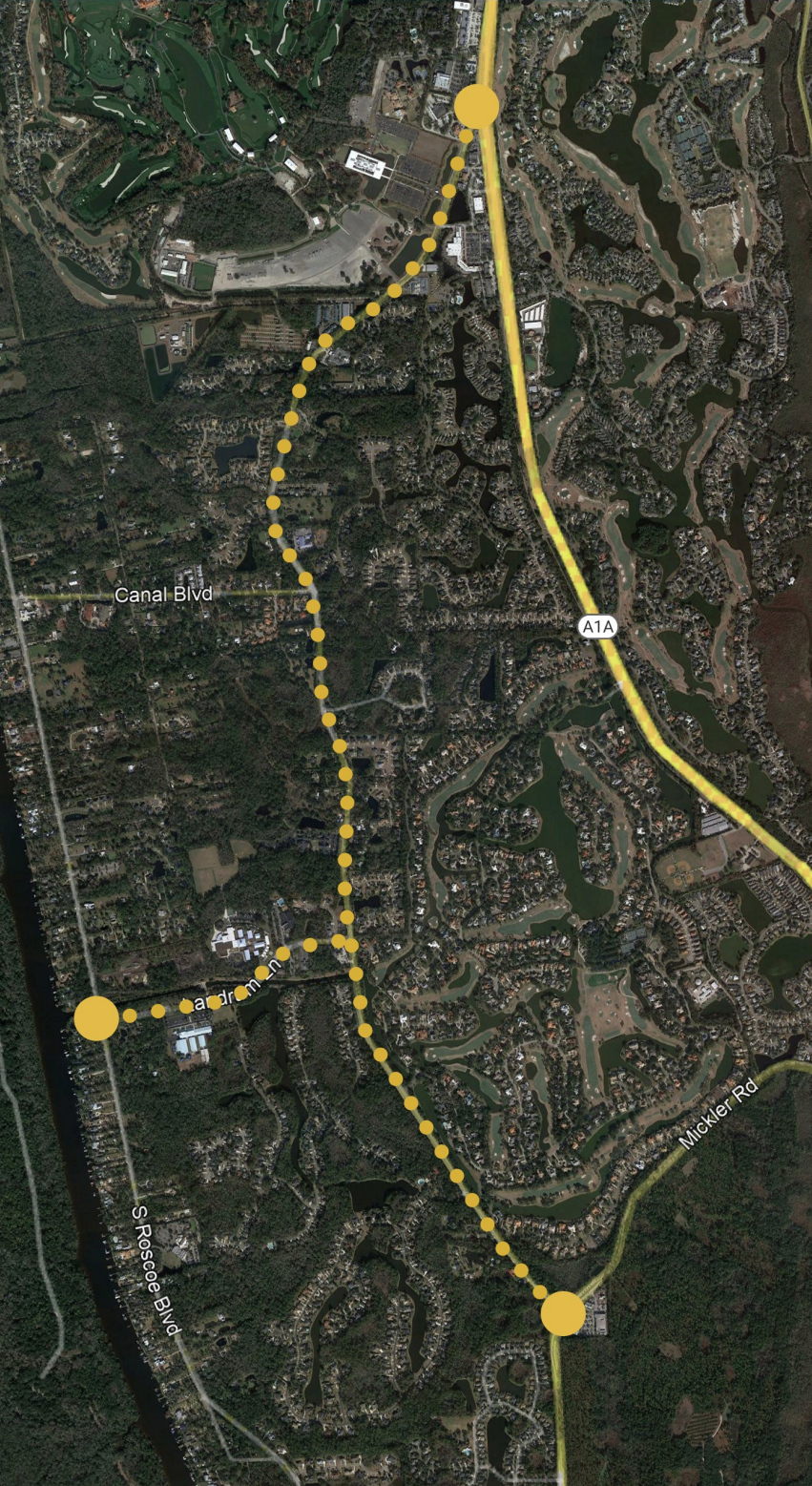


# Palm Valley Road Corridor Study





**PALM VALLEY ROAD CORRIDOR STUDY**  
**ST. JOHNS COUNTY**

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## EXECUTIVE SUMMARY

St. Johns County has experienced continuous, sustained growth for the past two-plus decades. The County's population was approximately 125,000 in 2000, 190,000 in 2010, 273,000 in 2020, and almost 307,000 (per the 2022 US Census estimate). With this increase, traffic congestion is also escalating. Palm Valley Road (between Mickler Road and SR A1A) and Landrum Lane (between Roscoe Boulevard and Palm Valley Road) are two roadways impacted by this ongoing growth.

To address traffic and safety-related impacts in this area, the North Florida TPO tasked England-Thims & Miller, Inc. (ETM) with determining potential/feasible improvements. The study area for this project included the 3.4-mile-long segment of Palm Valley Road and the 0.7-mile-long segment of Landrum Lane. This study identified multimodal safety and access-management improvements along both roadways. All modes of traffic (motorists, pedestrians, bicyclists, etc.) and specific focus areas (crash histories, the needs of pedestrians/cyclists, and existing vehicle queues) were considered. The study also identified options to reduce school-related traffic backups and create a safer walking experience.

Potential traffic-flow improvements were identified and analyzed. Planned local-roadway projects and proposed enhancements within the study limits were considered and recommendations were developed. To address the anticipated traffic impacts generated by this area's continued growth, a proactive plan is suggested. Numerous options to improve traffic flows within the study area were considered and/or identified, as follows:

- A. **Palm Valley Road & SR A1A** – Some of the SR A1A congestion issues may be addressed once the signalized intersections north of Palm Valley Road are redesigned (at the TPC Boulevard/Country Club Boulevard intersection and at the L'Atrium Drive/Sawgrass Village Drive intersection). In addition, the County should consider adding flexible backplates to the Palm Valley Road/SR A1A signal heads, restriping the existing pavement markings (including the Palm Valley Road approach to SR A1A), and providing special-emphasis crosswalks.
- B. **Palm Valley Road and PGA Tour Boulevard** –No changes are recommended at this signalized intersection.
- C. **Palm Valley Road and Woodlands Creek Drive** –The planned sidewalk on the west side of Palm Valley Road will be a beneficial enhancement but based on a review of recent crash reports (and public survey comments), curve warning signs (indicating the side-street intersection) with flashing beacons should be considered (north and south of the curve at Woodlands Creek Drive).
- D. **Palm Valley Road and Palmer Catholic Academy** –The school's frontage is located within a tree-lined curve across from the Chets Creek Church (Palm Valley Campus). The trees may restrict sight lines at the curve, as it was noted that several off-road, out-of-control vehicle crashes occurred at/near this location. Although an existing Reduced Speed School Zone (with flashing beacons) is provided, the County should also consider adding curve warning signs with flashing beacons (north and south of the curve at the school).
- E. **Palm Valley Road and Canal Boulevard/Possum Trot Road** – Sidewalk improvements on the west side of Palm Valley Road at this intersection are currently being designed. As part of these improvements, a raised island is recommended where the existing gore area is located to provide a refuge area for pedestrians that cross Canal Boulevard.



In addition, the eight-hour turning movement traffic counts were reviewed at this location. Because the posted speed limit is 40 mph at this location, reducing the associated volume requirements may be appropriate. If reduced volumes are considered, it appears at least one signal warrant is satisfied. As a result, the County should consider performing an official signal warrant analysis at this intersection.

- F. **Palm Valley Road and Landrum Lane** –Discussions between County staff and the Landrum Middle School’s transportation staff regarding the possibility of using the school’s eastern driveway as the parent drop-off lane should be considered. Using this entrance and the existing parking lot would provide considerable storage space for vehicles and would significantly reduce the traffic queues on Landrum Lane. In addition, the County should consider adding flexible backplates to the intersection’s signal heads, restriping the existing pavement markings, and providing a special-emphasis crosswalk (across Palm Valley Road).
- G. **Palm Valley Road and Mickler Road Roundabout** - The County is currently planning to redesign this intersection. Prior to construction, public input will be encouraged (via Public Meetings) to provide opportunities for community feedback.
- H. The public survey indicated most community members would like to have improved sidewalk and biking opportunities throughout the Palm Valley Road corridor. Several potential improvements to the sidewalk network in this area seem reasonable, including constructing **new sidewalks** to eliminate existing gaps and ensuring all sidewalk ramps are ADA-compliant. The west side of the Palm Valley Road (between Landrum Lane and Canal Boulevard) is being addressed by on-going sidewalk construction, and the future sidewalk is currently being designed (for the segment between Canal Boulevard and SR A1A).  
  
On the east side of Palm Valley Road, two major segments do not have sidewalks: between Mickler Road and Landrum Lane (a segment measuring approximately 1.06 miles long) and between Strong Branch Drive and Woody Creek Drive (a segment measuring approximately 1.42 miles long). The segment between Mickler Road and Landrum Lane is shorter and appears to have fewer potential conflicts (i.e., it should be easier to construct sidewalk in this area) and it would serve almost 600 homes in “The Plantation at Ponte Vedra” gated community. An exhibit showing the missing sidewalk gaps is included as **Appendix F**.
- I. The only **designated bike lanes** that exist within the study area are located on the west side of Palm Valley Road between Corridor Road South and the Agronomic Operations Center’s driveway (a segment approximately 2,000’ long located near the north end of Palm Valley Road). Currently, there are no plans to extend this bike lane and there are no plans to widen any other part of Palm Valley Road. As part of future roadway improvements, the County should consider providing dedicated bike lanes and/or multi-use paths within the Palm Valley Road corridor, as appropriate.
- J. **Enhancing crosswalks** across Palm Valley Road to connect the east and west sides should encourage residents to walk and/or bike to the schools, churches, commercial destinations, etc. It should be noted that adding more sidewalks could impact the bus-stop locations along Palm Valley Road. In addition, since the Reduced Speed School Zone (with flashing beacons) covers both schools on Landrum Lane (a distance of 0.5 miles), the County should consider installing a Rectangular Rapid Flashing Beacon (RRFB) at the existing crosswalk located just east of the Landrum Middle School’s main/westerly entrance.



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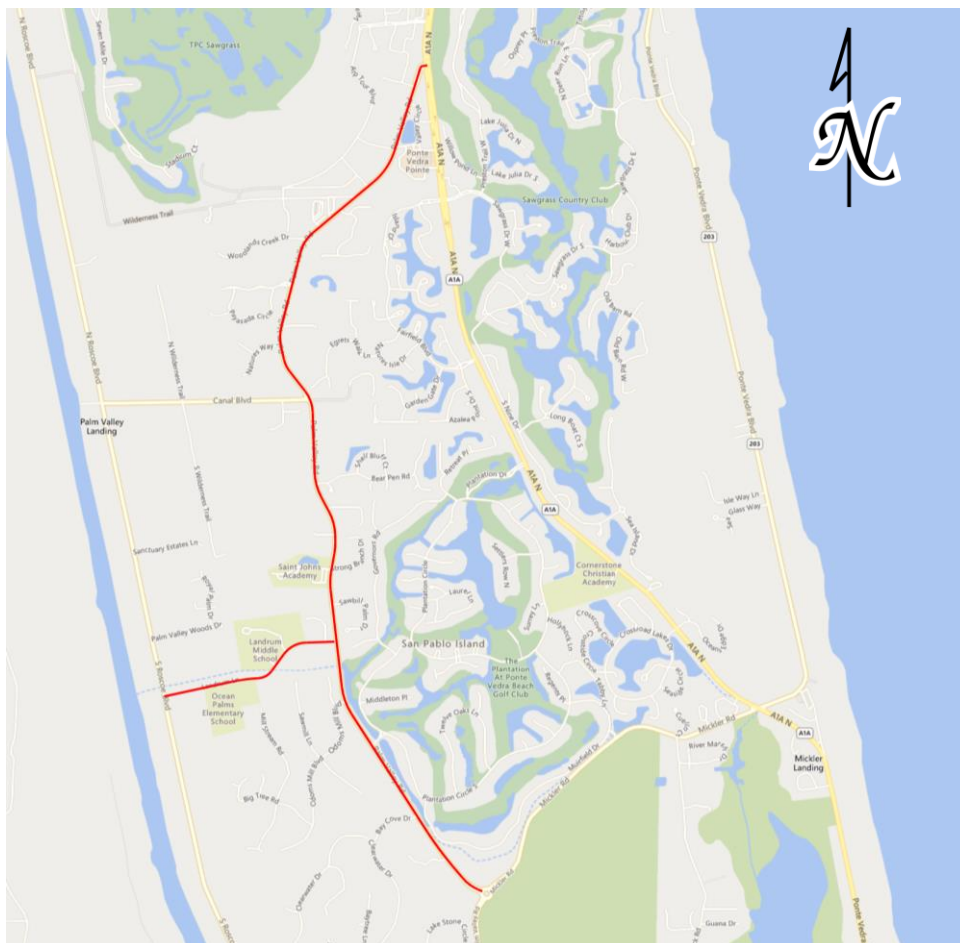
## I. INTRODUCTION

St. Johns County has experienced significant population growth over the past 20-plus years. Traffic congestion will remain a challenge for the area's roadways, including the Palm Valley Road and Landrum Lane corridors.

In response to St. Johns County's concerns, the North Florida TPO asked England-Thims & Miller, Inc. (ETM) to identify potential/reasonable traffic- and safety-related improvements. For this corridor study, the project limits were Palm Valley Road from Mickler Road to SR A1A, and Landrum Lane from Roscoe Blvd to Palm Valley Road. This study identified multimodal safety and access-management improvements along Palm Valley Road and Landrum Lane. All modes of traffic (motorists, pedestrians, bicyclists, etc.) were considered with specific focus areas which included crash histories, the needs of pedestrians/cyclists, and existing vehicle queues. The study also identified options to reduce school-related traffic backups and create a safer walking experience.

Potential traffic-flow improvements were identified and analyzed. Planned local-roadway projects were reviewed. To address the anticipated traffic impacts generated by this area's continued growth, a proactive plan is recommended.

An online public input survey was developed, site data was obtained, existing traffic conditions were analyzed, crash data was reviewed, alternative improvements (to the roads and intersections within the study area) were considered, and specific recommendations were provided. This study provides a record of the existing traffic conditions and the recommended improvements within the project limits.



**Figure 1 – Study Limits**

## II. DATA COLLECTION

- A. **Site Visit Videos** – Corridor videos were used as a basis for plotting various data needed to complete engineering analyses and roadway alternatives.
- B. **Base Maps** – A MicroStation CADD database that includes existing roadway characteristics was manipulated and formatted to ensure compatibility with videos used for location/corridor maps and alternative plans.
- C. **Traffic Data** – Eight-hour turning-movement counts were collected in December 2022 at the following locations (refer to **Appendix H** for additional details):
  - A. Landrum Lane
  - B. Canal Boulevard/Possum Trot Road
  - C. Palmer Catholic Academy Driveway
  - D. PGA Tour Boulevard
  - E. SR A1A

Previously-collected turning-movement counts were obtained for the Palm Valley Road and Mickler Road Roundabout (dated September 2022).

## III. DESCRIPTION OF EXISTING ROADWAYS

A. Palm Valley Road between Mickler Road and SR A1A is predominantly a two-lane rural major collector roadway with some segments of curb and gutter (primarily on the west side where sidewalks exist). Sidewalks are predominantly on the west side of the road with a five-foot width. Drainage ditches are prevalent throughout most of the corridor. A small segment of raised median exists near SR A1A. Dedicated turn bays are present at most intersections and at many of the larger neighborhood entrances. Turn lanes and a southbound bike lane are present in the northern segment near PGA Tour Boulevard. There is a 20 mph Reduced Speed School Zone (with flashing beacons) for Palmer Catholic Academy. The posted speed limit on Palm Valley Road is 40 mph. Traffic signals are located at SR A1A/Palm Valley Road, PGA Tour Blvd./Palm Valley Road, and Landrum Lane/Palm Valley Road intersections. No street lighting is located along the corridor.


B. Landrum Lane between Roscoe Boulevard and Palm Valley Road is primarily a two-lane rural minor connector roadway (with one westbound lane, one eastbound lane, and dedicated left-turn bays at most intersections). Sidewalks run primarily along the south edge of the road spanning five feet in width. It is signalized at the Palm Valley Road intersection and STOP controlled at the Roscoe Boulevard intersection. No street lighting is located on this roadway. This roadway serves two schools and has dedicated eastbound and westbound turn lanes at each school's main entrance. A 20-mph Reduced Speed School Zone (with flashing beacons) encompasses both schools and is approximately 0.5 miles long. Landrum Lane has a posted speed limit of 35 mph.

The existing conditions diagrams are provided in **Appendix B**. A GIS map of the existing sidewalks and widths is provided in **Appendix J**.



## II. PUBLIC INPUT

The study team developed an online survey to collect public input to help identify traffic needs and determine community preferences. The survey was available February 6 - February 20, 2023 for residents, workers and others familiar with the Palm Valley Road corridor. The survey was promoted via social media and e-newsletter to over 2,000 North Florida TPO contacts and through St. Johns County. Below is an image from the e-newsletter (emailed February 9, 2023) that featured the survey.



**Palm Valley Road Study Underway**  
We Need Your Input

The North Florida TPO is assisting St. Johns County with a study of Palm Valley Road from the roundabout (at Mickler Road) to SR A1A. The study will recommend ways to enhance traffic safety and reduce traffic backups. The purpose of this survey is to gather public input on current traffic issues and conditions along Palm Valley Road.

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

[TAKE THE PALM VALLEY ROAD SURVEY](#)

The survey received a robust response, with 1,021 people responding and answering at least one question. **Appendix A** contains a copy of the survey questions, a survey report and a list of survey comments sorted by comment theme. Key findings of the survey and survey results are summarized on the next page:

- 57% live in Palm Valley or Ponte Vedra Beach( but outside the study area)
- 45% do not work (i.e., student, retired, etc.)
- 30% were between 65 to 74 years old and 21% were between 45 to 54 years old
- 98% drive (or ride with someone else) as their primary travel method on the corridor
- 18% bicycle either daily, weekly or monthly along Palm Valley Road within the study area.
- 39% walk either daily, weekly or monthly along the study corridor.

- 21% of walkers walk for recreation/exercise and 31% of bicyclists do so for recreation/ exercise.
- Common reasons for respondents not walking and bicycling along the study corridor were – too much traffic, sidewalk gaps/missing sidewalk, no bicycle lanes, and bad driver behavior.
- Respondents say that more sidewalks (55%), more space/buffer between the road and sidewalk (47%) and wider sidewalks (38%) would make them feel more comfortable walking.
- 45% said an off-street multiuse path would be the best bicycling improvement.

## Survey Comments

The survey collected numerous concerns and suggestions for improving walking, bicycling and other traffic conditions on Palm Valley Road. A few examples of responses are listed below:

- *We need multi use paths/sidewalks on Palm Valley Road in Ponte Vedra Beach from the Bridge all the way to A1A.*
- *Please complete the sidewalks - this would benefit residents and allow children the option to ride their bikes to school.*
- *I used to bike down Ponte Vedra Blvd to Micklers to the roundabout at Palm Valley Road back to A1A but cars are very irritated to be slowed down by a cyclist so it is too dangerous to do.*
- *Please just build a complete sidewalk all the way from the round-about to A1A as a first priority, second would be a wider sidewalk to accommodate for bicycles. I do not walk Palm Valley Road ever because the sidewalk is incomplete... If I want to walk I DRIVE my car to Mickler's landing or Davis Park parking lot and walk from there...*
- *Wider sidewalks along the entire PV [Palm Valley] Rd would allow a lot more people to get around without cars. Crossing Canal once the sidewalks are done would be worrisome for me because it is a busy intersection with somewhat limited visibility to the south.*
- *I thought the county was completing the sidewalk this year. When they do, we need more crosswalks to make it work for both sides of PV [Palm Valley] Rd. A wider sidewalk will make the walk more pleasant, with the ability to walk to schools, churches, and businesses. The sidewalk should at least make it possible to walk the entire length of the road safely.*

Another key concern is speed. A few comments are listed below:

- *Probably more speed enforcement would be good in the area.*
- *Reduce speed limit. Add lights to create safer intersections and create breaks in traffic...*
- *Speeds are too high for the narrow road and high traffic volume.*



#### **IV. QUALITATIVE ANALYSIS OF EXISTING INTERSECTIONS**

Based on discussions with the County representatives we performed a qualitative analysis of the following major intersections along the Palm Valley Road corridor:

##### **SR A1A**

This T-intersection has a dedicated northbound left-turn bay and a dedicated southbound right-turn bay on SR A1A. The Palm Valley Road approach has an inside left-turn lane and a shared outside lane (allowing left and right turns). The mast-arm traffic signal includes a protected/permitted left-turn phase using a five-section “cluster-head” signal. Pedestrian signals are located at the intersection (across Palm Valley Road and across the south leg of SR A1A). None of the signal heads have back plates.

##### **PGA Tour Boulevard**

This T-intersection has dedicated northbound and southbound left-turn bays on Palm Valley Road. The PGA Boulevard approach has separate left- and right-turn lanes. The mast-arm traffic signal includes a protected/permitted left-turn phase using a four-section “flashing yellow arrow” signal. All signal heads have reflectorized back plates. Pedestrian signals are located at the intersection (across PGA Tour Boulevard and across the south leg of Palm Valley Road).

##### **Palmer Catholic Academy Driveway**

This T-intersection has a dedicated southbound left-turn bay and dedicated northbound right-turn bay on Palm Valley Road. The Chets Creek Church (Palm Valley Campus) is located across the street (on the west side of Palm Valley Road) and has an offset intersection located approximately 50’ south of the Academy’s driveway. The Academy’s driveway is STOP-controlled for exiting motorists. The shoulder adjacent to the northbound travel lane indicates motorists routinely queue back to the Canal Boulevard/Possum Trot Road intersection (while waiting to pick-up students after school). Similarly, southbound left-turn traffic queues in the middle lane of Palm Valley Road past Natures Way. The Academy’s driveway is located within a horizontal curve.

##### **Canal Boulevard/Possum Trot Road**

This four-leg intersection is unsignalized with dedicated northbound and southbound turn bays on both approaches of Palm Valley Road. Both Canal Boulevard and Possum Trot Road are STOP-controlled. Canal Boulevard (the west approach) has a shared through/left-turn lane and a dedicated right-turn lane. Possum Trot Road (the east approach) has a single westbound lane for all exiting movements. The intersection is located within a horizontal curve which provides adequate sight distance. Based upon a cursory review of the traffic counts, a traffic signal may be warranted at this location.

##### **Landrum Lane**

This T-intersection has dedicated northbound and southbound turn bays on Palm Valley Road. The Landrum Lane approach has separate left- and right-turn lanes. The mast-arm traffic signal includes a protected/permitted left-turn phase using a five-section “cluster-head” signal. Pedestrian signals are located at the intersection (across Landrum Lane and the south leg of Palm Valley Road). None of the signal heads have back plates.

## V. ANALYSIS OF EXISTING TRAFFIC CONDITIONS

### A. Roadway Safety

Crash data was collected from *Signal Four Analytics* within the study area for a five-year period from January 1, 2017 to December 31, 2021. The Crash Summaries and Collision Diagrams are located in **Appendix C** and **Appendix D**, respectively. A total of 170 crashes were reported within the study area, as follows:

- 77 Rear-End
- 12 Angle
- 3 Other
- 12 Left-Turn
- 2 Right-Turn
- 4 Bicycle/Pedestrian
- 17 Sideswipe
- 40 Off-Road/Rollover
- 3 Head-On

An annual summary of the crash types (Table 1), crash severities (Table 2), lighting/roadway conditions (Table 3) and contributing conditions (Table 4) are shown below:

**Table 1 – Crash Types by Year**

Year	2017	2018	2019	2020	2021	SUM
<b>Type</b>						
Angle	6	1	0	2	3	12
Sideswipe	8	1	2	5	1	17
Head On	1	0	1	1	0	3
Other	0	0	1	0	0	1
Rear End	26	13	14	10	14	77
Off Road	8	8	6	11	7	40
Bicycle	1	0	1	0	0	2
Pedestrian	0	1	0	0	1	2
Left Turn	2	5	0	1	4	12
Rollover	1	0	0	1	0	2
Right Turn	1	0	0	1	0	2
<b>TOTAL</b>	<b>54</b>	<b>29</b>	<b>25</b>	<b>32</b>	<b>30</b>	<b>170</b>

**Table 2 – Crash Severity by Year**

Year	2017	2018	2019	2020	2021	SUM
<b>Type</b>						
Fatal	0	0	0	0	1	1
Incapacitating	0	1	0	0	0	1
Non-Incapacitating	5	2	1	2	1	11
Possible	10	5	1	5	3	24
Property Damage Only	39	21	23	25	25	133
<b>TOTAL</b>	<b>54</b>	<b>29</b>	<b>25</b>	<b>32</b>	<b>30</b>	<b>170</b>



**Table 3 – Lighting and Roadway Condition by Year**

Year	2017	2018	2019	2020	2021	SUM
<b>Type</b>						
<b>Lighting Condition</b>						<b>170</b>
Daylight	42	20	20	23	20	125
Dark – Lighted	6	1	1	5	3	16
Dark - Not Lighted	4	7	2	3	0	16
Dusk/Dawn	2	3	6	1	1	13
<b>Roadway Condition</b>						<b>170</b>
Dry Pavement	54	23	21	29	24	151
Wet Pavement	0	6	4	3	6	19

**Table 4 – Contributing Conditions by Year**

Year	2017	2018	2019	2020	2021	SUM
<b>Contributing Cause</b>						
Careless Driving	20	4	7	7	9	47
DUI	2	0	0	1	1	4
Ran Off Roadway	1	3	3	4	1	12
Followed Too Closely	13	11	11	7	8	50
Hit and Run	2	0	0	1	0	3
Improper Backing	0	0	0	2	0	2
Improper Lane Change	6	1	1	2	0	10
Improper Turn	1	0	0	0	0	1
Obstruction in Roadway	1	0	0	0	0	1
Unknown	1	1	1	2	1	6
Medical	1	1	0	0	0	2
Animal	0	0	0	1	1	2
Disregarded Control Devices	0	1	1	2	1	5
Exceeded Speed	0	0	1	0	1	2
FAIL TO YIELD	4	5	0	3	6	18
Fatality	0	0	0	0	1	1
Other	1	0	0	0	0	1
No Contributing Action	1	2	0	0	0	3
<b>TOTAL</b>	<b>54</b>	<b>29</b>	<b>25</b>	<b>32</b>	<b>30</b>	<b>170</b>

Additional crash-statistic information:

- 170 crashes (21 percent) resulted in 36 injuries.
- There were 19 wet-pavement crashes (11 percent) and 45 nighttime crashes (26 percent).
- The total (estimated) property damage for all crashes exceeded \$1.1 million.

**B. Sidewalks and Bike Lanes**

Improvements to the sidewalk network within the study area will improve pedestrian access and safety. Connecting existing segments is currently underway on the west side of Palm Valley Road and adding sidewalks to the east side of Palm Valley Road is recommended. Below is a list of the missing sidewalk links (as of October 2023):

### Palm Valley Road

- The east side of Palm Valley Road from Mickler Road to Landrum Lane (a segment distance of approximately 1.06 miles)
- The east side of Palm Valley Road from Strong Branch Drive to Woody Creek Drive (a segment distance of approximately 1.42 miles)
- On the west side of Palm Valley Road, current sidewalk gaps exist at these locations:
  - Canal Boulevard to just north of Natures Way (approximately 0.27 miles)
  - Payasada Oaks Trail to Argonomic Operations Center (approximately 0.44 miles)
  - Corridor Road South to SR A1A (approximately 470 feet)

\*\* Note: New sidewalk construction is substantially completed on Palm Valley Road between Landrum Lane and Canal Boulevard. The remaining sections on the west side of Palm Valley Road (between Canal Boulevard and SR A1A) are currently being designed. Once the design has been completed, construction should begin early next year and a continuous sidewalk is expected to exist on the west side of Palm Valley Road (between Mickler Road and SR A1A) by Fall 2024.

- On Palm Valley Road, a bike lane exists on the newly widened part of the road between Corridor Road South and the Argonomic Operation Center Driveway.

### Landrum Lane

- On the north side of Landrum Lane, sidewalk gaps exist from the west driveway of Landrum Middle School to Roscoe Boulevard.
- On the south side of Landrum Lane, sidewalk gaps exist between Roscoe Boulevard the first (western) Ocean Palms Elementary driveway.
- There are no existing bike lanes on any portion of Landrum Lane.

Exhibits showing the current sidewalk gaps and sidewalks are included in **Appendix F** and **Appendix J**, respectively.

## **C. School Bus Stop Locations**

A total of 13 school bus stop locations exist within the study limits and these stops add to motorist delays and generate safety concerns, especially at/near the corridor's curves. According to St. Johns County School District Transportation Department, bus stops are only designated for areas with homes that are outside of a school's 2-mile radius. When households are located within a 2-mile radius, a few considerations may apply (missing sidewalk segments, hazardous walking conditions, etc.).

However, if the sidewalk gaps are removed and the hazardous walking conditions are eliminated, bus stops currently located within the 2-mile radius could be eliminated. With this said, other situations that may keep a bus stop active include the following example: if students were required to cross Palm Valley Road at an uncontrolled intersection (with no STOP sign or traffic signal), the bus stop could remain active.

#### Additional Observations/Considerations:

No bus stop exists at Plantation Place on the east side of Palm Valley Road. Two west side bus stops exist south and north of Plantation Place. There is no crosswalk near Plantation Place and there are no sidewalks on the east side of Palm Valley Road at this location. If a marked crosswalk were provided at Plantation Place, students could cross Palm Valley Road to access the sidewalk and could walk to Landrum Middle School and Ocean Palms Elementary School.

The School District Transportation Department noted that a bus stop was designated at Diego Lane (approximately 500' south of Bear Pen Road). In addition, a "School Bus Stop Ahead" sign is located north of Diego Lane (which implies a bus stop could also be located at Bear Pen Road). Because no sidewalks exist on the east side of Palm Valley Road in this area, students are unable to walk between Diego Lane and Bear Pen Road.

#### D. Site Visits for School Traffic Observations

1. Palmer Catholic Academy: The morning peak period (7:45-8:00 am) has significant queuing northbound and southbound. Vehicles line up on the shoulder from the Academy's driveway and can generate delays for northbound traffic flow. Southbound queues remained within the southbound left turn bays.

The afternoon peak period generates less congestion due to the staggered pick-up times at the school. The longest northbound queue observed during the afternoon site visits was approximately 430' long.

2. Landrum Middle School: The morning peak period (7:15-7:30 am) has significant queuing westbound. At times, traffic backs up into the Palm Valley Road intersection within the northbound left turn lane. The timed delay for motorists was approximately five minutes (to travel from the northbound left turn bay at the traffic signal to the westbound right turn lane at the middle school). Several motorists were observed using the eastbound travel lane to pass the westbound queue to access the YMCA driveway (located just east of Landrum Middle School). Westbound motorists were also delayed by the buses entering and exiting the school's eastern driveway.

The eastbound queues backed up to the Ocean Palms Elementary School driveway (approximately 1,600'). A few motorists were observed leaving the slower westbound queue and turning around at the elementary school's driveway to join the eastbound queue.

During the afternoon peak period, the queues for the middle school were not as significant. Many students were observed walking to the Daily's/Shell station on the southwest corner of Palm Valley Road and Landrum Lane. Parents were waiting in the Daily's/Shell parking lot to pick up most of these students. Students were also observed walking to the YMCA (either directly from the school or from the Daily's/Shell station).

3. Ocean Palms Elementary School: The morning peak period for this school did not generate any significant congestion issues. Eastbound queues did not back up to Roscoe Boulevard and westbound queues stayed within the existing left turn bay.



Congestion issues were observed during the afternoon peak period. Eastbound queues were observed backing up onto Roscoe Boulevard (northbound right turns were unable to turn onto Landrum Lane because of the eastbound queues). The westbound queues backed up more than 1,000'. School buses were observed in the westbound queues, as they were unable to access the school's bus driveway.

### E. Traffic Operational Analysis

An operational analysis of existing conditions was conducted using Synchro/SimTraffic analysis software. Synchro software was used to model the roadway network and provide a detailed analysis of the signalized and non-signalized intersection operations. The software considers the effects of signal spacing and signal coordination, and incorporates traffic volumes, signal timing and vehicle detection. The model output includes intersection approach delays, volume-to-capacity ratios, estimated queue lengths, and level-of-service (LOS) results. SimTraffic uses the Synchro model to simulate system-wide traffic operations and produces a visual model of the operating roadway network. This software was used to form a complete and detailed analysis of the system operations.

Intersection turning-movement counts were collected to accurately reflect the traffic flow at the intersections within the study area. The existing roadway network (with 2023 traffic volumes) was analyzed and the LOS results for the various intersections were determined. The analyses at the signalized intersections were based on optimized signal timings.

See Table 1 below for the LOS and Delay results. Please refer to **Appendix I** for the supporting traffic-analysis results. As shown in Table 1, the existing conditions analyses do not reveal any intersection (nor any approach) failures.

**Table 1 – Intersections Synchro Results**

Palm Valley Road Corridor Study Intersections Synchro Results 2023 Existing Conditions									
Palm Valley Road Intersection	Approach	Approach Delay (veh/Sec)		Approach LOS		Intersection Delay (veh/Sec)		Intersection LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
SR A1A	Palm Valley Rd. EB	19.1	22.4	B	C	10.9	12.2	B	B
	SR A1A NB	9.1	8.1	A	A				
	SR A1A SB	8.2	10.3	C	B				
PGA Tour Blvd	PGA Tour Blvd EB	14.5	24.1	B	C	3.1	9.6	A	A
	Palm Valley Rd. NB	2.2	5.4	A	A				
	Palm Valley Rd. SB	4.3	9.9	A	A				
Palm Valley Baptist Church / Palmer Catholic Academy	Palm Valley Baptist Church EB	55.8	21.6	E	C	5.5	2.6	A	A
	Palmer Catholic Academy WB	29.7	36.4	C	D				
	Palm Valley Rd. NB	0.0	0.0	A	A				
	Palm Valley Rd. SB	7.8	0.5	A	A				
Canal Blvd / Possum Trot Rd	Canal Blvd EB	32.6	30.7	C	C	5.1	3.4	A	A
	Possum Trot Rd WB	17.2	22.3	C	C				
	Palm Valley Rd. NB	1.0	0.9	A	A				
	Palm Valley Rd. SB	0.0	0.1	A	A				
Landrum Lane	Landrum Lane EB	11.6	13.8	B	B	8.8	8.6	A	A
	Palm Valley Rd. NB	6.4	4.3	A	A				
	Palm Valley Rd. SB	10.4	10.8	B	B				
CR 210 / Mickler Road / Publix	Palm Valley Rd. EB	27.2	27.1	C	C	23.0	20.4	C	C
	Publix Driveway WB	9.7	10.4	C	B				
	CR 210 NB	20.5	16.6	C	B				
	Mickler Rd. SB	23.8	20.9	C	C				

## **F. Underserved Populations**

The study area was reviewed to identify underserved populations living within or near the Palm Valley Road and Landrum Lane corridors.

However, these roadways are located within Ponte Vedra Beach, one of the most affluent areas located in Florida (and in the United States). Per the US Census Data, the median household income in Ponte Vedra Beach was \$116,257 and the per capita income was \$71,870 (in 2021). Although approximately 4.5% of Ponte Vedra Beach's population lives below the poverty line, no specific areas within (or adjacent to) the study limits were identified. St. Johns County's Underserved Populations map is included as **Appendix E**.

## **VI. PLANNED AND PROGRAMMED TRANSPORTATION PROJECTS**

### **A. Planned Projects**

Sidewalks are planned on the west side of Palm Valley Road from Canal Boulevard/ Possum Trot Road to SR A1A. Although a few sections of sidewalk currently exist in this area, additional construction will provide a continuous sidewalk on the west side of Palm Valley Road (between Mickler Road and SR A1A).

### **B. Planned Development**

Although most properties along Palm Valley Road within the study area have previously been developed, there is one development underway located on the west side of Palm Valley Road, north of Landrum Lane and just south of Ponte Vedra Presbyterian Church.

The Palm Cove PUD will construct 20 single-family homes and related amenities on approximately 10.3 acres. The PUD (Ordinance 2017-37) estimates 49 residents including seven school-age children will occupy these homes. Vehicular access to the property was proposed as one street connecting to Palm Valley Road.

Two restaurants are in the planning stages near the Canal Road/Roscoe Boulevard intersection. These businesses could increase traffic volumes within the study limits.

The area's Future Land Use map is included as **Appendix G**.

## **VII. EXISTING SIDEWALK GAPS**

The existing sidewalk gaps were broken down into ten (10) segments and each segment's right-of-way width was noted, as shown in Table 2 (next page). Additional details for each segment is included in **Appendix F**. Locations where the existing right-of-way is 65' wide will likely require additional right-of-way to construct 5' sidewalks. The primary issue is the lack of available drainage areas. It will be very difficult to replace the existing ditch with underground drainage pipes. Sections of the proposed sidewalk design along Palm Valley Road will require sidewalk and drainage easements partially due to portions of the existing drainage system being located outside the existing right-of-way. Based on these findings, the construction of a new shared-use path will require easements or the acquisition of additional right-of-way.

**Table 2 – Existing Sidewalk Gaps**

Segment Number	Roadway	From	To	Side of Road	Min. ROW width (ft)	Max. ROW width (ft)	Length of 65' ROW (ft)	Total Length (ft)
1	Palm Valley Road	Mickler Road	Plantation Place	East	65	100	1,010	3,500
2	Palm Valley Road	Plantation Place	Landrum Lane	East	100	100	0	2,100
3	Palm Valley Road	Strong Branch Drive	Diego Lane	East	80	100	0	1,200
4	Palm Valley Road	Diego Lane	Bear Pen Road	East	80	85	0	500
5	Palm Valley Road	Bear Pen Road	Possom Trot Road	East	80	100	0	1,550
6	Palm Valley Road	Possom Trot Road	Traveler Palm Court	East	65	65	1,000	1,500
7	Palm Valley Road	Traveler Palm Court	Woodlands Creek Drive	East	65	65	1,100	1,750
8	Palm Valley Road	Ponte Vedra Bus Park	Woody Creek Drive	East	65	65	500	500
9	Landrum Lane	Roscoe Boulevard	Western driveway of Ocean Palms Elementary School	South	100	100	0	800
10	Landrum Lane	Roscoe Boulevard	Western driveway of Alice B. Landrum Middle School	North	100	100	0	2,300

## VIII. RECOMMENDATIONS

Numerous options to improve traffic flows within the study area were considered and/or identified, as follows:

- A. **Palm Valley Road & SR A1A** – Some of the SR A1A congestion issues may be addressed once the signalized intersections north of Palm Valley Road are redesigned (at the TPC Boulevard/ Country Club Boulevard intersection and at the L’Atrium Drive/Sawgrass Village Drive intersection). In addition, the County should consider adding flexible backplates to the Palm Valley Road/SR A1A signal heads, restriping the existing pavement markings (including the Palm Valley Road approach to SR A1A), and providing special-emphasis crosswalks.
- B. **Palm Valley Road and PGA Tour Boulevard** –No changes are recommended at this signalized intersection.
- C. **Palm Valley Road and Woodlands Creek Drive** –The planned sidewalk on the west side of Palm Valley Road will be a beneficial enhancement but based on a review of recent crash reports (and public survey comments), curve warning signs (indicating the side-street intersection) with flashing beacons should be considered (north and south of the curve at Woodlands Creek Drive).
- D. **Palm Valley Road and Palmer Catholic Academy** –The school’s frontage is located within a tree-lined curve across from the Chets Creek Church (Palm Valley Campus). The trees may restrict sight lines at the curve, as it was noted that several off-road, out-of-control vehicle crashes occurred at/near this location. Although an existing Reduced Speed School Zone (with flashing beacons) is provided, the County should also consider adding curve warning signs with flashing beacons (north and south of the curve at the school).
- E. **Palm Valley Road and Canal Boulevard/Possum Trot Road** – Sidewalk improvements on the west side of Palm Valley Road at this intersection are currently being designed. As part of these improvements, a raised island is recommended where the existing gore area is located to provide a refuge area for pedestrians that cross Canal Boulevard.  
  
In addition, the eight-hour turning movement traffic counts were reviewed at this location. Because the posted speed limit is 40 mph at this location, reducing the associated volume requirements may be appropriate. If reduced volumes are considered, it appears at least one signal warrant is satisfied. As a result, the County should consider performing an official signal warrant analysis at this intersection.
- F. **Palm Valley Road and Landrum Lane** –Discussions between County staff and the Landrum Middle School’s transportation staff regarding the possibility of using the school’s eastern driveway as the parent drop-off lane should be considered. Using this entrance and the existing parking lot would provide considerable storage space for vehicles and would significantly reduce the traffic queues on Landrum Lane. In addition, the County should consider adding flexible backplates to the intersection’s signal heads, restriping the existing pavement markings, and providing a special-emphasis crosswalk (across Palm Valley Road).

- G. **Palm Valley Road and Mickler Road Roundabout** - The County is currently planning to redesign this intersection. Prior to construction, public input will be encouraged (via Public Meetings) to provide opportunities for community feedback.
- H. The public survey indicated most community members would like to have improved sidewalk and biking opportunities throughout the Palm Valley Road corridor. Several potential improvements to the sidewalk network in this area seem reasonable, including constructing **new sidewalks** to eliminate existing gaps and ensuring all sidewalk ramps are ADA-compliant. The west side of the Palm Valley Road (between Landrum Lane and Canal Boulevard) is being addressed by on-going sidewalk construction, and the future sidewalk is currently being designed (for the segment between Canal Boulevard and SR A1A).

On the east side of Palm Valley Road, two major segments do not have sidewalks: between Mickler Road and Landrum Lane (a segment measuring approximately 1.06 miles long) and between Strong Branch Drive and Woody Creek Drive (a segment measuring approximately 1.42 miles long). The segment between Mickler Road and Landrum Lane is shorter and appears to have fewer potential conflicts (i.e., it should be easier to construct sidewalk in this area) and it would serve almost 600 homes in “The Plantation at Ponte Vedra” gated community. An exhibit showing the missing sidewalk gaps is included as **Appendix F**.

- I. The only **designated bike lanes** that exist within the study area are located on the west side of Palm Valley Road between Corridor Road South and the Agronomic Operations Center’s driveway (a segment approximately 2,000’ long located near the north end of Palm Valley Road). Currently, there are no plans to extend this bike lane and there are no plans to widen any other part of Palm Valley Road. As part of future roadway improvements, the County should consider providing dedicated bike lanes and/or multi-use paths within the Palm Valley Road corridor, as appropriate. It is anticipated that additional right-of-way will need to be acquired to construct bike lanes and/or multi-paths along the existing corridor.
- J. **Enhancing crosswalks** across Palm Valley Road to connect the east and west sides should encourage residents to walk and/or bike to the schools, churches, commercial destinations, etc. It should be noted that adding more sidewalks could impact the bus-stop locations along Palm Valley Road. In addition, since the Reduced Speed School Zone (with flashing beacons) covers both schools on Landrum Lane (a distance of 0.5 miles), the County should consider installing a Rectangular Rapid Flashing Beacon (RRFB) at the existing crosswalk located just east of the Landrum Middle School’s main/westerly entrance.



# Appendix

- A. SURVEY SUMMARY
- B. EXISTING CONDITION DIAGRAMS
- C. CRASH SUMMARIES
- D. COLLISION DIAGRAMS
- E. UNDERSERVED POPULATIONS MAP (ST. JOHNS COUNTY)
- F. SIDEWALK GAPS EXHIBIT
- G. FUTURE LAND USE EXHIBIT
- H. TURNING MOVEMENT COUNTS
- I. SYNCHRO RESULTS
- J. SIDEWALK LOCATION AND WIDTH EXHIBIT

## **Appendix A. SURVEY SUMMARY**



## Palm Valley Road Study

**The survey is now closed.** Thank you to the 1,000+ who participated! If you subscribed at the end of this survey or received an email directly from us, we will send you a link to the study report when completed. You can still sign up to receive updates from the North Florida TPO [here](#).

The North Florida TPO is assisting St. Johns County with a study of Palm Valley Road from the roundabout (at Mickler Road) to SR A1A. The study will recommend ways to enhance traffic safety and reduce traffic backups. The purpose of this survey was to gather public input on current traffic issues and conditions along Palm Valley Road.

Where do you live? (Select one)

In the study area (on/near Palm Valley Road between the roundabout and SR A1A)

In Palm Valley or Ponte Vedra Beach (but outside the study area)

In Nocatee

In other portions of St. Johns County

In Duval County

Outside St. Johns County and Duval County

Closed to responses

Where do you typically work? (Select one)

In the study area (on/near Palm Valley Road between the roundabout and SR A1A)

In Palm Valley or Ponte Vedra Beach (but outside the study area)

In Nocatee

In other portions of St. Johns County

In Duval County

Outside St. Johns County and Duval County

I do not work (e.g., student, retired, etc.)

Closed to responses

When traveling along Palm Valley Road, what is your primary means of travel?

Drive or ride with someone else

Walk

Bicycle

Other - please specify

How often do you travel on Palm Valley Road within the study area?

	Every day	Almost every day	A few times a week	Once or twice a week	A few times each month	Rarely	Never
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Riding a bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Driving or riding with someone else	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

What time(s) of day do you experience your biggest traffic issues/concerns along Palm Valley Road? (Select up to three)

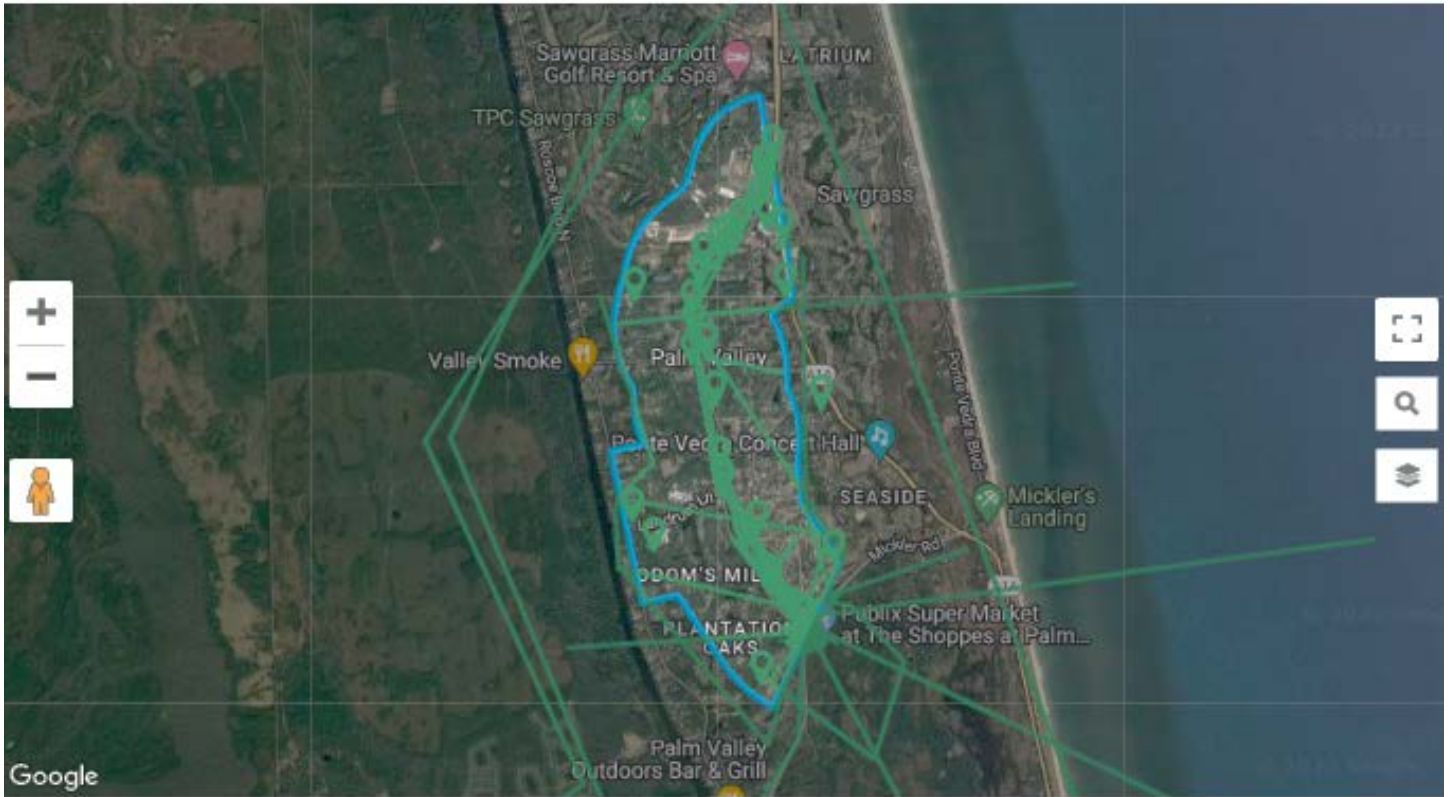
Midnight - 6 a.m.	6-9 a.m.
9-11 a.m.	11 a.m.-2 p.m.
2-4 p.m.	4-7 p.m.
7 p.m.-midnight	

Closed to responses

Do you experience traffic issues along Palm Valley Road at any locations listed below? (Select all that apply)

Roundabout at Mickler Road	Bay Cove Drive intersection
Plantation Place intersection	Odom's Mill Boulevard intersection
Landrum Lane intersection	School Zone on Landrum Lane
Canal Boulevard/Possum Trot Road intersection	School Zone at Palmer Catholic Academy
PGA Tour Boulevard intersection	Corridor Road South intersection
A1A intersection	Another location along Palm Valley Road - please specify
I have no traffic issues/concerns along Palm Valley Road	

Please mark the location of problem spots on the map below. Select add point or draw a line, explain the problem in the pop-up box and select post at the bottom right. You can also upload a photo with your description.



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

Work	School
Get to/from school bus stop	Recreation/exercise
Run errands, shopping, dining, etc.	Other - please specify
I do not walk on Palm Valley Road	



What are the biggest factors that discourage you from walking along Palm Valley Road? (Select all that apply)

Too much traffic	Sidewalks in poor condition
Gaps in sidewalk/missing sidewalk	Conditions at the intersections
Bad driver behaviors	Takes too much time/inconvenient
My health or ability	Too hot/too little shade
Other - please specify	None of the above

Closed to responses

What would make you feel more comfortable walking along Palm Valley Road? (Select all that apply)

More space/buffer between the road and sidewalk	Wider sidewalk
Repairing damaged sidewalks	More sidewalks
Better lighting	Additional law enforcement activity
Other - please specify	

Closed to responses

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

Work	School
Got to/from school bus stop	Recreation/exercise
Run errands, shopping, dining, etc.	Other - please specify
I do not ride a bicycle on Palm Valley Road	

Closed to responses

In locations where there are no on-street bicycle lanes, where do you prefer to ride your bicycle?

On the street
On the sidewalk
I have no preference
I do not ride a bicycle

What are the biggest factors that discourage you from riding a bicycle along Palm Valley Road? (Select all that apply)

No bicycle parking/racks

Too much traffic

No bicycle lanes

Sidewalks in poor condition

Conditions at the intersections

Bad driver behaviors

Takes too much time/inconvenient

My health or ability

Too hot/too little shade

Other - please specify

I do not have a bicycle

None of the above

Closed to responses

Which bicycling improvement would be most beneficial? (Select one)

A wider sidewalk

An off-street multi-use path

An on-street, clearly-marked bicycle lane

Other - please specify

None of the above

Closed to responses

If you **DO NOT** cross at an intersection/crosswalk, **while walking or bicycling**, please select all reasons that apply.

Drivers don't stop/yield at the marked crosswalk

Drivers don't stop/yield at the traffic signal

I don't want to walk any extra distance to get to the intersection/crosswalk

I don't want to wait for the traffic signal

There is not enough time to cross at the traffic signal

Other - please specify

I only cross at an intersection/crosswalk

What is your age?

Under 18	18-24
25-34	35-44
45-54	55-59
60-64	65-74
75+	

Closed to responses

Please provide any final comments or suggestions for improving traffic conditions along the study corridor.

Closed for Comments

Please share your contact information to receive study updates and announcements.

Email \*

First Name

Last Name

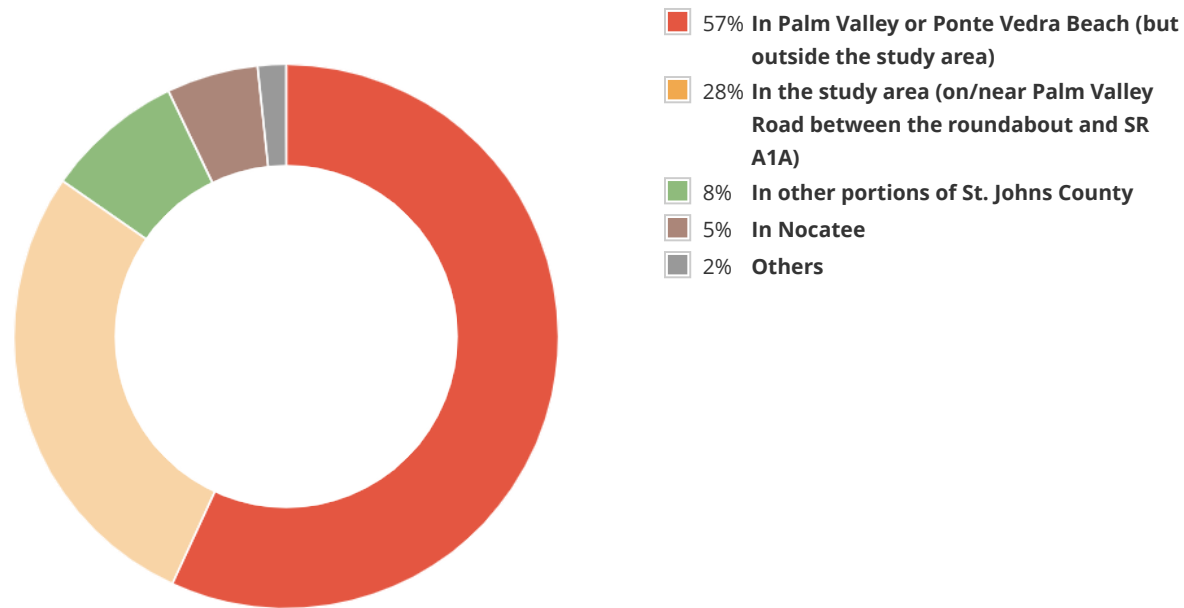
**Submit**

# Palm Valley Road Study

## Project Engagement

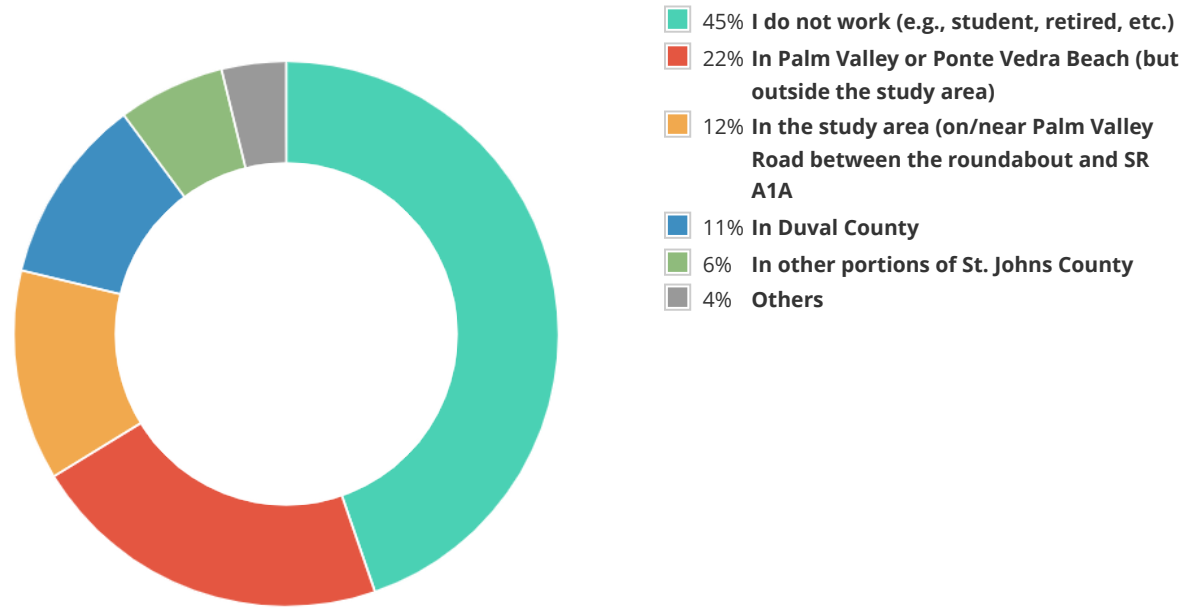
VIEWS	1,906	PARTICIPANTS	1,021
RESPONSES	17,567	COMMENTS	585
SUBSCRIBERS	436		

Where do you live? (Select one)



1,011 respondents

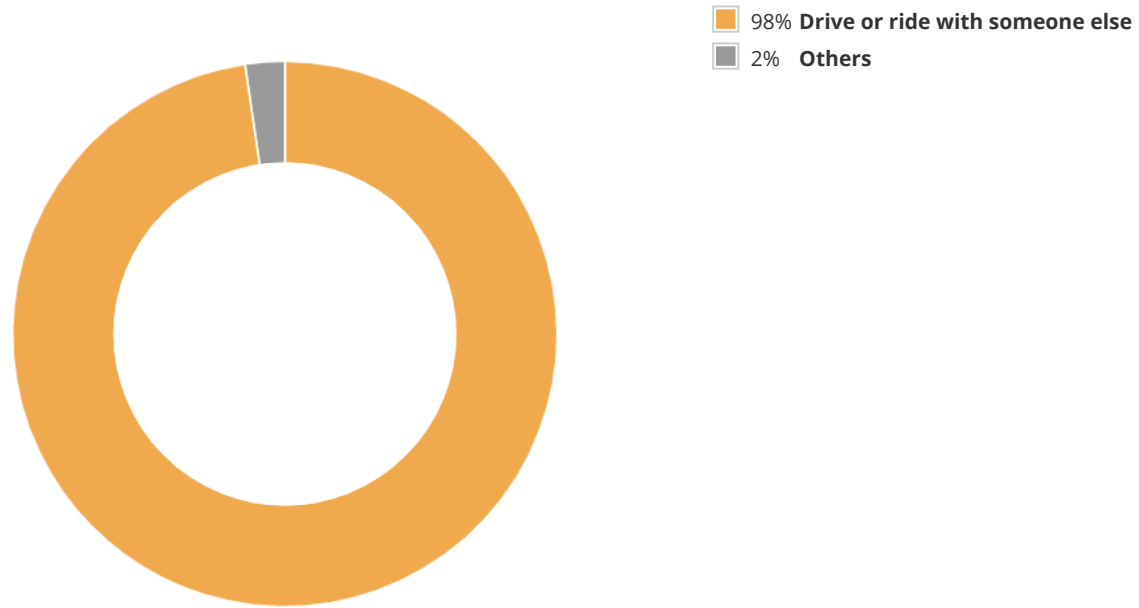
### Where do you typically work? (Select one)



993 respondents



### When traveling along Palm Valley Road, what is your primary means of travel?



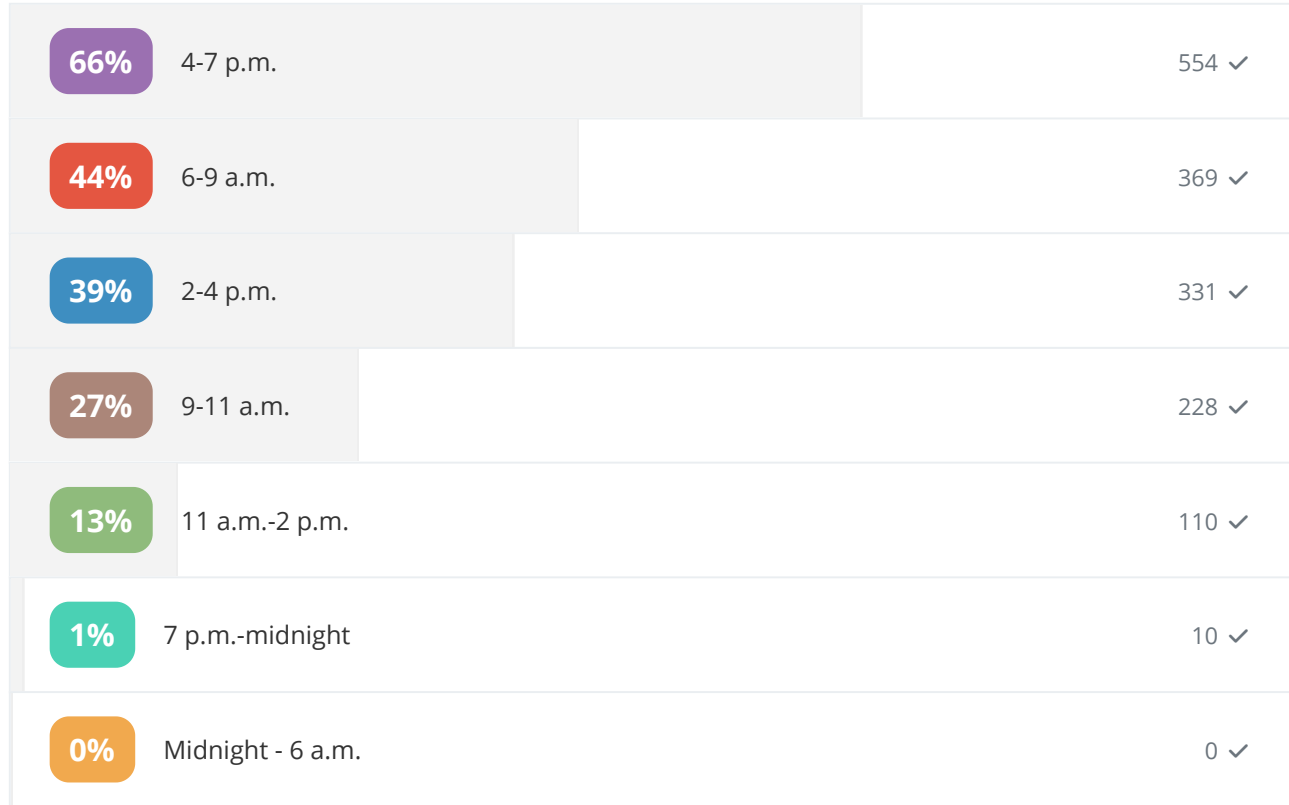
981 respondents

### How often do you travel on Palm Valley Road within the study area?

	<b>Every day</b>	<b>Almost every day</b>	<b>A few times a week</b>	<b>Once or twice a week</b>	<b>A few times each month</b>	<b>Rarely</b>	<b>Never</b>
Walking	8% Every day	5% Almost every day	12% A few times a week	5% Once or twice a week	9% A few times each month	11% Rarely	50% Never
Riding a bike	1% Every day	1% Almost every day	5% A few times a week	4% Once or twice a week	7% A few times each month	13% Rarely	70% Never
Driving or riding with someone else	24% Every day	14% Almost every day	23% A few times a week	13% Once or twice a week	18% A few times each month	7% Rarely	2% Never
Other	6% Every day	2% Almost every day	7% A few times a week	2% Once or twice a week	6% A few times each month	7% Rarely	71% Never

958 respondents

### What time(s) of day do you experience your biggest traffic issues/concerns along Palm Valley Road? (Select up to three)



844 Respondents

Do you experience traffic issues along Palm Valley Road at any locations listed below?  
(Select all that apply)

65%	Roundabout at Mickler Road	552 ✓
50%	A1A intersection	422 ✓
42%	School Zone at Palmer Catholic Academy	350 ✓
21%	Landrum Lane intersection	181 ✓
21%	School Zone on Landrum Lane	176 ✓
16%	Canal Boulevard/Possum Trot Road intersection	136 ✓
16%	PGA Tour Boulevard intersection	134 ✓
9%	Another location along Palm Valley Road - please specify	79 ✓
8%	Odom's Mill Boulevard intersection	71 ✓
8%	Plantation Place intersection	64 ✓
7%	I have no traffic issues/concerns along Palm Valley Road	57 ✓
6%	Corridor Road South intersection	51 ✓

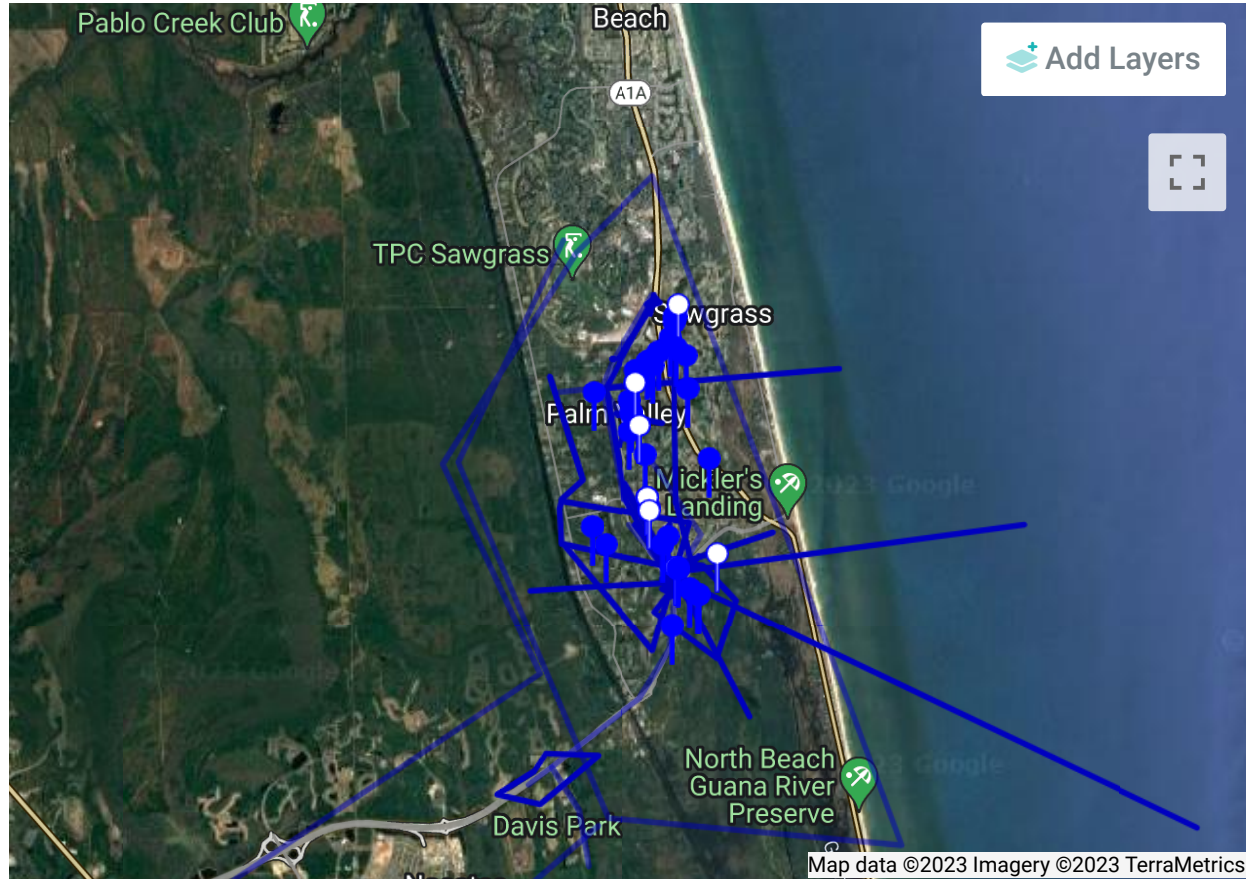
5%

Bay Cove Drive intersection

42 ✓

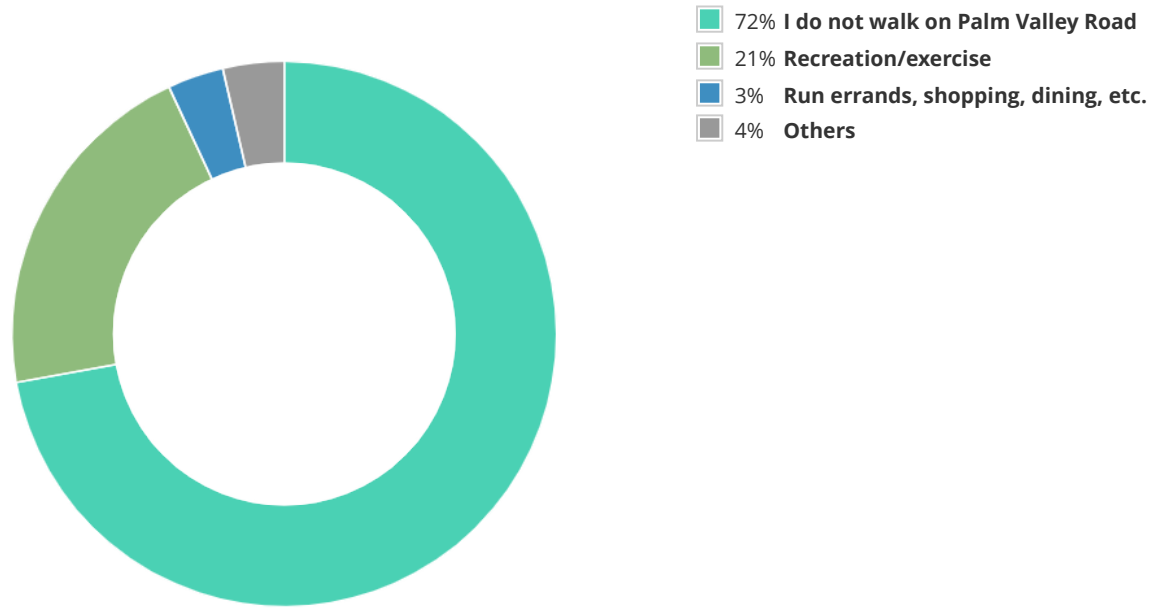
843 Respondents

Please mark the location of problem spots on the map below. Select add point or draw a line, explain the problem in the pop-up box and select post at the bottom right. You can also upload a photo with your description.



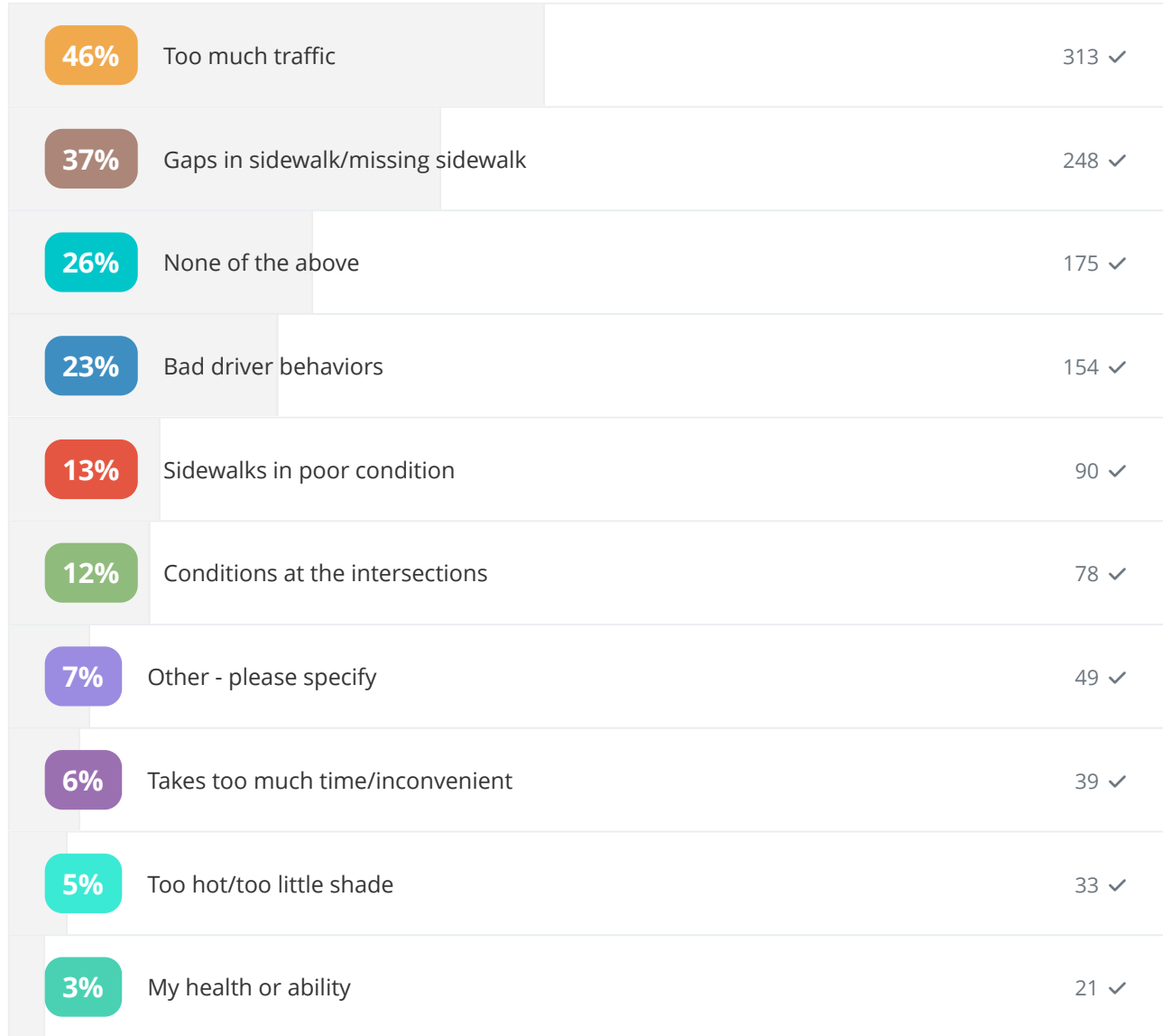


If you walk, please select your primary destination or purpose.



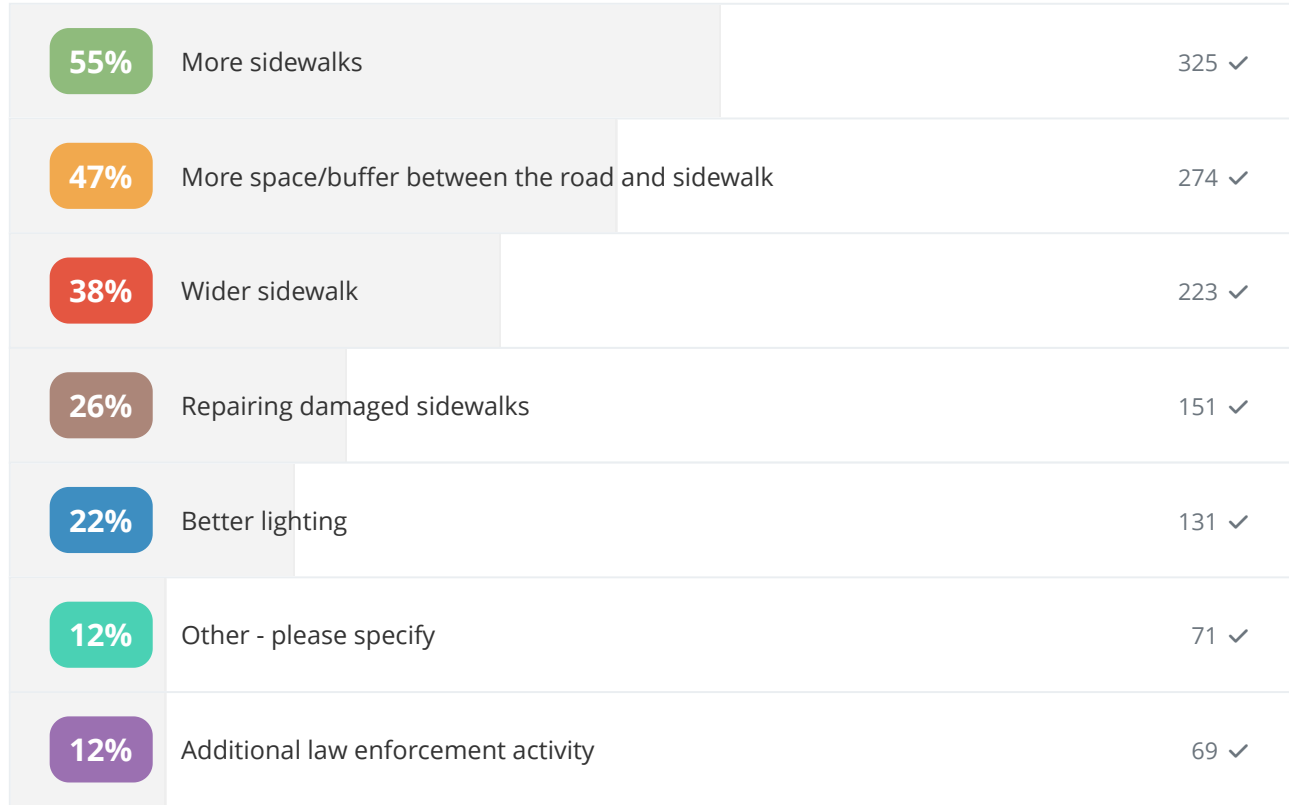
632 respondents

### What are the biggest factors that discourage you from walking along Palm Valley Road? (Select all that apply)



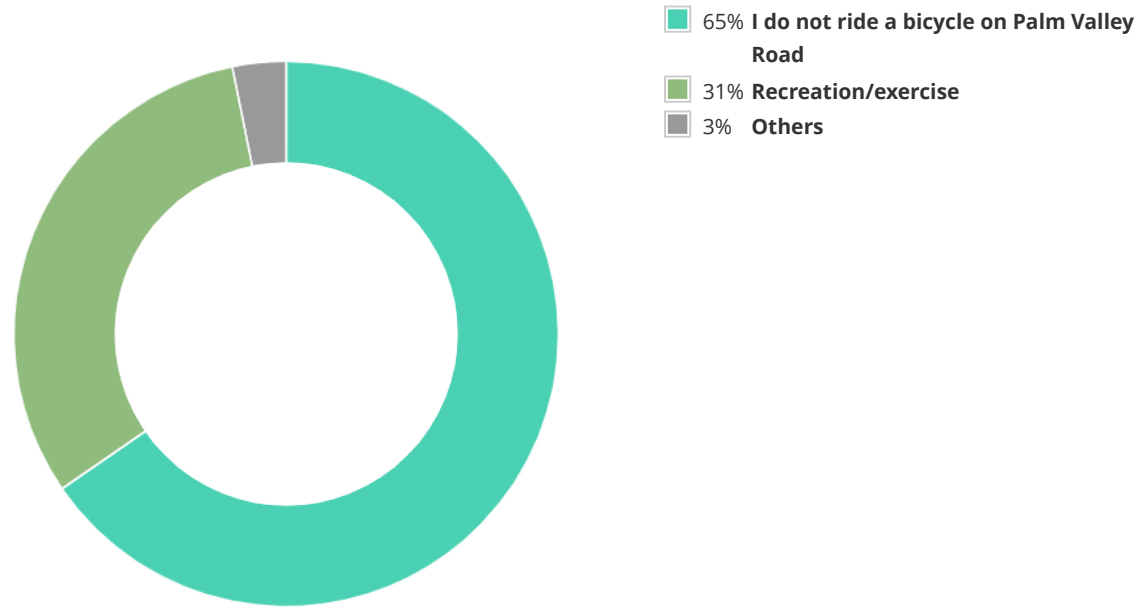
676 Respondents

### What would make you feel more comfortable walking along Palm Valley Road? (Select all that apply)



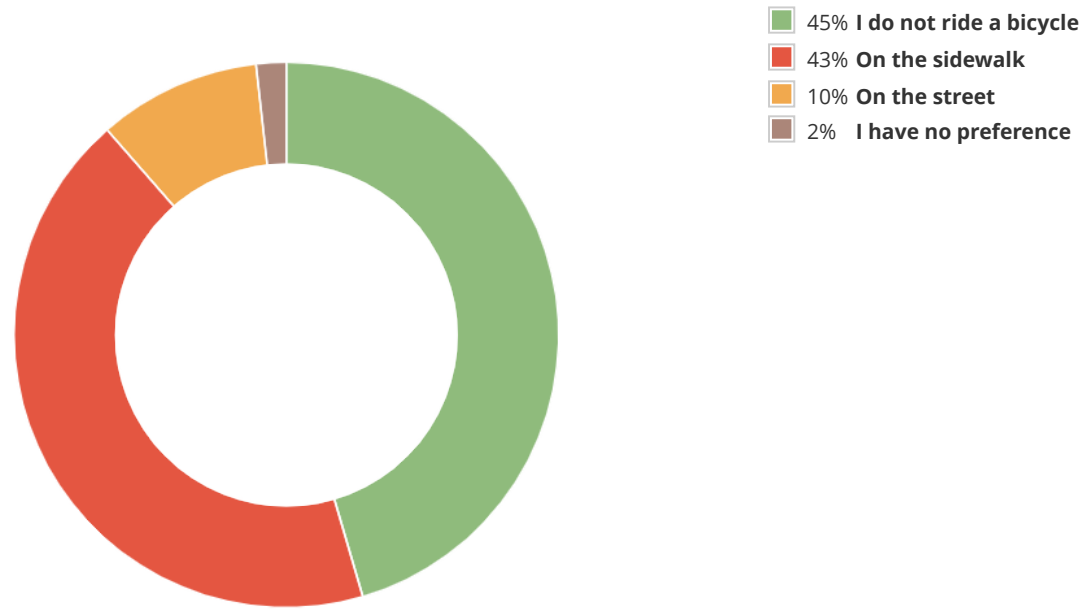
586 Respondents

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



630 respondents

### In locations where there are no on-street bicycle lanes, where do you prefer to ride your bicycle?



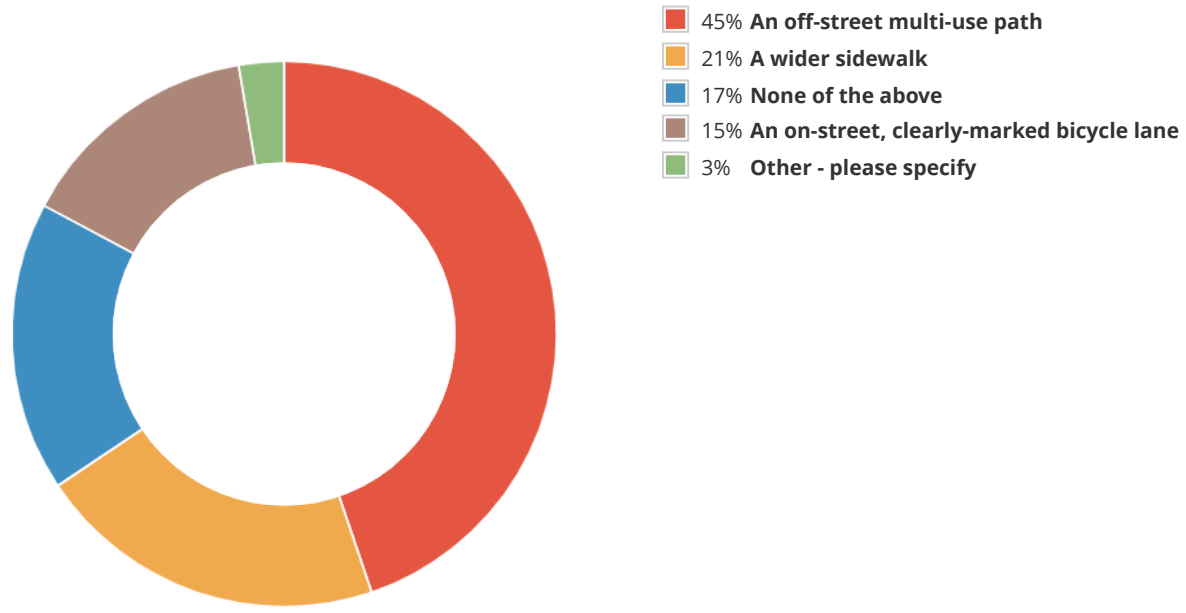
673 respondents

### What are the biggest factors that discourage you from riding a bicycle along Palm Valley Road? (Select all that apply)

51%	Too much traffic	327 ✓
40%	No bicycle lanes	258 ✓
36%	Bad driver behaviors	230 ✓
19%	Sidewalks in poor condition	120 ✓
15%	I do not have a bicycle	99 ✓
13%	Conditions at the intersections	87 ✓
12%	None of the above	79 ✓
7%	Other - please specify	47 ✓
4%	No bicycle parking/racks	27 ✓
3%	My health or ability	19 ✓
2%	Takes too much time/inconvenient	16 ✓
2%	Too hot/too little shade	14 ✓

645 Respondents

Which bicycling improvement would be most beneficial? (Select one)



634 respondents

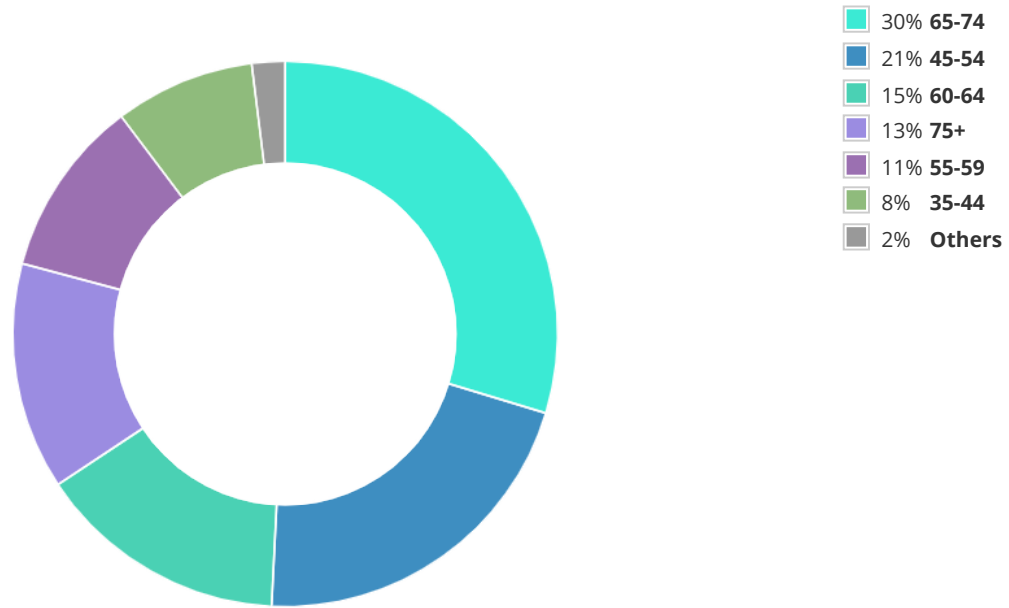
If you **DO NOT** cross at an intersection/crosswalk, **while walking or bicycling**, please select all reasons that apply.

56%	I only cross at an intersection/crosswalk	282 ✓
35%	Drivers don't stop/yield at the marked crosswalk	177 ✓
23%	Drivers don't stop/yield at the traffic signal	115 ✓
8%	Other - please specify	38 ✓
5%	I don't want to walk any extra distance to get to the intersection/crosswalk	26 ✓
4%	There is not enough time to cross at the traffic signal	22 ✓
2%	I don't want to wait for the traffic signal	9 ✓

504 Respondents



### What is your age?



758 respondents

Please provide any final comments or suggestions for improving traffic conditions along the study corridor.

---

I have lived in Old Palm Valley subdivision for 28 years and it is terrible we have never had connecting sidewalks to Landrum Lane or all the way down A1A. CR 210 is a DEATH TRAP to drive daily. Nocatee has ruined everything here in PVB due to all the traffic .

yesterday

Wide sidewalks and better lighting, a light at canal so traffic has to stop at some point and slow down before reaching the curves to A1A. Possibly a light at the PV Gardens where an emergency vehicle or elderly people are making blind turns. If you notice the deep ruts in the grass there, people have to go off the road often there.

2 days ago

We have lived here just shy of 5 years and the traffic has significantly increased to the point that It no longer feels safe. I would love to shop at the stores that are walkable but it isn't safe to walk or drive certain times of day. It is frustrating to be a quick walk or drive and feel like you have to time your trips. In addition it is scary to imagine EMS reaching folks in need on PV Road during peak traffic times. There is nonstop traffic in both directions with no place to pull over safely to allow a firetruck to pass. Not great.

2 days ago

Palm Valley Road is a major cut through for non- residents. The volume and density of traffic has increased significantly and in parallel to the growth in Nocatee and West. Construction to widen or add vehicle lanes will cause major delays and encourage more future traffic. Early planning in Nocatee included future roads through 20 Mile and other outlets off Nocatee Parkway to extend North and connect to State Road 9B and I295 Beltway between US1 and eTown. This would encourage the Nocatee and West residents to use those arteries to connect to Jax Beach and Ponte Vedra Beach North versus using Palm Valley Road or Micklers and A1A N

2 days ago

Please reduce the speed limit

2 days ago

Roscoe is called a boulevard; has no lights; traffic going as far north as Solano should use this blvd. With just a few lights on Palm Valley North, traffic should also utilize that road. Traffic going north utilizing these 2 roads would free up Mickler's for traffic going south.

2 days ago

I feel a solid way to ease our current traffic issues would be to cease new home construction for a few years. This would allow us to play catch up, rather than continuing to add homes/condos which just add to the problem we already have, while never getting ahead.

2 days ago

Sidewalks or, even better, having a multi-use lane/greenway would be AMAZING along Palm Valley to allow those of us who live on/off of Palm Valley to commute or travel by foot or bike with enhanced safety, especially for kids. My kids and I would love to be able to ride our bikes safely to/from school and also for recreation. Travel via Palm Valley is difficult even by car at certain times of the day because of the extra cut-through traffic. I don't think any of us on Palm Valley necessarily want a bigger road along Palm Valley and my priority would be a greenway for enhanced safety for walking and riding. Thank you for taking the time to study this important stretch of our roads!

3 days ago

Thank you for addressing this. Huge issue

3 days ago

Because of a curve on Mickler When trying to turn onto Mickler Rd from Cuello ct, its extremely difficult to see cars moving from the east. The problem is compounded by the traffic moving very fast , as well the traffic coming from Neck Rd. I am concerned about someone possibly having an accident. There are many older drivers in the Mediterra condo who are at great risk for having an accident.

3 days ago

Wider sidewalks, more sidewalks on the east side of street and a sidewalk all the way from roundabout to A1A would be an amazing improvement. Especially for children attending Landrum and Ocean Palms and their parents to make walking or riding a bike a real option.

3 days ago

there is so much potential for walkable neighborhoods in palm valley. they all could be connected. sidewalks down canal, andrum lane and greenways connecting neighborhoods. the traffic on roscoe has exploded since i have moved here. from what i can tell its people bypassing the roundabout and the micklers intersection at A1A.

I attended the Parc group meetings when they were breaking ground on nocatee. They recommended 4 lanes from palm valley bridge to A1A. We should have done it then. Now it is inevitable. Might as well just do it.

3 days ago

The traffic is caused by people coming and going from Nocatee. The county needs to create a road north from Nocatee to 202 as they develop the land west of the Intracoastal

3 days ago

There is too much traffic coming from Nocatee. Build roads that take that traffic away from Ponte Vedra Beach.

3 days ago

The traffic is horrendous! It wasn't an issue when we moved here 17+ years ago. Nocatee and all of the development along Palm Valley Road have ruined a beautiful community.

3 days ago

Keep traffic circle!!!!

4 days ago

A designated bike riding area instead of bikers can use full street to ride

4 days ago

Davis family needs to give right of way for Nocatee relief. Palm Valley and Rosco Roads are a TOTAL MESS!

4 days ago

as PV continues to develop traffic will get worse. improving the Roscoe and Mikler intersections and/or improving the Mikler to A1A would help. the roundabout works well but may need expanding.

4 days ago

Na

4 days ago

There needs to be another road connecting Palm Valley Rd to Butler Parkway on the west side of the ICW. The Palm valley rd just can't handle all the traffic created by the population explosion in Nocatee

5 days ago

This section of road is too narrow and too traveled to feel comfortable or safe walking or biking. Too much traffic...too little road. Nocatee has become overcrowded and the road infrastructure along Paul Valley Rd and A1A have not kept up.

5 days ago

.

5 days ago

There should be a fee to non-PVB and Palm Valley residents using the road for commuting purposes. This may also fix the issue on A1A. Nocatee should look at building a connector to JTB at Hodges or another mid-section. Why should our community be supporting their growth of traffic.

5 days ago

PLEASE LOWER THE SPPED LIMIT ON PALM VALLEY, ROSCOE & A1A. THE, enforce the speed limit!

5 days ago

As part of the recently announced 6,000 acre 10,000 home housing project in southeast Jax, Davis family needs to agree to a new artery road to be built on their property on the west side of Intracoastal Waterway. This is the most important factor in improving the horrible traffic conditions around this area. This would take so much traffic that currently uses this route as an alternative to more direct but already overcrowded 295, 9B, etc.

5 days ago

There needs to be an alternate route from Nocatee to Butler Blvd

5 days ago

The traffic problems will not be solved by road improvements to Palm Valley Road. What is needed in a connection between Nocatee Parkway and JTB boulevard on the Nocatee side of the Intracoastal Waterway.

5 days ago

I do NOT want more traffic coming to AiA. Reroute it another way! Nocatee should find another way to get to Butler Blvd. Ponte Vedra Beach is losing its identity as a scenic area!!!!

5 days ago

the county and the FDOT need to collaborate on the funding to install stormwater/curbs and gutters and wider sidewalks along with making the vehicle lanes wider and adding bicycle lanes with great intersection improvements for handicap/bikes/strollers etc with safety "First" designs for the pedestrians.

5 days ago

This is a pointless effort. Need another road between 210 and 202 to remove much of this traffic from Palm Valley Rd and A1A. Punch Hodges and/or San Pablo South to 210.

5 days ago

Solano Road needs no bikes and 4 lanes in the extremely near future , it's dangerous now!

5 days ago

need an alternate route for traffic. There are to many cars using that road. It's not designed to handle it.

5 days ago

Traffic on Palm Vally Road is compounded by the lack from the County to create a road on the other side of the Intercoastal. Palm Valley was never meant to be a highway and the volume of traffic impacts the quality of life for neighborhoods.

5 days ago

Traffic problems are volume related, particularly school dropoffs

5 days ago

Thank you!

5 days ago

People need to be trained on how to properly use a roundabout. I drive in the UK and they know how to use use their turn signals!

5 days ago

STOP BUILDING HOUSES!!! The added traffic the past 5-10 years from all this building is shameful! Need uninterrupted sidewalks! Need slower speed limits, and traffic calming additions (whatever that may be).

5 days ago

A bike path would be ideal for children and families. A continuous and well maintained side walk is a necessity and long overdue.

5 days ago

Place traffic light at the roundabout intersection to prevent southbound palm valley traffic from excessive backup during rush hour in late afternoon

5 days ago

Build an alternate route for those coming from west of the Intercostal

5 days ago

none

5 days ago

I would love to ride my bike more often but due to the almost total disregard by motorists toward cyclists in Florida, I will never ride my bike in a bike lane - it would have to be off the main roadway, or there needs to be some type of barrier between me and motorized vehicles.

5 days ago

add a traffic light at Canal and old 210 - essential. very dangerous curve / Canal is used as a shortcut - lots of traffic. also, critical that at least sidewalks be installed along Canal and Palm Valley Road. bikes shouldn't be allowed on Palm Valley Road or Canal.

5 days ago

stop light at canal

6 days ago

Bike lanes need a better divider than just a painted line. Distracted drivers frequently drive into bike lanes all over the area. Without a border of some type they're better than nothing but still not safe.

6 days ago

Even if/when sidewalks/roadways are added or improved I would still feel unsafe as people in the world are not in their right minds anymore. I have witnessed so many incredible incidences of peoples acting so outrageous for no reason that I find myself just staying inside anymore. My family and I have been innocent by-standers of shootings, road rage, and crazy people confronting us in our own driveway and also having neighbors that have gone bonkers? What's up with this world? I hope that by fixing the sidewalks/roadways somehow helps the inner depths of people getting along and being not only human to each other but to being polite, courteous and respectful of each other.

6 days ago

widen the road just enough to allow a turning lane into residential or commercial areas.

6 days ago

The back up at the roundabout needs fixing but I think it's because people don't know how to use a roundabout safely.

6 days ago

Build a highway from Nocatee to JTB directly

6 days ago



Traffic will only be backing up more on study road until turn lane for high school is lengthened . Also addition on lights by Roscoe Rd will cause backups into roundabout unless timing is carefully monitored.

6 days ago

Bicycle lanes on the road are dangerous. Drivers drift over the lanes all the time so we will never use them. A wide, off street lane would be wonderful and help us in cycling for health and fun. Safety (and reality) is always first for us.

6 days ago

Either way the round about a 3-way stop, widen the path to make it a 2-lane or install pressure point lights.

6 days ago

Drivers on Palm Valley Road are kamikaze. Where are the traffic police?

6 days ago

Double the width of all the roads around PVB and PV. Almost everyone lives off the main road so get rid of the traffic so people can get around easier. It is becoming a bad place to live because of all the thru traffic.

6 days ago

Find a bypass from Nocatee to Butler Bvd. That will alleviate the traffic on A1A and Palm Valley

6 days ago

None

6 days ago

Stop development west of the intracoastal waterway and construct a road from Nocatee west to JTB.

6 days ago

Need to add sidewalks the entire length of palm valley road from A1A to roundabout.

Just needs to be completed and repaired in places.

6 days ago

Desperately need the opportunity to exercise and transport myself outside of our subdivision (Old Palm Valley) but no safe means of walking, running, or biking exist. Please install sidewalks!

6 days ago

1. At the Catholic school the line of cars waiting to make a left turn into the school parking lot (PVRd heading West) backs up beyond the left turn lane and blocks all traffic heading west. Some cars go around the waiting cars on the shoulder, close to the culvert. A police officer, short duration left turn light, longer left turn lane, and or a discrete lane built on the shoulder to allow cars to pass the waiting left turn cars will help.

At the A1A intersection, the end 120 feet where there is a sharp curve has no (longer visible) painted lane markers, and importantly no paint marking the curb of the concrete median which my tires have hit once. I note cars drifting across the lanes as they approach A1A

6 days ago

Palm Valley Foad & Roscoe Blvd/Solana Rd are overwhelmed from the Nocatee residents traveling to Butler Blvd. Palm Valley & Roscoe (to A1A) must be widened & sidewalks & bike/ multi use lanes must be added. The congestion is rediculous. Use our tax money where it solves the most problems & not appoint the funds to just the squeaky wheels that are politically connected. Help the community. It's drowning in Nocatee traffic.

6 days ago

Please make a golf cart path to connect us to nocatee!

6 days ago

Hi, Need bike lanes accross the board! Like Portland, OR has.  
Thanks

6 days ago

I would LOVE to see more law enforcement activity on Palm Valley Road. People drive incredibly fast and it makes it very difficult to get out of my neighborhood (Old Palm Valley).

6 days ago

Just build more roads out of Nocatee!!! Eminent Domain through tree farms. Palm Valley Road, Mickler, Roscoe should not shoulder this influx. Next you'll want to 6 lane A1A..

6 days ago

We really need continual sidewalks. It is unsafe for pedestrians

6 days ago

Please don't take round about away! Much better than traffic light.

6 days ago

We love the staff at St. Johns County roads!

6 days ago

Eliminate the rotary! Too many people have never / or are unable to understand the process of entering or exiting the rotary.

6 days ago

put in crosswalks for the communities on the other side or else we will get killed crossing to the sidewalks.

6 days ago

Adding a light at the base of the Palm Valley Bridge is only going to add to the conjestions.

6 days ago

Traffic backing up at roundabout has gotten increasingly worse since I started working in Nocatee and driving from sawgrass everyday. And tbh the new traffic light at bottom of bridge seems super dangerous

6 days ago

people need to learn to use their turn signal at the roundabout

6 days ago

Speeding. Does anyone drive at posted speed limits. I get tailgated every time I am out on the road.

6 days ago

MORE SIDEWALKS!!!!  
PLEASE

6 days ago

The roundabout needs a lane that avoids the circle as it approaches the roundabout to go over the bridge. 90 percent of cars entering the roundabout from Palm Valley Road go over the bridge. That would fix the issue. Sidewalks need to be completed along one or both sides and trees planted along sidewalk between Odoms and Plantation Oaks.

6 days ago

A major reason for the traffic congestion is population west of intercoastal using A1A. I'm assuming this is caused by schools, i.e. Nocatee, as well as accessing the beaches in Jacksonville, without having to use I-95.

6 days ago

Widen roads and off road accesses

6 days ago

Traffic along Palm Valley and Roscoe Road in particular gets backed up and cars are going around in the wrong lane on Roscoe. Traffic with the middle school in particular and backup with high school and fact that buses are late so more people drive and very few rideshare.

6 days ago

Having lived in PVB since '91 the traffic density has increased significantly and that leads to accidents and mishaps, which unfortunately have lead to loss of life. Density has increased because of development and frequent exceptions to established rules. On 22 Feb there is another meeting at the library for a developer in Palm Valley Overlay wanting to decrease setbacks and other requirements. This development will only add to traffic in the area, where we already have folks parking on the limited roadway for commercial ventures such as restaurants on streets like canal where current development does not have the parking capacity they need but their development was approved. The roads lag the development, the money is not there, nor is the property for road expansion. Eminent domain will soon be the only option. thank you . Mike Borns

6 days ago

4 lane with 8' wide sidewalk for bicycle & walkers

6 days ago

No comments

6 days ago

Need 4 lanes.

6 days ago

There needs to be access between Nocatee Blvd and Turner.

6 days ago

How about a lane for road legal golf carts?

6 days ago

I like having the roundabout, drivers need to be educated on how to get on and signal when to get off. They work very well in Europe.

6 days ago

Absolutely terrible planning. Allowed thousands of homes in Nocatee without any consideration for the east side of the bridge. That should be criminal!!!

6 days ago

Eliminate Palmer traffic. Make them carpool

6 days ago

We need golf cart paths

6 days ago

enforcement of posted speed and minimal and not-contiguous sidewalks makes Palm Valley a dangerous road

6 days ago

Strict selective traffic enforcement in the study area requested

6 days ago

A multi-use lane for bikes, golf carts and walkers/joggers would be a great addition and should be extended all the way from A1A to PVHS.

6 days ago

I think any problems on the traffic circle are caused by drivers who are either ignorant of traffic rules, or rude.

6 days ago

thank you

6 days ago

Palm Valley Rd & Mickler from A1A to Roscoe should have bike lanes otherwise Bikes should be banned. Otherwise it is Far too dangerous.

6 days ago

Alternate, multi-lane routes to Nocatee and to areas in southwestern St. Johns county

6 days ago

Leave the roundabout alone.

6 days ago

The roundabout just fine don't change it.

6 days ago

do not change the roundabout it works fine you cannily do so much at rush hour.

6 days ago

The roundabout is a good system. Nothing will be good at rush hour. I have lived here forever just improve the sidewalks on both side.

6 days ago

Have bike lanes off the road pn both sides of the road.

6 days ago

Traffic flow is terrible due to the growth of Nocatee. They use A1A as a throughway to Butler Blvd. It won't change, but only get worse.

6 days ago

Please do something on South Roscoe - we need sidewalks and the school traffic needs to be addressed. Perhaps use more school space for cars but cars just sitting on Roscoe is dangerous.

6 days ago

Far too much traffic. Dangerous to enter PV Road. Catholic academy create a hazard 2X a day.

6 days ago

You asked nothing about driving around the Roundabout. Please do not change it. Yes, it is busy in the morning and at supertime/when school's out but otherwise it is a very effective way to move through without much wait - a few seconds - before getting into the intersection. Traffic lights in all directions will make traffic worse and back up - and perhaps more so now that there will be traffic lights at the bridge. You also did not allow any marker for the Sawmill Lakes Community along Palm Valley Road. The two exits are very hard now to get out of because of traffic. The issue is that there are only three roads north/south through Palm Valley/Ponte Vedra Beach. We need another north south route in Nocatee. Traffic comes over the bridge to go to A1A instead of people using Phillips Hwy/US1 North because that takes people too far away from any destination they need to get to along JTB between A1A and San Pablo (Mayo); Hodges etc. We do not need wider roads along Palm Valley. We need space to bike and walk and feel like we live in a community, not just a place off a 4-lane road which is what I heard is being considered. Please don't wreck this great area.

6 days ago

give us sidewalks that we can use!

6 days ago

I will never walk nor ride a bike along Palm Valley Rd for fear of my life, nor will I allow any of my children, my spouse, or guests. It is a shame that we cannot enjoy walking or riding a bike in our own "neighborhood".

6 days ago

Build a road through Davis property to Butler Blvd

6 days ago

I thought the county was completing the sidewalk this year. When they do, we need more crosswalks to make it work for both sides of PV Rd. A wider sidewalk will make the walk more pleasant, with the ability to walk to schools, churches, and businesses. The sidewalk should at least make it possible to walk the entire length of the road safely.

7 days ago



CR-210 backlog at the roundabout has become a huge problem. Making Mickler a 4 lane road and encouraging drivers to use that route should alleviate some of the CR-210 backlog and allow mostly residents along the 210 corridor to use the road.

7 days ago

The intersection on the Bridge is terrible. Not enough signs to warn drivers that the right lane on the bridge is only for right hand turns.

7 days ago

Move that catholic school.....

7 days ago

If any lane widening is being considered, it should not take place on Palm Valley Road and be confined to Micklers. Also, there has to be a conversation regarding placing an expressway from Nocatee Pkwy to Butler Blvd. The flow of cars from Nocatee towards the East end of the county is greater and greater each day.

7 days ago

Include a multi use walk/bike path with benches and shade around the lake at intersection of Palm Valley Road and Valley Circle, across from PGA Tour, behind Proctor Ace Hardware.

8 days ago

Complete the sidewalk loop that takes you from the Shell Station on Palm Valley road to the roundabout, east on Micklers Rd to A1A. North to the corner of A1A and Palm Valley. Add the sidewalk past the PGA on Palm Valley back to the Shell Station. Don't allow golf carts though as they are dangerous !!!!

9 days ago

There are only two ways to access Nocatee Parkway or to get to Nocatee. That would be US one and A1A which causes more traffic. They need to build a road that would connect Nocatee Parkway and Butler Boulevard to alleviate a lot of traffic in that area. A lot of traffic appears to be commute, traffic leading into and from Nocatee

10 days ago

Landrum school line backs up onto Roscoe Rd in morning and is very dangerous as cars are flying by and people turning left from Landrum onto Roscoe. The school transportation department could do a better job with bus routes and pick up times to alleviate this traffic so perhaps you can all work together. It is a very dangerous intersection in the mornings.

10 days ago

Palm valley is too dangerous for walking or biking currentjyb

10 days ago

I am very concerned about the light on the east side of PV bridge. Not sure what plan is but that bridge is SCARY!! People FLY over it and often there is a back up on west bound side bc of PVHS traffic in the morning. There are accidents along there weekly if not more frequently. Sadly, we all know the fatalities that have occurred along that section as well...Maybe painted lines showing how to make that turn at stop sign on east side to cross westward. Another scary issue I see is people stopping in the intersection bc they don't realize they have the west bound lane to themselves but do have to yield to traffic turning to go under the bridge from east. Maybe those traffic sticks (sorry, don't know what they are called) in addition to the solid white line would help people realize they have the lane, would help the people that insist on stopping in the middle of the intersection. It is not rocket science.

10 days ago

I think sidewalks along Palm Valley Road would be utilized!

10 days ago

Biking needs to be encouraged to reduce car traffic and to improve quality of life and enjoyment for residents and visitors.

10 days ago

Teach drivers how to use a roundabout, have them slow down, relax, and drive the speed limit.

10 days ago

I know how unpopular it is to say it but in my opinion drivers driving below the speed limit are more of the problem that I see than those driving 5-15 miles an hour above the speed limit when the road is not crowded. This needs to be relayed to the public in my opinion

10 days ago

.

10 days ago

it is a dangerous road for anybody traveling outside a car- recommend off road multi-use path for pedestrians, bikers, etc

10 days ago

Pipe the swales. Add sidewalks

10 days ago

Thanks for asking.

11 days ago

Something needs to be done to make it safer for pedestrians and bikers and less frustrating for drivers. Thanks for asking.

11 days ago

Additional sidewalks may be beneficial to those that live along the roadway that want to exercise in the area.

11 days ago

There should be a north-south road from Nocatee to JTB to reduce traffic on A1A. The Nocatee developers should have been made to pay for the development.

11 days ago

Install sidewalks

11 days ago

n/a

11 days ago

St John's County is rapidly approaching the breaking point for its infrastructure. Developers rule!

11 days ago

I don't know how you do it but please - please!!! - find a way to widen the road and allow sidewalks the entire stretch of Palm Valley Road. As the parent of two teens not yet old enough to drive, the inability for them to walk or ride their bike out of our neighborhood onto Palm Valley Road is a PITA, as is my inability to walk anywhere. I have an office on Canal Blvd that I'd walk to every day if I could. I'd also walk to the YMCA and probably start walking a lot more throughout PVB. I'd most certainly walk to the Players (and still do despite the lack of sidewalks). Thank you for doing this!

11 days ago

Widen the roads, Palm Valley Road, Mickler, and A1A and add wider multipurpose lanes

11 days ago

I feel the bike lane should be off the road. It's too dangerous on the road.

11 days ago

I'll say it louder for the folks in the back. DO NOT ADD BICYCLES LANES. FOCUS ON AUTOMOTIVE TRAFFIC. Also, for the love of Pete, PLEASE STOP DOING CONSTRUCTION PROJECTS IN THE MIDDLE OF THE DAY.

11 days ago

We'll lit bike lane should be added. Police the roundabout & intersections for traffic law breakers.

12 days ago

Please do not put a light in at the roundabout, just make the road flow better before you get there

12 days ago

More and wider sidewalks are needed. Riding PV Road is far too hazardous.

12 days ago

STOP BUILDING. Build schools in areas that need them so people aren't driving on this road to/from schools.

12 days ago

A bicycle lane and sidewalk along the full length of the road in each direction would be great

12 days ago

Left hand turn lanes on Mickler's Road.

12 days ago

Eventual widening of Palm Valley Rd and/or Mickler Rd but only in conjunction with the widening of the stretch of road between the ICW and Mickler's Circle including the circle itself.

12 days ago

There have been numerous studies in the 20+ years that I have lived here. It's time for some action!!!

12 days ago

12 days ago

Bicycles/cyclists are a HAZARD on Palm Valley Rd. They back up traffic both ways, not only endangering themselves as they are not able to keep up with the flow of traffic, but endangering everyone on the road I have no idea how this is even legal, I have been in Palm Valley since the 70's and this problem just get worse and worse. Make a proper bike lane or make it illegal.

12 days ago

St. Johns county is terrible. The Administration and commissioners have ruined it.

12 days ago

I think the road is a great community scenic road

Traffic isnt much of an issue

12 days ago

Sidewalks up the entire road would make it so much safer. As it is, nobody should be riding a bike. It's dangerous for bikers AND drivers that have to dodge them on an already narrow road .

12 days ago

Widen Mickler, Palm Valley Rd and A1A .  
Anything else is a bandaid of a growing wound.  
Add multi use paths.

12 days ago

Widen Mickler, Palm Valley Rd and A1A. Anything else is a bandaid on a wound that is getting worse every year we wait.

12 days ago

Thanks for doing this. I hope this brings us a better experience walking and biking in our area.

12 days ago

Teach people how to use a round about correctly... ha  
I don't think cyclists should be allowed at this time... way too much traffic, and not enough space for cars and cyclists. So dangerous

12 days ago

If there was a turn lane from Micklers into the circle traffic would flow better. At A1A the light after left turn is red so that also backs things up.

12 days ago

Don't have any additional coment

12 days ago

Sidewalks are desperately needed

12 days ago

Roundabout works for average traffic flow but it cannot handle the volume of cars after Nocatee was built up. the increased traffic heading to and from the beach leads to lengthy backups especially 4-7pm. Also, sidewalks from roundabout to A1A are critically needed.

12 days ago

Bike lanes should have at least a 3 foot buffer between bike lane and lanes for motor vehicle traffic. Not some pathetic 6 inch white line. Drivers have to veer into next lane still to avoid bicyclist in Bike lane. I hate the way this county is run

12 days ago

none at this time - would like to hear about the plans

12 days ago

I appreciate you asking for input. My biggest issue is drivers who speed.

13 days ago

I appreciate you asking for input. My biggest issue for this area is drivers who speed.

13 days ago

Palm Valley can not accommodate the volume of traffic creating a very dangerous road for bikers, walkers and drivers!

13 days ago

ppp

13 days ago

It would be good to widen the road and add more sidewalks.

13 days ago

No thanks

13 days ago

Thanks for taking the time to do this.

13 days ago

The traffic in ALL of St. Johns County is HORRENDOUS. You take your life in your hands every single time you get in your car and travel.

13 days ago

Thank you for researching this matter.

13 days ago

Road needs to be widened to two lanes in each direction.

13 days ago

Put a cop there for a couple of weeks to teach people how to use a roundabout. Too many treat it like a 4 way stop and do not know how to merge.

13 days ago

Thanks

13 days ago

The traffic back ups in the area I've witnessed never seem to last long enough to warrant a huge change or expense by the county

13 days ago

Is it possible to make it a two lane traffic circle?

13 days ago

Please make it safe to walk and bike for all.

13 days ago

Needs to be safe for people, to, walk or ride bikes on this road

13 days ago

Dangerous and. Too narrow. Not well lit

13 days ago

There are to many cars on that road at this time of day.

13 days ago



Let's make Palm Valley more accessible and less reliant on cars

13 days ago

P

13 days ago

N/a

13 days ago

Palm valley road is dangerous

13 days ago

Palm Valley road is dangerous for pedestrians and bicyclists.

13 days ago

X

13 days ago

Bike lanes!!!

13 days ago

I am glad to be able to voice these concerns. They are real and require short and long term planning. Glad the sidewalk is going in on 2023. With the volume since Nocatee quadrupling in a 5-19 year span infrastructure and safety improvements are immediate needs in this part of St Johns County.  
Rip Canon

13 days ago

I see the issues centering around managing traffic buildup and providing more 'friendly' access to bikes and pedestrians. Completing the sidewalk seems an important first step. Making it easier for cars to join the traffic flow when leaving the neighborhoods that line the road is also important.

13 days ago

Needs to be widened

13 days ago

Speeds are too high for the narrow road and high traffic volume.

13 days ago

.

13 days ago

Nothing

13 days ago

Wider sidewalks along the entire PV Rd would allow a lot more people to get around without cars. Crossing Canal once the sidewalks are done would be worrisome for me because it is a busy intersection with some what limited visibility to the south.

13 days ago

More bike land in sic please. Roscoe needs one too!

13 days ago

I really don't find traffic to be that problematic, even at busy times. I expect there to be slow downs at intersections at busy times. There's no reason to spend a lot of money "fixing" problems that are only really problems for 60 to 90 minutes per day.

13 days ago

It's not rocket surgery folks. Add dedicated bicycle lanes in both directions. There is plenty of space.

13 days ago

I hope we will see sidewalks all down Palm Valley Rd this year. I would love to bike to the beach with my kids but current sidewalk conditions don't allow that. I'd also like to see sidewalk on Canal Blvd and Roscoe.

13 days ago

No final suggestion

13 days ago

None

13 days ago

Na

13 days ago

N/a

13 days ago

The sidewalk on the southside of palm valley closest to the circle is too close to the street and leaves no room for error - only bike path to beach without having to ride on the road which we would never do. Hilton Head Island has amazing bike paths all over the island. It would be awesome to have wide bike paths allowing residents along all of palm value to safely travel to Mickler Landing.

13 days ago

Putting in a light at the circle would create worse backups than we already have. Need another north south route from JTB to Nocatee to divert some of the traffic.

13 days ago

Nocatee should build its own connection to JTB instead of driving thru Palm Vally & Ponte Vedra

13 days ago

The residents in Palm Valley deserve a safe place to ride their bikes and also the kids do too. We deal with too much traffic from Nocatee. I have lived here since 2011 and the traffic is crazy now. There has to be a solution.

13 days ago

Traffic enforcement is the only thing needed. Generate revenue. Don't spend it.

13 days ago

NA

13 days ago

More law enforcement to speeding and aggressive driving. I watch cars going over the speed limit and SJSO ignoring them

13 days ago

The morning and afternoon school bus is frequently late due to backed up traffic. My husband leaves very early in the morning to avoid the backed up traffic and leaves his firm early in the afternoon as often as possible to avoid the backup but it's not always possible.

13 days ago

we need speeding enforcement. difficult to leave various neighborhoods with tailgating and speeding. all school zones have drivers exceeding 20 mph. too many people on phones and not paying attention. parent also use Odoms Mill as a drop off for all schools adding traffic to the neighborhood. odoms mill has cut through to Ocean Palms in the neighborhood.

13 days ago

Please reduce the speed limit on the road..we actually have had bad drivers pass us in the turning lanes while we were going the speed limit..it's shameful that the Private School cause so much back on on the road..Never mind the thoughtless parents turning around in our development entrance only to block the residents who live here from getting on the road in a safe and timely manner..

13 days ago

Stop approving so many new developments and your traffic problems will be reduced in the entire county!!!!

13 days ago

Need enforcement. Drivers blow all school zones. Difficult to leave neighborhoods due to speeding

13 days ago

Please reduce the speed limit on this road ..it's unthinkable that the Private School causes so much congestion on this road that we can not get out of our development...never mind the selfishness of the parents that use our entrance for turning around and making it difficult for the residents who live in this area to get out on to the road in a timely manner...

13 days ago

Living at Plantation oaks I have seen 2 bicycle accidents in 2 days on Palm Valley! There is severe traffic all day and no light to exit Plantation Oaks which would also benefit the Plantation back gate. Desperate need for more enforcement of speed limits and a light to allow residents ingress/egress from our developments.

- Dr Spooner

13 days ago

Add a sidewalk the entire length of Palm Valley Rd

13 days ago

There is always a lot of litter on that road

13 days ago

We are so excited that sidewalks are going to be installed along Palm Valley Rd. This will enhance our lifestyle and possibly reduce traffic as kids will be able to bike to school or their activities.

13 days ago

No comment

13 days ago

i rarely encounter traffic problems on Palm Valley Rd. I'm sure the people who live there feel differently.

13 days ago

None

13 days ago

Na

13 days ago

Widen the road for vehicles not bikers and walkers. Seriously all you'll do is create more traffic problems.

13 days ago

NA

13 days ago

There are no sidewalks which would allow us to safely exercise or walk for shopping

13 days ago

Would like to see a dedicated crossing guard for those students who can't ride the bus and have to walk or ride to school to make it safer for them along Palm Valley as well. It is dangerous for the biker/walkers in the mornings with the crazy drivers. They have to go in front of neighborhood entrances and a gas station entrance to get to school with no supervision.

14 days ago

I live in Plantation Oaks and relatively speaking the traffic isn't bad for the majority of the day. Based on my experience and travel patterns, there's volume around 8am and then in the 2-4 and 5-6 hrs where the traffic sometimes backs up past Plantation Oaks and sometimes up to Landrum. Perhaps what could help to ease our ability to enter onto Palm Valley Road would be to crack down on speeding, especially the cars coming from the roundabout, so we can safely get into traffic.

14 days ago

Please add sidewalks from the roundabout to the A1A and possibly center lane area for cars to turn out of their neighborhood in high traffic areas so they don't get in an accident. Our family would bike more places if we actually had sidewalks

14 days ago

No additional comments.

14 days ago

I've learned when busy traffic times are and plan accordingly. I do not ride a bike on Palm Valley Road, but I'm concerned when I'm behind a biker. In an ideal world, I'd love to see an off road lane for bikers so that their safety would be assured and car traffic would not be impeded by bike traffic.

14 days ago

No changes are needed other than bikers staying on the sidewalk

14 days ago

The nocatee traffic cutting through palm valley road is insane. We live off of palm valley road in plantation oaks and have a hard time leaving our entrance in the morning and evening. Our kids go to ope and it's hard to get them there. Additionally we own a business on canal and there is just so much traffic on palm valley road now. People speed and it's become dangerous and hard to live off of. Traffic lights, sidewalks, lower speed limits all need added to discourage people from using palm valley and to make it safer. Nocatee should build their own through way and connect Hodges through the reserve that the Davis family owns.

14 days ago

We need a bike lane

14 days ago

As I submitted below, please deal with the litter on these county roads as much as the traffic. The two go together, hand in hand. The kids biking along the path, the people eating out during the day with disposable cups and containers, people drinking and driving at night, etc. are all a big contributor to trash on the county roads.

14 days ago

Not so much traffic related but because I feel the need to clean up trash when the county does a wholly inadequate job of keeping this road clean, traffic is always an issue for me. I have to be super careful due to how fast people drive down this road without consequence - last week I literally heard a car racing from several miles away, only to see it racing down Palm Valley Road a few minutes later with no law enforcement to stop him. The trash along this road and pretty much every other county road (as well as behind Daily's) becomes a huge job for me to clean, as otherwise, it sits for weeks or months. I shouldn't feel the pull to clean this myself but do because no one else is. I want a clean area and protection of the delicate wildlife. We also owe it to the Palm Valley residents who have been here for years and years. I find the traffic to consist of a lot of inconsiderate people who drive way too fast, litter freely and don't stop at crosswalks. I have to wait to cross one until someone indicates to me that they are stopping and waiting for me. Most do not do this. Please get a plan together to deal with the litter if you plan to add sidewalks or deal with congestion. It should go part and parcel with that. We need to protect the beauty of Palm Valley and our property values just as much as accommodate traffic. Enforce speeding laws and put in cameras/no littering signs with actual consequences.

14 days ago

None

14 days ago

Clean up the vegetation along the side of the roads.

14 days ago

More presence of law enforcement, the speed limit is lowered during the peak hours or during school drop off /dismal times. The drivers from Palmer Catholic School are fined should they make u turns in the neighborhoods near the school.

14 days ago

A wider well-maintained sidewalk clear of vegetation is a necessary improvement for Palm Valley Road.

14 days ago

I used to bike down Ponte Vedra Blvd to Miklers to the roundabout at Palm Valley Road back to A1A but cars are very irritated to be slowed down by a cyclist so it is too dangerous to do.

14 days ago



The traffic circle would work better if people didn't drive in the yellow lines. The flow would work correctly if they drove in the lanes. Maybe permanent cones?

14 days ago

Roundabout works well.

14 days ago

Make palm valley road more lanes

14 days ago

Make an access road to Nocatee

14 days ago

Bike and pedestrian facilities need improvement. Sidewalk is too narrow and not well maintained. Roundabout works well.

14 days ago

Clearly the road is operating at substandard levels. The roundabout seems to function very well...much faster than a traffic light. Bike and pedestrian facilities are very weak. The sidewalk is much too narrow and not well maintained.

14 days ago

We need a sidewalk on Roscoe Blvd.

14 days ago

In my opinion the traffic circle is just fine and does not need to be changed. We need a crosswalk at Neck Rd and Micklers to cross over to sidewalk on the north side of Mickers. A short sidewalk could be paved on the south side of Micklers going east toward A1A. The crosswalk could be placed away from the curve and intersection.

14 days ago

Please make a sidewalk along the entire road from A1A to Publix circle

14 days ago

Please make a sidewalk along the entire road from the Publix circle to A1A

14 days ago

Traffic is entirely too bad. Create a road off of the intercoastal for Nocatee traffic.

14 days ago

14 days ago

Reduce speed limit. Add lights to create safer intersections and create breaks in traffic so people that actually live on the road can get out of their neighborhoods/driveways. Start enforcing the speed limit. Add sidewalks or multi-use path. Do something about the Palmer Academy mess and the back-ups at the Mickler's circle. Fix the drainage problems and the condition of the road is horrible.

14 days ago

Thanks for doing a survey. Hope you will make the area more safe to walk and ride a bike.

14 days ago

Plans for another North South road.

14 days ago

The increased amount of traffic makes it very dangerous on our roads.

14 days ago

Bicycle lane and wider lanes

14 days ago

Write more tickets for speeding.

14 days ago

No additional comment

14 days ago

Sidewalks/ multi-use path to make Ponte Vedra safer for pedestrians

14 days ago

I rarely use Palm Valley Road due to traffic. I take A1A to Micklers. Our county needs to keep pedestrians and cyclists OFF the road and in their own lane for safety reasons and mental comfort. San Juan Drive needs a lane also.

14 days ago

Please complete the sidewalks - this would benefit residents and allow children the option to ride their bikes to school.

14 days ago

Better traffic monitoring

14 days ago

Better traffic control at busy times with schools and businesses getting out between 3 and 630

14 days ago

.

14 days ago

A sidewalk with bike lane off road (not marked) all the way to A1A would be nice. Would use bike to fresh market all the time

14 days ago

Traffic has gotten way worse in Palm Valley. Somehow we need to stop people from cutting through our paradise to get to work.

14 days ago

Sidewalks are very important for safety of children moving into the new housing developments.

14 days ago

Have lived in Old Palm Valley community for 28 years have been pleading for sidewalks all those years with every group of commissioners over that entire time with no results other then disjointed sidewalks when no communities were built with walks in front of them. No connections, no concern, been told no money available even though the money that is sent to the county per portionally is much lower than we get back to our area. Help! Help! Help! I am an active senior citizen and can't get out of my neighborhood without fear of being struck by a speeding truck or car... Our kids are prisoners in our community unless parents driver them to their destinations.

14 days ago

210 is to dangerous to ride bike

14 days ago

Keep the roundabout!!! It forces drivers to slow down. If it is replaced with a traffic light people will fly though and this study will go to waste. Make roads more pedestrian friendly. Not a race track

14 days ago

Need turning lanes when building decelopments

14 days ago

The road is dangerous for walking or bikes because it is narrow and there are no sidewalks

14 days ago

Need turning lanes at Las Palmas estate and sidewalks the whole way on palm valley road

14 days ago

N/A

14 days ago

Ponte Vedra/Palm Valley needs a cmprehensive sidewalk/bike path plan, While progress has been made, people will continue to use cars ever for short trips as long as they are given priority in developing our local trasnsportation plan.

14 days ago

Probably more speed enforcement would be good in the area

14 days ago

see below

14 days ago

Can San Pablo road be extended down so the entire community of Nocatee does not have to cut through Ponte Vedra Beach. Every year it is getting worse and will not improve as our community will continue to grow. Thank you.

14 days ago

Thanks.

14 days ago

please don't widen palm valley road. it would be very nice to encourage traffic to go around palm valley road and use a1a and mickler to get out. would be even better to include signage to restrict traffic along palm valley road to exclude through traffic all together and force traffic to use a1a/mickler to get into nocatee or further down 210.

in places i've lived before the community payed for a security guard posted at either end of the road to totally limit traffic to local residents only. i would be willing to pay a increased local neighborhood fee to maintain palm valley road and retain a guard to protect the area from too much traffic in palm valley road.

please please please. don't widen the road. and don't get rid of the traffic circle. it will only make things worse. people who complain about the traffic circle don't understand that it's the most efficient way to clear traffic as everyone keeps moving. and the SAFEST because people pay more attention.

I am on the HOA for LasPalmas. please call me to discuss further. i would like to give more input if you're willing to talk about this further.

Robert mcclain

706-767-7787

rlmcla@gmail.com

101 sawbill palm dr.

14 days ago

None

14 days ago

We need multi use paths/sidewalks on Palm Valley Road in Ponte Vedra Beach from the Bridge all the way to A1A

14 days ago

Improving walking/biking lanes would be a wonderful thing for Palm Valley Rd. Also instructions for people on how to properly use the roundabout would be extremely helpful for keeping that area flowing during high traffic times.

14 days ago

B

14 days ago

Thank you for providing this survey. Our family and neighbors in our neighborhood are very much for improvements to Palm Valley to accommodate all using the roads and walk and bike ways, to make it safe, practical and enjoyable for our whole community.

14 days ago

Way too much traffic. A disaster waiting for a place to happen.  
Too May homes approved

14 days ago

Any improvements would be welcomed - certainly a road that is used a lot.

14 days ago

Please just built up a complete sidewalk all the way from the round-about to A1A as a first priority, second would be a wider sidewalk to accommodate for bicycles. I do not walk Palm Valley road ever because the sidewalk is incomplete and walking in the grass is extremely dangerous with the car traffic. This makes the current partial sidewalks "useless" and totally unusable for bicycles. If I want to walk I DRIVE my car to Mickler's landing or Davis Park parking lot and walk from there. The situation on Palm valley Road regarding sidewalks is pathetic.

14 days ago

Need bike paths

14 days ago

I see the solution not being a widening or changes to Palm Valley Road but a widening or changes to Mickler Road and A1A to take traffic off Palm Valley Road.

14 days ago

none

14 days ago

More sidewalks always please!

14 days ago

Put in bicycle lanes that was promised in the 90's!!!!!!!!!!!! Very dangerous road!!!!!!!!!!!!

14 days ago

We need a flashing crosswalk at Neck Rd and/or sidewalks on the southside of Neck Rd to get to the existing crosswalks at the roundabout and A1A at Mickler

14 days ago

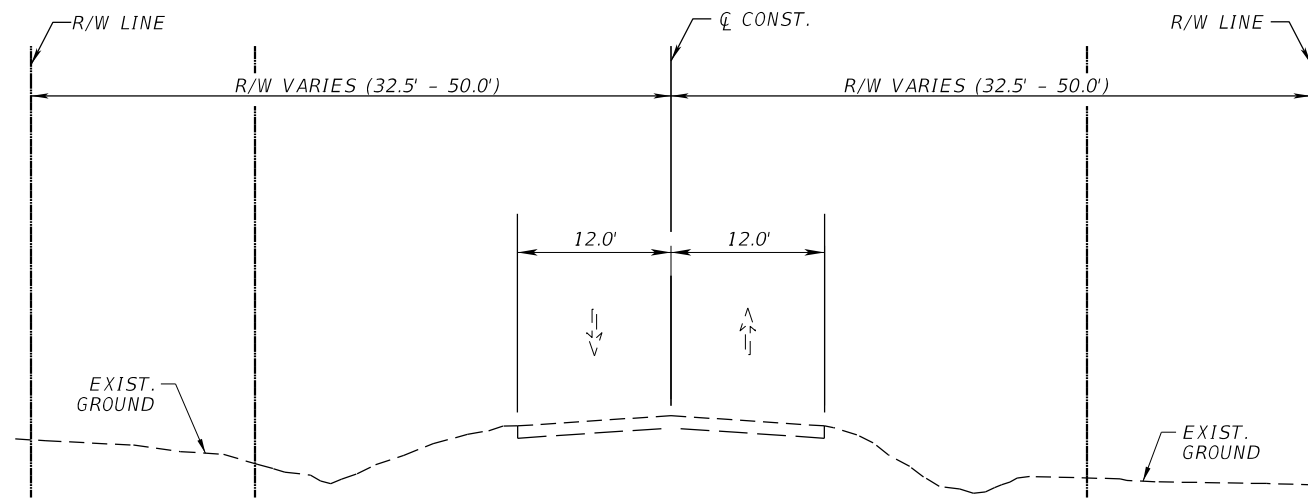
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14 days ago

## **Appendix B. EXISTING CONDITION DIAGRAMS**




2/16/2024 9:46:09 AM /eblanca T:\2020\20-330-20-330-06 TRANSPORTATION\DESIGN\ROADWAY\TYPICALSHEETS - 1 MODEL: TYPICALSHEETS - 1



EXISTING TYPICAL SECTION

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REVISIONS				 <b>England-Thins &amp; Miller, Inc.</b> <small>14775 Old St. Augustine Road            Jacksonville, FL 32258            TEL: (904) 642-8990            FAX: (904) 640-8485            Registry - 2584 LC - 0000316</small>	St Johns County			<b>PALM VALLEY ROAD            CORRIDOR STUDY            TYPICAL SECTION</b>	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		DATE	COUNTY	PROJECT NO.		1
					St Johns	20-330-06			

ADRIANN LEBLANC, PE Licence No. 87860

JANUARY 2024





**LEGEND**

- TRAFFIC SIGNAL
- TRAFFIC SIGN
- BUS STOP
- RIGHT OF WAY

**ETM**  
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PALM VALLEY ROAD CORRIDOR STUDY  
 CONDITION DIAGRAM

SHEET NO.  
 1



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TRAFFIC SIGN



BUS STOP



RIGHT OF WAY



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 CONDITION DIAGRAM

SHEET NO.

2



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TRAFFIC SIGN

BUS STOP

RIGHT OF WAY

LEGEND



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 CONDITION DIAGRAM

SHEET NO.

3



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TRAFFIC SIGNAL



TRAFFIC SIGN



BUS STOP



RIGHT OF WAY



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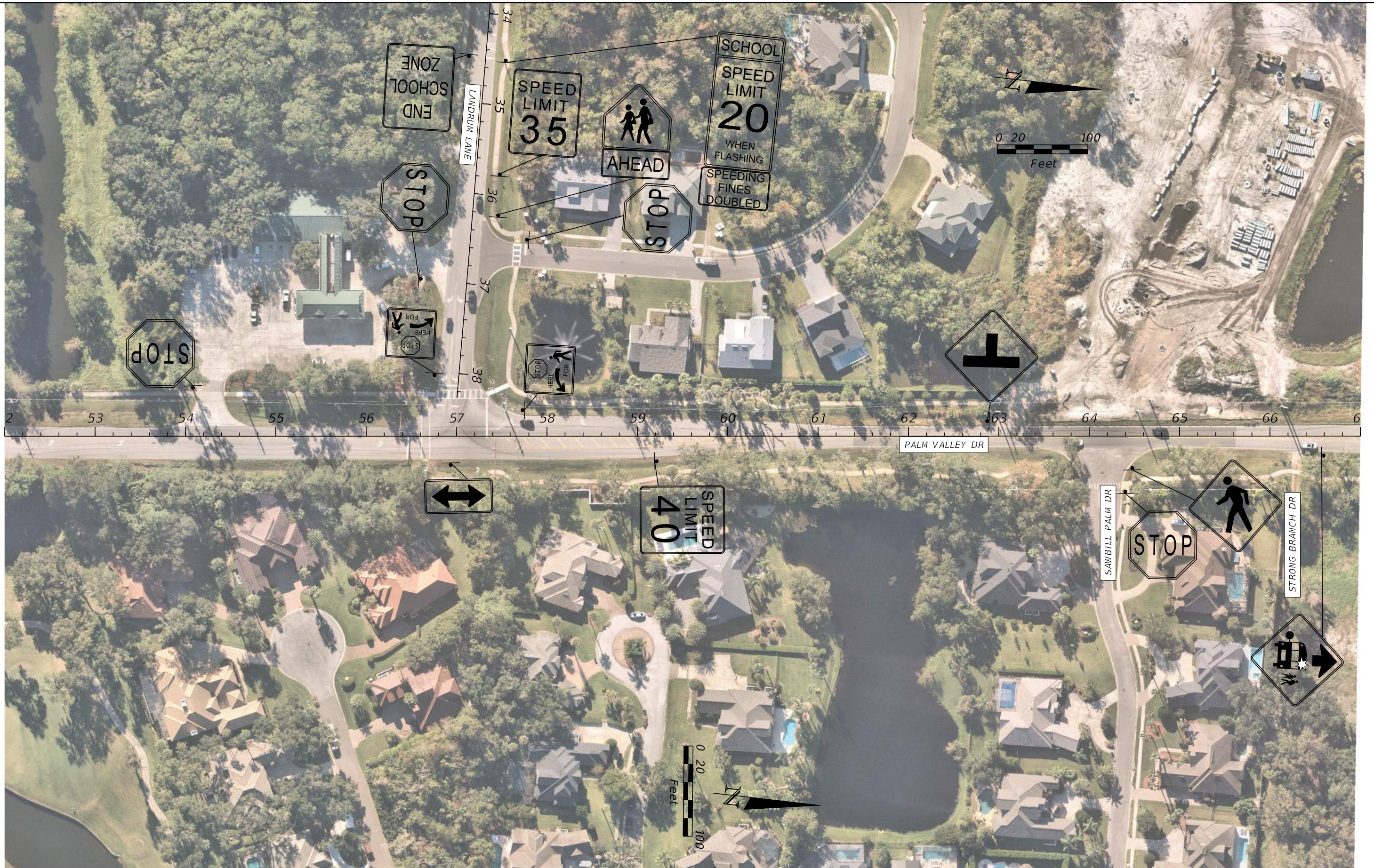
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 CONDITION DIAGRAM

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TRAFFIC SIGN



BUS STOP



RIGHT OF WAY



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 CONDITION DIAGRAM

SHEET NO.  
 7





TRAFFIC SIGNAL

TRAFFIC SIGN

**LEGEND**  
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RIGHT OF WAY

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 8





TRAFFIC SIGNAL



TRAFFIC SIGN



BUS STOP



RIGHT OF WAY



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CONDITION DIAGRAM

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TRAFFIC SIGNAL

TRAFFIC SIGN

BUS STOP

RIGHT OF WAY

LEGEND

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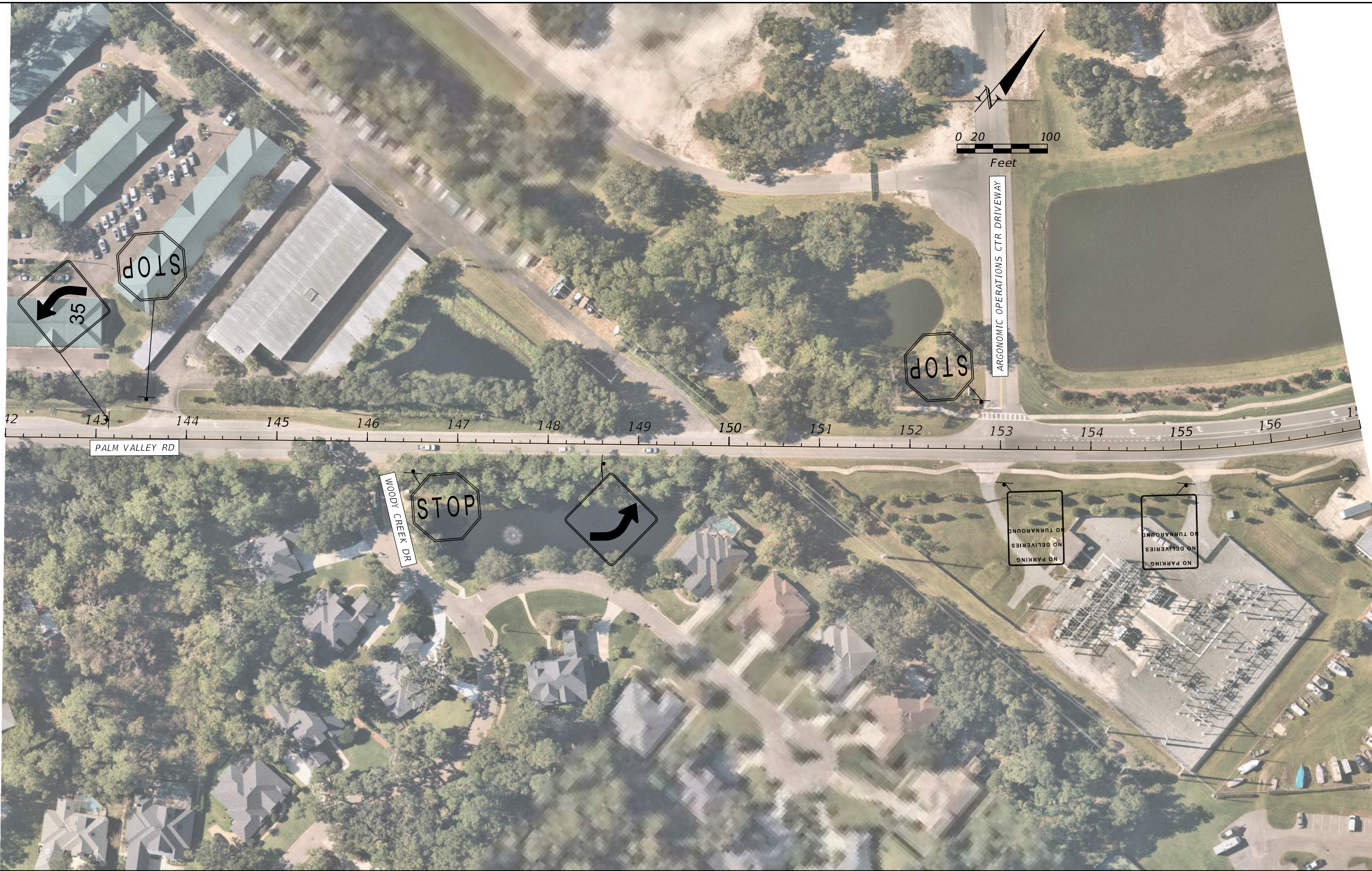
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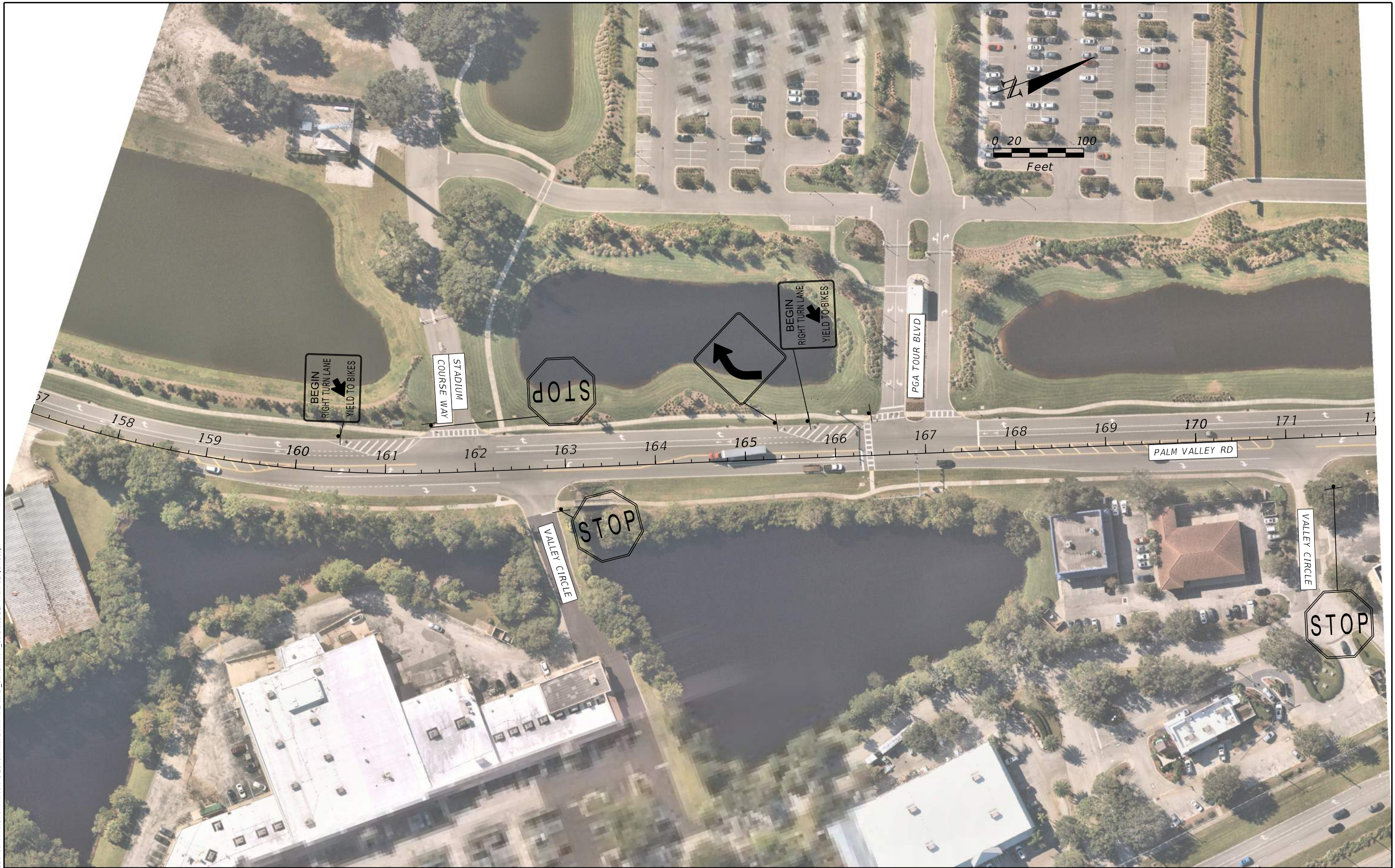
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 BUS STOP

RIGHT OF WAY

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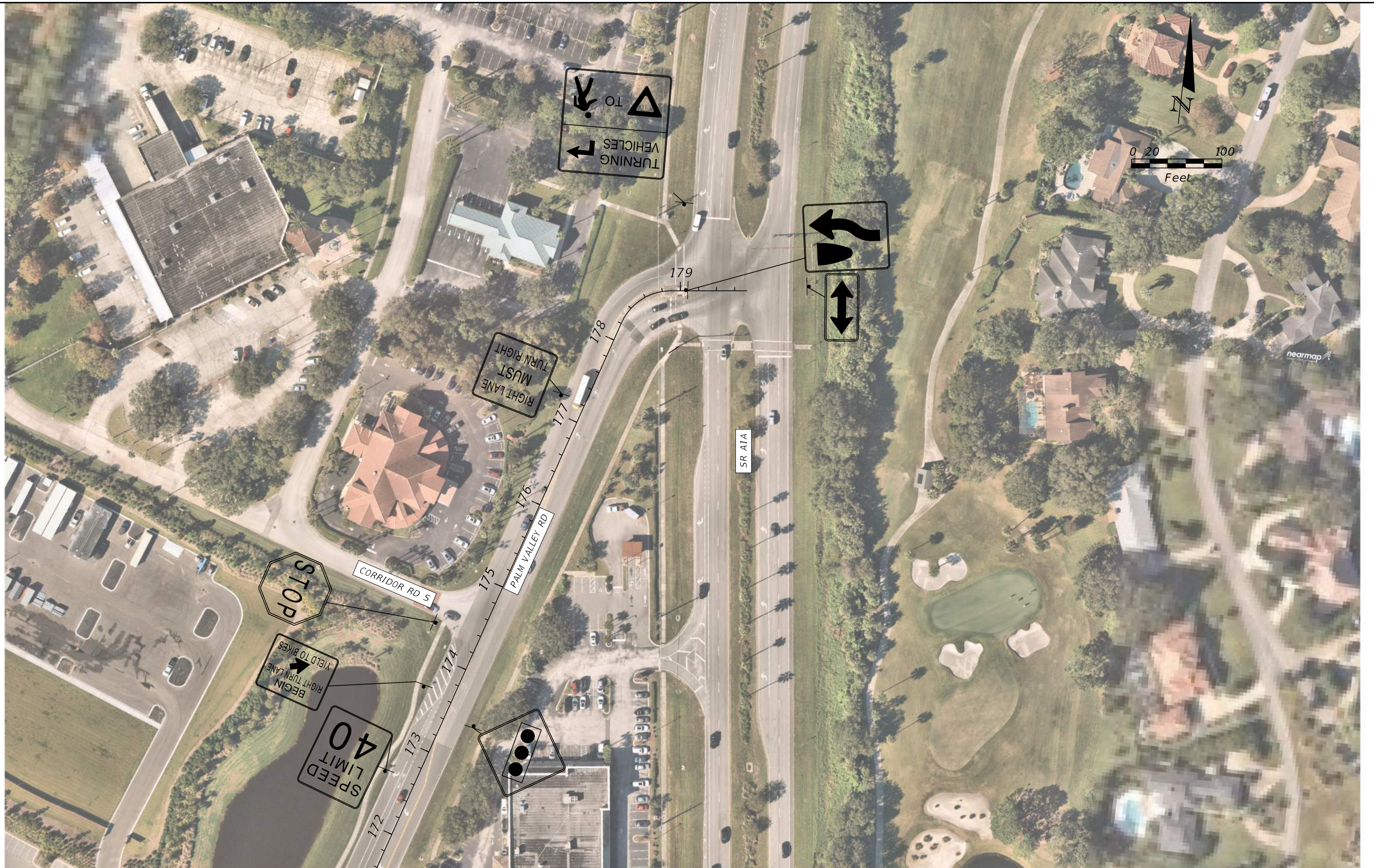
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 CONDITION DIAGRAM

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 13





**LEGEND**

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 CONDITION DIAGRAM

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**LEGEND**

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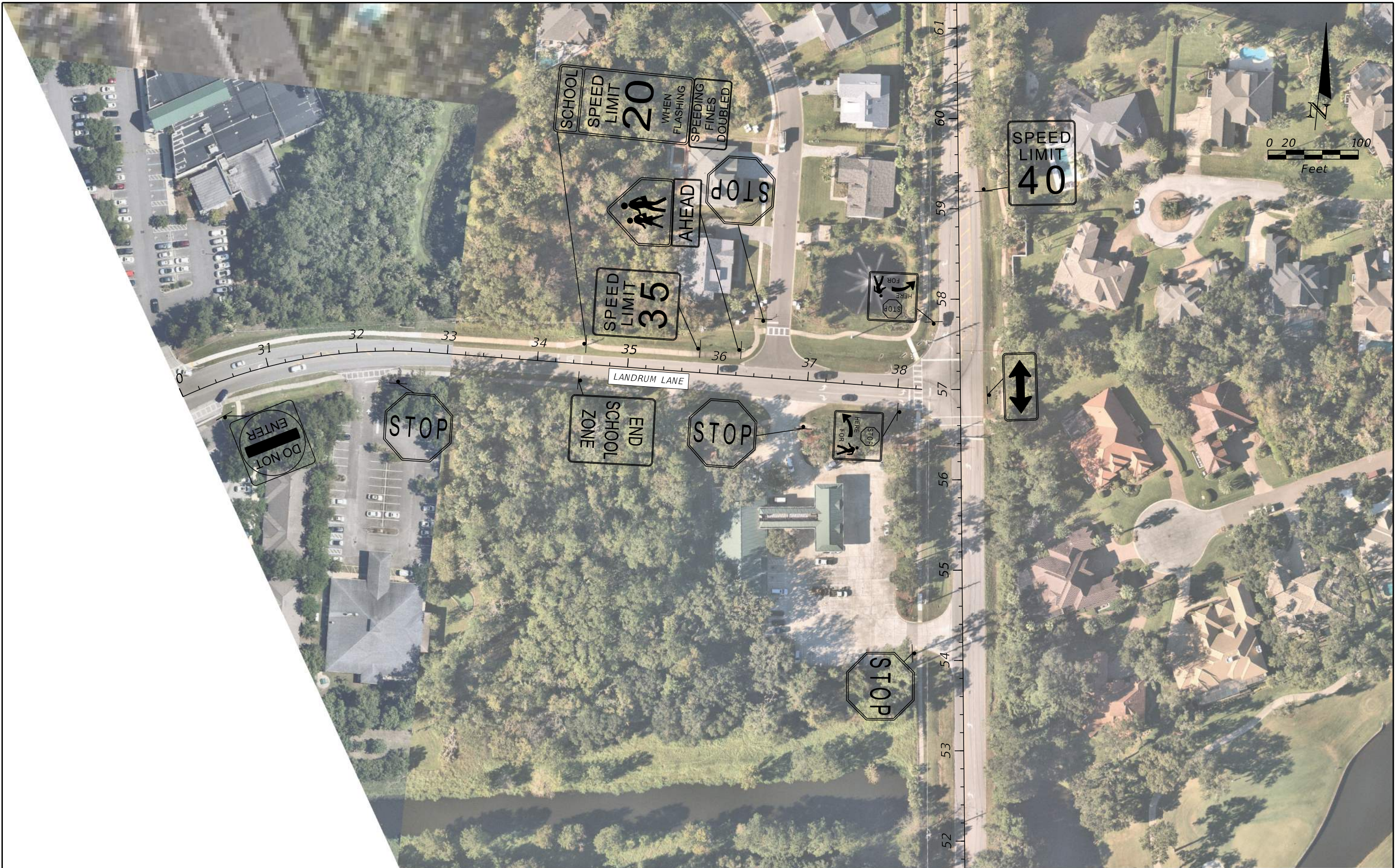
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 CONDITION DIAGRAM

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 BUS STOP  
 RIGHT OF WAY

LEGEND



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PALM VALLEY ROAD CORRIDOR STUDY  
 CONDITION DIAGRAM

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 16



## **Appendix C. CRASH SUMMARIES**



## **Appendix D. COLLISION DIAGRAMS**



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CRASH NUMBER XX XX-X	INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY
YEAR	

LEGEND	VEHICLE DIRECTION	BICYCLE	PEDESTRIAN
FATALITY (XX-XX)	OUT OF CONTROL	PEDESTRIAN	PEDESTRIAN
ANIMAL (animal icon)	TURNING VEHICLE	SIDESWIPE (bicycle icon)	

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PALM VALLEY ROAD CORRIDOR STUDY  
 COLLISION DIAGRAM

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CRASH NUMBER	XX XX-X
INJURY SEVERITY	
1 = NO INJURY	
2 = POSSIBLE INJURY	
3 = NON-INCAPACITATING	
4 = INCAPACITATING	
5 = FATALITY	
YEAR	

LEGEND	XX XX-X	VEHICLE DIRECTION	BICYCLE
FATALITY		OUT OF CONTROL	PEDESTRIAN
ANIMAL		TURNING VEHICLE	SIDESWIPE

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PALM VALLEY ROAD CORRIDOR STUDY  
 COLLISION DIAGRAM

SHEET NO.  
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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
 2 = POSSIBLE INJURY  
 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY

LEGEND  
 XX  
 XX-X  
 ANIMAL

VEHICLE DIRECTION  
 OUT OF CONTROL  
 TURNING VEHICLE

BICYCLE  
 PEDESTRIAN  
 SIDESWIPE

**ETM**  
 VISION • EXPERIENCE • RESULTS  
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 Registry - 2584 LC - 0000316  
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PALM VALLEY ROAD CORRIDOR STUDY  
 COLLISION DIAGRAM

SHEET NO.  
 3





CRASH NUMBER XX XX-X	INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY
YEAR	

LEGEND	VEHICLE DIRECTION
XX XX-X FATALITY	▶ VEHICLE
ANIMAL	◁ OUT OF CONTROL
	↻ TURNING VEHICLE

BICYCLE	PEDESTRIAN	SIDESWIPE
▶	▶	▶

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PALM VALLEY ROAD CORRIDOR STUDY  
 COLLISION DIAGRAM

SHEET NO.	4
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CRASH NUMBER XX XX-X	INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY
----------------------------	---

LEGEND XX XX-X	FATALITY
	ANIMAL

	VEHICLE DIRECTION
	OUT OF CONTROL
	TURNING VEHICLE

	BICYCLE
	PEDESTRIAN
	SIDESWIPE

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CRASH NUMBER XX XX-X	1 = NO INJURY
	2 = POSSIBLE INJURY
YEAR	3 = NON-INCAPACITATING
	4 = INCAPACITATING
	5 = FATALITY

XX XX-X	FATALITY
Animal icon	ANIMAL

Blue arrow	VEHICLE DIRECTION
Blue arrow with wavy line	OUT OF CONTROL
Blue arrow with circle	TURNING VEHICLE

Bicycle icon	BICYCLE
Person icon	PEDESTRIAN
Person with arrow icon	SIDESWIPE

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	CRASH NUMBER
	INJURY SEVERITY
	1 = NO INJURY
	2 = POSSIBLE INJURY
	3 = NON-INCAPACITATING
	4 = INCAPACITATING
5 = FATALITY	
YEAR	

	LEGEND
	FATALITY
	ANIMAL

	VEHICLE DIRECTION
	OUT OF CONTROL
	TURNING VEHICLE

	BICYCLE
	PEDESTRIAN
	SIDESWIPE

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CRASH NUMBER XX XX-X	INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY
YEAR	

LEGEND	XX	FATALITY
ANIMAL		

	VEHICLE DIRECTION
	OUT OF CONTROL
	TURNING VEHICLE

	BICYCLE
	PEDESTRIAN
	SIDESWIPE

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YEAR	XX	CRASH NUMBER
	XX-X	INJURY SEVERITY
	1	NO INJURY
	2	POSSIBLE INJURY
	3	NON-INCAPACITATING
	4	INCAPACITATING
	5	FATALITY

XX	FATALITY
XX-X	FATALITY
	ANIMAL

	VEHICLE DIRECTION
	OUT OF CONTROL
	TURNING VEHICLE

	BICYCLE
	PEDESTRIAN
	SIDESWIPE

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CRASH NUMBER	LEGEND	VEHICLE DIRECTION	BICYCLE
INJURY SEVERITY	XX XX-X	FATALITY	PEDESTRIAN
1 = NO INJURY	ANIMAL	OUT OF CONTROL	SIDESWIPE
2 = POSSIBLE INJURY		TURNING VEHICLE	
3 = NON-INCAPACITATING			
4 = INCAPACITATING			
5 = FATALITY			

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CRASH NUMBER XX XX-X	INJURY SEVERITY 1 = NO INJURY 2 = POSSIBLE INJURY 3 = NON-INCAPACITATING 4 = INCAPACITATING 5 = FATALITY
YEAR	

XX XX-X	FATALITY
Animal icon	ANIMAL

Blue arrow	VEHICLE DIRECTION
Blue arrow with wavy line	OUT OF CONTROL
Blue arrow with circle	TURNING VEHICLE

Bicycle icon	BICYCLE
Person icon	PEDESTRIAN
Person with arrow icon	SIDESWIPE

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	CRASH NUMBER
	INJURY SEVERITY
	1 = NO INJURY
	2 = POSSIBLE INJURY
	3 = NON-INCAPACITATING
4 = INCAPACITATING	
5 = FATALITY	
YEAR	

	LEGEND
	FATALITY
	ANIMAL

	VEHICLE DIRECTION
	OUT OF CONTROL
	TURNING VEHICLE

	BICYCLE
	PEDESTRIAN
	SIDESWIPE

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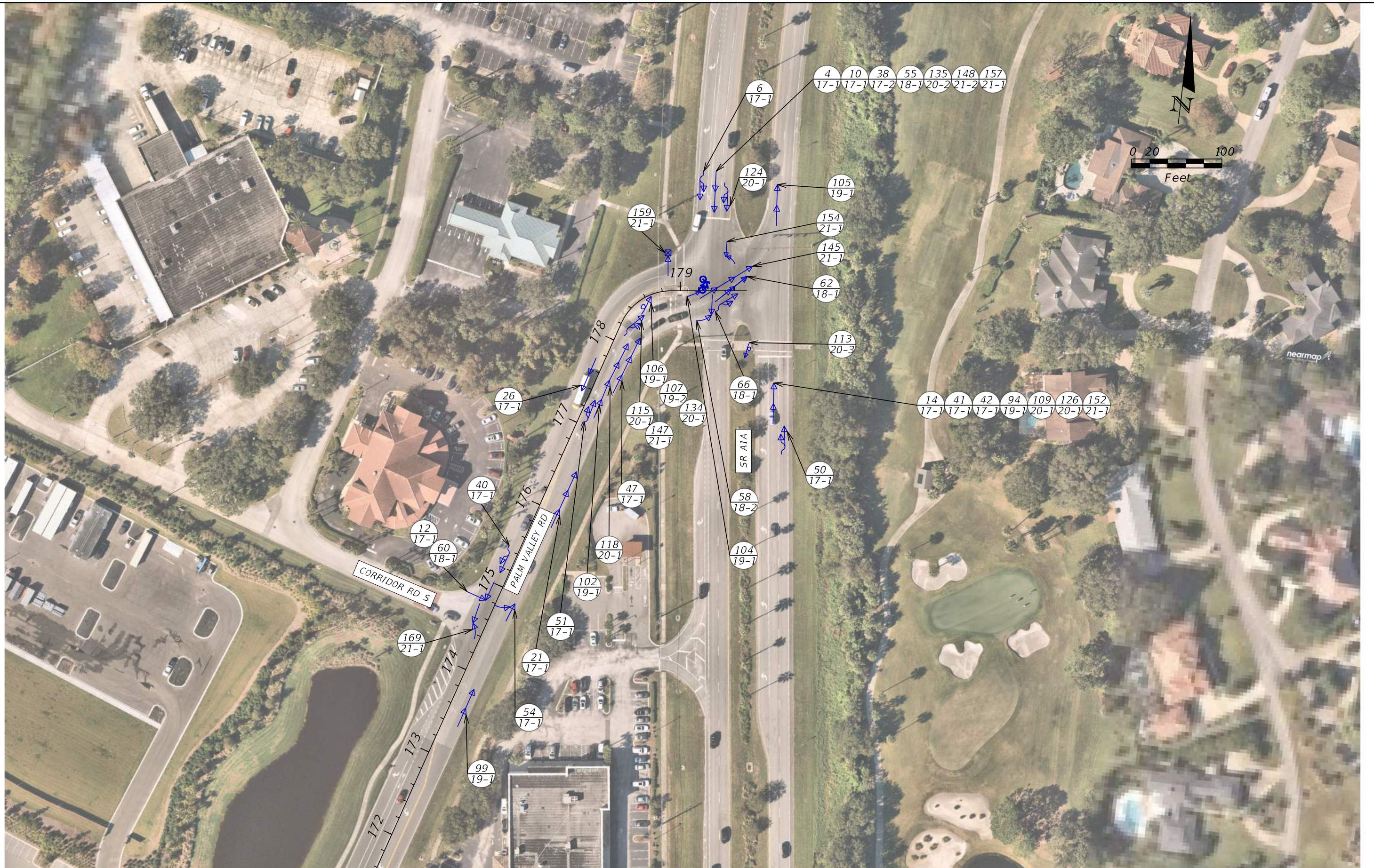
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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
 2 = POSSIBLE INJURY  
 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY

LEGEND  
 XX  
 XX-X  
 ANIMAL

VEHICLE DIRECTION  
 OUT OF CONTROL  
 TURNING VEHICLE

BICYCLE  
 PEDESTRIAN  
 SIDESWIPE

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 COLLISION DIAGRAM

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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
 2 = POSSIBLE INJURY  
 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY

LEGEND  
 XX  
 XX-X  
 ANIMAL

VEHICLE DIRECTION  
 OUT OF CONTROL  
 TURNING VEHICLE

BICYCLE  
 PEDESTRIAN  
 SIDESWIPE

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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
 2 = POSSIBLE INJURY  
 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY

LEGEND  
 XX  
 XX-X  
 ANIMAL

VEHICLE DIRECTION  
 OUT OF CONTROL  
 TURNING VEHICLE

BICYCLE  
 PEDESTRIAN  
 SIDESWIPE

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CRASH NUMBER  
 INJURY SEVERITY  
 1 = NO INJURY  
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 3 = NON-INCAPACITATING  
 4 = INCAPACITATING  
 5 = FATALITY

LEGEND  
 XX  
 XX-X  
 ANIMAL

VEHICLE DIRECTION  
 OUT OF CONTROL  
 TURNING VEHICLE

BICYCLE  
 PEDESTRIAN  
 SIDESWIPE

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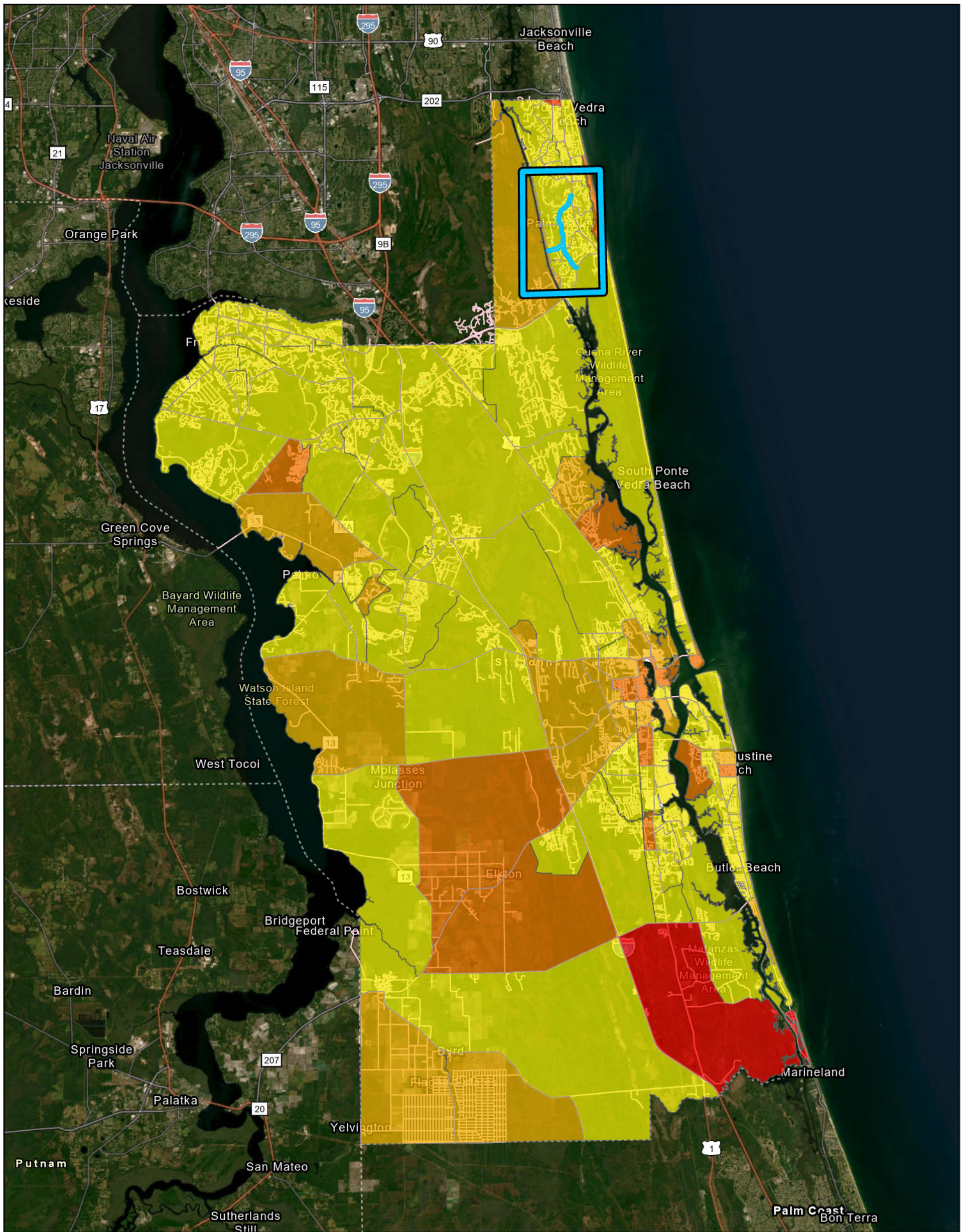
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 16



**Appendix E. UNDERSERVED POPULATIONS MAP  
(ST. JOHNS COUNTY)**

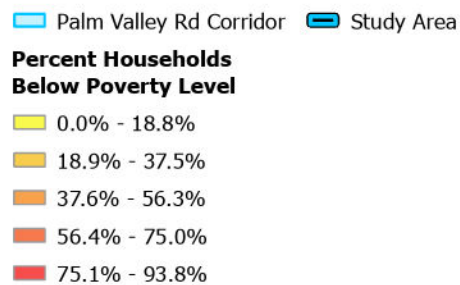




### Palm Valley Rd Corridor Study

#### Households Below Poverty Level

Source: ETM, American Community Survey 5 Year Estimates (2017-2021) Table B17017, Census Bureau



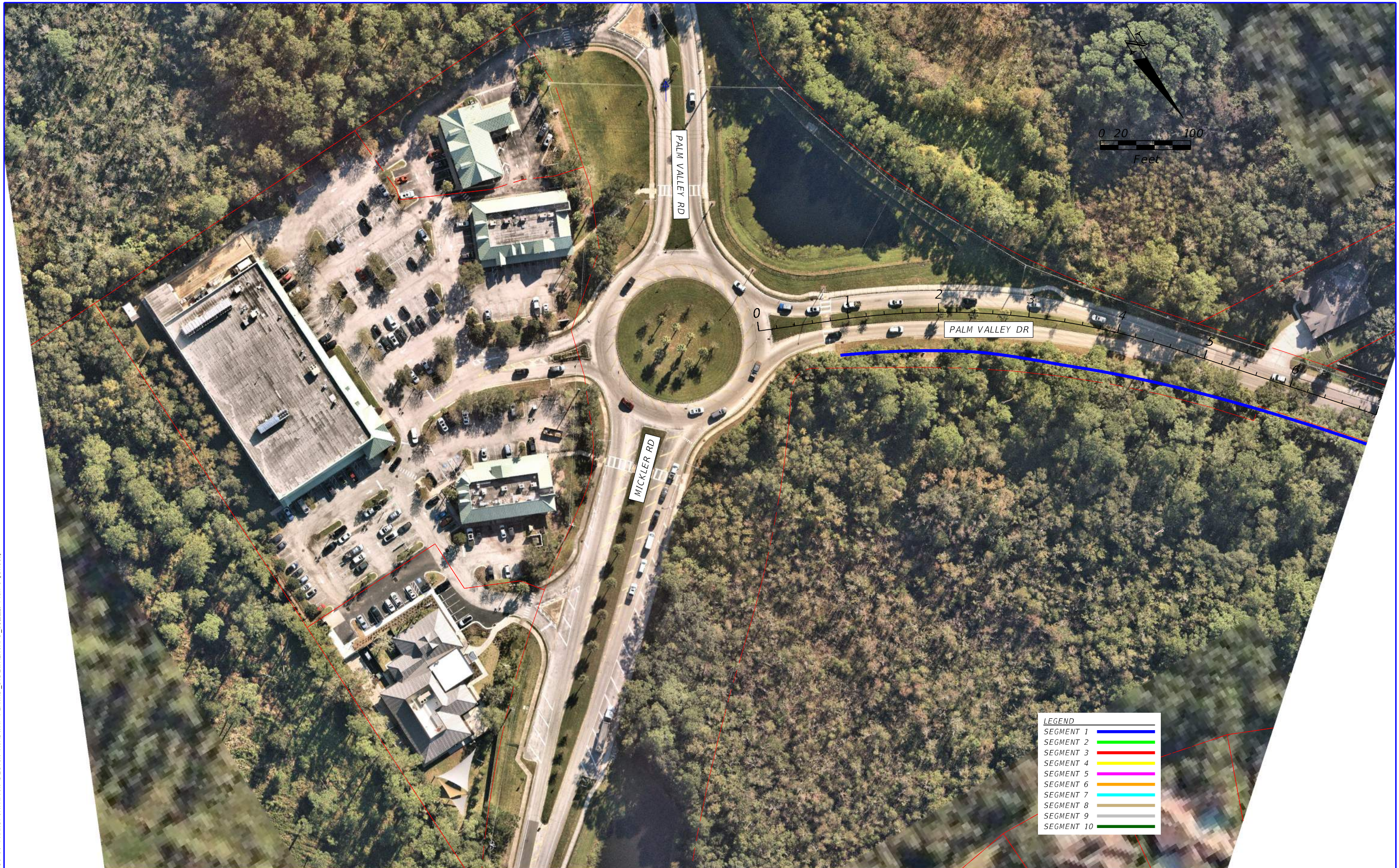
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## **Appendix F. SIDEWALK GAPS EXHIBIT**



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COUNTY	CITY
St Johns County	
PROJECT NO.	DATE
20-330-06	

**LEGEND**

SEGMENT 1	Blue
SEGMENT 2	Green
SEGMENT 3	Red
SEGMENT 4	Yellow
SEGMENT 5	Magenta
SEGMENT 6	Cyan
SEGMENT 7	Light Blue
SEGMENT 8	Light Green
SEGMENT 9	Light Yellow
SEGMENT 10	Light Cyan

**PALM VALLEY ROAD  
 CORRIDOR STUDY  
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St Johns County	
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**CORRIDOR STUDY**  
**PLAN**

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**CORRIDOR STUDY**  
**PLAN**

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LEGEND	
SEGMENT 1	<span style="color: blue;">—</span>
SEGMENT 2	<span style="color: green;">—</span>
SEGMENT 3	<span style="color: red;">—</span>
SEGMENT 4	<span style="color: yellow;">—</span>
SEGMENT 5	<span style="color: magenta;">—</span>
SEGMENT 6	<span style="color: orange;">—</span>
SEGMENT 7	<span style="color: cyan;">—</span>
SEGMENT 8	<span style="color: brown;">—</span>
SEGMENT 9	<span style="color: grey;">—</span>
SEGMENT 10	<span style="color: darkgreen;">—</span>

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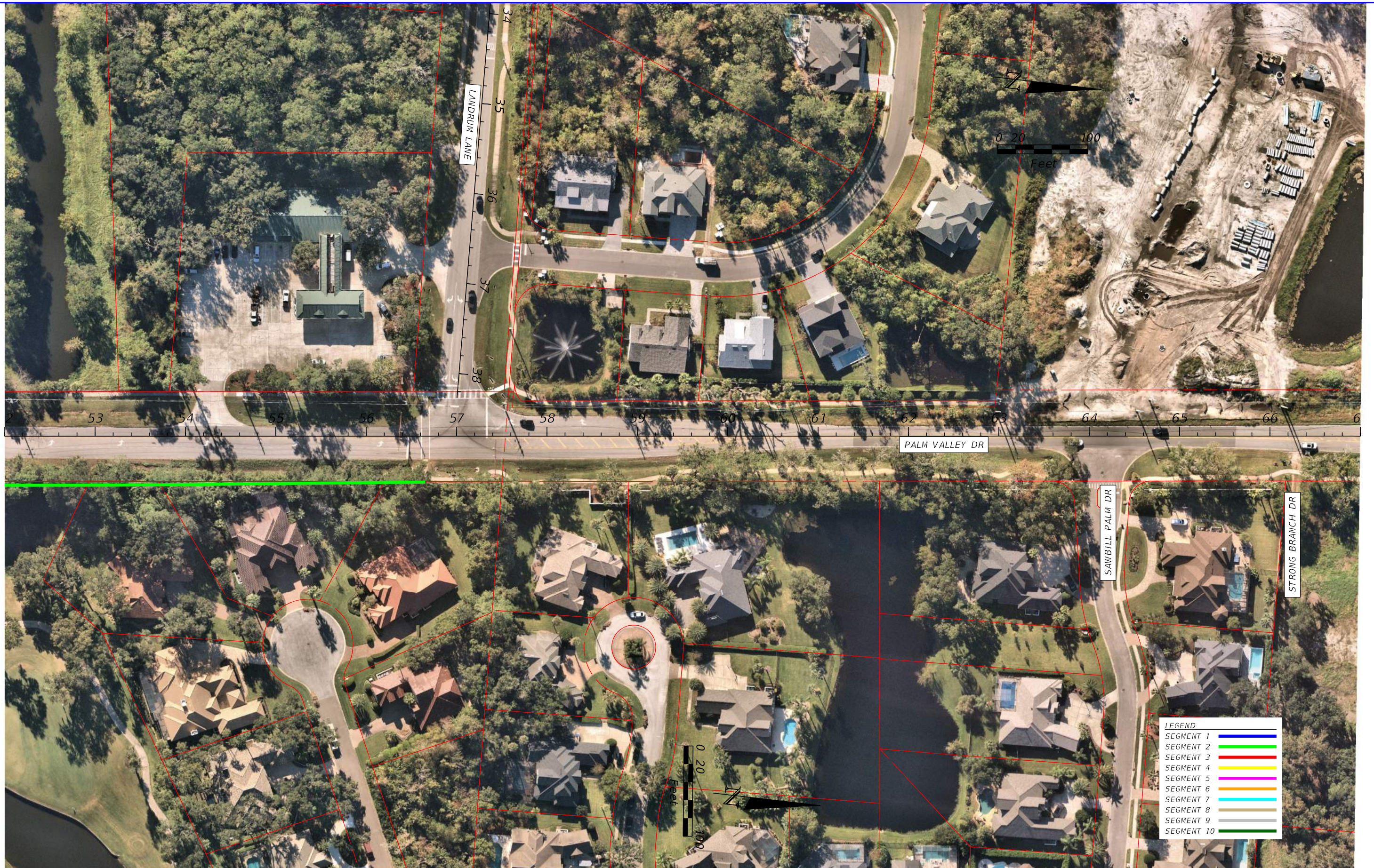
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 PLAN**

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**CORRIDOR STUDY**  
**PLAN**

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DATE	DESCRIPTION	DATE	DESCRIPTION

**ETM**  
 VISION • EXPERIENCE • RESULTS  
 ADRIANN LEBLANC, PE

England-Thins & Miller, Inc.  
 14775 Old St. Augustine Road  
 Jacksonville, FL 32258  
 TEL: (904) 642-8990  
 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316  
 License No. 87860

COUNTY	CITY
St Johns County	
PROJECT NO.	DATE
20-330-06	

*PALM VALLEY ROAD  
 CORRIDOR STUDY  
 PLAN*

SHEET NO.
7



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LEGEND	
SEGMENT 1	
SEGMENT 2	
SEGMENT 3	
SEGMENT 4	
SEGMENT 5	
SEGMENT 6	
SEGMENT 7	
SEGMENT 8	
SEGMENT 9	
SEGMENT 10	

REVISIONS			
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COUNTY	CITY
St Johns County	
PROJECT NO.	DATE
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**PALM VALLEY ROAD  
 CORRIDOR STUDY  
 PLAN**

SHEET NO.
8

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LEGEND	
SEGMENT 1	
SEGMENT 2	
SEGMENT 3	
SEGMENT 4	
SEGMENT 5	
SEGMENT 6	
SEGMENT 7	
SEGMENT 8	
SEGMENT 9	
SEGMENT 10	

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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COUNTY	CITY
St Johns County	
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**PALM VALLEY ROAD  
 CORRIDOR STUDY  
 PLAN**

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9

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**LEGEND**

SEGMENT 1	Blue
SEGMENT 2	Green
SEGMENT 3	Red
SEGMENT 4	Yellow
SEGMENT 5	Magenta
SEGMENT 6	Orange
SEGMENT 7	Cyan
SEGMENT 8	Brown
SEGMENT 9	Grey
SEGMENT 10	Dark Green

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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COUNTY	CITY
St Johns County	
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**PALM VALLEY ROAD  
 CORRIDOR STUDY  
 PLAN**

SHEET NO.
10

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COUNTY	CITY
St Johns County	
PROJECT NO.	DATE
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**PALM VALLEY ROAD  
 CORRIDOR STUDY  
 PLAN**

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COUNTY	CITY
St Johns County	
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**PALM VALLEY ROAD  
 CORRIDOR STUDY  
 PLAN**

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COUNTY	CITY
St Johns County	
PROJECT NO.	DATE
20-330-06	

**PALM VALLEY ROAD  
 CORRIDOR STUDY  
 PLAN**

SHEET NO.  
 13

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**PALM VALLEY ROAD  
 CORRIDOR STUDY  
 PLAN**

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LEGEND	
SEGMENT 1	
SEGMENT 2	
SEGMENT 3	
SEGMENT 4	
SEGMENT 5	
SEGMENT 6	
SEGMENT 7	
SEGMENT 8	
SEGMENT 9	
SEGMENT 10	

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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**PALM VALLEY ROAD  
CORRIDOR STUDY  
PLAN**

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England-Thins & Miller, Inc.  
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 FAX: (904) 646-9485  
 Registry - 2584 LC - 0000316  
 License No. 87860

COUNTY	CITY
St Johns County	
PROJECT NO.	DATE
20-330-06	

*PALM VALLEY ROAD  
 CORRIDOR STUDY  
 PLAN*

SHEET NO.  
 16

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## **Appendix G. FUTURE LAND USE EXHIBIT**







## **Appendix H. TURNING MOVEMENT COUNTS**



# Peggy Malone and Associates

## 904-992-8072

File Name : 1-SR A1A & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Cars

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	90	0	0	90	1	47	0	48	40	55	0	0	95	233
06:45 AM	102	9	0	111	1	56	0	57	76	88	0	0	164	332
<b>Total</b>	192	9	0	201	2	103	0	105	116	143	0	0	259	565
07:00 AM	140	14	0	154	0	66	0	66	89	99	1	0	189	409
07:15 AM	155	3	0	158	4	100	0	104	97	136	1	0	234	496
07:30 AM	189	6	0	195	5	129	0	134	113	126	0	0	239	568
07:45 AM	192	4	0	196	7	157	0	164	122	152	0	0	274	634
<b>Total</b>	676	27	0	703	16	452	0	468	421	513	2	0	936	2107
08:00 AM	234	8	0	242	4	154	0	158	97	152	1	0	250	650
08:15 AM	224	11	0	235	5	113	0	118	108	204	2	0	314	667
08:30 AM	191	8	0	199	6	123	0	129	114	204	0	0	318	646
08:45 AM	197	11	0	208	2	118	0	120	123	160	1	0	284	612
<b>Total</b>	846	38	0	884	17	508	0	525	442	720	4	0	1166	2575
09:00 AM	154	11	0	165	6	102	0	108	122	168	0	0	290	563
09:15 AM	174	5	0	179	6	127	0	133	118	181	1	0	300	612
<b>Grand Total</b>	2042	90	0	2132	47	1292	0	1339	1219	1725	7	0	2951	6422
Apprch %	95.8	4.2	0		3.5	96.5	0		41.3	58.5	0.2	0		
Total %	31.8	1.4	0	33.2	0.7	20.1	0	20.9	19	26.9	0.1	0	46	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:45 AM														
07:45 AM	192	4	0	196	7	157	0	164	122	152	0	0	274	634
08:00 AM	<b>234</b>	8	0	<b>242</b>	4	154	0	158	97	152	1	0	250	650
08:15 AM	224	<b>11</b>	0	235	5	113	0	118	108	<b>204</b>	<b>2</b>	0	314	<b>667</b>
08:30 AM	191	8	0	199	6	123	0	129	114	204	0	0	<b>318</b>	646
Total Volume	841	31	0	872	22	547	0	569	441	712	3	0	1156	2597
% App. Total	96.4	3.6	0		3.9	96.1	0		38.1	61.6	0.3	0		
PHF	.899	.705	.000	.901	.786	.871	.000	.867	.904	.873	.375	.000	.909	.973



# Peggy Malone and Associates

## 904-992-8072

File Name : 1-SR A1A & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Trucks

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	2	0	2	3	0	0	0	3	5
06:45 AM	1	0	0	1	0	4	0	4	9	0	0	0	9	14
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>19</b>
07:00 AM	0	0	0	0	0	2	0	2	6	1	0	0	7	9
07:15 AM	2	1	0	3	0	10	0	10	5	1	0	0	6	19
07:30 AM	0	0	0	0	0	2	0	2	2	2	0	0	4	6
07:45 AM	3	0	0	3	0	2	0	2	3	5	0	0	8	13
<b>Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>47</b>
08:00 AM	3	0	0	3	0	5	0	5	6	4	0	0	10	18
08:15 AM	2	0	0	2	1	6	0	7	5	3	0	0	8	17
08:30 AM	2	0	0	2	0	2	0	2	7	8	0	0	15	19
08:45 AM	2	0	0	2	0	3	0	3	7	3	0	0	10	15
<b>Total</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>69</b>
09:00 AM	2	0	0	2	0	0	0	0	5	4	0	0	9	11
09:15 AM	1	0	0	1	1	5	0	6	5	3	0	0	8	15
<b>Grand Total</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>43</b>	<b>0</b>	<b>45</b>	<b>63</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>161</b>
Apprch %	94.7	5.3	0		4.4	95.6	0		64.9	35.1	0	0		
Total %	11.2	0.6	0	11.8	1.2	26.7	0	28	39.1	21.1	0	0	60.2	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 08:00 AM														
08:00 AM	3	0	0	3	0	5	0	5	6	4	0	0	10	18
08:15 AM	2	0	0	2	1	6	0	7	5	3	0	0	8	17
08:30 AM	2	0	0	2	0	2	0	2	7	8	0	0	15	19
08:45 AM	2	0	0	2	0	3	0	3	7	3	0	0	10	15
<b>Total Volume</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>17</b>	<b>25</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>69</b>
% App. Total	100	0	0		5.9	94.1	0		58.1	41.9	0	0		
PHF	.750	.000	.000	.750	.250	.667	.000	.607	.893	.563	.000	.000	.717	.908











# Peggy Malone and Associates

## 904-992-8072

File Name : 1-SR A1A & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Combined

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	90	0	0	90	1	49	0	50	43	55	0	0	98	238
06:45 AM	103	9	0	112	1	60	0	61	85	88	0	0	173	346
<b>Total</b>	193	9	0	202	2	109	0	111	128	143	0	0	271	584
07:00 AM	140	14	0	154	0	68	0	68	95	100	1	0	196	418
07:15 AM	157	4	0	161	4	110	1	115	102	137	1	0	240	516
07:30 AM	189	6	0	195	5	131	1	137	115	128	0	0	243	575
07:45 AM	195	4	0	199	7	159	0	166	125	157	0	0	282	647
<b>Total</b>	681	28	0	709	16	468	2	486	437	522	2	0	961	2156
08:00 AM	237	8	0	245	4	159	0	163	103	156	1	0	260	668
08:15 AM	226	11	0	237	6	119	0	125	113	207	2	0	322	684
08:30 AM	193	8	0	201	6	125	1	132	121	212	0	0	333	666
08:45 AM	199	11	0	210	2	121	3	126	130	163	1	0	294	630
<b>Total</b>	855	38	0	893	18	524	4	546	467	738	4	0	1209	2648
09:00 AM	156	11	0	167	6	102	1	109	127	172	0	0	299	575
09:15 AM	175	5	0	180	7	132	0	139	123	184	1	0	308	627
<b>Grand Total</b>	2060	91	0	2151	49	1335	7	1391	1282	1759	7	0	3048	6590
Apprch %	95.8	4.2	0		3.5	96	0.5		42.1	57.7	0.2	0		
Total %	31.3	1.4	0	32.6	0.7	20.3	0.1	21.1	19.5	26.7	0.1	0	46.3	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:45 AM														
07:45 AM	195	4	0	199	7	159	0	166	125	157	0	0	282	647
08:00 AM	237	8	0	245	4	159	0	163	103	156	1	0	260	668
08:15 AM	226	11	0	237	6	119	0	125	113	207	2	0	322	684
08:30 AM	193	8	0	201	6	125	1	132	121	212	0	0	333	666
Total Volume	851	31	0	882	23	562	1	586	462	732	3	0	1197	2665
% App. Total	96.5	3.5	0		3.9	95.9	0.2		38.6	61.2	0.3	0		
PHF	.898	.705	.000	.900	.821	.884	.250	.883	.924	.863	.375	.000	.899	.974



# Peggy Malone and Associates

## 904-992-8072

File Name : 1-SR A1A & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Cars

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound				Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds		App. Total
12:30 PM	200	9	0	209	6	101	0	107	117	204	1	0	322	638
12:45 PM	166	13	0	179	7	110	0	117	117	213	0	0	330	626
<b>Total</b>	<b>366</b>	<b>22</b>	<b>0</b>	<b>388</b>	<b>13</b>	<b>211</b>	<b>0</b>	<b>224</b>	<b>234</b>	<b>417</b>	<b>1</b>	<b>0</b>	<b>652</b>	<b>1264</b>
01:00 PM	175	9	0	184	6	109	0	115	135	189	1	0	325	624
01:15 PM	182	11	0	193	12	117	0	129	136	231	1	0	368	690
01:30 PM	214	5	0	219	7	126	0	133	130	218	0	0	348	700
01:45 PM	194	10	0	204	11	105	0	116	131	217	0	0	348	668
<b>Total</b>	<b>765</b>	<b>35</b>	<b>0</b>	<b>800</b>	<b>36</b>	<b>457</b>	<b>0</b>	<b>493</b>	<b>532</b>	<b>855</b>	<b>2</b>	<b>0</b>	<b>1389</b>	<b>2682</b>
02:00 PM	189	9	0	198	12	165	0	177	106	195	2	0	303	678
02:15 PM	206	10	0	216	9	119	0	128	116	194	0	0	310	654
02:30 PM	175	8	0	183	12	121	0	133	136	216	0	0	352	668
02:45 PM	193	10	0	203	12	109	0	121	133	216	0	0	349	673
<b>Total</b>	<b>763</b>	<b>37</b>	<b>0</b>	<b>800</b>	<b>45</b>	<b>514</b>	<b>0</b>	<b>559</b>	<b>491</b>	<b>821</b>	<b>2</b>	<b>0</b>	<b>1314</b>	<b>2673</b>
03:00 PM	184	10	0	194	13	134	0	147	159	244	1	0	404	745
03:15 PM	171	10	0	181	15	146	0	161	131	272	5	0	408	750
<b>Grand Total</b>	<b>2249</b>	<b>114</b>	<b>0</b>	<b>2363</b>	<b>122</b>	<b>1462</b>	<b>0</b>	<b>1584</b>	<b>1547</b>	<b>2609</b>	<b>11</b>	<b>0</b>	<b>4167</b>	<b>8114</b>
Apprch %	95.2	4.8	0		7.7	92.3	0		37.1	62.6	0.3	0		
Total %	27.7	1.4	0	29.1	1.5	18	0	19.5	19.1	32.2	0.1	0	51.4	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound				Int. Total	
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds		App. Total
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:30 PM														
02:30 PM	175	8	0	183	12	121	0	133	136	216	0	0	352	668
02:45 PM	<b>193</b>	<b>10</b>	<b>0</b>	<b>203</b>	12	109	0	121	133	216	0	0	349	673
03:00 PM	184	10	0	194	13	134	0	147	<b>159</b>	244	1	0	404	745
03:15 PM	171	10	0	181	<b>15</b>	<b>146</b>	0	<b>161</b>	131	<b>272</b>	<b>5</b>	0	<b>408</b>	<b>750</b>
Total Volume	723	38	0	761	52	510	0	562	559	948	6	0	1513	2836
% App. Total	95	5	0		9.3	90.7	0		36.9	62.7	0.4	0		
PHF	.937	.950	.000	.937	.867	.873	.000	.873	.879	.871	.300	.000	.927	.945



# Peggy Malone and Associates

## 904-992-8072

File Name : 1-SR A1A & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
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### Groups Printed- Trucks

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:30 PM	5	2	0	7	0	2	0	2	6	7	0	0	13	22
12:45 PM	3	0	0	3	1	3	0	4	2	7	0	0	9	16
<b>Total</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>38</b>
01:00 PM	5	1	0	6	1	2	0	3	3	3	0	0	6	15
01:15 PM	8	0	0	8	0	5	0	5	6	2	0	0	8	21
01:30 PM	3	0	0	3	0	5	0	5	4	3	0	0	7	15
01:45 PM	8	0	0	8	0	2	0	2	0	10	0	0	10	20
<b>Total</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>71</b>
02:00 PM	7	1	0	8	1	11	0	12	3	4	0	0	7	27
02:15 PM	4	0	0	4	1	3	0	4	5	1	0	0	6	14
02:30 PM	4	1	0	5	0	3	0	3	5	0	0	0	5	13
02:45 PM	3	0	0	3	0	7	0	7	2	2	0	0	4	14
<b>Total</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>24</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>
03:00 PM	1	1	0	2	0	5	0	5	4	3	0	0	7	14
03:15 PM	1	0	0	1	0	1	0	1	3	2	0	0	5	7
<b>Grand Total</b>	<b>52</b>	<b>6</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>49</b>	<b>0</b>	<b>53</b>	<b>43</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>198</b>
Apprch %	89.7	10.3	0		7.5	92.5	0		49.4	50.6	0	0		
Total %	26.3	3	0	29.3	2	24.7	0	26.8	21.7	22.2	0	0	43.9	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 01:15 PM														
01:15 PM	8	0	0	8	0	5	0	5	6	2	0	0	8	21
01:30 PM	3	0	0	3	0	5	0	5	4	3	0	0	7	15
01:45 PM	8	0	0	8	0	2	0	2	0	10	0	0	10	20
02:00 PM	7	1	0	8	1	11	0	12	3	4	0	0	7	27
Total Volume	26	1	0	27	1	23	0	24	13	19	0	0	32	83
% App. Total	96.3	3.7	0		4.2	95.8	0		40.6	59.4	0	0		
PHF	.813	.250	.000	.844	.250	.523	.000	.500	.542	.475	.000	.000	.800	.769











Peggy Malone and Associates  
904-992-8072

File Name : 1-SR A1A & Palm Valley Rd MID  
Site Code :  
Start Date : 12/8/2022  
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**Groups Printed- Combined**

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
12:30 PM	205	11	0	216	6	103	0	109	123	211	1	0	335	660
12:45 PM	169	13	0	182	8	113	4	125	119	220	0	0	339	646
Total	374	24	0	398	14	216	4	234	242	431	1	0	674	1306
01:00 PM	180	10	0	190	7	111	1	119	138	192	1	0	331	640
01:15 PM	190	11	0	201	12	122	1	135	142	233	1	0	376	712
01:30 PM	217	5	0	222	7	131	1	139	134	221	0	0	355	716
01:45 PM	202	10	0	212	11	107	2	120	131	227	0	0	358	690
Total	789	36	0	825	37	471	5	513	545	873	2	0	1420	2758
02:00 PM	196	10	0	206	13	176	0	189	109	199	2	0	310	705
02:15 PM	210	10	0	220	10	122	1	133	121	195	0	0	316	669
02:30 PM	179	9	0	188	12	124	0	136	141	216	0	0	357	681
02:45 PM	196	10	0	206	12	116	2	130	135	218	0	0	353	689
Total	781	39	0	820	47	538	3	588	506	828	2	0	1336	2744
03:00 PM	185	11	0	196	13	139	2	154	163	247	1	0	411	761
03:15 PM	172	10	0	182	15	147	2	164	134	274	5	0	413	759
Grand Total	2301	120	0	2421	126	1511	16	1653	1590	2653	11	0	4254	8328
Apprch %	95	5	0		7.6	91.4	1		37.4	62.4	0.3	0		
Total %	27.6	1.4	0	29.1	1.5	18.1	0.2	19.8	19.1	31.9	0.1	0	51.1	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:30 PM														
02:30 PM	179	9	0	188	12	124	0	136	141	216	0	0	357	681
02:45 PM	<b>196</b>	10	0	<b>206</b>	12	116	2	130	135	218	0	0	353	689
03:00 PM	185	<b>11</b>	0	196	13	139	2	154	<b>163</b>	247	1	0	411	<b>761</b>
03:15 PM	172	10	0	182	<b>15</b>	<b>147</b>	2	<b>164</b>	134	<b>274</b>	<b>5</b>	0	<b>413</b>	759
Total Volume	732	40	0	772	52	526	6	584	573	955	6	0	1534	2890
% App. Total	94.8	5.2	0		8.9	90.1	1		37.4	62.3	0.4	0		
PHF	.934	.909	.000	.937	.867	.895	.750	.890	.879	.871	.300	.000	.929	.949



Peggy Malone and Associates  
904-992-8072

File Name : 1-SR A1A & Palm Valley Rd PM  
Site Code :  
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**Groups Printed- Cars**

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	174	8	0	182	4	136	0	140	142	268	0	0	410	732
04:15 PM	182	8	0	190	4	141	0	145	144	259	1	0	404	739
04:30 PM	168	9	0	177	3	138	0	141	134	252	1	0	387	705
04:45 PM	185	15	0	200	8	120	0	128	130	275	0	0	405	733
Total	709	40	0	749	19	535	0	554	550	1054	2	0	1606	2909
05:00 PM	185	8	0	193	6	169	0	175	151	269	0	0	420	788
05:15 PM	183	14	0	197	4	154	0	158	138	248	0	0	386	741
05:30 PM	182	6	0	188	5	121	0	126	107	252	0	0	359	673
05:45 PM	179	3	0	182	7	172	0	179	135	229	3	0	367	728
Total	729	31	0	760	22	616	0	638	531	998	3	0	1532	2930
06:00 PM	162	3	0	165	5	128	0	133	133	224	4	0	361	659
06:15 PM	137	6	0	143	5	86	0	91	115	165	0	0	280	514
Grand Total	1737	80	0	1817	51	1365	0	1416	1329	2441	9	0	3779	7012
Apprch %	95.6	4.4	0		3.6	96.4	0		35.2	64.6	0.2	0		
Total %	24.8	1.1	0	25.9	0.7	19.5	0	20.2	19	34.8	0.1	0	53.9	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:30 PM														
04:30 PM	168	9	0	177	3	138	0	141	134	252	1	0	387	705
04:45 PM	<b>185</b>	<b>15</b>	0	<b>200</b>	<b>8</b>	120	0	128	130	<b>275</b>	0	0	405	733
05:00 PM	185	8	0	193	6	<b>169</b>	0	<b>175</b>	<b>151</b>	269	0	0	<b>420</b>	<b>788</b>
05:15 PM	183	14	0	197	4	154	0	158	138	248	0	0	386	741
Total Volume	721	46	0	767	21	581	0	602	553	1044	1	0	1598	2967
% App. Total	94	6	0		3.5	96.5	0		34.6	65.3	0.1	0		
PHF	.974	.767	.000	.959	.656	.859	.000	.860	.916	.949	.250	.000	.951	.941



# Peggy Malone and Associates

## 904-992-8072

File Name : 1-SR A1A & Palm Valley Rd PM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Trucks

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	7	0	0	7	1	5	0	6	3	3	0	0	6	19
04:15 PM	5	0	0	5	0	6	0	6	1	3	0	0	4	15
04:30 PM	4	0	0	4	0	2	0	2	6	10	0	0	16	22
04:45 PM	4	0	0	4	0	1	0	1	4	2	0	0	6	11
<b>Total</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>67</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	6	0	0	6	0	2	0	2	1	0	0	0	1	9
05:30 PM	2	0	0	2	0	0	0	0	0	2	0	0	2	4
05:45 PM	2	0	0	2	0	3	0	3	0	1	0	0	1	6
<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>
06:00 PM	1	0	0	1	0	1	0	1	1	0	0	0	1	3
06:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	4	4
<b>Grand Total</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>21</b>	<b>18</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>93</b>
Apprch %	100	0	0		4.8	95.2	0		43.9	56.1	0	0		
<b>Total %</b>	<b>33.3</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>1.1</b>	<b>21.5</b>	<b>0</b>	<b>22.6</b>	<b>19.4</b>	<b>24.7</b>	<b>0</b>	<b>0</b>	<b>44.1</b>	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:00 PM														
04:00 PM	7	0	0	7	1	5	0	6	3	3	0	0	6	19
04:15 PM	5	0	0	5	0	6	0	6	1	3	0	0	4	15
04:30 PM	4	0	0	4	0	2	0	2	6	10	0	0	16	22
04:45 PM	4	0	0	4	0	1	0	1	4	2	0	0	6	11
<b>Total Volume</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>15</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>67</b>
<b>% App. Total</b>	<b>100</b>	<b>0</b>	<b>0</b>		<b>6.7</b>	<b>93.3</b>	<b>0</b>		<b>43.8</b>	<b>56.2</b>	<b>0</b>	<b>0</b>		
PHF	.714	.000	.000	.714	.250	.583	.000	.625	.583	.450	.000	.000	.500	.761







Peggy Malone and Associates  
904-992-8072

File Name : 1-SR A1A & Palm Valley Rd PM  
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**Groups Printed- Pedestrians**

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	1
06:00 PM	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
Grand Total	0	0	0	0	0	0	1	1	0	0	0	1	1	2
Apprch %	0	0	0		0	0	100		0	0	0	100		
Total %	0	0	0	0	0	0	50	50	0	0	0	50	50	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:30 PM														
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	0	0	0	1	1	2
% App. Total	0	0	0		0	0	100		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.500



Peggy Malone and Associates  
904-992-8072

File Name : 1-SR A1A & Palm Valley Rd PM  
Site Code :  
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**Groups Printed- Combined**

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	181	8	0	189	5	141	0	146	145	271	0	0	416	751
04:15 PM	187	8	0	195	4	147	0	151	145	262	1	0	408	754
04:30 PM	172	9	0	181	3	140	0	143	140	262	1	0	403	727
04:45 PM	189	15	0	204	8	121	0	129	134	277	0	1	412	745
Total	729	40	0	769	20	549	0	569	564	1072	2	1	1639	2977
05:00 PM	185	8	0	193	6	169	0	175	151	269	0	0	420	788
05:15 PM	189	14	0	203	4	156	1	161	139	248	0	0	387	751
05:30 PM	184	6	0	190	5	121	1	127	107	254	0	0	361	678
05:45 PM	181	3	0	184	7	175	0	182	135	230	3	0	368	734
Total	739	31	0	770	22	621	2	645	532	1001	3	0	1536	2951
06:00 PM	163	3	0	166	5	129	0	134	134	224	4	0	362	662
06:15 PM	137	6	0	143	5	86	0	91	117	167	0	0	284	518
Grand Total	1768	80	0	1848	52	1385	2	1439	1347	2464	9	1	3821	7108
Apprch %	95.7	4.3	0		3.6	96.2	0.1		35.3	64.5	0.2	0		
Total %	24.9	1.1	0	26	0.7	19.5	0	20.2	19	34.7	0.1	0	53.8	

Start Time	SR A1A Westbound				Palm Valley Rd Northbound				SR A1A Eastbound					Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:15 PM														
04:15 PM	187	8	0	195	4	147	0	151	145	262	1	0	408	754
04:30 PM	172	9	0	181	3	140	0	143	140	262	1	0	403	727
04:45 PM	189	15	0	204	8	121	0	129	134	277	0	1	412	745
05:00 PM	185	8	0	193	6	169	0	175	151	269	0	0	420	788
Total Volume	733	40	0	773	21	577	0	598	570	1070	2	1	1643	3014
% App. Total	94.8	5.2	0		3.5	96.5	0		34.7	65.1	0.1	0.1		
PHF	.970	.667	.000	.947	.656	.854	.000	.854	.944	.966	.500	.250	.978	.956



# Peggy Malone and Associates

## 904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Cars

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	2	36	0	0	38	53	1	0	54	0	1	0	1	93
06:45 AM	0	83	0	0	83	66	3	0	69	0	0	0	0	152
<b>Total</b>	<b>2</b>	<b>119</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>119</b>	<b>4</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>245</b>
07:00 AM	4	102	0	0	106	84	1	0	85	0	2	0	2	193
07:15 AM	9	88	0	0	97	123	5	0	128	0	1	0	1	226
07:30 AM	16	95	0	0	111	153	5	0	158	0	2	0	2	271
07:45 AM	19	111	0	0	130	170	7	0	177	0	1	0	1	308
<b>Total</b>	<b>48</b>	<b>396</b>	<b>0</b>	<b>0</b>	<b>444</b>	<b>530</b>	<b>18</b>	<b>0</b>	<b>548</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>998</b>
08:00 AM	26	73	0	0	99	182	10	0	192	0	0	0	0	291
08:15 AM	29	86	0	0	115	135	23	0	158	0	2	0	2	275
08:30 AM	44	78	0	0	122	143	26	0	169	0	2	0	2	293
08:45 AM	44	103	0	0	147	135	22	0	157	0	0	0	0	304
<b>Total</b>	<b>143</b>	<b>340</b>	<b>0</b>	<b>0</b>	<b>483</b>	<b>595</b>	<b>81</b>	<b>0</b>	<b>676</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1163</b>
09:00 AM	30	96	0	0	126	118	11	0	129	1	1	0	2	257
09:15 AM	23	105	0	0	128	131	5	0	136	0	3	0	3	267
<b>Grand Total</b>	<b>246</b>	<b>1056</b>	<b>0</b>	<b>0</b>	<b>1302</b>	<b>1493</b>	<b>119</b>	<b>0</b>	<b>1612</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>16</b>	<b>2930</b>
Apprch %	18.9	81.1	0	0		92.6	7.4	0		6.2	93.8	0		
Total %	8.4	36	0	0	44.4	51	4.1	0	55	0	0.5	0	0.5	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:45 AM														
07:45 AM	19	<b>111</b>	0	0	<b>130</b>	170	7	0	177	0	1	0	1	<b>308</b>
08:00 AM	26	73	0	0	99	<b>182</b>	10	0	<b>192</b>	0	0	0	0	291
08:15 AM	29	86	0	0	115	135	23	0	158	0	2	0	2	275
08:30 AM	<b>44</b>	78	0	0	122	143	<b>26</b>	0	169	0	2	0	2	293
Total Volume	118	348	0	0	466	630	66	0	696	0	5	0	5	1167
% App. Total	25.3	74.7	0	0		90.5	9.5	0		0	100	0		
PHF	.670	.784	.000	.000	.896	.865	.635	.000	.906	.000	.625	.000	.625	.947



# Peggy Malone and Associates

## 904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Trucks

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	0	1	0	0	1	2	0	0	2	0	0	0	0	3
06:45 AM	0	8	0	0	8	3	0	0	3	0	0	0	0	11
<b>Total</b>	0	9	0	0	9	5	0	0	5	0	0	0	0	14
07:00 AM	0	6	0	0	6	4	0	0	4	0	0	0	0	10
07:15 AM	0	5	0	0	5	8	0	0	8	0	0	0	0	13
07:30 AM	0	1	0	0	1	1	0	0	1	0	0	0	0	2
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	0	0	3
<b>Total</b>	0	15	0	0	15	13	0	0	13	0	0	0	0	28
08:00 AM	0	6	0	0	6	6	0	0	6	0	0	0	0	12
08:15 AM	0	6	0	0	6	5	0	0	5	0	0	0	0	11
08:30 AM	0	7	0	0	7	2	0	0	2	0	0	0	0	9
08:45 AM	0	7	0	0	7	5	0	0	5	0	0	0	0	12
<b>Total</b>	0	26	0	0	26	18	0	0	18	0	0	0	0	44
09:00 AM	0	2	0	0	2	4	0	0	4	0	0	0	0	6
09:15 AM	0	4	0	0	4	5	0	0	5	0	0	0	0	9
<b>Grand Total</b>	0	56	0	0	56	45	0	0	45	0	0	0	0	101
Apprch %	0	100	0	0		100	0	0		0	0	0		
Total %	0	55.4	0	0	55.4	44.6	0	0	44.6	0	0	0	0	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 08:00 AM														
08:00 AM	0	6	0	0	6	6	0	0	6	0	0	0	0	12
08:15 AM	0	6	0	0	6	5	0	0	5	0	0	0	0	11
08:30 AM	0	7	0	0	7	2	0	0	2	0	0	0	0	9
08:45 AM	0	7	0	0	7	5	0	0	5	0	0	0	0	12
<b>Total Volume</b>	0	26	0	0	26	18	0	0	18	0	0	0	0	44
% App. Total	0	100	0	0		100	0	0		0	0	0		
PHF	.000	.929	.000	.000	.929	.750	.000	.000	.750	.000	.000	.000	.000	.917



Peggy Malone and Associates  
904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd AM  
Site Code :  
Start Date : 12/8/2022  
Page No : 1

**Groups Printed- Bicycles on Crosswalk**

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total	0	0	0	0	0	0	0	1	1	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Apprch %	0	0	0	0	0	0	0	100	50	0	0	100	50	
Total %	0	0	0	0	0	0	0	50	50	0	0	50	50	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:00 AM														
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	1	1	0	0	1	1	2
% App. Total	0	0	0	0	0	0	0	100	50	0	0	100	50	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.250



Peggy Malone and Associates  
904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd AM  
Site Code :  
Start Date : 12/8/2022  
Page No : 1

**Groups Printed- Pedestrians**

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	2	2	2
08:00 AM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total	0	0	0	0	0	0	0	2	2	0	0	2	2	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	2	2	0	0	4	4	6
Apprch %	0	0	0	0	0	0	0	100	100	0	0	100	100	
Total %	0	0	0	0	0	0	0	33.3	33.3	0	0	66.7	66.7	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:15 AM														
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	1	1	0	0	3	3	4
% App. Total	0	0	0	0	0	0	0	100	100	0	0	100	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.375	.375	.500



# Peggy Malone and Associates

## 904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
06:30 AM	2	37	0	0	39	55	1	0	56	0	1	0	1	96
06:45 AM	0	91	0	0	91	69	3	0	72	0	0	0	0	163
<b>Total</b>	<b>2</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>124</b>	<b>4</b>	<b>0</b>	<b>128</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>259</b>
07:00 AM	4	108	0	0	112	88	1	0	89	0	2	0	2	203
07:15 AM	9	93	0	0	102	131	5	0	136	0	1	2	3	241
07:30 AM	16	96	0	0	112	154	5	0	159	0	2	0	2	273
07:45 AM	19	114	0	0	133	170	7	1	178	0	1	1	2	313
<b>Total</b>	<b>48</b>	<b>411</b>	<b>0</b>	<b>0</b>	<b>459</b>	<b>543</b>	<b>18</b>	<b>1</b>	<b>562</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>1030</b>
08:00 AM	26	79	0	0	105	188	10	1	199	0	0	1	1	305
08:15 AM	29	92	0	0	121	140	23	0	163	0	2	0	2	286
08:30 AM	44	85	0	0	129	145	26	0	171	0	2	0	2	302
08:45 AM	44	110	0	0	154	140	22	1	163	0	0	1	1	318
<b>Total</b>	<b>143</b>	<b>366</b>	<b>0</b>	<b>0</b>	<b>509</b>	<b>613</b>	<b>81</b>	<b>2</b>	<b>696</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>1211</b>
09:00 AM	30	98	0	0	128	122	11	0	133	1	1	0	2	263
09:15 AM	23	109	0	0	132	136	5	0	141	0	3	0	3	276
<b>Grand Total</b>	<b>246</b>	<b>1112</b>	<b>0</b>	<b>0</b>	<b>1358</b>	<b>1538</b>	<b>119</b>	<b>3</b>	<b>1660</b>	<b>1</b>	<b>15</b>	<b>5</b>	<b>21</b>	<b>3039</b>
Apprch %	18.1	81.9	0	0		92.7	7.2	0.2		4.8	71.4	23.8		
Total %	8.1	36.6	0	0	44.7	50.6	3.9	0.1	54.6	0	0.5	0.2	0.7	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 08:00 AM														
08:00 AM	26	79	0	0	105	<b>188</b>	10	<b>1</b>	<b>199</b>	0	0	<b>1</b>	1	305
08:15 AM	29	92	0	0	121	140	23	0	163	0	2	0	2	286
08:30 AM	<b>44</b>	85	0	0	129	145	<b>26</b>	0	171	0	2	0	2	302
08:45 AM	44	<b>110</b>	0	0	<b>154</b>	140	22	1	163	0	0	1	1	<b>318</b>
Total Volume	143	366	0	0	509	613	81	2	696	0	4	2	6	1211
% App. Total	28.1	71.9	0	0		88.1	11.6	0.3		0	66.7	33.3		
PHF	.813	.832	.000	.000	.826	.815	.779	.500	.874	.000	.500	.500	.750	.952



# Peggy Malone and Associates

## 904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Cars

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
12:30 PM	4	151	0	0	155	126	2	0	128	3	6	0	9	292
12:45 PM	6	138	0	0	144	121	4	0	125	2	1	0	3	272
<b>Total</b>	<b>10</b>	<b>289</b>	<b>0</b>	<b>0</b>	<b>299</b>	<b>247</b>	<b>6</b>	<b>0</b>	<b>253</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>564</b>
01:00 PM	7	152	0	0	159	117	2	0	119	1	7	0	8	286
01:15 PM	6	160	0	0	166	143	2	0	145	1	8	0	9	320
01:30 PM	7	137	0	0	144	115	1	0	116	2	4	0	6	266
01:45 PM	1	141	0	0	142	131	0	0	131	1	7	0	8	281
<b>Total</b>	<b>21</b>	<b>590</b>	<b>0</b>	<b>0</b>	<b>611</b>	<b>506</b>	<b>5</b>	<b>0</b>	<b>511</b>	<b>5</b>	<b>26</b>	<b>0</b>	<b>31</b>	<b>1153</b>
02:00 PM	2	131	0	0	133	179	1	0	180	0	4	0	4	317
02:15 PM	1	144	0	0	145	136	2	0	138	1	7	0	8	291
02:30 PM	0	162	1	0	163	127	0	0	127	3	5	0	8	298
02:45 PM	2	141	0	0	143	146	1	1	148	4	2	1	7	298
<b>Total</b>	<b>5</b>	<b>578</b>	<b>1</b>	<b>0</b>	<b>584</b>	<b>588</b>	<b>4</b>	<b>1</b>	<b>593</b>	<b>8</b>	<b>18</b>	<b>1</b>	<b>27</b>	<b>1204</b>
03:00 PM	0	162	0	0	162	173	0	0	173	4	7	0	11	346
03:15 PM	0	155	0	0	155	154	0	2	156	2	13	2	17	328
<b>Grand Total</b>	<b>36</b>	<b>1774</b>	<b>1</b>	<b>0</b>	<b>1811</b>	<b>1668</b>	<b>15</b>	<b>3</b>	<b>1686</b>	<b>24</b>	<b>71</b>	<b>3</b>	<b>98</b>	<b>3595</b>
Apprch %	2	98	0.1	0	98.9	98.9	0.9	0.2	99.8	24.5	72.4	3.1	98	3595
Total %	1	49.3	0	0	50.4	46.4	0.4	0.1	46.9	0.7	2	0.1	2.7	918

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:30 PM														
02:30 PM	0	<b>162</b>	<b>1</b>	0	<b>163</b>	127	0	0	127	3	5	0	8	298
02:45 PM	2	141	0	0	143	146	1	1	148	4	2	1	7	298
03:00 PM	0	162	0	0	162	<b>173</b>	0	0	<b>173</b>	4	7	0	11	<b>346</b>
03:15 PM	0	155	0	0	155	154	0	<b>2</b>	156	2	<b>13</b>	<b>2</b>	<b>17</b>	328
Total Volume	2	620	1	0	623	600	1	3	604	13	27	3	43	1270
% App. Total	0.3	99.5	0.2	0	99.3	99.3	0.2	0.5	99.8	30.2	62.8	7	98	3595
PHF	.250	.957	.250	.000	.956	.867	.250	.375	.873	.813	.519	.375	.632	.918



# Peggy Malone and Associates

## 904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Trucks

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
12:30 PM	0	6	0	0	6	3	0	0	3	0	0	0	0	9
12:45 PM	0	3	0	0	3	4	0	0	4	0	0	0	0	7
<b>Total</b>	0	9	0	0	9	7	0	0	7	0	0	0	0	16
01:00 PM	0	3	0	0	3	3	0	0	3	0	0	0	0	6
01:15 PM	0	4	0	0	4	6	0	0	6	0	0	0	0	10
01:30 PM	0	2	0	0	2	3	0	0	3	0	0	0	0	5
01:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1
<b>Total</b>	0	9	0	0	9	13	0	0	13	0	0	0	0	22
02:00 PM	0	4	0	0	4	13	0	0	13	0	0	0	0	17
02:15 PM	0	6	0	0	6	3	0	0	3	0	0	0	0	9
02:30 PM	0	4	0	0	4	6	0	0	6	0	0	0	0	10
02:45 PM	0	3	0	0	3	7	0	0	7	0	0	0	0	10
<b>Total</b>	0	17	0	0	17	29	0	0	29	0	0	0	0	46
03:00 PM	0	3	0	0	3	9	0	0	9	0	0	0	0	12
03:15 PM	0	2	0	0	2	4	0	0	4	0	0	0	0	6
<b>Grand Total</b>	0	40	0	0	40	62	0	0	62	0	0	0	0	102
Apprch %	0	100	0	0		100	0	0		0	0	0	0	
Total %	0	39.2	0	0	39.2	60.8	0	0	60.8	0	0	0	0	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:00 PM														
02:00 PM	0	4	0	0	4	13	0	0	13	0	0	0	0	17
02:15 PM	0	6	0	0	6	3	0	0	3	0	0	0	0	9
02:30 PM	0	4	0	0	4	6	0	0	6	0	0	0	0	10
02:45 PM	0	3	0	0	3	7	0	0	7	0	0	0	0	10
<b>Total Volume</b>	0	17	0	0	17	29	0	0	29	0	0	0	0	46
<b>% App. Total</b>	0	100	0	0		100	0	0		0	0	0	0	
PHF	.000	.708	.000	.000	.708	.558	.000	.000	.558	.000	.000	.000	.000	.676



Peggy Malone and Associates  
904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd MID  
Site Code :  
Start Date : 12/8/2022  
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**Groups Printed- Bicycles on Crosswalk**

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total	0	0	0	0	0	0	0	1	1	0	0	1	1	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	2	2	0	0	2	2	4
Apprch %	0	0	0	0	0	0	0	100	50	0	0	100	50	
Total %	0	0	0	0	0	0	0	50	50	0	0	50	50	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:30 PM														
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	2	2	0	0	2	2	4
% App. Total	0	0	0	0	0	0	0	100	50	0	0	100	50	
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.500	.500	.500



Peggy Malone and Associates  
904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd MID  
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**Groups Printed- Pedestrians**

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Apprch %	0	0	0	0	0	0	0	100	50	0	0	100	50	
Total %	0	0	0	0	0	0	0	50	50	0	0	50	50	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:30 PM														
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total Volume	0	0	0	0	0	0	0	1	1	0	0	1	1	2
% App. Total	0	0	0	0	0	0	0	100	50	0	0	100	50	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.250



# Peggy Malone and Associates

## 904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
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### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
12:30 PM	4	157	0	0	161	129	2	0	131	3	6	0	9	301
12:45 PM	6	141	0	0	147	125	4	0	129	2	1	0	3	279
<b>Total</b>	<b>10</b>	<b>298</b>	<b>0</b>	<b>0</b>	<b>308</b>	<b>254</b>	<b>6</b>	<b>0</b>	<b>260</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>580</b>
01:00 PM	7	155	0	0	162	120	2	0	122	1	7	0	8	292
01:15 PM	6	164	0	0	170	149	2	0	151	1	8	0	9	330
01:30 PM	7	139	0	0	146	118	1	0	119	2	4	0	6	271
01:45 PM	1	141	0	0	142	132	0	0	132	1	7	0	8	282
<b>Total</b>	<b>21</b>	<b>599</b>	<b>0</b>	<b>0</b>	<b>620</b>	<b>519</b>	<b>5</b>	<b>0</b>	<b>524</b>	<b>5</b>	<b>26</b>	<b>0</b>	<b>31</b>	<b>1175</b>
02:00 PM	2	135	0	0	137	192	1	0	193	0	4	0	4	334
02:15 PM	1	150	0	0	151	139	2	0	141	1	7	0	8	300
02:30 PM	0	166	1	0	167	133	0	0	133	3	5	0	8	308
02:45 PM	2	144	0	0	146	153	1	2	156	4	2	2	8	310
<b>Total</b>	<b>5</b>	<b>595</b>	<b>1</b>	<b>0</b>	<b>601</b>	<b>617</b>	<b>4</b>	<b>2</b>	<b>623</b>	<b>8</b>	<b>18</b>	<b>2</b>	<b>28</b>	<b>1252</b>
03:00 PM	0	165	0	0	165	182	0	0	182	4	7	0	11	358
03:15 PM	0	157	0	0	157	158	0	4	162	2	13	4	19	338
<b>Grand Total</b>	<b>36</b>	<b>1814</b>	<b>1</b>	<b>0</b>	<b>1851</b>	<b>1730</b>	<b>15</b>	<b>6</b>	<b>1751</b>	<b>24</b>	<b>71</b>	<b>6</b>	<b>101</b>	<b>3703</b>
Apprch %	1.9	98	0.1	0		98.8	0.9	0.3		23.8	70.3	5.9		
Total %	1	49	0	0	50	46.7	0.4	0.2	47.3	0.6	1.9	0.2	2.7	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:30 PM														
02:30 PM	0	<b>166</b>	<b>1</b>	0	<b>167</b>	133	0	0	133	3	5	0	8	308
02:45 PM	2	144	0	0	146	153	1	2	156	4	2	2	8	310
03:00 PM	0	165	0	0	165	<b>182</b>	0	0	<b>182</b>	4	7	0	11	<b>358</b>
03:15 PM	0	157	0	0	157	158	0	<b>4</b>	162	2	<b>13</b>	<b>4</b>	<b>19</b>	338
Total Volume	2	632	1	0	635	626	1	6	633	13	27	6	46	1314
% App. Total	0.3	99.5	0.2	0		98.9	0.2	0.9		28.3	58.7	13		
PHF	.250	.952	.250	.000	.951	.860	.250	.375	.870	.813	.519	.375	.605	.918



Peggy Malone and Associates  
904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd PM  
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**Groups Printed- Cars**

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	3	156	0	0	159	135	0	0	135	5	17	0	22	316
04:15 PM	2	169	0	0	171	149	2	0	151	5	17	0	22	344
04:30 PM	3	146	0	0	149	129	1	0	130	7	21	0	28	307
04:45 PM	1	164	0	0	165	120	0	0	120	7	28	0	35	320
Total	9	635	0	0	644	533	3	0	536	24	83	0	107	1287
05:00 PM	1	174	0	0	175	129	0	0	129	9	46	0	55	359
05:15 PM	0	177	0	0	177	127	0	0	127	10	29	0	39	343
05:30 PM	0	135	0	0	135	131	0	0	131	4	14	0	18	284
05:45 PM	1	150	0	0	151	163	3	0	166	5	24	0	29	346
Total	2	636	0	0	638	550	3	0	553	28	113	0	141	1332
06:00 PM	0	160	0	0	160	109	0	0	109	3	14	0	17	286
06:15 PM	0	129	0	0	129	74	0	0	74	3	7	0	10	213
Grand Total	11	1560	0	0	1571	1266	6	0	1272	58	217	0	275	3118
Apprch %	0.7	99.3	0	0		99.5	0.5	0		21.1	78.9	0		
Total %	0.4	50	0	0	50.4	40.6	0.2	0	40.8	1.9	7	0	8.8	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 05:00 PM														
05:00 PM	1	174	0	0	175	129	0	0	129	9	46	0	55	359
05:15 PM	0	177	0	0	177	127	0	0	127	10	29	0	39	343
05:30 PM	0	135	0	0	135	131	0	0	131	4	14	0	18	284
05:45 PM	1	150	0	0	151	163	3	0	166	5	24	0	29	346
Total Volume	2	636	0	0	638	550	3	0	553	28	113	0	141	1332
% App. Total	0.3	99.7	0	0		99.5	0.5	0		19.9	80.1	0		
PHF	.500	.898	.000	.000	.901	.844	.250	.000	.833	.700	.614	.000	.641	.928



Peggy Malone and Associates  
904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd PM  
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**Groups Printed- Trucks**

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	0	2	0	0	2	6	0	0	6	0	0	0	0	8
04:15 PM	0	0	0	0	0	5	0	0	5	0	0	0	0	5
04:30 PM	0	7	0	0	7	2	0	0	2	0	0	0	0	9
04:45 PM	0	5	0	0	5	1	0	0	1	0	0	0	0	6
Total	0	14	0	0	14	14	0	0	14	0	0	0	0	28
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	2	0	0	2	0	0	0	0	3
Total	0	1	0	0	1	5	0	0	5	0	0	0	0	6
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	16	0	0	16	19	0	0	19	0	0	0	0	35
Apprch %	0	100	0	0		100	0	0		0	0	0		
Total %	0	45.7	0	0	45.7	54.3	0	0	54.3	0	0	0	0	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	0	2	0	0	2	6	0	0	6	0	0	0	0	8
04:15 PM	0	0	0	0	0	5	0	0	5	0	0	0	0	5
04:30 PM	0	7	0	0	7	2	0	0	2	0	0	0	0	9
04:45 PM	0	5	0	0	5	1	0	0	1	0	0	0	0	6
Total Volume	0	14	0	0	14	14	0	0	14	0	0	0	0	28
% App. Total	0	100	0	0		100	0	0		0	0	0		
PHF	.000	.500	.000	.000	.500	.583	.000	.000	.583	.000	.000	.000	.000	.778

Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:00 PM



Peggy Malone and Associates  
904-992-8072

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**Groups Printed- Bicycles on Crosswalk**

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	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	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	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
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0		
Total %														

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:00 PM



Peggy Malone and Associates  
904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd PM  
Site Code :  
Start Date : 12/8/2022  
Page No : 1

**Groups Printed- Pedestrians**

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	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	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	0	0	2	2	3
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	2	2	0	0	2	2	4
Grand Total	0	0	0	0	0	0	0	3	3	0	0	5	5	8
Apprch %	0	0	0	0	0	0	0	100		0	0	100		
Total %	0	0	0	0	0	0	0	37.5	37.5	0	0	62.5	62.5	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	2	2	0	0	2	2	4
Total Volume	0	0	0	0	0	0	0	2	2	0	0	4	4	6
% App. Total	0	0	0	0	0	0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.500	.500	.375

Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 05:30 PM



Peggy Malone and Associates  
904-992-8072

File Name : 2-PGA Tour Blvd & Palm Valley Rd PM  
Site Code :  
Start Date : 12/8/2022  
Page No : 1

**Groups Printed- Combined**

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
04:00 PM	3	158	0	0	161	141	0	0	141	5	17	1	23	325
04:15 PM	2	169	0	0	171	154	2	0	156	5	17	0	22	349
04:30 PM	3	153	0	0	156	131	1	0	132	7	21	0	28	316
04:45 PM	1	169	0	0	170	121	0	0	121	7	28	0	35	326
Total	9	649	0	0	658	547	3	0	550	24	83	1	108	1316
05:00 PM	1	174	0	0	175	130	0	1	131	9	46	0	55	361
05:15 PM	0	177	0	0	177	129	0	0	129	10	29	0	39	345
05:30 PM	0	135	0	0	135	131	0	0	131	4	14	1	19	285
05:45 PM	1	151	0	0	152	165	3	0	168	5	24	1	30	350
Total	2	637	0	0	639	555	3	1	559	28	113	2	143	1341
06:00 PM	0	161	0	0	161	109	0	0	109	3	14	0	17	287
06:15 PM	0	129	0	0	129	74	0	2	76	3	7	2	12	217
Grand Total	11	1576	0	0	1587	1285	6	3	1294	58	217	5	280	3161
Apprch %	0.7	99.3	0	0		99.3	0.5	0.2		20.7	77.5	1.8		
Total %	0.3	49.9	0	0	50.2	40.7	0.2	0.1	40.9	1.8	6.9	0.2	8.9	

Start Time	Palm Valley Rd Southbound					Palm Valley Rd Northbound				PGA Tour Blvd Eastbound				Int. Total
	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:15 PM														
04:15 PM	2	169	0	0	171	<b>154</b>	<b>2</b>	0	<b>156</b>	5	17	0	22	349
04:30 PM	<b>3</b>	153	0	0	156	131	1	0	132	7	21	0	28	316
04:45 PM	1	169	0	0	170	121	0	0	121	7	28	0	35	326
05:00 PM	1	<b>174</b>	0	0	<b>175</b>	130	0	<b>1</b>	131	<b>9</b>	<b>46</b>	0	<b>55</b>	<b>361</b>
Total Volume	7	665	0	0	672	536	3	1	540	28	112	0	140	1352
% App. Total	1	99	0	0		99.3	0.6	0.2		20	80	0		
PHF	.583	.955	.000	.000	.960	.870	.375	.250	.865	.778	.609	.000	.636	.936



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Cars

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	1	31	0	0	32	0	0	1	0	1	0	60	1	0	61	0	0	0	0	0	94
06:45 AM	2	73	0	0	75	0	0	0	0	0	0	68	3	0	71	0	0	0	0	0	146
<b>Total</b>	<b>3</b>	<b>104</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>128</b>	<b>4</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>240</b>
07:00 AM	6	106	0	0	112	0	0	3	0	3	0	91	8	0	99	0	0	0	0	0	214
07:15 AM	20	74	0	0	94	9	0	14	0	23	0	124	36	0	160	0	0	0	0	0	277
07:30 AM	22	87	0	0	109	8	0	52	0	60	0	126	53	0	179	0	0	0	0	0	348
07:45 AM	34	81	0	0	115	5	0	81	0	86	0	129	60	0	189	1	0	0	0	1	391
<b>Total</b>	<b>82</b>	<b>348</b>	<b>0</b>	<b>0</b>	<b>430</b>	<b>22</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>470</b>	<b>157</b>	<b>0</b>	<b>627</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1230</b>
08:00 AM	5	88	0	0	93	13	1	42	0	56	0	144	10	0	154	0	0	0	0	0	303
08:15 AM	2	75	0	0	77	2	0	2	0	4	0	162	1	0	163	0	0	0	0	0	244
08:30 AM	0	91	0	0	91	2	0	1	0	3	0	164	3	0	167	0	0	0	0	0	261
08:45 AM	0	102	1	0	103	0	0	1	0	1	0	156	0	0	156	0	0	1	0	1	261
<b>Total</b>	<b>7</b>	<b>356</b>	<b>1</b>	<b>0</b>	<b>364</b>	<b>17</b>	<b>1</b>	<b>46</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>626</b>	<b>14</b>	<b>0</b>	<b>640</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1069</b>
09:00 AM	0	95	0	0	95	0	0	0	0	0	0	131	0	0	131	0	0	0	0	0	226
09:15 AM	1	108	0	0	109	1	0	0	0	1	1	140	2	0	143	0	0	0	0	0	253
<b>Grand Total</b>	<b>93</b>	<b>1011</b>	<b>1</b>	<b>0</b>	<b>1105</b>	<b>40</b>	<b>1</b>	<b>197</b>	<b>0</b>	<b>238</b>	<b>1</b>	<b>1495</b>	<b>177</b>	<b>0</b>	<b>1673</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3018</b>
Apprch %	8.4	91.5	0.1	0		16.8	0.4	82.8	0		0.1	89.4	10.6	0		50	0	50	0		
Total %	3.1	33.5	0	0	36.6	1.3	0	6.5	0	7.9	0	49.5	5.9	0	55.4	0	0	0	0	0.1	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	20	74	0	0	94	9	0	14	0	23	0	124	36	0	160	0	0	0	0	0	277
07:30 AM	22	87	0	0	109	8	0	52	0	60	0	126	53	0	179	0	0	0	0	0	348
07:45 AM	<b>34</b>	81	0	0	<b>115</b>	5	0	<b>81</b>	0	<b>86</b>	0	129	<b>60</b>	0	<b>189</b>	<b>1</b>	0	0	0	<b>1</b>	<b>391</b>
08:00 AM	5	<b>88</b>	0	0	93	<b>13</b>	<b>1</b>	42	0	56	0	<b>144</b>	10	0	154	0	0	0	0	0	303
<b>Total Volume</b>	81	330	0	0	411	35	1	189	0	225	0	523	159	0	682	1	0	0	0	1	1319
<b>% App. Total</b>	19.7	80.3	0	0		15.6	0.4	84	0		0	76.7	23.3	0		100	0	0	0		
PHF	.596	.938	.000	.000	.893	.673	.250	.583	.000	.654	.000	.908	.663	.000	.902	.250	.000	.000	.000	.250	.843



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Trucks

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:45 AM	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
<b>Total</b>	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	12
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
07:30 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
<b>Total</b>	0	20	0	0	20	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	35
08:00 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
08:15 AM	0	3	0	0	3	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	10
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
08:45 AM	0	2	0	0	2	0	0	1	0	1	0	3	1	0	4	0	0	0	0	0	7
<b>Total</b>	0	17	0	0	17	1	0	1	0	2	0	16	1	0	17	0	0	0	0	0	36
09:00 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
09:15 AM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
<b>Grand Total</b>	0	53	0	0	53	1	0	1	0	2	0	45	1	0	46	0	0	0	0	0	101
Apprch %	0	100	0	0		50	0	50	0		0	97.8	2.2	0		0	0	0	0		
Total %	0	52.5	0	0	52.5	1	0	1	0	2	0	44.6	1	0	45.5	0	0	0	0	0	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	7	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	11
07:30 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	6
<b>Total Volume</b>	0	22	0	0	22	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	39
<b>% App. Total</b>	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.786	.000	.000	.786	.000	.000	.000	.000	.000	.000	.531	.000	.000	.531	.000	.000	.000	.000	.000	.813



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
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### Groups Printed- Bicycles on Crosswalk

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
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### Groups Printed- Pedestrians

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	1	32	0	0	33	0	0	1	0	1	0	61	1	0	62	0	0	0	0	0	96
06:45 AM	2	80	0	0	82	0	0	0	0	0	0	71	3	0	74	0	0	0	0	0	156
<b>Total</b>	<b>3</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>132</b>	<b>4</b>	<b>0</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>252</b>
07:00 AM	6	113	0	0	119	0	0	3	0	3	0	96	8	0	104	0	0	0	0	0	226
07:15 AM	20	77	0	0	97	9	0	14	0	23	0	132	36	0	168	0	0	0	0	0	288
07:30 AM	22	92	0	0	114	8	0	52	0	60	0	127	53	0	180	0	0	0	0	0	354
07:45 AM	34	86	0	0	120	5	0	81	0	86	0	130	60	0	190	1	0	0	0	1	397
<b>Total</b>	<b>82</b>	<b>368</b>	<b>0</b>	<b>0</b>	<b>450</b>	<b>22</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>485</b>	<b>157</b>	<b>0</b>	<b>642</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1265</b>
08:00 AM	5	95	0	0	100	13	1	42	0	56	0	149	10	0	159	0	0	0	0	0	315
08:15 AM	2	78	0	0	80	3	0	2	0	5	0	168	1	0	169	0	0	0	0	0	254
08:30 AM	0	96	0	0	96	2	0	1	0	3	0	166	3	0	169	0	0	0	0	0	268
08:45 AM	0	104	1	0	105	0	0	2	0	2	0	159	1	0	160	0	0	1	0	1	268
<b>Total</b>	<b>7</b>	<b>373</b>	<b>1</b>	<b>0</b>	<b>381</b>	<b>18</b>	<b>1</b>	<b>47</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>642</b>	<b>15</b>	<b>0</b>	<b>657</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1105</b>
09:00 AM	0	100	0	0	100	0	0	0	0	0	0	135	0	0	135	0	0	0	0	0	235
09:15 AM	1	111	0	0	112	1	0	0	0	1	1	146	2	0	149	0	0	0	0	0	262
<b>Grand Total</b>	<b>93</b>	<b>1064</b>	<b>1</b>	<b>0</b>	<b>1158</b>	<b>41</b>	<b>1</b>	<b>198</b>	<b>0</b>	<b>240</b>	<b>1</b>	<b>1540</b>	<b>178</b>	<b>0</b>	<b>1719</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3119</b>
Apprch %	8	91.9	0.1	0		17.1	0.4	82.5	0		0.1	89.6	10.4	0		50	0	50	0		
Total %	3	34.1	0	0	37.1	1.3	0	6.3	0	7.7	0	49.4	5.7	0	55.1	0	0	0	0	0.1	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	20	77	0	0	97	9	0	14	0	23	0	132	36	0	168	0	0	0	0	0	288
07:30 AM	22	92	0	0	114	8	0	52	0	60	0	127	53	0	180	0	0	0	0	0	354
07:45 AM	<b>34</b>	86	0	0	<b>120</b>	5	0	<b>81</b>	0	<b>86</b>	0	130	<b>60</b>	0	<b>190</b>	<b>1</b>	0	0	0	<b>1</b>	<b>397</b>
08:00 AM	5	<b>95</b>	0	0	100	<b>13</b>	<b>1</b>	42	0	56	0	<b>149</b>	10	0	159	0	0	0	0	0	315
<b>Total Volume</b>	<b>81</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>431</b>	<b>35</b>	<b>1</b>	<b>189</b>	<b>0</b>	<b>225</b>	<b>0</b>	<b>538</b>	<b>159</b>	<b>0</b>	<b>697</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1354</b>
% App. Total	18.8	81.2	0	0		15.6	0.4	84	0		0	77.2	22.8	0		100	0	0	0		
PHF	.596	.921	.000	.000	.898	.673	.250	.583	.000	.654	.000	.903	.663	.000	.917	.250	.000	.000	.000	.250	.853



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Cars

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	1	147	1	0	149	0	0	2	0	2	0	121	0	0	121	0	0	0	0	0	272
12:45 PM	1	130	0	0	131	0	0	0	0	0	0	100	1	0	101	0	0	0	0	0	232
<b>Total</b>	<b>2</b>	<b>277</b>	<b>1</b>	<b>0</b>	<b>280</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>221</b>	<b>1</b>	<b>0</b>	<b>222</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>504</b>
01:00 PM	1	137	0	0	138	2	0	2	0	4	0	110	0	0	110	0	0	0	0	0	252
01:15 PM	1	134	0	0	135	0	1	4	0	5	1	144	1	0	146	0	0	0	0	0	286
01:30 PM	0	152	0	0	152	0	0	1	0	1	1	105	1	0	107	0	0	0	0	0	260
01:45 PM	3	128	1	0	132	2	0	2	0	4	0	123	3	0	126	0	0	0	0	0	262
<b>Total</b>	<b>5</b>	<b>551</b>	<b>1</b>	<b>0</b>	<b>557</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>482</b>	<b>5</b>	<b>0</b>	<b>489</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1060</b>
02:00 PM	4	139	0	0	143	1	0	2	0	3	0	150	7	0	157	0	0	0	0	0	303
02:15 PM	7	85	0	0	92	2	0	9	0	11	0	117	9	0	126	0	0	0	0	0	229
02:30 PM	17	130	0	0	147	0	0	3	0	3	0	129	20	0	149	0	0	0	0	0	299
02:45 PM	21	151	0	0	172	0	0	48	0	48	0	100	18	0	118	0	0	0	0	0	338
<b>Total</b>	<b>49</b>	<b>505</b>	<b>0</b>	<b>0</b>	<b>554</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>496</b>	<b>54</b>	<b>0</b>	<b>550</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1169</b>
03:00 PM	26	133	0	0	159	0	1	57	0	58	0	114	23	0	137	0	0	0	0	0	354
03:15 PM	11	156	0	0	167	6	1	53	0	60	0	113	7	0	120	1	0	0	0	1	348
<b>Grand Total</b>	<b>93</b>	<b>1622</b>	<b>2</b>	<b>0</b>	<b>1717</b>	<b>13</b>	<b>3</b>	<b>183</b>	<b>0</b>	<b>199</b>	<b>2</b>	<b>1426</b>	<b>90</b>	<b>0</b>	<b>1518</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3435</b>
Apprch %	5.4	94.5	0.1	0		6.5	1.5	92	0		0.1	93.9	5.9	0		100	0	0	0		
Total %	2.7	47.2	0.1	0	50	0.4	0.1	5.3	0	5.8	0.1	41.5	2.6	0	44.2	0	0	0	0	0	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	17	130	0	0	147	0	0	3	0	3	0	<b>129</b>	20	0	<b>149</b>	0	0	0	0	0	299
02:45 PM	21	151	0	0	<b>172</b>	0	0	48	0	48	0	100	18	0	118	0	0	0	0	0	338
03:00 PM	<b>26</b>	133	0	0	159	0	<b>1</b>	<b>57</b>	0	58	0	114	<b>23</b>	0	137	0	0	0	0	0	<b>354</b>
03:15 PM	11	<b>156</b>	0	0	167	<b>6</b>	1	53	0	<b>60</b>	0	113	7	0	120	<b>1</b>	0	0	0	<b>1</b>	348
<b>Total Volume</b>	75	570	0	0	645	6	2	161	0	169	0	456	68	0	524	1	0	0	0	1	1339
% App. Total	11.6	88.4	0	0		3.6	1.2	95.3	0		0	87	13	0		100	0	0	0		
PHF	.721	.913	.000	.000	.938	.250	.500	.706	.000	.704	.000	.884	.739	.000	.879	.250	.000	.000	.000	.250	.946



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Trucks

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
<b>Total</b>	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	16
01:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
01:15 PM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	7
01:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
<b>Total</b>	0	11	0	0	11	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	26
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	13
02:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
02:30 PM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
02:45 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
<b>Total</b>	0	19	0	0	19	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	42
03:00 PM	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	11
03:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
<b>Grand Total</b>	0	48	0	0	48	0	0	0	0	0	0	50	1	0	51	0	0	0	0	0	99
Apprch %	0	100	0	0		0	0	0	0		0	98	2	0		0	0	0	0		
Total %	0	48.5	0	0	48.5	0	0	0	0	0	0	50.5	1	0	51.5	0	0	0	0	0	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	2	0	0	2	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	13
02:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
02:30 PM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
02:45 PM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
<b>Total Volume</b>	0	19	0	0	19	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	42
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
PHF	.000	.679	.000	.000	.679	.000	.000	.000	.000	.000	.000	.523	.000	.000	.523	.000	.000	.000	.000	.000	.808



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Bicycles on Crosswalk

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Grand Total</b>	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	6
Apprch %	0	0	0	100		0	0	0	100		0	0	0	100		0	0	0	100		
Total %	0	0	0	33.3	33.3	0	0	0	16.7	16.7	0	0	0	16.7	16.7	0	0	0	33.3	33.3	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	4
<b>Total Volume</b>	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	4
% App. Total	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	100		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.250



# Peggy Malone and Associates

## 904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	1	153	1	0	155	0	0	2	0	2	0	125	0	0	125	0	0	0	0	0	282
12:45 PM	1	133	0	0	134	0	0	0	0	0	0	103	1	0	104	0	0	0	0	0	238
<b>Total</b>	<b>2</b>	<b>286</b>	<b>1</b>	<b>0</b>	<b>289</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>228</b>	<b>1</b>	<b>0</b>	<b>229</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>520</b>
01:00 PM	1	141	0	0	142	2	0	2	0	4	0	114	0	0	114	0	0	0	0	0	260
01:15 PM	1	136	0	1	138	0	1	4	0	5	1	149	1	1	152	0	0	0	2	2	297
01:30 PM	0	156	0	0	156	0	0	1	0	1	1	108	1	0	110	0	0	0	0	0	267
01:45 PM	3	129	1	0	133	2	0	2	0	4	0	126	3	0	129	0	0	0	0	0	266
<b>Total</b>	<b>5</b>	<b>562</b>	<b>1</b>	<b>1</b>	<b>569</b>	<b>4</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>497</b>	<b>5</b>	<b>1</b>	<b>505</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1090</b>
02:00 PM	4	141	0	0	145	1	0	2	0	3	0	161	7	0	168	0	0	0	0	0	316
02:15 PM	7	89	0	0	96	2	0	9	0	11	0	118	9	0	127	0	0	0	0	0	234
02:30 PM	17	137	0	0	154	0	0	3	1	4	0	133	20	0	153	0	0	0	0	0	311
02:45 PM	21	157	0	0	178	0	0	48	0	48	0	107	18	0	125	0	0	0	0	0	351
<b>Total</b>	<b>49</b>	<b>524</b>	<b>0</b>	<b>0</b>	<b>573</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>1</b>	<b>66</b>	<b>0</b>	<b>519</b>	<b>54</b>	<b>0</b>	<b>573</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1212</b>
03:00 PM	26	139	0	0	165	0	1	57	0	58	0	118	24	0	142	0	0	0	0	0	365
03:15 PM	11	159	0	1	171	6	1	53	0	60	0	114	7	0	121	1	0	0	0	1	353
<b>Grand Total</b>	<b>93</b>	<b>1670</b>	<b>2</b>	<b>2</b>	<b>1767</b>	<b>13</b>	<b>3</b>	<b>183</b>	<b>1</b>	<b>200</b>	<b>2</b>	<b>1476</b>	<b>91</b>	<b>1</b>	<b>1570</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>3540</b>
Apprch %	5.3	94.5	0.1	0.1		6.5	1.5	91.5	0.5		0.1	94	5.8	0.1		33.3	0	0	66.7		
Total %	2.6	47.2	0.1	0.1	49.9	0.4	0.1	5.2	0	5.6	0.1	41.7	2.6	0	44.4	0	0	0	0.1	0.1	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	17	137	0	0	154	0	0	3	1	4	0	<b>133</b>	20	0	<b>153</b>	0	0	0	0	0	311
02:45 PM	21	157	0	0	<b>178</b>	0	0	48	0	48	0	107	18	0	125	0	0	0	0	0	351
03:00 PM	<b>26</b>	139	0	0	165	0	<b>1</b>	<b>57</b>	0	58	0	118	<b>24</b>	0	142	0	0	0	0	0	<b>365</b>
03:15 PM	11	<b>159</b>	0	<b>1</b>	171	<b>6</b>	1	53	0	<b>60</b>	0	114	7	0	121	<b>1</b>	0	0	0	<b>1</b>	353
<b>Total Volume</b>	<b>75</b>	<b>592</b>	<b>0</b>	<b>1</b>	<b>668</b>	<b>6</b>	<b>2</b>	<b>161</b>	<b>1</b>	<b>170</b>	<b>0</b>	<b>472</b>	<b>69</b>	<b>0</b>	<b>541</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1380</b>
% App. Total	11.2	88.6	0	0.1		3.5	1.2	94.7	0.6		0	87.2	12.8	0		100	0	0	0		
PHF	.721	.931	.000	.250	.938	.250	.500	.706	.250	.708	.000	.887	.719	.000	.884	.250	.000	.000	.000	.250	.945



# Peggy Malone and Associates

904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd PM

Site Code :

Start Date : 12/8/2022

Page No : 1

### Groups Printed- Cars

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	13	154	1	0	168	13	0	17	0	30	0	131	3	0	134	0	0	1	0	1	333
04:15 PM	15	158	0	0	173	9	0	7	0	16	0	134	10	0	144	0	0	1	0	1	334
04:30 PM	6	158	0	0	164	13	0	11	0	24	0	114	5	0	119	0	0	0	0	0	307
04:45 PM	5	160	0	0	165	6	0	3	0	9	0	116	5	0	121	0	0	0	0	0	295
<b>Total</b>	<b>39</b>	<b>630</b>	<b>1</b>	<b>0</b>	<b>670</b>	<b>41</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>495</b>	<b>23</b>	<b>0</b>	<b>518</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1269</b>
05:00 PM	2	177	0	0	179	1	0	1	0	2	0	117	2	0	119	0	0	0	0	0	300
05:15 PM	5	193	0	0	198	2	0	4	0	6	0	123	3	0	126	0	0	0	0	0	330
05:30 PM	2	144	1	0	147	2	0	3	0	5	1	121	1	0	123	1	0	0	0	1	276
05:45 PM	1	173	0	0	174	21	0	22	0	43	0	119	2	0	121	0	0	2	0	2	340
<b>Total</b>	<b>10</b>	<b>687</b>	<b>1</b>	<b>0</b>	<b>698</b>	<b>26</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>56</b>	<b>1</b>	<b>480</b>	<b>8</b>	<b>0</b>	<b>489</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1246</b>
06:00 PM	0	165	0	0	165	3	0	1	0	4	0	104	0	0	104	0	0	1	0	1	274
06:15 PM	0	150	0	0	150	0	0	0	0	0	0	86	2	0	88	0	0	1	0	1	239
<b>Grand Total</b>	<b>49</b>	<b>1632</b>	<b>2</b>	<b>0</b>	<b>1683</b>	<b>70</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>139</b>	<b>1</b>	<b>1165</b>	<b>33</b>	<b>0</b>	<b>1199</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>3028</b>
Apprch %	2.9	97	0.1	0		50.4	0	49.6	0		0.1	97.2	2.8	0		14.3	0	85.7	0		
Total %	1.6	53.9	0.1	0	55.6	2.3	0	2.3	0	4.6	0	38.5	1.1	0	39.6	0	0	0.2	0	0.2	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	13	154	1	0	168	13	0	17	0	30	0	131	3	0	134	0	0	1	0	1	333
04:15 PM	15	158	0	0	173	9	0	7	0	16	0	134	10	0	144	0	0	1	0	1	334
04:30 PM	6	158	0	0	164	13	0	11	0	24	0	114	5	0	119	0	0	0	0	0	307
04:45 PM	5	160	0	0	165	6	0	3	0	9	0	116	5	0	121	0	0	0	0	0	295
<b>Total Volume</b>	<b>39</b>	<b>630</b>	<b>1</b>	<b>0</b>	<b>670</b>	<b>41</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>495</b>	<b>23</b>	<b>0</b>	<b>518</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1269</b>
% App. Total	5.8	94	0.1	0		51.9	0	48.1	0		0	95.6	4.4	0		0	0	100	0		
PHF	.650	.984	.250	.000	.968	.788	.000	.559	.000	.658	.000	.924	.575	.000	.899	.000	.000	.500	.000	.500	.950



# Peggy Malone and Associates

904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd PM

Site Code :

Start Date : 12/8/2022

Page No : 1

### Groups Printed- Trucks

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
04:15 PM	1	1	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	7
04:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<b>Grand Total</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
Apprch %	6.7	93.3	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	3.1	43.8	0	0	46.9	0	0	3.1	0	3.1	0	50	0	0	50	0	0	0	0	0	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
04:15 PM	1	1	0	0	2	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	7
04:30 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Total Volume</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
% App. Total	8.3	91.7	0	0		0	0	100	0		0	100	0	0		0	0	0	0		
PHF	.250	.550	.000	.000	.600	.000	.000	.250	.000	.250	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.893



# Peggy Malone and Associates

904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd PM

Site Code :

Start Date : 12/8/2022

Page No : 1

### Groups Printed- Bicycles on Crosswalk

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 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	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Peggy Malone and Associates

904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd PM

Site Code :

Start Date : 12/8/2022

Page No : 1

### Groups Printed- Pedestrians

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
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
<b>Grand Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Apprch %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100		
<b>Total %</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	1	1	1
<b>Total Volume</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
<b>% App. Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	



# Peggy Malone and Associates

904-992-8072

File Name : 3-Palmer Catholic Academy & Palm Valley Rd PM

Site Code :

Start Date : 12/8/2022

Page No : 1

### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	13	155	1	0	169	13	0	17	0	30	0	137	3	0	140	0	0	1	0	1	340
04:15 PM	16	159	0	0	175	9	0	8	0	17	0	138	10	0	148	0	0	1	0	1	341
04:30 PM	6	163	0	0	169	13	0	11	0	24	0	116	5	0	121	0	0	0	0	0	314
04:45 PM	5	164	0	0	169	6	0	3	0	9	0	116	5	0	121	0	0	0	1	1	300
<b>Total</b>	40	641	1	0	682	41	0	39	0	80	0	507	23	0	530	0	0	2	1	3	1295
05:00 PM	2	178	0	0	180	1	0	1	0	2	0	117	2	0	119	0	0	0	0	0	301
05:15 PM	5	193	0	0	198	2	0	4	0	6	0	124	3	0	127	0	0	0	0	0	331
05:30 PM	2	144	1	0	147	2	0	3	0	5	1	121	1	0	123	1	0	0	1	2	277
05:45 PM	1	174	0	0	175	21	0	22	0	43	0	121	2	0	123	0	0	2	0	2	343
<b>Total</b>	10	689	1	0	700	26	0	30	0	56	1	483	8	0	492	1	0	2	1	4	1252
06:00 PM	0	166	0	0	166	3	0	1	0	4	0	104	0	0	104	0	0	1	0	1	275
06:15 PM	0	150	0	0	150	0	0	0	0	0	0	87	2	0	89	0	0	1	0	1	240
<b>Grand Total</b>	50	1646	2	0	1698	70	0	70	0	140	1	1181	33	0	1215	1	0	6	2	9	3062
Apprch %	2.9	96.9	0.1	0		50	0	50	0		0.1	97.2	2.7	0		11.1	0	66.7	22.2		
Total %	1.6	53.8	0.1	0	55.5	2.3	0	2.3	0	4.6	0	38.6	1.1	0	39.7	0	0	0.2	0.1	0.3	

Start Time	Palm Valley Rd Southbound					Palmer Catholic Entrance/Exit Westbound					Palm Valley Rd Northbound					Palmer Valley Baptist Church Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	13	155	1	0	169	13	0	17	0	30	0	137	3	0	140	0	0	1	0	1	340
04:15 PM	16	159	0	0	175	9	0	8	0	17	0	138	10	0	148	0	0	1	0	1	341
04:30 PM	6	163	0	0	169	13	0	11	0	24	0	116	5	0	121	0	0	0	0	0	314
04:45 PM	5	164	0	0	169	6	0	3	0	9	0	116	5	0	121	0	0	0	1	1	300
<b>Total Volume</b>	40	641	1	0	682	41	0	39	0	80	0	507	23	0	530	0	0	2	1	3	1295
% App. Total	5.9	94	0.1	0		51.2	0	48.8	0		0	95.7	4.3	0		0	0	66.7	33.3		
PHF	.625	.977	.250	.000	.974	.788	.000	.574	.000	.667	.000	.918	.575	.000	.895	.000	.000	.500	.250	.750	.949



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Cars

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	27	2	0	29	1	0	0	0	1	3	51	0	0	54	3	0	2	0	5	89
06:45 AM	0	60	4	0	64	1	0	0	0	1	2	72	0	0	74	4	0	4	0	8	147
<b>Total</b>	0	87	6	0	93	2	0	0	0	2	5	123	0	0	128	7	0	6	0	13	236
07:00 AM	0	80	22	0	102	2	0	2	0	4	7	74	0	0	81	9	0	2	0	11	198
07:15 AM	0	73	16	0	89	0	0	1	0	1	5	125	0	0	130	26	0	9	0	35	255
07:30 AM	1	76	11	0	88	0	0	1	0	1	9	165	0	0	174	19	0	8	0	27	290
07:45 AM	0	81	10	0	91	0	0	0	0	0	11	170	1	0	182	15	0	4	0	19	292
<b>Total</b>	1	310	59	0	370	2	0	4	0	6	32	534	1	0	567	69	0	23	0	92	1035
08:00 AM	0	82	19	0	101	2	0	7	0	9	34	123	0	0	157	27	0	22	0	49	316
08:15 AM	0	63	13	0	76	0	0	2	0	2	27	133	1	0	161	16	0	24	0	40	279
08:30 AM	0	66	12	0	78	0	0	1	0	1	10	153	0	0	163	22	1	27	0	50	292
08:45 AM	0	90	17	0	107	0	0	0	0	0	15	130	0	0	145	16	0	12	0	28	280
<b>Total</b>	0	301	61	0	362	2	0	10	0	12	86	539	1	0	626	81	1	85	0	167	1167
09:00 AM	1	78	17	0	96	0	0	1	0	1	10	115	0	0	125	21	0	6	0	27	249
09:15 AM	0	88	16	0	104	0	0	1	0	1	5	135	0	0	140	11	0	10	0	21	266
<b>Grand Total</b>	2	864	159	0	1025	6	0	16	0	22	138	1446	2	0	1586	189	1	130	0	320	2953
Apprch %	0.2	84.3	15.5	0		27.3	0	72.7	0		8.7	91.2	0.1	0		59.1	0.3	40.6	0		
Total %	0.1	29.3	5.4	0	34.7	0.2	0	0.5	0	0.7	4.7	49	0.1	0	53.7	6.4	0	4.4	0	10.8	

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	81	10	0	91	0	0	0	0	0	11	170	1	0	182	15	0	4	0	19	292
08:00 AM	0	82	19	0	101	2	0	7	0	9	34	123	0	0	157	27	0	22	0	49	316
08:15 AM	0	63	13	0	76	0	0	2	0	2	27	133	1	0	161	16	0	24	0	40	279
08:30 AM	0	66	12	0	78	0	0	1	0	1	10	153	0	0	163	22	1	27	0	50	292
<b>Total Volume</b>	0	292	54	0	346	2	0	10	0	12	82	579	2	0	663	80	1	77	0	158	1179
% App. Total	0	84.4	15.6	0		16.7	0	83.3	0		12.4	87.3	0.3	0		50.6	0.6	48.7	0		
PHF	.000	.890	.711	.000	.856	.250	.000	.357	.000	.333	.603	.851	.500	.000	.911	.741	.250	.713	.000	.790	.933



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Trucks

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
06:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
06:45 AM	0	8	0	0	8	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0
<b>Total</b>	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0
07:00 AM	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	1	0	1	0	1
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	1
07:30 AM	0	5	0	0	5	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	1
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1
<b>Total</b>	0	18	0	0	18	0	0	1	0	1	1	13	1	0	15	0	0	4	0	4	0	4
08:00 AM	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0
08:15 AM	0	5	1	0	6	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	1
08:30 AM	0	5	0	0	5	0	1	0	0	1	1	3	0	0	4	0	0	2	0	2	0	2
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	2
<b>Total</b>	0	19	1	0	20	0	1	0	0	1	2	18	0	0	20	1	0	4	0	5	0	4
09:00 AM	0	4	1	0	5	0	0	0	0	0	1	1	0	0	2	2	0	0	0	2	0	2
09:15 AM	0	2	2	0	4	0	0	0	0	0	1	4	0	0	5	2	0	1	0	3	0	3
<b>Grand Total</b>	0	53	4	0	57	0	1	1	0	2	5	40	1	0	46	5	0	9	0	14	0	11
Apprch %	0	93	7	0		0	50	50	0		10.9	87	2.2	0		35.7	0	64.3	0		0	
<b>Total %</b>	0	44.5	3.4	0	47.9	0	0.8	0.8	0	1.7	4.2	33.6	0.8	0	38.7	4.2	0	7.6	0	11.8	0	

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 08:00 AM																						
08:00 AM	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	9
08:15 AM	0	5	1	0	6	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	14
08:30 AM	0	5	0	0	5	0	1	0	0	1	1	3	0	0	4	0	0	2	0	2	0	12
08:45 AM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	0	11
<b>Total Volume</b>	0	19	1	0	20	0	1	0	0	1	2	18	0	0	20	1	0	4	0	5	0	46
<b>% App. Total</b>	0	95	5	0		0	100	0	0		10	90	0	0		20	0	80	0		0	
PHF	.000	.950	.250	.000	.833	.000	.250	.000	.000	.250	.500	.643	.000	.000	.714	.250	.000	.500	.000	.625	.821	



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Bicycles on Crosswalk

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100		0	0	0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd AM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
06:30 AM	0	29	2	0	31	1	0	0	0	1	3	52	0	0	55	3	0	2	0	5	92
06:45 AM	0	68	4	0	72	1	0	0	0	1	2	75	0	0	77	4	0	4	0	8	158
<b>Total</b>	0	97	6	0	103	2	0	0	0	2	5	127	0	0	132	7	0	6	0	13	250
07:00 AM	0	86	22	0	108	2	0	2	0	4	8	78	0	0	86	9	0	3	0	12	210
07:15 AM	0	77	16	0	93	0	0	1	0	1	5	133	0	1	139	26	0	10	0	36	269
07:30 AM	1	81	11	0	93	0	0	2	0	2	9	165	1	0	175	19	0	9	0	28	298
07:45 AM	0	84	10	0	94	0	0	0	0	0	11	171	1	0	183	15	0	5	0	20	297
<b>Total</b>	1	328	59	0	388	2	0	5	0	7	33	547	2	1	583	69	0	27	0	96	1074
08:00 AM	0	86	19	0	105	2	0	7	0	9	35	127	0	0	162	27	0	22	0	49	325
08:15 AM	0	68	14	0	82	0	0	2	0	2	27	140	1	0	168	16	0	25	0	41	293
08:30 AM	0	71	12	0	83	0	1	1	0	2	11	156	0	0	167	22	1	29	0	52	304
08:45 AM	0	95	17	0	112	0	0	0	0	0	15	134	0	0	149	17	0	13	0	30	291
<b>Total</b>	0	320	62	0	382	2	1	10	0	13	88	557	1	0	646	82	1	89	0	172	1213
09:00 AM	1	82	18	0	101	0	0	1	0	1	11	116	0	0	127	23	0	6	0	29	258
09:15 AM	0	90	18	0	108	0	0	1	0	1	6	139	0	0	145	13	0	11	0	24	278
<b>Grand Total</b>	2	917	163	0	1082	6	1	17	0	24	143	1486	3	1	1633	194	1	139	0	334	3073
Apprch %	0.2	84.8	15.1	0		25	4.2	70.8	0		8.8	91	0.2	0.1		58.1	0.3	41.6	0		
<b>Total %</b>	0.1	29.8	5.3	0	35.2	0.2	0	0.6	0	0.8	4.7	48.4	0.1	0	53.1	6.3	0	4.5	0	10.9	

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	84	10	0	94	0	0	0	0	0	11	<b>171</b>	<b>1</b>	0	<b>183</b>	15	0	5	0	20	297
08:00 AM	0	<b>86</b>	<b>19</b>	0	<b>105</b>	<b>2</b>	0	<b>7</b>	0	<b>9</b>	<b>35</b>	127	0	0	162	<b>27</b>	0	22	0	49	<b>325</b>
08:15 AM	0	68	14	0	82	0	0	2	0	2	27	140	1	0	168	16	0	25	0	41	293
08:30 AM	0	71	12	0	83	0	<b>1</b>	1	0	2	11	156	0	0	167	22	<b>1</b>	<b>29</b>	0	<b>52</b>	304
<b>Total Volume</b>	0	309	55	0	364	2	1	10	0	13	84	594	2	0	680	80	1	81	0	162	1219
<b>% App. Total</b>	0	84.9	15.1	0		15.4	7.7	76.9	0		12.4	87.4	0.3	0		49.4	0.6	50	0		
PHF	.000	.898	.724	.000	.867	.250	.250	.357	.000	.361	.600	.868	.500	.000	.929	.741	.250	.698	.000	.779	.938



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Cars

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	120	15	0	135	0	0	2	0	2	7	85	0	0	92	11	0	4	0	15	244
12:45 PM	0	130	17	0	147	1	0	1	0	2	6	93	1	0	100	13	0	11	0	24	273
<b>Total</b>	0	250	32	0	282	1	0	3	0	4	13	178	1	0	192	24	0	15	0	39	517
01:00 PM	1	126	13	0	140	0	0	0	0	0	8	84	1	0	93	21	0	9	0	30	263
01:15 PM	1	119	20	0	140	1	0	0	0	1	4	135	0	0	139	16	0	8	0	24	304
01:30 PM	3	112	17	0	132	0	0	1	0	1	6	99	1	0	106	12	0	19	0	31	270
01:45 PM	0	140	19	0	159	2	0	0	0	2	8	82	0	0	90	15	1	13	0	29	280
<b>Total</b>	5	497	69	0	571	3	0	1	0	4	26	400	2	0	428	64	1	49	0	114	1117
02:00 PM	1	103	16	0	120	1	0	1	0	2	18	160	1	0	179	21	1	10	0	32	333
02:15 PM	2	81	17	0	100	0	0	1	0	1	12	113	0	0	125	7	1	17	0	25	251
02:30 PM	1	100	19	0	120	0	0	6	0	6	16	125	0	0	141	16	0	15	0	31	298
02:45 PM	0	132	10	0	142	0	0	1	0	1	19	112	2	0	133	20	0	28	0	48	324
<b>Total</b>	4	416	62	0	482	1	0	9	0	10	65	510	3	0	578	64	2	70	0	136	1206
03:00 PM	3	100	22	0	125	0	1	0	0	1	18	119	1	0	138	21	0	32	0	53	317
03:15 PM	0	147	23	0	170	0	0	1	0	1	12	110	0	0	122	13	0	8	0	21	314
<b>Grand Total</b>	12	1410	208	0	1630	5	1	14	0	20	134	1317	7	0	1458	186	3	174	0	363	3471
Apprch %	0.7	86.5	12.8	0		25	5	70	0		9.2	90.3	0.5	0		51.2	0.8	47.9	0		
<b>Total %</b>	0.3	40.6	6	0	47	0.1	0	0.4	0	0.6	3.9	37.9	0.2	0	42	5.4	0.1	5	0	10.5	

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	1	100	19	0	120	0	0	6	0	6	16	125	0	0	141	16	0	15	0	31	298
02:45 PM	0	132	10	0	142	0	0	1	0	1	19	112	2	0	133	20	0	28	0	48	324
03:00 PM	3	100	22	0	125	0	1	0	0	1	18	119	1	0	138	21	0	32	0	53	317
03:15 PM	0	147	23	0	170	0	0	1	0	1	12	110	0	0	122	13	0	8	0	21	314
<b>Total Volume</b>	4	479	74	0	557	0	1	8	0	9	65	466	3	0	534	70	0	83	0	153	1253
<b>% App. Total</b>	0.7	86	13.3	0		0	11.1	88.9	0		12.2	87.3	0.6	0		45.8	0	54.2	0		
<b>PHF</b>	.333	.815	.804	.000	.819	.000	.250	.333	.000	.375	.855	.932	.375	.000	.947	.833	.000	.648	.000	.722	.967



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Trucks

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	6	1	0	7	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	
12:45 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	
<b>Total</b>	0	9	1	0	10	0	0	1	0	1	0	6	0	0	6	2	0	0	0	2	19
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	9
01:15 PM	0	3	1	0	4	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	10
01:30 PM	0	2	2	0	4	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	8
01:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	4
<b>Total</b>	0	9	3	0	12	0	0	0	0	0	0	12	0	0	12	2	0	5	0	7	31
02:00 PM	0	2	0	0	2	0	0	0	0	0	1	11	0	0	12	0	0	2	0	2	16
02:15 PM	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	8
02:30 PM	0	6	2	0	8	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	13
02:45 PM	0	4	1	0	5	0	0	0	0	0	1	4	1	0	6	2	0	2	0	4	15
<b>Total</b>	0	16	3	0	19	0	0	0	0	0	3	20	1	0	24	4	0	5	0	9	52
03:00 PM	1	3	1	0	5	0	0	0	0	0	1	6	0	0	7	0	0	1	0	1	13
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
<b>Grand Total</b>	1	39	8	0	48	0	0	1	0	1	4	45	1	0	50	8	0	12	0	20	119
Apprch %	2.1	81.2	16.7	0		0	0	100	0		8	90	2	0		40	0	60	0		
<b>Total %</b>	0.8	32.8	6.7	0	40.3	0	0	0.8	0	0.8	3.4	37.8	0.8	0	42	6.7	0	10.1	0	16.8	

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:00 PM																					
02:00 PM	0	2	0	0	2	0	0	0	0	0	1	11	0	0	12	0	0	2	0	2	16
02:15 PM	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	1	0	1	0	2	8
02:30 PM	0	6	2	0	8	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	13
02:45 PM	0	4	1	0	5	0	0	0	0	0	1	4	1	0	6	2	0	2	0	4	15
<b>Total Volume</b>	0	16	3	0	19	0	0	0	0	0	3	20	1	0	24	4	0	5	0	9	52
<b>% App. Total</b>	0	84.2	15.8	0		0	0	0	0		12.5	83.3	4.2	0		44.4	0	55.6	0		
PHF	.000	.667	.375	.000	.594	.000	.000	.000	.000	.000	.750	.455	.250	.000	.500	.500	.000	.625	.000	.563	.813



Peggy Malone and Associates  
904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd MID  
Site Code :  
Start Date : 12/8/2022  
Page No : 1

**Groups Printed- Bicycles on Crosswalk**

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30 PM																					
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd MID  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
12:30 PM	0	126	16	0	142	0	0	3	0	3	7	88	0	0	95	12	0	4	0	16	256
12:45 PM	0	133	17	0	150	1	0	1	0	2	6	96	1	0	103	14	0	11	0	25	280
<b>Total</b>	0	259	33	0	292	1	0	4	0	5	13	184	1	0	198	26	0	15	0	41	536
01:00 PM	1	129	13	0	143	0	0	0	0	0	8	87	1	0	96	21	0	12	0	33	272
01:15 PM	1	122	21	0	144	1	0	0	0	1	4	140	0	0	144	16	0	9	0	25	314
01:30 PM	3	114	19	0	136	0	0	1	0	1	6	102	1	0	109	13	0	19	0	32	278
01:45 PM	0	141	19	0	160	2	0	0	0	2	8	83	0	0	91	16	1	14	0	31	284
<b>Total</b>	5	506	72	0	583	3	0	1	0	4	26	412	2	0	440	66	1	54	0	121	1148
02:00 PM	1	105	16	0	122	1	0	1	0	2	19	171	1	0	191	21	1	12	0	34	349
02:15 PM	2	85	17	0	104	0	0	1	0	1	13	114	0	0	127	8	1	18	0	27	259
02:30 PM	1	106	21	0	128	0	0	6	0	6	16	129	0	0	145	17	0	15	0	32	311
02:45 PM	0	136	11	0	147	0	0	1	0	1	20	116	3	0	139	22	0	30	0	52	339
<b>Total</b>	4	432	65	0	501	1	0	9	0	10	68	530	4	0	602	68	2	75	0	145	1258
03:00 PM	4	103	23	0	130	0	1	0	0	1	19	125	1	0	145	21	0	33	0	54	330
03:15 PM	0	149	23	0	172	0	0	1	0	1	12	111	0	0	123	13	0	9	0	22	318
<b>Grand Total</b>	13	1449	216	0	1678	5	1	15	0	21	138	1362	8	0	1508	194	3	186	0	383	3590
Apprch %	0.8	86.4	12.9	0		23.8	4.8	71.4	0		9.2	90.3	0.5	0		50.7	0.8	48.6	0		
Total %	0.4	40.4	6	0	46.7	0.1	0	0.4	0	0.6	3.8	37.9	0.2	0	42	5.4	0.1	5.2	0	10.7	

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:30 PM																					
02:30 PM	1	106	21	0	128	0	0	6	0	6	16	129	0	0	145	17	0	15	0	32	311
02:45 PM	0	136	11	0	147	0	0	1	0	1	20	116	3	0	139	22	0	30	0	52	339
03:00 PM	4	103	23	0	130	0	1	0	0	1	19	125	1	0	145	21	0	33	0	54	330
03:15 PM	0	149	23	0	172	0	0	1	0	1	12	111	0	0	123	13	0	9	0	22	318
<b>Total Volume</b>	5	494	78	0	577	0	1	8	0	9	67	481	4	0	552	73	0	87	0	160	1298
% App. Total	0.9	85.6	13.5	0		0	11.1	88.9	0		12.1	87.1	0.7	0		45.6	0	54.4	0		
PHF	.313	.829	.848	.000	.839	.000	.250	.333	.000	.375	.838	.932	.333	.000	.952	.830	.000	.659	.000	.741	.957



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd PM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Cars

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	150	17	0	167	0	0	0	0	0	7	114	0	0	121	16	0	15	0	31	319
04:15 PM	0	134	17	0	151	0	0	0	0	0	12	114	0	0	126	23	0	20	0	43	320
04:30 PM	1	161	20	0	182	1	0	0	0	1	14	117	0	0	131	11	0	15	0	26	340
04:45 PM	2	134	21	0	157	0	0	1	0	1	10	98	0	0	108	17	0	13	0	30	296
<b>Total</b>	<b>3</b>	<b>579</b>	<b>75</b>	<b>0</b>	<b>657</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>443</b>	<b>0</b>	<b>0</b>	<b>486</b>	<b>67</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>130</b>	<b>1275</b>
05:00 PM	2	155	28	0	185	0	1	1	0	2	7	119	0	0	126	9	0	25	0	34	347
05:15 PM	0	163	22	0	185	0	0	0	0	0	12	101	0	0	113	20	0	18	0	38	336
05:30 PM	1	145	22	0	168	1	0	0	0	1	9	107	2	0	118	13	0	3	0	16	303
05:45 PM	1	150	27	0	178	1	0	2	0	3	11	121	0	0	132	14	0	12	0	26	339
<b>Total</b>	<b>4</b>	<b>613</b>	<b>99</b>	<b>0</b>	<b>716</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>39</b>	<b>448</b>	<b>2</b>	<b>0</b>	<b>489</b>	<b>56</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>114</b>	<b>1325</b>
06:00 PM	1	145	28	0	174	1	0	0	0	1	12	79	0	0	91	16	0	13	0	29	295
06:15 PM	0	134	24	0	158	1	0	1	0	2	12	75	3	0	90	9	1	10	0	20	270
<b>Grand Total</b>	<b>8</b>	<b>1471</b>	<b>226</b>	<b>0</b>	<b>1705</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>106</b>	<b>1045</b>	<b>5</b>	<b>0</b>	<b>1156</b>	<b>148</b>	<b>1</b>	<b>144</b>	<b>0</b>	<b>293</b>	<b>3165</b>
Apprch %	0.5	86.3	13.3	0		45.5	9.1	45.5	0		9.2	90.4	0.4	0		50.5	0.3	49.1	0		
Total %	0.3	46.5	7.1	0	53.9	0.2	0	0.2	0	0.3	3.3	33	0.2	0	36.5	4.7	0	4.5	0	9.3	

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	155	28	0	185	0	1	1	0	2	7	119	0	0	126	9	0	25	0	34	347
05:15 PM	0	163	22	0	185	0	0	0	0	0	12	101	0	0	113	20	0	18	0	38	336
05:30 PM	1	145	22	0	168	1	0	0	0	1	9	107	2	0	118	13	0	3	0	16	303
05:45 PM	1	150	27	0	178	1	0	2	0	3	11	121	0	0	132	14	0	12	0	26	339
<b>Total Volume</b>	<b>4</b>	<b>613</b>	<b>99</b>	<b>0</b>	<b>716</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>39</b>	<b>448</b>	<b>2</b>	<b>0</b>	<b>489</b>	<b>56</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>114</b>	<b>1325</b>
% App. Total	0.6	85.6	13.8	0		33.3	16.7	50	0		8	91.6	0.4	0		49.1	0	50.9	0		
PHF	.500	.940	.884	.000	.968	.500	.250	.375	.000	.500	.813	.926	.250	.000	.926	.700	.000	.580	.000	.750	.955



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd PM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Trucks

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	7
04:30 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>25</b>
05:00 PM	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
06:00 PM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
<b>Grand Total</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>37</b>
Apprch %	0	93.3	6.7	0		0	0	0	0		15.8	84.2	0	0		33.3	0	66.7	0		
Total %	0	37.8	2.7	0	40.5	0	0	0	0	0	8.1	43.2	0	0	51.4	2.7	0	5.4	0	8.1	

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	7
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	7
04:30 PM	0	3	0	0	3	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	6
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Total Volume</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>25</b>
% App. Total	0	100	0	0		0	0	0	0		7.1	92.9	0	0		0	0	100	0		
PHF	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.250	.542	.000	.000	.583	.000	.000	.250	.000	.250	.893



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd PM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Bicycles on Crosswalk

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PHF</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>

Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd PM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Pedestrians

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

Start Time	Palm Valley Rd Southbound					Possom Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>% App. Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PHF</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>	<b>.000</b>

Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:00 PM



# Peggy Malone and Associates

## 904-992-8072

File Name : 4-Canal Blvd\_Possum Trot Rd & Palm Valley Rd PM  
 Site Code :  
 Start Date : 12/8/2022  
 Page No : 1

### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
04:00 PM	0	151	17	0	168	0	0	0	0	0	7	120	0	0	127	16	0	15	0	31	326
04:15 PM	0	135	17	0	152	0	0	0	0	0	12	119	0	0	131	23	0	21	0	44	327
04:30 PM	1	164	20	0	185	1	0	0	0	1	15	119	0	0	134	11	0	15	0	26	346
04:45 PM	2	139	21	0	162	0	0	1	0	1	10	98	0	0	108	17	0	13	0	30	301
<b>Total</b>	<b>3</b>	<b>589</b>	<b>75</b>	<b>0</b>	<b>667</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>456</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>67</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>131</b>	<b>1300</b>
05:00 PM	2	157	28	0	187	0	1	1	0	2	8	119	0	0	127	9	0	25	0	34	350
05:15 PM	0	164	22	0	186	0	0	0	0	0	12	102	0	0	114	20	0	18	0	38	338
05:30 PM	1	145	22	0	168	1	0	0	0	1	9	107	2	0	118	13	0	3	0	16	303
05:45 PM	1	150	27	0	178	1	0	2	0	3	11	121	0	0	132	15	0	12	0	27	340
<b>Total</b>	<b>4</b>	<b>616</b>	<b>99</b>	<b>0</b>	<b>719</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>40</b>	<b>449</b>	<b>2</b>	<b>0</b>	<b>491</b>	<b>57</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>115</b>	<b>1331</b>
06:00 PM	1	146	29	0	176	1	0	0	0	1	13	80	0	0	93	16	0	13	0	29	299
06:15 PM	0	134	24	0	158	1	0	1	0	2	12	76	3	0	91	9	1	11	0	21	272
<b>Grand Total</b>	<b>8</b>	<b>1485</b>	<b>227</b>	<b>0</b>	<b>1720</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>109</b>	<b>1061</b>	<b>5</b>	<b>0</b>	<b>1175</b>	<b>149</b>	<b>1</b>	<b>146</b>	<b>0</b>	<b>296</b>	<b>3202</b>
Apprch %	0.5	86.3	13.2	0		45.5	9.1	45.5	0		9.3	90.3	0.4	0		50.3	0.3	49.3	0		
Total %	0.2	46.4	7.1	0	53.7	0.2	0	0.2	0	0.3	3.4	33.1	0.2	0	36.7	4.7	0	4.6	0	9.2	

Start Time	Palm Valley Rd Southbound					Possum Trot Rd Westbound					Palm Valley Rd Northbound					Canal Blvd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	<b>164</b>	20	0	185	1	0	0	0	1	15	<b>119</b>	0	0	<b>134</b>	11	0	15	0	26	346
04:45 PM	2	139	21	0	162	0	0	1	0	1	10	98	0	0	108	17	0	13	0	30	301
05:00 PM	2	157	<b>28</b>	0	<b>187</b>	0	<b>1</b>	1	0	<b>2</b>	8	119	0	0	127	9	0	<b>25</b>	0	<b>34</b>	<b>350</b>
05:15 PM	0	164	22	0	186	0	0	0	0	0	12	102	0	0	114	<b>20</b>	0	18	0	<b>38</b>	338
Total Volume	5	624	91	0	720	1	1	2	0	4	45	438	0	0	483	57	0	71	0	128	1335
% App. Total	0.7	86.7	12.6	0		.25	.25	.50	0	.500	9.3	90.7	0	0	.901	44.5	0	55.5	0	.842	.954
PHF	.625	.951	.813	.000	.963	.250	.250	.500	.000	.500	.750	.920	.000	.000	.901	.713	.000	.710	.000	.842	.954



Peggy Malone and Associates  
904-992-8072

File Name : 5-Landrum Ln & Palm Valley Rd AM  
Site Code :  
Start Date : 12/8/2022  
Page No : 1

**Groups Printed- Cars**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
06:30 AM	25	7	0	32	14	58	0	72	10	3	0	13	117
06:45 AM	26	50	0	76	48	62	0	110	3	7	0	10	196
<b>Total</b>	<b>51</b>	<b>57</b>	<b>0</b>	<b>108</b>	<b>62</b>	<b>120</b>	<b>0</b>	<b>182</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>313</b>
07:00 AM	39	52	0	91	35	67	0	102	30	22	0	52	245
07:15 AM	51	33	0	84	24	110	0	134	39	25	0	64	282
07:30 AM	75	7	0	82	15	153	0	168	26	14	0	40	290
07:45 AM	73	8	0	81	36	135	0	171	21	4	0	25	277
<b>Total</b>	<b>238</b>	<b>100</b>	<b>0</b>	<b>338</b>	<b>110</b>	<b>465</b>	<b>0</b>	<b>575</b>	<b>116</b>	<b>65</b>	<b>0</b>	<b>181</b>	<b>1094</b>
08:00 AM	91	18	0	109	50	125	0	175	41	76	0	117	401
08:15 AM	70	10	0	80	25	136	0	161	25	54	0	79	320
08:30 AM	90	22	0	112	12	134	0	146	22	20	0	42	300
08:45 AM	86	24	0	110	20	128	0	148	21	20	0	41	299
<b>Total</b>	<b>337</b>	<b>74</b>	<b>0</b>	<b>411</b>	<b>107</b>	<b>523</b>	<b>0</b>	<b>630</b>	<b>109</b>	<b>170</b>	<b>0</b>	<b>279</b>	<b>1320</b>
09:00 AM	67	25	0	92	13	110	0	123	17	16	0	33	248
09:15 AM	79	22	0	101	15	123	0	138	21	21	0	42	281
<b>Grand Total</b>	<b>772</b>	<b>278</b>	<b>0</b>	<b>1050</b>	<b>307</b>	<b>1341</b>	<b>0</b>	<b>1648</b>	<b>276</b>	<b>282</b>	<b>0</b>	<b>558</b>	<b>3256</b>
Apprch %	73.5	26.5	0		18.6	81.4	0		49.5	50.5	0		
Total %	23.7	8.5	0	32.2	9.4	41.2	0	50.6	8.5	8.7	0	17.1	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	<b>91</b>	18	0	109	<b>50</b>	125	0	<b>175</b>	<b>41</b>	<b>76</b>	0	<b>117</b>	<b>401</b>
08:15 AM	70	10	0	80	25	<b>136</b>	0	161	25	54	0	79	320
08:30 AM	90	22	0	<b>112</b>	12	134	0	146	22	20	0	42	300
08:45 AM	86	<b>24</b>	0	110	20	128	0	148	21	20	0	41	299
<b>Total Volume</b>	<b>337</b>	<b>74</b>	<b>0</b>	<b>411</b>	<b>107</b>	<b>523</b>	<b>0</b>	<b>630</b>	<b>109</b>	<b>170</b>	<b>0</b>	<b>279</b>	<b>1320</b>
% App. Total	82	18	0		17	83	0		39.1	60.9	0		
PHF	.926	.771	.000	.917	.535	.961	.000	.900	.665	.559	.000	.596	.823



Peggy Malone and Associates  
904-992-8072

File Name : 5-Landrum Ln & Palm Valley Rd AM  
Site Code :  
Start Date : 12/8/2022  
Page No : 1

**Groups Printed- Trucks**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
06:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
06:45 AM	3	5	0	8	4	4	0	8	0	1	0	1	17
<b>Total</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>19</b>
07:00 AM	4	4	0	8	3	3	0	6	5	3	0	8	22
07:15 AM	3	1	0	4	0	0	0	0	3	3	0	6	10
07:30 AM	5	0	0	5	0	1	0	1	0	0	0	0	6
07:45 AM	0	2	0	2	4	0	0	4	0	0	0	0	6
<b>Total</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>44</b>
08:00 AM	4	0	0	4	7	4	0	11	1	5	0	6	21
08:15 AM	5	0	0	5	0	5	0	5	4	1	0	5	15
08:30 AM	11	1	0	12	0	2	0	2	1	2	0	3	17
08:45 AM	5	1	0	6	1	4	0	5	0	0	0	0	11
<b>Total</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>64</b>
09:00 AM	4	0	0	4	2	2	0	4	1	1	0	2	10
09:15 AM	2	0	0	2	3	4	0	7	0	2	0	2	11
<b>Grand Total</b>	<b>47</b>	<b>14</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>30</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>33</b>	<b>148</b>
Apprch %	77	23	0		44.4	55.6	0		45.5	54.5	0		
Total %	31.8	9.5	0	41.2	16.2	20.3	0	36.5	10.1	12.2	0	22.3	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	4	0	0	4	7	4	0	11	1	5	0	6	21
08:15 AM	5	0	0	5	0	5	0	5	4	1	0	5	15
08:30 AM	11	1	0	12	0	2	0	2	1	2	0	3	17
08:45 AM	5	1	0	6	1	4	0	5	0	0	0	0	11
<b>Total Volume</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>64</b>
% App. Total	92.6	7.4	0		34.8	65.2	0		42.9	57.1	0		
PHF	.568	.500	.000	.563	.286	.750	.000	.523	.375	.400	.000	.583	.762



Peggy Malone and Associates  
904-992-8072

File Name : 5-Landrum Ln & Palm Valley Rd AM  
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**Groups Printed- Bicycles on Crosswalk**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	3	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	3	3	0	0	0	0	3
Apprch %	0	0	0	0	0	0	100	100	0	0	0	0	0
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	3	3	0	0	0	0	3
% App. Total	0	0	0	0	0	0	100	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.375



Peggy Malone and Associates  
904-992-8072

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**Groups Printed- Pedestrians**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	3	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	3	3	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	4	0	0	0	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	8	8	0	0	0	0	8
Apprch %	0	0	0	0	0	0	100	100	0	0	0	0	0
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 06:30 AM													
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	2
Total Volume	0	0	0	0	0	0	4	4	0	0	0	0	4
% App. Total	0	0	0	0	0	0	100	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.500



# Peggy Malone and Associates

## 904-992-8072

File Name : 5-Landrum Ln & Palm Valley Rd AM  
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### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
06:30 AM	26	7	0	33	14	59	0	73	10	3	0	13	119
06:45 AM	29	55	0	84	52	66	1	119	3	8	0	11	214
<b>Total</b>	<b>55</b>	<b>62</b>	<b>0</b>	<b>117</b>	<b>66</b>	<b>125</b>	<b>1</b>	<b>192</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>333</b>
07:00 AM	43	56	0	99	38	70	3	111	35	25	0	60	270
07:15 AM	54	34	0	88	24	110	2	136	42	28	0	70	294
07:30 AM	80	7	0	87	15	154	0	169	26	14	0	40	296
07:45 AM	73	10	0	83	40	135	1	176	21	4	0	25	284
<b>Total</b>	<b>250</b>	<b>107</b>	<b>0</b>	<b>357</b>	<b>117</b>	<b>469</b>	<b>6</b>	<b>592</b>	<b>124</b>	<b>71</b>	<b>0</b>	<b>195</b>	<b>1144</b>
08:00 AM	95	18	0	113	57	129	1	187	42	81	0	123	423
08:15 AM	75	10	0	85	25	141	3	169	29	55	0	84	338
08:30 AM	101	23	0	124	12	136	0	148	23	22	0	45	317
08:45 AM	91	25	0	116	21	132	0	153	21	20	0	41	310
<b>Total</b>	<b>362</b>	<b>76</b>	<b>0</b>	<b>438</b>	<b>115</b>	<b>538</b>	<b>4</b>	<b>657</b>	<b>115</b>	<b>178</b>	<b>0</b>	<b>293</b>	<b>1388</b>
09:00 AM	71	25	0	96	15	112	0	127	18	17	0	35	258
09:15 AM	81	22	0	103	18	127	0	145	21	23	0	44	292
<b>Grand Total</b>	<b>819</b>	<b>292</b>	<b>0</b>	<b>1111</b>	<b>331</b>	<b>1371</b>	<b>11</b>	<b>1713</b>	<b>291</b>	<b>300</b>	<b>0</b>	<b>591</b>	<b>3415</b>
Apprch %	73.7	26.3	0		19.3	80	0.6		49.2	50.8	0		
Total %	24	8.6	0	32.5	9.7	40.1	0.3	50.2	8.5	8.8	0	17.3	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 09:15 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	95	18	0	113	<b>57</b>	129	1	<b>187</b>	<b>42</b>	<b>81</b>	0	<b>123</b>	<b>423</b>
08:15 AM	75	10	0	85	25	<b>141</b>	<b>3</b>	169	29	55	0	84	338
08:30 AM	<b>101</b>	23	0	<b>124</b>	12	136	0	148	23	22	0	45	317
08:45 AM	91	<b>25</b>	0	116	21	132	0	153	21	20	0	41	310
<b>Total Volume</b>	<b>362</b>	<b>76</b>	<b>0</b>	<b>438</b>	<b>115</b>	<b>538</b>	<b>4</b>	<b>657</b>	<b>115</b>	<b>178</b>	<b>0</b>	<b>293</b>	<b>1388</b>
% App. Total	82.6	17.4	0		17.5	81.9	0.6		39.2	60.8	0		
PHF	.896	.760	.000	.883	.504	.954	.333	.878	.685	.549	.000	.596	.820



# Peggy Malone and Associates

## 904-992-8072

File Name : 5-Landrum Ln & Palm Valley Rd MID  
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### Groups Printed- Cars

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
12:30 PM	119	15	0	134	15	85	0	100	20	16	0	36	270
12:45 PM	120	14	0	134	11	84	0	95	18	17	0	35	264
<b>Total</b>	<b>239</b>	<b>29</b>	<b>0</b>	<b>268</b>	<b>26</b>	<b>169</b>	<b>0</b>	<b>195</b>	<b>38</b>	<b>33</b>	<b>0</b>	<b>71</b>	<b>534</b>
01:00 PM	102	16	0	118	4	90	0	94	22	16	0	38	250
01:15 PM	121	19	0	140	20	90	0	110	14	12	0	26	276
01:30 PM	101	32	0	133	18	92	0	110	18	10	0	28	271
01:45 PM	115	34	0	149	13	85	0	98	28	25	0	53	300
<b>Total</b>	<b>439</b>	<b>101</b>	<b>0</b>	<b>540</b>	<b>55</b>	<b>357</b>	<b>0</b>	<b>412</b>	<b>82</b>	<b>63</b>	<b>0</b>	<b>145</b>	<b>1097</b>
02:00 PM	108	26	0	134	12	96	0	108	51	28	0	79	321
02:15 PM	78	17	0	95	28	106	0	134	23	27	0	50	279
02:30 PM	94	14	0	108	17	105	0	122	24	31	0	55	285
02:45 PM	135	26	0	161	10	95	0	105	39	76	0	115	381
<b>Total</b>	<b>415</b>	<b>83</b>	<b>0</b>	<b>498</b>	<b>67</b>	<b>402</b>	<b>0</b>	<b>469</b>	<b>137</b>	<b>162</b>	<b>0</b>	<b>299</b>	<b>1266</b>
03:00 PM	110	24	0	134	9	87	0	96	30	29	0	59	289
03:15 PM	121	28	0	149	9	83	0	92	27	14	0	41	282
<b>Grand Total</b>	<b>1324</b>	<b>265</b>	<b>0</b>	<b>1589</b>	<b>166</b>	<b>1098</b>	<b>0</b>	<b>1264</b>	<b>314</b>	<b>301</b>	<b>0</b>	<b>615</b>	<b>3468</b>
Apprch %	83.3	16.7	0		13.1	86.9	0		51.1	48.9	0		
Total %	38.2	7.6	0	45.8	4.8	31.7	0	36.4	9.1	8.7	0	17.7	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:00 PM													
02:00 PM	108	<b>26</b>	0	134	12	96	0	108	<b>51</b>	28	0	79	321
02:15 PM	78	17	0	95	<b>28</b>	<b>106</b>	0	<b>134</b>	23	27	0	50	279
02:30 PM	94	14	0	108	17	105	0	122	24	31	0	55	285
02:45 PM	<b>135</b>	26	0	<b>161</b>	10	95	0	105	<b>39</b>	<b>76</b>	0	<b>115</b>	<b>381</b>
Total Volume	415	83	0	498	67	402	0	469	137	162	0	299	1266
% App. Total	83.3	16.7	0		14.3	85.7	0		45.8	54.2	0		
PHF	.769	.798	.000	.773	.598	.948	.000	.875	.672	.533	.000	.650	.831



Peggy Malone and Associates  
904-992-8072

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**Groups Printed- Trucks**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
12:30 PM	7	0	0	7	1	3	0	4	0	0	0	0	11
12:45 PM	4	0	0	4	5	4	0	9	1	0	0	1	14
<b>Total</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>
01:00 PM	7	1	0	8	6	7	0	13	0	1	0	1	22
01:15 PM	1	1	0	2	2	2	0	4	0	0	0	0	6
01:30 PM	2	0	0	2	1	6	0	7	0	0	0	0	9
01:45 PM	5	0	0	5	1	2	0	3	4	3	0	7	15
<b>Total</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>52</b>
02:00 PM	1	1	0	2	3	5	0	8	7	6	0	13	23
02:15 PM	5	1	0	6	1	4	0	5	0	0	0	0	11
02:30 PM	2	5	0	7	2	4	0	6	1	2	0	3	16
02:45 PM	5	2	0	7	1	4	0	5	2	9	0	11	23
<b>Total</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>24</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>27</b>	<b>73</b>
03:00 PM	4	0	0	4	0	6	0	6	0	0	0	0	10
03:15 PM	2	1	0	3	0	0	0	0	1	0	0	1	4
<b>Grand Total</b>	<b>45</b>	<b>12</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>47</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>21</b>	<b>0</b>	<b>37</b>	<b>164</b>
Apprch %	78.9	21.1	0		32.9	67.1	0		43.2	56.8	0		
Total %	27.4	7.3	0	34.8	14	28.7	0	42.7	9.8	12.8	0	22.6	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:00 PM													
02:00 PM	1	1	0	2	3	5	0	8	7	6	0	13	23
02:15 PM	5	1	0	6	1	4	0	5	0	0	0	0	11
02:30 PM	2	5	0	7	2	4	0	6	1	2	0	3	16
02:45 PM	5	2	0	7	1	4	0	5	2	9	0	11	23
<b>Total Volume</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>24</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>27</b>	<b>73</b>
% App. Total	59.1	40.9	0		29.2	70.8	0		37	63	0		
PHF	.650	.450	.000	.786	.583	.850	.000	.750	.357	.472	.000	.519	.793



Peggy Malone and Associates  
904-992-8072

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**Groups Printed- Bicycles on Crosswalk**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	2
Total	0	0	0	0	0	0	2	2	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	1	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	3	3	0	0	0	0	3
Apprch %	0	0	0	0	0	0	100	100	0	0	0	0	0
Total %	0	0	0	0	0	0	100	100	0	0	0	0	0

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 01:45 PM													
01:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	2
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	3	3	0	0	0	0	3
% App. Total	0	0	0	0	0	0	100	100	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.375

Peggy Malone and Associates  
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**Groups Printed- Pedestrians**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	1	0	0	2	2	3
Apprch %	0	0	0	0	0	0	100	100	0	0	100	100	
Total %	0	0	0	0	0	0	33.3	33.3	0	0	66.7	66.7	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 01:15 PM													
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	1
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	1	1	0	0	1	1	2
% App. Total	0	0	0	0	0	0	100	100	0	0	100	100	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.500



# Peggy Malone and Associates

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### Groups Printed- Combined

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
12:30 PM	126	15	0	141	16	88	0	104	20	16	0	36	281
12:45 PM	124	14	0	138	16	88	0	104	19	17	0	36	278
<b>Total</b>	<b>250</b>	<b>29</b>	<b>0</b>	<b>279</b>	<b>32</b>	<b>176</b>	<b>0</b>	<b>208</b>	<b>39</b>	<b>33</b>	<b>0</b>	<b>72</b>	<b>559</b>
01:00 PM	109	17	0	126	10	97	0	107	22	17	0	39	272
01:15 PM	122	20	0	142	22	92	0	114	14	12	0	26	282
01:30 PM	103	32	0	135	19	98	0	117	18	10	0	28	280
01:45 PM	120	34	0	154	14	87	3	104	32	28	0	60	318
<b>Total</b>	<b>454</b>	<b>103</b>	<b>0</b>	<b>557</b>	<b>65</b>	<b>374</b>	<b>3</b>	<b>442</b>	<b>86</b>	<b>67</b>	<b>0</b>	<b>153</b>	<b>1152</b>
02:00 PM	109	27	0	136	15	101	0	116	58	34	1	93	345
02:15 PM	83	18	0	101	29	110	0	139	23	27	0	50	290
02:30 PM	96	19	0	115	19	109	1	129	25	33	0	58	302
02:45 PM	140	28	0	168	11	99	0	110	41	85	0	126	404
<b>Total</b>	<b>428</b>	<b>92</b>	<b>0</b>	<b>520</b>	<b>74</b>	<b>419</b>	<b>1</b>	<b>494</b>	<b>147</b>	<b>179</b>	<b>1</b>	<b>327</b>	<b>1341</b>
03:00 PM	114	24	0	138	9	93	0	102	30	29	1	60	300
03:15 PM	123	29	0	152	9	83	0	92	28	14	0	42	286
<b>Grand Total</b>	<b>1369</b>	<b>277</b>	<b>0</b>	<b>1646</b>	<b>189</b>	<b>1145</b>	<b>4</b>	<b>1338</b>	<b>330</b>	<b>322</b>	<b>2</b>	<b>654</b>	<b>3638</b>
Apprch %	83.2	16.8	0		14.1	85.6	0.3		50.5	49.2	0.3		
Total %	37.6	7.6	0	45.2	5.2	31.5	0.1	36.8	9.1	8.9	0.1	18	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 12:30 PM to 03:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 02:00 PM													
02:00 PM	109	27	0	136	15	101	0	116	<b>58</b>	34	<b>1</b>	93	345
02:15 PM	83	18	0	101	<b>29</b>	<b>110</b>	0	<b>139</b>	23	27	0	50	290
02:30 PM	96	19	0	115	19	109	1	129	25	33	0	58	302
02:45 PM	<b>140</b>	<b>28</b>	0	<b>168</b>	11	99	0	110	41	<b>85</b>	0	<b>126</b>	<b>404</b>
Total Volume	428	92	0	520	74	419	1	494	147	179	1	327	1341
% App. Total	82.3	17.7	0		15	84.8	0.2		45	54.7	0.3		
PHF	.764	.821	.000	.774	.638	.952	.250	.888	.634	.526	.250	.649	.830

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**Groups Printed- Cars**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	141	21	0	162	12	80	0	92	38	34	0	72	326
04:15 PM	145	23	0	168	14	118	0	132	14	17	0	31	331
04:30 PM	154	11	0	165	13	100	0	113	9	11	0	20	298
04:45 PM	123	17	0	140	18	103	0	121	17	12	0	29	290
<b>Total</b>	<b>563</b>	<b>72</b>	<b>0</b>	<b>635</b>	<b>57</b>	<b>401</b>	<b>0</b>	<b>458</b>	<b>78</b>	<b>74</b>	<b>0</b>	<b>152</b>	<b>1245</b>
05:00 PM	147	24	0	171	16	91	0	107	20	35	0	55	333
05:15 PM	144	29	0	173	9	110	0	119	11	14	0	25	317
05:30 PM	119	21	0	140	4	109	0	113	9	7	0	16	269
05:45 PM	138	14	0	152	5	84	0	89	17	13	0	30	271
<b>Total</b>	<b>548</b>	<b>88</b>	<b>0</b>	<b>636</b>	<b>34</b>	<b>394</b>	<b>0</b>	<b>428</b>	<b>57</b>	<b>69</b>	<b>0</b>	<b>126</b>	<b>1190</b>
06:00 PM	147	11	0	158	7	83	0	90	11	14	0	25	273
06:15 PM	127	10	0	137	10	88	0	98	5	8	0	13	248
<b>Grand Total</b>	<b>1385</b>	<b>181</b>	<b>0</b>	<b>1566</b>	<b>108</b>	<b>966</b>	<b>0</b>	<b>1074</b>	<b>151</b>	<b>165</b>	<b>0</b>	<b>316</b>	<b>2956</b>
Apprch %	88.4	11.6	0		10.1	89.9	0		47.8	52.2	0		
Total %	46.9	6.1	0	53	3.7	32.7	0	36.3	5.1	5.6	0	10.7	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	145	23	0	168	14	<b>118</b>	0	<b>132</b>	14	17	0	31	331
04:30 PM	<b>154</b>	11	0	165	13	100	0	113	9	11	0	20	298
04:45 PM	123	17	0	140	<b>18</b>	103	0	121	17	12	0	29	290
05:00 PM	147	<b>24</b>	0	<b>171</b>	16	91	0	107	<b>20</b>	<b>35</b>	0	<b>55</b>	<b>333</b>
<b>Total Volume</b>	<b>569</b>	<b>75</b>	<b>0</b>	<b>644</b>	<b>61</b>	<b>412</b>	<b>0</b>	<b>473</b>	<b>60</b>	<b>75</b>	<b>0</b>	<b>135</b>	<b>1252</b>
% App. Total	88.4	11.6	0		12.9	87.1	0		44.4	55.6	0		
PHF	.924	.781	.000	.942	.847	.873	.000	.896	.750	.536	.000	.614	.940



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**Groups Printed- Trucks**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	1	0	0	1	0	6	0	6	0	1	0	1	8
04:15 PM	3	0	0	3	0	6	0	6	0	0	0	0	9
04:30 PM	2	0	0	2	2	3	0	5	0	1	0	1	8
04:45 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>28</b>
05:00 PM	2	0	0	2	0	1	0	1	0	0	0	0	3
05:15 PM	2	0	0	2	0	1	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	2	0	2	0	1	0	1	3
<b>Total</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>10</b>
06:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
06:15 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
<b>Grand Total</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>41</b>
Apprch %	93.3	6.7	0		9.1	90.9	0		0	100	0		
Total %	34.1	2.4	0	36.6	4.9	48.8	0	53.7	0	9.8	0	9.8	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:00 PM													
04:00 PM	1	0	0	1	0	6	0	6	0	1	0	1	8
04:15 PM	3	0	0	3	0	6	0	6	0	0	0	0	9
04:30 PM	2	0	0	2	2	3	0	5	0	1	0	1	8
04:45 PM	2	1	0	3	0	0	0	0	0	0	0	0	3
<b>Total Volume</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>28</b>
% App. Total	88.9	11.1	0		11.8	88.2	0		0	100	0		
PHF	.667	.250	.000	.750	.250	.625	.000	.708	.000	.500	.000	.500	.778





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**Groups Printed- Pedestrians**

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
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	3	3	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	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	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>
Apprch %	0	0	0	0	0	0	100	100	0	0	100	100	100
Total %	0	0	0	0	0	0	60	60	0	0	40	40	40

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 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	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	3	3	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	2	2	2
<b>Total Volume</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>
% App. Total	0	0	0	0	0	0	100	100	0	0	100	100	100
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.250	.250	.417

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Groups Printed- Combined

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
04:00 PM	142	21	0	163	12	86	0	98	38	35	0	73	334
04:15 PM	148	23	0	171	14	124	3	141	14	17	0	31	343
04:30 PM	156	11	0	167	15	103	0	118	9	12	0	21	306
04:45 PM	125	18	0	143	18	103	0	121	17	12	2	31	295
<b>Total</b>	<b>571</b>	<b>73</b>	<b>0</b>	<b>644</b>	<b>59</b>	<b>416</b>	<b>3</b>	<b>478</b>	<b>78</b>	<b>76</b>	<b>2</b>	<b>156</b>	<b>1278</b>
05:00 PM	149	24	0	173	16	92	0	108	20	35	0	55	336
05:15 PM	146	29	0	175	9	111	0	120	11	14	0	25	320
05:30 PM	119	21	0	140	4	109	0	113	9	8	0	17	270
05:45 PM	138	14	0	152	5	86	0	91	17	14	0	31	274
<b>Total</b>	<b>552</b>	<b>88</b>	<b>0</b>	<b>640</b>	<b>34</b>	<b>398</b>	<b>0</b>	<b>432</b>	<b>57</b>	<b>71</b>	<b>0</b>	<b>128</b>	<b>1200</b>
06:00 PM	148	11	0	159	7	83	0	90	11	14	0	25	274
06:15 PM	128	10	0	138	10	89	0	99	5	8	0	13	250
<b>Grand Total</b>	<b>1399</b>	<b>182</b>	<b>0</b>	<b>1581</b>	<b>110</b>	<b>986</b>	<b>3</b>	<b>1099</b>	<b>151</b>	<b>169</b>	<b>2</b>	<b>322</b>	<b>3002</b>
Apprch %	88.5	11.5	0		10	89.7	0.3		46.9	52.5	0.6		
Total %	46.6	6.1	0	52.7	3.7	32.8	0.1	36.6	5	5.6	0.1	10.7	

Start Time	Palm Valley Rd Southbound				Palm Valley Rd Northbound				Landrum Ln Eastbound				Int. Total
	Thru	Right	Peds	App. Total	Left	Thru	Peds	App. Total	Left	Right	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	148	23	0	171	14	<b>124</b>	<b>3</b>	<b>141</b>	14	17	0	31	<b>343</b>
04:30 PM	<b>156</b>	11	0	167	15	103	0	118	9	12	0	21	306
04:45 PM	125	18	0	143	<b>18</b>	103	0	121	17	12	<b>2</b>	31	295
05:00 PM	149	<b>24</b>	0	<b>173</b>	16	92	0	108	<b>20</b>	<b>35</b>	0	<b>55</b>	336
<b>Total Volume</b>	<b>578</b>	<b>76</b>	<b>0</b>	<b>654</b>	<b>63</b>	<b>422</b>	<b>3</b>	<b>488</b>	<b>60</b>	<b>76</b>	<b>2</b>	<b>138</b>	<b>1280</b>
% App. Total	88.4	11.6	0		12.9	86.5	0.6		43.5	55.1	1.4		
PHF	.926	.792	.000	.945	.875	.851	.250	.865	.750	.543	.250	.627	.933

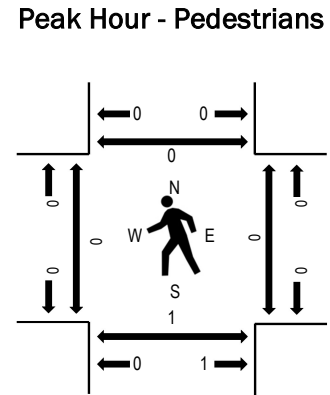
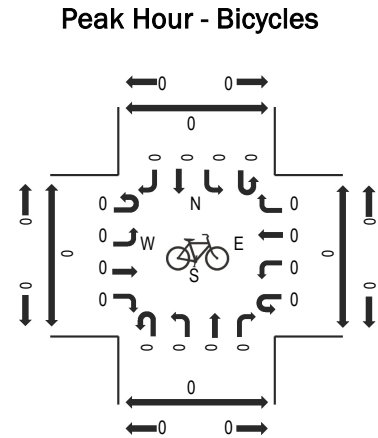
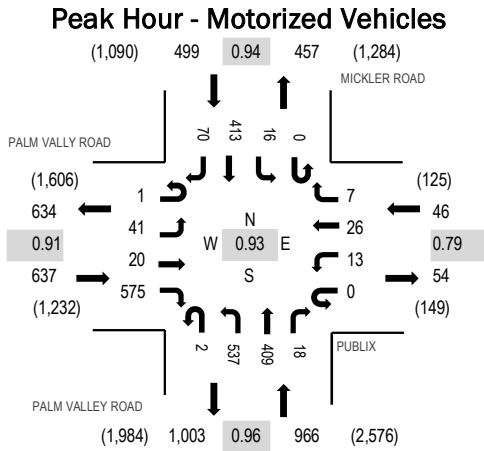


Location: 1 PALM VALLEY ROAD & PUBLIX AM

Date: Wednesday, September 14, 2022

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	PALM VALLEY ROAD Eastbound				PUBLIX Westbound				PALM VALLEY ROAD Northbound				MICKLER ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:30 AM	0	6	0	38	0	0	1	0	0	70	42	1	1	1	39	5	204	1,137	0	0	0	0
6:45 AM	0	1	0	32	0	0	2	1	0	87	70	3	0	2	19	17	234	1,369	0	0	0	0
7:00 AM	0	8	4	54	0	0	4	1	0	70	80	1	0	1	56	22	301	1,586	0	0	0	0
7:15 AM	0	11	4	60	0	2	6	1	0	112	94	6	1	2	85	14	398	1,815	0	0	0	0
7:30 AM	0	13	5	79	0	3	1	2	0	125	119	7	0	5	69	8	436	1,992	0	0	0	0
7:45 AM	2	4	12	68	0	9	11	3	0	123	113	6	0	2	83	15	451	2,084	0	0	0	0
8:00 AM	0	7	4	151	0	4	4	1	0	133	100	1	0	5	89	31	530	2,148	0	0	1	0
8:15 AM	0	17	9	149	0	5	5	2	0	146	103	6	0	3	114	16	575	2,038	0	0	0	0
8:30 AM	0	10	1	139	0	1	9	2	2	132	98	5	0	4	117	8	528	1,894	0	0	0	0
8:45 AM	1	7	6	136	0	3	8	2	0	126	108	6	0	4	93	15	515		0	0	0	0
9:00 AM	0	7	8	84	0	4	8	6	0	111	118	5	0	4	52	13	420		0	0	0	0
9:15 AM	0	4	9	82	0	3	7	4	1	125	117	4	0	3	59	13	431		0	0	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	6
Lights	1	39	20	555	0	13	24	7	2	530	398	17	0	16	401	65	2,088
Mediums	0	2	0	20	0	0	2	0	0	7	9	0	0	0	12	2	54
Total	1	41	20	575	0	13	26	7	2	537	409	18	0	16	413	70	2,148

### Heavy Vehicle Percentage and Peak Hour Factor

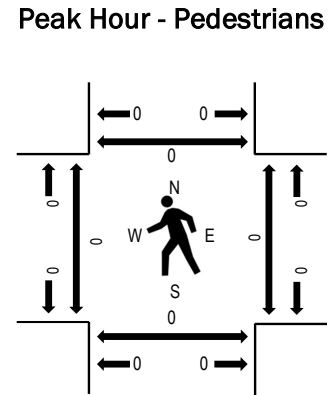
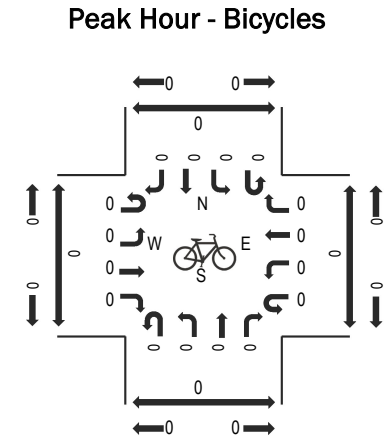
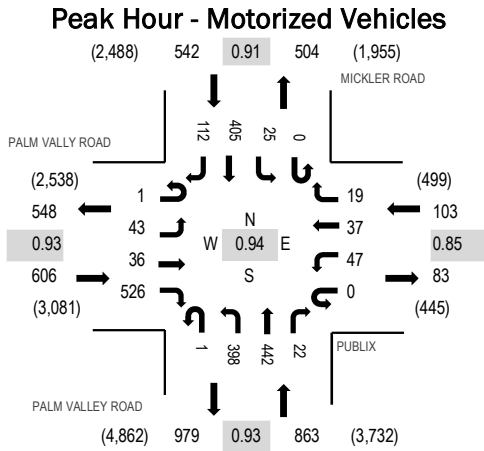
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %																	
Heavy Vehicle %	0.0%	4.9%	0.0%	3.5%	0.0%	0.0%	7.7%	0.0%	0.0%	1.3%	2.7%	5.6%	0.0%	0.0%	2.9%	7.1%	2.8%
Peak Hour Factor		0.91				0.79				0.96				0.94			0.93
Peak Hour Factor	0.25	0.60	0.63	0.95	0.00	0.58	0.89	0.58	0.38	0.92	0.93	0.92	0.50	0.80	0.88	0.56	0.93

Location: 1 PALM VALLEY ROAD & PUBLIX Noon

Date: Wednesday, September 14, 2022

Peak Hour: 02:45 PM - 03:45 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM



Note: Total study counts contained in parentheses.

### Traffic Counts - Motorized Vehicles

Interval Start Time	PALM VALLEY ROAD Eastbound				PUBLIX Westbound				PALM VALLEY ROAD Northbound				MICKLER ROAD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
1:30 PM	2	6	11	108	0	8	10	3	0	104	89	3	0	4	63	21	432	1,956	0	0	0	0
1:45 PM	0	9	10	150	0	10	10	3	0	125	81	3	0	3	91	18	513	1,991	0	0	0	0
2:00 PM	3	12	8	179	0	9	10	4	0	85	51	6	0	6	88	18	479	1,978	0	0	0	0
2:15 PM	3	8	17	143	0	6	7	2	0	118	116	5	0	2	93	12	532	2,023	0	0	0	0
2:30 PM	1	8	13	112	0	9	8	4	0	125	82	8	0	3	74	20	467	2,019	0	0	0	0
2:45 PM	0	12	8	127	0	9	11	5	0	106	92	2	0	7	88	33	500	2,114	0	0	0	0
3:00 PM	0	10	10	143	0	9	11	5	0	97	133	7	0	4	69	26	524	2,079	0	0	0	0
3:15 PM	1	9	8	116	0	10	9	4	0	98	114	6	0	6	118	29	528	2,019	0	0	0	0
3:30 PM	0	12	10	140	0	19	6	5	1	97	103	7	0	8	130	24	562	1,985	0	0	0	0
3:45 PM	0	12	9	102	0	12	15	3	0	89	80	7	0	5	107	24	465	1,945	0	0	0	0
4:00 PM	0	4	8	109	0	15	6	2	0	102	71	8	0	8	113	18	464	1,964	0	0	0	0
4:15 PM	0	8	12	135	0	18	15	2	0	75	76	4	2	4	121	22	494	2,030	0	0	0	0
4:30 PM	0	11	12	144	0	13	12	4	0	90	89	8	0	12	114	13	522	2,033	0	0	0	0
4:45 PM	0	7	12	135	0	9	11	4	0	104	83	3	0	2	101	13	484	2,033	0	0	0	0
5:00 PM	2	13	11	161	0	12	16	3	0	79	92	8	0	9	111	13	530	2,058	0	0	0	0
5:15 PM	3	7	12	140	0	9	5	3	0	80	71	7	0	4	142	14	497	1,922	0	0	0	0
5:30 PM	0	9	13	144	0	16	10	3	0	91	71	6	0	2	121	36	522	1,807	0	0	0	0
5:45 PM	0	13	14	161	0	9	11	4	0	101	70	7	0	6	86	27	509		0	0	0	0
6:00 PM	0	4	11	115	0	9	6	4	0	72	78	10	0	5	65	15	394		0	0	1	0
6:15 PM	0	7	10	102	0	11	14	7	0	74	56	6	0	5	78	12	382		0	0	0	0

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	5	0	0	0	6	1	13
Lights	1	41	36	509	0	47	37	19	1	386	427	22	0	25	381	108	2,040
Mediums	0	2	0	16	0	0	0	0	0	12	10	0	0	0	18	3	61
Total	1	43	36	526	0	47	37	19	1	398	442	22	0	25	405	112	2,114



## Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.1%			0.0%				3.1%				5.2%				3.5%
Heavy Vehicle %	0.0%	4.7%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.4%	0.0%	0.0%	0.0%	5.9%	3.6%	3.5%
Peak Hour Factor		0.93			0.85				0.93				0.91				0.94
Peak Hour Factor	0.67	0.90	0.89	0.94	0.00	0.84	0.84	0.95	0.25	0.91	0.83	0.75	0.25	0.60	0.84	0.85	0.94

## **Appendix I. SYNCHRO RESULTS**



Existing Conditions  
1: SR A1A & Palm Valley Road

AM Peak  
05/17/2023

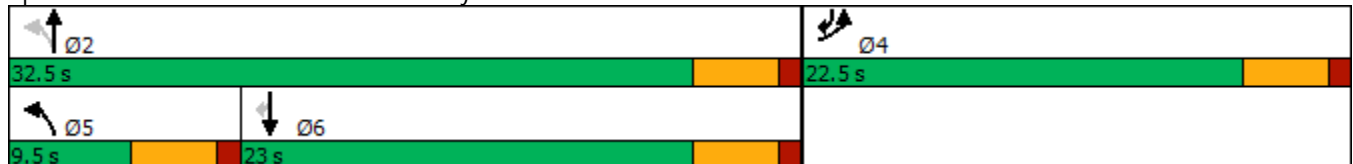


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗		↖	↑↑	↑↑	↖
Traffic Volume (vph)	562	23	31	851	732	462
Future Volume (vph)	562	23	31	851	732	462
Satd. Flow (prot)	3427	0	1770	3539	3539	1583
Flt Permitted	0.954		0.239			
Satd. Flow (perm)	3427	0	445	3539	3539	1583
Satd. Flow (RTOR)	8					502
Lane Group Flow (vph)	636	0	34	925	796	502
Turn Type	Prot		pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Total Split (s)	22.5		9.5	32.5	23.0	22.5
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Act Effct Green (s)	15.1		28.1	28.1	24.5	46.9
Actuated g/C Ratio	0.29		0.54	0.54	0.47	0.90
v/c Ratio	0.64		0.09	0.49	0.48	0.34
Control Delay	19.1		7.2	9.1	12.8	0.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	19.1		7.2	9.1	12.8	0.9
LOS	B		A	A	B	A
Approach Delay	19.1			9.1	8.2	
Approach LOS	B			A	A	
Queue Length 50th (ft)	85		5	88	72	0
Queue Length 95th (ft)	128		16	138	167	14
Internal Link Dist (ft)	1182			853	629	
Turn Bay Length (ft)	200		450			250
Base Capacity (vph)	1190		367	1904	1659	1461
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.53		0.09	0.49	0.48	0.34

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 52.2  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.64  
 Intersection Signal Delay: 10.9  
 Intersection Capacity Utilization 50.0%  
 Analysis Period (min) 15  
 Intersection LOS: B  
 ICU Level of Service A

Splits and Phases: 1: SR A1A & Palm Valley Road



Existing Conditions  
2: Palm Valley Road & PGA Tour Blvd

AM Peak  
05/17/2023

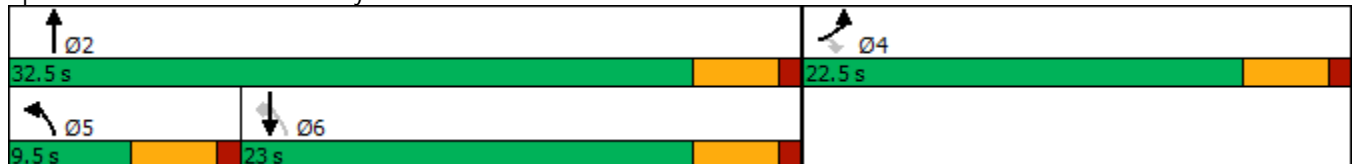


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑	↑	↗
Traffic Volume (vph)	4	2	81	613	366	143
Future Volume (vph)	4	2	81	613	366	143
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.518			
Satd. Flow (perm)	1770	1583	965	1863	1863	1583
Satd. Flow (RTOR)		2				155
Lane Group Flow (vph)	4	2	88	666	398	155
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	6			6
Total Split (s)	22.5	22.5	9.5	32.5	23.0	23.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	5.7	5.7	34.7	41.2	33.2	33.2
Actuated g/C Ratio	0.13	0.13	0.78	0.93	0.75	0.75
v/c Ratio	0.02	0.01	0.10	0.38	0.28	0.13
Control Delay	15.5	12.5	1.9	2.2	5.3	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	12.5	1.9	2.2	5.3	1.9
LOS	B	B	A	A	A	A
Approach Delay	14.5			2.2	4.3	
Approach LOS	B			A	A	
Queue Length 50th (ft)	1	0	0	0	28	0
Queue Length 95th (ft)	7	4	15	122	122	22
Internal Link Dist (ft)	342			5467	1182	
Turn Bay Length (ft)	200		250			600
Base Capacity (vph)	726	651	848	1733	1397	1225
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.00	0.10	0.38	0.28	0.13

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 44.3  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.38  
 Intersection Signal Delay: 3.1  
 Intersection LOS: A  
 Intersection Capacity Utilization 43.9%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 2: Palm Valley Road & PGA Tour Blvd





Existing Conditions  
 3: Palm Valley Road & Palm Valley Baptist Church/Palmer Catholic Academy

AM Peak  
 05/17/2023

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕		↕	↑			↑	↕
Traffic Vol, veh/h	1	0	0	35	1	189	81	350	0	0	538	159
Future Vol, veh/h	1	0	0	35	1	189	81	350	0	0	538	159
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	0	38	1	205	88	380	0	0	585	173

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	1331	1314	380	1141	1141	585	758	0	-	-	-	0
Stage 1	556	556	-	585	585	-	-	-	-	-	-	-
Stage 2	775	758	-	556	556	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	132	158	667	178	201	511	853	-	0	0	-	-
Stage 1	515	513	-	497	498	-	-	-	0	0	-	-
Stage 2	391	415	-	515	513	-	-	-	0	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	72	142	667	164	180	511	853	-	-	-	-	-
Mov Cap-2 Maneuver	72	142	-	164	180	-	-	-	-	-	-	-
Stage 1	462	460	-	446	498	-	-	-	-	-	-	-
Stage 2	233	415	-	462	460	-	-	-	-	-	-	-

Approach	EB		WB		SE		NW	
HCM Control Delay, s	55.8		29.7		1.8		0	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NWT	NWR	EBLn1WBLn1	SEL	SET
Capacity (veh/h)	-	-	72	382	853
HCM Lane V/C Ratio	-	-	0.015	0.64	0.103
HCM Control Delay (s)	-	-	55.8	29.7	9.7
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	0	4.3	0.3

Existing Conditions  
4: Palm Valley Road & Canal Blvd/Possum Trot Rd

AM Peak  
05/17/2023

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕	↗	↗	↕	↗
Traffic Vol, veh/h	80	1	81	2	1	10	84	594	2	0	309	55
Future Vol, veh/h	80	1	81	2	1	10	84	594	2	0	309	55
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Yield
Storage Length	-	-	180	-	-	-	210	-	100	200	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	1	88	2	1	11	91	646	2	0	336	60

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1170	1164	336	1209	1164	646	336	0	-	646	0	0
Stage 1	336	336	-	828	828	-	-	-	-	-	-	-
Stage 2	834	828	-	381	336	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	170	194	706	160	194	472	1223	-	0	939	-	-
Stage 1	678	642	-	365	386	-	-	-	0	-	-	-
Stage 2	362	386	-	641	642	-	-	-	0	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	156	180	706	132	180	472	1223	-	-	939	-	-
Mov Cap-2 Maneuver	156	180	-	132	180	-	-	-	-	-	-	-
Stage 1	628	642	-	338	357	-	-	-	-	-	-	-
Stage 2	326	357	-	560	642	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	32.6		17.2		1		0	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1223	-	156	706	310	939	-	-
HCM Lane V/C Ratio	0.075	-	0.564	0.125	0.046	-	-	-
HCM Control Delay (s)	8.2	-	54.4	10.8	17.2	0	-	-
HCM Lane LOS	A	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	2.9	0.4	0.1	0	-	-



Existing Conditions  
5: Palm Valley Road & Landurm Lane

AM Peak  
05/17/2023

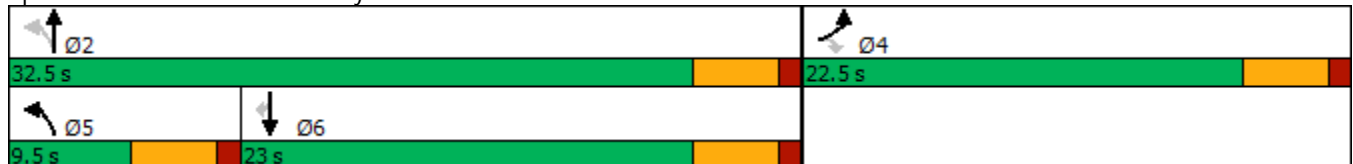


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑	↑	↗
Traffic Volume (vph)	115	178	115	538	362	76
Future Volume (vph)	115	178	115	538	362	76
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.395			
Satd. Flow (perm)	1770	1583	736	1863	1863	1583
Satd. Flow (RTOR)		193				83
Lane Group Flow (vph)	125	193	125	585	393	83
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Total Split (s)	22.5	22.5	9.5	32.5	23.0	23.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	8.5	8.5	30.0	31.0	23.6	23.6
Actuated g/C Ratio	0.19	0.19	0.66	0.68	0.52	0.52
v/c Ratio	0.38	0.43	0.21	0.46	0.41	0.10
Control Delay	19.5	6.5	5.1	6.6	11.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	6.5	5.1	6.6	11.9	3.4
LOS	B	A	A	A	B	A
Approach Delay	11.6			6.4	10.4	
Approach LOS	B			A	B	
Queue Length 50th (ft)	29	0	11	68	73	0
Queue Length 95th (ft)	64	38	30	154	151	20
Internal Link Dist (ft)	752			5637	4597	
Turn Bay Length (ft)		220	475			200
Base Capacity (vph)	706	747	602	1275	969	863
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.26	0.21	0.46	0.41	0.10

Intersection Summary

Cycle Length: 55  
 Actuated Cycle Length: 45.3  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay: 8.8  
 Intersection LOS: A  
 Intersection Capacity Utilization 43.0%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 5: Palm Valley Road & Landurm Lane



Existing Conditions  
6: CR 210/Mickler Road & Palm Valley Road/Publix

AM Peak  
05/17/2023

Intersection				
Intersection Delay, s/veh	23.0			
Intersection LOS	C			
Approach	EB	WB	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	692	50	1049	542
Demand Flow Rate, veh/h	706	51	1070	553
Vehicles Circulating, veh/h	489	1096	85	639
Vehicles Exiting, veh/h	703	59	1109	508
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	27.2	9.7	20.5	23.8
Approach LOS	D	A	C	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	706	51	1070	553
Cap Entry Lane, veh/h	838	451	1265	719
Entry HV Adj Factor	0.980	0.989	0.980	0.980
Flow Entry, veh/h	692	50	1049	542
Cap Entry, veh/h	821	446	1241	705
V/C Ratio	0.842	0.113	0.846	0.769
Control Delay, s/veh	27.2	9.7	20.5	23.8
LOS	D	A	C	C
95th %tile Queue, veh	10	0	11	7



Existing Conditions  
1: SR A1A & Palm Valley Road

PM Peak  
05/17/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖↗		↖	↑↑	↑↑	↗
Traffic Volume (vph)	577	21	40	733	1070	570
Future Volume (vph)	577	21	40	733	1070	570
Satd. Flow (prot)	3430	0	1770	3539	3539	1583
Flt Permitted	0.954		0.126			
Satd. Flow (perm)	3430	0	235	3539	3539	1583
Satd. Flow (RTOR)	6					620
Lane Group Flow (vph)	650	0	43	797	1163	620
Turn Type	Prot		pm+pt	NA	NA	pm+ov
Protected Phases	4		5	2	6	4
Permitted Phases			2			6
Total Split (s)	22.5		9.5	37.5	28.0	22.5
Total Lost Time (s)	4.5		4.5	4.5	4.5	4.5
Act Effect Green (s)	16.3		33.1	33.1	29.4	52.9
Actuated g/C Ratio	0.28		0.57	0.57	0.50	0.91
v/c Ratio	0.68		0.16	0.40	0.65	0.42
Control Delay	22.4		7.6	8.1	15.2	1.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	22.4		7.6	8.1	15.2	1.1
LOS	C		A	A	B	A
Approach Delay	22.4			8.1	10.3	
Approach LOS	C			A	B	
Queue Length 50th (ft)	102		6	78	132	0
Queue Length 95th (ft)	151		18	113	#305	15
Internal Link Dist (ft)	1182			853	629	
Turn Bay Length (ft)	200		450			250
Base Capacity (vph)	1063		264	2004	1780	1471
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.61		0.16	0.40	0.65	0.42

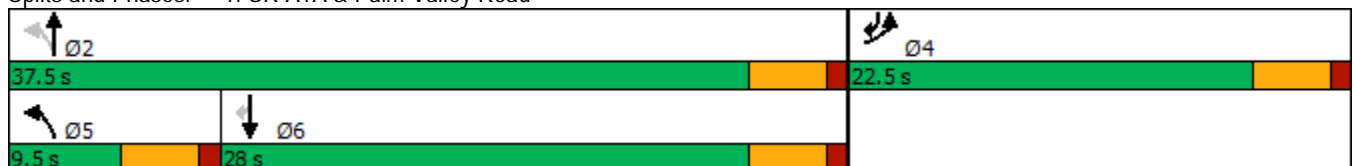
Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 58.4  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 12.2  
 Intersection LOS: B  
 Intersection Capacity Utilization 57.9%  
 ICU Level of Service B  
 Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR A1A & Palm Valley Road



Existing Conditions  
2: Palm Valley Road & PGA Tour Blvd

PM Peak  
05/17/2023

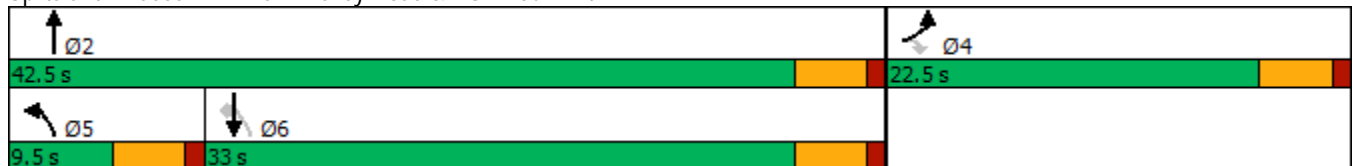


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	112	28	3	536	665	7
Future Volume (vph)	112	28	3	536	665	7
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.293			
Satd. Flow (perm)	1770	1583	546	1863	1863	1583
Satd. Flow (RTOR)		30				8
Lane Group Flow (vph)	122	30	3	583	723	8
Turn Type	Prot	Perm	D.P+P	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	6			6
Total Split (s)	22.5	22.5	9.5	42.5	33.0	33.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	9.5	9.5	43.9	45.8	43.8	43.8
Actuated g/C Ratio	0.16	0.16	0.72	0.75	0.72	0.72
v/c Ratio	0.45	0.11	0.01	0.42	0.54	0.01
Control Delay	27.8	9.3	3.7	5.4	9.9	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	9.3	3.7	5.4	9.9	4.3
LOS	C	A	A	A	A	A
Approach Delay	24.1			5.4	9.9	
Approach LOS	C			A	A	
Queue Length 50th (ft)	41	0	0	73	102	0
Queue Length 95th (ft)	78	18	3	154	#398	6
Internal Link Dist (ft)	342			5467	1182	
Turn Bay Length (ft)	200		250			600
Base Capacity (vph)	524	490	492	1395	1336	1137
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.06	0.01	0.42	0.54	0.01

Intersection Summary

Cycle Length: 65  
 Actuated Cycle Length: 61.1  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 9.6  
 Intersection LOS: A  
 Intersection Capacity Utilization 48.7%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 2: Palm Valley Road & PGA Tour Blvd





Existing Conditions  
 3: Palm Valley Road & Palm Valley Baptist Church/Palmer Catholic Academy

PM Peak  
 05/17/2023

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕		↕	↑			↑	↕
Traffic Vol, veh/h	1	0	2	41	0	39	40	641	1	0	507	23
Future Vol, veh/h	1	0	2	41	0	39	40	641	1	0	507	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	-	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	2	45	0	42	43	697	1	0	551	25

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	1369	1360	698	1336	1335	551	576	0	0	-	-	0
Stage 1	784	784	-	551	551	-	-	-	-	-	-	-
Stage 2	585	576	-	785	784	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	-	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	-	-	-
Pot Cap-1 Maneuver	124	148	440	130	154	534	997	-	-	0	-	-
Stage 1	386	404	-	519	515	-	-	-	-	0	-	-
Stage 2	497	502	-	386	404	-	-	-	-	0	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	110	142	440	125	147	534	997	-	-	-	-	-
Mov Cap-2 Maneuver	110	142	-	125	147	-	-	-	-	-	-	-
Stage 1	369	387	-	497	515	-	-	-	-	-	-	-
Stage 2	458	502	-	368	387	-	-	-	-	-	-	-

Approach	EB		WB		SE		NW			
HCM Control Delay, s	21.6		36.4		0.5		0			
HCM LOS	C		E							

Minor Lane/Major Mvmt	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	-	-	220	199	997	-	-
HCM Lane V/C Ratio	-	-	0.015	0.437	0.044	-	-
HCM Control Delay (s)	-	-	21.6	36.4	8.8	-	-
HCM Lane LOS	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	-	-	0	2	0.1	-	-

Existing Conditions  
4: Palm Valley Road & Canal Blvd/Possum Trot Rd

PM Peak  
05/17/2023

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕		↗	↕	↗	↗	↕	↗
Traffic Vol, veh/h	57	0	71	1	1	2	45	438	0	5	624	91
Future Vol, veh/h	57	0	71	1	1	2	45	438	0	5	624	91
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Yield
Storage Length	-	-	180	-	-	-	210	-	100	200	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	0	77	1	1	2	49	476	0	5	678	99

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1264	1262	678	1301	1262	476	678	0	-	476	0	0
Stage 1	688	688	-	574	574	-	-	-	-	-	-	-
Stage 2	576	574	-	727	688	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	146	170	452	138	170	589	914	-	0	1086	-	-
Stage 1	436	447	-	504	503	-	-	-	0	-	-	-
Stage 2	503	503	-	415	447	-	-	-	0	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	138	160	452	109	160	589	914	-	-	1086	-	-
Mov Cap-2 Maneuver	138	160	-	109	160	-	-	-	-	-	-	-
Stage 1	412	445	-	477	476	-	-	-	-	-	-	-
Stage 2	473	476	-	343	445	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	30.7		22.3		0.9		0.1	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	914	-	138	452	213	1086	-	-
HCM Lane V/C Ratio	0.054	-	0.449	0.171	0.02	0.005	-	-
HCM Control Delay (s)	9.2	-	50.8	14.6	22.3	8.3	-	-
HCM Lane LOS	A	-	F	B	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	2	0.6	0.1	0	-	-



Existing Conditions  
5: Palm Valley Road & Landurm Lane

PM Peak  
05/17/2023

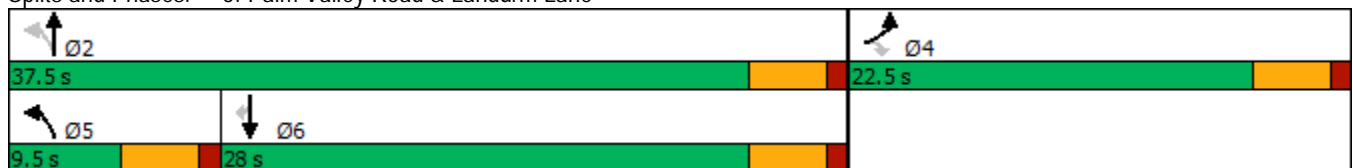


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↑	↑	↗
Traffic Volume (vph)	60	76	63	422	578	76
Future Volume (vph)	60	76	63	422	578	76
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.277			
Satd. Flow (perm)	1770	1583	516	1863	1863	1583
Satd. Flow (RTOR)		83				83
Lane Group Flow (vph)	65	83	68	459	628	83
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Total Split (s)	22.5	22.5	9.5	37.5	28.0	28.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Act Effect Green (s)	7.3	7.3	35.9	36.8	31.1	31.1
Actuated g/C Ratio	0.15	0.15	0.71	0.73	0.62	0.62
v/c Ratio	0.25	0.28	0.14	0.34	0.55	0.08
Control Delay	21.1	8.2	3.8	4.4	11.8	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.1	8.2	3.8	4.4	11.8	2.7
LOS	C	A	A	A	B	A
Approach Delay	13.8			4.3	10.8	
Approach LOS	B			A	B	
Queue Length 50th (ft)	17	0	5	43	129	0
Queue Length 95th (ft)	43	28	16	92	#265	17
Internal Link Dist (ft)	752			5637	4597	
Turn Bay Length (ft)		220	475			200
Base Capacity (vph)	633	620	493	1362	1150	1009
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.13	0.14	0.34	0.55	0.08

Intersection Summary

Cycle Length: 60  
 Actuated Cycle Length: 50.3  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.55  
 Intersection Signal Delay: 8.6  
 Intersection LOS: A  
 Intersection Capacity Utilization 50.0%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Palm Valley Road & Landurm Lane



Existing Conditions  
6: CR 210/Mickler Road & Palm Valley Road/Publix

PM Peak  
05/17/2023

Intersection				
Intersection Delay, s/veh	20.4			
Intersection LOS	C			
Approach	EB	WB	NE	SW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	658	112	938	589
Demand Flow Rate, veh/h	671	114	957	601
Vehicles Circulating, veh/h	529	981	116	536
Vehicles Exiting, veh/h	608	92	1084	559
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	27.1	10.4	16.6	20.9
Approach LOS	D	B	C	C
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	671	114	957	601
Cap Entry Lane, veh/h	804	507	1226	799
Entry HV Adj Factor	0.981	0.984	0.981	0.980
Flow Entry, veh/h	658	112	938	589
Cap Entry, veh/h	789	499	1202	783
V/C Ratio	0.834	0.225	0.781	0.752
Control Delay, s/veh	27.1	10.4	16.6	20.9
LOS	D	B	C	C
95th %tile Queue, veh	10	1	8	7



**Appendix J. SIDEWALK LOCATION/WIDTH EXHIBIT**





# Palm Valley Road

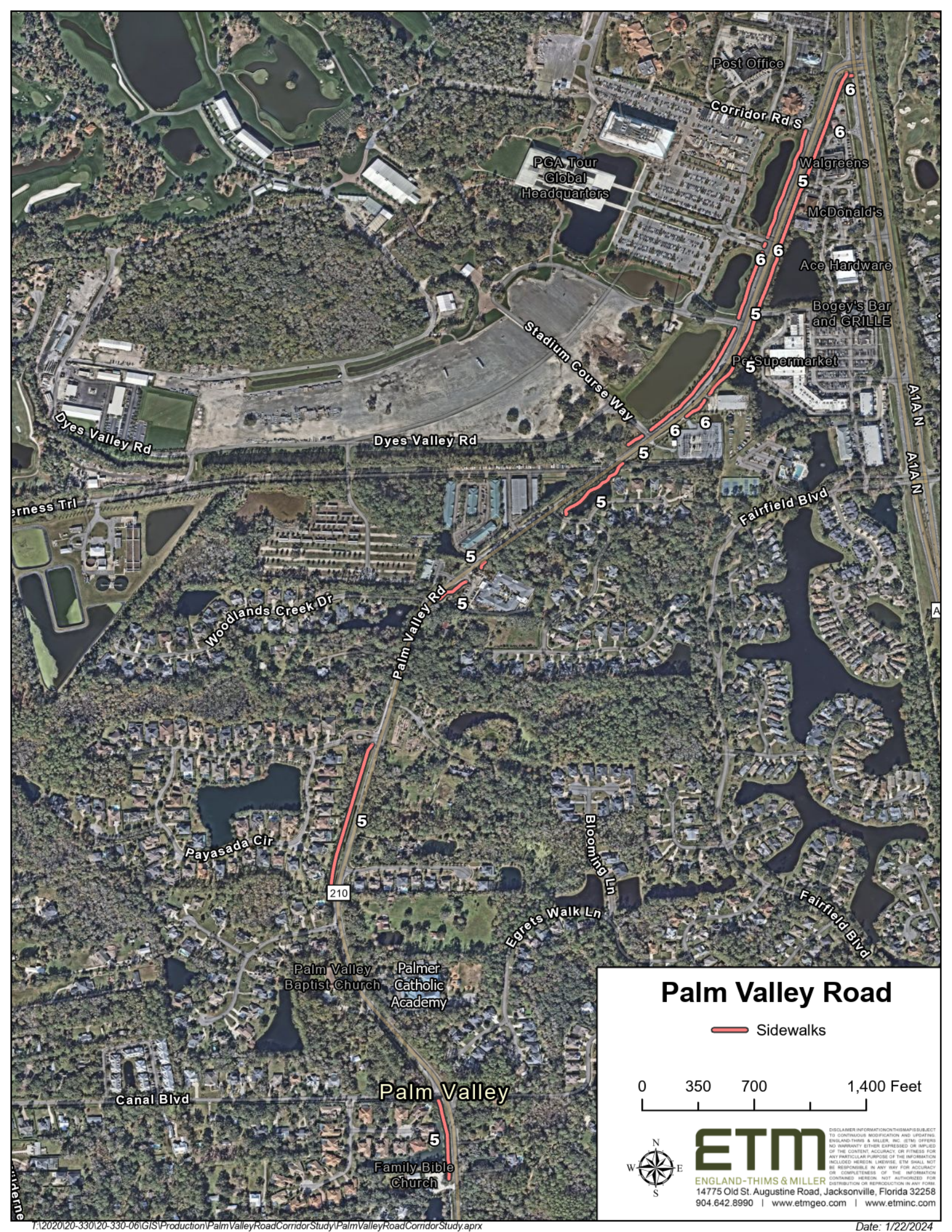
 Sidewalks

0 350 700 1,400 Feet

**ETM**  
ENGLAND-THIMS & MILLER  
14775 Old St. Augustine Road, Jacksonville, Florida 32258  
904.642.8990 | www.etmgeo.com | www.etmnc.com







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Corridor Rd S

PCA Tour  
Global  
Headquarters

Walgreens

McDonald's

Ace Hardware

Bogey's Bar  
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Pe Supermarket

Stadium Course Way

Dyes Valley Rd

Dyes Valley Rd

ALAN ALAN

Werness Trl

Fairfield Blvd

Woodlands Creek Dr

Palm Valley Rd

Payasada Cir

Blooming Ln

Egrets Walk Ln

Fairfield Blvd

Palm Valley Baptist Church

Palmer Catholic Academy

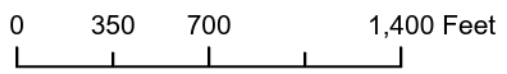
Canal Blvd

Palm Valley

Family Bible Church

# Palm Valley Road

— Sidewalks



## ETM

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# Landrum Lane

— Sidewalks



## ETM

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