |
| Hour Total | 1 | 318 | 86 | 0 | 2 | 2 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 411   |
| 12:15      | 0 | 84  | 23 | 0 | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 111   |
| 12:30      | 0 | 78  | 24 | 0 | 1 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 105   |
| 12:45      | 0 | 77  | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 95    |
| 13:00      | 0 | 78  | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 103   |
| Hour Total | 0 | 317 | 88 | 0 | 5 | 2 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 414   |
| 13:15      | 0 | 81  | 32 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 114   |
| 13:30      | 0 | 104 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 122   |
| 13:45      | 0 | 75  | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 95    |
| 14:00      | 0 | 81  | 17 | 0 | 1 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| Hour Total | 0 | 341 | 84 | 0 | 3 | 2 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 432   |
| 14:15      | 0 | 65  | 27 | 0 | 2 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 95    |
| 14:30      | 0 | 86  | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 104   |
| 14:45      | 0 | 79  | 9  | 1 | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 91    |
| 15:00      | 0 | 78  | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 103   |
| Hour Total | 0 | 308 | 79 | 1 | 3 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 393   |
| 15:15      | 0 | 84  | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 105   |
| 15:30      | 0 | 79  | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 103   |
| 15:45      | 0 | 80  | 18 | 0 | 2 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 102   |
| 16:00      | 0 | 94  | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 108   |
| Hour Total | 0 | 337 | 74 | 0 | 4 | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 418   |
| 16:15      | 0 | 65  | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 86    |
| 16:30      | 0 | 85  | 19 | 0 | 0 | 0 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 105   |
| 16:45      | 0 | 64  | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| 17:00      | 0 | 69  | 11 | 0 | 0 | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| Hour Total | 0 | 283 | 63 | 0 | 1 | 2 | 1 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 352   |
| 17:15      | 0 | 77  | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 89    |
| 17:30      | 0 | 68  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 84    |
| 17:45      | 1 | 65  | 8  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| 18:00      | 0 | 44  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 52    |
| Hour Total | 1 | 254 | 42 | 0 | 2 | 0 | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 300   |



Station #: Site 1 SB  
Site ID: 000000008525  
Loc: 14th St 630' N/o Amelia Island Pkwy  
Direction: SOUTH  
Lane: 1

File: D0111013.prn  
Info: 21-006 MG TRS  
GPS: 30.620666,-81.455304

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11   | 12   | 13   | 14   | 15   | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|--------|
| 18:15              | 0     | 44    | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 55     |
| 18:30              | 0     | 40    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 49     |
| 18:45              | 0     | 39    | 6     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 46     |
| 19:00              | 0     | 28    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 34     |
| Hour Total         | 0     | 151   | 32    | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 184    |
| 19:15              | 0     | 31    | 7     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 39     |
| 19:30              | 0     | 33    | 5     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 39     |
| 19:45              | 0     | 29    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 39     |
| 20:00              | 0     | 29    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 32     |
| Hour Total         | 0     | 122   | 25    | 0     | 1     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 149    |
| 20:15              | 0     | 22    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 24     |
| 20:30              | 0     | 7     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 10     |
| 20:45              | 0     | 18    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 24     |
| 21:00              | 1     | 16    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 18     |
| Hour Total         | 1     | 63    | 12    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 76     |
| 21:15              | 0     | 13    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 15     |
| 21:30              | 0     | 12    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 14     |
| 21:45              | 0     | 8     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 9      |
| 22:00              | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total         | 0     | 36    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 41     |
| 22:15              | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 6      |
| 22:30              | 0     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 4      |
| 22:45              | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 4      |
| 23:00              | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total         | 0     | 15    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 17     |
| 23:15              | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 4      |
| 23:30              | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 2      |
| 23:45              | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 4      |
| 24:00              | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 2      |
| Hour Total         | 0     | 9     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 12     |
| DAY TOTAL          | 7     | 3503  | 881   | 1     | 35    | 18    | 1     | 14    | 6     | 1     | 0    | 0    | 0    | 0    | 0    | 4467   |
| PERCENTS           | 0.2%  | 78.4% | 19.7% | 0.0%  | 0.8%  | 0.4%  | 0.0%  | 0.3%  | 0.1%  | 0.0%  | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Passenger Vehicles | 98.3% |       |       |       |       |       |       |       |       |       |      |      |      |      |      |        |
| Trucks & Buses     | 1.7%  |       |       |       |       |       |       |       |       |       |      |      |      |      |      |        |
| AM Times           | 09:00 | 11:15 | 11:15 | 08:30 | 08:00 | 10:30 | 07:15 |       |       |       |      |      |      |      |      | 11:15  |
| AM Peaks           | 3     | 318   | 86    | 7     | 4     | 2     | 2     |       |       |       |      |      |      |      |      | 411    |
| PM Times           | 17:00 | 13:15 | 12:30 | 14:00 | 12:15 | 12:30 | 15:45 | 12:15 | 16:15 | 16:45 |      |      |      |      |      | 12:45  |
| PM Peaks           | 1     | 341   | 97    | 1     | 5     | 3     | 1     | 2     | 2     | 1     |      |      |      |      |      | 434    |

Station #: Site 1 SB  
Site ID: 000000008525  
Loc: 14th St 630' N/o Amelia Island Pkwy  
Direction: SOUTH  
Lane: 1

File: D0111013.prn  
Info: 21-006 MG TRS  
GPS: 30.620666,-81.455304

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 00:30      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 00:45      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 5   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 01:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 01:30      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:45      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:00      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 2   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 02:15      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:30      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 2   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 03:15      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:30      | 0 | 0   | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0 | 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  | 0     |
| Hour Total | 0 | 0   | 1  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:15      | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 04:30      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:45      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:00      | 0 | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 9   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 05:15      | 0 | 5   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 05:30      | 1 | 2   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 05:45      | 0 | 16  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20    |
| 06:00      | 0 | 15  | 0  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 16    |
| Hour Total | 1 | 38  | 8  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 48    |
| 06:15      | 0 | 11  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 06:30      | 0 | 15  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 06:45      | 0 | 14  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| 07:00      | 0 | 29  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 40    |
| Hour Total | 0 | 69  | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 94    |
| 07:15      | 0 | 23  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 07:30      | 0 | 32  | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 49    |
| 07:45      | 0 | 42  | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 08:00      | 0 | 67  | 10 | 0 | 1 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| Hour Total | 0 | 164 | 48 | 0 | 2 | 2 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 217   |
| 08:15      | 0 | 44  | 20 | 0 | 1 | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| 08:30      | 0 | 48  | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 08:45      | 1 | 49  | 19 | 0 | 0 | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 72    |
| 09:00      | 1 | 84  | 13 | 0 | 0 | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| Hour Total | 2 | 225 | 63 | 0 | 1 | 8 | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 301   |





Station #: Site 1 SB  
Site ID: 000000008525  
Loc: 14th St 630' N/o Amelia Island Pkwy  
Direction: SOUTH  
Lane: 1

File: D0111013.prn  
Info: 21-006 MG TRS  
GPS: 30.620666,-81.455304

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11   | 12   | 13   | 14   | 15    | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|-------|--------|
| 18:15              | 0     | 53    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 63     |
| 18:30              | 0     | 51    | 12    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 63     |
| 18:45              | 0     | 36    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 45     |
| 19:00              | 0     | 37    | 5     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 43     |
| Hour Total         | 0     | 177   | 36    | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 214    |
| 19:15              | 0     | 34    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 40     |
| 19:30              | 0     | 34    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 44     |
| 19:45              | 0     | 30    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 33     |
| 20:00              | 0     | 21    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 27     |
| Hour Total         | 0     | 119   | 25    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 144    |
| 20:15              | 0     | 18    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 22     |
| 20:30              | 0     | 29    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 35     |
| 20:45              | 0     | 16    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 17     |
| 21:00              | 1     | 14    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 18     |
| Hour Total         | 1     | 77    | 14    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 92     |
| 21:15              | 0     | 11    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 16     |
| 21:30              | 0     | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 7      |
| 21:45              | 0     | 9     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 12     |
| 22:00              | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 3      |
| Hour Total         | 0     | 29    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 38     |
| 22:15              | 0     | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 7      |
| 22:30              | 0     | 6     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 8      |
| 22:45              | 0     | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 7      |
| 23:00              | 0     | 4     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 6      |
| Hour Total         | 0     | 22    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 28     |
| 23:15              | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 6      |
| 23:30              | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 2      |
| 23:45              | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 3      |
| 24:00              | 0     | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 5      |
| Hour Total         | 0     | 14    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0     | 16     |
| DAY TOTAL          | 15    | 3652  | 844   | 1     | 32    | 26    | 2     | 6     | 4     | 1     | 0    | 0    | 0    | 0    | 0     | 4583   |
| PERCENTS           | 0.3%  | 79.7% | 18.4% | 0.0%  | 0.7%  | 0.6%  | 0.0%  | 0.1%  | 0.1%  | 0.0%  | 0.0% | 0.0% | 0.0% | 0.0% | 0.0%  | 100.0% |
| Passenger Vehicles | 98.4% |       |       |       |       |       |       |       |       |       |      |      |      |      |       |        |
| Trucks & Buses     | 1.6%  |       |       |       |       |       |       |       |       |       |      |      |      |      |       |        |
| AM Times           | 08:45 | 11:15 | 11:15 |       | 10:15 | 08:15 | 07:00 | 10:00 | 08:00 | 09:00 |      |      |      |      |       | 11:15  |
| AM Peaks           | 6     | 319   | 87    |       | 6     | 8     | 1     | 2     | 2     | 1     |      |      |      |      |       | 409    |
| PM Times           | 14:15 | 15:15 | 15:00 | 15:00 | 12:15 | 12:15 |       | 12:45 | 12:45 |       |      |      |      |      | 15:00 |        |
| PM Peaks           | 2     | 348   | 88    | 1     | 11    | 3     |       | 3     | 1     |       |      |      |      |      | 440   |        |





















Station #: Site 2 NB  
Site ID: 000000008515  
Loc: 14th St 500' S/o Isleworth Ln  
Direction: NORTH  
Lane: 1

File: D0111009.prn  
Info: 21-006 MG TRS  
GPS: 30.631775,-81.455260

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 52    | 18    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 70     |
| 18:30      | 0    | 47    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 55     |
| 18:45      | 0    | 33    | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 39     |
| 19:00      | 0    | 36    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 44     |
| Hour Total | 0    | 168   | 40    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 208    |
| 19:15      | 0    | 28    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 33     |
| 19:30      | 0    | 26    | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 32     |
| 19:45      | 0    | 13    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 20:00      | 0    | 12    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| Hour Total | 0    | 79    | 14    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 93     |
| 20:15      | 0    | 21    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 24     |
| 20:30      | 0    | 17    | 1     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| 20:45      | 0    | 10    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 21:00      | 0    | 14    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| Hour Total | 0    | 62    | 9     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 72     |
| 21:15      | 0    | 9     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 21:30      | 0    | 10    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| 21:45      | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 22:00      | 0    | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| Hour Total | 0    | 28    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 33     |
| 22:15      | 1    | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 22:30      | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 22:45      | 0    | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 23:00      | 0    | 2     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| Hour Total | 1    | 14    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18     |
| 23:15      | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| 23:30      | 0    | 4     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 23:45      | 0    | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 24:00      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total | 0    | 10    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| DAY TOTAL  | 6    | 3613  | 833   | 1    | 35   | 9    | 0    | 7    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 4505   |
| PERCENTS   | 0.1% | 80.2% | 18.5% | 0.0% | 0.8% | 0.2% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.8% Trucks & Buses 1.2%

|          |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 10:00 | 11:15 | 11:15 | 07:45 | 11:15 | 09:30 | 10:30 | 11:15 |
| AM Peaks | 2     | 326   | 85    | 1     | 5     | 3     | 3     | 418   |
| PM Times | 12:15 | 13:45 | 13:30 | 15:00 | 15:30 | 12:45 | 13:30 | 13:30 |
| PM Peaks | 1     | 351   | 76    | 8     | 2     | 2     | 1     | 430   |

Station #: Site 2 NB  
Site ID: 000000008515  
Loc: 14th St 500' S/o Isleworth Ln  
Direction: NORTH  
Lane: 1

File: D0111009.prn  
Info: 21-006 MG TRS  
GPS: 30.631775,-81.455260

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 00:30      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 00:45      | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 01:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 6   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 01:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 01:30      | 0 | 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  | 0     |
| 02:00      | 0 | 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 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:30      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:15      | 0 | 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  | 0     |
| 03:45      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 04:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 04:30      | 0 | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 04:45      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 05:00      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 7   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 05:15      | 0 | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:30      | 0 | 7   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 05:45      | 0 | 2   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 06:00      | 0 | 8   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| Hour Total | 0 | 18  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 25    |
| 06:15      | 0 | 7   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 06:30      | 0 | 12  | 1  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 06:45      | 0 | 15  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| 07:00      | 0 | 20  | 5  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 27    |
| Hour Total | 0 | 54  | 16 | 0 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 73    |
| 07:15      | 0 | 39  | 3  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 43    |
| 07:30      | 0 | 68  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| 07:45      | 0 | 57  | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 69    |
| 08:00      | 0 | 69  | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 88    |
| Hour Total | 0 | 233 | 40 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 275   |
| 08:15      | 0 | 56  | 19 | 0 | 1 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| 08:30      | 0 | 55  | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| 08:45      | 0 | 78  | 19 | 0 | 1 | 1 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| 09:00      | 0 | 77  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 92    |
| Hour Total | 0 | 266 | 64 | 0 | 3 | 1 | 0 | 3 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 339   |





Station #: Site 2 NB  
Site ID: 000000008515  
Loc: 14th St 500' S/o Isleworth Ln  
Direction: NORTH  
Lane: 1

File: D0111009.prn  
Info: 21-006 MG TRS  
GPS: 30.631775,-81.455260

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 18:15      | 1 | 45  | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 18:30      | 0 | 58  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 65    |
| 18:45      | 0 | 30  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 37    |
| 19:00      | 0 | 37  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 41    |
| Hour Total | 1 | 170 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 203   |
| 19:15      | 0 | 25  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| 19:30      | 0 | 22  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 29    |
| 19:45      | 0 | 14  | 9  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 24    |
| 20:00      | 0 | 15  | 3  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| Hour Total | 0 | 76  | 24 | 0 | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 102   |
| 20:15      | 0 | 15  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 17    |
| 20:30      | 0 | 11  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 20:45      | 1 | 8   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 21:00      | 0 | 11  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| Hour Total | 1 | 45  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 53    |
| 21:15      | 0 | 9   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 21:30      | 0 | 5   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 21:45      | 0 | 9   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 22:00      | 0 | 7   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| Hour Total | 0 | 30  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 37    |
| 22:15      | 0 | 9   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 22:30      | 1 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 22:45      | 0 | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 23:00      | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 1 | 21  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 23:15      | 0 | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 23:30      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 23:45      | 0 | 2   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 24:00      | 0 | 5   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| Hour Total | 0 | 15  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |

|           |      |       |       |      |      |      |      |      |      |      |      |      |      |      |      |        |
|-----------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| DAY TOTAL | 6    | 3728  | 771   | 1    | 38   | 6    | 0    | 10   | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 4565   |
| PERCENTS  | 0.1% | 81.7% | 16.9% | 0.0% | 0.8% | 0.1% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.7% Trucks & Buses 1.3%

|          |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 08:30 | 10:30 | 11:00 | 06:30 | 08:00 | 08:00 | 08:00 | 11:00 |       |
| AM Peaks | 1     | 316   | 80    | 4     | 1     | 3     | 2     | 391   |       |
| PM Times | 17:15 | 13:00 | 12:45 | 15:30 | 15:30 | 17:00 | 15:15 | 13:00 | 12:45 |
| PM Peaks | 2     | 350   | 74    | 1     | 5     | 2     | 3     | 1     | 428   |











Station #: Site 2 SB  
Site ID: 000000008514  
Loc: 14th St 500' S/o Isleworth Ln  
Direction: SOUTH  
Lane: 1

File: D0111007.prn  
Info: 21-006 MG TRS  
GPS: 30.631775,-81.455260

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 46    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 51     |
| 18:30      | 0    | 56    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 61     |
| 18:45      | 0    | 53    | 12    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 65     |
| 19:00      | 1    | 44    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 52     |
| Hour Total | 1    | 199   | 29    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 229    |
| 19:15      | 0    | 33    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 41     |
| 19:30      | 0    | 36    | 5     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 42     |
| 19:45      | 0    | 23    | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 29     |
| 20:00      | 0    | 28    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| Hour Total | 0    | 120   | 26    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 147    |
| 20:15      | 0    | 11    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| 20:30      | 0    | 21    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21     |
| 20:45      | 0    | 15    | 4     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20     |
| 21:00      | 0    | 19    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| Hour Total | 0    | 66    | 11    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 78     |
| 21:15      | 0    | 8     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 21:30      | 0    | 4     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 21:45      | 0    | 13    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| 22:00      | 0    | 9     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| Hour Total | 0    | 34    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 39     |
| 22:15      | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 22:30      | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 22:45      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 23:00      | 0    | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total | 0    | 14    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16     |
| 23:15      | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| 23:30      | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| 23:45      | 0    | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 24:00      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total | 0    | 8     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| DAY TOTAL  | 10   | 3550  | 829   | 1    | 31   | 10   | 0    | 4    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 4438   |
| PERCENTS   | 0.2% | 80.0% | 18.7% | 0.0% | 0.7% | 0.2% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.9% Trucks & Buses 1.1%

|          |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 09:15 | 11:15 | 08:45 | 10:15 | 10:30 | 10:15 | 08:00 | 09:00 | 11:15 |
| AM Peaks | 3     | 304   | 73    | 1     | 4     | 3     | 1     | 1     | 382   |
| PM Times | 12:45 | 16:00 | 12:30 | 12:15 | 12:15 | 13:45 | 13:45 | 12:45 |       |
| PM Peaks | 2     | 366   | 97    | 4     | 1     | 1     | 1     | 461   |       |









Station #: Site 2 SB  
Site ID: 000000008514  
Loc: 14th St 500' S/o Isleworth Ln  
Direction: SOUTH  
Lane: 1

File: D0111007.prn  
Info: 21-006 MG TRS  
GPS: 30.631775,-81.455260

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 54    | 11    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 66     |
| 18:30      | 0    | 42    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 47     |
| 18:45      | 0    | 44    | 7     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 52     |
| 19:00      | 0    | 32    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 36     |
| Hour Total | 0    | 172   | 27    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 201    |
| 19:15      | 0    | 45    | 10    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 56     |
| 19:30      | 0    | 28    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 32     |
| 19:45      | 0    | 40    | 11    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 51     |
| 20:00      | 0    | 40    | 4     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 45     |
| Hour Total | 0    | 153   | 29    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 184    |
| 20:15      | 0    | 34    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 20:30      | 0    | 10    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| 20:45      | 2    | 19    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28     |
| 21:00      | 1    | 17    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| Hour Total | 3    | 80    | 11    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 94     |
| 21:15      | 0    | 18    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| 21:30      | 0    | 13    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 21:45      | 0    | 10    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 22:00      | 0    | 4     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| Hour Total | 0    | 45    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 48     |
| 22:15      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 22:30      | 1    | 3     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 22:45      | 0    | 1     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| 23:00      | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| Hour Total | 1    | 15    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| 23:15      | 0    | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 23:30      | 0    | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 23:45      | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 24:00      | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| Hour Total | 0    | 11    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| DAY TOTAL  | 14   | 3696  | 829   | 1    | 31   | 17   | 0    | 7    | 6    | 1    | 0    | 0    | 0    | 0    | 0    | 4602   |
| PERCENTS   | 0.3% | 80.3% | 18.0% | 0.0% | 0.7% | 0.4% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.6% Trucks & Buses 1.4%

|          |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 07:00 | 11:15 | 10:45 | 08:00 | 07:30 | 10:00 | 07:15 | 04:45 | 11:15 |
| AM Peaks | 2     | 310   | 74    | 3     | 7     | 2     | 2     | 1     | 381   |
| PM Times | 20:15 | 13:15 | 12:30 | 14:15 | 12:15 | 15:00 | 13:30 | 14:15 | 12:45 |
| PM Peaks | 3     | 384   | 97    | 1     | 5     | 2     | 2     | 1     | 481   |

Station #: Site 2 SB  
Site ID: 000000008514  
Loc: 14th St 500' S/o Isleworth Ln  
Direction: SOUTH  
Lane: 1

File: D0111007.prn  
Info: 21-006 MG TRS  
GPS: 30.631775,-81.455260

| TIME       | 1  | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|----|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0  | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:30      | 0  | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 00:45      | 0  | 0   | 0  | 0 | 0 | 0 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:00      | 0  | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0  | 7   | 0  | 0 | 0 | 0 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 01:15      | 0  | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 01:30      | 0  | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:45      | 0  | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:00      | 0  | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0  | 2   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 02:15      | 0  | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0  | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:45      | 0  | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0  | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0  | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:15      | 0  | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:30      | 1  | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0  | 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  | 0     |
| Hour Total | 1  | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:15      | 0  | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:30      | 0  | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 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  | 0     |
| 05:00      | 0  | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0  | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 05:15      | 0  | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:30      | 1  | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 05:45      | 0  | 14  | 1  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 16    |
| 06:00      | 0  | 9   | 1  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| Hour Total | 1  | 27  | 4  | 0 | 0 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 06:15      | 0  | 10  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 06:30      | 1  | 8   | 1  | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 06:45      | 2  | 8   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 07:00      | 1  | 25  | 4  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| Hour Total | 4  | 51  | 11 | 0 | 0 | 3 | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| 07:15      | 1  | 13  | 9  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 26    |
| 07:30      | 1  | 36  | 6  | 0 | 1 | 2 | 2 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 48    |
| 07:45      | 3  | 39  | 5  | 0 | 0 | 0 | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 49    |
| 08:00      | 5  | 51  | 10 | 0 | 2 | 2 | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 72    |
| Hour Total | 10 | 139 | 30 | 0 | 3 | 6 | 4 | 0 | 3 | 0  | 0  | 0  | 0  | 0  | 0  | 195   |
| 08:15      | 3  | 33  | 21 | 0 | 1 | 1 | 2 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 63    |
| 08:30      | 1  | 45  | 10 | 1 | 0 | 2 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 08:45      | 1  | 29  | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 46    |
| 09:00      | 0  | 70  | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 87    |
| Hour Total | 5  | 177 | 62 | 1 | 1 | 4 | 3 | 0 | 3 | 0  | 0  | 0  | 0  | 0  | 0  | 256   |





Station #: Site 2 SB  
Site ID: 000000008514  
Loc: 14th St 500' S/o Isleworth Ln  
Direction: SOUTH  
Lane: 1

File: D0111007.prn  
Info: 21-006 MG TRS  
GPS: 30.631775,-81.455260

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|--------|
| 18:15              | 0     | 55    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 65     |
| 18:30              | 0     | 53    | 14    | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 67     |
| 18:45              | 0     | 47    | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 58     |
| 19:00              | 0     | 41    | 5     | 0     | 0     | 0     | 0     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 47     |
| Hour Total         | 0     | 196   | 40    | 0     | 0     | 0     | 0     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 237    |
| 19:15              | 0     | 46    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 51     |
| 19:30              | 0     | 43    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 53     |
| 19:45              | 0     | 35    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 41     |
| 20:00              | 0     | 31    | 3     | 0     | 1     | 1     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 36     |
| Hour Total         | 0     | 155   | 24    | 0     | 1     | 1     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 181    |
| 20:15              | 0     | 19    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 20     |
| 20:30              | 0     | 29    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 34     |
| 20:45              | 0     | 17    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 20     |
| 21:00              | 1     | 15    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| Hour Total         | 1     | 80    | 12    | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 93     |
| 21:15              | 0     | 19    | 3     | 0     | 0     | 1     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 23     |
| 21:30              | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 21:45              | 0     | 7     | 1     | 0     | 0     | 1     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 22:00              | 0     | 8     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| Hour Total         | 0     | 40    | 5     | 0     | 0     | 2     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 47     |
| 22:15              | 0     | 8     | 1     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 22:30              | 0     | 8     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 22:45              | 0     | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 23:00              | 2     | 5     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| Hour Total         | 2     | 25    | 7     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 23:15              | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 23:30              | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 23:45              | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 24:00              | 0     | 2     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total         | 0     | 15    | 1     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 17     |
| DAY TOTAL          | 31    | 3702  | 799   | 1     | 33    | 28    | 11    | 9     | 9     | 0    | 0    | 0    | 0    | 0    | 0    | 4623   |
| PERCENTS           | 0.7%  | 80.1% | 17.3% | 0.0%  | 0.7%  | 0.6%  | 0.2%  | 0.2%  | 0.2%  | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Passenger Vehicles | 98.0% |       |       |       |       |       |       |       |       |      |      |      |      |      |      |        |
| Trucks & Buses     | 2.0%  |       |       |       |       |       |       |       |       |      |      |      |      |      |      |        |
| AM Times           | 07:30 | 11:15 | 11:15 | 07:45 | 10:45 | 06:45 | 07:00 | 09:15 | 07:30 |      |      |      |      |      |      | 11:15  |
| AM Peaks           | 12    | 330   | 91    | 1     | 8     | 6     | 5     | 3     | 5     |      |      |      |      |      |      | 426    |
| PM Times           | 15:45 | 14:30 | 13:15 | 12:15 |       | 12:15 | 21:30 | 13:30 | 12:45 |      |      |      |      |      |      | 14:45  |
| PM Peaks           | 2     | 370   | 86    | 6     |       | 2     | 1     | 2     | 1     |      |      |      |      |      |      | 443    |





Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 1

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:30      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 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  | 0     |
| 01:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:15      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:30      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:45      | 1 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 1 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 02:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0 | 0   | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:45      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 2   | 2  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 03:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:30      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 04:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:30      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:00      | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 0 | 9   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 05:15      | 0 | 2   | 1  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 05:30      | 0 | 7   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 05:45      | 0 | 9   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 06:00      | 0 | 13  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| Hour Total | 0 | 31  | 4  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 36    |
| 06:15      | 0 | 10  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 06:30      | 0 | 32  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 38    |
| 06:45      | 0 | 28  | 7  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 36    |
| 07:00      | 0 | 50  | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 62    |
| Hour Total | 0 | 120 | 23 | 0 | 2 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 146   |
| 07:15      | 0 | 24  | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| 07:30      | 1 | 37  | 9  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 48    |
| 07:45      | 1 | 68  | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 88    |
| 08:00      | 0 | 77  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| Hour Total | 2 | 206 | 43 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 252   |
| 08:15      | 0 | 67  | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| 08:30      | 0 | 67  | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 81    |
| 08:45      | 0 | 49  | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 67    |
| 09:00      | 1 | 49  | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 1  | 0  | 0  | 1  | 0  | 0  | 72    |
| Hour Total | 1 | 232 | 65 | 0 | 2 | 0 | 0 | 1 | 1 | 1  | 0  | 0  | 1  | 0  | 0  | 304   |





Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 1

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 30    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 18:30      | 0    | 25    | 9     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 34     |
| 18:45      | 0    | 34    | 4     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 39     |
| 19:00      | 0    | 30    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| Hour Total | 0    | 119   | 23    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 143    |
| 19:15      | 0    | 13    | 2     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16     |
| 19:30      | 0    | 21    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23     |
| 19:45      | 0    | 10    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| 20:00      | 0    | 8     | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| Hour Total | 0    | 52    | 11    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 64     |
| 20:15      | 0    | 13    | 5     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| 20:30      | 1    | 15    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18     |
| 20:45      | 0    | 15    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16     |
| 21:00      | 0    | 11    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| Hour Total | 1    | 54    | 11    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 67     |
| 21:15      | 0    | 11    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 21:30      | 0    | 9     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 21:45      | 0    | 8     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 22:00      | 1    | 9     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| Hour Total | 1    | 37    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 41     |
| 22:15      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 22:30      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 22:45      | 0    | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 23:00      | 0    | 2     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| Hour Total | 0    | 21    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23     |
| 23:15      | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 23:30      | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| 23:45      | 0    | 2     | 0     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 24:00      | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| Hour Total | 0    | 10    | 1     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| DAY TOTAL  | 17   | 2702  | 574   | 0    | 20   | 4    | 0    | 6    | 2    | 1    | 0    | 0    | 1    | 0    | 0    | 3327   |
| PERCENTS   | 0.5% | 81.2% | 17.3% | 0.0% | 0.6% | 0.1% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 99.0% Trucks & Buses 1.0%

|          |       |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 09:00 | 07:45 | 08:15 | 06:45 | 01:45 | 08:30 | 07:45 | 08:15 | 08:15 | 07:45 |
| AM Peaks | 4     | 279   | 65    | 3     | 1     | 2     | 1     | 1     | 1     | 336   |
| PM Times | 12:15 | 13:15 | 13:00 | 14:15 | 12:15 | 12:15 | 19:30 |       |       | 13:00 |
| PM Peaks | 2     | 255   | 51    | 4     | 1     | 1     | 1     |       |       | 306   |



Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 1

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 00:30      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 00:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:00      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 7   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 01:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 01:30      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 01:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:45      | 0 | 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 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:30      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:00      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 5   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 04:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:30      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 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  | 0     |
| 05:00      | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 0 | 7   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 05:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 05:30      | 0 | 0   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:45      | 0 | 7   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 06:00      | 0 | 10  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| Hour Total | 0 | 18  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| 06:15      | 0 | 9   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 06:30      | 0 | 31  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 06:45      | 0 | 32  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 37    |
| 07:00      | 0 | 41  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 48    |
| Hour Total | 0 | 113 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 130   |
| 07:15      | 0 | 28  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 39    |
| 07:30      | 0 | 46  | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 62    |
| 07:45      | 0 | 58  | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 76    |
| 08:00      | 0 | 70  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 74    |
| Hour Total | 0 | 202 | 47 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 251   |
| 08:15      | 0 | 62  | 3  | 0 | 0 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 67    |
| 08:30      | 0 | 64  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| 08:45      | 1 | 44  | 5  | 1 | 1 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 09:00      | 1 | 52  | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| Hour Total | 2 | 222 | 32 | 2 | 1 | 1 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 263   |





Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 1

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 30    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 18:30      | 0    | 29    | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 18:45      | 0    | 29    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 36     |
| 19:00      | 0    | 26    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30     |
| Hour Total | 0    | 114   | 22    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 136    |
| 19:15      | 0    | 19    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21     |
| 19:30      | 0    | 19    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| 19:45      | 0    | 12    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 20:00      | 0    | 16    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| Hour Total | 0    | 66    | 10    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 76     |
| 20:15      | 0    | 8     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 20:30      | 0    | 9     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 20:45      | 0    | 6     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 21:00      | 0    | 10    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| Hour Total | 0    | 33    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 37     |
| 21:15      | 0    | 8     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 21:30      | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 21:45      | 1    | 8     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 22:00      | 0    | 5     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| Hour Total | 1    | 26    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 22:15      | 0    | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 22:30      | 1    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 22:45      | 0    | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 23:00      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| Hour Total | 1    | 24    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 25     |
| 23:15      | 0    | 6     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 23:30      | 0    | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 23:45      | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| 24:00      | 0    | 1     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| Hour Total | 0    | 12    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| DAY TOTAL  | 11   | 2612  | 568   | 2    | 20   | 6    | 0    | 7    | 6    | 0    | 0    | 0    | 0    | 0    | 0    | 3232   |
| PERCENTS   | 0.3% | 80.8% | 17.6% | 0.1% | 0.6% | 0.2% | 0.0% | 0.2% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.7% Trucks & Buses 1.3%

|          |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 08:30 | 07:45 | 09:15 | 08:15 | 08:45 | 08:00 | 07:30 | 08:00 | 07:45 |
| AM Peaks | 3     | 254   | 63    | 2     | 3     | 1     | 2     | 1     | 288   |
| PM Times | 21:45 | 14:15 | 14:15 | 13:15 | 13:15 | 13:00 | 14:00 | 14:15 |       |
| PM Peaks | 2     | 259   | 52    | 4     | 2     | 2     | 3     | 314   |       |

Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 1

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:30      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 00:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:15      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:30      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:00      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 5   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 02:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:15      | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 03:30      | 0 | 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  | 0     |
| 04:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 4   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 04:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:30      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:45      | 0 | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 5   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 05:15      | 0 | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:30      | 0 | 3   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 05:45      | 0 | 7   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 06:00      | 0 | 9   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| Hour Total | 0 | 20  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 27    |
| 06:15      | 0 | 8   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 06:30      | 0 | 30  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 06:45      | 0 | 28  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 35    |
| 07:00      | 0 | 45  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 51    |
| Hour Total | 0 | 111 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 130   |
| 07:15      | 0 | 36  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 42    |
| 07:30      | 0 | 52  | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 69    |
| 07:45      | 0 | 70  | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 90    |
| 08:00      | 0 | 67  | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| Hour Total | 0 | 225 | 58 | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 285   |
| 08:15      | 0 | 69  | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 81    |
| 08:30      | 0 | 58  | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| 08:45      | 0 | 58  | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| 09:00      | 1 | 51  | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| Hour Total | 1 | 236 | 49 | 0 | 2 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 290   |





Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 1

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 1    | 46    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 55     |
| 18:30      | 0    | 26    | 10    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 36     |
| 18:45      | 0    | 49    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 54     |
| 19:00      | 0    | 34    | 4     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 39     |
| Hour Total | 1    | 155   | 27    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 184    |
| 19:15      | 0    | 19    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| 19:30      | 0    | 10    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 19:45      | 0    | 23    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 27     |
| 20:00      | 0    | 11    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| Hour Total | 0    | 63    | 15    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 78     |
| 20:15      | 0    | 15    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| 20:30      | 0    | 7     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 20:45      | 0    | 12    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| 21:00      | 0    | 8     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| Hour Total | 0    | 42    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 50     |
| 21:15      | 0    | 10    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 21:30      | 0    | 7     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 21:45      | 0    | 8     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 22:00      | 0    | 5     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| Hour Total | 0    | 30    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 37     |
| 22:15      | 0    | 7     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 22:30      | 0    | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 22:45      | 1    | 5     | 1     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 23:00      | 0    | 4     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| Hour Total | 1    | 21    | 5     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28     |
| 23:15      | 0    | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 23:30      | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| 23:45      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 24:00      | 0    | 1     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| Hour Total | 0    | 8     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| DAY TOTAL  | 15   | 2762  | 589   | 0    | 27   | 6    | 0    | 5    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 3409   |
| PERCENTS   | 0.4% | 81.0% | 17.3% | 0.0% | 0.8% | 0.2% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.7% Trucks & Buses 1.3%

|          |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 10:15 | 07:45 | 07:30 | 10:00 | 06:45 | 09:00 | 09:30 | 07:45 |
| AM Peaks | 2     | 264   | 64    | 5     | 1     | 2     | 2     | 325   |
| PM Times | 14:00 | 13:00 | 12:45 | 12:45 | 17:00 | 14:30 | 13:15 | 13:00 |
| PM Peaks | 4     | 254   | 53    | 6     | 2     | 2     | 1     | 308   |





Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6  | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|----|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 2   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 00:30      | 0 | 4   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 00:45      | 0 | 4   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 01:00      | 0 | 3   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 0 | 13  | 2  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 01:15      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:30      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:45      | 0 | 4   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 02:00      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 8   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 02:15      | 0 | 4   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 02:30      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:45      | 0 | 3   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 03:00      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 10  | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 03:15      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:30      | 0 | 1   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:45      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:00      | 0 | 0   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 3   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 04:15      | 0 | 0   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:30      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:45      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:00      | 0 | 1   | 1  | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 5   | 2  | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 05:15      | 0 | 2   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:30      | 0 | 3   | 4  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 05:45      | 0 | 7   | 6  | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 06:00      | 0 | 13  | 11 | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 24    |
| Hour Total | 0 | 25  | 22 | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 48    |
| 06:15      | 0 | 9   | 10 | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| 06:30      | 2 | 13  | 9  | 0 | 0 | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 25    |
| 06:45      | 0 | 28  | 13 | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 41    |
| 07:00      | 0 | 36  | 8  | 0 | 0 | 1  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 46    |
| Hour Total | 2 | 86  | 40 | 0 | 0 | 1  | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 131   |
| 07:15      | 0 | 46  | 6  | 0 | 1 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 07:30      | 0 | 80  | 14 | 0 | 0 | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 95    |
| 07:45      | 3 | 107 | 23 | 0 | 0 | 2  | 0 | 1 | 2 | 0  | 0  | 1  | 0  | 0  | 0  | 139   |
| 08:00      | 3 | 68  | 24 | 0 | 0 | 1  | 1 | 0 | 1 | 0  | 1  | 0  | 0  | 0  | 0  | 99    |
| Hour Total | 6 | 301 | 67 | 0 | 1 | 4  | 2 | 1 | 3 | 0  | 1  | 1  | 0  | 0  | 0  | 387   |
| 08:15      | 2 | 44  | 17 | 0 | 2 | 3  | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| 08:30      | 2 | 73  | 21 | 0 | 0 | 3  | 1 | 0 | 0 | 0  | 1  | 0  | 2  | 0  | 0  | 103   |
| 08:45      | 0 | 77  | 21 | 0 | 1 | 2  | 0 | 2 | 1 | 0  | 1  | 0  | 1  | 0  | 0  | 106   |
| 09:00      | 4 | 82  | 7  | 1 | 0 | 2  | 1 | 2 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 100   |
| Hour Total | 8 | 276 | 66 | 1 | 3 | 10 | 2 | 4 | 3 | 1  | 2  | 0  | 3  | 0  | 0  | 379   |

Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1  | 2   | 3  | 4 | 5 | 6  | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|----|-----|----|---|---|----|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 0  | 45  | 17 | 0 | 0 | 0  | 1 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 65    |
| 09:30      | 2  | 49  | 16 | 0 | 1 | 2  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| 09:45      | 0  | 37  | 13 | 0 | 0 | 2  | 0 | 0 | 1 | 0  | 1  | 0  | 0  | 0  | 0  | 54    |
| 10:00      | 0  | 63  | 13 | 0 | 0 | 0  | 1 | 0 | 1 | 0  | 0  | 0  | 1  | 0  | 0  | 79    |
| Hour Total | 2  | 194 | 59 | 0 | 1 | 4  | 2 | 1 | 3 | 0  | 2  | 0  | 1  | 0  | 0  | 269   |
| 10:15      | 0  | 53  | 19 | 0 | 1 | 2  | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 77    |
| 10:30      | 6  | 52  | 7  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 66    |
| 10:45      | 0  | 53  | 15 | 0 | 1 | 1  | 0 | 0 | 0 | 0  | 1  | 1  | 0  | 0  | 0  | 72    |
| 11:00      | 0  | 71  | 14 | 0 | 1 | 0  | 2 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 89    |
| Hour Total | 6  | 229 | 55 | 0 | 3 | 3  | 2 | 2 | 0 | 1  | 1  | 1  | 1  | 0  | 0  | 304   |
| 11:15      | 0  | 70  | 12 | 0 | 2 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 85    |
| 11:30      | 0  | 52  | 10 | 0 | 1 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 65    |
| 11:45      | 0  | 50  | 25 | 0 | 0 | 0  | 0 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 77    |
| 12:00      | 1  | 54  | 17 | 0 | 1 | 2  | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 77    |
| Hour Total | 1  | 226 | 64 | 0 | 4 | 5  | 1 | 2 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 304   |
| 12:15      | 0  | 67  | 16 | 0 | 0 | 0  | 2 | 1 | 0 | 0  | 0  | 2  | 0  | 0  | 0  | 88    |
| 12:30      | 1  | 80  | 21 | 0 | 0 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 104   |
| 12:45      | 0  | 73  | 19 | 0 | 0 | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 93    |
| 13:00      | 4  | 61  | 14 | 0 | 1 | 2  | 1 | 0 | 0 | 0  | 0  | 2  | 0  | 0  | 0  | 85    |
| Hour Total | 5  | 281 | 70 | 0 | 1 | 3  | 5 | 1 | 0 | 0  | 0  | 4  | 0  | 0  | 0  | 370   |
| 13:15      | 2  | 78  | 16 | 0 | 0 | 2  | 1 | 0 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 101   |
| 13:30      | 2  | 90  | 17 | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 109   |
| 13:45      | 2  | 76  | 22 | 0 | 1 | 3  | 2 | 0 | 1 | 0  | 1  | 1  | 1  | 0  | 0  | 110   |
| 14:00      | 6  | 77  | 17 | 1 | 1 | 4  | 2 | 0 | 0 | 0  | 1  | 1  | 0  | 0  | 0  | 110   |
| Hour Total | 12 | 321 | 72 | 1 | 2 | 9  | 5 | 0 | 2 | 0  | 2  | 3  | 1  | 0  | 0  | 430   |
| 14:15      | 3  | 38  | 20 | 1 | 0 | 2  | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 66    |
| 14:30      | 2  | 66  | 18 | 1 | 2 | 4  | 1 | 1 | 2 | 0  | 0  | 1  | 0  | 0  | 0  | 98    |
| 14:45      | 2  | 67  | 18 | 0 | 1 | 3  | 0 | 0 | 0 | 0  | 1  | 1  | 1  | 0  | 0  | 94    |
| 15:00      | 1  | 55  | 15 | 0 | 0 | 5  | 1 | 3 | 0 | 0  | 0  | 1  | 1  | 0  | 0  | 82    |
| Hour Total | 8  | 226 | 71 | 2 | 3 | 14 | 3 | 5 | 2 | 0  | 1  | 3  | 2  | 0  | 0  | 340   |
| 15:15      | 3  | 73  | 15 | 0 | 0 | 2  | 2 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 96    |
| 15:30      | 4  | 84  | 21 | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 111   |
| 15:45      | 5  | 74  | 21 | 0 | 0 | 1  | 2 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 103   |
| 16:00      | 0  | 66  | 4  | 0 | 4 | 2  | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| Hour Total | 12 | 297 | 61 | 0 | 4 | 7  | 5 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 388   |
| 16:15      | 4  | 79  | 10 | 0 | 1 | 0  | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 96    |
| 16:30      | 0  | 79  | 23 | 1 | 0 | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 104   |
| 16:45      | 0  | 81  | 26 | 0 | 0 | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 108   |
| 17:00      | 2  | 77  | 12 | 0 | 0 | 1  | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 94    |
| Hour Total | 6  | 316 | 71 | 1 | 1 | 1  | 4 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 402   |
| 17:15      | 2  | 60  | 17 | 0 | 0 | 0  | 0 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 81    |
| 17:30      | 0  | 79  | 17 | 0 | 1 | 0  | 1 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 99    |
| 17:45      | 2  | 68  | 6  | 0 | 1 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 79    |
| 18:00      | 0  | 67  | 14 | 0 | 0 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| Hour Total | 4  | 274 | 54 | 0 | 2 | 2  | 3 | 1 | 0 | 0  | 2  | 0  | 0  | 0  | 0  | 342   |



Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 72    | 15    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 88     |
| 18:30      | 0    | 52    | 14    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 68     |
| 18:45      | 1    | 49    | 14    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 64     |
| 19:00      | 0    | 40    | 10    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 52     |
| Hour Total | 1    | 213   | 53    | 0    | 1    | 2    | 0    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 272    |
| 19:15      | 1    | 21    | 4     | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 27     |
| 19:30      | 0    | 46    | 8     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 55     |
| 19:45      | 0    | 32    | 9     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 41     |
| 20:00      | 0    | 26    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30     |
| Hour Total | 1    | 125   | 25    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 153    |
| 20:15      | 0    | 29    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 33     |
| 20:30      | 0    | 30    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 32     |
| 20:45      | 0    | 31    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 36     |
| 21:00      | 0    | 9     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| Hour Total | 0    | 99    | 12    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 112    |
| 21:15      | 1    | 20    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28     |
| 21:30      | 0    | 21    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 24     |
| 21:45      | 0    | 10    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| 22:00      | 0    | 18    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20     |
| Hour Total | 1    | 69    | 15    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 85     |
| 22:15      | 0    | 13    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 22:30      | 0    | 11    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 22:45      | 0    | 10    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| 23:00      | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| Hour Total | 0    | 40    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 45     |
| 23:15      | 0    | 18    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| 23:30      | 0    | 5     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 23:45      | 0    | 4     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 24:00      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total | 0    | 29    | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| DAY TOTAL  | 75   | 3666  | 894   | 5    | 28   | 66   | 36   | 19   | 16   | 2    | 13   | 12   | 10   | 0    | 0    | 4842   |
| PERCENTS   | 1.5% | 75.7% | 18.5% | 0.1% | 0.6% | 1.4% | 0.7% | 0.4% | 0.3% | 0.0% | 0.3% | 0.2% | 0.2% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 95.7% Trucks & Buses 4.3%

|          |       |       |       |       |       |       |       |       |       |       |       |       |       |  |  |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|--|-------|
| AM Times | 07:45 | 07:15 | 07:45 | 08:15 | 10:45 | 08:15 | 08:30 | 08:30 | 07:30 | 08:15 | 08:00 | 07:00 | 08:00 |  |  | 07:45 |
| AM Peaks | 10    | 301   | 85    | 1     | 5     | 10    | 3     | 5     | 5     | 1     | 3     | 1     | 3     |  |  | 411   |
| PM Times | 13:30 | 13:15 | 16:30 | 13:45 | 15:30 | 14:15 | 13:45 | 14:15 | 13:45 |       | 13:15 | 12:15 | 14:15 |  |  | 13:15 |
| PM Peaks | 13    | 321   | 78    | 3     | 5     | 14    | 6     | 5     | 3     |       | 2     | 4     | 2     |  |  | 430   |

Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6  | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|----|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:30      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:45      | 0 | 5   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 01:00      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 11  | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 01:15      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:30      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:45      | 0 | 2   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 02:00      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 6   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 02:15      | 0 | 0   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:30      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:45      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 1   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 3   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 03:15      | 1 | 0   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:30      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:45      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:00      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 1 | 4   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 04:15      | 0 | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:30      | 0 | 1   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:45      | 0 | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 05:00      | 0 | 3   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 7   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 05:15      | 0 | 1   | 0  | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:30      | 0 | 3   | 6  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 05:45      | 0 | 15  | 7  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 06:00      | 0 | 12  | 10 | 0 | 0 | 0  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| Hour Total | 0 | 31  | 23 | 0 | 1 | 0  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 56    |
| 06:15      | 0 | 12  | 8  | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 06:30      | 0 | 20  | 13 | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| 06:45      | 0 | 24  | 13 | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 38    |
| 07:00      | 0 | 31  | 12 | 0 | 2 | 0  | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 46    |
| Hour Total | 0 | 87  | 46 | 0 | 3 | 1  | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 138   |
| 07:15      | 0 | 44  | 9  | 1 | 0 | 0  | 0 | 2 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 57    |
| 07:30      | 2 | 76  | 17 | 0 | 0 | 3  | 1 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| 07:45      | 0 | 109 | 25 | 1 | 1 | 5  | 2 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 145   |
| 08:00      | 6 | 76  | 14 | 0 | 2 | 3  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| Hour Total | 8 | 305 | 65 | 2 | 3 | 11 | 3 | 4 | 2 | 0  | 0  | 1  | 0  | 0  | 0  | 404   |
| 08:15      | 0 | 52  | 23 | 0 | 0 | 4  | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 81    |
| 08:30      | 0 | 59  | 18 | 0 | 0 | 3  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 81    |
| 08:45      | 2 | 63  | 10 | 0 | 1 | 1  | 0 | 2 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 80    |
| 09:00      | 0 | 64  | 10 | 0 | 2 | 2  | 3 | 2 | 0 | 1  | 3  | 0  | 0  | 0  | 0  | 87    |
| Hour Total | 2 | 238 | 61 | 0 | 3 | 10 | 5 | 4 | 1 | 1  | 4  | 0  | 0  | 0  | 0  | 329   |

Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6  | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|----|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 0 | 47  | 9  | 0 | 0 | 1  | 2 | 0 | 1 | 0  | 0  | 0  | 1  | 0  | 0  | 61    |
| 09:30      | 2 | 37  | 16 | 0 | 0 | 1  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 57    |
| 09:45      | 0 | 49  | 14 | 0 | 0 | 3  | 1 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 68    |
| 10:00      | 1 | 45  | 15 | 0 | 0 | 2  | 2 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 66    |
| Hour Total | 3 | 178 | 54 | 0 | 0 | 7  | 5 | 0 | 3 | 0  | 0  | 1  | 1  | 0  | 0  | 252   |
| 10:15      | 0 | 43  | 14 | 1 | 1 | 2  | 0 | 0 | 1 | 0  | 1  | 1  | 0  | 0  | 0  | 64    |
| 10:30      | 2 | 66  | 12 | 0 | 2 | 1  | 1 | 0 | 1 | 0  | 1  | 0  | 0  | 0  | 0  | 86    |
| 10:45      | 0 | 53  | 15 | 0 | 0 | 3  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 72    |
| 11:00      | 2 | 67  | 17 | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 88    |
| Hour Total | 4 | 229 | 58 | 1 | 4 | 6  | 2 | 0 | 2 | 0  | 3  | 1  | 0  | 0  | 0  | 310   |
| 11:15      | 1 | 41  | 11 | 0 | 1 | 0  | 0 | 1 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 56    |
| 11:30      | 3 | 66  | 11 | 0 | 2 | 3  | 0 | 0 | 1 | 1  | 0  | 0  | 0  | 0  | 0  | 87    |
| 11:45      | 4 | 56  | 17 | 1 | 2 | 5  | 0 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 86    |
| 12:00      | 0 | 78  | 23 | 0 | 0 | 2  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 104   |
| Hour Total | 8 | 241 | 62 | 1 | 5 | 10 | 1 | 1 | 1 | 1  | 0  | 1  | 1  | 0  | 0  | 333   |
| 12:15      | 2 | 69  | 28 | 1 | 0 | 1  | 1 | 0 | 1 | 0  | 1  | 0  | 0  | 0  | 0  | 104   |
| 12:30      | 2 | 64  | 23 | 1 | 0 | 4  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 95    |
| 12:45      | 0 | 90  | 23 | 0 | 0 | 2  | 1 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 117   |
| 13:00      | 0 | 83  | 22 | 0 | 0 | 3  | 0 | 1 | 1 | 0  | 2  | 0  | 0  | 0  | 0  | 112   |
| Hour Total | 4 | 306 | 96 | 2 | 0 | 10 | 3 | 1 | 2 | 0  | 4  | 0  | 0  | 0  | 0  | 428   |
| 13:15      | 3 | 70  | 20 | 1 | 2 | 1  | 0 | 1 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 100   |
| 13:30      | 0 | 79  | 13 | 1 | 2 | 2  | 1 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 99    |
| 13:45      | 2 | 75  | 14 | 0 | 2 | 3  | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 97    |
| 14:00      | 2 | 55  | 19 | 0 | 0 | 5  | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| Hour Total | 7 | 279 | 66 | 2 | 6 | 11 | 2 | 1 | 2 | 2  | 0  | 1  | 0  | 0  | 0  | 379   |
| 14:15      | 4 | 57  | 16 | 0 | 2 | 2  | 1 | 1 | 1 | 0  | 0  | 0  | 1  | 0  | 0  | 85    |
| 14:30      | 0 | 81  | 15 | 0 | 0 | 5  | 0 | 1 | 0 | 1  | 0  | 1  | 1  | 0  | 0  | 105   |
| 14:45      | 2 | 68  | 6  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 77    |
| 15:00      | 1 | 69  | 14 | 0 | 1 | 2  | 1 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 89    |
| Hour Total | 7 | 275 | 51 | 0 | 3 | 9  | 2 | 2 | 1 | 1  | 0  | 2  | 3  | 0  | 0  | 356   |
| 15:15      | 4 | 67  | 20 | 0 | 1 | 1  | 0 | 1 | 1 | 0  | 1  | 0  | 0  | 0  | 0  | 96    |
| 15:30      | 0 | 57  | 24 | 0 | 1 | 1  | 0 | 0 | 2 | 0  | 1  | 0  | 0  | 0  | 0  | 86    |
| 15:45      | 2 | 72  | 20 | 0 | 0 | 1  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 96    |
| 16:00      | 3 | 62  | 22 | 0 | 1 | 0  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 89    |
| Hour Total | 9 | 258 | 86 | 0 | 3 | 3  | 0 | 2 | 4 | 0  | 2  | 0  | 0  | 0  | 0  | 367   |
| 16:15      | 0 | 83  | 18 | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 103   |
| 16:30      | 2 | 70  | 20 | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 93    |
| 16:45      | 2 | 75  | 9  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 86    |
| 17:00      | 2 | 90  | 23 | 0 | 0 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 117   |
| Hour Total | 6 | 318 | 70 | 0 | 0 | 4  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 399   |
| 17:15      | 0 | 72  | 21 | 0 | 0 | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 94    |
| 17:30      | 2 | 80  | 17 | 0 | 2 | 0  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 102   |
| 17:45      | 0 | 86  | 10 | 0 | 0 | 2  | 0 | 0 | 1 | 0  | 0  | 0  | 1  | 0  | 0  | 100   |
| 18:00      | 4 | 71  | 18 | 0 | 0 | 3  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 97    |
| Hour Total | 6 | 309 | 66 | 0 | 2 | 5  | 1 | 0 | 2 | 0  | 1  | 0  | 1  | 0  | 0  | 393   |



Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    | 13    | 14    | 15   | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|--------|
| 18:15              | 2     | 68    | 20    | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 91     |
| 18:30              | 0     | 68    | 9     | 0     | 0     | 0     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 79     |
| 18:45              | 1     | 53    | 10    | 0     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 66     |
| 19:00              | 2     | 57    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 69     |
| Hour Total         | 5     | 246   | 49    | 0     | 0     | 2     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 305    |
| 19:15              | 0     | 43    | 6     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 50     |
| 19:30              | 0     | 28    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 33     |
| 19:45              | 0     | 28    | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 33     |
| 20:00              | 0     | 22    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 26     |
| Hour Total         | 0     | 121   | 20    | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 142    |
| 20:15              | 0     | 31    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 33     |
| 20:30              | 0     | 26    | 1     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 29     |
| 20:45              | 1     | 17    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 22     |
| 21:00              | 0     | 23    | 5     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 29     |
| Hour Total         | 1     | 97    | 12    | 0     | 1     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 113    |
| 21:15              | 0     | 13    | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 16     |
| 21:30              | 0     | 19    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 22     |
| 21:45              | 0     | 20    | 6     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 27     |
| 22:00              | 0     | 10    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 13     |
| Hour Total         | 0     | 62    | 14    | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 78     |
| 22:15              | 0     | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 11     |
| 22:30              | 0     | 6     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 10     |
| 22:45              | 0     | 8     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 9      |
| 23:00              | 0     | 5     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 8      |
| Hour Total         | 0     | 30    | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 38     |
| 23:15              | 0     | 7     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 10     |
| 23:30              | 0     | 8     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 9      |
| 23:45              | 0     | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 7      |
| 24:00              | 0     | 6     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 9      |
| Hour Total         | 0     | 27    | 7     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 35     |
| DAY TOTAL          | 71    | 3668  | 917   | 8     | 37    | 92    | 27    | 15    | 22    | 6     | 14    | 7     | 6     | 0     | 0    | 4890   |
| PERCENTS           | 1.5%  | 75.0% | 18.8% | 0.2%  | 0.8%  | 1.9%  | 0.6%  | 0.3%  | 0.4%  | 0.1%  | 0.3%  | 0.1%  | 0.1%  | 0.0%  | 0.0% | 100.0% |
| Passenger Vehicles | 95.2% |       |       |       |       |       |       |       |       |       |       |       |       |       |      |        |
| Trucks & Buses     | 4.8%  |       |       |       |       |       |       |       |       |       |       |       |       |       |      |        |
| AM Times           | 11:00 | 07:30 | 07:45 | 07:00 | 11:00 | 07:30 | 08:30 | 07:00 | 07:30 | 06:15 | 08:15 | 09:30 | 08:30 | 07:30 |      |        |
| AM Peaks           | 10    | 313   | 80    | 2     | 6     | 15    | 6     | 4     | 3     | 1     | 4     | 2     | 1     | 428   |      |        |
| PM Times           | 15:15 | 17:00 | 12:15 | 12:15 | 13:00 | 13:45 | 12:15 | 12:30 | 15:00 | 13:00 | 12:15 | 14:15 | 14:00 | 12:15 |      |        |
| PM Peaks           | 9     | 328   | 96    | 2     | 6     | 15    | 3     | 2     | 4     | 2     | 4     | 2     | 3     | 428   |      |        |

Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1  | 2   | 3  | 4 | 5 | 6  | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|----|-----|----|---|---|----|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0  | 11  | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 00:30      | 0  | 5   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 00:45      | 0  | 3   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:00      | 0  | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0  | 21  | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 01:15      | 0  | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:30      | 0  | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:45      | 0  | 0   | 1  | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:00      | 0  | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0  | 4   | 1  | 0 | 0 | 1  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 02:15      | 0  | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:30      | 0  | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:45      | 0  | 1   | 2  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:00      | 0  | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0  | 5   | 2  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 03:15      | 0  | 1   | 0  | 0 | 0 | 0  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:30      | 0  | 1   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0  | 0   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 04:00      | 0  | 2   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0  | 4   | 1  | 0 | 0 | 0  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 04:15      | 0  | 0   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 04:30      | 0  | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:45      | 0  | 1   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:00      | 0  | 2   | 0  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0  | 5   | 1  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 05:15      | 0  | 3   | 2  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 05:30      | 0  | 9   | 3  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 05:45      | 0  | 8   | 7  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 06:00      | 0  | 13  | 7  | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| Hour Total | 0  | 33  | 19 | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 53    |
| 06:15      | 0  | 10  | 15 | 0 | 0 | 1  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 27    |
| 06:30      | 0  | 18  | 16 | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 06:45      | 0  | 27  | 13 | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 42    |
| 07:00      | 0  | 31  | 13 | 0 | 2 | 2  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 49    |
| Hour Total | 0  | 86  | 57 | 0 | 2 | 5  | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 152   |
| 07:15      | 1  | 44  | 11 | 0 | 1 | 4  | 1 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 64    |
| 07:30      | 0  | 75  | 16 | 1 | 0 | 4  | 2 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 99    |
| 07:45      | 5  | 105 | 10 | 0 | 0 | 4  | 1 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 126   |
| 08:00      | 4  | 75  | 14 | 0 | 0 | 3  | 2 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 100   |
| Hour Total | 10 | 299 | 51 | 1 | 1 | 15 | 6 | 2 | 2 | 1  | 1  | 0  | 0  | 0  | 0  | 389   |
| 08:15      | 3  | 63  | 17 | 0 | 0 | 1  | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 86    |
| 08:30      | 0  | 54  | 14 | 0 | 1 | 2  | 1 | 0 | 1 | 0  | 2  | 0  | 0  | 0  | 0  | 75    |
| 08:45      | 1  | 84  | 30 | 0 | 0 | 1  | 1 | 1 | 0 | 1  | 0  | 1  | 0  | 0  | 0  | 120   |
| 09:00      | 3  | 58  | 19 | 0 | 0 | 2  | 1 | 1 | 1 | 1  | 0  | 0  | 0  | 0  | 0  | 86    |
| Hour Total | 7  | 259 | 80 | 0 | 1 | 6  | 4 | 2 | 3 | 2  | 2  | 1  | 0  | 0  | 0  | 367   |

CLASSIFICATION SUMMARY  
Thu 1/14/2021

Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6  | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|----|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 2 | 42  | 9  | 0 | 2 | 2  | 2 | 0 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 60    |
| 09:30      | 1 | 37  | 13 | 0 | 0 | 2  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 09:45      | 1 | 41  | 15 | 0 | 0 | 4  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 62    |
| 10:00      | 0 | 59  | 16 | 0 | 2 | 3  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| Hour Total | 4 | 179 | 53 | 0 | 4 | 11 | 3 | 1 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 256   |
| 10:15      | 0 | 72  | 10 | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 84    |
| 10:30      | 0 | 59  | 8  | 0 | 0 | 4  | 2 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 74    |
| 10:45      | 0 | 49  | 14 | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 66    |
| 11:00      | 0 | 57  | 16 | 0 | 1 | 1  | 1 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| Hour Total | 0 | 237 | 48 | 0 | 1 | 8  | 3 | 1 | 1 | 0  | 2  | 1  | 0  | 0  | 0  | 302   |
| 11:15      | 0 | 66  | 14 | 0 | 0 | 2  | 1 | 0 | 0 | 0  | 1  | 0  | 1  | 0  | 0  | 85    |
| 11:30      | 0 | 56  | 16 | 0 | 0 | 1  | 0 | 0 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 75    |
| 11:45      | 0 | 61  | 18 | 0 | 1 | 1  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 82    |
| 12:00      | 4 | 50  | 19 | 0 | 1 | 0  | 2 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 77    |
| Hour Total | 4 | 233 | 67 | 0 | 2 | 4  | 3 | 1 | 1 | 0  | 2  | 1  | 1  | 0  | 0  | 319   |
| 12:15      | 0 | 76  | 26 | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 104   |
| 12:30      | 0 | 78  | 28 | 0 | 0 | 2  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 109   |
| 12:45      | 0 | 78  | 15 | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 94    |
| 13:00      | 2 | 89  | 18 | 0 | 1 | 0  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 111   |
| Hour Total | 2 | 321 | 87 | 0 | 1 | 5  | 1 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 418   |
| 13:15      | 2 | 72  | 14 | 0 | 1 | 3  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 93    |
| 13:30      | 6 | 83  | 26 | 0 | 0 | 3  | 3 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 123   |
| 13:45      | 0 | 81  | 14 | 0 | 1 | 6  | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 104   |
| 14:00      | 1 | 79  | 13 | 0 | 0 | 0  | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 94    |
| Hour Total | 9 | 315 | 67 | 0 | 2 | 12 | 4 | 1 | 2 | 1  | 1  | 0  | 0  | 0  | 0  | 414   |
| 14:15      | 1 | 86  | 17 | 0 | 0 | 1  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 106   |
| 14:30      | 0 | 74  | 14 | 2 | 5 | 1  | 0 | 0 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 98    |
| 14:45      | 0 | 82  | 13 | 0 | 0 | 4  | 1 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 103   |
| 15:00      | 4 | 76  | 8  | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 89    |
| Hour Total | 5 | 318 | 52 | 2 | 5 | 6  | 1 | 2 | 3 | 0  | 0  | 1  | 1  | 0  | 0  | 396   |
| 15:15      | 1 | 77  | 21 | 0 | 0 | 0  | 0 | 0 | 1 | 0  | 2  | 0  | 0  | 0  | 0  | 102   |
| 15:30      | 2 | 98  | 22 | 0 | 0 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 124   |
| 15:45      | 2 | 63  | 9  | 0 | 1 | 3  | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 79    |
| 16:00      | 2 | 64  | 21 | 0 | 2 | 0  | 1 | 3 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 93    |
| Hour Total | 7 | 302 | 73 | 0 | 3 | 4  | 2 | 3 | 1 | 1  | 2  | 0  | 0  | 0  | 0  | 398   |
| 16:15      | 1 | 80  | 13 | 0 | 2 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 98    |
| 16:30      | 2 | 73  | 15 | 0 | 0 | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 91    |
| 16:45      | 0 | 83  | 20 | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 103   |
| 17:00      | 0 | 67  | 13 | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 81    |
| Hour Total | 3 | 303 | 61 | 0 | 2 | 3  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 373   |
| 17:15      | 0 | 82  | 17 | 0 | 0 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| 17:30      | 2 | 76  | 21 | 0 | 0 | 3  | 1 | 0 | 2 | 0  | 1  | 0  | 0  | 0  | 0  | 106   |
| 17:45      | 2 | 75  | 20 | 0 | 0 | 0  | 0 | 2 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 100   |
| 18:00      | 3 | 62  | 16 | 0 | 1 | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 84    |
| Hour Total | 7 | 295 | 74 | 0 | 1 | 4  | 3 | 2 | 2 | 0  | 2  | 0  | 1  | 0  | 0  | 391   |



Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    | 13    | 14   | 15   | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|--------|
| 18:15              | 0     | 66    | 20    | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 89     |
| 18:30              | 0     | 60    | 17    | 0     | 0     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 79     |
| 18:45              | 0     | 61    | 4     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 66     |
| 19:00              | 0     | 53    | 17    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 70     |
| Hour Total         | 0     | 240   | 58    | 0     | 0     | 3     | 0     | 2     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 304    |
| 19:15              | 0     | 47    | 8     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 57     |
| 19:30              | 0     | 41    | 4     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 46     |
| 19:45              | 0     | 26    | 15    | 0     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 43     |
| 20:00              | 0     | 35    | 5     | 0     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 41     |
| Hour Total         | 0     | 149   | 32    | 0     | 0     | 3     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 187    |
| 20:15              | 0     | 45    | 2     | 0     | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 50     |
| 20:30              | 0     | 38    | 4     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 43     |
| 20:45              | 1     | 28    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 36     |
| 21:00              | 0     | 23    | 1     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 25     |
| Hour Total         | 1     | 134   | 14    | 0     | 0     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 154    |
| 21:15              | 0     | 22    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 28     |
| 21:30              | 0     | 17    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 20     |
| 21:45              | 0     | 22    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 24     |
| 22:00              | 0     | 12    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 14     |
| Hour Total         | 0     | 73    | 13    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 86     |
| 22:15              | 0     | 26    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 30     |
| 22:30              | 0     | 10    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 11     |
| 22:45              | 0     | 3     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 5      |
| 23:00              | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 4      |
| Hour Total         | 0     | 43    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 50     |
| 23:15              | 0     | 11    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 13     |
| 23:30              | 0     | 7     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 9      |
| 23:45              | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 5      |
| 24:00              | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 5      |
| Hour Total         | 0     | 28    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 32     |
| DAY TOTAL          | 59    | 3886  | 923   | 3     | 26    | 93    | 35    | 19    | 18    | 5     | 14    | 4     | 4     | 0    | 0    | 5089   |
| PERCENTS           | 1.2%  | 76.4% | 18.1% | 0.1%  | 0.5%  | 1.8%  | 0.7%  | 0.4%  | 0.4%  | 0.1%  | 0.3%  | 0.1%  | 0.1%  | 0.0% | 0.0% | 100.0% |
| Passenger Vehicles | 95.7% |       |       |       |       |       |       |       |       |       |       |       |       |      |      |        |
| Trucks & Buses     | 4.3%  |       |       |       |       |       |       |       |       |       |       |       |       |      |      |        |
| AM Times           | 07:30 | 07:30 | 08:15 | 06:45 | 09:15 | 07:15 | 07:15 | 08:45 | 07:45 | 08:15 | 07:45 | 08:00 | 08:30 |      |      | 07:30  |
| AM Peaks           | 12    | 318   | 80    | 1     | 4     | 15    | 6     | 3     | 3     | 2     | 3     | 1     | 1     |      |      | 411    |
| PM Times           | 12:45 | 14:45 | 12:15 | 13:45 | 13:45 | 13:00 | 13:00 | 17:45 | 13:30 | 13:15 | 17:30 | 13:45 | 14:15 |      |      | 13:00  |
| PM Peaks           | 10    | 333   | 87    | 2     | 6     | 12    | 4     | 4     | 3     | 1     | 3     | 1     | 1     |      |      | 431    |

CLASSIFICATION SUMMARY  
Thu 1/14/2021

Station #: Site 3 NB  
Site ID: 000000008526  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: NORTH  
Lane: 2

File: D0111015.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME        | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|-------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| =====       |      |       |       |      |      |      |      |      |      |      |      |      |      |      |      |        |
| GRAND TOTAL | 205  | 11220 | 2734  | 16   | 91   | 251  | 98   | 53   | 56   | 13   | 41   | 23   | 20   | 0    | 0    | 14821  |
| PERCENTS    | 1.4% | 75.7% | 18.4% | 0.1% | 0.6% | 1.7% | 0.7% | 0.4% | 0.4% | 0.1% | 0.3% | 0.2% | 0.1% | 0.0% | 0.0% | 100.0% |

Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 1

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 00:30      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:00      | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 0 | 12  | 1  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 01:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:30      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:00      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 02:15      | 0 | 7   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 02:30      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 10  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 03:15      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:30      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:45      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 6   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 04:15      | 0 | 4   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 04:30      | 0 | 5   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 04:45      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:00      | 0 | 0   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 10  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 16    |
| 05:15      | 0 | 2   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 05:30      | 0 | 9   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 05:45      | 0 | 10  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 06:00      | 0 | 13  | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| Hour Total | 0 | 34  | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 51    |
| 06:15      | 0 | 15  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| 06:30      | 0 | 16  | 6  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 24    |
| 06:45      | 0 | 19  | 3  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| 07:00      | 0 | 24  | 8  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| Hour Total | 0 | 74  | 21 | 0 | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 99    |
| 07:15      | 0 | 37  | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 46    |
| 07:30      | 0 | 50  | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 67    |
| 07:45      | 0 | 56  | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 67    |
| 08:00      | 0 | 63  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| Hour Total | 0 | 206 | 50 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 258   |
| 08:15      | 0 | 41  | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 52    |
| 08:30      | 0 | 49  | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 58    |
| 08:45      | 1 | 50  | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 72    |
| 09:00      | 0 | 58  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 73    |
| Hour Total | 1 | 198 | 54 | 0 | 0 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 255   |





Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 1

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 62    | 13    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 75     |
| 18:30      | 0    | 35    | 12    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 49     |
| 18:45      | 0    | 41    | 9     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 51     |
| 19:00      | 0    | 28    | 0     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30     |
| Hour Total | 0    | 166   | 34    | 0    | 3    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 205    |
| 19:15      | 1    | 38    | 11    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 50     |
| 19:30      | 0    | 50    | 13    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 63     |
| 19:45      | 0    | 38    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 41     |
| 20:00      | 0    | 31    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 34     |
| Hour Total | 1    | 157   | 30    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 188    |
| 20:15      | 0    | 32    | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 38     |
| 20:30      | 0    | 17    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| 20:45      | 0    | 22    | 1     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 24     |
| 21:00      | 0    | 14    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| Hour Total | 0    | 85    | 10    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 96     |
| 21:15      | 0    | 19    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| 21:30      | 0    | 12    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| 21:45      | 0    | 17    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21     |
| 22:00      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| Hour Total | 0    | 55    | 10    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 65     |
| 22:15      | 0    | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 22:30      | 0    | 6     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 22:45      | 0    | 9     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 23:00      | 0    | 8     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| Hour Total | 0    | 26    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 34     |
| 23:15      | 0    | 9     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 23:30      | 0    | 10    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 23:45      | 0    | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 24:00      | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| Hour Total | 0    | 24    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 25     |
| DAY TOTAL  | 17   | 3796  | 937   | 0    | 35   | 11   | 0    | 10   | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 4810   |
| PERCENTS   | 0.4% | 78.9% | 19.5% | 0.0% | 0.7% | 0.2% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.8% Trucks & Buses 1.2%

|          |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 08:45 | 11:15 | 11:15 | 09:30 | 09:30 | 10:15 | 07:30 | 11:15 |
| AM Peaks | 3     | 310   | 81    | 4     | 1     | 2     | 1     | 397   |
| PM Times | 13:45 | 12:15 | 12:15 | 13:30 | 14:15 | 14:00 | 20:00 | 12:15 |
| PM Peaks | 6     | 369   | 96    | 5     | 3     | 2     | 1     | 471   |







Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 1

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 44    | 10    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 54     |
| 18:30      | 0    | 47    | 11    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 58     |
| 18:45      | 0    | 50    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 58     |
| 19:00      | 0    | 28    | 10    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 38     |
| Hour Total | 0    | 169   | 39    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 208    |
| 19:15      | 0    | 43    | 10    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 53     |
| 19:30      | 0    | 33    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 19:45      | 0    | 34    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 37     |
| 20:00      | 0    | 28    | 4     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 33     |
| Hour Total | 0    | 138   | 19    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 158    |
| 20:15      | 0    | 21    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23     |
| 20:30      | 0    | 15    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17     |
| 20:45      | 0    | 19    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| 21:00      | 0    | 11    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| Hour Total | 0    | 66    | 9     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 75     |
| 21:15      | 0    | 8     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 21:30      | 0    | 12    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| 21:45      | 0    | 10    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 22:00      | 0    | 9     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| Hour Total | 0    | 39    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 43     |
| 22:15      | 0    | 5     | 0     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 22:30      | 0    | 5     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 22:45      | 0    | 7     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 23:00      | 0    | 6     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| Hour Total | 0    | 23    | 6     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30     |
| 23:15      | 0    | 10    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 23:30      | 0    | 10    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10     |
| 23:45      | 0    | 4     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 24:00      | 0    | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| Hour Total | 0    | 27    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 31     |
| DAY TOTAL  | 11   | 3789  | 967   | 0    | 42   | 10   | 0    | 15   | 7    | 0    | 1    | 0    | 0    | 0    | 0    | 4842   |
| PERCENTS   | 0.2% | 78.3% | 20.0% | 0.0% | 0.9% | 0.2% | 0.0% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

|                    |       |       |       |  |       |       |  |       |       |  |       |  |  |  |  |                |      |
|--------------------|-------|-------|-------|--|-------|-------|--|-------|-------|--|-------|--|--|--|--|----------------|------|
| Passenger Vehicles | 98.5% |       |       |  |       |       |  |       |       |  |       |  |  |  |  | Trucks & Buses | 1.5% |
| AM Times           | 09:15 | 11:15 | 11:15 |  | 10:15 | 07:30 |  | 11:00 | 09:15 |  |       |  |  |  |  | 11:15          |      |
| AM Peaks           | 2     | 295   | 100   |  | 5     | 2     |  | 4     | 1     |  |       |  |  |  |  | 406            |      |
| PM Times           | 12:15 | 12:15 | 12:15 |  | 12:15 | 12:15 |  | 14:30 | 12:15 |  | 12:15 |  |  |  |  | 12:15          |      |
| PM Peaks           | 2     | 387   | 104   |  | 4     | 2     |  | 2     | 1     |  | 1     |  |  |  |  | 501            |      |







Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 1

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 68    | 11    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 79     |
| 18:30      | 0    | 52    | 12    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 64     |
| 18:45      | 0    | 54    | 17    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 71     |
| 19:00      | 0    | 28    | 9     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 37     |
| Hour Total | 0    | 202   | 49    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 251    |
| 19:15      | 0    | 56    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 63     |
| 19:30      | 0    | 42    | 9     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 52     |
| 19:45      | 0    | 47    | 11    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 58     |
| 20:00      | 1    | 36    | 5     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 43     |
| Hour Total | 1    | 181   | 32    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 216    |
| 20:15      | 0    | 37    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 39     |
| 20:30      | 0    | 19    | 1     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21     |
| 20:45      | 0    | 16    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20     |
| 21:00      | 0    | 11    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| Hour Total | 0    | 83    | 8     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 92     |
| 21:15      | 1    | 18    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21     |
| 21:30      | 0    | 17    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18     |
| 21:45      | 0    | 9     | 4     | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 22:00      | 0    | 18    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| Hour Total | 1    | 62    | 8     | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 72     |
| 22:15      | 0    | 9     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 22:30      | 0    | 14    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17     |
| 22:45      | 0    | 9     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 23:00      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| Hour Total | 0    | 39    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 44     |
| 23:15      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 23:30      | 0    | 9     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 23:45      | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 24:00      | 0    | 6     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| Hour Total | 0    | 27    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28     |
| DAY TOTAL  | 20   | 4069  | 867   | 0    | 33   | 16   | 0    | 13   | 6    | 0    | 0    | 0    | 1    | 0    | 0    | 5025   |
| PERCENTS   | 0.4% | 81.0% | 17.3% | 0.0% | 0.7% | 0.3% | 0.0% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.6% Trucks & Buses 1.4%

|          |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 11:00 | 11:15 | 10:15 | 09:30 | 08:00 | 08:45 | 08:45 | 11:00 | 11:15 |
| AM Peaks | 2     | 323   | 89    | 5     | 5     | 2     | 2     | 1     | 404   |
| PM Times | 14:30 | 16:30 | 12:15 | 12:15 | 13:15 | 14:30 | 15:15 | 12:15 |       |
| PM Peaks | 7     | 422   | 83    | 6     | 3     | 3     | 1     | 484   |       |





Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 2

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 00:30      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 00:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:00      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 01:30      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:45      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 02:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 7   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 02:15      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:45      | 0 | 1   | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 2   | 1  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 03:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 03:30      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 1 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 1 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 04:15      | 0 | 2   | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 04:30      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:45      | 0 | 2   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 05:00      | 0 | 3   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| Hour Total | 0 | 9   | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| 05:15      | 0 | 5   | 0  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 05:30      | 0 | 9   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 05:45      | 0 | 8   | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 06:00      | 0 | 8   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| Hour Total | 0 | 30  | 8  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 39    |
| 06:15      | 0 | 12  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 06:30      | 1 | 8   | 3  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 06:45      | 0 | 16  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20    |
| 07:00      | 0 | 26  | 9  | 0 | 0 | 0 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 36    |
| Hour Total | 1 | 62  | 17 | 0 | 0 | 1 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 82    |
| 07:15      | 0 | 27  | 6  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 07:30      | 0 | 46  | 9  | 2 | 5 | 0 | 0 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 63    |
| 07:45      | 0 | 66  | 20 | 0 | 1 | 1 | 2 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 91    |
| 08:00      | 0 | 58  | 18 | 0 | 1 | 0 | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 79    |
| Hour Total | 0 | 197 | 53 | 2 | 7 | 1 | 3 | 2 | 0 | 0  | 1  | 1  | 0  | 0  | 0  | 267   |
| 08:15      | 0 | 42  | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 53    |
| 08:30      | 0 | 34  | 11 | 0 | 0 | 1 | 1 | 2 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 50    |
| 08:45      | 0 | 54  | 12 | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| 09:00      | 0 | 72  | 9  | 0 | 0 | 1 | 2 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 85    |
| Hour Total | 0 | 202 | 42 | 0 | 0 | 3 | 3 | 4 | 0 | 0  | 1  | 1  | 0  | 0  | 0  | 256   |

Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 2

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6  | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|----|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 1 | 57  | 10 | 0 | 0 | 0  | 2 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| 09:30      | 0 | 45  | 13 | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 09:45      | 0 | 56  | 10 | 0 | 0 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| 10:00      | 1 | 54  | 7  | 0 | 2 | 1  | 2 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 67    |
| Hour Total | 2 | 212 | 40 | 0 | 2 | 4  | 5 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 265   |
| 10:15      | 0 | 59  | 12 | 0 | 0 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 73    |
| 10:30      | 0 | 40  | 12 | 0 | 0 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 10:45      | 0 | 57  | 6  | 0 | 0 | 1  | 1 | 2 | 0 | 1  | 0  | 1  | 0  | 0  | 0  | 69    |
| 11:00      | 0 | 50  | 14 | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 66    |
| Hour Total | 0 | 206 | 44 | 0 | 0 | 5  | 3 | 2 | 0 | 1  | 0  | 1  | 0  | 0  | 0  | 262   |
| 11:15      | 0 | 55  | 16 | 0 | 0 | 2  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 74    |
| 11:30      | 0 | 64  | 15 | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| 11:45      | 0 | 69  | 12 | 1 | 1 | 2  | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 87    |
| 12:00      | 0 | 72  | 10 | 0 | 1 | 0  | 1 | 2 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 87    |
| Hour Total | 0 | 260 | 53 | 1 | 2 | 5  | 2 | 3 | 0 | 0  | 2  | 0  | 0  | 0  | 0  | 328   |
| 12:15      | 0 | 68  | 10 | 0 | 2 | 3  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 84    |
| 12:30      | 1 | 56  | 10 | 1 | 0 | 3  | 0 | 5 | 1 | 0  | 0  | 2  | 0  | 0  | 0  | 79    |
| 12:45      | 1 | 74  | 14 | 0 | 0 | 5  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 94    |
| 13:00      | 0 | 54  | 14 | 0 | 2 | 0  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| Hour Total | 2 | 252 | 48 | 1 | 4 | 11 | 0 | 6 | 1 | 0  | 1  | 2  | 0  | 0  | 0  | 328   |
| 13:15      | 0 | 54  | 5  | 0 | 0 | 0  | 3 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 65    |
| 13:30      | 0 | 66  | 20 | 0 | 1 | 0  | 0 | 3 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 90    |
| 13:45      | 0 | 70  | 7  | 0 | 0 | 0  | 1 | 0 | 2 | 0  | 1  | 0  | 0  | 0  | 0  | 81    |
| 14:00      | 0 | 67  | 20 | 0 | 7 | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 96    |
| Hour Total | 0 | 257 | 52 | 0 | 8 | 1  | 5 | 5 | 3 | 0  | 1  | 0  | 0  | 0  | 0  | 332   |
| 14:15      | 0 | 70  | 15 | 1 | 5 | 1  | 1 | 3 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 97    |
| 14:30      | 0 | 68  | 10 | 0 | 0 | 1  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| 14:45      | 2 | 71  | 10 | 0 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| 15:00      | 2 | 66  | 9  | 2 | 1 | 2  | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| Hour Total | 4 | 275 | 44 | 3 | 6 | 4  | 1 | 5 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 344   |
| 15:15      | 0 | 73  | 12 | 0 | 0 | 0  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 86    |
| 15:30      | 1 | 64  | 14 | 0 | 0 | 1  | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 82    |
| 15:45      | 0 | 82  | 17 | 0 | 0 | 1  | 1 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 102   |
| 16:00      | 0 | 79  | 12 | 0 | 0 | 2  | 2 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 97    |
| Hour Total | 1 | 298 | 55 | 0 | 0 | 4  | 4 | 3 | 0 | 1  | 1  | 0  | 0  | 0  | 0  | 367   |
| 16:15      | 0 | 60  | 12 | 0 | 0 | 0  | 0 | 1 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 74    |
| 16:30      | 1 | 60  | 10 | 0 | 0 | 3  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| 16:45      | 0 | 87  | 15 | 0 | 0 | 0  | 3 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 107   |
| 17:00      | 2 | 57  | 19 | 0 | 0 | 2  | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 82    |
| Hour Total | 3 | 264 | 56 | 0 | 0 | 5  | 4 | 4 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 338   |
| 17:15      | 0 | 69  | 20 | 1 | 0 | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 90    |
| 17:30      | 0 | 57  | 6  | 1 | 0 | 1  | 1 | 0 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 68    |
| 17:45      | 0 | 53  | 10 | 0 | 0 | 2  | 1 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| 18:00      | 0 | 45  | 10 | 0 | 0 | 1  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 56    |
| Hour Total | 0 | 224 | 46 | 2 | 0 | 4  | 2 | 2 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 282   |

Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 2

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    | 13   | 14   | 15   | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|------|--------|
| 18:15              | 0     | 38    | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 46     |
| 18:30              | 0     | 41    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 51     |
| 18:45              | 0     | 28    | 10    | 0     | 0     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 41     |
| 19:00              | 1     | 23    | 3     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 28     |
| Hour Total         | 1     | 130   | 31    | 0     | 1     | 2     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 166    |
| 19:15              | 1     | 37    | 8     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 47     |
| 19:30              | 0     | 28    | 4     | 0     | 1     | 2     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 36     |
| 19:45              | 0     | 22    | 5     | 0     | 0     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 29     |
| 20:00              | 0     | 14    | 5     | 0     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 21     |
| Hour Total         | 1     | 101   | 22    | 0     | 1     | 4     | 1     | 3     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 133    |
| 20:15              | 0     | 16    | 3     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 20     |
| 20:30              | 0     | 10    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 14     |
| 20:45              | 0     | 11    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 13     |
| 21:00              | 0     | 20    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 27     |
| Hour Total         | 0     | 57    | 16    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 74     |
| 21:15              | 0     | 12    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 15     |
| 21:30              | 0     | 15    | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 16     |
| 21:45              | 0     | 16    | 3     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 20     |
| 22:00              | 0     | 12    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 14     |
| Hour Total         | 0     | 55    | 8     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 65     |
| 22:15              | 0     | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 5      |
| 22:30              | 0     | 6     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 8      |
| 22:45              | 0     | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 7      |
| 23:00              | 1     | 5     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 9      |
| Hour Total         | 1     | 22    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 29     |
| 23:15              | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 4      |
| 23:30              | 0     | 11    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 11     |
| 23:45              | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 1      |
| 24:00              | 0     | 1     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 2      |
| Hour Total         | 0     | 17    | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 18     |
| DAY TOTAL          | 17    | 3143  | 652   | 9     | 35    | 56    | 35    | 39    | 7     | 2     | 7     | 8     | 0    | 0    | 0    | 4010   |
| PERCENTS           | 0.4%  | 78.4% | 16.3% | 0.2%  | 0.9%  | 1.4%  | 0.9%  | 1.0%  | 0.2%  | 0.0%  | 0.2%  | 0.2%  | 0.0% | 0.0% | 0.0% | 100.0% |
| Passenger Vehicles | 95.1% |       |       |       |       |       |       |       |       |       |       |       |      |      |      |        |
| Trucks & Buses     | 4.9%  |       |       |       |       |       |       |       |       |       |       |       |      |      |      |        |
| AM Times           | 09:15 | 11:15 | 07:45 | 06:45 | 07:15 | 11:00 | 08:30 | 08:00 |       | 10:00 | 07:45 | 07:30 |      |      |      | 11:15  |
| AM Peaks           | 2     | 260   | 59    | 2     | 7     | 7     | 5     | 4     |       | 1     | 2     | 2     |      |      |      | 328    |
| PM Times           | 14:45 | 15:15 | 16:30 | 14:15 | 13:30 | 12:15 | 16:00 | 12:30 | 13:00 | 15:00 | 12:15 | 12:15 |      |      |      | 15:15  |
| PM Peaks           | 5     | 298   | 64    | 3     | 13    | 11    | 6     | 8     | 3     | 1     | 1     | 2     |      |      |      | 367    |



Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 2

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|----|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 3   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 00:30      | 0 | 4   | 1  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 00:45      | 0 | 1   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:00      | 0 | 0   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 8   | 1  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 01:15      | 0 | 1   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:30      | 0 | 0   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 01:45      | 0 | 1   | 1  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:00      | 0 | 1   | 1  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 3   | 2  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 02:15      | 0 | 1   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0 | 0   | 1  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:45      | 0 | 1   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 0   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 2   | 1  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:15      | 0 | 1   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:30      | 0 | 1   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0 | 3   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:00      | 0 | 1   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 6   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 04:15      | 0 | 1   | 1  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:30      | 0 | 1   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:45      | 0 | 2   | 2  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 05:00      | 0 | 5   | 2  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| Hour Total | 0 | 9   | 5  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 05:15      | 0 | 1   | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 05:30      | 0 | 4   | 1  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 05:45      | 0 | 12  | 3  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 06:00      | 0 | 5   | 4  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| Hour Total | 0 | 22  | 8  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| 06:15      | 0 | 12  | 4  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 16    |
| 06:30      | 0 | 12  | 0  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 06:45      | 0 | 19  | 3  | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 07:00      | 0 | 12  | 5  | 0 | 0  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| Hour Total | 0 | 55  | 12 | 0 | 0  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| 07:15      | 0 | 31  | 12 | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 43    |
| 07:30      | 0 | 44  | 12 | 2 | 8  | 1 | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 69    |
| 07:45      | 1 | 56  | 18 | 0 | 1  | 0 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 77    |
| 08:00      | 0 | 55  | 16 | 0 | 1  | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| Hour Total | 1 | 186 | 58 | 2 | 10 | 3 | 2 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 264   |
| 08:15      | 0 | 38  | 12 | 0 | 0  | 0 | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 52    |
| 08:30      | 0 | 35  | 9  | 0 | 2  | 0 | 0 | 1 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 49    |
| 08:45      | 0 | 40  | 11 | 0 | 1  | 1 | 1 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 55    |
| 09:00      | 0 | 58  | 8  | 0 | 0  | 1 | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 68    |
| Hour Total | 0 | 171 | 40 | 0 | 3  | 2 | 1 | 1 | 3 | 0  | 1  | 2  | 0  | 0  | 0  | 224   |

CLASSIFICATION SUMMARY  
Wed 1/13/2021

Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 2

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5  | 6  | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|----|----|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 0 | 42  | 6  | 0 | 0  | 1  | 1 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 52    |
| 09:30      | 0 | 38  | 9  | 0 | 0  | 1  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 49    |
| 09:45      | 0 | 39  | 8  | 0 | 0  | 0  | 1 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 50    |
| 10:00      | 0 | 42  | 9  | 1 | 0  | 0  | 3 | 1 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 57    |
| Hour Total | 0 | 161 | 32 | 1 | 0  | 2  | 6 | 3 | 1 | 0  | 1  | 0  | 1  | 0  | 0  | 208   |
| 10:15      | 0 | 48  | 9  | 0 | 0  | 1  | 0 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 59    |
| 10:30      | 0 | 43  | 5  | 0 | 0  | 1  | 1 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 51    |
| 10:45      | 0 | 50  | 21 | 0 | 2  | 1  | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| 11:00      | 0 | 55  | 14 | 0 | 0  | 1  | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 72    |
| Hour Total | 0 | 196 | 49 | 0 | 2  | 4  | 2 | 1 | 2 | 1  | 0  | 0  | 0  | 0  | 0  | 257   |
| 11:15      | 1 | 58  | 11 | 0 | 1  | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 73    |
| 11:30      | 0 | 58  | 9  | 0 | 0  | 0  | 3 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 71    |
| 11:45      | 1 | 65  | 19 | 1 | 1  | 1  | 1 | 3 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 93    |
| 12:00      | 0 | 74  | 9  | 0 | 0  | 0  | 1 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 86    |
| Hour Total | 2 | 255 | 48 | 1 | 2  | 3  | 5 | 4 | 0 | 0  | 3  | 0  | 0  | 0  | 0  | 323   |
| 12:15      | 1 | 81  | 18 | 0 | 0  | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 102   |
| 12:30      | 3 | 79  | 3  | 0 | 1  | 1  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 88    |
| 12:45      | 0 | 77  | 10 | 0 | 0  | 4  | 2 | 3 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 97    |
| 13:00      | 0 | 65  | 5  | 0 | 10 | 4  | 2 | 6 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 92    |
| Hour Total | 4 | 302 | 36 | 0 | 11 | 11 | 4 | 9 | 0 | 0  | 1  | 1  | 0  | 0  | 0  | 379   |
| 13:15      | 0 | 75  | 18 | 3 | 1  | 4  | 2 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 104   |
| 13:30      | 1 | 64  | 14 | 0 | 0  | 2  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 82    |
| 13:45      | 0 | 72  | 13 | 0 | 0  | 2  | 2 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 90    |
| 14:00      | 0 | 68  | 8  | 0 | 0  | 0  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 77    |
| Hour Total | 1 | 279 | 53 | 3 | 1  | 8  | 5 | 2 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 353   |
| 14:15      | 0 | 57  | 12 | 1 | 2  | 3  | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 76    |
| 14:30      | 0 | 58  | 18 | 0 | 0  | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 76    |
| 14:45      | 1 | 69  | 6  | 0 | 1  | 1  | 0 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 79    |
| 15:00      | 0 | 64  | 17 | 0 | 1  | 0  | 1 | 1 | 3 | 0  | 0  | 0  | 0  | 0  | 0  | 87    |
| Hour Total | 1 | 248 | 53 | 1 | 4  | 4  | 1 | 1 | 3 | 0  | 1  | 1  | 0  | 0  | 0  | 318   |
| 15:15      | 1 | 74  | 6  | 0 | 0  | 1  | 1 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 85    |
| 15:30      | 0 | 68  | 9  | 0 | 2  | 2  | 1 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| 15:45      | 0 | 73  | 16 | 0 | 1  | 3  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 94    |
| 16:00      | 1 | 85  | 18 | 0 | 1  | 2  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 107   |
| Hour Total | 2 | 300 | 49 | 0 | 4  | 8  | 3 | 3 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 370   |
| 16:15      | 0 | 70  | 9  | 0 | 0  | 0  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| 16:30      | 0 | 67  | 11 | 0 | 0  | 2  | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 82    |
| 16:45      | 0 | 79  | 14 | 0 | 0  | 1  | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 95    |
| 17:00      | 0 | 77  | 11 | 0 | 0  | 5  | 1 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 95    |
| Hour Total | 0 | 293 | 45 | 0 | 0  | 8  | 2 | 2 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 352   |
| 17:15      | 0 | 74  | 13 | 0 | 0  | 3  | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 92    |
| 17:30      | 2 | 62  | 6  | 0 | 0  | 0  | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| 17:45      | 0 | 39  | 8  | 0 | 1  | 2  | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 51    |
| 18:00      | 0 | 46  | 5  | 0 | 0  | 1  | 2 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 55    |
| Hour Total | 2 | 221 | 32 | 0 | 1  | 6  | 4 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 268   |

Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 2

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11    | 12    | 13    | 14   | 15    | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|--------|
| 18:15              | 0     | 45    | 7     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 53     |
| 18:30              | 0     | 34    | 6     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 41     |
| 18:45              | 0     | 27    | 6     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 34     |
| 19:00              | 1     | 37    | 0     | 0     | 0     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 41     |
| Hour Total         | 1     | 143   | 19    | 0     | 1     | 1     | 1     | 3     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 169    |
| 19:15              | 0     | 39    | 4     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 44     |
| 19:30              | 0     | 25    | 5     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 31     |
| 19:45              | 0     | 25    | 3     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 29     |
| 20:00              | 0     | 22    | 3     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 26     |
| Hour Total         | 0     | 111   | 15    | 0     | 1     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 130    |
| 20:15              | 0     | 25    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 25     |
| 20:30              | 0     | 10    | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 12     |
| 20:45              | 0     | 16    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 19     |
| 21:00              | 0     | 9     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 11     |
| Hour Total         | 0     | 60    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 67     |
| 21:15              | 0     | 9     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 10     |
| 21:30              | 0     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 5      |
| 21:45              | 0     | 4     | 4     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 9      |
| 22:00              | 0     | 6     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 7      |
| Hour Total         | 0     | 24    | 6     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 31     |
| 22:15              | 0     | 9     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 10     |
| 22:30              | 0     | 8     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 10     |
| 22:45              | 0     | 8     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 8      |
| 23:00              | 0     | 5     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 6      |
| Hour Total         | 0     | 30    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 34     |
| 23:15              | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 2      |
| 23:30              | 0     | 5     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 7      |
| 23:45              | 0     | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 9      |
| 24:00              | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 2      |
| Hour Total         | 0     | 17    | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 20     |
| DAY TOTAL          | 14    | 3102  | 578   | 8     | 41    | 61    | 37    | 32    | 13    | 1     | 9     | 5     | 1     | 0    | 0     | 3902   |
| PERCENTS           | 0.4%  | 79.5% | 14.8% | 0.2%  | 1.1%  | 1.6%  | 0.9%  | 0.8%  | 0.3%  | 0.0%  | 0.2%  | 0.1%  | 0.0%  | 0.0% | 0.0%  | 100.0% |
| Passenger Vehicles | 94.7% |       |       |       |       |       |       |       |       |       |       |       |       |      |       |        |
| Trucks & Buses     | 5.3%  |       |       |       |       |       |       |       |       |       |       |       |       |      |       |        |
| AM Times           | 11:00 | 11:15 | 07:15 | 06:45 | 07:15 | 10:30 | 09:15 | 11:00 | 07:30 | 09:30 | 11:15 | 08:00 | 09:15 |      |       | 11:15  |
| AM Peaks           | 2     | 255   | 58    | 2     | 10    | 5     | 6     | 4     | 3     | 1     | 3     | 2     | 1     |      |       | 323    |
| PM Times           | 12:15 | 12:15 | 15:45 | 12:30 | 12:30 | 12:45 | 12:45 | 12:30 | 14:30 | 13:30 |       | 12:15 |       |      | 12:30 |        |
| PM Peaks           | 4     | 302   | 54    | 3     | 12    | 14    | 7     | 10    | 4     | 2     |       | 1     |       |      | 381   |        |



Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 2

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 00:30      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:00      | 0 | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 5   | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 01:15      | 0 | 4   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 01:30      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:00      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 9   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 02:15      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 0   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 1   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:15      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:30      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 6   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 04:15      | 0 | 2   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 04:30      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:00      | 0 | 5   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| Hour Total | 0 | 10  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 05:15      | 0 | 4   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 05:30      | 0 | 6   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 05:45      | 0 | 8   | 1  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 06:00      | 0 | 10  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| Hour Total | 0 | 28  | 7  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 36    |
| 06:15      | 0 | 3   | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 06:30      | 0 | 7   | 2  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 06:45      | 0 | 17  | 6  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 24    |
| 07:00      | 0 | 27  | 4  | 0 | 0 | 2 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| Hour Total | 0 | 54  | 17 | 0 | 1 | 2 | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 76    |
| 07:15      | 0 | 31  | 8  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 40    |
| 07:30      | 0 | 53  | 8  | 0 | 8 | 2 | 0 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 72    |
| 07:45      | 0 | 71  | 13 | 1 | 0 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 87    |
| 08:00      | 0 | 52  | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 64    |
| Hour Total | 0 | 207 | 39 | 1 | 8 | 4 | 0 | 2 | 1 | 0  | 0  | 1  | 0  | 0  | 0  | 263   |
| 08:15      | 0 | 30  | 14 | 1 | 0 | 0 | 1 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 46    |
| 08:30      | 0 | 53  | 5  | 0 | 0 | 2 | 0 | 0 | 1 | 0  | 1  | 0  | 0  | 0  | 0  | 62    |
| 08:45      | 0 | 45  | 11 | 0 | 0 | 3 | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 60    |
| 09:00      | 0 | 55  | 9  | 0 | 0 | 2 | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| Hour Total | 0 | 183 | 39 | 1 | 0 | 7 | 2 | 1 | 1 | 0  | 2  | 0  | 0  | 0  | 0  | 236   |

Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 2

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1 | 2   | 3  | 4 | 5  | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|----|---|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 0 | 40  | 10 | 0 | 1  | 0 | 0 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 53    |
| 09:30      | 0 | 36  | 7  | 0 | 0  | 0 | 0 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 45    |
| 09:45      | 1 | 44  | 1  | 0 | 0  | 0 | 1 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 49    |
| 10:00      | 1 | 53  | 12 | 0 | 0  | 0 | 2 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| Hour Total | 2 | 173 | 30 | 0 | 1  | 0 | 3 | 3 | 0 | 0  | 3  | 0  | 0  | 0  | 0  | 215   |
| 10:15      | 0 | 61  | 5  | 0 | 0  | 0 | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| 10:30      | 1 | 54  | 13 | 0 | 1  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| 10:45      | 0 | 47  | 8  | 0 | 1  | 0 | 1 | 1 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 59    |
| 11:00      | 0 | 60  | 8  | 0 | 1  | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 72    |
| Hour Total | 1 | 222 | 34 | 0 | 3  | 3 | 1 | 1 | 3 | 1  | 0  | 0  | 0  | 0  | 0  | 269   |
| 11:15      | 0 | 59  | 11 | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| 11:30      | 0 | 58  | 8  | 0 | 0  | 0 | 0 | 1 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 68    |
| 11:45      | 0 | 60  | 14 | 0 | 2  | 6 | 0 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 84    |
| 12:00      | 0 | 77  | 11 | 0 | 0  | 1 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 91    |
| Hour Total | 0 | 254 | 44 | 0 | 2  | 7 | 0 | 3 | 1 | 0  | 1  | 1  | 0  | 0  | 0  | 313   |
| 12:15      | 0 | 75  | 11 | 0 | 0  | 2 | 0 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 90    |
| 12:30      | 0 | 68  | 13 | 0 | 0  | 2 | 3 | 1 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 88    |
| 12:45      | 0 | 73  | 11 | 0 | 0  | 2 | 2 | 2 | 0 | 0  | 2  | 0  | 0  | 0  | 0  | 92    |
| 13:00      | 1 | 69  | 4  | 0 | 0  | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| Hour Total | 1 | 285 | 39 | 0 | 0  | 6 | 5 | 5 | 0 | 0  | 4  | 0  | 0  | 0  | 0  | 345   |
| 13:15      | 0 | 61  | 4  | 0 | 0  | 1 | 2 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| 13:30      | 0 | 67  | 9  | 1 | 0  | 0 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| 13:45      | 0 | 64  | 9  | 0 | 0  | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 76    |
| 14:00      | 1 | 72  | 13 | 0 | 1  | 2 | 4 | 1 | 1 | 0  | 0  | 0  | 1  | 0  | 0  | 96    |
| Hour Total | 1 | 264 | 35 | 1 | 1  | 5 | 6 | 4 | 4 | 0  | 0  | 0  | 1  | 0  | 0  | 322   |
| 14:15      | 2 | 89  | 12 | 0 | 9  | 2 | 3 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 119   |
| 14:30      | 0 | 71  | 10 | 0 | 1  | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| 14:45      | 0 | 69  | 9  | 0 | 0  | 2 | 1 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| 15:00      | 0 | 65  | 10 | 0 | 0  | 2 | 1 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| Hour Total | 2 | 294 | 41 | 0 | 10 | 6 | 5 | 3 | 4 | 0  | 0  | 0  | 0  | 0  | 0  | 365   |
| 15:15      | 0 | 77  | 8  | 1 | 1  | 2 | 1 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 91    |
| 15:30      | 0 | 92  | 10 | 1 | 0  | 1 | 3 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 107   |
| 15:45      | 0 | 80  | 12 | 0 | 1  | 1 | 2 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 97    |
| 16:00      | 0 | 78  | 13 | 0 | 1  | 1 | 1 | 1 | 0 | 0  | 0  | 0  | 1  | 0  | 0  | 96    |
| Hour Total | 0 | 327 | 43 | 2 | 3  | 5 | 7 | 1 | 1 | 0  | 1  | 0  | 1  | 0  | 0  | 391   |
| 16:15      | 1 | 71  | 4  | 0 | 0  | 3 | 0 | 1 | 2 | 0  | 1  | 0  | 0  | 0  | 0  | 83    |
| 16:30      | 2 | 63  | 5  | 1 | 0  | 0 | 3 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 76    |
| 16:45      | 1 | 79  | 15 | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 95    |
| 17:00      | 0 | 80  | 23 | 0 | 0  | 0 | 0 | 0 | 0 | 0  | 1  | 0  | 0  | 0  | 0  | 104   |
| Hour Total | 4 | 293 | 47 | 1 | 0  | 3 | 3 | 3 | 2 | 0  | 2  | 0  | 0  | 0  | 0  | 358   |
| 17:15      | 1 | 81  | 11 | 0 | 0  | 3 | 4 | 1 | 1 | 0  | 1  | 0  | 0  | 0  | 0  | 103   |
| 17:30      | 0 | 70  | 8  | 0 | 0  | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| 17:45      | 0 | 59  | 11 | 0 | 0  | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| 18:00      | 1 | 57  | 9  | 0 | 1  | 1 | 1 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| Hour Total | 2 | 267 | 39 | 0 | 1  | 7 | 5 | 2 | 1 | 0  | 1  | 0  | 0  | 0  | 0  | 325   |

Station #: Site 3 SB  
Site ID: 000000008506  
Loc: 14th St S/o Comcast Driveway (O/I)  
Direction: SOUTH  
Lane: 2

File: D0111005.prn  
Info: 21-006 MG TRS  
GPS: 30.649125,-81.454593

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 54    | 8     | 0    | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 66     |
| 18:30      | 1    | 37    | 12    | 0    | 0    | 2    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 56     |
| 18:45      | 0    | 37    | 12    | 0    | 1    | 3    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 54     |
| 19:00      | 0    | 31    | 8     | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 40     |
| Hour Total | 1    | 159   | 40    | 0    | 1    | 6    | 6    | 0    | 1    | 0    | 2    | 0    | 0    | 0    | 0    | 216    |
| 19:15      | 0    | 45    | 11    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 58     |
| 19:30      | 0    | 27    | 9     | 0    | 0    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 39     |
| 19:45      | 0    | 31    | 3     | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 36     |
| 20:00      | 0    | 20    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 24     |
| Hour Total | 0    | 123   | 27    | 0    | 1    | 3    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 157    |
| 20:15      | 0    | 24    | 3     | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28     |
| 20:30      | 0    | 17    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| 20:45      | 0    | 14    | 3     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18     |
| 21:00      | 0    | 16    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| Hour Total | 0    | 71    | 11    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 84     |
| 21:15      | 0    | 11    | 0     | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| 21:30      | 0    | 6     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 21:45      | 0    | 6     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 22:00      | 0    | 7     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| Hour Total | 0    | 30    | 4     | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 22:15      | 0    | 7     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 22:30      | 0    | 9     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 22:45      | 0    | 11    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| 23:00      | 0    | 9     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| Hour Total | 0    | 36    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 38     |
| 23:15      | 0    | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 23:30      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 23:45      | 0    | 14    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| 24:00      | 0    | 5     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| Hour Total | 0    | 31    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 34     |
| DAY TOTAL  | 14   | 3332  | 555   | 6    | 33   | 65   | 49   | 29   | 19   | 1    | 16   | 2    | 2    | 0    | 0    | 4123   |
| PERCENTS   | 0.3% | 80.8% | 13.5% | 0.1% | 0.8% | 1.6% | 1.2% | 0.7% | 0.5% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

|                    |                     |       |       |       |       |       |       |       |       |       |       |       |  |       |  |       |
|--------------------|---------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|-------|--|-------|
| Passenger Vehicles | 94.6%               |       |       |       |       |       |       |       |       |       |       |       |  |       |  |       |
|                    | Trucks & Buses 5.4% |       |       |       |       |       |       |       |       |       |       |       |  |       |  |       |
| AM Times           | 09:45               | 11:15 | 07:30 | 07:30 | 06:45 | 11:00 | 09:15 | 09:00 | 10:15 | 10:00 | 08:30 | 06:45 |  |       |  | 11:15 |
| AM Peaks           | 3                   | 254   | 45    | 2     | 8     | 8     | 3     | 4     | 3     | 1     | 3     | 1     |  |       |  | 313   |
| PM Times           | 16:00               | 15:15 | 16:45 | 14:45 | 13:45 | 14:45 | 14:00 | 12:45 | 13:15 | 12:15 |       | 13:15 |  | 15:15 |  |       |
| PM Peaks           | 4                   | 327   | 57    | 2     | 11    | 7     | 8     | 6     | 4     | 4     |       | 1     |  | 391   |  |       |



Station #: Site 3 SB  
 Site ID: 000000008506  
 Loc: 14th St S/o Comcast Driveway (O/I)  
 Direction: SOUTH  
 Lane: 2

File: D0111005.prn  
 Info: 21-006 MG TRS  
 GPS: 30.649125,-81.454593

| TIME        | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|-------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| =====       |      |       |       |      |      |      |      |      |      |      |      |      |      |      |      |        |
| GRAND TOTAL | 45   | 9577  | 1785  | 23   | 109  | 182  | 121  | 100  | 39   | 4    | 32   | 15   | 3    | 0    | 0    | 12035  |
| PERCENTS    | 0.4% | 79.6% | 14.8% | 0.2% | 0.9% | 1.5% | 1.0% | 0.8% | 0.3% | 0.0% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 100.0% |

Station #: Site 4 NB  
Site ID: 000000013615  
Loc: 14th St 430' S/o Beech St  
Direction: NORTH  
Lane: 1

File: D0111019.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 00:30      | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 00:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:00      | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 0 | 10  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 01:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:30      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:45      | 1 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 02:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 1 | 7   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 02:15      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:30      | 0 | 1   | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 3   | 1  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 03:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:30      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 04:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 04:30      | 0 | 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  | 0     |
| 05:00      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:15      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:30      | 0 | 3   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 05:45      | 0 | 7   | 7  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 06:00      | 0 | 11  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| Hour Total | 0 | 22  | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 41    |
| 06:15      | 0 | 13  | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 26    |
| 06:30      | 0 | 10  | 7  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| 06:45      | 0 | 26  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 41    |
| 07:00      | 0 | 29  | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 38    |
| Hour Total | 0 | 78  | 44 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 123   |
| 07:15      | 0 | 21  | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| 07:30      | 1 | 32  | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 46    |
| 07:45      | 0 | 58  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 73    |
| 08:00      | 0 | 74  | 15 | 0 | 2 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 93    |
| Hour Total | 1 | 185 | 53 | 0 | 3 | 0 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 245   |
| 08:15      | 0 | 40  | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 08:30      | 0 | 48  | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 67    |
| 08:45      | 0 | 53  | 24 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| 09:00      | 0 | 63  | 14 | 0 | 2 | 0 | 0 | 1 | 0 | 2  | 0  | 0  | 0  | 0  | 0  | 82    |
| Hour Total | 0 | 204 | 75 | 0 | 4 | 1 | 0 | 1 | 0 | 2  | 0  | 0  | 0  | 0  | 0  | 287   |





Station #: Site 4 NB  
Site ID: 000000013615  
Loc: 14th St 430' S/o Beech St  
Direction: NORTH  
Lane: 1

File: D0111019.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8    | 9     | 10    | 11    | 12    | 13             | 14   | 15   | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|----------------|------|------|--------|
| 18:15              | 0     | 48    | 17    | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 65     |
| 18:30              | 0     | 51    | 13    | 0     | 1     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 65     |
| 18:45              | 0     | 45    | 11    | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 56     |
| 19:00              | 0     | 43    | 8     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 51     |
| Hour Total         | 0     | 187   | 49    | 0     | 1     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 237    |
| 19:15              | 0     | 24    | 7     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 31     |
| 19:30              | 0     | 44    | 8     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 52     |
| 19:45              | 0     | 19    | 7     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 26     |
| 20:00              | 0     | 24    | 6     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 30     |
| Hour Total         | 0     | 111   | 28    | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 139    |
| 20:15              | 0     | 20    | 2     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 22     |
| 20:30              | 1     | 19    | 7     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 27     |
| 20:45              | 0     | 27    | 3     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 30     |
| 21:00              | 0     | 14    | 4     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 18     |
| Hour Total         | 1     | 80    | 16    | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 97     |
| 21:15              | 0     | 10    | 4     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 14     |
| 21:30              | 0     | 22    | 2     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 24     |
| 21:45              | 0     | 10    | 5     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 15     |
| 22:00              | 0     | 8     | 2     | 0     | 1     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 11     |
| Hour Total         | 0     | 50    | 13    | 0     | 1     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 64     |
| 22:15              | 0     | 8     | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 9      |
| 22:30              | 0     | 17    | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 17     |
| 22:45              | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 3      |
| 23:00              | 0     | 9     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 9      |
| Hour Total         | 1     | 35    | 2     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 38     |
| 23:15              | 0     | 7     | 2     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 9      |
| 23:30              | 0     | 5     | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 6      |
| 23:45              | 0     | 4     | 1     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 5      |
| 24:00              | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 1      |
| Hour Total         | 0     | 17    | 4     | 0     | 0     | 0     | 0     | 0    | 0     | 0     | 0     | 0     | 0              | 0    | 0    | 21     |
| DAY TOTAL          | 9     | 3142  | 944   | 2     | 30    | 10    | 0     | 11   | 1     | 3     | 2     | 1     | 0              | 0    | 0    | 4155   |
| PERCENTS           | 0.2%  | 75.6% | 22.7% | 0.0%  | 0.7%  | 0.2%  | 0.0%  | 0.3% | 0.0%  | 0.1%  | 0.0%  | 0.0%  | 0.0%           | 0.0% | 0.0% | 100.0% |
| Passenger Vehicles | 98.6% |       |       |       |       |       |       |      |       |       |       |       | Trucks & Buses |      | 1.4% |        |
| AM Times           | 01:00 | 08:30 | 08:00 | 08:00 |       | 09:30 | 11:15 |      | 07:15 | 08:15 | 09:00 | 08:45 | 08:30          |      |      |        |
| AM Peaks           | 1     | 221   | 76    | 4     |       | 4     | 3     |      | 1     | 2     | 1     | 1     | 299            |      |      |        |
| PM Times           | 14:30 | 14:00 | 12:15 | 12:15 | 14:00 | 12:15 | 15:00 |      | 12:15 |       |       | 14:00 |                |      |      |        |
| PM Peaks           | 3     | 279   | 96    | 1     | 5     | 2     | 2     |      | 1     |       |       | 364   |                |      |      |        |







Station #: Site 4 NB  
Site ID: 000000013615  
Loc: 14th St 430' S/o Beech St  
Direction: NORTH  
Lane: 1

File: D0111019.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 72    | 14    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 86     |
| 18:30      | 0    | 51    | 13    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 65     |
| 18:45      | 0    | 44    | 10    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 54     |
| 19:00      | 0    | 42    | 12    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 54     |
| Hour Total | 0    | 209   | 49    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 259    |
| 19:15      | 0    | 39    | 10    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 49     |
| 19:30      | 0    | 31    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 36     |
| 19:45      | 0    | 26    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30     |
| 20:00      | 0    | 23    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 28     |
| Hour Total | 0    | 119   | 24    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 143    |
| 20:15      | 0    | 17    | 2     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21     |
| 20:30      | 0    | 12    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 20:45      | 0    | 16    | 5     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| 21:00      | 0    | 25    | 4     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30     |
| Hour Total | 0    | 70    | 13    | 0    | 3    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 87     |
| 21:15      | 0    | 16    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18     |
| 21:30      | 0    | 15    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17     |
| 21:45      | 0    | 14    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17     |
| 22:00      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| Hour Total | 0    | 52    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 59     |
| 22:15      | 0    | 11    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| 22:30      | 0    | 7     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 22:45      | 0    | 4     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 23:00      | 0    | 4     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| Hour Total | 0    | 26    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 31     |
| 23:15      | 0    | 5     | 0     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 23:30      | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 23:45      | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 24:00      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total | 0    | 17    | 3     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| DAY TOTAL  | 4    | 3151  | 910   | 3    | 46   | 14   | 0    | 10   | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 4142   |
| PERCENTS   | 0.1% | 76.1% | 22.0% | 0.1% | 1.1% | 0.3% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

|                    |       |       |       |       |       |       |  |       |       |  |  |  |  |  |  |                |      |
|--------------------|-------|-------|-------|-------|-------|-------|--|-------|-------|--|--|--|--|--|--|----------------|------|
| Passenger Vehicles | 98.1% |       |       |       |       |       |  |       |       |  |  |  |  |  |  | Trucks & Buses | 1.9% |
| AM Times           | 06:15 | 11:15 | 07:45 |       | 08:15 | 09:15 |  | 06:45 | 05:30 |  |  |  |  |  |  | 11:15          |      |
| AM Peaks           | 1     | 230   | 67    |       | 7     | 4     |  | 2     | 1     |  |  |  |  |  |  | 300            |      |
| PM Times           | 13:15 | 16:30 | 12:15 | 14:45 | 14:30 | 12:30 |  | 15:15 | 14:00 |  |  |  |  |  |  | 17:15          |      |
| PM Peaks           | 1     | 289   | 86    | 2     | 6     | 4     |  | 2     | 2     |  |  |  |  |  |  | 366            |      |







Station #: Site 4 NB  
Site ID: 000000013615  
Loc: 14th St 430' S/o Beech St  
Direction: NORTH  
Lane: 1

File: D0111019.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 66    | 26    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 92     |
| 18:30      | 0    | 45    | 14    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 61     |
| 18:45      | 0    | 44    | 7     | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 52     |
| 19:00      | 0    | 38    | 11    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 49     |
| Hour Total | 0    | 193   | 58    | 0    | 1    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 254    |
| 19:15      | 0    | 34    | 12    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 46     |
| 19:30      | 0    | 31    | 11    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 42     |
| 19:45      | 0    | 32    | 12    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 44     |
| 20:00      | 0    | 30    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 34     |
| Hour Total | 0    | 127   | 39    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 166    |
| 20:15      | 0    | 33    | 1     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 20:30      | 0    | 33    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 37     |
| 20:45      | 1    | 21    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 25     |
| 21:00      | 0    | 17    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21     |
| Hour Total | 1    | 104   | 12    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 118    |
| 21:15      | 0    | 21    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 26     |
| 21:30      | 0    | 12    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| 21:45      | 0    | 18    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23     |
| 22:00      | 0    | 11    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| Hour Total | 0    | 62    | 15    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 77     |
| 22:15      | 0    | 14    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16     |
| 22:30      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 22:45      | 0    | 5     | 1     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 23:00      | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| Hour Total | 0    | 32    | 4     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 37     |
| 23:15      | 0    | 5     | 2     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 23:30      | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 23:45      | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 24:00      | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| Hour Total | 0    | 15    | 3     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19     |
| DAY TOTAL  | 9    | 3373  | 957   | 3    | 32   | 14   | 0    | 16   | 6    | 0    | 0    | 1    | 0    | 0    | 0    | 4411   |
| PERCENTS   | 0.2% | 76.5% | 21.7% | 0.1% | 0.7% | 0.3% | 0.0% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

|                    |       |       |       |       |       |       |  |       |       |  |       |  |  |  |  |                |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------|-------|-------|-------|-------|-------|-------|--|-------|-------|--|-------|--|--|--|--|----------------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Passenger Vehicles | 98.4% |       |       |       |       |       |  |       |       |  |       |  |  |  |  | Trucks & Buses | 1.6% |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AM Times           | 05:45 | 10:45 | 11:00 |       | 06:30 | 06:30 |  | 08:15 | 09:45 |  | 07:00 |  |  |  |  | 11:00          |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AM Peaks           | 1     | 221   | 74    |       | 4     | 3     |  | 4     | 3     |  | 1     |  |  |  |  | 300            |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PM Times           | 14:15 | 17:15 | 17:30 | 15:45 | 13:30 | 12:45 |  | 14:00 | 13:15 |  |       |  |  |  |  | 17:15          |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PM Peaks           | 2     | 317   | 90    | 2     | 4     | 1     |  | 3     | 2     |  |       |  |  |  |  | 402            |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



Station #: Site 4 SB  
Site ID: 000000008504  
Loc: 14th St 430' S/o Beech St  
Direction: SOUTH  
Lane: 1

File: D0111003.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:30      | 0 | 3   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 00:45      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:00      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 9   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 01:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 01:30      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 02:15      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:30      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:45      | 0 | 2   | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 03:00      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 9   | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 03:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 03:30      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:45      | 1 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 04:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 1 | 6   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 04:15      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:30      | 0 | 5   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 04:45      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:00      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 9   | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 05:15      | 0 | 5   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 05:30      | 0 | 10  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 05:45      | 0 | 10  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 06:00      | 0 | 15  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| Hour Total | 0 | 40  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 55    |
| 06:15      | 0 | 13  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 17    |
| 06:30      | 0 | 19  | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 26    |
| 06:45      | 0 | 23  | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 31    |
| 07:00      | 0 | 27  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 38    |
| Hour Total | 0 | 82  | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 112   |
| 07:15      | 0 | 48  | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 62    |
| 07:30      | 0 | 47  | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 63    |
| 07:45      | 1 | 62  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| 08:00      | 0 | 58  | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 77    |
| Hour Total | 1 | 215 | 62 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 280   |
| 08:15      | 0 | 45  | 9  | 0 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 55    |
| 08:30      | 0 | 38  | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 08:45      | 0 | 48  | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| 09:00      | 2 | 65  | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| Hour Total | 2 | 196 | 63 | 0 | 0 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 263   |



Station #: Site 4 SB  
Site ID: 000000008504  
Loc: 14th St 430' S/o Beech St  
Direction: SOUTH  
Lane: 1

File: D0111003.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME       | 1 | 2   | 3   | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|-----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 0 | 56  | 27  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| 09:30      | 0 | 39  | 15  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 55    |
| 09:45      | 0 | 51  | 19  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| 10:00      | 0 | 67  | 17  | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 86    |
| Hour Total | 0 | 213 | 78  | 0 | 3 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 296   |
| 10:15      | 0 | 57  | 12  | 0 | 1 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 72    |
| 10:30      | 0 | 50  | 18  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 69    |
| 10:45      | 0 | 52  | 16  | 0 | 1 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| 11:00      | 0 | 58  | 19  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 79    |
| Hour Total | 0 | 217 | 65  | 0 | 5 | 2 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 291   |
| 11:15      | 0 | 58  | 25  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| 11:30      | 0 | 50  | 16  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 67    |
| 11:45      | 0 | 58  | 25  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| 12:00      | 0 | 75  | 20  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 96    |
| Hour Total | 0 | 241 | 86  | 0 | 4 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 331   |
| 12:15      | 0 | 73  | 34  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 107   |
| 12:30      | 1 | 67  | 21  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 90    |
| 12:45      | 0 | 73  | 18  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 91    |
| 13:00      | 0 | 59  | 19  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| Hour Total | 1 | 272 | 92  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 366   |
| 13:15      | 0 | 66  | 21  | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 89    |
| 13:30      | 0 | 57  | 17  | 0 | 0 | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 77    |
| 13:45      | 0 | 67  | 17  | 0 | 3 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 87    |
| 14:00      | 2 | 71  | 21  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 96    |
| Hour Total | 2 | 261 | 76  | 0 | 6 | 3 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 349   |
| 14:15      | 0 | 76  | 18  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 95    |
| 14:30      | 0 | 64  | 36  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| 14:45      | 0 | 54  | 18  | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 74    |
| 15:00      | 0 | 60  | 14  | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 76    |
| Hour Total | 0 | 254 | 86  | 0 | 2 | 2 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 346   |
| 15:15      | 0 | 55  | 21  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 76    |
| 15:30      | 0 | 65  | 29  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 94    |
| 15:45      | 0 | 87  | 29  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 117   |
| 16:00      | 0 | 60  | 22  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 82    |
| Hour Total | 0 | 267 | 101 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 369   |
| 16:15      | 0 | 71  | 27  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 98    |
| 16:30      | 0 | 67  | 12  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| 16:45      | 0 | 80  | 29  | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 111   |
| 17:00      | 0 | 47  | 27  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| Hour Total | 0 | 265 | 95  | 0 | 2 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 364   |
| 17:15      | 0 | 79  | 24  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 103   |
| 17:30      | 0 | 63  | 12  | 0 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 76    |
| 17:45      | 0 | 61  | 19  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 81    |
| 18:00      | 0 | 57  | 14  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 71    |
| Hour Total | 0 | 260 | 69  | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 331   |

Station #: Site 4 SB  
Site ID: 000000008504  
Loc: 14th St 430' S/o Beech St  
Direction: SOUTH  
Lane: 1

File: D0111003.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 18:15      | 0 | 45  | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 60    |
| 18:30      | 0 | 37  | 16 | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 55    |
| 18:45      | 1 | 37  | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 19:00      | 1 | 29  | 6  | 0 | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 38    |
| Hour Total | 2 | 148 | 52 | 0 | 2 | 1 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 207   |
| 19:15      | 0 | 43  | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 56    |
| 19:30      | 0 | 35  | 8  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 44    |
| 19:45      | 0 | 27  | 1  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 29    |
| 20:00      | 0 | 19  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| Hour Total | 0 | 124 | 26 | 0 | 0 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 152   |
| 20:15      | 0 | 21  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 25    |
| 20:30      | 0 | 17  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 20:45      | 0 | 23  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 27    |
| 21:00      | 0 | 18  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| Hour Total | 0 | 79  | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 92    |
| 21:15      | 0 | 12  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 21:30      | 0 | 11  | 2  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 21:45      | 0 | 11  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 22:00      | 0 | 7   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| Hour Total | 0 | 41  | 6  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 48    |
| 22:15      | 0 | 7   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 22:30      | 0 | 8   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 22:45      | 0 | 8   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 23:00      | 0 | 5   | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| Hour Total | 0 | 28  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 23:15      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 23:30      | 0 | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 23:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 24:00      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 11  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |

|           |      |       |       |      |      |      |      |      |      |      |      |      |      |      |      |        |
|-----------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| DAY TOTAL | 9    | 3252  | 1028  | 0    | 29   | 14   | 0    | 9    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 4344   |
| PERCENTS  | 0.2% | 74.9% | 23.7% | 0.0% | 0.7% | 0.3% | 0.0% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 98.7% Trucks & Buses 1.3%

|          |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 08:15 | 11:15 | 11:15 | 10:15 | 09:30 | 10:00 | 07:30 | 11:15 |
| AM Peaks | 2     | 241   | 86    | 5     | 3     | 2     | 1     | 331   |
| PM Times | 13:15 | 15:45 | 15:30 | 13:15 | 12:45 | 18:45 | 16:45 | 15:30 |
| PM Peaks | 2     | 285   | 107   | 6     | 3     | 3     | 1     | 391   |

Station #: Site 4 SB  
Site ID: 000000008504  
Loc: 14th St 430' S/o Beech St  
Direction: SOUTH  
Lane: 1

File: D0111003.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 00:30      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 00:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:00      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 8   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 01:15      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:30      | 0 | 3   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:45      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:00      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 5   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 02:15      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:45      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 03:00      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 03:15      | 0 | 0   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 03:30      | 0 | 1   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:45      | 0 | 2   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:00      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 5   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 04:15      | 0 | 1   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:30      | 0 | 2   | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:45      | 0 | 4   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 05:00      | 0 | 3   | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| Hour Total | 0 | 10  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 05:15      | 0 | 5   | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 05:30      | 0 | 11  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 05:45      | 0 | 12  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 17    |
| 06:00      | 0 | 15  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20    |
| Hour Total | 0 | 43  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 06:15      | 0 | 14  | 6  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 06:30      | 0 | 17  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 06:45      | 0 | 28  | 7  | 0 | 0 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 37    |
| 07:00      | 0 | 29  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 40    |
| Hour Total | 0 | 88  | 29 | 0 | 0 | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 120   |
| 07:15      | 0 | 36  | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 48    |
| 07:30      | 0 | 50  | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 69    |
| 07:45      | 0 | 58  | 17 | 0 | 1 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 78    |
| 08:00      | 0 | 49  | 17 | 0 | 1 | 1 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| Hour Total | 0 | 193 | 64 | 0 | 2 | 4 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 265   |
| 08:15      | 0 | 38  | 16 | 0 | 0 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 56    |
| 08:30      | 1 | 52  | 15 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 70    |
| 08:45      | 0 | 53  | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 69    |
| 09:00      | 1 | 58  | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 72    |
| Hour Total | 2 | 201 | 59 | 0 | 3 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 267   |











CLASSIFICATION SUMMARY  
Thu 1/14/2021

Station #: Site 4 SB  
Site ID: 000000008504  
Loc: 14th St 430' S/o Beech St  
Direction: SOUTH  
Lane: 1

File: D0111003.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME       | 1 | 2   | 3   | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|-----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 0 | 45  | 8   | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 54    |
| 09:30      | 0 | 42  | 11  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 53    |
| 09:45      | 1 | 52  | 10  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 64    |
| 10:00      | 0 | 44  | 14  | 0 | 1 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 61    |
| Hour Total | 1 | 183 | 43  | 0 | 2 | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 232   |
| 10:15      | 0 | 53  | 21  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| 10:30      | 0 | 42  | 18  | 0 | 2 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 64    |
| 10:45      | 0 | 43  | 23  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 66    |
| 11:00      | 0 | 52  | 22  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 74    |
| Hour Total | 0 | 190 | 84  | 0 | 2 | 1 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 279   |
| 11:15      | 0 | 41  | 10  | 0 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 52    |
| 11:30      | 0 | 52  | 14  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 68    |
| 11:45      | 0 | 92  | 28  | 0 | 2 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 124   |
| 12:00      | 0 | 72  | 26  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 98    |
| Hour Total | 0 | 257 | 78  | 0 | 4 | 0 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 342   |
| 12:15      | 0 | 92  | 30  | 0 | 2 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 126   |
| 12:30      | 0 | 61  | 19  | 0 | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 83    |
| 12:45      | 0 | 64  | 18  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| 13:00      | 0 | 59  | 12  | 1 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 73    |
| Hour Total | 0 | 276 | 79  | 1 | 7 | 1 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 366   |
| 13:15      | 0 | 61  | 17  | 0 | 0 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |
| 13:30      | 0 | 66  | 25  | 1 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 92    |
| 13:45      | 0 | 77  | 34  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 112   |
| 14:00      | 0 | 89  | 20  | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 111   |
| Hour Total | 0 | 293 | 96  | 1 | 1 | 1 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 395   |
| 14:15      | 1 | 57  | 16  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| 14:30      | 1 | 71  | 23  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 96    |
| 14:45      | 0 | 54  | 18  | 0 | 1 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| 15:00      | 1 | 75  | 13  | 0 | 0 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 91    |
| Hour Total | 3 | 257 | 70  | 0 | 2 | 1 | 0 | 4 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 337   |
| 15:15      | 1 | 69  | 21  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 92    |
| 15:30      | 0 | 62  | 21  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 85    |
| 15:45      | 0 | 80  | 27  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 107   |
| 16:00      | 0 | 66  | 32  | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 100   |
| Hour Total | 1 | 277 | 101 | 0 | 3 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 384   |
| 16:15      | 0 | 74  | 27  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 102   |
| 16:30      | 1 | 78  | 28  | 0 | 0 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 109   |
| 16:45      | 0 | 67  | 23  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 90    |
| 17:00      | 0 | 67  | 34  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| Hour Total | 1 | 286 | 112 | 0 | 1 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 402   |
| 17:15      | 0 | 101 | 18  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 120   |
| 17:30      | 0 | 64  | 24  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 88    |
| 17:45      | 0 | 69  | 22  | 0 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 92    |
| 18:00      | 2 | 65  | 21  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 88    |
| Hour Total | 2 | 299 | 85  | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 388   |

Station #: Site 4 SB  
Site ID: 000000008504  
Loc: 14th St 430' S/o Beech St  
Direction: SOUTH  
Lane: 1

File: D0111003.prn  
Info: 21-006 MG TRS  
GPS: 30.666156,-81.451993

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 79    | 21    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 100    |
| 18:30      | 0    | 34    | 26    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 61     |
| 18:45      | 0    | 48    | 28    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 76     |
| 19:00      | 0    | 46    | 19    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 66     |
| Hour Total | 0    | 207   | 94    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 303    |
| 19:15      | 0    | 57    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 65     |
| 19:30      | 0    | 27    | 8     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 19:45      | 0    | 41    | 14    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 56     |
| 20:00      | 0    | 43    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 47     |
| Hour Total | 0    | 168   | 34    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 203    |
| 20:15      | 0    | 23    | 3     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 27     |
| 20:30      | 0    | 23    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 25     |
| 20:45      | 0    | 21    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 25     |
| 21:00      | 1    | 20    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| Hour Total | 1    | 87    | 10    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 99     |
| 21:15      | 0    | 10    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 21:30      | 0    | 12    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| 21:45      | 1    | 11    | 0     | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| 22:00      | 0    | 15    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18     |
| Hour Total | 1    | 48    | 5     | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 55     |
| 22:15      | 0    | 5     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 22:30      | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 22:45      | 0    | 8     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 23:00      | 0    | 8     | 3     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| Hour Total | 0    | 27    | 7     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 23:15      | 0    | 7     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 23:30      | 0    | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 23:45      | 0    | 8     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 24:00      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total | 0    | 22    | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23     |
| DAY TOTAL  | 20   | 3485  | 1039  | 2    | 31   | 25   | 2    | 16   | 6    | 0    | 1    | 0    | 0    | 0    | 0    | 4627   |
| PERCENTS   | 0.4% | 75.3% | 22.5% | 0.0% | 0.7% | 0.5% | 0.0% | 0.3% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

|                    |       |       |       |       |       |       |       |       |       |  |       |  |  |  |  |                |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|-------|--|--|--|--|----------------|------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Passenger Vehicles | 98.2% |       |       |       |       |       |       |       |       |  |       |  |  |  |  | Trucks & Buses | 1.8% |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AM Times           | 06:45 | 11:15 | 10:15 |       | 09:45 | 08:15 | 06:45 | 11:00 | 10:30 |  | 07:00 |  |  |  |  | 11:15          |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| AM Peaks           | 6     | 257   | 84    |       | 4     | 9     | 1     | 2     | 2     |  | 1     |  |  |  |  | 342            |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PM Times           | 14:15 | 16:30 | 15:45 | 12:45 | 12:15 | 12:15 |       | 14:15 | 12:30 |  |       |  |  |  |  | 16:30          |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| PM Peaks           | 3     | 313   | 114   | 2     | 7     | 1     |       | 4     | 1     |  |       |  |  |  |  | 420            |      |  |  |  |  |  |  |  |  |  |  |  |  |  |  |









Station #: Site 5 NB  
Site ID: 000000008692  
Loc: 14th St 170' S/o Broome St  
Direction: NORTH  
Lane: 1

File: D0111017.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME       | 1 | 2  | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 18:15      | 0 | 16 | 6  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| 18:30      | 0 | 17 | 7  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 25    |
| 18:45      | 0 | 16 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 19:00      | 1 | 13 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| Hour Total | 1 | 62 | 19 | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 84    |
| 19:15      | 0 | 10 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 19:30      | 0 | 15 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 16    |
| 19:45      | 0 | 5  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 20:00      | 0 | 8  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| Hour Total | 0 | 38 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 49    |
| 20:15      | 0 | 9  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 20:30      | 0 | 7  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 20:45      | 0 | 8  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 21:00      | 0 | 8  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| Hour Total | 0 | 32 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 39    |
| 21:15      | 0 | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 21:30      | 0 | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 21:45      | 0 | 10 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 22:00      | 0 | 4  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| Hour Total | 0 | 25 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 28    |
| 22:15      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 22:30      | 0 | 9  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 22:45      | 0 | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 23:00      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 15 | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 16    |
| 23:15      | 0 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 23:30      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 23:45      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 24:00      | 0 | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 9  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |

|           |      |       |       |      |      |      |      |      |      |      |      |      |      |      |      |        |
|-----------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| DAY TOTAL | 8    | 998   | 473   | 1    | 14   | 11   | 0    | 10   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 1516   |
| PERCENTS  | 0.5% | 65.8% | 31.2% | 0.1% | 0.9% | 0.7% | 0.0% | 0.7% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 97.6% Trucks & Buses 2.4%

|          |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 01:00 | 10:15 | 06:15 | 08:00 | 11:15 | 01:45 | 06:45 | 11:15 | 06:15 |
| AM Peaks | 1     | 65    | 65    | 1     | 2     | 1     | 2     | 1     | 120   |
| PM Times | 14:45 | 12:30 | 12:15 | 15:30 | 14:15 | 14:30 | 12:15 | 146   |       |
| PM Peaks | 2     | 104   | 48    | 3     | 3     | 4     | 146   |       |       |







Station #: Site 5 NB  
Site ID: 000000008692  
Loc: 14th St 170' S/o Broome St  
Direction: NORTH  
Lane: 1

File: D0111017.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 25    | 11    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 37     |
| 18:30      | 0    | 12    | 9     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| 18:45      | 0    | 22    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 26     |
| 19:00      | 0    | 14    | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 20     |
| Hour Total | 0    | 73    | 30    | 0    | 1    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 105    |
| 19:15      | 0    | 13    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16     |
| 19:30      | 0    | 12    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 19:45      | 0    | 13    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| 20:00      | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| Hour Total | 0    | 43    | 6     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 49     |
| 20:15      | 0    | 7     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 20:30      | 0    | 9     | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| 20:45      | 0    | 9     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 21:00      | 0    | 10    | 3     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| Hour Total | 0    | 35    | 7     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 43     |
| 21:15      | 1    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 21:30      | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 21:45      | 0    | 6     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 22:00      | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| Hour Total | 1    | 20    | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 26     |
| 22:15      | 0    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 22:30      | 0    | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 22:45      | 0    | 0     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| 23:00      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total | 0    | 10    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| 23:15      | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| 23:30      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 23:45      | 0    | 2     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| 24:00      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total | 0    | 7     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| DAY TOTAL  | 6    | 1060  | 501   | 2    | 19   | 12   | 1    | 7    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 1610   |
| PERCENTS   | 0.4% | 65.8% | 31.1% | 0.1% | 1.2% | 0.7% | 0.1% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 97.3% Trucks & Buses 2.7%

|          |       |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 10:00 | 11:00 | 06:00 | 06:45 | 09:30 | 06:45 | 06:15 |       |       |       |
| AM Peaks | 1     | 77    | 61    | 3     | 3     | 2     | 120   |       |       |       |
| PM Times | 13:30 | 17:30 | 17:30 | 12:45 | 15:15 | 12:30 | 15:45 | 15:15 | 13:45 | 17:30 |
| PM Peaks | 2     | 116   | 39    | 1     | 4     | 2     | 1     | 2     | 1     | 158   |



Station #: Site 5 NB  
Site ID: 000000008692  
Loc: 14th St 170' S/o Broome St  
Direction: NORTH  
Lane: 1

File: D0111017.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME       | 1 | 2  | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:30      | 0 | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 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  | 0     |
| 01:00      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 4  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 01:15      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 01:30      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:45      | 0 | 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  | 0     |
| Hour Total | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 02:15      | 0 | 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 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:45      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 03:00      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:15      | 0 | 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  | 0     |
| 03:45      | 0 | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:00      | 0 | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 0  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:15      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 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  | 0     |
| 04:45      | 0 | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 05:00      | 0 | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 05:15      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:30      | 0 | 4  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 05:45      | 0 | 9  | 8  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| 06:00      | 0 | 7  | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| Hour Total | 0 | 21 | 26 | 0 | 0 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 49    |
| 06:15      | 1 | 12 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| 06:30      | 1 | 16 | 23 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 41    |
| 06:45      | 0 | 20 | 18 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 39    |
| 07:00      | 0 | 17 | 13 | 0 | 2 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| Hour Total | 2 | 65 | 70 | 0 | 2 | 4 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 144   |
| 07:15      | 0 | 15 | 6  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 07:30      | 0 | 7  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 07:45      | 0 | 12 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 16    |
| 08:00      | 0 | 13 | 8  | 0 | 0 | 1 | 1 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 24    |
| Hour Total | 0 | 47 | 23 | 0 | 1 | 1 | 1 | 0 | 0 | 1  | 0  | 0  | 0  | 0  | 0  | 74    |
| 08:15      | 1 | 10 | 6  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| 08:30      | 0 | 11 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 17    |
| 08:45      | 0 | 8  | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20    |
| 09:00      | 0 | 15 | 8  | 0 | 0 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 25    |
| Hour Total | 1 | 44 | 32 | 0 | 0 | 0 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 80    |



Station #: Site 5 NB  
Site ID: 000000008692  
Loc: 14th St 170' S/o Broome St  
Direction: NORTH  
Lane: 1

File: D0111017.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME       | 1 | 2  | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 18:15      | 0 | 26 | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 18:30      | 0 | 17 | 7  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 25    |
| 18:45      | 0 | 17 | 5  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| 19:00      | 0 | 12 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| Hour Total | 0 | 72 | 23 | 0 | 0 | 0 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 97    |
| 19:15      | 0 | 11 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 19:30      | 0 | 16 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 18    |
| 19:45      | 1 | 10 | 9  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 20:00      | 0 | 9  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| Hour Total | 1 | 46 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 63    |
| 20:15      | 0 | 13 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 13    |
| 20:30      | 0 | 12 | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |
| 20:45      | 1 | 9  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 21:00      | 0 | 8  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| Hour Total | 1 | 42 | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 46    |
| 21:15      | 0 | 9  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 21:30      | 0 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 21:45      | 0 | 11 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 15    |
| 22:00      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 24 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| 22:15      | 0 | 7  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 22:30      | 0 | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 22:45      | 0 | 4  | 1  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 23:00      | 0 | 2  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| Hour Total | 0 | 19 | 4  | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 25    |
| 23:15      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 23:30      | 0 | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 23:45      | 0 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 24:00      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 10 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 12    |

|           |      |       |       |      |      |      |      |      |      |      |      |      |      |      |      |        |
|-----------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| DAY TOTAL | 10   | 1153  | 528   | 2    | 19   | 15   | 3    | 9    | 4    | 1    | 0    | 0    | 0    | 0    | 0    | 1744   |
| PERCENTS  | 0.6% | 66.1% | 30.3% | 0.1% | 1.1% | 0.9% | 0.2% | 0.5% | 0.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 97.0% Trucks & Buses 3.0%

|          |       |       |       |       |       |       |       |       |       |       |  |  |  |  |  |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|--|--|--|--|-------|
| AM Times | 11:00 | 11:15 | 06:15 |       | 11:15 | 06:15 | 09:45 | 08:15 | 08:15 | 07:15 |  |  |  |  |  | 06:15 |
| AM Peaks | 3     | 73    | 70    |       | 4     | 4     | 2     | 2     | 1     | 1     |  |  |  |  |  | 144   |
| PM Times | 15:30 | 17:30 | 16:00 | 13:45 | 12:15 | 17:00 |       | 18:00 | 13:15 |       |  |  |  |  |  | 16:15 |
| PM Peaks | 2     | 124   | 48    | 1     | 3     | 2     |       | 2     | 2     |       |  |  |  |  |  | 168   |





CLASSIFICATION SUMMARY  
Tue 1/12/2021

Station #: Site 5 SB  
Site ID: 000000008500  
Loc: 14th St 170' S/o Broome St  
Direction: SOUTH  
Lane: 1

File: D0111001.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME       | 1 | 2  | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 00:30      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 00:45      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:00      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 01:15      | 0 | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 01:30      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:45      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:00      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 6  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 02:15      | 0 | 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 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:45      | 0 | 0  | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:00      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 1  | 0  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:15      | 0 | 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  | 0     |
| 03:45      | 1 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:00      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 1 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:15      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:30      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:45      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:00      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 05:15      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:30      | 0 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 05:45      | 0 | 3  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 06:00      | 0 | 6  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| Hour Total | 0 | 14 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| 06:15      | 0 | 7  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 06:30      | 0 | 8  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 06:45      | 0 | 10 | 6  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 17    |
| 07:00      | 0 | 14 | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| Hour Total | 0 | 39 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 57    |
| 07:15      | 0 | 16 | 6  | 1 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| 07:30      | 0 | 14 | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 07:45      | 0 | 23 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| 08:00      | 0 | 24 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| Hour Total | 0 | 77 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 109   |
| 08:15      | 1 | 20 | 5  | 0 | 0 | 1 | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 29    |
| 08:30      | 0 | 20 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 31    |
| 08:45      | 0 | 15 | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 24    |
| 09:00      | 1 | 28 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| Hour Total | 2 | 83 | 28 | 1 | 0 | 2 | 0 | 0 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 118   |





Station #: Site 5 SB  
Site ID: 000000008500  
Loc: 14th St 170' S/o Broome St  
Direction: SOUTH  
Lane: 1

File: D0111001.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|------|------|------|------|------|------|------|------|------|--------|
| 18:15              | 0     | 18    | 11    | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 29     |
| 18:30              | 0     | 14    | 6     | 0     | 1     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 22     |
| 18:45              | 3     | 15    | 7     | 0     | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 26     |
| 19:00              | 1     | 10    | 2     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13     |
| Hour Total         | 4     | 57    | 26    | 0     | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 90     |
| 19:15              | 0     | 12    | 6     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18     |
| 19:30              | 0     | 13    | 1     | 0     | 1     | 0     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 16     |
| 19:45              | 0     | 11    | 2     | 0     | 0     | 0     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 20:00              | 0     | 3     | 3     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| Hour Total         | 0     | 39    | 12    | 0     | 1     | 0     | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 54     |
| 20:15              | 0     | 3     | 2     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 20:30              | 0     | 5     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 20:45              | 0     | 12    | 2     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 21:00              | 0     | 5     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| Hour Total         | 0     | 25    | 4     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 29     |
| 21:15              | 0     | 3     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 21:30              | 0     | 6     | 2     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 8      |
| 21:45              | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| 22:00              | 0     | 3     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total         | 0     | 13    | 2     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| 22:15              | 0     | 2     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| 22:30              | 0     | 5     | 2     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 22:45              | 0     | 3     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 23:00              | 0     | 2     | 1     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total         | 0     | 12    | 3     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| 23:15              | 0     | 2     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| 23:30              | 0     | 1     | 1     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2      |
| 23:45              | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0      |
| 24:00              | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| Hour Total         | 0     | 4     | 1     | 0     | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| DAY TOTAL          | 13    | 1083  | 517   | 3     | 16    | 15    | 0    | 9    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 1659   |
| PERCENTS           | 0.8%  | 65.3% | 31.2% | 0.2%  | 1.0%  | 0.9%  | 0.0% | 0.5% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |
| Passenger Vehicles | 97.2% |       |       |       |       |       |      |      |      |      |      |      |      |      |      |        |
| Trucks & Buses     | 2.8%  |       |       |       |       |       |      |      |      |      |      |      |      |      |      |        |
| AM Times           | 08:15 | 07:45 | 11:15 | 06:30 | 11:00 | 07:45 |      |      |      |      |      |      |      |      |      | 07:45  |
| AM Peaks           | 2     | 87    | 35    | 1     | 2     | 2     |      |      |      |      |      |      |      |      |      | 124    |
| PM Times           | 18:15 | 15:30 | 15:30 | 14:15 | 15:30 | 15:45 |      |      |      |      |      |      |      |      |      | 15:30  |
| PM Peaks           | 4     | 95    | 77    | 1     | 3     | 3     |      |      |      |      |      |      |      |      |      | 177    |

Station #: Site 5 SB  
Site ID: 000000008500  
Loc: 14th St 170' S/o Broome St  
Direction: SOUTH  
Lane: 1

File: D0111001.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME       | 1 | 2  | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:30      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 00:45      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:00      | 0 | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 4  | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 01:15      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:30      | 0 | 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  | 0     |
| 02:00      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:15      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:30      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:45      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 03:00      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:15      | 0 | 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  | 0     |
| 03:45      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:00      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:15      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 04:30      | 0 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 04:45      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:00      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 7  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 10    |
| 05:15      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 05:30      | 0 | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 05:45      | 0 | 4  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 06:00      | 0 | 5  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| Hour Total | 0 | 14 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20    |
| 06:15      | 0 | 2  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 8     |
| 06:30      | 0 | 12 | 2  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 06:45      | 0 | 13 | 5  | 0 | 1 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 07:00      | 0 | 14 | 8  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| Hour Total | 0 | 41 | 21 | 0 | 1 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 65    |
| 07:15      | 0 | 16 | 7  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 24    |
| 07:30      | 0 | 20 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 27    |
| 07:45      | 0 | 23 | 3  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 27    |
| 08:00      | 1 | 24 | 13 | 0 | 2 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 41    |
| Hour Total | 1 | 83 | 30 | 0 | 4 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 119   |
| 08:15      | 0 | 17 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| 08:30      | 0 | 17 | 7  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 25    |
| 08:45      | 0 | 20 | 8  | 1 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 29    |
| 09:00      | 2 | 26 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 35    |
| Hour Total | 2 | 80 | 34 | 1 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 119   |

CLASSIFICATION SUMMARY  
Wed 1/13/2021

Station #: Site 5 SB  
Site ID: 000000008500  
Loc: 14th St 170' S/o Broome St  
Direction: SOUTH  
Lane: 1

File: D0111001.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME       | 1 | 2   | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|-----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 09:15      | 0 | 9   | 4  | 0 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 14    |
| 09:30      | 0 | 15  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 19    |
| 09:45      | 1 | 15  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 20    |
| 10:00      | 0 | 9   | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| Hour Total | 1 | 48  | 23 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 74    |
| 10:15      | 0 | 15  | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 24    |
| 10:30      | 0 | 9   | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 10:45      | 0 | 19  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 26    |
| 11:00      | 1 | 16  | 5  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| Hour Total | 1 | 59  | 31 | 0 | 2 | 1 | 0 | 0 | 0 | 0  | 0  | 1  | 0  | 0  | 0  | 95    |
| 11:15      | 0 | 17  | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 29    |
| 11:30      | 0 | 12  | 7  | 0 | 0 | 2 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 11:45      | 0 | 21  | 18 | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 40    |
| 12:00      | 1 | 29  | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 42    |
| Hour Total | 1 | 79  | 47 | 0 | 0 | 3 | 0 | 3 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 133   |
| 12:15      | 0 | 30  | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 44    |
| 12:30      | 0 | 26  | 16 | 0 | 1 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 44    |
| 12:45      | 0 | 20  | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 32    |
| 13:00      | 1 | 15  | 6  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| Hour Total | 1 | 91  | 47 | 0 | 1 | 1 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 143   |
| 13:15      | 0 | 27  | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| 13:30      | 0 | 23  | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 35    |
| 13:45      | 1 | 26  | 5  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| 14:00      | 0 | 23  | 7  | 1 | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| Hour Total | 1 | 99  | 29 | 1 | 3 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 134   |
| 14:15      | 0 | 17  | 12 | 0 | 2 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 31    |
| 14:30      | 0 | 20  | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 35    |
| 14:45      | 0 | 14  | 5  | 0 | 0 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 21    |
| 15:00      | 0 | 20  | 16 | 0 | 1 | 0 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 39    |
| Hour Total | 0 | 71  | 46 | 0 | 4 | 0 | 0 | 3 | 2 | 0  | 0  | 0  | 0  | 0  | 0  | 126   |
| 15:15      | 0 | 21  | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 35    |
| 15:30      | 1 | 25  | 23 | 0 | 1 | 3 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 53    |
| 15:45      | 0 | 33  | 13 | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 48    |
| 16:00      | 0 | 24  | 8  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 33    |
| Hour Total | 1 | 103 | 57 | 1 | 3 | 4 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 169   |
| 16:15      | 0 | 22  | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 34    |
| 16:30      | 0 | 26  | 9  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 36    |
| 16:45      | 0 | 20  | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 37    |
| 17:00      | 0 | 20  | 19 | 0 | 0 | 1 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 41    |
| Hour Total | 0 | 88  | 55 | 0 | 2 | 2 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 148   |
| 17:15      | 0 | 27  | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 38    |
| 17:30      | 1 | 21  | 15 | 0 | 0 | 1 | 0 | 2 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 40    |
| 17:45      | 0 | 20  | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 31    |
| 18:00      | 0 | 18  | 6  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 25    |
| Hour Total | 1 | 86  | 42 | 0 | 1 | 1 | 0 | 2 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 134   |



Station #: Site 5 SB  
Site ID: 000000008500  
Loc: 14th St 170' S/o Broome St  
Direction: SOUTH  
Lane: 1

File: D0111001.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME       | 1    | 2     | 3     | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | Total  |
|------------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--------|
| 18:15      | 0    | 17    | 5     | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23     |
| 18:30      | 0    | 16    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23     |
| 18:45      | 0    | 21    | 9     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 31     |
| 19:00      | 0    | 23    | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 30     |
| Hour Total | 0    | 77    | 28    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 107    |
| 19:15      | 0    | 8     | 7     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| 19:30      | 0    | 10    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 12     |
| 19:45      | 0    | 11    | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15     |
| 20:00      | 0    | 14    | 2     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 17     |
| Hour Total | 0    | 43    | 15    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 59     |
| 20:15      | 0    | 7     | 4     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11     |
| 20:30      | 0    | 4     | 4     | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| 20:45      | 0    | 4     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6      |
| 21:00      | 0    | 8     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9      |
| Hour Total | 0    | 23    | 11    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 35     |
| 21:15      | 0    | 3     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 21:30      | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| 21:45      | 0    | 6     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| 22:00      | 0    | 5     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| Hour Total | 0    | 15    | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 17     |
| 22:15      | 0    | 3     | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5      |
| 22:30      | 0    | 2     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 22:45      | 0    | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| 23:00      | 0    | 3     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3      |
| Hour Total | 0    | 11    | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14     |
| 23:15      | 1    | 0     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| 23:30      | 0    | 4     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4      |
| 23:45      | 0    | 0     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| 24:00      | 0    | 1     | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1      |
| Hour Total | 1    | 5     | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7      |
| DAY TOTAL  | 11   | 1131  | 534   | 3    | 24   | 16   | 0    | 11   | 8    | 0    | 0    | 1    | 0    | 0    | 0    | 1739   |
| PERCENTS   | 0.6% | 65.0% | 30.7% | 0.2% | 1.4% | 0.9% | 0.0% | 0.6% | 0.5% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 100.0% |

Passenger Vehicles 96.4%

Trucks & Buses 3.6%

|          |       |       |       |       |       |       |       |       |       |       |
|----------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| AM Times | 09:00 | 07:30 | 11:15 | 08:00 | 07:15 | 10:45 | 11:00 | 07:30 | 10:00 | 11:15 |
| AM Peaks | 3     | 84    | 47    | 1     | 4     | 3     | 3     | 1     | 1     | 133   |
| PM Times | 13:00 | 15:45 | 15:00 | 13:15 | 13:30 | 15:00 | 14:00 | 14:15 | 15:00 |       |
| PM Peaks | 2     | 105   | 65    | 1     | 5     | 4     | 3     | 2     | 175   |       |

Station #: Site 5 SB  
Site ID: 000000008500  
Loc: 14th St 170' S/o Broome St  
Direction: SOUTH  
Lane: 1

File: D0111001.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME       | 1 | 2  | 3  | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|------------|---|----|----|---|---|---|---|---|---|----|----|----|----|----|----|-------|
| 00:15      | 0 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 00:30      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 00:45      | 0 | 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  | 0     |
| Hour Total | 0 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 01:15      | 0 | 1  | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 01:30      | 0 | 0  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 01:45      | 0 | 0  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| 02:00      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 2  | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 02:15      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:30      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 02:45      | 0 | 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 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0     |
| Hour Total | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:15      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 03:30      | 0 | 2  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| 03:45      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 04:00      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| Hour Total | 0 | 5  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 5     |
| 04:15      | 0 | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:30      | 0 | 3  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 3     |
| 04:45      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 05:00      | 0 | 1  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 2     |
| Hour Total | 0 | 8  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 9     |
| 05:15      | 0 | 1  | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 1     |
| 05:30      | 0 | 3  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 4     |
| 05:45      | 1 | 2  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 6     |
| 06:00      | 0 | 8  | 3  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| Hour Total | 1 | 14 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 06:15      | 0 | 5  | 5  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 11    |
| 06:30      | 0 | 6  | 1  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 7     |
| 06:45      | 0 | 20 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 27    |
| 07:00      | 0 | 17 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| Hour Total | 0 | 48 | 24 | 0 | 1 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 75    |
| 07:15      | 0 | 18 | 4  | 0 | 1 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| 07:30      | 1 | 16 | 5  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 22    |
| 07:45      | 0 | 24 | 5  | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 30    |
| 08:00      | 0 | 20 | 5  | 0 | 0 | 0 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 26    |
| Hour Total | 1 | 78 | 19 | 0 | 1 | 1 | 0 | 1 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 101   |
| 08:15      | 1 | 20 | 8  | 0 | 0 | 2 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 31    |
| 08:30      | 0 | 22 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 40    |
| 08:45      | 0 | 28 | 3  | 0 | 1 | 1 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 35    |
| 09:00      | 0 | 19 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 23    |
| Hour Total | 1 | 89 | 32 | 0 | 1 | 4 | 0 | 1 | 1 | 0  | 0  | 0  | 0  | 0  | 0  | 129   |





Station #: Site 5 SB  
Site ID: 000000008500  
Loc: 14th St 170' S/o Broome St  
Direction: SOUTH  
Lane: 1

File: D0111001.prn  
Info: 21-006 MG TRS  
GPS: 30.671979,-81.451109

| TIME               | 1     | 2     | 3     | 4     | 5     | 6     | 7     | 8     | 9     | 10    | 11   | 12   | 13             | 14   | 15   | Total  |
|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|------|----------------|------|------|--------|
| 18:15              | 0     | 28    | 11    | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 40     |
| 18:30              | 0     | 13    | 14    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 28     |
| 18:45              | 0     | 18    | 16    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 34     |
| 19:00              | 0     | 13    | 9     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 22     |
| Hour Total         | 0     | 72    | 50    | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 124    |
| 19:15              | 0     | 19    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 25     |
| 19:30              | 0     | 7     | 9     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 17     |
| 19:45              | 0     | 19    | 10    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 29     |
| 20:00              | 0     | 18    | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 22     |
| Hour Total         | 0     | 63    | 29    | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 93     |
| 20:15              | 0     | 8     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 10     |
| 20:30              | 0     | 9     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 10     |
| 20:45              | 0     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 4      |
| 21:00              | 1     | 5     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 7      |
| Hour Total         | 1     | 24    | 5     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 31     |
| 21:15              | 0     | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 6      |
| 21:30              | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 4      |
| 21:45              | 0     | 7     | 0     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 8      |
| 22:00              | 0     | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 5      |
| Hour Total         | 0     | 21    | 1     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 23     |
| 22:15              | 0     | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 5      |
| 22:30              | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 4      |
| 22:45              | 0     | 4     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 4      |
| 23:00              | 0     | 1     | 1     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 4      |
| Hour Total         | 0     | 13    | 2     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 17     |
| 23:15              | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 1      |
| 23:30              | 0     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 3      |
| 23:45              | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 1      |
| 24:00              | 0     | 2     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 4      |
| Hour Total         | 0     | 6     | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0    | 0    | 0              | 0    | 0    | 9      |
| DAY TOTAL          | 12    | 1266  | 580   | 1     | 27    | 15    | 1     | 15    | 3     | 1     | 0    | 0    | 0              | 0    | 0    | 1921   |
| PERCENTS           | 0.6%  | 65.9% | 30.2% | 0.1%  | 1.4%  | 0.8%  | 0.1%  | 0.8%  | 0.2%  | 0.1%  | 0.0% | 0.0% | 0.0%           | 0.0% | 0.0% | 100.0% |
| Passenger Vehicles | 96.7% |       |       |       |       |       |       |       |       |       |      |      | Trucks & Buses |      | 3.3% |        |
| AM Times           | 07:30 | 11:15 | 11:15 |       | 11:00 | 07:45 |       | 08:00 | 08:00 | 09:45 |      |      |                |      |      | 11:15  |
| AM Peaks           | 2     | 98    | 50    |       | 4     | 4     |       | 2     | 1     | 1     |      |      |                |      |      | 152    |
| PM Times           | 12:15 | 17:15 | 15:45 | 12:15 | 14:00 | 14:30 | 12:15 | 14:15 | 12:15 |       |      |      |                |      |      | 15:45  |
| PM Peaks           | 3     | 113   | 67    | 1     | 4     | 2     | 1     | 4     | 1     |       |      |      |                |      |      | 183    |



APPENDIX H:

2019 FLORIDA ONLINE TRAFFIC IMAGE  
2019 FDOT AADT REPORT



FLORIDA DEPARTMENT OF TRANSPORTATION  
 2019 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 74 NASSAU

| SITE<br>===== | SITE<br>TYPE<br>===== | DESCRIPTION<br>=====                            | DIRECTION 1<br>===== | DIRECTION 2<br>===== | AADT<br>TWO-WAY<br>===== | "K"<br>FCTR<br>===== | "D"<br>FCTR<br>===== | "T"<br>FCTR<br>===== |
|---------------|-----------------------|---|----------------------|----------------------|--------------------------|----------------------|----------------------|----------------------|
| 0004          |                       | SR 15 1.5 MI. NW OF SR 200                      | N 5900               | S 5800               | 11700 C                  | 9.5                  | 55.3F                | 16.9F                |
| 0005          |                       | SR 200 .1 MI. S. OF CRAWFORD RD.                | N 3100               | S 3000               | 6100 C                   | 9.5                  | 54.3F                | 31.1F                |
| 0011          |                       | SR 5 .25 MI. S. OF SR 200                       | N 7200               | S 6900               | 14100 C                  | 9.0                  | 54.3F                | 7.0A                 |
| 0015          |                       | SR 115 S.OF BRIDGE .35 MI SE OF SR 15           | E 4800               | W 4300               | 9100 C                   | 9.0                  | 54.3F                | 4.9A                 |
| 0019          |                       | SR 15 .1 MI. N. OF EASTWOOD RD.(HILLIARD)       | N 6600               | S 6600               | 13200 C                  | 9.5                  | 55.3F                | 16.9F                |
| 0047          | T                     | SR15/US1,7 MI N OF HILLIARD @ STATE LINE,NASSAU | N 4548               | S 4580               | 9128 C                   | 9.5                  | 53.6A                | 15.9A                |
| 0101          |                       | SR A1A .4 MI. E. OF US 17                       | E 18000              | W 18500              | 36500 C                  | 9.0                  | 54.3F                | 5.4F                 |
| 0102          |                       | SR A1A 200' S. OF LIME ST.                      | E 9300               | W 8800               | 18100 C                  | 9.0                  | 54.3F                | 5.4F                 |
| 0103          |                       | SR A1A WEST OF BRIDGE OVER AMELIA RIVER         | E 20000              | W 20500              | 40500 C                  | 9.0                  | 54.3F                | 5.4A                 |
| 0104          |                       | SR 5 300' N OF RAILROAD IN YULEE                | N 6500               | S 5300               | 11800 C                  | 9.0                  | 54.3F                | 7.0F                 |
| 0105          |                       | SR A1A E. OF CR 200A(CHESTER RD.)               | E 16000              | W 16500              | 32500 C                  | 9.0                  | 54.3F                | 5.4F                 |
| 0106          |                       | SR 200(A1A) .2 MI. E. OF AMELIA ISLAND PKWY     | E 15000              | W 15500              | 30500 C                  | 9.0                  | 54.3F                | 5.4F                 |
| 0109          |                       | SR 200 .1 MI. S. OF OVERPASS S. OF CALLAHAN     | N 3300               | S 3200               | 6500 C                   | 9.5                  | 54.3F                | 31.1F                |
| 0110          |                       | SR A1A S. OF PETREE RD.                         | E 5100               | W 4700               | 9800 C                   | 9.5                  | 54.3F                | 9.8F                 |
| 0112          |                       | CR 107 .1 MI. S. OF SR 200                      | 0E                   | 0E                   | 9100 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 0114          |                       | SR A1A 300' E. OF SR 105A                       | N 0                  | S 0                  | 6800 C                   | 9.0                  | 54.3F                | 2.0F                 |

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED

"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011

AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;  
 V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN

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FLORIDA DEPARTMENT OF TRANSPORTATION  
 2019 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 74 NASSAU

| SITE<br>===== | SITE<br>TYPE<br>===== | DESCRIPTION<br>=====                            | DIRECTION 1<br>===== | DIRECTION 2<br>===== | AADT<br>TWO-WAY<br>===== | "K"<br>FCTR<br>===== | "D"<br>FCTR<br>===== | "T"<br>FCTR<br>===== |
|---------------|-----------------------|---|----------------------|----------------------|--------------------------|----------------------|----------------------|----------------------|
| 0117          |                       | SR A1A S. OF STRATTON RD.                       | N 7900               | S 7600               | 15500 C                  | 9.0                  | 54.3F                | 9.8F                 |
| 0122          |                       | SR 15 .1 MI. NW OF CR 108                       | N 9100               | S 9600               | 18700 C                  | 9.0                  | 55.3F                | 16.9F                |
| 0125          |                       | SR 15 200' S. OF SR 115 (CALLAHAN)              | N 6100               | S 6300               | 12400 C                  | 9.0                  | 54.3F                | 16.9F                |
| 0128          |                       | SR A1A .2 MI. W. OF JEAN LAFITTE ST.            | E 4000               | W 4200               | 8200 C                   | 9.0                  | 54.3F                | 5.4F                 |
| 0132          | T                     | SR-9/I-95,2.0 MI S OF GA. STATE LINE,NASSAU CO. | N 33792              | S 33464              | 67256 C                  | 10.5                 | 52.7A                | 17.9A                |
| 0138          |                       | SR A1A .2 MI. N. OF SANDPIPER LOOP              | N 0                  | S 0                  | 6900 C                   | 9.0                  | 54.3F                | 2.0F                 |
| 0140          |                       | SR 15 .2 MI. S. OF HALLMAN RD.                  | N 5500               | S 5500               | 11000 C                  | 9.5                  | 54.3F                | 16.9F                |
| 0156          |                       | CR 2 .1 MI. W. OF CR 121                        | 0E                   | 0E                   | 3500 S                   | 9.5                  | 54.3F                | 3.4F                 |
| 0158          |                       | I-95 2 MI. N. OF SR 200                         | N 27000              | S 26000              | 53000 C                  | 10.5                 | 52.9F                | 18.5F                |
| 0161          |                       | SR A1A /SR 105 .1 MI. S. OF CR 105A             | E 0                  | W 0                  | 13000 C                  | 9.0                  | 54.3F                | 3.4F                 |
| 0162          |                       | SR 5(US 17) .1 MI. S. OF GA. STATE LINE         | E 0                  | W 0                  | 4000 C                   | 9.5                  | 54.3F                | 7.0F                 |
| 0182          | T                     | SR-A1A&200/US-301,0.4 MI W OF SR-5/US-17,NASSAU | E 10705              | W 10961              | 21666 C                  | 9.0                  | 54.7A                | 10.4A                |
| 2000          |                       | RAMP SR 200 TO I-95 SB                          | S 8400               | 0                    | 8400 C                   | 9.5                  | 99.9W                | 18.5F                |
| 2001          |                       | RAMP I-95 NB TO SR 200                          | N 8200               | 0                    | 8200 C                   | 9.5                  | 99.9W                | 18.5F                |
| 2002          |                       | RAMP I-95 SB TO SR 200                          | S 2400               | 0                    | 2400 C                   | 9.5                  | 99.9W                | 18.5F                |
| 2003          |                       | RAMP SR 200 TO I-95 NB                          | N 2400               | 0                    | 2400 C                   | 9.5                  | 99.9W                | 18.5F                |

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FLORIDA DEPARTMENT OF TRANSPORTATION  
 2019 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 74 NASSAU

| SITE  | SITE TYPE | DESCRIPTION                             | DIRECTION 1 |       | DIRECTION 2 |       | AADT TWO-WAY | "K" FCTR | "D" FCTR | "T" FCTR |
|-------|-----------|---|-------------|-------|-------------|-------|--------------|----------|----------|----------|
| ===== | =====     | =====                                   | =====       | ===== | =====       | ===== | =====        | =====    | =====    | =====    |
| 2004  |           | RAMP I-95 NB TO US 17                   | N           | 1000  |             | 0     | 1000 C       | 9.5      | 99.9W    | 18.5F    |
| 2005  |           | RAMP US 17 TO I-95 NB                   | N           | 3900  |             | 0     | 3900 C       | 9.5      | 99.9W    | 18.5F    |
| 2006  |           | RAMP US 17 TO I-95 SB                   | S           | 850   |             | 0     | 850 C        | 9.5      | 99.9W    | 18.5F    |
| 2007  |           | RAMP I-95 SB TO US 17                   | S           | 3400  |             | 0     | 3400 C       | 9.5      | 99.9W    | 18.5F    |
| 3066  |           | SR A1A 100' N. OF DUVAL COUNTY LINE     | N           | 0     | S           | 0     | 6000 C       | 9.0      | 54.3F    | 3.4F     |
| 3160  |           | SR 200/US 301 .2 MI. N. OF CR 119 TO S. | N           | 3000  | S           | 2800  | 5800 C       | 9.5      | 54.3F    | 31.1F    |
| 5002  |           | SR 200 300' S. OF ATLANTIC AVE.         | E           | 0     | W           | 0     | 10500 C      | 9.0      | 54.3F    | 5.4F     |
| 5003  |           | SR 200 100' E OF 8TH ST.                | E           | 0     | W           | 0     | 4900 C       | 9.0      | 54.3F    | 5.4F     |
| 5004  |           | SR 200 250' W. OF 14TH ST.              | E           | 0     | W           | 0     | 6200 C       | 9.0      | 54.3F    | 5.4F     |
| 5005  |           | SR A1A 200' S. OF SR 200                | N           | 0     | S           | 0     | 5300 C       | 9.0      | 54.3F    | 2.0F     |
| 5006  |           | SR A1A 300' N. OF CR 108                | N           | 0     | S           | 0     | 6800 C       | 9.0      | 54.3F    | 2.0F     |
| 5007  |           | SR A1A 300' S. OF CR 108                | N           | 0     | S           | 0     | 8000 C       | 9.0      | 54.3F    | 2.0F     |
| 5012  |           | SR 200 300' E. OF 14TH ST.              | E           | 0     | W           | 0     | 8600 C       | 9.0      | 54.3F    | 5.4F     |
| 5014  |           | SR A1A N. OF KENTUCKY AVE.              | N           | 3300  | S           | 3100  | 6400 C       | 9.0      | 54.3F    | 2.0A     |
| 5015  |           | SR 200 (US 301) S. OF SR 15 (US 1)      | N           | 3600  | S           | 3600  | 7200 C       | 9.0      | 54.3F    | 31.1F    |
| 5020  |           | US 17(SR 5) .1 MI. S. OF CR 108         | N           | 0     | S           | 0     | 11000 C      | 9.5      | 54.3F    | 7.0F     |

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FLORIDA DEPARTMENT OF TRANSPORTATION  
 2019 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 74 NASSAU

| SITE<br>===== | SITE<br>TYPE<br>===== | DESCRIPTION<br>=====                     | DIRECTION 1<br>===== | DIRECTION 2<br>===== | AADT<br>TWO-WAY<br>===== | "K"<br>FCTR<br>===== | "D"<br>FCTR<br>===== | "T"<br>FCTR<br>===== |
|---------------|-----------------------|--|----------------------|----------------------|--------------------------|----------------------|----------------------|----------------------|
| 5021          |                       | US 1(SR 5) .1 MI. N. OF SR 115           | N 9900               | S 9500               | 19400 C                  | 9.0                  | 54.3F                | 16.9F                |
| 5022          |                       | SR A1A 1 MI. W. OF I-95                  | E 7400               | W 7100               | 14500 C                  | 9.5                  | 54.3F                | 9.8F                 |
| 6001          |                       | RAMP I-95 SB TO WELCOME STATION          | S 1800               | 0                    | 1800 C                   | 9.5                  | 99.9W                | 18.5F                |
| 7001          |                       | 8TH ST. S. OF DADE ST. (NHS) (SIS)       | N 1900               | S 1700               | 3600 C                   | 9.0                  | 54.3F                | 35.9A                |
| 8001          |                       | DADE ST. W. OF 8TH ST. (SIS)             | E 250                | W 250                | 500 C                    | 9.0                  | 54.3F                | 19.1A                |
| 9001          |                       | MIDDLE RD. N. OF GRIFIN RD. (HPMS)       | N 0                  | S 0                  | 1000 C                   | 9.5                  | 54.3F                | 3.4F                 |
| 9002          |                       | SADLER RD. E. OF 14TH ST. (HPMS)         | E 7400               | W 7700               | 15100 C                  | 9.0                  | 54.3F                | 3.4F                 |
| 9003          |                       | RIVER RD. E. OF DADDY RABBIT LANE (HPMS) | E 0                  | W 0                  | 2800 C                   | 9.5                  | 54.3F                | 3.4F                 |
| 9004          |                       | CR 121 N. OF CONNER RD. (HPMS)           | 0E                   | 0E                   | 2400 X                   | 9.5                  | 54.3F                | 3.4F                 |
| 9100          |                       | FORD RD. .1 MI. E. OF US 301             | 0E                   | 0E                   | 1100 F                   | 9.5                  | 54.3F                | 3.4F                 |
| 9101          |                       | THOMAS CREEK RD. .1 MI. EAST OF US 301   | 0E                   | 0E                   | 650 F                    | 9.5                  | 54.3F                | 3.4F                 |
| 9102          |                       | EASTWOOD RD. .1 MI. S. OF CR 108         | 0E                   | 0E                   | 1200 F                   | 9.5                  | 54.3F                | 3.4F                 |
| 9103          |                       | MUSCLEWHITE RD .1 MI. N. OF US 301       | N 0                  | S 0                  | 1300 C                   | 9.5                  | 54.3F                | 3.4F                 |
| 9104          |                       | GRIFFIN RD. .1 MI. N. OF SR 200          | N 0                  | S 0                  | 1300 C                   | 9.5                  | 54.3F                | 3.4F                 |
| 9105          |                       | WILSON NECK RD. .1 MI. N. OF AVANT RD.   | N 0                  | S 0                  | 450 C                    | 9.0                  | 54.3F                | 3.4F                 |
| 9106          |                       | INDIGO ST. .1 MI. E. OF S. 8TH ST.       | 0E                   | 0E                   | 100 R                    | 9.0                  | 54.3F                | 3.4F                 |

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COUNTY: 74 NASSAU

| SITE<br>===== | SITE<br>TYPE<br>===== | DESCRIPTION<br>=====                            | DIRECTION 1<br>===== |       | DIRECTION 2<br>===== |       | AADT<br>TWO-WAY<br>===== | "K"<br>FCTR<br>===== | "D"<br>FCTR<br>===== | "T"<br>FCTR<br>===== |
|---------------|-----------------------|---|----------------------|-------|----------------------|-------|--------------------------|----------------------|----------------------|----------------------|
| 9107          |                       | LESSIE ST. .1 MI. N. OF CR 108                  |                      | 0E    |                      | 0E    | 300 R                    | 9.5                  | 54.3F                | 3.4F                 |
| 9108          |                       | CHURCH RD. .1 MI. E. OF US 1                    |                      | 0E    |                      | 0E    | 2100 R                   | 9.0                  | 54.3F                | 3.4F                 |
| 9109          |                       | CR 107A .1 MI. E. OF CR 107                     | E                    | 0     | W                    | 0     | 950 C                    | 9.0                  | 54.3F                | 3.4F                 |
| 9110          |                       | SADLER RD W OF CITRONA DR / WILL HARDEE RD      | E                    | 8900E | W                    | 8700E | 17600 T                  | 9.0                  | 54.3F                | 3.4F                 |
| 9111          |                       | CR 121 .1 MI. N. OF DUVAL CO. LINE              |                      | 0E    |                      | 0E    | 3000 T                   | 9.5                  | 54.3F                | 3.4F                 |
| 9112          |                       | CR 115A .1 MI. N. OF CR 108                     |                      | 0E    |                      | 0E    | 1500 T                   | 9.5                  | 54.3F                | 3.4F                 |
| 9113          |                       | CHESTER RD. .1 MI N. OF PAGES DAIRY RD.         |                      | 0E    |                      | 0E    | 9600 T                   | 9.0                  | 54.3F                | 3.4F                 |
| 9114          |                       | RATLIFF RD. .1 MI. W. OF US 1                   |                      | 0E    |                      | 0E    | 3800 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9115          |                       | HENRY SMITH RD. .1 MI. S. OF US 1               |                      | 0E    |                      | 0E    | 1800 S                   | 9.5                  | 54.3F                | 3.4F                 |
| 9116          |                       | AMELIA ISLAND PKWY .1 MI. S. OF SR 200          |                      | 0E    |                      | 0E    | 12500 S                  | 9.0                  | 54.3F                | 3.4F                 |
| 9117          |                       | CR 105B .1 MI. W. OF SR 105                     |                      | 0E    |                      | 0E    | 2400 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9118          |                       | JULIA ST. .1 MI. S. OF SR 105(FLETCHER AVE.)    |                      | 0E    |                      | 0E    | 6000 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9119          |                       | AMELIA ISLAND PKWY .1 MI. N. OF SR 105(FLETCHER |                      | 0E    |                      | 0E    | 6200 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9120          |                       | S 14TH ST. 350 FT N OF SR-108/SADLER RD         | N                    | 9400  | S                    | 10000 | 19400 C                  | 9.0                  | 54.3F                | 3.4F                 |
| 9121          |                       | JASMINE ST. .1 MI. E. OF SR 200                 |                      | 0E    |                      | 0E    | 1200 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9122          |                       | CR 119 .1 MI. E. OF US 301                      |                      | 0E    |                      | 0E    | 1900 S                   | 9.5                  | 54.3F                | 3.4F                 |

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|---------------|-----------------------|--|----------------------|-------|----------------------|-------|--------------------------|----------------------|----------------------|----------------------|
| 9123          |                       | CR 108 .1 MI. W. OF US 17                        | 0E                   |       | 0E                   |       | 3400 S                   | 9.5                  | 54.3F                | 3.4F                 |
| 9124          |                       | CR 105A .1 MI. N. OF FLETCHER AVE                | 0E                   |       | 0E                   |       | 8900 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9125          |                       | S. 14TH ST. .1 MI. S. OF ATLANTIC AVE.           | 0E                   |       | 0E                   |       | 6900 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9126          |                       | TARPON AVE .1 MI. N. OF ATLANTIC AVE.            | 0E                   |       | 0E                   |       | 3300 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9127          |                       | CR 107 .1 MI. N. OD SR 200                       | 0E                   |       | 0E                   |       | 1900 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9128          |                       | CR 121A(MIDDLE RD) .1 MI. N. OF CR 108           | 0E                   |       | 0E                   |       | 450 S                    | 9.5                  | 54.3F                | 3.4F                 |
| 9129          |                       | LAKE HAMPTON RD. .1 MI. E. OF US 301             | 0E                   |       | 0E                   |       | 650 S                    | 9.5                  | 54.3F                | 3.4F                 |
| 9130          |                       | CR 115(BAY RD) .1 MI. W. OF CR 108               | 0E                   |       | 0E                   |       | 1500 S                   | 9.5                  | 54.3F                | 3.4F                 |
| 9131          |                       | CR 115 .1 MI. W. OF US 301                       | 0E                   |       | 0E                   |       | 2500 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9132          |                       | CR 119 .1 MI. W. OF US 301                       | 0E                   |       | 0E                   |       | 1300 S                   | 9.5                  | 54.3F                | 3.4F                 |
| 9133          |                       | HARTS RD. .1 MI. S. OF SR 200                    | N                    | 0     | S                    | 0     | 1100 C                   | 9.0                  | 54.3F                | 3.4F                 |
| 9134          |                       | CHESTER RD. .1 MI. N. OF SR 200                  | N                    | 5200  | S                    | 5200  | 10400 C                  | 9.0                  | 54.3F                | 3.4F                 |
| 9135          |                       | N. 14TH ST. .1 MI. N. OF ATLANTIC AVE.           | 0E                   |       | 0E                   |       | 3400 S                   | 9.0                  | 54.3F                | 3.4F                 |
| 9136          |                       | WILLIAM BURGESS BLVD. .1 MI. E. OF SR 200        | E                    | 0     | W                    | 0     | 2600 C                   | 9.0                  | 54.3F                | 3.4F                 |
| 9137          |                       | AMELIA CONCOURSE .1 MI. S. OF SR 200             | N                    | 6500  | S                    | 6300  | 12800 C                  | 9.0                  | 54.3F                | 3.4F                 |
| 9923          | T                     | SR-9/I-95, 2.5 MI N OF HWY A1A , JAX., NASSAU CO | N                    | 31753 | S                    | 31439 | 63192 C                  | 10.5                 | 53.1A                | 19.1A                |

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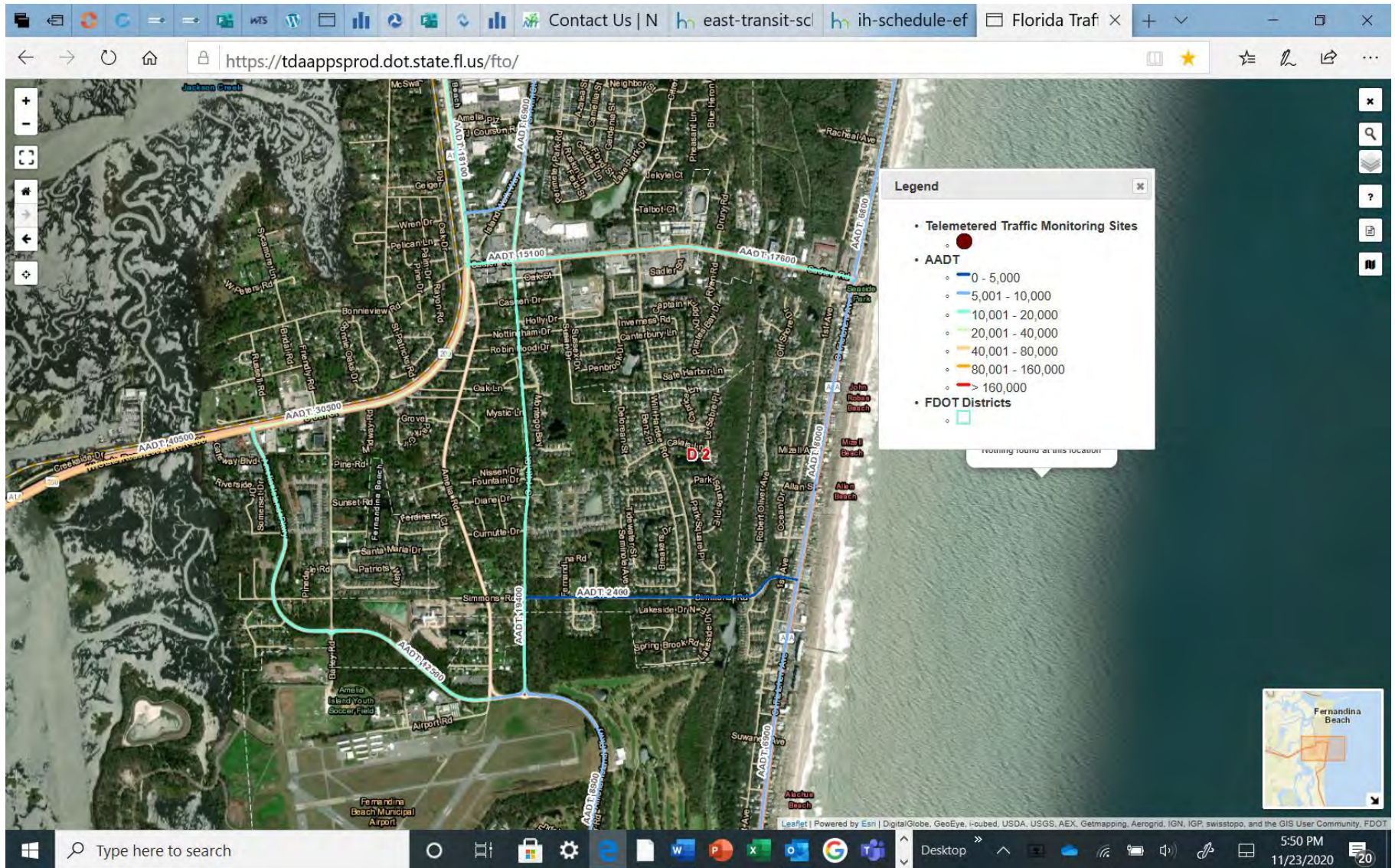
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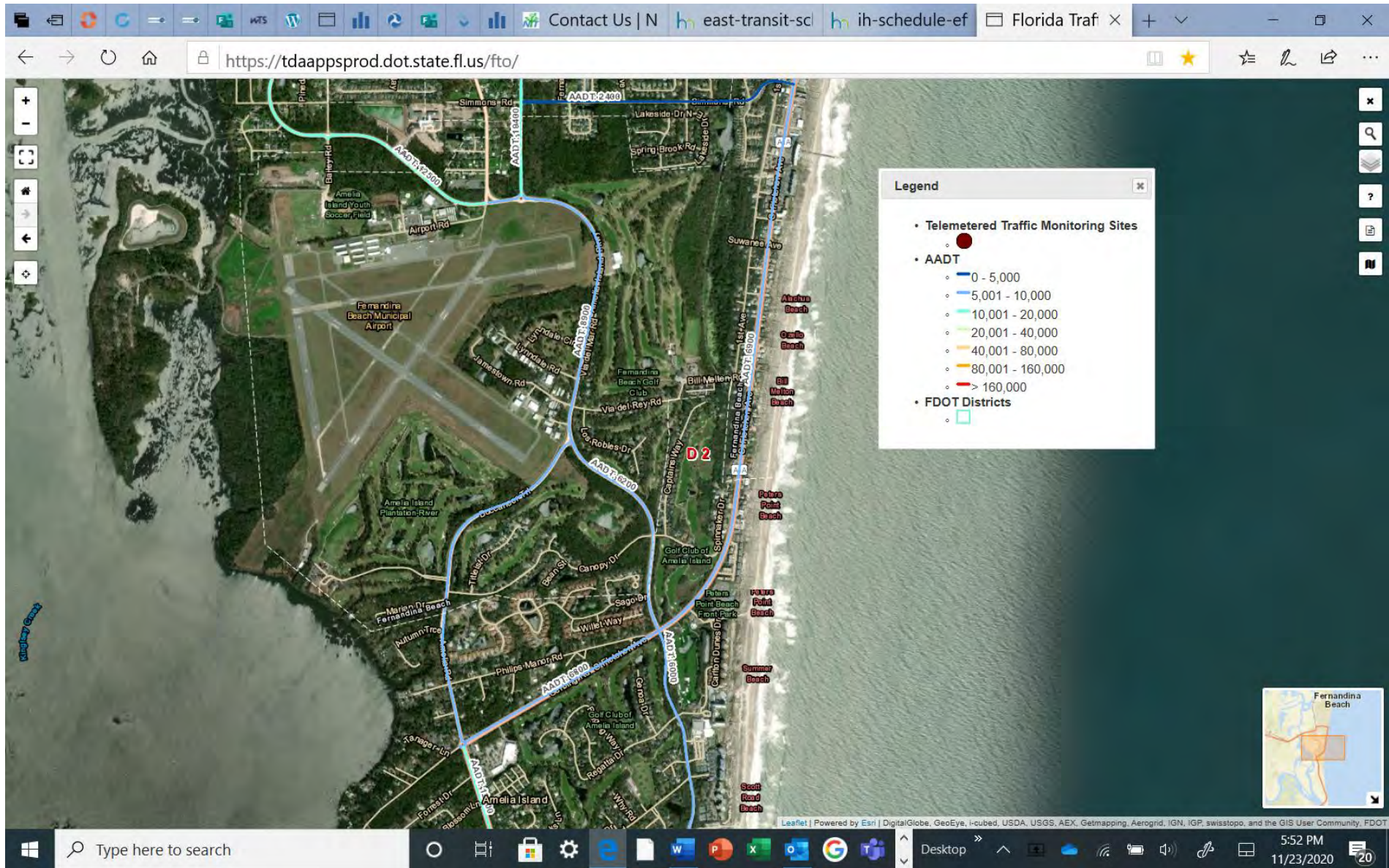


# FDOT Online AADTs, 2019 – South of Sadler Road





FDOT Online AADTs, 2019 –South of Simmons Road



APPENDIX I:

CONSTRAINED AREAS ALONG A POTENTIAL SHARED-USE PATH





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316

ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.

1





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM** England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316

ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.  
 2





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

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 ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.  
 3





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM** England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316

ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.

4





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316  
 ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.  
 5





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM** England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316  
 ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.  
 6





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM** England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316

ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.  
 7





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM** England-Thib & Miller, Inc.  
 14775 Old St, Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316

ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.

8





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM** England-Thing & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316

ADRIANN C. LEBLANC, P.E. Lic. No. NUMBER 87860



14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.  
 9





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM** England-Thib & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
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14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.

10





LEGEND

 AREA REQUIRED FOR SHARED USE PATH

 CONSTRAINED AREAS WITHIN EXISTING ROW

**ETM**  
 VISION • EXPERIENCE • RESULTS  
 England-Thibault & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
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14TH STREET SHARED USE PATH  
 ROW CONSTRAINTS

SHEET NO.

11

APPENDIX J:

SHARED-USE PATH COST ESTIMATE/  
OPINION OF PROBABLE COSTS

# 14th Street Shared Use Path OPINION OF PROBABLE COSTS

Miles of Shared Use Path

5.8

|          |                                     |
|----------|-------------------------------------|
| 110-1-1  | Clearing and Grubbing               |
| 110-4-10 | Removal of Existing Concrete        |
| 160-4    | Stabilization                       |
| 285-701  | Optional Base Group 01              |
| 334-1-11 | Superpave Asphaltic Conc, Traffic A |
| 570-1-2  | Performance Turf, Sod               |

| QTY      | UNIT | UNIT COST | COST         |
|----------|------|-----------|--------------|
|          |      |           |              |
| 22.62    | AC   | \$39,002  | \$882,231    |
| 17013.33 | SY   | \$32      | \$545,958    |
| 54442.69 | SY   | \$13      | \$711,566    |
| 40832    | SY   | \$18      | \$732,118    |
| 3062.4   | TN   | \$115     | \$352,666    |
| 13612.6  | SY   | \$3       | \$41,246     |
|          |      |           |              |
|          |      |           |              |
|          |      |           | \$500,000    |
|          |      |           | \$500,000    |
|          |      |           |              |
|          |      |           | \$4,265,785  |
|          |      |           |              |
|          |      |           | \$376,578.48 |
|          |      |           | \$50,000     |
|          |      |           | \$10,000     |
|          |      |           | \$10,000     |
|          |      |           | \$500,000    |
|          |      |           |              |
|          |      |           | \$6,212,363  |
|          |      |           |              |
|          |      |           | \$310,618    |
|          |      |           |              |
|          |      |           | \$2,609,193  |

**General**

Drainage  
Roadway

**Pay Item Subtotal**

Mobilization  
Temporary Traffic Control Plan  
Sediment and Erosion Control  
Signing and Marking  
Unknown Utility Conflicts (Contingency)

10%  
10%  
2%  
2%

**Subtotal**

Cost Escalation Factor

5%

**Contingency**

40%

**Total Opinion of Probable Construction Cost \$9,132,174**

|   |             |
|---|-------------|
| Surveying                                 | \$460,000   |
| Engineering Design                        | \$1,736,000 |
| Environmental Permitting                  | \$914,000   |
| Geotechnical Exploration/Testing          |             |
| Traffic Signal Mast Arm Structural Design |             |
| Permit Fees (Budget)                      | \$140,000   |
| Post Design Services                      | \$140,000   |

**Total Opinion of Probable Project Cost \$12,522,174**

**Important Notes:**

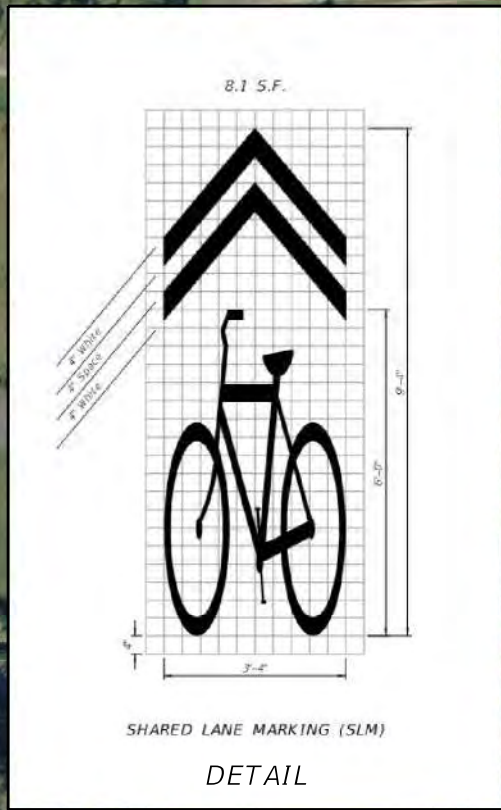
Assumes underground utilities will remain.  
This Opinion of Cost is based upon a preliminary site plan with no survey.  
Unit costs are generally derived from FDOT 12 Mo. Moving Averages (6/20 to 6/21), Area 5.  
Does not include resolving constraints or constructing a path on the N. 14th Street bridge.



APPENDIX K:

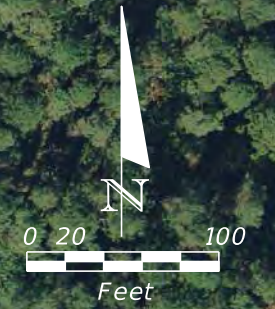
SHORT-TERM CONCEPT  
AMELIA ISLAND PARKWAY AND 14<sup>TH</sup> STREET ROUNDABOUT





INSTALL SHARROWS

SPEED LIMIT  
45



S 14TH STREET

AMELIA ISLAND PARKWAY

Amelia Island Pkwy  
14th Street

RELOCATE



BIKE LANE

ENDS

SHARE THE ROAD

RIGHT LANE  
MUST  
TURN RIGHT



20  
MPH



SPEED LIMIT  
45



BIKE LANE

INSTALL SHARROWS



BIKE LANE

ENDS

SHARE THE ROAD



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SHORT-TERM CONCEPT  
14TH ST BIKE/PED STUDY

SHEET  
NO.

1