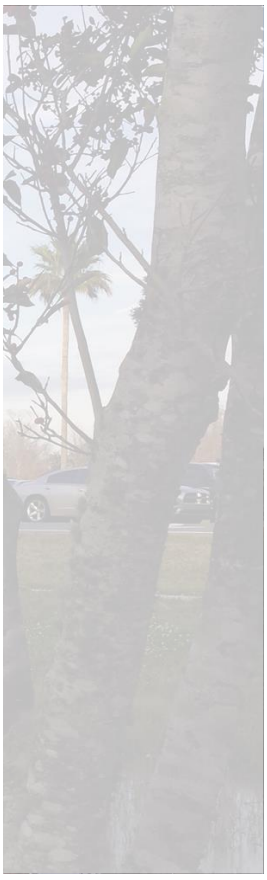
North Ponte Vedra Beach Traffic Study

FINAL





Ponte Vedra Beach, FL

June 14, 2016

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Summary

This study's purpose is to identify improvements to enhance traffic flow and safety in the vicinity of SR A1A and SR 202/J. Turner Butler Boulevard (JTB). The following intersections were examined to assess traffic benefits, right-of-way impacts and costs.

- SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard
- Marsh Landing Parkway at South Beach Parkway
- SR 202/ JTB westbound on- ramp (Sanctuary Parkway) at South Beach Parkway
- Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Marsh Landing Parkway at SR A1A
- Ponte Vedra Lakes Boulevard at SR A1A

Two systems level alternatives were analyzed for the design year of 2040. The first alternative implements Transportation System Management (TSM) strategies. Typical TSM improvements evaluated included short-term intersection improvements, signal modification and removing bottlenecks. The second alternative considers the impacts of extending South Beach Parkway to Ponte Vedra Lakes Boulevard via Vista Grande Drive. With the second alternative, the impacts of the shift in traffic were considered at each intersection.

The following summarize the recommendations of this study.

SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard
- Remain as existing

Marsh Landing Parkway at South Beach Parkway
- Add southbound left-turn lane
- Add exclusive westbound channelized right-turn lane
- Extend eastbound left-turn bays
- Convert eastbound left-turn lane to additional receiving lane
- Add bike lanes along Marsh Landing Parkway and along South Beach Parkway

Sanctuary Parkway at South Beach Parkway
- Add additional receiving lane on Sanctuary Parkway
- Add multiuse path on north side of Sanctuary Parkway
- Add bike lane along South Beach Parkway

Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Add a community park with walkway that can be used by emergency vehicles on the north side of the intersection
- Add a parking lot to accommodate up to 20 vehicles
- Add two bus bays on the north and south sides of Ponte Vedra Lakes Boulevard, adjacent to the park to accommodate school buses

Marsh Landing Parkway at A1A
- Add bike lanes along A1A
- Right-in right-out channelized island at Professional Dr

- Convert Avenue C median opening to directional median
- Extend JTB exit lane to Ponte Vedra Lakes Dr

Ponte Vedra Lakes Boulevard at A1A

- Construct a Florida T-Intersection
- Add additional northbound left-turn lane
- Add receiving lane on west leg to terminate at Professional Drive
- Add bike lanes along A1A
- Add eastbound right-turn overlap phase
- Maintain three southbound through lanes from Marsh Landing Parkway to Marlin Avenue

The anticipated cost for implementation of the recommended project alternatives at the study intersections is $4,006,258.61.

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1.1 Purpose

This study's purpose is to identify improvements to enhance traffic flow and safety in the vicinity of SR A1A and SR 202/J. Turner Butler Boulevard (JTB). The following intersections were examined to assess traffic benefits, right-of-way impacts and costs.

- SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard
- Marsh Landing Parkway at South Beach Parkway
- SR 202/ JTB westbound on- ramp (Sanctuary Parkway) at South Beach Parkway
- Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Marsh Landing Parkway at SR A1A
- Ponte Vedra Lakes Boulevard at SR A1A

Two systems level alternatives were analyzed for the design year of 2040. The first alternative implements Transportation System Management (TSM) strategies. Typical TSM improvements evaluated included short-term intersection improvements, signal modification and removing bottlenecks. The second alternative considers the impacts of extending South Beach Parkway to Ponte Vedra Lakes Boulevard via Vista Grande Drive. With the second alternative, the impacts of the shift in traffic were considered at each intersection.

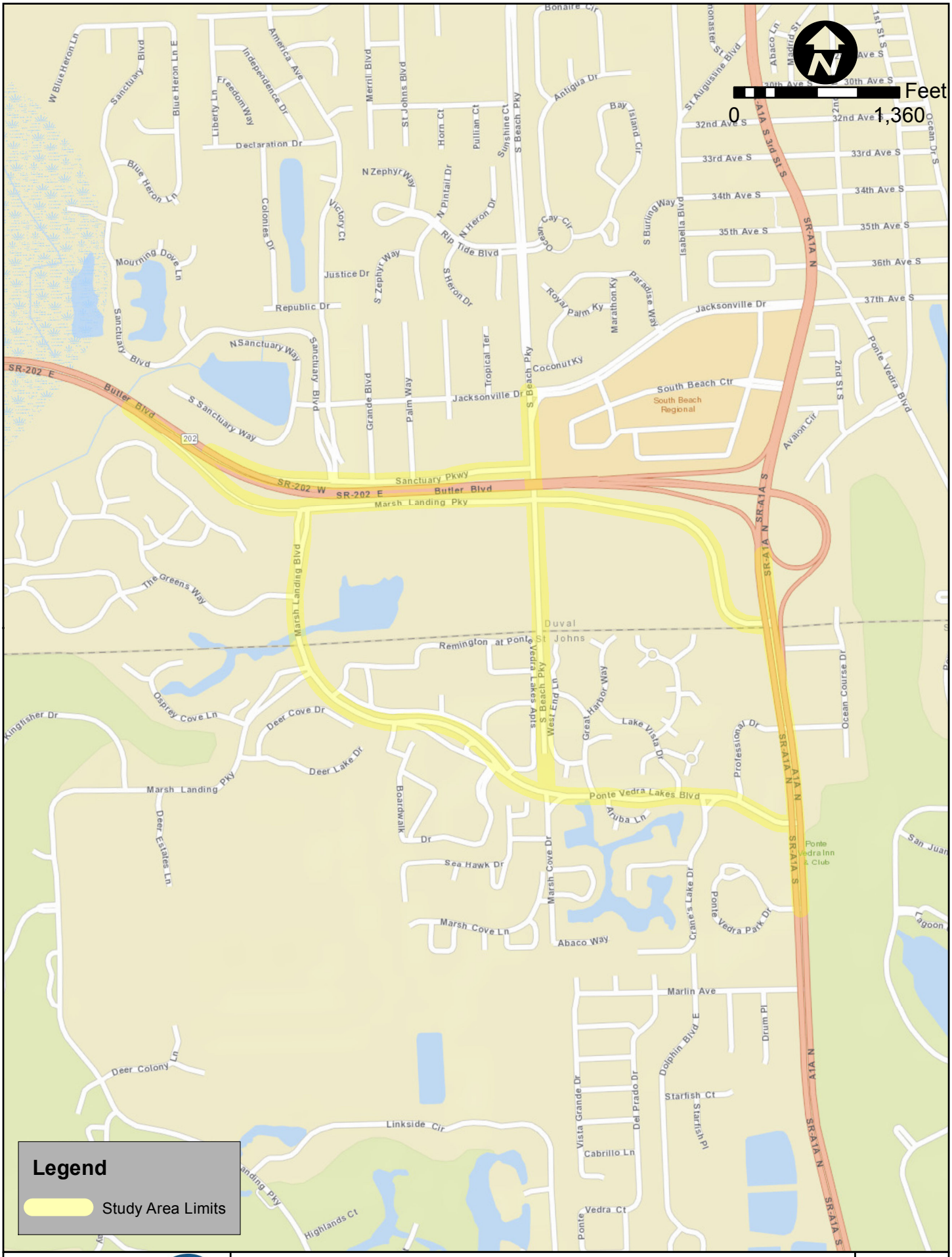
1.2 Background

Current and future traffic concerns in the north Ponte Vedra Beach area prompted this traffic study. Continued traffic growth is anticipated within this study area over the design period for the project, 2040. Two systems-level alternatives were analyzed to investigate the safety and operations of the intersections in the study area. The first alternative implements Transportation System Management (TSM) strategies at the study intersections. The second alternative considers the impacts of extending South Beach Parkway to Ponte Vedra Lakes Boulevard.

This project analyzed existing and proposed roadways with new alignments that will result in improved connectivity and will support planned development within the study area. Several intersection alternatives considered were eliminated from further consideration as a result of fatal flaws that included capacity and cost considerations.

1.3 Study Area

The project is located within the northern part of Ponte Vedra Beach. The study area includes Marsh Landing Boulevard, Marsh Landing Parkway, SR A1A, South beach Parkway and Ponte Vedra Lakes Boulevard. This study area is located on the county line of Duval and St. Johns. A location map is provided in Figure 1.



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Traffic Study - Ponte Vedra, Florida
Study Area

Figure 1

2 Existing Conditions

2.1 Field Observations

Field reviews were performed within the study area at the following intersections during the AM and PM peak hours. The times of observation were from 7AM to 9 AM and 4 PM to 6 PM.

- SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard
- Marsh Landing Parkway at South Beach Parkway
- SR 202/ JTB westbound on- ramp (Sanctuary Parkway) at South Beach Parkway
- Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Marsh Landing Parkway at SR A1A
- Ponte Vedra Lakes Boulevard at SR A1A

2.1.1 SR 202/JTB Eastbound Off Ramp at Marsh Landing Boulevard

The SR 202/JTB Eastbound off-ramp at Marsh Landing Boulevard is a three-leg, stop-controlled intersection. Stop signs are located on the south and east legs of the intersection. The off-ramp from JTB is free-flow. The intersection configuration is as follows:

Northbound: one right-turn lane
Eastbound: one through lane and one right-turn bay
Westbound: one left-turn lane

Heavy eastbound traffic was seen in both the AM and PM peak periods. Northbound queues on Marsh Landing Boulevard ranged from two to five vehicles in the AM. Westbound AM queues were zero to two vehicles. The PM peak period traffic was heavier with northbound and westbound queues ranging from six to ten vehicles. Eastbound traffic at the intersection was sometimes affected by the South Beach Parkway and Marsh Landing Parkway eastbound queue.

2.1.2 Marsh Landing Parkway at South Beach Parkway

Marsh Landing Parkway at South Beach Parkway is a four leg, signal-controlled intersection. The intersection configuration is as follow:

Northbound: one shared through/left-turn lane and one shared through/right-turn lane
Southbound: one left-turn lane and one shared through/right-turn lane
Eastbound: two left-turn lanes and one shared through/right-turn lane
Westbound: one left-turn lane and one shared through/right-turn lane

Heavy eastbound traffic was seen in both the AM and PM peak periods. Long eastbound queues were observed in the AM and PM peak periods. The dual eastbound left-turn lanes exceed capacity, with queues often blocking the eastbound through lane. Southbound and northbound queues in the AM and PM peak periods were light with approximately four to seven vehicles in queue on the intersection leg. Westbound queues were also light.

2.1.3 SR 202/JTB Westbound On Ramp (Sanctuary Parkway) at South Beach Parkway

Sanctuary Parkway at South Beach Parkway is a three-leg, signal-controlled intersection. The signals at Sanctuary Parkway at South Beach Parkway and Marsh Landing Parkway at South Beach Parkway operate on the same signal controller. The intersection configuration is as follows:

Northbound: one shared through/left-turn lane and one through lane
Southbound: one shared through/ right-turn lane and one through lane
Eastbound: one through receiving lane

Southbound queues in the AM and PM peak periods were between seven to twelve vehicles in the shared through/right lane and one to four vehicles in the through lane. The southbound queues in the PM peak ranged between four to seven vehicles in the shared through/right lane and three to six vehicles in the through lane. The heaviest movement was northbound. This is expected from the large volume of vehicles received from South Beach Parkway at Marsh Landing Parkway intersection.

2.1.4 Ponte Vedra Lakes Boulevard at Marsh Cove Drive

Ponte Vedra Lakes Boulevard at SR A1A is a three-leg, stop-controlled intersection. The intersection configuration is as follows:

Northbound: one left-turn lane and one channelized right-turn lane
Eastbound: one shared through/right-turn lane
Westbound: one shared through/left-turn lane

During the AM and PM peak hours traffic no operational issues were observed. Queues and delays were minimal. During the AM period, some vehicles were parked on the north side of intersection waiting for the school bus.

2.1.5 Marsh Landing Parkway at SR A1A

Marsh Landing Parkway at SR A1A is a three-leg, signal-controlled intersection. The intersection configuration is as follows:

Northbound: two left-turn lanes and two through lanes
Southbound: three through lanes and one channelized right-turn lane
Westbound: one left-turn lane and one right-turn lane

During the AM and PM peak hours, there is heavy traffic on SR A1A. The heaviest movement at the intersection is southbound through. Queues in the southbound direction during the AM peak hour were approximately twenty-two to thirty vehicles. Southbound queues in the PM peak hour exceeded thirty vehicles. The queue from the JTB on ramp, approximately 450 feet south of the intersection, blocks the right northbound lane on SR A1A. The blockage of the right lane caused delay through the subject intersection and the intersection of Ponte Vedra Lakes Boulevard at Marsh Cove Drive.

The Florida Department of Transportation (FDOT) has conceptually approved a northbound directional left-turn median opening into the vacant parcel on the southwest quadrant of SR A1A and Marsh Landing Parkway. The permit has not been applied for or approved.

2.1.6 Ponte Vedra Lakes Boulevard at SR A1A

Ponte Vedra Lakes Boulevard at SR A1A is a three-leg, signal-controlled intersection. The intersection configuration is as follows:

Northbound: one left-turn lane and two through lanes
Southbound: two through lanes and one right-turn bay
Westbound: one left-turn lane and one right-turn lane

During the AM and PM peak hours, there is heavy traffic on SR A1A. The heaviest movement at the intersection is northbound through. Extensive northbound queues are present during the AM and PM peak hours with residual queue occurring in the northbound direction. Eastbound queues are also long; generally eleven to seventeen vehicles in both AM and PM peak hours. Queues were often observed extending near the intersection of Cranes Lake Drive at Ponte Vedra Lakes Boulevard, approximately 730 feet to the west of the subject intersection.

2.2 Traffic Data Collection

To understand and study the existing conditions of the roadways within the study area, traffic counts were conducted at SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard, Marsh Landing Parkway at South Beach Parkway, SR 202/ JTB westbound on- ramp (Sanctuary Parkway) at South Beach Parkway, Ponte Vedra Lakes Boulevard at Marsh Cove Drive, Marsh Landing Parkway at SR A1A and Ponte Vedra Lakes Boulevard at SR A1A.

Traffic volume counts (72-hours) were recorded between the subject intersections. Additional counts were also conducted along Marsh Landing Boulevard to estimate existing cut-through traffic and directional splits. Appendix A and B provide the 72-hour volume counts and turning movement volume counts, respectively.

2.3 Existing Traffic Volumes and LOS

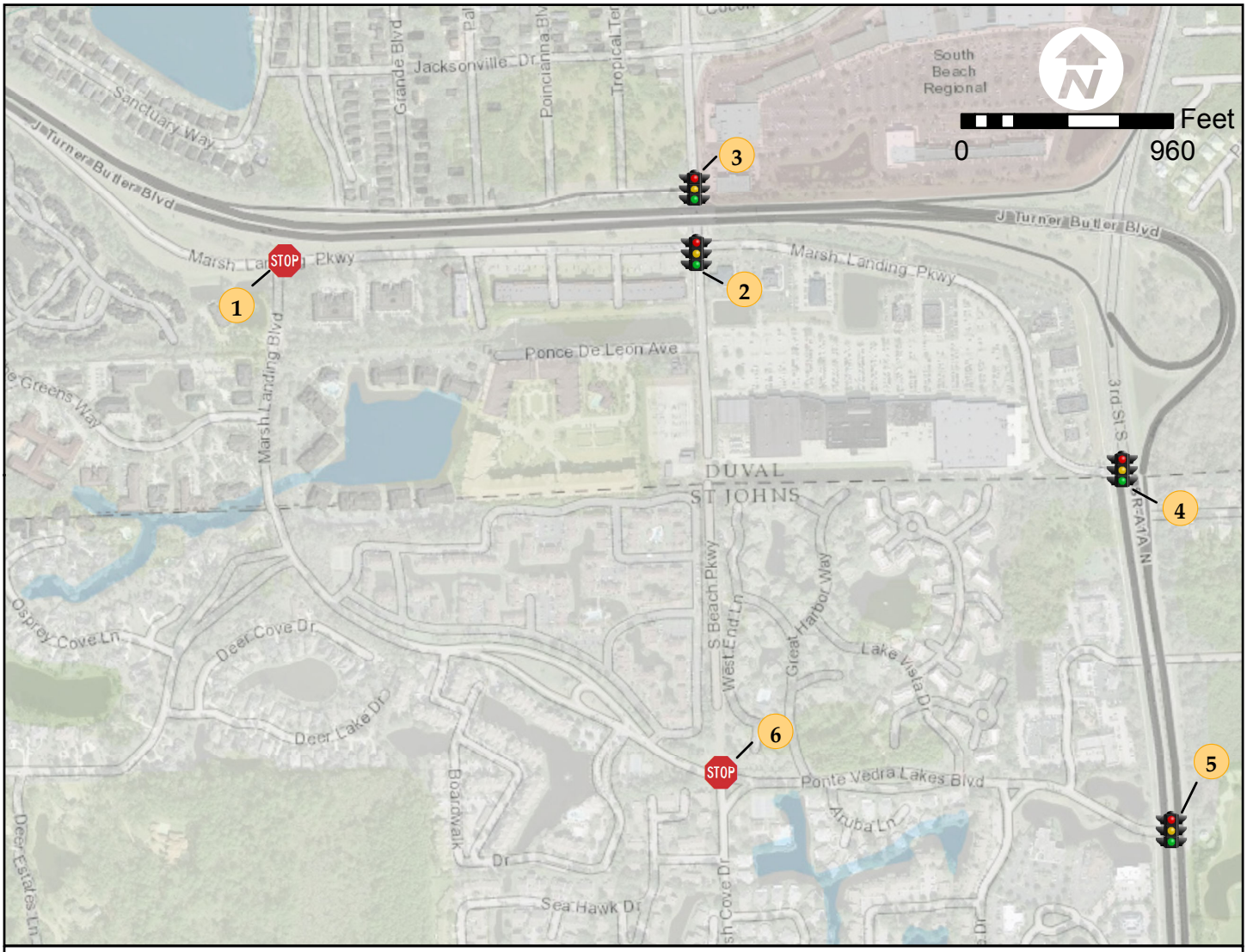
2.3.1 Volumes and LOS

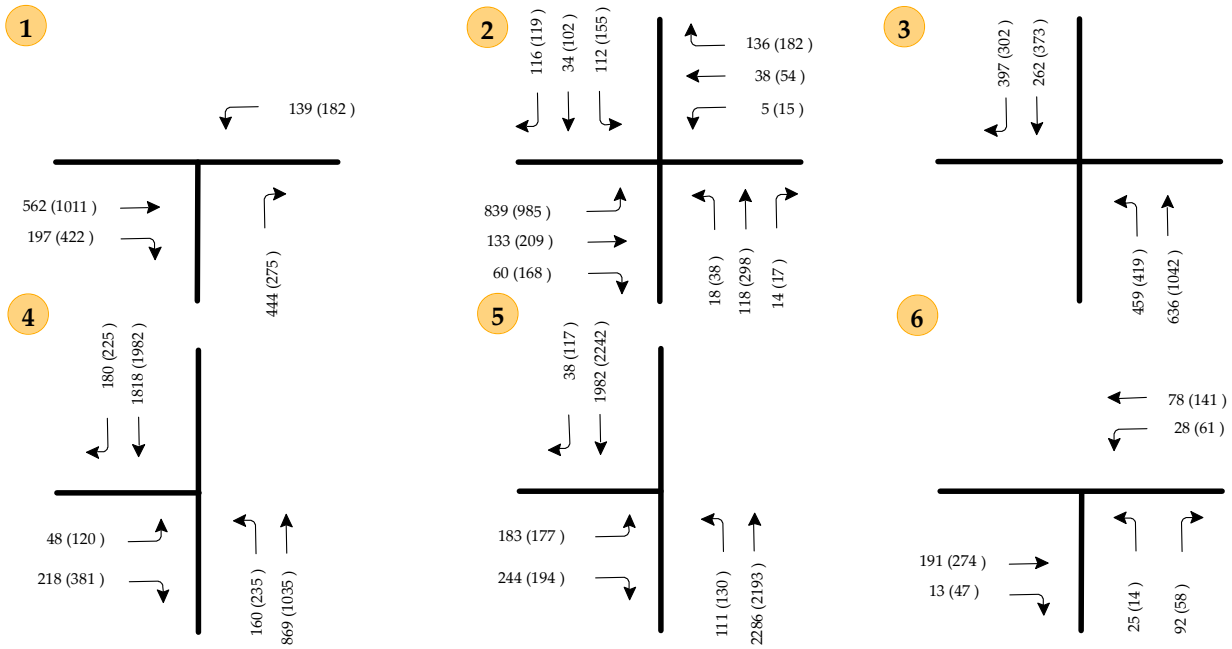
Existing traffic volumes and Level of Service (LOS) on various roadways within the project study area are shown in Figure 2. Congestion currently exists on several of the major roadways within the study area including Marsh Landing Parkway, Ponte Vedra Lakes Boulevard and SR A1A. AM and PM peak hour turning movement volumes are shown in Figure 2.

With the continued development of residential, commercial and retail land uses within the study area, congestion on the major roadways currently operating at a deficient LOS will increase. Multiple intersections currently operate at a deficient LOS in the AM and PM peak hours.

2.3.2 Cut-Through Volumes

Cut-through traffic volumes were accessed along the Ponte Vedra Lakes Boulevard corridor. During the PM peak period the cut-through volume is negligible. The majority of the volume entering Marsh Landing Boulevard is not going to SR A1A via Ponte Vedra Lakes Boulevard. Similarly, more traffic is exiting Marsh Landing Blvd onto Marsh Landing Parkway in the AM and PM peak hours than entering from SR A1A onto Ponte Vedra Lakes. This is indicative of vehicles making trips to residences or places of business on Ponte Vedra Lakes Boulevard.





Intersection Volumes AM (PM)

2.4 Intersection Volumes and LOS

Intersection operations were determined using traffic counts collected October 6, 2016 together with the existing signal timing plans for the AM and PM analysis periods. The existing signal timings for each analysis were obtained from the City of Jacksonville Traffic Engineering Department and St. Johns County Board of County Commissioners Traffic and Transportation Department. Appendix B contains the intersection counts and Appendix C contains timing plans.

The information for each intersection was analyzed using SYNCHRO/SimTraffic package (V9.0). The SYNCHRO analysis reports are provided in Appendix D.

Existing LOS was analyzed at the following intersections.

- SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard
- Marsh Landing Parkway at South Beach Parkway
- SR 202/ JTB westbound on- ramp (Sanctuary Parkway) at South Beach Parkway
- Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Marsh Landing Parkway at SR A1A
- Ponte Vedra Lakes Boulevard at SR A1A

The intersection of SR 202/JTB eastbound off ramp at Marsh Landing Boulevard currently operates at LOS B and LOS D during the AM and PM peak periods, respectively.

The intersection of Marsh Landing Parkway at South Beach Parkway currently operates at LOS D and LOS F during the AM and PM peak periods, respectively.

The intersection of SR 202/JTB westbound on-ramp (Sanctuary Parkway) at South Beach Parkway currently operates at LOS F and LOS F during the AM and PM peak periods, respectively.

The intersection of Marsh Landing Parkway at SR A1A currently operates at LOS B and LOS C during the AM and PM peak periods, respectively.

The intersection of Ponte Vedra Lakes Boulevard at SR A1A currently operates at LOS D and LOS C during the AM and PM peak periods, respectively.

The intersection of Ponte Vedra Lakes Boulevard at Marsh Cove Drive currently operates at LOS A during the AM and PM peak periods.

Existing Intersection LOS and delays are shown Table 1.

TABLE 1. EXISTING OPERATIONAL ANALYSIS

Level of Service (LOS) and Intersection Delay (sec) Existing		
Intersection	AM Peak	PM Peak
SR 202/JTB Eastbound Off Ramp at Marsh Landing Boulevard	B	D
	-	-
Marsh Landing Parkway at South Beach Parkway	D	F
	47.2	116.5
SR 202/JTB Westbound On Ramp (Sanctuary Parkway) at South Beach Parkway	F	F
	984.5	1675.3
Marsh Landing Parkway at SR A1A	B	C
	15.1	24.8
Ponte Vedra Lakes Boulevard at SR A1A	D	C
	45.8	34.2
Ponte Vedra Lakes Boulevard at Marsh Cove Drive	A	A
	7.9	9.4

3 Methodology

3.1 Adopted Travel Demand Forecasting Model

The 2040 North Florida TPO adopted Northeast Regional Planning Model (NERPM-AB) was used in assessing future demand for the Ponte Vedra study area. The modeling effort used in this evaluation was the Cost Feasible Plan network and contains all updated model input information which was available at the time of the preparation of this report. Appendix E contains model volumes.

3.2 Alternatives Analyzed

The following alternatives were modeled.

3.2.1 Base Year

A base year model of 2010 was developed and assignments were run to conduct reasonableness tests and to compare with the future No Build alternative to estimate growth rates.

3.2.2 No Build

The modeling scenario used the NERPM 2040 future-year scenario. This alternative will show the anticipated traffic volumes and travel patterns if no additional improvements are made.

3.2.3 Build Alternative

This 2040 modeling scenario provides for a new two-lane connector road between Marsh Landing Parkway and Ponte Vedra Lakes Boulevard.

3.3 Design Traffic Volumes

3.3.1 Annual Average Daily Traffic Volumes

Annual Average Daily Traffic (AADT) volumes were developed using the following procedure:

1. The growth rate between the 2010 Base Year and 2040 No Build Alternative assignments was determined.

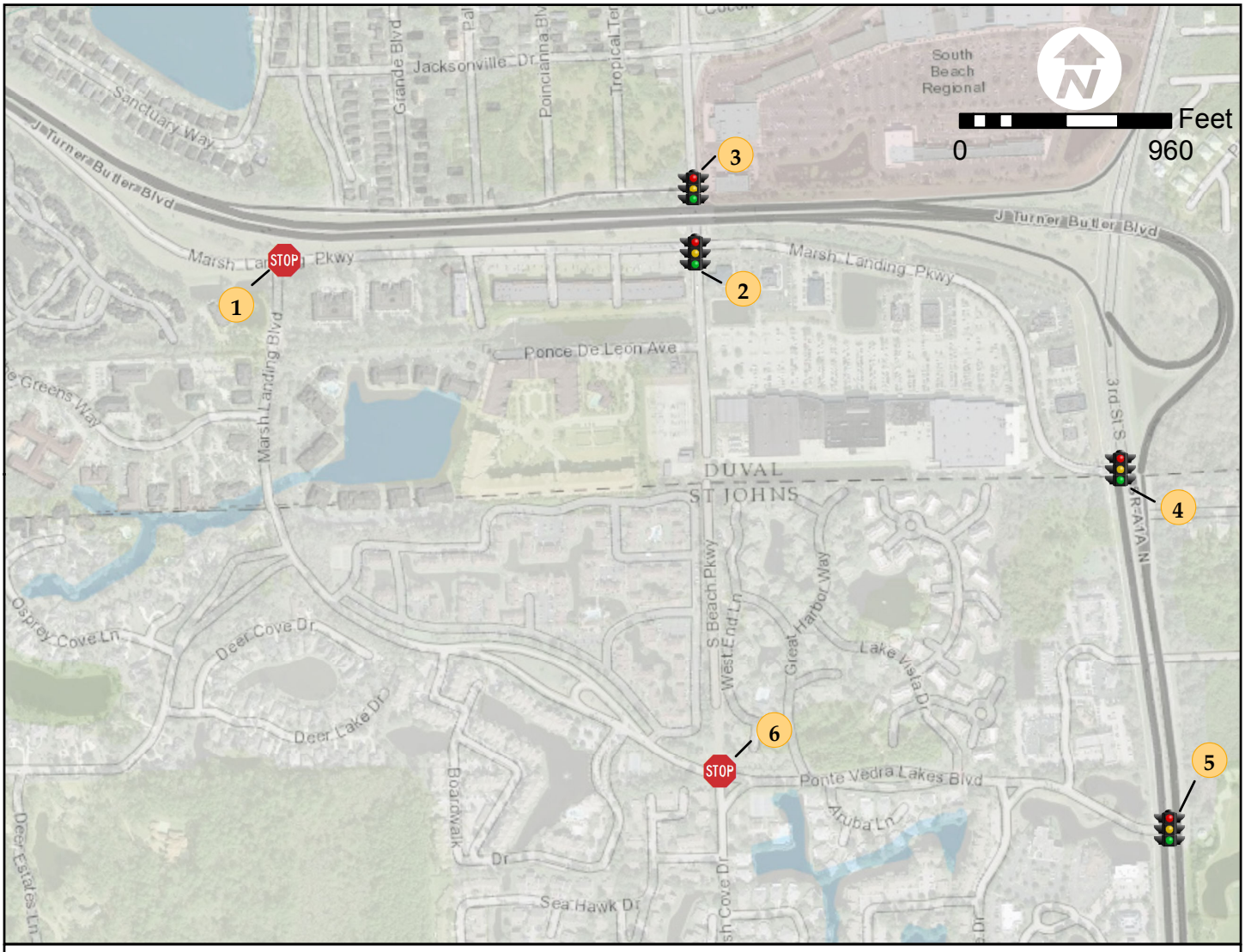
2. Using the growth rates established in step 1, existing traffic count volumes (2015) were escalated to 2040 No Build volumes. TSM improvements utilized No Build volumes.

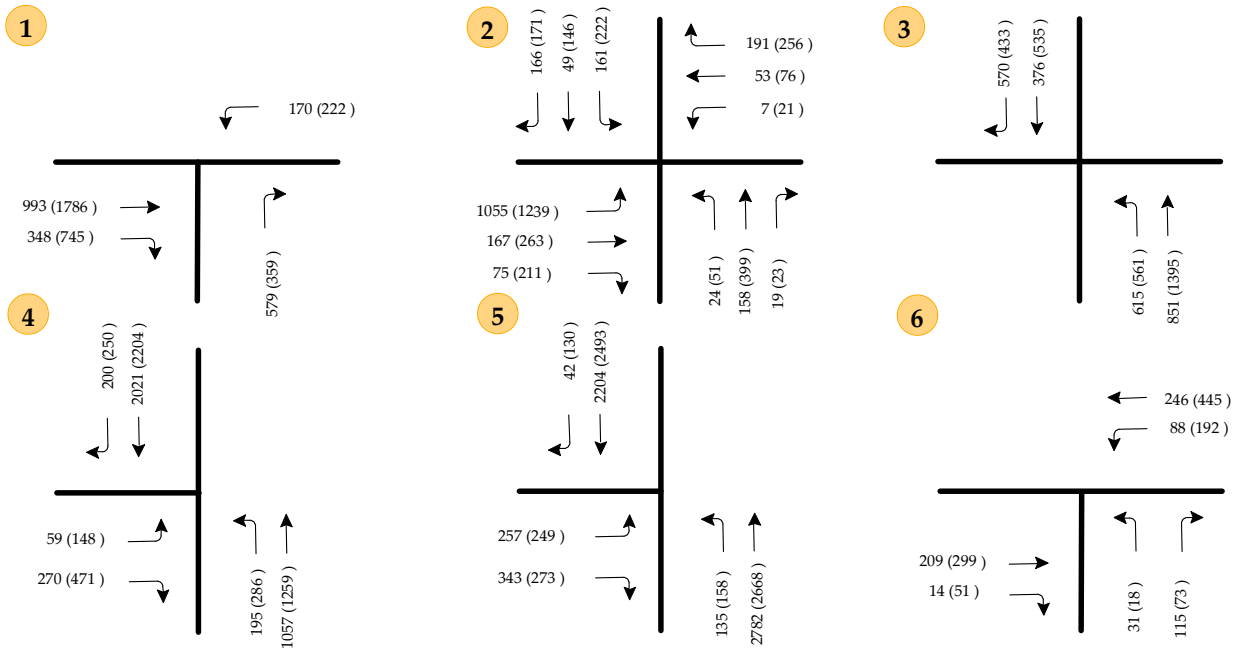
3. For examining the proposed South Beach Parkway extension, the No Build Alternative and Build Alternative traffic assignments were compared and the percent change in the shift of traffic volumes between the No Build and Build Alternative was established. The percent change was then applied to the No Build traffic count volumes to create the Build Alternative Volumes.

4 No Build Alternative

4.1 Intersection Peak Hour Volumes

The intersection peak hour volumes for the No Build analysis were developed from the NERPM-AB model AADTs and refined to reflect capacity constraints and local termini. The growth rate from the 2010 to 2040 model was calculated and applied to the existing volumes to obtain the 2040 volumes. Turning movement percentages in the existing counts were assumed to remain the same in the No Build Years. Figure 3 shows the AM and PM peak hour intersection volumes for 2040 No Build.





Intersection Volumes AM (PM)

4.2 Intersection LOS

LOS analyses for the No Build Alternative during 2040 were performed using SYNCHRO/SimTraffic package (V9.0). The red and yellow timings were updated from the existing timings to reflect the current computation for yellow and red clearance interval based on ITE's Traffic Engineering Handbook standards. The SYNCHRO analysis reports are provided in Appendix D. The following locations were analyzed.

- SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard
- Marsh Landing Parkway at South Beach Parkway
- SR 202/ JTB westbound on- ramp (Sanctuary Parkway) at South Beach Parkway
- Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Marsh Landing Parkway at SR A1A
- Ponte Vedra Lakes Boulevard at SR A1A

No Build Intersection LOS and delays are shown for 2040 in Table 4.

The LOS will continue to worsen from the existing year through 2040. The intersections of SR 202/JTB eastbound off-ramp at Marsh Landing Boulevard, Marsh Landing Parkway at South Beach Parkway, Sanctuary Parkway at South Beach Parkway and Ponte Vedra Lakes Boulevard at SR A1A are failing during the AM and PM peak hours by 2040. The LOS also declines at Marsh Landing Parkway at SR A1A and Ponte Vedra Lakes Boulevard at Marsh Cove Drive during the PM peak period.

TABLE 2. NO BUILD OPERATIONAL ANALYSIS

Level of Service (LOS) and Intersection Delay (sec) No Build Alternative 2040		
Intersection	AM Peak	PM Peak
SR 202/JTB Eastbound Off Ramp at Marsh Landing Boulevard	F	F
	-	-
Marsh Landing Parkway at South Beach Parkway	F	F
	98.9	233.2
SR 202/JTB Westbound On Ramp (Sanctuary Parkway) at South Beach Parkway	F	F
	1421.5	2514.5
Marsh Landing Parkway at SR A1A	B	D
	19.5	39.6
Ponte Vedra Lakes Boulevard at SR A1A	F	F
	84.3	80.5
Ponte Vedra Lakes Boulevard at Marsh Cove Drive	A	D
	9.9	32

5 Build Alternative

Two distinct systems level alternatives were analyzed in 2040. The first alternative implements Transportation System Management (TSM) strategies at the study intersections. The second alternative considers the impacts of extending South Beach Parkway to Ponte Vedra Lakes Boulevard. With the second alternative, the impacts of the shift in traffic were considered at each intersection. Typical improvements evaluated include intersection improvements, signal modification and removing bottlenecks.

All signal timing plans for 2040 were adjusted and optimized according to the timing needs of the recommended alternatives.

5.1 AADT Volumes

The TSM improvements utilize the same turning movement volumes as the No Build Scenario. The intersection peak hour volumes for the No Build analysis were developed from the NERPM-AB model AADTs and refined to reflect capacity constraints and local termini. The growth rate from the 2010 to 2040 model was calculated and applied to the existing volumes to obtain the 2040 volumes.

Following the procedure stated in Section 3.3.1 for the South Beach Parkway extension, diverted trips were calculated from the 2040 Build and 2040 No Build AADTs.

5.2 TSM Alternatives

Transportation System Management (TSM) involves identifying improvements to mitigate congestion and enhance the capacity of the study area that are of low cost and can be implemented in the short term. Typical TSM improvements involve intersections, signals and bottlenecks. Each of the intersections in the study area was examined for implementation of TSM improvements.

Per FDOT Plans Preparation Manual (PPM) Section 2.13.1, all intersection reconstruction projects require evaluating a roundabout alternative. Table 3 summarizes the roundabout alternative evaluation for the intersections based on the Florida Intersection Design Guide, Section 7.3 Roundabout Evaluation.

TABLE 3. ROUNDABOUT EVALUATION

Warrant	SR 202/JTB eastbound off-ramp at Marsh Landing Blvd	South Beach Pkwy at Marsh Landing Pkwy	South Beach Pkwy at Sanctuary Pkwy	SR A1A at Marsh Landing Pkwy	SR A1A at Ponte Vedra Lakes Blvd	Ponte Vedra Lakes Blvd at Marsh Cove Dr
Physical geometric constraints	No	Yes, intersection is constrained by commercial properties on southeast and southwest corners and JTB on the north side of Marsh Landing Pkwy	Yes, intersection is constrained by commercial property on east side of S. Beach Pkwy and JTB on south side of intersection	No	No	No
Major roadway AADT > 90% of intersection AADT	No	No	No	No	Yes, Major roadway AADT is 93% of intersection AADT	No
Pedestrians with special needs	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Intersection within a coordinated signal network	No	Yes, coordinated with Sanctuary Pkwy	Yes, coordinated with Marsh Landing Pkwy	No	No	No
Downstream traffic conditions that would cause a queue to back up into the intersection	Yes, queues onto JTB	Yes, traffic volume on Marsh Landing Parkway	Yes, traffic volume on S. Beach Parkway	Yes, traffic volume on SR A1A	Yes, traffic volume on SR A1A	No
Environmental impacts	No	No	No	No	No	No
Total warrants	4	2	2	4	3	5

Warrant	SR 202/JTB eastbound off-ramp at Marsh Landing Blvd	South Beach Pkwy at Marsh Landing Pkwy	South Beach Pkwy at Sanctuary Pkwy	SR A1A at Marsh Landing Pkwy	SR A1A at Ponte Vedra Lakes Blvd	Ponte Vedra Lakes Blvd at Marsh Cove Dr
Additional analysis needed	No	No	No	No	No	Yes

5.2.1 SR 202/JTB Eastbound Off-Ramp at Marsh Landing Boulevard

To alleviate traffic congestion, a roundabout and signal were considered at SR 202/JTB eastbound off-ramp at Marsh Landing Boulevard.

A signal warrant analysis was performed in accordance with MUTCD 2009 standards. Of the nine warrants, Warrant 2 (Four-Hour Vehicular Volume) and Warrant 3 (Peak Hour) were applicable to the intersection. Upon analysis of signal implementation at the intersection, the eastbound queue length exceeded 1,500 feet on the off ramp and queued on to JTB. A channelized eastbound right-turn was examined, but did not improve intersection conditions.

The roundabout improves traffic flow. However, the operation exceeds capacity, and resulting queues on the JTB ramp extend onto JTB. Table 4 compares the 2040 No Build to the 2040 Build Alternative.

Channelizing the right-turn lane from the off-ramp to Marsh Landing Boulevard including implementation of an additional receiving lane on Marsh Landing Boulevard is a viable alternative. This alternative will be recommended for additional analysis if future phases of this project are advanced beyond the study phase.

TABLE 4. LOS ANALYSIS - SR 202/JTB EASTBOUND OFF-RAMP AT MARSH LANDING BOULEVARD

2040 No Build		2040 Build with Roundabout Alternative	
AM	PM	AM	PM
F	F	F	F

5.2.2 Marsh Landing Parkway at South Beach Parkway

Several alternatives were considered at Marsh Landing Parkway at South Beach Parkway.

To assist with the long eastbound left-turn queues, the turning bay is extended 180 feet. An additional southbound left-turn lane and channelized westbound right-turn lane are added, to alleviate congestion. To create two receiving lanes on the east leg for the two southbound left-turn lanes, the existing westbound through lane is converted to a shared through/left-turn lane. The existing exclusive westbound left-turn lane is converted to a second receiving lane. Bike lanes are added along Marsh Landing Parkway and South Beach Parkway. To make room for the bike lanes and second southbound left-turn lane, the existing spill slope of the

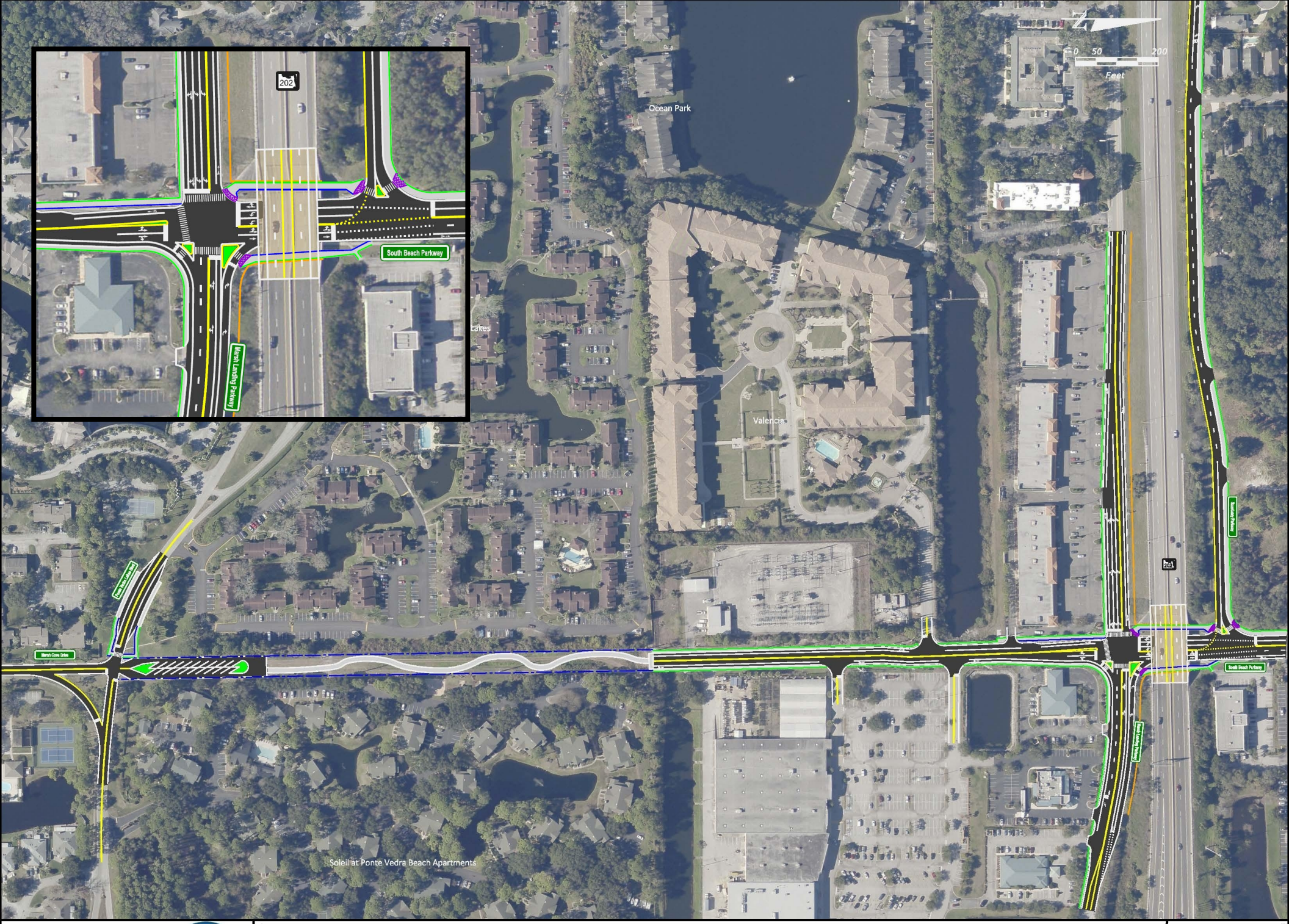
JTB overpass is cut and constructed as a retaining wall. The concept plan for Marsh Landing Parkway at South Beach Parkway is shown in Figure 4.

A second alternative examined implementing a diverging diamond interchange. The diverging diamond interchange encompasses Marsh Landing Parkway at South Beach Parkway and Sanctuary Parkway at South Beach Parkway intersection. In the configuration of the interchange, the north and south directions cross to the opposite sides at the JTB overpass bridge and cross back to their respective sides on the other side of the bridge. However, operations in 2040 at Marsh Landing Parkway and South Beach Parkway do not improve with the Diverging Diamond Interchange.

Table 5 compares the 2040 No Build Analysis with the recommendation of only implementing an additional right-turn lane at Marsh Landing Parkway at South Beach Parkway and free-flow right-turn lane at Sanctuary Parkway at South Beach Parkway intersections and the recommendation of dual left-turn lanes and right-turn lanes. The recommended alternative implements the dual southbound left-turn lanes with additional westbound right-turn lane. The alternative also includes bike lanes along Marsh Landing Parkway and South Beach Parkway.

TABLE 5. LOS ANALYSIS - MARSH LANDING PARKWAY AT SOUTH BEACH PARKWAY

2040 No Build		2040 Build with Channelized Right-turn		2040 Build with Channelized Right-turn & Dual Left-turns		Recommended Alternative 2040 Build with Right-turns & Dual Left-turns	
AM	PM	AM	PM	AM	PM	AM	PM
F	F	E	F	E	E	D	E
98.9	233.2	60.2	87.6	60.2	78.2	49.7	77.7



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PONTE VEDRA TRAFFIC STUDY PROPOSED IMPROVEMENTS

Figure 4

5.2.3 SR 202/JTB Westbound On-Ramp (Sanctuary Parkway) at South Beach Parkway

Alternatives at Sanctuary Parkway and South Beach Parkway examined included adding a free-flow southbound right-turn lane and converting the northbound shared through/left lane to an exclusive left-turn lane. An additional westbound receiving lane is added on Sanctuary Parkway. These improvements would alleviate the long southbound right-turn queues and improve northbound traffic flow. However, due to safety concerns of increased potential for rear-end and right-turn collisions, these options are eliminated.

As mentioned in Section 5.2.2, the diverging diamond interchange at Sanctuary Parkway and South Beach Parkway was also analyzed. Operations during 2040 at Sanctuary Parkway and South Beach Parkway do not improve with the Diverging Diamond Interchange.

Table 6 compares the 2040 No Build Analysis with the recommendation of only implementing an additional right-turn lane at Sanctuary Parkway and South Beach Parkway and the recommendation of dual left-turn lanes and right-turn lane at Marsh Landing Parkway and South Beach Parkway. The recommended alternative adds an additional receiving lane on Sanctuary Parkway and incorporates a multiuse path on the north side. This alternative incorporates the recommended alternative plan for Marsh Landing Parkway at South Beach Parkway. The concept plan for Sanctuary Parkway is shown in Figure 4.

TABLE 6. LOS ANALYSIS – SANCTUARY PARKWAY AT SOUTH BEACH PARKWAY

2040 No Build		2040 Build with Free-Flow Right-turn		2040 Build with Free-Flow Right-turn & Exclusive Left-turn		2040 Build with Recommended Alternative at S. Beach Pkwy	
AM	PM	AM	PM	AM	PM	AM	PM
F	F	C	C	C	C	B	D
1421.5	2514.5	24.3	32.5	24.3	32.3	15.0	36.0

5.2.4 Ponte Vedra Lakes Boulevard at Marsh Cove Drive

Implementation of a signal or roundabout is considered at Ponte Vedra Lakes Boulevard at Marsh Cove Drive. Justification for a signal is not met, as no warrants are applicable in the signal warrant analysis. Table 6 shows the LOS of the roundabout for the 2040 No Build and 2040 Build.

The preferred alternative adds a community park on the north side of the T-intersection. The park includes parking for 20 vehicles and a multi-use trail. The trail connects Ponte Vedra Lakes Boulevard to South Beach Parkway and shall be constructed of 12 feet of asphalt with 2 feet of shoulders on each side. With these construction specifications, the shoulders can accommodate emergency vehicles. A bus bay is added on both the north and south sides of Ponte Vedra Lakes Boulevard (west leg) with landing pads and sidewalk to accommodate stopping school buses to reduce occurrences when buses block traffic which were observed during field reviews. The concept plan for Ponte Vedra Lakes Boulevard at Marsh Cove Drive is shown in Figure 4. Table 7 shows the LOS analysis with the roundabout alternative.

TABLE 7. LOS ANALYSIS – PONTE VEDRA LAKES BOULEVARD AT MARSH COVE DRIVE

2040 No Build		2040 Build with Roundabout Alternative	
AM	**PM**	**AM**	**PM**
A	**D**	A	C

5.2.5 Marsh Landing Parkway at SR A1A

Two alternatives are considered at SR A1A at Marsh Landing Parkway. The first alternative includes widening SR A1A to six lanes, three lanes in each direction. The second alternative analyzed reconfigures the intersection to a Florida-T intersection with a channelized free-flow eastbound right-turn. The free-flow right-turn has its own receiving lane that merges with the through traffic. However, due to safety concerns, the free-flow lane is not a viable alternative.

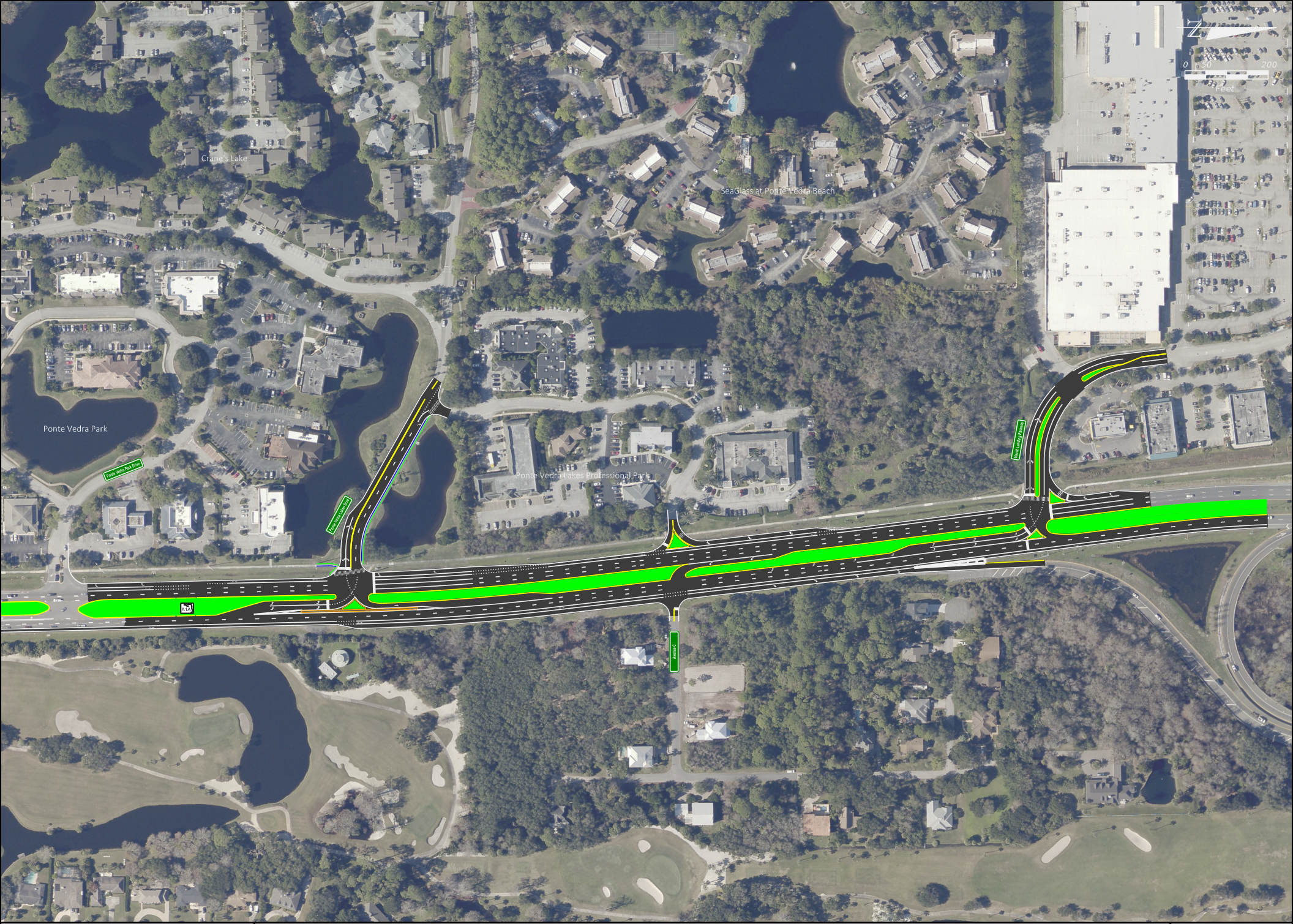
The recommended alternative includes extends the inside northbound left-turn lane to Ponte Vedra Lakes Boulevard. It also includes bike lanes along SR A1A and maintaining three southbound lanes on SR A1A between Marsh Landing Parkway and Marlin Avenue.

Safety is enhanced along SR A1A by converting the median opening at Avenue C into a directional median and a right-in right-out channelized island at Professional Drive. The exit lane for JTB is extended south to the Ponte Vedra Lakes Boulevard intersection. The concept plan for the recommended alternative is shown in Figure 5.

Table 8 shows the LOS analysis between the 2040 No Build analysis, implementation of the 6-lane alternative, Florida T-intersection, and recommended alternative.

TABLE 8. LOS ANALYSIS - MARSH LANDING PARKWAY AT SR A1A

2040 No Build		2040 Build with 6-lane Alternative		2040 Build with Florida T-Intersection and Free Flow Eastbound Right-turn		2040 Build with Extended Northbound Left-turn Lane	
AM	PM	AM	PM	AM	PM	AM	PM
B	**D**	B	C	B	B	B	**D**
19.5	39.6	16.4	30.5	10.6	17.8	17.6	38.2



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PONTE VEDRA TRAFFIC STUDY PROPOSED IMPROVEMENTS

Figure 5

5.2.6 Ponte Vedra Lakes Boulevard at SR A1A

Similar to Marsh Landing Parkway at SR A1A, two alternatives are considered at Ponte Vedra Lakes Boulevard at SR A1A. The first option includes widening SR A1A to six lanes, three lanes in each direction. The second option analyzed is to reconfigure the intersection to a Florida-T intersection with a channelized free-flow eastbound right-turn. The free-flow right-turn has its own receiving lane that merges with the through traffic. The analysis of the Florida T-intersection also includes adding an additional northbound left-turn lane. Bike lanes are included along SR A1A.

Due to safety concerns with merging traffic from the free-flow right-turn lane, the recommended alternative pulls back the free-flow right-turn lane to the original stop bar position and the right-turn bay is extended to 125 feet to accommodate the long queues. The intersection is converted to a Florida-T intersection, and an eastbound right-turn overlap phase is added. The three southbound lanes from Marsh Landing Parkway at SR A1A are maintained through the Ponte Vedra Lakes Boulevard intersection. The third through lane becomes an exclusive right-turn lane at Marlin Avenue. The additional northbound left-turn lane is incorporated with an additional receiving lane on the intersection's west leg. The added receiving lane becomes a right-turn only lane at Professional Drive. Table 9 shows the LOS analysis between the 2040 No Build analysis and implementation of both the 6-lane alternative and Florida T-intersection.

The on-ramp to JTB from SR A1A is extended to the intersection of Ponte Vedra Lakes Boulevard. To reduce traffic conflicts, the current median opening at Avenue C is converted to a directional opening. A right-in right-out channelized island is added to Professional Drive at SR A1A. Bicycle counts are recommended during subsequent phases of the project to determine level of usage at SR A1A at Ponte Vedra Lakes Boulevard and insure that there will not be safety issues. The concept plan for the recommended alternative is shown in Figure 5.

FDOT FIN 4324051 is planning to rebuild the traffic signals at SR A1A at Ponte Vedra Lakes Boulevard and SR A1A at Marlin Avenue. The current LET date is 7/26/17.

TABLE 9. LOS ANALYSIS – PONTE VEDRA LAKES BOULEVARD AT SR A1A

2040 No Build		2040 Build with 6-lane Alternative		2040 Build with Florida T-Intersection and Free-Flow Eastbound Right-turn		2040 Build with Florida T-Intersection		2040 Build with Florida T-Intersection and 3 Southbound Lanes	
AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
F	F	C	D	C	D	D	E	C	C
84.3	80.5	29.5	49.5	33.7	49.2	45.4	55.1	29.0	26.4

5.3 South Beach Parkway Extension Alternative

Additional analysis was performed at the study area intersections to include the extension of South Beach Parkway. South Beach Parkway currently terminates at the Duval/ St. Johns County Line. The extension would include extending the parkway south from the county line to Ponte Vedra Lakes Boulevard.

Peak hour turning movements were developed according to Section 3.3.1 of this report. Based on the future growth and change in traffic patterns caused by the implementation of the extension, peak hour turning movement counts during 2040 were reallocated. Peak Hour volumes for 2040 Build with the extension are shown in Figure 7.

Figure 6 portrays the shift in volume from 2040 No Build to 2040 Build with implementation of the South Beach Parkway extension. Thin weighted lines represent a smaller amount of volume than thick weighted lines.

FIGURE 6. CHANGE IN TRAFFIC VOLUMES FROM NO BUILD TO BUILD

Note: Driveway entrances along roadways cause a slight fluctuation in traffic volume totals for the segment.

5.3.1 Diversion Analysis

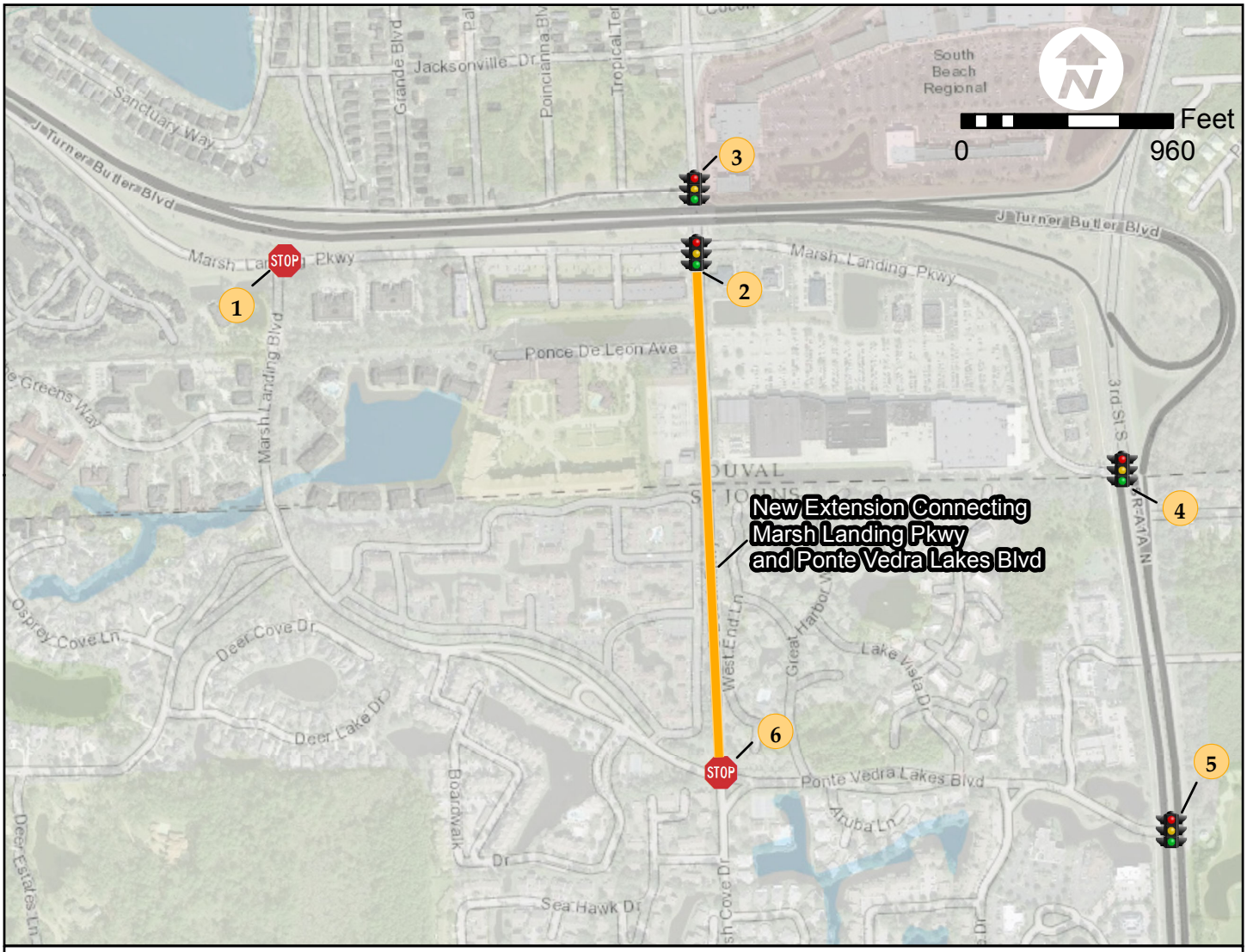
With the implementation of the South Beach Parkway extension, a shift in traffic volumes will occur.

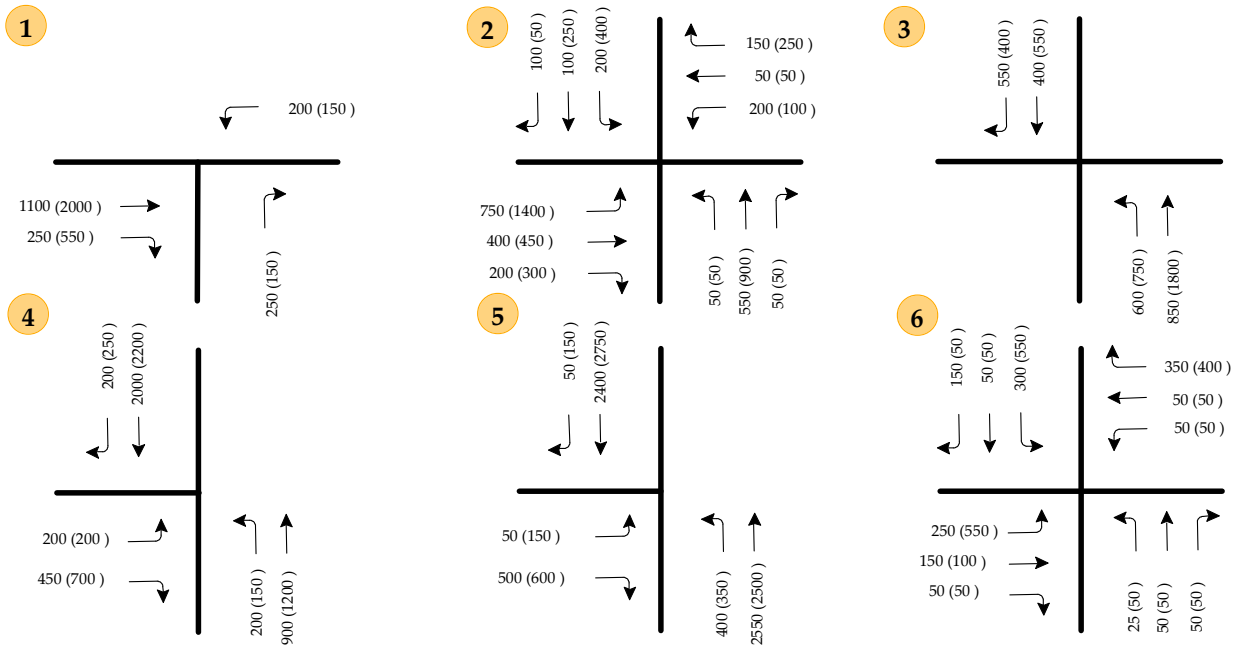
Using the peak hour volume analysis of No Build and Build, the diversion effects of constructing the South Beach Parkway extension were analyzed. Table 10 summarizes the change in volumes between the No Build and Build Alternative with extension on the major roadways in the study area.

TABLE 10. DIVERSION ANALYSIS

Facility	Segments	2040 Build without Extension	2040 Build with Extension	Diversion
SR A1A	Ponte Vedra Lakes Blvd to Marsh Landing Pkwy (NB)	2,797	5,596	2,799
	Marsh Landing Pkwy to Ponte Vedra Lakes Blvd (SB)	4,869	5,350	481
Marsh Landing Parkway	Marsh Landing Blvd to South Beach Pkwy (EB)	3,010	3,500	490
	South Beach Pkwy to Marsh Landing Blvd (WB)	392	350	(42)
Marsh Landing Parkway	South Beach Pkwy to SR A1A (EB)	948	1,550	602
	SR A1A to South Beach Pkwy (WB)	604	760	156
South Beach Parkway	Marsh Landing Pkwy to Sanctuary Pkwy(NB)	3,238	4,000	762
	Sanctuary Pkwy to Marsh Landing Pkwy (SB)	915	950	35
South Beach Parkway	Ponte Vedra Lakes Blvd to Marsh Landing Pkwy (NB)	-	1,650	1,650
	Marsh Landing Pkwy to Ponte Vedra Lakes Blvd (SB)	-	1,150	1,150
Ponte Vedra Lakes Boulevard	Marsh Cove Dr to SR A1A (EB)	1,122	1,200	78
	SR A1A to Marsh Cove Dr (WB)	971	661	(310)
Ponte Vedra Lakes Boulevard	Marsh Landing Pkwy to Marsh Cove (EB)	1,485	1,150	(335)
	Marsh Cove Dr to Marsh Landing Pkwy (WB)	740	375	(365)

Note: Driveway entrances along roadways cause a slight fluctuation in traffic volume totals for the segment.





Intersection Volumes AM (PM)

5.3.2 Intersection LOS with South Beach Parkway Extension Alternative

LOS analyses for the Build Alternative during 2020, 2030 and 2040 were performed using SYNCHRO/SimTraffic package (V9.0) at the following intersections. The SYNCHRO analysis reports are provided in Appendix D.

- SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard
- Marsh Landing Parkway at South Beach Parkway
- SR 202/ JTB westbound on- ramp (Sanctuary Parkway) at South Beach Parkway
- Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Marsh Landing Parkway at SR A1A
- Ponte Vedra Lakes Boulevard at SR A1A

The analysis for the extension also included all of the recommended TSM improvements discussed in Section 5.2 of this report.

Table 11 includes the analysis of the intersections during the No Build, Build with TSM improvements and Build with TSM improvements and South Beach Parkway extension.

Compared to the 2040 No Build Alternative, the extension alternative results in a decline of LOS and increased delays at Marsh Landing Parkway at South Beach Parkway, Marsh Landing Parkway at SR A1A and Ponte Vedra Lakes Boulevard at Marsh Cove Drive. Implementing the TSM improvements and not including the extension results in a better LOS and intersection delay.

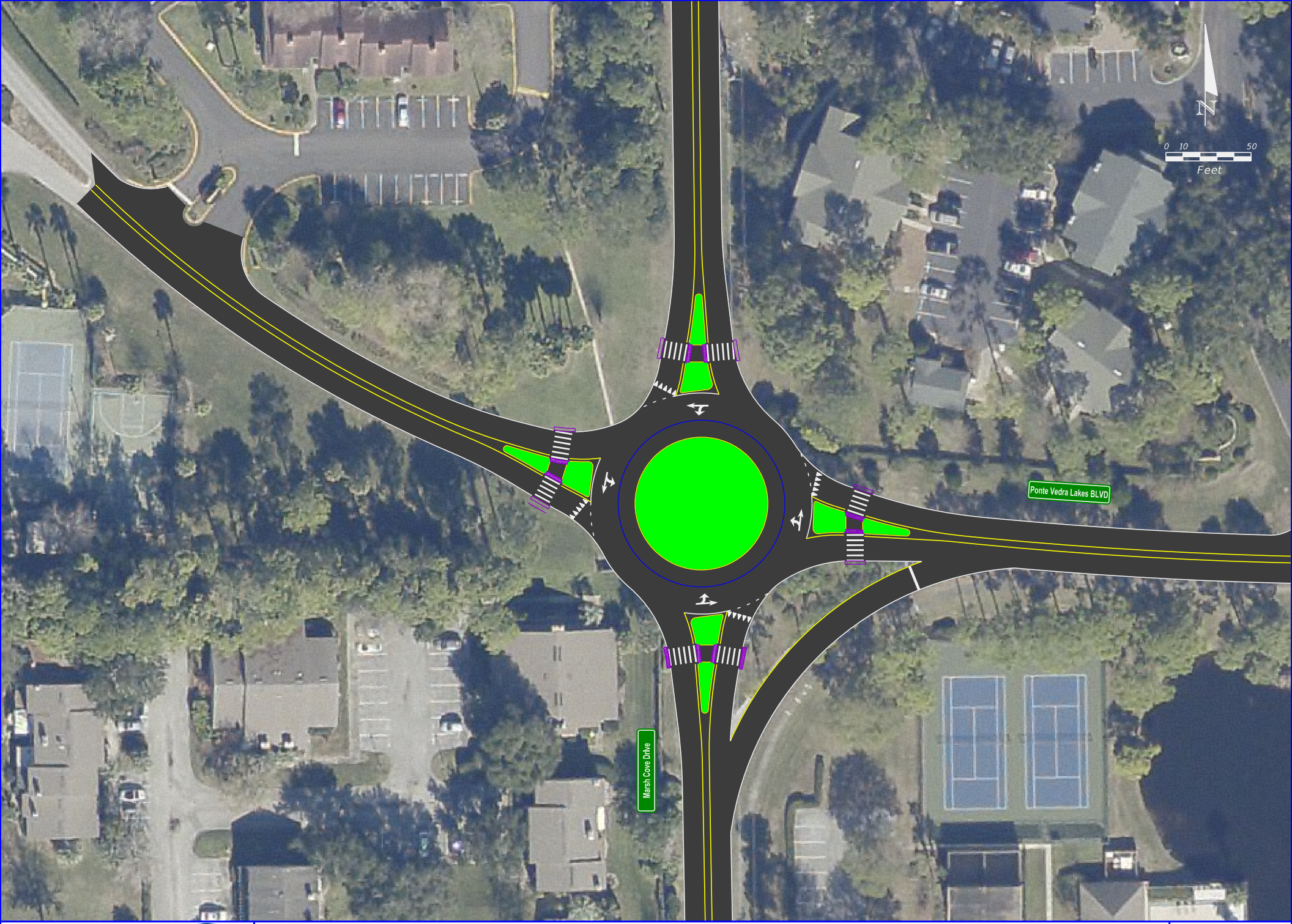


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Figure 8

TABLE 11. BUILD OPERATIONAL ANALYSIS WITH EXTENSION

Level of Service (LOS) and Intersection Delay (sec)						
	2040 No Build		2040 Build TSM Improvements		2040 Build TSM and Extension	
Intersection	AM Peak	AM Peak	AM Peak	PM Peak	AM Peak	PM Peak
SR 202/JTB Eastbound Off Ramp at Marsh Landing Boulevard	**F**	**F**	**F**	**F**	**F**	**F**
	-	-	-	-	-	-
Marsh Landing Parkway at South Beach Parkway	**F**	**F**	D	**E**	**F**	**F**
	98.9	233.2	49.7	77.7	262.6	391.8
SR 202/JTB Westbound On Ramp (Sanctuary Parkway) at South Beach Parkway	**F**	**F**	B	D	**E**	**F**
	1421.5	2514.5	15	36	57.5	85
Marsh Landing Parkway at SR A1A	B	D	B	D	C	**E**
	19.5	39.6	17.6	38.2	25.8	59.6
Ponte Vedra Lakes Boulevard at SR A1A	**F**	**F**	C	C	D	**F**
	84.3	80.5	29.0	26.4	51.7	104.0
Ponte Vedra Lakes Boulevard at Marsh Cove Drive	A	D	A	D	**F**	**F**

5.4 Signal Improvements

Signal improvements were analyzed at the study area intersections. The results are only based on improving the signal timings and not constructing turn-lane improvements of the intersections. Table 12 portrays the LOS and delay improvements for 2040 with the extension in place and without the extension.

All of the delays decreased from 2040 No Build to 2040 Build without the extension with the exception of Marsh Landing Parkway at SR A1A. Compared to 2040 Build without extension, implementing the extension increases delays at all signalized intersections.

TABLE 12. 2040 SIGNAL IMPROVEMENTS

Level of Service (LOS) and Intersection Delay (sec)						
	2040 No Build		2040 Build TSM Improvements		2040 Build TSM and Extension	
Intersection	AM Peak	AM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Marsh Landing Parkway at South Beach Parkway	**F**	**F**	D	**F**	**F**	**F**
	98.9	233.2	63.7	122.8	263.1	490
SR 202/JTB Westbound On Ramp (Sanctuary Parkway) at South Beach Parkway	**F**	**F**	**E**	**F**	**E**	**F**
	1421.5	2514.5	51.7	85	67.3	222.8
Marsh Landing Parkway at SR A1A	B	D	B	D	C	**E**
	19.5	39.6	19.3	41.9	29.2	57.2
Ponte Vedra Lakes Boulevard at SR A1A	**E**	**E**	**E**	**E**	**F**	**F**
	84.3	80.5	70.7	75.5	148.2	194.5

6 Cost Estimate

The anticipated cost for implementing the recommended project alternatives at the study intersections is $4,006,258.61. The estimated cost for the intersection of South Beach Parkway at Marsh Landing Parkway, South Beach Parkway at Sanctuary Parkway and intersection of Marsh Cove Drive at South Beach Parkway is $2,213,742.67. The cost of the project along SR A1A at Ponte Vedra Lakes Boulevard and Marsh Landing Parkway is estimated to be $1,792,515.94. Cost estimate details are shown in Appendix F.

7 Conclusion

This study's purpose is to identify improvements to enhance traffic flow and safety in the vicinity of SR A1A and SR 202/J. Turner Butler Boulevard (JTB). The following intersections were examined to assess traffic benefits, right-of-way impacts and costs.

- SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard
- Marsh Landing Parkway at South Beach Parkway
- SR 202/ JTB westbound on- ramp (Sanctuary Parkway) at South Beach Parkway
- Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Marsh Landing Parkway at SR A1A
- Ponte Vedra Lakes Boulevard at SR A1A

Two systems level alternatives were analyzed for the design year of 2040. The first alternative implements Transportation System Management (TSM) strategies. Typical TSM improvements evaluated included short-term intersection improvements, signal modification and removing bottlenecks. The second alternative considers the impacts of extending South Beach Parkway to Ponte Vedra Lakes Boulevard via Vista Grande Drive. With the second alternative, the impacts of the shift in traffic were considered at each intersection.

The following summarize the recommendations of this study.

SR 202/ JTB eastbound off -ramp at Marsh Landing Boulevard
- Remain as existing

Marsh Landing Parkway at South Beach Parkway
- Add southbound left-turn lane
- Add exclusive westbound channelized right-turn lane
- Extend eastbound left-turn bays
- Convert eastbound left-turn lane to additional receiving lane
- Add bike lanes along Marsh Landing Parkway and along South Beach Parkway

Sanctuary Parkway at South Beach Parkway
- Add additional receiving lane on Sanctuary Parkway
- Add multiuse path on north side of Sanctuary Parkway
- Add bike lane along South Beach Parkway

Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Add a community park with walkway that can be used by emergency vehicles on the north side of the intersection
- Add a parking lot to accommodate up to 20 vehicles
- Add two bus bays on the north and south sides of Ponte Vedra Lakes Boulevard, adjacent to the park to accommodate school buses

Marsh Landing Parkway at A1A
- Add bike lanes along A1A
- Right-in right-out channelized island at Professional Dr

- Convert Avenue C median opening to directional median
- Extend JTB exit lane to Ponte Vedra Lakes Dr

Ponte Vedra Lakes Boulevard at A1A

- Construct a Florida T-Intersection
- Add additional northbound left-turn lane
- Add receiving lane on west leg to terminate at Professional Drive
- Add bike lanes along A1A
- Add eastbound right-turn overlap phase
- Maintain three southbound through lanes from Marsh Landing Parkway to Marlin Avenue

The anticipated cost for implementing the recommended project alternatives at the study intersections is $4,006,258.61.

APPENDIX A: 72 HOUR VOLUME COUNTS

Station #: Site A
Site ID: 000000010662
Location: SR 202 EB Off Ramp to Marsh Landing
Direction: EAST

File: D1006001.prn
City: 15-201 AW Max
County: 30.25711, -81.40347

TIME	MON		TUE 06		WED 7		THU 8		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			12	160	20	174	18	185							50	519	16	173
00:30			14	166	21	168	21	197							56	531	18	177
00:45			10	186	17	198	10	197							37	581	12	193
01:00			11	195	7	182	14	175							32	552	10	184
01:15			3	180	8	196	8	189							19	565	6	188
01:30			10	183	9	200	11	178							30	561	10	187
01:45			4	197	7	202	10	170							21	569	7	189
02:00			6	188	6	228	7	208							19	624	6	208
02:15			7	175	9	185	8	171							24	531	8	177
02:30			4	172	4	225	3	201							11	598	3	199
02:45			5	195	10	206	5	189							20	590	6	196
03:00			3	208	2	210	5	214							10	632	3	210
03:15			5	187	10	202	6	232							21	621	7	207
03:30			8	216	4	220	8	235							20	671	6	223
03:45			10	246	5	242	5	246							20	734	6	244
04:00			9	227	6	220	11	253							26	700	8	233
04:15			6	264	6	240	6	268							18	772	6	257
04:30			5	282	4	269	10	269							19	820	6	273
04:45			14	316	6	320	10	262							30	898	10	299
05:00			21	339	18	275	13	313							52	927	17	309
05:15			9	337	9	340	9	310							27	987	9	329
05:30			19	371	20	379	13	355							52	1105	17	368
05:45			21	359	19	348	19	347							59	1054	19	351
06:00			39	343	44	223	34	329							117	895	39	298
06:15			45	352	40	96	35	332							120	780	40	260
06:30			47	288	49	153	57	266							153	707	51	235
06:45			88	248	88	325	89	223							265	796	88	265
07:00			111	196	113	317	111	185							335	698	111	232
07:15			109	160	101	181	101	181							311	522	103	174
07:30			125	152	137	188	155	173							417	513	139	171
07:45			148	157	161	136	145	159							454	452	151	150
08:00			189	136	195	143	199	139							583	418	194	139
08:15			209	115	235	151	205	127							649	393	216	131
08:30			195	114	198	110	203	116							596	340	198	113
08:45			172	120	167	127	181	105							520	352	173	117
09:00			192	104	205	128	203	112							600	344	200	114
09:15			172	111	196	107	170	115							538	333	179	111
09:30			187	79	158	87	149	92							494	258	164	86
09:45			145	69	126	72	149	76							420	217	140	72
10:00			149	62	156	68	184	84							489	214	163	71
10:15			142	53	138	61	146	56							426	170	142	56
10:30			136	53	160	59	149	56							445	168	148	56
10:45			157	45	152	54	149	52							458	151	152	50
11:00			172	35	176	52	168	45							516	132	172	44
11:15			152	27	162	34	140	42							454	103	151	34
11:30			170	21	176	43	156	27							502	91	167	30
11:45			149	23	181	29	193	44							523	96	174	32
12:00			194	12	187	23	201	20							582	55	194	18
TOTALS	0		12234		12324		12422		0		0		0		36980		12298	
AM Times				8:15		8:15		8:15								8:15		8:15
AM Peaks				768		805		792								2365		787
AM PHF				0.92		0.86		0.97								0.91		0.91
PM Times				17:30		17:00		17:30								17:00		17:00
PM Peaks				1425		1342		1363								4073		1357
PM PHF				0.96		0.89		0.96								0.92		0.92

Station #: Site B
Site ID: 000000010616
Location: Marsh Landing Pkwy, e/o Marsh Landing Bl
Direction: EAST

File: D1006002.prn
City: 15-201 AW Min
County: 30.25581, -81.39966

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			8	224	13	203	19	234							40	661	13	220
00:30			14	208	19	212	16	235							49	655	16	218
00:45			11	229	13	234	16	231							40	694	13	231
01:00			5	216	5	221	8	223							18	660	6	220
01:15			4	204	7	231	6	218							17	653	5	217
01:30			7	245	6	233	11	214							24	692	8	230
01:45			3	246	4	250	9	220							16	716	5	238
02:00			5	200	3	252	3	232							11	684	3	228
02:15			3	217	7	222	4	211							14	650	4	216
02:30			3	212	2	223	5	225							10	660	3	220
02:45			5	245	11	242	7	218							23	705	7	235
03:00			3	233	3	228	6	241							12	702	4	234
03:15			6	222	6	250	4	243							16	715	5	238
03:30			6	246	4	228	4	264							14	738	4	246
03:45			8	250	6	239	5	283							19	772	6	257
04:00			8	237	7	250	9	277							24	764	8	254
04:15			4	267	9	244	4	262							17	773	5	257
04:30			7	275	3	252	14	249							24	776	8	258
04:45			16	283	9	306	13	267							38	856	12	285
05:00			23	303	15	278	15	295							53	876	17	292
05:15			17	305	8	308	19	286							44	899	14	299
05:30			29	345	29	328	27	302							85	975	28	325
05:45			29	327	37	329	41	324							107	980	35	326
06:00			60	299	59	248	50	293							169	840	56	280
06:15			58	336	72	131	53	289							183	756	61	252
06:30			75	280	75	174	94	242							244	696	81	232
06:45			133	244	128	261	133	247							394	752	131	250
07:00			188	172	197	271	174	175							559	618	186	206
07:15			189	187	170	185	182	198							541	570	180	190
07:30			212	154	218	176	220	179							650	509	216	169
07:45			243	143	246	162	230	157							719	462	239	154
08:00			252	134	257	110	269	145							778	389	259	129
08:15			263	107	288	143	281	113							832	363	277	121
08:30			270	127	252	122	265	112							787	361	262	120
08:45			236	97	234	113	227	95							697	305	232	101
09:00			241	101	247	114	255	100							743	315	247	105
09:15			223	102	213	100	223	104							659	306	219	102
09:30			212	63	185	64	191	68							588	195	196	65
09:45			177	59	178	62	201	59							556	180	185	60
10:00			193	40	195	57	201	71							589	168	196	56
10:15			195	46	185	44	187	45							567	135	189	45
10:30			168	42	199	62	200	49							567	153	189	51
10:45			201	30	195	36	171	37							567	103	189	34
11:00			212	24	218	44	201	39							631	107	210	35
11:15			186	30	216	31	183	39							585	100	195	33
11:30			210	22	196	34	193	28							599	84	199	28
11:45			192	21	228	23	243	29							663	73	221	24
12:00			234	7	245	17	249	15							728	39	242	13
TOTALS	0		13653		13669		13823		0		0		0		41145		13685	
AM Times			7:45		7:45		7:45								7:45		7:45	
AM Peaks			1028		1043		1045								3116		1037	
AM PHF			0.95		0.91		0.93								0.94		0.94	
PM Times			17:30		17:00		17:30								17:00		17:00	
PM Peaks			1307		1243		1208								3730		1242	
PM PHF			0.95		0.94		0.93								0.95		0.95	

Station #: Site B
Site ID: 000000010616
Location: Marsh Landing Pkwy, e/o Marsh Landing Bl
Direction: WEST

File: D1006002.prn
City: 15-201 AW Min
County: 30.25581, -81.39966

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			4	33	2	45	6	50							12	128	4	42
00:30			2	51	4	48	4	56							10	155	3	51
00:45			10	48	5	57	2	61							17	166	5	55
01:00			1	58	2	51	3	75							6	184	2	61
01:15			3	62	2	64	0	68							5	194	1	64
01:30			0	67	6	55	3	66							9	188	3	62
01:45			1	40	1	54	0	68							2	162	0	54
02:00			3	55	0	57	5	48							8	160	2	53
02:15			1	58	1	69	2	44							4	171	1	57
02:30			2	55	0	46	3	57							5	158	1	52
02:45			1	49	2	51	0	52							3	152	1	50
03:00			1	39	2	50	2	62							5	151	1	50
03:15			1	54	4	50	1	47							6	151	2	50
03:30			0	47	1	55	0	35							1	137	0	45
03:45			0	41	0	47	0	42							0	130	0	43
04:00			0	45	1	49	0	57							1	151	0	50
04:15			1	47	0	48	0	49							1	144	0	48
04:30			0	67	0	58	0	56							0	181	0	60
04:45			0	45	0	55	0	51							0	151	0	50
05:00			0	39	1	69	0	35							1	143	0	47
05:15			2	45	2	40	0	51							4	136	1	45
05:30			0	63	0	51	6	70							6	184	2	61
05:45			3	39	3	61	3	34							9	134	3	44
06:00			1	41	2	46	2	57							5	144	1	48
06:15			4	48	1	56	2	41							7	145	2	48
06:30			3	76	7	54	7	44							17	174	5	58
06:45			9	53	9	39	9	41							27	133	9	44
07:00			6	53	7	51	8	63							21	167	7	55
07:15			10	55	14	45	26	46							50	146	16	48
07:30			24	56	19	57	26	49							69	162	23	54
07:45			19	49	17	63	23	65							59	177	19	59
08:00			24	55	20	49	34	42							78	146	26	48
08:15			31	41	36	31	28	33							95	105	31	35
08:30			32	42	31	45	34	43							97	130	32	43
08:45			30	45	29	48	45	26							104	119	34	39
09:00			43	38	39	31	36	43							118	112	39	37
09:15			34	31	28	39	26	32							88	102	29	34
09:30			24	16	34	24	24	25							82	65	27	21
09:45			31	18	41	18	23	24							95	60	31	20
10:00			40	28	30	18	30	26							100	72	33	24
10:15			26	25	32	20	36	31							94	76	31	25
10:30			26	7	34	17	41	12							101	36	33	12
10:45			31	8	50	10	32	8							113	26	37	8
11:00			35	8	45	7	38	15							118	30	39	10
11:15			47	2	39	6	40	9							126	17	42	5
11:30			36	3	30	7	29	10							95	20	31	6
11:45			35	4	40	7	38	8							113	19	37	6
12:00			35	8	44	8	45	5							124	21	41	7
TOTALS	0		2629		2743		2754		0		0		0		8126		2675	
AM Times			11:00		10:30		11:15								10:30		10:30	
AM Peaks			153		168		152								458		151	
AM PHF			0.81		0.84		0.84								0.91		0.90	
PM Times			18:30		13:30		13:00								12:45		12:45	
PM Peaks			237		235		277								732		242	
PM PHF			0.78		0.85		0.92								0.94		0.95	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting:10/6/2015

Station #: Site C
Site ID: 000000004050
Location: Sanctuary WB On Ramp to SR 202
Direction: WEST

File: D1006011.prn
City: 15-201 AW Max
County: 30.25643, -81.40054

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			4	181	16	134	16	141							36	456	12	152
00:30			10	149	10	189	11	197							31	535	10	178
00:45			8	171	7	181	7	152							22	504	7	168
01:00			5	138	9	170	11	161							25	469	8	156
01:15			7	183	6	182	5	173							18	538	6	179
01:30			4	143	5	174	4	163							13	480	4	160
01:45			5	150	0	183	3	170							8	503	2	167
02:00			6	149	3	172	2	168							11	489	3	163
02:15			4	167	5	169	5	171							14	507	4	169
02:30			2	155	3	170	3	177							8	502	2	167
02:45			2	180	5	187	6	165							13	532	4	177
03:00			2	159	3	140	4	157							9	456	3	152
03:15			2	215	1	167	3	219							6	601	2	200
03:30			2	190	1	150	0	200							3	540	1	180
03:45			5	186	8	177	4	194							17	557	5	185
04:00			4	184	4	174	4	171							12	529	4	176
04:15			4	178	7	200	3	194							14	572	4	190
04:30			9	168	7	164	7	147							23	479	7	159
04:45			21	165	17	173	21	191							59	529	19	176
05:00			16	169	12	161	8	162							36	492	12	164
05:15			22	213	12	209	26	199							60	621	20	207
05:30			31	190	23	193	30	204							84	587	28	195
05:45			41	180	37	194	40	183							118	557	39	185
06:00			44	159	44	142	45	146							133	447	44	149
06:15			74	158	66	148	73	150							213	456	71	152
06:30			83	135	88	147	92	151							263	433	87	144
06:45			123	123	140	112	130	149							393	384	131	128
07:00			177	111	168	124	173	110							518	345	172	115
07:15			231	101	233	128	237	124							701	353	233	117
07:30			256	108	239	116	240	125							735	349	245	116
07:45			307	80	297	105	301	96							905	281	301	93
08:00			260	91	256	94	248	95							764	280	254	93
08:15			245	77	262	90	262	66							769	233	256	77
08:30			293	68	307	82	264	64							864	214	288	71
08:45			316	57	307	62	277	66							900	185	300	61
09:00			208	59	216	60	226	54							650	173	216	57
09:15			188	62	176	55	204	49							568	166	189	55
09:30			170	40	184	56	175	62							529	158	176	52
09:45			162	43	162	40	173	41							497	124	165	41
10:00			130	28	138	40	141	50							409	118	136	39
10:15			132	39	134	36	157	43							423	118	141	39
10:30			149	20	147	32	154	35							450	87	150	29
10:45			157	31	126	34	135	20							418	85	139	28
11:00			168	22	135	26	133	24							436	72	145	24
11:15			161	31	154	32	150	36							465	99	155	33
11:30			132	18	156	19	158	17							446	54	148	18
11:45			156	14	182	13	149	24							487	51	162	17
12:00			167	9	154	14	160	14							481	37	160	12
TOTALS	0		10352		10492		10550		0		0		0		31394		10435	
AM Times			8:00		8:00		7:45								7:45		7:45	
AM Peaks			1114		1132		1075								3302		1099	
AM PHF			0.88		0.92		0.89								0.91		0.91	
PM Times			15:15		17:00		15:15								17:00		17:00	
PM Peaks			775		757		784								2257		751	
PM PHF			0.90		0.91		0.89								0.91		0.91	

Station #: Site D NB
Site ID: 000000004087
Location: South Beach Pk, n/o Dway to Shopping Ctr
Direction: NORTH

File: D1006003.prn
City: 15-201 AW Min
County: 30.25743, -81.39444

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			4	146	10	139	12	159							26	444	8	148
00:30			8	147	5	142	11	137							24	426	8	142
00:45			6	161	7	169	11	182							24	512	8	170
01:00			5	159	2	161	7	179							14	499	4	166
01:15			2	172	6	181	7	163							15	516	5	172
01:30			7	160	5	168	7	163							19	491	6	163
01:45			1	157	4	185	9	166							14	508	4	169
02:00			3	145	3	169	1	174							7	488	2	162
02:15			4	148	5	173	4	155							13	476	4	158
02:30			2	157	3	169	4	151							9	477	3	159
02:45			1	179	6	158	1	179							8	516	2	172
03:00			4	145	2	173	6	174							12	492	4	164
03:15			4	166	4	180	1	158							9	504	3	168
03:30			4	153	2	175	5	175							11	503	3	167
03:45			4	170	0	180	2	163							6	513	2	171
04:00			2	160	2	189	2	198							6	547	2	182
04:15			2	166	4	164	3	209							9	539	3	179
04:30			3	186	2	180	8	178							13	544	4	181
04:45			2	204	3	197	4	178							9	579	3	193
05:00			9	179	4	167	9	195							22	541	7	180
05:15			7	237	4	210	9	207							20	654	6	218
05:30			12	234	12	218	10	243							34	695	11	231
05:45			11	228	17	234	18	247							46	709	15	236
06:00			18	224	24	208	28	216							70	648	23	216
06:15			25	241	43	122	19	208							87	571	29	190
06:30			30	186	39	134	51	193							120	513	40	171
06:45			63	188	61	144	70	170							194	502	64	167
07:00			90	123	92	187	79	153							261	463	87	154
07:15			64	144	71	145	75	151							210	440	70	146
07:30			119	133	101	145	94	124							314	402	104	134
07:45			97	95	114	120	116	114							327	329	109	109
08:00			122	112	130	83	141	107							393	302	131	100
08:15			151	95	137	102	157	80							445	277	148	92
08:30			146	82	146	93	129	83							421	258	140	86
08:45			106	77	125	89	120	86							351	252	117	84
09:00			127	76	133	86	129	71							389	233	129	77
09:15			130	68	116	72	132	62							378	202	126	67
09:30			123	45	111	52	117	57							351	154	117	51
09:45			103	45	122	43	116	49							341	137	113	45
10:00			133	41	112	39	124	49							369	129	123	43
10:15			116	26	109	34	128	40							353	100	117	33
10:30			111	37	135	41	137	53							383	131	127	43
10:45			111	24	128	21	110	33							349	78	116	26
11:00			123	18	133	38	138	25							394	81	131	27
11:15			117	24	129	26	110	26							356	76	118	25
11:30			140	14	136	19	124	24							400	57	133	19
11:45			134	17	131	15	152	21							417	53	139	17
12:00			153	4	159	13	137	16							449	33	149	11
TOTALS	0		8857		9001		9228		0		0		0		27086		9001	
AM Times			11:15		11:15		8:00								11:15		11:15	
AM Peaks			544		555		547								1622		539	
AM PHF			0.89		0.87		0.87								0.90		0.90	
PM Times			17:30		17:15		17:30								17:15		17:15	
PM Peaks			927		870		914								2706		901	
PM PHF			0.96		0.93		0.93								0.95		0.95	

Station #: Site D SB
Site ID: 000000004091
Location: South Beach Pk, n/o Dway to Shopping Ctr
Direction: SOUTH

File: D1006004.prn
City: 15-201 AW Min
County: 30.25743, -81.39444

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			6	154	6	160	16	157							28	471	9	157
00:30			8	119	9	162	7	157							24	438	8	146
00:45			14	139	7	141	8	139							29	419	9	139
01:00			5	140	4	134	9	137							18	411	6	137
01:15			5	149	7	168	2	178							14	495	4	165
01:30			3	143	10	132	6	130							19	405	6	135
01:45			4	117	1	151	2	148							7	416	2	138
02:00			6	134	4	188	6	138							16	460	5	153
02:15			2	150	3	178	5	152							10	480	3	160
02:30			2	132	2	150	3	146							7	428	2	142
02:45			1	139	5	142	2	141							8	422	2	140
03:00			3	129	4	136	6	159							13	424	4	141
03:15			1	170	5	162	1	168							7	500	2	166
03:30			2	153	1	163	1	158							4	474	1	158
03:45			3	152	5	168	3	186							11	506	3	168
04:00			3	133	5	144	2	138							10	415	3	138
04:15			3	167	2	150	3	138							8	455	2	151
04:30			7	154	8	145	4	150							19	449	6	149
04:45			7	149	8	160	5	146							20	455	6	151
05:00			11	111	10	156	7	141							28	408	9	136
05:15			18	191	10	152	14	178							42	521	14	173
05:30			16	164	10	168	12	185							38	517	12	172
05:45			11	148	11	168	20	141							42	457	14	152
06:00			28	146	25	141	25	127							78	414	26	138
06:15			40	151	32	135	27	143							99	429	33	143
06:30			31	121	38	133	31	127							100	381	33	127
06:45			66	117	48	124	60	136							174	377	58	125
07:00			74	117	88	125	72	129							234	371	78	123
07:15			101	104	110	115	128	104							339	323	113	107
07:30			132	112	117	106	139	109							388	327	129	109
07:45			136	106	157	103	135	113							428	322	142	107
08:00			118	87	126	86	127	81							371	254	123	84
08:15			167	73	166	71	148	66							481	210	160	70
08:30			167	63	159	88	163	65							489	216	163	72
08:45			169	56	174	59	186	62							529	177	176	59
09:00			138	44	144	39	125	43							407	126	135	42
09:15			124	47	122	44	122	39							368	130	122	43
09:30			113	37	133	38	113	46							359	121	119	40
09:45			111	36	125	33	110	36							346	105	115	35
10:00			102	33	109	31	117	33							328	97	109	32
10:15			125	34	100	30	133	34							358	98	119	32
10:30			126	20	103	25	127	21							356	66	118	22
10:45			113	18	122	20	99	16							334	54	111	18
11:00			130	12	98	19	122	23							350	54	116	18
11:15			129	15	121	16	125	14							375	45	125	15
11:30			126	12	117	14	113	16							356	42	118	14
11:45			139	13	128	14	130	29							397	56	132	18
12:00			146	11	132	11	145	12							423	34	141	11
TOTALS	0		7914		8129		8101		0		0		0		24144		8017	
AM Times			8:15		8:15		8:00								8:15		8:15	
AM Peaks			641		643		624								1906		634	
AM PHF			0.95		0.92		0.84								0.90		0.90	
PM Times			17:15		13:45		15:00								17:15		17:15	
PM Peaks			649		667		671								1909		635	
PM PHF			0.85		0.89		0.90								0.92		0.92	

Station #: Site E
Site ID: 000000012345
Location: Marsh Landing Pkwy., w/o A1A
Direction: EAST

File: D1006111.prn
City: 15-201 AW ADT
County: 30.25307, -81.38801

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			2	108	4	134	4	117							10	359	3	119
00:30			1	153	2	141	2	142							5	436	1	145
00:45			2	136	3	125	2	149							7	410	2	136
01:00			1	119	2	161	0	164							3	444	1	148
01:15			0	144	0	143	2	172							2	459	0	153
01:30			0	157	0	144	1	132							1	433	0	144
01:45			0	154	0	138	0	115							0	407	0	135
02:00			0	129	1	122	2	134							3	385	1	128
02:15			0	118	1	129	0	142							1	389	0	129
02:30			0	110	1	142	0	128							1	380	0	126
02:45			0	116	3	135	0	107							3	358	1	119
03:00			1	110	0	138	0	132							1	380	0	126
03:15			0	100	0	126	0	115							0	341	0	113
03:30			0	113	1	125	0	127							1	365	0	121
03:45			1	118	0	123	0	104							1	345	0	115
04:00			1	119	2	111	1	119							4	349	1	116
04:15			1	109	2	103	3	112							6	324	2	108
04:30			1	117	2	119	0	117							3	353	1	117
04:45			2	122	0	114	2	116							4	352	1	117
05:00			1	114	2	120	1	101							4	335	1	111
05:15			5	123	1	145	2	132							8	400	2	133
05:30			2	142	3	129	3	120							8	391	2	130
05:45			3	122	1	135	1	117							5	374	1	124
06:00			6	128	2	112	4	113							12	353	4	117
06:15			5	110	8	109	7	95							20	314	6	104
06:30			10	130	19	106	12	88							41	324	13	108
06:45			19	85	15	94	21	94							55	273	18	91
07:00			22	124	26	120	20	99							68	343	22	114
07:15			27	114	36	134	37	110							100	358	33	119
07:30			32	91	35	109	45	89							112	289	37	96
07:45			57	103	53	113	47	115							157	331	52	110
08:00			52	91	60	99	50	109							162	299	54	99
08:15			56	75	71	108	62	104							189	287	63	95
08:30			71	67	73	86	69	75							213	228	71	76
08:45			64	79	78	56	66	73							208	208	69	69
09:00			60	49	77	87	62	63							199	199	66	66
09:15			71	46	73	56	70	48							214	150	71	50
09:30			64	56	66	41	62	57							192	154	64	51
09:45			86	33	78	26	63	43							227	102	75	34
10:00			84	34	68	35	78	39							230	108	76	36
10:15			76	19	64	26	83	22							223	67	74	22
10:30			86	24	77	16	73	13							236	53	78	17
10:45			69	21	64	19	69	18							202	58	67	19
11:00			82	13	76	13	91	10							249	36	83	12
11:15			94	5	71	14	87	10							252	29	84	9
11:30			95	6	97	14	112	10							304	30	101	10
11:45			117	3	115	6	111	6							343	15	114	5
12:00			113	6	112	5	129	2							354	13	118	4
TOTALS	0		5907		6151		5975		0		0		0		18033		5979	
AM Times			11:15		11:15		11:15								11:15		11:15	
AM Peaks			419		395		439								1253		417	
AM PHF			0.90		0.86		0.85								0.88		0.88	
PM Times			13:15		13:00		12:30								12:30		12:30	
PM Peaks			584		586		627								1749		582	
PM PHF			0.93		0.91		0.91								0.95		0.95	

Station #: Site E
Site ID: 000000012345
Location: Marsh Landing Pkwy., w/o A1A
Direction: WEST

File: D1006111.prn
City: 15-201 AW ADT
County: 30.25307, -81.38801

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	154	3	178	0	203							3	535	1	178
00:30			2	154	1	181	3	149							6	484	2	161
00:45			0	163	0	167	2	164							2	494	0	164
01:00			2	165	0	126	2	158							4	449	1	149
01:15			0	139	0	125	2	167							2	431	0	143
01:30			0	139	0	151	1	147							1	437	0	145
01:45			0	125	1	111	0	160							1	396	0	132
02:00			1	126	0	143	2	124							3	393	1	131
02:15			0	114	0	142	0	127							0	383	0	127
02:30			0	146	1	126	1	121							2	393	0	131
02:45			0	108	1	125	1	103							2	336	0	112
03:00			1	115	0	129	1	97							2	341	0	113
03:15			0	96	0	118	0	124							0	338	0	112
03:30			0	131	0	117	0	116							0	364	0	121
03:45			2	122	2	112	1	119							5	353	1	117
04:00			4	99	6	115	4	137							14	351	4	117
04:15			2	108	2	95	1	102							5	305	1	101
04:30			1	107	1	112	3	98							5	317	1	105
04:45			1	114	3	136	0	110							4	360	1	120
05:00			2	136	3	104	1	121							6	361	2	120
05:15			2	119	2	129	1	121							5	369	1	123
05:30			3	108	4	127	2	152							9	387	3	129
05:45			3	95	4	133	2	115							9	343	3	114
06:00			8	104	12	113	15	108							35	325	11	108
06:15			11	111	11	107	12	92							34	310	11	103
06:30			18	102	22	97	28	111							68	310	22	103
06:45			20	92	27	107	30	85							77	284	25	94
07:00			30	91	34	105	36	111							100	307	33	102
07:15			46	97	47	111	45	110							138	318	46	106
07:30			57	100	61	117	46	91							164	308	54	102
07:45			60	60	57	102	64	93							181	255	60	85
08:00			52	84	72	81	67	74							191	239	63	79
08:15			76	62	72	77	80	57							228	196	76	65
08:30			79	64	63	67	74	61							216	192	72	64
08:45			79	45	84	62	93	54							256	161	85	53
09:00			90	53	84	39	100	44							274	136	91	45
09:15			91	46	107	49	75	43							273	138	91	46
09:30			89	25	95	19	111	26							295	70	98	23
09:45			108	21	82	40	113	33							303	94	101	31
10:00			83	16	93	20	85	20							261	56	87	18
10:15			102	11	72	12	106	19							280	42	93	14
10:30			94	9	90	9	92	20							276	38	92	12
10:45			98	9	112	10	109	13							319	32	106	10
11:00			114	8	101	6	83	7							298	21	99	7
11:15			130	2	115	14	104	7							349	23	116	7
11:30			111	5	124	8	155	6							390	19	130	6
11:45			120	5	140	3	128	2							388	10	129	3
12:00			152	3	159	5	134	2							445	10	148	3
TOTALS	0		6052		6352		6339		0		0		0		18743		6215	
AM Times			11:15		11:15		11:15								11:15		11:15	
AM Peaks			513		538		521								1572		523	
AM PHF			0.84		0.85		0.84								0.88		0.88	
PM Times			12:15		12:00		12:15								12:15		12:15	
PM Peaks			636		685		674								1962		652	
PM PHF			0.96		0.95		0.83								0.92		0.92	

Station #: Site F NB
Site ID: 000000010680
Location: A1A, s/o Ponte Vedra Lakes Blvd.
Direction: NORTH

File: D1006006.prn
City: 15-201 AW Max
County: 30.24734, -81.38760

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			28	501	33	531	30	504							91	1536	30	512
00:30			24	478	15	527	19	474							58	1479	19	493
00:45			17	485	27	452	15	508							59	1445	19	481
01:00			8	479	12	366	13	476							33	1321	11	440
01:15			17	485	11	488	22	459							50	1432	16	477
01:30			11	428	13	501	10	438							34	1367	11	455
01:45			7	420	10	376	10	423							27	1219	9	406
02:00			8	446	20	518	9	451							37	1415	12	471
02:15			8	445	5	486	7	464							20	1395	6	465
02:30			1	493	3	458	6	458							10	1409	3	469
02:45			2	382	5	423	7	474							14	1279	4	426
03:00			5	521	3	479	7	455							15	1455	5	485
03:15			2	526	6	482	5	524							13	1532	4	510
03:30			2	538	6	481	4	500							12	1519	4	506
03:45			3	534	7	546	8	510							18	1590	6	530
04:00			8	468	9	440	8	475							25	1383	8	461
04:15			13	503	12	428	15	484							40	1415	13	471
04:30			19	553	21	527	16	478							56	1558	18	519
04:45			34	536	27	558	28	533							89	1627	29	542
05:00			25	575	29	531	45	542							99	1648	33	549
05:15			45	574	41	594	36	572							122	1740	40	580
05:30			58	564	55	573	54	584							167	1721	55	573
05:45			70	566	72	529	79	522							221	1617	73	539
06:00			92	503	92	496	109	507							293	1506	97	502
06:15			113	489	139	486	126	432							378	1407	126	469
06:30			203	437	170	421	176	443							549	1301	183	433
06:45			246	394	254	335	242	355							742	1084	247	361
07:00			307	307	274	355	286	348							867	1010	289	336
07:15			383	299	377	375	391	325							1151	999	383	333
07:30			485	260	512	327	459	301							1456	888	485	296
07:45			546	217	550	296	493	278							1589	791	529	263
08:00			597	241	595	233	595	208							1787	682	595	227
08:15			583	211	573	214	539	216							1695	641	565	213
08:30			553	169	567	204	574	170							1694	543	564	181
08:45			599	173	564	189	592	188							1755	550	585	183
09:00			579	128	567	174	567	187							1713	489	571	163
09:15			473	117	545	166	498	173							1516	456	505	152
09:30			456	150	463	115	471	138							1390	403	463	134
09:45			447	118	423	141	428	133							1298	392	432	130
10:00			483	82	424	100	328	128							1235	310	411	103
10:15			398	87	368	110	544	134							1310	331	436	110
10:30			433	97	396	84	347	117							1176	298	392	99
10:45			445	78	438	83	564	102							1447	263	482	87
11:00			450	48	480	64	344	74							1274	186	424	62
11:15			417	62	408	91	342	65							1167	218	389	72
11:30			448	63	382	61	605	58							1435	182	478	60
11:45			457	34	515	43	490	46							1462	123	487	41
12:00			480	35	489	39	476	41							1445	115	481	38
TOTALS	0		27387		27503		27514		0		0		0		82404		27435	
AM Times			8:00		8:00		8:00								8:00		8:00	
AM Peaks			2332		2299		2300								6931		2309	
AM PHF			0.97		0.97		0.97								0.97		0.97	
PM Times			17:00		16:45		16:45								16:45		16:45	
PM Peaks			2279		2256		2231								6736		2244	
PM PHF			0.99		0.95		0.96								0.97		0.97	

Station #: Site F SB
Site ID: 000000010630
Location: A1A, s/o Ponte Vedra Lakes Blvd.
Direction: SOUTH

File: D1006007.prn
City: 15-201 AW Max
County: 30.24734, -81.38760

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			35	447	38	425	42	453							115	1325	38	441
00:30			31	429	39	454	37	427							107	1310	35	436
00:45			26	421	30	482	30	347							86	1250	28	416
01:00			19	465	14	482	26	424							59	1371	19	457
01:15			21	471	26	419	22	466							69	1356	23	452
01:30			15	457	15	479	20	411							50	1347	16	449
01:45			15	474	19	482	7	535							41	1491	13	497
02:00			6	550	14	459	18	524							38	1533	12	511
02:15			6	445	11	486	16	470							33	1401	11	467
02:30			7	487	11	473	5	480							23	1440	7	480
02:45			16	540	12	508	7	458							35	1506	11	502
03:00			6	531	12	553	4	508							22	1592	7	530
03:15			8	462	5	486	4	470							17	1418	5	472
03:30			9	444	9	482	4	495							22	1421	7	473
03:45			14	520	15	527	11	476							40	1523	13	507
04:00			21	526	25	457	23	525							69	1508	23	502
04:15			13	518	14	498	15	487							42	1503	14	501
04:30			13	512	19	570	22	527							54	1609	18	536
04:45			20	525	18	565	26	549							64	1639	21	546
05:00			32	563	33	579	27	540							92	1682	30	560
05:15			25	584	17	579	34	580							76	1743	25	581
05:30			36	599	43	599	47	600							126	1798	42	599
05:45			67	608	57	577	54	571							178	1756	59	585
06:00			101	539	92	534	81	537							274	1610	91	536
06:15			96	504	100	332	90	514							286	1350	95	450
06:30			128	500	143	395	119	507							390	1402	130	467
06:45			206	409	209	523	195	451							610	1383	203	461
07:00			269	374	265	562	246	454							780	1390	260	463
07:15			274	341	300	419	279	344							853	1104	284	368
07:30			408	349	392	382	418	343							1218	1074	406	358
07:45			392	301	448	330	437	349							1277	980	425	326
08:00			546	304	499	314	505	322							1550	940	516	313
08:15			552	276	561	303	568	304							1681	883	560	294
08:30			595	242	592	266	542	257							1729	765	576	255
08:45			537	221	534	216	551	263							1622	700	540	233
09:00			538	186	561	225	565	234							1664	645	554	215
09:15			495	184	494	227	442	225							1431	636	477	212
09:30			391	170	404	176	433	197							1228	543	409	181
09:45			384	128	414	128	378	149							1176	405	392	135
10:00			419	114	395	126	438	146							1252	386	417	128
10:15			340	109	360	119	354	125							1054	353	351	117
10:30			372	89	331	89	377	90							1080	268	360	89
10:45			326	91	358	101	334	100							1018	292	339	97
11:00			404	62	405	82	425	64							1234	208	411	69
11:15			393	54	358	68	414	66							1165	188	388	62
11:30			376	53	383	54	405	55							1164	162	388	54
11:45			446	37	410	44	475	52							1331	133	443	44
12:00			436	42	424	35	460	54							1320	131	440	43
TOTALS	0		27142		27599		27557		0		0		0		82298		27402	
AM Times			8:00		8:15		8:15								8:15		8:15	
AM Peaks			2230		2248		2226								6696		2230	
AM PHF			0.94		0.95		0.98								0.97		0.97	
PM Times			17:00		17:00		17:00								17:00		17:00	
PM Peaks			2354		2334		2291								6979		2325	
PM PHF			0.97		0.97		0.95								0.97		0.97	

Station #: G-NB
Site ID: 000000001269
Location: A1A, s/o Marsh Landing Pkwy.
Direction: NORTH

File: D1027001.prn
City: 15-201 RW Min
County: 30.25093, -81.38791

TIME	MON		TUE 27		WED 28		THU 29		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			26	481	25	475	31	555							82	1511	27	503
00:30			14	518	19	479	20	477							53	1474	17	491
00:45			19	520	17	456	17	476							53	1452	17	484
01:00			12	481	16	468	12	490							40	1439	13	479
01:15			13	431	16	430	16	462							45	1323	15	441
01:30			2	465	17	470	18	444							37	1379	12	459
01:45			9	411	7	451	9	462							25	1324	8	441
02:00			7	428	11	436	4	459							22	1323	7	441
02:15			5	433	6	451	5	457							16	1341	5	447
02:30			5	452	3	497	10	494							18	1443	6	481
02:45			5	485	8	463	8	510							21	1458	7	486
03:00			5	410	6	446	9	468							20	1324	6	441
03:15			6	414	7	439	5	504							18	1357	6	452
03:30			4	461	11	499	6	502							21	1462	7	487
03:45			4	502	7	543	6	541							17	1586	5	528
04:00			13	454	10	462	17	481							40	1397	13	465
04:15			11	439	15	477	15	446							41	1362	13	454
04:30			20	455	17	441	21	498							58	1394	19	464
04:45			31	494	34	521	26	560							91	1575	30	525
05:00			38	431	29	520	31	543							98	1494	32	498
05:15			51	561	37	576	49	633							137	1770	45	590
05:30			45	574	60	570	57	591							162	1735	54	578
05:45			96	535	77	576	88	568							261	1679	87	559
06:00			110	441	128	505	104	500							342	1446	114	482
06:15			153	404	148	491	148	513							449	1408	149	469
06:30			221	429	193	451	217	521							631	1401	210	467
06:45			261	321	267	397	249	370							777	1088	259	362
07:00			305	321	343	331	307	407							955	1059	318	353
07:15			410	312	419	381	430	368							1259	1061	419	353
07:30			495	248	502	288	515	301							1512	837	504	279
07:45			590	224	584	299	574	256							1748	779	582	259
08:00			543	166	572	222	555	218							1670	606	556	202
08:15			551	150	547	203	561	198							1659	551	553	183
08:30			566	179	573	190	568	190							1707	559	569	186
08:45			583	143	568	186	587	166							1738	495	579	165
09:00			598	158	564	182	597	149							1759	489	586	163
09:15			462	136	473	143	555	140							1490	419	496	139
09:30			432	102	540	152	455	149							1427	403	475	134
09:45			454	114	496	142	457	148							1407	404	469	134
10:00			453	90	468	111	475	125							1396	326	465	108
10:15			377	94	409	116	440	101							1226	311	408	103
10:30			420	75	406	94	500	95							1326	264	442	88
10:45			413	78	478	66	420	79							1311	223	437	74
11:00			456	95	447	81	489	69							1392	245	464	81
11:15			436	99	447	74	443	86							1326	259	442	86
11:30			430	64	434	74	490	79							1354	217	451	72
11:45			455	43	443	41	490	57							1388	141	462	47
12:00			473	28	472	30	479	62							1424	120	474	40
TOTALS	0		26437		27772		28553		0		0		0		82762		27557	
AM Times			8:15		7:45		8:15								8:15		8:15	
AM Peaks			2298		2276		2313								6863		2287	
AM PHF			0.96		0.97		0.97								0.98		0.98	
PM Times			17:15		17:00		17:00								17:00		17:00	
PM Peaks			2111		2242		2335								6678		2225	
PM PHF			0.92		0.97		0.92								0.94		0.94	

Station #: G-SB
Site ID: 000000003589
Location: A1A, s/o Marsh Landing Pkwy.
Direction: SOUTH

File: D1027002.prn
City: 15-201 RW Min
County: 30.25213, -81.38831

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			27		28		29											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			37	374	36	429	49	410							122	1213	40	404
00:30			32	443	27	432	37	443							96	1318	32	439
00:45			20	458	22	440	30	442							72	1340	24	446
01:00			15	457	19	434	43	469							77	1360	25	453
01:15			11	418	15	470	45	464							71	1352	23	450
01:30			6	433	8	439	21	456							35	1328	11	442
01:45			15	461	10	492	17	485							42	1438	14	479
02:00			7	488	20	492	21	470							48	1450	16	483
02:15			14	429	15	446	26	490							55	1365	18	455
02:30			12	434	5	442	5	458							22	1334	7	444
02:45			6	449	7	513	8	499							21	1461	7	487
03:00			9	458	5	442	9	460							23	1360	7	453
03:15			8	444	9	457	8	470							25	1371	8	457
03:30			9	476	3	467	10	504							22	1447	7	482
03:45			14	472	7	489	12	485							33	1446	11	482
04:00			8	487	17	518	19	524							44	1529	14	509
04:15			8	482	17	491	13	471							38	1444	12	481
04:30			22	486	16	553	11	540							49	1579	16	526
04:45			10	534	19	578	24	547							53	1659	17	553
05:00			21	547	22	562	31	566							74	1675	24	558
05:15			24	568	24	542	15	579							63	1689	21	563
05:30			35	534	31	552	37	512							103	1598	34	532
05:45			54	526	66	528	63	529							183	1583	61	527
06:00			79	509	68	529	87	505							234	1543	78	514
06:15			99	494	103	488	86	451							288	1433	96	477
06:30			123	435	122	467	125	466							370	1368	123	456
06:45			192	421	185	468	159	446							536	1335	178	445
07:00			235	428	234	409	234	441							703	1278	234	426
07:15			254	313	228	344	249	359							731	1016	243	338
07:30			304	327	314	381	363	411							981	1119	327	373
07:45			403	292	376	318	395	332							1174	942	391	314
08:00			470	293	507	320	474	297							1451	910	483	303
08:15			485	233	458	273	485	286							1428	792	476	264
08:30			476	221	497	268	503	278							1476	767	492	255
08:45			480	195	459	252	513	234							1452	681	484	227
09:00			492	193	464	235	490	245							1446	673	482	224
09:15			408	179	438	225	395	250							1241	654	413	218
09:30			381	125	365	179	410	227							1156	531	385	177
09:45			376	133	428	160	434	175							1238	468	412	156
10:00			352	92	392	142	419	201							1163	435	387	145
10:15			343	135	354	124	355	168							1052	427	350	142
10:30			348	96	333	107	371	137							1052	340	350	113
10:45			359	93	370	98	381	134							1110	325	370	108
11:00			371	65	375	86	403	110							1149	261	383	87
11:15			354	55	342	54	383	84							1079	193	359	64
11:30			375	40	373	68	394	74							1142	182	380	60
11:45			406	49	340	59	449	86							1195	194	398	64
12:00			400	24	449	50	362	67							1211	141	403	47
TOTALS	0		25260		26306		27210		0		0		0		78776		26228	
AM Times			8:15		8:00		8:15								8:00		8:00	
AM Peaks			1933		1921		1991								5807		1935	
AM PHF			0.98		0.95		0.97								0.98		0.98	
PM Times			16:45		16:30		16:30								16:45		16:45	
PM Peaks			2183		2235		2232								6621		2206	
PM PHF			0.96		0.97		0.96								0.98		0.98	

Station #: Site H
Site ID: 000000004064
Location: A1A NB On Ramp to WB JTB
Direction: NORTH

File: D1006010.prn
City: 15-201 AW Max
County: 30.25265, -81.38805

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			12	213	16	229	19	218							47	660	15	220
00:30			11	201	7	234	8	198							26	633	8	211
00:45			15	188	13	182	8	211							36	581	12	193
01:00			3	176	8	164	8	166							19	506	6	168
01:15			7	185	6	206	15	210							28	601	9	200
01:30			3	187	7	218	8	206							18	611	6	203
01:45			6	171	6	173	7	180							19	524	6	174
02:00			4	179	5	221	4	182							13	582	4	194
02:15			4	225	1	223	3	220							8	668	2	222
02:30			2	187	1	219	5	223							8	629	2	209
02:45			2	213	3	196	4	254							9	663	3	221
03:00			3	249	2	216	5	206							10	671	3	223
03:15			2	268	5	218	2	230							9	716	3	238
03:30			1	273	3	250	1	251							5	774	1	258
03:45			3	283	5	263	6	247							14	793	4	264
04:00			6	246	8	217	5	234							19	697	6	232
04:15			8	250	10	236	11	247							29	733	9	244
04:30			16	282	19	243	11	242							46	767	15	255
04:45			31	274	22	303	23	286							76	863	25	287
05:00			26	302	24	273	40	271							90	846	30	282
05:15			39	291	34	322	33	305							106	918	35	306
05:30			51	292	49	312	44	310							144	914	48	304
05:45			47	283	54	267	67	279							168	829	56	276
06:00			71	247	77	223	84	236							232	706	77	235
06:15			95	235	113	250	110	223							318	708	106	236
06:30			154	222	148	191	140	213							442	626	147	208
06:45			189	186	197	167	186	169							572	522	190	174
07:00			245	149	216	161	222	141							683	451	227	150
07:15			304	135	310	162	294	155							908	452	302	150
07:30			372	131	398	149	375	146							1145	426	381	142
07:45			444	93	398	130	369	131							1211	354	403	118
08:00			422	102	406	100	382	85							1210	287	403	95
08:15			420	101	404	117	363	99							1187	317	395	105
08:30			364	77	437	113	392	87							1193	277	397	92
08:45			384	73	351	91	363	92							1098	256	366	85
09:00			309	58	320	86	328	90							957	234	319	78
09:15			254	49	312	86	288	85							854	220	284	73
09:30			241	77	250	54	260	63							751	194	250	64
09:45			223	71	244	65	230	62							697	198	232	66
10:00			249	37	203	50	152	63							604	150	201	50
10:15			205	49	189	58	241	66							635	173	211	57
10:30			216	56	204	41	174	74							594	171	198	57
10:45			206	50	225	41	265	48							696	139	232	46
11:00			202	28	218	29	152	43							572	100	190	33
11:15			178	46	189	57	150	50							517	153	172	51
11:30			208	41	158	42	269	24							635	107	211	35
11:45			198	15	239	18	221	18							658	51	219	17
12:00			202	24	218	24	219	24							639	72	213	24
TOTALS	0		14427		14622		14429		0		0		0		43478		14459	
AM Times			7:30		7:45		7:45								7:45		7:45	
AM Peaks			1658		1645		1506								4801		1598	
AM PHF			0.93		0.94		0.96								0.99		0.99	
PM Times			17:00		16:45		16:45								16:45		16:45	
PM Peaks			1168		1210		1172								3541		1179	
PM PHF			0.97		0.94		0.95								0.96		0.96	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting:10/6/2015

Station #: Site I
Site ID: 000000010716
Location: Ponte Vedra Lakes Bl, w/o A1A
Direction: EAST

File: D1006005.prn
City: 15-201 AW Min
County: 30.24856, -81.38844

TIME	MON		TUE 06		WED 7		THU 8		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			3	56	7	59	5	72							15	187	5	62
00:30			7	63	6	48	3	67							16	178	5	59
00:45			7	66	5	75	2	72							14	213	4	71
01:00			3	69	3	77	0	79							6	225	2	75
01:15			3	52	4	55	4	71							11	178	3	59
01:30			5	50	2	73	3	82							10	205	3	68
01:45			1	72	6	72	2	76							9	220	3	73
02:00			1	75	0	71	4	61							5	207	1	69
02:15			4	57	0	73	2	55							6	185	2	61
02:30			0	79	0	63	0	64							0	206	0	68
02:45			1	74	2	73	2	76							5	223	1	74
03:00			1	60	4	72	1	72							6	204	2	68
03:15			0	56	3	51	0	62							3	169	1	56
03:30			1	60	2	65	2	69							5	194	1	64
03:45			0	85	1	71	2	58							3	214	1	71
04:00			5	66	3	62	2	80							10	208	3	69
04:15			2	68	3	82	0	74							5	224	1	74
04:30			4	62	6	64	4	75							14	201	4	67
04:45			6	79	3	83	7	83							16	245	5	81
05:00			7	71	9	88	6	84							22	243	7	81
05:15			4	105	6	103	8	106							18	314	6	104
05:30			9	104	12	103	9	94							30	301	10	100
05:45			17	86	12	93	17	72							46	251	15	83
06:00			27	85	32	103	27	80							86	268	28	89
06:15			30	66	22	73	31	85							83	224	27	74
06:30			30	70	26	60	28	60							84	190	28	63
06:45			44	64	40	64	43	55							127	183	42	61
07:00			44	66	51	78	45	60							140	204	46	68
07:15			67	46	66	68	57	54							190	168	63	56
07:30			72	44	80	55	76	46							228	145	76	48
07:45			87	38	89	36	92	38							268	112	89	37
08:00			116	48	99	47	94	25							309	120	103	40
08:15			130	39	119	35	136	34							385	108	128	36
08:30			115	34	104	45	101	25							320	104	106	34
08:45			70	24	92	25	109	37							271	86	90	28
09:00			95	27	97	30	94	24							286	81	95	27
09:15			73	21	68	18	64	31							205	70	68	23
09:30			57	24	71	22	65	19							193	65	64	21
09:45			54	14	65	20	82	19							201	53	67	17
10:00			68	12	59	23	56	10							183	45	61	15
10:15			53	18	65	15	59	28							177	61	59	20
10:30			66	10	54	15	56	15							176	40	58	13
10:45			52	8	62	10	58	9							172	27	57	9
11:00			56	9	67	11	51	14							174	34	58	11
11:15			64	12	54	10	62	8							180	30	60	10
11:30			63	7	69	8	60	10							192	25	64	8
11:45			60	5	64	7	67	11							191	23	63	7
12:00			81	5	66	8	80	16							227	29	75	9
TOTALS	0		4176		4342		4295		0		0		0		12813		4241	
AM Times			7:45		8:00		8:00								8:00		8:00	
AM Peaks			448		414		440								1285		427	
AM PHF			0.86		0.87		0.81								0.83		0.83	
PM Times			17:15		17:15		16:45								17:15		17:15	
PM Peaks			380		402		367								1134		376	
PM PHF			0.90		0.98		0.87								0.90		0.90	

Station #: Site I
Site ID: 000000010716
Location: Ponte Vedra Lakes Bl, w/o A1A
Direction: WEST

File: D1006005.prn
City: 15-201 AW Min
County: 30.24856, -81.38844

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			06		7		8											
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			5	36	6	39	5	40							16	115	5	38
00:30			5	53	6	50	9	46							20	149	6	49
00:45			2	45	8	47	0	46							10	138	3	46
01:00			3	37	4	46	0	34							7	117	2	39
01:15			7	37	1	38	0	42							8	117	2	39
01:30			3	53	4	58	2	57							9	168	3	56
01:45			2	53	2	42	0	55							4	150	1	50
02:00			1	52	5	57	7	51							13	160	4	53
02:15			4	45	3	52	1	39							8	136	2	45
02:30			1	47	0	50	0	57							1	154	0	51
02:45			2	48	1	47	1	48							4	143	1	47
03:00			1	64	0	55	2	57							3	176	1	58
03:15			0	49	3	65	2	68							5	182	1	60
03:30			1	52	1	48	0	61							2	161	0	53
03:45			0	51	1	60	2	47							3	158	1	52
04:00			0	54	5	64	0	52							5	170	1	56
04:15			1	70	0	41	0	71							1	182	0	60
04:30			2	69	0	57	1	60							3	186	1	62
04:45			2	57	0	60	1	62							3	179	1	59
05:00			1	65	3	66	0	74							4	205	1	68
05:15			0	52	2	75	0	48							2	175	0	58
05:30			2	66	1	62	0	79							3	207	1	69
05:45			2	75	2	73	2	67							6	215	2	71
06:00			3	77	4	96	6	63							13	236	4	78
06:15			4	81	4	54	5	81							13	216	4	72
06:30			4	75	3	58	5	48							12	181	4	60
06:45			10	62	8	55	9	56							27	173	9	57
07:00			4	64	6	57	6	58							16	179	5	59
07:15			22	54	14	83	26	57							62	194	20	64
07:30			9	54	24	65	19	53							52	172	17	57
07:45			20	58	28	51	24	52							72	161	24	53
08:00			34	48	47	46	33	41							114	135	38	45
08:15			40	54	56	67	40	46							136	167	45	55
08:30			32	41	46	42	47	40							125	123	41	41
08:45			42	60	43	45	57	48							142	153	47	51
09:00			51	31	55	45	56	48							162	124	54	41
09:15			29	24	42	36	38	44							109	104	36	34
09:30			35	44	24	29	32	35							91	108	30	36
09:45			37	31	42	35	31	41							110	107	36	35
10:00			50	15	33	22	28	32							111	69	37	23
10:15			30	20	28	34	50	28							108	82	36	27
10:30			38	14	29	21	36	31							103	66	34	22
10:45			36	20	30	30	42	30							108	80	36	26
11:00			37	16	36	27	35	18							108	61	36	20
11:15			41	14	35	16	31	13							107	43	35	14
11:30			29	10	41	12	47	17							117	39	39	13
11:45			36	10	54	11	37	15							127	36	42	12
12:00			40	7	49	13	31	8							120	28	40	9
TOTALS	0		2974		3141		3070		0		0		0		9185		3031	
AM Times				8:15		8:15		8:15								8:15		8:15
AM Peaks				165		200		200								565		187
AM PHF				0.81		0.89		0.88								0.87		0.87
PM Times				17:45		17:15		17:30								17:30		17:30
PM Peaks				308		306		290								874		290
PM PHF				0.95		0.80		0.90								0.93		0.93

APPENDIX B: TURNING MOVEMENT COUNTS

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1-A1A and Marsh Landing Pkwy. AM
Site Code :
Start Date : 10/6/2015
Page No : 1

Groups Printed- Car

	SR A1A Southbound					SR A1A Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 AM	4	76	0	0	80	28	6	0	34	4	0	2	6	120
06:15 AM	14	112	1	0	127	50	4	0	54	8	1	1	10	191
06:30 AM	16	162	0	0	178	64	4	0	68	14	4	0	18	264
06:45 AM	15	219	0	0	234	87	15	0	102	19	3	1	23	359
Total	49	569	1	0	619	229	29	0	258	45	8	4	57	934
07:00 AM	27	227	0	0	254	92	18	0	110	18	5	0	23	387
07:15 AM	30	331	0	0	361	127	24	0	151	25	7	1	33	545
07:30 AM	33	364	0	0	397	127	26	0	153	46	9	0	55	605
07:45 AM	24	484	0	0	508	195	27	0	222	45	4	2	51	781
Total	114	1406	0	0	1520	541	95	0	636	134	25	3	162	2318
08:00 AM	34	451	1	0	486	174	40	0	214	45	7	0	52	752
08:15 AM	37	456	1	0	494	188	40	0	228	57	10	0	67	789
08:30 AM	53	439	0	0	492	198	26	0	224	54	7	0	61	777
08:45 AM	42	492	1	0	535	261	46	0	307	47	11	2	60	902
Total	166	1838	3	0	2007	821	152	0	973	203	35	2	240	3220
09:00 AM	45	389	0	0	434	206	46	0	252	50	17	0	67	753
09:15 AM	44	318	0	0	362	180	45	0	225	52	12	2	66	653
09:30 AM	49	318	0	0	367	195	57	0	252	69	16	1	86	705
09:45 AM	37	319	1	0	357	206	44	0	250	66	15	2	83	690
Total	175	1344	1	0	1520	787	192	0	979	237	60	5	302	2801
Grand Total	504	5157	5	0	5666	2378	468	0	2846	619	128	14	761	9273
Apprch %	8.9	91	0.1	0		83.6	16.4	0		81.3	16.8	1.8		
Total %	5.4	55.6	0.1	0	61.1	25.6	5	0	30.7	6.7	1.4	0.2	8.2	

	SR A1A Southbound				SR A1A Northbound			Marsh Landing Pkwy. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	37	456	**1**	494	188	40	228	**57**	10	**67**	789
08:30 AM	**53**	439	0	492	198	26	224	54	7	61	777
08:45 AM	42	**492**	1	**535**	**261**	**46**	**307**	47	11	58	**900**
09:00 AM	45	389	0	434	206	46	252	50	**17**	67	753
Total Volume	177	1776	2	1955	853	158	1011	208	45	253	3219
% App. Total	9.1	90.8	0.1		84.4	15.6		82.2	17.8		
PHF	.835	.902	.500	.914	.817	.859	.823	.912	.662	.944	.894

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1-A1A and Marsh Landing Pkwy. AM
Site Code :
Start Date : 10/6/2015
Page No : 1

Groups Printed- Truck

	SR A1A Southbound					SR A1A Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 AM	1	7	0	0	8	1	0	0	1	0	1	0	1	10
06:15 AM	0	2	0	0	2	2	0	0	2	0	1	0	1	5
06:30 AM	0	4	0	0	4	2	0	0	2	0	1	0	1	7
06:45 AM	0	5	0	0	5	2	0	0	2	0	0	0	0	7
Total	1	18	0	0	19	7	0	0	7	0	3	0	3	29
07:00 AM	1	8	0	0	9	1	0	0	1	3	1	0	4	14
07:15 AM	2	13	0	0	15	1	1	0	2	0	0	0	0	17
07:30 AM	0	13	0	0	13	2	1	0	3	2	0	0	2	18
07:45 AM	0	11	0	0	11	0	1	0	1	1	2	0	3	15
Total	3	45	0	0	48	4	3	0	7	6	3	0	9	64
08:00 AM	2	15	0	0	17	2	1	0	3	3	1	0	4	24
08:15 AM	2	13	0	0	15	5	1	0	6	4	0	0	4	25
08:30 AM	0	16	0	0	16	3	0	0	3	2	1	0	3	22
08:45 AM	1	5	0	0	6	3	1	0	4	2	0	0	2	12
Total	5	49	0	0	54	13	3	0	16	11	2	0	13	83
09:00 AM	0	8	0	0	8	5	0	0	5	2	2	0	4	17
09:15 AM	1	10	0	0	11	4	2	0	6	0	0	0	0	17
09:30 AM	2	13	0	0	15	5	1	0	6	1	0	0	1	22
09:45 AM	2	7	0	0	9	7	0	0	7	3	0	0	3	19
Total	5	38	0	0	43	21	3	0	24	6	2	0	8	75
Grand Total	14	150	0	0	164	45	9	0	54	23	10	0	33	251
Apprch %	8.5	91.5	0	0		83.3	16.7	0		69.7	30.3	0		
Total %	5.6	59.8	0	0	65.3	17.9	3.6	0	21.5	9.2	4	0	13.1	

	SR A1A Southbound				SR A1A Northbound			Marsh Landing Pkwy. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	0	11	0	11	0	**1**	1	1	**2**	3	15
08:00 AM	**2**	15	0	**17**	2	1	3	3	1	**4**	24
08:15 AM	2	13	0	15	**5**	1	**6**	**4**	0	4	**25**
08:30 AM	0	**16**	0	16	3	0	3	2	1	3	22
Total Volume	4	55	0	59	10	3	13	10	4	14	86
% App. Total	6.8	93.2	0		76.9	23.1		71.4	28.6		
PHF	.500	.859	.000	.868	.500	.750	.542	.625	.500	.875	.860

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Groups Printed- Combined

	SR A1A Southbound					SR A1A Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 AM	5	83	0	0	88	29	6	0	35	4	1	2	7	130
06:15 AM	14	114	1	0	129	52	4	0	56	8	2	1	11	196
06:30 AM	16	166	0	0	182	66	4	0	70	14	5	0	19	271
06:45 AM	15	224	0	0	239	89	15	0	104	19	3	1	23	366
Total	50	587	1	0	638	236	29	0	265	45	11	4	60	963
07:00 AM	28	235	0	0	263	93	18	0	111	21	6	0	27	401
07:15 AM	32	344	0	0	376	128	25	0	153	25	7	1	33	562
07:30 AM	33	377	0	0	410	129	27	0	156	48	9	0	57	623
07:45 AM	24	495	0	0	519	195	28	0	223	46	6	2	54	796
Total	117	1451	0	0	1568	545	98	0	643	140	28	3	171	2382
08:00 AM	36	466	1	0	503	176	41	0	217	48	8	0	56	776
08:15 AM	39	469	1	0	509	193	41	0	234	61	10	0	71	814
08:30 AM	53	455	0	0	508	201	26	0	227	56	8	0	64	799
08:45 AM	43	497	1	0	541	264	47	0	311	49	11	2	62	914
Total	171	1887	3	0	2061	834	155	0	989	214	37	2	253	3303
09:00 AM	45	397	0	0	442	211	46	0	257	52	19	0	71	770
09:15 AM	45	328	0	0	373	184	47	0	231	52	12	2	66	670
09:30 AM	51	331	0	0	382	200	58	0	258	70	16	1	87	727
09:45 AM	39	326	1	0	366	213	44	0	257	69	15	2	86	709
Total	180	1382	1	0	1563	808	195	0	1003	243	62	5	310	2876
Grand Total	518	5307	5	0	5830	2423	477	0	2900	642	138	14	794	9524
Apprch %	8.9	91	0.1	0		83.6	16.4	0		80.9	17.4	1.8		
Total %	5.4	55.7	0.1	0	61.2	25.4	5	0	30.4	6.7	1.4	0.1	8.3	

	SR A1A Southbound				SR A1A Northbound			Marsh Landing Pkwy. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	36	466	**1**	503	176	41	217	48	8	56	776
08:15 AM	39	469	1	509	193	41	234	**61**	10	**71**	814
08:30 AM	**53**	455	0	508	201	26	227	56	8	64	799
08:45 AM	43	**497**	1	**541**	**264**	**47**	**311**	49	**11**	60	**912**
Total Volume	171	1887	3	2061	834	155	989	214	37	251	3301
% App. Total	8.3	91.6	0.1		84.3	15.7		85.3	14.7		
PHF	.807	.949	.750	.952	.790	.824	.795	.877	.841	.884	.905

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Groups Printed- Car

	SR A1A Southbound					SR A1A Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:00 PM	51	367	0	0	418	225	45	0	270	80	19	0	99	787
03:15 PM	69	360	2	0	431	205	61	0	266	93	20	3	116	813
03:30 PM	71	414	0	0	485	223	52	0	275	91	26	0	117	877
03:45 PM	59	426	0	0	485	189	41	0	230	85	34	0	119	834
Total	250	1567	2	0	1819	842	199	0	1041	349	99	3	451	3311
04:00 PM	55	432	1	0	488	204	52	0	256	83	25	1	109	853
04:15 PM	58	442	0	0	500	214	48	0	262	93	24	1	118	880
04:30 PM	55	468	1	0	524	227	58	0	285	100	22	0	122	931
04:45 PM	64	472	1	0	537	236	72	0	308	78	35	3	116	961
Total	232	1814	3	0	2049	881	230	0	1111	354	106	5	465	3625
05:00 PM	61	498	0	0	559	275	56	0	331	97	26	0	123	1013
05:15 PM	48	504	0	0	552	276	61	0	337	108	33	0	141	1030
05:30 PM	51	497	0	0	548	240	42	0	282	98	24	2	124	954
05:45 PM	48	431	1	0	480	248	57	0	305	97	28	1	126	911
Total	208	1930	1	0	2139	1039	216	0	1255	400	111	3	514	3908
06:00 PM	54	420	1	0	475	205	57	0	262	82	27	0	109	846
06:15 PM	55	422	0	0	477	198	47	0	245	108	22	1	131	853
06:30 PM	53	359	1	0	413	171	39	0	210	58	27	0	85	708
06:45 PM	42	277	1	0	320	132	49	0	181	103	21	1	125	626
Total	204	1478	3	0	1685	706	192	0	898	351	97	2	450	3033
Grand Total	894	6789	9	0	7692	3468	837	0	4305	1454	413	13	1880	13877
Apprch %	11.6	88.3	0.1	0		80.6	19.4	0		77.3	22	0.7		
Total %	6.4	48.9	0.1	0	55.4	25	6	0	31	10.5	3	0.1	13.5	

	SR A1A Southbound				SR A1A Northbound			Marsh Landing Pkwy. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	**64**	472	**1**	537	236	**72**	308	78	**35**	113	958
05:00 PM	61	498	0	**559**	275	56	331	97	26	123	1013
05:15 PM	48	**504**	0	552	**276**	61	**337**	**108**	33	**141**	**1030**
05:30 PM	51	497	0	548	240	42	282	98	24	122	952
Total Volume	224	1971	1	2196	1027	231	1258	381	118	499	3953
% App. Total	10.2	89.8	0		81.6	18.4		76.4	23.6		
PHF	.875	.978	.250	.982	.930	.802	.933	.882	.843	.885	.959

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Groups Printed- Truck

	SR A1A Southbound					SR A1A Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:00 PM	1	9	0	0	10	0	0	0	0	0	1	0	1	11
03:15 PM	1	5	0	0	6	7	0	0	7	0	0	0	0	13
03:30 PM	0	5	0	0	5	4	0	0	4	1	0	0	1	10
03:45 PM	0	6	0	0	6	3	0	0	3	0	0	0	0	9
Total	2	25	0	0	27	14	0	0	14	1	1	0	2	43
04:00 PM	0	5	0	0	5	0	1	0	1	0	1	0	1	7
04:15 PM	1	2	0	0	3	4	0	0	4	0	0	0	0	7
04:30 PM	1	1	0	0	2	2	0	0	2	0	0	0	0	4
04:45 PM	0	7	0	0	7	4	1	0	5	0	1	0	1	13
Total	2	15	0	0	17	10	2	0	12	0	2	0	2	31
05:00 PM	0	1	0	0	1	0	2	0	2	0	0	0	0	3
05:15 PM	0	2	0	0	2	2	0	0	2	0	1	0	1	5
05:30 PM	1	1	0	0	2	2	1	0	3	0	0	0	0	5
05:45 PM	0	2	0	0	2	2	0	0	2	1	2	0	3	7
Total	1	6	0	0	7	6	3	0	9	1	3	0	4	20
06:00 PM	0	2	0	0	2	0	1	0	1	0	1	0	1	4
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	2
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	2
06:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	6	0	0	6	1	1	0	2	0	1	0	1	9
Grand Total	5	52	0	0	57	31	6	0	37	2	7	0	9	103
Apprch %	8.8	91.2	0	0		83.8	16.2	0		22.2	77.8	0		
Total %	4.9	50.5	0	0	55.3	30.1	5.8	0	35.9	1.9	6.8	0	8.7	

	SR A1A Southbound				SR A1A Northbound			Marsh Landing Pkwy. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:00 PM											
03:00 PM	**1**	**9**	0	**10**	0	0	0	0	**1**	**1**	11
03:15 PM	1	5	0	6	**7**	0	**7**	0	0	0	**13**
03:30 PM	0	5	0	5	4	0	4	**1**	0	1	10
03:45 PM	0	6	0	6	3	0	3	0	0	0	9
Total Volume	2	25	0	27	14	0	14	1	1	2	43
% App. Total	7.4	92.6	0		100	0		50	50		
PHF	.500	.694	.000	.675	.500	.000	.500	.250	.250	.500	.827

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Groups Printed- Combined

	SR A1A Southbound					SR A1A Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:00 PM	52	376	0	0	428	225	45	0	270	80	20	0	100	798
03:15 PM	70	365	2	0	437	212	61	0	273	93	20	3	116	826
03:30 PM	71	419	0	0	490	227	52	0	279	92	26	0	118	887
03:45 PM	59	432	0	0	491	192	41	0	233	85	34	0	119	843
Total	252	1592	2	0	1846	856	199	0	1055	350	100	3	453	3354
04:00 PM	55	437	1	0	493	204	53	0	257	83	26	1	110	860
04:15 PM	59	444	0	0	503	218	48	0	266	93	24	1	118	887
04:30 PM	56	469	1	0	526	229	58	0	287	100	22	0	122	935
04:45 PM	64	479	1	0	544	240	73	0	313	78	36	3	117	974
Total	234	1829	3	0	2066	891	232	0	1123	354	108	5	467	3656
05:00 PM	61	499	0	0	560	275	58	0	333	97	26	0	123	1016
05:15 PM	48	506	0	0	554	278	61	0	339	108	34	0	142	1035
05:30 PM	52	498	0	0	550	242	43	0	285	98	24	2	124	959
05:45 PM	48	433	1	0	482	250	57	0	307	98	30	1	129	918
Total	209	1936	1	0	2146	1045	219	0	1264	401	114	3	518	3928
06:00 PM	54	422	1	0	477	205	58	0	263	82	28	0	110	850
06:15 PM	55	424	0	0	479	198	47	0	245	108	22	1	131	855
06:30 PM	53	361	1	0	415	171	39	0	210	58	27	0	85	710
06:45 PM	42	277	1	0	320	133	49	0	182	103	21	1	125	627
Total	204	1484	3	0	1691	707	193	0	900	351	98	2	451	3042
Grand Total	899	6841	9	0	7749	3499	843	0	4342	1456	420	13	1889	13980
Apprch %	11.6	88.3	0.1	0		80.6	19.4	0		77.1	22.2	0.7		
Total %	6.4	48.9	0.1	0	55.4	25	6	0	31.1	10.4	3	0.1	13.5	

	SR A1A Southbound				SR A1A Northbound			Marsh Landing Pkwy. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	**64**	479	**1**	544	240	**73**	313	78	**36**	114	971
05:00 PM	61	499	0	**560**	275	58	333	97	26	123	1016
05:15 PM	48	**506**	0	554	**278**	61	**339**	**108**	34	**142**	**1035**
05:30 PM	52	498	0	550	242	43	285	98	24	122	957
Total Volume	225	1982	1	2208	1035	235	1270	381	120	501	3979
% App. Total	10.2	89.8	0		81.5	18.5		76	24		
PHF	.879	.979	.250	.986	.931	.805	.937	.882	.833	.882	.961

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Groups Printed- Car

	SR A1A Southbound					SR A1A Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 AM	4	76	0	0	80	113	0	2	115	12	18	3	33	228
06:15 AM	2	110	0	0	112	191	2	0	193	15	12	1	28	333
06:30 AM	2	181	0	0	183	238	6	0	244	15	27	0	42	469
06:45 AM	1	248	0	0	249	313	3	0	316	18	28	0	46	611
Total	9	615	0	0	624	855	11	2	868	60	85	4	149	1641
07:00 AM	9	234	0	0	243	375	11	0	386	25	41	2	68	697
07:15 AM	2	360	0	0	362	480	7	0	487	30	38	2	70	919
07:30 AM	5	351	0	0	356	531	15	0	546	36	53	0	89	991
07:45 AM	7	497	1	0	505	583	25	0	608	48	58	2	108	1221
Total	23	1442	1	0	1466	1969	58	0	2027	139	190	6	335	3828
08:00 AM	13	442	1	0	456	559	26	0	585	88	43	0	131	1172
08:15 AM	8	504	0	0	512	537	24	0	561	67	46	0	113	1186
08:30 AM	9	476	0	0	485	578	34	0	612	37	36	0	73	1170
08:45 AM	11	496	1	0	508	551	34	0	585	45	46	0	91	1184
Total	41	1918	2	0	1961	2225	118	0	2343	237	171	0	408	4712
09:00 AM	13	434	0	0	447	453	14	0	467	39	34	0	73	987
09:15 AM	10	352	0	0	362	433	21	0	454	30	28	1	59	875
09:30 AM	12	345	2	0	359	412	24	0	436	23	33	2	58	853
09:45 AM	15	374	0	0	389	456	30	0	486	35	29	1	65	940
Total	50	1505	2	0	1557	1754	89	0	1843	127	124	4	255	3655
Grand Total	123	5480	5	0	5608	6803	276	2	7081	563	570	14	1147	13836
Apprch %	2.2	97.7	0.1	0		96.1	3.9	0		49.1	49.7	1.2		
Total %	0.9	39.6	0	0	40.5	49.2	2	0	51.2	4.1	4.1	0.1	8.3	

	SR A1A Southbound				SR A1A Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	7	497	**1**	505	**583**	25	608	48	**58**	106	**1219**
08:00 AM	**13**	442	1	456	559	26	585	**88**	43	**131**	1172
08:15 AM	8	**504**	0	**512**	537	24	561	67	46	113	1186
08:30 AM	9	476	0	485	578	**34**	**612**	37	36	73	1170
Total Volume	37	1919	2	1958	2257	109	2366	240	183	423	4747
% App. Total	1.9	98	0.1		95.4	4.6		56.7	43.3		
PHF	.712	.952	.500	.956	.968	.801	.967	.682	.789	.807	.974

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Groups Printed- Truck

	SR A1A Southbound					SR A1A Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 AM	0	7	0	0	7	2	0	0	2	0	0	0	0	9
06:15 AM	0	2	0	0	2	5	0	0	5	1	0	0	1	8
06:30 AM	1	6	0	0	7	5	0	0	5	1	1	0	2	14
06:45 AM	0	3	0	0	3	4	0	0	4	1	1	0	2	9
Total	1	18	0	0	19	16	0	0	16	3	2	0	5	40
07:00 AM	0	10	0	0	10	3	0	0	3	1	0	0	1	14
07:15 AM	0	12	0	0	12	5	0	0	5	1	1	0	2	19
07:30 AM	0	13	0	0	13	5	1	0	6	0	0	0	0	19
07:45 AM	0	14	0	0	14	6	1	0	7	1	0	0	1	22
Total	0	49	0	0	49	19	2	0	21	3	1	0	4	74
08:00 AM	1	17	0	0	18	9	0	0	9	3	0	0	3	30
08:15 AM	0	15	0	0	15	7	1	0	8	0	0	0	0	23
08:30 AM	0	17	0	0	17	7	0	0	7	0	0	0	0	24
08:45 AM	2	4	0	0	6	9	1	0	10	2	0	0	2	18
Total	3	53	0	0	56	32	2	0	34	5	0	0	5	95
09:00 AM	0	13	0	0	13	11	0	0	11	2	1	0	3	27
09:15 AM	0	11	0	0	11	4	2	0	6	0	1	0	1	18
09:30 AM	0	13	1	0	14	9	2	0	11	0	1	0	1	26
09:45 AM	0	11	0	0	11	7	4	0	11	2	0	0	2	24
Total	0	48	1	0	49	31	8	0	39	4	3	0	7	95
Grand Total	4	168	1	0	173	98	12	0	110	15	6	0	21	304
Apprch %	2.3	97.1	0.6	0		89.1	10.9	0		71.4	28.6	0		
Total %	1.3	55.3	0.3	0	56.9	32.2	3.9	0	36.2	4.9	2	0	6.9	

	SR A1A Southbound				SR A1A Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	0	14	0	14	6	**1**	7	1	0	1	22
08:00 AM	**1**	**17**	0	**18**	**9**	0	**9**	**3**	0	**3**	**30**
08:15 AM	0	15	0	15	7	1	8	0	0	0	23
08:30 AM	0	17	0	17	7	0	7	0	0	0	24
Total Volume	1	63	0	64	29	2	31	4	0	4	99
% App. Total	1.6	98.4	0		93.5	6.5		100	0		
PHF	.250	.926	.000	.889	.806	.500	.861	.333	.000	.333	.825

Peggy Malone & Associates, Inc.
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File Name : 2-A1A and Ponte Vedra Lakes Blvd. AM
Site Code :
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Groups Printed- Combined

	SR A1A Southbound					SR A1A Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 AM	4	83	0	0	87	115	0	2	117	12	18	3	33	237
06:15 AM	2	112	0	0	114	196	2	0	198	16	12	1	29	341
06:30 AM	3	187	0	0	190	243	6	0	249	16	28	0	44	483
06:45 AM	1	251	0	0	252	317	3	0	320	19	29	0	48	620
Total	10	633	0	0	643	871	11	2	884	63	87	4	154	1681
07:00 AM	9	244	0	0	253	378	11	0	389	26	41	2	69	711
07:15 AM	2	372	0	0	374	485	7	0	492	31	39	2	72	938
07:30 AM	5	364	0	0	369	536	16	0	552	36	53	0	89	1010
07:45 AM	7	511	1	0	519	589	26	0	615	49	58	2	109	1243
Total	23	1491	1	0	1515	1988	60	0	2048	142	191	6	339	3902
08:00 AM	14	459	1	0	474	568	26	0	594	91	43	0	134	1202
08:15 AM	8	519	0	0	527	544	25	0	569	67	46	0	113	1209
08:30 AM	9	493	0	0	502	585	34	0	619	37	36	0	73	1194
08:45 AM	13	500	1	0	514	560	35	0	595	47	46	0	93	1202
Total	44	1971	2	0	2017	2257	120	0	2377	242	171	0	413	4807
09:00 AM	13	447	0	0	460	464	14	0	478	41	35	0	76	1014
09:15 AM	10	363	0	0	373	437	23	0	460	30	29	1	60	893
09:30 AM	12	358	3	0	373	421	26	0	447	23	34	2	59	879
09:45 AM	15	385	0	0	400	463	34	0	497	37	29	1	67	964
Total	50	1553	3	0	1606	1785	97	0	1882	131	127	4	262	3750
Grand Total	127	5648	6	0	5781	6901	288	2	7191	578	576	14	1168	14140
Apprch %	2.2	97.7	0.1	0		96	4	0		49.5	49.3	1.2		
Total %	0.9	39.9	0	0	40.9	48.8	2	0	50.9	4.1	4.1	0.1	8.3	

	SR A1A Southbound				SR A1A Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	7	511	**1**	519	**589**	26	615	49	**58**	107	**1241**
08:00 AM	**14**	459	1	474	568	26	594	**91**	43	**134**	1202
08:15 AM	8	**519**	0	**527**	544	25	569	67	46	113	1209
08:30 AM	9	493	0	502	585	**34**	**619**	37	36	73	1194
Total Volume	38	1982	2	2022	2286	111	2397	244	183	427	4846
% App. Total	1.9	98	0.1		95.4	4.6		57.1	42.9		
PHF	.679	.955	.500	.959	.970	.816	.968	.670	.789	.797	.976

Peggy Malone & Associates, Inc.
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File Name : 2-A1A and Ponte Vedra Lakes Blvd. PM
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Groups Printed- Car

	SR A1A Southbound					SR A1A Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:00 PM	16	428	0	0	444	490	30	0	520	36	19	0	55	1019
03:15 PM	22	421	0	0	443	496	29	0	525	32	26	6	64	1032
03:30 PM	22	474	0	0	496	509	27	0	536	51	28	0	79	1111
03:45 PM	20	482	0	0	502	421	32	0	453	48	23	2	73	1028
Total	80	1805	0	0	1885	1916	118	0	2034	167	96	8	271	4190
04:00 PM	29	483	0	0	512	460	40	0	500	45	26	0	71	1083
04:15 PM	26	497	0	0	523	502	39	0	541	30	26	2	58	1122
04:30 PM	28	507	2	0	537	498	30	0	528	38	36	0	74	1139
04:45 PM	27	539	1	0	567	545	32	0	577	35	32	4	71	1215
Total	110	2026	3	0	2139	2005	141	0	2146	148	120	6	274	4559
05:00 PM	27	553	2	0	582	561	24	0	585	55	50	0	105	1272
05:15 PM	32	569	0	0	601	541	27	0	568	47	53	0	100	1269
05:30 PM	31	570	0	0	601	525	43	0	568	53	36	0	89	1258
05:45 PM	32	519	0	0	551	471	44	0	515	38	51	0	89	1155
Total	122	2211	2	0	2335	2098	138	0	2236	193	190	0	383	4954
06:00 PM	37	484	0	0	521	451	42	0	493	33	31	0	64	1078
06:15 PM	39	480	2	0	521	398	39	0	437	33	31	0	64	1022
06:30 PM	25	379	0	0	404	370	32	0	402	29	38	0	67	873
06:45 PM	33	351	1	0	385	283	28	0	311	32	34	0	66	762
Total	134	1694	3	0	1831	1502	141	0	1643	127	134	0	261	3735
Grand Total	446	7736	8	0	8190	7521	538	0	8059	635	540	14	1189	17438
Apprch %	5.4	94.5	0.1	0		93.3	6.7	0		53.4	45.4	1.2		
Total %	2.6	44.4	0	0	47	43.1	3.1	0	46.2	3.6	3.1	0.1	6.8	

	SR A1A Southbound				SR A1A Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	27	539	1	567	545	32	577	35	32	67	1211
05:00 PM	27	553	**2**	582	**561**	24	**585**	**55**	50	**105**	**1272**
05:15 PM	**32**	569	0	**601**	541	27	568	47	**53**	100	1269
05:30 PM	31	**570**	0	601	525	**43**	568	53	36	89	1258
Total Volume	117	2231	3	2351	2172	126	2298	190	171	361	5010
% App. Total	5	94.9	0.1		94.5	5.5		52.6	47.4		
PHF	.914	.979	.375	.978	.968	.733	.982	.864	.807	.860	.985

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File Name : 2-A1A and Ponte Vedra Lakes Blvd. PM
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Groups Printed- Truck

	SR A1A Southbound					SR A1A Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:00 PM	1	8	0	0	9	14	1	0	15	1	0	0	1	25
03:15 PM	0	5	0	0	5	15	1	0	16	0	1	0	1	22
03:30 PM	1	6	0	0	7	15	0	0	15	6	1	0	7	29
03:45 PM	0	7	0	0	7	9	1	0	10	1	0	0	1	18
Total	2	26	0	0	28	53	3	0	56	8	2	0	10	94
04:00 PM	0	5	0	0	5	9	1	0	10	0	0	0	0	15
04:15 PM	0	2	0	0	2	12	1	0	13	0	0	0	0	15
04:30 PM	0	2	0	0	2	11	0	0	11	2	1	0	3	16
04:45 PM	0	6	0	0	6	11	1	0	12	2	2	0	4	22
Total	0	15	0	0	15	43	3	0	46	4	3	0	7	68
05:00 PM	0	1	0	0	1	4	1	0	5	0	1	0	1	7
05:15 PM	0	2	0	0	2	3	1	0	4	0	1	0	1	7
05:30 PM	0	2	0	0	2	3	1	0	4	2	2	0	4	10
05:45 PM	1	2	0	0	3	3	0	0	3	0	0	0	0	6
Total	1	7	0	0	8	13	3	0	16	2	4	0	6	30
06:00 PM	0	1	0	0	1	5	0	0	5	0	0	0	0	6
06:15 PM	0	2	0	0	2	8	0	0	8	0	2	0	2	12
06:30 PM	0	2	0	0	2	3	0	0	3	0	0	0	0	5
06:45 PM	0	0	0	0	0	3	0	0	3	0	0	0	0	3
Total	0	5	0	0	5	19	0	0	19	0	2	0	2	26
Grand Total	3	53	0	0	56	128	9	0	137	14	11	0	25	218
Apprch %	5.4	94.6	0	0		93.4	6.6	0		56	44	0		
Total %	1.4	24.3	0	0	25.7	58.7	4.1	0	62.8	6.4	5	0	11.5	

	SR A1A Southbound				SR A1A Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:00 PM											
03:00 PM	**1**	**8**	0	**9**	14	**1**	15	1	0	1	25
03:15 PM	0	5	0	5	**15**	1	**16**	0	**1**	1	22
03:30 PM	1	6	0	7	15	0	15	**6**	1	**7**	**29**
03:45 PM	0	7	0	7	9	1	10	1	0	1	18
Total Volume	2	26	0	28	53	3	56	8	2	10	94
% App. Total	7.1	92.9	0		94.6	5.4		80	20		
PHF	.500	.813	.000	.778	.883	.750	.875	.333	.500	.357	.810

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File Name : 2-A1A and Ponte Vedra Lakes Blvd. PM
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Groups Printed- Combined

	SR A1A Southbound					SR A1A Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
03:00 PM	17	436	0	0	453	504	31	0	535	37	19	0	56	1044
03:15 PM	22	426	0	0	448	511	30	0	541	32	27	6	65	1054
03:30 PM	23	480	0	0	503	524	27	0	551	57	29	0	86	1140
03:45 PM	20	489	0	0	509	430	33	0	463	49	23	2	74	1046
Total	82	1831	0	0	1913	1969	121	0	2090	175	98	8	281	4284
04:00 PM	29	488	0	0	517	469	41	0	510	45	26	0	71	1098
04:15 PM	26	499	0	0	525	514	40	0	554	30	26	2	58	1137
04:30 PM	28	509	2	0	539	509	30	0	539	40	37	0	77	1155
04:45 PM	27	545	1	0	573	556	33	0	589	37	34	4	75	1237
Total	110	2041	3	0	2154	2048	144	0	2192	152	123	6	281	4627
05:00 PM	27	554	2	0	583	565	25	0	590	55	51	0	106	1279
05:15 PM	32	571	0	0	603	544	28	0	572	47	54	0	101	1276
05:30 PM	31	572	0	0	603	528	44	0	572	55	38	0	93	1268
05:45 PM	33	521	0	0	554	474	44	0	518	38	51	0	89	1161
Total	123	2218	2	0	2343	2111	141	0	2252	195	194	0	389	4984
06:00 PM	37	485	0	0	522	456	42	0	498	33	31	0	64	1084
06:15 PM	39	482	2	0	523	406	39	0	445	33	33	0	66	1034
06:30 PM	25	381	0	0	406	373	32	0	405	29	38	0	67	878
06:45 PM	33	351	1	0	385	286	28	0	314	32	34	0	66	765
Total	134	1699	3	0	1836	1521	141	0	1662	127	136	0	263	3761
Grand Total	449	7789	8	0	8246	7649	547	0	8196	649	551	14	1214	17656
Apprch %	5.4	94.5	0.1	0		93.3	6.7	0		53.5	45.4	1.2		
Total %	2.5	44.1	0	0	46.7	43.3	3.1	0	46.4	3.7	3.1	0.1	6.9	

	SR A1A Southbound				SR A1A Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	27	545	1	573	556	33	589	37	34	71	1233
05:00 PM	27	554	**2**	583	**565**	25	**590**	**55**	51	**106**	**1279**
05:15 PM	**32**	571	0	**603**	544	28	572	47	**54**	101	1276
05:30 PM	31	**572**	0	603	528	**44**	572	55	38	93	1268
Total Volume	117	2242	3	2362	2193	130	2323	194	177	371	5056
% App. Total	5	94.9	0.1		94.4	5.6		52.3	47.7		
PHF	.914	.980	.375	.979	.970	.739	.984	.882	.819	.875	.988

Peggy Malone & Associates, Inc.
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File Name : 3-Marsh Landing Blvd. and JTB EB Off_Marsh Landing Pkwy. AM
Site Code :
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Groups Printed- Car

	Southbound St. Southbound					Marsh Landing Pkwy. Westbound					Marsh Landing Blvd. Northbound					JTB EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	4	0	4	22	0	0	0	22	7	33	0	0	40	66
06:15 AM	0	0	0	0	0	0	0	3	0	3	38	0	0	0	38	9	35	0	0	44	85
06:30 AM	0	0	0	0	0	0	0	10	0	10	58	0	0	0	58	15	69	0	0	84	152
06:45 AM	0	0	0	0	0	0	0	6	0	6	93	0	0	0	93	13	94	0	0	107	206
Total	0	0	0	0	0	0	0	23	0	23	211	0	0	0	211	44	231	0	0	275	509
07:00 AM	0	0	0	0	0	0	0	11	0	11	99	0	0	0	99	18	79	0	0	97	207
07:15 AM	0	0	0	0	0	0	0	25	0	25	110	0	0	0	110	22	102	0	0	124	259
07:30 AM	0	0	0	0	0	0	0	21	0	21	133	0	0	0	133	33	106	0	0	139	293
07:45 AM	0	0	0	0	0	0	0	24	0	24	108	0	0	0	108	43	132	0	0	175	307
Total	0	0	0	0	0	0	0	81	0	81	450	0	0	0	450	116	419	0	0	535	1066
08:00 AM	0	0	0	0	0	0	0	34	0	34	108	0	0	0	108	48	147	0	0	195	337
08:15 AM	0	0	0	0	0	0	0	31	0	31	119	0	0	0	119	39	146	0	0	185	335
08:30 AM	0	0	0	0	0	0	0	31	0	31	111	0	0	0	111	52	118	0	0	170	312
08:45 AM	0	0	0	0	0	0	0	39	0	39	103	0	0	0	103	52	134	0	0	186	328
Total	0	0	0	0	0	0	0	135	0	135	441	0	0	0	441	191	545	0	0	736	1312
09:00 AM	0	0	0	0	0	0	0	38	0	38	95	0	0	0	95	42	118	0	0	160	293
09:15 AM	0	0	0	0	0	0	0	24	0	24	76	0	0	0	76	48	131	0	0	179	279
09:30 AM	0	0	0	0	0	0	0	29	0	29	67	0	0	0	67	34	105	0	0	139	235
09:45 AM	0	0	0	0	0	0	0	38	0	38	81	0	0	0	81	34	103	0	0	137	256
Total	0	0	0	0	0	0	0	129	0	129	319	0	0	0	319	158	457	0	0	615	1063
Grand Total	0	0	0	0	0	0	0	368	0	368	1421	0	0	0	1421	509	1652	0	0	2161	3950
Apprch %	0	0	0	0		0	0	100	0		100	0	0	0		23.6	76.4	0	0		
Total %	0	0	0	0	0	0	0	9.3	0	9.3	36	0	0	0	36	12.9	41.8	0	0	54.7	

	Southbound St. Southbound				Marsh Landing Pkwy. Westbound				Marsh Landing Blvd. Northbound				JTB EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	34	34	108	0	0	108	48	**147**	0	**195**	**337**
08:15 AM	0	0	0	0	0	0	31	31	**119**	0	0	**119**	39	146	0	185	335
08:30 AM	0	0	0	0	0	0	31	31	111	0	0	111	**52**	118	0	170	312
08:45 AM	0	0	0	0	0	0	**39**	**39**	103	0	0	103	52	134	0	186	328
Total Volume	0	0	0	0	0	0	135	135	441	0	0	441	191	545	0	736	1312
% App. Total	0	0	0		0	0	100		100	0	0		26	74	0		
PHF	.000	.000	.000	.000	.000	.000	.865	.865	.926	.000	.000	.926	.918	.927	.000	.944	.973

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File Name : 3-Marsh Landing Blvd. and JTB EB Off_Marsh Landing Pkwy. AM
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Groups Printed- Truck

	Southbound St. Southbound					Marsh Landing Pkwy. Westbound					Marsh Landing Blvd. Northbound					JTB EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
06:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	3
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	8	0	0	9	10
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	5	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	1	0	0	3	5
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	7
Total	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	7	8	0	0	15	20
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	7	0	0	8	8
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	4	0	0	6	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	3	0	0	5	7
08:45 AM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	1	3	0	0	4	8
Total	0	0	0	0	0	0	0	4	0	4	3	0	0	0	3	6	17	0	0	23	30
09:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	3	4	0	0	7	9
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	2	0	0	5	6
09:30 AM	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	2	3	0	0	5	9
09:45 AM	0	0	0	0	0	0	0	1	0	1	6	0	0	0	6	2	1	0	0	3	10
Total	0	0	0	0	0	0	0	4	0	4	10	0	0	0	10	10	10	0	0	20	34
Grand Total	0	0	0	0	0	0	0	9	0	9	18	0	0	0	18	24	43	0	0	67	94
Apprch %	0	0	0	0		0	0	100	0		100	0	0	0		35.8	64.2	0	0		
Total %	0	0	0	0	0	0	0	9.6	0	9.6	19.1	0	0	0	19.1	25.5	45.7	0	0	71.3	

	Southbound St. Southbound				Marsh Landing Pkwy. Westbound				Marsh Landing Blvd. Northbound				JTB EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	**3**	**4**	0	**7**	9
09:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	3	2	0	5	6
09:30 AM	0	0	0	0	0	0	**3**	**3**	1	0	0	1	2	3	0	5	9
09:45 AM	0	0	0	0	0	0	1	1	**6**	0	0	**6**	2	1	0	3	**10**
Total Volume	0	0	0	0	0	0	4	4	10	0	0	10	10	10	0	20	34
% App. Total	0	0	0		0	0	100		100	0	0		50	50	0		
PHF	.000	.000	.000	.000	.000	.000	.333	.333	.417	.000	.000	.417	.833	.625	.000	.714	.850

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Marsh Landing Blvd. and JTB EB Off_Marsh Landing Pkwy. AM
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Groups Printed- Combined

	Southbound St. Southbound					Marsh Landing Pkwy. Westbound					Marsh Landing Blvd. Northbound					JTB EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	4	0	4	22	0	0	0	22	7	34	0	0	41	67
06:15 AM	0	0	0	0	0	0	0	3	0	3	38	0	0	0	38	9	38	0	0	47	88
06:30 AM	0	0	0	0	0	0	0	11	0	11	58	0	0	0	58	15	71	0	0	86	155
06:45 AM	0	0	0	0	0	0	0	6	0	6	93	0	0	0	93	14	96	0	0	110	209
Total	0	0	0	0	0	0	0	24	0	24	211	0	0	0	211	45	239	0	0	284	519
07:00 AM	0	0	0	0	0	0	0	11	0	11	99	0	0	0	99	20	82	0	0	102	212
07:15 AM	0	0	0	0	0	0	0	25	0	25	112	0	0	0	112	24	103	0	0	127	264
07:30 AM	0	0	0	0	0	0	0	21	0	21	133	0	0	0	133	35	107	0	0	142	296
07:45 AM	0	0	0	0	0	0	0	24	0	24	111	0	0	0	111	44	135	0	0	179	314
Total	0	0	0	0	0	0	0	81	0	81	455	0	0	0	455	123	427	0	0	550	1086
08:00 AM	0	0	0	0	0	0	0	34	0	34	108	0	0	0	108	49	154	0	0	203	345
08:15 AM	0	0	0	0	0	0	0	32	0	32	119	0	0	0	119	41	150	0	0	191	342
08:30 AM	0	0	0	0	0	0	0	31	0	31	113	0	0	0	113	54	121	0	0	175	319
08:45 AM	0	0	0	0	0	0	0	42	0	42	104	0	0	0	104	53	137	0	0	190	336
Total	0	0	0	0	0	0	0	139	0	139	444	0	0	0	444	197	562	0	0	759	1342
09:00 AM	0	0	0	0	0	0	0	38	0	38	97	0	0	0	97	45	122	0	0	167	302
09:15 AM	0	0	0	0	0	0	0	24	0	24	77	0	0	0	77	51	133	0	0	184	285
09:30 AM	0	0	0	0	0	0	0	32	0	32	68	0	0	0	68	36	108	0	0	144	244
09:45 AM	0	0	0	0	0	0	0	39	0	39	87	0	0	0	87	36	104	0	0	140	266
Total	0	0	0	0	0	0	0	133	0	133	329	0	0	0	329	168	467	0	0	635	1097
Grand Total	0	0	0	0	0	0	0	377	0	377	1439	0	0	0	1439	533	1695	0	0	2228	4044
Apprch %	0	0	0	0		0	0	100	0		100	0	0	0		23.9	76.1	0	0		
Total %	0	0	0	0	0	0	0	9.3	0	9.3	35.6	0	0	0	35.6	13.2	41.9	0	0	55.1	

	Southbound St. Southbound				Marsh Landing Pkwy. Westbound				Marsh Landing Blvd. Northbound				JTB EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	34	34	108	0	0	108	49	**154**	0	**203**	**345**
08:15 AM	0	0	0	0	0	0	32	32	**119**	0	0	**119**	41	150	0	191	342
08:30 AM	0	0	0	0	0	0	31	31	113	0	0	113	**54**	121	0	175	319
08:45 AM	0	0	0	0	0	0	**42**	**42**	104	0	0	104	53	137	0	190	336
Total Volume	0	0	0	0	0	0	139	139	444	0	0	444	197	562	0	759	1342
% App. Total	0	0	0		0	0	100		100	0	0		26	74	0		
PHF	.000	.000	.000	.000	.000	.000	.827	.827	.933	.000	.000	.933	.912	.912	.000	.935	.972

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Marsh Landing Blvd. and JTB EB Off_Marsh Landing Pkwy. PM
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Groups Printed- Car

	Southbound St. Southbound					Marsh Landing Pkwy. Westbound					Marsh Landing Blvd. Northbound					JTB EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	57	0	57	81	0	0	0	81	43	135	0	0	178	316
03:15 PM	0	0	0	0	0	0	0	48	0	48	77	0	0	0	77	50	174	0	0	224	349
03:30 PM	0	0	0	0	0	0	0	43	0	43	69	0	0	0	69	60	177	0	0	237	349
03:45 PM	0	0	0	0	0	0	0	45	0	45	84	0	0	0	84	74	156	0	0	230	359
Total	0	0	0	0	0	0	0	193	0	193	311	0	0	0	311	227	642	0	0	869	1373
04:00 PM	0	0	0	0	0	0	0	44	0	44	74	0	0	0	74	63	186	0	0	249	367
04:15 PM	0	0	0	0	0	0	0	69	0	69	73	0	0	0	73	74	200	0	0	274	416
04:30 PM	0	0	0	0	0	0	0	42	0	42	70	0	0	0	70	97	210	0	0	307	419
04:45 PM	0	0	0	0	0	0	0	44	0	44	65	0	0	0	65	112	234	0	0	346	455
Total	0	0	0	0	0	0	0	199	0	199	282	0	0	0	282	346	830	0	0	1176	1657
05:00 PM	0	0	0	0	0	0	0	43	0	43	88	0	0	0	88	105	216	0	0	321	452
05:15 PM	0	0	0	0	0	0	0	56	0	56	63	0	0	0	63	104	270	0	0	374	493
05:30 PM	0	0	0	0	0	0	0	40	0	40	76	0	0	0	76	115	251	0	0	366	482
05:45 PM	0	0	0	0	0	0	0	40	0	40	64	0	0	0	64	101	236	0	0	337	441
Total	0	0	0	0	0	0	0	179	0	179	291	0	0	0	291	425	973	0	0	1398	1868
06:00 PM	0	0	0	0	0	0	0	46	0	46	70	0	0	0	70	102	253	0	0	355	471
06:15 PM	0	0	0	0	0	0	0	78	0	78	68	0	0	0	68	99	188	0	0	287	433
06:30 PM	0	0	0	0	0	0	0	59	0	59	74	0	0	0	74	75	177	0	0	252	385
06:45 PM	0	0	0	0	0	0	0	57	0	57	37	0	0	0	37	52	134	0	0	186	280
Total	0	0	0	0	0	0	0	240	0	240	249	0	0	0	249	328	752	0	0	1080	1569
Grand Total	0	0	0	0	0	0	0	811	0	811	1133	0	0	0	1133	1326	3197	0	0	4523	6467
Apprch %	0	0	0	0		0	0	100	0		100	0	0	0		29.3	70.7	0	0		
Total %	0	0	0	0	0	0	0	12.5	0	12.5	17.5	0	0	0	17.5	20.5	49.4	0	0	69.9	

	Southbound St. Southbound				Marsh Landing Pkwy. Westbound				Marsh Landing Blvd. Northbound				JTB EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	0	**56**	**56**	63	0	0	63	104	**270**	0	**374**	**493**
05:30 PM	0	0	0	0	0	0	40	40	**76**	0	0	**76**	**115**	251	0	366	482
05:45 PM	0	0	0	0	0	0	40	40	64	0	0	64	101	236	0	337	441
06:00 PM	0	0	0	0	0	0	46	46	70	0	0	70	102	253	0	355	471
Total Volume	0	0	0	0	0	0	182	182	273	0	0	273	422	1010	0	1432	1887
% App. Total	0	0	0		0	0	100		100	0	0		29.5	70.5	0		
PHF	.000	.000	.000	.000	.000	.000	.813	.813	.898	.000	.000	.898	.917	.935	.000	.957	.957

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Marsh Landing Blvd. and JTB EB Off_Marsh Landing Pkwy. PM
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Groups Printed- Truck

	Southbound St. Southbound					Marsh Landing Pkwy. Westbound					Marsh Landing Blvd. Northbound					JTB EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	0	2	0	0	2	5
03:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	1	7	0	0	8	13
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	3	0	0	6	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	3	0	0	4	6
04:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	1	2	0	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	5	0	0	0	5	5	8	0	0	13	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	3	0	0	4	6
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	2
Grand Total	0	0	0	0	0	0	0	4	0	4	10	0	0	0	10	7	19	0	0	26	40
Apprch %	0	0	0	0		0	0	100	0		100	0	0	0		26.9	73.1	0	0		
Total %	0	0	0	0	0	0	0	10	0	10	25	0	0	0	25	17.5	47.5	0	0	65	

	Southbound St. Southbound				Marsh Landing Pkwy. Westbound				Marsh Landing Blvd. Northbound				JTB EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	**3**	**3**	0	**6**	**7**
04:15 PM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	1	3	0	4	6
04:30 PM	0	0	0	0	0	0	**1**	**1**	1	0	0	1	1	2	0	3	5
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	5	0	0	5	5	8	0	13	19
% App. Total	0	0	0		0	0	100		100	0	0		38.5	61.5	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.625	.000	.000	.625	.417	.667	.000	.542	.679

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 3-Marsh Landing Blvd. and JTB EB Off_Marsh Landing Pkwy. PM
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Groups Printed- Combined

	Southbound St. Southbound					Marsh Landing Pkwy. Westbound					Marsh Landing Blvd. Northbound					JTB EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	58	0	58	83	0	0	0	83	43	137	0	0	180	321
03:15 PM	0	0	0	0	0	0	0	49	0	49	77	0	0	0	77	51	176	0	0	227	353
03:30 PM	0	0	0	0	0	0	0	43	0	43	70	0	0	0	70	60	180	0	0	240	353
03:45 PM	0	0	0	0	0	0	0	45	0	45	84	0	0	0	84	74	156	0	0	230	359
Total	0	0	0	0	0	0	0	195	0	195	314	0	0	0	314	228	649	0	0	877	1386
04:00 PM	0	0	0	0	0	0	0	44	0	44	75	0	0	0	75	66	189	0	0	255	374
04:15 PM	0	0	0	0	0	0	0	69	0	69	75	0	0	0	75	75	203	0	0	278	422
04:30 PM	0	0	0	0	0	0	0	43	0	43	71	0	0	0	71	98	212	0	0	310	424
04:45 PM	0	0	0	0	0	0	0	44	0	44	66	0	0	0	66	112	234	0	0	346	456
Total	0	0	0	0	0	0	0	200	0	200	287	0	0	0	287	351	838	0	0	1189	1676
05:00 PM	0	0	0	0	0	0	0	43	0	43	88	0	0	0	88	106	218	0	0	324	455
05:15 PM	0	0	0	0	0	0	0	56	0	56	63	0	0	0	63	104	270	0	0	374	493
05:30 PM	0	0	0	0	0	0	0	40	0	40	77	0	0	0	77	115	251	0	0	366	483
05:45 PM	0	0	0	0	0	0	0	40	0	40	65	0	0	0	65	101	237	0	0	338	443
Total	0	0	0	0	0	0	0	179	0	179	293	0	0	0	293	426	976	0	0	1402	1874
06:00 PM	0	0	0	0	0	0	0	46	0	46	70	0	0	0	70	102	253	0	0	355	471
06:15 PM	0	0	0	0	0	0	0	78	0	78	68	0	0	0	68	99	188	0	0	287	433
06:30 PM	0	0	0	0	0	0	0	59	0	59	74	0	0	0	74	75	177	0	0	252	385
06:45 PM	0	0	0	0	0	0	0	58	0	58	37	0	0	0	37	52	135	0	0	187	282
Total	0	0	0	0	0	0	0	241	0	241	249	0	0	0	249	328	753	0	0	1081	1571
Grand Total	0	0	0	0	0	0	0	815	0	815	1143	0	0	0	1143	1333	3216	0	0	4549	6507
Apprch %	0	0	0	0		0	0	100	0		100	0	0	0		29.3	70.7	0	0		
Total %	0	0	0	0	0	0	0	12.5	0	12.5	17.6	0	0	0	17.6	20.5	49.4	0	0	69.9	

	Southbound St. Southbound				Marsh Landing Pkwy. Westbound				Marsh Landing Blvd. Northbound				JTB EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	0	0	0	0	0	**56**	**56**	63	0	0	63	104	**270**	0	**374**	**493**
05:30 PM	0	0	0	0	0	0	40	40	**77**	0	0	**77**	**115**	251	0	366	483
05:45 PM	0	0	0	0	0	0	40	40	65	0	0	65	101	237	0	338	443
06:00 PM	0	0	0	0	0	0	46	46	70	0	0	70	102	253	0	355	471
Total Volume	0	0	0	0	0	0	182	182	275	0	0	275	422	1011	0	1433	1890
% App. Total	0	0	0		0	0	100		100	0	0		29.4	70.6	0		
PHF	.000	.000	.000	.000	.000	.000	.813	.813	.893	.000	.000	.893	.917	.936	.000	.958	.958

Peggy Malone & Associates, Inc.
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File Name : 4-South Beach Pkwy. and Sanctuary Blvd. AM
Site Code :
Start Date : 10/6/2015
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Groups Printed- Car

	South Beach Pkwy. Southbound					Westbound St. Westbound					South Beach Pkwy. Northbound					Sanctuary Blvd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	35	5	0	0	40	0	0	0	2	2	0	30	26	0	56	0	0	0	0	0	98
06:15 AM	24	9	0	0	33	0	0	0	5	5	0	32	40	0	72	0	0	0	1	1	111
06:30 AM	53	13	0	0	66	0	0	0	1	1	0	69	45	0	114	0	0	0	0	0	181
06:45 AM	57	17	0	0	74	0	0	0	1	1	0	103	83	0	186	0	0	0	0	0	261
Total	169	44	0	0	213	0	0	0	9	9	0	234	194	0	428	0	0	0	1	1	651
07:00 AM	77	25	0	0	102	0	0	0	0	0	0	74	103	0	177	0	0	0	0	0	279
07:15 AM	100	29	0	0	129	0	0	0	5	5	0	133	115	0	248	0	0	0	1	1	383
07:30 AM	86	41	0	0	127	0	0	0	1	1	0	109	147	0	256	0	0	0	0	0	384
07:45 AM	79	44	0	0	123	0	0	0	2	2	0	132	109	0	241	0	0	0	0	0	366
Total	342	139	0	0	481	0	0	0	8	8	0	448	474	0	922	0	0	0	1	1	1412
08:00 AM	107	64	0	0	171	0	0	0	3	3	0	170	103	0	273	0	0	0	0	0	447
08:15 AM	107	51	0	0	158	0	0	0	3	3	0	182	118	0	300	0	0	0	1	1	462
08:30 AM	106	68	0	0	174	0	0	0	2	2	0	122	126	0	248	0	0	0	1	1	425
08:45 AM	69	70	0	0	139	0	0	0	1	1	0	150	105	0	255	0	0	0	2	2	397
Total	389	253	0	0	642	0	0	0	9	9	0	624	452	0	1076	0	0	0	4	4	1731
09:00 AM	62	71	0	0	133	0	0	0	3	3	0	146	83	0	229	1	0	0	0	1	366
09:15 AM	61	49	0	0	110	0	0	0	3	3	0	144	79	0	223	0	0	0	0	0	336
09:30 AM	56	63	0	0	119	0	0	0	2	2	0	118	70	0	188	0	0	0	1	1	310
09:45 AM	39	65	0	0	104	0	0	0	3	3	0	150	69	0	219	0	0	0	1	1	327
Total	218	248	0	0	466	0	0	0	11	11	0	558	301	0	859	1	0	0	2	3	1339
Grand Total	1118	684	0	0	1802	0	0	0	37	37	0	1864	1421	0	3285	1	0	0	8	9	5133
Apprch %	62	38	0	0		0	0	0	100		0	56.7	43.3	0		11.1	0	0	88.9		
Total %	21.8	13.3	0	0	35.1	0	0	0	0.7	0.7	0	36.3	27.7	0	64	0	0	0	0.2	0.2	

	South Beach Pkwy. Southbound				Westbound St. Westbound				South Beach Pkwy. Northbound				Sanctuary Blvd. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**107**	64	0	171	0	0	0	0	0	170	103	273	0	0	0	0	444
08:15 AM	107	51	0	158	0	0	0	0	0	**182**	118	**300**	0	0	0	0	**458**
08:30 AM	106	68	0	**174**	0	0	0	0	0	122	**126**	248	0	0	0	0	422
08:45 AM	69	**70**	0	139	0	0	0	0	0	150	105	255	0	0	0	0	394
Total Volume	389	253	0	642	0	0	0	0	0	624	452	1076	0	0	0	0	1718
% App. Total	60.6	39.4	0		0	0	0		0	58	42		0	0	0		
PHF	.909	.904	.000	.922	.000	.000	.000	.000	.000	.857	.897	.897	.000	.000	.000	.000	.938

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Groups Printed- Truck

	South Beach Pkwy. Southbound					Westbound St. Westbound					South Beach Pkwy. Northbound					Sanctuary Blvd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
06:45 AM	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
Total	5	2	0	0	7	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	13
07:00 AM	2	1	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	3
07:30 AM	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	6
Total	3	3	0	0	6	0	0	0	0	0	0	9	4	0	13	0	0	0	0	0	19
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	11
08:15 AM	2	1	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
08:30 AM	5	1	0	0	6	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	12
08:45 AM	1	3	0	0	4	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	7
Total	8	9	0	0	17	0	0	0	0	0	0	12	7	0	19	0	0	0	0	0	36
09:00 AM	4	3	0	0	7	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	14
09:15 AM	3	0	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	6
09:30 AM	3	4	0	0	7	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	11
09:45 AM	1	1	0	0	2	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	7
Total	11	8	0	0	19	0	0	0	0	0	0	13	6	0	19	0	0	0	0	0	38
Grand Total	27	22	0	0	49	0	0	0	0	0	0	39	18	0	57	0	0	0	0	0	106
Apprch %	55.1	44.9	0	0		0	0	0	0		0	68.4	31.6	0		0	0	0	0		
Total %	25.5	20.8	0	0	46.2	0	0	0	0	0	0	36.8	17	0	53.8	0	0	0	0	0	

	South Beach Pkwy. Southbound				Westbound St. Westbound				South Beach Pkwy. Northbound				Sanctuary Blvd. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	2	1	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:30 AM	**5**	1	0	6	0	0	0	0	0	**4**	2	6	0	0	0	0	12
08:45 AM	1	**3**	0	4	0	0	0	0	0	1	2	3	0	0	0	0	7
09:00 AM	4	3	0	**7**	0	0	0	0	0	4	**3**	**7**	0	0	0	0	**14**
Total Volume	12	8	0	20	0	0	0	0	0	12	7	19	0	0	0	0	39
% App. Total	60	40	0		0	0	0		0	63.2	36.8		0	0	0		
PHF	.600	.667	.000	.714	.000	.000	.000	.000	.000	.750	.583	.679	.000	.000	.000	.000	.696

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Groups Printed- Combined

	South Beach Pkwy. Southbound					Westbound St. Westbound					South Beach Pkwy. Northbound					Sanctuary Blvd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	36	6	0	0	42	0	0	0	2	2	0	30	26	0	56	0	0	0	0	0	100
06:15 AM	24	10	0	0	34	0	0	0	5	5	0	33	40	0	73	0	0	0	1	1	113
06:30 AM	54	13	0	0	67	0	0	0	1	1	0	73	45	0	118	0	0	0	0	0	186
06:45 AM	60	17	0	0	77	0	0	0	1	1	0	103	84	0	187	0	0	0	0	0	265
Total	174	46	0	0	220	0	0	0	9	9	0	239	195	0	434	0	0	0	1	1	664
07:00 AM	79	26	0	0	105	0	0	0	0	0	0	76	104	0	180	0	0	0	0	0	285
07:15 AM	100	29	0	0	129	0	0	0	5	5	0	134	117	0	251	0	0	0	1	1	386
07:30 AM	87	43	0	0	130	0	0	0	1	1	0	110	147	0	257	0	0	0	0	0	388
07:45 AM	79	44	0	0	123	0	0	0	2	2	0	137	110	0	247	0	0	0	0	0	372
Total	345	142	0	0	487	0	0	0	8	8	0	457	478	0	935	0	0	0	1	1	1431
08:00 AM	107	68	0	0	175	0	0	0	3	3	0	174	106	0	280	0	0	0	0	0	458
08:15 AM	109	52	0	0	161	0	0	0	3	3	0	185	118	0	303	0	0	0	1	1	468
08:30 AM	111	69	0	0	180	0	0	0	2	2	0	126	128	0	254	0	0	0	1	1	437
08:45 AM	70	73	0	0	143	0	0	0	1	1	0	151	107	0	258	0	0	0	2	2	404
Total	397	262	0	0	659	0	0	0	9	9	0	636	459	0	1095	0	0	0	4	4	1767
09:00 AM	66	74	0	0	140	0	0	0	3	3	0	150	86	0	236	1	0	0	0	1	380
09:15 AM	64	49	0	0	113	0	0	0	3	3	0	146	80	0	226	0	0	0	0	0	342
09:30 AM	59	67	0	0	126	0	0	0	2	2	0	121	71	0	192	0	0	0	1	1	321
09:45 AM	40	66	0	0	106	0	0	0	3	3	0	154	70	0	224	0	0	0	1	1	334
Total	229	256	0	0	485	0	0	0	11	11	0	571	307	0	878	1	0	0	2	3	1377
Grand Total	1145	706	0	0	1851	0	0	0	37	37	0	1903	1439	0	3342	1	0	0	8	9	5239
Apprch %	61.9	38.1	0	0		0	0	0	100		0	56.9	43.1	0		11.1	0	0	88.9		
Total %	21.9	13.5	0	0	35.3	0	0	0	0.7	0.7	0	36.3	27.5	0	63.8	0	0	0	0.2	0.2	

	South Beach Pkwy. Southbound				Westbound St. Westbound				South Beach Pkwy. Northbound				Sanctuary Blvd. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	107	68	0	175	0	0	0	0	0	174	106	280	0	0	0	0	455
08:15 AM	109	52	0	161	0	0	0	0	0	**185**	118	**303**	0	0	0	0	**464**
08:30 AM	**111**	69	0	**180**	0	0	0	0	0	126	**128**	254	0	0	0	0	434
08:45 AM	70	**73**	0	143	0	0	0	0	0	151	107	258	0	0	0	0	401
Total Volume	397	262	0	659	0	0	0	0	0	636	459	1095	0	0	0	0	1754
% App. Total	60.2	39.8	0		0	0	0		0	58.1	41.9		0	0	0		
PHF	.894	.897	.000	.915	.000	.000	.000	.000	.000	.859	.896	.903	.000	.000	.000	.000	.945

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Groups Printed- Car

	South Beach Pkwy. Southbound					Westbound St. Westbound					South Beach Pkwy. Northbound					Sanctuary Blvd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	95	87	0	0	182	0	0	0	2	2	0	196	93	0	289	0	0	0	1	1	474
03:15 PM	83	86	0	0	169	0	0	0	4	4	0	185	93	0	278	0	0	0	1	1	452
03:30 PM	76	74	0	0	150	0	0	0	2	2	0	194	101	0	295	0	0	0	0	0	447
03:45 PM	75	75	0	0	150	0	0	0	6	6	0	176	94	0	270	0	0	0	0	0	426
Total	329	322	0	0	651	0	0	0	14	14	0	751	381	0	1132	0	0	0	2	2	1799
04:00 PM	87	73	0	0	160	0	0	0	2	2	0	194	74	0	268	0	0	0	1	1	431
04:15 PM	64	92	0	0	156	0	0	0	2	2	0	213	96	0	309	0	0	0	0	0	467
04:30 PM	66	89	0	0	155	0	0	0	1	1	0	236	86	1	323	0	0	0	2	2	481
04:45 PM	56	66	0	0	122	0	0	0	2	2	0	220	95	0	315	0	0	0	0	0	439
Total	273	320	0	0	593	0	0	0	7	7	0	863	351	1	1215	0	0	0	3	3	1818
05:00 PM	89	104	0	0	193	0	0	0	1	1	0	269	104	0	373	0	0	0	1	1	568
05:15 PM	69	106	0	0	175	0	0	0	1	1	0	262	108	0	370	0	0	0	0	0	546
05:30 PM	69	79	0	0	148	0	0	0	3	3	0	260	114	0	374	0	0	0	0	0	525
05:45 PM	70	80	0	0	150	0	0	0	6	6	0	247	90	0	337	0	0	0	1	1	494
Total	297	369	0	0	666	0	0	0	11	11	0	1038	416	0	1454	0	0	0	2	2	2133
06:00 PM	58	100	0	0	158	0	0	0	1	1	0	264	97	0	361	0	0	0	0	0	520
06:15 PM	61	82	0	0	143	0	0	0	1	1	0	209	76	0	285	0	0	0	3	3	432
06:30 PM	50	76	0	0	126	0	0	0	2	2	0	201	94	0	295	0	0	0	1	1	424
06:45 PM	39	89	0	0	128	0	0	0	3	3	0	127	66	0	193	0	0	0	1	1	325
Total	208	347	0	0	555	0	0	0	7	7	0	801	333	0	1134	0	0	0	5	5	1701
Grand Total	1107	1358	0	0	2465	0	0	0	39	39	0	3453	1481	1	4935	0	0	0	12	12	7451
Apprch %	44.9	55.1	0	0		0	0	0	100		0	70	30	0		0	0	0	100		
Total %	14.9	18.2	0	0	33.1	0	0	0	0.5	0.5	0	46.3	19.9	0	66.2	0	0	0	0.2	0.2	

	South Beach Pkwy. Southbound				Westbound St. Westbound				South Beach Pkwy. Northbound				Sanctuary Blvd. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**89**	104	0	**193**	0	0	0	0	0	**269**	104	373	0	0	0	0	**566**
05:15 PM	69	**106**	0	175	0	0	0	0	0	262	108	370	0	0	0	0	545
05:30 PM	69	79	0	148	0	0	0	0	0	260	**114**	**374**	0	0	0	0	522
05:45 PM	70	80	0	150	0	0	0	0	0	247	90	337	0	0	0	0	487
Total Volume	297	369	0	666	0	0	0	0	0	1038	416	1454	0	0	0	0	2120
% App. Total	44.6	55.4	0		0	0	0		0	71.4	28.6		0	0	0		
PHF	.834	.870	.000	.863	.000	.000	.000	.000	.000	.965	.912	.972	.000	.000	.000	.000	.936

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	South Beach Pkwy. Southbound					Westbound St. Westbound					South Beach Pkwy. Northbound					Sanctuary Blvd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	7	3	0	0	10	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	15
03:15 PM	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	5
03:30 PM	1	0	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Total	9	3	0	0	12	0	0	0	0	0	0	11	5	0	16	0	0	0	0	0	28
04:00 PM	1	2	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8
04:15 PM	2	0	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
04:30 PM	3	1	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5
Total	6	4	0	0	10	0	0	0	0	0	0	12	4	0	16	0	0	0	0	0	26
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
05:15 PM	3	3	0	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
Total	5	4	0	0	9	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	16
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
06:15 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
06:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	2	0	0	4	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	6
Grand Total	22	13	0	0	35	0	0	0	0	0	0	27	14	0	41	0	0	0	0	0	76
Apprch %	62.9	37.1	0	0		0	0	0	0		0	65.9	34.1	0		0	0	0	0		
Total %	28.9	17.1	0	0	46.1	0	0	0	0	0	0	35.5	18.4	0	53.9	0	0	0	0	0	

	South Beach Pkwy. Southbound				Westbound St. Westbound				South Beach Pkwy. Northbound				Sanctuary Blvd. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**7**	**3**	0	**10**	0	0	0	0	0	**4**	1	**5**	0	0	0	0	**15**
03:15 PM	1	0	0	1	0	0	0	0	0	2	**2**	4	0	0	0	0	5
03:30 PM	1	0	0	1	0	0	0	0	0	4	1	5	0	0	0	0	6
03:45 PM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
Total Volume	9	3	0	12	0	0	0	0	0	11	5	16	0	0	0	0	28
% App. Total	75	25	0		0	0	0		0	68.8	31.2		0	0	0		
PHF	.321	.250	.000	.300	.000	.000	.000	.000	.000	.688	.625	.800	.000	.000	.000	.000	.467

Peggy Malone & Associates, Inc.
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File Name : 4-South Beach Pkwy. and Sanctuary Blvd. PM
Site Code :
Start Date : 10/6/2015
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Groups Printed- Combined

	South Beach Pkwy. Southbound					Westbound St. Westbound					South Beach Pkwy. Northbound					Sanctuary Blvd. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	102	90	0	0	192	0	0	0	2	2	0	200	94	0	294	0	0	0	1	1	489
03:15 PM	84	86	0	0	170	0	0	0	4	4	0	187	95	0	282	0	0	0	1	1	457
03:30 PM	77	74	0	0	151	0	0	0	2	2	0	198	102	0	300	0	0	0	0	0	453
03:45 PM	75	75	0	0	150	0	0	0	6	6	0	177	95	0	272	0	0	0	0	0	428
Total	338	325	0	0	663	0	0	0	14	14	0	762	386	0	1148	0	0	0	2	2	1827
04:00 PM	88	75	0	0	163	0	0	0	2	2	0	198	75	0	273	0	0	0	1	1	439
04:15 PM	66	92	0	0	158	0	0	0	2	2	0	216	97	0	313	0	0	0	0	0	473
04:30 PM	69	90	0	0	159	0	0	0	1	1	0	238	87	1	326	0	0	0	2	2	488
04:45 PM	56	67	0	0	123	0	0	0	2	2	0	223	96	0	319	0	0	0	0	0	444
Total	279	324	0	0	603	0	0	0	7	7	0	875	355	1	1231	0	0	0	3	3	1844
05:00 PM	90	104	0	0	194	0	0	0	1	1	0	271	105	0	376	0	0	0	1	1	572
05:15 PM	72	109	0	0	181	0	0	0	1	1	0	263	108	0	371	0	0	0	0	0	553
05:30 PM	69	79	0	0	148	0	0	0	3	3	0	260	115	0	375	0	0	0	0	0	526
05:45 PM	71	81	0	0	152	0	0	0	6	6	0	248	91	0	339	0	0	0	1	1	498
Total	302	373	0	0	675	0	0	0	11	11	0	1042	419	0	1461	0	0	0	2	2	2149
06:00 PM	58	101	0	0	159	0	0	0	1	1	0	264	98	0	362	0	0	0	0	0	522
06:15 PM	62	83	0	0	145	0	0	0	1	1	0	209	77	0	286	0	0	0	3	3	435
06:30 PM	51	76	0	0	127	0	0	0	2	2	0	201	94	0	295	0	0	0	1	1	425
06:45 PM	39	89	0	0	128	0	0	0	3	3	0	127	66	0	193	0	0	0	1	1	325
Total	210	349	0	0	559	0	0	0	7	7	0	801	335	0	1136	0	0	0	5	5	1707
Grand Total	1129	1371	0	0	2500	0	0	0	39	39	0	3480	1495	1	4976	0	0	0	12	12	7527
Apprch %	45.2	54.8	0	0		0	0	0	100		0	69.9	30	0		0	0	0	100		
Total %	15	18.2	0	0	33.2	0	0	0	0.5	0.5	0	46.2	19.9	0	66.1	0	0	0	0.2	0.2	

	South Beach Pkwy. Southbound				Westbound St. Westbound				South Beach Pkwy. Northbound				Sanctuary Blvd. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**90**	104	0	**194**	0	0	0	0	0	**271**	105	**376**	0	0	0	0	**570**
05:15 PM	72	**109**	0	181	0	0	0	0	0	263	108	371	0	0	0	0	552
05:30 PM	69	79	0	148	0	0	0	0	0	260	**115**	375	0	0	0	0	523
05:45 PM	71	81	0	152	0	0	0	0	0	248	91	339	0	0	0	0	491
Total Volume	302	373	0	675	0	0	0	0	0	1042	419	1461	0	0	0	0	2136
% App. Total	44.7	55.3	0		0	0	0		0	71.3	28.7		0	0	0		
PHF	.839	.856	.000	.870	.000	.000	.000	.000	.000	.961	.911	.971	.000	.000	.000	.000	.937

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-South Beach Pkwy. and Marsh Landing Pkwy. AM
Site Code :
Start Date : 10/6/2015

Groups Printed- Car

	South Beach Pkwy. Southbound					Marsh Landing Pkwy. Westbound					South Beach Pkwy. Northbound					Marsh Landing Pkwy. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	2	0	3	0	5	3	1	0	2	6	0	6	1	1	8	3	4	45	0	52	71
06:15 AM	2	1	4	0	7	8	0	0	5	13	1	4	0	5	10	5	5	61	1	72	102
06:30 AM	7	1	4	0	12	7	2	0	3	12	0	7	0	0	7	2	26	105	0	133	164
06:45 AM	6	4	6	0	16	21	4	0	2	27	0	13	0	0	13	9	17	148	0	174	230
Total	17	6	17	0	40	39	7	0	12	58	1	30	1	6	38	19	52	359	1	431	567
07:00 AM	11	2	12	0	25	14	1	1	1	17	1	15	0	0	16	6	20	155	0	181	239
07:15 AM	16	3	10	0	29	31	7	0	6	44	2	13	6	4	25	12	18	199	0	229	327
07:30 AM	20	3	16	0	39	24	3	0	2	29	3	22	3	0	28	16	19	212	2	249	345
07:45 AM	21	4	19	0	44	20	7	0	3	30	0	24	1	1	26	11	27	206	0	244	344
Total	68	12	57	0	137	89	18	1	12	120	6	74	10	5	95	45	84	772	2	903	1255
08:00 AM	28	8	29	0	65	27	9	0	5	41	3	22	6	1	32	8	38	214	1	261	399
08:15 AM	23	8	20	0	51	40	8	0	3	51	3	27	6	0	36	12	29	237	1	279	417
08:30 AM	22	10	35	0	67	32	12	1	2	47	7	30	4	1	42	15	30	186	1	232	388
08:45 AM	39	6	25	0	70	34	9	4	3	50	1	36	2	1	40	22	36	188	2	248	408
Total	112	32	109	0	253	133	38	5	13	189	14	115	18	3	150	57	133	825	5	1020	1612
09:00 AM	27	13	29	0	69	33	5	0	5	43	3	32	9	1	45	14	25	162	0	201	358
09:15 AM	13	13	23	0	49	35	5	1	3	44	2	33	8	0	43	17	38	154	0	209	345
09:30 AM	19	12	33	0	64	40	11	3	3	57	2	32	7	0	41	20	32	122	1	175	337
09:45 AM	30	8	25	0	63	30	8	0	4	42	1	32	6	1	40	17	27	153	1	198	343
Total	89	46	110	0	245	138	29	4	15	186	8	129	30	2	169	68	122	591	2	783	1383
Grand Total	286	96	293	0	675	399	92	10	52	553	29	348	59	16	452	189	391	2547	10	3137	4817
Apprch %	42.4	14.2	43.4	0		72.2	16.6	1.8	9.4		6.4	77	13.1	3.5		6	12.5	81.2	0.3		
Total %	5.9	2	6.1	0	14	8.3	1.9	0.2	1.1	11.5	0.6	7.2	1.2	0.3	9.4	3.9	8.1	52.9	0.2	65.1	

	South Beach Pkwy. Southbound				Marsh Landing Pkwy. Westbound				South Beach Pkwy. Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	28	8	29	65	27	9	0	36	3	22	**6**	31	8	**38**	214	260	392
08:15 AM	23	8	20	51	**40**	8	0	**48**	3	27	6	36	12	29	**237**	**278**	**413**
08:30 AM	22	**10**	**35**	67	32	**12**	1	45	**7**	30	4	**41**	15	30	186	231	384
08:45 AM	**39**	6	25	**70**	34	9	**4**	47	1	**36**	2	39	**22**	36	188	246	402
Total Volume	112	32	109	253	133	38	5	176	14	115	18	147	57	133	825	1015	1591
% App. Total	44.3	12.6	43.1		75.6	21.6	2.8		9.5	78.2	12.2		5.6	13.1	81.3		
PHF	.718	.800	.779	.904	.831	.792	.313	.917	.500	.799	.750	.896	.648	.875	.870	.913	.963

Peggy Malone & Associates, Inc.
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File Name : 5-South Beach Pkwy. and Marsh Landing Pkwy. AM
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Groups Printed- Truck

	South Beach Pkwy. Southbound					Marsh Landing Pkwy. Westbound					South Beach Pkwy. Northbound					Marsh Landing Pkwy. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
06:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	4
06:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	4
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	3
Total	1	0	2	0	3	0	0	0	0	0	0	1	0	0	1	3	3	4	0	10	14
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
07:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	3	0	3	6
Total	0	0	3	0	3	1	0	0	0	1	0	2	0	0	2	0	0	10	0	10	16
08:00 AM	0	2	2	0	4	1	0	0	0	1	0	1	0	0	1	0	0	6	0	6	12
08:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	3	0	4	6
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	6
08:45 AM	3	0	0	0	3	1	0	0	0	1	0	1	0	0	1	2	0	1	0	3	8
Total	4	2	3	0	9	3	0	0	0	3	0	3	0	0	3	3	0	14	0	17	32
09:00 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	1	0	7	0	8	12
09:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	2	0	4	5
09:30 AM	2	0	1	0	3	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	8
09:45 AM	1	0	0	0	1	2	1	1	0	4	0	0	0	0	0	0	2	3	0	5	10
Total	3	0	5	0	8	3	1	1	0	5	0	1	0	0	1	2	4	15	0	21	35
Grand Total	8	2	13	0	23	7	1	1	0	9	0	7	0	0	7	8	7	43	0	58	97
Apprch %	34.8	8.7	56.5	0		77.8	11.1	11.1	0		0	100	0	0		13.8	12.1	74.1	0		
Total %	8.2	2.1	13.4	0	23.7	7.2	1	1	0	9.3	0	7.2	0	0	7.2	8.2	7.2	44.3	0	59.8	

	South Beach Pkwy. Southbound				Marsh Landing Pkwy. Westbound				South Beach Pkwy. Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	0	0	**4**	**4**	0	0	0	0	0	0	0	0	**1**	0	**7**	**8**	**12**
09:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	**2**	2	4	5
09:30 AM	**2**	0	1	3	0	0	0	0	0	**1**	0	**1**	1	0	3	4	8
09:45 AM	1	0	0	1	**2**	**1**	**1**	**4**	0	0	0	0	0	2	3	5	10
Total Volume	3	0	5	8	3	1	1	5	0	1	0	1	2	4	15	21	35
% App. Total	37.5	0	62.5		60	20	20		0	100	0		9.5	19	71.4		
PHF	.375	.000	.313	.500	.375	.250	.250	.313	.000	.250	.000	.250	.500	.500	.536	.656	.729

Peggy Malone & Associates, Inc.
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File Name : 5-South Beach Pkwy. and Marsh Landing Pkwy. AM
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Groups Printed- Combined

	South Beach Pkwy. Southbound					Marsh Landing Pkwy. Westbound					South Beach Pkwy. Northbound					Marsh Landing Pkwy. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	2	0	4	0	6	3	1	0	2	6	0	6	1	1	8	3	6	45	0	54	74
06:15 AM	3	1	4	0	8	8	0	0	5	13	1	4	0	5	10	7	5	62	1	75	106
06:30 AM	7	1	5	0	13	7	2	0	3	12	0	8	0	0	8	2	26	107	0	135	168
06:45 AM	6	4	6	0	16	21	4	0	2	27	0	13	0	0	13	10	18	149	0	177	233
Total	18	6	19	0	43	39	7	0	12	58	1	31	1	6	39	22	55	363	1	441	581
07:00 AM	11	2	13	0	26	14	1	1	1	17	1	15	0	0	16	6	20	158	0	184	243
07:15 AM	16	3	10	0	29	31	7	0	6	44	2	13	6	4	25	12	18	202	0	232	330
07:30 AM	20	3	18	0	41	24	3	0	2	29	3	22	3	0	28	16	19	213	2	250	348
07:45 AM	21	4	19	0	44	21	7	0	3	31	0	26	1	1	28	11	27	209	0	247	350
Total	68	12	60	0	140	90	18	1	12	121	6	76	10	5	97	45	84	782	2	913	1271
08:00 AM	28	10	31	0	69	28	9	0	5	42	3	23	6	1	33	8	38	220	1	267	411
08:15 AM	24	8	20	0	52	41	8	0	3	52	3	27	6	0	36	13	29	240	1	283	423
08:30 AM	22	10	36	0	68	32	12	1	2	47	7	31	4	1	43	15	30	190	1	236	394
08:45 AM	42	6	25	0	73	35	9	4	3	51	1	37	2	1	41	24	36	189	2	251	416
Total	116	34	112	0	262	136	38	5	13	192	14	118	18	3	153	60	133	839	5	1037	1644
09:00 AM	27	13	33	0	73	33	5	0	5	43	3	32	9	1	45	15	25	169	0	209	370
09:15 AM	13	13	23	0	49	36	5	1	3	45	2	33	8	0	43	17	40	156	0	213	350
09:30 AM	21	12	34	0	67	40	11	3	3	57	2	33	7	0	42	21	32	125	1	179	345
09:45 AM	31	8	25	0	64	32	9	1	4	46	1	32	6	1	40	17	29	156	1	203	353
Total	92	46	115	0	253	141	30	5	15	191	8	130	30	2	170	70	126	606	2	804	1418
Grand Total	294	98	306	0	698	406	93	11	52	562	29	355	59	16	459	197	398	2590	10	3195	4914
Apprch %	42.1	14	43.8	0		72.2	16.5	2	9.3		6.3	77.3	12.9	3.5		6.2	12.5	81.1	0.3		
Total %	6	2	6.2	0	14.2	8.3	1.9	0.2	1.1	11.4	0.6	7.2	1.2	0.3	9.3	4	8.1	52.7	0.2	65	

	South Beach Pkwy. Southbound				Marsh Landing Pkwy. Westbound				South Beach Pkwy. Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	28	**10**	31	69	28	9	0	37	3	23	**6**	32	8	**38**	220	266	404
08:15 AM	24	8	20	52	**41**	8	0	**49**	3	27	6	36	13	29	**240**	**282**	**419**
08:30 AM	22	10	**36**	68	32	**12**	1	45	**7**	31	4	**42**	15	30	190	235	390
08:45 AM	**42**	6	25	**73**	35	9	**4**	48	1	**37**	2	40	**24**	36	189	249	410
Total Volume	116	34	112	262	136	38	5	179	14	118	18	150	60	133	839	1032	1623
% App. Total	44.3	13	42.7		76	21.2	2.8		9.3	78.7	12		5.8	12.9	81.3		
PHF	.690	.850	.778	.897	.829	.792	.313	.913	.500	.797	.750	.893	.625	.875	.874	.915	.968

Peggy Malone & Associates, Inc.
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File Name : 5-South Beach Pkwy. and Marsh Landing Pkwy. PM
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Groups Printed- Car

	South Beach Pkwy. Southbound					Marsh Landing Pkwy. Westbound					South Beach Pkwy. Northbound					Marsh Landing Pkwy. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	31	24	31	0	86	44	22	6	2	74	4	59	9	0	72	17	32	178	0	227	459
03:15 PM	30	25	33	0	88	35	9	2	5	51	1	62	10	1	74	27	45	179	1	252	465
03:30 PM	27	21	24	0	72	49	20	3	4	76	1	52	7	0	60	26	47	195	0	268	476
03:45 PM	21	26	27	0	74	47	17	4	7	75	1	53	10	1	65	24	34	173	0	231	445
Total	109	96	115	0	320	175	68	15	18	276	7	226	36	2	271	94	158	725	1	978	1845
04:00 PM	25	22	28	0	75	27	14	3	4	48	5	57	13	0	75	36	40	190	1	267	465
04:15 PM	40	16	29	0	85	51	23	4	1	79	5	47	11	0	63	47	28	211	0	286	513
04:30 PM	36	22	32	0	90	29	16	6	2	53	3	63	7	0	73	28	44	218	2	292	508
04:45 PM	20	22	26	0	68	43	16	7	3	69	3	66	10	0	79	45	46	211	0	302	518
Total	121	82	115	0	318	150	69	20	10	249	16	233	41	0	290	156	158	830	3	1147	2004
05:00 PM	34	26	42	0	102	56	17	3	1	77	6	65	7	3	81	44	41	247	1	333	593
05:15 PM	38	29	44	0	111	34	17	3	3	57	4	91	7	0	102	46	61	252	0	359	629
05:30 PM	24	18	37	0	79	43	11	6	8	68	4	71	10	0	85	41	52	257	0	350	582
05:45 PM	22	29	29	0	80	48	9	3	6	66	3	69	14	0	86	37	54	226	1	318	550
Total	118	102	152	0	372	181	54	15	18	268	17	296	38	3	354	168	208	982	2	1360	2354
06:00 PM	41	20	38	0	99	52	13	6	12	83	6	52	6	1	65	37	62	245	0	344	591
06:15 PM	29	26	26	0	81	35	23	2	3	63	0	65	21	0	86	29	48	186	2	265	495
06:30 PM	28	21	26	0	75	41	18	1	3	63	4	58	13	2	77	33	52	200	2	287	502
06:45 PM	45	19	24	0	88	27	17	5	5	54	5	49	6	1	61	23	41	113	1	178	381
Total	143	86	114	0	343	155	71	14	23	263	15	224	46	4	289	122	203	744	5	1074	1969
Grand Total	491	366	496	0	1353	661	262	64	69	1056	55	979	161	9	1204	540	727	3281	11	4559	8172
Apprch %	36.3	27.1	36.7	0		62.6	24.8	6.1	6.5		4.6	81.3	13.4	0.7		11.8	15.9	72	0.2		
Total %	6	4.5	6.1	0	16.6	8.1	3.2	0.8	0.8	12.9	0.7	12	2	0.1	14.7	6.6	8.9	40.1	0.1	55.8	

	South Beach Pkwy. Southbound				Marsh Landing Pkwy. Westbound				South Beach Pkwy. Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	34	26	42	102	**56**	**17**	3	**76**	**6**	65	7	78	44	41	247	332	588
05:15 PM	**38**	**29**	**44**	**111**	34	17	3	54	4	**91**	7	**102**	**46**	**61**	252	**359**	**626**
05:30 PM	24	18	37	79	43	11	**6**	60	4	71	10	85	41	52	**257**	350	574
05:45 PM	22	29	29	80	48	9	3	60	3	69	**14**	86	37	54	226	317	543
Total Volume	118	102	152	372	181	54	15	250	17	296	38	351	168	208	982	1358	2331
% App. Total	31.7	27.4	40.9		72.4	21.6	6		4.8	84.3	10.8		12.4	15.3	72.3		
PHF	.776	.879	.864	.838	.808	.794	.625	.822	.708	.813	.679	.860	.913	.852	.955	.946	.931

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Groups Printed- Truck

	South Beach Pkwy. Southbound					Marsh Landing Pkwy. Westbound					South Beach Pkwy. Northbound					Marsh Landing Pkwy. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	2	0	1	0	3	1	0	0	0	1	0	2	0	0	2	1	0	3	0	4	10
03:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	4
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	5	0	5	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	1	0	3	1	1	0	0	2	0	3	0	0	3	1	0	12	0	13	21
04:00 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	4
04:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	5
Total	0	1	3	0	4	1	0	0	0	1	0	3	0	0	3	0	0	12	0	12	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
05:15 PM	1	0	2	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	1	0	2	4
Total	1	0	3	0	4	1	0	0	0	1	0	2	0	0	2	0	1	3	0	4	11
06:00 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	1	1	0	2	1	0	0	0	1	0	1	1	0	2	0	0	1	0	1	6
Grand Total	3	2	8	0	13	4	1	0	0	5	0	9	1	0	10	1	1	28	0	30	58
Apprch %	23.1	15.4	61.5	0		80	20	0	0		0	90	10	0		3.3	3.3	93.3	0		
Total %	5.2	3.4	13.8	0	22.4	6.9	1.7	0	0	8.6	0	15.5	1.7	0	17.2	1.7	1.7	48.3	0	51.7	

	South Beach Pkwy. Southbound				Marsh Landing Pkwy. Westbound				South Beach Pkwy. Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**2**	0	**1**	**3**	**1**	0	0	**1**	0	**2**	0	**2**	**1**	0	3	4	**10**
03:15 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	3	3	4
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	**5**	**5**	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	2	0	1	3	1	1	0	2	0	3	0	3	1	0	12	13	21
% App. Total	66.7	0	33.3		50	50	0		0	100	0		7.7	0	92.3		
PHF	.250	.000	.250	.250	.250	.250	.000	.500	.000	.375	.000	.375	.250	.000	.600	.650	.525

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Groups Printed- Combined

	South Beach Pkwy. Southbound					Marsh Landing Pkwy. Westbound					South Beach Pkwy. Northbound					Marsh Landing Pkwy. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	33	24	32	0	89	45	22	6	2	75	4	61	9	0	74	18	32	181	0	231	469
03:15 PM	30	25	33	0	88	35	10	2	5	52	1	62	10	1	74	27	45	182	1	255	469
03:30 PM	27	21	24	0	72	49	20	3	4	76	1	53	7	0	61	26	47	200	0	273	482
03:45 PM	21	26	27	0	74	47	17	4	7	75	1	53	10	1	65	24	34	174	0	232	446
Total	111	96	116	0	323	176	69	15	18	278	7	229	36	2	274	95	158	737	1	991	1866
04:00 PM	25	23	29	0	77	27	14	3	4	48	5	58	13	0	76	36	40	194	1	271	472
04:15 PM	40	16	29	0	85	51	23	4	1	79	5	48	11	0	64	47	28	214	0	289	517
04:30 PM	36	22	33	0	91	30	16	6	2	54	3	63	7	0	73	28	44	220	2	294	512
04:45 PM	20	22	27	0	69	43	16	7	3	69	3	67	10	0	80	45	46	214	0	305	523
Total	121	83	118	0	322	151	69	20	10	250	16	236	41	0	293	156	158	842	3	1159	2024
05:00 PM	34	26	42	0	102	56	17	3	1	77	6	66	7	3	82	44	41	248	1	334	595
05:15 PM	39	29	46	0	114	34	17	3	3	57	4	92	7	0	103	46	61	252	0	359	633
05:30 PM	24	18	37	0	79	43	11	6	8	68	4	71	10	0	85	41	52	258	0	351	583
05:45 PM	22	29	30	0	81	49	9	3	6	67	3	69	14	0	86	37	55	227	1	320	554
Total	119	102	155	0	376	182	54	15	18	269	17	298	38	3	356	168	209	985	2	1364	2365
06:00 PM	41	20	39	0	100	53	13	6	12	84	6	52	6	1	65	37	62	245	0	344	593
06:15 PM	29	27	26	0	82	35	23	2	3	63	0	66	21	0	87	29	48	186	2	265	497
06:30 PM	28	21	26	0	75	41	18	1	3	63	4	58	13	2	77	33	52	201	2	288	503
06:45 PM	45	19	24	0	88	27	17	5	5	54	5	49	7	1	62	23	41	113	1	178	382
Total	143	87	115	0	345	156	71	14	23	264	15	225	47	4	291	122	203	745	5	1075	1975
Grand Total	494	368	504	0	1366	665	263	64	69	1061	55	988	162	9	1214	541	728	3309	11	4589	8230
Apprch %	36.2	26.9	36.9	0		62.7	24.8	6	6.5		4.5	81.4	13.3	0.7		11.8	15.9	72.1	0.2		
Total %	6	4.5	6.1	0	16.6	8.1	3.2	0.8	0.8	12.9	0.7	12	2	0.1	14.8	6.6	8.8	40.2	0.1	55.8	

	South Beach Pkwy. Southbound				Marsh Landing Pkwy. Westbound				South Beach Pkwy. Northbound				Marsh Landing Pkwy. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	34	26	42	102	**56**	**17**	3	**76**	**6**	66	7	79	44	41	248	333	590
05:15 PM	**39**	**29**	**46**	**114**	34	17	3	54	4	**92**	7	**103**	**46**	**61**	252	**359**	**630**
05:30 PM	24	18	37	79	43	11	**6**	60	4	71	10	85	41	52	**258**	351	575
05:45 PM	22	29	30	81	49	9	3	61	3	69	**14**	86	37	55	227	319	547
Total Volume	119	102	155	376	182	54	15	251	17	298	38	353	168	209	985	1362	2342
% App. Total	31.6	27.1	41.2		72.5	21.5	6		4.8	84.4	10.8		12.3	15.3	72.3		
PHF	.763	.879	.842	.825	.813	.794	.625	.826	.708	.810	.679	.857	.913	.857	.954	.948	.929

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Groups Printed- Car

	Ponte Vedra Lakes Blvd. Westbound				Marsh Cove Dr. Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:00 AM	1	2	0	3	8	1	0	9	2	7	0	9	21
06:15 AM	0	0	0	0	8	2	0	10	1	10	0	11	21
06:30 AM	4	3	0	7	5	3	0	8	1	18	4	23	38
06:45 AM	7	5	0	12	16	6	0	22	1	21	3	25	59
Total	12	10	0	22	37	12	0	49	5	56	7	68	139
07:00 AM	12	5	0	17	10	2	1	13	0	27	0	27	57
07:15 AM	9	1	0	10	13	7	0	20	1	33	0	34	64
07:30 AM	15	2	0	17	10	5	0	15	3	32	1	36	68
07:45 AM	12	6	2	20	28	4	0	32	3	50	2	55	107
Total	48	14	2	64	61	18	1	80	7	142	3	152	296
08:00 AM	21	4	0	25	22	5	0	27	3	51	1	55	107
08:15 AM	19	7	0	26	31	8	0	39	2	47	5	54	119
08:30 AM	22	9	1	32	11	8	0	19	5	35	0	40	91
08:45 AM	25	7	0	32	22	4	1	27	6	40	0	46	105
Total	87	27	1	115	86	25	1	112	16	173	6	195	422
09:00 AM	16	6	0	22	15	4	0	19	2	32	0	34	75
09:15 AM	17	4	0	21	12	9	0	21	2	31	0	33	75
09:30 AM	27	5	0	32	7	2	0	9	3	23	0	26	67
09:45 AM	20	8	0	28	7	3	0	10	6	25	0	31	69
Total	80	23	0	103	41	18	0	59	13	111	0	124	286
Grand Total	227	74	3	304	225	73	2	300	41	482	16	539	1143
Apprch %	74.7	24.3	1		75	24.3	0.7		7.6	89.4	3		
Total %	19.9	6.5	0.3	26.6	19.7	6.4	0.2	26.2	3.6	42.2	1.4	47.2	

	Ponte Vedra Lakes Blvd. Westbound			Marsh Cove Dr. Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	21	4	25	22	5	27	3	**51**	**54**	106
08:15 AM	19	7	26	**31**	**8**	**39**	2	47	49	**114**
08:30 AM	22	**9**	31	11	8	19	5	35	40	90
08:45 AM	**25**	7	**32**	22	4	26	**6**	40	46	104
Total Volume	87	27	114	86	25	111	16	173	189	414
% App. Total	76.3	23.7		77.5	22.5		8.5	91.5		
PHF	.870	.750	.891	.694	.781	.712	.667	.848	.875	.908

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Groups Printed- Truck

	Ponte Vedra Lakes Blvd. Westbound				Marsh Cove Dr. Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
06:45 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	0	1	0	0	0	0	0	2	0	2	3
07:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
07:45 AM	2	0	0	2	0	0	0	0	0	2	0	2	4
Total	3	0	0	3	0	1	0	1	1	4	0	5	9
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	4
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	4
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	2	3	0	5	0	0	0	0	0	7	0	7	12
09:00 AM	1	1	0	2	1	0	0	1	1	3	0	4	7
09:15 AM	2	0	0	2	0	1	0	1	0	0	0	0	3
09:30 AM	2	0	0	2	0	0	0	0	1	0	0	1	3
09:45 AM	5	0	0	5	0	0	0	0	0	1	0	1	6
Total	10	1	0	11	1	1	0	2	2	4	0	6	19
Grand Total	16	4	0	20	1	2	0	3	3	17	0	20	43
Apprch %	80	20	0		33.3	66.7	0		15	85	0		
Total %	37.2	9.3	0	46.5	2.3	4.7	0	7	7	39.5	0	46.5	

	Ponte Vedra Lakes Blvd. Westbound			Marsh Cove Dr. Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 09:00 AM										
09:00 AM	1	**1**	2	**1**	0	**1**	**1**	**3**	**4**	**7**
09:15 AM	2	0	2	0	**1**	1	0	0	0	3
09:30 AM	2	0	2	0	0	0	1	0	1	3
09:45 AM	**5**	0	**5**	0	0	0	0	1	1	6
Total Volume	10	1	11	1	1	2	2	4	6	19
% App. Total	90.9	9.1		50	50		33.3	66.7		
PHF	.500	.250	.550	.250	.250	.500	.500	.333	.375	.679

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Groups Printed- Combined

	Ponte Vedra Lakes Blvd. Westbound				Marsh Cove Dr. Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
06:00 AM	1	2	0	3	8	1	0	9	2	7	0	9	21
06:15 AM	0	0	0	0	8	2	0	10	1	10	0	11	21
06:30 AM	4	3	0	7	5	3	0	8	1	19	4	24	39
06:45 AM	8	5	0	13	16	6	0	22	1	22	3	26	61
Total	13	10	0	23	37	12	0	49	5	58	7	70	142
07:00 AM	12	5	0	17	10	2	1	13	1	28	0	29	59
07:15 AM	9	1	0	10	13	7	0	20	1	34	0	35	65
07:30 AM	16	2	0	18	10	6	0	16	3	32	1	36	70
07:45 AM	14	6	2	22	28	4	0	32	3	52	2	57	111
Total	51	14	2	67	61	19	1	81	8	146	3	157	305
08:00 AM	21	6	0	27	22	5	0	27	3	53	1	57	111
08:15 AM	20	7	0	27	31	8	0	39	2	48	5	55	121
08:30 AM	23	9	1	33	11	8	0	19	5	38	0	43	95
08:45 AM	25	8	0	33	22	4	1	27	6	41	0	47	107
Total	89	30	1	120	86	25	1	112	16	180	6	202	434
09:00 AM	17	7	0	24	16	4	0	20	3	35	0	38	82
09:15 AM	19	4	0	23	12	10	0	22	2	31	0	33	78
09:30 AM	29	5	0	34	7	2	0	9	4	23	0	27	70
09:45 AM	25	8	0	33	7	3	0	10	6	26	0	32	75
Total	90	24	0	114	42	19	0	61	15	115	0	130	305
Grand Total	243	78	3	324	226	75	2	303	44	499	16	559	1186
Apprch %	75	24.1	0.9		74.6	24.8	0.7		7.9	89.3	2.9		
Total %	20.5	6.6	0.3	27.3	19.1	6.3	0.2	25.5	3.7	42.1	1.3	47.1	

	Ponte Vedra Lakes Blvd. Westbound			Marsh Cove Dr. Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	14	6	20	28	4	32	3	52	55	107
08:00 AM	21	6	27	22	5	27	3	**53**	**56**	110
08:15 AM	20	7	27	**31**	**8**	**39**	2	48	50	**116**
08:30 AM	**23**	**9**	**32**	11	8	19	**5**	38	43	94
Total Volume	78	28	106	92	25	117	13	191	204	427
% App. Total	73.6	26.4		78.6	21.4		6.4	93.6		
PHF	.848	.778	.828	.742	.781	.750	.650	.901	.911	.920

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File Name : 6-Marsh Cove Dr. and Ponte Vedra Lakes Blvd. PM
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Groups Printed- Car

	Ponte Vedra Lakes Blvd. Westbound				Marsh Cove Dr. Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:00 PM	25	12	1	38	9	4	0	13	6	31	7	44	95
03:15 PM	20	11	1	32	11	1	0	12	7	40	0	47	91
03:30 PM	16	18	0	34	11	5	0	16	5	34	1	40	90
03:45 PM	29	4	0	33	9	4	0	13	11	54	0	65	111
Total	90	45	2	137	40	14	0	54	29	159	8	196	387
04:00 PM	47	10	1	58	10	1	0	11	6	35	0	41	110
04:15 PM	36	14	0	50	11	1	0	12	10	45	0	55	117
04:30 PM	30	10	0	40	15	3	0	18	10	44	1	55	113
04:45 PM	37	12	0	49	12	5	0	17	7	46	0	53	119
Total	150	46	1	197	48	10	0	58	33	170	1	204	459
05:00 PM	26	11	0	37	11	3	0	14	12	91	0	103	154
05:15 PM	39	10	0	49	16	2	0	18	9	77	0	86	153
05:30 PM	40	24	0	64	13	4	2	19	16	46	0	62	145
05:45 PM	35	14	1	50	16	5	0	21	10	55	0	65	136
Total	140	59	1	200	56	14	2	72	47	269	0	316	588
06:00 PM	41	10	0	51	13	3	1	17	17	50	0	67	135
06:15 PM	39	13	0	52	9	6	0	15	16	54	0	70	137
06:30 PM	28	15	0	43	3	4	0	7	10	41	0	51	101
06:45 PM	23	13	0	36	13	3	0	16	7	47	0	54	106
Total	131	51	0	182	38	16	1	55	50	192	0	242	479
Grand Total	511	201	4	716	182	54	3	239	159	790	9	958	1913
Apprch %	71.4	28.1	0.6		76.2	22.6	1.3		16.6	82.5	0.9		
Total %	26.7	10.5	0.2	37.4	9.5	2.8	0.2	12.5	8.3	41.3	0.5	50.1	

	Ponte Vedra Lakes Blvd. Westbound			Marsh Cove Dr. Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	26	11	37	11	3	14	12	**91**	**103**	**154**
05:15 PM	39	10	49	**16**	2	18	9	77	86	153
05:30 PM	**40**	**24**	**64**	13	4	17	**16**	46	62	143
05:45 PM	35	14	49	16	**5**	**21**	10	55	65	135
Total Volume	140	59	199	56	14	70	47	269	316	585
% App. Total	70.4	29.6		80	20		14.9	85.1		
PHF	.875	.615	.777	.875	.700	.833	.734	.739	.767	.950

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File Name : 6-Marsh Cove Dr. and Ponte Vedra Lakes Blvd. PM
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Groups Printed- Truck

	Ponte Vedra Lakes Blvd. Westbound				Marsh Cove Dr. Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
03:15 PM	1	0	0	1	0	0	0	0	0	2	0	2	3
03:30 PM	1	0	0	1	1	1	0	2	0	1	0	1	4
03:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	5	0	0	5	1	1	0	2	0	4	0	4	11
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	2
04:30 PM	1	0	0	1	1	0	0	1	0	3	0	3	5
04:45 PM	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	1	0	0	1	1	5	0	6	9
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	1	0	1	1	0	0	1	0	1	0	1	3
05:30 PM	0	0	0	0	1	0	0	1	0	2	0	2	3
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	2	0	0	2	0	5	0	5	10
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	9	2	0	11	4	1	0	5	1	14	0	15	31
Apprch %	81.8	18.2	0		80	20	0		6.7	93.3	0		
Total %	29	6.5	0	35.5	12.9	3.2	0	16.1	3.2	45.2	0	48.4	

	Ponte Vedra Lakes Blvd. Westbound			Marsh Cove Dr. Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	0	**1**	**1**	0	**1**	0	**3**	**3**	**5**
04:45 PM	1	0	1	0	0	0	0	1	1	2
05:00 PM	0	**1**	1	0	0	0	0	2	2	3
05:15 PM	0	1	1	1	0	1	0	1	1	3
Total Volume	2	2	4	2	0	2	0	7	7	13
% App. Total	50	50		100	0		0	100		
PHF	.500	.500	1.00	.500	.000	.500	.000	.583	.583	.650

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File Name : 6-Marsh Cove Dr. and Ponte Vedra Lakes Blvd. PM
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Groups Printed- Combined

	Ponte Vedra Lakes Blvd. Westbound				Marsh Cove Dr. Northbound				Ponte Vedra Lakes Blvd. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
03:00 PM	27	12	1	40	9	4	0	13	6	32	7	45	98
03:15 PM	21	11	1	33	11	1	0	12	7	42	0	49	94
03:30 PM	17	18	0	35	12	6	0	18	5	35	1	41	94
03:45 PM	30	4	0	34	9	4	0	13	11	54	0	65	112
Total	95	45	2	142	41	15	0	56	29	163	8	200	398
04:00 PM	47	10	1	58	10	1	0	11	6	35	0	41	110
04:15 PM	36	14	0	50	11	1	0	12	11	46	0	57	119
04:30 PM	31	10	0	41	16	3	0	19	10	47	1	58	118
04:45 PM	38	12	0	50	12	5	0	17	7	47	0	54	121
Total	152	46	1	199	49	10	0	59	34	175	1	210	468
05:00 PM	26	12	0	38	11	3	0	14	12	93	0	105	157
05:15 PM	39	11	0	50	17	2	0	19	9	78	0	87	156
05:30 PM	40	24	0	64	14	4	2	20	16	48	0	64	148
05:45 PM	36	14	1	51	16	5	0	21	10	55	0	65	137
Total	141	61	1	203	58	14	2	74	47	274	0	321	598
06:00 PM	41	10	0	51	13	3	1	17	17	50	0	67	135
06:15 PM	39	13	0	52	9	6	0	15	16	54	0	70	137
06:30 PM	29	15	0	44	3	4	0	7	10	41	0	51	102
06:45 PM	23	13	0	36	13	3	0	16	7	47	0	54	106
Total	132	51	0	183	38	16	1	55	50	192	0	242	480
Grand Total	520	203	4	727	186	55	3	244	160	804	9	973	1944
Apprch %	71.5	27.9	0.6		76.2	22.5	1.2		16.4	82.6	0.9		
Total %	26.7	10.4	0.2	37.4	9.6	2.8	0.2	12.6	8.2	41.4	0.5	50.1	

	Ponte Vedra Lakes Blvd. Westbound			Marsh Cove Dr. Northbound			Ponte Vedra Lakes Blvd. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	26	12	38	11	3	14	12	**93**	**105**	**157**
05:15 PM	39	11	50	**17**	2	19	9	78	87	156
05:30 PM	**40**	**24**	**64**	14	4	18	**16**	48	64	146
05:45 PM	36	14	50	16	**5**	**21**	10	55	65	136
Total Volume	141	61	202	58	14	72	47	274	321	595
% App. Total	69.8	30.2		80.6	19.4		14.6	85.4		
PHF	.881	.635	.789	.853	.700	.857	.734	.737	.764	.947

APPENDIX C: SIGNAL TIMING PLANS

Traffic Signal Controller Parameters Rev 05/04/2015
Duval County, City of Jacksonville, Florida

Intersection: 3rd St (A1A) & Marsh Landing **Controller Type: Naztec** Int # 1406

Time of Day Events

Day	Time	Cycle	Offset	Split	Lag LT
M-TH	12:00 AM	FREE			
M-TH	6:30 AM	1	1	1	
M-TH	9:30 AM	2	1	2	
M-TH	2:40 PM	3	1	3	
M-TH	7:00 PM	4	1	4	
M-TH	9:30 PM	FREE			
SAT	12:00 AM	FREE			
SAT	7:30 AM	5	1	5	
SAT	9:30 AM	6	1	6	
SAT	7:00 PM	7	1	7	
SAT	10:00 PM	FREE			
SUN	12:00 AM	FREE			
SUN	7:30 AM	5	1	5	
SUN	9:30 AM	6	1	6	
SUN	7:00 PM	7	1	7	
SUN	10:00 PM	FREE			
FRI	12:00 AM	FREE			
FRI	6:30 AM	1	1	1	
FRI	9:30 AM	2	1	2	
FRI	2:40 PM	3	1	3	
FRI	7:00 PM	4	1	4	
FRI	9:30 PM	FREE			

Phase Allocations

Plan	MD	AM	PM	WND	N/U	N/U	
Cycle	1	2	3	4	5	6	7
Length	150	110	150	110	110	115	110
Offset 1	121	49	141	91	56	59	28
Offset 2							
Offset 3							
Hold	2	2	2	2	2	2	2
Seconds of Cycle							
1	*27*	*21*	25	*21*	23	22	21
2	*101*	*54*	88	*55*	57	59	55
3							
4							
5							
6	128	75	113	76	80	81	76
7							
8	22	35	37	34	30	34	34
Max Rcl							

Phase Times

		INT	EXT	AMB	RED	MX1	WLK	DW
SLT	PHASE 1	4	3	4.8	2	20		
NA	PHASE 2	18	2.5	4.8	2	45	7	20
	PHASE 3							
	PHASE 4							
	PHASE 5							
SA	PHASE 6	18	2.5	4.8	2	45	7	
	PHASE 7							
WA	PHASE 8	6	3	3.4	2.9	25		

Note: *Splits changed 6/9/2010 per FDOT*

Sequence

1	2		
	6		8

Traffic Signal Controller Parameters
Duval County, City of Jacksonville, Florida

Intersection: South Beach & Marsh Landing
Controller Type: Naztec

Time of Day Events

Day	Time	Cycle	Offset	Split	Lag LT
M-F	12:00 AM	Free			
SAT	12:00 AM	Free			
SUN	12:00 AM	Free			

Phase Allocations

Plan								
Cycle	1	2	3	4	5	6	7	10
Length								
Offset 1								
Offset 2								
Offset 3								
Hold								
Seconds Per Cycle								
1								
2								
3								
4								
5								
6								
7								
8								
Max Rcl								

Preemption

Trk C	Grn	Amb	Red	Cycle		Exit

Phase Times

		INT	EXT	AMB	RED	MX1	WLK	DW
	PHASE 1							
NA	PHASE 2	20	3	4	2	15	7	13
WLT	PHASE 3	6	3	4	2	35		
EA	PHASE 4	6	3	4	2	15	7	19
NLT	PHASE 5	6	3	4	2	7		
SA	PHASE 6	20	3	4	2	15	7	12
	PHASE 7							
WA	PHASE 8	6	3	4	2	20	7	16

Overlaps

A	B		
3+4	2+3+4+6		

Sequence

	2	3	4
5	6		8

Note:

FDOT, District 2

FINANCIAL NUMBER: 211185-1-32-08

PHASE(Ø) TIMING SHEET

Location : SR-A1A & Ponte Vedra Lakes Blvd

ID #: 009 **System:** SR-A1A

File Name: Ponte Vedra Lakes Blvd

Flash	No Flash Times Scheduled
Max I	ALL OTHER TIMES
Note	Rest in Walk+Ped Recall with Coordination

MOVEMENT		Ø	MIN	EXT	CLR	RED	MAX I	MAX II	WLK	FDW	RECALL	Mem. / CNA
		1										
NB	Coord Ø	2	18	2.5	4.3	2.0	40	45			Min	Max
		3										
EBLT		4	6	3.0	3.0	2.1	25	45				
NBLT	Protected Permissive	5	4	3.0	4.3	2.0	15	45				
SB	Coord Ø	6	18	2.5	4.3	2.0	40	45	7	16	Min	MxP
		7										
		8										

Ø Calls	Overlap
Ø N/A	= OLA
Ø N/A	= OLB
Ø N/A	= OLC
Ø N/A	= OLD

Cycle Lengths									
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
Sec	150	110	150	110	110	115	110		

Offsets									
	Cycles								
Sec	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
1	81	99	23	18	103	101	22		
2									
3									

Splits (Seconds)									
	Patterns								
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**
SPLITS	1	2	3	4	5	6	7	8	9
Ø1									
Ø2	117	88	120	90	90	88	90		
Ø3									
Ø4	33	22	30	20	20	27	20		
Ø5	17	14	16	14	14	15	15		
Ø6	100	74	104	76	76	73	75		
Ø7									
Ø8									

FDOT District 2 **SR-A1A & Ponte Vedra Lakes Blvd**

Day Plan # 1				
Day	**Time**	**Pat**	**Split**	**Seq**
M,T,R	00:00	Free		1
M,T,R	06:00	1	1	1
M,T,R	09:30	2	2	1
M,T,R	14:40	3	3	1
M,T,R	19:00	4	4	1
M,T,R	21:30	Free		1

Day Plan # 2				
Day	**Time**	**Pat**	**Split**	**Seq**
SAT	00:00	Free		1
SAT	07:30	5	5	1
SAT	09:30	6	6	1
SAT	19:00	7	7	1
SAT	22:00	Free		1

Day Plan # 3				
Day	**Time**	**Pat**	**Split**	**Seq**
SUN	00:00	Free		1
SUN	07:30	5	5	1
SUN	09:30	6	6	1
SUN	19:00	7	7	1
SUN	22:00	Free		1

Day Plan # 4				
Day	**Time**	**Pat**	**Split**	**Seq**
F	00:00	Free		1
F	06:00	1	1	1
F	09:30	2	2	1
F	14:40	3	3	1
F	19:00	4	4	1
F	21:30	Free		1

Day Plan # 5				
Day	**Time**	**Pat**	**Split**	**Seq**

Day Plan # 6				
Day	**Time**	**Pat**	**Split**	**Seq**

Day Plan # 7				
Day	**Time**	**Pat**	**Split**	**Seq**

Offset Reference Point	
	Start of First Through Movement
	Start of Second Through Movement
X	End of First Through Movement Green
	End of Last Through Movement Green
	End of Penultimate Through Movement Green
	End of Arterial Phase Green
	End of Last Through Movement Walk
	End of Penultimate Through Movement Walk
	End of Arterial Phase Walk

APPENDIX D: SYNCHRO OUTPUTS

Existing

No Build

- 2040 AM
- 2040 PM

Build – Recommended TSM Improvements No Extension

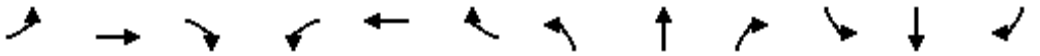
- 2040 AM
- 2040 PM

Build – Recommended TSM Improvements and South Beach Parkway Extension

- 2040 AM
- 2040 PM

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	562	197	139	0	0	444
Future Volume (vph)	562	197	139	0	0	444
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160	0		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.865
Flt Protected			0.950			
Satd. Flow (prot)	1863	1583	1770	0	0	1611
Flt Permitted			0.950			
Satd. Flow (perm)	1863	1583	1770	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			271	404	
Travel Time (s)	7.2			6.2	9.2	
Peak Hour Factor	0.91	0.91	0.83	0.92	0.92	0.93
Adj. Flow (vph)	618	216	167	0	0	477
Shared Lane Traffic (%)						
Lane Group Flow (vph)	618	216	167	0	0	477
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			



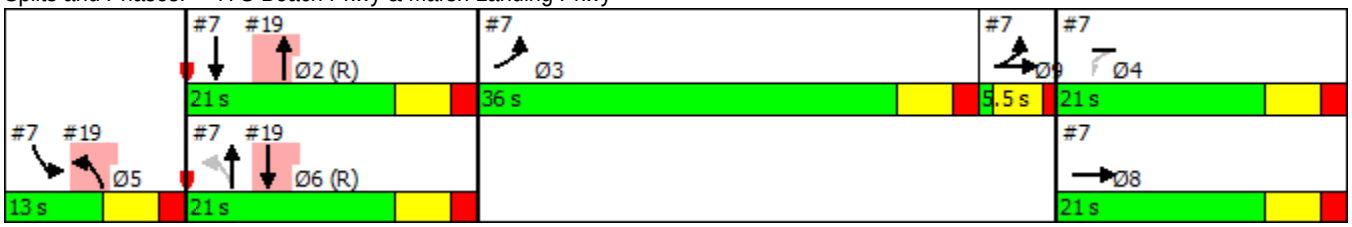
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	839	133	60	5	38	136	14	118	14	112	34	116
Future Volume (vph)	839	133	60	5	38	136	14	118	14	112	34	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	305		0	0		0	70		0	0		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	75			25			150			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.941			0.884			0.978			0.879	
Flt Protected	0.950			0.950				0.995		0.950		
Satd. Flow (prot)	3433	1753	0	1770	1647	0	0	3444	0	1770	1637	0
Flt Permitted	0.950			0.550				0.845		0.950		
Satd. Flow (perm)	3433	1753	0	1025	1647	0	0	2925	0	1770	1637	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			151			16			168	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		658			644			382			256	
Travel Time (s)		12.8			12.5			7.4			5.0	
Peak Hour Factor	0.87	0.88	0.62	0.31	0.79	0.83	0.75	0.80	0.50	0.78	0.85	0.69
Adj. Flow (vph)	964	151	97	16	48	164	19	148	28	144	40	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	964	248	0	16	212	0	0	195	0	144	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			4			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Perm	NA		Prot	NA	
Protected Phases	3 9	8 9			4			6		5	2	
Permitted Phases				4			6					

Lane Group	Ø3	Ø8	Ø9
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	3	8	9
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3 9	8 9		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)				15.0	15.0		15.0	15.0		7.0	15.0	
Minimum Split (s)				32.0	32.0		25.0	25.0		13.0	26.0	
Total Split (s)				21.0	21.0		21.0	21.0		13.0	21.0	
Total Split (%)				21.8%	21.8%		21.8%	21.8%		13.5%	21.8%	
Maximum Green (s)				15.0	15.0		15.0	15.0		7.0	15.0	
Yellow Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)				0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)				6.0	6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)				19.0	19.0		12.0	12.0			13.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)	30.0	15.0		15.0	15.0			15.0		7.0	15.0	
Actuated g/C Ratio	0.31	0.16		0.16	0.16			0.16		0.07	0.16	
v/c Ratio	0.90	0.84		0.10	0.55			0.42		1.12	0.53	
Control Delay	44.9	60.1		36.8	18.4			36.8		151.6	9.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.4	
Total Delay	44.9	60.1		36.8	18.4			36.8		151.6	9.9	
LOS	D	E		D	B			D		F	A	
Approach Delay		48.0			19.7			36.8			67.9	
Approach LOS		D			B			D			E	

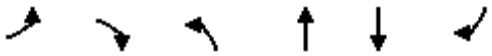
Intersection Summary			
Area Type:	Other		
Cycle Length: 96.5			
Actuated Cycle Length: 96.5			
Offset: 13 (13%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 4.41			
Intersection Signal Delay: 47.2		Intersection LOS: D	
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: S Beach Pkwy & Marsh Landing Pkwy



Lane Group	Ø3	Ø8	Ø9
Detector Phase			
Switch Phase			
Minimum Initial (s)	35.0	15.0	5.0
Minimum Split (s)	41.0	32.0	9.5
Total Split (s)	36.0	21.0	5.5
Total Split (%)	37%	22%	6%
Maximum Green (s)	30.0	15.0	1.0
Yellow Time (s)	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)		7.0	
Flash Dont Walk (s)		19.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

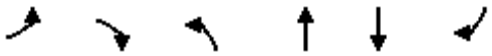


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	48	218	160	869	1818	180
Future Volume (vph)	48	218	160	869	1818	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	280			165
Storage Lanes	1	1	2			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		207				155
Link Speed (mph)	35			45	45	
Link Distance (ft)	362			574	627	
Travel Time (s)	7.1			8.7	9.5	
Peak Hour Factor	0.88	0.84	0.82	0.79	0.95	0.81
Adj. Flow (vph)	55	260	195	1100	1914	222
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	260	195	1100	1914	222
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	48	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Prot	Prot	NA	NA	Perm
Protected Phases	8	8	1	6	2	
Permitted Phases						2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	12.3	12.3	10.8	24.8	33.8	33.8
Total Split (s)	22.0	22.0	27.0	128.0	101.0	101.0
Total Split (%)	14.7%	14.7%	18.0%	85.3%	67.3%	67.3%
Maximum Green (s)	15.7	15.7	20.2	121.2	94.2	94.2
Yellow Time (s)	3.4	3.4	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					20.0	20.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	11.5	11.5	13.8	125.4	104.8	104.8
Actuated g/C Ratio	0.08	0.08	0.09	0.84	0.70	0.70
v/c Ratio	0.41	0.83	0.62	0.37	0.54	0.19
Control Delay	73.6	38.2	73.9	3.5	12.3	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	38.2	73.9	3.5	12.3	3.4
LOS	E	D	E	A	B	A
Approach Delay	44.4			14.1	11.4	
Approach LOS	D			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 49 (33%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 13: SR A1A & Marsh Landing Pkwy

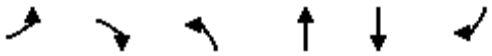


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	183	244	111	2286	1982	38
Future Volume (vph)	183	244	111	2286	1982	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	125	208			230
Storage Lanes	1	1	1			1
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.038			
Satd. Flow (perm)	1770	1583	71	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		122				28
Link Speed (mph)	25			45	45	
Link Distance (ft)	483			547	495	
Travel Time (s)	13.2			8.3	7.5	
Peak Hour Factor	0.84	0.88	0.82	0.79	0.95	0.81
Adj. Flow (vph)	218	277	135	2894	2086	47
Shared Lane Traffic (%)						
Lane Group Flow (vph)	218	277	135	2894	2086	47
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			32	43	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Prot	pm+pt	NA	NA	Perm
Protected Phases	4	4	5	2	6	
Permitted Phases	4		2			6

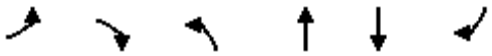
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	11.1	11.1	10.3	24.3	29.3	29.3
Total Split (s)	33.0	33.0	17.0	117.0	100.0	100.0
Total Split (%)	22.0%	22.0%	11.3%	78.0%	66.7%	66.7%
Maximum Green (s)	27.9	27.9	10.7	110.7	93.7	93.7
Yellow Time (s)	3.0	3.0	4.3	4.3	4.3	4.3
All-Red Time (s)	2.1	2.1	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.1	5.1	6.3	6.3	6.3	6.3
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					16.0	16.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	22.9	22.9	115.7	115.7	98.8	98.8
Actuated g/C Ratio	0.15	0.15	0.77	0.77	0.66	0.66
v/c Ratio	0.81	0.80	0.78	1.06	0.89	0.04
Control Delay	83.1	51.3	63.5	54.7	28.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.1	51.3	63.5	54.7	28.7	5.5
LOS	F	D	E	D	C	A
Approach Delay	65.3			55.1	28.2	
Approach LOS	E			E	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 81 (54%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 45.8		Intersection LOS: D	
Intersection Capacity Utilization 85.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 17: SR A1A & Ponte Vedra Lakes



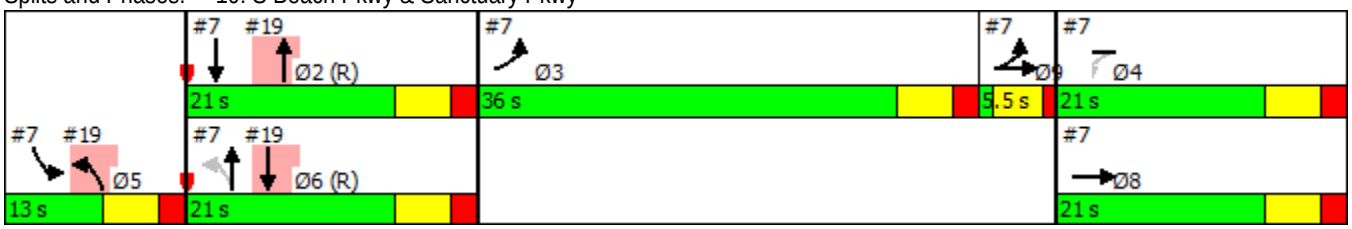
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	0	0	459	636	262	397				
Future Volume (vph)	0	0	459	636	262	397				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Util. Factor	1.00	1.00	*0.90	*0.86	*0.90	*0.89				
Frt					0.910					
Flt Protected				0.979						
Satd. Flow (prot)	0	0	0	3137	3051	0				
Flt Permitted				0.649						
Satd. Flow (perm)	0	0	0	2079	3051	0				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)					335					
Link Speed (mph)	35			35	35					
Link Distance (ft)	482			256	270					
Travel Time (s)	9.4			5.0	5.3					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Adj. Flow (vph)	0	0	499	691	285	432				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	1190	717	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0	0					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	16			16	16					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	15	9	15			9				
Number of Detectors			1	2	2					
Detector Template			Left	Thru	Thru					
Leading Detector (ft)			20	100	100					
Trailing Detector (ft)			0	0	0					
Detector 1 Position(ft)			0	0	0					
Detector 1 Size(ft)			20	6	6					
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)			0.0	0.0	0.0					
Detector 1 Queue (s)			0.0	0.0	0.0					
Detector 1 Delay (s)			0.0	0.0	0.0					
Detector 2 Position(ft)				94	94					
Detector 2 Size(ft)				6	6					
Detector 2 Type				Cl+Ex	Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)				0.0	0.0					
Turn Type			Prot	NA	NA					
Protected Phases			5	2	6		3	4	8	9
Permitted Phases				2						
Detector Phase			5	2	6					
Switch Phase										
Minimum Initial (s)			7.0	15.0	15.0		35.0	15.0	15.0	5.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4	Ø8	Ø9
Minimum Split (s)			13.0	26.0	25.0		41.0	32.0	32.0	9.5
Total Split (s)			13.0	21.0	21.0		36.0	21.0	21.0	5.5
Total Split (%)			13.5%	21.8%	21.8%		37%	22%	22%	6%
Maximum Green (s)			7.0	15.0	15.0		30.0	15.0	15.0	1.0
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0	4.0	3.5
All-Red Time (s)			2.0	2.0	2.0		2.0	2.0	2.0	1.0
Lost Time Adjust (s)				0.0	0.0					
Total Lost Time (s)				6.0	6.0					
Lead/Lag							Lead			Lag
Lead-Lag Optimize?							Yes			Yes
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode			None	C-Max	C-Max		None	None	None	None
Walk Time (s)				7.0	7.0			7.0	7.0	
Flash Dont Walk (s)				13.0	12.0			19.0	19.0	
Pedestrian Calls (#/hr)				0	0			0	0	
Act Effct Green (s)				22.0	15.0					
Actuated g/C Ratio				0.23	0.16					
v/c Ratio				4.54dl	0.95					
Control Delay				1550.9	44.5					
Queue Delay				0.0	0.0					
Total Delay				1550.9	44.5					
LOS				F	D					
Approach Delay				1550.9	44.5					
Approach LOS				F	D					

Intersection Summary			
Area Type:	Other		
Cycle Length: 96.5			
Actuated Cycle Length: 96.5			
Offset: 13 (13%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 4.41			
Intersection Signal Delay: 984.5		Intersection LOS: F	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			
* User Entered Value			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 19: S Beach Pkwy & Sanctuary Pkwy



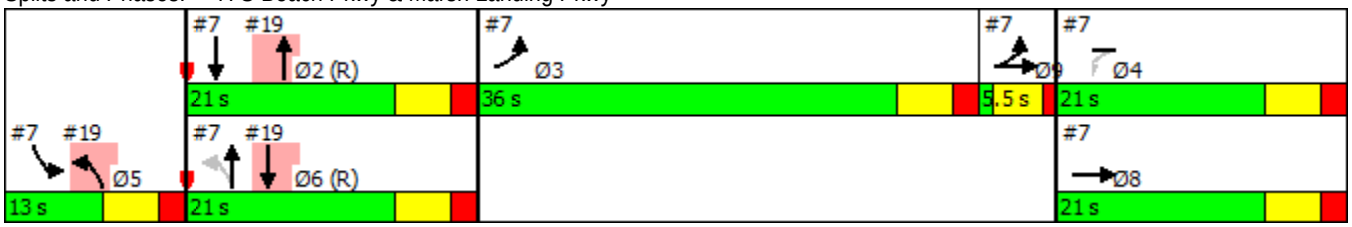
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	191	13	28	78	25	92
Future Volume (vph)	191	13	28	78	25	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988					0.850
Flt Protected				0.986	0.950	
Satd. Flow (prot)	1840	0	0	1837	1770	1583
Flt Permitted				0.986	0.950	
Satd. Flow (perm)	1840	0	0	1837	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	262			264	225	
Travel Time (s)	6.0			6.0	5.1	
Peak Hour Factor	0.90	0.65	0.78	0.85	0.78	0.74
Adj. Flow (vph)	212	20	36	92	32	124
Shared Lane Traffic (%)						
Lane Group Flow (vph)	232	0	0	128	32	124
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø8	Ø9
Lane Configurations											
Traffic Volume (vph)	985	209	15	54	38	298	155	102			
Future Volume (vph)	985	209	15	54	38	298	155	102			
Turn Type	Prot	NA	Perm	NA	Perm	NA	Prot	NA			
Protected Phases	3 9	8 9		4		6	5	2	3	8	9
Permitted Phases			4		6						
Detector Phase	3 9	8 9	4	4	6	6	5	2			
Switch Phase											
Minimum Initial (s)			15.0	15.0	15.0	15.0	7.0	15.0	35.0	15.0	5.0
Minimum Split (s)			32.0	32.0	25.0	25.0	13.0	26.0	41.0	32.0	9.5
Total Split (s)			21.0	21.0	21.0	21.0	13.0	21.0	36.0	21.0	5.5
Total Split (%)			21.8%	21.8%	21.8%	21.8%	13.5%	21.8%	37%	22%	6%
Yellow Time (s)			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)			0.0	0.0		0.0	0.0	0.0			
Total Lost Time (s)			6.0	6.0		6.0	6.0	6.0			
Lead/Lag									Lead		Lag
Lead-Lag Optimize?									Yes		Yes
Recall Mode			None	None	C-Max	C-Max	None	C-Max	None	None	None
Act Effct Green (s)	30.0	15.0	15.0	15.0		15.0	7.0	15.0			
Actuated g/C Ratio	0.31	0.16	0.16	0.16		0.16	0.07	0.16			
v/c Ratio	0.97	1.43	0.31	0.77		1.31	1.45	0.87			
Control Delay	55.4	242.8	48.2	34.6		195.0	247.6	26.9			
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.2			
Total Delay	55.4	242.8	48.2	34.6		195.0	247.6	27.1			
LOS	E	F	D	C		F	F	C			
Approach Delay		110.1		35.6		195.0		116.2			
Approach LOS		F		D		F		F			

Intersection Summary	
Cycle Length: 96.5	
Actuated Cycle Length: 96.5	
Offset: 13 (13%), Referenced to phase 2:SBT and 6:NBTL, Start of Green	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 6.30	
Intersection Signal Delay: 116.5	Intersection LOS: F
Intersection Capacity Utilization 87.3%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 7: S Beach Pkwy & Marsh Landing Pkwy



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	120	381	235	1035	1982	225
Future Volume (vph)	120	381	235	1035	1982	225
Turn Type	Prot	Prot	Prot	NA	NA	Perm
Protected Phases	8	8	1	6	2	
Permitted Phases						2
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	24.3	24.3	10.8	24.8	33.8	33.8
Total Split (s)	37.0	37.0	25.0	113.0	88.0	88.0
Total Split (%)	24.7%	24.7%	16.7%	75.3%	58.7%	58.7%
Yellow Time (s)	3.4	3.4	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	25.0	25.0	15.1	111.9	90.0	90.0
Actuated g/C Ratio	0.17	0.17	0.10	0.75	0.60	0.60
v/c Ratio	0.38	0.92	0.67	0.46	0.67	0.24
Control Delay	57.9	56.5	74.6	8.6	22.7	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.9	56.5	74.6	8.6	22.7	8.0
LOS	E	E	E	A	C	A
Approach Delay	56.8			19.2	21.2	
Approach LOS	E			B	C	

Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 141 (94%), Referenced to phase 2:SBT and 6:NBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.92	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 69.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 13: SR A1A & Marsh Landing Pkwy

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	177	194	130	2193	2242	117
Future Volume (vph)	177	194	130	2193	2242	117
Turn Type	Prot	Prot	pm+pt	NA	NA	Perm
Protected Phases	4	4	5	2	6	
Permitted Phases			2			6
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	10.0	10.0	10.3	24.3	29.3	29.3
Total Split (s)	30.0	30.0	16.0	120.0	104.0	104.0
Total Split (%)	20.0%	20.0%	10.7%	80.0%	69.3%	69.3%
Yellow Time (s)	3.0	3.0	4.3	4.3	4.3	4.3
All-Red Time (s)	1.0	1.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	6.3	6.3	6.3	6.3
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Act Effct Green (s)	22.2	22.2	117.5	117.5	100.8	100.8
Actuated g/C Ratio	0.15	0.15	0.78	0.78	0.67	0.67
v/c Ratio	0.82	0.68	0.82	0.98	0.96	0.12
Control Delay	85.3	41.3	69.8	28.4	35.1	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.3	41.3	69.8	28.4	35.1	4.4
LOS	F	D	E	C	D	A
Approach Delay	62.9			30.4	33.5	
Approach LOS	E			C	C	

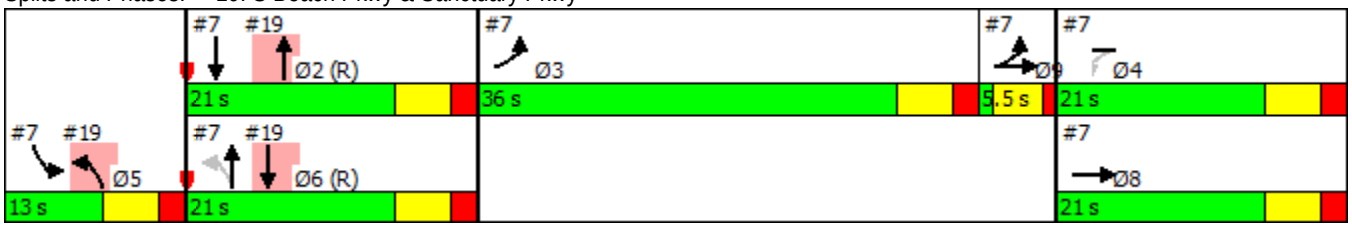
Intersection Summary	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 23 (15%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization 92.8%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 17: SR A1A & Ponte Vedra Lakes

Lane Group	NBT	SBT	Ø3	Ø4	Ø5	Ø8	Ø9
Lane Configurations							
Traffic Volume (vph)	1042	373					
Future Volume (vph)	1042	373					
Turn Type	NA	NA					
Protected Phases	2	6	3	4	5	8	9
Permitted Phases	2						
Detector Phase	2	6					
Switch Phase							
Minimum Initial (s)	15.0	15.0	35.0	15.0	7.0	15.0	5.0
Minimum Split (s)	26.0	25.0	41.0	32.0	13.0	32.0	9.5
Total Split (s)	21.0	21.0	36.0	21.0	13.0	21.0	5.5
Total Split (%)	21.8%	21.8%	37%	22%	13%	22%	6%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0					
Total Lost Time (s)	6.0	6.0					
Lead/Lag			Lead				Lag
Lead-Lag Optimize?			Yes				Yes
Recall Mode	C-Max	C-Max	None	None	None	None	None
Act Effct Green (s)	22.0	15.0					
Actuated g/C Ratio	0.23	0.16					
v/c Ratio	6.30	1.15					
Control Delay	2395.6	114.3					
Queue Delay	0.0	0.3					
Total Delay	2395.6	114.6					
LOS	F	F					
Approach Delay	2395.6	114.6					
Approach LOS	F	F					

Intersection Summary	
Cycle Length: 96.5	
Actuated Cycle Length: 96.5	
Offset: 13 (13%), Referenced to phase 2:SBT and 6:NBTL, Start of Green	
Natural Cycle: 135	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 6.30	
Intersection Signal Delay: 1675.3	Intersection LOS: F
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 19: S Beach Pkwy & Sanctuary Pkwy

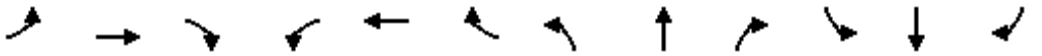


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	274	47	61	141	14	58
Future Volume (vph)	274	47	61	141	14	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974					0.850
Flt Protected				0.984	0.950	
Satd. Flow (prot)	1814	0	0	1833	1770	1583
Flt Permitted				0.984	0.950	
Satd. Flow (perm)	1814	0	0	1833	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	262			264	225	
Travel Time (s)	6.0			6.0	5.1	
Peak Hour Factor	0.90	0.65	0.78	0.85	0.78	0.74
Adj. Flow (vph)	304	72	78	166	18	78
Shared Lane Traffic (%)						
Lane Group Flow (vph)	376	0	0	244	18	78
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	993	348	170	0	0	579
Future Volume (vph)	993	348	170	0	0	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160	0		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.865
Flt Protected			0.950			
Satd. Flow (prot)	1863	1583	1770	0	0	1611
Flt Permitted			0.950			
Satd. Flow (perm)	1863	1583	1770	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			271	404	
Travel Time (s)	7.2			6.2	9.2	
Peak Hour Factor	0.91	0.91	0.83	0.92	0.92	0.93
Adj. Flow (vph)	1091	382	205	0	0	623
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1091	382	205	0	0	623
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		



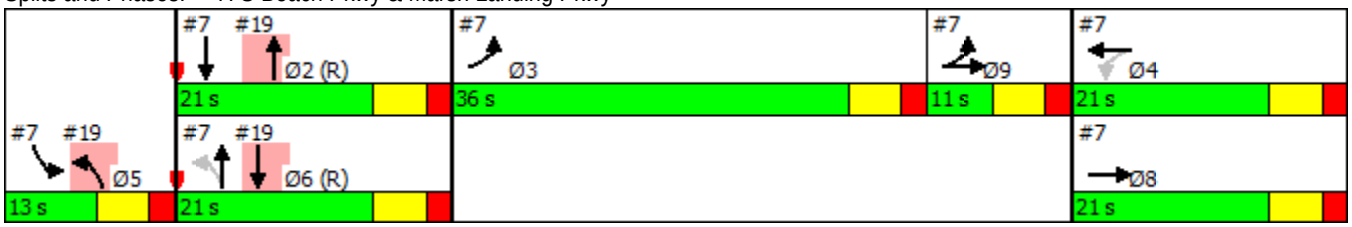
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1055	167	75	7	53	191	24	158	19	161	49	166
Future Volume (vph)	1055	167	75	7	53	191	24	158	19	161	49	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	305		0	0		0	70		0	0		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	75			25			150			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.942			0.884			0.980			0.879	
Flt Protected	0.950			0.950				0.992		0.950		
Satd. Flow (prot)	3433	1755	0	1770	1647	0	0	3441	0	1770	1637	0
Flt Permitted	0.950			0.571				0.560		0.950		
Satd. Flow (perm)	3433	1755	0	1064	1647	0	0	1942	0	1770	1637	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			142			14			172	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		658			644			382			256	
Travel Time (s)		12.8			12.5			7.4			5.0	
Peak Hour Factor	0.87	0.88	0.62	0.31	0.79	0.83	0.50	0.80	0.50	0.78	0.85	0.69
Adj. Flow (vph)	1213	190	121	23	67	230	48	198	38	206	58	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1213	311	0	23	297	0	0	284	0	206	299	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			4			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Perm	NA		Prot	NA	
Protected Phases	3 9	8 9			4			6		5	2	
Permitted Phases				4			6					

Lane Group	Ø3	Ø8	Ø9
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	3	8	9
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3 9	8 9		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)				15.0	15.0		15.0	15.0		7.0	15.0	
Minimum Split (s)				32.0	32.0		25.0	25.0		13.0	26.0	
Total Split (s)				21.0	21.0		21.0	21.0		13.0	21.0	
Total Split (%)				20.6%	20.6%		20.6%	20.6%		12.7%	20.6%	
Maximum Green (s)				15.0	15.0		15.0	15.0		7.0	15.0	
Yellow Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)				0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)				6.0	6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)				19.0	19.0		12.0	12.0			13.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)	41.0	26.0		15.0	15.0			15.0		7.0	15.0	
Actuated g/C Ratio	0.40	0.25		0.15	0.15			0.15		0.07	0.15	
v/c Ratio	0.88	0.66		0.15	0.82			0.96		1.70	0.77	
Control Delay	37.1	38.5		40.7	41.0			84.6		355.3	15.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	1.8	
Total Delay	37.1	38.5		40.7	41.0			84.6		355.3	16.9	
LOS	D	D		D	D			F		F	B	
Approach Delay		37.4			41.0			84.6			154.9	
Approach LOS		D			D			F			F	

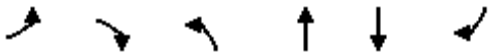
Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 102			
Offset: 13 (13%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 6.22			
Intersection Signal Delay: 65.5		Intersection LOS: E	
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7: S Beach Pkwy & Marsh Landing Pkwy



Lane Group	Ø3	Ø8	Ø9
Detector Phase			
Switch Phase			
Minimum Initial (s)	35.0	15.0	5.0
Minimum Split (s)	41.0	32.0	11.0
Total Split (s)	36.0	21.0	11.0
Total Split (%)	35%	21%	11%
Maximum Green (s)	30.0	15.0	5.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)		7.0	
Flash Dont Walk (s)		19.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

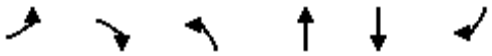


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	59	270	195	1057	2021	200
Future Volume (vph)	59	270	195	1057	2021	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	280			165
Storage Lanes	1	1	2			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		201				155
Link Speed (mph)	35			45	45	
Link Distance (ft)	362			574	627	
Travel Time (s)	7.1			8.7	9.5	
Peak Hour Factor	0.88	0.84	0.82	0.79	0.95	0.81
Adj. Flow (vph)	67	321	238	1338	2127	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	321	238	1338	2127	247
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	48	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Prot	Prot	NA	NA	Perm
Protected Phases	8	8	1	6	2	
Permitted Phases						2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	12.9	12.9	10.8	24.8	33.8	33.8
Total Split (s)	22.0	22.0	27.0	128.0	101.0	101.0
Total Split (%)	14.7%	14.7%	18.0%	85.3%	67.3%	67.3%
Maximum Green (s)	15.5	15.5	20.2	121.2	94.2	94.2
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					20.0	20.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	14.6	14.6	15.7	122.1	99.6	99.6
Actuated g/C Ratio	0.10	0.10	0.10	0.81	0.66	0.66
v/c Ratio	0.39	0.96	0.66	0.46	0.63	0.22
Control Delay	70.1	63.9	73.5	4.9	16.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.1	63.9	73.5	4.9	16.1	4.5
LOS	E	E	E	A	B	A
Approach Delay	64.9			15.2	14.9	
Approach LOS	E			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 49 (33%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 19.5		Intersection LOS: B	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 13: SR A1A & Marsh Landing Pkwy

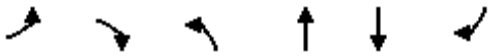


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	257	343	135	2782	2204	42
Future Volume (vph)	257	343	135	2782	2204	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	125	208			230
Storage Lanes	1	1	1			1
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.040			
Satd. Flow (perm)	1770	1583	75	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		114				33
Link Speed (mph)	25			45	45	
Link Distance (ft)	483			547	495	
Travel Time (s)	13.2			8.3	7.5	
Peak Hour Factor	0.79	0.67	0.82	0.97	0.96	0.68
Adj. Flow (vph)	325	512	165	2868	2296	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	325	512	165	2868	2296	62
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			32	43	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Prot	pm+pt	NA	NA	Perm
Protected Phases	4	4	5	2	6	
Permitted Phases	4		2			6

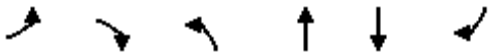
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	12.9	12.9	10.8	24.8	29.8	29.8
Total Split (s)	33.0	33.0	17.0	117.0	100.0	100.0
Total Split (%)	22.0%	22.0%	11.3%	78.0%	66.7%	66.7%
Maximum Green (s)	26.1	26.1	10.2	110.2	93.2	93.2
Yellow Time (s)	3.4	3.4	4.8	4.8	4.8	4.8
All-Red Time (s)	3.5	3.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					16.0	16.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	26.1	26.1	110.2	110.2	93.2	93.2
Actuated g/C Ratio	0.17	0.17	0.73	0.73	0.62	0.62
v/c Ratio	1.06	1.39	0.97	1.10	1.04	0.06
Control Delay	125.2	224.7	101.3	74.4	60.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	125.2	224.7	101.3	74.4	60.4	6.0
LOS	F	F	F	E	E	A
Approach Delay	186.1			75.9	59.0	
Approach LOS	F			E	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 81 (54%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 84.3		Intersection LOS: F	
Intersection Capacity Utilization 102.6%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 17: SR A1A & Ponte Vedra Lakes



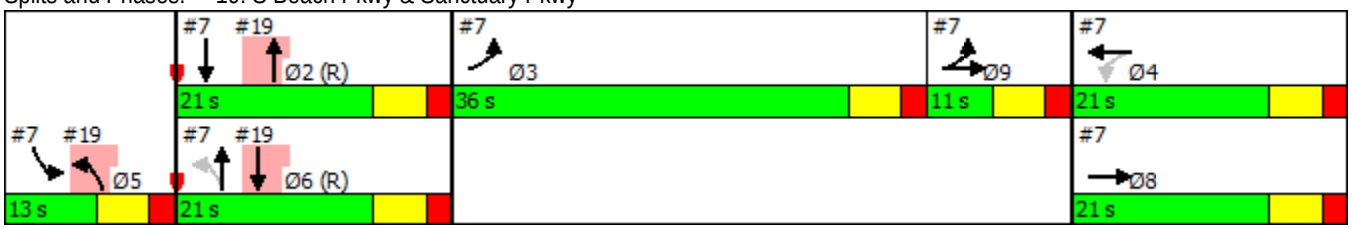
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	0	0	615	851	376	570				
Future Volume (vph)	0	0	615	851	376	570				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Util. Factor	1.00	1.00	*0.90	*0.86	*0.90	*0.89				
Frt					0.910					
Flt Protected				0.979						
Satd. Flow (prot)	0	0	0	3137	3051	0				
Flt Permitted				0.649						
Satd. Flow (perm)	0	0	0	2079	3051	0				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)					317					
Link Speed (mph)	35			35	35					
Link Distance (ft)	482			256	270					
Travel Time (s)	9.4			5.0	5.3					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Adj. Flow (vph)	0	0	668	925	409	620				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	1593	1029	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0	0					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	16			16	16					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	15	9	15			9				
Number of Detectors			1	2	2					
Detector Template			Left	Thru	Thru					
Leading Detector (ft)			20	100	100					
Trailing Detector (ft)			0	0	0					
Detector 1 Position(ft)			0	0	0					
Detector 1 Size(ft)			20	6	6					
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)			0.0	0.0	0.0					
Detector 1 Queue (s)			0.0	0.0	0.0					
Detector 1 Delay (s)			0.0	0.0	0.0					
Detector 2 Position(ft)				94	94					
Detector 2 Size(ft)				6	6					
Detector 2 Type				Cl+Ex	Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)				0.0	0.0					
Turn Type			Prot	NA	NA					
Protected Phases			5	2	6		3	4	8	9
Permitted Phases				2						
Detector Phase			5	2	6					
Switch Phase										
Minimum Initial (s)			7.0	15.0	15.0		35.0	15.0	15.0	5.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4	Ø8	Ø9
Minimum Split (s)			13.0	26.0	25.0		41.0	32.0	32.0	11.0
Total Split (s)			13.0	21.0	21.0		36.0	21.0	21.0	11.0
Total Split (%)			12.7%	20.6%	20.6%		35%	21%	21%	11%
Maximum Green (s)			7.0	15.0	15.0		30.0	15.0	15.0	5.0
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)				0.0	0.0					
Total Lost Time (s)				6.0	6.0					
Lead/Lag							Lead			Lag
Lead-Lag Optimize?							Yes			Yes
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode			None	C-Max	C-Max		None	None	None	None
Walk Time (s)				7.0	7.0			7.0	7.0	
Flash Dont Walk (s)				13.0	12.0			19.0	19.0	
Pedestrian Calls (#/hr)				0	0			0	0	
Act Effct Green (s)				22.0	15.0					
Actuated g/C Ratio				0.22	0.15					
v/c Ratio				6.42dl	1.43					
Control Delay				2363.1	226.5					
Queue Delay				0.0	0.2					
Total Delay				2363.1	226.7					
LOS				F	F					
Approach Delay				2363.1	226.7					
Approach LOS				F	F					

Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 102			
Offset: 13 (13%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 6.22			
Intersection Signal Delay: 1524.7		Intersection LOS: F	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			
dl Defacto Left Lane. Recode with 1 though lane as a left lane.			

Splits and Phases: 19: S Beach Pkwy & Sanctuary Pkwy

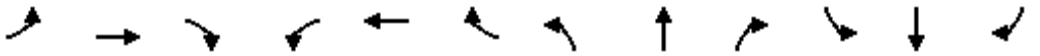


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	209	14	88	246	31	115
Future Volume (vph)	209	14	88	246	31	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988					0.850
Flt Protected				0.986	0.950	
Satd. Flow (prot)	1840	0	0	1837	1770	1583
Flt Permitted				0.986	0.950	
Satd. Flow (perm)	1840	0	0	1837	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	262			264	225	
Travel Time (s)	6.0			6.0	5.1	
Peak Hour Factor	0.90	0.65	0.78	0.85	0.78	0.74
Adj. Flow (vph)	232	22	113	289	40	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	254	0	0	402	40	155
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1786	745	222	0	0	359
Future Volume (vph)	1786	745	222	0	0	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160	0		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.865
Flt Protected			0.950			
Satd. Flow (prot)	1863	1583	1770	0	0	1611
Flt Permitted			0.950			
Satd. Flow (perm)	1863	1583	1770	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			271	404	
Travel Time (s)	7.2			6.2	9.2	
Peak Hour Factor	0.91	0.91	0.83	0.92	0.92	0.93
Adj. Flow (vph)	1963	819	267	0	0	386
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1963	819	267	0	0	386
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	122.9%	ICU Level of Service	H
Analysis Period (min)	15		



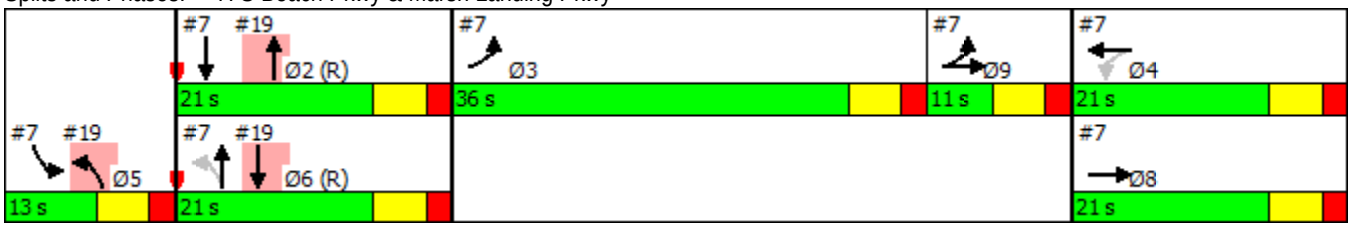
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1239	263	211	21	76	256	51	399	23	222	146	171
Future Volume (vph)	1239	263	211	21	76	256	51	399	23	222	146	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	305		0	0		0	70		0	0		0
Storage Lanes	2		0	1		0	1		0	1		0
Taper Length (ft)	75			25			150			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.920			0.886			0.989			0.911	
Flt Protected	0.950			0.950				0.992		0.950		
Satd. Flow (prot)	3433	1714	0	1770	1650	0	0	3472	0	1770	1697	0
Flt Permitted	0.950			0.267				0.569		0.950		
Satd. Flow (perm)	3433	1714	0	497	1650	0	0	1992	0	1770	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54			133			6			60	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		658			644			382			256	
Travel Time (s)		12.8			12.5			7.4			5.0	
Peak Hour Factor	0.87	0.88	0.62	0.31	0.79	0.83	0.50	0.80	0.50	0.78	0.85	0.69
Adj. Flow (vph)	1424	299	340	68	96	308	102	499	46	285	172	248
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1424	639	0	68	404	0	0	647	0	285	420	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA		Perm	NA		Prot	NA	
Protected Phases	3 9	8 9			4			6		5	2	
Permitted Phases				4			6					

Lane Group	Ø3	Ø8	Ø9
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	3	8	9
Permitted Phases			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3 9	8 9		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)				15.0	15.0		15.0	15.0		7.0	15.0	
Minimum Split (s)				32.0	32.0		25.0	25.0		13.0	26.0	
Total Split (s)				21.0	21.0		21.0	21.0		13.0	21.0	
Total Split (%)				20.6%	20.6%		20.6%	20.6%		12.7%	20.6%	
Maximum Green (s)				15.0	15.0		15.0	15.0		7.0	15.0	
Yellow Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)				0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)				6.0	6.0			6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)				19.0	19.0		12.0	12.0			13.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)	41.0	26.0		15.0	15.0			15.0		7.0	15.0	
Actuated g/C Ratio	0.40	0.25		0.15	0.15			0.15		0.07	0.15	
v/c Ratio	1.03	1.34		0.93	1.13			2.17		2.36	1.40	
Control Delay	64.0	196.7		134.1	117.6			561.9		639.0	207.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	64.0	196.7		134.1	117.6			561.9		639.0	207.7	
LOS	E	F		F	F			F		F	F	
Approach Delay		105.1			120.0			561.9			382.0	
Approach LOS		F			F			F			F	

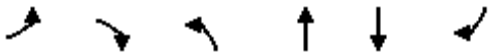
Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 102			
Offset: 13 (13%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 8.93			
Intersection Signal Delay: 233.2		Intersection LOS: F	
Intersection Capacity Utilization 106.5%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 7: S Beach Pkwy & Marsh Landing Pkwy



Lane Group	Ø3	Ø8	Ø9
Detector Phase			
Switch Phase			
Minimum Initial (s)	35.0	15.0	5.0
Minimum Split (s)	41.0	32.0	11.0
Total Split (s)	36.0	21.0	11.0
Total Split (%)	35%	21%	11%
Maximum Green (s)	30.0	15.0	5.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead		Lag
Lead-Lag Optimize?	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)		7.0	
Flash Dont Walk (s)		19.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

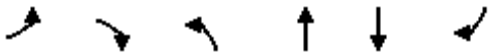


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	148	471	286	1259	2204	250
Future Volume (vph)	148	471	286	1259	2204	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	280			165
Storage Lanes	1	1	2			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		202				145
Link Speed (mph)	35			45	45	
Link Distance (ft)	362			574	627	
Travel Time (s)	7.1			8.7	9.5	
Peak Hour Factor	0.88	0.84	0.82	0.79	0.95	0.81
Adj. Flow (vph)	168	561	349	1594	2320	309
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	561	349	1594	2320	309
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			24	48	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Prot	Prot	NA	NA	Perm
Protected Phases	8	8	1	6	2	
Permitted Phases						2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	24.3	24.3	10.8	24.8	33.8	33.8
Total Split (s)	37.0	37.0	25.0	113.0	88.0	88.0
Total Split (%)	24.7%	24.7%	16.7%	75.3%	58.7%	58.7%
Maximum Green (s)	30.5	30.5	18.2	106.2	81.2	81.2
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	2.5	2.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					20.0	20.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	30.5	30.5	17.7	106.2	81.7	81.7
Actuated g/C Ratio	0.20	0.20	0.12	0.71	0.54	0.54
v/c Ratio	0.47	1.16	0.86	0.64	0.84	0.33
Control Delay	57.6	127.1	85.3	13.1	32.3	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	127.1	85.3	13.1	32.3	10.7
LOS	E	F	F	B	C	B
Approach Delay	111.1			26.1	29.7	
Approach LOS	F			C	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 141 (94%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 39.6		Intersection LOS: D	
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 13: SR A1A & Marsh Landing Pkwy

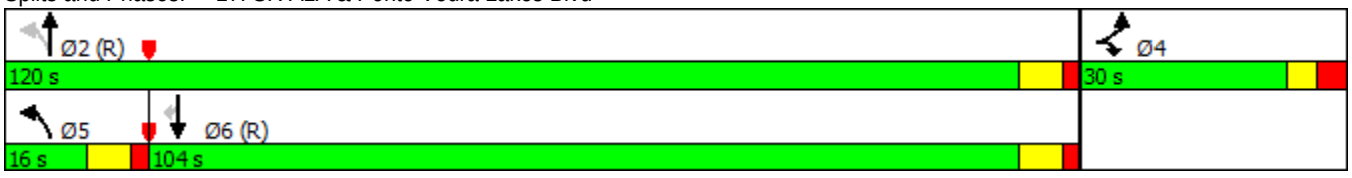


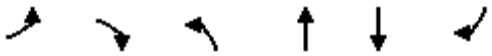
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	249	273	158	2668	2493	130
Future Volume (vph)	249	273	158	2668	2493	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	125	208			230
Storage Lanes	1	1	1			1
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.038			
Satd. Flow (perm)	1770	1583	71	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		98				97
Link Speed (mph)	25			45	45	
Link Distance (ft)	483			547	495	
Travel Time (s)	13.2			8.3	7.5	
Peak Hour Factor	0.79	0.67	0.82	0.97	0.96	0.68
Adj. Flow (vph)	315	407	193	2751	2597	191
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	407	193	2751	2597	191
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			32	43	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Prot	pm+pt	NA	NA	Perm
Protected Phases	4	4	5	2	6	
Permitted Phases			2			6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4	5	2	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	12.9	12.9	10.8	24.8	29.8	29.8
Total Split (s)	30.0	30.0	16.0	120.0	104.0	104.0
Total Split (%)	20.0%	20.0%	10.7%	80.0%	69.3%	69.3%
Maximum Green (s)	23.1	23.1	9.2	113.2	97.2	97.2
Yellow Time (s)	3.4	3.4	4.8	4.8	4.8	4.8
All-Red Time (s)	3.5	3.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					16.0	16.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)	23.1	23.1	113.2	113.2	97.2	97.2
Actuated g/C Ratio	0.15	0.15	0.75	0.75	0.65	0.65
v/c Ratio	1.16	1.25	1.23	1.03	1.13	0.18
Control Delay	158.1	172.6	182.2	44.8	92.5	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	158.1	172.6	182.2	44.8	92.5	5.4
LOS	F	F	F	D	F	A
Approach Delay	166.3			53.8	86.5	
Approach LOS	F			D	F	

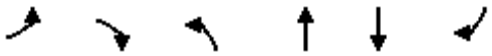
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 23 (15%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 80.5		Intersection LOS: F	
Intersection Capacity Utilization 108.5%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 17: SR A1A & Ponte Vedra Lakes Blvd





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4	Ø8	Ø9
Lane Configurations										
Traffic Volume (vph)	0	0	561	1395	535	433				
Future Volume (vph)	0	0	561	1395	535	433				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Util. Factor	1.00	1.00	*0.90	*0.86	*0.90	*0.89				
Frt					0.933					
Flt Protected				0.986						
Satd. Flow (prot)	0	0	0	3159	3128	0				
Flt Permitted				0.608						
Satd. Flow (perm)	0	0	0	1948	3128	0				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)					168					
Link Speed (mph)	30			30	30					
Link Distance (ft)	482			256	270					
Travel Time (s)	11.0			5.8	6.1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Adj. Flow (vph)	0	0	610	1516	582	471				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	0	0	2126	1053	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	0			0	0					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	16			16	16					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	15	9	15			9				
Number of Detectors			1	2	2					
Detector Template			Left	Thru	Thru					
Leading Detector (ft)			20	100	100					
Trailing Detector (ft)			0	0	0					
Detector 1 Position(ft)			0	0	0					
Detector 1 Size(ft)			20	6	6					
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)			0.0	0.0	0.0					
Detector 1 Queue (s)			0.0	0.0	0.0					
Detector 1 Delay (s)			0.0	0.0	0.0					
Detector 2 Position(ft)				94	94					
Detector 2 Size(ft)				6	6					
Detector 2 Type				Cl+Ex	Cl+Ex					
Detector 2 Channel										
Detector 2 Extend (s)				0.0	0.0					
Turn Type			Prot	NA	NA					
Protected Phases			5	2	6		3	4	8	9
Permitted Phases				2						
Detector Phase			5	2	6					
Switch Phase										
Minimum Initial (s)			7.0	15.0	15.0		35.0	15.0	15.0	5.0



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4	Ø8	Ø9
Minimum Split (s)			13.0	26.0	25.0		41.0	32.0	32.0	11.0
Total Split (s)			13.0	21.0	21.0		36.0	21.0	21.0	11.0
Total Split (%)			12.7%	20.6%	20.6%		35%	21%	21%	11%
Maximum Green (s)			7.0	15.0	15.0		30.0	15.0	15.0	5.0
Yellow Time (s)			4.0	4.0	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)			2.0	2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)				0.0	0.0					
Total Lost Time (s)				6.0	6.0					
Lead/Lag							Lead			Lag
Lead-Lag Optimize?							Yes			Yes
Vehicle Extension (s)			3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode			None	C-Max	C-Max		None	None	None	None
Walk Time (s)				7.0	7.0			7.0	7.0	
Flash Dont Walk (s)				13.0	12.0			19.0	19.0	
Pedestrian Calls (#/hr)				0	0			0	0	
Act Effct Green (s)				22.0	15.0					
Actuated g/C Ratio				0.22	0.15					
v/c Ratio				8.93	1.75					
Control Delay				3577.1	367.6					
Queue Delay				0.0	1.7					
Total Delay				3577.1	369.3					
LOS				F	F					
Approach Delay				3577.1	369.3					
Approach LOS				F	F					

Intersection Summary			
Area Type:	Other		
Cycle Length: 102			
Actuated Cycle Length: 102			
Offset: 13 (13%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 8.93			
Intersection Signal Delay: 2514.5		Intersection LOS: F	
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			

* User Entered Value

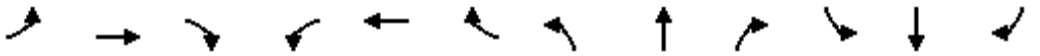
Splits and Phases: 19: S Beach Pkwy & Sanctuary Pkwy

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	300	52	193	445	18	73
Future Volume (vph)	300	52	193	445	18	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974					0.850
Flt Protected				0.984	0.950	
Satd. Flow (prot)	1814	0	0	1833	1770	1583
Flt Permitted				0.984	0.950	
Satd. Flow (perm)	1814	0	0	1833	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	262			264	225	
Travel Time (s)	6.0			6.0	5.1	
Peak Hour Factor	0.90	0.65	0.78	0.85	0.78	0.74
Adj. Flow (vph)	333	80	247	524	23	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	413	0	0	771	23	99
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.4%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	993	348	170	0	0	579
Future Volume (vph)	993	348	170	0	0	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160	0		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.865
Flt Protected			0.950			
Satd. Flow (prot)	1863	1583	1770	0	0	1611
Flt Permitted			0.950			
Satd. Flow (perm)	1863	1583	1770	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			271	404	
Travel Time (s)	7.2			6.2	9.2	
Peak Hour Factor	0.91	0.91	0.83	0.92	0.92	0.93
Adj. Flow (vph)	1091	382	205	0	0	623
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1091	382	205	0	0	623
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		

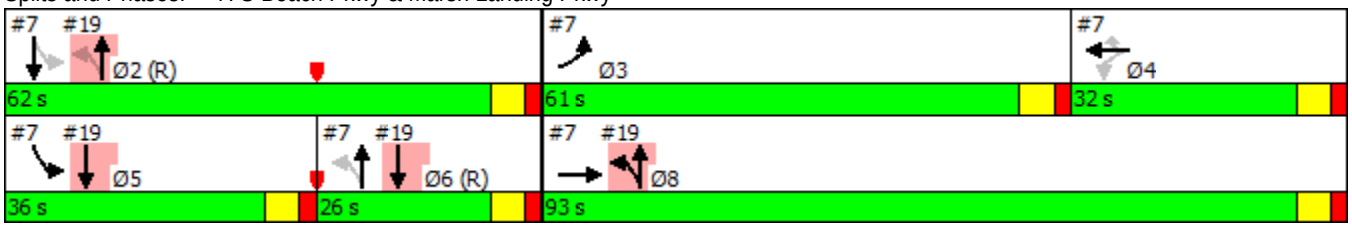


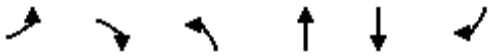
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1055	167	75	7	53	191	24	158	19	161	49	166
Future Volume (vph)	1055	167	75	7	53	191	24	158	19	161	49	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	0		200	70		0	0		0
Storage Lanes	2		0	0		1	1		0	2		0
Taper Length (ft)	75			25			150			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.942				0.850		0.980			0.879	
Flt Protected	0.950				0.987			0.992		0.950		
Satd. Flow (prot)	3433	1755	0	0	1839	1583	0	3441	0	3433	1637	0
Flt Permitted	0.950				0.823			0.824		0.335		
Satd. Flow (perm)	3433	1755	0	0	1533	1583	0	2858	0	1211	1637	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				230		9			151	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		658			644			382			256	
Travel Time (s)		12.8			12.5			7.4			5.0	
Peak Hour Factor	0.87	0.88	0.62	0.31	0.79	0.83	0.50	0.80	0.50	0.78	0.85	0.69
Adj. Flow (vph)	1213	190	121	23	67	230	48	198	38	206	58	241
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1213	311	0	0	90	230	0	284	0	206	299	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases				4		4	6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	35.0	15.0		15.0	15.0	15.0	15.0	15.0		7.0	15.0	
Minimum Split (s)	41.0	32.0		32.0	32.0	32.0	25.0	25.0		13.0	26.0	
Total Split (s)	61.0	93.0		32.0	32.0	32.0	26.0	26.0		36.0	62.0	
Total Split (%)	39.4%	60.0%		20.6%	20.6%	20.6%	16.8%	16.8%		23.2%	40.0%	
Maximum Green (s)	55.0	87.0		26.0	26.0	26.0	20.0	20.0		30.0	56.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0		6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)		19.0		19.0	19.0	19.0	12.0	12.0			13.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	
Act Effct Green (s)	55.0	77.3			16.3	16.3		22.6		65.7	65.7	
Actuated g/C Ratio	0.35	0.50			0.11	0.11		0.15		0.42	0.42	
v/c Ratio	1.00	0.35			0.56	0.62		0.67		0.20	0.38	
Control Delay	74.1	21.8			79.5	14.8		70.0		12.8	1.9	
Queue Delay	0.0	0.0			0.0	0.3		0.0		0.7	1.1	
Total Delay	74.1	21.8			79.5	15.1		70.0		13.6	3.0	
LOS	E	C			E	B		E		B	A	
Approach Delay		63.5			33.2			70.0			7.3	
Approach LOS		E			C			E			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 155			
Offset: 127 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 49.7		Intersection LOS: D	
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: S Beach Pkwy & Marsh Landing Pkwy



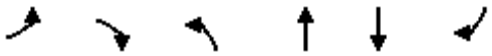


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	59	270	195	1057	2021	200
Future Volume (vph)	59	270	195	1057	2021	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	280			165
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		200				198
Link Speed (mph)	35			45	45	
Link Distance (ft)	362			574	594	
Travel Time (s)	7.1			8.7	9.0	
Peak Hour Factor	0.88	0.84	0.82	0.79	0.95	0.81
Adj. Flow (vph)	67	321	238	1338	2127	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	67	321	238	1338	2127	247
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	R NA	Left	Right
Median Width(ft)	12			48	48	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	13.0	13.0	10.8	33.8	33.8	33.8
Total Split (s)	20.0	20.0	17.0	70.0	53.0	53.0
Total Split (%)	22.2%	22.2%	18.9%	77.8%	58.9%	58.9%
Maximum Green (s)	13.5	13.5	10.2	63.2	46.2	46.2
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0
Flash Dont Walk (s)				20.0	20.0	20.0
Pedestrian Calls (#/hr)				0	0	0
Act Effct Green (s)	11.4	11.4	9.8	65.3	48.6	48.6
Actuated g/C Ratio	0.13	0.13	0.11	0.73	0.54	0.54
v/c Ratio	0.30	0.86	0.64	0.52	0.77	0.26
Control Delay	38.1	36.8	46.5	6.7	19.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	36.8	46.5	6.7	19.4	3.8
LOS	D	D	D	A	B	A
Approach Delay	37.0			12.7	17.8	
Approach LOS	D			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 14.3 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 17.6		Intersection LOS: B	
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 13: A1A & Marsh Landing Pkwy

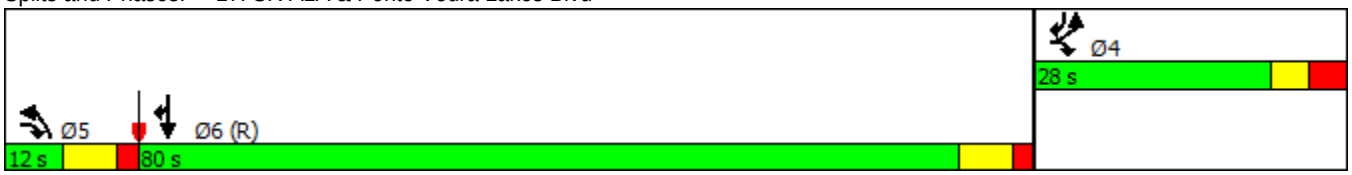


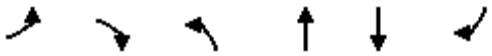
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	257	343	135	2782	2204	42
Future Volume (vph)	257	343	135	2782	2204	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	125	208			230
Storage Lanes	1	1	2			1
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		6				5
Link Speed (mph)	25			45	45	
Link Distance (ft)	483			547	639	
Travel Time (s)	13.2			8.3	9.7	
Peak Hour Factor	0.79	0.67	0.82	0.97	0.96	0.68
Adj. Flow (vph)	325	512	165	2868	2296	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	325	512	165	2868	2296	62
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	Left	Left	Right
Median Width(ft)	12			40	43	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4!	4 5	5	Free!	6	6 4
Permitted Phases						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4 5	5		6	6 4
Switch Phase						
Minimum Initial (s)	6.0		4.0		18.0	
Minimum Split (s)	12.9		10.8		29.8	
Total Split (s)	28.0		12.0		80.0	
Total Split (%)	23.3%		10.0%		66.7%	
Maximum Green (s)	21.1		5.2		73.2	
Yellow Time (s)	3.4		4.8		4.8	
All-Red Time (s)	3.5		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.9		6.8		6.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		2.5	
Recall Mode	None		None		C-Max	
Walk Time (s)					7.0	
Flash Dont Walk (s)					16.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)	21.1	33.1	5.2	120.0	73.2	101.2
Actuated g/C Ratio	0.18	0.28	0.04	1.00	0.61	0.84
v/c Ratio	1.05	1.16	1.11	0.81	0.74	0.05
Control Delay	111.3	134.9	159.9	2.1	18.5	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.3	134.9	159.9	2.1	18.5	1.5
LOS	F	F	F	A	B	A
Approach Delay	125.8			10.7	18.1	
Approach LOS	F			B	B	

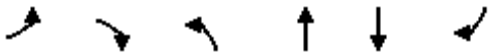
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 29.0		Intersection LOS: C	
Intersection Capacity Utilization 100.2%		ICU Level of Service G	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 17: SR A1A & Ponte Vedra Lakes Blvd





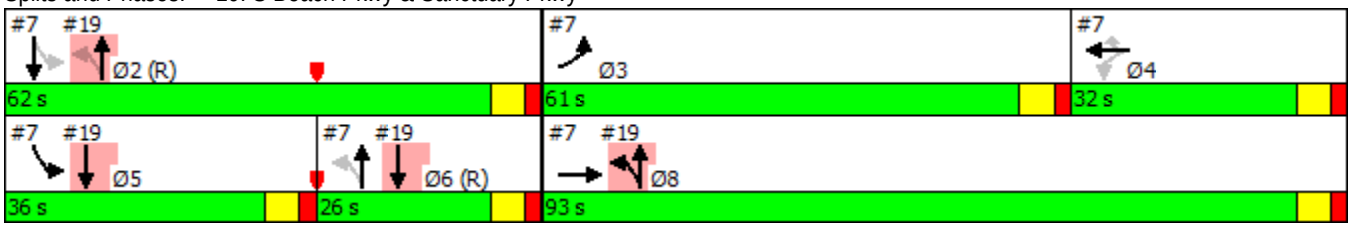
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	0	0	615	851	376	570					
Future Volume (vph)	0	0	615	851	376	570					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Storage Length (ft)	0	0	0			200					
Storage Lanes	0	0	0			0					
Taper Length (ft)	25		25								
Lane Util. Factor	1.00	1.00	*0.90	*0.86	*0.90	*0.89					
Frt					0.910						
Flt Protected				0.979							
Satd. Flow (prot)	0	0	0	3137	3051	0					
Flt Permitted				0.514							
Satd. Flow (perm)	0	0	0	1647	3051	0					
Right Turn on Red		Yes				Yes					
Satd. Flow (RTOR)					278						
Link Speed (mph)	35			35	35						
Link Distance (ft)	482			256	270						
Travel Time (s)	9.4			5.0	5.3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					
Adj. Flow (vph)	0	0	668	925	409	620					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	1593	1029	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Right	L NA	Left	Left	R NA					
Median Width(ft)	0			0	0						
Link Offset(ft)	0			0	0						
Crosswalk Width(ft)	16			16	16						
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Turning Speed (mph)	15	9	15			9					
Number of Detectors			1	2	2						
Detector Template			Left	Thru	Thru						
Leading Detector (ft)			20	100	100						
Trailing Detector (ft)			0	0	0						
Detector 1 Position(ft)			0	0	0						
Detector 1 Size(ft)			20	6	6						
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0	0.0						
Detector 1 Queue (s)			0.0	0.0	0.0						
Detector 1 Delay (s)			0.0	0.0	0.0						
Detector 2 Position(ft)				94	94						
Detector 2 Size(ft)				6	6						
Detector 2 Type				Cl+Ex	Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)				0.0	0.0						
Turn Type			custom	NA	NA						
Protected Phases			8	2 8	5 6		2	3	4	5	6
Permitted Phases			2	2							



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4	Ø5	Ø6
Detector Phase			8	2 8	5 6						
Switch Phase											
Minimum Initial (s)			15.0				15.0	35.0	15.0	7.0	15.0
Minimum Split (s)			32.0				26.0	41.0	32.0	13.0	25.0
Total Split (s)			93.0				62.0	61.0	32.0	36.0	26.0
Total Split (%)			60.0%				40%	39%	21%	23%	17%
Maximum Green (s)			87.0				56.0	55.0	26.0	30.0	20.0
Yellow Time (s)			4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0				2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag								Lead	Lag	Lead	Lag
Lead-Lag Optimize?								Yes	Yes		
Vehicle Extension (s)			3.0				3.0	3.0	3.0	3.0	3.0
Recall Mode			None				C-Max	None	None	None	C-Max
Walk Time (s)			7.0				7.0		7.0		7.0
Flash Dont Walk (s)			19.0				13.0		19.0		12.0
Pedestrian Calls (#/hr)			0				0		0		0
Act Effct Green (s)				143.0	65.7						
Actuated g/C Ratio				0.92	0.42						
v/c Ratio				0.70	0.71						
Control Delay				5.2	29.4						
Queue Delay				0.6	0.0						
Total Delay				5.8	29.4						
LOS				A	C						
Approach Delay				5.8	29.4						
Approach LOS				A	C						

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 155			
Offset: 127 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 19: S Beach Pkwy & Sanctuary Pkwy

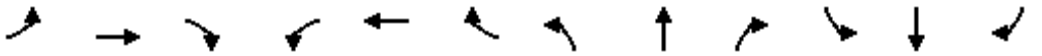


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	209	14	88	246	31	115
Future Volume (vph)	209	14	88	246	31	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.988					0.850
Flt Protected				0.986	0.950	
Satd. Flow (prot)	1840	0	0	1837	1770	1583
Flt Permitted				0.986	0.950	
Satd. Flow (perm)	1840	0	0	1837	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	262			264	225	
Travel Time (s)	6.0			6.0	5.1	
Peak Hour Factor	0.90	0.65	0.78	0.85	0.78	0.74
Adj. Flow (vph)	232	22	113	289	40	155
Shared Lane Traffic (%)						
Lane Group Flow (vph)	254	0	0	402	40	155
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1786	745	222	0	0	359
Future Volume (vph)	1786	745	222	0	0	359
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160	0		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.865
Flt Protected			0.950			
Satd. Flow (prot)	1863	1583	1770	0	0	1611
Flt Permitted			0.950			
Satd. Flow (perm)	1863	1583	1770	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			271	404	
Travel Time (s)	7.2			6.2	9.2	
Peak Hour Factor	0.91	0.91	0.83	0.92	0.92	0.93
Adj. Flow (vph)	1963	819	267	0	0	386
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1963	819	267	0	0	386
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	122.9%	ICU Level of Service	H
Analysis Period (min)	15		

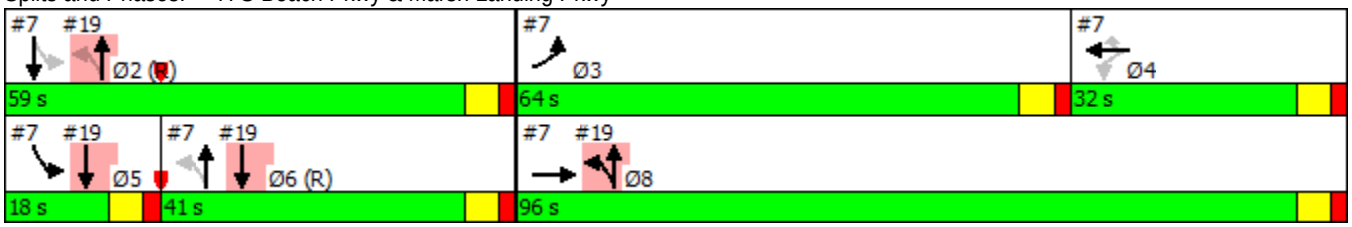


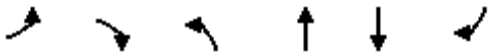
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1239	263	211	21	76	256	51	399	23	222	146	171
Future Volume (vph)	1239	263	211	21	76	256	51	399	23	222	146	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	0		200	70		0	0		0
Storage Lanes	2		0	0		1	1		0	2		0
Taper Length (ft)	75			25			150			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.920				0.850		0.989			0.911	
Flt Protected	0.950				0.980			0.992		0.950		
Satd. Flow (prot)	3433	1714	0	0	1825	1583	0	3472	0	3433	1697	0
Flt Permitted	0.950				0.596			0.731		0.129		
Satd. Flow (perm)	3433	1714	0	0	1110	1583	0	2559	0	466	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63				147		5			51	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		658			644			382			256	
Travel Time (s)		12.8			12.5			7.4			5.0	
Peak Hour Factor	0.87	0.88	0.62	0.31	0.79	0.83	0.50	0.80	0.50	0.78	0.85	0.69
Adj. Flow (vph)	1424	299	340	68	96	308	102	499	46	285	172	248
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1424	639	0	0	164	308	0	647	0	285	420	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases				4		4	6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	35.0	15.0		15.0	15.0	15.0	15.0	15.0		7.0	15.0	
Minimum Split (s)	41.0	32.0		32.0	32.0	32.0	25.0	25.0		13.0	26.0	
Total Split (s)	64.0	96.0		32.0	32.0	32.0	41.0	41.0		18.0	59.0	
Total Split (%)	41.3%	61.9%		20.6%	20.6%	20.6%	26.5%	26.5%		11.6%	38.1%	
Maximum Green (s)	58.0	90.0		26.0	26.0	26.0	35.0	35.0		12.0	53.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0		6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)		19.0		19.0	19.0	19.0	12.0	12.0			13.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	
Act Effct Green (s)	58.0	88.9			24.9	24.9		35.0		54.1	54.1	
Actuated g/C Ratio	0.37	0.57			0.16	0.16		0.23		0.35	0.35	
v/c Ratio	1.11	0.63			0.92	0.82		1.11		0.69	0.67	
Control Delay	105.2	22.9			112.8	50.0		125.6		48.6	14.1	
Queue Delay	0.5	0.0			0.0	0.4		0.0		0.0	4.4	
Total Delay	105.6	22.9			112.8	50.4		125.6		48.6	18.5	
LOS	F	C			F	D		F		D	B	
Approach Delay		80.0			72.1			125.6			30.7	
Approach LOS		E			E			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 155			
Offset: 127 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 77.7		Intersection LOS: E	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7: S Beach Pkwy & Marsh Landing Pkwy



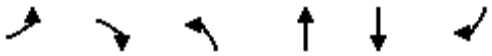


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	148	471	286	1259	2204	250
Future Volume (vph)	148	471	286	1259	2204	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	280			165
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		221				135
Link Speed (mph)	35			45	45	
Link Distance (ft)	362			574	594	
Travel Time (s)	7.1			8.7	9.0	
Peak Hour Factor	0.88	0.84	0.82	0.79	0.95	0.81
Adj. Flow (vph)	168	561	349	1594	2320	309
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	561	349	1594	2320	309
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	R NA	Left	Right
Median Width(ft)	12			48	48	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Prot	NA	NA	Perm
Protected Phases	8		1	6	2	
Permitted Phases		8				2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	8	8	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0	6.0	4.0	18.0	18.0	18.0
Minimum Split (s)	13.0	13.0	10.8	33.8	33.8	33.8
Total Split (s)	41.0	41.0	26.0	109.0	83.0	83.0
Total Split (%)	27.3%	27.3%	17.3%	72.7%	55.3%	55.3%
Maximum Green (s)	34.5	34.5	19.2	102.2	76.2	76.2
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5	6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	2.5	2.5	2.5
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0
Flash Dont Walk (s)				20.0	20.0	20.0
Pedestrian Calls (#/hr)				0	0	0
Act Effct Green (s)	34.5	34.5	18.4	102.2	77.0	77.0
Actuated g/C Ratio	0.23	0.23	0.12	0.68	0.51	0.51
v/c Ratio	0.41	1.05	0.83	0.66	0.89	0.35
Control Delay	52.8	85.8	81.3	15.5	38.2	13.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	85.8	81.3	15.5	38.2	13.0
LOS	D	F	F	B	D	B
Approach Delay	78.2			27.4	35.2	
Approach LOS	E			C	D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 38.2		Intersection LOS: D	
Intersection Capacity Utilization 82.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 13: SR A1A & Marsh Landing Pkwy

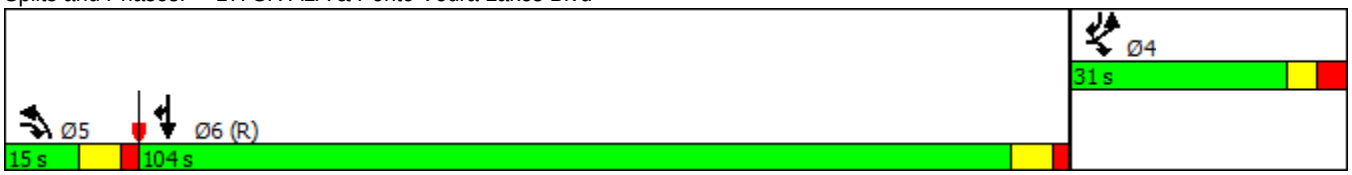


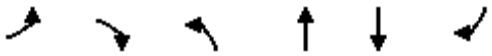
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	249	273	158	2668	2493	130
Future Volume (vph)	249	273	158	2668	2493	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	125	208			230
Storage Lanes	1	1	2			1
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		4				8
Link Speed (mph)	25			45	45	
Link Distance (ft)	483			547	639	
Travel Time (s)	13.2			8.3	9.7	
Peak Hour Factor	0.79	0.67	0.82	0.97	0.96	0.68
Adj. Flow (vph)	315	407	193	2751	2597	191
Shared Lane Traffic (%)						
Lane Group Flow (vph)	315	407	193	2751	2597	191
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	Left	Left	Right
Median Width(ft)	12			40	43	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4!	4 5	5	Free!	6	4 6
Permitted Phases						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4 5	5		6	4 6
Switch Phase						
Minimum Initial (s)	6.0		4.0		18.0	
Minimum Split (s)	12.9		10.8		29.8	
Total Split (s)	31.0		15.0		104.0	
Total Split (%)	20.7%		10.0%		69.3%	
Maximum Green (s)	24.1		8.2		97.2	
Yellow Time (s)	3.4		4.8		4.8	
All-Red Time (s)	3.5		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.9		6.8		6.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		2.5	
Recall Mode	None		None		C-Max	
Walk Time (s)					7.0	
Flash Dont Walk (s)					16.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)	24.1	39.1	8.2	150.0	97.2	128.1
Actuated g/C Ratio	0.16	0.26	0.05	1.00	0.65	0.85
v/c Ratio	1.11	0.98	1.03	0.78	0.79	0.14
Control Delay	141.8	93.5	141.3	1.7	21.3	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	141.8	93.5	141.3	1.7	21.3	2.0
LOS	F	F	F	A	C	A
Approach Delay	114.6			10.9	20.0	
Approach LOS	F			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 96.6%		ICU Level of Service F	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 17: SR A1A & Ponte Vedra Lakes Blvd



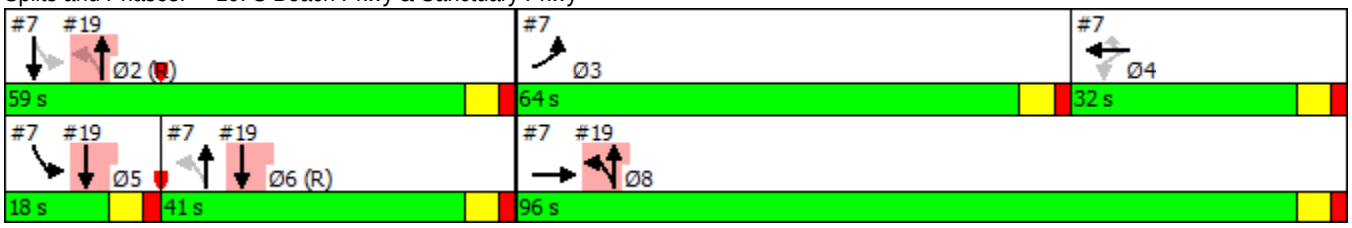


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	0	0	561	1395	535	433					
Future Volume (vph)	0	0	561	1395	535	433					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Storage Length (ft)	0	0	0			200					
Storage Lanes	0	0	0			0					
Taper Length (ft)	25		25								
Lane Util. Factor	1.00	1.00	*0.90	*0.86	*0.90	*0.89					
Frt					0.933						
Flt Protected				0.986							
Satd. Flow (prot)	0	0	0	3159	3128	0					
Flt Permitted				0.521							
Satd. Flow (perm)	0	0	0	1669	3128	0					
Right Turn on Red		Yes				Yes					
Satd. Flow (RTOR)					143						
Link Speed (mph)	35			35	35						
Link Distance (ft)	482			256	270						
Travel Time (s)	9.4			5.0	5.3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					
Adj. Flow (vph)	0	0	610	1516	582	471					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	2126	1053	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Right	L NA	Left	Left	R NA					
Median Width(ft)	0			0	0						
Link Offset(ft)	0			0	0						
Crosswalk Width(ft)	16			16	16						
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Turning Speed (mph)	15	9	15			9					
Number of Detectors			1	2	2						
Detector Template			Left	Thru	Thru						
Leading Detector (ft)			20	100	100						
Trailing Detector (ft)			0	0	0						
Detector 1 Position(ft)			0	0	0						
Detector 1 Size(ft)			20	6	6						
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0	0.0						
Detector 1 Queue (s)			0.0	0.0	0.0						
Detector 1 Delay (s)			0.0	0.0	0.0						
Detector 2 Position(ft)				94	94						
Detector 2 Size(ft)				6	6						
Detector 2 Type				Cl+Ex	Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)				0.0	0.0						
Turn Type			custom	NA	NA						
Protected Phases			8	2 8	5 6		2	3	4	5	6
Permitted Phases			2	2							

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4	Ø5	Ø6
Detector Phase			8	2 8	5 6						
Switch Phase											
Minimum Initial (s)			15.0				15.0	35.0	15.0	7.0	15.0
Minimum Split (s)			32.0				26.0	41.0	32.0	13.0	25.0
Total Split (s)			96.0				59.0	64.0	32.0	18.0	41.0
Total Split (%)			61.9%				38%	41%	21%	12%	26%
Maximum Green (s)			90.0				53.0	58.0	26.0	12.0	35.0
Yellow Time (s)			4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0				2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag								Lead	Lag	Lead	Lag
Lead-Lag Optimize?								Yes	Yes		
Vehicle Extension (s)			3.0				3.0	3.0	3.0	3.0	3.0
Recall Mode			None				C-Max	None	None	None	C-Max
Walk Time (s)			7.0				7.0		7.0		7.0
Flash Dont Walk (s)			19.0				13.0		19.0		12.0
Pedestrian Calls (#/hr)			0				0		0		0
Act Effct Green (s)				143.0	54.1						
Actuated g/C Ratio				0.92	0.35						
v/c Ratio				0.89	0.89						
Control Delay				10.3	51.4						
Queue Delay				17.9	0.2						
Total Delay				28.2	51.6						
LOS				C	D						
Approach Delay				28.2	51.6						
Approach LOS				C	D						

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 155			
Offset: 127 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 36.0		Intersection LOS: D	
Intersection Capacity Utilization 93.5%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			

Splits and Phases: 19: S Beach Pkwy & Sanctuary Pkwy

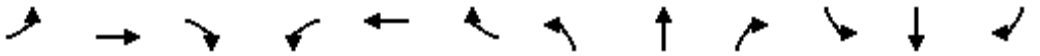


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	299	51	192	445	18	73
Future Volume (vph)	299	51	192	445	18	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.974					0.850
Flt Protected				0.984	0.950	
Satd. Flow (prot)	1814	0	0	1833	1770	1583
Flt Permitted				0.984	0.950	
Satd. Flow (perm)	1814	0	0	1833	1770	1583
Link Speed (mph)	30			30	30	
Link Distance (ft)	262			264	225	
Travel Time (s)	6.0			6.0	5.1	
Peak Hour Factor	0.90	0.65	0.78	0.85	0.78	0.74
Adj. Flow (vph)	332	78	246	524	23	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	410	0	0	770	23	99
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1100	250	200	0	0	250
Future Volume (vph)	1100	250	200	0	0	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160	0		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.865
Flt Protected			0.950			
Satd. Flow (prot)	1863	1583	1770	0	0	1611
Flt Permitted			0.950			
Satd. Flow (perm)	1863	1583	1770	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			271	404	
Travel Time (s)	7.2			6.2	9.2	
Peak Hour Factor	0.91	0.91	0.83	0.92	0.92	0.93
Adj. Flow (vph)	1209	275	241	0	0	269
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1209	275	241	0	0	269
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		

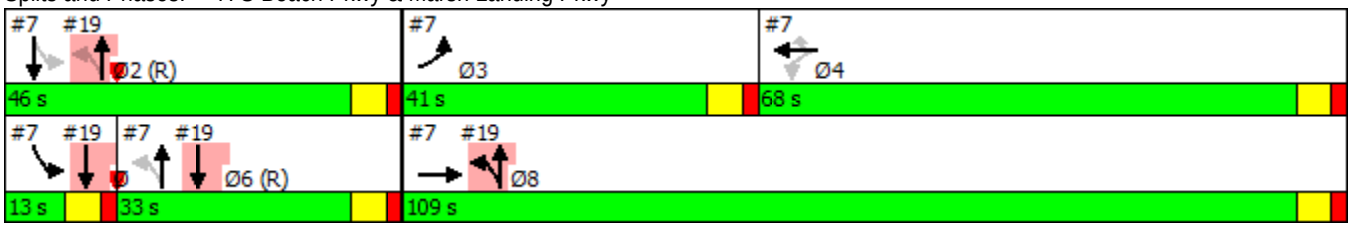


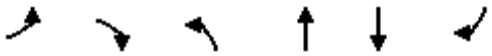
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	750	400	200	200	50	150	50	550	50	200	100	100
Future Volume (vph)	750	400	200	200	50	150	50	550	50	200	100	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	0		200	70		0	0		0
Storage Lanes	2		0	0		1	1		0	2		0
Taper Length (ft)	75			25			150			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.938				0.850		0.983			0.917	
Flt Protected	0.950				0.956			0.994		0.950		
Satd. Flow (prot)	3433	1747	0	0	1781	1583	0	3458	0	3433	1708	0
Flt Permitted	0.950				0.353			0.854		0.121		
Satd. Flow (perm)	3433	1747	0	0	658	1583	0	2971	0	437	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49				106		8			38	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		658			644			2430			256	
Travel Time (s)		12.8			12.5			47.3			5.0	
Peak Hour Factor	0.87	0.88	0.62	0.31	0.79	0.83	0.50	0.80	0.50	0.78	0.85	0.69
Adj. Flow (vph)	862	455	323	645	63	181	100	688	100	256	118	145
Shared Lane Traffic (%)												
Lane Group Flow (vph)	862	778	0	0	708	181	0	888	0	256	263	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			4			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases				4		4	6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	35.0	15.0		15.0	15.0	15.0	15.0	15.0		7.0	15.0	
Minimum Split (s)	41.0	32.0		32.0	32.0	32.0	25.0	25.0		13.0	26.0	
Total Split (s)	41.0	109.0		68.0	68.0	68.0	33.0	33.0		13.0	46.0	
Total Split (%)	26.5%	70.3%		43.9%	43.9%	43.9%	21.3%	21.3%		8.4%	29.7%	
Maximum Green (s)	35.0	103.0		62.0	62.0	62.0	27.0	27.0		7.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0		6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)		19.0		19.0	19.0	19.0	12.0	12.0			13.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	
Act Effct Green (s)	35.0	103.0			62.0	62.0		27.0		40.0	40.0	
Actuated g/C Ratio	0.23	0.66			0.40	0.40		0.17		0.26	0.26	
v/c Ratio	1.11	0.66			2.69	0.26		1.69		1.03	0.56	
Control Delay	121.3	17.7			792.6	13.7		357.2		95.2	20.0	
Queue Delay	2.6	0.0			0.0	0.0		1.0		0.0	7.0	
Total Delay	123.9	17.7			792.6	13.7		358.2		95.2	27.0	
LOS	F	B			F	B		F		F	C	
Approach Delay		73.5			634.0			358.2			60.6	
Approach LOS		E			F			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 155			
Actuated Cycle Length: 155			
Offset: 127 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.69			
Intersection Signal Delay: 262.6		Intersection LOS: F	
Intersection Capacity Utilization 97.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 7: S Beach Pkwy & Marsh Landing Pkwy



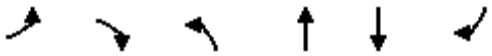


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	450	200	900	2000	200
Future Volume (vph)	200	450	200	900	2000	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	280			165
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		2				247
Link Speed (mph)	35			45	45	
Link Distance (ft)	362			433	594	
Travel Time (s)	7.1			6.6	9.0	
Peak Hour Factor	0.88	0.84	0.82	0.79	0.95	0.81
Adj. Flow (vph)	227	536	244	1139	2105	247
Shared Lane Traffic (%)						
Lane Group Flow (vph)	227	536	244	1139	2105	247
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	R NA	Left	Right
Median Width(ft)	12			48	48	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pt+ov	Prot	NA	NA	custom
Protected Phases	8	8 1	1	6	2	
Permitted Phases						6

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	8	8 1	1	6	2	6
Switch Phase						
Minimum Initial (s)	6.0		4.0	18.0	18.0	18.0
Minimum Split (s)	13.0		10.8	33.8	33.8	33.8
Total Split (s)	26.0		15.0	64.0	49.0	64.0
Total Split (%)	28.9%		16.7%	71.1%	54.4%	71.1%
Maximum Green (s)	19.5		8.2	57.2	42.2	57.2
Yellow Time (s)	4.0		4.8	4.8	4.8	4.8
All-Red Time (s)	2.5		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0	2.5	2.5	2.5
Recall Mode	None		None	C-Max	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0
Flash Dont Walk (s)				20.0	20.0	20.0
Pedestrian Calls (#/hr)				0	0	0
Act Effct Green (s)	19.5	34.5	8.2	57.2	42.2	57.2
Actuated g/C Ratio	0.22	0.38	0.09	0.64	0.47	0.64
v/c Ratio	0.59	0.88	0.78	0.51	0.88	0.23
Control Delay	39.0	44.1	58.7	9.8	27.3	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	44.1	58.7	9.8	27.3	1.4
LOS	D	D	E	A	C	A
Approach Delay	42.6			18.4	24.6	
Approach LOS	D			B	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 72.3 (80%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 25.8		Intersection LOS: C	
Intersection Capacity Utilization 77.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 13: SR A1A & Marsh Landing Pkwy

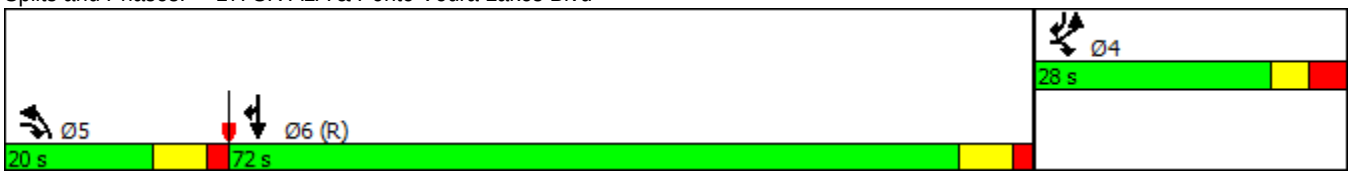


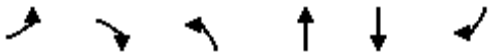
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	500	400	2550	2400	50
Future Volume (vph)	50	500	400	2550	2400	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	125	208			230
Storage Lanes	1	1	2			1
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		2				2
Link Speed (mph)	25			45	45	
Link Distance (ft)	483			446	639	
Travel Time (s)	13.2			6.8	9.7	
Peak Hour Factor	0.79	0.67	0.82	0.97	0.96	0.68
Adj. Flow (vph)	63	746	488	2629	2500	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	746	488	2629	2500	74
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	R NA	Left	Right
Median Width(ft)	12			40	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4!	4 5	5	Free!	6	6 4
Permitted Phases						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4 5	5		6	6 4
Switch Phase						
Minimum Initial (s)	6.0		4.0		18.0	
Minimum Split (s)	12.9		10.8		29.8	
Total Split (s)	28.0		20.0		72.0	
Total Split (%)	23.3%		16.7%		60.0%	
Maximum Green (s)	21.1		13.2		65.2	
Yellow Time (s)	3.4		4.8		4.8	
All-Red Time (s)	3.5		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.9		6.8		6.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		2.5	
Recall Mode	None		None		C-Max	
Walk Time (s)					7.0	
Flash Dont Walk (s)					16.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)	21.1	41.1	13.2	120.0	65.2	93.2
Actuated g/C Ratio	0.18	0.34	0.11	1.00	0.54	0.78
v/c Ratio	0.20	1.37	1.29	0.74	0.91	0.06
Control Delay	44.3	212.3	193.3	1.5	30.5	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	212.3	193.3	1.5	30.5	3.2
LOS	D	F	F	A	C	A
Approach Delay	199.2			31.5	29.7	
Approach LOS	F			C	C	

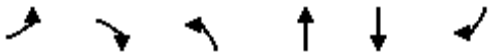
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.37			
Intersection Signal Delay: 51.7		Intersection LOS: D	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 17: SR A1A & Ponte Vedra Lakes Blvd





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	0	0	600	850	400	550					
Future Volume (vph)	0	0	600	850	400	550					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Lane Util. Factor	1.00	1.00	*0.90	*0.86	*0.90	*0.89					
Frt					0.913						
Flt Protected				0.980							
Satd. Flow (prot)	0	0	0	3140	3061	0					
Flt Permitted				0.588							
Satd. Flow (perm)	0	0	0	1884	3061	0					
Right Turn on Red		Yes				Yes					
Satd. Flow (RTOR)					215						
Link Speed (mph)	35			35	35						
Link Distance (ft)	482			256	270						
Travel Time (s)	9.4			5.0	5.3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					
Adj. Flow (vph)	0	0	652	924	435	598					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	1576	1033	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Right	L NA	Left	Left	R NA					
Median Width(ft)	0			0	0						
Link Offset(ft)	0			0	0						
Crosswalk Width(ft)	16			16	16						
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Turning Speed (mph)	15	9	15			9					
Number of Detectors			1	2	2						
Detector Template			Left	Thru	Thru						
Leading Detector (ft)			20	100	100						
Trailing Detector (ft)			0	0	0						
Detector 1 Position(ft)			0	0	0						
Detector 1 Size(ft)			20	6	6						
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0	0.0						
Detector 1 Queue (s)			0.0	0.0	0.0						
Detector 1 Delay (s)			0.0	0.0	0.0						
Detector 2 Position(ft)				94	94						
Detector 2 Size(ft)				6	6						
Detector 2 Type				Cl+Ex	Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)				0.0	0.0						
Turn Type			custom	NA	NA						
Protected Phases			8	2 8	5 6		2	3	4	5	6
Permitted Phases			2	2							
Detector Phase			8	2 8	5 6						
Switch Phase											
Minimum Initial (s)			15.0				15.0	35.0	15.0	7.0	15.0



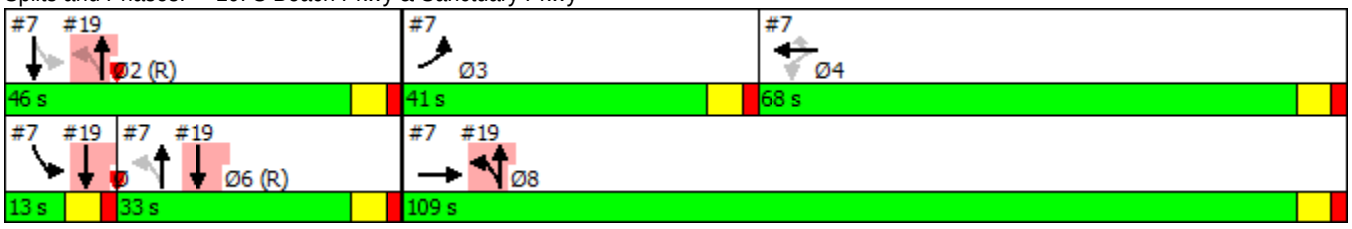
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4	Ø5	Ø6
Minimum Split (s)			32.0				26.0	41.0	32.0	13.0	25.0
Total Split (s)			109.0				46.0	41.0	68.0	13.0	33.0
Total Split (%)			70.3%				30%	26%	44%	8%	21%
Maximum Green (s)			103.0				40.0	35.0	62.0	7.0	27.0
Yellow Time (s)			4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0				2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag								Lead	Lag	Lead	Lag
Lead-Lag Optimize?								Yes	Yes		
Vehicle Extension (s)			3.0				3.0	3.0	3.0	3.0	3.0
Recall Mode			None				C-Max	None	None	None	C-Max
Walk Time (s)			7.0				7.0		7.0		7.0
Flash Dont Walk (s)			19.0				13.0		19.0		12.0
Pedestrian Calls (#/hr)			0				0		0		0
Act Effct Green (s)				143.0	40.0						
Actuated g/C Ratio				0.92	0.26						
v/c Ratio				0.61	1.12dr						
Control Delay				14.5	98.0						
Queue Delay				16.4	0.0						
Total Delay				30.9	98.0						
LOS				C	F						
Approach Delay				30.9	98.0						
Approach LOS				C	F						

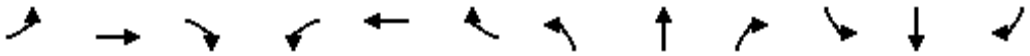
Intersection Summary	
Area Type:	Other
Cycle Length: 155	
Actuated Cycle Length: 155	
Offset: 127 (82%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 2.69	
Intersection Signal Delay: 57.5	Intersection LOS: E
Intersection Capacity Utilization 79.7%	ICU Level of Service D
Analysis Period (min) 15	

* User Entered Value

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 19: S Beach Pkwy & Sanctuary Pkwy



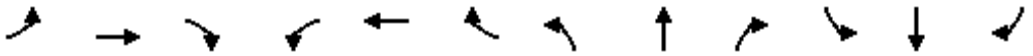


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	150	50	50	50	350	25	50	0	300	50	150
Future Volume (vph)	250	150	50	50	50	350	25	50	0	300	50	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980			0.898						0.959	
Flt Protected		0.974			0.994			0.982			0.971	
Satd. Flow (prot)	0	1778	0	0	1663	0	0	1829	0	0	1735	0
Flt Permitted		0.974			0.994			0.982			0.971	
Satd. Flow (perm)	0	1778	0	0	1663	0	0	1829	0	0	1735	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		262			166			225			2430	
Travel Time (s)		6.0			3.8			5.1			55.2	
Peak Hour Factor	0.92	0.90	0.65	0.78	0.85	0.92	0.78	0.92	0.74	0.92	0.92	0.92
Adj. Flow (vph)	272	167	77	64	59	380	32	54	0	326	54	163
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	516	0	0	503	0	0	86	0	0	543	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 96.8%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2000	550	150	0	0	150
Future Volume (vph)	2000	550	150	0	0	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		160	0		0	0
Storage Lanes		1	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850				0.865
Flt Protected			0.950			
Satd. Flow (prot)	1863	1583	1770	0	0	1611
Flt Permitted			0.950			
Satd. Flow (perm)	1863	1583	1770	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	316			271	404	
Travel Time (s)	7.2			6.2	9.2	
Peak Hour Factor	0.91	0.91	0.83	0.92	0.92	0.93
Adj. Flow (vph)	2198	604	181	0	0	161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2198	604	181	0	0	161
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Stop	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 121.2%		ICU Level of Service H	
Analysis Period (min) 15			

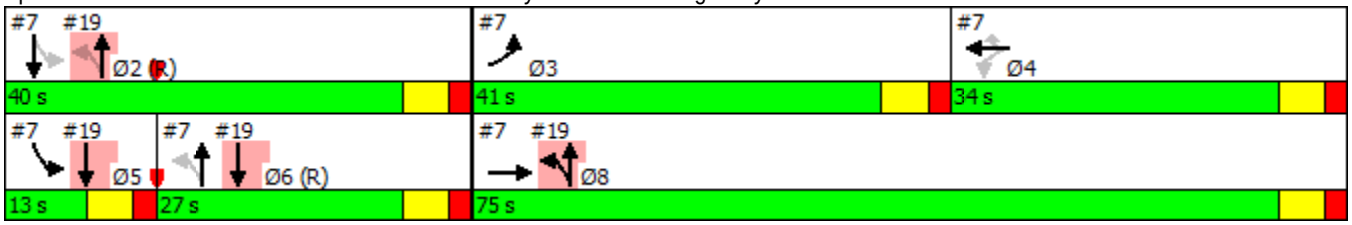


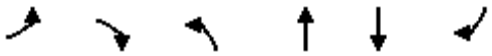
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1400	450	300	100	50	250	50	900	50	400	250	50
Future Volume (vph)	1400	450	300	100	50	250	50	900	50	400	250	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	485		0	0		200	70		0	0		0
Storage Lanes	2		0	0		1	1		0	2		0
Taper Length (ft)	75			25			150			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.97	1.00	1.00
Frt		0.927				0.850		0.989			0.970	
Flt Protected	0.950				0.960			0.996		0.950		
Satd. Flow (prot)	3433	1727	0	0	1788	1583	0	3486	0	3433	1807	0
Flt Permitted	0.950				0.198			0.841		0.148		
Satd. Flow (perm)	3433	1727	0	0	369	1583	0	2944	0	535	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		74				142		6			11	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		658			644			2430			256	
Travel Time (s)		12.8			12.5			47.3			5.0	
Peak Hour Factor	0.87	0.88	0.62	0.31	0.79	0.83	0.50	0.80	0.50	0.78	0.85	0.69
Adj. Flow (vph)	1609	511	484	323	63	301	100	1125	100	513	294	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1609	995	0	0	386	301	0	1325	0	513	366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			0			4			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA		pm+pt	NA	
Protected Phases	3	8			4			6		5	2	
Permitted Phases				4		4	6			2		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		4	4	4	6	6		5	2	
Switch Phase												
Minimum Initial (s)	35.0	15.0		15.0	15.0	15.0	15.0	15.0		7.0	15.0	
Minimum Split (s)	41.0	32.0		32.0	32.0	32.0	25.0	25.0		13.0	26.0	
Total Split (s)	41.0	75.0		34.0	34.0	34.0	27.0	27.0		13.0	40.0	
Total Split (%)	35.7%	65.2%		29.6%	29.6%	29.6%	23.5%	23.5%		11.3%	34.8%	
Maximum Green (s)	35.0	69.0		28.0	28.0	28.0	21.0	21.0		7.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0	6.0		6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	C-Max	C-Max		None	C-Max	
Walk Time (s)		7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Flash Dont Walk (s)		19.0		19.0	19.0	19.0	12.0	12.0			13.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0			0	
Act Effct Green (s)	35.0	69.0			28.0	28.0		21.0		34.0	34.0	
Actuated g/C Ratio	0.30	0.60			0.24	0.24		0.18		0.30	0.30	
v/c Ratio	1.54	0.93			4.34	0.61		2.44		1.54	0.68	
Control Delay	278.8	36.1			1540.5	25.9		677.9		281.7	23.6	
Queue Delay	2.0	0.0			0.0	1.6		4.2		0.0	13.4	
Total Delay	280.9	36.1			1540.5	27.5		682.2		281.7	36.9	
LOS	F	D			F	C		F		F	D	
Approach Delay		187.4			877.6			682.2			179.8	
Approach LOS		F			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 4.34			
Intersection Signal Delay: 391.8		Intersection LOS: F	
Intersection Capacity Utilization 118.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 7: Marsh Cove Dr/S Beach Pkwy & Marsh Landing Pkwy



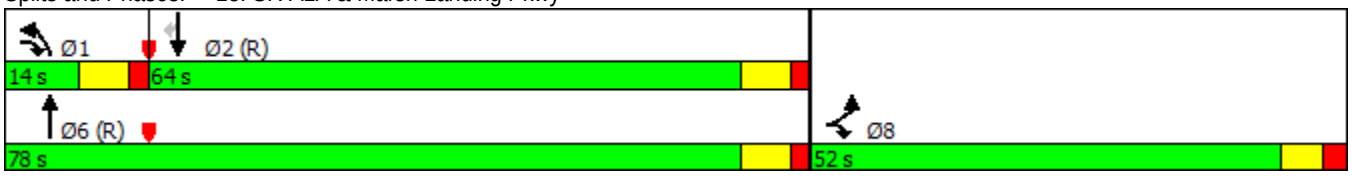


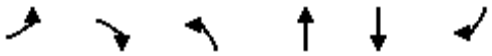
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	200	700	150	1200	2200	250
Future Volume (vph)	200	700	150	1200	2200	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	280			165
Storage Lanes	1	1	1			1
Taper Length (ft)	25		100			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		1				137
Link Speed (mph)	35			45	45	
Link Distance (ft)	362			433	594	
Travel Time (s)	7.1			6.6	9.0	
Peak Hour Factor	0.88	0.84	0.82	0.79	0.95	0.81
Adj. Flow (vph)	227	833	183	1519	2316	309
Shared Lane Traffic (%)						
Lane Group Flow (vph)	227	833	183	1519	2316	309
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	R NA	Left	Right
Median Width(ft)	12			48	48	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pt+ov	Prot	NA	NA	Perm
Protected Phases	8	8 1	1	6	2	
Permitted Phases						2

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	8	8 1	1	6	2	2
Switch Phase						
Minimum Initial (s)	6.0		4.0	18.0	18.0	18.0
Minimum Split (s)	13.0		10.8	33.8	33.8	33.8
Total Split (s)	52.0		14.0	78.0	64.0	64.0
Total Split (%)	40.0%		10.8%	60.0%	49.2%	49.2%
Maximum Green (s)	45.5		7.2	71.2	57.2	57.2
Yellow Time (s)	4.0		4.8	4.8	4.8	4.8
All-Red Time (s)	2.5		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5		6.8	6.8	6.8	6.8
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0		3.0	2.5	2.5	2.5
Recall Mode	None		None	C-Max	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0
Flash Dont Walk (s)				20.0	20.0	20.0
Pedestrian Calls (#/hr)				0	0	0
Act Effct Green (s)	45.5	59.5	7.2	71.2	57.2	57.2
Actuated g/C Ratio	0.35	0.46	0.06	0.55	0.44	0.44
v/c Ratio	0.37	1.15	0.96	0.78	1.04	0.40
Control Delay	33.7	116.0	117.2	27.0	64.8	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	116.0	117.2	27.0	64.8	14.9
LOS	C	F	F	C	E	B
Approach Delay	98.4			36.7	58.9	
Approach LOS	F			D	E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.15			
Intersection Signal Delay: 59.6		Intersection LOS: E	
Intersection Capacity Utilization 96.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 13: SR A1A & Marsh Landing Pkwy



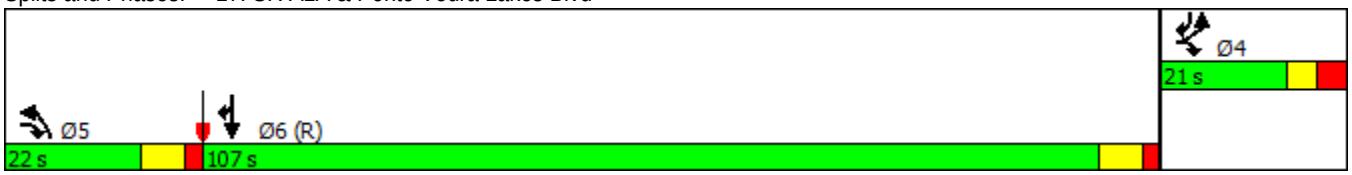


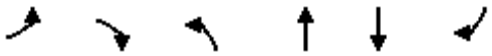
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	150	600	350	2500	2750	150
Future Volume (vph)	150	600	350	2500	2750	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	125	208			230
Storage Lanes	1	1	2			1
Taper Length (ft)	25		50			
Lane Util. Factor	1.00	1.00	0.97	0.95	0.91	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	3433	3539	5085	1583
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	3433	3539	5085	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		3				3
Link Speed (mph)	25			45	45	
Link Distance (ft)	483			446	639	
Travel Time (s)	13.2			6.8	9.7	
Peak Hour Factor	0.79	0.67	0.82	0.97	0.96	0.68
Adj. Flow (vph)	190	896	427	2577	2865	221
Shared Lane Traffic (%)						
Lane Group Flow (vph)	190	896	427	2577	2865	221
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	R NA	Left	Right
Median Width(ft)	12			32	43	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	pt+ov	Prot	NA	NA	pt+ov
Protected Phases	4!	4 5	5	Free!	6	4 6
Permitted Phases						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Detector Phase	4	4 5	5		6	4 6
Switch Phase						
Minimum Initial (s)	6.0		4.0		18.0	
Minimum Split (s)	12.9		10.8		29.8	
Total Split (s)	21.0		22.0		107.0	
Total Split (%)	14.0%		14.7%		71.3%	
Maximum Green (s)	14.1		15.2		100.2	
Yellow Time (s)	3.4		4.8		4.8	
All-Red Time (s)	3.5		2.0		2.0	
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	6.9		6.8		6.8	
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0		3.0		2.5	
Recall Mode	None		None		C-Max	
Walk Time (s)					7.0	
Flash Dont Walk (s)					16.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)	14.1	36.1	15.2	150.0	100.2	121.1
Actuated g/C Ratio	0.09	0.24	0.10	1.00	0.67	0.81
v/c Ratio	1.14	2.34	1.23	0.73	0.84	0.17
Control Delay	171.6	635.8	179.8	1.3	22.0	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	171.6	635.8	179.8	1.3	22.0	3.5
LOS	F	F	F	A	C	A
Approach Delay	554.6			26.7	20.7	
Approach LOS	F			C	C	

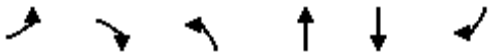
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2: and 6:SBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 2.34			
Intersection Signal Delay: 104.0		Intersection LOS: F	
Intersection Capacity Utilization 101.7%		ICU Level of Service G	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 17: SR A1A & Ponte Vedra Lakes Blvd





Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations											
Traffic Volume (vph)	0	0	750	1800	550	400					
Future Volume (vph)	0	0	750	1800	550	400					
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900					
Lane Util. Factor	1.00	1.00	*0.90	*0.86	*0.90	*0.89					
Frt					0.937						
Flt Protected				0.986							
Satd. Flow (prot)	0	0	0	3159	3142	0					
Flt Permitted				0.555							
Satd. Flow (perm)	0	0	0	1778	3142	0					
Right Turn on Red		Yes				Yes					
Satd. Flow (RTOR)					139						
Link Speed (mph)	35			35	35						
Link Distance (ft)	482			256	270						
Travel Time (s)	9.4			5.0	5.3						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92					
Adj. Flow (vph)	0	0	815	1957	598	435					
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	0	0	2772	1033	0					
Enter Blocked Intersection	No	No	No	No	No	No					
Lane Alignment	Left	Right	L NA	Left	Left	R NA					
Median Width(ft)	0			0	0						
Link Offset(ft)	0			0	0						
Crosswalk Width(ft)	16			16	16						
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00					
Turning Speed (mph)	15	9	15			9					
Number of Detectors			1	2	2						
Detector Template			Left	Thru	Thru						
Leading Detector (ft)			20	100	100						
Trailing Detector (ft)			0	0	0						
Detector 1 Position(ft)			0	0	0						
Detector 1 Size(ft)			20	6	6						
Detector 1 Type			Cl+Ex	Cl+Ex	Cl+Ex						
Detector 1 Channel											
Detector 1 Extend (s)			0.0	0.0	0.0						
Detector 1 Queue (s)			0.0	0.0	0.0						
Detector 1 Delay (s)			0.0	0.0	0.0						
Detector 2 Position(ft)				94	94						
Detector 2 Size(ft)				6	6						
Detector 2 Type				Cl+Ex	Cl+Ex						
Detector 2 Channel											
Detector 2 Extend (s)				0.0	0.0						
Turn Type			custom	NA	NA						
Protected Phases			8	2 8	5 6		2	3	4	5	6
Permitted Phases			2	2							
Detector Phase			8	2 8	5 6						
Switch Phase											
Minimum Initial (s)			15.0				15.0	35.0	15.0	7.0	15.0

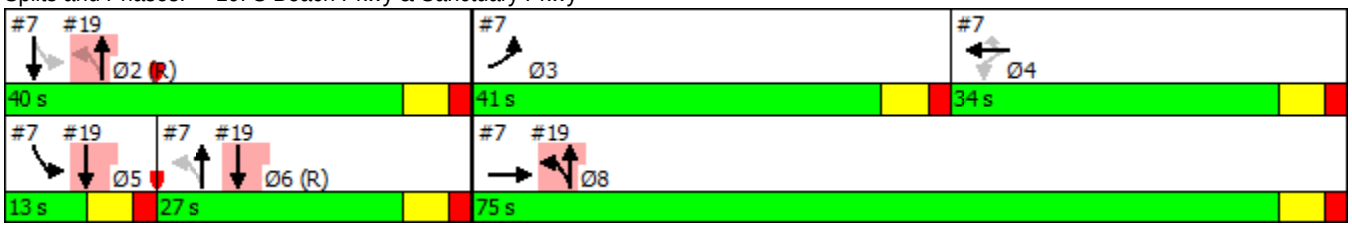


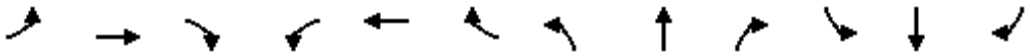
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø3	Ø4	Ø5	Ø6
Minimum Split (s)			32.0				26.0	41.0	32.0	13.0	25.0
Total Split (s)			75.0				40.0	41.0	34.0	13.0	27.0
Total Split (%)			65.2%				35%	36%	30%	11%	23%
Maximum Green (s)			69.0				34.0	35.0	28.0	7.0	21.0
Yellow Time (s)			4.0				4.0	4.0	4.0	4.0	4.0
All-Red Time (s)			2.0				2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)											
Total Lost Time (s)											
Lead/Lag								Lead	Lag	Lead	Lag
Lead-Lag Optimize?								Yes	Yes		
Vehicle Extension (s)			3.0				3.0	3.0	3.0	3.0	3.0
Recall Mode			None				C-Max	None	None	None	C-Max
Walk Time (s)			7.0				7.0		7.0		7.0
Flash Dont Walk (s)			19.0				13.0		19.0		12.0
Pedestrian Calls (#/hr)			0				0		0		0
Act Effct Green (s)				103.0	34.0						
Actuated g/C Ratio				0.90	0.30						
v/c Ratio				1.14	1.01						
Control Delay				89.9	65.1						
Queue Delay				0.6	5.2						
Total Delay				90.5	70.3						
LOS				F	E						
Approach Delay				90.5	70.3						
Approach LOS				F	E						

Intersection Summary			
Area Type:	Other		
Cycle Length: 115			
Actuated Cycle Length: 115			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 4.34			
Intersection Signal Delay: 85.0		Intersection LOS: F	
Intersection Capacity Utilization 109.6%		ICU Level of Service H	
Analysis Period (min) 15			

* User Entered Value

Splits and Phases: 19: S Beach Pkwy & Sanctuary Pkwy



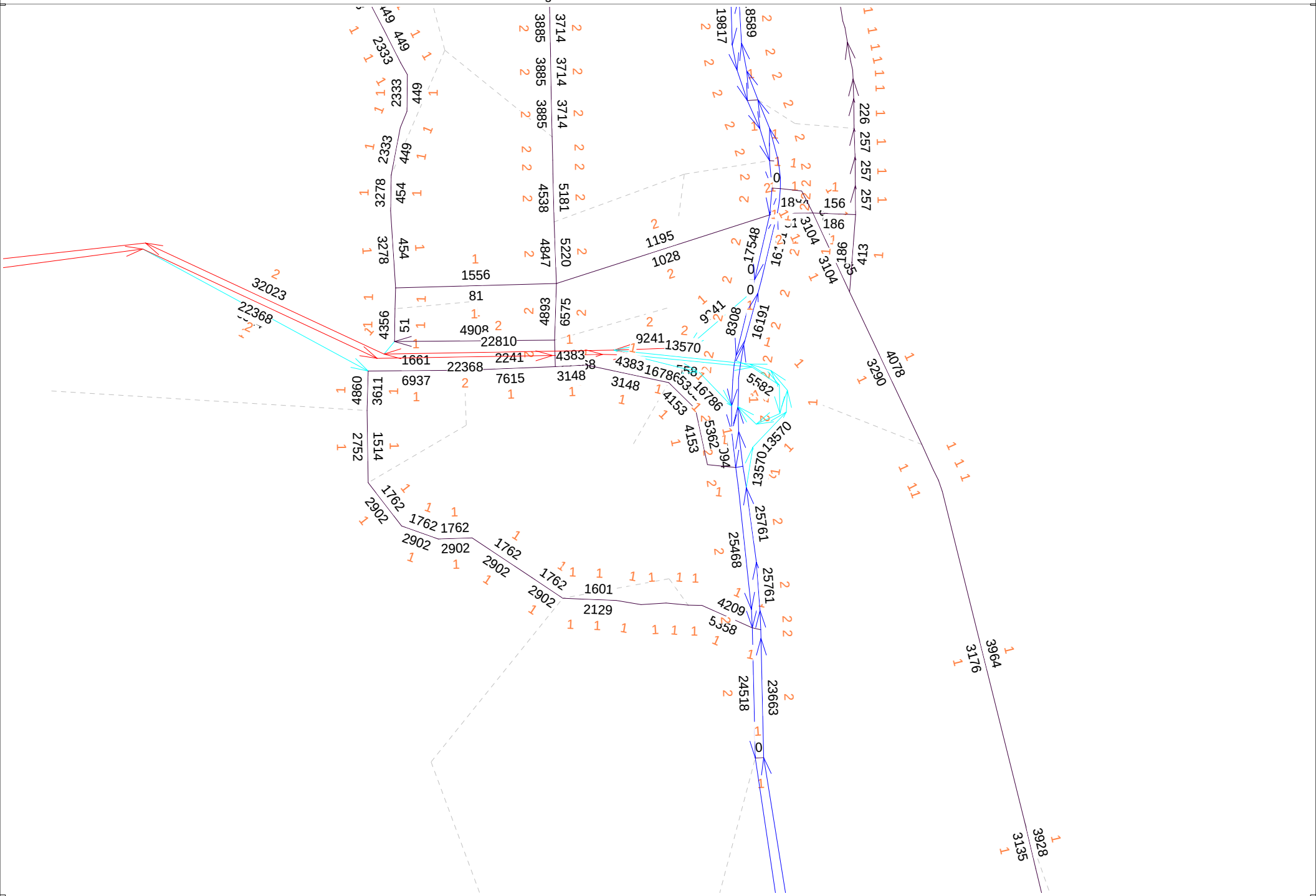


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	550	100	50	50	50	400	50	50	0	550	50	50
Future Volume (vph)	550	100	50	50	50	400	50	50	0	550	50	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.895						0.990	
Flt Protected		0.963			0.994			0.974			0.959	
Satd. Flow (prot)	0	1771	0	0	1657	0	0	1814	0	0	1769	0
Flt Permitted		0.963			0.994			0.974			0.959	
Satd. Flow (perm)	0	1771	0	0	1657	0	0	1814	0	0	1769	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		262			166			225			2430	
Travel Time (s)		6.0			3.8			5.1			55.2	
Peak Hour Factor	0.92	0.90	0.65	0.78	0.85	0.92	0.78	0.92	0.74	0.92	0.92	0.92
Adj. Flow (vph)	598	111	77	64	59	435	64	54	0	598	54	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	786	0	0	558	0	0	118	0	0	706	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 121.6%		ICU Level of Service H	
Analysis Period (min) 15			

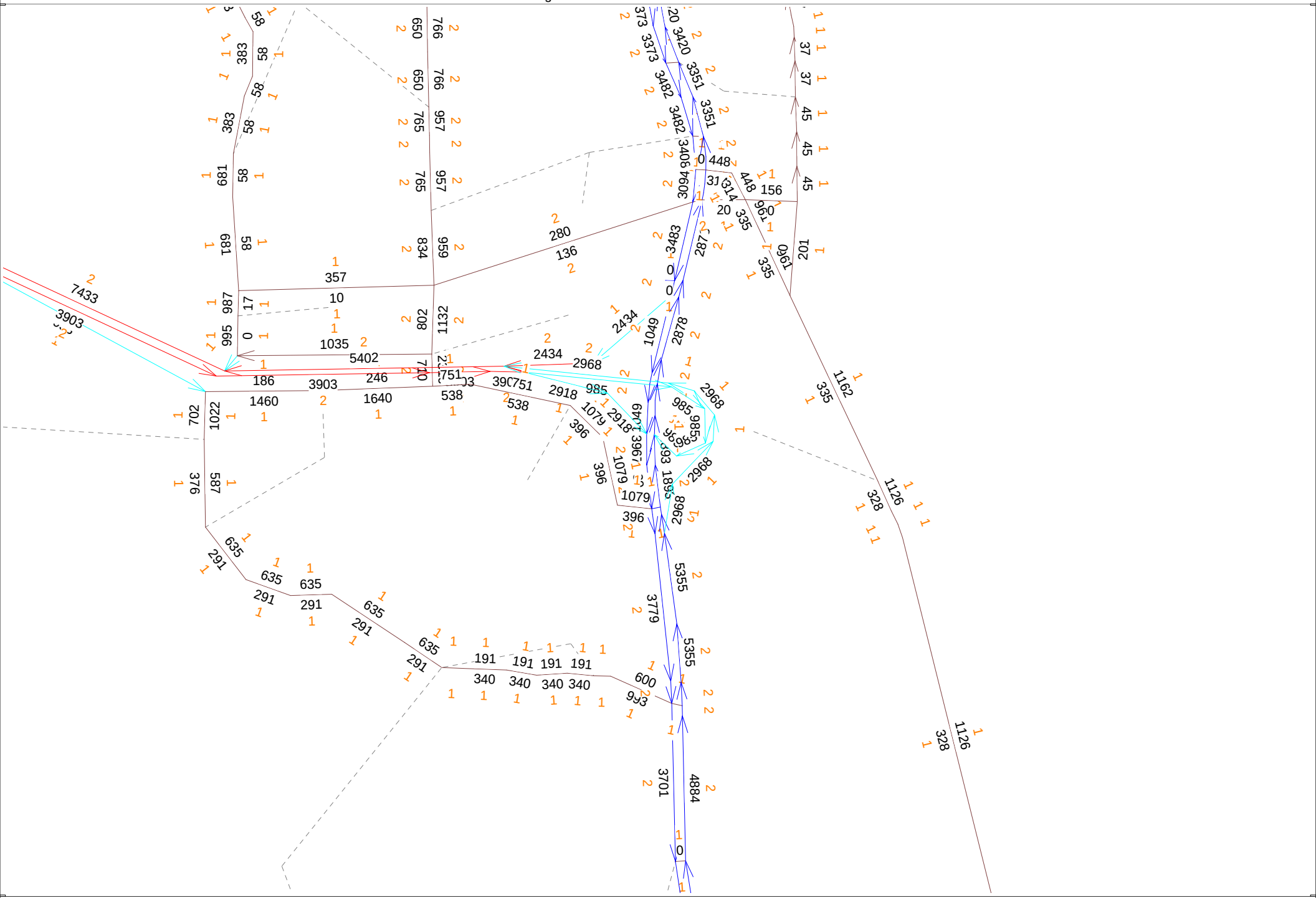
APPENDIX E: MODEL VOLUMES AND ASSUMPTIONS

NERPM_AB1 - Year 2010 Base Year
Black Numbers = Average Weekday Directional Volumes
Orange Numbers = Number of Directional Lanes



Red=Freeway/Expressway, Blue= Divided Arterial, Light Blue = Ramp System,
Brown = Collector, Grey = Centroid Connector

NERPM_AB1 - Year2010 Base Year
Black Numbers = AM Peak Directional Volumes
Orange Numbers = Number of Directional Lanes



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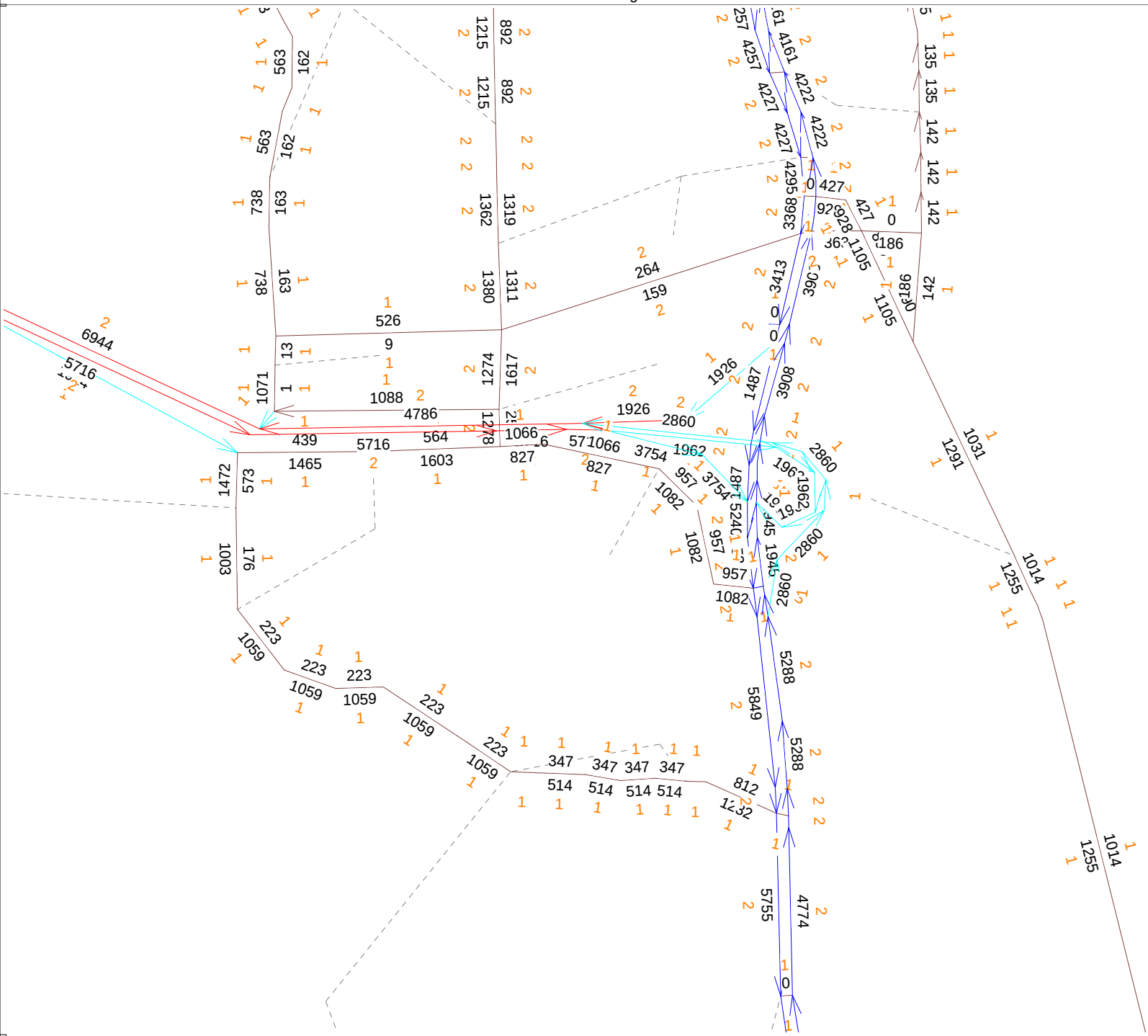
Brown = Collector, Grey = Centroid Connector

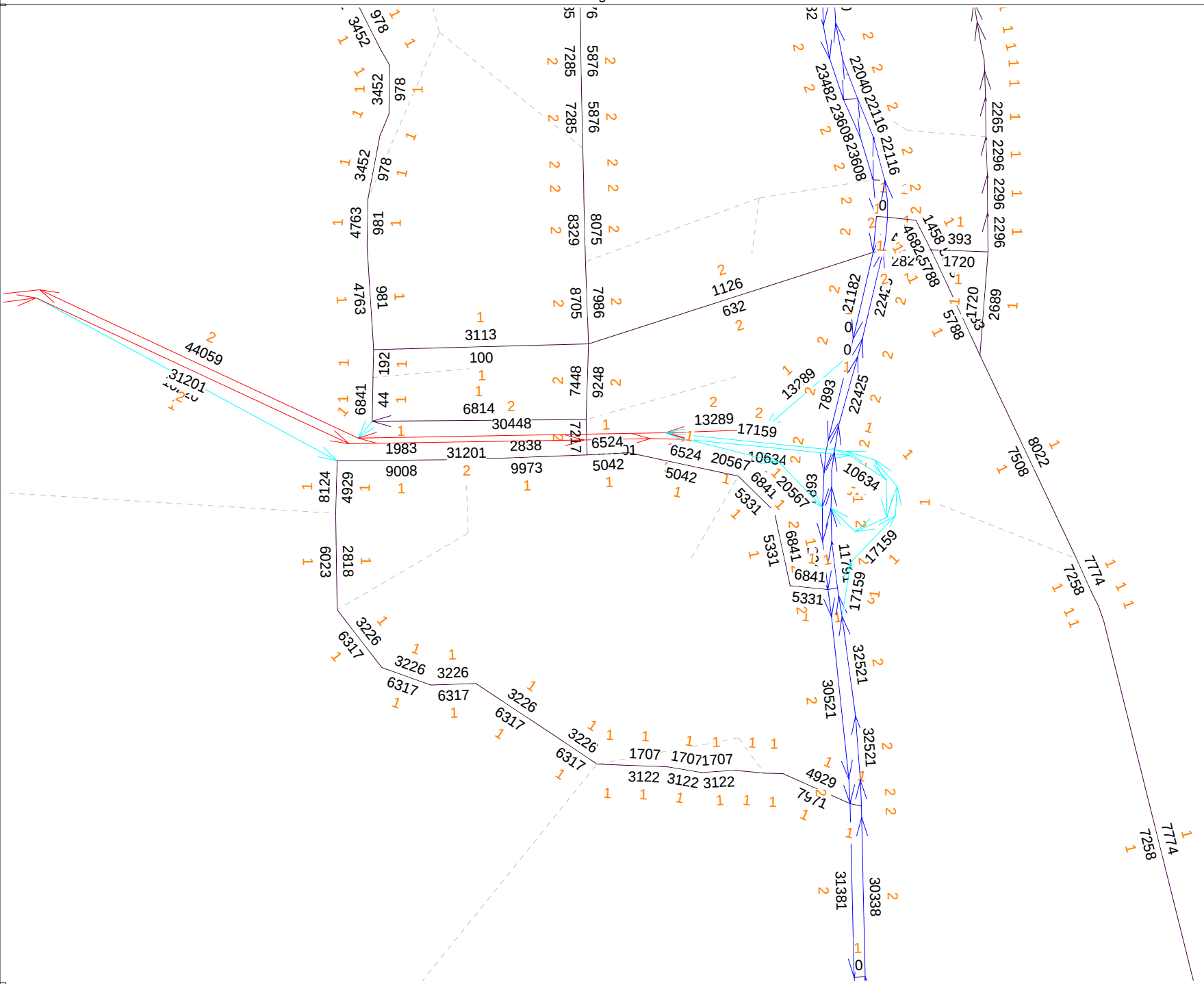
NERPM_AB1 - Year2010 Base Year
Black Numbers = PM Peak Directional Volumes
Orange Numbers = Number of Directional Lanes



Red=Freeway/Expressway, Blue = Divided Arterial, Light Blue = Ramp System,
Brown = Collector, Grey = Centroid Connector

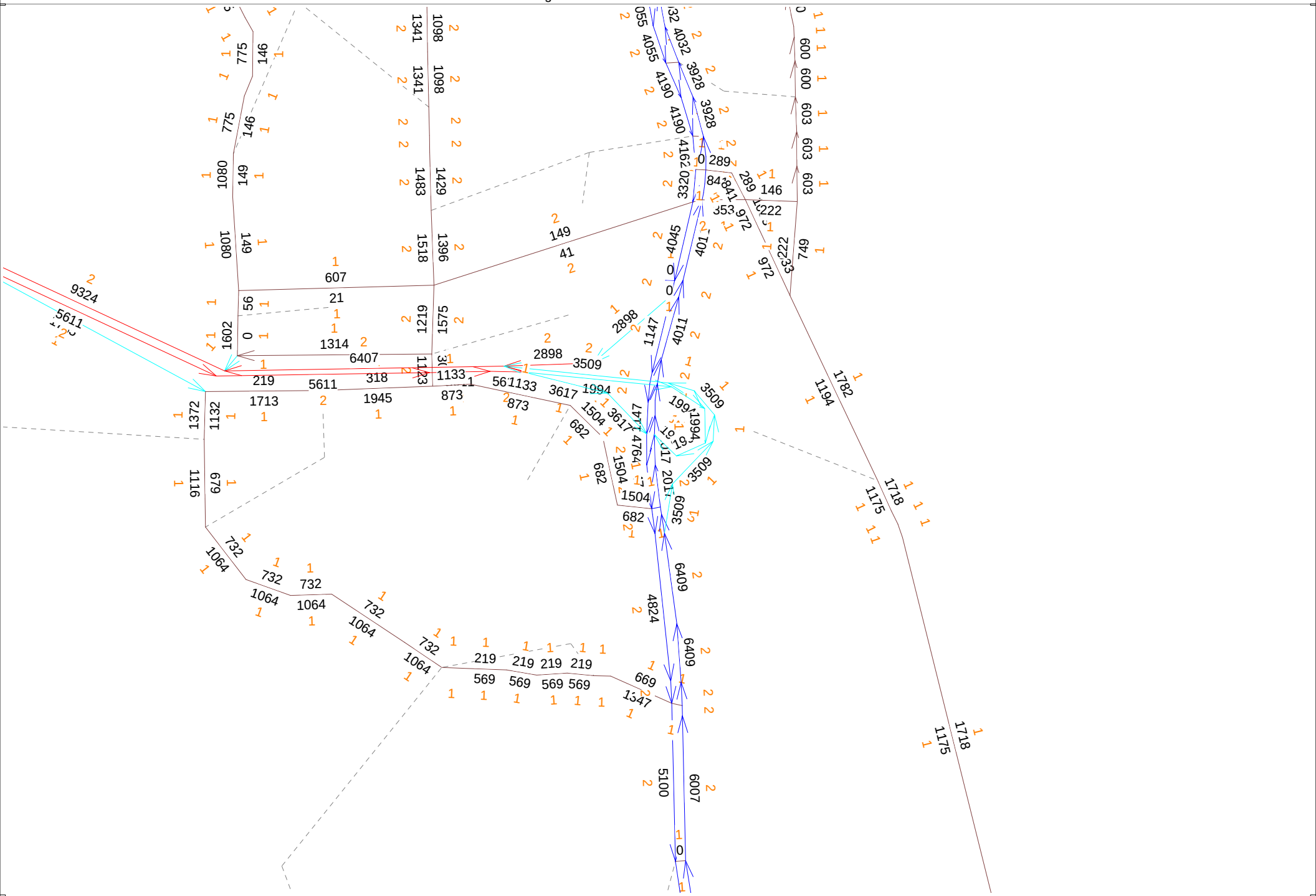
cube

NERPM_AB1 - Year 2040 Cost Feasible Network _ No Built Scenario
Black Numbers = Average Weekday Directional Volumes
Orange Numbers = Number of Directional Lanes



Red=Freeway/Expressway, Blue= Divided Arterial, Light Blue = Ramp System,
Brown = Collector, Grey = Centroid Connector

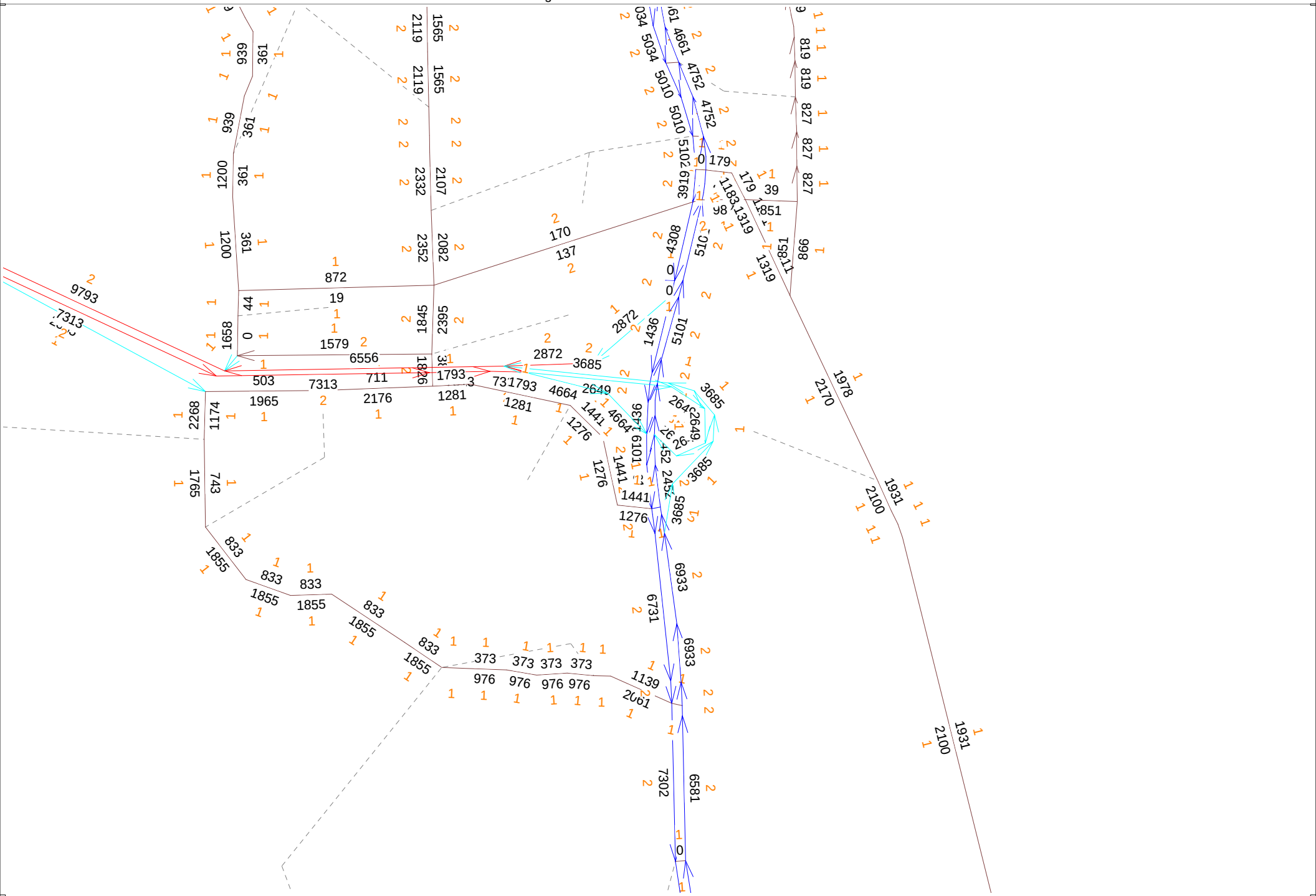
NERPM_AB1 - Year2040 Cost Feasible Network _ No Built Scenario
Black Numbers = AM Peak Directional Volumes
Orange Numbers = Number of Directional Lanes



Red=Freeway/Expressway, Blue = Divided Arterial, Light Blue = Ramp System,
Brown = Collector, Grey = Centroid Connector

cube

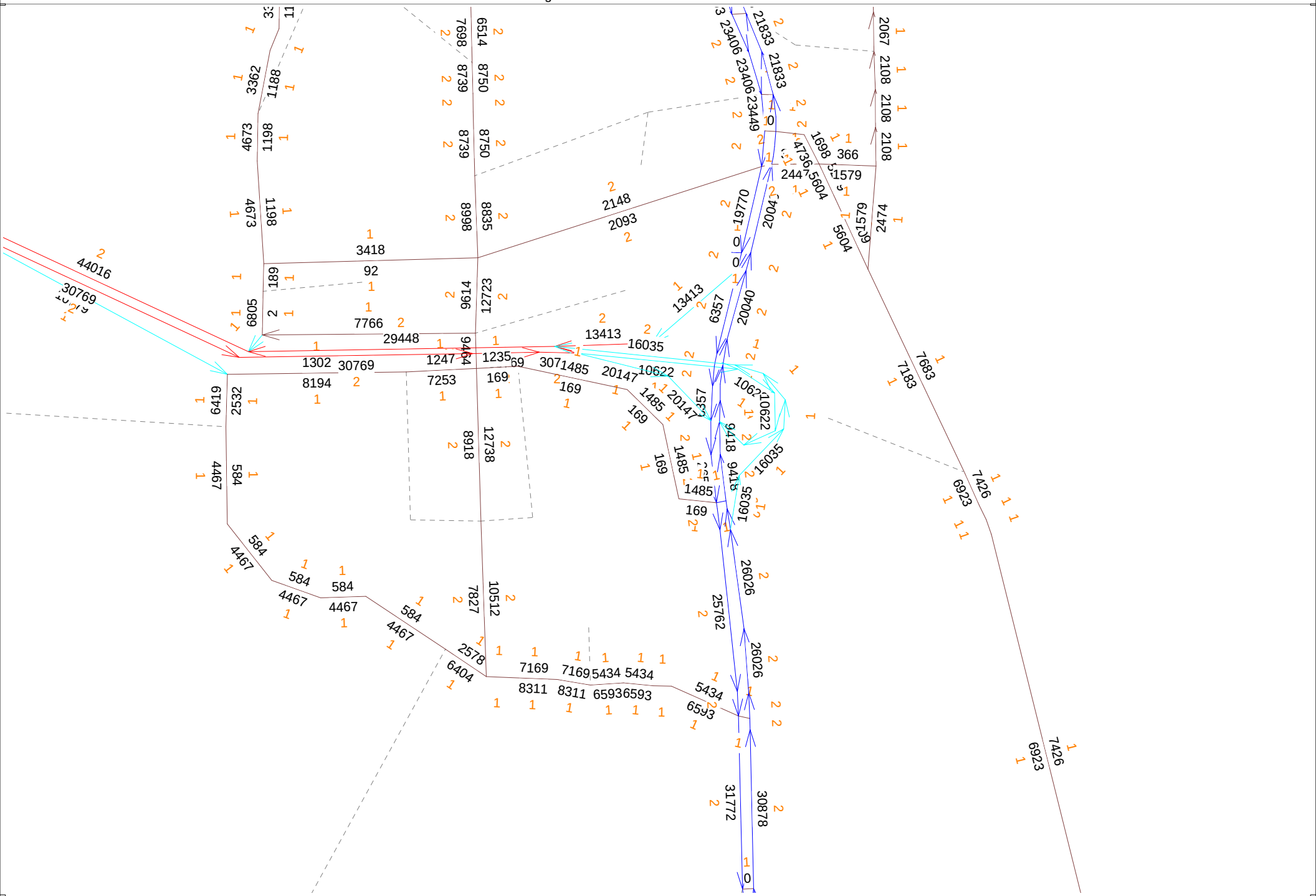
NERPM_AB1 - Year2040 Cost Feasible Network _ No Built Scenario
Black Numbers = PM Peak Directional Volumes
Orange Numbers = Number of Directional Lanes



Red=Freeway/Expressway, Blue = Divided Arterial, Light Blue = Ramp System,
Brown = Collector, Grey = Centroid Connector

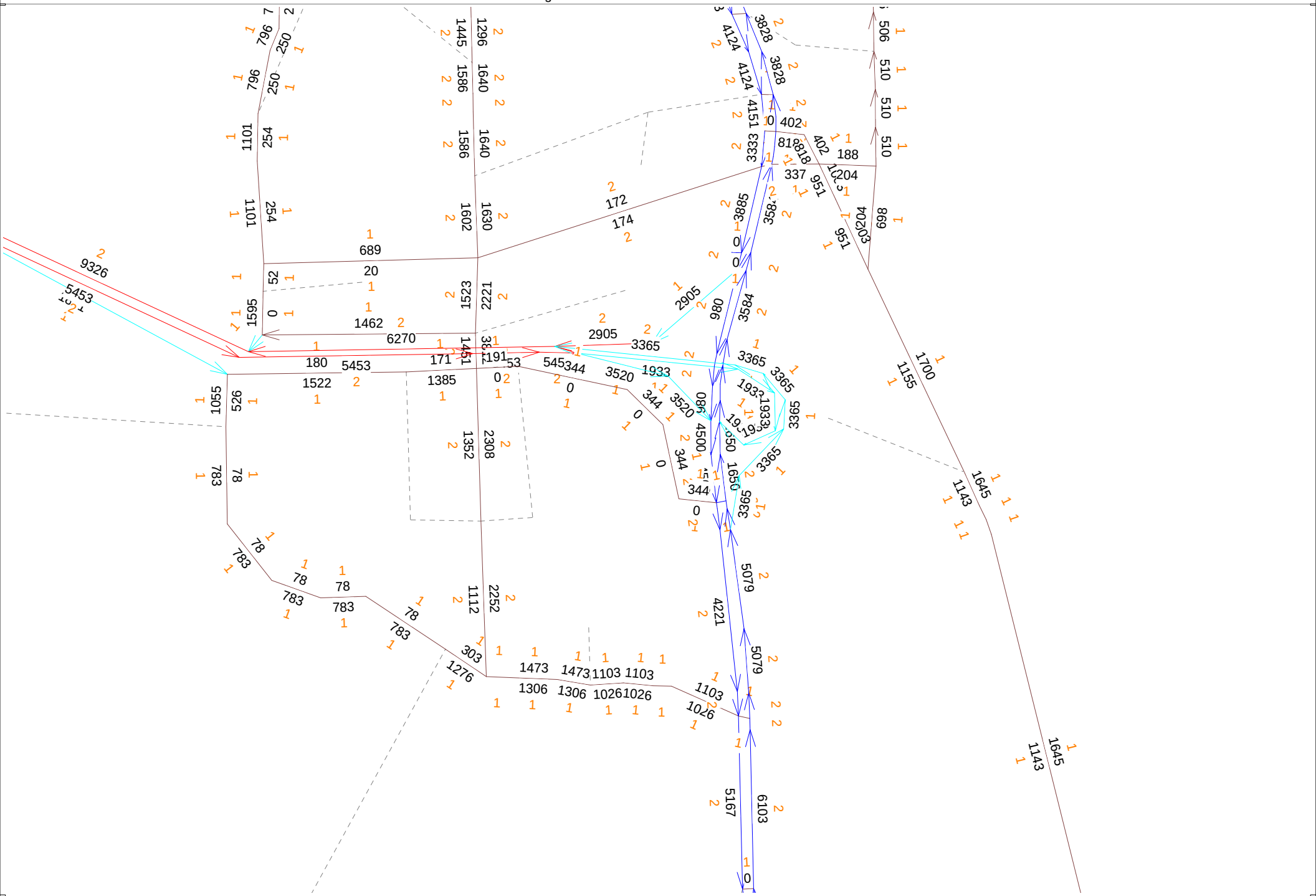
cube

NERPM_AB1 - Year2040 Built Scenario (South Beach Pkwy Extended)
Black Numbers = Average Daily Directional Volumes
Orange Numbers = Number of Directional Lanes



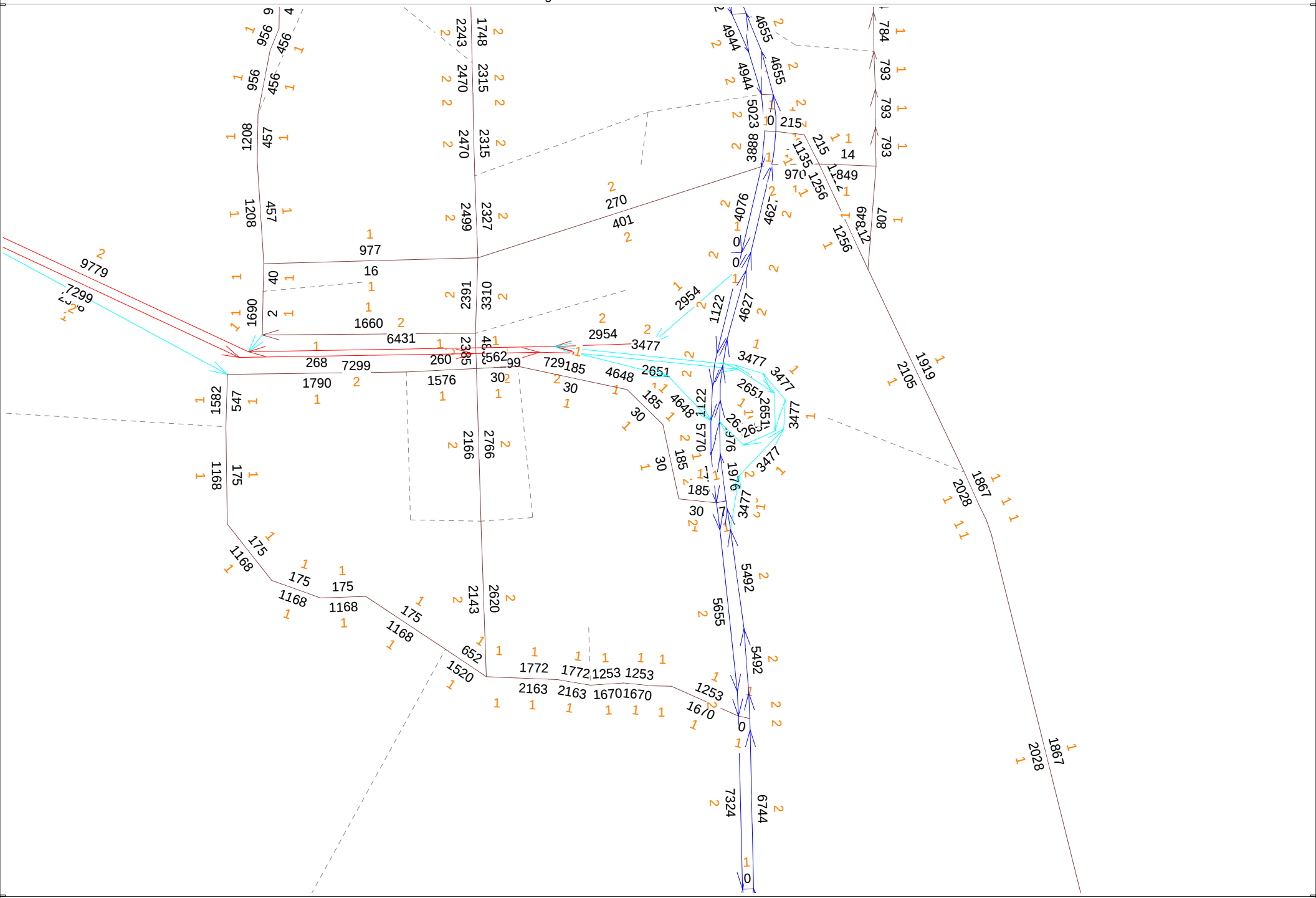
Red=Freeway/Expressway, Blue = Divided Arterial, Light Blue = Ramp System,
Brown = Collector, Grey = Centroid Connector

NERPM_AB1 - Year2040 Built Scenario (South Beach Pkwy Extended)
Black Numbers = AM Peak Directional Volumes
Orange Numbers = Number of Directional Lanes



Red=Freeway/Expressway, Blue = Divided Arterial, Light Blue = Ramp System,
Brown = Collector, Grey = Centroid Connector

NERPM_AB1 - Year2040 Built Scenario (South Beach Pkwy Extended)
Black Numbers = PM Peak Directional Volumes
Orange Numbers = Number of Directional Lanes



Red=Freeway/Expressway, Blue = Divided Arterial, Light Blue = Ramp System,
Brown = Collector, Grey = Centroid Connector

cube

APPENDIX F: COST ESTIMATE

Preliminary Engineer's Estimate of Probable Cost Plans **4/11/2016**

PONTE VEDRA WEST

Pay Item	Item Description	Unit	Quantity	Unit Cost	Cost
Roadway Component					
101-1	MOBILIZATION	LS	1	See Below	
102-1	MAINTENANCE OF TRAFFIC	LS	1	See Below	
104-	EROSION CONTROL	LS	1	See Below	
107-	MOWING & LITTER REMOVAL	LS	1	See Below	
110-1-1	CLEARING & GRUBBING	LS/AC	3.12	$ 10,562.00	$ 32,984.91
120-1	REGULAR EXCAVATION	CY	3316	$ 5.13	$ 17,011.35
120-6	EMBANKMENT	CY	1633	$ 8.72	$ 14,242.20
160-4	TYPE B STABILIZATION	SY	4,949	$ 3.06	$ 15,144.96
285-709	OPTIONAL BASE, BASE GROUP 09	SY	4,949	$ 16.72	$ 82,752.85
327-70-6	MILLING EXIST. ASPH. PAVT., 1 1/2" AVG. DEPTH	SY	18,133	$ 1.87	$ 33,908.09
334-1-13	SUPERPAVE ASPHALTIC CONC., TRAFFIC C	TN	1904.3	$ 90.44	$ 172,221.73
337-7-41	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, (PG 76-22)	TN	1904.3	$ 104.10	$ 198,233.99
400-0-11	CONCRETE CLASS NS, GRAVITY WALL	CY	128.9	$ 801.00	$ 103,264.92
425-1-341	INLETS, CURB TYPE P-4 <10	EA	11	$ 4,905.00	$ 53,955.00
425-2-61	MANHOLES, P-8, <10'	EA	3	$ 4,188.00	$ 12,564.00
430175118	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 18"S/CD	LF	96	$ 51.17	$ 4,912.32
430175124	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 24"S/CD	LF	1070	$ 64.68	$ 69,207.60
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	187	$ 15.37	$ 2,874.19
520-1-10	CONCRETE CURB & GUTTER, TYPE F	LF	4408	$ 17.97	$ 79,211.76
520-2-1	CONCRETE CURB, TYPE A	LF	353	$ 50.00	$ 17,650.00
522-1	SIDEWALK CONCRETE 4" THICK	SY	4711	$ 33.79	$ 159,173.43
522-2	SIDEWALK CONCRETE 6" THICK	SY	74	$ 41.90	$ 3,081.98
527-2	DETECTABLE WARNINGS	SF	240	$ 27.94	$ 6,705.60
550-10-110	FENCE TYPE A	LF	1375	$ 6.80	$ 9,350.00
570-1-2	PERFORMANCE TURF, SOD	SY	5382	$ 2.65	$ 14,261.42
649-1	SIGNALIZATION (MAST ARM)	EA	5	$ 75,000.00	$ 375,000.00
710-1	SIGNING AND PAVEMENT MARKINGS	LS	1	$ 27,500.00	$ 27,500.00
			Component Subtotal		**$ 1,505,212.29**

		$1,505,212.29
101-1 Mobilization (LS)	10%	$150,521.23
102-1 Maintenance of Traffic (LS)	15%	$225,781.84
Project Sequences Total		**$1,881,515.37**
Project Unknowns	15%	$282,227.30
999-25 Initial Contingency Amount (Do Not Bid)	$ 50,000.00	$50,000.00
Project Grand Total		**$2,213,742.67**

Preliminary Engineer's Estimate of Probable Cost **4/11/2016**

PONTE VEDRA EAST

Pay Item	Item Description	Unit	Quantity	Unit Cost	Cost
Roadway Component					
101-1	MOBILIZATION	LS	1	See Below	
102-1	MAINTENANCE OF TRAFFIC	LS	1	See Below	
104-	EROSION CONTROL	LS	1	See Below	
107-	MOWING & LITTER REMOVAL	LS	1	See Below	
110-1-1	CLEARING & GRUBBING	LS/AC	2	$ 10,562.00	$ 20,177.64
120-1	REGULAR EXCAVATION	CY	4,141	$ 5.13	$ 21,241.28
120-6	EMBANKMENT	CY	2,039	$ 8.72	$ 17,783.57
160-4	TYPE B STABILIZATION	SY	8,011	$ 3.06	$ 24,512.64
285-709	OPTIONAL BASE, BASE GROUP 09	SY	8,011	$ 16.72	$ 133,938.35
327-70-6	MILLING EXIST. ASPH. PAVT., 1 1/2" AVG. DEPTH	SY	16,372	$ 1.87	$ 30,616.47
334-1-13	SUPERPAVE ASPHALTIC CONC., TRAFFIC C	TN	2,012	$ 90.44	$ 181,929.71
337-7-41	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, (PG 76-22)	TN	2,012	$ 104.10	$ 209,408.25
425-1-521	DITCH BOTTOM INLET TYPE C <10'	EA	9	$ 2,932.00	$ 26,388.00
430175124	PIPE CULVERT,OPTIONAL MATERIAL,ROUND, 24"S/CD	LF	2,310	$ 64.68	$ 149,410.80
520-1-7	CONCRETE CURB & GUTTER, TYPE E	LF	2,383	$ 15.37	$ 36,626.71
520-5-11	CONCRETE TRAFFIC SEPARATOR TYPE I 4' WIDE	LF	280	$ 25.59	$ 7,165.20
522-1	SIDEWALK CONCRETE 4" THICK	SY	209	$ 33.79	$ 7,069.62
527-2	DETECTABLE WARNINGS	SF	16	$ 27.94	$ 447.04
570-1-2	PERFORMANCE TURF, SOD	SY	3,007	$ 2.65	$ 7,969.73
649-1	SIGNALIZATION (MAST ARM)	EA	4	$ 75,000.00	$ 300,000.00
710-1	SIGNING AND PAVEMENT MARKINGS	LS	1	$ 37,500.00	$ 37,500.00
				Component Subtotal	**$ 1,212,185.00**

Subtotal		**$1,212,185.00**
101-1 Mobilization (LS)	10%	$121,218.50
102-1 Maintenance of Traffic (LS)	15%	$181,827.75
Project Sequences Total		**$1,515,231.25**
Project Unknowns	15%	$227,284.69
999-25 Initial Contingency Amount (Do Not Bid)	$ 50,000.00	$50,000.00
Project Grand Total		**$1,792,515.94**

APPENDIX G: COMMUNICATIONS

Contact: Marci Larson
904-306-7513 © 307-2888

NORTH FLORIDA TPO TO HOST NORTH PONTE VEDRA BEACHTRAFFIC STUDY PUBLIC MEETING

Area Citizens Are Invited to Discuss Needed Transportation Projects

The North Florida Transportation Planning Organization (North Florida TPO) is seeking public input on specific transportation project alternatives recommended in the North Ponte Vedra Beach area during a meeting scheduled May 17th. The meeting will be held at the Ponte Vedra Beach Branch Library from 6:00 PM to 7:30 PM.

The public meeting will outline transportation options to enhance traffic flow and safety. A presentation outlining the options will be given at 6:30 p.m. followed by question and answer period.

The North Florida TPO is the independent regional transportation planning agency for Clay, Duval, Nassau and St. Johns counties. We lead our region's efforts in planning, funding and mobilizing resources to develop and maintain our transportation system.

– END -

North Florida TPO
Transportation Planning Organization
PLAN • FUND • MOBILIZE

PUBLIC MEETING
North Ponte Vedra Beach Traffic Study

Study Area Map

Tuesday, May 17, 2016, 6 -7:30 p.m.
Ponte Vedra Beach Library
101 Library Boulevard
Ponte Vedra Beach, FL 32082

The North Florida Transportation Planning Organization (North Florida TPO) is conducting a public information meeting to present transportation options to enhance traffic flow and safety in the North Ponte Vedra Beach area.

A presentation outlining the options will be given at 6:30 p.m. followed by question and answer period. A copy of the report will be available for public review May 2, 2016 at the Ponte Vedra Beach Public Library and on the TPO website.

Please join us to review the draft options and to provide input.

www.northfloridatpo.com
(904) 306-7500 • fax (904) 306-7501
TDD (904) 306-7502
980 N. Jefferson Street, Jacksonville, FL 32209

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Marci Larson at (904) 306-7513 or e-mail at mlarson@northfloridatpo.com at least 72 hours prior to meeting.

#1002129251 (1/8 PG HORIZON(6.72in x 4in)) 05/10/2016 02:39 EST

PUBLIC MEETING

North Ponte Vedra Beach Traffic Study

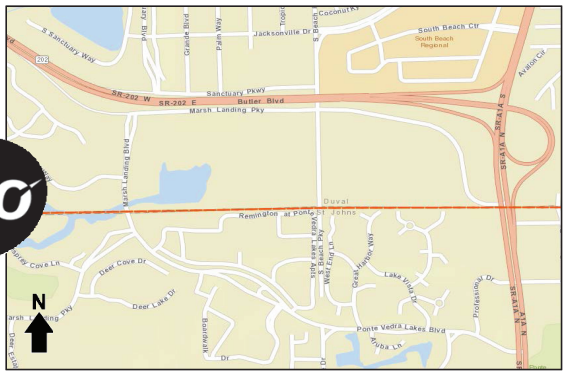
Tuesday, May 17, 2016, 6 -7:30 p.m.
Ponte Vedra Beach Library
101 Library Boulevard
Ponte Vedra Beach, FL 32082

The North Florida Transportation Planning Organization (North Florida TPO) is conducting a public information meeting to present transportation options to enhance traffic flow and safety in the North Ponte Vedra Beach area.

A presentation outlining the options will be given at 6:30 p.m. followed by question and answer period. A copy of the report will be available for public review May 2, 2016 at the Ponte Vedra Beach Public Library and on the TPO website.

Please join us to review the draft options and to provide input.

North Florida TPO
Transportation Planning Organization
PLAN · FUND · MOBILIZE



Study Area Map

www.northfloridatpo.com
(904) 306-7500 • fax (904) 306-7501
TDD (904) 306-7502
980 N. Jefferson Street, Jacksonville, FL 32209

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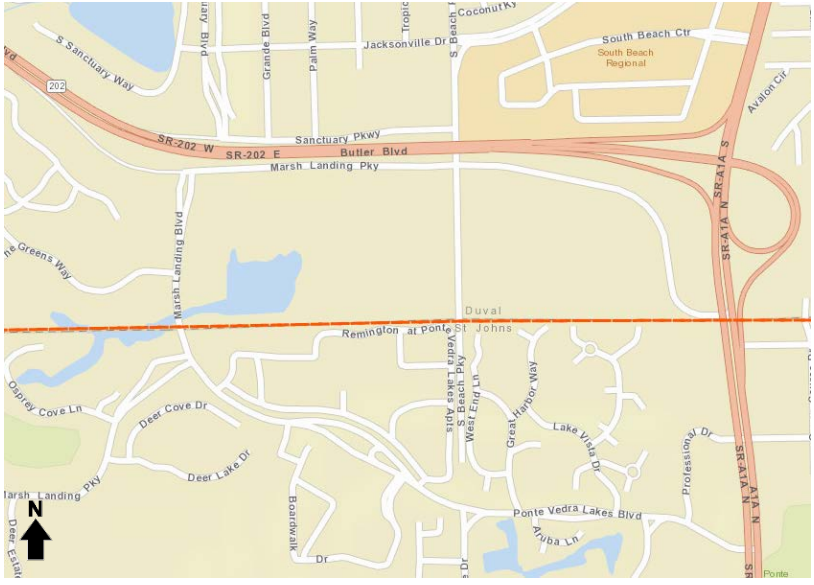
PUBLIC MEETING
North Ponte Vedra Beach Traffic Study



Study Area Map

Tuesday, May 17, 2016
6 – 7:30 p.m.
Ponte Vedra Beach Library
101 Library Boulevard
Ponte Vedra Beach, FL 32082

The North Florida Transportation Planning Organization (North Florida TPO) is conducting a public workshop to present transportation options to enhance traffic flow and safety in the North Ponte Vedra Beach area.

A presentation outlining the options will be given at 6:30 p.m. followed by question and answer period.

Please join us to review the draft recommendations and to provide your input.

North Florida
Transportation Planning
Organization
980 N. Jefferson St.
Jacksonville, FL 32209

PRSRT STD
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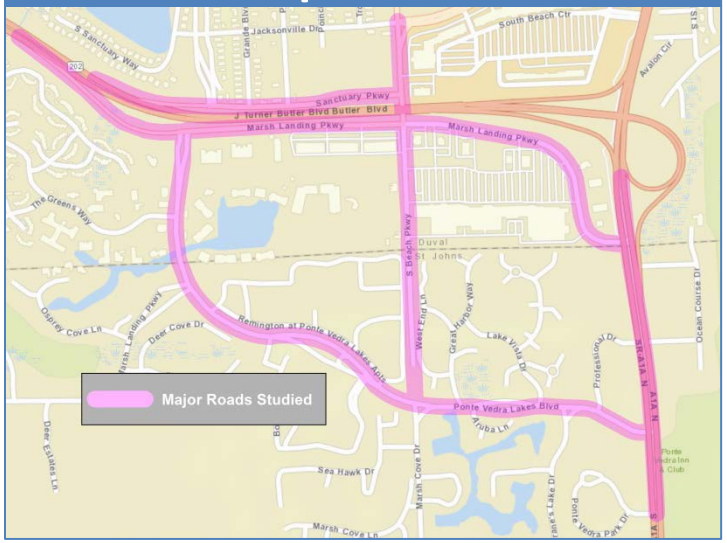
Postal Customer

Public participation is solicited without regard to race, color, religion, sex, age, national origin, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Marci Larson at (904) 306-7513 or e-mail at mlarson@northfloridatpo.com at least 72 hours prior to meeting.

North Ponte Vedra Beach Traffic Study

This study's purpose is to identify improvements to enhance traffic flow and safety in the vicinity of SR A1A and SR 202 J. Turner Butler Boulevard (JTB). Continued traffic growth is anticipated through 2040. Typical improvements evaluated included intersection improvements, signal modifications and removing bottlenecks. Each alternative was examined to assess traffic benefits, right-of-way impacts and costs. The anticipated cost for implementing the recommended project alternatives at the study intersections is $4 million.

Location Map



Recommended Alternatives

SR 202 (JTB) eastbound off-ramp at Marsh Landing Boulevard
- Remain as existing

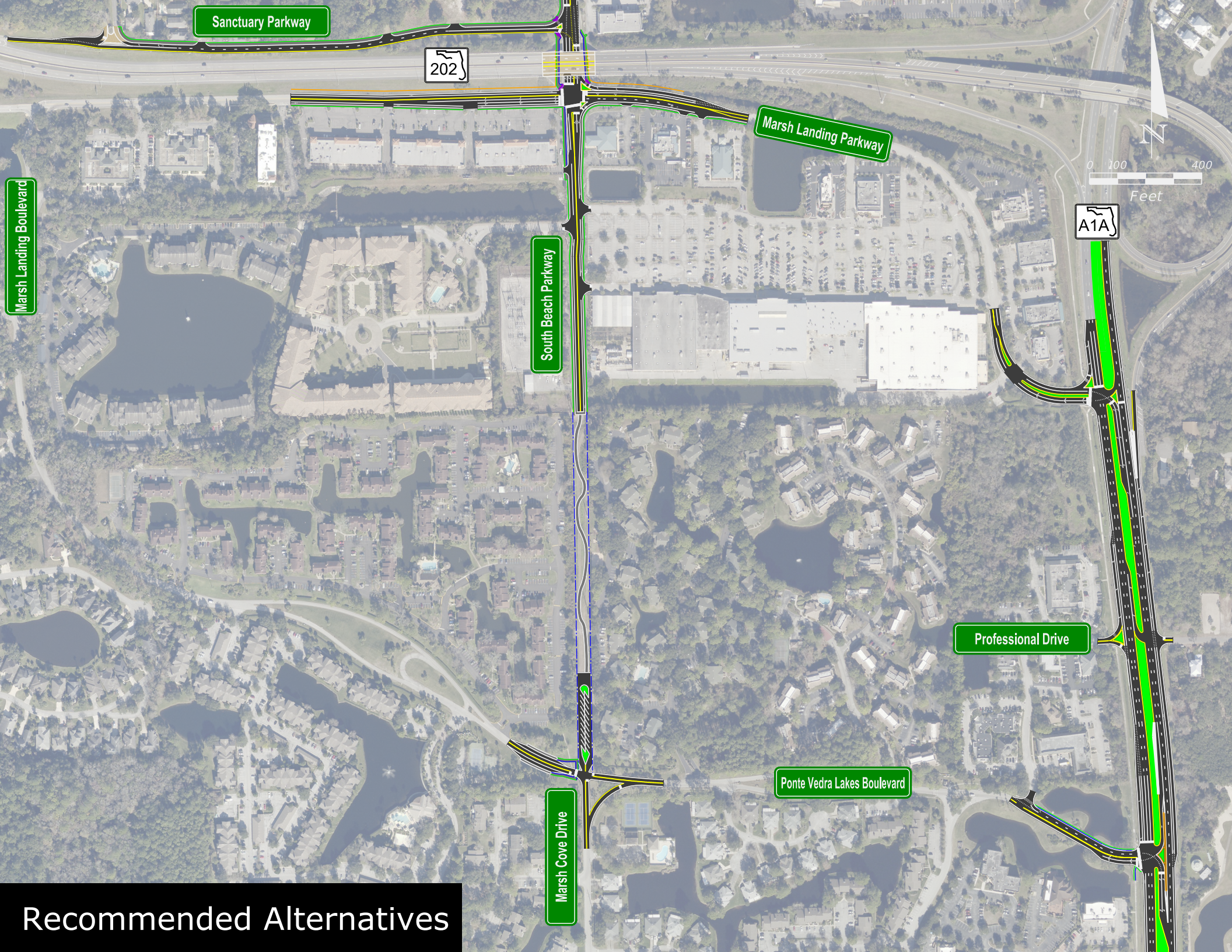
Marsh Landing Parkway at South Beach Parkway
- Add southbound left-turn lane
- Add exclusive westbound channelized right-turn lane
- Extend eastbound left-turn bays
- Convert eastbound left-turn lane to an additional receiving lane
- Add bike lanes along Marsh Landing Parkway and along South Beach Parkway

Sanctuary Parkway at South Beach Parkway
- Add additional receiving lane on Sanctuary Parkway
- Add multiuse path on north side of Sanctuary Parkway
- Add bike lane along South Beach Parkway

Ponte Vedra Lakes Boulevard at Marsh Cove Drive
- Add a community park with trail that can be used by emergency vehicles
- Add a parking lot to accommodate up to 20 vehicles
- Add two bus bays on the north and south sides of Ponte Vedra Lakes Boulevard adjacent to the park to accommodate school buses

Marsh Landing Parkway at SR A1A
- Add bike lanes along SR A1A
- Implement signal timing modifications
- Right-in, right-out channelized island at Professional Drive
- Convert Avenue C median opening to a directional median
- Extend JTB exit lane to Ponte Vedra Lakes Drive

Ponte Vedra Lakes Boulevard at SR A1A
- Construct a Florida T-Intersection
- Add additional northbound left-turn lane
- Add receiving lane on west leg to terminate at Professional Drive
- Add bike lanes along SR A1A
- Implement signal timing modifications
- Maintain three southbound through lanes from Marsh Landing Parkway to Marlin Avenue



Recommended Alternatives

Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: Melissa Fischer
Organization:
Address: 237 Linkside Circle
City: PVB State: FL Zip: 32082
Telephone: 904-253-9185 E-mail: the4Fischers@Comcast.Net

(Home Owner) Business Owner Other

Comments: Do not extend South Beach Parkway or open it up or Marsh Cove Drive. It will only make the traffic far worse on Marsh Landing Pkwy.

North Florida TPO ● 980 North Jefferson Street, Jacksonville, Florida 32209 ● www.northfloridatpo.com

Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: GAIL ALDERSON
Organization:
Address: 148 ABACO WAY
City: P.V.B State: FL Zip: 32082
Telephone: 904-242-01 E-mail: GPALD@COMCAST.NET

(Home Owner) Business Owner Other

Comments: HEADING SOUTH ON A1A WHILE THOSE EXITING JTB SOUTH AND THOSE MAKING RIGHT TURN FROM A1A TO TARGET SHOPPING CENTER.

North Florida TPO ● 980 North Jefferson Street, Jacksonville, Florida 32209 ● www.northfloridatpo.com

Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: Sam Gordon
Organization: _____
Address: _____
City: _____ State: _____ Zip: _____
Telephone: _____ E-mail: _____

Home Owner Business Owner Other

Comments: How about an elevated roadway on A1A - from JTB to 210 - that would help I think cut lots of it

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Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: Kitty Switkes
Organization: Avalon South (Ave C / A1A intersection)
Address: 111 Ocean Course Drive
City: Ponte Vedra State: FL Zip: 32082
Telephone: 904 631-4440 E-mail: Switty111@hotmail.com

Home Owner Business Owner Other

Comments: The intersection of Ave C/A1A N has become very dangerous for the residents living in Avalon South (Ave C, Ocean Course Drive). How do you expect us to exit Ave C with a constant green @ PV Lakes Blvd and a directional median. How do we go South on A1A ???

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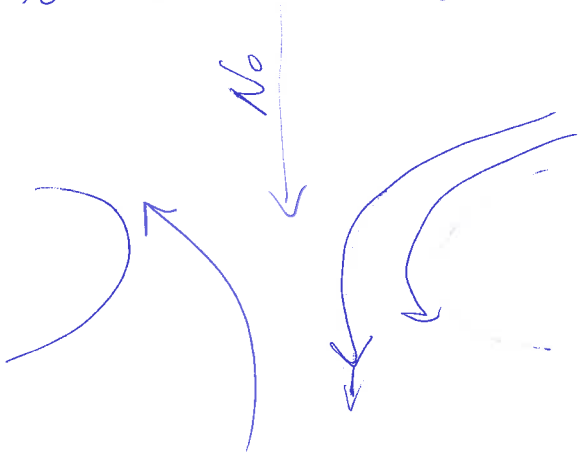
The constant green light in all North bound lanes @ A1A / PV Blvd will be detrimental to Ave C / Lagoon Course Dr. cars entering A1A.

Also The St. Johns County School Transportation will not enter Avalon South to pick up children if they can't leave the neighborhood safely. Back in the mid 90's, the School Board conducted a study and concluded that because of the constant green lights on A1A North, it wasn't safe for the Bus to exit the neighborhood.



North Florida TPO

Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: Cheryl Freeman
Organization:
Address: 1217 Creek View Way
City: Ponte Vedra Beach State: FL Zip: 32082
Telephone: 904-273-1343 E-mail: cherylfreeman321@gmail.com

(Home Owner) Business Owner Other

Comments: What are the options for the extension of S. Beach Pkwy from ML Pkway to PV Lakes Blvd.? Will walkway be entire length? Consider extending the 3 southbound lanes beyond Marlin through commercial/retail area to Solana Rd. Consider widening ramp from I-95 to have channelized right turn to Marsh Landing Blvd w/ its own receiving lane. →

The right-of-way lines at JTB maybe helpful & along SR A1A, Typical sections maybe helpful in future presentations.

What are impacts w/ improvements being done by City of Jax Beach at Sanctuary area? Maybe good to show in future presentation.

Seems like more information/input from school district would be helpful regarding school bus routes/bus stops.

North Florida TPO

Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: Dean Brennan

Organization: _____

Address: 251 Cranes Lake Dr

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

Home Owner Business Owner Other

Comments: great ideas to hard-to-solve traffic

Thank you

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Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: Michael Murray
Organization: Resident - home owner
Address: 4300 S Beach Pkway unit 1108
City: Jax Bch State: FL Zip: 32250
Telephone: 828-262-1718 E-mail: faithnmike@gmail.com

(Home Owner) Business Owner Other

Comments: [redacted]
A1A is major issue - Throughput (volume per hour) is terrible
More Lanes or improved traffic flow is Critical

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Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: LINDA DORAN
Organization:
Address: 248 ROYAL TERN RD. N
City: PV Bch State: FL Zip: 32082
Telephone: 904 280 4066 E-mail: LINDAR121@bellsouth.net

(Home Owner) Business Owner Other

Comments: Please consider making exit 12 JTB ONE WAY. Extend S. Bch Parkway to Ponte Vedra Lakes - 2 way

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Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: VILMA BRUEGGEMEYER
Organization:
Address: 4300 S. BEACH PKWY, UNIT 1301
City: JACKSONVILLE BEACH State: FL Zip: 32250
Telephone: 904-614-9994 E-mail: vilmaff1@gmail.com

(Home Owner) Business Owner Other

Comments: Please do not extend S. Beach Pkwy into P.V. Lakes Blvd.
Thanks, VB

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Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: Pat Rakowski
Organization:
Address: 1701 The Greens Way
City: Jax Beach State: FL Zip: 32250
Telephone: E-mail:

(Home Owner) Business Owner Other

Comments: Has your organization considered that opening Marsh Cove Drive through to South Beach Parkway for cars would alleviate traffic congestion at the JTB ramp and Marsh Landing Blvd?

North Florida TPO ● 980 North Jefferson Street, Jacksonville, Florida 32209 ● www.northfloridatpo.com

Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: CRETA DURFEE
Organization: ISLANDS-VP
Address: 117 Bimini Ct
City: PVB State: FL Zip: 32082
Telephone: 904-285-9773 E-mail:

(Home Owner) Business Owner Other

Comments: PLANNING BOARD SHOULD NOT HAVE ALLOWED ALL THESE NEW BUILDINGS TO BE BUILT. AMORATO RIVER BORDERED BY LAKES ONLY HAS 2 EXITS TO GET IN & OUT. HURRICANE ETC

North Florida TPO ● 980 North Jefferson Street, Jacksonville, Florida 32209 ● www.northfloridatpo.com

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Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: Carl "Buffy" Maetzo
Organization:
Address: 1107 Marsh Cove Ct
City: PVB State: FL Zip: 32082
Telephone: 904-525-4357 E-mail: buffymaetzo@hotmail.com

(Home Owner) Business Owner Other

Comments: PVPV School is a BIG problem at 8:15 am - 9:00 am + 2:30 - 3:30 ish pm It takes way too much time to get north or south on A1A during these times w/ moms dropping off kids by car. Bus them or move the school

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Cant get to Church (OLSS) or Gym or work!

Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: LAUREN BRAREN
Organization:
Address: 37 LAGOON COURSE AVENUE
City: PONTE VEDRA BCH State: FL Zip: 32082
Telephone: 904/[redacted] 237-4418 E-mail: pvblauren@aol.com
Home Owner Business Owner Other

Comments: REMOVING THE TRAFFIC LIGHT AT PONTE VEDRA LAKES BLVD. WILL CREATE A VERY DANGEROUS SITUATION FOR RESIDENTS EXISTING FROM THE AVALON COMMUNITY (LAGOON COURSE AVE. & AVENUE C) IT IS DIFFICULT ENOUGH TO GET OUT RIGHT NOW BUT ALLOWING THE FLOW OF TRAFFIC TO COME NORTH ON A1A WITHOUT ANY LIGHT AT PV LAKES BLVD. GIVES NO BREAK OR SLOWING OF TRAFFIC TO ALLOW THE RESIDENTS OF AVALON TO EXIT SAFETY. 25 NEW HOMES HAVE BEEN ADDED TO AVALON WITH AT LEAST 4 MORE COMING SOON.

Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: (*) Jack & Susie Morison
Organization: (*) President of Islands
Address: 152 Abaco Way
City: P.V. Beach State: Fl. Zip: 32082
Telephone: 904-318-7162 E-mail: morisonj152@Comcast.net
(Home Owner) Business Owner Other

Comments:

Comment

I am the Office Manager at Our Lady Star of the Sea (545 A1A North). The traffic is constant on A1A in front of the Church. It seems that the Traffic is caused by poor timing of the Traffic Light at Solana Road. How can we improve the Signal timing of the Traffic Light? Who do we need to talk to?

Ellen Wawrzyniak
904-535-4428
office@olssp ub.org

Public Meeting
North Ponte Vedra Beach Traffic Study:

Please take a few minutes to fill in the following information and provide us with your comments. You may either drop off this card in the designated box or mail it in. If mailed, comments must be received by May 31, 2016.

Name: Polly Baxter
Organization:
Address: 5911 SEAHAWK DR
City: PVB State: FL Zip: 32082
Telephone: 904-742-0193 E-mail:

Home Owner Business Owner Other

Comments: See map!!
5 ways to get out in case of evacuation!

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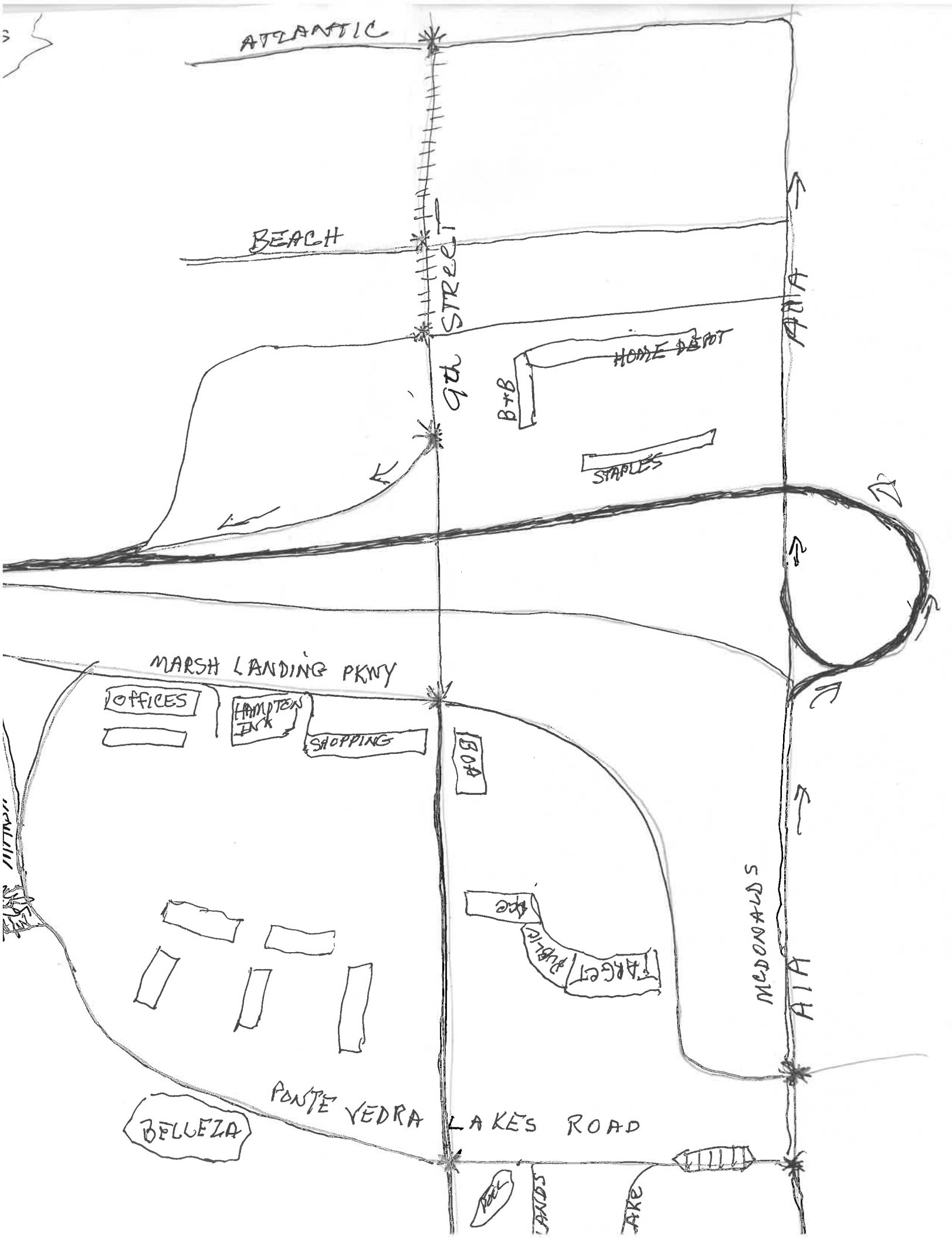

ATLANTIC
BEACH
9th STREET
A1A
HOME DEPOT
B+B
STAPLES
MARSH LANDING PKWY
OFFICES
HAMPTON INN
SHOPPING
BOA
MCDONALDS
A1A
BELLEZA
PONTE VEDRA LAKES ROAD

Sign-In Sheet

North Ponte Vedra Beach Traffic Study

Public Information Meeting

	Name	Email Address	Phone
1	Monte Lorenz	300 S. Ponte Vedra Blvd, JAX Bch	904-318-1333
2	Peter Newton	" "	904-535-3219
3	James & Lori Frawley	608 W Surf Spray Ln PV	904 273 0818
4	James Davey	daveyjamesd@aol.com	904-687-4627
5	Julie Reno	julianna.reno@gmail.com	239-470-2774
6	Lauren & Mike Braren	pvblauren@aol.com	904-237-4418
7	Hal Young		904 280-4002
8	Charles Dunn	dunn125@comcast.net	904-273-1189
9	Mark Seiden	mseiden2@aol.com	904-373-5732
10	Jan Neely Geer	JVneely@hotmail.com	214-662-9077
11	Chelsea Wiggs	Chelsea@beachesleader.com	904-249-9033
12	Paul K Kyllet Mary Anne	marypaulk1128@yahoo.com	904-246-9959
13	KATHLEEN C. GALL	Kathy.gall46@gmail.com	904-241-8367
14	Chris Ralph	chris.ralph24@gmail.com	904-373-0824

Sign-In Sheet

North Ponte Vedra Beach Traffic Study

Public Information Meeting

Name	Email Address	Phone
VILMA BRUEGGEMEYER	vilma1fl@gmail.com	904-614-9994
MICHAEL MURRAY	faithnmike@gmail.com	828.262.1718
FAITH MURRAY	"	"
John W. Porter	MIVOLS917@YAHOO.COM	904 280 9253
John David Conser	jconser@hntb.com	352-231-1632
Jim Oaks	oaksLLC@comcast.Net	904 704 4447
Roy Roberts	RRobertsJAX@Comcast.Net	904 571-2303
NANCY MIXON	SEASHELLS70@ATT.NET	" 755-5977
HERB FISCHER	HERB_F@BELLSOUTH.NET	904 567 4233
Pam Gordon	Village of Solano	273 1179
LEONARD GUNNERT	SEAHAWK III	285-8138
Jennifer Logue	jennifer@opcfla.com	904-686-3943
Dave & Peggy Lehman	davidlehman3@comcast.net	904-280-3162
Pat & Linda Dunn	psd0821@gmail.com	90-280-4066

Sign-In Sheet

North Ponte Vedra Beach Traffic Study

Public Information Meeting

Name	Email Address	Phone
Raymond Cabano	RJCEC@bellsouth.net	904 2856743
D. BRASCHEL	dbraschel@aol.com	273.6059
Bob Goltz	Rgoltz@aol.com	904-543-7722
Pat Sciotto		904 285. 2892
K WITZKE		
Eleanor Burns	burnseleanor@outlook.com	904-395-1936
LORETTA DUREE	BEACHETTE@BELLSOUTH.NET	904-285-9773
KEN CLARK	clark.ken72@gmail.com	904-280-9336
Gay Browne	islandsoac@att.net	904-703-4260
Polly Baxter		904-742-0193
Dick Williams	dickwms@comcast.net	
Michael Leweke	lewekeI@gmail.com	904-625-8513
Gail Maetzu	buffymaetzu@hotmail.com	904-525-4357
KAREN + DAVID CONOVER	K.CON@COMCAST.NET	904-280-2214

Sign-In Sheet

North Ponte Vedra Beach Traffic Study

Public Information Meeting

Name	Email Address	Phone
Kimm Otte	kimmotte@aol.com	285-8640
VICTORIA CORLAZZOLI	VBC@comcast.net	305 772-3815
Pat Kelk	patkelk13@gmail.com	908-265-0091
Phong NGUYEN	PNGUYEN@SJCFL.US	904-209-0613
Charles Callahan	544tide@gmail.com	616 3798
Ty Edwards		247-1977
Gail Anderson	GPALD@COMCAST.NET	904-273-0147
Mark + Darlene Spechler	crainbows@verizon.net	904 834 2697
Terry Witt-Green	terrywitt_green@comcast.net	904-465-5613
CHARLIE LATHAM	CLATHAM@JAXRCHFR.NET	904-910-4004
Ellen Wawrzyniak	office@olsspub.org	904-535-4428
J. Burns	jburns57@hotmail.com	904-260-4416
DOUG BURNETT	DBURNETT@SJCAUGROUP.COM	904-495-0402
Gail Morse	richardmorse@bellsouth.net	904 60178739

Sign-In Sheet

North Ponte Vedra Beach Traffic Study

Public Information Meeting

Name	Email Address	Phone
GREG LEONARD	YRDGD@AOL.COM	904-806-4111
Robert Lucas	rlucas1799@yahoo.com	904 221 9244
Carol Lenos	CarolLeandre@yahoo.com	904-828-1521
MICHAEL BARKAN	MIKE@MATTIACEGOLF.com	222-0056
PAUL Yeoman	Pyeoman@unf.edu	318-5854
Cheryl Freeman	cherylfreeman321@gmail.com	904-608-8751
Mike & Amy Winter	winter4825@gmail.com	904-742-2423
Allan Hofstra	Tigersnoo@aol.com	—
Devin Brennan		904-285-5260
Philip Marburger	pmarburger2000@yahoo.com	901 626 4372
James D Kent	J_D_Kent@msn.com	904-654-3374
Kelly LaLonde	Kelly.lalonde@att.net	(904) 612-3310
Mary Gilligan	Senator Rubio's Office	
Steve Crosby	crozbe@comcast.net	904 285 1891

Linda Williams	(904) 334-2626	islandtree@yahoo.com
Bruce Pottibone	904 543 5181	
Bill Buchholz	904-536-8567	bbuchholz@bbandt.com
Don & Sigrun Buckley	904 536-5169	Sigrun123@comcast.net
Brad Wester	9042943768	bwester@duphlaw.com
Brian Burke	904-270-0751	bburkedesign@gmail
Jeff Crammond	(904) 613-4208	JCrammond@Comcast.net
Dave Rakowski	904 686-1136	DaveFromConstHg@gmail.com
Steve Bowers	904 314 1785	SBowers168@gmail.com
Sue & Pierre Corso	563-7091	Sue.Corso@Hotmail.com
Charles & Barbara Mr Kiernan	904 834 3358	
Shawn Birst	904-256-2370	shawn.birst@rsandh.com
Richard Felder	904 280-4639	
Melissa Fischer	904-253-9185	the4Fischers@Comcast.Net

From:	Marci Larson
To:	Len Mecca
Cc:	Denise Bunnewith; Terrel Shaw; Jennifer Kennedy
Subject:	RE: Meeting on 17 May
Date:	Monday, May 16, 2016 6:45:04 AM

Mr. Mecca – thank you very much for sharing your thoughts about the traffic study in North PVB. I have copied the TPO project manager Denise Bunnewith and our HNTB consultants who are conducting the study. Your comments will certainly be reviewed along with comments from other individuals. I appreciate your outreaching with them.

Marci Larson*
Public Affairs Manager
North Florida TPO
980 North Jefferson Street
Jacksonville, FL 32209
904-306-7513 (O)
904-307-2888 (C)

*Accredited Business Communicator

From: Len Mecca [mailto:LJMecca67@comcast.net]
Sent: Sunday, May 15, 2016 5:56 PM
To: Marci Larson <mlarson@northfloridatpo.com>
Subject: Meeting on 17 May

Hi –

I cannot make the meeting on the 17th but wanted to get involved since **a)** I live in Marsh Landing currently and experience the traffic issues daily; **b)** We are building a home on Ponte Vedra Beach Blvd and will move in 2017 and have concerns along A1A; **c)** we are considering locating one of our business sites to the JAX area and more employees but have traffic concerns; and **d)** We moved from Connecticut in 2015 and lived there for over 35 years and saw how not planning and not seeking out core solutions resulted in the State having major transportation issues – now CT has a mass exodus going on and their governor ranks 49th in the country due to inaction – they simply never got ahead of the curve.

For example…is there a plan to increase A1A in PVB to three lanes without turning it into a concrete runway? Is there consideration to increase the speed limit to allow more vehicles to get through this constraint? Increase the number of turning lanes? and is there an opportunity to get more of the traffic out to other roads or to build new roads to reduce the traffic flow for those who are simply passing through? Lastly…driver training to advance those skills to use turn signals, understand how to pass, avoid left to right lane cut overs, etc.…all that slow down the effective flow of vehicles.

Thank you,

Len Mecca
904-686-1641

PLEASE NOTE: Florida has a very broad public records law. Most written communications to or from the North Florida Transportation Planning Organization regarding public business are public records available to the public and media through a request. Your email communications may be subject to public disclosure.

From:	Marci Larson
To:	Wehde, Chuck
Cc:	Terrel Shaw; Jennifer Kennedy; Denise Bunnewith
Subject:	RE: North PV Changes
Date:	Sunday, May 15, 2016 12:12:02 PM

Thanks much for your comments. I have copied our consultants from HNTB and our project manager who will certainly this into consideration with the study. I hope that you can attend the public meeting Tuesday evening at the Ponte Vedra Beach Library from 6- 7:30 p.m. A presentation is scheduled at 6:30 p.m. If you have other thoughts/observations please let us know.

Marci Larson*
Public Affairs Manager
North Florida TPO
980 North Jefferson Street
Jacksonville, FL 32209
904-306-7513 (O)
904-307-2888 (C)

*Accredited Business Communicator

From: Wehde, Chuck [mailto:chuck.wehde@teamretailfirst.com]
Sent: Friday, May 13, 2016 1:25 PM
To: Marci Larson <mlarson@northfloridatpo.com>
Subject: North PV Changes

Dear Ms. Larson,

I'm writing regarding the proposed "directional median" at A1A and Ave C. If this is implemented, residents will not have the option to go South on A1A without heading North and making a U turn at some point. This seems counterproductive as a safety measure and adds to traffic at the already JTB/A1A area? I'm sure there are studies regarding the safety factors of a left hand turn vs. a U turn? Changing this is not desirable, please leave it as is and reinvest the money elsewhere.

Unfortunately I will be traveling during next week's meeting, but please know as a resident, I'm against it.

Regards, Chuck Wehde

Chuck Wehde
42 Lagoon course Ave.
PVB, FL 32082
C-904.616.8117

Team Retail First is now GTB

NORTH PONTE VEDRA BEACH COALITION (NPVBC)
4200 Marsh Landing Boulevard
Jacksonville Beach, FL 32250

May 15, 2016

Jeff Sheffield
Executive Director
North Florida TPO
980 North Jefferson Street
Jacksonville, FL 32209

Re: North Ponte Vedra DRAFT Traffic Study Report (04/22/2016)

Dear Jeff:

At our 05/10/2016 meeting of the North Ponte Vedra Beach Coalition Board of Directors, The North Ponte Vedra DRAFT Traffic Study Report, dated 04/22/2016, was reviewed and discussed. The board is very appreciative of the North Florida TPO's support and interest, along with the time, funding and effort put forth during the past year to identify improvements to enhance traffic flow and safety in our area. However, certain questions and concerns, as stated in our 03/22/2016 letter to Phong Nguyen, still exist. Given that the public workshop will be held tomorrow, Tuesday 05/17/2016, the board felt it would be beneficial to communicate our concerns prior to, rather than at the workshop. (FYI, Jack McHerron and I visited with Phong Nguyen on 05/12/2016 to discuss our concerns contained herein.)

1. Of the intersections examined to assess traffic benefits, right-of-way impacts and costs, the board, at least from a layman's perspective, endorses the recommendations put forth in the study for the following intersections:
    - Marsh Landing Parkway at South Beach Parkway (#2)
    - Sanctuary Parkway at South Beach Parkway (#3)
    - Marsh Landing Parkway at SR A1A (#4)
    - Ponte Vedra Lakes Boulevard at A1A (#5)

2. With regard to intersections S/R 202/JTB Eastbound Off Ramp at marsh Landing Boulevard (#1) and Ponte Vedra Lakes Boulevard at Marsh Cove Drive (#6), the board takes exception with the recommendations put forth in the study for the following reasons:

    - <u>S/R 202/JTB Eastbound Off Ramp at Marsh Landing Boulevard (#1)</u>:

    The board feels that the study hasn't gone far enough regarding this intersection by not pursuing solutions to right-of-way (ROW) constraints. (Marsh Landing Business Park Association owns the adjacent land along the JTB exit, and is in support of finding a solution at this location even if additional ROW is needed. Re-design options should not be restricted due to constrained ROW or existing alignment.) The board further feels that the factors of enhancing traffic flow and improving safety have been ignored by recommending that this intersection "remain as existing".

- S/R 202/JTB Eastbound Off Ramp at Marsh Landing Boulevard (#1) (Continued):

As bad as the Level of Service (LOS) is today, it is worrisome to imagine what the LOS will be, not only by 2040, but within the next three to five-year timeframe. Of even greater concern is the increasing probability that, unless safety issues are addressed, a serious and perhaps even fatal accident(s) will occur.

Our request is that the study include a deeper and more thorough analysis and "outside the box and/or 'big picture' thinking" to address our concerns at this intersection (e.g., adding an extended right turn only lane onto Marsh Landing Boulevard and extending to the entrance of Marsh Landing Country Club, remodeling the intersection to include a rotary, adding caution/slow traffic lighting, etc., enhancing traffic flow for Eastbound traffic exiting off of JTB onto A1A, thereby reducing "cut through" traffic on Marsh Landing and Ponte Vedra Lakes Boulevards and Marsh Landing Parkway.)

- Ponte Vedra Lakes Boulevard at Marsh Cove Drive (#6):

Although the study offers several suggestions to enhance traffic flow and improve safety at the Ponte Vedra Lakes Boulevard at Marsh Cove Drive, which the board endorses, the board feels that the study should also include a more thorough analysis regarding the matter of extending South Beach Parkway to Ponte Vedra Lakes Boulevard. (e.g., provide more information on the impact of opening South Beach Parkway as a one-way North ONLY vs. a two-way street.) (The DRAFT study notes that traffic will increase, but doesn't give specifics of increase vs benefit – implications: e.g., do other intersection traffic volumes drop with an extension? What is the impact on a one-way North ONLY alternative?) The board would also like a clearer understanding of South Beach Parkway as a possible one-way or gated for local residents only and/or for utilization as a bike/pedestrian greenway. Repeating our request stated for intersection (#1) discussed above, the study should also include a deeper and more thorough analysis and "outside the box and/or 'big picture' thinking" to address our concerns at this intersection.

The NPVBC board would also like to know how the North Florida TPO will be incorporating other recent and soon to be conducted area traffic studies (e.g. the upcoming PVPV Traffic Study) into the results of this study (i.e., timing, funding, cause and effect, etc.).

Jeff, we again thank you, the North Florida TPO Staff and HNTB for dedicating the time, energy and funding toward addressing the current and future traffic issues in the North Ponte Vedra Beach area. We look forward to participating in tomorrow's public workshop and to receiving the final report.

Sincerely,

Robert T. Golitz

Robert T. Golitz
NPVBC Coordinator
rgolitz@aol.com
610-223-9629.

cc:

Phong Nguyen, St. Johns County Board of County Commissioners
Denise Bunnewith, North Florida TPO
Terrel Shaw, HNTB
Jack McHerron, President, Ponte Vedra Lakes Association
Hal Young, President, Marsh Landing at Sawgrass Master Association
Gaynelle James, President, Marsh Landing Business Park Owner's Association

May 31, 2016

Mr. Robert Golitz
c/o North Ponte Vedra Beach Coalition
4200 March Landing Boulevard
Jacksonville Beach, Florida 32250

Dear Mr. Golitz:

Thank you for your time and consideration in providing written comments of May 15, 2016 regarding the presentation of our recommendations for the North Ponte Vedra Beach Traffic Study. These comments and this letter will be documented in the final report.

1. We appreciate your concurrence in our recommendations for the intersections of Marsh Landing Parkway at South Beach Parkway, Sanctuary Parkway at South Beach Parkway, Marsh Landing Parking at SR A1A and Ponte Vedra Lakes Boulevard at SR A1A.
2. At the intersection of the Marsh Landing Parkway and the SR 202 exit ramp, no additional alternatives can be considered at this time. Several alternatives were evaluated and are documented in the report including intersection improvements such as signalization and roundabouts to add new capacity to the intersection. Each of these alternatives would result in significant extension of the queue spillback onto the SR A1A mainline which is a safety concern. Extending the right-turn lane from the ramp to Marsh Landing Parkway is a viable alternative and will be recommended for additional analysis if future phases of this project are advanced beyond the study phase.
3. As part of the analysis of the extension of South Beach Parkway alternative analysis was prepared to consider the impact of the diversion of traffic to each of the major intersections within the study area. This analysis is discussed in detail in Section 5.3 of the report. Constructing a one-way road or gating the roadway is not viable at this location. No additional alternatives can be considered at this time.

Your comments and any comments made at the public workshop or in response to the public workshop by May 31, 2016 will become part of the record for this project, documented and provided with the Final Report as an appendix. Recommendations for additional consideration in future phases of the project, such as extending the right-turn lane from the SR A1A eastbound exit ramp to Marsh Landing Parkway, will be included in the summary and recommendations of the report.

Thank you again for your interest and engagement with this project.

Sincerely,

Denise Bunnewith
Planning Director

c: Phong Nguyen
Jeff Sheffield
Terry Shaw

May 11, 2016

Mr. Brian Wheeler
c/o North Ponte Vedra Beach Coalition
9822 Tapestry Park Circle, Suite 201
Jacksonville, FL 32246

Dear Mr. Wheeler:

We are happy to address each of your concerns about the draft report.

1. **Is Figure 6 showing the 2040 condition with no programmed improvements and then 2040 condition with all programmed improvements including the road extension?**
   The project analyzes a 2040 No Build Alternative and 2040 Build Alternative. The 2040 Build Alternative includes intersection improvements "with the South Beach Parkway extension" and "without the South Beach Parkway extension". The traffic volumes for the No Build Alternative and Build Alternative "without the extension" are the same. Figure 6 shows the difference between the 2040 volumes "without the extension" and the 2040 volumes "with the extension".

2. **Is Table 10 showing all the programmed intersection improvements with 2040 traffic with and without the extension?**
   Table 10 compares the 2040 traffic volume "with the South Beach Parkway extension" and the 2040 traffic volume "without the South Beach Parkway extension".

Thank you for your interest and questions on this project. We look forward to your participation in the public workshop.

Sincerely,

Denise Bunnewith
Planning Director

c: Terry Shaw
Jennifer Kennedy

WELCOME

North Ponte Vedra Beach Traffic Study Public Meeting

North Florida TPO
Transportation Planning Organization
PLAN · FUND · MOBILIZE

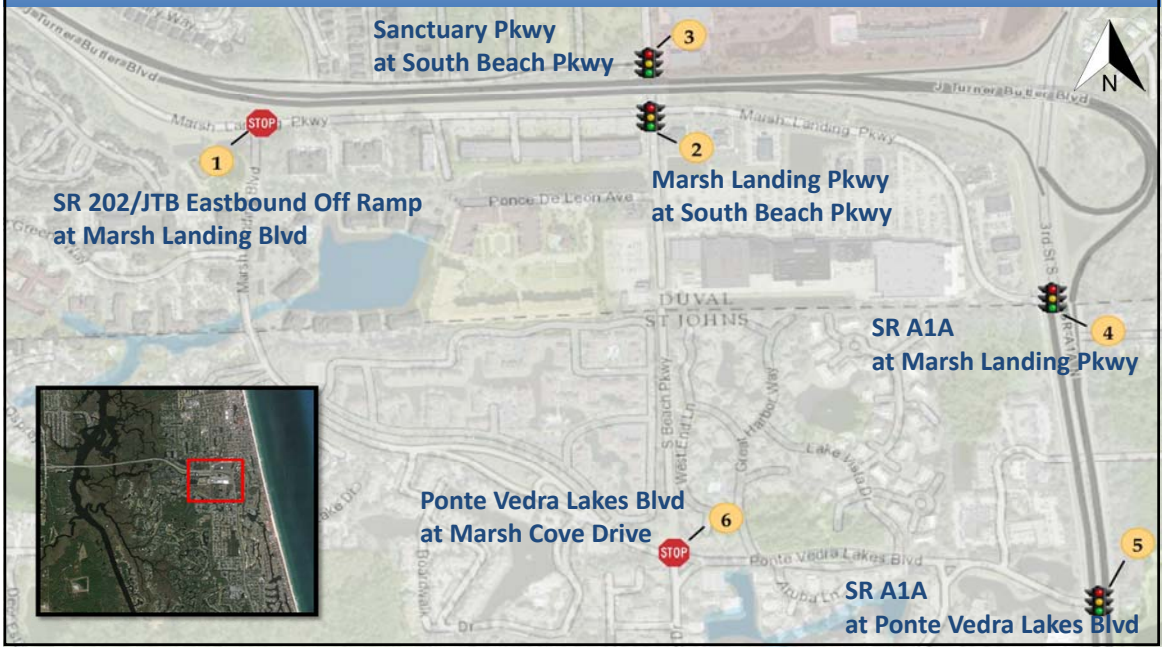
North Ponte Vedra Beach Traffic Study

PROJECT PURPOSE

- Address future congestion
- Improve safety
- Improve or replace existing infrastructure in need

North Florida TPO

Ponte Vedra Traffic Study



North Ponte Vedra Beach Traffic Study

PROJECT NEED

Level of Service Analysis

	Existing		2040 No Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak
SR 202/JTB Eastbound Off-Ramp at Marsh Landing Boulevard	B	D	F	F
Marsh Landing Parkway at South Beach Parkway	D	F	F	F
SR 202/JTB Westbound On-Ramp (Sanctuary Boulevard) at South Beach Parkway	F	F	F	F
Marsh Landing Parkway at SR A1A	B	C	B	D
Ponte Vedra Lakes Boulevard at SR A1A	D	C	F	F
Ponte Vedra Lakes Boulevard at Marsh Cove Drive	A	A	A	D

North Florida TPO

North Ponte Vedra Beach Traffic Study

ALTERNATIVES CONSIDERED

SR 202/JTB Eastbound Off-Ramp at Marsh Landing Blvd

- No Build
- Roundabout
- Signal
- Intersection Improvements

Recommendation

- Remain as Existing

North Florida TPO

North Ponte Vedra Beach Traffic Study

ALTERNATIVES CONSIDERED

South Beach Pkwy at Marsh Landing Pkwy

- No Build
- Diverging Diamond Interchange
- Intersection Improvements

Recommendation

- Add SB left-turn lane
- Add exclusive WB right-turn lane
- Extend eastbound turn bays
- Convert WB left-turn lane to additional receiving lane
- Add bike lanes

North Florida TPO

North Ponte Vedra Beach Traffic Study

ALTERNATIVES CONSIDERED

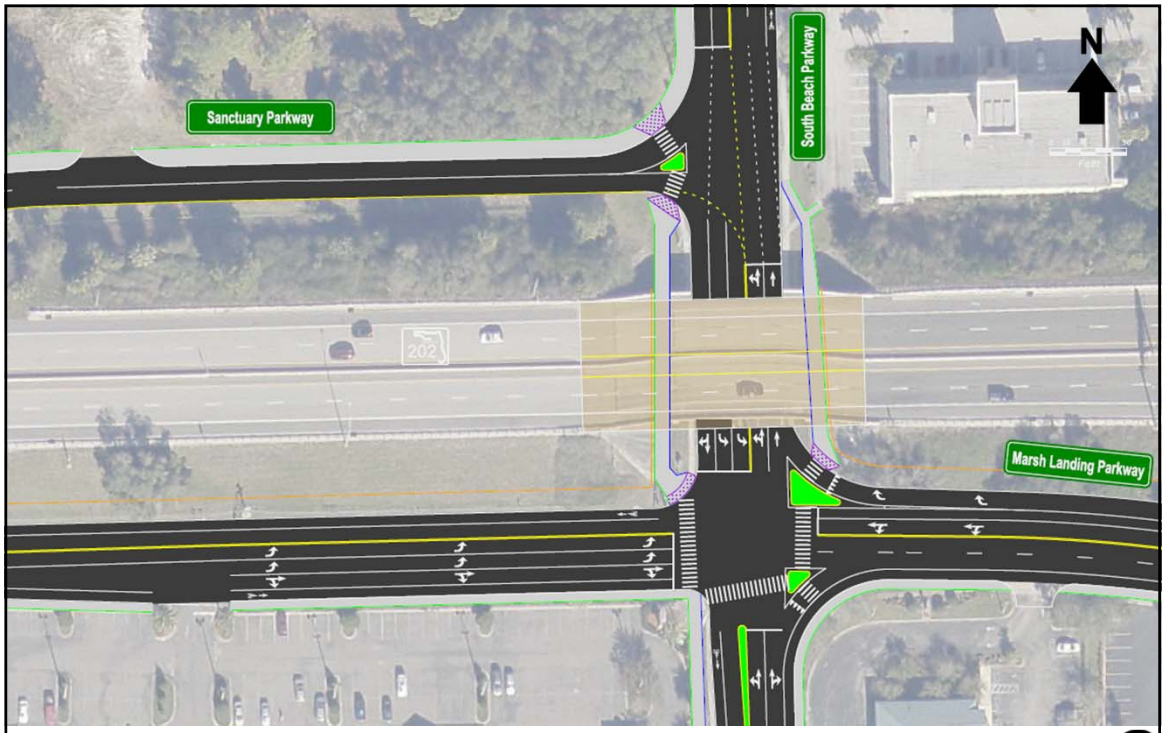
South Beach Pkwy at Sanctuary Pkwy

- No Build
- Diverging Diamond Interchange
- Intersection Improvements

Recommendation

- Add additional receiving lane on Sanctuary Parkway
- Add multiuse path on north side of Sanctuary Parkway
- Add bike lane along South Beach Parkway

North Florida TPO



North Florida TPO

North Ponte Vedra Beach Traffic Study

LEVEL OF SERVICE RESULTS

	2040 No Build		2040 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak
Marsh Landing Parkway at South Beach Parkway	F	F	D	E
SR 202/JTB Westbound On-Ramp (Sanctuary Boulevard) at South Beach Parkway	F	F	B	D

North Ponte Vedra Beach Traffic Study

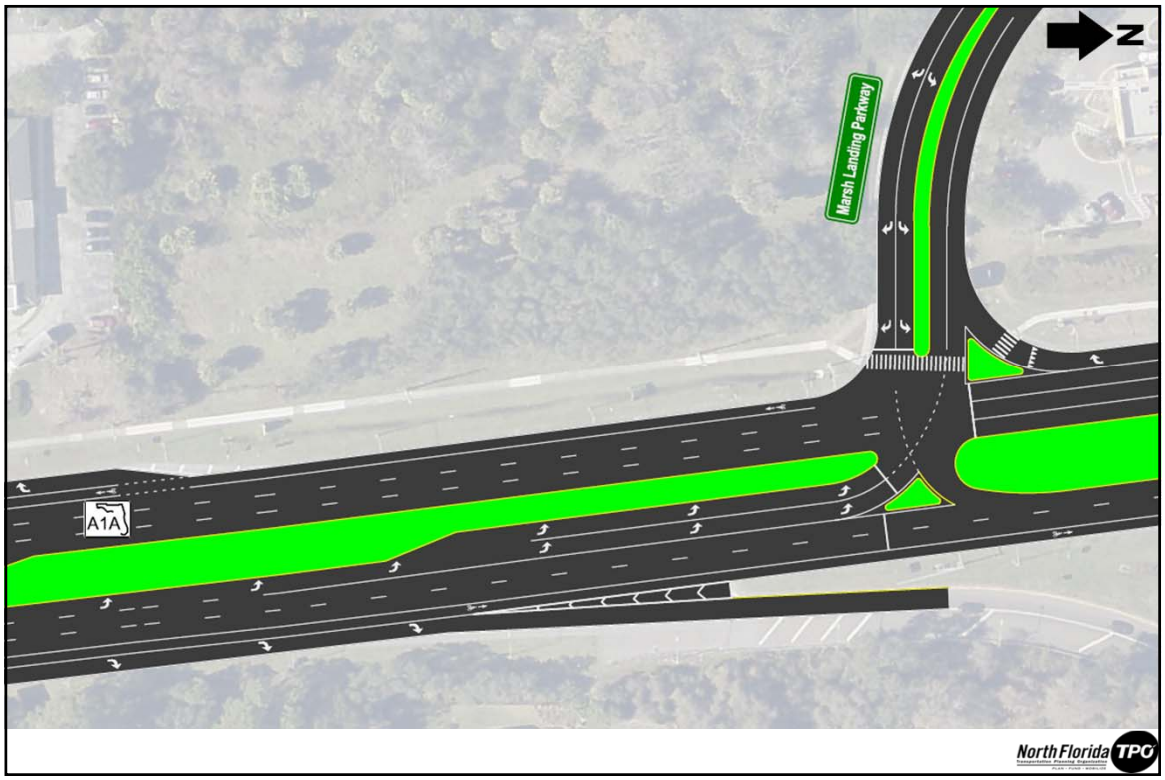
ALTERNATIVES CONSIDERED

SR A1A at Marsh Landing Pkwy

- No Build
- Florida T-intersection
- Intersection Improvements

Recommendation

- Add bike lanes
- Right-in right-out channelized island at Professional Dr
- Convert Avenue C median opening to directional median
- Extend JTB exit lane to Ponte Vedra Lakes Dr
- Implement signal timing modifications


N
Marsh Landing Parkway
A1A
North Florida TPO


N
A1A
Avenue C
North Florida TPO

North Ponte Vedra Beach Traffic Study

LEVEL OF SERVICE RESULTS

	2040 No Build		2040 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak
Marsh Landing Parkway at SR A1A	B	D	B	D

North Ponte Vedra Beach Traffic Study

ALTERNATIVES CONSIDERED

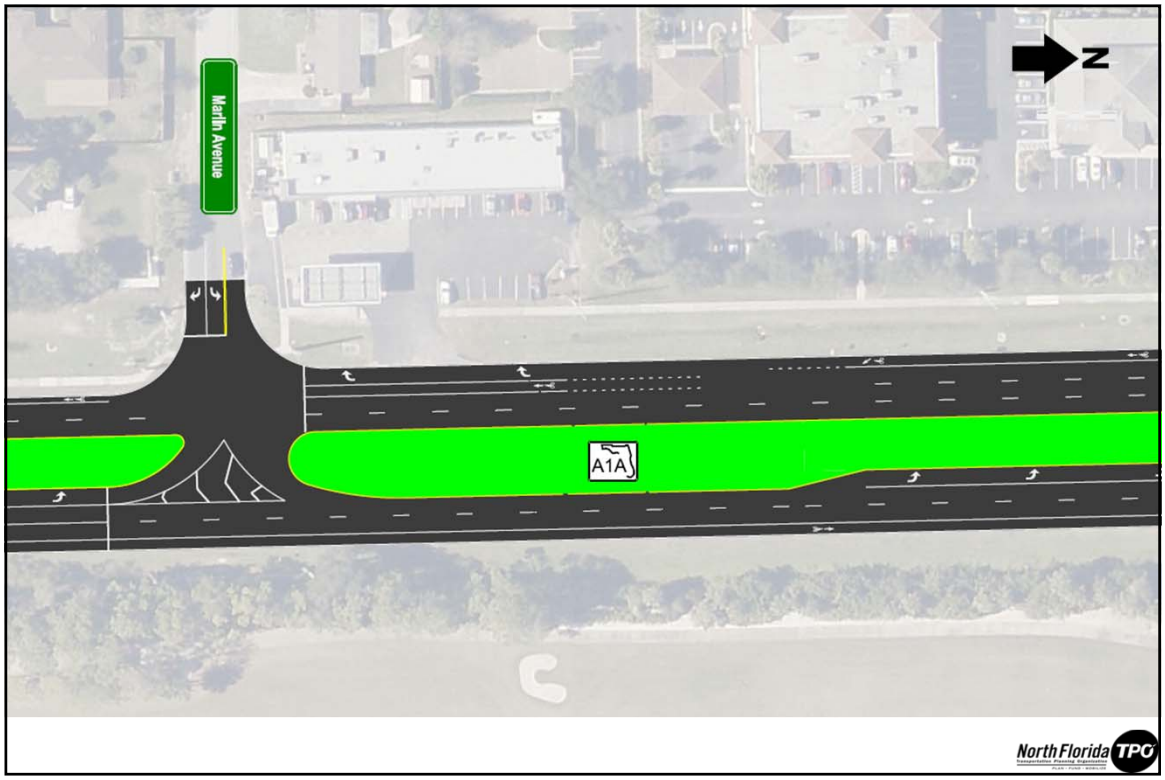
SR A1A at Ponte Vedra Lakes Blvd

- No Build
- Florida T-intersection
- Intersection Improvements

Recommendation

- Florida T-Intersection with additional NB left-turn lane
- Add additional EB receiving lane
- Maintain 3 SB lanes from Marsh Landing Pkwy to Marlin Ave
- Add bike lanes
- Implement signal timing modifications


Ponte Vedra Lakes Blvd
A1A
N
Feet
North Florida TPO


Marlin Avenue
A1A
N
North Florida TPO

North Ponte Vedra Beach Traffic Study

LEVEL OF SERVICE RESULTS

	2040 No Build		2040 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak
Ponte Vedra Lakes Boulevard at SR A1A	F	F	C	C

North Ponte Vedra Beach Traffic Study

ALTERNATIVES CONSIDERED

Ponte Vedra Lakes Blvd at Marsh Cove Drive

- No Build
- Roundabout
- Signal
- Intersection Improvements

Recommendation

- Add community park with walkway
- Add parking
- Add bus bays

North Ponte Vedra Beach Traffic Study

LEVEL OF SERVICE RESULTS

	2040 No Build		2040 Build	
Intersection	AM Peak	PM Peak	AM Peak	PM Peak
Ponte Vedra Lakes Boulevard at Marsh Cove Drive	A	D	A	D

North Florida TPO

North Ponte Vedra Beach Traffic Study

COST ESTIMATE

- $2.2 Million
  - South Beach Parkway at Marsh Landing Parkway
  - South Beach Parkway at Sanctuary Parkway
  - Marsh Cove Drive at South Beach Parkway
- $1.5 Million
  - SR A1A along Ponte Vedra Lakes Boulevard and Marsh Landing Parkway

North Florida TPO

North Ponte Vedra Beach Traffic Study

North Ponte Vedra Beach Traffic Study

ADDITIONAL INFORMATION

Denise Bunnewith
North Florida TPO Planning Director
Phone: 904-306-7510
Email: dbunnewith@northfloridatpo.com

Jennifer Kennedy
HNTB Transportation Engineer
Phone: 904-296-0207
Email: jekennedy@hntb.com

StAugustine.com

Friday, Aug 21, 2015

Ponte Vedra Beach unifies over traffic concerns

By **TIFFANIE REYNOLDS**
tiffanie.reynolds@jacksonville.com

Bob Golitz has to time his trips to and from his neighborhood of Marsh Landing.

During rush hour traffic, the North Ponte Vedra Beach Coalition coordinator often sits for up to 15 minutes at the north entrance of his neighborhood, waiting for a car to let him into the sluggish traffic on Ponte Vedra Lakes Boulevard toward State Road A1A. If he finds himself at the shopping center on South Beach Parkway, just minutes from his home, he's waiting at a standstill in another line of cars to get onto Marsh Landing Boulevard.

These are only a couple of the traffic problems in North Ponte Vedra Beach, and those are the reason the North Ponte Vedra Beach Coalition was established.

Made up of members from the Ponte Vedra Lakes Owners Association, Marsh Landing at Sawgrass Master Association and Marsh Landing Business Park Owners Association, the coalition started meeting in October. Members reached out to St. Johns County, which recently sponsored the group's request for a traffic study of North Ponte Vedra Beach to be included in North Florida Transportation Planning Organization's 2015-16 budget.

The traffic study request was approved in June and included in the list of North Florida TPO projects during its 2015-16 fiscal year.

“We now have a collective and unified voice,” Golitz said. “A unified awareness, if you will, to bring to attention all the principals involved.”

The study will cover the North Ponte Vedra Beach area up to the Duval County line, including Marsh Landing Boulevard, Marsh Landing Parkway, S.R. A1A and Ponte Vedra Lakes Boulevard. The study will also consider connecting South Beach Parkway with an unopened right-of-way of Vista Grande Drive, allowing South Beach Parkway to connect to Ponte Vedra Lakes Boulevard.

It will focus on identifying existing traffic issues and provide recommendations to intersection improvements, signal retiming and widening S.R. A1A and new roads and connections. The North Florida TPO allotted $75,000 for the study.

North Florida TPO Executive Director Jeff Sheffield said this study, along with other projects planned for the 2015-16 fiscal year, is in the early staging process.

In the next couple of weeks, North Florida TPO will hire a consultant and reach out to the community to establish exact parameters for the study and the scope of work. This includes North Ponte Vedra Beach Coalition’s list of what members would like to see included in the study and meeting with representatives of the associations that make up the coalition to find out traffic issues specific to each neighborhood in the study.

While a step in the right direction, Golitz said North Ponte Vedra Beach only represents a small portion of the traffic issues in the area. The Citizens Traffic Task Force, made up of the Municipal Service District in Ponte Vedra, Palm Valley Community Association, Ponte Vedra Beach Coalition, Ponte Vedra Community Association, Ponte Vedra Sidewalk Task Force, St. Johns County Administration and St. Johns County Chamber of Commerce, aims to bring traffic issues across Ponte Vedra Beach to light.

Coming together about the same time as the North Ponte Vedra Beach Coalition, the task force’s main concern is a lack of plans to manage traffic in the Ponte Vedra Beach area.

Task force member and president of the Ponte Vedra Coalition Jim Sabo said he and others started asking about traffic management after the TPC Tour revealed plans to develop close to 700 condominium units with businesses in the TPC Sawgrass area. Combined with Nocatee, another area of rapid growth in the area, and the rise in new business and residential development overall, traffic is expected to worsen, a big reason the task force’s concerns turned to action.

“That’s why we’re raising the questions now,” Sabo said. “If this is what Ponte Vedra is like today — Nocatee keeps growing and it seems like every empty property in Ponte Vedra and Palm Valley has a proposal to build on it — what’s the traffic going to be like 15 years from now?”

The task force has also reached out to St. Johns County as well as the Florida Department of Transportation about traffic studies and projects in the area. Sabo said both have been receptive to the group’s concerns and are working with the task force.

But Sabo thinks the task force is racing against the clock for Ponte Vedra Beach as money and time for these projects may not be able to stay ahead of the growth.

The task force has also noticed other problems such as some roads already over capacity and bottlenecks along S.R. A1A. Both the task force and North Ponte Vedra Beach Coalition's current focus is getting traffic studies done in the area. For them, studies will be the first step in other groups taking their concerns seriously and beginning to work on concrete solutions.

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PONTE VEDRA TRAFFIC

The Times-Union

Northbound traffic is seen moving slowly on Florida A1A in Ponte Vedra Beach.

Study hopes to pinpoint problem areas to improve

By Tiffanie Reynolds
tiffanie.reynolds@jacksonville.com

Bob Golitz has to time his trips to and from his neighborhood of Marsh Landing.

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TRAFFIC continues on page **4**

Provided by Bob Golitz

Gaynelle James (from left), Hal Young, Kelly La Londe and Bob Golitz review maps of the Ponte Vedra Beach area as they prepare their request for a traffic study.

TRAFFIC

Continued from page 1

included in North Florida TPO's 2015-2016 budget.

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In the next couple of weeks, North Florida TPO will hire a consultant and reach out to the community to establish exact parameters for the study and the scope of work. This includes North Ponte Vedra Beach Coalition's list of what members would like to see included in the study and meeting with representatives of the associations that make up the coalition to find out traffic issues specific to each neighborhood in the study.

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The task force has also reached out to St. Johns County as well as the Florida Department of Transportation about traffic studies and projects in the area. Sabo said that both have been receptive to the group's concerns and are working with the task force. But, Sabo feels that the task force is racing against the clock for Ponte Vedra as money and time for these projects may not be able to stay ahead of the growth.

The task force has also noticed other problems such as some roads already at overcapacity and bottlenecks along A1A. Both the task force and North Ponte Vedra Beach Coalition's current focus is getting traffic studies done in the area. For them, studies will be the first step in other groups taking their concerns seriously and begin to work on concrete solutions.

Tiffanie Reynolds: (904) 359-4450

HOME

Ponte Vedra traffic study planned to ease gridlock

By **Tiffanie Reynolds** Thu, Aug 27, 2015 @ 3:24 pm | updated Fri, Aug 28, 2015 @ 11:22 am

Provided by Bob Golitz
Gaynelle James (from left), Hal Young, Kelly La Londe and Bob Golitz review maps as they prepare their request for a traffic study of North Ponte Vedra Beach.

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RECOMMENDATIONS FOR YOU

Fall TV preview: Networks' offerings don't show a lot of promise

Jaguars reduce roster to 75 players with first wave of cuts

Jacksonville twins convicted Thursday after killing man during drug deal in 2013

1 killed, 1 critically injured in Butler Blvd. accident early Saturday

Traffic laws that Georgia drivers don't know about
Jul 13, 2015

Ponte Vedra Beach woman in critical condition after Monday crash
Jul 20, 2015

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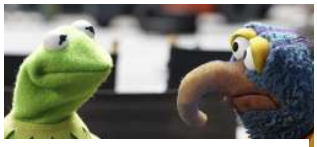
Tiffanie Reynolds: (904) 359-4450



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Ponte Vedra community unifies over traffic concerns

Ponte Vedra community unifies over traffic concerns

$10M MANSIONS: Unequaled beach life on Ponte Vedra Boulevard

Aug 28, 2015

PREV

Leading Off: Top news in brief

NEXT

Honk, honk: Canada geese becoming more prevalent in region

JUST IN

River battle: Central Florida and St. Johns Riverkeeper clash over water usage
10:19pm

Injunction not always enough to save lives, such as in St. Johns County double homicide
10:04pm

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7:58pm

Jacksonville ministry raising money to build Eureka Garden's playground
8:09pm

Terry Dickson: Randy Lamb carries burden of bringing bad tidings
8:01pm

St. Augustine toddler tagged as Jacksonville Heart Walk hero
8:10pm

CLOSE

TPO presents proposed North Ponte Vedra Beach traffic improvements

Study recommendations draw mixed reviews from residents

Posted Thursday, May 26, 2016 12:00 am

Jennifer Logue

Maintaining three southbound lanes from Marsh Landing Parkway to Marlin Ave., adding bike lanes along Marsh Landing and South Beach parkways and constructing a Florida T-intersection on SR A1A at Ponte Vedra Lakes Blvd. are among the traffic and safety improvements proposed in a new study by the North Florida Transportation Planning Organization (TPO).

TPO officials presented the study's recommendations to a standing-room-only crowd of local residents at a meeting held May 17 at the Ponte Vedra Beach Branch Public Library. TPO Executive Director Jeff Sheffield and HNTB Transportation Engineer Jennifer Kennedy walked attendees through the $4 million in recommended improvements in the study, which examined six intersections in the North Ponte Vedra Beach/Jacksonville Beach areas:

J. Turner Butler Blvd. (JTB) and Marsh Landing Blvd.

Marsh Landing Parkway at South Beach Parkway

Sanctuary Parkway at South Beach Parkway

Ponte Vedra Lakes Blvd. at Marsh Cove Drive

Marsh Landing Parkway at SR A1A

Ponte Vedra Lakes Blvd. at SR A1A

As part of the study, Kennedy said, engineers compared existing conditions at these intersections with traffic and safety projections in 2040. A variety of alternatives were considered for each intersection with a goal toward improving both safety and traffic flow, with engineers ultimately coming up with a list of recommended improvements for each intersection.

"I know you won't agree with everything – we're used to that," Sheffield said. "The goal was to look at solutions in the context of safety and traffic improvements."

One finding that elicited both surprise and questions from the audience was TPO's recommendation that the intersection of JTB eastbound and Marsh Landing Blvd. remain as is, with no improvements.

All of the considered improvements, representatives, said, created backups onto JTB.

“To take the position that nothing can be done is something we take exception to,” said Bob Golitz of the North Ponte Vedra Beach Coalition, the group that initially requested the study. “If you can put a man on the moon in a decade, you can fix the problems at that intersection.”

Golitz said that members of the coalition – which is comprised of residents from Marsh Landing at Sawgrass Master Association, Ponte Vedra Lakes Owners Association and the Marsh Landing Business Park Owners Association – are also split regarding their views on the recommendation to extend South Beach Parkway to Ponte Vedra Lakes Blvd.

Proposed improvements to SR A1A, meanwhile, had some residents questioning whether the solutions would create problems elsewhere. The construction of a Florida T-intersection, for example, would include having two northbound lanes with constant green lights.

“I live on Avenue C,” one resident said. “How do you expect us to get out of our neighborhood and go south if we have to cross two lanes of traffic that have constant green lights?”

“(The proposed solution) does create what you’re saying,” Sheffield confirmed. “We looked at this purely from an engineering standpoint.”

Other residents pointed out that some of the study’s recommendations – including building a neighborhood park, school bus bays and a parking lot along Ponte Vedra Lakes Blvd. – involve privately owned roads. That discussion prompted Sheffield to stress that no funding has been allocated for any of the proposed improvements.

“We were asked to do an evaluation and that’s what we’re doing,” Sheffield said. “Funding is a completely different conversation.”

Should the recommendations move forward, he added, funding could come from a number of governmental sources at the county and state level. The first step, he said, was gaining input from the community on the initial recommendations. At the meeting, TPO representatives passed out comment cards for attendees to complete.

Golitz of the North Ponte Vedra Beach Coalition encouraged attendees to contact the coalition and share their views.

“We as a group have to come with a strong voice, with one voice,” he said. “We have to collectively come to terms with what our traffic and safety concerns are.”

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